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THE INVESTORS'

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

GENERAL INDEX.

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January 27, 1900.

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—OF THE—

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, JANUARY 27, 1900.

THE INVESTORS' SUPPLEMENT.

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WILLIAM B. DANA COMPANY, PUBLISHERS,
PINE STREET, COR. PEARL STREET, NEW YORK.

RECORD OF DIVIDENDS FOR SEVEN YEARS.

On pages 7 and 8 of this issue of the INVESTORS' SUPPLEMENT will be found a record of the dividends paid for seven years past on all railroad stocks sold at the Stock Exchanges in New York, Boston, Philadelphia and Baltimore; also a record of the dividends paid during the same period on some of the leading industrial stocks.

WOODEN AND METAL CROSS-TIES.

The cross-tie problem of the railroads can hardly be called an acute one, yet far-seeing railroad officers have been giving attention for some time to plans for providing substitutes for the wooden tie commonly used in railroad track in this country, and the matter is becoming one of increasing importance. Warnings of forestry experts have often been given that the wasteful system of timber-cutting in this country was endangering the sources of supply so long regarded as inexhaustible.

The denuding of the forests has gone on, however, and lumber production has been increasing. The demand for cross-ties has continued to be too easily supplied to warrant the railroads being much alarmed over future possibilities nor to encourage extensive experiments to find a satisfactory substitute. Their needs in this respect are constantly increasing and have long furnished one of the important demands on the lumber production. Any threatened material decrease in the lumber cut would be reflected immediately in the supply of cross-ties. There has as yet been no indication of any curtailment in the supply, and until that becomes true the attempts to provide a substitute for the wooden cross-tie will probably continue more or less tentative.

If, however, the production of timber gives no sign of immediately falling off, the railroads have still experienced a material advance in the cost of cross ties in the past year, as in so many other supplies used by them. Western roads have had to pay 60 and 65 cents for oak ties formerly costing 45 cents; cedar ties now cost 50 cents each, against 36 cents. Eastern roads are paying eight cents and ten cents more for their oak ties than formerly, and even proportionately more for some other grades. It is not surprising, therefore, that renewed interest has developed in various efforts to prolong the life of ties, and to find substitutes for them. Cross-tie preservation has reached a considerable development in certain parts of the country where ties are particularly costly, and very fair success has been attained at various plants and by a number of different methods of treatment. The Southern Pacific, in particular, among individual companies, has carried on extensive and valuable experiments to prolong the life of ties by chemical treatment with oil or other preservatives. Such treatment materially prolongs the useful life of ties, in some cases doubling the time they may be left in the track. However successful this treatment of cross-ties may be, it merely lessens the frequency of renewals; it only delays but does not prevent their ultimate decay. The development of tie-preserving methods may be expected to be materially advanced in coming years, but at the same time search for a substitute for cross-ties will go on.

So far the metal tie has not established a place for itself, whereas in foreign countries, in Europe and in Mexico, various forms are in more or less extensive use. Sufficient reasons for the slowness of the American railroads to seek economy by steel ties have been previously referred to, but this attitude is likely to give way to one of more interest when a design which promises more adaptability to the needs of the conditions in this country is developed. Opinion as to the metal which should be used for ties is unsettled. They have been made of rolled steel, cast and wrought iron, pressed steel, etc. With more unanimity as to the best material for metal sleepers, more advance might be possible in obtaining a satisfactory design.

As matters stand now no metal ties are being put down by American railroads, and those heretofore laid, comprising scarcely half a dozen miles of track, have been for experimental purposes, the outcome of which has not warranted further extension of their use. This may seem a gloomy outlook for the metal tie, but conditions may alter before a great while and bring the question forward in a more imperative form. Not a few officers deem it advisable to anticipate such a possibility, and in the past year renewed interest has been taken in the utility of metal ties in this country. The experience of European roads, which have used various forms in considerable quantities for a number of years, does not seem to be of much help in solving the problem to be met on American railroads.

The metal ties which have been used in this country have not only been costly, but they have not withstood the conditions of traffic, nor held the ballast of the track in which they were placed, so that track surfacing and maintenance have been troublesome and expensive. Such designs of metal ties as have had practical experimental service in this country have been of steel. Their first cost, therefore, has been high, so that if they had proved to be altogether satisfactory in service, no wide extension of their use could have been realized. The cost of steel ties has been about $2 50 each, in itself almost prohibitive, except possibly where peculiar conditions made it advisable to do away as much as possible with disturbance of the track surface to renew ties, or any other purpose. Besides their first cost, the steel ties have made a poor record as to cost of maintenance. Track laid with some types of these ties has cost 30 per cent more for keeping in line and surface than a similar stretch of road laid with wooden ties, and with other forms the cost has doubled. There have been numerous failures of the ties, the light form adopted to lessen the cost when steel is used being unsuited to withstand the crushing weight of heavy trains, so that breakages occur.

Despite such an unfortunate record as is here set forth, it does not follow that the metal tie will not yet take its place in the economy of railroad track construction in this country. It will have to be developed in new directions instead of those that have been followed heretofore, but the outlook is by no means hopeless. With the present high prices of steel, ties made of that metal are likely to be so expensive in first cost as to make their use prohibitive. Cast iron is not regarded as suitable, but other forms of iron have been suggested as desirable, both in the matter of strength and in relatively reasonable cost. Malleable iron, the use of which in various lines of railroad supply manufacture has been rapid of late years, seems to offer many advantages. It is so easily manipulated in manufacture that the design of the tie would not have to be weakened on that account; and there would not exist the same desire to save metal because of high cost, as where a tie is made of steel, which has brought about not a few of the failures of such forms. With heavier ties, not only would greater strength be secured, but the corrosion, which has been a considerable element in developing weakness, would be so lessened that it would cease to be significant or important.

The life of metal ties has been estimated at thirty years, although this depends very largely on local conditions. Very few, if any, have been in the track that length of time, the earlier styles having been replaced with improved forms. It is probably safe, however, to put the period of their useful life at four to five times that of good wooden ties. With any further material rise in the prices of wooden ties, the economy of metal ties may become considerable, and with that condition there is little reason to doubt that satisfactory designs will be developed.

HEAVY RAILS.

The tendency toward the use of very heavy rails which was so pronounced a feature of the development of railroad track practice a few years ago seems to have been checked. It might be said that a distinct reaction toward the use of lighter rails, or rather what may be termed moderate weight, has become noticeable. The predictions that rails weighing 100 lbs. to the yard would be rather generally used on sections of road with extremely heavy tonnage have not been borne out. When a number of large companies in the East, whose prominence made their action in the matter of much consequence, placed moderate orders for such rails two or three years ago, it was generally anticipated that other contracts would follow, but the reverse has been the case, and not many 100-lb. rails, unless intended for special use, as on an important bridge, etc., have been rolled for some time.

While orders for rails of that enormous weight were confined to a few companies, 90 and 95-lb. rails have been put in the track of a good many roads in considerable quantities. It cannot therefore with accuracy be said that the use of these rail sections has been practically abandoned, as the 100-lb. rails have been, and yet the sentiment of maintenance-of-way engineers is not as much in favor of their use as was the case some time ago. Railroads which three or four years ago were ordering rails approximating 90-lbs. to the yard and over are now contracting for 80-lb. or 85-lb. sections. That weight is considered by many to furnish the best service under the heaviest traffic.

There would seem to be some force in the argument that the experience which has thus far been accumulated as regards the economy and desirability of heavy rails is not extensive or various enough to warrant very settled or positive opinions. The results of such experience as has been available, however, are not encouraging to the use of much heavier sections than 80 lbs. or 85 lbs. for general traffic. Those of heavier weight seem to have been generally disappointing. They have not given the increased wear under traffic that was looked for and was the basis of the economical argument for their adoption. In practice they have worn out more rapidly than anticipated, and in fact have not given the same wear per ton of traffic as lighter sections. The railroads, therefore, get no return in increased wear for the higher cost of the heavier rails. On this showing alone it would be no wonder that the heavy sections had fallen into disfavor. It remains to be considered whether the causes which have produced the present dissatisfaction are remedial or not. Conflicting opinions are held on this point, and the most that can be said from an impartial standpoint is that the data at hand is indecisive.

One element of uncertainty in forming a conclusive opinion is that practically all the rails have been of one type of section. The form of the rail is one

of the most important factors having to do with its life, as has been thoroughly shown in common practice. The limit of experience with heavy rails to those of one type has been, curiously enough, the outcome of the material progress effected by a laudable reform. Formerly the types of rail sections were exceedingly numerous. Each engineer of a railroad company felt called upon to design a new section when a new weight of rail was to be used or a large order was to be awarded. This state of affairs has been much improved since 1893 by the general adoption in practice of a series of rail sections for various weights designed, after a long discussion, by a committee of the American Society of Civil Engineers. This series of rails, which has proved to be of excellent design in most of the types promulgated, undertakes to distribute the amount of metal in a rail, in accordance with fixed rules, among its three members, the head, the web and the flange. A distinguishing feature of the design beyond the composition and distribution of the metal is the deep head of the rail.

With the reports of unsatisfactory performances of heavy rails, which all have been rolled after this standard section, the question has naturally been brought up whether it has not been in part due to the design of the section. Might not another type of rail make a better record? Not a few who are entitled to speak with authority incline to this view. What is perhaps the more general opinion shifts part at least of the burden of the failure of the rails to the rolling mills. Whatever may be the general type of a rail, its wearing qualities depend on its chemical composition and the physical treatment it receives in the process of manufacture. It has been claimed that the proportion of carbon, which is the hardening element in the rail metal, has not been properly increased, and again that the rail head has not been sufficiently worked at lower temperatures to produce the desired hardening. The latter assertion relates directly back to the design of the rail. A strong point in favor of the rail section series of the American Society of Civil Engineers has been that they have been of symmetrical design, which has simplified the problem of rolling for the rail mills. In the heavier sections this seems to be outweighed by other matters. In order to preserve the equal distribution of the metal as the weight increases, the depth of the head, which cannot be much widened, becomes so considerable that it cannot be evenly cooled as it goes through the final passes of the rolling mill. It is therefore unevenly worked and of unequal quality.

It is thought by some that a change in the dimensions of the heavier rail sections to provide a head of less depth, so that the manipulation of the metal in manufacture could be more uniform, might improve the wearing qualities of the heavier sections. On such a point there is room for wide difference of opinion, for the present sections are the result of a close study by capable engineers and have strong adherents, while it is to the advantage of both the mills and the railroads to encourage their use and to reduce the number of types of rail sections.

Other reasons might be cited for the apparent failure of the heavy rails than their chemical composition or their physical treatment. Those, in fact, are matters which it is probable will always engage more or less discussion. Whatever the reasons may be, however, it seems that the experience so far is that heavy rails do not give as efficient wearing service as light sections. It may be pointed out, however, that the wearing quality is not the only element to be considered in weighing the merits of heavy rails. They afford a greater stiffness to the thrust of the moving loads, and this may well be more important than wearing qualities. The reduced resistance to the traffic, and the resulting advantages in promoting the economical movement of traffic, is too important to be overlooked. A track laid with heavy rails requires less motive power to haul a given load than if lighter rails were laid. There is less wear and tear on the rolling stock and it may also be suggested that a less number of men would be required per section to keep the track in as good condition as that laid with light rails. In view of the increasing size of locomotives and cars, and the growing volume of tonnage, it would seem as if the large railroads can not use a rail of less than 80 lbs., while the tendency would always be toward a heavier weight. It may be not at all improbable that the questions which have so far interfered with the use of heavy rails, and caused a reaction to lighter sections, may be overcome.

OIL-TREATED TRACK.

The method of treating the road-beds of railroads with low combustible oil for laying the dust was introduced hardly three years ago on one of the New Jersey divisions of the Pennsylvania Railroad, but has since been adopted by an extensive number of companies in the Eastern States. This hardly implies that such roads suffer more than those in other sections of the country from dusty track, but, if anything, that the subject is deemed of more importance and that greater effort is put forth to further improve the conditions of traveling in this regard. In fact, with so much of Eastern railroad track ballasted at considerable expense with broken stone, gravel and cinders, the inconveniences of traveling because of a dust-laden atmosphere have become much reduced. Still, conditions are by no means ideal even on roads where the most careful attention is given to the condition of the road-bed. It is, therefore, not surprising that a method of doing away with dust altogether, which seemed so promising as that of the oil treatment, quickly came into quite general use.

The method of application and various details connected with the treatment have been previously described in the INVESTORS' SUPPLEMENT, and need not be referred to again. Some testimony has recently been published by the officers of a number of roads which have been coating their roadways with oil, and their experience is of sufficient interest to summarize. It has been found that gravel or cinder ballasted track, when well sprinkled with oil, is practically dustless. The oil destroys weeds, the bane of conscientious trackmen, preserves the life of ties to some extent, and makes the track water-proof, rain draining off the surface instead of soaking into the ground. This is an important point, for the proper drainage of a road-bed is one of the difficult problems of track maintenance. If the water is not thoroughly drained and there is seepage into the earth below the ballast, it weakens the roadway, freezing in winter, and heaving the track. Where this does not make a dangerous condition, it destroys the work of a long period in bring-

ing the roadway up to proper condition. Disregarding these cumulative advantages of the oil-sprinkled roadway, it appears to have been satisfactorily proved that with gravel ballast dust is entirely allayed, which is the main feature sought for. Such a track is claimed to have all the essential qualities of a stone-ballasted roadbed, and it is said also that with the same expenditure of labor it is easier to make and maintain a good surface than with stone ballast.

On these latter points some differences of opinion exist. The superiority of stone ballast over oil-sprinkled gravel is advanced by many who have both classes of track under their care, but after all the relative merits of the two different ballasts is an extraneous subject. Stone ballast may be treated with oil, if thought desirable, but a good stone-ballasted track ought to be practically free from dust. With fine sand ballasting, the experience in the use of oil as a dust allayer does not seem to have been so successful as with gravel. Where the oil penetrates three inches in the latter it hardly penetrates an inch in sand. The result has been that a top layer of the sand cakes, and such flying dust, laden with oil, is particularly abominable. A heavier sprinkling of oil with this character of ballast might be a remedy. The distribution of 2,500 gallons of oil per mile of track is said to have effectually laid the fine sand in the track of one of the Jersey roads leading to the seashore.

As to the permanency of the treatment, it may yet be too early to speak conclusively. Some officers consider it necessary to oil the track each year. In any event one application is not sufficient. The treatment must be repeated for several years, though the quantity of oil used after the first year can be diminished. The Boston & Albany, which has an excellent track, used 4,000 gallons of oil per mile of double track the first year, and half as much when the treatment was repeated. The cost is given by one company as 4½ cents a gallon of oil, to which must be added the royalty and the cost of the sprinkling outfit, which is only slight, and the small labor force needed. The oil is of low combustible grade, so that there is little or no danger of fire.

TRACK TANKS.

Track tanks have been built by quite a few companies operating long-distance fast passenger trains. They save the necessity of slow-downs and long delays at water stations to replenish the water supplies of the tenders, and their convenience in this respect has been so pronounced that questions as to their cost of construction or maintenance have been considered subordinate. The saving of a few minutes' delay by eliminating the several stops otherwise required on each run of a locomotive becomes an important matter with the high speeds maintained by a very large number of trains on every important road in this country.

The absolute need of track tanks to the more important lines, on their busiest sections at least, strikingly differentiates some of the conditions governing passenger train operation in this country from those existing in foreign lands, where the convenience and utility of the track tank, as developed here, is quite unknown. Time savers as they have proved themselves to be, and indispensable where frequent and fast passenger trains are operated, there has been a disposition among railroad officers to raise the question whether their construction has not been undertaken at points where their need has not been altogether obvious, and where the expense they entail, both in first cost and in maintenance, has not been warranted by the benefits realized.

The building of a track tank is merely an addition to the existing means of locomotive water supply. They do not take the place of water tanks or the regular plant for supplying water to locomotives. Only a small portion of the engine equipment makes any use of them, so that in many cases the saving which might be figured in preventing delays to fast trains, occasioned by refilling their engine water tanks, bears little relation to their absolute expense. Considerations such as these have tended to prevent as rapid extension of their use for sometime past as occurred a few years ago after the first favorable reports were made by the large companies which instituted their use.

The action of the Baltimore & Ohio, recently announced, in equipping 50 freight locomotives with water scoops to take water from the track tanks, is, therefore, peculiarly interesting. This is not because the practice is altogether an innovation, for on some roads, like the New York New Haven & Hartford, where it is peculiarly desirable to keep at least a portion of the freight trains constantly moving, some of the freight engines have been equipped to get their water supply from the track tanks. This, however, is special action, whereas the Baltimore & Ohio plan aims at the general use of the track tanks by all the engines running over the road, and would make them the main, if not the only, source of engine water supply. The experiment, if successfully carried out, promises to have important consequences. Even if it does not develop the track-tank system as the primary means of supplying all engines with water, it may avoid some of the present duplication of water-supply plant on roads having track tanks for the convenience, chiefly or altogether, of their fast passenger trains. The cost of water supply on a large road is considerable, and a material reduction on the investment represented or the running charges in this account will be quite an item to a company. It is possible that the track-tank system, which has been regarded as advantageous and convenient rather than economical, will develop strong claims in the latter regard.

Track tanks are generally built in sections a fourth of a mile long. They are merely metal troughs of iron or steel plate 3-16 inches thick, usually 6 or 7 inches deep and 19 inches wide, placed in the middle of the track, the ties being cut away at the top, 1½ inches or 2 inches to receive them. Water is supplied to them by pumping or from a reservoir under head, usually through a main and a system of track pipes, which enter the trough at intervals to facilitate rapid refilling, when the water has been scooped out by a locomotive. The latter is fitted with a flexible hanging scoop which is lowered into the tank when the tender is to be filled, and water can be easily taken into the tender when the engine is running at a speed of 45 miles an hour, so that very little slowing down is required. The water in the tanks, which are of course open, is kept from freezing in winter by the introduction of live steam through the pipes from the pumping station or by other means easily made effective.

RAILROAD AND INDUSTRIAL DIVIDENDS FOR SEVEN YEARS.

The following table shows the dividends paid for seven years past on all railroad stocks (of steam railroads) sold at the Stock Exchanges in New York, Boston, Philadelphia and Baltimore. Stocks which have been merged or consolidated, and have no longer a separate existence, are not included. Dividends actually paid form the basis of a year's total. Those declared in one year and paid in another appear in the latter year. In classifying the companies, we bring together under each market the stocks dealt in in such market—thus Boston & Albany appears in the Boston list, Pennsylvania Railroad in the Philadelphia list, etc. *We have also added at the extreme end of the table a statement to show the dividends for the same periods on some of the leading industrial stocks.*

DIVIDENDS ON RAILROAD STOCKS.

Name of Company.	Dividend Periods.	1893.	1894.	1895.	1896.	1897.	1898.	1899
NEW YORK.								
Alabama Gt. Southern, Class A	June and Dec.	.....	.....	6	.....	9	6	6
Albany & Susquehanna (leased)	Jan. and July.	7	7	7	7	7	7	7
Atch. Top. & Santa Fe, pref....	.....	.....	.....	.....	.....	.....	.....	2¼
Atlantic & Danville, pref.....	.....	.....	.....	.....	.....	1	1	1
Boston & N. Y. Air Line, pref..	April and Oct.	4	4	4	4	4	4	4
Buffalo Rochester & Pitts. pref.	Feb. and Aug.	1¼	.....	.....	.....	1	2	2
Burlington C. Rap. & Northern.	Feb. and Aug.	3	3	3	4	4	4	8
Canada Southern.....	Feb. and Aug.	3	3	2½	2½	2	2	3
Canadian Pacific.....	April and Oct.	5	5	.....	2½	2½	4½	4
Do do pref.....	April and Oct.	.....	2	4	4	4	4	4
Central of New Jersey.....	Quarterly—Feb.	7	7	5½	5	4¼	4	4
Chesapeake & Ohio.....	.....	.....	.....	.....	.....	.....	.....	1
Chicago & Alton	Quarterly—Mar.	8	8	8	8	7¼	7	7
Do do pref.....	Quarterly—Mar.	8	8	8	8	7¼	7	7
Chicago Burlington & Quincy..	Quarterly—Mar.	5	4¾	4	4	4	5½	5
Chicago & Eastern Ill., common	.....	.....	.....	.....	.....	.....	2½	3½
Do do pref.	Quarterly—Jan.	6	6	6	6	6	6	6
Chic. Gt. Western pref. A.....	.....	.....	.....	.....	.....	.....	.....	4
Chic. Ind. & Louisville, pref....	.....	.....	.....	.....	.....	.....	.....	1
Chicago Junction Railways, &c	Jan. and July.	8	8	8	8	8	8	8
Do do do pref.	Quarterly—Jan.	6	6	(v) 7½	6	6	6	6
Chicago Milwaukee & St. Paul.	April and Oct.	4	4	2	4	5	5	5
Do do pref.	April and Oct.	7	7	7	7	7	7	7
Chicago & North Western.....	Jan. and July	6	3	4	5	5	5	5
Do do pref...	Quarterly—Jan.	7	7	7	7	7	7	7
Chic. Rock Island & Pac.....	Quarterly—Feb.	4	3½	2	2	2½	4½ & 10 stk.	5
Chic. St. P. Minn. & Omaha	.....	.....	.....	.....	.....	2	2	3½
Do do pref.	Feb. and Aug.	7	7	7	7	7	7	7
Cincinnati Hamilton & Dayton.	Quarterly—Feb.	5	5	3¾	(s)	.....	.....	.....
Do do pref.	Quarterly—Jan.	4	4	4	4	4	4	4
Do do new pref.	Quarterly—Feb.	.....	.....	1¼	5	5	5	5
Cleve. Cin. Chic. & St. Louis ...	Feb. and Aug.	3	.....	.....	.....	.....	.....	.....
Do do pref.	Quarterly—Jan.	5	5	5	5	2½	5	5
Clev. Lorain & Wheel'g, pref..	.....	.....	.....	.....	3	.....	.....	.....
Cleve. & Pittsb., guar. (leased).	Quarterly—Mar.	7	7	7	7	7	7	7
Delaware & Hudson.....	Quarterly—Mar.	7	7	7	7	5	5	5
Delaware Lack. & Western.....	Quarterly—Jan.	7	7	7	7	7	7	7
Denver & Rio Grande, pref.....	Jan. and July	2	.....	.....	2	2	2½	4
Des Moines & Fort Dodge, pref	Annual—August	2	4	4	6	6	6	7
Evansville & Terre Haute.....	.....	7½ (a)	.....	.....	.....	.....	.....	2
Do do pref.	.....	.....	.....	.....	1	1	2	4½
Georgia (leased).....	Quarterly—Jan.	11	11	11	11	11	11	11
Great Northern, pref	Quarterly—Feb.	5	5	5	5	5½	6¼	7
Illinois Central	Mar. and Sept.	5	5	5	5	5	5	5
Do Leased line certs..	Jan. and July.	4	4	4	4	4	4	4
Iowa Central, pref	.....	.....	.....	.....	.....	.....	.....	3
Keokuk & Des Moines, pref....	.....	2·40	95c.	90c.	.....	.....	.....	½
Lake Erie & Western, pref.....	Quarterly—Feb.	5	5	5	5	5	5	.....
Lake Shore & Mich. Southern..	Jan. and July.	6	6	6	6	6	6½	7
Long Island	.....	5	4¼	4	4	.....	.....	.....
Louisville & Nashville	.....	4	.....	.....	.....	.....	.....	3½
Manhattan Elevated.....	Quarterly—Jan.	6	6	6	6	4½	4	4
Michigan Central.....	Jan. and July.	5½	5½	4	4	4	4	4
Minn. & St. Louis, pref.....	Jan. and July.	.....	.....	.....	3	3	3½	4½
Mobile & Ohio	.....	.....	.....	.....	.....	.....	1	.....
Morris & Essex (leased).....	Jan. and July.	7	7	7	7	7	7	7
Nashv. Chattanooga & St. Louis	Quarterly—Feb.	3¾	3½	4	3	†5	4	.....
New London Northern (leased).	Quarterly—Jan.	8	9	9	9	9	9	9
New York Central & Hudson ...	Quarterly—Jan.	5	5	4¼	4	4	4	4
N. Y. Chicago & St. L., 1st pref.	Annually.	3	4	.....	5	.....	2	.....
N.Y.& Harlem incl.4thAv.RR.– Common and preferred.....	J.&J. and A.&O.	8 & 2½	8 & 3	8 & 3	8 & 5	8 & 4	8 & 4	8 & 4 & 25
N. Y. Lack. & West. (guar.)....	Quarterly—Jan.	5	5	5	5	5	5	5
N. Y. New Haven & Hartford..	Quarterly—Mar.	10	9	8	8	8	8	8
Norfolk & Southern.....	Quarterly—Jan.	4	4	4	4	4	4	4
Norfolk & Western, pref.....	.....	.....	.....	.....	.....	1	3	4
Northern Pacific, common.....	.....	.....	.....	.....	.....	.....	.....	2
Do do pref.....	Quarterly—Mar.	.....	.....	.....	.....	.....	4	4
Oregon RR. & Nav.....	.....	.....	.....	.....	.....	.....	1	.....
Do do pref.....	.....	.....	.....	.....	.....	2	4	4
Pacific Coast.....	.....	.....	.....	.....	.....	.....	2¾	3
Do 1st pref	.....	.....	.....	.....	.....	.....	5	4⅛
Do 2d pref	.....	.....	.....	.....	.....	.....	4	3½
Pacific Mail.....	June and Dec.	.....	.....	.....	1	2	2½	3
Panama.....	.....	2	.....	.....	.....	.....	.....	.....
Pennsylvania Coal.....	Quarterly—Feb.	16	20	16	21	16	16	16
Pitts. Cin. Chic. & St.L., pfd.....	.....	4	2	.....	2	.....	.....	3
Pittsb.Ft.W.& Chic.,guar.(l'sed)	Quarterly—Jan.	7	7	7	7	7	7	7
Do do special....	Quarterly—Jan.	7	7	7	7	7	7	7
Pittsb. Youngst'n & Ashtabula.	March and Sept.	6	6	6	6½	6	6	6
Do do pref.	March and Sept.	7	7	7	7	7	7	7
Pullman's Palace Car.....	Quarterly—Feb.	8	8	8	8	8	28 & 50s.	6½
Rensselaer & Saratoga (leased).	Jan. and July.	8	8	8	8	8	8	8
Rio Grande Western, com.....	.....	.....	.....	.....	.....	.....	2 stock.	1 stock.
do do pref.....	Quarterly—Feb.	3¾	.....	.....	.....	4 s. & ¾	5	5½
Rome Watertown & Ogdensb'rg	Quarterly—Feb.	5	5	5	5	5	5	5
St. Jos. & Grand Isl., 1st pref..	.....	.....	.....	.....	.....	.....	5	3
St. Louis & San Fran., 1st pref.	Jan. and July.	.....	.....	.....	.....	2	4	4
Do do 2d pref.	.....	.....	.....	.....	.....	.....	1	2
St. Paul & Duluth, pref.....	March and Sept.	7	5	5	5	5	7	7
Southern Railway, pref.....	.....	.....	.....	.....	.....	1	1	2
Tennessee Coal & Iron, pref....	.....	8	.....	.....	.....	.....	.....	.....
Terre Haute & Indianapolis....	.....	6	3	.....	.....	.....	.....	.....
Texas Central, pref	Annual—Jan.	.....	.....	.....	3	3	3	4
Toledo & Ohio Central.....	.....	2	.....	.....	.....	.....	.....	.....
Do do pref.	Quarterly—Jan.	5	5	5	3¾	.....	.....	.....
Union Pacific, pref.....	.....	.....	.....	.....	.....	.....	1½	3½
BOSTON.								
Boston & Albany.....	Quarterly—Mar.	8	8	8	8	8	8	8
Boston & Lowell	Jan. and July.	7	7	7	7	7½	8	8
Boston & Maine	Quarterly—Jan.	8	6	6	6	6	6	6¼
Do pref.....	March and Sept.	6	6	6	6	6	6	6
Boston & Providence.	Quarterly—Jan.	10	10	10	10	10	10	10
Boston Revere Beach & Lynn..	Jan. and July.	5	4¼	4	3	2	2	2
Central Massachusetts, pref...	June and Dec.	.....	....	.....	3	1½	1½	1½

DIVIDENDS ON RAILROAD STOCKS—(Concluded.)

Name of Company.	Dividend Periods.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Cin. Sand. & Cleveland, pref....	May and Nov.	6	6	6	6	6	6	6
Concord & Montreal—								
Class I. (Bost. Con. & Mon. pf.)	Quarterly—Jan.	6	6	(n) 6¼	7	7	7	7
Class II. (Bost. Con. & Mon.)..	Quarterly—Jan.	6	6	(n) 6¼	7	7	7	7
Class III. (Bos. C. & Mon. old)	Quarterly—Jan.	1½	6	(n) 6¼	7	7	7	7
Class IV. (Concord stock).....	Quarterly—Jan.	6	6	(n) 6¼	7	7	7	7
Connecticut River	Jan. and July.	7½ (o)	10	10	10	10	10	10
Connecticut & Passumpsic pfd.	Feb. and Aug.	5	5	5	5	5½	6	6
European & North American...	April and Oct.	5	5	5	5	5	5	5
Fitchburg, pref.....	Jan. and July.	4	3	4	4	4	4	4
Ft. Wayne & Jack. pref (leased)	Mar. and Sept.	5½	5½	5½	5½	5½	5½	5½
Hartford & Conn. West. (leased)	Feb. and Aug.	2	2	2	2	2	2	2
Maine Central.....	Quarterly—Jan.	6	6	6	6	6	6	6
Manchester & Lawrence.....	May and Nov.	10	10	(y) 10	10	10	10	10
Nashua & Lowell (leased).....	May and Nov.	9	9	9	9	9	9	9
Northern (N. H.).....	Quarterly—Jan.	6	11	6	8	11	6	6
Norwich & Worcest'r pfd. (leas'd)	Quarterly—Jan.	8	8	8	8	(v) 10	8	8
Old Colony.....	Quarterly—Jan.	5⅚ (w)	7	7	7	7	7	7
Pittsfield & No. Adams (leased)	Jan. and July.	5	5	5	5	5	5	5
Portland & Rochester.....	Jan. and July	6	6	6	6	6	6	6
Portl'nd Saco & Portsm. (leased)	Jan. and July.	6	6	6	6	6	6	6
Providence & Worcester.....	Quarterly—Mar.	14½ (z)	10	10	10	10	10	10
Rutland, pref.....	Jan. and July.	4	4	4	2	2	2	2
Vermont & Massachus'ts (l'sed)	April and Oct.	6	6	6	6	6	6	6
Vermont Valley.....	Jan. and July.	6	6	6	6	6	6	6
Worcester Nashua & Rochester.	Jan. and July.	6	5	5	5	5	5¼	4½
PHILADELPHIA.								
Catawissa (leased), pref.....	May and Nov.	7	7	7	7	5	5	5
Do new pref.....	May and Nov.	7	7	7	7	5	5	5
Choctaw Oklaho. & Gulf, com..	.....	.....	.....	.....	.....	.....	.....	2
Do do pref.	April and Oct.	.....	.....	.....	.....	.....	5	5
Delaware & Bound Br'k (leased)	Quarterly—Feb.	8	8	8	8	8	8	8
East Pennsylvania (leased).....	Jan. and July.	6	6	6	6	6	6	6
Elmira & Williamsport (leased).	May and Nov.	4·58	4·58	4·58	4·58	4·58	4·58	4·58
Do do pref.....	Jan. and July.	6·38	6·38	6·38	6·38	6·38	6·38	6·38
Harrisb. Portsm. Mt. J. & L. (l'sed)	Jan. and July.	7	7	7	7	7	7	7
Huntingdon & Broad Top	.....	5	5	4½	4	1	.....	.....
Do do pref.	.....	7	7	7	7	6	5	5½
Lehigh Coal & Navigation.....	May and Nov.	6	4½	4	4	4	4	4
Lehigh Valley.....	.....	4	.....	.....	.....	.....	.....	.....
Little Schuylkill (leased)	Jan. and July.	7	7	7	7	6	5½	5½
Minehill & Schuyl. Hav. (leas'd)	Jan. and July.	7½	7½	7½	7½	6½	5½	5½
Nesquehoning Valley (leased)..	Mar. and Sept.	5	5	5	5	5	5	5
North Pennsylvania (leased)....	Quarterly—Feb.	8	8	8	8	8	8	8
Northern Central	Jan. and July.	9	7	7	7	7	7	7
Pennsylvania Railroad.....	May and Nov.	5 & 2 scrip.	5	5	5	5	5	5
Pennsylvania & Northwestern.	.....	6	2	2	.....	.....	.....	2
Philadelphia & Erie, common..	.....	.....	2	.....	.....	.....	.....	.....
Phila. Germant. & Nor. (leased)	Quarterly—Mar.	10½	12	12	12	12	12	12
Philadelphia & Trenton (leas'd)	Quarterly—Jan.	10	10	10	10	10	10	10
Phila. Wilmington & Baltimore	Jan. and July.	7½	7	6½	7	7	7	7
Pittsburg Bess. & L. E., pref ..	.....	.....	.....	.....	.....	.....	.....	3
Schuylkill Valley	Jan. and July.	5	5	5	5	5	5	5
United Cos. of N. J. (leased)....	Quarterly—Jan.	10	10	10	10	10	10	10
West Jersey & Seashore.....	Mar. and Sept.	.....	.....	.....	2½	5	5	5
BALTIMORE.								
Atlan. & Char. Air Line (leased)	Mar. and Sept.	6	6	6	6	6	6	6
Atlantic Coast Line Co.....	Mar. and Sept.	.....	.....	1½	3	3½	4 & 100 stk.	4½
Atl. Coast L. RR. of So. Car., com.	.....	} Consolidation in 1898 of Wilmington Columbia & Augusta, Northeast'n						5
Do do pref.	.....	} and other South Carolina RRs.						6
Central Ohio, com.....	Jan. and July.	6	6	6	3	.....	.....	.....
Do do pref.....	Jan. and July.	6	6	6	3	.....	.....	.....
Georgia South. & Fla., 1st pref.	Annual—Nov.	.....	.....	.....	4	5	5	5
Do do 2d pref.	Annual—Nov.	.....	.....	.....	.....	2	3	3
West Virginia Cent. & Pittsb ..	Annual	1	1	1½	1½	1½	½	1
Wilmington & Weldon....	May and Nov.	3	3	6	6	7½	8	8

‖ Dividend for December 30 was paid January 3, and therefore fell in 1895 instead of 1894; and dividend periods have been January and July since then. † One per cent of this represents a quarterly dividend deferred from previous year.

(a) Also scrip dividend of 33⅓ per cent convertible into stock on payment of twenty dollars a share. *(n)* Now leased at 7 per cent per annum to Boston & Maine. *(o)* Under the lease to the Boston & Maine dividend periods were changed to semi-annual, 5 per cent semi-annual being paid July, 1893. *(s)* In July, 1895, old common stock was exchanged, receiving 1·55 shares of new preferred and 2 shares of new common stock for each share of old stock. *(w)* Change from 7 per cent due to change of dividend period. *(v)* Increase due to change of dividend period. *(y)* Also 50 per cent extra dividend out of money received through the decision against the Concord & Montreal. *(z)* Extra dividend of 4½ per cent paid March, 1893, out of assets.

DIVIDENDS ON LEADING **INDUSTRIAL** STOCKS.

Name of Company.	Dividend Periods.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
American Bell Telephone.....	Quarterly—Jan.	18	16½	15	15	15	15	15
American Cotton Oil, common.	.....	.....	.....	.....	.....	.....	3	4
Do do pref.....	June and Dec.	6	6	6	6	6	6	6
American Linseed, preferred..	Quarterly—Mar.	[Incorporated Dec. 5, 1898.]			.....	.....	.....	5¼
American Steel and Wire, pfd.	Quarterly—Jan.	[Incorporated Jan. 13, 1899.]			.....	.....	.....	5¼
American Sugar Refining, com.	Quarterly—Jan.	2½	12	12	12	12	12	12
Do do pref.	Part Q—J, part J&J	7	7	7	7	7	7	7
American Tobacco, common...	Quarterly—Feb.	12	12	12	6, & 20 sc'p.	9	8	7, & 100 c. stk.
Do do preferred..	Quarterly—Feb.	8	8	8	8	8	8	8
Brooklyn Union Gas.....	June and Dec.	[Incorporated Sept. 8th, 1895.]			6	6	6	6
Commercial Cable.....	Quarterly—Jan.	7	7	7	7	7 & 1 extra.	7 & 1 extra.	7 & 1 extra.
Consolidated Gas of Baltimore.	June and Dec.	5	5	5	5	4¼	4¼	4
Consolidated Gas of N. Y.....	Quarterly—Mar.	7½	8	8	8	8	8	5½
Diamond Match.....	Quarterly—Mar.	20	10	21½	10	10	10	10
Erie Telegraph & Telephone...	Quarterly—Feb.	4	4	4	4	4	4	4¼
Glucose Sugar Refin'g., com...	Quarterly—Mar.	[Incorporated Aug. 3, 1897.]			.....	....	1½	6
Do do pref...	Quarterly—Mar.	.....	.....	.....	.....	1¾	7	7
International Paper, common	.....	[Incorporated Jan. 31, 1898.]			.....	.....	.....	3 (c)
Do do preferred	Quarterly—Jan.	.....	.....	.....	.....	.....	3	6 (c)
Laclede Gas, common	March and Sept.	.....	.....	.....	.....	.....	3	3
Do do preferred.....	June and Dec.	5	6	7	7	7	8 (b)	5
National Biscuit, common.....	Quarterly- Jan.	[Organized in 1898.]		.....	.....	.....	.....	1
Do do preferred....	Quarterly—Feb.	.....	.....	.....	.....	.....	5¼	7
National Lead, common.....	.....	2	3	1	.....	.....	1	1
Do do preferred.....	Quarterly—Mar.	7	7	7	7	7	7	7
National Steel, preferred.....	Quarterly—Mar.	[Incorporated Feb. 27, 1899.]			.....	.....	.....	5¼
New England Teleph. & Teleg.	Quarterly—Feb.	3½	4	4½	5	5½	6	6
People's Gas-L. & Coke (Chic.).	Quarterly—Feb.	3, & 1½ sc'p.	6	2½	1½	6	6	6
P. Lorillard, preferred.....	Quarterly—Jan.	8	8	8	8	8	8	8
Standard Oil.....	Quarterly—Mar.	12	12	12	31	33	30	33
United States Leather, pref....	Quarterly—Jan.	.....	.....	6	1	4	4¾	5
United States Rubber, com.....	.....	.....	.....	2½	.....	2	.....	2
Do do pref.....	Quarterly - Jan.	4	9⅓	8	8	6	8	8
Welsbach Light	Quarterly—Mar.	2	16	70	80	80	70	40
Western Union Telegraph.....	Quarterly—Jan.	5	5	5	5	5	5	5
Westinghouse El. & Man., pref.	Quarterly—Jan.	7	8¾	7	7	7	7	7

(a) Also 100 per cent in bonds. (b) Includes 3 pef cent in February for accumulated dividends.
(c) Dividends paid Dec. 31, 1898, counted in 1899.

RAILROAD COMPANIES.

(For Miscellaneous Companies see pages 149 to 167 inclusive.)

EXPLANATORY.—This Supplement is expressly intended for use in connection with the investment news and official reports published from week to week in the Chronicle. Frequent references are therefore made to the volume and page of the Chronicle (as, V. 64, p. 000) where fuller information may be found. Following each statement also is given a reference to the latest news item in the Chronicle respecting the company. As every such item contains a reference to the last preceding item, the reader can run back over the company's history at pleasure. Annual reports are in black-faced figures, and *italics* indicate a paragraph headed by the name of some *other* company.

Index.—Any company not in its regular alphabetical order may be found by means of the index to roads leased and consolidated.
Dividends.—The *dividends* tabulated in the text are those actually *paid* during the calendar years named, irrespective of when *earned.*
Net earnings are given after deducting operating expenses and usually taxes, but not interest, rentals or other fixed charges.
Securities.—These are described in table at head of page [except the stock, for lack of space, sometimes only in text below] as follows:
Miles of Road.—Opposite bonds, this means the miles of road owned covered by the mortgage.
Size or Par Value.—Shows (in dollars unless otherwise marked), the denominations or par value, "100, &c.," signifying $100 and larger
Rate Per Cent.—The interest and dividend rate, *per annum* is here shown: g., gold; cur., currency; x, extra; s. stock or scrip.
When Payable.—J. & J. stands for January and July; F. & A., February and August; M. & S., March and September; A. & O., April and October; M. & N., May and Nov.; J. & D., June and Dec.; Q.—J., quarterly from Jan.; Q.—F., quarterly from Feb.; Q.—M., quarterly from March.
Bonds, principal when due, etc.—This column shows the date when the bonds mature and the amount and date of the *last* dividend.
Abbreviations in table: M. for "mortgage;" gen. M. for "general mortgage;" con. M. or consol. M. for "consolidated mortgage;" inc. M. or "income mortgage;" g. for "gold;" c. or cur. for "currency;" guar. p. & l. for "guaranteed principal and interest;" cum. for "cumulative;" non-cum. for "non-cumulative;" conv. for "convertible;" pref. for "preferred;" s. f. for "sinking fund;" l. gr. for "land grant;" r. "registered;" c. "coupon;" c.* "coupon but may be registered as to principal;" br. "branch;" end. "endorsed;" "red." redeemable; "d'rn" or "drawn" subject to call when drawn by lot; "p. m." "per mile;" as'd "assumed." "x" Principal and interest payable without deduction for any tax which the company may be required by law to pay. "n" No more issuable. *Mortgage Trustees* are indicated thus:

New York City—
A—Atlantic Trust.
Ce—Central Trust.
Co—Continental Trust.
F—Farmers' Loan & Trust.
G—Guaranty Trust.
K—Knickerbocker Trust.
Ma—Manhattan Trust.
Me—Mercantile Trust.
Mp—Metropolitan Trust.
N—N. Y. Security & Trust.
S—State Trust.
Un—Union Trust.
Us—United States Trust.
Usm—U. S. Mort. & Trust Co.

Boston—
AB—American Loan & Trust.
BB—Boston Safe Dep. & Tr.
IB—International Trust.
MB—Massachu'tts Loan & Tr.
NB—New England Trust.
OB—Old Colony Trust.

Baltimore—
BBa—Balt. Tr. & Guaranty.
FBa—Fidelity & Deposit.
MBa—Maryland Trust.
MeBa—Mercantile Tr. & Dep.
S Ba—Safe Dep. & Trust Co.

Chicago—
EC—Equitable Trust.
IC—Illinois Trust & Sav. Bk.
MC—Merchants' Loan & Tr
NC—Northern Trust.
RC—Royal Trust.
UC—Union Trust.

Cincinnati—
CCi—Central Trust & Safe Deposit.
UCi—Union Savings Bank & Trust.

Louisville—
CL—Columbia Finance & Tr.
FL—Fidelity Tr. & Safety Vlt.
LL—Louisville Trust.

Philadelphia—
FP—Fidelity Insur'nce Trust & Safe Deposit.
GP—Girard Life Insurance Annuity & Trust.
GuP—Guaranty Tr. & S.Dep.
PP—Penn. Co. for Insur. on Lives & Gr. Ann.
WP—West End Tr. & S. Dep.

Pittsburg—
FPi—Fidelity Title & Trust.
PPi—Pittsburg Trust.
UPi—Union Trust.

St. Louis—
MSt—Mississippi Valley Trl
SSt—St. Louis Trust.
USt—Union Trust

San Francisco—
CS—California Safe Deposit & Trust.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c. see notes above.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Aberdeen & Asheboro—Aber. & West End 1st mort.	64	1890	$1,000	$50,000	6	J. & J.	Balt.,Mer.Tr.& Dep.Co.	Jan., 1910
Adirondack.—1st M., gold, gu. p. & i. end., Us c*&r	57	1892	1,000	1,000,000	4½ g.	M. & S.	N.Y.Of.,21 Cortlandt St.	Dec. 1, 1942
Alabama Great South'n—"B" shares (English Co.).	297	....	£10	£1,566,000	.....	.....	London.	Dec., 1892
Pref. "A" shares, (English Co.) 6%, £800,000....	297	....	£10	£676,070	6 in '99	J. & D.	do	Dec., '99 3%
1st M. (American Co.) gold, $1,750,000.....F.c	297	1878	$1,000	$1,750,000	6 g.	J. & J.	N.Y.,Farm.L.&Tr.& Bos	Jan. 1, 1908
Gen.M.,£1,160,000, red.at 110 June 1,'98.Ce.c	297	1888	£100	£526,000	5 g.	J. & D.	London,Glyn,Mills&Co.	Dec. 1, 1927
Debentures, gold (English Co.).....c	....	1888	£100	£134,000	6 g.	F&A 15	do do	Aug. 15, 1906
Funded arrears of dividend (English Co.).....	....	1888	Various.	£53,257	4	.....	do do	By sink'g fund
Alabama Midland—Common stock.....	....	....	$100	$2,625,000	[Plant In	vest. Co	. owns $2,425,000 of th	is.]
Pref. stock, 6 p. ct., non-cum.; no voting power..	....	....	$100	1,600,000	[Plant In	vest. Co	. owns $1,200,000 of th	is.]
1st M., guar. p.&i. end. Sav. F. & W., gold. Mp.xc	175	1888	$1,000	n 2,800,000	5 g.	M. & N.	N.Y.,Met'politan Tr.Co.	Nov. 1, 1928
1st M., Sprague to Luverne, gold.....Mp.xc*	33	1890	1,000	500,000	6 g.	J. & D.	.....	Dec. 1, 1929
Ala. N. O. Tex. & Pac. Junc.—Deferred "B" shares...	....	....	£10	£2,500,000	.....	.....	.....	.....
Preferred "A" shares, 6 p. c. cumulative.....	....	....	£10	£1,500,000	.....	.....	.....	.....
"A" deben., red. aft. Nov.1,'10, at 115—See text.c	....	1890	£50 &c.	£748,850	5 g.	M. & N.	Lon.,Glyn,Mills,C.&Co.	Nov.1,1910-40
"B" debentures, income, red. after 1910 at 115.c	....	1890	£20 &c.	£1,048,390	5 g.	.....	5% for '99 pd. Feb. 1900.	Nov.1,1910-40
"C" deb., income, subject to call any time at 100.	....	1890	£20 &c.	£810,652	5 g.	A. & O.	See remarks.	Nov. 1, 1940
Interest cert. (secured by £34,193 "C" deb.)....	....	....	.....	£28,494	.....	.....	.....	.....
Alabama & Vicksburg—Stock.....	143	....	100	$700,000	5 in 1899	Yearly.	New Orleans, Office.	Aug.15,'99,5%
Vicksburg & Mer. 1st M. gold, $1,000,000..F.xc	143	1881	1,000	n 1,000,000	6 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1921
Ala. & Vicks. consol. 1st M., ($1,800,000) g..Ce.c	143	1889	100 &c.	588,800	5 g.	A. & O.	do do	Apr. 1, 1921
2d M., orig. $700,000, inc. till Apr., '94, g.Ce.c	143	1889	100 &c.	638,300	5 g.	A. & O.	do do	Apr. 1, 1921

n No further bonds issuable.

Aberdeen & Asheboro RR.—Aberdeen to Asheboro, N. C., 56 m.; branch to Troy, N. C., 8 m. Stock, $250,000; par, $100. Earnings in year 1896-97, gross, $48,427; net, $12,424; interest charges, $5,493.

Addison & Pennsylvania Ry.—Owned Addison, N. Y., to Gaines, Pa., 41 miles, and leased Gaines to Galeton, Pa., 5 miles. Foreclosed, three companies being formed to take title to the different portions, all of which in Sept., 1898, leased their respective properties to the Buff. & Sus. at fixed rentals for 25 years.—V. 67, p. 427.

Adirondack Ry.—Saratoga to North Creek, N. Y., 57 m. Stock, $2,600,000; par, $100. The bonds carry the endorsed guaranty of the Delaware & Hudson; $1,000,000 bonds reserved for extensions at $20,000 per mile of completed road. In year ending June 30, 1899, gross, $186,762; net, $59,191; other income, $261; charges, $52,798; in 1897-98, gross, $208,305; net, $72,496. (V. 59, p. 1102; V. 69, p. 1010.)

Alabama Great Southern RR.—*(See Map Southern Railway.)*—Owns Wauhatchie, Tenn., to Meridian, Miss., 291 miles; branch lines owned, 6 miles; leases Wauhatchie to Chattanooga, 5 miles, and Belt Ry. of Chattanooga, 43 miles; trackage to Blockton, Ala., 8 miles, and Woodlawn, 19 miles; total operated, 372 miles.

Organization.—Controlled by Southern Ry., but operated independently. V. 60, p. 26; V. 61, p. 375. Ala. Great So. Ry., *Limited*, owns all of the stock and debentures of Ala. Great So. RR., and has issued in place thereof its own stock and debentures respectively for a like amount. The two companies own jointly $833,300 stock of Southwestern Construction Co. received in exchange for $833,330 Cin. N. O. & Tex. Pac. stock. See V. 65, p. 1173.

Stock.—Of the capital stock of the English Co. the Southern Railway Co. on July 1, 1898, owned $1,725,000 "A" shares and $4,540,050 "B" shares. V. 61, p. 26. For right to dividends see March, '94, Supp.

Dividend—	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
"A" shares. %	6	9	6	6	0	0	6	0	9	6	6
"B" shares. %	0	0	1½	1½	0	0	0	0	0	0	.....

Bonds.—General M. 6s, £484,000, will retire 1st 6s and debentures

Latest Earnings—5 mos. July 1 to Nov. 30. 1899....Gross, $906,522; net, $302,051. 1898....Gross, 749,826 net, 257,022

Annual Report.—Report for 1898-99 was in V. 69, p. 1058, showing: Gross, $1,816,523; net, $570,338; other income, $7,080; interest on bonds, $282,832; income tax, etc., $19,412; balance for stock, $275,179; dividends on stock of American Co. (6 per cent), $190,576. In 1897-98, gross, $1,741,933; net, $559,029; other income, $7,359; interest and rentals, $282,862; other charges, $17,587; balance for stock, $265,939; dividends on stock of American Co. (6 p. c.), $190,571.—(V. 64, p. 325; V. 65, p. 776, 1173; V. 67, p. 1158; V. 69, p. 1058.)

Alabama Midland Ry.—*(See Map Sav. Florida & Western.)*—Bainbridge, Ga., to Montgomery, Ala., 175 miles; branch, Sprague Junction to Luverne, 33 miles; total owned, 208 miles. Operates Abbeville Southern, Abbeville Junction to Abbeville, 27 miles; completed Nov., 1893. Bonds due 1928 have been reduced from 6 to 5 p. c. and stamped principal and interest guaranteed in gold by the Sav. Florida & West. Bonds of 1890, mostly held by the Plant Investment Co., which controls the Alabama Midland stock. Current accounts payable June 30, 1898, $1,868,861.

Earnings.—11 months, Jan. 1 to Nov. 30. 1899.....Gross, $786,027; net, $139,187. 1898.....Gross, 776,091; net, 158,882

In 1897-98, gross, $766,274; net, $143,679. For year 1896-97, gross, $671,456; net, 111,650. In 1895-96, gross, $624,182; net, $91,729.

Alabama New Orleans Texas & Pacific Junction Railways Co. (Limited.)—This is an English company controlling Alabama & Vicksburg, 143 miles; Vicksburg Shreveport & Pacific, 189 miles; New Orleans & North Eastern, 196 miles.

Securities Owned.—Ala. & Vicksb $30,000 1st mort., $387,700 2d mort., $141,100 consol. 1st M. and $387,700 stock; Vicksb. Shreve. & Pacific, $3,692,000 1st M., $1,364,000 3d M., $494,860 4 p. c. incomes and $1,594,000 stock; New Orleans & North East., $4,900,000 1st M. and $4,320,000 stock; Southwestern Construction Co., $448,700 stock; overdue coupons N. O. & N. E. and V. S. & Pac. Dec. 31, '98, £1,102,284.

Coupons Paid—	For '91.	'92.	'93.	'94.	'95.	'96.	'98.	'99.	'00
"B" Debentures..	P. c. 2½	2½	0	·875	1	2½	2¾	4⅛	5
"A" do ..	All coupons paid to Nov., 1899, inclusive.								

Earnings.—See separate statement for each of the controlled companies. In year ending Dec. 31, 1898, net from investments was £84,111; paid general expenses (£3,671), income tax (£2,040), interest on "A" debentures, (£36,194), on "B" debentures 4⅛ p. c. (paid in Feb., 1899), £41,805; balance £401.—(V. 66, p. 284; V. 70, p. 125.)

Alabama & Vicksburg Ry.—Owns Vicksburg to Meridian, Miss. and branch, 143 miles, all steel rails. Controlled by Alabama New Orleans Texas & Pacific Junction Co.—which see. Reorganization of the Vicksburg & Meridian foreclosed Feb. 4, 1889 (see V. 48, p. 190).

Dividends.—1890, to '92, 3 p. c. yearly; '96, 3; '97, 5; '98, 5; '99, 5.

Bonds.—The new seconds were income till April 1, 1894, and are a first lien on the lands—77,841 acres. Of the $1,800,000 consols authorized, $1,000,000 are with trustee to retire V. & M. firsts. Right to call Vicks. & Meridian assenting bonds expired April 1, 1897.

Earnings.—Fiscal year ends June 30. In 1899, Jan. 1 to Dec. 31 (12 months), gross, $790,715; against $687,990 in 1898. Report for 1898-99 in V. 69, p. 1008.

Years—	*Gross.*	*Net.*	*Interest, etc.*	*Bal. sur.*	*Dividend.*
1898-99...	$697,538	$191,428	$122,062	$69,366	$35,000
1897-98...	682,054	203,523	123,137	80,386	35,000

—(V. 65, p. 617; V. 66, p. 286; V. 67, p. 950; V. 69, p. 1008.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Albany & Northern—Stock	....	....	$100	$350,000	.....	.....	.....	.....
1st mortgage.....c	....	1896	1,000	400,000	5	J. & J.	.....	Jan. 1, 1946
Albany & Susq.—Stock, divi'ds guar. by D.& H.(end).	....	....	100	3,500,000	7 in 1899	J. & J.	N.Y.,Del.&Hud.Can.Co.	Jan., '00, 3½
Consol. M. } (guar. p.& i. end.) currency 7s. F.c*&r	142	1876	1,000	n3,000,000	7 cur.	A. & O.	do do	Apr. 1, 1906
now 1stM. } do 6s, interest only in gold....	142	1876	1,000	n7,000,000	6 g.	A. & O.	do do	Apr. 1, 1906
Albany & Vermont—Stock, 3 p.c. guar. by rental)..	12	....	100	600,000	3	M. & N.	Troy, N. Y.	Nov.,'99, 1½%
Allegheny & Western—Stock ($2,500,000).....	61	....	100	2,000,000	6 g.	J. & J.	New York.	.....
1st M. $2,500,000, gold, guar., p. & i. end. G....	61	1898	1,000	2,000,000	4 g.	A. & O.	N. Y., Gallatin Bank.	Oct. 1, 1998
Allegheny Valley—Common stock for $12,000,000..	259	....	50	10,544,200	.....	.....	.....	.....
Preferred stock for $18,000,000, 3 per cent cum.	259	....	50	16,727,300	.....	.....	.....	.....
1st M., low grade, East'n Ext., guar. Penn. RR..c	259	1870	$ & £	9,998,000	6 g. or 7	A. & O.	Phil., Pa. RR. Co. & Lon.	April 1, 1910
Mort. to State Pa., $100,000 due Jan. 1, yearly..r	259	1870	100,000	1,000,000	5	J. & J.	Pittsburg, Pa.	Jan. 1,'00, etc.
Gen. M. ($20,000,000) g., guar. p.& i. FPi.x.c*&r	259	1892	1,000	5,692,000	4 g.	M. & S.	Philadelphia,Pa. RR.Co	Mch. 1, 1942
Allentown RR. (leased to Phila. & Reading Ry.) ..	....	....	50	1,268,885	incl. $1,071,400		under Reading Co.mort.	of 1896.
Allentown Term'l—1st M., guar. p.&i.(end.)g. Ce.xc*	3	1889	1,000	n450,000	4 g.	J. & J.	New York and Phila.	July 1, 1919
Ann Arbor Railroad—Common stock.....	....	....	100	3,250,000	.....	.....	.....	.....
Preferred stock ($4,000,000), 5 p. c., non-cum...	....	....	100	4,000,000	.....	.....	.....	.....
1st mortgage, $7,000,000, gold.....Mp x.c*	292	1895	1,000	n7,000,000	4 g.	Q.—J.	N.Y., Metropol. Tr. Co.	July 1, 1995
Annapolis Washington & Baltimore.—Stock.....	20½	....	100	358,000	See text	J. & J.	Stk.own.by B.& A.Sh.L.	See text.
Arizona & Utah—1st M., $600,000, gold. Co.....c*	22	1899	1,000	300,000	6 g.	A. & O.	N. Y., Contin.Trust Co.	Apr. 1, 1929
Ark. Midl'd—1st M.($6,000 p.m.)g.,red.at 110.Ce.c*	74	1891	1,000	176,000	6 g.	J. & J.	N.Y.,H.Tallmadge& Co.	July 1, 1911
Ashv. & Spart.—S.U.& C. 1st M.,g., gu. by So. Ry.Ce	134	1895	1,000	1,000,000	4 g.	J. & J.	N.Y., J.P. Morgan & Co.	Jan. 1, 1995
Ashland Coal & Iron Railway.—1st mortgage.....	....	1880	1,000	244,000	7	F. & A.	First Nat. Bk., Cincin.	Aug. 1, 1900
Atchison Topeka & Santa Fe Ry.—Stock, com..	7,355	....	100	102,000,000	.....	.....	.....	.....
Stock, preferred, $131,486,000, 5 p. c., non-cum..	....	....	100	114,199,530	2¼ in '99	J. & J.	Checks mailed fr. N. Y.	Feb. 1,'00, 1½
Chic. & St. Louis 1st M. ($10,000 p. m.) cur.F..c	150	1885	1,000	n1,500,000	6 cur	M. & S.	N. Y., 59 Cedar Street.	Mch. 1, 1915
Old bonds not assenting to reorg. of 1889...c*&r	....	....	.....	693,210	Various.	.....	.....	Various
General mortgage, gold, see text.....Un.c*&r	7,327	1895	500 &c.	129,637,000	4 g.	A. & O.	New York, 59 Cedar St.	Oct. 1, 1995
Adj. inc. M., non-cum. till July 1,1900, g., Ce.c*&r	7,327	1895	500 &c.	51,728,000	4 g.	See a	Paid 4 p.c. Nov. 1, 1899	July 1, 1995
Equip. Tr., Ser. A., g., $250,000 dr. y'ly at par...c	....	1892	500 &c.	500,000	5 g.	J. & J.	New York and London.	Jan.1, 1901-02

n No further bonds issuable. cur., currency. a Partly Nov. 1; partly M. & N.; see option of exchange V. 69, p. 954.

Albany & Susquehanna RR.—*(See Map Delaware & Hudson.)*—Road.—Owns Albany, to Binghamton, N. Y., 142 miles. Leases, Cobleskill, N. Y., to Cherry Valley, 21 miles, practically owned by D. & H.; total operated, 163 miles.

Leased for 150 years from Feb., 1870, to Delaware & Hudson Company. Lessee guarantees 7 p. c. per annum on stock till Albany City loan for $1,000,000 is paid by *sinking fund*, thereafter 9 p. c. (See wording of guaranty in V. 56, p. 774.) The last instalment of the Albany City loan was paid May 1, 1897, but the sinking fund fell $296,878 short of meeting the principal. This amount has been borrowed, payable in semi-annual instalments up to May 1, 1902, and will be met from sinking fund (now $70,000 yearly) before dividends are increased.

Annual Report.—Earnings for years ending June 30:

	Gross.	*Net.*	*Char. & taxes.*	*Bal., sur.*
1898-9	$4,245,432	$1,886,012	$1,118,319	$767,693
1897-8	4,125,187	1,822,427	1,113,184	709,243

—(V. 63, p. 355, 879; V. 67, p. 954; V. 68, p. 976; V. 69, p. 384, 1061.)

Albany & Vermont RR.—Owns road from Albany to Waterford Junction, N. Y., 12 miles, Leased to Rensselaer & Saratoga in 1860 and now operated by D. & H. Canal Co. Annual rental, $20,000.

Allegheny & Western Ry.—*(See Map Buff. Roch. & Pitts.)*—Punxsutawney to Butler, Pa. (about 61 miles), opened Sept. 4, 1899. An extension of Buffalo Rochester & Pittsburg, to which leased for guaranty of bonds (4s) and 6 per cent yearly on stock. Uses Pitts. & West. from Butler to New Castle and Pittsburg under a trackage arrangement, making in all 135 miles. V. 69, p. 383, 500; V. 67, p. 1355.

Allegheny Valley Railway.—Owns from Pittsburg to Oil City, Pa., 132 miles; Red Bank, Pa., to Driftwood, 110 m; others, 17 miles. Brookville, Ry., 13 miles, is controlled. See V. 64, p. 1179.

Organization, &c.—Reorganization March 1, 1892, of the Allegheny Valley *Railroad*, sold in foreclosure Dec. 15, 1891. **Plan** of reorganization, etc., was in V. 53, p. 324, 368, 520; V. 54, p. 409, 524. Road controlled by the Pennsylvania RR. Co. as majority stockholder, owning $9,653,800 common and $11,431,656 preferred stock. Wording of pref. certificate was in editorial of Supplement of Oct. 30, 1897, p. 3.

Bonds.—*General mortgage* has principal and interest unconditionally guaranteed by Penn. RR. by endorsement on each bond.

Latest Earnings—11 mos. Jan. 1 to Nov. 30. 1899..Gross, $2,917,588; net, $1,030,118
1898..Gross, 2,442,307; net, 1,025,456

Report for 1898, V. 66, p. 1234, showed: gross, $2,669,447; net, $1,118,110; int., taxes, etc., $1,070,281; bal., sur., $47,829.—V. 69, p. 77.

Allentown RR.—Topton to Kutztown, Pa., 4½ m.; Reading system

Allentown Terminal Railroad.—Owns 3½ miles of railroad in Allentown Pa., connecting the East Penn. (Philadelphia & Reading) with the Central of New Jersey. Leased for 999 years to Philadelphia & Reading and Central of New Jersey (by assignment from Lehigh Coal & Navigation Co.) at interest on bonds and 5 p. c. on $450,000 stock (par $50), bonds being guaranteed, principal and interest, by Philadelphia & Reading (foreclosed) and Lehigh Coal & Navigation. The Phila. & Reading Ry. Co. in 1896 assumed the Reading's share of the old lease.

Ann Arbor RR.—Road.—Owns road from Toledo, O., northwesterly to Frankfort, on Lake Michigan, 292 miles; operates car ferries between Frankfort, Mich., Kewaunee and Maintowoc, Wis., and Menominee and Gladstone, Mich. The Flint & Pere Marquette (now Pere Marquette) and Detroit Toledo & Milwaukee use the Toledo terminals. Through friendly interests controls the Menominee & St. Paul RR., which will provide terminals for the road at Menominee.

Organization.—Successor Nov. 1, 1895, to Tol. Ann Arbor & Nor. Mich., sold in foreclosure in 1895 and reorganized under the Quintard. Lawrence **plan** in V. 59, p. 782, the Escanaba Frankfort & S. E. being formally absorbed.

Stock.—Pref. stock certificate in editorial in Supp. Oct. 30, 1897, p. 3.

Bonds, Etc.—The first mortgage (trustee, Metropolitan Trust Co. N. Y.) covers entire property, including terminals and freight boats. Floating debt June 30, 1899, notes payable $71,002 current liabilities, $254,404; cash and current assets, $337,809.

Earnings.—11 months, Jan. 1 to Nov. 30. 1899.....Gross, $1,505,958; net, $402,426
1898.....Gross, 1,345,597; net, 282,286

Annual Report.—Report for year ending June 30, 1899, was in V. 69, p. 692 (see also editorial p. 668), showing: Gross, $1,519,334; net, after taxes, $306,791; interest, $288,803; balance, surplus, $17,988; in 1897-98, gross, $1,415,560; in 1896-7, gross, $1,229,437.

Directors.—President, W. R. Burt; G. W. Quintard, J. Edward Simmons, Franklin B. Lord, R. C. Martin, H. W. Ashley, John Jacob Astor, R. D. Murray, Charles Burt, William C. McClure, A. W. Wright, Amos F Eno. D. C. Tate. (V. 62, p. 455; V. 68, p. 278; V. 69, p. 692.)

Annapolis Washington & Baltimore RR.—Owns road from Annapolis to Annapolis Junction, 20½ miles. Controlled by the Balt. & Ann. Short Line, which owns the stock. (V. 64, p. 1223.)

Dividends—

	'87.	'88.	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.
Rate p. c.	5	4½	4	4¼	5¾	6¾	5½	6·36	4½	4¼	3

Earnings.—For year ending June 30, 1898, gross, $61,115; net, $17,356; taxes, etc., $1,660; dividends, $22,823; balance, deficit for year, $7,127. President J. Wilson Brown, Baltimore. (V. 65, p. 410.)

Arizona & Utah Ry.—Owns McConnico to Chloride, Ariz., 22 miles, opened Aug. 18, 1899; trackage over Santa Fe Pacific, Kingman to McConnico, 4 miles; total, 26 miles. Also under construction, Chloride to White Hills, 28 miles, expected to be completed March 1, 1900. Stock, $600,000; outstanding Sept. 30, 1899, $450,000; par, $100. Of the bonds $300,000 were issued on first 22 miles, and balance is to be issued on completion of remaining 28 miles. The loan is not subject to call as an entirety, but a sinking fund will retire at 110 (drawings by lot) one per cent semi-annually, commencing June 1, 1903. First coupon payable in 1900. President, F. L. Underwood; Sec. and Treas., Charles E. Morris. 31 Nassau St., N. Y.

Arkansas & Choctaw Ry.—Projected from Ashdown, Ark., to Atoka, I. T., about 150 miles. In June, 1899, operated from Ashdown to Choctaw City (owned), 23 miles; Texarkana, Tex., to Ashdown, Ark., trackage 20 miles; Poteau, I. T., to Bonanza, Ark., 19 miles; total, 62 miles. Stock, $1,500,000; par, $100; outstanding Jan. 1, 1899, $177,000. No bonds had been issued Jan. 1, 1899. Pres., R. H. Keith; Sec and Treas., E. E. Riley, Kansas City, Mo.

Arkansas Midland RR.—Owns from Helena, Ark., to Claredon, 50 miles; Pine City to Brinkley, Ark., 24 miles. Mortgage is for $516,000, but $216,000 can be issued only in case the entire 86 miles is laid with 56-pound steel rails. Capital stock, $1,625,000 (par $100.) Dividends paid: In 1895-6, 1·348 per cent; in 1896-7, ·74 p. c.; in 1897-8, 1·92 p. c. Loans and bills payable June 30, 1898, $2,073.

Earnings.—11 months, Jan. 1 to Nov. 30. 1899.....Gross, $120,930; def., $4,527
1898.....Gross, 112,800; sur., 16,016

Year ending June 30, 1898, gross, $133.434; net, $48,604; interest and taxes, $17,317; dividends, $31,287. President, John J. Horner. —V. 69, p. 1300.

Arkansas & Oklahoma RR.—Rogers, Ark., to Gravette, 25 miles, operated from June, 1899; also under construction from Gravette to Southwest City, Mo., 11½ miles. Stock authorized, $300,000; par $100. No bonded debt July 1, 1899. President, J. M. Bayless, Bentonville, Ark.

Asheville & Spartanburg RR.—(*See Map of Southern Ry.*)—Spartanburg Junc., S. C., to Asheville Junction, N. C., 66 miles; Alston to Spartanburg (formerly Spartan, Un. & Col.), 68 miles. The Southern Ry. owns $1,048,000 of the $1,050,000 A. & S. stock and guarantees the S. U. & C. bonds, which cover entire property. (V. 63, p. 360.) In year 1895-96 gross, $372,881; net, $109,392.—(V. 63, p. 360.)

Ashland Coal & Iron Ry.—Ashland to Straight Creek Junction, Ky., 22 miles. Chesapeake & Ohio has trackage over this road. Capital stock, $1,494,500. Current liabilities June 30, 1897, $264,428. Year ending June 30, 1899, gross, $111,674; net, $59,780; in 1897-98, gross, $125,906; net, $61,506. Dividends in 1895-96 4 p. c.; in 1896-7, 4 p. c.; in 1897-8, 4 p. c.; in 1898-9, 4 p. c.

Astoria & Columbia River RR.—Astoria, Ore., to Goble and Seaside, 80 miles; branch, Warrenton to Flavel, Ore., 2 miles; total, 82 miles. Stock, $2,000,000; par, $100. In 1895 made a mortgage to secure $8,000,000 100-year bonds, issuable at $40,000 per mile. Central Trust Co., Trustee. In August, 1898, suit was brought by contractors for $241,488, claimed to be due for materials and labor in building the road. V. 67, p. 426. President, A. B. Hammond, Astoria, Ore.; Sec., R. A. Eddy, Astoria, Ore. (V. 66, p. 1000; V. 67, p. 426.)

Atchison Colorado & Pacific Ry.— } See Central
Atchison Jewell County & Western Ry.— } Branch RR.

(The) Atchison Topeka & Santa Fe Railway.—*(See Map)*—The system owned and operated Dec., 1899, comprised 7,355·52 miles of railroad, and embraced an unbroken line of track from Chicago, Ill., via Kansas City, Mo., and Albuquerque, N. M., to the Pacific Ocean; also to Galveston, Tex., and the Gulf of Mexico, the divisions being:

Chicago to Kansas City, Mo..	458	Mojave, Cal., to Stockton....	303
Kan. City to La Junta, Col...	571	Newton, Kan., to Galveston.	750
La Junta, Col., to Denver, Col.	180	Albuquerque, N.M., to El Paso	254
La Junta to San Diego, Cal..	1,318		

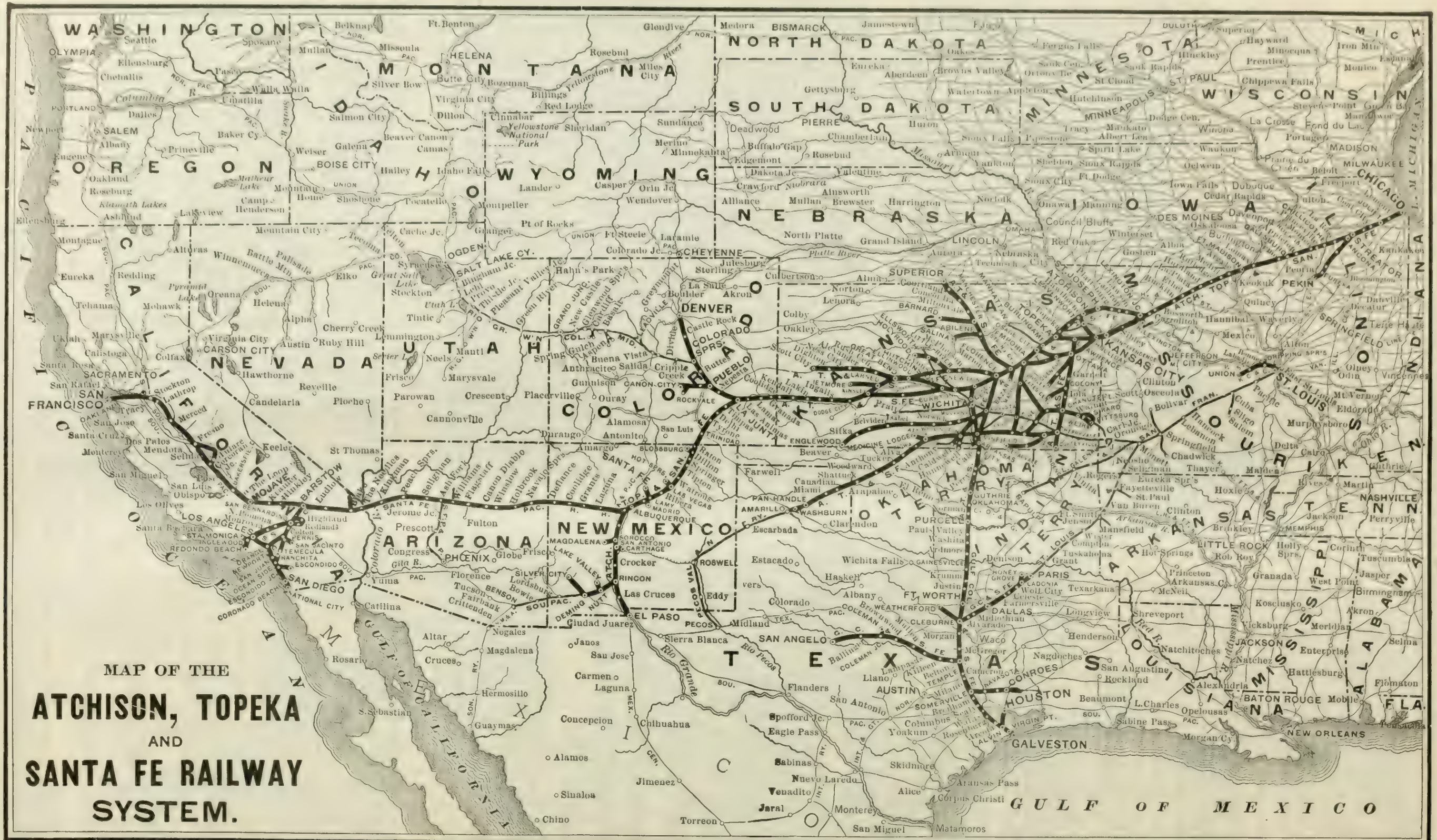
Organization.—This company was organized on Dec. 12, 1895, under the general laws of Kansas, by the purchasers at foreclosure sale of the property and franchises of the Atchison T. & Santa Fe RR. Co. in accordance with a reorganization **plan.** (V. 60, p. 658.)

The railway company in July, 1899, owned in fee 2,219 miles of the system, including the line from Atchison to the western boundary of Kansas, 471 miles, and also all, or nearly all, the bonds and stocks of the various companies in which the title to the other lines is vested. V. 68, p. 974. A list of such holdings is in the general mortgage (in V. 62, p. 732, 733, and successive annual reports). In Dec., 1899, direct ownership of 4,000 miles in all (including lines already owned) was arranged. See V. 69, p. 1300.

For operating and statistical purposes the system is divided as follows:

	Miles.		*Miles.*
Atchison T. & S. F.	4,866·87	Santa Fe Pacific	886·55
Gulf Colo. & S. F.	1,127·81	Southern California, etc..	486·98
Total of all (less 12·69 miles of joint trackage)			7,355·52

In December, 1898, acquired at par practically all the $2,462,300 stock of the San Francisco & San Joaquin Valley Ry., which line when completed in 1900 will embrace 374 miles of road and will afford the Atchison an independent connection of its own to San



MAP OF THE

ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM.

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RAILROADS. For explanation of column headings, etc., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atlanta & Charlotte—Stock (see text)	269	....	$100	$1,700,000	6 in 1899	M. & S.	N.Y.Cent.Tr.Co.,54Wall	Sept. 6,'99, 3%
Pref. M. (old 7s ext. in 1897), see V. 64, p. 286.c*	265½	1877	1,000	500,000	4	A. & O.	do do	Jan. 1, 1907
1st M. [voting power, 10 votes for each bond] cur.r	265½	1877	1,000	4,250,000	7 c.	J. & J.	do do	Jan. 1, 1907
Income bonds (not cumulative)	....	1880	500	750,000	6	A. & O.	do do	Apr. 1, 1900
Atlan. Knoxv. & No. Ry.—1st M., $1,500,000, g Ce	230	1896	1,000	1,000,000	5 g.	J. & D.	N.Y., Man. Co., 40 Wall.	Dec. 1, 1946
2d M., inc., $1,500,000 (trust. R.Est. Tr. Co.,N.Y.)	230	1896	1,000	1,500,000	5	J. & J.	New York, if earned.	Jan. 1, 1947
First M. coup. scrip, Jan., 1900.—V. 69, p. 1145	....	....	.....	117,911	5	J. & J.	.....	At Co.'s option
Atlanta & West Point—Stock	86	....	100	1,232,200	See text,	J. & J.	Atlanta, Ga.	Jan. 15, '00, 3
Debenture certificates	....	1881	1,000	1,232,200	6	J. & J.	do do	Co's option.
Atlantic City—1st M., $2,200,000, gold, ...GP.xc	83	1889	1,000	2,200,000	5 g.	M. & N.	Phila., Read. Ter. Bldg.	May 1, 1919
Atlantic Coast Line Co. (Conn.)—Stock, $30,000,000	....	....	100	10,000,000	4½ in '99	M. & S.	Baltimore.	Sep13'99,2½%
Ctfs. of indebt. $6,000,000, int. if e'rned, non-cum.r	....	1897	100 &c.	5,000,000	5 cur.	J. & D.	In 1898 paid 5 p. c.	Irredeemable.
Atl. Coast Line RR. of So. Car.—Stk $3,000,000	....	....	100	2,538,200	5 in 1899	J. & J.	Check fr Charl't'n, S.C.	Jan.10,'00, 3%
Preferred, $2,000,000, 6 per cent, non-cum	....	....	100	1,888,000	6	J. & J.	do do	Jan.10,'00, 3%
Cheraw & Darlington, 1st M., $400,000, g..SBa	66	1888	.....	7,000	5 g.	A. & O.	Ch'ston, People's N.Bk.	Apr. 1, 1938
Manchester & Augusta, 1st mortgage, gold....c	65	1893	1,000	22,000	5 g.	J. & J.	do do	Jan. 1, 1943
No. East (S. C.), consol. mortgage, gold..... c	102	1883	1,000	694,000	6 g.	J. & J.	N. Y., Cuyler M. & Co.	Jan. 1, 1933
Wilmington Columbia & Augusta, 1st mort..	192	1880	1,000	1,600,000	6	J. & D.	New York & Baltimore.	June 10, 1910
Atl. Coast L., gen. 1st M., $8,000,000, g.SBa.c*	674	1898	1,000	5,326,000	4 g.	J. & J.	Balt., Safe D. & Tr. Co.	July 1, 1948
Atlantic Coast Line RR. of Vir.—Stock, Class A	Tax e	xp't.	100	1,000,000	6 in 1899	J. & J.	Richmond, Office.	Jan. 3, '00, 3%
Do do do Class B	Not ta	x exp't.	100	2,000,000	6	J. & J.	Richmond, Office.	Jan. 3, '00, 3%
Mortgage bonds, class A, gold	59	1881	1,000	868,000	5 g.	J. & J.	Richm'd and Petersb'g.	July 1, 1926
Mortgage bonds, class B, gold	59	1881	1,000	800,000	6 g.	A. & O.	do do	Oct. 1, 1926
Richm'd & Petersb., 1st mort. ($24,500 are 7s)..	23	1875	500 &c.	340,500	6 & 7	M. & N.	Richmond, Office.	May 1, 1915
Consolidated mortgage for $1,000,000, gold.c*	27	1890	1,000	300,000	4½ g.	A. & O.	N. Y., Brown Bros.	Apr. 1, 1940
Atlan. & Dan.—Pf. stk., $3,200,000, guar., see text.	....	....	.....	3,099,200	See text.	Text.	Norfolk, Va.	Sept. 1, 99, 1%
1st M., called, to be paid June 29, 1900....Me.xc	278	1895	1,000	1,238,000	5 g.	J. & J	N.Y.,Mer.Tr.,&London.	June 29,1900
Atlantic & No. Carolina—Stock, $1,800,000	....	....	100	1,797,200	2 in 1899	.....	Check from Co.'s office.	Sep. 15,'99, 2%
1st M., $325,000....MeBa	....	1887	1,000	325,000	6	J. & J.	Balt.,Nl.F'rm'rs'&P.Bk	July 1, 1917

Francisco; an arrangement made with the Southern Pacific Company for trackage between Mojave, Cal., and Bakersfield, 68 miles, to connect the systems, was put in effect July 1, 1899, and this mileage was added to the Santa Fe Pacific Oct. 1, 1899. V. 68, p 426. San Francisco & San Joaquin Valley (Bakersfield to Stockton, Cal., 235 miles), will be incorporated in the system as a separate operating division on completion of the line to San Francisco and possibly not until the commencement of the fiscal year 1900-01. See V. 67, p. 817, 1206, 1261, and official circular V. 67, p. 841; also V. 67, p. 1355; V. 69, p. 649. In Dec., 1898, acquired the Wichita & Western, and in Oct., 1899, the entire $2,580,000 stock of the Hutchinson & Southern.—V. 69, p. 954.

STOCK.—The preferred stock has preference as to dividends and assets, and entitles the holders to non-cumulative dividends after June 30, 1896, not exceeding 5 per cent per annum, as declared by the board of directors out of net profits. No other mortgage and no increase in the preferred stock can be made without the consent of a majority of all the preferred stock and of all common stock represented at a meeting. The total authorized amount of preferred stock is $131,486,000, of which $20,000,000 was reserved. To acquire A. & P., Western Division, $9,200,000 of this $20,000,000 preferred stock was issued in March, 1897, leaving $10,800,000 reserved to acquire other lines; also $6,846,470 are in special trust for improvements, extensions, etc. Pref. stock certificates in SUPPLEMENT of April, 1897, page 3. Common stock authorized, $102,000,000.

DIVIDEND.—First dividend on preferred, 1 per cent, paid Jan. 26, 1899; July 20, 1899, 1¼ p. c.; in 1900, Feb. 1, 1½ p. c.—V. 69, p. 1192.

BONDS.—The Gen. Mort. (**Abstract** V. 62, p. 731-739, see also V. 68, p. 974) is to the Union Trust Co of N. Y. as trustee, and gives a lien, either by direct mortgage or by collateral trust, on the entire system of 7,327 miles of railroad owned, together with all the equipment and terminals owned by the company, and future acquisitions, subject only to liens on certain equipment for about $500,000; to $1,500,000 of Chicago & St. Louis RR. Co. bonds (secured by lien on about 150 miles in Illinois), and to the remaining outstanding bonds of certain controlled companies, amounting in the aggregate to about $693,210.

General mort. bonds can never exceed $165,490,500, including $96,990,500 issued in reorganization and remainder issuable as follows:

	Reserved. In 1895.	*Reserved.* In 1899.
a To retire guarantee fund notes paid and car trusts at not exceeding $1,250 for each $1,000 of old bonds...	$15,500,000	$3,113,906
b Non assenting bonds from reorganization of 1889 ($1,560,950, since reduced to $693,210)	1,500,000	634,000
c Chicago & St. Louis 1st mortgage 6s	1,500,000	1,500,000
For improv'ts, terminals, second track, equip't, etc., under carefully guarded restrictions at not exceeding $3,000,000 yearly, of which not over $750,000 for extensions	30,000,000	22,047,471
For acquisition of Atlantic & Pacific and other lines	20,000,000	8,407,623

The *Adjustment Mortgage* (**Abstract** V. 62, p. 739) is to the Central Trust Co. as trustee. Interest is payable only out of net earnings for the fiscal year up to 4 per cent and the rate is to be determined on or before October 15 in each year; interest is non-cumulative till July 1, 1900, and cumulative thereafter. Present issue is limited to $51,728,000, but when the $30,000,000 general 4s authorized for improvements as above have been issued (i. e., not before June 30, 1905), $20,000,000 additional adjustment 4s may be issued for the same purposes at not exceeding $2,000,000 in any one year, but only by a majority vote of the adjustment bondholders. *Interest*—In Nov., 1897, paid 3 p. c.; in Nov., '98 and '99, full 4 p. c.

San Francisco & San Joaquin bonds, see facts in that co's. statement.

GENERAL FINANCES.—The guarantee fund notes due Nov., 1898, were retired by issue of $10,596,000 general 4s, thereby obviating the necessity of issuing prior lien bonds. In Mar., 1899, $2,699,000 additional gen. 4s, issued for improvements, were listed, and in Oct., 1899, $2,764,000, making total listed to date $129,637,000.—V. 68, p. 570.

In December, 1898, $2,462,300 capital stock of the San Francisco & San Joaquin Valley Ry. was purchased at par. See that company; also "General Finances" above. In Nov., 1899, acquired Hutchinson & Southern Ry., 145 miles; see that company's statement.

LATEST EARNINGS.—5 mos. July 1 to Nov. 30. 1899-0. Gross, $19,424,544; net, $7,533,132. 1898-9. Gross, 17,200,859; net, 4,968,131.

Deducting taxes and rentals, balance for interest in 5 months of 1899-00 was $6,793,933, against $4,256,806.

REPORT.—Annual meeting second Thursday in December. Report for year 1898-9 was given in V. 69, p. 641,648; see also page 619.

Years ending June 30—	1899.	1898.	1897.
Miles of road operated	7,033	6,946	6,479
Gross earnings	$40,513,499	$39,214,101	$30,621,230
Operating expenses	27,606,681	28,506,336	22,867,189
Net earnings	$12,906,818	$10,707,765	$7,754,041

	1897-98.	1898-99.		1897-98.	1898-99.
Net earnings	$10,707,765	$12,906,818	Taxes, etc.	$2,007,216	$1,726,282
Other income	182,028	249,435	Interest	7,045,988	7,241,972
Net income	$10,889,793	$13,156,253	Bal., surp.	$1,836,589	$4,187,999
Surplus for year to June 30, 1898					226,494
Total surplus June 30, 1899					$4,414,493
Dividend on preferred stock					(1¼%) 1,427,071
Balance surplus for year					2,987,422

OFFICERS.—Aldace F. Walker, Chairman of the Board; E. P. Ripley, President; E. Wilder, Secretary and Treasurer.

OFFICE.—59 Cedar St., New York. V. 69, p. 1192, 1300; V. 70, p. 39.

Atlanta & Charlotte Air Line Ry.—*(See Map Southern Railway System.)*—Owns Charlotte, N. C., to Atlanta, Ga., 269 miles.

The operating contract of 1881 (made with Richmond & Danville) was assigned to and accepted by the Southern Ry. Co. It requires the payment of interest on At. & C. debt and 5 p. c. on stock; if gross earnings exceed $1,500,000, dividends to be 6 per cent; and if they exceed $2,500,000, 7 per cent.

DIVIDENDS, Per cent— 1881 to 1889. 5 yearly. 1890. 5½ 1891 to Sept., 1899, inclusive. 6 yearly (M. & S.)

EARNINGS.—April 1 to Sept. 1 (6 months), gross, $1,074,273 in 1899 $837,702 in 1898. For fiscal years ending March 31: In 1898-9, gross, $1,890,179. Pres., C. S. Fairchild, N. Y.—(V. 64, p. 286.)

Atlanta Knoxville & Northern Ry.—ROAD—Owns from Knoxville, Tenn., to Marietta, Ga., 205 miles; and Murphy to Blue Ridge, 25 miles; trackage, Marietta, Ga., to Atlanta, Ga., 20 miles.

HISTORY.—A reorganization per plan in V. 62, p. 1040, of the Marietta & North Georgia, foreclosed. Stock, $3,000,000. First mortgage bonds for $500,000 in treasury June 30, 1899; bills payable, $10,150.

EARNINGS.—11 months, Jan. 1 to Nov. 30. 1899.....Gross, $365,016; net, $87,085. 1898.....Gross, 296,585; net, 63,543.

Report for year ending June 30, 1899, V. 69, p. 1145, showed: Gross $352,952; net, $72,660; other income, $15,803; total deductions, $63,335; balance, sur., $25,128. In 1897-8, $328,092; net, $93,341.

OFFICERS.—Pres., H. K. McHarg, 40 Wall St., N. Y. V. 69, p. **1145**.

Atlanta & West Point RR.—Atlanta, Ga., to West Pt., Ga., 86 m. Ga. RR., June 30, 1898, owned $494,500 stock and $388,900 deb. cert.

DIVIDENDS begun in 1855 were for many years 8 per cent per annum. From July 1, 1884, to Jan., 1900, inclusive, 6 per cent yearly, J&J; Oct. 1, 1899, 25 p. c. extra (V. 69, p. 590).

EARNINGS.—5 months, July 1 to Nov. 30. 1898-9.....Gross, $294,000; net, $134,553. 1897-8.....Gross, 257,995; net, 114,561.

In 1898-9 gross, $606,664; net, $238,128; other income, $7,796; charges, $170,781; dividends, $73,932; surplus, $1,211. In 1897-8, gross, $575,259; net, $227,496.—(V. 65, p. 1172; V. 69, p. 590.)

Atlantic City Ry.—Camden to Atlantic City, 57 m. (double track); branches, 25 m.; leases Sea Coast RR., Winslow Junction, to Cape May, N. J., etc., 66 miles; total, 148 miles. STOCK, common, $1,200,000; preferred, $1,000,000 (par, $50), of which $1,195,000 common and $998,550 preferred owned by Reading Co. are in trust under its general mortgage of 1897. In April, 1898, leased the South Jersey RR. In year 1897-8, gross, $812,950; net, $142,975; charges, $110,754; balance, surplus, $32,221. In 1896-97, gross, $782,168.—V. 66, p. 761.

Atlantic Coast Line Co.—This company, organized May 29, 1889, under the laws of Connecticut, owns a majority of the capital stock and a large amount of the bonds in a system of railroad companies denominated for convenience the Atlantic Coast Line System. The system includes about 2,177 miles as follows in addition to a half interest in lease of Georgia RR. system (615 miles) acquired in July, 1899, from the Louisville & Nashville. V. 69, p. 385, 591, 748.

Company—¶See this Co.	*Miles.*	*Company*—	*Miles.*
Richm. Fredkb. & Potomac¶	86	Chas. & Western Carolina	342
Wilmington & Weldon ¶	786	Norfolk & Carolina ¶	110
Atlantic Coast Line RR. of S. C.¶	704	Atlantic Coast Line RR. of Va.¶	89
Central South Carolina ¶	40	Other lines	50

¶ See this company.

In May, 1899, 177 miles of Atlantic & Yadkin was merged in Wilmington & Weldon.—See V. 68, p. 979.

STOCK—In May, 1897, $6,000,000 of certificates of indebtedness, entitled to 5 per cent interest if earned, were created, of which $5,000,000 were issued to reduce capital stock from $10,000,000 to $5,000,000. As to the rights of these certificates, see wording in editorial, October, 1897, SUPPLEMENT, page 3.—V. 65, p. 564. In Nov., 1898, stock was increased to $10,000,000, the additional $5,000,000 being distributed as a 100 per cent dividend.—V. 67, p. 954.

DIVIDENDS—1895, 1½ per cent; 1896, 3; 1897, 3½; 1898, 4 and 100 per cent in stock; in 1899, 4½ p. c. V. 69, p. 439.

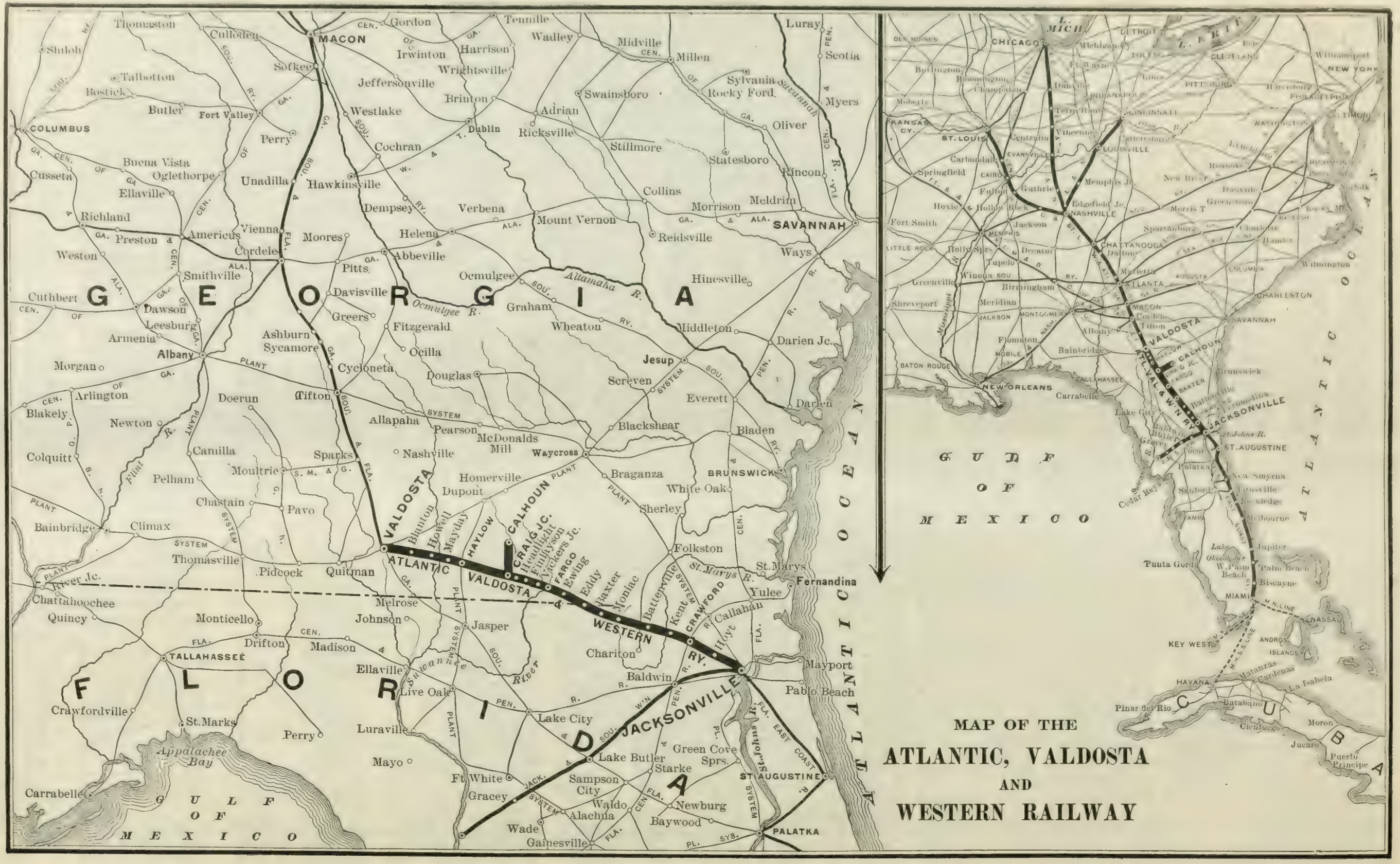
GUARANTY.—Guaranties $960,000 Manchester & Augusta firsts, p. & i.

SECURITIES OWNED.—May 28, 1897, stocks $7,403,032, bonds $2,206,000; other bonds, $518,441. (List V. 65, p. 564;) V. 69, p. 1192.

Atlantic Coast Line RR. of South Carolina.—Owns from Florence to Charleston and Columbia, S. C., with branches, in all, 704. miles, of which Denmark to Robbins operated from Dec. 1, 1899, (V. 69, p. 1192); leases Cent. RR. of So. Car., 41 miles; total oper., 745 m.

A consolidation, July 16, 1898, of the following companies controlled by the Atlantic Coast Line Co., viz.: Wilmington Columbia & Augusta RR., Northeastern RR. of South Carolina, Cheraw & Darlington RR., Manchester & Augusta RR., Florence RR.—V. 64, p. 663, 887.

DIVIDENDS.—On common, 1899, Jan., 2 p. c.; July, 3 p. c.; in 1900, Jan., 3 p. c. On preferred, 1899, 3 p. c; in 1900, Jan., 3 p. c.



MAP OF THE

ATLANTIC, VALDOSTA AND WESTERN RAILWAY

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atlantic & St. Lawrence—Stock, 6% rental Grand Tr'k	150	....	£&$100	$5,484,000	6	M. & S.	London and Portland.	Sept.,1899, 3%
Atlan. S. Riv. & G.—1st M. g., s. f., $8,000 p. m., red. 110	....	1895	1,000	200,000	5 g.	J. & J. *15*	Jacksonville, Fla.	Jan. 15, 1945
Atlantic Valdosta & W.—1st M., g., red. at 110. Ce. c*	115	1899	1,000	1,261,000	5 g.	M. & S.	N. Y., Central Trust Co.	Mar. 1, 1939
Augusta & Savannah—Stock 5% rental Central Ga..	53	....	$100	1,022,900	5	J. & J.	Savannah, Ga.	Jan. 5, '00, 2½
Augusta So.—1st consol. M., go., gu., p. & l. end. Ce. xc	85	1894	1,000	n400,000	5 g.	J. & D.	N. Y., J. P. Morgan & Co.	Dec. 1, 1924
Austin & Northwestern—1st mort. g., gu. p. & l. Ac*&r	103	1891	1,000	1,920,000	5 g.	J. & J.	N. Y., Cent. Trust Co.	July 1, 1941
Avon Geneseo & Mt. Morris RR.—Stock (see text)...	....	....	100	225,000	2½ to 3½	J. & J.	New York, Erie RR.	July 1, 1899
Bald Eagle Valley—Stock, $2,600,000.....	....	....	50	1,535,000	10	F. & A.	.....	Aug. 1, '99, 5%
1st M. orig. $400,000 (s. f., drawn at 100)... FPxr	90	1880	1,000	328,000	6 cur.	F. & A.	Phila., F. Ins. Tr. & S. Dep.	Jan. 1, 1910
Baltimore & Annap. S. L.—Stock, common.....	....	....	100	358,000	5 in 1899	J. & J.	Baltimore.	Jan. 2, '00, 3%
1st M. $400,000, g., subj. to call at 110..,.. MeBa*	28	1898	1,000	325,000	5 g.	J. & D.	Balt., A. Brown & Sons	Dec. 1, 1923
Baltimore Chesapeake & Atlan.—1st mort., gold Ac*	89	1894	1,000	1,250,000	5 g.	M. & S.	Phila., Broad St. Stat'n.	Sept. 1, 1934
Baltimore & Ohio—NEW SECURITIES OUTSTANDING.								
Common stock, authorized $45,000,000.....	....	....	100	42,500,000	.....	.....	.....	.....
Pref. stock, 4 p. c., non-cum, auth. $60,000,000..	....	....	100	59,227,000	.....	.....	.....	.....
Prior lien mort., gold, not subj. to call. Me..c*&r	1,017	1898	500 &c.	69,799,000	3½ g.	¶	Co.'s Office, 2 Wall St. N.Y	July 1, 1925
1st mort., gold, red., at 105 after 1923. Us..c*&r	570	1898	500 &c.	57,419,000	4 g.	§	do do	July 1, 1948
Southwest'n Div. 1st M., $45,000,000, g. F..c*&r	921	1899	500 &c.	39,874,000	3½ g.	¶	do do	July 1, 1925
BONDS TO BE ISSUED UNDER BRANCH LINE PLAN.								
Pittsb'g Junc. & Middle Div. ($20,000,000) 1st M.	385	1898	.....	(?)	x3½ g.	*	do do	Nov. 1, 1925
MISCELLANEOUS BONDS (LEASED LINES, ETC.)								
Loan, 1853, extended in 1885, gold	380	1853	500 &c.	125,500	4 g.	A. & O.	N. Y., Speyer & Co.	Oct. 1, 1935
N. W. Virginia RR. 1st M. (ext. in 1888) assum...c	104	1855	1,000	132,000	6	J. & J.	Baltimore, B. & O. RR.	Mch. 1, 1902
Pitt. & Con., 1st M., ext. in 1896 in gold.....	....	1868	1,000	71,000	4 g.	J. & J.	N. Y., Vermilye & Co.	July 1, 1946
Baltimore & N. Y. RR., 1st mort., gold, guar. c&r	5½	1889	1,000	y 350,000	5 g.	M. & N.	N.Y., J.P. Morgan & Co.	May 1, 1939
Monong. River RR., 1st M., g., gu. B. & O., Ce. c*	32	1889	1,000	700,000	5 g.	F. & A.	N. Y. Central Trust Co.	Feb. 1, 1919
Coal M., $1,500,000 g., s. f. not gu., red. at par	....	1895	1,000	1,000,000	5 g.	J. & D.	Balt., Am. Bond'g & Tr.	Dec. 1, 1945

x Cash due on all securities and interest on new bonds to Nov. 1, 1899, was paid at Merc. Trust Co. of N. Y., on Oct. 9, 1899.—V. 69, p. 743.
y Reorganization Committee holds of this $273,000. ¶ Coup., J.-J.; reg., Q.—J. § Coup., A.-O.; reg., Q.-J. * Coup., F.-A.; reg., Q.-F.

BONDS.—The new 4 per cent general mortgage of 1898 is for $8,000,000, the Baltimore Safe Deposit & Trust Co. being trustee. Of the authorized issue $709,000 were on Jan. 10, 1899, reserved for improvements, extensions, etc, and the balance unissued ($3,490,000) to retire, $ for $, at or before maturity, the underlying bonds. Bills payable, June 30, 1899, $136,360. Endorses $380,000 Wilming. & Weldon RR. trust certs.—V. 69, p. 1298.

LATEST EARNINGS.—6 mos. Jan. 1, to June 30. 1899. Gross, $1,027,820; net, $353,028. 1898. Gross, 1,001,334; net, 334,618.

Report for year ending June 30, 1899, was in V. 69, p. 1298, showing: Gross, $2,041,536; net over taxes, $715,170; other income, $76,266; int. and rentals, $453,746; dividends, $240,004; bal., sur., $97,683. In 1897-8, gross, $1,974,968; net, $628,911. President, C. S. Gadsden, Charleston, S. C.—V. 67, p. 954; V. 69, p. 1298.

Atlantic Coast Line RR. of Virginia.—Owns Richmond to Petersburg and Garysburg, N. C., with branch, 5 miles, total, 87 miles; also leases Garysburg to Weldon (Seaboard & Roanoke) 2 miles. Consolidation in 1898 of Petersburg RR. and Richmond & Petersburg RR.

In January, 1900, Virginia Legislature authorized change of name to Atlantic Coast Line RR.

STOCK.—In the consolidation the Petersburg RR. preferred stock was retired, the common stockholders receiving 150 per cent in class "B" stock, while the Richmond & Petersburg received 50 per cent in class "B" stock and retained their original shares, now designated class "A," exempt from taxation.

EARNINGS.—Combined earnings of roads consolidated: For year ending June 30, 1899, gross, $1,165,606; net, $482,981. In 1897-98, gross, $1,021,258, net, $472,058.—V. 67, p. 1264; V. 68; p. 128.

Atlantic & Danville Ry.—Completed Feb., 1890, West Norfolk, to Danville, Va., 205 miles, three branches, 22 miles, and James River Junction to Claremont (3 feet gauge) 51 miles; total, 278 miles. Leased to Southern Ry. for 50 years from July 1, 1899, rental being sufficient to meet interest on bonds, 2 per cent dividend on $3,200,000 preferred stock for three years, 3 per cent for next two years, 4 per cent for next five years and 5 per cent thereafter.—V. 69, p. 491.

STOCK.—Common, $2,500,000; non-cum. 5 per cent pref. $3,200,000. Issued to June 30, 1898, common, $2,180,800; preferred, $3,099,200.

DIVIDENDS.—On preferred 1 p. c., 1897; 1898, Sept. 1, 1 p. c; 1899, Sept., 1 p. c. For dividends under lease to Southern Ry. see above.

BONDS.—The bonds have been called for payment at par, June 29, 1900, V. 69, p. 1246. See statement to N.Y. Stock Exch., V. 62, p. 1141.

In 1898-99 gross, $596,900; net, $160,245. Report for 1897-98 was in V. 68, p. 184, showing: gross, $564,751; net, $159,353; interest, $61,900. (V. 68, p. 184; V. 69, p. 491, 1246.)

Atlantic & Lake Superior Ry.—In Apr., 1899, operated Metapedia, Que., to West Paspebiac, 98 miles; owned St. Gregoire to Nicolet, 7 m.; St. Francis to Yamaska, 6 m.; Yamaska to Sorel, 10 m.; Lachute to St. Andrews, 7 m.; total, 128 miles. Also under construction, West Paspebiac to end of wharf, 4 m.; Paspebiac Junc. to Port Daniel, 21 m.; Pierreville to Nicolet, 15 m.; St. Gregoire to Chaudiere Junc., 67 m.; total, 107 miles. Extension proposed in 1899 from St. Francois du Lac to Levis, Que., 89 miles, of which 7 built and 23 graded in March, 1899. Extension also proposed from Paspebiac, Que., to Gaspe, 80 miles. Stock authorized, $10,000,000; par, $100; issued, (?). Bonds, $20,000,000 4s, none issued to Mar., 1899. President, Hon. J. R. Thibaudeau; Sec., Edgar N. Armstrong, Montreal, Que.—V. 68, p. 329.

Atlantic & North Carolina RR.—Morehead City to Goldsboro, N. C., 95 m. State of No. Car. owns $1,266,500 of the $1,797,200 stock.

DIVIDENDS.—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Per cent.	2	2	2	0	2	2	2	2

EARNINGS.—For year ending June 30, 1898, gross, $174,508; net, $80,317; charges, $33,694; dividends, $35,907.—V. 68, p. 472.

Atlantic Valdosta & Western Ry.—*(See Map.)* Valdosta, Ga., to Jacksonville, Fla., 115 miles; opened for through operation July 1, 1899; extension proposed from Valdosta to Albany, Ga., 75 miles. Road runs through a timber section, and makes a short route from Valdosta to Jacksonville, Fla. In Sept., 1899, the Flor. RR. Commissioners granted facilities of Jacksonville Terminal Ry. at $5,100 per annum.

At Valdosta connects with Ga. Southern & Fla. RR. and Sav. Fla. & West. RR.; at Haylow with Sav. Fla. & West; at Crawford with Fla. Cent. & Penin.; at Jacksonville with Jacksonville & Southwestern, Fla. East Coast, F. C. & P., Plant System and Clyde Company ocean and river steamers.—V. 68, p. 1022.

STOCK AND BONDS.—Stock authorized, $1,750,000 each of common and preferred; outstanding, common, $1,000,000; preferred, $500,000. Par of shares, $100 each. Mortgage is for $5,000,000, to retire the $711,000 old 5s, extensions, etc. (V. 68, p. 1022).

EARNINGS.—From March 1, 1898, to June 30, 1899, 16 months, gross, $105,024; net, $64,944. Fixed charges and taxes, $45,205. Surplus, $19,738. Gross earnings June 30, 1899, to Dec. 31, $85,346, against $35,956 same period in 1898.

Financial agents and transfer agency, G. S. Baxter & Co., 18 Wall St., N. Y. Gen'l office, Valdosta, Ga. Operating office, Jacksonville, Fla.

Augusta & Savannah RR.—Millen to Augusta, Ga., 53 miles, In 1895, re-leased to Cen. of Georgia at 5 p. c. on stock.—V. 61, p. 239.

Augusta Southern RR.—Owns from Augusta to Sandersville, Ga., 80 m. (standard gauge), and Sandersville & Tennille RR., 4 miles.) Leased in March, 1897, in perpetuity to the South Carolina & Georgia, which guarantees the bonds, principal and interest, by endorsement. (V. 64, p. 468.) In April, 1899, the Southern Ry. obtained control of and leased the South Carolina & Georgia, the lease of the Augusta Southern passing with it. See V. 68, p. 873. Common stock, $400,000; pref., $350,000; par, $100. For year 1897-98, gross, $97,267; net, $22,079.—(V. 67, p. 528.)

Austin & Northwestern RR.—Owns from Austin to Llano, Texas, 99 m.; branch, Fairland to Marble Falls, etc., 8 miles. In May, 1899, consolidation with Houston & Texas Central was authorized, the old bonds to be canceled and new bonds issued therefor. V. 68, p. 1024. Stock, $1,016,000; par $100; Southern Pacific Company owns $1,008,000 stock and guarantees the bonds. Land grant was 600,000 acres. Year 1897-98, gross, $154,592; net, $15,353.

Avon Geneseo & Mt. Morris RR.—Mt. Morris to Avon, N. Y., 18 miles. Leased to Erie RR. Feb. 26, 1896, in perpetuity at 2½ p. c. on stock for 4 years from Jan. 1, 1896, 3 p. c. for 1 year more and 3½ p. c. thereafter.—(See V. 63, p. 512; V. 62, p. 318, 589.)

Bald Eagle Valley RR.—Owns from Vail Station, Pa., to Lockhaven, Pa., 51 miles; branches to Sugar Camp, etc., 39 miles. Leased to Penn. RR. Co. for 99 years from Dec. 7, 1864. Rental, 40 per cent of gross earnings. Rental 1898, $158,847; other income, $6,278; int., taxes, etc., $40,494; dividends (10 p. c.), $140,625; bal., paid out of sur., $3,968. Rental in 1897, $179,144. Pennsylvania RR. Jan. 1, 1899, owned $706,250 stock.—V. 66, p. 708.

Baltimore & Annapolis Short Line RR.—Owns road from Cliffords to Annapolis, Md., 23 miles. In 1897 acquired control of Annapolis Washington & Baltimore RR. Co., owning 3,575 out of 3,580 shares of its stock, all pledged under the mortgage. Common stock issued $358,000; there is also $500,000 of preferred stock authorized.

Dividends—In 1898, Jan., 3 p. c.; July, 3 p. c.; in 1899, Jan., 3 p. c.; July, 2 p. c.; 1900, Jan., 3 p. c. For 10 mos. to June 30, 1898, gross, $64,322; net, $14,557; oth. inc., $22,822; int. on bonds, $16,500; div., 6 p. c., $21,480; deficit for year, $601.—V. 67, p. 1002, 1159.

Baltimore Chesapeake & Atlantic Ry.—Owns Claiborne to Ocean City, Md., 87 miles; branch, 1 mile; total, 88 miles; from Claiborne to Baltimore, 42 miles, transfer is made by water. In Sept., 1899, the Pennsylvania RR. acquired $540,000 bonds and a majority of the stock. V. 69, p. 541, 590.

HISTORY.—A reorganization in 1894 of the Balt. & Eastern Shore, sold Aug. 29, 1894 (V. 59, p. 371), the Maryland Steamboat Co., Eastern Shore S. B. Co. and Choptank S. B. Co. Fifteen boats are owned.

STOCKS.—Pref., $1,500,000 5 p. c. cumulative; common, $1,000,000.

ANNUAL REPORT.—Report for year ending August 31, 1899, was given in V. 69, p. 1009, showing, gross, $607,470; net, $148,053; ch'ges, $62,500; bal., surp., $85,553.—(V. 69, p. 541, 590, 1009.)

Baltimore & Lehigh Ry.—*Narrow Gauge.*—Baltimore to Cardiff, Md., 43 m. Stock, $850,000; par, $100; issued, $843,500; mort., $85,000.

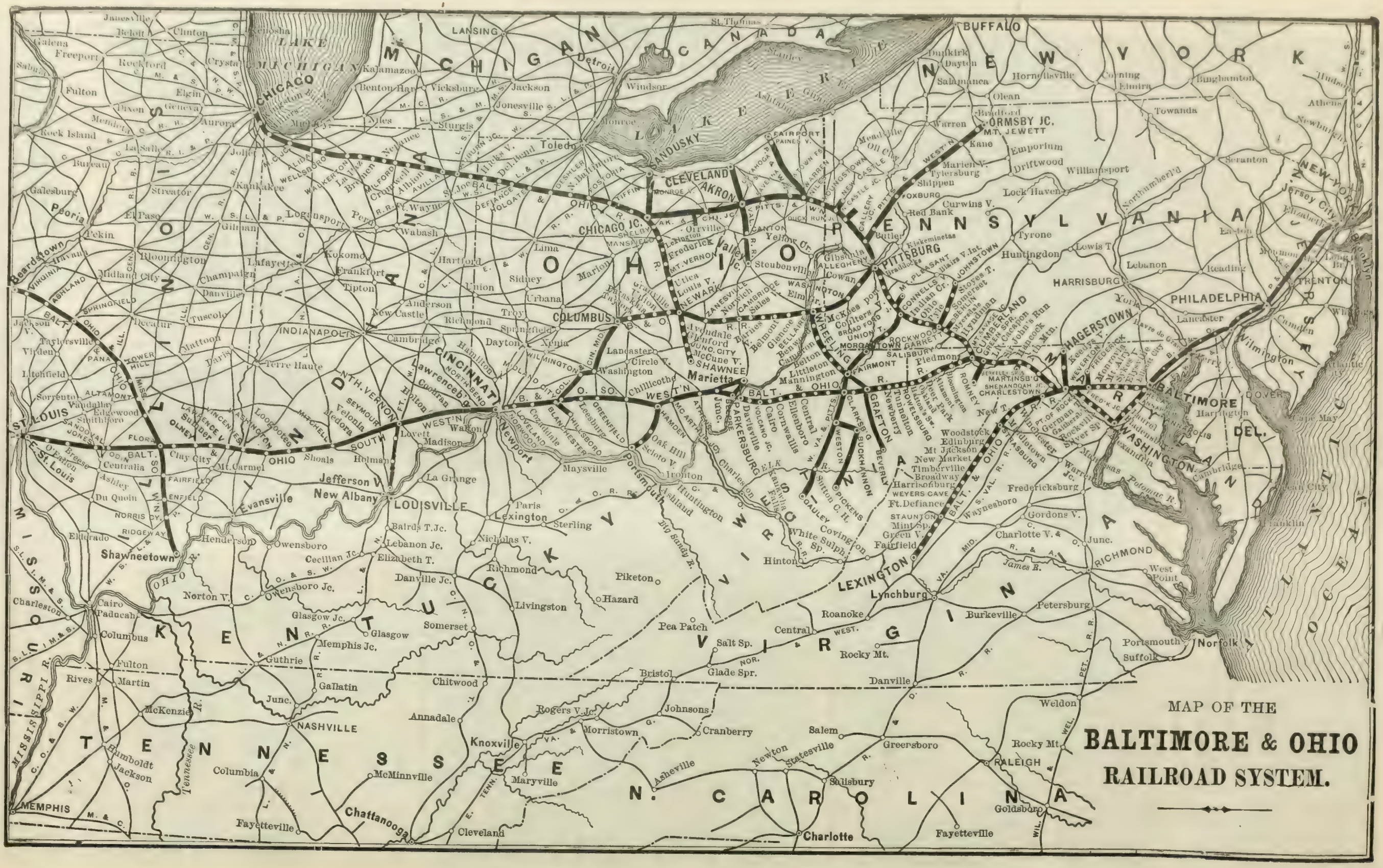
EARNINGS—Year ending June 30, 1898, gross, $131,857; net $35,271; charges, $11,329: surplus for year, $23,942.—V. 63, p. 227.

Baltimore & Ohio RR.—*(See Map).*—ROAD.—Operates from Baltimore to Philadelphia and Baltimore to Chicago, and has, via the Baltimore & Ohio S. W., a direct route to Cincinnati and St. Louis, the total mileage leased, owned and operated (excluding the Balt. & Ohio South. western) being in July, 1899, 2,047 miles, of which 774 miles are west and 1,273 miles east of the Ohio River. The "Royal Blue Line" (see Central RR. of N. J.) give the road access to New York, near which, on Staten Island, it has freight terminals. See S. I. Rapid Transit.

When the pending reorganization of the branch lines is completed the B. & O. will own and operate about 3,494 miles of roads, subject to the several mortgages, as follows:

	Miles		Miles
Prior lien 3½% M.—(1,017 miles)		*Pitts. Junc. 3½% M.*—(384 miles)	
Balt. to Wheeling, Belpre, O., etc...	683	Bellaire to Midland City, O.....	377
Pittsburg Division (east of Pitts.)..	334	Shawnee to Sandusky, O.....	
1st M. 4%.—(570 miles)		Pittsburg Junction RR	7
Baltimore to Philadelphia and brs.	118	*Other Lines*—	
Chicago, Ill., to Akron O.	359	Staten Island Rapid Transit.....	24
Branches to Fairmount, W. Va., etc.	93	West Virginia & Pittsburg.....	159
South W. Div. 3½% M.—		Pittsburg & Western.....	343
Belpre, O., via Cincin. to St. L., etc.	921	Monongahela River RR.....	31
		Total of all (adding Baltimore Belt and other lines).....	3,525

HISTORY.—Receivers were appointed in February, 1896, but on July 1, 1899, the road proper was returned to the company, the reorganization plan (in V. 66, p. 1235,) having been consummated without foreclosure and the road and equipment vastly improved in physical condition. All direct obligations, except those shown in the table, were either declared due and payable per order of Court and discharged, or exchanged for new securities (see V. 69, p. 25, 30, and V. 68, p. 1022. The reorganization of the B. & O. Southwest. was effected and new securities issued in Sept., 1899, per plan in V. 67, p. 688, the consol. mortgage of 1893 having been foreclosed and most of the underlying bonds exchanged for new securities, as per terms offered. In Jan., 1900, new securities were being issued under the plan of reorganiza-


MAP OF THE
BALTIMORE & OHIO
RAILROAD SYSTEM.
CHICAGO
BUFFALO
CLEVELAND
AKRON
COLUMBUS
CINCINNATI
INDIANAPOLIS
ST. LOUIS
PITTSBURG
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
LOUISVILLE
NASHVILLE
MEMPHIS
KNOXVILLE
RICHMOND
LEXINGTON
Lynchburg
Roanoke
Petersburg
Norfolk
Portsmouth
Suffolk
Danville
Bristol
Glade Spr.
Salt Sp.
Rocky Mt.
Central
Burkeville
Pea Patch
Hazard
Piketon
Livingston
Somerset
Glasgow
Glasgow Jc.
Memphis Jc.
Guthrie
Owensboro
Owensboro Jc.
Cecilian Jc.
Elizabeth T.
Lebanon Jc.
Baird's T. Jc.
Danville Jc.
Richmond
Nicholas V.
Lexington
Sterling
Paris
New Albany
Jefferson V.
Evansville
Shawneetown
Cairo
Paducah
Columbus
Fulton
Rives
Martin
McKenzie
Humboldt
Jackson
Memphis
Columbia
Fayetteville
Chattanooga
McMinnville
Maryville
Cleveland
Knoxville
Annadale
Chitwood
Gallatin
Junc.
Rogers V. Jc.
Johnsons
Morristown
Cranberry
Asheville
Salisbury
Statesville
Newton
Greersboro
Salem
Weldon
Rocky Mt.
RALEIGH
Goldsboro
Fayetteville
Charlotte
Wilmington
Franklin
Ocean City
Cambridge
Potomac R.
James R.
Chesapeake & Ohio Canal
Ohio R.
Kanawha R.
Big Sandy R.
Tennessee R.
Mississippi R.
Ohio R.
Lake Michigan
Lake Erie
Lake Ontario
Canada
Atlantic Ocean
Delaware
Pennsylvania
New York
New Jersey
Virginia
West Virginia
Kentucky
Tennessee
Indiana
Illinois
Michigan
Ohio
N. Carolina
Mississippi
Missouri
Maryland
Washington
Baltimore
Harrisburg
Philadelphia
Trenton
Wilmington
Lancaster
Reading
Lebanon
Harrisburg
Pittsburg
Cleveland
Akron
Columbus
Cincinnati
Indianapolis
Louisville
Nashville
Memphis
Knoxville
Richmond
Lexington
Lynchburg
Roanoke
Petersburg
Norfolk
Portsmouth
Suffolk
Danville
Bristol
Glade Spr.
Salt Sp.
Rocky Mt.
Central
Burkeville
Pea Patch
Hazard
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Glasgow Jc.
Memphis Jc.
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Fulton
Rives
Martin
McKenzie
Humboldt
Jackson
Memphis
Columbia
Fayetteville
Chattanooga
McMinnville
Maryville
Cleveland
Knoxville
Annadale
Chitwood
Gallatin
Junc.
Rogers V. Jc.
Johnsons
Morristown
Cranberry
Asheville
Salisbury
Statesville
Newton
Greersboro
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RALEIGH
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Charlotte
Wilmington
Franklin
Ocean City
Cambridge
Potomac R.
James R.
Chesapeake & Ohio Canal
Ohio R.
Kanawha R.
Big Sandy R.
Tennessee R.
Mississippi R.
Ohio R.
Lake Michigan
Lake Erie
Lake Ontario
Canada
Atlantic Ocean
Delaware
Pennsylvania
New York
New Jersey
Virginia
West Virginia
Kentucky
Tennessee
Indiana
Illinois
Michigan
Ohio
N. Carolina
Mississippi
Missouri
Maryland
Washington
Baltimore
Harrisburg
Philadelphia
Trenton
Wilmington
Lancaster
Reading
Lebanon

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Baltimore & Ohio—(Concluded)—								
Schuyl. R. E. S. RR. 1st M., g., subj. to call (text)	11	1886	$1,000	$4,500,000	5 g.	J. & D.	.....	Dec. 1, 1935
S. I. Rap. Tr., 1st M., $1,000,000, g., $ or £....c*	All.	1883	1,000	1,000,000	6 g.	A. & O.	N. Y., foot Whitehall St.	Jan. 1, 1913
2d mortgage, gold, guar., $2,500,000.....c*	All.	1899	1,000	2,500,000	4 g.	J. & J.	N. Y., Hallgarten & Co.	July 1, 1904
S. I. Ry., 1st mort., $1,000,000, gold.....Me..c*	13	1893	1,000	511,000	4½g.	J. & D.	New York City.	June 1, 1943
W. Va. & P., 1st M. g. 5s. scaled; subj. to call..c*	159	1890	1,000	4,000,000	4 g.	A. & O.	.....	Apr. 1, 1990
Cent'l Ohio, Pittsb. Junc.,etc.,bonds,unassented.	....	....	1,000	(?)	.....	.....	.....	.....
Equip. trust, Ser.B.,$200,000 due y'rly Nov. 1..c*	....	1890	1,000	400,000	5	M. & N.	Phila., Fin'ce Co. of Pa.	Nv. 1,'99-1900
Car trust (extended in 1897 for 3 years) Me. Ba.	....	1887	1,000	250,000	5 g.	J. & J.	Baltimore.	1900
All other equipment obligations June, 1899.....	....	....	.....	450,000	.....	.....	.....	.....
Balt. & Ohio S. W.—								
B. & O. S. W. *RR.*, 1st M., gold, $10,667,000.. c*	281	1889	1,000	x 62,000	4½ g.	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1, 1990
Ohio & Miss., 1st cons., ext., $6,385,000..Un..c*	393	1868	1,000	x 16,000	4 g.	J. & J.	do do	Jan. 1, 1947
2d consol. mort. (sink. fund), $2,952,000.....c*	393	1871	1,000	x 32,000	7	A. & O.	do do	Apr. 1, 1911
Spring.Div.(Sp.& Ill. S. E.) 1st M.,$1,993,000.c*	222	1875	1,000	x 38,000	7	M. & N.	do do	Nov. 1, 1905
First general mortgage, $314,000.....c*	....	1883	1,000	x 4,000	5	J. & D.	do do	June 1, 1932
Equip. Trust, 3 series, drawn, $101,000.....c*	....	'87-'91	1,000	x (?)	6	Various	N.Y.BaringMagoun&Co	10 p. c. yearly.
B. & O. S.W. Term. Co. 1st M. gold, $1,200,000.c*	....	1892	1,000	x None.	5 g.	M. & N.	N. Y., Farmers' L. & Tr.	May 1, 1942

x Amount unexchanged in Oct., 1899.—V. 69, p. 905.

tion of the Cent. Ohio and other leased lines given below. V. 70, p 74. In Dec., 1899, acquired substantially all the stock of the Monongahela River RR., Fairmont to Clarksburg, W. Va., 31 miles. V. 69, p. 1345.

NEW PARTIES INTERESTED.—In 1898, James J. Hill, President of the Great Northern Ry., and others, acquired a heavy interest in the property. See directors below. V. 67, p. 577, 632.

STOCK.—*Preferred Stock Four per cent non cumulative*... $60,000,000
Of which issued and issuable by new company..... *5,000,000*
do do for reorganizat'n purposes..... *17,218,700*
do do for acquisition of Cent. Ohio, etc..... *5,888,850*
do do for acquisition of B. & O. S. W..... *6,253,440*
For purchase by syndicate to provide cash..... *16,450,000*
do do B. & O. Southwestern..... *6,246 560*
For reorganization, etc. (any surplus to company)..... *2,042,450*
Common Stock, originally proposed $35,000,000, now.....**45,000,000**

VOTING TRUST.—Both classes of stock of the new company will be vested in the following five voting trustees for the period of five years: William Salomon, Abraham Wolff, J. Kennedy Tod, Louis Fitzgerald and Charles H. Coster. The voting trustees, however, in their discretion, may deliver the stock at an earlier date.

BONDS.—The bonds authorized are as follows:

(1) *Prior Lien* 3½% *Gold Bonds Due* 1925, to bear interest from July 1, 1898, a first lien on the main line and branches, Parkersburg branch and Pittsburg division, in all about 1,017 miles of first track, and about 964 miles of second, third and fourth tracks and sidings, and also all the equipment now owned of the value of upwards of $20,000,000, or hereafter acquired. Total authorized, $75,000,000.
Of which to be issued only after Jan. 1, 1902, at not exceeding $1,000,000 a year, for the enlargment, betterment or extension of the properties covered..... *5,000,000*
Present issue limited to..... **70,000,000**
Of which toward retirement of existing bonds..... *60,073,090*
For purchase by reorganization syndicate..... *9,000,000*
For contingencies (any surplus to new company) *926,910*

(2) *First Mortgage 4 per cent Gold Bonds, Due July 1 1948*, but subject to call, in whole or in part, after July 1, 1923, at 105. These bonds will bear interest from July 1, 1898, and be secured by a first lien on the Philadelphia, Chicago and Akron divisions and branches and the Fairmount Morgantown & Pittsburg RR., covering about 570 miles of first track and about 332 miles of second, third and fourth tracks and sidings: also on the B. & O. Terminal property and the Baltimore Belt RR. if and when the same shall be acquired by the new company. They will also be a lien subject to prior lien mortgage upon main line, etc.
Total authorized issue in no case to exceed.....$165,000,000
Of which to retire prior lien bonds in 1925..... *75,000,000*
For the enlargement, betterment or extension of the properties covered by the two new mortgages. or for extensions, additions or equipment, at not exceeding $1,500,000 a year for the first four years and at not exceeding $1,000,000 a year thereafter..... *27,000,000*
Reserve for new company..... *7,000,000*
To retire Balt. Belt Line 5s, 1st m. (on Sept. 1, 1899).... *6,000,000*
Issue for reorganization purposes limited to.....**50,000,000**
Of which toward retirement of existing bonds..... *36,384,535*
For purchase by reorganization syndicate..... *12,450,000*
For contingencies (any surplus to new company)..... *1,165,465*

(3) *Southwestern Division 1st Mortgage* 3½ per cent gold bonds, due 1925, and bearing interest from Jan. 1, 1899. To be ultimately a first lien upon the properties constituting the B. & O. Southwestern RR. system, or the securities representing the same, covering about 921 miles of first track and about 305½ miles of second track and sidings, and also all of the equipment now owned by the B. & O. S. W. Ry. Co., or subsequently acquired with the proceeds of these bonds. Total issue 45,000,000
Of which to be issuable only at the rate of not exceeding $1,000,000 per year for the enlargement, betterment or extension of the properties covered by lien... 5,000,000
Present issue.....**$40,000,000**
Of which in partial exchange for existing bonds..... *35,540,980*
Sold to syndicate for cash requirements (including $5,000,000 for improvements, equipment, etc..... *4,459,020*

(4) *B. & O. Pittsburg Junction & Middle Division* 3½ per cent gold bonds to be due 1925 and to bear interest from Nov. 1, 1898. Expected to be ultimately a first lien upon the railroads of the Central Ohio system and Pittsburg Junction RR. Co , 385 miles in all—
Total authorized issue in no case to exceed..... $20,000,000
Of which to be issued only at the rate of not exceeding $1,000,000 per year for the first two years and thereafter at the rate of not exceeding $500,000 per year, for the enlargement, betterment or extension of the properties covered by the first mortgage..... *5,000,000*
Present issue limited to.....**15,000,000**
Of which in partial exchange for existing bonds..... *10,569,000*
To be sold to a syndicate for cash requirements (including $3,000,000 for improvements, equipment, etc.)... *4,000,000*
Balance for contingencies..... *431,000*

LEASED LINE BONDS.—The Baltimore Belt bonds deposited were called by the company under the option reserved per agreement in V. 66, p. 1235, and purchased at par and interest on Sept. 1, 1899.—V. 69. p. 25, 277, 333.

The Schuylkill River East Side bonds, stamped per agreement, V. 68, p. 40, are treated as follows: The road is leased at a rental equivalent to interest at 5 per cent on the existing bonds, but the new company has the right to purchase all the Schuylkill bonds at 110 and accrued interest at any time after Dec. 1, 1900, and prior to Dec. 1, 1903, on 30 days' notice. If not so purchased, the company will assume the ultimate payment of the principal when due. V. 69, p. 1063,

The Staten Island Rapid Transit property was sold under foreclosure in April, 1899, subject to the $1,000,000 first 6s, part of which were purchased for the B. & O. Under the agreement of Jan, 1899 (V. 68, p. 189), the $2,500,000 second mortgage 5s were exchanged for a like amount of new 4s issued by the reorganized Staten Island Co. These new 4s the B. & O. RR. agrees to purchase at par and interest in cash within 5 years, and meantime to guarantee interest thereon at 4 per cent. V. 68, p. 189, 333, 525; V. 69, p. 696,

The West Virginia & Pittsburg (see agreement in V. 67, p. 1310), has been operated since Sept. 1, 1899, under a 99 years' lease, for 4 per cent on the mortgage, to be appropriated to payment of bond interest, the B. & O. having the option for 5 years to purchase the bonds at par and accrued interest on 60 days' notice. V. 69, p. 439.

GENERAL FINANCES.—The large decrease in net earnings for the year 1898-9, it is explained, is caused by the fact that the receivers in settling their accounts have charged against the revenue of the year large sums ordinarily extending over a much longer period, and also by the large amounts put into the property and charged to operating expenses. See official statement, V. 68, p. 1224. As to physical rehabilitation under the receivership, see official statement, V. 69, p. 128.

In addition to the $49,975,000 first mortgage g., 4s issued in June, 1899, for reorganization purposes, $1,500,000 additional of said bonds, being part of the $7,000,000 reserved for corporate purposes, were used for the purpose of providing funds for the purchase of equipment and for other improvements to the mortgaged premises.

The purchase in July, 1899, of $2,052,000 of the total issue of $3,500,000 Pitts. & West. 2nd. mortgage bonds, in addition to its former holdings, will insure the reorganization of the property in the interest of the B. & O. V. 69, p. 132.

POSITION OF NEW COMPANY, INCLUDING CENTRAL OHIO SYSTEM, BALTIMORE & OHIO SOUTHWESTERN, ETC. (See V. 69, p. 31.)

Estimated net income on basis of year end. June 30, 1898, (including $1,989,261 from B. & O. S. W).....	$10,285,694
Deduct interest on $70,000,000 prior lien 3½ per cents.....	$2,450,000
$15,000,000 Pittsburg Junc. & Middle Divis. 3½ per cents.	525,000
$40,000,000 Southwestern Div. 1st 3½ per cents.....	1,400,000
$50,000,000 first mortgage 4 per cents.....	2,000,000
Estimated rentals, including Belt Line.....	500,000
Taxes (if foreclosure is necessary the taxes may increase).	544,794
Taxes B. & O. Southwestern system.....	293,998
Terminals.....	202,000
Ground rents and mortgage interest.....	75,000
Total charges of new company.....	$7,990,792
Bal.. sur., [equals 3⅘ p. c. on $60,000,000 pref. stock].....	$2,294,902

"The fixed charges will thus be well within the past net income of the property—even that of the last fiscal year of extreme depression. The new company will be relieved from floating debt and the embarrasment of car and wheelage trust payments, and will start with substantial working capital." The following is also given:

Apart from the large amount provided in the plan dated June 22, 1898, to be expended on the B. & O. RR. properties, the plan for the reorganization of the Central Ohio RR. system provides $3,000,000 to be expended on the properties comprised therein and for additional equipment; and the B. & O. Southwestern plan provides $5,500,000 to be expended in like manner on the Baltimore & Ohio Southwestern System. The above statement of earnings does not allow for any increase in earnings from these expenditures, which, it is confidently expected, should largely increase the surplus over fixed charges.

RESULTS FOR HALF-YEAR ENDING DEC. 31, 1899.—The preliminary income account for six months ending Dec 31, 1899, accompanying report for 1898-9, showed results partly estimated as follows, the fixed charges being on reorganized basis:

BALTIMORE & OHIO LINES (2,047 MILES).

6 *mos. end.* *Dec.* 31—	*Gross.*	*Net.*	*Other inc.*	*Int.,taxes,etc.*	*Bal., sur.*
1899....	$16,932,775	$6,162,633	$413,880	$3,375,000	$3,201,513
1898....	14,879,520	3,867,738	.....	....	.....

B. & O. SOUTH WESTERN LINES (921 MILES).

1899....	$3,718,872	$1,191,600	.....	$853,600	$338,000

ANNUAL REPORT.—Report for 1898-9 at length in V. 70, p. 124, 131, and showed, exclusive of B. & O. S.W., Pitts. & West., West Va. & Pitts., and Stat. Isl. Rapid Transit: (see also editorial, p. 102.)

Year ending June 30—	1898-9.	1897-8.	1896-7.
Miles.....	2,047	2,047	2,046
Gross earnings.....	$28,404,922	$27,722,787	$25,582,123
Net earnings.....	$6,621,599	$7,446.695	$5,570,029
Add inc. from other sources....	855,290	1,017,478	1,040,716
Total net income.....	$7,476,889	$8,464,173	$6,610,745

DIRECTORS, ETC. (April, 1899).—William Salomon, Chairman, New York; Jacob H. Schiff, New York; James J. Hill, St. Paul; Edward R. Ba-

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per cent.	When Payable	Where payable, and by Whom.	*Bonds*—Princi. pal, When Due. *Stocks*—Last Dividend.
Balt. & Potomac—1st M. (tun.) gold, s. f., not dr'nx..c*	1½	1871	$1,000	n$1,500,000	6 g.	J. & J.	Balt. Office and London.	July 1, 1911
1st M., road, guar., gold, sink.fd., not drawn..xc*	90	1871	1,000	n3,000,000	6 g.	A. & O.	do do	Apr. 1, 1911
Consolidated mortgage for $10,000,000, gold..c*	92	1889	1,000	3,000,000	5 g.	J. & J.	do Calvert St.	July 1, 1929
Bangor & Ar.—1st M. $3,360,000 ($16,000 p.m.) g.c*	211	1893	1,000	3,360,000	5 g.	J. & J.	N. Y., Guar. Trust Co.	Jan. 1, 1943
2d mortgage, $1,050,000 ($5,000 a mile), gold....	211	1895	1,000	See text.	5 g.	J. & J.	do do	July 1, 1945
1st mort. on Piscat. Div., $1,500,000, gold..G..c*	77	1899	1,000	1,500,000	5 g.	A. & O.	do do	Jan. 1, 1943
Van Buren Exten. 1st M., $500,000, g.....G..c.*	33	1899	1,000	500,000	5 g.	A. & O.	do do	Jan, 1, 1943
Car trusts on 1,218 cars, July 1, 1899..G.....	....	1897	1,000	280,000	6	A. & O.	do do	$20,000 s.-an.
Aroostook No. 1st M., guar. p. & i., gold ....G..c*	15½	1897	1,000	225,000	5 g.	A. & O.	do do	Oct. 1, 1947
Bath & Hammondsport—1st mortgage, gold.....	10	1889	1,000	100,000	5 g.	J. & D.	New York City.	June 1, 1919
Second mortgage, gold.....	10	1893	1,000	200,000	5 g.	A. & O.	do do	Apr. 1, 1923
Beech Creek—Stock (guaranteed 4 per cent by end.)	160	....	50	5,665,000	4	Q.—J.	N. Y., Grand Cent. Sta.	Jan., 1900, 1%
1st M., g, guar. p. & i. (end.).....c&r	160	1886	1,000	5,000,000	4 g.	J. & J.	do do	July 1, 1936
2d M. for $1,000,000, gold, guar. p. & i. (end.).c&r	160	1892	1,000	500,000	5 g.	J. & J.	do do	July 1, 1936
Clearf. Bitum. Coal 1st M., int. gu. by Bh. Cr., gold.c	....	1891	100 &c.	803,100	4 g.	J. & J.	N. Y., Knickerb'r Trust.	Jan. 1, 1940
Bellaire Zanesville & Cin.—Prior lien mort., red. at 105	....	1889	1,000	216,000	6	J. & J.	July, '94, coup. last paid.	July 1, 1899
1st M. ($262,000 reserved for prior lien bonds)..	....	1890	1,000	1,138,000	4	J. & J.	.....	Jan. 1, 1940
Belt RR. & Stock Yard of Indianapolis—Stock.....	....	....	50	1,000,000	5 in '99.	J. & J.	Indianapolis, Co. office.	Jan. 1, '00, 2½
Preferred stock, cumulative.....	....	....	50	500,000	6	Q.—J.	do do	Jan. 1, '00, 1½
1st mortgage for $1,000,000, currency.....	....	1881	1,000	1,000,000	6	M. & N.	Phila., W. H. Newbolds.	Apr. 30, 1911
Belt Ry.—1st M. (red. aft. July 1, 1903) g. MeBa.c*	25	1895	.....	275,000	4 to 5	J. & J.	Balt., Merc. Tr. & Dep.	July 1, 1945
2d M., income to July 1, 1903, when red. at 100.	25	1895	.....	24,000	4	.....	.....	1903-1945
Belvidere Delaware—Stock ($4,000,000).....	....	....	50	1,253,000	5 in '99.	Feb.	Philadelphia, Pa. RR.	Feb. 21, '99, 5%
1st mortgage, ext. in 1877, guaranteed.....c	64	1853	1,000	1,000,000	6	J. & D.	Philadelphia, Pa. RR.	June 1, 1902
Cons. mort. { guar. by United Co's & Pa. RR., s.f..r	67	1885	1,000	500,000	4	M. & S.	do do	Sept. 1, 1925
of 1875.. { guar. by United Co's & Pa. RR., s. f..r	67	1887	1,000	749,000	4	F. & A.	do do	Feb. 1, 1927
$4,000,000 { issue $600,000 reduced by s. f.....r	67	1893	1,000	500,000	4	J. & J.	do do	Jan. 1, 1933
Benning. & Rutl'd—1st ref. M. for $500,000, g..N.c*r	59	1897	1,000	500,000	4½ g.	M. & N.	N. Y., Sec. & Trust Co.	Nov. 1, 1927
Bloomb'g & Sullivan RR.—1st M., $400,000....FP	30	1898	1,000	400,000	5	J. & J.	Phila., F. I. T. & S. D. Co.	Jan. 1, 1928
2d mortgage, income, non-cum., $200,000...FP	30	1898	1,000	200,000	5	J. & J.	Phila., when earned.	Jan. 1, 1928
Boston & Albany—Stock ($30,000,000 authorized)..	389	....	100	25,000,000	8 in '99.	Q.—M.	Boston, Of. Ter. Station	Dec. 30, '99, 2%
Bonds (not mort.) issued to State for its stock....r	....	1882	.....	3,858,000	5	A. & O.	do do	Apr. 1, 1902
Bonds (not mortgage) for $5,000,000.....c	....	1893	.....	3,627,000	4	A. & O.	do do	Oct. 1, 1913

con, New York; Louis Fitzgerald, New York; Norman B. Ream, Chicago; James Stillman, New York; Edward H. Harriman, New York; J. Kennedy Tod, New York; Charles Steele, New York; Alexander Brown, Baltimore; H. Clay Pierce, St. Louis; H. Crawford Black, Baltimore, and J. V. L. Findlay, Baltimore.

Executive Committee.—William Salomon, Chairman; Jacob H. Schiff, James J. Hill, Edward R. Bacon, Norman B. Ream, E. H. Harriman and Charles Steele. Pres., John K. Cowen; Sec., C. W. Woolford; Treas., J. V. McNeal.—(V. 69, p. 905, 1061, 1147, 1192, 1246, 1344. V. 70, p. 74, 124, 131.)

Baltimore & Ohio Southwestern RR.—*(See Map of Balt. & Ohio.)* Belpre, O., to St. Louis, etc., 921 miles in all, practically merged in Baltimore & Ohio RR.—which see above.

ANNUAL REPORT.—Report for 1897-8 at length in V. 67, p. 1259, 1265.

Year.	*Gross*	*Net.*	*Oth inc.*	*Charges.*	*Sur. or def.*
1898-9..	$6,873,275	$1,857,728	$2,250	$1,779,024	sur. $80,954
1897-8	6,904,317	1,987,511	2,250	2,089,335	def. 99,574

—(V. 69, p. 128, 178, 282, 383, 645, 1300.)

Baltimore & Potomac RR.—Owns from Baltimore, Md., to South End Long Bridge, Va., and branch, 44 m.; and from Bowie to Pope's Creek, 49 m.; total, 93 miles—including tunnel in City of Baltimore; total 93 miles. Controlled by Penn. RR. Co.

STOCK.—Oct., 1898, $5,531,000 (par $50), of which Penn. RR. owns $4,616,350 and Northern Central $704,450. BONDS.—Consols are reserved to retire all the prior bonds as they mature. The first mortgage bonds are guaranteed by Pennsylvania RR. and Northern Central.

EARNINGS.—In year ending Oct. 31, 1898, gross, $2,203,834; net; $600,392; interest, $420,000; int. on equipment, taxes, etc., $157,714, bal., surplus, $22,678. In 1896-97 gross, $1,868,512; net, $503,833.

Bangor & Aroostook RR.—Oldtown, Me., northerly to Piscataquis County and the Katahdin Iron Works.

Lines owned (220 m.)—	*Miles.*	*Leased 999 years*—	*Miles.*
Brownville to Caribou and br..	200	Aroostook Northern, Caribou to Limestone.....	16
Ashland Jct. to Ashland	43		
Oldtown to Greenville and B. & K. Iron Works.....	95	Total operated.....	354

On Nov. 23, 1899, the extension from Caribou to Van Buren, 33 miles, included above was opened.—V. 69, p. 952, 954.

ORGANIZATION.—Organized Feb. 13, 1891. State of Maine refunds 95 per cent of all taxes levied. For organization see V. 66, p. 855

STOCK.—Common, $1,050,000; 10,400 shares full paid and 100 shares, 5% paid; pref., 5%, non-cum., $1,328,000—paid in, $1,128,143.

BONDS.—Second mortgage bonds for $167,000 had been sold to July 1, 1898, and on June 1, 1899, $883,000 additional, held as collateral by the Aroostook Construction Co., had also been sold, the proceeds when received to be used to retire the $635,000 notes payable, including the notes held by the Aroostook Construction Co. In 1898 sold $1,500,000 new gold 5s on Piscat. Div. (not subject to call), dated April 1, 1899, to retire $1,225,000 outstanding B. & P. bonds on April 1, 1899; remainder for improvements.—V. 67, p. 1159; V. 68, p. 84, 329. The $500,000 Van Buren Extension 1st 5s of 1899 cover the line from Caribou to Van Buren, 33 miles, the balance of the cost being supplied by subscription of Aroostook County to $115,000 preferred stock.—V. 69, p. 952. On June 30, 1899, there were notes payable for $9,240.

ANNUAL REPORT—Report for year ending June 30, 1899, in V. 69, p. 952, showed: Gross, $929,254; net, $356,096; charges and taxes, $307,225; bal., surplus, $48,871. In 1897-8, $779,207; net, $327,262. —V. 66, p. 1306; V. 68, p. 84, 329, 669; V. 69, p. 952, 954.)

Bath & Hammondsport RR.—Owns road from Bath, N. Y., to Hammondsport, N. Y., 10 miles. Chartered in 1872. STOCK, $100,000; par, $100. EARNINGS.—For year 1898-99, gross, $37,482; net, $19,205.

Beech Creek RR.—*(See Map adjoining N. Y. Central.)*—ROAD—Jersey Shore, Pa., to Mahaffey, 113 m; branches, to Philipsburg, to mines, &c., 44 miles; including Wigton Mines, near Patton, to Spangler, Pa., former Cambria County RR., merged May, 1898); total, 160 miles; trackage, 45 miles; total operated, 205 miles.

LEASE, &C.—From October 1, 1890, leased to the N. Y. Central & Hudson River RR. for 999 years at interest on bonds and 4 per cent on stock, and since May 1, 1899, operated directly as a part of its Pennsylvania division. V. 68, p. 872. Carries mostly coal and coke; in 1898-99, 4,480,640 tons out of 4,750,420 total tons moved; in 1897-98, coal and coke, 4,606,033 tons. The operating expenses are relatively low since the trains carry exceedingly heavy loads of freight, the average per train in 1897-98 being 580 tons. Average rate per ton per mile 0·25c. in '98-'99; 0·28c. in 1897-98. See guaranty V. 52, p. 570.

BONDS.—The bonds are endorsed with the New York Central's guaranty of principal and interest. See V. 52, p. 570. Equipment trusts (5 p. c.) Sept. 30, 1898, $37,000, int. at Knickerbocker Trust Co., N. Y.; also $312,000 of 4½ per cents of 1895. The Clearfield Bituminous Coal Corporation has capital stock, $825,000 and bonds authorized, $825,000; retired by sinking fund to June 30, 1899, $21,900.

ANNUAL REPORT.—Fiscal year ends June 30. Statement for 1896-7 was in V. 65, p. 727. In 1897-8, gross, $1,540,890; net, $772,004; interest, rentals, etc., $377,733; dividends, $220,000; bal., surplus, $174,271. In 1896-7 gross, $1,416,979; net, $756,475.—(V. 69, p. 128.)

Bellaire Zanesville & Cincinnati Ry.—Owns Bellaire, O., to Wilhelm Station, O., 102 miles, three foot gauge; Muskingum County railroad, Wilhelm to Mill Run, 9 miles; trackage to Zanesville, 1 mile. In June, '95, Gen. Manager J. K. Geddes was made receiver; interest due Jan. 1, 1895, on the prior lien bonds being in default. V. 61, p. 239. Stock is: Common, $832,000; preferred, $795,910; par $50. In year ending June 30, 1898, gross, $106,438; net, $8,075. In 1896-7, gross, $98,250; net, $3,096.—(V. 61, p. 26, 239.)

Belt Railroad & Stock Yard of Indianapolis.—Owns 14 miles of belt road, etc. Leased for 999 years to Ind. Union—which see.

DIVIDENDS.—

	Preferred in full to date.	Common stock p. c.	'95.	'96.	'97.	'98.	'99.	1900.
Since 1894.....			5	4½	0	5	5	Jan., 2½

In 1892 the "common stock had not paid less than 3 per cent semi-annually (J. & J.), and at times more, for past fifteen years." Pres., S. E. Rauh, Indianapolis, Ind.—V. 63, p. 153; V. 66, p. 334.

Belt Railway (of Chattanooga, Tenn.).—Owns 25 miles of belt railroad in Chattanooga, Tenn. V. 67, p. 72.

HISTORY.—A reorganization of Union Ry. foreclosed June 17, 1895 Leased till July 1, 1945, to Alabma Great Southern RR.; rental guaranteed to meet interest on 1st M. bonds, taxes and maintenance. STOCK is $300,000, owned by Ala. Great So. Ry.—V. 63, p. 699.

BONDS.—First mortgage for $300,000, bears interest at 3 p. c. for 2 years from July 1, 1895, 4 p. c. for 2 years more and 5 p. c. thereafter

EARNINGS.—Earnings now included in Ala. Gt. So. Figures for year 1896-97 gross, $37,978; operating expenses, $39,272.—p. 72

Belvidere Delaware RR.—Owns from Trenton, N. J., to Manunka Chunk, N. J., 67. m.; Flemington RR., &c., 14 m.; operated cut-off 1 m.; total operated, 82 miles. Leased to United Companies, and transferred to Penn. RR. March 7, 1876. Net earnings paid as rental.

STOCK.—Authorized, $4,000,000; outstanding Feb., 1898, $1,253,000; par, $50. Dividends: 1897, 5%; in 1898, 5%; in 1899, Feb. 21, 5%.

BONDS.—First 6s of 1853 and the $1,249,000 4 per cents of 1885-7 are guaranteed by the United Companies, and their guaranty assumed by the Penn. RR. under its lease. Bonds of 1885, 1887 and 1893 are secured by the consol. mortgage of 1875 for $4,000,000, which provides for a sinking fund of 1 per cent of outstanding bonds if earned.

EARNINGS.—In 1898, gross, $1,042,267; net, $316,113; interest, etc., $192,690. In 1897, gross, $1,040,050; net, $268,185.

Bennington & Rutland Ry.—Rutland to Bennington, Vt., and branch, 59 miles. Organized in 1877. Capital stock, $1,000,000.

EARNINGS.—Year ending June 30, 1899, gross, $243,364; net, $55,666; int. on bonds, $22,500; div. (2 p. c.), $20,000; bal., surplus, $13,166. Total sur., June 30, 1899, $71,018. In 1897-8, gross, $234,600; net, $61,152.—V. 68, p. 821, 870.

Berkshire RR.—West Stockbridge, Mass., to Connecticut State Line, 21 miles. Road opened 1842. Leased April 1, 1893, for 99 years to N. Y. N. H. & H. RR. for expenses, taxes and 6 p. c. on stock. Lease to Housatonic RR. suspended but not canceled. Stock, $600,000.

Bloomsburg & Sullivan RR.—Owns Bloomsburg to Jamison City, Pa., 30 miles. Stock is $600,000; par, $50.
Reorganized without foreclosure in 1898.—V. 66, p. 80, 952.

EARNINGS.—Year ending June 30, 1899, gross, $60,529; net, $29,279; interest, taxes, etc., $31,593; special account, $10,000. In 1897-98, gross, $60,700; net, $28,649.
President, C. R. Buckalew; Vice-Prest. and Treas., Samuel Wigfall, Bloomsburg, Pa. V. 63, p. 115; V. 64, p. 133; V. 66, p. 80, 952.

Boise Nampa & Owyhee Ry.—Nampa to Murphy, Idaho, 30·45 miles, completed July, 1899; sidings, ·87 miles; total, 31·32 miles. In Nov. extension under construction from Nampa north to Boise River, 11 miles. Stock, $1,000,000; par, $100, all common and all outstanding. President, W. H. Dewey, Nampa, Idaho; Sec., R. E. Green, Boise, Idaho; Treasurer, Howard Sebree, Caldwell, Idaho.

Boston & Albany RR.—Owns from Boston, Mass., to Albany, N. Y. 202 miles; numerous branches, 104 miles; leased lines, 83 miles; total operated, 389 miles. A consolidation of December, 1867.
This road owns $100,000 stock (out of $500,000) of the Boston Terminal Co. and, with others, has used the new Union Station in Boston since Sept., 1899. (V. 62, p. 547; V. 63, p. 308.)
The stockholders voted on Dec. 27, 1899, to lease the road for 99 years from July 1, 1900, to the N. Y. Cent. & Hud. Riv. RR at a guaranteed rental of 8 per cent per annum on the $25,000,000 stock, payable quarterly (Mar. 30, etc.), organization expenses, interest on bonds, taxes, expenses of maintenance, etc. The B. & A. will receive in addition for certain property not included in the lease $5,500,000 in N. Y. Cent. 3½ per cent 100-year debentures, thus adding ·77 per cent per annum in addition to 8 per cent guaranteed on stock. In the event of refunding the outstanding bonds, the new bonds are to be guaranteed, principal and interest, by the Central. See abstract of lease in V. 69, p. 282.—V. 69, p. 1061, 1102, 1246; V. 70, p. 74.)

DIVIDENDS—Cash dividends at the rate of 8 per cent yearly have been paid for many years. Stock dividend, 10 p. c. in 1883 and 3⅓ p. c. in 1886

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Boston & Lowell—Stock..	....	....	$100	$6,529,400	8	J. & J.	Boston, at Office.	Jan. 1, '00, 4%
Bonds, not mortgage..	....	1883	.....	250,000	4½	M. & N.	do do	May 1, 1903
Bonds, do	....	1885	.....	3,675,000	4	Various	do do	1905-6-7-9
Bonds, do	....	1892	1,000	1,000,000	4	A. & O.	do do	Apr. 1, 1932
Bonds, do c*..	....	1893	1,000	1,000,000	4	F. & A.	do do	Feb. 1, 1913
Bonds, do c*..	....	1895	.....	500,000	4	M. & S.	do do	Mch. 1, 1915
Bonds, do	....	1896	1,000	750,000	4	J. & J.	do do	July 1, 1916
Bonds, do	....	1897-8	1,000	414,000	4	A. & O.	do do	Oct., 1917 & 18
Bonds, do c...	....	1899	.....	620,000	3½	J. & J.	do do	July 1, 1919
Note to Nash. & Low..	....	1880	.....	100,000	5 g.	J. & J.	Nashua, Co.'s Office.	July 1, 1900
Boston & Maine—Stock, common and scrip.....	....	....	100	21,902,890	6¼ in '99	Q.—J.	Boston, at Office.	Jan. 1, '00, 1¾%
Preferred stock, 6 per cent, non-cumulative.....	....	....	100	3,149,800	6	M. & S.	do do	Mar. 1, '00, 3%
Improvem't bonds, s. f., not mort. or subj. to call	....	1885	1,000	1,000,000	4	F. & A.	do do	Feb. 2, 1905
Improvem't bonds, s. f., not mort. or subj. to call	....	1887	1,000	500,000	4	F. & A.	do do	Feb. 1, 1907
Improvem't bonds, s. f., not mort. or subj. to call	....	1887	1,000	1,919,000	4	F. & A.	do do	Feb. 1, 1937
Bonds (not mortgage) for imp. & ref.....c&r	....	1892	1000&c.	2,500,000	4	F. & A.	do do	Aug. 1, 1942
Bonds, not mortgage, gold.....c&r	....	1894	1,000	6,000,000	4½ g.	J. & J.	do do	Jan. 1, 1944
Eastern RR. certs. of indebt. 1st M., g., s.f., not drn. c	111	1876	$ & £	8,297,834	6 g.	M. & S.	Bost.; Lond., Baring Br.	Sept. 1, 1906
Portsmouth Great Falls & Conway, 1st mort....c	73	1877	500&c.	998,000	4½	J. & D.	Boston, at office.	June 1, 1937
Charleston land mortgage notes.....	....	Var.	Var.	594,800	4	J. & J.	do do	Sept. 1, 1906
Portland Union Station, 1st M., ser. "A&B" text, s.f	....	1887-9	1,000	300,000	4	J. & J.	Portl'd, Me. & Boston.	Je.'27, Jan.'29
Port. & Roch. Terminal bonds (no mtge.).....c	....	1892	500	113,500	4	A. & O.	Bost, Hide & L. Nat. Bk.	Oct. 1, 1907
Boston & Prov.—Stock, 10 p. c. guar. 99 yrs., Old Col.	68	....	100	4,000,000	10	Q.—J.	Boston Term., room 526	Jan. 2 '00, 2½%
Bonds, not mortgage.....c*	....	'88-'93	1,000	2,170,000	4	J. & J.	do do	July 1, 1918
Boston Revere Beach & Lynn—Stock.....	....	....	100	850,000	2 in 1899	J. & J.	Boston.	Jan. 1, '00, 1%
New 1st mortgage, $1,000,000, gold.... **SB** c*&r	....	1897	1000&c.	561,000	4½g.	J. & J.	Boston, State St. Tr. Co.	July 15, 1927
Boston Winthrop & Shore 1st mort assumed ...	8	1886	1,000	289,000	5	M. & S.	do	Sept. 1, 1906
Brad. Bord. & Kinzua—1st M., $300,000, g. **Mp**.c*	27	1892	500	249,000	4 g.	A. & O.	N. Y., Met. Trust Co.	1942
Bradford Cent.—1st M., $25,000 per m., g., $ or £. **K** c*	....	1899	1,000	(?)	5 g.	J. & J.	N.Y., Knick.Tr. or L'don	July 1, 1949
Brooklyn Elevated—See STREET RAILWAY SUPPLEMENT.								
Brooklyn & Rockaway Beach.—1st M., $350,000, g. c*	3½	1891	1,000	338,000	6 g.	M. & N.	People's Tr. Co., B'klyn.	May 1, 1931
Buffalo Creek—1st mortgage.....r	6	1882	1,000	250,000	6	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1, 1907

LATEST EARNINGS.—For 3 months ending Sept. 30:

	Gross.	*Net.*	*Int., taxes, etc.*	*Dividends.*	*Bal., sur.*
1899	$2,618,716	$927,283	$218,192	$500,000	$209,091
1898	2,370,089	873,857	153,344	500,000	220,513

ANNUAL REPORT.—Report for 1898-99 was in V. 69, p. 643.

Year ending June 30—	1899.	1898.	1897.
Gross earnings	$9,325,035	$9,241,569	$9,114,625
Net earnings	2,647,374	2,446,568	2,456,550
Interest paid	337,980	337,980	337,980
Rentals	78,000	78,000	78,000
Dividends (8 per cent)	2,000,000	2,000,000	2,000,000
Special equipment	200,000	.....	.....
Balance, surplus	$31,393	$30,588	$40,570

—(V. 69, p. 1061, 1102, 1246, 1300, 1344; V. 70, p. 74)

Boston & Lowell RR.—ROAD—Owns Boston to Lowell, 27 miles branches—Salem and Lowell, 17 miles; Lowell and Lawrence, 12 miles; others, 32 miles; Middlesex Central, 11 miles; leases—Central Massachusetts, 104 miles; Connecticut & Passumpsic, 147 miles; Nashua & Lowell, 15 m.; Peterborough, 10 m.; Northern N. H., 83 m. (and subsidiary lines 99 m.); Stony Brook RR., 13 m.; Wilton RR., 15 m. These leases were mostly assumed by Boston & Maine.

LEASES.—Leased in 1887 for 99 years to the Boston & Maine at 7 per cent per annum on stock till Jan. 3, 1897, and 8 per cent thereafter.

STOCK AND BONDS.—Stock authorized, $6,529,400. The debentures were described on page 2, SUPP. of April, 1895. (V. 68, p. 84.)

Boston & Maine RR.—ROAD—The system with its many branch lines covers the territory from Boston, Mass., to Portland, Maine, Springfield, Mass., Sherbrooke, Can., etc., and all important places in New Hampshire, and includes:

Lines owned.	*Miles.*		*Miles.*
Boston, Mass., to Portland, Me.	116	Branches leased	570
Boston to Me. State Line..	57	Trackage rights	7
Conway Junc., Me., to North Conway, N. H.	73	Total operated July 1, '99	1,715
Sundry branches	140	Double track	310
Lines leased.		Controls Me. Cent. (which see)	822
State Line to Portland.	51	Portland & Rochester	54
Lines to Sherbrooke (P. Q.), Rochester, White River, Northampton, Groveton, Keene, &c.	701	St. Johnsbury & Lake Champ.	131
		York Harbor & Beach	11
		Vermont Val. of 1871	24
		Sullivan County	26

The leased lines include: Concord & Montreal, leased June 29, 1895. Boston & Lowell, Central of Mass., Nashua & Lowell, Northern of N. H, Worcester Nashua & Rochester, Connecticut River, etc.—See each co. In June, 1899, suit was brought by stockholders of the Central Massachusetts to break the lease.—V. 68, p. 1224. In Jan., 1900, lease of the Fitchburg RR. for 99 years was proposed at 5 per cent on the preferred and 1 per cent on the common stock.—V, 70, p. 75.

ORGANIZATION, ETC.—An agreement with N. Y. N. H. & H. regarding division of territory was made in 1893. (V. 56, p. 464.)

STOCK.—The merger of the East. RR. of N. H. required issue June 16, 1899, of $480,188 stock and that of the Portsmouth & Dover, Portland Saco & Portsmouth and Portland & Rochester on Jan. 16, 1900, required $2,683,500 additional, making total issue $21,902,890, of which $1,807,400 owned by the company, $946,100 of the latter being held by trustees as collateral for Eastern RR. certs. of indebtedness. V. 69, p. 129, 642, 794; V. 68, p. 427.

DIVIDENDS. On common. '87 '88 '89 '90 '91 '92 '93 '94 to Jly, '99. From Oct., '99, 10% 9 9 9½ 9 8 8 6 yearly. See below.

Dividends Oct., 1899, to Jan., 1900, 7 per cent yearly.—V. 69, p. 642.

BONDS.—As to debentures see SUPPLEMENT of April, 1895.

Loans and notes payable July 1, 1899, none. B. & M. guarantees $1,328,000 first 5s of St. Johnsbury & Lake Champlain. Also interest on $274,000 Manchester & Lawrence 4s. Jointly with Maine Central guarantees $300,000 Portland Union Ry. Station bonds.

LATEST EARNINGS.—3 months ending Sept. 30:

3 *mos.*	*Gross.*	*Net.*	*Oth. inc.*	*Int., tax., etc.*	*Bal., sur*
1899	$6,164,044	$2,160,570	$137,197	$1,394,302	$903,465
1898	5,426,972	1,850,997	110,587	1,360,906	600,678

ANNUAL REPORT.—Annual meeting second Wednesday in October. Annual report 1898-99 in V. 69, p. 642, showed results as follows, the operating expenses in 1898-99 including $652,645 in 1897-98, $675,208, and in 1896-97 $609,287 spent for permanent improvements.

Year Ending June 30.	1899.	1898.	1897.
Miles operated	1,715	1,715	1,718
Passenger department	$8,522,202	$8,461,640	$8,538,278
Freight department	10,286,339	10,201,910	9,975,436
Mails, express, etc	1,082,066	1,079,395	1,042,973
Total gross earnings	$19,890,607	$19,742,945	$19,556,687
Net earnings	$6,141,963	$6,019,271	$5,947,581

Year ending June 30.	1899.	1898.	1897.
Net, includ. other income	$6,841,184	$6,759,475	$6,638,983
Interest	1,091,635	1,089,125	1,104,726
Rentals	3,296,655	3,307,107	3,208,012
Taxes	1,105,649	1,030,040	988,348
Dividends	1,234,002	1,234,002	1,234,002
Sinking fund	67,829	69,779	68,601
Balance, surplus	$45,413	$29,422	$35,293

—V. 69, p. 129, 336, 382, 383, 439, 642, 794, 1061; V. 70, p. 75.

Boston & Providence RR.—Owns Boston, Mass., to Providence, R. I., 44 miles; branches, 20 miles; leases to North Attleborough, 4 miles. Leased for 99 years, April 1, 1888, to Old Colony RR.; rental, 10 per cent yearly on stock. Old Colony to July 1, 1892, had invested $1,671,938 in road on lease improvement account.

Boston Revere Beach & Lynn RR.—Owns narrow-gauge road from Lynn to East Boston, Mass., 9 miles, connecting with Boston by company's ferry boats; Boston Winthrop & Shore Div., East Boston to Winthrop, 5 miles, with branches 3 miles. The mortgage of 1897 is for $1,000,000; $289,000 reserved for Boston W. & S. 5s; balance unissued is for improvements. (V. 65, p. 68.) Notes and bills payable June 30, 1899, $90,490.

DIVIDENDS. Per cent. 1888-91. 7 yearly. '92. 5½ '93. 5 '94. 4½ '95. 4 '96. 3 '97. 2 '98. 2 '99. 2½ 1900. Jan., 1

EARNINGS.—Year ends June 30. Report for 1898-9 in V. 69, p. 953.

Year.	*Gross.*	*Net.*	*Int. & taxes.*	*Div. paid.*	*Bal., surp.*
1898-99	$288,815	$65,314	$48,314	$17,000	.....
1897-98	258,758	62,619	45,218	17,000	$401

—V. 65, p. 68, 568; V. 67, p. 1000; V. 69, p. 953.)

Bradford Bordell & Kinzua Ry.—Owns Bradford to Smithport, Pa., 25 miles; Kinzua Junction to Rew City, Pa., 2 miles; total 27 miles. Leases Ormsby Junction to Mt. Jewett, Pa. (Big Level & Kinzua RR.), 10·50 miles, and Mt. Jewett to Kane, Pa. (Pitts. & West.), 12·50 miles; total operated 50 miles. Stock, common, $300,000, authorized; $249,000 issued; par, $50. Bonds not subject to call and have no sinking fund. Year 1897-98, gross, $69,776; net, $20,088, interest, rentals and taxes, $19,762; surplus, $325. President, Geo. L. Roberts, Pittsburg, Pa.; Sec., J. B. McGeorge, 39 Broad St., New York.

Bradford Central RR.—Projected from Canton, Bradford Co. Pa., to Towanda, and from Canton to Ansonia, Pa., with branches and extensions. Stock, (?) . Bonds as in table; as to sinking fund, etc., see CHRONICLE Jan. 27, 1900. President, Geo. W. Adams; Sec., F. A. Sawyer. Office, Towanda, Pa.

Brainerd & Northern Minnesota Ry.—Brainerd to Bemidji, 92 miles, completed in January, 1899. Stock, $500,000; par $100. Year ending June 30, 1898, gross, $144,549; net, $59,185; interest on loans, $3,093; taxes, etc., $1,178; surplus, $54,913. Current liabilities June 30, 1898, $497,148; funded debt, none. President, C. A. Pillsbury; Treas., E. L. Carpenter; Sec., W. F. Brooks, Minneapolis, Minn.

Brooklyn & Brighton Beach RR.—V. 68, p. 1179; V. 69, p. 228.

Brooklyn & Rockaway Beach RR.—Owns road from East New York (Brooklyn) to Canarsie Landing, Jamaica Bay, 3½ miles (of which 3 miles double track), and operates ferry to Rockaway Beach. Operations suspended during winter months. Rails 50-56 pounds steel. STOCK is $150,000; par, $50. DIVIDENDS.—In 1890 and 1891, each 5 per cent; 1892, 6 per cent; 1893, 10 per cent; in 1894, (?) per cent. In year ending June 30, 1898, gross, $7,678; def. under operating, $3,067; oth. income, $5,058; int. and taxes, $29,242; bal. deficit for year, $27,251. In 1896-7, gross, $15,682; def. under oper., $6,393.

Buffalo Creek RR.—Owns 6 miles of terminal road in Buffalo N. Y. In January, 1890, leased for term of charter less one day, to the Lehigh Valley and the Erie RR., which together own entire capital stock of $250,000. Dividends in year 1895-96, 7 p. c.

Buffalo Rochester & Pittsburg Railway.—*(See Map.)*—Operates from Buffalo and Rochester, N. Y., to the bituminous coal regions:

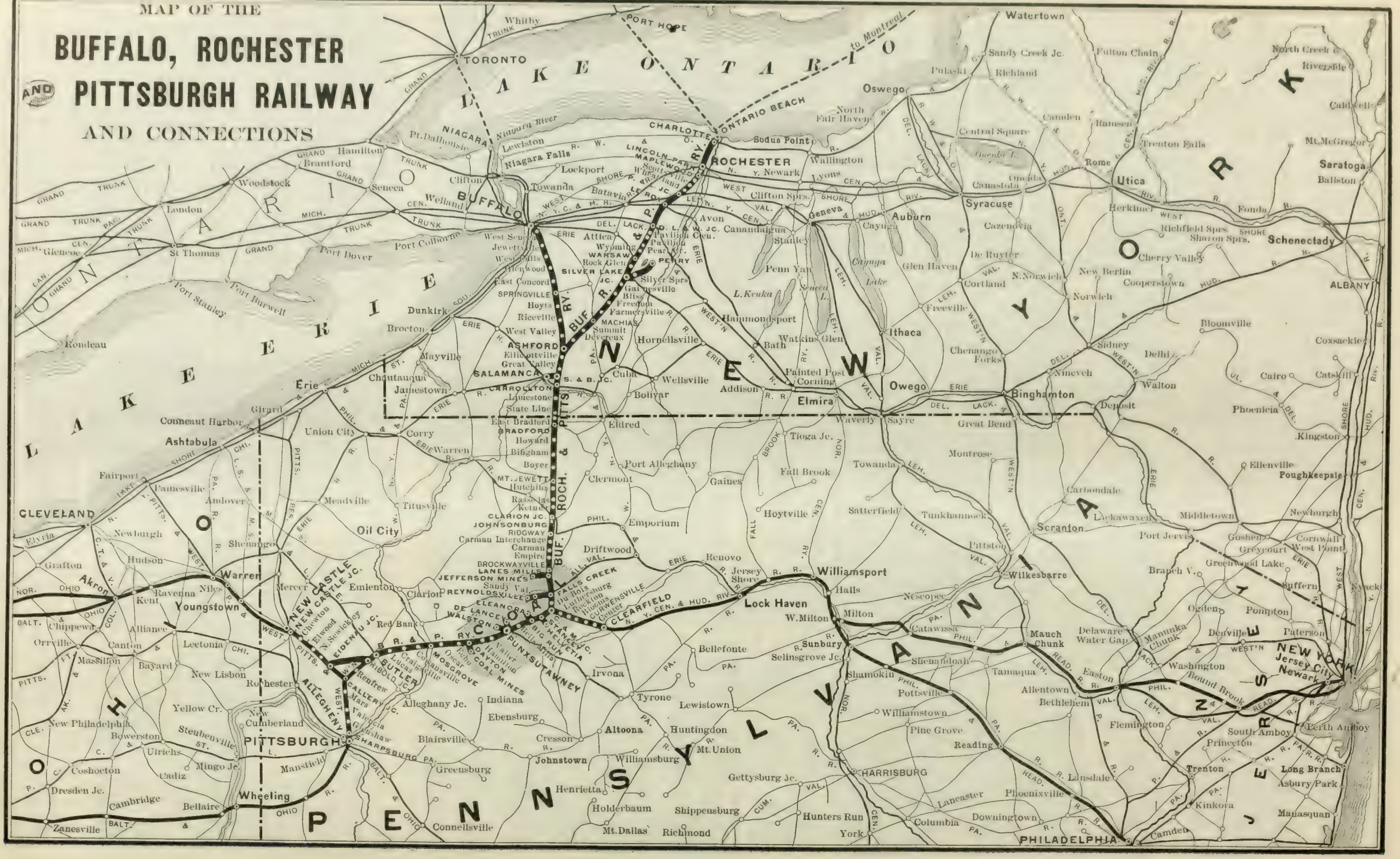
Lines owned in fee—	*Miles.*	*Leased—Entire st'k own'd—*	*Miles.*
Buffalo Creek, N. Y., to Howard Junc., Pa.	85	Johnsonburg & Bradford RR.—Howard Junc. to Mt. Jewett.	20
Clarion Junc., to Walston, Pa.	62	Lincoln Park & Charlotte	10
Rochester to Ashford, N. Y.	94	Perry RR.	1
Four branches to mines	16	*Leased—Stock not owned.*	
Trackage—		Allegheny & Western—Punxsutawney to Butler, Pa.	60
Erie—Mt. Jewett to Clarion J..	21	Clearfield & Mahoning—¶ Clearfield to Beech Creek RR.	26
Pitts. & West.—Butler, Pa., to Newcastle	44	Mahoning Valley RR.	2
Ribold Jc., Pa., to Allegheny City, Pa.	31		
Total Oct., 1899 (¶See separate statement for this company)	472		

ORGANIZATION, ETC.—Successor in March, 1887, to the Rochester & Pittsburg, which was foreclosed in October, 1885. Plan of reorganiza- in V. 41, p. 516. The entire capital stock ($4,000,000) of the Rochester & Pittsburg Coal & Iron Co. is owned, the property June 30, 1899, being bonded for $2,173,000. V. 66, p. 1088) and through that company in May, 1896, control was acquired of the Bell, Lewis & Yates

MAP OF THE

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY

AND CONNECTIONS


LAKE ONTARIO
to Montreal
ONTARIO BEACH
PORT HOPE
TORONTO
Whitby
TRUNK
GRAND
NIAGARA
Niagara River
Pt. Dalhousie
Lewiston
Niagara Falls
CHARLOTTE
Bodus Point
ROCHESTER
Wallington
Lockport
Batavia
Clifton Spgs.
Geneva
Canandaigua
Avon
Stanley
Penn Yan
L. Keuka
Seneca L.
Cayuga Lake
Auburn
Cayuga
Oswego
North Fair Haven
Pulaski
Sandy Creek Jc.
Watertown
Richland
Central Square
Camden
Oneida L.
Oneida
Canastota
Syracuse
Cazenovia
De Ruyter
Cortland
Glen Haven
Freeville
Ithaca
Hammondsport
Watkins Glen
Bath
Painted Post
Corning
Addison
Elmira
Owego
Binghamton
Chenango Forks
N. Norwich
New Berlin
Norwich
Sidney
Bloomville
Delhi
Oneonta
Walton
Deposit
Great Bend
Sayre
Waverly
Tioga Jc.
Montrose
Towanda
Fall Brook
Gaines
Port Allegheny
Clermont
Emporium
Driftwood
Renovo
Jersey Shore
Williamsport
Lock Haven
W. Milton
Milton
Halls
Nescopec
Wilkesbarre
Pittston
Scranton
Carbondale
Tunkhannock
Satterfield
Hoytville
Mt. McGregor
Saratoga
Ballston
Utica
Rome
Trenton Falls
Ramsen
Herkimer
Fonda
Richfield Spgs.
Sharon Spgs.
Schenectady
Cherry Valley
Cooperstown
ALBANY
Coxsackie
Catskill
Cairo
Phoenicia
Kingston
Ellenville
Poughkeepsie
Middletown
Newburgh
Port Jervis
Goshen
Cornwall
Greycourt
West Point
Greenwood Lake
Branch V.
Buffern
Nyack
Ogden
Pompton
Denville
Paterson
Jersey City
Newark
Washington
Bound Brook
Mauch Chunk
Delaware Water Gap
Manunka Chunk
Easton
Allentown
Bethlehem
Tamaqua
Shenandoah
Pottsville
Shamokin
Selinsgrove Jc.
Sunbury
Bellefonte
Irvona
Tyrone
Lewistown
Williamstown
Pine Grove
Reading
Flemington
South Amboy
Perth Amboy
Princeton
Trenton
Long Branch
Asbury Park
Manasquan
Kinkora
Lansdale
Phoenixville
Downingtown
Lancaster
Columbia
Camden
PHILADELPHIA
HARRISBURG
Gettysburg Jc.
Hunters Run
York
Shippensburg
Mt. Dallas
Richmond
Holderbaum
Henrietta
Connellsville
Greensburg
Johnstown
Williamsburg
Altoona
Huntingdon
Mt. Union
Cresson
Blairsville
Alleghany Jc.
Indiana
Ebensburg
Irwin
PITTSBURGH
Sharpsburg
Allegheny
Rochester
Beaver
Renfrew
Mars
Valencia
Glenshaw
Callery Jc.
Ribbon Jc.
BUTLER
Eidenau Jc.
NEW CASTLE
New Castle Jc.
Chewton
Elwood
N. Sewickley
Youngstown
Warren
Akron
Cleveland
Elyria
Newburgh
Grafton
Hudson
Ravenna
Kent
Niles
Mercer
Emlenton
Clarion
Red Bank
Oil City
Titusville
Meadville
Shenango
Andover
Painesville
Fairport
Ashtabula
Conneaut Harbor
Girard
Erie
Union City
Corry
Warren
Jamestown
Chautauqua
Mayville
Brocton
Dunkirk
Rondeau
Port Stanley
Port Burwell
Port Dover
Port Colborne
St Thomas
Glencoe
London
Woodstock
Brantford
Hamilton
Welland
Seneca
Clifton
Buffalo
Attica
Wyoming
Warsaw
Rock Glen
Silver Lake
Silver Spgs.
Gainesville
Bliss
Freedom
Farmersville
Machias
Summit
Delevreux
Hornellsville
Wellsville
Cuba
Bolivar
Ashford
Ellicottville
Great Valley
Salamanca
Carrollton
Limestone
State Line
East Bradford
Bradford
Howard
Bingham
Boyer
Mt. Jewett
Hutchins
Rasselas
Ketner
Clarion Jc.
Johnsonburg
Ridgway
Carman Interchange
Carman
Empire
Brockwayville
Lanes Mills
Jefferson Mines
Sandy Val.
Reynoldsville
Falls Creek
Du Bois
Luthersburg
Rockton
Big Run
Curwensville
Clearfield
Punxsutawney
Hillsdale
Hamilton
Walker
Dayton
Coal Mines
Mosgrove
Coleansville
Craigsville
Lucas
Butler
Chicora
Eleanora
De Lancey
Walston
Stanhope
Helvetia
Arts
Jct.
Penfield
Jewett
West Mills
Ellenwood
West Seneca
Port Colborne
Port Dover
Port Burwell
Port Stanley
Rondeau
Erie
Girard
Conneaut Harbor
Ashtabula
Fairport
Painesville
Andover
Cleveland
Elyria
Newburgh
Grafton
Hudson
Akron
Ravenna
Kent
Youngstown
Warren
Niles
Mercer
Emlenton
Clarion
Red Bank
Oil City
Titusville
Meadville
Shenango
Orrville
Canton
Massillon
Alliance
Chippewa
Leetonia
Bayard
New Lisbon
Rochester
Yellow Cr.
New Cumberland
New Philadelphia
Bowerston
Steubenville
Ulrichs
Coshocton
Cadiz
Mingo Jc.
Mansfield
Dresden Jc.
Cambridge
Bellaire
Wheeling
Zanesville
Connellsville
Greensburg
Johnstown
Williamsburg
Altoona
Huntingdon
Mt. Union
Cresson
Blairsville
Alleghany Jc.
Indiana
Ebensburg
Irwin
PITTSBURGH
Sharpsburg
Allegheny
Rochester
Beaver
Renfrew
Mars
Valencia
Glenshaw
Callery Jc.
Ribbon Jc.
BUTLER
Eidenau Jc.
NEW CASTLE
New Castle Jc.
Chewton
Elwood
N. Sewickley
Youngstown
Warren
Akron
Cleveland
Elyria
Newburgh
Grafton
Hudson
Ravenna
Kent

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column heading, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	When Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Buffalo Creek—(Concl'd)—Con. M $1,000,000 g. c*	6	1891	$1,000	$238,000	5 g.	J. & J.	N. Y., Farmers' L. & Tr.		Jan. 1, 1941
Buffalo N. Y. & Erie—SEE ERIE RAILROAD.									
Buffalo Rochester & Pittsburg—Common stock.....	....	....	100	6,000,000	.....	.....	.....		.....
Pref. stock, non-cum.; com. 6%; then pro rata...	....	....	100	6,000,000	2 in 1899	F. & A.	N. Y., 36 Wall Street.		Aug.15,'99,1%
R. & P. 1st M., gold, Rochester to Salamanca....c*	108	1881	1,000	1,300,000	6 g.	F. & A.	N. Y., Union Trust Co.		Feb. 1, 1921
R. & P. consol. mort., $20,000 per mile, gold, g.c*	276	1882	1,000	3,917,000	6 g.	J. & D.	do	do	Dec. 1, 1922
B. R. & P. 1st general M. ($10,000,000) g...Un c*	276	1887	1,000	4,407,000	5 g.	M. & S.	do	do	Sept. 1, 1937
Debentures, $3,000,000, currency, call at 105.c*	....	1897	1,000	1,000,000	6	J. & J.	New York.		Jan. 1, 1947
Lincoln Park & Charlotte 1st mort., gold, guar.c*	10	1889	1,000	350,000	5 g.	J. & J.	do	do	Jan., 1939
Perry Railroad 1st mortgage, guaranteed.....	1	1882	1,000	20,000	7	J. & D.	do	do	June, 1902
Real estate mortgage.....	....	Var'us	.....	304,000	5 & 6	Various	Rochester, N. Y.		Various.
B. R. & P. car trusts, gold.....	....	'90 '98	1,000	733,000	5	J. & D.	.....		1900-1908
Equipm't bonds $500,000, g., not subj. call..G.c*	....	1899	1,000	283,000	4½ g.	M. & N.	N. Y., Guar. Trust Co.		May 1, 1919
Buffalo & Susquehanna—Stock, $2,000,000.....	....	....	50	1,518,000	5 in 1899	Feb.	.....		Feb., 1899, 5%
1st m., $2,000,000 g., s. f., subj. to call at par.c*&r	112	1893	500 &c.	1,056,500	5 g.	A. & O.	N. Y., H. Fisk & Sons.		Oct., 1913
Burlington Cedar Rapids & Northern—Stock.....	....	....	100	5,500,000	8 in 1899	F. & A.	N. Y., Corn Exch. Bank.		Feb. 1, '00, 4%
1st mortgage.....c*&r	269	1876	100&c.	6,500,000	5	J. & D.	N. Y., Central Trust Co.		June 1, 1906
Ced. Rap. I. F. & N. W., consol. 1st M., g., guar.c	....	1881	1,000	1,905,000	5 g.	A. & O.	do	do	Oct. 1, 1921
B.C.R.&N. con. 1st M. & col. trust, gold.....c*&r	All	1884	1,000&c	7,250,000	5 g.	A. & O.	do	do	Apr. 1, 1934
Minneapolis & St. Louis, 1st mort., gold (assumed)	12	1877	500	150,000	7 g.	J. & D.	N.Y. Continental N. Bk.		June 1, 1927
Butte Anaconda & Pacific—Stock $1,000,000.....	....	....	100	1,000,000	.....	.....	.....		See text.
1st mortgage, $3,000,000	....	1893	.....	See text.	5	(?)	.....		1923
Calgary & Edmonton—1st mort. 6s, red. at 110	295	1890	£100	£1,121,700	See text.	J. & J.	Lon., Morton, Chap. & Co		July 1, 1910
California East'n—1st M., gold, $15,000 per mile.	30	1896	1,000	441,600	5 g.	J. & J.	Denver, Col.		July 1, 1921
Cal. Northw.—1st M., g. ($2,000,000, gu. p.&i.) s.f.	60	1898	1,000	None Dec '99	5 g.	A. & O.	San Fran. & New York.		Apr. 1, 1928
California Pacific—SEE SOUTHERN PACIFIC RR.									
Cambria & Clearfield—Stock, $2,150,000 auth.....	50	....	50	1,300,550	....	.....	.....		.....
1st M. ($2,000,000) gold.....c*	80	1891	1,000	1,279,000	5 g.	J. & J.	Phila., Broad St. Stat'n.		Jan. 1, 1941
Camden & Atlantic—SEE WEST JERSEY & SEA SHORE.									
Camden & Burlington County—Stock, 6 p. ct. guar.	30	....	25	381,925	6	J. & J.	Phila., Broad St. Stat'n.		Jan., 1900, 3%
1st mortgage, $350,000, gold, gu.p.&i.by P.RR.c*	30	1897	1,000	350,000	4 g.	F. & A.	do	do	Feb. 1, 1927

Buffalo Rochester & Pittsburg Ry.—(CONCLUDED.)

properties, incorporated as the Jefferson & Clearfield Coal & Iron Co. (see Miscellaneous Cos.) with $3,000,000 stock and $3,000,000 bonds. The B. R. & P. Ry. controls the coal output from over 30,000 acres of bituminous coal lands in Jefferson and Clearfield counties, Pa. V. 62, p. 908; V. 63, p. 115. Clearfield & Mahoning securities are guaranteed. As to All. & Western, see below.

DIVIDENDS.—On pref., in 1892, 5; in 1893, Feb., 1¼ p. c.; in 1897, 1 p. c.; in 1898, 2 p. c.; in 1899, Feb., 1 p. c.; Aug., 1 p. c. V. 65, p. 234.

BONDS.—General 5s for $5,593,000 are reserved for prior bonds, etc. The $3,000,000 debentures of 1897 are to be secured by any subsequent mortgage made except if made for refunding existing prior liens or for extensions exclusively; debentures are subject to call at 105, any January or July. See V. 64, p. 706. R. & P. income 6s, $5,000. A sinking fund of 5 per cent will retire equipment bonds, series "A," annually on May 1, if purchasable at or below par, otherwise to be applied to the purchase of additional equipment to become subject to their lien. V. 68, p. 1131.

GENERAL FINANCES.—In June, 1897, $1,000,000 debentures were sold and floating debt of $900,000 paid off.

The Allegheny & Western Ry. has been operated since Nov. 2, 1899, as an extension of 60 miles from Punxsutawney westerly to Butler, Pa., from which to Pittsburg and New Castle, Pa., the Pitts. & West. is used under trackage agreement. The All. & W. is leased, and 6 p. ct. on stock and 4 p. ct. on bonds guaranteed. V. 66, p. 335, 759; V. 69, p. 383, 500, 1010. (See this SUPPT., Al. & W.)

EARNINGS.—5 months, July 1 to Nov. 30. 1899-0.....gross, $1,927,204; net, $749,739. 1898-9.....gross, 1,716,627; net, 621,115

ANNUAL REPORT.—Fiscal year ends June 30. The annual meeting is held at New York on the third Monday in November. The report for 1898-99 was given at length in V. 69, p. 488, 489. In 1898-99 carried 4,257,679 tons of bituminous coal (out of 6,247,910 total tons of freight moved), against 4,092,850 in 1897-98.

Year end. June 30—	1899.	1898.	1897.	1896.
Gross earnings	$3,788,456	$3,683,590	$3,311,766	$3,141,888
Net earnings	$1,172,843	$1,122,018	$961,524	$856,976
Other income	13,512	22,514	35,510	37,889
Total receipts	$1,186,355	$1,144,532	$997,034	$894,865
Interest on bonds	668,110	$665,966	$598,777	$603,901
Int. on floating debt	330	4,264	46,705	45,860
Rentals	127,964	121,981	120,665	127,460
Dividend on pref.	120,000	120,000	.....	.....
Balance	sur. $269,951	sr. $232,321	sr. $230,887	sr. $117,644

—(V. 69, p. 280, 383, 488, 499, 954, 1010.)

Buffalo St. Mary's & Southwestern RR.—In 1899 consolidated with Pittsburg Shawmut & Northern RR., which see.

Buffalo & Susquehanna RR.—Owns from Keating Summit, on the Western New York & Pennsylvania RR., to Ansonia, Pa., on the Fall Brook RR., 62 miles; Galeton to Wellsville, on Erie RR., 37 miles, with branches 13 miles; Wharton, Pa., to Bailey Run, 4 miles; leases Addison, N. Y., to Galeton, Pa., 46 miles; total operated, 162 miles. The road affords outlet for an extensive timber section (upwards of 200,000 acres), to Buffalo, New York and Philadelphia. Addison & Pennsylvania was purchased in 1898 by the owners of the Buffalo & Susq. and leased for 25 years. (V. 66, p. 1042; V. 67, p. 427.)

DIVIDENDS—	1895.	1896.	1897.	1898.	1899.
paid in Jan., %	4	5	5	Feb. 5%	Feb., 5%.

BONDS.—Mortgage, V. 57, p. 639, and application to N. Y. Stock Exchange, V. 58, p. 1036. Bonds cannot be issued to exceed $15,000 per mile of road completed and equipped. The mortgage is also a lien on about 89,394 acres of timber lands, estimated as worth $1,700,000. The sinking fund retires each year as many bonds as indicated by dividing total outstanding by the number of years the bonds have yet to run, purchasable in the open market, or subject to call at par in order of numbers, beginning with the highest. V. 65, p. 234. To Oct., 1899, $413,500 firsts had been retired by sinking fund.

EARNINGS.—5 months, July 1 to Nov. 30. 1899-0.....Gross, $367,731; net, $192,678. 1898-9.....Gross, 352,047; net, 104,395

REPORT.—Report for 1898-9, gross, $767,319; net (over taxes), $248,036; interest, $57,669; sinking fund, etc., $112,529; dividends, $75,900. In 1897-8, gross, $625,692; net, $261,952.—(V. 67, p. 953; V. 69, p. 333, 902.)

Busk Tunnel Ry.—See Colorado Midland Ry.; V. 69, p. 1061.

Burlington Cedar Rapids & Northern Ry.—Operates:

Lines owned in fee—		*Leased—All stock owned—*	
Burlington, Ia., to State Line, Minn. (less 11 miles leased)	230	Iowa City & Western RR., Iowa City to What Cheer, &c.	75
Branches owned to Postville, Riverside, Holland, etc.	204	Cedar Rapids, I. F. & N. W., Holland, Ia., to Watertown, So. Dak., &c.	493
Leased—		Ced. Rap. & Clinton RR., &c.	111
Manly Jc. to Norwood	11		
State Line to Albert Lea, Minn.	12		
		Total operated Jan. 1, 1899	1,136

In October, 1899, new branch opened from Armstrong west to Estherville, Ia., 18 miles. Extension also in progress from Worthington, Minn., to Hardwick, 35 miles, on which 18 miles of track had been laid Dec 6, 1899.

HISTORY.—Successor to the Burl. Ced. Rap. & Minn., foreclosed 1876.

STOCK.—Authorized, $30,000,000; outstanding, $5,500,000; par, $100. The Rock Island Co. is understood to be a large stockholder.

DIVIDENDS—

	1893.	'94.	'95.	'96.	'97.	'98.	'99.	1900.
Per cent.	3	3	3	4	4	4	8	Feb., 4, incl. 2 ex.

BONDS.—*Cedar Rapids I. F. & N. W.* bonds are guaranteed (p. & i.), and so endorsed; the $825,000 6s were called and paid April 1, 1899, and an equal amount of consol. 5s of 1884 issued. V. 68, p. 185, 721.

Of the *B. C. R. & N. 5s of* 1884 (Central Trust Co., Trustee), bonds are reserved to retire, if deemed best, all prior and divisional bonds. For extensions bonds may be issued at $15,000 per mile for single and $7,500 per mile for second track, the total author. issue not being limited.

Minneapolis & St. Louis bonds due June, 1927, numbered from 1,101 to 1,400, for $500 each ($150,000 in all), have been assumed.

EARNINGS.—11 months, Jan. 1 to Nov. 30. 1899....Gross, $4,539,363; net, $1,209,918. 1898....Gross, 4,142,157; net, 1,313,579

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting is held on last Tuesday in May. Report for 1898 was in V. 68, p. 567.

Year ending Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings	$4,545,643	$4,292,162	$4,450,035	$4,504,332
Net earnings	$1,430,821	$1,243,330	$1,083,303	$1,454,372
Other receipts	60,123	40,031	28,205	49,480
Total net income	$1,490,944	$1,283,361	$1,111,508	1,503,852
Interest on debt	799,400	799,400	807,673	811,080
Dividends	(4) 220,000	(4) 220,000	(4) 220,000	(3) 165,000
Miscellaneous	66,893	472	1,642	.....
Surplus	$404,651	$263,489	$82,193	$527,772
Cash assets prev. yr.	650,378	546,694	754,812	335,374
Improvements, etc.	20,186	20,781	146,677	133,240
Tot. sur. Jan. 1, '99.	$1,034,842	$789,402	$690,328	$729,906

—(V. 66, p. 570; V. 67, p. 40; V. 68, p. 185, 567, 721.)

Butte Anaconda & Pacific Ry.—Operated in May, 1897, Butte to Anaconda, 26 miles; branch, Rocker to Butte Hill, about 9 miles. In June, 1898, it was reported that the line from Anaconda to Stuart, Mont., formerly part of Mont. Union Ry. was being operated as the Stuart Branch. Bonds authorized at $40,000 per mile. Capital stock $1,000,000 (par $100). On June 30, 1897, the Great Northern owned $490,000 stock and $1,000,000 bonds, and June 30, 1897, $700,000 bonds additional were outstanding as collateral for $627,620 loans and bills payable; Anaconda Copper Mining Co. owned $510,000 stock.

For year ending June 30, 1898, gross, $937,544; net, $495,298; taxes, $5,813; interest on bonds and loans, $71,222; balance, surplus, for year, $418,263. Dividends at 6 per cent per annum in 1897-98.

Calgary & Edmonton Ry.—Owns from Calgary, Canada, to Edmonton, Can., 191 miles, and to Fort McLeod, Can., 104 miles Leased at cost of operating July 1, 1896, for 5 years to Can. Pacific, V. 62, p. 1086. The Government subsidy (of £16,000 per annum for 20 years) and total net earnings will be applicable to payment of interest, the balance of any coupon to receive scrip—redeemable out of surplus earnings. On Jan., 1897, coupon 1 p. c. was paid; on July, '97, coupon, 1¼ p. c.; Jan., 1898, 1¾ p. c.; July, 1898, 2 p. c.; Jan., 1899, 2 p. c.; July, 1899, 2 p. c.; Jan., 1900, 1¼ p. c. The land grant was 1,888,448 acres, of which about 407,402 acres unsold held (Oct., 1899), by Government against subsidy. Stock $1,000,000, par $100. In 1898-9, gross, $249,895; net, $78,902. In 1897-8, gross, $357,587; net, $194,379. (V. 67, p. 27; V. 69, p. 1345.)

California Eastern Ry.—Owns 30 m., from Blake to Manvel Nev., operated in October, 1899, and $684,000 5 per cent bonds, said to have been sold for extension to Calivana, Nev., 47 miles. A reorganization in 1896 of the Nevada Southern Ry. Stock, $588,800. Mortgage trustee is International Trust Co., Denver, Col. Year ending June 30, 1899, gross, $17,363. President, R. W. Woodbury, Denver, Col.

California & Nevada RR.—V. 63, p. 29. Receiver, A. A. Grant.

California Northwestern Ry.—Operates under lease the San Francisco & North Pacific Ry., extending from Port Tiburon, Cal. (whence ferry to San Francisco, 6 miles), to Ukiah, Cal., 106 miles, and branches, 59 miles. Also, in 1899, was building an extension of 60 miles into the redwood forests of Mendocino and Humboldt counties, Cal. Incorporated in March, 1898. Stock authorized, $3,000,000; issued, $1,500,000; par, $100. Bonds, $2,000,000 authorized, issuable at $25,000 per mile, to be guaranteed by San Francisco & North Pacific, leased for net profits for 20 years from Sept. 20, 1898 Pres., A. W. Foster; V.-Pres., Geo. A. Newhall; Sec. and Comp., Thos. Mellersh. For year ending June 30, 1899, gross, $684,168.—V. 67, p. 370, 688, 788.

California Pacific Ry.—See SOUTHERN PACIFIC RR.

Cambria & Clearfield RR.—Cresson to Glen Campbell Junction, 48 miles; branches, 49 miles. Stock (par $50) paid in $1,300,550 all owned by the Pennsylvania RR. Co., which operates the property under an arrangement terminable at option of either party. Net earnings are paid as rental. A full abstract of the mortgage was in V. 52, p. 976. In year 1898, gross, $374,047; net, $122,460; interest and taxes, $79,237. In 1897 gross $308,621; net, $87,384.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Canada Atlantic—Stock ($1,000,000 is pref.)	....	....	$.....	$3,000,000	.....	.....	.....	.....
1st mortgage, gold (see V. 62, p. 277). F.....c*	138	1889	1,000	3,450,000	5 g.	J. & J.	N.Y., Bk.Mont., & Mont.	Jan. 5, 1909
Canada Mich. & Chic.—1st mort. See V. 63, p. 838	....	....	1,000	Worthless.	.....	.....	.....	.....
Canada Southern—Stock	459	....	100	15,000,000	2 in 1899	F. & A.	N. Y., Gr. Cent. Station.	Feb. 1, '00, 1%
1st M. $14,000,000 (Can. money). See V. 63, p. 188.	404	1878	1,000	13,925,000	5	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1908
2d M. for $6,000,000. Canad'n money. Do. do. c&r	404	1883	1,000&c	5,650,000	5	M. & S.	N. Y., Union Trust Co.	Mch. 1, 1913
Leam. & St. Clair 1st M., gold, gu., p.&i. (end)....c*	16	1895	1,000	130,000	4 g.	A. & O.	Montreal, Bk. of Mont.	Oct. 1, 1945
Canadian Pacific—Stock (See text)	....	....	100	65,000,000	4 in 1899	A. & O.	N. Y., 59 Wall St. & Lon.	Oct. 2, '99, 2%
Pref. stock limited to 4 p. c., non-cumulative....r	....	....	.....	32,500,000	4	A. & O.	London, Co.'s Office.	Oct. 2, '99, 2%
Can. Cent. RR. 1st and 2d morts., 1st M. s.f., dr. at 105	269	'79-'80	£100&c	1,809,933	5 & 6	Various	Montreal.	1899 & 1910
Quebec Prov. due on Q. M. O. & O. and N. S. RR.	370	'82-'83	.....	7,000,000	4½	A. & O.	do	Mar. 1, 1904-06
Can. Pacific, land mort, gold (redeem at 110)....	....	1881	500 &c.	3,164,500	5 g.	A. & O.	Montreal, N.Y. or Lond'n	Oct. 1, 1931
1st mortgage debenture sterling	3,221	1885	£100&c	34,998,633	5 g.	J. & J.	London, Baring B. & Co.	July 1, 1915
1st mort. on Algoma Branch, gold.....c*&r	183	1888	£100&c	3,650,000	5 g.	J. & J.	do do	July 1, 1937
Land grant bonds, int. gu. by Can. Gov't...c*&r	....	1888	£100&c	15,000,000	3½g.	J. & J.	do do	July 1, 1938
Consolidated perpetual debenture stock	....	1889	£1 &c.	50,213,887	4	J. & J.	London, Comp'ys office.	Irredeemable.
SECURITIES OF PRINCIPAL LEASED LINES.								
Manitoba S. W. Col. R'y $12,000 p. m., int. guar. g	218	1884	1,000	2,544,000	5 g.	J. & D.	N. Y., 59 Wall & London	June 1, 1934
Atlantic & Northwest—1st mort. gold, guar..c*&r	350	1887	£100&c	£1,330,000	5 g.	J. & J.	London, Baring B. & Co.	Jan. 1, 1937
North Shore Ry.—1st M. C. P. owns $610,767...	205	1883	£100	$616,120	5	A. & O.	do do	Apr. 20, 1904
St. Lawrence & Ottawa—1st mort., gold, see text	58	1876	£50&c	£200,000	(6) 4	15J.&D.	Can. Pac. office, London.	See text.
Ontario & Quebec stock guaranteed in perpetuity	....	....	$100	$2,000,000	6	J. & D.	Montreal and London.	Dec., '99, 3%
Ont. & Que. deben., interest guar. in perpetuity..	671	....	.....	£4,007,381	5	J. & D.	London, Morton, Rose.	Irredeemable.
Toronto Grey & Bruce, 1st M., gold, int. as rental.	191	1883	£100	£719,000	4 g.	J. & J.	Toronto and London.	July 26, 2882
New Brunswick Ry. 1st M., gold, int. from rental. c*	174	1884	£100	£630,000	5 g.	F. & A.	London.	Aug. 1, 1934
Perpetual consol. debent. stock, int. guar.....	....	....	.....	£847,872	4	J. & J.	do	Irredeemable.
Cape Fear & Yadkin Val.—See ATLANTIC & YADKIN RY.								
Carolina Northern—1st mort., $500,000. GuP....	50	1899	500 &c.	$50,000	5 g.	A. & O.	Philadelphia.	Apr. 1, 1929

Camden & Atlantic RR.—SEE WEST JERSEY & SEA SHORE.

Camden & Burlington County RR.—Owns from Camden, N. J., to Pemberton, N. J., 23 miles; branch, Burlington, N. J., to Mount Holly, 7 miles; total, 30 miles. Operated by the Pennsylvania RR., which guarantees 6 per cent on stock. Stock, $381,925; par $25. Dividends in January and July. In 1898, gross, $243,890; net, $30,260; loss to lessee under rental, $7,156. In 1897 gross, $232,875.—(V. 64, p. 373.)

Canada Atlantic Ry.—Owns Ottawa, Canada, to Alburg, Vt., including bridge over St. Lawrence river, 147½ miles. Uses Vermont & Province Line Ry. to Swanton, Vt., there connecting with Boston & Maine and Maine Central systems. Also has trackage Lacolle to Rouse's Point, N. Y., 4 miles, there connecting with the Delaware & Hudson and Ogdensburg & Lake Champlain systems. The company also runs through trains to Montreal, using the Grand Trunk Ry. from Coteau, Montreal, 37 miles, under a traffic contract. Leases for 99 years the Central Counties Ry., extending from Glen Robertson to Hawkesbury, 21 miles, and South Indian to Rockland, 17 miles; also Pembroke & Southern Ry., Pembroke to Golden Lake, 20 miles.

Ottawa Arnprior & Parry Sound Ry., Ottawa to Parry Sound, 260 miles, was completed in Dec., 1896, and in May, 1899, was amalgamated with the Canada Atlantic. It was proposed to make a new loan to consolidate the debts of the two co's., but no action had been taken to October, 1899.—V. 68, p. 669; see also V. 69, p. 178. Consolidated Co. said to be authorized to issue $7,200,000 stock, of which $1,400,000 preferred, and bonds at $25,000 per mile.

The Canada Atlantic Transit Co., organized about Oct., 1899, with $1,000,000 stock, will operate a fleet of steamers from Parry Sound to Duluth, Milwaukee and Chicago.—V. 69, p. 954.

STOCK, $2,000,000 common and $1,000,000 preferred.

EARNINGS in year ending June 30, 1898, gross, $714,566; net, $178,935.—(V. 66, p. 706, 901; V. 68, p. 669; V. 69, p. 178, 954.)

Canada Michigan & Chicago.—Bonds worthless. V. 63, p. 838.

Canada Southern Ry.—*(See Map New York Central & Hudson R. Railroad.)*—ROAD—Main line from Suspension Bridge station, including the Cantilever Bridge to Windsor, Ont., 226 miles; branches to Courtright, Ont., etc., 231 miles; total, 457 miles, of which 100 miles are nominally owned by proprietary companies. Trackage, St. Thomas to London, Ont., 15 miles. Double track, 98 miles.

ORGANIZATION, CONTRACTS, ETC.—The Company was chartered in Canada February 28, 1868, and debt readjusted in 1878. In Nov., 1882, a close contract was made with the Michigan Central for 21 years from January 1, 1883, providing for the payment to Canada Southern of one-third the joint income over all fixed charges. The contract provided for a re-apportionment every five years, and in December, 1892, it was agreed to give the Canada Southern 40 per cent and the Mich. Cent. 60 per cent of the first $1,000,000 of net earnings, any amount over that to be divided on the basis of one-third and two-thirds, as before. But under the original contract each company is still accorded all benefit from the reduction in its fixed charges; consequently as the Michigan Central to Jan. 1, 1898, had reduced its charges about $327,000, that amount is credited to it before division is made V. 64, p. 5.

DIVIDENDS.—

	'88	'89	'90	'91	'92	93'	'94	'95	'96	'97	'98	'99	1900
Since 1887....	2½%	2½	3½	2½	3	3	3	2½	2½	2	2	2	Feb., 1

BONDS.—Bonds are payable in Canadian currency.—V. 63, p. 188.

ANNUAL REPORT.—Advance report for 1899 was in V. 69, p. 1297; Canada So. share of earnings, $303,000; other income, $4,000; dividends, $300,000; bal., surplus for year, $7,000. In 1898 Canada So. share, $300,667; other income, $1,424; dividends, $300,000; balance, surplus, $2,091. Total surplus Jan. 1, 1900, $11,700.—(V. 68, p. 1129; V. 69, p. 1297, 1300.

Canadian Pacific Ry.—ROAD—Own a trans-continental railway from Montreal to the Pacific Ocean, made up as follows Dec., 1899.

Montreal to Vancouver	2,905	Operated acct. of owners	732
Branches and auxiliaries	1,685	Also controlled but op. sep.—	
Leased lines	2,268	¶Minn. St. P. & Sault Ste. M.	1,245
Used jointly	94	¶Duluth South S. & Atlantic	589
Total in traffic returns	6,952	¶See each co's statement.	

HISTORY, ETC.—Incorporated Feb. 18, 1881, under charter from Dominion of Canada, receiving $25,000,000 in cash as a subsidy, also 25,000,000 acres of land, all to be fit for settlement. The Ontario & Quebec, Montreal to Toronto Junction, 334 miles, was leased in 1883 for 999 years, and its stock and bonds guaranteed. In July, 1890, leased the New Brunswick Ry. for 990 years. The Montreal & Ottawa branch between Vaudreuil and Ottawa, 93 miles, has been operated since September 5, 1898.—V. 67, p, 529.

STOCK.—The company bought of the Dominion Government an annuity of 3 p. c. per annum on the common stock for the ten years 1884-1893, the last payment having been made in August, 1893. The issue of preferred stock must never exceed one half the common stock.

DIVIDENDS—	'83.	'84.	'85.	'86-'89.	'90-'93.	'94.	'95.	'96.	'97.	'98.	'99.
Common p. c.	2½	5	4	3 y'rly	5 y'rly	5	0	2½	2½	4½	4
Preferred p. c.	Issued in 1894.					4 p. ct. yearly (2 A. & O.)					

On common in 1898, April, 2½ p. c.; Oct., 2 p. c.; in 1899, Apr., 2 p. c.; Oct., 2 (V. 69, p. 383).

BONDS, DEBENTURE STOCK, GUARANTEED BONDS, ETC.—In May, 1888, the company relinquished its exclusive right to operate in Manitoba lines to the International Boundary, receiving the Dominion Government guarantee of interest on $15,000,000 of *land* bonds. These bonds are a lien on 15,444,200 acres of land subject only to $3,426,000 land grant bonds of 1881, which are redeemable at 110.

List of securities held against *consol. debenture stock* in V. 66, p. 528.

Canada Central 1st M. 5s mature Oct. 1, 1899, $850,000 outstanding; the 2d mortgage is 6 p. c. for $973,333, due Nov, 1, 1910.

In June, 1890, company agreed to *guarantee* the principal and interest of $20,000,000 4 per cents, to be issued by the Duluth South Shore & Atlantic; also 4 per cent interest on bonds of the Minneapolis St. Paul & Sault Ste. Marie. (See V. 50, p. 874; V. 51, p. 239; V. 52, p. 608.) Of the Dul. S. S. & At. consols it owned Jan. 1, 1899, $15,107,000.

To the *Atlantic & Northwest* Railroad, crossing the State of Maine, the Dominion Government grants a subsidy of $186,000 per year till 1906 and Canadian Pacific guarantees the balance of interest money.

St. Lawrence & Ottawa bonds are endorsed with the Canadian Pacific's acceptance of a 999 years' lease at a rental sufficient to pay 4 per cent interest on bonds, and the bondholders' agreement to accept interest at 4 per cent (instead of 6 per cent as formerly), and to refrain from demanding payment of principal during continuance of lease; the maturity of the bonds is June 15, 1910.

The *New Brunswick Railway* consolidated debenture stock has interest guaranteed by C. P.; interest on the first mortgage bonds, though not guar. is paid out of rental under 990 year lease of 1890.

LANDS.—Lands unsold Dec. 31, 1898, were 15,896,750 acres of Canadian Pacific grant and 1,069,637 acres of Manitoba South Western grant and 187,792 acres of Columbia and Kootenay grant. Total sales in 1898 were 348,608 acres, for $1,121,774.

GENERAL FINANCES.—The stockholders in April, 1899, authorized expenditure of $3,554,176 during 1899 for bridges, ballasting, terminals, equipment, etc.; and the guaranty of interest on $5,000,000 new 50 year Minn. St. P. Sault & Ste. Marie second 4s (immediate issue $3,500,000).—V. 68, p. 526, 669, 770, 977.

In 1898 £2,285,000 of 4 per cent preference stock was sold, and proceeds applied to purchase of railways, extensions, additions, improvements and equipment; also £412,191 4 per cent consolidated deb. stock for the purchase of guaranteed securities.—V. 68, p. 526.

EARNINGS.—11 mos., Jan. 1 to Nov. 30. 1899...Gross, $26,259,820; net, $10,854,184. 1898...Gross, 23,467,860; net, 9,196,260

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Montreal on the first Wednesday in April. The report for 1898 in full was in V. 66, p. 519, 526. See also editorial p. 499.

Year ending Dec. 31.	1898.	1897.	1896.
Miles operated December 31..	6,681	6,568	6,476
Passenger earnings	$6,538,590	$5,796,115	$4,820,143
Freight	16,231,445	15,257,897	13,187,560
Mail, express and miscell.	3,368,942	2,995,522	2,673,894
Total earnings	$26,138,977	$24,049,535	$20,681,597
Per ct. of oper. exp. to earn'gs.	59·92	57·16	60·80
Net earnings	$10,475,372	$10,303,776	$8,107,582
Interest received	423,367	340,706	511,165
	$10,898,739	$10,644,482	$8,618,747
Fixed charges	6,774,320	6,783,367	6,708,084
Contingent interest	.....	.....	203,890
Dividends on common stock.	(4) 2,600,000	(4) 2,600,000	(4) 1,300,000
Dividends on pref. stock	(4) 472,708	(4) 364,026	(4) 312,946
Balance, surplus	$1,051,711	$897,089	$93,827

—(V. 69, p. 178, 383, 541, 591, 645, 851.)

Cane Belt RR.—In Jan., 1900, operated Bonus to Sealy, about 28 miles, and under construction from Bonus south to Bay City. In Sept., 1899, the Texas RR. Commission authorized the issue of bonds on the 28 miles from Sealy to Bonus at $12,000 per mile, of which none issued to Jan. 1, 1900. President, William Dunovant; Sec. and Treas., T. F. Boulder. Office, Eagle Lake, Tex.—V. 69, p. 645.

Cape Fear & Yadkin Valley Ry.—See Atlantic & Yadkin Ry.

Carolina Central RR.—Owns from Wilmington, N. C., to Rutherfordton, N.C., 267 miles, of which 2½ m. (Wil. R. Bridge) owned jointly. Controlled by Seaboard & Roanoke and Raleigh & Gaston. New stock: Common, $1,500,000; pref. 5% non-cum., $500,000; par, $100.

ORGANIZATION.—Reorganized without foreclosure in 1898-99 per plan in V. 67, p. 273, over four-fifths of the old bonds assenting. The old bonds were 1st 6s of 1881, $2,000,000; 1st 6s of 1894, $250,000; 2d and 3d Ms. of 1881, each $1,500,000. On Dec. 9, 1899, the Raleigh & Gaston stockholders voted to consolidate the Car. Cent. and other lines with the R. & G. and to increase the stock therefor and change the name to the Seaboard Air Line Ry. Consolidation pending in Jan., 1900.—V. 69, p. 334, 542.

BONDS.—To retire all the old bonds was filed in Nov., 1898, the new $3,000,000 4 per cent mortgage, guaranteed principal and int. by Seaboard & Roanoke and Raleigh & Gaston. See guaranty in V. 68, p. 472.

Bridge bonds guaranteed by Carolina Cent., Wil. Col. & Aug and Wil. & Weldon; consols being substituted for the old 1st and 2d mortgage bonds; $20,000 consols were also reserved for new draw for bridge, of which $16,000 have been issued. In March, 1899, all the old bonds, excepting $70,000 1sts, $22,400 2ds and $62,833 3ds, including scrip, had assented to the reorganization agreement. V. 68, p. 472.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Carolina & Northwest.—Chester & L., 1st mortgage	....	....	$.....	$100,000	7	J. & J.	Exch. Bk., Chester, S.C.	July 1, 1900
1st mortgage, $450,000	110	1897	500	265,000	5	M. & N.	do do	1927
Carson & Colorado—1st M. for $3,500,000,g.,s.f.c*&r	300	1892	1,000	2,000,000	4 g.	J. & J.	In default.	July 1, 1941
Carthage & Adir.—1st M. $1,600,000 g..gu.p.&i.c*&r	43	1892	1,000	1,100,000	4 g.	J. & D.	New York City.	Dec. 1, 1981
Carthage Water.& Sack.Har.—1st M. g.,gu.p.&i.end.	29	1891	1,000	300,000	5 g.	J. & J.	N.Y.,Grand Cent.Stat'n	July 1, 1931
Catasauqua & Fogelsville—1st mortgage, g.**PP**.c*	....	1898	1,000	135,000	4 g.	J. & J.	Philadelphia, Pa.	July 1, 1928
Catawissa—Pref. stocks, 5% gu. P. & R. Ry. See text.	98	....	50	See text.	5	M. & N.	Philadelphia Co.'s office	Nov.'98,2½
Mortgage bonds c	93	1870	500 &c.	1,300,000	7	F. & A.	Phila., Phil. & Read. Ry.	Aug. 1, 1900
1st mortgage (morts. of 1862 extend. in 1882).r*	....	1882	500	230,000	6	F. & A.	do do	Aug. 2, 1902
1st consol. mort., $2,215,000, gold **PP**.c*	103	1898	1,000	685,000	4 g.	A. & O.	do do	Apr. 1, 1948
Catskill Mountain—First mortgage	16	1885	.....	50,000	5	F. & A.	C'skill,N.Y., Tan.Nl.Bk.	Aug. 1, 1905
1st income bonds	....	1885	.....	238,000	6	.....	Divid'd pd. Sept. 10,'97.	Aug. 1, 1915
Cayuga & Susq.—Stock, 9 p. c. rental D. L. & W	34	....	30	589,110	9	J. & J.	New York, 52 Wall St.	Jan.,'00, 4½%
Central Branch—								
Cent. Br. U. P. 1st M., g., not subj. to call. **Un**.c*	100	1898	1,000	2,500,000	4 g.	J. & D.	N. Y., Merc. Trust Co.	June 1, 1948
Cent.Br.1st M.on 288 m. (See text),gu.,gold,**Me.**	288	1899	1,000	3,459,000	4 g.	F. & A.	Do do	Feb. 1, 1919
Cent. of Georgia Ry—1st M.,$7,000,000, g.c*&r.	312	1895	1,000	7,000,000	5 g.	F. & A.	N.Y. Guaranty Trust Co.	Nov. 1, 1945
Consol. mortgage, $18,500,000, gold.....**Mec***&r	1,119	1895	1,000	16,500,000	5 g.	M. & N.	do	Nov. 1, 1945
Mobile Division 1st mortgage ($1,000,000)...g.c*	124	1895	1,000	1,000,000	5 g.	J. & J.	do	Jan. 1, 1946
Macon & North. Div. 1st mort., $840,000, gold.c*	106	1895	1,000	840,000	5 g.	J. & J.	do	Jan. 1, 1946
Mid. Ga. & At. Div. 1st M.,$9,000 p. m.,cur.,.**Gc***	Text.	1897	1,000	413,000	5 cur	J. & J.	do	Jan. 1, 1947
Eatont.Br.1st M.not guar.by Cen.Ga.,g.,call par	21	1896	100	168,000	5 g.	J. & D.	.....	1926
1st pref., incomes } Interest up to 5 p. c., c*	....	1895	1,000	4,000,000	Up to 5	Oct. 1	Oct. 1, '99, paid 2 p. c.	Nov. 1, 1945
2d do do } if earned, c*	....	1895	1,000	7,000,000	Up to 5	Oct. 1	New York, when earned	Nov. 1, 1945
3d do do } non-cumulative. c*	....	1895	1,000	4,000,000	Up to 5	Oct. 1	do do	Nov. 1, 1945
Cent. RR.& Bk. coll.trust bonds, g., red. at 110.c*	....	1887	1,000	4,880,000	5 g.	M. & N.	N. Y., Guaranty Tr. Co.	May 1, 1937
Guaranteed, etc., securities.								
Ocean SS. Co. 1st mortgage, gold, guaranteed...c	....	1890	1,000	1,000,000	5 g.	J. & J.	N.Y., Guaranty Tr. Co.	July 1, 1920
Augusta & Savannah stock (no bonded debt)	53	....	100	1,022,900	5	J. & J.	Savannah, Ga.	Jan. 00', 2½%
Southwestern of Georgia stock (no bonded debt)	332	....	100	5,191,100	5	J. & J.	Savannah and Macon.	Jan.'00, 2½%
Central Massachusetts—Pref. stock (see text)	....	....	100	3,949,900	1½ in '99	J. & D.	Boston, 53 State St.	Dec.1,'99,¾%
1st mortgage c*	99	1886	1,000	2,000,000	5	A. & O.	.....	Oct. 1, 1906
Debentures, $500,000	....	1895	1.000	100.000	5	A. & O.	Boston Office & Fed.Tr.	Oct. 1, 1906

EARNINGS.—In year ending June 30 earnings have been as follows:

	Gross.	*Net.*	*Charges.*	*Balance.*
1897-98	$616,416	$182,772	$116,067	sur. $66,705
1896-97	607,135	139,311	116,332	sur. 22,979

President, John Skelton Williams, Richmond, Va.—(V. 69, p. 334.)

Carolina & Cumberland Gap Ry.—Carolina Midland Ry.—Purchased by the Southern Railway in 1899. V. 68, p. 826, 979.

Carolina Midland Ry.—Allendale, S. C., to Seivern, S. C., 55 miles; Seivern & Knoxville RR., Seivern to Batesburg, 17 miles. In May, 1899, both properties were purchased by the Southern Ry. Co. as part of new line from Columbia, S. C., to Savannah, Ga. V. 68, p. 979. Stock, $540,000; par, $100. First mortgage bonds June 30, 1898, $683,000. V. 68, n. 979.

Carolina Northern RR.—Projected from Lumberton, N. C., to Marion, S. C., 50 miles, of which Lumberton to Barnesville, N. C., 14¼ miles, expected to be operated about Feb. 1, 1900. Stock, $500,000, all outstanding; par of shares, $10. Floating debt, Dec., 1899, $25,000. Pres. and Gen. Mgr. Augustus Mellier, 318 Bourse Bldg., Philadelphia, Pa.

Carolina & Northwestern Ry.—Owns narrow-gauge road Chester, S. C., to Lenoir, N. C., 110 miles. Reorganization Feb. 28, 1897, of Chester & Lenoir, foreclosed. In Aug., 1899, the road was reported purchased by R. F. Hoke and associates, and, it was understood, would be standard-gauged and extended from Lenoir, N. C., northwest about 50 miles to Elizabethton, Tenn., and thence to Bristol, also from Chester, S. C., southeast about 50 miles to Camden, on the Southern Ry. The road will probably be operated independently, but what securities will be issued for the extensions could not be ascertained. V. 69, p. 333, 383. Stock, $350,000; par $50. June 30, 1897, income bonds, $25,000; current liabilities, $22,365; current assets, $13,822. Year 1898-99, gross, $126,645; net, $40,901.—(V. 69, p. 333, 383).

Carson & Colorado Ry.—(3-foot gauge)—From Mound House, Nev., to Candelaria, Nev., 158 miles; Junction, Nev., to Keeler, Cal., 142 miles; branches, 7 miles; total, 307 miles. Stock, $6,300,000 authorized; $4,380,000 issued; par $100, Reorganized in 1892. For year ending June 30, 1899, gross, $146,238; in 1897-8, gross, $153,559; net, $73,477; charges, $99,168; balance, deficit, $75,691. In 1896-7, gross, $131,096; net, $31,967. On June 30, 1894, matured interest coupons unpaid amounted to $120,000.

Carthage & Adirondack Ry.—*(See Map N. Y. Central.)*—Owns from Carthage to Newton Falls, New York, 46 miles. The entire stock, $500,000, is owned by the New York Central RR., which in April, 1893, leased the property in perpetuity and guaranteed its $1,600,000 bonds, of which $500,000 were for extensions, etc. (V. 57, p. 218.)

Carthage Watertown & Sackett's Harbor RR.—*(See Map N. Y. Central.)*—Owns from Carthage to Sackett's Harbor, N. Y., 29 miles. Controlled by N. Y. Central, which owns $483,300 of the stock and guarantees the bonds. Leased to R. W. & O. for 37½ p. c. of gross earnings. Rental in 1898-99, $43,875; in 1897-98, $44,163; in 1896-97, $36,083 Capital stock $465,845 common and $21,500 preferred.

Catawissa RR.—Owns from Tamanend, Pa., to Williamsport, Pa., 93 miles, and branches, 10 miles. Re-leased Dec. 1, 1896, for 999 years to Philadelphia & Reading *Railway*. Rental, interest on the bonds, 5 p. c. dividends on the preferred stock, all taxes, and $8,000 for organization expenses. See also V. 63, p. 969, 1116. Of the preferred stocks in 1898 $2,200,000 was first preferred and $1,000,000 second preferred and common was $1,159,500; par $50. Of the new 1st consol. mortgage 4s of 1898, $1,530,000 are reserved to retire 7s and 6s due 1900 and 1902, and $685,000 remainder issued in exchange for remaining bonds of the company. V. 66, p. 1139; V. 63, p. 924, 969.

Catskill Mountain Railway.—Owns narrow-gauge road from Catskill, up the Catskill Mountain, to Palenville, N. Y., 16 miles; leases Cairo RR., Cairo Junction to Cairo, N. Y., 4 miles; total, 20 miles. Stock, $89,000. There are also *second incomes* for $15,600 6 p. c. First incomes have one vote for each $100. For 3 months ending June 30, 1899, gross, $10,214; net, $942. EARNINGS.—Year ending June 30, 1898, gross, $47,846; net, $13,420; interest, etc., $13,331;

Cayuga & Susquehanna RR.—Owns from Susquehanna River to Ithaca, N. Y., 34 miles. Leased during length of charter and renewals thereof to the Delaware Lackawanna & Western at a rental of $54,600 a year. On Dec. 30, 1897, the corporate existence of this company was extended for the period of 50 years from Jan. 1, 1900.

Cedar Rapids Garner & Northwestern Ry.—Garner, Ia., to Titonka, 27·97 m., operated from about Nov., 1898, of which Garner to Hayfield, 8·58 miles, is Burl. Ced. Rap. & Nor. trackage. Extension reported proposed in July, 1899, from Titonka of Bancroft, for which stock was authorized to be increased from $250,000 to $500,000. First 5 per cent gold mortgage (1 bond only) due Oct. 25, 1900. President, A. C. Ripley; Sec., H. H. Bush, Garner, Ia.; Treas., H. N. Brockway.

Central Branch Ry.—Owns Lenora to Atchison, Kan., 293 miles; Jamestown to Burr Oak, Kan., 33 m.; branches, 62 m.; total, 388 miles. Incorporated July 7, 1899, as successor of the Central Branch Union Pacific Ry., Atch. Colorado & Pac. and Atch. Jewell Co. & West. Stock, $7,585,000. The new company assumed the $2,500,000 Cent. Br. U. P. 4s and the $3,459,000 1st 4s distributed to assenting bondholders of Atch. Col. & Pac. and Atch. Jew. Co. & West. to the amount of 75 p. c. of the principal of their holdings, and guaranteed prin. and int. by the Mo. Pac (see V. 68, p. 329). For calendar year 1899 (388 miles), gross, $1,255,377; $1,278,262 in 1898. In year 1897 gross on 100 miles were $612,666; net, $271,506.—V. 70, p. 75.

Central of Georgia Railway.—System includes:

Lines owned in fee.	*Miles.*
Savannah to Atlanta	295
Gordon to Covington	82
Columbus to Birm'gham, Ala.	156
Columbus to Americus	62
Montgomery to Eufaula, Ala.	79
Columbus to Greenville, Ga.	50
Opelika to Roanoke	36
Eufaula to Ozark	60
Griffin to Carrollton	60
Savannah to Tybee	18
Columbus to Andalusia	136
Macon to Athens	102
Total owned (and oper'd)*	1,136

Lines leased—	*Miles.*
Southwestern of Ga. RR.—	
Macon to Eufaula	144
Fort Valley to Perry	12
Fort Valley to Columbus	71
Smithville to Columbia	85
Cuthbert to Fort Gaines	20
Augusta & Savannah RR.—	
Millen to Augusta	53
Propr'y Line—Upson Co. RR.	
Barnesville to Thomaston	16
Total operated	1,537
Ocean Steamship Company, estimated equivalent of	300

* In addition owns in fee Meldrim to Lyons, 58 miles, now leased to Georgia & Alabama RR., making total mileage owned, 1,194 miles. In Sept., 1899, extension from Searight, Ala., to Andalusia, 14 miles, included above, was opened.

ORGANIZATION—Organized Oct. 17, 1895, and Nov. 1 succeeded to the properties of the Central Railroad & Banking Co. of Georgia, sold in foreclosure and reorganized per plan in V. 60, p. 1008 and V. 61, p. 68. Mid. Ga. & At. was purchased Jan. 1, 1897. V. 65, p. 324; V. 62, p. 456; V. 64, p. 82, 180; V. 69, p. 645. In 1898 purchased entire $250,000 stock of Bruton & Pineora Ry., projected Bruton to Pineora, 98 miles; Bruton to Register, 58 miles, in operation in 1899.—(V. 67, p. 687.)

STOCK.—$5,000,000, held by interests friendly to Southern Ry,

BONDS.—The *first mortgage* of 1895 (described in V. 63, p. 1160) is a *first lien* on the *main line* from Atlanta to Savannah, including the Milledgeville branch (312 miles in all), all equipment and appurtenances and the *equity* in $1,995,000 of the capital stock of Ocean Steamship Co. of Savannah. Trustee, Guaranty Trust Co. of New York. Application for listing firsts and consols. in V. 63, p. 1160.

The *consolidated mortgage* (see abstract in V. 61, p. 873, also see V. 63, p. 1160) is a *first lien* upon 530 miles [including former Mont. & Eufaula RR., Sav. & Western and Sav. & Atl.]; also on the leases of the South Western and Augusta & Savannah roads and the stock of New England Steamship Co., and a *second* lien upon the main line, its equipment, etc., and also on the Macon & Northern and Mobile & Girard. It also covers all leaseholds, securities, etc. It may be increased $2,000,000 from $16,500,000 to $18,500,000, at not more than $500,000 in any one year, for betterments and for equipment.

Mobile Division bonds are direct obligations of the Central of Georgia Ry., secured by a first lien on Columbus, Ga., to Searight, Ala., 122 m.

Macon & Northern Division bonds are also direct obligations of the Central Ry., with first lien from Macon to Athens, Ga., 105 miles.

Middle Georgia & Atlantic Division bonds are issued at $9,000 per mile, of which $8,000 was for purchase of road and $1,000 retained by Cent. of Ga. for betterments; subject to the Eatonton Branch bonds, $168,000 on 21 miles, the firsts of 1897 cover the 65 miles of M. Ga. & At. Division. (V. 65, p. 823; V. 64, p. 180; V. 65, p. 324.)

The *preference income bonds*, subject to the prior mortgages, cover the main line and the former Savannah & Western, Columbus & Rome, Montgomery & Eufaula, Mobile & Girard, Macon & Northern and Savannah & Atlantic RRs., and their equipment, etc.; also all leaseholds, securities and equities of properties acquired by the new company. They are non-cumulative and bear interest not exceeding 5 per cent in any one fiscal year, but payable only out of net earnings as declared and secured by the deed of trust. On 1st pref. incomes, paid 1½ p. c. in Oct., 1896, 2¼ p. c. Oct. 1, 1897, 2 p. c. Oct. 1, 1898, and 2 p. c. Oct., 1899. (V. 65, p. 410; V. 67, p. 529; V. 69, p. 491.)

Collateral trust mortgage abstract was in V. 45, p. 242.

LATEST EARNINGS.—5 mos., July 1 to Nov. 30. 1899-00.....Gross, $2,604,111; net, $924,670. 1898-99.... Gross, 2,596,106; net, 982,142

ANNUAL REPORT.—Report for 1898 9 in V. 67, p. 849.

Years end. June 30—	1899.	1898.	1897.
Gross earnings	$5,767,346	$5,507,070	$5,280,696
Total operating expenses	3,759,978	3,433,777	3,271,594
Taxes	206,734	176,132	180,968
Net earnings from operation	$1,800,634	$1,897,161	$1,828,134
From steamships, etc	215,218	110,275	329,807
Total	$2,015,852	$2,007,436	$2,157,941

DEDUCTIONS FROM INCOME FOR YEAR 1898-9.

Interest on funded debt	$1,536,800	Total deduct's from inc.	$1,956,964
Rentals, etc	420,164	Net income	58,888

OFFICERS.—President, H. M. Comer, Savannah, Ga.; Vice-President, John M. Egan.—(V. 69, p. 491, 645, 793, 849.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Central New England—Common stock.....	....	....	$100	$3,450,000	To be held in trust for ten years, or until 4 per cent is paid on general mortgage for two years.			
Preferred stock, 4 per cent.....	....	....	100	3,150,000				
1st M., $1,250,000, call at 105 after 1904. FP c*	58	1899	1,000	650,000	5 g.	F. & A	Co.'s of. or ag'cy, Phila.	Feb. 1, 1919
Gen'l mort., 5 p. c. incomes, $8,500,000. FP....r	58	1899	1,000	7,163,323	5 g.	Oct. 1.	Yearly, if earned.	Feb. 1, 1949
Dutchess Co. RR., 1st M., gold, guar (see text).c*	12	1890	1,000	350,000	4½ (6) g.	J. & D.	Co.'s of. or ag'cy, Phila.	June 1, 1940
Central Pacific—NEW SECURITIES OUTSTANDING	UNDER READJUSTMENT PLAN.							
Common stock, $67,275,500.....	....	....	.....	67,274,200	Held by	South'n	Pacific Company.	
Preferred stock, 4 p. c., cum., $20,000,000.....	....	....	100	12,000,000	Held by	South'n	Pacific Company.	
1st ref. M., $100,000,000, g., gu., p.& l.en. Co.c*&r	1,349	1899	500 &c.	a 51,482500	4 g.	F. & A.	1st cp. pay'e Fb. 1, 1900	Aug. 1, 1949
New 3½s, $25,000,000, g., gu., p.& l. end. Us.c*&r	1,349	1899	500 &c.	24,407,000	3½ g.	J. & D.	1st cp. pay. Dec. 1, 99.	Aug. 1, 1929
Notes for U. S. debt, due $2,940,635 half-yearly.	...	1899	.....	47,056,000	3	.....	.....	Ag.'01-Feb.'09
OLD SECURITIES NOT EXCHANGED. See foot note b								
1stM., Ser. E, gold, ext., '97, 5s, call. } $19,503,000	598	1867	1,000	Ab30000	5 (6) g.	J. & J.	N.Y., S.Pac.Co., 23 Br'd.	June 1, 1900
Ser. F to I, incl., gold, call .... }	598	1868	1,000		5 (6) g.	J. & J.	do do	June 1, 1901
1st M. S. Joaquin Val. Br., gold (s. f.) $5,678,000	146	1870	1,000	402,000	6 g.	A. & O.	N.Y., S.Pac.Co., 23 Br'd.	Oct. 1, 1900
Cal. & O. 1st M., ser. A, g. (ext.). } $10,340,000	296	1868	1,000	651,000	5 g.	J. & J.	do do	Jan. 1, 1918
Series B, gold (extended)..... }	296	1872	1,000		5 g.	J. & J.	N.Y., S.Pac.Co. & London	Jan. 1, 1918
Land gr. 1st M., g., gu., ext. in 1890, $2,134,000.	....	1870	1,000	118,000	5 g.	A. & O.	N.Y., So. Pac. & London.	Oct. 1, 1900
Mort. gold 6s, 1936, land grant, s. f., $56,000....	....	1886	1,000	25,000	6 g.	A. & O.	do do	Oct. 1, 1936
Mort. g., 5s, 1939, ld. gr., gu., s. f., $10,245,000.c	1,360	1889	1,000	402,000	5 g.	A. & O.	N. Y. & San Francisco.	Apr. 1, 1939
Cent. Pa. & West'n.—Wilkesb. & West., 1st M., g.c*	31	1886	1,000	620,000	5 g.	J. & J.	.....	July 1, 1926
Cent. RR. of N. J.—Stock ($30,000,000 author)..	....	....	100	27,055,800	4 in 1899	Q.—F.	N.Y.Off., 143 Liberty St.	Fb. 1,'00, 1¼%
Bonds, secured by consolidated mortgage of 1874	....	1872	1,000	1,167,000	7	M. & N.	N. Y., Liberty Nat. Bk.	Nov. 1, 1902
Convert. debentures, convert. into stock till 1907	....	1883	1,000	410,000	6	M. & N.	N. Y., Liberty Nat. Bk.	May 1, 1908

a Balance, $47,056,000 retained as collateral for 3 per cent notes held by U. S. Government. Amount outstanding is as in Oct., 1899.

b Amounts before exchange began

Central Massachusetts RR.—Owns North Cambridge to Northampton, Mass., 99 miles. The stock is $7,421,592 (par $100), of which $3,950,492 is preferred and controls the company until 8 per cent dividends shall have been earned thereon in any one year.

DIVIDENDS..... Per cent.....	Jan., 1896. 1½ for '95.	1896. 1½	1897. 1½	1898. 1½	1899. 1½

Leased to Boston & Lowell for 99 years from 1886, at a rental of 20 p. c. of gross up to $1,000,000 and 25 per cent of excess above that sum, but with a guaranty of sufficient rental to pay interest. In June, 1899, suit was brought by the stockholders to break the lease. V. 68, p. 570, 669, 1224. For 6 months to Sept. 30, 1899, $488,134, against $418,524 in 1898. For year ending March 31, 1899, gross earnings, $835,787; rental, etc., $167,370; interest, $117,592; dividends, $59,-163; deficit, $9,385.—(V. 69, p. 905.)

Central New England RR.—Owns from Campbell Hall, crossing the Hudson River at Poughkeepsie by its own bridge, to Silvernails, 58 miles; and leases and controls Hartford & Conn. Western RR., Hartford to Rhinecliff, 109 miles; total, 167 miles; also Dutchess Co. RR., from Poughkeepsie to Hopewell Junc., 12 miles; trackage, 1 mile. The extension from Tariffville, Conn., to Springfield, Mass., 18 miles, almost completed in 1899.

ORGANIZATION.—Incorporated in January, 1899, per plan in V. 66 p. 574, and V. 67, p. 789, as successor of Phil. Read. & New Eng. RR. sold in foreclosure Oct. 6, 1898.—V 68, p. 84. In January, 1899, persons friendly to Boston & Albany acquired a large interest. V. 68, p. 41, 84. Owns $1,390,000 Hartford & Conn. Western stock.

STOCK.—The stock is to be held in trust for ten years, or until 4 p. c interest is paid on general mort. for two years.

BONDS.—Of the first 5s, $650,000 are issuable at once for assessments, line to Springfield, etc,, and $600,000 will be reserved for improvements. Interest on Dutchess Co. RR. firsts reduced to 4½ p. c.

The fixed charges will aggregate $147,500. Annual net earnings of old company, $200,000; estimated surplus, $52,500. This includes interest upon the cost of the Springfield line, but without allowance for any increased revenue therefrom.—V. 66, p. 761.

LATEST EARNINGS—5 mos., July 1 to Nov. 30	1899.....Gross, $323,560; net, $66,504
	1898.....Gross, 276,267; net, 92,204

For years ending June 30 earnings of old company were as follows:

Year to June 30—	*Gross.*	*Net.*	*Charges.**	*Balance.*
1897-8.....	$681,611	$213,529	$135,896	sur.$77,633
1898-9.....	677,206	205,266	136,281	sur. 69,985

*NOTE.—Excluding bond interest.

OFFICERS.—John W. Brock, of Phila., President; J. K. O. Sherwood, of N. Y., Treas., and C. A. Heller, of Phila., Sec.—V. 69, p. 129.

Central New York & Western RR.—In 1899 consolidated with Pittsburg Shawmut & Northern RR., which see.

Central Ohio RR.—In Jan., 1900, the new B. & O. securities were being delivered on basis shown under B. & O. V. 70, p. 75.

Central Pacific Ry.—*(See Map of Southern Pacific.)*

Lines owned—	*Miles.*
San Francisco, Cal., to near Ogden, Utah.....	871
Lathrop, Cal., to Goshen, Cal.	146
Roseville Junction, Cal., to Oregon State Line.....	296
Branches to San Jose, etc....	35
Trackage—	
Northern Ry,, Main Line.....	6
Union Pacific into Ogden....	5
Total.....	1,359

ORGANIZATION.—Incorporated in Utah in July, 1899, as successor of the *railroad* under the plan of readjustment in V. 68, p. 378, by which plan the Southern Pacific acquired the entire capital stock and guaranteed the principal and interest of the two new Central Pacific bond issues shown above. The old indebtedness, including the U. S. Government loan, excepting (in Jan., 1900,) $1,527,000 bonds, largely soon to mature, has been discharged. The new securities are:

(1) *Common stock*, $67,275,500, all held by So. Pac. Co.

(2) *Preferred stock*, 4 per cent cumulative, authorized issue $20,000,000, delivered to Southern Pacific Co. in consideration of issue of equal amount at par value of the Southern Pacific Company's 4 per cent gold bonds; of which delivered on completion of readjustment, $12,000,000; reserved to be delivered only to provide additional funds, if required, for the payment of 3 per cent notes to the United States, and thereafter only for betterments and additions, $3,000,000; reserved to be delivered for improvements and additions at not exceeding $200,000 yearly, $5,000,000.

(3) *First refunding M.* gold 4s, $100,000,000, and secured by all the railroads, terminals and equipment now owned, including about 1,349 miles of first track, etc., or by deposit as collateral security of at least 90 per cent of the present outstanding first mortgage bonds of the Cent. Pac. RR. Co. of California and the West. Pac. RR. Co., and at least 75 p. c. of all the now outstanding bonds of the Central Pacific RR. Co. and merged companies; of which retained by United States as collateral for 3 p. c. notes, $47,056,000 issued; in partial exchange for existing bonds, $51,253,500 purchased by syndicate to provide cash requirements of plan, $1,690,500. See ABSTRACT, V. 69, p. 808.

(4) *Thirty-year gold* 3½s, $25,000,000, secured by a second lien upon all the properties covered by the 1st ref mortgage, and also by deposit with the Trustees as acquired of all securities and moneys held in any sinking fund of the Central Pacific RR., consisting Jan. 1, 1899, of $12,553,000 in securities and $86,459 cash, and by a trust deed upon all the lands now covered by the mortgage dated Oct. 1, 1870; of which in partial exchange for existing bonds, $13,695,000; purchased by syndicate to provide cash requirements of plan, $11,305,000. See Mortgage Abstract, V. 69, p. 858; also see p. 851.

(4) *Twenty three-per-cent notes*, aggregating $58,812,714, issued to the Government in settlement of subsidy debt; $11,762,543 paid, leaving $47,056,000 to mature. $2,940,635 half-yearly Aug., 1901, to Feb., 1909. First refunding 4s are deposited to retire them when due.

The Southern Pacific Co. has acquired the stock of the Cent. Pacific RR., issuing its own stock for $67,275,500 as part consideration, and also $36,819,000 collateral 50-year gold 4s, secured by a collateral trust mortgage covering all the new Cent. Pac. preferred and common stock acquired. See statement for Southern Pacific Co.

Status of New Company.—The fixed charges will aggregate $4,875,000; on the 4s held by the Government the saving of 1 per cent per annum until Feb. 1, 1901, or about $470,000, while the sinking funds will earn about $695,000, making net charges $3,710,000.

LAND GRANT.—Total land grant was about 12,000,000 acres, of which about 7,370,000 acres remained unsold on Feb. 1, 1899. Sales in 1898-9, 43,420 acres; cancellations, 8,340 acres. Land contracts on hand July 1, 1899—uncompleted payments, $131,508; principal of deferred payments, $630,692; and interest do., $583,914; average price per acre, $4.70.

EARNINGS.—5 months, July 1 to Nov. 30.	1899.....Gross, $8,867,921; net, $4,020,071
	1898.....Gross, 7,292,721; net, 3,002,487

ANNUAL REPORT.—Fiscal year (since 1896) ends June 30. In 1898-99, gross, $16,401,027; net, $6,362,378; other income, $62,682; int., taxes, sinking funds, etc., $5,647,340; bal., payable to Cent. Pac. as rental, $777,720. Abstract of report for year ending June 30, 1898, was given in V. 67, p. 1157, 1163, showing gross, $15,766,349; net, $6,544,679. For the calendar years.

Year ending Dec. 31—	1896.	1895.	1894.
Gross earnings.....	$12,527,084	$13,045,657	$13,118,245

—V. 68, p. 523, 617, 721; V. 69, p. 26, 282, 645, 646, 794, 851, 1103.

Central Ry. of New Brunswick.—Norton Station (on Intercolonial Ry.) N. B., to Chipman, N. B., 46 miles, opened in 1888. In 1897, southern division, Hampton to Quaco, N. B., 30 miles, was sold to Hampton & St. Martin's Ry. Extension was proposed from Chipman to Newcastle coal fields, 15 miles, and subsidy of $48,000 authorized therefor. Stock, $[illegible]00,000, all outstanding. Bonds issued, $540,000 fifty-year coupon 6s ($1,000 each), due Nov. 1, 1937, int., M.-N., payable in New York, N. Y., London, England, and St. John, N. B.; Central Trust Co., N. Y., Trustee; President, C. Ford Stevens; Sec., W. J. Fowler; Treas. and Gen. Mgr., E. G. Evans.—V. 63, p. 116.

Central RR. of New Jersey.—*(See Map)*—ROAD—Operates from Jersey City, opposite New York City, westerly to Wilkesbarre and Scranton, Pa., and the neighboring anthracite coal fields; also southerly to the seashore resorts along the coast of New Jersey, etc.:

Lines owned in fee.	*Miles.*
Jersey City to Phillipsburg....	72
Sundry branches	85
Entire stock owned.	
Long Branch & Seashore.....	6
New York & Long Branch RR., Perth Amboy to Bay Head..	38
New Jersey South'n RR., Long Branch to Atsion, etc.....	78
Other lines (no debt)	138
Leased (mostly for 999 yrs.)	*Miles.*
Ogden Mine RR. ¶.....	10
Nesquehoning Valley ¶.....	17
Lehigh & Susquehanna, Phillipsburg to Union June., etc. †	172
Wilkesbarre & Scranton ¶.....	5
Lehigh & Lackawanna.....	35
Other lines.....	9
Allentown Term. (oper. jointly)	3
Trackage—	
Union Coal RR.....	10
Lehigh & New England.....	2
Tresckow Branch.....	5
Total operated Jan. 1, 1899..	685

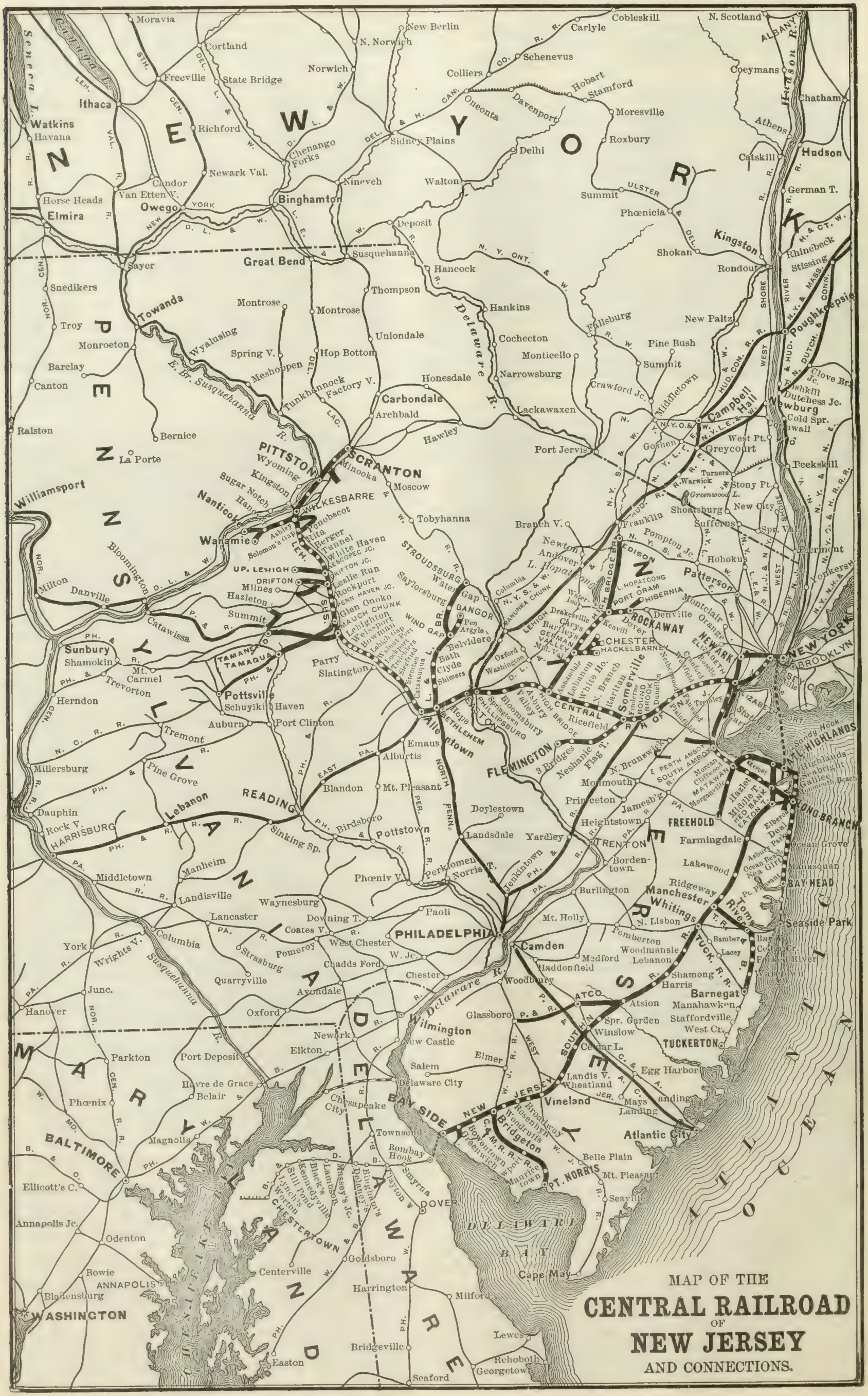
¶ See this company. † See Lehigh Coal & Nav. in "Misc. Companies." There are 261 miles of second and 30 miles of four tracks. With the Balt. & Ohio and the Phila. & Reading operates the "Blue Line" between Washington and the Southwest and New York, the B. & O. tracks being used to Philadelphia, the Reading to Bound Brook and the Central N. J. to Jersey City.

HISTORY.—Chartered in 1849. From May, 1883, to Jan. 1, 1887, leased to Philadelphia & Reading. Receivers were in possession from Jan. 1, 1887, till January, 1888. Reorganized in 1887 without foreclosure—see plan V. 44, p. 714, 716. Operated from February to August, 1892, under lease by Reading RR. Co. Concerning coal properties see Lehigh & Wilkesbarre in "Miscellaneous."

STOCK.—Increased to $27,053,800 in May, 1899, by sale of $4,503,800 at par, and further increased in 1899, $2,000, by issue of stock in exchange for convertible debentures. See below.

DIVIDENDS.— Per cent.	'89. '90. '91. '92. '93. '94. '95. '96. '97. '98. '99 1900
	3 6 6½ 7 7 7 5½ 5 4¼ 4 4 Feb., 1¼

Stock was restored to a 5 per cent basis in Feb., 1900.—V. 70, p. 75.


NEW YORK
PENNSYLVANIA
NEW JERSEY
MARYLAND
DELAWARE
Moravia
Cortland
New Berlin
N. Norwich
Cobleskill
Carlyle
N. Scotland
Freeville
State Bridge
Norwich
Colliers
Schenevus
Coeymans
Ithaca
Watkins
Havana
Richford
Oneonta
Hobart
Stamford
Davenport
Moresville
Chatham
Athens
Hudson
Chenango Forks
Sidney Plains
Delhi
Roxbury
Catskill
Newark Val.
Candor
Van Etten
Nineveh
Walton
Summit
German T.
Horse Heads
Elmira
Owego
Binghamton
Deposit
Phœnicia
Kingston
Shokan
Rhinebeck
Stissing
Sayer
Great Bend
Susquehanna
Hancock
Rondout
Snedikers
Thompson
Troy
Towanda
Montrose
Hankins
New Paltz
Poughkeepsie
Monroeton
Wyalusing
Uniondale
Cochecton
Fallsburg
Pine Bush
Barclay
Spring V.
Hop Bottom
Monticello
Summit
Canton
Meshoppen
Honesdale
Narrowsburg
Clove Br.
Dutchess Jc.
Tunkhannock
Factory V.
Crawford Jc.
Middletown
Ralston
Carbondale
Lackawaxen
Newburg
Cold Spr.
Bernice
Archbald
Hawley
Port Jervis
West Pt.
La Porte
Goshen
Greycourt
Peekskill
PITTSTON
Wyoming
SCRANTON
Minooka
Moscow
Williamsport
Kingston
Sugar Notch
WILKESBARRE
Nanticoke
Tobyhanna
Branch V.
Shoatsburg
New City
Franklin
Sufferns
Wanamie
Ashley
Solomon's Gap
Rita
Berger
Tunnel
White Haven
Newton
Andover
Hohokus
Pompton Jc.
Piermont
Bloomsburg
Milton
Danville
UP. LEHIGH
DRIFTON
Milnes
Hazleton
Summit
Catawissa
Leslie Run
Rockport
Glen Onoko
Lehighton
Weissport
Buwmun
Columbia
Andover
Patterson
Montclair
Orange
Denville
Dover
Drakesville
Kenvil
Barleys
Mt. Vale
CHESTER
HACKELBARNEY
ROCKAWAY
NEWARK
NEW YORK
BROOKLYN
Sunbury
Shamokin
Mt. Carmel
Trevorton
Herndon
Parry
Slatington
Pottsville
Schuylkill Haven
Auburn
Port Clinton
Tremont
Millersburg
Pine Grove
Blandon
Mt. Pleasant
Doylestown
Heightstown
Princeton
Jamesbg
FREEHOLD
LONG BRANCH
Dauphin
Rock V.
HARRISBURG
Lebanon
READING
Sinking Sp.
Birdsboro
Pottstown
Landsdale
Yardley
TRENTON
Farmingdale
Ocean Grove
Middletown
Manheim
Landisville
Phœniv V.
Perkiomen
Norris T.
Jenkintown
Burlington
Lakewood
Manasquan
Ridgeway
Manchester
Whitings
Toms River
BAY HEAD
Waynesburg
Lancaster
Downing T.
Paoli
Mt. Holly
N. Lisbon
Seaside Park
York
Columbia
Coates V.
PHILADELPHIA
Pemberton
Camden
Bamber
Cedar Cr.
Wrights V.
Strasburg
Pomeroy
West Chester
W. Jc.
Woodmansie
Medford
Lacey
Forked River
Susquehanna
Chadds Ford
Lebanon
Haddonfield
Warretown
Quarryville
Chester
Shamong
Harris
Barnegat
Junc.
Ayondale
Woodbury
Hanover
Oxford
Delaware R.
ATCO
Atsion
Manahawken
Glassboro
Spr. Garden
Staffordville
Wilmington
Newark
New Castle
Winslow
West Cr.
Cedar L.
TUCKERTON
Parkton
Elkton
Port Deposit
Elmer
Salem
Egg Harbor
Havre de Grace
Belair
Delaware City
Landis V.
Wheatland
Mays Landing
Phœnix
Chesapeake City
BAYSIDE
Vineland
Broadway
Rosenhayn
Woodruffs
Bridgeton
Atlantic City
Magnolia
Townsend
Bombay Hook
Belle Plain
BALTIMORE
Bowentown
Greenwich
Maurice R.
PT. NORRIS
Mt. Pleasant
Ellicott's C.
Black's
Kennedyville
Still Pond
Lambson
Massey's Jc.
Bingham's
Delmar's
Clayton
Smyrna
DOVER
Seaville
Lynchs
Worton
CHESTERTOWN
Annapolis Jc.
Odenton
DELAWARE BAY
Goldsboro
Centerville
Cape May
Bowie
ANNAPOLIS
Bladensburg
WASHINGTON
Harrington
Milford
Lewes
Bridgeville
Rehoboth
Georgetown
Easton
Seaford
ATLANTIC OCEAN
Sandy Hook
HIGHLANDS
Highlands
Seabright
Galilee
Monmouth Beach
Asbury Park
Ocean Beach
Sea Girt
Eberon
Deal
Park
Keyport
Hazlet
Middle T.
RED BANK
EATON T.
Monmouth
Morgan
Cliffwood
MATAWAN
Morganville
N. Brunswick
PERTH AMBOY
SOUTH AMBOY
Neshanic
Flag T.
3 Bridges
FLEMINGTON
Ricefield
Somerville
Raritan
Bloomsbury
Asbury
Valley
HIGH BRIDGE
Annandale
Lebanon
White Ho.
N. Branch
CENTRAL R.R. OF N.J.
Springtown
PHILLIPSBURG
EASTON
BETHLEHEM
Allentown
Emaus
Alburtis
Saylorsburg
Water Gap
BANGOR
Pen Argyle
Belvidere
Bath
Clyde
Shimers
Oxford
Washington
Columbia
Manunka Chunk
L. Hopatcong
Port Oram
Hibernia
Drakesville
Barleys
Mt. Vale
GERMAN VALLEY
Kenvil
Dover
Denville
Orange
Montclair
Patterson
Franklin
Pompton Jc.
Hohokus
Sufferns
Spr. Val.
Piermont
Yonkers
Greenwood L.
Turners
Stony Pt.
New City
Shoatsburg
Warwick
Goshen
Greycourt
Port Jervis
Campbell Hall
Newburg
Cold Spr.
Dutchess Jc.
Clove Br.
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Crawford Jc.
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Pine Bush
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Rondout
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Shokan
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Summit
ULSTER
German T.
Hudson
Catskill
Athens
Coeymans
Chatham
Albany
Hudson R.
Oneonta
Davenport
Stamford
Hobart
Colliers
Schenevus
Cobleskill
Carlyle
N. Scotland
Cortland
New Berlin
N. Norwich
Norwich
Freeville
State Bridge
Ithaca
Watkins
Havana
Richford
Newark Val.
Candor
Van Etten
Nineveh
Walton
Binghamton
Owego
Elmira
Horse Heads
Deposit
Sayer
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Hancock
Snedikers
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Troy
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Hop Bottom
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Meshoppen
Honesdale
Narrowsburg
Tunkhannock
Factory V.
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Lackawaxen
Ralston
Archbald
Hawley
Bernice
La Porte
PITTSTON
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Sugar Notch
WILKESBARRE
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Tobyhanna
Wanamie
Ashley
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UP. LEHIGH
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Milnes
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Leslie Run
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Lehighton
Weissport
Buwmun
Sunbury
Shamokin
Mt. Carmel
Trevorton
Herndon
Parry
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Pottsville
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Auburn
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York
Columbia
Coates V.
PHILADELPHIA
Wrights V.
Strasburg
Pomeroy
West Chester
W. Jc.
Susquehanna
Chadds Ford
Quarryville
Chester
Junc.
Ayondale
Hanover
Oxford
Delaware R.
Wilmington
Newark
New Castle
Parkton
Elkton
Port Deposit
Salem
Havre de Grace
Belair
Delaware City
Phœnix
Chesapeake City
BAYSIDE
Magnolia
Townsend
BALTIMORE
Bombay Hook
Ellicott's C.
Annapolis Jc.
Odenton
Bowie
ANNAPOLIS
Bladensburg
WASHINGTON
Centerville
Goldsboro
Harrington
Milford
Bridgeville
Easton
Seaford
Lewes
Rehoboth
Georgetown
DELAWARE BAY
Cape May
MAP OF THE
CENTRAL RAILROAD
OF
NEW JERSEY
AND CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Central Railroad of New Jersey—(Concl'd)—								
Cent. RR. of N.J., Gen. mort. for $50,000,000, g., c&r	All.	1887	$500&c.	$43,924,000	5 g.	¶	N. Y., 143 Liberty St.	July 1, 1987
Equipm't mort., 1-10 payable yearly, $1,700,000	....	1899	1,000	1,700,000	4	J. & D.	N. Y., Liberty Nat. Bk.	Y'rly to 1909
Real estate bond and mortgages	....	....	....	313,350	5	Various	do do	Various dates
Guaranteed Bonds—								
Am. Dock & Imp. Co. 1st M., gu., redeem. at 110...c*	....	1881	1,000	4,987,000	5	J. & J.	N. Y., Liberty Nat. Bk.	July 1, 1921
N.Y. & L.Br. gen. M., $2,500,000, g. ($192,000 5s)	38	1891	1,000	1,692,000	4 & 5 g.	M. & S.	do do	Sept. 1, 1941
Leh. & Hud. River, gen. M., g., guar. jointly...c*	....	1890	1,000	a 1,062,000	5 g.	J. & J.	N. Y., Nat. Exch. Bank.	July 1, 1920
J. City bonds, guar. (part yearly Dec. 1) see text	....	1898	.....	340,692	4	J. & D.	.....	Dec. 1'1900-03
Central RR. of Pennsylvania—Bonds, $1,200,000..	....	1893	500 &c.	600,000	6	M. & N.	Phil., Fid. I. Tr. & S. D. Co.	May 1, 1943
Central of South Carolina—1st mortgage, gold...c	40	1881	1,000	300,000	6 g.	J. & J.	N. Y., Cuyler, M. & Co.	July 1, 1921
Central Vermont—Stock, $3,000,000	....	....	100	3,000,000	Majority held by Grand Trunk Ry. of Canada.			
1st M., $12,000,000 gold, traffic guar. A B c & r.	All.	1899	1000&c.	11,000,000	4 g.	Q.—F.	Bos., Am. L. & T. Co.	May 1, 1920
Equipment bonds, gold, drawn at 100 Jan. 1	....	....	1,000	325,000	6 g.	J. & J.	U.S. Mort. & Tr. Co., N.Y.	$25,000 y'rly.
Centralia & Chester—Receiver's ctfs., V. 68, p. 1179	....	....	.....	abt. 500,000	6	.....	.....	.....
1st mortgage, $12,000 per mile, gold.....c*	100	1889	1,000	978,000	5 g.	J. & J.	Interest in default.	July 1, 1919
Charl. Clend. & Sut.—1st M. g., $30,000 p. m. W. P. c*	....	1894	1,000	1,000,000	5 g.	A. & O.	Phil. W st End T. & S. D. Co	Oct. 1, 1944
Charleston & Savannah—Stock	100	....	.....	500,000	.....	.....	.....	.....
General mortgage, gold. c*	103	1886	1,000	1,500,000	7 g.	J. & J.	N.Y., 12 W. 23 & Cha'st'n	Jan. 1, 1936
1st and 2d pref. inc., $1,000,000 each, non-cum..	103	1886	1,000	2,000,000	7	April.	See text.	Irredeemable.
Charl. & West. Car.—1st M., g. ($8,000 p.m.). Ce..c* & r	....	1896	1,000	2,720,000	5 g.	A. & O.	N. Y., Chase Nat. Bank.	Oct. 1, 1946
Income M., g., non-cum., ($7,000 per mile) G..c*	....	1896	1,000	2,380,000	5	October	If earned.	Oct. 1, 1946
Augusta Ry. Terminal 1st M., g., gu., p, & i. end. Ce.	....	1897	1,000	600,000	6 g.	A. & O.	N. Y. Cent. Tr. Co.	Apr. 1, 1947
Chartiers—Stock	....	....	50	645,300	7 in '99	A. & O.	.....	Oct. 2, '99, 3½%
1st mortgage, guar. p. & i. by Penn. RR.....c	23	1871	1,000	500,000	7	A. & O.	Philadelphia, Penn. RR.	Oct. 1, 1901
Chateaugay RR.—Stock	....	....	100	75,000	.....	.....	.....	.....

¶ On coupon bonds J&J; on registered bonds Q.—J. a Guaranteed jointly with Le high Co al & Navigation Co.

BONDS.—Jersey City bonds (V.68, p. 128), representing taxes on terminal property, will be taken up by C. RR. of N. J., viz.:

1900, $75,488; 1901, $66,202; 1902, $76,616; 1903, $122,385.

Of the *general mort. of 1887* (see abstract of mort. V. 45, p. 402) $6,076,000 on Jan. 1, 1898, were reserved for the prior Cent. N. J. bonds and for the following: N. J. Southern 6s, $411,000; Long Branch & Seashore 7s $197,000. All the old bonds, it will be noticed, mature within a few years. General mortgage trustee is the Central Trust Co.

Jointly and severally with the Coal & Nav. Co guarantees $1,062,000 Leh. & Hud. River Ry. Gen. 5s, prin. and int. See V. 67, p. 788.

See *New York & Long Branch* bonds in SUPPLEMENT of Jan., 1897; during 1897 $50,000 general 5s were issued for improvements.

The $1,500,000 New York & Long Branch 1st 5s were called for payment on June 1. 1899, and replaced by gen. 4s, which became a first mortgage on the entire property of the N. Y. & L. B. RR.—V. 68, p. 283.

GENERAL FINANCES, &C.—The $2,310,000 Lehigh C. & N. 6s assumed were paid Dec. 15, 1897, general 5s having been sold therefor. V. 65, p. 1114, 1219. In April, 1898, the Lehigh & Wilkesbarre Coal Co., it was stated, had only $375,000 of loans and bills payable outstanding that were not held by the Central RR. of New Jersey. The current liabilities of the latter company were shown in the balance sheet, V. 66, p. 424. See also V. 64, p. 1041.

The sale of $4,503,500 stock at par to stockholders of record May 10 provided for retirement of $3,836,000 consol. 7s due July 1, 1899, $411,000 New Jersey Southern 1st 6s due July 15, 1899, and $197,000 Long Branch & Sea Shore 1st 7s due Dec. 1, 1899, a total of $4,444,000 bonds, with annual interest charge of $306,970. V. 68, p. 822.

EARNINGS.—11 mos., January 1 to Nov. 30. } 1899.. .Gross, $13,707,905; net, $5,678,953
} 1898....Gross, 11,551,422; net, 4,593,345

3 months ending March 31.—

3 mos.	*Gross.*	*Net.*	*Other inc.*	*Interest, etc.*	*Bal., sur.*
1899....	$3,207,756	$1,144,777	$252,331	$1,172,045	$225,063
1898....	2,824,633	948,442	237,708	1,005,002	81,148

ANNUAL REPORT—Annual meeting is held on Friday next preceding second Monday in May. The report for 1898 was in V. 68, p. 278.

Year ending Dec. 31.	1898.	1897.	1896.
Passenger and freight	$7,267,032	$6,901,557	$6,655,177
Anthracite coal	4,826,950	5,261,282	5,381,111
Mail, express, etc	584,865	535,970	543,162
N. Y. & L. B. Division	480,876	469,964	465,017
Trackage	27,548	43,999	72,884
Total gross earnings	$13,187,271	$13,212,772	$13,117,350
Net over expenses and taxes	$5,118,958	$5,044,101	$4,798,782
Income from investments	596,526	698,139	840,440
Do premium account			
Do Leh. & Wilks. coupons.	*.....	*.....	†428,120
Total net income	$5,715,484	$5,742,240	$6,067,342
Interest on debt	$2,996,809	$3,027,755	$3,030,029
Rentals paid	1,585,940	1,627,868	1,641,048
Dividends	(4)899,880	(4)899,880	(5)1,124,850
Balance	sur.$232,854	sur.$186,737	sur.$271,415

† Not paid in cash, but collectible June 1, 1900. See Lehigh & Wilkes.
* Lehigh & Wilkes. coupons, included in 1896, omitted. (V. 67, p. 221, 788, 1054; V. 68, p. 128, 278, 283, 822, 925, 1022, 1131; V. 70, p. 75.)

Central RR. of Pennsylvania.—Owns Bellefonte (Penn. RR.) to Mill Hall, Pa. (on Beech Creek RR.) 27 miles; branch, 4 miles; operates Nittany Val. RR., 7 miles. Current liabilities June 30, 1897, $199,557. For year 1897-8, gross, $31,525; deficit under operating, $8,198; charges, $48,469; deficit, $56,667. Stock, $1,200,000; par, $50.

Central RR. of South Carolina.—Owns from Lane, S. C., to Sumter, S. C., 41 miles. Leased to the Atlantic Coast Line RR. of South Carolina; rental $31,000 yearly. Stock, $170,000, par $50. In year 1897-98, gross, $95,286; net over taxes, $36,019.—V. 64, p. 887.

Central Vermont Ry.—Tidewater at Rouse's Point, at north end of Lake Champlain to New London, Conn., viz.:

Owned in fee—	*Miles.*	*Leased—*	*Miles.*
Windsor to Rouse's Point, etc.	179	New London & Northern ¶	157
Essex Jct. to Cambridge, Vt.	26	Montreal & Province Line Ry.	40
St. Albans to Richford, Vt.	28	*Operated—*	
Entire stock owned—		Stanstead Shefford & Chambly.	43
Montreal & Vermont Junc.	23		
Montpelier & White Riv. RR.	14	Total op'd (¶ See these co's.)	510

ORGANIZATION.—Succeeded May 1, 1899, as a reorganization, per amended plan in V. 67, p. 735, the Central Vermont *Railroad*, sold under foreclosure March 21, 1899. V. 68, p. 1076.

SECURITIES, ETC.—The Grand Trunk Ry. holds $2,165,000 of the $3,000,000 stock, and under a traffic contract will make good any deficiency in earnings to meet interest on the new firsts up to 30 p. c. of Grand Trunk gross receipts from traffic interchanged. The new 4 p. c. mortgage is for $12,000,000, of which $7,000,000 exchanged for Consol. RR of Ver. 5s, $4,000,000 to acquire branch lines and for other purposes, leaving $1,000,000 in the treasury. V. 66, p. 708, 759. See also V. 67, p. 273; V. 68, p. 1076.

EARNINGS.—The earns. of the old company, excluding Rutland RR. and Ogdensburg & Lake Champlain [leases abandoned] were:

Year end. June 30—	*Gross earnings.*	*Net earnings.*	*Mr. Little's deductions.*	*Rentals, taxes, etc.*	*Balance, sur. or def.*
1896-97..	$3,702,293	$705,139	.....	....	.....
1895-96..	3,493,580	1,006,018	$177,511	$858,593	def. $30,886

Officers.—President, E. C. Smith, St. Albans; Clerk and Treasurer, R. H. Ingram, St. Albans, Vt.—V. 68, p. 1076; V. 69, p. 851, 1300.

Centralia & Chester RR.—Owns Chester, Ill., to Salem, Ill., 91 m. and Sparta to Rosborough, 5 m.; total, 96 m. On June 7, 1897, C. M. Foreman of Nashville, Ill., was appointed receiver—see V. 64, p. 1137. On June 2, 1899, sale ordered on 40 days' notice, but in Jan., 1900, no date of sale had been fixed and no plan of reorganization agreed upon. V. 68, p. 1179. Receivers' certificates for $200,000 authorized in August, 1897, to complete line from Evansville to Chester; additional certificates for $175,000 authorized in Dec., 1897; third issue of $50,000 in March, 1898, and in Sept., 1898, $75,000. Total issued, about $500,000—see V. 68, p. 1179; V. 69, p. 794. Stock, $948,000. Farmers' Loan & Trust Co., trustee of the mortgage. For year ending June 30, 1899, gross, $90,041; deficit under operating expenses, $23,483. In 1897-98, gross, $63,671; deficit, $30,213.—V. 67, p. 735, 738; V. 68, p. 722, 771, 1179; V. 69, p. 794.

Charleston Clendennin & Sutton RR.—Owns road, completed in December, 1895, from Charleston, W. Va., via Clendennin to Clay Court House, 51 miles, and under construction via Clay Court House to Sutton, 49 miles additional; in Dec., '97, graded 12 miles from Clay C. H. Capital stock authorized, $3,000,000; par, $100; outstanding Oct., 1898, $367,300. First mortgage is for $3,000,000.

EARNINGS.—Year ending June 30, 1898, gross, $57,436; net, $20,201; int. on bonds, $75,000; balance, deficit, $54,779.

President, W. D. Stratton; Secretary and Treasurer, Pierre W. Briggs, 100 Broadway, New York. V. 61, p. 1012.

Charleston & Savannah Ry.—*(See Map Sav. Flor. & West.)*—Owns from opposite Charleston, S. C., to Savannah, Ga., 115 miles, and branch 6 m. Operates from Ashley Junc. to Charleston, S. C., and Central RR. of Georgia, crossing to S. F. & W. Ry. at Southover, 11 miles. Green Pond Walterboro & Branchville Ry., 14 miles, is controlled in same interest but operated separately. Belongs to Plant system. In March, 1898, Walterboro & Western, Walterboro, S. C., to Ehrhardt, S. C., 27 miles, was purchased in interest of system.

INTEREST—	1889.	'90,	'91.	'92.	'93.	'94.	'95.	'96.	'97.
On 1st incomes %	1½	2	6	6	5	4	4	0	0

EARNINGS.—5 months, July 1 to Nov. 30. } 1899-0 .....Gross, $214,026; net, $16,149
} 1898-9.....Gross, 221,380; net, 10,648

In 1898-9, gross, $669,301; net, $146,975. In 1897-8, gross, $637,170; net, $110,664. In year to June 30, 1897, gross, $571,109; net $154,254; other income, $11,158; interest and taxes, $126,498; balance, surplus, for year, $38,914.—(V. 64, p. 421; V. 66, p. 518.)

Charleston & Western Carolina Ry.—Port Royal, S. C., to Augusta, Ga., 112 m., and Spartanb'g, Greenville and Anderson, 228m.

HISTORY.—A reorganization and consolidation Oct. 3, 1896, of the Port Royal & Augusta and Port Royal & Western Carolina, purchased at foreclosure sale by Thomas & Ryan, who sold the entire capital stock and large portion of its issue of income bonds to Atlantic Coast Line in December, 1897. V. 66, p. 38, 335.

STOCK.—$1,200,000; par, $100. A full statement as to Augusta Ry. Terminal Co. and its bonds was in V. 66, p. 383.

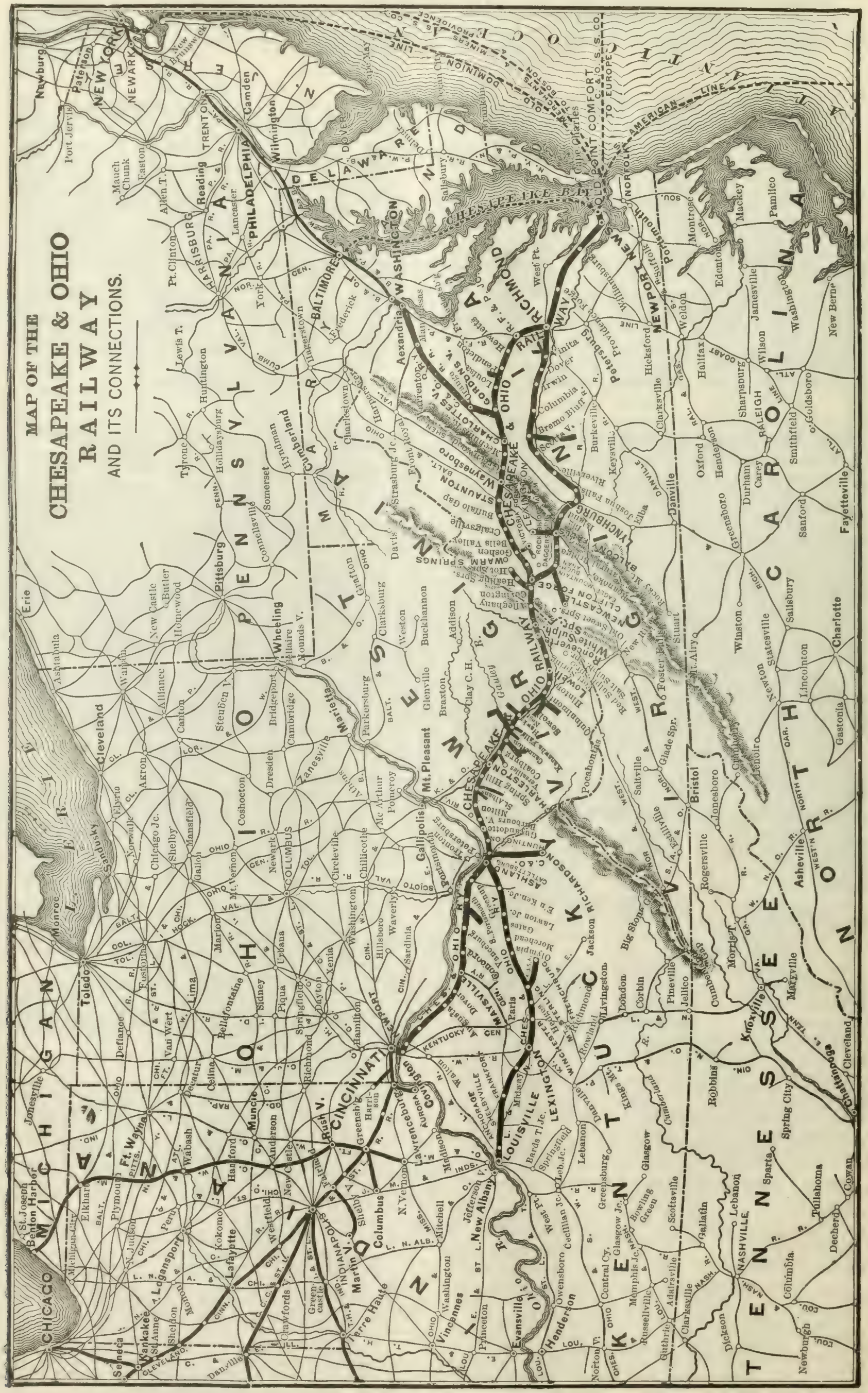
EARNINGS.—For year ending June 30, 1899, gross, $841,521; net, after deducting taxes, $197,494; interest, $136,000; lease of Aug. Term., $36,000; surplus, $25,494. President, J. B. Cleveland, Spartanburg, S. C.; Secretary, J. J. Nelligan, Baltimore, Md. (V. 66, p. 953.)

Chartiers Ry.—Owns from Carnegie, Pa., to Washington, Pa., 23 m., Leased till 1971 to the Pittsburg Cincinnati & St. Louis (now Pittsburg Cincinnati Chicago & St. Louis); the rental is net earnings.

Capital stock, $645,300 (par $50), of which the Pennsylvania Railroad owns $333,850. Dividends since 1886: In 1887, 1888 and 1889, 5 per cent; in 1890, 5½; in 1891, 7½; in 1892, 8; in 1893, 10; in 1894, 10; in 1895, 8; in 1896, 9; in 1897, 10 p. c.; in 1898, 10 p. c.; in 1899, April, 3½ p. c.; Oct., 3½ p. c.

EARNINGS.—For year ending Dec. 31, 1898, gross, $301,628; net $100,450; other income, $9,593; int. and taxes, $63,799; dividends, $64,530. In 1897, gross, $298,423; net, $141,226.

Chateaugay RR.—Operates narrow-gauge road from Plattsburg, N. Y., on the Delaware & Hudson, to Saranac Lake, in the Adirondack Mountains, 73 miles. Of this it owns from Dannemora to Lyon Mt., 18 miles, and leases the Chateaugay *Railway*, Lyon Mt. to Saranac Lake, 39 miles, and the Plattsburg & Dannemora RR. (so-called), Plattsburg to Dannemora, 16 m. The latter road is leased from the State of N. Y. for one dollar and the free transportation of freight to the State's Prison at Dannemora. The Chateaugay Railway is leased for interest on its bonds, which are guaranteed principal and interest by the Delaware & Hudson Co. Built in interest of an iron-mining company and to carry summer travel to the Adirondacks. In January, 1897, the Saranac & Lake Placid, 10 miles, was leased for 17 years jointly with the Chateaugay Ore & Iron Co. Stock, $75,000 (par $100); loans and bills payable June 30, 1898, $73,048.


MAP OF THE
CHESAPEAKE & OHIO
RAILWAY
AND ITS CONNECTIONS.
CHESAPEAKE & OHIO RAILWAY
NEW YORK
NEWARK
PHILADELPHIA
TRENTON
Wilmington
Camden
Newburg
Port Jervis
Paterson
New Brunswick
Mauch Chunk
Easton
Allen T.
Reading
Lancaster
Pt. Clinton
HARRISBURG
York
Lewis T.
Huntington
Tyrone
Hollidaysburg
Somerset
Connellsville
Pittsburg
Erie
Ashtabula
Cleveland
Akron
Canton
Alliance
New Castle
Butler
Homewood
Wayne
Wheeling
Bellaire
Mounds V.
Steubenville
Weirton
Clarksburg
Grafton
Parkersburg
Marietta
Cambridge
Bridgeport
Zanesville
Dresden
Coshocton
Newark
COLUMBUS
Mansfield
Galion
Shelby
Fostoria
Toledo
Monroe
Sandusky
Norwalk
Chicago Jc.
Marion
Lima
Van Wert
Defiance
Bellefontaine
Sidney
Piqua
Urbana
Springfield
Dayton
Xenia
Richmond
Hamilton
Middletown
Celina
Decatur
Wabash
Huntington
Hartford
Muncie
Anderson
New Castle
Rushville
CINCINNATI
Greensburg
Harrison
Lawrenceburg
Aurora
Madison
Columbus
N. Vernon
Shelbyville
INDIANAPOLIS
Martinsville
Terre Haute
Greencastle
Crawfordsville
Lafayette
Kokomo
Peru
Logansport
Plymouth
Elkhart
Ft. Wayne
Benton Harbor
St. Joseph
Michigan City
CHICAGO
Jonesville
Seneca
Kankakee
St. Anne
Sheldon
Danville
Momence
Sandusky
Fostoria
Findlay
Fremont
Clyde
Norwalk
Shelby
Galion
Mansfield
Marion
Delaware
Sunbury
Newark
Zanesville
Cambridge
Dresden
Coshocton
Steubenville
Weirton
Wellsburg
Bridgeport
Clarksburg
Grafton
Parkersburg
Marietta
Pomeroy
Mt. Pleasant
Gallipolis
Portsmouth
Ironton
Pedlar Mills
Hillsboro
Waverly
Sardinia
Chillicothe
Circleville
Washington C.H.
Mc Arthur
Athens
Logan
Nelsonville
Straitsville
Corning
Glenford
Somerset
Thornville
Lancaster
Baltimore
Washington
Alexandria
Fredericksburg
Richmond
Petersburg
Hopewell
Norfolk
Old Point Comfort
Cape Charles
Cape May
Franklin
Salisbury
Dover
Wilmington
Delaware R.
Delaware Bay
Chesapeake Bay
Atlantic Ocean
Dominion Line
Old Dominion Line
Merchants & Miners Line
Providence
Boston
Old Point Comfort C. & O. S.S. Co.
To Europe
American Line
Red Sulphur Springs
White Sulphur Springs
Sweet Springs
Hot Springs
Healing Springs
Goshen
Bells Valley
Craigsville
Buffalo Gap
Staunton
Waynesboro
Strasburg Jc.
Front Royal
Harrisonburg
Charlestown
Harpers Ferry
Shenandoah Jc.
Luray
Gordonsville
Orange
Lexington
Victoria Furnace
Rockbridge Alum Springs
Buchanan
Goshen
Clifton Forge
Covington
Jerry's Run
Low Moor
Hinton
Gauley
Clay C. H.
Braxton
Addison
Buckhannon
Weston
Glenville
Parkersburg
Point Pleasant
Huntington
Ashland
Catlettsburg
Kenova
Ohio R.
Big Sandy R.
Guyandotte
Barboursville
Milton
Sheffield
Sheffield Jc.
Kanawha Valley
Coalburg
Charleston
Kanawha R.
Gauley Bridge
Deepwater
Montgomery
Fayetteville
Thurmond
Prince
Glen Jean
Hawks Nest
Caperton
Sewell
Rich Creek
Alderson
Ronceverte
Lewisburg
White Sulphur Springs
Hinton
Talcott
Pocahontas
Bluefield
Graham
Tazewell
Bristol
Glade Spr.
Saltville
Abingdon
Jonesboro
Rogersville
Morristown
Asheville
Hot Springs
Marshall
Paint Rock
Alexandria
Warrenton Jc.
Manassas
Gainesville
Haymarket
Bealeton
Rappahannock
Culpeper
Orange
Gordonsville
Louisa
Charlottesville
Keswick
Scottsville
Lynchburg
Rock Mills
Buchanan
Big Island
Bedford
Liberty
Bonsack
Roanoke
Salem
Shawsville
Christiansburg
Radford
Pulaski
Max Meadows
Wytheville
Speedwell
Rural Retreat
Glade Spring
Abingdon
Bristol
Bluff City
Johnson City
Jonesboro
Erwin
Limestone
Greeneville
Morristown
Knoxville
Maryville
Cleveland
Chattanooga
Dayton
Spring City
Kingston
Harriman
Rockwood
Oliver Springs
Coal Creek
Jellico
Pineville
Corbin
London
Livingston
Rowland
Richmond
Winchester
Mt. Sterling
Frankfort
Versailles
Midway
Lexington
Nicholasville
Wilmore
Jessamine
Keene
Wilmore
Danville
Harrodsburg
Lawrenceburg
Anchorage
Shelbyville

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chateaugay R'y—1st M., guar. p. & i. D.& H. Co....	39	1887	.....	$200,000	6	F. & A.	Plattsburg, N. Y.	Aug. 1, 1907
Chath. & Lebanon Valley—1st M. $350,000 g.. c	52	1899	$1,000	200,000	5 g.	M. & N.	N. Y., Nat. B'way Bank	Nov. 1, 1919
Chatt. Rome & Southern—Rome & Car'lton 1st M.,g	19	1885	‖100&c.	13,000	6 g.	J. & J.	July, '92, coup. last pd.	Jan. 1, 1916
C. R. & S. 1st mortgage, $500,000, gold U.....c*	138	1897	1,000	332,000	5 g.	J. & J.	N. Y., Union Trust Co.	July 1, 1947
Chattanooga Southern—Stock ($750,000 is pref.)...	....	....	100	3,000,000	.....	.....	.....	.....
1st mortgage, gold.....	89	1895	.....	none issued.	5 g.	J. & J.	New York.	1925
Income mortgage, non-cumulative, $750,000....	89	1895	.....	none issued.	5 if earn.	.....	.....	1925
Chesapeake Beach—1st M., $1,000,000, gold. Co.c*	30	1898	1,000	(?)	5 g.	J. & J.	N. Y., J. Kennedy Tod.	July 1, 1923
Chesapeake & Ohio—Stock.....	....	....	100	60,513,900	1 in 1899	.....	N.Y.,J. P. Morgan & Co.	Oct.25,'99, 1%
Mortgage 6s, gold, series "A" See text.....c*	503	1878	1,000	2,013,354	6 g.	A. & O.	do do	July 1, 1908
1st mort., of 1911, Penin. Ext., gold. See text.c*	75	1881	1,000	2,000,000	6 g.	A. & O.	do do	Jan. 1, 1911
Ter'l 1st m.,1922, covering 8 m., to Phoebus.g.c*	8	1882	500 &c.	142,000	6 g.	J. & D.	do do	June 1, 1922
1st consol. mortgage for $30,000,000, gold ..c*&r	655	1889	1,000	25,858,000	5 g.	M. & N.	do do	May 1, 1939
Rich. & All Div. 1st consol. M., gold. See text.c*	256	1890	1,000	6,000,000	4 g.	J. & J.	do do	Jan. 1, 1989
2d cons. M., Richm. via. Lynchb'g to Clifton F.	256	1890	1,000	1,000,000	4 g.	J. & J.	do do	Jan. 1, 1989
Craig Valley branch 1st mortgage, gold.....c*	26	1890	1,000	650,000	5 g.	J. & J.	do do	July 1, 1940
Warm Springs Branch 1st mortgage, gold.....c*	22	1890	1,000	400,000	5 g.	M. & S.	do do	Mch. 1, 1941
General mortgage (for $70,000,000, etc.) gold..c*	1,174	1892	1,000	26,057,000	4½ g.	M. & S.	do do	Mch. 1, 1992
Eliza. Lex. & Big Sandy 1st m., g., guar. p. & i..c*	109	1872	1,000	3,007,000	5 g.	M. & S.	do do	Mch. 1, 1902
1st mortgage on Greenbier Ry., $3,000,000, g.c*	....	1899	.....	N'neDec5'99	4 g.	J. & D.	Interest from Dec., '99	Dec. 1, 1999
Car trusts, payable monthly	....	....	.....	1,124,069	.....	.....	.....	To 1903
GUARANTEED BONDS.								
Elevator Co. 1st M., gold, p. & i. guar. by C. & O.c*	....	1888	1,000	830,000	4 g.	A. & O.	do do	Oct. 1, 1938
2d mortgage, for $500,000, income, non-cum.c*	....	1888	1,000	315,000	4	Oct. 1.	.....	Oct. 1, 1988
C. & O. SS. 1st M. deb. red. at par, gu.. p. & i....	....	1893	£100	a£110,000	5 g.	J. & J.	London.	Jan. 1, 1909
Greenbrier & New River RR. 1st mortgage.....	....	....	1,000	370,000	5	F. & A.	Richmond.	Aug. 1, 1942
Manchester city & imp. bonds (8s, $45,200).....	....	....	.....	81,200	5 & 8	.....	.....	.....
Lo.& Jeff. Bdg. 1st M.,$5,000.000,gu.p.&i.,end.¶.*c	....	1895	1,000	¶3,000,000	4 g.	M. & S.	N.Y., J.P. Morgan & Co.	Mch. 1, 1945
Norf. Term'l & Trans. 1st M., $500,000, gu. p.&i.	....	1898	1,000	500,000	5	F. & A.	.....	Feb. 1, 1948
Chesapeake & Western—Stock $660,000.....	....	....	100	605,900	.....	.....	.....	.....
1st mortgage, gold ($25,000 per mile) Co.....	27	1896	500 &c.	660,000	5 g.	F. & A.	Contin. Trust, N. Y.	Aug. 1, 1945
¶ Guaranteed jointly and severally with Clev.	Cin. Chic. & St. L.			a £10,000	called ye	arly at	par.	

EARNINGS.—In year ending June 30, '98, gross, $134,126; net. $161; rentals and taxes, $25,111; balance, deficit for year, $24,951. In 1896-97, gross, $108,770; deficit under operating, $8,759.—V. 64, p. 182.

Chatham & Lebanon Valley RR.—Chatham, N. Y. to State line of Vermont, 52 miles. Entire line being rebuilt, and in Dec , 1899, operated from Chatham, N. Y., to Petersburg Junction, 45 miles. Successor in 1899 to Lebanon Springs RR., foreclosed. V. 69, p. 385, 695. Stock, $1,000,000, all outstanding; par of shares, $100. Bonds are not subject to call. Produce Exchange Trust Co., N. Y., trustee. President, 220 Broadway, N. Y.; Sec. & Treas., C. F. Ainsworth; office, Chatham, N. Y.—V. 69, p. 695, 954.

Chattanooga Rome & Southern RR.—Owns road Carrollton, Ga., via Rome, to Chattanooga, Tenn., 138 miles, with two branches aggregating 8 miles; total, 146 miles. Successor Sept. 12, 1897, to Chattanooga Rome & Columbus, sold in foreclosure Jan. 13, 1897.

STOCK AND BONDS.—Capital stock is $1,600,000 non-cum. 5 p. c. pref. stock and $1,600,000 common. First mortgage is for $500,000, and it is provided that bonds be reserved to retire Rome & Carrollton 1st 6s; the company declines to assume these last-named bonds. V. 64, p. 753.

DIVIDENDS.—On pref., 3 p. c. paid Jan. 17, 1899; Jan. 17, 1900, 3 p. c.

EARNINGS.—From Sept. 12, 1897, to June 30, 1898, gross, $268,992; net, $100,842; total deductions,) $23,746.—(V. 66, p. 478.

Chattanooga Southern RR.—Owns road, completed in June, 1891, from Tennessee State line to Gadsden, Ala., 87 miles; Round Mt. branch, 3 miles; trackage to Chattanooga, 5 miles; sidings and spurs, 10 miles; total of all track, 105 miles. Successor to Chattanooga Southern Ry., sold in foreclosure Feb. 14, 1895; plan in V. 61, p. 830, but in Sept., 1899, the new securities had not been issued. The new 1sts were to be $5,000 per mile on present mileage and $10,000 on extensions. The old bondholders were to subscribe for new bonds at par to amount of 25 p. c. of their holdings.—V. 63, p. 401.

EARNINGS.—In year ending 1898-99, gross, $71,096; def. under oper. expenses, $16,166. Sec'y, E. C. Osborn, 31 Nassau St. (V. 63, p. 823.)

Cherry Valley Sharon & Albany RR.—Owns from Cherry Valley to Cobleskill, N. Y., 21 miles. Stock, $289,100; par, $50. The $300,000 7s, due June 15, 1899, were redeemed at maturity by the Del. & Hud. Co., which held a majority. (V. 69, p. 26.)

Chesapeake Beach Railway.—Deanwood, D. C., to Chesapeake City, 30 miles, completed in July, 1899. Stock. $1,000,000, authorized; outstanding, $660,000; par, $100. President, Otto Mears; Vice-President and Treas., John L. McNeil; Sec., Fred'k D. McKenney. Office, 1420 New York Ave., Wash., D. C.—V. 69, p. 228.

Chesapeake & Ohio Ry.—*(See Map.)*—Operates from Newport News Va., and Washington, D. C., to Cincinnati, Ohio, with branches.

Lines owned in fee—	*Miles.*	*Lines contr'd by stock, etc.*	*Miles.*
Old Point Comfort and Newport News via Charlottesville to Ashland, Ky.....	519	Bridge—Covington, Ky., to Cincinnati, Ohio.....	2
Richmond via Lynchburg to Clifton Forge, Va.....	232	Elizabethtown Lexington & Big Sandy RR.....	103
Buckingham Br.(acqu. in '97)	21	Sundry branches.....	224
Lines controlled by stock, etc.—		Trackage to Washington.....	85
Maysville & Big Sandy RR. Ashland, Ky., to Covington,	144	Leased	30
Second track.....	82	Total system.....1,360	
		Trackage to Louisville.....	84

Of the above mileage 19 miles is narrow-gauge road. Of the "leased" 21 miles is on E. L. & B. S. and 9 miles on Washington line.

In Sept., 1899, the Greenbrier Ry., most of whose stock is owned, was building a branch line from Whitcomb Station on the C. & O. main line, up the Greenbrier River to its forks, 95 miles, within about 40 miles of the West Va. & Pitts., which company proposed to build a line to connect the two systems. V. 69, p. 338, 383, 490, 905. In Aug., 1899, an 18-mile branch along and across the New River, West Va., to develop additional coal territory, was in progress. V. 68, p. 338, 384.

HISTORY, &c.—The former Chesapeake & Ohio was sold in foreclosure April 2, 1878, and this company organized. In 1888, under the direction of Drexel, Morgan & Co., reorganized without foreclosure, and the road extended to Cincinnati. The consolidation with the Richmond & Alleghany was consummated in January, 1890. The Elizabethtown Lexington & Big Sandy and other roads were absorbed in 1892. In September, 1893, the Chesapeake & Ohio Steamship Co., controlled by this company, began operations. See below and V. 55, p. 1078.

CAPITAL STOCK.—Common stock is $60,513,900; increased from $45,000,000 to this figure since 1892 through exchange of practically all the $25,000,000 of preferred stocks for common stock and general mortgage 4½ per cents in certain proportions. *First preferred* for $18,500 and *second preferred* for $4,000 only was outstanding July 1, 1899. See terms of exchange in V. 54, p. 642.

DIVIDENDS.—First dividend, 1 p. c., paid Oct. 25, 1899. V. 69, p. 383.

BONDS.—The *series A bonds of* 1878 cover, subject to the *purchase money* 6s, the main line from Richmond, Va., via Charlottesville to Ashland, Ky., 428 miles, and are equally secured with the *Peninsular Extension* 6s by first mortgage on extension to Newport News, 75 miles.

The *consolidated mortgage* due in 1939 is for $30,000,000 (trustee, Central Trust Company), and sufficient bonds are reserved to provide for prior liens. This mortgage is also secured by deposit in trust of the $11,000,000 bonds and two-thirds of the stock of the Maysville & Big Sandy RR., [on road Ashland to Covington, Ky.], and of the Bridge to Cincinnati, all owned by Ches. & O. (Abstract, V. 49, p. 147.)

Richmond & Allegheny Division bonds cover the low-grade freight route from Richmond via Lynchburg to Clifton Forge and branches. (Mort. abstracts, V. 51, p. 144.)

The *general mortgage of* 1892 (Central Trust Co. and H. T. Wickham trustees) is for $70,000,000, but additional amounts at $25,000 per mile may be issued for double-tracking. Of the $70,000,000 as above, $32,691,000 bonds were reserved to provide for the $30,000,000 consols of 1889, issued or to be issued, etc. The balance unissued may be sold for new acquisitions, rolling stock, etc., but not more than $2,000,000 thereof in any one year. The mortgage covers the entire property of the company, real and personal, at the time the deed was made, and all additional property and mileage acquired with the proceeds of the bonds. See full abstract of mortgage in V. 54, p. 644; also V. 54, p. 642; V. 55, p. 335. In Jan., 1900, $26,057,000 had been listed on New York Stock Exchange.

The *Elizabeth't'n Lexington & Big Sandy* first mortgage bonds, interest on which has been reduced to 5 per cent, have been endorsed with the C. & O. guaranty of principal and interest, and general mortgage bonds have been set aside to retire them at maturity.

The 1st 4s on the Greenbrier Ry. are direct obligations of the C. & O. Of the $3,000,000 authorized, $1,500,000 were to be issued at once and the remaining $1,500,000 only for further construction or equipment, extensions, betterments, &c.—V. 69, p. 383.

The *Louisville & Jeffersonville Bridge* bonds, of which $3,000,000 are outstanding, are guaranteed jointly and severally by the Chesapeake & Ohio and Cleveland Cincinnati Chicago & St. Louis; any deficit on account of the bridge is payable by them in the proportion of one-third and two-thirds respectively—see V. 60, p. 130; V. 61, p. 327, 559; V. 62, p. 84 and separate statement for L. & J. Bridge Co.

OPERATIONS, FINANCES, &C.—Since the reorganization in 1888, when the control of the company was placed for five years in the hands of trustees, the property has been greatly enlarged and improved.

In Jan., 1900, Pennsylvania interests were reported to have purchased a large block of stock, and with the Morgan-Vanderbilt interests, it is understood, now have full control.—V. 70, p. 75.

The interest charges for the fiscal year 1899-00 are estimated at $3,220,616, against $3,133,097 in 1898-99. V. 67, p. 322. In Jan., 1898, $1,590,000 4½s were sold at a price sufficient to pay off all loans and accounts and provide a cash surplus for working capital.

The steamship line was formally opened Sept. 7, 1893, and owns six new steamers, using the railroad wharves at Newport News.

The stockholders voted Oct. 24, 1899, to aid the Greenbrier Ry. to construct its road by the issue of not over $3,000,000 C. & O. 4 per cent gold bonds, payable Dec. 1, 1999, secured by mortgage on the Greenbrier Ry. See above.—V. 69, p. 383.

EARNINGS.—5 months, 1899-0...Gross, $5,578,146; net, $1,816,636
July 1 to Nov. 30. 1898-9...Gross, 5,127,713; net, 1,774,618

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Richmond on the Tuesday preceding the last Tuesday in October. Report for 1898-99 was given in full in V. 69, p. 331, 337, and showed the following. See also editorial p. 311.

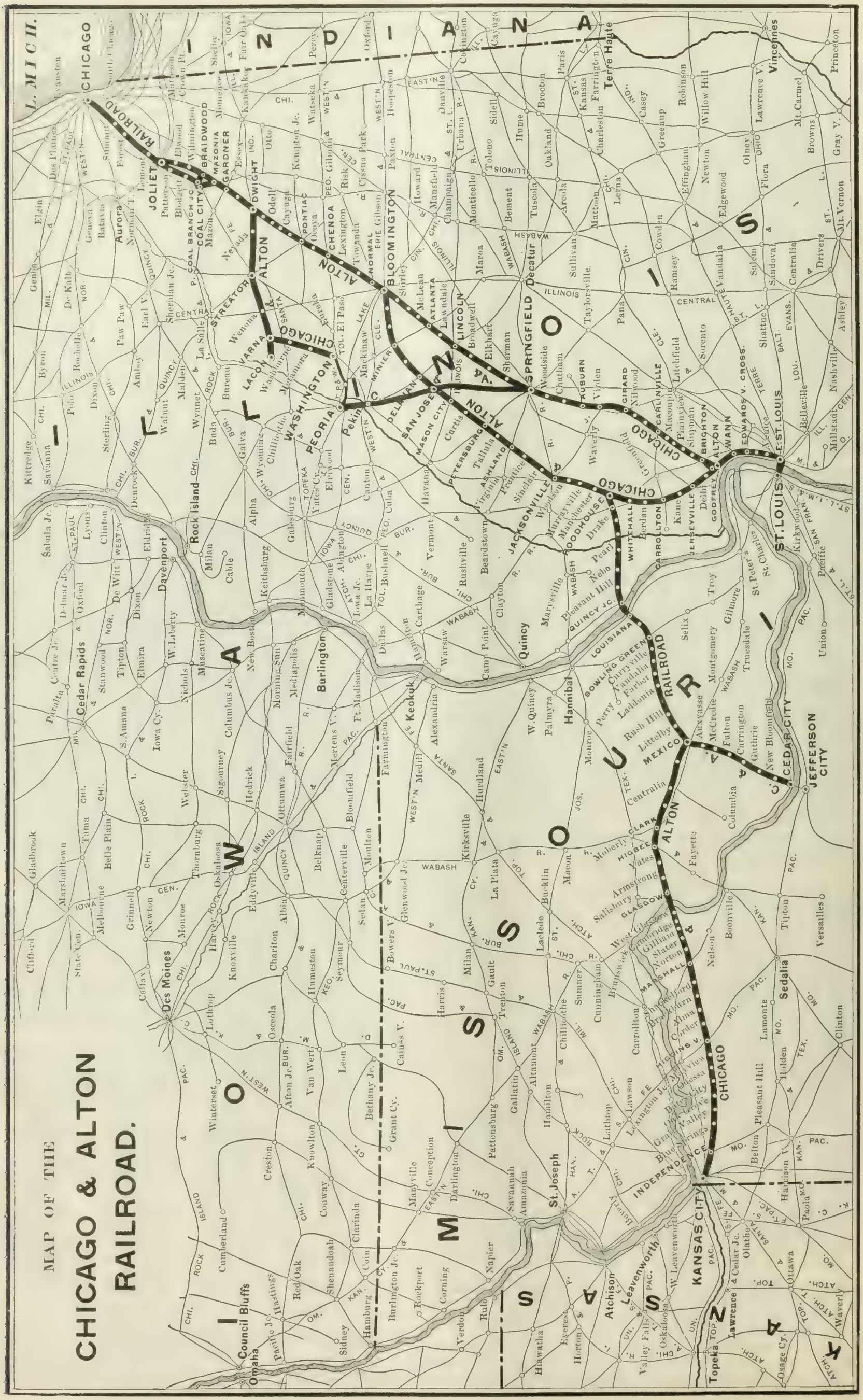
Traffic.—Of the total tonnage (8,130,661) in the year 1898-99, coal and coke furnished 4,071,131 tons, or 50 per cent of the whole; products of agriculture furnished 12 per cent. The average rate received on seaboard coal was only 2·21 mills per ton per mile; on all freight, 3·62 mills. Average train load, 259 tons in 1892, 425 in 1898-9.

Year ending June 30—	1899.	1898.	1897.
Miles operated.....	1,445	1,360	1,360
Passenger earnings.....	$2,422,053	$1,954,864	$1,857,898
Freight.....	9,062,879	9,262,998	8,389,374
Express, mail and miscel.	524,908	570,695	460,911
Total earnings.....	$12,009,839	$11,788,557	$10,708,183
Oper. expenses and taxes.	8,077,384	7,982,307	7,286,769
Per ct. expenses to earns..	(67)	(68)	(68)
Net earnings.....	$3,932,455	$3,806,250	$3,421,414
Other income.....	100,157	83,628	79,326
Total and net income.	$4,032,612	$3,889,878	$3,500,740
Interest on bonds, &c....	3,326,481	3,271,368	3,198,198
Balance, surplus.....	$706,130	$618,510	$302,542

—(V. 68, p. 230, 281; V. 69, p. 331, 337, 383, 905; V. 70, p. 75.)

Chesapeake Ohio & Southwestern.—See Illinois Central.

Chesapeake & Western RR.—Owns road from Elkton to Bridgewater, Va., 26·67 miles; trackage, Norfolk & Western to Elkton Junction, 0·33 mile. Road opened in April, 1896. Projected to tidewater on Chesapeake Bay. Of the outstanding stock, $532,800 is common; $73,100 preferred. Year ending June 30, 1899, gross, $25,383; net after deducting taxes, $2,124; no interest paid, bonds being held by construction company. General office, 30 Broad St., N. Y.


MAP OF THE
CHICAGO & ALTON
RAILROAD.
CHICAGO
JOLIET
BRAIDWOOD
COAL CITY
MAZONIA
GARDNER
DWIGHT
PONTIAC
CHENOA
NORMAL
BLOOMINGTON
STREATOR
ALTON
CHICAGO VARNA & SANTA FE
LACON
WASHINGTON
PEORIA
LINCOLN
SPRINGFIELD
SAN JOSE
MASON CITY
PETERSBURG
ASHLAND
VIRGINIA
JACKSONVILLE
WOODSON
MURRAYVILLE
MANCHESTER
WOODHOUSE
DRAKE
CHICAGO ALTON
GIRARD
NILWOOD
CARLINVILLE
LITCHFIELD
AUBURN
VIRDEN
CHATHAM
WOODSIDE
SHERMAN
ELKHART
BROADWELL
LAWNDALE
ATLANTA
McLEAN
SHIRLEY
MACKINAW
TOL. EL PASO
LAKE ERIE
CLE. MINER
Pekin
Peoria
Rock Island
Davenport
Burlington
Quincy
Hannibal
St. Louis
E. St. Louis
Terre Haute
Vincennes
Indianapolis
Chicago
Omaha
Council Bluffs
Kansas City
St. Joseph
Atchison
Leavenworth
Topeka
Des Moines
Cedar Rapids
Keokuk
Jefferson City
Sedalia
Mexico
Columbia
Fayette
Glasgow
Marshall
Higbee
Clark
Carrollton
Brunswick
Chillicothe
Trenton
Gallatin
Bethany Jc.
Grant Cy.
Cainsville
Albia
Ottumwa
Eddyville
Oskaloosa
Knoxville
Winterset
Creston
Red Oak
Shenandoah
Conway
Knowlton
Van Wert
Afton Jc.
Osceola
Chariton
Lucas
Leon
Corydon
Centerville
Moulton
Bloomfield
Mt. Pleasant
Fairfield
Mediapolis
Mt. Morris
Oregon
Rockford
Freeport
Dixon
Sterling
Rock Falls
Amboy
Paw Paw
Earl
Sheridan Jc.
Aurora
Elgin
Des Plaines
Evanston
Kittredge
Savanna
Sabula Jc.
Cedar Rapids
Iowa City
Marshalltown
Grinnell
Belle Plain
Tama
Gladbrook
Clifford
State Cen.
Melbourne
Monroe
Newton
Colfax
Thornburg
Welister
Sigourney
Hedrick
Harvey
Knoxville
Lothrop
Winterset
Cumberland
Council Bluffs
Omaha
Pacific Jc.
Hastings
Red Oak
Shenandoah
Sidney
Hamburg
Coin
Clarinda
Conway
Creston
Cumberland
Manilla
Conception
Darlington
Savannah
Amazonia
St. Joseph
Rulo
Napier
Verdon
Corning
Rockport
Burlington Jc.
Hawatha
Everest
Horton
Valley Falls
Oskaloosa
Atchison
Leavenworth
W. Leavenworth
Lawrence
Topeka
Ottawa
Osage Cy.
Olathe
Cedar Jc.
Waverly
Independence
Blue Springs
Grain Valley
Lexington Jc.
Lathrop
Hamilton
Altamont
Pattonsburg
Gallatin
Trenton
Sumner
Cunningham
Brunswick
Carrollton
Norton
Slater
Gilliam
Cambridge
West Glasgow
Salisbury
Armstrong
Yates
Moberly
Macon
Bucklin
La Plata
Laclede
Kirksville
Milan
Harris
Seymour
Bowers V.
Glenwood Jc.
Farmington
Alexandria
Medill
Hurdland
Monroe
Palmyra
W. Quincy
Quincy
Camp Point
Clayton
Beardstown
Rushville
Vermont
Havana
Curtis
Tallula
Prentice
Sinclair
Wilmington
Manchester
Drake
Kane
Berlin
Delhi
Godfrey
Jerseyville
Carrollton
Whitehall
Pearl
Nebo
Pleasant Hill
Marysville
Clayton
Camp Point
Warsaw
Hamilton
Carthage
Dallas
Ft. Madison
Mt. Pleasant
Mertens V.
Bloomfield
Centerville
Belknap
Albia
Chariton
Humeston
Osceola
Afton Jc.
Van Wert
Leon
Corydon
Caines V.
Grant Cy.
Bethany Jc.
Milan
Gault
Trenton
Gallatin
Altamont
Hamilton
Chillicothe

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chester Co. Cent.—1st M., $800,000, g.....FP..c	....	1897	$1,000	$800,000	5 g.	J. & J.	Fid.,I.T.&S.D.Co.,Phila	July 1, 1947
Chesterfield & Kershaw—$500,000, gold.... .... r	54	1899	1,000	See text.	5 g.	A. & O.	Rich. Tr. & S. Dep. Co.	Oct. 1, 1919
Chestnut Hill RR.—Stock, rental P. & R. Ry.....	4	....	50	120,650	6	Q.—M.	.....	Dec. 4, '99, 1½
Chicago & Alton—Common stock.....	....	....	100	18,751,100	7 in 1899	Q.—M.	N. Y., 120 Broadway.	Dec. 27, '99, 3%
Preferred stock (7 per cent yearly not cumulative)	....	....	100	3,479,500	7 in 1899	Q.—M.	do do	Dec. 27, '99, 2¼
Refunding mort., gold, $40,000,000. etc. IC. c*&r	All	1899	1,000&c	10,000,000	3 g.	A. & O.	New York.	Oct. 1, 1949
UNDERLYING SECURITIES, ETC.								
Gen. M., Joliet to E. St. Louis & br., sterling...c*	322	1873	£200	¶4,379,850	6 g.	J. & J.	Lond'n,J.S.Morgan&Co.	July 1, 1903
S.f.bonds(K.C.St.L.&C.1stM.col.),gold,not dr'n.c*	162	1878	1,000	¶1,671,000	6 g.	M. & N.	N. Y., Cuyler, Morg. & Co.	May 1, 1903
Miss. Riv. Br., 1st M., g., ass'd, s. f., dr'n at 100. c*	....	1877	1,000	470,000	6 g.	A. & O.	do do	Oct. 1. 1912
Kansas City St. L. & C. pref. stock, guaranteed..	162	....	100	1,750,000	6	Q.—F.	do do	Feb. 1 '00, 1½%
Joliet & Chic., 7 p.c. stock, perpet., guar. by C.&A.	37	....	100	1,500,000	7	Q.—J.	N. Y., U. S. Trust Co.	Jan, '00, 1¾%
Louisiana & Mo., guaranteed preferred stock....	101	....	100	329,000	7	F. & A.	N. Y., Cuyler, M. & Co.	Feb., '00, 3½%
1st mort. (guar. p. & i. and later assumed).....	101	1870	1,000	¶1,785,000	7	F. & A.	N. Y., 120 Broadway.	Aug. 1, 1900
2d mort. (guar. p. & i. and later assumed).....	101	1877	1,000	¶300,000	7	M. & N.	do do	Nov. 1, 1900
Chicago Burlington & Quincy—Stock, see text.	....	....	100	98,219,400	6 in 1899	Q.—M.	N. Y., Boston and Chic.	Dec. 15, '99, 1½
Con. M. cov'ng Ch. Term. (now 1st lien) see text. c*	759	1873	1,000	28,924,000	7	J. & J.	N Y., Bk. of Com. & Bost.	July 1, 1903
Illinois Div. mortgage, $85,000,000, cur. NB....	1,649	1899	1000,&c	16,166,000	3½	J. & J.	do do	July 1, 1949
Sink. fund bonds (1st M. as coll.) not dr'n. c*&r	285	1876	1,000	a2,315,000	5	A. & O.	do do	Oct. 1, 1901
Ch. Burl. & Q. Iowa Div., s. f. 5s, drawn at 105.. }	....	1879	1,000	b2,709,000	5	A. & O.	do do	Oct. 1, 1919
Iowa Div., s. f. mortgage 4s, drawn at 100. c&r }		1879	1,000	c8,704,000	4	A. & O.	do do	Oct. 1, 1919
Sink. fund 4s (So. W. Div.) drawn at 100....c&r*	....	1881	1,000	d4,300,000	4	M. & S.	do do	Sept. 1, 1921
Denver exten. (collat. tr.) b'ds, s.f. dr'n at 100. c*	415	1881	1,000	e7,968,000	4	F. & A.	do do	Feb. 1, 1922
Debentures for Han. & St. Joseph stock.....c*	....	1883	1,000	9,000,000	5	M. & N.	do do	May 1, 1913

a Issue $2,500,000; redeemed by sinking fund and canceled, $185,000; sinking fund assets, $2,080,033. b, $291,000, and canceled not included. d, $1,197,000, and e, $2,103,800, are in sinking fund uncanceled and included. f. all in C. B. & Q. treasury or sinking funds. g, All in C. B. & Q. treasury. ¶ To be retired by refunding mortgage.—V. 69, p. 178.

Chesterfield & Kershaw RR.—To extend from Cheraw, S. C., to Camden and to be completed January 1, 1900, as a part of the new Seaboard Air Line Ry. system. On Sept. 26, 1899, the stockholders authorized a mortgage for $500,000. Stock, $1,000,000. V. 69, p. 743.

Chestnut Hill RR.—Owns from Germantown to Chestnut Hill, Pa., 4 miles. Re-leased in 1896 to Phila. & Reading Ry., the rental being reduced from 12 per cent to 6 per cent on stock.

Chicago & Alton RR.—(*See Map*)—ROAD—Chicago to St. Louis, Kansas City, etc., in all 843 miles, of which 110 double tracked.

Lines Owned—	Miles.	*Owned by Syndicate*—	
Joliet to East St. Louis	244	Springfield to Peoria	63
Dwight to Wash. and Lacon	80	*Lines Leased*—	*Miles.*
St. L. Jack. & Chic. Division—		Joliet & Chicago—	
Bloomington to Godfrey	150	Chicago to Joliet	37
Rood house to Quincy June	37	Louisiana & Missouri Riv.—	
Joliet to Coal City, etc	25	Louisiana to Cedar City	101
Other lines	6	Kan. City St. L. & Chicago—	
Mississippi River Bridge	1⅓	Mexico to Kansas City	162

Total of all owned and leased (70 lb. steel) 956

On Dec. 1, 1899, took over the operation of the portion of the St. Louis Peoria & Northern extending from Springfield to Peoria.—V. 69, p. 26, 1147.

HISTORY.—Succeeded to the property in October, 1862; the St. Louis Jacksonville & Chicago RR. has been merged. (V. 69, p. 645.) In April, 1899, the road was purchased by the Harriman syndicate, as below stated, and, it is understood, will be operated in the joint interest of several of the leading trunk lines, Union Pacific, etc.

STOCK.—The preferred stock has prior right to a non-cumulative dividend not exceeding 7 per cent from net earnings and (after payment of 7 on common) also shares with common in any surplus.

DIVIDENDS.—Pr. ct. } 1882 '83 '84 '85 to '96 incl. '97 '98. '99
common and pref.... } 8 8 10 8 per an. 7¼ 7 7

1899, on *common*, Mar., 1¾ p. c.; Oct., 2¼ p. c.; Dec., 3 p. c. On *preferred*, Mar., 1¾ p. c.; Sept., 3 p. c.; Dec., 2¼ p. c.—V. 69, p. 1061.

LEASED LINES.—The *Kansas City St. Louis & Chicago* is leased in perpetuity from Nov. 1, 1877, at rental of 35 per cent of gross earnings. Its bonds are held by the U. S. Trust Co. as security for Alton bonds of 1878. These have a sinking fund (in 1896) of $135,690 per annum. Common stock, $271,800, of which $157,600 owned by C. & A.

The *Joliet & Chicago* is leased from January 1, 1864, for the term of its charter, and forms part of the main line. Rental, 7 per cent on stock.

The *Louisiana & Missouri River RR.* was leased in perpetuity, Aug. 1, 1870. Under the agreement of Nov. 13, 1894, the Alton assumed to pay, in lieu of rentals, all interest on the *first* and *second* mortgage bonds and their principal when due, also 7 p. c. per annum on the guaranteed preferred stock, and also to purchase the L. & M.R. unguaranteed preferred at $29 50 per share and the common at $10 per share. V. 59, p. 1057. Unguaranteed preferred stock is $1,010,000 and common $2,312,700, neither of which have ever paid dividends. In Dec., 1898, all but 247 shares of unguaranteed preferred and 445 shares of common stock had been purchased by Chicago & Alton.

GENERAL FINANCES.—In Apr., 1899, a syndicate composed of Geo. Gould, J. H. Schiff, E. H. Harriman and James Stillman had acquired over 95 per cent of the preferred and common stocks, paying therefor $200 and $175 per share respectively. V. 68, p. 230, 281. 379, 427, 523, 670. See official circular in V. 68, p. 281. The syndicate in May, 1899, also acquired control of the St. Louis Peoria & Northern, of which Springfield to Peoria, 63 miles, was taken over by the C. & A; balance by the Ill. Central. The syndicate also assumed the lease of the Chicago Terminal Transfer terminal facilities at Chicago under a modified rental. V. 69, p. 26, 1147; V. 68, p. 1022, 1225.

The mortgage securing $40,000,000 3 per cents, dated Oct. 1, 1899, will refund bonds marked "¶" in table maturing during next four years, and also provide fund for improvements and extensions. Bonds in excess of $40,000,000 may be issued thereunder on vote of three-quarters of stockholders for extensions of not over 500 miles, main track, at not exceeding $20,000 per mile, to fund leased line rental obligations and for future betterments not to exceed $5,000,000 at not over $1,000,000 per annum from Jan. 1, 1900. Stockholders subscribed in July, 1899, for the $40,000,000 new bonds at the rate of $650 cash for each $1,000 face value, the first $10,000,000 (25 per cent) being paid for Oct. 10, 1899. V. 69, p. 591. See official circular in V. 69, p. 178; also p. 26, 129, 541.

ANNUAL REPORT.—Report for 1898 was in V. 68, p. 376, showing:

Year ending Dec. 31—	1898.	1897.	1896.	1895.
Passengers	$2,011,911	$1,961,398	$2,116,243	$2,134,155
Freight	3,853,884	4,309,681	4,338,900	4,289,909
Mail, express, etc	420,774	402,527	385,140	378,421
Total gross earns	$6,286,569	$6,673,606	$6,840,283	$6,802,485
Net earnings	$2,416,772	$2,519,930	$2,801,737	$2,819,492
Other receipts	246,292	233,483	234,257	241,525
Total receipts	$2,663,064	$2,753,413	$3,035,994	$3,061,017
Rentals paid	$420,250	$439,776	$430,475	$422,772
Construct., equip., &c.	32,309	36,488	52,378	18,765
Interest on debt	574,708	585,665	587,959	579,618
Dividends	1,556,142	1,611,718	1,778,448	1,778,448
Miscellaneous	19,585	47,940	169,401	24,506
Balance, surplus	$60,070	$31,826	$17,333	*$236,908

*In addition $203,705 was paid for old claims. President (elected Sept., 1899), Samuel M. Felton.—V. 69, p. 591, 645, 1061, 1147.

Chicago Burlington & Northern RR.—(See C. B. & Q.)

Chicago Burlington & Quincy RR.—(*See Map.*)—ROAD.—Operates a great system of roads extending from Chicago westerly, reaching St. Paul and Minneapolis, Minn., St. Louis and Kansas City, Mo., Omaha, Neb., Denver, Col., Cheyenne, Wyo., Black Hills, S. D., and Billings, Mont. The accompanying map shows clearly the system.

Road owned, leased, etc.	*Miles.*	*Controll'd and Operated.*	†*Miles.*
Chicago to Denver, Col	1,046	Kan. C. St. J. & Coun. Bluffs¶—	
Chic. Burl. & Northern	371	Kan. C. to Coun. Bluffs, etc.	310
Branches and leased lines practically owned (including 843 miles leased lines merged in May, 1899)	4,607	St. Louis K. & N.W. (all own'd)	225
		Chicago Burl. & Kan. City	236
Used jointly with other Co.'s.	207	Hannibal & St. Joseph ¶	297
Total system proper	6,231	Keokuk & Western	260
Second track	*314*	Total system, stand. gauge	†7,419
		Narrow-gauge	*179*

¶ Separately described.
† Less 140 m. already included.

ORGANIZATION, &C. This was a consolidation in July, 1875, of the Chicago Burlington & Quincy in Illinois and the Burlington & Missouri River in Iowa. In 1880 the Burlington & Missouri in Nebraska was absorbed. The leased lines are practically owned and there is no charge for rentals in the income account, except as interest on bonds. The Chicago Burlington & Northern and various other subsidiary lines situated in Illinois were absorbed in May, 1899. V. 68, p. 975. In Dec., 1889, acquired Chicago Ft. Madison & Des M. RR.—V. 70, p. 75.

In Dec., 1899, in addition to mileage above, Grant City to Albany, Mo., 20 miles, and an extension of a branch line from Arcadia to Sargent, Neb, 20 miles, were operated. A branch from Alliance, Neb., to Hartville, Wyoming, 141 miles, was under construction, of which Alliance to Camp Clark, in the Valley of the North Platte, about 35 miles, was completed in 1899.

LANDS.—Only 48,372 acres remained unsold June 30, 1899; land notes outstanding, including interest payable, $154,630.

CAPITAL STOCK.—The stock has been increased for the acquisition of new lines, and in 1880 a distribution of 20 per cent was made. From Sept. 1, 1890, to Nov. 30, 1899, $12,158,800 stock was issued to retire an equal amount of convertible debentures, leaving still outstanding $3,119,900 convertible bonds. In April, 1899, $4,041,500 additional stock was subscribed at par. See "General Finances" below.

DIVS.— } '81-87 '88 '89 '90 '91 '92 '93 '94 '95 '96 '97 '98 '99
Per cent. } 8 yrly 5 4 5 4¼ 5 5 4¾ 4 4 4 5½ 6

In 1898, March, 1¼ p. c.; June, 1¼ p. c.; Sept., 1½ p. c.; Dec., 1½ p. c.; in 1899, Mar., 1½ p. c.; June, 1½ p. c.; Sept., 1½; Dec., 1½ p. c.

SINKING FUNDS.—Included in the bonds outstanding in the table above are sundry bonds of the company which are held alive and drawing interest for account of the various sinking funds.

BONDS.—For full description of each loan see the editorial article on pages 3 to 6 of SUPPLEMENT of Oct., 1896, and CHRONICLE V. 63, p. 775.

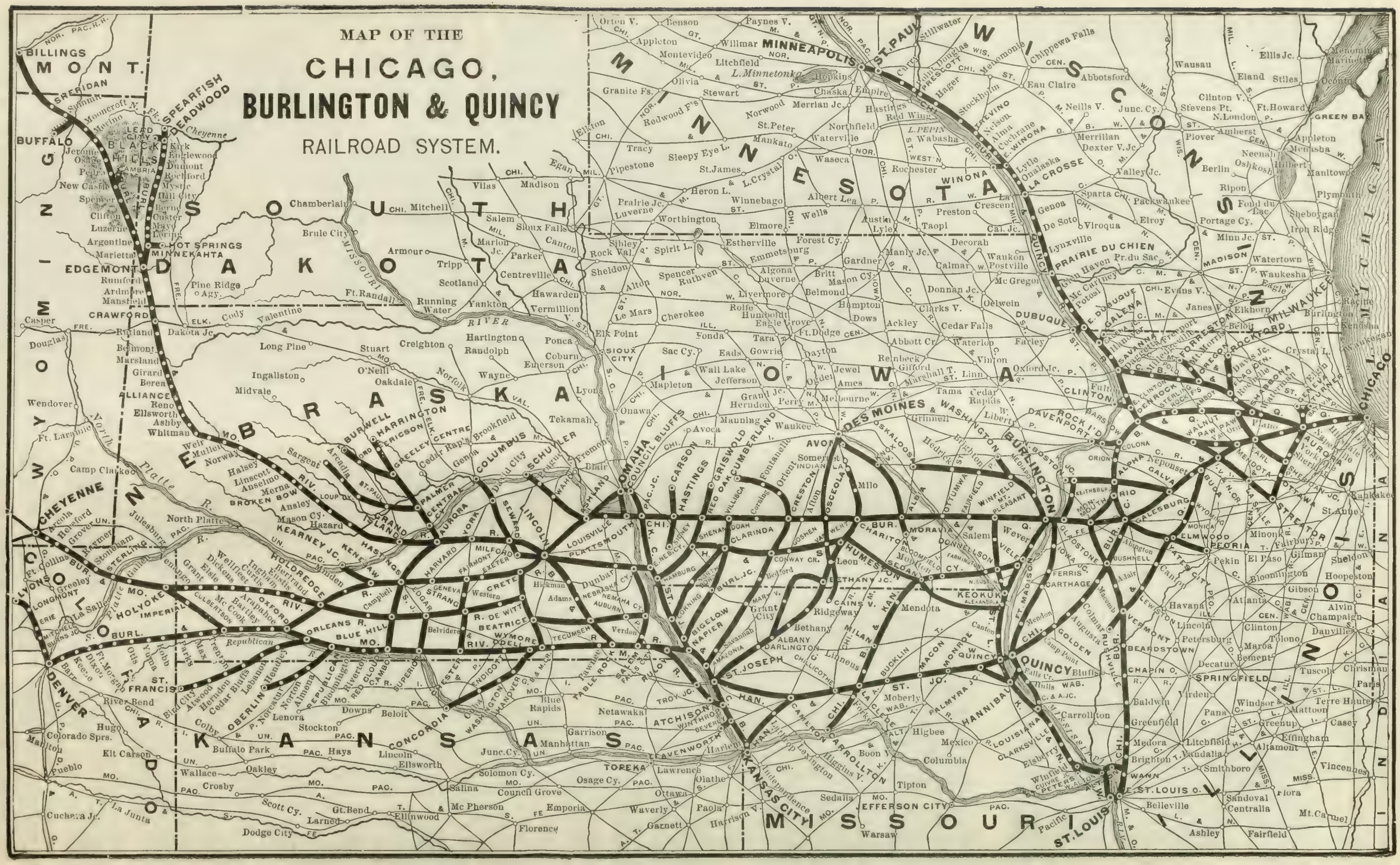
The *mortgage of 1899 for $85,000,000* secures bonds dated July 1, 1899, maturing July 1, 1949, and to bear interest at not to exceed 5 per cent. Such bonds as may be issued bearing 3½ per cent interest will be subject to call at 105 per cent and accrued interest and those bearing interest at less than 3 p. c. at par and interest on any coupon day after thirty years. The issue is limited to $85,000,000, and the lien securing the bonds will become an absolute first mortgage, covering all lines east of the Mississippi River (including the Chicago Burlington & Northern and other lines to be merged), upon the payment of $28,924,000 consolidated mortgage 7 per cent bonds due July 1, 1903, and of $2,320,000 Chicago & Iowa Division 5 per cent bonds due Feb. 1, 1905. Sufficient of the new loan is reserved to take up these $31,244,000 bonds and an additional $16,166,000 were issued in 1899 (with $4,041,500 stock) as below stated, to retire Chic. Burl. & Nor., etc., bonds, aggregating $13,787,500 and costing $14,235,575 and to pay for improvements, etc. The remainder of the loan will be available for additions, etc.—See V. 68, p. 771; *abstract*, V. 69, p. 283; V. 69, p. 795.

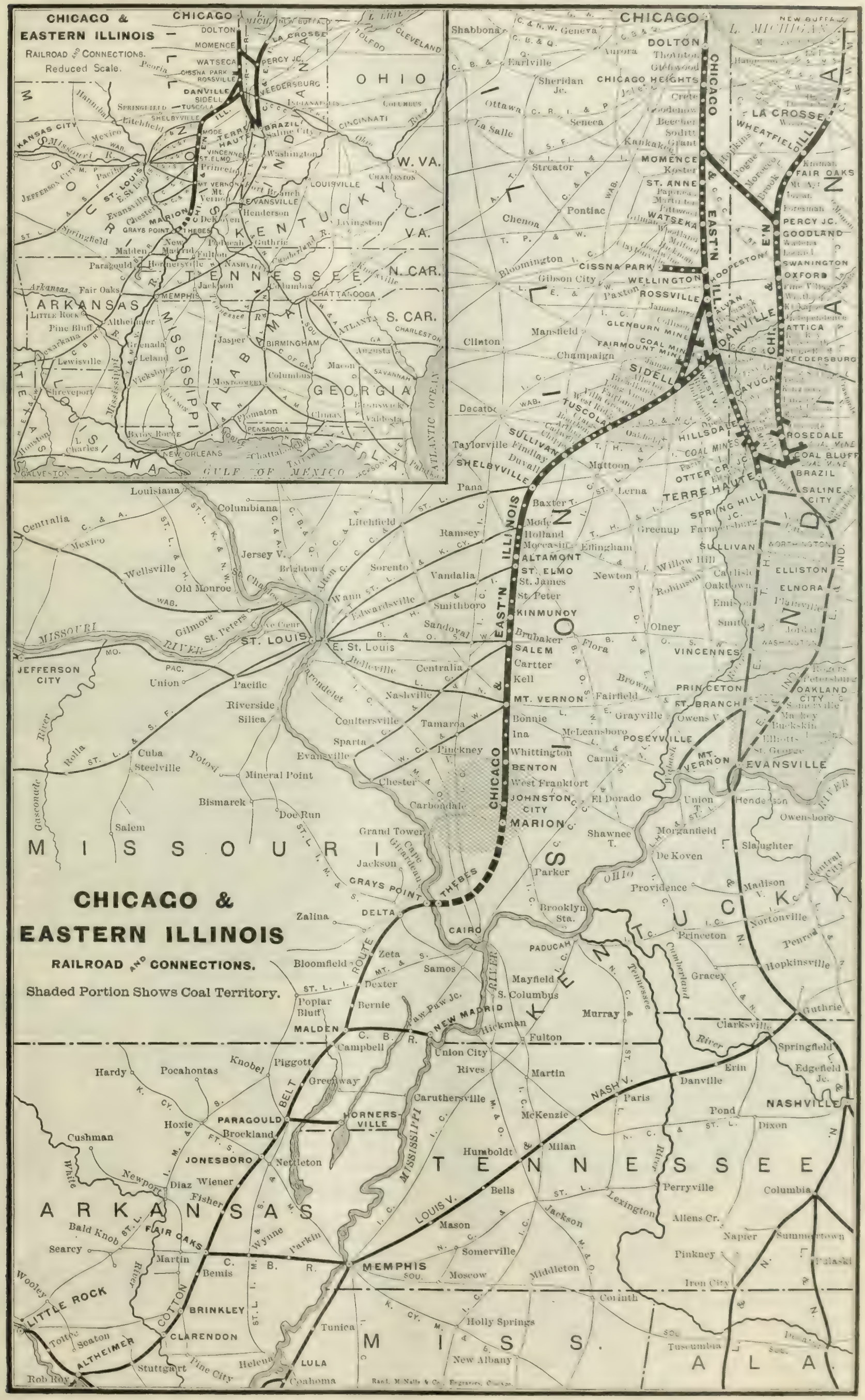
The *Iowa Division* bonds are a first mortgage on the main line in Iowa from Burlington to East Plattsmouth on the Mo. River, 278 miles, and on 122 miles of branches; they are also a first collateral lien on 420 miles of branches and 86 miles of second track. These bonds have a sinking fund of 1½ per cent ($203,800) yearly, for which the 4s are subject to call at 100, the 5s at 105. The single main line and branches covered "shall not exceed in the aggregate 900 miles," at $16,000 per mile; on second track (of which Jan. 1, 1897, there were 88 miles) may be issued an additional $14,000 per mile. (V. 65, p. 462.)

MAP OF THE

CHICAGO, BURLINGTON & QUINCY

RAILROAD SYSTEM.




CHICAGO & EASTERN ILLINOIS
RAILROAD AND CONNECTIONS.
Reduced Scale.
CHICAGO
DOLTON
MOMENCE
WATSEKA
PERCY JC.
CISSNA PARK
ROSSVILLE
DANVILLE
SIDELL
TUSCOLA
VEEDERSBURG
TERRE HAUTE
BRAZIL
Saline City
VINCENNES
ST. ELMO
Princeton
MT. VERNON
Mt. Vernon
EVANSVILLE
MARION
GRAYS POINT
THEBES
Cape Girardeau
Jackson
Henderson
Livingston
Paducah
Guthrie
Hopkinsville
Springfield
Malden
New Madrid
Fulton
Paragould
Hornersville
Nashville
Jackson
Columbia
CHATTANOOGA
Arkansas
Fair Oaks
MEMPHIS
ARKANSAS
Little Rock
Pine Bluff
Althelmer
Grenada
Leland
Lewisville
Jasper
BIRMINGHAM
Atlanta
Augusta
Macon
SAVANNAH
CHARLESTON
Vicksburg
Columbus
MONTGOMERY
GEORGIA
Shreveport
Texarkana
Florala
Climax
Valdosta
PENSACOLA
Baton Rouge
Jonesboro
Charles
NEW ORLEANS
Chattahoochee
GULF OF MEXICO
ATLANTIC OCEAN
GALVESTON
Shabbona
Geneva
Aurora
Earlville
Sheridan
Jc.
CHICAGO HEIGHTS
Crete
Ottawa
La Salle
Seneca
Streator
Kankakee
Grant
Pontiac
Chenoa
Bloomington
Gibson City
Paxton
Mansfield
Clinton
Champaign
Decatur
Taylorville
Findlay
Duvall
SHELBYVILLE
Pana
Mattoon
Lerma
Baxter
Mode
Holland
Moccasin
ALTAMONT
ST. ELMO
St. James
St. Peter
KINMUNDY
Brubaker
SALEM
Cartter
Kell
Ellingham
Willow Hill
Newton
Olney
Flora
Fairfield
Grayville
Bonnie
Ina
McLeansboro
Whittington
BENTON
West Frankfort
JOHNSTON CITY
Carmi
El Dorado
MARION
Carbondale
Chester
Sparta
Evansville
Pinckneyville
Nashville
Coultersville
Tamaroa
Centralia
Belleville
E. St. Louis
ST. LOUIS
Gilmore
St. Peters
Cave Genr
Sandoval
Smithboro
Edwardsville
Wann
Vandalia
Sorento
Brighton
Jersey V.
Litchfield
Ramsey
Columbiana
Louisiana
Centralia
Mexico
Wellsville
Old Monroe
Gasconade
Rolla
Cuba
Steelville
Potosi
Mineral Point
Bismarck
Doe Run
Salem
Union
Pacific
Riverside
Silica
Jefferson City
MISSOURI
Grand Tower
Jackson
Cape Girardeau
GRAYS POINT
THEBES
DELTA
Zalina
Bloomfield
Zeta
Dexter
Poplar Bluff
Bernie
MALDEN
Campbell
Samos
Paw Paw Jc.
NEW MADRID
Hickman
Fulton
Union City
Rives
Martin
Caruthersville
Humboldt
Milan
Bells
Mason
Somerville
Moscow
Middleton
MEMPHIS
Tunica
Holly Springs
New Albany
Corinth
Iron City
Tuscumbia
Hardy
Pocahontas
Knobel
Piggott
Greenway
Hoxie
PARAGOULD
Brockland
Cushman
JONESBORO
Nettleton
Newport
Diaz
Wiener
Fisher
Bald Knob
FAIR OAKS
Searcy
Martin
Bemis
Wooley
LITTLE ROCK
BRINKLEY
CLARENDON
Toltec
Scaton
ALTHEIMER
Stuttgart
Pine City
Helena
LULA
Coahoma
Rob Roy
Wynne
Parkin
Lexington
Jackson
Perryville
Columbia
Allens Cr.
Napier
Summertown
Pinkney
Pulaski
Dixon
Erin
Danville
Paris
Pond
NASHVILLE
Springfield
Edgefield Jc.
Clarksville
Guthrie
Gracey
Princeton
Nortonville
Madisonville
Providence
Shawnee T.
Morgantield
Slaughter
De Koven
Owensboro
Henderson
Union T.
Owens V.
Mackey
Buckskin
Elliotts
St. George
POSEYVILLE
MT. VERNON
EVANSVILLE
FT. BRANCH
OAKLAND CITY
Somerville
Princeton
Hopkinsville
Penrod
Cumberland River
Tennessee River
Ohio River
Mississippi River
Missouri River
Cotton Belt Route
CHICAGO & EASTERN ILLINOIS
RAILROAD AND CONNECTIONS.
Shaded Portion Shows Coal Territory.
Rand, McNally & Co., Engravers, Chicago.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

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Chicago Burlington & Quincy—(Concluded)—								
Nebraska ext., $20,000 p. m. (s. f., not dr'n).c*&r	1,472	1887	1,000&c	f26,077,000	4	M. & N.	N.Y., Bk.of Com.& Bost.	May 1, 1927
Chicago & Iowa Div., collat trust.....c*	121	1895	1,000	2,320,000	5	F. & A.	do do	Feb. 1, 1905
Convertible debentures (See remarks).....c*	....	1890-2	100 &c.	3,088,800	5	M. & S.	do do	Sept. 1, 1903
B.& Mo.RR. in Neb. } Land grant, s. f., dr. at 100 }	585	} 1878	600 &c.	g8,464,000	6	J. & J.	Boston, Bk. of Com'rce.	July 1, 1918
Con.M$14000000 } Exempt, not dr'n till 1908 }		} 1878	600 &c.	5,000,000	6	J. & J.	do do	July 1, 1918
Burl. & Mo. RR. in Neb., s. f. for At.&Neb.RR.st'k..	....	1880	1,000	h3,347,000	4	J. & J.	do do	Jan. 1, 1910
Rep.Val., 1st M.,gu.,(dr. at 100) s. f.,$14,000 y'ly.c	90	1879	600 &c.	k1,078,000	6	J. & J.	Boston, Bk. of Com'rce.	July 1, 1919
Ottawa Oswego & Fox River, 1st mortgage ....c*	67	1870	1,000	1,076,000	8	J. & J.	N.Y., F.L.&T.Co.& Bost.	July 1, 1900
Atch. & Neb., 1st M., At. to Lin., Neb., etc., guar.c*	145	1878	100 &c.	1,125,000	7	M. & S.	Boston, Bk. of Com'rce.	Mch. 1, 1908
2d mort. on Atch. & Neb. RR. (1st M. on bridge)	....	1887	....	See text.	6	J. & D.	Boston.	Dec. 1, 1927
Linc'n & N.W. RR. 1st M. guar., s.f. 1 p.c., not dr'n..	73	1880	1,000	600,000	7	J. & J.	Boston, Co.'s Office.	Jan. 1. 1910
Chic. & East. Illinois—Com. stock ($15,000 p. mile).	....	....	100	6,197,800	3½ in '99	J. & J.	New York.	Jan. 2,'00, 2%
Pf. st'k, $10,000,000,6 p.c.non-cum($10,000 p.m.)	....	....	100	5,830,700	6 in 1899	Q.—J.	N.Y., Hanover Nat. B'k	Jan.2,'00,1½%
1st mort. (s. f. $20,000, no drawings).....c*	107	1877	100 &c.	2,989,000	6	J. & D.	N.Y.,4th Nat.Bk.& Bost.	Dec. 1, 1907
Danville & Grape Creek RR.—1st M., assumed..c*	7	1880	1,000	119,000	6	M. & N.	Boston, Globe Nat. Bk.	May 1, 1920
Extension, 1st mortgage.....c*	15	1881	1,000	103,000	6	J. & D.	N. Y., Fourth Nat. Bank.	Dec. 1, 1931
Consol. mortgage (for $6,000,000), gold s. f.....c*	127	1884	1,000	2,788,000	6 g.	A. & O.	N. Y., Central Tr.& Bos.	Oct. 1, 1934
Collateral trust bonds, sinking fund.....c*	....	1887	1,000	42,000	6 g.	F. & A.	N. Y., Central Trust Co.	Feb. 1, 1912
General consol. and first mort. $30,000,000..c&r	256	1887	1,000&c	10,069,000	5	M. & N.	do do	Nov. 1, 1937
Chic.& Ind.Coal—1st M. $25,000 p. m., assumed.c*	174	1886	1,000	4,626,000	5	J. & J.	N. Y., Met. Trust Co.	Jan. 1, 1936
Evansv. T. Haute & Chic., 1st M., g., int. guar.c*	49	1870	1,000	775,000	6 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	May 1, 1900
Income mortgage.....	49	1881	1,000	150,000	6	M. & N.	do do	May 1, 1920
Indiana Block Coal, 1st mort., s. f., call at par...	....	1878	1,000	116,000	7	J. & J.	do do	July 1, 1908
Chicago & Erie—Stock (all held by Erie).....	....	....	100	100,000	.....	.....	.....	.....
1st M., gold, interest guar. till principal is paid..c*	249	1890	1,000	12,000,000	5 g.	M. & N.	New York, Erie RR.	May 1, 1982
Income bonds for $10,000,000 5 p. c. non-cum...	249	1890	1,000&c	10,000,000	Mostly	owned	by Erie RR.	Oct. 1, 1982
Terminal 1st mortgage, gold.....	...	1888	.....	300,000	5 g.	J. & J.	New York, Erie RR.	July, 1918

The Chicago Burlington & Quincy sinking funds for the several loans respectively held alive June 30, 1899, of the bonds given above as outstanding: Of **g**, $4,714,800 July 1, 1899, and $134,000 additional drawn Jan. 1, 1900; **h**, $1,930,000; **k**, $307,000. Also canceled bonds not included above, **f**, $3,364,000, July, 1899.

Iowa Div. bonds, $56,000 fives and $170,000 fours, have been drawn for the sinking fund and will be paid April 1, 1900. V. 69, p. 1192.

Denver Ext. bonds can be increased only for 2nd track at $10,000 p. m.

The collateral trust *Nebraska extension* bonds of 1887 (New England Trust Co., of Mass., trustee) are issued at $20,000 per mile for single and $10,000 per mile for second track on not exceeding 1,500 miles. **Abstract** of deed V. 45, p. 441.

Burlington & Missouri RR. in Nebraska consol. mortgage of 1878 is for $14,000,000, and is now a 1st M. or 1st collateral lien; all except the $5,000,000 of *exempt* bonds are subject to call for the sinking fund at par, $231,200 having been retired in 1896. The "exempt" bonds may be called after 1908.

The 5 *per cent debentures* of 1890-92 are *convertible* $ for $ into stock any time prior to Dec. 1, 1902, except when books are closed. $11,721,200 had been thus converted up to June 30, 1899. V. 67, p. 842. See terms of conversion on page 5 of the SUPPLEMENT for Oct., 1896.

Many of the bonds are redeemable (may be drawn) before maturity at various prices, plus accrued interest, as stated in the table above.

GENERAL FINANCES.—The Chicago Burlington & Quincy Railroad has been one of the most profitable in the country, as its numerous branches tributary to the main line were built into choice agricultural territory. Corn, however, being one of the principal articles carried by it, its earnings vary greatly according to the size of the crop.

In May, 1899, all of the bonds and most of the stock of the Keokuk & Western RR (which see) was acquired. V. 69, p. 756.

In April, 1899, stockholders subscribed pro rata for $16,166,000 new 3½ per cent bonds at 75, and $4,041,500 stock at par, in blocks of $1,000 bonds and $250 stock, for which $1,000 paid, $500 on June 8 and $500 on Sept. 8. This issue of 3½ per cent bonds is limited to $85,000,000, as above stated, and is designed to retire eventually the bonded indebtedness of all the lines east of the Mississippi River. The lien will become an absolute first mortgage on payment of the consol. 7s and the Chicago & Iowa division 5s. The present issue is made to take up the bonds of Chicago Burlington & Northern RR. and $1,076,000 Ottawa Oswego & Fox River Valley bonds, amounting in all to $13,787,500, at a cost of $14,235,575. The balance is to be used for improvements. Interest on the new bonds began July 1, 1899. See circular V. 68, p. 771; V. 69, p. 751. The C. B. & N. was merged in May, 1899.

The company's sinking funds have received to June 30, 1899 over $19,250,000. With this money about $8,000,000 of the company's bonds have been canceled, while the remainder of the cash not so used has been invested for the benefit of the several sinking fund loans in bonds that are held alive drawing interest and are therefore included in the company's outstanding debt. In 1898-9 the aggregate sinking fund income was $1,143,318, of which $523,619 is the amount carried direct to the sinking fund and the balance appears in the accounts merely as part interest on funded debt.

Debentures aggregating $31,910,900 have been issued; of this amount $9,000,000 was used to purchase the Hannibal & St. Joseph, from which a good income is received, while $7,647,000 was used to buy other stocks and $15,263,900 (since mostly converted into stock) for improvements, etc.

As unencumbered assets, on the other hand, the company owns besides the $14,244,900 Hannibal & St. Joseph stock above mentioned, a large amount of stocks and bonds, a list of the same being in V. 63, on pages 778 and 877. The road unbonded and the roads whose bonds are all owned were in 1898 (V. 63, p. 775), as follows:

	Miles.
Northerly Extension, Alliance, Neb., to Billings, Mont., and branches	621
St. Louis Keokuk & N. W. (all its $15,593,800 bonds and stock owned and unpledged; Keokuk, Ia., to St. Louis, Mo. (Net earnings in 1894-95, $691,026)	226
Other lines of moderate earning capacity (Ch. Burl. & K. C., etc.) securities all or nearly all owned and unpledged	477

LATEST EARNINGS.—From July 1 to Nov. 30 (5 months) earnings, including lines controlled, were:

5 *months.*	*Gross.*	*Net.*	*Charges.*	*Balance.*
1899-00	$21,738,745	$9,039,082	$4,200,000	$4,839,082
1898-99	19,684,993	8,307,715	4,214,789	4,092,926

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-99 was in the CHRONICLE, V. 69, p. 741, 754, (see also editorial, p. 725), showing operations, including results of the C. B. & N., etc.

	1898-99.	1897-98.	1896-97.
Gross earnings	$43,389,425	$42,800,162	$35,526,186
Expenses and taxes	28,135,465	27,810,886	22,661,769
Net	$15,253,960	$14,989,276	$12,864,417
Prop. of exp. to gross earnings	(64·84)	(64·98)	(63⅘)
Other inc. (approx. in 1896-7).	487,822	534,161	383,429
Total income	$15,741,782	$15,523,437	$13,247,846
Int., rent, etc. (appro. in '96-7).	9,013,482	9,440,645	9,440,000
Balance	$6,728,300	$6,082,792	$3,807,846
Dividends	(6)5,238,371	(4½)3,690,126	(4)3,280,112
Balance	$1,489,929	$2,392,666	$527,734
Renewal fund	.....	1,000,000	.....
Surplus	$1,489,929	$1,392,666	$527,734

—(V. 69, p. **741, 754**, 795, 1192, 1300; V. 70, p. 75).

Chicago & Eastern Illinois RR.—*(See Map.)*—Operates road (double track to Danville, 106 miles) from Chicago, Ill., to Terre Haute Ind., and the bituminous coal fields. (¶See this co.)

Lines owned in fee.	*Miles.*		
Dolton to Altamont, Ill	224	Double track	*109*
Rossville to Sidell, Ill	34	Side tracks	*231*
Danville, Ill., to Brazil, Ind.	62	*Trackage, etc.*	
Momence to Ind. State line—Junc. Chic. & Ind. Coal Ry.	11	Otter Creek Junc. to Terre H.	6
Cissna Junc. to Cissna Park	11	Dolton to Chicago, Ch.&W.Ind.	17
Chic.& Indiana Coal Div., Brazil to La Crosse, Ind., etc.	183		
Altamont to Thebes and brs.	163	Total operated Jan., 1900	711

HISTORY, LEASES, &C.—Reorganized under existing title in 1877. In Nov., 1887, consolidated with two other co's (V. 46, p. 135), and on June 6, 1894, with Chicago & Indiana Coal RR. V. 58, p. 987; also V. 48, p. 334. Also owns $1,000,000 stock of Chic. & Western Indiana—having all the local traffic of the latter road from Dolton into Chicago. In January, 1890, a ten-year traffic contract was made with the Evansville & Terre Haute for the operation of a through line between Chicago and Evansville. (V. 55, p. 995.) In March, 1897, the Chic. Paducah & Memphis, 100 miles, was purchased, and in Dec., 1899, merged the controlled companies, the Evansville Terre Haute & Chicago and the Indiana Block Coal RR. An extension from Marion, Ill., to Thebes, 63 miles, connecting with the St Louis Southwestern, was to be completed in January, 1900. V. 68, p 231; V. 68, p. 771.

CAPITAL STOCK.—The common stock ($15,000,000 authorized) is entitled to all surplus after 6 per cent on the preferred stock. In addition to the amounts outstanding in the table, $3,991,500 common and $628,900 preferred were held in the company's treasury June 30, 1899.

DIVIDENDS—	'88	'89	'90	'91	'92 to '97	'98	'99	'00
On pref., p. c.	7½	6	6 stk.	4½	6 yearly	6	6	Jan., 1½
Common, p. c.	0	0	0	0		2½	3½	Jan., 2

Dividend on common in 1899, Jan., 1½ p. c.; July, 2; 1900, Jan., 2.

BONDS.—The *general consol. and 1st* mortgage of 1887 (trustee, Central Trust Co.) provides for the retirement of $6,042,000 prior bonds and for issue of bonds on new road at $18,000 per mile for single track also for bonds for equipment at $7,000 per mile and for double track at $8,000 per mile. In 1897 the total issue of gen. consol. bonds was limited to $30,000,000 and bonds were reserved for Chicago & Indiana Coal firsts. See V. 64, p. 1088. The gen. consols are a *first* mortgage on 256 miles of road, including the line from Rossville via Sidell to Altamont, etc.; also on equipment valued at $2,657,000, and upon real estate in Chicago costing over $1,200,000. They also cover 106 miles of double track from Danville to Dolton, Ill., and rest of property subject to prior liens.

GENERAL FINANCES.—This company owns most of the capital stock of the Brazil Block Coal Co., and carries all its coal. It carries also the coal of the Grape Creek region. On June 30, 1899, Chicago P. & M. car trust notes (including interest), $317,859.

EARNINGS.—For 5 months, July 1 to Nov. 30:

5 *mos.*—	*Gross.*	*Net.*	*Other inc.*	*Int., &c.*	*Bal., surp.*
1899-0	$2,204,528	$1,042,422	$109,065	638,661	512,826
1898-9	1,919,566	885,630	93,348	635,848	343,130

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in Chicago on the first Wednesday in June. The annual report for 1898-99 was in V. 69, p. 489. The company receives low rates for its freight, the rate per ton per mile being 49-100 of a cent in 1898-99, 51-100 in 1897-98; 51-100 in 1896-97; 54-100 in 1895-96. Of the traffic about 64 per cent in year 1893-94 was coal.

Year end. June 30.	1899.	1898.	1897.	1896.
Miles operat. June 30	648	648	648	522
Gross earnings	$4,581,560	$4,221,438	$3,927,610	$4,014,624
Oper. exp. & taxes	2,712,920	2,619,632	2,423.915	2,433,888
Net earnings	$1,868,640	$1,601,806	$1,503,695	$1,580,736
P. c. op. ex. to earns.	(59·22)	(62·05)	(61·72)	(60·62)
Net (incl.oth.income).	$2,065,329	$1,768,092	$1,661,407	$1,735,380
Interest paid	1,066,399	1,083,052	1,002,553	968,995
Rentals	231,567	229,651	241,156	234,478
Div. on pref. stock	(6) 349,842	(6) 289,842	(6) 289,842	(6) 289,842
Div. on com. stock	(3½) 216,923	(2½)154,945	.....	.....
Balance	sr.*$200,598	sr.$10,602	sr.$127,855	sr.$242,065

* From which $100,000 was appropriated for additional equipment. V. 69, p. **280, 489**, 905, 1192, 1345.

Chicago & Erie RR.—*(See Map Erie RR.)*—Owns from Marion, O., to Hammond, Ind., 249 miles, and leases trackage over Chicago & West. Indiana to Chicago, 20 miles. Practically merged in Erie. RR Co.

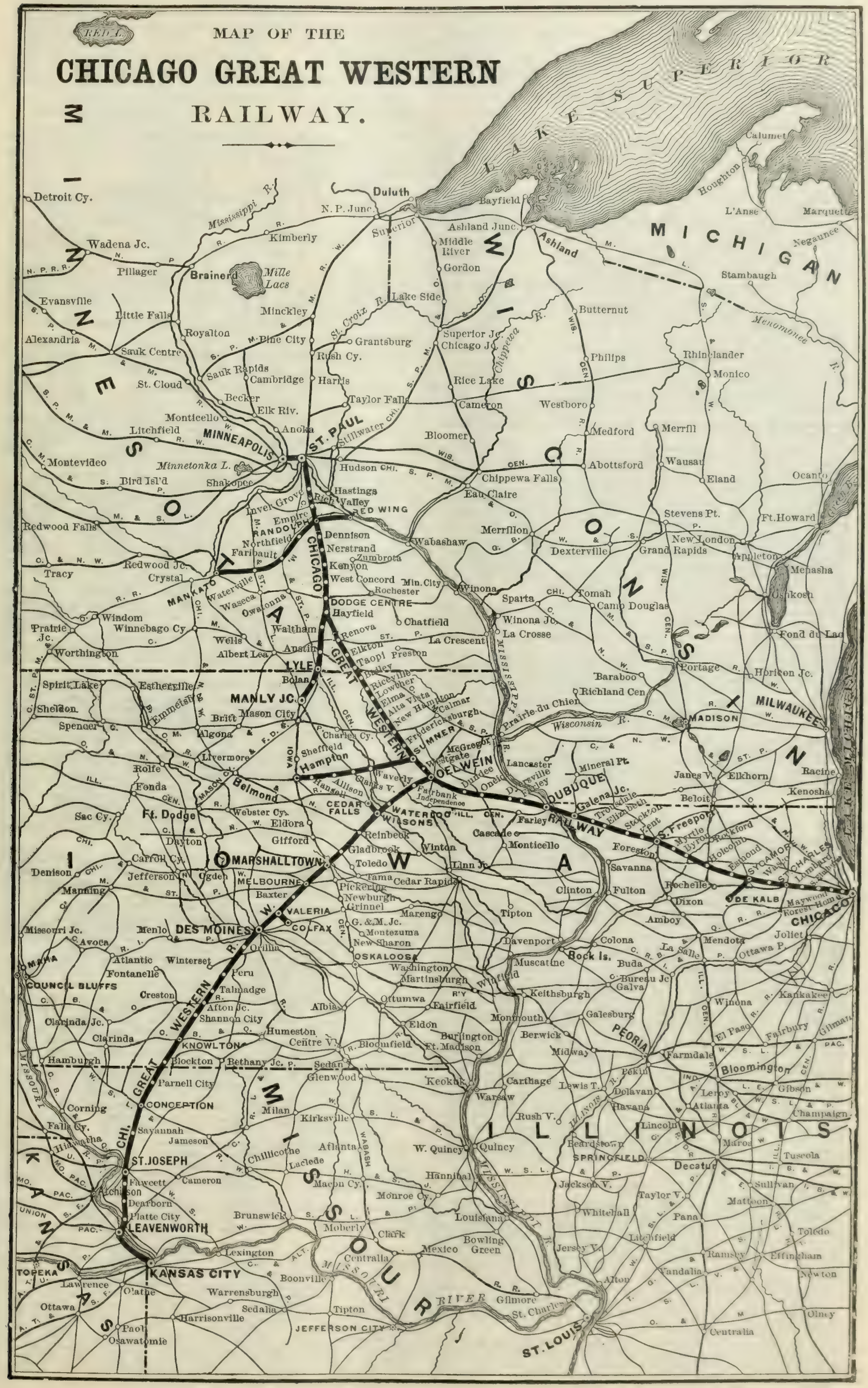
BONDS.—The *first mortgage* (trustees Central Trust Co. and Edward Daniels) covers 249 miles of road, the contract with the Chicago & Western Indiana, $1,000,000 of that company's stock and $240,000 stock of Chicago Belt Ry. See abstracts V. 51, p. 911, V. 61, p. 750.

Chicago Fort Madison & Des Moines RR.—Owns Fort Madison to Ottumwa, Ia., 71 miles. In Dec., 1899, the Chic. Burl. & Quincy acquired control. (V. 70, p. 75)

Chicago & Grand Trunk Ry.—Owns from Port Huron, Mich., to Elsdon, 326·5 miles; leases Grand Trunk Junction Railway, 4 miles, and trackage Chicago & West. Indiana, 4·5 miles; total, 335 miles. Stock, $6,600,000 in $100 shares. The Grand Trunk of Canada

MAP OF THE

CHICAGO GREAT WESTERN RAILWAY.



Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & Gr. Trunk—Northwest Gr. Tr., 1st mort.	66	1880	$500&c.	$546,000	6	J. & J.	N. Y. Union Nat. Bk.	Jan. 1, 1910
1st mortgage for $6,000,000, $ (cur.) & £.....c&r	327	1880	£100&c	5,437,000	6	J. & J.	& London.	Jan. 1, 1900
2d mortgage (currency).....c*&r	327	1882	1,000&c	6,000,000	5	J. & J.	N. Y., Union Nat. Bk.	Jan. 1, 1922
NEW SECURITIES TO BE ISSUED UNDER REORGANIZATION PLAN.								
Ordinary stock, $6,000,000	....	....	.....	6,000,000	.....	.....	.....	.....
1st Mortgage, $15,000,000, g., $ (cur.) & £.....	....	1899	.....	14,437,000	4 g.	.....	.....	1949
Chicago Great Western—								
Deb. stock, cum., g., $30,000,000, div. in cash, g.	....	....	100	15,700,300	4 g.	J. & J.	London, R. Benson & Co.	Jan. 15, '00, 2%
Debenture scrip (not interest-bearing)	....	....	.....	16,152	No int'st	.....	.....	.....
Preferred stock A, $15,000,000, 5 per cent, gold.	....	....	100	11,371,800	4 in '99	J. & J.	London, R. Benson & Co.	Jan. 31, '00, 2½
Pref. stock B, 4 per cent $10,000,000	....	....	100	7,489,190	None paid.	.....	.....	.....
Common stock, $30,000,000	....	....	100	21,254,895	None paid.	.....	.....	.....
C. St. P. & K. C. equip. lease warrants, assumed.	....	....	.....	966,725	7	M'thly.	New York City.	1900-1901
Sterling 5-year notes 6s (no mortgage) gold.....	....	1896	£100&c	1,454,545	6 g.	Semi-an	London, R. Benson & Co.	1901 & 1902
Sterling 5-year notes 5s of 1898 (no mortgage)..	....	1898	Various	1,100,000	5 g.	Semi-an	London.	1903
Sterling 5-year notes 5s of 1899 (no mortgage)..	....	1899	Various	808,333	5 g.	Semi-an	London or New York.	1904
C. G. W. equipment lease warrants, $10,000 an'ly	....	1896	.....	70,000	6	M'nthly	New York.	1900-1906
C. G. W. equipment lease warrants Jan. 1, 1900..	....	1899	Various	357,516	5	M'nthly	St. Paul.	$4,830 m'n'hly
Chic. Ind. & East.—1st M., g., $15,000 p. m. IC..c*	....	1895	1,000	(?)	5 g.	J. & J.	Chic., Ill. Tr. & Sav. Bk.	Jan. 1, 1935
Chicago Indianap. & Louisville—Com. stock...	....	....	100	10,500,000	.....	.....	.....	.....
Preferred, 4 per cent, non-cum., $5,000,000.....	....	....	100	5,000,000	.....	.....	.....	Mar., 30, '99, 1
L.N.A.&C., 1st Main Line.—N.A. to Mich. City..c*	288	1880	1,000	3,000,000	6	J. & J.	N. Y., J. P. Morgan & Co.	July 1, 1910
1st M., Chic. & Ind. Div., Chic. to Ind., gold..c*	158	1881	1,000	2,300,000	6 g.	F. & A.	do do	Aug. 1, 1911
C. I. & L. refunding mort., $10,300,000, gold, 5s.	512	1897	1,000	3,242,000	5 g.	J. & J.	do do	July 1, 1947
Do gold 6s, issued for old consols.....	512	1897	1,000	4,700,000	6 g.	J. & J.	do do	July 1, 1947
Perry Mathews Buskirk Stone Co., 1st M., guar..	....	1898	1,000	250,000	6 g.	F. & A.	Am. Tr. & Sav. Bk., Chic	Feb. 1, 1908
Indiana Stone RR. 1st M. guar.....	....	....	.....	In treasury.	.....	.....	.....	.....
Car trust notes June 30, 1899, $2,652 monthly.	....	1898	.....	103,787	.....	.....	.....	To 1903
Chicago Junction—Common stock.....	....	....	100	2,200,000	All owned by Ch.		J. Ry. & Un. Stk. Yds.	V. 68, p. 326.
Chic. Ham. & West., 1st M., $2,500,000, g...c*&r	....	1897	500 &c.	2,000,000	6 g	J. & J.	N. Y., Cent'l Trust Co.	Jan. 1, 1927
Chic. Lake Sh. & East.—Divisional bonds (see text)	....	....	.....	720,000	6	J. & J.	.....	July 1, 1914
1st mortgage, red. at par, gold.....MC.c*	....	1897	1,000	1,200,000	5 g.	M. & S.	Chicago, Ill.	Mch. 1, 1917
Equipment, gold, sink. fund (red. at 105.)MC.c*	....	1897	1,000	1,310,000	5 g.	J. & J.	do do	July 1, 1917

gives a traffic guarantee of 30 per cent of its gross earnings on interchanged traffic.

REORGANIZATION PLAN.—The plan issued in Nov., 1899 (V. 69, p. 954,) provides for the foreclosure of the first mortgage, due Jan., 1900, and the issue of the bonds shown in the table. The Grand Trunk will give a traffic agreement of 30 per cent of its gross earnings on interchanged traffic to meet the interest on the new 4s and receive the $6,000,000 new stock in re-payment of advances and full satisfaction of the floating debt. The old 1st 6s will receive an equal amount of new 1st 4s (see V. 69, p. 1061,) and the old 2d 5s 75 per cent in new 1st 4s. Of the new bonds, $4,500,000 will be issued for double tracking and other capital purposes and $563,000 will be reserved for Northw. Grand Trunk 6s. Majority of bonds deposited Jan., 1900.

Foreclosure suit was begun Jan., 1900. E. W. Meddaugh and H. E. Joy are receivers. A. Kayser & Co., 21 Cornhill, London, E. C. (Martin's Bank, Lim., depository,) and Simon Borg & Co., New York, represent opposition to plan.—V. 70, p. 39, 75.

EARNINGS.—8 mos., Jan. 1 to Aug. 31. 1899.....Gross, $2,523,040; net, $354,074
1898.....Gross, 2,382,196; net, 497,892

For 6 mos. ending June 30, 1899, gross, $190,248; net, $256,820; charges, 434,087; bal., def., $177,267.

For year ending Dec. 31, 1898, gross earnings were $3,649,719; net, $759,421; interest on bonds, $660,000; rentals, etc., $211,100; balance, deficit, $111, 679 paid by Grand Trunk of Canada under traffic agreement. In 1897, gross, $3,085,187; net, $375,561. (V. 70, p. 39, 75.)

Chicago Great Western Ry.—*(See Map.)*—ROAD.—Operates the "Maple Leaf" route, radiating from Oelwein, Ia., northerly to St. Paul, easterly to Chicago and southerly to Kansas City, and embracing:

Lines Owned—	*Miles.*	*Trackage, etc.*	*Miles.*
Chic. St. P. & Kan. City Ry.—		St. Paul to Minneapolis	11
Chicago to St. Paul, Minn., and St. Joseph, Mo	690	Chicago terminals (V. 65, p. 521)	10
Branches to Hayfield, etc	131	Dubuque to Aiken	16
Bee Creek to Beverly (no bds.)	23	Des Moines terminals	3
		Leavenworth to Kansas City	46
		Total operated	930

The Leavenworth Terminal Ry. & Bridge is used into Leavenworth.

HISTORY.—The Chicago St. Paul & Kansas City was organized in May, 1886, and in December, 1887, merged with Minnesota & Northwestern. In August, 1892, reorganized per plan, Vol. 55, p. 856. Each $1,000 of Minn. & N. W. and Chi. St. P. & K. C. first mort. bonds was given $500 debenture stock and $600 pref. "A" stock.

On Sept. 7, 1893, the Great Western acquired by deed the title of the Chicago St. Paul & Kansas City Ry. (815·67 miles), subject to the mortgage bonds, of which it owns all except $1,000. It also acquired the title to the Leav. & St. Joseph Ry. (23 miles), which is unencumbered.

SECURITIES.—The holders of *debenture* and *preferred A* stock appoint the finance committee, which exercises general supervision of finances. Additional securities of said issues can be put out, but only with consent of a majority of both said classes of stock present at a meeting. Securities of other issues having a lien prior to preferred A can be created, but only with consent of two-thirds of both classes. The several classes in case of liquidation will have principal paid in gold, according to their priority right to dividends. At extraordinary general meetings of holders of debenture stock and preferred A stock collectively, holders of *one-tenth* of said stocks outstanding, present or represented, constitute a quorum and by a majority vote have power to sanction any modification of the rights of said stocks. The provisions of the several classes of stock and of the trust deed were fully set forth in the editorial article of the SUPPLEMENT for October, 1897.

In 1898 the authorized issue of 4 p. c. debenture stock was increased from $15,000,000 to $30,000,000 for future refunding and improvements. See General Finances below.—V. 66, p. 133, 663, 1088.

On New York Stock Exchange in January, 1900, $16,776,500 debenture stock had been listed, including $3,300,000 four per cent debenture stock to retire the $2,823,150 priority loan on Jan. 1, 1900. V. 69, p. 451. Cash interest was resumed on all the debenture stock and *all* the preferred "A" is entitled to cash dividends since July 1, 1899.—V. 67, p. 1206.

DIVIDENDS.—On pref. "A" paid Jan., 1899, 2 p.c.; in July, 1899 2 p. c.; in Jan., 1900, 2½ p. c. (V. 69, p. 1193.)

FINANCES.—The deb. and pref. "A" stockholders voted Jan. 30, 1899, to issue $8,000,000 debenture stock, in order to refund in the near future the following securities: Ch. St. Paul & K. C. 5s, subject to call at 105, $2,823,150; equipment lease warrants, $1,673,000; sterling loan 6s, $1,454,000; gold notes 5s, $1,100,000, and for improvements. V. 68, 186. Of this new stock, $3,300,000 was sold to retire the $2,823,150 priority loan (the only mortgage debt), called and paid Jan. 1, 1900, and no more will probably be issued until 1901, when certain car trusts mature. V. 68, p. 669, 1131. The estimated savings in interest charges will be $91,218 annually. By improvements of the permanent way, etc., operating expenses were reduced in 1898-9 to 67·21 per cent of earnings, against 70·13 per cent in 1897-8 and 77·47 in 1894-5.—V. 69. p. 501.

The main line of the Wis. Minn. & Pac., extending from Red Wing, Minn., to Mankato, 93·7 miles, purchased from the Chic. R. I. & Pac. by friends of the C. G. W. has been operated since June 1, 1899, in connection with the latter, but the earnings kept separate. V. 68, p. 976.

EARNINGS.—Approximate statement for 6 mos. ending Dec. 31, 1899:

6 *mos.*	*Gross.*	*Net.*	*Charges.*	*Ren'l Fund.*	2% *on Pref. A.*
1899...	$3,487,459	$1,323,628	$750,907	$60,000	$284,310
1898...	2,971,946	1,125,307	720,331	87,660	227,448

Balance, surplus, $228,411 in 1899, against, $89,868 in 1898.

ANNUAL REPORT.—Report for 1898-99 in V. 69, p. 488, 501, 539.

Year ending June 30.	1899.	1898.	1897.
Total gross earnings	$5,867,739	$5,386,044	$4,680,859
Net income	1,720,224	1,435,671	1,100,272
Rentals (incl. equipment)	450,177	448,613	434,207
Interest priority loan	141,158	141,157	141,158
do sterling, etc., loans.,	157,962	111,062	69,594
Int. in cash on 4 p.c. deb. stock	498,002	†396,524	†364,541
Div. 4 p. c. on pref. stock "A"	454,896	.....	.....
Miscellaneous	8,873	.....	.....
Balance	¶ 9,156	$338,315	$90,772

† Also interest amounting to $95,880 in 1897-8 and $118,411 in 1896-7 was paid with scrip convertible into debenture stock at par:
¶ After paying interest on all the 4 per cent debenture stock and 4 per cent on all preferred "A" stock issued and issuable.

A. B. Stickney, President, St. Paul, Minn. New York Transfer office, 18 Wall Street.—(V. 69, p. **177, 488, 501, 539,** 541, 857, 1061, 1193, 1345; V. 70, p. 75, 125.)

Chicago Hammond & W. RR.—See CHICAGO JUNCTION RY.

Chicago Indiana & Eastern Ry.—Owns Converse, Ind., to Matthews, 28 miles, of which Swayzee to Converse, 6 miles, completed in Dec., 1899. In Dec., 1899, extension proposed from Matthews to Richmond, 51 miles. Stock authorized, $10,000 p. m. Pres., Paul Brown; Sec., J. H. Miller; Gen. Mgr., H. E. Drew. Office, Matthews, Ind.

Chicago Indianapolis & Louisville Ry.—*(See Map.)*—Operates the "Monon Route" from Chicago, Ill., via Monon, Ind., to Indianapolis, Ind., and Louisville, Ky., with branches—the system including:

Lines owned—	*Miles.*	*Oper. under contract*—	*Miles.*
Indiana State Line to Indianap.	162	Chicago to Ind. State Line	20
New Albany to Michigan City	289	New Albany to Louisville	5
Bedford to Switz City	40	Connection in Indianapolis	2
Orleans to Fr. Lick Springs	18	Clear Creek to Harrodsb'g, Ind.	10
		Total of all	546

A lease for 999 years with Chicago & Western Indiana (of whose stock this co. owns $1,000,000) gives entrance to Chicago on a mileage basis. Indiana Stone RR., Clear Creek to Harrodsburg, Ind., total stock and bonds owned, is operated under lease from Sept., 1899.—V. 69, p. 692.

HISTORY.—Successor July 1, 1897, of the Louisville New Albany & Chicago Ry., foreclosed and reorganized per **plan** in V. 63, p. 922. In April, 1899, control was acquired by J. P. Morgan & Co. The road will be operated independently but under close relations with other lines held in the same interest. V. 68 p. 822; V. 69, p. 129.

In May, 1899, the U. S. Supreme Court reopened the foreclosure proceedings against the old Co. V. 68, p. 1023, 1225; V. 69, p. 78, 692.

DIVIDENDS.—On pref., first dividend Mar. 30, 1899.—V. 68, p. 473.

BONDS.—*Refunding mortgage* covers road, equipment, etc. (including $1,000,000 stock of Ch. & W. Ind and $240,000 stock of the Belt Ry. of Chicago); total authorized issue is $15,000,000, of which reserved to take up existing divisional bonds at maturity, $5,300,000; to be issued only for betterments and equipment, not to exceed $300,000 in any one year, $2,091,000. Trustees are Central Trust Co., N. Y., and James Murdock, of Lafayette, Ind.

GENERAL FINANCES.—See statement to N.Y. Stock Exchange in July, 1897.—V. 65, p. 194. Bills payable June 30, 1899, $391,027. There were also $73,991 old car-trust notes of 1896 and $103,787 car-trust notes of 1898, payable $2,652 monthly, with interest.—V. 69, p. 692.

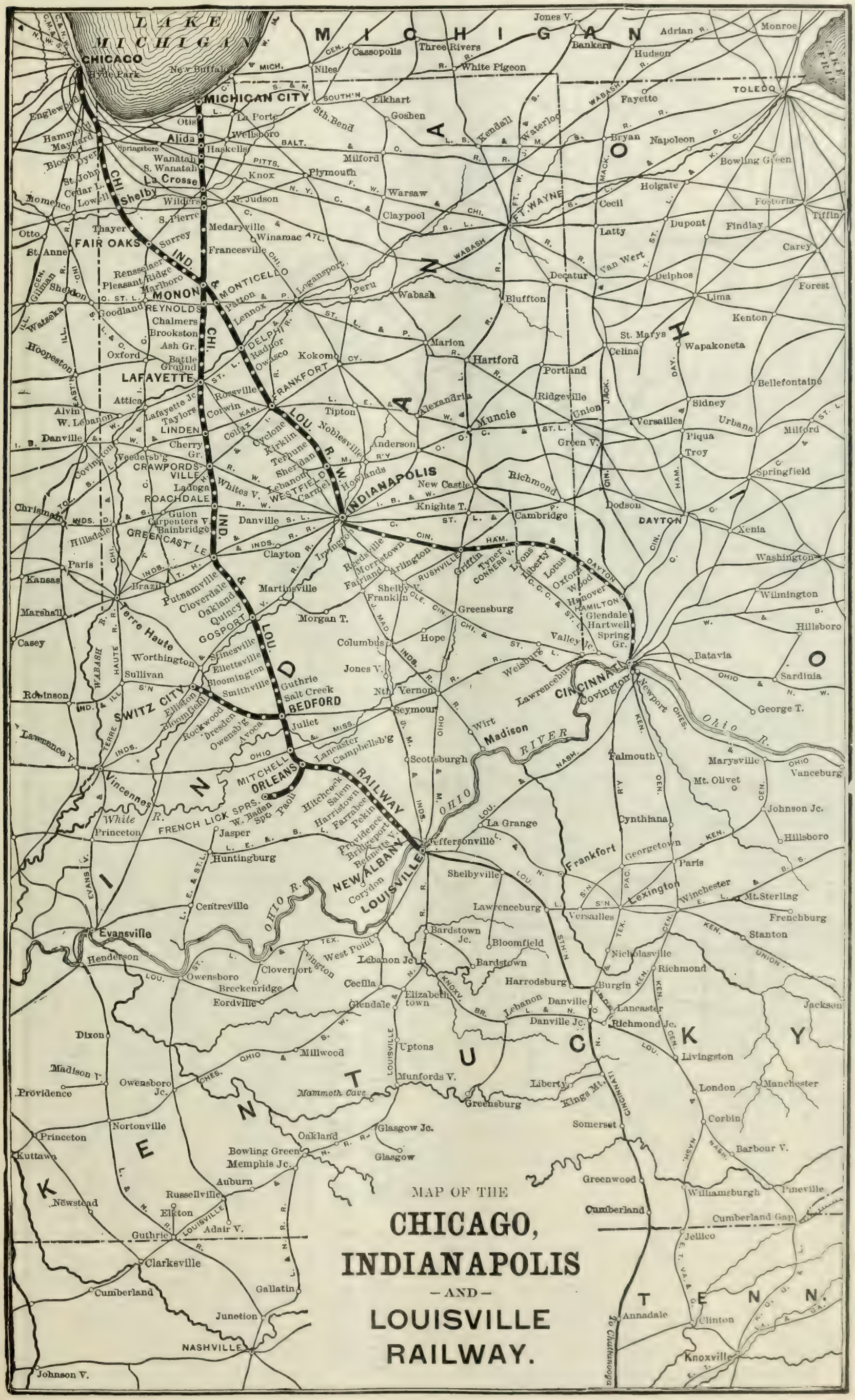
EARNINGS.—(5 mos.), July 1 to Nov. 30. 1899-0..Gross, $1,814,656; net, $756,833
1898-9..Gross, 1,509,152; net, 511,199

ANNUAL REPORT.—In V. 69, p. 692, showed:

Year end. June 30—	1898-99.	1897-98.	1896-97.	1895-96.
Gross earnings	$3,501,120	$3,323,671	$2,902,760	$3,291,972
Net earnings	1,146,170	967,663	860,322	1,111,583
Dividends received	86,687	75,038	74,400	70,800
Total net income	$1,232,857	$1,042,701	$934,722	$1,182,383
Interest on bonds	752,700	745,450	775,450	773,496
Rentals, etc	205,409	208,122	234,334	225,991
Total	$958,109	$953,752	$1,009,784	$1,019,487
Surplus	$274,748	$89,129	def. $75,062	$162,896

—(V. 68, p. 281, 473, 722, 771, 822, 1023, 1225; V. 69, p. 78, 129, **692**)

Chicago Junction Railway.—Owns and operates a belt line around Chicago from Whiting, Ind., to Franklin Park, Ill., and in the Union Stock Yards district connects with industries and all diverging roads. Total mileage operated, 64·03 miles, of which Terminal RR., Union Stock Yards to Chappell, 10·08 m.; East Chicago Belt RR., State Line to Grasselli Chemical Co., 3·62 m.; Calumet Terminal RR., trackage, Blue Island to McCook, 13·84 m.; Chic. & Ind. State Line Ry., leased from Chic. Junction Ry. & Union Stock Yards Co., 11·76 m.; Whiting to Blue Island, 14·21 m.; McCook to Franklin Park, 10·52 m.


LAKE MICHIGAN
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
TENN.
CHICAGO
Hyde Park
New Buffalo
MICHIGAN CITY
Niles
Cassopolis
Three Rivers
White Pigeon
Jones V.
Adrian
Monroe
Bankert
Hudson
TOLEDO
Fayette
Bryan
Napoleon
Bowling Green
Holgate
Fostoria
Tiffin
Findlay
Dupont
Latty
Cecil
FT. WAYNE
Warsaw
Claypool
Plymouth
Knox
Milford
Goshen
Elkhart
South Bend
La Porte
Otis
Wellsboro
Alida
Haskells
Springsboro
Wanatah
S. Wanatah
La Crosse
Shelby
Wilders
N. Judson
S. Pierre
Medaryville
Winamac
Francesville
Thayer
Surrey
FAIR OAKS
Rensselaer
Pleasant Ridge
Marlboro
MONON
MONTICELLO
Logansport
Peru
Wabash
Bluffton
Decatur
Van Wert
Delphos
Lima
Forest
Kenton
St. Marys
Celina
Wapakoneta
Bellefontaine
Sidney
Piqua
Troy
Urbana
Springfield
Dodson
DAYTON
Xenia
Washington
Wilmington
Hillsboro
Batavia
Sardinia
George T.
Marion
Hartford
Portland
Ridgeville
Muncie
Alexandria
Union
Versailles
Milford
Green V.
Richmond
New Castle
Knights T.
Cambridge
Anderson
Noblesville
Tipton
Kokomo
Rossville
Colfax
Cyclone
Kirklin
Terhune
Sheridan
Lebanon
Carmel
Whites V.
Ladoga
ROACHDALE
Hoosiers
WESTFIELD
INDIANAPOLIS
Danville
Guion
Carpenters V.
Bainbridge
GREENCASTLE
Clayton
Irvington
Reedsville
Morristown
Fairland
Arlington
Shelby V.
Franklin
Martinsville
Morgan T.
Greensburg
Columbus
Hope
Jones V.
Nth. Vernon
Seymour
Griffin
Tyner
CONNERS V.
Lyons
Liberty
Lotus
Oxford
Wood
Hanover
Glendale
Hartwell
Spring Gr.
Valley Jc.
CINCINNATI
Covington
Newport
Lawrenceburg
Weisburg
Madison
Wirt
Scottsburgh
Falmouth
Marysville
Vanceburg
Mt. Olivet
Johnson Jc.
Hillsboro
Cynthiana
La Grange
Jeffersonville
NEW ALBANY
LOUISVILLE
Frankfort
Georgetown
Paris
Winchester
Mt. Sterling
Lexington
Shelbyville
Lawrenceburg
Versailles
Frenchburg
Stanton
Bardstown Jc.
Bloomfield
Bardstown
Nicholasville
Richmond
Harrodsburg
Burgin
Danville
Lancaster
Jackson
Danville Jc.
Richmond Jc.
Livingston
London
Manchester
Corbin
Barbour V.
Somerset
Liberty
Kings Mt.
Greensburg
Uptons
Munfords V.
Millwood
Glendale
Elizabethtown
Cecilia
Lebanon Jc.
West Point
Irvington
Cloverport
Owensboro
Breckenridge
Eordville
Henderson
Evansville
Centreville
Huntingburg
Jasper
Princeton
White R.
FRENCH LICK SPRS.
W. Baden Spr.
Paoli
Hitchcock
Salem
Harristown
Farrabee
Pekin
Providence
Bridgeport
Behnetts V.
Corydon
RAILWAY
Vincennes
Terre Haute
Worthington
Sullivan
Ellettsville
Bloomington
Smithville
Guthrie
Salt Creek
BEDFORD
SWITZ CITY
Ellistion
Bloomfield
Rockwood
Dresden
Owensb'g
Avoca
Juliet
Lancaster
Campbellsb'g
Scottsburgh
Robinson
Casey
Marshall
Paris
Kansas
Brazil
Putnamville
Cloverdale
Oakland
Quincy
GOSPORT
Lawrence V.
Princeton
Kuttawa
Providence
Madison V.
Dixon
Owensboro Jc.
Nortonville
Mammoth Cave
Oakland
Bowling Green
Memphis Jc.
Glasgow Jc.
Glasgow
Auburn
Russellville
Elkton
Newstead
Guthrie
Adair V.
Clarksville
Cumberland
Gallatin
Junction
NASHVILLE
Johnson V.
Greenwood
Cumberland
Williamsburgh
Pineville
Cumberland Gap
Jellico
Annadale
Clinton
Knoxville
Chattanooga
MAP OF THE
CHICAGO,
INDIANAPOLIS
— AND —
LOUISVILLE
RAILWAY.

MAP OF THE

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

6,300 Miles in Operation.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Milwaukee & St. Paul—Common stock.	....	....	$100	$47,351,600	5	A. & O.	N.Y.Office,30 Broad St.	Oc. 21'99,2½%
Preferred stock7 per cent yearly, not cumulative.	....	....	100	36,305,400	7	A. & O.	do do	Oc. 21'99,3½%
Milwaukee & St. Paul loans—								
River Div. (St.P.&C.) 1st M. con. into pf.stk.g.c*	129	1872	$ & £	1,785,000	7 g.	J. & J.	London and New York.	Jan. 1, 1902
Hastings & Dakota 1st M., conv. into pref. st'k	....	....	.....	80,000	7	J. & J.	N.Y.,Office,30 Broad St.	Jan. 1, 1903
Chic. & Mil. 1st mort. (conv. into pref. stock)..c*	83	1873	1,000	1,566,000	7	J. & J.	do do	Jan. 1, 1903
Chicago Milwaukee & St. Paul loans—								
Prior lien consols, convertible into pref	1,435	1874	1,000	160,000	7	J. & J.	do do	Jan. 1, 1904
Consol. mort., conv. into pref. stock.....c*	1,435	1875	1,000	8,427,000	7	J. & J.	do do	July 1, 1905
I. & D. Ext. 1st M., convert. into pref. stock.c*	335	1878	1,000	2,843,000	7	J. & J.	do do	July 1, 1908
S. W. Div. 1st mortgage Western Union RR..c*	212	1879	1,000	4,000,000	6	J. & J.	do do	July 1, 1909
So. Minnesota Div. 1st mortgage.....c*	419	1880	1,000	7,432,000	6	J. & J.	do do	Jan. 1, 1910
Mineral Point Division 1st mortgage.....c*	133	1880	1,000	2,840,000	5	J. & J.	do do	July 1, 1910
Hast.&Dak.Div.,ext.,1stm.($990,000 are 5%)c*	395	1880	1,000	6,670,000	5 & 7	J. & J.	do do	Jan. 1, 1910
Lacrosse & Dav. Div. 1st mortgage.....c*	185	1879	1,000	2,500,000	5	J. & J.	do do	July 1, 1919
Wisc.Val.RR.Co. 1stM., Tomah to Merrill, Wis.c	107	1879	500	1,106,500	7	J. & J.	Boston, Lee Higginson.	Jan. 1, 1909
Wis. Val. Div.1st M. s. f., not dr'n..... ... c*	161	1880	1,000	2,205,000	6	J. & J.	N.Y. Office, 30Broad St.	July 1, 1920
Dub. Div. 1st M., s. f., not dr'n.....c*	351	1880	1,000	6,142,000	6	J. & J.	do do	July 1, 1920
Chic. & Pac. Div. 1st M. (Chic. to Kittredge)..c*	120	1880	1,000	3,000,000	6	J. & J.	do do	Jan. 1, 1910
do Western Div. 1st mort., (see text) gold .c*	1,117	1881	1,000	25,340,000	5 g.	J. & J.	do do	Jan. 1, 1921
Chic. & Lake Superior Div. 1st mort., gold...c*	68	1881	1,000	1,360,000	5 g.	J. & J.	do do	July 1, 1921
Wis. & Minn. Div. 1st mortgage, gold.....	230	1881	1,000	4,755,000	5 g.	J. & J.	do do	July 1, 1921
Fargo & Southern 1st mort., gold, assumed.....	119	1883	1,000	1,250,000	6 g.	J. & J.	do do	Jan. 1, 1924
Ch. Mil. & St. P. Terminal mortgage, gold.....c*	....	1884	1,000	4,748,000	5 g.	J. & J.	do do	July 1, 1914
Dakota & Great Southern 1st mortgage, gold.....	159	1886	1,000	2,856,000	5 g.	J. & J.	do do	Jan. 1, 1916
Chicago & Missouri River Div. 1st mortgage...c*	77	1886	1,000	3,083,000	5	J. & J	do do	July 1, 1926
Inc. M.,convert., s. f. $80,000 yearly (dr. at 105)c*	525	1886	1,000	236,000	5	J. & J.	do do	Jan. 1, 1916
Gen. mort. (for $150,000,000), gold Series A.c*&r	5,722	1889	1,000	24,000,000	4 g.	J. & J.	do do	May 1, 1989
do do "B" (3½s, issued in 1899).c*	5,722	1889	1,000	a9,683,000	3½ g.	J. & J.	do do	May 1, 1989
Milw. & North'n 1st mort., Schwarz.to Gr. Bay..c*	126	1880	1,000	2,155,000	6	J. & D.	N.Y., Ch.Mil.& St.P.Ry.	June 1, 1910
Consolidated mortgage.....c*	362	1884	1,000	5,092,000	6	J. & D.	do do	June 1, 1913
Chicago & Nor. Pacific—SEE CHIC. TERMINAL TRANSFER RR.				a Including June 30, 1899, $7,507,000 in treasury and not listed, see text.				

ORGANIZATION.—Formed in March, 1898, as a consolidation of the Chicago Hammond & Western and Chicago & Indiana State Line in the interest of the Chicago Junction Rys. & Union Stocks Yards Co. Leases and operates, in addition to the lines owned in fee, all the switching and terminal transfer roads owned by the Stock Yards Co.

BONDS.—First mortgage of C. H. & W. is for $2,500,000 (trustee, E. Francis Hyde, N. Y.); entire capital stocks of Hammond & Blue Island RR. ($400,000) and H. & B. I. Ry. of Indiana ($80,000) being deposited as security. V. 64, p. 287. Equipment trusts $98,458, due Jan. 1, 1900,

EARNINGS.—For year ending June 30, 1899, gross. $1,728,533; net, $862,629; taxes, $13,205; charges, $702,806; surplus, $146,618. From Apr. 1 to Sept. 30, 1898, 6 mos., gross, $806,725; net, $428,121;

OFFICERS.—John A. Spoor, President; James H. Ashby, Vice-Pres.; C. C. Chace, Auditor; L. T. Dudley, Treas.—V. 67, p. 1262; V. 68, p. 326.

Chicago Kalamazoo & Saginaw Ry.—Projected from Kalamazoo, Mich., to Saginaw, Mich., 125 miles, of which 45 miles, Kalamazoo to Woodbury, in operation. In January, 1897, $450,000 stock was outstanding. The first mortgage is for $225,000 to Union Trust Co. of Detroit, as trustee; bonds all in treasury; bills payable Jan. 1, 1897, $496.175. In 1896 gross, $52,111; net, $17,674. Operated by Kalamazoo & Hastings Construction Co. President, E. Woodbury; Treas. and Secy. H. C. Potter, Kalamazoo, Mich.—(V. 61, p. 1063.)

Chicago Lake Shore & Eastern Ry.—Operates about 366 miles of track, affording access to the important railroads reaching Chicago, Milwaukee and Joliet, and also to steamboat lines, stone quarries, industrial establishments, etc.

Formed in 1897 by consolidation of Calumet & Blue Island Ry. and C. L. S. & E. Railway (of Indiana). Capital stock is $650,000. Entire stock and bonds are owned by Illinois Steel Co., whose business it almost exclusively does, and is thus controlled by Federal Steel Co.

BONDS.—Divisional bonds, all 6 p. c., due July 1, 1914, were outstanding in Dec., 1897; Chicago & Kenosha Ry., $120,000; Chicago & South Eastern, $270,000; Joliet & Blue Island, $200,000; Milw. Bay View & Chic. RR., $130,000. First mort. of 1897 is for $1,200,000; bonds redeemable at par on interest days upon 60 days notice.

Equipment mortgage is for $1,310,000; sinking fund is $60,000 per annum on and after July 1, 1901; bonds redeemable at 105 at any time; mortgage covers road (subject to first mortgage) and also is a first lien on 39 locomotives, 2,138 box-cars and 787 coal, flat, &c., cars. For year ending June 30, 1898, gross, $2,012,789; net, $1,136,900; charges, $793,276; balance, surplus, $343,624. In 1896-7 gross, $1,515,623; net, $813,031.—V. 64, p. 422; V. 67, p. 428, 483.

Chicago Milwaukee & St. Paul Ry.—*(See Map.)*—Operates from Chicago westerly to Omaha, Neb., and Kansas, City. Mo., with lines, traversing Wisconsin, Minnesota and the Dakotas, including:—

Road.	*Miles.*	*Road.*	*Miles.*
Lines owned (of which 11 miles owned jointly).....	6,303	2nd & 3rd tracks.....	259
		Trackage (includ. 2d track)...	62

HISTORY, &c.—The Milwaukee & St. Paul RR. Co. was organized May 5, 1863, and on Feb. 11, 1874, took its present name. The system has since been greatly extended by the construction and acquisition of other lines. The sale of the Milwaukee & Northern to the St. Paul was ratified in September, 1893. In 1899, all the stock and bonds of the Des Moines Nor. & West, 147 miles, were acquired, the C. M. & St. P. taking possession July 1, 1899.—V. 68, p. 40, 975. Late in 1899 extensions from Rockwell City to Storm Lake, Iowa, 39 miles, and Fonda, Iowa, to Spencer, 44 miles, were opened, and extension of Libertyville line to Fox Lake, Ill., 20 miles, was also almost completed. V. 69, p. 1103. In July, 1899, extension from St. Paul to Duluth was being considered. See V. 69, p. 179. The stockholders voted Sept. 23, 1899, to merge by consolidation the leased lines in Illinois, V. 69, p. 228, 694.

CAPITAL STOCKS.—The preferred stock has a prior right over the common stock to a dividend of not over 7 per cent from net earnings in each year, but if not earned it has no cumulative right. After payment of 7 per cent on preferred and 7 on common, both classes share *pro rata*. Common stock authorized, $47,062,560. Preferred stock on Dec. 31, 1873, was $12,274,483; it has been increased to present figures almost entirely by exchange of convertible bonds for stock, only about $5,000,000 having been issued for other purposes (improvements, etc.) In July, 1899, $15,775,000 prior lien bonds outstanding were exchangeable for preferred.

Divs. since 1889.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
On common.	0	0	2	4	4	2	4	5	5	5
On preferred.	7	7	7	7	7	7	7	7	7	7

BONDS.—Abstracts of some of the older mortgages were published in the CHRONICLE, V. 45, pp. 85, 114, 144, 212, and V. 48, p. 830.

The following bonds are *convertible into preferred stock* at any time within ten days after a dividend shall have been declared and become payable on the preferred: Iowa & Dakota Extension 7s, River Division 7s, Chicago & Milwaukee 7s of 1903, Hasting & Dakota 7s of 1903 and Ch. Mil. & St. P. consols of 1875. The consols of 1874 also are convertible into preferred within 15 days after dividend day. The convertible bonds were fully described in SUPPLEMENT for Mar. '93, p. 2.

Chicago & Pacific Western Division 1st 5s were issued at $20,000 per mile for road, with additional amounts for equipment and bridges; no further bonds can be issued. The mortgage covers the following miles of road: Farley, Ia., to Kansas City, Mo., 341 miles; Marion, Ia., to Council Bluffs, Ia., 262 miles; Astor, Ia., to Aberdeen, North Dak., 352 miles; branches 162 miles; total, 1,117 miles.

Terminal five per cent bonds of 1884 cover terminal property of several hundred acres in Chicago and Milwaukee.

The *general mortgage* of 1889 (see **abstract** in V. 48, p. 830) is for $150,000,000, to the United States Trust Co., of New York, as trustee, and covers the entire railway property and franchises of the company (therein described) subject to prior liens as below mentioned. The prior lien bonds cannot be extended, but will be paid off at maturity.

On June 30, 1898, the following amounts of general mortgage bonds had been issued or were reserved for the purpose indicated, viz:—

Listed on New York Stock Exchange.....	$26,176,000
In treasury of the company (unsold).....	7,507,000
Total reported by the company as outstanding.....	$33,683,000
Reserved for prior liens.....	95,297,500
Originally reserved for prior liens, which have since been converted into pref. stock. Will eventually become available for improvements. (See also below).....	17,906,500
Available for improvements, etc. (see also below).....	3,113,000
Total authorized.....	$150,000,000

The $33,683,000 outstanding include $6,000,000 issued to pay for 178 miles of sundry small branches on which the general mortgage is a first lien, and to retire the $2,500,000 first mortgage bonds of Chicago Evanston & Lake Superior Ry., a Chicago suburban road, also $4,232,000 issued to replace prior bonds paid and canceled.

The $3,113,000 "available for improvements, etc.," of bonds above mentioned are applicable for premiums paid in retiring or refunding convertible and other prior lien bonds bearing a higher rate of interest than 4 p. c., for cost of branches, second and side tracks, real estate, bridges, rolling stock, equipment, etc. On July 1, 1899, of the prior lien bonds outstanding, $15,775,000 (maturing 1902-1908) were convertible into preferred stock; if from time to time so converted they will set free a like amount of general 4s which, with the $17,906,500 reserved against bonds already converted, will become available for improvements, additions, etc., as soon as the balance ($3,113,000) of the amount originally reserved for improvements has been so expended. V. 48, p. 830; V. 50, p. 205. N. Y. Stock Exchange to Oct., 1899, had listed $26,176,000 generals—see "General Finances," V. 65, p. 462, and V. 66, p. 335.

GENERAL FINANCES, &c.—Dividends on common stock were resumed in October, 1892. See "dividends" above.

The funded debt was increased during the year 1898-99 by the issue of $4,509,000 of general mortgage bonds and was decreased $4,871,000 by underlying bonds retired and canceled; of the latter $3,777,000 were converted into preferred stock and $897,000 into common stock. Of the funded debt there was in the treasury June 30, 1899, $8,596,000 (against $6,587,000 June 30, 1898), of which $7,183,000 was general mortgage 3½s and $324,000 gen. M. 4s.

Average freight train load in 1898-9 was 190 tons; rate per ton per mile, 0·937 cents; in 1897-8 train load, 178 tons; ton rate 0·972 cents.

EARNINGS.—5 mos. July 1 to Nov. 30. 1899-0...Gross, $18,990,949; net, $6.745,582. 1898-9...Gross, 16,826,070; net, 6,915,935

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in September. Report for 1898-99 was given in full in V. 69, p. 538, 544. See also editorial, p. 520.

	1898-99.	1897 98.	1896-97.
Miles operated June 30.....	6,154	6,154	6,154
Passenger earnings.....	$6,778,921	$5,986,840	$5,717,496
Freight earnings.....	28,773,222	25,468,852	22,104,803
Mail, express, &c., earns.....	2,758,489	2,733,972	2,664,469
Total earnings	$38,310,632	$34,189,664	$30,486,768
Maintenance of way.....	$5,100,169	$4,642,275	$4,334,955
Maint. cars and engines	3,435,151	2,918,524	2,464,839
Transportation, gen. exp., etc..	11,682,455	10,908,170	9,898,952
Taxes.....	1,186,166	1,134,131	1,184,231
Renewal account.....	1,925,000	1,125,000	200,000
Miscellaneous.....	633,896	473,468	494,562
Total expenses.....	$23,962,837	$21,201,567	$18,577,539
Net earnings.....	$14,347,795	$12,988,097	$11,909,229
Perct. of op. exp. to earns.....	(62·55)	(62·01)	(60·94)
Other income.....	117,410	131,018	162,822
Total net income.....	$14,465,205	$13,119,115	$12,072,051
Interest on debt, etc.....	6,890,120	7,190,413	7,488,747
Balance for dividends.....	$7,575,085	$5,928,702	$4,583,304
DIVIDENDS PAID DURING FISCAL YEAR.			
Common	(5)$2,318,980	(5½)$2,531,463	(4)$1,841,090
Preferred.....	(7)2,278,931	(7) 2,104,245	(7) 1,896,363
Total dividends.....	$4,597,911	$4,635,708	$3,737,453

Pres., Albert J. Earling; Chairman of Board, Roswell Miller. —(V. 67, p. 531, 577; V. 68, p. 40, 129, 473, 523, 975; V. 69, p. 179 228, 538, 544, 591, 694, 955, 1103; V. 70, p. 39.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & North Western—Common stock.....	4,273	....	$100	$39,114,678	5 in 1899	J. & J.	N.Y., Co.'s Office, 52 Wall		Jan. 5, '00, 3%
Preferred stock (7 p. c. yearly, not cumulative)..	4,273	....	100	22,395,160	7	Q.—J.	do	do	Jan. 5 '00, 1¾%
Bonds issued and assumed by Chic. & N. W.									
Ch. & N. W. con. s. f. M. ($12,900,000), not dr'n..c*	788	1865	1,000	12,832,000	7	Q.—F.	do	do	Feb. 1, 1915
Cedar Rapids & Missouri Riv.—1st mort. 3d Div.	150	1866	500 &c.	2,332,000	7	M. & N.	do	do	May 1, 1916
Mort. of 1884, Ced. R. to Des M. River.....	122	1884	.....	769,000	7	J. & D.	do	do	June 1, 1909
Iowa Midl'd 1st M., Lyons to Anamosa (assumed)	71	1870	1,000	974,000	8	A. & O.	do	do	Oct. 1, 1900
Madison extens. 1st M., g. (s.f. $23,000, not dr'n)	129	1871	500 &c.	b 2,977,500	7 g.	A. & O.	do	do	Apr. 1, 1911
Menominee ext. 1st M., g. (s. f. $20,000, not dr'n)	114	1871	500 &c.	c 2,546,500	7 g.	J. & D.	do	do	June 1, 1911
Northwest. Union 1st M., g., Mil. to Fond-du-Lac.	62	1872	500 &c.	d 3,365,000	7 g.	M. & S.	do	do	June 1, 1917
Chic. & N.W. gen. consol. M., g., s.f., not dr'n c.*&r	1,637	1872	500&c.	9,176,000	7 g.	J. & D.	do	do	Dec. 1, 1902
New mortgage of 1897, see next page.									
Menominee River 1st M., two series (assumed)...	31	'76-'80	.....	560,000	7	J. & J.	do	do	July 1, 1906
Mil. & Mad. 1st M., Mil. to Madison (assumed) .c*	82	1880	1,000	1,600,000	6	M. & S.	do	do	Sept. 1, 1905
Chicago & Tomah 1st mort., guar. (assumed)... }	152	1880	.....	1,528,000	6	M. & N.	do	do	Nov. 1, 1905
Chicago Milwaukee & N. W. construc. do ... }		1882	.....	e 601,000	6	M. & N.	do	do	Nov. 1, 1905
Escanaba & Lake Superior RR. 1st M., (assumed).	43	1881	1,000	395,000	6	J. & J.	do	do	July 1, 1901
Des Moines & Minn. 1st M., Des M. to Jewell Jc., &c.	57	1882	1,000	600,000	7	F. & A.	do	do	Feb. 1, 1907
Ottumwa C.F. & St. P. 1st M. ($25,000 p.m.), gu..c*	64	1884	1,000	1,600,000	5	M. & S.	do	do	Mch. 1, 1909
Northern Ill. 1st M. ($20,000 p. mile), assumed..c*	76	1885	1,000	1,500,000	5	M. & S.	do	do	Mch. 1, 1910
Milw. L. Sh. & W., Consol. M. (now 1st) gold...c*	413	1881	1,000	5,000,000	6 g.	M. & N.	do	do	May 1, 1921
Michigan Div. 1st mort. (for $3,000,000), g..c*	82	1884	1,000	1,281,000	6 g.	J. & J.	do	do	July 1, 1924
Ashland Division 1st mortgage, gold.....c*	40	1885	1,000	1,000,000	6 g.	M. & S.	do	do	Mch. 1, 1925
Deben. (see text) secured by mort of '89, g...c*	693	1887	1,000	436,000	5 g.	F. & A.	do	do	Feb. 1, 1907
Ext. & Imp. M. for $5,000,000, g., s.f. not dr'n.c*	693	1889	1,000	4,148,000	5 g.	F. & A.	do	do	Feb. 1, 1929
Income bonds (not cumulative).....r	....	1881	1,000	500,000	6	M. & N.	do	do	May 1, 1911
Marsh. Ex. 1st M. for $600,000 ($15,000 p. m.) .c*	40	1892	1,000	400,000	5	A. & O.	do	do	Oct. 1, 1922
St. Paul Eastern Grand Trunk—See statement for th at com pany.									
C.&N.W.s.f.b'ds of '79 ($15,000p.m.) red. at 105.c&r	1,041	1879	1,000&c	13,131,000	5 & 6	A. & O.	do	do	Oct. 1, 1929
Iowa Div. 1st M. for $1,411,000 ($20,000 p.m.)c*	71	1891	1,000	665,000	4½	A. & O.	do	do	Apr. 1, 1902
Sinking fund debentures, 1933.....c*&r	....	1883	1,000&c	9,800,000	5	M. & N.	do	do	May 1, 1933
25-year debentures.....c*&r	....	1884	1,000&c	f5,369,000	5	M. & N.	do	do	Nov. 1, 1909
In addition to bonds outstanding as above, t he sin king f und J'ly 1, 1899, he ld b., $17 2,500; c., $150,500; d., $135,000; e., $149,000.									

Chicago & North. Pacific RR.—Chicago Terminal Transfer RR.

Chicago & North Western Ry.—*(See Map.)*—Operates an important system of roads uniting Chicago, Ill., with Omaha, Neb., St. Paul Minn., with the great wheat belts of Dakota, Nebraska, etc., and with the mining regions of Michigan and the Black Hills, including—

Road owned in fee—	*Miles.*
Main lines, etc	4,138
Entire stock owned—	
Winona & St. Peter	449
Dakota Central	724
Princeton & Western	16
Total incl. in earns	5,327

Controlled by stock, operated separately—	*Miles.*
Fremont Elk Horn & Mo. Val.	1,301
Sioux City & Pacific	107
Total of all Jan. 1, 1900	6,735
2d track	532

Also has large interest in Chicago St. Paul Minneapolis & Omaha, 1,538 miles.

Of the mileage shown above as of Jan. 1, 1900, 250 miles were opened on the C. & N. proper since the close of the fiscal year and 48 on the C. St. P. M. & Om., and additional lines were then under construction. The Sioux City & Pacific is to be improved and extended if complete ownership can be obtained.—V. 69, p 1147.

In Oct., 1899, the Boyer Valley Ry., 90 miles, and the Minnesota & Iowa Ry., 119 miles, were under construction, their bonds to be issued at the rate of $16,000 per mile to be guaranteed, principal and interest, by the C. & N., which will probably absorb the roads after completion. In Aug., 1899, the Boone County Ry., incorporated in the interest of the C. & N., had under construction 7 4/10 miles.—See V. 69, p. 290.

HISTORY, &C.—The Chicago & North Western Railway was organized in 1859, and has since absorbed many other roads.

In December, 1882, a controlling interest was acquired in the stock of the Chicago St. Paul Minneapolis & Omaha Co., which see.

In July, 1884, the capital stocks (except a few shares) of the Fremont Elkhorn & Mo. Valley and the Sioux City & Pacific were acquired on the terms stated in the SUPPLEMENT of June, 1885, and prior issues. Their securities, except those held by Chic. & N. W., are in table above.

In December, 1891, the Milwaukee Lake Shore & Western RR. was bought by an exchange of stock. See V. 57, p. 375; V, 56, p. 792.

CAPITAL STOCK.—Of the common stock $2,333,688, and *preferred* $3,795 remained in the co's treasury in July, 1899. Pref. stock has a prior right to 7 p. c.; then common 7 p. c.; then preferred 3 per cent; then common 3 per cent; then both classes share.

DIVIDENDS—	'83.	'84.	'85.	'86	to '93.	'94.	'95.	'96.	'97.	'98, '99.	1900.
Common..	7	7	6½	6	yearly	3	4	5	5	5	Jan.,3
Preferred.	8	8	7½	7	yearly	to Jan., 1899, inclusive.					

BONDS.—*Refunding Mortgage.*—See **Abstract** in V. 65, p. **1175** The authorized issue is $165,000,000 (United States Trust Co., trustee). $131,640,000 are reserved to retire underlying bonds, and remainder for additions and improvements, $4,000,000 at once and $1,000,000 a year thereafter. The bonds may be issued bearing such rate of interest as shall be deemed advisable. See V. 65, p. 1070. The first issue of $20,000,000, bears 3½ per cent (reg. interest Q.—F., coupon M. & N.). V. 65, p. 69, 111, 571. Up to Jan., 1900, $8,858,000 had been listed. V. 67, p. 125.

The *sinking fund bonds* of 1879 are secured by deposit in trust of $15,000,000 of 1st mortgage bonds at $15,000 per mile on subsidiary lines, the most important being described in SUPPLEMENT of May, 1894. Of the sinking fund bonds of 1879 $6,069,000 are 6s; the sinking fund is at least 1 per cent of outstanding bonds, which are subject to call at 105; and through its operation the amount outstanding has been reduced from $15,000,000 to the present figure.

The *sinking fund debentures* of 1933 have a sinking fund of $200,000 per year, if they can be redeemed at 105. These, as also the *debentures* of 1884 and 1891, will be secured by any future mortgage excepting any mortgage "for the enlargement, improvement or extension of the company's property." See description of all the debentures on page 2, SUPPLEMENT of April, 1895. The 25-year debenture mortgage of 1884 was for $6,000,000, but reduced to present figures by sinking fund purchases.

The *extension bonds of* 1886 are secured by deposit in trust of first mortgage bonds at a rate not exceeding $20,000 per mile. Included in the collateral June 1, 1896, were $10,675,000 Fremont Elk Horn & Mo. Valley 1sts and $2,560,000 Wyoming Central 1sts [the Wy. Cent. having been consolidated with F. E. & M. V.], etc. To Jan., 1900, Extension 4s for $18,632,000 had been listed on N. Y. Stock Exchange, of which, July 1, 1899, $1,143,000 were held alive in sinking funds. See F. E. & M. V. bonds below. Union Trust Co. of N. Y., trustee.

The *Fremont Elkhorn & Missouri Valley* consols have a first lien on 1,170 miles (Fremont, Neb., to Deadwood, D. T., 557 miles, and branches to Hastings, Albion, &c., 613 miles), but besides the amount of issue given as outstanding in the table $10,675,000 are held as part collateral for Chicago & Northwestern extension bonds of 1886. The Northwestern assumed $3,600,000 of the Fremont Elkhorn & Missouri Valley bonds and guarantees the rest. See guaranty V. 56, p. 650.

The *Milwaukee Lake Shore & Western* debentures of 1887 were by their terms convertible into M. L. S. & W. stock, but North Western officials state that the bonds are not convertible into North West stock.

LAND GRANT.—Lands and lot sales in 1898-99 $199,192; net cash receipts $602,103; due on contracts of sale, $724,657; lands unsold and uncontracted for May 31, 1899, 647,975 acres.

GENERAL FINANCES.—The first issue of ($20,000,000) refunding bonds at 3½ per cent interest was sold to provide for $18,015,500 old bonds maturing up to Dec. 1, 1902. If the entire issue of $20,000,000 is required to refund these old bonds the saving in interest charges will be about $530,000 per annum—see "bonds" above and V. 65, p. 69, 111. Maple River first 7s for $402,500 fell due July 1, 1897.

In 1898-99 the average freight train load was 208 tons, against 194 tons in 1897-8; rate per ton mile, 0·87 of a cent. In calendar year 1896 of 15,772,642 tons of freight carried, grain furnished 12·73 p. c., coal 12·61 p. c., ores 22·31 p. c. and lumber 6½ p. c.

EARNINGS.—Jan. 1 to Nov. 20, 1899 (11 months), gross, $38,145,209, against $33,878,101 in 1898.

ANNUAL REPORT.—Fiscal year ends May 31. The annual meeting is held the first Thursday in June. The report for 1898-99 was given at length in V. 69, p. 226, 279, 287. See also editorial, p. 259.

CHICAGO & NORTHWESTERN PROPER.

Year ending May 31.	1899.	1898.	1897.	1896.
Average miles oper..	5,077	5,071	5,031	5,031
Passenger earnings..	$8,067,627	$7,256,299	$6,963,578	$7,408,827
Freight.....	28,155,677	27,035,105	22,236,612	24,354,622
Mail, express, &c....	1,793,010	1,759,156	1,777,053	1,725,312
Total earnings...	$38,016,314	$36,050,561	$30,977,243	$33,488,761
Oper. expenses.....	$23,658,042	$22,643,879	$18,877,089	$20,373,402
Taxes.....	1,170,672	1,102,606	1,061,732	1,075,569
Total expenses..	$24,828,714	$23,746,485	$19,938,821	$21,448,971
Net earnings.....	$13,187,599	$12,304,076	$11,038,422	$12,039,790
P. c. exp. to earnings	(65·31)	(65·87)	(64·37)	(64·50)
Investments, etc.....	1,370,892	1,064,615	964,310	671,638
Total receipts...	$14,558,491	$13,368,691	$12,002,732	$12,711,428
Interest on debt.....	$7,059,150	$7,096,285	$7,115,701	$7,122,356
Dividends.....	3,523,270	3,519,823	3,518,650	3,517,057
Sinking fund, etc...	340,745	517,260	196,413	220,990
Total disbursm'ts.	$10,923,265	$11,133,368	$10,830,764	$10,860,403
Surplus.....	$3,635,366	$2,235,323	$1,171,968	$1,851,025

FREMONT ELKHORN & MISSOURI VALLEY.

Yr. end. May 31.	1899.	1898.	1897.	1896.
Gross earnings.....	$3,885,489	$3,881,340	$3,051,982	$2,950,439
Net earnings.....	1,274,687	1,237,948	793,839	893,670
Total charges.....	1,020,879	1,020,908	1,020,941	1,022,469
Balance.....	sur. $253,808	sr. $217,040	def. $227,102	def. $128,799

—(V. 68, p. 231, **1072**; V. 69, p. 78, **226, 279, 287**, 333, 1147, 1193.)

Chic. Pad. & Mem. RR.—In 1897 merged in Chic. & East. Ill.

Chicago Peoria & St. Louis Ry.—Owns from Springfield to Granite City, Ill., 102 miles; Pekin, Ill., to Springfield, 77 m.; Havana to Jacksonville, Ill., 42 m.; branch, Lockhaven to Grafton, 8 m; total owned, 229 m.; trackage, Pekin to Peoria, 10 m.; Litchfield to Madison, 44 m.; total 274 miles. Reorganization and consolidation of Chic. Peoria & St. L. RR. and St. L. Chic. & St. Paul RR., sold in foreclosure Jan. 8, 1900, per plan in vol. 68, p. 722.

BONDS.—Of the $2,000,000 prior lien 4½s, $750,000 will be reserved for future extensions, improvements, etc., all the remaining authorized securities shown in table above to be issuable for reorganization purposes. Stock, common, $3,600,000; preferred, $3,750,000. For 4 months ending October 31, 1899, gross, $485,821; net, $102,099; taxes, $17,000; net for interest, $85,099. For year 1897-98 total gross earnings, $1,187,470. Estimate in plan: gross, $1,200,000; operating expenses, $900,000; taxes and rentals, $75,000; fixed charges, $156,250; balance, $68,750. V. 68, p. 976. President, Charles E. Kimball, New York; Sec. and Treas., Ralph Blaisdell, Springfield, Ill. Thomas Carmichael, New York, office 27 Pine St., is largely interested. V. 70, p. 75.

Chicago Peoria & St. Louis RR.—See above.

Each $1,000 of $4,599,000 1st 4s will receive $250 in new consol. 5s, $250 in non-cum. incomes, $450 in new preferred and $50 in Litchfield & Mad. incomes; each $1,000 of $2,250,000 2d incomes, $350 in new preferred, $50 in non-cum. incomes and $100 in Litch. & Mad. incomes; each $100 of preferred stock, $15 in new preferred; and each $100 of common stock $100 in new common.

STOCKS.—Common stock authorized $2,500,000; preferred 5 p. c., $2,500,000. Bills payable, $922,260; pay-rolls and vouchers, $187,789. V. 66, p. 78. On January 1, 1899, over-due car trusts amounted to $140,471 and to mature $184,041.—V. 66, p. 78.

EARNINGS.—Report for 1896-97 in V. 66, p. 78. Gross for 1898-9 $866,181.

Year end.	*Gross.*	*Net.*	*Tax & rent.*	*Interest.*	*Balance.*
1897-98.....	$847,045	$202,311	$75,433	$209,819	def. $82,941
1896-97.....	834,170	229,614	67,474	148,395	sur. 13,745

To the balance for 1897-8 add $15,122 div. on P. & Pekin U. stock, &c., and deduct $5,023 for betterments.—V. 69, p. 1300, 1345; V. 70, p. 75.

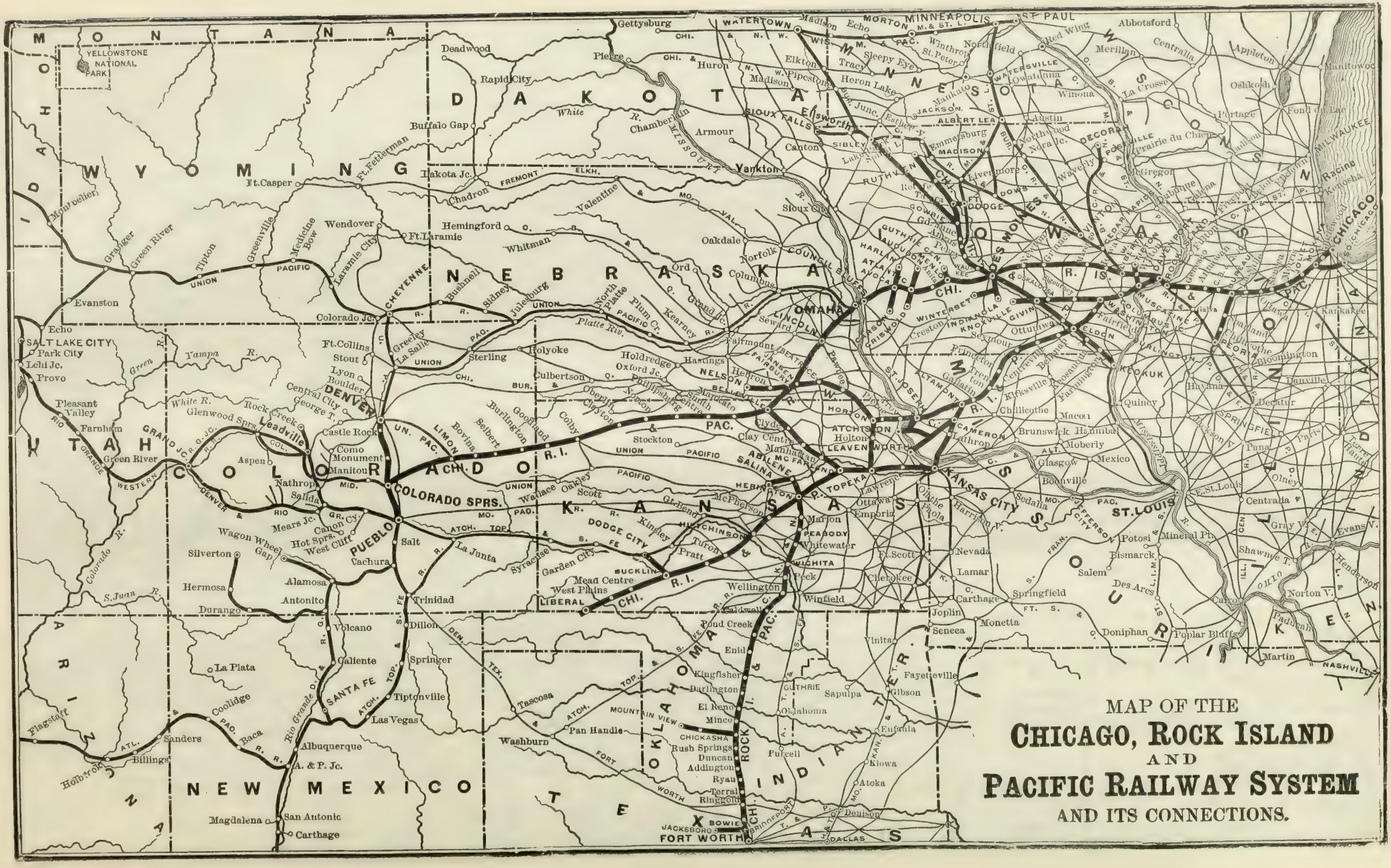
MAP OF THE

CHICAGO & NORTHWESTERN

RAILWAY SYSTEM.

1895.

Chicago & North-Western Railway
Chicago St.Paul, Minneapolis & Omaha Ry.
Fremont Elkhorn & Missouri Valley Railroad
Sioux City & Pacific Railroad


MONTANA
IDAHO
WYOMING
DAKOTA
NEBRASKA
COLORADO
UTAH
NEW MEXICO
ARIZONA
KANSAS
OKLAHOMA
INDIAN TER.
TEXAS
MISSOURI
IOWA
ILLINOIS
WISCONSIN
MINNESOTA
YELLOWSTONE NATIONAL PARK
Gettysburg
Deadwood
Rapid City
Pierre
Huron
Watertown
Madison
Minneapolis
St. Paul
Abbotsford
Centralia
Appleton
Manitowoc
Oshkosh
Fond du Lac
Portage
Milwaukee
Racine
Kenosha
Chicago
Buffalo Gap
White R.
Chamberlain
Missouri
Armour
Canton
Sioux Falls
Ellsworth
Yankton
Elkton
Pipestone
Heron Lake
Tracy
Sleepy Eye
Winthrop
St. Peter
Northfield
Red Wing
Merillan
Centralia
La Crosse
Winona
Austin
Albert Lea
Jackson
Mankato
Waterville
Owatonna
Northwood
Nora Jc.
Decorah
Prairie du Chien
McGregor
Dubuque
Galena
Freeport
Rockford
Janesville
Madison
Milwaukee
Racine
Kenosha
Chicago
Ft. Fetterman
Ft. Casper
Dakota Jc.
Fremont
Elkh.
Chadron
Valentine & Mo. Val.
Wendover
Hemingford
Ft. Laramie
Whitman
Oakdale
Norfolk
Council Bluffs
Sioux City
Ord
Columbus
Omaha
Lincoln
Seward
Fairmont
Beatrice
Fairbury
Nelson
Hastings
Holdredge
Oxford Jc.
Culbertson
Holyoke
Sterling
Greeley
La Salle
Ft. Collins
Stout
Lyon
Boulder
Denver
Central City
George T.
Leadville
Castle Rock
Como
Monument
Manitou
Aspen
Pueblo
Colorado Springs
Cheyenne
Bushnell
Sidney
Julesburg
North Platte
Plum Cr.
Kearney
Grand Jc.
Platte Riv.
Pacific
Union
Chi. & N. W.
Chi. & Nw.
Chi. & Bur.
Chi. & Q.
Chi. & Rock Island
Chi. & Rock Island & Pac.
Chi. & Rock Island & Tex.
Chi. & Rock Island & Gulf
Chi. & Rock Island & Peoria

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chic. & No. Western—(Con.)—30-year deben...c*&r	....	1891	1,000&c	g$9,819,000	5	A 15 & O	N. Y. Office, 52 Wall St.	Apr. 15, 1921
Extension 4s, $20,000,000 ($20,000 p. m.)..c&r	....	1886	1,000&c	h17489,000	4	F 15&A.	do do	Aug. 15, 1926
Gen'l gold bond, mort., $165,000,000. Us..c*&r	....	1897	1,000&c	8,873,000	3½ g.	¶	do do	Nov. 1, 1987
Bonds of Proprietary Lines.								
Winona & St. Peter 2d mortgage (now 1st) guar..	139	1867	1,000	1,592,000	7	M. & N.	do do	Nov. 1, 1907
1st mort. extens., gold, land grant, s.f., guar...c*	184	1871	100 &c.	k 4,038,500	7 g.	J. & D.	do do	Dec. 1, 1916
Minnesota Valley Ry. 1st mortgage.....	24	1878	.....	150,000	7	A. & O.	do do	Oct. 1, 1908
Plainview RR. 1st M. (Eyota to Plainv'w, Minn.)	15	1878	.....	100,000	7	M. & S.	do do	Sept. 1, 1908
Roch. & No. Minn. 1st M., gu. (assumed by W. & St. P.)	24	1878	.....	200,000	7	M. & S.	do do	Sept. 1, 1908
Dak. Cent. 1st M., gu. (Watert'n to Redfield, S.D.)	71	1882	.....	a 1,007,000	6	M. & S.	do do	Sept. 1, 1907
Dak. Cent. 1st M. on So'east Div. (to Hawarden) gu.	125	1882	.....	2,000,000	6	M. & N.	do do	Nov. 1, 1907
Frem. Elk. & M. V. consol M. $20,000 p. m. see text.	1,170	1883	$1,000	7,725,000	6	A. & O.	do do	Oct. 1, 1933
Sioux City & Pac. pref. stock (1st mort. on 6 m.).	6	....	100	169,000	7	A. & O.	do do	Oct. 2, '99, 3½%
Chic. Peo. & St. L.—Prior lien M., g., call at 107½.	230	1900	To b	e 1,250,000	4½g.	M. & S.	.....	Mar. 1, 1930
Consol. M., $2,000,000, gold, called at 105.....	230	1900	To b	e 2,000,000	5 g.	.....	.....	1930
Income M., 5 p. c. non-cum., called at par.....	230	....	To b	e 2,000,000	.....	.....	.....	.....
Litch. & Mad. (Income) M. $500,000 5%, non-cum.	44	....	To b	e 500,000	.....	.....	.....	.....
Chicago Rock Island & Pac.—Stock (for $50,000,000)	....	....	100	50,000,000	5 in '99.	Q.—F.	New York and Chicago.	Feb. 1, '00, 1¼
1st mort., Chic., Ill., to Council Bluffs & branches. c*	736	1877	1,000&c	12,500,000	6	J. & J.	N. Y., 13 William St.	July 1, 1917
General mortgage, $100,000,000, gold. Ce...c*&r	3,182	1898	1,000&c	54,581,000	4 g.	J. & J.	do do	Jan. 1, 1988
Chicago St. Paul Minneapolis & Omaha—Com. stock.	....	....	100	18,552,600	5 in 1900	Feb.	N. Y., Office, 52 Wall St.	Feb. 20, '00, 5
Preferred stock, non-cumulative (see text).....	....	....	100	11,256,800	7 in '99.	F. & A.	do do	Feb. 20, '00, 3½
St. Paul Stillwater & Taylors' Falls 1st mort. ...c	21	1878	500 &c.	334,800	7	J. & J.	do do	Jan. 1, 1908
Hud. & River Falls 1st M., Hudson to River Falls. c	12	1878	1,000	125,000	8	J. & J.	do do	July 1, 1908
Ch. St. P. & Minn. 1st M., g., Elroy to L. St. C. ass'd. c*	177	1878	500 &c.	2,547,000	6 g.	M. & N.	do do	May 1, 1918
St. P. & Sl'x C. 1st. M. g. ($7,000,000) $10,000 p. m. c	607	1879	1,000	6,070,000	6 g.	A. & O.	do do	Apr. 1, 1919
No. Wis. 1st M. Lake St. C. to n'r Spooner ass'med. c*	80	1880	1,000	800,000	6	J. & J.	do do	Jan. 1, 1930
Sault Ste. Marie & Southwest'n 1st M., assumed. c	37	1890	1,000	400,000	5	M. & N.	do do	Nov. 1, 1915
Ch. St. P. M. & O. con. M., $30,000,000 ($15,000 p. m) c*	....	1880	1,000	13,866,000	6	J. & D.	do do	June 1, 1930
Chic. Term'l Tr. RR.—Ch. & Gt. W., 1st M., g., ass'd. c*	....	1886	1,000	394,000	5 g.	J. & D.	N. Y., Mercantile Trust.	June 1, 1936
City of Chicago purchase money mort., assumed	....	....	.....	650,000	5	M. & N.	To City of Chicago.	May 1, 1938
Chic. Term. Transf. 1st M., g., $16,500,000 Us. c*&r	91	1897	1,000	13,000,000	4 g.	J. & J.	N. Y., Mercantile Trust.	July 1, 1947

In addition to the bonds outstanding as above, the sinking fund July 1, 1899, held, a, $58,000; b, $593,327 (these in treasury). f., $521,000 (and $10,000 on hand); g., $1 81,000; h., $1,143,000; k., $202,500. ¶ Coupon interest M. & N.; registered Q.—F

Chicago Rock Island & Pacific Ry.—*(See Map)*—ROAD.—Operates from Chicago, Ill., via Omaha, Neb., to Denver and Colorado Springs, Col., and via Kansas City, Mo., to Terral, I. T., with branches.

Lines owned—	*Miles.*	*Leased, etc.*—(¶ Which see.)	*Miles.*
Chic., Ill., to Council Bluffs, Ia.	500	Peoria & Bureau Valley....¶	47
Davenp't, Ia., to Atch'n, Kan.	341	Keokuk & Des Moines.....¶	162
Elwood to Liberal, Kan.....	440	Des Moines & Fort Dodge..¶	144
Herington, Kan., to Terral, I.T.	349	Trackage to Kansas City, No. Topeka, Kan., Denver, Col., Pueblo, Col., etc.....	338
Horton, Kan., to Roswell, Col.	569		
Branches.....	729		
Total owned.....	2,928	Tot. lines oper. Apr. 1, 1899	3,619

Chicago Rock Island & Texas, Terral to Fort Worth, Tex., 93 miles; bonds are all deposited as collateral to the gen. mort. bonds, but the road is operated separately. V. 61, p. 793. In Oct., 1899, extension reported under construction from Gowrie to Sibley, Ia., 110 miles, under charter of the Gowrie & Northwestern RR. Line, Enid to Billings, O. T., about 26 miles, completed Dec., 1899, also under construction Jan., 1900, Anadarko to Fort Sill, O. T., about 33 miles.

HISTORY.—The present Chicago Rock Island & Pacific was a consolidation June 2, 1880, with $50,000,000 stock authorized.

STOCK.—Stock was raised in 1898 to $50,000,000. V. 68, p. 1136.

DIVIDENDS since '88, P.ct.: '89 4, '90 4, '91 3, '92 4, '93 4, '94 3½, '95 2, '96 2, '97 2½, '98 4½, '99 5, 1900 Feb., 1¼

Also in 1898 a distribution of 10 per cent was made in stock to represent earnings expended for extensions, etc., in 1880-85. (V. 68, p. 1136.) 1881 to '87, 7 p. c. yearly in cash; '88, 6½ p. c.

Dividends in 1898-9 above 4 per cent were charged to Addition and Improvement Account, which also stands pledged to pay a ¼ per cent "special" dividend quarterly up to and including the next regular dividend day following Jan. 1, 1903. V. 68, p. 1136.

BONDS.—The refunding mortgage is for $100,000,000 (Central Trust Co., trustee), of which $65,847,600 were reserved to retire $62,712,000 existing bonds (including $50,212,000 paid in 1898-9); $2,000,000 were immediately available for additions or improvements; $500,000 have been issued to facilitate the issue of refunding bonds; $5,500,000 will be available after 1902 at $18,000 per mile, to retire bonds on lines purchased, and remainder are issuable at not over $1,000,000 per annum for permanent improvements and additions, including equipment. See Mortgage **Abstract** in V. 66, p. 522.

GENERAL FINANCES.—Av. freight train load in 1898-9, 174 tons; rate per ton mile, 0·99c.; in 1897-8, 169 tons; rate per ton mile 0·97c.

Refunding.—The refunding of the bonded debt during 1898-99 was to save $496,621 yearly.—V. 65, p. 571; V. 67, p. 55. In Jan., 1900, $53,581,000 of the new general 4s had been listed.

In Jan., 1899, sold 123 miles of the Wisconsin Minnesota & Pacific, operated by the Minn. & St. Louis, to that company, for about $1,600,000. This amount is applicable to improvements. The remaining 94 miles were sold in 1899 to Chicago Gt. Western parties. V. 68, p. 976.

EARNINGS.—From April 1 to Nov. 30 (8 months).

8 *mos.*	*Gross.*	*Net.*	*Int., etc.*	*Balance.*
1899.....	$16,050,200	$5,889,865	$2,580,000	[sur. $3,309,865
1898.....	14,882,502	5,437,229	2,619,436	sur. 2,817,793

ANNUAL REPORT.—The fiscal year ends March 31. Annual meeting is held in Chicago on the first Wednesday in June. Report for 1898-99 at length was in V. 68, p. 1129, 1135—see also editorial, p. 1102.

Year ending March 31—	1899.	1898.	1897.
Passenger earnings.....	$5,053,581	$4,316,817	$4,072,127
Freight.....	14,351,656	13,835,995	11,229,175
Mail, express, rentals, etc....	1,262,677	1,395,771	1,845,351
Gross earnings.....	$20,667,914	$19,548,583	$17,146,653
Net earnings.....	$6,991,804	$6,952,616	$5,533,825
From land department.....	6,000	9,000	12,243
Income from loans, etc.....	704,468	470,785	
Total income.....	$7,702,272	$7,432,401	$5,546,068
Rent leased roads.....	$716,802	$671,565	$681,730
Interest on debt.....	3,084,616	3,320,987	3,321,525
Missouri River bridges.....	127,737	117,997	99,217
Dividends.....	(4) 1,960,389	(3) 1,384,674	(2) 923,116
Balance.....	$1,812,728	$1,937,178	$520,480

—(V. 68, p. 186, 523, **1129, 1135**; V. 69, p. 384, 694, 743.)

Chicago St. Paul Minneapolis & Omaha Ry.—*(See Map Chicago & North Western.)*—ROAD.—Main line—Elroy, Wis., to Omaha, Neb., 593 miles; other lines, 945 miles; total, 1,538 miles, of which 1,474 miles are owned and 64 miles leased. Of the "other lines," Madelia to Fairmont, Minn., 29 miles, and Bingham Lake to Jeffers, Minn., 19 miles, completed in 1899. V. 69 p. 1147.

HISTORY.—This was a consolidation July, 1880, of the Chicago St. Paul & Minneapolis, the North Wisconsin and the St. Paul & Sioux City.

In November, 1882, a controlling interest in the stock was purchased for the Chicago & North Western Railway by the acquisition of 93,200 shares of common and 53,800 shares of preferred.

STOCK.—Authorized common, $21,403,293; preferred, $12,646,833. Held by the company Dec. 31, 1898, common stock and scrip, $2,844,139; preferred stock and scrip, $1,386,921. Preferred stock has a prior right to non-cumulative dividend of 7 per cent; but common is never to receive more than is paid on preferred.

DIVIDENDS since '88.

	'89	'90	'91	'92	'93	to '96.	'97.	'98.	'99	'00
Common, in Feb., %	..	..	..	..	None.		2	2	3½	5
Preferred, P. ct....	3	4	4	6½	—7 per ann.				(3½ F&A.)	—

BONDS.—There are $75,000 Minneapolis Eastern 1st m. guar. 7s due Jan. 1, 1909; $1,500,000 Superior Short Line Ry. bonds are owned. Chicago St. Paul & Minneapolis 1st 6s, due 1918, and North Wisconsin 1st 6s, due 1930, are exchangeable at option of holder at any time, dollar for dollar, for consol. 6s of 1880, due 1930.—V. 68, p. 521.

LANDS.—The land sales in 1898 were 20,238 acres, for $51,661, including lots; lands undisposed of, 382,411 acres.

LATEST EARNINGS.—From Jan. 1 to Nov. 30 (11 months) gross, $9,694,239 in 1899; $8,643,285 in 1898.

ANNUAL REPORT.—Report for 1898 was in V. 68, p. 521.

Year ending Dec. 31—	1898.	1897.	1896.
Gross earnings.....	$9,590,992	$8,652,793	$8,156,192
Operating expenses and taxes.	6,091,563	5,737,447	5,137,034
Net earnings.....	$3,499,429	$2,915,346	$3,019,158
Net rentals paid.....	111,523	114,626	113,946
Net int. on debt (less other inc.)	1,393,852	1,411,470	1,405,353
Div. on pref. stock.....	(7) 787,976	(7) 787,986	(7) 787,976
Div. on com. stock.....	(3½) 649,285	(2) 370,984	(2) 370,982
Surplus of RR. Co.....	$136,621	$230,281	$340,901
Net from land sales.....	$58,932	$55,191	$1,662

—(V. 66, p. **424, 516,** 520; V. 68, p. 129, **521,** 1193.

Chicago Terminal Transfer RR.—*(See Map.)*—PROPERTY.—Consists of passenger and freight terminals in city of Chicago, lines of railway leading thereto, and a belt line around the city. Company owns 760 acres of land in and adjacent to the city, of which 50 acres are in the centre of the business district; also includes 7,500 feet of dock property on Chicago River. Nearly all land, including that upon which tracks have been built, is owned in fee.

ROAD OWNED—	*Miles.*
Harrison to Madis'n St., Chic.	10·86
46th St. to South Oak Park..	5·36
40th St. to Cem., etc.....	6·76
Western Ave. to Blue Island.	15·19
Harvey Junc. to Harvey.....	3·87
Clark Jct. to McCook.....	28·44
East Chicago to Whiting...	3·89
Franklin Park to Mayfair....	*6·75
Harvey to Chicago Heights..	9·94
Total.....	91·06
(* Building in 1899.)	

LEASED LINES—	*Miles*
Chicago Junc. Ry. (McCook to Franklin Park).....	10·54
Chicago Junction Ry.....	·13
TRACKAGE—	
E. Chic. Harb. to South Chic. (B. & O.).....	6·61
Total June 30, 1899.....	108·34
2d track,.....	53·20
Sidings.....	101·89
Total, all tracks.....	263·43

HISTORY.—A reorganization in June, 1897, of Chicago & Northern Pacific and Chicago & Calumet Terminal, **plan V. 64, p. 888, 898.**

TENANTS.—Balt. & Ohio, Chic. Great Western, Chicago Hammond & Western, Suburban RR. Co. of Chicago. In 1898 99 the St. Louis Peoria & Northern Ry. Co. contracted to become a tenant under a 99-year lease, which was modified in respect to the commuted rental payable thereunder, and Edward H. Harriman, Jacob H. Schiff, James Stillman and George J. Gould have jointly and severally agreed that on or before Jan. 1, 1904, "they will cause the Chicago & Alton RR. Co., or some other corporation satisfactory to the Terminal Company as to responsibility, to become the successor to the St. Louis Company as lessee under said lease of Oct. 1, 1898." The modified rental is now $96,000 per annum. V. 68, p. 1225; V. 69, p. 703.

SECURITIES.—*Stock*—The $17,000,000 pref. is entitled to preference to the $13,000,000 common in liquidation, and to non-cum. dividends at 4 p. c. per annum before any dividends are paid on common. *Bonds*—Of the $16,500,000 1st 4s, $1,305,000 are reserved to retire the $1,044,000 assumed bonds; $1,905,000 for new property as provided in the mortgage and $290,000 are held in the treasury.

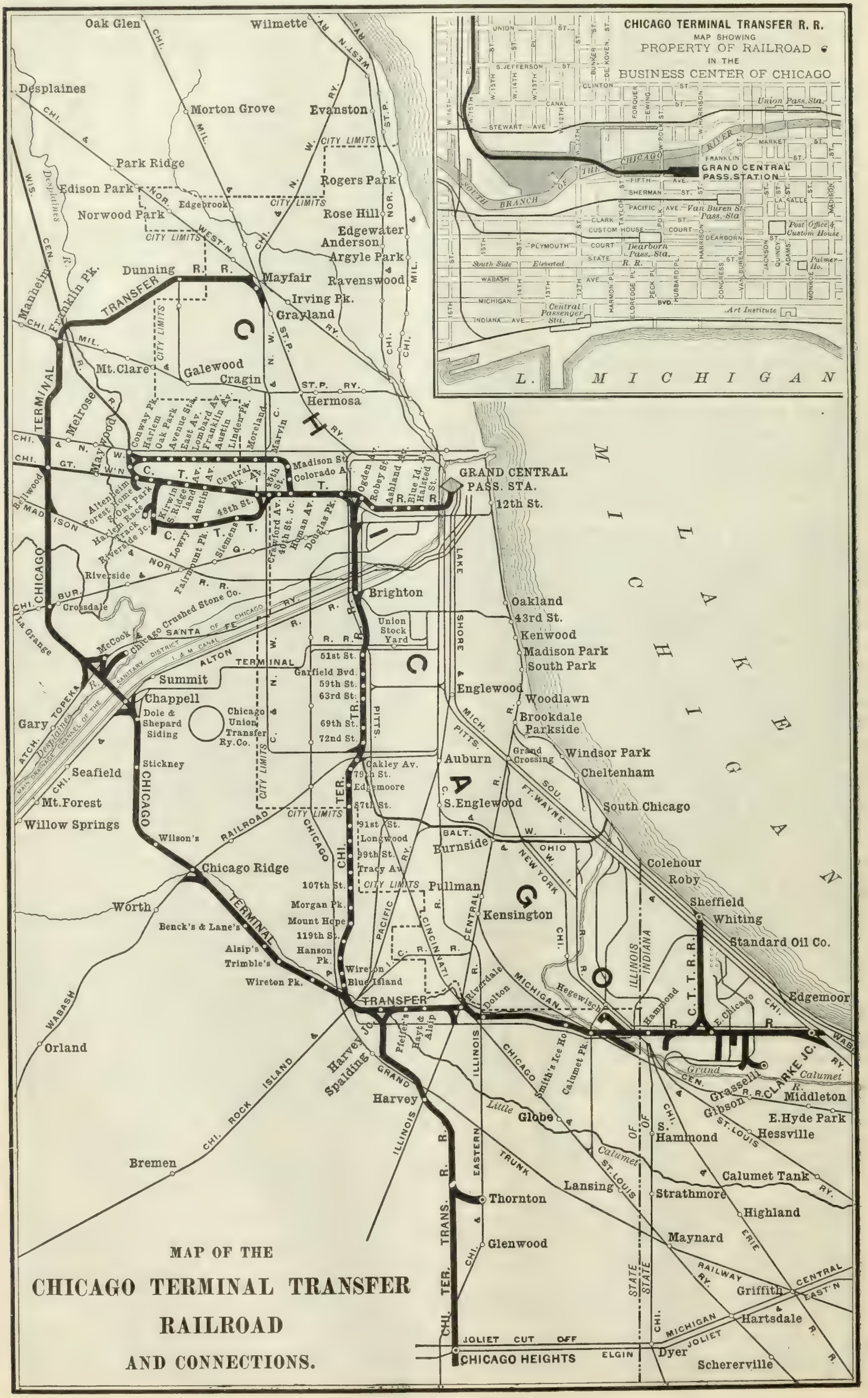
LATEST EARNINGS—5 mos. July 1 to Nov. 30. 1899-0...Gross, $523,970; net, $323,075. 1898-9...Gross, 506,185; net, 310,135

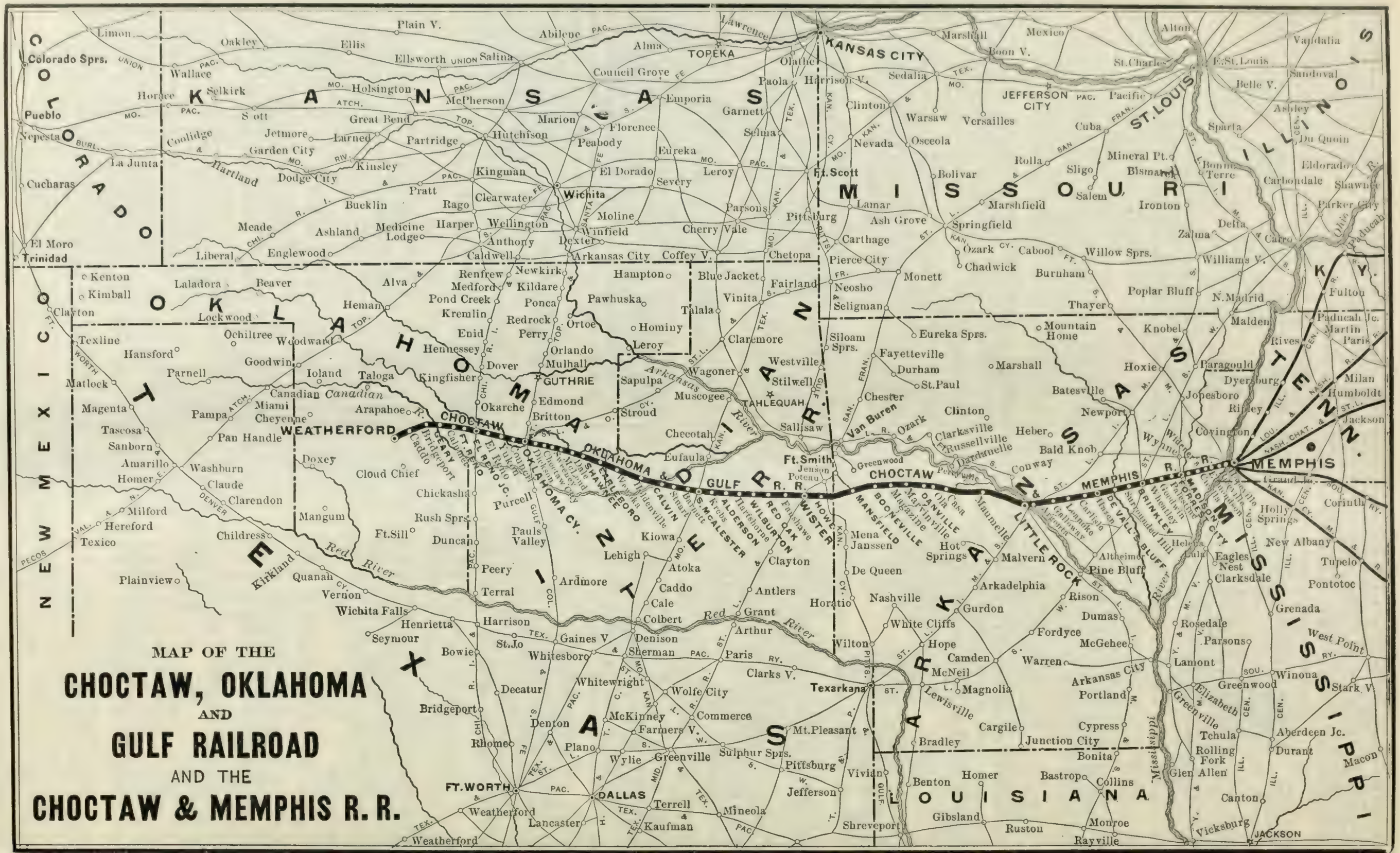
REPORT.—Report for year ending June 30, 1899, given at length in V. 69, p. 702, shows gross, $1,221,107; net, after deducting taxes, $679,161; interest, $572,200; bal., sur., $106,961.

OFFICERS.—Chairman of Executive Committee, Edward D. Adams, N. Y.; Pres. and Gen. Mgr., J. N. Faithorn, Chicago, Ill.; Sec., George P. Butler, Mills Building, N. Y.—V. 69, p. 1010, 1148.

Chicago & Western Indiana RR.—Owns a valuable terminal system of roads affording entrance into Chicago to the roads named below. Its lines extend from Dearborn Station, Polk Street, Chicago, to Dolton, 17 miles, also to Indiana State Line, 10 miles, to Cragin, 16 miles, and to South Chicago, 5 miles; total, 48 miles; total track, including 2d, 3d, 4th tracks and sidings, 217 miles; also owns 860 acres of real estate, passenger and freight yards, warehouses, elevators, etc. The Belt Ry. of Chicago leases and operates 99 miles of the 217 miles owned by the Ch. & W. I., its securities being all held by the companies leasing the Chicago & W. I.; see V. 60, p. 1058.

LEASES.—This company's road and terminals are leased under perpetual contracts to the Wabash, the Chic. & Grand Trunk, the Chicago & Eastern Illinois, the Chicago & Erie and the Chicago Indianapolis & Louisville, each of which five companies owns $1,000,000 stock. They are also leased to the Atchison, the Elgin Joliet & Eastern and the Belt Railway. The annual rentals must always exceed by at least 20 per cent the interest on the bonds outstanding.


CHICAGO TERMINAL TRANSFER R. R.
MAP SHOWING
PROPERTY OF RAILROAD
IN THE
BUSINESS CENTER OF CHICAGO
Union Pass. Sta.
Van Buren St. Pass. Sta.
Dearborn Pass. Sta.
Central Passenger Sta.
Art Institute
Post Office & Custom House
Palmer House
GRAND CENTRAL PASS. STATION
L. MICHIGAN
Oak Glen
Wilmette
Desplaines
Morton Grove
Evanston
Park Ridge
Edison Park
Norwood Park
Edgebrook
Rogers Park
Rose Hill
Edgewater
Anderson
Argyle Park
Ravenswood
Dunning
Mayfair
Irving Pk.
Grayland
Galewood
Mt. Clare
Cragin
Hermosa
Oakland
43rd St.
Kenwood
Madison Park
South Park
Englewood
Woodlawn
Brookdale
Parkside
Windsor Park
Cheltenham
South Chicago
Auburn
S. Englewood
Burnside
Pullman
Kensington
Colehour
Roby
Sheffield
Whiting
Standard Oil Co.
Edgemoor
Middleton
E. Hyde Park
Hessville
Calumet Tank
Strathmore
Highland
Maynard
Griffith
Hartsdale
Schererville
Dyer
Lansing
Thornton
Glenwood
Harvey
Spalding
Globe
Little
Calumet
Bremen
Orland
Worth
Chicago Ridge
Willow Springs
Mt. Forest
Seafield
Gary
La Grange
Crossdale
Riverside
Brighton
Union Stock Yard
Summit
Chappell
Dole & Shepard Siding
Chicago Union Transfer Ry. Co.
Stickney
Wilson's
Benck's & Lane's
Alsip's
Trimble's
Wireton Pk.
Blue Island
Morgan Pk.
Mount Hope
Hanson Pk.
Hegewisch
Dolton
Riverdale
Harvey Jc.
Grand Crossing
Chicago Crushed Stone Co.
Chicago Heights
Joliet Cut Off
Elgin
GRAND CENTRAL PASS. STA.
12th St.
51st St.
Garfield Blvd.
59th St.
63rd St.
69th St.
72nd St.
79th St.
87th St.
91st St.
99th St.
107th St.
119th St.
Cakley Av.
Edgemoore
Longwood
Tracy Av.
Hammond
E. Chicago
Grasselli
Gibson
S. Hammond
Lake Michigan
MAP OF THE
CHICAGO TERMINAL TRANSFER
RAILROAD
AND CONNECTIONS.


MAP OF THE
CHOCTAW, OKLAHOMA
AND
GULF RAILROAD
AND THE
CHOCTAW & MEMPHIS R. R.
COLORADO
NEW MEXICO
OKLAHOMA
TEXAS
KANSAS
MISSOURI
ARKANSAS
LOUISIANA
ILLINOIS
MISSISSIPPI
TENN.
KY.
CHOCTAW
OKLAHOMA & GULF R. R.
CHOCTAW
MEMPHIS R. R.
WEATHERFORD
GUTHRIE
TAHLEQUAH
JEFFERSON CITY
TOPEKA
KANSAS CITY
ST. LOUIS
Wichita
Ft. Scott
Springfield
Little Rock
Pine Bluff
Texarkana
Ft. Smith
Ft. Worth
Dallas
Memphis
Shreveport
Vicksburg
Jackson
Colorado Sprs.
Pueblo
Trinidad
Oklahoma City
Guthrie
Enid
Woodward
Lawton
Wichita Falls
Denison
Sherman
Paris
Texarkana
Ft. Smith
Fayetteville
Springfield
Joplin
Carthage
Pittsburg
Parsons
Coffeyville
Independence
Kansas City
Leavenworth
Atchison
Topeka
Emporia
Hutchinson
Salina
Abilene
Manhattan
Lawrence
Ottawa
Olathe
Paola
Harrisonville
Sedalia
Marshall
Boonville
Jefferson City
Mexico
Hannibal
St. Louis
East St. Louis
Alton
Cairo
Paducah
Memphis
Jackson
Vicksburg
Meridian
Tupelo
Corinth
Columbus
Greenville
Yazoo City
Natchez
Baton Rouge
New Orleans
Shreveport
Monroe
Alexandria
Lake Charles
Beaumont
Houston
Galveston
Austin
San Antonio
Waco
Dallas
Ft. Worth
Denton
Gainesville
Sherman
Texarkana
Red River
Arkansas River
Canadian River
Mississippi River
Ohio River
Missouri River

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & Western Indiana—Stock (see text)	....	....	$100	$5,000,000	6	Q.—J.	Chicago.	Jan.1,'00,1½%
1st mort., gold, sink. fund, subject call at 105.c*	48	1879	1,000	684,000	6 g.	M. & N.	N. Y., J.P.Morgan & Co.	Nov. 1, 1915
General mort., gold, sinking fund, see text.....c*	48	82-92	1,000	9,868,666	6 g.	Q.—M.	do do	Dec. 1, 1932
Chicago & West Michigan—See Pere Marquette RR.								
Choctaw & Memphis—Pref. stock 6%, $1,750,000..	....	....	50	1,750,000	2, 3, 4	.....	.....	....
1st mort., $3,750,000, int. guar., gold.C&P....c&r	282	1899	1,000	3,525,000	5 g.	J. & J.	Philadelphia and N. Y.	Jan. 1, 1949
Choc. Oklah. & Gulf RR.—Com. stock, $3,750,000	....	....	50	3,750,000	2 in 1899	....	Phila., Of., Girard Bldg.	Oct.31,'99,2%
Preferred stock, 5 per cent cumulative.....	....	....	50	3,999,700	5 in 1899	A.&O.31	do do	Oct.31,'99. 2½
General (now first) mort., $5,500,000, gold ....c*	283	1894	1,000	4,800,000	5 g.	J. & J.	do do	Oct. 1, 1919
Cin. Georget'n & Portsm.—1st mort., $500,000...c	42	1881	1,000	252,000	6	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1901
Cincinnati Hamilton & Dayton—Common stock....	....	....	100	8,000,000	.....	.....	Cincinnati.	.....
Pref. stock, A & B, 4 p.c. cum., guar. (call at par)	....	....	100	1,403,100	4 in 1899	Q.—J.	do	Jan. 2, '00, 1%
do "Eagle" 4 p.c. cum., guar. (call at par)	....	....	100		4 in 1899	Q.—M.	do	Dec., '99, 1%
New preferred 5 per cent non-cum., $8,000,000..	....	....	.....	6,596,900	5 in 1899	Q.—F.	do	Feb. 8'00,1¼%
Consolidated mort. (now 1st) $ & £, sink. fund c*	60	1875	1,000	996,000	7	A. & O.	N.Y.,Kessler&Co54Wall	Oct. 1, 1905
do do $389,000 are 5 p. c.c*	60	1875	1,000	1,729,000	5 & 6	A. & O.	do do	Oct. 1, 1905
Second mortgage, gold.....c*	69	1887	1,000	2,000,000	4½g.	J. & J.	do do	Jan. 1, 1937
General mortgage, $7,800,000, gold.....Me.c*	....	1892	1,000	3,000,000	5 g.	J. & D.	N.Y.,Blair&Co.,33Wall	June 1, 1942
Cin. Day. & Iron., 1st M., gold, guar. (assumed.c*	164	1891	1,000	3,500,000	5 g.	M. & N.	N.Y.,Kessler&Co54Wall	May 1, 1941
Cin. Hamilton & Indianap.—1st M., guar. p. & i...	99	1873	1,000	1,800,000	7	J. & J.	N.Y.,Kessler&Co54Wall	Jan. 1, 1903
General mort. for $3,800,000, gold, to be guar...	99	1893	1,000	See text.	5 g.	J. & D.	Treas.,office, Cincin., O	June, 1943
Cincinnati Lebanon & Northern—Stock $1,000,000	....	....	.....	993,000	.....	.....	.....	.....
1st mortgage.....c	38	1886	1,000	200,000	5	J. & J.	Cinn., Cen. Tr.& S.D.Co.	Jan., 1916
Cin.& Muskingum Val.RR.—1st M.$2,000,000,g.Fc*	148	1898	1,000	1,500,000	4 g.	F. & A.	N.Y., Farm. L. & Tr. Co.	Aug. 1, 1948
Cincinnati New Orleans & Texas Pacific—Stock.....	336	....	100	3,000,000	.....	.....	.....	Oct. 19, 1891
Car trusts, June 30, 1899.....	....	....	.....	620,932	6	Various	....	To Sept., 1903
Cincinnati Portsmouth & Virginia—Common stock	107	....	100	1,566,000	.....	.....	.....	.....
Preferred stock, non-cumulative (see text).....	107	....	100	594,000	4 in 1899	J. & J.	Cincinnati, Ohio.	Jan. 3,'00, 2%
1st mortgage, $500,000, gold, red. at 105....c&r*	108	1895	1,000	400,000	5 g.	J. & D.	Investm't Tr.Co., Phila.	June 1, 1925
Cincin. Con. Belt 1st M. g., p. & i, gu. red., at 105.c*	....	1899	1,000	200,000	5 g.	J. & J.	Philadelphia.	July 1, 1929
Cin. Richmond & Ft. W.—1st mort., gold, int. gu.c*	86	1871	1,000	1,800,000	7 g.	J. & D.	N. Y., Winslow, L. & Co.	June 1, 1921
Cin. Saginaw & Mack.—1st M., $2,000,000, gold..c*	53	1890	1,000	1,729,000	5 g.	J. & J.	New York and London.	Jan. 1, 1920
Clearfield& Mahoning—1st M., g., gu. B.R.& P.c*&r	26	1893	1,000	650,000	5 g.	J. & J.	N. Y., Guaranty Tr. Co.	Jan. 1, 1943

DIVIDENDS.—	1892-94.	1895.	1896.	1897.	1898	1899	1900.
Per cent.	6 yearly.	7½	6	6	6	Jan., 1½	

BONDS.—Sinking fund payments (amounting in year 1897 to $172,000) annually retire a portion of the first mortgage bonds at 105 and interest, and after they are all drawn the general mortgage bonds become subject to same sinking fund and will be drawn at same price in such annual amounts as will retire the debt at or before maturity. In June, 1899, $14,368,000 general 6s had been issued, of which $2,500,000 were reserved to retire firsts and $1,999,333 canceled.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1898 was in V. 68, p. 1178, showing gross income, $945,433; interest, etc., $656,869; dividends, $300,000; bal., deficit, $11,436.—V. 69, p. 384.

Chicago & West Mich.—See Pere Marquette RR.

Chicago Wis. & Minn.—Sold in 1899 to Wisconsin Central Ry.

Chihuahua & Pacific RR.—In course of construction from Chihuahua, Mexico, to Guerrero, 125 miles, to be completed early in 1900. In Oct., 1899, grading had been completed and about 70 miles of track laid from Chihuahua. In operation, 55 miles, from July 16, 1899, and about 83 miles in all was expected to be in operation Jan. 1, 1900. The company has a Government concession and the line is projected to the Pacific Coast. Stock is $2,500,000, all issued. No bonds issued to Oct., 1899.—(V. 66, p. 573.)

Choctaw & Memphis RR.—*(See Map.)*—Mississippi River, opposite Memphis, to connection with Choctaw Oklahoma & Gulf at Howe, Ind. Ter., 282 miles, of which Little Rock to Howe, 149 miles, was completed about Dec., 1899.—V. 69, p. 1147.

ORGANIZATION.—Successor of the Lit. Rk. & Mem., foreclosed in 1898 and extended 149 miles in 1899. Leased for 95 years from Dec. 1, 1899, to C. O. & G. for a division of through business on a mileage prorate sufficient to guarantee interest on pref. stock, 2 per cent for first year of operation, 3 p. c. for second year and 4 p. c. for third year and thereafter. After payment of 6 per cent on preferred, one-half of net earnings to go to C. O. & G., the other half being available for dividends on $1,750,000 common stock. V. 67, p 126, 529; V. 69, p. 1193.

SECURITIES.—Stock, $1,750,000 ($6,250 p. m.) each of common and 6 per cent preferred. As to guaranty of bonds, etc., see above. V. 69, p. 1345.

Choctaw Oklahoma & Gulf RR.—*(See Map.)*—From a connection with Choc. & Mem. RR. at Indian Ter.—Arkansas boundary line to Weatherford, Okl., 279 miles; coal mine branches, 4 m.; total, 283 m. Extension, 6 miles, Wister to Howe, on K. C. Pitts. & G., operated from Sept., 1898, and one from Fort Reno, the Western terminus, to Weatherford, 45 miles, late in 1898. (V. 68, p. 126.) In Sept., 1899, extension from Weatherford, Okla., west to Amarillo, Texas, about 180 miles, was proposed.

HISTORY.—A reorganization of the Choctaw Coal & Railway Co., sold in foreclosure Sept. 9, 1894. Holds valuable coal leases.

The Choctaw & Memphis was extended in 1898-99 to form, with this company's road, a system 562 miles in length, reaching from central Oklahoma to Memphis, Tenn. The C. & M. is leased for 95 years from Dec. 1, 1899. See Choctaw & Memphis above and V. 67, p. 529; V. 69, p. 1193.

STOCK.—Common, $3,750,000; preferred, 5 per ct. (cumulative after Nov. 1, 1897), $4,000,000; outstanding, $3,999,700; par, $50. As to preferred shares see V. 62, p. 588, 778, 821, 868—(V. 64, p. 134.)

VOTING TRUST.—In March, 1899, a majority of both common and preferred shares had been deposited with Effingham B. Morris, William H. Jenks, Charles E. Ingersoll, George H. Colket and Samuel Dickson as voting trustees, until July 1, 1904, thus absolutely guaranteeing control for five years.—V. 68, p. 427.

DIVIDEND.—On pref: In 1898, 5 p. c.; in 1899, 5 p. c. First dividend on common, 2 p. c., paid Oct. 31, 1899. V. 69, p. 795.

BONDS.—Sufficient general 5s was reserved to retire prior lien bonds and in July, 1896, $1,500,000 (including $1,200,000 surrendered under plan of March, 1896,) were held for future additions, etc. In 1899 holders of the prior lien 6s were offered an exchange for general 5s, and on Oct. 2, 1899, the balance was called. V. 69, p. 695.

LATEST EARNS.—1 mos., Nov. 1 to Nov. 30. 1899..... Gross, $204,669; net, $84,805. 1898..... Gross, 216,239; net, 97,997.

REPORT.—Year ends Oct. 31. Report for 1898-9, CHR., Jan. 27, 1900.

Years end. Oct. 31—	*Gross of railroad.*	*Gross of mining.*	*Net of both.*	*Interest and taxes.*	*Balance, for year.*
1899.....	$1,352,127	$606,965	$716,902	$258,205	$458,697
1898.....	1,067,534	567,398	597,791	242,208	355,583

From surplus above shown were paid dividends as follows: In 1897-8 on pref., 5 p. c. ($200,000); in 1898-9, on pref., 5 p. c. ($200,000), and on common Oct 31, 1899, 2 p. c. ($75,000).

Coal output in 1898-9 was 419,813 tons against 426,538 tons in 1897-8. Pres., Francis I. Gowen, Philadelphia. V. 70, p. 75.)

Cincinnati Georgetown & Portsmouth.—Cincinnati, southeasterly to Georgetown, 42 miles. Extension to West Union, O., 23 miles, projected, and expected to be resumed in May, 1899. Stock, $400,000; 1st mortgage, 6 per cents, $1,000 each, due April, 1901, $252,000. For 8 mos. to Aug. 31, 1899, $44,757, against $38,975 in 1898. For year ending June 30, 1898, gross, $63,317; net, $10,134, applied to new 60-lb. steel rails with consent of bondholders. In 1896-7, gross, $59,733; net, $4,578.

Cincinnati Hamilton & Dayton Ry.—*(See Map.)*—Operates a direct line between Cincinnati and Toledo, Ohio, with branches to Indianapolis, Ind., and Ironton, on the Norfolk & Western, etc.

Road owned—(¶ *See this Co.*)	*Miles.*	*Proprietary roads*—	*Miles.*
Cincinnati to Dayton, O.....	60	Cincinnati Hamilton & Ind...¶	99
Dayton to Deans, O	176	Cincinnati & Dayton	14
Dayton to Delphos, O.....	98	Columbus Findlay & Northern.	18
Trackage	13	Bowling Green RR	21
Roads leased—		Piqua & Troy Branch.....	8
Dayton & Michigan.....¶	142		
Home Avenue RR.....	3	Total of all.....	652

Owns jointly with Clev. Cinn. Ch. & St. L. the Dayton & Union.

HISTORY, ETC.—Main line opened in 1851. Leased lines added at various times since. In July, 1895, consolidated with the Cin. Dayton & Ironton and Cin. D. & Chicago under the name of Cin. Ham. & Dayton *Railway.* V. 60, p. 1104; V. 61, p. 68. Indiana Decatur & Western is operated in connection with the C. H. & D. system. V. 61, p. 1064.

STOCK.—Capital stock is common, $8,000,000; preferred 5 p. c. noncumulative, $8,000,000. New preferred is entitled to 5 per cent, then common to 5 per cent; then both share equally. V. 69, p, 1300.

DIVIDENDS since consolidation—	1895.	1896 to Feb.1900
New preferred, issued in 1895.....	1¼%	5% yearly (Q-F.)

BONDS.—The general mortgage is for $7,800,000, of which $4,800,000 reserved to retire the prior liens at maturity; the prior bonds must not be extended. The mortgage covers the perpetual lease of the Dayton & Michigan, the profits under which are large. V. 54, p. 799; V. 55, p. 373. Accounts and bills payable June 30, 1899, $683,735.

GUARANTIES.—Guarantees securities of Cin. Hamilton & Ind. and Dayton & Michigan; also $933,000 Indiana Decatur & Western first 5 per cent bonds. V. 69, p. 795. As to control of Cin. N. O. & T. P., see that Co.

REPORT.—Fiscal year ends June 30. Report in V. 69, p. 952, showed:

Year end. June 30—	1899.	1898	1897.
Gross earnings.....	$5,241,503	$4,908,563	$4,627,352
Net earnings.....	1,582,097	1,487,215	1,393,670
Deduct interest on bonds	$846,970	$846,970	$846,970
Div. pref. stock D. & M. RR.....	96,900	96,900	96,900
Div. com. stock D. & M. RR.....	84,067	84,067	84,107
Div. com. stock Home Ave. RR..	3,460	3,250	.....
Div. pref. stock C. H. & D. Ry...	380,340	383,101	383,033
Total.....	$1,411,737	$1,414,288	$1,411,0 0
Surplus.....	$170,360	$72,927 def.	$12,340

—(V. 67, p. 319, 1002, 1305; V. 69, p. 695, 795, 952, 1300.)

Cincinnati Hamilton & Indianapolis Ry.—*(See Map C. H. & D.)*—Owns Hamilton, Ohio, west to Indianapolis, Ind., 99 miles.

STOCK.—Common stock ($2,500,000) is all owned by the Cincinnati Hamilton & Dayton, which operates the road, V. 57, p. 144. Preferred non-cumulative 7 per cent stock, $281,679.

BONDS.—The first mortgage bonds are guaranteed by the C. H. & D. (authorized $2,500,000), but $700,000, under an agreement of 1880, will not be issued. The general mortgage, of which Continental Trust Co. of New York and the Union Trust Co. of Cincinnati are trustees, is for $3,800,000, of which sufficient reserved to retire first mort. bonds at maturity; $1,333,000 issued, but held in the treasury.

EARNINGS.—In year ending June 30, 1898, gross, $747,210; net, $93,372; interest, $126,000; balance, deficit for year, $32,628.

Cincinnati & Muskingum Valley RR.—*(See map of Pittsburg Cincinnati Chicago & St. Louis.)*—Owns Morrow, Ohio, to Trinway, O., 148 miles. Successor on Aug. 1, 1898, to the Cin. & Musk. Val. *Ry.*, foreclosed June 29, 1898, and purchased in the interest of Penn. RR. V. 67, p. 27. Of the bonds $500,000 are reserved for future needs. Sinking fund retires yearly, beginning Oct. 1, 1899, one per cent of the amount then outstanding, if offered at par or less. Bonds are not subject to call. Stock, $2,000,000; par $100; all issued. Pennsylvania RR. owns $754,000 of the $1,500,000 bonds. V. 55, p. 1078.

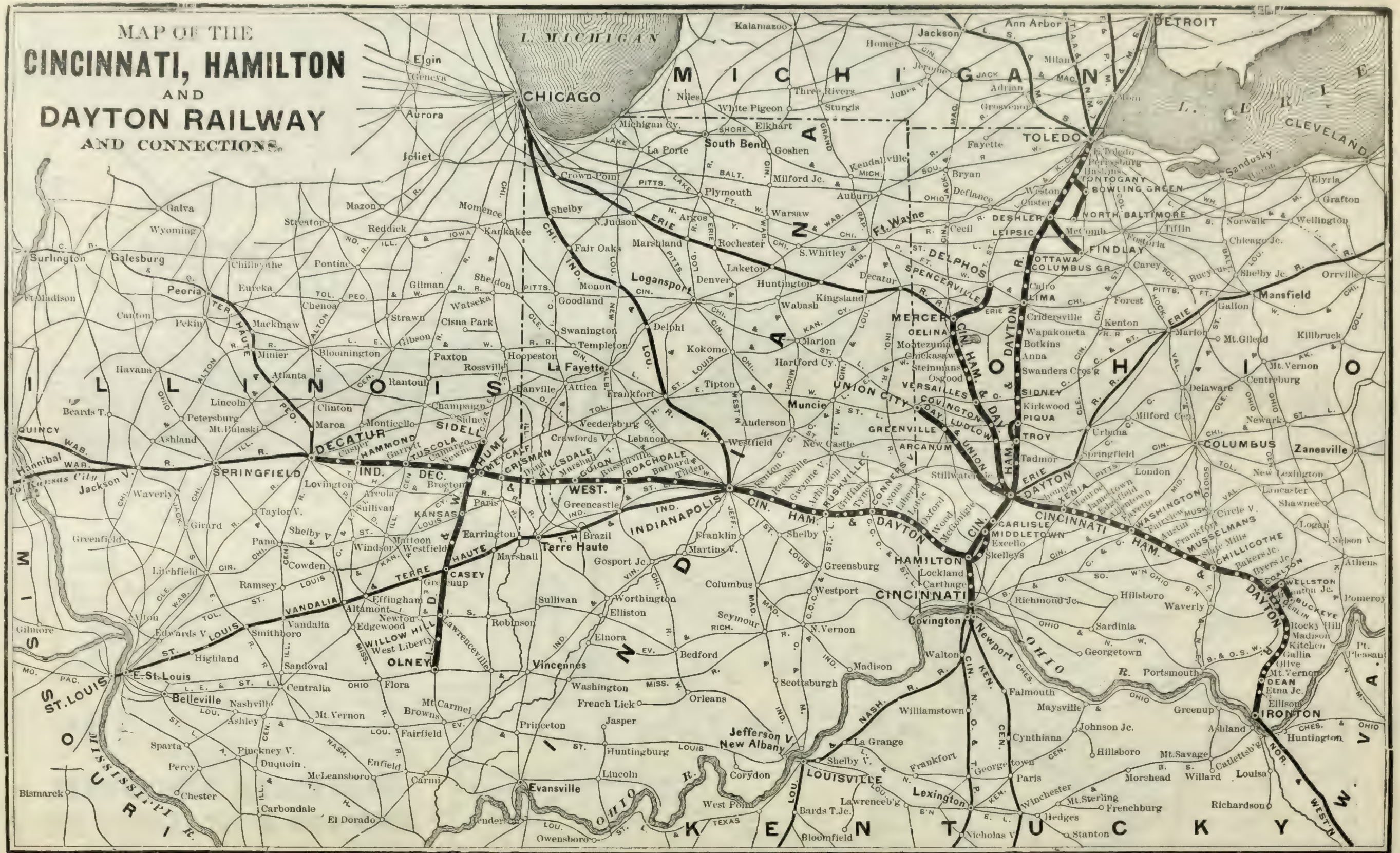
EARNINGS.—Fiscal year ends Dec. 31. Report 1898 in V. 68, p. 1072

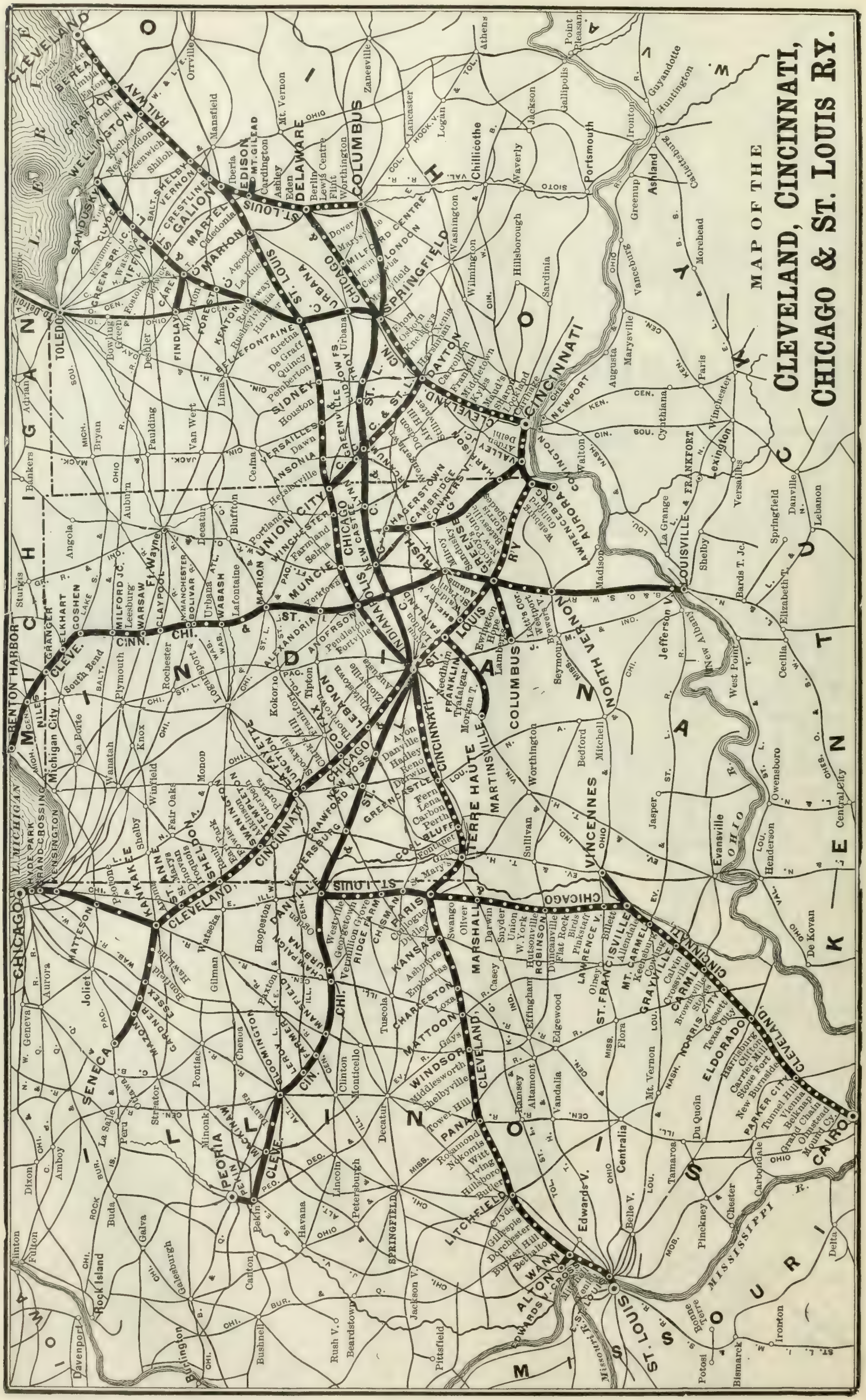
Yr. end. Dec. 31.	*Gross.*	*Net.*	*Interest, &c.*	*Balance.*
1898.....	$491,978	$89,712	$105,280	def. $15,568
1897.....	446,458	38,813	110,092	def. 71,279

—(V. 67, p. 27, 176, 222, 900; V. 68, p. 1072.)

Cincinnati New Orleans & Texas Pacific Ry.—ROAD.—Operates Cincinnati Southern Ry., Cincinnati to Chattanooga, Tenn., 336 m. Lease Cincinnati Southern RR. owned by city of Cincinnati. Rental now, $1,102,000; from Oct. 12, 1901 to 1906, $1,262,000 yearly. As to extension of lease, see V. 70, p. 75. On Sept. 30, 1899, receiver was discharged V. 69, p. 743. Stock controlled in interest of Southern Ry. and Cincinnati Hamilton & Dayton Ry. V. 61, p. 26; V. 65, p. 1173.

MAP OF THE CINCINNATI, HAMILTON AND DAYTON RAILWAY AND CONNECTIONS.




MAP OF THE
CLEVELAND, CINCINNATI,
CHICAGO & ST. LOUIS RY.
CLEVELAND
TOLEDO
CINCINNATI
COLUMBUS
SPRINGFIELD
DAYTON
ZANESVILLE
PORTSMOUTH
ASHLAND
IRONTON
HUNTINGTON
GUYANDOTTE
POINT PLEASANT
GALLIPOLIS
ATHENS
CHILLICOTHE
HILLSBOROUGH
WASHINGTON
LANCASTER
LOGAN
JACKSON
WAVERLY
SARDINIA
WILMINGTON
MT. VERNON
ZANESVILLE
NEWARK
MANSFIELD
ORRVILLE
WOOSTER
MEDINA
BEREA
ELYRIA
SANDUSKY
FREMONT
TIFFIN
FINDLAY
LIMA
DELPHOS
VAN WERT
PAULDING
BRYAN
ADRIAN
BANKERS
MONROE
TOLEDO
BOWLING GREEN
DESHLER
FOSTORIA
BUCYRUS
GALION
CRESTLINE
SHELBY
NEW LONDON
GREENWICH
SHILOH
ROCHESTER
WELLINGTON
GRAFTON
LA GRANGE
COLUMBIA
CHARK
LINCOLN
EATON
MILFORD JC.
LEESBURG
WARSAW
CLAYPOOL
Ft. WAYNE
NEW HAVEN
DECATUR
BLUFFTON
PORTLAND
AUBURN
ANGOLA
STURGIS
GOSHEN
ELKHART
GRANGER
NILES
MICHIGAN CITY
LA PORTE
KENSINGTON
HYDE PARK
GRAND CROSSING
CHICAGO
WANATAH
KNOX
WINFIELD
MONON
FAIR OAKS
SHELBY
KANKAKEE
ST. ANNE
MANTESON
JOLIET
AURORA
GENEVA
DIXON
AMBOY
ROCK ISLAND
BUDA
GALVA
GALESBURGH
CANTON
DAVENPORT
BURLINGTON
BUSHNELL
RUSH V.
BEARDSTOWN
PITTSFIELD
JACKSON V.
HAVANA
PEKIN
PEORIA
LINCOLN
PETERSBURGH
SPRINGFIELD
DECATUR
CLINTON
MONTICELLO
PONTIAC
CHENOA
MINONK
STREATOR
LA SALLE
PERU
SENECA
CARBONDALE
MAZON
ESSEX
HAMLET
WATSEKA
GILMAN
PAXTON
HOOPESTON
CHAMPAIGN
URBANA
DANVILLE
TUSCOLA
CHARLESTON
MATTOON
EFFINGHAM
EDGEWOOD
ALTAMONT
VANDALIA
RAMSEY
MT. VERNON
FLORA
CENTRALIA
DU QUOIN
TAMAROA
CHESTER
PINCKNEYVILLE
BELLE V.
EDWARDS V.
ALTON
WANN
BETHALTO
BUNKER HILL
DYCHESTER
GILLESPIE
CLYDE
LITCHFIELD
HILLSBORO
IRVING
NOKOMIS
ROSAMOND
PANA
TOWER HILL
SHELBYVILLE
MIDDLESWORTH
WINDSOR
GAYS
LORA
CASEY
EDDYVILLE
ROBINSON
LAWRENCEVILLE
OLNEY
ALLENDALE
BILLETT
FLAT ROCK
BIRDS
PINKSTAFF
DUNCANVILLE
HUTSONVILLE
W. YORK
UNION
SNYDER
DARWIN
MARSHALL
SWANGO
OLIVER
DUDLEY
COLLOGUE
PARIS
CHISMAN
RIDGE FARM
VERMILION GROVE
GEORGETOWN
WESTVILLE
CHAMPAIGN
FARMER CITY
CLINTON
MONTICELLO
LEROY
BLOOMINGTON
NORMAL
CHENOA
PONTIAC
MINONK
STREATOR
LA SALLE
PERU
DEER PARK
OSWEGO
PLAINFIELD
NAPERVILLE
AURORA
GENEVA
ELGIN
DUNDEE
BARRINGTON
PALATINE
WAUKEGAN
HIGHLAND PARK
EVANSTON
CHICAGO
KANKAKEE
ST. ANNE
MANTESON
JOLIET
HAWKINS
WATSEKA
GILMAN
PAXTON
HOOPESTON
CHAMPAIGN
URBANA
DANVILLE
TUSCOLA
CHARLESTON
MATTOON
EFFINGHAM
EDGEWOOD
ALTAMONT
VANDALIA
RAMSEY
MT. VERNON
FLORA
CENTRALIA
DU QUOIN
TAMAROA
CHESTER
PINCKNEYVILLE
BELLE V.
EDWARDS V.
ALTON
WANN
BETHALTO
BUNKER HILL
DYCHESTER
GILLESPIE
CLYDE
LITCHFIELD
HILLSBORO
IRVING
NOKOMIS
ROSAMOND
PANA
TOWER HILL
SHELBYVILLE
MIDDLESWORTH
WINDSOR
GAYS
LORA
CASEY
EDDYVILLE
ROBINSON
LAWRENCEVILLE
OLNEY
ALLENDALE
BILLETT
FLAT ROCK
BIRDS
PINKSTAFF
DUNCANVILLE
HUTSONVILLE
W. YORK
UNION
SNYDER
DARWIN
MARSHALL
SWANGO
OLIVER
DUDLEY
COLLOGUE
PARIS
CHISMAN
RIDGE FARM
VERMILION GROVE
GEORGETOWN
WESTVILLE
CHAMPAIGN
FARMER CITY
CLINTON
MONTICELLO
LEROY
BLOOMINGTON
NORMAL
CHENOA
PONTIAC
MINONK
STREATOR
LA SALLE
PERU
DEER PARK
OSWEGO
PLAINFIELD
NAPERVILLE
AURORA
GENEVA
ELGIN
DUNDEE
BARRINGTON
PALATINE
WAUKEGAN
HIGHLAND PARK
EVANSTON
CHICAGO

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cleveland Akron & Columbus.—Stock	....	....	100	$4,000,000	.....	.....	.....	Oct. 3, 1892
General mort. (now 1st,) for $1,800,000 gold....c	177	1887	$500,&c	1,800,000	5 g.	M. & S.	Hamilton Tr., Bk'lyn.	Mch. 1, 1927
Equip. Tr. & 2d M., g., red. at par Aug. 1, 1900.c*	177	1890	1,000	730.000	6 g.	F. & A.	do do	Aug. 1, 1930
Cleveland Cincinnati Chicago & St. Louis—								
Common stock ($28,700,000 authorized)	....	....	100	27,987,835	See text.	.....	N.Y.,J. P. Morgan&Co.	Mch.,'00, 1½%
Preferred stock, 5 per cent, non-cumulative.....	....	....	100	10,000,000	5 in 1899	Q.—J.	do do	Jan.20,'00, 1¼
C. I. St. L. & C. con. M.,drawn at 105, s.f. 1 p. c.c*	175	1880	1,000	696,000	6	M. & N.	do do	May 1, 1920
Gen. 1st M.. $10,000,000 gold, s.f. not dr'n..c&r	....	1886	1,000&c	7,684,000	4 g.	Q.—F.	do do	Aug. 1, 1936
Cleve. Col. Cin. & Ind. Consol. mort. (see text)...	391	1874	1,000	4,138,000	7 or 6 g.	J. & D.	do do	June 1, 1914
Gen. consol. mort, ($12,000,000) gold.....c* & r	391	1884	1,000	3,205,000	6 g.	J. & J.	do do	Jan. 1, 1934
Indian & St. L. 1st mort., in 3 ser. of $667,000.c.	72	1869	1,000	2,000,000	7	Various	do do	July 1, 1919
2d M.($2,000,000), gold, Indianap. to Terre H c.	72	1882	1,000	500,000	6 g.	M. & N.	do do	Nov. 1, 1912
Cl.Cin.Ch.&St.L., White Water Val. Div, 1st, g...c*	62	1890	1,000	650.000	4 g.	J. & J.	do do	July 1, 1940
Columbus Springfield & Cincinnati 1st Mort....	45	1871	1,000	78,000	7	M. & S.	do do	Sept. 1, 1901
Spring. & Col. Div. (Col. Sp. & Cin.), 1st M., g.c*	45	1890	500 &c.	1,103,730	4 g.	M. & S.	do do	Sept. 1, 1940
Cairo Division 1st Mort., $5,000,000, gold....c*	267	1890	1,000	5,000,000	4 g.	J. & J.	do do	Jan. 1, 1939
St. L. Div., coll. trust, g. ($351,000 in s. f).c&r	194	1890	1,000&c	10,000,000	4 g.	M. & N.	do do	Nov. 1, 1990
Cin. Wab. & Mich. Div. 1st mortgage, gold....c*	203	1891	1,000	4,000,000	4 g.	J. & J.	do do	July 1, 1991
Gen. mort. 100 year for $50,000,000 g.MEc* &r	1,808	1893	1,000	(See text.)	4 g.	J. & D.	do do	June 1, 1993
OBLIGATIONS FOR PROPRIETARY LINES.								
Cincinnati Lafayette & Chicago,1st mort., gold.c	56	1871	1,000	792,000	7 g.	M. & S.	do do	Sept. 1, 1901
Cincinnati Sandusky & Cleveland—Pref. stock...	....	....	50	428,997	6	M. & N.	do do	Nov. 1,'99, 3%
Consol. (now 1st) M. ($3,000,000) gold.....c	170	1888	1,000	2,571,000	5 g.	J. & J.	do do	Jan. 1, 1928
Cincinnati & Spring.—1st m., p.& l.gu. See text.c	48	1871	1,000	2,000,000	7	A. & O.	do do	Apr. 1, 1901
2d mortgage, Big Four owns $526,000 more..c	48	1872	1,000	125,000	7	J. & J.	do do	Jan. 1, 1902
Louisv. & Jeffersonv. Bridge 1st M.—See that Co.								
Cleveland Lorain & Wheel.—Pref. stock $5,000,000.	....	....	100	5,000,000	.....	.....	N. Y., Blair 33 Wall St.	Oct., '96, 1%
Consol. mort. (now 1st) $5,000,000, g. UsM...c*	192	1893	1,000	5,000,000	5 g.	A. & O.	do do	Oct. 1, 1933
General mortgage, $1,000,000, gold, N.....c	192	1896	1,000	400,000	5 g.	J. & D.	do do	June 1, 1936
Car trusts (due $6,302 monthly) June 30, 1899..	....	....	.....	250,100	5	J. & J.	.....	M'thly to 1903
Olev. & Mah. Val.—Con.M. (now 1st)$3,000,000,g.c&r	125	1888	1,000&c	2,935,000	5 g.	See text	N.Y.,Winslow,Lan.&Co.	Jan. 1, 1938
Olev. & Mar.—1st M., s. f., not drw., gold, guar...c*	103	1895	1,000	1,250,000	4½ g.	M. & N.	N. Y., Farm. L. & T. Co.	May 1, 1935

LATEST EARNINGS—5 mos., July 1 to Nov. 30. { 1899....Gross, $2,168,988; net, $703,837 / 1898....Gross, 2,094,908; net, 749,971

ANNUAL REPORT.—Report for 1898-9 was in V. 69, p. 952, showing: Gross, $4,691,232; net, $1,585,006 (against $1,389,682 in 1897-8); rentals, etc., $1,411,445; balance, surplus, $173,561; against surplus $274,278 in 1897-8. V. 69, p. 695, 743, 952; V. 70, p. 75.

Cincinnati Portsmouth & Virginia RR.—Owns from Idlewild, O., to Sciotoville, 107 miles; trackage (Cin. Lebanon & Nor. to Cincinnati), 4 miles; total, 111 miles. Preferred in Jan., 1896, paid 3 p. c.; July, 1896, 2 p. c.; 1897, 4 p. c.; 1898, 3 p. c.; 1899, 4 p. c.; 1900, Jan., 2 p. c. Equipment notes, June 30, 1899, $21,674. The entire capital stock of the Cincin. Conn. Belt RR. is owned and its $200,000 bonds guaranteed, principal and interest. V. 70, p. 75.

EARNINGS.—For year 1898-9, gross, $293,713; net, $72,869; int., taxes, etc., $29,900; dividends, $23,760; bal., sur., $19,159. In 1897-8, gross, $270,384; net, $47,721.—V. 69, p. 852, 906; V. 70, p. 75.

Cincinnati Richmond & Fort Wayne RR.—Owns from Richmond, Ind., to Adams, Ind., 86 miles; leases 5 miles of P. F. W. & C. Now operated (January, 1899), by Grand Rapids & Indiana Ry. Rental, net earnings. Interest is guaranteed by the Pennsylvania Co. and Pittsburg Cin. Chicago & St. L. Co. jointly (the P. C. C. & St. L. taking the place of the Cin. Hamilton & Dayton in 1888). Stock, $1,709,313—par, $50, of which Penn. Co. Dec. 31, 1898, owned $1,256,900. Due guarantors Dec. 31, 1898, $1,360,058.

EARNINGS.—Jan. 1 to June 30, were $232,756 in '99; $214,327 in '98.

*Year end. Dec.*31.	*Gross.*	*Net.*	*Interest,&c.*	*Balance.*
1898.....	$447,342	$89,148	$126,000	def.$36,852
1897.....	406,644	94,674	129,412	def.34,738

Cincinnati Saginaw & Mackinaw RR.—From Durand to West Bay City, Mich., 53 miles. The Grand Trunk of Canada owns $825,000 of the $1,500,000 stock issued, and above bonds have a traffic guarantee from that road and the Chicago & Grand Trunk.

Year Dec. 31—	*Gross.*	*Net.*	*Interest.*	*Deficit.*	*Traf.guar.*
1898.....	$137,676	$63,836	$86,450	$22,614	$37,326
1897.....	125,360	62,031	86,550	24,519	(1)

Clearfield & Mahoning Ry.—*(See Map Buf. Roch. & Pitts.)*—Owns road, completed in 1893, from Du Bois Junc, Penn., on Buff. R. & P., to Clearfield on Beech Creek RR., 26 miles. Leased during corporate existence and renewals thereof to Buffalo Rochester & Pittsburg—which see—at a rental payable in gold and equal to 6 per cent on $750,000 stock, par $50, and 5 per cent on bonds, the latter being guar. p. & l., by indorsement on each.—See V. 61, p. 710.

Cleveland Akron & Columbus Railway.—Owns from Hudson, O., to Columbus, O., 144 miles; Dresden branch, Kilbuck to Trinway, 33 miles; coal spurs, 11 miles; total owned, 188 miles; trackage Hudson to Cleveland, 26 miles, and Trinway to Zanesville, 16 miles. On June 1, 1899, Penn. Company took control, having purchased $2,237,500 of the $4,000,000 stock. Bills payable June 30, 1899, $602,744; secured by $1,000,000 consol. 5s of 1893, of an authorized issue of $5,000.000; car trust notes, not matured, $89,310; total floating debt, $692,034. In 1898-9, gross, $938,743; net, $276,611; interest, rentals, etc., $201,328; balance for year, $75,283. (V. 69, p. 1244.)

Cleveland Canton & Southern RR.—In 1899 sold to Wheeling & Lake Erie, which see. On June 30, 1898, outstanding $368,628 equipment trust and $103,500 real estate mortgages.

EARNINGS.—11 months, July 1 to May 31. { 1898-99 .....Gross, $645,242; net, $82,973 / 1897-98 .....Gross, 627,512; net, 120,042

—(V. 69, p. 333, 1011.)

Cleveland Cincinnati Chicago & St. Louis Ry.—*(See Map.)*—Operates an extensive system of roads radiating from Indianapolis, Ind., westerly to Chicago, Peoria, Cairo, Ill., St. Louis, and easterly to Sandusky, Cleveland, Columbus and Cincinnati, Ohio, and southerly to Louisville, with branches. As shown on map the system comprises: ¶ See this company.

Owned directly—	*Miles.*
Cleveland, O., to Columbus, O.	138
Galion, O., to Indianapolis	203
Delaware to Springfield	50
Cincinnati to Lafayette	175
Indianapolis to Terre Haute	72
Harrison Branch	7
Leased—entire stock owned—	
Cincin. Lafayette & Chic. Ry.—	57
Cairo Vincennes & Chic. Ry.—	
Cairo, Ill., to Tilton & branch.	267
St. Lou. Div. T. H. to E. St. L.	193
Columbus Springfield & Cin.—	
Columbus, O., to Springfield..	45
White Water—Harrison, Ind., to Hagerstown, Ind.	62
Cin. Wabash & Michigan Ry.—	
Benton Harb. to Rushv. & Br.	249
Other lines (*a*)	44
Cincin. Sandusky & Cleve. Ry.—	
Sand'sky, O., to Dayt'n, O. etc.	170

Leased and controlled.	*Miles.*
Cincinnati & Springfield Ry.—	
Lud.G've(6m.fr.Cin.)to Day'n	48
Colum. Hope & Greensb'g RR.—	26
Trackage into Cincinnati, &c.	32
Total included in earns...	1,838
Operated; earns. kept separate—	
Peoria & East'n Ry. (¶).—	352
Kankakee & Seneca RR.—	42
Mt. Gilead Short Line	2
Total of system June 30,'99.	2,234
Trackage Cl. Cent. into Chic.. On percentage basis	56
Trackage into Jeffersonville. B & O. S. W.	53
Operates independently—	
Dayton & Un. RR. (¶)	47
Double track	60

a No debt, or bonds all owned.

The company is also one-fourth owner of the Peoria & Pekin Union Ry., one-seventh owner in the Terminal Railroad Association of St. Louis and two-fifths owner of the Indianapolis Union Railway and partial owner of Dayton & Union, which is operated independently.

HISTORY, ETC.—A consolidation of the Cincinnati Indianapolis St Louis & Chicago Railway Company, the Cleveland Columbus Cincinnati & Indianapolis Railway Company and the Indianapolis & St. Louis Railway Company, made in July, 1889, per plan in V. 48, p. 427. It is one of the so-called Vanderbilt roads, the Vanderbilt interest having been increased in Jan., 1900, to an absolute majority of the stock. V. 70, p. 75, 125. The St. L. Alt. & Terre Haute main line and branch were purchased in 1890 for $10,000,000 4s.

CAPITAL STOCK.—On Jan. 1, 1890, the common stock was $20,500,000; it has been increased to present figure to acquire stocks of lines absorbed, etc. Dividends on common stock were resumed in Mar., 1900, 1½ p. c. being paid for 6 mos. ending Dec. 31, 1899; dividend for next 6 mos. may be at the rate of 4 per cent. V. 70, p. 75.

DIV'DS.—	1890.	'91.	'92.	'93.	'94-'96.	'97.	'98	'99	1900.
Common...	4 p. c.	3	3	3	none	none	none	none	Mar., 1½
Preferred..	From 1890 to 1896, incl., 5%.					2½	5	5	Jan., 1¼

BONDS.—The sinking fund provision of the *Cleveland Columbus Cincinnati & Indianapolis consol. bonds* (stamped) has been canceled. The principal of these bonds is payable in gold, but the interest is payable at option of holder either in lawful money at 7 per cent per annum or in British sterling at 6 p. c.

Of the *Indianapolis & St. Louis* first mortgage bonds series "A" are J. & J.; series "B," M. & S.; series "C," M. & N.

St. Louis Division bonds, see deed of trust V. 52, p. 42-45.

As to the *Cincinnati Wabash & Mich.* 4 per cents, see V. 52, p. 718.

The 100 *year mortgage* of 1893 is limited to $50,000,000, of which $29,252,000 were reserved to retire at maturity bonds outstanding on the various lines (exclusive of Cairo division, Peoria division, Michigan division and the St. Louis division west of Terre Haute); of the balance, $5,000,000 were authorized to be sold at once for double track, equipment, etc., and the remaining $15,748,000 were issuable after July 1, 1894.) for new construction, etc., at the rate of $1,000,000 a year; $3,634,000 were so issued in years 1895-99. V. 64, p. 1224. Mercantile Trust Co. of New York is trustee. On July 1, 1899, $11,634,000 of these bonds had been issued, but $500,000 was held in treasury, and $3,000,000 more were issuable, against $3,000,000 of 7s paid May 1, from the proceeds of a loan, the $3,000,000 general bonds being held for a better price than was then obtainable. V. 69, p. 601.

The *Cincinnati & Springfield firsts* are guaranteed, $1,000,000 of them by C. C. C. & Ind. (now consolidated with Cl. Cin. Ch. & St. L.) and $1,000,000 by the Lake Shore & Mich. So.

GENERAL FINANCES.—On July 1, 1899, bills payable only $3,425; there were $156,200 equipment notes, payable in monthly instalments, $78,100 becoming due in 1899-00. Guarantees interest on Louisville & Jeffersonville bridge bonds jointly with the Ches. & O. The Cleve. Col. Cin. & Ind. 1st s. f. 7s were paid at maturity on May 1, 1899. V. 68, p. 822. In Mar., 1900, dividends were resumed on common stock—see V. 70, p. 75.

Traffic.—In calendar year 1895 carried 8,848,275 tons, of which bituminous coal furnished 20 p. c., grain 12 p. c. and lumber 11 p. c.

LATEST EARNINGS.—From July 1 to Nov. 30 (5 months.)—

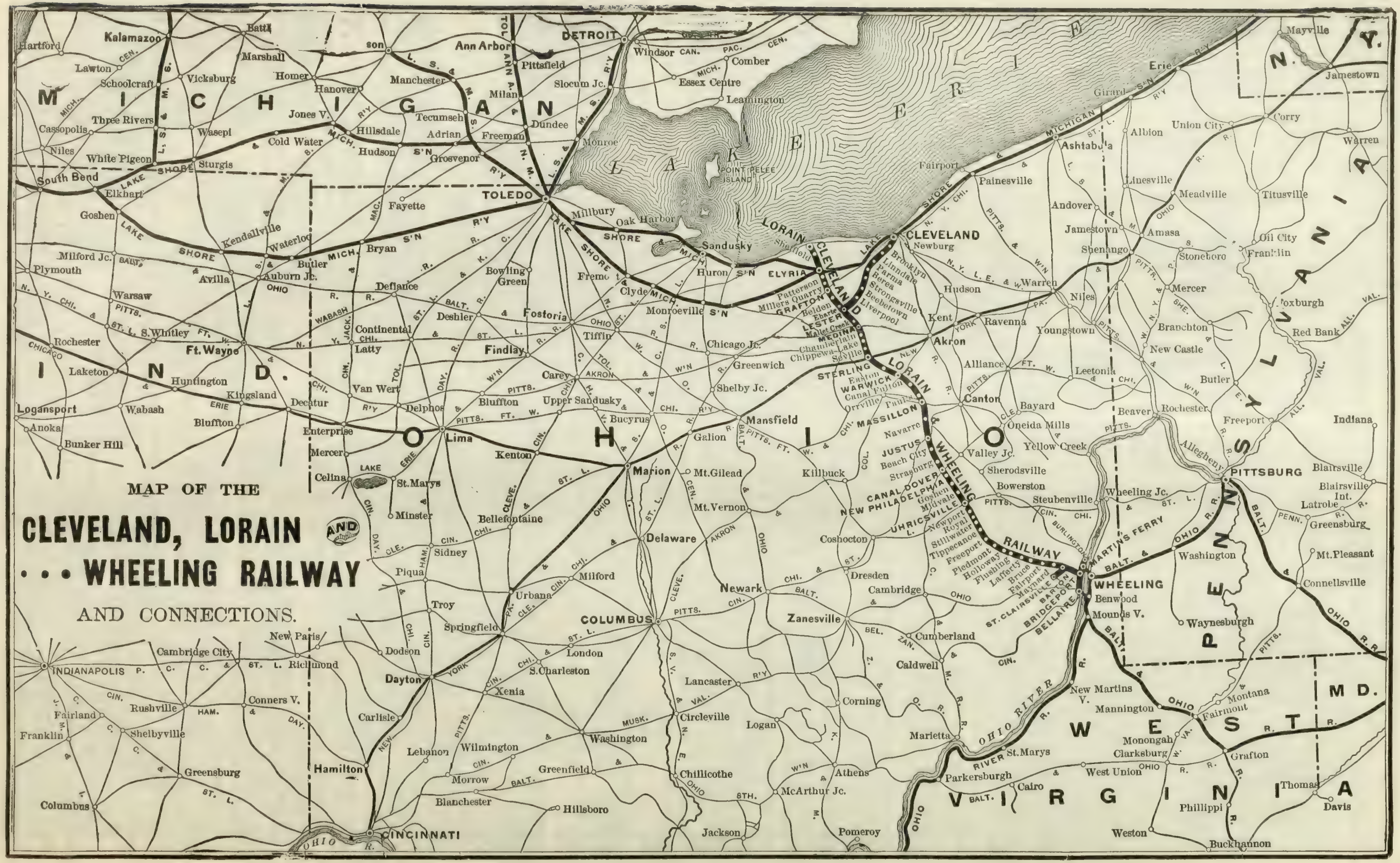
5 *mos.*—	*Gross.*	*Net.*	*Int., &c.*	*Bal., sur.*
1899.....	$7,170,881	$2,270,384	$1,189,728	$1,080,656
1898.....	6,430,847	1,869,911	1,210,125	659,786

ANNUAL REPORT.—Annual meeting last Wednesday in October. Report for 1898-99 in V. 69, p. 590,600. See also editorial, p. 571.

Year end. June 30—	1899.	1898.	1897.	1896.
Passenger earnings.	$4,245,036	$3,850,126	$3,665,193	$4,035,326
Freight	9,226,534	9,237,507	8,254,873	8,576,700
Mail and express....	932,887	930,657	912,449	847,982
Total earnings...	$14,404,457	$14,018,290	$12,832,515	$13,460,008
Oper'g exp. & taxes.	10,645,556	10,968,367	9,864,665	10,293,703
P. c. op. ex. to earns.	73·90	78·24	76·87	76·47
Net earnings....	$3,758,901	$3,049,923	$2,967,850	$3,166,305
Rentals, interest,&c.	338,497	336,992	284,596	252,319
Total net ncome..	$4,097,398	$3,386,915	$3,252,446	$3,418,624
Interest on bonds...	$2,672,544	$2,708,691	$2,687,049	$2,639,863
Rentals, etc.....	201,165	196,333	237,091	204,647
Dividends	500,000	375,000	375,000	500,000
Balance.....	sur.$723,689	sur$106,891	df.$46,694	sur. $74,114

—(V. 69, p. 280, 590, 600, 1011, 1061; V. 70, p. 75, 125.)

Cleveland Lorain & Wheeling Ry.—*(See Map.)*—Owns from Lorain, O., to Bridgeport, O., opposite Wheeling, W. Va., 158 miles; Lester to Cleveland, 28 miles, and branch to Bellaire, O., 6 miles; total, 192 miles, and has trackage into Wheeling.


MAP OF THE
CLEVELAND, LORAIN AND WHEELING RAILWAY
AND CONNECTIONS.
MICHIGAN
INDIANA
OHIO
PENNSYLVANIA
WEST VIRGINIA
LAKE ERIE
POINT PELEE ISLAND
DETROIT
TOLEDO
CLEVELAND
COLUMBUS
CINCINNATI
PITTSBURG
WHEELING
Kalamazoo
Battle Creek
Marshall
Vicksburg
Schoolcraft
Three Rivers
Cassopolis
Niles
White Pigeon
Sturgis
South Bend
Elkhart
Goshen
Milford Jc.
Plymouth
Warsaw
Rochester
Laketon
Logansport
Wabash
Anoka
Bunker Hill
Huntington
Kingsland
Bluffton
Decatur
Ft. Wayne
Whitley
Auburn Jc.
Avilla
Butler
Waterloo
Kendallville
Hartford
Lawton
Homer
Hanover
Jones V.
Cold Water
Hillsdale
Hudson
Grosvenor
Tecumseh
Adrian
Freeman
Manchester
Ann Arbor
Pittsfield
Milan
Dundee
Monroe
Slocum Jc.
Windsor
Comber
Essex Centre
Leamington
Fayette
Millbury
Oak Harbor
Sandusky
Huron
Bryan
Defiance
Bowling Green
Fremont
Clyde
Monroeville
Deshler
Fostoria
Tiffin
Continental
Latty
Findlay
Carey
Upper Sandusky
Bucyrus
Van Wert
Delphos
Bluffton
Enterprise
Lima
Mercer
Celina
St. Marys
Kenton
Minster
Sidney
Piqua
Troy
Springfield
Dodson
New Paris
Cambridge City
Richmond
Dayton
Xenia
Conners V.
Rushville
Fairland
Shelbyville
Franklin
Greensburg
Columbus
Carlisle
Hamilton
Lebanon
Wilmington
Morrow
Blanchester
Hillsboro
Urbana
Milford
Bellefontaine
Marion
Mt. Gilead
Mt. Vernon
Delaware
Newark
Zanesville
Chicago Jc.
Greenwich
Shelby Jc.
Mansfield
Galion
Killbuck
Coshocton
Dresden
Cambridge
Cumberland
Caldwell
Lancaster
Corning
Circleville
Logan
Chillicothe
Athens
McArthur Jc.
Jackson
Pomeroy
Marietta
Parkersburgh
Cairo
West Union
St. Marys
Akron
Canton
Alliance
Leetonia
Bayard
Oneida Mills
Yellow Creek
Valley Jc.
Sherodsville
Bowerston
Steubenville
Wheeling Jc.
Ravenna
Youngstown
Kent
Hudson
Warren
Niles
Newburg
Brooklyn
Linndale
Parma
Berea
Strongsville
Beebetown
Liverpool
Patterson
Millers Quarry
Grafton
Belden
Eberle
Lester
Malet Creek
Medina
Chandlerlain
Chippewa Lake
Seville
Sterling
Warwick
Euston
Canal Fulton
Orrville
Fairport
Painesville
Girard
Erie
Ashtabula
Andover
Jamestown
Shenango
Albion
Union City
Corry
Linesville
Meadville
Titusville
Oil City
Franklin
Stoneboro
Mercer
Foxburgh
Branchton
New Castle
Butler
Red Bank
Mayville
Jamestown
Warren
Indiana
Blairsville
Blairsville Int.
Latrobe
Greensburg
Mt. Pleasant
Connellsville
Washington
Waynesburg
Benwood
Mounds V.
Bellaire
Martins Ferry
Bridgeport
Barton
St. Clairsville
Bruce
Fairpoint
Maynard
Lafferty
Flushing
Holloway
Freeport
Pledmont
Tippecanoe
Stillwater
Royal
Newport
Uhrichsville
Dennison
Midvale
Goshen
Phillippi
Buckhannon
Weston
Thomas
Davis
Montana
Fairmont
Mannington
New Martins V.
Monongah
Clarksburg
Grafton
Rochester
Beaver
Freeport
Allegheny
Wheeling
Benwood
Mounds V.
Waynesburg
Mt. Pleasant
Connellsville
Oil City
Franklin
Foxburgh
Red Bank
Titusville
Corry
Union City
Albion
Jamestown
Mayville
Erie
Girard
Ashtabula
Painesville
Fairport
Andover
Linesville
Meadville
Amasa
Stoneboro
Mercer
Branchton
New Castle
Butler
Freeport
Indiana
Blairsville

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cleve. & Pittsb.—Stock, 7 p. c. guar. by Penn. RR. Co	....	....	$50	$11,226,050	7	Q.—M.	N. Y., Winslow, Lanier.	Dec. 1,'99, 1¾
Consol. sink. fund mort. for $5,000,000, not dr'n. c	199	1867	1,000	1,259,000	7	M. & N.	do do	Nov. 1, 1900
Gen. M. for $10,000,000 gold } series A, ...c*	199	1892	1,000	3,000,000	4½ g.	J. & J.	do do	Jan. 1, 1942
guar. p. & l. (end.) Pa. RR. } series B.....c*	199	1892	1,000	2,000,000	4½ g.	A. & O.	do do	Oct. 1, 1942
do do do } series C.....c*	199	1898	1,000	34,000	3½ g.	M. & N.	do do	Nov. 1, 1948
Clev. Term'l & Valley—1st M., $6,000,000 gold. c*&r	75	1895	1,000	5,515,000	4 g.	M. & N.	N.Y., Brown Bros. & Co.	Nov. 1, 1995
Coast Ry. of N. Scotia.—1st M. $5,000,000, g. **IB**.c*	51	1895	$ & £	450,000	5	A. & O.	Boston, N. Y. & London.	Oct. 1, 1945
Colebrookdale—1st M., $593,400, und. Read. M. of '96 c	13	1868	100 &c.	600,000	6	J. & D.	Phila., Read. Co. Office.	June 1, 1898
Colorado Midland—Common stock, $4,000,000....	....	....	100	3,421,300	To be in	voting t	rust for 6 years or mor	e.
Preferred stock, 4 per cent, non-cum., $6,000,000	....	....	100	4,979,800	To be in	voting t	rust for 6 years or mor	e.
Pr. lien 1st M. bds., Nos. 9,501 to 10,000, incl. (text)	....	....	.....	To be issued	only if n	ecessar	y prior to July, 1903.	
1st mortgage, $10,000,000. See text.....**Ce**.c*	....	1897	1,000	7,500,000	2-3-4 g.	J. & J.	N. Y., Central Trust.	July 1, 1947
do do .....**Ce**.c*	....	1897	1,000	1,011,000	4 g.	J. & J.	do do	July 1, 1947
Colorado & Southern—Common stock, $31,000,000	....	....	100	30,995,000	.....	.....	.....	.....
1st pref., 4 per cent, non-cum., $8,500,000.....	....	....	100	8,500,000	See text.	.....	N. Y., Hallgarten & Co.	Feb. 14,'00, 2%
2d pref., 4 per cent, non-cum., $8,500,000.....	....	1882	100	8,500,000	.....	.....	.....	.....
1st mortgage, gold, $20,000,000. **Ce**.....c*	1,086	1899	1,000	17,500,000	4 g.	F. & A.	N. Y., Central Trust Co.	Feb. 1, 1929
Colorado Springs & Crip. Creek—1st M. $2,000,000	....	1899	.....	See text.	5	.....	.....	.....
Col. Wyoming & Gt. No.—1st M., $6,000,000, g..c*	....	1895	.....	500,000	5 g.	M. & N.	Philadelphia.	May 1, 1925
Col. Newb. & Laurens—1st M., g., $3,000,000..**SBa**	75	1887	1,000	899,000	6 g.	J. & J.	Far. & Mer. N. Bk., Balt.	July 1, 1937
Columbia Southern—1st M., gold, $2,100,000. **N**...	28	1898	.....	272,000	5 g.	J. & D.	N. Y., N.Y. Sec. & Tr. Co.	Dec. 1, 1948
Columbus & Cincinnati Midland—1st mortgage....	71	1884	1,000	2,000,000	4½	J. & J.	Jan., '97, paid May, '98	Jan. 1, 1939
Columbus Hock. Val. & Toledo—See Hocking Valley Ry.								
Columbus Lima & Milwaukee—1st mort., gold. **A**.c	40	1889	1,000	545,000	5 g.	M. & N.	New York.	May 1, 1929
Col. Marsh. & North'n—1st M., g., $2,800,000... .	115	1899	1,000	(3)	5 g.	J. & J.	N.Y., Int. B'k'g & Tr. Co.	Jan. 1, 1930
Col. San. & Hock. RR.—New rec's ctfs., $1,050,000	....	1897-8	.....	1,000,'00	6	Semi-an	Columb's, O., Rec'rs' Off.	.....
1st mortgage (prior lien), $2,000,000, gold.....c*	227	1895	1,000	2,000,000	5 g.	A. & O.	Apr.,'97, coup. last paid.	Oct. 1, 1900
General mortgage, $10,000,000, gold.....**Mp**.c*	227	1895	1,000	7,446,591	2½-4 g.	J. & J.	None paid in cash.	Jan. 1, 1946
Income bonds, non-cumulative, gold.....	....	1895	.....	1,778,000	4	F. & A.	.....	1945
Zanesville Term'l Co. 1st m. for $500,000, gold. c*	4	1890	1,000	453,000	5 g.	J. & J.	Jan.,'97, coup. last paid.	July 1, 1940
Col. Ter. & Transf. mtge. $350,000 gu. C. S. & H.	....	1893	1,000	341,000	5	M. & S.	.....	1943
Car trust notes.....	....	....	.....	50,000	.....	.....	.....	.....
Receiver's certificates (old Co.) out in July, 1896	....	1895	.....	500,000	6	.....	.....	.....

HISTORY.—This *railway* is a consolidation Nov. 23, 1893, of the C. L. & W. *railroad* and the Cleve. & Southwestern. (See V. 57, p. 979.) In Dec., 1899, control was acquired by Blair & Co. of N. Y. V. 69, p. 1247.

STOCK.—Common, $8,000,000, and preferred, non-cumulative, 5 p. c., $5,000,000, par $100. After dividends of 5 p. c. have been paid on the preferred and common both stocks share alike.—V. 60, p. 1058.

DIVIDENDS.—On *preferred* in 1896, 3 p. c.; none since.

BONDS.—The *consolidated mortgage* for $5,000,000 is now a first lien on the 192 miles main line, including the extension of 28 miles to Cleveland, completed Dec., 1894; also 105 miles sidings, equipment, terminals, etc., now owned or hereafter acquired. Bills payable June 30, 1899, $100,785.

EARNINGS.—9 months, } 1898-99..Gross, $1,192,863; net, $347,532
July 1 to March 31. } 1897-98 Gross, 1,131,337; net, 318,149

REPORT.—Report for year ending June 30, 1898, was in V. 67, p. 898. In 1898-9 gross, $1,621,981; net, $484,086, other income, $7,000; interest on bonds, $277,000; interest on car trusts, etc., $19,571; balance, $194,515. 1897-98, gross, $1,501,431; net, $438,924. V. 69, p. 1247.

Cleveland & Mahoning Valley Ry.—Owns from Cleveland, O., to Sharon, Pa., 81 miles [57 double track]; Niles, O., to New Lisbon, O., and branches, 44 miles. Leased to Nypano RR. (formerly N. Y., Penn. & Ohio) till 1962; rental $514.180 per annum, payable monthly. In 1896 consols for $455,000 were issued to retire the last of the prior bonds and the consols are now a first lien on the entire road. Coupon interest is J. & J., registered interest, Q.—J. Stock is $3,259,200, of which $2,758,250 is held by "Atlantic First Leased Lines Rental Trust Co., Limited," of London. Dividends in 1897, 13¾; p. c.; in 1898, 13½ p. c.; in 1899, 13½ p. c.—V. 63, p. 968.)

Cleveland & Marietta Ry.—Owns from Marietta, O., to Canal Dover, and branch, 103 miles, and 7 miles, Valley Junction to Canal Dover, leased. Pennsylvania RR. obtained control in Oct., 1899, having purchased about two-thirds of the stock, and took charge Jan. 1, 1900. Stock, $2,000,000—par $100.—V. 69, p. 1345.

BONDS.—New first mortgage for $2,000,000 is dated May 1, 1895, and is guaranteed as to principal and interest by the Penn. *Company* (trustee, Farmers' L. & T. Co., N.Y.). Sinking fund of 1 p. c. commences July 1, 1896; bonds bought at par but not subject to call.

REPORT for 1898, in V. 68, p. 1072, shows gross $421,988; net, $66,822; interest on bonds, $56,250; balance, sur. for year, $10,572. In 1897, gross, $355,721; net, $9,059.—(V. 68, p. 1072; V. 69, p, 1345.

Cleveland & Pittsburg RR.—*(See Map Pennsylvania Railroad.)* Cleveland, O., to Rochester, Pa., 124 miles; branches—Bayard, O., to New Philadelphia, 31 miles; Yellow Creek to Bellaire, 43 m.; trackage, Rochester to Pittsburg (Pittsb. Ft. Wayne & Chic.), 26 miles; total, 224 miles.

LEASE—Leased for 999 years, Dec. 1, 1871, to Penn. RR. Co., and lease transferred to Pennsylvania Co. Rental, 7 p. c. on $11,226,050 stock, interest on bonds and organization expenses.

BONDS.—Generals are all equally secured; guaranty. V. 56, p. 604.

EARNINGS.—Fiscal year formerly ended Nov. 30; changed in 1898 to Dec. 31. Report for year ending Dec. 31, 1898, was given in V. 68, p. 1020, showing gross earns., $4,032,765; net, $1,363,532; profit to lessee was $201,561.—(V. 68, p. 1020.)

Cleveland Terminal & Valley RR.—*See Map Baltimore & Ohio.* Owns from Cleveland, Ohio, to Valley Junction, 75 miles; sidings, 67 miles. Successor, as per plan in V. 60, p. 437 and V. 61, p. 70, to Valley Ry. (of Ohio), sold in foreclosure Sept. 10, 1895.

STOCK—Of the $4,615,300 *common* (par $50) B. & O. owns $4,594,300 common and of the $2,060,750 preferred, $949,200; par $100.

BONDS—The first mort. bonds are guaranteed, principal and interest, by the B. & O., endorsed; interest is paid regularly from earnings.

EARNINGS.—Year 1898-99, gross, $954,490; net, $320,973; other inc., $7,202; interest, $221,005; taxes, 24,652; surplus, $82,518.—(V. 63, p. 791.)

Coast Ry. of Nova Scotia.—Road from Yarmouth to East Pubnico, 31 miles, was in operation in Aug., 1897; under contract from East Pubnico to Lockport, 64 miles, of which East Pubnico to Barrington, 20 miles, expected to be operated about Nov. 15. Projected to Halifax, about 210 miles from Yarmouth. V. 68, p. 1180. Capital stock authorized $1,000,000; issued, $500,000. President, Thomas Robertson, Yarmouth.—V. 68, p. 1180.

Colorado Midland Ry.—Owns from Colorado Springs to New Castle, Col., 234 miles, including Snowden to Leadville, 8 m., not operated; Snowden to Arkansas Jct., 6 m., Jerome Park branch, 15 miles; Aspen branch, 20 m.; spurs to quarries, 2 m.; Busk Tunnel, 2 miles; total owned, 279 miles. Leases New Castle to Rifle Creek, 14 miles, and Rio Grande Junction RR., Rifle Creek, Col., to Grand Junction, 63 miles; total owned and leased, 356 miles.

ORGANIZATION.—Successor Oct., 1897, to the Colorado Midland *Railroad*, foreclosed and reorganized per **plan** in V. 64, p. **1224, 1226.**

STOCK.—Both classes of stock will be held in a voting trust for six years and thereafter until the first mortgage bonds shall have received 4 per cent interest in cash for three successive years. The voting trustees are F. P. Olcott, Henry T. Rogers, A. H. Joline, W. Lidderdale and Cecil W. Boyle. As to voting trust, etc., see V, 66, p. 856, 1044.

BONDS.—Of the new bonds, $2,500,000 are 4s and $7,500,000 bear interest in cash at 2 p. c. to July 1, 1900, then 3 p. c. to July 1, 1902, [with preferred stock scrip for the interest up to 4 p. c. not paid in cash, payable yearly on July 1], and 4 p. c. after July 1, 1902. See bonds in V. 66, p. 856; V. 68, p. 1131. Of the new 4s sufficient were reserved to retire the equipment bonds as they mature; also $1,355,100 new 4s, $590,700 pref. and $579,800 common stock will remain for future needs. In June, 1899, a settlement was reached with the Busk Tunnel bondholders, who received $1,231,000 Col. Mid. 2-3-4s (originally 4s, stamped interest reduced) bond for bond and 4 p. c. interest in cash.—V. 68, p. 1131; V. 69, p. 26, 1343; V. 65, p. 327, 367. Has right to issue $500,000 prior lien 4s if necessary prior to July, 1903. The $116,000 equipment B 6 per cent bonds were paid at maturity, Jan. 1, 1900, and an equal amount of 1st 4s will probably be issued.

Charges.—Obligatory charges for first three years under plan, including taxes and rentals, $322,051, against $831,320 for old Co.

The 2 per cent non-obligatory interest on the first 2-3-4s was paid in scrip July 1, 1898, and July 1, 1899.—V. 69, p. 26.

LATEST EARNINGS—5 mos., } Gross 1899.....$888,032; net, $249,068
July 1 to Nov. 30. } Gross 1898..... 732,429; net, 154,581

REPORT.—Report for year ending June 30, 1899, in V. 69, p. 1343:

Y'rs. end. June 30—	*Gross.*	*Net.*	*Misc. inc.*	*Charges.*	*Surp.*
1898-9	$1,659,797	$295,348	$10 593	$303,736	$2,205
1897-8	1,731,443	345,757	5,897	339,562	12,092

NEW OFFICERS.—(Nov., 1897.)—President and Manager, George W. Ristine, Denver, Col.; Secretary and Treasurer, Oscar Bunke, 41 Wall St. N. Y.—(V. 68, p. 1131; V. 69, p. 26, 78, **1343.**)

Colorado & Northwestern Ry.—Boulder to Ward, Col., 26½ miles, operated from Oct., 1898. Branches projected from Sunset to Eldora, Col., 19 miles, and Eldora to Middle Park, Col. 45 miles; total, 90 miles. Stock, $500,000; par $100; all issued. Bonds, $500,000 50-year gold 5s, dated Sept. 1, 1897 (M. S.), Mercantile Trust Co., N. Y., trustee. Pres., W. C. Culbertson, Boulder, Col.

Colorado & Southern Ry.—(*See Map.*)—Operates from Orin Junction, Wyoming, through Colorado to Fort Worth, Texas, viz.

Lines owned.	*Miles.*		*Miles.*
Cheyenne to Orin Junction.....	154	Other lines, br., etc. (106 nar. gau.)	387
Denver to Bessemer Junct., Col...	128	*Trackage*—Pueblo to Walsenburg	
Denver to Leadv. (narrow gauge).	151	(Denver & Rio Grande).....	58
Como to Baldwin Mine (do).	131		
Trinidad, Col., to Texas State line	135	Total owned and leased 1,144	

Also has large interest in Fort Worth & Denver City Ry., 455 miles.

Has traffic and trackage agreement with Union Pacific, connecting the Cheyenne & Nor. Division with the system at Greeley and Denver; also trackage over Atchison tracks, Denver to Pueblo, Col. V. 69, p. 179. In Sept., 1899, extension Hill Top Jctn., Col., to Leavick, 11 m., was opened, and in Jan., 1900, the Badger-Hartville Branch, 10 m.

ORGANIZATION.—Succeeded on Jan. 11, 1899, per plan in V. 67, p. 748, the Union Pacific Denver & Gulf and Denver Leadville & Gunnison, foreclosed and sold in Nov., 1898. Owns a large majority of the common stock of the Fort Worth & Denver City Ry., which see.

VOTING TRUST.—All classes of stock are vested in the voting trustees, Grenville M. Dodge, Frederic P. Olcott, Harry Walters, Henry Budge and J. Kennedy Tod until Jan. 1, 1904, and then until the first preferred stock shall have received a 4 per cent cash dividend for three consecutive years. The voting trustees may, however, deliver the stock at any earlier date.

DIVIDENDS.—Div. on 1st pref., 2 p. c., paid Feb., 1900, out of earnings for calendar year 1899.—V. 70, p. 75.

BONDS.—The new mortgage is a first lien on all the road, equipment and other property, $2,250,000 being reserved for the acquisition of coal properties, and for future additions, betterments, equipments, etc., at not exceeding $300,000 a year, and $250,000 are reserved to be issued prior to Jan. 1, 1900, by the reorganization committee, but it is not expected that this will be necessary. Statement to the New York Stock Exchange in V. 68, p. 1021.

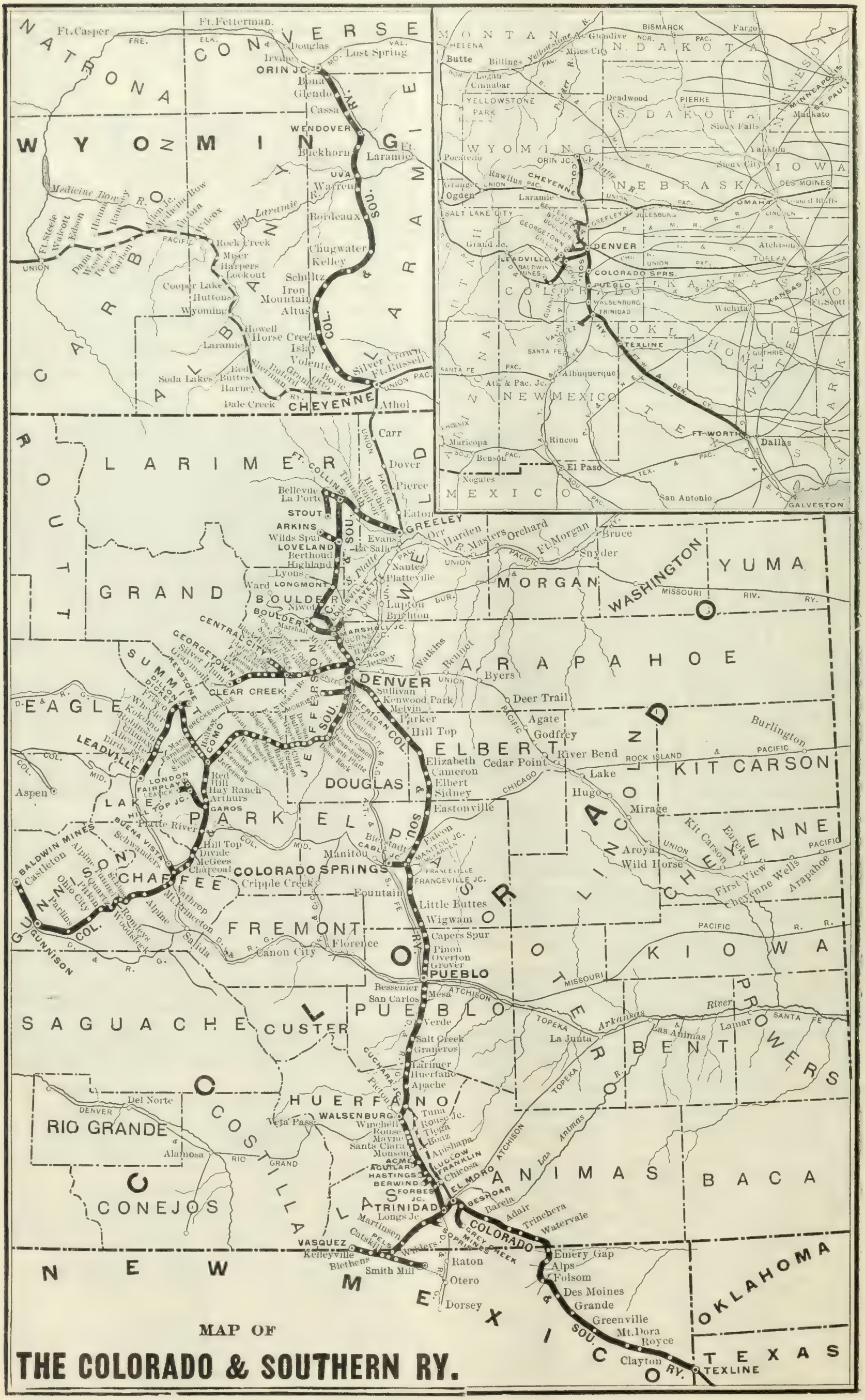
EARNINGS.—Jan. 1 to Nov. 30, '99, gross, $3,663,643; net, $1,107,252.

ANNUAL REPORT.—Statement of earnings for 1899 (December approximate) in V. 70, p. 75, showed: Gross, $4,033,728; net, after taxes, $1,020,834; other income, $30,114; interest from Feb. 1, 1899, $641,666; div., 2 p. c. on 1st preferred, $170,000; bal., sur., $239,282. For old company, year 1898, net $986,613.

Directors.—Frank Trumbull, Denver (President); Grenville M. Dodge, New York (Chairman), Frederic P. Olcott, Harry Walters, Henry Budge, J. Kennedy Tod, Oliver Ames, Norman B. Ream, Luther Kountze, Edward C. Henderson and Edward T. Berwind.

—V. 69, p. 179, 283, 1103; V. 70, p. 75.

Colorado Springs & Cripple Creek RR.—Under construction in Jan., 1900, as a steam road from Colorado Springs to Cripple Creek, 38 miles. In Nov., 1899, reported to have acquired the Col. Spr. Rapid Transit (Electric) Ry. and Cripple Creek District (Electric) Ry. Stock authorized, common, $1,200,000; preferred, $800,000. Par of shares, $100 each. In Dec., 1899, the bonds were reported as all subscribed. President, Irving Howbert.—V. 69, p. 1147; V. 70, p. 75.


MAP OF
THE COLORADO & SOUTHERN RY.
WYOMING
NEBRASKA
COLORADO
KANSAS
NEW MEXICO
OKLAHOMA
TEXAS
MONTANA
N. DAKOTA
S. DAKOTA
IOWA
MISSOURI
ARIZONA
UTAH
Ft. Casper
Ft. Fetterman
Douglas
Lost Spring
Irvine
ORIN JC.
Bona
Glendo
Cassa
WENDOVER
Blackhorn
Ft. Laramie
UVA
Warren
Bordeaux
Chugwater
Kelley
Schultz
Iron Mountain
Altus
Howell
Horse Creek
Islay
Volente
Silver (Town)
Ft. Russell
Soda Lakes
Red Buttes
Harney
Dale Creek
CHEYENNE
Athol
Carr
Dover
Pierce
Eaton
GREELEY
Bellevue
La Porte
STOUT
ARKINS
Wilds Spur
LOVELAND
Berthoud
Highland
Lyons
Ward
LONGMONT
BOULDER
Niwot
Marshall
Evans
La Salle
Nantes
Platteville
Lupton
Brighton
Orr
Harden
R. Masters
Orchard
Ft. Morgan
Bruce
Snyder
MORGAN
WASHINGTON
YUMA
Deadwood
PIERRE
Mankato
Sioux Falls
Yankton
Sioux City
DES MOINES
Council Bluffs
OMAHA
Pocatello
Rawlins
Ogden
Laramie
Grand Jc.
SALT LAKE CITY
DENVER
Julesburg
Atchison
TOPEKA
COLORADO SPRS.
PUEBLO
LEADVILLE
Baldwin Mines
Gunnison
Wichita
Kansas
Ft. Scott
TEXLINE
GUTHRIE
Albuquerque
Atl. & Pac. Jc.
Santa Fe
Maricopa
Rincon
Benson
El Paso
Nogales
FT. WORTH
Dallas
San Antonio
GALVESTON
Medicine Bow
Hanna
Rawlins
Allen Jc.
Medicine Bow
Ivora
Wilcox
Ft. Steele
Walcott
Edson
Dana
Weed
Perret
Carlson
UNION
PACIFIC
Rock Creek
Miser
Harpers
Lookout
Cooper Lake
Huttons
Wyoming
Big Laramie
Laramie
Sherman
Buford
Granite
Otto
Borie
Ft. Collins
Bellevue
La Porte
Thornton
Hotchkiss
Wind-sor
Eaton
Evans
La Salle
Nantes
Platteville
Lupton
Brighton
Ward
Niwot
Marshall
Boulder
Longmont
Loveland
Berthoud
Highland
Lyons
Wilds Spur
Arkins
Stout
Greeley
Orr
Harden
R. Masters
Orchard
Ft. Morgan
Bruce
Snyder
Deadwood
Pierre
Mankato
Sioux Falls
Yankton
Sioux City
Des Moines
Council Bluffs
Omaha
Lincoln
Pocatello
Rawlins
Ogden
Laramie
Grand Jc.
Salt Lake City
Julesburg
Atchison
Topeka
Wichita
Kansas
Ft. Scott
Texline
Guthrie
Albuquerque
Atl. & Pac. Jc.
Santa Fe
Maricopa
Rincon
Benson
El Paso
Nogales
Ft. Worth
Dallas
San Antonio
Galveston
Minneapolis
St. Paul
Yellowstone
Miles City
Billings
Butte
Helena
Logan
Cinnabar
Yellowstone Park
Porter
Bismarck
Fargo
Glendive
Aspen
Leadville
Col.
Mid.
Summit
Dillon
Dickey
Keystone
Frisco
Wheeler
Kokomo
Robinson
Climax
Alicante
Birds Eye
Breckenridge
Georgetown
Silver Plume
Graymont
Clear Creek
Denver
Sullivan
Kenwood
Melvin
Parker
Hill Top
Deer Trail
Agate
Godfrey
Burlington
River Bend
Cedar Point
Elizabeth
Cameron
Elbert
Sidney
Eastonville
Lake
Hugo
Mirage
Kit Carson
Eureka
Aroya
Wild Horse
First View
Cheyenne Wells
Arapahoe
Chicago
Rock Island
Pacific
Douglas
Jefferson
Sou.
Sheridan Col.
Morrison
Denver
Union
Pacific
Byers
Watkins
Reinert
Arapahoe
Jefferson
Sou.
Platte Canon
Pleasant Valley
South Platte
Dome Rock
Grant
Slaughters
Bailey
Estabrook
Buffalo
Dawson
Platte Canon
Cliff
Grant
Webster
Kenosha
Jefferson
Red Hill
Hay Ranch
Arthurs
Garos
Leadville
London
Fairplay
Leadick
Lake Top Jc.
Hill Top
Divide
McGees
Charcoal
Buena Vista
Schwanders
Baldwin Mines
Castleton
Alpine
Quartz
Pitkin
Ohio City
Parlins
Gunnison
Col.
Chaffee
Cripple Creek
Colorado Springs
Fountain
Nathrop
Mt. Princeton
Alpine
Salida
Canon City
Florence
Fremont
Gunnison
Little Buttes
Wigwam
Capers Spur
Pinon
Overton
Grover
Pueblo
Bessemer
San Carlos
Mesa
Verde
Salt Creek
Graneros
Larimer
Huerfano
Apache
Custer
Saguache
Del Norte
Denver
Rio Grande
Alamosa
Rio Grande
Conejos
Veta Pass
Walsenburg
Winchell
Rouse
Mayne
Santa Clara
Monson
Tuna
Rouse Jc.
Tioga
Boaz
Apishapa
Ludlow
Franklin
Chicosa
El Moro
Acme
Aguilar
Hastings
Berwind
Forbes
Jc.
Trinidad
Longs Jc.
Martinsen
Catskill
Vasquez
Kelleyville
Blethens
Smith Mill
Raton
Otero
Dorsey
Las Animas
Besnoar
Barela
Adair
Trinchera
Watervale
Colorado
Grey
Mines
Creek
Emery Gap
Alps
Folsom
Des Moines
Grande
Greenville
Mt. Dora
Royce
Clayton
Texline
Huerfano
Las Animas
Baca
Yuma
Arapahoe
Elbert
Douglas
Kit Carson
Cheyenne
Lincoln
Kiowa
Prowers
Bent
Otero
Pueblo
Fremont
Chaffee
Gunnison
Summit
Eagle
Grand
Larimer
Weld
Logan
Sedgwick
Phillips
Washington
Yuma
Morgan
Arapahoe
Elbert
Douglas
Kit Carson
Cheyenne
Lincoln
Kiowa
Prowers
Bent
Otero
Pueblo
Fremont
Chaffee
Gunnison
Saguache
Custer
Huerfano
Las Animas
Baca
Conejos
Costilla
Rio Grande
Alamosa
Summit
Eagle
Grand
Larimer
Weld
Logan
Sedgwick
Phillips
Washington
Yuma
Arizona
New Mexico
Oklahoma
Texas
Missouri
Kansas
Nebraska
Colorado
Wyoming
Utah
Montana
N. Dakota
S. Dakota
Iowa
Minnesota

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see note on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Columbus & Xenia—Stock, 8 per cent rental.....	55	....	$50	$1,786,200	8 2/5	Q.—M.	Columbus, O., Treasurer	Dec. 10, '99, 2%
Concord & Claremont (N. H.)—1st mortgage.....c	71	1894	1,000	500,000	4½	J. & J.	Bost., Treasurer's office.	Jan. 1, 1914
Concord & Montreal—Stock, Class I. (B. C. & M. pf.)	....	....	100	800,000	7	Q.—J.	See text.	Jan. 2 '00, 1¾%
Stock, Class II (B. C. & M. new).....	....	....	100	540,400	7	Q.—J.	do	Jan. 2 '00, 1¾%
Stock, Class III. (B. C. & M. old stock).....	....	....	100	459,600	7	Q.—J.	do	Jan. 2 '00, 1¾%
Stock, Class IV. (Concord) $6,000,000 auth. Text	....	....	100	5,397,600	7	Q.—J.	do	Jan. 2 '00, 1¾%
Bost. Con. & Mon. improvement mortgage.....c	166	1881	1,000	500,000	6	J. & J.	B'ston, Faneuil Hall B'k	Jan. 1, 1911
Concord & Montreal consol. mort. for $5,500,000.c*	262	1890	1,000	5,000,000	4	J. & D.	Boston Safe D. & Tr. Co.	June 1, 1920
Debenture bonds, $650,000, currency.....c*	....	1897	1,000	650,000	4	J. & D.	Bos. S.D. & Tr., Boston.	June 1, 1920
Do do $500,000 cur. (V.69, p.1193)c*	....	1900	1,000	(?)	3½	J. & D.	do do	June 1, 1920
Concord & Ports.—Stock, 7 p.c. rn'l, 99 yrs. Conc'd..	40½	....	100	350,000	7	J. & J.	Manchester, N. H.	Jan., '00, 3½%
Conn. & Passum.—Pref. stock, 6 p. c. rent'l, 99 yrs.c*	....	....	100	2,500,000	6	F. & A.	Boston, S. Dep. & Tr. Co.	Feb. 1, '00, 3%
1st mort. (White Riv. Junc. to Canada line) gold.c*	110	1893	1,000	1,900,000	4 g.	A. & O.	do do	Apr. 1, 1943
Massawippi st'k, guar. same div. as Conn. & Pass.	37	....	100	400,000	6	F. & A.	do do	Feb., '00, 3%
Newport & Richford 1st mort. guar. by C. & P.c*	22	1881	1,000	350,000	5	J. & J.	do do	Jan. 1, 1911
Connecticut River—Stock ($2,670,000 authorized)..	80	....	100	2,580,000	10	J. & J.	Boston, Mass.	Jan. 1, '00, 5%
Scrip, redeemable in ten years in cash or bonds..	80	1893	.....	1,290,000	4	J. & J.	Springfield or Boston.	Jan. 1, 1903
Bonds, not mortgage, for $1,000,000, gold.....c	....	1893	1,000	1,000,000	4 g.	M. & S.	Boston, Mass.	Sept. 1, 1943
Connecting (Phila.)—1st m., gu. p. & i. Pa. RR. en. c	6·75	1864	1,000	991,000	6	M. 15 & S.	Phila., Broad St. Stat'n	1900-'1-'2-'3-'4
Connecting Terminal RR. (Buffalo)—1st M.....r	....	1883	1,000	500,000	5	M. & N.	Phila., 26 S. 15th St.	May 1, 1903
Erie & West. Trans. 1st M. guar. drn. at 105..c*	....	1892	1,000	750,000	5	J. & J.	do do	July 1, 1912
Cornwall & Lebanon.—Stock.....	24	....	50	800,000	4½ in '99	F. & A.	Co.'s off., Lebanon, Pa.	J'ly 31, '99, 2½
New 1st mortgage for $800,000.....r	24	1891	100 &c.	766,400	5	A. & O.	do do	Apr. 1, 1921
Corvallis & Eastern—1st mort. ($11,250,000).Ce.c*	....	1898	1,000	(?)	4 g.	F. & A.	New York City.	1998
Cumberland & Pennsylvania—1st mort. gold, guar.	57	1891	1,000	1,000,000	5 g.	M. & N.	Guar. Trust Co. of N. Y.	May 1, 1921
Cumberland Valley—Stock ($484,900 is preferred).	....	....	50	1,777,850	8 in 1899	Q.—J.	Phila. & Chambersburg.	Jan. 1, '00, 2%
1st and 2d ms., gold (2d $109,500 due Apr, 1908.)	82	1856	500 &c.	270,500	8 g.	A. & O.	do do	Apr. 1, 1904-8

Colorado Texas & Mexican RR.—Owns partially completed road from Sweetwater, Tex., on Texas & Pacific RR., south 25 miles to Oakhurst; further extension proposed to San Angelo, Tex., making 178 miles in all. V. 67, p. 842. Successor on Nov. 17, 1899, to Colorado Valley RR., foreclosed. V. 68, p. 1180. J. R. Daugherty, St. Louis, Mo., President of Colo. Valley RR., was interested in new co.

Columbia Southern Ry.—Owns from Biggs, Ore., south to Moro, 28 miles. In Sept., 1899, also under construction to Prineville, 95 miles; also projected from near Cross Hollows in Wasco County to Canyon City. In 1899 made a mortgage for $2,100,000 to N. Y. Security & Trust Co., as trustee, of which $272,000 was issuable at once, and remainder, it was said, at $10,000 per mile on additional road. Pres., E. E. Lytle; Sec., May Enright, Wasco, Ore.—V. 68, p. 330.

Columbus & Cincinnati Midland RR.—*(See Map Balt. & Ohio.)*—Owns from Columbus, O., to Midland City, O., 71 miles. In Jan., 1899, the B. & O. reorganization committee had acquired for 94 flat nearly all the bonds. V. 68, p. 129; V. 67, p. 1159. In Jan., 1900, the new securities under the B. & O. plan were being delivered. V. 69, p. 743. In 1897-8, gross, $405,988, net, $89,532; taxes, $10,979. V. 68, p. 129; V. 69, p. 743; V. 70, p. 76.

Columbus Hock. Valley & Tol.—SEE HOCKING VALLEY RY.

Columbus Lima & Milwaukee Ry.—Own railroad from Lima, O., to Defiance, 40 miles; completed Dec., 1899. On Dec. 1, 1899, H. G. Baker was appointed receiver on ground of default in $42,000 loan. V. 69, p. 1103, 1193. Stock authorized, $1,000,000; par, $100. Bonds are issuable at $20,000 per mile, not exceeding $7,500,000, and are not subject to call. President, J. G. W. Cowles of Cleveland.—(V. 69, p. 1103, 1193.)

Columbus Marshall & Northeastern RR.—Projected and in Oct., 1899, partly graded from Marshall, Mich., on Michigan Central (east of Jackson), northeasterly to Bay City, about 135 miles. Stock, (?). Bonds are subject to call at par on any interest day. President, H. E. Hollon, Marshall, Mich. V. 69, p. 333.

Columbus Sandusky & Hocking RR.—ROAD—Sandusky via Columbus to Zanesville and southerly to Glouster, Shawnee and Shawnee Junction, with branches; total, 273 miles, of which 226 miles are owned and 47 miles leased. Trackage to Toledo, 51 miles.

RECEIVERSHIP.—The appointment of Samuel M. Felton on June 1, 1897, by the U. S. Court was sustained in July, 1899. V. 64, p. 134, 233, 1088; V. 69, p. 78. See also V. 68, p. 1023. As to receiver's certificates and last coupon paid on the bonds, see table above. Decision of Court on Master's report, V. 69, p. 695, pending in Jan., 1900.

Stock of the Hocking Val. Ry. was reserved to acquire interests in the Col. Sand. & Hock. or successor co. if at any time practicable or desirable. V. 68, p. 40.

REORGANIZATION COMMITTEE.—In June, 1899, the Fitzgerald committee disbanded, the securities deposited with the Mercantile Trust Co. being returned. V. 69, p. 26. Litigation pending.

John G. Carlisle and Joseph F. Randolph of New York and Charles S. Hinchman of Philadelphia represent bonds deposited with the North American Trust Company. V. 69, p. 78; V. 67, p. 842, 1160.

STOCK, ETC.—Common, $7,500,000 authorized; outstanding, $3,348,392; pref. 4 p. c., cum., $4,041,000; par, $100. First M. scrip, $80,000

LATEST EARNINGS—11 mos., July 1 to May 31. 1898-9...Gross, $766,926; net, $78,235. 1897-8...Gross, 711,163; net, 108,142

ANNUAL REPORT.—Report for 1895-6 was in V. 63, p. 600 and 835.

Years ending June 30—	1898.	1897.	1896.	1895.
Gross earnings.....	$795,793	$796,074	$905,296	$828,156
Net earnings.....	113,145	123,225	208,431	149,857
Taxes and rental.....	.....	.....	101,171	94,781

—(V. 69, p. 26, 78, 228, 439, 491, 541, 695.)

Columbus Wellston & Southern RR.—Lancaster Junction, O., at a connection with the Penn RR., to South Bloomingville, 34 miles; under construction (Jan., 1900,) from South Bloomingville to Wellston, O. Total projected road, about 100 miles. Stock authorized, all common, $2,000,000; par, $100. No bonds had been issued in Oct., 1899. President and Gen. Mgr., William H. Stevenson, Lancaster, O.; Sec. and Treas., Jas. L. Clark, Chicago, Ill,

Columbus & Xenia RR.—Owns from Columbus, O., to Xenia, O., 55 miles. Operated as a division of the Little Miami, and is leased for 99 years from December, 1869, in connection with that road, to the Pittsburg Cincinnati Chicago & St. Louis, which pays 8 per cent on stock. The lease is guaranteed by the Pennsylvania Railroad Company. The C. & X. pays 8 2/5 per cent dividend (2/5 out of assets) per annum, 2 1/5 per cent March 10 and September 10 and 2 per cent June 10 and Dec. 10.

Concord & Montreal RR.—From Nashua, N. H., via Concord, Plymouth, etc., to Groveton and the White Mountains, 450 miles in all, (including Manchester & Keene, 30 miles, owned jointly, 414 miles; 35 miles double track. Branch from Manchester to Milford, 18 miles, to be completed during summer of 1900, for which $500,000 3½s will be issued. V. 69, p. 1193. On June 29, 1895, leased to Boston & Maine for 91 years at rental of 7 per cent per annum on all stock. V. 69, p. 795, 1193, 1345.

Concord & Portsmouth RR.—Owns Portsmouth, N. H., to Manchester, N. H., 40½ miles. Leased to Concord RR. in 1862 for 99 years. Lease, rental, $25,000; 7 per cent on stock.

Confluence & Oakland RR.—Owns road from Confluence Pa., to Yough Manor, Md., 20 miles; built in 1889. Leased to B. & O May 1, 1890, for 999 years, rental being interest on bonds. B. & O. also agrees to accept and cancel $20,000 of bonds per annum in payment of freight on interchanged traffic. Bonds Nos. 1 to 100 may be called in first five years, balance in second five years. Trustee, Finance Co. of Pennsylvania, where May, 1898, coupons were paid. Stock is $200,000. *Bonds*—1st M. gold, 5s (M&N) due 1914, $120,000.

Connecticut & Passumpsic Rivers RR.—White River Junc., Vt., to Canada Line, 110 m.; leases 999 years Massawippi Valley, 37 m.

LEASE.—From January 1, 1887, leased to the Boston & Lowell for 99 years on a basis to pay Connecticut & Passumpsic stock 5 per cent till January, 1897, inclusive, and 6 per cent thereafter, August, 1897, dividend being 3 per cent. In October, 1887, the Boston & Lowell, carrying this road, was leased to Boston & Maine. Stock authorized, $3,000,000; outstanding, as in table.

SECURITIES.—Massawippi stock receives same dividends as stock of lessee, and $400,000 of it [not included in the amount outstanding] is pledged as part security for 4s of 1893 [$1,900,000 authorized] which replaced $1,500,000 of 7s due April 1, 1893. (V. 57, p. 1040.)

Connecticut River RR.—Owns from Springfield, Mass., to Keene, N. H., 74 miles (double tracked, 36 miles); branches, 6 miles.

LEASE.—Leased for 99 years from Jan. 1, 1893, to the Boston & Maine, annual rental (as amended Oct. 10, 1895) being 10 per cent per annum on capital stock), payable directly to the stockholders in semi-annual instalments Jan. 1 and July 1, and in addition thereto interest on 4 per cent bonds and scrip and $2,000 for organization expenses. Lessee pays all taxes, operating expenses, etc., but lessor shall issue its stock or bonds for permanent improvements. (V. 61, p. 470.)

Connecting Ry. (Philadelphia).—Owns from Mantua Junction to Frankford Junction, Pa., 6·75 miles; total mileage including 2d, 3d, 4th tracks and sidings, 50 miles. Leased to Philadelphia & Trenton for 999 years, and with that road operated by Pennsylvania Railroad. Rental pays interest, taxes and 6 p. c on $1,278,300 capital stock (par $50)—all owned by Penn. RR. Current liabilities June 30, 1899, $1,417,601.

Connecting Terminal RR. (Buffalo).—Owns a terminal road one mile long in Buffalo, N. Y. Stock $20,000 (par $500) controlled in same interest as the Erie & Western Transportation whose bonds (authorized issue $1,500,000) are guaranteed principal and interest by endorsement. The Transportation Company has outstanding $3,000,000 capital stock (par $50) on which 5 per cent per annum has been paid J&J. Current liabilities June 30, 1898, $224,069. In year 1897-98 gross, $108,954; net, $59,317; charges, $28,567.

Coos Bay Roseburg & Eastern RR. & Navigation Co.—V. 69, p. 1345.

Cornwall & Lebanon RR.—Owns Lebanon, Pa., to Conewago, 22 miles; branches, 3 miles. Dividends, formerly 4 to 4½ per cent, yearly, were in 1893 6 p. c.; also in 1892-93 paid a special dividend of 13 p. c.; in 1894, Feb., 2 p. c.; in 1895, Aug., 2 p. c.; in 1896, 4 p. c.; in 1897, 3 p. c.; in 1898, 4 p. c.; in 1899, 4½ p. c. In year ending June 30, 1899, gross, $213,673; net, $166,345; interest and charges, $45,565; dividend (4½ p. c.), $36,000; balance, surplus, $25,763. Car trust 6s, October, 1899, $32,000.—V. 64, p. *610*; V. 65, p. 571.

Corvallis & Eastern RR.—Owns from Yaquina to Idanah, Ore., 142 miles. Land grant was 850,000 acres. Organized in Dec., 1897, to purchase and extend the Oregon Central & Eastern, which was the successor of Oregon Pacific, sold in foreclosure Dec. 22, 1894. Mortgage (Central Trust Co., N. Y., mortgage trustee), secures $11,250,000 4s, to provide for extension eastward to Snake River in Malheur Co., and to cover all railroad lines hereafter acquired up to 750 miles.

EARNINGS.—In year ending June 30, 1898, gross, $47,111; net, $2,575; total deductions, $23,500. In 1896-97, gross, $82,352; net, $16,754. (V. 66, p. 335, 573; V. 68, p. 474.)

Cumberland & Ohio RR., Northern Division.—V. 69, p. 695.

Cumberland & Pennsylvania RR.—Owns from Cumberland, Md., to Piedmont, Md., and several branches, 57 miles. Owned and operated by Consolidation Coal Co., which guarantees by endorsement the first mortgage. V. 52, p. 390. Stock, $1,500,000; par, $100. For year ending June 30, 1898, gross, $697,496; net, $366,751; charges, $106,643; dividends, $263,647; bal., def., $3,539. In 1896-97, net, $351,464.

Cumberland Valley RR.—Owns from Harrisburg, Pa., to Potomac River, Md., 82 miles (and with leased lines operates to Winchester, a total distance of 116 miles). It leases—Cumberland Valley & Martinsburg Railroad, 34 miles; Dillsburg & Mechanicsburg Railroad, 9 miles; Southern Pennsylvania Railroad, 21 miles; leases Mont Alto Railroad, 18 miles; total operated, 165 miles. (V. 61, p. 152.)

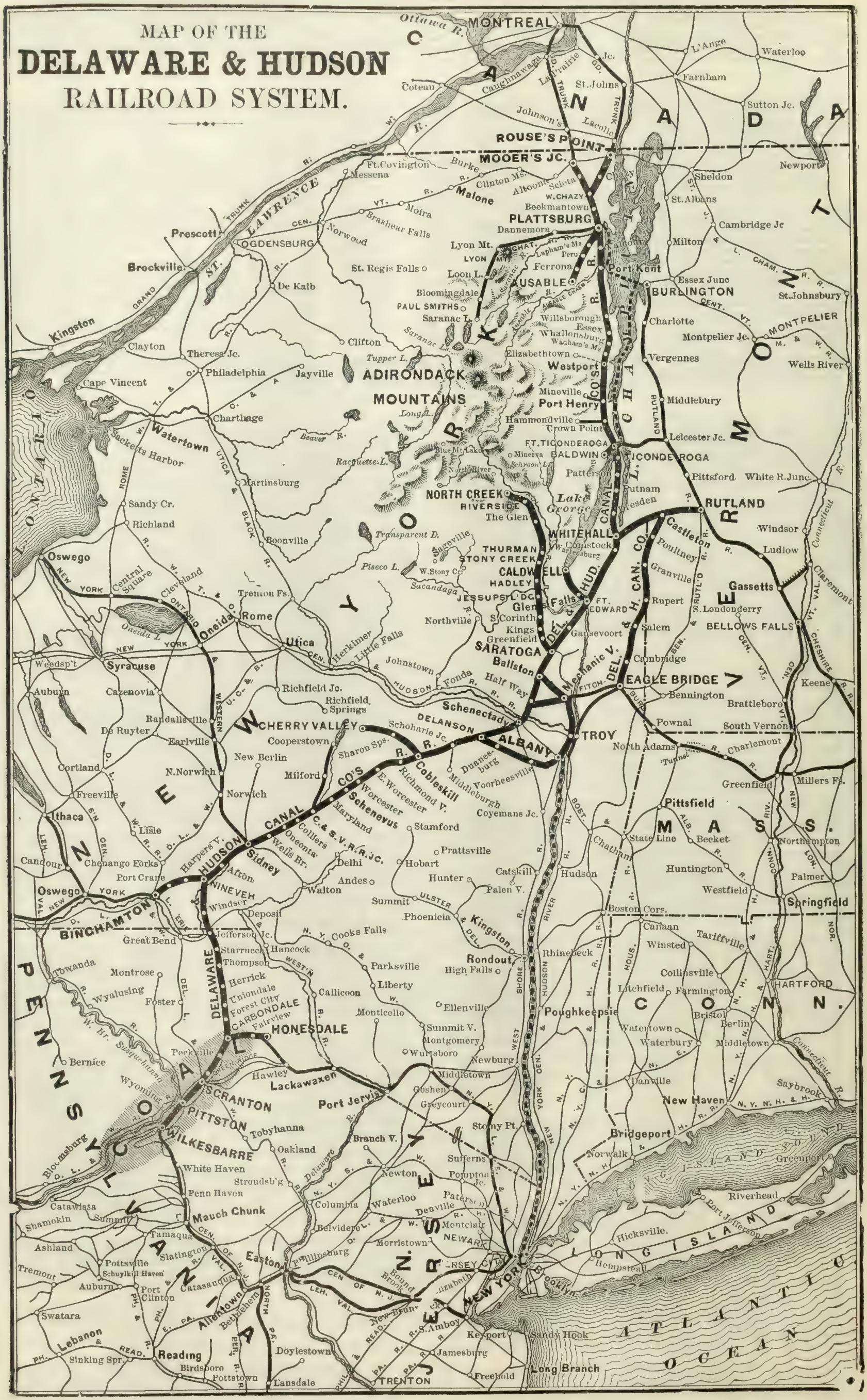
STOCK.—Authorized, $2,000,000; outstanding, $1,292,950 common, $241,900 first pref. and $243,000 second pref.; of this $975,850 common and $237,200 preferred are owned by Pennsylvania RR. Co.

DIVIDENDS.—In 1880 to 1884, 10 per cent yearly; from 1885, to Jan., 1900, both inclusive, at rate of 8 per cent yearly.

EARNINGS.—11 months, Jan. 1 to Nov. 30. 1899.....Gross, $856,853; net, $300,661. 1898.....Gross, 810,392; net, 232,905

REPORT for 1898 was in V. 68, p. 668. Earnings entire line as follows:

MAP OF THE DELAWARE & HUDSON RAILROAD SYSTEM.


MONTREAL
Ottawa R.
CANADA
Coteau
Caughnawaga
La Prairie
Jc.
St. Johns
Farnham
L'Ange
Waterloo
Sutton Jc.
Johnson's
Lacolle
ROUSE'S POINT
MOOER'S JC.
Ft. Covington
Messena
Burke
Clinton Ms.
Altoona
Sciota
Chazy
W. Chazy
Beekmantown
PLATTSBURG
Dannemora
Lyon Mt.
Loon L.
Ferrona
Port Kent
Essex Junc
BURLINGTON
St. Johnsbury
Sheldon
Newport
St. Albans
Cambridge Jc
Milton
Malone
Moira
Brasher Falls
Norwood
OGDENSBURG
Prescott
Brockville
Kingston
St. Regis Falls
De Kalb
Bloomingdale
PAUL SMITHS
Saranac L.
AUSABLE
Willsborough
Essex
Whallonsburg
Wadham's Ms
Charlotte
Montpelier Jc.
MONTPELIER
Wells River
Vergennes
Middlebury
Leicester Jc.
Clayton
Theresa Jc.
Philadelphia
Jayville
Cape Vincent
Clifton
Tupper L.
ADIRONDACK MOUNTAINS
Elizabethtown
Westport
Mineville
Port Henry
Hammondville
Crown Point
FT. TICONDEROGA
BALDWIN
TICONDEROGA
Patterson
Pittsford
White R. Junc.
Putnam
Dresden
Watertown
Sackett's Harbor
Charlotte
Martinsburg
Beaver R.
Racquette L.
Long L.
Blue Mt. Lake
Minerva
Schroon L.
North River
NORTH CREEK
RIVERSIDE
The Glen
Lake George
RUTLAND
Windsor
Ludlow
Claremont
Sandy Cr.
Richland
Oswego
Boonville
Transparent D.
Sageville
THURMAN
STONY CREEK
WHITEHALL
Comstock
Warrensburg
Poultney
Granville
Gassetts
Piseco L.
W. Stony Cr.
CALDWELL
HADLEY
Sacandaga
Trenton Fs.
Rome
Oneida
Oneida L.
JESSUPS L'DG
Glens Falls
FT. EDWARD
Rupert
S. Londonderry
BELLOWS FALLS
Northville
S. Corinth
Kings
Greenfield
Gansevoort
Salem
Utica
Herkimer
Little Falls
SARATOGA
Ballston
Half Way
Cambridge
Weedsp't
Syracuse
Auburn
Cazenovia
Richfield Jc.
Richfield Springs
Johnstown
Fonda
Mechanic V.
EAGLE BRIDGE
Bennington
Keene
Brattleboro
Randallsville
De Ruyter
Earlville
CHERRY VALLEY
Cooperstown
Sharon Sps.
Schoharie Jc.
Schenectady
ALBANY
TROY
North Adams
Charlemont
Greenfield
Millers Fs.
Cortland
New Berlin
N. Norwich
Milford
Norwich
Cobleskill
Richmond V.
Middleburgh
Voorheesville
Coyemans Jc.
Pittsfield
Ithaca
Freeville
Lisle
Schenevus
Maryland
Collers
Oneonta
Wells Br.
Stamford
State Line
Becket
Northampton
Candour
Chenango Forks
Port Crane
Harpers V.
HUDSON
Sidney
Afton
Delhi
Prattsville
Hobart
Hunter
Catskill
Hudson
Huntington
Palmer
Westfield
Springfield
Oswego
Windsor
Andes
Walton
Summit
Phoenicia
Kingston
Palen V.
Boston Cors.
Canaan
Tariffville
Winsted
Deposit
Jefferson Jc.
Cooks Falls
Rondout
High Falls
Rhinebeck
Collinsville
Litchfield
Farmington
HARTFORD
BINGHAMTON
Great Bend
Starrucca
Hancock
Thompson
Parksville
Liberty
Callicoon
Towanda
Montrose
Wyalusing
Foster
Herrick
Unionville
Forest City
CARBONDALE
Fairview
HONESDALE
Monticello
Ellenville
Summit V.
Montgomery
Wurtsboro
Poughkeepsie
Watertown
Waterbury
Bristol
Berlin
Middletown
Bernice
Peckville
Hawley
Lackawaxen
Newburg
Middletown
Goshen
Greycourt
Port Jervis
Stony Pt.
Danville
New Haven
Saybrook
SCRANTON
PITTSTON
Tobyhanna
WILKESBARRE
Oakland
Branch V.
Sutherns
Bridgeport
Norwalk
Greenport
White Haven
Stroudsb'g
Penn Haven
Newton
Pompton Jc.
Catawissa
Shamokin
Summit
Mauch Chunk
Columbia
Waterloo
Belvidere
Morristown
NEWARK
Riverhead
Port Jefferson
Hicksville
Tamaqua
Ashland
Slatington
Easton
Phillipsburg
Bound Brook
Hempstead
Tremont
Pottsville
Schuylkill Haven
Auburn
Port Clinton
Catasauqua
Allentown
Bethlehem
Swatara
Lebanon
Reading
Sinking Spr.
Birdsboro
Pottstown
Doylestown
Lansdale
TRENTON
Jamesburg
Keyport
Sandy Hook
Freehold
Long Branch
Brooklyn
NEW YORK
OCEAN
ATLANTIC
LONG ISLAND
LONG ISLAND SOUND
Lawrence
Prescott
Brockville
Kingston
Watertown
Oswego
Binghamton
Scranton
Wilkesbarre
Pittston
Honesdale
Carbondale
Delaware
Hudson
Albany
Troy
Rutland
Whitehall
Ticonderoga
Plattsburg
Mooer's Jc.
Rouse's Point
Montreal
Burlington
Essex Junc
Port Kent
Ausable
Saranac L.
Lake Champlain
Lake Ontario
Lake Erie
Lake Champlain
Connecticut R.
Susquehanna R.
Delaware R.
Hudson R.
Mohawk R.
Genesee R.
Black R.
Oswegatchie R.
Grand R.
Raquette L.
Tupper L.
Saranac Ls.
Ausable R.
Chateaugay R.
Lapham's Ms
Peru
Lyon Mt.
Dannemora
Beekmantown
Clinton Ms.
Burke
Messena
Ft. Covington
Malone
Moira
Brasher Falls
Norwood
Ogdensburg
Prescott
Brockville
Kingston
St. Regis Falls
De Kalb
Clayton
Theresa Jc.
Philadelphia
Jayville
Cape Vincent
Clifton
Watertown
Sackett's Harbor
Martinsburg
Boonville
Sandy Cr.
Richland
Oswego
Central Square
Cleveland
Trenton Fs.
Rome
Oneida
Oneida L.
Utica
Herkimer
Little Falls
Weedsp't
Syracuse
Auburn
Cazenovia
Richfield Jc.
Richfield Springs
Randallsville
De Ruyter
Earlville
Cortland
Freeville
Ithaca
Lisle
Candour
Chenango Forks
Port Crane
Oswego
Binghamton
Great Bend
Towanda
Wyalusing
Foster
Bernice
Montrose
Starrucca
Thompson
Herrick
Unionville
Forest City
Carbondale
Fairview
Honesdale
Peckville
Hawley
Lackawaxen
Scranton
Pittston
Wilkesbarre
Tobyhanna
Oakland
White Haven
Stroudsb'g
Penn Haven
Catawissa
Shamokin
Summit
Mauch Chunk
Tamaqua
Ashland
Slatington
Easton
Tremont
Pottsville
Schuylkill Haven
Auburn
Port Clinton
Catasauqua
Allentown
Bethlehem
Swatara
Lebanon
Reading
Sinking Spr.
Birdsboro
Pottstown
Doylestown
Lansdale
Trenton
Jamesburg
Keyport
Sandy Hook
Freehold
Long Branch
Brooklyn
New York
Hempstead
Hicksville
Port Jefferson
Riverhead
Greenport
Norwalk
Bridgeport
New Haven
Saybrook
Danville
Middletown
Waterbury
Watertown
Poughkeepsie
Litchfield
Farmington
Hartford
Collinsville
Winsted
Tariffville
Canaan
Boston Cors.
Pittsfield
Greenfield
Millers Fs.
North Adams
Charlemont
Brattleboro
South Vernon
Keene
Bennington
Eagle Bridge
Mechanic V.
Cambridge
Salem
Gansevoort
Glens Falls
Ft. Edward
Rupert
S. Londonderry
Bellows Falls
Granville
Poultney
Castleton
Windsor
Ludlow
Claremont
Gassetts
Rutland
Middlebury
Vergennes
Wells River
Montpelier Jc.
Montpelier
Charlotte
Essex Junc
Burlington
St. Johnsbury
Newport
Sheldon
St. Albans
Cambridge Jc
Milton
Farnham
L'Ange
Waterloo
Sutton Jc.
Lacolle
Johnson's
Rouse's Point
Mooer's Jc.
Plattsburg
Beekmantown
Chazy
W. Chazy
Altoona
Sciota
Clinton Ms.
Burke
Ft. Covington
Messena
Malone
Moira
Brasher Falls
Norwood
Ogdensburg
Prescott
Brockville
Kingston
St. Regis Falls
De Kalb
Bloomingdale
Paul Smiths
Saranac L.
Ausable
Willsborough
Essex
Whallonsburg
Wadham's Ms
Elizabethtown
Westport
Mineville
Port Henry
Hammondville
Crown Point
Ft. Ticonderoga
Baldwin
Ticonderoga
Patterson
Pittsford
White R. Junc.
Putnam
Dresden
Lake George
Rutland
Windsor
Ludlow
Claremont
Gassetts
Castleton
Poultney
Granville
Whitehall
Comstock
Warrensburg
Thurman
Stony Creek
Caldwell
Hadley
Jessups L'dg
Glens Falls
Ft. Edward
Rupert
S. Londonderry
Bellows Falls
Northville
S. Corinth
Kings
Greenfield
Gansevoort
Salem
Cambridge
Eagle Bridge
Bennington
Keene
Brattleboro
Saratoga
Ballston
Half Way
Johnstown
Fonda
Utica
Herkimer
Little Falls
Weedsp't
Syracuse
Auburn
Cazenovia
Richfield Jc.
Richfield Springs
Randallsville
De Ruyter
Earlville
Cherry Valley
Cooperstown
Sharon Sps.
Schoharie Jc.
Schenectady
Albany
Troy
North Adams
Charlemont
Greenfield
Millers Fs.
Cortland
New Berlin
N. Norwich
Milford
Norwich
Cobleskill
Richmond V.
Middleburgh
Voorheesville
Coyemans Jc.
Pittsfield
Ithaca
Freeville
Lisle
Schenevus
Maryland
Collers
Oneonta
Wells Br.
Stamford
State Line
Becket
Northampton
Candour
Chenango Forks
Port Crane
Harpers V.
Hudson
Sidney
Afton
Delhi
Prattsville
Hobart
Hunter
Catskill
Hudson
Huntington
Palmer
Westfield
Springfield
Oswego
Windsor
Andes
Walton
Summit
Phoenicia
Kingston
Palen V.
Boston Cors.
Canaan
Tariffville
Winsted
Deposit
Jefferson Jc.
Cooks Falls
Rondout
High Falls
Rhinebeck
Collinsville
Litchfield
Farmington
Hartford
Binghamton
Great Bend
Starrucca
Hancock
Thompson
Parksville
Liberty
Callicoon
Towanda
Montrose
Wyalusing
Foster
Herrick
Unionville
Forest City
Carbondale
Fairview
Honesdale
Monticello
Ellenville
Summit V.
Montgomery
Wurtsboro
Poughkeepsie
Watertown
Waterbury
Bristol
Berlin
Middletown
Bernice
Peckville
Hawley
Lackawaxen
Newburg
Middletown
Goshen
Greycourt
Port Jervis
Stony Pt.
Danville
New Haven
Saybrook
Scranton
Pittston
Wilkesbarre
Tobyhanna
Oakland
Branch V.
Sutherns
Bridgeport
Norwalk
Greenport
White Haven
Stroudsb'g
Penn Haven
Newton
Pompton Jc.
Catawissa
Shamokin
Summit
Mauch Chunk
Columbia
Waterloo
Belvidere
Morristown
Newark
Riverhead
Port Jefferson
Hicksville
Tamaqua
Ashland
Slatington
Easton
Phillipsburg
Bound Brook
Hempstead

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Dakota Pacific—1st m., g., $650,000.....**IB.**c	40	1899	$1,000	$650,000	5 g.	A. & O.	Boston, Inter. Trust Co.	Apr. 1, 1929
Dallas Fort Worth & Gulf—Mort., $1,000,000, g.c*	....	....	.....	(?)	5	.....	.....	.....
Dayton & Mich.—Com. st'k (3½ p.c. guar.C.H.&D.)..	....	....	50	2,403,243	3½	A. & O.	Cincinnati.	Oct. 1, '99, 1¾
Preferred (8 p. c. guar. C. H. & D.) endorsed.....	....	1871	50	1,211,250	8	Q.—J.	do	Jan. 2, '00, 2%
1st mortgage, guar. p. & i. end by C. H. & D....c	142	1881	1,000	2,728,000	5	J. & J	N.Y., Kessler & Co., Cin.	Jan. 1, 1911
Dayton & Union—1st M., sink. fund (not dr.)..**CCI.**c	32	1879	1,000	225,000	7	J. & D.	N.Y., Am. Exch.Nat.Bk.	Dec. 1, 1909
Dayton & Western—1st M., guar. L. M. and C. & X.c	38	1864	1,000	495,000	6 & 7	J & J.	N. Y., Bank of America.	Jan. 1, 1905
Delaware—Stock.....	224	....	25	2,987,125	6 in 1899	J. & J.	Checks mailed.	Jan. 2, '00, 3%
Gen. M., $2,000,000, gold.c*.....	117	1892	1,000	500,000	4½ g.	J. & J.	Phila., Broad St. Station	July 1, 1932
Delaware & Chesapeake 1st M., assumed, cur..c	54	1882	1,000	400,000	4	F. & A	do	Feb. 1, 1912
Del. & Bound Br.—Stock—8 p. c. gu. Phila. & Read.	....	....	100	1,800,000	8	Q.—F.	Phila., 240 So. Third St.	Nov. 20, '99, 2%
1st mortgage.....	27	1875	1,000	1,500,000	7	F. & A.	Phila., Guar. T. & S. D. Co.	Aug. 1, 1905
2d mortgage, extended in 1899.....	....	1879	.....	300,000	6	M. & N.	.....	Aug. 1, 1905
Delaware & Hudson—Stock.....	....	....	100	35,000,000	5 in 1899	Q—Mch.	N.Y.Of., 21 Cortlandt St.	Dec. 15 '99, 1¼
1st mort. on Pennsylvania Div. ($10,000,000)c&r	....	1877	1,000&c	5,000,000	7	M. & S.	do do	Sept. 1, 1917
Bluff Point Land Improve. Co. 1st M., gold, guar.c*	....	1890	1,000	300,000	4 g.	J. & J.	do do	Jan. 1, 1940
Equipm't M., $1,500,000, 1/10 payable May, y'ly.	....	1899	.....	1,500,000	3½	.....	do do	Yearly to 1909
Equipm't deb., $2,500,000, $200,000 annually...	....	....	.....	None Jan. '00	4	J. & J.	do do	1902 to 1915
Delaware Lackawanna & Western—Stock.....	....	....	50	26,200,000	7 in 1899	Q.—J.	N. Y., 26 Exchange Pl.	Jan. 20, '00, 1¾
Con. M. now 1st M. on road & equip ($10,000,000)c	194	1877	1,000	3,067,000	7	M. & S.	do do	Sept. 1, 1907
Delaware Maryland & Virginia—Stock.....	....	....	25	526,758	....	.....	.....	.....
Junction & B.—1st m. to State, extended.....	39	1860	.....	185,000	3	J. & J.	Phila., Broad St. Station	Jan. 1, 1932
Junction & Breakwater 2d mortgage.....c*	44	1879	1,000	250,000	4	F. & A.	do do	.....

Year.	*Gross*	*Net*	*Int., etc.*	*Dividends.*	*Bal., surp.*
1898.....	$903,369	$249,835	$41,805	(8 p.c.) $142,228	$66,402
1897.....	866,654	255,123	43,187	(8 p.c.) 142,228	69,709

—(V. 64, p. **467**; V. 66, p. **706**; V. 68, p. **668**.)

Dakota Pacific RR.—Projected from Rapid City, S. D., to Mystic, 40 miles, of which 10 miles operated in June, 1899, and remainder under contract to be completed January 1, 1900. Stock $650,000 Bonds, $650,000 1st 30-year gold coupon 5s ($1,000 each), due Apr. 1, 1929, all issued, int. A-O at International Trust Co., Boston, Trustee. Pres., William T. Coad, Rapid City, S. D.; Sec., Forrest O. Murdock; Treasurer, F. D. Gray.—(V. 68, p. 1180; V. 69, p. 28.)

Dallas Fort Worth & Gulf Ry.—See SUPP. of October, 1899.

Dardanelle & Russellville RR.—V. 69, p. 1011.

Davenport Rock Island & Northwestern RR.—Moline, Ill., via Rock Island and large bridge across Mississippi River to Davenport and Clinton, Ia., about 41 miles of track. Portion from Davenport to Clinton, about 24 miles, reported built under charter of Davenport Clinton & Eastern, was opened Jan. 1, 1900. In Dec., 1899, change of management took place and new officers were elected. Stock authorized, all common, $3,000,000; par of shares, $100. No bonds authorized to Oct., 1899. President, J. W. Gates; Sec. and Treas., Chas. E. Gates. Office, Davenport, Ia.

Dayton & Michigan RR.—(*See Map Cincinnati Hamilton & Da*—Owns Dayton, O., to Toledo Junc., O., 141 miles, and leases Desh ler to Findlay, 11 miles. Trackage (Lake Shore) into Toledo, 1¼ miles

LEASE.—Leased May 1, 1863, in perpetuity to Cincinnati Hamilton & Dayton. Rental is the interest and sinking fund of debt, and 8 per cent on preferred stock and 3½ per cent on common.

SECURITIES.—Guaranty on preferred is secured by mortgage of 1871, but the preferred carries no voting power. V. 56, p. 813. Mortgage of 1856 is held alive under mortg. of 1881, which is therefore a first lien.

EARNINGS.—Gross earnings in year ending June 30, 1898 (including Troy & Piqua branch, 8 miles), were $1,576,293; net, $579,783; interest, $136,400; dividends, $180,967; bal., surplus, $262,416. In 1896-97, gross, $1,459,519. Due lessee July 1, 1898, $1,222,887.

Dayton & Union RR.—Owns from Dodson, O., to Union City, Ind., 32 miles; leases Dayton to Dodsdon, 15 miles; total operated, 47 miles. Operated by Cleveland Cinn. Chicago & St. Louis, which, jointly with the Cincinnati Hamilton & Dayton, owns the capital stock. All surplus earnings over interest goes to a sinking fund for the redemption of bonds at not above 100. Capital stock, $86,300. For year ending June 30, 1899, gross, $143,361; net, $52,459; other income, $6,522; charges, $20,134; balance, surplus, $38,847.

Dayton & Western RR.—Owns from Dayton, O., to State line, Ind., 38 miles, and leases 4 miles to Richmond, Ind. Leased from Jan. 1, 1865, for 99 years, renewable forever, to Little Miami, and so operated by Pittsb. Cin. Chic. & St. Louis. Under terms of the lease, upon payment of the D. & W. bonds the Little Miami will become sole owner of the D. & W. Of bonds $32,000 are 7s. Stock, $309.276.

Delaware RR.—Owns from Delaware Junction (Phila. Wilm. & Baltimore), Del., to Delmar (Maryland line), 95 miles; branches, 22 miles.

In 1899, absorbed by consolidation 107 miles of branch lines theretofore operated as part of the Phil. Wilm. & Balt.—V. 67, p. 1356.

Leased till May 13, 1927, to the Philadelphia Wilmington & Balt. which owns $1,364,675 of the stock. Lease of 1889 expired in 1897 when new lease for 30 years was made, rental being net earnings—see V. 64, p. 1000. Under the old lease 6 per cent was guaranteed on the stock; dividends will hereafter be dependent on earnings; in 1898, 6 per cent; in 1899, 6 p. c.; in 1900, Jan., 3 per cent. In year ending Oct. 31, 1899, gross, $1,391,537; net, $402,793; other income, $14,110; interest and taxes, $84,513; dividends, $179,228; balance, surplus for year, $153,162. In 1897-98, gross, $1,211,477.—V. 68, p. 129.

Delaware & Bound Brook RR.—Owns from Bound Brook (Central of N. J.) to Delaware River, 27 miles; branch to Trenton, 3; second track 27 miles; all track 73 miles. In May, 1879, leased for 990 years to Phila. & Reading RR. for $273,000, paying interest and 8 p. c. on stock; lease assumed by Phila. & Reading *Railway*.—V. 68, p. 722.

Delaware & Chesapeake Ry.—Clayton, Del., to Oxford, Md., 54 miles. Phila. Wilm. & Balto. owns all the stock ($600,000), and operates the line, guaranteeing the bonds principal and interest. Earnings for year ending Oct. 31, 1897, gross, $96,881; net, $10,843; interest and taxes, $21,109; bal., deficit, for year, 10,266.

Delaware & Hudson Co.—(*See Map.*)—Owns railroad lines extending from Wilkesbarre, Pa., via Albany, N. Y., to Rouse's Point, on Canada line, with branches, 685 miles in all. Name changed from Delaware & Hudson Canal Co., April 25, 1899. V. 68, p 871. The system is well shown on the adjoining map, and includes:

Lines owned—	*Miles.*	*Lines leased*—¶ *See these cos.*	*Miles.*
Lackawanna & Susquehanna..	22	¶Albany & Susquehanna.....	142
Valley RR. of Pa.....	17	¶New York & Canada.....	150
Gravity RR.....	34	¶Rensselaer & Saratoga.....	192
Schenectady & Mechanicville.	10	¶Union RR.....	22
¶Cherry Val. Sharon & Albany	21	¶Jefferson RR. (trackage).....	35
¶Schenectady & Duanesburg..	14	Other lines.....	7
Total operated.....	656		

Also leases Utica Clinton & Binghamton and Rome & Clinton RR., 44 miles, sub-let to New York Ontario & Western.

The canal ceased to be operated in 1898, its cost was charged off and bed sold in June, 1899. V. 69, p. 1061; V. 68, p. 566. As to Gravity RR., changed to standard gauge, see V. 67, p, 923, 955; also V. 68, p. 566; V. 69, p. 79.

HISTORY, ETC.—This company was chartered April 23, 1823. It is one of the largest miners and carriers of anthracite coal.

DIVIDENDS..	'82.	'83.	'84.	'85.	'86.	'87.	'88.	'89 to '96.	'97.	'98.	'99.
Since '81, p.c...	7	7	7	6	5	5	6	7 y'ly.	5	5	5

Dividends for 1900 fixed at 5 p. c., payable quarterly.—V. 70, p. 39.

BONDS.—Adirondack Railroad bonds carry the endorsed guaranty of the D. & H. as to principal and interest. See that company. In 1896 $1,000,000 N. Y. & Canada debentures were issued and guaranteed—see, that company. On Dec. 31, 1898, loans payable were $1,000,000. In April, 1899, made 3½ per cent equipment mortgage to the U. S. Mortgage & Trust Co., Trustee, to secure $1,500,000 bonds, 10 per cent payable yearly, and in Dec., 1899, arranged to issue $2,500,000 4 per cent equipment debentures for additional equipment. V. 68, p. 670; V. 69, p. 1193; V. 70, p. 125.

GENERAL FINANCES.—On May 9, 1899, the stockholders voted to set aside every year, to act as a sinking fund, to retire stock and bonds and guaranteed securities, an amount equal to at least five cents per ton of coal sold or $175,000 to $200,000 per annum, to be charged against income account each year. (V. 68, p. 926. See ordinance in full, V. 68, p. 1180. Examination in 1898 showed tons of coal owned in fee by company, 165,186,393; tons of coal under lease, 58,361,400; total, 223,547,793. In 1898 sold the stock of the Rutland RR. at cost and 4 per cent interest, payable Jan. 1 and July 1, on account of which $335,000 cash has been received, and of the balance $1,165,000 is due on Dec. 1, 1900.—V. 68, p. 184.

EARNINGS.—Earnings of leased lines in New York State for 9 months ending Sept. 30 were:

	—*Alb. & Susq.*—		—*N. Y. & Can.*—		—*Rens. & Sar.*—	
	1899.	1898.	1899.	1898.	1899.	1898.
9 *months.*	$	$	$	$	$	$
Gross.....	3,232,512	2,898,419	691,047	700,564	1,927,846	1,859,516
Net.....	1,439,318	1,180,699	324,867	248,501	644,817	604,616
Sur. ov'r chgs	558,939	275,967	60,733df	16,818df	248,740 df	291,745

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on the second Tuesday in May. Report for 1898 was in CHRONICLE, V. 68, p. 66; see also editorial, p. 347. Coal (anthracite) carried in 1898, 5,613,186 tons; in 1896, 5,835,621 tons; in 1895, 6,151,147.

Year ending Dec. 31.	1898.	1897.	1896.	1895.
Receipts from coal.	$7,207,345	$7,709,441	$7,778,225	$7,369,379
Railroads.....	9,907,357	10,061,167	10,201,634	10,129,082
Miscellaneous....	607,189	589,442	566,584	1,321,157
Total.....	$17,721,892	$18,360,051	$18,546,443	$18,819,618
Net.....	$4,794,297	$5,274,389	$4,852,644	$5,442,885
Int., taxes & rentals	2,923,478	3,132,968	3,087,631	3,078,492
Balance for stock.	$1,870,819	$2,141,421	$1,765,013	$2,364,393
Dividends	$1,750,000	$1,750,000	$2,450,000	$2,450,000

(V. 69, p. 26, 384, 1061, 1193; V. 70, p. 39, 125.)

Delaware Lackawanna & Western RR.—(*See Map.*)—Operates main line from Hoboken, N. J., opposite N. Y. City, to Buffalo, N. Y., 410 miles, with branches to coal region, etc., 490 miles, including:

Lines owned—	*Miles.*	*Lines leased*—¶ See each co.	*Miles.*
N. J. State line to N.Y. line....114		¶Syracuse Bing. & N. Y.....	81
Br'nches to N'rthumberl'nd, &c.	80	¶Utica Chenango & Susq.....	105
Lines leased—		¶Valley RR. of N. Y.....	11
¶Morris & Essex and branches.	157	¶Warren.....	19
¶N.Y. Lackawanna & Western.	214	Sussex, &c.....	50
¶Cayuga & Susquehanna	34		
¶Oswego & Syracuse.....	35	Total operated.....	900

HISTORY, ETC.—This is one of the most important of the anthracite coal roads. No sub-companies (coal and mining) are controlled, the railroad owning its mines. Original company chartered in 1832; present title assumed in 1853. Its leased lines are mostly held under long leases, and the system is compact. In 1894 representatives of the Vanderbilts entered the directory. See V. 57, p. 721

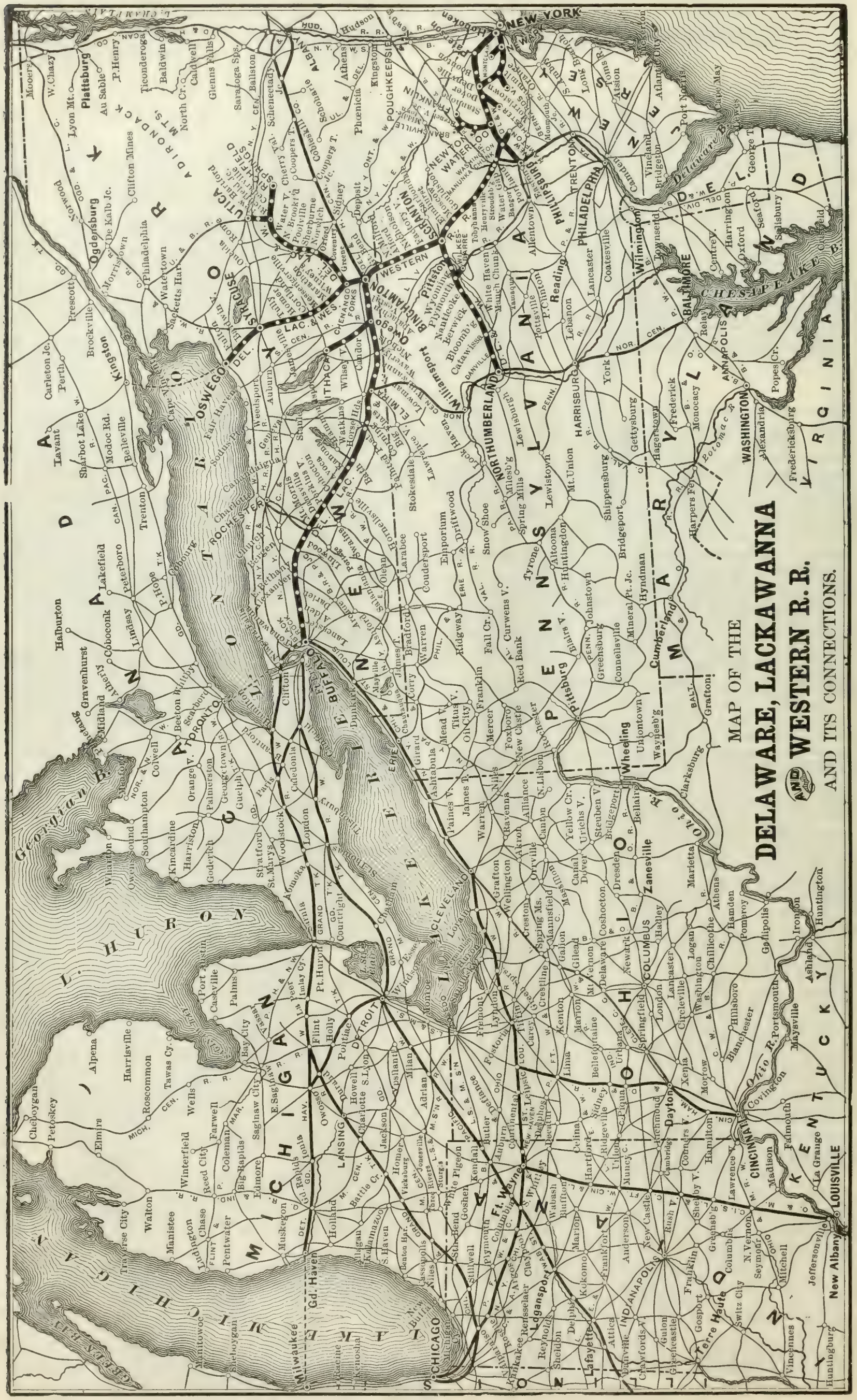
DIVIDENDS—	1881	'82-'84	'85	'86 to Jan., '00.
Since 1880, p. c.	6¾	8 yearly	7½	7 yearly.

GENERAL FINANCES.—On Jan. 1, 1899, cash on hand, $1,039,661; coal on hand, $1,821,064; advances to leased roads, $1,173,510; accounts receivable, $4,025,453; total, $8,059,688; accounts payable, $9,091,568, of which $6,016,756 was paid in January.—V. 68, p. 184.

EARNINGS.—Earns. of leased lines in N.Y. State for 9 mos. end. Sept. 30

9 *months.*	*Gross.*	*Net.*	*Charges.*	*Bal., surp*
1899.....	$5,761,902	$3,057,242	$1,847,502	$1,209,740
1898.....	5,887,559	2,779,463	1,857,747	921,716

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on the Tuesday preceding the last Friday in February. The report for 1898, with balance sheet, was in CHRONICLE, V. 68, p. 184. The following includes all lines except Syr. Bingh'ton & N. Y. and Sussex RR.:


MAP OF THE
DELAWARE, LACKAWANNA
AND WESTERN R. R.
AND ITS CONNECTIONS.
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
BUFFALO
CHICAGO
LOUISVILLE
CINCINNATI
COLUMBUS
PITTSBURG
TORONTO
DETROIT
CLEVELAND
Delaware B.
Georgian B.
L. HURON
L. ERIE
L. MICHIGAN
L. ONTARIO
CHESAPEAKE B.
ADIRONDACKS
ALLEGHANIES
Hoboken
Jersey City
Newark
Elizabeth
Plainfield
Somerville
Phillipsburg
Trenton
Wilmington
Townsend
Seaford
Salisbury
Harrington
Centreville
Oxford
Easton
Bethlehem
Allentown
Reading
Lebanon
Lancaster
Coatesville
Pottsville
P. Clinton
Harrisburg
York
Gettysburg
Hagerstown
Frederick
Monocacy
Annapolis
Relay
Popes Cr.
Alexandria
Fredericksburg
Washington
Harpers Fy
Shippensburg
Bridgeport
Chambersburg
Mercersburg
Cumberland
Mineral Pt. Jc.
Hyndman
Connellsville
Greensburg
Johnstown
Altoona
Tyrone
Huntingdon
Lewistown
Mt. Union
Spring Mills
Miles'b'g
Lewisburg
Northumberland
Sunbury
Shamokin
Mt. Carmel
Shamokin Jc.
Williamsport
Lock Haven
Renovo
Emporium
Driftwood
Ridgway
Fall Cr.
Curwensville
Snow Shoe
Bellefonte
Tyrone
Red Bank
Clearfield
Phillipsburg
Pittsburg
Wheeling
Bellaire
Steubenville
Cadiz Jc.
Cadiz
Clarksburg
Grafton
Fairmont
Marietta
Zanesville
Dresden
Coshocton
Canal Dover
Newark
Delaware
Mt. Vernon
Gilead
Galion
Crestline
Mansfield
Orrville
Akron
Alliance
Canton
N. Lisbon
Rochester
Beaver
Wellington
Grafton
Elyria
Lorain
Cleveland
Sandusky
Norwalk
Monroe
Toledo
Fostoria
Tiffin
Fremont
Lyndon
Carey
Kenton
Marion
Bellefontaine
Urbana
Springfield
London
Lancaster
Logan
Washington
Chillicothe
Athens
Hamden
Pomeroy
Gallipolis
Ironton
Ashland
Huntington
Hillsboro
Blanchester
Portsmouth
Mayesville
Ripley
Maysville
Covington
Cincinnati
Madison
Falmouth
Lawrenceburg
Aurora
Hamilton
Middletown
Dayton
Xenia
Springfield
Urbana
Piqua
Sidney
Delphos
Lima
Celina
Ridgeville
Defiance
Continental
Leipsic
Ottawa
Carey
Findlay
Bucyrus
Crestline
Galion
Mansfield
Orrville
Akron
Alliance
Canton
Massillon

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Delaware Maryland & Virginia—(Concluded)—								
Break. & Frank. 1st m. to State, red. aft. Jan.'95.	19	1874	.....	$200,000	3	J. & J.	Phila., Broad St. Station	Jan. 1, 1932
Worcester RR. 1st. M. (matured Apr. 1,'96) gold.c*	35	1876	$500&c.	400,000	4 g.	A. & O.	do do	Overdue.
Delaware River RR. & Bridge—								
1st M., $1,300,000, gold, guar. p.& i., Penn. RR.c*	....	1896	1,000	1,300,000	4 g.	F. & A.	Philadelphia, Pa.	Aug. 1, 1936
Delaware Susq. & S. RR.—Stock (auth. $1,500,000)	....	....	50	1,500,000	See text.	See text.	Drifton, Pa.	Sept. 26, 1894
1st mortgage bonds ($1,500,000) gold... .....c*	46	1894	1,000	600,000	6 g.	A. & O.	Philadel., Co.'s Office.	Apr. 1, 1909
Denver Lakewood & Golden—1st mortgage. F.....	....	1890	.....	627,000	6	.....	.....	.....
Denver & Rio Grande—Stock, com., ($45,500,000) .	....	....	100	38,000,000	....	.....	.....	.....
Pref. stock, 5 per cent non-cum. ($28,000,000)...	....	....	100	23,650,000	4 in '99	J. & J.	Office, 47 Wm. St., N. Y.	Jan.15,'00,2%
1st mort. $1,000 gold or £206 sinking fund..c*&r	295	1871	500 &c.	1,605,500	7 g.	M. & N.	N. Y., Fourth Nat. Bank.	Nov. 1, 1900
1st consol. mort. (for $42,000,000) gold. Us.c*&r	1,621	1886	500 &c.	28,717,000	4 g.	J. & J.	do do	Jan. 1, 1936
do do 4½ p. c. for refund'g 1st mort. 7s	1,621	1886	1,000	4,725,000	4½g.	J. & J.	do do	Jan. 1, 1936
Improvement Mort. ($5,000 per mile) gold...c*&r	1,621	1888	500	8,120,000	5 g.	J. & D.	do do	June 1, 1928
Denv. & Southw.—Mid. Term, 1st M., gold, s. f. Fc*	41	1895	1,000	577,000	5 g.	J. & D.	N. Y., Farm. L. & T. Co.	Dec. 1, 1925
Gen. M., $5,500,000, s. f., not subj. to call. Co.c*	127	1899	1,000	4,923,000	5 g.	J. & D.	New York.	Dec. 1, 1929
Des Moines & Fort Dodge—Common stock.....	....	....	100	4,283,000	....	.....	.....	.....
Preferred stock, 7 p. c. non-cum.....	....	....	100	763,500	7 in '99.	August.	Chicago, C. R. I. & Pac.	Aug. 1,'99,7%
1st M. } secures { Series A, int. guar., end....	} 88 {	1874	1,000	1,200,000	4	J. & J.	N. Y., Chic. R. I. & Pac. Co.	Jan. 1, 1905
Do. } both equally { Series B, int. guar., end....	} 88 {	1874	1,000	1,200,000	2½	J. & J.	do do	Jan. 1, 1905
1st mort. on exten., Tara to Ruthven, int. guar..	55	1881	1,000	672,000	4	J. & J.	do do	Jan. 1, 1905
Des Moines & Kansas City—SEE KEOKUK & WESTERN RR.								
Des Moines Union—Stock, $2,000,000.....	....	....	100	400,000	.....	.....	.....	.....
1st M. for $800,000, gold .....Ce.c*	3·7	1887	1,000	671,000	5 g.	M. & N.	N. Y., Central Trust.	Nov. 1, 1917
Detroit Bay City & Alp.—SEE DETROIT & MACKINAC.								
Detroit Grand Haven & Mil.—1st equip. M. gu....c*	189	1878	1,000	2,000,000	6	A. & O.	{ Mechanics' Nat. Bk., }	Nov. 14, 1918
Consol. mort., guar. by Gr. Trunk of Can.....c*	189	1878	200 &c.	3,200,000	6	A. & O.	{ N. Y. and London. }	Nov. 15, 1918
Detroit Hillsdale & S. W.—St'k, 4 p. c. rent'l, L. S. & M. S.	65	...	100	1,350,000	4	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 2, '00, 2%
Detroit Grand Rapids & Western—SEE PERE MARQUETTE RR.								
Detroit Lansing & Northern—SEE PERE MARQUETTE RR.								

Year end. Dec. 31.	1898.	1897.	1896.	1895.
Passenger earnings	$3,501,708	3,408,983	$3,406,492	$3,486,691
Freight earnings...	16,008,221	15,033,700	15,349,104	16,048,893
Miscellaneous.....	2,658,315	2,559,334	2,647,909	2,738,686
	$22,168,344	$21,002,017	$21,403,505	$22,274,270
Coal receipts, etc...	21,528,138	22,973,382	22,896,382	21,927,639
Total gross receipts.	$43,696,482	$43,975,399	$44,299,887	$44,201,909
RR. oper. ex. & tax. }	36,965,978	36,658,860	{ 14,069,136	13,834,420
Mining, &c., expen. }			{ 23,499,772	23,606,589
Net receipts.....	$6,730,504	$7,316,539	$6,730,979	$6,760,900
Interest and rentals.	5,406,239	5,406,239	5,406,239	5,406,239
Dividends (7 p. c)...	1,834,000	1,834,000	1,834,000	1,834,000
Balance after divs...	df.$509,735	sr.$76,300	def.$509,260	df.$479,339

President, W. H. Truesdale; Chairman of Board, Samuel Sloan, —(V. 68, p. 379. 427, 871, 976.; V. 69, p. 384, 1011; V. 70, p. 125.

Delaware Maryland & Virginia RR.—Owns from Harrington to Rehoboth, Del., 44 miles; Georgetown to Franklin City, Va., 54 miles; total, 98 miles. Controlled by Philadelphia Wilmington & Baltimore, which owns $326,200 of stock, and so by Pennsylvania Railroad. See V. 50, p. 498. Loans and bills payable, Oct. 31, 1898, $405,035; other floating debt, $244,056. In year ending Oct. 31, 1898, gross, $222,014; net, $32,070; interest, taxes, etc., $47,357; balance, deficit for year, $15,287, but this does not include int'st on the floating debt, $649,091.

Delaware River RR. & Bridge Co.—Owns a bridge over the Delaware River near Philadelphia and about 10 miles of connecting railroad. Capital stock ($1,300,000) is all owned by the Pennsylvania RR., which guarantees the bonds, principal and interest, by endorsement on each. Sinking fund is one per cent, but bonds cannot be called. See bonds and guaranty in V. 63, p. 1062, 1159.

Delaware Susquehanna & Schuylkill RR.—Owns main line from Drifton, Pa., to Gowen, Pa., 31 miles; branches, 15 miles; total owned, 46 miles. Trackage—Lehigh Valley RR., etc., 133 miles. Opened Feb. 15, 1892. The road is controlled by Coxe Brothers & Co., the coal miners. DIVIDENDS Oct. 18, 1892, 40 p. c. in cash; Nov. 25, 1893, 20 p. c. in *cash* and 50 p. c. in *stock*; Sept. 26, 1894, 26⅔ p. c. in *cash*. None since. Mortgage trustee Trust Co. of North Am. Phila.

EARNINGS.—Fiscal year ends June 30. In year 1898-99 gross, $1,123,398; net, $162,085; interest, $36,000; bal., surplus, $126,085. In 1897-8, gross, $1,091,186; net, $131,160.

Delaware Valley & Kingston Ry—See V. 69, p. 1061, 1102.

Denver Lakewood & Golden RR.—Embraces 27 miles, of track, of which 22 steam, Denver to Ralston, and 5 trolley, Denver to Barnum. In Dec., 1899, W. W. Borst was still receiver, but reorganization was expected soon. Stock, $1,000,000. Part of road was sold for taxes Nov. 1, 1894, but suit to declare sale illegal and void has been pending, and in Dec., 1899, extension was reported to be proposed to Idaho Springs, Col., and expected to be completed within a year. For 1897-8, gross, $32,862; net, $4,314, against $5,190 in 1896-7. President, Samuel Newhouse.

Denver & Rio Grande RR.—*(See Map)*—ROAD—The lines of this company, well shown on the adjoining map, reach all the important points in Colorado, while its standard gauge line from Denver via Pueblo westerly, via Leadville and Grand Junction, forms a link in the trans-Continental route to Ogden, Salt Lake City, &c., including:

	Miles.		*Miles.*
Road owned and operated...	1,593	Of the preceding:	
Rio Gr. Jc. RR., etc. (leased) .	62	Standard gauge.....	682
Leased to Rio Grande West..	18	(Of which 301 is 3d rail.)	
		Narrow gauge only.....	991
Total June 30, 1899.....	1,673	2d track and sidings.....	357

The standard-gauging of the line from La Veta to Alamosa, 61 m., was completed Sept., 1899, being paid for out of "renewal fund."—V. 69, p. 448. In Aug., 1899, contract reported let for branch from Gato to Pagosa Springs, about 30 miles, under charter of Rio Grande Pagosa & Northern RR.

The U. P. Denver & Gulf uses Denver & Rio G. tracks from Walsenburg to Pueblo, 57 m., at a rental of $45,000 per annum.—V. 61, p. 421.

HISTORY.—Reorganization of a *railway* company of same name foreclosed July 12, 1886. The Rio Grande Junction is leased jointly by this company and the Colorado Midland, and its bonds guaranteed. In July, 1895, the Rio Grande & Santa Fe (formerly Santa Fe Southern), 39 miles road, was acquired in interest of Den. & Rio G.—V. 63, p. 403.

DIVIDENDS since '90 } 1891 '92 '93 '94 '95 '96 '97 '98 '99 1900.
on pref., per. cent..... } 2½ 0 2 0 0 2 2 2½ 4 Jan., 2

In 1899, Jan. 16, 2 p. c. was paid, placing the stock on a 4 p. c. basis. In July, 2 p. c.; 1900, Jan., 2 p. c.

BONDS.—Coupons of the *first mortgage sevens* are payable at option of holder either in N. Y. City $35 U. S. gold, in London, £7 4s. 5d. sterling, or in Amsterdam 86 florins, all free of U. S. taxes. Of the *first consolidated* gold bonds (United States Trust Co., trustee) $6,382,500 were reserved to retire the *first sevens* when due, and they can be issued at such rates of interest up to 7 p. c. as will retire said bonds. Upon payment of the first 7s the *first consols* will be a first lien on *all* the property, as they are now on about 1,300 miles of road and all the equipment. V. 67, p. 176. As to refunding of first mortgage, see below.

Consols for $6,900,000 are reserved for extension to Ogden, if deemed advisable. Those unissued may be used with the consent of a majority of the preferred stock for extensions at not exceeding $20,000 per mile. See abstract of mortgage in CHRONICLE, V. 47, p. 228.

The *improvement mortgage* (U. S. Trust Co., trustee), is issued on the property covered by the *consolidated mortgage*, and so covers all the company's property, following immediately after the *consolidated*. Mortgage abstract in CHRONICLE, V. 47, p. 229.

GENERAL FINANCES.—On June 30, 1899, the company held in its treasury stocks and bonds valued at $2,102,100. The "special renewal fund" held $439,950. Denver & Rio Grande in 1895 advanced Rio Grande Southern $169,839 in cash and endorsed $573,498 notes given for Rio Grande Southern floating debt, receiving therefor $671,000 Rio Grande Southern firsts, one-half of the stock, and all surplus earnings over fixed charges, taxes, etc., for three years from Jan. 1, 1895.

In January, 1898, the company consummated an arrangement with Kuhn, Loeb & Co. and Speyer & Co. for the refunding of the $6,382,500 *1st 7s* due Nov. 1, 1900, into an equal amount of *1st consols*, bearing 4½ per cent interest. For terms of exchange offered to bondholders see V. 67, p. 176, 319, 788. On June 30, 1899, all but about $1,657,500 7s had been exchanged. V. 67, p. 788, 1160. The reduction in fixed charges will be $160,000 yearly.—V. 66, p. 236.

LATEST EARNINGS.—From July 1 to Nov. 30, 5 months:

5 *mos.*—	*Gross.*	*Net.*	*Oth. inc.*	*Charges.*	*Bal., sur.*
1899...	$4,436,620	$1,736,113	$37,484	$1,004,639	$768,958
1898....	4,058,573	1,720,383	42,760	1,010,176	752,967

Estimated surplus for 6 mos. ending Dec. 31, 1899, $801,695; equipment, $126,000; surplus for dividends, $675,695.—V. 69, p. 1244.

ANNUAL REPORT.—Annual meeting is held at Denver the third Tuesday in October. Full report for 1898-99 in V. 69, p. 439, 447. See also editorial, p. 416. Construction account was closed in September, 1891, since when all improvements have been charged against income.

Year ending June 30—	1899.	1898.	1897.	1896.
Average miles oper'ted	1,670	1,666	1,666	1,663
	$	$	$	$
Gross earnings.....	9,270,246	8,342,926	6,945,115	7,551,187
Net earnings.....	3,559,897	3,325,326	2,869,779	3,202,406
Other income.....	110,327	62,403	51,683	57,334
Total net income.....	3,670,224	3,387,729	2,921,462	3,259,740
Interest on bonds.....	1,900,810	1,997,950	1,997,950	1,997,950
Taxes and insurance..	337,552	362,098	351,991	352,786
New equipment.....	177,590	.....	.....	143,568
Miscellaneous.....	275,133	129,179	67,323	74,046
Dividend on pref. stk..	(4) 946,000	(2½)591,250	(2)473,000	(2)473,000
Balance, surplus.....	33,1·9	307,252	31,198	218,390

OFFICERS—Chairman of Board of Directors, George Coppell; President and Gen. Man., E. T. Jeffery; Treas., J. W. Gilluly; Sec., Edgar H. Booth; Comptroller, Stephen Little. Office, 47 William Street, N. Y. —V. 69, p. 280, 439, 447, 1244.

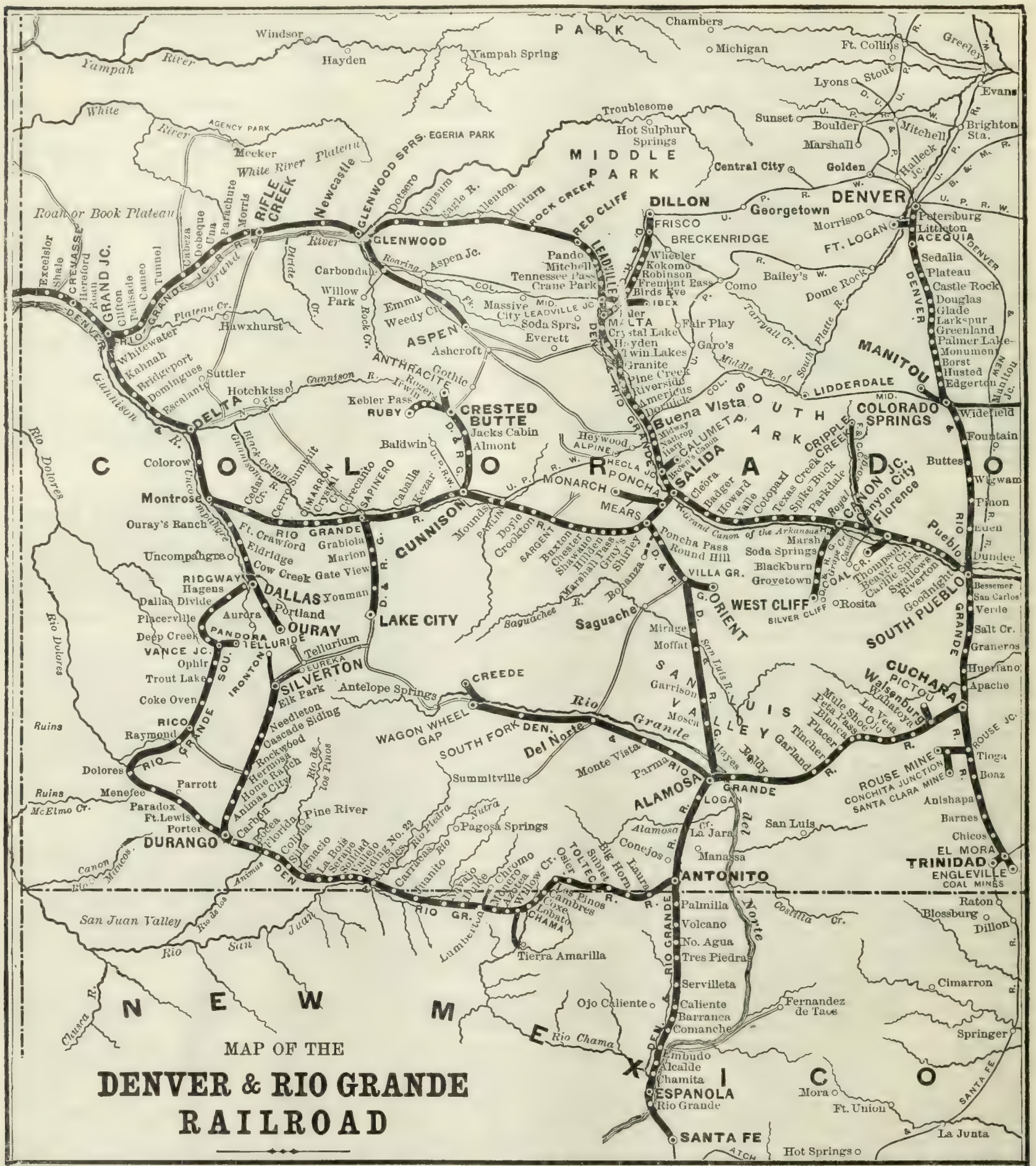
Denver & Southwestern Ry.—Divide, Col., to Cripple Creek and Florence, 69 miles; Victor to Isabella, 6 miles; branches and spurs to mines, etc., 52 miles; total, 127 miles, of which 43 miles standard gauge. Incorporated in Nov., 1899, to consolidate Midland Terminal Ry., Florence & Cripple Creek RR., Golden Circle RR., La Bella Mill, Water & Power Co., Colorado Trading & Transfer Co. and to own three-quarters interest in Metallic Extraction Co. See prospectus, V. 69, p. 851, 1011, 1103. Injunction against consolidation was dissolved in Jan., 1900.—V. 70, p. 125.

STOCK AND BONDS.—Common stock, $3,000,000; 5 p. c. non-cum. preferred stock, $2,000,000; all issued. Of the gen. mort 30-year 5s $577,000 are reserved to redeem the outstanding $577,000 Midland 5s, the only underlying bonds remaining unretired. Sinking fund of $95,000 yearly will retire bonds purchasable in the open market at not exceeding 110.

Net earnings in 1898-9 of properties to be consolidated, $837,883; annual interest charge will be $275,000; for sinking fund, $95,000, and for dividend on preferred stock, $100,000; total charges, $470,000. President, W. K. Gillett; Sec. and Treas., J. P. Cobb.—V. 69, p. 795, 851, 1011, 1103, 1147; V. 70, p. 125.

Des Moines & Fort Dodge RR.—Owns Des Moines to Ft. Dodge, Ia., 88 m., and Tara to Ruthven, 55 miles; trackage, Illinois Central, Tara to Fort Dodge Junction, included above. Leased Jan. 1, 1887, to Chic. Rock Isl. & Pac. for 18 years at rental of 30 per cent of gross earns., with a guarantee of 4 per cent interest on the Series A bonds, and 2½ per cent per annum on the Series B bonds, both series being equally secured by the mortgage of 1874. The series B were originally 6 per cent incomes, but their coupons have been stamped, reducing the interest rate to the 2½ p. c. guaranteed. Preferred stock is entitled to 7 p. c. non-cumulative dividends, then common to 7 p. c. after which both share equally. DIVIDENDS.—On preferred in 1893, Aug., 2 p. c.; 1894, Aug., 4 p. c.; in 1895, Aug., 4 p. c.; in 1896, Aug., 6 p. c.; in 1897, Aug., 6 p. c.; in 1898, Aug., 6 p. c.; in 1899, Aug., 7 p. c. (V. 68, p. 1180. Rental for year ending Dec. 31, 1898, was $160,730; for 1897 was $151,325.—V. 64, p. 1181; V. 66, p. 1087; V. 68, p. 1180, 1223.

Des Moines No. & W. RR.—In 1899 acquired by Ch. M. & St. P.


MAP OF THE
DENVER & RIO GRANDE
RAILROAD
Windsor
Hayden
Yampah Spring
Chambers
Michigan
Ft. Collins
Greeley
Lyons
Stout
Evans
Sunset
Boulder
Marshall
Mitchell
Brighton
Sta.
Troublesome
Hot Sulphur Springs
Central City
Golden
Halleck Jc.
DENVER
Georgetown
Morrison
Petersburg
Littleton
ACEQUIA
FT. LOGAN
DILLON
FRISCO
BRECKENRIDGE
Wheeler
Kokomo
Robinson
Fremont Pass
Birds Eye
IBEX
Como
Bailey's
Dome Rock
Sedalia
Plateau
Castle Rock
Douglas
Glade
Larkspur
Greenland
Palmer Lake
Monument
Borst
Husted
Edgerton
MANITOU
LIDDERDALE
Manitou Jc.
COLORADO SPRINGS
Widefield
Fountain
Buttes
Wigwam
Pinon
Eden
Dundee
Pueblo
Bessemer
San Carlos
Verde
Salt Cr.
Graneros
Huerfano
Apache
SOUTH PUEBLO
CUCHARA
PICTOU
Walsenburg
La Veta
Wahatoya
Mule Shoe
Ojo
Veta Pass
Bianca
Placer
Tincher
Garland
Baldy
Hayes
ROUSE JC.
Tioga
Boaz
ROUSE MINE
CONCHITA JUNCTION
SANTA CLARA MINE
Anishapa
Barnes
Chicos
EL MORA
TRINIDAD
ENGLEVILLE
COAL MINES
Raton
Blossburg
Dillon
Cimarron
Springer
Fernandez de Taos
Mora
Ft. Union
La Junta
Hot Springs
SANTA FE
ATCH
ANTONITO
Palmilla
Volcano
No. Agua
Tres Piedra
Servilleta
Caliente
Barranca
Comanche
Ojo Caliente
Embudo
Alcalde
Chamita
ESPANOLA
Rio Grande
Tierra Amarilla
Las Pinos
Cambres
Coxe
Lobato
CHAMA
Chromo
Azotea
Willow Cr.
Osier
TOLTEC
Subiet
Big Horn
Laura
Conejos
Manassa
San Luis
Alamosa
Garrison
Mosca
Del Norte
Monte Vista
Parma
ALAMOSA
LOGAN
Hayes
Baldy
Garland
Tincher
Placer
Veta Pass
Bianca
Mule Shoe
Ojo
La Veta
Walsenburg
Wahatoya
PICTOU
CUCHARA
SOUTH PUEBLO
Huerfano
Apache
Salt Cr.
Graneros
Verde
San Carlos
Bessemer
Goodnight
Rosita
SILVER CLIFF
WEST CLIFF
ORIENT
VILLA GR.
Grovetown
Blackburn
Soda Springs
Marsh
Poncha Pass
Round Hill
Mirage
Moffat
Saguache
Bonanza
Baguachee
Marshall Pass
Hilliden
Shawnuo
Chester
Buxton
SARGENT
Doyle
Crookton
PARLIN
Mounds
MEARS
MONARCH
PONCHA
Heywood
ALPINE
HECLA JC.
Brown's Canon
Midway
Nathrop
Harp
SALIDA
CALUMET
Buena Vista
Riverside
Americus
Dorwick
Pine Creek
Granite
Irwin Lakes
Hayden
Crystal Lake
MALTA
Leader
Massive
Soda Sprs.
Everett
Fair Play
Garo's
Tarryall Cr.
South Platte R.
Middle Fk. of
Ashcroft
Emma
Weedy Cr.
Pk.
Aspen Jc.
Roaring
Carbondale
Willow Park
Rock Cr.
Pando
Mitchell
Tennessee Pass
Crane Park
LEADVILLE
RED CLIFF
ROCK CREEK
Hinturn
Allenton
Eagle R.
Gypsum
Dotsero
GLENWOOD SPRS.
EGERIA PARK
Newcastle
RIFLE CREEK
Parachute
Morris
Una
Debeque
Cabeza
White River Plateau
Meeker
AGENCY PARK
White River
Roan or Book Plateau
Excelsior
Shale
Hereford
Roan
Clifton
Palisade
Cameo
Tunnel
CREVASSE
GRAND JC.
Grand R.
Plateau Cr.
Hawxhurst
Whitewater
Kahnah
Bridgeport
Domingues
Escalante
Suttler
Hotchkiss
Gunnison R.
Irwin
Rogers
Gothic
ANTHRACITE
ASPEN
Kebler Pass
RUBY
CRESTED BUTTE
Jacks Cabin
Almont
Baldwin
DELTA
Colorow
Montrose
Ouray's Ranch
Uncompahgre
Ft. Crawford
Eldridge
Cow Creek
Gate View
Grabiola
Marion
RIDGWAY
Hagens
Dallas Divide
Placerville
Deep Creek
DALLAS
Youman
Portland
Aurora
OURAY
PANDORA
TELLURIDE
Tellurium
VANCE JC.
Ophir
Trout Lake
Coke Oven
EUREKA
SILVERTON
Elk Park
Antelope Springs
IRONTON
RICO
Raymond
Needleton
Cascade Siding
Rockwood
Hermosa
Home Ranch
Animas City
Rio de los Pinos
Dolores
Parrott
Menefee
Paradox
Ft. Lewis
Porter
DURANGO
Ruins
McElmo Cr.
Canon Mancos
Pine River
Florida
Colpha
Ignacio
La Bois
Serope
Solitud
Valleio
Sliding No. 22
Arboles
Carbras
Rio Piedra
Juanito
Rio
Nutra
Pagosa Springs
Rio Piedra
Rio de los Animas
San Juan Valley
San Juan
Rio
Chama
Lumberton
Chromo
Azotea
Willow Cr.
Osier
Las Pinos
Cambres
Coxe
Lobato
CHAMA
Tierra Amarilla
Chama R.
Rio Chama
Ojo Caliente
Embudo
Alcalde
Chamita
ESPANOLA
Rio Grande
Palmilla
Volcano
No. Agua
Tres Piedra
Servilleta
Caliente
Barranca
Comanche
Costilla Cr.
Rio Norte
Cimarron
Springer
Fernandez de Taos
Mora
Ft. Union
La Junta
Hot Springs
SANTA FE
ATCH
Raton
Blossburg
Dillon
Tioga
Boaz
Anishapa
Barnes
Chicos
EL MORA
TRINIDAD
ENGLEVILLE
COAL MINES
ROUSE JC.
ROUSE MINE
CONCHITA JUNCTION
SANTA CLARA MINE
Tioga
Boaz

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Detroit & Lima Northern—Stock, $8,000,000..	....	....	100	(?)	.....	.....	.....	.....
Receiver's certificates, $1,000,000.....	....	....	.....	900,000	6	.....	.....	.....
Lima Northern Ry., 1st mortgage, gold	80	1895	1,000	1,194,000	5 g.	A. & O.	In default.	Oct. 1, 1945
Detroit & Lima Northern, 1st M., g.....Ma.c&r	183	1897	1,000	2,335,000	5 g.	A. & O.	In default.	Apr. 1, 1947
Detroit & Mackinac—"First lien," $1,500,000, g.c*	All	1895	1,000	990,000	4 g.	J. & D.	N.Y.. J. P. Morgan & Co.	June 1, 1995
"Mort. bonds" $2,500,000 gold, red. at par....c*	All	1895	1,000	2,000,000	4 g.	J. & D.	do do	June 1, 1995
Detroit & Tol. Shore Line—1st M., g.....IC.c*	53	1899	1,000	See text.	5 g.	J. & J.	1st coupon July 1, 1900	Jan. 1, 1958
Dover & Rockaway—Stock 6 p. c., rental 999 years.	....	....	100	140,000	6	A. & O.	N. Y., 143 Liberty st.	Oct., 1899, 3%
1st mortgage.....	5	1881	1,000	35,000	6	J. & J.	do do	.....
Dub. & Sioux City—Ill. Cen., W. lines, 1st M.,g.c*&r	218	1895	1,000	5,425,000	4 g.	F. & A.	N. Y., Office, 214 B'way.	Aug. 1, 1951
Iowa Falls & Sioux City 1st M., Ia. F. to S. City..	184	1869	500 &c.	2,800,000	7	A. & O.	do do	Oct. 1, 1917
Cher & Dak and Cedar Rap. & Chic. 1st morts...	197	1888	.....	3,930,000	Deposited to secure Ill. Central 4s of 1952.			
Duluth & Iron Range—1st mortgage.....Mp..c&r	184	1887	1,000&c	6,732,000	5	A. & O.	N. Y., Of., Empire Bldg.	Oct. 1, 1937
2d mort., currency, red. at 105, $5,000,000.Ce.c*	184	1896	1,000	See text.	6	J. & J.	do do	Jan. 1, 1916
Duluth Missabe & North'n—Stock ($5,000,000 auth)	....	....	100	2,512,500	.....	.....	.....	.....
1st mortgage, gold, sinking fund.....	....	1892	.....	1,111,000	6 g.	J. & J.	.....	Jan. 1, 1922
1st consol. mortgage, $3,500,000, gold	130	1893	1,000	2,251,000	6 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1923
New 2d mort. ($5,000,000) gold, red. at 105.Ce.c	130	1898	1,000	2,644,000	5 g.	J. & J.	do do	Jan. 1, 1918
Dul. Red Wing & So.—1st M.g.,$20,000 per m.Ce.c*&r	25	1888	1,000	500,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1928
Duluth South Sh. & Atlantic—Marq.H.&On.Gen.M.c*	156	1885	1,000	1,077,000	6	A. & O.	N. Y., Nat. City Bank.	Apr. 1, 1925
Duluth South Shore & Atlan., 1st mort., gold..c&r	416	1887	1,000	3,816,000	5 g.	J. & J.	do do	Jan. 1, 1937
First consol. mort., gold, interest guar.....c*&r	572	1890	1,000	15,107,000	4 g.	F. & A.	New York or London.	Aug. 1, 1990
Inc. certs. ($3,000,000 held by C. Pac. Jan., '97)	....	1892	.....	3,000,000	4	.....	New York.	Dec. 31, 1912
Car trusts, Oct. 1, 1899.....	....	....	.....	490,915	.....	.....	.....	1903 to 1906
Duluth Transfer—1st mortgage for $2,000,000....	20	1891	1,000	1,180,000	6 g.	J. & J.	July, '95, coup. last pd.	Jan., 1921
Dunk. Al. Val. & Pittsb.—W. & Venango 1st M., g.c	35	1870	1,000	1,000,000	7 g.	J. & D.	N. Y., N. Y. Cent. & Hud.	June 1, 1900
Warren & Venango, 2d mortgage.....c	35	1872	1,000	300,000	7	A. & O.	do do	Oct. 1, 1900
Dunkirk Warren & Pittsburg, 1st mort., gold...c	56	1870	1,000	1,000,000	7 g.	J. & D.	do do	June 1, 1900
2d & 3d mortgages ($200,000 only are 3d M.).c	56	1872	1,000	600,000	7	A. & O.	do do	Oct. 1, 1900
East Broad Top RR. & Coal—1st mortgage.....r	....	1873	1,000	500,000	4	J. & J.	Jan., '85, int'st last pd.	July 1, 1903
East Mahanoy RR.—Stock.....	....	....	50	497,750	5	J. & D. 15	.....	Dec. 15, '99, 2½
East Pennsylvania—Stock 6 p.c gu. 999 yrs. Phil. & R.	36	....	50	1,730,450	6	J. & J.	Phil., Phil. & Read. Ry.	Jan., '00, 3%
1st M., gold, guar. p.&l. by P. & R. RR. (end.)...c*	36	1888	1,000	495,000	4 g.	M. & S.	do do	Mch. 1, 1958

Des Moines Union Ry.—A terminal road in Des Moines; owns 5 miles main track and branches, 9·7 miles 2d and side tracks, bridge across Des Moines River and 25 acres of land in Des Moines. See statement to N. Y. Stock Exchange V. 65, p. 1173. Leased to Wabash RR., Chicago Great Western and Des Moines N. & W. Rental equal to expenses and fixed charges paid monthly by lessees on wheelage basis. Bills payable June 30, 1899, $59,274. Earnings for year 1898-99, gross, $133,714; net, $62,073; interest and taxes, $42,017; bal., surplus, $20,056.—V. 65, p. 1023, **1173**; V. 68, p. 473, 574.

Detroit Bay City & Alpena.—See DETROIT & MACKINAC.

Detroit Grand Haven & Milwaukee Ry.—Owns from Detroit to Grand Haven, Mich., 189 miles. A reorganization of September, 1878. The principal and interest on the bonds are guaranteed by the Grand Trunk of Canada. Stock, $1,500,000; par, $50. Real estate bonds or mortgages, $226,000. On Jan. 1, 1899, sundry outstanding accounts, $296,642. Grand Trunk of Canada owned Dec. 31, 1898, the $1,500,000 stock.

EARNINGS.—8 months, Jan. 1 to Aug. 31. } 1899.....Gross, $639,796; net, $144,595
} 1898.....Gross, 599,492; net, 125,757

For 6 mos. ending June 30, 1899, gross, $438,778; net, $73,092; charges, $181,944; bal., def., $108,852. For year ending Dec. 31, 1898, gross, $938,232; net, $238,359; deficit under interest, etc., $127,327. For year 1897, gross, $1,029,679; net, $257,062. For year 1896, gross, $964,357; net, $93,744; deficit under interest, etc., $277,266—advanced by Grand Trunk Ry. In 1895, gross, $1,001,091; net, $101,648.

Detroit Grand Rapids & Western RR.—On Jan. 1, 1900, merged in the Pere Marquette RR., which see.—(V. 69, p. 1345.)

Detroit Hillsdale & Southwestern RR.—Owns from Ypsilanti, Mich., to Bankers, Mich., 65 miles. Leased in perpetuity from July 1, 1881, to the Lake Shore & Michigan Southern Co.; the rental is $54,000 per year—4 per cent on stock. Gross earnings in 1895, $39,961.

Detroit & Lima Northern Ry.—ROAD—Owns from junction with the C. C. C. & St. L. Ry., south of Lima, Ohio, to Tecumseh, Mich., 102 miles; from Tecumseh to Dundee, Mich., uses 15 miles of Detroit Toledo & Milwaukee Ry. trackage; from Dundee, Mich., into Detroit, the Detroit & Lima Northern owns its own track, 43 miles, including fifteen miles of side tracks to Detroit industries.

Columbus Northwestern, owned in the interest of D & L. Northern, was opened Aug. 15, 1898, from St. Johns to Peoria, O., 41 miles.

On Sept. 27, 1899, operation of the road between Lima, O., and Columbus Junction, formerly trackage, was discontinued.

RECEIVER.—On Sept 6, 1898, James B. Townsend, of Lima, O., was appointed receiver and Irving Belford special master to report on condition of the road. J. S. Bache, of New York, is co-receiver. In Nov., 1899, a separate receiver of the Col. Northwestern Division, St. Mary's to Columbus, O., 64 miles, was ordered, and in Dec., 1899, Irvin Belford was appointed special master to sell the division.—V. 69, p. 1011.

On Oct. 20, 1899, $500,000 additional receiver's certificates were authorized, making the total amount $1,000,000, of which $100,000, to build track between Lima Junction and Adrian, was reserved until further order of Court.—V. 69, p. 904, 1011, 1300.

BONDHOLDERS' COMMITTEE.—John E. Borne, Chairman, President Colonial Trust Co.; E. A. Merrill, Jules S. Bache, Philip Lehman, and Edward L. Oppenheim; Secretary, Frederick J. Lisman, 30 Broad Street, New York. Depository, Colonial Trust Co., New York. This committee represents both classes of bonds. In Dec., 1898, over three-quarters of both loans had been deposited. V. 67, p. 905, 1011, 1300.

Detroit Mackinac & Marquette RR.—SEE MISCELLANEOUS COS.

Detroit & Mackinac Ry.—Owns from Bay City, Mich., to Onaway, 175 miles; Rose City Branch, 32 miles; Prescott Branch, 12 miles; Val. Branch, 26 miles; various logging branches, 67 miles; total, 312 miles. La Rocque to Onaway, Mich., 19 miles (which forms part of the extension to Mackinac), operated from July 1, 1898. Much of the logging branch mileage is temporary, built only to bring out lumber. See V. 61, p. 558. Extension from Black River, Mich, northwest toward Cheyboygan, reported to be proposed, of which nine miles graded in Nov., 1899. In 1898-9 carried 654,256 tons, of which lumber and other forest products furnished 86·81 per cent.

HISTORY, ETC.—Formed in December, 1894, to succeed the Detroit Bay City & Alpena, sold in foreclosure. "Mortgage bonds" for $500,000 are reserved for betterments, etc., at not over $50,000 per year. The stock and $750,000 "mortgage bonds" are held in trust, and if deemed best may be converted into preferred stock. See V. 60, p. 130.

STOCK.—The capital stock is $3,000,000, of which $1,000,000 preferred is issuable only for conversion of bonds as above.

LATEST EARNINGS.—5 mos., July 1 to Nov. 30. } 1899.....Gross, $303,859; net, $87,471
} 1898.....Gross, 202,978; net, 37,708

EARNINGS.—Report for year ending June 30, 1899, in V. 69, p. 1008 showed: Gross, $601,441; net, $203,899; interest, $118,160; taxes, $13,109; balance, surplus, for year, $72,630.

OFFICERS.—President, J. D. Hawks of Detroit. (V. 69, p. 1008.)

Detroit Toledo & Milwaukee RR.—Owns Allegan to Dundee, Mich., 133 miles; leases Allegan to Holland (from C. & W. M. in; Dec., 1897), 23 miles; trackage (Ann Arbor Ry.), Dundee to Detroit, 23 miles, and Holland to Grand Haven (Chic. & West Mich.), 21 miles—see V. 65, p. 1173. Connects at Tecumseh, Mich., with Detroit & Lima North. Leased to the Cincinnati Northern from Feb. 1, 1899.

Incorporated in June, 1897, to take over the Michigan Division (as above) of the Cincinnati Jackson & Mackinaw. Capital stock is $1,500,000; first mortgage for $1,500,000 of 5 p. c. bonds, dated Aug. 1, 1897. No bonds issued to March, 1899.—V. 66, p. 708, 1089.

Detroit & Toledo Shore Line RR.—Road from Toledo, Ohio to Detroit, Mich., about 53 miles, expected to be completed Jan. 1, 1900 See V. 68, p. 1132; V. 69, p. 130. Bonds issued Oct. 1, 1899, $1,600,000. President, John H. Doyle; Sec., James King Duffy, Spitzer Bldg. Toledo, O. V. 68, p. 1132; V. 69, p. 130.

Dominion Atlantic Ry.—V. 68, p. 524; V. 69, p. 1061.

Dubuque & Sioux City RR.—*(See Map of Illinois Central)*—Owns Dubuque, Iowa, to Iowa Falls, 143 miles; Iowa Falls to Sioux City, 184 miles; Manchester to Cedar Rapids, 42 miles; Onawa, Iowa, to Sioux Falls, Dakota, 155 miles; Cedar Falls to Minnesota State Line (merged by consolidation in 1896), 76 miles; total owned, 600 miles.

ORGANIZATION.—Controlled since April, 1887, by the Illinois Central RR., which owns $9,938,600 of the $9,999,600 stock and has issued its own bonds on the road; the only D. & S. C. bonds held by the public are the 7s issued under Iowa Falls & Sioux City mortgage, $2,800,000.

DIVIDENDS—In 1888, ½ of 1 per cent; in 1891, 2; in 1892, about ⅕ of 1 p.c.; in '93, 1¼ p.c.; in '94, 2½; in '95, Dec., 1; in 1896, 3 p. c.; in 1897, 2 p. c.; in 1898, 3½ p. c.; in 1899, June, 1½ p. c.

Duluth & Iron Range RR.—Owns Duluth to Ely, Minn., 116 miles, with branches to Mesaba Range Mines, Fayal, etc., 65 miles. Owns ore docks and yards on Lake Superior costing over $1,500,000.

STOCK, ETC.—Stock authorized, $10,000,000, outstanding $3,000,000; par $100. Land grant from Minnesota about 506,000 acres, of which 201,790 acres had been patented to it prior to April 30, 1895—V. 64, p. 1041. The Federal Steel Co. (see Miscel. Co.'s) owns the stock and $3,500,000 of the $4,500,000 2d mortgage bonds. (V. 66, p. 1237.) The first mort. bonds are authorized at the rate of $25,000 per mile for construction and $7,000 for equipment.

EARNINGS.—For year ending June 30, 1899, gross, $3,051,127; net, $1,548,058; other income, $35,007; interest, $606,600; balance, surplus, $976,465. In 1897-8, gross, $2,818,888; net, $976,299; balance, surplus over charges, $451,384.—V. 67, p. 71.

Duluth Missabe & Northern Ry.—Owns from Duluth to Mountain Iron, Minn., 77 miles; branches, 53 miles; trackage to Union Depot, Duluth, 2 miles; total, 132 miles. In September, 1893, control of this road was obtained by the Lake Superior Consolidated Iron Mines, with a capital of $30,000,000. On June 30, 1898, funded debt was $5,564,277; current liabilities, $582,286; current assets, $549,983.

EARNINGS.—For year ending June 30, 1898, gross, $2,091,886; net, $963,930; other income, $30,690; charges, $1,287,723; bal., deficit, $293,103. In 1896-7, gross, $1,586,246; net, $1,010,405; other income, $11,691; charges, $905,914; balance, surplus, $116,182. In 1898-9, gross, $2,477,490; net, $1,052,250. Total tonnage in 1894-95 was 1,805,255 tons, of which 1,704,679 was ore. Ton mile rate 0·996 cent. (V. 66, p. 236, 573; V. 68, p. 282; V. 69, p. 542.)

Duluth South Shore & Atlantic Ry.—Operates Duluth to Sault Ste. Marie, 416 miles; "Soo" Junction to St. Ignace, 43 m.; other, 127 m.; total, 586 miles. Controlled by Canadian Pacific.

CAPITAL STOCK.—Common stock is $12,000,000; preferred, $10,000,000; par both $100. Preferred stock is 6 per cent, non-cum. Canadian Pacific Jan. 1, 1898, owned $6,100,000 com. and $5,100,000 pref. stock, $3,000,000 incomes and $15,107,000 consols.

BONDS, &C.—Abstract *first mortgage*, V. 45, p. 274.

The first consolidated mortgage of 1890 has interest at 4 per cent guaranteed by Canadian Pacific, which Jan. 1, 1898, held the entire outstanding issue [$15,107,000] in its treasury as security for its 4 p. c. debenture stock; consols for $4,893,000 are reserved for prior bonds and additional amounts may be issued at $20,000 per mile of new lines.

GENERAL FINANCES.—On June 30, 1898, loans payable $1,451,655. Of the tonnage in 1897-8, ores furnished 58 p. c., lumber, etc., 25 p. c.

LATEST EARNINGS.—Jan. 1 to Dec. 31, 12 months, gross, $2,407,439, in 1899, against $1,821,806 in 1898.

EARNINGS.—For year ending June 30, 1899, gross, $2,007,725: net $675,353; other income, $5,281; interest on bonds, $859,700; taxes etc., $53,281; other interest, $16,104; balance, deficit for year, $248,451. In 1897-8, gross, $1,748,389; net, $642,455.

Duluth Transfer Ry.—Operates 24 miles of track. The mortgage for $2,000,000 is to the Metropolitan Trust Co. of New York, as trustee. Interest due January 1, 1896, was not paid. John Eliot Bowles was appointed receiver in September, 1896. Decree for foreclosure was obtained December 21, 1896, but no date of sale fixed and no plan prepared to July, 1898; upset price $500,000.

BONDHOLDERS' COMMITTEE.—Thomas S. Krutz, Thomas G. Hillhouse, William W. Cook of New York, C. Lippitt of Norwich, Conn., and John Foster of Providence control all the bonds.

STOCK, $2,000,000; par $100..—V. 63, p. 504, 1159.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
East Shore Terminal—1st mortgage, gold ....c*	....	1890	$1,000	$1,000,000	5 g.	F. & A.	In default.	Aug. 1, 1915
Funded coupon scrip (1st and consol. mortgages)	....	1894	Text.	166,480	....	Text.	.....	.....
2d M. ($300,000), g., red. at 105 & int. any M.&S.	....	1892	1,000	277,000	8 g.	M. & S.	See text.	Mch. 1, 1902
East Tenn. & Western N. Car.—First mortgage.....	....	1871	.....	250,000	6	M. & N.	Phila. Gu. T. & S. D. Co.	Nov. 1, 1905
East & West RR.—Stock $1,500,000.....	117	..	100	1,500,000	.....	...	.....	.....
Eastern Kentucky Ry.—Stock ($1,779,500 is pref.)	....	....	100	3,447,300	.....	....	.....	.....
Eel River—Stock.....	94	....	100	3,000,000	3	A. & O.	See text.	Oct. 5,'99,1½
Elgin Joliet & Eastern—1st M. ($10,000,000) gold.c*	181	1891	1,000	7,417,000	5 g.	M. & N.	N. Y., 71 Broadway.	May 1, 1941
Elmira Cortland & Northern—See LEHIGH VALLEY RR.								
Elmira & Lake Ontario—Sodus Bay & So.—1st M., g.c	34	1884	1,000	500,000	5 g.	J. & J.	N. Y., Nat. Bank Com.	July 1, 1924
Elmira & Williamsport—St'k, com., 5 p. c. ren'l, N.C.	75½	....	50	500,000	5	M. & N.	Phila., Broad St. Sta.	Nov., 1899
Preferred stock, 7 p. c. rental, 999 yrs., No. Cent.	75½	....	50	500,000	7	J. & J.	do do	Jan., 1900
1st mort., convertible into common stock at par.r	75½	1860	1,000	963,000	6	J. & J.	do do	Jan. 1, 1910
Income bonds, 999 years to run.....c*	....	1863	500	570,000	5	A. & O.	do do	Oct. 1, 2862
Erie & Central N. Y.—1st mort., gold, $800,000..c*	20	1895	100 &c.	300,000	6 g.	F. & A.	New York.	Aug. 1, 1915
Erie & Pitts.—Stock, 7 p. c. rental, 999 yrs..PennCo.	85	....	50	2,000,000	7	Q.—M	N. Y., Union Trust Co.	Dec.,'99,1¾%
General mort. (now 1st) $4,500,000, gold, guar..	81	1890	1,000	3,758,000	3½ g.	J. & J.	do do	July 1, 1940
Erie Railroad Company—Common stock.....	....	....	100	112,280,700	.....	....	.....	.....
Pref. stock, non cum. ($16,000,000 is 2d pref.)..	....	....	100	58,860,100	4	.....	.....	.....
A—Old Bonds ASSUMED—ROADS CONSOLIDATED.								
N.Y. & E. 1st M., Pierm. to Dun., ext., '97, gold..c*	446	1847	1,000	2,482,000	4 g.	M. & N.	N. Y., 21 Cortlandt St.	May 1, 1947
2d mortgage, (extended in 1879) gold.... ....c*	446	1879	1,000	2,149,000	5 g.	M. & S.	do do	Sept. 1, 1919
3d mortgage, (extended in 1883) gold.... ....c*	446	1853	1,000	4,617,000	4½g.	M. & S.	do do	Mch. 1, 1923
4th mortgage, (extended in 1880) gold. .....c*	465	1857	1,000	2,926,000	5 g.	A. & O.	do do	Oct. 1, 1920
5th mortgage (extended in 1888), gold.....c*	465	1858	500 &c.	709,500	4 g.	J. & D.	do do	June 1, 1928
Erie R'y, 1st M., Buff. Br., Hornellsv. to Attica, g.c*	60	1861	200 &c.	182,600	4 g.	J. & J.	do do	July 1, 1931
1st consol. mort., $30,000,000, gold, $ & £...c*	526	1870	1,000	16,891,000	7 g.	M. & S.	do do	Sept. 1, 1920
N. Y. L. E. & West. funded coupon bonds, gold.c*	526	1878	500 &c.	3,699,500	7 g.	M. & S.	do do	Sept. 1, 1920
Buff. N. Y. & Erie, 1st M. (Buffalo to Corning..c*	140	1876	1,000	2,380,000	7	J. & D.	do do	June 1, 1916
Buff. & Southw., 1st M., Buff. to Jamestown, g.c*	67	1877	50 &c.	1,500,000	6 g.	J. & J.	do do	July 1, 1908
Newburg & N. Y. 1st mort., extended in 1889..c*	12	1868	1,000	250,000	5	J. & J.	do do	Jan. 1, 1929
Suspen. Bridge & Erie Junc., 1st M., gu. by Erie	23	1870	1,000	965,000	7	J. & J.	do do	July 1, 1900

Dunkirk Allegheny Valley & Pittsburg.—Owns from Dunkirk, N. Y., to Titusville, Pa., 91 miles. A consolidation in 1872 of the Dunkirk Warren & Pittsburg and the Warren & Venango companies. Leased for 500 years from 1873 to New York Central & Hudson River RR., but accounts are kept separate. Rental is interest on bonds and 1½ per cent on stock. Capital, $1,300,000; par, $100. The N. Y. Central & Hudson River Co. owns $1,067,600 of the stock. For year ending June 30, 1899, gross, $236,739; net, after deducting taxes, $34,316; charges and dividends, the latter $19,500 (1½p. c.) paid by N. Y. Cent.

Durham & Northern Ry.—To be merged in 1900 in the new Seaboard Air Line Ry., which see. V. 69, p. 334, 542.

East Broad Top RR. & Coal Co. (Pa.)—Owns from Mount Union, Pa., to Woodvale, Pa., 31 miles, and leases Shade Gap, 11 miles, and branches to mines, 3 miles; total, 45 miles. A coal road opened in 1874. Stock $815,589 (par $50), of which $247,189 is 6 p. c. pref.; current liabilities June 30, 1898, $285,059.

Year ending June 30, 1898, gross, $64,630; net, $9,531; other income, $476; interest, etc., $23,966; bal., deficit, $13,959. V. 67, p. 177.

East Mahanoy RR.—Owns from East Mahanoy Junc. to Waste House Run and branches, 15 miles. Re-leased Dec. 1, 1896, for 999 years to Little Schuylkill Nav. RR. and Coal Co. at 5 per cent on stock, and lease assigned to Phil. & R. Ry. Of the stock $280,000 is owned and deposited by the Reading Company under its general mortgage.

East Pennsylvania RR.—Owns Reading, Pa., to Allentown, Pa., 35 miles; second track 18 miles; all track 71 miles. Leased for 999 years from May 1, 1869, to the Philadelphia & Reading RR. at a rental of 6 per cent per annum on the stock and interest on the bonds. Lease assumed in 1896 by the Phila. & Reading Railway Co. Of the stock $875,000 is owned and deposited by the Reading Company under its general mortgage of 1896.

East St. Louis & Carondelet Ry.—East St. Louis to Falling Springs and E. Carondelet, 12 m. First 7s, $200,000 were paid in '97. Unfunded debt March, 1899, $200,000.

EARNINGS.—For year ending December 31, 1898, gross, $119,083; net, $54,031; charges, $$11,611; balance, surplus, $42,420.

East Shore Terminal Co.'s RR.—ROAD.—Owns terminal road in Charleston, S. C., 3 miles double track laid with 60 pound steel.

Company also owns 14 wharves, 30 warehouses, about 30 acres of land, 4 cotton compresses, etc., on the city's water front, these being connected by its own road with the other railroads entering the city. In February, 1898, the interests controlling sold their holdings to C. C. Cuyler, of Cuyler, Morgan & Co., New York, in the interest of the Plant system and associates. Bonds have been deposited with the Metropolitan Trust Company.

RECEIVERSHIP.—W. E. Huger was appointed receiver in January, 1896.—V. 62, p. 138. Stock outstanding, $1,120,000.

EARNINGS.—Net earnings for year ending June 30, 1898, were $25,204; in 1897, $26,638. (V. 62, p. 138; V. 66, p. 425; V. 69, p. 1300.)

East Tennessee Virginia & Georgia.—See SOUTHERN RY. CO.

East Tennessee & Western North Carolina RR..—A narrow-gauge road from Johnson City, Tenn., to Cranberry, N.C., 34 miles, opened in 1882. Mortgage trustee is Guarantee Trust & Safe Deposit Co. of Philadelphia. Stock June 30, 1896, $501,900. Extension Cranberry to Linville, 14 miles, is being built by a separate company and was under construction in October, 1897.

EARNINGS.—For year ending June 30, 1897, gross, $40,256; net, $2,419. In 1895-96, gross, $51,318; net, $14,139, against $9,162 in 1894-95; charges, $17,711.

East & West Railroad.—Cartersville, Ga., to Pell City, Ala., 117 miles; branches, 5 miles. Extension from Pell City to Birmingham is projected. Formerly the *East & West RR. of Alabama*, sold in foreclosure May 29, 1893. (V. 56, p. 923.) The present company was incorporated under laws of Alabama Jan. 11, 1894. No bonds issued. President, Edward Kelly, New York. In year ending June 30, 1899, gross, $118,838; net, $21,612; total deductions, $9,029; balance, surplus, $12,583.—(V. 66, p. 384; V. 70, p. 76.)

Eastern Kentucky Ry.—Road from Riverton to Webbville, Ky., 36 miles. Chartered in 1866 and opened through in 1889. Stock is common $1,697,800; preferred $1,779,500. There are no bonds. Bills and accounts payable June 30, 1897, $53,613. Earns. for year 1897-8 gross, $35,466; net, $4,600. In 1896-9,7 gross, $33,140; net, $5,881.

Eastern RR. (N. H.).—In 1899 consol. with Bos. & M. RR.

Eel River RR.—Owns from Logansport, Ind., to Butler, Ind., 94 miles. Foreclosed July 6, 1877. Leased for 99 years, April 1, 1887, renewable forever, to Wabash, at 2 per cent yearly on the stock till April, 1892, then 2½ till 1895 and 3 per cent thereafter, but in June, 1897, a decision was rendered in the Superior Court of Indiana revoking the charter of the Eel River for having leased itself to a competing line, an appeal from which was pending in Sept., 1899—see Wabash item V. 64, p. 1089. Sept. 8, 1897, Richard Ruddell of Kokomo, Ind., was appointed receiver, but never took possession of the property, and dividends were paid regularly to Oct., 1899, inclusive. (V. 58, p. 716, 1110; V. 64, p. 1089.; V. 65, p. 462.)

Eldon & St. Louis RR.—Projected from Eldon, Ia., to Mexico, Mo., 132 miles. Stockholders were to vote May 23, 1899, on a proposition to issue $3,000,000 1st mortgage bonds. V. 68, p. 671.

Elgin Joliet & Eastern Ry.—Owns from Waukegan, Ill., on Lake Michigan, via Spaulding and Joliet, to Porter, Ind., 130 miles, and branches Normantown to Aurora, 10 miles—Walker to Coster, Ill.—32 miles; Hammond to Whiting, Ind., etc., 9 miles; total main line owned, 181 miles; spurs to coal mines, etc., 14 miles; trackage (L. N. A. & Chicago, 9½; Chicago & West Indiana, 4·8; Belt Ry. of Chicago, 2), 16 miles; side tracks and yards owned, 81 miles. total track operated, 301 miles. Entire capital stock owned by Federal Steel Co. V. 67, p. 578, 633.

ORGANIZATION.—An outer belt line at Chicago for transfer of freight without breaking bulk. Also reaches coal fields.

STOCK.—Stock, $6,000,000, par, $100.

BONDS, ETC.—First mortgage (trustees Central Trust Co. and Augustus L. Mason) is for $10,000,000; the balance unissued can be disposed of for extensions, betterments, etc.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $782,527; net, $345,122. 1898.....Gross, 656,805; net, 255,016

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1897-98 was given in V. 67, p. 947.

Year end. June 30.	1898-99.	1897-98.	1896-97.	1895-96.
Tons carried 1 mile.	254,761,533	18,587,896	182,853,924	193,818,870
Av. rate p. ton per m.	$0·0064	$0·0062	$0·0061	$0·0064
Gross earnings.....	$1,674,979	$1,390,695	$1,184,646	$1,292,421
Expenses and taxes.	993,490	901,768	772,064	846,306
Net earnings.....	$681,489	$488,927	$412,582	$446,115
Interest and rentals.	370,290	365,921	356,330	345,873
Miscellaneous.....	1,702	4,778	15,339	23,311
Balance.....	309,497	sr.$118,228	sur.$40,913	sur.$76,931

—(V. 67, p. 578, 633, 736, 947, 1263.)

Elmira Cortland & Northern Ry.—*(See Map Lehigh Valley.)*—Owns Elmira, N. Y., to Canastota, N. Y., 119 miles, and leases during corporate existence, Canastota Northern, Canastota to Camden. N. Y., 21 miles. In 1896, the $2,000,000 stock was purchased and 5 per cent bonds guaranteed by the Lehigh Valley. (V. 62, p. 1177; V. 63, p. 402.)

Elmira & Lake Ontario Ry.—Owns from Canandaigua, N Y., to Chemung Junction, 64 miles; Sodus Point to Stanley, 34 miles; other 2—total, 100 miles. A consolidation in December, 1886, of the Sodus Bay & Southern and other railroads. Leased at cost of operating to the Northern Central, which owns all the $1,500,000 stock. Lease may be terminated on thirty days' notice. Year ends Dec. 31.

Earnings.	*Gross.*	*Net.*	*Interest, &c.*	*Bal., def.*
1898.....	$650,880	deb. $11,292	$67,759	$79,051
1897.....	714,616	43,578	64,265	20,686

Elmira & Williamsport Ry.—Owns from Williamsport, Pa., to Elmira, N. Y., 75½ miles. Leased to the Northern Central Railway for 999 years from May 1, 1863. The dividends on the common stock are 5 p. c. and on the preferred 7 p. c., less taxes, making dividend on common 4·56 per cent and on preferred 6·28 per cent. Year ending Dec. 31, 1898, gross, $920,456; net, $91,562; rental (exclusive of $16,042 interest on equipment, as published in 1897), $154,229. In 1897, gross, $1,033,541; net, $250,397.

El Paso & Northeastern RR.—See NEW MEXICO RY. & COAL.

Erie & Central New York Ry.—Cortlandt, N. Y., to Cincinnatus, 20 miles; completed May, 1898. Stock, $800,000; par, $100, issued, $564,300. Bonds are subject to call at par after Aug. 1, 1900. Mortgage trustee, Hamilton Trust Co., Brooklyn, N. Y. For year ending June 30, 1899, gross, $23,043; net, $3,351. President (Oct., 1899), Charles O. Scull, Baltimore, Md. (V. 66, p. 857; V. 67, p. 319.)

Erie & Pittsburg RR.—Owns New Castle, Pa., to Girard, Pa., 81 miles; branch, to Erie Docks, 3 miles; trackage, to Erie, 17 miles; total operated, 101 miles. Leased to the Pennsylvania Railroad for 999 years from March 1, 1870, at a rental of 7 per cent on stock and interest on the bonds, and the lease transferred to the Pennsylvania Company. Under the general mortgage sufficient bonds are reserved to retire prior bonds when due. Gen. mort. 3½s were issued July 1, 1898, to refund consol. 7s maturing on that date, and in Sept., 1898, all the old bonds, including the $1,000,000 gen. mort. 4s, except to refund equipment 7s, which were refunded in Oct., 1899.—V. 66, p. 1089; V. 67, p. 689.

EARNINGS.—The lease has been quite unprofitable to the lessees, the deficiency being in 1892, $206,430; in 1893, $188,216; in 1894, $86,212; in 1895 *profit* $7,524; in 1896 loss $321,756; in 1897, $39,781.—V. 66, p. 289, 1089; V. 67, p. 689.

Erie Railroad.—*See Map on adjoining page.*—Embraces trunk line from Jersey City, opposite New York City, to Chicago, Ill., 986 miles, and branches 1,285 miles; total, 2,271 miles; second track, 663 miles; 3d and 4th tracks, 8 miles; total, 2,941 miles. The total of 2,271 miles comprises

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, when Due. *Stocks*—Last Dividend.
Erie Railroad—(*Concluded*)—								
B—Bonds ON PROPERTIES CONTROLLED BY	OWNERSHIP		OF ENTI	RE(*) OR A M	AJORITY	(‡) OFCA	PITAL STOCK, OR BY (¶)	LEASE.
*Bergen Co. RR., 1st M., Ruth. Jc. to Ridgew. N.J.	10	1889	$1,000	$200,000	6	A. & O.	N. Y., 21 Cortlandt St.	Apr. 1, 1911
Ch. & Erie 1st M., g. (Marion, O., to Hamm'd, Ind. c	249	1890	1,000	12,000,000	5 g.	M. & N.	do do	May 1, 1982
Chicago & Atlantic Terminal, 1st mort., gold..	....	1888	1,000	300,000	5 g.	J. & J.	do do	July 1, 1918
‡Elmira State Line Railroad, 1st mortgage.....	7	1875	500 &c.	160,000	7	A. & O.	Elmira, Chemung Co. Bk	Oct. 1, 1905
¶Gosh. & Deck't'n, 1st & 2d M's., ($60,000 are 2d)	....	'88-'89	.....	246,500	6	Various	.....	1928-29
*Jeffers'n, 1st & 2d M's., ex. in '87 & '89 (H'dale Br.) c	8	1867	500 &c.	300,000	4½ & 6	J. & J.	Phila., Fidelity Tr. Co.	July 1, 1927
1st mort., Carbondale to S. depot, gold.....c*	37	1889	1,000	2,800,000	5 g.	A. & O.	N. Y., 21 Cortlandt St.	Jan. 1, 1909
Long Dock Co. cons. M., g. (now 1st M.) (see text) c	....	1885	1,000	7,500,000	6 g.	A. & O.	N.Y., J. P. Morgan & Co.	Oct. 1, 1935
¶Mont. & Erie, 1st & 2d morts. ($40,500 are 2ds)	....	'66-'67	.....	170,500	5	Various	N. Y., 21 Cortlandt St.	1926-27
¶N.Y. & Greenwood L., Prior lien M., $1,500,000, g.	40	1896	100 &c.	1,500,000	5 g.	M. & N.	do do	May 1, 1946
‡New Jersey & N. Y., 1st M. (reorganization)...c*	34	1880	500 &c.	400,000	6	M. & N.	do do	May 1, 1910
Gen. M., $1,200,000 (red. 105 after 5 years)...g	....	1893	500 &c.	580,500	5	J. & J.	do do	1932
N.J. & N.Y. Exten. 1st M., int. gu. by N.J. & N.Y.	2½	1887	1,000	6,000	6	M. & S.	do do	June 1, 1910
N.Y.L.E. & W.C. & RR. 1st M., "lawful money".c*	....	1882	1,000	1,100,000	6 cur.	M. & N.	N. Y., 21 Cortlandt St.	May 1, 1922
N. Y. L.E. & W.D. & I. Co. 1st M., see V. 56, p. 82. c	....	1883	1,000	3,396,000	6	J. & J.	do do	July 1, 1913
N. Y. Pa. & Ohio, prior lien M., gold, $ & £....c	431	1880	500, &c	8,000,000	4½ g.	M. & S.	do do	Mar. 1, 1935
Do. Leased lines—see separate statements for	Clev.	&Mah.	Valley	RR., Sharon	Ry. and	New Cas	tle & Shen. Valley.	
‡N. Y. Susquehanna & West.—See separate state	ment.							
¶Northern New Jersey—see that company.								
‡Tioga Railroad bonds. (See that company).....	....	'52-'75	500 &c.	504,500	5 & 7	Various.	.....	1905 & 1915
C—Erie RAILROAD COMPANY NEW BONDS.								
New 2d mort. on Buffalo & Southwest'n, gold. c*	67	1895	1,000	1,000,000	5 g.	J. & J.	N. Y., 21 Cortlandt St.	July 1, 1908
New 1st consol. M. for $175,000,000 securing:—								
Prior lien bonds, $35,000,000, gold.....c* & r	....	1895	1,000	31,452,000	4 g.	J. & J.	New York & London.	Jan. 1, 1996
Gen. lien, $140,000,000, g. 3 % to J'ly, '98) .c* & r	....	1895	1,000	31,954,000	4 g.	J. & J.	N. Y.. 21 Cortlandt St.	Jan. 1, 1996
N. Y. Car trust, 1888, ser. A. (guar. by D. & H.)..	....	1888	1,000	{ 1,536,590	{ 5	J. & J.	N. Y., 21 Cortlandt St.	$63,000 Jan.
N.Y.L.E. & W. car tr., B. to G. incl., part pd. an. c*	....	....	1,000	{ 1,536,590	{	Various	do do	Yearly to 1905
New Erie RR. trusts (V. 63, p. 514).....	....	1895-6	.....	810,000	(¶)	.....	do do	Yearly.
N.Y. Pa. & Ohio eq. trusts, sink. fd. 3%, dr'n at 100	....	'88-'90	£100	1,476,730	5 g.	Various	London.	1908 & 1910
Avon Geneseo & Mt. Morris and Rochester &	Genes	see Va	lley Sto	cks—SEE TH	OSE COS.			

Erie Railroad.—CONCLUDED.

Lines owned in fee.	*Miles.*
Piermont, N. Y., to Dunkirk	447
Buffalo to Jamestown	67
Buffalo to Corning	140
Other branches	112
*Stock all * or nearly all ‡ owned.*	
*Chicago & Erie	¶249
*Jefferson RR.	¶45
‡N. Y. & Greenwood L. & brs.	¶51
‡New Jersey & New York	¶35
*Nypano RR.	¶430
‡Tioga RR.	58
Other lines	167
Total	1,801

¶ See this company.

Leased lines.	*Miles.*
Avon Gen. & Mt. Morris	¶18
Montgomery & Erie	¶10
Northern N. J.	¶26
Goshen & Deckertown	¶12
Roch. & Genesee Valley	¶18
Leased to Nypano RR.	
Cleve. & Mahoning Val.	¶81
New Castle & Shen. Val.	¶17
Sharon Railway	¶15
Other lines	105
Trackage	168
All lines oper. in system	2,271
N. Y. Susquehanna & West	236

HISTORY.—On Dec. 1, 1895, succeeded to the property of the old New York Lake Erie & Western RR. Company, sold in foreclosure on Nov. 6 under its second consolidated mortgage. The new company holds in fee or through ownership of all or practically all the stock of the independent companies, the line from New York to Chicago (including the Nypano RR. and Chicago & Erie companies) and also all branch and subsidiary lines except a few small properties aggregating about 300 miles held under lease. The reorganization **plan** of August, 1895, was given at length in V. 61, p. 368.

In January, 1898, control of the N. Y. Susquehanna & Western was obtained. The road is operated as an independent line. The acquisition will save the Erie considerable double tracking—see V. 66, p. 83 335, 573, and editorial p. 53. See STOCK below.

Nor. RR. of N. J. leased and 4 per cent guaranteed on its $1,000,000 stock in June, 1899.—V. 69, p. 81, 447.

In June, 1899, practically all of the stock of the New Castle & Shenango Valley RR. was acquired. V. 69, p. 447.

COAL AND STEAMBOAT PROPERTY.—The Erie coal properties represent an aggregate of 10,500 acres of anthracite, of which about 9,000 acres are held in fee; also 53,000 acres of bituminous coal lands held in fee 14,000 acres of bituminous held under mineral rights. Its coal tonnage in the year 1898-99 aggregated 11,363,640, out of the 24,916,944 tons hauled. The Union Steamboat Co. has its terminal and other properties in Buffalo and a fleet of eight lake steamers. See V. 63, p. 514.

STOCK.—The *stock* is to be held by J. Pierpont Morgan, Louis Fitzgerald and Charles Tennant, Bart., voting trustees, for five years, and thereafter until the new first preferred stock shall have received 4 per cent cash dividend in one year. In the meanwhile certificates of beneficial interest are outstanding. The new company reserves the right to redeem either class of its preferred stock at par in cash. Provisions of voting trust and preferred stock certificate were given in SUPPLEMENT of April, 1897, page 3.

In March, 1898, Erie pref. stock was authorized to be increased from $30,000,000 to $43,000,000, and common stock from $100,000,000 to $113,000,000, to acquire New York Susq. & Western stock.—See V. 66, p. 335, 573.

BONDS.—New York & Erie first 7s for $2,482,000, due May 1, 1897 were extended for 50 years at 4 p. c., payable p. & i. in gold. V. 64, p 180, 1040. The new first consolidated mortgage is for $175,000,000 [Farmers' Loan & Trust Co. trustee]—see **abstract** of deed V. 62, p. 89 and secures $35,000,000 prior lien bonds and $140,000,000 general lien bonds. Of the $35,000,000 *prior lien bonds*, $5,000,000 are to be used for improvements.

Of the $140,000,000 *general lien bonds*, $91,968,000 are reserved for the ultimate acquisition of all bonds and guaranteed stocks now left undisturbed on various parts of the system [excepting the $1,000,000 seconds on Buffalo & Southwestern—see list V. 62, p. 89], and $17,000,000 are reserved for new construction, betterments, additions, etc., after 1897, under carefully guarded restrictions, not over $1,000,000 to be used in any one year. The general lien bonds bear interest from July 1, 1896, first coupon being January 1, 1897, at 3 per cent per annum for two years and 4 per cent thereafter.

The position of the first consolidated mortgage is substantially as follows: It is a first lien, either by mortgage or collateral trust [the prior lien bonds, however, preceding the general lien bonds] upon the company's principal coal properties, upon its water transportation lines, including valuable terminal properties appurtenant thereto, and upon a number of profitable local lines in New Jersey and near Buffalo; it is a *second lien* upon the remaining coal properties and upon the railroads leading to all the coal properties, upon the terminals at Jersey City, upon the Buffalo New York & Erie Railroad (the main line to Buffalo) and the Buffalo terminal properties other than those upon which it is first lien, and upon the entire line from Salamanca to Chicago; it is a *second consolidated mortgage* upon the lines between Piermont and Dunkirk (446 miles.)

Real estate mortgages outstanding June 30, 1899, $439,500.

Old Bonds—Under the first consol. mortgage of 1895 the company covenants to pay the interest regularly on all the old bonds in the table that are marked with a * or a ‡ (except N. J. & N. Y. bonds,) and to take them up and pledge them with the trustee at maturity.

A description of the *Long Dock* 6s was in March, 1894, SUPPLEMENT under N. Y. L. E. & W. The yearly rental is $450,000.

For *N. Y. Lake Erie & W. Coal & RR.*, see SUP. January, 1895.

FIXED CHARGES.—The fixed charges of the System on completion of the reorganization were reduced from $9,400,000 to $7,860,000 per annum (including prior lien bonds $1,176,000; undisturbed bonds and stock $5,500,000; general lien bonds, $1,184,000) and for the first two years after reorganization there was a further reduction of about $300,000 per annum.

GENERAL FINANCES.—Control of the Northern RR. of New Jersey was purchased in July, 1897. Control of the New York Susquehanna & Western—which see—was acquired in 1898 through an exchange of stock. V. 66, p. 335, 573. During 1898-9 $1,452,000 of the $5,000,000 prior lien bonds reserved for construction and new equipment were sold; also $1,000,000 general lien bonds issued for construction, but held in the treasury June 30, 1899.

EARNINGS.—5 months, July 1 to Nov. 30. } 1899-0..Gross, $17,167,601; net, $5,080,150
} 1898-9..Gross, 14,567,660; net, 4,375,273

For 3 mos. to Sept. 30, 1899, net, $3,150,103; other income, $26,98 8 charges, $2,181,587, against $2,185,762 in 1898; sur., $995,504.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 given in full in V. 69, p 438, 443; see also editorial on page 471.

	1898-9.	1897-98.	1896-97.
Gross earnings	$33,752,704	$33,740,860	$31,497,031
Working expenses	25,169,926	25,438,038	23,332,243
Net earnings	$8,582,778	$8,302,822	$8,164,788
Net earnings coal companies..	298,479	209,785	134,312
Income from other sources....	259,097	203,583	179,201
Total net income	$9,140,354	$8,716,190	$8,478,302
Deductions—			
Interest on bonds	6,842,679	$6,465,831	$6,533,616
Rentals of leased lines	1,093,538	1,077,857	1,067,095
Percentages due leased lines...	355,086	304,443	244,270
Int. on car & equip. trusts....	174,777	213,193	261,100
Interest on mortgages	20,475	20,947	20,201
Total charges	$8,486,555	$8,032,271	$8,126,282
Balance, surplus	$653,799	$633,918	$352,019

OFFICERS—President, E. B. Thomas; Secretary, J. A. Middleton; Treasurer, A. Donaldson; Auditor, J. T. Wann.

DIRECTORS.—C. H. Coster, J. J. Goodwin, Abram S. Hewitt, John G. McCullough, D. O. Mills, Alexander E. Orr, George W. Quintard, Samuel Spencer, Francis Lynde Stetson, Eben B. Thomas, J. Lowber Welsh, S. E. Williamson, R. M. Gallaway.—(V. 69, p. 438, 443, 1011.)

Eureka Springs Ry.—Seligman, Mo., connecting with the St Louis & San Francisco Ry., to Eureka Springs, Ark., 18½ miles. In Jan., 1900, contract about to be let for extension to lead mines at Harrison, Ark., 110 miles, $3,212,500 new first mortgage 5 per cent 50 or 100 year gold bonds to be issued at $'5,000 per mile. The $500,000 old first 6s were offered an equal amount of the new 1st 5s, the $500,000 incomes an equal amount of new capital stock at $25,000 per mile and the $500,000 old stock one new share for five old. V. 69, p 645. Stock, $500,000; par, $100. In year ending June 30,'99, gross, $58,653; net, $24,950. In 1897-98 gross, $59,914; net, $30,552. In June, 1899, the St. Louis & North Arkansas RR. was reported organized to extend the road.—V. 69, p. 645, 1061.

Evansville & Indianapolis RR.—Owns Evansville to Terre Haute, Ind. (via Worthington), 138 m.; branch 6 m.; leases branch 12 m.

HISTORY, ETC.—A consolidation in 1885. Of the consols $904,000 held to meet prior liens. The consols. and the bonds of 1924 are guaranteed by Evans. & Terre Haute, which owns capital stock, $2,000,000.

LATEST EARNINGS—5 mos., July 1 to Nov. 30.	1899	Gross, $167,344	Net, $70,291
	1898	Gross, 149,868	Net, 56,898

REPORT.—Fiscal year ends June 30. In 1898-9 gross, $332,691; net, $123,776; interest, taxes, etc., $177,097; bal., deficit for year, $53,821. In 1897-98, gross, $318,811; net, $113,662; interest, taxes and rentals, $174,980; balance, deficit, $61,318. (V. 63, p. 878.)

Evansville & Richmond Ry.—See SOUTHERN INDIANA RY.

Evansville & Terre Haute RR.—The system includes:

Road owned and operated.	*Miles.*
Evansville to Terre Haute	109
Branches to Mt. Vernon, etc.	53
Evansville Belt (stock held)	5
Total in earnings	167

¶ See this Company.

Controlled—op. separately.	*Miles.*
Evansville & Indianapolis¶	
Evansville to Terre Haute via Worthington, etc.	156
Leased to other co.'s Rockville extension	23

In Nov., 1899, extensions completed from Shelburne, Ind., to Star City, 3 miles, and Hymeria to Pittsburg, 4 miles.

ORGANIZATION, ETC.—Formerly Evansville & Crawfordsville RR. Has close traffic contract with Chicago & Eastern Illinois for route to Chicago.

MAP OF THE

ERIE RAILROAD

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Eureka Springs—1st mortgage, gold...c	18½	1883	$1,000	$500,000	6 g.	F. & A.	N. Y., Mercantile Tr. Co.	Feb. 1, 1933
2d mortgage income bonds, non-cum...	18½	1883	500	500,000	6	Feb'y 1.	'92-3 pd. 3%; none since.	Feb. 1, 1933
Evansville & Indianapolis—T. H. & Southe. 1st M.c*	40	1879	1,000	251,000	7	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 1, 1909
Evansville & Indianapolis 1st mort., gold, guar..c*	55	1884	1,000	647,000	6 g.	J. & J.	do do	July 1, 1924
Con. M. ($2,500,000) g., gu. p. & i. (end.) Ev. & T. H. c*	135	1886	1,000	1,602,000	6 g.	J. & J.	do do	Jan. 1, 1926
Evansville & Terre Haute—Common stock ...	....	....	50	4,000,000	See text.	See text	Evansville, Ind., office.	Oct. 16, '99, 2%
Preferred stock, non-cumulative. See text...	....	....	50	1,284,000	See text.	A. & O.	do do	Oct. 16, '99, 2½
Consolidated mortgage (now 1st lien), gold...	115	1880	1,000	30,000	6 g.	J. & J.	N. Y., Farm. L. & T. Co.	July 1, 1910
1st consolidated mortgage, gold... c*	144	1881	1,000	3,000,000	6 g.	J. & J.	do do	July 1, 1921
Mt. Vernon Branch mortgage, gold...c*	25	1883	1,000	375,000	6 g.	A. & O.	do do	Apr. 1, 1923
Sullivan County Coal branch mortgage, gold.. c*	30	1890	1,000	450,000	5 g.	A. & O.	do do	Apr. 1, 1930
1st general mortgage for $7,000,000, gold...c*	199	1892	1,000	2,223,000	5 g.	A. & O.	do do	Apr. 1, 1942
Evansville Terre Haute & Chicago—See CHICAGO & EASTERN ILLINOIS.								
Fall Brook—Stock ($500,000 is 7 per cent, pref.)...	100	....	50	5,000,000	See text.	Q—F. 5	Office, Corning, N. Y.	Nov. 5, 1899
Fayetteville & Albemarle—1st M., $500,000. IB.c*	50	1899	1,000	None Oct. '99	6 g.	A. & O.	Int'l Trust Co., Boston.	Apr. 1, 1949
Findlay Fort Wayne & W. Railway—1st M. gold..c*	....	1894	1,000	1,200,000	5 g.	J. & J.	None paid to Oct, '99.	Jan. 1, 1945
2d mortgage, income, non-cum., gold.....r	....	1894	1,000	800,000	5	Sept. 1.	.....	Jan. 1, 1945
Fitchburg—Pref. 4 per cent stock, non-cumulative.	....	....	100	17,037,364	4 in 1899	J. & J.	Boston, Office.	Jan. 15, '00, 2%
Bonds, $500,000 yr'ly, 1900 to '03 incl., bal. 1908.c*	....	'80-'88	1,000	4,000,000	5	Various	do do	Var. 1900 to '08
Bonds to State of Mass. 4 p. c. since Feb., 1897..	....	1887	.....	5,000,000	4	F. & A.	do do	Feb. 1, 1937
Bonds.....	....	1890	1,000	500,000	5	J. & D.	do do	June 1, 1900
Bonds ($1,500,000 due 1907, interest A. & O.)...	....	'84-'87	1,000	2,500,000	4	Various	do do	1904-5-7
Bonds, not mortgage c	....	1890	1,000	500,000	4	J. & D.	do do	June 1, 1920
Bonds, (See text. $54,000 are 4s), not mortgage.	....	1893	1,000	1,932,000	4-5	Semi-an	do do	Various, 1903
Bonds, not mortgage.....	....	1894	.....	500,000	4½	M. & N.	do do	May 1, 1914
Bonds, not mortgage.....	....	1895-6	.....	1,859,000	4	Semi-an	do do	1915 & 1916
Bonds, not mortgage.....	....	1897-8	.....	4,200,000	4	Semi-an	do do	1927-1928
Troy & Boston 1st mort. (V. 53, p. 405).....	35	1874	1,000	577,000	7	J. & J.	do do	July 1, 1924
Brookline & Peppereil plain bonds, guar. (end)..	....	1891	.....	100,000	5	J. & D.	do do	Dec. 1, 1911
Flint & Pere Marquette—See PERE MARQUETTE STATEMENT.								

Evansville & Terre Haute RR.—(Concluded.)—

STOCK.—In May, 1895, $1,284,000 preferred non-cum. 5 p. c. non-voting stock was issued for Evansv. & Rich. bonds per V. 60, p. 43, and on June 30, 1898, the entire issue of bonds had been so exchanged. See annual report for 1897-8. Common stock, $4,000,000; par, $50.

DIVIDENDS—	'87-'90	'91	'92	'93	'94	'95	'96	'97	'98	'99
Common stock..	5 y'rly	7	7¶	7½‡	..	..	..	..	..	Oct., 2%
Preferred stock	....	..	..	..	..	..	1	1	2	4½

¶ Also 5 per cent in bonds. ‡ Also scrip dividend: see stock above.

On *preferred* 5 p. c. dividend was declared in 1899, 2½ p c. payable Oct. 16, 1899, and 2½ p. c. April 16, 1900.—V. 69, p. 591.

BONDS, GUARANTIES, ETC.—Certain Evansville & Indianapolis bonds are guaranteed. Car trust notes November 30, 1899, $8,574.

The Ev. & T. Haute general mortgage covers 182 miles of road owned and $3,500,000 of stock of proprietary roads, having a mileage of 277 miles. Of the authorized issue $3,855,000 are held in trust to retire the prior bonds and car trusts at maturity, the mortgage providing that the prior liens shall be paid and not extended. Floating debt June 30, 1899, none.

GENERAL FINANCES.—An important change in the directory took place in Oct., 1893, when D. J. Mackey resigned. In 1893 4,000 acres of coal lands in Sullivan County, Ind., were bought. The endorsement of the E. & T. H. on $325,000 Peoria, Dec. & Ev. notes was erased in 1898.—V. 67, p. 898. In 1898-9, $200,000 was received from the Peoria Decatur & Evansville in settlement of litigation founded upon the $323,000 debt created in 1892. V. 69, p. 693.

LATEST EARNINGS—5 mos., July 1 to Nov. 30 ..			
1899....	Gross, $635,614	Net, $296,818
1898....	Gross, 549,046	Net, 255,906

ANNUAL REPORT.—Annual meeting at Evansville third Monday in October. Report for 1898-99 was given in V. 69, p. 589, 693.

Year ending June 30—	1899.	1898.	1897.
Total miles operated	167	167	167
Gross earnings	$1,259,435	$1,218,131	$1,003,430
Net earnings	562,356	483,443	447,622
Other income	49,264	32,309	17,191
Total net income	$611,620	$515,752	$464,813
Interest on debt	$337,950	$337,950	$332,950
Taxes and miscellaneous	69,271	65,148	52,624
Evansv. & Ind. deficit	53,321	61,318	106,424
Dividends on preferred	51,333	.....	25,680
Balance, surplus	$99,745	$51,336	def. $52,865

OFFICERS—President, H. C. Barlow, Evansville, Ind.; Chairman of Directors, John Hone, 26 Broadway, N. Y.—V. 69, p. 591, 693.

Evansville Terre Haute & Chicago Ry.—Merged in Chic. & East. Ill. in Dec., 1899.

Fall Brook Railway.—(*See Map New York Central & Hudson River RR.*—Owns from Corning, N. Y., to Antrim, a., 53 miles; branch to Ulysses, Pa., 40 miles; Fall Brook branch, 7 miles; total 100 miles.

LEASE.—The railroad and its rolling stock was leased to N. Y. Central & Hudson River RR. for 999 years from May 1, 1899, for $175,000 yearly, payable quarterly in gold, beginning Aug. 1, 1899, also taxes and repairs, the leases of the Syracuse Geneva & Corning Ry. and Pine Creek RR., formerly held, being canceled and new leases made to N. Y. Central, which also assumed the guaranty of the $3,500,000 Pine Creek bonds, which does not include the coal properties of the Fall Brook Coal Co. On June 30, 1898, the balance sheet showed: Cost of road $2,822,152; cost of equipment $2,026,035. The "other income" for the year 1897-98 ($374,521) included $207,245 from "leases" and $152,964 from "rolling stock." Prior to the lease dividends had been paid quarterly since 1891 at the rate of 7 per cent per annum on preferred and 6 p. c. on common; since the lease, 7 per cent on preferred and 2½ per cent on common.—V. 68, p. 379, 573, 773, 872.

EARNINGS.—Fiscal year ends June 30. Statement in V. 67, p. 479:

Year—	*Gross.*	*Net.*	*Other inc.*	*Int., tax., &c.*	*Bal. for div.*
1897-8	$649,577	$190,446	$374,521	$9,953	$555,014
1896-7	630,251	187,606	275,268	27,908	434,966

From balances given above dividends amounting to $305,000 were paid in each year, being 7 p. c. on preferred and 6 p. c. on common.—(V. 65, p. 513; V. 67, p. 479; V. 68, p. 379, 573, 773, 872.)

Farmville & Powhatan RR.—V. 69, p. 905, 955.

Fayetteville & Albemarle Ry.—Projected from Fayetteville to Southern Pines, 35 miles, with branches; total, 50 miles, of which 8 miles graded in Oct., 1899. Stock authorized, $1,000,000; outstanding, Oct. 1899, $5,000. Work was expected to begin early in 1900. President, Clark J. Brown; Sec., A. A. McKethan; Treas., H. W. Lilley.—V. 69, p. 743.

Findlay Fort Wayne & Western Railway.—Owns road in operation from junction with the "Big Four" at Findlay, O., to Ft. Wayne, Ind., 82 miles. Uses Pennsylvania terminals in Ft. Wayne.

HISTORY.—A reorganization of Findlay Ft. W. & W. *RR.*, foreclosed and extended to Ft. Wayne, 20 m. Stock, $2,000,000; par $100.

BONDS.—*First mortgage* is $1,200,000, at $15,000 per mile; no interest paid to Oct., 1898. Mercantile Trust Co., N. Y., and Allen Zollars, Ft. Wayne, Ind., are trustees of both mortgages.

EARNINGS.—In 1897-8, net, $6,625, against def., $850. For year ending June 30, 1899, gross, $98,995; net, $6,186.—V. 69, p. 1193.

Fitchburg RR.—Operates from Boston Mass. to Troy, N. Y., 190 miles, with branches as shown below:

Lines owned—	*Miles*	*Lines leased*—	*Miles.*
Boston to Fitchburg, Mass.....	50	Vermont & Mass. RR.—	
Greenfield, Mass., to Troy, N.Y.	84	Fitchburg to Greenfield Mass	56
Vermont to Rotterdam Jct....	61	Other lines.....	8
Worcester to Bellows Falls, Vt., etc.....	90	Total system June 30, 1899.	458
Various branches.....	109	Double track.....	164

LEASE.—On Jan. 23, 1900, the directors were to vote upon a lease for 99 years to the Boston & Maine for a guaranty of 5 per cent on preferred and 1 per cent on common stock; but owing to opposition offer of lease was withdrawn Jan. 20.—V. 70, p. 76, 125.

STOCK—Common stock, $7,000,000. Preferred stock is entitled to 4 per cent dividends, then common and preferred receive dividends share and share alike. State of Massachusetts owns $5,000,000. As to voting powers of stock, see V. 68, p. 129. In year 1892-93 the preferred stock was increased from $16,498,000 to $17,000,000, and in October, 1895, to $17,306,000.

During 1898-9 was sold $1,850,000 preferred stock, being a portion of the $2,037,125 held in the treasury as an investment (and included in the $17,360,000 issued) to pay off $750,000 5s, maturing March 1, 1899, Cheshire 6s, and $400,000 Constitution Wharf note, due 1907, and $500,000 maturing June 1, 1900.—V. 67, p. 633.

DIVIDENDS.—On preferred.	'87	'88	'89	'90	'91	'92	'93	'94	'95 to Jan, '00
	2	2	0	2	3½	4	4	3	4 p. c. yearly.

BONDS, ETC.—Vermont & Mass. guaranteed securities; see that company. The debenture bonds were described in CHRONICLE of June 1, 1895. V. 60, p. 967. In Sept., 1897, $1,450,000 new bonds were issued to refund the Cheshire 6s, $550,000, due July 1, 1898, taking up $500,000 note due April 5, and funding floating debt. On July 1, 1898, all the company's notes payable had been discharged (V. 65, p. 463.) The $1,250,000 bonds maturing in 1899 and 1900 were provided for in 1898-9 by sale of $1,850,000 preferred stock, as said above.

EARNINGS—For 3 months to Sept. 30 results were:

3 *mos.*	*Gross.*	*Net.*	*Other inc.*	*Int., tax. etc.*	*Bal. sur.*
1899.....	$2,084,403	$649,194	$28,441	$372,306	$305,329
1898.....	1,916,513	705,245	19,625	390,283	334,587

ANNUAL REPORT.—Report for 1898-99 was in V. 69, p. 693.

Year ending June 30.	1899.	1898.	1897.	1896.
Total miles operated.....	458	458	458	458
Total gross earnings.....	$7,647,080	$7,359,470	$7,155,768	$7,606,765
Net earnings.....	2,019,189	2,002,867	1,916,790	1,894,895
Rentals paid.....	259,980	259,980	259,980	259,980
Interest on debt.....	972,412	1,027,088	1,009,049	1,001,310
Other interest	.....	7,550	14,462	878
Dividends.....	674,532	605,022	603,754	595,096
Balance, surplus.....	$112,265	$103,227	$29,545	$37,631

—V. 68, p. 926; V. 69, p. 439, 693, 1011; V. 70, p. 39, 76, 125.

Flint & Pere Marquette RR.—Jan. 1, 1900, merged in Pere Marquette RR., which see.

ANNUAL REPORT.—Report for 1898 was in V. 68, p. 819.

Year ending Dec. 31.	1898.	1897.	1896.	1895.
Total gross earnings..	$3,063,209	$2,791,997	$2,594,621	$2,505,705
Net earn'gs over tax's	$784,180	$738,347	$658,163	$642,200
Interest on debt.....	642,896	636,576	613,323	610,248
Bal. for year.....	*141,284	101,771	44,840	31,952

*From the surplus of $141,284 in 1898 a dividend of 1 per cent on preferred, $63,420, was paid Feb. 1, 1899.—V. 69, p. 384, 695, 905, 955, 1103, 1107, 1193, 1345.

Florence & Cripple Creek RR.—(NARROW GAUGE).—In 1899, consolidation was arranged with the Denver & Southwestern Ry., which see. V. 69, p. 795, 851. In 1898-99, gross, $803,667; net, $381,469; other income, $144,830; charges, $137,869; bal., sur., $388,430.—V. 69, p. 795.

Florida Central & Peninsular RR.—(*See Map of Seaboard Air Line*).—From Columbia, S. C., via Savannah, Ga., to Jacksonville, Fla., Tampa, Cedar Keys, etc., 940 miles; of which Columbia to Savannah, 135 miles, is South Bound RR. In Aug., 1899, extension from Cheraw to Columbia, S. C., 79 miles, to connect the Seaboard Air Line and Flor. Cent. & Pen. was under construction; also new terminals at Columbia. See Seaboard & Roanoke item, V. 69, p. 334.

HISTORY.—A reorganization of the Florida Ry. & Navigation Co. foreclosure in 1888. V. 46, p. 289. South Bound RR. was leased for 99 years in 1893; later its capital stock ($2,033,000) was purchased.

In Feb., 1899, John L. Williams & Co. of Richmond, Va., and Middendorf, Oliver & Co. of Balt., and associates, purchased a majority of the stock, and in January, 1900, it is expected that the road will be consolidated with other lines in their control (Seaboard & Roanoke

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal When Due. *Stocks*—Last Dividend.
Florida Central & Pen.—See Seaboard Air Line	Ry.							
Florida South.—1st M., $5,000,000, g., guar. A B. c*	248	1895	$1,000	$4,241,000	4 g.	J. & J.	New York City.	Jan. 1, 1945
Fonda Johnstown & Gloversville—1st M., s.f., not dn. c*	10	1870	100 &c.	300,000	7	J. & J.	N.Y., Imp. & Tra. Nat. Bk	July 1, 1900
Cons. M. for $500,000 ($300,000 res'd for 1st M.) c	26	1881	100 &c.	200,000	6	A. & O.	do do	Apr. 1, 1921
Refunding mortgage, $700,000, gold.....c*	26	1897	1,000	100,000	4½ g.	J. & J.	N.Y., N.Y. Sec. & Tr. Co.	July 1, 1947
Johnstown G. & Kingsboro 1st M., assumed.....	4	1893	1,000	50,000	6	J. & J.	N. Y., Metropol. Tr. Co.	1913
Cayadutta Elec. 1st M., gu., p. &i., by F. J. & G. RR., g.	....	1892	1,000	350.000	6	A. & O.	N. Y., Farm. L. & T. Co.	Oct. 1, 1922
Fort Wayne & Jackson—Common stock.....	98	....	100	436,132	.....	.....	.....	.....
Pref. stock (8 p. c.), 5½ p. c. rental Lake Shore...	98	....	100	2,291,416	5½	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 1, '99, 2½
Fort Worth & Denv. City—Pf. stk. "stamp. ctfs." 4%	....	....	100	2,555,000	2 in 1899	March.	N. Y., State Trust Co.	Mar. 10, 1899, 2
1st mortgage, gold, $18,000 per mile.....c*	455	1881	1,000	8,176,000	4 (6) g.	J. & D.	N. Y., Mercantile Tr.	Dec. 1, 1921
Ft. Worth & Rio Gr.—1st M., g., old 5s, int. red.. c*	146	1888	1,000	2,923,000	3 to 4 g.	J. & J.	N.Y., H.B. Hollins & Co.	July 1, 1928
Fulton Co. Narrow Gauge Ry.—1st M. ($500,000)..	31	1881	.....	171,000	7	M. & N.	.....	Nov. 1, 1910
Extension 1st mortgage ($1,000,000).....	30	1882	.....	313,000	7	J. & J.	.....	July 1, 1912
Gainesville & Gulf—1st mort., $150,000, gold....c*	49½	1899	1,000	150,000	6 g.	J. & J.	N. Y., Standard Tr. Co.	1929
Gainesville Jefferson & So.—1st M. ($161,500 end.).	55	1881	500 &c.	245,000	7	J. & J.	See text.	1911
2d M., gu. p. &i. (facts as to guar. end. on bonds)..	55	1883	1,000	75,000	7	J. & J.	See text.	1908
Walton Railroad, 1st mortgage.....	10	1881	1,000	40,000	6	J. & J.	In default.	1910
Galveston Harrisb. & S. Antonio—1st M., g., land gr. c*	....	'71-'80	1,000	4,712,000	6 g.	F. & A.	N.Y., So. Pac. Co., & Bost.	Feb. 1, 1910
2d mortgage, Harrisb. and Houston to San Ant. c*	225	1880	1,000	1,000,000	7	J. & D.	do do	June 1, 1905
West. Div. 1st M., g., San A. to El Paso, 636 m. &br. c*	671	1881	1,000	13,418,000	5 g.	M. & N.	N.Y., So. Pac. Co., 23 B'rd	May 1, 1931
2d mortgage (see remarks)..... .....c*	671	1881	1,000	6,354,000	6	J. & J.	.....	July 1, 1931
Galveston Houston & Hend. of 1882—1st mort.....c	50	1883	1,000	2,000,000	5	A. & O.	N. Y., Merc. Trust Co.	Apr. 1, 1913
Galveston Houst. & North.—1st M., $800,000, gold .	56	1900	.....	800,000	5 g.	J. & J.	New York,	Jan. 1, 1930

System and Georgia & Alabama, &c.), to be known as the Seaboard Air Line Ry., thus making a system extending from Richmond to Savannah, Jacksonville and Tampa on the south and Montgomery and Atlanta on the west. Consolidation with South Bound RR. under name of Flor. Cent. & Penin. Consolidated Ry. was authorized Dec. 27, 1899, preliminary to merger in greater Seaboard system.—V. 68, p. 428, 822, 826, 871; V. 69, p. 851, 852.

Stock.—Common stock is $20,000,000, par $100; preferred, 4 per cent cumulative [with preference as to both principal and accumulated dividends], $4,500,000. Preferred is exchangeable for any 4 p.c. mort.

Bonds.—June 30, 1897, car and locomotive trusts, due yearly to 1900, $95,383; notes payable, $410,000. A rental equal to 5 per cent per annum on South Bound bonds is undertaken.

Earnings.—Jan. 1 to Dec. 21 gross, $2,576,789 in '99; $2,912,472 in '98.

Annual Report.—In 1897-8 gross on Fla. Cent. proper, $2,299,022; net, $865,142; interest and taxes, $508,111; balance, surplus for year, $357,030. On South Bound RR. (135 miles leased) in 1897-98 gross, $402,143; net, $88,731; interest and taxes, $120,566; balance, deficit for year, $31,835.—V. 68, p. 871; V. 69, p. 851, 907, 1247, 1345.

Florida East Coast Ry.—Owns from Jacksonville, Fla., via St. Augustine, to Miami, 366 miles; branches to Palatka, San Mateo and Tocoi, 19 miles; Atlantic & Western, Blue Springs to New Smyrna, Fla., 28 miles—total 413 miles. The company operates Titusville to Enterprise, 36 miles, a portion of the old Jacksonville Tampa & Key West Ry., sold under foreclosure in April, 1899. The Jacksonville & Atlantic Ry., Jacksonville, Fla., to Pablo Beach, 16¼ miles, operated from Jan. 1, 1900, was reported to have been purchased.—V. 69, p. 591.

System owned by Henry M. Flagler, Pres., 26 Broadway, New York. Oct. 30, 1898, stock, $1,000,000; $6,500,000 bonds issued. For year 1897-98 gross earnings $943,260; net, $309,618, agst. $216,019 in 1896-97; charges $280,349. (V. 61, p. 112, 470, 591.)

Florida Southern RR.—*(See Map Savannah Florida & Western.)*—Owns from Palatka, Fla., to Brooksville, Fla., 145 miles; Bartow to Punta Gorda, 75 miles; branches, 28; total, 248 miles. In January, 1896, the St. Johns & Lake Eustis Ry., 47 miles, was purchased in the interest of the system. The road is now part of the Plant system and the bonds are guaranteed, principal and interest (endorsed—see guaranty in V. 62, p. 683), by the Savannah Florida & Western. The bonds carry interest at 3½ per cent until Jan. 1, 1900, and thereafter 4 per cent. For year 1897-98, gross, $340,452; deficiency under operating expenses, $5,583, against $44,108 in 1896-97. (V. 63, p. 153.)

Fonda Johnstown & Gloversville RR.—Owns from Fonda, N. Y., to Northville, 26 miles; leased lines, 25 miles; total, 51 miles. Stock is $300,000; par, $100. Refunding mortgage for $700,000, of which $500,000 held to retire prior bonds. In 1896 parties interested in the New York Central entered the directory. For year ending June 30, 1899, gross, $287,074; net, $94,686; other income, $11,994; interest, taxes, etc., $80,572; div. (8 p. c.), $24,000 V. 65, p. 26, 111.

Fort Wayne & Jackson RR.—Owns Jackson, Mich., to Fort Wayne, Ind., 98 miles. On August 24, 1882, leased perpetually to Lake Shore & Michigan Southern at a rental of $126,027, equal to 5½ per cent on the preferred stock (see V. 56, p. 812), and after 1887 any net earnings over 8 per cent on preferred stock to be paid as dividends on common stock, but not exceeding 2 per cent a year.

Fort Worth & Denver City Ry.—Owns Fort Worth, Tex., to Texline, 455 m. Panhandle Ry. (Washburn to Panhandle City, Tex., 18 miles, sold to Atch. T. & S. F. in April, 1898. V. 66, p. 810. Owns $200,000 stock and $200,000 of 5s of Ft. Worth & Den. Terminal Ry.

Stock, Etc.—Colorado & South. Ry. owns a majority of the $6,820,000 (common was formerly $9,375,000) common stock; par, $100. In readjustment of 1896, $2,555,000 of old common stock was stamped preferred to receive interest, if earned, at 4 per cent. V. 63, p. 1063.

Dividends.—On preferred 2 p. c. March, 1898; March, 1899, 2 p. c.

Bonds.—Finances readjusted in 1896, the 1st 6s agreeing (1) to reduce interest to 4 per cent for five years from December 1, 1895; (2) to take $312 stock for five overdue coupons and the 2 p. c. deferred interest. "The past-due coupons and 2 per cent due upon coupons for the next five years to be held in trust for the protection of the stamped preferred stock certificate holders in case of any accident, or failure of the company to pay the interest as proposed. See plan V. 63, p. 75. The "stamped bonds" were described in V. 63, p. 1063. **Abstract** of mortgage (Mercantile Trust Co., Trustee) V. 45, p. 440.

Earnings.—11 mos., Jan. 1 to Nov. 30. { 1899.....Gross, $1,460,418; net, $308,583 / 1898.....Gross, 1,371,000; net, 405,002

Annual Report.—Report for 1898 was in V. 68, p. 667, showing:

Year end. Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings.....	$1,479,435	$1,319,830	$1,010,878	$1,086,702
Net over taxes.....	406,522	414,146	201,858	209,778
Other income.....	17,881	14,520	8,864	9,382

From total net income, as above, in 1898 ($424,403), deduct interest on bonds, $337,102; rentals, $10,000; dividend (2 p. c.) paid Mar., '99, $51,000; bal., $26,201, from which deduct betterments, etc., $26,161. President, Frank Trumbull, Denver, Col.—(V. 68, p. 667, 722.)

Fort Worth & Rio Grande Ry.—Owns from Fort Worth, Tex., to Brownwood, about 146 miles; completed in August, 1891. Mortgage trustee is Central Trust Co., New York. Stock outstanding, $3,108,100; par, $100; and loans and bills payable June 1, 1899, $71,711.

Interest Adjustment.—In May, 1897, 1st mortgage 5 per cent bondholders agreed to accept 3 per cent interest from Jan. 1, 1897, to Jan. 1, 1902, inclusive, and 4 per cent thereafter. Old coupons will be held alive by trustee for benefit of bondholders. All bondholders have agreed to reduction.—See V. 64, p. 888.

Earnings.—10 mos., Jan. 1 to Oct. 31. { 1899.....Gross, $392,348; net, $149,035 / 1898.....Gross, 420,700; net, 181,600

Year ending June 30, 1899, gross, $556,413; net, $267,296; interest and taxes, $98,579; bal., $168,717.—(V. 65, p. 463.)

Fulton County Narrow Gauge Ry.—Road from Havana, Ill., to Fairview, Ill., 31 miles; leases (for 30 p. c. of gross earnings) Fulton County Extension Ry., Fairview to Galesburg, Ill., 30 miles. Capital stock of Fulton County Ry., $636,794; Extension Ry., $260,900

Earnings.—For year ending June 30, 1898, gross, $51,708; net, $8,239, against $998 in 1896-97; charges, $36,515.

Gainesville & Gulf Ry.—Sampson City to Fort Drane, Fla., 48 miles. Stock authorized, $1,000,000; par $100; issued July, '99, $300,000. In April, 1899, made a mortgage to secure $150,000 bonds to the Standard Trust Company of New York, as trustee. Gross earnings for year ending June 30, 1899 (27 miles), $27,537. General office, Gainesville, Fla.—V. 68, p. 822.

Gainesville Jefferson & Southern RR.—(Narrow Gauge.)—Road from Gainesville to Social Circle, Ga., 52 miles; Belmont to Jefferson, 13 miles. Stock is $242,687 common; $17,650 preferred; par, $50; of which the Georgia RR. owns $140,000 common and $8,000 preferred. Of the firsts, $161,500, and of the 2ds, $75,000, are endorsed by the Georgia RR., lessee. Interest on *endorsed bonds* paid regularly, but no interest on unendorsed bonds since July 1, 1895. On March 4, 1897, Martin Dooly was appointed receiver. In Oct., 1898, case was before Supreme Court of Georgia, but not expected to be reached for several months. In 1897-8 gross, $72,236; net, $14,262.

Galveston Harrisburg & San Antonio Ry.—*(See Map South Pacific.)*—Owns Houston, Tex., to east bank of Rio Gr. River, 835 miles; branches, 73 m.; total, 918 miles.

Organization, Stock, Etc.—Operated by the Southern Pacific Company, which owns $27,038,900 of the $27,093,000 stock (par, $100).

Bonds.—First mortgage has a sinking fund of 1 per cent, but it is optional with bondholders to surrender their bonds if drawn. In 1893 holders of Western Div. 2ds agreed to cancel claims for accrued interest and that interest on these bonds should be paid only if earned and should be non-cumulative; this agreement had not been actually consummated to June 30, 1897. Interest accruing on these income bonds is not included in liabilities shown below. V. 58, p. 719. On June 30, 1899, there was due Southern Pacific Co., $696,868 and the Texas & New Orleans RR., $1,397,085. For status of old claims of the school fund see V. 64, p. 1137. Appeal has been taken. V. 66, p. 471.

Earnings.—5 months, July 1 to Nov. 30. { 1899.....Gross, $2,686,522; net, $790,939 / 1898.....Gross, 2,317,565; net, 730,501

Fiscal year now ends June 30. Year ending June 30, 1899, gross, $5,669,335; net, including other income, $1,541,580; charges, $1,259,509; surplus, $282,071. In 1897-8, gross, $5,002,173; net, $1,248,224.—(V. 66, p. 471.)

Galveston Houston & Henderson RR. of 1882.—Owns from Galveston, Texas, to Houston, Texas, 50 miles.

Organization.—The M. K. & T. and International & Great North have used the road jointly since December, 1895, under a contract providing for payment to mortgage trustee of $100,000 yearly to meet interest on G. H. & H. bonds and an additional rental of $24,000 per annum for dividends or other purposes—see V. 61, p. 1064; V. 63, p. 697. M. K. & T. owns 4,999 shares of G. H. & H. stock—see V. 61, p. 1013. Stock, $1,000,000; par, $100. For year ending Dec. 31, 1898, gross, including $124,000 for trackage as above, $380,600; net, $176,311; other inc., $1,210; int., taxes, etc., $119,289; balance, surplus, $58,232. (V. 65, p. 1114.)

Galveston Houston & Northern Ry.—Owns road from Houston, Texas, via La Porte, to Galveston 56 miles. Successor May 1, 1899, of Galveston La Porte & Houston Ry., sold under foreclosure. Capital stock is $500,000; issued Sept., 1899, $200,000. On July 15, 1899, the stockholders authorized an issue of $800,000 first mortgage bonds, which in January, 1900, had been issued, the property passing into the control of Southern Pacific interests.—V. 70, p. 125. Year ending June 30, 1898, gross earnings were $191,948; deficit under operating, $8,038.—(V. 68, p. 618, 671, 822; V. 70, p. 125.)

George's Creek & Cumberland RR.—Owns road from junction with W. Va. Central Ry. at Cumberland, Md., to New Detmold mine at Lonaconing, Md., 21 miles; City Junction to junction with B. & O. RR., 1 mile; branches, 11 miles; total, 33 miles. Capital stock, $1,000,000. Controlled by American Coal Co. and Maryland Coal Co. of Maryland. For 1896-97, gross, $513,870; net, $302,205; other income, $5,160; interest, taxes, etc., $40,952; dividend, $130,000; balance, surplus, $136,453. President, James A. Milholland, Cumberland, Md.

Georgia & Alabama Ry.—*(See Map Seaboard & Roanoke.)*—Operates from Montgomery, Ala., to Savannah, Ga., etc., viz.:

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
George's Creek & Cumberland Ry.—1st M.	....	1879	$.....	$536,000	6	A. & O.	N.Y Am. Coal Co., 1 B'y	Oct. 1, 1909
2d mortgage	....	1878	..	65,000	.....	.....	.....	Feb. 1, 1908
Georgia & Alabama—Common stock $15,000 p. m.	....	....	100	3,842,500	.. ...	.....	Balto., Maryland Tr. Co.	.....
Pref. stock, 6 per cent, non-cum., $10,000 p. m..	....	....	100	2,650,000	.....	.....	do do	.....
Bonds—See Seaboard Air Line Ry.								
Ga. & Ala. Term. Co., 1st M., $1,000,000, g.p.& l.	....	1898	.....	.....	5 g.	J. & D.	New York.	Dec. 1, 1948
Car trusts, July, '98, incl. interest to maturity...	....	....	.....	362,739	.....		New York.	1899 to 1903
Georgia Midl'd Ry.—1st M., g., $1,650,000, int.gu.	98	1896	1,000	1,650,000	3 g.	A. & O.	N.Y., J. P. Morgan & Co.	1946
Georgia Railroad & Banking Co.—Stock	307	....	100	4,200,000	11 in '99	Q.—J.	Augusta; mail'd to N.Y.	Jan. 15,'00, 2¾
Bonds, refunding, not mortgage, currency.....c*	....	1897	1,000	1,000,000	5	J. & J.	N. Y., Guaranty Tr. Co.	Jan. 1, 1922
Bonds, not mortgage, currency.....c*&r	....	1880	1,000	1,000,000	6	J. & J.	N.Y.,Am. Ex.Bk.&Aug.	Jan. 1, 1910
Bonds, not mort., cur., $200,000 are 5s of '87c*&r	....	1882-7	1,000	500,000	5 & 6	J. & J.	All Augusta; 6s in N.Y.	Jan. 1, 1922
Georgia Southern & Fla.—Com. stock, $1,000,000	....	....	100	1,000,000	.....	.....	.....	.....
1st pref., red. aft. June 1, 1905, $684,000, 5 p. c.	Text	....	100	684,000	5 in 1899	M. & N.	Balt. M.T.& D.Co.&N.Y.	Nov. 8,'99, 2½
2d pref., $1,084,000, 5 per cent	....	....	100	1,084,000	3 in 1899	Nov.	do do	Nov. 8,'99, 3%
1st mortgage, gold, $4,000,000.....MeBa.c*	285	1895	1,000	3,666,000	5 g.	J. & J.	Balt.M.T.&D.Co.& N.Y.	July 1, 1945
Gettysburg & Harrisb.—So. Mt. 1st M. } guar. by	....	....	1,000	100,000	All owned by Reading Company.			
Gettysb'g & H. 1st M., old issue... } Phila & Rd.	....	1882	1,000	250,000	6	A. & O.	Phila., P. & R. office.	Oct. 1, 1912
Con. M. $565,000, g..... } *RR.*(old co.)	35	1891	1,000	215,000	5	Various	do do	Oct. 1, 1926
Gila Valley Globe & North'n—1st M., g. See text.	125	1894	1,000	1,514,000	5 g.	M. & N.	N. Y. Chem. Nat. Bank.	Nov. 1, 1924
Goshen & Deckert'n—1st & 2d M. ($60,000 are 2ds)	....	1888-9	.....	246,500	6	.....	.....	1928-29
Gouverneur & Oswegatchie—1st M., gold, gu. p.& l.c	13	1892	1,000	300,000	5 g.	J. & D.	N.Y.,Gr'd Cent.Station.	June 1, 1942
Grand Rapids & Indiana Ry.—Stock, $6,000,000.c*	....	....	100	5,780,700	.....	.....	.....	.....
1st M., mostly l. gr., g., ext. in 1899.....c*	335	1891	1,000	920,000	3½ g.	J. & J.	N. Y., Winslow, L. & Co.	July 1, 1941
1st mort., extended, gold, guar. by Pa. RR.....c*	335	1891	1,000	4,455,000	4½g.	J. & J.	do do	July 1, 1941
2d M., $5,000,000, g., 3 p.c. int. till Oct.2,1899.c*	....	1896	1,000	3,962,000	4 g.	A. & O.	Philadelphia, Pa.	Oct. 1, 1936
Grand Rapids Kalkaska & S. E.—1st M.. s. f., **IB**..	32	1897	.....	200,000	5	A. & O	Boston.	Oct. 1, 1907
Grand Trunk Ry.—Consol. stock, £23,318,309..	....	1882	£100	£22,475,985	.....	.....	.....	None ever pd.
Four per cent guar. stock, £5,220,000, non-cum.	....	1884	£100	5,219,794	2 Apr.'99	A. & O.	Check from Co.'s office.	Oct., 1899, 2%
1st preference 5 per cent stock, £3,420,000.....	....	1873-4	£100	3,420,000	3 Apr.'99	A. & O.	do do	Oct., 1899, 1%
2d preference stock, £2,530,000.....	....	1873-4	£100	2,530,000	.....	.....	.....	April, 1888

Road owned (383 miles)—	*Miles*
Montgomery to Lyons	265
Col. to Albany (since Jan. 1, 1897)	88
Abbeville to Ocilla	30

Leased, etc.—	*Miles.*
Lyons to Meldrim	¶58
Meldrim to Savannah	17
Total operated July 1, '98	458

The company's own line between Meldrim & Savannah, 20 miles, is to be completed in Oct., 1899, replacing trackage.—V. 69, p. 334.

ORGANIZATION.—In August, 1895, succeeded to the property of the Savannah Americus & Montgomery, sold in foreclosure May 17, 1895, and reorganized per plan in V. 61, p. 470; see also V. 62, p. 502.

In March, 1899, the same interests controlling the Ga. & Ala. Ry. had also obtained control of the Seaboard & Roanoke RR. and Flor. Cent. & Peninsular RR., and contemplated a consolidation into a single corporation and the creation of a blanket mortgage covering the whole system, aggregating nearly 2,500 miles. The consolidation is expected to take place early in 1900.—V. 69, p. 852; V. 68, p. 428, 826.

SECURITIES.—*First mortgage preference* 5 per cent 50-year gold bonds are for $4,000,000, and are not to exceed $6,500 per mile of main line.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $573,469; net, $192,465
1898.....Gross, 565,271; net, 171,616

For year ending June 30, 1899, gross, $1,271,629; net, $308,609. Report for for 1897-8 was in V. 67, p. 272, showing: gross, $1,226,387; net, $350,460; fixed charges and rentals, $303,017; surplus, $47,446. Pres., J. Skelton Williams, Richmond, Va.—(V. 69, p. 907; V. 70, p. 76.)

Georgia Carolina & Northern Ry.—Owns road Monroe, N. C., to Atlanta (Inman Park), Ga., 266 miles; completed in April, 1892. Belongs to "Seaboard" system, and bonds guaranteed (by indorsement on each bond) by lessees, Seaboard & Roanoke and Raleigh & Gaston RR. Cos. Mortgage abstract, V. 49, p. 239. Stock authorized, $1,750,000; outstanding, $1,111,400 common (par $100), and $500,000 preferred, mostly owned by the lessees. On Dec. 9, 1899, the Raleigh & Gaston stockholders voted to consolidate the Geor. Car. & Nor. and other lines with the R. & G., and to issue stock therefor and change its name to Seaboard Air Line Ry. (See that Co.)—V. 69, p. 334, 542.

EARNINGS.—For year ending June 30, 1898, gross, $856,932; net, $109,645. In 1898, Jan. 1 to Dec. 31 (12 months), gross, $898,365, against $881,048 in 1897.—V. 69, p. 334.

Georgia Midland Ry.—Owns road from Columbus to McDonough, Ga., 98 miles. Successor April 1, 1896, of the Georgia Midland & Gulf RR., sold in foreclosure Feb. 1. Leased from July 1, 1896, for 99 years to the Southern Ry. for $49,500 annual rental (being interest on the first mortgage bonds) and rental obligations on Georgia Midland Terminal to the amount of $2,500. Capital stock is $1,000,000, owned by Southern Ry. Co. (V. 62, p. 1177; V. 63, p. 361.)

Georgia Railroad.—Under this name are operated the lines leased from the Georgia RR. & Banking Co.—which see. Report of operations for year ending June 30, 1898, was given in V. 67, p. 1260.

Georgia Railroad & Banking Company.—Owns from Augusta, Ga., to Atlanta, Ga., 171 miles; branches to Washington and Athens, 58 miles; Macon & Augusta RR. (proprietary road), Camak, Ga., to Macon, Ga., 74 miles; trackage, 4 miles; total, 307 miles.

ORGANIZATION.—Owns also one-half the stock of the Western Railway of Alabama (the Central of Georgia Railway owning the other half), and a 40 per cent interest in the Atlanta & West Point (which see). Guarantees (jointly with Central RR. & B. Co. of Georgia) the $1,543,000 first mortgage 4½ per cents of Western Railway of Alabama.

In April, 1881, the railroad (307 miles) and its interest in the other railroad companies were leased for 99 years to W. M. Wadley and associates, for the Central of Georgia and the Louisville & Nashville, at $600,000 per year, but in April, 1899, the L. & N. was held to have acquired all rights under the lease; the Atlantic Coast Co. in July, 1899, acquired a half interest.—V. 68, p. 722; V. 69, p. 385, 591. Securities deposited under lease, V. 70, p. 125.

Dec. 31, 1892, the banking department was turned over to "Georgia Railroad Bank," a majority [$198,200] of whose stock is owned.

DIVIDENDS— Since 1880, P. Ct.	'81.	'82.	'83 to '87.	'88.	'89 to Jan., 1900.
	9½	10¼	10 yearly	10¾	11 p. c. yearly.

COMPANY'S REPORT.—In year ending March 31, 1899, rental, etc., was $600,000; dividend from bank, etc., $21,094; total, $621,094; interest $138,000; dividends paid (11 per cent), $462,000.

EARNINGS.—307 miles, July 1 to Nov. 30.—5 mos. 1899-0.....Gross, $687,254; net, $242,498
1898-9.....Gross, 704,495; net, 224.566

Railroad earns, for year ending June 30, 1899, gross, $1,634,842; net, $493,644; divs. received, $120,536; rental to Ga. RR. & B. Co., $600,000. In 1897-8, gross, $1,616,146; net, $393,028.—V. 69, p. 591; V. 70, p. 125.)

Georgia Southern & Florida Ry.—*(See Map of Southern Ry.)*—Owns from Macon, Ga., to Palatka, Fla., 285 miles.

HISTORY.—A reorganization of the Georgia S. & F. *Railroad*, sold in foreclosure April 2, '95. (Per plan in V. 60, p. 928; see also V. 59, p. 551.

DIVIDENDS.—On 1st pref. 1896, 4 p. c.; 1897, 5; 1898, 5; 1899, 5 p. c. On 2d pref. in 1897, 2 p. c.; in 1898, 3 p. c.; in 1899, 3 p. c.

BONDS.—Abstract of 1st mortgage of 1895 was in V. 61, p. 429. The mortgage is for $4,000,000 and covers all of the property and franchises and provides also that the $684,000 *first preferred stock* authorized shall constitute a lien upon the same second only to the bonds and coupons. The unissued firsts are reserved for old claims, car trusts and for improvements. On July 1, 1899, equipment notes, $5,147.

LATEST EARNINGS.—5 mos., July 1 to Nov. 30. 1899-0..Gross, $481,597; net, $149,917
1898-9..Gross, 405,251; net, 125,413

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 was in V. 69, p. 902, showing gross, $953,798; net, $258,083; other income, $3,302; interest on bonds, $181,250; balance for div., $80,135. In 1897-8, gross earnings, $949,628; net, $295,574.

OFFICERS.—President, Samuel Spencer, N. Y.—(V. 69, p. 902.)

Gettysburg & Harrisburg RR.—Carlisle to Gettysburg, Pa., 32 miles; branch to Round Top, Pa., 3 miles. The Reading Company owns $535,000 of the $600,000 capital stock and has deposited it as part security for its general mortgage of 1896. For year 1897-98, gross, $109,025; net, $27,970; other income, $650; deductions, $32,056.

Gila Valley Globe & Northern Ry.—Bowie, Ariz., to Globe, 125 miles. Road was opened in 1894 (48 miles) and completed Feb., 1899. In Sept. 1899, extension from Globe to Pinto Creek, 10 miles, was reported to be proposed. Stock, $2,000,000, all outstanding; par, $100. Of the bonds, limited to $15,000 per mile ($1,514,000 outstanding), $1,470,000 are guaranteed, principal and interest, by the Southern Pacific Co. (Metropolitan Trust Co., N. Y., trustee.) V. 69, p. 27. See form of guaranty in V. 68, p. 232. For eleven months ending Nov. 30, 1899, gross, $365,598; net, $243,619. Interest charge is $75,700. President, William Garland, Sec. and Treas., A. C. Laird, Los Angeles, Cal.—V. 69, p. 27.

Gouverneur & Oswegatchie RR.—Owns from Gouverneur to Edwards, N. Y., 13 miles. Stock, $350,000, all owned by N. Y. Cent. —which guarantees the bonds. See V. 55, p. 810 and V. 56, p. 501.

Grand Rapids Belding & Saginaw RR.—Freeport to Belding, Mich., 29½ miles, of which Lowell to Belding, 17 miles, completed late in 1899, remainder of line being Lowell & Hastings RR., acquired in May, 1899. Leased from Jan. 1, 1900, to Pere Marquette RR.—V. 70, p. 39; V. 68, p. 1024.

Grand Rapids & Indiana Ry.—*(See Map of Pennsylvania RR.)*—Owns from Fort Wayne, Ind., to Mackinaw City, 367 miles Manistee Branch, 19; other branches, 48 miles; total owned, 434 miles; operates the following roads but has not assumed the old company's leases thereof: Cincinnati Richmond & Fort Wayne RR., 86 m; Traverse City RR., 26 m.; Muskegon Grand Rapids & Indiana RR., 37 m.

HISTORY.—Successor Aug. 1, 1896, of Grand Rapids & Indiana *Railroad*, foreclosed under second mortgage per **plan** in V. 63, p. 153.

STOCK.—Stock, $6,000,000, of which Penn RR. Co. owns $2,644,540.

BONDS.—The first mortgage land grant bonds extended at 4½ per cent are endorsed with the guaranty of the Pennsylvania RR. Co. to purchase the coupons as they mature, and the bond itself at maturity. They have no lien on land grant. See guaranty V. 56, p. 649. The $920,000 first mortgage 7 per cent land grant bonds due Oct. 1, 1899, were extended at 3½ per cent.—V. 69, p. 1193.

Second mortgage bears interest from Oct. 1, 1897, for two years at 3 p. c. and thereafter at 4 p. c. Of the 2ds $3,687,000 were Jan. 1, 1899, owned by Penn. RR. Real estate mortgages, $150,000.

EARNINGS—585 miles, Jan. 1 to Aug. 31. 1899....Gross, $2,051,410; net, $539,391
1898....Gross, 1,800,698; net, 444,986

REPORT.—Report for 1898 was in V. 68, p. 615. In 1898 carried 1,600,101 tons freight, of which 44 p. c. was lumber, etc., and 10 p.c. coal.

Year end'g Dec. 31.	1898.	1897.	1896.	1895.
Miles operated	434	430	433	436
Gross income	$2,171,717	$1,978,567	$1,899,444	$2,074,341
Net over exp's & taxes	596,622	525,086	304,250	410,116

Interest charge for '98, $390,621; other, $93,081.—V. 69, p. 645, 1193

Grand Trunk Ry. of Canada.—Operates from Quebec, Can., via Montreal, to Chicago, Ill.; also to Portland, Buffalo, Detroit, etc.;

SYSTEM PROPER.

	Miles.
Lines owned	3,088
Leased—partly owned—	
Atlantic & St. Lawrence, Portland, Me., to Island Pond, Vt...	150
Buffalo & Lake Huron	162
Other lines	105
Total in earnings	3,506

REPORTED SEPARATELY.

Majority Stock Owned.	*Miles.*
Central Vermont¶	470
Chicago & Grand Trunk¶	335
Cincin. Sag. & Mackinaw	53
Entire stock owned.	
Detroit Grand Haven & Mil¶	189
Michigan Air Line	106
Total road	4,656

¶See separate statement this Co.

ORGANIZATION.—A consolidation, in Aug., 1882, of the Grand Trunk and Gt. Western railways. Owns $2,185,800 of the $3,00,000 stock and $1,186,000 of the bonds of the Central Vt. Ry.—V. 68, p. 427, 1076. As to traffic agreement with latter see V. 68, p. 1076.

STOCK, ETC.—The authorized capital on June 30, 1899, was £41,656,364 stock (£40,813,834 issued and £842,530 unissued), advances from the Canadian Government in aid of construction amount to £3,111,500. Perpetual consolidated 4 per cent debenture stock, authorized by Act of 1882 and later Acts, has been issued from time to time to acquire securities of companies consolidated and controlled, amounting Dec. 31, 1898, to £6,868,801, and bearing an annual interest of £375,367.

DIVIDENDS since 1893: Guar., 4% stock—1894-97, nil; Oct., '98, 2%; April, '99, 4%. On 1st preferred, April, 1899, 3 p. c.; Oct., 1%.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last. Dividend.
Grand Trunk Railway—(Concluded)								
3d preference 4 per cent stock, £7,168,055....		....	£100	£7,168,055	.....	....	.....	May, 1884
Debenture stock, £4,270,575.....	3,512	1874	£100	4,270,375	5	J.&J. 14		Irredeemable
Consol. debenture stock (col. trust), cum.....		1874	£100	12,515,678	4	Q.—J.		Irredeemable
2d equipment M. (subject to 1st M. in trust)..c		1869	£100	414,300	6	J. & J.		July 1, 1919
SECURITIES OF LINES CONSOLIDATED WITH **Grand Trunk Ry.**								
Great Western perpetual debenture stock.....c	836½	Var.	100	2,723,080	5	F. & A.		Irredeemable
Northern Ry. 1st M. sterling 5s, £850,000.. c*		1877	.....	611,100	5	J. & J.	Glyn, Mills, Currie & Co., London.	July 1, 1902
3d preference A & B bonds.....c	490¾	1868	.....	15,900	6	A. & O.		Irredeemable
Debenture stock, 4 p. c., perpetual, £425,850.		1884	.....	347,990	4	F. & A.		Irredeemable
Grand Tr. Geo. Bay & L. E. 1st M., £310,200.c*&r	189¾	1883	£100 &c	187,500	5	F. & A.		Aug. 1. 1903
Midland of Canada 1st M., sectional, £525,000.c	455	1878	£100	458,600	5	M. & N.		May 1, 1908
Consol. 1st M., £3,164,700..... c		1882	£100	1,072,100	5	J. & J.		Jan. 1, 1912
Montreal & Champlain Junc. 1st M., £172,600..	62	1882	£100 &c	101,100	5	J. & J.		Jan. 1, 1902
Wellington Grey & Bruce 1st M.. £532,000.....c	168¼	1874	£100	99,400	Varies.	J. & J.	N.Y.Bk.of Com.&Lond.	July 1, 1901
Gt. Northern—Stock, to be $100,000,000. See text	....	....	$100	89,409,700	7	Q.—F.	N. Y. Office, 27 Pine St.	Feb. 1 '00, 1¾%
St. Paul Minn. & Man.—Stock, orig. $20,000,000.	....	....	100	c472,200	6	Q.—F.	do do	Nov. 1, '99, 1½
St. P. M. & M. 2d (now 1st M.) g. does not cov. l'ds) c*	624	1879	1,000	8,000,000	6 g.	A. & O.	New York and London.	Oct. 1, 1909
Dakota Extension 1st M., gold.....c*	1,221	1880	1,000	5,676,000	6 g.	M. & N.	New York, 27 Pine St.	Nov. 1, 1910
Consol. M. for $50,000,000 (now 1st M. on lands) gold.	2,655	1883	1,000	13,344,000	6 g.	J. & J.	do do	July 1, 1933
	2,655	1883	1,000	21,557,000	4½g.	J. & J.	do do	July 1, 1933
Montana Exten. 1st M. ($25,000 p. m.), gold. c*&r	420	1887	1,000&c	a7,907,000	4 g.	J. & D.	do do	June 1, 1937
Pacific Extension M. £6,000,000, gold Ce..c*&r	819	1890	£100 &c	b£3,000,000	4 g.	J. & J.	N.Y.&Lon., Baring Bros	July 1, 1940
Minneap. Un.RR. 1st M., g., gu. ($650,000 are 5s). c*	....	1882	$1,000	$2,800,000	5 & 6 g.	J. & J.	New York, 27 Pine St.	July 1, 1922
East of Minn. 1st M. ($50,000 p. m.), g., gu..c*&r	72	1888	1,000&c	4,700,000	5 g.	A. & O.	N.Y. 27 Pine; Bos., Lee, H	Apr. 1, 1908
No. Div. mort., $15,000,000, gold, guar....c*&r	299	1898	1,000&c	d5,000,000	4 g.	A. & O.	do do	1928-1948.
Montana Cen. 1st M., g. ($6,000,000 are 6s) gu. c&r	256	1887	1,000&c	9,300,000	5 & 6 g.	J. & J.	New York, 27 Pine St.	July 1, 1937
Willmar & Sioux Falls 1st M., g., gu. p.&l. (end) c*&r	205	1888	1,000	3,646,000	5 g.	J. & D.	do do	June 1, 1938
Minneapolis Western 1st mort., gold, guar.....c*	....	....	1,000	500,000	5 g.	J. & J.	N.Y.&Lon., Baring Bros	July 1, 1911
Duluth Superior & West. car trusts, assumed....	....	....	.....	205,616	.....	.....	.....	To Feb. 1, 1906

a $11,502,000 additional pledged for Pacific Extension bonds of 1890. **c** Great Northern in 1899 acquired all except $472,200 of the $20,000,000 stock of St. P. Minn & Manitoba. **b** £3,000,000 additional held by Great Nor. Ry. Co. **d** Subject to call after April 1, 1928.

For six months ending June 30, 1899, gross, £1,983,217; net, £684,973; rentals, £73,174; int. on bonds and deb. stock, £578,600; div. (2 p. c.) on guar. stock, £104,396; div. (1 p. c.) on 1st pref. stock, £34,168; bal., sur., £2,053.

REPORT.—Statement for 1898 was in V. 68, p. 376.

Years ending Dec. 31.	1898.	1897.	1896.
Gross earnings	*£4,012,314	£3,969,642	£3,787,285
Transportation expenses	2,671,883	2,597,372	2,681,879
Net earnings	£1,340,431	£1,372,270	£1,105,406
Total net income	£1,548,932	£1,574,631	£1,287,079
Rentals	146,349	146,349	146,350
Interest on b'ds and deb. stk.	1,038,153	1,028,510	1,004,649
Dividend on guar. stock..(4%)	208,792	.....	.....
Do on 1st pref. stock.(3%)	102,504	.....	.....
Balance	sr.£53,134	sr.£399,771	sr.£136,080

* After deducting £171,602 for tolls, traffic advances, etc.

President, Sir C. Rivers Wilson, London.—V. 69. p. 384, 439, 905.

Great Northern Ry.—*(See Map.)*—Operates a low-grade trunk line extending from St. Paul, Minn., across the great wheat belt of the Red River Valley and across the State of Montana, tapping its silver and copper mining district, to the Pacific Coast at Spokane, Wash., Portland, Ore., Westminster, British Columbia, etc. From Duluth, the head of navigation on the Great Lakes, the steamers of the Northern Steam, ship Co. (whose $1,500,000 stock is owned) run east to Buffalo, N. Y.

Lines leased and operated—	
St. Paul Minn. & Man. Ry., St. Paul to Lowell, Wash.	1,790
Branches in Minnesota, the Dakotas and Montana	2,026
Trackage to Spokane, etc....	10
Eastern Ry. of Minnesota— Fosston to Cass Lake.....	60
Park Rap & Leech Lake Ry.— Park Rapids to Cass Lake	49
Owned, unbonded—	
Seattle & Montana RR.— Seattle to Westminster.....	159
Total operated directly	4,094
Stock owned—oper. separately—	
Willmar & Sioux Falls— Willmar to Yankton, S. D..	205
Duluth Watertown & Pacific— Watertown to Huron, Dak.	70
Stock owned—oper. separately—(Concluded)—	
Eastern Ry. of Minn.—	
Minneapolis Un. Ry., etc...	12
Hinckley to Duluth.....	72
Hinckley to Fridley	65
New Dul. to Cass Lake..	140
Missis., Minn., to Hibbing	49
Nomadji Junc. to Cloquet..	28
Montana Central—	
Great Falls to Butte, etc...	261
Spokane Falls & Northern...	218
Total road July, 1899....	5,214
2d and 3d track and sidings.	806
East Minn. Ry.—	
Brook Pk. to Coon Creek Jc.	57
Willmar & Sioux Falls— Garretson, S. D., to Sioux City, Ia., and O'Neill, Neb.	240

Extension of Gt. North. main line was built in 1898 between Fosston and Duluth, 230 miles. V. 67, p. 28, 796. The Spokane Falls & Northern was acquired in 1898 and taken into the system July 1, 1899. V. 69, p. 959; V. 67, p. 30, 179, 797. The Duluth Miss. River & Northern, etc., was purchased in 1899, possession being taken May 1. See V. 68, p. 187, 822, 976. In Sept., 1899, it was reported that an extension was purposed of the Eastern Minnesota line from Milaca, north about 100 miles, to connect with the Dul. Miss. Riv. & Nor.; also a cut off between Libbey Creek and Kalispell, Mont., to extend from Batavia along Libbey Creek to Libbey, about 75 miles.

STOCK, LEASES, ETC.—This corporation in February, 1890, leased the St. Paul Minneapolis & Manitoba for 999 years, assuming its funded debt and guaranteeing 6 p.c. per annum in gold on its $20,000,000 stock.

In 1898 $25,000,000 new Great Nor. preferred, raising the total capital stock to $50,000,000, was offered to stockholders, $15,000,000 of this being sold at par to provide for retirement of $15,000,000 col. tr. 4s of 1892, called for redemption Sept. 1, 1898, and $10,000,000 being exchanged for the $12,500,000 stock of the Seattle & Montana RR., which in June, 1898, had been declared distributable as a 50 per cent dividend.—V. 66, p. 1044, 1188; V. 67, p. 796.

In October, 1898, the stockholders surrendered the right to issue $20,000,000 common stock in addition to the $50,000,000 preferred then outstanding, and made all the stock "of a single class, with uniform rights and privileges." Also authorized the purchase of the $20,000,000 of guaranteed 6 per cent stock of the St. Paul Minneapolis & Manitoba, on the basis of $125 Great Northern stock for each $100 Manitoba stock, thus increasing the Great Northern stock to $75,000,000. In Jan., 1900, $24,409,700 of the increased stock had been issued and leaving not over $472,240 of the Manitoba stock unexchanged.—(V. 68, p. 129; V. 67, p. 1356; V. 67, p. 370, 788, 842.)

In April, 1899, $15,000,000 additional preferred, raising total to $90,000,000, was offered to stockholders at par, to acquire all the bonds, debentures and stock of the Spokane Falls & Nor. Ry., Nelson & Ft. Sheppard Ry, Columbia & Red Mtn. Ry. and Red Mtn. Ry., and $7,500,000 new stock of East Ry. of Minn. V. 68, p. 772, 822, 1181.

In Jan., 1900, $9,000,000 additional stock was offered at par to stockholders to acquire $3,500,000 further stock of the East Ry. of Minn. and $5,500,000 stock of the Willmar & Sioux Falls Ry., which amounts are to be used for extensions and improvements of the respective companies. The acquisition by the Willmar & Sioux Falls Ry. will include the Sioux City & Northern and Sioux City & Western railroads. It was also proposed to offer $1,000,000 to employees at par, thus raising the amount to $100,000,000.—V. 70, p. 39.

LANDS.—Land sales in April, 1897, had retired all the 1st mort. bonds and were then applicable to consol mort. of 1883.

Sales for year ending June 30, 1898, were 120,452 acres for $883,145 and 344 town lots for $16,508. The net amount due on land contracts June 30, 1898, was $1,605,626; lands unsold, 1,308,483 acres.

Minneapolis & St. Cloud grant was 476,864 acres; unsold July 1, 1899, 397,730 acres; sales in 1898-99 were 7,965 acres for $38,483.

DIVIDENDS,	1890	1891	1892 to 1896 (inclusive),	'97	'98	'99	'00
Great No. pfd.%	1	4¾	5 p. c. yearly (Q-F.)	5½	6¼	7	¶

¶ In Feb., 1900 1¾ p. c. Also in 1898 50 per cent in Seattle & Montana stock, which was then exchanged for 40 p. c. in Great Northern preferred. V. 66, p. 1044, 1188.

BONDS.—St. P Min. & Man. *consol. mort.* of 1883 is for $50,000,000, of which bonds are reserved to pay prior liens. It is a first lien on the land grant and on 670 miles of railway in Minnesota and a second lien on the remaining 1,873 miles in Minnesota and the Dakotas, the prior liens on which average only $7,300 per mile. V. 64, p. 518. *Montana Extension* mortgage is for $25,000,000 for extensions and for second track. **Abstract** V. 45, p. 342.

Pacific extension mort. £6,000,000 provides for bonds at £6,000 per mile in Montana and £7,000 per mile west of Montana; £3,000,000 of this issue, in addition to those given in the table above, were pledged to secure the Great Northern's collateral trust bonds, but were released upon payment of the latter, called for redemption on Sept. 1, 1898. V. 66, p. 1044, 1188. See **abstract** of mortgage, V. 52, p. 82.

Eastern Railway of Minnesota runs from Hinckley northward 70 miles, to a point near Duluth; the first mortgage covers road, equipment, terminals and elevators. The Northern Div. $15,000,000 mortgage of 1898 provides for extension building from Fosston, Minn., to the head of lake navigation at Duluth, and also for future requirements, including the retirement of the $4,700,000 1st 5s at maturity. They are redeemable at 105 on three months' notice after Apr. 1, 1928. —V. 66, p. 471. *Montana Central* bonds cover several roads. (See adv. CHRON. Dec. 12, 1891.) The Manitoba guarantees these issues, and the Great Northern assumes the guaranty.

The *Willmar & Sioux Falls* bonds are endorsed with joint and several guaranty of the Manitoba and Great Northern companies. Further issues may be made at $17,500 p. m. for additional road. V. 56, p. 247.

Minneapolis Western first mortgage is for $1,000,000. V. 60, p. 835.

GENERAL FINANCES.—The preferred stock was increased in 1898-9 from $25,000,000 to $90,000,000— see above and V. 66, p. 1188; V. 67, p. 370, 788, 842, 1003, 1356. V. 68, p. 772. In 1898-99 received $1,250,000 (10 p. c.), in 1897-8, $500,000 (12 p. c.) and in 1896-7, $600,000 (12 per cent), in dividends on Eastern Ry. of Minn. stock.

Train loads in 1897-98 averaged 316 tons.

EARNINGS.—Great North'n system (incl. St. P. M. & M., East. of Minn. and Montana Central) Jan. 1 to Dec. 31, 1899 (12 months), gross, $26,852,910, against $24,538,499 in 1898.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at St. Paul on the second Thursday in September. Report for 1898-99 was published at length in V. 69, p. 951, 958. See also p. 931.

(1) OPERATIONS GREAT NORTHERN SYSTEM PROPER.

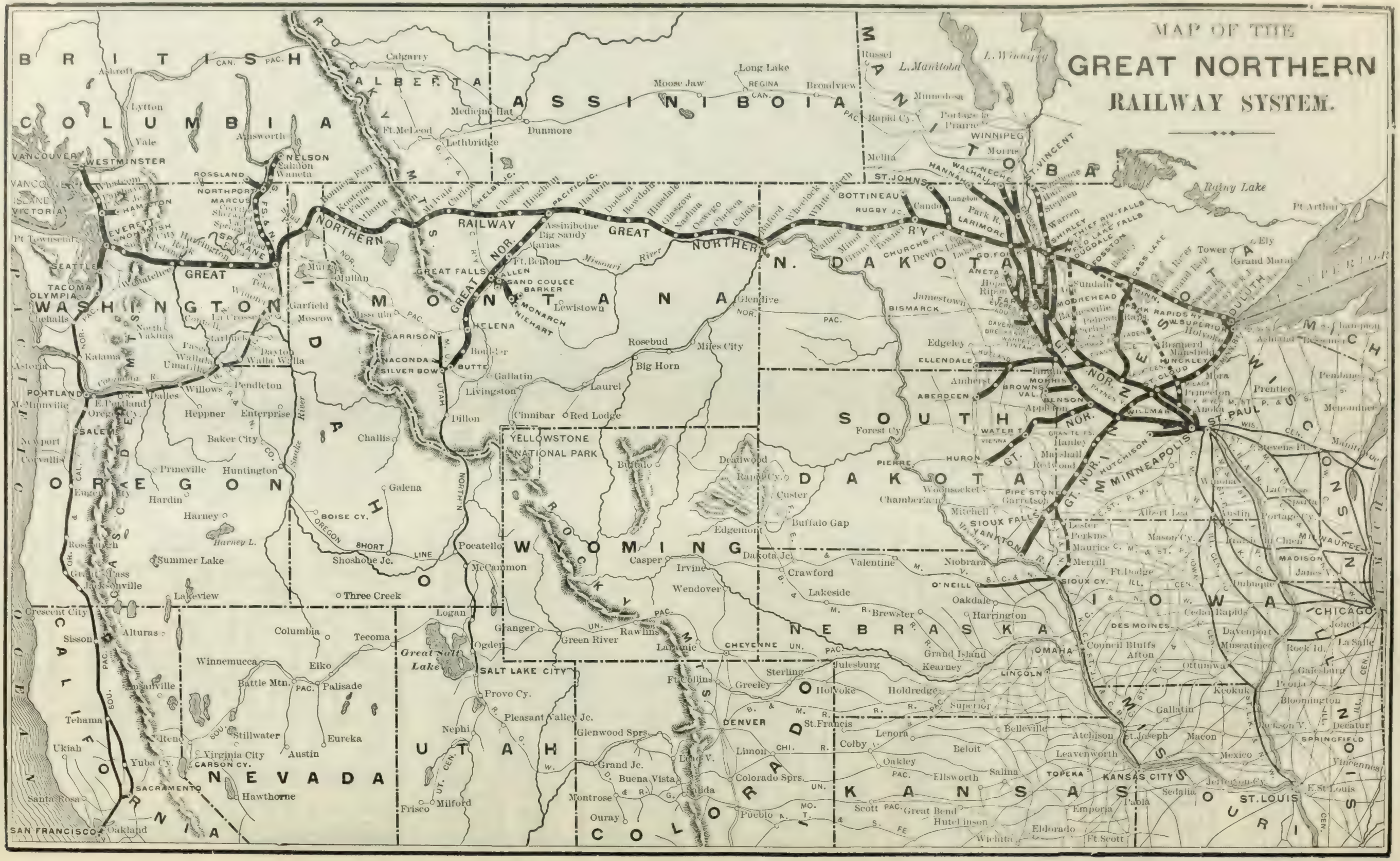
Year end. June 30.	1899.	1898.	1897.
Av. miles operated	4,786	4,466	4,415
Gross earnings	$25,017,903	$22,577,544	$19,436,061
Oper. expenses and taxes...	13,091,361	11,555,645	11,304,520
Net earnings	$11,926,542	$11,021,899	$8,131,541
P. c. of exp. and taxes	52·33	51·18	58·16

(2) GREAT NORTHERN INCOME ACCOUNT.

Year ending June 30.	1899.	1898.	1897.
Net earns. St. P. M. & Man...	$8,902,225	$8,737,166	$6,318,445
Interest on bonds owned.....	105,017	69,418	95,823
Dividends on stocks owned...	2,134,620	1,259,357	1,000,548
Profit on Treas. secur. sold .	68,152	419,844	.....
Rentals of leased lines.....	166,318	164,416	187,256
Interest and exchange.....	56,494	164,359	73,557
Bills receivable.....	3,616	15,919	15,838
Other income.....	139,608	388,151	148,530
Total receipts	$11,576,050	$11,218,630	$7,837,997
Paid rental St. P. M. & Man.	4,137,824	5,396,863	5,380,729
Great Northern dividends..(6¾)	3,851,034	(5)1,500,000	(5)1,250,000
Renewal, etc, funds.....	1,800,000	2,250,000	.....
Balance	sr.$1,787,192	sr.$2,071,767	sr.$1,207,268

(3) OPERATIONS OF WHOLE SYSTEM.

Year end. June 30,'99.	*Gross.*	*Net.*	*Oth. inc.*	*Tot. net inc.*
St. Paul M. & M. Ry.	$19,057,814	$8,902,225	$673,825	$9,576,050
Eastern Ry. of Minn.	3,049,482	1,631,649	252,931	1,884,580
Montana Central Ry.	1,908,164	743,645	22,530	766,175
Will. & Sioux Falls Ry	919,429	606,810	976	607,785
Dul. Water. & Pac. Ry	83,015	42,213	158	42,372
Tot. Ry. sys. proper	$25,017,904	$11,926,542	$950,420	$12,876,962


MAP OF THE
GREAT NORTHERN
RAILWAY SYSTEM.
BRITISH COLUMBIA
ALBERTA
ASSINIBOIA
MANITOBA
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
COLORADO
NEBRASKA
N. DAKOTA
S. DAKOTA
KANSAS
MINNESOTA
IOWA
WISCONSIN
MICH.
ILL.
MISSOURI
GREAT NORTHERN RAILWAY
NOR. PAC.
CAL. & ORE.
SPOKANE FALLS & N.
SEATTLE
TACOMA
OLYMPIA
SPOKANE
EVERETT
PORTLAND
SALEM
ASTORIA
PENDLETON
BAKER CITY
HUNTINGTON
PRINEVILLE
BOISE CY.
SHORT LINE
OREGON
SACRAMENTO
SAN FRANCISCO
OAKLAND
SANTA ROSA
RENO
CARSON CY.
VIRGINIA CITY
AUSTIN
WINNEMUCCA
ELKO
EUREKA
PALISADE
BATTLE MTN.
SALT LAKE CITY
OGDEN
PROVO CY.
NEPHI
MILFORD
GREAT SALT LAKE
GREEN RIVER
ROCK SPRINGS
CHEYENNE
DENVER
PUEBLO
COLORADO SPRS.
GRAND JC.
MONTROSE
OURAY
BUENA VISTA
LEADVILLE
SALIDA
FT. COLLINS
GREELEY
LARAMIE
LIVINGSTON
BOZEMAN
BUTTE
HELENA
GREAT FALLS
MISSOULA
KALISPELL
LEWISTOWN
HAVRE
GLASGOW
WOLF POINT
GLENDIVE
MILES CITY
BILLINGS
BIG HORN
LAUREL
CINNABAR
RED LODGE
DILLON
GALLATIN
BOULDER
ANACONDA
SILVER BOW
GARRISON
MONARCH
NIEHART
SAND COULEE
BARKER
ALLEN
FT. BENTON
CHESTER
CHINOOK
HARLEM
DODSON
ROSEBUD
BIG SANDY
ASSINIBOINE
MARIAS
MISSOURI RIVER
MEDICINE HAT
DUNMORE
LETHBRIDGE
FT. MCLEOD
CALGARRY
LONG LAKE
MOOSE JAW
REGINA
BROADVIEW
SHELBY JC.
PACIFIC JC.
BOUNDARY
KOOTENAI FALLS
TROY
LIBBY
ELEPHANT
CARLTON
ARIVALE
VILNITA
PADEN
BONNERS FERRY
KOOTENAI RIVER
NELSON
CASCADE
ROSSLAND
NORTHPORT
MARCUS
CHAMPION
WESTMINSTER
VANCOUVER
VANCOUVER ISLAND (VICTORIA)
PT. TOWNSEND
WHATCOM
FAIRHAVEN
SEDRO
SNOHOMISH
HADLOCK
PORT ANGELES
PORT TOWNSEND
CHEHALIS
KALAMA
CASTLE ROCK
LA CROSSE
GARFIELD
MOSCOW
PALOUSE
COLFAX
ENDICOTT
TEKOA
WINONA
ASHTON
ST. ANTHONY
MINNEAPOLIS
ST. PAUL
DULUTH
SUPERIOR
ASHLAND
HANCOCK
MENOMINEE
PEMBINE
MARQUETTE
ESCANABA
GRAND RAPIDS
PARK RAPIDS
BRAINERD
LITTLE FALLS
ST. CLOUD
MORA
PRINCETON
ANOKA
WILLMAR
BENSON
APPLETON
MORRIS
BROWNS VAL.
WATERTOWN
VIENNA
GRANITE FS.
HANLEY
MARSHALL
REDWOOD
HURON
PIERRE
WOONSOCKET
CHAMBERLAIN
PIPESTONE
GARRETSON
MITCHELL
SIOUX FALLS
YANKTON
HUTCHINSON
GT. NOR.
NOR. PAC.
C. ST. P. M. & O.
ALBERT LEA
AUSTIN
PORTAGE CY.
MADISON
JANESVILLE
MILWAUKEE
DUBUQUE
CHICAGO
JOLIET
LA SALLE
ROCK ID.
GALESBURG
PEORIA
BLOOMINGTON
DECATUR
SPRINGFIELD
VINCENNES
ST. LOUIS
CEDAR RAPIDS
DAVENPORT
MUSCATINE
KEOKUK
DES MOINES
COUNCIL BLUFFS
AFTON
OTTUMWA
OMAHA
LINCOLN
GRAND ISLAND
KEARNEY
HOLDREGE
HOLYOKE
JULESBURG
STERLING
SUPERIOR
O'NEILL
NIOBRARA
VALENTINE
CRAWFORD
LAKESIDE
BREWSTER
HARRINGTON
OAKDALE
DAKOTA JC.
CASPER
IRVINE
WENDOVER
BUFFALO GAP
EDGEMONT
CUSTER
DEADWOOD
RAPID CY.
FOREST CY.
BUFFALO
WILLISTON
MINOT
VELVA
DEVILS LAKE
CHURCHS FY.
TOWNER
LANGDON
CANDO
ROLLA
RUGBY JC.
BOTTINEAU
ST. JOHNS
HANNAH
WALHALLA
NECHE
ST. VINCENT
MELITA
MORRIS
WINNIPEG
PORTAGE LA PRAIRIE
RAPID CY.
MINNEDOSA
RUSSEL
L. MANITOBA
L. WINNIPEG
RAINY LAKE
PT. ARTHUR
ELY
GRAND MARAIS
SUPERIOR
MISSABE RANGE
VERMILION RANGE
MESABI RANGE
CUYUNA RANGE
THIEF RIV. FALLS
RED LAKE FALLS
CROOKSTON
EAST GRAND FORKS
GRAND FORKS
LARIMORE
PARK R.
CASSELTON
FARGO
MOORHEAD
WAHPETON
ABERCROMBIE
JAMESTOWN
BISMARCK
EDGELEY
ELLENDALE
AMHERST
ABERDEEN
WATERTOWN
SISSETON
WAHPETON
WARREN
SHIELEY
DUGDALE
FOSSTON
CASS LAKE
BEMIDJI
GRAND RAPIDS
HIBBING
VIRGINIA
TOWER
EVELETH
ANETA
CO. FOR
RIPON
HOPE
PAGE
EMERADO
GRAFTON
DAVENPORT
BREKKEN
WINDSOR
TINTAH
HOPPER
WAHPETON
ENDERLIN
LISBON
VALLEY CY.
CASSELTON
MAYVILLE
PORTAL
WESTHOPE
NEWBURG
BOTTINEAU
ROLLA
RUGBY
CANDO
LANGDON
DEVILS LAKE
CHURCHS FY.
TOWNER
MINOT
VELVA
WILLISTON
WHITE EARTH
WHEELOCK
STANLEY
BALFOUR
UNDERWOOD
WASHBURN
GARRISON
NEW SALEM
HEBRON
GLEN ULLIN
HANNOVER
MANDAN
BISMARCK
STEELE
DAWSON
WING
TAPPEN
EDGELEY
ELLENDALE
OAKES
LEONARD
FARGO
MOORHEAD
DILWORTH
GLYNDON
HAWLEY
ULEN
HITTERDAL
FELTON
ADA
CROOKSTON
ERSKINE
FISHER
GRYGLA
ARGYLE
STRANDQUIST
THIEF RIV. FALLS
RED LAKE FALLS
FOSSTON
BAGLEY
CASS LAKE
BEMIDJI
WALKER
PARK RAPIDS
NEVIS
AKELEY
LAPORTE
HUNTLEY
WADENA
VERGAS
PERHAM
DETROIT
FRAZEE
BARNESVILLE
MOORHEAD
DILWORTH
GLYNDON
HAWLEY
ULEN
HITTERDAL
FELTON
ADA
CROOKSTON
ERSKINE
FISHER
GRYGLA
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STRANDQUIST
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BEMIDJI
WALKER
PARK RAPIDS
NEVIS
AKELEY
LAPORTE
HUNTLEY
WADENA
VERGAS
PERHAM
DETROIT
FRAZEE
BARNESVILLE

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST FOR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Green Bay & Western RR.—								
Stock, divs. aft. 2½ p.c. on Class A, deb	....	....	$100	$2,500,000	2½ Fb'00	Feb.	N. Y. of., 40 Wall.	Feb. 1, '00, 2½
Debentures, Class A, incomes, text, non-cum..c*	....	1896	1,000	600,000	2½ Fb'00	Feb.	do do	Feb. 1, '00, 2½
Class B, incomes, after stock, non-cum.....c*	....	1896	1,000	7,000,000	.....	.....	do do	.....
Greene RR. (N. Y.)—Stock	....	....	100	200,000	6	J. & D.	D.L.&W.off.26 Exch. Pl.	Dec, 1899, 3%
First mortgage	8	1872	500	200,000	7	J. & D.	do do	Dec. 1, 1902
Gulf Beaumont & K.C.—1st M., $10,000 p.m., gold.c	75	1893	500	750,000	6 g.	F. & A.	Boston, 12 Pearl St.	Aug. 1, 1913
Gulf & Chicago—Stock	62	....	100	400,000	3½ in '99	.....	Ripley, Miss.	Nov., '99, ½%
Gulf & Interstate Ry. of Texas—1st mortgage, gold.	70	1895	.....	829,000	5 g.	J. & D.	Galveston, Texas.	Dec., 1925
Gulf & Ship Island—1st M., $5,000,000, gold Ma.c	75	1897	100	1,050,000	5 g.	J. & J.	Manhattan Tr. Co., N.Y.	July 1, 1926
Hancock & Calumet—Stock	....	....	100	350,000	See text.	.....	Tr. of Marquette, Mich.	Nov.18,'98,5%
Consol. M. ($400,000) gold, redeemable at 105...	20	1891	1,000	325,000	5 g.	J. & J.	N. Y., Nat. City Bank.	Jan. 1, 1931
Hannibal & St. Joseph—Common	....	....	100	9,168,700	See text.	Dec'ber.	Boston Office.	June 30, 1898
Preferred	....	....	100	5,083,200	See text.	.....	do	See text.
Consol. mortgage, now 1st mortgage.....c*	289	1881	1,000	8,000,000	6	M. & S.	N.Y., Bk.of No.America.	Mch. 1, 1911
Funding notes	....	1894	10,000	90,000	6	.....	.....	Mch. 1, 1911
Harrisb. Portsm'th Mt. Joy & Lanc.—Stock, 7 p. c.gu.	54	....	50	1,182,550	7	J. & J.	Phila., Company's Office	Jan., '00, 3½%
1st mortgage (ext'd in 1883), guar.p.&i.Pa. RR..r	54	1853	500 &c.	700,000	4	J. & J.	do do	July 1, 1913
Hartford & Connecticut Western—Stock	109	....	100	2,708,000	2	F &A.31	Hartford.	Feb., 1899, 1%
1st mortgage	109	1883	1,000	700,000	5	J. & J.	do	July 1, 1908
Hibernia Mine RR.—Stock	4¼	....	100	200,000	6	A. & O.	See Central of N. J.	Oct., '99, 3%
Hocking Valley Ry.—Stock, common, $11,000,000.	....	....	100	9,150,700	.....	.....	.....	.....
Stock, pref., $15,000,000 4 p. c. non-cum	....	....	100	11,453,700	.....	.....	N.Y., J.P. Morgan & Co	Jan., 1900, 1½
Col.&Hock Val.1stM.,ext. in gold. V. 68,p. 428.c*	76	1867	500 &c.	1,401,000	4 g.	A. & O.	do do	Oct. 1, 1948
Col. & Toledo 1st M. (Columbus to Walbridge).c*	118	1875	1,000	2,500,000	7	F. & A.	N. Y., State Trust Co	Aug. 1, 1905
Col. & Toledo 2d M. (Columbus to Walbridge).c*	118	1880	1,000	600,000	7	M. & S.	do do	Sept. 1, 1900
Ohio & West. Va. 1st M. (Logan to Pomeroy)c*..	85	1880	1,000	1,584,000	7	M. & N.	do do	May 1, 1910
Hock. V. 1st consol. mort., $20,000,000, gold. Ce	....	1899	.....	8,200,000	4½g.	J. & J.	Int. from July 1, 1899.	July 1, 1999
Car trust bonds and scrip, s. f., red. at par, gold.	....	1894	1,000	1,911,780	6 g.	Q.—J.	N. Y., Atlantic Trust Co.	Apr. 1, 1904
Hoosac Tunnel & Wilmington—Stock	....	....	100	250,000	2 in 1899	Dec. 31.	.....	Dec.30,'99,2%
1st mortgage, $250,000, gold.....OB	24½	1892	1,000	176,000	5 g.	M. & S.	Bost.,Old Colony Tr.Co.	Sept. 1, 1922

(3) OPERATIONS OF WHOLE SYSTEM.—(CONCLUDED.)

Year end. June 30.'99.	*Gross.*	*Net.*	*Oth. inc.*	*Tot. net inc.*
Minneapolis Union....	$231,501	181,321	31	181,352
Minneapolis Western*	100,126	50,372	*Dr.* 17	50,355
Duluth Terminal.....	33,705	13,500	.....	13,500
SS., coal & expr's cos	2,215,336	565,728	2,367	568,095
Tot. for the system.	$27,598,572	$12,737,463	$952,801	$13,690,264

From this last result ($13,690,264) are payable the total interest charge of all the companies, and the guaranteed dividends on St. Paul Minneapolis & Manitoba stock, a total of $5,466,624, leaving a balance of $8,223,641, from which have been paid dividends aggregating $3,851,034 on the stock of the Great Northern Ry. Co., and $1,800,000 set aside for renewal funds. The balance on the year's operations on this comprehensive basis, is $2,572,607.—(V. 70, p. 39.)

Green Bay & Western Ry.—Road owned from Green Bay, Wis. to Marshland, Wis., 209 miles; branches, 13 m.; trackage to Winona, 4 m

History.—A reorganization June 5, 1896 (per plan in V. 61, p. 471). of the Green Bay Winona & St. Paul, sold in foreclosure May 12, 1896,

Securities.—There are no fixed charges on the property other than taxes, nor can any be placed thereon, or the property be sold or leased without consent of 75 per cent of stock. Class A debentures are entitled to 2½ per cent interest, if earned, then common stock to 2½ p.c., then the two share ratably; but after 5 per cent has been paid on both, class B bonds are entitled to all surplus earnings. See V. 61, p. 471.

Dividend of 2½ p. c. was paid on class A Feb., 1898; on Feb. 15, '99, 2½ p. c. on series A and also first dividend, 1½ p. c., on com. stock; on Feb. 1, 1900, 2½ p. c. on "A" deb. and 2½ p, c. on stock.—V. 70, p. 76.

Earns.—	*Passenger.*	*Freight.*	*Gross.*	*Net.*	*Charges.*	*Bal.,sur.*
1897 8.....	$107,642	$327,527	$446,342	$69,503	.....	.....
1896-7.....	104,883	311,689	419,759	77,945	72,146	5,799

Directors.—S. S. Palmer, Pres.; Mark T. Cox, Sec. and Treas., 40 Wall Street, N.Y.; C. Ledyard Blair, J. A. Jordan, W. J. Hunt. (V. 70, p. 76.)

Greene RR.—Owns road from Chenango Forks to Greene, N. Y., 8 miles. Leased to Delaware Lack. W. for term of charter for 6 per cent on stock and interest on bonds. Capital stock, $200,000; par, $10.

Guayaquil & Quito Ry.—V. 69, p. 595, 1193.

Gulf Beaumont & Kansas City Ry.—Beaumont, Tex., to Newtonville, Tex., and branches, 75 miles. Capital stock $500,000; par $100. 2d M. $750,000 issued, but not outstanding. Earnings.—Year ending June 30, 1899, gross, $240,022; operating expenses (June, 1899, estimated), $137,198; net, $102,824; bond interest, $45,000; other interest charges, $2,817; taxes. $4,967; surplus, $50,040. In Oct., 1899, John H. Kirby, General Manager, purchased the Gulf & Interstate, subject to an option by the minority stockholders.

By special Act of Texas Legislature acquired franchise and property rights of Gulf Beaumont & Great Northern Ry. Road projected to be extended within 9 months (about) 145 miles to Wascom, Tex., to connection with M. K. & T. and V. S. & P. Rys., with which railway companies contracts have been arranged for trackage into Jefferson, Texas, and Shreveport, La., respectively. General office, 12 Pearl St., Boston. In New York see J C. Chew, 68 Broad St.—V. 69, p. 333, 795.

Gulf & Inter-State Railway of Texas.—Port Bolivar, on Galveston Bay, to Beaumont, Texas, 70 miles. Transfer to Galveston is made by boat. Road placed in active operation on Jan. 10, 1898, since which time it has been practically rebuilt. Projected to Red River, Texas, 380 miles. with branch, Winnie to Beaumont, 25 miles; total 405 miles. In Oct, 1899, John H. Kirby, General Manager of the Gulf Beaumont & Kansas City, purchased the road, subject to an option by the minority stockholders. V. 69, p. 795. Bonds, 1st 30-year gold 5s, Improvement & Loan Co. of Galveston, trustee; amount outstanding June 30, 1898, $829,000. Capital stock, as reduced by exchange for bonds in 1898, $71,000.—V. 67, p. 28.

Gulf & Ship Island RR.—Road runs from the Gulf at Gulfport to Seminary, Miss., 93 miles; branch to Handsboro, 4 miles. In Sept., 1899, extension from Hattiesburg to Seminary, 22 miles, included above, was completed, and further extension being made to Jackson, about 63 miles; also Columbia branch, Lumberton to Columbia, Miss., 49 miles. In June, 1899, purchased Laurel & Northwestern, extending from Laurel to a point near Leaf River, 16 miles, and is extending the line 25 miles westerly to a connection with the main line of the Gulf & Ship Island, to form when completed the Laurel branch. All of these extensions will be completed by May 1, 1900, the mileage then to be 250 miles. V. 69, p. 1011.

Capital stock, $1,400,000. Land grant about 150,000 acres. President, J. T. Jones; Treasurer, W. W. Bell; Main office, Gulfport, Miss. For year ending June 30, 1899, gross, $243,395; net, $113,413; income from land sales, etc., $281,150; charges, $52,568; balance, surplus, $341,995. June 30, 1899, car trusts, $63,966.—(V. 69, p. 1011.)

Gurley & Paint Rock Valley RR.—V. 69, p. 955.

Guyandot Valley Ry.—Under construction from Huntington, W. Va., up the Guyandot River, 30 miles, to be completed about Aug. 1, 1900. Said to be controlled by "large money interests." To Jan. 4, 1900, no stock or bonds had been issued. President, J. L. Caldwell, Huntington, W. Va.

Hancock & Calumet RR.—Owns narrow-gauge road Hancock to end of track, Mich., 27 miles; branches, 8 miles; total, 35 miles. Stock $350,000; par $100—$250,000 owned by Mineral Range RR.

Dividends.—In 1892, 2½ p. c.; in 1894, 10 p. c.; in 1895, 10 p. c. in 1896, 5 p. c.; in 1897, Sept., 5 p. c.; in 1898, Nov., 5 p. c. In year 1898-99, gross, $206,063; net, including other income, $12,195; interest, etc., $23,001; dividends, $17,500; bal., surp., $28,306.

Hannibal & St. Joseph RR.—Owns Hannibal, Mo., to St. Joseph, Mo., 206 miles; branches—Cameron to Kansas City, 54 miles; St. Joseph to Atchison, Kan., 22 miles; Palmyra to Quincy, Ill., etc., 15 miles, total operated, 297 miles; of this 8 miles leased and operated jointly with other companies. Owns bridge at Kansas City.

Stock.—Chic. Burl. & Quincy owns $14,245,000 stock. Common is $9,168,700; pref. 7 p. c., non-cum., $5,083,200; par, $100.

Div'd.—	'90.	'91.	'92.	'93.	'94.	'95.	'96.	6 ms.'97.	'97-8.	98-9.
Com., p.c..	0	0	0·7	2·3	2·2	7	0	0	0·95	0·95
Pref., p. c.	abt. 2	6·82	7	7	7	7	6·54	3	7	7

See description of mortgage lien in October, 1896, Supplement, p. 2

Earnings.—For year ending June 30, 1899, gross, $3,008,602; net, $881,987; other income, $3,686; interest, etc., $497,901; dividends, $142,926; balance, surplus for year, $55,154. In 1898-9, gross, $2,949,159; net, $932,360, sur. for dividends, $453,053.

Harriman & Northeastern Ry.—Harriman to Petros, Tenn., 22 miles; completed in 1893. In April, 1899, short spurs being built to coal mines. Stock (l). Bonds, $300,000, 20 year gold 6s, dated Dec. 13, 1895; Central Trust Co., N. Y., trustee. Pres., E. R. Chapman, 80 Broadway, N. Y.; Sec. W. B. Winslow, 253 Broadway, N. Y.

Harrisburg Portsmouth Mt. Joy & Lancaster RR.—Owns from Dillerville, Pa., to Harrisburg, Pa., 36 miles; branch, Middletown, Pa., to Columbia, Pa., 18 miles; total operated, 54 miles. Leased to the Pennsylvania RR. Co. for 999 years from January 1, 1861, the rental being 7 per cent on the stock and interest on the bonds, taxes and expenses of organization. Stock, $1,182,550; par $50.

Hartford & Connecticut Western Ry.—Owns from Hartford Conn., to Rhinecliff, N. Y., 109 miles. Leased till August, 1940, to the Philadelphia Reading & New England (now Central New England), the rental paying charges and 2 per cent per annum on the stock. There are $20,000 Conn. West. RR. 7 per cent bonds due 1900. Of the stock $1,390,100 is owned by lessee.

Hibernia Mine RR.—Owns from Rockaway, N. J., to Hibernia Mines, N. J., 4¼ m. Leased to Cent. of N. J. in 1890 for $12,000 per an.

Hocking Valley Railway—*(See Map.)*—This company owns main line from Pomeroy, O., to Walbridge, O., 250 miles, with trackage (Penn. RR. System) Walbridge to Toledo, 6 miles; branches to Athens, Nelsonville, etc., 73 miles; McArthur Junction to Jackson, 17 miles, 10 miles is electric as well as steam); total, 346 m.; second track, 25 miles. Also owns substantially all the bonds and the entire stock of Wellston & Jackson Belt Ry. (McArthur's Junction, O., to Jackson, O.), 18 miles.

History, &c.—Successor on Feb. 25, 1899, per plan in V. 68, p. 231, to the Columbus Hock. Valley & Toledo Ry., sold under foreclosure Feb. 24, 1899. V. 68, p. 231, 379. The coal lands, from which the bulk of the company's business is derived, aggregate about 20,975 acres, and are covered by the new consol. mortgage. In Dec., 1899, acquired control of the Toledo & Ohio Central Ry., which will be operated separately. See Stock below.

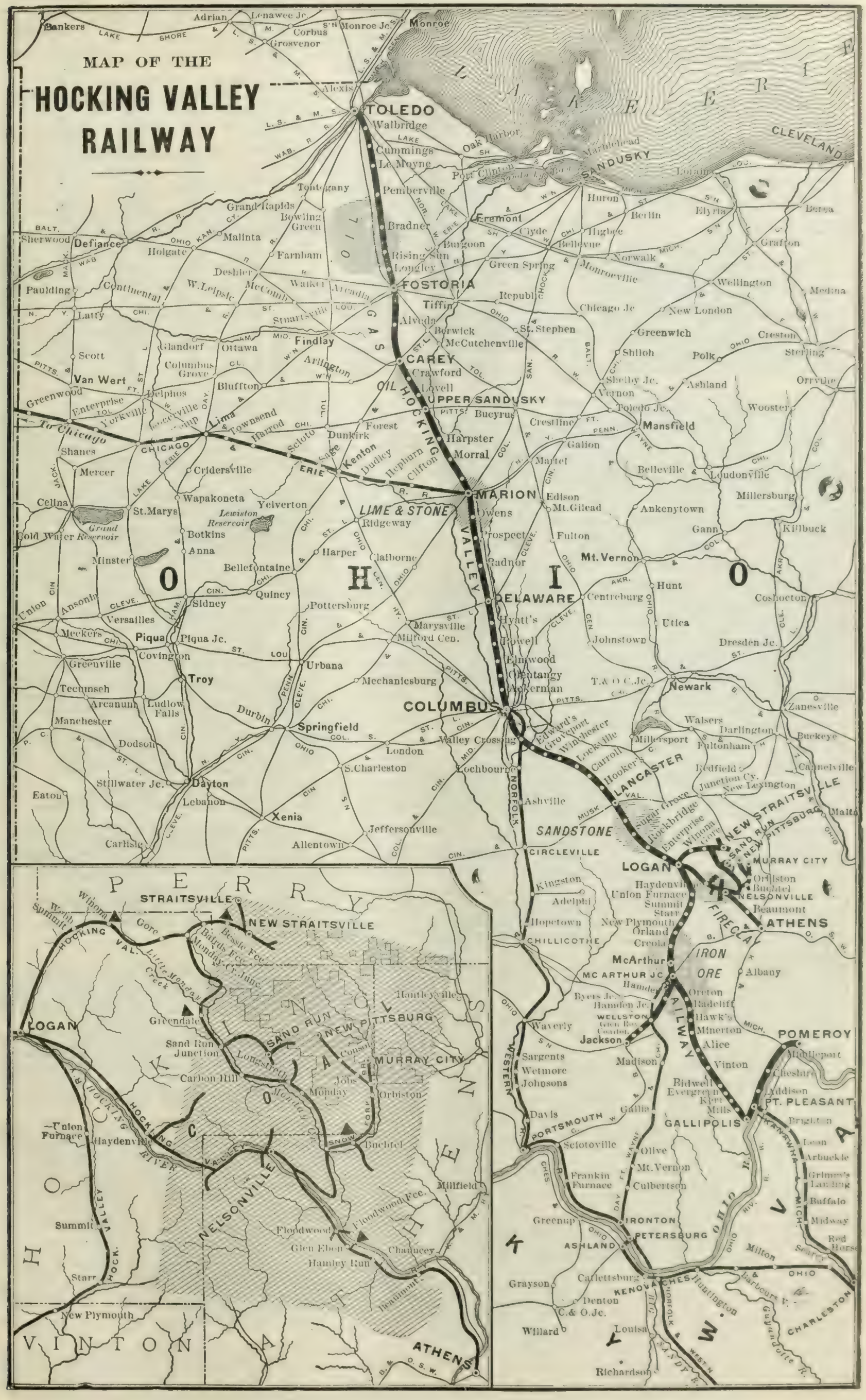
Stock.—Common, $11,000,000, immediate issue not to exceed $6,000,000; preferred stock, 4 p. c. non-cumulative, $15,000,000, immediate issue $10,000,000. There was reserved $5,000,000 each of preferred and common stock to acquire interests in the Tol. & Ohio Cent. and Col. Sand. & H. railways, if practicable or desirable. In Dec., 1899, of this reserved stock there was issued $4,421,600 common and $4,000,000 preferred stock to acquire the entire issue of $8,421,000 Middle States Construction Co. collateral 3 per cent bonds, secured by deposit of $4,080,000 common and $1,812,000 preferred stock of the Tol. & Ohio Cent. Ry. and to be further secured by deposit of $1,815,571 additional T. & O. C. common and $1,896,000 preferred stock as acquired; for these last $1,270,000 of the $4,421,600 common and $1,327,200 of the $4,000,000 preferred Hock. Val. stock are reserved. See further particulars, V. 69, 1345.

The rights of the new preferred stock are as follows:

Preferred stock is to be preferred both as to dividends and assets in case of liquidation and subject to the statutory right of the company to redeem the same at par. After 4 per cent on both common and preferred shall have been paid for any fiscal year, further dividends for such year shall be for the equal benefit of both stocks. Total issue of preferred stock can be increased only with the consent of a majority of the preferred stock given at a meeting and also the consent of the holders of a majority of such part of the common stock as shall be represented at such meeting.

Dividends.—First dividend on preferred, 1½ per cent, paid Jan. 10, 1900.—V. 69, p. 1103.

Bonds.—Consolidated mortgage is for $20,000,000, immediate issue $7,200,000. The new bonds, besides having a lien on the entire property, subject only to $7,155,000 prior bonds, have the benefit of a first lien on all the coal lands (from which the bulk of the business is derived), estimated at 20,974 acres; $7,155,000 consols are reserved to retire the existing bonds (these existing bonds, however, may be ex-


MAP OF THE
HOCKING VALLEY
RAILWAY
L A K E E R I E
TOLEDO
FOSTORIA
CAREY
UPPER SANDUSKY
MARION
DELAWARE
COLUMBUS
SANDUSKY
CLEVELAND
FREMONT
MANSFIELD
Springfield
Dayton
Xenia
Zanesville
Newark
LANCASTER
LOGAN
ATHENS
POMEROY
PT. PLEASANT
GALLIPOLIS
IRONTON
PETERSBURG
ASHLAND
CHARLESTON
CIRCLEVILLE
CHILLICOTHE
PORTSMOUTH
JACKSON
MC ARTHUR JC
NELSONVILLE
MURRAY CITY
NEW STRAITSVILLE
STRAITSVILLE
SANDSTONE
IRON ORE
OIL
GAS
LIME & STONE
VALLEY
HOCKING VAL.
SAND RUN
NEW PITTSBURG
FIRECLAY
KANAWHA
OHIO
KENOVA
WEST VA.
PERRY
HOCKING
MUSKINGUM
VINTON
To Chicago

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Hot Springs—Stock, $600,000, authorized	....	....	$100	$600,000	6	Mch, '99	Mer. L. & Tr. Co., Chic.	Mch., 1899
1st M., $500,000, g,, $28,000 cancelled by s. f.c*	22	1893	1,000	472,000	5 g.	J. & J.	do do	July 1, 1943
Houst. East & West Texas—Stock	....	....	.....	1,920,000	.....	.....	.....	.....
1st mortgage, gold **Un**.....c*	192	1893	1,000	2,700,000	5 g.	M. & N.	New York, Blair & Co.	May 1, 1933
Houst.& Tex.C.RR.—State of Tex. pr. lien 1st 75 m.	75	1870	.....	See text.	6	.....	Houston, Texas.	Annually.
1st M.l.gr.,g.,red.110,int.gu., $1,187,000 pd..c*&r	453	1890	1,000	6,777,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1937
Con.M.,l.g.,g.,red.at 110,int.gu.,$464,000 pd.c*&r	453	1890	1,000	3,455,000	6 g.	A. & O.	do do	Oct. 1, 1912
Gen. M.,gold,int.guar.,end.,$8,000 paid.**Mpc***&r	453	1890	1,000	4,297,000	4 g.	A. & O.	do do	Apr. 1, 1921
Deben., p. and i. gu. So. Pac., end., currency.c*&r	....	1897	1,000	550,000	5	A. & O.	do do	Oct. 1, 1902
New bonds for Waco & N. W	....	1899	.....	(?)	.....	.....	.....	.....
Huntingdon & Broad Top—Common stock	63	....	50	1,371,750	1 in 1897	.....	Phil.Of.,4th&WalnutSt.	Feb. 8,'97, 1%
Preferred stock, 7 per cent, non-cumulative	63	....	50	2,000,000	5½ in '99	F. & A.	do do	Jan 25,'00,3½
1st mort., extended in 1890 (int. only in gold)	63	1854	500	416,000	4 g.	A. & O.	do do	Sept. 30,1920
2d mort., old 7s, extended in 1895, p. & i., gold)	63	1857	500	367,500	4 g.	F. & A.	do do	Feb. 1, 1925
3d mortgage, consol., ext. in gold in 1895.....c*	63	1865	1,000	1,497,000	5 g.	A. & O.	do do	Mch. 31. 1925
Consol. car trust, $68,000 due Oct. 1 yearly	....	1896	1,000	476,000	5	A. & O	Phila.,Merchants'Trust	Oct.1,'00-1906
Hutchi's'n & So.—1st M., g., red.105 aft.1907.**OB**.c*	130	1898	1,000	645,000	5 g.	J. & J.	Atch. off.,59Cedar,N.Y.	Jan. 1, 1928
Illinois Central—Stock	....	....	100	60,000,000	5 in 1899	M. & S.	N.Y., 214 B'way & Lon.	Mar.1,'00,2½%
Leased line 4 per cent stock, guar. (see remarks.)	....	....	100	10,000,000	4	J. & J.	N.Y., 214 B'way & Lon.	Jan., '00, 2%
1st mort. of 1874 for $15,000,000 secures all equally: Sterling bds. old 6s ext. in 1895	706	1875	£200	2,500,000	4 g.	A. & O.	London.	Apr. 1, 1951
Sterl. of '03, £10,000 dr'n yrl.c*		1874	£200	3,300,000	5 g.	A. & O.	London,Morton,C.& Co.	Apr. 1, 1903
Sterling bonds, due 1905		1875	£200	1,000,000	5 g.	J. & D.	do do	Dec. 1, 1905
4s of 1886, due 1951, gold....c*		1886	1,000	1,500,000	4 g.	J. & J.	New York, 214 B'dway.	Jan. 1, 1951
3½s of 1886, due 1951, gold..c*		1886	1,000	2,499,000	3½ g.	J. & J.	do do	Jan. 1, 1951
3s of 1895, due 1951, gold.c*&r		1895	£200	£500,000	3 g.	M. & S.	London.	Mar. 1, 1951
Trust bonds sterl.(secured by Ch. St.L.&N.O.cons.)	....	1886	£200	$5,266,000	3½ g.	J. & J.	London, Baring Bros.	July 1, 1950
1st M.,Sp.Div. ref. m., (V.66, p. 1237) g.**Us**.xc*&r	111	1897	1,000	2,000,000	3½g.	J. & J.	New York, 214 B'dway.	Jan. 1, 1951
1st M., Middle Div.,Otto to Norman Junc. & brs.r	131	1881	1,000	968,000	5	F. & A.	do do	Aug. 1, 1921
Collateral trust bonds, gold, $.....c*&r	857	1888	500 &c.	15,000,000	4 g.	A. & O.	do do	Apr. 1, 1952
Cairo Bridge bonds, gold (see remarks).....c*&r	....	1890	1,000	3,000,000	4 g.	J. & D.	do do	Dec. 1, 1950
Col. trust, $25,000,000, gold, on L. N. O. & T..c*&r	798	1892	500 &c.	25,000,000	4 g.	M. & N.	do do	Nov. 1, 1953

tended at maturity) and $5,645,000 (estimated) for the acquisition of new property and betterments, of which $1,000,000 were sold in Aug., 1899. V. 69, p. 439. Substantially all of the bonds and stock of the Ohio Land & Ry. Co. and the Wellston & Jackson Belt Ry., 18 miles, are deposited under said mortgage. Description of bonds in V. 68, p. 823.

Status of New Company.—The estimated annual fixed charges of the reorganized company are about $750,000 (a reduction of $450,000), subject to further reduction when and as the 7 per cent bonds maturing from 1900 to 1910 are extended at lower rates of interest or replaced by the new 1st consol. 4½s. The net income, as shown by the plan (after making proper allowance for depreciation of equipment and other property), for the years ending June 30 was:

1897-8.	1896-7.	1895-6.	1894-5.
$866.811	$570,678	$932,773	$905,517

The earnings of 1897 were abnormally low owing to competition.

LATEST EARNINGS.—5 mos., July 1 to Nov. 30. 1899-0. Gross, $1,779,331; net, $734,230. 1898-9. Gross, 1,192,411; net, 399,694

The surplus earnings over fixed charges for the four months ended Oct. 31, 1899, were $294,000 and for the half-year ended Dec. 31, 1899, are estimated as $540,000, from which was paid the first dividend on the preferred stock, namely 1½ per cent ($150,000) in Jan., 1900.

ANNUAL REPORT.—Traffic is mostly freight, and 44 per cent of this is bituminous coal. Average train load is large—in 1899, 522 tons.

First report of new Co. for four months ending June 30, 1899, was in V. 69, p. 848, showing: Gross, $1,005,783; net, $332,486, against corresponding period in 1898; other income, $52,054; charges [not including interest on $7,200,000 4½], $177,005; bal., sur., $207,535.

Year ending Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings	$2,756,552	$2,580,467	$2,505,611	$2,676,421

Pres., N. Monsarrat; Sec. and Treas., W. N. Cott; General Counsel; J. H. Hoyt; Asst. Sec. and Treas., A. H. Gillard.—(V. 70, p. 76.)

Hoosac Tunnel & Wilmington RR.—NARROW GAUGE.—Owns road from Hoosac Tunnel, Mass., to Wilmington, Vt., 24½ miles. Bills payable June 30, 1898, $77,641. Bonds in treasury, $74,000 Earnings for year 1897-98, gross, $54,569; net, $21,185; charges $14,066; dividends (2 p. c.), $5,000. In 1894-95 dividends, 1 p. c.; in 1896, 1 p. c.; in 1897 to 1899, inclusive, 2 p. c. yearly.

Hot Springs RR.—Road from Malvern to Hot Springs, Ark., 22 miles, opened in 1875. Mortgage trustee, Merchants' L. & T. Co., Chicago. Year ending Dec. 31, 1898, gross, $157,902; net, $48,629; interest, $23,800; bal., sur., $24,829. Accumulated surplus used in paying dividend for 1898. In 1897 gross, $140,055.

Houston East & West Texas Ry.—Owns from Houston, Texas, to Sabine River at Logansport, 192 miles, where it connects with the Houston & Shreveport RR., Logansport to Shreveport, 40 miles, forming a direct line from Houston, Tex., to Shreveport, La., 232 miles. In Apr., 1899, an act was passed providing for the consolidation of the H. E. & W. Tex. Ry. & Houston & Shreveport RR.—V. 68, p. 823.

BONDS, ETC.—Reorganized in August, 1896, without foreclosure. Bonds reduced from $3,840,000 to $2,112,000; authorized issue limited to $3,000,000; $888,000 bonds were reserved for betterments, improvements, etc. Stock outstanding, $1,920,000.

LATEST EARNINGS.—Six months ending Dec. 31:

6 *months*—	*Gross.*	*Net.*	*Taxes, etc.*	*Interest.*	*Bal., sur.*
1898	$369,585	$154,298	$7,385	$67,500	$79,312
1897	361,037	118,316	8,162	59,781	50,373

REPORT in V. 65, p. 822. For year 1897-98, gross, $631,842; net, $179,587; taxes, $16,592; balance for interest, $162,995. Interest charge, $123,402. In 1896-7, gross, $571,150; net, $136,833; taxes, $15,637. Fiscal agent, Blair & Co., N. Y. (V. 65, p. 1140; V. 68, p. 823).

Houston & Texas Central *Railroad.—(See Map of Southern Pacific)*—Owns from Houston, Texas, to Denison, Texas, 338 miles,, Hempstead, Tex., to Austin, Texas, 114 miles; Bremond to Ross, Tex., 54 miles (former Waco & Northwestern acquired in July, 1898); total owned, 453 miles. Also operates Fort Worth & New Orl. Ry., Garrett to Ft. Worth, 40 m,; Cent. Tex. & N.W., 12 m.; Austin & N.W., 107; other, 4 m.

In May, 1899, the Governor signed the bill allowing the Co. to absorb the Central Texas & Northwestern, Fort Worth & New Orleans, Lancaster Tap, Austin & N.W. and the Granite Mt. & Marble Falls City now parts of the Southern Pacific system, a total of 171 miles, and to build from the Austin & Northwestern north to Lampasas; also to issue additional bonds in place of bonds of old roads. V. 68, p. 1024.

HISTORY.—Successor April 11, 1893, to a *railway* company foreclosed Sept. 8, 1888. Reorganization plan V. 45, p. 792, 820. Consolidation with Texas Central has been proposed. Waco & Northwestern was acquired in July, 1898, for $1,529,000, but what securities will be issued therefor not determined See also above.

BONDS.—The bonds are being gradually reduced with proceeds of land sales. The *first mortgage* was for $8,634,000, of which $570,000 reserved against claim of State of Texas upon 75 miles of the road.

The Southern Pacific Company guarantees interest on *all* the bonds and both principal and int. of *debentures* of 1897. The *first mortgage* bonds and the *consolidated mortgage* bonds may be called for redemption at 110 with proceeds of land sales. See full *abstracts* of all the mortgages in V. 52, p. 242. Of the $5,068,000 consolidated 6s authorized $1,149,000 (not included in the amount outstanding above) are held as part security for the general 4s. Stock, $10,000,000, of which the So. Pacific Co. owns $9,598,000; par, $100. As to school fund claim for $673,100, see V. 64, p. 1137; V. 66, p. 471. Appeal taken.

LANDS.—The lands June 30, 1897, consisted for first mortgage of 2,210,144 acres; consol. mortgage, 1,465,958 acres; general mortgage, 12,996 acres. Deferred payments were: For 1st mort., $194,288; consol. mortgage, $160,998; general mort., $1.158. V. 65, p. 869.

LATEST EARNINGS—2 mos., July 1 to Aug. 31. 1898-9....Gross, $519,328; net, $90,769. 1897-8....Gross, 467,687; net, 133,600

Fiscal year changed to end June 30. Report for 1897-98 in V. 67, p. 1260. In 1898-9, gross, $3,805,626; net, $1,391,625; other income, $700; total charges, $924,422; balance, surplus, $467,902. In 1897-8, gross, $3,164,530; net, $1,036,976.—(V. 69, p. 284, 955.)

Huntingdon & Broad Top Mt. RR. & Coal Co.—Owns from Huntingdon, Pa., to Mount Dallas, Pa., 45 miles; branches, 18 miles.

DIV—	88.	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99	1900.
On com.	0	0	0	2	4	5	5	4½	4	1	0	0	....
On pref.	5	5	5½	7	7	7	7	7	7	6	5	5½	Jan., 3½

ANNUAL REPORT.—Report for 1898 was given in V. 68, p. 326.

	Gross.	*Net.*	*Interest.*	*Divid'nds.*	*Balance.*
1898	$506,747	$230,814	$107,260	$99,523	sur. $24,031
1897	509,540	244,025	106,655	134,020	sur. 3,350
1896	583,362	299,212	106,190	181,151	sur. 11,871

—(V. 66, p. 288, **331**; V. 68, p. **326**; V. 69, p. 905.)

Hutchinson & Southern Ry.—From Hutchinson, Kan., to Cross, O. T., 145 miles. 1st mort. 5s subject to call after 10 years to be issued at not exceeding $5,000 per mile of completed road up to 150 m. Stock is $2,580,000; par $100. In Nov., 1899, the Atch. Top. & Santa Fe acquired the entire $2,580,000 stock, the bonds remaining undisturbed.—V. 68, p. 371; V. 69, p. 955.

Illinois Central RR.—(*See Map.*)—ROAD.—Operates from Chicago Ill., southerly to New Orleans, La., 912 miles, and westerly to Sioux City, Ia., 509 miles, with numerous branches. Its road, clearly shown on the accompanying map, is made up as follows: (¶ which see.)

Road owned in fee.	*Miles.*	*Leased.*	*Miles.*
Chicago to Cairo, Ill., Main stem. Centralia, Ill., to East Dubuque, Ia	706	Louisv. Br. from L. & N.	46
Dubuque & Sioux City ¶	600	Chicago & Texas (Sept.'97	80
Leased.—Control owned.		Total system June 30, '99	4,648
Chicago St. L. & N. O. RR.		*Of which earns. kept separate—*	
Cairo, Ill., to New Orleans	547	Yazoo & Miss. Vall. RR	969
Line to Louisville, etc. (C. O. & S. W. & br'ches)	396	Total included in earns. July 1, 1899	3,679
Evansv. Line (Ohio Val. RR.	139	St. Louis Ind. & Eastern—	
Mem., Ten., to Grenada, Miss.	100	Switz City to Effingh'm, Ill.	90
Yazoo & Mississippi Val. RR.		Springfield to Glen Carbon	102
¶Memphis to N. O. and brs.	969	Ft. Dodge, Ia, to Co. Bluffs	130
St. Louis Alton & Terre H.¶	239		
Entire stock owned.			
Branches	827		

The Illinois Central earnings have never included the results on the bulk of the Yazoo & Mississippi Valley Ry. (these being reported separately (as below), and on July 1, 1898, the 140 miles which had been included were omitted, reducing the mileage included in the earnings of the Illinois Central to 3,668 miles. See V. 67, p. 581. Mileage July 1, 1899, as above.

On Dec. 1, 1899, took over portion of St. Louis Peoria & Northern Ry. from Springfield to Glen Carbon, 85 miles, with trackage to St. Louis, 17 miles, this furnishing the direct line desired from Chicago to St. Louis. V. 69, p. 1148. The Fort Dodge & Omaha RR. extension, Tara Station, near Fort Dodge, Ia., to Council Bluffs, Ia., 130 miles, was operated from Dec., 1899. V. 69, p. 1011, 1301. In Jan., 1900, branch of Yazoo & Miss. Val. from Leland, Miss., 18 miles, towards Murphy, reported almost completed.

HISTORY, LEASES, &C.—Chartered in December, 1850. The company pays to the State of Illinois 7 per cent (in 1899, $667,423) of gross of the 706 miles owned in fee yearly in lieu of taxes. The Chicago St. L. & N. O. is leased for 400 years from July 1, 1882, at 4 per cent per annum on its $10,000,000 stock deposited to secure the *leased line stock.*

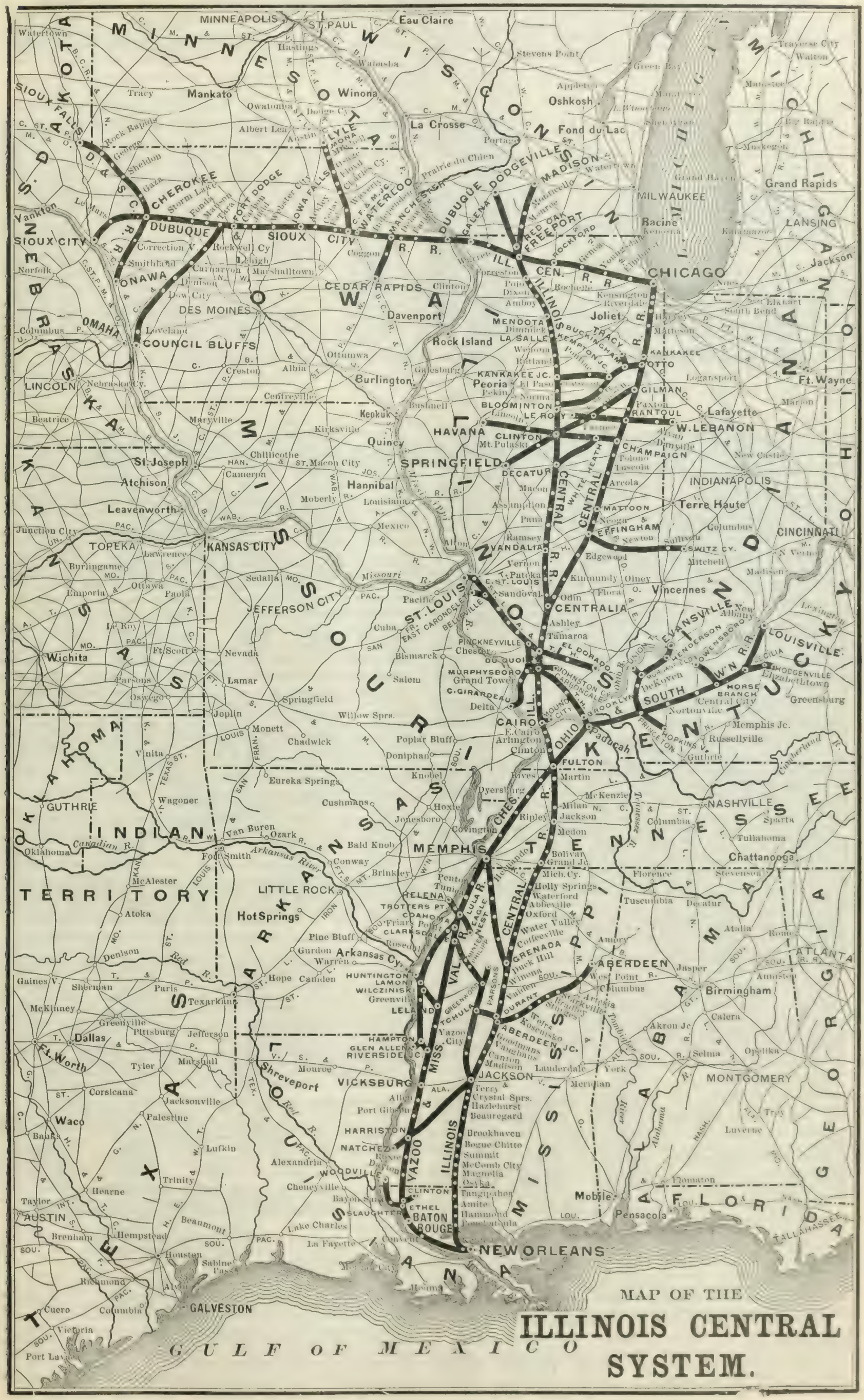
In 1892 practically all the stock and bonds of the Louisv. New Orleans & Texas were acquired, and the company merged in the Yazoo & Mississippi Valley. A lease of the St. Louis Alton & Terre Haute system was taken in April, 1896. V. 62, p. 636, 684. In May, 1897, the Chesapeake Ohio & Southwestern and allied lines were merged in the Chicago St. Louis & New Orleans, forming the Louisville Division.

CAPITAL STOCK.—The *leased line stock* is secured by deposit of $10,000,000 Chicago St. Louis & New Orleans stock, and in case of default for sixty days in the payment of any semi-annual dividend of 2 per cent, the stockholder is entitled to his share of the stock pledged.

Authorized capital stock increased from $50,000,000 to $60,000,000 in November, 1895; of the $10,000,000 increased stock $2,500,000 was issued at once and $7,500,000 in July, 1899. V. 69, p. 594, 645.

DIVIDENDS. Common stock.	1885.	'86.	'87.	'88.	'89.	'90.	'91 to Mar., '00, incl.
	8 p.c.	7½	7	7	5½	6	5 p. c. yearly.

BONDS.—Main Line $15,000,000 mortgage of 1874 covers property described in V. 63, p. 76. *Cairo bridge* bonds are secured by deposit of a like amount of Chicago St. Louis & New Orleans 1st M. Cairo Bridge 5s. The rental for the bridge is $180,000 in gold annually, of which $30,000 goes to a contingent and sinking fund till 1902, then $20,000 to regular sinking fund. See adv. in CHRONICLE, May 7, 1899


MINNEAPOLIS
ST. PAUL
Eau Claire
Watertown
Hastings
Stevens Point
Traverse City
Walton
Tracy
Mankato
Winona
Wabasha
Oshkosh
Owatonna
Dodge Ctr.
La Crosse
Albert Lea
Austin
Fond du Lac
Portage
Rock Rapids
George
Sheldon
Gaza
Storm Lake
Fonda
Madson
Tara
Carbon
Jnld
Webster City
Ackley
Cedar
Iowa Falls
Lyle
Mona
Prairie du Chien
Waterloo
Manchester
Dubuque
Dodgeville
Madison
Watertown
Grand Rapids
Milwaukee
Racine
Kenosha
Lansing
Vankton
Le Mars
Cherokee
Fort Dodge
Sioux City
Dubuque & Sioux City R. R.
Correction
Rockwell Cy
Lehigh
Coggon
Galena
Red Oak
Freeport
Rockford
Genoa
Elmhurst
Chicago
Norfolk
Smithland
Carnarvon
Marshalltown
Onawa
Denison
Dow City
Cedar Rapids
Clinton
Ill. Cen. R. R.
Polo
Dixon
Amboy
Rochelle
Kensington
Riverdale
Elkhart
South Bend
Des Moines
Davenport
Mendota
Joliet
Buckingham
Kempton Jc.
Tracy
Kankakee
Otto
Omaha
Loveland
Council Bluffs
Rock Island
La Salle
Ottumwa
Creston
Albia
Galesburg
Kankakee Jc.
Peoria
Logansport
Ft. Wayne
Columbus
Lincoln
Nebraska Cy.
Centreville
Burlington
Gilman
Bushnell
Keokuk
Bloomington
Le Roy
Paxton
Rantoul
Lafayette
Beatrice
Maryville
Kirksville
Havana
Clinton
W. Lebanon
Quincy
Champaign
Chillicothe
St. Joseph
Cameron
Macon City
Springfield
Decatur
Atchison
Hannibal
Moberly
Louisiana
Arcola
Indianapolis
Leavenworth
Assumption
Terre Haute
Junction City
Topeka
Kansas City
Lawrence
Pana
Mattoon
Effingham
Columbus
Cincinnati
Burlingame
Ottawa
Emporia
Paola
Sedalia
Missouri R.
Ramsey
Vandalia R. H.
Vernon
T. Patoka
E. St. Louis
Sandoval
Edgewood
Switz Cy.
Mitchell
Madison
Kinmundy
Olney
Flora
Vincennes
Jefferson City
Pacific
Odin
Centralia
Le Roy
Cuba
Ashley
Tamaroa
Wichita
Ft. Scott
Nevada
Bismarck
Pinckneyville
Chester
Du Quoin
Eldorado
Evansville
Henderson
Owensboro
Louisville
Parsons
Lamar
Salem
Murphysboro
Grand Tower
Johnston City
Carbondale
DeKoven
Shawneetown
Springfield
Joplin
Delta
C. Girardeau
Cairo
Willow Sprs.
Monett
Chadwick
E. Cairo
Arlington
Clinton
Poplar Bluff
Doniphan
Ohio
Paducah
Fulton
Memphis Jc.
Russellville
Guthrie
Eureka Springs
Knobel
Dyersburg
Martin
Cushmans
Hoxie
Jonesboro
Ripley
Milan
Jackson
McKenzie
Nashville
Wagoner
Van Buren
Ozark
Bald Knob
Memphis
Covington
Medon
Columbia
Sparta
Indian Territory
Oklahoma
Canadian R.
Fort Smith
Arkansas River
Conway
Brinkley
Bolivar
Grand Jc.
Tullahoma
Chattanooga
McAlester
Little Rock
Mich. Cy.
Holly Springs
Waterford
Florence
Stevenson
Atoka
Hot Springs
Helena
Trotters Pt.
Abbeville
Oxford
Water Valley
Tuscumbia
Decatur
Pine Bluff
Coahoma
Friars Pt.
Clarksdale
Coffeeville
Grenada
Duck Hill
Amory
Atalla
Rome
Denison
Red R.
Gurdon
Arkansas Cy.
Warren
Aberdeen
Jasper
Atlanta
Gaines V.
Sherman
Paris
Hope
Camden
Huntington
Lamont
Wilczinski
Greenville
Winona
West Point
Columbus
Birmingham
Anniston
Texarkana
Lelan
Durant
Mckinney
Greenville
Pittsburg
Jefferson
Dallas
Ft. Worth
Tyler
Marshall
Hampton
Glen Allen
Riverside Jc.
Yazoo City
Goodmans
Vaughans
Canton
Madison
Akron Jc.
Calera
Selma
Opelika
Shreveport
Monroe
Vicksburg
Jackson
Lauderdale
York
Meridian
Montgomery
Corsicana
Jacksonville
Palestine
Waco
Banks
Lufkin
Port Gibson
Harriston
Natchez
Brookhaven
Begue Chitto
Summit
McComb City
Magnolia
Oxyka
Alexandria
Woodville
Cheneyville
Trinity
Hearne
Taylor
Austin
Beaumont
Brenham
Hempstead
Houston
Sabine Pass
Richmond
Alvin
Galveston
Cuero
Columbia
Victoria
Port Lavaca
Clinton
Ethel
Slaughter
Baton Rouge
Lake Charles
La Fayette
New Orleans
Tangipahoa
Amite
Hammond
Ponchatoula
Mobile
Pensacola
Tallahassee
Florida
Alabama
Georgia
Mississippi
Louisiana
Tennessee
Kentucky
Indiana
Illinois
Wisconsin
Minnesota
South Dakota
Nebraska
Kansas
Oklahoma
Texas
Arkansas
Missouri
Gulf of Mexico
MAP OF THE
ILLINOIS CENTRAL
SYSTEM.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividends.
Illinois Central—(Concluded)—								
Western lines, 1st M., g., (Dubuque west'y.).c*&r	218	1894	$1,000	$5,425,000	4 g.	F. & A.	New York, 214 B'dway.	Aug. 1, 1951
St. L. Div. & Term'l M., $10,000,000 Us...xc*&r	239	1897	500 &c.	8,354,000	3½g.	J. & J.	do do	July 1, 1951
Do $5,000,000 (See V. 65, p. 1173).....Us.x		1897	1,000	4,939,925	3 g.	J. & J.	do do	July 1, 1951
Louisv. Div. & Term. M., $25,000,000, g. Us.xc*&r	535	1897	500 &c.	c21,388,000	3½ g.	J. & J.	do do	July 1, 1953
Chicago St. Louis & New Orleans, 2d mortgage..	567	1877	.....	80,000	6	J. & D.	do do	Dec. 1, 1907
Consol. M. ($18,000,000), gold, int. guar.c*&r	567	1881	1,000	11,289,000	5 g.	J15&D15	do do	June 15, 1951
Do guar. p. & i.....	567	1897	1,000	1,359,000	3½g.	J15&D15	do do	June 15, 1951
Memphis Div. 1st M., gold, guar. p. &i. (end.).c*	100	1889	1,000	3,500,000	4 g.	J. & D.	do do	Dec. 1, 1951
St. Louis Alton & T. H.—Stock (not held by Illinois Central).			100	80,100	2¼	J. & J.	do do	Jan., '00, 1⅛%
Bellev. & Carondelet, 1st M., Belle. to E.C., gold.c*	17	1883	1,000	470,000	6 g.	J. & D.	do do	June 1, 1923
Bellev. & El Dor., 1st M. (I.C. owns $100,000)c*	51	1880	1,000	88,000	7	J. & J.	do do	July 1, 1910
St. Louis Southern., 1st mort., gold.....c*	30	1886	1,000	538,000	4 g.	M. & S.	do do	Sept. 1, 1931
Carbondale & Shawneetown 1st M., gold...c*	17	1887	1,000	241,000	4 g.	M. & S.	do do	Mch. 1, 1932
Ind. Dec. & West.—1st M. g., not guaranteed....	230	1895	1,000	1,824,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1935
red. 110. guar. p. & i. (end.)c*		1895	1,000	933,000	5 g.	J. & J.	do do	Jan. 1, 1935
Car trusts.....	....	1898	1,000	409,000	.....	.....	New York.	Monthly.
Indiana Illinois & Iowa—Stock, $6,000,000	....	....	100	5,000,000	.....	.....	.....	.....
1st mortgage, $3,000,000, gold, red. at 110. Co.c*	152	1898	1,000	3,000,000	5 g.	A. & O.	N. Y., Cont'l Trust Co.	Oct. 1, 1948
Indianapolis Un.—1st M., g., s. f. not subj. to call.c*	93	1886	1,000	954,000	4½g.	M. & N.	Phila., Fidelity Trust.	May 1, 1926
Indianapolis & Vincennes—1st M., guar. p.&i. (end.)c	133	1867	1,000	1,700,000	7	F. & A.	N. Y., Farm. L. & Tr. Co.	Feb. 1, 1908
2d M., guar. p. & i. Pa. RR. Co. (end.) V. 68, p. 1077.c	133	1870	1,000	1,400,000	6	M. & N.	do do	May 1, 1900

a In addition $5,266,000 consol. 5s are pledged to secure Illinois Central collateral trust bonds of 1886.

The *trust bonds* of 1886 are secured by deposit of $5,266,000 Chicago St. L. & N. O. consols of '81, and are to be included in any new mortg

The *collateral trust bonds of* 1952 are secured by pledge with the U. S Trust Co. of New York of $16,350,000 5 per cent 1st mortgage gold bonds of subsidiary railroads covering 854 miles. See list, V. 55, p. 550.

The $25,000,000 *collateral trust bonds of* 1953 were issued on pledge of the securities of the Louisv. N. O. & Texas (now Yazoo & Mississippi Valley RR.) purchased in 1892. Trustee of deed, U. S. Trust Company. All the $16,900,000 L. N. O. & T. 1st mortgage bonds, except $68,000, all the $9,104,000 mortgage incomes and all but $96,000 of the $10,000,000 land grant income bonds were owned by the Illinois Central July 1, 1899, and pledged to secure this loan. See adv. CHRONICLE, June 11, 1892, and V. 54, p. 964; V. 61, p. 112.

For the *Chicago St. Louis & New Orleans* the lessee guarantees the principal and interest of all the outstanding bonds prior to the 5s of 1881, and by an endorsement on the latter bonds guarantees the payment of the interest on the same until the principal is paid. Of these consol. 5s $5,266,000 additional to the amount outstanding above are pleged as security for the Illinois Central trust bonds of 1886. The 3½s of 1897 are guaranteed, p. & i., by endorsement—see form of guaranty in V. 65, p. 1071. Illinois Central owns entire $10,000,000 capital stock of C. St. L. & N. O., which is held in trust for the Ill. Central leased line 4 per cent stock. (V. 65, p. 1071.)

The *Western Lines loan* of 1894 is for $10,000,000, but $4,575,000 bonds can be issued only when the road from Iowa Falls to Sioux City, 184 miles, now subject to $2,800,000 of Iowa Falls & Sioux City bonds (see Dubuque & Sioux City RR.) due in 1917, shall be transferred to the trustee without encumbrance. Trustee, United States Trust Co. See SUPPLEMENT of Jan., 1899.

The *St. Louis Divisional & Terminal* bonds are for $15,000,000 authorized, of which $5,000,000 are *three* per cents; $3,500,000 were issuable for improvements, equipment, etc., and $1,499,000 are held to retire $1,400,000 underlying bonds still outstanding on the St. Louis Alton & T. H. system; see table above. See **abstract** of mortgage in V. 66, p. **138.** See also V. 66, p. 133. For year 1898-99 St. Louis Division earned: Gross, $1,618,515; net, $559,983; paid rentals and interest, $450,787; bal., surplus, $109,196. V. 67, p. 581.

Louisville Division & Terminal mort. is for $25,000,000. Of the loan $1,112,000 are reserved to purchase the 46 miles (Cecilia branch) from Louisville & Nashville and to retire the L. & N. bonds thereon; $2,500,000 for new acquisitions, additions or extensions. The Chicago St. Louis & New Orleans, which took title to the Louisville Division, joins in making the mortgage securing the loan. See V. 66, p. **136**, for **abstract.** See also SUPP. of Jan., 1899. (V. 65, p. 367, 516; V. 66, p. 133; V. 67 p. 581.)

GENERAL FINANCES.—Capital stock for $2,500,000 (of the $10,000,000 authorized in November, 1895), was sold at par early in 1896, and in July, 1899, the option to purchase the remaining $7,500,000 held since 1895 was availed of.—V. 69, p. 594, 645.

The Fort Dodge & Omaha RR., 130 miles, was opened Nov. 1, 1899. V. 67, p. 956; V. 69, p. 130, 595, 1011.

EARNINGS.—5 mos., July 1 to Nov. 30, 1899.....Gross, $13,570,394; net, $4,440,907
1898.....Gross, 11,839,170; net, 3,560,929
Mileage operated 3,679 in 1899, against 3,671 in 1898.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Chicago the third Wednesday in September. Report for 1898-99 was published at length in V. 69, p. 589, 594. See also editorial, p. 570. The following does not include Yazoo & Mississippi Valley—which see below, but does include the St. L. Alton & T H. since Oct. 1, 1895:

Year ending June 30—	1899.	1898.	1897.
Miles operated.....	3,679	3,808	3,130
Passenger earnings.....	$5,409,538	$5,103,812	$4,214,461
Freight earnings.....	19,251,344	18,918,729	15,162,019
Mail, express & miscellaneous	3,453,808	3,295,279	2,734,458
Total earnings.....	$28,114,690	$27,317,820	$22,110,938
Operating expenses.....	$19,652,262	$18,655,470	$15,735,884
P. ct. op. expen. to gross earns	(69·58)	(68·29)	(71·16)
Net earnings.....	$8,552,428	$8,662,350	$6,375,054
Net receipts from interest, &c.	2,547,658	2,177,064	2,110,756
Miscellaneous.....	33,420	59,305	53,440
Total receipts.....	$11,133,506	$10,898,719	$8,539,250
Interest on Ill. Central bonds..	$2,902,465	$2,993,545	$3,189,972
Int. on Chic. St. L. & N. O. bonds.	2,361,874	2,139,660	1,648,905
Rental Dub. & Sioux City RR..	981,646	793,453	531,193
Net rental St. L. A. & T. H.....	506,020	533,406	340,627
Dividends on Ill. Central stock	2,812,500	2,625,000	2,625,000
Miscellaneous.....	50,000	*947,452	50,000
Balance, surplus.....	¶$1,519,001	$866,203	$153,553

*Includes $501,452 additions to insurance fund and $396,000 fund for air-brakes and couplers from July 1, 1898, to Dec. 31, 1899.

¶ Includes $1,475,040 betterments, against $829,000 in 1897-8.

YAZOO & MISSISSIPPI VALLEY.—Results on 955 miles in 1898-9; 807 miles in 1897-8.

Year—	*Gross.*	*Net.*	*Other inc.*	*Interest, etc.*	*Bal. sur.*
1898-99....	$4,576,350	$1,257,334	$267	$916,680	$340,921
1897-98....	4,775,648	1,569,028	206	785,203	784,031

—(V. 69, p. 441, **589, 594,** 645, 695, 795, 1011, 1148, 1301.)

Indiana Decatur & Western Ry.—Indianapolis, Ind., to Decatur, Ill., 152 miles. The Chicago & Ohio River RR., Sidell to West Liberty, 78 miles, was acquired in 1899 and is operated as the Ohio River division; trackage, West Liberty to Olney, 8 miles; total, 238 miles.—V. 68, p. 523. Successor in 1894 of Indianapolis Decatur & Western, foreclosed.—V. 61, p. 1064; V. 64, p. 41, 953; V. 65, p. 27

STOCK AND BONDS.—Stock, $912,000 common and $912,000 preferred, has been issued, all of which had been sold to Cin. Ham. & Day. interests. V. 61, p. 1064. Bills payable April, 1898, none.

The first mortgage of 1895 is authorized at $12,000 per mile for additional road built or acquired; the bonds are redeemable by lot at 110, at any time on eight weeks notice; mortgage trustee, Central Trust Co., N. Y., and Augustus L. Mason of Indiana. Of the bonds, $933,000, issued in payment of the Ohio River division, are guaranteed principal and interest, by the Cincinnati Ham. & Dayton. V. 69, p. 795.

DIVIDENDS.—In 1897 and 1898, 3 per cent was paid on preferred.

ANNUAL REPORT.—Report for 1898 99 was in V. 69, p. 952.

Years end. June 30.	*Gross.*	*Oper. expen.*	*Net.*	*Charges.*	*Div. on pref.*	*Balance.*
1898-99..	$523,599	$374,854	$148,745	$105,713	$27,360	$15,672
1897-98..	$481,701	353,282	128,419	91,200	27,360	9,859

Prest., M. D. Woodford; Vice-Pres., Hy. F. Shoemaker.—V. 69, p. **952.**

Indiana Illinois & Iowa RR.—Owns from Streator Junction, Ill., to South Bend, Ind., 152 miles; trackage (Kan. & Sen. RR.) Kankakee to Seneca, Ill., 38 miles; total of all, 190 miles. In Oct., 1899, an extension from Streator to the Mississippi River at East Clinton was under construction, of which Streator to south bank of Mississippi River, 35 miles to be owned. The Streator & Clinton RR. (entire stock owned) will connect with the C. B. & Q., which will furnish trackage to Mississippi River. Upon completion of extension trackage between Kankakee and Seneca will be discontinued. V. 69, p. 27.

STOCK.—In June, 1899, the stockholders authorized the increase of the stock from $4,000,000 to $6,000,000.

BONDS.—Of the new $3,000,000 5s, the remaining $500,000 were issued in 1899 for the extension from Streator to the Illinois River, about 35 miles. Bondholders elect two directors. V. 67, p. 578, 634.

EARNINGS.—5 mos., July 1 to Nov. 30, 1899.....Gross, $437,456; net, $124,881
1898.....Gross, 323,798; net, 112,885

EARNINGS.—Report for year ending June 30, '99, was in V. 69, p. 953, showing: gross, $902,305; net, $340,210; other income, $1,565; interest, taxes, rentals, $163,777; improvements, equip't., etc., $41,193; balance, surplus for year, $136,804. In 1897-8, gross, $820,384; net, $263,892—(V. 67, p. **949**; V. 68, p. 1133; V. 69, p. 27, **953.**)

Indiana & Lake Michigan.—See St. Joseph South Bend & So.

Indianapolis Union Ry.—Owns 3 miles of track, ·93 of a mile of road, with terminals at Indianapolis, Ind., and leases for 999 years the Belt RR. of Indianapolis—12½ miles (which see).

Formed in 1850 and furnishes terminal facilities to the several railroads entering Indianapolis. CAPITAL—The Cleveland Cincinnati Chicago & St. Louis, the Pittsburg Cincinnati Chicago & St. Louis and the Terre Haute & Indianapolis are virtual proprietors, they having invested in it $859,175 to June 30, 1898. No stock outstanding. BONDS.—Trustee of mortgage is the Fidelity Ins. Trust & Safe Deposit Co. of Philadelphia. Bonds for $46,000 have been canceled by sinking fund. For year ending June 30, 1898, gross, $539,393; net, $159,760; other income, $9,749; charges, $92,522; balance, surplus, $76,987. In 1895-6, gross, $606,520; net, $310,512; other income, $13,672.

Indianapolis & Vincennes RR.—Owns from Indianapolis, Ind. to Vincennes, 117 miles; branches, Bushrod to Dugger, etc., 16 miles.

SECURITIES.—Stock, $1,402,000; par, $50; of which Pennsylvania Company on Jan. 1 1899, owned $1,401,900.

Yr end. Dec. 31:	*Gross.*	*Net.*	*Interest, etc.*	*Balance.*
1898.....	$535,543	$107,330	$209,321	def. $101,991
1897.....	489,304	84,403	209,397	def. 124,994

International & Great Northern RR.—Operates from Longview on Texas & Pacific (near Shreveport, La.,) southwesterly to Houston & Galveston, also to Laredo, Tex., on Mexican National RR.

Lines owned—	*Miles.*	*Lines Operated*—	*Miles.*
Longview, Tex., to Laredo, Tex.....	496	Galveston, Houston & Hen. (jointly with M. K. & T).....	50
Palestine to Houston, Tex.....	150	Other lines.....	26
Mineola, Columbia, etc., branches.....	101	Total system.....	823

ORGANIZATION.—Reorganized without foreclosure in 1892 under plan in V. 54, p. 203, 366. Stock authorized is $25,000,000; outstanding, $9,755,000; par, $100; controlled in interest of Missouri Pacific.

BONDS.—The *second mortgage* interest, scaled to 4½ per cent, until and including Sept. 1, 1897, is now 5 per cent; but in case of default the rate reverts to 6 p. c. as formerly. On Dec. 31, 1898, bills payable, $190,000; car trust obligations, $409,166.

EARNINGS.—Jan. 1 to Dec. 31, gross, $4,007,543 in 1899; in 1898 $3,990,201.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
International & Great Northern—1st mort., gold....	776	1879	$300&c.	$7,954,000	6 g.	M. & N.	N.Y., office, 195 B'way.	Nov. 1, 1919
2d mortgage, gold.....c*	776	1881	500 &c.	7,051,000	5 g.	M. & S.	N. Y., office, 195 B'way.	Sept. 1, 1909
3d m. ($3,000,000) (formerly incomes), g.....c*	776	1892	500 &c.	2,727,644	4 g.	M. & S.	See remarks.	Sept. 1, 1921
Colorado Bridge bonds, sinking fund.....	....	1880	1,000	198,000	7	M. & N.	N.Y., office, 195 B'way.	May 1, 1920
Interoceanic Ry. of Mexico—Ord. shs., £1,700,000.	....	....	£10	£1,700,000	.....	.....	.....	.....
Preferred stock, 7 per cent, cum., £1,000,000...	....	...	10	1,000,000	.....	.....	.....	.....
Pr. lien deb., subj. to call at par aft. Mch. 1, '97.	....	....	50 &c	400,000	5	J. & J.	.....	Mch. 31, 1912
Four p. c. deb. stock, sub. call, par, £1,150,000.	....	....	.....	599,886	4	M&S 15	London.	Sept. 15, 1950
Deb. stock, 7% "A," subj. to call, 110, non-cum..	....	....	10	735,392	5¼ in '99	.....	do	Sept. 15, 1950
Deb. stock, 7% "B," subj. to call, 120, non-cum..	....	....	10	469,459	.....	.....	.....	Sept. 15, 1950
Iowa Cent.—Common stock, $11,000,000 auth.....	....	....	100	8,488,700	.....	.....	.....	.....
Preferred stock, $7,400,000, 5 p. c., non-cum....	....	....	100	5,670,486	3 in '99.	M. & S.	N. Y. office, 20 Broad St.	Sept. 1,'99, 1½
1st M., for $7,650,000; $15,000 per mile, gold..c*	503	1888	1,000	6,900,000	5 g.	J. & D.	N. Y., Mercantile Tr. Co.	June 1, 1938
Keithsburg Bridge 1st M., g., guar., red. at par.c*	....	1885	1,000	591,000	6 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1925
Iron Railway—Stock.....	20	....	100	600,000	.....	yearly.	Boston.	July 10, 1891
Jacksonville & St. Louis—Stock Trust Certificates.	....	....	100	1,500,000	.....	.....	.....	.....
Jacksonv. Southeast. 1st M., Jack. to Litchfield..	54	1880	1,000	300,000	6	J. & J.	See text.	July 1, 1910
1st consol. mortgage, $650,000, gold.....PPc*	112	1896	.....	350,000	5 g.	A. & O.	Phila.,Penn.Co.for Ins.	Oct. 1, 1925
Income M, gold, non-cumulative, $1,650,000.PP	112	1896	.....	1,582,000	4	J. & J.	.....	Jan. 1, 1935
Jacksonville Ter. Ry.—1st M., $500,000, g., guar.c*	....	1894	1,000	500,000	5 g.	J. & J.	N.Y., 32 Liberty Street.	July 1, 1939
Jamestown & Chautauqua—1st M., $250,000.C o.c.*	30	1898	1,000	250,000	5 g.	M. & N.	N. Y., Contin. Trust Co.	Nov. 15, 1998
Jefferson—1st & 2d Ms,ext. in '87&'89 (H'dale Br.)c	8	1867	1,000	300,000	4½ & 6	J. & J.	Phila., Fidelity Tr. Co.	July 1, 1927
1st M. Carbondale to S. depot, gold, guar. p. & i..c*	37	1889	1,000	2,800,000	5 g.	A. & O.	N.Y., Erie RR.	Jan. 1, 1909
Joliet & Northern Indiana—1st M. gu. p. & i. M. C.c	45	1877	1,000	800,000	7	J. & J.	N. Y., Farm. L. & Tr. Co.	July 10, 1907
Junction (Philadelphia)—1st m., guar. p. & i. (ext'd).	3·56	1882	1,000	425,000	4½	J. & J.	Phila., Broad St. Sta.	July 1, 1907
2d mortgage, guaranteed prin. & int.....	3·56	1865	1,000	300,000	6	A. & O.	do do	Apr. 1, 1900
Kanaw. & Mich.—1st M., $15,000 p.m.,g.,gu. p. & i.c*	164	1890	1,000	2,469,000	4 g.	A. & O.	N. Y., Central Tr. Co.	Apr. 1, 1990
Kansas City Belt—1st ($534,000 gu. K.C.F.S.&M.).c*	10	1886	1,000	2,050,000	6	J. & J.	Boston, Of., 50 State St.	July 1, 1916
Kansas City Clinton & Spring.—1st M., g., guar..c*	174	1885	1,000	3,192,000	5 g.	A. & O.	Boston, Merch. Nat. Bk.	Oct. 1, 1925
Pleasant Hill & De Soto 1st mortgage, gold.....	....	1877	500	58,000	7 g.	A. & O.	do do	Oct., 1907
Kansas City Ft. Scott & Memphis—Stock.....	...	....	100	9,898,000	.....	.....	Boston, Of., 50 State St.	Feb. 16, 1891
Preferred stock contracts, 8 per cent.....	....	....	100	2,750,000	.....	.....	do do	Feb. 15, 1893

Year.	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Balance.*
1898.....	$3,990,855	$1,201,355	$1,868	$1,156,700	sur.$46,523
1897.....	3,657,336	981,829	6,215	1,023,153	def. 35,109
1896.....	3,528,177	830,696	7,350	929,223	def. 91,177

—(V. 63, p. 647; V. 66, p. 471.)

Interoceanic Railway of Mexico, Limited.—Vera Cruz to Mexico City, Mex., 342 miles; Los Reyes to Puente de Ixtla. 123 miles; Los Arcos to Tlaucualpican, 72 miles; other branches, 18 miles; total, 555 miles. In Nov., 1899, line of 39¼ miles from Cuantla to Atencingo to connect Morelos and Matamoras branches was under construction.

ORGANIZATION.—Chartered April 30, 1888, by the Mexican Government; concessions expire 1982, when state may purchase rights upon certain fixed terms. In 1896 reorganized per plan in V. 62, p. 364.

SECURITIES.—The 4 per cent debenture stock (issue limited to £1,150,000) is a first charge on the entire undertaking, subject only to the £400,000 prior lien debentures, to retire which £450,000 of the debenture 4s are reserved. An additional £171,340 is reserved for working capital; balance, £528,660, was issued to replace old securities. As to rights of "A" and "B" stock, see V. 62, p. 364. Dividends on "A" stock: In 1896, 3 p. c.; 1897, 2⅛ p. c.; 1898, 3 p. c.; '99, 5¼ p.c.

EARNINGS.—Jan. 1 to Dec. 21, 1899 (11¾ months) gross, $3,795,700, against $3,189,250 in 1898.

Year ended June 30:	*Gross.*	*Net.*	*Net in £.*
1899	(Mex.) $3,612,592	(Mex.) $842,521	£85,464
1898.....	(Mex.) 3,033,209	(Mex.) 728,031	65,500

Net revenue account for 1898-99 showed £39,422 available for distribution to holders of 7 p. c "A" debenture stock, equal to 5¼ per cent on that stock, with a balance of £814 to carry forward.

OFFICERS.—Chairman, Walter J. Stride; Sec., G. W. Hoghton; Treas., H. Friederichsen. 9 New Broad St., London. V. 66, p. 573.

Iowa Central Ry.—Operates from Peoria, Ill., westerly to Oskaloosa, Ia., thence northerly to Manly Junction, Ia., and branches, viz.

Owns—	*Miles.*	*Leases*—	*Miles*
Iowa Junc., Ill., to Miss. River.	89	Keithsburg Bridge over Miss..	2½
Miss. River to Oskaloosa, Ia...	95	Track, Iowa Junct'n to Peoria.	3½
Albia to Manly Junction.....	178		
Branches to Belmond, etc.....	145	Total of all.....	513

The Iowa Central & Western RR. was incorporated in October, 1898, in the interest of the Iowa Central, for the purpose of future extensions. Under this charter the line from Belmond to Algona, 37 miles, was operated Jan. 1, 1900, and new securities were to be issued, to be guaranteed by the Iowa Central.

HISTORY.—Reorganization (by plan in V. 44, p. 653) of the Central Iowa sold in foreclosure in 1887-88.

CAPITAL STOCK.—The preferred is entitled to 5 per cent (non-cumulative), then common to 5, then both share pro rata.—(V. 62, p. 548.)

DIVIDENDS.—On preferred stock in 1892 paid 1 per cent; in 1899, March, 1½ p. c.; Sept., 1½ p. c (V. 69, p. 384.)

BONDS.—Mortgage trustee Mercantile Trust Co.; abstract V. 49, p. 582.

EARNINGS—1 month, July 1 to July 31. 1899.....Gross, $195,731; net, $69,780
1898.....Gross, 135,386; net, 7,063

ANNUAL REPORT.—Fiscal year ends June 30; report for 1898-99 was in V. 69, p. 849. Soft coal tonnage in year 1898-99 was 730,360 (47 p. c. of total tonnage); 1897-98 was 670,850 tons; in 1896-97 was 611,796 tons. Ton-mile rate in 1898-99 was 0·82 cents, against 0·94 cents in 1897-98; train load 1896-97, 173 tons.

Year ending June 30.	1899.	1898	1897.	1896.
Av'ge miles of road oper.	513	509	509	499
Gross earnings.....	$2,120,575	$1,868,349	$1,564,205	$1,839,708
Net earnings (over taxes)	559,719	531,541	400,561	617,385
Tot. net rec'ts (incl. rents)	574,694	543,318	408,348	631,721
Interest, rentals, &c.....	387,207	375,892	374,792	373,163
Improvements	.....	61,948	30,054	80,238
Dividends on preferred. (1½)	85,005	.....	.....	.....
Balance, surplus.....	$102,482	$105,478	$3,502	$178,320

President (Sept., '99), Robert J. Kimball —(V. 69, p. 491, 849, 1346.)

Iron Railway.—Owns road, Ironton, O., to Centre, O., 13 miles and branches, 7 miles. Dividend in 1891, 1½ per cent. No funded debt. Bills payable, June 30, 1897, $30,200. In year ending June 30, 1898, gross, $43,314; net, $18,520. In 1896-7, gross, $37,835.

Jacksonville & St. Louis Ry.—Owns Jacksonville to Centralia, Ill., 112 miles. A reorganization July 1, 1896, of the Jacksonville Louisville & St. Louis RR., foreclosed June 10, 1896. Voting trustees, Robt. F. Kennedy and J. H. Dunn, etc., see V. 63, p. 30. The first consol. bonds may be increased to $650,000, but only to take up the Jacksonville Southeastern bonds. For the year 1897-98, gross, $216,866; net, $81,732; charges, $56,022.—V. 63, p. 30, 880.

Jacksonville & Southwestern RR.—Jacksonville, to Lake Butler, Fla., 54 miles, operated Nov., 1899; under construction, Lake Butler to Manatee Springs, Suwanee River, 52 miles, of which 20 miles was expected to be ready for operation on Dec. 15, 1899. In July, 1899, bonds had been taken by the officials and their immediate friends. V. 69, p. 80. President, J. M. Barnett, Grand Rapids, Mich.. Sec., A. G. Cummer, Jacksonville, Fla.; Treas., H. J. Hollister, Grand Rapids, Mich.—V. 69, p. 80, 180.

Jacksonville Tampa & Key West Ry.—See Savannah Florida & Western Ry. and Florida East Coast Ry. Co.

Jacksonville Terminal Ry.—Owns union freight and passenger depots [the latter opened Feb. 1, 1895,] and terminal properties at Jacksonville, Fla., including 20 miles of track, used by Savannah Florida & Western, Florida Central & Peninsular and Jacksonville St. Augustine & Indian River (now Florida East Coast Ry.), which companies guarantee by endorsement the principal and interest of above bonds; trustee, Metropolitan Trust Co., N. Y. In January, 1900, the Supreme Court of Florida reversed the decision giving the Atlantic Valdosta & Western RR. the right to terminal facilities with same privilege as another tenant. For year 1897-98, gross, $62,773; net, $4,971; other income, $30,284; deductions, $35,249.

Jamestown & Chautauqua Ry.—Jamestown, N. Y., to Chautauqua, 26½ miles; branch to Falconer, 3½ miles; total, 30 miles. Reorganization in 1898 of Jamestown & Lake Erie sold Nov. 1, 1898,—V. 67, p. 956; V. 68, p. 130. Stock, common, $350,000 5 per cent non-cumulative preferred, $125,000. For 7 mos. ending June 30, '99, gross, $29,438; net, $6,546; charges, $8,692; deficit, $2,146. Pres., W. A. C. Ewen; Treas., Rich. S. Storrs, 40 Wall St., N. Y.—V. 68, p. 130.

Jefferson RR.—Owns Lanesboro, Pa., to Carbondale, Pa., 37 miles double track; branch, Hawley, Pa., to Honesdale, Pa., 8 miles. Leased in perpetuity to the Erie RR. Co. for $140,000 per annum for main line and $14,940 for branch. Used by Delaware & Hudson to reach Carbondale. Stock, $2,096,050; all owned by Erie RR.

Joliet & Northern Indiana RR.—Owns Joliet, Ill., to Lake Station, Ind., 45 miles. Operated as part of the Michigan Central system. Road opened in 1854 and leased to the Michigan Central. Stock ($300,000, par $100) carries dividends of 8 per cent per annum.

Junction RR. (Philadelphia).—Owns Belmont, Pa., to Gray's Ferry, Pa., about 4 miles. It connects the Pennsylvania, the Philadelphia & Reading and the Philadelphia Wilmington & Baltimore railroads, coming into Philadelphia, which three companies jointly guarantee principal and interest of bonds. Leased for 99 years from Feb., 1899, to Phila. Wilm. & Balt.; lessee to pay fixed charges, keep road in repair and pay bond interest and 6 per cent on stock. Stock $250,000; (par $50), reported to be now all held by Phil. Wilm. & Balt. and the Penn., the Phil. & Read. having sold all its interest to the Penn.—V. 68, p. 428. DIVIDENDS—in 1891 40 p. c., in 1892 35 p. c., in 1893 30; 1894, 15; in 1895, none; 1896, 15 p. c.; 1897, 10 p. c.—V. 68, p. 428.

Kanawha & Michigan Ry.—*(See Map Toledo & Ohio Central.)*—Owns Corning, O., to Gauley on the Ches. & Ohio, 172 miles, less 17 miles, Pomeroy to Gallipolis, and 1 mile, Athens to Armitage, where Hock. Val. Ry. tracks are used. Also owns branch of 11 miles leased to Toledo & Ohio Central and Col. Shawnee & Hocking Ry. companies.

HISTORY, ETC.—Reorganization in April, 1890, of the Kanawha & Ohio Railway sold in foreclosure. (V. 50, p. 451, 483.) In Oct., 1890, a large interest in the stock was acquired by the Toledo & Ohio Central, which has guaranteed the bonds, principal and interest. (See V. 52, p. 165, 351.) Capital stock $10,000,000 ($1,000,000 in treasury June, 1899). The first mortgage bonds are limited only to $15,000 per mile of road constructed. June 30, 1899, loans and bills payable, $37,750.

LATEST EARNINGS—5 mos., July 1 to Nov. 30. 1899... .Gross, $309,971; net, $76,507
1898... ...Gross, 258,957; net, 81,352
Surplus over 5 mos' charges, $20,507 in '99, agst. $26,565 in '98.

ANNUAL STATEMENT.—In year 1898-99 gross, $634,065; net, $167,371; int., taxes, etc., $132,709; balance, surplus, $34,662. In 1897-98, gross, $558,343; net, $152.443.—V. 65, p. 1021.

Kansas City Belt Ry.—From Argentine to Valley of Blue River, 10 miles. Stock authorized $2,500,000 (par, $100); outstanding $100,000 (par, $100); owned one-half by Atchison Topeka & Santa Fe and three-tenths by Kansas City Fort Scott & Memphis and two-tenths by Chicago Milwaukee & St. Paul. Double-tracked and used for a terminal road at Kansas City, being leased for 99 years from 1888 to C. M. & St. Paul and Atchison Top. & S. Fe (jointly with other companies) for payment in each case of 3 p. c. per annum of cost of property used with equal proportion of cost of conducting transportation and maintenance according to wheelage. The mortgage is for $2,500,000. EARNINGS.—For year ending June 30, 1899, gross, $263,239; net, $156,160; interest, taxes, etc., $136,192; bal., sur., $19,968. Pres't, E. S. Washburn, Kansas City, Mo.

Kansas City Clinton & Springfield Ry.—Owns from Cedar Junction, Kan., to Ash Grove, Mo., 164 miles, and branch to Pleasant Hill, Mo., 10 miles; total, 174 miles, but only 163 miles operated.

STOCKS, ETC.—Stock, $1,775,400 (par $100), one-half owned by Kansas City Fort Scott & Memphis, which guarantees the bonds.

ANNUAL REPORT.—Fiscal year ends June 30. In 1898-9, gross, $284,278; net, $65,100; other income, $1,880; interest, $163,660; balance, deficit for year, $96,680. In 1897-98 gross, $339,447; net, $118,122.—(V. 61, p. 1010.)

Kansas City Eldorado & Southern Ry. In October, 1899, merged in Missouri Kansas & Texas.—V. 69, p. 906.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Kansas City Ft. Scott & Memphis—Concluded.								
K. C. F. S. & G. 1st M., l'd. gr., s. f., dr'n at 110.c*	160	1879	$100&c.	$2,151,600	7	J. & D.	Bost., Nat. Webster Bk.	June 1, 1908
Ft. Scott So'eastern & M.. 1st M., dr'wn at 105.c*	103	1880	1,000	571,000	7	M. & S.	do do	Sept. 1, 1910
Short Creek & Joplin 1st M., drawn at 105.....c*	22	1880	1,000	94,000	7	M. & S.	do do	Sept. 1, 1910
Memphis K. & Col. 1st M.....c*	50	1884	1,000	492,000	7	M. & S.	do do	Sept. 1, 1910
Kansas & Missouri RR. 1st mortgage.....c*	26	1882	1,000	390,000	5	F. & A.	do do	Aug. 1, 1922
Consol. mortgage ($25,000 per m.) not dr'n.NBc*	708	1888	1,000	13,636,000	6	M. & N.	Bost., Nat. Webster Bk.	May 1, 1928
Current Riv. RR. 1st mort., $20,000 p. m., guar.	81	1887	1,000	1,606,000	5	A. & O.	Boston, Nat. Union Bk.	Oct. 1, 1927
Kan. C.& M. R'y & B'dge 1stM.g.,s.f.,dr'n at 110.c*	....	1889	1,000	3,000,000	5 g.	A. & O.	N.Y., Un. Tr. Co. & Bost.	Oct. 1, 1929
Kansas Equip. Co. 1st M. guar., s. f., red. at 110.	....	1889	1,000	761,000	5	J. & J.	Bost., Nat. Webster Bk.	Jan. 1, 1905
Ft. Scott Equip. Co , 1st M., cal at par	...	1899	.....	316,000	6	...	.....	July 1, 1909
Kan. C. Memph. & Bir.—Gen. M., $4,500,000, cur.c*	....	1894	500 &c.	3,238,930	4	M. & S.	Boston, Merch. Nat. Bk.	Mch. 1, 1934
Income, non-cumulative, $7,000,000, cur.....c*	....	1894	500 &c.	6,321,860	5	Sept. 1	3 p. c. pd. Sept. 1, 1899	Mch. 1, 1934
Birmingham equipment M., g., gu. (red. at 110)..c*	....	1888	1,000	522,000	6 g.	M. & S.	Boston, Merch. Nat. Bk.	Mch. 1, 1903
Memphis Equipment Co., guar., red. at 110.....c*	....	1890	1,000	189,000	6	F. & A.	Boston Office.	Aug. 1, 1905
Kansas City & Northern Connecting RR.—								
1st mort., gold, $20,000 per mile, $3,000,000 .c*	91½	Text.	1,000	1,818,000	5 g.	J. & J.	N.Y., M.K.&T.Tr., 1 Nas.	Jan. 1, 1927
2d mort., income, gold, non-cum., $1,250,000....	91½	Text.	1,000	1,156,000	5 g.	.....	N. Y., when earned.	Jan. 1, 1927
Kan. City Northwestern—M., gold. See text.Mc.c*	....	1894	500 &c.	935,680	5 g.	J. & J.	N. Y., Merc. Trust Co.	Jan. 1, 1933
K. C. & Om.—1st M. ($15,000 p. m.) g., int. gu. c*&r	194	1887	500 &c.	2,713,000	5 g	J. & J.	July, '93, coup. last pd.	Jan. 1, 1927
Kan. C. Pitts. & Gulf.—Receivers' ctfs., $800,000..	....	1899	.....	800,000	4	.....	.....	.....
1st mortgage, gold.....	....	1893	1,000	23,000,000	5 g.	A. & O.	See text.	Apr. 1, 1923
Equipment notes and lease warrants.....	...	....	.....	2,079,365	.....	.....	.....	To 1907
NEW SECURITIES TO BE ISSUED UNDER MODIFIED HARRITY PLAN.								
Stock, common, $30,000,000.....	....	....	.....	29,561,250	To be held in voting trust for 5 years.			.....
Pref. stock, 4 per cent, non-cum., $21,000,000...	....	....	.....	20,417,500				.....
1st mortgage, gold, $30,000,000.....	....	1900	.....	26,19 ,500	3 g.	.....	.....	1950
K. C. St. Jo.& Coun. Bl.—Con. M. (Nos. 1 to 500 pf.)c*	248	1877	100 &c.	5,000,000	7	J. & J.	Boston, 2d Nat'l Bank.	Jan. 1, 1907
1st Ms. Nod. and Tark. Val. RRs. s. f. (dr. at 100) .c*	62	1880	1,000	461,000	7	J. & D.	do do	June 1, 1920

Kansas City Fort Scott & Memphis RR.—Owns main line from Kansas City, Mo., to Memphis, Tenn., 485 miles, with branches, 236 miles; total owned, 721 miles. Controls the Current River RR. (Willow Springs, Mo., to Grandin 82 m.), owning $942,000 of its $1,606,000 stock. Owns one-half capital stock of K. C. Clinton & Springfield and of K. C. Memphis & Birmingham RR.; also 300 shares Kan. City Belt.

DIVIDENDS.—	'86,	'87,	'88,	'89,	'90,	'91,	'92,	'93.	
On *common*	4%	4½	3½	3,	3½,	1,	0,	0,	none since
On *preferred*.....	8%	8,	8,	8,	8,	4,	8,	5.	

BONDS.—Consols are reserved for all prior bonds when due.

GENERAL FINANCES.—On June 30, 1899, bills payable for equipment were $207,561. In 1897-8, $738,000 consol. 6s were issued to reimburse the company for K. C. Springfield & Memphis 6s (paid in cash May 1, 1894), to retire $320,000 ten-year notes and $80,000 demand notes.—V. 67, p. 1304.

EARNINGS.—Including K. C. C. & S. and Cur. River, July 1 to Nov. 30:

5 *mos.*—	*Gross.*	*Net.*	*Charges.*	*Bal., surp.*
1899.....	$2,527,250	$820,991	$599,111	$221,880
1898.....	2,033,684	646,207	579,907	66,300

ANNUAL REPORT.—Report for 1898-9 in V. 69, p. 1146.

Year end. June 30.	1899.	1898.	1897.	1896.
Gross earnings.....	$4,346,276	$4,595,085	$4,137,128	$3,991,694
Net earnings.....	$1,362,625	$1,405,748	$1,310,557	$1,209,695
Interest and miscell..	1,294,882	1,248,004	1,260,223	1,147,139
Balance, surplus....	$67,743	$157,744	$50,334	$62,556

Deficits paid on Current River RR. and Kansas City Clinton & Springfield RR in 1897-8 was $75,239, included above.—V. 69, p. 1062, 1146.

Kansas City Memphis & Birmingham RR.—Owns from Memphis to Birmingham, Ala., 253 miles, and branches to Aberdeen, Miss., and Bessemer, Ala., 23 m. Reorg. in 1894. (V. 57, p. 938.)

STOCK, TRAFFIC GUARANTY, ETC.—The stock is $5,976,000; par, $100. The Kansas City Fort Scott & Memphis owns half the stock and gives a traffic guarantee of 10 per cent of gross earnings derived from business to and from this road, to be applied to interest.

BONDS.—On income bonds in Sept., paid: in 1897, 2 p. c.; in 1898, 2½ p. c.; in 1899, 3 p. c

LATEST EARNINGS.—From July 1 to Nov. 30 (5 months):

5 *months.*	*Gross.*	*Net.*	*Charges.*	*Balance.*
1899.....	$692,514	$211,691	$78,126	sur. $133,565
1898.....	552,082	124,820	79,959	sur. 44,861

ANNUAL REPORT.—For year 1898-9 in V. 69, p. 281, 1146.

Year.	*Gross.*	*Net.*	*Other Inc.*	*Interest.*	*Bal., Sur.*
1898-9.....	$1,433,294	$373,921	$29,931	$197,743	¶$203,109
1897-8.....	1,399,168	362,509	31,248	198,085	¶195,672

¶ NOTE.—From surplus 1897-98 paid 2½ per cent on incomes in Sept., 1898, $156,925, and 3 per cent in 1898-99, $190,118, leaving balance, surplus, of $15,991.—V. 69, p. 281, 333, 1146, 1346.

Kansas City & Northern Connecting RR.—Line from Pattonsburg, Mo., to Kansas City, Mo., 81 miles, and branch from Trimble to Gower, 10½ miles, the latter being leased to the St. Joseph & Grand I., which also has trackage rights from Trimble to Kansas City. July, 1899, coupons were paid at N. Y. office of M. K. & T. Trust Co., No. 1 Nassau Street. Stock, $3,000,000, was increased in Oct., 1899, to $3,500,000. Full particulars regarding bonds were in V. 62, p. 1177.

On Jan. 2, 1900, Chas. H. Chappell of Chicago and James Hopkins of St. Louis were appointed receivers of the K. C. & Nor Conn., Om. & St. L. and Om. K. C. & E., preparatory to reorganization and consolidation, in which, it was understood, J. W. Gates, Jacob H. Schiff and E. H. Harriman would take part. V. 70, p. 39. In Dec., 1899, earnings were little in excess of operating expenses.—V. 69, p. 1247.

REORGANIZATION PLAN.—In Oct., 1899, a plan of reorganization was issued, offering the first 5s 75 per cent in new 4s ($20,000 per mile) and 30 per cent in new 4 per cent preferred stock; the 2d 5s 20 per cent in new preferred and 33⅓ per cent in new common stock; the common stock (no assessment to be paid) four shares of new common for each seven shares of the old stock. V. 69, p. 851. President, A. E. Stilwell.—V. 67, p. 736; V. 69, p. 851, 1247; V. 70, p, 39.

Kansas City Northwestern RR.—Road Kansas City to Virginia, Neb., 162 miles, of which Seneca to Axtell, 11 miles, and South Leavenworth to Leavenworth, 1 mile, are trackage, and 20 miles, Summerfield to Virginia, was formerly the Kansas City & Beatrice. Branches, 12 miles. Total, 174 miles. A reorganization of the K. C. Wyandotte & N. W., foreclosed Jan. 5, 1894. Stock, $3,500,000 (par $100), controlled in interest of Missouri Pacific Ry.—V. 59, p. 152.

BONDS.—Of the $3,500,000 bonds, $900,000 are series "A," "preferred" as to principal and interest, and are redeemable after 5 years at 105. Car trusts June 30, 1899 (?).

EARNINGS.—For year ending June 30, 1898 (on 174 miles) gross $392,794; net, $104,572; other income, $4,080; total deductions, $52,198; balance, surplus, $56,454. In 1896-7, net, $78,464. In 1899, Jan. 1 to Dec. 31 (12 months), gross, $363,953 in 1899; in 1898, $335,158.

Kansas City & Omaha Ry.—Owns Stronburg to Alma, Neb., 150 miles, and McCool Junction to K. C. & Omaha Junction, 44 miles.

REORGANIZATION.—Reorganization Committee: Anthony J. Thomas, Thomas B. Williams, E. Ellery Anderson, E. C. Benedict, Isidor Wormser and S. L. Parrish; depository, Central Trust Co., N. Y. The road was sold in foreclosure July 8, 1896, and purchased by the committee for $150,000. To make the purchase and for repairs, etc., the bondholders were assessed $100 per bond. The K. C. & Omaha *Railway* has been organized, but complete reorganization will be deferred.—V. 64, p. 567. The line was formerly in Union Pacific system. As to payment of old bonds, see V. 69, p. 130. On July 25, 1899, $1,595,500 1st mortgage bonds were sold at auction to the reorganization committee; no immediate prospect of a reorganization. V. 69, p. 229.

EARNINGS.—Since Nov. 1, 1896, operated independently by St. J. & Gr. Island under operating agreement.

Jan. 1 to Dec. 31 (12 months), gross, $233,366 in 1899; in 1898, $250,910. For year ending June 30, 1898, gross, $274,918; net, $97,438; total deductions, $132,478; balance, deficit, $35,040. In 1896-97, gross, $196,026; net, $57,590. (V. 64, p. 567; V. 69, p. 130, 229.)

Kansas City Pittsburg & Gulf RR.—Owns from Grandview, 23 miles south of Kansas City, to Port Arthur, 764 miles; De Quincy to Lake Charles, La., 18 m.; total, 782 m.; trackage Grandview to Kansas City, 24 miles over K. C. Osceola & Southern and K. C. Suburban Belt; total, 806 miles. Line completed to Port Arthur in Sept., 1897, when 785 miles were in operation. Port Arthur is on Sabine Lake, 7 miles from deep water channel, to which a ship canal was completed in April, 1899, by the Port Arthur Channel & Dock Co.

HISTORY.—See application for listing in V. 65, p. 473 and 824.

RECEIVERS.—On April 27, 1899, Webster Withers, of Kansas City, and S. W. Fordyce, of St. Louis, were made receivers. V. 68, p. 824.

In Aug., '99, the receivers sold $800,000 4 per cent certificates to rank ahead of the first mortgage to provide for new equipment, preferred claims and necessary repairs, it being estimated that $3,711,000 was required to put the road and equipment in proper condition.—V. 69, p. 26, 283. In Jan., 1900, date of foreclosure sale was expected to be set shortly.

PHILADELPHIA COMMITTEE.—William F. Harrity, Chairman; Seaboard Nat Bank, Mercantile Trust Co., New York; Provident Life & Trust Co., Phila.; Guardian Trust Co., etc., depositaries. The April, 1899, interest is advanced to depositing bondholders.

REORGANIZATION PLAN.—The amended plan issued by the Harrity Committee in Nov., 1899 (V. 69, p. 1012, 1062,) and accepted by the Thalmann (New York) committee, provides that a new company shall acquire the K. C. P. & G. and its terminals, the Kans. City Sub. Belt and the Port Arthur Chan. & Dock Co. and issue the securities shown in the table above. Of the authorized issues, $3,802,500 new 1st 4s, $582,500 preferred and $438.750 common stock are reserved for future requirements. The plan has been underwritten and declared operative. V. 69, p. 1346.

By the plan $5,900,000 cash from sale of $3,000,000 first mortgage 3s, $3,000,000 preferred stock and from assessment on common stock is to be applied: To pay car trusts, $1,900,000; do. floating debt, $475,000; do receiver's certificates, $800,000; do. first mortgage coupons due April 1, 1899, $575,000; working capital and expenses of reorganization $2,150,000.

VOTING TRUST.—By modified plan both classes of stock will be vested for five years in the following voting trustees: John W. Gates, Herman Sielcken, William Edenborn, John Lambert, Samuel R. Shipley, Louis Fitzgerald and James Stillman. The voting trustees may, in their discretion, deliver the stock at an earlier date.

EXCHANGE—MODIFIED PLAN.—The basis of exchange is as follows:

Old securities. (*Per* $1,000 *bond*, $100 *stock*).	*Paying assess.*	*Will receive.* 1st M. 3%.	*Pref. stock.*	*Com. stock.*
K. C. P. & G. 1st 5s ($24,000,000).....	none	$750	$500	....
do stock ($24,000,000).....	$10	....	10	$100
K. C. Suburban Belt stock ($4,750,000)	none	....	25	75
do bonds ($1,000,0 0)	none	1,330	250	....
Union Terminal Co. 5s ($2,000,000)...	none	1,000	250	....
Consol. Terminal Co. 5s ($750,000)....	none	1,000	250	....
K. C. & Ind. Air Line 5s ($300,000)....	none	1,000	250	..
Port Ar. Chan. & Dock 5s ($1,635,000)	none	500	500	500
do do stock ($1,575,000)	none	....	....	75

INTEREST CHARGE.—The annual fixed interest charge will be $785,925, against $1,134,000 under the former plan of the Philadelphia Committee. (See V. 69, p. 384, 440.) Earnings, see V. 69, p. 440, 492.

BONDS.—First mortgage of 1893, **abstract** in V. **64**, p. **1044**.

LATEST EARNINGS.—For 5 months ending May 31, 1899, gross earnings were $1,498,659, against $1,304,218 in 1898.

ANNUAL REPORT.—Report for year ending June 30, 1898, given at length in V. 67, p. 999, 1005, showed gross, $2,878,159; net, $738,977; other income, $1,452; interest and taxes, $893,755; bal., def. $153,326.

Directors proposed for new company are: J. W. Gates, John Lambert, I. L. Ellwood, William Edenborn, Max Pam, of Chicago; Edward H. Harriman, Otto H. Kahn, James Stillman, Herman Sielcken, of New York; John J. Mitchell, of Chicago; William F. Harrity, Samuel R. Shipley, of Philadelphia; Julius Walsh, Alfred Clifford, James Hopkins, of St. Louis.—V. 69, p. 1301, 1247, 1346.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Kan. City Suburban Belt—1st mortgage, gold.....c	30	1890	$1,000	$1,000,000	6 g.	J. & D.	Phila., Union Trust Co.	June 1, 1920
Consol. Terminal Ry. of K. C., 1st M., gold.....c*	....	1892	1,000	750,000	5 g.	F. & A.	Phila. of., 400 Chestnut	Feb. 1, 1922
Union Ter. RR. Co. 1st M. ($2,000,000) g. guar. c*	10	1893	1,000	2,000,000	5 g.	F. & A.	do do	Feb. 1, 1923
Kansas City & Indep. Air Line 1st M., gold..c&r	5½	1892	1,000	300,000	5 g.	M. & S.	Phil., Prov. Life & Trust	Mch. 1, 1922
Kansas City Watkins & Gulf—1st mort., gold..F.c*	98	1890	$ & £	1,967,400	5 g.	J. & J.	July,'95, coup. last paid	Jan. 1, 1930
Kentucky & Ind. Bridge—1st M. g. $250,000, guar..	....	1881	.....	1,000,000	5 g.	M. & S.	Sept.'96, coup. last paid	Mar., 1911
2d mortgage, gold.....	....	1889	.....	600,000	5 g.	A. & O.	Apr., '93, coup. last pd.	April, 1919
Terminal mortgage, gold.....	....	1886	.....	400,000	5 g.	J. & D.	June,'93, coup. last paid	Dec., 1916
Keokuk & Des Moines—Preferred stock, 8 per cent	162	....	100	1,524,600	See text.	See text	N Y., Office, 13 Wm. St.	Apr. 15, '99, ½
1st mortgage, interest guar. C. R. I. & P.....c*	162	1878	100 &c.	2,750,000	5	A. & O.	do do	Oct. 1, 1923
Kewaunee Green Bay & Western—1st mortgage...c	....	1891	1,000	378,000	5	J. & D.	N Y., Office 40 Wall St.	June 1, 1921
Kingston & Pembroke—1st M., gold.....	113	1882	1,000	572,000	3 g.	J. & J.	Kingston, Ontario.	Jan. 1, 1912
Knoxv. & Ohio—1st mort., gold, guar. by rent. c*&r	69	1885	1,000	2,000,000	6 g.	J & J.	N.Y., J. P. Morgan & Co.	July 1, 1925
Lake Erie & Western—Com. stock, $20,000 p. m.	725	....	100	11,840,000	.....	.....	.....	.....
Pref. stock, 6 per cent (not cum.) ($20,000 p. m.).	725	....	100	11,840,000	5 in 1898	.....	N.Y. Office, 80 Br'dway.	Nov.15,'98,1¼
1st mortgage, ($10,000 per mile) gold.....Ce.c*	725	1887	1,000	7,250,000	5 g.	J. & J.	N. Y., Chase Nat. Bank.	Jan. 1, 1937
2d mort., for $3,625,000 ($5,000 p. m.) gold.Ce.c	725	1891	1,000	3,625,000	5 g.	J. & J.	do do	July 1, 1941
Lake Shore & Michigan Southern—Stock	....	....	100	z49,466,500	7 in 1899	J. & J.	N.Y., Grand Cent. Stat'n	Jan. 29,'00,3½
Guar. 10 per cent stock (Mich. So. & No. Ind.) ...	....	....	100	533,500	10	F. & A.	do do	Feb. 1,'00, 5%
Consol. 1st mort. sink. fund $250,000 yearly..c&r	859	1870	1,000	*7,996,000	7	¶	Coupons payable by	July 1, 1900
Consol. 2d mort. do .....c&r	859	1873	1,000	*7,855,000	7	J. & D.	Treasurer at Gr'd	Dec. 1, 1903
New mortgage, $50,000,000, gold.....c*&r	....	1897	1,000&c	31,387,000	3½ g.	J. & D.	Central Station,	June 1, 1997
Detroit Monroe & Toledo 1st mortgage, guar...c	55	1876	1,000	924,000	7	F. & A.	N. Y.	Aug. 1, 1906
Kalamazo & White Pigeon 1st mort., guar.....c	37	1890	1,000	400,000	5	J. & J.	Registered int. on	Jan. 1, 1940
Bat. Cr. & Stur. 1st M., g., guar. p. & i. (see M.Cen.)	41	1889	1,000	79,000	3 g.	J. & D.	con. 1st and 2ds by	Dec. 1, 1989
Sturgis Goshen & St. L. 1st mort., g., p. & i. guar.	29	1889	.....	322,000	3 g.	J. & D.	Union Trust; on	Dec. 1, 1989
Kal. Allegan & Gr. Rapids stock, rental guar.....	58	....	100	610,000	5·95	A. & O.	new 3½s by U. S.	Oct., 1899
1st mortgage, guaranteed.....c	58	1888	1,000	840,000	5	J. & J.	Trust, N. Y.	July 1, 1938
Erie & Kalamazoo (l'sed) st'k, Toledo to Palmyra	26	....	50	300,000	10	F. & A.	N. Y., Gr. Cent. Station.	Feb., '00, 5%
Cin. & Springfield 1st mort., p. & i. guar.....c	48	1871	1,000	x1,000,000	7	A. & O.	N. Y., J. P. Morgan & Co.	Apr. 1, 1901
Lake Shore System—Mahoning Coal RR.—Stock....	43	....	50	1,500,000	10 in '99	F. & A.	N. Y., Gr'd Cent. Stat'n.	Aug., '99, 3%

¶ Interest on registered bonds is payable Q.—J.; on coupon bonds J. & J. * After deducting amounts deposited under mortgage of 1897 x Additional to $1,000,000 guaranteed by C. C. C. & St. L. z N. Y. Central holds $45,584,600 of this

Kansas City St. Joseph & Council Bluffs RR.—*(See Map Chicago Burlington & Q.)*—Owns from Kansas City to Council Bluffs, 193 miles, branches 55 miles, proprietary lines (Nodaway Valley and Tarkio Valley railroads), 62 miles; total owned, 310 miles; leases, 6 miles; leased to other companies, 7 m.; total operated, 309 miles.

STOCK, ETC.—The capital stock (including Nodaway & Tarkio Valley) June 30, 1899, $6,050,493, all owned by the Chicago Burlington & Quincy, and the road is operated as part of that system. Consols. Nos. 1 to 500, both inclusive, have a prior lien. See description of mortgage in October, 1896, SUPPLEMENT, page 1. Funding notes, $390,000, dated 1893, due Jan., 1907, int. J-J.

DIVIDENDS.—	'90.	'91.	'92.	'93.	'94.	'95.	'96. (6 m.)	'97.	'97-98	'98-9
Per cent.....	3·07	7·40	6·90	8·65	8	4·89	3·74	2·99	5·9	4·25

EARNINGS.—In year 1898-99, gross, $2,243,340; net, $670,898; other income, $7,130; interest and rentals, $413,737; dividends, 4¼ p. c.

Kansas City Suburban Belt RR.—Belt Line from Second St. and Broadway around Kansas City, via the East Bottoms and the valley of the Blue and Brush Creek, providing terminal facilities for the railroads centering at Kansas City, and furnishes quick transit from the manufacturing suburbs, etc. The St. Louis & S. F. RR. uses the terminals.—V. 67, p. 125. Stock, $4,750,000; par, $100.

In Jan., 1900, was included in the plan for the reorganization of the Kans. City Pitts. & Gulf, which see above. As to floating debt, etc., see V. 69, p. 1247.

ORGANIZATION.—In 1892-3 consolidated with Consol. Terminal Ry. Co., and bought entire capital stock of Kansas City & Ind. Air Line Co. Also owns all but $600 of the $2,000,000 stock of Union Terminal RR.

EARNINGS.—Report for year ending June 30, 1898, in (V. 67, p. 1105, showed: Gross, $512,155; net, $237,216; interest and taxes, $202,875; dividend (1½ p. c.) $71,250; deficit, $36,909. Jan. 1 to Nov. 30 (11 months), gross, $489,859 in 1899, against $483,156 in 1898. N Y. office, 36 Wall St.—(V. 68, p. 187, 524; V. 69, p. 384, 1012, 1247, 1346.)

Kansas City Watkins & Gulf Ry.—Completed in 1892 from Lake Charles, La., to Alexandria, 98 miles; branches, 3 miles. Stock $1,967,400 outstanding in 1898 On June 30, 1899, floating debt about $200,000. Interest defaulted July, 1895. Henry B. Kane, as Receiver, took charge March, 1898. Foreclosure pending. (V. 67, p. 73.) *New York Committee.*—W. H. Male, D. O. Eshbaugh and Theron G. Strong; Secretary, H. R. Wilson, 41 Wall St., N. Y.; depository, Metropolitan Trust Co., N. Y. *Philadelphia Committee* depositary is Girard Life Ins., Annuity & Trust Co., Philadelphia. For year 1896-7, gross, $141,897; net, $29,243, against $51,270 in 1895-96. (V. 67, p. 73.)

Kansas Midland Ry.—See SUPPLEMENT of Jan., 1899.

St. Louis Iron Mt. & South. Ry.—See MO. PAC. RY. SYSTEM.

Kansas Southwestern Ry.—See SUPPLEMENT of Jan., 1899.

Kentucky & Indiana Bridge Co.—Owns steel cantilever bridge over the Ohio River at Louisville and 5 miles of railroad between Louisville, Ky., and New Albany, Ind., and 5 miles of belt line in Louisville; also owns Louis. & New Albany Ferry Co. and N. Albany Street Car Co. Stock, $1,700,000; receivers' certificates, (?).

RECEIVERS.—John MacLeod, F. W. Tracy and S. M. Felton. Balt. & Ohio S. W., the Southern Ry. and Louisville New Albany & Chicago (now Chicago Indianap. & Louisv.) acquired a block of the second mortgage and terminal bonds, and on Jan. 18 1900, representatives of the B. & O. S. W. and Southern Ry. purchased the road subject to the $1,000,000 first mortgage. See V. 62, p. 1087; V. 63, p. 500, 601; V. 70, p. 125.

INTEREST PAYMENTS.—First mortgage interest due Sept. 11, 1896, was paid Nov. 11, 1897, at Louisville Trust Co. of Louisville, Ky.

EARNINGS.—For year ending June 30, 1898, gross, $271,036; net, $86,069; charges, $109,505; balance, def., $23,436. V. 70, p. 125.

Keokuk & Des Moines Ry.—Owns from Keokuk, Ia., to Des Moines, Ia., 162 miles. Leased for 45 years from October 1, 1878, to the Chicago Rock Island & Pacific Railway, the lessee to pay 25 per cent of the gross earnings, but guarantees the interest (not the principal) on the bonds. Stock is $1,524,600 8 per cent preferred and $2,600,400 common (par $100), a majority of which is held by the lessee.

DIVIDENDS.—	1893.	1894.	1895.	'96 to '98.	18 9.
On pref. p. c.	2·4	95 cts.	90 cts.	None.	April, ½

Rental: In 1894-95, $137,500; in 1895-6, $139,521; in 1896-7, $137,500; in '97-8, $144,855. V. 68, p. 772.

Keokuk & Western RR.—In 1899 all of the bonds and most of the stock were acquired by the C. B & Q.—V. 68, p. 379; V. 69, p. 756.

Kickapoo Valley & Northern RR.—V. 69, p. 440, 743, 1148.

Kingston & Pembroke Ry.—Owns from Kingston, Ont., Can., to Renfrew on the Can. Pac., 104 miles; branches, 9 miles In 1899 was reorganized per plan in V. 67, p. 274, by which $1,000,000 (par $50) first pref. 5 p. c. non-cum. stock (V. 67, p. 1309; V. 68, p. 130) and $150,000 second pref. 3 p. c. stock issued, floating debt paid and interest on bonds reduced to 3 p. c. Common stock, $2,500,000; par $50; issued, $2,204,400. In year 1896-7, gross, $122,804; net, $21,142. —(V. 67, p. 274, 901 1309; V. 68, p. 130 927.)

Knoxville & Bristol RR.—Morristown, Tenn., to Corryton via Tate Springs (Bean Station), 40 miles. Road when completed to extend from Knoxville via Corryton and Bean Station (including 29 miles of present line) to Bristol, 120 miles, with branch Bean Station to Morristown (remainder of present line). In Oct., 1899, the extensions were reported under construction. A reorganization of the Morristown & Cumberland Gap RR sold under foreclosure in Feb., 1898. V. 66, p. 810. Stock authorized $1,000,000. In Apr., 1898, made a mortgage to the Security & Trust Co. of Camden, N. J., as trustee. President, Henry J Braker, 100 William Street, New York; Treas., J. B. Foster, Providence, R. I.—V. 66, p. 810.

Knoxville & Ohio RR.—Owns from Knoxville, Tenn., to Jellico, Tenn., and branch, 69 miles Operated by Southern Railway as part of its system. Stock is $1,122,200; par, $100. Southern Railway owns $1,117,400 of the stock nearly all pledged under its consolidated mortgage of 1894. Earnings now included in Southern Ry. Year 1895-96 gross, $496,126; net, $224,863; interest, $120,000.

Kootenay Ry. & Navigation.—V. 69, p. 80.

Lake Erie & Western Railroad.—*(See Map).*—Owns Sandusky, O., to Peoria, Ill., 420 miles, and branch to Minster, 10 miles; Indianapolis to Michigan City, 162 miles; Fort Wayne to Connersville and branch to Rushville, 133 miles; total owned, 725 miles, of which 701 steel; leased from Oct. 1, 1895, the Northern Ohio RR., Akron to Delphos, 167 miles; total operated, 892 miles.

HISTORY, ETC.—Formed in 1887 after foreclosure of the Lake Erie & Western *Railway.* (See V. 50, p. 590.) The terminals at Indianapolis, Peoria, Fort Wayne and New Castle are operated partly under lease. The company lets about 74 miles of trackage and terminal rights receiving about $35,000 yearly. In 1899, control passed to the Vanderbilts and in Jan., 1900, a new directory was elected; the road will be operated as part of the Lake Shore sytem. V. 70, p. 76.

GENERAL FINANCES.—In Jan., 1900, the large floating debt in existence when dividends were suspended in 1899 had all been paid off, about $800,000 had been expended for improvements, and there was $350,000 in the treasury. The road earned in 1899 more than a million dollars in excess of fixed charges, and this surplus, together with the proceeds of sale of the Pittsburg & Western 2ds to B. & O. interests, and of stock in the Cleveland Akron & Columbus RR and the right of way, etc., of the abandoned Cleveland & New Castle project to the Pennsylvania system, produced this marked change in the company's financial condition.

DIVIDENDS SINCE '89 on preferred.—	1890	'91	'92	'93	'94	'95	'96	'97	'98
	4%	4	4¾	5	5	5	5	5	5

none since

Dividends suspended in 1899 on account of advances to Cleveland & New Castle Ry. See above and V. 68, p. 232, 282, 719.

BONDS.—Abstract of first mortgage in V. 46, p. 45; of 2d mortgage in V. 54, p. 444. Guarantees $2,500,000 5s Northern Ohio, which see.

LATEST EARNINGS.—11 months ending Nov. 30:

Year.	*Gross.*	*Net.*	*Charges.*	*Bal., sur.*
1899.....	$3,524,988	$1,591,804	$718,673	$873,131
1898.....	3,164,248	6,324,053	680,123	643 930

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Peoria on first Wednesday in October. Annual report for 1898 was given in V. 68, p. 719. The traffic is well distributed, only 6 per cent being coal. Average rate per ton per mile in 1898 was 0·620 cent.

Year end. Dec. 31.	1898.	1897.	1896.	1895.
Gross earnings.....	$3,467,378	$3,439,397	$3,344,274	$3,519,104
Net earnings.....	1,228,993	1,234,147	1,198,097	1,368,675
Interest on bonds....	509,725	492,500	471,708	467,500
North. Ohio int. guar.	125.000	125,000	125,000	.....
Dividends .....(3¾)	444,000	(5) 592,000	(5) 592,000	(5) 592,000
Balance, surplus.	$150,268	$24,647	$9,389	$309,175

Improvements in 1898 consumed year's apparent surplus. —(V. 68, p. 130, 232, 282, 523, 719, 1075; V. 69, p. 132, 1012; V. 70, p. 76.

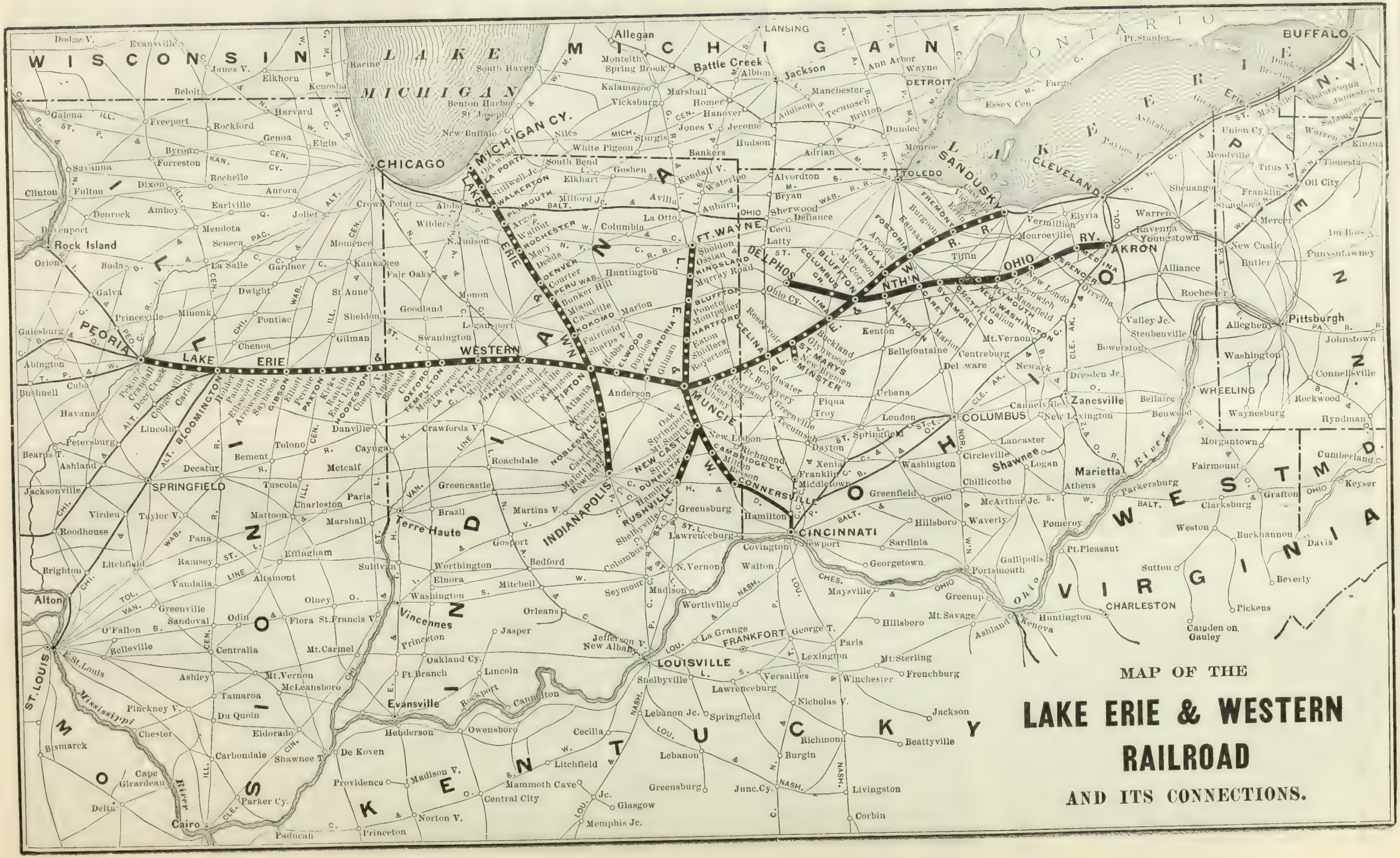
Lake Shore & Michigan Southern Railway.—*(See Map N. Y. Central.)*—Operates from Buffalo to Chicago with branches. The main line (540 miles) includes 26 miles between Toledo and Palmyra, Mich., under lease from the Erie & Kalamazoo.

Road owned directly.	*Miles.*
Buffalo, N. Y., to Chicago, Ill.	540
Sundry branches	327
Entire stock owned.	
Detroit & Chicago (see below).	26
Detroit Monroe & Toledo	55
Kalamazoo & White Pigeon	37
Northern Central Michigan	61
Sturgis G. & St. L.	36

Leased, [see this Co.]*	*Miles.*
Kalamazoo A. & G. R	58
Jamestown & Franklin	51
Mahoning Coal RR	48
Erie & Kalamazoo (26 m.)	Text.
Detroit Hillsdale & S. W.*	65
Fort Wayne & Jackson .*.*	98
Elkhart & Western	11
Grand tot. oper. Jan. 1, '99	1,413

Of the main line 490 miles has double track. By control of "Nickel Plate" the Lake Shore has still another line from Buffalo to Chicago.

ORGANIZATION, &C. A consolidation on Aug. 16, 1869. The N Y. Ch. & St. Louis (Nickel Plate) road has been controlled by ownership of stock since 1882, Lake Shore now owning $6,240,000 of its common.


WISCONSIN
LAKE MICHIGAN
MICHIGAN
ONTARIO
ERIE
CHICAGO
MICHIGAN CY.
LAKE ERIE & WESTERN
PEORIA & EASTERN
CHICAGO & ERIE
FT. WAYNE
DELPHOS
TOLEDO
SANDUSKY
CLEVELAND
BUFFALO
PITTSBURGH
AKRON
COLUMBUS
SPRINGFIELD
TERRE HAUTE
INDIANAPOLIS
CINCINNATI
LOUISVILLE
EVANSVILLE
ST. LOUIS
WHEELING
CHARLESTON
Rock Island
Peoria
Bloomington
Decatur
Lafayette
Logansport
Kokomo
Marion
Muncie
New Castle
Richmond
Dayton
Springfield
Xenia
Zanesville
Marietta
Parkersburg
Huntington
Ashland
Kenova
Ohio River
Mississippi River
Lake Michigan
Lake Erie
Lake Huron
Lake Superior
Lake Ontario
MAP OF THE
LAKE ERIE & WESTERN
RAILROAD
AND ITS CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lake Sh.—Mahon. Coal—(Con.)—Pref. stock, see text	43	....	$50	$661,850	5	J. & J.	N. Y., Union Trust Co.	July, '99, 2½%
1st M., Youngs. to And., etc., guar. p.&i.(end)...c	43	1884	.1,000	1,500,000	5	J. & J.	do do	July 1, 1934
Lancaster & Chester—1st mortgage.....c	29	1897	100 &c.	25,000	7	J. & J.	B'k of Lanc., Lanc., S.C.	Jan. 1, 1917
Leavenworth Terminal Ry. & Bridge—1st M., gold.	3	1893	1,000	600,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1923
Lehigh & Hudson River—1st M., g., int. red'c'd to 5p.c.	42	1881	1,000	800,000	5 g.	J. & J.	N. Y., Nat. Exch. Bank.	July 1, 1911
2d mortgage, gold.....	63	1887	1,000	169,070	5 g.	J. & J.	do do	July 1, 1917
Warwick Valley 1st & 2d Ms. ($240,000 2ds).....	Text.	79-'81	500 &c.	385,000	6	A. & O.	do do	1900 & 1912
Wawayanda RR. 1st mortgage.....	7	1880	500 &c.	65,000	6	J. & J.	do do	July 1, 1900
L. & Hud. R. Gen. M. $3,000,000, g. (see text) Ce.c*	....	1890	1,000	1,124,000	5 g.	J. & J.	do do	July 1, 1920
Lehigh & New Engl'd—Slate Valley RR., 1st mort..	....	1886	500 &c.	61,500	4	J. & J.	.....	July, 1, 1916
1st mort., $1,000,000, gold.....	....	1895	1,000	403,000	5 g.	J. & J.	Phila., 927 Chestnut St.	July 1, 1945
Lehigh Valley—Stock ($106,300 is 10 p.c. pref.)	....	....	50	40,441,100	.....	.....	.....	1893
1st mortgage, c. and r., extended in gold at 898	101	1868	1,000	5,000,000	4 g.	J. & D.	Reg. at office; cp. Bk. N. A.	June 1, 1948
2d mortgage.....r	101	1870	1,000	6,000,000	7	M. & S.	Phila. Of., 228 So. 3d St.	Sept. 1, 1910
Consol. mort., } coup. & reg., $4,762,000 4½s.c&r	285	1873	1,000	10,400,000	4½ & 6	J. & D.	Reg. at office; cp. Bk. N. A.	Dec. 1, 1923
$40,000,000, } annuity, $2,538,000 are 4½s. FP	285	1873	1,000	12,350,000	4½ & 6	J. & D.	Phila., Of., 228 So. 3d St.	Irredeemable.
Mtge. and Coll. tr., g., call at 107½.....G P.c*&r	....	1897	1,000	4,925,000	5 g.	M. & N.	Philadelphia.	May 1, 1997
Lehigh & N. Y., 1st M., $2,000,000, g., gu. p.&i.c*&r	117	1895	1,000	2,000,000	4 g.	M. & S.	Phil., Leh. Val. Of. & N. Y.	Sept. 1, 1945
Leh. Val. of N. Y., 1st M., gold, gu. p. & i.(end.)c*&r	283	1890	1,000	15,000,000	4½g.	J. & J.	N. Y., Merch. N. Bk. & Ph.	July 1, 1940
Leh. Val. Ter., 1st M., gold, gu. p. & i., end..C.c*&r	31	1891	1,000	10,000,000	5 g.	A. & O.	do do	Oct. 1, 1941
Easton & Amboy, 1st M. Easton to P. Amboy, gu. V	60	1880	1,000	6,000,000	5	M. & N.	Phila., Of., 228 So. 3d St.	May 1, 1920
Easton & No., 1st M., gold, guar. by L. Val..c*&r	12	1895	500 &c.	51,000	4½g.	M. & N.	See Off., 228 So. 3d St.	Nov. 1, 1935
Delano Land 1st M., gold, guar.. s. f. $30,000 y'ly	....	1892	1,000	1,104,000	5 g.	J. & J.	do do	Jan. 1, 1932
Middlesex Valley, 1st mort., $600,000, gold....c*	22	1892	1,000	375,000	5 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1942
Penn. & N. Y. Can. & RR.—1st m., endors...c*&r.	....	1866	1,000	1,500,000	7	J. & D.	Phila., Bk. N. America.	June 1, 1906
Consols (see text) guaranteed p.& i.(end.).GPr	....	1888	1,000	8,500,000	4, 4½, 5	A. & O.	Phila., Lehigh Val. RR.	Apr. 1, 1939
Elmira Cortl'd & No. 1st pref. mort., gold.....c*	119	1884	1,000	750,000	6 g.	A. & O.	do do	Apr. 1, 1914
1st M., gold, guar. p. & i. (end.).....	119	1884	1,000	1,250,000	5 g.	A. & O.	do do	Apr. 1, 1914
Cana. No. 1st M., g., gu. p.&i. by E.C.&N. (V.66, p.82)	....	1886	.....	300,000	6 g.	J. & J.	do do	July 1, 1906
Morris Canal stock, 4% guaranteed 999 years....	....	....	100	1,025,000	4	F. & A.	Phil. office, 228 S. 3d St.	Feb., '00, 2%
Preferred stock, 10 p. c., guar. 999 years.....	....	....	100	1,175,000	10	F. & A.	do do	Feb., '00, 5%
Snow Shoe, 1st M., not guar.....r	....	....	500	400,000	5 g.	J. & J.	Philadelphia.	Jan. 1, 1910
L. V. Coal Co. 1st M. $12,000,000, g. s. f., not drn. c*&r	....	1893	1,000&c	11,574,000	5	J. & J.	N. Y. and Philadelphia.	Jan. 1. 1933

$6,275,000 of its 2d preferred and $2,503,000 of its 1st preferred stock. The company also controls and leases the Mahoning Coal RR. [see Lake Shore "System" below] and owns (besides the entire stock of the proprietary lines) $2,675,696 Pittsburg & Lake Erie stock. N. Y. C. & H. R. RR. in 1899 had acquired over nine tenths of the capital stock, as stated below. Dividend was increased from 3 to 3½ p. c. in July, 1898. The Lake Erie & Western RR., control of which was acquired by the Vanderbilts in 1899, will be operated as part of the Lake Shore system. See Lake Erie & Western item.—V. 70, p. 76.

DIVIDENDS.—Since 1887. P. Ct.

1888	'89	'90	'91	'92	'93-97	'98	'99	1900
4	5	5	6½	6½	6 y'rly	6½	7	Jan., 3½

The consol. mortgage of 1897 (United States Trust Co., N. Y., and John T. Dye of Indianapolis, Ind., trustees,) is for $50,000,000 of 3½ per cent gold bonds, tax free, authorized to retire the several issues of 7s maturing from 1898 to 1903 (see **abstract** in V. 64, p. 1182) amounting to $43,192,000, and the balance, $6,808,000 for use in refunding said bonds and for general purposes of the company. The mortgage covers 829·54 miles of main line and branches—a considerable portion being double tracked—and 181·11 miles of leased lines. The refunding of the first 7s into new 3½ per cent consols will effect a saving in interest charges, when entire $50,000,000 are outstanding, of $1,273,440 a year. See refunding plan in V. 64, p. 469, 610 and also V. 66, p. 82; V. 67, p. 956. To June, 1899, $30,542,000 of 3½s had been listed.—V. 66, p. 1140; V. 68, p. 1182.

GUARANTIES.—As to guaranties additional to those shown in table above see Detroit Hillsdale & S. W. and Fort Wayne & Jackson.

GENERAL FINANCES.—Nothing has been charged to construction or equipment account since 1883, the outlays charged to operating expenses for new equipment amounting in 1898 to $699,516, and in 1897 to $349,280 and for construction to $108,908 in 1898, against $245,179, these items being exclusive of expenditures for renewals. Profit and loss surplus Jan. 1, 1899, $7,350,713. Low grades permit large train loads; average for 1898, 352 tons, against 321 in 1897.

In Dec., 1899, $27,341,000 of the $43,192,000 7 per cents due in 1903 and earlier, and outstanding in June, 1897, had been retired and $31,387,000 new 3½s issued, thus reducing fixed charges $815,325 per annum, or over 1½ per cent on the capital stock.

In Feb., 1898, a majority of the capital stock was purchased by the N. Y. C. & H. RR., which gave in exchange its 3½ p. c. bonds at the rate of $200 in bonds for $100 in stock, and offered to take the minority interest on the same terms. V. 66, p. 288. In Dec., 1899, $45,284,600 stock had been exchanged. V. 69, p. 1237.

EARNINGS.—For 9 months ending Sept. 30, 1899:

9 mos.	Gross.	Net.	Other inc.	Int., taxes, &c.	Bal., sur.
1899	$17,167,249	$5,843,917	$253,070	$2,878,070	$3,218,917
1898	15,200,977	5,392,810	269,083	2,924,083	2,737,810

ANNUAL REPORT.—For 1898 was in V. 68, p. 868. Preliminary report for 1899, V. 69, p. 1297.

Year end. Dec. 31—	1899.	1898.	1897.
Total gross earnings	$23,417,971	$20,753,683	$20,297,721
Oper. exp. & taxes	*15,857,682	*13,928,020	13,542,491
Net earnings	$7,560,289	$6,825,663	$6,755,230
Net, incl. oth. income	.....	$7,172,472	$7,150,851
Rentals paid	2,740,000	656,489	635,895
Interest on debt		2,439,410	2,716,348
Divid's on guar. stock		53,350	53,350
Dividends	(7) 3,462,655	(7) 3,462,655	(6) 2,967,990
Surplus over divs	$1,357,634	$560,568	$777,268

* Includes $1,865,020 expenses for equipm't in 1899; $699,516 in '98. —V. 69, p. 27, 440, 1062, 1297.

Lake Shore System.—Mahoning Coal RR.—Owns from Youngstown to Andover, O., and branch, 50 miles. Leased in perpetuity for 40 per cent of gross earnings to Lake Shore, which Jan. 1, 1899, owned $865,900 common and $399,500 preferred stock.

DIVIDENDS.—On common.

1889.	'90.	'91.	'92.	'93.	'94.	'95 to Aug., '99.
4½%	5	4½	8½	8	8	10 (Feb. 7%, Aug. 3%)

The preferred stock certificates are 5 p. c. guaranteed and contain a clause making them redeemable at par at option of company.

For 1898, rental, $302,394; surplus over int. and 10 p. c. on com. and 5 p. c. on pref., $42,584. In 1897 rental $280,474. (V. 66, p. 897.)

Leavenworth Terminal Railway & Bridge.—Owns highway and railroad bridge (opened Jan. 1, 1894), 1,110 feet long, over Missouri River at Leavenworth, Kan., and valuable terminal property in that city. The mortgage contains a sinking fund provision. Kansas City St. Joseph & C. B. (Chicago B. & Q.) and Chicago R. I. & P. use the bridge at an annual rental of $16,000 each, under a 30-year contract from 1894, and Chicago Gt. Western from Sept. 1, 1895, for 30 years; rental $17,500. Capital stock, $600,000. (V. 69, p. 494.)

Leavenworth Topeka & South Western Ry.—Leavenworth to Meriden Junction, in Kansas, 47 miles.—V. 70, p. 76.

Lebanon Springs Ry.—See Chatham & Lebanon Valley RR.

Lehigh & Hudson River Ry.—Owns from Greycourt, on Erie RR., to Belvidere, N. J., on the Pennsylvania RR., 63 miles, Proprietary lines: Orange County RR. (entire stock owned—no bonds issued), Hudson Junction to Maybrook, N.Y., on P. R. & N. E. (Poughkeepsie Bridge 13 miles; S. E. & P. RR., Phillipsburg to Easton, 1 mile; trackage, Penn RR., Belvidere to Phillipsburg, 13 miles; total oper., 90 miles.

The Central RR. of N. J. and Lehigh Coal & Nav. Co. control the road.—V. 68, p. 568. Coal and coke are over half the tonnage

SECURITIES.—Stock, $1,340,000; par, $100. Warwick Valley 1st mort. covers 15 miles of road and bonds mature October 1, 1900; 2d mortgage covers 22 miles and bonds mature April 1, 1912. On Sept. 30, 1899, car trusts, 5s, $10,000.

The general mortgage is for $3,000,000, of which the amount outstanding was increased in 1898 from $584,000 to $1,124,000 to pay the floating debt, and in exchange for $40,000 second mortgage bonds. At the same time, of the $1,124,000 outstanding $1,062,000 were guaranteed jointly, prin. and interest, by the Cent. RR. of N. J. and Leh. Coal & Nav. Co. An additional $1,535,000 are reserved to take up prior liens and $330,000 for extensions or acquisitions of connecting roads. See form of guaranty, etc. in V. 67, p 788.

LATEST EARNINGS.—3 mos. ending Sept. 30 (including Or. Co. RR.):

3 months—	Gross.	Net.	Int., tax., etc.	Balance.
1898-9	$124,259	$57.176	$35,910	$21,266
1897-8	98,376	43,211	36.112	7,099

ANNUAL REPORT.—Including Orange County RR.:—V. 69, p. 1298.

Year end. June 30.	Gross.	Net.	Int., tax, etc.	Bal., sur.
1899	$458,750	$211,050	$146.094	$64,956
1898	402,046	184,092	144,768	39,324

Grinnell Burt, President, N. Y. City.—V. 67, p. 1259; V. 69. p. 1298.

Lehigh & New England RR.—Operates road from Slatington, Pa., to Campbell Hall, N. Y., 96 miles, of which three sections, aggregating 44 miles, belong to other companies, leaving 52 miles owned. N. Y. Susq. & W. operates New Jersey Division (Campbell Hall to Hainesburg, 61 miles), and Lehigh Valley RR. operates Pennsylvania Division (Hainesburg to Slatington, 35 miles.) Campbell Connecting RR. (leased) issued on its 4 miles $500,000 of 1st M. 50-year 5s due 1939, but reported purchased in Sept., 1899.

HISTORY.—A reorganization July 1, 1895, of the Pennsylvania Poughkeepsie & Boston, sold in foreclosure Dec. 14, 1894.

SECURITIES.—Stock is $1,500,000, par $50. Mortgage is for $1,000,000, of which $625,000 for improvements and exten's.—(V. 62, p. 134.) Loans and bills payable June 30, 1898, $107,719.

EARNINGS.—For year ending June 30, 1898, gross, $71,049; net, $10,927; charges, $9,189; balance, surplus, $1,738.

Lehigh Valley RR.—*(See Map)*—Main line, Jersey City, N. J., opposite N. Y. City, to Buffalo, N. Y., 442 miles; branches to Audenried, Tomhicken, Hazleton, &c., 751 miles; Lehigh & New York RR., 115 miles; State Line & Sullivan Railroad, 24 miles; total main line, 1,332 miles; branches, etc., 846 miles. Total system 2,178 miles; second track, 569 miles. Trackage: Penn. RR., 13·6 miles; N. Y. Central, 15 miles; sundry trackage, 34·8 miles.

HISTORY, ETC.—In March, 1897, arranged with J. P. Morgan & Co. of N. Y. for a general readjustment of finances, including the holding of voting power for a large block of the stock.—See V. 64, p. 517, 754; V. 68, p 474. For list of securities owned, see V. 66, p. 187. In June, 1899, J. P. Morgan & Co. exercised the option to purchase 75,000 shares of stock held by the Asa Packer estate.—V. 68, p. 1226.

COAL PROPERTY.—The Lehigh Valley RR. Co. owns 3,619 acres of coal lands and all the ($650,000) stock of the Lehigh Valley Coal Co., which in December, 1893, owned anthracite coal and surface lands:

	Total acres.	Coal acres.	Est'd. yield.
Owned in fee	15,217	7,242	124,000,000
Perpetually leased	8,123	5,741	111,000,000
Term leases	1,708	1,708	47,000,000
Controls through stock owned	9,229	4,519	50,000,000

Collieries 54, daily capacity about 30,000 tons. (V. 62, p. 364.) The Hazelton Coal Co. (chartered in 1896) stock is owned and its $2,000,000 first mortgage 5s also owned are guaranteed—see V. 64, p. 137.

The Coal Co. shipped from collieries owned was 3,046,488 tons in 1898-9, 2,609,126 tons in 1897-8, 2,613,725 tons in 1896-7.

DIVIDENDS.—Since '85.

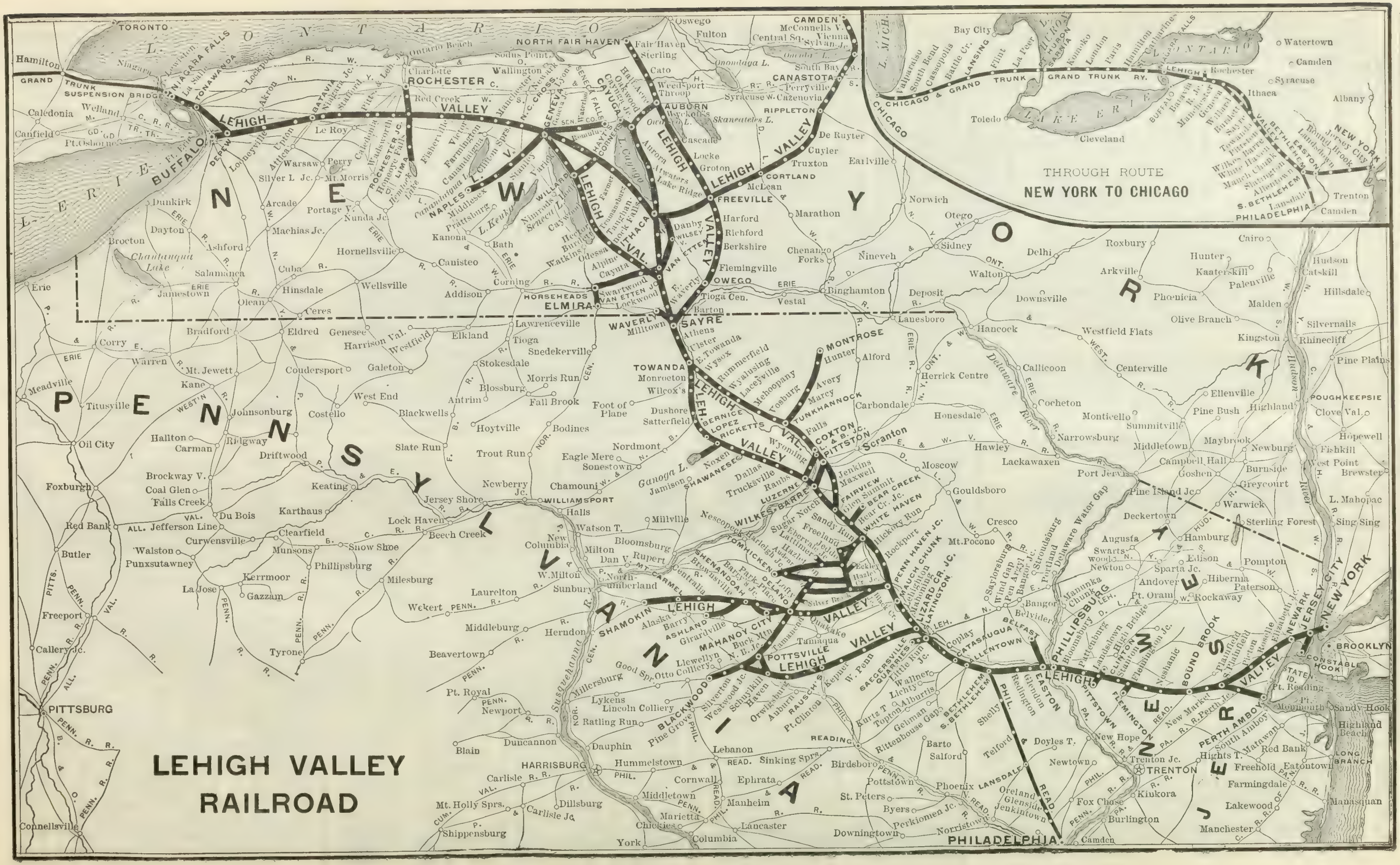
'86.	'87.	'88.	'89.	'90.	'91.	'92	'93.
P. ct. 4	4½	5	5	5	5	5¼	4

none since.

BONDS.—The $15,000,000 *mortgage and col. trust 5s* of 1897 were authorized to provide for floating debt and for future improvements, $7,000,000 (which may bear a lower rate of interest than 5 per cent) being reserved for improvements or acquisition of stocks or bonds of other companies at $1,000,000 a year after 1900. The mortgage covers 791·69 miles of single track, including branches and sidings, real estate in Philadelphia, and also stocks and bonds of various companies. Lehigh Valley bonds with lien prior to these bonds may be extended or new prior lien bonds issued, but not to increase the aggregate principal sum or rate of interest of such bonds except as provided in the consolidated mortgage. List of collateral pledged to secure bonds was given in V. 65, p. 1114; see also V. 66, p. 187. The bonds are subject to call at 107½ p. c.—see "General Finances" below.

GUARANTIES.—*Easton & Northern RR.*—Road from Belfast to Easton Pa., 8 miles; branch to Lehigh Valley RR. at South Easton, 4 miles Capital stock is $300,000. Lehigh Val. guarantees bonds. (V. 62, p. 135.

Elmira Cortland & Northern RR.—This road, with the Canastota Northern, runs from Elmira to Canastota and Camden, N. Y., 140 miles. The stock, $2,000,000 is owned—V. 62, p. 364, 1177.


THROUGH ROUTE
NEW YORK TO CHICAGO
LEHIGH VALLEY RAILROAD
ONTARIO
PENNSYLVANIA
NEW YORK
NEW JERSEY
ERIE
BUFFALO
PITTSBURG
PHILADELPHIA
NEW YORK
BROOKLYN
TORONTO
Hamilton
NIAGARA FALLS
GRAND TRUNK SUSPENSION BRIDGE
Buffalo
Lockport
Akron
Batavia
Rochester
Canandaigua
Geneva
Auburn
Cayuga
Oswego
Fulton
Syracuse
Cazenovia
Cortland
Ithaca
Elmira
Corning
Waverly
Owego
Binghamton
Scranton
Wilkes-Barre
Hazleton
Mauch Chunk
Easton
Bethlehem
Allentown
Reading
Harrisburg
Williamsport
Lock Haven
Du Bois
Oil City
Titusville
Meadville
Erie
Jamestown
Dunkirk
Salamanca
Olean
Bradford
Warren
Kane
Ridgway
Johnsonburg
Brockway V.
Foxburgh
Red Bank
Butler
Freeport
Callery Jc.
Connellsville
Punxsutawney
Walston
Curwensville
Clearfield
Jefferson Line
Driftwood
Keating
Coal Glen
Falls Creek
Carman
Hallton
Corry
Mt. Jewett
Coudersport
Galeton
Costello
Blackwells
Slate Run
Trout Run
Eagle Mere
Sonestown
Nordmont
Jersey Shore
Newberry Jc.
Chamouni
Halls
Watson T.
Millville
Milton
Bloomsburg
Dan V. Rupert
Milesburg
Beech Creek
Laurelton
Wekert
Middleburg
Herndon
Sunbury
W. Milton
Northumberland
Shamokin
Mahanoy City
Ashland
Girardville
Tamaqua
Pottsville
Llewellyn
Otto Colliery
Good Spr.
Millersburg
Pt. Royal
Newport
Duncannon
Blain
Dauphin
Hummelstown
Carlisle
Mt. Holly Sprs.
Shippensburg
Dillsburg
Carlisle Jc.
Cornwall
Ephrata
Lebanon
Sinking Spr.
Manheim
Middletown
Marietta
Chickies
York
Columbia
Lancaster
Downingtown
Norristown
Phoenixville
Pottstown
Birdsboro
Barto
Salford
Rittenhouse Gap
Gelman
Kurtz T.
Topton
Lichty
Wallner
Allburtis
Coplay
Catasauqua
Allentown
Bethlehem
Siding
Redington
Glendon
Shelly
Telford
Doyles T.
New Hope
Newtown
Trenton Jc.
TRENTON
Kiukora
Fox Chase
Burlington
Camden
Manchester
Lakewood
Farmingdale
Freehold
Red Bank
Eatontown
Long Branch
Highland Beach
Sandy Hook
Pt. Monmouth
Pt. Reading
Constable Hook
Staten Id.
Perth Amboy
South Amboy
Matawan
Hights T.
Pine Bush
Highland
Pine Plains
Rhinecliff
Kingston
Silvernails
Olive Branch
Hillsdale
Malden
Hudson
Catskill
Palenville
Kaaterskill
Hunter
Cairo
Roxbury
Arkville
Delhi
Sidney
Walton
Deposit
Downsville
Phoenicia
Hancock
Westfield Flats
Centerville
Callicoon
Cocheton
Monticello
Summitville
Middletown
Maybrook
Newburg
Campbell Hall
Goshen
Burnside
Greycourt
Warwick
Sterling Forest
Sing Sing
L. Mahopac
Deckertown
Pine Island Jc.
Port Jervis
Narrowsburg
Lackawaxen
Honesdale
Hawley
Gouldsboro
Moscow
Scranton
Carbondale
Herrick Centre
Oneonta
Norwich
Otego
Earlville
De Ruyter
Truxton
Cuyler
Groton
Locke
Cascade
Auburn
Skaneateles L.
Owasco L.
Cayuga L.
Seneca L.
Keuka L.
Canandaigua L.
Chautauqua Lake
Conesus L.
Hemlock L.
Honeoye L.
Canisteo
Addison
Hornellsville
Wellsville
Olean
Ceres
Eldred
Genesee
Harrison Val.
Westfield
Elkland
Lawrenceville
Tioga
Stokesdale
Morris Run
Blossburg
Antrim
Fall Brook
Bodines
Hoytville
Blackwells
Foot of Plane
Dushore
Satterfield
Towanda
Monroeton
Wilcox's
Athens
Ulster
E. Towanda
Wysox
Rummerfield
Wyalusing
Laceyville
Mehoopany
Tunkhannock
Falls
Wyoming
Avery
Marcy
Hunter
Alford
Montrose
Lanesboro
Susquehanna
Starrucca
Lanesville
Tioga Cen.
Barton
Vestal
Danby
Wilsey
Van Etten
Flemingville
Berkshire
Richford
Harford
Marathon
Chenango Forks
Nineveh
Sayre
Waverly
Milltown
Swartwood
Van Etten Jc.
Lockwood
Horseheads
Watkins
Burdett
Hector
Odessa
Alpine
Cayuta
Ithaca
Cayuga
Seneca
Geneva
Canandaigua
Naples
Middlesex
Prattsburg
Penn Yan
Dundee
Himrods
Romulus
Interlaken
Trumansburg
Farmer
Ludlowville
Lansing
Cayuga Jc.
Auburn
Aurora
Atwaters
Lake Ridge
Freeville
Groton
Locke
Truxton
Cuyler
De Ruyter
Cortland
McLean
Marathon
Chenango Forks
Nineveh
Sidney
Walton
Delhi
Roxbury
Arkville
Hunter
Kaaterskill
Palenville
Cairo
Hudson
Catskill
Hillsdale
Malden
Olive Branch
Kingston
Rhinecliff
Pine Plains
Pine Bush
Highland
Summitville
Monticello
Cocheton
Callicoon
Centerville
Westfield Flats
Hancock
Deposit
Downsville
Phoenicia
Roxbury
Arkville
Delhi
Sidney
Otego
Norwich
Earlville
Truxton
Cuyler
De Ruyter

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princi pal, When Due *Stocks*—Last Dividend.
Lehigh Valley *-(Concluded.)*—								
Car trusts, gold, $50,000 due each F. & A.....c*	....	1896	1,000	$650,000	5 g.	F. & A.	Phil.,Girard L.I.A.& Tr.	Feb., '00-1906
do do $500,000, due $25,000 each F.&A....	....	1896	1.000	330,000	5 g.	F. & A.	Philadelphia.	Feb., '00-1906
do do $2,000,000, due $200,000 yearly.....	....	1899	1,000	2,000,000	4½ g.	J. & D.	Phila., Penn Co.for Ins.	To June 1, '09
Lexington & East'n—1st M., $1,000,000, gold Ce.c*	....	1895	1,000	1,000,000	5 g.	J. & J.	N. Y., J. K. Tod & Co.	Jan. 1, 1900
General mort., gold; incomes to Feb.1, 1900.Co.r	92	1895	1,000&c	1,500,000	5 g.	F. & A.	1 p. ct. paid Aug., 1899	Feb. 1, 1935
Little Kanawha—1st mort., gold, $15,000 p. m.K.	30	1898	1,000	None Oct.'98	5 g.	J. & J.	.....	Jan. 1, 1948
Little Miami—St'k,com.,gu.8 p.c.,99 yrs.,P.C.&St.L.	....	....	50	4,943,100	See text.	Q.—M.	to Cinn.,Office, 1st Nat.Bk.	Dec.10,'99,2⅕
Renewal mortgage.....c	84	1882	1,000	1,500,000	5	M. & N.	N. Y., Bank of America.	Nov. 2, 1912
Betterment bonds ($3,000,000) convertible.....	84	1892	1,000	714,000	See text.	A. & O.	do do	Apr. 1, 1932
Little Schuylkill Nav. RR. & Coal—Stock (rental gu.)	28	....	50	2,487,850	5 g.	J. & J.	Phila., Of., 410 Walnut	Jan.?,'00,2½%
Long Island—2d mortgage.....c*	155	1878	100 &c	268,703	7	F. & A.	N.Y.,U.S. Mort.& Tr.Co.	Aug. 1, 1918
Consol. mortgage, gold, $5,000,000.....	156	1881	1,000	3,610,000	5 g.	Q.—J.	do do	July 1, 1931
do do do	156	1881	1,000	1,121,000	4 g.	Q.—J.	do do	July 1, 1931
General mortgage, gold ....Ce.c*	163	1888	1,000	3,000,000	4 g.	J. & D.	do do	June 1, 1938
Metropolitan Ferry Co. 1st M., gold, red. at 110.c*	....	1887	500 &c	1,250,000	5 g.	M. & N.	do do	Nov. 1, 1937
L. I. RR. M. on ferry for $2,750,000, gold..Ce.c*	....	1892	1,000	1,494,000	4½g.	M. & S.	do do	Mch. 1, 1922
Mortgage bonds of 1932 for $500,000, gold.....	18	1892	1,000	332,000	4 g.	J. & D.	do do	June 1, 1932
Debenture ($1,500,000) gold, not subject to call..	....	1894	1,000	a 1,135,000	5 g.	J. & D.	do do	June 1 1934
New York & Flushing 1st mortgage, assumed....	2	1880	1,000	125,000	6	M. & S.	do do	Mch. 1, 1920
Brooklyn & Montauk 1st M., $250,000 are 6s...c*	76	1881	1,000	1,000,000	5 & 6 g.	M. & S.	do do	Mch. 1, 1911
2d M., g., assum., Bush. Sta. to Eastp. & brs.c*	76	1888	1,000	600,000	5 g.	J. & D.	do do	June 1, 1938
Long Island City & Flushing 1st M,. assumed..c*	12	1881	1,000	600,000	6	M. & N.	do do	May 1, 1911
Consol. mortgage gold, assumed .....c*	19	1887	1.000	650,000	5 g.	M. & N.	do do	May 1, 1937
Unified M., $45,000,000, g. call 110. Usm....c&r	....	1899	1,000&c	5,685,000	4 g.	M. & S.	do do	Mar. 1, 1949
LEASED LINES, PRINCIPAL OR INTEREST GUARANTEED.								
New York & Rockaway 1st mort., int. only guar..	9	1871	500	250,000	7	A. & O.	do do	Apr. 1, 1901
Smith. & Pt. Jefferson, 1st mortgage, guar. p.& i..	18	1871	500	75,000	7	M. & S.	do do	Sept. 1, 1901
L.I. RR. No. Sh.Br.cons.M.$1,500,000,gu.p.&i.c*	30	1892	1,000	1,425,000	5 g.	Q.—J.	do do	Oct. 1, 1932
N. Y. B.|& Manh. B. 1st con. M. $1,726,000 g., gu.	19	1885	1,000	a 1,601.000	5 g.	A. & O.	do do	Oct. 1, 1935
N. Y. & Rock. B , 1st M. $984,000, gu. p. & i.....	....	1887	1,000	a 883,000	5 g.	M. & S.	do do	Sept. 1, 1927
P. P. & C. I., 1st and 2d, ($96,000 2ds) gu. p. & i.	10	'86-'91	1,000	436,000	4½	Semi-an	do do	1926-1931

a In hands of public; total issued shown in first left hand column, balance being deposited under L. I. unified mortgage

Lehigh Valley Railway Co. of New York.—Owns Buffalo, N. Y., to near Sayre, Penn., 175 m. double track, and branches to Ithaca, Auburn, etc., 110 miles; total, 285 miles. Stock all owned by Lehigh Val. *RR.* Mortgage abstract in V. 51, p. 114. (V. 65, p. 412, 1071.)

Lehigh Valley Terminal Railway.—Owns double-track road from South Plainfield, N. J., to Jersey City, with about 125 acres at Jersey City and a large water front there, etc.; its stock of $10,000,000 is owned by Le-Valley RR. (V. 53, p. 640, 880.) Car trusts $1,000,000.

Middlesex Valley.—Naples to Geneva, N. Y., 29 miles. Bonds due 1942, guaranteed, principal and interest (endorsed).—V. 62, p. 134.

Morris Canal.—Leased for 999 years and dividends guaranteed. Bonds all owned by Lehigh Valley. See V. 50, p. 137.

Pennsylvania & New York Canal & Railroad.—Leased for 99 years from December 1, 1888, to Lehigh Valley, which has assumed its debt and owns all its stock. Consol. mortgage bonds of 1888 are reserved to take up prior bonds when due. The consols include $4,000,000 of 5 per cents, $3,000,000 of 4s, $1,500,000 of 4½s.—V. 62, p. 950.

Lehigh & New York.—N. Y. State Line near East Waverly to Fairhaven, on Lake Ontario, 115 miles.—V. 61, p. 558, 750; V. 62, p. 134.

Rochester Southern RR.—Rochester to Hemlock Lake, N. Y., 30·16 miles. Controlled through ownership of stock. Capital stock is $800,000 (par $100); funded debt $425,000, all owned in 1898 by L. V.

Lehigh Valley Coal Co.—See "Coal Property" above.

GENERAL FINANCES.—In March, 1897, $8,000,000 mortgage and collateral trust gold 5s were authorized (issue to be increased to $15,000,000 after Jan. 1, 1900); $5,000,000 of these were sold to J. P. Morgan & Co. to provide at once for floating debt, new construction and working capital, and $3,000,000 may be so used during the next two or three years and $1,000,000 a year for seven years after 1900.—V. 64, p. 754. Real estate mortgages, $235,521. The reduction of interest to 4 p. c. on the 1st 6s extended in 1898 saves $100,000 yearly. In Mar., 1899, sold to Drexel & Co., of Philadelphia, $2,000,000 4½ per cent car trusts, $200,000 to be retired yearly. V. 68, p. 572.

ANNUAL REPORT.—The fiscal year ends November 30. The report for 1898-99 was given in V. 70, p. 74, 123; see also editorial, p. 101.

Year end. Nov. 30—	1899.	1898.	1897.	1896.
Earnings from coal.	$9,553,950	$8,436,392	$8,560,418	$8,623,574
Miscel. freight.....	8,236,505	7,571,978	7,403,471	7,472,104
Passengers.....	2,760,401	2,718,859	2,672,547	2,556,536
Mail, express, etc...	1,019,645	1,015,310	922,630	989,683
Total gross.....	$21,570,502	$19,742,538	$19,559,166	$19,641,897
Op. exps.,inc.rentals	16,648,829	14,188,228	14,413,330	14,710,895
Net earnings....	$4,921,673	$5,554,310	$5,145,836	$4,931,002
Other income.....	1,117,728	1,244,945	1,036,288	676,159
Total net income	$6,033,401	$6,799,255	$6,182,124	$5,607,161
State taxes.....	$650,639	$360,000	$360,000	
Bal. of int. account.	20,393	19,853	25,117	$673,366
Loss Mor. Canal,etc.	239,989	230,073	239,935	
Int. and rentals.....	4,824,270	4,844,166	4,744,205	4,484,033
Int. Leh. Val. Coal.	827,304	831,058	710,204	590,650
Total charges...	$6,562,595	$6,325,154	$6,079,461	$5,748,049
Balance	df.$523,194	sr.$474,104	sr.$102,663	df.$140,888

Deficit in 1899 is explained by large expenditures for additions and betterments, $1,529,884, against $572,404 in 1898, besides large expenditures for equipment in both years.

The report for 1899 as above does not include the coal properties, for the improvement of which $300,000 was expended in the year and on whose operations, etc., there was a profit of $58,480.

Other income as above in 1899 ($1,117,728) includes dividends on stocks owned, $198,652; interest on mortgages, $43,003; sundries, $38,321, and interest on bonds, $617,970, the bonds embracing:

$1,400,000 Leh. Val. Coal Co., 1892; $5,000,000 Leh. Val. Coal Co., 1897; $2,000,000 Schuylkill & Lehigh Valley RR., $1,950,000 Hazleton Coal Co., $500,000 Morris Canal & Banking Co., $425,000 Rochester Southern RR. Co., $164,000 Middlesex Valley RR. Co., $350,000 Greenville & Hudson Ry. Co., $384,500 Coal Ridge Impt. & Coal Co.

President (July, 1897), Alfred Walter. Finance Committee: Alfred Walter, E. T. Stotesbury, C. H. Coster, E. P. Wilbur and Joseph Wharton. V. 69, p. 645, 852, 1103; V. 70, p. 74, 123, 125.

Lexington & Eastern Ry.—Owns from Lexington, Ky., to Jackson, Ky., about 92 miles. To operate Ohio & Kentucky Ry., to extend from Jackson, Ky., to cannel coal fields in Morgan County, over 26 miles. Capital stock is $500,000; par, $100. General mortgage, $2,500,000, of which $1,000,000 reserved to retire the firsts. 1 p. c. was paid Aug. 1, 1898, Feb., 1899, and Aug., 1899, on gen. mort. bonds. Loans and bills payable June 30, 1899, $69,374.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $121,601; net, $49,940. 1898.....Gross, 127,010; net, 50,267.

Year ending June 30, 1899, gross, $257,692; oper. expenses and taxes, $178,302; interest on bonds, $80,000. (V. 59, p. 697.)

Licking Valley RR.—V. 69, p. 955, 1193.

Little Falls & Dolgeville RR.—V. 68, p. 1077.

Little Kanawha RR.—Parkersburg, W. Va., to Palestine, 30 miles, thence by steamer, 20 miles, to Creston; total, 52 miles. Line operated from May, 1898. Projected to Burnsville, W. Va., making in all 112 miles. Stock, $2,000,000 authorized; issued July, 1898, $426,000; par $100. Pres., H. C. Jackson; Sec. and Treas., C. L. Williams.

Little Miami RR.—Owns Cincinnati, O., to Springfield, O., 84 miles branch, Xenia, O., to Dayton, O., 16 miles; leases, Columbus & Xenia RR., Xenia, O., to Columbus, Ohio, 55 miles; Dayton & Western RR., Dayton, O., to Indiana State Line, 38 miles Ohio State Line to Richmond, Ind., 4 m.; Cin. St. Connecting RR., 2 m.; tot. 199 miles.

LEASE.—On Dec. 1, 1869, leased to Pittsburg Cincinnati & St. Louis (now Pittsburg Cincinnati Chicago & St. Louis) for ninety-nine years renewable forever. The Penn. RR. Co. is a party to the contract and guarantees its faithful execution. Rental is 8 per cent on $4,943,100 stock and interest on debt. Lessee's report for this road shows net loss to lessee: In 1895, $259,044; in 1896, $305,896; in 1897, $230,645; in 1898, $222,225. Stock authorized, $8,000,000. Beginning Dec., 1899, ⅕ per cent extra will be paid each Dec. and June from the surplus invested fund, making 8⅖ per cent yearly.—V. 69, p. 852.

The stockholders will vote on Jan. 30, 1900, upon a proposition to modify the lease by reducing the interest on betterment bonds issued and to be issued from 7 to 3½ per cent, the lessee agreeing to waive its present right of converting the bonds into preferred stock of the Little Miami RR. and paying $100,000 in commutation of the present fixed charge of $6,000 yearly.—V. 69, p. 1247; V. 69, p. 852, 1147.

Little Rock & Hot Springs RR.—See V. 69, p. 85, 283.

Little Rock & Memphis RR.—See Choctaw & Memphis RR.

Little Schuylkill Navigation RR. & Coal.—Owns from Port Clinton to Tamanend, 28 miles; branches, 4 miles. Re-leased on Dec. 1, 1896, to Phila. & Read. Ry. for 999 years, and rental reduced from 7 p. c. on stock to 5 p. c., gold from Jan. 1, 1897; in 1898, 5½ p. c.; in 1899, Jan., 2½ p. c; July, 3 p. c.; in 1900, Jan., 2½ p. c. Lessee pays taxes and organ'n expenses.—V. 63, p. 1159.

Long Island RR.—Operates practically all the steam surface roads on Long Island, adjoining New York City, the system including:

Owns—	*Miles.*	*Leases*- (¶ Which see.)	*Miles.*
Long Island City to Greenport.	95	Montauk Ext. & N. Y. Bay Ext.	27
Long Island City to Gt. Neck..	14	New York & Rockaway.....	5
Bushwick to Sag Harbor.....	95	N. Y. B'klyn & Man. Beach ¶..	19
Sundry branches.....	80	Gr't Neck & Port Washington.	4
Total owned.....284		Total June 30, 1899.....379	
Leases—		Double track 116	
Brooklyn & Jamaica RR.....	10	*Controls—earnings kept separate.*	
North Shore Branch RR.....	30	N. Y. & Rockaway Beach Ry.¶	14

ORGANIZATION.—*Improvements*—In January, 1897, control of the stock was purchased by a syndicate (see directors, below). The new management has plans for a tunnel to New York—V. 65, p. 512; V. 66, p. 471; V. 69, p. 654.

STOCK.—$12,000,000; par, $50. More than a majority has been deposited under a voting trust agreement dated Feb. 1, 1897, with U. S. Mortgage & Trust Co.—V. 66, p. 520.

DIVIDENDS.—	1882.	'83 to '90.	'91.	'92.	'93.	'94.	'95.	'96.
Per cent.	1	4 yearly	4½	5	5	4¼	4	4 since.

BONDS.—The *ferry mortgage* for $2,750,000 covers all the real and personal property pertaining to the company's ferries (34th Street and James Slip); $1,250,000 bonds being reserved to retire the *Metropolitan Ferry* 5s. As to debentures see page 2 of SUPPLEMENT of April, 1895.

The *unified mortgage* (U. S. Mortgage & Trust Co., N. Y., trustee,) is for $45,000,000, secured by a lien upon the entire property, $28,000,000 being reserved to retire all prior liens, $8,500,000 for change of motive power to electricity or other power, if deemed advisable, $4,500,000 for other improvements, and the $4,000,000 remaining, with any unused balance, for permanent improvements and additions at not exceeding $400,000 per annum. Bonds are subject to call at 110 in whole or in part on any interest day.—V. 68, p. 618.

GUARANTIES.—In addition to guaranteed bonds in table above guarantees 5 p. c. on $650,000 New York Brooklyn & Manhattan Beach preferred stock as part rental; also 4½ p. c. on $50,000 P. P. & So. Br. stock, and 4½ p. c. on $82,500 of the N. Y. & Coney Island stock.

FINANCES.—The Atlantic Ave. improvements and tunnel to New York City (see V. 64, p. 469; V. 65, p. 512; V. 66, p. 471) are delayed by city authorities; the Long Island & New York Terminal RR. was incorporated on June 19, 1899, with a capital stock of $7,500,000 to build the tunnel.—V. 68, p 546, 871, 927, 1226; V. 69, p. 654.

On Dec. 30, 1899, the L. I. RR. Terminal was incorporated, with $500,000 stock, to own freight terminal property at Long Island City, in the interest of the L. I. RR. and Palmer's Docks Co., embracing one mile of water front along Newtown Creek and also a proposed two-mile standard-gauge road.—V. 70, p. 39.

An agreement with the Brooklyn Rapid Transit Co. in April, 1899, provides for the operation of trains from Jamaica to Brooklyn Bridge and from Rockaway Park to Broadway ferries. V. 68, p. 669; V. 69, p. 654.

Unified mortgage 4s for $5,685,000 were issued in 1899 to pay the floating debt and all real estate mortgages and equipment notes; to exchange over $2,000,000 bonds for securities of various issues outstanding, and for improvements. The refunding of the obligations will result in an annual saving in interest charges of about $24,000, offset by an increase of about the same amount by bonds issued for improvements.—V 68, p. 618, 724, 977; V. 69, p. 333.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *St'ks*—Last Div.
Los Angeles Terminal—1st M. (see text)....$ $t	52	1891	.....	1,660,000	5	J. & J.	.....	July 15, 1931
Louisiana & Northwest RR.—First mort., gold.....	....	1895	1,000	125,000	5 g.	J. & J.	N.Y., Boody, McL.& Co.	Jan. 1, 1945
La. South'n—1st mort., g., re l. at 105 after 1902.c	45	1897	500	250,000	5 g.	M. & S.	N. Y., R.Winthrop & Co.	Mar. 1, 1950
Louisiana Western—1st mortgage, gold.....c*	112	1881	1,000	2,240,000	6 g.	J. & J.	N.Y., S. Pac.Co., 23 B'rd	July 1, 1921
Louisville Bridge Co.—Stock.....	....	....	100	1,500,000	3 in 1899	F. & A.	Louisville, Ky.	Feb.15,'99,3%
Louisv. Evan. & St. Louis Consol.—Receivers' certs.	....	1897	(?)	599,000	3½ to 5	Various	.....	1900-1901
Receivers' certs., issue of 1899, $300,000.....	....	1899	.....	None Jly '99	4	.....	.....	.....
1st mort. E. R. & E.....	72	1881	1,000	900,000	6	J. & J.	July,'96, pd. Dec. 31,'96	June 1, 1921
1st mortgage, gold.....c*	182	1886	1,000	2,000,000	6 g.	A. & O.	Apr.,'95, pd. Sep. 30,'95	Oct. 1, 1926
2d mort., with voting power, gold, unassented.c*	182	1886	1,000	670,000	6 g.	A. & O.	Apr.,'95, pd. Sep. 30,'95	Oct. 1, 1926
Hunt. Tell City & C. RR. 1st M., g.(V.69, p. 1012)c*	22	1887	1,000	300,000	6 g.	A. & O.	Apr., '94, coup. last pd.	Oct. 1, 1927
Illinois & St. Louis 1st M. (matured—see text)...	20	1875	500	200,000	6 (8)	J. & D.	Dec., '94, coup. last pd.	June 1, 1895
Ven. & Car. 1st Ms., due Dec.,1900 & Apr.1,1902.c*	7	1880-2	1,000	300,000	6	Various	All paid when due.	1900-1902
L. E. & St. L. consol. mort., gold ($8,000,000)..c*	353	1889	1,000	3,797,500	5 g.	J. & J.	July, '93, coup. last pd.	July 1, 1940
General mortgage for $15,000,000, gold.....c*	353	1893	1,000	2,400,850	4 g.	M. & S.	Sept., '93, coup. last pd.	Mar. 1, 1943
New Albany Belt & Term. RR. 1st M. end., gold..	2	1890	.....	300,000	6 g.	J. & D.	June,'93,coup. last paid	June 1, 1910
Louis. H. & St. L.—St'k ($2,000,000 is pf. 5% non-cum.)	.	....	100	4,000,000	to be held in voting trust for ten years.			See V.62,p.138
1st M., $2,500,000, gold.....	165	1896	500	2,200,000	5 g.	J. & J.	N. Y. Office, 71 B'way.	Jan., 1946
Louisv. & Jeff. Br. Co.—$5,000,000, g. gu. p. &i., end.c*	....	1895	1,000	3,000,000	4 g.	M. & S.	N.Y., J.P. Morgan & Co.	Mch. 1, 1945
Louisville & Nashville—Stock.....	....	....	100	52,800,000	3½ in '99	F. & A	N. Y., 120 Broadway.	Feb. 10,'00,2%
Memphis & Ohio 1st M., Paris to Mem., g., guar..c*	130	1871	$ & £	3,500,000	7 g.	J. & D.	London and New York.	June 1, 1901
Mem. Clarks. & L. 1st M., £, Guthrie to Paris, Tenn.c*	83	1872	£200	1,996,660	6 g.	F. & A.	do do	Aug. 1, 1902
Cecilian Br. 1st M., Cecil. to Louis., s.f., dr'n at 100.c*	46	1877	$1,000	435,000	7	M. & S.	N. Y., 120 Broadway.	Mch. 1, 1907
E. H. & N. 1st M.. Henderson to Nash., g, dr'n at 110.c*	151	1879	1,000	1,950,000	6 g.	J. & D.	do do	Dec. 1, 1919
Louis. & Nash. general M., gold, drawn at 110.c*	802	1880	1,000	9,794,000	6 g.	J. & D.	do do	June 1, 1930
L. C. & Lex. 2d m. s. f. not dr'n, Louis. to Newp't.c*	175	1877	100 &c.	892,000	7	A. & O.	do do	Oct. 1, 1907
General mort. L. C. & L., gold (formerly 6s),..c*	175	1881	1,000	3,258,000	4½ g.	M. & N.	do do	Nov. 1, 1931
L. & Nash. bds., S. & N. Ala. RR., 2d m. as col. gold.c*	189	1880	1,000	1,960,000	6 g.	A. & O.	do do	Apr. 1, 1910
Pensacola Division 1st m., gold (dr'n at 105)..c*	45	1880	1,000	580,000	6 g.	M. & S.	do do	Mch. 1, 1920
N. O. & Mob. Div. 1st M., N.O. to Mobile, gold.c*	141	1880	1,000	5,000,000	6 g.	J. & J.	do do	Jan. 1, 1930

LATEST EARNINGS.—July 1 to Sept. 30. 3 months. System, 399 miles.

3 mos.	Gross.	Net.	Oth. inc.	Charges.	Balance.
1899.....	$1,769,002	$746,517	$107,475	$364,708	$489,284
1898.....	1,878,513	841,786	63,345	313,864	591,267

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the second Tuesday in April. Report for 1898-99 was in V. 69, p. 642, 653. The new management is charging against operating expenses many improvements of a kind previously charged to capital account; $149,979 was so applied in 1898-9,

Year ending June 30—	1899.	1898.	1897.	1896.
Gross earnings.....	$4,622,475	$4,333,194	$3,954,866	$3,962,799
Operating expenses..	3,311,370	2,989,373	2,737,200	2,541,636
Net earnings.....	$1,311,105	$1,343,821	$1,217,666	$1,421,163
Total net.....	$1,473,103	$1,473,690	$1,332,510	$1,576,817
Interest on bonds.....	624,096	638,629	658,662	658,411
Taxes.....	202,957	205,865	210,794	200,973
Rentals.....	322,800	312,800	310,466	271,160
Interest and discount.	73,177	72,521	50,384	16,389
Dividends.....	.....	.....	(2)240,000	(4) 4[illegible]0,000
Balance.....	sur.$250,073	sur$243,875	def.$137,795	def.$50,116

President (elected April, 1899), W. H. Baldwin, Jr.; Vice-Pres., C. M. Pratt; Sec. and Treas., A. C. Bedford. Directors: James Timpson, W. G. Oakman, A. C. Bedford, J. S. Auerbach, F. G. Bourne, W. H. Baldwin, Jr., C. M. Pratt, L. C. Ledyard, F. L. Babbott, Dumont Clarke, George W. Young, August Belmont and R. Somers Hayes.—(V. 69, p. 333, 590, 591, 642, 653, 1062; V. 70, p. 39.

Los Angeles Terminal Ry.—Owns 50 miles of road connecting Los Angeles, Cal., with Pasadena, East San Pedro, Verdugo and Altadena; standard gauge. Completed in 1891-92. Branch to quarry, 1½ miles, built in Aug., 1898. In Jan., 1899, lines to Verdugo, 8 miles, and Pasadena, 8 miles, were being converted electrically. In Sept., 1899, plans were maturing for important extensions. Stock authorized and outstanding, $3,000,000; par, $100. Mortgage is for $1,500,000 on 44 miles and $20,000 per mile for additional road; it covers 30 acres of terminal lands in heart of Los Angeles and 40 acres of water front and terminals at San Pedro, the seaport of Southern Cal.

Year 1898-9, gross $99,570; in 1897-8, gross, $91,722; net, $570; int., taxes, etc., $10,757.

Louisiana & Northwest RR.—Bienville to McNeil, Ark., 78½ miles, of which Magnolia, Ark., to McNeil, 6½ miles, is St. Louis Southwestern trackage. Extension from Gibsland, La., to Bienville completed in Nov., 1899. Said to be leased for 50 years from Jan. 1, 1895, to J. D. Beardsley Gibsland, La., for interest on bonds, taxes and cost of maintenance Stock, $3,000,000 authorized; issued Jan., 1896, $700,000, par, $100. Trustee of bonds, People's Trust Co., Brooklyn, N. Y.

Louisiana Southern Ry.—Operates from New Orleans to Belair and Shell Beach, 45 miles. A reorganization of New Orleans & Southern, foreclosed Oct. 26, 1896, 20 miles. See V. 64, p. 83. Stock $300,000, all outstanding; par $100. Year ending June 30, 1899, gross, $74,770; net, $23,518; int. and taxes, $17,681; bal., sur., $5,837.

Louisiana Western RR.—(*See Map of Southern Pacific.*)—Owns from Lafayette, La., to Orange, Tex, 112 miles; branches (2), 35 miles; total, 147 miles. Operated under lease by Southern Pacific Co., which owns all but $50,000 of the $3,360,000 stock. Lessee pays all charges and gives company 7 p. c. of total net profits under omnibus lease.

EARNINGS.—11 months, July 1 to May 31. { 1898 9.....Gross, $1,245,528; net, $545,750 / 1897-8.....Gross, 924,669; net, 414,662

In year ending June 30, 1899, gross, $1,345,015; net, including other income, $586,501; surp. over charges, $428,182; amount of net profit due this company as per lease, $321,456. In 1897-8, gross, $1,026,2[illegible]8.

Louisville & Atlantic RR.—Versailles, Ky., to Irvine, 61 miles. Incorporated in July, 1899, as successor of the Richmond Nicholasville Irvine & Beattyville RR.; sold under foreclosure May 1, 1899. The Beattyville & Cumberland Gap RR., Beattyville Jct. to Cumberland Gap, Ky., 7 miles, was in Oct. 1899, reported to be acquired or held in the same interest. Stock, authorized, $2,000,000; par $100. Year ending June 30, 1898, gross, $65,076; net, $7,142; against $16,326 in 1896-7. President, James B. McCreary, Richmond, Ky.; Sec., D. A. Shanahan, Louisville, Ky.; Treas., James P. Amsden, Versailles, Ky. Office, Amer. Bk. Bldg., Louisville, Ky.—V. 69, p. 180, 696.

Louisville Bridge Co.—Owns bridge 5,294 feet long over Ohio River at Louisville, Ky., and about 2 miles track additional in Louisville. Used by several railroads, Penna. RR., Louisv. New Albany & Chic., etc. Surplus earnings are paid back to roads using bridge.

STOCK is $1,500,000, of which Penna. RR. owned Jan. 1, 1899, $900,400. No bonds. Bills payable June 30, 1898, none. Dividends in 1896, 6½ p. c.; in 1897, 7 p. c.; in 1898, 6 p. c.; in 1899, Feb., 3 p. c. In July, 1899, the Special Commissioner appointed by the Chancery Court reported that the dividend rate due the minority stockholders should be 12 per cent. See V. 69, p. 80. The Aug., 1899, dividend was passed—V. 69, p. 387. In year 1898, gross, $230,325; net, $146,586; charges, $59,573; dividends, $120,000.—V. 69, p. 80, 387.

Louisville Evansville & St. Louis Consolidated RR.—Operates Louisville, Ky., to East St. L., Ill., 275 miles; branches to Evansville, Rockport, etc., in Indiana, 93 miles; also owns and operates Venice & Carondelet, 7 miles; total, 375 miles, of which 358 miles owned and 16 miles trackage; 359 miles are steel, from 56 to 70 pounds. Portions main line operated under trackage rights; Louisville to New Albany, 6 miles; Centralia, 1½ miles; East St. Louis to St. Louis, 2½ miles. The New Albany Belt & Term. RR. was purchased in 1897 Louisville & St. Louis RR., Centralia to Drivers, Ill., 16·8 miles, purchased in 1898 for $85,000.—V. 66, p. 1089; V. 67, p. 428.

RECEIVERSHIP.—On Mar. 25, 1896, George T. Jarvis was appointed receiver to act from May 1. (See V. 62, p. 589, 726.) Foreclosure of first and second mortgages began in March, 1896.—(V. 62, p. 502.) On June 24, 1899, the receiver was authorized to issue $300,000 four per cent certificates to purchase 500 coal cars, to be dated Oct. 1, these being additional to the $599,000 issued in 1897. See list V. 69, p. 229.

COMMITTEES.—*Consolidated Bondholders:* Charles S. Fairchild, 44 Wall St., N. Y., Chairman; Secretary, Osborn W. Bright, 44 Wall St., N. Y. In Jan., 1896, $3,347,000 first consol. 5s had been deposited. Depositary, New York Security & Trust Co., 44 Wall Street, N. Y.—V. 60, p. 522; V. 61, p. 559. *First Mortgage Bondholders:* John M. Graham, John Stites, Alfred D. Foster; depositaries, International Trust Co., Boston, or Fidelity Trust & Safety Vault Co., Louisville, Ky.—V. 64, p. 664. The Graham Committee commenced foreclosure proceedings in Dec., 1897. See plans in V. 65, 1220, also V. 66, p. 134.

Second Mortgage.—George W. Norton, J. F. Henry and James W. Bryan; depositaries, International Trust Co., Boston, or Louisville Trust Co., Louisville, Ky. In April, 1897, more than two-thirds of the seconds had been deposited. (V. 64, p. 664, 799.)

Evansville Rockport & Eastern Committee.—Depository, Fidelity Tr. & Saf'y Vault Co., Louisville, Ky. A majority deposited. (V. 65, p. 69.)

CAPITAL STOCK.—Common stock issued, $3,790,747; par, $100. (See V. 56, p. 289, 413.) In January, 1899, $457,162 prefd. outstanding.

BONDS.—Illinois & St. Louis first 8s for $200,000, due June 1, 1895, were purchased, but not having been paid interest accrues on them at 6 p. c.—(V. 60, p. 967. Abstract consol. mort. in V. 49, p. 208.

COUPON.—See table above as to coupons paid and unpaid. N. Y. Security & Trust Co. pays interest when ordered.

GENERAL FINANCES.—The receivers' report for 1895 stated that about $1,250,000 should be expended by the year 1904 to put the road in proper condition. On Dec. 31, 1898, the funded debt was $10,568,350; interest due and accrued, $?,436,261; current liabilities, including receivers' certificates, $1,353,607.

EARNINGS.—Jan. 1 to Dec. 31 (12 mos.), gross earnings $1,806,752 in 1899; $1,566,130 in 1898.

REPORT.—Report for '97, in V. 66, p. 999. In '98, gross earns., $1,566,130; net, $344,735; construction (betterments), $192,249; miscel., $1,378; int. on receivers' certificates, $25,159; interest on bonds, $180,000. In 1897, gross, $1,464,678; net, $354,558.—(V. 69, p. 542, 1012.)

Louisville Henderson & St. Louis Ry.—ROAD.—Louisville to Henderson Ky., 142 miles, of which West Point to Louisville, Ky., 21 miles, is trackage; owns also Irvington to Fordsville, Ky., 44 miles.

HISTORY.—A reorganization June 1, 1896 (per plan in V. 62, p. 138). of the Louisville St. Louis & Texas, sold in foreclosure.

SECURITIES.—The stock is to be held by John J. McCook, Brayton Ives and Oscar Fenley, for ten years, in a voting trust, unless earlier terminated by unanimous vote of trustees. See terms V. 62, p. 138. Of the new bonds (trustee, State Trust Co., N. Y.), $300,000 are reserved to build to Louisville. Bills payable June 30, 1897, $23,725.

EARNINGS.—5 months, July 1 to Nov. 30. { 1899..... Gross, $272,626; net, $100,343 / 1898.....Gross, 213,050; net, 60,358

For year ending June 30, 1899, gross, $532,220; net, $151,173; interest, $103,288; taxes, $12,000; balance, surplus, $35,885. In 1897-8, gross, $525,458; net, $123,468. (V. 62, p. 1177; V. 63, p. 30, 76.)

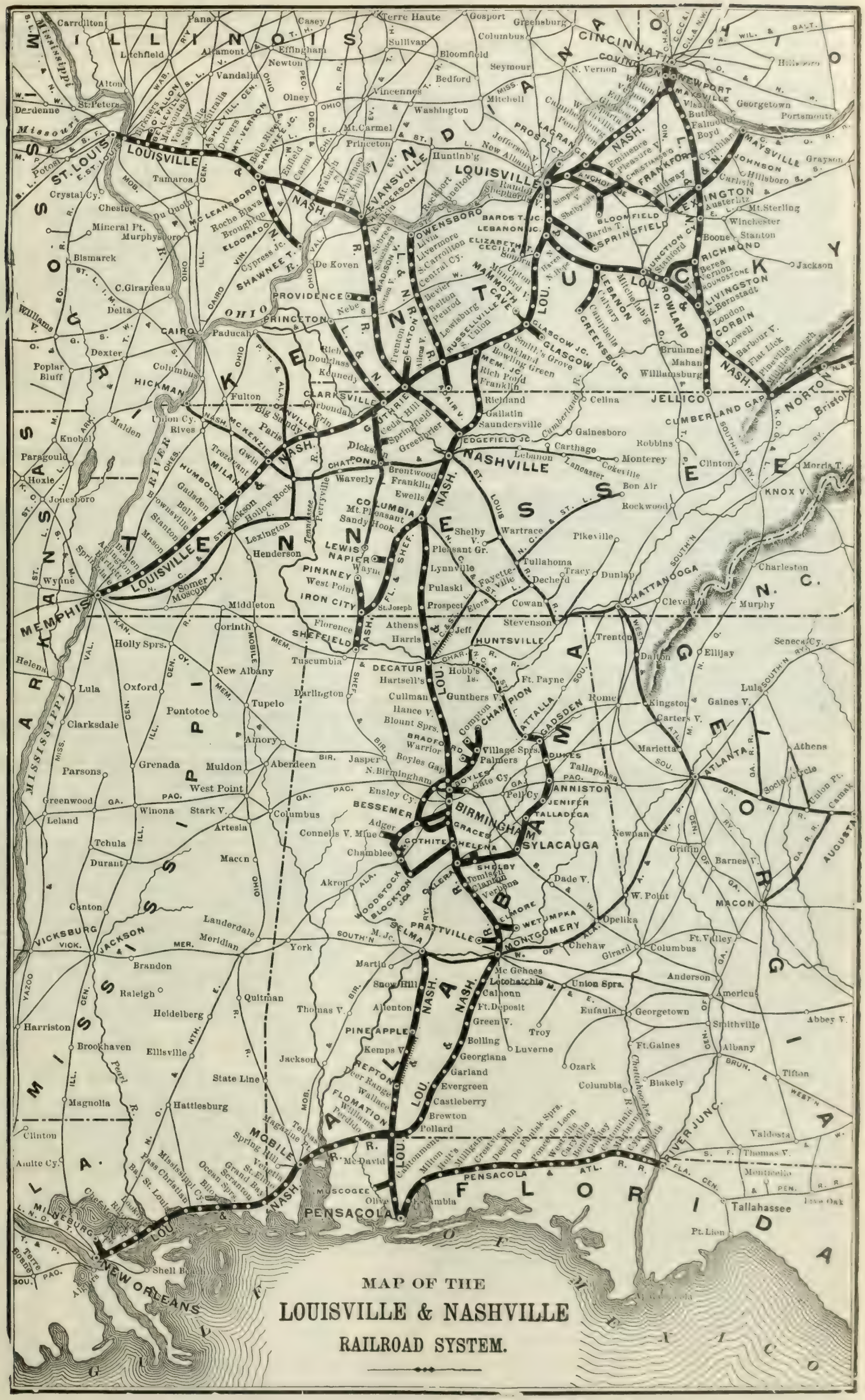
Louisville & Jeffersonville Bridge Co.—One-half mile long and the approaches one mile; opened for all business Jan. 1, 1896. The company also owns about 40 acres of land in Louisville and 100 acres in Jeffersonville. The Big Four and Chesapeake & Ohio use the bridge. Capital stock is $1,425,000; par, $100. No divs. to July, 1898.

BONDS.—The mortgage of 1895 is for $5,000,000 (trustee U. S. Trust Co. of N. Y. and Union Trust Co. of Indianapolis); bonds for $2,000,000 are reserved for future construction, etc.; the bonds are guaranteed by the Chesapeake & Ohio and Cleveland C. C. & St. L. roads, in whose interest the entire stock is owned. See V. 61, p. 559. In July, 1899, earnings sufficed to meet both expenses and charges. (V. 62, p. 84.)

Louisville & Nashville RR.—(*See Map.*)—ROAD.—Operates main line from Cincinnati, O., to New Orleans, La., 921 miles, with branches to St. Louis, Mo., Memphis, Tenn., etc., 1,064 miles, making total system proper June 30, 1899, 2,988 miles. The system includes:

Lines owned absolutely or through entire capital stock.	*Miles.*
Louisville to Nashville.....	185
Sundry other lines	2,453
Lines leased, &c.	
¶Nashville & Decatur.....	119
¶South & North Ala. RR.....	182
Other lines.....	49
Total system proper.....	2,988
(¶ See this company.)	

Reported separately.	*Miles.*
¶Nashville Flor. & Sheffield....	107
¶Nashville Chatt. & St. Louis..	935
¶Henderson Bridge	10
¶Georgia Railroad system.....	620
Operated for other co's..	52
Owned but leased to other co's.	71
Do. Paducah & Mem. Div.....	254
Total of all June 30, '99..	5,037


MAP OF THE
LOUISVILLE & NASHVILLE
RAILROAD SYSTEM.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Louisville & Nashville—(Concluded)—								
N. O. & Mob. Div. 2d M., N. O. to Mobile, g...*c	141	1880	$1,000	$1,000,000	6 g.	J. & J.	N. Y., 120 Broadway.	Jan. 1, 1930
Southeast & St. L. Div. 1st Mort., gold.....c*	208	1881	1,000	3,500,000	6 g.	M. & S.	do do	Mch. 1, 1921
2d M., gold, East St. L. to Evansville & br..c*	208	1881	1,000	3,000,000	3 g.	M. & S.	do do	Mch. 1, 1980
1st M. (50-year 5s), $15,000 p. m., gold.....c*	118	1887	1,000	1,764,000	5 g.	M. & N.	do do	May 1, 1937
1st mort., collateral trust ($7,000,000) gold....c*	....	1888	1,000	5,129,000	5 g.	M. & N.	do do	Nov. 1, 1931
Unified mortgage for $75,000,000, gold....c*&r	Text.	1890	1,000&c	a14,994,000	4 g.	J. & J.	do do	July 1, 1940
Coll. trust, $12,500,000, call at par in 5 yrs., g.c*	....	1898	1,000	12,500,000	4 g.	A. & O.	do do	Apr. 1, 1918
St. Louis property, 1st mort., gold, $650,000....c	....	1891	1,000	617,000	5 g.	M. & S.	St. Louis, St. L. Tr. Co.	Mch. 1, 1916
Louisville Ry. Transfer 1st mortgage.....	....	....	.....	286,000	8	M. & N.	N. Y., 120 Broadway.	May 1, 1901
L. & N. and Mob. & Mont. joint bds., 1st M., g.Ce.c*	179	1895	1,000	4,000,000	4½ g.	M. & S.	do do	Sept. 1, 1945
Pens. & At. 1st M..gold, s.f., dr'n at 110 assumed..c*	160	1881	1,000	2,664,000	6 g.	F. & A.	do do	Aug. 1, 1921
Kentucky Central—Maysville & Lex. RR. mort...	49	1876	1,000	400,000	7	J. & J.	N. Y., 120 Broadway.	Jan. 1, 1906
New mortgage ($7,000,000) gold.....Mp.c*	220	1887	1,000	6,742,000	4 g.	J. & J.	do do	July 1, 1987
So. & No. Ala., 1st M., s.f., not dr'n, guar. by L. & N.	189	1873	£200	£709,400	6 g.	M. & N.	London, Baring Co., L'd	May 1, 1903
2d M., gold, s.f., $2,000,000, (owned by L. & N.)	189	1880	$1,000	Own. L. & N.	6 g.	A. & O.	N.Y., Office, 120 B'way.	Apr. 1, 1910
Consol. mortgage (for $10,000,000), g., guar.c*	189	1886	1,000	$4,451,000	5 g.	F. & A.	N.Y., Office, 120 B'way.	Aug. 1, 1936
Lykens Valley—Stock. Rental pays 5 per cent.....	21	....	20	600,000	5 in 1899	Q.—J.	N. Y., Office, 13 Wm. St.	Jan., '00, 1¼%
Macon. & Birming.—1st M., $500,000, gold...OBc	97	1896	1,000	500,000	5 g.	J. & J.	Boston, Old Colony Tr.	July 1. 1946
Maine Central—Stock and scrip.....	....	....	100	4,976,800	6 in 1899	Q.—J.	Portand, Me., Office.	Jan 2,'00,1½%
Extension 1st M., gold, Cumberl. Junc. to Dan..c	18	1870	500 &c.	441,500	6 g.	A. & O.	Boston, Nat'l Shawmut Bank & Portland.	Oct. 1, 1900
1st consol. mort., ($269,500 5s).....c*	304	1872	100 &c.	4,193,500	5 & 7	A. & O.		Apr. 1, 1912
$9,000,000..... ($2,824,000 4s).....c*		1872	100 &c.	4,349,000	4 & 4½	A. & O.		Apr. 1, 1912
Collateral trust bonds for Mt. Desert Branch....c	41	1883	1,000	669,000	5	J. & D.	Bost., Am.L.&Tr.; Port.	June 1, 1923
Sinking fd. 10-20s, gold, old 6s, ext. Feb. 1, '95..c	....	1885	1,000	600,000	4½ g,	F. & A.	Portland Tr. Co., Port.	Feb. 1, 1905
Improvement bonds, "A," gold, not mort.....	....	1886	.....	200,000	4½ g.	J. & J.	Bos., N.Shaw. Bk.; Port.	July., 1916
Do do "B" cur., not mort.....	....	1887	.....	250,000	4½	J. & J.	do do	July, 1917
Me. Cent. Eu. & No. Am. refunding mort., gold...	56	1893	1,000	1,000,000	4 g.	J. & J.	Boston and Portland.	Jan. 1, 1933
European & N. Am. stock, 5 p. c. rental 999 years	114	....	100	2,491,300	5	A. & C.	Bangor, Treas. Office.	Oct. 16,'99, 2½
Portland & Ogdens. stock (2 p. c. rental, 999 years)	109	....	100	4,392,538	2	Q.—F.	Portland, Me. Cent. Of.	Feb., '00, ½%
1st mortgage, gold, interest guaranteed c	62	1870	500 &c.	800,000	6 g.	J. & J.	Bos., N. Shaw. Bk. & Port.	July 1, 1900

a Also $14,000,000 are pledged to secure collat'l trust bonds of 1898 and $3,137,000 were in the treasury June 30, 1899.

The line of 40 miles between Pineapple and Repton, Ala., about completed in Jan., 1900, will furnish a direct route from Selma to Pensacola.—V. 68, p. 524. Track-laying also reported to be completed from Andalusia to Georgiana, Ala., 32 miles.

ORGANIZATION, &C.—This company was chartered March 2, 1850, and opened between Louisville and Nashville November, 1859. The liabilities for interest on the auxiliary roads are treated mostly as belonging directly to the Louisville & Nashville Co. A list of the securities owned and in sinking fund June 30, 1899, was in V. 69, p. 748, 753.

The stockholders on Oct. 4, 1899, ratified the new lease of the Nashville & Decatur, the assumption of the entire lease of the Georgia RR.; Atlantic Coast Line has half interest as sub lessee (V. 69, p. 591, 748), the sale of its Pensacola & Selma RR. in Alabama to the Southern Alabama RR. and the purchase of the latter.—V. 69, p. 541.

Terminals.—Jointly with Nashv. Chat. & St. L. leases terminal property in Nashville (belonging to Louisville & Nashville Terminal Co.) for 99 years from 1897. (V. 65, p. 278.) Contract for new station was let in July, 1898. V. 67, p. 222, 329, 742.

For Henderson Bridge see Miscellaneous Companies.

STOCK.—In July, 1891, it was voted to increase the stock from $48,000,000 to $55,000,000 for purchase of Kent. Cent. RR., &c. Of the new stock $4,800,000 was taken by stockholders of July 21 at 70, and July 1, 1899, $2,200,000 was held in the treasury. Further increase in stock to $60,000,000 authorized in Nov., 1893.—V. 57, p. 596. 809.

DIVIDENDS '82. '83-'87. '88. '89. '90. '91. '92. '93. '94-'98 '99.1900.
Per cent. 3 None. 5stk. 5stk. 6 5 4 4 None. 3½ F'b.,2
In Jan., 1899, 1½ p. c.; Aug., 2 p. c.; in 1900, Feb., 2 p. c. In 1890 of the 6 p. c, 4⁹/₁₀ in stock.

BONDS.—The *Evansv. Hender. & Nashv.* bonds are drawn at 110 by lot annually in October, for payment Dec. 1 in amounts increasing each five years until $150,000 per year is finally reached; in 1899, $40,000.

The *Pensacola Division* bonds are subject to a drawing sinking fund $5,000 till 1900, inclusive, then $10,000, and so increasing.

The *general mortgage* bonds of 1880 are subject to call at 110 in increasing amounts each year; $260,000 paid in 1898-9.

In June, 1890, the *"unified" mortgage* (trustee, Central Trust Company) for $75,000,000 was authorized, $41,917,660 bonds being reserved to retire all prior liens (none of the prior liens can be extended), the balance for improvements, extensions (at the rate of $32,000 per mile, including equipment), and for other purposes. The mortgage covers (besides 1,232 miles of road and its equipment) $25,992,535 stock of companies controlled, and $3,150,000 bonds free from any lien. See abstract of mortgage in V. 51, p. 613. On June 30, 1899, company reported $32,131,000 issued, of which $3,137,000 in the treasury. Total listed on N. Y. Stock Exchange $14,994,000 in Jan., 1900.

Of *Louisville Cincinnati & Lexington* general mortgage bonds, issue is now limited to $3,258,000. V. 63, p. 1010.

Mobile & Montgomery—Louisville & Nashville joint mortgage is for $5,000,000, a first lien on 178½ miles Mobile to Montgomery; $1,000,000 reserved for improvements. V. 61, p. 196, 750.

Kentucky Central mortgage abstract V. 45, p. 372.

Pensacola & Atlantic first mortgage bonds (assumed) are gradually being called for the sinking fund at 110; on June 30, 1899, $843,000 were held in the treasury, making total outstanding $1,910,000.

St. Louis terminal property bonds cover freight terminals.

The *collateral trust bonds* of 1898 (see below) are secured by deposit with the U. S. Trust Co., as mortgage trustee, of $14,000,000 L. & N. unified 4s and $4,000,000 L. & N. Paducah & Memphis division bonds, the latter covering the road from Paducah, Ky., to Memphis, Tenn., 254 miles. The loan is limited to $12,500,000, and is subject to call at par on and after April 1, 1903. (V. 66, p. 337; V. 68, p. 87.)

GUARANTIES.—Besides bonds in table, the Louisv. & Nashv. is responsible for $2,100,000 bonds and dividends on $2,305,582 stock of Nashville & Decatur; and for $2,096,000 Nashville Florence & Sheffield bonds.

GENERAL FINANCES.—In 1898 sold $12,500,000 collateral trust bonds, due in 20 years but subject to call on or after April 1, 1903, deferring sale of L. & N. 4s for better prices. V. 67, p. 742. This transaction reduced interest charges (includ. int. on floating debt) about $200,000 yearly. As a result of refunding there was on Dec. 31, 1898, no floating debt, a cash surplus of about $2,000,000 and stocks and bonds in treasury worth $9,000,000 to $10,000,000. (V. 66, p. 337, 574; V. 68, p. 85.) Since July 1, 1894, the "construction account" has been closed, and in the five years ending June 30, 1899, $2,621,230 had been charged to operating exp. for permanent improvements. In Feb., 1899, dividends resumed (Feb. 1½%). V. 68, p. 85. In Aug., 1899, 2 p. c was paid. V. 69. p. 130. In Jan., 1900, 600,000 acres of land in Western Florida, acquired through Pensacola & Atlantic RR., were sold for $600,000. V. 70. p 39.

On May 26, 1899, the Louisville & Nashville and Southern Ry. acquired the Birmingham So. RR. for $1,100,000. V. 68, p. 774, 1078.

EARNINGS.—For half-year ending Dec. 31 (partly estimated):

6 *mos.*	*Gross.*	*Net.*	*Other inc.*	*Charges, etc.*	*Balance.*
1899....	$14 076,422	$4,888,111	$264,622	$3,105,824	$2,046,909
1898....	11,885,778	4,170,067	281,042	2,999,547	1,451,562

Deducting dividend of 2 per cent ($1,056,000) in 1899, against 1½ per cent ($792,000), leaves net surplus of $990,909, against $659,562 in 1898.

ANNUAL REPORT.—Annual meeting is held in Louisville the first Wednesday in October. Report for 1898-99 at length in V. 69, p. 741, 746. See also editorial, p. 722.

Year end. June 30.	1899.	1898.	1897.	1896.
Average mileage....	2,988	2,988	2,981	2,965
Freight earnings....	$17,100,715	$15,854,802	$14,641,263	$14,324,906
Passengers.....	4,905,584	4,557,729	4,291,735	4,666,751
Mail, express, etc...	1,753,187	1,584,122	1,439,309	1,399,054
Gross earnings....	$23,759,485	$21,996,653	$20,372,307	$20,390,711
Net earnings.....	$8,027,898	$7,074,922	$6,523,090	$6,885,505
Net, incl. invs'ts., &c	8,568,543	7,665,698	6,950,154	7,319,877
Taxes paid.....	735,330	640,252	589,516	579,961
Interest and rent...	4,971,702	4,972,592	4,981,993	4,983,096
Georgia RR. deficit.	12,687	162,620	25,440	37,870
Loss on other roads..	.....	12,480	49,975	89,989
Adv's to S. & N.A., etc	94,744	82,847	129,387	64,910
Sinking f'd paym'ts.	127,180	162,008	194,663	186,547
Dividends.....(3½)	1,848,000	.....	.....	.....
Surp. over divid'ds.	$778,900	$1,632,901	$979,180	$1,377,504

—V. 69, p. 741, 744, 746, 906, 1148; V. 70, p. 39, 76.

Louisv. New Albany & Chic.—See CHICAGO IND. & LOUISV.

Lykens Valley RR. & Coal Co.—Owns from Millersburg, Pa., to Williamstown, Pa., 20 miles; branch, 1 mile. New lease to Northern Central made April 20, 1896, terminable on 60 days' notice by either party. Rental $35,000 per annum.—see V. 64, p. 330.

Macon & Birmingham Ry.—Owns Sofkee Junction to La Grange, Ga., 97 miles. A reorganization of Macon & Birmingham *Railroad* sold in foreclosure Dec. 27, 1895.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $31,691; sur. $789
1898.....Gross, 28,414; def. 2,044
In year 1898-99, gross, $65,598; deficit under operating, $9,414; int. on bonds, $25,000, not paid.—(V. 62, p. 1040.)

Macon Dublin & Savannah RR.—Owns road completed from Macon to Dublin, 54 miles; projected to Savannah, 99 miles additional. Owned by the Illinois & Georgia Improvement Co. of Chicago. V 60, p 711, 794, 873. Bills payable June 30, 1897, $30,079. In year ending June 30, 1898, gross, $60,159, def. under operating; $1,309; other income, $199; total deductions, $3,424; bal., def., $4,534. In 1896-7 gross, $64,278. Stock $1,250,000; par, $100; no bonds.—(V. 60, p. 1058.)

Maine Central RR.—Line of road, Portland to Vanceboro, Me., via Augusta, 251 miles; branches, Cumberland Junction to Skowhegan, via Lewiston 91 miles; Bath to Lewiston and Farmington, 76 miles; branches- Belfast, Dexter, Bucksport and Mt. Desert, including ferry, (7·7 miles), 132 miles; Portland & Ogdensburg RR., Portland, Me., to Lunenberg, 110 miles; small branches, 6 miles; Upper Coos and Hereford railways, Lunenberg, N. H., to Lime Ridge, Quebec, 108 miles; Bath to Rockland (including steam ferry, 6-10 miles,) 49 miles; total, 823 miles, of which 345 miles owned, 437 miles operated under 999 year leases, and practically owned; 33 miles operated under 50-year leases and 8 miles ferry lines.

STOCK.—Stock for $2,516,000 owned by Boston & Maine. V. 66, p. 616.
DIVIDENDS— 1882. 1883. 1884 to Jan., 1900.
Per cent 2 5½ 6 yearly

BONDS, GUARANTIES.—Consols of 1872 are held in trust to retire $441,500 6s due Oct. 1, 1900. V. 67, p. 59.

There were also on July 1, 1899, $81,000 Shore Line 6s, due 1922; also $126,500 Belfast & Moosehead Lake mortgage bonds, due 1920, not guaranteed, interest and sinking fund paid out of the rental. Jointly with B. & M. guarantees $300,000 Port. Union Station bonds.

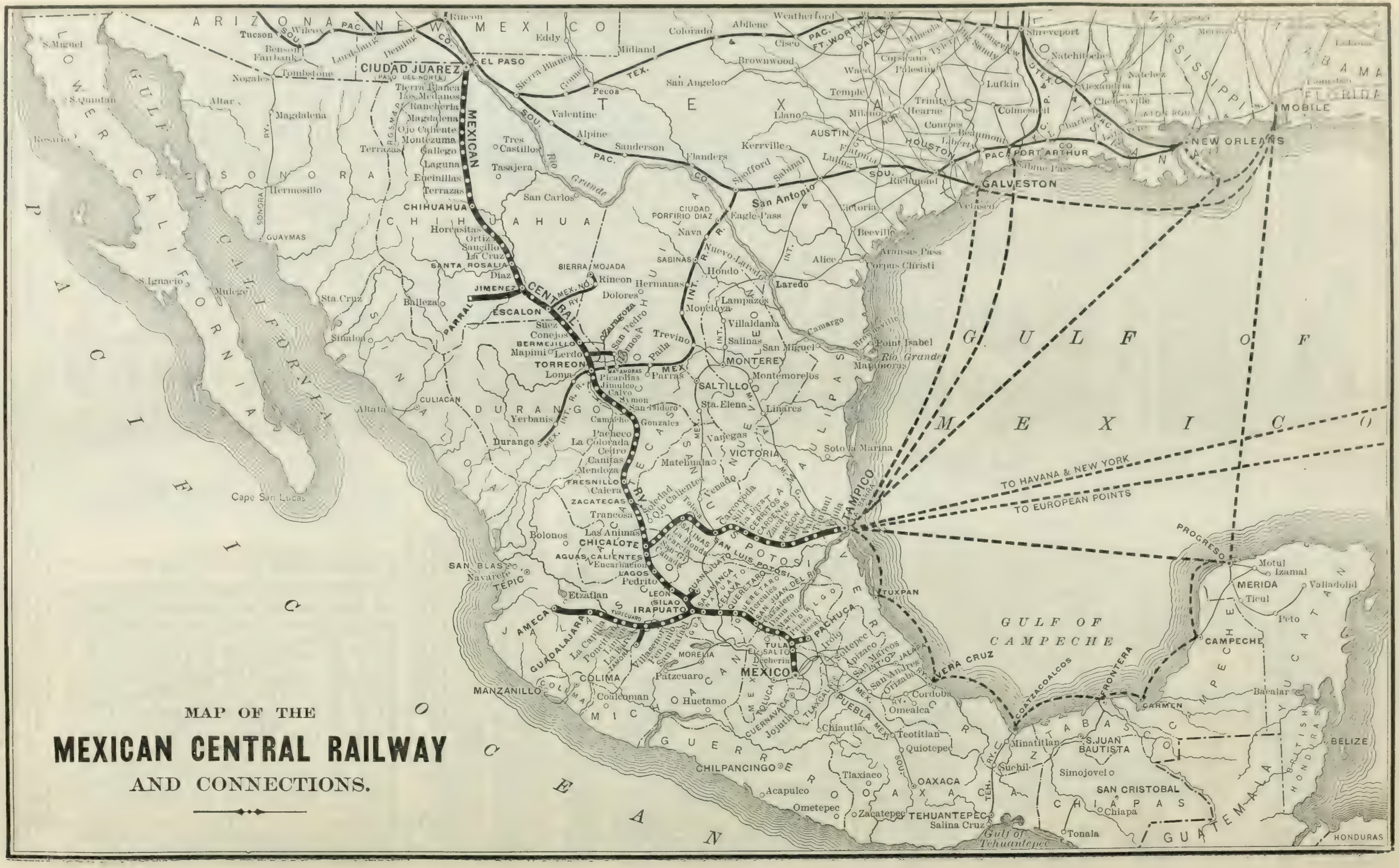
In Dec., 1899, $800,000 Portland & Ogdens. consol. 3½s were sold to refund the $800,000 6s maturing July 1, 1900, on retirement of which the consols will be a first lien on the entire line from Portland to Lunenberg, 109 miles. Notes payable, $500,000 July 1, 1899, against $763,000 July 1, 1898.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting 3d Wednesday in October. Report for 1898-99 was in V. 69, p. 903.

Years ending June 30—	1899.	1898.	1897.
Gross earnings.....	$5,022,098	$4,758,801	$4,898,036
Net earnings.....	1,617,037	1,647,436	1,612,467
Other income.....	81,071	63,040	52,147
Net income.....	$1,698,108	$1,710,476	$1,664,614
Interest.....	$599,365	$633,907	$657,060
Rents.....	647,090	648,121	650,480
Dividends.....	298,531	298,527	298,524
Sinking fund.....	29,440	29,440	.....
Balance, surplus.....	$123,682	$100,481	$58,550

—V. 66, p. 472, 616; V. 67, p. 29, 686; V. 69, p. 695, 852, 903, 955, 1346

Manchester & Lawrence RR.—Owns from Manchester, N. H., to Methuen (State Line), 22¼ miles. Leased for 50 years from September 1, 1887, to Boston & Maine at a rental paying 10 p. c dividends. In 1895 a dividend of 50 p. ct. was paid from proceeds C. & M. suit. (V. 62, p. 869.)



MAP OF THE

MEXICAN CENTRAL RAILWAY

AND CONNECTIONS.

JANUARY, 1900.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Maine Central—(Concluded)—								
Port. & Ogd., Con. M. $20,000 p.m. (gu. by end.)..c.	109	1888	1,000	$1,319,000	5	M. & N.	Bos., N, Shaw. Bk. & Port	Nov. 1, 1908
Do do text	text.	1888	1,000	text.	3½	M. & N.	do do	Nov. 1, 1908
Portland Un. Station M., ser. "A" & "B" text s. f.	....	1887-9	1,000	300,000	4	J. & J.	Portl'd, Me., & Boston.	J'ne 27, Jan. 29
Dexter & Piscataquis stock 5 p.c. rental 999 years.	17	....	100	122,000	5	J. & J.	Dover, Me., Office.	Jan., '00, 2½%
1st M., Dexter to Dover, etc., guar. by end.....	17	1889	1,000	175,000	4	J. & J.	Bos. N. Shaw. Bk., Port.	July 1, 1929
Hereford R'y stock (4 p. c. rental for 999 years)..	53	....	100	800,000	4	M. & N.	Portland, Me. Cent. Of.	Nov., '99, 2%
1st mortgage, guar. p. & i. (endorsed).....	53	1890	1,000	800,000	4	M. & N.	Boston, Nat. Shaw. Bk.	May 1, 1930
Upper Coos RR. stock, 6 p. c. rental 999 years.	55	....	100	350,000	6	M. & N.	Portland, Me., Office.	Nov., '99, 3%
1st mort., guar. p. & i. (endorsed).....	22	1890	1,000	350,000	4	M. & N.	Bost., N. Shaw. Bk.; Port.	May 1, 1930
Extension M., $21,000 p. m., guar. p. & i. (end.).	33	1890	1,000	693,000	4½	M. & N.	Portland, Me., Office.	May 1, 1930
Knox & Lincoln stock, guar., 5 p. c., 999 years...	48	....	100	200,000	5	F. & A.	Portl'd, Me., Me. Cent. Of.	Feb. '00, 2½%
1st M. Penobscot Shore Line RR. Co., assumed.	48	1890	1,000	1,300,000	4	F. & A.	Boston, Nat. Shaw. Bk.	Aug. 1, 1920
K. & L. 2d mortgage (for $400,000) assumed...	48	1891	1,000	400,000	5	F. & A.	do do	Feb. 1, 1921
Dexter & Newport, stock, 6 p. c. to Nov. 25, '98...	14	....	100	122,000	5	J. & J.	Treas'rs Office. Portland	Sept., 1898
1st M. (old 6s refund. in 1897) gu. p. & i. end.*	14	1897	.....	175,000	4	M. & S.	.....	1917
Eastern Maine, stock, 4½ p. ct., rental 999 years	18	....	100	200,000	4½	M. & N.	Rockland Me., Office.	Nov., '99, 2¼%
Manches. & Law.—Stock, 10 p.c. ren'l till 1937. B. & M.	22	....	100	1,000,000	10	M. & N.	Manchester and Boston.	Nov. 1, '99, 5%
Real estate bonds (not mort.) int. gu. by B. & M. c	....	1892	1,000	274,000	4	J. & J.	Boston, B. & M. RR.	Jan. 1, 1922
Manhattan Elevated.—Consol. stock, $48,000,000..	36	....	100	47,897,108	4 in '99	Q.—J.	N. Y., 195 Broadway.	Jan 2, '00, 1%
Metropol. El. 1st M., $600,000 p. m., assum'd. g. c*	18	1878	£ & $	10,818,000	6 g.	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 1908
N. Y. El. deb., secured by consol. mort. of 1890..	32	1886	1,000	1,000,000	5	M. & S.	N. Y., Mercantile Tr. Co.	Mch. 1, 1916
Manhattan Elevated consol. mort., gold. c*and r.	32	1890	1,000&c	28,065,000	4 g.	A. & O.	do do	Apr. 1, 1990
Mari. & Phœnix & Salt Riv. Val. RR.—M., gold, F. c	43	1895	1,000	a750 000	5 g.	M. & N.	N.Y., Farm. L. & Tr. Co.	Dec. 23, 1925
Mason City & Fort Dodge—1st m. $15,000 p. mile, g.	92	1886	100, &c.	1,380,000	6 g.	J. & J.	In default.	July 1, 1926
Mexican Central—Stock, $25,600 per mile.....	....	....	100	47,940,100	.....	.....	.....	.....
1st mortgage (unassented) and scrip.....	....	1881	1,000	363,012	(7) 4	J. & J.	Boston, Safe Dep. & Tr. Co	July 1, 1911
Consol. mortgage, $32,000 per m., gold, BBc*&r	1,949	1889	1,000	60,601,000	4 g.	J. & J.	do do	July 1, 1911
1st cons. inc. and scrip, non-cum. ($9,600 p.m.), g. c*	1,949	1889	1,000	17,340,300	3 g.	July 10	Boston, when earned.	Jan. 10. 1939
2d con. inc. $6,400 p.m. red. at 50 p.c. till Aug. 1929 c*	1,949	1889	1,000	11,266,000	3	.....	.....	Jan. 10, 1939
Registered income bonds and scrip, unassented. r	....	1881	1,000	405,200	3	July 1	.....	July 1, 1911
Equipment bonds, $1,000,000 (5 p. c. due y'rly).	....	1897	1,000	900,000	5 g.	A. & O.	Ol. Col T. Co., Bos. & Lon.	Apr. 1, 1917

a Includes $648,000 being exchanged in Jan., '99, for $540,000 M. & P. 6s.

Manhattan Ry. (Elevated).—ROAD—Owns all the elevated railroads in N.Y. City, main track, 32 miles; also Suburban R.T.RR., 3¾ m. In Oct., 1899, extension of about 2 miles proposed from terminus of 3d avenue line at 177th Street to Bedford Park. V. 69, p. 852.

HISTORY, ETC.—Formed Nov. 24, 1875.

STOCK.—Increased in March, 1899, from $30,000,000 to $48,000,000 to meet cost of electrical equipment, etc.—V. 68, p. 232, 282, 380, 428, 617.

BONDS.—*Consolidated mortgage* (trustee, Central Trust Co.) is limited on present mileage to $40,000,000, and will provide for prior bonds when due. Amounts beyond $40,000,000 may be issued for extensions at the rate of $300,000 per mile of single and $600,000 per mile of double track. (See abstract of mortgage in V. 51, p. 248, and application to New York Stock Exchange in V. 52, p. 353.) Of the consols the company itself in Dec., 1897, held $300,000 against "special account" and $50,000 consols to redeem convertible cert.—V. 69, p. 131.

GENERAL FINANCES.—See V. 68, p. 232, 282. To May, 1898, claims aggregating $8,847,854 had been paid by the company as damages to abutting property and other cases were before the courts. See CHRONICLE, V. 66, p. 954, and V. 67, p. 789. As to personal property tax assessment, see V. 66, p. 954; V. 67, p. 222, and V. 68, p. 1282. Amount of taxes in litigation Dec. 31, 1898, per balance sheet, $1,164,259. V. 67, p. 1053. Of the proceeds of the $18,000,000 increased stock $6,000,000 had, in July, 1899, been used to pay the old right of way judgments.—V. 69, p. 131. Most of the remainder, along with other funds (in all $13,627,404 on Sept. 30, 1899), was loaned out on collateral, yielding the company a substantial revenue to offset the deficit for the year 1898-99; see V. 69, p. 1062.

The electrical equipment of the system, it is expected, will be effected in 1900. V. 69, p. 1148. The new method of operation is expected to increase the efficiency and economy of the service and net earnings of the system and place the stock, as increased to $48,000,000, upon a 5 per cent basis. See "stock" above. Has traffic agreement (since April 29, 1899), with Third Avenue RR. system providing for transfers to and from both lines.—V. 68, p. 672. The refunding of $4,000,000 Met. El. 2d 6s into consol. 4s Nov. 1, 1899, effected a saving of $80,000 annually.—V. 69, p. 852.

In Nov., 1899, location for power house had been secured at 74th St. and East River, and all contracts let.—V. 69, p. 27, 131, 955, 1148.

DIVIDENDS.—

	'84.	'85.	'86.	'87.	'88.	'89.	'90.	'91-96.	'97.	'98.	'99.
Since '83. P.Ct.	3	6	6	6	5	See below.	6 yrly.	4½	4	4	

In 1889 1 in cash and 4½ in scrip; in 1890, 4½ cash and 1½ scrip.

LATEST EARNINGS.—3 months ending Sept. 30:

3 mos.	Gross.	Net.	Other inc.	Charges.	Bal., sur.
1899.....	$1,912,829	$638,810	$188,300	$646,045	1 sur. $81,065
1898.....	1,788,613	539,610	47,500	607,172	def. 20,062

ANNUAL REPORT—Annual meeting is held the second Wednesday in November. Report for year 1898 89 was given in V. 69, p. 382, and report for year ending Sept. 30, 1899, in V. 69, p. 1003.

Year ending June 30—	1899.	1898	1897.
Gross earnings.....	$8,719,495	$9,183,541	$9,163,742
Net over operating exp.....	3,570,008	3,856,885	3,861,391
Other income.....	340,600	211,716	180,276
Interest, rentals and taxes....	2,678,414	2,645,323	2,707,016
Dividends.....	1,558,971	1,200,000	1,500,000
Balance after dividends...	def. $326,777	sur. $223,275	def. $165,348

Yr. Sep. 30.	Passengers.	Earnings.	Yr. Sep. 30.	Passengers.	Earnings.
1893-94..	196,159,323	$10,138,143	1896-97..	183,184,641	$9,359,732
1894-95..	188,072,645	9,745,927	1897-98..	179,728,356	9,204 466
1895-96..	182,437,244	9,352,115	1898-99..	177,204,558	9,325,111

—(V. 69, 1008, 1062, 1103, 1148, 1301.

Manitoba & Northwestern Ry.—V. 68, p. 1182, 1226.

Marietta & North Ga. Ry.—See ATLANTA KNOXVILLE & NORTH.

Maricopa & Phœnix & Salt River Valley RR.—Maricopa to Phœnix, Ariz, 36 miles; Tempe to Mesa, 7 miles; total, 43 miles. A consolidation in Dec., 1895, of the Maricopa & Phœnix RR. and Phœnix Tempe & Mesa Ry. Stock, $1,000,000; par, $100; all outstanding. Bonds have a sinking fund of $6,000 annually after 1900. Under a modification of the mortgage of 1895, agreed to in Dec., 1898, the total authorized issue was reduced from $860,000 to $750,000, of which $648,000 were offered in Jan., 1899, in exchange for $540,000 old Mar. & Phœn. 6s, at the rate of 6 of the 5s for 5 of the old 6s. V. 67, p. 1357. President, N. K. Masten; Secretary and Treasurer, F. I. Kendall, Crocker Building, San Francisco, Cal.—V. 67, p. 1357.

Marshalltown & Dakota RR.—V. 69, p. 591.

Mason City & Ft. Dodge RR.—Owns road from Mason City, Ia., to Lehigh, Ia., 88 miles, and branch, 4 miles. Stock authorized, $5,000,000; outstanding, $920,000; par, $100. In year ending June 30, 1898, gross, $172,835; net, $73,375; charges, $92,475; balance, deficit, $19,100. Net current liabilities June 30, 1898, $1,019,919, including unpaid coupons, $993,600. President, W. C. Tooney of St. Paul.—V. 68, p. 977.

Memphis & Charl.—In 1898 purchased by South. Ry.—V. 69, p. 333.

Mexican Central Ry. Limited (Mexico).—*(See Map.)*—Mileage—Main line Mexico City north to Juarez City, 1,224 miles, 407 miles on Tampico Division, 12 miles on Guanajuato Branch, 161 miles on Guadalajara Division, 55 miles on Ameca Ext., 44 miles on Pachuca Division, Bar extension 6 miles, 40 miles on Laguna Ext. and other branches 7 miles; extension from Jiminez to Parral, 54 miles, opened in November 1898.—V. 66, p. 905. Total Dec. 31, 1898, 2,010 miles. All 56-pound steel.

In Dec., 1899 extension from Parral to El Rosario, 41 miles, was under construction; also from Yurecuaro, on Guadalajara Branch, to Tinguindin, about 75 miles, of which 26 miles to Zamora were completed; extensions also projected on Ameca Extension from La Vega to San Marcos, about 29 miles, and rendain to Tequila, about 18 miles.

ORGANIZATION.—Incorporated February 25, 1880, under the general law of Massachusetts, and also holds a charter from the Mexican Government. Debt readjusted in 1889—see V. 48, p. 191, 292, 327. See also Mexican Central Ry. Securities Co., Limited, below.

SUBSIDY.—Jan. 1, 1899, there was left of the subsidy in trust $2,141,148, to be used whenever necessary for the payment of principal and interest of the consolidated mortgage bonds, $477,947, having been so used in 1898. Of the $3,000,000 of Mexican Government bonds receivable under Tampico Harbor concession for a depth of 22 feet, $2,790,000 (in Mexican Government 6 per cent bonds) had been received in April, 1895, corresponding to a depth of 20 feet, and these were exchanged in 1895 for $2,934,600 of 5 p. c. Government bonds.

BONDS.—Of the priority bonds $1,403,000 were paid off with proceeds of subsidy collections, interest ceasing April 10, 1891; the balance, $5,597,000, is held as an investment by the trustee of the consolidated mortgage. See V. 52, p. 390. The consol. mort., 4 p. c., covers the entire property, all old firsts deposited, and the subsidy earned and to be earned. (See abstract of mortgage in CHRONICLE, V. 49, p. 177.)

In June, 1899, in addition to the $59,511,000 consol. 4s shown above $4,618,000 had been certified by the trustee, of which $454,000 held for exchanges, $1,350,000 as collateral for equipment bonds, $1,000,000 purchased by trustee under subsidy trust fund and $1,814,000 issued to and owned by the company.—V. 68, p. 1182 Both series of incomes are non-cum. and secured by one indenture to the American L. & T. Co. First incomes received 3 per cent interest July, 1890, 1891 and 1892, respectively; none since.

Equipment bonds for $1,000,000 (issued in 1897) are secured by a mortgage on the equipment purchased and the deposit in trust of $1,500,000 general 4s. The company is to pay 5 p.c. of loan annually, a proportional amount of fours being released.—V. 64, p. 843.

GENERAL FINANCES.—On Dec. 31, 1898, notes outstanding were $1,100,000, as against $1,665,000 on Jan. 1, 1898; interest due and accrued, $1,226,075; accounts payable, $725,787. Notes and accounts receivable Jan. 1, 1899, $584,796 (same Jan. 1, 1898, having been $1,250,279); cash on hand, $1,207,206. Tampico Harbor Co bonds of 1894 costing $1,923,938 (all owned by and in the treasury of the Mexican Central) are guaranteed.—(V. 62, p. 869.)

EARNINGS.—Mexican cur. Jan. 1 to Nov. 30 (11 mos.) } 1899. Gross, $14,055,729; net, $4,559,329
1898. Gross, 12,209,244; net, 3 880,105

Statement of earnings and expenses for six months ending June 30, 1899, was given in V. 69, p. 382, showing deficit under interest charges of $86,391, against 255,703 deficit in 1898; adding subsidy receipts for six months of 1899, $20,000, leaves net deficit of $66,391.

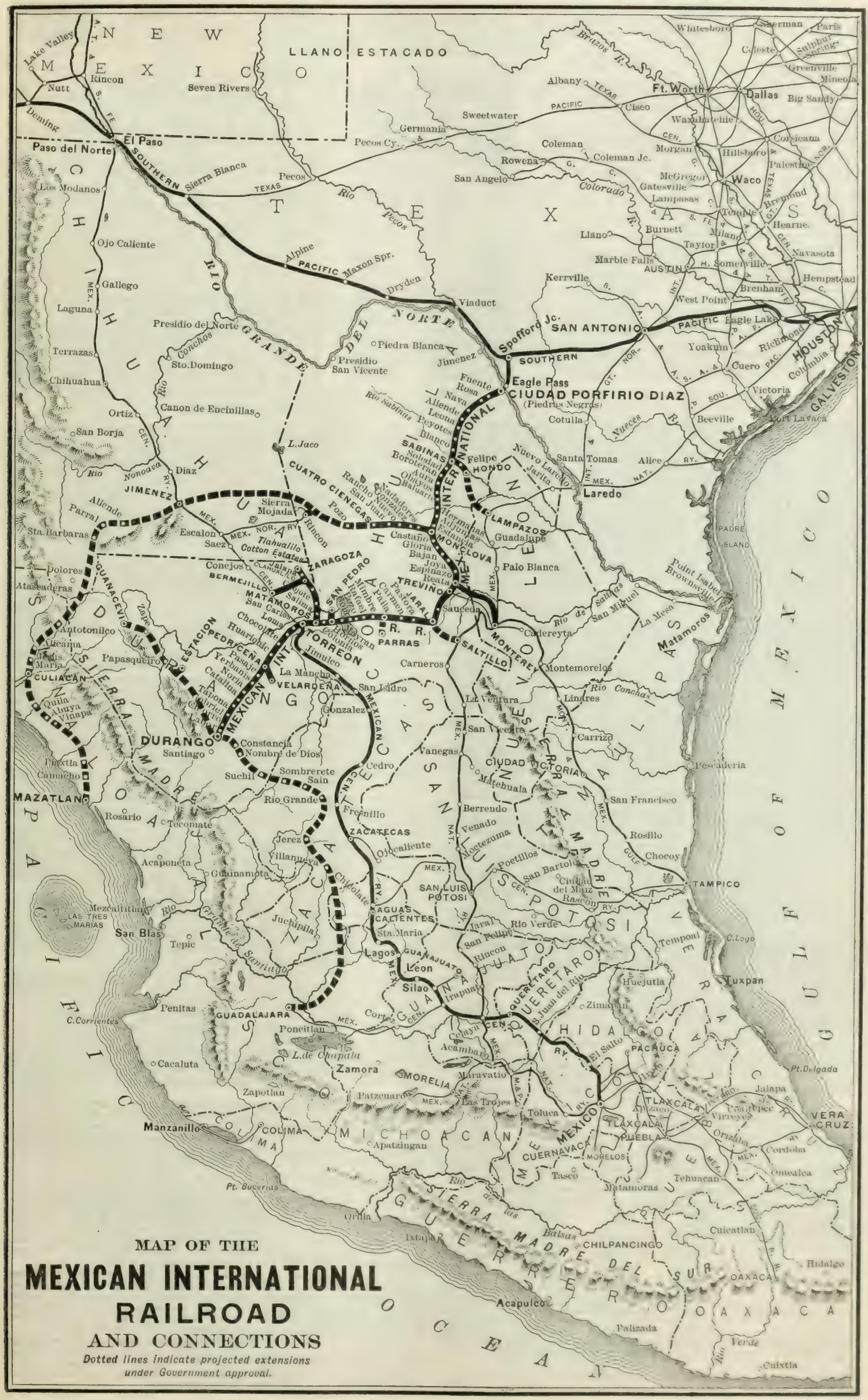
ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1898 was given at length in V. 68, p. 868, 874; see also editorial, p. 851. The gross earnings below are *Mexican currency;* all other figures *U. S. currency.* The company received for its Mexican dollars an average of 46·59 cents in 1898, 48·24 in 1897, 53·17 in 1896, 52·95 in 1895.

INCOME ACCOUNT (U. S. CURRENCY EXCEPT AS INDICATED).

Year ending Dec. 31—	1898.	1897.	1896.	1895.
Av'ge miles operated.....	1,956	1,956	1,869	1,860
Gross earns., Mex. cur.	$13,588,966	$12,845,819	$10,208,020	$9,495,866
Net earns. Mex. cur...	$4,427,534	$4,016,318	$3,463,747	$3,896,475
Do do in U. S. cur.	2,062,805	1,937,483	1,841,515	2,063,157
Subsidy acc't in U.S. cur	477,947	*811,229	300,000	275,000
Miscell. in U. S. cur....	142,858	97,037	155,941	186,472
Total net income..	$2,683,610	$2,845,879	$2,297,456	$2,524,629
Interest on bonds....	$2,378,600	$2,378,600	$2,320,533	$2,306,600
Miscellaneous.....	238,052	194,867	159,934	208,281
Bal., incl. subsidy	sur. $66,958	sr. 273,282	df. 183,011	sur. $9,748

President, A. A. Robinson; Compt., J. T. Harmer.—(V. 69, p. 382.)

Mexican Central Ry. Securities Co., Limited.—This depositary company was formed in 1899, per plan in V. 68, p. 331, to acquire the 4 per cent consols of the Mexican Central Ry. "and to issue in their place two classes of securities." The share capital is raised by a payment of £2 for each $1,000 bond deposited, for expenses, etc. Each $1,000 bond deposited will receive £102 "A" and £102 "B" debenture stock, constituting a first and second charge respectively upon the deposited securities, both secured by the same deed of mortgage to Right Hon. Lord Hillingdon, Right Hon. Lord Revelstoke and H. W. Smithers, trustees. Frederick M. Spankie, Secretary, 3 Gracechurch Street, London, E. C.—V. 68, p. 331, 524.



MAP OF THE

MEXICAN INTERNATIONAL RAILROAD

AND CONNECTIONS

Dotted lines indicate projected extensions under Government approval.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Mex. Cent. Ry Securities Co, Lim.—A deb. stock 4%	....	1899	.....	(?)	4	J & J 15	London.	.....
B deb. stock, 4%, cum	....	1899	.....	(?)	4	J & J 15	London, when earned.	.....
Mex. Int.—Pr. lien, £1,200,000, red. at par. Un.xc*&r	615	1897	£100&c	$5,850,000	4½ g.	M. & S.	London, Speyer Bros.	Sept. 1, 1947
1st consol. mort., $16,000,000, gold...Mp.xc*&r	659	1897	$500&c.	5,353,000	4 g.	M & S.	N. Y., 23 Broad St.	Sept. 1, 1977
Income 4% bonds (no mort.), non-cumulative....	....	....	.....	4,499,000	.....	Sept. 1	.....	.....
Mexican National—Stock	....	....	100	33,350,000	.....	.....	.....	.....
1st M., subsidy, gold, subject to call at 100....c*	1,064	1887	1,000	10,959,000	6 g.	J. & D.	N. Y., Nat. City Bank.	June 1, 1927
2d M., ser. "A," g., inc. accum. (for $16,675,000)c*	1,064	1887	500 &c.	12,265,000	6 g.	Ann'ly.	Paid 3½ p.c. Apr., 1899	July 1, 1917
2d M., ser. "B," g., inc. non-ac. (for $16,675,000).r	1,064	1887	500 &c.	12,265,000	6 g.	.....	See text.	July 1, 1917
3d mortgage, deb. (income not cumulative) gold.r	1,064	1887	1,000	7,040,000	6 g.	May 1	.....	July 1, 1937
Mex. Nat'l Ry. Co., Limited—A ctfs., 5% non-cum..	....	1896	.....	£2,281,375	See text.	.....	London, when earned.	May, 1899
B certificates	....	1896	.....	£1,887,400	.....	.....	do do	.....
Mexican Northern—Stock	83	....	100	$3,000,000	4 in 189	Quar'ly.	N. Y., office, 27 Wm. St.	Dec. 2, '99, 1%
1st mort., U. S. gold coin, s. f. not called. S...c*&r	83	1890	1,000	a1,224,000	6 g.	J. & D.	do do	Dec. 1, 1910
Mexican Railway, Limited—Ordinary shares	....	....	.....	£2,254,720	.....	.....	.....	.....
1st preference stock, 8 per cent	....	....	£10	2,554,100	See text.	M. & N.	London.	Nov., '99, 115/16
2d preference stock, 6 per cent	....	....	£10	1,011,960	.....	.....	.....	.....
Perpetual 6 per cent debenture stock	321	....	.....	2,000,000	6	J. & J.	Glyn, M. C. & Co., Lon.	Perpetual.
Mexican So. Ry., Lim.—Ordinary shs., £1,000,000.	....	....	.....	£1,000,000	.....	Nov.	.....	Nov., '99, 1½
1st M. 4% deb. stock, £700,000, red. 110. (Text)	228	1896	.....	600 000	4	F. & A.	.....	.....
2d M. 4% deb. stock, £600,000 red. at par, 90 y'rs	228	1896	.....	597,400	4	F. & A.	.....	.....
Mexico Cuernavaca & Pac.—1st M., g., $25,000 p.m.	310	1893	1,000	b130,000	5 g.	A. & O	.....	Oct. 1, 1943
Michigan Central—Stock	....	....	100	c18,738,000	4 in 1899	J. & J.	N. Y. Gr. Cent. Station.	Jan. 29, 1900
Consol. mort.—now 1st M. ($2,000,000 are 5s)..c*	270	'72-'82	1,000	10,000,000	7 & 5	M. & N.	N. Y., Union Trust Co.	May 1, 1902
M. C. Michigan Air Line, 1st mortgage.....c&r	115	1890	1,000&c	2,600,000	4	J. & J.	Rg. at G.C.S.; cp. at U.Tr.	Jan. 1, 1940
M. C. 1st M. on Det. & Bay City ($4,000,000)....c	152	1881	1,000	3,576,000	5	M. & S.	N. Y., Union Trust Co.	Mch. 1, 1931
do do do ...r	152	1881	1,000&c		5	Q.—M.	N.Y., Gr'd Cent. Station.	Mch. 1, 1931
M. C. 1st mortgage on Grand River Val. RR....c*	84	'79-'86	1,000	1,500,000	6	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1909
M. C. 1st mortgage on Kalamazoo & S. Haven...r	39	1889	1,000&c	700,000	5	M. & N.	N. Y., Gr. Cent. Stat'n.	Nov. 1, 1939
M. C. 1st M. Term. $1,500,000 (V. 64, p. 886).c&r	....	1896	1,000&c	725,000	4 g.	J. & J.	Rg. at G.C.S.; cp. at U.Tr.	July 1, 1941

a Exclusive of $436,000 held by sinking fund. loan maturing March 15, 1900. (V. 69, p. 332.)
b $4,420,000 additional issued to July, 1899, but held as security for $3,200,000 7 p. c. loan maturing March 15, 1900. (V. 69, p. 332.)
c Of which $16,189,600 held by N. Y. Central & H. R. RR. Co.

Mexican International RR.—(*See Map*)—Road.—Owns in Mexico a standard gauge road from Ciudad Porfirio Diaz, on Southern Pacific, via Torreon, on Mexican Central, to Durango, 540 m., with branches, 76 m.; branch to Tlahualilo, 43 m; total, 659 m. Branch to Mapimi opened July, 1899 Organized under laws of Conn.

Stock.—Authorized $25,000,000; issued Jan., 1899, $18,708,200.

Bonds.—In 1897 reorganized, reducing fixed charges on 659 miles from $605,360 to about $448,650. Consol. 4s for $3,690,000 are to be issued at $10,000 per mile on 369 miles of proposed branches (of which Reata to Monterey, 72 miles, completed in December, 1898,) and $800,000 are reserved for betterments, etc. The total issue of consols is limited to $16,000,000. The prior lien 4½s are secured on line from Cuidad Porfirio Diaz to Durango, 540 miles and 75 miles of branches. See details in V. 65, p. 151, 1071. Consol. 4s of 1897 listed on N. Y. Stock Exchange Feb., 1898. See application in V. 66, p. 341.

Earnings—Mex. cur'cy. { 1899....Gross, $3,413,647; net, $1,461,456
Jan. 1 to Sept 30, 9 mos. { 1898....Gross, 2,486,854; net, 986,156

Annual Report.—Report for year ending Dec. 31, 1898, was given at length in V. 68, p. 615, 626, see also editorial, p. 596, showing earnings as follows: Gross on average of 659 miles, $3,497,075 (Mexican currency); net, $1,430,564; in U. S. money, net, including other income, $652,051; interest, etc., $488,375; balance, surplus, $163,676. In 1897, gross (Mexican currency), $3,034,126; net, $1,097,774. President, T. H. Hubbard. N.Y. of.., 23 Broad St. (V. 67, p.1357; V.68, p. **615, 626.**)

Mexican National RR.—Owns narrow gauge road from Laredo to City of Mexico, 842 miles; Acambaro to Patzcuaro, 96 miles; El Salto branch, 45 miles; Matamoras to San Miguel, 76 miles; small branches, 5 miles; total owned, 1,064 miles; controls through ownership of stock, Texas Mexican Railway, Corpus Christi to Laredo, Texas, and branch, 163 miles; other lines, 5 miles; total 1,232 miles. Gauge, 3 feet; rail (steel and iron) 40 and 45 pounds to the yard. In March, 1899, extension to Uruapan, 47 m., opened.—V. 68, p. 624.

History.—A reorganization of the Mexican National *Railway* foreclosed May 23, 1887. See also Mex. National Ry. Co., Limited, below.

Subsidy.—In 1895 the uncollected subsidy, $3,335,685, was settled by deposit of $4,528,100 of Mexican Government 5s as security for the firsts of 1887.—(See V. 69, p. 1103, 1193; V. 62, p. 593, 1139.)

Stock.—Stock, $33,350,000 (par $100), placed in trust with the Farmers' Loan & Trust Company, leaving the road in control of 1st and 2d mortgage bondholders until it earns and pays interest on both classes of bonds for two consecutive years. The first mortgage bonds have two votes], the 2d mortgage, A. & B., bonds one vote each [24,530 in all]. The Mexican National Construction Company owns a majority of the stock and $7,000,000 of the 3d mort. incomes.—See V. 63, p. 1115; V. 64, p. 1137. Capital reserve fund Jan. 1, 1899, held $734,786.

Bonds.—The *first mortgage* of 1887 is a prior lien upon all the lines in Mexico, constructed or to be constructed, and upon the Texas Mexican securities. The bonds are redeemable on notice at par. Trustee, Capt. W. G. Raoul. Original issue $12,500,000, which has been reduced to present figure by redemption with subsidy, and may be further reduced June 1, 1900, by sale of $4,528,100 Mexican Govt. 5s. See Subsidy above.—V. 69. p. 1103, 1193.

As to 2*d mortgage* bonds see Supplement of April, 1897, and "Mexican National Ry. Co., Limited", below. The so-called "Matheson bonds" were issued independently of the company.

On *series "A"* bonds from earnings 2 per cent was paid March 1, 1893; 1 per cent on April 1, 1895; 1½ per cent on April 10, 1896; 3 p. c. Mar. 22, 1897, at Nat. City Bank, N.Y., and in London; 3½ p. c. in N.Y. City on April 4, 1898; 3½ p. c. in N.Y. on April 20, 1899.—V. 69. p. 1103.

Earnings—11 months, { 1899.....Gross, $6,444,042; net, $3,100,410
Jan. 1 to Nov. 30 { 1898.....Gross, 5,712,517; net, 2,684,951

Net available for interest (11 mos.), $1,417,635 in 1899; $1,182,214 in 1898. Above figures are in Mexican currency, to be valued at 80 on the dollar in U. S. money, all other depreciation having been allowed for.

Annual Report—Fiscal year ends Dec. 31. Report for 1898, with the balance sheet, etc., was given in full in V. 68, p. 614, 624; see also editorial p. 596. Gross below are in *Mexican currency*, all other figures in *U. S. currency*. Mexican currency is reduced to U. S. currency at 80 p. c., all loss *above* this being charged off in exchange account.

INCOME ACCOUNT—(U. S. CURRENCY EXCEPT GROSS EARNINGS).

Year end'g Dec. 31—	1898.	1897.	1896.	1895.
Miles operated	1,218	1,218	1,218	1,218
Gross earnings	$6,330,920	$6,080,663	$5,299,025	$4,513,206
Net earnings	2,393,431	2,388,991	2,020,766	1,657,126
Exchange	1,175,981	1,156,792	793,408	689,345
Misc., betterm'ts, etc.	129,187	114,456	125,269	97,228
Sundry charges	19,584	18,658	11,712	18,596
Balance	$394,569	$418,364	$402,622	$158,888
Sur. from previous yr.	34,962	42,373	4,701	28,288
Total	$429,531	$460,737	$407,323	$187,176
Int. on "A" bonds*	(3½) 425,775	(3½) 425,775	(3) 364,950	(1½) 182,475

*$100,000 "A" bonds still in treasury do not draw interest.
—(V. 68, p. **614**, 618, **624**, 672, 724; V. 69, p. 27, 1103, 1193.)

Mexican National Ry. Co. Limited.—This depositary company was formed in 1896 (per **plan** in V. 62, p. 1139, see also p. 635, by the "A" and "B" bondholders of the Mexican National RR. Co. Its share capital is £24,530 in 10s shares, and is deposited in trust to give the control of the depositary company to the certificate holders. The certificates were issued in exchange as follows: £250 A certificate for a $1,000 "A" bond deposited; £200 B certificate for $1,000 "B" bond and £125 A and £100 B certificate for a Matheson certificate. In July, 1899, there had been deposited all but about $3,859,000 of these securities. The "A" certificates have two votes, "B" certificates one vote for every complete £25.

Dividends—On "A" certificates, in 1898, April and May, 1899, paid £2 15s. 8d. p. c. Report for year 1898-99 in V. 69, p. 226. Address 85 Grace Church St., London, E. C.—V. 69, p. 226, 1103, 1193.

Mexican Northern Ry.—Owns from Escalon, Mexico, on the Mexican Central Ry., to Sierra Mojada, 83 miles, all steel.

Stock.—Capital stock is $3,000,000; see application for listing on N. Y. Stock Exchange in full, V. 64, p. 619.

Dividends..... { 1892. 1893. 1894. 1895 to Dec., 1899
Per cent..... { 6½ 6½ 6 4 yearly. Q-M

Bonds.—The mortgage is for $1,660,000, of which $436,000 held by the sinking fund in Dec., 1899. See V. 60, p. 482.

Earnings—4 months, July 1 to Oct. 31. { 1899.....Gross, $220,159; net, $91,520
{ 1898.....Gross, 216,009; net, 115,123

Annual Report.—Earnings as follows in U. S. currency:

Year.	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Dividends.*	*Surplus*
1897-8..	$548,395	$316,793	$23,641	$137,383	$120,000	$83,051
1896-7..	603,671	329,991	19,941	135,439	120,000	94,493

—V. 63, p. **792**; V. 64, p. 611, 619; V. 65, p. **679**, V. 69, p. 1012.

Mexican Railway, Limited.—City of Mexico to Vera Cruz, 264 miles; Puebla branch, Apizaco to Puebla, 29 miles; Pachuca branch, Ometusco to Pachuca, 28 miles; total, 321 miles.

Organization.—Incorporated Aug. 20, 1864, as Imperial Mexican Ry., Lim. Concessions perpetual, except as to Pachuca branch.

Dividends since 1896, paid semi-annually, yearly rate given: On 1st pref., May, 1897, 2⅛ p. c.; Nov., 1897, 2½ p. c.; May, 1898, 1⅞ p. c.; Nov., 1898, 2⅝ p. c.; May, 1899, 2⅜ p. c.; Nov., 1899, 3⅞ p. c.

Earnings.—Jan. 1 to Dec. 21, 1899, 11¾ mos. (Mex. cur.), gross, $4,419,000; in 1898, $4,062,400. For half-year ending June 30, 1899, gross, $2,330,031, against $2,100,865 in 1898; net above oper. exp., $1,090,892; total net revenue, £113,803; deb. int., £60,000; special fund, £5,000; div. at 3⅞ p. c., £49,485. Year ending Dec. 31, 1898, (Mexican currency), gross, $4,177,755; net, $1,797,692.

Officers.—Chairman, William Newbold; Sec'y, John T. Denniston, London, Eng. London offices, 45 New Broad St., E. C. V. 66, p. 1001.

Mexican Southern Railway Ry., Limited.—Puebla to Oaxaca, Mex., 228 m.; sidings, 11 m.; all narrow-gauge. In Jan., 1900, acquired Tehuacan-Esperanza Tramway, standard gauge, about 31 miles, extending from Tehuacan to Esperanza on Mexican Ry.

Organization.—Chartered in 1889. Concessions commuted by payment in 1892 by Mexican Government of $8,000,000 6 per cent 50-year silver Mex. Govt. bonds. These bonds are subject to sinking fund of ½ per cent per annum, and expire June 8, 1990, when the road passes to the State without payment, except for stations, rolling stock, etc. In 1896 reorganized per plan in V. 63, p. 229.

Securities.—Principal of 1st debenture stock is redeemable at 110 per cent out of sinking fund from redemption of $8,000,000 Mexican silver bonds, deposited under trust deed. Interest on 2d debentures is payable only out of profits on Feb. 1 and Aug. 1. On ordinary shares 1 p. c. was paid for year ending March 31, 1897; year 1897-8, 1¼ p. c.; 1898-9, 1½ p. c.

Earnings.—Year ending March 31, 1899, gross, £64,662; net, £23,506; renewal and contingency fund, £5,000; div. (1½ p. c.), £15,000; bal., £3,506. In 1897-8, gross, £63,731; net, £21,036. Jan. 1 to Dec. 21, 1899, 11¾ mos. (Mex. cur.), gross, $729,353 in 1899; $635,391 in 1898.

Officers.—Chairman, G. E. Paget; Sec. A. C. Chamier, 16 Finsbury Circus, London, E. C. (V. 63, p. 229, **1112.**)

Mexico Cuernavaca & Pac. RR.—Mexico to Balsas River, 182 miles, in operation, and projected to Acapulco, about 153 miles.—V. 69, p. 332. As to subsidy from Mex. Gov't, see V. 67. p. 901. Stock, $6,000,000; par, $100; outstanding, Oct., 1898, $2,432,000. For 7 mos. ending July 31, 1899, 182 miles gross, $253,671; net, $9 061. Year ending Dec. 31, 1898 (90 miles), gross, $323,527; net, $2,977; int. on $130,000 bonds, $13,598; def., not including int on $3,200,000 loan, $10,543. Pres. and Gen. Mgr., J. Hampson, Mexico City, Mex.; Sec. and Treas., Charles Wheeler, Denver, Col.—V. 69, p. **332.**

Michigan Central RR.—*(See Map adjoining New York Central page.)*—Line of Road.—Main line—Kensington to Detroit, 270 miles, and Windsor to Suspension Bridge (Canada Southern), 226 miles; total main line, 496 miles. Branches owned and leased 1,147 miles; trackage Ill. Cen., 14 miles; total January 1, 1899, 1,657 miles. There are 254 miles of second track and 922 miles of side tracks.

Organization, Leases, &c.—The Michigan Central was chartered in 1846; the whole line, Detroit to Kensington, was opened in 1852. Uses Illinois Central from Kensington into Chicago, 14 miles, under a perpetual lease. Control of the road was acquired by the N. Y. C. & H. R. RR. Co. in April, 1898, as stated below.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Michigan Central—*(Concluded)*—								
Grand River Valley stock, rental in perpetuity...	84	....	$100	$491,200	5	J. & J.	Jackson, Mich.	Jan., '00, 2½%
Det. & B. City bonds, endorsed, no mort. lien...c	....	1872	1,000	274,000	8	M. & N.	N. Y., Union Trust Co.	May 1, 1902
Bridge bonds, endorsed, no mortgage lien.....	....	1873	1,000	150,000	8	M. & N.	do do	May 1, 1903
Jack. Lans. & Sag. stock, 3½ p.c. y'rly, guar. by end.	295	....	100	2,000,000	3½	M. & S.	N. Y., Gr. Cent. Station.	Sept. 1,'99, 1¾
Cons. mortgage, assumed, extended in 1891..c*	295	71&80	1,000	1,836,000	5	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1901
Bay City & Battle C., 1st M., gold, gu.p.& i. end.c*	18	1889	1,000	250,000	3 g.	J. & D.	N. Y., Union Trust Co.	Dec. 1. 1989
Battle C. & Sturgis 1st M., gold, gu. p. & i. end.c*	41	1889	1,000	421,000	3 g.	J. & D.	N. Y., Union Trust Co.	Dec. 1, 1989
Joliet & North. Indiana 1st M., guar. p.&i. (end.).c	45	1877	1,000	800,000	7	J. & J.	N. Y., Farm. L.& Tr. Co.	July 10, 1907
Middletown Un. & W. Gap—1st M., ext. in '86.....c*	13	1866	100 &c.	150,000	5 g.	M. & N.	N. Y., N. Y. Susq. & W.	Nov. 1, 1911
2d mortgage, int. guar. ext. in 1897 (see text)..c*	....	1871	500 &c.	577,000	5	J. & D.	do do	June 1, 1910
Mill Creek & Mine Hill Nav. & RR.—Stock.....	....	....	.....	323,375	10	J. & J.	Philadelphia.	Jan. '00, 5%
Milw. Benton Harb. & Col.—Consol. M., g., $900,000	60	1897	1,000	405,000	5 g.	M. & S.	N.Y., Mercantile Tr.Co.	Sept. 1, 1947
Milwaukee Lake Shore & Western—See CHICAGO & NORTH-WESTERN.								
Milwaukee & Lake Winnebago—See WISCONSIN CENTRAL RY.								
Milwaukee & Northern—See Chicago Milwaukee & St. Paul.								
Mine Hill & Schuylkill Hav.—Stock (6 p. ct. rental).	52	....	50	4,210,200	5½	J & J.	Phila., Office, 119 S. 4th.	Jan. 15,'00,2½
Mineral Range—Stock $400,000.....	....	....	100	393,400	.....	.....	.....	Feb.,'98, 3½%
New consol. M., $600,000, gold, red. at 105.....c	17	1891	500	340,500	5 g.	J. & J.	N. Y., Nat'l City Bank.	Jan. 1, 1931
Minneapolis & St. Louis—Common stock.....	....	....	100	6,000,000	.....	.....	.....	.....
2d pref. (now 1st pref.), stock, 5 p. c., non-cum...	....	....	100	4,000,000	4½ in '99	J. & J.	N. Y. Central Tr. Co.	Jan. 15,'00,2½
1st M., Minn. to Merriam Jc., gold.....c*	27	1877	1,000	455,000	7 g.	J. & J.	do do	Jan. 1, 1907
1st mort., Merriam Junction to State Line, gold. c*	93	1877	500&c.	950,000	7 g.	J. & D.	do do	June 1, 1927
1st M. Minn.& Dul., Minn. to White B. Lake, gold.*	15	1877	1,000	280.000	7 g.	M. & N.	do do	Jan. 1, 1907
Iowa exten. 1st M., g. (Al. Lea to Fort Dodge) g.c*	102	1879	1,000	1,015,000	7 g.	J. & D.	do do	June 1, 1909
Mort. on Southwestern exten., g. ($12,000 p.m.)c*	53	1880	1,000	636,000	7 g.	J. & D.	do do	Dec. 1, 1910
Pacific extension 1st mortgage, gold.....c*	92	1881	1,000	1,382,000	6 g.	A. & O.	do do	Apr. 1, 1921
First consolidated M., $5,282,000, gold.....c*&r	....	1894	1,000	a 5,282,000	5 g.	M. & N.	do do	Nov. 1, 1934
1st refunding mort., $25,000,000 ($18,000 p. m.)	283	1899	1,000	7,800,000	4 g.	M. & S.	do do	Mch. 1, 1949
Minn. St. Paul & Sault Ste. Marie.—Common stock.	....	....	100	14,000,000	.....	.....	.....	.....
Preferred stock, 7 per cent, non-cumulative.....	....	....	100	7,000,000	.....	.....	.....	.....

a Of which $282,000 held in treasury June 30, 1899. b $200,000.

CANADA SOUTHERN CONTRACT.—In Nov., 1882, a close contract was made with Can. So. for the operation of its road. The contract provided for a re-apportionment every five years and in the re-apportionment December, 1892, it was agreed that the Canada Southern should thereafter receive 40 per cent and the Michigan Central 60 per cent of the first $1,000,000 of net earnings, any amount over that to be divided as theretofore—one-third to C. S. and two-thirds to M. C.; but under the original contract each company is accorded all benefit from reduction in its fixed charges. The M. C. to Jan. 1, 1899, had reduced its charges $328,575; this sum is therefore credited to it before the division.

CAPITAL STOCK.—The stock has remained at same amount since 1895.

DIVIDENDS. Per cent— '83 5 '84 3 '85-86 nil. '87-89 4 yearly '90 5 '91 5 '92-94 5½ y'rly '95 to Jan.,'00 4 yearly

BONDS.—The *Jackson Lansing & Saginaw bonds* were assumed by Michigan Central, which also guarantees in perpetuity 3½ per cent on the stock. The *Bay City & Battle Creek* mortgage is for $1,800,000, but amount outstanding is limited to $15,000 per mile. The total issue of *Battle Creek & Sturgis* bonds is $500,000, but of this $79,000 was sub-guaranteed by the Lake Shore & Michigan Southern, 7 miles of the B. C. & S. being operated by that company The Bay City & Battle Creek and the Battle Creek & Sturgis issues both carry the guaranty of the Michigan Central endorsed on the bonds.

OPERATIONS, &C.—The road is operated under a close contract with Canada Southern, and the earnings of both roads are included in the statistics below. As to division of profits between the companies, see explanation V. 64, p. 5. All betterments and improvements to the road have been charged to operating expenses, except $70,000 set aside out of net revenue of 1898 as a special fund for construction of second track between Ypsilanti and Dexter.

In 1898 purchase was arranged of the capital stock by the N. Y. C. & H. R. RR. Co., which gave in exchange its 3½ per cent 100-year gold bonds at the rate of $115 in bonds for $100 in stock. V. 66, p. 759. In Dec., 1899, $16.189,600 of the $18,738,000 stock had been acquired by the N. Y. C. & H. R. RR. V. 66, p. 1238.

EARNINGS—For 6 mos. ending June 30, 1899 partly estimated.

6 *mos.*	*Gross.*	*Net.*	*Charges.*	*Can So.*	*Div.*	*Surplus.*
1899 est	$7,156,000	$1,762,000	$1,212,000	$153,000	$374 760	$ 2,240
1898 act	6,972,000	1,252,000	1,212,000	150,000	374,760	15 240

ANNUAL REPORT.—Annual meeting Thursday following first Wednesday in May. Report for 1898 in V. 68, p. 869. Preliminary statement for 1899, V. 69, p. 1287.

Year ending Dec. 31	1899.	1898.	1897.	1896.
Gross earnings.....	$15,280,000	$14,046,149	$13,697,238	$13,821,614
Net earnings.....	*3,506,000	3,500,177	3,447,728	3,429,263
P. c. op. ex. to earns..	.....	75·08	74·83	75·19
Net, incl'g other inc..	$3,555,000	$3,544,854	$3,492,347	$3,468,948
Rentals paid.....	2,414,000	184,310	184,310	184,310
Interest on debt... ..		2,235,625	2,230,714	2,210,255
Can. Southern share.	303,000	300,667	282,402	296,474
New second track...	.....	70,000	... .	.....
Dividends.....	749,520	(4)749,520	(4)749,520	(4)749,520
Surplus.....	$83,480	$4,732	$45,401	$28,389

*Operating expenses in 1899 include cost of 10,000 tons of new steel rail, $271,000 for bridges, $90,000 for equipment, etc.

Traffic.—Of the 7,470,951 tons carried in 1895, grain contributed 8·7 per cent; bituminous coal, 10¼ p. c.; anthracite, 6·8 p. c.; lumber and forest products, 20·7 p. c. Average rate per ton per m. ·617 cents. In 1898 carried 8,682,110 tons; average rate ·597 cent. —V. 69, p. 27, 1297, 1301.

Middletown Unionville & Water Gap RR.—*(See Map N. Y. Susquehanna & Western.)*—Owns from Middletown, N.Y., to Unionville, N. J. State line, 13·65 miles. Stock, $149,850; par, $50. Controlled through ownership of stock by New York Susquehanna & Western, which pays interest on bonds. Principal of the second mortgage 5s, due Dec. 1, 1896 ($250,000), was extended at same rate to 1910. In year ending June 30, 1899, gross, $54,402; net, $19,810; charges, $22,317; bal., deficit for year, $2,507. In 1897-98, gross, $49,986; net, $19,922.—(V. 63, p. 1010, 1159; V. 64, p. 664.)

Midland Terminal Ry.—See Denver & Southwestern Ry., in which merged in 1899.—V. 69, p. 795, 854.

Mill Creek & Mine Hill Navigation & RR.—Palo Alto to New Castle, Pa., 3·8 miles; branch 2·8, second track 3·8 miles; total track, 29 miles. Leased July 25, 1861, for 999 years to Phila. & Reading RR. and leased assumed in 1896 by Phila. & Reading *Railway;* rental $33,000 and all taxes.

Milwaukee Benton Harbor & Columbus Ry.—Completed (Jan., '99), Benton Harbor to Buchanan, Mich., 27 miles, to extend to Nappanee, Ind., on the B. & O. RR. In Nov., 1899, extension reported to be proposed from Buchanan, Mich., to South Bend, Ind. Capital stock, $600,000; par, $100; outstanding Apr., 1898, $270,000. President, A. A. Patterson, Jr., Benton Harbor, Mich.; Treas., F. L. Reeves, New York City. (V. 65, p. 572.)

Milwaukee & Lake Winnebago RR.—(See Wisconsin Central.)

Mine Hill & Schuylkill Haven RR.—From Schuylkill Haven to Locust Gap, Pa., etc., 52 miles. In 1897 rental reduced to 6 p. c. on stock under new lease for 999 years from Jan. 1, 1897, to Phila. & Read. Ry. Co. Dividends paid stockholders are 2½ p. c. in Jan. and 3 p. c. in July, ½ p. c. being deducted for taxes.—V. 63, p. 1011.

Mineral Range RR.—Houghton, Mich., to Calumet, Mich., 14 miles, standard gauge; branches, 14 miles; total, 28 miles

HISTORY, ETC.—Operated in close connection with Hancock & Calumet (which see.) Reorganized in 1891. In year 1895 paid dividends 10½ p. c.; in 1896, 7; 1897, 7 p. c.; 1898, 3½ p. c.

BONDS.—The consolidated mortgage covers all the property, including $250,000 of Hancock & Calumet stock, which is five-sevenths of the whole issue; there are reserved for $13,300 old bonds $7,000 with trustee. Loans and bills payable June 30, 1899, $218,500. Of tonnage in 1898-9, coal was 18 p. c.; lumber 16 p.c. and forest products 4 p c.

EARNINGS.—For year ending June 30, 1899, gross, $182,584; net, $30,750; other income, $13,200; interest, etc., $29,638; bal., surplus for year, $14,311. In 1897-8, gross, $139,732; net, $40,049. Office, 44 Wall Street, N. Y.

Minneapolis & St. Louis RR.—*(See Map.)*—Owns main line Minneapolis to Angus, Ia., 260 miles; Western Div., Hopkins to Watertown, S. D., 216 miles; Kalo Branch, 1½ miles; Lake Park Branch, 1½ miles; Winthrop, Minn., to New Ulm, Minn., 20 miles Leases trackage from Minneapolis to St. Paul over St. Paul & North. Pac. RR., 10 miles; total operated, 509 miles. Also owns, but leases to Bur. C. R. & Nor., Albert Lea to Iowa State Line, 13 m; and Minneapolis to White Bear Lake, 13 m., leased to St. Paul & Duluth.

In Feb., 1899, purchased (V. 68, p. 672,) from the Rock Island 123 miles, Morton to Watertown, So. Dak., part of the 217 miles of the unbonded Wis. Minn. & Pac. theretofore operated by Minn. & St. Louis, but accounts kept separate. Also began extending New Ulm branch through rich grain and live-stock country to Ill. Central RR. at Storm Lake, Ia., 140 miles, expected to be completed by the spring of 1900. V. 68, p. 130. See Minneapolis terminals in V. 65, p. 732.

HISTORY.—A reorganization in Oct., 1894, per plan in V. 59, p. 371, of *Railway* foreclosed under improvement and equipment mortgage.

STOCK.—The capital stock is, common, $6,000,000; preferred, 5 p. c. non-cumulative, $4,000,000. All classes of stock have equal voting power. The $2,500,000 first pref. was paid off at par on June 1, 1899.

DIVIDENDS.—On *preferred* non-cum.: In 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 3½ p. c.; in 1899, 4½ p. c.; in 1900, Jan., 2½ p. c.

BONDS, ETC.—Bonds issued under the mortgage due June, 1927, numbered from 1,101 to 1,400, for $500 each, additional to those above were assumed by the Burl. Cedar Rapids & Northern RR.

As to first consol. mortgage (see abstract V. 59, p. 1145.) The refunding mortgage of 1899 limits the issue of first consols to $5,282,000, the amount now issued.

First refunding mortgage of 1899 is for $25,000,000, of which $5,100,000 sold as below stated, $2,500,000 issued to retire 1st pref. stock at par June 1, 1899, $10,000,000 reserved to retire underlying bonds and $7,200,000 for future extensions, improvements, etc., under severe restrictions. On completion in 1899 of the extension of the New Ulm branch, the mortgage will be a first lien on 283 miles of road etc., and a blanket lien on rest of company's property.—V. 68, p. 187, 332. See full particulars in application to list, V. 69, p. 32.

GENERAL FINANCES.—In Jan., 1899, sold $5,100,000 of new 4s to purchase 123 miles of road and to build and equip 140 miles extension of New Ulm branch—see above and V. 68, p. 130, 187, 332.

EARNINGS—5 mos., July 1 to Nov. 30. 1899.....Gross, $1,324,666; net, $581,370 1898.....Gross, 1,024,072; net, 458,692

Net earnings (Nov. and Dec. estimated) for 6 mos. ending Dec. 31, 1899, were $746,211; int. on bonds, $446,270; div. on pref., 2½ p. c., $100,000; balance, surplus, $199,941.—V. 69, p. 1244.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-99 was given at length in V. 69, p. 901, 911. See also editorial p. 877.

Earnings—	1898-99.	1897-98.	1896-97.
Passengers	$494,031	$457,480	$412,085
Freight	1,860,258	1,650,508	1,469,070
Mail, express, &c.....	145,715	138,593	125,350
Total.....	$2,500,004	$2,246,581	$2,006,505
Net over taxes.	$977,299	$878,605	$807,377
Other income.....	140,903	112,703	96,949
Total net income.....	$1,118,202	$991,368	$904,326
Interest paid.....	659,540	580,540	580,540
Dividends.....	294,583	265,000	245,000
Bal. surplus for year.....	$164,080	$145,828	$78,786

Pres., (elected Oct., 1899), Edwin Hawley. V. 69, p. 901, 911, 1244.

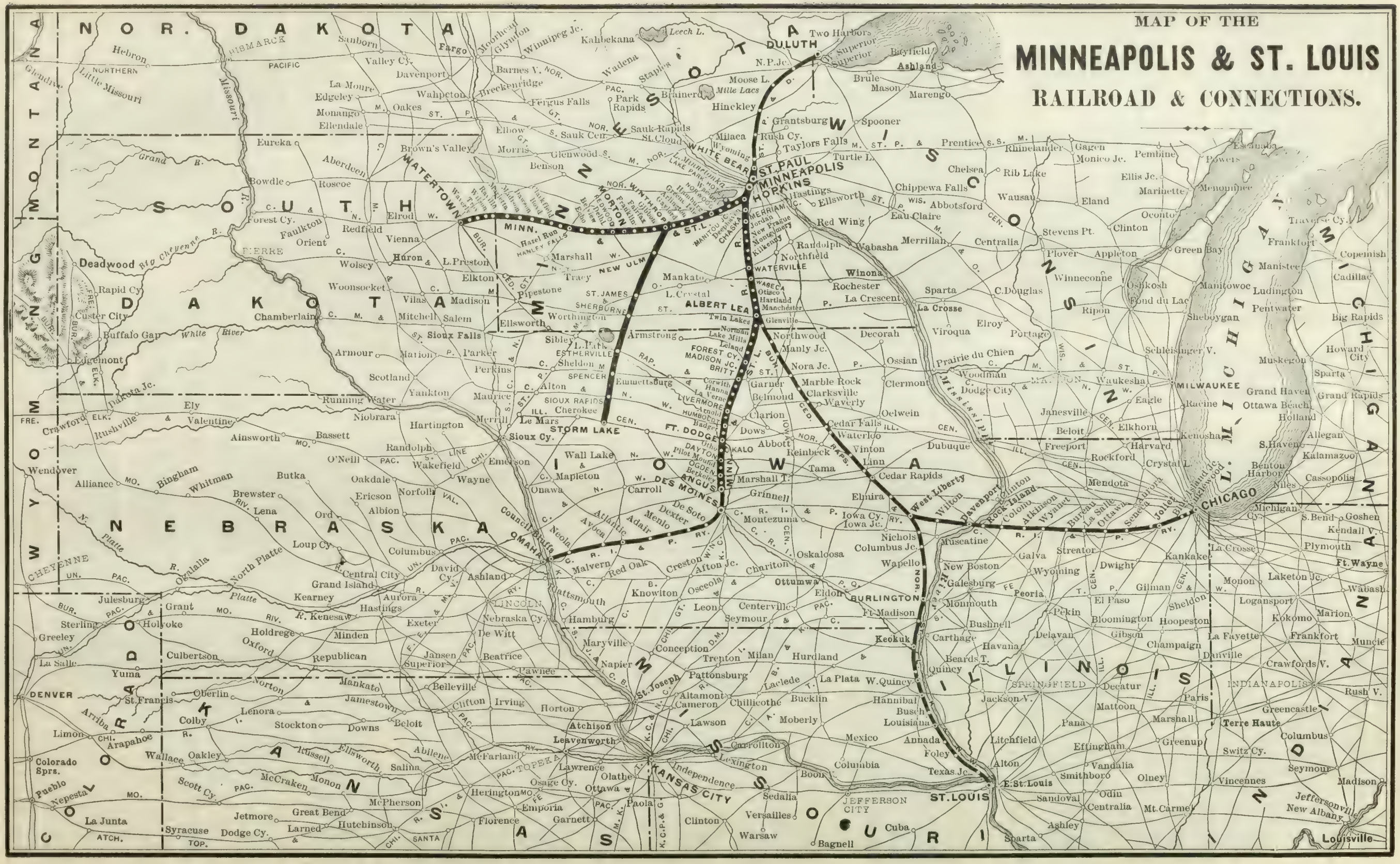
Minneapolis St. Paul & Sault Ste. Marie Ry.—Owns Minneapolis to Sault Ste. Marie, Mich., 490 miles; branches, 32 miles; from Minneapolis northwest to Kulm, No. Dak., 308 miles; Hankinson to International Boundary Line, No. Dak., 344 miles; trackage in Minneapolis, St. Paul, etc., 20 miles; total, 1,195 miles In Oct., 1899, extension from Kulm, N. D., to Wishek about 77 miles, in operation, and being completed towards Bismarck.

HISTORY.—Formed June, 1888, by consolidation of the Minneapolis Sault Ste. Marie & Atlantic, the Minneapolis & Pacific, etc. (See V.

MAP OF THE

MINNEAPOLIS & ST. LOUIS

RAILROAD & CONNECTIONS.


NOR. DAKOTA
MONTANA
SOUTH DAKOTA
NEBRASKA
COLORADO
WYOMING
IOWA
MINNESOTA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
MISSOURI
KANSAS
BISMARCK
Fargo
Sioux Falls
Aberdeen
Watertown
Huron
Mitchell
Yankton
Sioux City
Deadwood
Rapid Cy
Custer City
Buffalo Gap
Edgemont
Hot Springs
Pierre
Chamberlain
Winnipeg Jc.
Kahbekana
Leech L.
Duluth
Two Harbors
Superior
Bayfield
Ashland
Brainerd
Park Rapids
Fergus Falls
Moorhead
Glyndon
Wadena
Staples
Sauk Rapids
St. Cloud
Milaca
Grantsburg
Spooner
Rush Cy.
Taylors Falls
Prentice
Rhinelander
Gagen
Monico Jc.
Pembine
Escanaba
Powers
Menominee
Marinette
Ellis Jc.
Rib Lake
Wausau
Eland
Chippewa Falls
Eau Claire
Abbotsford
Stevens Pt.
Clinton
Oconto
Travers Cy.
Frankfort
Manistee
Copemish
Cadillac
Ludington
Pentwater
Big Rapids
Howard City
Muskegon
Sparta
Grand Haven
Grand Rapids
Ottawa Beach
Holland
Allegan
S. Haven
Kalamazoo
Benton Harbor
Niles
Cassopolis
Michigan Cy.
S. Bend
Goshen
Kendall V.
Plymouth
Ft. Wayne
Laketon Jc.
Monon
Wabash
Logansport
Kokomo
Marion
Frankfort
Muncie
Crawfords V.
Rush V.
Greencastle
Terre Haute
Columbus
Switz Cy.
Seymour
Madison
Jeffersonville
New Albany
Louisville
Indianapolis
Chicago
Milwaukee
Racine
Kenosha
Waukesha
Eagle
Janesville
Beloit
Elkhorn
Harvard
Freeport
Rockford
Crystal L.
Dodge City
Woodman
Schleisinger V.
Prairie du Chien
Portage
Viroqua
Elroy
La Crosse
Sparta
C. Douglas
Winona
Rochester
La Crescent
Wabasha
Red Wing
Randolph
Northfield
Merrillan
Centralia
Plover
Appleton
Green Bay
Oshkosh
Fond du Lac
Ripon
Sheboygan
Manitowoc
Winneconne
Ellsworth
Hastings
Taylors Falls
Turtle L.
Chelsea
Rib Lake
Wausau
Eland
Abbotsford
Eau Claire
Chippewa Falls
Ellsworth
Hastings
Red Wing
Wabasha
Merrillan
Centralia
Stevens Pt.
Clinton
Oconto
Plover
Appleton
Green Bay
Oshkosh
Fond du Lac
Ripon
Sheboygan
Manitowoc
Winneconne
Sparta
C. Douglas
La Crosse
Viroqua
Elroy
Portage
Prairie du Chien
Woodman
Dodge City
Waukesha
Eagle
Racine
Janesville
Beloit
Elkhorn
Harvard
Freeport
Rockford
Crystal L.
Kenosha
Chicago
Milwaukee
Grand Haven
Grand Rapids
Ottawa Beach
Holland
Allegan
S. Haven
Kalamazoo
Benton Harbor
Niles
Cassopolis
Michigan Cy.
S. Bend
Goshen
Kendall V.
Plymouth
Ft. Wayne
Laketon Jc.
Monon
Wabash
Logansport
Kokomo
Marion
Frankfort
Muncie
Crawfords V.
Rush V.
Greencastle
Terre Haute
Columbus
Switz Cy.
Seymour
Madison
Jeffersonville
New Albany
Louisville
Indianapolis
Decatur
Springfield
Jackson V.
Paris
Mattoon
Marshall
Pana
Greenup
Litchfield
Effingham
Vandalia
Olney
Smithboro
E. St. Louis
St. Louis
Sandoval
Odin
Centralia
Mt. Carmel
Ashley
Vincennes
Sparta
Alton
Texas Jc.
Annada
Foley
Louisiana
Busch
Hannibal
Bucklin
Chillicothe
Milan
Hurdland
Trenton
Conception
Maryville
Hamburg
Nebraska Cy.
Leon
Centerville
Seymour
Ft. Madison
Keokuk
Carthage
Havana
Delavan
Gibson
Champaign
Danville
Bushnell
Monmouth
Galesburg
Peoria
Pekin
Bloomington
Hoopeston
La Fayette
Sheldon
Gilman
El Paso
Dwight
Streator
Kankakee
Galva
Wyoming
New Boston
Muscatine
Columbus Jc.
Nichols
Iowa Jc.
Iowa Cy.
Montezuma
Grinnell
Elmira
Cedar Rapids
Marshall T.
Tama
Reinbeck
Vinton
Linn
Waterloo
Cedar Falls
Dubuque
Oelwein
Clarion
Dows
Abbott
Wall Lake
Onawa
Mapleton
Carroll
Oskaloosa
Ottumwa
Eldon
Chariton
Afton Jc.
Creston
Red Oak
Malvern
Council Bluffs
Omaha
Lincoln
Beatrice
Fairbury
Hastings
Grand Island
Central City
Columbus
Norfolk
Wayne
Emerson
Wakefield
Randolph
O'Neill
Ainsworth
Bassett
Valentine
Rushville
Crawford
Chadron
Alliance
Bingham
Whitman
Brewster
Lena
Ord
Loup Cy
Albion
Ericson
Oakdale
Butka
Hartington
Niobrara
Running Water
Yankton
Scotland
Armour
Parker
Marion
Perkins
Maurice
Merrill
Le Mars
Sioux Cy.
Storm Lake
Cherokee
Sioux Rapids
Alton
Spencer
Sheldon
Sibley
Worthington
Ellsworth
Chamberlain
Mitchell
Salem
Madison
Vilas
Woonsocket
Wolsey
Huron
L. Preston
Redfield
Forest Cy.
Faulkton
Orient
Eureka
Bowdle
Roscoe
Brown's Valley
Morris
Benson
Glenwood
Milaca
Wyoming
Rush Cy.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Minn. St. Paul & Sault Ste. Marie—(Concluded.)									
Minn. Sault Ste. Marie & Atlantic 1st M. gold..c*	495	1886	$1,000	$8,239,000	4 g. & 5	J. & J.	N. Y., B'k of Montreal.		July 1, 1926
Minneapolis & Pacific. 1st mort., $15,000 p. m..c*	286	1886	1,000	3,107,000	4 (5)	J. & J.	do	do	Jan. 1, 1936
Consol. M., gold, int. guar. (end.)—See text....c*	970	1888	1,000	18,162,000	4 g.	J. & J.	do	do	July 1, 1938
M. S. P. & S. S. M. 2d M. $5,000,000, g., int. gu..c e	1,252	1899	1,000	3,500,000	4 g.	J. & J	do	do	Jan. 1, 1949
Car trusts Dec. 1, 1899.....	....	....	.....	801,808	.....	.....	New York & Chicago.		1903 & 1907
Minnesota Transfer—1st mort.—($400,000 are 4s)c	....	1886	1,000	1,304,000	4 & 5	F. & A.	1st N.B'k, St. Paul, Minn.		Aug. 1, 1916
Miss. Colesb. & Man. Ry—1st M. g., $200,000 s. f. **IB.**c*	20	1899	1,000	None Jan. '00	5 g.	J. & J	Boston.		July 1, 1919
Miss. River Hamb. & W.—1st M., gold, $400,000..c	40	1897	1,000	400,000	5 g.	M. & N.	N. Y., Col. Trust Co.		Nov. 1, 1917
Missouri Kansas & Texas—Common stock.....	....	....	100	54,950,000	.....	.....	.....		.....
Preferred stock, 4 per cent non-cumulative.....	....	....	100	13,000,000	.....	.....	.....		.....
Tebo. & Neosho 1st mort., gold, s. f., red. at 100..	100	1870	1,000	187,000	7 g.	J. & D.	N. Y. Office, 45 Wall St.		June 1, 1903
M. K. & T. 1st mortgage, gold, Ce.....	1,601	1890	500 &c.	39,813,000	4 g.	J. & D.	do	do	June 1, 1990
2d M. (formerly incomes), see text, gold Me...	1,601	1890	500 &c.	20,000,000	4 g.	F. & A.	do	do	June 1, 1990
1st M. extension bonds, gold, $20,000 p. m...c*	....	1894	1,000	1,498,000	5 g.	M. & N.	do	do	Nov. 1, 1944
Mo. K. & Eastern 1st M., $4,000,000 g., assumed.	162	1892	1,000	4,000,000	5 g.	A. & O.	do	do	Apr. 1, 1942
2d M.. $500,000 gold, guar., assumed.....	162	1892	1,000	500,000	5 g.	A. & O.	do	do	Apr. 1, 1942
Kan. City & Pacific 1st mort., gold.....c*	125	1890	1,000	2,500,000	4 g.	F. & A.	do	do	Aug. 1, 1990
Guaranteed bonds—									
Dallas & Waco 1st M., $20,000 p.m., g., p.& i. gu.c*	67	1890	1,000	1,340,000	5 g.	M. & N.	do	do	Nov. 1, 1940
M. K. & T. in Texas 1st M., $20,000 p.m., gold, gu.c*	132	1892	1,000	2,685,000	5 g.	M. & S.	do	do	Sept. 1, 1942
Booneville Bridge, 1st M., gold., gu., dr'n at 100.c*	....	1873	$ & £	434,000	7 g.	M. & N.	do	do	May 1, 1906
Guar. bonds of companies operat'd separately—									
Sh. Sh. & So. 1st M., $20,000 p.m. g., gu., p.& i. (end.)c*	155	1893	1,000	1,100,000	5 g.	J. & D.	do	do	June 1, 1943
S. W. Coal & Imp. 1st M. guar. p. & i. end. s. f. in '99.	....	1889	1,000	988,000	6	J. & J.	do	do	July 1, 1929
Missouri Pacific—Stock, $55,000,000 authorized.	....	....	100	47,442,375	.....	.....	N. Y., Mercantile Tr. Co.		July 15, 1891
Pac. RR. of Mo. 1st mort., extended in 1888, gold	283	1868	1,000	7,000,000	4 g.	F. & A.	do	do	Aug. 1, 1938
2d mort. ext. in 1891 in gold, St. L. to K. C..c*	283	1871	1,000	2,573,000	5 g.	J. & J.	do	do	July 1, 1938
1st M., St. Louis real estate, ext. in 1892, gold.	....	1872	500 &c.	800,000	5 g.	M. & N.	do	do	May 1, 1938
1st M. Carondelet Br., g., gu. p.& i. (end.) ext. '93	13	1873	500	237,500	4½ g.	A. & O.	do	do	Oct. 1, 1938
3d M. (cover'g all property of Pacific RR. of Mo.)	296	1876	1,000	3,828,000	7	M. & N.	do	do	Nov. 1, 1906

46, pp. 538, 609.) Controlled by Canadian Pacific, which Jan. 1, 1899, owned $7,066,600 common and $3,533,400 pref. stock, etc.

BONDS.—Can. Pac. guarantees by endorsement 4 per cent interest on all the bonds assenting to a reduction of interest to 4 per cent. (See V. 50, p. 784; V. 51, p. 239. About one-half the Minn. & Pac. bonds and practically all of the other issues assented. V. 54, p. 799.)

Abstract of *Minneapolis Sault Ste Marie & Atlantic* mortgage in V. 45, p. 243. The *consol. mortgage of* 1888 (trustee, Central Trust Co., mort gage abstract CHRONICLE, V. 47, p. 142), was for $21,000,000 on 800 miles (sufficient of this amount being reserved to retire the prior bonds) and for $20,000 per mile on all additional mileage.

Of the $5,000,000 2d 4s of 1899 $3,500,000 were issued to take up certain maturing interest-bearing obligations and current capital expenditures and for equipping of terminals and additions, the remaining $1,500,000 to be issued hereafter from time to time only as required.—V. 68, p. 669, 771, 977.

LATEST EARNINGS.—4 mos. } 1899...Gross, $1,868,215; net, $1,008,334
July 1 to Oct. 31. } 1898...Gross, 1,647,352; net, 749,699

EARNINGS.—In 1898-99, gross, $4,413,312, net, $1,709,279; other income, $2,625; rentals, $126,289; interest, $1,210,557; surplus, $375,058. (V. 68, p. 977; V. 69, p. 906.)

Minnesota Transfer Ry.—A union road, owning 14 miles, extending from junction with Chic. Mil. & St. Paul at Merriam Park to Fridley (with stock yards, etc.); side tracks about 33 miles; total 47 miles. In 1898 purchased New Brighton stock yards and Minnesota Belt Ry. & Transfer Line, 11 miles long, issuing $400,000 4s therefor. (V. 67, p. 956) Has $63,000 capital stock, equally owned by:

Chicago Milwaukee & St. Paul, Northern Pacific, Chicago St. Paul Minn. & Omaha, Minneapolis & St. Louis, Wisconsin Central, Chicago Burlington & North., Great North., Chic Great Western and Minn. St. Paul & Sault Ste. Marie.

Additional bonds can be issued for property and improvements as required. Principal only is payable in gold. Mortgage trustee, St. Paul Trust Co., St. Paul, Minn.—(V. 66, p. 1238; V. 67 p. 956.)

Mississippi Colesburg & Manchester Ry.—Under construction in Jan., 1900, from Dyersville to Colesburg, Ia., 20 miles. Stock authorized, $100,000; outstanding, Jan., 1900, $10,000. Pres., James Prentice; Sec., W. C. Kirchbeck; Treas., Geo. H. Klaus.

Mississippi River Hamburg & Western.—Hamburg to Luna, Ark., 41 miles. Completed in July, 1899. Stock, $400,000; all issued. President, L. A. Cole, 100 William Street, New York.

Missouri Kansas & Texas Ry.—(*See Map.*)—ROAD.—Operates a line with northern termini at St. Louis, Kansas City and Hannibal, Mo., extending southerly across the Indian Territory and the Texas cotton belt to tidewater at Galveston, on the Gulf of Mexico. It embraces:

Road owned.	*Miles.*	*Operated—not owned.*	*Miles.*
Hannibal, Mo., via Denison & Whitesboro, to Henrietta..	689	Henrietta to Wichita.....	18
Junc. City, Kan., to Parsons.	158	*Operated jointly.*	
Texas Jct. to Franklin Jct...	162	St. Louis to Texas Junction..	24
Ft. Worth to Houston, Tex..	327	Kansas City to Paola.....	43
Paola, Kan., to Sedalia, Mo..	86	Whitesboro to Ft. Worth.....	71
Paola to Stevens, etc.....	150	Galveston Hous. & Hend....	50
Branches (10) to Mineola, etc.	443	Total operated.....	2,221
		Operated separately.	
Total owned.....	1,865	Sherman Shrev. & Southern—J'ffers'n to Greenv., Tex., &c.	155

ORGANIZATION, &C.—Reorganized in 1890, without foreclosure, [plan in V. 49, p. 719,] the old first mortgage being paid off at par.

The entire capital stock of the "M. K. & T. Railway Co. of Texas" is deposited with Central Trust Co. as trustee for the benefit of the M. K. & T. security holders. (V. 54, p. 1047; V. 55, p. 298.) M. K. & Eastern was absorbed in June, 1896.—V. 63, p. 30.

Purchase of Sherman Shreveport & Southern was authorized in May, 1899, on condition that the road be extended from Jefferson, Texas, to Wascom, 30 miles (contract reported let in Dec., 1899), and from San Marcus to San Antonio, 50 miles, within two years. V. 68, p. 977. In Oct., 1899, acquired K. C. Eldorado & So. Ry. V. 70, p. 76.

LAND GRANT.—Land grant in Indian Territory 3,110,400 acres, subject to extinguishment of Indian title. For status in 1897 and 1898, see V. 67, p. 222; V. 65, p. 542, 594. (V. 55, p. 937; V. 61, p. 1155.)

STOCK.—Besides stock as above the Boonville RR. Bridge Co. has $1,000,000 stock; and the M. K. & T. of Texas has $2,012,500 of stock included by M. K. & T. in its balance sheet in the outstanding capital. In 1896 common stock was increased to $52,450,000, and was further increased to $54,950,000 in 1900 to absorb the Kansas City & Pac. Ry. V. 69, p. 1148, 1346; V. 70, p. 76.

BONDS.—M. K. & T. 1st and 2d mortgages of 1890 [abstract in V. 51, p. 495] cover line from Hannibal, Mo., to a point 80 miles from Houston, Tex., 941 miles [except 71 miles of trackage] and sundry branches, the total mileage mortgaged being 1,601 miles, including the Sherman Shreveport & So., formerly the East Line & Red River RR. The bonds of the Sher. Shr. & So., except $1,050,000 [turned over to M. K. & T. for standard-gauging the line] are deposited as part security for the aforesaid mortgages. These mortgages also cover the right to the land grant in the Indian Territory. Firsts are reserved for T. & N. firsts; on Stock Exchange to Jan., '00, $39,718,000 had been listed. Payment of interest on the *second mortgage* of 1890 is obligatory since the coupon of Aug. 1, 1895; previously it received 2 p. c. interest yearly.

The *Missouri Kansas & Eastern bonds* originally guaranteed were assumed in June, 1896, the road forming the St. Louis extension from Franklin, Mo., to Texas Junction, Mo., 162 miles. See V. 63, p. 30.

GUARANTIES.—Interest is guar. on Booneville Bridge 7s, and principal and interest on Dallas & Waco bonds (issue limited to $1,340,000).

The *M. K. & T. in Texas* in August, 1892, filed a mortgage to secure $10,000,000 of bonds at $20,000 per mile for extensions in Texas. They are guaranteed principal and interest and are so endorsed; trustee Central Trust Co. See above, and guaranty V. 56, p. 604.

The *Sherman Shreveport & Southern* mortgage is for $6,100,000 at not exceeding $20,000 per mile; authorized, $3,100,000, of which $2,050,000 pledged under the M. K. & T. mortgage of 1890.

The *Southwestern Coal & Improvement Co.'s* bonds are guaranteed. Mortgage ($1,000,000) covers the coal on 51,000 acres in Indian Territory, and the company also owns 2,350 acres additional, the Denison & Washita Ry., 15 miles, mines in active operation, etc.

Equipment Notes.—On Oct. 31, 1899, these aggregated $1,277,118, payable part yearly till Aug., 1905. On Sept. 5, 1899, arranged to purchase $1,000,000 worth of equipment during the year. V. 70, p. 39.

LATEST EARNINGS.—5 months ending Nov. 30:

	Gross.	*Net.*	*Charges.*	*Balance.*
1899.....	$6,047,732	$2,147,667	$1,435,886	$711,781
1898.....	5,717,668	2,256,927	1,427,975	828,952

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting first Thursday after first Monday in April. Report for 1898-99 in V. 69, p. 643. The $20,000,000 2d mort., which previously received 2 p. c. yearly ($400,000), became fixed interest charge at 4 p. c. Aug. 1, 1895.

Year end. June 30.—	1899.	1898.	1897.	1896.
Aver. miles operated..	2,200	2,197	2,197	2,147
Passenger earnings.	$1,943,123	$1,919,556	$1,818,188	$2,071,406
Freight.....	9,394,922	9,559,000	9,107,207	8,388,544
Mail, express, etc...	592,289	568,680	552,919	577,036
Gross earnings....	$11,930,334	$12,047,237	$11,478,314	$11,036,987
Ope. exp. and taxes.	8,012,829	8,182,388	8,337,399	7,704,100
Net'earn., inc. oth. in.	¶$3,979,093	¶$3,933,939	¶$3,277,915	$3,332,887
Interest on bonds..	3,063,593	3,061,760	3,061,760	2,983,960
Rentals., &c.....	366,817	397,422	365,507	332,534
Balance.....	sr. $548,683	sr. $474,758	def. $149,352	sr. $16,393

¶$61,588 in 1899 and $69,090 in 1898. (V. 69, p. 382, 643, 745 906, 1148, 1193, 1346; V. 70, p. 39, 76.)

Missouri Pacific Ry.—(*See Map.*)—Operates important system of roads extending westerly and southwesterly from St. Louis, Mo., including main lines from St. Louis to Omaha, Neb., 495 miles, and from Kansas City to Denver, Col., 758 miles, with many branches in Kansas, etc. Through the St. Louis Iron Mt. & Southern, which it controls, connection is had with Texas and the lines of the Texas & Pacific, International & Great Northern and the St. Louis Southwestern, the whole forming what is known as the "Gould System," in which the heirs of Jay Gould are largely interested (see list of Mr. Gould's holdings, V. 60, p. 83.) The Mo. Pac. property includes:

Lines owned and controlled.	*Miles.*	*Leased lines and trackage.*	*Miles.*
St. Louis to Omaha.....	495	Boonville St. L. & Southern...	44
Pleasant Hill to Joplin, Mo..	133	Verd. Valley Ind. & West.....	81
12 branches owned.....	450	Leroy & Caney Valley.....	52
Proprietary lines [entire st'ck own'd] form'g line to Pueblo, Col., etc.....	1,833	Kansas City & S. W.....	48
		Trackage to St. Joseph, etc....	27
		Total Mo. Pacific and branch lines.....	3,163

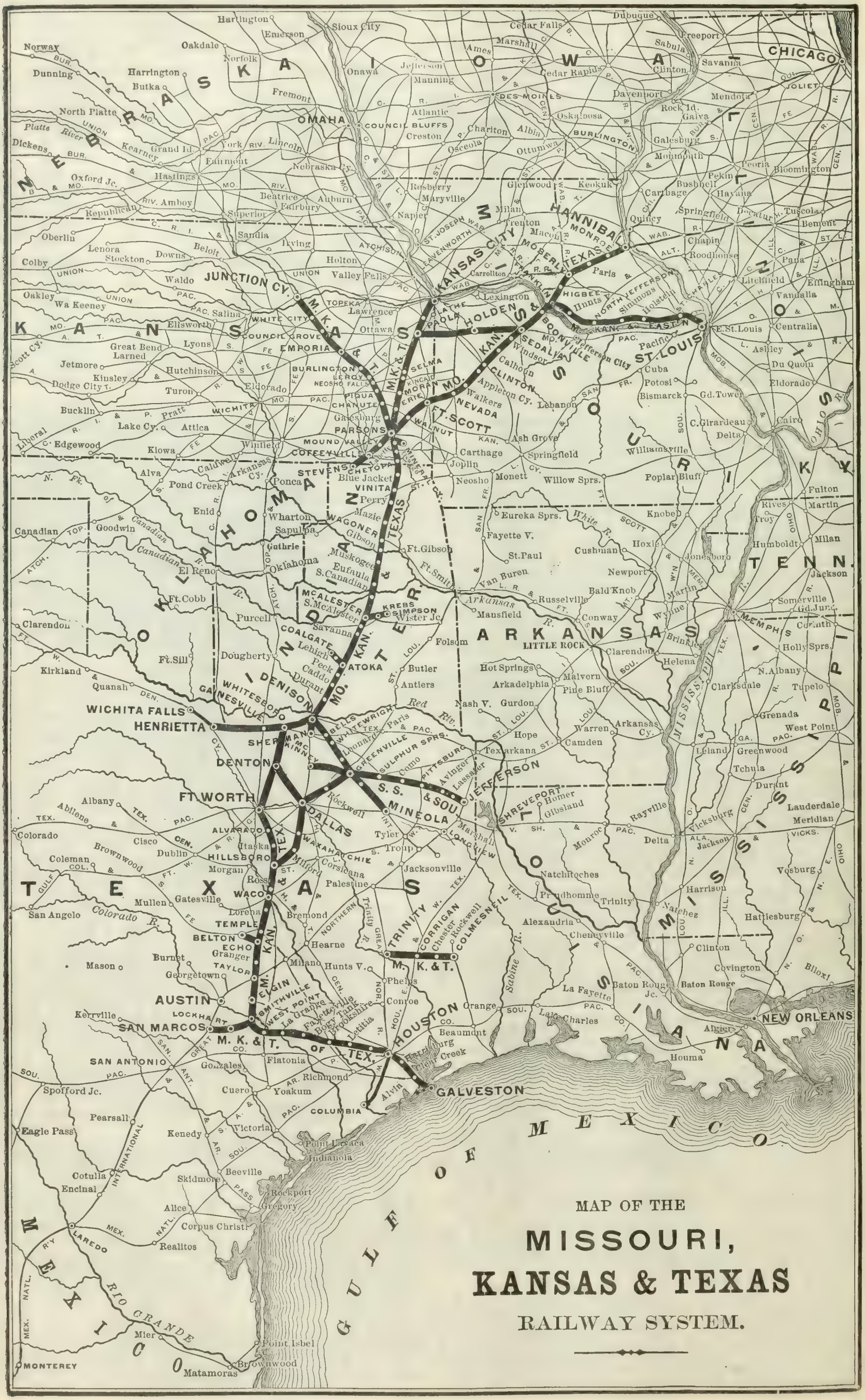
Also owns all capital stock of Central Branch Union Pac., etc., 388 m.; St. Louis Iron Mountain & Southern and leased lines, 1,773 miles. Grand total Missouri Pacific mileage January 1, 1899, 5,324 miles.

ORGANIZATION, LEASES, &C.—The Pacific RR. of Missouri was sold in foreclosure September 6, 1876. The present company was a consolidation in August, 1880, embracing the Missouri Pacific and minor roads. The bonds of the proprietary lines are practically all pledged to secure Mo. Pacific loans. The Iron Mountain stock is mostly owned by the Missouri Pacific. Control of the International & Great Northern was secured in 1892 and of Central Br. U. P. in 1898. In 1899 arrangements were made for purchase of Atchison Colorado & Pacific and At Jewell County & West (included with Central Branch U. P. mileage above), see V. 68, p. 329, 520. As to Texas & Pac., see below.

DIVIDENDS—	1881.	'82.	'83 to '87.	'88.	'89.	'90.	'91.	None
Per cent...	6	6¼	7 yearly.	5¼	4	4	3	since.

BONDS.—The *consolidated mortgage* is for $30,000,000—trustees John F. Dillon and Edward D. Adams—the balance unissued is in trust to redeem prior bonds due if deemed best. Abstract in V. 47, p. 287.

The *collateral trust bonds due* 1917 (Union Trust Company of New York, trustee) are secured by mortgage bonds of new roads at $12,000 or $15,000 per mile; these embracing the line from Fort Scott, Kan. to Pueblo, Col., etc. For securities pledged, etc., see V. 46, p. 678.


MAP OF THE
MISSOURI,
KANSAS & TEXAS
RAILWAY SYSTEM.
CHICAGO
ST. LOUIS
KANSAS CITY
OMAHA
DES MOINES
DENVER
NEBRASKA
IOWA
KANSAS
MISSOURI
OKLAHOMA
INDIAN TERR.
TEXAS
ARKANSAS
LOUISIANA
MISSISSIPPI
TENN.
KY.
ILL.
NEW MEXICO
GULF OF MEXICO
WICHITA FALLS
HENRIETTA
DENTON
FT. WORTH
DALLAS
WACO
TEMPLE
BELTON
AUSTIN
SAN MARCOS
SAN ANTONIO
HOUSTON
GALVESTON
DENISON
ATOKA
PARSONS
COFFEYVILLE
CHETOPA
VINITA
WAGONER
MCALESTER
KREBS
COALGATE
PURCELL
ARDMORE
GAINESVILLE
WHITESBORO
HILLSBORO
WAXAHACHIE
CORSICANA
PALESTINE
JACKSONVILLE
TYLER
MINEOLA
LONGVIEW
MARSHALL
JEFFERSON
SHREVEPORT
LITTLE ROCK
HOT SPRINGS
TEXARKANA
MEMPHIS
NEW ORLEANS
BATON ROUGE
LAKE CHARLES
BEAUMONT
ORANGE
GALVESTON
LAREDO
MONTEREY
BROWNSVILLE
CORPUS CHRISTI
RIO GRANDE

MAP OF THE

MISSOURI PACIFIC RAILWAY

ST. LOUIS, IRON MT. & SOUTHERN RY.

AND LEASED, OPERATED & INDEPENDENT LINES

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Missouri Pacific—(Concluded)—								
Mo. Pacific 1st M., Lexington to Sedalia, Mo, gold	55	1880	$500&c.	$650,000	5 g.	F. & A.	N. Y., Mercantile Tr. Co.	Aug. 1, 1920
Consolidated mortgage, $30,000,000, gold...c*	1,076	1880	1,000	14,904,000	6 g.	M. & N.	do do	Nov. 1, 1920
Gold collateral trust.....c*&r	1,120	1887	1,000	14,376,000	5 g.	M. & S.	do do	Jan. 1, 1917
1st collateral mort. bonds for $10,000,000 gold..c*	671	1890	1,000	7,000,000	5 g.	F. & A.	do do	Aug. 1, 1920
Gold funding notes red. at par..V. 62, p. 548...c	....	1895	.....	6,712,000	5 g.	M. & S.	do do	Mar. 1, 1905
Ler. & Caney Val. 1st M. ($10,000 p.m.), gold., gu.c*	52	1886	1,000	520,000	5 g.	J. & J.	do do	July 1, 1926
Verdigris Val. Independence & W. 1st M., g., guar.	81	1886	1,000	806,000	5 g.	M. & S.	do do	Mar. 1, 1926
Missouri Pacific System—St. Louis Iron. Mt. & So.								
St L & I M RR. gen. con. & l. g. M ($45,000,000) g, Me.c*	1,428	'81to'7	1,000	a35,794,000	5 g.	A. & O.	do do	Apr. 1, 1931
Do do gold, stamped, guar. p. & i..c*	1.428	....	1,000	6,956,000	5 g.	A. & O.	do do	Apr. 1, 1931
Unified & ref. M., gold, $40,000,000. Mp.....c*	1,428	1899	1,000	19,014,000	4 g.	J. & J	do do	July 1. 1929
Gold funding notes, redeemable at par.....c	....	1895	.....	4,723,000	5 g.	M. & S.	do do	Mar. 1, 1905
Car trusts Jan., 1899, due 10 per cent yearly.	....	....	.....	683,000	6	Quar'ly.	do do	1900-1905
Baring Cross Bridge Co., 1st m., gold, red. to 6 p.c.	....	1873	.....	200,000	6	.....	do do	Apr. 19, 1898
Little Rock & Ft. Smith 1st M., land gr. sink. fund..	165	1875	500 &c.	2,342,500	7	J. & J.	do do	Jan. 1, 1905
Little Rock Junc. 1st M., guar. p. & i. by Iron Mt..c*	2	1891	1,000	435,000	6	A. & O.	do do	Apr. 1, 1916
Mobile & Birmingh. RR.—Pref. stock ($900,000)....	....	....	100	900,000	See text.	.....	.....	.....
Prior lien, gold, $600,000.....Ce.c	149	1895	*200, 1,000*	600,000	5 g.	J. & J.	N. Y., J. P. Morgan & Co.	July 1, 1945
Mort., incomes, 4% to July 1, '99, $1,200,000. Me.c	149	1895	*200, 1,000*	1,200,000	2 in 1898	J. & J.	do do	July 1, 1945
Mobile Jackson & K. C.—1st M., g., $4,000,000. C.c*&r	50	1896	1,000	1,000,000	5 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1946
Mobile & Ohio—Stock ($10,000,000 authorized) gold	....	....	100	5,320,600	See text.	.....	N. Y. Office, 11 Pine St.	Feb. 28, '98, 1%
1st M., Mob. to Col. (prin. gold, int. lawful money).c*	472	1879	500 &c.	7,000,000	6	J. & D.	N. Y., Farm. L. & Tr. Co.	Dec. 1, 1927
1st mort., exten., Colum. to Cairo & branch, gold.c*	55	1883	1,000	1,000,000	6 g.	Q.—Jan.	do do	July 1, 1927
General mort. for $10,500,000, (now gold) s. f...c	527	1888	500 &c.	9,547,000	4 g.	M. & S.	N. Y., Gallatin Nat. Bk.	Sept. 1, 1938
Montgomery Div., 1st mort., $4,000,000, gold..c*	189	1897	1,000	4,000,000	5 g.	F. & A.	N. Y., Central Tr. Co.	Feb. 1, 1947
Mobile & B. Sh. 1st M., $200,000, gu., p. & i. g. F.c*	38	1899	500 &c	200,000	5 g.	M. & N.	1st Nat. Bk., Mobile, Ala	May 1, 1949
Equipment bonds ($492,000 are 6s).....	....	'94-'98	1,000	726,000	5-6	Various.	N. Y., Farm. L. & Tr. Co.	Apr. 1, 1908
Mob. & Malone—1st M., $15,000 p.m., g., gu. p. & i. (en.)c*	181	1892	1,000	2,500,000	4 g.	M. & S.	N. Y., Knickerb. Tr. Co.	Sept. 1, 1991
Income bonds non-cum., 5 per cent (see text)....	....	1892	1,000	3,900,000	Up to 5	Sept. 1.	N. Y. Of., when earned.	Sept. 1, 1992

a Only $24,269,000 of this listed on N. Y. Stock Exchange in Jan., 1900.

As to *collateral trust bonds due in* 1920, see V. 50, p. 669, 874. On Dec. 31, 1898, $2,636,000 were held pledged for Missouri Pacific funding notes of 1895 and $7,000,000 were outstanding.

GENERAL FINANCES.—In July, 1899, over nine tenths of the $23,172,588 Texas & Pacific 2ds had been deposited for exchange for 65 per cent in a new St. L. & I. M. bond. (V. 68, p. 283, 619, 725, 774.)

EARNINGS.—Jan. 1 to Dec. 31 (12 months), gross of Mo. Pacific and St. L. I. M. & So. combined, $28,023,551 in 1899; $26,744,823 in 1898.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at St. Louis in March. Report for 1898 was in V. 68, p. 520. Earnings of Missouri Pacific *system* have been as below. "Other income" in 1898 includes: Dividends American Refrigerator Transit Co., $31,968, Pacific Express Co., $144,000; interest on Iron Mt. general consols. $37,900; int. on funding notes, $63,300; sleep'g car earnings, $114,063.

	1898.	1897.	1896.
Miles operated	4,938	4,938	4,938
Total earnings	$26,744,822	$24,805,451	$22,011,960
Net earnings	7,572,254	7,351,340	5,520,636
Ratio exp. to earns	71·687	(70·364)	(74·920)
Other income, &c	835,435	826,271	532,492
Total net income	$8,407,689	$8,177,611	$6,053,127
Interest paid on bonds	$5,346,195	$5,437,288	$5,550,700
Rentals and taxes	1,410,817	1,408,899	1,419,681
Sundry accounts	470,778	836,303	344,507
Balance	sur. $1,179,899	sur. $495,121	def. $1,261,761

Excluding Iron Mountain and other auxiliaries, the report shows:

Year ending Dec. 31—	1898.	1897.	1896.
Miles operated December 31	3,164	3,164	3,164
Passenger earnings	$2,546,490	$2,108,955	$2,054,164
Freight	9,691,742	9,128,663	7,355,368
Mail, express and miscellaneous	1,873,045	1,747,547	1,655,859
Gross earnings	$14,111,277	$12,985,165	$11,065,391
Net earnings	$3,269,287	$3,246,934	$2,012,926
Dividends, interest, &c., received.	790,580	787,852	494,814
Total net income	$4,059,867	$4,034,786	$2,507,740
Interest on bonds	$3,058,438	$3,058,437	$3,034,224
Taxes, rentals, &c	993,782	882,534	924,132
Balance for year	sur. $7,647	sur. $93,815	def. $1,450,616

—V. 68, p. 824, 1025; V. 69, p. 27, 133.

Missouri Pacific System—St. Louis Iron Mountain & Southern Ry.—*(See Map.)*—Owns St. Louis to Texarkana, Tex. Line, 490 m.; branches to Belmont, Mo., Bird's Pt., Mo. (Cairo), Camden, Ark., Helena, Ark., Cushman, Ark., Arkansas City, Ark., Warren, Ark., Memphis, Tenn., &c., 747 miles; Houston Central Arkansas & Northern Railway, McGehee, Ark., to Alexandria, La., 190 miles; total owned January 1, 1896, 1,427 miles. Leases Little Rock & Fort Smith and Little Rock Junction railroads, 176 miles; Kansas & Arkansas Valley RR., 170 miles. Total operated December 31, 1898, 1,773 miles.

In July, 1899, holders of over nine-tenths of the $23,172,588 Texas & Pacific seconds had agreed to exchange their bonds for 65 per cent in new Iron Mtn. gold 4s bearing interest from July 1, 1899. See BONDS below. V. 68, p. 329, 380, 474, 520, 572, 619, 725, 774.)

STOCK.—Stock was $25,788,815, of which $25,707,275 Jan. 1, 1899, was owned by Missouri Pacific—mostly acquired in 1881. The stockholders voted June 26, 1899, to increase the stock to $80,000,000 and also to authorize the new $40,000,000 4 p. c. gold mort. V. 69, p 27.

BONDS.—General consol. mort. is for $45,000,000, Nos. 11,001 to 18,000 inclusive are endorsed with the Missouri Pacific's guaranty of principal and interest; form of guaranty was in V. 56, p. 650. In Jan., 1899, $12,500,000 gen. consol. 5s were sold, the proceeds being used towards the retirement of a like amount of underlying bonds called and paid at 105 on or before Aug. 1, 1899, leaving the gen. 1st consols a first lien on the entire system. (V. 68, p. 85, 233, 520.)

The new gold 4s of 1899 (first issue $30,000,000) may be increased not over $10,000,000, at $12,000 per mile, for construction or acquisition and equipment of branches and extensions. They will be secured by a lien (subject only to the general consols on all the railroads, terminals and equipment of the company, and also a first and only lien on all stocks and bonds now embraced in the trust of the gold funding note indenture upon satisfaction thereof, all leased and branch lines, or their bonds and stocks acquired by the loan, and all Texas & Pacific seconds acquired, and all future extensions and branches constructed or acquired. Of the $30,000,000 at present authorized $16,250,000 are issuable to retire the entire issue of Texas & Pacific seconds, and $12,114,000 to retire at once $3,952,000 gold funding notes and $3,412,000 Kansas & Arkansas Valley 1st 5s, and also eventually $2,596,000 Little Rock & Ft. Smith bonds, $435,000 Little Rock Junction 1st 6s, $683,000 car trusts, and $200,000 Baring Cross Bridge bonds and the balance, $1,636,000 available for improvements. (V. 68, p. 619; V. 69, p. 27.)

ANNUAL REPORT.—Report for 1898 in V. 68, p. 520, showed:

Year ending Dec. 31—	1898.	1897.	1896
Gross earnings	$12,633,545	$11,820,285	$10,946,569
Net earnings	4,302,966	4,104,405	3,507,710
Other receipts	44,856	38,415	37,677
Total net income	4,347,822	4,142,822	3,545,387
Interest on bonds	2,287,758	2,378,850	2,516,476
Taxes, bridge exp., rent'ls, &c.	887,821	†1,362,667	840,058
Balance for year	sur. $1,172,243	sur. $401,304	sur. $188,853

† Includes taxes, $264,289; rentals, $381,096; car trust, int. & exch., etc., $242,437.—V. 68, p. 572, 619, 824, 1025; V. 69, p. 27.

Mobile & Birmingham RR.—Mobile to Marion Junction, Ala. 149 miles; opened in July, 1888. Leased to Southern Ry. from June 1 1899, for 99 years, the latter agreeing to meet the interest on bonds, and also guarantee a dividend on the $900,000 preferred stock of 1 per cent for first year, 2 per cent for second year and 3 per cent for third year, and 4 per cent for the fourth year and thereafter. The $900,000 common stock is owned by Southern Ry. V. 68, p. 429, 1134; V. 69, p. 391.

HISTORY.—Reorganized after foreclosure in 1895 per plan V. 60, p. 657.

BONDS.—In 1897 and 1898 (in March), 2 p. c. was paid on incomes.

EARNINGS.—11 months, July 1 to May 31. 1898-9.....Gross, $359,226; net, $86,639
1897-8.....Gross, 336,886; net, 76,247

ANNUAL REPORT.—Report for 1897-8, in V. 67, p. **1306**, shows gross $360,295; net, $78,593; int., $54,000. (V. 68, p. 429, 1134.

Mobile Jackson & Kansas City RR.—Projected from Mobile to Jackson, 186 miles. About 20 miles of roadbed were built in 1868. In 1896 the Gulf City Construction Co. was organized to complete the road. See V. 62, p. 457. On July 1, 1898, 50 miles from Mobile northwest to Pascagoula River were in operation, on which $1,000,000 of bonds had been issued. In Sept., 1899, the road had been extended north from Merrill, 20 miles. Stock is $4,000,000. Directors include W. D. Stratton, L. R. Bacon, of N. Y.; Pres., F. B. Merrill.—V. 63, p. 459.

Mobile & Ohio RR.—*(See Map.)*—Owns from Mobile, Ala., to Columbus, Ky., 472 miles, proprietary line, Kentucky & Tennessee RR. to E. Cairo, 21 miles; branches to Columbus, Miss., &c., 34 miles; Columbus, Miss., to Montgomery, Ala., 167 miles; with Warrior Branch, 9 miles, and Blocton Branch, 12 miles; total owned, 715 miles; leases St. Louis & Cairo (which see), Cairo to St. L., 152 miles, with branch to Millstadt, 9 miles; total operated, 876 miles. On Dec. 1, 1899, the Mobile & Bay Shore Ry., whose entire stock is owned and bonds guaranteed, was completed from Pritchards on main line of the M. & O. to Portersville on the Gulf of Mexico and Alabama Port, a distance of 38 miles. (V. 69, p. 856.)

HISTORY, ETC.—Opened in 1861; securities readjusted in 1879. Lands June 30, 1899, were 387,992 acres, valued at $216,782.

GENERAL FINANCES.—The "Montgomery Division" from Columbus, Miss., to Montgomery, Ala., 167·2 miles, with branches, 21·3 miles, has been completely operated as part of M. & O. RR. system since July 1, 1899, $4,000,000 bonds having been issued therefor—see V. 65, p. 736, and V. 66, p. 709, 1045; also V. 69, p. 332. Bills payable and loans June 30, 1899, $40,000.

DIVIDENDS.—First div. (1 p. c.) paid Feb. 28, 1898.—V. 66, p. 184.

STOCK.—Stock authorized, $10,000,000; outstanding, $5,320,600; par, $100. The voting power on $4,967,200 of the stock is exercised by the general mortgage bondholders by virtue of the deposit in trust under the general mortgage of the old debentures of 1879, upon which this voting power was conferred.

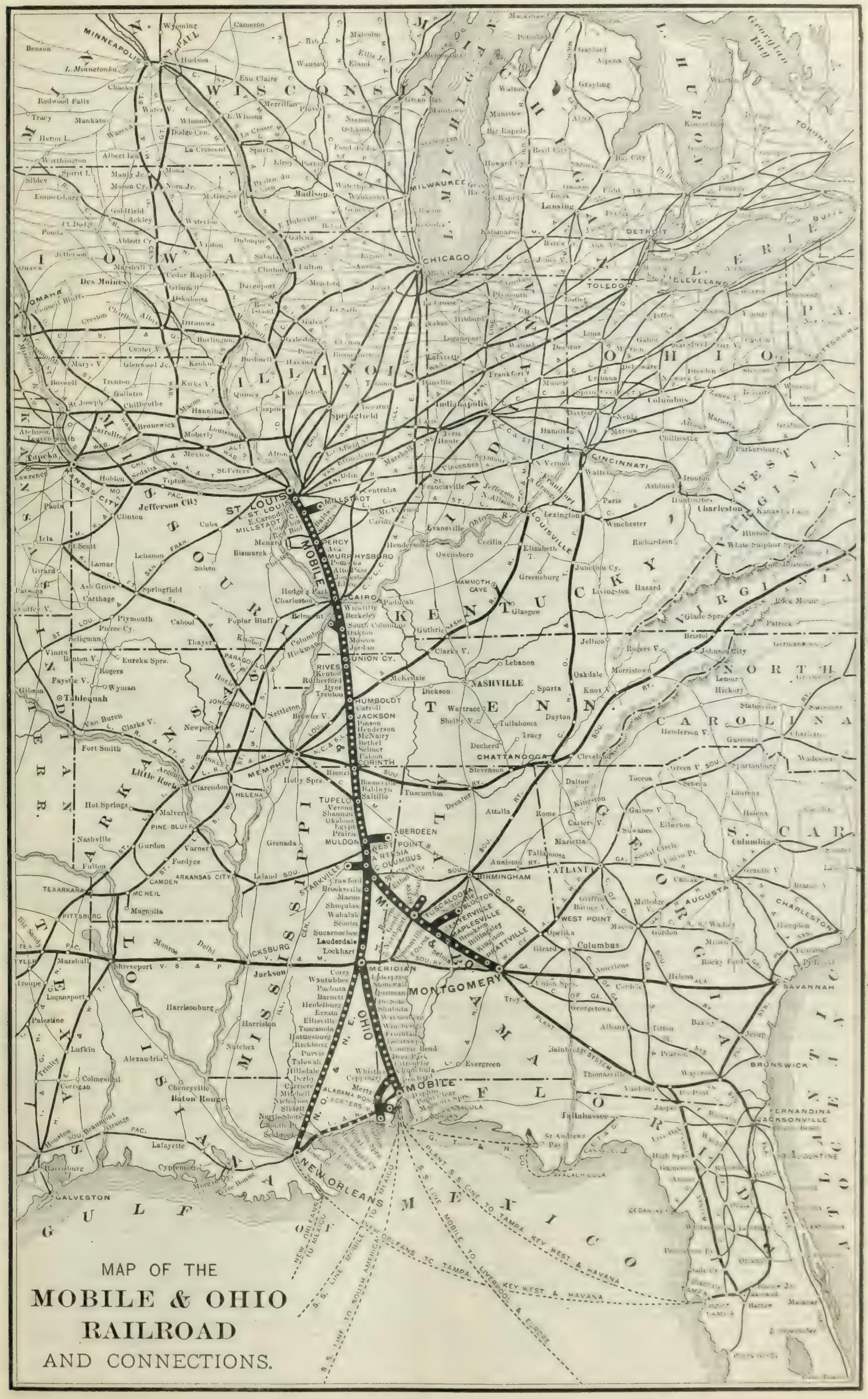
BONDS.—Under the *general mortgage of* 1888 (trustee, Farmers' Loan & Trust Co.) there can be no foreclosure till four coupons are in default. In May, 1895, the entire issue was made payable in gold. V. 60, p. 967. Of the $10,500,000 authorized, the amount canceled by sinking fund to June 30, 1899, was $953,000 and $5,400 in trust. Mortgage abstract, V. 47, p. 83. Interest on $4,000,000 St. Louis & Cairo 4s is guaranteed. As to $4,000,000 Mont. Div. 1st 5s, see application to list in V. 66, p. 1045.

REPORT.—Report for year 1898-99 at length in V. 69, p. 848, 855, showing results, exclusive of Montgomery Division, completely operated only since July 1, 1899.

Year end'g June 30—	1899.	1898.	1897.	1896.
Total gross earnings	$4,531,153	$4,207,319	$3,867,858	$3,619,071
Net earnings	1,451,631	1,300,745	1,283,895	1,293,869
Interest and rentals.	1,144,527	1,074,880	1,060,126	1,059,632
Balance, surplus*	$307,104	$225,865	$223,769	$234,237

* Equipment and new construction (additional to operating expenses) cost $143,645 in 1895-6, $204,450 in 1896-7; $180,697 in 1897-8; $271,748 in 1898-9. Out of accum. sur. paid $53,000 (1 p. c.) on 1st debs. in 1896-7 and $53,206 (1 p. c.) on stock in 1897-8.—V. 68, p. 380; V. 69, p. 848, 855.

Mohawk & Malone RR.—*(See Map N. Y. Central.)*—Owns from Herkimer, N. Y., on the N. Y. Central's main line northerly to Malone, on the Central Vermont, with branches, 181 miles in all


MAP OF THE
MOBILE & OHIO
RAILROAD
AND CONNECTIONS.
MINNEAPOLIS
ST. PAUL
CHICAGO
MILWAUKEE
DETROIT
TOLEDO
CLEVELAND
CINCINNATI
INDIANAPOLIS
COLUMBUS
ST. LOUIS
MILLSTADT
PERCY
MURPHYSBORO
CAIRO
MOBILE
NEW ORLEANS
MEMPHIS
NASHVILLE
CHATTANOOGA
ATLANTA
BIRMINGHAM
MONTGOMERY
MERIDIAN
VICKSBURG
SHREVEPORT
TEXARKANA
LITTLE ROCK
KANSAS CITY
OMAHA
DES MOINES
SPRINGFIELD
JEFFERSON CITY
HANNIBAL
QUINCY
PEORIA
DECATUR
LEXINGTON
LOUISVILLE
MAMMOTH CAVE
HUMBOLDT
JACKSON
CORINTH
TUPELO
ABERDEEN
WEST POINT
COLUMBUS
MACON
AUGUSTA
SAVANNAH
JACKSONVILLE
TALLAHASSEE
PENSACOLA
GALVESTON
HOUSTON
BEAUMONT
BATON ROUGE
NEW ORLEANS TO MEXICO
S. S. LINE MOBILE TO NEW ORLEANS TO MEXICO
S. S. LINE TO SOUTH AMERICA
NEW ORLEANS TO TAMPA
PLANT S. S. LINE TO TAMPA KEY WEST & HAVANA
S. S. LINE MOBILE TO LIVERPOOL & HAVRE
KEY WEST & HAVANA
WISCONSIN
IOWA
ILLINOIS
INDIANA
MICHIGAN
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
LOUISIANA
ARKANSAS
MISSOURI
S. CAROLINA
N. CAROLINA
W. VIRGINIA
PA.
GULF OF MEXICO

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	Bonds—Principal, When Due. *Stocks*—Last Dividend, %.
Montgom'y Bett L.-1st M., $200,000, lawful money.c	....	1890	$1,000	$200,000	6	J. & J.	N.Y., Metropol'n Tr. Co.	Jan. 1, 1910
Montgomery & Erie Ry.—1st m. (old 7s ext. in '86)	....	1866	.....	130,000	5	M. & N.	Goshen, N. Y.	May 1, 1926
2d mortgage (old 7s extended in 1887)	....	1867	.....	40,500	5	A. & O.	do do	Oct. 1, 1927
Moore Co. & West. Construct'n M.—Gold, $350,000.	....	1898	100 &c.	350,000	6 g.	M. & S.	Sept., 1899, coup. paid.	Mch. 1, 1900
Morgan's La. & Texas—1st M. (N Or. to Morgan C.).c*	102	1878	1,000	5,000,000	7	A. & O.	N.Y., 8. Pac. Co., 23 Broad	Apr. 1, 1918
1st mortgage, Alexandria Extension, gold	157	1880	1,000	1,494,000	6 g.	J. & J.	do do	July 1, 1920
General mortgage	204	1893	1,000	1,000,000	5	J. & J.	do do	July 1, 1913
Morris & Esser—Stock, 7 p. c. guar. D. L. & W.	....	....	50	15,000,000	7	J. & J.	N.Y., Del. Lack. & West.	Jan. 1, '00, 3½
1st mortgage	85	1864	500 &c.	5,000,000	7	M. & N.	do do	May 1, 1914
Gen. M. & 1st on Boonton Br. &c. (guar. D.L.&W.)	34	1871	1,000	4,991,000	7	A. & O.	do do	Oct. 1, 1901
Consol. M. (for $25,000,000) guar. D. L. & W.c*&r	120	1875	1.000	11,677,000	7	J. & D.	do do	June 1, 1915
Special real estate bonds	....	Var'us	.....	2,320,000	4, 4½ & 5	.....	do do	Various.
Morris & Essex Extension stock, guar. 4 per cent.	2	....	100	221,000	4	M. & N.	do do	Nov., '99, 2%
Mt. Carbon & Port Carbon RR.—Stock (rent'l guar.)	....	....	50	282,350	12	J.& J. 15	.....	Jan. 15, '00, 6%
Muscatine No. & So.—1st M., $450,000 gold.....N	28	1898	300 &c.	398,000	5 g.	J. & J.	N.Y., N.Y. Sec. & Tr. Co.	Jan. 1, 1929
Muskegon Gr. Rapids & Indiana—1st mort., gold..	37	1886	1,000	750,000	5 g.	J. & J.	July, '97, paid Oct., '99.	July 1, 1926
Nashua & Lowell—Stock, 9 p.c. rental, 92 yrs. B.&M.	15	....	100	800,000	9	M. & N.	Nashua, Indian Hd. Bk.	Nov., '99, 4½%
Bonds not mortgage, assumed by lessee	....	1880	1,000	100,000	5	J. & J.	do do	July 1, 1900
Nashville Chattanooga & St. Louis—Stock	....	....	100	10,000,000	4 for '98	Q.—F.	N. Y. and Nashville.	Nov. 1, '98, 1%
1st mortgage (for $6,800,000) .....c*&r	340	1873	1,000	6,300,000	7	J. & J.	N.Y., Continental N. Bk.	July 1, 1913
2d mortgage, gold or silver.....c*&r	321	1881	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1901
1st M. on Fayette. and McM.brs. ($6,000 p.m.)c*&r	125	1877	1,000	750,000	6	J. & J.	do do	Jan. 1, 1917
1st mortgage on Lebanon Branch.....c*	29	1877	1,000	300,000	6	J. & J.	do do	Oct. 1, 1917
1st M. on Jasper Br. ($90,000 are 8s, due 1906)c*	43	'77-'83	1,000	461,000	6 g. & 8	J. & J.	do do	Jan., 1906&'23
1st mortgage on Centreville Branch, gold....c*&r	46	1883	1,000	376,000	6 g.	J. & J.	do do	Jan. 1, 1923
1st M. on Tracy City Br. (Tenn. C. & I. RR.).c*&r	20	1887	1,000	420,000	6	J. & J.	do do	Jan. 1901 to '17
1st M. on Bon Air Br., red. at par aft. July '97,...c*	7	1887	1,000	114,000	6	J. & J.	do do	July 1, 1917
Duck R. RR., 2d mortgage, now 1st mortgage, g.	48	1881	.....	22,000	6 g.	M. & N.	do do	Nov. 1, 1909
Consol. M. ($20,000,000), $20,000 p.m., gold. Us.c*	740	1888	1,000	6,233,000	5 g.	A. & O.	do do	Apr. 1, 1928
W. & Atl. incs. ($546,000), $26,000 due y'rly, g.c.	....	1895	1,000	In treasury	5 g.	J. & J.	do do	Jan. 1, '01-'20

HISTORY, LEASE, ETC.—In 1893, N. Y. Central leased the road and guaranteed its first mortgage bonds. The surplus in any year after payment of the first mortgage interest for that year to pay not exceeding 5 per cent interest on the incomes. A dividend of 2 per cent on the incomes was paid Sept. 1, 1898, and 3 p. c. on Sept. 1, 1899. N. Y. Central owns the $4,500,000 stock, and has the option of retiring the incomes at any time, and issuing in lieu thereof 2d mortgage guaranteed gold 4 per cents, due Sept. 1, 1991. See official statement V. 56, p. 501. As to bonds, see V. 56, p. 782.—(V. 69, p. 385.)

Monongahela River RR.—Road from Fairmont to Clarksburg, W. Va., 31 miles. Road opened in 1890. In Dec., 1899, the B. & O. acquired substantially all of the $1,300,000 stock (par $100), the minority being given the right to sell on the same terms. The 1st 5s will remain undisturbed, but the coal bonds will be reduced to $1,000,000. The coal lands will be leased to the Monongahela Coal Co. V. 69, p. 1346.

The firsts are guaranteed principal and interest by the B. & O. "Coal bonds" (trustee, American Bonding & Trust Co., of Baltimore) are not guaranteed by the B. & O. Car trust 6s, principal Jan. 1, 1899, $98,379; interest $12,814. Bills payable Jan. 1, 1899, $105,680.

EARNINGS.—Statement for year ending Dec. 31, 1898, was in V. 68, p. 1020, showing, gross, $225,035; net, $110,727; int. and taxes, $39,502; balance, surplus, $71,225. In 1897, gross, $192,531; net, $81,018; int. and taxes, $39,145.—(V. 68, p. 1020; V. 69, p. 1346.)

Monterey & Mexican Gulf RR.—Owns road completed in August, 1891, from Venadito (on the Mexican International Railroad) via Monterey to Tampico, on the Gulf, about 390 miles. See V. 62, p. 85.

In Sept., 1899, the Hidalgo & Northeastern RR., City of Mexico to Pachuca, 68 miles, was reported to be purchased by the same interests, and it was said would be extended at once from Pachuca to Tampico.

HISTORY.—Purchased in November, 1895, at foreclosure sale, under the 1st mortgage of 1888 by the Societe Anonyme Belge de Chemin-de-Fer au Mexique, which has capitalization as follows: Capital stock, 10,572 $^{9}/_{10}$ shares, each share representing $1,000 in bonds or matured coupons of the Monterey & Mexico Gulf RR. Co. 160 $^{33}/_{50}$ income shares; first mortgage 4 per cent bonds, 4,000,000 francs, being 8,000 bonds at 500 francs each. V. Stoclet, President, Brussels, Belg.; Coudert Bros., 100 Broadway, N. Y., attorneys.

EARNINGS.—12 mos. end. Dec. 31, gross, $1,216,711 in 1899; $1,386,053 in 1898. For year 1898, gross, $1,418,956; net, $445,774. In 1897, gross, $1,416,656; net, $640,643. (V. 65, p. 729; V. 66, p. 82.)

Montgomery Belt Line Ry.—Owns real estate and a belt line in Montgomery, Ala., about one mile of track on Tallapoosa, Bell, Perry and Columbus streets. Alabama Midland Ry. pays an annual rental of $15,525. The Plant Investment Co. owns 90 per cent of the stock. Capital stock is $200,000; par, $100.

Montgomery & Erie Ry.—(*See Map Erie Railroad.*)—Owns road from Montgomery to Goshen, N. Y., 10 miles. Road opened 1867. Leased in 1872 to N. Y. L. E. & W. (now ERIE RR.—which see.) Rental is $16,000 per annum. Stock, $150,000. Dividends (4½ per cent per annum) are paid May 10 and Nov. 10. Sinking fund $6,500 per annum.

Moore Co. & Western RR.—V. 69, p. 695.

Morgan's Louisiana & Texas RR. & Steamship Company.—(*See Map of Southern Pacific.*)—ROAD—Owns Algiers to Cheneyville, 205 miles; branches, 89 miles; trackage to Alexandria, 24 miles; total railroad lines, 318 miles; steamship lines and ferries, 3,176 miles.

ORGANIZATION.—The Southern Pacific Company, on June 30, 1899, held $14,995,000 of the $15,000,000 stock and operated road under lease. The lessee pays all charges and also 23 per cent of the net profits under the "omnibus lease." Company has 12 iron steamships and 9 ferry and river steamers and tugs plying between New York and New Orleans and between Gulf ports; also wharves, warehouses.

EARNINGS.—5 months, July 1 to Nov. 30.			
1899...Gross,	$3,056,783;	net,	$1,060,155
1898...Gross,	2,742,086;	net,	1,060,542

In year ending June 30, 1899, gross, $6,676,690; net, including other income, $2,608,200; surplus over charges, $1,736,430; net due co. under lease to So. Pac., $811,991. 1897-8, gross, $5,677,420.

Morris & Essex RR.—(*See Map of Delaware Lackawanna & Western.*)—Owns from Hoboken, N. J., to Phillipsburg, N. J., 85 miles; branch, Denville, N. J., via Morris & Essex Tunnel, to Hoboken, N. J., 35 miles; leases 37 miles; total operated, 157 miles.

LEASE.—Leased in perpetuity to Delaware Lackawanna & West., which assumed all liabilities and pays 7 p. c. per annum on the capital stock. See form of guaranty, V. 56, p. 812.

EARNINGS.—The road is important to the Delaware Lackawanna & Western as a route with terminal facilities on New York Harbor, but the actual earnings on the road show a large annual deficit for the lessee company after the payment of rental. The loss to lessee was on M. & E. Division in 1898 $1,784,000; in 1897 $1,800,000.

Mount Carbon & Port Carbon RR.—Owns Mt. Carbon to Palo Alto, Pa., 3 miles; second track, 2½ miles; total track 19 miles. Leased March 5, 1860, for 50 years to Phila. & Reading RR. and lease assumed in 1896 by Phila. & Reading Railway. Rental $36,250 yearly.

Muscatine North & South RR.—Muscatine, Iowa, to Elrick, on Iowa Central, 28 miles, with which has traffic contract. Operated from Jan. 10, 1899. Stock, $450,000; all issued; par, $100. All interest to Jan. 1, 1899, was canceled under construction contract. Pres., W. R. Stewart, Jr., Chicago, Ill.; Sec. and Treas., Henry Jayne, Muscatine, Iowa.

Muskegon Grand Rapids & Indiana RR.—Owns road, Grand Rapids to Muskegon, Mich., 37 miles; trackage, G. R. & Ind. at Grand Rapids, 3 miles. Road opened 1886, and leased to Grand Rapids & Indiana RR., which was foreclosed in 1896. Stock, authorized, $350,000; par, $100; issued, $1,000. Coupon of July, 1897, was paid in Oct., 1899. Earnings for year ending Dec. 31, 1898, gross, $124,099; net, $41,173; interest on bonds, $37,500. In 1897, gross, $117,462; net, $26,902. In 1899 Jan. 1 to June 30, 6 months, gross, $56,787, against $58,088 in 1898. (V. 68, p. 824; V. 69, p. 955.)

Nashua & Lowell RR.—Owns double track road from Lowell, Mass., to Nashua, N. H., 15 miles. On Oct. 1, 1880, leased for 99 years to Boston & Lowell. In 1887 lease was transferred to Boston & Maine, which pays a rental of $73,000 (9 per cent on stock).

Nashville Chattanooga & St. Louis Ry.—(*See Map.*)—Owns from Chattanooga, Tenn., to Hickman, Ky., 320 miles; branches to Lebanon, &c., 447 miles; leases Western & Atlantic, Chattanooga, Tenn., to Atlanta, Ga., 137 miles; total operated, 904 miles. In 1896 the N. C. & St. L. directors leased the Memphis & Paducah Division (consisting of Paducah Tennessee & Ala., 119 miles, and Tenn. Midland, 136 miles,) of the Louisv. & Nashv.; but see V. 67, p. 1055. also see V. 65, p. 679. Middle Tennessee & Ala., Shelbyville, Tenn,; to Decatur, Ala., 79 miles, was purchased in October, 1897, and portion from Fayetteville, Tenn, to Limestone Creek, Ala., 37 miles, was completed Oct. 1, 1899; balance building—V. 67, p. 748; V. 69, p. 807.

ORGANIZATION.—A majority of the stock ($5,500,500) is owned by the Louisville & Nashville, and pledged under its unified mortgage, etc., so that the two systems are operated in close harmony. The Western & Atlantic is leased from the State of Georgia for 29 years from Dec. 27, 1890, at $420,012 per annum. Jointly with L. & N. leases terminal property in Nashville for 99 years (V. 65, p. 278); V. 67, p. 221, 320.

DIVIDENDS since 1887.	1888	1889	1890	1891	1892	1893	'94	'95 to Nov., '98
	4¼	5	5	5	5	3¾	3½	4 p. c. yearly.

The Feb., 1899, dividend was passed, surplus earnings to be used for additional equipment and reduction of floating debt; also the May and November, 1899, dividends.—V. 68, p. 187.

BONDS.—The Tracy City branch 6s fall due $20,000 yearly on Jan. 1 to 1916 inclusive, and $100,000 on Jan. 1, 1917.

Consolidated mort. of 1888 provides that all prior bonds shall be paid off at maturity; sufficient of the $20,000 p. m. are reserved for them. Western & Atlantic income 5s, see SUPPLEMENT January, 1898.

GENERAL FINANCES.—Bills payable incurred in purchase of Rome RR., etc., were on July 1, 1899, $1,351,100. Consol. 5s for $575,000 issued on account of Mid. Ten. & Ala. Ry., listed in 1898, making total listed to that time, $6,213,000. (V. 66, p. 617; V. 67, p. 29.)

LATEST EARNINGS.—July 1 to Nov. 30 (5 months):

5 mos.	*Gross.*	*Net.*	*Interest, etc.*	*Bal., sur.*
1899	$2,727,242	$956,631	$678,081	$278,550
1898	2,648,767	1,019,429	654,808	364,621

ANNUAL REPORT.—Report for 1898-99 in V. 69, p. 793, 806.

Year ends June 30.	1899.	1898.	1897.	1896
Mileage end of year	935	905	904	906
Gross earnings	$6,081,766	$5,646,549	$5,116,118	$5,074,625
Net earnings	1,982,059	1,982,724	1,911,448	1,910,275
Investments, etc.	30,482	--- ----	--- ----	41,002
Net income	$2,012,541	$1,982,724	$1,911,448	$1,951,277
Int. on debt and tax.	$1,203,391	$1,102,187	$1,088,420	$1,078,470
Rental W. & A. RR.	422,268	420,012	420,012	420,012
Dividends	(1) 100,000	(4) 400,000	(4) 400,000	(4) 400,000
Balance	sur. $254,535	sur. $60,525	sur. $3,015	sr. $52,795

—V. 68, p. 187; V. 69, p. 540, 793, 806, 1301.

Nashville & Decatur RR.—(*See Map Louisville & Nashville.*)—Owns from Nashville, Tenn., to Decatur, Ala., 119 miles. Leased to Louisville & Nashville for 30 years from July 1, 1872, at a rental of 6 p. c. per annum on stock, but lease is to be terminated July 1, 1900, and under new lease for 999 years the rental will be 7½ per cent on stock, the 7s due July 1, 1900, to be retired and new stock issued therefor to the L. & N., which will then own about $3,000,000 of the stock.—V. 68, p. 928; V. 69, p. 1012. The lessee assumed all the debt and owned (July, 1899) $990,625 of its stock. On Oct. 10, 1896, sinking fund held $659,000 bonds, of which $630,000 were N. & D. firsts.

Nashville Florence & Sheffield Ry.—(*See Map Louisville & Nashville.*)—Owns from Columbia, Tenn., to Sheffield, Ala., 82 miles, with branch Iron City, Tenn., to Pinckney, Tenn., 12 miles; operates Napier br., etc., 14 miles; total, 108 miles. Operated by Louisville & Nashville, which company guarantees the principal and interest of the bonds by endorsement, and owns $189,900 of the $872,385 stock, par $100. On Aug. 15, 1899, a bill in equity was filed by the L. & N. against the Nashville Florence & Sheffield to sell the road to satisfy a judgment for $873,681 and $26 costs. V. 69, p. 385. Stock authorized, $2,000,000. For year 1897-8, gross, $336,284; net, $132,515; interest, $104,800; taxes, $8,415.—V. 69, p. 385.

National Docks Ry.—Road extends from West Shore RR. at Weehawken to Constables Hook, N. J., 6·6 miles; Communipaw br., 0·38 miles; Kill von Kull branch, 0·54 miles; other branches 0·79 miles, total, 8·31 miles; second track, 7·28 miles. Current accounts, $18,067.

MAP OF THE NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILWAY AND CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Nashville & Decatur—Stock, guar. 6 p. c. by L. & N.	119	....	$25	$2,352,032	6	J. & D.	Nashville.	Dec., '99, 3%
1st mort., guar., s. f. ($200,000 held in sink. fd.).	119	1870	1,000	2,100,000	7	J. & J.	N. Y., 120 Broadway.	July 1, 1900
Nash. Flor. & Sheff.—1st M. ($2,500,000), gold, gu.c	105	1887	1,000	2,096,000	5 g.	F. & A.	N. Y. and Louisville.	Aug. 1, 1937
Nashville & Knoxville—1st mort. for $2,000,000..c*	87	1888	1,000	1,184,000	6	M. & N.	N. Y., Mercantile Tr.Co.	1918
National Docks Railway—Stock.....	....	....	.....	3,854,000	See bel'w	.....	.....	See text.
Nesquehoning Val.—Stock subj. to call Sep. 1, 1904	18	....	1,000	1,418,600	5	M. & S.	Phila., 108 So. 4th St.	Sept.,'99, 2½%
Nevada—Calif.—Oregon.—1st M. $2,200,000, gold.	....	....	.....	J'ne '98 none	6 g.	J. & J.	N. Y., Moran Bros.	20 years.
Nevada Central—1st M. g., non-cum., inc.. (s. f.).Ce	94	1888	1,000	750,000	5 g.	J. & J.	See text.	July 2, 1938
Newburg Dutchess & Connecticut—Col. trust bonds.	59	1891	500 &c.	226,000	5	M. & N.	N. Y., Central Trust Co.	1921
Income mortgage for $1,625,000.....r	59	1877	1,000	1,164,500	6	.....	When earned.	June 1, 1977
New Castle & Shenango Valley—1st M., int. guar...	17	1887	1,000	250,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 1, 1917
New England RR.—N. Y. & N. E. 1st mort., cur..c*	321	1876	1,000	6,000,000	7	J. & J.	Boston, S. Dep.& Tr.Co.	Jan. 1, 1905
Do do 1st mort., cur..c*	321	18 76	1,000	4,000,000	6	J. & J.	do do	Jan 1, 1905
1st cons.M., $17,500,000, g., gu.,p.& i., end.Ma.c*	361	1895	1,000	5,000,000	5 g.	J. & J.	do do	July 1, 1945
N.Y.& N.E. Boston Term. 1st M. for $1,500,000.c*	....	1889	1,000	1,500,000	4	A. & O.	Boston, Co.'s office.	Apr. 1, 1939
New Jersey Junction—1st. M., guar., $4,000,000.c&r	5	1886	1,000	1,700,000	4	F. & A.	N. Y. Cent. & Hud. Riv.	Feb. 1, 1986
New Jersey & New York—See Erie RR. Co.								
New London Northern—Stock.....	121	....	100	1,500,000	9	Q.—J.	New London, Office.	Jan., '00, 2¼%
Consolidated M., now 1st M. ($688,000 are 4s).c*	121	1880	1,000	1,500,000	4 & 5	J. & J.	N. Y., Bk. of No. Amer.	July 1, 1910
N. Mex. Ry. & Coal—Col. tr.g.($3,000,000) red.105.N	165	1897	1,000	2,800,000	5 g.	A. & O.	N. Y.,N. Y. Sec.& Trust.	Oct. 1, 1947
Alam. & Sac. Mt. 1st M., $900,000, g., guar...N	28	1898	.....	300,000	5 g.	A. & O.	do do	Apr. 1, 1928
New Orleans & North Eastern—Prior lien M., gold.c*	196	1885	1,000	1,320,000	6 g.	A. & O.	N. Y., Central Trust Co.	Nov. 1, 1915
1st mortgage, gold.....	196	1881	1,000	5,000,000	6	J. & J	N.Y., Müller, Schall&Co.	Jan., 1911
N. O. & Northwest'n—Coll. tru't M., g., $500,000.Ce	102	1898	1,000	500,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1908
New Orleans & West.—Receiver's ctfs., $400,000...	....	1898	.....	400,000	6 g.	J. & J.	N. Y., State Trust Co.	July 1, 1900
1st Terminal mortgage, $2,000,000, gold.S....c*	....	1895	1,000	1,650,000	5 g.	J. & J.	Jan.,'97, coup. last paid	July 1, 1946
2d mortgage, $2,000,000, gold	....	1897	1,000	1,000,000	4 g.	March.	.....	March 1, 1900
New Securities to be Issued Under Plan.								
Common stock, $1,000,000.....	....	....	100	1,000,000	.....	.....	.....	.....
Pref. stock, 5 per cent, non-cum., $3,500,000....	....	....	100	3,000,000	.....	.....	Div. fr. July 1,'00, if ea.	.....
1st mortgage, gold, $500,000, subj. to call at 110	....	1900	.....	500,000	5 g.	J. & J.	Int. from Jan. 1, 1900.	Jan. 1, 1950
Newport & Cincin. Bridge.—Stock, $1,500,000.....	....	....	100	1,500,000	.....	.....	.....	.....
1st M., $1,500,000, g., s. f. guar. p. & i. end by Pa.	Co.c*	1895	1,000	1,400,000	4½ g.	J. & J.	N.Y.,Farmers L.&T.Co.	July 1, 1945

Earnings.—For year ending June 30, 1898, gross earnings, $254,693; net, $189,731; other income, $2,065; charges, $25,905; dividends, $115,620; bal., surplus $50,271. In 1896-97, net, $168,147. Office, 26 Broadway, New York.—V. 64, p. 518

National Tehuantepec RR.—V. 69, p. 1247; V. 70, p. 125.

Nesquehoning Valley RR.—Owns from Nesquehoning Junction, Pa., to Tamenend, Pa., 17 miles; Tunnel Branch to Lansford, Pa., 1 mile. Leased for 999 years (with 5 p. c. guaranteed on stock till 1905) to the Lehigh Coal & Navigation Co., which under its option proposes to retire the stock at par and interest on Sept. 1, 1904; see item "Delaware Division Canal" in V. 66, p. 1139.

Nevada-California-Oregon Ry.—Reno, Nev., to Amedee, Cal., 79 miles, in operation. Projected thence to and through Oregon. In Jan., 1900, 50 miles from Amedee, Cal., reported to be graded, on which 35 miles of track had been laid. Stock, common, $2,200,000, all outstanding; preferred none. Bonds, $2,200,000 authorized. Year 1897-8, gross, $84,738; net, $19,668. E. Gest, Mgr., Reno, Nev.

Nevada Central RR.—Battle Mtn., Nev., to Austin Nev., 94 miles, narrow gauge. A reorganization of Nevada Ry. Stock, $750,000; par $100. Interest on $717,000 bonds which paid an assessment of $120 per bond, guaranteed from July 1, 1898, by the Nevada Co. of New Jersey, is paid at office of registrar, New Jersey Title Guarantee & Trust Co, Jersey City, N. J. Earnings for 1898-99, gross, $28,242; def. under operating expenses, $5,292; no interest paid by railroad.

Newark Somerset & Straitsville RR.—Newark, O., to Shawnee, O., 44 m.; branch 3 m. See B. & O. and V. 67, p. 1106; V. 70, p. 76.

Newburg Dutchess & Connecticut RR.—Owns from Dutchess Junction, N. Y., to Millerton, N. Y., 59 miles. A reorganization in 1877.

Stock, Etc.—Common, $500,000; pref., $600,000; par $50. There were June 30, 1899, $226,000 coll. trust 5s; $1,164,500 income 6s, and $42,500 of 5 p. c. real estate M. notes. In year ending June 30, 1899, gross, $137,057; net, $30,641; other income, $878; interest, taxes, etc., $20,635; bal., surplus, $10,884. V. 65, p. 568.

New Castle & Shenango Valley RR.—Owns from Newcastle Pa., to West Middlesex, Pa., 17 miles. Leased to Nypano RR. till 1982 for rental of 32 p. c. of gross earns., but interest on bonds guaranteed. In June, 1899, practically all of the stock was acquired by the Erie RR.—V. 69, p. 447.

New England RR.—New York New Haven & Hart. RR. owns nearly all of the stock, and since July 1, 1898, has leased the road, viz.:

Lines Owned.	*Miles.*	*Leased, etc., lines. (¶ See this Co.)*	
Boston to Hopewell Junc, N.Y.	214	*Norwich & Worcester RR.¶	72
Wicopee to Fishkill Landing	2	Rhode Island and Mass. roads.	14
Providence to Willimantic	58	Rockville RR	4
Newton to Woonsocket, R. I.	29	Providence & Springfield RR.¶	28
East Thompson to Southbridge	17	Woonsocket & Pascoag RR.¶	9
East Hartfort, Ct., to Springf'd	28	Milford branches	20
Other lines	12	Trackage	29
Double track	114	Total	536

* Controls Norwich & New York Trans. Co.'s steamers, 125 miles.

History.—A reorganization of the New York & New England (sold in foreclosure July 9, 1895) per plan V. 58, p. 762. On Dec. 1, 1899, there had been exchanged or was held by the lessee all except $82,300 of the $20,000,000 common and $92,200 of the $5,000,000 pref. stock. Preferred stock not exchanged receives dividends of 3 per cent per annum under 99-year lease.—V. 66, p. 384, 617, 1002; V. 69, p. 1012.

Bonds.—See guaranty of consols by N. Y. New Haven & Hartford RR. V. 64, p. 611; $10,000,000 consols reserved to retire firsts.

Report.—Earnings since lease included in those of N. Y. N. H. & H. RR. Report for 1897-98 in V. 67, p. 897, showing: Gross, $5,570,644; net, $1,342,648; other income, including net from Norwich line steamers, $114,517; interest, rentals, etc., $1,559,020; balance, deficit, $101,855. In 1896-97, gross, $5,237,191; net, $976,100.—V. 69, p. 1012.

New Jersey Junction RR.—Terminal road through Jersey City, Hoboken and Weehawken, about 5 miles. Leased for 100 years from June 30, 1886, to New York Central which guarantees the bonds absolutely and owns $100,000 stock. Connects with National Docks Ry.

New Jersey & New York RR.—Owns from Erie Junction, N. J., to Garnerville, N. Y., 29 miles: branches to New City, etc., 5 miles; operates to Haverstraw, etc., 14 iles; total operated, 48 miles. Erie RR. in April, 1896, purchased control. Stock, $1,440,800 common; $787,800 preferred; par, $100. Control is with preferred stock and first mortgage till 6 per cent has been paid on preferred for three years.

Earnings—Year ending June 30, 1898, gross, $283,197; net, $53,834; interest, etc., $53,428; balance, $406. In 1896-97, gross, $265,396; net, $46,823.—(V. 64, p. 424; V. 65, p. 822)

New London Northern RR.—Owns from New London, Conn., to Brattleboro, Vt., 121 miles, and leases Brattleboro & Whitehall RR., Brattleboro to South Londonderry, Vt., 37 miles.

Leased for 99 years from Dec. 1, 1891, to Central Vermont. The rental is $211,000 per annum, which leaves a small surplus after providing for inter., etc., and 9 per cent dividends. Taxes and improvements met by lessee, without claim on New London Northern.

Dividends.—1888 to Jan., 1892, 7 p. c. yearly, then 8 p. c. yearly to 1893, inclusive, and since to Apr., 1899 (inclu.), 2¼ p. c. quar. (9 p.an.)

New Mexico Ry. & Coal.—(*See Map*).—Owns El Paso & Northeastern Ry., from El Paso, Texas, northeast 165 miles, to the Salado Coal fields; controls and operates Alamogordo & Sacramento Mt. Ry., Alamogordo, N. M., to Toboggan, 28 m. Line completed Oct. 1, 1899.

Securities.—Stock, $4,000,000. The collateral trust bonds of 1897 are secured by deposit of all the stocks and bonds of El Paso & Northeastern Ry. of New Mex. ($2,700,000 of each), the stock of the El Paso & N. E. RR. of Texas, $300,000 (no bonds issued), and all the stock ($2,500,000) and all the bonds ($1,500,000) of the New Mexico Fuel Co., the latter covering 3,500 acres of coal lands. The Alamogordo & Sacramento bonds are guaranteed. New York office, 66 Broadway. (V. 66, p. 337.)

New Orleans & North Eastern RR.—New Orleans, La., to Meridian, Miss., 195 miles; 121 are 60 and 74 are 75 lb. steel rails. Stock $5,000,000 (par, $100), of which $4,320,000 and $4,900,000 1st 6s are held by Alabama New Orleans Texas & Pacific Junction Ry. Co., to which was due July 1, 1899, $1,173,929 on coupon and $1,069,518 on other accounts.

Earnings.—In 1899, Jan. 1 to Dec. 31 (12 months), gross, $1,694,789, against $1,447,855 in 1898. Report for 1898-99, V. 69, p. 1008.

Yr. end. June 30.	*Gross.*	*Net.*	*Other inc.*	*Interest.*	*Balance.*	
1898-99.....	$1,545,686	$399,591	.....	$388,414	sur. $11,177	
1897-98.....	1,396,929	377,376	1,865	379,201	sur. 41	

—V. 65, p. 617, V. 67, p. 950; V. 69, p. 1008.

New Orleans & Northwestern Ry.—Owns from Natchez, Miss., to Bastrop, La., 102 miles. Stock, paid in, $4,500,000; par $100; 25 miles of road (Rayille to Bastrop) was completed with proceeds of certificates in 1894. In March, 1898, receiver Hyde transferred the property to the company under direction of the Court and receiver's debts paid with proceeds of coll. tr. 5s July, 1898. These last are secured by deposit of the old first mortgage 5s in trust For year 1897-98 est.), gross, $167,500. (V. 57, p. 467; V. 67, p. 178, 275.)

New Orleans & Western Railroad.—Owns a belt railroad encircling the city of New Orleans and connecting with all the rail roads entering that city. Entrance to business centre is had over the tracks of the East Louisiana Railroad. Owns a large terminal property at Port Chalmette, containing about 2,300 acres, with 80 cotton warehouses, capacity of 250,000 bales, a grain elevator, etc.

Receivership—W. C. Dotterer, receiver. V. 68, p. 1182. Interest due July 1, 1896, and since is in default. V. 66, p. 134. In 1899, issued $400,000 receivers' certificates to build additional cotton warehouses, etc. (V. 67, p. 320.) Stock $6,000,000; par, $100.

Reorganization Committee.—Stephen Peabody, Wm. L. Bull, Evans R. Dick and Geo. Q. Whitney. Depositary, Colonial Tr. Co., N. Y.

Plan.—Their plan, dated Aug. 1, 1899 (now operative), is in V. 69, p. 440, and provides for the issue by a new company of the securities shown in table above. All the new bonds and common stock will be sold to a syndicate for cash. Of the preferred stock (to be subject to call at par on three months' notice if permitted by law), $2,500,000 will be exchanged for the old bonds and of the $1,000,000 balance included in the sale to the syndicate, $500,000 will be transferred after such sale to the treasury of the new Co. The old 1st 5s with all unpaid coupons attached, will receive par, and the old 2d 4s, 50 per cent of principal in preferred stock.—V. 69, p. 440, 645, 906.

Newport & Cincinnati Bridge Co.—Owns bridge over the Ohio River from Newport, Ky., to Cincinnati, O. Bridge opened 1872 and reconstructed in 1895-96. Louisville & Nash. is under contract to use bridge; annual rental, $115,000. Pa. Co. owns $1,340,000 stock.

Earnings.—For year ending Dec. 31, 1898, gross $150,181; net, $121,616; interest, $63,000; reconstruction, 39,709; balance, surplus $18,907. In 1897, gross, $134,212; net, $109,910; charges against income, $113,000; balance, deficit, $3,089. (V. 63, p. 1011, 1159.)

New York Brooklyn & Manhattan Beach Ry.—Owns from Fresh Pond Junction to Manhattan Beach (Coney Island), and branches to Bay Ridge and Greenpoint, 20 miles, of which 16 miles double track.

Lease, Etc.—A consolidation August 27, 1885. Leased for 99 years from May 1, 1882, to the Long Island RR. Co. at 35 per cent of gross earnings, rental guaranteed to be at least 5 per cent on pref. stock.

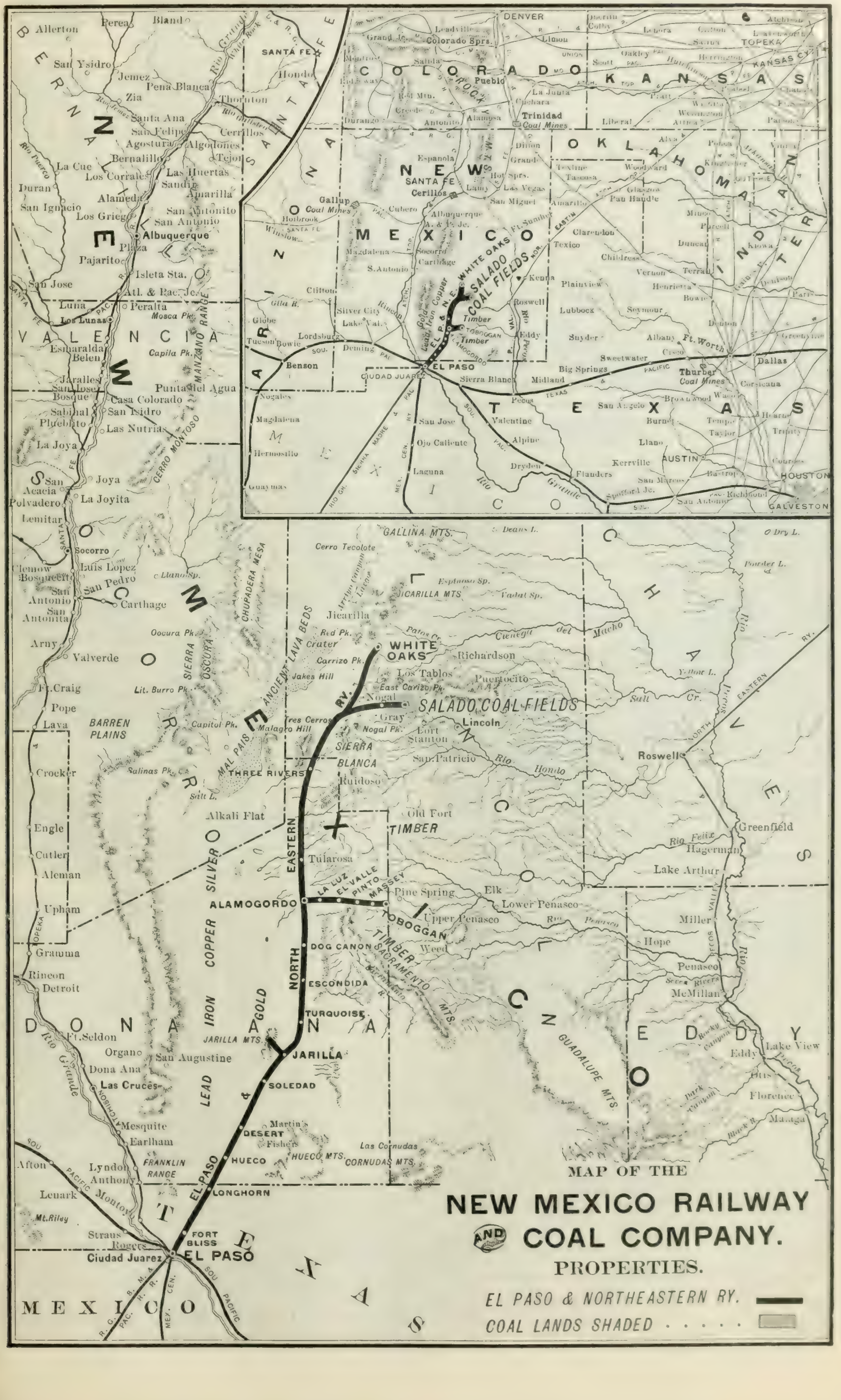
Bonds.—The mortgage of 1885 is for $2,000,000 and is now a first lien. (V. 63, p. 1116.) Trustee is Central Trust Company. The L. I. RR. has attached to the bonds its unconditional guaranty of principal and interest in addition to the memorandum as to the lease previously printed upon them. Of the bonds, $125,000 were in Jan., 1900, owned by the L. I. RR and deposited under its new mortgage.—V. 68, p. 669.

New York & Canada RR.—Whitehall, N. Y., to Rouse's Point, N. Y., 113 miles; branches, 38 miles, Stock, $4,000,000, par $100.

Lease, Etc.—Leased in perpetuity and virtually owned by the Delaware & H. Canal Co., which guarantees the bonds, and has $3,760,741 invested in the property. See debenture guaranty, V. 64, p. 181.

	Gross.	*Net.*	*Charges.*	*Balance.*	
Year to June 30. { 1897-8.....	$937,829	$250,725	$279,764	def. $29,039	
1898-9.....	974,855	372,821	319,629	sur. 53,192	

—(V. 64, p. 181, 234; V. 67, p. 1054; V. 68, p. 976; V. 69, p. 384, 1061.)


MAP OF THE
NEW MEXICO RAILWAY
AND COAL COMPANY.
PROPERTIES.
EL PASO & NORTHEASTERN RY.
COAL LANDS SHADED
COLORADO
NEW MEXICO
OKLAHOMA
KANSAS
TEXAS
ARIZONA
DENVER
SANTA FE
TOPEKA
KANSAS CY
Trinidad Coal Mines
Gallup Coal Mines
Albuquerque
Las Vegas
Amarillo
Clarendon
Childress
Vernon
Wichita Falls
Abilene
Sweetwater
Big Springs
Thurber Coal Mines
Dallas
Fort Worth
Austin
Houston
Galveston
San Antonio
El Paso
Ciudad Juarez
Benson
Deming
Lordsburg
Silver City
Roswell
Eddy
Carlsbad
Pecos
Alpine
Marfa
Valentine
Sierra Blanca
Midland
Odessa
Colorado Springs
Pueblo
Leadville
Durango
Trinidad
Raton
Las Vegas
Santa Fe
Albuquerque
Gallup
Winslow
Flagstaff
Prescott
Phoenix
Tucson
Nogales
Guaymas
Hermosillo
Magdalena
Socorro
Carthage
Las Cruces
Mesquite
Earlham
Lyndon
Anthony
Leuark
Straus
Rogers
Fort Bliss
Afton
Montoya
Pacific
Southern Pacific
Santa Fe
Rio Grande
Rio Grande & White Rock
Rio Puerco
Rio Grande
Rio Hondo
Rio Pecos
Rio Felix
Rio Penasco
Rio Grande
Rio Grande
Rio Grande

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. Brooklyn & Manhat. Beach—Common stock..	....	....	100	$350,000	.....	.....	.....	.....
Preferred stock, non-cumulative.....	20	....	100	650,000	5	A. & O.	Checks mailed.	Oct.'99, 2½%
1st con. M. (now 1st M.) gold, guar. by L. I....c*	20	1885	1,000	1,726,000	5 g.	A. & O.	N.Y., U.S.Mort.&Tr.Co.	Oct. 1, 1935
N. Y. & Canada—1st M., sterling, guar. D. & H..c*	150	1874	£100 &c	4,000,000	6 g.	M. & N.	London, Baring Bros.	May 1, 1904
Debentures, g., guar. p. & i. end. Del. & H. Canal.	....	1896	1,000	1,000,000	4½ g.	M. & N.	N.Y., D. & H. Canal Co.	May 1, 1904
New York Central & Hudson River—Stock.....	....	....	100	See text.	4 in 1899	Q.—J.	N. Y., Gr. Cent'l Stat'n.	Jan.15,'00, 1¼
N. Y. C. & H., $30,000,000 / 1st mort.... £2,000,000 } coupon or reg.	819	1873	1,000	a19,305,000	7	J. & J.	N. Y., Gr. Cent. Station.	Jan. 1, 1903
	819	1873	1,000	a6,309,148	6 g.	J. & J.	London, Union Bank.	Jan. 1, 1903
Debt certifs., (N.Y.Central), gold, $6,450,000.c&r	....	1853	500 &c.	a4,143,500	4 g.	M. & N.	N. Y., Gr. Cent. Station.	May 1, 1905
Debentures, 1884, $10,000,000 } All eq'ly .. c&r	819	1884	1,000&c	a5,229,000	5	M. & S.	do do	Sept. 1, 1904
Debentures, 1889, $1,000,000. } secured .....r		1889	1,000&c	a682,000	5	M. & S.	do do	Sept. 1, 1904
Debent's, g., s. f., $13,194,000. } by mort. . c*&r		1890	1,000&c	a6,001,000	4 g.	J. & D.	do do	June 1, 1905
Refund.M., $100,000,000, g.Ce } of 1897. c*&r.		1897	1,000&c	34,485,719	3½ g.	J. & J.	do do	July 1, 1997
Collat. trust, g. ($100,000,000) L. Sh. stk.G..c*&r	....	1898	1,000&c	90,569,200	3½g.	F. & A.	do do	Feb. 1, 1998
do do ($21,550,000) Mich. Cent. stk..G	....	1898	1,000&c	18,588,945	3½g.	F. & A.	do do	Feb. 1, 1998
Debentures to be issued under B. & A. lease.....	....	1900	.....	.....	3½	.....	.....	2000
N. Y. Chicago & St. Louis—Common stock.....	523	....	100	14,000,000	.....	.....	.....	.....
2d preferred (5 per cent, non-cumulative).....	523	....	100	11,000,000	.....	.....	.....	.....
1st preferred (5 per cent non-cumulative).....	523	....	100	5,000,000	2 in 1898	March.	N. Y., Gr. Cent. Station.	Mch. 1,'98, 2%
1st mortgage gold, sinking fund not drawn..c*&r	505	1887	1,000	19,425,000	4 g.	A. & O.	N. Y., Union Trust Co.	Oct. 1, 1937
Equip. tr., "A" gold, $60,000, Sept. 1, yearly..C.	....	1892	1,000	240,000	5	M. & S.	N. Y., Central Trust Co.	Yearly to 1902
Equip. tr."B"gold $23,000 due yrly Feb.15,C.c&r	....	1896	1,000	281,000	5	F.&A 15	do do	Yearly to 1911
N. Y. & Greenw. L.—Prior lien M., gu. p. &i...N.gxc*	53	1896	100&c	1,500,000	5 g.	M. & N.	New York.	May 1, 1946
N. Y. & Harlem—Common, 11½ to 12 p.c., 8% guar.	145	....	50	8,646,050	See text.	See text	N. Y., Gr. Cent. Station.	Jan. 2, '00, 4%
Preferred stock, 11½ to 12 per cent, 8% guar....	145	....	50	1,353,950	See text.	See text	do do	Jan. 2, '00, 4%
Consolidated mortgage, coupon or registered..c*	136	1872	1,000&c	12,000,000	7	M. & N.	do do	May 1, 1900
Refunding mortgage, $12,000,000, gold...Gc*&r	....	1897	1,000&c	.....	3½ g.	M. & N.	From May 1, 1900.	May 1, 2000
N. Y. Lackawanna & Western—Stock, guar. 5 p. ct.	214	....	100	10,000,000	5	Q.—J.	N. Y., by Del. Lack.& W.	Jan., '00, 1¼%
1st mortgage, guar. by Delaware Lack. & West.c*	214	1880	1,000	12,000,000	6	J. & J.	do do	Jan. 1, 1921
Constr. mortgage, guar. by Del. Lack. & West..c*	214	1883	1,000	5,000,000	5	F. & A.	do do	Aug. 1, 1923
3d M. Terminal Imp. (for $5,000,000), gu. p. & i..	214	1890	1,000	5,000,000	4	M. & N.	do do	May 1, 1923
New York Lake Erie & Western—See ERIE RR.								

a As reported Sept. 30, 1899; the amount out standing wh en refu nding began is given in first left hand column.

New York Central & Hudson River RR.—*(See Map.)*—Includes

Lines owned.	*Miles.*
New York to Buffalo.....	442
Branches.....	378
Lines leased. ¶ See this co.	
West Shore .....¶	495
Troy & Greenbush .....¶	6
Spuyten Duyvil & Pt. M ...¶	6
New York & Harlem.....¶	136
New Jersey Junction.....¶	5
Rome Watertown & Og.....¶	624
Mohawk & Malone.....¶	182
Carthage & Adirondack....¶	46
Gouverneur & Oswegatchie¶	13
New York & Putnam .....¶	61
Fall Brook Ry., etc.....¶	241
Beech Creek RR.....¶	160
Wallkill Valley.....	33
Total in earnings	2,828
Controlled—Operated separately.	
Lake Shore & Mich So.....1,413	
Michigan Central.....1,644	
N. Y Chic. & St. Louis RR..¶	513
Dunkirk All. V. & Pitts....¶	91
Pitts. & Lake Erie system..¶	180
Toronto Hamilton & Buffalo..	88
St. Lawrence & Adirondack..	65
Total owned and controlled Dec. 1, 1899 (298 miles four tracked.)	6,822

HISTORY, &c.—Control of the Lake Shore and Michigan Central roads was acquired in 1898, as stated below. In 1898-9 their earnings were reported separately, but the $3,810,874 dividends on their shares held by the Central caused the large increase in the item "other income," offset by a like amount of interest on the collateral bonds issued for their purchase. V. 69, p. 495.

In Jan., 1900, it was announced that control of the Lake Erie & Western had been acquired on behalf of the Lake Shore & Mich. So., and that the Vanderbilt interest in the Cleve. Cin. Chic. and St. Louis had been increased to an absolute majority; an understanding also was reported between the Vanderbilt and the Pennsylvania interests, by which, it was said, the latter became jointly interested in the stock of the Ches. & Ohio Ry.—V. 70, p. 76, 125.

The Boston & Albany RR. will be leased for 99 years from July, 1900, at a guaranteed rental of 8 per cent per annum on the $25,000,000 B. & A. stock in quarterly instalments, adding 389 miles and a through line to Boston to the Central system [unless Mass. Legislature interferes] V. 69, p. 78, 492, 695; see also V. 69, p. 178, 228, 333, 694.

STOCK.—Dividends on stock registered in London are payable in gold at 49½d. to dollar. The $15,000,000 additional stock, to be issued April 2, 1900, for new rolling stock, will increase the outstanding issue to $115,000,000.—V. 69, p. 906, 1103, 1248.

DIVIDENDS since 1885. Per cent.	'90.	'91.	'92.	'93.	'94.	'95.	'96 to '98.	'99.	'00
	4½	4½	5¼	5	5	4¼	4 yearly.	4	Jan., 1¼

Dividend rate increased from 4 to 5 p. c. per annum in Jan., 1900.—V. 69, p. 1301.

BONDS.—Description of debentures was on page 3 of SUPPLEMENT of April, 1895. They are all secured by the refunding mortgage of 1897 equally with the 3½s. *Ref. mortgage* is for $100,000,000, of which $70,377,333 reserved to retire all existing bonds at or before maturity and $14,622,667 for premiums; the remainder ($15,000,000) is reserved for new construction after 1903. In 1899 3½s of 1897 had been issued to retire $26,893,912 of old bonds.

Collateral trust 3½s of 1898 are secured respectively by deposit in trust with the Guaranty Trust Co., mortgage trustee, of stock of the Lake Shore & Michigan Southern and Michigan Central RRs. at the rate of $100 of L. S. & M. S. stock for each $200 of bonds and $100 of Mich. Cent. stock for each $115 of bonds outstanding. The total authorized issues of 3½s are $100,000,000 for Lake Shore and $21,550,000 for Michigan Central. The loans are secured by separate deeds of trust. See V. 66, p. 288, 336, 760, 811.

The N. Y. Cent. will issue in 1900 $5,500,000 in its 100-year 3½ per cent debentures for certain property not included in the Boston & Albany lease. See V. 69, p. 1102.

GUARANTIES.—The company guarantees the securities of its leased lines to a considerable aggregate—see separate statement for each company marked with a ¶ in the table of mileage preceding. It also guarantees Western Transit Co. 4½s for $1,000,000 due February, 1903.

GENERAL FINANCES.—The refunding of the $70,377,000 of old high-interest-bearing bonds into the 3½s of 1897 during the years 1898 to 1905 will effect a saving of $1,200,000 per annum in interest charges; to June 30, 1899, about $27,000,000 old bonds had thus been retired; saving in charges by refunding in 1898-9, $437,342.—V. 69, p. 495.

In Dec., 1899, the company had acquired $45,284,600 of the capital stock of the Lake Shore road in exchange for 3½ p.c. bonds (see above), leaving $4,181,900 afloat, including $533,500 guaranteed 10 per cent dividends (see V. 66, p. 288, 336, 1238), and also $16,189,600 of Mich. Central stock, leaving $2,548,400 still outstanding.

On April 2, 1900, $15,000,000 stock, to be sold to stockholders at par, will be issued for new equipment. V. 69, p. 906, 1103, 1248. On July 1, 1900, Boston & Albany RR. (which see) is to be taken over under lease.

EARNINGS.—For 6 mos. ending Dec. 31 (partly estimated in 1899):

6 mos.	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Bal. for div.*
1899....	$28,385,800	$11,404,300	$2,187,700	$8,526,000	$5,067,000
1898....	24,405,148	9,217,065	2,184,534	8,259,636	3,141,963

Dividends in 1899 (2¼ p. c.) call for $2,250,000; in 1898 (2 p. c.), $2,000,000.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-99 was given at length in V. 69, p. 488, 495. See also editorial p. 469.

Years end. June 30.	1899.	1898.	1897.
Miles	2,395	2,395	2,395
Freight earnings.....	$27,529,964	$27,496,130	$25,850,731
Passenger earnings	13,723,115	13,250,801	13,094,620
Mail, express, etc.....	4,931,578	5,027,309	4,669,053
Total gross earnings...	$46,184,657	$45,774,240	$43,614,404
Net earnings.....	17,055,676	$16,263,226	$16,014,493
Other income.....	4,324,672	2,251,472	665,735
Net income.....	$21,380,348	$18,514,698	$16,680,228
Deduct—Rentals paid...	$5,903,508	$5,972,422	$5,924,736
Interest on debt	7,523,430	5,480,105	4,126,490
Taxes on earn. & stock..	245,167	224,460	228,905
Taxes on real estate...	1,738,127	1,883,240	2,048,230
U. S. Int. Rev. tax.....	55,064	.....	.....
Reserved for deb'tures..	300,000	300,000	300,000
Dividends ....(4)	4,000,000	(4) 4,000,000	(4) 4,000,000
Balance from operat'n.	$1,615,052	$654,471	$51,867

* Operating expenses include $800,000 for new equipment in 1897-8; $870,000 in 1898-9.

President, S. R. Callaway. —V. 69, p. 1346; V. 70, p. 76, 125.

New York Chicago & St. Louis RR.—*(See Map of New York Central & Hudson River.)*—Owns from Buffalo, N. Y., to Illinois State Line, except 8 miles leased between Dunkirk and Silver Creek, leaving 494 miles; leases the proprietary line, Chicago & State Line RR., Ill., State Line to Grand Crossing, 10 miles; also leases Dunkirk to Silver Creek, 8 miles; total, 512 miles; trackage in Buffalo, N. Y., 1½ miles, and Grand Crossing Chicago, Ill. (Lake Shore RR.), 9 miles.

HISTORY.—"Nickel Plate" road, foreclosed and reorganized in 1887.

STOCK.—Lake Shore & Michigan Southern owns $6,240,000 common $6,275,000 2d preferred and $2,503,000 1st preferred stock.

DIVIDENDS.—On 1st pref. in March	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99
	3½%	3	3	4	none.	5%	none.	2%	none

BONDS.—A sinking fund of $100,000 per year is provided when net earnings are $900,000 or upwards, if bonds can be bought at or below 102; if not, the sinking fund lapses for that year, thus leaving $100,000 more for dividends. The original issue of bonds was $20,000,000, and it has been reduced to present amount by the sinking fund purchases. Statement of road under mortgage in SUPPLEMENT of Sept., 1894. See abstract of mortgage.—V. 45, p. 541.

LATEST EARNINGS.—Jan. 1 to Sept. 30 (9 months):

9 mos.—	*Gross.*	*Net.*	*Oth. inc.*	*Int., taxes, etc.*	*Balance.*
1899.....	$4,954,462	$1,105,740	$4,792	$904,188	sur. $206,344
1898.....	4,563,946	828,918	4,131	902,915	def. 69,966

ANNUAL REPORT.—Report for 1898, V. 68, p. 923. Principally a freight line, freight in 1898 contributing $5,330,676 out of $6,391,421.

Year end. Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings.....	$6,391,420	$5,815,217	$5,587,766	$6,317,950
Net earnings.....	1,035,270	1,084,592	977,605	1,223,231
Net, incl'g other inc'e.	1,041,226	1,091,891	987,248	1,236,814
Interest on bonds....	777,000	777,000	777,000	777,000
Equip. trust charges.	112,392	116,542	112,972	83,000
Rentals.....	93,373	90,694	94,190	95,507
Div. on 1st pref*.....	.....	(2) 100,000	.....	250,000
Balance, surplus.	$58,461	$7,655	$3,086	$31,306

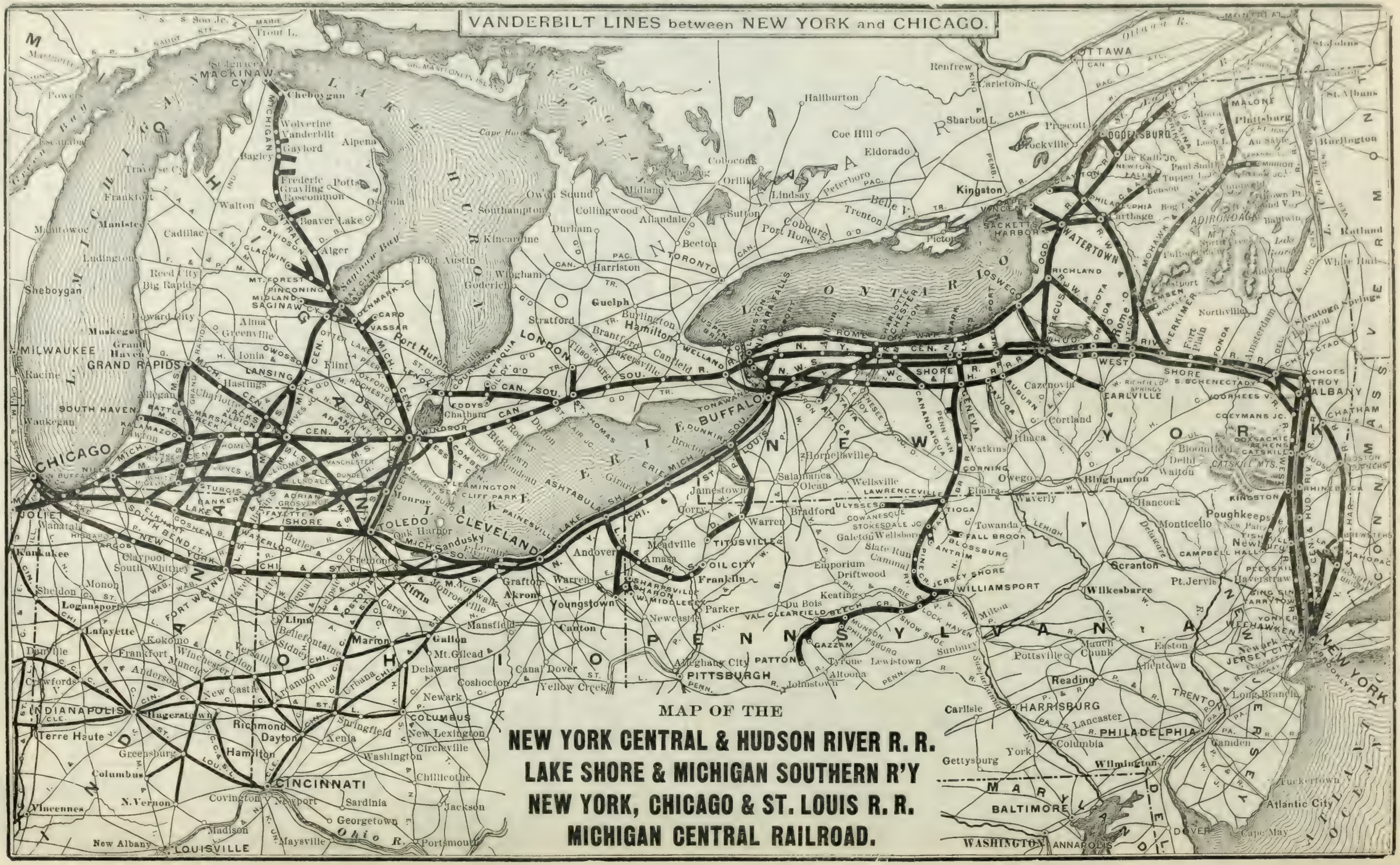
* NOTE.—Dividends from earnings of year given are *paid* in March of following year. Pres., William H. Canniff.—V. 69, p. 385, 1012.

New York & Greenwood Lake Ry—*(See Map of Erie RR.)*—Owns from Jersey City, N. J., to Greenwood Lake, 41 miles, and branches to Ringwood, etc., 8 miles; Watchung Ry., Forest Hill to Orange, N. J., 4 m.; total owned, 53 m. Stock, $100,000; par, $50.

LEASE.—On May 1, 1896, was leased to the Erie RR. for 999 years from May 1, 1896, for interest on prior lien bonds. In September, 1897, $48,000 of the $1,500,000 prior liens were held to retire old incomes yet unexchanged. Prior lien bonds are guaranteed, principal and interest, by Erie. See V. 63, p. 513; form of guaranty V. 65, p. 463.

New York & Harlem RR.—Owns New York City to Chatham, N. Y., 136 miles (four-tracked 7 miles north of Harlem River). Use Boston & Albany RR. to Albany, 24 m. Also owns Fourth Ave. St. RR.

LEASE.—The property (except the horse railroad) was leased April 1, 1873, for 401 years, to the N.Y. Cent. & Hudson River RR. at 8 per cent dividends on stock and interest on bonds. N. Y. Central and Harlem stockholders on Oct. 5, 1898, voted that the saving in interest charges of $420,000 per annum from refunding $12,000,000 7s at 3½ per cent should go $200,000 to the Harlem and $220,000 to the Central, but the matter was allowed to go to the courts for settlement. V. 67, p. 737, 690, 483. The horse road was leased in July, 1896, to Metropolitan Traction Co. for 999 years at $350,000 yearly (3½ p. c. on stock) for 5 years and $400,000 (4 p. c.) thereafter. V. 62, p. 1088. On Oct. 2, 1899, an extra dividend of $12 50 per share was paid from funds derived in part from proceeds of certain real estate sold in 1899 for $1,350,000. See V. 67, p. 223; V. 69, p. 180, 591.


VANDERBILT LINES between NEW YORK and CHICAGO.
MAP OF THE
NEW YORK CENTRAL & HUDSON RIVER R. R.
LAKE SHORE & MICHIGAN SOUTHERN R'Y
NEW YORK, CHICAGO & ST. LOUIS R. R.
MICHIGAN CENTRAL RAILROAD.
MICHIGAN
LAKE HURON
LAKE ERIE
ONTARIO
ONTARIO
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
CHICAGO
DETROIT
BUFFALO
CLEVELAND
TOLEDO
TORONTO
OTTAWA
ROCHESTER
SYRACUSE
ALBANY
TROY
NEW YORK
BROOKLYN
JERSEY CITY
HARRISBURG
PHILADELPHIA
PITTSBURGH
BALTIMORE
WASHINGTON
ANNAPOLIS
CINCINNATI
INDIANAPOLIS
COLUMBUS
LOUISVILLE
Ohio R.
Niagara Falls
Cape Vincent
Sackets Harbor
Kingston
Prescott
Brockville
Ogdensburg
Watertown
Oswego
Rome
Utica
Schenectady
Albany
Troy
Saratoga Springs
Lake Champlain
Plattsburg
Malone
Adirondack Mts.
Catskill Mts.
Poughkeepsie
Newburgh
Hudson R.
Harlem R.
Long Island
Scranton
Wilkesbarre
Williamsport
Reading
Lancaster
Philadelphia
Trenton
Atlantic City
Cape May
Wilmington
Baltimore
Washington
Annapolis
Harrisburg
Pittsburgh
Altoona
Johnstown
Erie
Jamestown
Buffalo
Niagara Falls
Rochester
Syracuse
Ithaca
Elmira
Binghamton
Corning
Watkins
Owego
Cortland
Auburn
Geneva
Canandaigua
Penn Yan
Lockport
Batavia
Olean
Bradford
Titusville
Oil City
Franklin
Meadville
Warren
Jamestown
Salamanca
Wellsville
Hornellsville
Dunkirk
Fredonia
Ashtabula
Conneaut
Erie
Girard
Monroe
Toledo
Cleveland
Sandusky
Akron
Youngstown
Canton
Mansfield
Marion
Lima
Fremont
Elkhart
South Bend
Fort Wayne
Logansport
Lafayette
Terre Haute
Richmond
Dayton
Springfield
Xenia
Hamilton
Cincinnati
Columbus
Newark
Zanesville
Chillicothe
Portsmouth
Jackson
Circleville
Washington
Coshocton
Cambridge
Wheeling
Parkersburg
Charleston
Huntington
Ashland
Ironton
Covington
Newport
Sardinia
Georgetown
Madison
New Albany
Louisville
Maysville
Vincennes
N. Vernon
Greensburg
Columbus
Hagerstown
Anderson
Muncie
Kokomo
Frankfort
Crawfordsville
Danville
Lafayette
Logansport
Peru
Wabash
Huntington
Fort Wayne
Auburn
Kendallville
Goshen
Elkhart
South Bend
Michigan City
La Porte
Valparaiso
Gary
Hammond
Whiting
Joliet
Kankakee
Aurora
Elgin
Waukegan
Racine
Kenosha
Milwaukee
Grand Rapids
Muskegon
Holland
Saugatuck
Kalamazoo
Battle Creek
Jackson
Ann Arbor
Ypsilanti
Detroit
Windsor
St. Thomas
Chatham
Sarnia
Port Huron
Saginaw
Bay City
Midland
Alma
Mt. Pleasant
Cadillac
Traverse City
Petoskey
Mackinaw City
Sault Ste. Marie
Escanaba
Marquette
Manistique
Manistee
Ludington
Muskegon
Grand Haven
Holland
Saugatuck
South Haven
Benton Harbor
St. Joseph
Michigan City
Chicago
Milwaukee
Racine
Kenosha
Waukegan
Sheboygan
Manitowoc
Green Bay
Menominee
Marinette
Oconto
Peshtigo
Escanaba
Marquette
Sault Ste. Marie
Mackinaw City
Cheboygan
Wolverine
Vanderbilt
Gaylord
Alpena
Bagley
Frederic
Grayling
Roscommon
Pottersville
Osscola
Walton
Beaver Lake
Alger
Port Austin
Kincardine
Owen Sound
Southampton
Wingham
Goderich
Durham
Collingwood
Allandale
Beeton
Midland
Penetanguishene
Orillia
Coboconk
Sutton
Lindsay
Peterboro
Belle R.
Trenton
Cobourg
Port Hope
Picton
Harriston
Guelph
Burlington
Hamilton
Brantford
Tilsonburg
Hagersville
Canfield
Welland
Stratford
London
Woodstock
Ingersoll
Tillsonburg
Eddys
Chatham
Windsor
Detroit
Toledo
Fremont
Sandusky
Oak Harbor
Monroe
Dundee
Manchester
Adrian
Tecumseh
Lenawee Jct.
Hillsdale
Coldwater
Sturgis
Bankers
Lake
Grosvenor
Fayette
Shore
Butler
Waterloo
Auburn
Kendallville
Goshen
Elkhart
South Bend
Michigan City
La Porte
Valparaiso
Gary
Hammond
Whiting
Joliet
Kankakee
Aurora
Elgin
Waukegan
Racine
Kenosha
Milwaukee
Grand Rapids
Muskegon
Holland
Saugatuck
South Haven
Benton Harbor
St. Joseph
Michigan City
Chicago
Renfrew
Carleton Jct.
Sharbot L.
Coe Hill
Eldorado
Kingston
Prescott
Brockville
Ogdensburg
De Kalb Jct.
Newton Falls
Tupper Lake
Benson
Bog R.
Carthage
Watertown
Richland
Rome
Utica
Oswego
Sackets Harbor
Cape Vincent
Malone
Plattsburg
Au Sable
Loon L.
Burlington
St. Albans
Rutland
White Hall
Saratoga Springs
Lake George
Baldwin
Glens Falls
Fort Edward
Whitehall
Lake Champlain
Adirondack Mts.
Northville
Fonda
Amsterdam
Schenectady
Troy
Albany
Cohoes
Watervliet
Rensselaer
Chatham
Coeymans Jct.
Coxsackie
Athens
Catskill
Catskill Mts.
Kingston
Poughkeepsie
New Paltz
Tivoli
Rhinebeck
Hudson
Germantown
Boston Corners
Harlem R.
Yonkers
Mt. Vernon
New Rochelle
Pelham
Port Chester
Greenwich
Stamford
Darien
Noroton
South Norwalk
Westport
Bridgeport
Milford
New Haven
Meriden
Wallingford
Hartford
Springfield
Northampton
Greenfield
Bellows Falls
Brattleboro
Keene
Fitchburg
Worcester
Providence
Boston
Lowell
Lawrence
Haverhill
Portland
Bangor
Augusta
Waterville
Lewiston
Rumford
Berlin
Gorham
Portland
Boston
Fitchburg
Worcester
Providence
Hartford
New Haven
Bridgeport
Stamford
Greenwich
Port Chester
New Rochelle
Pelham
Mt. Vernon
Yonkers
Harlem R.
Hudson
Rhinebeck
Kingston
Poughkeepsie
Newburgh
Tuxedo
Monticello
Hancock
Binghamton
Waverly
Elmira
Owego
Ithaca
Watkins
Cortland
Auburn
Geneva
Canandaigua
Penn Yan
Lockport
Batavia
Olean
Bradford
Titusville
Oil City
Franklin
Meadville
Warren
Jamestown
Salamanca
Wellsville
Hornellsville
Dunkirk
Fredonia
Ashtabula
Conneaut
Erie
Girard
Monroe
Toledo
Cleveland
Sandusky
Akron
Youngstown
Canton
Mansfield
Marion
Lima
Fremont
Elkhart
South Bend
Fort Wayne
Logansport
Lafayette
Terre Haute
Richmond
Dayton
Springfield
Xenia
Hamilton
Cincinnati
Columbus
Newark
Zanesville
Chillicothe
Portsmouth
Jackson
Circleville
Washington
Coshocton
Cambridge
Wheeling
Parkersburg
Charleston
Huntington
Ashland
Ironton
Covington
Newport
Sardinia
Georgetown
Madison
New Albany
Louisville
Maysville
Vincennes
N. Vernon
Greensburg
Columbus
Hagerstown
Anderson
Muncie
Kokomo
Frankfort
Crawfordsville
Danville
Lafayette
Logansport
Peru
Wabash
Huntington
Fort Wayne
Auburn
Kendallville
Goshen
Elkhart
South Bend
Michigan City
La Porte
Valparaiso
Gary
Hammond
Whiting
Joliet
Kankakee
Aurora
Elgin
Waukegan
Racine
Kenosha
Milwaukee
Grand Rapids
Muskegon
Holland
Saugatuck
South Haven
Benton Harbor
St. Joseph
Michigan City
Chicago

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding $	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. & L. Br.—Gen. M. (now 1st) } $2,500,000, g.c*	38	1891	$1,000	$192,000	5 g.	M. & S.	N. Y., Liberty Nat. Bk.	Sept. 1, 1941
do do }	38	1891	1,000	1,500,000	4 g.	M. & S.	do do	Sept. 1, 1941
New York New Haven & Hartford—Stock. See text.	....	....	100	a54,733,200	8 in 1899	Q.—M.30	New Haven, Co.'s Office.	Dec.30,'99,2%
1st mortgage (for $5,000,000).....r	123	1883	1,000&	2,000,000	4	J. & D.	N. Y., Chem'al Nat. Bk.	June 1, 1903
Debentures, exchangeable for stock 1903.....c*	....	1893	100&c.	16,397,200	4	A. & O.	N. Y., Lincoln Nat. Bk.	See text.
Deben., $10,000,000, currency, non-convert. c&r	....	1897	.....	3,000,000	4	M. & S.	New York.	Mch. 1, 1947
N. Y. Prov. & Boston, 1st mort., assumed.....c*	12	1881	1,000	300,000	4	A. & O.	do do	Apr. 1, 1901
Gen'l mort. for $4,000,000, gold, assumed..c&r	62	1892	1,000	1,000,000	4 g.	A. & O.	do do	Apr. 1, 1942
Shore Line 1st M., N. Hav. to N. London, assumed	49	1880	1,000&c	200,000	4½	M. & S.	N. H., Nat. N. H. Bank.	Mch. 1, 1910
Housatonic old consolidated mort. (assumed)...	74	1880	500 &c.	100,000	4	A. & O.	New Haven, Conn.	Apr. 1, 1910
New consol. mort. ($3,000,000) g. (assumed) .c*	80	1887	1,000	2,839,000	5 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1937
BONDS OF PROPRIETARY, ETC., LINES:								
Bos. & N.Y. Air L. 1st M., N. H. to Williman., Ct.c*	51	1880	1,000	500,000	5	F. & A.	N.Y., Lincoln Nat. Bank	Aug. 1, 1905
Colchester RR. 1st M.....	3½	1877	.....	25,000	7	J. & J.	.....	July 1, 1907
Danbury & Norwalk con. M. ($100,000 are 6s) .c*	36	1880	1,000	500,000	5 & 6	J. & J.	New Haven ,Conn.	July 1, 1920
Genl. M., Danbury, Conn., to Wilson Point, &c.c*	36	1883	100	150,000	5	A. & O.	do do	Apr. 1, 1925
Harlem R. & Porte. 1st M. guar. ($1,000,000 6s).c&r	12	1873	1,000	2,000,000	6 & 7	A. & O.	N. Y., Chem'al Nat. Bk.	Oct. 1, 1903
2d mortgage, guar. (See V. 56, p. 813).....c&r	12	1881	1,000	1,000,000	4	J. & D.	do do	June 1, 1911
Naugatuck 1st M., Nauga. Junc. to Winsted, Ct. r	55	1883	1,000&c	150,000	4	J. & D.	New Haven, Ct., Treas.	June 1, 1913
New Haven & Derby 2d mort. (now 1st).....c*	13	1870	500 &c.	225,000	7	F. & A.	New Haven, Conn.	Feb. 1, 1900
Consol. mort for $800,000.....c*	13	1888	1,000	575,000	5	M. & N.	do do	May 1, 1918
Funded coupon certificates.....	....	1888	1,000	480,000	6	F. & A.	do do	Feb. 1, 1900
N. H. & No., consol. s. f. $15,000 p. yr., not drn. c*	114	1879	1,000	1,200,000	6	A. & O.	do do	Apr. 1, 1909
Northern Extension bonds.....c*	27	1881	1,000	700,000	5	A. & O.	do do	Apr. 1, 1911
Deb'tures ext. in '96, non-conv., V. 62, p. 548.c*	....	1886	1,000	700,000	5	J. & J.	do do	July 1, 1904
Holyoke & W., leased, mtge. $200,000, guar..c*	17	1891	1,000	200,000	4	A. & O.	do do	Apr. 1, 1911
New England and Old Colony—See those cos.								
Pawtuxet V. 2d M. (1st M. owned by N.Y.N.H.&H	5½	1880	.....	60,000	6	A. & O.	.....	Apr. 1, 1900
Providence & Worcester 1st mortgage, currency	51	1897	1,000	1,500,000	4	A. & O.	Prov., R. I. Hosp. & T. Co	Oct. 1, 1947
Nantasket Beach, 1st mortgage.....	....	1880	.....	250,000	2½	A. & O.	.....	Apr. 1, 1901
N. Y. O. & W.—Ref. (1st) M. $20,000,000, g..Me.c*&r	Text.	1892	1,000&c	15,437,000	4 g.	M. & S.	N. Y. Office, 56 Beaver.	June 1, 1992
Notes, secured by 1st mort. on Scranton Coal Co.	....	1899	1,000	2,500,000	5	.....	.....	.....

a Only $52,308,600 listed to Dec. 1, 1899.

ANNUAL DIVIDENDS 1897 TO JULY, 1899.

Guaranteed by N. Y. Central..... 8% (Jan. 4%, July 4%)
From Metropolitan Street Ry. rental.....3½% (April 1¾%, Oct. 1¾%)
Extra as int. on investments (V. 67, p. 178)...½% (April ¼%, Oct. ¼%)
Also in Oct., 1899, an extra 25 p. c.—V. 69, p. 645.

New York Lackawanna & Western Ry.—Binghamton to Buffalo and Internat'l Bridge and branches, 214 miles, of which the main line, 213 miles, is double track; Delaware L. & W. has a lease for duration of charter from October, 1882, giving a guaranty of the bonds and 5 per cent yearly on the stock, bonds and stock being endorsed. See form of guaranty of terminal bonds in V. 67, p. 1357; see also V. 68, p. 283.

New York Lake Erie & Western RR.—SEE ERIE RR. CO.

New York New Haven & Hartford RR.—Covers Southern New England and the only direct routes between New York and Boston.

Lines Owned in Fee—	*Miles.*
Junction near N. Y. City to Springfield, Mass.....	122
Lines to Providence, Pittsfield, Litchfield, etc.....	.326
Leased and Controlled—	
Lines to Turner's Falls, etc....	268
Other lines.....	43

Leased (part Owned.)	*Miles.*
New Eng. RR. (which see).....	536
Old Colony RR. (which see)..	616
Litchfield, Conn., to Bethel....	38
Lines Leased—	
Providence & Worcester.....	48
Other lines	20
Trackage to N. Y. City, etc....	30

Total oper. July, 1899 (86 miles has four and 662 two tracks)..2,047

HISTORY.—A consolidation in 1872 of the New York & New Haven and the Hartford & New Haven. In years 1892 and 1893 acquired control of several companies whose bonds are given in table above. The Housatonic, Shore Line, N. Y. Prov. & Boston and the Shepaug Litchfield & Northern have been absorbed by consolidation. V. 69, p. 742. See also Old Colony. In Nov., 1899, four-tracking, etc., at Bridgeport, Conn., to cost perhaps $3,000,000, was begun.—V. 69, p. 955.

In October, 1895, a controlling interest in the New England RR. was acquired, and in 1898 practical amalgamation was effected. See below.

Controls the Fall River and Providence & Stonington SS. lines

In Jan., 1900, reported to have acquired control of the People's Tramway Co. of Killingly, Conn.—V. 71, p. 76.

Electric Railways.—In 1895 control was acquired of the Stamford St. Ry. and the Meriden Electric Ry. Electric railway between Hartford and New Britain, 10 m., was opened in May, 1897, and additional lines, about 18 miles, in 1899. V. 67, p. 732; V. 69, p. 742.

CAPITAL STOCK.—Stock authorized, $100,000,000. It may be issued for improvements, buying stocks and bonds of leased roads, &c.; $16,397,200 will be needed to take up the convertible debentures in 1903. (V. 56, p. 289, 373, 579.) In June, 1898, $7,100,000 new stock was issued in exchange for shares of New England and Shep. Litch. & Nor. RRs., raising total issue to $54,733,200.—V. 66, p. 1090, 1138.

DIVIDENDS.—	1873-1893.	1894.	1895 to Dec.,'99, (incl.)
Per cent.	10 yearly.	9	8 (2 per cent quar.)

BONDS.—The *convertible debentures* of 1893 for $16,397,500 are exchangeable at option of holder "on April 1, 1903, or within 60 days thereafter, and no longer," for company's stock at par. If not then exchanged they will be paid in cash April 1, 1908. See V. 55, p. 1035, and description page 4 SUP. of April, 1895. Under the lease New Haven road "assumed" the debt of Old Colony. In 1897, $5,000,000 New England 5s were guaranteed and sold. V. 64, p. 611.

LEASED LINE STOCKS.—The stocks of the leased lines unexchanged on June 30, 1899, or later, and the dividends payable thereon are shown below, the shares being all $100 each excepting Danbury & Norwalk, which are $50 each. The leases are for 99 years.

Stocks—	*Total issue.*	*Unexch.*	*Divid'd.*	*Period.*
Berkshire.....	$600,000	$599,000	6 p. c.	Q.—J.
B. & N. Y. Air Line pref.....2,998,500		1,398,000	4 p. c.	A. & O.
do do common..	891,100	157,000	Pays no divid'd.	
Danbury & Norwalk.....	600,000	152,950	5 p. c.	J. & J.
Naugatuck 2,000,000		1,020,400	10 p. c.	J. & J.
N. H. & Derby.....	447,000	73,600	4	J. & J.
New England, common.....20,000,000		82,300	Pays no divid'd.	
do do preferred.....5,000,000		92,200	3 p.c.	Oct.31,&c
N. H. & Northampton.....2,460,000		None.	4	A. & O.
Old Colony.....16,608,900		11,090,900	7	Q.—J.
Pawtuxet Valley (par, $ (?))...	100,900	100,900	7 p. c.	J. & J.
Stockbridge & Pittsfield.	448,700	437,700	6	Q.—J.

LATEST EARNINGS.—3 months ending Sept. 30:

3 mos.	*Gross.*	*Net.*	*Other inc.*	*Int., tax, etc.*	*Bal., sur.*
1899.....	$10,693,981	$4,355,726	$40,992	$1,957,158	$2,439,560
1898.....	9,502,348	3,613,508	114,582	1,930,875	1,797,215

ANNUAL REPORT.—Annual meeting is held third Wednesday in Oct. Report for 1898-99 in V. 69, p. 742. Gross earnings include Old Colony, and in 1898-99 New Eng. RR. and Shep. Litch. & Nor. RR., but not the steamboat lines, the income from the latter being in other income.

Yr. end. June 30.	1899.	1898.	1897.	1896.
Miles operated..	2,047	1,464	1,464	1,464
Passenger earns.	$18,384,831	$15,901,669	$15,967,864	$16,274,100
Freight earns...	18,381,849	14,081,857	13,340,213	13,772,071
Miscellaneous...	377,237	339,212	315,256	299,459
Gross earnings..	$37,143,917	$30,322,738	$29,623,333	$30,345,630
Net earnings....	$11,562,661	$9,431,052	$9,580,077	$9,208,403
Other income....	623,423	601,068	614,071	855,685
Tot. net income	$12,186,084	$10,032,120	$10,194,148	$10,064,089
Int. on fund. dbt.	$1,100,119	$1,024,138	$883,999	$826,091
Other interest...	10,953	28,995	333,988	660,766
Rentals.....	4,537,875	3,370,477	3,450,172	3,418,105
Taxes.....	2,171,167	1,688,871	1,647,744	1,492,337
Dividends.....	(8)4,158,688	(8)3,809,816	(8)3,803,516	(8)3,608,542
Balance.....	sur.$207,282	sur.$109,823	sur.$74,729	sur.$58,348

* Upon the same basis, gross earnings in 1897-98 were $35,960,218.

Pres., John M. Hall, New Haven.—V. 69, p. 646, 742, 955, 1062, 1248; V. 70, p. 76.

New York & Long Branch RR.—Perth Amboy to Bay Head, N.J 38 miles. Leased in 1888 for 99 years to Penn. RR. and Cent. RR. of N. J., which jointly and severally guarantee interest on bonds and 7 per cent dividends on $2,000 000 stock, all owned by Cen. RR. of N. J. The $1,500,000 1st 5s were called for payment on June 1, 1899, and replaced by gen. 4s, now a first mortgage. V. 68, p. 283.

New York Ontario & Western Ry.—*(See Map.)*—Operates from Weehawken, opposite N. Y. City, to Oswego, on Lake Ontario:

Road Owned—	*Miles.*
Oswego to Cornwall, N.Y.....	272
Branch to New Berlin.....	22
do to Delhi.....	17
do to Ellenville	8
Total owned	319
Trackage (till 2079) W. Shore RR.: C'nwall to W'h'ken (V. 61, p. 425)	53

Road Controlled, &c.	*Miles.*
Pecksport Conn. (all owned)..	4
Ontario Carb, & S. (all owned.) Cadosia, N.Y., to Scranton, Pa.	54
Rome & Clinton (leased)	¶13
Utica Clinton & Bing. (leased).	¶31
Wharton Valley (owned).....	7
¶ See this Co.	
Total operated July 1, 1899..	481

ORGANIZATION.—The New York & Oswego Midland was sold in foreclosure Nov. 14, 1879, and this company organized.

STOCK.—Stock is $58,118,982, (par, $100), of which $5,000 is old pref.

VOTING TRUST.—The preferred was originally $2,000,000, but all except $5,000 has been exchanged for bonds under act of June 8, 1885. The exchanged preferred stock is held alive under a voting trust and elects eight of the thirteen directors under a provision of the "Articles of Association," until a dividend shall have been earned and paid upon the common stock. The voting trustees elect directors in the interest of the common stock. See V. 61, p. 425, 426, and editorial, V. 65, p. 495.

BONDS, ETC.—*Refunding mortgage* for $20,000,000 covers 319 miles of road owned, all the securities of the Ontario Carb. & Scranton Ry., 54 miles, and all other property hereafter acquired. After retirement June 1, 1899, of the 5s of 1889 there were $15,437,000 of the 4s outstanding; the remainder of the $20,000,000 will remain available for additions, improvements, etc.—V. 67, p. 579.

Loans and bills payable, June 30, 1899, $3,150,000. See GENERAL FINANCES below.

GENERAL FINANCES.—Early in 1899, the coal properties at Scranton, Pa., of the Lack. Iron & Steel Co., estimated to contain from 25,000,000 to 30,000,000 tons of anthracite coal (the capacity of the collieries then open being about 700,000 tons per annum) were purchased by the Scranton Coal Co., aided by loans from the N. Y. O. & W., the latter issuing its $2,500,000 5 p. c. notes extending over a period of years secured by a first mortgage on the property of the coal company and loaning $1,475,000 secured by a second mortgage on the coal property, the O. & W. obtaining a contract for the entire tonnage. V. 68, p. 41 and V. 68, p. 429. The $1,475,000 was obtained by sale of $1,000,000 refunding 4s and by borrowing $500,000 as a temporary loan The coal company is expected ultimately to take care of all the obligations created.—V. 69, p. 604, 646. Beginning July 1, 1899, many improvements of a kind previously charged to capital account will be charged by the Ry. Co. against operating expenses.—V. 69, p. 604.

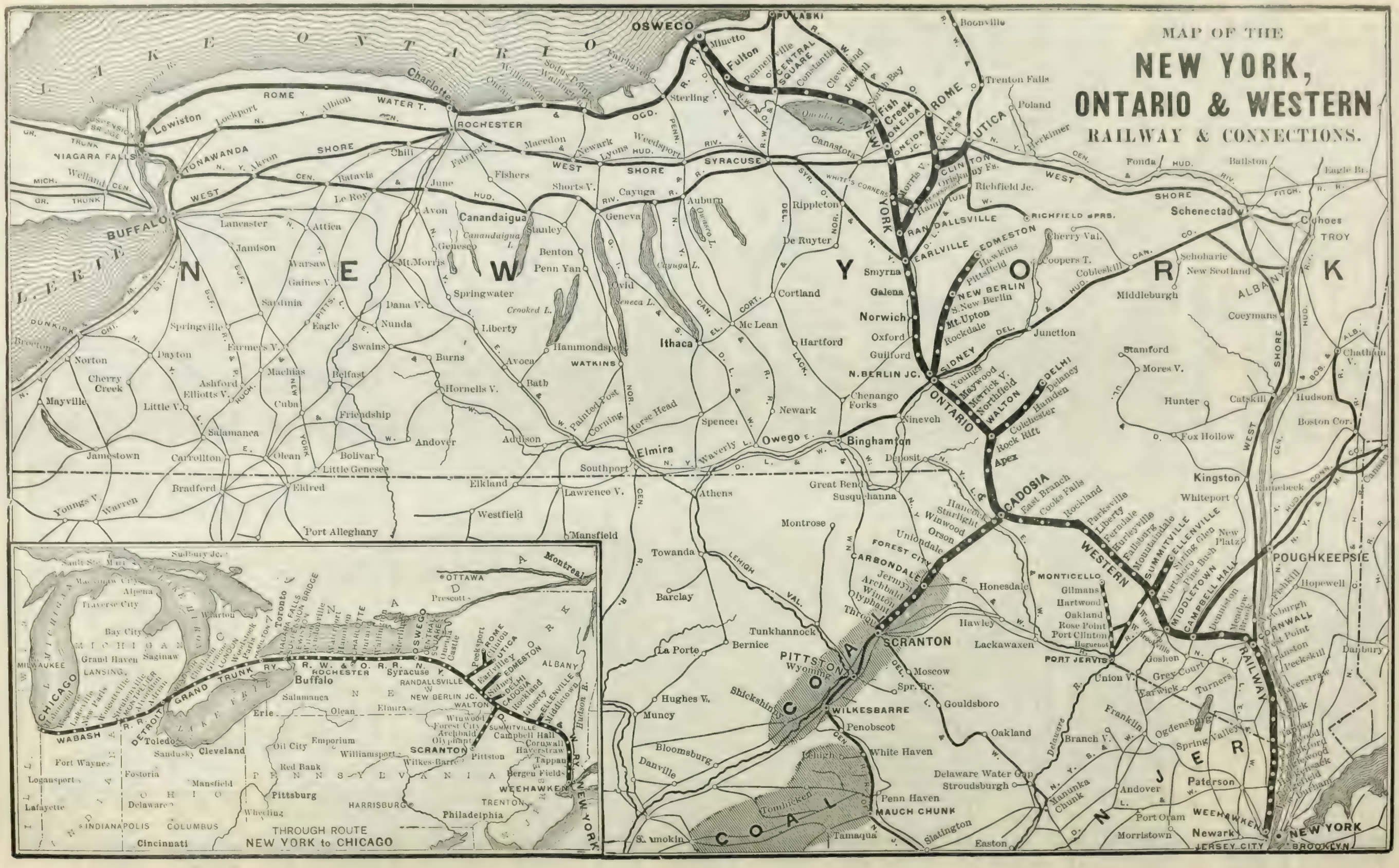
EARNINGS—5 months, July 1 to Nov. 30. } 1899-0.....Gross, $2,266,504; net, $763,362
1898-9.....Gross, 1,808,840; net, 556,473

For 3 mos. ending Sept. 30, 1899, net, $558,044, against $376,294; other inc., $69,933; charges, $288,004; sur., $339,973, agst. $164,818.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting last Wednesday in September. Report for 1898-99 was given at length in V. 69, p. 590, 603; see also editorial, p. 568. *Coal traffic* in 1898-99 1,991,987 tons (out of 1,605,508 tons), against 2,935,416 in '97-98.

Year ending June 30.	1899.	1898.	1897.
Gross earnings.....	$4,346,164	$3,914,635	$3,894,403
Operat'g expenses and taxes.	2,970,110	2,801,642	2,780,497
Balance, net earnings....	$1,376,054	$1,112,993	$1,113,906
Tot. net income, incl. "other."	$1,543,973	$1,199,739	$1,196,706
Interest on mortgage bonds..	625,207	615,000	609,055
Miscell. interest and discount	46,319	.....	4,478
Rentals paid	186,081	182,278	183,263
Balance, surplus.....	$686,366	$402,461	$399,910

President, Thomas P. Fowler.—(V. 69, p. 603, 646, 695, 1012.)


MAP OF THE
NEW YORK,
ONTARIO & WESTERN
RAILWAY & CONNECTIONS.
LAKE ONTARIO
NEW YORK
PENNSYLVANIA
NEW JERSEY
OSWEGO
PULASKI
Mineto
Fulton
Pennellville
CENTRAL SQUARE
Constantia
Cleveland
Jewell
North Bay
Boonville
Trenton Falls
Poland
Herkimer
Fish Creek
ONEIDA
ROME
UTICA
CLARKS MILLS
ONEIDA JC.
Quenda L.
Cannastota
SYRACUSE
Sterling
Fairhaven
Sodus Point
Wallington
Williamson
Ontario
Charlotte
ROCHESTER
Lewiston
Lockport
Albion
WATER T.
ROME
NIAGARA FALLS
SUSPENSION BRIDGE
TONAWANDA
Akron
SHORE
WEST
Batavia
Le Roy
Chili
Fairport
Macedon
Newark
Lyons
Weedsport
OGD.
PENN.
HUD.
RIV.
Fishers
June
Shorts V.
Cayuga
Auburn
Owasco L.
Rippleton
De Ruyter
WHITE'S CORNERS
SYR. O.
DEL. & NOR.
Richfield Jc.
Richfield Spgs.
Cherry Val.
Coopers T.
Cobleskill
Middleburgh
Schoharie
New Scotland
Schenectady
Cohoes
TROY
ALBANY
Eagle Br.
Ballston
Fonda
Fultonville
Amsterdam
Canajoharie
Fort Plain
Little Falls
Herkimer
Ilion
Frankfort
Utica
Rome
Oneida
Syracuse
Auburn
Seneca Falls
Waterloo
Geneva
Penn Yan
Dundee
Watkins
Elmira
Corning
Painted Post
Hornellsville
Canandaigua
Canandaigua L.
Genesee
Mt. Morris
Springwater
Crooked L.
Dansville
Avon
Lancaster
Attica
Jamison
Warsaw
Gaines V.
Sardinia
Dana V.
Nunda
Liberty
Avoca
Bath
Hammondsport
Seneca L.
Cayuga L.
Ithaca
Cortland
Mc Lean
Hartford
Guilford
Norwich
Oxford
Galena
Smyrna
Earlville
Randallsville
Edmeston
Hawkins
Pittsfield
NEW BERLIN
S. New Berlin
Mt. Upton
Rockdale
Junction
N. BERLIN JC.
SIDNEY
Youngs
Maywood
Merrick V.
Northfield
WALTON
DELHI
Delancy
Hamden
Colchester
Rock Rift
Apex
ONTARIO
Chenango Forks
Newark
Spencer
Owego
Binghamton
Vineveh
Deposit
Great Bend
Susquehanna
Athens
Towanda
Barclay
Montrose
Tunkhannock
La Porte
Bernice
Hughes V.
Muncy
Bloomsburg
Danville
Shickshinny
Wyoming
PITTSTON
SCRANTON
WILKESBARRE
Penobscot
Moscow
Spr. Br.
Gouldsboro
Oakland
White Haven
Penn Haven
MAUCH CHUNK
Tamaqua
Shamokin
Delaware Water Gap
Stroudsburgh
Easton
Slatington
Lehigh
Tombicken
COAL
Hawley
Lackawaxen
PORT JERVIS
Monticello
Gilmans
Hartwood
Oakland
Rose Point
Port Clinton
Huguenot
Honesdale
Jermyn
Archbald
Winton
Olyphant
Throop
CARBONDALE
FOREST CITY
Winwood
Orson
Unionddale
Hancock
Starlight
Cadosia
East Branch
Cooks Falls
Rockland
Parksville
Liberty
Fernvale
Hurleyville
Fallsburg
Mountaindale
SUMMITVILLE
MIDDLETOWN
CAMPBELL HALL
ELLENVILLE
Spring Glen
Wurtsboro
Pine Bush
Denniston
Meadow Brook
Kingston
Whiteport
Rondout
Saugerties
Catskill
Hunter
Fox Hollow
Mores V.
Stamford
Andover
Port Oram
Morristown
Newark
Paterson
WEEHAWKEN
JERSEY CITY
NEW YORK
BROOKLYN
Hudson
Boston Cor.
Chatham V.
Hopewell
POUGHKEEPSIE
CORNWALL
Danbury
Goshen
Grey Court
Turners
Earwick
Union V.
Franklin
Ogdensburg
Spring Valley
Branch V.
Delaware
Manunka Chunk
Cocymans
Coeymans
Junction
Lackawaxen
Port Jervis
Monticello
Middleburgh
Schoharie
Cobleskill
Richfield Spgs.
Cherry Val.
Coopers T.
Earlville
Edmeston
Hawkins
Pittsfield
New Berlin
Mt. Upton
Rockdale
Sidney
Youngs
Maywood
Merrick V.
Northfield
Walton
Delhi
Delancy
Hamden
Colchester
Rock Rift
Apex
Cadosia
East Branch
Cooks Falls
Rockland
Parksville
Liberty
Fernvale
Hurleyville
Fallsburg
Mountaindale
Summitville
Middletown
Campbell Hall
Ellenville
Spring Glen
Wurtsboro
Pine Bush
Denniston
Meadow Brook
Kingston
Whiteport
Rondout
Saugerties
Catskill
Hunter
Fox Hollow
Mores V.
Stamford
Andover
Port Oram
Morristown
Newark
Paterson
Weehawken
Jersey City
New York
Brooklyn
Hudson
Boston Cor.
Chatham V.
Hopewell
Poughkeepsie
Cornwall

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of table.	Miles of Road.	Date of Bonds	Size, or Par Value	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. & Ottawa RR.—1st M., $3,500,000....S x.c*&r	128	1897	1,000&c	$1,728,000	4 g.	M. & N.	N. Y., State Trust Co.	Nov. 1, 1917
2d M. Incomes (cum. after July 1, 1900), g.S...r	...	1897	1,000	630,000	6	.....	.....	July 1, 1912
New York & Pennsylvania—1st M., $420,000.....	128	1896	100, &c.	380,000	6	J. & J.	Hornellsville, N.Y. office	.....
N.Y. Phila. & Norfolk—1st M., $3,000,000, g. FP. c*	112	1899	1,000	2,500,000	4 g.	J. & J.	Phila., 26 So. 15th St.	Jan. 1, 1939
Income mort., g., non-cum., reg, ($1,000,000) FP	112	1899	1,000	1,000,000	4	M. & N.	do do (See text.)	Jan. 1, 1939
N. Y. & Putnam.—N.Y. & No., 1st mortgage, gold. c	57	1887	1,000	1,200,000	5 g.	A. & O.	New York City.	Oct. 1, 1927
N. Y. & P. 1st con., $6,200,000, g., gu. p. & i. end..c*	57	1894	1,000	4,025,000	4 g.	A. & O.	N.Y., Gr. Cent. Station.	Oct. 1, 1993
N. Y. & Rock. B'h.—1st M., $1,000,000, gold, gu..c*	12	1887	1,000	984,000	5 g.	M. & S.	N. Y., U. S. M. & Tr. Co.	Sept. 1, 1927
Income bonds, non-cumulative.....r	12	1887	1,000	1,000,000	mostly o	wned by	L. I. RR. Co.	
N. Y. Susquehanna & Western—								
Midland RR. of N. J, 1st mortgage, gold.....c*	72	1880	500&c.	3,500,000	6 g.	A. & O.	N.Y., Of. 26 Cortlandt st	Apr. 1, 1910
Paterson Extension RR. 1st M., real estate, g..c*	1	1881	1,000	250,000	6 g.	J. & D.	do do	June 1, 1910
N. Y. Sus. & W. 1st M., refdg, g. ($5,000 are 6s)..c*	134	1887	1,000	3,750,000	5 & 6 g.	J. & J.	do do	Jan. 1, 1937
2d mort. ($1,000,000 gold) 3d M. on 73 miles..c*	134	1887	1,000	453,000	4½g.	F. & A.	do do	Feb. 1, 1937
General mortgage for $3,000,000, gold.....c*	134	1890	1,000	2,547,000	5 g.	F. & A.	do do	Aug. 1, 1940
Collateral trust bonds, subject to call, cur.....	....	1895	1,000	343,000	6	M. & N.	do do	May 1, 1905
Terminal 1st mort. for $2,000,000, gold..Us.c*&r	....	1893	1,000&c	2,000,000	5 g.	M. & N.	do do	May 1, 1943
Car trusts.....	....	....	.....	161,350	5	.....		
Subsidiary companies—							.....	.....
Wilkesb. & East'n, 1st M., gold, guar. p. & i. Us.c*	65	1892	1,000	3,000,000	5 g.	J. & D.	do do	June 1, 1942
Susq. Connect. RR. 1st M. g., red. at 105, guar c	....	1897	1,000	375,000	6 g.	M. & S.	New York Office.	Mar. 1, 1907
N. Y. & Wilkesbarre Coal Co. 1st mortgage...Co	....	1893	500	478,000	6	M. & N.	N.Y. Of. 26 Cortlandt st	Nov. 1, 1933
2d M. (pledged under Col. Tr. of 1895).....	....	1895	.....	Pledged,	5	.....	.....	.....
N. Y. & Ontario Land Co. 1st M., gold.....	....	1890	500	547,000	6 g.	F. & A.	N. Y. Central Tr . Co.	Feb. 1, 1910
N. Y. Texas & Mex.—1st. M., g., $ or £, gu. by So. Pac. c*	91	1882	& £ $	1,457,500	4 g.	A. & O.	N.Y., S. Pac. Co.; London.	Apr. 1, 1912
Norfolk & Carolina—1st M. for $1,500,000, gold. c*	110	1889	1,000	1,320,000	5 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1939
2d mortgage, $500,000, gold.....S. Ba., c*	102	1896	1,000	400,000	5 g.	J. & J.	Balt. Safe Dep. & Tr. Co.	Jan. 1, 1946
Norfolk & Southern—Capital stock.....	104	....	100	2,000,000	4 in 1899	Q.—J.	N. Y., Atlantic Tr. Co.	Jan. 10, '00, 1%
1st mortgage, $10,000 per mile, gold.....A. c*	104	1891	1,000	830,000	5 g.	M & N.	do do	May 1, 1941
Norfolk Va. Beach & So.—1st M., gold, red. at 105.	40	1898	500 &c.	250,000	5 g.	J. & J.	N. Y., Guaranty Tr. Co.	Jan. 1, 1948
Norfolk & West. Ry.—Common stock, $66,000,000	....	....	100	64,479,400	.....	.....	.....	.....
Adjustment pref. 4 p. c. non.cum. $23,000,000..	....	....	100	22,742,900	4 in 1899	F. & A.	N. Y., Off., 40 Exch. Pl.	Aug. 24, '99, 2%

New York & Ottawa RR.—Incorporated in July, 1897, and acquired the Northern New York RR., Tuppers Lake to Moira, N. Y., 56 miles. Cornwall, Canada, to Ottawa, 57 miles, operated from July 29, 1898. Line from Tuppers Lake to Ottawa, 128 miles, in operation, except the bridge over the St. Lawrence. Capital stock authorized in September, 1898, to be increased from $1,480,000 to $3,000,000, to acquire stock of subsidiary companies. V. 66, p. 1189. On Oct. 28, 1899, $2,540,000 stock was outstanding. Bonds have been authorized per mile: first mortgage, $15,000; second mortgage, $5,000. (V. 66, p. 1189.) Year ending June 30, 1899, gross, $53.450; def. under oper. exp., $4,251; other inc., $37,711; charges, $73,563. Chairman is George Foster Peabody.—(V. 66, p. 1189; V. 68, p. 525; V. 69, p. 1010.)

New York & Pennsylvania RR.—Oswayo, Pa., to Canisteo, N. Y., 42 miles. In Dec., 1898, contract reported let for extension from Oswayo, Pa., to Milport, N. Y., 6 miles. Stock, $500,000 (par, $100); outstanding, $462,000. For year 1897-98, gross, $42,949; net, $11,104; charges, $18,286.—V. 62, p. 1178.

New York Pennsylvania & Ohio RR.—See ERIE RR.

New York Philadelphia & Norfolk RR.—Delmar, Del., to Cape Charles, Va., 95 m., and King's Creek, Md., to Crisfield, 17 miles. Reorganized in 1898-99 without foreclosure, per plan in V. 66, p. 760.

SECURITIES.—Stock, $2,000,000; issued, $1,714,375; par, $50; represented by negotiable trust certificates issued by Fidelity Insurance Trust & Safe Deposit Co. of Phila. Of the $3,000,000 1st 4s, $500,000 are reserved for improvements.—V. 68, p. 773, 978. As to incomes, see V. 68, p. 978. First int. on incomes, 2 p. c., paid Nov. 1, 1899.—V. 69, p. 906.

EARNINGS.—Year { 1898.....Gross, $926,311; net, $166,914
to June 30. { 1897.....Gross, 905,372; net, 163,136
—V. 67, p. 275, 1357; V. 68, p. 188, 724, 773, 978; V. 69, p. 906.

New York & Putnam RR.—Owns 155th Street and 8th Ave., N. Y. City (terminus Manhattan Elevated), to Brewsters, N. Y., 54 miles; double-track branch to Yonkers, 3 m.; operates 4 m.; total, 61 miles.

HISTORY.—Successor to the N. Y. & Northern, sold under foreclosure of 2d mort. Dec. 28, 1893, and purchased for N. Y. Central & Hudson River RR., which operates it under lease—see V. 63, p. 754, 820, 1159.

STOCK.—Capital stock is $6,500,000; par, $100.

BONDS.—The New York Central guarantees the new consolidated mort. bonds, of which $1,000,000 were reserved for improvements; also $1,200,000 to retire at maturity the first 5s.—(V. 66, p. 83, 135.)

New York & Rockaway Beach Ry.—*(See Map Long Island RR.)*—Owns from Glendale Junction to Rockaway Park, with branch, 12 miles, of which 10·31 miles double track, mostly 80-lb. steel; leases, 1·93 miles; total, 13·93 miles; trackage to Long Island City, Brooklyn, Far Rockaway, etc., 18 miles. Stock authorized and outstanding, $1,000,000; par, $100. Controlled by Long Island Railroad Company, whose endorsement is printed on first mortgage bonds, of which in Dec., 1899, $111,000 owned by L. I. RR. and deposited under its unified mortgage, together with about $800,000 of the incomes. For year ending June 30, 1899, gross, $254,300; net, $80,503; interest, $49,200; bal., surplus, $31,303. In 1897-98, net, $76,301. (V. 66, p. 1046.)

New York Susquehanna & Western RR.—Operates direct line from Wilkesbarre and the Wyoming Valley coal fields to Jersey City opposite New York City, with branches, a total of 238 miles:

Lines owned in fee.	*Miles.*	*Lines leased, etc.*	*Miles.*
Jersey City to Gravel Pl., Pa.	101	Middletown Un. & Water Gap¶	14
[Double track 19 miles.]		Wilkesbarre & Eastern	65
Two bridges, N. J., to Unionville	21	Susq. Connecting RR	10
Other branches	24	Trackage	3

Total road operated (¶see this co.) June 30, 1899.....238

HISTORY.—Consolidation in June, 1881, of the Midland of New Jersey, and on April 25, 1893, with Hudson River RR. & Terminal Co. In 1898 nearly all of the capital stock was exchanged for stock of the Erie RR., which operates the line as an independent outlet to New York. See V. 66, p. 53, 83 and 759.

STOCK.—Pref., $13,000,000; com., $12,000,000 of which the Erie owned June 30, 1899, $12,280,100 common and $12,860,100 preferred.

DIVIDENDS.— { Nov., 1891, to 1893. None
On pref., p. ct. { 2½ yearly. since.

BONDS.—The issue of *refunding mortgage* bonds is limited to $3,750,000. Of the *general* mortgage 5s, bonds are reserved to retire the second mortgage 4½s. See mortgage abstract, V. 52, p. 84. The *seconds* are exchangeable for *generals* on payment of $60 per bond. As to *terminal* bonds listed in Sept., 1893, see SUPPLEMENT of Jan., 1898, and abstract of mort. V. 57, p. 512. The *Wilkesbarre & Eastern* 1st 5s (Guaranty Trust Co., formerly N. Y. G. & I. Co., trustee) are unconditionally guaranteed.—V. 60, p. 481.

Susquehanna Connecting RR. issued $500,000 of bonds guaranteed; $25,000 are redeemed at each interest period. (V. 65, p. 409.)

The New Jersey Midland junior securities are exchangeable into stock of this company on certain terms, and have mostly been so exchanged. There are also outstanding $70,000 Passaic & N. Y. RR. 6s, due 1910 (int. J & D), interest on which is guar. under 999-year lease.

EARNINGS.—5 months, July 1 to Nov. 30. { 1899-0....Gross, $1,172,800; net, $557,523
{ 1898-9....Gross, 1,035,968; net, 513,204

REPORT.—Report for 1898-99 in V. 69, p. 489, showed on 238 miles:

Year.	*Gross.*	*Net.*	*Oth. Inc.*	*Charges.*	*Bal. Sur.*
1898-99.....	$2,446,653	$1,083,132	$28,904	$945,146	$166,790
1897-98.....	2,329,119	1,022,132	29,009	931,425	119,716

(V. 67, p. 74, 897, 900; V. 69, p. 489).

New York Texas & Mexican Ry.—*(See Map of Southern Pacific.)*—Owns from Rosenberg to Victoria, Texas, 91 miles. Stock, $630,040, of which Southern Pacific Company owns $615,000. There are also $60,500 old sixes outstanding Operated by the Southern Pac. Co., which guarantees the 4 p. c. bonds. The stockholders were to vote Nov. 2, 1899, upon the question of building a branch from Wharton, on the main line, 30 miles southeast to a point in Matagorda County. See also Galv. Har. & San Antonio.

EARNINGS.—5 months, July 1 to Nov. 30. { 1899.....Gross, $143,550; net, $66,989
{ 1898.....Gross, 155,482; net, 81,259

In year ending June 30, 1899, gross, $308,737; net, $125,679; surplus over taxes and charges, $23,858. In 1897-8, gross, $362,452; net, $188,496. Due So. Pacific Co. June 30, 1899, $356,319.

Norfolk & Carolina RR.—Owns from Norfolk, Va., to Tarboro, N. C., 101 miles; branches, 9 miles; trackage to Rocky Mount, 17 miles. Opened April 1, 1890, and forms a part of the Atlantic Coast Line, which owned $997,500 stock on June 1, 1897. Stock, $2,500,000; par, $100. Dividends: In 1896, 3 p. c.; in 1897, 6 p. c. V. 62, p. 186. In year ending June 30, 1899, gross, $707,851; net, $290,989; other income, $5,653; interest, $86,000; dividends, $175,000; bal., $35,642. In 1897-8, gross, $686,856; net, $272,903.—V. 66, p. 233.

Norfolk & Southern RR.—Owns Berkely, Va., to Edenton, N. C., 73 miles; (ferry across Albemarle Sound to Mackey's Ferry, 9 miles;) thence road to Belle Haven, 30 miles; total main line, 103 miles. In Oct., 1899, the Norf. Virg. Beach & Southern acquired control of the stock, and on Jan. 22, 1900, the stockholders were to vote to purchase the Norf. Virg. Beach & So.—V. 70, p. 76.

DIVIDENDS.—July, 1892, to Jan., 1900, incl., at 4 p. c. per annum.

REPORT.—	*Gross.*	*Net.*	*Other Inc.*	*Charges.*	*Sur. for div.*
1898-9.....	$552,041	$171,902	$3,596	$40,233	$135,265
1897-8.....	$526,835	154,743	4,455	38,483	120,715

In each year paid dividends of $80,000.—V. 70, p. 76.

Norfolk Virginia Beach & Southern RR.—Norfolk to Virginia Beach, Va., 18 miles, and to Munden Point, Va., 22 miles. In Oct, 1899, acquired control of stock of Norfolk & South. RR., which see. Owns Princess Anne Hotel and 1,300 acres of land at Virginia Beach. Year ending June 30, 1898, gross, $125,417; net, $22,447; charges, $21,692. Alfred Skitt, New York, Pres. V. 69, p. 1194.

Norfolk & Western Ry.—*See Map.*—System extends from Norfolk, Va., westward to Columbus, Ohio, and northward to Hagerstown, Md., with branches to the various coal fields in Virginia and West Va.

Road owned.	*Miles.*		*Miles.*
Norfolk, Va., to Columbus, O.	708	Roanoke to Winston	121
Radford, Va., to Bristol, Tenn.	107	Sundry branches	113
Roanoke, Va., to Hagerstown.	238		
Graham to Norton	100	Total of all June 30, 1899.	1,547
Nor. Car. Junc. to Iron Ridge.	45	Double track	60
Lynchburg to Durham, N. C..	115		

ORGANIZATION—This *Railway* company in 1896 succeeded to the property and franchise of the Norfolk & Western RR., etc., foreclosed per plan, was in V. 62, p. 641. The old stock paid an assessment of $12 50 per share, common receiving 75 p. c. and the old pref. 112½ p. c. in new common. New preferred was issued to old bondholders.

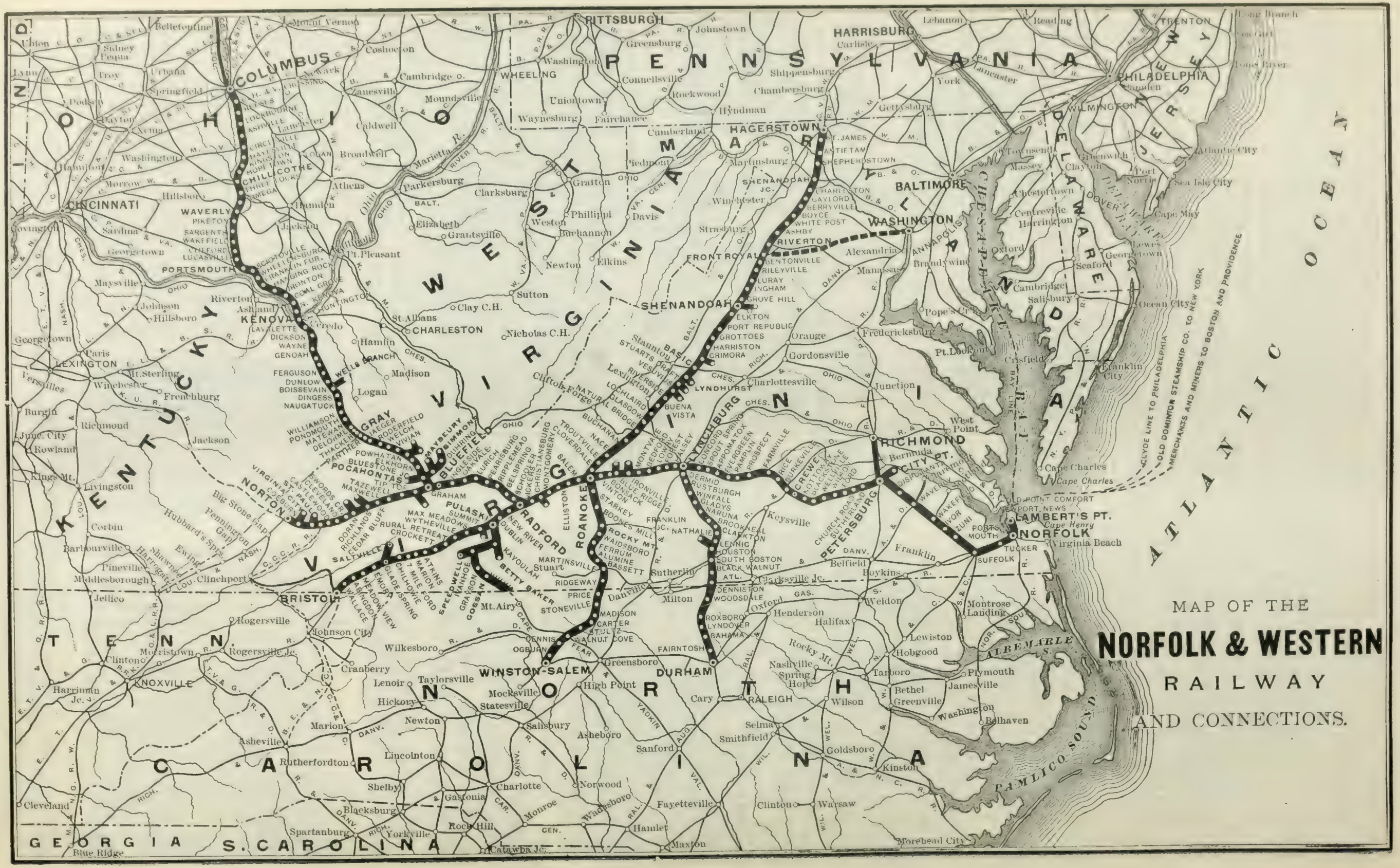
STOCK.—Provisions of preferred stock certificates were given in SUPPLEMENT of April, 1897, page 4, said stock being 4 p. c. non-cumulative, with preference as to assets and dividends, and with right during the first five years to elect two-thirds of the directors unless three full yearly dividends are paid. No additional mortgage can be created without consent of two-thirds interest.

DIVIDENDS—On adjustment pref.: Nov., '97, 1 p. c.; in '98, Feb., 1 p. c.; Aug., 2 p. c.; in '99, Feb., 2 p. c.; Aug., 2 p. c.

BONDS.—The new bonds authorized are:

Prior Lien 50-year gold bonds, only if necessary	$3,500,000
First Consol. M. Gold 4s, due 1996	62,500,000
Of which for old bonds disturbed	23,322,675
Reserved for $23,388,200 undisturbed bonds	25,986,889
Reserved for existing obligations, or to retire Prior Lien bonds if issued	3,500,000
For new construction, acquisitions and improvements not exceeding $1,000,000 yearly	9,690,436

The *new 4 per cent first consols* are (subject to the small amount of Prior Lien bonds which may be issued only in case of urgency) a first mortgage on a large part of the system, viz., upon 845 miles of railroad; upon important terminals at Norfolk and Lamberts Point; upon the Ohio River Bridge and the Roanoke Machine Works; besides being a consolidated mortgage upon the remainder of the system, subject to the undisturbed liens. They are further secured by the


MAP OF THE
NORFOLK & WESTERN
RAILWAY
AND CONNECTIONS.
OHIO
KENTUCKY
WEST VIRGINIA
VIRGINIA
TENN.
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
PENNSYLVANIA
MARYLAND
DELAWARE
NEW JERSEY
ATLANTIC OCEAN
COLUMBUS
CINCINNATI
PITTSBURGH
WHEELING
HARRISBURG
PHILADELPHIA
TRENTON
BALTIMORE
WASHINGTON
HAGERSTOWN
SHENANDOAH
RICHMOND
NORFOLK
LAMBERT'S PT.
BRISTOL
KNOXVILLE
WINSTON-SALEM
DURHAM
RALEIGH
LYNCHBURG
PETERSBURG
CHARLESTON
PORTSMOUTH
KENOVA
LEXINGTON
ROANOKE
RADFORD
BLUEFIELD
POCAHONTAS
NORTON
CRAIGSVILLE
CHILLICOTHE
WAVERLY
RIVERTON
FRONT ROYAL
CHESAPEAKE & OHIO
NORFOLK & WESTERN
SHENANDOAH VALLEY
ATLANTIC CITY
CAPE MAY
OCEAN CITY
NEWPORT NEWS
OLD POINT COMFORT
VIRGINIA BEACH
MORGANTOWN
CLARKSBURG
PARKERSBURG
MARIETTA
ZANESVILLE
CAMBRIDGE
COSHOCTON
NEWARK
SPRINGFIELD
DAYTON
HAMILTON
MIDDLESBOROUGH
BARBOURVILLE
CORBIN
LIVINGSTON
JUNC. CITY
BURGIN
FRANKFORT
PARIS
GEORGETOWN
MAYSVILLE
ASHLAND
HUNTINGTON
CHARLESTON
CLAY C.H.
SUTTON
WESTON
GRATTON
PHILIPPI
DAVIS
ELKINS
NEWTON
BUCHANNON
GRANTSVILLE
ELIZABETH
JACKSON
PT. PLEASANT
WILLIAMSTOWN
MIDDLEBOURNE
CAMDEN
CALDWELL
BROADWELL
ATHENS
LANCASTER
CIRCLEVILLE
HILLSBORO
WASHINGTON
MORROW
SARDINA
GEORGETOWN
PIKETON
SARGENTS
WAKEFIELD
CLIFFORD
LUCASVILLE
SCIOTOVILLE
WHEELERSBURG
RANKIN
HANGING ROCK
IRONTON
COAL GROVE
KENOVA
LAVALETTE
DICKSON
WAYNE
GENOAH
FERGUSON
DUNLOW
BOISSEVAIN
DINGESS
NAUGATUCK
WILLIAMSON
PONOMOUTH
MATEWAN
DELOWE
THACKER
PANTHER
GRAY
NEGER
ROBERTSDALE
WELCH
VIVIAN
MAYBURY
SIMMONS
DUNBAR
GLENSIDE
OAKVALE
HURLICH
BLUEFIELD
EARLSBURG
RIPPLEMEAD
BELSPRING
SCHOOLEY
MCKENDREE
CHRISTIANSBURG
MONTGOMERY
TROUTVILLE
CLOVERDALE
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POWHATAN
ELKHORN
BLUESTONE
TIP TOP
TAZEWELL
MAXWELTON
GRAHAM
PULASKI
SUMMIT
MAX MEADOWS
WYTHEVILLE
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CROCKETT
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KAYOULAH
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CRIPPLE CREEK
IRONVILLE
BONSACK
VINTON
STARKEY
BOONES MILL
ROCKY MT.
WAIDSBORO
FERRUM
ALLISONIA
BASSETT
FRANKLIN
JC. NATHALIE
RIDGEWAY
PRICE
STONEVILLE
MARTINSVILLE
STUART
MT. AIRY
DANVILLE
MILTON
SUTHERLIN
BRISTOL
JELLICO
PINEVILLE
CLINCHPORT
ROGERSVILLE
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MORRISTOWN
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KNOXVILLE
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TAYLORSVILLE
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MONROE
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MAXTON
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CARY
SELMA
SMITHFIELD
GOLDSBORO
WILSON
KINSTON
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WARSAW
MOREHEAD CITY
NASHVILLE
SPRING HOPE
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WOODSDALE
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DERMID
RUSTBURG
WINFALL
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NARUNA
BROOKNEAL
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CHURCH ROAD
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BOYDTON PLANK
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CINCINNATI
COVINGTON
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SPRINGFIELD
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GRAY
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JC. NATHALIE
RIDGEWAY
PRICE
STONEVILLE
MARTINSVILLE
STUART
MT. AIRY
DANVILLE
MILTON
SUTHERLIN

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Norfolk & Western Ry.—(Concluded—								
Norf'k & Petersb'g—2d M. (now 1st) Nor. to Pet'g. c	81	1868	$1,000	$496,000	5	J. & J.	N. Y., Mercant. Tr. Co.	July 1, 1900
South Side—Consol. mort., 1st pref., extended. .c	133	1868	1,000	290,000	5 & 6	J. & J.	do do	July 1, 1900
Consol. M. 2d pref., gold, extended.....c	133	1868	100 &c.	270,500	5 g. & 6 g.	J. & J.	do do	July 1, 1900
Consol. 3d pref. ($100.000 were ext. at 4 g.) ..c	133	1868	100 &c.	100,000	4 g.	J. & J.	do do	July, 1900
do do old 6s, extended 1896 & 1897.	133	1868	1,000	200,000	5	J. & J.	do do	July 1, 1900
do do old 6s, ext. in gold in 1898....	133	1868	1,000	100,000	4½g.	J. & J.	do do	July 1, 1900
Virginia & Tenn. Enlarged M. (extend in. 1884) .c	214	1854	1,000	985,000	5	J. & J.	do do	June 30, 1900
4th M., now 2d, Lynchb'g to Bristol and br'ch..c	214	1866	1,000	1,000,000	8	J. & J.	do do	Mch. 1, 1900
Norf. & West. Gen. M., Norfolk to Bristol, etc. gold. c*	428	1881	1,000	7,283,000	6 g.	M. & N.	do do	May 1, 1931
New River division 1st mortgage, gold.....c*	160	1882	1,000	2,000,000	6 g.	A. & O.	do do	Apr. 1, 1932
Improvement & Extension Mortgage, gold...c*	588	1883	1,000	5,000,000	6 g.	F. & A.	See text.	Feb. 1, 1934
Scioto Valley & New England, 1st M., assum., g. c*	129	1889	1,000	5,000,000	4 g.	M. & N.	N. Y., Mercant. Tr. Co.	Nov. 1, 1989
First consolidated mortgage securing: (Prior Lien bonds to be issued only if necessary).								
Prior lien bonds, $3,500,000, gold, red. at 105.	1,551	1896	.....	None.	4 g.	.....	New York.	1946
First consols, $62,500,000, gold.....c*&r	1,551	1896	500 &c.	a 25,334,500	4 g.	A. & O.	N.Y. Mercantile Tr. Co.	Oct. 1, 1996
Col. Con. & Term. 1st M., gold. gu. p. & i. (end.) c*	....	1892	500	600,000	5 g.	J. & J.	N.Y., Atlantic Trust Co.	Jan. 1, 1922
Equip. trust of 1893, gold, not subject to call..c*	....	1893	1,000	155.000	5 g.	Q.—J.	N.Y. Mercantile Tr. Co.	Q'ly to Jan.'03
Equip. trusts, gold.....c	....	1892	1,000	153,000	5 g.	Q.—J.	.....	Q'ly to Oct.'02
North Car.—Stock, 6½% till Dec. 31, 1901—then 7%	223	....	100	4,000,000	6½-7	F. & A. *io*	Burlington, N. C.	Feb., '00, 3½
North Pacific Coast—1st M., gold, sub. to call at 100. c	90·5	1881	1,000	490,000	6 g.	M. & N.	San Fran., Co.'s Office.	Nov. 1, 1901
General M. for $1,500,000, gold.....c	90·5	1892	1,000	908,000	5 g.	J. & J.	do do	Jan. 1, 1912
No. Penn.—Stk., 8 p. c. gu. 990 yrs., $6,000,000 auth.	86	....	50	4,720,750	8	Q.—F.	Phila. Of., 240 So. 3d St.	Nov. 25, '99, 2%
Old 2d M., now 1st M. (7s extended in 1896).....c	56	1866	500 &c.	1,500,000	4	M. & N.	do do	May 1, 1936
General mortgage bonds.....c&r	86	1873	.....	4,500,000	7	J. & J.	do do	Jan. 1, 1903
Consol. bonds secured by $1,200,000 stock.....r	....	1881	.....	1,200,000	6	M. & S.	do do	Sept. 1, 1905
Real estate mortgages, June 30, 1897.....	....	....	.....	319,257	.....	.....	.....	.....
No. East Penn.—1st M., g., gu. P. & R. old co. (end.) c*	26	1890	1,000	400,000	5 g.	A. & O.	Phila., Phila. & Read'g.	Apr. 1, 1920
North'n Ala. Ry.—1st M ($400,000 are prior lien). c	107	1896	1,000	1,650,000	See text.	J. & J.	N.Y., J. P. Morgan & Co.	July 1, 1928
Northern, (N. H.)—Stock, 6 p. c. rental.....	83	....	100	3,068,400	See text.	Q.—J.	Boston, 19 Milk St.	Jan. 1, '00, 1½%
Northern Central—(Stock $8,000,000 authorized).	....	....	50	7,518,150	7 for '99	J. & J.	Balt. & Phila.; Pa. RR.	Jan. 15, '00, 4%
1st mort., State of Maryland loan—V. 67, p. 126..	138	1855	.....	1,500,000	6	Q.—J.	Annapolis.	See text.

a Of these $926,750 held in treasury June 30, '99

equipment, certified to have cost over $11,000,000, covered by the Car Trusts and equipment bonds to be taken up under the plan. The Prior Lien bonds if issued will be retired at 105 by sale whenever possible of first consols at or above 95. Undisturbed bonds which cannot be taken up at maturity on satisfactory terms by use of the consols reserved for that purpose may be extended or renewed. See **abstract** in V. 64, p. **376**. As to *Scioto Valley & New Eng.* see SUP. of Jan., '94.

GENERAL FINANCES.—The reorganization reduced the fixed charges from $3,214,037 to $2,263,194, a reduction of $950,843; liquidated floating debt and took up car trusts except those of 1892 and 1893. The annual charges ahead of the new common stock are smaller than those ahead of the old preferred stock. Of the company's traffic in 1898-9 59 per cent (5,258,802 tons) was bituminous coal and coke.

In March, 1899, $5,000,000 1st consol. 4s were sold, of which $1,500,000 to be used for betterments, double-tracking and additional rolling stock, remainder to retire underlying bonds maturing to July 1, 1900. V. 68, p. 619.

EARNINGS—For 5 months ending Nov. 30:

	Gross.	*Net.*	*Int., taxes, &c.*	*Bal., sur.*
1899.....	$5,798,623	$2,281,320	$952,760	$1,328,560
1898.....	4,907,587	1,684,147	931,130	753,017

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Roanoke, Va., on second Thursday in October. Report for 1898-99, V. 69, p. 539, 546 (see editorial p. 521) showed:

Years end. June 30—	1899. $	1898. $	1897. $	1896. $
Passenger earnings..... ..	1,608,414	1,467,532	1,406,223	1,551,732
Freight earnings.....	9,749,094	9,306,899	8,695,633	8,894,880
Mail, express, &c.....	469,630	461,692	435,857	462,247
Total gross earnings..	11,827,138	11,236,123	10,537,713	10,908,859
Operating exp. & taxes..	7,939,102	7,886,099	7,903,451	8,512,221
P. c. of exp. to earns....	(67·12)	(70 18)	(75·00)	(78·03)
Total net earnings...	3,888,036	3,350,024	2,634,262	2,396,638
Total net income.....	3.911,400	3,382,987		
Interest on funded debt.	2,219,477	2,211,075	Reorganized co.	
Interest on car trusts....	22,137	28,358	took possession	
Dividends.....	909,588	454,198	Oct. 1, 1896.	
Miscellaneous.....	7,444	4,605		
Balance.....	sur. 752,654	sur. 684,751		

OFFICERS.—President, Henry Fink; Chairman of the Board of Directors, F. J. Kimball, 27 William St., N. Y.; Sec., A. J. Hemphill, N. Y.—V. 69, p. 81, **280, 539, 546**, 1248.

North Carolina RR.—Owns from Goldsboro to Charlotte, No. Carolina, 223 miles. Leased from Jan. 1, 1896, to the Southern Ry. Co. for 99 years at $266,000 (6½ p. c. on stock) per year till Dec. 31, 1901, and $286,000 (equal to 7 p. c. on stock) balance of lease; also taxes. V. 63, p. 361. Of the stock the State of North Carolina holds $3,000 000. Dividends, Feb., 3½ p. c. and Aug., 3 p. c. V. 65, p. 27; V. 66, p. 665.

North Pacific Coast RR. (Narrow Gauge)—Owns San Francisco to Cazadero, 87 miles; branches to San Rafael and Mill Valley, 4 miles; leases to San Quentin, 3 miles; total operated, 94 miles, including ferry to San Francisco, 6 miles; also has ferry to San Quentin, 11 miles. Stock authorized, $3,000,000; issued, $1,500,000; par, $100.

For year ending June 30, 1899, gross, $392,148; net, $142,840; interest, taxes, etc., $91,411; balance, surplus for year, $51,429. In 1897-8 gross, $355,281; net, $118,742.—V. 63, p. **400**; V. 69, p. 906.

North Pennsylvania RR.—Owns from Philadelphia, Pa., to Bethlehem, Pa., 56 miles; branches to Delaware River, &c., 30 miles; second track, 54½ miles; total track, 217 miles. Ground rents July 1, 1897, $170,371. Leased for 990 years from May 1, 1879, to Phila. & Reading RR. at 8 per cent on stock, and lease assumed in 1896 by Phila. & Reading Railway. (V. 62, p. 462, 870.)

North-East Pennsylvania RR.—Owns road from Glenside to New Hope, Pa., 26 miles. Controlled by P. & R. Capital stock, $400,000, of which $315,000 owned by Reading Co. is deposited under its general mortgage of 1897; par, $50.

Northeastern RR. of Georgia.—V. 69, p. 1102.

North-Eastern RR.—In 1898 merged in Atl. Coast Line of So. C.

Northern Alabama Ry.—Sheffield to Parrish, Ala., and branch, 119 miles. In April, 1899, a majority of the stock and bonds purchased by the Southern Ry. V. 68, p. 824, 873. See also V. 69, p. 391.

Stock is $2,000,000. Under supplemental mortgage of 1898 $400,000 of the outstanding $1,700,000 1st 5s were made prior liens. Remaining $1,300,000 general lien bonds bear interest for two years from July 1, 1898, at 2 per cent, then 3 per cent for two years; thereafter 5 per cent. (V. 67, p. 1208.) In year ending June 30, 1899, gross, $233,828; net, $72,132. In 1897-8, gross, $192,890; net, $60,642. (V. 68, p. 233, 824, 873, 1224; V. 69, p. 28.

Northern (New Hampshire) RR.—Owns Concord, N. H., to West Lebanon, N. H., 70 miles; branch to Bristol, N. H., 13 m; total, 83 miles. Subsidiary lines, Concord & Claremont RR., 71 miles; Peterborough & Hillsborough RR.. 19 miles. Lease to Boston & Lowell for 99 years from Jan. 1, 1890, was assigned to Boston & Maine; rental was 5 per cent on stock till July 1, 1897, and now 6 per cent, payable in gold. In addition to the 5 per cent dividends provided for by the lease, an extra 1 per cent per annum (making the quarterly dividends 1½ p. c. each) has been paid regularly from the contingent fund, and also in 1894, Jan., 5 p. c. extra was paid; in 1896, July, 2 p. c. extra; in 1897 5 p. c. extra.—V. 65, p. 463.

Northern California Ry.—See Southern Pacific RR.

Northern Central Ry.—Owns Baltimore, Md., to Sunbury, Pa., 139 miles, of which 117 miles double track—branch, 9 miles; leases—Shamokin Valley & Pottsville Railroad, 33 miles; Elmira & Williamsport Railroad, 76 miles; operates at cost—Elmira & Lake Ontario Railroad, 100 miles; Lykens Valley Railroad, 20 miles; Pennsylvania Railroad, 3 miles; total operated, 380 miles. Also uses New York Lake Erie & Western tracks, 7 miles, and Philadelphia & Erie tracks between Sunbury and Lewisport, 40 m., and owns Union RR., 9 miles.

ORGANIZATION.—This was a consolidation of several roads in 1854. Controlled by the Pennsylvania RR., which owns $3,621,450 stock.

SECURITIES OWNED—On Jan. 1, 1899, among the assets held were Balt. & Potomac stock (par) of $704,450; Elmira & Lake Ontario stock (all), $1,500,000; Shamokin Valley & Pottsville stock, $619,650; Union RR. stock, $1,225,000 (the balance of $875,000 being held by Phila. Wilm. & Balto.), etc. Value of all, as per books, $2,469,895.

LIABILITIES.—Mort. and ground rents on Jan. 1, 1899, were $349,049.

DIVIDENDS.—

	1888.	'89.	'90.	'91.	'92.	'93.	'94 to '98.	'99.	1900.
Per cent...	7	8	7	7	8	8	7	7	Jan. 4.

EARNINGS.—10 months, Jan. 1 to Oct. 31. 1899.....Gross, $5,841,971; net, $1,493,178. 1898.....Gross, 5,406,871; net, 1,509,678

ANNUAL REPORT.—Fiscal year ends Dec. 31. President's report for 1898, given at length in V. 68, p. 375, 382, showed the following:

Year end. Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings.....	$6,664,028	$6,732,703	$6,286,602	$6,506,028
Net earnings.....	1,852,786	1,934,336	1,643,497	1,907,509
Other receipts.....	504,154	366,788	400,075	457,391
Total net income....	$2,356,940	$2,301,124	$2,043,572	$2,364,900
Rentals, &c.....	480,078	474,304	436,592	455,996
Interest on debt.....	796,574	834,153	843,632	852,588
Dividends.....	(7) 526,267	(7) 526,267	(7) 526,267	(7) 526,267
Miscellaneous.....	150,704	69,796	159,490	378,191
Extraordinary.....	200,000	.....	.....	.....
Balance, surplus....	$203,317	$396,604	$77,590	$151,858

—(V. 67, p. 126; V. 68, p. **325, 375, 382**, 673, 1226.)

Northern RR. of New Jersey.—Owns from Bergen, N. J., to Sparkill, N. Y. 21 miles; leases Sparkill to Nyack, 5 miles. Leased to the Erie RR. from June 1, 1899, for the term of its corporate existence, for interest on bonds, 4 per cent on $1,000,000 stock, payable quarterly, taxes, and all corporate expenses. Of the $1,000,000 new general mortgage bonds, to bear interest, guaranteed by the Erie, at not exceeding 4½ per cent, $804,000 will be reserved to retire at or before maturity the old 6s to a like amount, and the remainder for improvements and betterments or equipment for operation by electricity of the leased properties. See V. 69, p. 81. (V. 68, p. 571; V. 69, p 81).

Northern Ohio Railway.—*(See Map Lake Erie & Western.)*—Owns road from Akron to Delphos, O., 165 miles; branches, 2 miles. A reorganization of Pittsburg Akron & Western sold in foreclosure Oct. 17, 1894. Road is leased in perpetuity to L. E. & W. V. 62, p. 826.

STOCK.—Common stock (all owned by L. E. & W.) $3,580,000; preferred non-cumulative 5 p. c. stock, $650,000; par of each $100.

BONDS.—The *first* mortgage is for $4,000,000 and bonds are guaranteed, principal and interest, by Lake Erie & West. by endorsement on each bond. Bonds for $1,500,000 "are only to be issued at not to exceed $15,000 per mile of completed road for such hereafter constructed or purchased road, if any." For year ending Sept. 30, 1899, gross earnings were $166,433; net, $24,446; charges, $134,475; deficit, $110.029. In 1897-98, gross, $139,389; net, $12,755.—V. 66, p. 337.

Northern Pacific Railway.—*(See Maps.)*—Operates one of the leading lines to the Pacific, having its eastern termini at St. Paul, Minn., and Duluth, Wis. (the head of Lake navigation), and running thence westerly, traversing the great wheat belt of Minnesota and North Dakota, the mining district of Montana and the farming country of Washington to Tacoma and Seattle, and to Portland, Oregon, with branches to Winnipeg, etc.

HISTORY.—This Wisconsin company on Sept. 1, 1896, succeeded to the railroads, land grant and other property of the Northern Pacific RR., foreclosed in July, 1896, and reorganized per **plan** in V. 62, p. 550.

In the reorganization the $49,000,000 old common stock paying assessment of 15 per cent received 100 per cent of new common. The $35,000,000 old preferred paying assessment of 10 per cent received 50 per cent in new common and the same of new preferred.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Northern Central (Concluded)—								
2d mortgage...c*	138	1865	$500&c.	$1,126,000	6	A. & O.	Baltimore & Philadelp'a	Apr. 1, 1900
Consol. M., gold; coup., int. J & J; reg., A & O.c&r	138	1868	1,000	2,804,000	6 g.	Various	Baltimore, Treas. Office.	July 1, 1900
Consol. gen. mort. gold, s.f., drn. at 100, A&B.c	138	1874-5	$ & £	1,077,000	6 g.	J. & J.	London and Baltimore.	July 1, 1904
of 1874, gold, se- gold, $, C & D...c	138	1876-7	$1,000	2,000,000	6 g.	J. & J.	Baltimore, Treas. Office.	July 1, 1904
cures all equally. gold, E...c	138	1885	1,000	1,557,000	4½g.	A. & O.	do do	Apr. 1, 1925
2d gen. mort., series "A" & "B" (A $2,565,000)..	138	76&82	1,000	3,565,000	5	J. & J.	Baltimore, Treas. Office.	Jan. 1, 1926
Union RR., 2d m. (now 1st) assumed $ or £, gold.c	9	1873	1,000	600,000	6 g.	M. & N.	London & Balt.	May 1, 1900
North'n of New Jersey—Stock, guar. (see V.69, p.81)	....	....	100	1,000,000	4	Q.—M.	N. Y., 21 Cortlandt St.	Dec., 1899, 1%
3d mortgage, now 1st, interest guar...c	21	1887	100 &c.	654,000	6	J. & J.	N. Y., U. S. Mort. & Tr.	July 1, 1917
Nyack & Northern 1st mortgage, interest guar...	4·37	1880	.....	150,000	6	J. & J.	do do	1900
Gen. M., $1,000,000, gold, int. guar. by lease .	....	1899	.....	See text.	4½g.	.....	.....	1949
Nor. Ohio—1st M.g.($15,000p.m.)gu.p.&i.L.E.&W.c*	167	1895	1,000	2,500,000	5 g.	A. & O.	N. Y., Chase Nat. Bank.	Oct. 1, 1945
Northern Pacific Ry.—Com. stock, $80,000,000..	....	....	100	*80,000,000	2 in 1899	F. & A.	New York and Berlin.	Feb. 5, '00, 2%
Pref. stock, $75,000,000, non-cum. 4 p. c†.....	....	....	100	*75,000,000	4	Q.—M.	do do	Mch. 5, '00, 1%
Western RR. Minn. 1st M., gold, assumed.....	60½	1877	1,000	402,000	7	M.3%&N4	do do	May 1, 1907
St. Paul & N. P. Gen. M., l'd grant, assumed.c*&r	182	1883	1,000	8,021,000	6 g.	¶	do do	Feb. 1, 1923
New mortgages of Northern Pacific *Ry.*—								
Prior lien M. $130,000,000 gold, land gr...c*&r	See ‡	1896	500 &c.	89,900,500	4 g.	Q.—J.	N.Y., J.P.Morgan&Ber†	Jan. 1, 1997
Gen. lien M. $190,000,000, g., land grant...c*&r	See ‡	1896	500 &c.	56,000,000	3 g.	Q.—F.	do do †	Jan. 1, 2047
Northern Pac. Ter. Co.—1st M., gold, red., at 110...c*	....	1883	1,000	a3,851,000	6 g	J. & J.	N.Y. Winsl'w, Lan'r&Co.	July 1, 1933
North & West Branch Ry.—Stock.....	....	....	50	1,500,000	8 in '99	M. & N.	Phila., Broad St. Stat'n	Nov. 2, '99, 4%
1st mortgage, $1,500,000	48	1881	1,000	1,500,000	6	M. & S.	do do	Sept. 1, 1901
Northwestern Coal Ry.—1st M,, $2,000,000, g...c*	....	1893	1,000	794,000	5 g.	M. & N.	N.Y., Farm's L. & T. Co.	May 1, 1923

¶ Coupon bonds F. & A.; registered bonds Q.—F.
† Berlin at 4·20 marks per dollar. ‡ 4,792 miles, including 79 miles not operated; spurs, 157 miles.
* Represented by voting trust certificates.

Northern Pacific Ry. (Concluded.)—The system comprises:

Main line.	*Miles.*
Ashland, Wis., to Portland, Ore. (incl. 5 m. terminals)	2,171
Brainerd and Staples to St. Paul	181
Total main line	2,352
Various branches	2,174
Branch line leased (Wash. Cent.)	109
Total operated.	4,635

Branches, etc.	*Miles.*
Spurs, main and branches	157
Branches not operated	80
Total system July 1, 1899	4,872
Independent properties.	
Seattle & Internat	165
Wash. & Col. River,	163
Spokane & Seattle (not operated)	4
Total	332
Water lines..	26

In July, 1899, had 166 miles under construction, of which 15 miles to be completed by the end of July, balance in Fall of 1899. Included in this is Clearwater Short Line Ry. (see V. 67, p. 1284). Potlatch up Clearwater River to Kooskia, Idaho, etc., 75 miles, of which 40 miles to Oro Fino was operated in Oct., 1899, and work in progress for 24 miles to Stewart. In Dec., 1899, extension of Bitter Root line proposed from Grantsdale, Mont., to southerly boundary of the State, about 50 miles.—V. 69, p. 698, 699; V. 69, p. 955.

The original Northern Pacific Company was chartered by Congress July 6, 1864; 450 miles to Bismarck were foreclosed in 1875. On Feb. 1, 1898, took over Seattle & International, and in July, 1898, the Washington Central under lease (V. 66, p. 856), and in February, 1898, purchased the entire capital stock and all of the income bonds of the Washington & Columbia River Ry. See separate statements for these Washington companies. All, or substantially all, of the securities of the Seattle & International Ry. are owned.

VOTING TRUST.—Both classes of stock (except sufficient to qualify directors) are vested until Nov. 1, 1901 (unless surrendered earlier at their discretion) in following voting trustees: J. Pierpont Morgan, August Belmont, Johnston Livingston, Charles Lanier, all of New York, and Georg Siemens of Berlin. Provisions of voting trust and of preferred stock were in SUPPLEMENT of April, 1897, page 4.

STOCK.—The new preferred stock is subject to call in whole or in part, at par, upon any first day of January prior to 1917.

Additional preferred stock and other mortgages can be issued only with consent of a majority of the preferred and of the common stock represented at a special meeting. Pref. stock is "entitled to non-cum. dividends to the extent of 4 per cent per annum, payable quarterly out of surplus net earnings in each fiscal year before any dividends for such year shall be paid on the common stock." In any fiscal year in which 4 per cent dividends shall have been declared on both preferred and common stock, all shares, whether preferred or common, shall participate equally in any further dividends for such year. In 1898 $3,000,000 was set aside as a reserve fund until the end of 1901 to ensure the continuity of dividends on preferred. V. 67, p. 588—see also p. 579. Dividends upon stock registered in Berlin may be collected there at the rate of 4·20 marks per $.—V. 63, p. 1071.

DIVIDENDS.—*On Preferred.*—First dividend paid Jan. 15, 1898, 1 p.c.; Mar. 3, 1898, 1 p. c.; June, 1 p. c.; Sept., 1 p. c.; Dec.. 1 p. c.; in 1899, March, 1 p. c.; June, 1 p. c.; Sep., 1 p. c.; Dec., 1 p.c.; in 1900, Mar., 1 p.c.
On Common.—First dividend Feb. 3, 1899, 1 p. c. In Aug., 1899, 1 p. c.; 1900, Feb., 2 p. c., including 1 p. c. extra.—V. 69, p. 1248.

BONDS.—**Abstracts** of the new Prior Lien and General Lien mortgages of 1896 (the General Lien mortgage being in all respects subject to the other) were in V.63, p. 1012-1019, and the statement to the New York Stock Exchange, was in V. 63, p. 1072, showing:

Prior lien 100-year gold 4 per cents secured by mortgage to the Mercantile Trust Co. The prior lien bonds are purchasable with land sales at not exceeding 110 after retirement of general 1st mortgage bonds of 1881 (but are not subject to call), not over $500,000 cash yearly to be so applied. Total issue	$130,000,000
Issued	80,900,500
Reserved to retire St. Paul & N. P. and West. RR. bonds..	8,423,000
For new construction, betterments, equipment, etc., under carefully guarded provisions, but not exceeding $1,500,000 per annum. Originally $25,000,000—still held	23,500,000
General lien gold 3 per cents (Farmers' Loan & Trust Co., mortgage trustee)	$190,000,000
Of which reserved for prior lien bonds	130,000,000
Issued to carry out reorganization	56,000,000
For new construction, betterments, equipment, etc	4,000,000

Sinking fund operations and conversions retired all except $4,490,000 general first mortgage bonds, which were redeemed Jan. 1, 1900, from the proceeds of land sales. V. 69, p. 1063, 1103, 1194. See V. 64, p. 1225. Old bonds cannot be extended.

LAND GRANT.—The land grant was 12,800 acres to the mile in the States of Minnesota and Oregon and 25,600 acres per mile in the (then) intermediate territories. The acres on June 30, '99, not yet sold were:

North Dakota (west of Missouri River)	5,336	Oregon	42,438
Montana	13,901,715	Total west of Mo. Riv.	23,395,758
Idaho	1,749,417	Minnesota	123,464
Washington	7,696,852	Total unsold acreage	23,519,222

In Nov., 1899, about 1,000,000 acres in Washington and Northern Oregon were sold.—V. 69, p. 1103.

GENERAL FINANCES.—The fixed annual charges of the new company on July 1, 1899, were $6,135,484, a reduction of $4,770,206 as compared with the old company. The redemption on Jan. 1, 1900, of the $4,490,000 remaining general first 6s from land sales reduces the fixed charges about $270,000 yearly.—V. 69, p. 1063, 1103, 1194

About $20,000,000, it was understood, will be available for extensions and improvements from the proceeds of land sales completed or pending in Dec., 1899, and prior-lien bonds unsold.—V. 69, p. 1301.

The $2,391,050 Oregon RR. & Navigation preferred stock owned June 30, 1899, has been sold.

A fund of $3,000,000 to assure dividends on preferred stock till 1902 was set aside in 1898. See V. 67, p. 579, 588.

EARNINGS—5 mos. { 1899-0.....Gross, $14,398,347; net, $8,180,894
July 1 to Nov. 30. { 1898-9.....Gross, 12,777,467; net, 7,452,914

Total net income for the 5 months, after deducting operating charges, taxes, rentals and improvements, and adding other income (exclusive of land sales), $7,105,643, against $6,617,785 in 1898-99.

ANNUAL REPORT.—Report for 1898-99 in full in V. 69, p. 698, See also editorial, p. 672. First report of reorganized company, for *ten months* ending June 30, 1897, in full in V. 65, p. 680. See also p. 650.

Yrs. ending June 30.	12 *months,* 1898-9.	12 *months,* 1897-8.	10 *months,* 1896-7	12 *months,* 1895-6
Passenger earnings.	$5,050,356	$4,853,799	$2,850,399	$4,658,642
Freight earnings....	19,485,960	17,432,755	11,085,883	15,119,312
Mail, express, &c....	1,512,358	1,393,164	1,005,536	85,205
Gross earnings..	$26,048,674	$23,679,718	$14,941,818	$19,863,160
Net earnings.....	$13,699,222	$12,584,347	$5,785,946	$7,775,071
Taxes.....	$750,133	$682,800	$428,981	$509,708
Rentals, etc.....	61,520	.....	.....	163,160
Ad'ns and imp'ts..	2,176,619	811,709	.....	.....
Net operat'g income.	$10,710,950	$11,089,838	$5,356,965	$7,102,203
Miscellaneo's income not incl. land sales.	1,001,607	887,196	255,341	425,710
Bal. for interest.....	$11,712,557	$11,977,034	$5,612,306	$7,527,913
Interest.....	6,079,273	6,079,160	5,110,248	.....
Div. on pref. stock(4%)	3,000,000	3,000,000	.....	.....
Div. on com. stock(2%)	1,600,000	.....	.....	.....
Old accounts.....	.....	.....	12 229	.....
Bal., sur. for year	$1,033,284	$2,897,874	$489,828	.....

OFFICERS (Sept. 1, 1899).—President, Charles S. Mellen, St. Paul, Minn.; Vice-president, Dan. S. Lamont, New York; Comptroller, Henry A. Gray, St. Paul; Secretary and Assistant Treasurer, George H. Earl, New York; Treasurer, C. A. Clark, St. Paul. The main offices are located at St. Paul. New York office, 35 Wall St.—(V. 69, p. 1248, 1301.

North & West Branch Ry.—Catawissa to Wilkesbarre, Pa., 43 miles; branch, 5 miles. Chartered in 1881 and operated by the Pennsylvania RR. under agreement of 1881, to expire Sept. 1, 1901, net earnings to be paid this company. Pennsylvania RR. Dec. 31, 1898, owned $925,000 of the stock and $1,400,000 of the bonds. *Dividends* since Dec., 1885, 6 p. c. per annum. Extra dividends: In '93, 2 p. c.; in '94, 2; in '95, 3; in '96, 2; in '97, 2; in '98, 2; in '99, 2 p. c.

Northwestern Coal Ry.—Allouez Bay, Wis., to St. Louis River at Minnesota State line, 13 miles. Chartered in 1892. Capital stock, $1,000,000. Mortgage trustee is Farmers' Loan & Trust Co., New York. For year ending June 30, 1898, gross, $38,110; net, $9,818; miscel receipts (rents and dock earnings), $33,321; int and taxes, $47,243; balance, deficit for year, $4,103. Merged in Pittsburg Coal Co., formed in 1899. See that Co., V. 69, p. 441.—(V. 69, p. 230, 441).

Northern Pacific Terminal Company, of Oregon.—Owns terminals on the Willamette River, Ore., at Portland, East Portland and Albina, comprising lands 270 acres, trackage 32 miles, dock frontage 7,904 feet. Grand Central Station at Portland, Ore., opened Feb., 1896.—V. 69, p. 230, 441.

LEASE.—Leased for fifty years from Jan. 1, 1883, jointly and severally to Northern Pacific, Oregon Ry. & Navigation and Oregon & California, with guaranteed rental to pay interest, sinking fund and taxes, the lease being assumed in 1899 by the new Nor. Pac. and Or. RR. & Nav. companies.—V. 69, p. 230.

STOCK.—Stock ($3,000,000) owned by said three companies (40 p.c.) by Oregon Ry. & Nav. Co., 40 per cent by No. Pacific and 20 per cent by Oregon & Cal. RR.), and held by Central Trust Co. of New York, to be delivered after payments to the sink. fund, which is to cancel the bonds.

BONDS.—The first mortgage is for $5,000,000. The sinking fund is to retire the bonds by maturity, bonds being drawn at 110 and interest. To July, 1899, $4,097,000 firsts had been issued, of which $246,000 had been retired by sinking fund.—(V. 69, p. 230).

Northern Railway Co. (Cal.).—See SOUTHERN PACIFIC RR.

Norwich & Worcester RR.—Owns from Norwich, Conn., to Worcester, Mass., 59 miles; branch, Norwich to Groton, 13 miles;

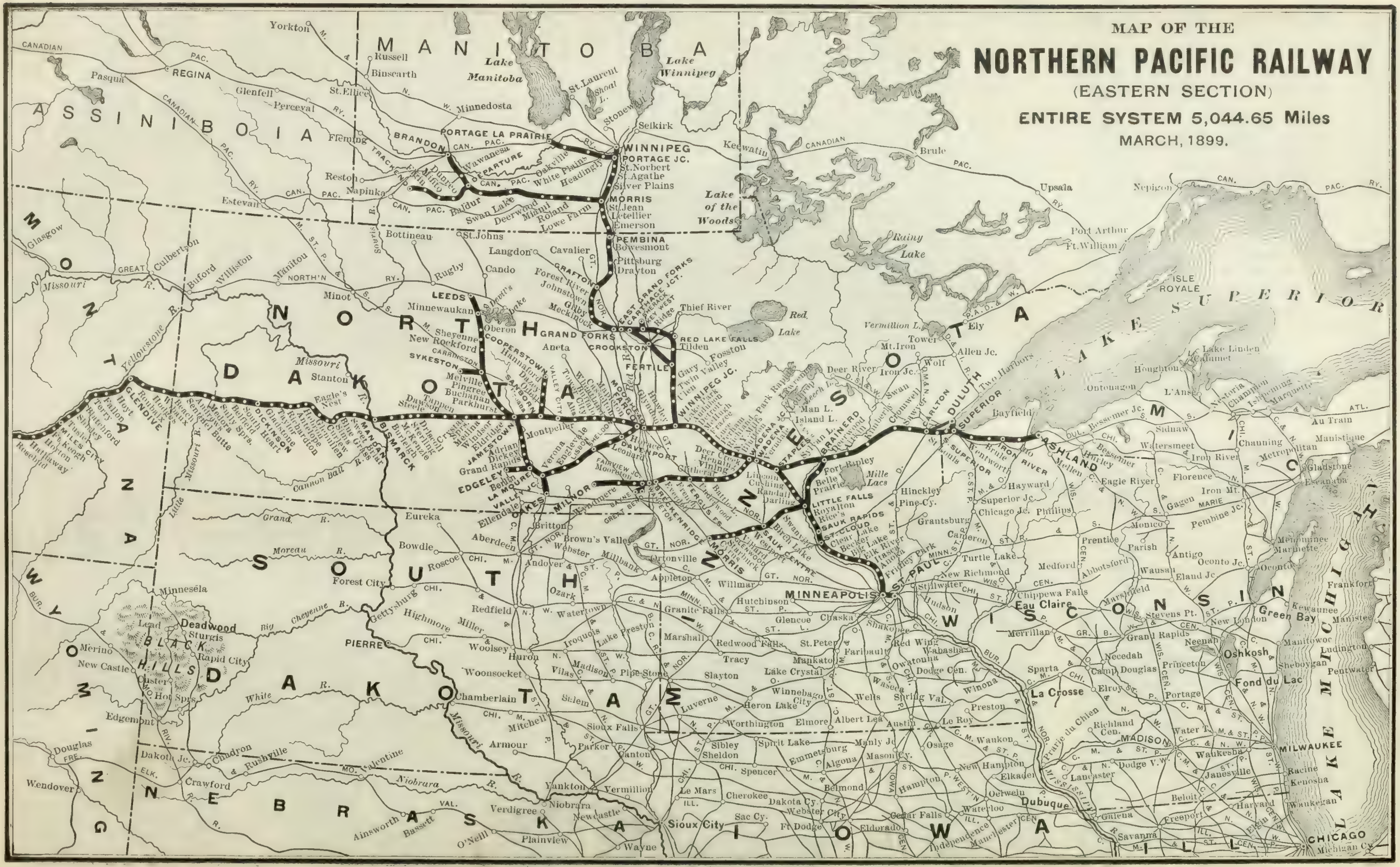
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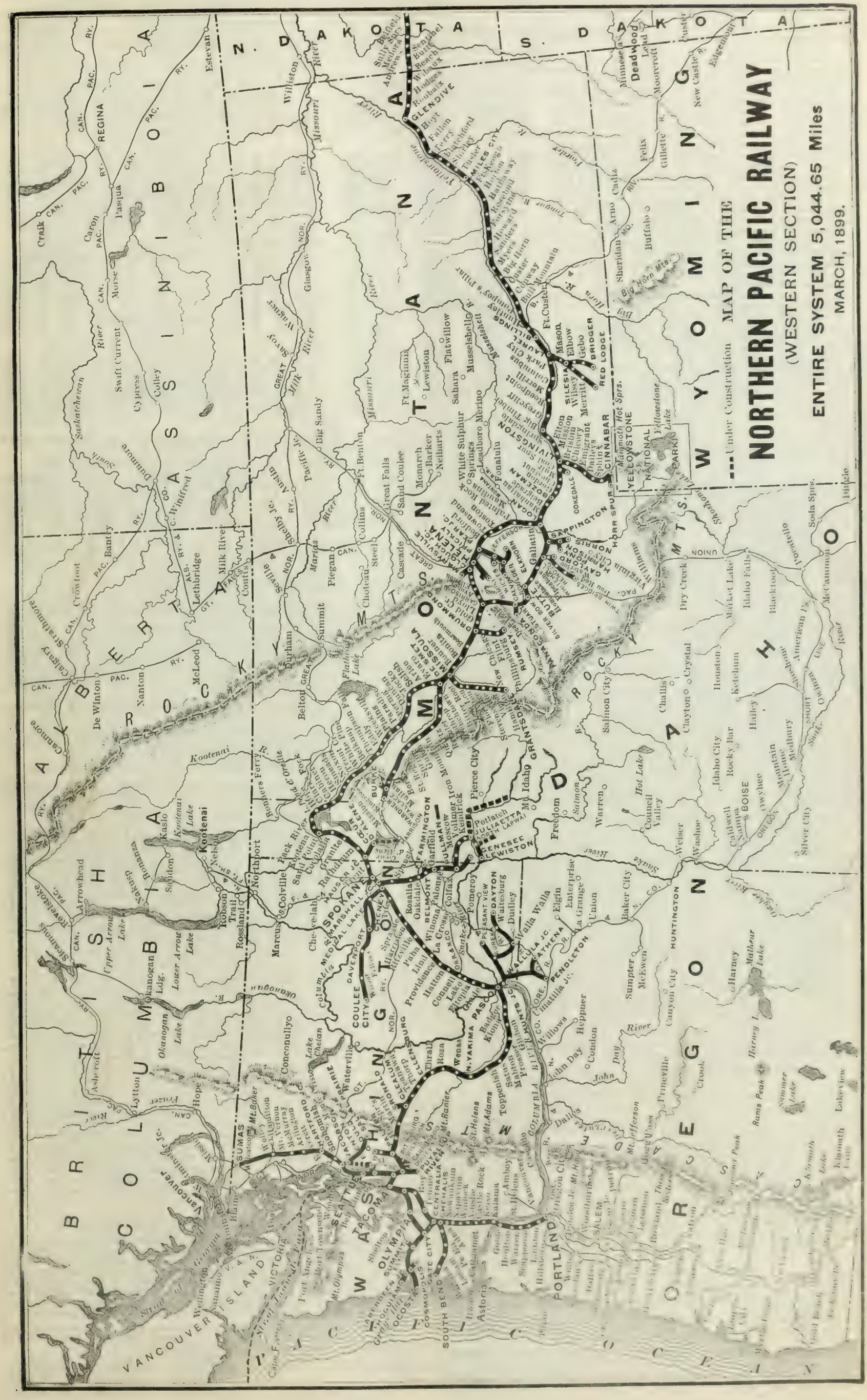
NORTHERN PACIFIC RAILWAY

(EASTERN SECTION)

ENTIRE SYSTEM 5,044.65 Miles

MARCH, 1899.


MANITOBA
Lake Manitoba
Lake Winnipeg
ASSINIBOIA
NORTH DAKOTA
SOUTH DAKOTA
MONTANA
WYOMING
NEBRASKA
MINNESOTA
WISCONSIN
MICHIGAN
LAKE SUPERIOR
LAKE MICHIGAN
Yorkton
Russell
Binscarth
Minnedosta
St. Laurent
Selkirk
Keewatin
Brule
Upsala
Nepigon
Port Arthur
Ft. William
Rainy Lake
Lake of the Woods
Glenfell
Perceval
Pasqua
Reston
Napinka
Estevan
Fleming
Wawanesa
Oakville
White Plains
Headingly
Swan Lake
Deerwood
Miami
Roland
Lowe Farm
Baldur
Glasgow
Culbertson
Buford
Williston
Missouri R.
Bottineau
St. Johns
Langdon
Cavalier
Cando
Rugby
Minot
Thief River
Red Lake
Tilden
Fosston
Oberon
Aneta
Minnewaukan
New Rockford
Sheyenne
Carrington
Sykeston
Melville
Pingree
Buchanan
Parkhurst
Tappen
Dawson
Steele
Eagle's Nest
Stanton
Yellowstone R.
Missouri R.
Glendive
Hoyt
Fallon
Terry
Rainsford
Sidney
Fairview
Tusler
Miles City
Keogh
Horton
Hathaway
Rosebud
Forsyth
Rosebud
Beach
Wibaux
Bowman
Marmarth
Dickinson
Gladstone
Belfield
South Heart
Taylor
Richardson
Antelope
Halliday
Killdeer
Dunn Center
Golden Valley
Sentinel Butte
Medora
Watford City
Mandan
Bismarck
Driscoll
Crystal Spr.
Menoken
Sterling
McKenzie
Burleigh
Wilton
Underwood
Max
Ruso
Velva
Minot
Sawyer
Carlton
Duluth
Superior
Bayfield
Ashland
Mellen
Hayward
Eagle River
Florence
Iron Mt.
Gagen
Monico
Pembine Jc.
Antigo
Oconto Jc.
Oconto
Menominee
Marinette
Escanaba
Gladstone
Manistique
Metropolitan
Channing
Iron River
Watersmeet
Sidnaw
Bessemer
Houghton
Ontonagon
L'Anse
Lake Linden
Calumet
Two Harbors
Allen Jc.
Ely
Tower
Mt. Iron
Vermilion L.
Deer River
Iron Jc.
Swan
Wolf
Man L.
Island L.
Staples
Brainerd
Fergus Falls
Wadena
Park Rapids
Detroit
Lakes
Crookston
Grand Forks
Fertile
Red River
Gary
Twin Valley
Ada
Mayville
Portland
Hillsboro
Grafton
Forest River
Johnstown
Gilby
Mekinock
Cooperstown
Hannaford
Valley City
Jamestown
Montpelier
Dickey
Grand Rapids
Bethel
Edgeley
La Moure
Oakes
Milnor
Ellendale
Forbes
Eureka
Britton
Aberdeen
Bowdle
Roscoe
Andover
Brown's Valley
Webster
Millbank
Ortonville
Appleton
Willmar
Ozark
Redfield
Watertown
Granite Falls
Hutchinson
Glencoe
Chaska
Minneapolis
St. Paul
Stillwater
Hudson
Shakopee
Red Wing
Wabasha
Winona
La Crosse
Eau Claire
Chippewa Falls
Merrillan
Medford
Abbotsford
Wausau
Eland Jc.
Stevens Pt.
New London
Green Bay
Kewaunee
Manitowoc
Sheboygan
Ludington
Pentwater
Fond du Lac
Oshkosh
Neenah
Menasha
Necedah
Camp Douglas
Princeton
Grand Rapids
Sparta
Elroy
Portage
Richland Cen.
Prairie du Chien
Madison
Waterloo
Dodge V.W.
Janesville
Beloit
Waukesha
Milwaukee
Racine
Kenosha
Waukegan
Harvard
Freeport
Galena
Dubuque
Savanna
Chicago
Michigan Cy.
Lancaster
Elkader
New Hampton
Osage
Mason Cy.
Algona
Emmetsburg
Manly Jc.
Spirit Lake
Sibley
Sheldon
Le Roy
Austin
Albert Lea
Elmore
Worthington
Heron Lake
Winnebago City
Wells
Spring Val.
Preston
Owatonna
Dodge Cen.
Faribault
Mankato
Lake Crystal
Tracy
Redwood Falls
St. Peter
Marshall
Slayton
Luverne
Pipestone
Madison
Iroquois
Lake Preston
Huron
Woolsey
Miller
Highmore
Gettysburg
Pierre
Woonsocket
Chamberlain
Mitchell
Sioux Falls
Parker
Canton
Salem
Vilas
Armour
Yankton
Vermillion
Niobrara
Verdigree
Newcastle
Wayne
Plainview
O'Neill
Ainsworth
Bassett
Valentine
Crawford
Rushville
Chadron
Dakota Jc.
Douglas
Wendover
Edgemont
Hot Springs
Oelrichs
Merino
New Castle
Custer
Deadwood
Lead
Sturgis
Rapid City
Black Hills
Minnesela
Sioux City
Le Mars
Cherokee
Dakota Cy.
Webster City
Sac Cy.
Ft. Dodge
Eldorado
Cedar Falls
Waterloo
Independence
Manchester
Dubuque
Hinckley
Pine Cy.
Grantsburg
Cameron
Turtle Lake
Superior Jc.
Chicago Jc.
Phillips
Prentice
Parish
Antigo
Oconto Jc.
Wausau
Eland Jc.
Abbotsford
Medford
Merrillan
Grand Rapids
Necedah
Camp Douglas
Princeton


NORTHERN PACIFIC RAILWAY
(WESTERN SECTION)
ENTIRE SYSTEM 5,044.65 Miles
MARCH, 1899.
MAP OF THE
---Under Construction
NORTH DAKOTA
SOUTH DAKOTA
MONTANA
WYOMING
IDAHO
WASHINGTON
OREGON
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
MINNESOTA
YELLOWSTONE NATIONAL PARK
ROCKY MTS.
CASCADE MTS.
PACIFIC OCEAN
VANCOUVER ISLAND
GLENDIVE
MILES CITY
LAUREL
BILLINGS
BRIDGER
RED LODGE
CINNABAR
LIVINGSTON
BOZEMAN
BUTTE
GALLATIN
HELENA
GREAT FALLS
SPOKANE
COULEE CITY
FARMINGTON
PULLMAN
GENESEE
LEWISTON
DAYTON
WALLULA JC.
ATHENA
PENDLETON
N. YAKIMA PASS
HUNTINGTON
SUMAS
SEATTLE
TACOMA
OLYMPIA
PORTLAND
SALEM
BOISE
Williston
Glendive
Miles City
Billings
Laurel
Park City
Columbus
Red Lodge
Bridger
Cinnabar
Livingston
Bozeman
Butte
Gallatin
Helena
Great Falls
Spokane
Coulee City
Farmington
Pullman
Genesee
Lewiston
Dayton
Walla Walla
Athena
Pendleton
N. Yakima Pass
Huntington
Sumas
Seattle
Tacoma
Olympia
Portland
Salem
Boise

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Northern Railway (Cal.)—See Southern Pacific	RR.							
Norwich & Worcester—Pref. stock, 8 p. c. rental	72	....	$100	See text.	8	Q.—J.	Gl. N. Bk., Bos. & Worc.	Jan. 1, '00, 2%
Bonds (not M.), int. gu. under lease, curr'cy...c&r	....	1897	1,000	$1,200,000	4	M. & S.	Boston, Co.'s office.	Mch. 1, 1927
Ogden Mine RR.—Stock (5 p.c.rent.Cen. of N. J.)	10	....	100	450,000	5	J. & J.	Phila., 608 Chestnut St.	Jan., '00, 2½%
Ogd. & L. Ch.—1st M,$4,400,000, g., gu.by Rut.Ce.c*	127	1898	1,000	3,700,000	4 g.	J. & J.	N. Y. Nat. Bk. of Repub.	July 1, 1948
Ohio & Ky.—1st M., g., s. f., call at 110.Ce.....c*	26	1896	1,000	250,000	5 g.	J. & J.	.....	July 1, 1926
Ohio & Little Kanawha Ry.—See Zanesville & Ohio River Ry.								
Ohio & Mississippi—See Balt. & Ohio Southwest.								
Ohio River—1st mortgage ($2,000,000), gold.FP.c*	169	1886	1,000	2,000,000	5 g.	J. & D.	N.Y., Central Tr. Co.	June 1, 1936
Gen. M. ($3,000,000), gold, 1st on 39 miles.....c*	208	1887	1,000	2,874,000	5 g.	A. & O.	do do	Apr. 1, 1937
Rav.Sp. & Glen.1st M.,$400,000,g.,gu.,p.&i.FPc*	33	1890	1,000	376,000	6 g.	F. & A.	do do	Aug. 1, 1920
Huntington & Big S. 1st M. ($400,000), gold, gu.c*	12	1892	1,000	291,000	6 g.	J. & J.	New York or Phila.	July 1, 1922
Ripley & Mill Creek 1st M. g., guar. p. &i., end.c*&r	13	1888	1,000	50,000	6 g.	F. & A.	Phila., E. W.Clark & Co.	Aug. 1, 1908
Ohio Southern—1st mort., $4,000,000, gold.Ce..c*	....	1881	1,000	3,924,000	6 g.	J. & D.	June, '96, pd. Sept., '96	June 1, 1921
General (2d) mortgage, (for $2,800,000), g..Ce.c*	....	1889	1,000	2,798,000	4 g.	M. & N.	May,'95,coup. last paid.	May 1, 1921
Consol. (3d) mortgage, $8,000,000, gold.....	....	1894	1,000	See text.	5 g.	.....	.....	1944
Car trusts Dec., 1897 ($319,000 are 6s).....	....	1895	.....	757,607	5 & 6	See text	.....	1898-1905
Old Colony—Stock, 7 p. c., guaranteed by rental.c*	....	....	100	16,608,900	7	Q.—J.	Boston, Office.	Jan.2,'00,1¾%
Bonds for Framingham & Lowell bonds.....c	....	1884	1,000	498,000	4½	A. & O.	do	Apr. 1, 1904
Bonds not mortgage.....r	....	1884	1,000	750,000	4	J. & J.	do	July 1, 1904
Bonds, not mortgage.....r	....	1888	1,000	4,000,000	4	J. & J.	do	Jan. 1, 1938
Bonds, not mort. (authorized $3,000,000), g...c*r	....	1894	1,000 &c	3,000,000	4 g.	F. & A.	do	Feb. 1, 1924
Bonds, not mortgage .....c&r	....	1895	1,000 &c	5,100,000	4	J. & D.	do	Dec. 1, 1925
Boston Clin. F. & N. B. mort.....c	125	1880	1,000	1,912,000	5	J. & J.	Boston, N. E. Trust Co.	Jan. 1, 1910
Plymouth & Middleboro 1st M., int. guar.(end.).c*	15	1892	.....	225,000	5	J. & J.	Boston.	Jan. 1, 1912
Omaha Bridge & Terminal Ry.—1st M.($5,000,000)	....	1893	.....	(?)	.....	.....	.....	.....
Omaha K. C. & Eastern—Stock ($1,500,000 auth.).	36	....	100	1,428,000	.....	.....	.....	.....
1st mortgage (see text), gold .....c*	36	1896	1,000	816,000	5 g.	M. & S.	N.Y.. Gilman, Son & Co.	Sept. 1, 1926
Second (income) mort., $15,000 per mile, gold..r	36	1897	100 &c.	612,000	5	Oct. 1	Int. payb. only if earn'd	Oct. 1, 1926
Omaha & St. L. RR.—1st M., g., subj. to call at par.	145	1896	.....	2,376,000	4 g.	J. & J.	Jan., 1900 coup. in def.	July 1, 1901
Oregon & Cal.—1st M., g., dr'n at 100 gu. p.&i. Un.c*	596	1887	1,000	18,842,000	5 g.	J. & J.	N. Y., South Pacific Co.	July 1, 1927
Oregon RR. & Navigation—Common stock	....	....	100	24,000,000	.....	.....	N. Y. Office, 120 B'way.	July 2, '98, 1%
Preferred stock, 4 per cent, non-cumulative	...	....	100	11,000,000	4% in '99	J. & J.	do do	Jan. 2, '00, 2%

total, 72 miles. Also owns entire capital stock ($500,000) of the Norwich & New York Transp. Co., operating boat line to N. Y. City. Leased to New England RR. for 99 years from Feb. 1, 1869, and accepted by N. Y. N H. & H. RR. since July 1, 1893; rental is 8 per cent on preferred stock.—See V. 64, p. 664; V. 65, p. 726; V. 69, p. 1194; V. 70, p. 76. Stock in Jan., 1900, was increased from $2,769,200 to $3,000,000, and bonds from $955,000 to $1,200,000 to cover cost of Groton Branch and improvements, the new stock being offered to stockholders at $215 per share to Jan. 31.—V. 69, p. 1194; V. 70, p. 76, 125.

Nypano RR.—V. 63, p. *229;* V. 67, p. 223.)

Ogden Mine RR.—Owns Nolan's Point (Lake Hopatcong) to Sparta (or Ogden Mine), N. J., 10 miles. Leased for 999 years from Jan. 1, 1882, to Central RR. of N. J. for 5 p. c. per annum on capital stock and $500 yearly for organization expenses.

Ogdensburg & Lake Champlain Ry.—Owns from Rouse's Point, N. Y., to Ogdensburg, N. Y., 118 miles.

Organization.—Successor in Nov., 1898, under plan in V. 63, p. 358, to the O. & L. C. *Railroad*, sold under foreclosure on May 2, 1898. In Jan., 1899, the entire stock, $4,400,000 was purchased by the Rutland RR. and the 1st 4s (present issue, $3,700,000) guaranteed.

Bonds.—Of the bonds, $700,000 are reserved for new construction. Bondholders have one vote for each $100 principal of bonds.

Report.—For year ending June 30, 1899, gross earnings were $677,569; net over taxes, $183,556; other income, $6,024; total net income, $189,580.—(V. 68, p. 41, 86, 131.)

Ohio & Kentucky Ry.—Building in Dec., 1899, from Lex. & East. Ry. at Jackson, Ky., to cannel coal fields in Morgan Co., Ky., 26 m. To be operated by Lex. & East. Ry. Common stock, $200,000; pref. stock, $100,000; bonds as above, $250,000; junior securities to be taken by stockholders. $175,000. The bonds are guaranteed by the Kentucky Block Cannel Coal Co., whose $400,000 1st mortgage bonds are deposited with the trustee as additional security. Pres., W. de L. Walbridge, 1 B'way, N. Y.; Sec. and Treas., M. Baxter, Jr.

Ohio & Little Kanawha Ry.—Incorporated as successor of the Zanesville & Ohio River Ry., sold Jan. 20, 1900, which see.

Ohio River RR.—Road.—Owns from Benwood, West Va., to Huntington, West Va., 209 miles; trackage into Wheeling, 4 miles; leases Huntington & Big Sandy Railroad, Huntington to Kenova, West Va., 11 miles; total in earnings, 224 miles; operates Ravenswood Spencer & Glenville Ry., Ravenswood to Spencer, 33 m.; Ripley & Mill Creek Valley, 13 miles; total, 270 miles. In October, 1899, the Cin. Portsm. & Va. RR., Cincinnati to Sciotoville, O., 111 m., was reported leased.

Stock.—Authorized, $6,000,000; outstanding, $5,915,430; par, $100.

Financial.—Dec. 31, 1898, there were bills payable, $237,000, and in treasury were $223,000 of bonds issued.

Earnings.—On 224 miles, Jan. 1 to Nov. 30 (11 mos.) { 1899....Gross, $1,087,544; net, $456,195 / 1898....Gross, $882,247; net, 307,653

Report.—Report for 1898 in V. 68, p. 1021, showing on 224 miles:

Year Dec. 31:	*Gross.*	*Op. ex. & taxes.*	*Net.*	*Int., etc.*	*Balance.*
1898.....	$958,450	$657,462	$300,987	$293,374	sur. $7,613
1897.....	965,197	650,142	315,055	288,558	sur. 26,497

Ravenswood Spencer & Glenville gross for 1898, $42,247; deficit under oper. charges, $10,704. Ripley & Mill Creek Valley gross, 1898, $19,598; surplus for year, $289.—V. 68, p. **1021**; V. 69, p. 852, 906.

Ohio Southern RR.—Lima, O., to Wellston, 183 miles, and branches, 80 miles. Traffic principally bituminous coal.

Stock, Etc.—Stock outstanding, $3,840,000; par $100.

Receivership—Road sold Oct. 15, 1898, to first mort. committee for $2,000,000, No plan of reorganization had been issued to Jan., 1900. Property now operated by Benjamin Norton for 1st mort. bondholders.

Committees.—*First Mortgage:* Chairman, W. A. Read of Vermilye & Co., Simon Borg, Henry Sanford, Edwin S. Hooley and Thomas Denny. *General Mortgage:* James D. Smith, Chairman, No. 42 Broad Street, N. Y.; depositary, Manhattan Trust Co., N. Y.—V. 61, p. 27, 1065; V. 62, p. 139, 320. Receivers' certificates paid off.

Bonds.—Of the consols only $300,000 have been executed; they are held as collateral for car trusts. Car trusts mature about $150,000 yearly in monthly instalments. In April, 1898, both the 1st and 2d mortgages were held to be a lien on the entire road. (V. 66, p. 901.)

Earnings.—From Mar. 4 to June 30,'99, gross, $208,854; net, $68,512.

Year—	*Gross.*	*Net.*	*Int. & taxes.*	*Rentals, etc.*	*Balance.*
1897-8.....	$720,561	$112,031	.....	.....	.....
1896-7.....	636,523	164,272	$350,903	$115,996	def.$302,627
1895-6.....	813,780	295,361	368,120	(?)	def.72,759

—(V. 66, p. 901, 1002; V. 67, p. 74, 223, 372, 1208; V. 68, p. 474, 824).

Old Colony RR. (Mass.)—Owns road from Boston to Provincetown, Mass., Newport, R. I., etc., 508 miles; leases, 108 miles; total 616 miles. See Supplement of September, 1894.

Lease.—In 1893 leased to the New York New Haven & Hartford for 99 years. About $5,000,000 of the stock, included in table above, was exchanged for New Haven stock, and is held by that company The lease provides for dividends of 7 p. c. per annum on stock not exchanged. See V. 56, p. 247, 374. Stock authorized, $20,000,000.

Floating Debt.—Loans and bills payable June 30, 1899, were $187,000, against $737,000 in 1898.—V. 65, p. 463, 565.)

Omaha Bridge & Terminal Ry.—See Sup. of April, 1899.

Omaha Kansas City & Eastern RR.—Owns road, completed in June, 1897, from Pattonsburg, Mo., to Trenton, Mo., 36 miles. Extension from Quincy, Ill., east to Chandlerville, about 100 miles, proposed. On Jan. 2, 1900, Chas. H. Chappell of Chicago and James Hopkins of St. Louis were appointed receivers of the Om. K. C. & E., Om & St. L. and K. C. & Nor. Conn. See Om. & St. L. below.—V. 70, p. 39.

Bonds.—Second mortgage of 1897 is limited to $11,000,000, interest up to 5 p. c., payable only if earned and non-cumulative; Atlantic Trust Co., N. Y., and William A. Rule, trustees. In 1898, Jan. 1 to Mar. 14 (2½ months), gross earnings were $158,552, against $114,754 in 1897.—V. 68, p. 773; V. 69, p. 385; V. 70, p. 39.

Omaha & St. Louis RR.—Owns Council Bluffs, Ia. to Pattonsburg, Mo., 145 m. Operated since July 29, 1897, by Omaha, K. C. & East.

History, Etc.—Successor in June, 1896 (per plan V. 62, p. 41, 1177) of the Omaha & St. Louis *Railway*, sold in foreclosure Jan. 27. On Jan. 2, 1900, Chas. H. Chappell of Chicago and James Hopkins of St. Louis were appointed receivers of the Om. & St. L., Kan. City & Nor. Conn. and Om. K. C. & East., preparatory to reorganization and consolidation, in which, it was understood, J. W. Gates, Jacob H. Schiff and E. H. Harriman would take part —V. 70, p. 39.

Securities.—Capital stock, $2,592,000, represented by Guaranty Trust Co. certificates (for stock in trust).

Earnings.—Year ending June 30, 1899: total receipts, $392,035; net, $116,801; int. and taxes, $114,812; surplus. $1,989. In 1986-7, gross, $326,565; net, $30,237.—(V. 69, p. 385; V, 70, p. 39.)

Ontario & Rainy River RR.—V. 68, p. 1077; V. 69, p. 334.

Oregon & California RR.—From Portland, Ore., to California State line, 367 miles; Albany Junc. to Lebanon, 12 miles; Portland to Corvallis, 97 miles; Woodburn to Natron, 93 miles; Portland, Ore., to Airlee, Ore., and branch, 85 miles. Total, 654 miles.

Lease, Etc.—Leased to Southern Pacific Co. for 34 years from August 1, 1893, the lessee guaranteeing interest on the bonds, and the lessor receiving any net profit and being charged with any deficit after payment of charges. Betterments are payable by lessor. Southern Pacific interests own the bulk of its $19,000,000 stock, $12,000,000 of which is 7 p. c. pref.; par is $100. Due So. Pac. Co. June 30, 1899, $3,663,163.

Bonds.—Land grant was about 4,000,000 acres, part of which is covered by the mortgage, proceeds of land sales going to redeem bonds (subject to call at par). The Southern Pacific guaranty of principal and interest is printed on each of the 5 per cents. In 1898-9 net land sales subject to mort. were $196,711.—See V. 63, p. 754.

Earnings.—Year ending June 30, 1899, gross, $2,252,397; net, $787,476; interest, taxes, etc., $1,354,313.—(V. 63, p. 754; V. 70, p, 76.)

Oregon Improvement.—See Pacific Coast Co. (Miscel. Co'es).

Oregon Railroad & Navigation Co.—Road East Portland, Ore., to Huntington, Ore., 403 miles; branches 660; leases 2 miles; total, 1,065 miles; river division water lines, 353 miles, of which 19 narrow gauge. Ocean line to San Francisco, 660 miles. V. 63, p. 969.

In Dec., 1899, the Snake River Valley Ry. was opened in the interest of the Oregon RR. & Nav. Co. from Wallula to Grange City, Washington, 65·7 miles; also line from Fairfield to Waverly, Wash., 5 miles.

Organization.—Organized in July, 1896, per **plan** in V. 61, p. 325 and V. 62, p. 41, as successor of the Oregon Ry. & Navigation Co. sold in foreclosure. Controlled by Union Pacific Ry., directly and through ownership of the Or. Sh. Line, which owns $16,281,400 of the *common* stock. In July, 1899, Or. Short Line RR. guar. the payment during the next 2½ years of the remaining 10 per cent of the 20 per cent dividends on the pref. stock, thus dissolving the voting trust.—V. 69, p. 181.

Stock.—In October, 1899, the U. P. was issuing its common stock to retire, $ for $, the $7,718,600 Or. RR. & Nav common stock not owned by the Short Line Co. and its preferred stock to retire the $11,000,000 Or. RR. & Nav. pref. stock.—V. 69, p. 492, 597. In Dec., 1899, $6,242,600 common and $8,510,478 preferred stock had been acquired by the U. P.—V. 69, p. 906.

Dividends.—On *preferred*: 1897, 2 p. c.; in 1898, 4 p. c.; in 1899, 4 p. c.; in 1900, Jan., 2 p. c. On *common* paid 1 p. c. July 2, 1898.

Bonds.—The consolidated mortgage of 1896 (**abstract** V. 63, p. 928; trustee, New York Security & Trust Co.) covers all the property. Of the $24,500,000 authorized, $606,000 in 1899 were reserved for retirement through sinking fund or otherwise of $569,000 firsts of 1879, $1,106,000 for betterments, etc., and $2,830,000 for the construction of additional road at the rate of not more than $20,000 per mile of constructed road. *First mortgage* has a sinking fund to buy bonds at or below 110, or else draw them at par on January 1.—V. 69, p. 1301.

Latest Earn's.—1 mo. July 1 to July 31. { 1899.....Gross, $486,455; net, $267,605 / 1898.....Gross, 528,157; net, 209,778

Report.—Report for 1898-9 in V. 69, p. 901.

Year end. June 30—	1897.	1898.	1899.
Rail lines.....	$4,130,381	$5,992,471	$6,258,282
Water lines.....	547,543	902,922	747,697
Gross earnings.....	$4,677,924	$6,895,393	$7,005,979

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Oreg. RR. & Nav.—(Con.)—1st M., g., s. f., 100.c	643	1879	$1,000	$411,000	6 g.	J. & J.	N. Y., Sec. & Trust Co.	July 1, 1909
Consol. mortgage, $24,500,000, gold.....c*	1,063	1896	1,000	19,634,000	4 g.	J. & D.	New York & Germany.	June 1, 1946
Oregon Short Line RR.—								
Common stock, $27,460,100.....	....	....	100	27,460,100	mostly o	wned by	Union Pacific.	.....
Or. Sh.L. 1st M., p. & i., gold—see V.63, p.602...c*	600	1882	1,000	14,931,000	6 g.	F. & A.	N. Y., 120 Broadway.	Feb. 1, 1922
Utah & North'n 1st mort., $12,000 per mile....c*	477	1878	1,000	4,993,000	7	J. & J.	do do	July 1, 1908
Consol. M., gu., $15,000 p. m., s. f. not dr'n,g.c*	477	1886	1,000	1,802,000	5 g.	J. & J.	do do	July 1, 1926
Consol. 1st mortgage, $36,500,000, gold .....c*	1,479	1897	500 &c.	12,328,000	5 g.	J. & J.	do do	July 1, 1946
Non-cumulative *Income* bonds—								
Series A, 5 per cents, $7,185,000.....	....	1897	500 &c.	7,185,000	5 p. c. in	Sept.'99	N.Y.& Bost.,when earn.	July 1, 1946
Series B, $15,000,000.....	....	1897	500 &c.	14,841,000	4 in 1899	Oct.	do do	July 1, 1946
Oswego & Syracuse- Stock, 9 p. c. guar., D. L. & W.	35	....	50	1,320,400	9	F.-A.,20	N. Y., Del. L. & W. RR,	Aug. 20, 1899
Consolidated mortgage (guar. D. L. & W.).....	35	1876	1,000	438,000	7	M. & S.	do do	Mch. 1. 1907
Construction M., guar.prin. & int.(for $1,000,000)	35	1883	1,000	668,000	5	M. & N.	do do	May, 1923
Owensboro & Nashville—1st mortgage, gold.....c*	88	1881	1,000	2,000,000	6 g.	M. & N.	N Y., 120 Broadway.	Nov. 1, 1931
Panama—Stock.....	48	....	100	7,000,000	.....	.....	.....	Jan. 3, 1893
1st M.,$4,000,000, s.f.,g, red. at 105(text)...Ce.c*	48	1897	1,000	*1,763,000	4½ g.	A. & O.	N. Y., 29 Broadway.	Oct. 1, 1917
Subsidy bonds.,g., drawn at 100. SeeV.64,p.705.c*	....	1880	1,000	1,482,000	6 g.	M. & N.	do do	Nov. 1. 1910
Paterson & Hud.Riv.—Stk., 8 p.c. rent. N.Y.L.E.&W.	14	....	50	630,000	8	J. & J.	N. Y., 44 Exchange Pl.	Jan., 1900, 4%
Paterson & Ramapo—Stock (rental guarantee).....	....	....	.....	298,000	8	J. & J.	N. Y., 44 Exchange Pl.	Jan., 1900, 4%
Pecos Valley & Northeastern—1st mortgage, g.Ce.c*	372	1898	1000	2,790,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1948
Pemigewasset Valley RR.—Stock (rental guarantee)	....	....	100	541,500	6	F. & A.	Tre's.off.,Concord, N.H.	Feb., 1900, 3%
Pennsylvania RR.—Stock.....	....	....	50	142,235,500	5 in 1899	M.&N.31	Philadelphia, Office.	Nov.29,'99,2½
General mort. bonds, $1,000 and £200 each..c&r	568	1867	$ or £	19,997,820	6	See x	Phila. Office & London.	July 1, 1910
Con. M'tg'e. of 1873 secures all equally. Currency registered bonds.....r	568	1875	1,000	1,961,000	6	Q.-M. 15	Philadelphia, Office.	June 15, 1905
Currency coupon bonds..... c	568	1875	1,000	2,757,000	6	J.&D. 15	do do	June 15, 1905
Sterling bonds.....c	568	1873-4	£200	22,762,020	6	J. & J.	Phila. office and London	July 1, 1905
Gold registered bonds.....r	568	1879	1,000	3,498,000	5 g.	Q.—M.	Philadelphia, Office.	Sept. 1, 1919
Gold coupon bonds.....c	568	1879	1,000	1,500,000	5 g.	M. & S.	do do	Sept. 1, 1919
Gold sink. fund, 1 p. c., not drawn..c*	568	1893	1,000	2,970,000	4 g.	M. & N.	N. Y., Farm's L. & T. Co.	May 1, 1943
Sterling (s. f. in 1900) not drawn.c*&r	568	1895	£200	4,850,000	3½g.	J. & J.	Lond.,Joint-St'k Bk.Ltd	July 1, 1945

* $962,000 additional 4½s authorized for payments in 1902, or earlier, on account of construction of La Boca terminal.
x On coupon bonds J. & J.; on registered bonds A. & O.

	1897.	1898.	1899.
Net earn'gs over exp. & taxes..$1,735,179	$2,785,677	$2,717,706	
Payments- Interest on bonds.....	865,491	830,356	
First mortgage sinking funds.....	154,230	163,110	
Improvements and new equipment.....	.....	35,997	
Depreciation water line equipment.....	89,350	94,610	
Miscellaneous.....	616	49,912	
Dividends on 4% pref. stock.....	(5) 550,000	(4) 440,000	
Dividends (1%) on common stock.....	240,000	....	
Balance, surplus for year.....	†$963,856	†$1,212,827	

† Including $73,107 misc. inc. in 1898-9; $77,866 in 1897-8.

—V. 69, p. **901**, 906, 1301; V. 70, p. 39.

Oregon Short Line RR.—Owns Granger, Wyo., to Huntington, Ore., 542 miles; branch to Ketchum, Idaho, 70 miles; Ogden to McCammon, Idaho, 111 miles; Pocatello to Silver Bow, Montana, 256 miles; Lehi Junction to Tintic, Utah, 54 miles; Ogden, Utah, to Frisco, 275 miles; sundry branches, 122 miles (of which 40 miles narrow gauge); total, 1,430 miles. In Dec., 1899, branch from Idaho Falls, Idaho, to St. Anthony, on the Snake River, 137 miles, was opened.

In Aug., 1899, the Utah & Pacific seventy-six mile extension, from Milford southwest to the boundary line of Utah at McCune was completed.—V. 67, p. 484, 733. The Utah Nevada & Calif. Ry., with capital stock of $5,000,000, will build an extension from the State line southwest across Nevada towards Los Angeles, Cal.—V. 68, p. 383.

HISTORY.—Successor March 16, 1897, of the Oregon Short Line & Utah Northern Ry., foreclosed per **plan** in V. 62, p. 504, 505. Controlled by Union Pacific, which holds nearly the entire capital stock and the greater part of the Income A and B bonds.

CAPITAL STOCK.—Authorized $27,460,100, of which new Union Pacific Ry. Co. in Dec., 1899, had acquired 98 per cent.—V. 68, p. 188, 381, 474

BONDS.—Of the $36,500,000 new *first consols*, $24,162,000 are reserved to retire at maturity the loans not disturbed and $2,001,000 reserved for future use. These bonds are a first lien on about 400 m.

Series A incomes are non-cumulative and entitled to dividends of 5 per cent per annum; in September, 1897, 4 p. c. was paid on account of coupon No. 1, and in Sept., 1898, and Sept., 1899, the full 5 per cent (interest being payable yearly) at Guaranty Trust Co., N.Y. or Old Colony Trust, Boston.—V. 69, p. 492.

The O. R. & N. stock is placed in trust as special security for the *Series B incomes*, but dividends thereon are to go to the Short Line company except as needed to pay to Series B their full interest. The Series B bonds will receive from earnings if earned only 3 p. c. interest annually for first three years (but any dividend on O. R. R. & N. stock shall go toward making up the full 4 p. c.), and then 4 p. c. In Oct., 1898, 3 per cent and in Oct., 1899, 4 per cent was paid on the Series B incomes. V. 65, p. 572; V. 66, p. 1141.

In Oct., 1899, the U. P. was issuing its preferred stock to retire dollar for dollar, the series "B" bonds and also its treasury 4s for the $7,185,000 "A" bonds. In Dec., 1899, $6,312,000 of the Income "A" bonds and $14,177,500 "B" had been acquired —V. 69, p. 695, 906.

GENERAL FINANCES.—By the reorganization the annual fixed charges were reduced from $2,788,575 to $1,853,770. The new company owns a majority ($16,281,400) of the *common* and $976,900 of the *preferred* stock of the Oregon RR. & Navigation Co.

LATEST EARNINGS—From Jan. 1, 1899, to Nov. 30, 1899, gross, $7,334,511, against $6,370,185 in 1898.

Report for 1898-99 in V. 69, p. 1007, showed:

	1897.	1898.	1899.
Gross earnings.....	$5,726,247	$6,317,058	$7,577,108
Net earnings.....	2,246,868	2,728,598	2,825,488
Other income.....		198,984	437,649
Total net.....		$2,927,582	3,263,137
Interest and sinking fund.....		$1,964,108	1,963,883
Paid Sept. 1 on "A" incomes.....		(5) 359,250	(5) 359,250
Paid Oct. 1, 1898, on "B" incomes.....		(3) 445,230	(4) 593,640
Balance, surplus.....		$158,994	$346,363

Financial Office, 120 Broadway, N. Y. City.—V. 69, p. **1007**, 1104.

Oswego & Syracuse RR.—Owns from Oswego, N. Y., to Syracuse, N. Y., 35 miles. Leased in 1869 during length of charter and renewal thereof to the Delaware Lackawanna & Western Railroad Company for 9 per cent per year on $1,320,400 stock and interest on bonds.

Owensboro & Nashville Ry.—Owns from Owensboro, Ky., to Adairville, Ky., 84 miles; Mud River Branch, 4 miles. Operated by Louisville & Nashville Railroad, which owns the $1,156,518 stock (par $100) and $1,200,000 of the first mortgage bonds—all these bonds and most of the stock being pledged under its trust deeds.

Panama RR.—ROAD—Colon to Panama, 48 m. Completed 1855 In 1898 built from Panama to La Boca, 2 miles.

In December, 1895, an agreement was made with Pacific Mail S. S. to cover joint traffic between New York and Central America, Mexico and the U. S. Pacific coast. This agreement expires by limitation in 1900.—V. 63, p. 76; V. 68, p. 668.

DIVIDENDS.—

	'85	'86-7	'88	'89	'90	'91	'92	'93	
Since '84 p. ct.	10	nil.	23	9	5	5	2	2	None since

BONDS.—The new mortgage of 1897 is for $4,000,000; sinking fund is $150,000 yearly and bonds may be drawn for s. f. at 105; the entire issue may be called for payment on and after April 1, 1903, at 105.—V. 65, p. 516. See also description in V. 66, p. 1046.

The *subsidy* bonds are secured by an assignment and pledge made by the U. S. of Colombia to the trustees of $225,000 annually, of the annual subsidy or rental tothat extent payable to said government by the company, and are drawn and paid off on November 1 yearly with any surplus of the subsidy not needed for interest; $247,000 bonds now in treasury. See statement as to subsidy bonds in V. 64, p. 705.

ANNUAL REPORT.—The report for 1898 in V. 68, p. 668, showed:

Year to Dec. 31.	Gross RR. Earnings.	Net RR. Earnings.	Net of Steamships.	Charges.	Surplus, Incl. Other Inc.
1898.....	$1,106,460	$606,023	$21,011	$776,524	$266,746
1897.....	1,241,942	766,534	87,350	832,286	409,875
1896.....	1,201,574	819,176	225,539	846,392	545,685

The charges above in 1898 include: Lighterage, $97,791; general expenses, $97,864; other expenses, $95,628; subsidy payment, $25,000; interest on bonds, $189,161.—V. 68, p. 668; V. 69, p. 542.

Paterson & Hudson River.—Owns from Marion, Jersey City, N. J. (south of Bergen Junction), to Paterson, N. J., 14 miles, double track. Leased in perpetuity, at $48,400 per year for road, $5,000 for land in Jersey City and taxes, to Erie RR., forming part of main line.

Paterson & Ramapo RR.—Owns from Paterson, N. J., to New York State Line, 14 miles, double track, part of main line of Erie RR., to which leased Sept., 1852, during legal existence, at $26,500.

Pecos Valley.—See PECOS VALLEY & NORTHEASTERN RY.

Pecos Valley & Northeastern Ry.—(*See Map.*)—Owns from Pecos City, Texas, to Amarillo, Texas, 372 miles, of which Roswell to Amarillo, 208 miles, was completed Jan., 1899.

Successor company to the Pecos Valley Ry. Co. sold in foreclosure April 19, 1898, and reorganized as per plan (V. 66, p. 438). New company took possession May 1, 1898. The authorized capitalization is $3,162,000 of first mortgage bonds and the same amount each of 6 p. c. non-cumulative pref. and common stock. Stock is all issued.

The bonds covers the entire line from Pecos to Amarillo, 372 miles, and equipment; they are authorized at $8,500 a mile, of which $1,000 a mile is held by trustee for future requirements, making the total amount of bonds to be issued at present $2,790,000. Cash to assure payment of interest for two years is deposited with Cent. Trust Co.

At Amarillo the road connects with the Atchison Topeka & Santa Fe, and has close relations with that company, but is independent.

J. J. Hagerman, Colorado Springs, Col., President. Among the other Directors are Chas. A. Otis, New York; B. P. Cheney, Boston; E. D. Kenna, Chicago; Morgan Jones, Fort Worth, Tex.—V. 66, p. 811, 1208.

Pemigewasset Valley RR.—Plymouth, N. H., to Lincoln, N. H., 23 miles. Leased to Concord & Montreal for 6 p. c. on stock.

Pennsylvania RR.—(*See Map*).—The system, as shown on the adjoining map, extends from New York City, westerly, via Philadelphia to Pittsburg, Erie, Cleveland, Toledo, Chicago and Burlington on the north, and to Washington, Cincinnati, Louisville and St. Louis on the south. The total system on Jan. 1, 1899, aggregated 9,035 miles, of which 4,611 miles represent the mileage operated *directly* under the caption "the lines east of Pittsburg and Erie" and 4,424 miles the mileage operated directly under the caption "the lines west of Pittsburg and Erie," the latter being more fully described under the title Pennsylvania *Company* and Pittsburg Cincinnati Chicago & St. Louis. The balance of the system is operated independently.

East of Pittsburg & Erie.

Main Line and Branches—	Miles.
Philadelphia to Columbia, Pa.....	81
Harrisburg, Pa., to Pittsburg, Pa.	248
Branches and spurs..	207
Total main line and branches...	536
Lines operated by lease—	
Har. Ports, Mt. Joy & Lan. RR.¶	
Dillersville to Harrisb., Pa.,etc..	52
Tyrone & Clearfield Ry.....	134
Western Pennsylvania RR.¶.....	157
United New Jersey RR.¶	
Trenton to Jersey City, etc.....	145
Philadelphia & Trenton RR.¶.....	27
Connecting Railway¶.....	7
Other lines	88
Lines operated under contract—	
Penn. Schuylkill Valley RR.¶.....	130
Sunbury & Lewistown Ry.¶.....	56
Bald Eagle Valley RR.¶.....	90
Cambria & Clearfield RR.¶	98
Southwest Pennsylvania Ry.¶ ...	112
Pittsburg Va. & Charleston Ry.¶.	77
Belvidere Delaware RR.¶..... ..	82
Phila. Germ. & Chest. Hill RR.¶..	14
Philadelphia & Long Branch RR.	49
Delaware River RR. & Bridge¶....	10
Philadelphia & Erie RR.¶.....	102
Sunb. Hazleton & Wilkesb. Ry.¶..	43
Other lines.	567
Total in Penn. RR. statistics.	2,756
Trackage.....	51
REPORTED SEPARATELY—	
Phil. Wilm. & Baltimore¶.....	669
Northern Central Ry.¶	389
West Jersey & Seashore RR.¶....	310
Cumberland Valley RR.¶.....	163
Allegheny Valley Ry.¶.....	273
Grand total east of P. & E.....4,611	

West of Pittsburg & Erie.

	Miles.
REPORTED DIRECTLY—	
Pitts. Cin. Chicago & St. Louis¶...1,473	
Pennsylvania Company lines¶.....1,075	
Total reported directly 2,548	
REPORTED SEPARATELY—	
Grand Rapids & Indiana lines¶....	582
Terre Haute & Indianapolis¶	638
Other lines (see Pa. Co. statement)	656
Total system Jan. 1, 1899.....9,035	

¶ See separate statement for this company.

ORGANIZATION, LEASES, &C.—The charter of the Pennsylvania Railroad was dated April 13, 1846. The Pennsylvania *Company* controls

MAP OF

THE PECOS VALLEY

SHOWING THE

PECOS VAL. & NORTHEAST'N RY.

AND IRRIGATING CANALS

AND THE LANDS WATERED BY THEM.

Scale of Miles 0 10 20 30 40

INDICATES IRRIGATED LANDS 400,000 ACRES.

MAP OF THE PECOS VALLEY & NORTHEAST'N RAILWAY & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Penn. RR.—(Con.)—Bonds (P.W.&B. stk. as col.)r	....	1881	$1,000	$7,702,000	4	J. & J.	Phila., Pa.Co. for Ins.&c.	July 1, 1921
Navy Yard mort. (extended 20 years in 1881)...r	....	1881	5,000	1,000,000	5	J. & J.	Phila., Co.'s Office.	Jan. 1, 1901
Collateral trust loan, gold, not drawn.....c*	....	1883	1,000	9,900,000	4½g.	J. & D.	Phila., Provid't L.&T. Co.	June 1, 1913
Equip. Tr. gold bonds (s. f. 5 p.c.) not drawn....c*	....	1889	1,000	2,728,000	4 g.	M. & S.	Phila., Gir'd Life &c. Co.	Sept. 1, 1914
Penn. Equip. Trust (in series payable 1/10 yearly).	....	'86-91	1,000	387,000	4	Q.—F.	Phila., Tr. S. Dep. & I. Co.	1900 to 1901
Penn. Rolling Stock Trust (1-10 payable yearly).	....	1892	1,000	1,470,000	4	Quar.	Phila., Gir'd Life &c. Co.	1902
Penn. Rolling Stock Trust (payable 1/10 y'rly)....	....	1898	.....	3,000,000	3½g.	Quar.	do do	1900 to 1908
do do do	....	1899	.....	3,000,000	3½g.	.....	.....	1900-1909
Del. Ave. Market 1st mortgage.....r	....	1889	5,000	300,000	4 3/10	M. & S.	Philadelphia.	Mch. 1, 1909
Delaware Ave. Bloodgood property.....r	....	1892	1,000	200,000	4 4/10	M. & S.	Philadelphia.	Sept. 1, 1912
Penn. RR. real estate purchase money gold M.c*&r	....	1893	1,000	2,000,000	4 g.	M. & N.	N. Y., Farmers' L. & Tr.	May 1, 1923
Pennsylvania Company—Stock.....	....	....	50	21,000,000	.....	.....	Pittsburg, Co.'s Office.	June 1, 1894
Bonds, gold, sec. by pl'ge & guar. by Pa. RR.c*&r	....	1881	1,000	19,467,000	4½g.	J. & J.	N. Y., Nat'l City Bank.	July 1, 1921
Guar. tr. ctfs. $20,000,000 g. guar. Pa. RR., ser. A*..r	....	1897	1,000	4,950,000	3½g.	M. & S.	N.Y., Union Tr. & Phila.	Sept. 1, 1937
Car trusts (Dec., 1899)	....	....	.....	928,401	4	Various	Phila., Gu. Tr. Co., etc.	Various dates.
Pennsylvania & North Western—Stock, $2,500,000.	62	....	50	2,250,000	2 in 1899	.....	Phila., Gu. Tr. & S. D. Co.	Jan. 10, '00, 2
Bell's Gap Extension 1st mortgage .....c*	24	1880	1,000	81,000	6	F. & A.	Phila., 26 So. 15th St.	Aug. 1, 1905
Consol. mort. (for $550,000) s. fund not dr'n.c*	24	1883	500 &c.	145,000	6	A. & O.	Phila., Gu. Tr. & S. D. Co.	Apr. 1, 1913
Clearfield & Jefferson 1st mortgage.....c*	38	1886	500 &c.	1,000,000	6	J. & J.	do do	Jan. 1, 1927
General mortgage for $2,500,000.....c*	62	1890	1,000	1,021,000	5	J. & J.	do do	Jan. 1, 1930
Car trusts, $50,000 due March, yearly.....	....	....	.....	151,000	5	M. & S.	do do	Mch., '00 to '03
Peoria & Bureau Val.—Stk., 8 p. c. rent'l C. R.I.&P	47	....	100	1,500,000	8	F. & A.	N.Y., Ch.R.I. & Pac. RR.	Feb., 1900, 4%
Peo. Decatur & Evansv.—Receiver's certificates....	....	1895	.....	(?)	6	.....	.....	.....
1st M. (Peoria Div.), gold.....c*	110	1880	1,000	1,287,000	6 g.	J. & J.	*July '97, cp. pd. Dec. '97	Jan. 1, 1920
1st m. (Evansv. Div., Mattoon to Evansville,) g.c*	128	1880	1,000	1,470,000	6 g.	M. & S.	*Sep. '96 cp. pd. Feb. '97	Sept. 1, 1920
Second mortgage, gold .....c*	244	1886	1,000	2,088,000	5 g.	M. & N.	Nov., '93, coup. last pd.	Nov. 1, 1926
Peoria & Eastern—Ind. Bloom. & W. 1st M., pref. c&r	202	1879	100 &c.	1,000,000	4	A. & O.	N.Y., J.P. Morgan & Co.	Apr. 1, 1940
Ohio Indiana & West. 1st M., pref., gold, int. gu.c*	342	1888	500 &c.	500,000	5 g.	Q.—J.	do do	Apr. 1, 1938
P. & E. consol. M. $10,000,000, interest guar..c*	342	1890	1,000	8,103,000	4	A. & O.	do do	Apr. 1, 1940
2d consol. mortgage, income, non-cumulative. ..c	342	1890	1,000	4,000,000	4	April 1	N. Y., when earned.	Apr. 1, 1990
Peoria & Pekin Union—1st mortgage, gold.....c	20	1881	1,000	1,495,000	6 g.	Q.—F.	N. Y., Central Trust Co.	Feb. 1, 1921
2d mortgage, gold.....c	20	1881	1,000	1,499,000	4½g.	M. & N.	do do	Feb. 1, 1921
Peoria & St. Louis—1st M., gold, $20,000 p. m...c*	....	1896	100	(?)	5 g.	F. & A.	N. Y., Knickerbock. Tr.	Aug. 1, 1936

Pennsylvania RR. Co.—Concluded.

all the lines west of Pittsburg and Erie, the Pennsylvania RR. Co. holding all its stock. In Jan., 1900, parties identified with the Penn. RR. were reported to have purchased stock in the Baltimore & Ohio Railroad and the Chesapeake & Ohio Ry. V. 70, p. 76. On Nov. 1, 1899, the Delaware River RR., the Baltimore Chesapeake & Atlantic Ry. and the Cleveland Akron & Columbus Ry. were formally taken into the system, the last named being added to the lines west of Pittsburg and Erie, and on Jan. 1, 1900, the Cleveland & Marietta Ry. —V. 69, p. 955, 1345.

SECURITIES OWNED.—The total cost of these to January 1, 1899, was $117,238,886, most of which are pledged to secure Pennsylvania issues. Revenue derived from these securities in 1898, $4,636,057.

CAPITAL STOCK.—Stock authorized by law $151,700,000; the amount outstanding has been increased from time to time, chiefly by sale at par to stockholders, for new acquisitions, etc. See Gen. Finances below.

DIVIDENDS ('83 '84 '85 '86 '87 '88 '89 '90 '91 '92 '93 '94 to Nov., '99 per cent. 8½ 7 5 5 5½ 5 5 5½ 6 6 5 5 yearly.
In 1893 paid also 2 per cent in scrip.

BONDS.—*Consolidated mort.* of 1873 for $100,000,000 secures all the consols equally, though issued at different dates; of the amount authorized, a sufficient amount is reserved to retire the general mortgage of 1867. It covers all the property and franchises of the company, including its main line from Philadelphia to Pittsburg, and branches, being a total of 517 miles, partly four-tracked, together with real estate and equipment. It is also a first lien on the company's leasehold interest in other railroad lines and canals, as well as on shares and bonds of other companies of an estimated cash value of over $50,000,000. Sinking fund for consols Jan. 1, 1899, held—Consols canceled, $1,771,980; other securities and cash $5,861,084.

The 4 *per cent loan of* 1881 is secured by Phila. Wilm. & Balt. stock.

The *collateral trust* loan of 1883 is secured by the deposit of mortgage bonds of subsidiary lines to the par value of $13,576,000.

GUARANTEED BONDS.—See SUPPLEMENT of April, 1899.
Mortgages and ground rents payable were on Jan. 1, '99, $4,278,071.

GENERAL FINANCES.—In Jan., 1900, stockholders subscribed to $12,930,500 new stock at par to provide for construction and equipment expenditures on the main and leased lines and branches in 1900, etc., raising issue to $142,235,500.—V. 69, p. 1248.

LATEST EARNINGS.—Jan. 1 to Oct. 31, (10 months) *directly operated*:

Lines *east* of Pitts-burg & Erie.	1899	Gross, $59,437,884; net,	$17,541,507
	1898	Gross, 54,040,584; net,	16,972,207
Lines *west* of P. & E., *inc.* or *dec.*		Gross, +4,542,300; net,	+1,267,900

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Philadelphia on second Tuesday in March. The report for 1898 was given at length in V. 68, p. 470, 477; see also editorial p. 449.

REPORT OF PENNSYLVANIA RAILROAD COMPANY.

Year ending Dec. 31—	1898.	1897.	1896.
Miles operated	2,755	2,747	2,721
Gross earnings	$65,603,738	$64,223,113	$62,096,503
Net earnings	$21,093,722	$20,965,487	$18,637,176
Int. on Pa. RR. investments..	4,636,057	4,616,216	4,615,433
Int. on United N. J. securities	225,631	231,194	320,435
Int. for use of equipment.....	340,333	353,267	335,634
Interest, general account.....	105,666	189,574	54,180
Miscellaneous.....	158,958	104,248	93,198
Total net income	$26,560,367	$26,459,985	$24,056,057
Deduct—Rentals	$10,315,772	$9,718,430	$8,824,163
Interest on funded debt.....	4,263,459	4,261,039	4,257,819
Int. on morts. & gr'd rents...	133,604	133,023	131,978
Interest on car trusts.....	437,828	549,154	575,592
Equip. trust loan sink. fund..	136,400	136,400	.....
State taxes and miscellan...	1,044,575	828,806	875,384
Total	$16,331,638	$15,626,853	$14,664,936
Balance	$10,228,729	10,833,132	$9,391,121
Payments—To trust fund.....	$92,000	$94,410	$73,048
Consol. mortgage redeemed....	354,780	324,780	324,780
Allegh. Val. RR. Co.—Defic'y...	.....	.....	244,570
Extraordinary expenses.....	673,858	1,067,305	1,516,899
	$1,120,638	$1,486,495	$2,159,297
Balance to credit of income...	$9,108,090	$9,346,637	$7,231,824
Dividends	(5) 6,465,236	(5) 6,465,170	(5) 6,465,123
Extra Betterment Fund.....	$1,800,000	1,800,000	.....
To credit of profit and loss....	$842,854	$1,081,467	$766,701
Bal profit and loss Dec. 31....	$22,445,998	$22,823,957	$24,152,323

EARNINGS ON ALL LINES BOTH EAST AND WEST OF PITTSBURG AND ERIE:

Year ending Dec. 31—	1898.	1897.	1896.
Gross earnings	$132,869,470	$128,278,087	$123,634,120
Net earnings	$39,960,141	$40,637,055	$35,304,791

OFFICERS—President, A. J. Cassatt; 1st V. P., John P. Green, 2d V. P., Charles E. Pugh; 3d V. P., S. M. Prevost, Secretary, John C. Sims; Treas., Robert W. Smith.—(V. 69, p. 1147, 1248; V. 70, p. 76.

Pennsylvania Company.—*(See Map Pennsylvania RR.)*—Owns no road in fee but has charge of all the system of the Pennsylvania *Railroad* Co. west of Pittsburg, viz.: (¶ See this company).

Leased by transfer from Pa. RR.:	Miles.	*Controlled by stock, etc.:*	Miles.
Pittsb. Ft. W. & Chicago.	¶469·89	Pitts. Cin. Chic. & St. L. Ry. and leased lines...	¶1,340·68
New Castle & Beaver Val..	¶14·98	Cin. & Muskingum Val...	¶148·45
Massillon & Cleveland....	12·23	Waynesburg & Washing..	28·15
Erie & Pittsburg	¶84·47	Cleveland & Marietta.....	¶103·13
Cleveland & Pittsburg....	¶198·34	Cin. Leb. & Nor.....	31·76
Leased directly by Pa. Co.:		Grand Rapids & Indiana..	433·91
Pitts. Youngs. & Ashta....	¶125·09	Musk. Gr. Rap. & Ind..	36·85
Toledo Wal. Val. & Ohio...	¶125·40	Traverse City RR.....	26·00
Indianap. & Vincen. RR.*	¶133·11	Cin. Rich. & Fort Wayne	¶85·60
Controlled by stock or otherwise:		St. L. Vand. & Terre H....	¶158·30
Pitts. Ohio Val. & Cin.....	15·27	East St. L. & Carondelet..	¶13·25
Roch. Beaver Falls & W...	·55	*Controlled jointly with other companies:*	
Marginal RR., Beav. F., Pa.	2·96	Pitts. Chartiers & Yough..	¶15·74
Salineville RR.....	3·07	Tol. Peoria & Western....	¶230·70
Rolling Mill RR., Toledo, O.	·71	Lines used jointly under trackage arrangements.	93·33
South Chic. & Southern...	10·25		
State Line & Ind. City....	7·56	Total of all lines.....	3,954·16
Calumet River.....	4·43		
Total Penn. Co. lines...	1,208·31		

* Operated by P. C. C. & St. L. Ry.

ORGANIZATION—Chartered in Pennsylvania April 7, 1870. Its stock is owned by the Pennsylvania *Railroad*. On Dec. 31, 1898, the Pennsylvania Co. owned sundry bonds having a par value of $8,817,402, and stocks of par value of $58,681,567, valued at $38,621,727, and yielding from Jan. 1 to Dec. 31, 1898, an income of $1,423,624.

DIVIDENDS.—In 1883, 4 per cent; then none till 1892, when 4 per cent was paid in March; in 1893, March, 4 p. c.; in 1894, June, 4 p. c.

BONDS.—The *gold bonds of* 1921 are secured by leases of P. Fort W. & C., the Cleve. & Pittsb. and Erie & Pittsb. railroads, and of bonds and stocks having a par value in 1881 of $24,171,630, as well as real estate.

In Sept., 1897, *guaranteed trust certificates* were issued by Girard L. I. A. & Trust Co., Phila., as trustee, under a deed of trust made by the Pennsylvania Company and the Pennsylvania RR. Co., whereby the Pennsylvania Company has pledged $5,000,000 at par of the 7 per cent guaranteed special stock of the Pittsburg Ft. Wayne & Chicago Railway Co. The total authorized issue of the trust certificates is $20,000,000, each series to be secured by deposit of shares of the special guaranteed stock to an amount equal to the par value of the series. See V. 65, p. 368, 572, 1116; V. 67, p. 122.

REPORT.—In year 1898 gross on 1,225 miles, $21,089,609; net, $7,544,266; interest, rentals, etc., $6,861,761; bal., sur., $682,505. In 1897, gross, $20,225,670; net, $8,050,069.

Income account has shown: In year 1895 profit. $947,034; in 1896, profit. $238,267; in 1897, profit. $1,009,821; in 1898, profit. $682,505.—(V. 68, p. 1077; V. 69, p. 904, 955, 1248.

Pennsylvania & North Western RR.—Owns Bellwood, Pa., to Horatio, 62 miles; total, including branches, 75 miles. A consolidation Jan. 1, 1890, of the Bells Gap and Clearfield & Jefferson roads.

DIVIDENDS.—In 1890, 5 p. c.; in '91, 5; in '92, 5½; in '93, 6 p. c.; '94, 2; 1895, 2; 1896 to '98, none; in 1899, July, 2; in 1900, Jan., 2 p. c.

EARNINGS.—Year ending Dec. 31, '98, gross, $598,641; net, $224,767; other income, $902; interest, taxes, etc., $142,544; balance, surplus, $83,124. In 1897, gross, $505,464; net, $168,117. (V. 59, p. 1008.)

Peoria & Bureau Valley RR.—Peoria to Bureau June., Ill., 47 miles. Leased in 1854 to Chicago Rock Island & Pacific RR. for $125,000 yearly; dividends, usually 8 p c. yearly, occasionally more.

Peoria Decatur & Evansville Ry.—Owns from Pekin to Evansville, 228 miles; branch, 6 miles; total owned, 234 miles; joint track to Hervey City, 8 miles; leases, Pekin, Ill., to Peoria, Ill., 9 miles; through Decatur 3 miles; total, 254 miles. Stock, $8,400,000.

RECEIVERSHIP, ETC.—Receiver is E. O. Hopkins—see V. 65, p. 195.

COMMITTEES.—*First mortgage* bondholders' committee (both divisions) Walston H. Brown, Chairman, 40 Wall St. Depositary, Central Trust Co., New York. A majority of firsts of each division has been deposited. V. 69, p. 1301; V. 65, p. 778, 824, 977.

Foreclosure suits pending under both divisional first mortgages. Sale under foreclosure of first mortgages set for Feb. 6, 1900, when it was expected the road would be purchased by the Colonial Trust Co. which owns a large majority of the second mortgage bonds, the firsts to receive principal and interest.—V. 69, p. 1248; V. 70, p. 39.

Scudder amended plan was in V. 67, p. 1357. Brown first mortgage plan in V. 65, p. 621; V. 69, p. 1301.

FLOATING DEBT.—On Dec. 31, 1897, principal of bills payable was $804,091; accrued interest unpaid, $222,746; equip. notes, $7,564; overdue interest on seconds, $437,000; due H. I. Nicholas & Co. on stock account, $65,672; receiver's bills payable, $25,000.

EARNINGS.—10 months, Jan. 1 to Oct. 31, 1899.....Gross, $733,232; net, $108,509
1898.....Gross, 680,370; net, [illegible]928

Year 1898, gross, $904,623; net, $108,671; year 1897, gross, $901,675; net, $124,323; year 1896, gross, $864,054; net, $204,958.

MAP OF THE

PENNSYLVANIA R. R.

SYSTEM.

1899.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pere Marquette—Common stock, $16,000,000	....	....	$100	$16,000,000	.....	.....	.....	.....
Preferred, 4 per cent, non-cum., $12,000,000	....	....	100	12,000,000	.....	.....	.....	.....
Grand Rapids Newaygo & Lake Sh. 1st M. 2d Div.	10	1875	500 &c.	19,000	7	J. & D.	N. Y., Un. Tr. & Boston.	June 1, 1905
Chic. & West Mich. general mort. ($12,000 p.m.) .c*	488	1881	1,000	5,758,000	5	J. & D.	do do	Dec. 1, 1921
D. Gr. R. & W., 1st cons. (now 1st) M., law. m.c*	350	1897	500 &c.	5,379,000	4	A. & O.	2d Nat. Bank, Boston.	Apr. 1, 1946
Holly Wayne & Monroe 1st mortgage, assumed.c	65	1871	1,000	1,000,000	8	J. & J.	N. Y., Merchants' N.Bk.	Jan. 1, 1901
Flint & Pere Marq'tte mortgage 6s of 1920, gold.c	281	1880	1,000	3,999,000	6 g.	A. & O.	N. Y., Mer. Ex. Nat. Bk.	Oct. 1, 1920
Consol. M., ($10,000,000) $20,000 p.m., g. Cc. c*	395	1889	1,000	2,600,000	5 g.	M. & N.	do do	May 1, 1939
F. & P. M. 1st M. Pt. H. Div. ($3,500,000), g. .Cc.c*	235	1889	1,000	3,325,000	5 g.	A. & O.	do do	Apr. 1, 1939
Toledo Div. 1st M., $400,000, gold, IB.....c*	19	1897	1,000	400,000	5 g.	J. & J.	Intern'l Tr.Co., Boston.	July 1, 1937
Ch. & No. Mich. 1st M., gu., p. & i. end by Ch. & W.M.c*	93	1891	1,000	1,667,000	5	M. & N.	Bos., Nat. Webster Bk.	May 1, 1931
Mich. Equip. Co. 1st M., gu. p. & i., s.f. red. at 100.r.	....	1892	1,000	227,000	6	J. & D.	Boston.	June 1, 1902
Western Equipment Co.	....	....	.....	128,000	6	A. & O.	.....	Apr. 1, 1909
Ch. & W.M. coupon scrip Jan. 1, 1899—V. 59, p. 737	....	1894-7	.....	663,622	5	Semi-an	.....	1904-7
Pere Marq. Transportat'n Co., gold, p. & i. guar.	....	1897	1,000	160,000	6 g.	J. & J.	N. Y., Mer. Ex. Nat. Bk.	$20,000 y'rly
Perkiomen—1st M., ser. I (1st l'n) gold, gu. p. & i.c*	38·5	1888	100 &c.	799,600	5 g.	Q.—J.	Phila. Reading Ter. Bld.	Jan. 1, 1918
1st M., ser. 2 (2d l'n) gold, guar. p. & i. (end.) ..c*	38·5	1888	1,000	1,125,000	5 g.	Q.—J.	do do	Jan. 1, 1918
Peterborough RR.—Stock (rental 4 per cent)	....	....	100	385,000	4	A. & O.	Nashua, N. H.	Oct., 1899, 2%
Phil. & Balt. Cent.—1st M. $2,500,000, $1,200,000 4½s	73	1881	1,000	2,200,000	4½ & 5	M. & N.	Phila., Penn. RR. Co.	Nov. 1, 1911
Phila. & Ches. V.—1st M., pf., old 5s, red. '96, g. .c*	....	1888	500	280,500	4 g.	A. & O.	Philadelphia.	Apr. 1, 1938
1st m., old 4s, not pref., int. reduced in '96, g. .c*	....	1888	500	100,000	3 g.	A. & O.	do do	Apr. 1, 1938
Phila. & Erie—Common stock ($10,000,000 author.)	287	....	50	7,985,000	.....	. ...	Phila., Broad St. Stat'n.	Mch. 1, 1894
Preferred stock, 7 per cent, special.....	287	....	50	2,400,000	4 in 1898	Yearly.	Phila., Broad St. Stat'n.	Dec. 31, '98, 4%
Gen. M. (now 1st) gold, guar. p. & i. by Pa. RR..c	287	1869	1,000	8,680,000	6 g.	J. & J.	do and London.	July 1, 1920
do do ($5,263,000 are 5s).....r	287	1869	1,000	11,143,000	4 g. & 5 g.	A. & O.	Phila., Broad St. Stat'n.	July 1, 1920
Phila. & Frankford—1st M., $500,000, gu. GuP.c*	....	1892	1,000	497,000	4 g.	F. & A	Phila., Comp'y's office.	Aug. 1, 1922
Phila. Germ. & Chestnut Hill—1st M., gu. by Pa. Ry.r	7	1883	1,000	1,000,000	4½	M. & N.	Phila., Broad St. Stat'n.	May 1, 1913
Consolidated mortgage, gold.....c*	14	1894	1,000	263,000	4½g.	M. & N.	do do	Nov. 1, 1944
Phila. Germ. & Norrist'n—Stock rental., P. & R. Ry.	29	....	50	2,246,900	12	Q.—M.	Phila., 132 So. 3d St.	Dec. 4, '99, 3%
Phila. Harrisburg & Pittsburg—1st mort., gold.c*&r	44	1890	1,000	500,000	5 g.	A & O15	Phila., Comp'y's office.	Oct. 15, 1925
Phil. Newt'n & N. Y.—1st M., gold (see text).....c*	22	1892	1,000	1,408,000	See text.	A. & O.	do do	Oct. 1, 1942
Philadelphia & Reading Ry.—SEE READING COMPANY.								
Phila. & Trenton—Stock 10 p. c. rental, Penn RR..	27	....	100	See text.	10	Q.—J.	Phila., Company's Office	Jan., '00, 2½%

* The Brown Committee is paying each April 1 and Oct. 1 at the Central Trust Co. interest at 5 p. c. per annum on certificates representing all except about 40 of the first mortgage bonds of both divisions, that is all bonds deposited with said trust company under their agreement.

To balance in '97 or '96 add $15,000 dividend on P. & P. U. stock in each year, but ownership of this stock is in litigation. V. 69, p. 695, 1063, 1248, 1301; V. 70, p. 39.

Peoria & Eastern Ry.—*(See Map Clev. Cin. Chic. & St. Louis.)*—Owns from Pekin, Ill., to Indianapolis, Ind., 202 miles, and has a lien of $5,000,000 on Springfield Division, Indianapolis to Springfield, Ohio, 141 miles; trackage, Pekin to Peoria, 9; total operated, 352 miles.

LEASE, ETC.—Formerly Ohio Indiana & Western, sold in foreclosure in 1890, reorganized per V. 49, p. 616, and leased till Apr. 1, 1940, to Cleveland Cincinnati Ch. & St. L., which guarantees interest, but not principal, of the first consols and the underlying bonds, and owns one-half the $10,000,000 stock, par $100. See SUPPLEMENT of Jan., 1894, as to provisions respecting any surplus over charges.

BONDS.—See abstracts of mortgages of 1890 in V. 51, p. 246 and of O. Ind. & Western mortgage, V. 47, p. 201.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $955,048; net, $290,511
1898.....Gross, 796,836; net, 184,078
Surplus over 5 mos.' charges, $99,886 in 1899, against $70 in 1898.

ANNUAL REPORT.—For 1898-99 see lessee's report V. 69, p, 603.

Year end. June 30.	*Gross.*	*Net.*	*Interest, etc.*	*Balance.*
1898-9	$1,903,217	$453,839	$441,370	sur. $12,469
1897-8	1,883,107	456,782	441,620	sur. 15,162

—V. 61, p. *567, 568*; V. 63, p. **556**; V. 67, p. **425**, 530; V, 69, p. 492.

Peoria & Pekin Terminal Ry.—See STREET RAILWAY SUPP'T.

Peoria & Pekin Union Ry.—Owns Pekin to Peoria, on both sides of Illinois River, and yards at and opposite Peoria. Mileage main track, 16·55; second main track, 8·92; total main track, 25·47 miles. Mileage of side and yard tracks, 47·62. Capital stock, $1,000,000. Owned by the Cleveland Cincinnati Chicago & St. Louis, Chicago Peoria & St. Louis, Peoria Decatur & Evansville, Lake Erie & Western and Toledo Peoria & Western companies.

In 1895 dividend 6 p. c.; 1895-6, 6 p. c; 1896·7, 6 p c.; 1897-8, 6 p. c. Earnings for year ending June 30, 1899, gross, $736,009; net, $375,633; charges, $266,606; dividends, $60,000; balance, surplus, $49,027. In 1897-8, gross, $686,848; net, $352,120.—V. 60, p. **521**.

Peoria & St. Louis Ry.—In July, 1899, partially constructed from Springfield to Peoria, Ill., about 55 miles, and it was reported would be completed by Nov. 1, 1899. See V. 69, p. 81. Incorporated July 24, 1896. First mortgage is for $1,100,000 bonds to be issued at not exceeding $20,000 per mile. V. 64, p. 755. Mortgage trustee was Robert Maclay, Registrar Knickerbocker Trust Co., N. Y. President, Turney English; Sec., T. W. S. Kidd. V. 69, p. 81.

Pere Marquette RR.—Operates a network of lines lying chiefly in Michigan, the eastern termini being at Toledo, O., Detroit, Mich and Port Huron, Mich. (connecting there with the Grand Trunk Ry.), and the western termini at La Crosse, Ind. [through parlor cars also running to Chicago, Ill.], and at Grand Haven, Ludington, Muskegon, Manistee in Michigan, on Lake Michigan. One line extends northerly from Grand Rapids, via Traverse City to Bay View.

Lines owned in fee.	*Miles.*
Alexis (near Toledo) to Ludington on Lake Michigan..	268
La Crosse, Ind. to Bay View, Mich.	394
West Detroit to G'nd Rapids, Mich.....	147
Port Huron to Muskegon....	240
Pt. Huron to Sand Beach, etc.	110
Other lines, spurs, etc.....546·4	

	Miles.
Trackage, etc., Ann Arbor RR. into Toledo.....	6·6
Sparta to Sheriden.....	34
Other.....	23
Leased (G. R. Beld. & Sag.)— Freeport to Belding.....	29½
Total to be operated, about	1,799
Spurs, about.....	200

Also owns car ferries Milwaukee to Muskegon, and Ludington and Manistee to Milwaukee, etc., forming part of a short line from St. Paul to tidewater, opened Jan., 1897, and four steamers valued at $443,564.

ORGANIZATION.—Incorporated Nov. 1, 1899, as a consolidation of Chicago & West Michigan Ry., Detroit Grand Rapids & Western RR. and Flint & Pere Marquette RR., per plan in V. 68, p. 1024, 1181. The new company began operations Jan. 1, 1900. V. 69, p. 1346.

STOCK.—Authorized issue $16,000,000 common and $12,000,000 4 p. c. non-cum. pref. (to be subject to increase only with the consent of a majority of each class of stock).

BONDS.—The $24,811,465 bonds and $533,000 equipment obligations of the three companies are not to be disturbed for the present.

LATEST EARNINGS.—11 mos., Jan. 1 to Nov. 30. '99. Gross, $6,618,620; net, $1,529,986
'98. Gross, 5,996,479; net, 1,426,689

EARNINGS.—The combined earnings of the three properties were:

Year ending Dec. 31—	1898.	1897.	1896.
Total gross earnings.....	$6,585,247	$5,757,460	$5,408,520
Net earnings over taxes.....	1,587,456	1,421,050	1,128,465
Other income.....	$17,625	$7,876	.....
Total net income	$1,605,081	$1,428,926	.....
Charges.....	$1,308,674	$1,292,380	.....
Balance, surplus, for year.....	$296,397	$136,546	.....

OFFICERS.—Chairman of Board, W. W. Crapo; President, Charles M. Heald; Sec. and Treas., Charles Merriam; Comptroller, C. H. Potter, Jr.—V. 69, p. 905, 955, 1011, 1103, 1194, 1346; V. 70, p. 39, 76.

Perkiomen RR.—Owns from Perkiomen Junction, Pa., to Emaus Junction, Pa., 38·3 miles. Stock, $37,500, f. p.; par $50. Reorganized in 1887. There is due Reading Company on loan account about $759,000. In year 1897-98, gross, $299,330; net, $131,911; int., etc., $96,230.

Peterborough RR.—Wilton to Greenfield, N. H., 10½ miles. Leased April 1, 1893, to Boston & Lowell for 93 years at 4 p. c. on stock and expenses. Capital stock $385,000; par, $100; div., A. O.

Petersburg RR.—See Atlantic Coast Line Co. of Virginia.

Philadelphia & Baltimore Central RR.—West Phila. to Octoraro Jc., Md., 63 miles; Wawa to West Chester, Pa., 9 m. (double track, 13 m.); branch, 2 m.; leased, Chester Creek RR., 7 m. Phila. Wilmington & Baltimore Railroad holds $2,497,100 of the $2,499,286 stock, and road is a part of Pennsylvania system. Fiscal year ends Oct. 31. For 1897-98, gross earnings, $829,616; net, $115,182; int. on deposits, etc., $22,742; def. under charges, $29,703.

Philadelphia & Chester Valley RR.—Road from Bridgeport to Downington, Pa., 22 miles. Chartered in 1888. Capital stock (par $50) is, common, $550,000; preferred, $205,100; total, $755,100, of which Reading Company owns $450,000 common and $205,100 preferred, the same being deposited under its general mortgage of 1897.

The Reading "Company" guarantees by endorsement principal and interest of the bonds, with interest reduced. See V. 63, p. 1064.

EARNINGS.—For year ending June 30, 1898, gross, $41,627; net, $8,739; charges, $14,547; bal., def., $5,808.—V. 63, p. 1064.

Philadelphia & Erie RR.—*(See Map Pennsylvania RR.)*—ROAD—Owns Sunbury to Erie, Pa., 287 miles—double track, 76 miles.

ORGANIZATION, LEASE, &C.—Formerly Sunbury & Erie. Leased to Pennsylvania RR. Co. for 999 years, and actual net receipts paid as rental. Pennsylvania RR. owned Dec. 31, 1898, $3,499,800 common and $2,400,000 special stock and $3,944,000 general mortgage bonds, and city of Philadelphia (sinking fund) $2,250,000 common stock.

DIVIDENDS.—On common in 1892, 2 p. c.; 1894, 2 p. c. On preferred "special," 1888-93, 7 p. c. yearly; 1894 to '97, 1897, 2 p.c.; 1898, 4 p. c.

EARNINGS.—11 mos., Jan. 1 to Nov. 30. 1899.....Gross, $4,902,755; net, $1,614,883
1898.....Gross, 4,198,096; net, 1,311,706

ANNUAL REPORT.—Report for 1898 was given in V. 68, p. 425.

Year end. Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings.....	$4,574,443	$4,601,257	$4,512,511	$4,378,574
Total net income.....	1,317,919	1,235,187	1,231,996	1,181,840
Interest on debt.....	1,019,150	1,047,470	1,047,470	1,047,470
Interest on special stock.	96,000	48,000	.....	.....
Interest on equipm't, &c.	200,454	125,564	176,962	129,843
Balance.....	sur. $2,315	sr. $14,153	sur. $7,564	sr. $4,527

—(V. 65, p. 572; V. 66, p. 385, **468**; V. 68, p. **425**.)

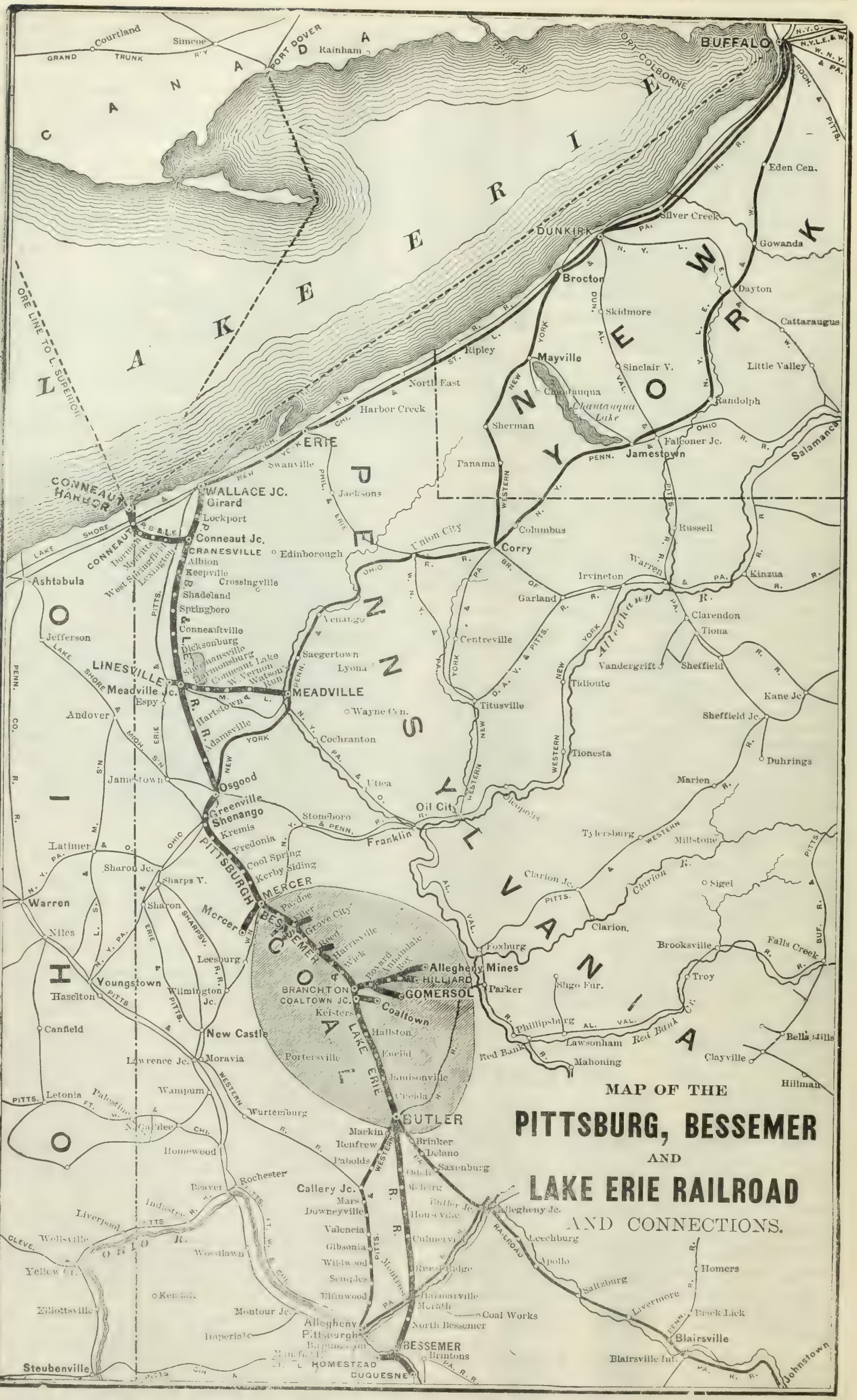
Philadelphia & Frankford RR.—Owns from Crescentville to Frankford, Pa., 2·6 miles. The $500,000 stock, $498,950 is owned by Reading Company and deposited under its mortgage of 1896. In 1898 interest on bonds reduced from 5 to 4 per cent, principal and interest being guaranteed by Reading Co. V. 67, p. 1358, 1357.

Philadelphia Germantown & Chestnut Hill RR.—In Philadelphia from Germantown Junc., on Connecting Railway, to Chestnut Hill, 7 miles; branches, 7 miles. From May 1, 1883, leased for 30 years to the Pennsylvania Railroad Co., which guarantees principal and interest on bonds, and Jan. 1, 1899, owned $1,262,750 of $1,263,000 outstanding stock and all the $263,000 outstanding consol. mort. bonds. Authorized stock $2,000,000 (par, $50). Of the consol. mortgage for $2,000,000, $1,000,000 reserved to retire firsts of 1883. (V. 59, p. 880.)

Philadelphia Germantown & Norristown RR.—Phila., Pa., to Norristown and Germantown, Pa., 20½ miles; second track, 20 miles; total track, 80 m.; Plymouth RR., 9 miles. Leased November 10, 1870, to Philadelphia & Reading Railroad for 999 years at a rental of $269,623 and $8,000 yearly for organization expenses. Dividends are 3 per cent quarterly (12 per annum), but in March and September, 1893, only 2½ p. c. each was paid on account of certain losses. Lease assumed in 1896 by Phila. & Reading Railway.

Philadelphia Harrisburg & Pittsburg RR.—Owns from Harrisburg, Pa., to Shippensburg, on the Western Maryland Railroad, 41 miles; sidings and laterals 10 miles. Opened in April, 1891, and leased for 999 years at 5 p. c. on stock, interest on bonds, taxes and expenses to the Philadelphia & Reading *RR.*, which by endorsement on each guaranteed the bonds, principal and interest. Lease assumed in 1897 by Philadelphia & Reading Railway. Stock, $2,000,000 (par, $50), of which $1,995,000, along with $1,472,000 of the bonds are owned by the Reading Company and deposited under its general mortgage of 1897. Mortgage is for $2,000,000.

Philadelphia Newtown & New York RR.—ROAD—Philadelphia to Newtown, Pa., 21 miles; branch 1 mile. Capital stock, $1,600,000; par, $50. Of the bonds, $849,100 (with coupons only partly paid—see V. 64, p. 331), are owned by the Reading Company and deposited as part security for its general mortgage of 1897. In Oct., 1898, interest on $507,000 bonds was reduced to 3 per cent, from April 1, 1897, and made a first charge, that on remainder of issue being left at 5 per cent, subject to said agreement.—V. 68, p. 773. For year ending June 30, 1898, gross, $80,938; net, $22,666; charges, $25,740; bal., deficit, $3,074.—V. 67, p. 1356; V. 68, p. 773.


CANADA
LAKE ERIE
LAKE ERIE
ORE LINE TO L. SUPERIOR
Courtland
Simcoe
GRAND TRUNK R'Y
Rainham
PORT DOVER
N.Y.C.
N.Y.L.E. & W.
W. N.Y. & PA.
BUFFALO
G.T.R.
P.C.C.&St.L.R.
COLBORNE
ROCH. & PITTS.
Eden Cen.
Silver Creek
DUNKIRK
Gowanda
Brocton
Dayton
Skidmore
Cattaraugus
Ripley
Mayville
Sinclair V.
Little Valley
North East
Chautauqua
Chautauqua Lake
Randolph
Harbor Creek
Sherman
Falconer Jc.
Jamestown
ERIE
Panama
Swanville
Salamanca
CONNEAUT HARBOR
WALLACE JC.
Girard
Lockport
Conneaut Jc.
CRANESVILLE
Edinborough
Albion
Keepville
Crossingville
Ashtabula
Shadeland
Springboro
Conneautville
Dickson burg
Shenansville
Harmonsburg
Conneaut Lake
W. Vernon
Watson's Run
Jefferson
LINESVILLE
Meadville Jc.
Espy
MEADVILLE
Venango
Saegertown
Lyona
Union City
Corry
Columbus
Russell
Irvineton
Warren
Kinzua
Garland
Clarendon
Tiona
Centreville
Vandergrift
Sheffield
Tidioute
Kane Jc.
Titusville
Andover
Wayne Cen.
Sheffield Jc.
Hartsdown
Adamsville
Cochranton
Duhrings
Tionesta
Marien
Jamestown
Osgood
Greenville
Shenango
Kremis
Fredonia
Cool Spring
Kerby Siding
Stoneboro
Franklin
Oil City
Tylersburg
Millstone
Latimer
Sharon Jc.
Sharps V.
Sharon
Clarion Jc.
Clarion R.
Sigel
Warren
Niles
Mercer
PITTSBURGH
MERCER
BESSEMER
Paddoe
Filer
Grove City
Reed
Harrisville
Wick
Boyard
Annandale
Box
Foxburg
Clarion.
Brooksville
Falls Creek
Leesburg
Youngstown
Wilmington Jc.
Allegheny Mines
W. HILLIARD
GOMERSOL
Parker
Shigo Fur.
Troy
Haselton
BRANCHTON
COALTOWN JC.
Coaltown
Keisters
Phillipsburg
Red Bank
Lawsonham
Bells Mills
Canfield
New Castle
Hallston
Euclid
Mahoning
Clayville
Lawrence Jc.
Moravia
Portersville
Jamisonville
Hillman
Letonia
Palestine
Wampum
Wurtemburg
BUTLER
MAP OF THE
PITTSBURG, BESSEMER
AND
LAKE ERIE RAILROAD
AND CONNECTIONS.
Mackin
Renfrew
Pabolds
Brinker
Delano
Saxonburg
Honewood
Rochester
Beaver
Callery Jc.
Mars
Downeyville
Valencia
Gibsonia
Wildwood
Semples
Elfinwood
Harmarville
Murath
Coal Works
North Bessemer
Liverpool
Wellsville
Yellow Cr.
Elliottsville
Steubenville
Montour Jc.
Imperial
Allegheny
Pittsburgh
BESSEMER
Brintons
HOMESTEAD
DUQUESNE
Allegheny Jc.
Leechburg
Apollo
Saltzburg
Homers
Livermore
Brick Lick
Blairsville
Blairsville Int.
Johnstown

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Philadelphia Wilmington & Baltimore—Stock	....	....	$50	$11,819,350	7 in 1899	J. & J.	Phila., Broad St. Stat'n.	Jan. 2, '00, 4%
Plain bonds, s. fund $16,000 yearly, not drawn..z	....	1875	1,000	800,000	6	A. & O.	Phil.Of.;Bost.,Kid.Peab	Apr. 1, 1900
Plain bonds, s. fund $20,000 yearly, not drawn..r	....	1880	1,000	1,000,000	5	J. & D.	do do	June 1, 1910
Plain bonds.....r	....	1887	1,000	1,000,000	4	A. & O.	do do	Apr. 1, 1917
Plain bonds.....r	....	1887	1,000	1,000,000	4	M. & N.	Phila., Broad St. Stat'n	Nov. 1, 1922
Plain bonds, gold.....r	....	1891	1,000	930,000	4 g.	J. & J.	do do	Jan. 1, 1926
Plain bonds, gold.....r	....	1892	1,000	1,000,000	4 g.	A. & O.	do do	Oct. 1, 1932
Piedmont & Cumberland—Stock, 5 per cent rental.	....	....	50	650,000	See text.	F. & M.	Check from Co.'s office.	Feb. 1, '00, 2½
1st mortgage, gold, interest rental.....c*	29	1886	1,000	650,000	5 g.	F. & A.	Baltim.,Hambleton&Co	Aug. 1, 1911
Pine Creek—1st M., guar. prin. and interest (end.)r	75	1885	1,000	3,500,000	6	J. & D.	N. Y. Gd. Cent. Station.	Dec. 1, 1932
Pittsburg Bessemer & L. E.—Com., $10,000,000....	....	....	50	10,000,000	.....	.....	.....	.....
Pref. stock, 6 per cent cum., $2,000,000.....	....	....	.....	2,000 000	.....	J. & D.	Check from Co. s office.	Dec. 1,'99, 3%
Pittsb. Shen. & Lake Erie, 1st mort., gold.....c*	134	1890	1,000	3,000,000	5 g.	A. & O.	N. Y. Central Trust Co.	Oct. 1, 1940
Consol. 1st mortgage, for $4,800,000, gold..c*	151	1893	1,000	800,000	5 g.	J. & J.	do do	July 1, 1943
Pittsb. B. & L. E., consol. M., $10,000,000, g..c*	193	1897	1,000	6,200,000	5 g.	J. & J.	N. Y., U. S. Trust Co.	Jan. 1, 1947
Debentures, gold, $2,000,000. See text. **UPi**...	193	1899	1,000	1,500,000	5 g.	J. & D.	Un. Trust Co., Pittsb'g.	June 1, 1919
Bessemer eq. trust, $75,000, g., ea. July 1. **UPi**.	....	1897	1,000	525,000	6	J. & J.	Un. Trust Co., Pittsb'g.	J'ly 1, 1900-06
Conneaut equip. trust, part due yearly, g... **FPi**	....	1898	1,000	500,000	6	M. & S.	Fid. Tit. & Tr., Pittsb'g.	1900 to 1908
Pittsburg Chartiers & Yough'y—Stock, $1,000,000..	....	....	50	700,000	4 Feb.'99	.....	Pittsburg, Office.	Feb.15,'99,4%
1st mortgage.....	16	1882	500 &c.	320,000	6	F. & A.	do do	Feb. 1, 1902
Gen. M. $1,000,000, gold, gu. p.&i. (end.) See text.	16	1892	1,000	343,000	4 g.	A. & O.	do do	Apr. 1, 1932
Pittsburg Cincinnati Chicago & St. Louis—Pref. st'k	1,090	....	100	22,686,560	3 in 1899	M. & S.	N.Y.,Farmers' L'n & Tr.	Oct.10,'99, 1½
Col. & Ind. Cent. 1st M. (Colum. to Ind. & br.).c*	208	1864	1,000	2,631,000	7	J. & J.	N. Y., Union Trust Co.	Nov., 1904
Col. & Indianapolis Central 2d mortgage.....c*	208	1864	1,000	767,000	7	M. & N.	do do	Nov., 1904
Union & Logansp't 1st M. (U'n City to Logans.)c*	93	1865	1,000	715,000	7	A. & O.	do do	Dec., 1905
Chic. St. L. & Pitts. cons. M. ($22,000,000) g...c&r	580	1883	1,000	1,506,000	5 g.	A. & O.	do do	Oct. 1, 1932
Jeff'nville, Mad. & In. 1st M. (s. f. drawn at 110).c	222	1866	1,000	a1,369,000	7	A. & O.	N.Y.,Farmers' L'n & Tr.	Oct. 1, 1906
2d mort., Jeffersonv., Ky., to Indianap. & br'h.c	222	1870	1,000	1,995,000	7	J. & J.	do do	July 1, 1910
Steub. & Ind., 1st mortgage, extended in 1884.r	116	1864	1,000	3,000,000	5	J. & J.	N. Y., Nat'l City Bank.	Jan. 1, 1914
Pitts. C. & St. L., 1st consol. mortgage.....c&r	216	1868	1,000	3,841,000	7	F. & A.	Phila., Broad St.Station	Aug. 1, 1900

a Sinking fund in Dec., 1899, held $1,345,000 additional, and $229,000 drawn for sinking fund, but not presented for redemption.

Philadelphia & Reading RR.—See READING COMPANY.

Phila. Reading & New Eng.—See Central New England Ry.

Philadelphia & Trenton RR.—Phila. (Kensington), Pa., to Morrisville, Pa., 23 miles, mostly four-tracked, and branch 3 miles. On Dec. 1, 1871, leased, with the United Cos. of N. J., for 999 years to the Penn. RR. at 10 p. c. on $494,100 stock, the total issue being $1,259,100, the balance being owned by the United RR. of N. J.

Philadelphia Wilmington & Baltimore RR.—*(See Map Penn. RR.)*—Operates from Philadelphia to Washington, D. C., and from Wilmington, Del., to Delmar, Del., with branches as follows:

Lines owned—	*Miles.*		
Philadelphia to Baltimore.....	95	Delaware RR.¶.....	217
(all double track.)		Delaware Md. & Va.¶.....	98
Branches to Delaware City, etc.	22	Baltimore & Potomac ¶.....	97
Lines controlled, leased, etc.—		Other lines (6).....	53
Philadelphia & Balt. Central¶.	80	Total (¶ see this company)...	669

ORGANIZATION.—Penn. RR. owns $10,890,950 stock (mostly purchased in 1881), and controls the operation. The P. W. & B. owns stock in the Cambridge & Seaford, Columbia & Port Deposit, Junction RR., Queen Anne's & Kent, South Chester & Un. RR. of Baltimore, etc. In Feb., 1899, leased Junction RR. of Phila. for 99 years. V. 68, p. 428.

DIVIDENDS. (1868-87 '88 '89 '90 '91 '92 '93 '94 '95 '96 to '99. 1900.
Per cent. (8 yearly. 7 7 6 6 7 7½ 7 6½ 7 Jan.,4
In 1899, Jan., 4 p. c.; July, 3 p. c.

BONDS.—All to be secured by any future mortgage; see page 4, SUP. of April, 1895. Mortgages and ground rents 1898, $164,002.

EARNINGS—12 months, (1899..Gross, $10,392,449; net, $3,353,421
Nov. 1 to Oct. 30. (1898..Gross. 9,601,249; net, 2,680,421

ANNUAL REPORT.—Year ends Oct. 31. Prel. report for 1898-99 was in V. 70, p. 74, showing: Gross, $10,393,806; net, $2,153,650; other income, $460,877; interest, taxes, rentals, etc., $2,053,719; dividends, $827,354; bal., surplus for year, $733,424. In 1897-98, gross, $9,601,563; net, $2,480,671; other income, $431,128. In 1896-97, gross, $8,791,436; net, $2,387,231.—(V. 68, p. 325, 428; V. 70, p. 74.)

Piedmont & Cumberland Ry.—Road from W. V. C. Junction, W. Va., to Cumberland, Md., 29 miles. Formerly leased to the West Virginia Cent. & Pittsb. Ry. till Aug. 1, 1911, for 37 per cent of gross earns., but under new lease of 1899 the West Va. Cent. & Pitts. Ry. will receive all revenues and pay all expenses, 5 per cent interest on bonds and 5 p. c. on stock. V. 69, p. 590, 592. Penn. RR. Co. on Dec. 31, 1898, owned $200,000 of the $650,000 stock—par $50—and also $100,000 bonds. First div., 5 p. c., paid in March, 1894; in 1895, March, 6 p. c.; in 1896, Feb., 6 p. c.; in 1897, Mar., 5 p. c.; in 1898, 4 p. c.; in 1899, April, 2 p. c.; Sept., 2 p. c. Dividends under new lease of 1899 will be 5 per cent yearly. V. 69, p. 492.

Pine Creek Ry.—Owns Stokesdale Junction, on the Fall Brook Road, to Newberry Junction, Pa., 75 miles. ORGANIZATION.—N. Y. Central controls the capital stock and leases the road for 999 years, from May 1, 1899, for $35,000 yearly, payable quarterly, Q.-F., bond interest and taxes.—V. 68, p. 379, 573, 773, 872. The 1st mortgage is guaranteed by the Reading and the New York Central, jointly and severally. See form of guaranty, V. 56, p. 650. Stock, $1,000,000 (par, $50); July1, 1899, N.Y. Central owned $999,000.—V. 68, p. 573.

Pittsburg Bessemer & Lake Erie RR.—*(See Map.)*—Owns line completed in August, 1897, from Bessemer, near Pittsburg, Pa., to Conneaut Harbor on Lake Erie, and Wallace Junction, Pa., 162 miles; terminal in Erie, etc., Pa., 2 miles; branches, 27 miles; leases Meadville Conneaut Lake & Linesville RR., Linesville to Meadville, 23 miles; trackage, N. Y. Chic. & St. L., to Erie, 13 miles; total, 227 miles.

ORGANIZATION, ETC.—A consolidation Jan. 14, 1897, of the Pittsburg Shenango & Lake Erie and the Butler & Pittsburg. Carries iron ore south and coal north, its contracts with the Carnegie Steel Works and others, it is said, insuring it a tonnage of 4,000,000 tons annually. Rails 100 pounds, maximum grades 30 feet. See further particulars V. 63, p. 1159; V. 65, p. 152. One-half of the stock was to be owned by the new Carnegie Steel Co. organized in 1899

Controls boat line for coal transfer, etc., between Conneaut and Port Dover, Can., 68 miles, and Conneaut & Port Stanley, Can., 58 miles. See V. 60, p. 872, V. 61, p. 241, 795.

STOCK.—Common stock is $10,000,000; par $50. As to pref., see below.

DIVIDENDS.—First semi-annual dividend on preferred, 3 p. c., paid Dec. 1, 1899. V. 69, p. 1104.

BONDS.—The old first mortgage of $3,000,000 covers the line from Butler to Wallace Junction, 106 miles, and branches 28 miles. Debentures of 1899 may be called after June 1, 1909, upon company paying ½ per cent for each year of unexpired term.

The P. B. & L. E. mortgage of 1897 is for $10,000,000 (trustee United States Trust Co., N. Y.), covering all the railroad, property, rights and franchises of the consolidated company, including the agreement with the Carnegie Steel Co., Limited, and the Union RR. Co. Of the new bonds $4,800,000 reserved to retire Pittsburg Shenango & Lake Erie firsts. Car trusts Sept. 30, 1898, $1,243,674.

GENERAL FINANCES.—Stockholders to pay floating debt incurred for improvements, etc., on May 5, 1899, authorized an issue of $2,000,000 6 p. c. cum. preferred stock and $2,000,000 5 p. c. debentures, of which $1,500,000, together with the stock, were sold.—V. 68, p. 525, 928, 1133.

EARNINGS.—Jan. 1 to Dec. 31, 1899 (12 months), gross, $1,807,917; in 1898, $1,311,861; in '97, $643,993. Year to June 30, 1898, gross, $881,590; def. under operating, $82,788; other income, $2,425; total deductions, $648,007; bal., def., $728,370. Chairman of the Board, Col. S. B. Dick, Meadville, Pa. (V. 66, p. 428; V. 68, p. 525, 928, 1133; V. 69, p. 1104; V. 70, p. 74.)

Pittsburg Chartiers & Youghiogeny Ry.—Owns from Chartiers to Beechmont, 16 m.; trackage (Chartiers Ry.), 1 m.; 17 miles in all. STOCK authorized, $1,000,000; par, $50; outstanding, $700,000, owned jointly by guarantors mentioned below. DIVIDENDS—In 1895 4 p. c.; in 1896, 11 p. c.; in 1897, none; in 1898, 4 p. c.; in 1899, Feb., 4 p. c. Of the 4 per cents issued, or to be issued, one-half are to be endorsed with the guaranty of the Pittsburg Cincinnati Chicago & St. Louis, the other half with the guaranty of the Pittsburg & Lake Erie. See guaranty, V. 56, p. 650. In year ending Dec. 31, 1898, gross, $181,868; net, $86,953. In 1897 gross, $159,774; net $69,873.

Pittsburg Cincinnati Chicago & St. Louis Ry.—*(See Map.)*—The system, clearly seen on adjoining map, includes:

Lines owned.	*Miles.*	*Lines leas'd* (¶See these co's.)	*Miles.*
Pittsburg,Pa., to Chicago,Ill.	504	¶Chartiers.....	23
Rendcomb Jc. to Anoka Jc...	166	¶Little Miami.....	192
Bradford Jc. to Indianapolis.	104	Cincinnati Street Con. Ry...	3
Indianapolis to Jeffersonville	108	Pitts. Wheeling & Ky.....	28
Branches.....	208	Eng. Connecting Ry. in Chic.	2
Total owned.....	1,090	Other lines.....	5
Trackage—		*Leased jointly with T. H. & I.*	
Indianapolis to Kokomo.....	55	¶St. Louis Vandalia & T. H...	158
Louisville Bridge, etc.....	5	Total of all Jan. 1, 1899...	1,561

ORGANIZATION, &C.—Formed in 1890 by consolidation (per terms in V. 50, p. 875) of Chicago St. Louis & Pittsburg, Jeffersonville Madison & Indianapolis, Cincinnati & Richmond and Pittsburg Cin. & St. L. Controlled by Pennsylvania Co. and Pa. RR. Co. through ownership of stock.

CAPITAL STOCK.—The stock authorized is: Common, $45,000,000; preferred, $30,000,000; par, $100. Outstanding Nov. 30, 1899, common, $24,598,929; preferred, $22,686,560. Stock listed to Jan. 16, 1900, common, $24,387,100; preferred, $22,649,200. Suit V. 68, p. 381; V. 69, p. 1248; V. 70, p. 126.

The preferred stock is "non-cumulative and entitled to a dividend of 4 per cent per annum out of the net earnings as declared by the Board, with the right after 3 per cent has been declared on the common to an additional 1 per cent, making 5 per cent in all." After 5 per cent on both common and preferred, the two share pro rata.

DIVIDENDS.—	1891.	1892-93.	1894.	1895.	1896.	'97-'98.	1899.
On pref. p. c.—	3	4 yearly.	2	0	2	0	3

STOCK OF OLD COMPANIES unexchanged Nov. 30, 1899: Pittsb. Cin. & St. L. common, $29,100, Chic. St. Louis & Pittsb., common, $45,217, and preferred, $8,553; Steubenville & Indiana, common, $85,445, and preferred, $5,000; Jeff. M. & I. $5,000.

BONDS.—The *consolidated mortgage* for $75,000,000 (Farmers' Loan & Trust Co. of N.Y. and W. N. Jackson, trustees,) covers the entire property. Sufficient consols are reserved for the purpose of retiring all sectional bonds at maturity, at which time they must be paid off. The remainder are issuable for improvements, additions etc. They are guaranteed unconditionally as to principal and interest by the Pennsylvania Company, in accordance with the vote of its Board of Directors, and are so endorsed. The five series are all equally secured. See adv. CHRONICLE May 21, 1892, and guaranty, V. 56, p. 604.

GENERAL FINANCES.—Series "D" bonds for $4,863,000 had been listed on N. Y. Stock Exchange to Oct., 1899.—V. 63, p. 1064.

In June, 1899, arrangements were made for the issue and sale of consol. 3½s, to be used to refund maturing bonds, including $6,863,000 Pitts. Cin. & St. Louis 1st consol. 7s, due Aug. 1, 1900. (As to Pittsburg C. & St. L. 7s, see V. 68, p 1183.)

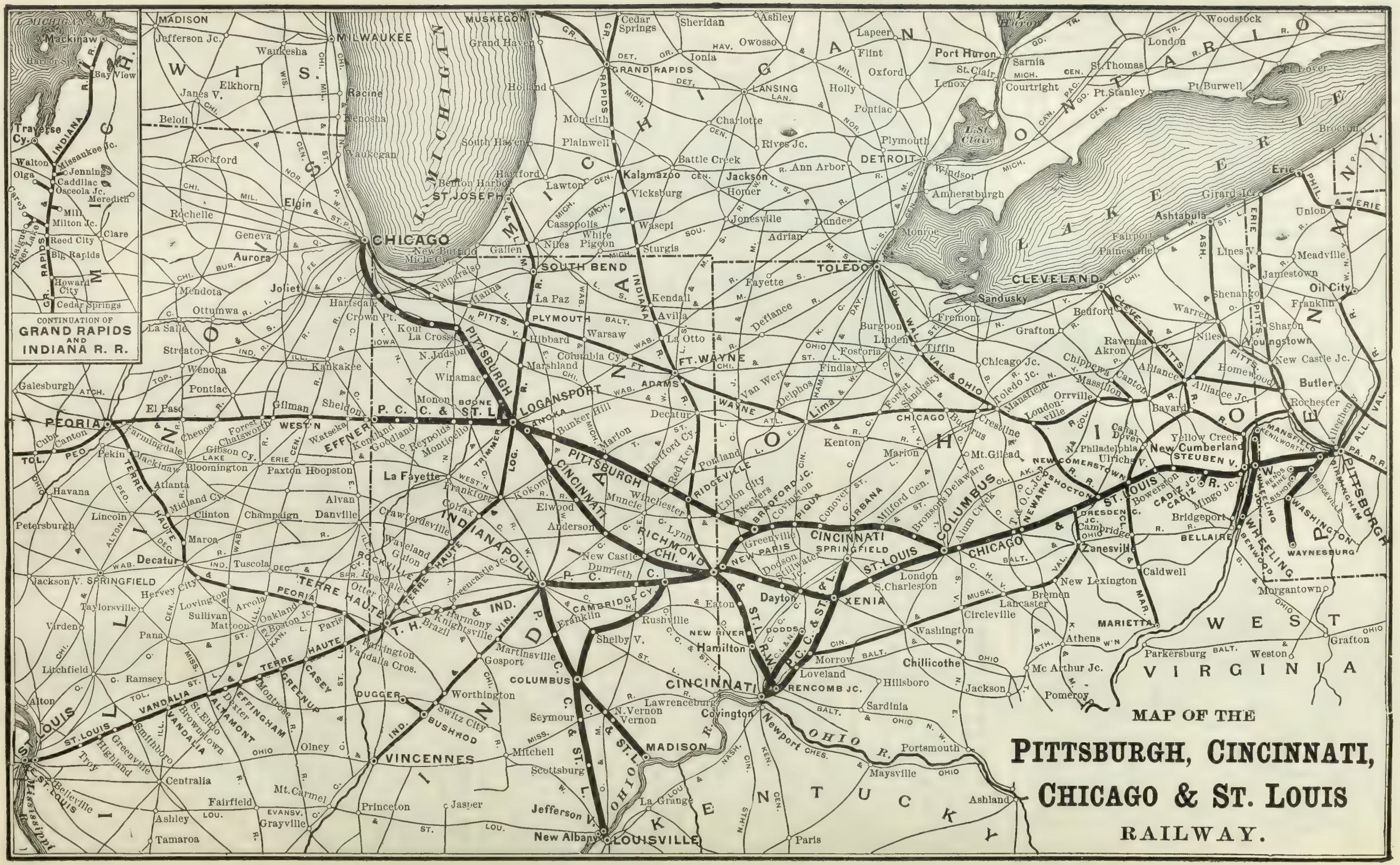
LATEST EARNINGS.—For 11 months ending Nov. 30:

11 months.	*Gross.*	*Net.*	*Charges.*	*Balance.*
1899.....	$16,389,868	$4,477,531	$3,067,530	$1,410,001
1898.....	14,754,187	4,283,497	3,110,332	1,173,165

ANNUAL REPORT.—Report for 1898 in full in V. 68, p. 615, 621.

Year ending Dec. 31.	1898.	1897.	1896.
Miles operated (system proper)	1,151	1,151	1,151
Gross earnings.....	$16,236,979	$15,144,484	$14,370,362
Net earnings.....	$4,644,089	$4,859,589	$3,781,383
Miscellaneous.....	46,702	25,171	68,667
Total net earnings.....	$4,690,791	$4,884,760	$3,850,050
Interest on bonds.....	2,487,520	2,503,252	2,507,977
Rentals paid.....	119,854	119,811	119,812
Car trusts (including interest).	32,816	34,052	34,159
St. L. V. & T. H. 5-7 of loss.....	13,451	117,271	197,789
Miscellaneous.....	*871,144	*793,104	561,215
Dividends on preferred..... (1½%)	340,243	.....	None.
Balance, surplus.....	$825,763	$1,316,969	$429,150

* Includes expenses in elevating tracks at Chicago, etc.
—V. 69, p. 646, 795, 1248; V. 70, p. 126.


MAP OF THE
PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS
RAILWAY.
CONTINUATION OF GRAND RAPIDS AND INDIANA R. R.
MICHIGAN
INDIANA
ILLINOIS
OHIO
KENTUCKY
WEST VIRGINIA
ONTARIO
L. MICHIGAN
L. ERIE
L. St. Clair
CHICAGO
MILWAUKEE
MUSKEGON
GRAND RAPIDS
LANSING
DETROIT
TOLEDO
CLEVELAND
SOUTH BEND
PLYMOUTH
FT. WAYNE
LOGANSPORT
PEORIA
INDIANAPOLIS
COLUMBUS
CINCINNATI
MADISON
VINCENNES
LOUISVILLE
ST. LOUIS
ZANESVILLE
MARIETTA
WHEELING
PITTSBURGH
Mackinaw
Traverse Cy.
Grand Haven
Holland
Kalamazoo
Battle Creek
Jackson
Ann Arbor
Port Huron
Sarnia
Windsor
Amherstburgh
Monroe
Fremont
Sandusky
Toledo
Erie
Buffalo
Niagara Falls
Rochester
Syracuse
Utica
Albany
Pittsburgh
Allegheny
Youngstown
Akron
Canton
Alliance
Orrville
Mansfield
Columbus
Springfield
Dayton
Xenia
Zanesville
Cambridge
Wheeling
Parkersburg
Huntington
Ashland
Portsmouth
Maysville
Covington
Newport
Lexington
Louisville
Jeffersonville
New Albany
Evansville
Terre Haute
Vincennes
Indianapolis
Richmond
Muncie
Marion
Kenton
Findlay
Fostoria
Tiffin
Norwalk
Lima
Delphos
Van Wert
Decatur
Bluffton
Huntington
Peru
Logansport
Kokomo
Frankfort
Lafayette
Crawfordsville
Danville
Champaign
Bloomington
Peoria
Galesburg
Rock Island
Moline
Davenport
Chicago
Joliet
Aurora
Elgin
Rockford
Janesville
Beloit
Racine
Kenosha
Waukegan
Milwaukee
Madison
Green Bay
Oshkosh
Fond du Lac
Sheboygan
Manitowoc
Escanaba
Marquette
Houghton
Duluth
Minneapolis
St. Paul
Milwaukee
Chicago
Detroit
Toledo
Cleveland
Buffalo
Pittsburgh
Cincinnati
Louisville
St. Louis
Indianapolis
Columbus
Springfield
Dayton
Zanesville
Wheeling
Parkersburg
Huntington
Ashland
Portsmouth
Maysville
Covington
Newport
Lexington
Louisville
Jeffersonville
New Albany
Evansville
Terre Haute
Vincennes
Indianapolis
Richmond
Muncie
Marion
Kenton
Findlay
Fostoria
Tiffin
Norwalk
Lima
Delphos
Van Wert
Decatur
Bluffton
Huntington
Peru
Logansport
Kokomo
Frankfort
Lafayette
Crawfordsville
Danville
Champaign
Bloomington
Peoria
Galesburg
Rock Island
Moline
Davenport
Chicago
Joliet
Aurora
Elgin
Rockford
Janesville
Beloit
Racine
Kenosha
Waukegan
Milwaukee
Madison
Green Bay
Oshkosh
Fond du Lac
Sheboygan
Manitowoc
Escanaba
Marquette
Houghton
Duluth
Minneapolis
St. Paul

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pittsburg Cin. Chic. & St. L.—(Con.)— "A," g.c*		1890	$1,000	$10,000,000	4½ g.	A. & O.	N.Y., Farmers' L'n & Tr.	Oct. 1, 1940
"B," g.c*		1892	1,000	8,786,000	4½ g.	A. & O.	do do	Apr. 1, 1942
Con. M., $75,000,000, gold, guar. p.&i. "C," g.c*	1,090	1892	1,000	1,379,000	4½ g.	M. & N.	do do	Nov. 1, 1942
(end.) by Pennsylvania Company... "D," g.c*		1895	1,000	4,983,000	4 g.	M. & N.	do do	Nov. 1, 1945
"E," g.c*		1899	1,000	5,737,000	3½ g.	See text	do do	1949
Pittsb. Cleve. & Toledo—1st M., gold, int. guar. B.&O..	77	1882	1,000	2,400,000	6 g.	A. & O.	N. Y., Cent. Trust Co.	Oct. 1. 1922
Pittsb. Ft. Wayne & C.—Gen. stk., 7 p. c. guar. Pa. RR.	470	....	100	19,714,286	7	Q.—J.	N. Y., Winslow, L. & Co.	Jan., '00, 1¾%
Guaranteed special imp. stock, 7 p. c. guar. by end	470	1871	100	20,231,250	7	Q.—J.	do do	Jan., '00, 1¾%
1st mortgage, series A to F } Sink. fund, cumula-	468	1862	500 &c.	5,250,000	7	Various	do do	July 1, 1912
2d do series G to M } tive, not drawn. c*	468	1862	500 &c.	5,160,000	7	Various	do do	July 1, 1912
3d mortgage	468	1862	500 &c.	2,000,000	7	A. & O.	do do	July 1, 1912
Pittsburg Junction—Stock, common	....	....	50	1,460,000	4 in 1899	M. & S.	.....	Sept. 1,'99, 2%
Preferred ($480,000), 7 per cent, cumulative	....	....	50	480,000	7	October	.....	Sept., '99, 7%
1st mortgage, $1,440,000 gold c*	7	1882	1,000	1,440,000	6 g.	J. & J.	N.Y.,N.City Bk. & Pitts.	July 1, 1922
2d mortgage, for $500,000, gold c*	....	1894	1,000	300,000	5 g.	J. & J.	do do	July 1, 1922
Pitts. Junc. Terminal 1st M., gold, guar. p. & i...	....	....	.....	500,000	5 g.	A. & O.	Pittsburg.	Oct. 1, 1907
Equipment lease warrants, July 1, 1899	....	1898	.....	616,000	.....	Quar'ly.	.....	Qr. to Apr.,'08
Pittsburg & Lake Erie—Stock	....	....	50	4,000,000	10 in '99	F. & A.	Pittsburg, Co.'s Office.	Aug. 1,'99, 5%
1st mortgage, gold c	71	1878	1,000	2,000,000	6 g.	J. & J.	do do	Jan. 1, 1928
2d mortgage, gold, Series A. & B c	71	1889	1,000	2,000,000	5 g.	A. & O.	N. Y., Security & Tr. Co.	Jan. 1, 1928
Pittsburg McK. & Yough.—Stock guar., see text	....	1884	50	3,959,650	6	J. & J.	N. Y., Union Trust Co.	Jan., 1900, 3%
1st mortgage, guar. by P. & L. E. and L. S. & M. S. c	57	1882	1,000	2,250,000	6	J. & J.	do do	July 1, 1932
2d M., gu. p.&i. (end.) by P. & L. E. and L. S. & M. S. c	57	1884	1,000	900,000	6	J. & J.	do do	July 1, 1934
McKeesport & Belle Vernon, 1st M., gold, assumed	28	1888	1,000	600,000	6 g.	J. & J.	Pittsb'g, Fidelity Tr. Co.	July 1, 1918
Pitts. Ohio Val. & Cin.—1st M. gold, s. f. not drn. c*	15	1890	1,000	290,000	5 g.	A. & O.	Phila., Broad St. Sta	Oct. 1, 1920
Pittsb. Painesville & Fairport—1st M., gold, int. gu. c*	63	1886	1,000	1,000,000	5 g.	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 1916
Terminal mort., interest guar. by Pittsb. & West.	....	1889	1,000	250,000	5	J. & J.	do do	July, 1916
Pittsb. Shawmut & No.—1st M., g., $12,000,000..c*	....	1899	1,000	4,000,000	5 g.	F. & A.	N. Y., Marquand & Co.	Feb. 1, 1949
Pittsburg Shenango & L. E.—See PITTSBURG BESSEMER & LAKE ERIE.								
Pittsburg Virginia & Charleston—Stock ($6,000,000)	77	....	50	3,770,900	6 in 1899	M. & N	Philadelphia Office.	Nov. 1,'99, 3½
Cons. M., g., s. f., not dr'n, series A,.....GP c*	77	1895	1,000	3,431,000	4½ g.	A. & O.	do do	Apr. 1, 1925
Pittsburg & Western—Rec'rs ctfs. July 1, 1899.....	....	....	.....	1,412,800	5 & 6	.....	.....	.....
1st m., ext. in gold, Pittsburg Newcastle & L. E..	30	1878	100 &c.	219,000	4 g.	J. & D.	Allegheny,Pa.,1stN.Bk.	June 1, 1918

Pittsburg Cleveland & Toledo RR.—From Newcastle Junction, Pa., to Akron, O., 77 miles. Stock, $3,000,000 (par $50), of which Balt. & Ohio RR. owns $1,505,000. Leased in July, 1884, for 99 years to Pittsburg & Western. V. 39, p. 607. Description of mortgage, etc. p. 7 SUPPLEMENT of April, 1896.) First consol. mortgage 4½s of 1895 for $1,600,000 in treasury June 30, 1899; bills payable outstanding, $600,400; judgments due B. & O. and P. & W., $180,735; due others, $11,407. In November, 1898, loaned $500,000 to Pitts. & West.—(V. 67, p. 1111.) In September, 1899, deposits of the first mortgage bonds under a protective agreement were asked with the City Trust Co. of New York.—V. 69, p. 591.

EARNINGS.—Year 1898-99, gross, $1,039,848; net, $313,457; interest, taxes, etc., $390,344; balance, deficit, $76,887. In 1897-98, gross, 1,048,302; net, $337,615; in 1899, Jan. 1 to Dec. 31, gross (12 months), $1,037,820; in 1898, $1,076,062. (V. 69, p. 591, 1248.)

Pittsburg & Eastern RR.—In October, 1897, completed and opened from Mehaffey, Pa., on Beech Creek RR., to Fuller Run, 11 miles. The road is projected to enter Pittsburg over the Pittsburg McKeesport & Youghiogheny RR. In Dec., 1899, acquired by N. Y. Cent. & Hud. Riv. RR. (V. 61, p. 153.)

Pittsburg Fort Wayne & Chicago Ry.—*(See Map Penn. RR.)*—ROAD.—Owns from Pittsburg, Pa., to Chicago, Ill., and br., 470 miles. Double track, 271 miles, of which part was built in 1893.

LEASE, &C.—Foreclosed Oct. 24, 1861, and reorganized. From July 1, 1869, leased in perpetuity to the Penn. RR.; rental pays interest, sinking fund of debt and 7 per cent on stock. The lessee keeps road in repair and pays taxes and expenses.

CAPITAL STOCK.—The special improvement stock is issued to Pennsylvania RR. for improvements, &c., under article 16 of lease, which provides that the lessor may issue special bonds or stock. See V. 50, p. 139, and wording of endorsement in V. 56, p. 774. The special stock is in all respects subject to the general or prior stock and "to the rights of holders of said general or prior stock to have distributed to them in quarterly instalments an annual dividend fund of $1,380,000 free of all taxes." Guaranteed special stock is issued from time to time for betterments; in 1897, $283,691; in 1898, $335,300; in 1899, $824,907.

BONDS.—The first mortgage is in series of $875,000 each and second mortgage of $860,000. Of the above 1st mortgage bonds, $3,499,582 and of the second mortgage $3,815,482, and $2,780,858 cash, were held in the sinking funds Jan. 1, 1899.

REPORT.—Report for 1898 in V. 69, p. 127, showing loss to lessee, $409,584; loss in '97, $229,911; loss in '96, $587,097.—V. 69, p. 127, 1104, 1346.

Pittsburg Junction RR.—See V. 67, p. 688, 788, 954, 1056. In Jan., 1900, the new securities under the B. & O. plan were being delivered. V. 70, p. 77. B. & O. is in control—see V. 69, p. 1063.
Report for 1898-99 was in V. 69, p. 1192.—(V. 70, p. 77.

Pittsburg & Lake Erie RR.—Owns from Pittsburg, Pa., to Youngstown, O., 68 miles; branch lines to Newcastle, Pa., 3 miles; total owned, 71 miles (of which 66 double track); leases Pitts. McKeesport & Yough. (which see), 103 miles; Mahoning State Line RR., 3 miles, and Beaver & Ellwood RR., 3 miles; total operated, 180 miles. Owns $139,850 stock of Pitts. Chartiers & Yough. P. & L. E. is operated in interest of L. S. & Mich. So., which owns $2,675,696 of stock. Real estate mort. Dec. 31, 1898, $185,000.

DIVIDENDS.—	'84-'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
Per cent.	6 y'rly.	8	10	10	10	10	10	10	10

ANNUAL REPORT.—For year ending Dec. 31, 1898, gross, $5,071,376; net, $1,382,391; other income, $27,220; interest, $220,000; rental, $469,898; other, $10,433; dividend (10 p. c.), $400,000; bal., surplus, $309,280. In 1897, gross, $4,666,686.—(V. 66, p. 708.)

Pittsburg McKeesport & Youghiogheny RR.—Owns from Pitts. to N. Haven, Pa., 57 m.; McKeesport to Fayette City, Pa., 31 m.; branches, 13 m.; leases 2 m.; total, 103 m., of which 31 m. double track.

LEASE.—Leased to Pittsburg & Lake Erie RR. for 999 years. Rental is 6 per cent on the stock, principal and interest of the Pittsburg McK. & Yough. bonds being guaranteed by Pittsburg & Lake Erie and Lake Shore & Michigan Southern companies, the guaranties being endorsed on the share certificates and bonds. The guaranty of the stock is on the express condition that the holder shall accept par for the same on July 1, 1934. See wording of guaranty in V. 56, p. 774. Stock authorized, $4,000,000; first mtge. bonds authorized, $2,250,000; 2d mtge. bonds authorized, $1,750,000. Profit to lessee in 1898, $1,620, of which one-half was payable to the Lake Shore & Michigan Southern.

Pittsburg Ohio Valley & Cincinnati RR.—Owns road Bellaire, O., to Powhatan, O., 15 miles. Operated for cost by Pennsylvania Company in connection with Cleveland & Pittsburg since Dec. 1, 1892. Stock, authorized, $1,500,000; outstanding, $300,000; par, $50. Trustee of mortgage (for $1,500,000), Fidelity Ins., etc., Co. of Phila. Year ending Dec. 31, 1898, gross, $3,481; def. under oper. exp., $8,163.

Pittsburg Painesville & Fairport RR.—Owns Fairport, O. to Youngstown, etc., O., 53 miles. Operated at cost by Pittsburg & Western, but interest on bonds is guaranteed. In July, 1899, a protective committee, C. J. Lawrence, Chairman, asked deposit of bonds with Mercantile Trust Co. A large majority has been deposited. V. 69, p. 30, 542. Common stock, $800,000; preferred, $250,000 (par, $100) of which in 1892 the Pittsburg & Western purchased all the common and $160,000 preferred. For year ending June 30, 1899, gross, $402,123; net, $107,098; int., taxes, etc., $145,559; balance, deficit, $38,461. In 1897-98, gross, $397,219; net, $124,435. In 1899, Jan. 1 to Dec. 31 (12 months), gross, $416,321; in 1898, $380,042.—V. 69, p. 230, 542.

Pittsburg Shawmut & Northern RR.—*(See Map.)*—ROAD—To be, when completed, a short route from the bituminous coal fields in Elk and Jefferson counties, Pa., northerly to Macedon on the N. Y. Central & Hudson River RR., thus reaching the New England and Lake markets. Total line, including branches, to aggregate 350 miles. Of the first division, Wayland to Shawmut, Pa., [228 miles] 145 miles were in operation in October, 1899. The remaining 83 miles will be completed during the coming year. Line includes parts of trackage on W. N. Y. & Pa., between Clermont and White House, about 25 m.

ORGANIZATION.—A consolidation in 1899 with proposed extensions of the Central New York & Western and Buffalo St. Mary's & Southwestern RR., with contiguous lines in Western Pennsylvania and New York. The road is operated in connection with 9,814 acres of coal lands in Elk County, Pa., controlled in the same interest, having an annual capacity of 1,000,000 gross tons. The company also proposes to acquire control of additional coal lands in Jefferson County, Pa., having an estimated capacity of 1,000,000 tons.—V. 69, p. 284, 386. Will carry (in addition to bituminous coal) lumber, bark and other forest products, there being a large amount of uncut timber tributary to the road. Several glass factories are located upon the line.

STOCK AND BONDS.—Stock, all common, authorized, $12,000,000; issued, $5,570,000; par $100. Of the bonds (Colonial Trust Co., N. Y., trustee) subject to call at 110 after 1909, $6,000,000 are authorized to purchase the properties consolidated, and for extensions and branches under construction aggregating 228 miles ($4,000,000 of these having been issued to December, 1899), and are further secured by a first mortgage upon the 9,814 acres of coal lands owned by the Shawmut Mining Co., whose stock is owned by the Railroad Co., and has been deposited with the trustee under the mortgage. Of the remaining $6,000,000 bonds $4,000,000 are reserved to extend the line on the south from the Shawmut coal mines to Cool Spring, Jefferson County, with branches in the coal fields of Jefferson, Armstrong and Clearfield counties, and on the north from Wayland to Macedon, with branches, and the balance $2,000,000 are reserved for future requirements. No bonds in excess of $6,000,000 are to be issued until all the stock of the company or companies controlling the coal lands in Jefferson County have been deposited under the mortgage.

EARNINGS.—On the completed portion, 145 miles, the net earnings from Feb. 1 to Dec. 1, 1899, ten months, were $232,991. Interest charge for the same period on the $4,000,000 bonds issued, $166,666.

OFFICERS.—President, John Byrne; Vice-President, Henry Marquand; Vice-President and General Counsel, Frank S. Smith; Treasurer, Harry M. Gough; Secretary, Lewis F. Wilson. Office, 160 Broadway.—V. 69, p. 284, 386, 592, 1301.

Pitts. Shenango & Lake Erie.—SEE PITTS. BESSEMER & L. ERIE.

Pittsburg Virginia & Charleston Ry.—From South Pittsburg, Pa., to Brownsville, &c., Pa., 77 miles.

ORGANIZATION.—Operated by Pennsylvania RR., which owned Jan. 1, 1899, $3,382,000 stock, and all the consols. and pays net earnings as rental, the consols. being pledged under "coll. trust of 1883."

DIVIDENDS.—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Per cent...	5	5	3	5	5	5	5	6

EARNINGS.—Year ending Dec. 31, 1898, gross, $1,814,314; net, $767,450; other income, $7,464; fixed charges, $451,760; dividends (5 p. c.)

Pittsburg & Western Ry.—*(See Map of Balt. & Ohio.)*—ROAD—

Lines owned in fee—	*Miles.*
Allegheny, Pa., to N. Sewickly	46
Rock Point, Pa., to New Castle	11
Frisco to Crowthers	6
Callery Junc. to Butler	13
3-ft. gauge lines to Jewett, etc.	134
(Double track	23)
Elwood Short Line—	
N. Sewickley to Rock Point.	3
Leased and controlled—	*Miles.*
Pitts. Cleve. & Toledo ¶	77
Pitts. Painesville & Fairport ¶	53
Total (¶ see this co.)	343

RECEIVERSHIP.—On March 2, 1896, President Thomas M. King was appointed receiver. Receiver's certificates (1st series) for $500,000 is subject to lien of first mort. 4s for $10,000,000. A *second series* of certificates for $400,000 was authorized in July, 1897, and made a lien prior to 4s of '89. V. 65, p. 70. The payment of these $400,000 was extended to July 1, 1900, with privilege of paying them off after Jan. 1, 1900. V. 69, p. 181. In Nov., 1898, permission was obtained to borrow $500,000 from the Pitts. Cleve. & Tol. Ry. on 6 per cent certificates, proceeds to be applied for improvements, etc. V. 67, p. 1111. In 1898 purchased Ellwood Short Line. V. 66, p. 1090, 1190.

In July, 1899, L. E. & W. sold its large holdings of the 2d mortgage 5s of 1891 to the B. & O.—V. 67, p. 789, 843; V. 68, p. 282; V. 69, p. 132.

1ST 4S OF 1887.—As reorganization was expected, J. P. Morgan & Co. received deposits under agreement giving the firm power to deliver the bonds under a reorganization plan, which may be issued prior to Dec. 14, 1899, for par and interest, or, at the holder's option, for the new securities to be offered under the plan. The firm offered to purchase at par and interest any bonds not desiring to await the plan. (V. 67, p. 1264; V. 69, p. 795.) In Jan., 1900, about 84 per cent had been deposited. V. 68, p. 188. PREFERRED STOCK COMMITTEE.—A. Foster Higgins, John Harsen Rhoades and Charles W. Baker; Knickerbocker Trust Co., depositary. In Oct., 1899, over 87 per cent had been deposited. V. 68, p. 1227; V. 69, p. 132, 852, 906, 956.

MAP OF THE PITTSBURG, SHAWMUT AND NORTHERN RAILROAD AND CONNECTIONS.


ONTARIO
LAKE ERIE
NEW YORK
PENNSYLVANIA
OHIO
NEW JERSEY
Buffalo
Rochester
Syracuse
Albany
Binghamton
Elmira
Corning
Ithaca
Owego
Oswego
Utica
Rome
Oneida
Canastota
Sodus Point
Wallington
Sterling
Central Square
Trenton Falls
Northville
Saratoga
Ballston
Schenectady
Ravena
Catskill
Walton
Deposit
Phoenicia
Kingston
Ellenville
Poughkeepsie
Summitville
Monticello
Middletown
Newburgh
Fishkill
Greycourt
Port Jervis
Deckertown
Franklin
Paterson
Hackensack
Jersey City
Newark
Elizabeth
Brooklyn
New York
Long Branch
Asbury Park
Sea Girt
Jamesburg
Princeton
Trenton
Bordentown
Camden
Philadelphia
Norristown
Phoenixville
Pottstown
Reading
Harrisburg
Lebanon
Lancaster
Downingtown
Millersburg
Pine Grove
Tremont
Pottsville
Mt. Carmel
Shenandoah
Mauch Chunk
Pen Argyl
Delaware Water Gap
Wilkesbarre
Pittston
Scranton
Carbondale
Hawley
Lackawaxen
Port Jervis
Tunkhannock
Satterfield
Towanda
Sayre
Great Bend
Montrose
Alford
Hancock
Lawrenceville
Tioga
Galeton
Ulysses
Genesee Forks
Wellsville
Addison
Horse Heads
Van Etten Jc.
Watkins
Bath
Arkport
Burns
Stony Brook Glen
Penn Yan
Canandaigua
Geneva
Phelps Jc.
Newark
Macedon
Hemlock Lake
Canandaigua Lake
Seneca Lake
Cayuga Lake
Owasco Lake
Crooked Lake
Auburn
Cayuga
Union Spgs.
Freeville
Cortland
Dryden
Harford
Richford
Candor
Owego
Waverly
Sayre
Athens
Towanda
Monroeton
Laporte
Dushore
Eagles Mere
Sonestown
Halls
Watsontown
Northumberland
Sunbury
Selinsgrove
Lewisburg
Tomhicken
Catawissa
Hazleton
Shenandoah
Tamaqua
Slatington
Nazareth
Easton
Phillipsburg
Bound Brook
Raritan
New Brunswick
Lambertville
Doylestown
Barto
Emaus Jc.
So. Bethlehem
Allentown
Auburn
Brookside
Herndon
Mt. Carmel
Williamsport
Lock Haven
Beech Creek
Snow Shoe
Clearfield
Karthaus
Driftwood
Renovo
Keating
Emporium
Sinnamahoning
Cross Fork Jc.
Hoytville
Ralston
Slate Run
Blossburg
Fall Brook
Ansonia
Gaines
Coudersport
Ulysses
Galeton
Genesee Forks
Wellsville
Addison
Corning
Lawrenceville
Tioga
Towanda
Montrose
Alford
Great Bend
Sayre
Waverly
Elmira
Horse Heads
Van Etten Jc.
Watkins
Bath
Arkport
Burns
Stony Brook Glen
Penn Yan
Canandaigua
Geneva
Phelps Jc.
Newark
Macedon
Hemlock Lake
Canandaigua Lake
Seneca Lake
Cayuga Lake
Owasco Lake
Crooked Lake
Auburn
Cayuga
Union Spgs.
Freeville
Cortland
Dryden
Harford
Richford
Candor
Owego
Waverly
Sayre
Athens
Towanda
Monroeton
Laporte
Dushore
Eagles Mere
Sonestown
Halls
Watsontown
Northumberland
Sunbury
Selinsgrove
Lewisburg
Tomhicken
Catawissa
Hazleton
Shenandoah
Tamaqua
Slatington
Nazareth
Easton
Phillipsburg
Bound Brook
Raritan
New Brunswick
Lambertville
Doylestown
Barto
Emaus Jc.
So. Bethlehem
Allentown
Auburn
Brookside
Herndon
Mt. Carmel
Williamsport
Lock Haven
Beech Creek
Snow Shoe
Clearfield
Karthaus
Driftwood
Renovo
Keating
Emporium
Sinnamahoning
Cross Fork Jc.
Hoytville
Ralston
Slate Run
Blossburg
Fall Brook
Ansonia
Gaines
Coudersport
Pittsburg
Allegheny
Carnegie
Steubenville
Wheeling
Wheeling Jc.
Washington
Monongahela City
Greensburg
Blairsville
Blairsville Int.
Johnstown
Ligonier
Youngwood
Truger
Dunlo
Holderbaum
Saxton
Robertsdale
Rockhill
Henrietta
New Germantown
Orbisonia
Mount Union
Huntingdon
Mt. Etna
Altoona
Bellwood
Tyrone
Vail
Scotia
Osceola Jc.
Morrisdale
Bellefonte
Beech Creek
Lewistown
Port Royal
Newport
Duncannon
Marysville
Newry
Cresson
Vintondale
Indiana
Glen Campbell
Cherry Tree
Irvona
Grampian
Punxsutawney
Jefferson County Coal Fields
Brockwayville
Brookville
Falls Creek
Du Bois
Sligo
Reynoldsville
Hyde
Elliott
Curry
Chico
Driscoll
Groll
Bear Run
Gray Gables
North Fork
Chatham
Wildwood
Clermont
Centreville
St. Marys
Shawmut Coal Fields
Hallton
Arroyo
Bear Creek
Carman
Croyland
Ridgway
Kane
Sheffield Jc.
Sheffield
Titusville
Meadville
Linesville
Andover
Jamestown
Oil City
Franklin
Stoneboro
Clarion Jc.
Foxburg
Red Bank
Butler
Callery Jc.
Allegheny Jc.
Mercer
Sharon
Warren
Niles
Youngstown
Branchton
New Castle
Lawrence Jc.
Lectonia
Honewood
Rochester
Wellsville
N. Cumberland
Steubenville

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pittsburg & Western—(Concluded)—								
Old Pittsburg & Western 1st mortgage	45	1880	500 &c.	$81,000	6	A. & O.	N. Y., J. P. Morgan & Co.	Oct. 15, 1900
1st (consol.) mortgage for $10,000,000, gold....c*	210	1887	$1,000	9,700,000	4 g.	J. & J.	do do	July 1, 1917
2d mortgage for $3,500,000, gold .....c*	....	1891	1,000	3,500,000	5 g.	M. & N.	Nov., '95, coup. last pd.	May 1, 1941
Foxburg Bridge Co. 1st M., guaranteed by P. & W.	....	1882	.....	100,000	6	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1902
Ellwood Short Line, 1st M., gold, gu. by P. & W.	3	1890	1,000	400,000	5 g.	F. & A.	New York City.	Aug., 1920
Pittsb. Youngst. & Ashtab.—Com. stock, $2,000,000	125	....	50	1,333,342	6 in 1899	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 25, '99, 3
Preferred stock, $2,000,000	125	....	50	1,700,000	7 in 1899	M. & S.	N. Y., Far. L. & Tr. Co.	Sept. 25 '99, 3½
Ashtabula & Pittsb. 1st M., Y'ngst'n to Asht.c*&r	62	1878	1,000	1,500,000	6	F. & A.	Phila., Fidelity Tr. Co.	Aug. 1, 1908
Consol. M. (for $4,000,000) s. f. 1 p.c., not dr. F.c*	125	1887	1,000	1,562,000	5	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1927
Pontiac Oxford & Northern—1st M., g., $400,000.c*	100	1896	1,000	400,000	6 g.	J. & J.	N. Y. Merc'le Trust Co.	July 1, 1916
Pt. Jervis Monticello & N. Y.—1st M.,($225,000) gold	42	1894	100 &c.	425,000	4½g.	J. & D.	N. Y., Cent. Trust Co.	June 1, 1944
1st consol. mortgage, ($75,000) gold	42	1896	100 &c.	None 1898.	5 g.	J. & D.	do do	June 1, 1916
Portland & Rochester—See BOSTON & MAINE RR.								
Portland & Rumford Falls.—Stock	....	....	100	1,000,000	4 in '98	Q.—M.	Portland, Me.	Sept. 15, '99, 1
Consol., now 1st, mort., $1,000,000, gold..OB.c*	64	1896	1,000	1,000,000	4 g.	M. & N.	Boston, Old Colony Tr.	Nov. 2, 1926
Plain bonds, sinking fund, gold, $350,000 c	....	1897	500 &c.	350,000	4 g.	F. & A.	Boston and Portland.	Aug. 1, 1927
Port Reading.—1st M., g., guar. by old P.&R....c*&r	20	1891	1,000	1,500,000	5 g.	J. & J.	Philadelphia.	Jan. 1, 1941
Potomac Valley—1st M.$2,000,000, g, guMcBa c*&r	15	1891	1,000	1,100,000	5 g.	J. & J.	Baltimore, Hillen St'n.	Jan. 1, 1941
Potosi & Rio Verde—1st M., $15,000 p. m., s. f.S.c*	40	1898	1,000	400,000	6 g.	A. & O.	N. Y., Co.'s of., 27 Wm.	Oct. 1, 1918
Prosp. Pk. & C. I.—2d M. now 1st($160,000are 6s)c*&r	10	1886	1,000	500,000	4½ & 6	F. & A.	N. Y., U. S. M. & Tr. Co.	Feb. 1, 1926
3d mort., now 2d, gold ($104,000 are 6s).....c*&r	10	1891	1,000	200,000	4½ & 6 g.	M. & S.	do do	Mch. 1, 1931
Income bonds, non-cum	....	....	.....	250,000	.....	.....	.....	May 1, 1920
Providence & Springfield—1st M. gold.....c	28	1892	1,000	750,000	5 g.	J. & J.	Prov., Union Tr. Co. Bk.	July 1, 1922
Providence & Worcester—Stock (10 per cent rental).	51	....	100	3,500,000	10	Q.—M.	Providence, Office.	Dec. 30, '99, 2½
1st M.(refund'g),cur., $1,500,000. V.63,p.1064.c*	51	1897	1,000	1,500,000	4	A. & O.	Prov., R.I. Hosp. Tr. Co.	Oct. 1, 1947
Quakertown & Eastern—1st mort., gold. GuP..c	15	1897	500	(l)	5 g.	J. & J.	Quakertown, Pa.	Jan. 1, 1927
Queen Anne's.—1st mortgage, $12,000 per mile.	60	1895	1,000	720,000	5	J. & D.	.....	1945
Q. O. & K. C. RR.—1st mort., gold, red. at par...c*	134	1897	1,000	250,000	6 g.	J. & D.	N.Y., Gilman, Son & Co.	Sept. 12, 1900
Guar. Tr. ctfs. of dep. for old 1st M. non-pref. 5s.	134	....	1,000	1,446,000	2·4	M.12&S	N.Y., checks mailed.	See text.
Quincy RR. Bridge Co.—Stock, 10 per cent rental.	....	....	100	1,750,000	10	J. & J.	Boston.	Jan. 1, '00, 5%

STOCK.—Common, $8,500,000; preferred, $5,000,000, 5% non-cum.; par, $50. Balt. & Ohio owned June 30, 1898, $6,515,000 com. stock.

BONDS.—For abstract of *first mortgage* (trustee, Mercantile Trust Company) see V. 45, p. 439. Second mortgage for $3,500,000 is a first lien on terminals at Youngstown, O. Of the $3,500,000 seconds given as outstanding, $1,360,000 unsold June 30, 1898, it is understood are pledged for loans. See mortgages, etc., p. 7 SUP'T. of April, 1896.

COUPONS.—Interest on 2d mortgage 5s due May 1, 1896, was not paid. First (consol.) 4s, interest paid regularly, including July 1, 1899.

GENERAL FINANCES.—On June 30, 1899, there were real estate mtges. $308,375; bills payable, $2,008,313; current liabilities, $1,122,916. *Contra:* Advances to subsidiary roads, $1,119,310; materials, etc., on hand, $204,649; current assets, $1,159,156. Car trusts June 30, 1899, $923,531, including interest; receiver's certificates, $472,800 of 6s, and $610,000 of 5s; also $500,000 additional authorized, of which apparently $330,000 then outstanding.

EARNINGS.—10 mos., Jan. 1 to Oct. 31. 1899.....Gross, $2,850,530; net, $976,044
1898.....Gross, 2,723,726; net, 822,254

REPORT.—For 1898-99 (V. 69, p. 1244), including leased lines:

To June 30—	*Gross.*	*Net.*	*Int. & taxes.*	*Balance.*
1898-99	$3,309,935	$1,075,265	$1,052,951	sur. $22,312
1897-98	3,221,406	969,415	1,007,562	def. 38,167
1896-97	2,768,507	956,084	1,002,370	def. 46,286

—(V. 68, p. 282, 1227; V. 69, p. 28, 132, 181, 385, 795, 852, 906, 956, 1244.)

Pittsburg Youngstown & Ashtabula RR.—Owns Kenwood, Pa., to Ashtabula Harbor, O., 99 miles; Niles to Alliance Junction, O., 25 miles; Canfield Branch, 1 mile; trackage, 3 miles. Total, 128 miles.

ORGANIZATION.—Leased August 1, 1887, to Pennsylvania *Company*, which Jan. 1, 1899, owned $375,000 common and $1,550,000 preferred stock; rental net earnings. Lease terminable at either's option

DIVIDENDS.

	1890.	1891.	1892 to 1895.	1896.	1897.	1898.	1899.
Common, p. ct.	2½	3	6 yearly.	6½	6	6	6

On preferred, 1888 to Sept., 1899, 7 per cent yearly (M. & S.)

BONDS.—Bonds of 1887 are reserved to retire 6s; sinking fund 1 p. c. purchases 5s at par, if offered.

EARNINGS.—In year 1898, gross, $1,448,136; net, $441,924; int., $168,100; other charges, $232,251.—(V. 63, p. 26.)

Plant System.—*(See Map, page 128).*—This system, so-called because of the large interest owned in it by the Plant Investment Co., of which control is held by the estate of the late H. B. Plant, under whose will the executors and trustees have the power during the trust (see V. 69, p. 82) to manage and dispose of it at their discretion. Robert G. Erwin is now President. It unites Charleston, S. C. with Montgomery, Ala., and also with Tampa and other Florida points. The system includes the following roads, described under their own titles, excepting the Brunswick & Western included with Savannah Florida & Western:

	Miles.		*Miles.*
Savannah Florida & Western	1,019	Florida Southern	247
Charleston & Savannah	159	Sanford & St. Petersburg	152
Brunswick & Western	171	St. Johns & Lake Eustis	48
Alabama Midland	235		
Silver Springs Ocala & Gulf.	66	Total	2,097

—V. 69, p. 82.

Port Angeles Eastern RR.—V. 69, p. 82.

Port Arthur Duluth & Western Ry.—V. 68, p. 1077; V. 69, p. 334.

Port Jervis Monticello & New York RR.—Owns Port Jervis, N. Y., to Monticello, N. Y., 24 miles, and Huguenot to Summitville, 18 miles. Stock authorized, $500,000; outstanding, $409,100; par, $100. June 30, 1898, loans and bills payable, $18,445; car trusts $6,150. In year ending June 30, 1898, gross, $54,575; net, $18,097; charges, $14,143; balance, surplus, $3,954. In March, 1899, sold to a New York syndicate. Pres., A. E. Godeffroy, 45 Bway, New York.—V. 67, p. 275

Portland & Rochester RR.—Consolidated with Boston & Maine in Jan., 1900.—V. 69, p. 129.

Portland & Rumford Falls Ry.—Owns Rumford Jct. to Rumford Falls, 54 miles; branch to Otis Falls, 10 miles; trackage (Maine Central) Rumford to Lewiston, 4 miles; total operated 68 miles. Owns controlling interest in stock of Rumford Falls & Rangely Lakes RR., embracing 31 miles of track.—V. 69, p. 954.

STOCK.—*Dividends*—In 1896, 5 p. c.; in 1897, 4 p. c.; in 1898, 4 p. c.; in 1899, March, 1 p. c.; June, 3 p. c., including 2 p. c. extra; Sept., 1 p. c.

ANNUAL REPORT.—Report for 1898-9 was in V. 69, p. 954.

Year—	*Gross.*	*Net.*	*Int., tax., etc.*	*Dividends.*	*Bal., sur.*
1898-99	$334,741	$150,475	$61,576 (6)	$60,000	$28,899
1897-98	299,045	123,978	66,282 (4)	40,000	17,696

—(V. 65, p. 236, 567, 685; V. 67, p. 951; V. 69, p. 954.)

Portland Saco & Portsmouth RR.—Consolidated with Boston & Maine in Jan., 1900.—V. 69, p. 129.

Port Reading RR.—Owns 20 m. of road, completed in Sept. 1892, from Bound Brook, N. J., to Staten Island Sound, where extensive terminals were established. Capital stock authorized $2,000,000—outstanding, $1,565,000, par $100, all owned by Reading Company, $1,555,000 being deposited under its general mortgage of 1897. "Other indebtedness," $247,481 July 1, 1895. For year ending June 30, 1898, gross, $395,811; net, including other income, $174,406; total deductions, $87,782; balance, surplus, $86,624.—(V. 55, p. 544, 639, 680.)

Portsmouth & Dover RR.—Consolidated with Boston & Maine in Jan., 1900.—V. 69, p. 129.

Potomac Valley RR.—Opened in Sept, 1892, Potomac Valley Junc., Md., to Cherry Run, W. Va., on the B. & O., 14 miles, and from Porters, Pa., to York, Pa., 17 miles; total, 31 miles. Capital stock, $500,000 ($50 shares). Leased to Western Maryland, the bonds of 1941 having principal and interest guaranteed, jointly and severally, by the Western Maryland RR. Co. and the Baltimore & Harrisburg Ry. Co., and being so endorsed. The bonds have a sinking fund of 7-10 of one per cent. Earnings for year ending Sept. 30, 1897: Gross, $146,379; net, $79,729. In 1895 6, net, $91,851. (V. 52, p. 121; V. 66, p. 130.)

Potosi & Rio Verde Ry.—Owns a narrow-gauge road from City of San Luis Potosi, Mexico, to Hacienda Alvarez, 40 miles, completed about July, 1899. Has concessions for 99 years, expiring Nov. 4, 1985, when railroad becomes the property of the Mexican Government. Company is exempt from taxes and import duties for 15 years. Bonds are subject to call at 110 and interest on any interest day. President, Robert S. Towne; Sec., C. J. Nourse, Jr. 27 William St., N. Y.

Prospect Park & Coney Island RR.—Owns 9th Ave. and 20th Street, Brooklyn, to Coney Island, etc., 5·68 miles; leases, 3·97 miles. Stock $250,000, controlled by Long Island RR. The Brooklyn Rapid Transit Co. took possession June 17, 1899, under a lease for 999 years, and will equip the road electrically; V. p. 669, 1224.—(V. 69, p. 654.)

Providence & Springfield RR.—Providence, R. I., to Douglas, Mass., on the New England main line, 28 miles. Stock is $517,450 (par, $100), mostly owned by the N. Y. New H. & Hart. V. 61, p. 1014. Road leased (terms modified in July, 1896,) to New England RR. till July 1, 1989, at 4 per cent on stock. See V. 63, p. 30, and New England RR. report V. 63, p. 698. The bonds were guaranteed by the N. Y. & New England (since foreclosed).—(V. 63, p. 30.)

Providence & Worcester RR.—Owns from Providence, R. I., to Worcester, Mass., 44 miles, of which 5 miles are owned jointly with Boston & Providence; branches, 7 miles; total owned, 51 miles; From July 1, 1892, leased for 99 years at 10 per cent per annum on the stock to the N. Y. N. H. & Hartford.—(V. 63, p. 1064.)

Quakertown & Eastern RR.—Quakertown to Riegelsville, Pa., 15 miles, of which all but one mile completed and operated in Jan., 1900. Stock, $180,000, all outstanding; par of shares, $50. President, John Jameson; Sec., Henry S. Funk; Treas., James H. Shelby. Office, Quakertown, Pa.

Quebec Central Ry.—V. 68, p. 1077; V. 69, p. 28, 646, 1148.

Quebec & Lake St. John Ry.—V. 69, p. 230.

Queen Anne's RR.—Queenstown, Md. to Lewes, Del., and Rehoboth Beach on Atlantic Ocean, 60 miles. Pennsylvania tracks used between Lewes and Rehoboth, 6 miles; total, 66 miles. Stock, $720,000. Bonds, 1st 5s, Gdn. Trust & Dep. Co. of Balt., Trustee. President, William H. Bosley, Baltimore; Sec., A. H. Taylor.

Quincy Carrollton & Western RR.—Owns Barnett to Columbiana, Ill., 52 miles. Successor in Feb., 1899, to the Litchfield Car & West RR., sold under foreclosure Nov. 26, 1898 (V. 68, p. 40); V. 68, p. 233. Extensions, it was said, would be made northwest to Quincy and southeast to Vandalia. Stock, $500,000. For year 1897-98 (old Co.), gross, $41,397; net, $4,098; taxes and miscel., $8,102; balance, $4,004. In Jan., 1900, transferred to Dwight C. Morgan, of Dwight, Ill., representing, as reported, the Alton syndicate.—(V. 68, p. 40, 233.)

Quincy Omaha & Kansas City RR.—West Quincy to Trenton Mo., 133 miles; trackage (C. B. & Q.), to Quincy, 3 miles.

HISTORY.—Incorporated June 1, 1897, and acquired, from the bondholders' committee representing the non-preferred bonds, the property of the old *Railway* foreclosed, paying therefor $250,000 1st mortgage 6s and $1,500,000 capital stock (which is deposited with the Guaranty Trust Co. of N. Y.). The new company has leased its road, under the terms of the reorganization agreement, to the Omaha K. C. & Eastern until Sept. 12, 1900, with option to purchase—see that company. The Q. O. & K. C. non preferred bonds (as evidenced by the receipts of the Guaranty Trust Co.) are to receive either 70 p. c. in cash or 80 p. c. in new firsts and 40 p. c. in 2d mortgage incomes of the Omaha K. C. & E.

YEARLY EARNINGS.— *Gross.*	*Net.*	*Int., taxes, etc.*	*Balance.*
1896-7 $290,952	$72,646	$127,879	def. $55,233
1895-6 289,741	112,111	24,276	sur. 87,835

—(V. 64, p. 84, 181, 470, 800, 954; V. 65, p. 195; V. 68, p. 773.)

Quincy RR. Bridge Co.—Owns bridge 1·43 miles long over the Mississippi River at Quincy, Ill. Leased Jan. 1, 1869, for 100 years to C. B. & Q. and Hannibal & St. Joseph railroads at annual rental of $175,000, which equals 10 per cent on the stock.

Raleigh & Augusta Air Line RR.—Owns from Raleigh, N. C., to Hamlet, N. C., 97 miles; Hamlet to Gibson, 10 miles; leases Moncure to Pittsboro, 12 miles; total, 119 miles. Raleigh & Gaston has owned $772,200 of the $873,600 stock; par, $100. R. & A. first 6s are endorsed by the Raleigh & Gaston.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Raleigh & Augusta—Raleigh & Gaston—See SEABOARD AIR LINE RY.								
Raritan River Ry.—1st mortgage, gold..... c	16	1889	$1,000	$300,000	5 g.	J. & J.	.....	Jan. 1, 1939
Reading & Columbia—1st mortgage (extended)..c*	40	1862	100 &c.	650,000	5	M. & S.	Phila., Phil. & Read. RR.	Mch. 1, 1912
2d mortgage, coupon (extended in 1884).....c	40	1864	1,000	350,000	5	J. & D.	do do	June 1, 1904
Debentures.....c	....	1877	1,000	1,000,000	6	J. & D.	.....	Dec. 1, 1917
Reading Company—Common stock, $70,000,000	....	....	50	69,900,000	To be in voting trust for 5 years or more.			
Pref. stock [$28,000,000 is 1st pf.] 4 p.c. non-cum	....	....	50	70,000,000	To be in voting trust for 5 years or more.			
Old Phila. & Read. RR. BONDS.								
Delaware River Terminal Pur. Money M., gold.c*	....	1892	1,000	500,000	5 g.	M. & N.	Phila., Guar. Trust.	May 20, 1942
Delaware River Term. Ext. Pur. Mon. M., gold.c*	....	1892	1,000	809,000	5 g.	J. & J.	do do	July 1, 1942
†Bonds and mortgages on real estate.....	....	....	.....	1,074,651	.....	.....	.....	.....
Old Phila. & Read. RR. BONDS ASSUMED BY PHILA. & READ. RAILWAY.					SEE NOTE.			
†1st M., ext. in '60, Philadelphia to Pottsv. $&£.c	94	1843	$ & £	1,512,700	6	J. & J.	Philadelphia & London.	July 1, 1910
†Mortgage loans of 1844, 1848 and 1849.....c	94	1844-9	1,000	954,000	6	J. & J.	Phila., Read. Ter. Bldg.	July 1, 1910
†Mortgage loan of 1857 convertible.....c	....	1857	500 &c.	79,000	4½	J. & J.	do do	July, 1910
†Mortgage loan of 1868, gold, extended in 1893.c	148	1868	1,000	2,696,000	5 g.	A. & O.	do do	Oct. 1, 1933
†Consol. mortgage ($8,162,000 are gold 6s).....c	254	1871	200 &c.	18,811,000	6 g. & 7	J. & D.	Phila., do & London.	June 1, 1911
†Impr't M., g., ext. in 1897. See V. 65, p. 870, g.	325	1873	.....	9,363,000	4 g.	A. & O.	Phila., Read. Ter. Bldg.	Apr. 1, 1947
†Consol. M. of 1882, g., 5s, ext. '97 (V. 65, p. 278)c*	327	1882	500&c.	5,673,042	4 g.	M. & S.	do do	Mch. 1, 1937
†Terminal mort, gold. See V. 64, p. 85 .....c*&r	....	1891	1,000	8,500,000	5 g.	Q.—F.	Phila., Prov. Life & Tr.	May 1, 1941
†Mortgages on real estate.....	....	....	.....	619,405	.....	.....	.....	.....
Philadelphia City Subway Loan, guar., $3,000,000	....	1894-8	.....	2,700,000	¶ 3 & 3½	.....	City Treasury.	1904-1923
†**P. & R. Coal & I.** morts. See list V. 64, p. 619.	....	'72-'84	500 &c.	64[illegible],000	5, 6 & 7	Various	Phila., Penn. Co. for Ins.	1900-1904
Coal trust certificates, gold. See V. 65, p. 278.	....	1894	1,000	3,600,000	6 g.	Q.—J.	do do	Apr. 1, 1904
†Col. sink. f. gold loan (RR.) red. at 100, ass..c*	....	1892	1,000	1,621,000	5 g.	F. & A.	Phila., Read. Ter. Bldg.	Feb. 1, 1902
Reading Company—								
Gen. M., $135,000,000, g., s.f. not subj. to call.c*&r.	Text.	1897	500 &c.	63,887,000	4 g.	J. & J.	N. Y., J. P. Morgan & Co.	Jan. 1, 1997
Car trusts, $3,600,000, $252,000 s. abeg. 1901..	....	1899	.....	3,600,000	4 g.	J. & J.	Drexel & Co., Phila., Pa.	Jn.'01–J'ly'07

Note.—General mortgage of 1897 requires the Reading Co. and Reading Coal & Iron Co. shall be responsible for all old bonds marked † above. ¶ Only $16,000 are 3s.

EARNINGS.—Year ending June 30, 1898, gross, $434,522; net, $75,627; other income, $7,688; charges, $70,725; balance, surplus, $12,590. In 1896-7, gross, $452,103; net, $99,357. Pres., John Skelton Williams, Richmond, Va. (V. 61, p. 751; V. 69, p. 334.)

Raleigh & Gaston RR.—Owns from Raleigh to Weldon, N. C., 98 m. and Louisburg branch, 10 m. Consolidation under title of Seaboard Air Line Ry. pending. See that company.

Control was acquired by Williams syndicate in 1899 and the stockholders voted on Dec. 9, 1899, to authorize the company to absorb by consolidation the Seaboard & Roanoke and other companies composing the Seaboard Air Line and to increase the stock to $75,000,000 therefor and change the name to Seaboard Air Line Ry.—V. 69, p. 334, 542.

DIVIDENDS.—In 1889, 1890 and 1891, 6; in 1892, 4 p. c.; none since.

EARNINGS.—In year ending June 30, 1898, gross, $589,153; net, $234,038; other income, $54,420; charges (interest $75,000, taxes $15,054, "other deductions" $142,406), $232,460; balance, surplus, $47,248. In 1896-7, gross, $567,894; net, $185,615. President, John Skelton Williams, Richmond, Va.—V. 69, p. 334, 542, 907, 1013, 1248, 1301.

Raritan River Railway.—South Amboy to New Brunswick, N. J., 12 miles; branches, 4 miles; total, 16 miles. Connects Penn. RR. with N. Y. & Long Branch RR Stock, authorized, $1,000,000; issued, $365,000; par, $100. Year ending Dec. 31, 1898, gross, $64,133; net, $27,418; interest and taxes, $18,269; surplus, $9,149.—V. 68, p. 573.

Reading & Columbia RR.—Owns from Columbia to Sinking Springs Pa., 40 miles; branches, 13 miles; operates Marietta Junction to Chickies, 6 miles; total operated, 59 miles. Stock, $958,373 (par, $50), of which $785,000, with the $1,000,000 debentures, are owned by Reading Company and deposited under its general mortgage of 1897. The road is controlled but accounts kept separate. In year ending Dec. 31, 1898, gross, $273,844; net, $82,015; charges, $110,458.

Reading Company—Philadelphia & Reading Ry.—*(See Map.)*—The Philadelphia & Reading Ry. operates in connection with the great anthracite coal properties of the Philadelphia & Reading Coal & Iron Co. in the Schuylkill region, Pennsylvania, a large system of roads centering at Philadelphia and extending thence westerly through the coal fields to Hazelton and Williamsport on the north and Harrisburg, Shippensburg and Gettysburg, in Pennsylvania, on the south, also easterly in New Jersey to Atlantic City, on the Atlantic Ocean, and to tidewater at Port Reading on New York Harbor, viz.:

Lines owned in fee.	*Miles.*
Philadelphia to Mt. Carbon, Pa. etc. (double tracked)....	101
Branches—	
Reading to Harrisburg, Pa..	54
Lebanon to Brookside, Pa...	42
Rockville to Auburn, Pa....	53
Mahanoy City to Pt. Trev... / New Castle to Mahanoy / Plain, Pa.....	65
Other lines.....	50
Total (2 tracks 173 miles).	365
Lines leased (See each Co.)	
Colebrookdale RR.....	12·8
Pickering Valley RR.....	11·2
East Pennsylvania RR.....	¶35·4
Allentown RR.....	¶4·5
Little Schuylkill Nav. & RR.	¶31·5
Mine Hill & Schuy. Haven..	¶45·8
Mt. Carbon & Pt. Carbon RR.	¶ 2·5
Mill Creek & Mine H. RR....	¶ 3·8
Schuylkill Valley Nav. & RR.	¶11·0
East Mahanoy RR.....	¶10·9
Shamokin Sunbury & L. RR.	¶31·3
Phila. German. & Nor. RR...	¶29·6
Chestnut Hill RR.....	¶ 4·1
Catawissa RR.....	¶103·0
Norristown Junc. RR.....	0·4
North Pennsylvania RR.....	¶86·2
Delaware & Bound B. RR...	¶33·8
Schuylkill & Lehigh RR.....	¶43·9

Leased lines—(Con.)	*Miles.*
Phila. Har. & Pitts. RR.....	¶46·9
Phila. & Reading Term. RR.	1·3
Total leased.....	549·9
Lines controlled—(See each Co.)	
Entire stock owned—	
Chester & Delaware RR.....	5·4
Rupert & Bloomsburg.....	1·6
Middlet'n & Hummelst'n RR.	6·4
Tamaqua Hazleton & N. RR.	9·9
Controlled—	
Reading & Columbia RR....	¶39·6
Lebanon & other branches	13·8
Read. Marietta & Han. RR.	6·4
North East Penn. RR.....	¶25·6
Phila. & Chester Valley RR.	¶21·5
Atlantic City RR. & branches, Sea Coast RR., etc	¶159·3
Wilmington & North. RR..	¶ 88·4
Catasauqua & Fogelsv. RR..	29·5
Camden County RR.....	7·3
Gettysburg & Harrisb Ry...	¶34·1
Perkiomen RR.....	¶38·3
Phil. Newtown & N. Y. RR..	¶21·7
Port Reading RR.....	¶19·7
Stony Creek RR.....	10·1
Phil. & Frankford RR.....	¶ 2·6
Bloomsburg Belt Line RR. . (¶ See this company.)	0·4
Total controlled.....	541·6

Total system July, 1899 (2d track 446 miles), 1,456·5. The Wilmington & Northern, 88 miles, has been leased for 999 years from Feb. 1, 1900, practically all its stock having been acquired. V. 67, p. 843, 1218; V. 70, p. 126. (¶ See this company.)

ORGANIZATION.—The Philadelphia & Reading RR. (chartered April 4, 1833) and the P. & R. Coal & Iron Co. were sold in foreclosure Sept. 23, 1896, and reorganized per **plan** in V. 61, p. 1109.

In the reorganization the 41 millions of old stock and the 56¾ millions of old preference income bonds were assessed 20 per cent, the stock then receiving 100 per cent in new common and the preference incomes, common and preferred stock in certain proportions.

The "Reading Co." in the reorganization of 1896 acquired the security holdings, real estate, equipment, etc., of the old Phila. & Reading RR. Co.; also $20,000,000 stock and $20,000,000 bonds of the Phila. & Reading Ry. and the $8,000,000 stock of the Coal & Iron Co., and against all this property issues its own securities. See V. 64, p. 709.

The property of the Reading Company, as distinguished from the property of the Phila. & Reading Ry. Co. (which owns the railroad but no equipment), and of the Coal & Iron Co., consists of the following:

Railway equip. leased to Ry. Co. for 8 p. c. yearly.....	$18,110,041
Real estate not appurt. to RR. (ann. revenue ab't $175,000).	16,442,309
Colliers and barges leased to Ry. Co. for $115,000 yearly...	1,450,000
Phila. & Reading Ry. stock $20,000,000 and bonds, $20,000,000 par (annual int. to Reading Co., $1,200,000)....	40,000,000
Phila. & Read. Coal & Iron and Reading Iron stock at par.	9,000,000
Miscellaneous securities at par (in 1896 yielded $765,000).	40,900,483
Morts. and ground rents at par (not under '96-'97 mort.).	265,665
Int. in Phila. & Read'g Coal & Ir. above securities owned..	77,280,349
Claims against other companies, etc.....	4,439,817
Total July 1, 1899. (See V. 69, p. 801).....	$207,888,664

VOTING TRUST, ETC.—All classes of stock of the new company are to be held by voting trustees (J. Pierpont Morgan, Frederic P. Olcott and Henry N. Paul) for five years, and thereafter until 4 per cent cash dividend per annum shall be paid on the first preferred stock for two consecutive years, though the trustees may in their discretion surrender the stock at an earlier date. As to stock privileges see V. 64, p. 709. See copy of **voting trust agreement** V. 64, p. 955, and also SUPPLEMENT of April, 1897, page 5.

BONDS.—The *New General Mortgage* 4s (**abstract** V. 64, p. 612) are secured by mortgage and pledge of all properties and securities embraced in the reorganization, and also all other property acquired thereafter by use of the new bonds. They will have a sinking fund out of the revenues from the Coal & Iron Company, but are not subject to compulsory redemption prior to maturity. The new mortgage is also, subject only to the bonds for which reservation is made, based upon properties or securities of all the lines of railroad owned, including the Philadelphia & Reading Railway Company proper, 391 miles; various leasehold lines, 597 miles; all the property of the Coal & Iron Company, or the securities thereof, representing nearly 200,000 acres of coal and timber land; equipment valued at about $12,000,000, previously subject to about $5,000,000 of car trust obligations [acquired under the plan[and also the marine equipment.

Furthermore, it has a first lien upon a majority of the capital stock of various companies in the system owning 448 miles of railroad, of which 195 miles are leasehold lines included in the 597 miles above stated, and also on bonds of roads in the system (other than the P. & R. Ry. Co.) amounting to $34,265,936 par value. The securities are said to have earned in 1894-95 an income of $585,000, of which $448,000 was received as dividends—list in V. 64, p. 613.

The new mortgage is for $135,000,000, issuable only as follows:

To take up undisturbed bonds of the Reading RR. and Coal & Iron Co.....	$64,631,000
For future construction, equipment, etc., at not over $1,500,000 per annum under stringent provisions.....	20,000,000
Issued at once for reorganization purposes	50,369,000

Improvement mortgage 6 p. c. bonds of 1873 due Oct. 1, 1897, were extended at 4 p. c. for 50 years from April 1, 1897, payable in U. S. gold and guaranteed p. & i. by the Reading Co. V. 64, p. 470; V. 65, p. 516. The *consol* 5s of 1882 for $5,673,042 were also extended at 4 p. c. till Mar. 1, 1937, the Reading Co. and Coal & Iron Co. becoming responsible. See V. 65, p. 870, for contract. V. 65, p. 152, 870.

The *terminal mortgage bonds* are Reading RR. bonds, and are secured by a mortgage upon all the property of the Terminal Co. and by a traffic contract between Reading and the Terminal Co. The trustee is the Provident Life & Trust Co. of Phila. Amount authorized, $8,500,000. See description in V. 64, p. 85 and guaranty V. 60, p. 732.

For *ten-year sinking fund loan* see January, 1895, SUPPLEMENT.

The *coal trust certificates* under agreement of May, 1895, are not redeemable until April, 1904—see V. 63, p. 838 and Jan., 1895, SUPP.

As to *Philadelphia Subway Loan* the receivers were authorized in June, 1894, to pay interest (and principal at maturity) of not exceeding $3,000,000 out of a total issue of $6,000,000 of 3 to 3½ p. c. bonds of City of Philadelphia, to abolish grade crossings. The amount outstanding may be increased to this figure on completion of the subway. Principal is payable after ten years from date of loan in 20 annual instalments. See V. 58, p. 1110; V. 62, p. 950; V. 63, p. 881.

As to the outstanding old bonds (see V. 64, p. 619), the Reading Company and the Coal & Iron Co. covenant to pay their interest when due and to pay or extend their principal at maturity.

The $3,600,000 car trusts of 1899 cover 2,500 wooden coal cars, 1,000 gondola cars, 30 passenger coaches, 30 locomotives, 500 box freight cars and 200 refrigerator cars, the semi-annual payments being met from the renewal fund.—V. 69, p. 1346.

COAL PROPERTIES.—These aggregate about 194,000 acres, as follows:

Coal lands owned (acres)....	95,144	Timber lands owned (acres)	70,489
Coal lands leased (acres)....	7,429	Iron ore lands (acres).....	21,000

GENERAL FINANCES.—Application to N. Y. Stock Exchange to list general mortgage bonds was given in full in V. 64, p. 709.

In Jan., 1899, the N. Y. Stock Exchange listed $1,952,000 additional gen. 4s, of which $452,000 to redeem old bonds and $1,500,000 for improvements, making total to that date $62,456,000.—V. 68, p. 188.

LATEST EARNINGS.—From July 1 to Nov. 30 (5 months) results were as follows on basis of present charges in both years:

MAP OF THE PHILADELPHIA & READING RAILWAY.

1899.

PENNSYLVANIA

NEW JERSEY

NEW YORK

MARYLAND

DELAWARE

VIRGINIA

ATLANTIC OCEAN

DELAWARE BAY

CHESAPEAKE BAY

Potomac River

Delaware River

Newbery Jc. · Keating · Jersey Shore · Nisbet · Williamsport · Lock Haven · Mill Hall · Clearfield · Beech Creek · Snow Shoe · Woodland · Philipsburg · Osceola · Milesburg · Bellefonte · Scotia · Pine Grove Mills · Milroy · Vail · Tyrone · Bellwood · Altoona · Mt Etna · Huntington · Belleville · Lewistown · Port Royal · Millerstown · Newport · Oreminea · Roaring Spring · Mt. Union · Henrietta · Saxton · Broad Top · Woodvale · Dry Run · New Germantown · Duncannon · Wilkes-Barre · Lee · Wilson Tunnel · Milton Br. Jc. · Milton · West Milton · Lewisburg · Orangeville · Nescopec · Upper Lehigh · Bloomsburg · Rupert · Danville · Northumberland · Rock Glen · Roan · Mauch Chunk · Saylorsburg · Bangor · Lizard Cr. · Benders Jc. · Nazareth Jc. · Nazareth · Martins Cr. · Phillipsburg · Easton · Bethlehem · Catasauqua · Allentown · Sunbury & Lew. · Herndon Br. Jc. · Selins Grove Jc. · Port Trevorton · Shamokin · Tamaqua · Slatington · Good Spr. Colliery · Good Spring · Brookside · Lykens · East Franklin · Lincoln Coly · Tremont · Lorberry Jc · Schuylkill Haven · Auburn · Port Clinton · Kutztown · Wallner · Trexlertown · Lichty · Crane · Emaus Jc. · Topton · Albertis · Quarry · Wetzel · Leesport · Gehman · Barto · Rittenhouse Gap · Reading · Birdsboro · Pottstown · Sinking Spring · Lebanon · Rockville · Dauphin · Harrisburg · Carlisle · Carlisle Jc. · Hummelstown · Steelton · Middletown · Manheim · Mt. Hope · Lancaster Jc. · Adamstown · Springfield · Waynesburg · St. Peters · Phœnixville · Byers · Lansdale · Doylestown · New Hope · Lambertville · Rocky Hill · Jamesburg · Eatontown · Long Branch · Trenton Jc. · Millham · Trenton · Farmingdale · Hightstown · Freehold · Bordentown · Kinkora · Burlington · Manasquan · Manchester · Lewistown · Pemberton · Whitings · Toms River · Seaside Park · Barnegat · Barnegat City · Barnegat City Jc. · Manahawkin · Tuckerton · Beach Haven · Atsion · Atco · Winslow Jc. · Glassboro · Elmer · Newfield · Landisville · Vineland · Richland · Brigantine Jc. · Brigantine Beach · Atlantic City · Ocean City · Ocean City Jc. · Sea Isle City · Cape May · Cape May C. H. · Tuckahoe · Woodbine · Manmuskin · Bayside · Bridgeton · Quinton · Salem · Riddleton · Delaware City · New Castle · Porter · Townsend · Bombay Hook · Massey · Clayton · Smyrna · Dover · Bivalve · Chestertown · Centerville · Havre de Grace · Peach Bottom Sta. · Stewartstown · Delta · Octoraro Jc. · Newark · Landenberg · Oxford · Avondale · Quarryville · Strasburg · Coatesville · Pomeroy · Claddsford Jc. · Chester · Wilmington · Marcus Hook · Mullica Hill · Williamstown Jc. · Glenloch · Pencoyd · West Falls Sta. · Belmont · Mt. Ephraim · Camden · Port Richmond · Frankford · Crescentville · Jenkintown · Bridgeport · Conshohocken · West Conshohocken · West Chester · Philadelphia · Pt. Kennedy · Lima Lens · Downingtown · Columbia · Marietta Jc. · Chickies · Lancaster · Shippensburg · Cleversburg Jc. · Pine Grove Fur. · No. 1 Ore-Bank · Hunters Run · Carlisle Jc. · Mt. Alto Jc. · East Berlin · York · Spring Grove · Hanover Jc. · Porters · Berlin Jc. · Gettysburg · Round Top · Hanover · Valley June. · New Freedom · Highfield · Waynesboro · Mercersburg · Chambersburg · Richmond · Bedford · Altenwald · Edgemont · Emmitsburg · Ebbvale · Hagerstown · Rocky Ridge · Bruceville · Cherry Run · Magnolia · Martinsburg · Frederick · Frederick Jc. · Shenandoah Jc. · Harpers Ferry · Weverton · Charlestown · Washington Jc. · Winchester · Round Hill · Strasburg · Emory Grove · Green Spring Jc. · Baltimore · Relay Sta. · Annapolis Jc. · Odenton · Bowie · Annapolis · Washington · Sharpsburg · Hancock · Williamsport · Cat. · Sun. & Lew. · Phil. & Read. · Penn. R. · Cat. & Fort Mahanoy · Mahanoy & Broad Mt. · Mahanoy & Locust Mt. · Mahanoy & Shamokin · Mahanoy & Lorberry · Mahanoy & Tamaqua · Mahanoy & Slatington · Mahanoy & Lehigh · Mahanoy & Hazleton · Mahanoy & Lofty · Mahanoy & Silver Br. · Mahanoy & Black Cr. Jc. · Mahanoy & Lizard Cr. · Mahanoy & Lehigh · Mahanoy & Nazareth · Mahanoy & Bethlehem · Mahanoy & Allentown · Mahanoy & Catasauqua · Mahanoy & Emaus · Mahanoy & Topton · Mahanoy & Albertis · Mahanoy & Wetzel · Mahanoy & Gehman · Mahanoy & Barto · Mahanoy & Rittenhouse Gap · Mahanoy & Reading · Mahanoy & Birdsboro · Mahanoy & Pottstown · Mahanoy & Sinking Spring · Mahanoy & Lebanon · Mahanoy & Rockville · Mahanoy & Dauphin · Mahanoy & Harrisburg · Mahanoy & Carlisle · Mahanoy & Hummelstown · Mahanoy & Steelton · Mahanoy & Middletown · Mahanoy & Manheim · Mahanoy & Mt. Hope · Mahanoy & Lancaster Jc. · Mahanoy & Adamstown · Mahanoy & Springfield · Mahanoy & Waynesburg · Mahanoy & St. Peters · Mahanoy & Phœnixville · Mahanoy & Byers · Mahanoy & Lansdale · Mahanoy & Doylestown · Mahanoy & New Hope · Mahanoy & Lambertville · Mahanoy & Rocky Hill · Mahanoy & Jamesburg · Mahanoy & Eatontown · Mahanoy & Long Branch · Mahanoy & Trenton Jc. · Mahanoy & Millham · Mahanoy & Trenton · Mahanoy & Farmingdale · Mahanoy & Hightstown · Mahanoy & Freehold · Mahanoy & Bordentown · Mahanoy & Kinkora · Mahanoy & Burlington · Mahanoy & Manasquan · Mahanoy & Manchester · Mahanoy & Lewistown · Mahanoy & Pemberton · Mahanoy & Whitings · Mahanoy & Toms River · Mahanoy & Seaside Park · Mahanoy & Barnegat · Mahanoy & Barnegat City · Mahanoy & Barnegat City Jc. · Mahanoy & Manahawkin · Mahanoy & Tuckerton · Mahanoy & Beach Haven · Mahanoy & Atsion · Mahanoy & Atco · Mahanoy & Winslow Jc. · Mahanoy & Glassboro · Mahanoy & Elmer · Mahanoy & Newfield · Mahanoy & Landisville · Mahanoy & Vineland · Mahanoy & Richland · Mahanoy & Brigantine Jc. · Mahanoy & Brigantine Beach · Mahanoy & Atlantic City · Mahanoy & Ocean City · Mahanoy & Ocean City Jc. · Mahanoy & Sea Isle City · Mahanoy & Cape May · Mahanoy & Cape May C. H. · Mahanoy & Tuckahoe · Mahanoy & Woodbine · Mahanoy & Manmuskin · Mahanoy & Bayside · Mahanoy & Bridgeton · Mahanoy & Quinton · Mahanoy & Salem · Mahanoy & Riddleton · Mahanoy & Delaware City · Mahanoy & New Castle · Mahanoy & Porter · Mahanoy & Townsend · Mahanoy & Bombay Hook · Mahanoy & Massey · Mahanoy & Clayton · Mahanoy & Smyrna · Mahanoy & Dover · Mahanoy & Bivalve · Mahanoy & Chestertown · Mahanoy & Centerville · Mahanoy & Havre de Grace · Mahanoy & Peach Bottom Sta. · Mahanoy & Stewartstown · Mahanoy & Delta · Mahanoy & Octoraro Jc. · Mahanoy & Newark · Mahanoy & Landenberg · Mahanoy & Oxford · Mahanoy & Avondale · Mahanoy & Quarryville · Mahanoy & Strasburg · Mahanoy & Coatesville · Mahanoy & Pomeroy · Mahanoy & Claddsford Jc. · Mahanoy & Chester · Mahanoy & Wilmington · Mahanoy & Marcus Hook · Mahanoy & Mullica Hill · Mahanoy & Williamstown Jc. · Mahanoy & Glenloch · Mahanoy & Pencoyd · Mahanoy & West Falls Sta. · Mahanoy & Belmont · Mahanoy & Mt. Ephraim · Mahanoy & Camden · Mahanoy & Port Richmond · Mahanoy & Frankford · Mahanoy & Crescentville · Mahanoy & Jenkintown · Mahanoy & Bridgeport · Mahanoy & Conshohocken · Mahanoy & West Conshohocken · Mahanoy & West Chester · Mahanoy & Philadelphia · Mahanoy & Pt. Kennedy · Mahanoy & Lima Lens · Mahanoy & Downingtown · Mahanoy & Columbia · Mahanoy & Marietta Jc. · Mahanoy & Chickies · Mahanoy & Lancaster · Mahanoy & Shippensburg · Mahanoy & Cleversburg Jc. · Mahanoy & Pine Grove Fur. · Mahanoy & No. 1 Ore-Bank · Mahanoy & Hunters Run · Mahanoy & Carlisle Jc. · Mahanoy & Mt. Alto Jc. · Mahanoy & East Berlin · Mahanoy & York · Mahanoy & Spring Grove · Mahanoy & Hanover Jc. · Mahanoy & Porters · Mahanoy & Berlin Jc. · Mahanoy & Gettysburg · Mahanoy & Round Top · Mahanoy & Hanover · Mahanoy & Valley June. · Mahanoy & New Freedom · Mahanoy & Highfield · Mahanoy & Waynesboro · Mahanoy & Mercersburg · Mahanoy & Chambersburg · Mahanoy & Richmond · Mahanoy & Bedford · Mahanoy & Altenwald · Mahanoy & Edgemont · Mahanoy & Emmitsburg · Mahanoy & Ebbvale · Mahanoy & Hagerstown · Mahanoy & Rocky Ridge · Mahanoy & Bruceville · Mahanoy & Cherry Run · Mahanoy & Magnolia · Mahanoy & Martinsburg · Mahanoy & Frederick · Mahanoy & Frederick Jc. · Mahanoy & Shenandoah Jc. · Mahanoy & Harpers Ferry · Mahanoy & Weverton · Mahanoy & Charlestown · Mahanoy & Washington Jc. · Mahanoy & Winchester · Mahanoy & Round Hill · Mahanoy & Strasburg · Mahanoy & Emory Grove · Mahanoy & Green Spring Jc. · Mahanoy & Baltimore · Mahanoy & Relay Sta. · Mahanoy & Annapolis Jc. · Mahanoy & Odenton · Mahanoy & Bowie · Mahanoy & Annapolis · Mahanoy & Washington · Mahanoy & Sharpsburg · Mahanoy & Hancock

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Rensselaer & Sara.—Stock, 8p.c.gu.Del.&Hud.)end.)	192	....	$100	$10,000,000	8	J. & J.	N.Y., Del. & H.Canal Co.	Jan., '00, 4%
1st mortgage, consolidated....c*&r	79	1871	1,000	2,000,000	7	M. & N.	do do	May 1, 1921
Rich.Fred. & Pot.—St'k,com.($1,072,000 div.,oblig.)	....	....	100	2,337,600	7 in 1899	J. & J.	Phila. & Richmond.	Jan. 2, '00, 4%
Stock, guar. 7 p. c., except $19,300 guar. 6 p. c..	....	....	100	500,400	7	M. & N.	do do	Nov, 1899, 3½
1st mortgage, convertible....	82	1856	Various	76,270	5	J. & J.	do do	1901
do coupon bonds due in London....	82	1858	Various	47,248	5	J. & J.	do do	1901
do do due in U. S....	82	1870	Various	298,000	6	M. & N.	do do	1901
2d mortgage do do	82	'44-66	.....	53,511	5	J. & J.	do do	1901-1902
Consol. mortgage for $2,000,000, gold....c*&r	82	1890	$1,000	500,000	4½g.	A. & O.	N.Y., Phila. or Richm'd.	Apr. 1, 1940
Rich. & Meck.—1st M., $315,000, g. (V. 69, p.391) c	31	1898	1,000	308,000	4 g.	M. & N.	J. P. Morgan & Co.	Nov. 1, 1948
Richmond & Petersburg—See Atlantic Coast Line RR. of Virginia.								
Rio Grande Junction—Stock....	....	....	100	2,000,000	See text.	.....	New York.	Jan.25,'99, 1½
1st mortgage, gold, guaranteed....c*	62	1889	1,000	1,850,000	5 g.	J. & D.	N.Y.,Mait.,Coppell& Co	Dec. 1, 193
Rio Gr. Sierra M. & Pac.—1st M.,gold,$20,000 p.m.	156	1897	1,000	2,000,000	6 g.	J. & J.	N. Y. Co.'s office.	July 1, 1917
Rio Grande Southern—Stock, $25,000 per mile....	180	....	100	4,510,000	.....	.....	.....	.....
1st M.,$5,000,000g.,$25,000p.m., incl. equip.c*&r	180	1890	1,000	4,510,000	4 g.	J. & J.	N.Y.,Mait.,Coppell& Co	July 1, 1940
Rio Grande Western—Common stock....	....	....	100	10,000,000	.....	.....	N. Y., Office, 11 B'way.	Sep. 30,'99, 1%
Preferred stock ($7,500,000 authorized)	645	....	100	6,800,000	5½ in '99	Q.—F.	do do	Feb. 1, '00, 1¼
1st M. limit'd to $15,200,000, g. (V. 69, p. 284). C.c*	436	1889	1,000&c	15,200,000	4 g.	J. & J.	N. Y., State Trust Co.	July 1, 1939
1st consol. mort., red. at par, see text, gold..S..c*	645	1899	1,000	1,500,000	4 g.	A. & O.	N. Y. State Trust Co.	Apr. 1, 1949
Utah Cent. 1st M., $650,000, guar., V. 68, p. 724, g	33	1898	1,000	650,000	4 g.	A. & O.	N. Y., office R. G. W.	Jan. 1, 1918
River Front—Stock, 5 per cent, guar. Penn. RR....	....	....	50	300,000	5	.....	All owned by Penn. RR.	.....
1st mortgage, guar. p. & i. by Penn. RR....	....	1882	1,000	216,000	4½	M. & N.	Phila., Co.'s Office.	May 1, 1912
Debentures....	....	1893	.....	84,000	4	J.30, D.31	.....	Dec. 31, 1903
Roch. & Genesee Val.—Stock, 6% rental Erie RR.....	18	....	100	555,200	6	J. & J.	N. Y., by Erie RR. Co.	Jan., '00, 3%
Rock Island & Peoria—Stock....	113	....	100	1,500,000	5	J. & J.	N. Y., Corn Exch. Bank.	Jan. 1'00,2½%
Consolidated 1st mortgage....r	113	1885	5,000	450,000	6	J. & J.	do do	July 1, 1925
do for ref'd'g $150,000 1st 10s paid Jan.,'00	113	1885	.....	(?)	(?)	J. & J.	do do	July 1, 1925

5 mos. to Nov. 30.	—P. & R. RR.— Gross.	Net	—Coal & Iron.— Gross	Net.	Read. Co. Net.	All Cos. total net
1899-0...	$11,376,348	$4,475,209	$14,087,983	$1,282,697	$104,276	$5,812,182
1898-9...	9,987,693	4,412,038	9,767,479	685,209	89,653	5,186,900

Charges all Cos. 5 mos., 1899.... .... .. $3,860,000; balance, sur., $1,982,182
do do 1898.... .... 3,780,772; balance, sur., 1,406,128

The Reading System always shows small earnings in the winter months. The largest earnings are in the autumn.

Annual Report.—Fiscal year ends June 30, having been changed in Sept., 1897, from Nov. 30. Report for 1898-9 was given at length in V. 69, p. 792, 798, 904. See also editorial, p. 775.

Years Ending June 30.	1899.	1898.	1897.
Railway company—Receipts..	$23,756,461	$22,685,838	$20,616,264
Expenses (incl. renewals, etc.).	14,634,038	13,085,052	11,717,460
Net earnings....	$9,122,423	$9,600,806	$8,898,804
Coal & Iron Co.—Receipts....	$23,643,838	$22,909,553	$21,427,080
Expenses....	22,742,103	22,433,315	21,331,713
Net earnings....	$901,735	$476,238	$95,367
Reading Co.—Net income....	3,358,543	3,526,583	343,320
Net earnings all Cos....	$13,382,701	$13,603,627	$9,337,491
Fixed charges and taxes....	12,442,236	12,227,206	9,916,625
Surplus....	$940,465	$1,376,420	df. $579,134
Deficit 7 mos. Dec. 1, '96, to June 30, '97...		1,243,127	
Net surplus for 19 months....		$133,293	

Officers.—President, Joseph S. Harris; Vice-President, W. R. Taylor; Sec., W. G. Brown; Treas., W. A. Church.—(V. 70, p. 126.)

Rensselaer & Saratoga RR.—Road.—Embraces 192 miles, viz:

Road owned—	*Miles.*	*Leased (Continued)*—	*Miles.*
Troy to Lake Champlain....	79	Ft. Edward to Caldwell....	15
Leased—		Vermont line to Castleton, Vt.	7
Troy to Waterford Junc., etc..	14	Eagle Bridge, N. Y., to Rutland, Vt....	62
Schenectady to Ballston....	15		

Lease.—Leased in perpetuity March 1, 1871, to the Delaware & Hudson, which, Dec. 31, 1898, owned $800,000 of stock; rental, 8 per cent on the stock and interest on bonds. Guaranty on stock, V. 56, p. 773.

Year.	*Gross.*	*Net.*	*Int., taxes, etc.*	*Bal., def.*
1898-9....	$2,458,032	$695,183	$1,029,183	$334,000
1897-8....	2,448,728	729,235	1,028,547	299,312

—(V. 63, p. 881; V. 67, p. 1054; V. 68, p. 976; V. 69, p. 384, 1061.)

Richmond & Danville.—See Southern Railway Co.

Richmond Fredericksburg & Potomac RR.—Owns from Richmond, Va., to Quantico, 79 miles; James River branch, 3 m.; leases Quantico to Junction, etc., 3 miles. total 85 miles. The dividend obligations receive same dividends as common stock, but carry no voting power. Rich. & Petersb. Connection RR. stock of $140,000 receives 8 p. c. dividends under lease. Atlantic Coast Line Co. owned $675,800 common stock June 1, 1897. State of Virginia owned Nov., 1899, $275,200 common stock and $192,700 dividend obligations. V. 69, p. 1246. The guaranteed stock is secured by mortgage. Consols are reserved for prior bonds maturing. The through traffic of the new Seaboard Air Line Ry. (forming in Jan., 1900,) will pass over this company's tracks from a point near Richmond to Quantico, on same terms as already granted to the Atlantic Coast Line. See V. 69, p. 1246.

Divs. on stock & div. oblig. p. c.	'88.	'89.	'90.	'91 to '93.	'94.	'95	'96.	'97.	'98.	'99.	1900
	7	7	6½	7 yearly.	6½	7	7	6½	7	7	Jan.,4

Report.—Report for year end. June 30, 1899, showed gross $898,259; net, $326,057; other income, $22,266; interest, $88,255; dividends, $160,814; balance, surplus, $99,254. In 1899, July 1 to Nov. 30 (5 months), gross, $368,229; net, $159,514.—(V. 69, p. 1246.)

Richmond & Mecklenburg RR.—Owns road from Keysville, Va., to Clarkesville, Va., 31 miles. Road is leased by South. Ry. Co. for 50 years from Nov. 1, 1898, for interest on bonds. (V. 69, p. 391.)

Stock.—$357,900 (par $100), of which $300,000 owned by So. Ry. Co. For year ending June 30, 1898, gross, $49,643; net, $6,512; other income, $5,540; int., and taxes, $21,538.—V. 68, p. 826.

Richmond Nicholasville Irvine & Beattyville RR.—See Louisville & Atlantic RR.—V. 69, p. 180, 696.

Richmond & Petersburg RR.—See Atlantic Coast Line of Va.

Richmond Petersburg & Carolina RR.—Almost completed Jan., 1900, in the interest of Seab. & Roan. from near Ridgway, N. C., on Raleigh & Gaston, via Petersburg, to Richmond, Va., 103 miles. V. 67, p. 843; V. 68, p. 188, 826; V. 69, p. 907.

Rio Grande Junction Ry.—Owns road Rifle Creek, Col., to a connection with the Rio Grande Western at Grand Junction, 62 miles. This is a connecting link in the standard-gauge route between Ogden and Denver and Colorado Springs. Leased by Colorado Midland *Railroad* (since foreclosed and reorganized as Colorado Midland *Railway*) and Denver & Rio Grande at 30 per cent of gross earnings, which companies jointly and severally guaranteed the bonds, principal and interest. First dividend, Jan., 1898, 80 cts.; in Jan., 1899, $1 20. For year 1897-8, gross, $387,977; net, $116,393.—(V. 66, p. 237.)

Rio Grande Sierra Madre & Pacific RR.—Organized in Mexico in 1896; incorporated in N. Y. State in June, 1897, when completed from Ciudad Juarez via the San Blas Mountains, Lake Guzman, Sabinal and San Pedro mining region, to Casas Grandes, 156 miles. Extension proposed to Guerrero, 156 miles, to meet the Chihuahua & Pacific, and a projected line to Pacific Coast. Capital stock is $3,120,000 ($20,000 per mile) and bonds are authorized at $20,000 per mile, of which $2,000,000 issued for construction to July, 1898. Interest on bonds begins July, 1899. El Paso Southern RR. organized to build El Paso terminals and Rio Grande bridge.

Directors.—President, A. Foster Higgins; Vice President, Edwin D. Morgan; 2d Vice-President, A. Gifford Agnew; Secretary, George Rowland; Treasurer, Solon Humphreys; Sidel Tilghman, John B. Lawrence, Jr., W. Morton Grinnell, Edward M. Shepard and John T. Terry New York offices are at 54 Exch. Place.—V. 64, p. 611, 1138

Rio Grande Southern RR.—*(See Map Denver & Rio Grande.)*—Owns narrow gauge from Dallas (new name Ridgeway), Col., on the Denver & Rio Grande, southerly to Durango, 162 miles, and branches to Telluride and coal fields near Hesperus, 18 miles.

Bonds.—Interest on firsts reduced from 5 per cent to 3 per cent to Jan. 1, 1898, and 4 per cent thereafter. A majority of the stock is owned by D. & R. G. and by it has been placed in trust. See V. 63, p. 404.

Mortgage trustee, Central Trust Co.; abstract, V. 54, p. 163, and application to N. Y. Stock Exchange in V. 54, p. 446.

Latest Earnings.—5 mos., July 1 to Nov. 30. 1899....Gross, $229,826; net, $116,002. 1898....Gross, 219,782; net, 105,257

For year ending June 30, 1899, gross, $489,326; net, $235,296 other income, $1,940; interest, taxes, etc., $212,642; surplus for year $24,594. In 1897-98, gross, $427,264; net, $197,630. (V. 69, p. 490.)

Rio Grande Western Ry.—*(See Map.)*—Line of Road—Owns Crevasse, Col., to Ogden, Utah, 310 m., to Wasatch, Bingham, Coal Mines, etc., 102 m.; San Pete branch, Thistle to Manti, 62 miles; Sevier Railway (proprietary line—all securities owned), Manti to Belknap, 62 miles; Tintic Range Ry. (proprietary line, all securities owned)—Springville to Mammoth, and spurs, 47 miles; total owned, 583 miles; Utah Central (stock owned), 33 miles. Leases Crevasse to Grand Junction, 18 miles. Total operated, 634 miles, besides 11 miles of tramways. Main line is laid with 65-lb. and 75-lb. steel.

History.—Formed in June, 1889, to succeed the Denver & Rio Grande Western, by plan of March, 1889. V. 48, p. 429; V. 52, p. 941. In 1898 acquired control of Utah Central and guaranteed its first 4s.

Capital Stock.—Preferred stock is entitled to 5 per cent dividend, non-cumulative, then common stock to 5 per cent, after which both classes of stock share pro rata. In V. 67, p. 435, 579; V. 69, p. 492, 695

Cash Dividends.—	1891.	1892.	1893.	1894-6.	1897.	1898.	1899.
Preferred, p. c.	3¾	5	3¾	None.	¾	5	5½
Common, p. c....	..	..	..	..	..	2 pf.stk.	1 pf.stk.

In 1899, pref. paid Feb., 1¾ (of which 1 extra); May, 1¼ p. c; Aug., 1¼ p. c.; Nov., 1¼ p. c.; 1900, Feb., 1¼. Also paid *in preferred stock* on preferred: In 1891, 2½ p. c.; in 1897, 4 p. c. On Sept. 30, 1899, 1 per cent in preferred stock was paid on common stock. V. 69, p. 492.

Bonds.—See abstract of 1st mort. in V. 49, p. 237, and statement to New York Stock Exchange in V. 50, p. 73; also V. 69, p. 284.

The *first consol.* 4s, authorized in 1899, are secured by a first collateral lien on the Sevier and Tintic railways, 110 miles, and on all new mileage to be constructed and rolling stock purchased, including 25 miles of branches to coal mines to be built in 1899, to cover the cost of which and to discharge car trusts, etc., $1,500,000 have been sold. Of the balance issuable, $15,200,000 are reserved to retire the 1st 4s, $2,200,000 will be exchanged for $2,850,000 branch line bonds now in the treasury and will be held as available assets, and $9,000,000 may be issued at not exceeding $500,000 per annum for equipment and improvements. Additional consols may also be issued at $20,000 per mile for future branches and extensions or for underlying liens of acquired roads.—V. 68, p. 475, 1183.

Earnings.—5 months, July 1 to Nov. 30. 1899.....Gross, $1,905,999; net, $810,913. 1898.....Gross, 1,471,334; net, 546,154

Annual Report.—Fiscal year ends June 30. Annual meeting is held on fourth Monday in October. Full report for 1898-99, with balance sheet, etc., in V. 69, p. 900, 910. See also editorial, p. 880.

Year end. June 30—	1899.	1898.	1897.	1896.
Average mileage....	596	582	546	531
Gross earnings....	$3,352,988	$3,362,288	$2,468,504	$2,457,359
Net earnings....	1,157,123	1,182,739	758,615	869,659
Net income....	1,301,403	1,265,918	860,891	957,189
Interest on bonds....	610,833	608,000	608,000	608,000
Rental, etc....	203,726	112,849	121,521	107,751
Div. on pref....	334,810	324,778	.....	.....
Total payments.	$1,149,369	$1,045,627	$729,521	$715,751
Balance....	a.sur.$152,034	sur.$220,291	sr.$131,370	sr.$241,438

a From surplus paid on common stock in Sept., 1898, 2 p. c. ($200,000) and in Sept., 1899, 1 p. c. ($100,000), both in *preferred* stock.

—V. 68, p. 283, 475, 1183; V. 69, p. 82, 284, 492, 696, 900, 910, 1194.

THE RIO GRANDE
GREAT
SALT LAKE
ROUTE
WESTERN RAILWAY
IDAHO
WYOMING
UTAH
COLORADO
NEVADA
ARIZONA
NEW MEXICO
OREGON
CALIFORNIA
MONTANA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ILLINOIS
WISCONSIN
MICHIGAN
OGDEN
SALT LAKE CITY
PARK CITY
BRIGHAM
Logan
Preston
Bear L.
Yost
Snowville
Cannon
Richmond
Collinston
Kelton
Monument
Matlin
Terrace
Tecoma
Lucin
Montello
Kolman
Honeyville
Randolph
Corinne
Promotion
DOLPHIN I'D
GUNNISON I'D
FREMONT I'D
ANTELOPE I'D
Bonneville
Utah Hot Springs
Wasatch
Kaysville
Farmington
Morgan
Echo
Coalville
Grass Cr.
Wanship
Weber R.
STANSBURY
Saltair
Lake Pt.
Tooele
Terminus
Lehi
American Fork
Mercur
Fairfield
Camp Floyd Min. D.
Utah Lake
Spanish Fork
Provo
Springville
Castilla Springs
THISTLE JC.
Strawberry Cr.
Soldiers Summit
Parker
Ibapah
Round Valley
Deep Cr.
Fish Springs
SILVER & LEAD
Trout Creek
Dugway Mts.
Desert Mts.
Mt. Nebo
Nephi
Indianola
Milburn
WINTER QUARTERS
Fairview
Ft. Green
Leamington
Juab
Riverside
Oasis
Scipio
Holden
Neels
Fillmore
Meadow
Sevier Lake
Kanosh
Black Rock
Cove Cr.
SULPHUR
Frisco
Milford
Gold Mountain Min. Dist.
GOLD
Beaver
Minersville
Junction
Circleville
Coyote
Rush L.
Little Salt L.
Escalante Valley
IRON
Parowan
Cedar City
COAL
Kanarraville
Orton
Panguitch
Joseph
BELKNAP
MARYSVALE
Fremont
Loa
Thurber
Teardale
Canneville
Hanksville
Eagle City
Henry Mount. Mining Dist.
Escalante R.
Colorado River
Grand River
Green River
Uintah Mountains
White Rocks
Vernal
Gilsonite
Naples
Ft. Duchesne
Indian Res.
Uncompahgre
Book Cliffs
Grand Junction
Moab
Copper & Gold
La Sal Min. Dist.
Castle Valley
Price River
Thompson's
Castle Gate
Colton
Helper
Price
Sunnyside Coal Mine
Farnham
Mounds
Verdue
Scofield
Clear Creek Coal Mine
Mt. Pleasant
Spring City
Ephraim
Manti
Gunnison
Coal Cr.
Lawrence
Castledale
Ferron
San Rafael R.
Emery
Green River Ry.
Salina
Richfield
Elsinore
Joseph
Sevier Valley
Curtis
Castle
Lower Crossing
Cisco
Grand Valley
Parachute Valley
Great Salt Lake Desert
Lakeside Mts.
Cedar Mts.
Deep Creek Mining Dist.
Silver City
Eureka
Mammoth
Tintic
Gold, Silver, Copper & Lead
Min. Dist.
Silver & Lead
Lead & Copper
Gold
Silver & Lead
Bingham Jct.
Tooele Jct.
Alta
Provo
Heber
Charleston
Lehi
Mercur
Fairfield
Camp Floyd Min. D.
Utah Lake
Spanish Fork
Tintic
Payson
Provo
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Scofield
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Lead & Copper
Gold
Bingham Jct.
Tooele Jct.
Alta
Provo
Heber
Charleston
Seattle
Spokane
Tacoma
Olympia
Portland
Columbia R.
Dalles
Umatilla
Pendleton
Tekoa
Missoula
Garrison
Great Falls
Helena
Butte
Billings
Anaconda
Silver Bow
Logan
Cinnabar
Yellowstone Park
Huntington
Boise
Ketchum
Shoshone
Salem
Roseburg
Jacksonville
Pocatello
Kelton
Granger
Raw lins
Laramie
Cheyenne
Palisade
Battle Mtn.
Great Salt L.
Park City
Bingham
Provo
Springville
Redding
Tehama
Reno
Austin
Eureka
Silver City
Manti
Roseville
Carson City
Sacramento
Belleville
Pioche
Marysvale
Orton
Clover
Val. Jct.
Oakland
Lathrop
San Francisco
Keeler
Fresno
Mojave
Sta. Barbara
Los Angeles
San Bernardino
The Needles
Prescott
Ash Fork
Phœnix
Maricopa
Yuma
Benson
Rincon
San Diego
Coronado Beach
El Paso
Nogales
Mexico
Santa Fe
Albuquerque
A. & P. Jc.
Grand Junction
Green River
Denver
Colorado Spgs.
Pueblo
Trinidad
Alamosa
Montrose
Durango
Ft. Worth
Dallas
Galveston
New Orleans
Memphis
Chicago
Omaha
Des Moines
Council Bluffs
Lincoln
Kansas City
Topeka
St. Louis
St. Paul
Minneapolis
Duluth
Milwaukee
Madison
Winona
Mankato
Sioux Falls
Yankton
Sioux City
Pierre
Deadwood
Bismarck
Glendive
Miles City
Fargo
Superior
Wichita
Ft. Scott
Springfield
Jefferson City
Memphis

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Rome & Clinton—Stock (rental guaranteed)	....	....	$100	$345,360	6¼	J. & J.	Clinton, N. Y., by check	Jan.,'00,3⅛%
Rome Watertown & Ogdensburg—Stock, guar. (end.)	....	....	100	10,000,000	5	Q.—F.	N. Y., Gr. Cent. Station.	Nov.15,'99,1¼
1st M.,Wat. & R..Rome to Cape Vin.,s.f.,not dr'n.c*	97	1855	100 &c.	417,800	6	M. & s.	do do	Sept. 1, 1910
Syracuse North'n, 1st M. Syracuse to Sandy Cr.c*	45	1871	1,000	500,000	7	J. & J.	N. Y., Gr. Cent. Station.	July 1, 1901
Consol. M. (int. but not prin. payable in gold)..c.	All	1874	1,000	9,076,000	5	A. & O.	do do	July 1, 1922
Oswego Bridge Co. 1st mortgage	....	1885	.....	100,000	6	F. & A.	do do	July 1, 1915
Syracuse Phenix & Oswego 1st mortgage	17	1885	.....	175,000	6	F. & A.	do do	Feb. 1, 1915
Norw'd & Mont. 1st M., g., $360,000; $10,000 p.m.	13	1886	.....	130,000	5 g.	A. & O.	do do	Apr. 1, 1916
R. W. & Og.Term. RR. 1st M., gold, assumed....c*	14	1888	1,000	375,000	5 g.	M. & N.	do do	May 1, 1918
Oswego & Rome [Leased in perpet.], 1st M., guar.	28	1865	1,000	350,000	7	M. & N.	do do	May 1, 1915
2d M., gold, guar p. & i. (end) by R. W. & O..c*	28	1891	1,000	400,000	5 g.	F. & A.	do do	May 1, 1915
N. Falls Br. RR. stk., ($243,000 own. by R.W.&O.)	9	....	.....	250,000	7	.....	do do	.....
Utica & Bl. Riv. st'k,7 p. c. perpet. gu. by R.W.&O.	150	'68-71	100	1,103,000	7	M. & S.	do do	Sep. 30,'99,3½
U.& B.R.1st M., $2,000,000, g., gu. p.&i.(end.).c	134	1890	1,000	1,950,000	4 g.	J. & J.	do do	July 1, 1922
Rupert & Bloomsb'g—1st M.gu.p.&i.(end.)P.&R.g.c*	2	1889	1,000	50,000	5 g.	J. & J.	Philadelphia.	July 1, 1916
Rutland—Stock, preferred (for com. see text)	120	....	100	4,239,100	2 in 1899	J. & J.	Company's office.	Jan. 1,'00, 1%
1st mortgage (8 per cent, reduced to 6)	120	1872	100 &c.	1,404,100	6	M. & N.	Boston, Globe Nat. Bk.	Nov. 1, 1902
First consol. mort. for $3,500,000, gold Us .c*&r	120	1891	1,000	2,035,900	4½ g.	J. & J.	N. Y., U. S. Mort. & Tr.	July 1, 1941
GUARANTEED BONDS.								
Ogd. & L. Ch 1st M., $4,400,000, g., guar. Ce..c*	127	1898	1,000	3,500,000	4 g.	J. & J.	N. Y. Nat. Bank of Rep.	July 1, 1948
Rut.-Can.—1st M., g., gu., $1,350,000. OB.....c*	43½	1899	1,000	1,100,000	4 g.	J. & J.	Boston, Nat. Shaw. Bk.	July 1, 1949
Rutland & Whitehall RR.—Stock (no bonds)	7	....	100	255,700	6	Q.—F.	Troy, United Nat. B'nk.	Feb.,'00,1½%
Sag. Tuscola & Huron—1st M., $15,000 p.m.,g.Co.c*	67	1891	1,000	As collateral	5 g.	M. & S.	.....	Sept. 1, 1931
St. O. Mad. & St. L. Belt—Stock	....	....	100	500,000	.....	.....	.....	.....
Alt. Bdg.1st M.,g.,$100,000 as col.for l'n $75,000.c	....	1893	1,000	600,000	5 g.	J. & J.	Jan., '96, coup. last pd.	See text.
St. Johnsbury & L. Champl.—Stock, $1,298,500, pf.	....	....	50	3,848,590	.....	.....	.....	.....
1st M., $2,500,000 ($1,328,000 gu. by B.&M.) g.c*	131	1894	1,000	2,500,000	5 g	M. & S.	Boston, Comp'ys Office.	Mch. 1, 1944
St. Joseph & Grand Island Ry.—Common stock...	....	....	100	4,600,000	All stock in voting trust for period stated in text.			
1st preferred stock, 5 per cent, non-cum	....	....	100	5,497,600	3 in 1899	semi-an	N. Y., Central Trust Co.	Jan. 31,'00,2%
2d preferred stock, 4 per cent, non-cum	....	....	100	3,430,000	.....	.....	.....	.....
1st M., g., 2 p.c. 2 yrs., 3 p.c. 3 yrs., then 4..c*&r	252	1897	1,000	3,500,000	2-3-4 g.	J. & J.	N. Y., Central Tr. Co.	Jan. 1, 1947

River Front RR.—Junction with Phila. & Trenton RR., Lehigh Ave., Kensington, to Dock St., Philadelphia, with branch; total 3·86 miles. Leased to Pennsylvania RR. for 50 years from May 1, 1882; rental now $28,000, 5 p. c. being guaranteed on stock.

Rochester & Genesee Valley RR.—Owns from Avon to Rochester, N. Y., 18 miles. Leased July 1, 1871, in perpetuity, to Erie Railway Rental, $34,012. James Brackett, President, Rochester, N. Y.

Rock Island & Peoria Ry.—Owns from Rock Island, Ill., to Peoria, Ill., 91 miles; R. I. & Mercer County RR., 22 miles; branch, 5 miles; total 118 miles. In year ending June 30, 1899, gross, $700,203; net, $247,977; other income, $8,678; interest on bonds, $42,000; taxes, $39,301; div. (5 p. c.), $75,000; bal., sur. for year, $100,354. In 1897-98, gross $659,677; net, $176,455. Dividends at 5 p. c. per annum are paid; in 1892 an extra dividend of 10 p. c. was paid; in 1896 an extra div. of 5 p. c. was paid. The $150,000 first mortgage 10 per cent bonds were paid at maturity Jan. 1, 1900. Pres., R. R. Cable.

Rockaway Valley RR.—V. 70, p. 126.

Rome & Clinton RR.—Owns road from Rome to Clinton, N. Y., 13 miles. Organized in 1869. Leased in perpetuity in 1891 to Delaware & Hudson Canal Co. and operated by N. Y. Ontario & W. Capital stock, $345,360. For year ending June 30, 1899, rental, $22,375; sundry expenses, $781; dividends (6¼ per cent), $21,581; balance, surplus, $130. Total surplus June 30, 1899, $14,826.

Rome Watertown & Ogdensburg RR.—*(See Map New York Central & Hudson River Railroad.)*—Owns from near Niagara Falls to Massena Springs, N. Y., 299 miles, less 28 miles, Richland to East Oswego, leased from the Oswego & Rome RR.; Richland to Rome, 41 miles; branches to Cape Vincent, Ogdensburg, Pulaski, Fulton, etc., 104 miles; total owned, 416 miles. Leases Utica & Black River Railroad, Utica to Ogdensburg, and Clayton branch, 150 miles; Oswego & Rome Railroad as above, 28 miles; Carthage Watertown & Sackett's Harbor, 30 m.; total, 624 miles. Also trackage—to Niagara Falls, 2 miles; Fulton to East Oswego New York Ont. & Western 12 miles.

LEASE.—In 1891 leased during corporate existence and renewals to N. Y. Central & Hudson River RR. Co., which assumes the debt and guarantees 5 p. c. on stock. For guaranty see V. 52, p. 463.

BONDS.—*Utica & Black River* is leased in perpetuity, 7 per cent on stock being guaranteed. First mortgage, guar., p. and i. V. 50, p. 771.

Rutland RR.—*(See Map.)*—Owns Bellow's Falls, Vt., to Burlington, Vt., 120 miles, and leases the Addison RR., Leicester June., Vt., to Ticonderoga, N.Y., 16 miles; Ogdensburg & Lake Champlain Ry. (acquired in 1899), Ogdensburg to Rouse's Point, 118 miles; the Rutland-Canadian RR. is building an extension from Rouse's Point to Burlington, Vt., 40 miles, to connect the lines, to be completed Oct. 1, 1899; also branch, Alburgh to Noyan Junction, Can., 3½ miles, total 297½ miles; also owns Rutland Transit Co., running steamers on the lakes between Ogdensburg and Chicago, Milwaukee, Duluth, etc. V. 68, p. 978, 1026; V. 69, p. 132, 1007, 1301. System will furnish, when complete, a through line from the western ports of the great lakes to the New England seaboard.—V. 68, p. 131.

STOCK.—$3,000,000 of the preferred and $1,000,000 of the $2,480,600 common stock, par $100, was purchased in Oct., 1898, by P. W. Clement, President of the Rutland RR.

Divid'nds on pref.	Year	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.	1900
	P. C.	3	2	4	4	4	4	2	1	2	2	Jan.,1

BONDS.—The consolidated mortgage (trustee, U. S. Trust Company of N. Y.) is for $3,500,000, but of this $1,404,100 can be issued only in payment of 1st 6s in 1902. V. 66, p. 1190. Rutland-Canadian mortgage is for $1,350,000, of which $1,100,000 sold in July, 1899 (see advt. in CHRONICLE of July 15); the balance is reserved for branches, terminals, rolling stock, improvements, etc.

GENERAL FINANCES.—In January, 1899, the Ogdensburg & Lake Champlain RR. (which see) was purchased and its first mortgage 4s, (present issue), $3,700,000, guaranteed. The Rutland-Canadian RR. 43 miles, to be completed in Fall of 1899, will shorten the distance between Rouse's Point and Boston 16 miles. V. 69, p. 1007. The Addison RR. is leased for 99 years at 3 p. c. on the $500,000 stock, of which the Rutland owns $429,600, the dividends received from which being included in "other income."

LATEST EARNINGS.—Net earnings of system for 3 mos ending Sept. 30, 1899, $184,180; int. and taxes, $102,395; bal., sur., $81,785.

REPORT.—Report for year ending June 30, 1899, was in V. 69, p. 1007.

Year end. June 30, 1899.	*Rutland RR.*	*Og & L. Ch. RR.*	*Total.*
Gross earnings	$803 520	$677,691	$1,481,211
Net earnings	382,665	183,678	566,343
Other income	45,051	5,702	50,753
Total income	$427,716	$189,380	$617,096
Rentals and taxes	50,510	22,930	73,440
Bal. for int. and div	$377,206	$166,450	$543,656

Total annual interest charge, entire system (inc. Rut.-Can.) for 1899-1900, $362,500; dividend at rate of 2 per cent per annum on Rutland preferred stock calls for $84,782. Report for 1897-98 in V. 67, p. 952. —(V. 69, p. 231, 1007, 1301.)

Rutland & Whitehall RR.—Owns from New York State line to Castleton, Vt., 7 miles. Leased Feb. 1, 1870, in perpetuity to the Rensselaer & Saratoga RR. (rental $15,342—6 per cent—on stock) and so operated by Delaware & Hudson.

Saginaw Tuscola & Huron RR.—Owns Saginaw, Mich., to Bad Axe, 67 miles. Stock auth., $600,000; par $100. First M. bonds $1,000,000 out as collateral for floating debt of $1,389,449 on June 30, 1899. In year 1898 99 gross, $147,448; net, $45,644; oth. inc., $5,495; interest on unfunded debt, etc., $83,764. Sale to Pere Marquette RR. under negotiation in Jan., 1900. Wm. L. Webber, Pres., Saginaw.

St. Clair Madison & St. Louis Belt RR.—Projected to run from a point in St. Charles Co., Mo., to Belleville, Ill., about 40 miles via bridge across the Mississippi River at Alton, Ill. In October, 1894, the bridge and 2 miles of road were completed. The bridge is 2,100 feet long and laid for double-track. Interest due July 1, 1896, not paid, and on Jan. 15, 1897, J. F. Barnard made receiver. A reorganization committee has been appointed, but no plan to Oct., 1899. For year 1898-99, gross, $53,846; net, $14,974. Treasurer, C. Hodgman, 300 No. Fourth St., St. Louis, Mo. V.64, p. 181.

St. Johnsbury & Lake Champlain RR.—Owns Lunenberg, Vt., to Maquan Bay, on Lake Champlain, 120 miles, and branch from North Concord, Vt., to East Haven, 11 miles; total, 131 miles. The road is operated independently although a majority of the stock is owned by the Boston & Lowell, leased to Boston & Maine. In year 1898-9 gross, $379,366; def. under operating, $7,505; deficit, $73,905.

St. Joseph & Grand Island Ry.—LINE OF ROAD—St. Joseph, Mo., to Grand Island, Neb., 251 miles. Trackage, St. Joseph to Plattsburg, Mo., over S. F., 29 miles, and Plattsburg to Kansas City, over K. C. & Nor. Conn., 40 miles; total trackage, 69 miles.

HISTORY.—A reorganization Feb. 23, 1897 (per **plan** in V. 62, p. 784, 950), of the St. J. & Grand Island *Railroad*, sold in foreclosure.

STOCK.—A voting trust will retain control for the first preferred stock for five years, unless the first preferred stock pays full dividends for three consecutive years, after which the control shall rest with the first and second preferred stocks, and shall so continue for three years thereafter, after which all stocks shall be entitled to equal vote. Voting trustees are F. P. Olcott, J. Kennedy Tod and Gordon Abbott.

DIVIDENDS.—On *first preferred*, in 1898, 5 p. c.; in 1899, Jan., 2 p. c. Aug., 1 p. c.; in 1900, Jan., 2 p. c.

BONDS.—The 1st mort. interest is 2 p. c. till Jan. 1, 1899; then 3 p. c. till Jan. 1, 1902 and thereafter 4 p. c. Bonds for $500,000 reserved for uses of new company cannot be issued to exceed $100,000 yearly, and $1,000,000 can be sold only for new mileage at not exceeding $6,000 per mile; trustee, Central Trust Co., N. Y. See application for listing on N. Y. Stock Exchange in June, 1897, in V. 64, p. 1138.

The fixed annual charge, previously $420,000, will be for the first two years from Jan., 1897 (including charge on $500,000 reserved bonds), $80,000; following 3 years, $120,000; after 5 years, $160,000.

LATEST EARNINGS.—5 months ending Nov. 30:

Year.	*Gross.*	*Net.*	*Int., taxes, etc.*	*Bal., sur.*
1899	$654,727	$175,556	$4 ,750	$131,806
1898	550,436	136,565	29,166	107,399

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 with bal. sheet in V. 69, p. 953, showed: Gross, $1,261,060; net, $348,409; interest, taxes, div., etc., $339,181; balance, surplus, $9,228. In 1897-8, gross, $1 232,508; net, $484,830.

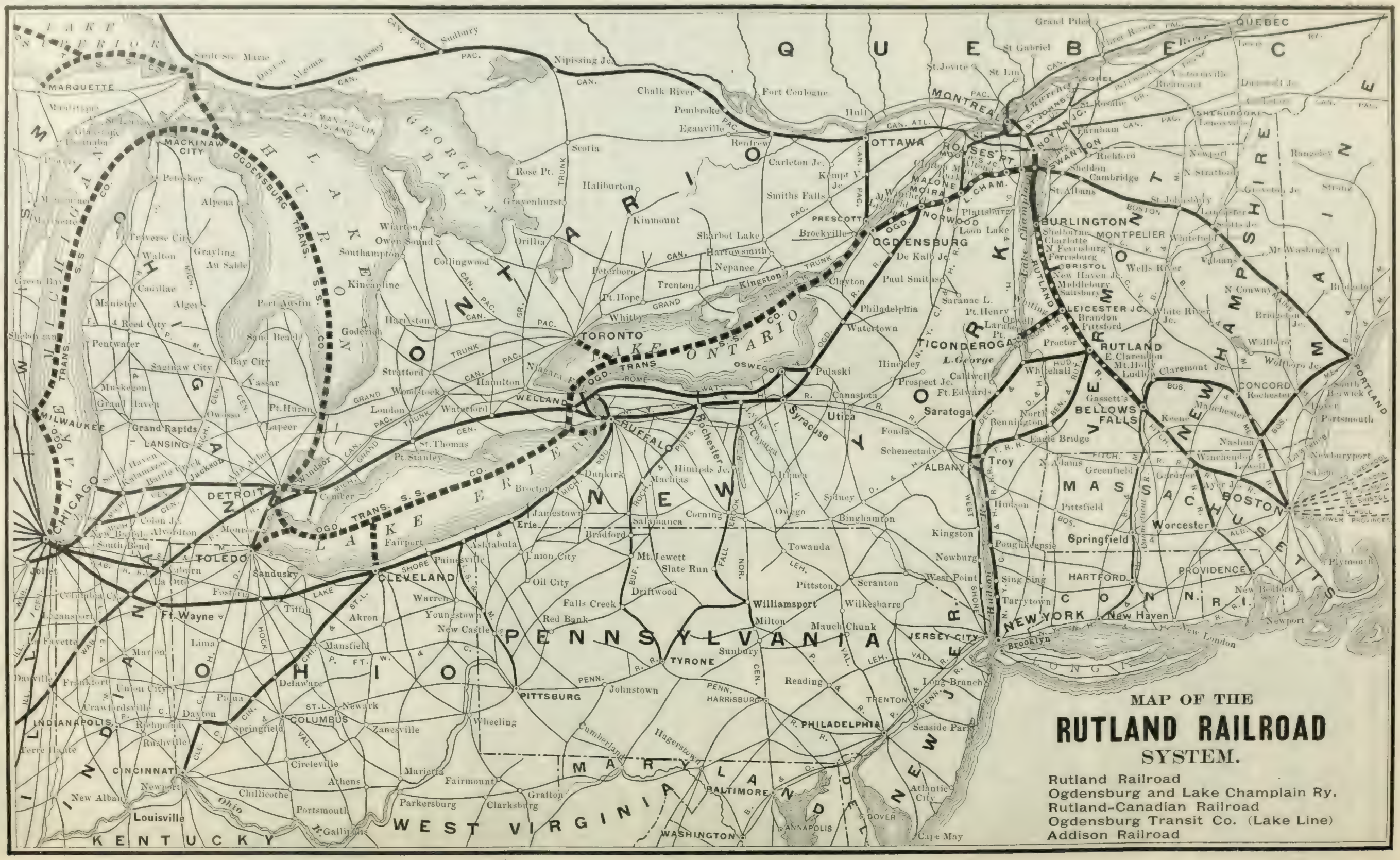
OFFICERS.—President, William L. Bull; Treasurer, Henry Budge; Sec'y, W. S. Wilson.—V. 68, p. 41, 1183; V. 69, p. 28, 181, **902, 953**.

St. Joseph South Bend & Southern RR.—Owns South Bend, Ind., to St. Joseph, Mich., 39 miles. A reorganization of the Indiana & Lake Michigan Ry., foreclosed and sold Dec. 8, 1898. V. 67, p. 1263. The new company took possession Mar. 1, 1899, V. 68, p. 473. Stock, $500,000 common and $250,000 5 per cent preferred, to be held for five years by Morgan G. Bulkeley, S. C. Dunham and Colgate Hoyt, as voting trustees. The old bonds paid an assessment of 25 per cent and received par in new common and 25 per cent in preferred, leaving in the treasury $20,000 common and $130,000 for future requirements. V. 68, p. 129. No bonds. For year ending Oct. 31, 1898 (old Co.), gross, $70,558; deficit under operating, $1,255.—V. 68, p. 129, 473.

St. Lawrence & Adirondack Ry.—From Malone, N. Y. (on Mohawk & Malone) to Caughnawaga, 56 miles, connecting there with the Canadian Pacific at its St. Lawrence River bridge for Montreal. Stock, $1,300,000. For year ending June 30, 1899, gross, $169,339; net, $90,573; other income, $765; charges, $83,412; bal., sur., $7,926. President, W. Seward Webb. (V. 63, p. 30, 116.)

St. Louis & Cairo RR.—*(See Map Mobile & Ohio.)*—Cairo to East St. Louis and branch, 161 miles. Reorganized after foreclosure July, 1881. Stock is $6,500,000. Leased from Jan., 1886, till Jan. 1, 1931, to the Mobile & Ohio RR.—rental of 25 per cent of 150-640ths of the gross revenue of Mobile & Ohio from Mobile to E. Cairo and branches, of St. L. & C. from Cairo to E. St. L. & branches, this rental being guaranteed to amount to $165,000 per year. Rental for year 1898-9, $241,897. *Dividends.*—In '93-4, ¼ p. c.; '94-5, ¼; '95-6, ⅜; '96-7, ½; '97-8, ¾.

St. Louis Cape Girardeau & Fort Smith Ry.—Reorganized as Southern Missouri & Arkansas RR.


LAKE SUPERIOR
MARQUETTE
Sault Ste Marie
Algoma
Sudbury
Nipissing Jc.
Chalk River
Pembroke
Eganville
Fort Coulogne
Hull
OTTAWA
MONTREAL
QUEBEC
Grand Piles
St Gabriel
St Jovite
St Lin
Laprairie
Farnham
Richford
Sheldon
Cambridge
St Albans
Newport
Rangeley
Strong
Graveton Jc
Stratton
Mt Washington
Bridgton
Wells River
Whitefield
Lancaster
Scotts Jc
Wolfboro
Wolfboro Jc
Claremont Jc
Concord
Rochester
Dover
Portsmouth
South Berwick
Portland
Keene
Manchester
Nashua
Lowell
Newburyport
Salem
Boston
Worcester
Springfield
Hartford
Providence
New Bedford
Newport
New London
Plymouth
Brockton
Taunton
Fall River
Cape Cod
Nantucket
Martha's Vineyard
Gloucester
Lynn
Boston
Lowell
Fitchburg
Framingham
Milford
Attleboro
Pawtucket
Woonsocket
Norwich
Willimantic
Putnam
Danielson
Thompson
Hartford
Middletown
Meriden
Waterbury
Bristol
New Haven
Stamford
Greenwich
Port Chester
New Rochelle
Mt Vernon
Yonkers
Harlem
Grand Central Station
Jersey City
Brooklyn
Long Island
Montauk Point
Sag Harbor
Greenport
Riverhead
Patchogue
Babylon
Hempstead
Jamaica
Flushing
Whitestone
Long Island City
Newark
Elizabeth
Rahway
Perth Amboy
New Brunswick
Trenton
Princeton
Bordentown
Camden
Philadelphia
Wilmington
Chester
Media
Delaware City
Dover
Seaford
Cape May
Atlantic City
Seaside Park
Long Branch
Asbury Park
Red Bank
Freehold
Matawan
Keyport
Perth Amboy
Rahway
Elizabeth
Newark
Orange
Montclair
Paterson
Passaic
Hackensack
Ridgefield Park
Weehawken
Hoboken
Jersey City
Harrison
Kearny
Secaucus
Bayonne
Staten Island
Tottenville
New Dorp
Port Richmond
Stapleton
St George
Whitehall
Fort Edward
Glens Falls
Saratoga
Schenectady
Albany
Troy
Rensselaer
Hudson
Catskill
Kingston
Poughkeepsie
Newburgh
Sing Sing
Tarrytown
New York
West Point
Pittsfield
North Adams
Greenfield
Gardner
Ayer Jc.
Fitchburg
Lowell
Winchendon
Nashua
Manchester
Keene
Bellows Falls
Gassett's
Brattleboro
Bennington
North Bennington
Eagle Bridge
Whitehall
Ticonderoga
Lake George
Proctor
Rutland
East Clarendon
Mt Holly
Ludlow
Leicester Jc.
Brandon
Pittsford
Middlebury
New Haven Jc.
Bristol
Ferrisburg
North Ferrisburg
Charlotte
Shelburne
Burlington
Montpelier
White River Jc.
Wells River
Whitefield
Lancaster
Scotts Jc
Mt Washington
Bridgton
Bridgton Jc
North Conway
Fabyans
Plattsburg
Loon Lake
Saranac L.
Pt. Henry
Pt. Laramie
Orwell
Putney
Bellows Falls
Chester
Ludlow
Rutland
Proctor
Whitehall
Hudson Falls

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Lawrence & Adirondack Ry.—Stock	....	....	$100	$1,300,000	.....	.....	.....	.....
1st mortgage, $800,000, gold c*	56	1896	1,000	800,000	5 g.	J. & J.	N. Y., Cont'l Trust Co.	July 1, 1996
2d mortgage, $400,000, gold	56	1896	1,000	400,000	6 g.	A. & O.	do do	Oct. 1, 1996
St. Louis & Cairo—1st M., gold, int. guar. M. & O..c	161	1886	500&c.	4,000,000	4 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1931
St. Louis & Hannibal—1st mort., $600,000 c	103	1886	1,000	380,000	7	J. & J.	In default.	1936
St. Louis Kennett & Southern.—1st mort., gold...c*	20	1891	1,000	135,000	6 g.	F. & A.	St. Louis, Mo.	Feb. 1, 1921
Pemiscot Div. 1st M., gold, **USt** c*	25	1894	1,000	150,000	6 g.	A. & O.	do	1914
Kennett & Osceolo RR. 1st M., gold, **USt.** c*	20	1897	1,000	70,000	6 g.	J. & D.	do	1917
St. Louis Merchants' Br. Term.—1st M., gu.p.&i., g.c	....	1890	500 &c.	3,500,000	5 g.	A. & O.	N.Y.,F'rs L.&Tr. & St.L.	Oct. 1, 1930
Merch. Bridge 1st M., red.after Feb 1, 1909, at 110	....	1889	1,000	2,000,000	6	F. & A.	N. Y., Farm. L. & Tr. Co.	Feb. 1, 1929
St. Louis & Northern Short Line—Stock	....	....	100	25,000,000	.....	.....	.....	.....
1st mortgage, gold, $25,000,000, **Ce** c*&r	....	1899	1,000	NoneJan.'99	4 g.	J. & J.	New York.	July 1, 1949
St. Louis & San Francisco RR.—Com. stock...	1,402	....	100	26,443,980	.....	.....	.....	.....
1st preferred stock, 4 per cent, non-cum	1,402	....	100	5,000,000	4 in 1899	J. & J.	Checks mailed.	Jan. 6,'00, 2%
2d pref. stock, 4 per cent, non-cum., $16,000,000	1,402	....	100	14,272,047	2 in 1899	M. & S.	do	Sept.2,'99, 1%
2d mort. (now 1st), A, gold } (Pacific to Seneca,c*	294	1876	100 &c.	500,000	6 g.	M. & N.	New York, Mercan. Tr.	Nov. 1, 1906
do Series B, gold..... } Mo.,& branches, c*	294	1876	500 &c.	2,708,500	6 g.	M. & N.	do do	Nov. 1, 1906
do Series C, gold..... } 294 miles. c*	294	1876	500 &c.	2,400,000	6 g.	M. & N.	do do	Nov. 1, 1906
Mo. & W. Div. 1st M., g.,$5,000yearly dr.at 105..c*	82	1879	1,000	1,020,000	6 g.	F. & A.	do do	Aug. 1, 1919
St. L. & San F. col.trust gold, sink. fd. not drawn..c*	104	1880	1,000	955,000	6 g	F. & A.	N. Y., United States Tr.	Aug. 1, 1920
Gen. M., g. (1st on 365 m.) $7,807,000 are 6s.c*	....	1881	1,000	20,099,000	5 & 6 g.	J. & J.	N.Y., Mercantile Trust.	July 1, 1931
Collat. Tr. M. on br'ches ($20,000 p. m.), gold..c*	57	1887	1,000	1,099,000	5 g.	A. & O.	N. Y., Union Trust Co.	Oct. 1, 1987
New Consol. mort., $50,000,000, gold, no option	1,402	1896	1,000	a7,149,850	4 g.	J. & J.	N. Y., Mercantile Trust.	July 1, 1996
Southwest Div. M. $1,500,000 red. at par, g. **Ce** c*	112	1897	1,000	1,500,000	5 g.	A. & O.	do do	Oct. 1, 1947
Cent. Div.1st M.,g.,$3,462,000,red.at 102½. **Co.**c*	103	1899	1,000	1,962,000	4 g.	A. & O.	do do	Apr. 1, 1929
St. L.Wich. & W. 1st M., red. at 105, gold.....c*	145	1879	1,000	2,000,000	6 g.	M. & S.	N. Y., Mercantile Trust.	Sept. 1, 1919
Ft. S. &V.B.Bridge 1st M.,g.,dr.at 105,guar.p.&i.c*	....	1885	1,000	289,000	6 g.	A. & O.	do do	Apr. 1, 1910

St. Louis Chicago & St. Paul Ry. of Illinois.—In Sept., 1899, practically all classes of securities were deposited, and the road was sold Jan. 8, 1900, to the Reorganization Committee.—V. 70, p. 75. See Chicago Peoria & St. Louis.

Earnings.—In year 1898-99, gross, $359,541. In 1897-98, gross, $327,580. President, Charles E. Kimball, N. Y.—(V. 70, p. 75. 77.

St. Louis & Hannibal Ry.—Hannibal to Gilmore, Md., 85 miles. Rall's Junction to Perry, Mo., 18 miles; total, 104 miles. Stock, authorized, $1,000,000; par, $100; outstanding, $462,000. There are also $250,000 income bonds outstanding. Year ending June 30, 1898, gross, $126,736; net, $18,751, against $19,704 in 1896-7; total deductions, $33,903; deficit, $15,152. Sec.-Treas., M. T. Cox, 52 Wall St., N. Y.

St. Louis Ind. & East.—Acquired by Ill. Cent.—V. 69, p 441, 696.

St. Louis Iron Mt. & South. Ry.—See Mo. Pac. Ry. System.

St. Louis Kansas & Colorado RR.—V. 69, p. 1301.

St. Louis Merchants' Bridge Terminal Ry.—Organization.—Double-track road from near Union Depot, via Main Street, Hall Street, &c., to Ferry Street, opposite the Merchants' Bridge, 7 miles. It owns and controls the Madison Ill. & St. L. Ry., connecting the town of Madison and East St. Louis, 8 miles; total, 15 miles. Leases Merchants' Bridge for interest on the Bridge Company's $2,000,000 bonds.

Bonds—Both issues are subject to call after 20 years at 110 and interest. Stock authorized,$3,500,000; issued to July 1, 1899, $2,939,500; par, $100. On Dec. 31, 1897, there was due to Terminal RR. of St. L. $983,489 for advances under its guaranty. In Nov., 1893, Terminal RR. Association of St. Louis acquired control of this company and guaranteed by endorsement the principal and interest of its $3,500,000 first mort. bonds and the *interest* on the $2,000,000 Merchants' Bridge first 6s. The properties are operated jointly.

Earnings.—Year 1898, gross, $678,947; net over taxes and rentals, $118,123; interest, $194,675; deficit, $76,552.—(V. 62, p. 362.)

St. Louis & Northern Short Line.—In 1889, the syndicate composed of E. H. Harriman, Jacob H. Schiff, James Stillman and George J. Gould, owning the Chicago & Alton, obtained control, and the proposed new line between Chicago & St. Louis was abandoned. V. 68, p. 1022. V. 69, p. 26. All of the bonds issued by the St. Louis & Peoria and St. Louis Peoria & Northern companies have been acquired. On Dec. 1, 1899, the portion from Springfield to Glen Carbon, 85 miles, with trackage to St. Louis, 17 miles, was transferred to the Illinois Central, and that from Springfield to Peoria, 63 miles, to the Chicago & Alton, and in Jan., 1900, the affairs of the Co. were being wound up.—(V. 68, p. 573, 1022; V. 69, p. 1148.)

St. Louis & Oklahoma City Ry.—See St. Louis & San Fr. RR.

St. Louis Peoria & Nor. Ry.—See St. Louis & Nor. Short Line.

St. Louis & San Francisco RR.—*(See Map.)*—Embraces:

Lines owned—	*Miles.*
St. Louis, Mo., to Paris, Tex.	584
Monett, Mo., to Sapulpa, I.T.	157
Pierce City, Mo., to Wichita, K.	217
Branches to Bolivar, etc.	208
Beaumont, Kan., to Blackwell, O. T.	79
Cuba, Mo., to Salem, Mo.	54
Sapulpa to Oklahoma City	103
Total owned Dec. 1, 1899	1,402

Began op. in 1898 *(earns. separate)*—	*Miles.*
Kan. City Osceola & So. Junc. Kan. City, to Bolivar, Mo.	147
Kansas Midland Ry.— Wichita to Ellsworth, Kan.	106
Kan. City Sub. Belt to K. C.	4

Total system (of which 1,402 m. in 1899, earnings below).....1,659

Organization—Organized June 30, 1896, to succeed to the property and franchises of the *Railway* company sold in foreclosure and reorper **plan** in V. 62, p. 829 and 1140—see also p. 742. Central Division of Atl. & Pac., 112 miles, was purchased in July, 1897.—V. 65 p. 150.

K. C. Osceola & Southern RR. and Kansas Midland Ry., operated from Sept. 1, 1898 (the latter for account of receiver). V. 69, p 803. The Kansas City Suburban Belt terminal affords an entrance into Kansas City. The St. Louis & Oklahoma City Ry. Co., Sapulpa, Ind. Ter., to Oklahoma City, 103 miles, was purchased in 1899, formal possession being taken on March 31.—V. 68, p. 332, 674.

Stock and Voting Trust.—As protection to the new mortgage bonds, all classes of stock (except shares to qualify directors) are vested in the following voting trustees: John A. Stewart, Louis Fitzgerald, J. Kennedy Tod, Isaac N. Seligman, Benjamin P. Cheney, Samuel C. Eastman and James A. Blair, to be held by them and their successors jointly for five years, and for such further period (if any) as shall elapse before the first preferred stock shall have received a 4 per cent cash dividend for two consecutive years, although the voting trustees may, in their discretion, deliver the stock at any earlier date, but not in any event prior to Jan. 1, 1902, save with the consent of the holders of at least two-thirds in amount of the beneficial interest certificates of each class. Voting trust is dated July 1, 1896,

The new company reserves the right at any time to redeem either or both classes of its preferred stock at par in cash. Provisions of the voting trust and preferred stock certificates were given in Supplement of April, 1897, page 6. Common authorized, $29,000,000; listed on N. Y. Stock Ex. to Dec. 14, 1898, $26,413,980.

Dividends.—	1897.	1898.	1899.	1900.
First preferred	2 p. ct.	4 p. ct.	4 p. ct.	Jan., 2%
Second preferrred	.....	1 p. ct.	2 p. ct.	.....

—(V. 69, p. 386.)

Bonds—The consolidated mortgage (trustees, Mercantile Trust Co., N. Y., and Paschal P. Carr, of St. Louis) for $50,000,000 (**abstract in V. 64, p. 186,**) is secured upon all properties and securities embraced in the reorganization and also all other property hereafter acquired by use of any of the new bonds. Enough new bonds at the rate of 80 per cent (approximately $39,072,000) are reserved for retirement of all outstanding undisturbed issues, and the remainder for betterments, equipment, etc., at not over $300,000 yearly. (V. 64, p. 182.)

Southwestern Division bonds are secured on the 112 miles old Central Division of Atlantic & Pacific purchased in Dec., 1897.—V. 66, p. 83.

Of the $3,462,000 *Central Division* 4s, $1,962,000 were issued to purchase the former St. Louis & Oklahoma City RR., 103 miles, on which the bonds are a first purchase money lien at $19,000 per mile; upon the retirement of the Southwestern Division 5s, for which the remaining $1,500,000 are reserved, the 4s will become a first lien on 112 miles additional.—V. 68, p. 573; V, 69, p. 334.

General Finances.—In 1898 $1,500,000 of 5s were issued on S. W. Division, 112 miles (former A. & P. Cent. Div.), and in April. 1899, $1,962,000 of 4s on the Central Division, 103 miles, forming the new line to Oklahoma City. In Nov., 1899, no floating debt. Car trusts Nov. 30, 1899, $175,144.

Earnings.—5 months, July 1 to Nov. 30. } 1899...Gross, $3,478,127; net, $1,523,457
} 1898...Gross, 3,098,682; net, 1,305,477

Annual Report.—Third annual report of reorganized company was given at length in V. 69, p. 792, 803.

	1898-99.	1897-98.	1896-97.
Gross earnings	$7,226,662	$6,886,467	$5,993,336
Net earnings	2,835,471	2,856,358	2,509,708
Total net income	2,962,632	2,926,118	2,516,774
Payments—interest	2,130,517	2,037,997	1,994,524
Taxes	207,976	188,404	171,257
Miscellaneous	39,339	13,272	19,926
Div. on 1st pref	(4%)200,000	(4%)200,000	(2%)100,000
Div. on 2d pref	(1%)160,000	(1) 160,000	.....
Balance, surplus	$224,800	$326,445	$231,067

Officers—D. B. Robinson, President; B. F. Yoakum, Vice-President and General Manager; Frank H. Hamilton, Secretary and Treasurer.

Directors—(Nov., '99) J. K. Tod, Isaac N. Seligman, J. A. Blair, E. C. Henderson, Fred'k Strauss, Henry Marquand, of New York; Benj. P. Cheney, Richard Olney, of Boston, Mass.; Samuel C. Eastman, Concord, N. H.; Geo. A. Madill, Richard C. Kerens, Daniel B. Robinson, St. Louis Henry K. McHarg, Stamford, Ct.—V. 69, p. 386, 441, **792, 803,** 1194;

St. Louis Siloam & Southern RR.—See V. 63, p. 30.

St. Louis Southwestern Ry.—Road extends from Bird's Point, Mo., opposite Cairo, Ill., to Texarkana, Tex., 418 miles, and thence by the Texas road to Gatesville, 305 miles; total, main line, 723 miles; branches, Mt. Pleasant to Sherman, 110 miles; Tyler to Lufkin, 88 miles; Corsicana to Hillsboro, Tex., 40 miles; Commerce to Fort Worth, 97 miles; Lewisville, Ark., to Shreveport, La., 60 miles; Altheimer to Little Rock, Ark., 42 miles; Malden, Mo., to Delta, 51 miles; Gray's Point Terminal Ry. (entire stock owned), Delta to Gray's Pt., Mo. 16 miles, completed in Oct., 1898; trackage rights to Cape Girardeau, 15 miles, Wylie, Tex., to Dallas, and Wolfe City to Sherman; New Madrid branch, 6 miles; in all, 25 miles; total, July, 1899, 1,258 miles.

Organization.—Reorganization per plan in V. 50, p. 141, 561 of St. Louis Arkansas & Texas, sold in foreclosure in October, 1890. Consists of three corporations—the St. Louis Southwestern Railway Co., the St. Louis Southwestern Railway Co. of Texas and the Tyler Southeastern. In Oct., 1899, the Tyler Southeastern Ry. was merged in the St. L. Southwestern Ry. of Texas.—V. 69, p. 646.

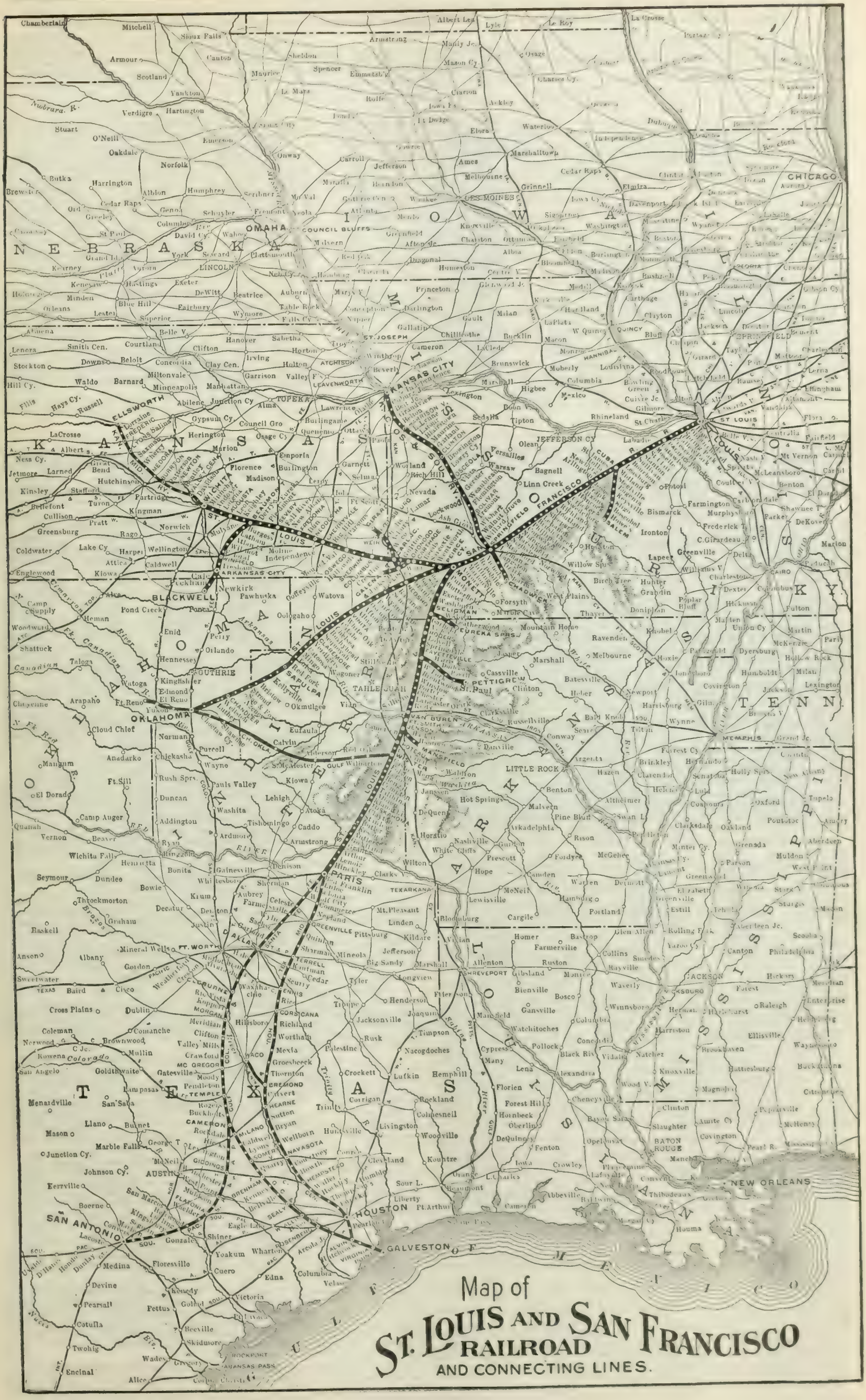
Stock.—Stock issued, common, $16,500,000; pref., 5 p. c. non-cum., $20,000,000, of which in treasury June 30, 1899, common, $143,900; preferred, $106,350. Par of shares, $100.

Bonds.—The *first mortgage* certificates are issued against a like amount of first mortgage bonds secured upon the constituent lines at a rate not exceeding $16,500 per mile, and the second mortgage certificates against second mortgage bonds at $8,250 per mile. First interest payment on 2d mortgage incomes, 2 p. c., made July 1, 1899; 1·678 p. c. paid Jan. 2, 1900. V. 69, p. 907, 1347.

Gray's Point Terminal Ry. was completed in Oct., 1898, from Delta to Gray's Point, 16 miles; its $339,000 of bonds at $15,000 per mile are guaranteed by the St. L. Southw., principal and interest. Form of guaranty in V. 69, p. 1062. St. L. So. W. owns all capital stock and leases the road for fifty years.—(V. 65, p. 413.)

General Finances.—In Feb., 1899, $1,000,000 additional 4 per cent income certificates sold for improvements and betterments, making total listed $9,000,000, and all the floating debt paid off.—V. 68, p. 279, 283; V. 69, p. 793.

Earnings.—5 mos., July 1 to Nov. 30. } 1899.....Gross, $2,605,880; net, $813,577
} 1898.....Gross, 2,607,586; net, 737,599


NEBRASKA
IOWA
ILLINOIS
MISSOURI
KANSAS
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
MISSISSIPPI
TENN.
KY.
OMAHA
COUNCIL BLUFFS
DES MOINES
CHICAGO
ST. JOSEPH
KANSAS CITY
ATCHISON
LEAVENWORTH
TOPEKA
LINCOLN
ST. LOUIS
JEFFERSON CY
SPRINGFIELD
CAIRO
MEMPHIS
WICHITA
ARKANSAS CITY
BLACKWELL
GUTHRIE
OKLAHOMA
PARIS
TEXARKANA
FT. WORTH
DALLAS
GREENVILLE
TERRELL
DENNIS
CLEBURNE
WACO
TEMPLE
AUSTIN
SAN ANTONIO
HOUSTON
GALVESTON
LITTLE ROCK
PETTIGREW
EUREKA SPRS.
SELIGMAN
MONETT
SALEM
SHREVEPORT
JACKSON
BATON ROUGE
NEW ORLEANS
Map of
ST. LOUIS AND SAN FRANCISCO
RAILROAD
AND CONNECTING LINES.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Louis Southw.—1st M. ctfs., $16,500 p. m., g.c*	1,222	1890	$1,000	$20,000,000	4 g.	M. & N.	N. Y., Central Trust Co.		Nov. 1. 1989
2d M. 4% incomes, $10,000,000, non-cum., gold.c*	1,222	1891	500 &c.	9,000,000	1·678 in	Jan.,'00	N. Y., Merc. Trust Co.		Nov. 1 1989
Car trusts June 30, 1899	....	1891	various	500,675	6	Various	N. Y., Central Trust Co.		To 1904
Gray's Pt. Term'l, 1st M., gu., p.&i. e.g., S.St...c&r	16	1897	1,000	339,000	5 g.	J. & D.	N. Y., Cent. Tr. & St. L.		Dec. 1, 1947
St. Paul & Duluth—Common stock	....	....	100	4,660,207	.....	.....	N. Y., Of., 32 Nassau St.		July 5, 1887
Pref. 7 per cent stock and scrip subj. to call at par	....	....	100	3,895,032	7 in 1899	M. & S.	do	do	Sep. 1, 99, 3½%
1st mortgage c*	167	1881	1,000	1,000,000	5	F. & A.	do	do	Aug. 1, 1931
2d mortgage c*	167	1887	1,000	2,000,000	5	A. & O.	do	do	Oct. 1, 1917
Taylor's Falls & Lake Sup., 1st M. s. f. not dr. c*	21	1884	1,000	210,000	6	J. & J.	do	do	Jan. 1, 1914
Duluth Short L. 1st M, p.&i., s.f. not dr'n c*	25	1886	1,000	500,000	5	M. & S.	do	do	Sept. 1, 1916
Stillwater & St. Paul 1st mortgage, gold	12	1870	500 &c.	209,500	7	J. & D.	do	do	Dec. 1, 1900
St. Paul & Duluth con. mort., $5,000,000, g. c*	226	1898	1,000	1,000,000	4 g.	J. & D.	do	do	June 1, 1968
Car trusts, includ. interest, see text, Jan., 1900.	....	'98-'99	.....	370,373	4½ & 5	.....	do	do	To 1909
St. Paul Eastern & Gr. Trunk—1st M., g., int. gu. c*	56	1883	1,000	1,120,000	6 g.	J. & J.	Office, C.&N.W., 52 Wall.		Jan. 1, 1913
St. Paul Minn. & Manitoba—See Great Northern—									
St. Paul & No. Pacific—See No. Pacific RR.									
Salt Lake & Los Angeles—1st mortgage (text). g.. c	15	1893	1,000	300,000	6 g.	J. & J.	Salt Lake City.		Jan. 1, 1913
San Antonio & Aransas Pass—Stock	....	....	100	5,000,000	.....	....	.....		.....
1st M. for $21,600,000 g., guar. p. & i. (end.). c*&r	687	1893	1,000	d18,892000	4 g.	J. & J.	N. Y., Cent. Trust Co.		Jan. 1, 1943
Equipment trust notes July 1, 1898	....	....	.....	129,453	.....	.....	.....		.....
San Diego Cuyamaca & East'n Ry.—1st mort., gold	22	1888	500 &c.	550,000	6 g.	J. & J.	In default.		July 1, 1918
Sanford & St. P'burg—1st M., g. not guar. PP	....	1894	.....	375,000	4 g.	J. & J.	Philadelphia, Pa.		Jan. 1, 1924
Do guar. p. & i., end. S. F. & W. PP	....	1894	.....	300,000	4 g.	J. & J.	.....		Jan. 1, 1924
San Francisco & No. Pacific—1st M., gold. Me.c*&r	165	1889	1,000	4,038,000	5 g.	J. & J.	N.Y., 46 Wall, & Fr'nk'frt		Jan. 1, 1919
Cal. Northw., 1st M., $2,000,000, g., gu. p.&i., s.f.	60	1898	1,000	None Dec'99	5 g.	A. & O.	San Fran. & New York.		Apr. 1, 1928

a Of which $761,250 in treasury. z $1,000,000.

ANNUAL REPORT.—Annual meeting is held at St. Louis, Mo., on the first Tuesday in October. Report for 1898-99 was in V. 69, p. 793.

Year ending June 30—	1899.	1898.	1897.	1896.
Gross earnings	$5,862,338	$5,279,332	$4,743,546	$4,904,489
Operating expenses	4,209,088	4,173,328	3,855,888	4,132,375
Net earnings	$1,653,250	$1,106,004	$887,658	$772,114
P. c. op. ex. to earns.	(71·80)	(79·05)	(81·29)	(84·26)
Tot. net, incl. other inc.	1,737,708	$1,114,911	$891,242	$782,192
Taxes	133,495	131,007	121,485	128,552
Int. on 1st M. bonds	800,000	800,000	800,000	800,000
Int. on 2d M. bonds	180,000	....	.....	....
Rentals, etc	44,536	26,613	32,944	31,490
Balance	sur.$579,677	sr.$157,291	df.$63,189	df.$177,850

President, Edwin Gould.—(V. 69, p. 907, 1062, 1347,

St. Louis Vandalia & Terre Haute RR.—*(See Map Pittsb. Cincin. Chic. & St. L.)*—East St. Louis to Indiana State line, 158 miles.

LEASE.—Leased for 999 years from 1870 to Terre Haute & Indianap. RR. Co. for account of itself and P. C. C. & L. Ry. Co. at rental of 30 per cent of gross earnings—profits and losses assigned to lessees in proportion of five-sevenths to Pittsburg Cin. Chic. & St. L. and two-sevenths to Terre Haute & Indianapolis. V. 54, p. 846.

CAPITAL STOCK.—Stock, $2,379,358 common and $1,544,700 of 7 per cent cumulative pref.; par $100. The Terre Haute & Indianapolis owns $326,000 preferred and $500,000 common stock, the Pennsylvania RR. $837,000 preferred, and the Pennsylvania Co., Dec., 1898, 1,350,000 common and $381,700 preferred. In 1891 and 1892 back dividends on preferred were paid for 1879 to 1884; for 1885, 7 p. c. in 1894; for 1886, (No. 9) 7 p. c. in 1895; for 1887 (No. 10), 7 p. c.; in Feb., 1896; in 1897-'98, none; in Jan., 1899, 14 p. c. for 1888-'89.

BONDS.—The first mortgage bonds due Jan. 1, 1897 ($1,896,000), were purchased at maturity by the Pennsylvania RR. Co. V. 64, p. 420. The $2,600,000 second mortgage bonds were purchased May 1, 1898, by Pennsylvania Company. V. 66, p. 761, 811; V. 68, p. 477.

ANNUAL REPORT.—Report for year 1897-8 in V. 68, p. 667, showed:

Yr. end. Oct. 31.	Gross.	Oper'g exp's.	Net.	Rental.
1899	$1,829,221	$1,280,159	$549,062	$548,766
1898	1,708,639	1,220,833	487,806	512,592

The payments from income of $514,127 in 1898 were: Taxes, $67,769; interest, $218,840; car trusts, etc., $36,954; balance, surplus, $190,564. Loss to lessee in 1895-96, $297,280; loss in 1896-97, $192,565; loss in 1897-98, $24,785; profit in 1898-9, $296.—(V. 68, p. 667.)

St. Paul & Duluth RR.—Owned St. Paul, Minn., to Duluth, Minn., 155 miles (less 9 miles not oper.); branches, 29 miles; merged by consolidation in 1899; Stillwater & St. Paul RR., 13 miles; Taylor's Falls & Lake Superior, 20 miles; Duluth Short Line, Thomson to West Superior, 18 miles; leased, 19 miles; total, 245 miles. Second track, 17 miles. Between Carlton and Duluth, 24 miles, road is owned jointly with the Nor. Pacific, but the 14 miles between Thomson and West End are little used, the Duluth Short Line affording the St. P. & D. access to Duluth. Uses Minn. & St. L. terminals at Minneapolis.

HISTORY.—Sold in foreclosure May 1, 1877, and reorganized.

SYNDICATE.—In Dec., 1899, a syndicate of $7,000,000, represented by Clarence S. Day, had purchased at $50 per share a majority of the common stock and offered to purchase the minority stock at the same price, under a plan giving the stockholders the right to subscribe to the syndicate to the extent of 60 per cent of the par value of the stock sold. The plan is to purchase all of the company's lands and cancel the preferred stock and arrange a readjustment of the securities of the company. Time to deposit expires Jan. 31, 1900.—V. 69, p. 1347.

CAPITAL STOCK.—From the earnings of the railroad the preferred stock has a prior right to 7 per cent yearly, then common to 6 per cent, any surplus going to retirement of preferred. The preferred stock is also received in payment for lands at par, and is entitled to receive from land sales any part of its 7 per cent dividend yearly for which railroad earnings do not suffice. The preferred is subject to call at par for redemption with land sales, after drawing by lot, if not purchasable below par in the open market, the sums applied to its redemption and retirement being as follows: In 1891, $182,000; 1892, $226,000; 1893, $165,000; 1898, $691,300; 1899, $204,500.—V. 69, p. 696. Three shares of common stock have one vote and each share of preferred has one vote. The $690,776 due the land and stumpage fund was restored in 1898 through sale of consols and applied to reduction of preferred stock.—V. 67, p. 1309.

DIVIDENDS.—	1884.	'85-'88.	'89.	'90.	'91-3.	'94 to '97.	'98.	'99.
On pref.—p. c.	†3½	7 yr'ly.	5½	6½	7 yr'ly.	5 yearly.	7	7

On common—In 1887 3 and 15 in common stock † And 7 % stock

BONDS.—The consolidated mortgage of 1898 is limited to $5,000,000, of which $1,000,000 were sold in Jan., 1899, and $690,776 cash restored to land and stumpage fund, leaving $4,000,000 to complete automatic couplers and air brakes and retire main and branch line bonds.—V. 69, p. 903. Car trust 5s mature monthly to 1903 and car trust 4½s semi-annually to 1909. V. 69, p. 909.

LANDS.—The company has a land grant, of which 953,592 acres remained unsold June 30, 1899, and 57,952 acres of the Taylor's Falls branch grant. In year 1898-99 sales from company's grant were 48,021 acres for $202,512, and gross cash receipts were $208,525 (of which $37,229 from stumpage); net income, $167,467.

LATEST EARNINGS.—4 mos., July 1 to Oct. 31. 1899.....Gross, $781,881; net, $309,981. 1898.....Gross, 662,812; net, 226,391

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St. Paul second Thursday in Oct. Report for 1898-99 in V. 69, p. 903.

Year end. June 30—	1899.	1898.	1897.	1896.
Gross earnings	$1,802,330	$1,648,635	$1,564,104	$1,587,863
Op. expen. and taxes.	1,239,863	1,221,995	1,203,051	1,280,524
Net earnings	$562,467	$426,640	$361,053	$307,339
Net income from RR.	$594,940	$462,238	$420,946	$385,439
do do lands	167,467	157,001	104,418	242,483
Rentals paid	134,283	135,164	134,558	130,819
Interest on bonds	169,444	150,000	150,000	150,000
Miscellaneous	864	810	14,604	53,523
Bal. over charges	$457,815	$333,265	$226,197	$293,580
Dividends on pref.	(7)$286,796	$(7)335,307	(5)$239,505	(5)$239,505

—(V. 68, p. 475; V. 69, p. 334, 696, 903, 1347; V. 70, p. 126.)

St. Paul Eastern Grand Trunk Ry.—*(See Map Chicago & N. W.)*—Owns from Oconto to Clintonville, Wis., 56 miles. Leased Oct. 30, 1884, for 99 years to Milwaukee Lake Shore & Western. Rental 30 per cent of gross earnings, interest on bonds being guaranteed. Lease acquired Aug. 16, 1893, by Chicago & North Western through purchase of Milwaukee Lake Shore & Western.

St. Paul & Northern Pacific Ry.—Merged in Nor. Pac. RR.

Salt Lake & Los Angeles RR.—Road from Salt Lake to Saltair Beach, Utah, 15 miles, standard gauge—see V. 65, p. 824. Stock $150,000. In 1898 $300,000 first 6s were outstanding. For year ending June 30, 1898, gross, $41,786; net, $16,770, against $5,633 in 1896-97; charges, $20,628; bal., deficit, $3,858.—V. 65, p. 824.

San Antonio & Aransas Pass Ry.—Owns from Kerrville to Houston, 308 miles; Kenedy to Corpus Christi, Tex., 90 miles; Yoakum to Waco, 171 miles; Skidmore to Alice, 43 miles, Shiner to Lockhart, 54 m.; branch, 21 m.; total, 687 m., all 50-lb. steel.

HISTORY.—Reorganized without foreclosure sale in 1893, management passing to So. Pac., which owns $2,000,000 stock.

BONDS.—Mortgage is for $21,600,000 (trustee, Central Trust Co.) and the So. Pacific Co. by endorsement on each bond guarantees unconditionally "the punctual payment of the principal and interest." Bonds for $2,700,000 reserved for extensions, limited to 100 miles at $27,000 per mile, equipped. See full abstract of mort. in V. 56, p. 540. Pacific Improvement Co. June 30, 1898, $1,817,357; car trusts, $129,453. Listed on N. Y. Stock Ex. to Jan., 1899, $18,886,000.

LATEST EARNINGS—3 mos. July 1 to Sept. 30. 1899.....Gross, $598,737; net, $201,192. 1898.....Gross, 597,826; net, 239,053

ANNUAL REPORT.—Fiscal year changed in 1897 to end June 30. For year ending June 30, 1899, gross, $2,046,781; net, $454,113; interest on bonds, etc., $848,934; taxes, $64,173; balance, deficit for year, $458,994. In 1897-98, gross, $2,021,835, net, $514,430. (V. 63, p. 151; V. 65, p. 922; V. 67, p. 1205.)

San Antonio & Gulf RR.—San Antonio to Stockdale, 37 miles. Successor in April, 1897, to San Antonio & Gulf Shore Ry. Capital stock authorized, $1,000,000, issued Oct., 1898, $32,000. In Oct., 1898, was owned by a syndicate, few bonds had been issued, and there was no floating debt. The Texas RR. Commission has approved the issue of $250,000 bonds. President, George W. Breckinridge; Secretary and Treas., John A. Fraser, San Antonio, Tex.—V. 64, p. 708; V. 69, p. 591.

Sandusky Mansfield & Newark RR.—See B. & O. statement and V. 69, p. 743, 851. (V. 69, p. 743, 851; V. 70, p. 77.)

Sanford & St. Petersburg Ry.—*(See Map Sav. Flor. & West.)*—From Sanford, Fla., to St. Petersburg, 153 miles. Formerly Orange Belt Railway, which was sold at foreclosure in March, 1893. Stock is $600,000; par, $100. First mortgage is for $1,000,000 of 4 p. c. bonds, interest reduced from 5 p. c., of which $675,000 have been issued, and of these $300,000 are guaranteed principal and interest by end. of the Savannah Florida & Western (see copy of guaranty in V. 64, p. 843.) The balance of the loan unissued ($325,000, Jan. 1, 1899) is deposited with the Metropolitan Trust Co., New York, for improving, equipping and broad-gauging the road. For year 1897-98, gross, $78,866; deficit under operating, $47,986; deductions, $39,943; deficit, $87,929.—V. 64, p. 888.

San Francisco & North Pacific Ry.—Point Tiburon, Cal., to Ukiah, Cal., 106 miles, and branches, 59 miles. Consolidation of March 19, 1889. Has steamer connection (6 miles) with San Francisco. Leased to the California & Northwestern Ry., incorporated in March, 1898. The S. F. & N. P. guarantees $2,000,000 Cal & Nor. 5 per cent bonds, to be issued at $25,000 per mile. (V. 67, p. 370, 688, 788. Stock issued, $6,000,000; par of shares, $100.

BONDS.—Issued at $25,000 per mile; sinking fund, $25,000 yearly, bonds drawn at 110 and interest. [Mortgage abstract V. 49, p. 241.] Stock reported in Nov., 1898, owned by President A. W. Foster, Director Geo. A. Newhall and others. V. 67, p. 1111.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend
S.Fr. & San Joaq. Val.—1st M.,g.,call aft.1915.Me.c	374	1896	$1,000	a $6000,000	5 g.	A. & O.	N. Y. and San. Fran.	Oct. 1, 1940
S. Fe & Gr. Canyon—1st M., $1,500,000, g., s.f.IBc	70	1898	1,000	1,000,000	5 g.	J. & J.	Boston, Int'l Trust Co.	Jan. 1, 1918
Santa Fe Pres.& Phœnix-1st M., $5,000,000,g.Me.c*	198	1892	1,000	4,940,000	5 g.	M. & S.	N. Y. Mer'tile Tr. Co.	Sept. 1, 1942
2d M., gold, (Cent. Tr. beneficial certfs.).. ....Ce	198	1893	.....	2,964,000	5 g.	J. & J.	.....	July 1, 1943
Prescott & East., 1st M., $375,000, p. & i. gu.Ce	26½	1898	.....	See text.	.....	.....	.....	.....
Saranac & Lake Placid—1st M., $120,000,g., Ce.c*	10	1893	1,000	120,000	5 (6) g.	M. & N.	N. Y., 21 Cortlandt St.	May 1, 1913
Saratoga & Schenectady—Stock (rental guarant'd).	....	....	100	450,000	7 per an.	J. & J.	Troy, United Nat'l Bk.	Jan ,'00, 3½%
Sault Ste. Marie Bridge—1st M., g., s.f.,dr'n at 110.c	1¼	1887	1,000	900,000	5 g.	J. & J.	N. Y., Nat'l City Bank.	July 1, 1937
Savannah Florida & Western—Stock.....	....	....	100	9,432,900	2 Jan.'99	Jan.	N. Y., Off., 12 W. 23d St.	Jan. 15,'99, 2%
Sav. Fla. & W., 1st (consol.)M., $6,500,000.g.c*&r	545	1884	1,000	4,056,000	6 g.	A. & O.	N. Y., do & Savan.	Apr. 1, 1934
do do (V. 64, p. 1228) int. red. to 5 p. ct.c	545	1884	1,000	2,444,000	5 g.	A. & O.	do do	Apr. 1, 1934
Sav. Fla. & W. consol. M. ($20,000,000) gold...c*	819	1893	1,000	7,086,000	5 g.	M. & N.	do do	May 1, 1943
St. John's River Div., 1st M., $1,500,000, g....c*	130	1899	1,000	1,350,000	4 g.	J. & J.	.....	July 1, 1934
Guaranteed Loans.								
Brunswick & W. 1st M. Bruns. to Albany, g, gu.c*	171	1888	500&c.	3,000,000	4 g.	J. & J.	do do	Jan. 1, 1938
Income bonds, non-cumulative.....	....	1888	1,000	3,000,000	5	.....	None paid.	Irredeemable.
Ala. Midland, 1st mort., guar. p. & i., end. g..xc	175	1888	1,000	2,800,000	5 g.	M. & N.	N. Y., Metropol. Tr. Co.	Nov. 1, 1928
Silver Springs O. & G., 1st M., int. guar , g....c*	74	1888	1,000	1,120,000	4	J. & J.	N. Y., 12 W. 23d St.	July 1, 1918
Florida So. 1st M., $5,000,000,g., gu., 4% aft. '99	....	1895	1,000	4,241,000	4 g.	J. & J	New York City.	Jan. 1, 1945
Sanford & St. Petersb., 1st mort., g., guar., end..	....	1894	.....	¶300,000	4 g.	J. & J.	.....	Jan. 1, 1924
Schenectady & Duanesb.—1st mort., interest guar..	14	1874	100 &c.	500,000	6	M. & S.	N. Y., 21 Cortlandt St.	Sept. 1, 1924
Schuylkill & Lehigh—1st M., guar. by P. & R. *RR* .	44	1872	1,000	600,000	4½	M. & N.	Phila., Phil. & Read.RR.	Nov. 1, 1902
Schuylkill Valley Navigation & RR.—Stock	....	....	50	576,050	5	J. & J.	Philadelphia.	Jan. 13,'00,2½
Seaboard Air Line Ry.—Stock, to be $75,000,000..	....	....	.....	See text.	.....	.....	.....	.....
New M.,probably $62,500,000,g. –V.70, p.126. ..	....	1900	.....	See text.	4 g. or 5 g.	J. & J.	.....	Jan., 1950.
OLD LOANS TO BE ASSUMED.								
Carolina Central old bonds, non-assented.	....	'81-'94	1,000	115,233	6	J. & J.	.....	1920
1st consol. M., $3,000,000, gold, gu. p.& i. end. F	267	1898	1,000	2,847,000	4 g.	J. & J.	N. Y., Farm. L. & T. Co.	Jan. 1, 1949

¶ NOTE.—There are $375,000 additional 4s ung uaran teed, a All so ld to be issu ed for co nstructi on; $2,671,000 issued June 30, 1898.
* Including some amounts acquired by the Willi ams syndic ate and to be deposit ed under new con solidated mortgage.

LATEST EARNINGS—3 mos. July 1 to Sept. 30. { 1899....Gross, $294,530; net, $141,532 / 1898....Gross, 268,327; net, 122,160

ANNUAL REPORT.—Report for 1897-98, in V. 67, p. 1354, showed, gross, $839,963; net, $309,783; charges, $228,048; bal., surplus, $81,735. In 1898-99 gross, $921,015; net, $346,736. (V. 69, p. 181.)

San Francisco & San Joaquin Valley Ry.—Owns Stockton Cal., there connecting by water with San Francisco, southerly to Bakersfield, 235 miles; also loop line from Fresno through Visalia and Tulare to Corcoran Junction, 69 miles. Also under construction from Stockton to Point Richmond, on San Francisco Bay, opposite San Francisco, 70 miles, on which 35 miles of track reported laid Dec., 1899. V. 67, p. 842; V. 69, p. 649. See also editorial, p. 817.

In Dec , 1898, the Atch. T. & S. F. acquired practically all of the stock, and will use the line as a part of its through system from San Francisco to the East. V. 67, p. 1261. Road will be a separate operating division of the Atchison system, but its earnings will not be included until the line is completed to San Francisco and possibly not until July 1, 1900. See V. 67, p. 841; V. 69, p. 128, 649.

SECURITIES.—Stock $6,000,000; issued to October, 1898, $2,474,800. Bonds may be drawn at 110. EARNINGS—For year ending June 30, 1899 (line partially completed), gross, $408,705; net, $26,152. —(V. 65, p. 621; V. 67, p. 635, 841, 1261; V. 69, p. 128.

San Pete Valley Ry.—Nephi, Utah, to Morrison, 51 miles; Quarry Branch (opened Aug., 1899), Nephi to Cooper, Utah, 5 miles; total, 48 miles. Stock, $510,000; par of shares, $100. Bonds. $510,000 1st gold 4s, dated 1894, due 1923, interest J-J, and $250 2d mortgage 4s, dated June 1, 1895, due 1921, interest J-J, Farmers' Loan & Trust Co., New York, Trustee. Theo. Bruback, Gen. Mgr., Salt Lake City, Utah.

Santa Fe & Grand Canyon RR.—To extend from Williams, Ariz., at a connection with the Atch. Top. & Santa Fe, to rim of Grand Canyon, 70 miles, of which Williams to Anita Camp, where large copper mines have been developed, 47 miles, was to be operated about Jan. 20, 1900, and remaining 23 miles under construction Jan., 1900. Also projected further 40 miles to coal fields. Stock, $2,000,000, all outstanding; par of shares, $100. Bonds have sinking fund of 2 per cent of gross earnings yearly. President, L. W. Goode, 11 Broadway, N. Y.; Sec., Waite B. Gilbert; Treas., R. L. Thomae.

Santa Fe Prescott & Phoenix Ry.—Owns Ash Fork on Santa Fe Pacific (Atchison system), via Prescott to Phoenix, Arizona, 198 miles; opened in March, 1895. Prescott Jc. to Mayer, Ariz., 26·4 m. built under charter of Prescott & Eastern, was completed in Oct., 1898, and is leased for 99 years and its $375,000 bonds guaranteed, to cover actual cost of construction. Of these $200,000 had been sold Aug. 31, 1899, $134,000 were in the treasury of the S. F. P. & P. and $41,000 had not yet been issued. V. 67, p. 631, 635. Extension of main line to Globe via Tempe and Mesa, proposed in July, 1899; also branch line to Ingleside and probably later to Mesa, via Tempe; V. 69, p. 552. Stock, $7,904,000.

The road is tax exempt by legislative enactment for 20 years from 1894. The interest charges on 1st mortgage bonds amount to $247,000 per annum, after payment of which the surplus earnings may be used for improvements, etc., as provided in a contract with the 2d mortgage bonds under which substantially all of the 2ds have been deposited with the Central Trust Co., N. Y., against its certificates of beneficial interest. See official statement to N. Y. Stock Exchange on listing of $4,940,000 1st 5s in V. 68, p. 326.

LATEST EARNINGS.—5 mos., July 1 to Nov. 30. { 1899-0 Gross, $391,250; net, $217,480 / 1898-9. Gross, 353,951; net, 173,934

EARNINGS.—Fiscal year ends June 30. Report for 1898-9 was in V. 69, p. 538, 551; see also editorial remarks, p. 517.

Years ending June 30—	1899.	1898.	1897.
Gross earnings	$875,288	$764,124	$656,188
Operating expenses	455,285	365,270	313,064
Per cent of op. exp. to gross	52·02	47·80	47·71
Net earnings	$420,003	$398,854	$343,124
Total net income	$430,957	$399,416	$343,124
Rental of P. & E. RR	11,829	.....	.....
Interest on bonds, etc	395,257	365,560	338,321
Balance, surplus	$23,871	$33,856	$4,803

F. M. Murphy, Pres., Prescott, Ariz.—(V. 69, p. 281, 538, 551.

Saranac & Lake Placid RR.—Owns from Saranac Lake to Lake Placid, N. Y., 10 miles; operates under contract N. Y. Central" Saranac branch, 5·6 miles; total operated, 15·6 miles. December 19, 1896, leased to Chateaugay RR. and Chateaugay Ore & Iron Cos. jointly for 17 years, and interest on bonds reduced from 6 to 5 p. c.; rental 35 per cent of its gross receipts and one-half net profit from transfer business at Lake Placid—at least $7,200—to pay 5 per cent interest on bonds, which interest is guaranteed jointly at 5 p. c. to and including Nov. 1, 1913, by endorsement. Stock, $250,000 (par $100.) *Dividends.*—In 1893, 3 p. c.; in 1894, 2 p. c.; in 1895, 2 p. c.; none since to Jan., 1900. For year ending June 30, 1897, gross, $17,231.—(V. 64, p. 182.)

Saratoga & Schenectady.—From Saratoga to Schenectady, 21 miles. Leased in perpetuity in 1861 to Rensselaer & Saratoga and lease assigned to Del. & Hudson Canal, by which it is operated. Rental, $31,750 per year. Stock, $450,000. Dividends, 7 p. c. yearly.

Sault Ste. Marie Bridge.—Own Sault Ste. Marie Bridge, including 6,421 feet of main track. The Canadian Pacific, Duluth South Shore & Atlantic and Minneapolis St. Paul & Sault Ste. Marie RR. cos. agree to pay for use of bridge an amount equal to operating expenses, and interest and sinking fund of debt. Mortgage, $1,000,000; sinking fund. $5,500 yearly. Stock. $1,000,000 For year 1897-8 gross earnings, $59,272; net, $51,321. In 1896-97, net, $51,905.

Savannah Florida & Western Ry.—*(See Map.)*—Savannah-Ga., to Tampa, Fla., with branches to Bainbridge and Albany, Ga., and Jacksonville, Chattahoochee and Gainesville, Fla.; also Jacksonville to Sanford, Fla., and branch (part of former Jacksonville Tampa & Key West, purchased under foreclosure Apr. 4, 1899), 130 miles; total owned; 856 miles; leases 33 miles. Operates Sanford & Lake Eustis Ry., Sanford to Tavares, 29 miles, part of former Jack. Tam. & Key West, since Apr. 24, 1899, under an arrangement with the receiver terminable at 30 days' notice, the S. F. & W. receiving all the earnings and paying expenses of operat'n and main'e. Total mileage, 918.

PLANT SYSTEM.—This road belongs to "Plant system," which is described under that title. April 1, 1893, the South Florida was consoli. dated with the Savannah Florida & Western. In 1894-95 purchased control of Florida Southern, 247 m., and Sanford & St. Petersburg, 152 m. The main line of the Jacksonville Tampa & Key West, 130 miles, was purchased at foreclosure sale Apr. 4, 1899, in interest of system, giving a through line from Tampa to Charleston via Jacksonville. V. 68, p. 672.

STOCK.—During 1893-94 increased from $6,793,900 to $9,412,900.

BONDS.—The first consols of 1884 ($6,500,000 authorized) are a first lien on 545 miles at about $12,000 per mile, $464,000 So. Ga. & Flor. 1st 7s having been paid at maturity Jan. 15, 1899, and $200,000 So. Georgia & Florida 2d 7s, Sept. 6, 1899. V. 68, p. 86, V. 64, p. 954, 1228. Of the $20,000,000 consols of '93 sufficient are reserved to retire all prior liens and for betterments extensions, etc. Of the $1,500,000 St. Johns' River Division 1st 4s (City Trust Co. of N. Y., trustee, covering the line from Jacksonville to Sanford, $150,000 are reserved for improvements, branch lines, etc., at $50,000 per year. They are subject to call at par to Jan. 1, 1905. V. 69, p. 132.

DIVIDENDS.—

	'87.	'89.	'90.	'91.	'93.	'94.	'95.	96.	96 to '98.	'99.
Since '86, %	2	4	0	2	3½	6	4	2	0	Jan., 2

LATEST EARNINGS.—5 mos., July 1 to Nov. 30. { 1899. Gross, $1,663,421; net, $409,389 / 1898. Gross, 1,727,824; net, 447,860

REPORT.—Statement for 1898-9 was in V. 69, p. 1059.

Yr. end. June 30—	1899.	1898.	1897.	1896.
Gross earnings	$3,992,196	$3,642,058	$3,260,342	$3,267,365
Net earnings	1,022,676	926,736	834,614	740,200
Other income	.....	144,629	129,517	176,984
Total income	$1,022,676	$1,071,365	$964,131	$917,184
Interest and taxes.	858,965	874,711	901,800	906,283
Surplus for div..	$163,711	$196,654	$62,231	$10,891

—(V. 68, p. 86, 672; V. 69, p. 82, 132, 956, 1013, 1059; V. 70, p. 77.)

Schenectady & Duanesburg.—From Quaker Street Junction, N. Y., to Schenectady, N. Y., 14 miles. Leased in perpetuity to the Del. & Hudson Canal. Rental, $30,000 per year. Stock, $100,500.

Schuylkill & Lehigh RR.—Owns from High's Farm, near Reading, Pa., to Slatington, Pa., 44 miles. In 1883 leased to Phila. & Reading RR. for 999 years and in 1896 lease assumed by Phila. & Reading Ry. Rental, $27,000 per annum. Reading owns the stock ($600,000) and $400,000 second mort.. First 4½s were guar.—V. 66, p. 901.

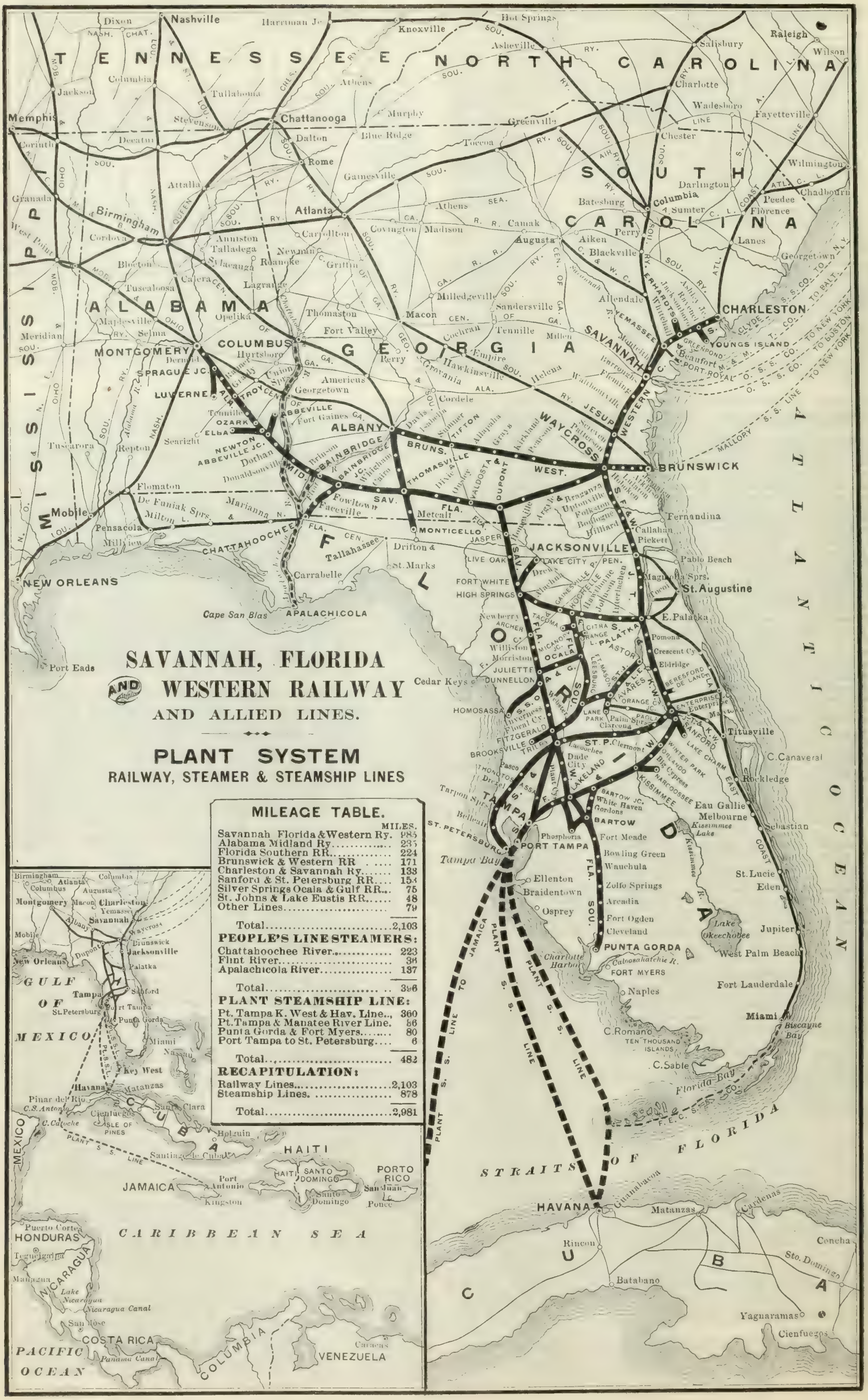
Schuylkill Valley Navigation & RR.—Owns Palo Alto to Reevesdale, Pa., 16 miles; second track 5 miles; total all track 27 miles; Leased for 999 years from July 25, 1861, to Phila. & Reading RR. Lease assumed in 1896 by Phila. & Reading Railway Co. Rental $29,450, which pays 5 p. c. on stock and State taxes.

Seaboard Air Line Ry.—*(See Map.)*—This company will own a system from Richmond, Va., to Atlanta, Ga., and Jacksonville and Tampa, Fla., with branches to Rutherfordton and Wilmington, N. C., Augusta, Ga., etc., comprising in all about 2,600 miles. Under agreement with the Pennsylvania RR. and the Richmond Fredericksburg & Potomac, through car service will be established between New York, Philadelphia and Washington and the South.

ORGANIZATION.—To be a consolidation in 1900 of various "Seaboard" lines (see list V. 69, p. 907), including those whose securities are shown in the table above, the Richmond, Petersburg & Carolina, etc. Originally the Raleigh & Gaston RR. Co., whose stockholders on Dec. 9, 1899, authorized the consolidation with the other lines and the increase of its stock therefor, and the change of name to the Seaboard Air Line Ry.

STOCK.—Stock authorized $75,000,000, to be divided into two series or grades (shares $100 each); outstanding capitalization to be about $8,000 common and $7,000 preferred stock per mile.

BONDS.—A consolidated mortgage (4 or 5 p. c.) is proposed for $62,500,000, of which to be issuable forthwith for purposes of consolidation, acquisition of about $5,000,000 first mortgage bonds, retirement of car trusts, to build South Carolina extension, etc., $19,670,000; reserved against prior liens, $27,830,000, and for future purposes, $15,000,000.—V. 70, p. 126.


SAVANNAH, FLORIDA
AND WESTERN RAILWAY
AND ALLIED LINES.
PLANT SYSTEM
RAILWAY, STEAMER & STEAMSHIP LINES
MILEAGE TABLE.
MILES.
Savannah Florida & Western Ry. 985
Alabama Midland Ry. 235
Florida Southern RR. 224
Brunswick & Western RR 171
Charleston & Savannah Ry. 133
Sanford & St. Petersburg RR. 154
Silver Springs Ocala & Gulf RR. 75
St. Johns & Lake Eustis RR. 48
Other Lines 79
Total 2,103
PEOPLE'S LINE STEAMERS:
Chattahoochee River. 223
Flint River 36
Apalachicola River 137
Total 396
PLANT STEAMSHIP LINE:
Pt. Tampa K. West & Hav. Line.. 360
Pt. Tampa & Manatee River Line. 56
Punta Gorda & Fort Myers. 80
Port Tampa to St. Petersburg. 6
Total 482
RECAPITULATION:
Railway Lines. 2,103
Steamship Lines. 878
Total 2,981
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
ALABAMA
GEORGIA
FLORIDA
MISSISSIPPI
Nashville
Knoxville
Asheville
Salisbury
Raleigh
Wilson
Memphis
Chattanooga
Atlanta
Augusta
Columbia
Charlotte
Wilmington
Birmingham
Montgomery
Columbus
Macon
Savannah
Charleston
Mobile
Pensacola
New Orleans
Jacksonville
Brunswick
Albany
Tallahassee
Tampa
Port Tampa
St. Petersburg
Punta Gorda
Fort Myers
Key West
Miami
Palatka
Ocala
Gainesville
Lake City
Fernandina
St. Augustine
Titusville
Cape San Blas
Apalachicola
Port Eads
Cedar Keys
Tampa Bay
Florida Bay
Straits of Florida
Atlantic Ocean
Gulf of Mexico
Havana
Matanzas
Cardenas
Cienfuegos
Isle of Pines
Santiago de Cuba
Holguin
Caibarien
Nassau
Bahama Islands
Jamaica
Port Antonio
Kingston
Haiti
Santo Domingo
Porto Rico
San Juan
Ponce
Caribbean Sea
Honduras
Puerto Cortes
Nicaragua
Lake Nicaragua
Nicaragua Canal
Costa Rica
San Jose
Pacific Ocean
Panama Canal
Columbia
Caracas
Venezuela
Yucatan
Campeche
Vera Cruz
Tampico
Mexico
Cuba
Haiti
Jamaica
Plant S. S. Line to Jamaica
Plant S. S. Line
Mallory S. S. Line to New York
Clyde S. S. Co. to New York
Ocean S. S. Co. to Boston
Ocean S. S. Co. to Baltimore
Merchants & Miners Line to Boston
Merchants & Miners Line to New York
Old Dominion S. S. Co. to New York
Florida E. C. S. S. Co.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Seaboard Air Line Ry.—(Concluded)								
Florida Cen. & Pen. 1st M. $5,226 p. m., gold ..c*	575	1888	$1,000	$3,000,000	5 g.	J. & J.	N. Y., 32 Liberty St.	July 1, 1918
2d M. (1st on ext., 92 m.) $5,226 per m., gold..c*	666	1890	1,000	415,000	5 g.	J. & J.	do do	Jan. 1, 1930
Consol. M., $7,800,000 ($10,000 p.m.), gold. G.c*	780	1893	1,000	4,372,000	5 g.	J. & J.	do do	Jan. 1, 1943
South Bound 1st M., gold, int. rental. Me Ba.c*	136	1891	1,000	2,033,000	5 g.	A. & O.	Merc. Tr. & Dep. Co. Balt.	Apr. 1, 1941
Ga. & Ala., 1st M., pref., g., red. at 105 aft. 5 yrs.c*	383	1895	1,000	2,483,000	5 g.	A. & O.	N. Y., Cont'l Trust Co.	Oct. 1, 1945
1st mort., con., $10,000,000, gold (See text)..c*	383	1895	1,000	2,922,000	5 g.	J. & J.	N. Y., 32 Liberty St.	Oct. 1, 1945
Ga. Carolina & Nor, 1st M., g., guar. Me Bac*..	268	1889	1,000	5,360,000	5 g.	J. & J.	N. Y., Bank of Republic.	July 1, 1929
Raleigh & Augusta, 1st M., guar. p. & i.. R. & G.c*	107	1886	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1926
Raleigh & Gaston, 1st mort, $1,500,000, gold..c	....	1897	1,000	1,200,000	5 g.	J. & J.	do do	Jan. 1, 1947
Seaboard & Roanoke—1st M. $2,500,000 ....c*&r	81	1886	1,000	2,500,000	5	J. & J.	do do	July 1, 1926
Debentures, to be secured by any 2d M.. .....r	....	1886	100 &c.	690,000	6	F. & A.	Company's office.	Aft. July, 1916
Car and equipment trusts.....	....	....	.....	a bt. 1,000,000	.....	.....	.....	.....
Sea Coast—Prior lien mortgage ($350,000) gold....	66	1898	.....	350,000	5 g.	A. & O.	Philadelphia.	Apr. 1, 1948
General mortgage, series A ($150,000), gold.....	66	1898	.....	150,000	5 g.	A. & O.	do	Apr. 1, 1948
General mortgage, series B ($600,000), gold.....	66	1898	.....	600,000	See text	.....	.....	Apr. 1, 1948
Shamokin Sunbury & Lewisburg—1st mort....c*&r	31	1882	1,000	1,000,000	5	M. & N.	Phila., Phil. & Read. RR.	May 1, 1912
2d mortgage, gold.....c*	31	1890	1,000	1,000,000	6 g.	J. & J.	do do	July 1, 1925
Shamokin Val. & Pottsville—Stock, guar. by No. C..	36	....	50	869,450	6	F. & A.	Phila., Broad St. Stat'n	Feb., '00, 3%
1st mortgage, gold, on road and lands.....c	36	1871	500 &c.	2,000,000	7 g.	J. & J.	do do	July 1, 1901
Sharon—Stock ($500,000) 6 p. c., guar. by rental..	16	....	50	464,600	6	M. & S.	Sharon, Pa.	Sept., '99, 3%
1st mortgage, gold.....c	16	1889	1,000	164,000	4½ g.	J. & D.	N. Y., Farm. L. & Tr. Co.	June 1, 1919
Shreveport & Red River Valley—1st mort., gold....	....	....	1,000	800,000	6 g.	J. & J.	.....	In 50 years.
Sierra Ry. (of Cal.)—1st M., g., $1,860,000, s.f. 5%	58	1897	1,000	870,000	6 g.	A. & O.	Crocker-Woolworth Bk.	Apr. 12, 1937
Sierra Valleys—1st M. (Cal. Safe Dep. Co. trustee)	31	1895	.....	300,000	6	F. & A.	(?)	1915
Silver Sp. Ocala & Gulf—1st, l. gr. ($15,000 p.m.) g.c*	74	1888	1,000	1,112,000	4 (6)	J. & J.	N. Y., 12 West 23d St.	July 1, 1918
Somerset Railway—1st mortgage.....c	42	1887	500 &c.	225,000	5	J. & J.	Boston & Oakland, Me.	July 1, 1917
So. Car. & Ga. Exten.—1st M., $1,800,000, g. Co..c*	182	1899	1,000	1,092,000	4½ g.	M & S.	N. Y., Contin'l Tr. Co.	Mch. 1, 1929
South Carolina & Ga.—1st M. $5,250,000, g. Ce..c*	242	1894	1,000	5,250,000	5 g.	M. & N.	N. Y., J. P. Morgan & Co.	May 1, 1919
Augusta Southern 1st mort., gu. p. & i. end., g.c	81	1894	1,000	400,000	5 g.	J. & D.	do do	Dec. 1, 1924
Sumt. & Wateree Riv. 1st M., $100,000, g., gu. N.c*	16	1899	1,000	100,000	5 g.	A. & O.	.....	Apr. 1, 1919

EARNINGS.—In Jan., 1900 it was stated that the actual earnings for the last fiscal year of the roads already completed to be included in the greater Seaboard system were sufficient to pay full interest on their present bonded debt and also on the new 4 per cent bonds proposed to be issued on the consolidated system, and leave a surplus of four or five hundred thousand dollars in addition.—V. 70, p. 126.

Seaboard & Roanoke RR.—*(See Map.)*—Portsmouth, Va., to Weldon and Oranch, N. C., 81 miles; leases Roanoke & Tar River RR. 33 m. Also had a controlling interest in the Raleigh & Gaston Railroad, 110 miles, and thus in the Raleigh & Augusta Air Line, 136 miles, and Carolina Central, 273 miles; also in the Pittsboro Railroad, 12 miles; Durham & Northern RR., 42 miles; Lounsbury RR., 10 miles; and the Georgia Carolina & Northern, forming extension to Atlanta, Ga., 274 miles; total, 971 miles. This is the "Seaboard Air Line" system

HISTORY.—In Jan., 1899, a syndicate headed by John L. Williams & Sons, of Richmond, purchased the stock held in the Hoffman pool, amounting to $832,100 (see V 63, p 715, 795, 924) at $200 per $100 share. V. 68, p. 41, 131, 283. The same syndicate has acquired control of the Florida Cent'l & Peninsular (which see), and in January, 1900, proposed to unite and operate these roads in connection with the Georgia & Alabama (which see) and the Richmond Petersburg & Carolina, etc., as one system, extending from Richmond to Florida, etc., about 2,600 miles in all (see V. 69, p. 907). It is proposed to consolidate the above under the name of Seaboard Air Line Ry., which see.

STOCK.—Stock, common, $1,144,200; 1st 7 p. c. pref., $200,000; 2d 7 p. c. pref., $44,200.

DIVIDENDS.—On common Nov., 1890, to May, 1892, 7 p. c. per an.; 1892, 3; 1893, 2 p. c.; 1898, 2½; since only on pref.

BONDS.—The debentures after Aug. 1, 1916, are payable at will.

ANNUAL REPORT.—For 1897-8 in V. 67, p. 948, on road proper, 114 m.:

Years.	**Gross.*	*Net.*	*Charges.*	*Pref. div.*	*Balance.*
1897-8	$984,352	$418,120	$331,949	$17,094	$69,077
1896-7	991,021	378,034	305,741	17,094	55,199

*NOTE.—Includes other inc., $114,787 in '97-98; $92,312 in 1896-97.

President, John Skelton Williams, Richmond, Va.—V. 70, p. 77, 126.

Sea Coast RR.—See SUPPLEMENT for April, 1899.

Seattle & San Francisco Ry. & Nav.—See MISCEL. Co's.

Sebasticook & Moosehead RR.—V. 68, p. 1078. On June 24, 1899, A. B. Thompson, of Pittsfield, Me., was appointed receiver.

Shamokin Sunbury & Lewisburg RR.—Line Shamokin to West Milton, Pa., with iron bridge over Susquehanna, 31 miles; second track, 15 miles; total of all track, 58 miles. Leased to Philadelphia & Reading RR. July 2, 1883, for 999 years at 6 per cent on the stock, and lease assumed in 1896 by Philadelphia & Reading Ry. Used for coal traffic northward. Stock, $2,000,000 (par, $50) $1,995,000 is owned by Reading Co. and deposited under mort. of '97. (V. 51, p. 21.)

Shamokin Valley & Pottsville Ry.—*(See Map Pa. RR.)*—Sunbury, Pa., to Mt. Carmel, Pa., and branch, 37 miles. Leased Feb. 27, 1863, for 999 years to the Northern Central Railway Co., with a guarantee of taxes, interest on the bonds and 6 per cent on the stock, of which $619,650 is owned by the Northern Central. Pennsylvania RR. owns $464,000 7 per cents and $341,000 additional were held by the Northern Central Ry. Co. to cover the depreciation of coal lands.

Sharon Ry.—Owns from Sharon, Pa., to Pymatuning, Pa., with branches, 16 miles in all. Leased till April 30, 1982, to New York Pennsylvania & Ohio (now Nypano RR) at rental which pays interest on bonds and 6 per cent on stock. Rental in 1898-99 was $37,101.

Shreveport & Red River Valley Ry.—Shreveport, La., to Luella, 73 miles, completed in July, 1899. Stock, $800,000 authorized; paid in, $400,000; par, $100. President, Wm. Edenborn, Chicago, Ill.; Sec. and Treas., Clarence Ellerbe, Shreveport, La.

Sierra Railway (of California).—Owns road from Oakdale, on line of Southern Pacific, to Carters, Tuolumne County, 58 miles. Opened November 10, 1897. Branch, Jamestown to Angel's Camp, 19 miles, under construction, was to be completed Jan 1, 1900. Stock authorized, $5,000,000. Second mort. income bonds $15,000 per mile. Year ending June 30, 1898, gross, $103,035; net, $14,545. President, A. Poniatowski; Secretary, John M. Bonner, San Francisco, Cal.

Sierra Valleys RR.—Plumas to Clairville, Cal., 31 miles. Extensions from Clairville to Mohawk, 15 miles, and Plumas to Reno, 25 miles, reported proposed in Feb., 1899. Incorporated January, 1895. Stock, $945,000; par, $100. President, Henry A. Bowen; Secretary, Wm. S. Kittle, San Francisco, Cal.

Silver Springs Ocala & Gulf RR.—*See Map Sav. Flor. & West.*—Ocala to Inverness, with branch from Gulf June to Homosassa, 74 miles. In January, 1893, a controlling interest in stock was acquired by the Plant Investment Company [see Savannah Florida & Western], and interest on the $1,120,000 bonds outstanding reduced from 6 to 4 per cent, and guaranteed by endorsement. Stock, $1,500,000, par $100. The first mortgage is limited to $3,000,000, but no more than $1,120,000 can be issued on 74 miles; $8,000 bonds redeemed, leaving $1,112,000 outstanding in Oct., 1897. Land grant 13,840 acres per mile, of which mortgage covers 4,000 acres per mile.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $123,109; net, $75,168. 1898.....Gross, 121,255; net, 71,541.

Year ending June 30, 1899, gross, $300,941; net, $182,060; in 1898, gross, $221,211; net, $116,451; other inc., $6,061; charges, $59,300.

Silverton RR.—Owns Silverton, Col., to Ironton, 22 miles. In July, 1899, Alexander Anderson was appointed receiver.—V. 69, p. 132. Stock $350,000; par, $100. Bonds. $425,000 1st gold 20-year 6s, due Oct. 1, 1908. Year 1897-98, gross, $34,785; net, $12,106; interest and taxes, $29,768.—V. 69, p. 132.

Sioux City & Northern RR.—Acquired Jan. 1, 1900, by Willmar & Sioux Falls Ry. See Gt. Northern Ry.—V. 69, p. 1302; V. 70, p. 39.

Somerset Ry.—Owns road from Oakland to Bingham, Me., and branch, 42 miles. Road opened in 1890. Capital stock is $736,649 (par, $100). Loans and bills payable June 30, 1899, $65,221.

EARNINGS.—Year 1898-99, gross, $80,195; net, $25,384; charges, $15,027; balance, surplus for year, $10,357.—V. 65, p. 568.

South Brooklyn RR. & Terminal.—V. 70, p. 12.

South Carolina & Georgia Extension RR.—Owns Camden, S. C., to Marion, N. C., 171 miles; Blacksburg to Gaffney, S. C., 10½ m.

ORGANIZATION.—A reorganization in Sept., 1898, of the Ohio River & Charleston foreclosed. V. 67, p. 635. In May, 1899, a sale of the stock and bonds was arranged to a syndicate and the road will be operated independently.—V. 68, p. 873. Stock, $500,000. It has been proposed to extend the road northerly to Clifton and Spartanburg.

EARNINGS.—For 4 mos. ending Aug. 31, 1899, gross, $64,924; net, $2,943; int. on bonds, $16,380; bal., def. for year, $13,437. In year ending June 30, 1897, (old co.), gross, $190,572; net, $28,844; taxes and int. on floating debt, $14,112.—V. 68, p. 873, 979.

South Carolina & Georgia RR.—ROAD.—Owns road from Charleston, S. C., to Augusta, Ga., with branches to Columbia, S. C., etc.; total owned, 242. Leases Augusta Southern Ry., Augusta to Sandersville, etc., 81 miles. Total system, 323 miles. In Oct., 1899, the Sumter & Wateree River Ry., 16 miles, was completed.

HISTORY, ETC.—A reorganization in May, 1894, of the old South Carolina RR. per plan given in V. 58, p. 867. In April, 1899, control was acquired by the Southern Ry., which leased the road, including the Aug. Southern, for 30 years to May 1, 1929. Under the lease the Southern agrees to apply the net earnings of the road towards the payment of operating expenses, interest on bonds, car trust obligations, etc. The Southern may, at its option, meet any deficiency, receiving in return certificates of indebtedness payable on demand.—V. 68, p. 873.—See also V. 69, p. 390.

STOCK.—Stock $5,000,000; outstanding $3,622,500, mostly owned by Southern Ry. Car trusts June 30, 1898, etc., $138,742.

ANNUAL REPORT.—Report for 1897-8 given in V. 67, p. 1106.

Year end. June 30—	*Gross.*	*Net.*	*Int. & taxes.*	*Bal., surp.*
1897-98	$1,355,306	$484,887	$352,691	$132,196
1896-97	1,216,484	438,994	326,787	112,207

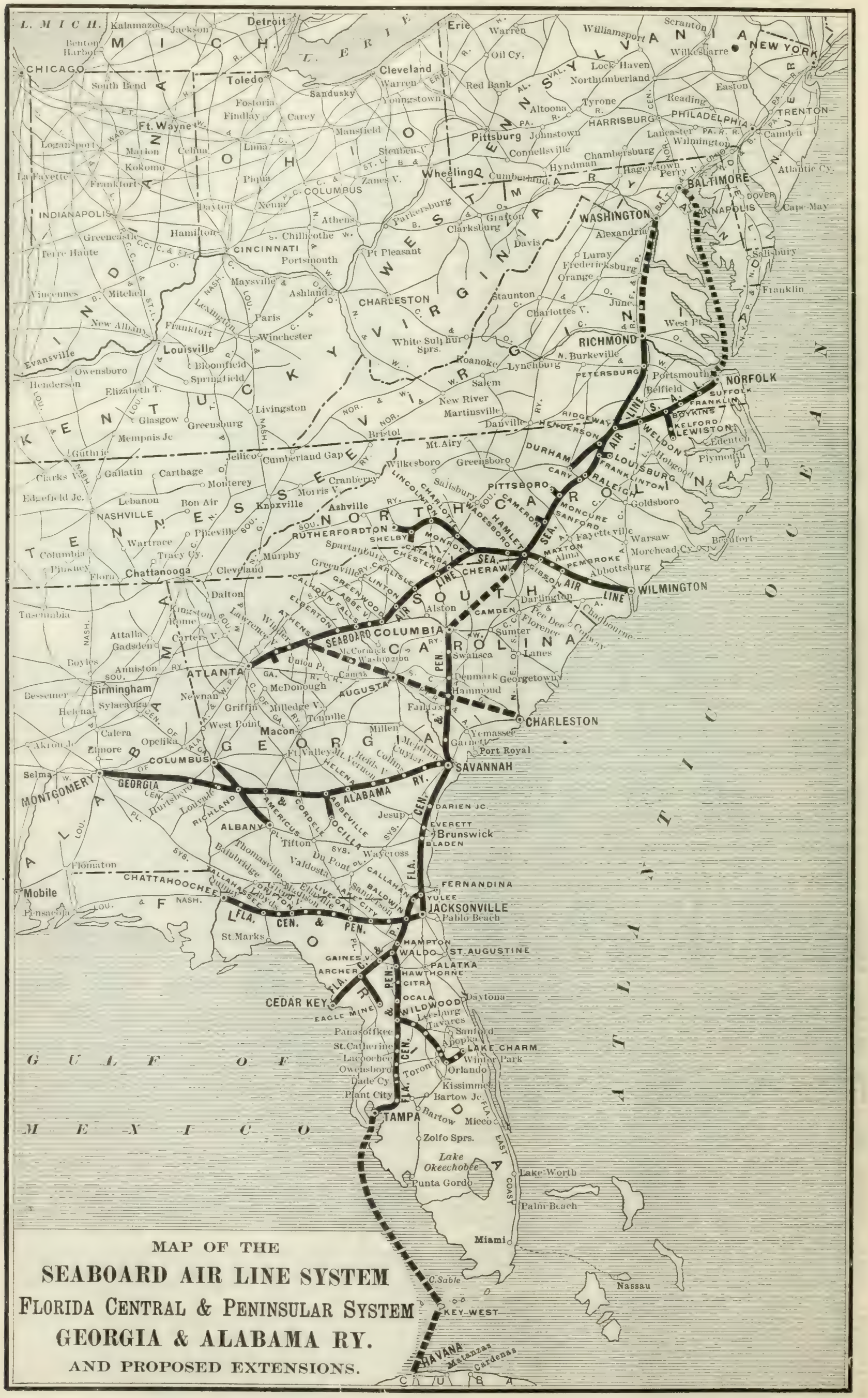
Earnings since lease included in those of Southern Ry. Pres., Samuel Spencer; Sec., Josiah F. Hill, 80 Broadway, New York.—(V. 69, p. 82.)

Southern Indiana Ry.—Owns Elnora, Ind., to Westport, 102 m.; trackage, Westport to Greensburg 13 miles, and Elnora to Washington, 19 miles; operates Bedford Belt Ry., Bedford to Oolitic, Ind;. 4 m., and branches, 6 miles, under perpetual contract, under which all the earnings above interest on $350,000 5 per cent bonds go to Southern Ry.; total, 144 miles. The extension from Elnora to Terre Haute under construction in Sept., 1899, will, when completed, give the company 150 miles of main line. Of this extension, Elnora to Linton, 12 miles, opened Jan 1, 1900, and balance to be completed in early part of the year. A reorganization of the Evansville & Richmond RR., sold in foreclosure March, 1897.

SECURITIES, ETC.—Stock, $1,500,000; par, $100; all issued. Bonds are subject to call after June 1, 1908, at 105. See adv. in CHRONICLE of Sept. 16, 1899. The remaining $500,000 bonds will be issued on completion of extension to Terre Haute. On Dec. 5, 1899, there were $150,000 equipment notes maturing during the next three years. For year ending June 30, 1899, gross, $313,575, net, $121,817; charges, $74,356; surplus, $47,461. President is John R. Walsh; Secretary, C. F. Weinland, 185 Dearborn St., Chicago, Ill.—V. 65, p. 1173; V. 67, p. 30, 75; V. 69, p. 591.

Southern Missouri & Arkansas RR.—Owns from Cape Girardeau, Mo., to Hunter, Mo., 94 miles; leases, branch, 9 miles. Stock, $1,000,000; outstanding, $889,000; par $100. A reorganization for plan in V. 68, p. 233, of the St. Louis Cape Girardeau & Fort Smith Ry., sold under foreclosure on May 1, 1899.—V. 68, p. 872.

BONDS, ETC.—Of the new first mortgage bonds $600,000 bear 5 p. c. interest from July 1, 1899, and the remaining $400,000 for five years are to be non-cumulative incomes, but thereafter entitled to 5 p. c. fixed interest. The new stock will be held in a voting trust for five years, unless trust is terminated earlier by vote of three fourths interest of trust certificate holders. From May 14 to June 30, 1899, gross, $18,810; net, $4,161. For year ending June 30, 1898, gross, $119,092; net, $1,018. President, Newman Erb; Treas. and Asst. Sec., Costello Lippitt, Cape Girardeau, Mo.—V. 68, p. 872.


L. MICH.
L. ERIE
ATLANTIC OCEAN
GULF OF MEXICO
CUBA
CHICAGO
Kalamazoo
Jackson
Detroit
Benton Harbor
Erie
Warren
Oil Cy.
Williamsport
Scranton
Wilkesbarre
NEW YORK
Lock Haven
Northumberland
Red Bank
Cleveland
Toledo
South Bend
Sandusky
Youngstown
Fostoria
Findlay
Carey
Ft. Wayne
Mansfield
Altoona
Tyrone
Reading
Easton
TRENTON
PHILADELPHIA
HARRISBURG
Pittsburg
Johnstown
Lancaster
Wilmington
Camden
Atlantic Cy.
Logansport
Marion
Celina
Lima
Steuben V.
Connellsville
Chambersburg
Hyndman
Hagerstown
Perry V.
Wheeling
Cumberland
Kokomo
Piqua
Zanes V.
La Fayette
Frankfort
COLUMBUS
Xenia
Dayton
Parkersburg
Grafton
Clarksburg
BALTIMORE
WASHINGTON
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DOVER
Cape May
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INDIANAPOLIS
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Hamilton
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Pt Pleasant
Alexandria
Davis
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Fredericksburg
Orange
Staunton
Charlottes V.
Franklin
Vincennes
Mitchell
Maysville
Ashland
CHARLESTON
June.
West Pt.
New Albany
Lexington
Paris
Frankfort
Winchester
White Sulphur Sprs.
RICHMOND
Evansville
Louisville
Bloomfield
Springfield
Roanoke
Lynchburg
N. Burkeville
PETERSBURG
Portsmouth
NORFOLK
Owensboro
Henderson
Elizabeth T.
Salem
Belfield
SUFFOLK
FRANKLIN
BOYKINS
KELFORD
LEWISTON
Livingston
New River
Martinsville
Danville
RIDGEWAY
HENDERSON
Glasgow
Greensburg
Bristol
Mt. Airy
Edenton
Plymouth
Guthrie
Jellico
Cumberland Gap
Wilkesboro
Greensboro
DURHAM
CARY
LOUISBURG
FRANKLINTON
Hobgood
Clarks V.
Gallatin
Carthage
Monterey
Cranberry
Morris V.
Salisbury
PITTSBORO
RALEIGH
Goldsboro
Edgefield Jc.
Lebanon
Bon Air
Knoxville
Ashville
NASHVILLE
RUTHERFORDTON
SHELBY
MONROE
HAMLET
SANFORD
Fayetteville
Warsaw
Wartrace
Pikeville
Columbia
Tracy Cy.
Murphy
Spartanburg
CHESTER
Morehead Cy.
Beaufort
Pinkney
Flora
Chattanooga
Cleveland
Greenville
CARLISLE
CHERAW
GIBSON
PEMBROKE
Abbottsburg
WILMINGTON
Dalton
Darlington
Tuscumbia
Kingston
Rome
Alston
CAMDEN
Florence
Chadbourne
Conway
Attalla
Gadsden
Carters V.
Lawrence V.
Sumter
COLUMBIA
Swansea
Lanes
Boyles
Anniston
McCormick
Washington
Union Pt.
ATLANTA
Georgetown
Sirmingham
McDonough
Newnan
Griffin
Milledge V.
AUGUSTA
Hammond
Bessemer
Sylacauga
Helena
Tennille
CHARLESTON
West Point
Macon
Millen
Ft. Valley
Mt. Vernon
Reids V.
Collins
Cuyler
Yemassee
Garnett
Port Royal
Akron Jc.
Calera
Opelika
Elmore
COLUMBUS
SAVANNAH
Selma
MONTGOMERY
GEORGIA
Hurtsboro
Louvale
RICHLAND
AMERICUS
CORDELE
ABBEVILLE
OCILLA
ALABAMA RY.
DARIEN JC.
Jesup
ALBANY
Tifton
Brunswick
EVERETT
BLADEN
Thomasville
Bainbridge
Du Pont
Waycross
Valdosta
Flomaton
CHATTAHOOCHEE
TALLAHASSEE
QUINCY
LIVE OAK
LAKE CITY
BALDWIN
FERNANDINA
YULEE
Mobile
Pensacola
JACKSONVILLE
Pablo Beach
St. Marks
HAMPTON
WALDO
ST. AUGUSTINE
GAINES V.
PALATKA
ARCHER
HAWTHORNE
CITRA
CEDAR KEY
OCALA
WILDWOOD
Daytona
EAGLE MINE
Leesburg
Tavares
Sanford
Panasoffkee
Apopka
St. Catherine
LAKE CHARM
Winter Park
Lacoochee
Orlando
Owensboro
Toronto
Dade Cy.
Kissimmee
Plant City
Bartow Jc.
TAMPA
Bartow
Micco
Zolfo Sprs.
Lake Okeechobee
Punta Gorda
Lake Worth
Palm Beach
Miami
C. Sable
Nassau
KEY WEST
HAVANA
Matanzas
Cardenas
MAP OF THE
SEABOARD AIR LINE SYSTEM
FLORIDA CENTRAL & PENINSULAR SYSTEM
GEORGIA & ALABAMA RY.
AND PROPOSED EXTENSIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
So. & No. Alabama—1st M., s. f. not dr'n; guar. by L. & N.	189	1873	£200	£709,400	6 g.	M. & N.	London, Baring Co., L'd	May 1, 1903
2d mort. gold, s. f. $2,000,000 (owned by L. & N.)	189	1880	$1,000	$2,000,000	6 g.	A. & O.	N. Y. Of., 120 Broadw'y	Apr. 1, 1910
Consol. mortgage (for $10,000,000), gold, guar. c*	189	1886	1,000	4,451,000	5 g.	F. & A.	N. Y., Office, 120 B'way.	Aug. 1, 1936
South'n Indiana—1st M., gold, $1,500,000. EC..c*	102	1898	1,000	1,000,000	5 g.	J. & D.	Equit. Trust Co., Chic.	June 1, 1938
Southern Missouri & Arkansas—Stock, $1,000,000	....	....	100	889,000	.....	....	.....	.....
1st mortgage, $600,000 5 per cent	94	1899	500	300,000	5 g.	J. & J.	N. Y., Knick. Trust Co.	July 1, 1939
do $400,000 income, 5 years	94	1899	500	400,000	.....	....	.....	1939
South Pac. Coast—1st M., g., gu. (s. f. 1912)..... F.c	104	1887	1,000	5,500,000	4 g.	J. & J.	N. Y., S. Pac., 23 Br'd St.	July 1, 1937
Southern Pacific COMPANY—Stock ($200,000,000)	....	....	100	193,882,314	.....	....	.....	.....
Col. trust mort., gold, sub. to call at par. Un..c*&r	....	1899	500 &c.	28,818,500	4 g.	J. & D.	1st cou. pay'le Dec. 1899	Aug. 1, 1949
Steamship 1st mort. bonds, Ser. A, $3,000,000...	....	1891	.....	2,429,000	6	J. & J.	N. Y., 23 Broad St.	Jan. 1, 1911
South. Pac. of Arizona—1st M, ser. A, gold, guar..c&r	392	1879	1,000	6,000,000	6 g.	J. & J.	N. Y., S. Pac., 23 Br'd St.	Mch., 1909
do do Series B, gold, guar.....c&r	392	1880	1,000	4,000,000	6 g.	J. & J.	do do	Mch. 1, 1910
Southern Pacific RR.—Stock, $129,455,000 auth...	....	....	100	100,966,160	....	....	.....	.....
All equally secured. 1st M., series A, gold / land grant..c*		1875	500 &c.	12,765,500	6 g.	A. & O.	N. Y., S. Pac., 23 Br'd St.	Apr. 1, 1905
Series B, gold..... / sink'g fund..c*	1,045	1875	500 &c.	4,643,000	6 g.	A. & O.	do do	Oct. 1, 1905
Series C & D, gold.. / not subject..c*		1876	500 &c.	8,045,000	6 g.	A. & O.	do do	Oct. 1, 1906
Series E & F, gold.. / to call....c*		1882	500 &c.	5,124,000	6 g.	A. & O.	do do	Apr. 1, 1912
S. Pac. Br. 1st M., g., s. f., $50,000 in 1897, not dr'n	187	1887	1,000	3,533,000	6 g.	A. & O.	do do	Apr. 1, 1937
So. Pac. gen. mort. ($38,000,000), gold.....c*&r	1,587	1888	1,000	2,000	5 g.	A. & O.	do do	Oct. 1, 1938
Stockton & Copper. 1st M., g. (guar. by C.P.).....	26	1875	500 &c.	500,000	5 g.	J. & J.	do do	Jan. 1, 1905
1st cons. M., gold, s. f. not drn.....c*&r	1,982	1893	500 &c.	6,702,000	5 g.	M. & N.	do do	Nov. 1, 1937
do g., gu., s. f. p. subj. to call 107½, aft. 1905. c*&r	...	1893	500 &c.	15,152,000	5 g.	M. & N.	do do	Nov. 1, 1937
BONDS ASSUMED IN CONSOLIDATION OF 1898.								
California Pacific, 1st mort., gold (ext'd in 1887)	79	1867	1,000	2,232,000	4½g.	J. & J.	do do	Jan. 1, 1912
2d M., gold, gu. p. &l., end. by Cen. Pac., ext. in '91	114	1871	1,000	1,595,000	4½g.	J. & J.	do do	Jan. 1, 1911
3d M., gold, guar. by Cent. Pac. ($1,000,000 are 3s)	114	1875	500	2,998,500	3 g. & 6 g.	J. & J.	do do	July 1, 1905
Northern Ry. (Cal.), 1st mort., int'st guar., gold.	149	1877	1,000	5,156,000	6 g.	J. & J.	do do	Jan. 1, 1907
Cons. M. ($21,000,000), g., 1st M. on 225 m. c*&r	373	1888	1,000	4,751,000	5 g.	A. & O.	do do	Oct. 1, 1938
Northern California, 1st mortgage, gold.....	54	1889	1,000	1,074,000	5 g.	J. & D.	do do	June 1, 1929
Southern Pacific of New Mexico—1st M., gold...c&r	167	1881	1,000	4,180,000	6 g.	J. & J.	New York, 23 Broad St.	Jan. 1, 1911

South Pacific Coast Ry.—NARROW GAUGE.—Alameda to Santa Cruz, 77 miles; branches, 27 miles; ferry, 3 m.; total 104 miles. Leased for 55 years from July 1, 1887, to Southern Pacific Company, which guarantees the bonds and owns all but $7,000 of the stock. The stock is $6,000,000; par, $100. In year 1898-99, gross, $815,616; net, $7,279; deficit under charges, $243,086.

Southern Pacific Company.—*(See Maps.)*—ROAD.—This company owns no track in fee, but principally through ownership of stock and partly by lease it operates a great system of roads extending from San Francisco to New Orleans (thence by company's steamers to New York, etc.), to Portland, Oregon, and to Ogden, Utah, with branches. System comprises the following fully described under their own titles.

(1) PROPRIETARY LINES.

CONTROLLED (ALSO LEASED BY) SO. PAC. CO.

	Miles.
Louisiana Western RR.	147
Morgan's La. & Tex. RR. & SS.	318
South Pacific Coast Ry.	101
Southern Pacific RR. of Arizona	393
Southern Pacific RR. of Cal	2,572
Southern Pac. RR. of New Mex.	167

(2) CONTROLLED BY SO. PAC. CO.—OPERATED INDEPENDENTLY.

Galv. Harrisb'g & San Anton. Ry.	919
New York Texas & Mexican Ry.	91
Texas & New Orleans RR	216

(3) CONTROLLED BY MORGAN'S LA. & TEX.—OPERATED INDEPENDENTLY.

Gulf Western Tex. & Pac. Ry.	111
Iberia & Vermilion RR.	16
Total Proprietary Lines	5,051

	Miles.
Tot'l, deduc. 242 m. leas. to Atch.	4,809

(4) LEASED AND OPERATED.

*Central Pacific RR	1,356
Oregon & California RR	656
New Mexico & Arizona RR.	88
Sonora Ry.	263
Total RR. Mileage June 30, '99..	7,417
Tot'l, deduc. 242 m. leas. to Atch.	7,175
Steamship Lines (3,440 propriet'y)	3,565

AFFILIATED LINES, ETC.

Austin & North Western RR.	108
Central Texas & N. W. Ry	12
Fort Worth & New Orleans Ry.	40
Houston & Texas Central RR	453

*Now a proprietary road. See below.

ORGANIZATION.—Organized under laws of Kentucky, and known as the "Huntington" lines, Mr. C. P. Huntington being President. Under plan for readjustment of Central Pacific securities, the Southern Pacific in 1899 acquired the entire capital stock of the Central Pacific. See that company's statement; also see below.

PROPRIETARY LINES.—These, with a total mortgage indebtedness June 30, '99, of $141,837,218, are mostly owned—only $7,464,283 out of their total stock of $185,772,072 not being held on July 1, 1898, by the Southern Pacific Co. "OMNIBUS LEASE," see SUP'T of Jan., 1899.

STOCK, ETC.—Total stock authorized, $200,000,000, including $67,274,200 exchanged in 1899 for Central Pacific stock—see Central Pacific and V. 68, p. 378, 725; V. 69, p. 132. July 1, 1899, bills payable, $650,000.

In Nov., 1899, the syndicate headed by Speyer & Co. arranged to acquire the holdings of the Crocker and Stanford estates, aggregating alone $56,000,000, which, together with other stock controlled by the syndicate and those friendly to it, including C. P. Huntington, represents a controlling interest.—V. 69, p. 1063.

BONDS.—The fifty-year 4 per cent collateral trust gold bonds authorized by the Southern Pacific Co. in 1899, in connection with its acquisition of the stock of the Central Pacific, are for the total authorized amount of $36,819,000, and are subject to call at par on six months' notice. The first issue of $28,818,500, secured by the $67,274,200 common and $12,000,000 preferred stock of the Central Pacific, was issuable forthwith. The remaining $8,000,000 can be issued from time to time only as an equal amount of Central Pacific preferred is received and added to the collateral, $5,000,000 of this stock being reserved for improvements and additions on the Cent. Pac. at not exceeding $200,000 yearly—see Cent. Pac. and V. 68, p. 378. See Mortgage Abstract, V. 69, p. 859.

The new first refunding 4s and 30-year gold 3½s issued by the Central Pacific are unconditionally guaranteed, principal and interest.

GENERAL FINANCES.—The interest on funded debt for 1899-1900 will not be materially increased over that of 1898-9 by the C. P. readjustment. Interest charge in 1898-9 was $12,888,337; estimated charge for 1899-1900, after deducting $709,070 income on securities in Cent. Pac. sinking funds, primarily applicable to payment on Cent. Pac. 3½ per cent bonds, $13,347,820. Against the last-named amount the So. Pac. Co. will be entitled from Aug. 1, 1899, to dividends on $12,000,000 Central Pacific 4 per cent preferred and $67,275,500 common stock.—V. 70, p. 83.

EARNINGS.—5 mos., July 1 to Nov. 30. 1899-0...Gross, $28,051,253; net, $11,201,995. 1898-9. Gross, 23,600,832; net, 9,029,546.

ANNUAL REPORT.—Fiscal year now ends June 30. Report for year ending June 30, 1899, at length in V. 70, p. 79 to 86; editorial, p. 55.

Receipts—	1898-9.	1897-8.
Miles of rail lines—Propriet'y, 4,809·15; leased, 2,365 57..	7,174·72	7,372·08
Gross earnings of proprietary companies	$36,596,327	$37,850,430
do do other receipts	984,699	908,061
Central Pacific RR. Co.	16,463,709	15,816,012
New Mexico & Arizona RR. Co.	206,319	187,163
Oregon & California RR. Co.	2,252,398	2,107,851
Sonora Railway Co.	468,056	423,528
Gross receipts South. Pac. Co. from rents, invest's, etc.	897,703	1,094,454
Total receipts	$57,849,211	$58,477,498

Expended for account of proprietary companies, viz.:	1898-9.	1897-8.
Operating expenses	$23,932,509	$24,001,802
Taxes	874,556	942,864
Trackage and other rentals	412,180	642,724
Interest on funded debt	7,321,919	8,253,840
Interest on open accounts	184,883	180,784
General administration and miscellaneous expenses	20,842	33,068
Land department expenses and taxes	78,767	83,187
Expended in respect of:		
Central Pacific RR. Co.	16,463,709	15,816,012
New Mexico & Arizona RR. Co.	324,806	217,628
Oregon & California RR. Co.	2,819,235	2,432,335
Sonora Railway Co.	557,662	509,237
Expenditures of Sou. Pac. Co. for insurance, taxes, interest and all other accounts except for deficits in the operation of leased lines	380,168	764,539
Total disbursements	$53,371,236	$53,878,268
Balance	$4,477,966	$4,599,131
Sinking fund contributions and earnings	....	476,528
Miscellaneous charges	163,076	
Betterments, additions and new equipment	2,577,332	1,299,258
Surplus over all disbursements	$1,747,568	$2,823,344

† Earnings and expenses of Houston & Texas Central RR. and subsidiary lines in Texas not included in 1898-9 were: Gross, $4,793,591; net, $1,575,068; charges, $1,034,536; betterments and additions, $183,854; surplus over all disbursements, $299,678.

—(V. 69, p. 1013, 1063, 1104, 1194; V. 70, p. 74, 79.)

Southern Pacific RR. of Arizona.—*(See Maps.)*—Own Yuma to New Mexico boundary, 393 miles. The stock is $19,995,000 all but $2,400 being held by Southern Pacific Co., which pays all charges and 12 per cent of net profits under "omnibus lease."

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $1,449,581; net, $600,832. 1898.....Gross, 1,152,883; net, 360,452.

Year 1898-99, gross, $3,194,518; net, incl. other inc., $1,137,865; surplus over charges, $445,223; due So. Pac. Co. under lease, $113,066; total surplus, $352,157.

Southern Pacific RR.—*(See Map.)*—ROAD.—Owns all the California lines of the Southern Pacific system except the Central Pacific and the South Pacific Coast. The length of road owned is about 2,565 miles, embracing a through line from Yuma, Arizona, via Los Angeles, San Francisco and Oakland, to Tehama in No. California, with numerous branches. Of the lines owned and leased in July, 1899 (7 miles are leased), 2,323 were operated in the So. Pacific system, 242 miles (Mojave to The Needles) being held under long lease by Atchison in exchange for leases of 350 miles of roads in New Mexico and Arizona. V. 65, p. 931, and Atch. T. & S. F. item, p. 1113; see V. 64, p. 609. The construction of 55 miles from Ellwood, Col., to Surf, expected to be completed during 1900, will furnish another through line near the coast from Los Angeles to San Francisco. (V. 68, p. 617.)

ORGANIZATION.—A consolidation in April, 1898, of Southern Pacific RR. of California, Northern Ry. of Cal., Northern Cal. and Cal. Pac. The Southern Pac. RR. of Cal. was leased to Southern Pac. Company for fixed charges, betterments and additions and a certain percentage of the surplus income under the "omnibus lease."

STOCK.—Of stock So. Pacific *Company* June 30, '99, held $94,482,489.

BONDS.—*Consolidated Mortgage* of Sept., 1893, (see full abstract V. 57, p. 1041), provides for all prior liens and new construction. Bonds may be issued not exceeding $30,000 per mile, of which $7,500 a mile is reserved for additions and betterments. See V. 57, p. 469. This mortgage in January, 1899, covered 1,982 miles, of which it is an absolute 1st lien on 724 miles. The supplemental mortgage issued in 1898 limits this loan to $30,000,000, (exclusive of bonds to be issued against underlying securities), of which not exceeding $26,000,000 shall be issued until completion of coast line from Surf to Ellwood. Most of the consols are stamped subject to call at 107½ after 1905 as shown in table above. (V. 67, p. 1111.)

LAND GRANT.—The land grant was 12,840 acres per mile, and proceeds of sales go to retire bonds, but a large proportion of the lands barren and useless for agricultural purposes without irrigation. In 1898-9 sales were 32,020 acres for $101,824 and 84,984 acres were surrendered; interest on deferred payments, $27,864; land notes outstanding June 30, 1899, $2,202,676. See So. Pac. item V. 65, p. 778.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $7,661,083; net, $3,179,939. 1898.....Gross, 6,178,851; net, 2,356,475.

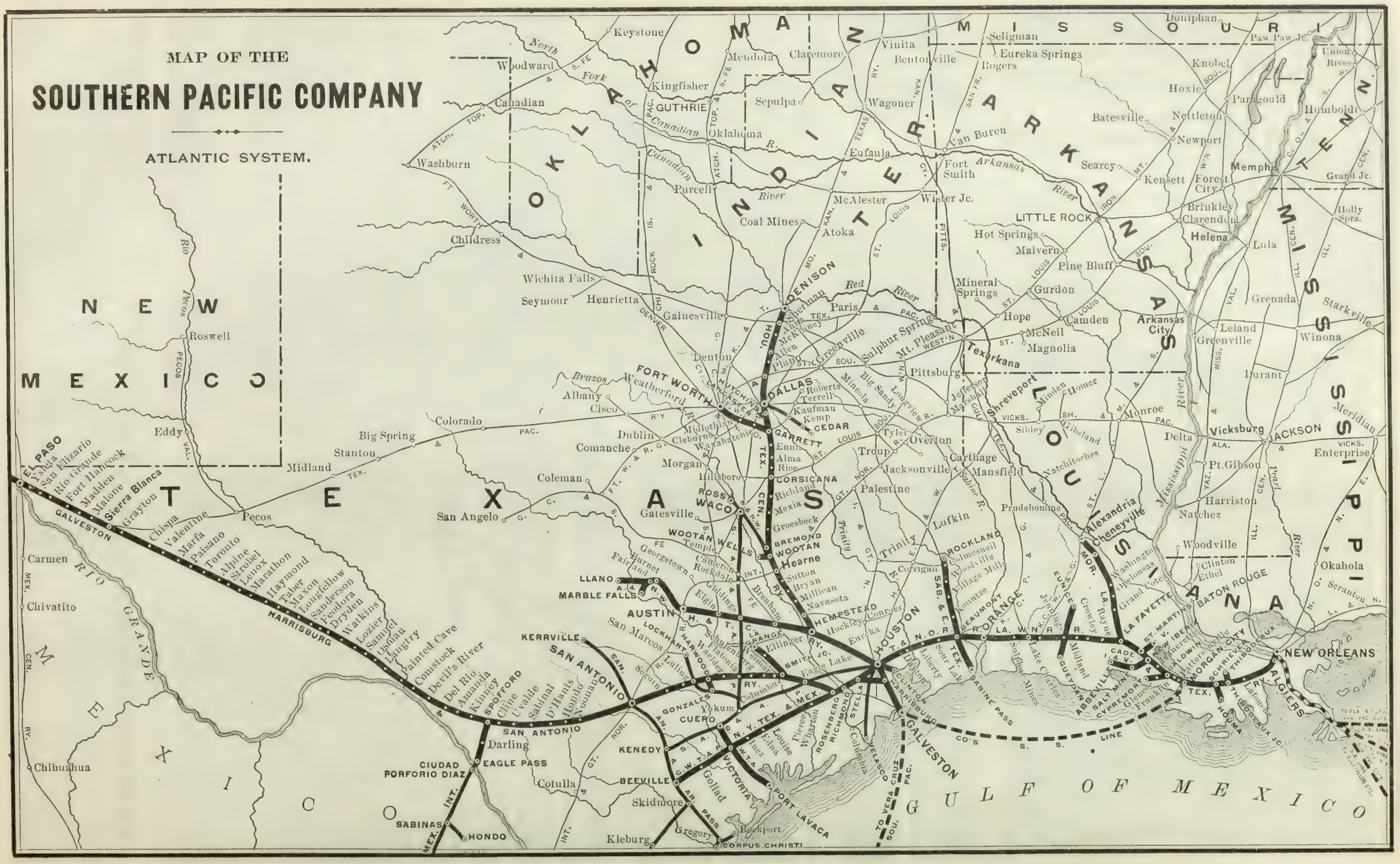
ANNUAL REPORT.—First annual report, for year ending June 30, 1898, was given at length in V. 67, p. 1052, 1062. In 1898-9, gross, $14,628,937; net, $5,211,982; other income, $537,381; charges, $4,672,034; sur., $1,077,329; net profits under lease, $2,118,961. In 1897-98, gross, $15,078,026; net, $6,331,516.—(V. 68, p. 86; V. 69, p. 182.)

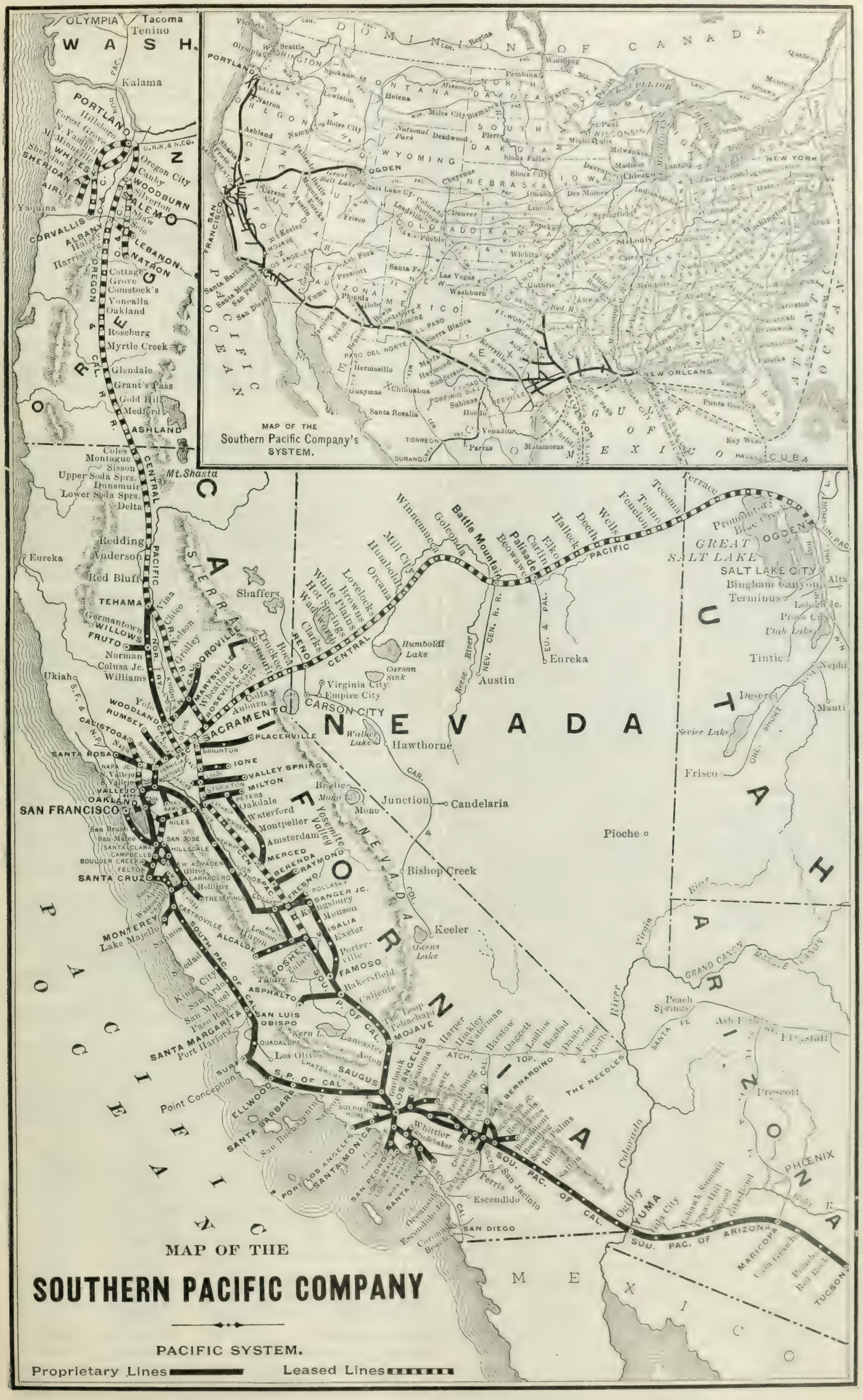
Southern Pacific RR. of New Mexico—*(See Maps)*—Owns Arizona State Line to Rio Grande bridge, etc., 167 miles. Operated under lease by Southern Pacific *Company*, the lessee paying all charges and 6 per cent of net profits under the omnibus lease. Stock, $6,888,800 (par $100), all but $2,500 being held by Southern Pacific Co. Sinking fund June 30, 1899, $795,948.

MAP OF THE

SOUTHERN PACIFIC COMPANY

ATLANTIC SYSTEM.




MAP OF THE
Southern Pacific Company's
SYSTEM.
MAP OF THE
SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM.
Proprietary Lines
Leased Lines
OLYMPIA
Tacoma
Tenino
W A S H.
Kalama
PORTLAND
Hillsboro
Forest Grove
Oregon City
Canby
Silverton
Shaw
Scio
Yaquina
CORVALLIS
ALBANY
Halsey
Harrisburg
LEBANON
NATRON
Cottage Grove
Comstock's
Yoncalla
Oakland
Roseburg
Myrtle Creek
Glendale
Grant's Pass
Gold Hill
Medford
ASHLAND
Coles
Montague
Sisson
Upper Soda Sprs.
Dunsmuir
Lower Soda Sprs.
Delta
Mt. Shasta
Redding
Anderson
Eureka
Red Bluff
TEHAMA
Vina
Chico
Nelson
Gridley
Germantown
WILLOWS
FRUTO
Norman
Colusa Jc.
Williams
Ukiah
Yolo
WOODLAND
RUMSEY
CALISTOGA
SANTA ROSA
NAPA JC.
N. Vallejo
S. Vallejo
VALLEJO
OAKLAND
SAN FRANCISCO
San Bruno
San Mateo
SANTA CLARA
CAMPBELLS
BOULDER CREEK
FELTON
SANTA CRUZ
NILES
SAN JOSE
HILLSDALE
NEW ALMADEN
Ulrich
CARNADERO
Hollister
TRES PINOS
CASTROVILLE
MONTEREY
Lake Majello
Salinas
Soledad
King City
San Ardo
San Miguel
Paso Robles
SANTA MARGARITA
Port Harford
SAN LUIS OBISPO
GUADALUPE
Point Conception
SURF
ELLWOOD
SANTA BARBARA
San Buenaventura
PORT LOS ANGELES
SANTA MONICA
SAN PEDRO
LOS ANGELES
SANTA ANA
SAN DIEGO
Oceanside Jc.
Escondido Jc.
Carmanita Beach
Escondido
Perris
San Jacinto
SOU. PAC. OF CAL.
SOU. PAC. OF ARIZONA
YUMA
Gila City
Mohawk Summit
Texas Hill
Painted Rock
Gila Bend
PHOENIX
MARICOPA
Casa Grande
Picacho
Red Rock
TUCSON
Colorado River
Virgin River
GRAND CANYON
MARBLE CANYON
Peach Springs
Ash Fork
Flagstaff
Prescott
THE NEEDLES
Daggett
Ludlow
Bagdad
Danby
Fenner
Goffs
Barstow
Harper
Hinkley
Waterman
Tehachapi
The Loop
Lancaster
Acton
Los Olivos
SAUGUS
Kern L.
Caliente
Bakersfield
FAMOSO
Porterville
Exeter
VISALIA
Monson
Hanford
SANGER JC.
POLLASKY
FRESNO
BERENDA
MERCED
Oakdale
Waterford
Montpelier
Amsterdam
Yosemite Valley
Bridgie
Mono
Mono Lake
Junction
Candelaria
Pioche
Bishop Creek
Keeler
Owens Lake
Walker Lake
Hawthorne
CARSON CITY
Virginia City
Empire City
Colfax
Auburn
SACRAMENTO
PLACERVILLE
IONE
VALLEY SPRINGS
MILTON
Stockton
Truckee
Boca
RENO
Humboldt Lake
Carson Sink
Reese River
Austin
Eureka
Shaffers
Clarks
Wadsworth
Hot Springs
White Plains
Lovelocks
Browns
Humboldt
Mill City
Oreana
Winnemucca
Golconda
Battle Mountain
Beowawe
Palisade
Carlin
Elko
Halleck
Deeth
Wells
Toano
Fenelon
Tecoma
Terrace
PACIFIC
Promontory
Blue Creek
GREAT SALT LAKE
SALT LAKE CITY
Bingham Canyon
Alta
Terminus
Lehi Jc.
Provo City
Utah Lake
Tintic
Nephi
Deseret
Manti
Sevier Lake
Frisco
Pioche
SHORT LINE
UN. PAC.
OGDEN
Ogden
Evanston
Green River
Rock Springs
Granger
Carbon
Rawlins
Laramie
Cheyenne
Sidney
Julesburg
Denver
Colorado Springs
Pueblo
Trinidad
Las Vegas
Santa Fe
Lamy
Albuquerque
Belen
Socorro
Rincon
Deming
Lordsburg
Separ
Benson
Tucson
Picacho
Maricopa
Phoenix
Yuma
Gila City
Indio
Salton
Coachella
Beaumont
Banning
San Jacinto
Riverside
Colton
Pomona
Ontario
Chino
Los Angeles
Fairbank
Pasadena
Monrovia
Duarte
Azusa
Glendora
Lugonia
Redlands
Highlands
Grafton
Santa Barbara
Ventura
Saticoy
Montalvo
Hueneme
Port Los Angeles
Santa Monica
San Pedro
Los Angeles
Santa Ana
Whittier
Sunshine
Soldiers' Home
Surf
Point Conception
Lompoc
Guadalupe
Los Olivos
Saugus
Chatsworth Park
Tehachapi
Mojave
Keeler
Owens Lake
Walker Lake
Hawthorne
Carson Sink
Humboldt Lake
Virginia City
Empire City
Colfax
Auburn
Placerville
Sacramento
Stockton
Milton
Valley Springs
Ione
Truckee
Boca
Reno
Wadsworth
Clarks
Hot Springs
White Plains
Lovelocks
Browns
Humboldt
Mill City
Oreana
Winnemucca
Golconda
Battle Mountain
Beowawe
Palisade
Carlin
Elko
Halleck
Deeth
Wells
Toano
Fenelon
Tecoma
Terrace
Promontory
Blue Creek
Great Salt Lake

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Southern Railway—Com. stock, $125,000,000...	....	....	$100	120,000,000	....	.....	.....	.....
Preferred, 5 per cent, non-cumu., $60,000,000...	....	....	100	60,000,000	2 in 1899	.....	N.Y., J. P. Morgan & Co.	Oct. 4, 99, 1%
1st cons. M., 1st on 900 m. g. ($120,000,000)c*&r	4,502	1894	1,000&c	30,033,000	5 g.	J. & J.	N.Y., J. P. Morgan & Co.	July 1, 1994
A.—Properties merged into Southern Railway Co.								
Atlantic Tennessee & Ohio 1st mortgage.....	44	1883	.....	150,000	6	A. & O.	N.Y., J.P. Morgan & Co.	Apr., 1913
Char. Col. & Aug. 1st M. (int. in gold); V. 59, p. 1006	191	1869	500&c.	1,997,500	5 g.	J. & J.	do do	July 1, 1909
2d mortgage	191	1872	1,000	500,000	7	A. & O.	do do	Oct. 1, 1910
Col. & Greenv. 1st m. (6 p. c. after Jan.,'98), g..c*	164	1881	1,000	2,000,000	5 to 6	J. & J.	do do	Jan. 1, 1916
Ga. Pacific 1st mort., 6 p. c. after Jan.'98.....c*	566	1882	1,000	5,660,000	5 to 6 g.	J. & J.	do do	Jan. 1, 1922
Equipment mortgage, gold, s. f., subj. to call.c*	....	1889	1,000	402,000	5 g.	F. & A.	do do	Various.
Richmond & Danville cons. mortgage, gold.....c	....	1874	1,000	5,997,000	6 g.	J. & J.	do do	Jan. 1, 1915
Debenture mort., old 6s (no longer incomes)...	....	1882	1,000	3,368,000	5	A. & O.	do do	Apr. 1, 1927
Equipm't Trust bonds, gold, s.f., subj. to call c*	....	1889	1,000	802,000	5 g.	M. & S.	do do	Sept. 1, 1909
Richmond York River & Chesapeake 1st mort...	38	1873	1,000	400,000	5	J. & J.	do do	Jan., 1910
2d M., extended from 1900.....	38	1880	1,000	500,000	4½	M. & N.	do do	Nov., 1910
Virginia Midland—Serials.....	....	1881	1,000	7,635,000	4, 5, 6	M. & S.	Baltimore, Md.	Var. 1906-31
General mortgage.....	....	1886	100&c.	4,859,000	5	M. & N.	N.Y., J. P. Morgan & Co.	May, 1936
Washington Ohio & Western 1st mortgage.....	50	1884	1,000	1,025,000	4	F. & A.	do do	Feb. 1, 1924
West. Nor. Car., 1st con. M., g..... .....c*	309	1884	1,000	2,531,000	6 g.	J. & J.	do do	July 1, 1914
East Tennessee Virginia & Georgia—								
Old 1st M. s.f. (Bristol, Tenn. v. Chat. to Dal., Ga.)	272	1870	1,000	3,123,000	7	J. & J.	do do	July 1, 1900
Divis'n'l M., g., (Bristol, Tenn. to Selma, Ala.)c*	552	1880	1,000	3,106,000	5 g.	J. & J.	do do	July 1, 1930
E. T. Va. & Ga. consol. M., g. ($20,000,000).c&r	1,020	1886	1,000	12,770,000	5 g.	M. & N.	do do	Nov. 1, 1956
Ala. Cent. 1st M., Selma to Meridian, gold.....	95	1879	1,000	1,000,000	6 g.	J. & J.	do do	July 1, 1918
B.—Southern Railway Divisional Mortgages.								
E. Tenn. lien, gold (5 after Mar., '98).....	....	1894	.....	4,500,000	5 g.	M. & S.	do do	Mch., 1938
1st mort. on Memp. & Charl., $8,000,000, gold	292	1898	.....	5,083,000	4, 4½, 5	J. & J.	do do	1996
2d mortgage, $2,500,000, gold, C e.....c&r	....	1898	1000&c.	1,500,000	5 g.	A. & O.	do do	Oct. 1, 1996
Charlottesville & Rapidan, 1st mortgage.....	28	1879	100&c.	326,200	6	J. & J.	Phil., Tr. Safe D. & Ins. Co.	July 1, 1913
Aiken Branch, 1st M., gold A (V. 68, p. 826).....	24	1898	500	150,000	4 g.	J. & J.	N.Y., J.P. Morgan & Co.	July 1, 1998
C—On properties practically owned by (*) or Northern Alabama Ry.—See that Company.	LEASED TO (¶) SOUTHERN RY.							

Earnings.—5 months, July 1 to Nov. 30. 1899.....Gross, $801,563; net, $462,610. 1898.....Gross, 591,826; net. 281,534.

In year 1898 99, gross, $1,734,617; net, incl. other income, $929,587; surplus over charges, $629,152; net profits under lease, $228,467.

Southern Railway Company.—*(See Map, pages* **132** *and* **133.***)*—Company operates 6,416 miles, extending from Washington, D. C., and West Point and Richmond, Va., to Danville, Va., Greensboro, N. C., Norfolk, Va., Charlotte, N. C., Columbia, N. C., and Atlanta, Ga., thence northerly to Bristol, Tenn., southeasterly to the coast at Brunswick, Ga., and westerly across the States of Alabama and Mississippi to the Mississippi River at Greenville. Water lines—Balt. Ches. & Richmond S. B. Co., 200 miles.

Owned in fee—	*Miles.*
Alexandria (near Washing'n) to Greensboro, N. C.....	280
Charlotte, N.C., to Aug'sta, Ga.	191
Columbia to Perry, S. C.....	28
Col'mbia, S.C., to Greenv., S.C.	144
W. Point, Va., to Neapolis...	179
Salisbury, N.C., to Morristo'n, Tenn.....	228
Memphis to Stevenson, Ala...	‡272
Bristol to Chatt'ga, Tenn....	242
Knoxville to Cumb'd Gap, Ky	62
Ooltewah Junction, Tenn., to Brunswick, Ga.....	415
Austell, Ga., to State L., Miss.	261
Atlanta Junc., Ga., to York, Ala	271
Atlanta, Ga., to Ft. Valley, Ga.	102
Branches, etc.....	993
Total owned.....	3,714
Leased—	
¶Atlanta & Charlotte Air L. Charl., N.C., to Atlanta, Ga.	268
¶Georgia Midland Ry.....	98
Franklin & Pittsylvania.....	30
†¶Richmond & Mecklenb. RR.	31
¶Mobile & Birmingham RR.— 'Selma, Ala., to Marion Jct..	149
¶South Carolina & Ga. RR.— Charleston, S. C., to Augusta, Ga., and branches.....	242
¶Augusta Southern Ry.— Augusta to Sandersville, Ga., etc.....	81
¶North Carolina RR.— Goldsb., N. C., to Greensb..	130
Greensb. to Charlotte, etc..	94
Atlantic & Danville Ry. — Norfolk to Danville, Va., and branches	278
Operated under agreement—	
†Roswell RR. (narrow gauge)	10
So. Ry. in Miss. (bonds own'd). StateL., Ala., to Green., Miss.	179
Br'ches to Webbs, Miss., etc.	60
Controlled by securities—	
Athens Southern Ry	40
†¶Ashev. & Spartanb'g RR..	134
State University RR.....	10
Elberton Air Line RR.....	51
†¶Knoxville & Ohio RR.....	69
North Carolina Midland.....	54
Carolina Midland.....	71
So. Ry. in Ky. (all owned). Louisv. to Lexing'n, Ky., &c.	123
Atlantic & Yadkin.....	166
Other roads.....	68
Trackage Rights—	
Allendale, S. C., to Sav'h., Ga.	80
Washingt'n, D.C., to Alex., Va.	7
Mobile Jc. to Birming'm, etc.	7
Stevenson to Chattanooga, &c	39
York, Ala., to Meridian, Miss.	27
Birmingham to Mobile Jc., &c	15
Kentucky & Indiana Bridge.	7
Selma, N.C., to Pinners Pt., Va.	155
Cumberl'd Gap to Middl'o, Ky	5
Total mileage op. Dec. 1, '99.	6,416

† All or nearly all of the capital stock owned. ¶ See this company.
‡ Except 35 miles in Mississippi whose securities are all owned.

AFFILIATED BUT OPERATED SEPARATELY (See each Co.)

Alabama Great Southern....	357	Northern Alabama.	119
Cincin. N. O. & Tex. Pacific..	336	Georgia Southern & Fla.....	285

On Dec. 10, 1899, a new line was opened from Columbia, S. C., to Savannah, Ga., about 160 miles, of which the Carolina Midland, Perry to Allendale, 52 miles, forms a part, the Co. building from Columbia to Perry, 28 miles, and using Atlantic Coast line and Plant system trackage from Allendale to Savannah. V. 69, p. 1248. In Oct., 1899, extension from Burgin to Jellico, Ky., 115 miles, and other extensions were proposed, including one from Chattanooga, Tenn., to Stevenson, Ala., about 38 miles, under the charter of the Memphis & Chattanooga RR., for which $3,000,000 bonds were reserved under Mem. & Charleston first mortgage. V. 69, p, 956.

Organization, Etc.—A reorganization in 1894 of the old Richmond & West Pt. Ter. Railway & Warehouse system. The reorganization **plan** presented in May, 1893, was given in full in V. 56, p. 858, 874, and certain changes thereof in pp. 1016, 1058, and V. 57, p. 61. The modified plan of Feb. 20, 1894, was given in full in V. 58, p. 363, 385.

As to Cincinnati New Orleans & Texas Pacific, see V. 65, p. 1173. On July 1, 1898, absorbed Memphis & Charleston.—V. 66, p. 39, 185.

Mobile & Birmingham RR. (149 miles) was leased from June 1, 1899, for 99 years.—V. 68, p. 429, 1134; V. 69, p. 391.

In Apr., 1899, purchased the Northern Alabama, Sheffield to Parrish, Ala., and branch, 119 miles (V. 68, p. 824, 873); also acquired control of and leased the South Carolina & Georgia, the lease of the Augusta Southern passing with it.—V. 69, p. 390.

In May, 1899, purchased a portion of Atlantic & Yadkin Ry. north of Sanford, N. C., to Mt. Airy, 166 miles, and issued thereon $1,500,000 50-year 4s, (V. 68, p. 979); also purchased Carolina Midland, Allendale, S. C., to Seivern, 55 miles, and Seivern & Knoxville, Seivern to Batesburg, 17 miles.—V. 68, p. 979. See also V. 69, p. 391.

Atlantic & Danville has been leased for 50 years from July 1, 1899.—V. 69, p. 491. Nov. 1, '99, purchased Northeastern RR. of Ga., Athens to Lula, Ga., 40 miles, and changed name to Athens Southern Ry.—V. 69, p. 955, 1012

Stock.—Authorized $120,000,000 *common* and $60,000,000 *five per cent non-cumulative preferred stock.* No additional mortgage can be put upon the property, nor can the amount of the preferred stock be increased without the consent of holders of a majority of the preferred. The preferred stock is redeemable in cash at par.

Both classes of stock of the new company (except sufficient to qualify directors) are deposited with three stock trustees. The stock shall be held by the stock trustees and their successors, jointly till July 1, 1899, and for such further period (if any) as shall elapse before the preferred stock shall have paid five per cent cash dividend in one year, although the stock trustees may, in their discretion, deliver the stock at an earlier date. Certificates of beneficial interest, entitling the holder to dividends, are issued in lieu of the stock so deposited. Stock trustees, J. Pierpont Morgan, Charles Lanier and George F. Baker. Provisions of voting trust and pref. stock cert. in Sup. of April, 1897, page 6.

Dividends.—On preferred in 1897, Jan., 1 p. c.; in 1898, Jan., 1 p. c.; in 1899, Jan., 1 p. c.; Oct., 1 p. c.

Bonds.—The new *first consolidated mortgage*, Central Trust Co., N. Y., trustee (see **abstract** in V. 59, p. 783), is secured by mortgage and pledge of all the property of the company. The total authorized issue is $120,000,000 of 5 p. c. gold bonds, as follows:

Issued to June 30, 1899 (of which $1,394,000 in treas)...	$30,033,000
Issuable only to retire certain "prior bonds" (see V 59, p. 785).....	69,042,000
Issuable only to retire certain stocks (see V. 59, p. 786).....	5,700,000
Issuable only to retire certain equipment obligations (see V. 59, p. 786)	1,282,700
To be issued hereafter only for extensions and additions at not exceeding $2,000,000 yearly, with a single exception as to $4,000,000 (see V. 59, p. 786).....	13,942,300
Total authorized issue.....	$120,000,000

Prior bonds must be paid by maturity.

Divisional First Mortgage bonds, issued in 1898 on account of purchase of Memphis & Charleston Ry., bear 4 per cent interest from Jan. 1, 1898, to July 1, 1901; then 4½ per cent to July 1, 1906, and 5 per cent thereafter. The total authorized issue is $8,000,000, but $1,500,000 can be used only to build a line replacing trackage between Stevenson and Chattanooga, 38 miles. Of the remainder of the loan, $5,083,000 were issued to retire old mortgage indebtedness. The bonds cover the 292 miles of main line and branches, at $17,408 per mile. The balance ($1,417,000) is held for betterments at not exceeding $100,000 yearly. See description of loan in V. 67. p. 179.

Second mortgage on former Memphis & Charleston secures $2,500,000 of 5 per cents, of which $1,500,000 owned by So. Ry. June 30, 1899, and $1,000,000 reserved for improvements.

General Finances.—On May 26, 1899, the Southern Railway and the Louisville & Nashville purchased about 25 miles of the Birmingham Southern RR. in the vicinity of Birmingham, Ala., from the Tennessee Coal Iron & RR. for $1,100,000 cash.—V. 68, p. 774. Certificates of indebtedness incurred for purchase of properties June 30, 1899, $2,950,000. During 1898-99 $1,000,000 consol. 5s were issued —V. 69, p. 390, 393. Equipment notes June 30, 1899, $239,992.

Latest Earnings—5 mos., July 1 to Nov. 30. 1899-0..Gross, $13,152,788; net, $4,481,786. 1898-9..Gross, 11,744,432; net, 3,850,145. Operating 6,296 miles in 1899-0, against 6,285 in 1898-9.

Annual Report.—Fiscal year ends June 30. Annual meeting is held the fourth Tuesday in October. The report for 1898-99 was given in V. 69, p. 381, 389. See also editorial p. 361.

Earnings for 1899 include results of operation of Memphis Division for entire year, against 4 mos. in 1897-8; also of sundry additions to the system in 1898, for various periods. (See V. 69, p. 389.)

Traffic.—The freight tonnage is widely diversified, which is an element of strength. Agricultural products in 1898-99 furnished only about 16 per cent (cotton about 7 per cent), while over 39 per cent was from mining industries (29 per cent being coal) and about 30 per cent was product of manufactories. Ton rate, 0·897 cents per m.; train load, 188 tons. Earnings, etc., have been as follows:

Years ending June 30.	1899.	1898.	1897.
Average miles operated...	5,377	4,837	4,806
Freight.....	$16,099,293	$13,679,164	$12,386,902
Passengers.....	7,083,253	5,394,518	4,832,848
Mail, express, etc.....	2,171,140	2,022,157	1,859,750
Gross earnings.....	$25,353,686	$21,095,839	$19,079,500
Operating expen. & taxes.	17,356,355	14,501,864	13,233,156
Net earnings.....	$7,997,331	$6,593,975	$5,846,344
Op. exp. to gross, per cent	(68·45)	(68·74)	(69·35)
Other income.....	328,470	348,376	286,832
Total net income.....	$8,325,801	$6,942,351	$6,133,176
Interest and rentals.....	$6,207,253	$5,862,768	$5,612,235
Other deductions.....	24,028	72,571	75,022
Balance, surplus for year..	$2,094,520	$1,007,012	$445,919
Dividends on preferred.	(2) $1,172,904	(1) $543,000	(1) $543,000

Officers.—President, Samuel Spencer, 80 Broadway, New York; Sec'y, Josiah F. Hill, 80 B'dway, N. Y.; Treas'r, H. C. Ansley, 1300 Pennsylvania Avenue, Washington, D. C.—(V 69, p. 1012, 1248, 1302.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
***South'n Ry.**—(Con.)*—*At.&Y.,1st M.,g., gu.Ce.c*	166	1899	$1,000	$1,500,000	4 g.	A. & O.	N.Y., J.P. Morgan & Co.	Apr. 1, 1949
¶Richm. & Mecklenb., 1st M., $315,000, gold...c	31	1899	1,000	308,000	4 g.	M. & N.	do do	Nov. 1, 1948
¶Atlanta & Charlotte—Stock	....	....	100	1,700,000	6	M. & S.	N. Y., Central Trust Co.	Sept., 1899, 3%
Pref. M. (old 7s ext. in 1897, V.64, p 286) cur.c	265½	1877	1,000	500,000	4 c.	A. & O.	do do	Jan. 1, 1907
1st mortgage	265½	1877	1,000	4,250,000	7	J. & J.	do do	Jan. 1, 1907
Income bonds (not cumulative)	....	1880	500	750,000	6	A. & O.	do do	Apr. 1, 1900
*Georgia Midland 1st mortgage, interest guar...	98	1896	1,000	1,650,000	3 g.	A. & O.	N.Y., J. P. Morgan & Co.	1946
¶North Carolina—Stock, 6½ to Dec., 1901; then 7	....	....	100	4,000,000	6½ to 7	F. & A.	Burlington, N. C.	Feb., 1900, 3½
Knoxville & Ohio, 1st mort., gold.....c&r	66	1885	1,000	2,000,000	6 g.	J. & J.	N.Y., J. P. Morgan & Co.	July 1, 1925
¶So. Carol. & Ga., 1st M., g., $5,250,000.Ce....c*	245	1894	1,000	5,250,000	5 g.	M. & N.	N.Y., J.P. Morgan & Co.	May 1, 1919
¶Augusta So., 1st cons. M., g.,gu.,p.&i.end.Ce.xc	85	1894	1,000	400,000	5 g.	J. & D.	do do	Dec. 1, 1924
¶Mobile & Birmingham RR., preferred stock	....	....	100	900,000	.....	.....	.....	.....
Prior lien, gold.Ce	149	1895	*200, 1,000*	600,000	5 g.	J. & J.	N.Y , J.P. Morgan & Co.	July 1, 1945
1st mortgage, $1,200,000 Me	149	1895	*200, 1,000*	1,200,000	4	J. & J.	do do	July 1, 1945
*Spart. Union & Col., $1,000,000 gu. Ash. & Sp.g.	....	1895	1,000	1,000,000	4 g.	J. & J.	do do	Jan., 1995
Southwest Pennsylvania—Stock [$3,000,000 auth.].	109	....	50	1,499,900	10 in '99	A. & O.	Phila., Broad St. Stat'n	Oct. 2, '99, 5%
1st M., sink. fund $5,000 yearly, not drawn.....r	109	1877	1,000	900,000	7	F. & A.	do do	Feb. 1, 1917
Southwestern (Ga.)—Stock (see text)	333	....	100	5,191,100	5	J. & J.	Sav., Ga. & Macon, Ga.	Jan 4,'00,2½%
Spuyten Duyvil & P't Mor.—Stock,8 p.c.gu. N.Y.Cent.	6	....	100	989,000	8	J. & J.	N. Y., Gr'd Cent.Station	Jan., 1900, 4%
State Line & Sullivan—1st mort., $300,000, g.Unc*	24	1898	1,000	275,000	4½ g.	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1929
Staten Isl. Ry.1—st M., $1,000,000, gold, gu. Me..c*	13	1893	1,000	511,000	4½ g.	J. & D.	New York City.	June 1, 1943
Staten Island Rap. Tr.—See BALTIMORE & OHIO...								
Stockbridge & Pittsfield—6 p.c. rental N.Y. N.H.&H.	23	....	100	448,700	6	Q.—J.15	Stockbridge, Mass.	Jan., '00, 1½%
Stockton & Tuolumne Co.—1st M., $1,000,000, g..c	70	1898	1,000	None; M'r.99	6 g.	M. & S.	S.F., Cal. Tit. Ins. & Tr. Co	Sept. 15, 1938
Stuttgart & Arkansas Riv.—1st M. (see text), g.F.c	40	1891	1,000	375,000	5 g.	J. & J.	July, '97, coup. not pd.	1921
Sullivan County RR.—1st mortgage, $400,00)... c	....	1894	1,000	357,000	4	A. & O.	Boston.	Apr. 1, 1924
Sunb'ry Hazle. & Wilkesb.—Stock (owned by Pa. RR.)	43	....	.....	1,000,000	10 in '99	M. & N.	Phila., Broad St. Stat'n.	Nov. 1, '99, 5%
1st, Series A, drawn at 100 (V. 66, p. 906).....c	43	1878	100 &c.	1,000,000	5	M. & N.	do do	May 1, 1928
2d mortgage, income.....c&r	43	1878	100 &c.	1,350,000	6	M. & N.	do do	May 1, 1938
Sunbury & Lewistown—Stock, $1,200,000.....	....	....	50	1,200,000	8 in 1899	A. & O.	Phila., Guar. T. & S. D.	Oct. 2, '99, 4%
1st mortgage, $600,000, p. & i., gold.....Gu Pc*	56	1896	1,000	500,000	4 g.	J. & J.	N.Y., Am. Ex. N. Bk. & Ph.	July 1, 1936

Southwest Pennsylvania Ry.—Greensburg, Pa., to Fairchance, Pa., 44 miles, and branches, 64 m. Leased to Penn. RR., which pays net earnings as rental and owns $1,057,250 stock and $600,000 bonds.

DIVIDENDS.—	1892.	'93.	'94.	'95.	'96.	'97.	'98.	'99
Per cent....	10	10	10	11	11	10	10	10

Yr. Dec. 31.	*Gross.*	*Net.*	*Int.,taxes,&c.*	*Divid'ds.*	*Balance*
1896.	$713,793	$165,528	$104,100	$164,989	def. $103,561
1895....	1,006,186	337,994	102,155	164,989	sur. 70,850

Southwestern Arkansas & Ind. Ter. Ry.—V. 69, p. 231, 852, 1063.

Southwestern RR. (Ga.)—*See Map Cent. of Ga. Ry.*—Owns Macon, Ga., to Eufaula, 144 m., Fort Valley to Columbus, Ga., etc., 189 miles.

LEASE.—Leased for 101 years from Nov. 1, 1895, to the reorganized Central of Georgia Ry. at a rental of 5 p. c. on stock.—(V 61, p. 1156.)

Spokane Falls & Northern Ry.—In June, 1898, the Spokane Falls & No., together with the allied lines, was acquired by the Great Northern. V. 67, p. 179. V. 68, p. 772. V. 68, p. 725.

Spuyten Duyvil & Port Morris RR.—Owns 6 m. double track and connects the N. Y. Central & Hudson with the N. Y. & Harlem. Leased to New York Central till Dec. 31, 1970, at 8 per cent on stock.

State Line & Sullivan RR.—Owns Monroeton, Pa., to Berenice, Pa., 24 miles. Stock, $980,250 (par $50.) Mortgage covers 5,000 acres coal lands. The new 1st 4½s are subject to call for sinking fund requirements at 105 until Jan. 1, 1914, and thereafter at par. V. 67, p. 1209. Road leased till 1934 to Penn. & N. Y. Canal & RR. (rental, $40,000 per ann.), and so oper. by Lehigh Valley. V. 67, p. 1209; V. 68, p. 233; V. 69, p. 1248.

Staten Island Ry.—Clifton to Tottenville, 13 miles. Leased to Staten Is. Rapid Transit Co. till 1983, at $82,595 per ann., which pays $4 per share on stock, interest on bonds and organization expenses.

STOCK.—Authorized and outstanding, $1,050,000; par, $75.

BONDS—Of the 4½ per cents no more than $511,000 to be issued except on two-thirds vote of stockholders. (V. 61, p. 737.)

Staten Island Rapid Transit Ry.—Owns line of road around the Staten Island shore, east and north sides, from South Beach to a point near Elizabethport, N. J.; total owned 11 miles; leases Staten Island Railway, 13 miles. Incorporated July 29, 1899, as successor to the *railroad* company, purchased at forelosure Apr 20, 1899, subject to the first mortgage, by the B. & O.—V. 69, p. 284. In Nov., 1899, stockholders were advised to take united action to protect their interests.—V. 69, p. 958.

Under the agreement of Jan., 1899 (V. 68, p. 189), the $2,500,000 old 2nd 5s were exchanged for a like amount of new 4s, which the B. & O. agrees to purchase at par and interest in cash for five years, in the meantime guaranteeing interest, with the option to purchase at any time on 30 day's notice. V. 69, p. 284, 492, 696.

EARNINGS.—Statement 1898-99, with balance sheet, in V. 69, p. 383.

Year ends June 30.	*Gross.*	*Net.*	*Int. & Taxes.*	*Balance.*
1898-99.....	$693,597	$291,739	$354,568	def. $62,829
1897-98.....	680,286	304,633	327,212	def. 22,579

—(V. 68, p. 86, 189, 233, 333, 525, 774; V. 69, p. 29, 284, 383, 386, 492, 696, 956.)

Stockbridge & Pittsfield RR.—Vandeusenville to Pittsfield, Mass., 23 m. Leased for 99 years April 1, 1893, to N. Y. N. H. & H., at 6 p. c. on stock. Lessee pays taxes. Lease to Housatonic suspended.

Stockton & Tuolumne County RR.—Projected to run from Stockton, Cal, to Summersville, about 70 miles. Stock, $1,000,000; par, $100. The Calif. Title Insur. & Trust Co. of San Francisco, Cal., is mortgage trustee. No stock or bonds issued on March 1, 1899. In Jan. 1899, 20 miles graded, but no rails laid. President, Annie Kline Rikert; Sec., Robert S. Clarke, Grand Hotel, San Francisco, Cal.

Stuttgart & Arkansas River RR.—Stuttgart to Greenwald, Ark., 34 miles; branch 6 miles. Stock, $500,000. Sold under foreclosure Jan. 19, 1899, to Theodore C. Sherwood of Kansas City, Mo. Year 1896-97, gross, $16,061.—V. 66, p. 1190; V. 67, p. 1358; V. 68, p. 189.

Sullivan County RR.—Road from Bellows Falls to Windsor, Vt., 26 miles, of which 1 mile trackage. Road opened 1849; operated since April, 1893, by Boston & Maine. Net earnings, less taxes, paid lessor. Stock, $500,000, owned by Vermont Valley RR. For year 1898-99, gross, $261,472; net, $83,396; interest, etc., taxes, $32,346; dividends (8 p. c.), $40,000. (V. 65, p. 867.)

Sunbury Hazleton & Wilkesbarre Ry.—Sunbury to Tomhicken, Pa., 43 m. A coal road operated by the Penn. RR. Co., which owns the entire capital stock and $488,000 incomes. Sinking fund for 1st mortgage now draws about $11,000 bonds yearly at par.

DIVIDENDS.—	1889-92.	1893.	1894 to Nov., 1899.
Per cent....	6 yearly.	8	10 (5 semi-annual.)

Year Dec. 31—	*Gross.*	*Net.*	*Int.,taxes,&c.*	*Div'ds.*	*Balance*
1896.....	$529,070	$229,433	$146,064	$100,000	def. $16,631
1895.....	559,805	239,739	147,059	100,000	def. 7,320

Sunbury & Lewistown Ry.—Selinsgrove Junc. to Lewistown, Pa., 15 m.; Lewistown Junc. to Milroy, 11 m. (V. 63, p. 561.) Leased for 79 years from Oct. 1, 1896, (original lease was made in 1876) to Pennsylvania Railroad for one-half of net earnings after payment of interest. DIVIDENDS—1883 to 1889, inclusive, 6 per ct. per an.; 1890 to Oct., 1899, inclusive, at rate of 8 p. c. Earnings year 1898, gross, $577,982; balance (over charges) to S. & L., $50,454.—(V. 64, p. 1043.)

Suncook Valley RR.—Owns road Suncook to Pittsfield, N. H., 17 miles. Leased till 1912 to Concord & Montreal for 6 p. c. on $240,000 of capital stock; total stock issued is $341,700, of which $101,700 is non-dividend paying. President, Hiram A. Tuttle, Pittsfield, N. H.

Sussex RR.—Owns road from Waterloo to Franklin, N. J., and branch, 30 miles. Road opened 1854. Since 1881 operated by Del. Lack. & W., which owns a majority of the $1,638,600 stock. For year ending Dec. 31, 1898, gross, $159,167; net, $45,480; charges, $16,555; balance, sur., $28,925. In 1896-7, gross, $134,411; net, $47,823

Syracuse Binghamton & N. Y. RR.—Geddes, N. Y., to Binghamton, N. Y., 81 miles. Controlled since 1869 by Delaware Lack. & W., which, Dec. 31, 1898, owned $1,901,000 stock and guar. the bonds.

DIVIDENDS.....	'88	'89	'90	'91	'92 to Nov., '99, inclus.
Per cent.....	12	8	8	13	8 yearly (2 p. c. quar.)

EARNINGS.	*Gross.*	*Net.*	*Int.*	*Dividends.*	*Bal., sur.*
1898-9.....	$929,292	$442,489	$137,620	$200,000	$304,869

—(V. 65, p. 568.)

Syracuse Geneva & Corning Ry.—Corning, N. Y., to Geneva, N. Y., 58 miles; Penn Yan to Dresden, 6 m. Formerly leased to Fall Brook Ry., but lease canceled and new lease made from May 1, 1899, for term of corporate existence to N. Y. Central for $46,375 per annum, payable quarterly, taxes and repairs, the latter owning $802,875 of the $1,325,000 stock, par $100. This rental is equivalent to a 3½ per cent dividend on the stock.

DIVIDENDS since 1891: In 1892, 10 p. c.; in 1893, 12 p. c.; in 1894, 7 p. c.; in 1895, 8 p. c.; in 1896, 8 p. c.; in 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, Mar., 3 p. c. Under new lease, Aug., '99, ⅞ p. c.; Nov., ⅞ p. c.

In year ending June 30, 1898, gross, $705,771; net, $250,843; rental and taxes, $246,973; profit to lessee, $3,870.—(V. 68, p. 573.)

Tacoma & Columbia River Ry.—Projected from Tacoma, Wash., to The Dalles, Ore., 145 miles, operated Tacoma to Terminus, Wash., 15·5 miles. Interest due Sept., 1898, was not paid, and on Apr. 5, 1899, Stuart Rice was appointed receiver. V 68, p 674. Bondholders' Committee—Otto T. Barnard, Elijah Smith and Alfred Kessler. Depositary, Continental Trust Co.

Stock, $3,000,000. Bonds are 1st M. 40-year 5s, gold; $250,000 have been issued on portion of road completed, $250,000 to be used for deep water connection, and balance reserved for extensions at $20,000 per mile. President, William Bailey.—V. 68, p, 674.

Tehuantepec National Ry. (Mexico)—V. 69, p. 1247.

Tennessee Central Ry.—Completed in 1897 from Lebanon to Standing Stone, etc., 27 miles. Line is projected from Clarksville, Tenn., via Nashville to Harriman, with 19-mile extension at Clarksville to Ill. Central branches, etc., about 232 miles. In Dec., 1898, construction of the entire line reported to be let, the 66 miles at eastern end from Kingston and Harriman Junction to Crossville and thence by branch to Monterey to be completed in 1899. V 67, p. 179; V. 68, p. 674; V. 69, p. 542. Capital stock authorized $20,000 per mile. In June, 1898, made a mortgage for $5,000,000.—(V. 69, p. 542.)

Terminal RR. Association of St. Louis.—PROPERTY.—Owns and operates extensive terminals at St. Louis, with belt lines and bridges, and a tunnel 4,800 feet in length. The station is leased to the tenant lines for $325,000 per annum on a wheelage basis.

Owns entire stock ($210,000) of East St. Louis Electric Street RR.

ORGANIZATION.—Organized in 1889. The following companies are sole owners: Cleveland Cincinnati Chicago & St. Louis, Louisville & Nashville, St. Louis Iron Mountain & Southern, Ohio & Mississippi, Missouri Pacific and Wabash. These companies have agreed under contract to use the property forever and to pay as tolls interest, taxes, rentals and other charges, and each line will contribute its proportion to the extent of one-seventh of $1,000,000 to make up any deficiency from unforeseen circumstances. Controls St. L. Merchants' Bridge Term. RR.—see that company.—(V. 57, p. 1084.)

LEASES.—The leases of the Bridge and the Tunnel are for their corporate existence, and were made July 1, 1881, to the Missouri Pacific and the Wabash, by which companies they were assigned to the present association. The lease guaranteed 6 per cent on the Bridge Co's $2,490,000 first pref. stock, 3 p. c. on its $3,000,000 second pref. and 6 p. c. on the Tunnel Co's. $1,250,000 common stock.

STOCK.—Capital stock outstanding Dec. 31, 1898, $1,441,200.

BONDS, ETC.—The *mortgage of* 1889 (trustee, Central Trust Company, was described in advertisement in CHRONICLE of February 13, 1892. The 1st consol. mortgage of 1894 (Central Tr. Co., of N. Y., trustee,) is for $12,000,000 of 5 p. c. gold bonds, of which $7,000,000 reserved to retire *firsts* of 1889 and $500,000 for completion of East Belt Line.

Guarantees the $3,500,000 St. L. Merchants' Bridge Terminal 1st 5s, and the *interest* on the $2,000,000 1st 6s of Merchants' Bridge proper. (See those Co's.) On Dec. 31, 1896, there was due from St. L. & Merchants Br. Terminal Co. $868,489 for advances on account of guaranty, of which $180,000 advanced in 1895-96, but is not included in fixed charges below. Jan. 1, 1899, was due from St. L. Merch. Bridge

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Suncook Valley—Stock, 6 p. c. rental Con. & Mon..	....	....	$100	$240,000	6	J. & J.	M'nch'st'r,N.H.,Nat.Bk	Jan., '00, 3%
Sussex RR.—1st mortgage	30	1873	500 &c.	236,500	7	A. & O.	N. Y., D. L. & W. Office.	Apr. 1, 1903
Syracuse Binghamton & New York—Stock	81	....	100	2,500,000	8 in 1899	Q.—F.	N. Y., D. L. & W. RR. Co.	Nov.1,'99, 2%
Consol. M.(p. and i. guar. (end.) by D.L.&W.).c*&r	81	1876	1,000	1,966,000	7	A. & O.	do do	Oct. 1, 1906
Syracuse Geneva & Corning—Stock (3½ p. c. rental)	...	....	100	1,325,000	See text.	Q.—F.	N.Y., Gr. Cent. Station.	Feb., '00, 7/8%
1st mortgage, s. f., dr'n at par.....c	57	1875	100 &c.	625,500	7	M15&N.	N. Y., Farm. L. & Tr. Co.	Nov. 15, 1905
2d mortgage.....c	57	1879	1,000	600,000	5	M. & S.	N. Y., Gr. Cent. Station.	Mch. 1, 1909
Tennessee Central Ry.—1st M., $5,000,000.MSt..c*	250	1898	1,000	(?)	5 g	J. & J.	St. L. Miss. Val. Tr. Co.	Jan. 1, 1948
Terminal Railroad Association—1st mort., gold..c*	....	1889	1,000	7,000,000	4½g.	A. & O.	N.Y., J. P. Morgan & Co.	Oct. 1, 1939
1st consol. mortgage, $12,000,000, gold.....c*	....	1894	1,000	4,500,000	5 g.	F. & A.	do do	Aug. 1, 1944
St. Louis Bridge Co. 1st pref. stock, guaranteed.	....	....	100	2,490,000	6	J. & J.	do do	Jan., '00, 3%
2d preferred stock, guaranteed, endorsed.....	....	....	100	3,000,000	3	J. & J.	do do	Jan., '00, 1½%
1st mortgage, interest in gold.....c*	....	1879	500 &c.	5,000,000	7 g.	A. & O.	New York and London.	Apr. 1, 1929
Tunnel Railroad of St. Louis, stock, guar. (end.).	....	....	.....	1,250,000	6	J. & J.	N.Y., J. P. Morgan & Co.	Jan., '00. 3%
Terminal Ry. (Buffalo)—1st M., $1,000,000, g., N.c*	11	1896	1,000	1,000,000	4 g.	A. & O.	N. Y., Grand Cent. Sta'n	Apr. 1, 1946
Terre Haute & Indianap.—Consol. M., now 1st M., g.	116	1885	1,000	1,900,000	5 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 1, 1925
2d M., consol. g., red. aft. July 1, 1902, at 105..c	116	1892	1,000	600,000	5 g.	J. & J.	do do	July 1, 1925
Equipment trusts Oct. 31, 1899.....	....	....	.....	249,208	6	...	.....	.....
Terre Haute & Logansport RR.—1st mortgage.....	93	1879	1,000	500,000	6	J. & J.	N.Y.,Farmers'L.&T.Co.	Jan. 1, 1910
New mortgage of 1898, $2,000,000, gold.....	160	1898	1,000	1,060,000	4 g.	J. & D.	.....	Dec. 1, 1948
Terre Haute & Peoria.—First mortgage, gold.....	138	1887	1,000	36,000	5 g.	M. & S.	In default.	Mar. 1, 1927
1st consol. M., $2,500,000, g., gu. p.& i. (end.)...c*	138	1892	1,000	2,194,000	5 g.	M. & S.	Mar.,'96, coup.last paid	Sept. 1, 1942
Texas Central—Common stock.	....	....	.....	2,649,400	.....	.....	.....	.....
Preferred stock, non-cum.....	....	....	.....	1.324,500	4 in 1899	Jan.	N.Y., Moran, 54 Wm. St.	Jan. 15,'00,4%
1st mortgage for $2,000,000 gold, red. at 110..c*	176	1893	1,000	365,000	5 g.	A. & O.	N.Y. Farm. L'n & T. Co.	Apr. 1, 1923
Texas Midland RR.—1st mortgage.....	52	1893	1,000	150,000	5	J. & J.	None in 1897-98	1993
2d mortgage.....	52	1893	1,000	750,000	5	J. & J.	None in 1897-98	1993
Tex. & N. O. of '74—Land gr. s.f.not drn., 1st M..c*&r	105	1875	1,000	1,552,000	7	F. & A.	N. Y., S. Pac., 23 Br'd St.	Aug. 1, 1905
Sabine Division 1st mortgage, gold.....c*&r	104	1882	1,000	2,575,000	6 g.	M. & S.	do do	Sept. 1, 1912
Consol. mortgage for $4,195,000.....c*&r	209	1893	1,000	1,620,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1943
Texas Transportation Co., 1st mortgage.....	....	....	.....	350,000	5	F. & A.	.....	Aug. 1, 1923
Texas school fund June 30, 1898	....	....	.....	370,885	6	M. & N.	.....	2 p. ct. per an.
Texas & Pacific—Stock, $50,000,000.....	1,506	...	100	38,720,200	.....	.....	.....	.....

Ter. for advances to meet interest and from others, $1,276,549, against $1,036,675. Bills payable Dec. 31, 1898, $682,077.

ANNUAL REPORT.—Year ends Dec. 31. Report in V. 68, p. 568, showed:

Year—	*Gross*	*Net.*	*Other inc.*	*Charges.*	*Balance.*
1898....	$1,997,753	$1,263.467	$348,346	$1,375,383	sr.$236,430
1897....	$1,862,228	1,184,641	335,462	1,411,918	sr.108,185
1896....	1,799,207	1,048,440	330,213	*1,368,756	sur. 9,897

* Also paid under guaranty of Merch. Bridge bonds $180,000.

President, Julius S. Walsh (March, 1899); Secretary, James Hanna; Treasurer, A. H. Calef. (V. 66, p. 572; V. 68, p. 568.)

Terminal Ry. of Buffalo.—Blaisdell, N. Y., to Depew, Erie Co., N. Y., 11 miles. Opened Sept. 15, 1898. V. 67, p. 530. Stock is $1,000,000; par, $100. Lake Shore& Michigan Southern and N. Y. C. & H. R. RR. each own 5,000 shares of the stock. Secretary, E. V. W. Rossiter, N. Y. City.—V. 64, p. 1138; V. 67, p. 530.

Terre Haute & Indianapolis RR.—*(See Map Pa. RR.)*—Owns Indianapolis to Illinois State line, 80 miles, with coal branches, 43 miles; total, 123 miles. Leases St. Louis Vandalia & Terre Haute, 158 miles; Terre Haute & Peoria (less trackage rights on 38 miles and half ownership in 8 m.), 174 m.; E. St. L. & Carondelet Ry. (op. under contract) 13 m.; total, 468 m. Pa. Co. owns a large block of the $1,988,150 stock.

RECEIVERSHIP.—On Nov. 13, 1896, Volney T. Mallott, of Indianapolis, Ind., was appointed receiver. See statement in V. 63, p. 1011.

DIVIDENDS: 1878 to 1884, 8; 1885 to Feb., 1894, 6 p. c.; none since. On Oct. 31, 1899, bills payable, $161,469; accounts payable, $14,980; locomotive trusts and interest, $249,208.

GUARANTIES—Interest on T. H. & Peoria bonds went to default, but interest on Terre H. & Indianap. consol. 5s of 1885 and 1892 has been paid when due.—V. 67, p. 30.

ANNUAL REPORT.—Fiscal year ends Oct. 31. Report for 1897-8 was given in V. 66, p. 331. On 123 miles owned, gross for 1898-9, $1,501,589; net, $529,217; oth. income, $59,640; interest, $125,000; loss in operating leased lines, $75,575; balance, surplus for year, $388,282. In 1897-8, gross, $1,381,453; net, $464.670; interest, $125,000; loss in operating leased lines, $108,181; balance, surplus, $231,489; other income not included above, $13,000.—(V. 67, p. 30, **1305.**)

Terre Haute & Logansport Ry.—Owns from South Bend, Ind., to Rockville, Ind., 160 miles; trackage, Rockville to Terre Haute, 23 miles; steel, 60 and 70 lb. Successor on Dec. 1, 1898, to the T. H. & L. *Railroad*, sold Nov. 18, 1898, to J. H. Brooks, of Pennsylvania Co., under foreclosure of extension mortgage of 1893.

BONDS, ETC.—Stock, $2,000,000. Of the new 4s of 1898, $500,000 was set aside to redeem the 1st 6s and $400,000 will be issued from time to time for improvements.

EARNINGS—Fiscal year ends Oct. 31. Report for 1898 was given in V. 67, p. 1305. For 10 mos. ending Oct. 31, 1899, gross, $628,013; net, $121,325; charges, $90,008; sur., $31,317. In 1897-8 gross, $686,582; net, $171,267.—(V. 67, p. 1111, 1209, **1305.**)

Terre Haute & Peoria RR.—*(See Map of Pennsylvania RR.)*—Road operated from Terre Haute, Ind., via Decatur, to Peoria, Ill., 173 miles, of which 138 miles are owned and half interest owned in 7 miles and 28 miles is by trackage over other roads. From Oct. 1, 1892, leased for 99 years to the Terre Haute & Indianapolis at rental of 30 per cent of gross earnings, with a minimum sufficient to pay interest on debt. See V. 55, p. 766. Lessee owns $544,200 of the $1,837,400 preferred and $1,388,000 of the $1,926,800 common.

COMMITTEE. — Interest due Sept. 1, 1896, was not paid. Bondnolders' Committee—Chairman, Mark T. Cox, James A. Blair, James W. Paul, Jr. Depositaries, N. Y. Security & Trust Co. N. Y., and Drexel & Co., Phila. A majority of bonds has been deposited and receiver appointed for the T. H. & I. RR. (lessee).

The consols [Union Trust Co., N. Y., trustee], carry the guaranty of the T. H. & Indianapolis. Fiscal year ends Oct. 31. In 1898-99, gross, $442,330; net, $70,940; rental from lessee, $132,699; balance, loss to lessee, $61,759. In 1896-97, gross, $474,346; net, $60,477; rentals to T. H. & P., $142,304; balance, loss to lessee, $81,827. (V. 67, p. **1306.**)

Texas Central RR.—ROAD—Runs from Ross, in McLennan Co. to Albany, Tex., etc., 176 miles, of which Ross to Waco, 12 m., is Houston & Texas Central trackage. V. 69, p. 284. In Dec., 1899, extension of 39 miles northwest from Albany to Stamford, was under construction, on which 27 miles of track had been laid, and line was projected further to Las Vegas, New Mex. Successor in Jan., 1893, of the *railway* foreclosed. On July 1, 1898, $300,000 additional firsts were held in treasury.

DIVIDENDS ON PREFERRED.—In 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 3 p. c.; in 1899, 4 p. c.; in 1900, Jan., 4 p. c.

LATEST EARNINGS.—10 mos., Jan. 1 to Oct. 31. 1899 O..Gross, $257,343; net, $80,241. 1898-9..Gross, 282,525; net, 102,526

Report for year ending June 30, 1899, was in V. 69, p. 644, showing: Gross, $394,40-; net, $165,870; interest, $17,754; div., $52,980; improvements, etc., $55,322; balance, surp., for year, $39,814. In 1897-8 gross, $364,766; net, $147,378. (V. 65, p. 622; V. 66, p. 428, **519**; V. 67, p **949**; V. 69, p. 284, **644.**)

Texas Midland RR.—Road from Ennis on Houston & Texas Central Ry. to Paris, Texas, 125 miles (of which 52 miles Greenville to Paris completed in Oct., 1896.) Of the 125 miles, 14 are trackage over St. Louis Southwestern. Formerly part of Texas Central Ry.; in 1893 purchased by Mrs. Hetty Green. It was reported in March, 1899, that rails had been purchased to extend the road from Greenville to Dallas and Waco, 130 miles, but in June, 1899, extension was reported to be deferred for the present.

STOCK.—$500,000; par, $100. Total current liabilities July 1, 1898, $2,011,499, including $176,866 unpaid coupons. For year 1898-99, gross, $477,723; net, $69,947; charges, $56,809; improvements, $74,884; def., $61,746. President, E. H. R. Green, Terrell, Texas.—V. 63, p. 839.

Texas & New Orleans RR. (of 1874).—Houston, Tex., to Orange (Sabine River), 105 miles; and Sabine Pass to Rockland, 103 miles; Houston to Clinton, 8 miles; Dallas to Cedar, 52 m.; total, 268 miles.

In May, 1899, purchase and consolidation of the Sabine & East Texas, the Louisiana Western Extension and the Texas Trunk RR. (the latter Dallas to Cedar, Tex., 52 miles), was authorized, provided a connecting link be built to form with them a continuous line from Dallas, Tex., to present terminus of Sabine & East Texas Ry. at or near Sabine Pass; additional bonds under a new mortgage of the Texas & New Orl. to be issued thereon and the bonds of the old companies canceled.—V. 68, p. 1026. On Sept. 20, 1899, the stockholders authorized these measures, and in Jan, 1900, construction was reported in progress. In Dec., 1899, Texas Trunk Ry. was acquired.—V. 69, p. 1347, 696.

SECURITIES ETC.—A reorganization in 1874. The stock is $5,000,000, all but $2,500 of it being owned by the Southern Pacific. First 7s are purchased by the sinking fund at not over 110. Subsidy lands Jan. 1, 1894, were 734,969 acres; other lands 115,523 acres.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $750,644; net, $247,948. 1898.....Gross, 754,976; net, 336,552

In year ending June 30, 1899, gross, $1,864,921; net, $766,928; surplus, including other income, over charges and taxes, $481,246. In 1897-8, gross, $1,491,831; net, $538,910.—(V. 69, p. 386, 696.)

Texas & Pacific Ry.—ROAD: New Orleans, La., westerly to El Paso, Texas, 1,152 miles; Marshall via Texarkana Junction and Whitesboro to Fort Worth, 316 miles; branches, 24 miles; total, 1,492, of which 92 miles, Sierra Blanco to El Paso, is trackage, leaving 1,400 miles owned. In 1898 the T. & P. built a new line from Waskom, Tex., to Reisor, La., 14 miles, used as a part of the main line instead of line theretofore leased of Vicks. Shreveport & Pac. RR. from State Line to Shreveport, La., and lease was given up Jan. 1, 1899. V. 67, p. 75. In Dec., 1899, branch from Port Allen to New Roads, La., 25 miles under construction, of which 17 miles completed.

ORGANIZATION.—In 1888 reorganized by the plan in V. 43, p. 164, and V. 45, p. 401, without having the foreclosure sale confirmed, thus preserving the original Federal charter. Land assets Jan. 1, 1899, were 76,620 acres, a large number of town lots and land notes $54,668. See also Texas Pacific Land Trust in "Miscellaneous Cos."

STOCK.—Mo. Pacific Dec. 31, 1899, owned $6,525,000 stock, pledged as part security for its funding notes of 1895 and valued for purpose of withdrawal at $978,750.

BONDS.—Trustee of *first mortgage* of 1888 is Fidelity Ins. Trust & Safe Deposit Co., of Philadelphia; of *second mortgage* of 1888 Mercantile Trust Co., of New York. (See mortgage abstracts, V. 47, p. 82.)

Interest scrip, income and land grant bonds (a stock liability, retirable under reorganization agreement), $279,102; other scrip, $10,260. $438,000 Eastern Division 1st 6s were called for redemption on March 1, 1899, and $105,000 on March 1, 1900.—V. 69, p. 744.

FINANCES.—In Apr., 1899, no interest had been paid on second 5s, but there is no right to foreclose unless default is made on first mortgage. Holders of one-third of the outstanding *seconds*, however, can require the trustee to enter upon and operate the property. The company has been spending its earnings in needed improvements.

In July, 1899, more than nine-tenths of the T. & P. seconds had been deposited for exchange for 65 per cent in new St. Louis Iron Mountain & Southern gold 4s, bearing interest from July 1, 1899, a syndicate offering to purchase at 85 the new bonds received in exchange. See Iron Mountain statement following Missouri Pacific. V. 68, p. 525, 619. 725, 774.

EARNINGS.—Jan. 1 to Dec. 31, 12 months, gross, $8,268,852 in 1899, $8,006,504 in 1898.

ANNUAL REPORT.—Annual meeting is held in New York on the third Wednesday in March. Report for 1898 was in V. 68, p. 521.

Year ending Dec. 31—	1898.	1897.	1896.	1895.
Gross earnings.....	$8,006,504	$7,588,648	$6,825,145	$7,015,309
Net earnings.....	2,146,779	1,965,900	1,457,559	1,614,648
Other receipts.....	157,779	150,297	109,533	86,324
Total income	$2,304,558	$2,116,197	$1,567,092	$1,700,972
Paid rentals, etc.....	$98,808	$130,845	$81,326	$83,877
Interest on debt.....	1,285,278	1,279,490	1,279,490	1,279,490
Surplus for year.	$920,472	$705,862	$206,276	$337,605
New equip. r.est.,etc.	$889,321	$257,893	$212,287	$182,633

—(V. 68, p. 572, 573, 619, 725, 774, 829, 929, 1184; V. 69, p. 133, 744.)

MAP OF THE

TOLEDO & OHIO CENTRAL R'Y

AND OF THE

KANAWHA & MICHIGAN

RAILWAY.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Texas & Pacific—(*Concluded*) —								
1st M. (Eastern Div.), gold, s. f. red. at 100....c*	519	1875	$1,000	$3,241,000	6 g.	M. & S.	N.Y.,Merc.Tr.Co.& Phil.	Mch. 1, 1905
1st consol. mort. for $25,000,000, gold.....c*	1,387	1888	1,000	21,566,000	5 g.	J. & D.	do do	June 1, 2000
2d consol. inc. M. ($25,000,000), gold (see rem.)c*	1,387	1888	1,000	23,204,402	5 g.	Mch. 1.	None paid.	Dec. 1, 2000
Tioga RR.—Stock ($189,700 is preferred).....	....	....	50	580,900	.....	.....	.....	.....
1st M., due 1882 and extended, gold	46	1852	500 &c.	239,500	5 g.	M. & N.	Phil.,Newbold's Son&Co	Nov. 1, 1915
Extension bonds.....	46	1875	1,000	265,000	7	A. & O.	Elmira,Chemung Co. Bk.	Oct. 1, 1905
Elmira State Line Railroad 1st mortgage, guar..	7	1875	500 &c.	160,000	7	A. & O.	do do	Oct. 1, 1905
Toledo & Ohio Central—Stock [$3,708,000 pref.]..	....	....	100	10,208,000	.....	.....	N. Y., Central Trust Co.	On pref. '96.
1st M., g., limited to $3,000,000 (V. 53, p. 436)...	196	1885	1,000	3,000,000	5 g.	J. & J.	do do	July 1, 1935
Western Div. 1st mort. for $2,500,000, gold....c*	Text.	1892	1,000	2,500,000	5 g.	A. & O.	do do	Oct. 1, 1935
General M. (V. 62, p. 594) ($2,000,000), g. Ce..c*	335	1894	1,000	1,500,000	5 g.	J. & D.	do do	June 1, 1935
Car trusts, Series 5, 6, 7, June 30, 1899 (prin'pal)	....	....	.....	51,169	5, 6 & 7	Various	.....	To 1905
Tol. & Ohio Cent. Ext.—Marietta Mineral 1st M., g..	39	1885	100 &c.	650,000	6 g.	M. & N.	May, '93, coup. last pd.	May 1, 1915
1st mortgage for $1,500,000, gold..... .....c*	15	1888	1,000	850,000	5 g.	M. & N.	See text.	Nov. 1, 1938
General mortgage.....	....	1891	1,000	600,000	5	F. & A.	In default.	Aug. 1, 1911
Toledo Peoria & West.—1st M., (for $5,000,000), g.c*	230	1887	1,000	4,895,000	4 g.	J. & J.	N. Y., Am. Ex. Nat. Bk.	July 1, 1917
Deben. scrip (secured by 1st M. coups. in trust).	....	....	.....	220,275	5	Jan.	N. Y., Farm. L. & T. Co.	Jan. 1, 1905
Toledo St. Louis & Kansas City.—Receivers' ctfs....	451	1898	1,000	140,000	5	F.&A. *15*	N. Y., Cont'l Trust Co.	Any time.
1st mortgage, g. (abstract in V. 45, p. 403).. o.c*	451	1886	1,000	9,000,000	6 g.	J. & D.	Dec. '92, coup. last paid	June 1, 1916
Car trusts, June 30, 1899.....	....	....	.....	187,188	.....	.....	.....	Monthly.
NEW SECURITIES TO BE OUTSTANDING UNDER FIRST MORTGAGE PLAN.								
Common stock $6,000,000	....	....	100	abt. 6000000	*To be in voting trust for five years.*			.....
Preferred stock, 4 p. c., non-cum., $6,000,000....	....	....	100	abt. 6000000	*To be in voting trust for five years.*			.....
1st mortgage, gold $12,000,000	451	1900	.....	" 10000000	4 g.	J. & D.	Int from June 1, 1900.	June 1, 1950
Toledo Saginaw & Muskegon—1st mortgage.....	96	1888	1,000	1,662,000	5	J. & J.	N. Y., Office, 271 B'way.	July 1, 1918
Toledo Walhonding Valley & Ohio—Stock.....	125	....	100	2,500,000	.....	.....	.....	.....
Gen. M. ($20,000 p. m.), } A, guar. p. & i.....c*	125	1891	1,000	1,500,000	4½ g.	J. & J.	N.Y., Farmers' L'n & Tr.	July 1, 1931
$4,000,000, gold..... } B, do .....c*	....	1893	1,000	978,000	4½ g.	J. & J.	do do	July 1, 1933
Tor. Ham. & Buff.—1st M., g., $40,000 p. m. **A B**.c*	88	1896	1,000	3,280,000	4 g.	J. & D.	N. Y., Bost. & London.	July 1, 1946
Transylvania—1st M., g., $160,000, gu. p.& i.end.c	22	1899	1,000	75,000	5-4 g.	M. & N.	Merc. Trust Co., Pittsb.	May 1, 1919
Traverse City RR.—First mortgage, gold.....	26	1883	1,000	250,000	3 g.	J. & J.	Jan., '99, pd. Sept.,'99	Jan. 1, 1933
Troy & Greenbush—Stock, 7 per cent rental, N.Y.C.	6	....	50	275,000	7	J.&D. *15*	N. Y., Gr. Cent. Station	Dec.15'99,3½

Toledo & Ohio Central Ry.—*(See Map)*—This road, well shown on the accompanying map, is made up as follows:

Lines owned.	*Miles.*	*Trackage (37 miles.)*	*Miles.*
Toledo to Bremen.....	173	In Toledo (L. S. & M. S.).....	1
Alum Creek to Truro Junc....	4	Bremen to New Lexington....	11
New Lexington to Corning....	13	To Millfield and to Carrington	25
Prentice to Thurston	145		
		Total operated.....	372
Total owned	335	Kanawha & Mich. (which see)..	164

ORGANIZATION.—Formed after sale in foreclosure of the Ohio Central main line on April 15, 1885.

In Dec., 1899, the Hocking Valley Ry. had acquired $4,080,000 common and $1,812,100 preferred stock in exchange for 70 per cent of Hocking Valley stock of the same class, and the minority stockholders were offered the same terms. V. 69, p. 1347. See also Hocking Valley item, V. 69 p. 1345. The properties will be operated separately.

STOCK.—Preferred is entitled to 5 p. c. non-cum., then common to 5, then preferred to 2, then common to 2, then both share, pro rata.

DIVIDENDS.—On common: In 1891, 2 p. c.; 1892, 4; 1893, 2; none since. On pref. April, 1890, to July, 1896, inclusive, 5 p. c. yearly.

BONDS.—*Western Division* mortgage covers the road from Toledo to Truro Junction, 139 miles, and also (subject to the first mortgage of 1885) the rest of the property. See V. 55, p. 322, 545, 590, 625.

The Toledo & Ohio Central guarantees the principal and interest of the Kanawha & Michigan first mortgage bonds. (See that company.)

On June 30, '99, loans payable were $735,110.

EARNINGS.—5 *mos.*		*Gross. Earnings.*	*Net. Earnings.*	*Fixed Charges.*	*Bal., incl. other income.*
July 1 to Nov. 30..	1899	$939,755	$345,280	$205,839	sur.$140,729
	1898	832,130	269,799	209,874	sur. 62,124

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Toledo on the first Monday in September. Report for 1898-99 in V. 69, p. 901. Of total tonnage 64 p. c. in 1898-99 was bituminous coal.

Years end. June 30—	1899.	1898.	1897.	1896.
Miles operated.....	371	371	372	372
Net earnings.....	601,413	533,918	465,704	617,845
Other income.....	24,855	10,255	8,208	9,532
Total net income	$626,268	$544,173	$473,912	$627,377
Interest, taxes, etc.....	497,956	464,536	467,475	469,562
Dividends.....	-	.....	46,350	185,400
Balance for year....sur.	$128,312	sur.$79,637	def.$39,913	def.$27,585

President, D. Axtell; Vice-Pres., N. Monsarrat.—V. 69, p. 1302, 1347.

Toledo & Ohio Central Extension RR.—See SUP. Oct., 1899.

Toledo Peoria & Western Ry.—*(See Map of Pennsylvania RR.)*—Owns from Effner, Indiana State line, to Warsaw, Ill., 220 miles; La Harpe to Iowa, Ill., 10 m.; jointly with Wabash, 1 mile; trackage to Peoria and Burlington, Ia., 17 m.; total, 248 miles.

ORGANIZATION.—In 1894 joint ownership and management by Pa. RR. and C. B. & Q. was arranged. Stock $4,500,000 (par $100), of which $423,100 in treasury in 1899. Mort. abstract, V. 45, p. 242.

In October, 1894 (3 coupons), were paid $5 in cash and $15 in debenture scrip. (See V. 61, p. 514.) Bills payable (for equipment), June 30 1899, $297,190; shops and machinery, $34,000; equip. notes, $24,088

EARNINGS.—6 months, } 1899.....Gross, $564,411; net, $149,650
July 1 to Dec. 31. } 1898.....Gross, 517,800; net, 144,657
Surplus over 6 mos.' charges, $13,234 in 1899, agst. $10,174 in '98.

ANNUAL REPORT.—Report for 1897-98 in V. 67, p. 948, showed:

Year.	*Gross Earn'os.*	*Net Revenue.*	*Int. & Taxes.*	*Balance*
1898-99.....	$976,657	$269,803	$269,453	$350
1897-98.....	982,651	273,119	267,552	5,567
1896-97.....	888,881	230,902	275,275	def. 44,372

—V. 63, p. 26, 501; V. 65, p. 514; V. 67, p. 948.)

Toledo St. Louis & Kansas City RR.—ROAD—Owns from Toledo to East St. Louis, 451 miles (61½ lbs. steel); sidings, etc., 72 miles, also has trackage to St. Louis and Toledo Union depots. Stock, common, $11,250,000; pref., $5,805,000.

RECEIVERSHIP—Receiver is now Samuel Hunt.

In July, 1899, the decree of foreclosure rendered in April, 1898, was confirmed, being modified only as to the rights of the preferred stock holders. In Oct., 1899, application for rehearing was denied and sale is to take place on Apr. 2, 1900.—(V. 69, p. 795, 82; V. 70, p. 39).

REORGANIZATION PLAN.—The plan issued by the first mortgage committee in Dec., 1899 (V. 69, p. 1302,) and approved by the certificate holders provides that a new company shall issue the securities shown in the table above. Of the authorized issue, $2,000,000 bonds, so far as not required for the reorganization, are reserved to acquire branch lines, for new construction, extensions, improvements, additional property, and equipment, etc. The holders of old firsts assenting to the plan will receive for each $1,000 1st m. bond with coupons maturing June 1, 1893, and later, $1,000 in new 1st 4s, $400 new preferred and $500 new common stock. The plan provides $900,000 cash to discharge outstanding car trusts, receiver's certificates, prior claims, expenses of reorganization, working capital, etc. The minimum price at which bonds can be sold in case of delay beyond June 1, 1900, was changed to 130 plus interest at 4 per cent to date of possible sale.—V. 69, p. 1347.

VOTING TRUST.—Both classes of new stock will be vested for five years in the following voting trustees: Charles Parsons, Herman O. Armour, Simon Borg, C. Sidney Shepard and Otto T. Bannard; but the voting trustees may, at their discretion, deliver the stock at an earlier date and may sell the stock at any time, subject to the approval of a majority in amount of each class of trust certificates.

First mortgage bondholders' committee (address, Continental Trust Company, N. Y.), consists of John C. Havemeyer, H. O. Armour, R. B. Hartshorne, O. T. Bannard and Morton S. Paton.

Preferred stockholders' committee: J. M. Quigley, of N. Y., Chairman. Depository, Atlantic Trust Co.—(V. 62, p. 742.)

EARNINGS.—5 mos. } 1898-9.....Gross, $906.433; net, $153,208
July 1 to Nov. 30. } 1897-8.....Gross, 964,970; net, 140,688

Year.	*Gross.*	*Net.*	*Interest.*	*Taxes.*	*Balance.*
1898-99.....$2,062,738	$535.545	$540,000	$104,400	def. $108,855	
1897-98..... 2,245,974	356,956	540,000	90,000	def. 273,044	
1896-97..... 2,232,001	470,223	540,000	90,000	def. 159,777	

OFFICERS.—President, Charles Miller. Directors (1899): J. S. Bache, G. B. Ashley, J. F. Clinch, F. H. Johnston, Clarence Brown, S. H. Kneeland, J. L Laidlaw, J. S. Stout, S. K. Wilson, M. L. Crowell, Charles Miller, J. P. Morris and F. J. Sawyer.

N. Y. office, 18 Broadway—(V. 69, p. 1244, 1302, 1347; V. 70, p. 39.)

Toledo Saginaw & Muskegon Ry.—From Muskegon, Mich., to Ashley, Mich., 96 miles. The Grand Trunk of Canada owns the $1,600,000 stock issued, and above bonds have a traffic guaranty.

Year Dec. 31. Gross.	*Net.*	*Interest.*	*Deficit.*	*Traf. guar.*
1898.....$131,730	$75,662	$83,100	$7,438	$51,824
1897..... 121,573	63,102	82,775	19,673	(?)

Toledo Walhonding Valley & Ohio RR.—Owns road in operation from Toledo Junction to Toledo, O., 80 miles, and from Loudonville to Coshocton, O., 45 miles; trackage (Pitts. Ft. W. & C.) Toledo Jct. to Mansfield, O., 7 miles; total, 132 miles.

LEASE, ETC.—Leased for net earns. to the Penn. Co., which guarantees the bonds. Pennsylvania RR. owns $1,920,000 of the stock.

EARNINGS.—For year ending Dec. 31, 1898, gross, $811,069; net, $216,416; other income, $20,182; interest, betterments, etc., $203,252.

Toronto Hamilton & Buffalo RR.—Road Hamilton to Waterford, Ont., 43 miles, and Hamilton to Welland, 38 miles, total, including branches, 88 miles; connects at Hamilton with Grand Trunk of Canada and Canadian Pacific Ry. (See V. 62, p. 319.) Under traffic agreement made in 1895 with N. Y. Central, Michigan Central, Canada Southern and Canadian Pacific, interest is practically guaranteed. See V. 68, p. 475, and advertisement in CHRONICLE of March 11, 1899. Of the stock, $2,500,000, 19 per cent is held by the Canadian Pacific and 51 per cent by the N. Y. Central.—See V. 61, p. 753; V. 63, p. 359; V. 68, p. 475, 1134; V. 69, p. 29.

Transylvania RR.—Hendersonville to Brevard, N. C., 22 miles; extension, 10 m., proposed from Brevard to Eastatoe Ford, on French Broad River. A reorganization of the Hendersonville & Brevard RR., sold in foreclosure May, 1899. Stock authorized, $320,000; par $100; all outstanding. V. 68, p. 926. Mortgage trustee is Mercantile Trust Co., Pittsburg. Bonds are guaranteed, principal and interest by Toxaway (land) Co. of North Carolina. V. 69, p. 182. Pres., W. P. Potter. Pittsburg; Sec., C. H. Stolzenbach; Treas., G. W. Eisenbeis.

Traverse City RR.—Owns road from Walton to Traverse City, Mich., 26 miles; opened in 1872. Leased in 1883 to Grand Rapids & Indiana RR., but not included in the reorganization of that company in 1896. Coupons 1st mort. due Jan. 1, 1899, were paid in Sept., 1899, at office of Winslow, Lanier & Co., N. Y. There are $190,000 of 5 p. c. incomes outstanding. Capital stock is $205,000; par $100. For year ending Dec. 31, 1898, gross, $41,687; net, $7,047; interest on bonds, $7,500; bal., deficit, 453. In 1899, Jan. 1 to June 30, 6 mos.), $22,939 gross in 1899; $19,628 in 1898.—V. 67, p. 75, 1310.

Troy & Greenbush RR.—Owns from Troy to Albany, 6 miles double track; leased to N.Y. Central in 1851 at 7 p.c. on $275,000 stock.

Tuscaloosa Belt Ry.—Owns about 6½ miles of Belt road in Tuscaloosa, Ala., and suburbs. Capital stock authorized, $100,000; issued, $26,000 ($100 shares.) General Manager, J. W. Woolfolk, Tuscaloosa, Ala., or 15 Wall Street, New York.

Tuscarora Valley RR.—Owns narrow-gauge road (3 ft.) from Port Royal to Blair's Mills, Pa., 27 miles, proposed to be changed to standard gauge during 1899. Extension from Blair's Mills to McConnellsburg, 31 miles, being built under charter of Tuscarora RR. (stock, $310,000; par, $50), and in Dec., 1899, over one-half was completed Tuscarora RR. bonds will probably be guaranteed. Stock, $300,000 par, $50; outstanding $150,000. Year ending June 30, 1898, gross $22,545; net, $6,324. President, T. S. Moorhead; Vice-President and Treas., J. C. Moorhead; Sec., Carl F. Espenschade.—Vol. 67, p. 1162

MAP OF THE

UNION PACIFIC RAILROAD

AND CONNECTIONS.

Total Mileage.—3,008.50.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Tuscaloosa Belt—1st mortgage, $100,000, gold. Kc	....	1893	$1,000	$95,000	5 g.	J. & D.	N. Y., Knickerb. Trust.	1933
Tuscarora Valley—1st mortgage, $150,000, gold....	27	1897	.....	105,000	5 g.	J. & J.	.....	July 1, 1917
Tuscarora RR., 1st M. (on ext.), $310,000, g. Mp.c	31	1898	1,000	(?)	5 g.	J. & J.	N. Y., Metropol. Tr. Co.	July 1, 1928
Ulster & Delaware Stock ($3,000,000 authorized)..	....	....	100	1,794,600	.....	.....	.....	.....
Consol. M. for $2,000,000, gold.....c*	102	1888	1,000	1,997,300	5 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1928
Unadilla Valley—Stock ($200,000 authorized).....	....	....	100	200,000	.....	.....	.....	.....
1st M., $250,000, $12,500 p.m., g., red. at 110 c*&r	20	1893	500 &c.	250,000	5 g.	J. & J.	N. Y., Floyd & Moore.	Jan. 2, 1933
Union Pacific RR.—Common stock, $96,178,700	....	...	100	94,273,000	.....	.....	.....	.....
Pref. stock, 4 per cent, non-cum., $100,000,000..	....	....	100	97,687,600	3½ in '99	A. & O.	N. Y. Office, 120 B'way.	Oct. 1899, 2%
1st M. Ry and land grant, $100,000,000 g....Me	2,152	1897	¶	96,321,000	4 g.	J. & J.	Int. from Jan. 1, 1898.	July 1, 1947
United N. J. RR. & Canal Co.—Stock, 10 p. c. guar..	....	....	100	21,240,400	10	Q.—J.	Phila. and N.Y., Offices.	Jan. 10, '00, 2½
General mortgage of '71 for $20,000,000, (now 1st mortgage) FP, secures all equally. — loans of 1901, gold.....c	238 m.r'd. & canal	'73-'76	1,000	5,669,000	6 g.	M. & S.	do do	Mch. 1, 1901
loan of 1908, gold.....r		1878	1,000	841,000	6 g.	M. & S.	Philadelphia Office.	Sept. 1, 1908
loan of 1923, gold.....r		1883	1,000	1,824,000	4 g.	F. & A.	do do	Feb. 1, 1923
loan of 1929, gold.....c&r		1889	1,000	6,020,000	4 g.	M. & S.	do do	Sept. 1, 1929
loan of 1944, gold.....c&r		1894	1,000	5,646,000	4 g.	M. & S.	N.Y., N. Bk. Com. & Phil.	Mch. 1, 1944
Utica Chen. & Susq. Val.—Stock, 6 p.c.gu. by D.L.&W	97	....	100	4,000,000	6	M. & N.	N. Y., Del. L. & W. RR.	Nov. 1899, 3%
Utica Clinton & Binghamton—Stock	....	....	100	849,285	See text.	F & A10	Utica, N. Y., On. N. Bk.	July 21, 1899
1st mortgage, guar. by D. & H.....c	31	1889	1,000	800,000	5	J. & J.	N. Y., Security & Tr. Co.	July, 1, 1939
Valley (N. Y.)—Stock, 5 p. c. guar. by D. L. & W...	11	....	100	750,000	5	J. & J.	N. Y., Del. Lack. & West.	Jan. '00, 2½%
1st mortgage (for $500,000).....	11	1881	1,000	400,000	5	F & A.	do do	Aug. 1, 1911
Valley (Virginia)—1st M., $1,000,000, see text....c	62	1881	1,000	750,000	6	A. & O.	N. Y.. Merc. Tr. & Balt.	Oct. 1, 1921
Velasco Terminal Ry.—1st mortgage, $800,000.....	20	1893	1,000	400,000	5	M. & S.	In default.	Aug. 1, 1943
Vermont & Mass.—Stock, 6 p. c. guar. by Fitchburg	59	....	100	3,193,000	6	A. & O.	Bost., 53 Devonshire St.	Oct., 1899, 3%
Bonds, not mortgage (guar. by Fitchburg RR.).c*	....	1883	1.000	1,000,000	5	M. & N.	Boston, Fitchburg RR.	May 1, 1903
Vermont Valley of 1871—Stock.....	24	....	50	1,000,000	6	J. & J.	Bellows Falls.	Jan. 1, '00, 3%
1st M., with $500,000 Sul. Co. RR. stock as col..c*	24	1880	1,000	800,000	5	A. & O.	Boston, S. Dep. & Tr. Co.	Oct. 1, 1910
Vicks. Shrevep. & Pacific—1st M., non-assent'g, g.c*	188	1881	1,000	106,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1920
Prior lien mortgage, gold.....c*	188	1885	1,000	1,323,000	6 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1915
1st mortgage, assenting, gold, see text.....c*	188	1881	1,000	3,894,000	6 g.	J. & J.	do do	Jan. 1, 1920
3d mortgage and 1st mortgage on land, gold...c*	188	1886	1,000	1,820,750	4-5 g.	J. & J.	Jan., '89, coup. last pd.	Jan. 1, 1916

¶ $500 and $1,000.

Ulster & Delaware RR.—Owns from Kingston Point (Hudson River), N. Y. to Stamford, 75 miles; proprietary roads, entire stock owned: Stony Clove & Catskill Mt. RR., Phœnicia to Hunter, 15 m.; Kaaterskill RR., 7 m. Leases, Delaware & Otsego RR., Hobart to Bloomville, 9 miles; Hobart Branch RR., 4 m.; total, 110 m. Extension from Bloomville northwest to Oneonta, 20 miles, expected to be completed early in 1900. Stony Cl. & Cats. Mt. RR. made standard gauge in 1899. Loans and bills payable June 30, 1899, $246,000

Yrs. end. June 30.	*Gross.*	*Net.*	*Other inc.*	*Int., taxes, etc.*	*Bal., sur.*
1898-99.....	$417,193	$103,852	$10,900	$103,729	$11,023
1897-98.....	405,267	116,065	10,000	119,956	6,109

—(V. 63, p. 556; V. 65, p. 568; V. 67, p. 478; V. 69, p. 382.)

Unadilla Valley Railway.—Owns road from Bridgewater to New Berlin, N. Y., 20 miles; opened in July, 1895. Connects D. L. & W. with New Berlin branch of N. Y. O. & W. Income bonds, $30,700 20-year 5s. Interest on firsts was not paid, but funded for 5 years. Year 1898-9, gross, $28,297; net, $7,280; interest, $12,604; balance, deficit, $5,324. Pres., Everett M. Culver; Vice-President, Ralph Brandreth; Sec., Clarence Goadby, 80 Broadway, N. Y.—V. 69, p. 441.

Union Pacific Railroad.—(*See Map.*)—The system embraces:

Lines owned directly—	*Miles.*	*Controlled—*	
Council Bluffs to Ogden.....	1,043	Oregon Short Line RR., Granger, Wy., to Huntington, Ore., Helena, Mon., to Frisco, Utah, etc	1,489
Kansas City to Denver	644		
Denver to Cheyenne.....	104	Oregon RR. & Navigation....	1,063
Lasalle, Co., to Julesburg	151		
Branches	913		
Tot. main line and br'nchs.	2,855		

History.—Incorporated in Utah June 23, 1897, to succeed per **plan** of Oct. 15, 1895 (V. 61, p. 704, 705, and V. 64, p. 424), the Union Pacific *Ry.* Company took possession of the Union Pacific main line Feb. 1, 1898, and of the Kansas Pacific lines on April 1. A full statement to New York Stock Exchange as to the organization of the new company was in V. 66, p. 618; see also V. 67, p. 790. In Dec., 1899, 9- per cent of the stock of the Oregon Short Line RR. had been acquired.

Oregon RR. & Navigation Co. is controlled through ownership of a majority of its stock by the Oregon Short Line and the Union Pac. V. 69, p. 181. The reorganized U. P., therefore, operates through to Portland, Ore., as did its predecessor.

The former Julesburg branch of U. P. Denv. & Gulf, La Salle, to Julesburg, 151 miles, was transferred to U. P. on Feb. 25, 1899. V 68, p. 381.—(See V. 66, p. 521).

Stock.—Articles of association provide: "Such preferred stock shall be entitled in preference and priority over the common stock of said corporation to dividends in each and every fiscal year at such rate not exceeding 4 per cent per annum, payable out of net profits, as shall be declared by the board of directors. Such dividends are to be non-cumulative, and the preferred stock is entitled to no other or further share of the profits."

In 1899 the stockholders authorized the increase of the common stock from $61,000,000 to $96,178,700, and of the preferred stock from $7[illegible],000,000 to $100,00[illegible],000 in order to complete the company's control of the Oregon RR. & Navigation and Oregon Short Line RR. companies and take up the latter's income bonds See each company.

Dividends.—First on pref., 1½ p. c., Oct. 31, 1898. On Apr. 19, 1899, 1½ p. c. was paid on pref. On Oct. 2, 1899, 2 p. c.

Bonds.—The new first mortgage (Mercantile Trust Co., trustee), is for $100,000,000, of which $90,000,000 was issued for the acquisition, free and clear of all Government and other liens, of the 1,854 miles composing the former Union Pacific and Kansas Pacific lines; $3,500,000 unissued may be used pursuant to the mortgage in the construction or acquisition of betterments, improvements, equipment or extensions, to be subject to the mortgage lien, at a rate not exceeding $1,500,000 per annum. The property on which the loan is a first lien includes the telegraph terminals, equipment, and, directly or indirectly, land grants. Statement to N. Y. Stock Exchange, V. 66, p. 618.

Lands.—The new first mortgage covers directly or through beneficial ownership over 6,500,000 acres of land, situated in Nebraska, Wyoming, Colorado, Utah and Kansas, the value of which was estimated June 30, 1899, at $6,065,155. It also covers further notes or contracts for lands sold aggregating $5,948,944, and the lands for which, if not paid for, revert to the company. See V. 67, p. 791. Total estimated value of lands and land assets June 30, 1899, $12,209,301.

General Finances.—The free assets held in the company's treasury consist of large amounts of bonds and stocks of auxiliary railroad and other companies, such as the Oregon Short Line RR., Oregon RR. & Navigation Co., Union Pac. Coal Co., the Pac. Express Co., various water, depot, etc., companies. On Dec. 1, 1899, the U. P. owned 1,013 miles of railroad free of any mortgage or lien other than mortgages wholly owned. V. 69, p. 1350. See stock above.

Has traffic agreement with and five-year option to purchase $1,000,000 stock and redeem $1,000,000 bonds at par of the Wyoming & Southern RR., to be built from a point near Fort Steele to the Colorado State line, near the North Platte River, of which 33 miles to Saratoga was to be completed Oct. 15, 1899, and extension then made to Grand Encampment and Battle Lake, 44 miles. V. 69, p. 334.

Latest Earnings.—For 5 months ending Nov. 30 on the 2,871 average miles, after deducting taxes:

	Gross Earnings.		*Net Earnings.*	
July 1 to Nov. 30.	1899-0	1898-9.	1899-0.	1898-9.
Union Pacific Ry..	$10,670,108	$9,426,887	$4,836,092	$4,286,873

Annual Report.—Fiscal year ends June 30. Report for 1898-9 in V. 69, p. 1344, 1349 (see also editorial, p. 1324,) showed results as follows: (A.) On the several lines acquired from date of acquisition (773 miles being acquired Nov. 1, 1898; 151 miles Feb. 1 and 88 miles June 1, 1899.) (B.) On all lines constituting the Union Pacific RR. on June 30, 1899 (excluding Julesburg branch, 151 miles,) for the entire year. (C.) On all lines of present system.

Results for Year 1898-99.

A.—Union Pac. and Branches (2,421 av'ge miles).

Gross Earnings.	*Net over Taxes.*	*Other Income.*	*Interest on 1st 4s.*	*Dividend on Pref.*	*Balance, Surplus.*
$	$	$	$	$	$
19,811,641	8,399,473	*1,218,735	3,830,000	2,625,000	3,163,208

* Includes $230,000 on company's bonds.

B.—Lines as on June 30, 1899, for entire year (excl. Julesb. Br.)

	1899.	1898.	*Increase.*
Miles included.....	2,697	2,697	.....
Gross receipts.....	$20,484,640	$19,096,747	$1,387,893
Operat'g expenses and taxes.	11,859,656	11,685,730	173,926
Net receipts.....	$8,624,984	$7,411,017	$1,213,967

C.—Present System.

	Union Pacific.	*Oregon Short Line.*	*Oregon Navigat'n.*	*Total.*
Mileage owned.....	2,[illegible]55	1,481	1,063	5,399
Gross earnings.....	$19,811,641	$7,577,108	$7,005,979	$34,394,729
Oper. exp. and taxes..	11,412,168	4,751,620	4,288,272	*20,452,061
Net earnings	$8,399,473	$2,825,488	$2,717,707	$13,942,668
Other income.....	1,218,736	437,679	73,107	1,729,522
Total net income....	$9,618,209	$3,263,167	$2,790,814	$15,672,190
Fixed charges.....	3,830,000	1,963,883	1,137,987	6,931,871
Balance, surplus.....	$5,788,209	$1,299,284	$1,652,827	$8,740,319

*Includes $1,926,357 expended by the three companies for permanent improvements and new equipment.

Officers, Etc.—(December, 1899.)—President, Horace G. Burt; Vice-President, William D. Cornish; Sec., Alexander Millar; Treasurer, F. V. S. Crosby; Directors, H. G. Burt, Winslow S. Pierce, James Stillman, Marvin Hughitt, Roswell Miller, E. H. Harriman, Louis Fitzgerald, Henry B. Hyde, John W. Doane, Otto H. Kahn, T. Jefferson Coolidge, Jr., George J. Gould, Oliver Ames, George Q. Cannon and Jacob H. Schiff.—V. 69, p. 907, 956, 1104, 1344, 1349.

Union Pacific Denver & Gulf Ry.—See Colorado Southern.

Union Station of Buffalo.—V. 68, p. 525, 620.

United New Jersey Railroad & Canal Co.—(*See map Pennsylvania R. R.*) Controls an important system of roads in Northern N. J., having a four-tracked line from N. Y. to Philadelphia, also a line Perth Amboy to Camden, opposite Philadelphia, and branches to Long Branch, Berkeley, etc., N. J., and to Manunka Chunk, Pa. Total mileage 461 miles. The principal lines owned directly are Jersey City to Trenton, 56 miles (four tracks), and from Camden to South Amboy, 61 miles, of which 26 double track; 9 branches, 29 miles; total (owned directly) 146 miles. Also owns the Del. & Raritan Canal, 66 miles. Phil. & Trenton and Belvidere Del.—which see—are principal leased lines.

Lease.—Leased in June, 1871, to the Pennsylvania Railroad for 999 years, at a rental of 10 per cent on the stock, besides interest on bonds.

Earnings.—For year ending Dec. 31, 1898, gross, $19,816,225; net, $5,447,814; other income, $225,631; interest, rentals, etc., $5,160,633; balance, surplus for year, $512,812. In 1897, gross, $19,012,577; net, $5,101,824. Net loss to lessee in 1891, $276,455; in 1892, $299,198; in 1893, $194,529. Net profit in 1890, $396,885; in 1894, $679,461; in 1895, $727,694; in 1896, $439,424.—(V. 58, p. 179, 636, 816.)

Utah & Pacific RR.—See Oregon Short Line RR. V. 68, p. 383.

Utica Chenango & Susquehanna Valley Ry.—Owns Utica, N. Y., to Greene, N. Y., 75 miles; branch to Richfield Springs, 22 miles; total, 97 miles. Road opened October, 1872. Leased to Delaware Lackawanna & Western at 6 per cent on stock. Has no bonded debt.

Utica Clinton & Binghamton RR.—Owns Utica, N. Y., to Randallville, N. Y., 31 miles. Leased during continuance of charter and renewals thereof to Delaware & Hudson Canal Company, which pays rental of $61,500 per annum. Operated by New York Ontario & Western. The street lines owned are leased to Utica Belt Line Street RR. for $15,000 per annum. Capital stock, $849,285 (par $100), of which city of Utica holds $200,000, interest guar. by D. & H. Canal Co. at 5 p. c. per an.; balance variable, 3¾ p. c. paid in 1898 and 1899.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Vicksburg Shreveport & Pacific—(Concluded)—								
Income bonds	....	1881	1,000	$127,000	6	.....	.....	July 1, 1921
Income bonds, non-cum	....	1887	1,000	494,860	4	.....	.....	Jan. 1, 1920
Virginia Fred. & Western—1st M., $3,000,000...N	....	1897	.....	(1)	5	.....	New York City.	1927
Virginia Midland—BONDS ASSUMED BY SOUTHERN RAILWAY—								
1st ser., 1st M. Alexandria to Gordonsville..&br	97	1881	$100&c.	$600,000	6	M. & S.	Balt.,Md..S. D. & Tr.Co.	Mch. 1, 1906
M., 2d series, 1st mort., Charlot. to Lynch., 60 m.)	157	1881	100 &c.	1,900,000	6	M. & S.	do do	Mch. 1, 1911
3d series, 2d lien on 60 miles; 3d on 97 miles...	157	1881	100 &c.	1,100,000	6	M. & S.	do do	Mch. 1, 1916
4th series, 4 per cent till March 1, 1901.....	157	1881	100 &c.	950,000	4-5	M. & S.	do do	Mch. 1, 1921
5th series, 1st on 115 miles.....	272	1881	100 &c.	1,775,000	5	M. & S.	do do	Mch. 1, 1926
6th series.....	75	1881	1,000	1,310,000	5	M. & S.	do do	Mch. 1, 1931
Gen. mort., $12,500,000.....c*	347	1886	1,000	4,859,000	5	M. & N.	N.Y., J.P. Morgan & Co.	May 1, 1936
Virginia & Truckee—Stock.....	52	....	100	5,000,000	(1)	.....	.....	(1)
Wabash RR.—St.L.,K &N.on St.Charles Bridge,g.c*	....	1878	1,000	1,000,000	6 g.	A. & O.	N. Y., Office 195 B'way.	Oct. 1, 1908
2d mortgage.....	....	1878	500 &c.	388,500	7	A. & O.	do do	Oct. 1, 1903
Wabash 1st mortgage, gold, ($34,000,000).....c*	1,545	1889	1,000	31,664,000	5 g.	M. & N.	N. Y. Central Trust Co.	May 1, 1939
2d mortgage, gold.....c	1,012	1889	1,000	14,000,000	5 g.	F. & A.	do do	Feb. 1, 1939
Deb. mort., inc., non-cum., series A, red. at par.	1,545	1889	1,000	3,500,000	6	J. & J.	Jan., 1900, paid 3 p. c.	July 1, 1939
Do. do. inc., non-cum., series B, red. at par ..	1,545	1889	1,000	26,500,000	6	J. & J.	.....	July 1, 1939
Det. & Chic. Exten. 1st M.,g., red. at 110.Ce.c*	150	1891	1,000	3,439,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1941
Des Moines Div. 1st M., gold, $1,800,000..Co.c*	95	1899	1,000	1,600,000	4 g.	J. & J.	N.Y., Contin'l Trust Co.	Jan. 1, 1939
LEASED LINE BONDS—								
St. Louis Council Bluffs & Omaha 1st mortgage..	42	1878	1,000	577,000	6	J. & J.	N. Y., Office, 195 B'way	July 1, 1908
Boone Co. & Booneville 1st mortgage, int. guar..	22	1873	1,000	100,000	7	M. & N.	do do	May 1, 1903
Bruns. & Chilli. 1st M., 8% fr. Aug. 1, 1900, int. gu.	38	1878	100 &c.	304,500	6-8	F. & A.	Boston, Bank Redemp'n	Aug. 1, 1908
Wabash Chester & Western—1st mortgage, gold..c*	42	1888	1,000	300,000	5 g.	J. & J.	N. Y., Nat. Bk. Com.	July 1, 1918
1st consolidated mortgage, $1,000,000, gold....c*	65	1893	1,000	390,000	5 g.	J. & J.	July '94, pd. July 1, '96	Jan. 1, 1928
Wallkill Valley—Stock, 3½ per cent, guaranteed...	....	....	100	330,000	3½	.....	N.Y.,Of.,5 Vanderbilt Av	.....
1st M. 7s, 3½ per cent, guaranteed.....	33	1877	1,000	250,000	3½	J. & J.	do do	Aug. 1, 1917
2d M. income, 3½ per cent, guaranteed.....	33	1877	1,000	330,000	3½	M. & S.	do do	Aug. 1, 1917
Warren (N. J.)—Stock, 7 p. c. perp., guar. D. L. & W	18	....	50	1,800,000	7	A.15&O	N. Y., Del. L. & W. RR.	Oc.15'99, 3½%
2d mortgage, now 1st.....	18	1870	100	750,000	7	A.15&O	do do	Oct. 15, 1900
1st consolidated mortgage	18	1875	1,000	600,000	7	M. & S.	do do	Mch. 1, 1905

Valley (N. Y.) Railroad.—Owns from Binghamton, N. Y. to State Line of Penn., 11 miles. Opened 1870. Leased to Delaware Lackawanna & Western at 5 per cent per annum on stock, the lessee assuming the interest on bonds.

Valley RR. (Virginia)—Owns Harrisonburg to Lexington, Va., 62 m. Stock, $2,712,200 (par, $100), of which B. & O. owned June 30, 1899, $1,020,600 and $223,000 of the bonds. In year 1897-8, gross, $89,447; net, debit, $1,637; interest, $45,000; taxes, $2,180.

Velasco Terminal Ry.—Road from Chenango Junction to Velasco, Tex., 20 miles. Chartered in 1891. Stock (authorized $600,000) issued $343,100; par, $100. First mort. bonds outstanding, $400,000. On July 26,'99, E. D. Dorchester was appointed receiver. V. 69. p. 284. For year 1898-99, gross, $19,253; deficit under oper. ex., $7,886. V. 69, p. 284.

Vermont & Massachusetts RR.—Road, Fitchburg to Green field, Mass., 56 miles of double track; branch, 3 miles. The road is leased to the Fitchburg RR. for 999 years at 6 per cent on stock.

Vermont Valley RR. of 1871.—Owns Bellows Falls to Brattleboro, Vt., 24 miles. Controls the Sullivan County RR., Bellows Falls to Windsor, Vt., 26 miles. Operated by Boston & Maine.

Earnings of Vermont Valley for year ending June 30, 1899, gross, $213,039; net, $84.586; div. on Sullivan Co. RR., etc., $49,878; total net, $134,464; interest, taxes, etc., $48,259; dividends paid, $60,000; balance, surplus for year, $26,205.—(V. 63, p. 877; V. 65, p. 867

Vicksburg Shreveport & Pacific RR.—Delta, La., on Mississippi River, via Shreveport, to Texas line, 188 miles. In Dec., 1899, 18 miles, Shreveport to Texas State line, included in above, not leased or operated. In Dec., 1899, extension Wascom to Jefferson, Tex., 25 miles, said to be proposed.

ORGANIZATION AND STOCK.—The stock is $1,650,000 authorized; outstanding $1,601,500 (par $100), of which the Alabama New Orleans & Texas Pacific Junction Railroad Company holds a majority, together with $3,692,000 of the 1st and $965,500 3d mortgage bonds.

BONDS, ETC.—*On third* mortgage only the first and second coupons have been paid.—V. 69, p. 29. These bonds are received in payment for lands, [at 20 per cent of par for year 1899-00] and prior to July 1, 1899, the bonds outstanding had been reduced from $2,434,625 to $1,820,750 thereby, and $65,375 "thirds" had not been issued. Lands unsold June 30, 1899, were 190,270 acres. Trustees of prior lien mortgage and of 3d mortgage, Cent. Trust Co.; of 1st mort., Farmers' Loan & Trust Co.—$106,000 1st 6s have not assented to priority of p. l. mortgage. Coupons due and unpaid June 30, 1899, 1st mort., $2,210,-5[illegible]4; 3d mort., $778,€57.

LATEST EARNINGS.—Jan. 1 to Dec.. 31, 12 months, gross, $697,800 in 1899; $697,161 in 1898. In calendar year 1896, gross, $576,723.

ANNUAL REPORT.—Report for 1898-99, in V. 69, p. 1008, showed:

Year.	*Gross.*	*Net.*	*Other inc.*	*Interest.*	*Balance.*
1898-9....	$678,384	$205,387	$3,999	$409,527	def. $200,148
1897-8....	640,175	189,749	1,143	410,499	def. 219,608

—(V.63, p. 555, 651; V.65, p. 618; V.67, p.75, 950; V.69, p. 29, 1008.

Virginia Fredericksburg & Western RR.—Partially built from mouth of Rappahannock River to Fredericksburg, Va., 90 miles, and projected to coal regions of West Virginia, 270 miles in all. In Aug., 1898, three miles had been graded between Fredericksburg, Va., and Chesapeake Bay, but no track had been laid. Work was then temporarily suspended. V. 67, p. 276. Pres., Charles H. Gibson; Office, Mills Building, N. Y. City. V. 65, p. 1174; V. 67, p. 276.

Virginia Midland Ry.—In June, 1898, merged in Southern Ry.

Wabash Railroad.—Embraces lines as follows, viz.:

Owns East of Miss. River.	*Miles.*
Toledo, O., to East Hannibal, Camp Pt. and Elvaston, Ill.	536
Decatur, Ill., to E. St. Louis..	110
Junc. near Chicago to Effingham and Altamont, Ill.....	216
Streator to Fairbury.....	31
Edwardsville Branch.....	8
Delrey, near Detroit, to Butler	110
Montpelier, O., on line to Detroit, to Clarke Junction, near Chicago.....	150
Attica to Covington.....	15
Champaign to Sidney..	12
Owns West of Miss. River.	
St. Louis to near Kansas City.	275
St. L. Levee to Ferguson, Mo.	11
Moberly to Ottumwa, Ia	131
Salisbury to Glasgow, Ia., etc	15
Des Moines to Moulton, Ia...	95
Total owned.....	1,715

Leases East of Miss. River.	
Eel River RR. (which see), Butler to Logansport, Ind..	94
Other lines.....	17
Leases West of Miss. River.	
Brunswick to Pattonsb'g, Mo.	80
Centralia to Columbia, Mo...	21
Total owned and leased....	1,928
Trackage, etc.	
Chicago to Clarke Junction..	26
Moberly to Hannibal (V. 69, p. 550).....	70
East Hannibal to Quincy....	17
8 short lines to Quincy, Detroit, &c.....	45
Windsor, Ont., to Suspension Bridge and Black Rock and Suspension B'dge to Buffalo	270
Grand total Dec., 1899.....	2,357

HISTORY, &C.—Successor in 1889 to the Wabash St. Louis & Pacific, which was sold in foreclosure. See SUPPLEMENT up to January, 1889.

LEASE.—The Boone Co. & Booneville RR. is leased till May, 1903. The Brunswick & Chillicothe was leased to St. L. Kan. City & Northern for 999 years. Its bonds bear 6 per cent interest till August 1, 1900, then 8 per cent till maturity. Entrance to Chicago is secured over the Chicago & West Indiana, of whose stock this company owns $1,000,000.

In March, 1898, leased from Grand Trunk for long term joint use of its railroad between Windsor, Ont., and Black Rock Station, 4 miles from Erie Station at Buffalo, and also between Welland Junction and Suspension Bridge, N.Y. Erie tracks are used into Buffalo. V. 66, p. 812.

CAPITAL STOCK.—The stock is $24,000,000 preferred 7 p. c. non-cum., and $28,000,000 common; par, $100.

BONDS.—Abstracts of the mortgages of 1889 were in V. 49, pp. 270-273. The *first mortgage* covers all the lines owned both east and west of the Mississippi at time of reorganization (1,545 miles), and enough bonds are retained to retire the prior liens on roads west; but the *second mortgage* covers only lines east of the river at time of organization in 1889, 1,012 miles. As to the Compton decree ($339,929 with 6 p. c. from May 1, 1888,) see V. 65, p. 926; V. 66, p. 39. Of the *debenture mortgage* bonds, $3,500,000 are series A (preferred in respect to interest payments only) and $26,500,000 series B. Series "A" received 6 per cent interest in 1890; in 1891, 6; in 1892, 6; in 1893, 6 per cent; in 1894 and 1895 none; in 1896, 1 per cent; 1897 to 1899, none; 1900, Jan., 3 p c., and 3 p. c. expected to be paid July, 1900.—V. 69, p. 1104, 1347; V. 66, p. 1142 and V. 67, p. 1358.

The *Detroit & Chicago Extension* bonds cover 150 miles, completed in May, 1893, from Montpelier, Ind., to Clarke Junction, 26 miles, from Chicago. Mortgage is for $3,500,000; abstract in V. 54, p. 1049.

The *Des Moines Division* bonds of 1899 ($1,800,000 authorized) cover 95 miles, equipment costing $250,000, etc. See full description in V. 68, p. 574, and advertisement in CHRONICLE of March 18, 1899; also V. 69, p. 335, 796, 1248.

GENERAL FINANCES.—June 30, 1899, there were bills payable, $880,-473, including $212,346 (of which $200,000 had been paid off Sept., 1899) and $668,127 rolling stock notes payable monthly, last one maturing Nov., 1903, chargeable to operating expenses. (V. 69, p. 550.)

In March, 1898, began running trains into Buffalo, N. Y., using 246 miles of Grand Trunk Ry. under joint trackage agreement. The Wabash Co. will pay the Grand Trunk a rental commencing at $275,000 per annum, to be increased at the end of every five years by $25,000 a year, until it reaches a maximum of $350,000 per annum. The Wabash will also pay its quota of the cost of operating and maintaining the joint section. (See V. 66, p. 812.) The new equipment required for this connection was to be acquired with car trusts. V. 69, p. 550.

In Nov., 1899, the surplus for 1899-1900 was expected to be sufficient to provide not only the 6 per cent on the "A" bonds but leave something for the "B" bonds.—V. 69, p. 1104.

Traffic.—In 1898-9 carried 6,987,641 tons, of which grain furnished 16·81 p. c., bituminous coal 21·45 p. c., lumber 6·22 p. c., and live stock 4 p. c.

EARNINGS.—5 mos, July 1 to Nov. 30. } 1899-0.....Gross, $7,218,635; net, $2,093,061
1898-9.....Gross, 6,176,729; net, 1,700,849

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St. Louis second Tuesday in September. Report for 1898-99 was given at length in CHRONICLE, V. 69, p. 538, 549; editorial, p. 517, showing:

Year ending June 30—	1899.	1898.	1897.
Average mileage	2,278	2,061	1,936
Gross earnings	$14,393,974	$13,207,862	$11,526,788
Maintenance of way.....	1,686,363	$1,662,987	$1,542,064
Motive power.....	3,129,737	2,502,652	2,086,840
Maintenance of cars.....	891,527	870,311	684,330
Transportation and general..	4,703,847	4,268,837	3,665,923
Total oper. expenses.....	$10,411,474	$9,304,779	$7,979,157
Net earnings.....	$3,982,500	$3,903,083	$3,547,631
Per ct. oper. exp. to earn'gs..	(72·33)	(70·45)	(69·22)
From rent of tracks, &c.....	249,811	292,065	195,347
Total net income.....	$4,232,311	$4,195,148	$3,742,978
Taxes	567,163	$499,486	$529,970
Track, bridge rent., &c.....	825,717	599,521	490,127
Int'st on bonds and rentals..	2,691,495	2,694,545	2,694,545
Balance.....	sur.$147,936	sur.$401,496	sur.$28,336

President, O. D. Ashley, 195 Broadway, N. Y. (V. 69, p. 1248, 1347.

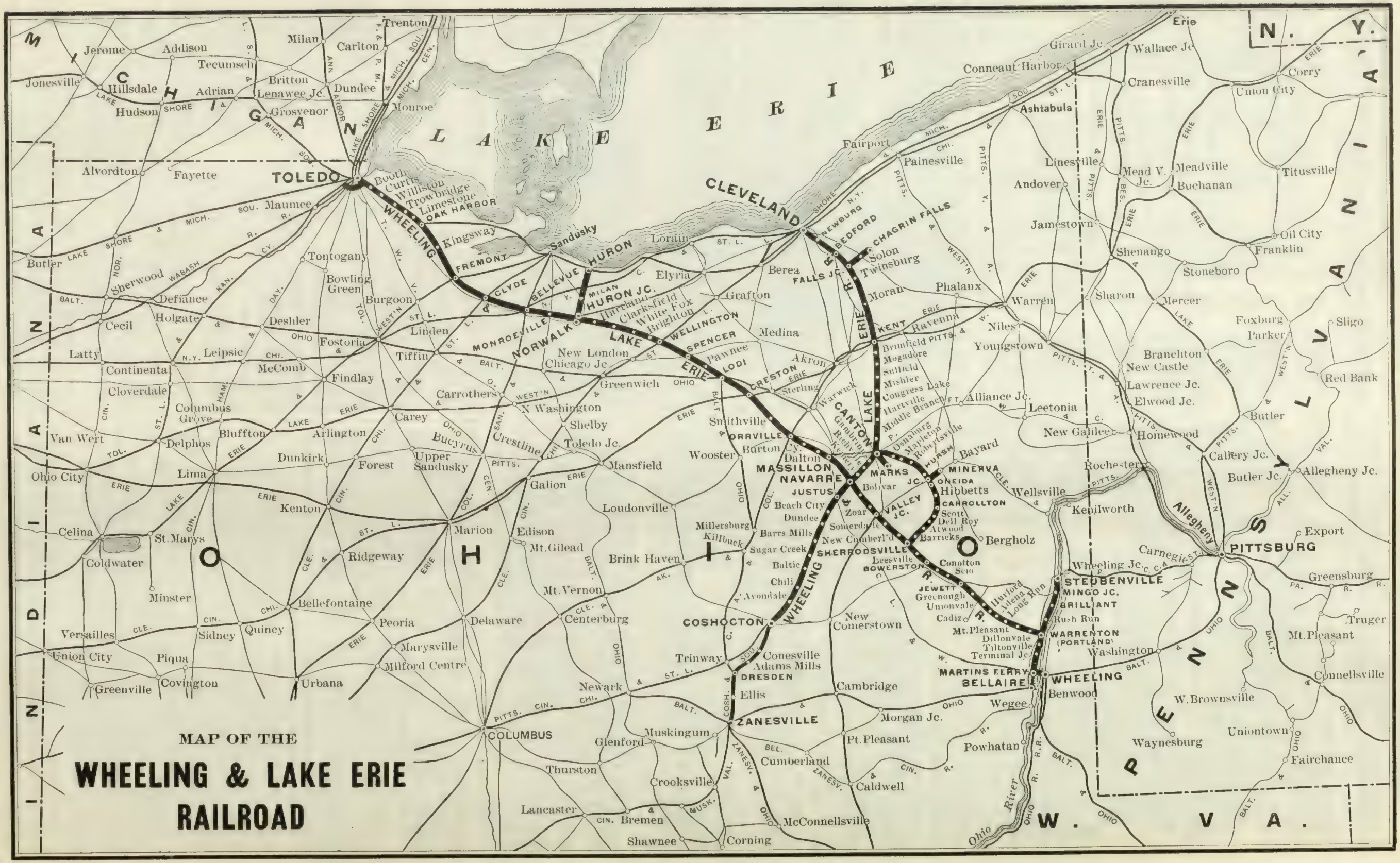
Wabash Chester & Western RR.—Chester, Ill., to Mt. Vernon, Ill., 65 miles. Stock $1,250,000; par, $100. Coupons due July, 1894, paid July, 1896.

For year ending June 30, 1898, gross, $90,248; net, $27,616; interest, etc., $40,469; bal., def. for year, $12,853. In 1896-7 gross, $83,705.

Warren RR., N. J.—New Hampton Junc. to Dela. Bridge, N. J., 18·8 m. Leased in perpetuity to Dela. L. & W. at 7% on stock and bonds.

Washburn Bayfield & Iron River RR.—Washburn, Wis., to Bayfield and Iron River, 38 miles, completed in July, 1898, of which 23 miles built in 1897. Said to be built in the interest of the Great Northern. In 1896 filed a mortgage to secure $240,000 20-year gold bonds (5s); Milwaukee Trust Co is trustee. V. 62, p. 187.

Washington Central Ry.—Owns road, Cheney to Coulee City, Wash., 108 miles. Reorganization of the Central Washington RR.



MAP OF THE

WHEELING & LAKE ERIE RAILROAD

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Washington Cent'l—1st M., g., $15,000 per mile.K	108	1898	500 &c.	$1,538,000	4 g.	Q.—M.	N. York, Knick. Tr. Co.		Mch. 1, 1948
Washington County—1st M., g., $2,320,000.Ce..c*	137	1898	1,000	2,142,000	5 g.	J. & J.	N. Y., Central Trust Co.		Jan. 1, 1948
Wash. & Columb. River—1st M., $2,500,000, g..Fc*	163	1895	1,000	2,500,000	4 g.	J. & J.	N.Y.,Farmers' L.&T.Co.		July 1, 1935
Income bonds, non-cum , $2,500,000	....	1895	1,000	2,245,000	4	Payable	as earned. See text.		July 1, 1935
West Chester—1st mort., int. guar. by Penn. RR...	5	1879	100 &c	75,000	5	M. & S.	Phila., Broad St. Stat'n.		Sept., 1919
West Jersey & Sea Shore RR.—Common stock,.....	....	....	50	4,951,050	5 in 1899	M. & S.	Phila., Broad St. Stat'n.		8'pt.15,'99,2½
Special guaranteed stock (West Jersey RR.).....	.	....	50	104,000	6	J. & D.	do	do	Dec. 15'99,3%
Camd. & Atl. con. M. ($650,000 5s; bal.6s coup.)	79	1881	1,000	1,000,000	5 & 6	J. & J.	do	do	July 1, 1911
West Jersey Consol. mort. ($1,600 is scrip)...r	128	1879	500 &c.	750,000	6	M. & N.	do	do	Nov. 1, 1909
Woodstown & Swedesboro 1st mortgage.....c*	11	1882	1,000	90,000	6	M. & N.	do	do	May 1, 1912
W. Jersey & S. S., 1st consol. M., series "A," g.c*	310	1896	1,000	1,600,000	4 g.	J. & J.	do	do	July 1, 1936
Gold, Series "B," $1,500,000, gold.....c*	310	1896	1,000	1,500,000	3½ g.	J. & J.	do	do	July 1 1936
West Shore—1st M., gu. p.& i., end. by N.Y.C.&H.c&r	450	1885	1,000&c	50,000,000	4	J. & J.	N. Y., Gr. Cent. Station.		Jan. 1, 2361
West Virginia Central & Pittsb.—Stock, $10,000,000.	....	....	100	9,550,000	1 in 1899	Semi-an	Check from Co.'s office.		Oct. 7,' 99,½
1st M., gold, $3,600,000 (V. 52, p. 204)...Mp. c*	132	1881	1,000	3,250,000	6 g.	J. & J.	N.Y., First N.Bk. & Balt.		July 1, 1911
Piedmont & Cumberl'd, 1st M., int. rental, gold.	29	1886	1,000	650,000	5 g.	F. & A.	Balt., Hambleton & Co.		Aug. 1, 1911
West Virginia & Pittsb.—1st M., gold...Me., Ba., c*	159	1890	1,000	a4,000,000	(5) 4 g.	A. & O.	... .		Apr. 1, 1990
West'n (Ala.)—1st M., g., gu. by C. Ga. and Ga. RR.c*	132	1888	1,000	1,543,000	4½g.	A. & O.	N.Y. Guaranty Trust Co.		Oct. 1, 1918
Western Maryland—1st M. and pref. 2d M. (end'd).	90	'58-'68	500 &c.	222,000	6	J. & J.	.....		1890 & 1895
3d mortgage, endorsed by City of Baltimore.....	90	1870	500 &c.	b875,000	6	J. & J.	Balt., N. Mechanics' Bk.		Jan., 1900
4th mort., in return for City of Baltimore stock..	90	1872	.....	1,000,000	6	J. & J.	do	do	Jan. 1, 1902
5th mortgage, held by City of Baltimore, sink'g f'd	90	1887	.....	1,704,000	3¼	J. & J.	do	do	Jan. 1, 1927
City of Baltimore loan.....	....	....	.....	684,000	4	J. & J.	do	do	July 1, 1925
Balt. & Harrisburg RR., M. (for $690,000), g...c*	32	1886	1,000	690,000	5 g.	M. & N.	Baltimore, Co.'s Office.		Nov. 1, 1936
1st M. West. Ext. ($16,000 p. m.), gold, guar...c*	15	1888	1,000	240,000	5 g.	M. & N.	do	do	May 1, 1938
Balt. & Cumb. Val., 1st mortgages (see remarks)	34	'79-'81	.....	351,300	6	J. & J.	do	do	July, 1929&'31
Wash. & Frank., 1st M., $225,000, g., int. rental.r	14	1899	1,000	150,000	5 g.	J. & J.	Philadelphia, Pa.		Jan, 1, 1939

a $9 000 redeemed by sinking fund and held by trustee.
b Purchased Jan. 1, 1900, for City of Balt. sinking fund. V. 69, p. 1347.

sold in foreclosure Jan. 19, 1898. Leased in 1898 to Northern Pacific for 999 years at rental sufficient to pay interest on new 50-year gold 4s, to be issued at $15,000 per mile. (See full particulars V. 66, p. 953.) The Northern Pacific owns the entire $1,000,000 of capital stock and $282,000 bonds.—V. 67, p. 127, 691.

Washington & Columbia River Ry.—Owns road from Dayton, Wash., to Pendleton, Ore., 128 miles; branches, 35 miles; total, 163 miles. Stock is $3,000,000; par, $100. Additional first 4s may be issued for extensions at $20,000 per mile. (V. 61, p. 70.) In Feb., 1898, the Nor. Pac. Ry. purchased the entire capital stock and all of the income bonds. Interest paid on incomes: In 1898-9, $55,000.

EARNINGS.—Year ending June 30, 1899, gross, $354,725; net (over taxes), $189,476; other income, $1,849; int. on 1st mort. bonds, $100,000; int. on income bonds, $55,000; impts. and betterments, $40,657; balance, deficit for year, $4,332. V. 66, p. 426.

Washington County RR.—Owns Washington Junction, on the Maine Central Railroad., northeasterly to Calais, Me., 103 miles, with branch to Eastport, 15 miles, and Princeton, 19 miles, a total length of 137 miles. Road completed in Dec., 1898. Complete operation began Jan. 1, 1899. Stock, common, $1,500,000. The preferred, $500,000, 5 p. c. non-cum., is all owned by Wash. County. First coupon paid Jan. 1, 1899. (V. 68, p. 284.)

George A. Curran, Pres.; Frank E. Randall, Treas., 80 Broadway, N.Y.

Wellington Grey & Bruce Ry.—V. 68, p. 1228.

West Jersey RR.—
West Jersey & Atlantic RR.— } See WEST JERSEY & SEA SH.

West Jersey & Sea Shore RR.—*(See Map Pennsylvania RR.)*—Owns all the lines of the Pennsylvania System in Southern New Jersey, including the line from Camden, opposite Philadelphia, to Atlantic City (59 m.), Camden to Cape May, 81 m., etc.; total owned, 312 m.; leases since Nov. 1, 1899. Delaware River RR, Woodbury to Penn's Grove, N. J., 20 miles; total 332 miles.

ORGANIZATION.—A consolidation in 1896 per plan V. 62, p. 366, 871.

STOCK.—Common stock authorized, $8,076,000, of which the Penn. RR. held Jan. 1, 1899, $1,692,950. V. 67, p. 188.

DIVIDENDS.—On *common* in 1896, 2½ p.c.; in 1897, 5 p. c.; 1898, 5 p. c.; in 1899, 5 p. c.

BONDS.—First consolidated mortgage is for $7,000,000, of which in Oct., 1899, $1,840,000 are reserved for prior lien bonds when due, and $2,060,000 for improvements, etc., V. 62, p. 1179. Mortgage trustee, Commonwealth Title Insur. & Trust Co. Philadelphia.

GENERAL FINANCES.—In Feb., 1899, $1,500,000 consol. 3½s were sold to refund 6s and 7s. V. 68, p. 234, 431, 972.

EARNINGS.—11 mos., Jan. 1 to Nov. 30. 1899.....Gross, $2,915,905; net, $863,030
1898 .....Gross, 2,510,916; net, 683,255

Years end. Dec. 31.	1898.	1897.	1896.	1895.
Gross earnings.....	$2,682,122	$2,550,940	$2,554,919	$2,565,847
Net earnings.....	680,476	591,923	586,888	616,269

In 1898, other income, $11,370; interest on funded debt, rentals, taxes, etc., $422,562; balance for dividends, $269,284. Dividends at 5 p. c. on common (and 6 p. c. on special guaranteed) call for $235,650 per annum.—V. 68, p. 234, 431, 774, **972**; V. 69. p. 907.

West Shore RR.—*(See Map N. Y. Central & Hudson River.)*—Line of road from Weehawken, N. J., opposite New York City, to Buffalo, N. Y., with branches to Albany City and Rochester City, 450 miles; Syracuse Ontario & New York (formerly leased and afterwards absorbed), Syracuse to Earlville, 45 miles; total, 495 miles. Successor in 1885 to the New York West Shore & Buffalo sold in foreclosure.

LEASE.—Leased in 1885 for 475 years to the New York Central & Hudson and all earnings, &c., included in that company's report. The $10,000,000 of stock is owned by the New York Central Company.

BONDS.—The West Shore mortgage is made to the Union Trust Company as trustee, and covers the line of road, Weehawken to Buffalo, with branches, 450 miles in all, and also the terminals at Weehawken by ownership of all the stock and bonds of the Terminal Company. The guarantee of the New York Central & Hudson is absolute as to interest and principal and is endorsed on each bond. Abstract of mort. in V. 42, p. 176. Syr. Ont. & N. Y. securities are owned. (V. 68, p. 332.)

West Virginia Central & Pittsburg Ry.—A coal and railroad company in West Virginia in the upper Potomac region—the Elk Garden Coal Field. Owns road in operation from junction near Piedmont, W. Va., to Belington, W. Va., 102 miles; Elkins Junction to Huttonsville, 17 miles; branches to Elk Garden, &c., 13 miles; total owned, 132 m. Leases Pied. & Cumb. RR. 29 m., under new lease of 1899, providing for interest on $650,000 5 per cent bonds, 5 per cent on $650,000 stock, etc. V. 69, p. 490. Total operated, 161 miles. Extension, Beverly, W. Va., to Huttonsville, 11 miles, included above, opened Feb. 5, 1899. In Dec., 1899, Coal & Iron Ry. Co. was incorporated to build from Elkins, W. Va., to the Forks of the Greenbrier River, in Pocahontas Co., W. Va., 43 miles, at a connection with a branch of the Ches. & Ohio building from Caldwell.—V. 69, p. 490, 1302

HISTORY.—Main line completed in 1889. Company owned 32,244 mineral rights on 5,407 acres more. See V. 60, p. 220. In Dec., 1899, by the acquisition of the $2,700,000 capital stock of the Davis Coal & Coke Co. the Railway Company acquired over 50,000 acres of excellent steaming and coking coal and 700 coke ovens; the mines are now producing 5,000 tons of coal and 1,000 tons of coke daily. In December a large controlling interest in the Railway was held by ex-Senator Henry G. Davis, his brother, Col. T. B. Davis, Senator S. B. Elkins, and Mr. R. C. Kerens of St. Louis, Mo.

STOCK.—Stock increased in Dec., 1899, from $6,000,000 to $10,000,000, to purchase Davis Coal & Coke Co., of which $450,000 in treasury; bills payable, $135,000.

DIVIDENDS.—1889 to 1894, 1 p. c. yearly; in 1895, 1½; in 1896, 1½; in 1897, 1½; in 1898, Aug., ½; in 1899, March, ½; Oct., ½.

LATEST EARNINGS.—5 mos. July 1 to Nov. 30. 1899..Gross, $548,068; net, $178,364
1898..Gross, 485,006; net, 150,749

ANNUAL REPORT.—Fiscal year changed to end June 30. The annual report for 1898-99 was in V. 69, p. 490. Earnings have been:

Year.	*Gross.*	*Net.*	*P.&C.RR.Net.*	*Prof.on Coal.*	*Tot. Net.*
1898-99...	$697,207	$274,209	loss $24,981	$70,881	$320,109
1897-98...	660,181	221,589	loss 15,415	78,457	284,631
1896-97...	604,348	191,204	sur. 5,159	77,665	274,028

From net in 1898-99, as above, deduct interest, $193,625; dividends $55,000; miscellaneous, $6,102; balance, surplus for year, $65,382.

Total coal and coke shipments for year 1898-99, 1,508,335 tons; 1,353,564 tons in 1897-98; 1,219,869 tons in 1896-97; 1,176,372 tons in 1895-96; 1,002,434 tons in 1894-95; 825,757 tons in 1893-94.

President, H. G. Davis, Elkins, W. Va. V. 69, p. 1148,-1248. 1302.

West Virginia & Pittsburg RR.—*(See Map Balt. & Ohio.)*—Clarksburg, West Va., to Camden-on-Gauley, West Va., 103 miles, with branch, 6 miles; also from Weston via Buckhannon to Pickens, 50 miles; total, 159 miles. Leased to reorganized B. & O. for 999 years from Sept. 1, 1899, per plan in V. 67, p. 1310, for four per cent on the mortgage, the bonds being stamped with an agreement reducing the interest from 5 to 4 per cent and the B. & O. having option to purchase bonds at par within five years on 60 days' notice.—V. 69, p. 439, 646.

STOCK—Com., $2,500,000; pref., 5 p.c., non-cum., $900,000; par, $100. B. & O. June 30, 1898, owned $1,250,000 common and $200,000 pref.

BONDS.—First mortgage covers besides the road and its equipment 134,842 acres of timber, coal and mineral lands in West Virginia. Loans and bills payable June 30, 1898, $260,689; equip. notes, $11,620 6s.

EARNINGS.—For year 1898-9, gross, $357,386; net, $116,128; for 1897-8, gross, $391,090; net, $174,003. Report for 1897-98 in V. 67, p. 948.—(V. 67, p. 948, 1310; V. 68, p. 87, 620; V. 69, p. 439, 646.)

Western Ry. of Alabama.—Selma to West Point, 132 m. Georgia RR. and Central RR. of Ga. each owns half the $3,000,000 stock.

DIVIDENDS.—In 1894, 2 p. c.; in 1895, 2 p. c.; in 1896, 2 p. c.; in 1897, 3 p. c.; in 1898, none; in 1899, June, 2 p. c.; Sept., 3 p. c.

EARNINGS.—4 months, July 1 to Oct. 31. 1899.....Gross, $241,361; net, $94,600
1898.....Gross, 220,438; net, 88,054

EARNINGS.—For year ending June 30, 1899, gross, $587,325; net. $156,493; other income, $81,110; interest, $69,435; dividends, $60,000; bal., surplus for year, $108,068.

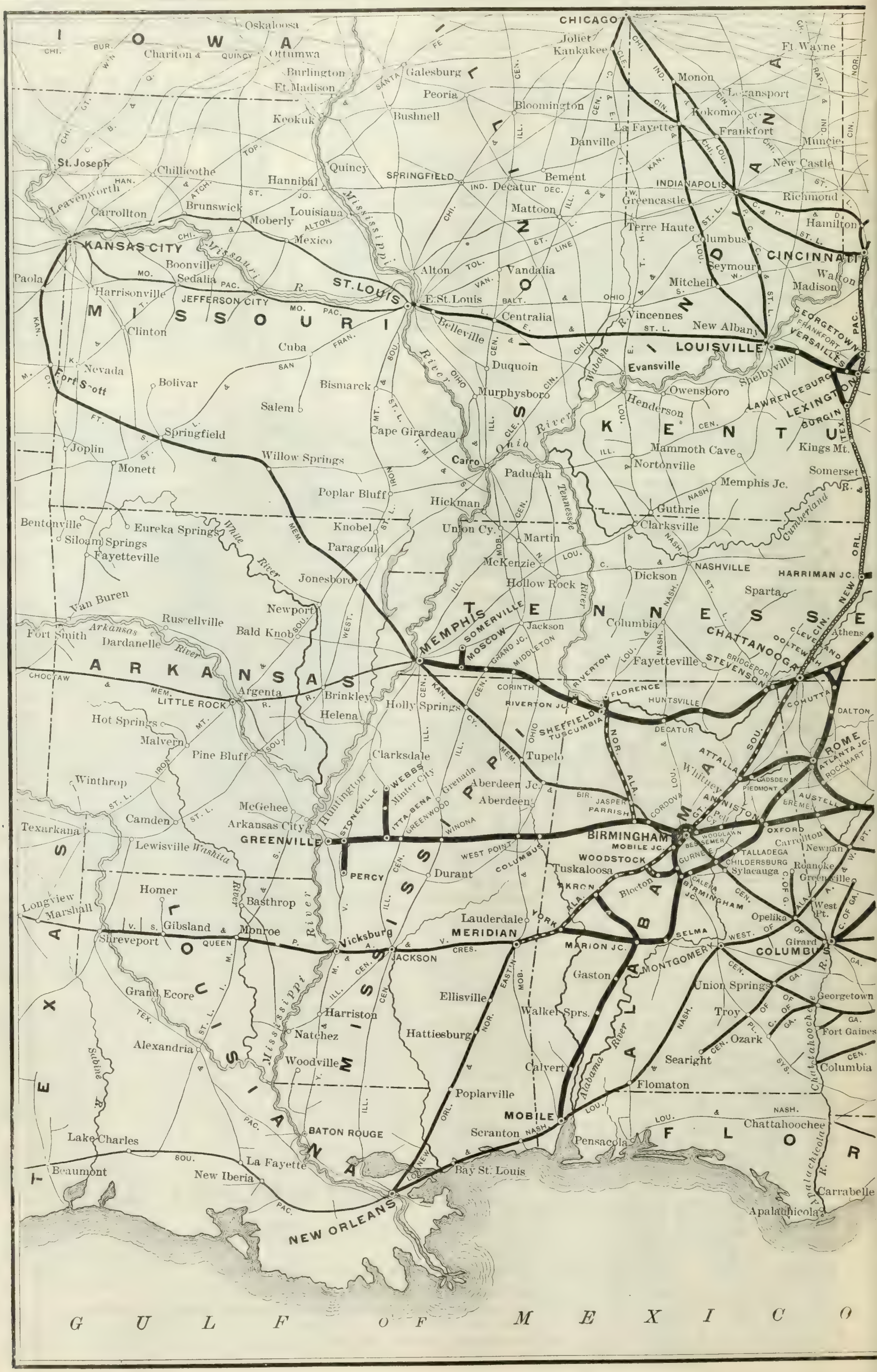
Western Maryland RR.—ROAD—Baltimore to Williamsport, Md., etc., 93 miles. Leases—Baltimore & Cumberland Valley Railroad and extension, Edgemont to Shippensburg, Pa., 34 miles; Baltimore & Harrisburg Railroad, Emory Grove, Md., to Orrtanna, Pa., 59 miles, and branches, 6 miles; western extension, 15 miles; Potomac Valley RR., Williamsport to Cherry Run on the B. & O., 14 miles, and Porters to York, 17 miles; total, 239 miles main line.

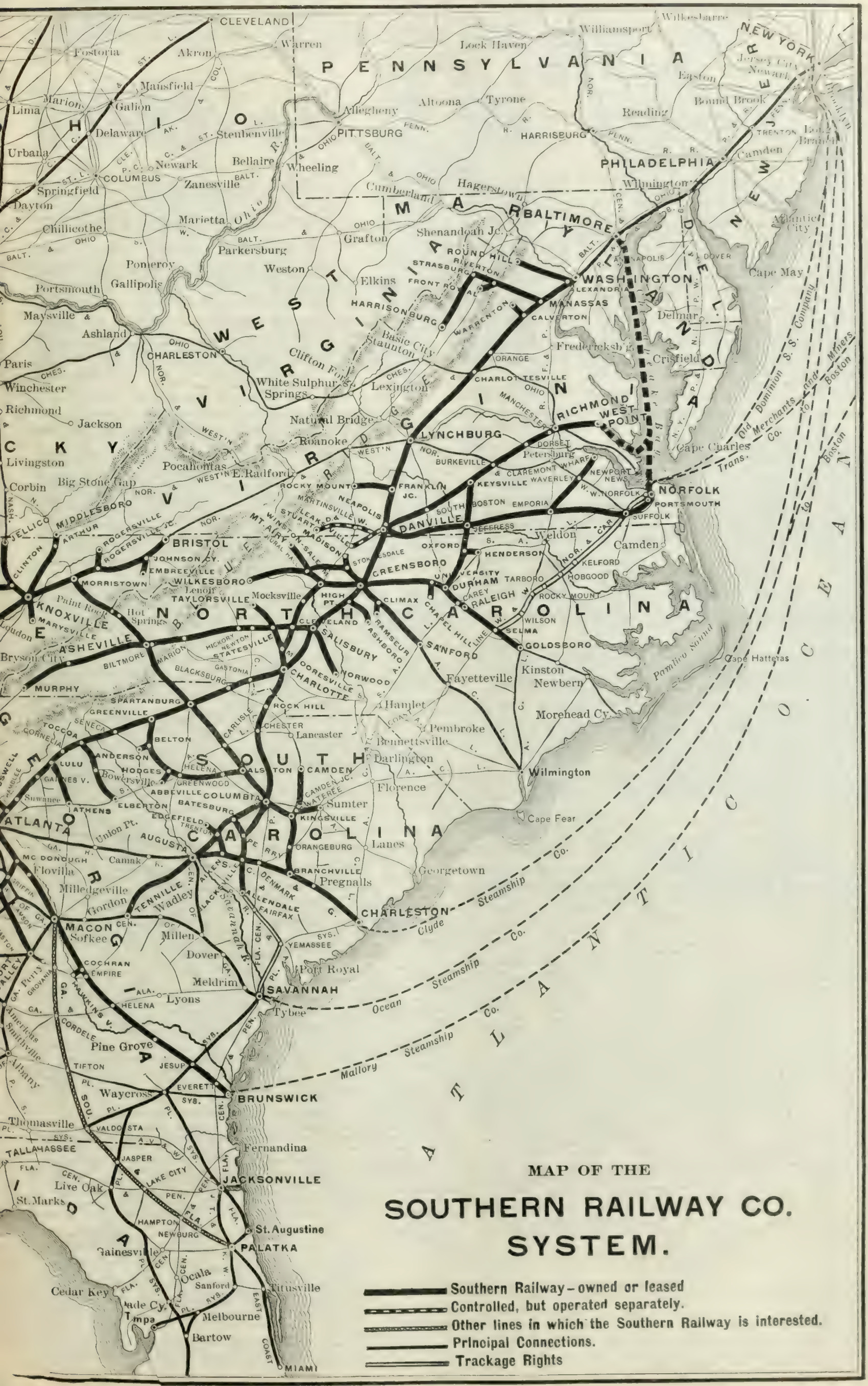
Washington & Franklin Ry., Hagerstown, Md., to Quinsonia Pa., 14·37 miles (a consolidation with Hagerstown & State Line RR. June, 1899), was built in 1898 at a cost of $240,000, and in Sept., 1899, was being extended from Quinsonia to New Franklin, 4 miles. The expense was met by issue of 5 per cent stock and bonds, the line being leased to Western Md. at 5 p. c. on cost.—V. 68, p. 279.

STOCK.—Common stock is $684,950; par, $50; six per cent first preferred stock, $324,000. The company has been largely assisted by the city of Baltimore, which, Jan. 1, 1893, owned $200,000 of its common stock, $4,263,000 of its mortgages and $2,924,850 overdue coupons. Washington County, Md., also in October, 1892, owned $110,000 common and all the $324,000 preferred stock. Of the thirteen directors the city has appointed eight and the county two. V. 69, p. 1302.

PROPOSITION TO PURCHASE.—In Nov., 1899, a New York syndicate offered to purchase the interest of the city for $4,485,000, the principal of the debt owed to it by the road, the syndicate to extend the line to tidewater and to the west and southwest into Ohio and West Virginia, about 123 miles, and, in connection with existing lines, make a new independent through route to Chicago. V. 69, p. 1063. In Jan., 1900, other prospective purchasers had appeared and there was talk of selling the road under foreclosure

BONDS.—Of the issue of $690,000 Baltimore & Harrisburg bonds, $120,000 are held in trust to pay off the Baltimore & Hanover first 6s. There are three Balto. & Cumb. Valley first mortgages on different pieces of road, and under the lease to the Western Maryland interest on the mortgages is provided by rental. Of the Wash. & Franklin 5s (Reading Trust Co., trustee), $150,000 were issued to construct the line


CHICAGO
Joliet
Kankakee
Ft. Wayne
Monon
Logansport
Kokomo
La Fayette
Frankfort
Muncie
Danville
New Castle
INDIANAPOLIS
Richmond
Greencastle
Terre Haute
Columbus
Hamilton
CINCINNATI
Seymour
Walton
Madison
Mitchell
Vincennes
New Albany
LOUISVILLE
Shelbyville
Evansville
Owensboro
Henderson
Mammoth Cave
Nortonville
Kings Mt.
Somerset
Memphis Jc.
Guthrie
Clarksville
NASHVILLE
HARRIMAN JC.
Sparta
Athens
Columbia
Fayetteville
Dickson
Hollow Rock
Martin
McKenzie
Union Cy.
Knobel
Paragould
Jonesboro
Newport
Poplar Bluff
Hickman
Carro
Paducah
Cape Girardeau
Bismarck
Murphysboro
Duquoin
Belleville
Centralia
E. St. Louis
ST. LOUIS
Alton
Vandalia
Mattoon
Bement
Decatur
SPRINGFIELD
Quincy
Hannibal
Bushnell
Peoria
Bloomington
Galesburg
Burlington
Ft. Madison
Keokuk
Oskaloosa
Chariton
Ottumwa
St. Joseph
Chillicothe
Leavenworth
Carrollton
Brunswick
Moberly
Louisiana
Mexico
Boonville
Sedalia
Harrisonville
JEFFERSON CITY
Clinton
Paola
KANSAS CITY
Nevada
Fort Scott
Bolivar
Salem
Springfield
Joplin
Monett
Willow Springs
Cuba
Eureka Springs
Bentonville
Siloam Springs
Fayetteville
Van Buren
Fort Smith
Dardanelle
Russellville
Arkansas River
White River
Bald Knob
Newport
Jonesboro
Argenta
LITTLE ROCK
Brinkley
Helena
Hot Springs
Malvern
Pine Bluff
Winthrop
Camden
Texarkana
Lewisville
Arkansas City
McGehee
Clarksdale
Holly Springs
Huntington
Webbs
Minter City
Grenada
Aberdeen Jc.
Aberdeen
Tupelo
Corinth
Riverton Jct.
Sheffield
Tuscumbia
Florence
Decatur
Huntsville
Cohutta
Dalton
Rome
Atlanta Jct.
Rockmart
Whitney
Anniston
Gadsden
Piedmont
Austell
Eremel
Oxford
Talladega
Childersburg
Sylacauga
Roanoke
Greenville
Carrollton
Newman
West Pt.
Opelika
Girard
COLUMBUS
Union Springs
Georgetown
Troy
Fort Gaines
Ozark
Searight
Columbia
Chattahoochee
Flomaton
Pensacola
Apalachicola
Carrabelle
Bay St. Louis
Scranton
MOBILE
Poplarville
Hattiesburg
Ellisville
Walker Sprs.
Gaston
Calvert
Woodville
Natchez
Harriston
Alexandria
Lake Charles
Beaumont
New Iberia
La Fayette
BATON ROUGE
NEW ORLEANS
Grand Ecore
Shreveport
Longview
Marshall
Homer
Gibsland
Monroe
Basthrop
Lauderdale
Vicksburg
JACKSON
MERIDIAN
Durant
PERCY
GREENVILLE
Lewisville
Tuskaloosa
Bloctón
Akron
Woodstock
BIRMINGHAM
MOBILE JC.
MARION JC.
SELMA
MONTGOMERY
Ohio River
Mississippi River
Tennessee River
Cumberland River
Alabama River
Sabine R.
Apalachicola R.
IOWA
ILLINOIS
INDIANA
OHIO
KENTUCKY
MISSOURI
ARKANSAS
MISSISSIPPI
LOUISIANA
TEXAS
ALABAMA
FLORIDA
TENNESSEE
GULF OF MEXICO


CLEVELAND
Fostoria
Akron
Warren
Lock Haven
Williamsport
Wilkesbarre
NEW YORK
PENNSYLVANIA
Jersey City
Newark
Easton
Mansfield
Marion
Lima
Galion
Allegheny
Altoona
Tyrone
Reading
Bound Brook
Delaware
Stenbenville
PITTSBURG
HARRISBURG
Urbana
Newark
Bellaire
Wheeling
PHILADELPHIA
Camden
COLUMBUS
Zanesville
Springfield
Cumberland
Hagerstown
Wilmington
Dayton
Chillicothe
Marietta
Ohio
Grafton
Shenandoah Jc.
BALTIMORE
Atlantic City
Parkersburg
Pomeroy
Weston
Elkins
ROUND HILL
STRASBURG
RIVERTON
FRONT ROYAL
WASHINGTON
ALEXANDRIA
Cape May
Portsmouth
Gallipolis
HARRISONBURG
MANASSAS
CALVERTON
Delmar
Maysville
Ashland
Basic City
Staunton
Fredericksbg.
Crisfield
Paris
CHARLESTON
Clifton Forge
ORANGE
CHARLOTTESVILLE
Winchester
White Sulphur Springs
Lexington
MANCHESTER
RICHMOND
WEST POINT
Richmond
Jackson
Natural Bridge
LYNCHBURG
Roanoke
Cape Charles
Livingston
Pocahontas
E. Radford
BURKEVILLE
Petersburg
Corbin
Big Stone Gap
ROCKY MOUNT
FRANKLIN JC.
KEYSVILLE
NEWPORT NEWS
NORFOLK
MIDDLESBORO
NEAPOLIS
SOUTH BOSTON
EMPORIA
PORTSMOUTH
JELLICO
ROGERSVILLE JC.
DANVILLE
SUFFOLK
BRISTOL
OXFORD
Weldon
Camden
JOHNSON CY.
HENDERSON
EMBREEVILLE
GREENSBORO
KELFORD
MORRISTOWN
WILKESBORO
HOBGOOD
Lenoir
TAYLORSVILLE
Mocksville
DURHAM
TARBORO
RALEIGH
ROCKY MOUNT
KNOXVILLE
Paint Rock
Hot Springs
NORTH CAROLINA
WILSON
SELMA
Loudon
MARYSVILLE
ASHEVILLE
CLEVELAND
SALISBURY
GOLDSBORO
Bryson City
BILTMORE
MARION
HICKORY
NEWTON
STATESVILLE
Cape Hatteras
Pamlico Sound
MURPHY
BLACKSBURG
GASTONIA
CHARLOTTE
NORWOOD
SANFORD
Fayetteville
Kinston
Newbern
SPARTANBURG
ROCK HILL
Hamlet
Morehead Cy.
GREENVILLE
CHESTER
Lancaster
Pembroke
Bennettsville
Darlington
BELTON
ANDERSON
LULU
HODGES
Bowersville
GREENWOOD
ABBEVILLE
COLUMBIA
CAMDEN
Wilmington
Florence
Suwanee
ATHENS
ELBERTON
BATESBURG
Sumter
EDGEFIELD
KINGSVILLE
Cape Fear
ATLANTA
Union Pt.
AUGUSTA
SOUTH CAROLINA
ORANGEBURG
Lanes
MC DONOUGH
Camak
Floyilla
BRANCHVILLE
Georgetown
Pregnalls
Milledgeville
Gordon
Wadley
CHARLESTON
MACON
Sofkee
Millen
Dover
YEMASSEE
Port Royal
COCHRAN
EMPIRE
Meldrim
SAVANNAH
Lyons
HELENA
Tybee
Pine Grove
TIFTON
JESUP
EVERETT
Waycross
BRUNSWICK
Thomasville
VALDOSTA
TALLAHASSEE
JASPER
Fernandina
Live Oak
LAKE CITY
JACKSONVILLE
St. Marks
HAMPTON
NEWBURG
St. Augustine
Gainesville
PALATKA
Ocala
Sanford
Titusville
Cedar Key
Jade Cy.
Tampa
Melbourne
Bartow
MIAMI
Old Dominion S.S. Company
Merchants and Miners
Boston
Cape Charles
Trans.
Boston
Clyde Steamship Co.
Ocean Steamship Co.
Mallory Steamship Co.
ATLANTIC OCEAN
MAP OF THE
SOUTHERN RAILWAY CO.
SYSTEM.
Southern Railway – owned or leased
Controlled, but operated separately.
Other lines in which the Southern Railway is interested.
Principal Connections.
Trackage Rights

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Western N. Y. & Pennsylvania—Stock (see text).....	588	....	$50	$20,000,000	.....	.....	.....	.....
West. N. Y. & Penn. 1st M., ($10,000,000), gold..c*	588	1887	1,000	9,990,000	5 g.	J. & J.	N. Y., Continental Tr.	Jan. 1, 1937
General M., $10,000,000, gold, see text, U.....c*	588	1895	1,000	9,841,000	3-4 g.	A. & O.	do do	Apr. 1, 1943
Income bonds, $10,000,000, gold, non-cum. FPc*	....	1895	1,000	9,605,000	5	Nov. 1.	Office—When earned.	Apr. 1, 1943
Western Penn.—Stock.....	....	....	50	1,775,000	See text.	A. & O.	Philadelphia, Pa.	Oct. 15,'99, 3%
Consol. M. ($5,000,000), gold, guar. p.&i. Pa. RR..c*	137	1888	1,000	4,000,000	4 g.	J. & D.	Phila., Broad St. Station	June 1, 1928
Wheeling Bridge & Terminal. Ry—First M., gold..c*	....	1889	1,000	2,000,000	6 g.	J. & D.	Dec. '91 coup. last paid.	Dec. 1, 1939
Second mortgage (income till March, 1892), gold	....	1890	1,000	1,500,000	6 g.	M. & S.	None paid.	Sept. 1, 1940
Wheeling & Lake Erie—Com. stock, $20,000,000...	....	....	100	19,000,000	.....	.....	.....	.....
1st pref. stock, 4 p. c., not cum , $5,000,000.....	....	....	100	2,950,000	.....	.....	.....	.....
2d pref. stock, 4 p. c., non-cum., $12,000,000	....	....	100	10,000,000	.....	.....	.....	.....
1st M., Lake E. Div., Bowerston to L. E., g., Me.c*	187	1886	1,000	3,000,000	5 g.	A. & O.	N. Y., Mercantile Trust	Oct. 1, 1926
1st M. Wheel'g Div., $ & £ (2d on 187 m.)g.Ce.c*	50	1888	1,000	1,500,000	5 g.	J. & J.	N. Y., Central Trust.	July 1, 1928
Toledo Belt Railway 1st mortgage, gold.....	5	1888	1,000	276,000	5 g.	M. & S.	do do	Part each year
Exten. and Impr. mort. ($1,900,000), gold, Ce...c*	260	1889	1,000	1,624,000	5 g.	F. & A.	do do	Feb. 1, 1930
1st consol. mortgage, gold, $15,000,000. Me...c*	....	1899	1,000	5,600,000	4 g.	M. & S.	N. Y., Mercantile Trust	Sept. 1, 1949
White Pass & Yukon—Stock £1,000,000.....	....	....	£10	(?)	.....	.....	.....	.....
1st mort. debenture stock, subject to call at 110.	43	1898	£100	£250,000	6	J. & J.	London.	Dec. 1, 1925
New debenture stock to be issued (see text).....	....	1900	.....	See text.	.....	.....	.....	.....
Wichita Val.—1st M., int. red. to 3% for 5 yrs. g.c*&r	51	1890	$1,000	$769,000	3 (5)	J. & J.	N.Y. Mercantile Trust.	July 1, 1940
Wilkesbarre & Scranton—Stock, 5 per cent rental..	5	....	50	500,000	5	Dec. 31	Phila., 106 So. 4th St.	Dec.31,'99, 5%
First mortgage gold, guar. p.&i. by L. C. & N. Co.	5	1888	1,000	500,000	4½g.	M. & N.	do do	May 1, 1938
Williamsport & No. Br.—1st M., $2,000,000 g., FPc*	45	1892	1,000	1,125,000	5 g.	M. & S.	Phila., Fid. I., Tr. & S.D.	Sept. 1, 1922
Wilm. Colum. & Aug.—See ATLANTIC COAST LINE	CO. OF	S. C.						
Wilmington & North.—1st M., sub. to call in 1907...r	88	1887	500	354,000	5	J. & D.	Reg.; Co. mails checks.	1907-1927
General mort, $1,000,000, g. p. & i. guar., end..r	88	1892	1,000	396,000	5 g.	Q.—F.	do do	Aug. 1, 1932
Car trust certs., due $8,000 yearly. V. 66, p. 950	....	1897	1,000	64,000	5	Q.—F.	First N. Bk., Wilm., Del.	1900-1906
Wilmington & Weldon—Stock.....	....	....	100	3,000,000	See text.	M. & N.	Wilm., N.C. .Co.'s Office.	Nov. 10,'99,4%
Gen. M. (for $4 000,000) $938,000 are, 4s, S. Ba.g.*c	468	1885	1,000	4,000.000	4g. & 5 g.	J. & J.	N.Y., Balt. and Wilming.	July 1, 1935
Certifi. of indebt. for div'd in '87, non-cum., income.	....	....	100	2,500,000	7	A. & O.	do do	Irredeemable.
1st M., Tarboro branch.....	53	1894	.....	500,000	4	J. & J.	Wilmington, N. C.	1944
Yadkin Div., 1st mort., gold, $1,800,000. SBa.c*	177	1899	1,000	1,700,000	4 g.	J. & D.	Balt., S. Dep. & Tr. Co.	June 1, 1949

from Hagerstown to Quinsonia, 14 miles, and the balance was reserved for extensions.—V. 69, p. 493.

From July 1, 1892, the company has paid regularly interest on all its obligations except on 3d and 4th mortgages, which is paid by the City of Baltimore. First mortgage bonds overdue, $43,500; bills payable, $290,153; funded 6 p. c. certs. held by Baltimore, $226,530; unfunded coupons, $71,742, all as of Oct. 1, 1898.

LEASED LINES.—As to leased lines see SUPPLEMENT November, 1893. Potomac Valley RR. bonds are guaranteed by the Western Maryland and the Baltimore & Harrisburg. See Potomac Valley and V. 52, p. 121.

Expert Stephen Little's preliminary report for 1898-99 was given in V. 70, p. 77, showing:

Year end. Sept. 30.	*Gross earnings.*	*Net earnings.*	*Interest, rents, &c.*	*Div. on B.&H. pref.*	*Bal., surp.*
1899.....	$1,535,934	$532,318	$449,145	$3,043	$80,130
1898.....	1,398,395	408,266	444,949	3,043	def. 39,728

ANNUAL REPORT.—Report for 1897-8 was in V. 68, p. 279.

* Interest assumed by Baltimore City is not included.

—V. 69, p. 1063, 1104, 1248, 1302, 1347; V. 70, p. 77.

Western New York & Pennsylvania Ry.—Owns Buffalo to Emporium, Pa., 121 miles; Buffalo to Oil City, Pa., 136 miles; Oil City to Olean, 110 miles; Rochester to Hinsdale, 99 miles; Stoneboro to Mahonington 38 miles; branches, including proprietary lines, 84 miles; total owned, 588 miles, of which 14 are narrow gauge; leases, 45 miles.

ORGANIZATION.—Reorganization March 18, 1895 (per plan in SUPPLEMENT of January, 1895), of the *Railroad*, foreclosed Feb. 5, 1895.

STOCK.—The voting power on $5,000,000 new capital stock issued by the old 2d mortgage bondholders is to be held in trust for five years by George E. Bartol, Nicholas Thouron and Samuel G. De Coursey.

BONDS.—Abstract of Western N. Y. & Pa. 1st mortgage in V. 47, p. 109. The *general mortgage* carried interest till April 1, 1897, at 2 per cent, now till 1901 at 3 per cent and thereafter at 4 per cent. On June 30, 1899, $159,000 general mortgage bonds and $395,000 income bonds were in the treasury.

EARNINGS—5 months, July 1 to Nov. 30: 1899.....Gross, $1,762,469; net, $588 791
1898.....Gross, 1,441,298; net, 460,919

For 3 mos. ending Sept. 30, 1899, net, $382,179, against $242,037; other income, $1,59.; charges, $230,030; sur., $153,739, agst. $44,437.

ANNUAL REPORT.—Report for 1898-99 was given at length in V. 69, p. 848, 857. The interest on the new general mortgage bonds for 1896-97 amounts to $225,000, for 1897-98 $300,000 and 1898-99 $297,615. All betterments charged to expenses.

Years ending June 30.	1899.	1898.	1897.
Gross earnings	$3,291,412	$3,245,937	$2,954,774
Net earnings	1,018,466	1,103,133	911,828
Other income	27,768	8,391	54,611
Net income	$1,046,234	$1,111,524	$966,439
Interest charges on 1st mortgages.	$499,500	$499,500	$499,500
Int. on gen. mtg. (see above)	297,615	300,000	225,000
Taxes	115,117	100,070	90,076
Int. on real est. and equip. notes..	35,985	21,446	25,613
Balance, surplus	$98,017	$190,508	$126,250

—(V. 68, p. 87, 234, 873; V. 69, p. 332, 848, 857, 1013; V. 70, p. 77.)

Western Pennsylvania RR.—Owns from Bolivar to Butler, 71 miles, and Butler Junction to Allegheny City, 27 miles, double track; branch, 39 miles; total, 137 miles. New lease of Jan. 1, 1897, to Pennsylvania RR. in place of lease of 1888 provides for fixed rental insuring 6 per cent dividends per annum. EARNINGS.—In year ending Dec. 31, 1896, gross, $1,543,070; net, $525,970. In 1898, rental $297,558; expenses and taxes, $31,058; interest, $160,000; balance, $106,500, being 6 p. c. dividend. Penn. RR. owns the $1,775,000 stock. Dividends in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 8; in 1897, April, 3 p. c.; Oct., 3 p. c.; in 1898, Apr., 3 p. c.; Oct., 3 p. c.; in 1899, April, 3; Oct. 3.

Wheeling Bridge & Terminal Railway.—Owns a railway bridge at Wheeling, W. Va., completed in 1891, and about 10 miles of terminal track, connecting with the Cleveland & Pittsburg, Cleveland Lorain & Wheeling and Wheeling & Lake Erie on Ohio side, and Baltimore & Ohio, Ohio River Railway and Pittsburg Wheeling & Kentucky (Pennsylvania system) on the Wheeling side. STOCK.—$1,500,000; par, $100. C. O. Brewster is receiver. For year ending Dec. 31, 1898, gross, $109,678; net, $32,432.

Wheeling & Lake Erie RR.—*See Map.*—The system includes:

Lines owned.—	*Miles.*		*Miles.*
Toledo, O., to Martin's Ferry	217	Branches owned	43
Cleveland to Coshocton, O	115	Branches leased	8
Canton to Sherrodsville	42		
Toledo Belt Line	5	Total	436
Cleveland Belt & Terminal	6		

Also owns large interest in Wheel. L. E. & Pitts. Coal Co.

HISTORY.—Successor May 1, 1899, per plan in V. 66, p. 1142, of W. & L. E. *Railway*, sold in Feb., under foreclosure of consol. mortgage, subject to underlying 1st mortgages. V. 68, p. 830.

The Cleveland & Canton and the Cleveland Belt & Terminal were acquired by purchase in August, 1899. V. 69, p. 29, 386, 592, 696. See below and V. 68, p. 1027.

STOCK AND BONDS.—The stock was increased as above in June, 1899. V. 68, p. 1027; V. 69, p. 29. The stockholders on June 26, 1899, authorized a mortgage to secure $15,000,000 50-year gold 4s, of which $6,400,000 to refund or retire the present bonded debt, $3,850,000 for the Cleveland Canton & Southern and Cleveland Belt & Term., $1,750,000 to retire equipment trusts, extensions and improvements, and $3,000,000 to be reserved in the treasury. V. 68, p. 1027; V. 69, p. 29.

In Sept., 1899, $5,600,000 new consol. 4s were issued, of which $3,850,000 for Cleve. Canton & South'n and Clevel. Belt & Term., and $1,750,000 were sold to retire equipment trusts and for extensions and improvements. The company has arranged to refund the old 5s, the refunding plan to be issued early in 1900.

LATEST EARNINGS.—July 1 to Nov. 30, 1899, gross, $1,089,980; net, $377,303. During year 1898-99 road carried 1,205,375 tons of bituminous coal, against 1,058,399 tons in 1897-98 and 204,156 tons of ores, against 249,679 tons in 1897-98.

Year ending June 30—	1898.	1897.	1896.	1895.
Gross earnings	$1,370,675	$1,138,954	$1,453,917	$1,353,825
Net earnings	def. 560,807	def. 50,793	354,262	318,888

DIRECTORS.—John Crosby Brown, A. W. Krech, George Coppell and W. E. Connor, of New York; Myron T. Herrick, Geo. A. Garretson, E. W. Oglebay, H. P. McIntosh, Robert Blickensderfer, Dan. R. Hanna and William G. Mather of Cleveland; Frank J. Hearne of Wheeling, W. Va., and C. M. Spitzer of Toledo, O.

OFFICERS.—Chairman of Board, Myron T Herrick; President Robert Blickensderfer; V.-P., A. W. Krech; Treasurer, James Parmelee, Cleveland, O.; Sec'y, J. H. Dowland, Cleveland.—(V. 69, p. 335, 956.)

White Pass & Yukon Ry.—To own a narrow-gauge line 312 miles in length, extending from Skaguay Harbor, Alaska, to Fort Selkirk, on the Yukon. Also projected from Fort Selkirk, 125 or 150 miles, to Dawson, and to Atlin gold fields, etc. Of this, Skaguay to Lake Bennett, at the head of navigation on the Yukon Ry., 40 miles, was completed in July, 1899, and 70 miles from Bennett to Closeleigh to be opened about June 1, 1900. V. 69, p. 335; V. 67, p. 1162, 1138.

ORGANIZATION.—Incorporated under English Companies Act.

SECURITIES.—Capital stock authorized, £1,000,000. The debenture stock for £250,000 is secured by deposit of first mortgage bonds covering the 43 miles of road to Lake Bennett. Additional debenture stock under a separate trust deed at probably £6,000 per mile will be issued to build second division of road from Bennett.

President, S. H. Graves, 1016 Chamber of Com. Bldg., Chicago, Ill.; Sec., F. C. Elliott, Treas., John W. Probert. (V. 69, p. 335, 542.)

Wichita Valley.—Owns from Wichita Falls to Seymour, Tex., 51 miles; completed in Sept., 1890. Stock, $6,000,000; outstanding, $1,020,000; par, $100. In 1898 interest was scaled to 3 per cent for 5 years, beginning with the Jan., 1898, coupon. V. 67, p. 224.

Wilkesbarre & Scranton Ry.—*(See Map Central RR. of N. J.)*—Owns from Scranton to Minooka Junction, Pa., 5 miles, of which 1½ miles is double track. Leased from May 1, 1888, to Lehigh Coal & Nav. Co. (see "Miscellaneous Companies") during its corporate existence less one year, at $47,500 per annum and taxes. Lease assigned to Central of N. J. at 6 per cent on cost of road ($1,065,000) and taxes. In June, 1894, Lehigh Coal & Nav. Co. held all the stock.

Williamsport & North Branch RR.—Hall's to Satterfeld, Pa. and br. 45 miles. Stock (auth. $2,000,000) common, $925,362; pref., $300,000; par $50. Year ending June 30, '98, gross, $92,919; net, $30,429; int., $56,250; bal., deficit, $25,821. In 1896-97, gross, $78,368; net, $6,302. President, B. H. Welch, Pughsville, Pa.; Sec. and Treas., H. C Adams, New York. V. 66, p. 812; V. 68, p. 979.

Wil. Col. & Aug. RR.—See Atlantic Coast Line RR. of S. C.

Wilmington & Northern RR.—Owns Wilmington, Del., to Highs Junction, Pa., 71 miles; branches, 17 miles; total owned, 88 miles; trackage to Reading, Pa., etc., 4 miles. Also controls by ownership of majority of capital stock the Westchester Electric Ry, 5·57 miles, from junction with W. & N. RR. at Lenape General mort. bonds are reserved to retire first mortgage indebtedness at maturity. STOCK authorized, $1,500,000; outstanding, $1,278,050; par, $50. The Phila. & Reading Ry. owns practically the entire capital stock, and leases the road for 999 years from Feb. 1, 1900. V. 70, p. 127.

ANNUAL REPORT.—Report for 1898, in V. 68, p. 1021, showed:

Yr. end. Dec. 31	*Gross.*	*Net.*	*Interest.*	*Rental.*	*Bal., surp.*
1898.....	$454,783	$ 9,509	$50,744	$9,329	$9,436
1897.....	435,736	60,652	48,094	5,125	7,433

—V. 68, p. 479, 1021; V. 69, p. 1302; V. 70, p. 127.

Wilmington & Weldon RR.—ROAD—Owns Wilmington to Weldon, N. C., 162 miles, and from South Carolina State line to Contentnea, N. C., 116 miles; branches, Scotland Neck (Halifax to Kingston), 85 miles; Tarboro, Nashville, Newbern, etc., 250; Sanford, S. C., to Wilmington, N. C., with branch to Bennettsville, 174 miles (purchased in 1899); total owned, 787 miles.

Leases Central South Carolina (jointly with At. Coast Line of S. C.), 40 miles. Reaches Augusta, Ga., from Denmark, S. C., 57 miles, on South Carolina & Georgia RR.

BONDS.—Of the $1,800,000 Yadkin Div. 1st 4s $100,000 were on June 30, 1899, in the treasury. (V 69, p. 1297.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Mile of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividends.
Wilmington & Weldon—(Concluded.)								
Wil. & N. B., 1st M., g. ass'd ....**SBa**	....	1897	$.....	$500,000	4 g.	F. & A	S. D. & Tr. Co., Balt'm're	Aug. 1, 1947
Albermarle & Raleigh, 1st M., g., assumed **SBa**	....	....	.....	500,000	4 g.	J. & J.	S. D. & Tr. Co., Balt'm'e	Jan. 1, 1944
Wilm. & Weldon special trust certificates	....	....	.....	380,000	6	M. & N.	Wilmington, N. C.	1937
Winona Bridge—1st M., gold, s. f., r'd. at 110 aft. '98	1·03	1890	1,000	384,000	5 g.	M. & S.	N. Y., J. Walker & Son.	Sept. 1, 1915
Winona & Western Stock, $2,000,000.....	....	....	100	100,000	.....	.....	.....	.....
1st mortgage, gold.....	....	1895	1.000	1,150,000	5 g.	J. & J.	July, '97, coup. last pd.	1945
Wisconsin Central Railway—SECURITIES TO BE ISSUED UNDER PLAN.								
Common stock, $17,500,000.....	....	....	100	17,500,000	.....	.....	.....	.....
Pref. stock, 4 per cent non-cum., $12,500,000...	....	....	100	12,500,000	.....	.....	Div'nds from July 1,'99	.....
1st gen. M., gold, $27,000,000 **Us**.....	....	1899	1,000	22,500,000	4 g.	J. & J.	Int'st from July 1, '99	July 1, 1949
Underlying Securities not Exchanged.								
Chic. Wisconsin & Minn. 1st mortgage, gold...c*	122	1885	1,000	793,000	6	M. & S.	N.Y., Malt., Copp. & Co.	Mch. 1, 1916
Milw. & Lake Win. 1st mortgage, gold.....c*	66	1882	1,000	614,000	6 g.	J. & J.	do do	July 1, 1912
Wis. Cent. RR. consol. M., 1st series, gold.....c&r	416	1879	500 &c.	758,000	5 g.	J. & J.	.....	Jan. 1, 1909
Wisconsin & Mich.—1st M., g., $15,000 p. m.....**A**	54	1895	1,000	951,000	5 g.	J. & J.	N. Y., Atlantic Tr. Co.	Jan. 1, 1945
Woonsocket & Pasc.—1st M., int. gu. City of Woon.c	9	1890	1,000	100,000	5	A. & O.	Providence, R. I	Oct. 1, 1910
Worcester Nashua & Rochester- Stock ($3,600,000)..	94	....	100	3,099,800	4½ in '99	J. & J.	Bos., Am.Loan & Tr.Co.	Jan. 1,'00, 2%
Wor.&Nas. 1st M. of 79 secures all equally. { Wor. Nashua & Roch. RR. bonds...c*	47	1886	1,000	150,000	4	J. & J.	do do	July 1, 1906
do do do	47	1893	1,000	511,000	4	J. & J.	do do	Jan. 1, 1913
do do do ...c*	47	1890	1,000	735,000	4	J. & J.	do do	Jan. 1, 1930
do do do	47	1895	1,000	380,000	4	A. & O.	do do	Oct. 1, 1934
Wyoming & Bl. Hills Ry.—1st M., $1,000,000, gold	72	1899	1,000	None Ap.'99	5 g.	F. & A.	Boston.	Feb 15, 1924
York Southern—York & Peach Bottom "A" & "B".	40	1882	.....	249,950	5	Text.	Sec. T. & T. Co., York, Pa.	Apr. 1, 1932
York Southern 2d mortgage, gold.....	40	1894	.....	150,000	5 g.	M. & S.	do do	Sept 1, 1940
Zanes. & Ohio River—1st M., $25,000 p. m., gold.c*	80	1886	100 &c.	2,000,000	6 g.	F. & A.	Last paid Feb. 1, 1889.	Feb. 1, 1916

ORGANIZATION.—Organized in 1836. Controlled by Atlantic Coast Line Co. (which see), which owned $2,000,000 stock June 1, 1897.

DIVIDENDS.	1884-90	'91	'92	'93	'94	'95	'96	'97	'98	'99
Per Cent.	8, y'r'ly	12	4	3	3	6	6	7½	7	8

ANNUAL REPORT.—Report for 1898-99 was in V 69, p. 1297.

Year end'g June 30.	1899.	1898.	1897.	1896.
Gross earnings.....	$2,311,464	$2,179,081	$1,854,006	$1,803,196
Expenses and taxes..	1,346,014	1,303,200	1,132,790	1,110,522
Net earnings.....	$965,450	$875,881	$721,216	$692,674

In 1898-99 total net income, $1,034,474; interest charges, $199,943; dividends, $240,000; bal., surplus, $594,531. In 1897-98 paid dividends amounting to $240,000; in 1896-7, $195,000.—(V. 65, p. 1127; V. 66, p. 79; V. 69, p. 1297; V. 70, p. 77.)

Winona Bridge Railway.—Owns bridge between Winona, Minn., and Buffalo, Wis., 1·03 mile, opened Sept. 1, 1891. Leased to Winona & Southwestern, Green Bay Winona & St. P. and Chicago Burl. & No. for 30 years. STOCK.—$400,000; par, $100. Year ending June 30, 1899, gross, $19,734; net $5,617. In 1897-98, gross, $20,774; net, $13,302; charges, $19,669; balance, deficit, $6,367.

Winona & Western Ry.—Owns from Winona, Minn., to beyond Osage, Iowa, 117 miles. Organized in October, 1894, and purchased the Winona & Southwestern, sold in foreclosure. V. 59, p. 836. In Sept., 1899, contract reported let for extension from Simpson to Rochester, Minn., about 7½ miles. Stock auth., $2,000,000; par, $100. In Mar., 1899, the Jan., 1898, coupon unpaid. Year 1898-99, gross, $184,254; net, $54,380; in 1897-98, net, $30,742.—V. 61, p. 578.

Wiscasset & Quebec RR.—V. 69, p. 233.

Wisconsin Central Railway.—*(See Map)*—SYSTEM extends from Chicago to Ashland, Wis., and Lake Superior iron mines, also to St. Paul and Minneapolis. By the extension to Manitowoc and the car ferry across Lake Michigan, connects with the Pere Marquette and has a short line to the East. V. 63, p. 117. The system includes:

Lines owned.—	*Miles.*	*Lines owned.*—	*Miles.*
Chicago to Ashland, Wis 428		Other branches	52
St. P. Jun. to Abbottsford, Wis 157		*Trackage* to Chic., Minn., etc..	26
Branch to Bessemer.....	34	Rugby to Milwaukee, etc....	29
Stevens Point to Portage City.	71	Spurs to industries (74 miles unoperated).....	149
Neenah to Manitowoc.....	45		

Grand total (including spurs operated 75 miles and unop. 54 m).991

ORGANIZATION.—Successor July 18, 1899, of Wisconsin Central Co. after foreclosure per plan V. 68, p. 725; has acquired by deed all the properties, including leased lines operated either separately or in part by the latter, including the Central Car Co., Chic. Wis. & Minn. RR., Milwaukee & Lake Win. RR., etc., purchased for cash under the plan. All the foregoing are covered by the new mortgage. V. 69, p. 29, 83, 133, 182. Uses Illinois Central terminals in Chicago. V. 69, p. 1148, 1249.

STOCK—VOTING TRUST.—Both classes of stock will be vested in the voting trustees, George Coppell, John Crosby Brown, William L. Bull, Fred. T. Gates and Francis R. Hart, for five years. The voting trustees may, however, deliver the stock at any earlier date. After 4 per cent dividends on both common and preferred shall have been paid in any year both shall participate equally in any further dividends for such year. After the termination of the voting trust the preferred is to have the right to elect a majority of the directors whenever for two successive years dividends upon the preferred at the rate of 4 per cent per annum shall not have been paid in cash.

BONDS—The new 1st gen. gold 4s ($27,000,000 authorized) are secured by a mortgage upon all the lines of railway, terminals, equipment and other property acquired thereby, and also by deposit of all securities owned or acquired under the plan; in Jan., 1900, $2,165,000 were reserved to retire underlying bonds still outstanding, and about $2,300,000 remained available for betterments, purchase of equipment, etc.

GENERAL FINANCES.—The reorganization provided $5,060,257 for new equipment, improvements, expenses of the reorganization, etc.

Position of the New Company.—This is stated as follows:

Net earnings of system for 1898, after paying taxes and terminal charges.....	$1,413,637
Fixed charges under plan, not to exceed.....	1,080,000
Surplus applicable to dividends on preferred stock.....	$333,637
Other Income (estimated)—	
Income from securities owned and from land department (royalties on iron mines, stumpage and proceeds of land sales), which, after acquiring Wisconsin Central RR. bonds, will become available.....	75,000
Expected increase in net earnings to come from improvements and new equipment, for which cash is provided, about.....	250,000
Estimated surplus available for dividends.....	$658,637

Traffic.—Of the 3,636,809 tons carried in 1898-99, 37 per cent was iron ore, 20 per cent lumber and forest products and 7 per cent ice; ton mile-rate, 0·732 of a cent.

EARNINGS.—For 5 months ending Nov. 30:

Year.	*Gross.*	*Net.*	*Oth. inc.*	*Interest, etc.*	*Bal., sur.*
1899.....	$2,641,419	$1,130,029	$7,871	$650,534	$487,366
1898.....	2,221,126	963,453	53,351	683,114	333,690

Years ending June 30—	1899.	1898.	1897.	1896.
Gross earnings.....	$5,118,019	$4,939,725	$4,179,971	$4,399,511
Net earnings.....	2,060,529	1,918,918	1,405,775	1,391,194
Other income.....	428,038	59,821	62,175	324,444
Total net.....	$2,488,567	$1,978,739	$1,467,950	$1,715,638

DIRECTORS.—George Coppell, John Crosby Brown, William L. Bull, Charles C. Beaman, Fred. T. Gates, Gerald L. Hoyt and James C. Colgate, New York; Francis R. Hart, Boston, and Henry F. Whitcomb and Howard Morris of Milwaukee.

OFFICERS.—Chairman of the Board, George Coppell; President, Henry F. Whitcomb, Milwaukee; General Counsel, Charles C. Beaman, New York; Auditor, Robert Toombs, Milwaukee; Treasurer, Frederick Abbott, Milwaukee; General Superintendent, Sumner J. Collins, Milwaukee. Office, 24 Exchange Place, N. Y.—(V. 69, p. 1249, 1297.)

Wisconsin & Michigan Ry.—Owns from Faithorn Junction, Mich., on Minneapolis St. Paul & Sault Ste. Marie Railway, to Peshtigo, Wisc., 49 miles, with branch, 5 miles. Opened for traffic Jan. 1, 1895. From Peshtigo cars are taken by Lake Michigan Car Ferry Transportation Co. to Chicago. Extension to Menominee Iron Range proposed, of which 8 miles graded Oct., 1899, to cost about $575,000; bonds were to be issued. V. 66, p. 185. Stock authorized and issued, $951,500; par value, $100; equipment trusts (June 30, 1898), $118,526; other unfunded debt, $308,028. In 1897-8, gross, $110,374; net, $35,819; int., $53,307. Pres., S. M. Fischer, Chicago.—V. 66, p. 185.

Wisconsin Western RR.—Owns from Wauzeka, Crawford Co., to La Farge, Wis., 51·7 miles. Incorporated in Dec., 1899, as successor of the Kickapoo Valley & Northern RR., foreclosed. V. 69, p. 1148. Stock authorized, $600,000. No bonds had been authorized Dec. 31, 1899. President, Horace A. J. Upham; V. P., Wm. E Black; Sec., Charles E. McClure; Treas., Charles W. Norris. Office, Old Ins. Bldg., Milwaukee, Wis.—(V. 69, p. 1148.)

Woonsocket & Pascoag RR.—Owns road from Woonsocket, R. I., to Harrisville, 9 miles. Incorporated 1889. Leased to N. Y. & New England, but in July, 1896, the New England RR. purchased the entire capital stock—see V. 63, p. 698. Stock, $200,000; par, $100.

Worcester Nashua & Rochester RR.—Owns from Worcester via Nashua to Rochester, 94 miles. Leased for 50 years from Jan. 1, 1886, to the Boston & Maine; rental $250,000 and taxes. Mutual Life Insurance Co. in 1899 owned $2,015,000 (market value of the stock).

DIVIDENDS— Per cent.....	1887-93. 6 yearly	'94. 5	'95. 5	'96. 5	'97. 5¼	1898. 4½	1899. Jan. 2	1900.

Total profit and loss deficit June 30, 1899, $394,565. Current liabilities June 30, 1899, $110,000.—V. 60, p. 749.

Wrightsville & Tennille RR.—Tennille, Ga., to Hawkinsville 76 miles, of which Dublin to Hawkinsville, Ga., 40 miles, was former Oconee & Western RR., merged Feb. 1, 1899. V. 69, p. 189. Stock, common, $230,000; preferred, $70,000. Par of shares $25. Cent. of Ga. Ry. owns all the preferred and $104,300 of the common stock. Dividends (J. & J.) were paid on both stocks at rate of 7 p. c.; 1900, Jan., 3 p. c. For year to June 30, 1899, including Oconee & West. from Feb. 1, gross, $114,260; net, $38,666. In 1897-8, gross, $90,474; net, $29,788. Pres. and Supt., G. W. Perkins, Tennille, Ga. (V. 68, p. 189.)

Wyoming & Black Hills Ry.—Under construction in April, 1899, from Merino, Wyoming, to Deadwood and Belle Fourche in the Black Hills, South Dakota, and expected to be completed about August, 1899. Owns also 2,080 acres of coal lands. Stock, common; $3,000,000; outstanding, $1,500,000; par $100. Pres., Sam'l W. Snow, Sec., Edmund H. Noyes, 27 State Street, Boston, Mass.—V. 68, p. 726.

York Southern RR.—ROAD.—York to Delta and South Delta, 37 miles (standard gauge), with branch from Delta to Peach Bottom, Penn., 4 miles (gauge 3 ft.). In April, 1899, Sperry, Jones & Co. of Baltimore purchased a majority of the stock and bonds.—V. 68, p. 675.

STOCK AND BONDS.—Capital stock is $600,000 (par $50). York and Peach Bottom, Series "A" bonds are for $47,500, interest A. & O.; Series "B" bonds are for $202,450, interest M. & N.

EARNINGS.—5 months, July 1 to Nov. 30. 1899.....Gross, $40,022; net, $14,753. 1898.....Gross, 32,237, net, 10,605.

For year ending June 30, 1899, gross earnings, $75,076; net, $22,160; In 1897-8, gross, $74,358; net, $28,045. President (August, 1899), D. F. Lafean.—V. 68, p. 87, 675; V. 69, p. 956.

Zanesville & Ohio River Ry.—Zanesville, O., to Marietta, 80 m., including branches, 3 m. Committee of bondholders: H. B. Hollins (15 Wall St., N. Y.), Chairman, in Oct., 1899, declared operative its plan of reorganization, providing that a new company issue $1,000,000 common stock, $1,250,000 preferred stock and $250,000 first mortgage 5 per cent 50 year gold bonds. Sold in foreclosure on Jan. 20, 1900, and is to be reorganized as Ohio & Little Kanawha Ry. Stock, $2,000,000. In year 1898-99, gross, $123,844; net, $13,662; no interest paid on bonds. In 1897-98, gross, $121,162; net, $10,767.—(V. 63, p. 556; V. 69, p. 907.)

MAP OF THE

WISCONSIN CENTRAL

RAILWAY SYSTEM

MISCELLANEOUS COMPANIES.

The following pages (Nos. 149 to 162) contain the leading industrial companies. Some additional statements will be found on pages 163 to 167, while various gas companies are on page 168, and an index to still other industrials is on page 167.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Adams Express—Stock	....	$100	$12,000,000	See text.	J. & D.	New York, 59 Broadw'y	Dec. 10, '99, 2
Collateral trust mortgage, gold.....Me	1898	500 &c.	12,000,000	4 g.	M. & S.	N. Y., Merc. Trust Co.	Mch. 1, 1948
Amalgamated Copper—Stock, $75,000,000	....	100	75,000,000	See text.	Q.—J.	Checks mailed.	Jan.22,'00, 2%
Amer. Agricul. Chemical Co.—Stock, com., $20,000,000	....	100	17,0 0,000	.....	.....	.....	.....
Pref. 6 per ct. cum. (as to ass't and div.) $20,000,000	....	100	17,000,000	.....	A. & O.	N. Y., Office, 26 B'way.	Oct. 1, '99, 3%
American Bell Telephone—Stock,$50,000,000, auth. by law	....	100	25,886,300	15 in '99	Q.—J.	Boston, Comp'y's Office.	Jan.15,'99, 4½
Debentures, $10,000,000.OB. V. 67, p. 72, 1355....c*	1898	1,000	10,000,000	4	J. & J.	Bost., Nat. Bk. of Com.	July 1, 1908
American Bicycle—Pref. stock, 7 p. c., cum., $10,000,000	....	100	10,000,000	.....	.....	.....	.....
Sinking fund debentures, gold, $10,000,000.Usm...c*	1899	1,000	10,(60,000	5 g.	M. & S.	New York.	Sept. 1, 1919
American Car & Foundry—Common stock, $30,000,000.	....	100	29,090,000	See text.	Q.—F.	N. Y., Guar. Trust Co.	See text.
Preferred stock, 7 per cent, non-cum., $30,000,000....	....	100	29,090,000	7	Q.—F.	do do	Feb. 1, '00, 1¾
American Cotton Oil—Common stock (see V. 54, p. 761)...	....	100	20,237,100	4 in 1899	.....	N. Y., Winslow, L. & Co.	Dec. 1, '99, 4%
Pref. stock 6 per cent non-cum., sub. to call at 105.....	....	100	10,198,600	6 in 1899	J. & D.	do do	Dec. 1, '99, 3%
Debentures for $5,000,000, subject to call at 110,gold.c*	1890	1,000	3,068,000	8 g.	Q.—F.	do do	Nov. 1, 1900
American Express—Stock	....	100	18,000,000	6 in 1899	J. & J.	N.Y..Co.'s Of., 65 B'way	Jan. 1,'00. 3%
American Ice—Com. stock ($1,255,000 bonds, see text)..	....	100	22,939,100	See text.	Q.-J. 15	133 E. 23d St., by check	Feb. 15, '00, 1
Pref. stock, 6 per cent, cum., $30,000,000.....	....	100	12,440,400	See text.	Q.-J. 15	do do	Jan.15,'00, 1½
Amer. Linseed—Pf. stock, 7 p. c., non cum., $16,750,000.	....	100	16,750,000	.....	.....	By check from Chicago.	Dec.15,'99, 1¾
American Malting.—Preferred stock (7 p. c. pref., cum.)	....	100	14,440,000	7 in 1899	.....	Check from Co.'s office.	Oct.15,'99, 1¾
1st M., $5,000 000, g , sink. fund, subj. to call at 105.c*	1899	1,000	4,000,000	6 g.	J. & D.	.....	Dec. 1, 1914.
Amer. Smelting & Refining—Com. stock, $32,500,000. ..	....	100	27,400,000	.....	.....	.....	.....
Preferred stock, 7 per cent cumulative, $32,500,000...	....	100	27,400,000	.....	Q.—J.	N. Y., 71 Broadway.	Jan. 9, '00, 1¾
American Steel Hoop—Pref. 7 per ct., cum., $14,000,000.	....	100	14,000,000	.....	Q.—J.	N.Y., Manhattan Tr.Co.	Jan.31,'00, 1¾
Amer. Steel & Wire of N. J.- Common stock, $50,000,000	....	100	50,000,000	.....	.....	.....	.....
Preferred stock, $10,000,000, 7 per cent, cumulative..	....	100	40,000,000	7 in 1899	Q.—J.	Chicago Office,Rookery	Jan. 2, '00, 1¾
American Sugar Refining—Common stock, $37,500,000..	....	100	36,968,000	12 in '99	Q.—J.	N. Y. Office, 117 Wall St.	Jan. 2, '00, 3%
Pref. stock, 7 p. c. cum. (not pref. as to assets).....	....	100	36,968,000	7 in 1899	See text	do do	Jan. 2, 1900

Acetylene.—See Electro Gas, V. 61, p. 1107; N. Y. Carbide & Acet., V. 61, p. 1155; Un. Carbide, V. 66. p. 762.

Adams Express.—ORGANIZATION.—An association formed in 1854 but not incorporated, operating on about 28,000 miles of railroad, including Penn., C. B. & Q., Ches. & Ohio, N. Y. N. H. & H., etc.

BONDS.—In 1898 treasury securities were pledged with Mercantile Tr. Co. to secure (subject to prior indemnification of shareholders from any loss by reason of personal liability) $12,000,000 of 4 p. c. bonds. These last were then distributed as a 100-p. c. dividend. V. 66, p. 470.

DIVIDENDS.—For many years 8 p. c yearly, but reduced in 1898, on payment of 100 p. c. dividend in bonds, to 4 p. c. V. 66, p. 1235.

Albemarle & Ches. Canal.—See SUPPLEMENT of January, 1898.

Amalgamated Copper Co.—See page 163.

Am. Agric. Chemical Co.—Am. Air Power.—See p. 163.

American Alkali—American Beet Sugar.—See page 163.

American Bell Telephone Co.—On Dec. 20, 1899, the company had 1,580,505 instruments in use in hands of licensees, against 1,054,846 in 1898. On Jan. 1, 1899, there were 772,989 miles of wire, against 626,400 miles in 1898; number of stations was 465,180, against 384,230 in 1898. The American Telephone & Telegraph Co. controls the long distance lines; its authorized stock is $75,000,000, the outstanding issue being all owned by the American Bell, which proposes to issue $200 of these in exchange for each $100 of its own stock. See V. 69, p. 1249.—V. 68, p. 1178, also Am. Tel & Tel. Co below.

DIVIDENDS—(1888-91. '92. '93. '94. '95. '96. '97. '98. '99. '00. Per cent. (18 y'rly. 15 18 16½ 15 15 15 15 15 Jan., 4½ 1899, Jan., 4½; Apr., 3; July, 4½; Oct., 3 p. c.; 1900, Jan., 4½ p. c.

REPORT.—For 1899 with balance sheet, in V. 68, p. 616.

Year ending Dec. 31.	1898.	1897.	1896.	1895.
Total gross earnings.....	$5,448,701	$5,130,844	$5,547,429	$5,124,952
Sur. over interest, ch'ges.	4,393,967	4,169,674	3,383,581	3,213,759
Paid dividends.....	3,·82,945	3,682,948	3,361,233	3,132,453

OFFICE.—Boston, Mass.—(V. 69, p. 1195, 1303; V. 70, p. 40, 77, 127.

American Bicycle Co.—ORGANIZATION.—Incorporated in New Jersey on May 12, 1899, and acquired 45 concerns mentioned in V. 69, p. 177, including Pope Mfg. Co. (Columbia bicycle), Crawford Mfg. Co., Western Wheel Works, Am. Saddle Co., (V. 68, p. 569), etc., etc., but see V. 69, p. 493, 964.

In Nov., 1899, sold to the Rubber Goods Mfg. Co. control of the several rubber tire manufacturing plants, thereby obtaining a considerable amount of cash as additional working capital. V. 69, p. 964, 1015.

Stock authorized and outstanding, common, $20,000,000; pref. 7 p. c., cum., $10,000,000 (all issued); bonds, see table above. In the event of a mortgage being made, holders of debentures may exchange them for new bonds secured by the mortgage or 105 in cash. See V. 69, p. 696, and adv. in CHRONICLE Sept. 30, 1899. Sinking fund retires $250,000 bonds yearly Sept. 1 at not over 105.

DIRECTORS, ETC.—R. L. Coleman, Pres't; A. L. Garford, Treas'r; C. W. Dickerson, Sec. Office, Park Row Bldg., N. Y.—V. 70, p. 77.

Am. Brick.—See page 163. **Am. Bridge Co.**—See page 163.

American Car & Foundry.—ORGANIZATION, ETC.—Incorporated in New Jersey on Feb. 20, 1899, as a consolidation of the Michigan-Peninsular Car, Ohio Falls Car Mfg. and other companies mfg. freight and passenger cars. V. 68, p. 377. Prospectus, V. 68, p. 280, 1029.

STOCK.—$910,000 each of common and preferred in treasury for improvements, etc. First dividend on pref., 1¾ p. c., paid July 1, 1899; Nov. 1, 1¾ p. c.; 1900, Feb., 1¾ p. c.

EARNINGS, ETC.—For 8 mos. ended Oct. 31, 1899, the business included: Freight cars, 41,526; passenger cars, 83; car wheels, 501,929; castings, 47,119 tons; bar iron, 47,026 tons; axles, 9,350 tons; water pipe, 8,057 tons; brass journal bearings, 543,813 lbs. Net profits for same period, $2,328,835; div. on pref. stock, $1,357,533.—V. 69, p. 542.

OFFICERS.—Pres., William K. Bixby; Chair. of Board & Treas., Wm. McMillan; Sec., Anthony Gref, 71 Broadway, N. Y.—V. 70, p. 40.

American Chicle.—See page 163.

American Coal.—Mines at Barton and Lonaconing, Md. Stock, $1,500,000; par, $25. Dividends (M. & S.) 1894, 6½ p. c.; in 1895, 7; in 1896, 8; in 1897, 8; in 1898, 9; in 1899, 10 p. c. No. 1 Broadway.

American Cotton (compressed bale).—See page 163.

American Cotton Oil.—ORGANIZATION.—Incorporated Oct. 12, 1889, under the laws of New Jersey, to succeed the American Cotton Oil Trust, of which it was a reorganization. Owns 77 crude oil mills, 14 refineries, 4 lard plants, 9 soap factories, 14 cotton ginneries, 3 cotton compressors and 5 fertilizer factories; in all 123 properties; Aug. 31, 1897, 19 of the properties were dormant and 24 dismantled.

CAPITAL STOCK.—Common authorized, $20,237,100; preferred, $14,562,300. See pref. certificate in editorial of May, 1893, SUPPLEMENT.

DIVIDENDS, ETC.—Pref. stock June, 1892, to Dec., 1899, inclusive, 6 p. c. per an. On common, 3 p. c., Dec. 1, 1898; Dec., 1899, 4 p. c.

REPORT.—Report for 1898-9 at length in V. 69, p. 1009, 1016, showed profits $1,883,255, after meeting expenses of administ., interest, &c.; int. on deb. bonds, $245,440; balance, net income, $1,637,815; dividends on pref. (6 p. c.), $611,916; div. on common (4 p. c.), $809,484; bal., surplus for year, $216,415, against $95,192 in 1897-98. Profits: Year, in 1895-96, $886,431; in '96-97, $1,542,673; in '97-98, $1,559,661; in '98-99, $1,883,255. President, G. A. Morrison; Sec. and Treas., Justus E. Ralph. 27-29 Beaver St., N. Y.—(V. 69, p. 1009, 1013, 1016.)

American District Telegraph.—See page 163.

American Express.—An "Association" formed under the laws of New York State in 1859 and 1868. Not an incorporated company. Dividends, 6 p. c. per ann. since 1882. President, J. C. Fargo, N. Y., Treas., Charles G. Clark. Office 65 B'way, N. Y. City. (V. 56, p. 500, 578.)

Am. Fish.; Am. Hide & Leather; Am. Ice Co.—See p. 163.

American Linseed.—ORGANIZATION, ETC.—Incorporated on Dec. 5, 1898, under the laws of New Jersey, as a consolidation of the National Linseed Oil Co. with the ten leading outside linseed oil companies in the U. S., per plan in V. 67, p. 1161; V. 68, p. 569, 668; V. 69, p. 697, 956. Com. stock authorized, $16,750,000; all outstanding.

DIVIDENDS.—On pref., 1¾ paid June 15, '99, Sept., 1¾; Dec., 1¾ p. c.

OFFICERS.—President, Guy G. Major, Toledo, O; Sec., G. E. Highley, Chicago. Eastern office, 100 William St., N. Y.; general offices, Chicago. —(V. 69, p. 25, 335, 493, 542, 592, 697, 744, 956, 1249.)

American Malting Co.—A consolidation incorporated in Sept. 1897, in N. J.—V. 65, p. 619; V. 68, p. 185, 471, 522, 1130, 1178.

STOCKS.—Authorized, $15,000,000 each common and preferred; issued, common, $14,500,000; preferred, as in table. *Dividends*—On pref.: Jan., 1898, to Oct., 1899, incl., 7 p. c. per an.; Jan., 1900, none.

BONDS.—Of the bonds (Walter G. Oakman and Geo. R. Turnbull, trustees), $4,000,000 were issued in Dec., 1899, to retire the floating debt and for working capital. A sinking fund equal to one-half of the dividends on the preferred stock will retire bonds at 105, or such lower price as they can be purchased at. See V. 69, p. 956, 1195, and official circular, V. 69, p. 1013.

EARNINGS.—Profits for year 1898 $1,076,449; dividends (7 p. c. on $12,540,000 stock), $877,800; balance over dividend, $198,649.

OFFICERS.—Pres't, Chas. A. Stadler; Sec'y, Edward Merrick; Sec., V.-P. and Treas., Jos. P. Ord. N. Y. office, 80 B'dway. (V. 69, p. 1195)

American Pneumatic Service.—See page 163.

American Radiator.—American Ship-building.—See p. 163.

American Smelting & Refining Co.—ORGANIZATION, ETC.—Incorporated April 4, 1899, under laws of New Jersey, V. 68, p. 668. Controls the Kansas City Smelting & Refining Co., the Omaha & Grant Smelting Co. and other plants. For list of plants, rights of stock, etc, see official statement in V. 68, p. 975.—V. 68, p. 471, 523.

Net earnings, $3,240,000 in 1898. Omaha & Grant Smelt. 1st 6s, due March 1, 1911, $1,133,000; Con. Kansas City Smelting & Refining Co. 1st 6s, due May 1, 1900, $1,000,000, are the only outstanding bonds. First dividend on pref., 1¾ p. c., paid Oct. 10, 1899; in 1900, Jan., 1¾ p. c.

DIRECTORS.—E. W. Nash (President), Walter S. Gurnee, H. H. Rogers, Grant B. Schley, Leonard Lewisohn, A. R. Meyer, D. H. Moffat, M. D. Thatcher, J. B. Grant, Guy C. Barton, Dennis Sheedy, N. Witherell, R. S. Towne, A. Eilers and Barton Sewell. Secretary is Edward Brush. Office, 71 Broadway.—V. 69, p. 178, 335, 441.

Am. Soda Fount.—See p. 163. **Am. Sp. Mfg.**—See DISTIL. Co.

American Steel Hoop.—See page 163.

American Steel & Wire Co.—Incorporated in New Jersey Jan. 13, 1899, and acquired American Steel & Wire Co. (V. 66, p. 615; V. 67, p. 632), Washburn & Moen Co., Cleveland Rolling Mill, and other properties named in statement, V. 69, p. 543, 646, 744.

STOCK.—As to rights see V. 68, p. 377. Underlying bonds $101,656.

DIVIDENDS.—On the pref., April 15, 1899, 1¾ p. c.; in July, 1¾ p. c; Oct., 1¾ p. c.; 1900, Jan., 1¾ p. c In June, 1899, it was decided not to declare any dividend on common at present, owing to doubts of legal power.—V. 68, p. 1224. Balance sheet of June 30, 1899, in V. 69, p. 386, showed net profit for first six months of $4,892,048.

OFFICERS.—J. W. Gates, Chairman; John Lambert, President. W. A. Green, Treasurer; T. P. Alder, Assistant Treasurer, New York; C. S. Roberts, Secretary; O. Owen, F. E. Patterson, Assistant Secretary, New York.—V, 68, p. 128. General office, "The Rookery," Chicago, Ill. N. Y office, 71 Broadway.—V. 69, p. 1013, 1017, 1249.

Am. Straw Board.—Stock, $6,000,000; par, $100. See page 163.

American Sugar Refining.—A N. J. corporation, successor in Jan., 1891, of the Sugar Refineries Co. organized in 1887; plan, V. 51, p. 609. Capital stock, originally $50,000,000, was increased in Jan., 1892, to $75,000,000 (half pref.) to acquire the capital stock of the four Philadelphia refineries and a controlling interest in the Baltimore refinery. Spreckels's refinery in California is under a lease for ten years to the "Western Sugar Refining Co.," of which the "trust" owns one-half the stock. Beet-sugar interest acquired in April, 1897, see V. 64, p. 841; coffee plants, V. 63, p. 1157; V. 64, p. 40.) As to beet sugar refineries in United States, see V. 66, p. 132; V. 68, p. 280; V. 69, p. 1249. In Aug., 1900, the sugar war was renewed. See V. 69, p. 441, 543, 1249.

In November, 1899, officially stated to supply about 70 per cent of the output of refined sugar in the U. S., as against 90 p. c. formerly. —V. 64, p. 328; V. 65, p. 1069; V. 67, p. 632; V. 69, p. 1104.

DIVIDENDS.—P. ct.	1891.	1892.	1893.	1894 to Jan., 1900.
Common	4	10½	21½	12 yearly (3 Q.-J.)
Preferred	7 p. c. yearly to date; part Q.—J., part J&J.			

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
American Telegraph & Cable—Stock, 5 per cent rental....	....	$100	$14,000,000	5	Q.—M.	N. Y., West. Union Tel.	Dec., '99, 1¼%
Am. Teleph. & Tel'gh—Coll. tr. M., cur. **OB.** V. 70, p. 40.c*	1899	1,000	7,625,000	4	J. & J.	New York, Co.'s office.	July 1, 1929
American Tin Plate Co.—Stock, common, $30,000,000...	....	100	28,000,000	.....	.....	.....	.....
Stock, preferred, 7 per cent, cumulative, $20,000,000.	....	100	18,325,000	7	Q.—J.	Chicago.	Jan. 31, '00, 1¾
American Tobacco Co.—Com. stock, $56,000,000 auth....	....	50	54,500,000	See text.	Q.—F.	N. Y., Farm. L. & Tr. Co.	Feb. 1, '00, 1½
Pref. stock, 8 p.c. non-cum.; pref. as to assets and divs..	....	100	14,000,000	8 in 1899	Q.—F.	do do	Feb. 1, '00, 2%
Dividend scrip. See text.....	....	.....	3,580,000	6	M. & N.	N.Y. Farm., L. & Tr. Co.	May. 1902
Amer. Waltham Watch Co.—Stock, $4,000,000.....	....	100	4,000,000	See text.	M. & S.	.....	Oct. 12'99, 16²/₃
American Woolen—Pref. stock, 7 p. c., cum., $25,000,000	....	100	20,000,000	.....	Q.—J. 15	N. Y., Guaranty Tr. Co.	Jan. 15, '00, 1¾
Amer. Writing Paper—Pref. stock, 7% cum., $12,500,000	....	.....	12,500,000	.....	.....	.....	.....
1st M., s.f., g., $17,000,000, call. aft. July, '09, 105. **OB.** c*	1899	1,000	17,000,000	5 g.	J. & J.	Boston, Old Col. Tr. Co.	July 1, 1919
Asphalt Co. of America—Col. trust ctfs., $30,000,000, g...	1899	100 &c.	30,000,000	5 g.	A. & O.	Land Titl. & Tr., Phila.	April 1, 1949
Bay State Gas—Boston Un. Gas 1st M., s.f., call at 105, g. c*	1889	500 &c.	9,000,000	5 g.	J. & J.	N.Y., Mercl. Tr. & Lond.	Jan. 1, 1939
do do 2d M., gold ($4,000,000).....	....	1,000	3,000,000	5 g.	J. & J.	do do	Jan. 1, 1939
Bay State Gas incomes, $2,000,000.....	....	1,000	(?)	7	M. & N.	None since May, 1893	1899
Boston Terminal Co.—1st mortgage, currency. **O B**....c&r	1897	1,000&c	14,500,000	3½	Text.	Boston, South Station.	Feb. 1, 1947
Brooklyn Ferry—Consol. mortgage, $7,500,000. **K** .....c*	1898	1,000	6,500,000	5 g.	F. & A.	N.Y., H.B. Holl. & Bklyn.	Aug. 1, 1948
Brooklyn Union Gas—Stock, $15,000,000....	....	100	15,000,000	6 in 1899	J. & D.	By check from Co.'s off.	Dec. 1, '99, 3%
1st con., $15,000,000, g. (for underlying bonds see text)	1895	1,000	13,240,000	5 g.	M. & N.	N. Y., Chase Nat Bank.	May 1, 1945
Brooklyn Wharf & Warehouse Co.—1st M., gold. **Us**..c*&r	1895	1,000	17,500,000	5 g.	F. & A.	N. Y., U. S. Mort. & Tr.	Feb 1, 1945
Buffalo Gas Co.—1st M., $5,900,000, red. at 115, **N**.g....c*	1897	1,000	5,805,000	5 g.	A. & O.	NY, Emerson, McM. & Co	Oct. 1, 1947
Cambria Steel—Stock ($4·5 p. sh. paid. aft. Feb. 1, 1900)	....	50	16,000,000	.....	.....	.....	See text.
Cambria Iron—Stock (4 p. c. guaranteed).....	....	50	8,468,000	4 in 1899	A. & O.	Philadelphia.	Oct. 22, '99, 2%
Bonds, g., red. July 1, '02, p. & i. gu. V. 64, p. 753, 951.c*	1897	1,000	2,000,000	6 g.	J. & J.	do do	July 1, 1917
Celluloid Co.—Stock, $6,000,000 authorized.....	....	100	5,925,000	6 in 1899	Q.—J.	N. Y. Of., 30 Wash. Pl.	Dec. 30, '99, 2¼
Central & South American Telegraph—Stock $8,000,000..	....	100	7,725,600	6 in 1899	Q.—J.	N. Y., Office, 37 Wall St.	Jan. 8, '00, 1½
Chicago Junction Railways & Union Stock Yards—Stock..	....	100	6,500,000	8 in 1899	Text.	N. Y., Office, 40 Wall St.	Jan. 2, '00, 4%

REPORT.—No recent report. Annual meeting in 1900, see V. 70, p. 78.

BALANCE SHEET—	*Dec.* 31, '98.	*Dec.* 31, 97.	*Dec.* 31, '96
Real estate and machinery.	$37,285,545	$37,691,871	$43,140,770
Cash and debts receivable.	27,563,965	25,882,504	21,778,447
Improvement account.....	.....	.....	¶ 6,618,003
Investm'ts in other comp's.	31,058,142	30,347,657	28,251,435
Sugar, raw and refined.....	22,243,224	22,489,384	13,864,207
Total assets.....	$118,150,877	$116,111,416	$113,652,862
Capital stock.....	$73,936,000	$73,936,000	$73,936,000
Debts.....	32,987,200	31,150,525	27,530,942
Reserves.....	11,227.677	11,024,891	12,185,920
Total liabilities.....	$118,150,877	$116,111,416	$113,652,862

¶ Chargeable to the "reserves," reducing them to $5,567,917 in 1896.

DIRECTORS.—H. O. Havemeyer, Chas. H. Senff, Arthur Donner, Lowell M. Palmer, John Mayer, W. B. Thomas, John E. Parsons; Treasurer, Arthur Donner. N. Y. office, 117 Wall St.—(V. 70, p. 40, 78.)

American Telegraph & Cable.—Owns two cables between Nova Scotia and England. Leased until 1932 to Western Union—which see.

American Telephone & Telegraph Co.—ORGANIZATION.—Formerly controlled only the long-distance lines of the Amer. Bell Telephone Co. (which owned the entire capital stock), but on Dec. 1, 1899, the directors of the latter voted to turn over all of its assets to the A. T. & T. Co. The character of these assets was indicated in V. 69, p. 826; see also V. 69, p. 907, 1149.

STOCK.—Authorized issue, $75,000,000, of which, it is understood, two shares will shortly be given in exchange for every share of the $25,886,300 Bell stock. V. 68, p. 1178; V. 69, p. 1195, 1249.

BONDS.—The collateral trust mortgage of 1899 provides for the immediate needs of the company and for future extensions as required, and secures equally the collateral trust bonds and the $10,000,000 Amer. Bell debentures. The first issue of $7,625,000 coll. trust bonds (together with the Amer. Bell debentures) are secured by pledge of the securities mentioned in V. 70, p. 40. On deposit of additional collateral further bonds may be issued, but to an amount not exceeding 75 per cent of the estimated value of the collateral; and the issue at any time outstanding must not exceed the amount of the company's capital stock then paid up. V. 69, p. 1195, 1249; V. 70, p. 40. In Jan., 1900, the Co. sold a million or more of nine months' notes.—V. 70, p. 127.

American Tin Plate.—ORGANIZATION, ETC.—Incorporated on Dec. 15, 1898, under the laws of New Jersey as a consolidation of about 95 per cent of the tin-plate mills of the United States, having a yearly capacity of nearly 10,000,000 100-pound boxes of tin. For list of mills acquired, mostly in Pennsylvania, Ohio and Indiana, see V. 67, p. 1261; V. 68, p. 329; V. 69, p. 1347. The company commenced business with $5,000,000 cash. First dividend on pref., 1¾ p. c. April 29, 1899; July, 1¾ p. c.; Oct., 1¾ p. c.; 1900, Jan., 1¾ p. c. Balance sheet Dec. 31, 1899, V. 70, p. 125. Mortgages assumed, $270,000. Profits for year 1899 were $3,575,487; dividends (7 p. c.) on pref. stock, $1,282,750; bal. for common stock (about 8 p. c.), $2,292,737. President, D. G. Reid; Secretary and Treasurer, E. G. Applegate. Main office, Marquette Building, Chicago, Ill., but to be 21-24 State St., N. Y., from about Mar. 1, 1900.—(V. 70, p. 78, p. **125.**)

American Tobacco Company.—Organized in 1890 under laws of New Jersey to manufacture and sell tobacco.—See V. 64, p. 515. In Dec., 1898, sold its plug tobacco interests to the new Continental Tobacco Co., receiving therefor $30,274,200 preferred and common stock of the latter. V. 68, p. 820. See below. (V. 68, p. 128, 1138.) In Feb., 1899, acquired Union Tobacco Co., which in 1899 acquired Blackwell's Durham Tobacco Co.—V. 68, p. 1179; V. 69, p. 128.

STOCK.—See pref. certificate in editorial of May, 1893, SUPPLEMENT. On Mar 28, 1899, the stockholders authorized the issue of $35,000,000 new common stock, making total authorized amount $56,000,000, of which $21,000,000 was paid May 11, 1899, as a 100-per-cent stock dividend, $12,500,000 was issued to acquire Union Tobacco Co. and $1,500,000 balance was to be issued for other purposes. V. 68, p. 426, 471, 617, 669, 925; V. 69, p. 25. Preferred authorized, $14,000,000

Dividend scrip issued in 1896 as scrip dividend and extended in 1899 was "payable in cash, or convertible into the common stock of the company at par, at the option of the company." The scrip bears interest at 6 p. c., payable "only out of the net earnings of the company left after the annual payment of 8 p. c. dividend on the pref. stock."

DIVIDENDS.—	'91 to '95.	1896.	1897.	1898.	1899.	1900
Common.....	12% yearly.	6 & 20% scrip.	9	8	*7	Jan., 1½
Preferred..	8% yearly (2% quar.) to Feb., '00, inclusive. (V. 69, p. 25.)					

*Also 100 p. c. in common stock paid on common May 11, 1899.

ANNUAL REPORT for year ending Dec. 31, 1898, was in V. 68, p. 820:

12 *Mos.*	*Net Earns.*	*Div. on Pref.*	*Div. on Com.*	*Int. on scrip.*	*Surplus.*
1898..	$4,957,804	$1,007,020 (8%)	$1,612,300	$214,800	$2,123,684
1897..	4,179 460	969,360 (8%)	1,432,000	214,800	1,563,300
1896..	3,593,197	969,360 (9%)	1,616,460	143,200	864,177

OFFICERS.—Pres., James B. Duke; Sec., Josiah Browne; Treas., Geo. Arents. N. Y. office, 111 Fifth Avenue. V. 69, p. 128.

Am. Type Founders.—Am. Waltham Watch.—See p. 163.

American Window Glass.—See page 164.

American Woolen Co.—ORGANIZATION.—Incorporated Mar. 29, 1899, under laws of New Jersey as a consolidation of the Washington Mills, Lawrence, Mass.; National Providence Mills, Providence, R. I., etc., see V. 68, p. 472; see also p. 617, and V. 69, p. 77.

STOCK.—Authorized by charter, common, $40,000,000; preferred 7 per cent cum., $25,000,000. Authorized by stockholders to acquire and finance properties above named and additional plants, $20,000,000 preferred and $30,000,000 common. Outstanding preferred, as in table; common, $29,501,100. First dividend on preferred, 1¾ p. c., paid July 15, 1899; Oct., 1¾ p. c.; 1900, Jan., 1¾ p. c.

EARNINGS.—The average net earnings of last two years of consolidated companies ($2,593,000) cover dividend on $16,000,000 preferred and nearly 6 per cent on $25,000,000 com. Pres., Frederick Ayer; Treas., W. M. Wood. Ames Bldg., Boston, Mass.—V. 69, p. 77, 128.

American Writing Paper Co.—ORGANIZATION.—Incorporated in New Jersey on June 25, 1899, as a consolidation of fine writing paper mills, producing, it was stated, over 84 per cent of the output of New England States and over 76 per cent of that of the U. S. V. 69, p. 25, 128. See prospectus, V. 69, p. 128, 227. Net earnings of properties were reported to average $1,250,620 for the last ten years.

STOCK AND BONDS.—Common stock, $12,500,000, of which $3,000,000 is to remain in the treasury; pref. stock and bonds as in table.

OFFICERS.—President, Elisha Morgan; Treasurer, George B. Holbrook; Secretary, R. F. McElwain. Springfield, Mass.—V. 69, p. 227.

Asphalt Co. of America.—See page 164.

Bay State Gas Co.—Stock, $100,000,000; par, $50. See p. 164.

Barney & Smith Car.—Incorporated in 1892 in West Virginia. Stock outstanding, common, $1,000,000; pref., 8 per cent, cum., $2,500,000; par, $100. Bonds, $1,000,000, 1st 50 year gold 6s, due July 1, 1942, interest J-J; subject to call at 110 after July 1, 1902. Dividends on com., in '93, 5 p. c.; on pref. 8 p. c. till Mar., '95: dividends resumed Dec. 1, 1894, when 2 p. c. was paid. V. 69, p. 1064; V. 70, p. 78

Beth. Steel.—See p. 164. **Boston El. Lt.**—V. 69, p. 281, 335.

Boston Terminal Co.—Owns a Southern Union Depot in Boston, opened in 1899. V. 68, p. 40; V. 69, p. 591. Boston & Albany, New England, Boston & Prov., Old Colony and N. Y. N. H. & Hartford RR. Cos. each owns one-fifth of the $500,000 capital stock and pay as rental in monthly instalments sums sufficient to pay all expenses, charges, interest on bonds and 4 per cent on stock. These companies are jointly liable for any deficiency in case of foreclosure. Registered interest payable Q.—F.; coupons F. & A.—(V. 69, p. 129, 591.)

Brooklyn Ferry.—See page 164.

Brooklyn Union Gas.—Incorporated in New York State Sept. 8, 1895. See plan V. 61, p. 831, and V. 62, p. 1141. Acquired Equity Gas, Jamaica G. L. and Woodhaven G. L. companies in 1897.

Contract.—Under five-year contract with city in 1897, city receives gas at $1 per 1,000 cubic feet for first year, and reduction of 2 cents per 1,000 each year, paying 90 cents the last year. Private consumers begin at $1 20, with reduction of 5 cents yearly, to $1.—V. 64, p. 887.

DIVIDENDS.—In 1896, 6 p. c.; in 1897, 6; in 1898, 6; in 1899, 6.

BONDS.—Mortgage of 1895 is for $15,000,000 of bonds, subject to:

Bonds.	*Interest.*	*Outstanding.*	*Maturity.*
Citizens' Gas, consol. mort...	5% F. & A.	$386,000	Feb. 1, 1940
Union Gas Light consol.....	5% J. & J.	228,000	Jan. 1, 1920
Fulton Municipal Gas, 1st M.	6% J. & J.	197,000	July 1, 1900
Williamsb. G. L., 1st mort....	6% A. & O.	939,000	Apr. 1, 1900

Pres., James Jourdan; Treas., E. R. Chapman. (V. 67, p. 899.)

Brooklyn Wharf & Warehouse.—ORGANIZATION.—Incorporated Jan. 21, 1895. Owns water frontage in Brooklyn opposite New York City 11,532 feet and leases 2,837 feet. See description V. 60, p. 927. As to Robinson Stores, see V. 63, p. 115, 701.

STOCK.—Capital stock (par, $100); common, $5,000,000; prfd., series A, $2,500,000; prfd., series B, $5,000,000. Preferred stocks "A" and "B" are 6 p. c. cumulative, but carry no right to vote. No dividends on common till a surplus of $500,000 shall have been accumulated.

DIVIDENDS.—Pref. "A" in 1896, 6 p. c.; '97, 6; '98, 6; 1899, Mar., 0.

ANNUAL REPORT.—Report for year ending Jan. 31, 1899, was given in V. 68, p. 522; gross, $2,163,397; net, $1,379,994; interest, $875,000; taxes and rent, $535,942; balance, def., $68,727. In 1897-98: Gross, $2,403,911; net, $1,578,014. Surplus Jan. 31, 1899. $2,678, against $216,405 in 1898. Pres., Gurdon B. Horton; Treas., Warren B. Nash; Sec., Sam'l Taylor, Jr., 66 Broad St., N.Y.—V. 68, p. 427, 472. **522.**

Buffalo Gas.—See page 164. **Brunswick Co.**—See page 164.

Calumet & Hecla Mining.—Stock, $2,500,000; par $25. Dividends 1895-96, 100 p. c.; 1896-97, 120 p. c.; in 1897-98, 160 p. c.; in 1898-99, 280 p. c.; June 28, 1899, 80 p. c.; Sept. 29, 80 p. c.; Dec. 29, 80 p. c. V. 69, p. **226.**

Cambria Steel.—See this SUPPLEMENT, page 164.

Celluloid Company.—ORGANIZATION.—Incorporated Nov. 25, 1890, in New Jersey, for 50 years. Manufactures all kinds of articles from celluloid, zylonite and solid fibre. Stock, $6,000,000; issued $5,925,000; par, $100.

DIVIDENDS.—	1892.	1893.	1894 to 1897.	1898.	1899.
Per cent	6	5½	4 yearly.	5	6 (see below.)

In 1899, April 1, 1¼ p. c.; July 1, 1¼ p. c.; Oct. 2, 1¼ p. c.; Dec. 30, 2¼ p. c. [1 extra],

Factories at Newark, N. J.: office, 30 to 36 Washington Place, N. Y. President M. C. Lefferts; Vice President, J. A. Bartow; Treasurer, F. R. Lefferts; Secretary, J. R. Lefferts.—V. 69, p. 1195.

Central Coal & Coke Co. of Kansas City, Mo.—See page 164.

Cent. & So. Am. Teleg.—Cent. Un. Teleph.—See p. 164.

Chesapeake & Del. Canal.—See SUP., Jan., 1898; V. 69, p. 26.

Chesapeake & Ohio Canal—SUP. 1890; V. 69, p. 1195, 1303.

Chicago Edison.—V. 69, p. **227**, 796, 1149, 1347; V. 70, p. 40.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chic. Junction Railways & Union Stock Yards—(Con.)—							
Preferred, 6 per cent cumulative, pref. also as to assets.	....	$100	$6,500,000	6 in 1899	Q.—J.	N. Y., Office, 40 Wall St.	Jan. 2, '00, 1½
Collateral trust, gold, $ or £ ..... c*	1890	1,000	10,000,000	5 g.	J. & J.	N.Y., Cent. Tr.; London.	July 1, 1915
Income bonds, 5 p. ct., non-cum., subj. to call at par..c*	1892	1,000	2,539,000	5	J. & J.	N. Y., Office, 40 Wall St.	July 1, 1907
Notes for Ch. Ham. & West., subject to call.....	1898	.....	400,000	5	J. & J.	do do	Jan. 1, 1903
Claflin (H. B.) Company—Common stock.....	....	100	3,829,100	7 in 1899	Q.—J.	N.Y., Office—Church St	Jan.15.'00, 2%
1st pref. 5 per cent, *gold*, cum.... } pref. as to princi-	....	100	2,600,300	5 in 1899	Q.—F.	do do	Feb. 1, '00, 1¼
2d pref. 6 per cent, cumulative.... } pal and dividends.	....	100	2,570,600	6 in 1899	Q.—F.	do do	Feb. 1, '00, 1½
Colorado Fuel & Iron—Col. Coal & Iron 1st M., g., ext..c*	1880	1,000	2,786,000	6 g.	F. & A.	N.Y., Knickerbocker Tr.	Feb. 1, 1902
Colorado Fuel Co's gen. mort., gold, s. f. red. at 110..c*	1889	1,000	880,000	6 g.	M. & N.	N. Y., Atlantic Trust Co.	May 1, 1919
Col. Fuel & Ir. gen. M. ($6,000,000) g., s.fd., red. 105.c*&r	1893	1,000	2,303,000	5 g.	F. & A	N.Y., Chase Natl. Bank	Feb. 1, 1943
Grand River Coal & Coke 1st M., gold, not guar.....c*	1889	1,000	769,000	6 g.	A. & O.	N.Y., Knickerbocker Tr.	July 1, 1919
Col. Coal & Iron Devel., 1st M., g., gu., red. at 105.c*&r	1889	1,000	700,000	5 g.	J. & J.	New York.	July 1, 1909
Col. & Hock. Coal & Iron—1st M. g. (old 6s int. reduced) c.c*	1887	1,000	918,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1917
Commercial Cable—Stock ($15,000,000).....	....	100	10,000,000	8 in 1899	Q.—J.	N. Y., 253 Broadway.	Jan.2 '00, 2¾%
First mortgage, gold.....c&r } $20,000,000 {	1897	100 &c.	10,302,200	4 g.	Q.—J.	N.Y., F.L.& T.Co. & Off	Jan. 1, 2397
Do deben. stock £ (same lien as bonds. }	1897	£1 &c.	£1,521,134	4 g.	Q.—J.	Off., London, England.	Jan. 1, 2397
Consol. Gas of Baltimore City—Stock.....	....	100	10,770,968	See text.	J. & D.	Baltimore.	Dec. 1, '99, 2%
Prior lien bonds, see text (2 issues)..... c	....	500 &c.	4,600,000	6	Text.	First Nat. Bk., Balt.	1900 & 1910
Consol. 1st M., gold, $7,000,000. MeBa..... c*	1888	1,000	2,182,000	5 g.	J. & J.	do do	July 1, 1939
Consolidated Gas (N. Y.)—Stock—$39,078,000	....	100	39,078,000	5½ in '99	Q.-M.15	N. Y., Office, 4 Irving Pl.	Dec.15 '99, 1%
Metropolitan Gas Light Co. 1st mortgage.....c	1881	500 &c.	624,500	6	F. & A.	N. Y., Farm. L. & Tr. Co.	Aug. 1, 1901
Debentures..... r	1888	1,000	1,477,000	5	M. & N.	N. Y., Office, 4 Irving Pl.	May 1, 1908
Consolidation Coal—Stock.....	....	100	10,250,000	2 in 1900	Feb. 1	N. Y., Guaranty Tr. Co.	Feb. 1, '00, 2%
1st M., $750,000, g., sink. fd., red. each Jan. at 105....G	1896	1,000	600,000	4½ g.	J. & J.	do do	Jan. 1, 1922
Continental Tobacco—Stock, common, $50,000,000.....	....	100	48,846,100	.....	.....	.....	.....
Stock, pf. (as to assets and div.) non cum., $50,000,000	....	100	48,844,600	.....	Q.—J.	N.Y., Manhattan Trust.	Jan.2 '00, 1¾%

Chicago Junction Railways & Union Stock Yards.—ORGANIZATION.—This company, incorporated in 1890 under the laws of New Jersey, has purchased 98 per cent of the stock of the Union Stock Yard & Transit Company of Chicago. The property thus controlled consists of 470 acres of land (with one mile of water front) containing in December, 1896, warehouses, sheds and pens to accommodate 75,000 cattle, 300,000 hogs, etc. See Chicago Junction Ry., in "Railroads."

AGREEMENT.—The Chicago packers, Messrs. Armour, Morris and Swift, and others, guaranteed to give this company the business of packing all live stock slaughtered by them within 200 miles of Chicago. See V. 54, p. 328, 923; V. 55, p. 99, 297.

DIVIDENDS.—On pref., 6 p. c. yearly. On common 1891, 10; 1892, to Jan., '00, incl., 8 p. c. yearly. In 1900 payments will probably be made quarterly (Q-J).—V. 70, p. 75.

BONDS.—The *collateral trust* bonds are secured by deposit with the Central Trust Company, trustee, of over 90 per cent of the stock of the Union Stock Yard Transit Company. The *incomes* carry interest after payment of interest on the collateral trust bonds and 6 per cent on pref stock. See V. 54, p. 328; V. 66, p. 1043. INCOMES.—*Coupons paid*—January, 1894, to Jan., 1899, inclusive.

ANNUAL REPORT.—Fiscal year changed in 1897 to end Dec. 31; annual meeting second Thursday in February. Report in V. 68, p. 326.

	1898.	1897.	1895-96.
Dividends of U. S. Y. Co., &c.....	$1,699,382	$1,705,796	$1,701,509
Balance previous year.....	43,379	26,987	23,620
General expenses, rents, &c..... }	724,380	{ 56,378	70,932
Interest on bonds..... }		{ 633,025	637,850
Dividends.....	910,000	910,000	910,000
Depreciation.....	90,000	90,000	90,000
Balance, surplus.....	$28,381	$43,380	$16,347

Union Stock Yards & Transit Co.—	*Year end. Dec. 31*— 1898.	1897.	1896.	*Year June 30*— 1895.
Gross earnings.....	$3,731,542	$3,321,423	$3,313,578	$3,354,560
Net earnings.....	* 2,191,111	1,932,231	1,984,267	2,103,147

*Includes Chic. Junc. Ry. in 1898.

DIRECTORS.—Chauncey M. Depew (Chairman), W. Scott Fitz, Boston; National Thayer, Boston; W. J. Sewell, Camden, N. J.; F. H. Prince, Boston; Fred H. Winston, Albert H. Veeder and P. A. Valentine, of Chicago; Wm. D. Guthrie, of New York, and George Peabody Gardner, Boston. N. Y. office, 40 Wall.—(V. 69, p. 1195; V. 70, p. 75.)

Claflin (H. B.) Co.—See page 164.

Colorado Fuel & Iron.—*(See Map)*—A Colorado corporation formed in Oct., 1892, by consolidation [V. 55, p. 373, 639,] of Colorado Fuel and Colorado Coal & Iron companies. See V. 62, p. 461.

STOCK.—Preferred is $2,000,000 8 per cent cumulative (par $100). On Sept. 25, 1899, the stockholders voted to increase the common stock from $11,000,000 to $23,000,000, for important additions and improvements, to be issued from time to time as required. Of the increased stock, $4,000,000 had been issued to January 15, 1900.—V. 69, p. 494, 540, 6 7; see also circular in full, p. 652, 653. On June 30, 1899, accumulated dividends on preferred amounted to $640,000, with undivided profits of $593,694, and it was thought payment of dividends would be begun during the year.—V. 69, p. 540.

BONDS.—See application for listing bonds V. 62, p. 461. Col. Coal & Iron 6s will be extended two years from Feb. 1, 1900.—V. 70 p. 40.

DIVIDENDS.—	1893.	1894.	1895.	1896.	'97.	'98	'99.	1900.
Common.....	1¼ %	0	0	0	0	0	0	0
Preferred.....	8 (4 sc.)	4 sc.	0	8	4	0	0	See below.

Overdue on preferred in Feb., 1900, 28 p. c., $560,000. On Feb. 15, 1900, 8 p. c. was paid on pref. and dividends are to be paid at short intervals as earnings warrant until all arrears are paid. V. 70, p. 127.

LATEST EARNINGS.—For 5 mos. ending Nov. 30 in 1899, net, $803,382, against $356,026 in 1898. Report for 1898-99 in V. 69, p. 540,

	Gross		*Net*	
Year end'g June 30.	1899.	1898.	1899.	1898.
Fuel department.....	$4,627,909	$3,931,865	$988,020	$832,761
Iron department.....	3,237,109	1,289,886	204,990	dr10,308
Retail dept., etc.....	336,374	267,364	56,624	24,990
Total.....	$8,201,392	$5,489,115	$1,249,634	$847,444
Bal. to inc. acct. aft. deduct'g gen. expenses ...			$1,094,675	$711,543

Interest on bonds, $406,043; taxes, exchange, etc., $82,244; sinking fund, $328,868; balance, surplus for year 1898-99, $277,520.

OFFICERS.—J. C. Osgood, President; John L. Jerome, Treasurer. Office, Denver, Col. New York office, 71 Broadway.—V. 70, p. 73, 127.

Columbian Electric Car Lighting & Brake.—See page 164.

Columbus Hocking Coal & Iron Co.—See page 164.

Commercial Cable Co.—Owns three cables from Nova Scotia to Ireland; one from Ireland to Havre, France; one from Ireland to Bristol, England; one Nova Scotia to New York and one to Rockport, Mass. &c. Jan. 1, 1897, Postal Telegraph Cable Co. was purchased and its stock of $15,000,000 mostly exchanged, $ for $, for 4 p. c. bonds. The first mortgage covers all the property and leases and also the stocks owned of the various telegraph companies controlled—see V. 64, p. 951. Postal Co. Dec. 31, 1898, had 143,290 miles of wire (land lines), 2,790 offices and transmitted in '98 about 15,000,000 messages.

STOCK.—In Dec., 1899, stock was increased from $10,000,000 to $15,000,000 and $3,330,300 offered to stockholders, 25 p. c. payable Jan. 20, 25 p. c. on Feb. 20 and 50 p. c. on March 20.—V. 69, p. 1195.

DIVIDENDS.—1889.	'90.	'91 to '96.	1897-'98.	'99.	1900.
Per cent.....	1½	6 7 yearly.	8	8	Jan. 2¾ (incl 1 ex.)

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report '98 in V. 68, p. 471.

Years.	*Gross.*	*Net.*	*Int., etc.*	*Div'ds.*	*Reserve.*	*Balance.*
1898.	$3,031,838	$2,028,013	$707,808	$800,000	$592,761	def. $72,556
1897	2,775 939	1,863,309	642.218	800,000	536.750	def. 119,659

J. W. Mackay, President; Vice-President and General Manager, G. G. Ward; Office, 253 Broadway, New York.—(V. 69, 1064, 1195.)

Commonwealth Electric.—V. 69, p. 384, 441, 796, 1149.

Consolidated Gas of Baltimore City.—Incorporated May 5 1888 under the laws of Maryland. STOCK.—Authorized $11,000,000 Dividends were 5 p. c. yearly, but in 1897 and 1898, 4¼ p. c.; in 1899, 4 p. c. Consols are reserved to retire following bonds assumed:
Consol. Gas Co. (of 1880) 6s. J. & J., due July 1, 1910, $3,600,000.
Chesapeake Gas Co. 6s, J. & D., due June 1, 1900, $1,000,000.
OFFICERS.—President, John W. Hall; Secretary, N. T. Meginness Treasurer, Jos. W. Clarke; office 19 South St., Baltimore. V. 60, p. 301

Consolidated Gas of New York.—This company was organized Nov. 11, 1884, as a consolidation. Law regulating price of gas in N.Y. City, see V. 64, p. 1000. Dividends, formerly 6 per cent, were from June, 1893, to Mar., 1899, 8 p. c. (2 p. c. quar.); in June, 1899, 1½ p. c.; Sept., 1 p. c.; Dec., 1 p. c. (V. 69, p. 1105). Balance sheet Dec. 31, 1898, V. 68, p. 328. 1897-9 $3,647,947 stock was issued.—V. 68, p. 281.

In Jan., 1900, Consol. Gas interests arranged to acquire control of the $36,000,000 capital stock of the N. Y. Gas & Elec. Light, Heat & Power Co., and the entire capital stock will be "exchanged for a security backed by the Consol. Gas Co." The same interests in spring of 1899 purchased the United Elec. Light & Power Co. of N. Y., and all the electric-lighting business of Manhattan will be brought under the management of Consol. Gas. Co.—V. 70, p. 40, 127. Office, 4 Irving Pl.

OFFICERS—President, Harrison E. Gawtry; Sec., O. F. Zollikoffer; Treas., G. W. Doane. TRUSTEES—Wm. C. Whitney, H. E. Gawtry, Samuel Sloan, John P. Huggins, William Rockefeller, M. Taylor Pyne, Geo F. Baker, James Stillman, S. S. Palmer, H. D. Auchincloss, F. A. Schermerhorn, A. N. Brady, T. F. Ryan. V. 70, p. 127.

Consol. Gas of Pittsburg.—See Pittsburg in ST. RY SUPP.

Consolidated Ice.—See Amer. Ice Co.—Page 163 and V. 69, p. 386

Consolidated Lake Superior.—See page 164.

Consolidated Rubber Tire Co.—ORGANIZATION.—Incorporated in New Jersey in June, 1899. Stock, $5,000,000; pref. 6 p. c. cum., $5,000,000, of which $4,000,000 of each are outstanding. First quarterly dividend on pref. (1½ p. c.) paid Sept. 1, 1899; Dec. 1, 1½ p. c. Checks are mailed. Secretary, Frederick A. Seaman. Office, Trenton, N. J. Emerson McMillin & Co. were interested.—V. 69, p. 78, 335.

Consolidation Coal Co.—Incorporated in 1864. Baltimore & Ohio RR. owns $3,810,000 stock. Coal mined in 1898, 1,435,418 tons; in 1897, 1,265,846 tons. Owns $1,500,000 stock of Cumberland & Penn. RR. (which see) and guarantees its $1,000,000 bonds.

DIVIDENDS since 1883: for 1884 and 1885, 1; for 1886, ¾; for 1887, 1½; for 1888, 2¼; from 1889 to Feb., 1900, inclusive, 2 p. c. yearly.

EARNINGS.—Statement for 1898 in V. 68, p. 377, showed: Gross receipts of mines, RRs., &c., $1,988,391; net receipts, $539,168; total net income, $648,418; interest, including interest on guar. bonds (see above), taxes, etc., $190,325; balance, surplus for dividends, $458,093; dividends, $205,000. Royalty fund Dec. 31, 1898, $476,798, invested in interest-bearing securities. Pres., C. K. Lord; Sec. and Treas., T. K. Stuart, 44 South St., Baltimore, Md.—(V. 68, p. 377; V. 69, p. 1195.)

Continental Cotton Oil.—See SUPPLEMENT for July, 1899.

Continental Tobacco Co.—Incorporated Dec. 9, 1898, under the laws of New Jersey. Acquired by purchase the entire business and assets of the P. J. Borg Co., Middletown, O.; Daniel Scotten Co., Detroit, Mich.; John Finzer & Bros. (incorporated), Louisville, Ky.; P. H. Mayo & Bro. (incorporated), Richmond, Va.; J. Wright Co., Richmond, Va.; Wright Bros. Tobacco Co., St. Louis, Mo.; Brown Tobacco Co., St. Louis, Mo.; Drummond Tobacco Co., St. Louis, Mo.; Liggett & Myers Tobacco Co., St. Louis, Mo.; Buchanan & Lyall, Brooklyn, N. Y.; and purchased the plug chewing tobacco business of Amer. Tobacco Co. and $3,000,000 common stock of P. Lorillard Co. See V. 69, p. 745.

STOCK.—Apr. 21, 1899, increased the common and preferred stocks from $37,500,000 to $50,000,000 each. V. 68, p. 670, 771.

DIVIDENDS.—On pref., 1¾ p. c., Oct. 2, 1899; 1900, Jan. 2, 1¾ p. c.

OFFICERS.—President, James B. Duke; 1st Vice-Pres., Chas. E. Hallwell; 2d Vice-Pres., Frank H. Ray; 3d Vice-Pres., Oren Scotten; Treas., H. D. Kingsbury; Sec., C. C. Dula. N. Y. office, 111 Fifth Ave.—(V. 68, p. 771, 926; V. 69, V. 284, 387, 494, 745.)

Cramp (Wm.) & Sons Ship & Engine Bld. Co.—See p. 164.

Cumberland Telephone & Telegraph Co.—See p. 164.

Denver Gas & Electric.—Detroit City Gas.—See p. 164.

Denver Union Water Co.—See p. 165.

Det. Mac. & Marq.—SUP., Apr., '97. In '99 2% int.—V. 69, p. 1061.

Detroit Union RR. Depot.—See SUP., Oct., 1897.—V. 69, p. 494.

Diamond Match.—ORGANIZATION, ETC.—Organized in 1889 under laws of Illinois. Owns factories at Boston, Mass., Barberton, O., Detroit, Mich., Oshkosh, Wis., Oswego, N. Y., etc.; also store properties at Baltimore and Philadelphia, and saw mills at Green Bay, Wis.; Athol, Mass.; Keene, N. H., and Vicksburg, Miss., with extensive pine stumpage. No other factories will be operated.

DIVIDENDS.—	1893.	1894.	1895.	1896 to Dec., '99.
Since 1892, p. ct.	20	10	21½	10 (2½ quar.)

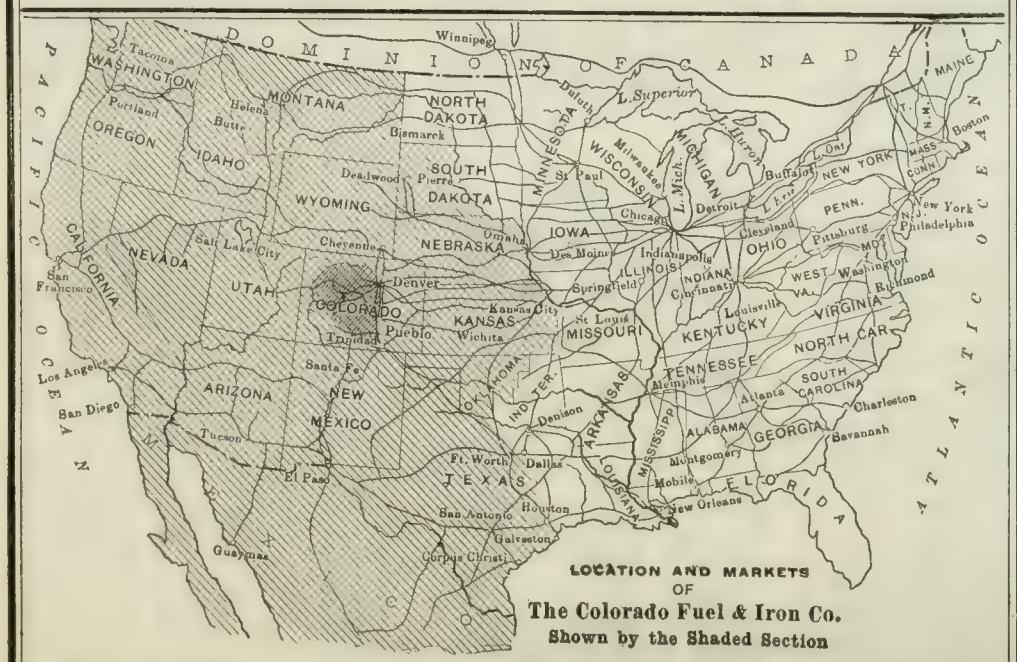
STOCK.—Increased from $7,500,000 to $9,000,000 in March, 1893, for new plant, etc.; in Feb., 1895, to $11,000,000 (V. 59, p. 1058.); in 1899 to $15,000,000 to extinguish the $1,250,000 floating debt, increase the working capital and acquire Continental Match Co., etc.—V. 69, p. 592.

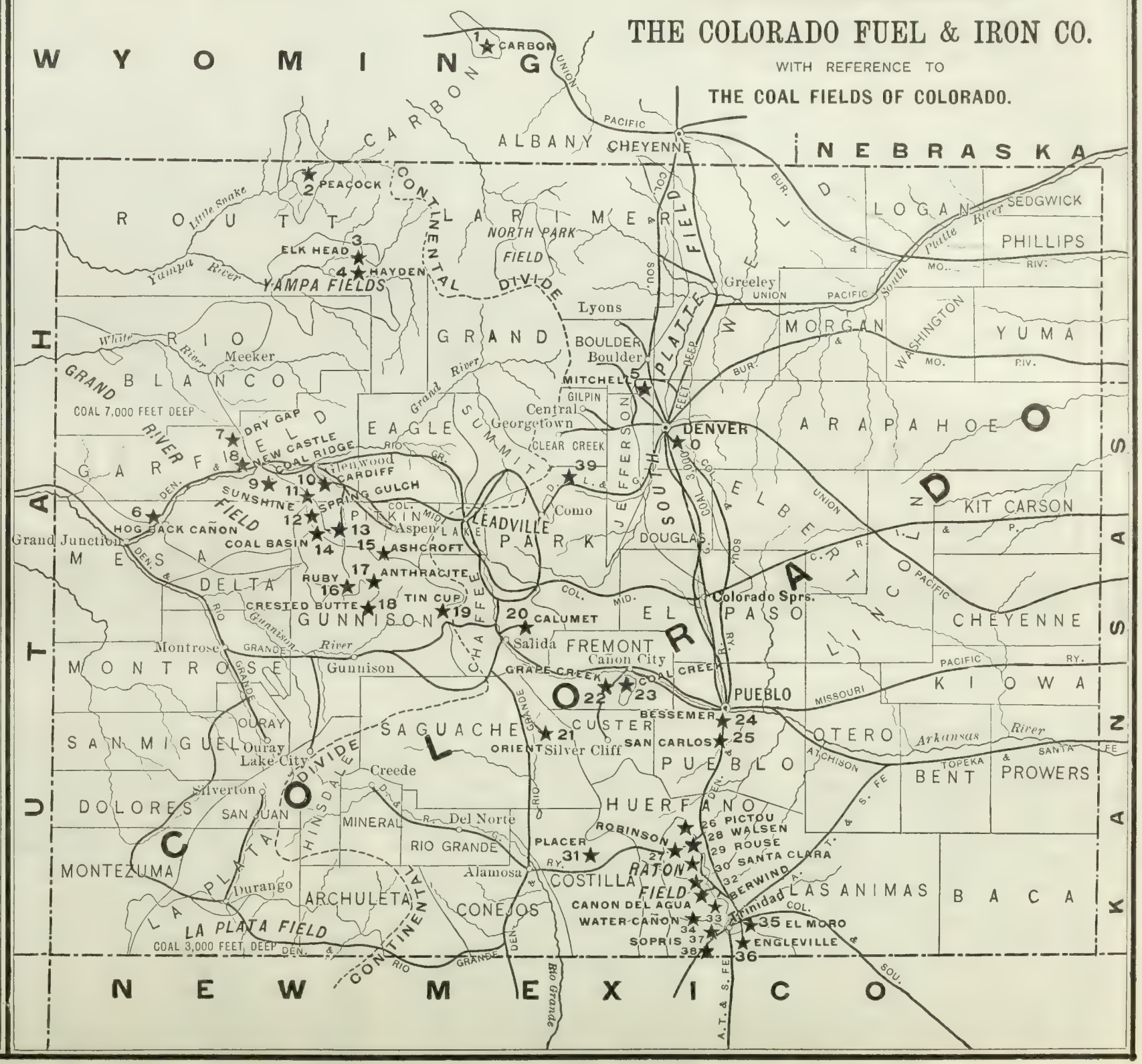
ANNUAL REPORT.—For 1898 in V. 68, p. 228, showed net, $1,155,997; in 1897, $1,274,918; in 1896, $1,226,442.

INDEX TO MAP—SHOWING LOCATION OF PROPERTIES.

The respective properties are indicated by a star and number, the latter corresponding to the number in this index.

0. General Offices.
1. Steam-coal lands.
2. Dry-domestic-coal lands.
3. Elk Head Mountains, anthracite lands.
4. Domestic-coal lands.
5. Lignite lands.
6. Semi caking-steam-and domestic-coal lands.
7. Semi-caking-steam-and domestic-coal lands.
8. Semi-caking-steam and domestic-coal lands.
9. Dry-domestic-and steam-coal lands.
10. Coke ovens.
11. Semi caking-domestic-coal mines.
12. Coking-coal mines.
13. Coke ovens.
14. Coking-coal mines.
15. Iron lands.
16. Anthracite mine.
17. Anthracite mine.
18. Coking coal-mine. Coke ovens.
19. Iron lands.
20. Iron mine.
21. Iron mine.
22. Iron lands.
23. Don estic-coal mines.
24. Steel works.
25. Limestone quarries.
26. Domestic-coal m ne.
27. Domestic-coal mine.
28. Domestic-coal mine.
29. Domestic-and steam-coal mine.
30. Domestic-and steam-coal mine.
31. Iron lands.
32. Domestic-coal lands.
33. Coking coal mine.
34. Coking-coal lands.
35. Coke ovens.
36. Coking coal mine.
37. Coke ovens.
38. Coking-coal mine.
39. Iron lands.





MISCELLANEOUS. For explanation of column headings, &c., see notice on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cumberl'd Teleph. & Tel'gh—1st M., $1,000,000 (see text)	1898	$1,000	$1,000,000	5 g.	J. & J.	N. Y., Wash. Trust Co.	Jan. 1, 1918
Denver Union Water Co.—1st mortgage, $8,000,000, gold	1894	100 &c.	7,000,000	5 g.	J. & J.	N.Y. Fourth Nat. Bank.	July 1, 1914
Detroit City Gas—Prior lien mort., $6,000,000, gold. Co.c*	1898	1,000	4,575,000	5 g.	J. & J.	N. Y., Emerson, McM.	Jan. 1, 1923
Detroit Gas, consol. 1st mort. for $4,500,000, gold..c&r	1893	1,000	397,000	5 g.	F. & A.	N. Y., Guaranty Tr. Co.	Feb. 1, 1918
Diamond Match.—Stock, $15,000,000, listed in Chicago..	....	100	14,750,000	10 in '99	Q.—M.	By check fr. Chicago off.	Dec. 12, '99, 2½
Distilling Co. of America—Common stock, $70,000,000..	....	100	See text.	.....	.....	.....	.....
Preferred stock, 7 per cent, cumulative, $55,000,000 .	....	100	See text.	.....	.....	.....	.....
Am. Spirits Mfg., 1st M., g., call at 105, s.f., 5%. Ma.c*	1895	1,000	1,899,000	6 g.	M. & S.	New York.	Sept. 1, 1915
Ky. Dist. & W, 1st M, $5,000,000, g, coll. at 105 aft. 5 yrs. Ce	1900	.....	(?)	5 g.	J. & J.	.....	1920
Edison Electric Illuminat'g of Brooklyn—See KINGS CO. ELEC. LIGHT & POWER.							
Edison Electric Illuminating of New York—See N. Y. GAS & ELECTRIC LIGHT, HEAT & POWER.							
Electric Storage Battery—(Stock, $5,000,000 pref.)	....	100	16,875,000	.....	.....	.....	.....
Electric Vehicle Co.—Common stock, $7,000,000.	....	100	7,000,000	.....	.....	N. Y., 100 Broadway.	Dec 29, '99, 2%
Preferred stock, 8 per cent, non-cum., $5,000,000..	....	100	5,000,000	8 in April, 1899		do	Apr. 1, '99, 8%
Equitable Ill. Gas L. Co. of Phila.—1st M. g., red. at 105. N	1898	1,000	7,261,000	5 g.	J. & J.	N. Y. Security & Tr. Co.	Jan 1, 1928
Erie Telegraph & Telephone—Stock ($15,000,000).	....	100	5,000,000	4¼ in '99	Q.—J.	Checks mailed.	Jan 8, '00, 1¼
Col. trust gold bonds ($1,000,000) 10% red. y'ly aft. '99	1894	500 &c.	1,000,000	6	A. & O.	Boston, Old Colony Tr.	Apr. 1, 1909
do do ($4.000,000) s. f., not subj. to call.c*	1896	1,000	3,905,000	5 g.	J. & J.	do do	July, 1926
Debentures, gold, $5,000,000.....c	1899	1,000	3,000,000	5 g.	J. & J.	do do	July 1, 1928-9
Federal Steel—Common stock, $100,000,000.....	....	100	46,484,100	See text.	.....	N.Y., Off., Empire Bldg.	Jan. 20, '00, 1¼
Preferred stock (as to assets and 6% div.) non-cum....	....	100	53,260,000	do	Q.—J.	do do	Jan 20, '06, 3%
Illinois Steel, convertible debentures, see text.....c*	1890	1,000	2,922,000	5	J. & J.	do do	Jan. 1, 1910
Non-convertible debentures for $7,000,000, A & B. c*	1893	500 &c.	7,000,000	5	A. & O.	do do	Apr. 1, 1913
Elgin Joliet & Eastern, 1st M. ($10,000,000) gold. Ce.c*	1891	1,000	7,417,000	5 g.	M. & N.	do do	May 1, 1941
Duluth & Iron Range, 1st mortgage, Mp.....c&r	1887	1,000&c	6,732,000	5	A. & O.	do do	Oct. 1, 1937
2d mortgage, currency, red. at 105, $5,000,000. Ce.c*	1896	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1916
JohnsonCo. of Pa. 1st M., red. $100,000 Sep. 1, y'ly. Us. c	1894	1,000	1,500,000	6	M. & S	N. Y., U. S. Trust Co	To 1914

OFFICERS.—President, O. C. Barber; Treasurer, J. K. Robinson: Sec'y, R. E. Wirt; Auditor, H. C. Kranz. Chicago.—(V. 69, p. 1064. 1347.

Distilling Co. of America.—ORGANIZATION.—Incorporated in New Jersey on July 11, 1899, under the laws of New Jersey, as a combination of the American Spirits Manufacturing Co., Kentucky Distilleries & Warehouse Co., Spirits Distributing Co. and Standard Distilling & Distributing Co. per plan in V. 68, p. 1224—V. 69, p. 150. Formal possession of the majority interest in the securities of the four companies deposited was taken July 13, 1899. A number of the most important rye whiskey concerns, including Hannis Distilling Co. of Philadelphia and Baltimore, acquired in July, 1899 (V. 69, p. 179, 494. 745), and the St. Paul distilleries were to be controlled. In Nov., 1899, it was claimed that three-fourths of the Kentucky whiskey product and about 85 per cent of the spirit product of the country were controlled. V. 6 , p. 957. In Jan , 1900, a stockholders' committee, William L. Bull, Chairman, was investigating the condition of property. V. 69, p. 1347.

STOCK, ETC.—Stock authorized, common, $70,000,000; pref., 7 per cent, cum., $55,000,000; of which $28,070,630 preferred and $42,734,459 common had been issued n Dec. 22, 1899. V. 68, p. 1224. For earnings of Standard Co. in 1898-9, see V. 69, p. 179.

BONDS.—In Jan., 1900, the Kentucky Distilleries & Warehouse Co. filed a mortgage to secure $5,000,000 twenty-year five per cent gold bonds, but subject to call after five years at 105, to develop the resources of that constituent company, after which, it was estimated, that company would be able alone to pay the entire preferred dividends of the Distilling Co. of America. V. 70, p. 78.

DIRECTORS.—Samuel M. Rice. President; Thomas Dolan, Hugh J. Grant R. A. C. Smith. Frederick Flower, Gen. G. E. P. Howard, E. H. Shibley, Edson Bradley, George R. Sheldon, John M. Atherton and H. J M. Cardeza; Secretary. Thomas H. Wentworth. Office, 27 William St., N. Y. V. 69, p. 1347; V. 70, p. 40, 78.

Dominion Coal Co.—See V. 68, p. 1129; V. 69, p. 27, 79.

Dominion Iron & Steel Co.—ORGANIZATION.—Organized under the laws of Nova Scotia on June 17, 1899; is building iron and steel works at Sydney, Cape Breton, to have, it is said, a daily capacity of 800 tons of steel daily. Stock, $15,000,000, all issued; par $100. Bonds, $8,000,000 first 5s; reported as sold, $6,000,000.

OFFICERS.—H. M. Whitney, Boston, President, R. B. Angus, Montreal, Vice-President; J. S. McLennan, Montreal, Secretary; B. F. Pearson, Halifax, Treasurer. 95 Milk St., Boston, Mass.—V. 69, p. 53, 853.

Edison El. Ill. of Brooklyn.—See KINGS CO. EL. L. & POWER.

Edison Electric Illuminating Co. of New York.—See N. Y. GAS & ELECTRIC LIGHT, HEAT & POWER; also April, 1899, SUP.

Electric Axle Light & Power.—See page 165.

Electric Boat Co.—ORGANIZATION.—Incorporated in New Jersey on Feb. 25, 1899, and has acquired all of the capital stock of the Electric Launch Co., the Holland Torpedo Boat Co., etc. V. 69, p. 797, 853. Stock, common, $5,000,000; pref., 8 p. c., non-cum., $5,000,000. Par, $100. Issued, common, $4,997,800; preferred, $1,190,000. Subscribers to preferred received 2 shares of common as bonus. V. 69, p. 69 . President, I. L. Rice, 20 Broad St.—V. 69, p. 853, 1064.

Electric Co. of America.—ORGANIZATION.—A Philadelphia company. Incorporated in Jan., 1899, in New Jersey, with broad powers, but mainly for the purpose of buying, controlling and operating electric light plants in various cities of the United States. V. 68, p. 85. In 1899 purchased the electric companies at Camden and Atlantic City, N. J., Jamaica and Long Isl. City, N. Y., Scranton and Altoona, Pa., Conshohocken, Pa., Wheeling, W. Va. See partial list, V. 69, p. 957; in Nov., 1899, negotiations were pending for additional plants. Stock, $25,000,000; par $50; issued, it is said, $22,000,000, of which $7 50 paid in. (V. 69, p. 179). First dividend, 50 cents per share, July, 1899; Jan. 20, 1900, 50 cents. Office Land, Title Bldg., Phila.

OFFICERS.—President, A. Loudon Snowden; Vice-President, William J. Latta; Secretary, J. B. McCall; Treasurer, E. B. Boll. Directors—Martin Maloney, William L. Elkins, Thomas Dolan, William J. Latta, P. A. B. Widener, A. Loudon Snowden, Charles A. Porter, Joseph B. McCall and James E. Hays.—V. 69, p. 130, 179, 553, 957.

Electric Storage Battery.—Incorporated in 1888 under laws of New Jersey. Owns basic patents for storage batteries. In May, 1899, conveyed the exclusive license for the manufacture of storage batteries for automobile purposes to the newly-organized Columbia Automobile Co., of whose $3,000,000 capital stock it acquired $1,000,000 and the Pope Manufacturing Co. $1,000,000 (V. 69. p. 76.) Also acquired in 1899 about $4,000,000 stock of Electric Vehicle Co. see below.

STOCK, ETC.—Common, auth., $13,000,000; outstanding, as in table. Preferred, 1 per cent cumulative, $5,000,000 (par $100). After 1 p. c. on preferred, common and preferred share equally. In Feb., 1899, pref. dividends were 4 p. c. in arrears. In 1899 increased the common stock from $8,500,000 to $13,000,000. $3,375,000 of the increased stock being allotted to the stockholders at par to acquire a 5-12 interest in the electric vehicle business, as controlled by the Electric Vehicle Co. and the Columbia Automobile Co. and pay off the $450,000 5s, called for payment on July 15, 1899.—V. 69, p. 6.

REPORT.—Report for year ending Dec. 31, 1898, in V. 69, p. 76, showed net profits $320,957 (against $223,939 in 1897), and year's surplus over interest and depreciation, $259,895. Gross sales for 5 mos. ending May 31, 1899, $1,360,561, against $314,498 in 1898. President, Geo. H. Day; office, 100 Broadway, New York.—V. 69, p. 387.

Electric Vehicle Co.—ORGANIZATION.—Incorporated in 1897 under the laws of New Jersey. Purchases the total output of the Columbia & Electric Vehicle Co. and sells the same to the various electric vehicle transportation companies throughout the country. V. 69, p. 76, 180. In May, 1899, transferred all its patents and inventions to Columbia & Electric Vehicle Co., of whose $5,000,000 capital stock the Electric Vehicle Co. owns half and the Columbia Automobile Co. half. The last-named company makes the storage batteries for the vehicles under arrangement with Electric Storage Battery Co. As to relations of companies, sources of income, etc., see V. 69, p. 850.

STOCK—After 8 per cent on common, dividends are to be divided pro rata between the common stock and the preferred stock outstanding. In 1899 the outstanding stock was increased, common from $5,000,000 to $7,000,000 and preferred from $1,000,000 to $5,000,000. Electric Storage Battery Co. in 1899 owned about $4,000,000 of stock.

REPORT.—Report for 8 mos. ending Aug. 31, 1899, in V. 69, p. 850.

DIVIDENDS.—A dividend of 8 per cent on preferred and 2 per cent on common paid April 1, 1899, "out of net earnings for year 1899." In July, 1899, 2 p. c. on common: Oct., 2 p. c.; Dec. 29, 2 p. c.

President, Robert Mc. A. Lloyd. Executive Committee, Isaac L. Rice, John Jacob Astor, Geo. H. Day and Martin Maloney. Office, 100 Broadway.—V. 68, p. 976, 1180, 1225; V. 69, p. 180, 228, 647, 796, 850.

Empire Steel & Iron.—See page 165.

Equitable Gas Light (of N. Y.)—SEE NEW AMSTERDAM GAS CO.

Equitable Ill. Gas Light of Phila.—See page 165.

Erie Telegraph & Telephone Co.—ORGANIZATION—Owns 71 per cent of the Cleveland Telephone Co., 79 per cent of the Northwestern Telephone Exchange Co., and 70 per cent of the Southwestern Telegraph & Telephone Co., operating in the States of Ohio, Minnesota, North and South Dakota, Texas and Arkansas, under licenses from Am. Bell Co. In 1899 acquired control of Michigan Telephone Co. (V. 68, p. 40, 187) and Wisconsin Telephone Co., and in Jan., 1900, through the former, of the Detroit Teleph. and New State Teleph. companies, both of Michigan.—V. 68, p. 979, 1023, 1225; V. 70, p. 127.

STOCK.—Listed on N.Y. Stock Exchange in 1894; see V. 59, p. 701.

The stockholders on Dec. 15, 1899, voted to increase the capital stock from $5,000,000 to $15,000,000. Of this, $2,000,000 was offered for subscription at par to Jan. 29, payment to be made Feb. 14, 1900. V. 69, p. 1105, 1250; V. 70, p. 78.

DIVIDENDS.....	1888.	'89.	'90.	'91.	'92 to '98.	'99.	1900.
Per cent.....	4	4	4	1	4	4¼	Jan., 1¼

REPORT.—Earnings of sub-companies for 1899 (3 mos estimated) gross, $3,790,000, against $2,818,477 in 1898; net $1,390,000, against $820,502. V. 69, p. 1105. Report for 1898 in V. 68, p. 878, showed: Surplus over dividends, $21,706 for year; total surplus of subcos., Jan. 1, 1899, $234,367. For the same period E. T. & T. Co. proportion of dividends, $423,650; dividends paid by Erie (4 per cent) $198,000; expense account, $219,076; net surplus for year, $6,574. Office, Lowell, Mass. (V. 69, p. 1105, 1250, 1348; V. 70, p. 78, 127.

Fort St. Union Depot (Detroit).—See SUP., April, 1897.

Federal Steel.—*(See Map.)*—ORGANIZATION.—Incorporated in N. J. Sept. 9, 1898, with liberal powers (V. 67, p. 530), to acquire by purchase (plan in V. 67, p. 483, 633,) the capital stocks of the Minnesota Iron Co. (and through it owning the entire stocks of the Duluth & Iron Range RR. Co. and Minn. SS. Co.), the Illinois Steel Co. and the Elgin Joliet & Eastern Ry. Co. The entire outstanding issues of the capital stocks of these companies have been acquired and are now owned by the Federal Steel Company; it has also acquired the entire capital stocks of the Lorain Steel Co. and the Johnson Co. of Pa.

STOCK, ETC.—Stock authorized, $100,000,000 each of common and 6 p. c. non-cumulative preferred. For amount issued see table above. Preferred stock is preferred both as to assets and dividends. See V. 67, p. 578, 1008.

The Federal Steel Company has no bonded debt. The companies whose entire capital stocks it owns have outstanding bonds and debentures as per schedule above. The Illinois Steel Co. convertible 5 per cent debentures of 1910 (original issue $6,200,000) were called for payment on May 3, 1899, but right to retire same was, for the present, waived by the company, provided bonds were presented for an endorsement thereon permanently waiving the right of exchanging same for stock; 2,922 bonds were thus endorsed; of the balance 3,245 have been redeemed and the remaining 33 will be paid on presentation. V. 68, p. 232, 282.

DIVIDENDS.—Preferred: 1½ p. c. April 5, 1899, 1½ p. c. Sept. 12, 1899; 3 p. c. Jan. 20, 1900. Common: 1¼ p. c., paid Jan. 20, 1899 (declared in July, 1899, but deferred to comply with legal decision); directors will meet on Feb. 13 to take action on further dividend, expected to be 2½ p. c., making 3¾ p. c. for 1899. V. 70, p. 78.

OPERATIONS.—The officials estimated the net income of the constituent companies for the year ending Dec. 31, 1898, after payment of fixed charges, at over $4,000,000; interest charge of new company will be $1,523,950; 6 per cent dividend on $53,260,900 preferred, $3,195,654.—See V. 67, p. 1009.

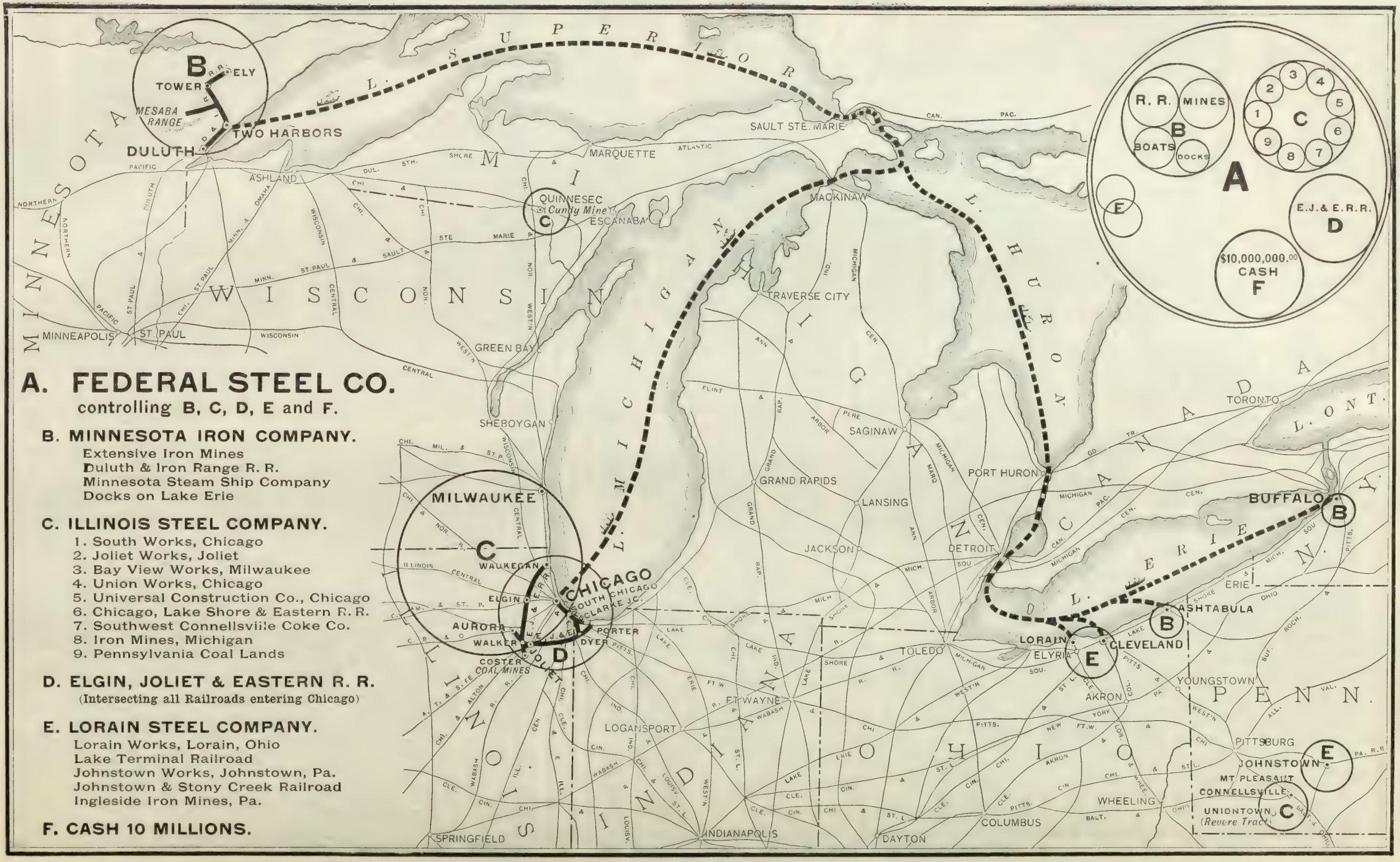
The output of mines of the Minnesota Iron Co. was: In 1898, 2,346,071 tons; in 1897, 2,271,569 tons; in 1896 1,507,576 tons. See V. 66, p. 663 The Illinois Steel Company's annual output was:

Tons made (approx.)—	1898.	1897.	1896.	1895.
Pig iron and spiegeleisen ..	1,394,631	1,116,012	946,907	1,000,000
Finished product shipped..	1,177,421	1,005,179	773,673	875,698

DIRECTORS.—J. Pierpont Morgan Robert Bacon, E. H. Gary, D. O. Mills, A. R. Flower, C. C. Cuyler, Samuel Spencer, Charles MacVeagh, and James Sim of New York: Nathaniel Thayer, of Boston; H. H. Porter, Marshall Field, and Norman B. Ream of Chicago; Samuel Mather, of Cleveland.

OFFICERS.—E. H. Gary, President and General Counsel: H. H. Porter, Chairman of Board; E. Shearson, assistant to President; Richard Trimble, Sec. and Treas.; Auditor, W. J. Filbert. 71 B'way., N. Y.—V. 69, p. 228, 285, 336, 592, 647, 745, 905, 1196, 1250; V. 70, p. 78

Frank Jones Brewing Co., Limited.—V. 69, p. 227.


B
TOWER
DULUTH, M. & N. R.R.
MESABA RANGE
DULUTH
TWO HARBORS
DULUTH & IRON RANGE R.R.
MINNESOTA
L. SUPERIOR
SAULT STE. MARIE
CAN. PAC.
MARQUETTE
ATLANTIC SHORE & MARQUETTE
ASHLAND
DUL. STH. SHORE & ATLANTIC
QUINNESEC
Cundy Mine
C
ESCANABA
CHI. & NOR. WEST'N
MACKINAW
L. MICHIGAN
TRAVERSE CITY
MICHIGAN IND. & MICHIGAN CEN.
GREEN BAY
WISCONSIN
MINNEAPOLIS
ST. PAUL
NORTHERN PACIFIC
DULUTH & NORTHERN
ST. PAUL & DULUTH
CHI. ST. PAUL MINN. & OMAHA
WISCONSIN CENTRAL
CHI. & NOR. WEST'N
CHI. & STE. MARIE & SAULT & MINN. ST. PAUL & SAULT STE. MARIE
CHI. & NOR. WEST'N
CENTRAL
WEST'N
SHEBOYGAN
FLINT & PERE MARQ. RAP. ARBOR
SAGINAW
GRAND RAPIDS
LANSING
JACKSON
DETROIT
PORT HURON
MICHIGAN CEN. GD. TR. CAN. PAC.
TORONTO
L. ONTARIO
BUFFALO
B
ERIE & MICH. SHORE & SOU. PITTS. & LAKE ERIE
ASHTABULA
LORAIN
ELYRIA
E
CLEVELAND
B
TOLEDO
LAKE SHORE & MICH. SOU. & PITTS. & WEST'N
AKRON
YOUNGSTOWN
PITTSBURG
E
JOHNSTOWN
MT. PLEASANT
CONNELLSVILLE
C
UNIONTOWN
(Revere Tract)
PA. R.R.
WHEELING
COLUMBUS
DAYTON
INDIANAPOLIS
SPRINGFIELD
LOGANSPORT
FT. WAYNE
MILWAUKEE
C
WAUKEGAN
ELGIN
AURORA
WALKER
COSTER
COAL MINES
CHICAGO
SOUTH CHICAGO
CLARKE JC.
PORTER
DYER
D
JOLIET
E. J. & E. R.R.
ILLINOIS CENTRAL
A. T. & S. F.
ALTON R.R.
CHI. & ALTON R.R.
CHI. & E. ILL. R.R.
CLE. & E. ILL.
WABASH
CHI. & LOUISV. ST. L.
CLE. CIN. CHI. & ST. L.
PITTS. & LAKE ERIE
NEW YORK & LAKE ERIE
LAKE SHORE & MICH. SOU.
CHI. & ERIE
CHI. & ATLANTIC
CHI. & PACIFIC
CHI. & WEST IND.
CHI. & EASTERN ILL.
CHI. & IND.
CHI. & CLE.
CHI. & ST. L.
CHI. & WHEE.
CHI. & OHIO
CHI. & PITTS.
CHI. & NEW YORK
CHI. & LAKE SHORE
CHI. & MICH. SHORE
CHI. & MICH.
CHI. & ERIE
CHI. & LAKE
CHI. & R. I.
CHI. & FT. W.
CHI. & WABASH

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
General Chemical Co.—Common stock, $12,500,000.....	....	$100	$12,500,000	.....	.....	.....	.....
Preferred stock, 6 per cent, cum., $12,500,000.....	....	100	12,500,000	6	Q.—J.	N. Y., 32 Liberty St.	Jan. 2, '00, 1½
General Electric—Common stock.....	....	100	18,276,000	.....	Q.-J., 15	Check from Co.'s office.	Jan.15,'00, 1½
Pref. stock 7 per cent cum. (not pref. as to assets).....	....	100	2,551,200	7	J.—J. 31	do do	Jan.31,'00,3½
Debentures, g., convertible ($100 stk. for $120 bonds).c	1892	1,000	5,700,000	5 g.	J. & D.	N.Y.,Guar. Trust & Bos.	Sept 1, 1922
Girard Point Storage—1st M., gu. p. & i. Pa. RR.....r	1890	1,000	2,214,000	3½	A. & O.	Philadelphia.	Sept. 1, 1940
Glucose Sugar Refining—Common stock, $26,000,000....	....	100	24,027,300	6 in 1899	Q.—M.	Chicago Of., Rookery.	Dec. 1, '99, 1½
Preferred, 7 per cent, cumulative, $14,000,000.....	....	100	12,619,300	7	Q.—M.	do do	Dec. 1, '99, 1¾
Henderson Bridge Co.—1st M., gold, drawn at 105.....c*	1881	1,000	1,678,000	6 g.	M. & S.	N. Y., 120 Broadway.	Sept. 1, 1931
Hoboken Ferry—See N. Y. & HOBOKEN FERRY.							
Illinois Steel—See FEDERAL STEEL CO.							
International Paper—Stock, common, $20,000,000.....	....	100	17,442,800	.....	....	Checks mailed.	July 1, '99, 1%
Pref., 6 p. c., cum., $25,000,000	....	100	22,406,700	6	Q.—J.	do do	Jan. 2, '00, 1½
1st con.M.,$10,000,000, g. Us. red. af. '07 at 105.conv.c*	1898	1,000	8,969,000	6 g.	F. & A.	N. Y., Met. Tr. Co.	Feb. 1, 1918
International Power Co.—Common.....	....	100	7,400,000	.....	.....	....	.. ..
Preferred, 3 per cent, cumulative.....	....	100	600,000	.....	.....	.....	.....
International Silver—Stock, common, $11,000,000.....	....	100	9,946,000	.....	.....	.....	.....
Stock, preferred, 7 per cent, cumulative, $9,000,000...	....	100	5,111,500	.....	....	.....	.....
1st M., $4,500,000; s. f., called at 110, beg. 1901.Co.c*	1898	1,000	3,592,000	6 g.	J. & D.	N. Y., T.& P., 71 B'way.	Dec. 1, 1948
Internat'l Steam Pump Co.—Com. stock, $15,000,000....	....	100	15.000,000	.....	.....	.....	.....
Preferred stock, 6 per cent, cumulative, $12,500,000..	....	100	8,850,000	.....	Q.-F.	N. Y., Of., 26 B'dway.	Feb. 1,'00, 1½
Kings County Electric Light & Power—Stock, $2,500,000.	....	100	1,950,000	.....	....	.....	.....
1st mortgage, gold, $2,500,000.....Co..c	1897	1,000	2,500,000	5 g.	A. & O.	N. Y., Colonial Tr. Co.	Oct. 1, 1937
Purch. money M., gold, secured by Ed. stock, &c. Co..c*	1898	1,000	5,176,000	6 g.	A. & O.	N. Y., Central Trust Co.	Oct. 1, 1997
Edison El. Ill., 1st M., g. (to be paid at 110).Co ..c*&r	1890	1,000	1,104,000	5 g.	A. & O.	Brooklyn.	Oct. 1, 1900
do consol. mortgage, $10,000,000, gold. S.....c*	1898	1,000	2,495,000	4 g.	J. & J.	N. Y., State Trust Co.	Jan. 1, 1939
Laclede Gas Light—Common, $8,500,000.	....	100	7,500,000	3 in 1899	M. & S.	N. Y.,H.B.Hollins; St.L.	Sept 15,'99,1½

General Chemical Co.—ORGANIZATION, ETC.—Incorporated in New York on Feb. 15, 1899, as a consolidation of the Nichols Chemical Co., N. Y., James L. Morgan & Co., N. Y., and other companies mentioned in authoritative statement in V. 68, p. 571—which see. Aggregate net earnings of constituent companies in 1898 were over $1,000,000. The new company had no bonded or floating debt.

DIVIDENDS.—On pref., July, '99, to Jan., '00, both incl., 6 p. c. per an.
OFFICERS.—President, William H. Nichols; Treasurer, James L. Morgan, Jr.; Sec., Chas. Robinson Smith. N. Y. 32 Liberty st.—V. 68, p. 1225.

General Electric.—ORGANIZATION.—Organized under a special charter of New York, April 15, 1892, and owns the Edison and other patents for electric lighting in the United States and many foreign countries, and grants exclusive franchises for specified territories to local companies. It also sells outfits for electric railways and all kinds of electrical supplies. In 1896 made agreement with Westinghouse Electric & Mfg. Co. V. 62, p. 502, 635, 1040; V. 65, p. 151; V. 68, p. 1024.

STOCK.—Stock was reduced on Aug. 17, 1898, 40 p. c., viz., from $34,712,000 to amounts in table; 7 p. c. upon pref. and 6 p. c. upon common requires $1,275,144 yearly.—V. 67, p. 28, 125, 177, 319, 578, 634.

DIVIDENDS.—The accumulated dividends on old preferred to Aug. 13, 1898, aggregated $1,527,654. This amount was paid by March 8, 1899, and regular dividends at 7 per cent from Aug. 17, 1898, resumed on the preferred stock. V. 67, p. 900, 1160. Dividends on reduced com., July 15, 1899, to Jan., 1900, 1½ p. c., quar. (6 p. c. per annum).

BONDS.—See terms in SUPPLEMENT of March, 1893, on page 3.

ANNUAL REPORT.—Fiscal year ends January 31. Annual meeting is held the second Tuesday in May. Report for 1898-99, with balance sheet of Jan. 31, 1899, was given in full in V. 68, p. 822, 826.

Year end. Jan. 31—	1899.	1898.	*Deduct*—	1899.	1898.
Income—Sales..	$15,679,431	$12,396, 93	Op. exp. & taxes..	$13,044,534	$10,896,578
Royalties, etc.	792,591	128,845	Int. on debent.	290,000	333,333
Int. and div....	461,953	389,789	Patent expenses	269,440	333,3 4
Sale of secur., &c.	326,884	130,371	Res'd for exten..	.....	250,000
Total.....	$17,260,859	$13,045,098	Bal. for div., &c.	$3,606,884	$1,231,852

Balance 1898-99, as above, $3,606,884. Deduct previous deficit, $1,840,761; accumulated and other dividends on pref. stock, $1,609,552; balance, surplus, Jan. 31, 1899, $156,571. Cash, same date, $1,456,794; notes and accounts receivable and work in progress, $5,594,015; securities owned valued at $7,226,222; liabilities, $490,736.

OFFICERS.—President, C. A. Coffin; Treasurer, Henry W. Darling; Sec., M. F. Westover; N. Y. office, 44 Broad St.—(V. 68, p. 826, 1024.)

Glucose Sugar Refining Co.—Incorporated in N. J. Aug. 3, 1897, and purchased nearly all the glucose properties of importance in the country—see V. 65, p. 327, and application to list in V. 67, p. 1263. Bushels of corn ground during year 1898-99, 26,600,000, or 5,000,000 more than in preceding year. V. 69, p. 285. Grinding capacity August, 1899, 100,000 bushels daily. V. 69, p. 285.

STOCKS.—Common stock, ($26,000,000 authorized) entitled to 7 per cent per annum after the preferred stock has received 7 per cent, and thereafter to share equally with the preferred in all other dividends Preferred, authorized, $14,000,000. No bonds issued. *Dividends.*—On pref. 1897, 1¾ p. c.; in 1898, 7 p. c.; in 1899, 7 p. c. On common, Dec. 1, 1898, to Dec., 1899, both inclusive, 1½ p. c., quar. (6 p. c. per an.)

EARNINGS.—Report for year ending July 31, 1899, was in V. 69, p. 541, showing: Profit (after writing off $772,490 for betterments and repairs), $2,047,589; 7 p. c. on pref., $883,351; 4½ p. c. on common, $1,081,228; surplus, $83,010. C. H. Matthiessen, President; Chas. L. Glass, Secretary and Treasurer. General office, The Rookery, Chicago.—(V. 69, p. 285, 494, 541, 853, 908.)

Gold & Stock Telegraph Co.—See WESTERN UNION TELEGRAPH.

Gramercy Sugar Co.—See V. 68, p 232; V. 69, p. 909.

Gr. Rap. Gas-Lt.—Great Lakes Towing Co.—See page 165.

G. H. Hammond Co., Limited.—V. 67, p. 1107.

Harrison Brothers & Co.—V. 69, p. 130, 853.

Havana Commercial.—See page 165.

Hawaiian Commercial & Sugar Co.—V. 69, p. 281, 494.

Hecker-Jones-Jewell Milling Co.—See U. S. Flour Milling.

Hend. Bridge Co.—Herring-Hall-Marvin Co.—See p. 165.

Hoboken Ferry Co.—See N. Y. & Hoboken Ferry.

Hudson County Gas.—See page 165.

Hudson Tunnel Ry.—V. 65, p. 412; V. 68, p. 671, 871, 1076, 1182.

Illinois Electric Vehicle Transportation.—See page 165.

Illinois Steel.—SEE FEDERAL STEEL CO.

Internat'l Car Wheel.—Internat'l Navigation.—See p. 165.

International Packing Co.—V. 69, p. 957, 1147; V. 70, p. 78.

International Paper.—Incorporated Jan. 31, 1898, and took over by purchase twenty five of the principal pulp and paper mills of the U. S., producing from 75 to 90 per cent of all the newspaper manufactured east of Chicago. For list of properties acquired see official statement in V. 67, p. 42- and V. 69, p. 494; also applications to list in V. 67, p. 1359, and V. 68, p. 726. Daily output of finished paper about 1,600 tons. See prospectus in V. 66, p. 288 and V. 67, p. 177 also official statement V. 69, p. 281. In Oct., 1899, the Continental Paper Bag Co., a majority of whose $5,000,000 stock is owned, was building a factory at Rumford Falls, Me., to have, when completed, a capacity of 10,000,000 paper bags daily. V. 69, p. 494, 908.

DIVIDENDS.—On pref., July, 1898, to Jan., 1900, inclusive, 6 p. c. yearly (1½ quar.) On Dec. 31, 1898, paid first dividend on common, 1 p. c.; in 1899, March, 1 p. c.; July, 1 p. c; Oct., 1899, none, owing to large cash requirements due to increased business. V. 69, p. 593, 957.

BONDS.—Of the $10,000,000 1st 6s, $1,301,000 were reserved to retire prior liens (of which in Sept., 1899, $271,000 had been exchanged and $184,000 were in the treasury. V. 67, p. 428. The new bonds are convertible at holder's option Aug. 1 of any year before 1910, into pref. stock. Underlying bonds Sept., 1899: $1,500,000 Hudson River Pulp & Paper Co. 6s, subject to call at 105, in whole or in part, Jan. 1 or July 1 of any year after 1907; $150,000 Ontario Paper Co. (Watertown, N. Y.), 6s, due Feb. 1, 1918; Glens Falls Paper Mill, $450 000; Otis Falls Pulp Co., $395,000; Falmouth Paper Co., $2,000; also Remington Paper Co. bonds, $316,000; C. R. Remington & Sons Co., $76,500; Olcott Falls Co. bonds, $389,000.—V. 67, p. 1359; V. 68, p. 726.

EARNINGS.—For fiscal year ending June 30, 1899, gross, $15,063,568; expenses, including cost of raw material, etc., $12,218,533; interest, taxes, etc., $596,595; dividends (6 p. c. on pref. and 3 p. c. on com.), $1,786,206; surplus, $462,234. Balance sheet, V. 69, p 281, 494.

OFFICERS.—President, Hugh J. Chisholm; First Vice-President and Treasurer, A. N. Burbank; Second Vice-Pres't, Wm. B. Dillon; Sec'y, E. W. Hyde. 30 Broad St., N. Y.—V. 69, p. 281, 494, 593, 908, 957.

International Power.—See page 165.

International Silver.—ORGANIZATION, ETC.—Incorporated in Nov., 1898, under the laws of New Jersey and acquired control of silver-plating properties—see list in V. 67, p. 1160; also V. 68, p. 232, 334, 1024. Before Industrial Commission in November, 1899, President Dodd estimated the company's output as about 55 or 60 per cent of the total silver-plating output in the U. S. Also has a large sterling silver output. See application to list in V. 68, p. 334, as to rights of stock, location of plants, etc. V 67, p. 1160; V. 68, p. 1024. President, Samuel Dodd; Treas'r, Samuel Thomas; Office, 11 Maiden Lane, N. Y.—(V. 68, p. 232, 331, 334, 1024.)

International Steam Pump Co.—ORGANIZATION.—Incorporated on Mar. 24, 1899, under the laws of New Jersey as a consolidation of five companies estimated to do 90 per cent of the steam pump business of the country, exclusive of high duty engines. These companies taken over Apr. 15, 1899, include Henry R. Worthington Co. and Blake & Knowles Steam Pump Works, etc. See prosp., V. 68, p. 723.

STOCK.—Authorized, common, $15,000,000; pref., 6 per cent cum., $12,500,000. Dividends on pref.: Aug. 1, 1899, to Feb. 1, 1900, both incl., 6 p. c. per annum. Pref. stock at par has been set apart to retire the $2,000,000 7 per cent cumulative preference shares of Henry R. Worthington Co. and $1,150,000 6 per cent debentures, and $500,000 8 per cent preference shares of the Blake & Knowles Co. Net earnings for last fiscal year of consolidated companies, $1,317,791. V. 69, p. 285. President, Charles C. Worthington; Treasurer, Max Nathan. Office, 26 Broadway, N. Y.—V. 68, p. 618, 723; V. 69, p. 285.

Iron Steamboat.—See SUPPLEMENT of Jan., 1898. V. 69, p. 1246.

Jefferson & Clearfield Coal & Iron.—See SUPP., Jan. 1898.

Kansas City (Mo.) Gas.—See page 165.

Kentucky Distill. & Warehouse.—See Distilling Co. of Am.

Keokuk & Hamilton Bridge.—See SUPP. of July, 1898.

Kern Incandescent Gas Light.—See SUPP. of July, 1899.

Kings County Electric Light & Power.—This company, owns a new power station on the water front in Brooklyn, and other property in that borough, and acquired in 1898, per plan in V. 67, p. 482, the entire $5,000,000 capital stock of the Edison Electric Illuminating Co. of Brooklyn. The Kings County Co. therefore has control of all the electric-lighting business in Brooklyn—See V. 69, p. 957. In Sept., 1899, a contract was made to provide the motive power for all the elevated trains of the Brooklyn Rapid Tran. system.—V. 69, p. 491. The Edison Co. is the operating Co. for the entire combination. The new power house is in use as far as completed. (V. 69, p. 957.)

SECURITIES.—The company issued in 1898, to make the purchase of the $5,000,000 stock of the Edison Company $5,176,000 purchase money bonds, secured by deposit of that stock in trust, by a second mortgage lien on the Kings County plant as now owned or hereafter acquired, and by $1,000,000 cash guaranty fund to be invested in securities approved by the committee—see V. 67, p. 482, 1309. As to Edison Co.'s consol. mortgage, See V 67, p. 482, 842

EARNINGS.—The last report of the Edison Co. was in V. 66, p. 285, 333—see also this SUPPLEMENT for July, 1898. For statement of May 31, 1899, see V. 69, p. 177. The net income for 1897 of the Edison and Municipal co's applicable to charges was $487,000. Pres., Anthony N. Brady; Sec., W. W. Freeman; Treas., A. W. Dater; Directors, Jan., 1900, V. 70, p. 127.

Knickerbocker Ice Co. of Chicago.—V. 68, p. 720, 769, 1304.

Laclede Gas Light.—ORGANIZATION.—Incorporated in 1857, and in 1889 secured control of all the other gas companies in St. Louis. In 1896 the price of gas was reduced from $1 18 to $1 per 1,000 feet for illuminating and to 80 cents for fuel gas. As to suits see V. 66, p. 760.

STOCK.—The stockholders voted on Jan. 22, 1900, to increase the common stock from $7,500,000 to $8,500,000, of which, it was understood, part would be used to retire the $500,000 coupon notes due 1901, remainder for improvements. V. 69, 1105.

DIVIDENDS.—	'90.	'91.	'92.	'93.	'94.	'95 to Dec.,	'97.	'98.	'99.
Pref. 5% cum...	2½	0	5	5	6	7 (3½ semi-an.)	8	5	
Common, p. c..	0	0	0	0	0	0	3	3	

On common, in 1899, Mar. 15, 1½ p. c.; Sept., 1½ p. c.

BONDS.—See application to Stock Exchange in V. 49, p. 657.

ANNUAL REPORT.—For year 1899 (including Carondelet Branch) net earnings were $999,153; in 1898, $939,180; in 1897, $883,059; in 1896, $782,213; in 1895, $883,809. N. Y. office, 40 Wall St.—(V. 67, p. 125; V. 69, p. 1105.)

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	Bonds—Principal, When Due. Stocks—Last. Dividend.
Laclede Gas Light—(Con.)—Pref. stock, 5%, cumulative.	....	$100	$2,500,000	5 in 1899	J. & D.	N.Y., H.B.Hollins; St.L.	Dec 15,'99, 2½
1st M., g. (There are also $125,000 Car. Gas 6s). Ce.c	1889	100 &c.	10,000,000	5 g.	Q.—F.	do do	May 1, 1919
Coupon notes, gold, $500,000, red. in 2 years	1896	100 &c.	500,000	5 g.	.....	.....	Feb. 1, 1901
Lehigh Coal & Navigation—Stock, $14,366,650	....	50	14,366,650	4 in 1899	M. & N.	Philadelphia, Office.	Nov.27,'99,2%
1st M., canal, 6,030 acres coal and 76 m. L. & S. RR...r	1864	Various	5,000,000	4½	Q.—J.	do do	July 1, 1914
1st m., g., Leh. & Sus. RR.(V. 64, p. 41,)gold.....F.P.r	1867	Various	1,992,833	4 g.	Q.—F.	do do	April 1, 1914
2d M. [1st M. Naut. RR.] (V. 65, p. 367,) gold. ..... .c*	1867	500&c.	1,842,500	4 g.	J. & D.	do do	June 15, 1914
Cons. 3d M. Canal, Coal & 122 m. RR.; 2d M. 26 m. RR.r	1871	1,000	2,470,750	7	J. & D.	do do	June 1, 1911
General mortgage for $15,000,000, gold.....F.P..r	1884	1,000	3,686,000	4½ g.	Q.—F.	do do	May 1, 1924
Collateral trust for $1,500,000, gold.....c*	1895	1,000	1,500,000	4½ g.	M. & S.	do do	Sept. 1, 1905
Fund. & imp. M., $7,500,000, g (ser."A," $2,085,000).c*	1898	1,000	1,085,000	4 g.	J. & J.	do do	July 1, 1948
Lehigh & Wilkesbarre Coal—Real estate M. (ext. in '97)..	1867	500 &c.	500,000	.....	J. & D.	Phila., L.Coal & Nav.Co.	June 1, 1900
1st gen. mort. sterling loan, sink. fund, drawn at 100..c	1874	£200	162,600	6	M. & N.	New York and London.	May 1, 1899
Con. M. (see text); (coup's held by Cent. N. J.,$5,472,552)	1875	1,000	11,500,000	7	Q.—M.	do do	June 1, 1900
5s of 1912, sinking fund (not drawn).....c	1888	1,000	2,712,000	5	M. & N.	do do	Nov. 1, 1912
Louisville Bridge Co. and Louisv. & Jeffer. Bridge Co.—	SEE RAILROAD COMPANIES.						
Marsden Company—Common, $35,000,000	....	100	30,782,200	.....	.....	....	.....
Preferred, 6 p. c. cumulative, $15,000,000	1897	100	1,530,000	.....	.....	.....	.....
Maryland Coal—Stock, preferred (no bonds)	....	100	1,885,005	4½ in '99	J. & J.	New York, 1 B'dway.	Dec.30,'99,3%
Mergenthaler Linotype—Stock	....	.....	10,000,000	20 in '99	Q.—M.	N.Y., 114 Tribune Bld'g	Dec.28,'99,5%
Mexican Telegraph—Stock	....	100	1,912,600	10 in '99	Q.—J.	N. Y., Office, 37 Wall St.	Jan.15,'00, 2½
Minnesota Iron Co.—SEE FEDERAL STEEL.							
National Biscuit—Common stock, $30,000,000	....	100	29,200,000	.....	Q.-J. 15	Chicago & New York.	Jan.15,'00, 1%
Preferred stock, 7 per cent, cumulative, $25,000,000..	....	100	23,200,000	7 in 1899	Q.-F.	do do	Nov.30,'99,1¾
Bonds of constituent companies (see text)	....	....	1,789,000	.....	.....	.....	.....
National Lead Co.—Stock, common, $15,000,000 auth'd,.	....	100	14,905,400	1 in 1900	March.	N. Y., 100 William St.	Mch. 1,'00, 1%
Preferred stock (7 per cent. cum.) $15,000,000 auth ..		100	14,904,000	7 in 1899	Q.—M.	do do	Dec.15,'99, 1¾

Lake Superior Consolidated Iron Mines.—Incorporated in 1893, and owns or controls many important iron properties on the Missabe Range, Minnesota, and the Duluth Missabe & No. Ry. V. 69, p. 536.

STOCK.—Auth., $30,000,000. Issued $28,722,000; par $100.

BONDS.—In April, 1898, the mortgage was canceled.

DIRECTORS.—George D. Rogers, Fred T. Gates, D. B. Searle, Edward B. Cary, George Welwood Murray, Lewis J. Merritt and Charles E. Scheide. Pres., Fred T. Gates; Sec. and Treas., Charles E. Scheide. Office, 26 Broadway, N. Y.—V. 66, p. 811; V. 69, p. 336, 908, 1064.

Lehigh Coal & Navigation.—Owns canal from Coalport to Easton, Penn., 48 miles, and leases Delaware Division Canal, 60 miles. Also owns Lehigh & Susquehanna Railroad, Phillipsburg, N. J., to Union Junction, Pa., 105 miles, with branches, 60 miles, and leases for 999 years Nesquehoning Valley Railroad, 17 miles; Trescow Railroad, 7 miles; other lines, 17 miles; total, 206 miles, of which 115 miles double tracks; but all these roads are leased for 999 years from 1871 to Central of New Jersey RR., rental being 33⅓ per cent of gross earnings, with a minimum rental of $1,414,400. *Delaware Div. Canal* is leased for 99 years from 1866 at interest on the bonds and 4 p. c. on stock, paid as rental.

BONDS.—General M. of 1884 covers, subj. to prior bonds, 7,460 acres coal land, 48 miles canal and 161 miles railroad; bonds are reserved to retire all prior issues. Ground rents and mortgages, $124,923.

As to collateral trust bonds of 1895, see full statement. (V. 61, p. 154.)

For full particulars as to new mortgage of 1898 for $7,500,000, see V. 66, p. 1139 (under "Delaware Division Canal Co."), and also V. 67, p. 125. Of the new 4s $2,085,000 were issued July 1, 1898, by the trustee to retire $480.000 Del. Div. Canal 6s and for other purposes, but of these $1,000,000 in June, 1899, were reserved in the treasury to provide for floating debt and working capital. V. 68, 1025.

Jointly and severally with Cent. RR. of N. J. guarantees $1,062,000 Leh. & Hud. River Ry. Gen. 5s, prin. and int. (V. 67, p. 788.)

DIVS. since 1887...	1888	'89	'90	'91	'92	'93	'94	95	'96	'97	'98	'99
Per cent	4½	5	5	5	5½	6	4½	4	4	4	4	4

ANNUAL REPORT.—Report for 1898 was in V. 68, p. 568. Coal produced in 1898, 1,450,964 tons; 1897, 1,530,823; 1896, 1,549,097.

Year ending Dec. 31.	1898.	1897.	1896.	1895.
From railroads	$1,504,200	$1,546,138	$1,550,625	$1,610,074
Canals	6,089	11,433	loss 16,060	loss 2,976
Net profit on Leh. Coal	156,891	296,400	226,946	loss 11,763
Miscellaneous	192,602	235,764	136,768	97,543
Total receipts	$1,859,782	$2,089,735	$1,898,279	$1,692,878
Int., rentals, taxes, &c.	1,300,432	1,329,601	1,339,730	1,253,947
Surplus	$559,350	$760,134	$558,549	$438,931
Dividends	(4)573,866	(4)573,866	(4)573,866	(4) 573,866
Balance	def. 14,516	sr.186,268	def. 15,317	df.134,935
Sinking fund	87,709	92,295	95,816	95,994

—(V. 66, p. 380, 1139; V. 67, p. 125, 788; V. 68, p. 425, 568, 1025.)

Lehigh & Wilkesbarre Coal.—Controlled by Central RR. of New Jersey and owns 21,000 acres of anthracite coal lands and holds 3,000 additional acres under lease. It operates thirteen collieries and leases about 4,000 acres of its coal lands to various individual operators.

STOCK.—$10,000,000, of which $9,212,500 outstanding, $6,600,000 of this being owned by Central RR. of N. J. In 1897 mined 2,132,042 tons.

BONDS, ETC.—Of the *consolidated mortgage* seven per cent bonds only $54,000 are guaranteed by the Central RR. of N. J., the holders of the other bonds having freed that company from liability therefor, on condition that it shall not collect interest on the $6,116,000 consols which it holds prior to their maturity unless such interest is earned, this agreement being stamped on the bonds. The authorized issue of consols is $15,000,000, but those unissued are in reality unavailable, since by the terms of the agreement just mentioned they would not if issued be entitled to stand ahead of the consols owned by the Central of N. J.

GENERAL FINANCES.—The Central of N. J. on Jan. 1, 1898, owned $2,353,000 income B bonds and $5,900,672 consol. mort. coupons past due but not collectible, as above stated, till June, 1900. Bills payable outstanding were $3,400,224; "other indebtedness", $3,012,704.—See V. 64, p. 466. In April, 1898, L. & W. Coal Co. had no floating debt other than that due the Central RR. of N. J., excepting $375,000 borrowed money—see also Cent. RR. item V. 64, p. 1041.

ANNUAL REPORT.—Report for 1897 was given in V. 66, p. 808.

	Gross.	*Net.*	*Interest.*	*Sink. Fund.*	*Balance.*
1897	$7,698,128	$837,484	¶$735,379	$201,855 def.	$99,749
1896	8,385,447	524,508	¶745,828	227,662 def.	448,979
1893	11,088,211	1,435,630	—$986,601—	sur.	449,029

¶ Interest charges in these years do not include int. on consols held by Central of N. J. RR., on which no interest has been paid since 1893. President, J. Rogers Maxwell.—(V. 66, p. 760; V. 66, p. 805.)

Locomotive Smoke Preventer Co.—See page 165.

Louisville Bridge Co.—Louisville & Jefferson Bridge.—See Railroad Companies.

Madison Square Garden.—See SUPP. of Jan., 1898; V. 68, p. 85.)

Manhattan Beach Hotel & Land Co.—See SUPP. of Jan., 1898

Manufactured Rubber.—See SUPP. of July, 1899.

Marsden Company.—Incorporated in February, 1897, to manufacture products from cornstalks—see V. 65, p. 235, for uses of product. In Feb., 1899, the outstanding common stock was increased to $30,752,200. First report in V. 68, p. 328: (V. 68, p 328, 772. Owns a majority of stock of the Internat. Smokeless Powder Co.—(V. 68, p. 772.)

Maryland Brewing Co.—V. 62, p. 331, 572; V. 69, p. 494, 704, 1065, 1192.

Maryland Coal Co.—Controls 6,000 acres of land in Alleghany and Garrett counties, Md. STOCK.—Preferred as in table, and in addition old common, $11,100, and treasury stock, $103,895. The last of the bonds was paid off in 1897. Coal produced was: 383,879 tons in 1898; 371,233 tons in 1897; 359,624 tons in 1896. Annual report for 1897, with balance sheet, was in V. 66, p. 383. Surplus earnings in 1898 over interest, etc., were $112,851; in 1897, $109,020; in 1896, $95,506; dividends in 1898 (4½ p. c.) $84,693; surplus for year, $28,058. New pref., 1893, paid 2½ p. c.; 1894, 3½; 1895, 4½; 1896, 5; 1897, 4 p.c.; in '98, 4 p. c.; in '99, Jan., 2½ p. c.; in July, 2 p. c.; in 1900, Jan., 3 p. c., including 1 extra.—(V. 66, p. 383.)

Merganthaler Linotype.—Listed in 1898. Dividends in year 1897, 16½ p. c.; in 1898, 20 p. c.: in 1899, March, 5 p. c.; June, 5 p. c.; Sept., 5 p. c.; Dec., 5 p. c. Last report in V. 69, p. 1009; statement as to rival co's, V. 67, p. 371.—(V. 68, p. 1182; V. 69, p. 1009.)

Mexican Telegraph.—Company organized in 1878 under laws of New York State. Has a cable from Galveston to Tampico and Vera Cruz, 738 miles; land line, Vera Cruz to Mexico City, 267 miles. Also direct cable from Galveston, Texas, to Coatzacoalcos, Mexico, 825 miles, duplicating the Mex. Tel. and Cen. & So. Am. Co.'s Gulf cable system. Owns 2,125 shares of the Central & So. Am. Telegraph Co., which see.

DIVIDENDS.—In 1882 to 1886, inclusive, 8 per cent yearly; from 1887 to Jan., 1900, both inclusive, at rate of 10 per cent per annum.

EARNINGS.—Gross earnings for year 1898, $401,067; net, $291,183; divs., $191,260. J. A. Scrymser, Pres., 37 Wall St., N. Y.—(V. 62, p. 682.)

Michigan-Pen. Car Co.—In 1899 merged in Amer. Car & F. Co.

Mil. & Chic. Breweries.—V. 67, p. 74, 1307; V. 68, p. 80.

Minnesota Iron Co.—Acquired by new Federal Steel Co.

Monongahela River Coal & Coke Co.—See page 165.

Mount Vernon-Woodberry Cotton Duck Co.—See page 165.

National Biscuit.—Organized in 1898 and consolidated New York Biscuit Co., Am. Biscuit & Mfg. Co., etc.—V. 66, p. 288, 901.

DIVIDENDS.—On pref., in 1898, 5¼ p. c.; 1899, 7 p. c. (1¾ Q-F). On common, 1 p. c., paid Oct. 15, 1899; 1900, Jan., 1 p. c. V. 69, p. 387.

BONDS.—These include N. Y. Biscuit first 6s (M&S), due Mar., 1910, $1,084,000; Am. Biscuit & Man. 1st 6s (F&A.), due Aug., 1911, $545,000; do. $100,000 4½s, due Sept., 1900, and $60,000 purchase money 5s due $5,000 yearly in October.—V. 67, p. 274.

ANNUAL REPORT.—Report for year ending Jan. 31, 1899, was in V. 68, p. 327, showing; Sales for year, $34,913,891; net profit, $2,292,143; dividends on preferred, $1,624,000; total transferred to working capital reserved, $1,500,000.—V. 68, p. 327.

President, Benjamin F. Crawford; Vice-President, H. F. Vories; Secretary and Treasurer, C. E. Rumsey. (V. 69, p. 387, 442, 1106.)

National Carbon Co.—See page 165.

National Electric Co.—See Phila. Elec. and SUPP. for July, 1899

National Enamel. & Stamping.—Natl. Glass.—See page 165.

National Lead Company.—ORGANIZATION.—Organized under the laws of New Jersey on Dec. 7, 1891. It controls extensive plants in different States for manufacture of white lead and other products.

SECURITIES.—The preferred stock is entitled to 7 p. c. per annum cumulative. See editorial of May, 1893, SUPPLEMENT, and V. 60, p. 349.

DIVIDENDS.—	1892.	'93.	'94.	'95.	'96.	'97.	1898 to 1900.
Common, p. c..	0	2	3	1	0	0	1% yearly.

Preferred, p. c. 7 per cent yearly (1¾ Q-M to Dec., 1899, inclusive).

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on 3d Thursday in February. The annual report for 1898 in V. 68, p. 327, gave the following statement: Net earnings, $1,241,839; dividends on preferred, $1,043,280; dividends on common, $149,054; balance for year, surplus, $49,405. In 1897, net, $1,532,376. In 1896, net, $1,174,994. The general balance sheet Dec. 31, 1898, showed:

Plant investment	$23,478,584	Capital stock	$30,000,000
Other investments	230,990	Surplus Dec. 31	1,143,269
Stock on hand	4,941,059	Mortgages	12,603
Treasury stock	190,600	Accounts payable	37,433
Cash in banks	555,061		
Notes receivable	218,333		
Accounts receivable	1,578,679		
Total assets	$31,193,305	Total liabilities	$31,193,305

DIRECTORS.—W. H. Thompson, E. C. Goshorn, F. W. Rockwell, L. A. Cole, R. R. Colgate, A. P. Thompson, D. B. Shipman, J. A. Stevens, George O. Carpenter, Edward F. Beale, J. L. McBirney, R. P. Rowe and Charles F. Wells. Pres., L. A. Cole; J. L. McBirney, Treas.; Charles Davison, Sec. N. Y. office, No. 100 William St.—(V. 68, p. 187, 327.)

Nat. Linseed Oil.—Sold in 1898-9 to Am. Linseed Co., which see

National Salt.—See page 165.

National Starch Manufacturing.—Incorporated 1890 in Kentucky, to own properties capable of producing from 230 to 240 million pounds of starch yearly. The preferred stocks have preference as to principal as well as dividends. Preferred certificates in editorial of May, 1893, SUPPLEMENT.

READJUSTMENT.—In Jan., 1900, over 85 per cent of the stock had been sold to a readjustment committee at the following prices: $75 per share of first preferred, $30 for second preferred and $10 for common stock.—V. 69, p. 964, 1251. The United Starch Co. capital $6,000,000, which on Sept. 1, 1899, acquired practically all the starch concerns not controlled by the Nat. Starch Mfg. Co., is to be consolidated. V. 70, p. 133.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
National Starch—1st pref. stock, cum. 8 p. c. ($3,000,000)..	....	$100	$2,219,400	2 in 1898	M. & N.	N. Y., Office, 1 B'way.	May 2, '98, 2%
2d preference stock, cumulative, 12 p.cent ($2,500,000)	....	100	1,846,800	.....	J. & J.	do do	Jan., 1893, 6%
1st M., $4,500,000, gold (s. f. in '99 held $1,197,000).	1890	1,000	a3,042,000	6 g.	M. & N.	N.Y., Chase National Bk.	May 1, 1920
National Steel—Stock, common, $32,000,000.	....	100	32,000,000	.....	.....	.....	.....
Pref. stock, 7 p.c. cum. (as to ass'ts & div) $27,000,000	....	100	27,000,000	.....	Q.—J.	N.Y., First N.Bk. & Chic.	Dec..30 '99, 1¾
National Tube—Stock, common, $40,000,000.....	....	100	40,000,000	.....	.....	.....	.....
Pref. stock, 7 per cent, cumulative, $40,000,000.....	....	100	40,000,000	.....	Q.—J.	N. Y. office, or mailed.	Jan.2,'00, 1¾%
National Wall Paper.—Debenture stock, $8,000,000 8%..	....	100	7,500,000	Text	See text	Checks mailed.	Jan. 2, '00, 2%
New Amsterdam Gas—Equit. Gas L. consol. (now 1st) M.	....	1,000	3,500,000	5 g.	M. & S.	N. Y., Central Trust Co.	Mch. 1, 1932
Debentures (call May 1, 1901.....	1896	100	500,000	5	M. & N.	do do	1901-1906
New York & East River Gas 1st mortgage, gold.....e*	1894	1,000	3,500,000	5 g.	J. & J.	N.Y. Guaranty Trust Co.	Jan. 1, 1944
1st consolidated mortgage ($5,000,000), gold.....c*	1895	1,000	1,500,000	5 g.	J. & J.	N. Y., Knick'b'r Tr. Co.	Jan. 1, 1945
New Ams'dam 1st cons. M., gold, $20,000,000..Ce.c*&r	1898	1,000&c	9,000,000	5 g.	J. & J.	New York Office.	Jan. 1, 1948
Central Union Gas, guar. p. & i., N. Y. & E. R....Ce.c*	1897	1,000	3,250,000	5 g.	J. & J.	N.Y., H.B. Hollins & Co.	July 1, 1927
New Eng. Cotton Yarn—Pf. stock, ($5,000,000, 7% cum.)	....	100	5,000,000	.....	.....	.....	Jan. 1, '00, 3¼
1st M., $6,500,000, gold. NB s. f. subj. to call at 110.c*	1899	1,000	5,700,000	5 g.	F. & A.	Bost., N. Shawmut Bk.	Aug. 1, 1929
New Engl'd Gas & Coke—1st mort., $17,500,000, gold. Ce.	1897	1,000	14,000,000	5 g.	J. & D.	New York.	Dec. 1, 1937
New England Telephone & Telegraph—Stock, $15,000,000.	....	100	13,752,700	6 in 1899	Q.—F.	Boston, 125 Milk St.	Nov.15,'99, 1½
Bonds, 2d Series (red. up to 102).....c	1890	1,000	487,000	6	A. & O.	Boston, Bank of Repub.	April, 1900
Bonds, Ser. 3, 4 & 5, $500,000 ea., call aft. 10 yrs. at 102	1891-3	1,000	1,500,000	6	A. & O.	do do	Apr., 1906-7-8
Bonds, Series 6, 7, & 8, $500,000 each, not subj. to call	1895-9	1,000	1,500,000	5	A. & O.	Bost., Nat. Bk. Com'rce.	1915, '16 & '19
N. Y. Gas & El. L. H. & P. Co.—1st M., $15,000,000, g. S. c*&r	1898	1,000	11,500,000	5 g.	J. & D.	N. Y., State Trust Co.	Dec. 1, 1948
Pur. mon. M., $21,000,000, g., sec. by Ed. stk., etc. Ce.c*	1899	1,000	20,191,000	4 g.	F. & A.	N. Y., Central Trust Co	Feb. 1, 1949
Bonds of Leading Proprietary Lines.							
Ed. El. Ill., N.Y., 1st M. g., red. at 110 aft. Sep. 1, 1900. c*	1890	1,000	4,312,000	5 g.	M. & S.	N. Y., Guaranty Tr. Co.	Mch. 1, 1910
First consol. mortgage, $15,000,000, gold..... .....c*	1895	1,000	2,000,000	5 g.	J. & J.	N.Y., State Trust Co.	July 1, 1995
Mt. Morris Elec. Lt., 1st M., g., red. at 105 Oct. 1, 1900	1890	1,000	988,000	5 g.	M. & S.	N. Y., Cent. Trust Co.	Sept. 1, 1940

STOCK.—Com. authorized, $5,000,000; out'g Dec. 1, 1899, $4,450,700.

DIVIDENDS.—	1890 to '92.	'93.	'94-'95.	'96.	'97.	'98.
1st pref. stock.....	8 yearly.	4	0	4	4	May, 2, None
2d pref.....	12 yearly.	6	0	0	0	since.
Common.....	In March, 1891, paid 1 p. c.; none since.					

In July, 1899, dividends in arrears: 1st pref., 38 p. c.; 2d pref., 82 p.c.
Statement for year 1898 was in V. 68, p. 328, showing:

Bal. Dec. 31,'97.	*Profit 1898*	*Total available.*	*Interest paid.*	*—Deductions— Sink. f'd.*	*Divds.*	*Bal., Dec. 31, '98.*
$97,797	$238,613	$336,410	$190,230	$86,960	$44,388	$14,832

OFFICERS.—W. F. Piel, Jr., Pres.; Vice-Pres., Willett H. C. Coles; Charles C. Burns, Secretary and Treasurer. New York office, No. 1 Broadway. (V. 69, p. 964, 1196, 1251; V. 70, p. 133.)

National Steel Co.—ORGANIZATION, ETC.—Incorporated in New Jersey on Feb. 27, 1899, as a consolidation of the following plants, manufacturing soft steel outside of the Chicago and Pittsburg districts:

Ohio Steel Co. of Youngstown, Ohio; King, Gilbert & Warner, Columbus, Ohio; Ætna Standard Iron & Steel Co. of Bridgeport, Ohio Shenango Valley Steel Co., New Castle, Pa.; Buhl Steel Co., Sharon, Pa.; Union Iron & Steel Co., Youngstown, O., and the Bellaire Steel Co., Bellaire, Ohio.—V. 68, p. 283.

Estimated annual capacity of tin plate bars, sheet bars and steel billets, 1,800,000 tons; blast furnaces, 1,600,000 tons.—V. 68, p. 380.

In 1899 1,800 acres coking property in Connellsville district.—V. 68, p. 928. In July, 1899, acquired Chapin and Winthrop mines, expected to furnish about 1,250,000 tons of ore a year, thus affording about 80 p. c. of the Co.'s requirements of about 3,000,000 tons; also the Mutual Transportation Co. and Menominee Transit Co. of Cleveland, owning steel fleets having an aggregate capacity of 1,000,000 gross tons of ore per annum. See V. 69, p. 230. In Dec., 1899, the Nat. Mining Co., in which the Nat. Steel Co., Am. Steel Hoop Co. and Am. Tin Plate Co. are interested, purchased 7,000 acres of coal property.—V. 69, p. 1348.

STOCK.—Common, $32,000,000, preferred (as to assets and dividends), 7 per cent cum., $27,000,000; par of each, $100; banking capital upon organization, $9,000,000 cash; all outstanding. As to rights of stock, etc., see official statement, V. 68, p. 272.

DIVIDENDS.—On pref., 1¾ p.c., June 30, '99; Sept., 1¾; Dec., 1¾.

BONDS.—Underlying bonds aggregate $2,561,000 (6s), consisting of:

$1,000,000 Ohio Steel Co., subject to call June 1, 1901; $330,000 Shenango Val. Steel, $100,000 due June 1, 1901; $150,000 due Oct. 1, 1902, and $80,000 due Sept. 1, 1902; $130,000 King, Gilbert & Warner Co., $100,000 due May 1, 1905, and $30,000 due Jan. 1, 1900; $600,000 Ætna Standard Iron & Steel Co., subject to call Jan. 1, 1901, due Jan. 1, 1908 $300,000 Bellaire Steel Co., subject to call March 2, 1901 due March 2, 1906, and $200,000 Buhl Steel Co. due Nov. 1, 1903.

OFFICERS.—President, W. E. Reis; Vice-Presidents, Henry Wick, R. M. Gilbert; Secretary and Auditor, William H. Baldwin; Treasurer, F. S. Wheeler. Office, Chicago; to be 21-24 State St.; N. Y., about Mar. 1, 1900.—(V. 69, p. 230, 285, 964, 1348; V. 70, p. 86.)

National Tin Plate & Stamped Ware.—See page 166.

National Tube Co.—See page 166.

National Wall Paper Co.—Organized July, 1892, and absorbed twenty-eight companies. In February, 1897, there were about 17 companies outside the National Co., and the National Wall Paper Co. did about 65 per cent. of the wall paper business; in 1896 turned out about 120,000,000 rolls of paper.—V. 64, p. 1088.

STOCK.—Common stock was originally $14,000,000, but has been increased to $30,000,000; issued $27,931,500 for good will, patents, etc.

Dividends.—Debent. stock, Oct., '97, to Oct., '98, none; Jan., '99, 2 p. c.; April, '99, 2 p. c.; July, '99, 2 p. c.; Aug., 2 p. c.; Oct. 2 p. c.; 1900, Jan., 2 p. c. V. 69, p. 230. General balance sheet was filed in April, 1898:

Buildings.....	$768,453	Common stock.....	$27,931,500
Machinery.....	2,152,815	"Debts".....	8,720,477
Cash and dbts receiv.	3,113,482	Reserves.....	352,829
Merchandise.....	2,609,030	Balance assets over liabilities.....	10,106
Patent rights.....	28,231,500		
Miscellaneous.....	139,632		
Total assets.....	$37,014,912	Total liabilities.....	$37,014,912

N. Y. office, 418 Broome Street. (V. 66, p. 758; V. 69, p. 28.)

New Amsterdam Gas.—Incorporated Nov. 1, 1897, and consolidated N. Y. & East River and Eq. Gas Light, per plan V. 66, p. 133.

SECURITIES.—The securities authorized are: $13,000,000 of common stock, $10,000,000 of 5 p. c. preferred cumulative after Nov. 1, 1900, and $20,000,000 of 1st consol. 5 p. c. bonds, of which $9,000,000 reserved against bonds of the old companies assumed by the New Amsterdam and shown in table above. New consol. 5s for $2,500,000, preferred stock $1,000,000 and common $854,300 in Sept., 1899, were in treasury available for future needs. Par of shares $100.

DIRECTORS.—James Jourdan, August Belmont, A. T. French, Harry Keene, Charles F. Dieterich, John C. Tomlinson, John Sloane, Charles F. Cutler, Anthony N. Brady, Frank S. Hastings, Emanuel Lehmann, H. B. Hollins and H. R. Rogers. (V. 69, p. 1065, 1106, 1251.)

Newark Consol. Gas.—**New Central Coal.**—See p. 166.

New England Cotton Yarn Co.—See page 166.

New England Gas & Coke.—Formed in 1897, and contracted with the Dominion Coal Company, whose mines are in Nova Scotia, to supply it with a large amount of coal (800,000 tons or over per annum) at a very low rate. This coal it proposes to turn into coke, selling the gas, which would otherwise be a waste product, at an extraordinarily low price (14 cents per 1,000 feet) for heating as well as lighting purposes. In Jan., 1900, its 250 ovens at Everett, Mass., plant were producing 720 tons of coke daily.—V. 69, p. 133.

The new company purchased practically all the stock of the Brookline, Dorchester and Jamaica Plain Gas Light Companies, which purchase carries with it the control (through right to vote the stocks deposited as security for the Boston United Gas bonds—see Bay State Gas statement page 163 of Bay State Gas Co. of Mass., Boston Gas Light Co., South Boston Gas Light Co. and Roxbury Gas Light Co.; briefly, all gas companies in Boston. As to litigation with Bay State Gas Co., see V. 68, p. 1179. The Boston & Maine RR. will purchase for fuel 400,000 to 500,000 tons of coke annually.—V. 69, p. 336.

STOCK AND BONDS.—Capital stock authorized is $17,500,000; issued, $14,000,000, par $100. First mortgage is for $17,500,000 (redeemable at 105 after Dec. 1, 1902), of which $14,000,000 have been issued (V. 68, p. 85) and are secured by a mortgage on all the company's property (coke ovens, land, etc.), and by pledge of the following:

	Total Issued.	*Pledged.*
Brookline Gas Light stock.....	$2,000,000	$1,998,600
" certificates of indebtedness.....	1,615,000	1,615,000
Dorchester Gas Light stock.....	520,000	517,600
Boston United Gas bonds, 1st series.....	9,000,000	1,000,000
Jamaica Plain Gas Light Co.....	250,000	139,800
Massachusetts Pipe Line Co. (V. 67, p. 275)	1,000,000	1,000,000

EARNINGS.—Companies controlled for 1898-99 in V. 69, p. 694.

Estimated net earnings from sale of products, $800,000; income from securities of gas companies owned, $412,500; income from other investments, $50,000; total net profits, $1,262,500.

TRUSTEES.—Trustees of N. E. Gas & Coke Co. are as follows: George G. Haven, Robert C. Pruyn, Stephen Peabody, W. L. Elkins, Jr., Willian Flinn, H. M. Whitney, Henry F. Dimock, Wm. L. Elkins, A. N. Brady, Em. McMillin, R. W. Lord, Almeric H. Paget.—(V. 70, p. 133.)

New England Telephone & Telegraph.—This company does a telephone business in Maine, New Hampshire, Vermont and Massachusetts under license from the American Bell Telephone Co. On January 1, 1899, it had 46,323 stations in all, against 40,225 in 1898. In July, 1899, acquired the $600,000 8 per cent stock of the Southern Massachusetts Telephone Co., having 4,000 subscribers. (V. 69, p. 181.) Of capital stock $7,989,900 is owned by American Telephone & Telegraph (Bell) Co.—V. 70, p. 40.

STOCK AND BONDS.—The bonds are debentures, but are to be secured by any mortgage placed on the property.

On July 6, 1898, authorized issue of capital stock was increased from $12,000,000 to $15,000,000.—V. 68, p. 1226.

DIVIDENDS.—	1886-93.	1894.	1895.	1896.	'97.	'98.	'99.
Per Cent.	3½ yearly.	4	4½	5	5½	6	6

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1898 was in V. 68, p. 973, showing gross earnings $3,425,858; net over interest, maintenance, taxes, etc., $690,284; dividends (6 p. c.) $677,610; balance, sur., for year, $12,654. (V. 68, p. 973, 1226; V. 69, p. 181.)

New England Electric Vehicle & Trans.—See page 166.

Newport & Cincinnati Bridge Co.—See RAILROAD COS.

New York Air Brake Co.—See page 166.

New York & East River Ferry Co.—See page 166

New York & East River Gas Co.—See NEW AMSTERDAM GAS CO.

N. Y. Electric Vehicle Transportation.—See page 166.

New York Gas & Electric Light, Heat & Power Co., New York City.—ORGANIZATION, ETC.—Incorporated in November, 1898, under the laws of New York. V. 67, p. 737. In 1898-99 acquired all, or practically all, the capital stock of the several companies controlling the electric-light and subway business of New York City and Yonkers. In Sept., 1899, contract was awarded for boilers for power plant located on 1st Ave., between 38th and 39th Streets.—V. 69, p. 704. Proposes to distribute to the public its own electric current, together with the surplus current of the Metropolitan Street Ry. V. 67, p. 1263; V. 68, p. 525. Has nearly 800 miles of subways in Borough of Manhattan for high tension conductors (cost nearly $6,500,000), etc., possessing "in perpetuity virtually the exclusive right to carry the cables and wires used in all the electric lighting, heating and power business" of the city.—V. 68, p. 1025.

In Jan., 1900, Consol. Gas interests obtained control of the $36,000,000 stock, which will be "exchanged for a security backed by the Consol Gas Co.," and H. E. Gawtry, president, and L. B. Gawtry, of the Consolidated Gas Co., were elected directors.—V. 70, p. 40, 86.

STOCK.—Increased from $25,000,000 to $36,000,000 in March, 1899.

BONDS.—The first 5s of 1898 (authorized issue $15,000,000) are secured by a first lien on all the company's property now or hereafter acquired and by pledge of various securities, for list see V. 68, p. 773, 824.

In 1899 the company, in order to purchase the $9,200,000 stock of the Edison Elec. Ill. Co. of New York, made a mortgage to secure $21,000,000 purchase money 4 per cent gold bonds, secured by deposit of that stock in trust, by a second mortgage lien on the Power Co. plant, and by $4,000,000 cash to be invested in extensions or improvements of the Edison plant and property. The 4s are subject to call at par at any time prior to Feb. 1, 1902. See V. 68, p. 129.

DIRECTORS.—Anthony N. Brady, President; Henry J. Hemmens (Treasurer); Thomas E. Murray, Daniel F. Shea, F. D. Allen and Thomas J. Reagan. Secretary, Frank O. Allen. Office, Edison Building, Duane Street, N. Y.—V. 69, p. 704, 1348; V. 70, p. 40, 86.

New York & Hoboken Ferry.—See page 166

New York & New Jersey Bridge Co. N. Y.—(V. 66, p. 237.)

New York & New Jersey Telephone.—Operates telephone lines under perpetual license from the Bell Company in Staten Island, Long Island (including Brooklyn), in New Jersey in counties of Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend. %
N. Y. & Hoboken Ferry Co.—Stock	....	$.....	$3,300,000	1 in Dec.,	1899.	.....	Dec. 1, '99, 1%
Hoboken Fer., 1st cons. M., red. at 110 ($4,500,000).c*	1896	1,000	4,100,000	5	M. & N.	N. Y., U. S. Mort. & Tr.	May 1, 1946
N. Y. & N. J. Ferry, two morts. ($600,000 are 1st 4s)..	1896	.....	1,000,000	4 & 5	J. & J.	N. Y., Cent. Tr. Co.	Jan. 1, 1946
N. Y. & Hoboken Ferry, gen. mort., gold, $4,000,000..	1898	1,000	3 300,000	5 g.	J. & D.	N. Y., U. S. Mort. & Tr.	May 1, 1946
N.Y.Mutual Tel.—Mutual Un. Tel. 1st M., g.,gu., not dr'n.c	1881	1,000	5,000,000	6 g.	M. & N.	N. Y., West. Union Tel.	May 1, 1911
New York & New Jersey Telephone—Stock, $8,000,000...	....	100	5,828,000	7 in 1899	Q.—J.15	Bklyn,81WilloughbySt.	Jan.15,'00, 2½
Gen.M.(now1st)$1,500,000,g.,s.f.$20,000 y'rly,not dr.c*	1890	100	1,555,000	5 g.	M. & N.	N. Y., Atlantic Tr. Co.	May 1, 1920
N. Y. Telephone.—Met. T. & T., 1st M., g., s. f.....c&r	1888	1,000	1,925,000	5 g.	M. & N.	N. Y., 18 Cortlandt St.	May 1, 1918
Niagara Falls Power Co.—1st M., $10,000,000, g.Ce.c&r	1891	500, &c.	9,329,000	5 g.	Various	N. Y. Wins., Lan. & Co.	Jan. 1, 1932
North American—Stock for $50,000,000.....	....	100	39,776,300	.....	.....	.....	.....
Northern Union Gas (N. Y.)—1st M., $1,500,000, g..K.c*	1897	1,000	1,250,000	5 g.	M. & N.	N. Y.,H.B.Hollins & Co.	Nov. 1, 1927
Northwestern Tel.—Stock, 6 p.c., guar. West.Un.....	....	50	2,500,000	6	J. & J.	N. Y., West. Un. Tel. Co.	Jan., '00, 3%
1st mort., sink. fund, bonds not drawn, interest guar.c*	1874	500	1,180,000	7	J. & J.	do do	Jan. 1, 1904
Otis Elevator—Stock, common, $6,500,000.....	....	100	6,000,000	.....	.....	.....	.....
Stock, preferred, 6 % non-cumulative, $4,500,000.....	....	100	4,000,000	6	Q.-J.	N. Y. Off., 71 Broadway	Jan.13,'00, 1½
Pacific Coast Co.—Stock, common, $7,000,000.....	....	100	6,758,800	2 in 1899	A. & O.	N.Y.,Manhat. Trust Co.	Feb. 1, '00, 1%
1st preferred stock, $1,525,000, 5 p.c. non-cumulative.	....	100	1,502,800	4 1/6 in '99	See text	do do	Feb. 1, '00, 1¼
2d preferred stock, $4,000,000, 4 p. c. non-cumulative.	....	100	3,904,200	3⅓ in '99	See text	do do	Feb. 1, '00, 1%
1st mortgage, $5,000,000, gold.....Ma.c*	1897	1,000	4,446,000	5 g.	J. & D.	New York.	June 1, 1946
Pacific Mail Steamship—Stock.....	....	100	20,000,000	3 in 1899	J. & D.	N. Y. Mercantile Trust.	Dec. 1, '99, 1½
Pennsylvania Canal—Gen. M., $5,000,000, int. guar...c*	1870	1,000	2,511,000	6	J. & J.	Phila.,Broad St. Station	July, 1910
Pennsylvania Coal—Stock.....	....	50	5,000,000	16 in' 99	Q.—F.	New York, 1 Broadway.	Nov. 1,'99, 4%
Pennsylvania Steel Co.—Old Penna. Steel 1st M., cur....r	1887	1,000	1,000,000	5	M. & N.	Philadelphia Office.	Nov. 1, 1912
Maryland Steel 1st mortgage, currency.....r	1892	1,000	2,000,000	5	F. & A.	do do	Feb. 1, 1927
Consol. mortgage, $7,000,000, gold.....c*	1895	500 &c.	3,467,500	6 g.	M. & S.	Girard L. I.,A.&Tr.,Phil.	Sept. 1, 1925
People's Gas Light & Coke (Chicago)—Stock, $30,000,000	....	100	28,679,400	6 in 1899	Q.—F.	N. Y., Central Tr. Co.	Nov.25,'99,1½
People's Gas Light & Coke 1st mortgage, gold, $ & £..c	1874	500	2,100,000	6 g.	M. & N.	N. Y., Cent. Tr. & Chic.	Nov. 1, 1904

Union. Its total stations on Jan. 1, 1899, were 22,065 (of which 9,800 in Long Island), 18,093 in 1898, 14,336 in 1897 and 11,883 in 1896.

STOCK.—Inc. from $5,000,000 to $8,000,000 auth. in 1898. V.67,p.737. Stockholders may subscribe until Feb. 1, 1900, to 25 per cent in new stock, payment to be made in 25 per cent instalments on Feb. 1, May 1, Aug. 1 and Nov. 1. 1900, increasing the total issue from $6,165,000 to $7,707,000 of which $207,000 to be in treasury.—V. 70, p. 40.

BONDS.—On *general mortgage* of 1890 is now a *first lien.* Generals for $19,000 and $337,600 of stock were held in treasury on July 21. 1899, for improvements, etc. Trustee gen. mort., Atlantic Trust Co. Bills payable Dec. 31, 1898, $60,000; real estate mortgages, $121,500.

DIVIDENDS.—	1892.	1893.	1894 to Jan., 1900, inclusive,
Per Cent.	6	6	7% yearly (incl. 1% extra in Jan.)

EARNINGS.—Report for year ending Dec. 31, 1898, was in V. 68, p. 425, showing gross, $2,058,477; net, $625,001; interest, taxes, etc., $127,683; dividends, $315,622; balance, surplus, $181,696. In 1897, gross, $1,790,287.—(V. 68, p. 425; V. 69, p. 115; V. 70, p. 40.)

N.Y. & Ontario Land.—N.Y. & Q. Gas & Elec.—See page 166.

New York Suburban Gas.—See V. 68, p. 474; V. 69, p. 853, 964.

N. Y. Telephone.—See page 166.

New York & Wilkesbarre Coal.—See SUPPLEM. of Jan., 1898.

Niagara Falls Power Company, The.—Organized in 1886 and has authority by special acts of New York State to use the water of Niagara River and also to transmit any power, heat or light developed from such water to practically any point in New York State. Its hydraulic works have been completed and include the building of 7,000 feet of tunnel, intake canal, wheel-pits, etc. The company has 1,071 acres of land. Tunnel first opened January 1, 1894. Electrical horse power in use, 25,000, and 8,000 delivered to and used in Buffalo.

Stock authorized by charter $10,000,000; by stockholders $3,500,000. Issued, $3,331 000. Mortgage covers 1,071 acres of property in city of Niagara Falls, tunnels, franchises, rights of way, etc. Coupon bonds are $1,000 each, int. J & J; registered, $500 each or multiples of $500, int. Q.-J. President, D. O. Mills; First V.-P., Edward A. Wickes; Sec. V.-P. and Treas., William B. Rankine; Secy., F. L. Lovelace. N. Y. office, 15 Broad St.—(V. 68, p. 1133.)

Niles-Bement-Pond Co.—See page 166.

North American Company.—ORGANIZATION.—Organized in 1890 under laws of New Jersey, as successor to the Oregon & Trans-Continental Co. Is interested in street railway and electric enterprises.

ANNUAL REPORT.—Fiscal year ends May 31. Annual meeting is held in Jersey City on third Wednesday in June. Report for 1898-99 was in V. 68, p. 1223; V. 69, p. 24. Receipts from interest, dividends and commissions, $119,739; expenses and taxes, $31,446; bal., surplus, $85,293, agst. $13,639 in 1897-98. ASSETS.—Milwaukee Electric Ry. & Light stock, $5,651,104; Cin. Edison El. stock, $746,600; other stocks, etc., valued at $26,410; accounts rec., $608,580; cash, $217,015.

LIABILITIES.—"The company has no liabilities, except current expenses and an open account of $17,060" May 31, 1898.

DIRECTORS.—Edward Q. Keasbey, John I. Beggs, C. W. Wetmore, S. W. Burt, J. Hobart Herrick, Wm. Nelson Cromwell, G. R. Sheldon, Edmund C. Converse. Henry C. Payne. President, C. W. Wetmore; Sec., Silas W. Burt; Treas., Geo. R. Sheldon. N. Y. Office, 30 Broad St. (V.69, p. 24.)

Northern Union Gas Co. (New York City.)—V. 65, p. 621.

Northwestern Telegraph.—Owns 8,000 miles of wire and is leased to Western Union for 99 years, with guaranteed dividends, rising ⅛ per cent a year to 6 in 1897 and afterward.

Ohio & Indiana Natural Illuminat. Gas Co.—See page 166.

Omaha Water Co.—See page 166.

Oregon Improvement Co.—See PACIFIC COAST CO.

Osceola Consolidated Mining Co.—V. 68, p. 425.

Otis Elevator Co.—Incorporated Nov. 28, 1898, under the laws of New Jersey and was to take over every standard elevator manufacturing company in the United States, about 13 in all, comprising about 85 per cent of the business. Stock authorized, $6,500,000 common and $4,500,000 non-cumulative 6 per cent preferred; $500,000 of each of which is retained in the treasury. Dividends on pref., Apr. 15, 1899 to Jan., 1900, both inclusive, 1½ p. c., quar. (6 per annum). No bonds. Office, 71 Broadway, New York.—V. 68, p. 525.

Pacific American Fisheries.—V. 68, p. 430, 673.

Pacific Coast Company.—This company controls the Pacific Coast Steamship Company (owning its entire capital stock) and operates five steamship lines running between San Francisco, Portland, Victoria, Sitka, Fort Bragg, San Diego, &c. Also owns all the securities of the Columbia & Puget Sound RR (now standard gauge), Seattle to Franklin, etc., with sidings, 57 miles, and its New Castle mine; the Pacific Coast Railway (narrow gauge), Port Harford, Cal., to Los Olivos, 80 miles; the Port Townsend Southern RR.; Port Townsend to Quilcene, Wash., 28 miles, and Olympia to Tenino, Wash., 15 miles; operates the Franklin Coal Co. owning the Franklin mine, with 3,050 acres coal lands at Franklin and 2,083 acres at New Castle. See V. 60. p. 954. For properties owned June 30, 1898, see V. 67, p. 949.

HISTORY.—Successor on Dec. 1, 1897, to the Oregon Improvement Co., sold in foreclosure and reorganized p. **plan** in V. 65, p. 412, 463.

BONDS.—New firsts for $554,000 are reserved for new steamships, etc., at not over $100,000 per ann. Acc'nts pay. June 30,'98, $696,739.

DIVIDENDS.—On 1st preferred, 5 p. c. paid July 20, 1898, 2½ p. c. Apr. 17, 1899, and 1⅔ p. c. Nov. 1, 1899; in 1900, Feb., 1¼ p. c. On 2d preferred, 1 p. c. July, 1898; 3 p. c. Oct., 1898, 2 p.c. paid April 17, 1899, and 1⅔ p. c. Nov. 1, 1899; in 1900, Feb., 1 p. c. Dividends changed to Q.—F. in Nov., 1899. V. 69, p. 853. On common, 1 p. c., paid Oct. 1898; 1 p.c. Dec. 15, 1898; 1 p. c., April 17, 1899, and 1 p. c., Nov. 1, 1899; in 1900, Feb., 1 p. c.

EARNINGS.—11 months, Jan. 1 to Nov. 30. 1899 ..Gross, $4,761,469; net, $1,338,224. 1898 ..Gross, 4,904,880; net, 1,107,941

REPORT.—Report for year ending June 30, 1899, in V. 69, p. 1059, showed gross earnings of steamships and collier, $3,476,921; net; $640,590; rail lines, gross, $600,430; net, $268,334; coal department, gross, $816,132; net, $263,718.

Gross earnings.....	$4,893,483	Interest on bonds.....	$222,300
Op. expenses and taxes.	3,785,482	Depreciation, etc.....	185,078
		Div. on 1st pref. (2½%)..	38,125
Net earnings.....	$1,108,001	Div. on 2d pref. (5%).....	200,000
Interest and discount..	28,008	Div. on common (3%)....	210,000
Total net income.....	$1,136,009	Balance, surplus.....	$280,506

YEARS ENDING NOV. 30.	1897.	1896.	1895.
Gross earnings.....	$4,136,170	$3,221,621	$3,258,503
Net earnings.....	569,656	354,240	389,917

OFFICERS, ETC.—Chairman of the board, Henry W. Cannon; President, J. D. Farrell; Treasurer, John Kean; Secretary, H. H. Durand, Executive Committee: Henry W. Cannon, E. H. Harriman, Daniel S. Lamont, T. Jefferson Coolidge, Jr., and Grant B. Schley.—V. 68, p. 525; V. 69, p. 853, 1059, 1065.

Pacific Mail Steamship.—An agreement made with the Panama RR. in December, 1895, for 3 years covers joint traffic between N.Y. and Central America and Mexico and the U. S. coast. (V. 63, p. 78.)

DIVIDENDS.—No dividends from 1887 until Dec., 1896, when 1 p. c. was paid; in '97, 2 p.c.; in '98, 2½ p. c.; in '99, June, 1½ p.c.; Dec., 1½ p.c.

LATEST EARNS.—7 mos., May 1 to Nov. 30 1899...Gross, $2,226,015; net, $714,599. 1898.. Gross, 2,595,923; net, 1,023,993

ANNUAL REPORT.—Fiscal year ends April 30; report for 1898-99 with balance sheet, was in V. 68, p. 1073; V. 69, p. 127. On Apr. 30, 1899, current liabilities were $264,617; current assets, $2,072,452.

Year ending Apr. 30.	1899.	1898.	1897.	1896.
Steamships.....	$3,959,013	$3,668,477	$3,759,338	$3,856,878
Subsidies.....	15,707	55,917	69,333	74,060
Miscellaneous.....	165,994	339,827	311,478	292,000
Total earnings....	$4,140,713	$4,064,221	$4,140,149	$4,222,938
Net earnings.....	$1,116,336	$620,543	$714,258	$708,382

Dividends (2½ p. c.) in 1898-99, $500,000; deduct loss of SS. Starbuck, $298,012; bal., sur., $318,324.

DIRECTORS AND OFFICERS—Henry Hart, Isaac E. Gates, Edwin Hawley, Samuel Thomas, G. H. Macy, Geo. J. Gould, Russell Sage Collis P. Huntington, President; V. Pres. and Gen. Man., R. P. Schwerin; Jos. Hellen, Sec. and Treas., Mills Building, N. Y.—V. 69, p. 127, 797.

Park Steel Co.—V. 68, p. 475, 525, 978.

Pennsylvania Coal.—Owns coal lands in Wyoming Valley, Pa.; also railroad—see V. 69, p. 1061, Dividends since 1881—From 1882 to Nov., 1899, inclusive, 16 p. c. per an. In Feb., 1894, 4 p. c. extra and in Dec., 1896, 5 p. c. extra.—V. 69, p. 1061, 1102.

Pennsylvania Manufacturing Light & Power.—See PHILADELPHIA ELECTRIC.

DIVIDENDS.—50c. Oct., 1898; April, 1899, 50c.; Oct., 15, 50c.

REPORT.—Report for 11 mos. ending Dec. 31, 1898, with balance sheet, was in V. 68, p. 328.—(V. 68, p. 328; V. 69, p. 442, 797, 853.)

Pennsylvania Steel Co.—Chartered in Penn. in 1895; owns eight blast furnaces, with an annual capacity of 558,000 tons pig iron; a rail mill, capacity 480,000 tons and for 165,000 tons boiler steel, beams and other products, and a ship-building and a bridge-building plant, including plant at Steelton, Pa., with annual capacity of 175,000 tons; Bessemer Steel Works, capacity of 350,000 tons, and the Maryland Steel Co. plant at Sparrow Point, near Baltimore, having annual capacity of 300,000 net tons standard section steel rails. Owns a half interest in the Juragua (Cuba) Iron Co., Ltd. V. 62, p. 776.

STOCK.—Common, $5,000,000; par, $100; $4,750,000 outstanding. Preferred, 7 per cent, $1,500,000; par, $100, all outstanding. First dividend on preferred since reorganization, 1¾ p. c., paid Oct. 16, 1899; 1900, Jan, 15, 1¾ p. c.

BONDS.—*Consolidated joint mortgage* (Girard Life Insurance Annuity & Trust Co. of Philadelphia, trustee) covers the plants at Steelton, Pa., and Sparrow Point, Md., all of the $1,000,000 stock of the Maryland Steel Co. and $697,500 of the $1,500,000 capital stock of the Juragua Iron Company. Consols for $3,000,000 are reserved to retire the prior liens. Interest, if not earned, is payable in scrip till Sept. 1, '98. The March, 1898, coupon was paid in scrip, convertible into consol 6s; also the Sept. 1 coupons. V. 67, p. 428.

ANNUAL REPORT.—Statement in V. 68, p. 568, showed surp. for year $51,019, agst. loss $124,650 in 1897.—(V. 68, p. 568, 975; V. 69, p. 647.)

Paterson & Passaic Gas & Electric Co.—See page 166.

Pennsylvania Electric Vehicle.—See page 166.

People's Gas Light & Coke (Chicago).—An absolute consolidation on Aug. 2, 1897, of the companies forming the old Chicago Gas Trust. The $25,000,000 Fidelity receipts, which previously represented the several properties, were exchanged dollar for dollar for stock of the People's Gas Light & Coke Co.—V. 64, p. 1088; V. 65, p. 235. Mutual Fuel was purchased in November, 1897, and early in 1898 consolidated, as was also the Hyde Park Co., with the People's Gas-Light & Coke Co. The Universal Gas Co. (stock, $1,500,000) is controlled in the company's interest.—V. 67, p. 179; V. 68, p. 474. The only gas company of account in the city not controlled is the Ogden Gas Co.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
People's Gas Light & Coke (Chic.)—(Con.)—2d mort.....c	1874	$500	$2,500,000	6 g.	J. & D.	N. Y., Cent. Tr. & Chic	Dec. 1, 1904
P. G. L. & C. 1st consol. mort. for $10,000,000 gold...*c	1893	1,000	4,900,000	6 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1943
Equitable Gas Light & Fuel 1st mortgage.....c	1885	1,000	2,000,000	6 g.	J. & J.	N. Y., Cent'l Tr. & Chic.	July 1, 1905
Chicago Gas Light & Coke 1st mortgage, g. .....(FP)c	1887	1,000	10,000,000	5 g.	J. & J.	do do	July 1, 1937
Consumers' Gas 1st mort., gold. See V. 66, p. 472....c	1886	1,000	4,246,000	5 g.	J. & D.	do do	Dec. 1, 1936
Illinois L. H. & Power 1st mortgage.....c	1885	1,000	500,000	7	.....	Chicago, Chic. Nat. Bk.	Nov. 1, 1915
Lake Gas & Light 1st mortgage, gold.....IC	1885	1,000	300,000	6 g.	J. & J.	Ill. Tr. & Sav. Bk., Chic.	July 1, 1915
P. G. L. & C.—Refunding M., $40,000,000, g. F.....c*&r	1897	1,000	2,560,000	5 g.	M. & S.	New York.	Sept. 1, 1947
Mutual Fuel Gas 1st mort., $5,000,000, gold, assumed.	1897	1,000	5,000,000	5 g.	M. & N.	N. Y., Cent. Tr. & Chic.	Nov. 1, 1947
Hyde Park Gas, 1st mortgage, assumed.....	1884	500 &c	200,000	6	M. & S.	First Nat. Bk., Chicago.	Sept. 1, 1904
Calumet Gas Co. 1st mortgage, assumed.....	....	1,000	250,000	6 g.	J. & J.	Chicago Eq. Trust Co.	July 1, 1917
Philadelphia Electric—Stock, $2 50 per share paid.....	....	25	25,000,000	.....	.....	.....	.....
Phila. Elec. Trust Ctfs., gold, $17,500,000 (see text)...	1899	.....	15,050,000	4 g.	A. & O.	Philadelphia.	Oct., 1949
Edison Elec. Trust Certificates, g. (Edison stock as coll.)	1896	100 &c.	1,994,300	5 g.	.....	Philadelphia.	Aft. Apr., 1946
Old Phila. Elec. Tr. Ctfs. (Penn. H. L. & P. stock as col.)	1898	1,000	13,265,352	5 g.	A. & O.	Land Tit. & Tr. Co., Phila.	Apr. 1, 1948
P. Lorillard Co.—Pf. stock, 8%, cum., pf. also as to ass'ts	....	100	2,000,000	8 in 1899	Q.—J.	N. Y., Baring, Magoun.	Jan. 1, '00, 2%
Pressed Steel Car Co. - Stock, common, $12 500,000	....	100	12,500,000	6	See text	N. Y., 71 Broadway.	Feb 9, '00, 1½
Pref. stock (as to assets), 7 p.c., non-cum., $12,500,000	....	100	12,500,000	7	See text	do do	Jan. 15, '00, 1¾
Procter & Gamble.—Common stock.....	....	100	2,250,000	20 in '99	F&A, 15	Cincinnati, O., Co. Office.	Feb. 15, '00, 6%
Pref. stock (8 p.c., cum.). See terms in ed. May, '93, SUP.	....	100	2,250,000	8 in 1899	Q.—J.	do do	Jan. 15, '99, 2%
1st M., g., subject to call at 110 after July 1, 1900....c*	1890	1,000	2,000,000	6 g.	J. & J.	N. Y., Mercantile Nat. Bk	July 1, 1940
Pullman Company—Stock, $74,000,000.....	....	100	74,000,000	6½ in '99	Q.—F.	N. Y., Farm. L. & Tr. Co.	Feb. 15, '00, 2%
Quicksilver Mining—Preferred stock, 7 p. c., not cum.....	....	100	4,291,300	.....	.....	N. Y., Of., 20 Nassau St.	May 5, '99, ½%
Railway Equipment Company of Minnesota.—Stock.....	....	100	996,500	6 in 1899	M. & N.	New York & London.	Nov., '99, 3%
1st Mortg., gold, $50,000 red. yearly in Nov. at 100.....	1891	.....	511,000	6 g.	J. & D.	N. Y., Mait., Coppell & Co.	June 1, 1901
Republic Iron & Steel—Common stock, $30,000,000.....	....	100	27,352,000	.....	.....	.....	.....
Preferred, 7 per cent, cumulative, $25,000,000.	..	100	20,852,000	.....	Q.—J.	General Office, Chicago.	Jan. 1 '00, 1¾

which in July, 1899, was proposing to issue $10,000,000 bonds for extensions, etc. V. 69, p. 81.

In Sept., 1898, all disputes with the Indiana Oil & Gas Co. were settled, the People's Co. agreeing to expend not exceeding $1,500,000 in the next three years in exploiting natural gas in Chicago. V. 67, p. 690; V. 68, p. 825, 1182.

PROPERTY.—In service January, 1899: Street mains, 1,584½ miles; meters, 230,293; public lamps, 28,073.—See V. 66, p. 382.

DEALINGS WITH CITY.—In June, 1891, a settlement was reached by the several companies on the basis of the city getting 3½ per cent of the gross receipts, or at least $150,000 per annum, and paying $1 per 1,000 feet for its gas—the price of gas to other consumers to remain at $1 25 until 1893, when a reduction of five cents in the price must be made yearly until $1, the present price, was reached. See V. 52, p. 939.

STOCK.—In December, 1898, stock was increased $5,000,000 to $30,000,000 for exploitation of natural gas, extensions and improvements, of which $3,750,000 was allotted to stockholders at par, raising the outstanding amount to $28,750,000.—(V. 67, p. 1111.)

DIVS.—	'89.	'90.	'91	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
Per cent.	4	3	3	5¼	4½(1½sc.)	6	2½	1½	6	6	6

In 1899—February, 1½ p. c.; May, 1½ p.c.; Aug., 1½ p.c.; Nov., 1½ p.c.

BONDS, ETC.—Of the $40,000,000 issue of 1897 $26,546,000 bonds were reserved to retire prior bonds shown in table above, and can be issued bearing less than 5 per cent interest. The balance may be issued for additional property, improvements or betterments, but in no case to an amount exceeding the cost of the same.—V. 65, p. 572.

LATEST EARNINGS.—Sales of manufactured gas to private consumers for 9 months to Sept. 30: In 1899, $4,144,709; in 1898, $3,776,623; in 1897, $3,568,787. V. 69, p. 1065.

EARNINGS.—Report for year ending Dec. 31, 1898, in V. 68, p. 327:

YEARS ENDING DEC. 31.	1898.	1897.
Manufactured gas sold, cubic feet	6,114,587,380	5,238,237,008
Sales of manuf'd gas to private users	5,374,846	5,108,672
Sales of manufactured gas to the city	623,164	700,430
Sales of natural gas	1,141,996	1,152,836
Other income	125,520	163,501
Gross income	$7,265,526	$7,125,439
Net over operating expenses	$3,470,225	$3,436,463
Interest on bonds	1,842,300	1,842,300
Balance for stock	$1,527,925	$1,594,163

COMBINED BALANCE SHEET DEC. 31, 1898.

Real estate, franchise, tunnels, mains, etc.	$61,762,139	Capital stock	$30,000,000
Materials	453,914	Mortgage bonds	34,246,000
Securities	*1,451,577	Coupons	356,645
Accounts receivable	174,645	Accounts payable	237,047
Gas bills receivable	742,827	Dep. security for gas	120,189
City of Chicago	66,717	Bond interest	217,858
Cash	1,961,459	Profit and loss	3,408,129
Central Trust Co	1,972,586		
	$68,585,864		$68,585,864

* Includes miscellaneous bonds, $100,750; Green Street property; $30,227; 13,206 shares of capital stock of People's Gas Light & Coke.

OFFICERS.—President, C. K. G. Billings; V.-P., A. N. Brady, 2d V.-P., Walton Ferguson; 3d V.-P., C. K. Wooster; Treas., W. S. McCrea: Sec., L. A. Wiley. Office, 54 Wall Street, N. Y.—V. 69, p. 554, 745, 1065.

Philadelphia Company.—See Pittsburg, in STREET RY. SUP.

Philadelphia Electric Co.—ORGANIZATION.—Incorporated in New Jersey on Oct. 6, 1899, and acquired the Pennsylvania Manuf'g, Light & Power Co. (controling the Penn. Heat, Light & Power Co.—see SUPPLEMENT of Jan., 1898), and the National Electric Co. Controls nearly all of the electric-light properties of the city; also plants in West Philadelphia and Chester, adjacent to Philadelphia.

STOCK.—Authorized, $25,000,000; 10 per cent paid in.

BONDS.—Collateral trust 4 per cent gold fifty-year certificates, dated Oct. 16, 1899, amounting to $17,500,000 have been authorized, of which $15,050,000 were used to purchase so far as may be the $15,000,000 Penn. M'f'g. L. & P. stock ($1,500,000 paid in) and the $17,500,000 Nat. Elec. stock ($4,375 000 paid in), the balance to be retained to acquire other electric properties in Philadelphia and adjacent counties. See V. 69, p. 797, and official circular, p. 853.

President, Joseph B. McCall; Vice-Pres., William F. Harrity; Secy., A. V. R. Coe; Treas., Wm. P. Conover, Jr. Office, N. E. cor. 10th and Sansom Sts., Philadelphia, Pa. V. 69, p. 964, 1106, 1151.

Pillsbury-Washburn Flour Mills Co.—(V. 69, p. 1197.)

Pittsburg Coal Co.—Planters' Compress Co.—See page 166.

P. Lorillard Company.—Incorporated in New Jersey in 1891. In 1899, all com. stock acquired by Continental Tob. Co.—V. 68, p 377.

DIVIDENDS.—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	Since
Common, %	10	5	13	8	3	8	5	(!)

Preferred... 1892 to Jan., 1900, inclusive 8, yearly, pd. quarterly.

Postal Telegraph Cable.—See COMMERCIAL CABLE CO.

Pressed Steel Car Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 13, 1899, as a consolidation of the Fox Pressed Steel Equipment Co. of Joliet, Ill., and Schoen Pressed Steel Co. of Pittsburg. Controls a "practical monopoly" in pressed steel freight cars, etc., and pressed steel devices embodied in car construction. V. 68, p. 131, 188. See prospectus in V. 68, p. 188. Has contract with Carnegie Steel Co. by which the latter furnishes 30,000 tons of steel plates monthly for ten years from July, 1899. V. 69, p. 181, 442 (see V. 67, p. 381.) Capacity of the works, about 100 cars a day, of largest size. V. 69, p. 745.

STOCK.—Common, $12,500,000; pref., 7 p.c. non cum., $12,500,000.

DIVIDENDS.—On pref: to Jan., 1900, 1¾ p. c. paid quar. (7 per an.) On common, 6 p. c. declared for year 1899, payable quarterly, first dividend 1½ p. c. being paid Feb. 9, 1900.—V. 70, p. 86.

REPORT.—Statement for year ending Dec. 31, 1899, in V. 70, p. 124, showed gross earnings $13,965,000; net, $2,237,000; div., 7 p. c. on pref., $875,000; 6 p. c. on com., $750,000; surplus for working capital, $612,000.

Approximate balance sheet Feb. 28, 1899, in V. 68, p. 724. President, Chas. T. Schoen. N. Y. Office, 71 Broadway. V. 70, p. 86, 124.

Procter & Gamble Co.—Formed in 1890 under laws of New Jersey to carry on the soap, candle, oils and glycerine business of Procter & Gamble. The mortgage covers about 67 acres of land adjoining the city of Cincinnati, together with 29 factory buildings. In Oct., 1899, the stockholder authorized the refunding of the $2,000,000 6s (subject to call in 1900) at 4 per cent interest. V. 69, p. 797.

DIVIDENDS—	1891.	1892 to 1897 incl.	1898.	1899.	1900.
On common	8	12 per cent.	20	20	Feb., 6

On preferred in full to Jan., 1900, incl. Office, Cincinnati. V. 59, p. 291.

Pullman Co.—On Jan. 1, 1900, the Wagner Palace Car Co. was merged, representatives of the Vanderbilts entering the board of directors, and the capital stock being increased from $54,000,000 to $74,000,000, to retire the Wagner Company's $20,000,000 stock, the name also being changed from Pullman's Palace Car Co. to Pullman Co. See V. 69, p. 854; V. 70, p. 40. Dividend, reduced to 6 p. c. yearly in 1898, was restored to 8 p. c. in Nov., 1899.—V. 69, p. 909, 1197.

CASH DIVIDENDS.—	1877-80.	1881-83.	1884-98.	1899.	1900.
Since 1877—P. ct.	8 yearly.	9½ yearly.	8 yearly.	6½	Feb., 2

An extra cash dividend of 20 per cent paid Aug 15, 1898, and stock increased in Nov., 1898, by $18,000,000, in order to distribute surplus assets—V. 67, p. 75, 789, 840, 902.

REPORT.—Report for 1898-99 was in V. 69, p. 905.

Years ending July 31.	1899.	1898.	1897.
Earnings from cars	$9,748,576	$8,598,838	$7,743,344
Patent royalties, manuf. profits, &c.	1,730,353	2,076,032	1,231,544
Total revenue	$11,478,929	$10,674,868	$8,974,888
Operating expenses	$4,559,808	$3,776,314	$3,511,868
Paid other sleeping-car associati'ns	693,715	831,634	812,169
Other expenses	780,390	793,036	.....
Dividends on capital stock	3,149,550	2,880,000	2,880,000
Net surplus for year	$2,295,465	$2,393,884	$1,770,851

President, Robert T. Lincoln, Chicago. N. Y. office, 15 Broad St.—V. 69, p. 905, 909, 1197; V. 70, p. 40.

Quicksilver Mining.—See SUP. of Oct., 1897, and V. 68, p. 1077.

Quincy Mining.—V. 68, p. 569. **RR. Equip.**—V. 69, p. 28, 82.

Railway Equipment Co. of Minnesota.—V. 69, p. 177.

Rapid Transit Ferry.—SEE SUP., Oct., 1897; V. 68, p. 1134.

Republic Iron & Steel Co.—ORGANIZATION.—Incorporated in New Jersey on May 3, 1899, to consolidate 29 plants making bar and forge iron, being practically all the plants in the Central and Southern States west and south of Pittsburg. V. 68, p. 872. Also owns five blast furnaces, mining properties in the Mesaba range, in the Lake Superior region, extensive iron and coal lands, including those belonging to Pioneer Mining & Manufacturing Co. of Birmingham, Ala., and the coke plant of the Connellsville Coke Co. For list of properties merged see prospectus, V. 68, p. 674; V. 68, p. 1227; V. 69, p. 339, 850, 1151.

STOCK.—Common, $30,000,000; pref. (as to assets and dividends), 7 per cent cum., $25,000,000; of which in the treasury $2,243,000 common and $3,743,000 preferred to purchase additional properties. Estimated output of first year, 900,000 tons.—V. 68, p. 929, 1127.

DIVIDENDS.—On pref., 1¾ p. c., Oct. 1, 1899; in 1900, Jan., 1¾ p. c.

DIRECTORS.—August Belmont, Myron C. Wick, Grant B. Schley, Randolph S. Warner, George R. Sheldon, J. D. Caldwell, G. Watson French, Alexis W. Thompson, Geo. D. Wick, John F. Taylor, Harry Rubens, T. A. Meysenburg, L. E. Cochran, J. C. Corns, H. W. Hassinger, P. L. Kimberly, G. M. Bard, S. Thomas, S. J. Llewellyn, G. M. Clark.

OFFICERS.—President, Randolph S. Warner; Secretary, Silas J. Llewellyn; Treasurer, John F. Taylor. Main office, Stock Exchange Bldg., Chicago. New York office, 66 B'way.—V. 69, p. 850, 1151.

Rhode Island Perkins Horseshoe.—See page 166

Riker Electric Vehicle.—See SUPP. for July, 1899.

Royal Baking Powder Co.—ORGANIZATION.—Incorporated in Feb., 1899, under the laws of New Jersey, and merged Cleveland Baking Powder Co., Royal Baking Powder Co., New York Tartar Co., Tartar Chemical Co. and Price Baking Powder Co.

DIVIDENDS.—On pref., to Jan., 1900, incl. 6 p.c. per an.—1½ Q.-J.

Pres., J. B. Rose; Vice-Pres., A. H. Porter, Jr.; Treas., John Morris; Sec., W. L. Garey. Office, 100 William St., New York.—V. 69, p. 181.

Rubber Goods Mfg. Co.—See page 166.

St. Louis Term. Cupples Station & Property.—See p. 167

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Royal Baking Powder—Common stock, $10,000,000	....	$100	$10,000,000	.....	.....	.....	.....
Preferred stock, $10,000,000, 6 per cent, cumulative	....	100	10,000,000	See text.	Q.—J.	Checks mailed.	Jan. 2,'00, 1½
St. Louis Ter. Cupples Sta. & P.—1st M. g., red. 102 aft. '02. c*	1897	500 &c.	3,000,000	4½ g.	J. & D.	New York and London.	June 1, 1917
Southern Cotton Oil—Stock	....	50	2,000,000	6 in 1899	J. & D.	From Camden—by ch'ck	Dec.15,'99, 2%
South Yuba Water Co.—1st mortgage bonds	1890	50	522,000	6	A. & O.	N.Y., Holland Trust.	Apr. 1, 1910
Consol. mortgage, gold, $1,500,000	1893	1,000	478,000	6 g.	J. & J.	N. Y. Farm. L. & Tr. Co.	July 1, 1923
Standard Gas Light—Com. stock authorized, $5,000,000	....	100	5,000,000	See text.	Q.—J.	N. Y., 31 Nassau St.	Sept.30'99,1%
Preferred stock authorized, $5,000,000	....	100	4,321,100	6 in 1899	J. & J.	do do	July 1, '99, 3%
1st mortgage $1,500,000, gold c	1890	1,000	1,362,000	5 g.	M. & N.	N. Y., Merc. Trust Co.	May, 1930
Stand. Oil—Com. stk., $100,000,000 ($10,000,000 pf.au.)	....	100	See text.	See text.	Q.—M.	N. Y., 26 Broadway.	Dec. 15,'99, 10
Stand. Rope & Twine—1st M., g., s. f., to call at 105. Ma. c*	1896	1,000	2,878,000	6 g.	F. & A.	N.Y., Manhattan Trust.	Aug. 1, 1946
Consol. M., non-cum., incomes, g., to call at par... Ce. c*	1896	1,000	7,500,000	5	.....	.....	Aug. 1, 1946
Susqueh'na Coal.—1st M., gu. p. & i., s. f. not sub. to call. c	....	1,000	1,521,000	6	J. & J.	Phila. Co.'s Office.	Jan., 1911
Swift & Co.—Stock, $20,000,000	....	100	20,000,000	7 in 1899	Q - J.	.....	Jan. 2,'00, 1¾
1st M., $2,500,000, subj. to call at 105 after Jan., 1900	1885	.....	2,500,000	6	J. & J.	N.Y., N.Bk. of Rep. & Ch.	July 1, 1910
Tenn. Coal I. & RR. Co.—Stock ($1,000,000 is 8% cum. pref.)	....	100	21,000,000	.....	.....	.....	.....
Consolidated mortgage	1881	1,000	5,000	6	M. & N.	N. Y., Hanover Bank.	Nov. 1, 1901
South Pittsburg Purchase, 1st mortgage	1882	1,000	120,000	6	F. & A.	do do	Feb. 1, 1902
Pratt Coal & Iron Co., Ala., 1st M., s. f., not drawn.... c*	1883	1,000	628,000	7	M. & N.	do do	Nov. 1, 1903
Birmingham, Ala., Div., con. M., g., s. f. 1%, not d'rn.. c*	1887	1,000	3,632,000	6 g.	J. & J.	N. Y. Hanover Nat. B'k	Jan. 1, 1917
Tennessee Div. bds, gold, s.f. 1½% yearly, not dr'n... c*	1887	1,000	1,254,000	6 g.	A. & O.	N.Y., 4th National Bank	Jan. 1, 1917
De Bard. M., g., assum., s. f., $30,000 y'ly, not dr'n. c*	1890	500 &c.	2,771,000	6 g.	F. & A.	N.Y., Hanover Nat. B'k.	Feb. 1, 1910
Ala. Steel & Shipbuilding, pref. 6 p. c. cum., guar	....	.....	440,000	6	J. & J.	do do	Jan. 1,'00, 3%
1st mortgage, guaranteed, gold. Ma	1898	1,000	1,100,000	6 g.	J. & J.	do do	July 1, 1928
Cahaba 1st M., $1,100,000 gold, gu., s. f., red. at 110.. c*	1892	1,000	985,000	6 g.	J. & D.	N.Y., 4th National Bank.	Dec. 1, 1922
Union Bag & Paper—Stock, common, $16,000,000	....	100	16,000,000	.....	.....	.....	.....
Preferred stock, 7 per cent, cumulative, $11,000,000	....	100	11,000,000	7	Q.—J.	N. Y., First Nat'l Bank.	Jan. 1,'00, 1¾

Safety Car Heat. & L.—San Luis Potosi Elec. Co.—See 167.

Seattle & San Francisco Ry. & Navigation.—See page 167.

Sloss-Sheffield Steel & Iron Co.—See page 167.

Southern Cotton Oil.—See SUP. of Jan., 1898; also V. 68, p. 1178.

Southern & Atlantic Telegraph.—Leased to Western Union (which owns $390,475 of stock) and stock guaranteed by rental 5 p. c.

Southern New England Telephone.—V. 69, p. 1016.

South Yuba Water Co.—See SUPPLEMENT of January, 1898.

Spirits Distributing Co.— } See Distilling Co.
Standard Distilling & Distributing Co.— } America.

Standard Gas Light.—Organized in 1886. Owns 160 miles of gas pipes north of 13th St., New York. In Jan., 1900, stockholders subscribed to $600,000 new stock at par, raising the amount outstanding to $4,321,100.—V. 69, p. 1252.

DIVIDENDS—	1891.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
Common %	..	..	..	..	1	4	5	8	5
Preferred %	3¾	1½	4	4	5½	4½	6	8	6

In 1899, *common*, Jan., 1½ p. c.; Apr., 1½ p. c.; July, 1 p. c; Oct., 1 p. c. The Jan., 1900, dividends were passed. V. 69, p. 1197, 1252. Russell Sage, having sold a large part of his stock in Jan., 1900, is expected to retire from Presidency. See V. 70, p. 40.—V. 70, p. 40, 86.

Standard Oil.—ORGANIZATION.—This New Jersey corporation succeeded in June, 1899, to the Standard Oil properties, held by liquidating trustees, the holders of the $97,250,000 of old certificates and "assignments," receiving dollar for dollar in common stock of the New Jersey company and 2·68 per cent in cash to represent distribution of Ohio company. See SUPPLEMENT for April, 1899, and V. 68, p. 1227; V. 69, p. 28. Controls petroleum oil refineries in all the principal Northern cities of the United States, and produces about 65 per cent of the country's total output of refined oil; also controls oil wells in Pennsylvania, Ohio and West Virginia, and has pipe lines for transmitting its oil to tidewater. Properties, V. 66, p. 1239; V. 69, p. 745.

STOCK.—Stock authorized, common, $100,000,000; $10,000,000 non-cum. 5 per cent preferred in treasury for the present.

DIVIDENDS—	1891-95.	1896.	1897.	1898.	1899.
Per cent	12 a year.	31	33	30	33

Dividends in 1898: March, 10 p. c.; June, 8 p. c.; Sept., 5; Dec., 7; in 1899, March, 6 p. c.; June, 12 p. c; Sept., 5 p. c.. Dec., 10 p. c

OFFICERS.—President, J. D. Rockefeller; Treasurer, W. H. Tilford; Secretary, C. M. Pratt. Office, 26 Broadway, N. Y.

DIRECTORS.—J. D. Rockefeller, William Rockefeller, H. M. Flagler, J. D. Archbold, H. H. Rogers, W. H. Tilford, C. M. Pratt, O. H. Payne, Paul Babcock, C. W. Harkness, T. C. Bushnell, A. M. McGregor and F. Q. Barstow.—V. 68, p. 1183, 1227; V. 69, p. 28, 743, 1016.

Standard Rope & Twine Co.—Incorporated Nov. 8, 1896, under laws of New Jersey, to take over the property of the United States Cordage Company, reorganized per plan in V. 60, p. 1012. For statement of property covered by the mortgages see V. 63, p. 1064. Union Selling Co. acts as selling agent.—V. 67, p. 484; V. 69, p. 644.

STOCK AND BONDS.—Capital stock is $12,000,000 (par $100). The first mortgage is for $3,000,000, yearly sinking fund 1 per cent of bonds outstanding; firsts purchased for sinking fund and canceled to July 31, 1899, $122,000. The consols are non-cumulative incomes, and entitled to one vote for each $100 of bonds.

REPORT.—Year ends July 31. Statement for 1898-9 in V. 69, p. 644, showed: Current assets July 31, 1899, were $3,447,030; current liabilities, $1,827,931. Previous reports showed:

Year.	*Proceeds of sales.*	*Net from oper.*	*Other income.*	*Charges, etc.*	*Balance, for year.*
1897-8.	$3,100,118	$473,428	....	$239,865	sur.$223,563
1896-7.	3,542,353	def.169,710	$96,376	264,212	def.167,836

President, William G. A. Turner; Vice Prest., Alfred R. Turner, Jr.; Treas. and Sec., Joseph G. Taylor, 14-20 State St., N. Y. Directors: Wm. G. A. Turner, William Barbour, W. R. Potts, Sumner R. Stone, John Kean, A. R. Turner, Jr.; J. William Clark, John N. Kenney, J. C. Reiff.—(V. 67, p. 484, 840; V. 69, p. 339, 644.)

Standard Underground Cable Co.—V. 68, p. 568; V. 69, p. 82.

Street Ry. & Illum. Properties.—SUPP. Oct., '97; V. 67, p. 1056

Street's Western Stable Car Line.—V. 68, p. 229, 430.

Susquehanna Iron & Steel Co.—Stock, $1,500,000; par of shares, $5, full paid. Quarterly dividend 6 per cent, 30 cents per share, paid Oct. 16, 1899; Dec. 30, '99, 6 p. c. The Atlantic Iron & Steel Co., incorporated Dec. 7, 1899, with $10,000,000 capital stock, is to absorb the property.—V. 69, p. 1197.

Swift & Co.—ORGANIZATION.—Incorporated in Illinois April 1, 1885. Has packing plants at Union Stock Yards, Chicago; at South Omaha, Kansas City, East St. Louis, South St. Joseph and South St. Paul and branch houses for distribution of its goods in nearly every large city in the Union. V. 68, p. 87. In 1897 leased Minnesota Packing Co. plant at St. Paul for 999 years. Allied Swift enterprises, legally separate, are: Swift Refrigerator Transportation Co., owning 4,000 cars; Swift Live Stock Transportation Co., National Mfg. Co. Car Line, operating double decked hog cars.

STOCK AND BONDS.—Stock was increased in Jan., 1899, from $15,000,000 to $20,000,000. Dividends since 1889; '89 to '94, incl., 8 p. c.; '95 to July, '98, incl., 6 p. c.; Oct., '98 to Jan., 1900, 7 p. c.

REPORT.—Report for 1899, with balance sheet, was in CHRONICLE Jan. 27, 1900, showing: Sales (over), $160,000,000, against $150,000,000 in 1898, and $121,598,670 in 1897. President, G. F. Swift; Treas., L. A. Carton; Sec., D. E. Hartwell.—V. 68, p. 83, 87; V. 69, p. 127.

Tamarack Mining Co.—V. 68, p. 425.

Tennessee Coal Iron & Railroad Company.—ORGANIZATION.—Owns blast furnaces, coal mines, iron mines, foundries, &c., in Tennessee and Alabama.—V. 55, p. 60, 463. Amalgamation with De Bardeleben Company was consummated in 1892. V. 63, p. 31.

In June, 1899, purchased for cash the property of the Sheffield (Ala.) Coal, Iron & Steel Co., including three furnaces, etc., and on July 5, 1899, the Ensley Land Co., owning 75,000 acres of land. With these acquisitions included, the Tenn. Coal, Iron & RR. Co. is the owner of 20 iron furnaces (several not in operation) of a total capacity of about 850,000 tons of iron annually, and also of coal and iron lands aggregating 450,000 acres.—V. 69, p. 82; V. 68, p. 1227.

On Nov. 30, 1899, the Alabama Steel & Shipbuilding Co. plant was opened at Ensley City. The plant will have ten open hearth furnaces of 50 tons each and a capacity of 1,000 tons of steel billets and slabs daily, and will be leased to the Tenn. C., I. & RR. Co., which will guarantee its $1,100,000 6 per cent bonds, all subscribed in June, 1898, and $440,000 6 per cent preferred stock. A rail mill will be added, for which in Nov., 1899, contracts had been let. The $50,000 common stock, all owned by the Tenn. C. I. & RR. Co., carries control of stock.—V. 66, p. 1002, 1235; V. 67, p. 127, 801.

On May 26, 1899, sold Birmingham Southern RR., in the vicinity of Birmingham, Ala., for $1,100,000 cash.—V. 68, p. 774, 1078.

DIVIDENDS.—On common in 1887, 1 per cent, and none since. On preferred, from 1889 to 1893 inclusive, 8 p. c. per annum; none since.

BONDS.—The two issues, known as the *Birmingham Division* and the *Tennessee Division* bonds, are each a lien on their own property, as described in the mortgage, and a second lien on the property of the other division. The total authorized issue of the Birmingham Div. loan is $5,000,000 [of which $540,000 bonds have been cremated] and $638,000 remain in trust to secure $628,000 Pratt Coal & Iron bonds; and of the Tenn. Div., $1,400,000, of which $140,000 are in the sinking fund. The *De Bardeleben mortgage* is for $3,000,000, of which $229,000 canceled by sinking fund. V. 68, p. 725. See V. 56, p. 604.

FLOATING DEBT, ETC.—On Jan. 1, 1899, total floating debt was $2,109,693 (against $1,903,496 on Jan. 1, 1898,) of which $958,051 bills payable and $874,841 due sundry creditors on open account. Total quick assets, $1,907,222 (against $1,783,010 in 1898), of which $181,985 cash and bills receivable, $329,000 treasury bonds, $383,073 salable part of inventory and $891,907 due on open accounts.

EARNINGS.—Jan. 1 to Sept. 30 in 1899, net $1,013,097; $571,902 in 1898. Jan. 1 to June 30 (6 months) net, $509,862 in 1899; $416,324 in 1898; charges, $279,378; surplus, $230,484, agst. $131,450 in 1898.

REPORT.—Report for 1898, in V. 68, p. 567, showing output: Coal, 3,679,534 tons; coke, 992,697 tons; pig iron, 549,457 tons.

Year end. Dec. 31—	—12 *mos.*— 1898.	—12 *mos.*— 1897.	—12 *mos.*— 1896.	—11 *mos.*— 1895.
Tot. net profits	$868,383	$623,823	$692,333	$995,794
Int. on bonds, &c	616,434	649,830	660,084	582,305
Bad debts, &c	26,974	13,928	1,186	43,521
Balance for year	sr.$224,975	df.$39,935	sr.$31,063	sr.$369,968

DIRECTORS (Jan., '00)—Cord Meyer, James T. Woodward, W. S. Gurnee, Jr., W. S. Gurnee, O. H. Payne, John G. Moore, James H. Smith, William Barbour, D. J. McComb and A. B. Boardman, of New York; A. T. Smythe, of Charleston; A. M. Shook and N. Baxter, Jr., of Nashville; J. Bowron, of Birmingham; F. H. Benedict, of New York; President, N. Baxter, Jr.; Secretary, John F. Fletcher, Jr.; V. P. and Treasurer, Jas. Bowron, Birmingham, Ala. N. Y. office, 80 Broadway.—V. 69, p. 151.

Tidewater Steel Co.—V. 68, p. 826, 1136; V. 69, p. 133, 554.

Terminal RR. Association of St. Louis.—SEE RAILROADS.

Texas & Pacific Coal Co.—See SUPPLEMENT of Jan., 1898.

Texas Pacific Land Trust.—See SUPP. of Apr., 1897, page 154.

Trenton Gas & Electric.—See page 167.

Trenton Potteries Co.—Stock, $3,000,000, SUP. April, '97.

Trow Direct. Print. & B'kbind.—V. 67, p. 952; V. 69, p. 1060.

Union Bag & Paper Co.—ORGANIZATION.—Incorporated in New Jersey on Feb. 27, 1899, as a consolidation of over 90 p. c. of the paper bag business of country. V. 68, p. 430; V. 69, p. 182. For assets and list of properties see prospectus, V. 68, p. 333. Stock, common, $16,000,000; 7 per cent cum. pref. (as to assets and dividends), $11,000,000; par of each, $100, all outstanding. See V. 68, p. 675, as to rights of stock, etc. Earnings of properties were $1,226,000.

DIVIDENDS.—On pref., July, '99, to Jan., 1900, 7 per an. (1¾ quar.)

OFFICERS.—President, L. G. Fisher; 1st V.-P., C. A. Dean; 2d V.-P., A. M. Perrin; Sec. and Treasurer, Frank Washburn. General offices, Fisher Bldg., Chicago, Ill.—V. 69, p. 182.

Union Depot Co. of Columbus, O.—The P. C. C. & St. L. owns a half interest in this property.—V. 63, p. 117; V. 64, p. 804.

Union Ferry.—Operates five ferry lines between New York and Brooklyn. Capital stock is $3,000,000; par $100. The mortgage covers 19 ferryboats, real estate, etc. Dividends: In 1894, 4 p. c.; 1895, 4 p. c.; in 1896, 4 p. c.; in 1897, 4 p. c.; in 1898, 3½ p. c.; in 1899, Jan., ½ p. c.; April, ½ p. c.; July, ½ p. c.; Oct., ½ p. c. and 1 extra; 1900, Jan., ½ p. c. President Julian B. Fairchild.—V. 69, p. 593, 757, 797.

Union Switch & Signal.—V. 68, p. 471; V. 69, p. 1348.

Union Type Writer.—Organized in 1893. Stock is as follows:

Class.	*Outstanding.*	*Divs. When Pd.*	*Last Dividend.*
Common	$10,000,000	.....	.....
1st pref., 7 p. c	4,000,000	A. & O.	Oct. 2, '99, 3½%
2d pref., 8 p. c	4,015,000	A. & O.	Oct. 2, '99, 4%

As to decision in July, 1899, see V. 69, p. 82. See also V. 69, p. 1305.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable and by Whom.	Bonds—Principal, When Due. Stocks—Last Dividend.
Union Ferry—Stock	....	$100	$3,000,000	3 in 1899	Q.—J.	Co. office, Brooklyn.	Jan. 2, '00, 1½
1st M., gold, red. at 110 after Nov. 1, 1895	1890	100, &c.	2,200,000	5 g.	M. & N.	N. Y., H. B. Hollins.	Nov. 1, 1920
United Gas Improvement Co—Stock, to be $22,500,000	....	50	15,000,000	8	Q.—J. 15	Philadelphia, Office.	Jan. 15, '00, 2%
Debenture bonds, (currency) c*	....	500	1,000,000	6	J. & J.	Phila., First Nat. Bank.	July 1, 1902
United Shoe Machinery—Common stock $10,000,000	....	25	8,884,025	See text.	Q.—J. 15	Boston.	Jan 15, '00, 2%
Preferred stock, 6 per cent, cumulative	....	25	8,864,250	6	Q.—J. 15	do	Jan. 15, '00, 1½
U. S. Cast Iron Pipe & Foun Co.—Stk., com., $15,000,000	....	.....	12,155,447	.....	.....	.....	.....
Preferred stock, 7 per cent, non cum., $15,000,000	....	.....	12,500,000	7	Q.—M.	N. Y., Thomas & Post.	Dec. 1, '99, 1¾
U. S. Envelope—Pref. stock, 7 p. c., cum., $4,000,000	....	100	3,750,000	7	Q.—M.	N. Y., Prod. Ex. Tr. Co	Dec. 1, '99, 1¾
1st M., $2,000,000, g., red. aft. 1908 at 104, s. f. y'rly.	1898	1,000	2,000,000	6 g.	J. & J.	Boston, Old Col. Tr. Co	Aug. 1, 1918
United States Express—Stock	....	100	10,000,000	3 in 1899	M. & N.	N. Y., Office, 49 B'way	Nov. 15, '99, 1½
United States Flour Milling—Stock, com., $12,500,000	....	.....	3,500,000	.....	....	.....	.....
Preferred stock, 6 p. c, cumulative, $12,500,000	....	.....	5,000,000	.....	Q.—F.	.....	.....
1st M., g., $15,000,000, sub to call at 110 aft. 10 yrs. Ce	1899	1,000	7,500,000	6 g.	M. & N.	N.Y., Prod. Exch. Tr. Co.	May 1, 1939
United States Leather—Common stock, $64,000,000. Ce.	....	100	62,854,600	.....	.....	.....	None paid.
Preferred stock, cumulative 8 p. c., $64,000,000	....	100	62,254,600	5 in 1899	Q. J.	Office, 26 Ferry St., N.Y.	Jan. 2, '00, 1½
Deb. $10,000,000, g., s. f., 4 p. c., sub. to call at 110. Ce	1893	1,000	5,280,000	6 g.	M. & N.	N. Y., Park Bk.; Boston.	May 1, 1913
United States Mortgage & Trust—Stock	....	100	2,000,000	9 in 1899	J. & J.	N.Y., Office, 59 Cedar st.	Jan. 2, '00, 5%
1st mort. trust bonds. "C" g., red. after 5 yrs c*&r	1894-5	100 &c.	1,000,000	5 g.	A. & O.	do do	1915
1st mort. trust bonds. "D" gold, red. after 1901 c*&r	1896	100 &c.	1,000,000	4½g.	J. & J.	do do	Jan 1, 1916
1st mort. trust bonds. "E" & "F" g., red. after 10 yrs. c*&r	1897-8	1,000	2,000,000	4 g.	Various	do do	1917 & 1918
1st mort. trust bonds. "G" "H" "I" "J" g., red. af. 5 yrs. c*	1898-9	100 &c.	4,000,000	4 g.	Various	do do	1918 & 1919
United States Rubber—Common ($25,000,000 authorized)	....	100	23,666,000	2 in 1899	.....	Office, 9 Murray St. N.Y.	Jan 31, '00, 1%
Preferred ($25,000,000 authorized) 8 p. c. non-cum	....	100	23,525,500	8 in 1899	Q.—J.	do do	Jan 31, '00, 2
Boston Rubber Shoe Co., gold, bonds	1898	1,000	5,000,000	5 g.	F. & A.	do do	Aug. 1, 1908

DIVIDENDS.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
1st preferred, p. c	3½	7	7	7	7	7	7
2d preferred, p. c	0	0	6	6	8	8	7

Overdue on 2d pref.—In Oct., 1899, 2d pref., 16 p. c.—V. 69, p. 82.

United Electric Co. of New Jersey.—See page 167.

United Electric Securities Co.—See V. 67, p. 480; V. 69, p. 231.

United Fruit.—See page 167.

United Gas Improvement Co.—Organized in 1882 in Pennsylvania and reorganized in 1885. Charter is perpetual and business is the building, leasing and operating of gas works. The stockholders will vote on March 19, 1900, on a proposition to increase the stock from $15,000,000 to $22,500,000, to be offered to stockholders at par, to pay for plants already acquired or about to be purchased outside of Philadelphia.—V. 70, p. 87.

Dec. 1, 1897, this company leased the Philadelphia city gas works until Dec. 31, 1927. See terms of lease in V. 65, p. 413, 926, 941. The United Improvement Co. assigned lease to the Equitable Illuminating Gas Light Co. of Philadelphia. See Eq. Ill. G. L. Co. and V. 66, p. 426; V. 67, p. 788. Owns a majority ($3,252,500) stock of the Essex & Hudson Gas Co. (V. 67, p. 1002, 1160); also a majority ($3,100,000) of the Paterson & Passaic Gas & Electric Co. (V. 68, p. 430), and also a majority of the stock of the United Electric Co. of New Jersey. V. 68, p. 922. In Oct., 1899, Jersey City gas companies were consolidated as the Hudson County Gas Co.—V. 69, p. 80, 132, 796.

DIVIDENDS—Since 1889, 8 p. c. per annum, payable quarterly. In Jan., 1896, paid extra dividend of 15 p. c. in convertible scrip.

REPORT for 1898, in V. 68, p. 924, showed profits of $1,864,130, a gain of $439,830 over 1897. Dividends, 8 per cent per annum.

President, Thomas Dolan; Secretary and Treasurer, Edward C. Lee, Broad & Arch Sts., Phila. (V. 69, p. 957; V. 70, p. 87.)

United Lighting & Heating.—V. 68, p. 333.

United Shoe Machinery Co.—ORGANIZATION.—Incorporated in Feb., 1899, in New Jersey as a consolidation of the leading shoe machinery companies and those owning foreign patents for their machines. V. 68, p. 333, 430. Stock, common, $12,500,000; par, $25; outstanding, $8,884,025; pref. cum., 6 p.c., $12,500,000; par, $25; outstanding, $8,864,250. Net earnings in 1898 of companies consolidated were in excess of $1,600,000; 6 p. c. on preferred stock will require $531,855; 8 per cent on common, $710,722; total, $1,247,577.

DIVIDENDS.—First dividend, ⅓ per cent on preferred and ⅔ per cent on common, paid April 15, 1899. V. 68, p. 525. In July, 1899, on common, 2 p. c.; Oct., 2 p. c.; 1900, Jan., 2 p. c. On preferred, July, 1899, to Jan., 1900, inclusive, at 6 p. c. per annum, payable quarterly.

President, Sidney W. Winslow of Boston; Treas. and Gen. Man., Geo. W. Brown of Boston. 111 Lincoln St., Boston, Mass.—V. 68, p. 525.

United States Cast Iron Pipe & Foundry Co.—ORGANIZATION.—Incorporated in New Jersey on Mar. 3, 1899, to unite companies controlling the larger part of the cast-iron pipe business of the U. S. V. 68, p. 430. For list of properties see prospectus in V. 68, p. 233; V. 69, p. 757. First quarterly dividend on common, 1¾ per cent, paid Dec. 1, 1899. V. 69, p. 1009.

BONDS.—Underlying bonds, American Pipe & Foundry Co., $1,199,000 6s (int. J. & J.); Anniston mortgage bonds, $122,500. Bills and accounts payable Sept. 30, 1899, $850,174.

EARNINGS.—Net earnings March 13 to Nov. 30, 1899, $759,386; div. on pref., 1¾ p. c., $218,750; bal., sur., $540,636. V. 70, p. 87. Balance sheet, Sept. 30, 1899, V. 69, p. 1009.

DIRECTORS.—Colgate Hoyt, A. C Overholt, B. F. Overholt, L E. Lemoine, George B. Hayes, C. E. Burge, E. C. Fuller, W. C. Proctor, B. F. Haughton, George J. Long, A. F. Callahan and F. C. Miller.

OFFICERS.—Pres., A. C. Overholt; Sec. and Treas., B. F. Haughton. N.Y. office, 80 Broadway.—V. 69, p. 82, 757, 1009, 1017; V. 70, p. 87.

United States Envelope.—Incorporated in 1898 under the laws of Maine. Absorbed ten companies named in V. 66, p. 1003, producing over 90 per cent of the commercial envelopes in the United States. Output 17,000,000 daily; capacity over 20,000,000 daily. Stock, $1,000,000 com., issued $750,000; par, $100; pref., $3,750,000; par, $100. Bonds, $2,000,000. See V. 66, p. 1003; V. 67, p. 179. In Dec., 1898, paid 2 p. c. on pref.; 1899, Mar., 1¾ p. c., June, 1¾ p. c.; Sept., 1¾ p. c.; Dec., 1¾ p. c.

OFFICERS.—President, C. H. Hutchins; Treasurer, R. W. Day, Springfield, Mass.; Sec., W. G. Morse, Springfield, Mass. (V. 68, p. 774.)

United States Express.—An "association" organized under the laws of New York State in 1854; not incorporated. Operated June 30, 1895, on about 30,000 miles of railroad in the United States. In September, 1887, the stock was increased $3,000,000, raising it to $10,000,000, and the Baltimore & Ohio Express was purchased.

DIVIDENDS. Since '87, p.c.	'88.	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
	5	5	4	2	2	4	2	0	3	3	3	3

United States Flour Milling.—**U. S. Glucose.**—See page 167.

United States Glue.—V. 68, p. 979.

United States Leather.—Incorporated Feb. 25, 1893, under laws of N. J.—V. 56, p. 757; V. 57, p. 23; V. 61, p. 114; V. 70, p. 40, Manufactures sole leather.

STOCK.—In Jan., 1900, an attempt was rumored to be on foot to revive the plan for the readjustment of the stocks. See V. 69, p. 757, 854. V. 70, p. 40. In Oct., 1899, John D. Rockefeller, Jr., had purchased a block of the common stock.—V. 69, p. 909. Wording of pref. certificate is in editorial in May 1, 1893. SUPPLEMENT.

DIVIDENDS.	1895.	1896.	1897.	1898.	1899.	1900.
Preferred, p. c	6	1	4	4¾	5	Jan., 1½

Overdue: May 1, 1893, to Jan. 1900, 31½ p. c.

BONDS.—The debentures were issued to furnish working capital. Sinking fund 4 per cent of issue yearly, the debentures to be purchased or drawn at 110. Debentures for $9,653,000 have been certified by the trustee, but to Aug. 1, 1896 (date of cancellation each year), $6,000,000 debentures only had been issued and $720,000 of these retired by sinking fund. See adv. in CHRONICLE of May 6, 1893, and application to N. Y. Stock Exchange V. 57, p. 23.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1898, in V. 68, p. 377, gave merely balance sheet showing profit and loss surplus of $4,027,944 on Dec. 31, 1898. In 1897 surplus was $4,363,978.

OFFICERS—President, J. Horton, Goshen, N. Y.; Sec'y, Josiah T. Tubby, Brooklyn, N. Y.; Treasurer, James R. Plum, N. Y. City. N. Y. Office, 26 Ferry Street. (V. 68, p. 377; V. 69, p. 339, 452, 757, 854, 909, 1066, 1152; V. 70, p. 40.)

United States Mortgage & Trust Co.—Chartered in 1871. Formerly *U. S. Mortgage Co.*; present name assumed Feb. 23, 1895.

STOCK.—Capital stock is $2,000,000; par, $100. Surplus, $1,500,000; undivided profits Jan. 1, 1899, $70,339. DIVIDENDS.—In 1894, 6 p.c.; in '95, 6; in '96, 6; in '97, 6; in '98, 6½.; in '99, Jan., 4; July, 5; in 1900, Jan. 5.

BONDS.—The 8 series of mortgage trust bonds, $1,000,000 each, are secured by deposit with trustee of first mortgages on improved city real estate "in amounts at least equal to the bonds outstanding." See application to list $5,000,000 bonds given in full in V. 67, p. 487. The $1,000,000 series "A" trust 5s called for redemption on Aug. 1, 1898, and $1,000,000 series "B" on May 1, 1899. V. 68, p. 829. Assets Jan. 1, 1899, were $21,009,497, including U. S. Government bonds, $1,444,368; New York City bonds, $1,653,750; mortgages, $8,184,039; other stocks and bonds, $1,596,143; cash on hand and in bank, $1,838,143. Deposits, $10,338,274.

OFFICERS.—President, George W. Young; Treasurer, Arthur Turnbull; Secretary, William P. Elliott.—V. 68, p. 189, 620, 829.

United States Oil.—V. 67, p. 1001. Stock, $2,500,000; par $25. Dividend of $1 (of which 50 cents extra) per share paid April 1, July 1 and Oct. 1, 1899; 1900, Jan. 1, $1 25 (of which 50c. extra). V. 69, p. 1252. Pres., J. S. Ricker; Treas., H. A. Belcher. 8 Congress St., Boston.—V. 69, p. 1066, 1107, 1152, 1252, 1305, 1348.

United States Pneumatic Horse Collar.—See page 168.

United States Rubber.—ORGANIZATION AND PROPERTY.—Organized under laws of New Jersey in October, 1892, for the manufacture of rubber boots and shoes, etc. Application to N. Y. Stock Exch. in 1892, in V. 55, p. 1039; also see V. 56, p. 539. In 1893 five additional concerns were acquired. In Sept., 1898, purchased the stock of the Boston Shoe Co. for $1,000,000 cash, $4,125,000 preferred and $3,500,000 common stock, the Shoe Co. having first issued $5,000,000 gold bonds to its stockholders; see V. 67, p. 905 V. 66, p. 691, 738, 802, 905. Companies outside trust in Mar., 1899, including the Banigan (acquired in April, 1899), see V. 68, p. 574, 675, 725. In Nov., 1899, sold its rubber tire business to the Rubber Mfg. Co.—V. 69, p. 1106.

STOCK.—Preferred stock has preference as to assets and earnings and no bonded or mortgage debt can be created without consent in writing of holders of three-fourths of each class of stock. Common is entitled to all surplus after eight per cent on preferred. See wording of pref. certificate in editorial of May, 1893, SUPPLEMENT.

DIVIDENDS, p. ct.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
Common	0	0	2½	0	2	0	¶	Jan., 1
Preferred	—8 p. c. yearly—				¶6	8	8	Jan., 2

¶ In 1897 paid on preferred in Jan., 4%; July, 2%.

Dividends on common stock were resumed in July, 1899, when 1 p. c. was paid. See official statement in V. 69, p. 83.

ANNUAL REPORT.—Fiscal year ends March 31. The annual statement for year ending March 31, 1899, was given in V. 68, p. 972.

	1899.	1898.	1897.
Gross income	$3,416,381	$2,256,324	$2,243,484
Rent, expenses, etc.	189,867	185,573	243,822
Balance	$3,226,514	$2,070,751	$1,999,612
Dividends on preferred	$1,882,040	$1,552,040	$1,552,040
Dividends on common	.....	.....	(2)403,320
Balance for year	$1,344,474	$518,711	$44,252
Previous surplus	108,913	90,134	110,014
Depreciation and losses	629,864	499,932	364,130
Surplus April 1	$823,523	$108,913	$90,134

The "gross income" in 1899 was made up of results from operations of plants and dividends on investments, $2,519,281, and of net income from commission on sales of rubber boots and shoes, $897,150.

BALANCE SHEET APRIL 1, 1899.			
Cash	$557,667	Preferred stock	$23,525,500
Notes, etc., receivable	1,799,156	Common stock	23,666,000
Merchandise	1,617,610	Accounts payable	1,711,263
Investments	46,910,509	Due companies	217,635
		Reserves for div.	941,020
		Surplus assets	823,523
Total assets	$50,884,942	Total liabilities	$50,884,942

DIRECTORS.—Samuel P. Colt, Harry Converse, James B. Ford, Charles R. Flint, J. Howard Ford, Robert M. Galloway, J. D. Vermenle, Henry L. Hotchkiss, Charles Stewart Smith, Charles L. Johnson, M. C. Martin, Frederick M. Shepard, E. S. Converse, Samuel N. Williams, Geo. E. Weed. President, F. M. Shepard; Vice-Pres., James B. Ford; Sec., Samuel P. Colt; Treas., Charles R. Flint, Asst. Treas., H. M. Sadler, Jr. N. Y. Office, 9 Murray St. (V. 69, p. 1106.)

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Virginia-Carolina Chemical—Stock, com., $12,000,000.	....	$100	See text.	See text.	Q.—M.	Richmond, Va.	Dec. 1, '99, 1%
Preferred, 8 per cent, cumulative, $12,000,000.	....	100	See text	8 in 1899	Q—J. 15	do do	Jan.15,'00, 2%
Virginia Iron Coal & Coke—Stock, com., $10,000,000...	....	100	8,425,000	.....	.....	.....	.....
1st mortgage, gold, $10,000,000. Ma.....c*	1899	1,000	8,425,000	5 g.	M. & S.	N. Y., Manhattan Tr. Co	Mch. 1, 1949
Wagner Palace Car Co.—Stock, $20,000,000	....	100	20,000,000	8 in 1898	M'thly.	N. Y. Office.	.....
Welsbach Commercial Co—Common stock, $3,500,000....	....	100	3,500,000	.....	.....	.....	.....
Preferred stock, 8 p. c. cumulative, $3,500,000.....	....	100	3,500,000	4 in 1899	Q.—M.	Checks mailed.	Dec. 9, '99, 1%
Welsbach Light Co.—Stock authorized, $525,125.....	....	5	515,932	Text.	Q.—M.	Checks mailed.	Dec. 22,'99, 10
Wells, Fargo & Co. Express—Stock.....	....	100	8,000,000	6 in 1899	J. & J.	N. Y., Office, 63 B'way.	Jan.15,'00, 3%
Western Gas—Stock $4,000,000	....	100	4,000,000	6 in 1899	J. & J.	Checks mailed.	Jan.20'00, 3%
Collateral trust 1st M.,$4,000,000,gold,red.at 110.Ce.c*	1893	1,000	3,855,500	5 g.	M. & N.	N. Y., J. & W. Seligman.	May 1, 1933
Western Transit Co.—Bonds gu.p.&i.by N. Y. C. ext. in '94	1884	1,000	1,500,000	4½	F. & A.	N.Y., Grand Cent.Stat'n	Feb. 1, 1903
Western Union Telegraph—Stock.....	....	100	97,340,740	5 in 1899	Q.—J.	N. Y., Office, 195 B'way.	Jan.15,'00, 1¼
Real est. bds., g., (lien on W.U.Bldg., N.Y.C.)s.f.(not.dr.).	1872	1,000	1,163,000	7 g.	M. & N.	N. Y., Union Trust Co.	May 1, 1902
Debentures (if drawn, surrender is optional).....c & r	'75-'84	1,000	4,920,000	7	M. & N.	N. Y., Treasurer's Office.	May 1, 1900
Debentures, sinking fund 1 per cent, drawn at 100....c	1875	£100 &c	761,076	6 g.	M. & S.	London,Morton,R.& Co.	Mch. 1, 1900
Collateral Trust bonds.....c*	1888	1,000	8,502,000	5	J. & J.	N. Y., Office, 195 B'way.	Jan. 1, 1938
Westinghouse Air Brake—Stock, $11,000,000.....	....	50	10,950,000	25 in' 99	Q.—J.	Pittsburg, Pa.	Jan.10,'00,7½
Westinghouse Electric & Manufactur'g.—Old com. stock...	....	50	95,400	.....	.....	.....	.....
Assenting stock.....	....	50	9,367,750	.....	.....	.....	.....
First pref.($4,000,000) stock, 7 p.c., cum.(see remarks).	....	50	3,996,750	7 in 1899	Q.—J.	N. Y., Office, 120 B'way	Jan. 2,'00, 1¾
Debenture certificates, $3,500,000, gold. Me	1898	1,000	3,500,000	5 g.	J. & J.	N. Y. Merc. Trust Co.	1913
Walker Co. 1st mortgage (see text).....	....	.....	850,000	5	.....	.....	.....
Wheel. L. Erie & Pittsb. Coal—1st M., gold, red. at 105..c*	1889	1,000	846,000	5 g.	J. & J.	Jan., '97, coup. last p'd.	Jan. 1, 1919

Virginia-Carolina Chemical Co.—See page 167.

Virginia Iron, Coal & Coke Co.—See page 167.

Wagner Palace Car.—See Pullman Co.

Warwick Iron & Steel.—V. 69, p. 232, 797, 1066.

Wells, Fargo Express.—Welsbach Commercial.—See p. 167.

Welsbach Light.—Manufactures Welsbach lamps, and is controlled by Welsbach Commercial Co. Annual capacity 5,000,000 lights.

DIVIDENDS.—In June, 1893, 2 p. c.; in 1894, 16 p. c.; in 1895, 70 p. c.; in 1896, 80 p. c.; in 1897, 80 p. c.; in 1898, Mar., 20 p.c.; June, 20 p. c.; Sept., 20 p. c.; Dec. 23, 10 p. c.; in 1899, Mar., 10 p. c.; June, 10 p c. Sept., 10 p. c.; Dec., 10 p. c.

EARNINGS.—Earnings for year 1898-99 in V. 69, p. 177; net, $410,417; depreciation, $66,476; four quarterly dividends, $257,965; total undivided profits, $205,441; patent accounts charged off, $49,578; balance, surplus, $155,863. President, W. E. Barrows, Broad and Arch Sts., Philadelphia.—(V. 67, p. 220; V. 69, p. 177.)

Western Gas Co. (Milwaukee).—Organized in 1893 under the laws of New York. Owns entire capital stock of Milwaukee Gas Light Co., this latter company being entirely free from encumbrances. See statement to N. Y. Stock Exchange in May, 1897, in V. 64, p. 1182. In 1899, Jan.1 to Aug. 31 (9 mos.), net, $308,877, against $292,896 in 1898.

BONDS.—The bonds cover all the stock of Milwaukee G. L. Co.; unissued bonds for extensions and improvements.

DIVIDENDS.—1895, 4 p. c.; '96, 5; '97, 5; '98, 6; '99, 6 p. c.; 1900, Jan., 3 p. c.

EARNINGS of Milwau Gas L. Co. In year 1899, net, $513,530; 1898, net, $504,821; 1897, net, $489,211; 1896, net, $434,567; fixed charges, $188,386; dividends, $200,000; bal., surp. for year, $46,181. Prest., Emerson McMillin, New York.—V. 64, p. 1043, 1182.

Western Transit Co.—Owns piers in Buffalo, N. Y., fleet of 15 steamers and also barges used on the Great Lakes. Has valuable real estate in Buffalo. The N. Y. Central owns its $1,000,000 capital stock.

Western Union Telegraph.—Organized under the laws of New York State as the N. Y. & Mississippi Valley Printing Telegraph Co., on April 2, 1851, and name changed to present title by Act of New York Legislature approved in April, 1856. On Jan. 19, 1881, was dated the grand consolidation, in which the Western Union raised its stock to $80,000,000, giving par, or $15,000,000, for the stock and bonds of the American Union, 60 per cent in new West. Un. for At. & Pac. stock and a stock distribution of 48½ per cent to West. Union shareholders, 10 per cent of which was for A. & P. stock owned by W. U. Company.

In November, 1887, an issue of $5,000,000 of stock was made in payment for the telegraph system of the Baltimore & Ohio Telegraph Co.

In October, 1892, the stockholders voted to increase the stock from $86,200,000 to $100,000,000, of which $8,620,148 was then paid as scrip div. to represent surplus earnings expended on the property.

In July, 1894, $550,000 stock was issued for purchase of American Rapid Tel. Co. lines, until then operated under lease. In June, 1897, $2,000,000 stock (making total $97,370,000) was sold for improvements, etc., made in 1893 to 1896 fiscal years—V. 64, p. 1139.

DIVIDENDS.—	'87.	'88.	'89.	'90.	'91.	'92.	'93 to Jan.'00, incl.
Since '86, p. c..	2	5	5	5¾	5	15 (10 sc.)	5% (1¼ Q—J.)

BONDS.—The collateral trust bonds of 1888 (trustee, Mercantile Trust Company) are issued to retire an equal amount of stock and bonds of various telegraph and cable companies for the interest or dividends on which the Western Union Company is liable, these when so retired to be held as security for the new bonds. On June 30, 1897, the following stocks (par value) were pledged for the collateral trust bonds: Gold & Stock Telegraph, $1,097,800; Internat. Ocean Tel., $1,961,500; N. Y. Mutual Tel., $2,385,700; and *bonds*, Mutual Un. Tel., 6s, $3,043,000.

LEASED COMPANIES.—Under leases the company aside from other rentals pays interest and dividends as below. On June 30, 1899, the company owned the following stocks of the several issues included below as outstanding: Franklin Tel., $632,900; Gold & Stock Tel., $1,443,800; Int. Ocean Tel., $23,100; Ill. & Mississippi Tel., $100,350; Pacific & At. Tel., $1,457,500; Southern & At., $390,475.

Company, &c.	*Lease expires.*	¶ *Amount.*	*Int. or div. %*	*Period.*	*Bonds mature.*
Am. Tel. & Cable stock.	1932	$14,000,000	5	Q—M	No bonds.
Empire & Bay State, st'k	1989	300,000	4	Q—M	No bonds.
Franklin Tel. stock.....	1975	a267,100	2½	M&N	No bonds.
Gold & Stock Tel. stock.	Jan.,1981	b2,444,400	6	Q—J	....
Bonds $500, not mort.		500,000	5	M&N	May 1,1900
Illinois & Mississippi Tel. stock, perpetual..		c1,830,145	4	J&J	.....
Intern. Ocean Tel. stock.	Jan.,1981	d1,015,400	6	Q—J	No bonds.
N.Y.Mut.Tel.stock($25)	Feb.,1982	e114,300	6	.....	....
Mutual Un. Tel. 1st ..		f1,957,000	6g.	M&N	May, 1911
Northw. Tel. stk. ($50).	My7,1980	2,500,000	6	J & J	....
1st mort. int. guar....		1,180,000	7	J & J	Jan., 1904
Pac. & Atl. stock ($25).	99 years	g542,500	4	J & J	No bonds.
Sou. & Atl. stock ($25).	999 years	h558,400	5	A &O	No bonds.

¶ Exclusive of amounts owned by Western Union directly or through collateral trust, viz.: a $632,900; b $2,555,600; c $100,350; d $1,984,600; e $2,385,700; f $3,043,000; g $1,457,500; h $390,475.

LATEST EARNINGS.—Revenue for 6 months ending Dec. 31, 1899:

6 *months*—	*Net revenue.*	*Interest.*	*Dividend.*	*Balance.*
1899 (partly est.).....	$3,266,567	$448,240	$2,433,983	sur.$384,344
1898 (actual).....	2,986,431	448,546	2,433,972	sur. 103,913

Total surplus Dec. 31, 1899 (estimated), $8,451,271.

ANNUAL REPORT.—Statement for 1898-99 was in V. 69, p. 794.

Year ending June 30.	1898-99. $	1897-98. $	1896-97. $	1895-96. $
Revenues for the year....	23,954,312	23,915,732	22,638,859	22,612,736
Oper.exp's,rent.,t'xes,&c.	18,085,579	17,825,581	16,906,657	16,714,756
Remainder	5,868,733	6,090,151	5,732,202	5,897,980
Dividends paid.....	4,867,949	4,867,911	4,792,855	4,767,805
Interest on bonds.....	897,092	896,555	895,510	893,967
Sinking funds.....	.....	9,991	39,990	39,991
Surplus.....	103,692	315,694	3,847	196,217

Year.	Miles of Poles&C'bl's.	Miles of Wire.	No. of Offices.	Messages.	Receipts.	Profits.
1866-67..	46,270	85,291	2,565	5,879,282	$6,568,925	$2,624,919
1879-80..	85,645	233,534	9,077	29,215,509	12,782,894	5,833,937
1892-93..	189,936	769,201	21,078	66,591,858	24,978,443	7,496,037
1896-97..	190,614	841,002	21,769	58,151,684	22,638,859	5,732,200
1897-98..	189,847	874,420	22,210	62,173,749	23,915,733	6,090,153
1898-99..	189,856	904,633	22,285	61,398,157	23,954,312	5,868,732

Office, 195 Broadway, New York City.—V. 69, p. 1252; V. 70, p. 87.

Westinghouse Air Brake.—ORGANIZATION, ETC.—A Pennsylvania corporation. In 1898 purchased the Boyden Air Brake Co. and the American Brake Co. V. 67, p. 843, 1065. Stock formerly $5,000,000 (par $50) was increased to $10,000,000 in July, 1898, $5,000,000 being distributed among stockholders as a 100 per cent stock dividend (V. 67, p. 128; see also V. 66, p. 955; V. 67, p. 1044). Up to 1898 dividends of 20 per cent per annum had been paid for some years. In 1899, Jan., 5 p. c.; Apr., 5 p. c.; July, 5 p. c.; Oct., 10 p. c., in 1900, Jan., 7½ p. c., incl. 5 extra. As to litigation with N. Y. Air Brake Co., see V. 69, p. 181, 442. Receipts for 2 years ending July 31, 1899, reported as $15,109,303; cost of operation, $7,499,087; net profit, $7,610,216.—(V. 69, p. 181, 182, 286, 442, 647, 854.)

Westinghouse Electric & Manufacturing Co.—ORGANIZATION.—A Pennsylvania corporation manufacturing and selling a general line of appliances used in the commercial applications of electricity for lighting and power purposes. Statement to N. Y. Stock Exchange was in V. 54, p. 763. The company owns exclusive rights to the Tesla patents on alternating currents.—V. 61, p. 25, 153. In March, 1896, an agreement was made with the General Electric Co. for pooling patents. See V. 62, p. 502, 635, 1040; V. 68, p. 1024.

In Sept., 1898, purchased substantially entire capital stock and all but $850,000 of the $2,500,000 20-yr. bonds of Walker Co. By an arrangement then made, the $850,000 bonds are secured by a first and the $1,650,000 bonds held by the Westinghouse Co. by a second mortgage. V. 68, p. 87. As to British Westinghouse Electric & Manufacturing Co., Limited, see V. 69, p. 232, 802.

CAPITAL STOCK, ETC.—Stock authorized is $15,000,000, increased from $10,000,000 in June, 1896, to provide for improvements made and future needs (V. 63, p. 31.) The first preference stock carries cumulative dividends of 7 per cent per annum, with right to participate equally with other stock after the same shall have received 7 per cent, and preferential as to principal. See wording of preferred certificate in editorial of May, 1893, SUPPLEMENT.

Of the $3,500,000 15-yr. 5 p. c, gold debenture certificates about $3,000,000 were sold in Aug., 1898, to retire the floating and bonded debt, returning to the treasury as available assets stocks and bonds in various lighting aed power companies yielding an annual income exceeding half the debenture interest charge and part of the remaining $500,000 were used in partial payment for stock and bonds of the Walker Co. V. 67, p. 324, 691. Sinking fund of $150,000 yearly from 1900 to pay off debentures at 105, to be drawn by lot. No lien is to be placed on present or future real estate or other assets without providing for debentures. V. 67, p. 1112.

DIVIDENDS.—On pref. Feb., 1892, to Jan., 1900, incl. 7 p. c. per an.

ANNUAL REPORT.—Fiscal year ends March 31. Net earnings for 4 mos. ending July 31, 1899, $558,431. V. 69, p. 704. For year 1898-9, output of Pittsburg factory was $6,951,669; net profit about $1,240,000.—V. 69, p. 232. Report of March 31, 1897, in V. 64, p. 1222. Balance sheet July 31, 1899, showed: *Current liabilities*—Accounts payable, $926,841; bills payable, $1,226,000; *Current assets*—Cash, $745,175; bills receivable, $406,100; accounts receivable, $2,723,995; materials on hand, $3,029,584. (See V. 69, p. 694.)

DIRECTORS.—Brayton Ives (Chairman of the Board), Charles Francis Adams, Lemuel Bannister, August Belmont, A. N. Brady, N. W. Bumstead, B. H. Warren, Marcellus Hartley, G. W. Hebard, James H. Hyde, Brayton Ives and George Westinghouse. President, George Westinghouse; 1st Vice-President, Lemuel Bannister; 2d Vice-President, B. H. Warren; 3d Vice-President and Treasurer, P. F. Kobbé. N. Y. office is at 120 Broadway.—(V. 69, p. 232, 452, 647, 694, 704, 802, 1152.)

Westinghouse Machine Co.—ORGANIZATION, ETC.—A Pennsylvania corporation manufacturing gas engines, etc., under Westinghouse patents. Stock increased from $1,500,000 to $3,000,000 in Mar., 1899. Par value of shares, $50. V. 68, p. 431. Bonds.—On Dec. 12, 1899, the stockholders voted to issue $1,500,000 20-year 5 p, c. gold bonds, of which $350,000 to be reserved to retire an equal amount of existing bonds due 1914, interest J. & D., at Fidelity Title & Trust Co., Pittsburg, and balance to be used to build a steel foundry and forging plant at East Pittsburg, having a daily capacity of 80 tons of steel castings and forgings. V. 69, p. 854. See also V. 69, p. 802.) V. 69, p. 1252. President, George Westinghouse; Secy., T. J. Brown. Office, 25th St. and Liberty Ave., East Pittsburg, Pa.—V. 69, p. 797, 854, 1198, 1252.

Wheeling Lake Erie & Pittsburg Coal.—See SUP. of Jan., '98.

Xelton Co.—See SUPPLEMENT of July, 1899.

☞ *For Securities Outstanding see the tables on pages 149 to 162, inclusive.*

Amalgamated Copper Co.—ORGANIZATION, ETC.—Incorporated on April 27, 1899, in New Jersey. Stock all issued, $75,000,000, all common (par $100), with which purchased in May, 1899, large interests in Anaconda Copper Co. (V. 67, p. 953), Parrott Silver & Copper Co., Washoe Copper Co., Colorado Smelting & Mining Co., etc.; in June, 1899, also, the Santa Rita Copper Co. of New Mexico, for $1,400,000. V. 68, p. 1022, 1233.—V. 68, p. 820, 870.

First quarterly dividend on pref., 1½ p. c., and ½ p. c. extra paid Oct. 16, '99; 1900, Jan., 2 p.c., incl. ½ p.c. extra.—V. 69, p. 646, 696, 1303.

OFFICERS.—President, Marcus Daly; Vice-Pres., Henry H. Rogers; Sec. and Treas., William G. Rockefeller. Other Directors, F. P. Olcott, Robert Bacon, Jas. Stillman and A. C. Burrage. Office, 52 Broadway, New York.—(V. 69, p. 646, 696, 1249, 1303; V. 70, p. 39.)

American Agricultural Chemical Co.—ORGANIZATION.—Incorporated in May, 1899, in Connecticut, under special charter, and acquired control of fertilizer companies (including Listers' of Newark) named in prospectus in V. 68, p. 974. Stock, common, $20,000,000; pref. (as to assets and dividends), 6 p. c. cum., $20,000,000. Issued in Jan., 1900, $17,000,000 each. First dividend on preferred 3 p. c., paid Oct. 1, 1899. V. 69, p. 592. Average annual profits of the several concerns for five years amounted to $1,419,879. President, John F. Gibbons, New York; Secretary, Henry L. Dudley; Treasurer, James M. Gifford. New York office, 26 Broadway.—V. 70, p. 39.

American Air Power Co.—ORGANIZATION.—Incorporated in 1897. Owns Hoadly-Knight patents absolutely, for all purposes, for North and South America, and Hardie patents for all parts of the world. Stock authorized, all common $7,000,000; outstanding, $5,845,600; par $100. The Metropolitan Street Railway is largely interested in the company; in Sept., 1899, equipped 28th and 29th St. line. Annual report, V. 69, p. 1060. Pres., H. H. Vreeland; Sec. and Treas., Henry A. Himely, 621 Broadway, N. Y.—V. 69, p. **1060**, 1064.

American Alkali.—ORGANIZATION.—Incorporated in New Jersey on May 4, 1899. Stock, common, $24,000,000 (all issued); 8 per cent cum. pref. (with right to share with common pro rata in additional dividends), $6,000,000, $10 paid in Jan., 1900; par of each, $50. See prospectus. V. 68, p. 925, and official statements, V. 69, p. 1194. Proposes to manufacture at Sault Ste. Marie, by an electrolytic process (protected by patents), upon first installation of plant, 170,000 tons of caustic soda and 93,000 tons of bleaching powder. W. W. Gibbs of Philadelphia is President. Office, 815 Drexel Building, Philadelphia, Pa.—V. 68, p. 821, 925; V. 69, p. 1194.

American Beet Sugar Co.—ORGANIZATION.—Incorporated on March 24, 1899, and took over beet sugar properties, viz.: Factory at Grand Island, Neb., capacity 350 tons of beets per day; Norfolk, Neb., 350 tons per day; Chino Ranch, Southern California, 750 tons per day, and Hueneme, Southern California (completed later), 2,000 tons per day. In addition, 7,500 acres of farming land. In Jan, 1900, contracts had been let for new plant at Rocky Ford, Otero Co., Col., to cost about $1,000,000, and to have a daily capacity of 1,000 tons and to be paid for out of earnings during next three years.—V. 69, p. 1149; V. 70, p. 77.

Stock, common, $15,000,000, all outstanding; preferred, 6 per cent, non-cum., $5,000,000, of which $1,000,000 in treasury. Par of all shares, $100. First dividend at rate of 6 per cent from Apr. 18, 1899, paid July 1, 1899; October 2, 1½ p. c.; 1900, Jan., 1½ p. c. See prospectus in V. 68, p. 280, 616; "Beet Sugar" item, V. 69, p. 1249. President, Henry T. Oxnard; Sec., G. W. Giddings; Treas., John E. Tucker; 32 Nassau St., N. Y.—V. 69, p. 1149; 1249; V. 70, p. 40, 77.

American Brick Co.—ORGANIZATION.—Incorporated in New Jersey in March, 1899, to consolidate the leading brick-making plants along the Hudson River. V. 68, p. 471, 925, 1074. New Co. to begin operations in spring of 1900. Stock authorized, common, $7,500,000; pref., 7 per cent, non-cum., $7,500,000. Pres., Oakleigh Thorne; Vice-President, Robert Main; Secretary-Treasurer, Edwin Thorne, 43 Cedar St., N. Y. Office, 43 Cedar St.

American Bridge Co.—See V. 69, p. 25, 696.

American Cement.—A consolidation in 1899. Stock, $2,100,000; outstanding, $2,000,000; par of shares, $10. Bonds, $1,000,000 15 yr. 1st m. and col. tr. gold 5s, due Oct. 1, 1914, s. f. $30,000 yearly; int. A-O at Gir. Trust Co., Phila., trustee. See prospectus, V. 69, p. 1249. First div. for 4 mos. to Dec. 31, 1899, 3 p. c. (1 extra), paid Jan. 15, 1900. Sec., J. S. Jenks, Jr., 24 So. 5th St., Phila.—V. 69, p. 1303.

American Chicle Co.—ORGANIZATION.—Incorporated in New Jersey on June 3, 1899, and a consolidated all the leading chewing gum interests. V. 68, p. 1130. Stock, common, $6,000,000; preferred, 6 p. c. cum., $3,000,000. First quarterly dividend on preferred 1½ p. c., Oct. 16, 1899; Dec. 30, 1½ p. c. On common 1½ p. c. Oct. 16, 1899; Dec. 30, 2½ p. c. For list of manufactories absorbed see V. 68, p. 871. Annual profits of constituent companies, it is said, were in excess of $560,000. President, W. J. White, Cleveland; Vice-President, Dr. Beeman, Cleveland; Secretary, Jonathan P. Primley, Chicago; Treasurer, H. Rowley.—V. 68, p. 1021, 1130, 1223; V. 69, p. 796.

American Cotton Co.—ORGANIZATION.—Makes and leases a patented machine for producing cylindrical bales of cotton, the lint cotton being formed by rubber rollers into a continuous sheeting and then wound on a core. See V. 68, p. 821. In 1898 handled 160,000 cylindrical bales. Stock, common, $4,000,000; pref., 8 per cent cum., $3,000,000 all outstanding. All accumulated dividends on preferred stock paid May 2, 1899; Nov., 4 p. c. Dividends are payable M-Nat. office, 27 William St., N. Y. President, John E. Searles.—V. 68, p. 821.

American District Telegraph.—See SUPPLEMENT of Jan., 1893. Annual report for year ending Dec. 31, 1898, was in V. 68, p. 279, showing gross, $586,021; net, $86,336; dividends (2 p. c.), $76,884. Stock, $4,000,000; outstanding, $3,844,700; par $100. No bonds.

DIVIDENDS.—	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899
Per cent.	1	2½	3½	1	3	1	2	2	2¼.

Office, 8 Dey St., N. Y. City.—V. 66, p. **234**; V. 68, p. **229**, 426.

Am. Elec. Heating Co.—See SUPP., July, 1898, and V. 63, p. 793.

American Fisheries Co.—Incorporated at Trenton, N. J., Jan. 8, 1898, to consolidate menhaden oil factories; see V. 66, p. 132. Stock, $8,000,000 common and $2,000,000 pref., all outstanding. On pref. first dividend, at rate of 7 p. c., paid Sept., 1898; 1899 dividends were passed. In Dec., 1899, a readjustment plan was on foot, see V. 70, p 40. Pres., C. J. Canda; J. J. McAuliffe, Sec., 135 Front St., N. Y.—V. 70, p. 40.

American Hide & Leather Co.—ORGANIZATION.—Organized in New Jersey in 1899. V. 69, p. 493. In Jan., 1900, said to control about 75 per cent of the upper leather output of the country, including concerns mentioned in V. 68, p. 925 except Webster & Co. and R. Suhm L. Co. See V. 70, p. 77, and adv. in CHRON. of Jan. 13, 1900.

STOCK AND BONDS.—Stock authorized, common, $17,500,000; pref., 7 per cent cumu., $17,500,000. Issued, common, $11,500,000; preferred, $13,000,000, of which $350,000 common and upwards of $700,000 preferred will be held in trust to acquire additional properties. V. 69, p. 646. Bonds, $10,000,000 20-year sinking fund gold 6s (present issue, $8,445,000), due Sept. 1, 1919, but subject to call at 115 on any interest day, $1,000 each c*, int. M-S; Colonial Trust Co., N. Y., Trustee. A sinking fund of $172,500 will retire bonds Sept. 1 yearly, if purchasable at 115 or less, or if not will be invested in other securities. J. & W. Seligman & Co. financed the consolidation. President, Thomas W. Hall; Sec., Charles A. Haskell; Treas., C. W. Tidd, Boston, Mass. Office, 96 Cliff St., N. Y.—V. 69, p. 335, 493, 646, 697; V. 70, p. 77.

American Ice Co.—ORGANIZATION.—Incorporated in New Jersey on March 11, 1899, and in October, 1899, had acquired most of the $10,000,000 stock of the Consolidated Ice Co. of New York (see V. 65, p. 461) and the $10,000,000 stock of the Knickerbocker Ice Co. of Maine. For list of plants, balance sheet of August 31, 1899, etc., see official statement, V. 69, p. 793. Transacts a wholesale and retail business in the city of Greater New York, N. Y.; Philadelphia, Pa; Baltimore, Md.; Washington, D. C.; Camden, N. J.; Lakewood, N. J., and Atlantic City, N. J. Said to control ice privileges on Hudson, Kennebec and Penobscot rivers. Underlying bonds, $1,255,000.

STOCKS.—Common and preferred stocks, $30,000,000 each; outstanding as in table. Dividends on preferred 1½ p c paid Oct. 14, '99, in 1900, Jan., 1½ p.c. On com., 1 p. c., Nov. 15, '99; 1900, Feb. 15, 1 p. c.

DIRECTORS, ETC.—Charles W. Morse (President), Charles T. Barney, Frank K. Sturgis, William H. Gelshenen, H. H. Morse, Alfred W. Hoyt, all of New York; J. Manchester Haynes, of Augusta, Me.; D. W. Hunt, of Philadelphia; Wesley M. Oler, of Baltimore; C. B. Church, of Washington, D. C.; John D. Schoonmaker, of Rondout. Treasurer is J. T. Sproull. Office, 133 East 23d St., New York.—V. 69, p. 793, 852.

American Pneumatic Service Co.—ORGANIZATION.—Incorporated in June, 1899, under laws of Delaware.—(V. 68, p. 1130, 1179.) Is the owner of the whole, or nearly all, stock of the Lamson Consol. Store-Service Co. (V. 68, p. 1073), the Intern. Pneum. Service Co., etc.

STOCK.—Common, $10,000,000. One-half is in the treasury to be used for future requirements. The preferred is $5,000,000 6 p. c. non-cum., having a preference as to assets and dividends, of which $4,000,000 is issued for purchase of properties and $1,000,000 is subscribed for at par in cash, payable in instalments. Par of all stock, $50 per share. There are no bonds. First dividend on pref. stock paid Oct. 25, 1899, at the rate of 6 per cent per an.; Jan. 20, 1900, 1½ p. c.

Directors—H. M. Whitney, G. W. Armstrong, J. Shepard, B. W. Currier, Oakes Ames, Arthur S. Temple, Samuel S. Sias, Ubert K. Pettingill and W. E. L. Dillaway. Office, Fiske Building, 89 State St., Boston, Mass. Arthur S. Temple, Treas.—V. 69, p. 697, 796, 1013, 1149.

American Radiator.—Incorporated in New Jersey on Feb. 14, 1899. Stock authorized, common, $5,000,000, all outstanding; pref. 7 per cent cum., $5,000,000, of which $2,000,000 retained in treasury. Par of all shares, $100. See prospectus in V. 68, p. 329. First dividend on preferred, 1¾ p. c., paid May 15, 1899; Aug. 15, 1¾ p. c.; Nov. 15, 1¾ p. c., paid at office, Lake & Dearborn Sts., Chicago. Sec., C. M. Woolley.—V. 68, p. 821.

American Screw Co.—Statement 1898, V. 68, p. 572.

American Shipbuilding Co.—ORGANIZATION.—Incorporated in New Jersey on March 16, 1899, to unite the shipbuilding and kindred interests of the Great Lakes. Stock, common, $15,000,000; preferred, 7 per cent, non-cum., $15,000,000; par of all shares, $100. Outstanding, $7,600,000 common and $7,600,000 pref. Dividend on pref., July, 1899, to Jan. 15, 1900, inclu., 7 p. c. per an. (1¾ Q-J)

OFFICERS.—President, W. L. Brown, Chicago; Vice-President, R. L. Ireland, Cleveland; Sec. and Treas., R. C. Wetmore.—V. 69, p. 853.

American Soda Fountain.—Formed in '91 in N. J.—V. 66, p. **382.** Stock outstanding: Common, $1,250,000; 1st pref., 6 per cent, cum., $1,250,000; 2nd pref., 8 per cent, cum., $1,250,000; par, $100.

DIVIDENDS.—On preferred in full to Nov., 1896, incl.; none since. On common to 1895, inclusive, 10 yearly; 1896, 7¾; none since.

GENERAL FINANCES.—On Aug. 31, 1899, there were loans (unsecured) to the company by its managers of $158,825 and additional loans from the managers of $341,752, secured by customers' notes.

ANNUAL REPORT.—Report for year ending Aug. 31, 1899, V. 69, p. 1060, showed profit on operations $10,084, against loss $134,933 for 1898, $37,394 for 1897 and $257,954 for year '96. Pres., James W. Tufts. N. Y. office, 449 First Ave.—(V. 67, p. **1053**; V. 69, p. **1060**.)

American Steel Hoop Co.—ORGANIZATION.—Incorporated in N. J. on April 14, 1899. For list of plants absorbed, see V. 68, p. 870; V. 69, p. 852. Stock, common, $19,000,000; pref., as to assets and div. 7 p. c. cum., $14,000,000; all issued; par of each, $100. As to rights of stock, see V. 68, p. 870. No bonds. First dividend on preferred, 1¾ p. c. July, '99; Oct., 1¾ p.c. 1900, Jan., 1¾ p. c. Annual tonnage, 700,000 tons of finished product and 200,000 tons of pig iron. Net for 8 mos. to Dec. 31, 1899, reported as about $3,000,000.—V. 70, p. 77.

OFFICERS.—President, C. S. Guthrie; First Vice-President, C. A. Painter; Treasurer, F. S. Wheeler; Secretary, F. L. Clark. Executive Committee. C. S. Guthrie, George E. Painter, Veryl Preston, W. B. Leeds, D. G. Reid, W. H. Moore, W. E. Reis and F. S. Wheeler. Office, 71 Broadway, N. Y.—V. 68, p. 870; V. 69, p. 852, 1064, 1347; V. 70, p. 70.

American Straw Board.—Incorporated under the laws of Illinois. Stock, $6,000,000, par $100 Dividends in 1893, 4 per cent; Dec. 23, 1898, 1 p. c.—V. 67, p. 1108. See V. 62, p. 587. Bonds, 1st 10-20 year gold 6s, $680,000, due Feb. 1, 1911, int. F-A, at International Trust Co., Boston, reduced from $1,250,000 by sinking fund.

ANNUAL REPORT.—V. 66, p. 182. Report for 1898, in V. 68, p. 327:

	1899.	1898.	1897.	1896.	1895.
Gross income				$2,278,390	$2,575,000
Profits	about $240,000	$115,862	$89,703	113,292	93,473
Per cent on stock	abt. 4	1·9	1·49	1·88	1·55

Bills payable Jan. 1, 1899, $300,000; total surplus Jan. 1, 1899, $217,434. President (in Feb., '99), R. F. Newcomb. General office, Old Colony Building, Chicago.—V. 69, p. 285, 441; V. 70, p. 127.

American Thread Co.—Incorporated in N. J. March 10, 1898. (V. 67, p. 1158.) Controlled by the English Sewing Co.—V. 69, p. 494. Stock, $6,000,000 com.; $6,000,000 five p. c. cum. pref. (gold or £), of which $4,889,225 issued in Nov., 1899. V. 69, p. 1149. Not more than $3 per share on common stock is expected to be called at present; par of each, $5. First dividend, 2½ p. c. on pref., paid July 1, 1899; in 1900, Jan. 2, 2½ p. c. Bonds, $6,000,000 (4s). T. M. Ives, Treas. and Sec. Office, 260 W. Bway, N. Y.—V. 67, p. 1158; V. 69, p. 494, 1149.

American Type Founders Co.—Incor'd in 1892 under laws of N. J. V. 55, p. 625 and adv. In 1896 decreased the $5,000,000 common and $4,000,000 pref. stock to $4,000,000 (par $100) common stock. V. 62, p. 682. As part of the capital readjustment $500,000 30-year, gold 6 per cent debenture bonds (part of an issue of $1,000,000) were issued in July, 1896, $100,000 in 1897-8; $96,800 in 1898-9 and $272,000 were offered Dec., 1899, to reduce floating debt; int. M-N by trustee, Mercantile Trust Co., N. Y. V. 69, p. 904. Bills payable Aug. 31, 1899, $545,000—see V. 65, p. 822.

Dividends on preferred: in 1893, 4 p. c.; Oct., 1898, 1 p. c., first since reorganization; in 1899, 4 p.c. (paid Q-J); in 1900, Jan. 15, 1 p.c.

ANNUAL REPORT.—Report for year ending Aug. 31, 1899, was in V. 69, p. 904. In 1898-9 gross profits after deducting expenses, $249,563; interest charges, $59,511; net, $190,052; divs. (4 p. c.) $160,000.

President, John E. Searles, 27 William St.—(V. 69, p. **904**.)

American Waltham Watch.—Incorporated in Massachusetts in 1854; manufactures "Waltham" watches; factory situated at Waltham, Mass. Daily output of watch movements, 2,200. Capital stock, all common, $3,000,000; par $100. No bonded debt. Dividends, up to Sept., 1899, had been eight per cent per annum (M. and S.), for twenty years, except between Sept., 1896, and Mar., 1899, when six per cent was paid. In Sept., 1899, five per cent was paid and on Oct. 12 an extra cash dividend of 16½ per cent, the stock being increased to $4,000,000 and stock sold to stockholders at par.—(V. 69, p. 543.)

☞ *For Securities Outstanding see the tables on pages 149 to 162, inclusive.*

American Window Glass.—Organization.—Incorporated in Pennsylvania on Aug. 2, 1899, to consolidate window-glass plants, excluding plate glass, located in the States of New York, New Jersey, Pennsylvania and Indiana. Said to have 85 per cent of the capacity in the U. S. (V. 69, p. 335. 744, 1013.) Stock, common, $13,000,000; pref., 7 per cent cum., $4,000,000; par of shares, $100.

Officers.—James A. Chambers, President; E. J. Phillips, Secretary; W. G. McCandless, Treasurer.—(V. 69, p. 744, 796, 1013, 1249.)

Asphalt Company of America. Organized June 28, 1899, under the laws of New Jersey, to manufacture, produce and use asphalt and other natural and artificial pavements and paving materials. Stock $30,000,000, par value of shares $50 each, all issued, and 10 per cent paid in cash. See securities owned.—V. 69, p. 1104.

There has also been issued by the Land Title & Trust Co. of Philadelphia, as Trustee, $30,000,000 of 5 per cent 50-year collateral gold certificates, principal and interest of which are secured by the deposit with the Trust Company, as trustee, of shares purchased. (V. 69, p. 335, 387, 1104.) President, Sidney F. Tyler; Sec. and Treas., Ellis A. Ballard, Land Title & Tr. Bldg., Phila.—V. 69, p. 387, 1104.

Bay State Gas Co.—Incorporated in 1889 under the laws of Delaware, and acquired $995,000 of the $1,000,000 stock of the Bay State Gas Co. of New Jersey, which latter company owned substantially all the capital stock of the following companies supplying gas to the city of Boston: Bay State of Mass.; Boston Gaslight, Roxbury Gaslight and South Boston Gaslight. The stocks of these four operating companies were pledged to secure the bonds below mentioned, but their voting power was acquired in Nov., 1897, for New England Gas & Coke Co.—which see on a preceding page—also V. 65, p. 1221; V. 68, p. 1179.

Stock.—Stock (par $50) increased from $5,000,000 to $15,000,000 in October, 1895, to acquire "certain gas properties." In Sept., 1897, increased to $50,000,000—see V. 65, p. 515, 570, 778, 1221. In Jan., 1899, further increased to $100,000,000. Vol. 68, p. 84, 1179.

Bonds.—The "Boston United Gas" mortgage of 1889 was issued by the B. S. Gas Co. of New Jersey and guaranteed by the Delaware company. The mortgage is for $12,000,000 gold bonds, of which $7,000,000 were secured by deposit with the Mercantile Trust Co., trustee, of practically all the stock of the Boston, South Boston, Roxbury and Bay State (of Mass.) gas-light companies of Boston, said to have cost over $10,000,000. Of the balance ($5,000,000), $3,000,000 were reserved to acquire other gas companies upon certain terms and $2,000,000 for improvements. Each registered $1,000 bond is entitled to 5 votes. There is an annual sinking fund of one per cent of the entire issue, and bonds can be drawn at 105. All the bonds issued are deposited with Mercantile Trust Co., N.Y., which issues its Boston United Gas trust certificates therefor. V. 67, p. 221; V. 68, p. 84.

Earnings—Reports of six operating companies in V. 69, p. 694, show:

Year.	*Gross.*	*Net.*	*Other inc.*	*Dividends.*	*Bal., sur.*
1898-99.....	$2,953,806	$949,286	$107,310	$824,262	¶$17,714

¶After deducting interest, charges, etc.—V. 69, p. 694, 697, 1013.

Bethlehem Iron Co.—See Bethlehem Steel Co.

Bethlehem Steel Co.—Organization.—Incorporated in Pennsylvania April 17, 1899 (V. 68, p. 770), leasing The Bethlehem Iron Co. from May 1, 1899, at 6 per cent on its $7,500,000 stock, payable quarterly (Q.-F.), and will extend its operations. Capital stock $15,000,000, in shares of $50 each, on which to Jan., 1900, $1 had been paid up. First dividend, 50 cents per share, paid Sept. 1, 1899; Dec. 1, 50 cts. For terms of lease, etc., see V. 68, p. 821, 975. Bethlehem Iron Co. has outstanding $1,351,000 1st 5 per cent bonds, dated 1886, due Feb. 1, 1907, int. F.-A. at Fid. Ins., Trust & Safe Dep. Co., Phila., Trustee, assumed by Steel Co. V. 69, p. 1250. President, Robert P. Linderman; Treas., C. O. Brunner.—V. 69, p. 77, 78, 284, 1250.

Boston & Mont. Consol. Mining.—V. 68, p. 720; V. 70, p. 127.

Brooklyn Ferry.—Organization.—Owns ferries from Roosevelt St., Grand St. and 23d St., New York, to Broadway, Brooklyn, and from Grand St., New York, to Grand St., Brooklyn; also leases Tenth & Twenty-third Street Ferry for 99 years from Dec., 1898, at 5 p. c. on $550,000 bonds and 5 per cent on $1,000,000 stock. V. 67, p. 1206. Statement to N. Y. Stock Exchange (V. 69, p. 1102) for 9 mos.; in 1899 gross, $1,045,717; net, $462,277; charges, $398,437; sur., $63,840.

Securities.—Authorized issue of consols is $7,500,000, of which $1,000,000 held to retire an equal amount of 1sts due 1911 of former N. Y. & Brooklyn Ferry Co. Capital stock is $7,500,000, of which $1,000,000 retained in treasury. Mortgage covers real estate in Brooklyn and 16 steel boats.—V. 68, p. 1022; V. 69, p. 1101, 1105.

Brunswick (Ga.) Dock & Improvement Co.—Successor to Brunswick Co. reorg. per plan in V. 65, p. 326; see also V. 66, p. 1043.

Stock and Bonds.—Stock, $5,000,000 (par $100); all listed in Aug. 1898—see application V. 66, p. 1043. Bonds all redeemed and canceled V. 67, p. 273, 481. President, Henry E. Howland, 35 Wall St.; Sec. and Treas., A. G. Kraetzer, Jr., 142 Pearl St., N. Y.—V. 68, p. 1022.

Buffalo Gas.—Organized in Oct., 1899, and consolidated the Buffalo City Gas Co. and Buffalo Gas Light Co. The Buffalo Gas Co. owns entire stock and bonds of the Mutual Gas Light Co., and about 27,000 of 30,000 shares of stock and $1,980,000 of $2,100,000 bonds of People's Gas Light & Coke Co., pledged as part security for the $5,900,000 Buffalo City Gas bonds (see V. 67, p. 1262). Stock, common, $7,000,000, issued in exchange for that of old companies; preferred stock, 6 per cent non-cum., $2,000,000, about $1,710,000 of which was exchanged for old Buffalo City Gas debentures. Bonds, $7,000,000 5s, of which $5,900,000 were reserved to retire the $5,900,000 Buffalo City Gas 5s (but of which latter $95,000 in treasury, Dec., 1899), and balance, $1,100,000 can only be issued as junior securities. Year ending June 30, 1899, net, $295,598; int. on bonds, $283,313; bal., sur., $12,285. V. 69, p. 129. A. C. Humphreys, 31 Nassau St., President.—V. 68, p. 1224; V. 69, p. 129, 796, 1195.

Cambria Iron Co.—See Cambria Steel Co.

Cambria Steel Co.—Incorporated in Penn. in Nov., 1898, per plan in V. 67, p. 688, leasing the Cambria Iron Co. for 999 years at 4 p. c. on its $8,468,000 stock. Capital stock, $16,000,000; $1 50 per share paid in Dec. 1, 1898, $1 50 Dec. 1, 1899, and $1 50 Feb. 1, 1900, the last two payments being supplied by dividends named below. V. 69, p. 697; V. 68, p. 975. On May 15, 1899, a dividend of 40 cts. per share was paid; on Aug. 15, 1899, 60 cts. per share; on Nov. 15, 1899, $2 50 per share; on Feb. 1, 1900, $2 00 per share. V. 70, p. 78; V. 69, p. 697, 745. For terms of lease see V. 68, p. 128.—(V. 70, p. 78.)

Canton Company.—See Supplement or April, 1897.

Carnegie Steel.—V. 68, p. 925; V. 69, p. 1105; V. 70, p. 78,

Central Coal & Coke Co. of Kansas City.—(V. 67, p. 369.

Central Foundry.—Incorporated in New Jersey on July 11, 1899, and acquired manufactories of soil pipe, said to control 95 per cent of the trade in the United States. V. 69, p. 178.

Stock, common, $7,000,000; pref., 7 per cent cum., $7,000,000. Bonds, $4,000,000 20-year debenture 6s, subj. to call after two years at 105. President, John R. Reid; Secretary, G. Schumacher; Treasurer, W. L. Rogers. Office, 100 B'way, New York.—V. 69, p. 129, 178, 228.

Central & South American Telegraph.—Owns cable line from Vera Cruz, Mexico, to Valparaiso, Chili, 4,750 miles, and land lines 350 miles, etc. Also the Trans-Andine telegraph lines, 1,200 miles, purchased in 1891, and connecting Valparaiso with Buenos Ayres. Connects at Vera Cruz with Mexican Telegraph Co., and owns an interest in cable between Galveston and Coatzacoalcos, 825 miles, etc.

Dividends, Per cent.	1885.	'86.	'87.	'88-'96.	'97.	'98.	'99.	1900.
	4	4	6	7 y'rly	6¾	6	(6 Q-J)	Jan., 1½

In 1890 20 per cent in stock.

Earnings.—Year 1898, gross, $937,229; net, $537,229; dividends, $463,536; balance, $109,693. Office, 37 Wall St., N.Y.—(V. 65, p. 666.)

Central Union Telephone (Chicago).—This company controls the Bell Telephone business in Indiana, in Ohio with the exception of Cleveland and Cincinnati, and in Illinois excepting Cook and four other counties. Capital stock is $6,605,300, of which 52 per cent is held by Amer. Bell Telephone Co. Subscribers Jan. 1, 1899, 45,305.

Of the $6,000,000 10-20-year gold consol. 5s, due Jan. 1, 1919, $1,500,000 were issued in 1899, $2,500,000 are reserved to retire 1st. 6s subject to call at 105 after July 1, 1906, and $2,500,000 for cost of future extensions and improvements. V. 68, p. 379, 472, 570. See also advertisement in Chronicle of Mar. 25, 1899. Report for 1898 given in V. 68, p. 229. President, W. A. Jackson.—V. 69, p. 441.

Chicago Telephone.—V. 66, p. 234; V. 68, p. 229.

Claflin (H. B.) Company.—Incorporated under the laws of New Jersey in May, 1890, and deals in dry goods. Its premises have a frontage of 375 feet on Worth Street, and with all appurtenances are valued at $2,739,181, its total assets June 30, 1899, including merchandise, accounts receivable, etc., being put at $18,218,071. V. 64, p. 132.

Dividends.—1890-1892.	1893.	1894 to Apr.,'99.	J'y.&O.,'99.	1900.
Common, p. c.. 8 yearly.	8¼	6 (1½ Q.-J.)	2 each.	Jan., 2
Preferred stocks.	——In full to Feb., 1900.——			

Report.—Report for half-year ending Dec. 31, 1899, V. 70, p. 78.

6 months to Dec. 31—	1899.	1898.	1897.
Net for dividends	$640,819	$285,289	$301,339
Interest on 1st and 2d pref.	142,125	142,125	142,125
On common	(4%) 153,164	(3%) 114,873	(3%) 114,873
Balance	sur ¥345,530	sur. $28,299	sur. $44,341

Surplus reserve for com. stk. Dec. 31, 1899, was $809,322.

Profits for full calendar years before deducting any dividends have been: In 1899, $1,247,851; in 1898, $526,545; in 1897, $510,943; in 1896, $261,518; in 1895, $613,970; in 1894, $488,312. Office, corner Church and Worth streets, New York.—(V. 69, p. 127; V. 70, p. 78.)

Columbian Electric Car Lighting & Brake Co.—Incorporated in New Jersey about March, 1899, and purchased entire control of Amer. Elec. Light Co. and United Electric Co. Stock authorized, $10,000,000, all common; par $100. President, A. G. Fromuth; Sec. and Treas., De Ruyter M. Hollins. 11 Broadway, N. Y.—V. 68, p. 722

Columbus & Hocking Coal & Iron Company.—Organized at Columbus, O., Jan. 26, 1883, and owns large coal and iron properties (13,250 acres of land) in Ohio. See V. 44, p. 278; V. 63, p. 559.

Organization.—Reorganized in 1898 without foreclosure per plan in V. 65, p. 976. The old firsts have been limited in amount to $930,000 and made to cover additional property, interest being reduced from 6 to 5 per cent.—V. 65, p. 367, 976; V. 67, p. 28—see end't on bond V. 66, p. 81. Stock $5,036,700, of which $336,700 is pref. First M. 30-year 5s outstanding, $930,000, due Jan. 1, 1917. int. J.-J. at Cent. Trust Co., N. Y. In 1899, management changed.—V. 68, p. 976.

Report.—Report for year ending Mar. 31, 1899, V. 69, p. 540:

Yr. to Mar. 31.	*Gross.*	*Net.*	*Charges.*	*Deprec., etc.*	*Bal., def.*
1898-99.....	$320,316	$35,983	$56,568	$15,902	$36,487

—(V. 68, p. 976; V. 69, p. 540.)

Comstock Tunnel Co.—Sup. of April, 1897, p. 153; V. 69, p. 1149.

Consolidated Car Heating Co.—See Chronicle of Jan. 27, 1900.

Consolidated Lake Superior Co.—Organization.—Has Connecticut charter, and under control of Philadelphia parties, has acquired and will develop the partially utilized water-power, estimated at 200,000 hydraulic horse-power, at Sault Ste. Marie, Michigan and Ontario. Owns all the capital stock of the following-named companies, capitalized as follows: Michigan Lake Superior Power Co., common stock $500,000, and 50-year 5 p. c. first M. 5s (see V. 69, p. 336) $3,500,000; Lake Superior Power Co. of Ontario, preferred $500,000, common $1,500,000; Sault Ste. Marie Pulp & Paper Co. of Ontario, preferred $750,000, common $1,250,000; Tagona Water & Light Co. of Ontario, $200,000. See prospectus, V. 68, p. 1075. As to Ontario & Lake Superior Co., see V. 69, p. 909; V. 70, p. 40.

Stock, Etc.—Stock authorized, common, $14,000,000, all outstanding; pref., 7 p. c. non-cum., $6,000,000, of which $1,500,000 issued for properties and balance, $4,500,000, represented by Provident Life & Trust Co. of Philadelphia, receipts $10 paid; par of all stock, $50 per share. First div. on pref., 1¾ p. c., paid Sept., 1899; Dec. 15, 1¾ p. c. Checks are mailed. V. 69, p. 441. President, E. V. Douglas, Phila.; Sec., W. P. Douglas, Phila.; Treas., F. S. Lewis. Office, West End Trust Building, Philadelphia, Pa.—V. 69, p. 909, 1303.

Consolidated Water Co. of Utica, N. Y.—Incorporated in Nov., 1899, and by purchase of existing properties acquired control of practically all the water available for city of Utica, N. Y. V. 69, p. 956, 1064. Stock authorized: common, $1,500,000; pref., 5 p. c. non-cum., $1,000,000; par of shares, $100. Bonds, $2,500,000 30 yr. 1st gold 5s ($1,000 each), dated Nov. 15, 1899, due Jan. 1, 1930, int. J-J. at Contin. Trust Co., N. Y., trustee, of which $500,000 were reserved for extensions. Pres. Geo. L. Record; Sec., H. J. Wood; Treas., Wm. E. Hopkins.—V. 69, p. 1347.

(Wm.) Cramp & Sons' Ship & Engine Building Co.—Incor. in Penn. in 1871-72. Stock, $5,000,000; issued, $4,848,000; par, $100.

Bonds.—On Feb. 21, 1899, stockholders authorized an issue of $1,500,000 30-year gold 5s, to retire all outstanding obligations, including $537,000 maturing mortgage bonds, $500,000 of secured floating indebtedness and provide working capital; the new bonds to have a sinking fund to redeem $25,000 yearly and to be subject to call at any time at 110 for sinking fund purposes.—V. 67, p. 1310; V. 68, p. 383.

Dividends.—	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
Per cent....	8 & 20 sc.	10	18	7	None.	....	1¼	5

Dividends payable Q.-M. 15 at Philadelphia office.—(V. 67, p. 1112.)

Report.—Report for 1898-9 in V. 68, p. 1073, showed $5,300,000 gross, over 8 per cent ($400,067, against $275,000 in 1897-8) earned on stock, over $12,400,000 orders on hand. Dividends paid $121,200, 2½ p. c., surplus, $278,867.—V. 68, p. 383, 1073.

Cumberland Telephone & Telegraph.—Organized in 1885, and operates under direct license from American Bell Telephone Co. through Southern Indiana and Illinois, Western Kentucky and Tennessee, and the entire States of Mississippi and Louisiana. V. 67, p. 176. See also V. 68, p. 473. In October, 1899, stock was increased from $3,600,000 to $4,500,000 to buy control of Ohio Valley Telephone Co., etc. V. 69, p. 745, 796. Am. Bell owns control. Cum. T. & T. Co. stock authorized $6,000,000. In July, 1899, the dividend rate, previously 5 per cent, was increased to 6 p. c.—V. 69, p. 745, 796, 1064.

Denver Gas & Electric Co.—Organization.—Incorporated in Apr., 1899, as a consolidation of the Denver Consolidated Gas and Denver Consolidated Electric Companies. Stock, $3,500,000. Bonds, $5,500,000 1st 50-year consol. mortgage gold 5s, interest M-N., due May 1, 1949; Continental Trust Co., New York, trustee. The $2,650,-

☞ *For Securities Outstanding see the tables on pages 149 to 162, inclusive.*

000 outstanding stock and $2,400,000 bonds were issued to effect the consolidation and provide $250,000 working capital. Underlying bonds in 1899 aggregated $2,440,000 (see SUPPLEMENT of July, 1899.) For 10 mos. ending Dec. 31, net, $330.491 in 1899; $289,075 in 1898.

Dividend, 1½ per ct., paid Feb. 20, 1900.—V. 70, p. 127. Chairman, Emerson McMillin, 40 Wall St., N. Y. V. 69, p. 79, 127.

Denver Union Water.—A consolidation Oct., '94. Franchises run until 1910. Controls the water supply of the city of Denver, Col., and vicinity, and said to have about 400 miles of mains. Capital stock is $5,000,000 *common* and $2,500,000 of 5 p. c. non-cumulative *preferred*. Bonds $7,000,000. President, W. S. Chessman; Secretary, W. P. Miller; Treasurer, D. H. Moffat. (V. 69, p. 1014.)

Detroit City Gas.—Organized in March, 1898, and owns all the gas properties in Detroit, Mich. Has a contract till 1923 with the city.

STOCK.—Authorized, $5,000,000; $4,560,000 outstanding; par, $50. First dividend, 2½ per cent, paid Nov. 15, 1899.—V. 69, p. 908.

BONDS.—The new prior lien mortgage is for $6,000,000, of which $1,000,000 retained for future extensions and improvements and $425,000 to retire the $397,000 old bonds not yet exchanged, and $28,000 income 5s. Prior lien bonds are subject to call at 110.

EARNINGS.—Net for fiscal year ending Feb. 28, 1899, $362,194. For 8 mos. ending Aug. 31, net, $244,939 in 1899; $182,556 in 1898.

OFFICERS.—President, Emerson McMillin, New York; Gen. Man., H. D. Walbridge, Detroit, Mich. (V. 69, p. 908.)

Detroit Mack. & Marq. RR.—See SUP. of April, 1897, p. 153.

Detroit Union RR. Depot & Station.—See Oct., 1897, SUP.

Duluth-Superior Bridge.—SUPP. of July, 1898; V. 67, p. 1263.

Electric Axle Light & Power Co.—ORGANIZATION.—Incorporated in New Jersey on July 8, 1899, and has absorbed the National Electric Car Lighting Co. of New York, controlling the Moskowitz axle light in use on 100 cars of the Atchison and private cars of other roads.—V. 69, p. 130, 387.—See description V. 69, p. 697. Stock authorized, $25,000,000; issued, $11,000,000 (?); par, $100; $5 per share paid in and $5 due Feb. 15, 1900. In Jan., 1900, reduction of stock from $25,000,000 to $2,500,000, this last to be issued full paid, was under consideration. V. 70, p. 78. Chairman of Board, Isaac L. Rice; President, Max E. Schmidt; Chief Engineer, Morris Moskowitz. Office, 100 Broadway, N. Y.—V. 70, p. 78.

Empire Steel & Iron Co.—ORGANIZATION.—Incorporated in New Jersey on March 14, 1899. V. 68, p. 524. STOCK, common, $2,500,000; pref., 6 per cent cum., $2,500,000; par of shares, $100. Total stock issued Oct. 1, 1899, $3,800,000. First dividend at the rate of 6 per cent per annum, paid July 1, 1899, at office, 71 Broadway; 1900, Jan., 2, 3 p. c. For list of properties acquired see V. 68, p. 926. President, Leonard Peckitt, Catasauqua, Pa.; Sec. & Treas., Glen Wright, 71 Broadway, N. Y. Exec. Com., Archer Brown, E. R. Chapman, W. L. Sims. New York office, 71 Broadway.—V. 69, p. 285.

Equitable Illuminating Gas Light Co. of Philadelphia.—Organized in 1898 by United Gas Improvement Co., which owns a majority of the stock, to operate the gas works leased from city of Philadelphia. See full particulars in V. 66, p. 426. Common stock issued, $3,125,000; preferred stock, 4 per cent for first year and 6 per cent thereafter, $3,125,000. Sinking fund of $124,000 yearly is to retire bonds at 105; and beginning in 1908 the Improvement Co. agrees to create a sinking fund to retire the stock in 1928, when the property is to revert to the city. Lease may be terminated by city in 1908 on making certain payment. Dividend, 4 p. c. on pref., paid Dec. 15, 1898. On July 3, 1899, 3 p. c.; Dec. 15, 3 p. c. For 9 mos. ending Sept. 30, 1899, gas sales were 2,556,275,480 cubic feet, as against 2,105,453,470 in 1898; receipts ($1 00 per 1,000 feet), $2,556,275, against $2,105,453, of which city received 10 p. c.—V. 69, p. 957, 1196.

Grand Rapids Gas-Light Co.—Owns by purchase all property of the Grand Rapids Gas Co., with a capacity of 1,500,000 cubic feet per day and 75 miles of main pipe.—V. 69, p. 662.

SECURITIES.—Stock, $1,000,000; par, $50. First mort., $1,225,000 20-year currency 5s, due Feb. 1, 1915, subject to call at 110, interest (F.&A.) at Em. McMillin & Co., 40 Wall St.; Cent. Tr. Co., trustee.

DIVIDENDS.—1895, 4 p. c.; '96, 5; '97, 5; '98, 5½; in '99, 6 (M. & N.).

EARNINGS.—Jan. 1 to May 31, net, $94,444 in '99; $80,232 in '98.

In 1898, net, $140,620. Prest., Emerson McMillin.—V. 64, p. 662.

Great Lakes Towing Co.—ORGANIZATION.—Incorporated in New Jersey on July 6, 1899, as a consolidation of towboat companies along the Great Lakes. See V. 69, p. 79, 593. Stock authorized, common, $2,500,000; pref., 7 per cent non-cum., $2,500,000. Issued Oct., 1899, $1,675,000 each of common and preferred. Par of shares $100. Pres. and Treas., T. F. Newman, Cleveland, O.; Sec., M. H. Wardwell, Cleveland, O.—(V. 69, p. 1196.)

Havana Commercial Co.—ORGANIZATION.—Incorporated in New Jersey on March 4, 1899. V. 69, p. 473. Manufactures and exports Havana cigars and Cuban leaf tobacco (owning also tobacco lands), having absorbed various well-known cigar factories and brands; see list, V. 68, p. 926. Capacity said to exceed 100,000,000 cigars annually; present output, 65,000,000. Stock authorized, common, $12,500,000; pref., 7 per cent, cum., $7,500,000; outstanding, common, $10,600,000; pref., $6,000,000; par, $100 per share. V. 69, p. 428, 926. First quarterly dividend on preferred, 1¾ per cent, paid Oct. 16, 1899; 1900, Jan. 15, 1¾ p. c. Pres., H. B. Hollins, New York; Vice-Pres. and Resident Director, Francisco Garcia; Sec. and Treas., Ford Huntington. Office, 32 Broadway, N. Y.—V. 69, p. 697.

Henderson Bridge Co.—Owns bridge across Ohio R. at Henderson, Ky., and 10 miles of road. Stock is $1,000,000 (par, $100), of which the Louisville & Nashville Co. holds $501,000; the Bridge Co. is guaranteed gross receipts of $200,000 per year by the several roads using it and dividends of 2½ p. c. are paid each F. & A. $373,000 bonds in sinking fund in Oct., 1899. For year 1898-9, gross $269,861, net, $239,726; charges, $177,111; dividends, $50,000. V. 69, p. 336.

Herring-Hall-Marvin Company.—ORGANIZATION, PROPERTY, ETC.—Organized in 1892. See adv. in CHRONICLE of May 14, 1892. Capital stock is $3,300,000, of which $1,800,000 cum. 8 p. c. pref.

RECEIVERSHIP.—On Dec. 24, 1897, W. D. Pownall and Geo. R. Gray were appointed receivers. V. 65, p. 1220. See statement of President. V. 66, p. 38. *Reorganization Committee*—Chairman, Otto T. Baunard, Robert C. McKinney, Gilbert A. Phillips, P. Hathaway, H. A. Tenney. —V 68, p. 282. Plan of reorganization in V. 68, p. 232. V. 68, p. 1225; V. 69, p. 745. Appeal from order of sale to be heard in March, 1900. V. 69, p. 745, 1150.

ANNUAL REPORT.—Fiscal year ends May 31. Report for 1896-97 showed loss on operations for year, $63,000. See V. 66, p. 38. N. Y. office, 54 and 56 Bleecker St.—V. 69, p. 97, 745, 909, 1150.

Hudson County Gas.—ORGANIZATION—Incorporated in N. J. in Oct., 1899, as a consolidation of N. J. Gas L. Co., Peoples' Gas L. Co. of J. C., Hudson County Gas. L. Co., the Consumers' Gas Co. of J. C. and Bayonne & G. Gas L. Co.—V. 69, p. 80, 796. Stock, $10,500,000, mostly owned by Unit. Gas. Impt. Co. Bonds, $10,500,000 50-yr 1st gold 5s, due Nov. 1, 1949 ($500 and $1,000 each c*), int. M-N at N. J. Title Guar. & Tr. Co., Jersey City, trustee. Of the bonds, $8,150,000 have been issued; $600,000 are reserved to take up May 1, 1904, Consumers' Gas Works 1st 6s; and $1,750,000 reserved for future requirements. President, E. F. C. Young; Vice-Pres., Sec. and Gen. Mgr., Robert W. Elliott; Treas., Edwin C. Lee.—V. 69, p. 909, 957.

Illinois Electric Vehicle Transportation Co.—ORGANIZATION.—Incorporated in New Jersey on May 5, 1899, to operate electric vehicles of all kinds in Illinois. Controlled by the Electric Vehicle Co. See V. 68, p. 927. Stock, $25,000,000, all common; par $100. Issued $20,000,000, upon which $5 per share has been paid in and $5 is to be paid on or before Feb 2, 1900. V. 69, p. 697. President, Samuel Insull, 1215 Monadnock Block, Chicago. V. 69, p. 697.

International Car Wheel Co.—ORGANIZATION.—Incorporated in New Jersey on June 3, 1899. See list, V. 69, p. 130. Has output of about 1,500 wheels daily. Stock authorized, common, $10,000,000; pref. (as to assets and div.), 7 per cent cum., $5,000,000. Par of all shares, $100. Present issue, common, $3,225,000; preferred, $1,775,000. President, P. H. Griffin, Buffalo; Counsel, Herbert L. Satterlee, New York City. Office, German Ins. Bldg., Lafayette Square, Buffalo, N. Y. V. 68, p. 1182; V. 69, p. 130.

International Navigation Co.—ORGANIZATION, ETC.—Stock, common, $5,000,000, all issued; pref., 8 per cent non-cum., $10,000,000; outstanding, $9,205,000, all full paid. Bonds are $20,000,000 1st 30-year-gold 5s, due Feb. 1, 1929, $1,000 each c.,* int. F-A at company's office, New York; Fidelity Insurance Trust & Safe Deposit Co., Philadelphia, trustee; outstanding, $12,614,000, issued to retire old bonds, etc., balance being reserved for new property. They are subject to call at par after 1909 and a sinking fund of $250,000 to $500,000 will retire bonds annually, beginning May 1, 1905. See V. 68, p. 1076.—V. 68, p. 282, 331, 524, 671, 1024, 1076.

International Power Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 14, 1899, as the International Air Power, and name changed in Mar., 1899. In Feb. and Mar., 1899, purchased plants of Rhode Island Locomotive Works of Providence, R. I.; American Wheelock Engine Co. of Worcester, Mass., and Corliss Steam Engine Works of Providence, R. I. Will continue the manufacture of steam stationary engines and locomotives; also all kinds of vehicles using compressed air as a motive power, especially autotrucks, and will act as a parent concern to autotruck companies to be organized in numerous large cities. See prospectus in V. 68, p. 671. Stock, common, $7,400,000; pref., 3 p. c., $600,000. A first mortgage for $225,000 was given as part payment for the Rhode Island Locomotive Works. Pres., Joseph H. Hoadley, 253 Broadway, N. Y.—V. 68, p. 772.

Journeay & Burnham.—See V. 54, p. 192 and adv. Dividends on preferred stock to July, 1898, 8 p. c. yearly; none since.

Kansas City, Mo., Gas Co.—Organized in April, 1897, in Missouri and acquired all the property, franchises, etc., of the Kansas City Gas and Missouri Gas companies. Capacity of 4,000,000 cubic feet a day; 235 miles of main pipe; meters in use July 31, 1897, 20,280. Capital stock, $5,000,000: par, $100. Bonds outstanding, $3,750,000 gold 5s, due April 1, 1922, subject to call at 105. *Interest* is payable A. & O. at N. Y. office of Guaranty Trust Co. or M. & N. in London.

Net earnings May 1 to Apr. 30, 1899 (12 months), $281,320; interest, $188,920; sinking fund, $75,000; balance, $17,400. May 1 to Oct. 31, '98 (6 mos.), $128,460. President, M. J. Payne.—(V. 69, p. 127.)

Locomotive Smoke Preventer Co.—ORGANIZATION.—Incorporated in Delaware in July, 1899. (See V. 69, p. 229.) Stock, $6,000,000, all common; par, $100. President, Josiah Quincy, Boston; Treasurer, Geo. D. Provost, 20 Broad Street, New York. Gen. Mgr., A. Freeman. Office, 203 Broadway, N. Y.—V. 69, p. 229.

Maxwell Land Grant.—See SUPPLEMENT April, 1897, p. 154.

Monongahela River Coal & Coke Co.—("River Coal Consolidation.")—ORGANIZATION. Incorporated in Pennsylvania in 1899 to consolidate "Monongahela" coal interests. Controls 96 of the 102 working coal mines along the Monongahela River; 44 transportation companies, owning practically all the coal craft carrying coal between Brownsville, New Orleans, etc., including 200 steamers and 4,000 coal boats and barges, and coal elevators, etc. Owns between 36,000 and 37,000 acres of coal, exclusive of surface. Reported to have an agreement as to territory with Pittsburg Coal Co. ("Rail-Coal Consolidation")—which see. For full list of constituent concerns taken over Oct. 2, 1899, see V. 69, p. 1065. Stock, common, $20,000,000; preferred, 7 p. c., $10,000,000. Par of all shares, $50. Bonds, $10,000,000 50-year gold 6s. President, John B. Finley; Treasurer, Geo. I. Whitney; Sec., Geo. W. Theiss. Office, Pittsburg, Pa.—V. 69, p. 28, 336, 647, 745, 853, 1065.

Mount Vernon-Woodberry Cotton Duck Co.—ORGANIZATION.—Incorporated in Delaware in Aug., 1899, as a consolidation of 14 cotton duck mills—9 in Baltimore, Md., 1 each in Laurel and Franklin, Md., 1 in Tallahassee, Ala., 1 in Hartford, Conn., and 1 in Columbia, S. C., claimed to produce 90 per cent of the cotton duck in the U. S. Stock, $9,500,000, all common; all outstanding; par, $100 per share. Div. for 3 mos. to Dec. 31, 1899, 1½ p. c., paid Mar. 1, 1900. Bonds, $8,000,000 first M. 50-year gold 5s, due Sept. 1, 1949 ($1,000 each, c*), int., M. & S., at Continental Trust Co., Balt., trustee; $1,000,000 reserved for future requirements. Also $6,000,000 income 5s, due Jan. 1, 1950, International Trust Co. of Maryland, Trustee ($1,000 each), int. payable when earned, J. & J., at Contin. Trust Co., Baltimore. Net earnings for 4 mos. ending Dec. 31, 1899, about $600,000. V. 69, p. 127. S. Davies Warfield, Baltimore, Chairman of Board; President, Richard Cromwell. Office, Equitable Bldg., Baltimore, Md.—V. 69, p. 593, 1304; V. 70, p. 127.

National Carbon Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 16, 1899, uniting the "entire active carbon industry of the United States and three-quarters of the carbon industry of the world." V. 68, p. 85, 130. Stock authorized, common, $5,500,000; preferred, 7 per cent non-cum., $4,500,000. Dividends on pref. July 15, 1899, to Jan., 1900, both incl., 1¾ p. c. quarterly. Pres., W. H. Lawrence; Treas., H. E. Hackenberg; Sec., H. J. Davies. Main office, Cleveland.—V. 68, p. 977.

National Enameling & Stamping Co.—ORGANIZATION.—Incorporated in New Jersey on January 21, 1899. See prospectus in V. 68, p. 187. V. 68, p. 474. Stock common, $20,000,000; pref., 7 p. c. cum., $10,000,000, of which proposed to issue $15,100,000 common and $7,375,000 pref. N. Y. office, 77 & 80 Beekman St.—V. 68, p. 187, 474.

National Glass Co.—ORGANIZATION.—Incorporated in Pennsylvania on July 5, 1899, as a consolidation of tableware manufacturing interests. V. 69, p. 61. For list of 19 companies taken over Nov. 1, 1899, including the ten largest factories outside of the U. S. Glass Co., V. 69, p. 1015. Present capacity, 678 pots. For 8 outside concerns, capacity 280 pots, see V. 69, p. 1015. Stock, all common, $4,000,000, all outstanding; par of shares, $100. Bonds, $2,000,000 ten-year 1st M. gold 6s, dated Nov. 1, 1899, Union Trust Co. of Pittsburg, Trustee ($1,000 each, c*), one-tenth payable yearly Nov. 1, in numerical order, beginning with number one; int., M. & N. at T. Mellon & Sons' Bank, Pittsburg, Pa. Earnings in 1898 of properties consolidated, gross, $4,265,000; net, $407,238. See official statement, V. 69, p. 1304. President, H. C. Fry, Rochester, N. Y.; Vice-Pres., C. J. Beckus, Marion, Ind.; Sec., Addison Thompson. Office, Pittsburg, Pa.—V. 68, p. 1182; V. 69, p. 81, 131, 593, 1015, 1065, 1304.

National Rice Milling.—See full statement V. 55, p. 49.

National Salt Co.—ORGANIZATION.—Incorporated in New Jersey on March 20, 1899. Stock, common, $7,000,000; pref. 7 p. c. non-cum., $5,000,000. Par of shares, $100. Present issues, common, $3,500,000; pref., $2,400,000. Div. on pref., 1¾ p. c., July 24, 1899; Oct. 16, 1¾ p. c.; 1900, Jan. 24, 1¾ p. c. Checks mailed. See prospectus

☞ *For Securities Outstanding see the tables on pages 149 to 162, inclusive.*

in V. 68, p. 524. Total output increased in Oct., 1899, from 6,300,000 to 10,800,000 barrels, claimed to be about 95 per cent of the total output of the U S. V. 69, p. 853. Report showed earnings from Apr. 15 to July 1, 1899, of 7 p. c. on preferred and over 10 per cent on common stock, but dividend on the latter was deferred. See V. 69, p. 230. Pres., A. S. White; Sec. and Treas., John Alvin Young; Asst. Sec., C. L. Paar. Office, 26 Broadway, N. Y.—V. 69, p. 230, 853.

National Tin Plate & Stamped Ware Co.—Organization.—Incorporated in N. J. Jan. 26, 1899, in opposition to Nat. Enameling & Stamping Co.—see above. V. 68, p. 187, 474. Stock, common, $10,000,000; pref., 7 p. c., cum., $10,000,000.—V. 68, p. 474.

National Tube Co.—Organization.—Amended charter filed in New Jersey June 27, 1899, changing name from U. S. Tube Co. A consolidation, effected in July, 1899, of the leading wrought iron pipe and tube manufacturers mentioned in official statement in V. 69, p. 131.

The National Tube Co. is said to represent about 90 per cent of the entire industry of the country and to have an aggregate annual output of 1,100,000 tons, including all classes of tubular goods of wrought iron and steel. J. P. Morgan & Co. financed the consolidation.

Stock.—Common, $40,000,000; pref. 7 per cent cum., $40,000,000, all issued. There is no mortgage lien and none can be created without the written consent of at least 80 per cent of both stocks.

Dividends.—On pref., 1¾ p. c. paid Oct. 2,'99; in 1900, Jan., 1¾ p. c.

Officers.—President, Edmund C. Converse; Chairman of the Board, Joshua Rhodes; Treasurer, Arthur F. Luke; directors see July, 1899, Sup. Financial headquarters 26 Cortlandt St., N. Y.; manufacturing headquarters at Pittsburg.—V. 69, p. 285, 593.

Newark Consolidated Gas.—Organization.—Incorporated in New Jersey on Nov. 30, 1898, and owns or controls all the gas plants tributary to Newark between Passaic and Elizabeth, N. J. Stock, $6,000,000, all common. Bonds, $10,000,000 consol. 50-year-gold 5s, due Dec. 1, 1948, int. J-D at Fidelity Trust Co., Newark, trustee ($1,000 each c*), of which $4,600,000 outstanding, $4,025,000 reserved to refund the $4,000,000 Newark Gas Co. 1st 6s and $25,000 Montclair Gas & Water Co. bonds, due July 1, 1903; and $1,375,000 for future improvements and extensions. Dividends increasing from ½ per cent per an. in 1900-01 to 5 p. c. in 1909-10, and thereafter are guaranteed on the $6,000,000 stock of the consolidated company.

Leased for 999 years from Dec. 1, 1898, to United Gas Impt. Co. and lease assigned to Essex & Hudson Gas Co. ($4,325,000 stock of latter being owned by the U. G. Impt. Co,), but the U. G. Impt. Co. will for the first six years be directly responsible for all payments under lease. Terms of lease, dividends on stock, etc, see V. 67, p. 1002. Pres., T. A. Nevins; Sec. & Treas., U. H. McCarter.—V. 68, p. 1226.

New Central Coal (Md.).—Owns coal lands in Allegheny County, Maryland. Tons mined in 1898, 203,677; 206,262 in 1897, 188,453 in 1896, 201,826 in 1895, and 151,002 tons in 1894; net profits, in 1898, $37,397; in 1897, $32,006; in 1896, $23,018; in 1895, $25,013. N. Y. office, 1 Broadway. In 1898 reduced the capital stock from $5,000,000 to $1,000,000 and the par value of shares from $100 to $20. V. 66, p. 901, 1140; V. 64, p. 515.

Dividends—	'86.	'87.	'88.	'89.	'90.	'91 to '94.	'95 to '97.	'98.	'99.
Since 1884 p.c.	1	1	1	0	0	1	0	2	4

—V. 66, p. 901, 1140; V. 67, p. 29.

New England Cotton Yarn.—Organization.—Incorporated in New Jersey on July 5, 1899, as a consolidation of 9 yarn mills of New Bedford Fall River and Taunton.—V. 69, p. 28, 81, 181.

Securities.—Stock authorized, common, $5,000,000; pref. (as to assets and div. and subject to redemption after Jan. 1, 1900, at $140 per share), 7 p. c. cum., $6,500,000, outstanding, as in table. No further amounts are to be issued except for actual cost of property additions. Aggregate net earnings for year were $1,106,197.

Dividends.—First div. on pref., 3¼ p. c. for 5½ mos. from July 15 to Dec. 31, 1899, paid Jan. 1, 1900.—V. 69, p. 1196.

Pres., Andrew G. Pierce, New Bedford.—V. 69, p. 181, 1009, 1196.

New England Electric Vehicle & Transportation Co.—Organization.—Incorporated in New Jersey on March 22, 1899. Operates motor vehicles. Stock, $25,000,000 (par, $100); issued Oct., 1899, $22,500,000, on which $2,250,000 (or $10 per share) paid in. President, George von L. Meyer; Treas. and Sec., Thomas K. Cummins, Jr. Office, 15 Congress St., Boston.—V. 68, p. 573, 673.

New York Air Brake.—Incorporated under laws of New Jersey Works are located at Watertown, N. Y., where plant has capacity for making 300 sets of car brakes a day. Capital stock, $6,250,000 (par $100) is on unlisted department of N. Y. Stock Exchange. In 1896 dividend of 6 p. c. was paid; in 1897 and 1898 none; in 1899, Oct. 5, a quarterly div. of 2 p. c.; 1900, Jan. 15, 2 p.c. The stockholders voted Aug. 16, 1899, to increase the stock from $5,000,000 to $10,000,000. Of the new stock $1,250,000 was subscribed for by stockholders at par for immediate extension of business.—V. 69, p. 181,388. Bonded debt is $250,000. As to favorable decision in July, 1899, in patent litigation with the Westinghouse Air Brake Co., see V. 69, p. 181, 442.

Directors.—President, C. A. Starbuck, 66 Broadway; Vice-Prest., Daniel Magone; Secy. and Treas., John C. Thompson; Asst.-Treas., C. H. Chaffer, Anson R. Flower, H. A. Rogers, J. C. Young and Anthony Brady. Transfers at office, 66 Broadway, N. Y.; Registrar, Knickerbocker Trust Co., N. Y.—V. 69, p. 181, 388, 442, 647.

New York & East River Ferry.—Owns the "Astoria" Ferry between Astoria, L. I., and foot of 92d St., New York, and has three ferryboats. Capital stock, $750,000; dividends are payable Q.—M.: in 1895, 3 p. c.; in 1896, 4 p. c.; in 1897, 4½ p. c; in 1898, 5 p. c.; in 1899, 5 p. c. Bonds, $750,000 1st 30-year gold 5s due Nov. 1, 1922, int. M.-N., at Kings Co. Trust Co., Brooklyn. Directors—William A. Nash, Theo. F. Jackson, H. K. Knapp, Emanuel Lehman and Roswell Eldridge.

New York Electric Vehicle Transportation Co.—Organization.—Incorporated in New Jersey on Feb. 23, 1899, and will operate cab service in New York under license from the Electric Vehicle Co., which will cease the operation of cabs and devote itself to the manufacturing of vehicles. Stock, $25,000,000; par, $100, of which $15,000,000 stated to be outstanding, $10 paid in. V. 68, p. 1025. President, Harry Payne Whitney; Vice-President, E. D. Morgan; Sec. and Treas., Arthur Phillips.— V. 69, p. 28, 1065.

New York & Hoboken Ferry Co.—Incorporated Nov. 10, 1898, under the laws of New Jersey as successor of the Hoboken Ferry Co., operating from Barclay Street, Christopher St. and West 14th St. to Hoboken. Stock, $4,000,000; outstanding, $3,300,000. Of the new $4,000,000 gen. 5s $700,000 were reserved for improvements. Bonds are redeemable at 110 on any interest day. First quarterly dividend, 1 p. c., paid Dec. 1, 1899. V. 69, p. 1015.—V. 69, p. 1015.

New York Mutual Telegraph.—Successor to the Mutual Union Telegraph Company. The stock carries dividends of 6 per cent per annum under a lease for 99 years from February 15, 1883, to Western Union Telegraph. The Western Union gives its collateral trust bonds in exchange at par for the stock and bonds of this company.

New York & Ontario Land Co.—Organized in 1889 in interest of New York Ontario & Western RR. Co. to acquire anthracite coal lands in the Lackawanna Valley, "aggregating about 855 acres," and estimated to contain at least 7,000,000 tons of coal. The coal is leased to the New York & Scranton Coal Co., minimum production to be 300,000 tons yearly, and is all hauled by the N. Y. Ont. & W. Stock, $600,000. Bonds: $600,000 gold, 6s, F. & A., due Feb. 1, 1910; redeemed, $53,000, sinking fund being 6 cents per ton of coal mined; trustee, Central Trust Co., N. Y. See V. 50, p. 105.

New York & Queens Gas & Electric.—Organization.—Incorporated in New York in June, 1899, as a consolidation of the Flushing Gas & Electric Light Co., the New York & Queens Light & Power Co. and the Newtown Light & Power Co., all operating under perpetual franchises. Supplies Flushing, Newtown, College Point and Whitestone. See official statement in V. 69, p. 28. Stock, $1,000,000; all common; all outstanding. Bonds, $1,000,000 50-year gold 5s, due Jan. 1, 1949, $100,000 being reserved for future uses. Frank Tilford, President. New York office, 41 Wall St.—V. 69, p. 28.

New York Telephone.—In 1896 this company took over the business of the Metropolitan T. & T. Co, with exclusive rights under a perpetual license from the American Bell Telephone Co. to the telephone business in city of New York and suburbs.—V. 63, p. 229.

Niles-Bement-Pond Co.—Organization.—Incorporated in New Jersey on Aug. 11, 1899, as a consolidation of the Niles Tool Works Co., etc. Said to control the heavy machine trade of the country. V. 69, p. 388. Stock, common, $5,000,000; pref., 6 per cent cum. (subject to call in 1911 at 105), $3,000,000, of which $1,000,000 remains in the treasury to acquire the minority interest in the Niles Tool Works Co. Par of shares, $100. Constituent companies acquired free of bonds or other incumbrances. First quar. div. on preferred, 1½ p. c., paid Nov. 29, 1899. For 4 mos. ending Oct 31, 1899, earnings were $341,214. V. 69, p. 1065, President, R. C. McKinney; Treas., Chas L. Cornell; Sec., E. M. C. Davis, 136 Liberty St., N. Y.. V. 69, p. 1065.

Ogden Gas (Chicago).—See Supp. of Jan., 1898.—V. 68, p. 474.

Ohio & Indiana Natural & Illuminating Gas.—Organization.—A consolidation incorporated in N. J. on Dec. 6, 1899, per plan, V. 69, p. 1251. Stock to be $10,000,000, of which $1,000,000 to acquire new gas fields in Indiana, Virginia, West Virginia, or elsewhere. Working capital of new company, about $600,000 cash.

Underlying bonds, $820,000 Ind. Nat. Gas 6s (int. M-N), due 1908; $1,750,000 Logansport 6s, J-D, due 1925: $2,000,000 Fort Wayne, 6s, J J, due 1925; $1,000,000 Lafayette 6s, M-N, due 1924; $2,000,000 Ohio & Ind. 6s (J-D), due 1926. Prest., Chas. A Mead; Sec., Henry F. Southard; Treas., J. R. Crawford, 45 Broadway, N. Y.—V. 69, p. 1304.

Omaha Water Co.—Organization.—Successor in 1896 of American Water-Works Co. of Illinois, per plan in V. 62, p. 1085. Stock authorized and outstanding: Common, $2,500,000; first pref., 5 p. c. non-cum., $750,000; second pref., 5 p. c. non cum., $1,000,000. Par of shares, $50. Preferred stocks are subject to call at par, dividends being paid at Farmers' Loan & Trust Co., New York. Dividends paid on first preferred: July 20, 1898, 2½ per cent; Feb. 10, 1899, 2½ p. c.; Aug. 10, 1899, 2½ p. c. On second pref. 1 p. c. paid Aug. 10, 1899.

Bonds: City water-works 6s, $188,000, due 1905, subj. to call in 1900; prior lien 20-year gold 5s, due July 1, 1916, int. J-J, subj. to call at 105, $1,500,000 ($484,000 outstanding), of which $206,000 were reserved to retire the old 6s; consol. 50-year gold bonds, due 1946, $6,000,000 ($3,579,000 outstanding, subject to call at 105, int. 2½ per cent to Jan. 1, 1899, 4½ per cent to July 1, 1901, thereafter 5 p. c. President, Theodore C. Woodbury, Portland, Me.; Sec., Harry Miguels Verrill; Treas., Stockton Heth, Omaha, Neb.—V. 69, p. 131.

Ontario & Lake Superior Co.—See V. 69, p. 909; V. 70, p. 40

Paterson & Passaic Gas & Electric Co.—Organization.—A consolidation in 1899. Has perpetual franchise, and is the only company supplying gas or electricity in Paterson, Passaic, etc.

Stock, $5,000,000 all outstanding (par, $100), of which large majority owned by United Gas Improvement Co. Bonds, $5,000,000 50-year gold consol. 5s, due March 1, 1949 (Paterson Safe Deposit & Trust Co., trustee), of which $2,845,000 outstanding, $1,255,000 reserved to redeem underlying bonds and $900,000 for improvements and acquisitions. President, William Barbour; Treas., Edward C. Lee. Office, 146 Ellison St., Paterson, N. J.—V. 68, p. 430.

Pennsylvania Electric Vehicle—Organization.—Incorporated in New Jersey as Philadelphia Motor Wagon Co. and name changed about March, 1899. Stock, common, $4,000,000 preferred, all outstanding; 6 per cent, cum., $2,000,000, 20 per cent paid in. Par of shares, $50. Has exclusive right under license from Electric Vehicle Co. to operate electric cabs and organize cab companies in Penn. Pres., W. W. Gibbs, Drexel Bldg., Phila.—V. 68, p. 430.

Pittsburg Coal Co.—("Rail Coal Consolidation.")—Organization.—Incorporated in N. J. in Sept. 1899, and in Oct., 1899; acquired practically all the large coal mines tributary to railroads in the Pittsburg district, together with coal and ore docks, loading and unloading plants at Duluth, Chicago, Milwaukee, Cleveland, Painesville, Ashtabula and other lake ports, and five branch and connecting railroads at various points. Owns about 130 coal mines, with equipment, and about 1,000,000 acres of coal lands in, or within a radius of 40 miles of Pittsburg, most of the mines having modern electrical and compressed-air equipment, together with some 4,000 coal cars operating over railroads radiating from Pittsburg. The estimated tonnage for 1899 exceeds 20,000,000 tons. Has arrangement for division of territory with Monongahela River Coal & Coke Co., which see.

Stock.—Authorized, common, $32,000,000; preferred 7 per cent cumulative, $32,000,000. Par of each, $100 per share. Of the stocks, about $1,200,000 common and $1,200,000 preferred, with $2,500,000 cash for working capital, remained in treasury.—V. 69, p. 495. First dividend on pref., 1¾ p. c., was paid Jan. 25, 1900.

Officers.—Francis L. Robbins, Chairman of the Board; President, Frank. M. Osborne; Vice-Pres., James C. Dysart; Treas., Upson A. Andrews; Sec., Charles W. Baine, 232 5th Av., Pittsburg.—V. 70, p. 40.

Planters' Compress Co.—Organization.—Incorporated in West Virginia on July 19, 1899, to own the Lowry patents for compressing into cylindrical bales cotton and other substances. See full statement in V. 68, p. 825. V. 68, p. 573, 825, 872. Subsidiary companies operate in the South and the parent company in other States and Mexico. V. 68, p. 1133. In June, 1899, $15,000,000 stock trust certificates were issued to take up all outstanding securities, under agreement of May 19, 1899. Trustees T. Jefferson Coolidge, Henry E. Howland, Stephen M. Weld, Walter Hunnewell and Robert Bacon.

Officers.—Stephen M. Weld, President; Frank M. Wakefield, Treas.; Robert F. Fiske, Secy. Principal offices: 89 State St., Boston, and 22 William St., New York.—V. 68, p. 573, 825, 872, 1133.

Rhode Island-Perkins Horse Shoe Company.—Organization.—Manufactures horse shoes and toe calks at Valley Falls, R. I., miles from Providence. V. 61, p. 1014. *Stock*—Common (or general) stock, $1,000,000; pref., 7 per cent cum., Q-J, $1,750,000; par, $100.

Dividends.—	1892.	1883-'95.	'96.	96.	98,	'99	1900.
Common, p.c.	12½	10 yearly.	4½	....	....	....	....
Preferred, p.c.	——7 p. yearly.——			6¾	5	5	Jan.15,1

Rubber Goods Manufacturing Co.—Organization.—Incorporated in New Jersey on Jan. 26, 1899, and acquired 91 per cent of the stock of the Mechanical Rubber Co., 75 per cent of the stock of Morgan & Wright, Chicago, Ill.; the entire capital stocks of the Peerless Rubber Mfg. Co. of New York and of the India Rubber Co. of Akron, O., together with $1,427,820 cash; and later in 1899 the entire stocks of Sawyer Belting Co., Hartford Rubber Works Co., Indianapolis Rubber Co. and Peoria Rubber & Mfg. Co. V. 68, p. 189. See official statement in V. 68, p. 872. V. 68, p. 774.

Stock.—Stock authorized, common, $25,000,000; pref., 7 per cent cum., $25,000,000; par $100. Outstanding, common, $15,134,000; pref., $7,621,300. Dividends on pref., 1¾ p. c., paid June 15, 1899: Sept. 15, 1¾ p. c.; Dec. 15, 1¾ p. c., at Baring, Magoun & Co., N. Y., transfer agents. U. S. Mort. & Trust Co., N. Y., registrars.

☞ *For Securities Outstanding see the tables on pages 149 to 162, inclusive.*

EARNINGS.—Mar. 17, 1899, to June 30, 1899, net, $81,580.

OFFICERS.—Charles R. Flint, Chairman of the Executive Committee; Charles Stewart Smith, President; Ulysses D. Eddy, Vice-President; Wallace B. Flint, Treasurer, and W. A. Towner, Sec. and Assist. Treas.; W. M. Ivins, Gen. Counsel. Gen. office, New Brunswick, N. J. New York, care Ivins, Kidder & Melcher, 27 William St.—V. 69, p. 1106.

Safety Car Heating & Lighting.—ORGANIZATION.—Incorporated in 1887 in New Jersey. Manufactures "Pintsch" light apparatus, which in 1899 was in use on 90,000 cars, 3,200 locomotives and 850 buoys in Europe and America. Stock, all common, $2,500,000 ($100 shares) was on Dec. 19, 1899, voted to be increased to $5,000,000, to provide additional plants to 45 already owned. Dividends: 1889 to 1892, 4 per cent yearly; 1893 to 1897, 6 per cent; 1898 and 1899, 8 p. c. Last div., Dec. 23, '99, 2 p. c. Dividends are paid Q-M. No funded debt. Directors include: A. P. Hepburn, Thos. C. Platt, Edward Lauterbach, Austin Lathrop and Robert Andrews, of East Orange. Main Office, 160 Broadway, New York.—V. 69, p. 1305.

St. Louis Terminal Cupples Station & Property.—Incorporated in Missouri in March, 1897, and owns several blocks of modern slow combustion buildings, adjoining the Terminal Railroad Association's tunnel in St. Louis. The buildings contain a union freight station connected with the Terminal RR., and enable the twenty large wholesale houses which use them under lease to avoid the delay and expense incident to the usual system of carting to and from depots. See full statement in CHRONICLE, Oct. 16, 1897, p. 730.

STOCK AND BONDS.—Common, $2,000,000; preferred 5 p. c. cumulative, $1,000,000. The bonds are redeemable at 102 after June 1, 1902.

DIVIDENDS.—On pref., 5 p. c., on common 2 p. c., paid May 25, '99.

REPORT.—Report for year ending May 1 in V. 68, p. 1021, showed:

Yr. end. May 1.	*Receipts.*	*Expenses.*	*Interest.*	*Extraor'y.*	*Bal., sur.*
1897-8 (13½ *mos.*)	$311,740	$58,092	$151,875	$9,979	$91,794
1898-9 (12 *mos.*)	302,970	67,176	135,000	.....	100,794

President, Robert S. Brookings.—(V. 68. p. 826, 1021; V. 69, p. 1106.)

San Luis Potosi Electrical Co.—Incorporated in West Va., Sept., 1896; owns 50-year franchise from State of San Luis Potosi, Mexico, for public and private electric lighting in City of San Luis Potosi. Capital Stock, $100,000, all issued; par, $100 per share. Bonded debt, $90,000 1st mort. gold 6s due Aug. 2, 1912, redeemable at par in numerical order any interest period. Mortgage trustee, Knickerbocker Trust Co., N. Y. Earnings for 6 mos. ending Nov. 1, 1899, were, gross, $152,290; expenses, $33.840; interest, $67,500; surplus, $50.950. Pres., Chas. H. White, 71 Broadway.—V. 69, p. 797.

Seattle & San Francisco Ry. & Navigation.—ORGANIZATION.—Incorporated in March, 1899, to own 1,931 acres of coal lands 25 miles southeasterly from Seattle, Wash., 24 acres of terminal and dock property at Seattle, etc.; also steamship lines and 35 miles of railroad under construction. V. 68, p. 929. V. 69, p. 386, 852.

Stock, $3,000,000. Bonds, $1,500,000 1st 40-year gold 5s, dated Apr. 1, 1899, int. A-O at Metropolitan Trust Co., N. Y., trustee; $700,000 issued. See full particulars in V. 69, p. 182, and advertisement in CHRONICLE of July 22, 1899. President, W. E. Guerin; Sec., R. F. Guerin; Treas., W. H. Fritch.—V. 68, p. 929; V 69, p. 182, 386, 852.

Silver Bullion Certificates.—See SUPPLEMENT of Jan., 1898.

Sloss-Sheffield Steel & Iron Co.—ORGANIZATION.—Incorporated in New Jersey and in Nov., 1899, acquired several properties or shares of stock representing the same. See prospectus, V. 69, p. 286. Stock authorized, common, $10,000,000; pref., 7 per cent non cum., $10,000,000. Of these $7,500,000 common and $6,700,000 preferred were to be issued to acquire properties and for working capital, etc., balance being reserved for the erection of a steel plant and future requirements. The Sloss Iron & Steel Co. was to be taken over subject to $2,000,000 1st 6s, due 1917; also $1,835,000 general 4½s, subj. to call at par. Dividends are expected to be paid Q-M at Central Trust Co., N. Y. President, S. Haas; Sec. & Treas., J. H. McQueen, Birmingham, Ala.—V. 69, p. 1106, 1151.

Sterling Iron & Railway.—See SUPPLEMENT of January, 1898.

Susquehanna Coal.—See SUPPLEMENT of January, 1898.

Trenton Gas & Electric Co.—ORGANIZATION, ETC.—A consolidation in Feb., 1899, controlling all the gas and electric-light plants in the city and suburbs of Trenton, N. J.—V. 68, p. 573.

Stock, $2,000,000, all outstanding in voting trust until Mar. 1, 1902; par, $100. Bonds, $2,000,000 1st 50-year gold 5s, due March 1, 1949 ($1,000 each), int. M.-S., Colonial Trust Co., N. Y., trustee, of which $1,500,000 issued and $500,000 reserved for extensions and improvements. Pres., Henry C. Moore; Sec. & Treas., A. R. Kuser; Newark, N. J.—V. 68, p. 284, 573; V. 69, p. 29.

United Electric Co. of New Jersey.—ORGANIZATION.—Incorporated on March 6, 1899, in New Jersey, in the interest of the United Gas Improvement Co. of Philadelphia, to unite the electric-light, heat, and power companies of Northern New Jersey. Stock, all common, $20,000,000; all outstanding; par $100. Bonds, $20,000,000 50-year collateral trust gold 4s, interest to be guaranteed for the first five years by the United Gas Improvement Co. (see V. 68, p. 476, 620, 1134). Bonds are $500 and $1,000 each, interest being payable J-D at New Jersey Title Guarantee & Trust Co., Jersey City, trustee. A portion of the new securities, including about $18,000,000 4s, used to acquire the People's Light & Power Co. of Newark, the Morris County Electric Co. of Morristown, the North Hudson Light, Heat & Power Company of Hoboken and the Consumers' Light, Heat & Power Co. of Elizabeth, and to retire $3,000,000 bonded debt of the two last named companies, the former having no bonded debt. President, A. B. Carlton; Sec., Thomas J. George. Office, Newark, N. J.—V. 68, p, 476, 620, 1134.

United Fruit Co.—ORGANIZATION.—Incorporated in New Jersey on March 30, 1899, to control the tropical fruit business of the U. S. V. 68, p. 620, 979. Will act as a producer as well as shipper, owning plantations in Costa Rica, Jamaica, Cuba, Colombia, etc.; also steamship properties. For list of some of the properties acquired, see V. 68, p. 979, 1134; V. 69, p. 909, 1016. Stock authorized, $20,000,000; all common; par $100. Issued, $11,076,300. Coupon notes (6s), int. A.-O., issued for properties, $3,500,000, dated Oct. 1, 1899, one half due Oct 1, 1900, and one-half Oct. 1, 1901, are expected to be retired at maturity from earnings. V. 70, p. 87. See also official statement, V. 69, p. 854. First quarterly dividend, 2½ per cent, paid Oct. 16, 1899; 1900, Jan. 15, 2½ p. c. Dividends paid at Boston, Mass. Andrew W. Preston, Pres.; 1st V. P., Minor C. Keith; 2nd V. P., L. G. Burnham; Treas., (Chas. A. Hubbard; Sec., Bradley W. Palmer. Gen. offices, 60 State St., Boston, Mass.—V. 69, p. 1016; V. 70, p. 87.

United States Flour Milling.—CONSOLIDATION.—Incorporated April 27, 1899, in New Jersey, as a consolidation of 19 mills in Duluth, West Superior, Milwaukee, Buffalo, Syracuse and New York.

These properties are all owned absolutely, except the Hecker-Jones-Jewell Milling Co., of which 97 per cent of stock is owned and deposited under the mortgage. Aggregate capacity 39,000 barrels per day; storage and elevator capacity, 2,272,000 bushels. See prospectus, V. 68, p. 873, 929; V. 69, p. 29; official statement, V. 69, p. 1010.

STOCK AND BONDS.—Stock authorized, common, $12,500,000; pref., 6 per cent cum., $12,500,000. Outstanding, common, $3,500,000; pref., $5,000,000. Bonds authorized, $15,000,000; issued $7,500,000 1st 40-year gold 6s, $1,000 each, interest M-N, subject to call at 110 after 10 years; Central Trust Co., N. Y., trustee. An equal amount of U. S. Flour 6s was deposited to retire the $2,500,000 Hecker-Jones-Jewell 6s, of which in Sept., 1899, $1,004,000 had been exchanged. The $7,500,000 bonds, $7,500,000 preferred and $9,000,000 common stock in treasury can only be issued for other securities and property and also for working capital, not in excess of $1,500,000, however, to be issued for the latter.

OFFICERS.—President, George Urban, Jr., Buffalo, N. Y.; Vice-President, Jacob Amos, Syracuse, N. Y.; Treasurer, Thomas A. McIntyre, New York, N. Y., Sec., Joseph A. Knox.—V. 69, p. 854, 1010.

United States Pneumatic Horse Collar Co.—ORGANIZATION.—Owns basic patents for United States, Belgium and France for patent horse collar. V. 68, p. 930. Stock $1,000,000, full paid. (Par $1.) V. 68, p. 1078, 1134; V. 69, p. 83. F. R. Brooke, President and Manager; James Forseyth, Treasurer; J. Y. Robbins, Secretary. Office, 52 Broadway, New York.—V. 68, p. 930, 1078, 1134.

Virginia-Carolina Chemical Co.—ORGANIZATION.—Incorporated on Sept. 12, 1895, and has acquired most of the successful manufactories of commercial fertilizers from Balt. to Atlanta and Savannah. V. 68, p. 431; V. 69, p. 232, 964; also adv. in CHRON. Mar. 4, 1899.

STOCK.—Authorized (as increased July, 1899), common, $12,000,000; pref. (as to assets and div.), 8 per cent cum., $12,000,000; outstanding March, 1899, common, $4,363,900; preferred, $5,085,000. Of the new stock authorized in July, 1899, $4,600,000 common and $4,600,000 preferred, it was stated, was sold through a syndicate formed by John Skelton Williams, of Richmond, Va., to acquire additional properties and for a fund for further purchases, making the total amount of stock outstanding about $19,000,000.—V. 69, p. 964.

DIVIDENDS.—Dividends on preferred are paid Q.-J. 15. Dividends on common begun Dec. 1, 1896, and were paid in 1899; Dec., 99, 1 p. c.

OFFICERS.—President, S. T. Morgan; Secretary, S. D. Crenshaw; Treasurer, S. W. Travers, Richmond, Va.—V. 68, p. 431; V. 69, p. 232.

Virginia Iron Coal & Coke Co.—ORGANIZATION.—Incorporated in Feb., 1899. Owns entire stock ($3,000,000) and bonds ($1,000 000) of Virginia & Southwestern Ry.; 103 miles, (Bristol to Big Stone Gap, also to Elizabethton, Va.;) furnaces at Bristol, Roanoke, Salem, Pulaski, Maxmeadows and other points in Virginia, also 132,000 acres coal lands, 209,000 acres ore and timber lands, the latter owned and controlled, etc.—V. 68, p. 189, 479, 675; V. 69, p. 388.

Stock authorized, $10,000,000, all common; outstanding, $8,425,000; par, $100. Bonds, $10,000,000 1st 50-year gold 5s, due March 1, 1949, ($1,000 each), int. M.-S.; outstanding, $8,425,000; balance reserved for acquisition of additional property, working capital, etc.; interest at Manhattan Trust Company, N. Y., trustee. President, Geo. L. Carter; Sec., T. F. Davis; Treas., Edward B. Craig. Offices, Bristol, Tenn., and 80 Broadway, N. Y.—V. 68, p. 189, 479, 675; V. 69, p. 388, 758, 1252.

Wagner Palace Car Co.—See Pullman Company.

Dividends have been paid for many years, the rate being increased in 1896 from 6 to 8 per cent.—(V. 69, p. 332, 758, 854, 909.)

Wells, Fargo Express.—Incorporated under the laws of Colorado January 26, 1872. Dividends of 8 per cent yearly were paid for many years, but the semi-annual dividend paid in July, 1894, was reduced to 3 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; in 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, 6 p. c.; in 1900, Jan., 3. Stock increased $1,750,000 in 1894 to $8,000,000.—(V. 63, p. 563.)

Welsbach Commercial Co.—Incorporated June 27, 1895. Organized to sell incandescent lamps manufactured for use in the United States. Controls Welsbach Light Co. by ownership of majority of its capital stock, 105,025 shares, par, $5 per share. Capitalization, $7,000,000 of stock, one-half preferred cumulative 8 p. c.; then common is to receive 8 p. c.; then both share pro rata

ANNUAL REPORT.—For year ending Aug. 31, 1898 (See V. 67, p. 1158), gross, not reported; net, $287,727; dividends, $280,000; bal., surplus for year, $7,729. For 1896-7, gross, $427,315; net, $292,094.

DIVIDENDS.—*On preferred* in 1896, 8 p. c.; in 1897, 8 p. c.; in 1898, 7 p. c.; in 1899, Mar., 1 p. c.; Sept., 1 p. c; Dec., 1 p. c. N. Y. office, 40 Wall St. (V. 67, p. 1065, 1158.)

INDEX TO ADDITIONAL COMPANIES.

Some additional companies may be found in CHRONICLE as follows:

	Vol.	*Page.*
Ala. Consol. Coal & Iron	69	335
Alabama & Georgia Iron	69	907
American Brass	70	40
American Caramel	69	1147
American Graph-o-phone	70	40
American Grass Twine	68	1223
American Iron & Steel Mfg.	69	1347
American Mail SS	68	1223
American Market	68	1178
American Ry. Equipment	68	974
American Spring & Axle	69	1149
Am. Steril. Air & Transp'n	69	335
American Switch	69	1303
Artif. Lumber Co. of Amer.	69	1303
Atlas Tack	69	1303
Atchison & Eastern Bridge	67	578
Atlantic Iron & Steel	70	40
Baltimore Brick	69	335
Barrett Mfg. Co.	68	1074
Birdsboro Iron & Steel	69	908
Borax Consol. Limited	68	329
Boston Electric Light	69	1250
Boston Quicksilver	69	129
Brooklyn Development	68	870
Brooklyn Dock & Terminal	68	975
Brooklyn Gas & Elec. Light	69	1250
Calif. Fruit Canners' Ass'n	69	284
Calumet & Hecla	68	378
Canada Cycle & Motor	69	543
Canton Company	SUPP. Apr.,	1897
Carter-Crume Co	69	647
Central Hudson Steamboat	69	1195
Central Oil	69	1014
Chicago Pack. & Provision	69	1250
Chicago Telephone	68	1023
Chicago Trans. & Clearing	69	1011
Cincinnati Edison Electric	69	24
City of Chic. Brew. & Malt	69	78
Cleveland & Sandusky Brew.	66	1188
Colonial Sugar	69	1303
Columbus (O.) Edison	69	1195
Continental Cotton Oil	69	228
Contra Costa Water Co. of Oakland, Cal.	69	1105
Cuban Steel Ore	69	1195
Diamond State Steel	69	1303
Danville Bessemer Co	69	852
Danville (Va.) Tobac. Ware	69	79
Denver Union Depot	69	494
Diamond State Steel	69	1303
Edison Elec. Illum. of Boston	69	1060
Equitable Securities	69	1196
Federal Telephone	70	127
Flemington Coal & Coke	68	1070
Gas Self-Light. Co. of Amer.	68	1132
General Carriage	70	127
Hammond (G. H.) Co.	69	1303
Hudson County Gas	69	957
Hudson River Telephone	68	1133
Hudson River Water Power	70	40
Illinois Telep. & Teleg.	69	387
International Fire Engine	69	1250
Inter Smoke Powder & Dyna.	70	78
John B. Stetson Co.	69	1105
John Shillito Co of Cincin.	69	229
Kern Incandescent Gas	69	1251
Lackawanna Iron & Steel	70	78
Lewis Motor Vehicle	68	927
Manhattan Typewriter	69	336
Manufactured Rubber	69	706
Michigan Telephone	70	133
Milwaukee & Chicago Brew.	69	80
Mississippi Val. Telephone	68	928
Missouri Ed. Elec. Co. of St. L.	69	180
Monongahela Light & Power	69	285
National Car Equipment	68	928
National Cash Register	68	977
National Casket	69	131
National Typewriter	68	872
Newark Consolidated Gas	68	1226
New Orleans Brewing Ass'n.	69	1015
Newport News Abattoir	68	1233
New York Auto-Truck	69	1196
North. Ala. Coal, Iron & Ry.	69	181
Oakman Mot. Vehi Co. of Am.	69	181
Oceanic Steamship	69	1106
Ogden Gas Co. of Chicago	69	745
Pacific Coast Biscuit	69	1065
Pennsylvania Furnace	69	704
Penna. Sugar Refining	69	81
Pittsburg Brewing	69	1060
Pittsburg Stove & Range	69	1304
Pottstown Iron	69	1015
Railroad Equipment	69	909
Railway Automatic Sales	69	797
Reece Buttonhole Machine	68	1021
Riker Electric Vehicle	68	1227
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Standard Shoe Machinery	69	1151
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Sunday Creek Coal Co of Col.	68	334
Tacoma Land & Improvem't	69	132
Telephone Telegraph & Cable	69	1197
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Union Brick Co. of New Eng.	70	86
Union Light & Power of Salt Lake City	69	964
Union Steel & Chain	69	647
U. S. Bobbin & Shuttle	69	964
United States Finishing	69	82
United States Glass	69	694
United States Glue	68	979
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N. Y. and Brooklyn Banks, Trust and Fire Insurance Co's. and Miscellaneous Gas Co's.

NEW YORK AND BROOKLYN BANKS. (* State banks.)

Companies.	Capital. Par	Capital. Amount.	Surplus at latest dates.†	Dividends. Period.	1898.	1899.	Latest. %
New York	$	$	$				
America*....	100	1,500,000	2,814,200	J. & J.	14	14	Jan.'00. 7
Am. Exch...	100	5,000,000	2,651,800	M. & N.	7	7	Nov.'99. 3½
Astor	100	350,000	191,400	.....	.....	.....	Org. Jan.'98
Astor Place*	100	250,000	Cons'd wi	th Corn	Exch	. V. 6	8, p. 357,502
Bowery*	100	250,000	682,500	J. & J.	14	6	Jan.'00.11
Broadway..	25	1,000,000	1,624,300	J. & J.	12	12	Jan.'00. 6
Butch's'&Dr	25	300,000	101,000	J. & J.	6	6	Jan.'00. 3
Central	100	1,000,000	534,500	J. & J.	8	8	Jan.'00. 4
Chase.	100	1,000,000	1,596,700	J. & J.	10	11	Jan.'00. 6
Chatham ...	25	450,000	991,300	Q.—J.	16	16	Jan.'00. 4
Chemical....	100	300,000	6,560,100	Bi-m'ly.	150	150	Jan.'00.25
Citizens'	25	600,000	383,200	J. & J.	7	7	Jan.'00. 3½
City.....	100	1,000,000	4,938,700	M. & N.	15	15	Nov.'99. 5
Colonial* ...	100	100,000	97,800	.....	None	None	Dec.'97. 5
Columbia* ..	100	300,000	198,500	J. & J.	8	8	Jan'00. 4
Commerce ‡.	100	5,000,000	3,778,800	J. & J.	8	8	Jan.'00. 4
Continental.	100	1,000,000	531,600	J. & J.	6	6	Jan.'00. 3
Corn Exch.*	100	1,400,000	1,731,500	F. & A.	12	12	Feb.'00. 6
Dom. Exch.	100	300,000	Organize	d Nov.,	1899.	V.69,	p.1038,1329
East River..	25	250,000	148,200	J. & J.	8	8	Jan.'00. 4
11th Ward*.	25	100,000	136,700	J. & J.	8	8	Jan.'00. 4
Fifth.....	100	200,000	331,800	J. & J.	12	12	Jan.'00. 6
Fifth Ave*..	100	100,000	1,211,500	Q.—J.	100	100	Jan.'00.25
First	100	500,000	7,767,300	Q.—J.	100	100	Jan.'00.25
Fourth.....	100	¶3000000	2,171,800	J. & J.	7	7	Jan.'00. 3½
14th Street*	100	100,000	51,000	M. & N.	6	6	Nov.'99. 3
Franklin....	100	200,000	In liquid'	n; V.69,	p. 11	2, 26	2;V.68,p.751
Gallatin	50	1,000,000	1,718,600	A. & O.	12	12	Oct. '99. 6
Gansevoort*	50	200,000	16,700	F. & A.	None	None	Feb.'96. 2½
Garfield.....	100	200,000	979,100	Q.—M.	40	40	Dec.'99.10
Germ'nAm.*	75	750,000	318,500	F. & A.	6	6	Aug.'99. 3
Germ'n Ex.*	100	200,000	585,400	May.	10	10	May'99.10
Germania*..	100	200,000	774,600	M. & N.	10	10	Nov.'99. 5
Greenwich*.	25	200,000	168,600	M. & N.	6	6	Nov.'99. 3
Hamilton*..	100	200,000	96,600	J. & J.	6	6	Jan.'00. 3
Hanover....	100	1,000,000	2,711,900	J. & J.	10	10	Jan '00. 5
Hide& L'th'r	100	500,000	252,500	.....	.....	.....	.....
Home*	100	100,000	81,700	J. & J.	None	None	July'96. 3
Imp.& Trad.	100	1,500,000	5,82-,800	J. & J.	20	20	Jan.'00.10
Irving	50	500,000	412,200	J. & J.	8	8	Jan.'00. 4
Leather Mfr.	100	600,000	505,300	J. & J.	10	10	Jan.'00. 5
Liberty	100	500,000	445,900	.....	.....	.....	.....
Lincoln.....	100	300,000	848,200	Q.—F.	12	18	Nov.'99. 9
Manhattan*	50	2,050,000	2,114,100	F. & A.	8	8	Aug.'99. 4
Mkt & Fult.	100	900,000	1,017,900	J. & J.	10	10	Jan.'00. 5
Mechanics' .	25	2,000,000	2,197,100	J. & J.	8	8	Jan.'00. 4
Mech. & Tr*	25	400,000	129,800	J. & J.	6	None	July'98. 3
Mercantile..	100	1,000,000	1,084,800	J. & J.	6	6	Jan.'00. 3
Merchants'.	50	2,000,000	1,162,500	J. & J.	7	7	Jan.'00. 3½
Merch. Ex..	50	600,000	207,000	J. & J.	6	6	Jan.'00. 3
Metropolis*.	100	300,000	911,600	J. & D.	12	12	Dec.'99. 6
Mt. Morris*.	100	250,000	53,600	J. & J.	None	None	July,'94. 3
Mutual*	100	200,000	126,200	.....	.....	.....	.....
Nassau*	50	500,000	264,800	M. & N.	8	8	Nov.'99. 4
N. Amst'm*.	100	250,000	397,400	.....	.....	.....	Jan.'00. 5
New York..	100	2,000,000	1,999,200	J. & J.	10	10	Jan.'00. 5
N. Y. County	100	200,000	413,600	J. & J.	20	40	Jan.'00.25
N. Y. N. Ex.	100	300,000	78,100	F. & A.	None	None	Feb.'97. 2
Ninth	100	750,000	172,100	J. & J.	4	4	Jan.'00. 2
Nine'th W'd*	100	100,000	38,900	J. & J.	None	None	Jan.'97. 3
N. America.	10(	1,000,000	633,300	J. & J.	6	6	Jan.'00. 3
Oriental* ...	25	300,000	395,600	J. & J.	10	10	Jan.'00. 5
Pacific*	50	422,700	492,200	Q.—F.	8	8	Feb.'00. 2
Park.....	100	2,000,000	3,339,500	J. & J.	10	10	Jan.'00. 6
People's* ...	25	200,000	298,400	J. & J.	10	10	Jan.'00. 5
Phenix	20	1,000,000	252,500	J. & J.	6	6	Jan.'00. 3
Plaza*	100	100,000	145,-00	.....	.....	.....	V. 67, p. 275
Prod. Exch.*	100	1,000,000	329,900	A. & O.	6	6	Oct. '99. 3
Republic ...	100	1,500,000	974,100	J. & J.	8	8	Jan.'00. 4
Riverside*..	100	100,000	114,500	Q.—J.	6	6	Jan.'00. 2
Seaboard ...	100	500,000	629,500	J. & J.	6	6	Jan.'00. 3
Second.....	100	300,000	776,600	J. & J.	12	12	Jan.'00. 6
Seventh	100	300,000	200,300	J. & J.	None	3	Jan.'00. 3
Shoe & L'thr	100	1,000,000	170,100	Q.—J.	3	4	Jan.'00. 1
Sixth.....	100	200,000	In liquid'	n; merg	ed wi	th As	tor Nat'l.
State*.....	100	100,000	175,400	J. & J.	6	6	Jan.'00. 5
State of N.Y*	100	1,200,000	528,000	M. & N.	6	6	Nov.'99. 3
Tradesmens	40	750,000	See V. 67,	p. 738,	802;	V.68,	p. 1168.
Twe'f. Ward*	100	200,000	86,300	J. & J.	6	6	Jan.'00. 3
23d Ward*..	100	100,000	64,600	F. & A.	5	5	Aug.'99. 2½
Union‡.....	100	1,200,000	1,301,700	.....	.....	.....	Jan.'00. 5
Union Sq.*..	100	200,000	319,700	J. & D.	.....	6	Dec.'99, 3
U. States....	100	500,000	Consolid	ated wi	th W	est'n	National.
Western	100	2,100,000	1,292,800	.....	None	None	Jan.'94. 3
West Side*..	100	200,000	393,300	J. & J.	12	12	Jan.'00. 6
Yorkville*..	100	100,000	168,100	.....	.....	.....	.....
Brooklyn							
Bedford *...	100	150,000	124,149	J. & J.	8	8	Jan.'00. 4
Broadway*.	100	100,000	145,185	J. & J.	8	10	Jan.'00. 5
Brooklyn*..	100	300,000	163,960	J. & J.	7	7	Jan.'00. 3½
City	50	300,000	574,753	J. & J.	14	14	Jan.'00. 7
8th Ward*..	100	100,000	39,156	.....	.....	.....	.....
5th Avenue*	100	100,000	57,230	J. & J	5	5	Jan.'00. 2½
First.....	100	300,000	529,600	J. & J.	16	18	Jan.'00. 8
Fulton*.....	40	200,000	Absorbed	by Mec	hanic	s'. Se	e V.68, p.650
Hamilton*..	100	100,000	38,313	J. & J.	None	2½	July'99. 2½
Kings Co* ..	100	150,000	59,900	J. & J.	5	5	Jan.'00, 2½
Long Isl'd*.	100	400,000	.....	In liqui	datio	n.	July'96. 3
Manufac'rs'	30	252,000	460,957	J. & J.	8	10	Jan.'00. 5
Mechanics'*	50	500,000	392,172	J. & J.	11	10	Jan.'00. 5
Mech.&Tra*	100	100,000	201,639	J. & J.	10	15	Jan.'00. 5
Merch'nts*a	100	100,000	17,000	.....	.....	....	Estab. 1895.
Nassau.....	100	300,000	584,531	J. & J.	12	12	Jan.'00. 6
North Side.*	100	100,000	115,082	J. & J.	6	6	Jan.'00. 3
Peoples'*...	50	100,000	127,656	M. & N.	6	4	Nov.'99. 4
Scherme'h.*	100	100,000	60,565	.....	.....	.....	Op'd Oct.'94.
17th Ward*.	100	100,000	70,900	F. & A.	None	None	Aug.'95. 3
Sprague	100	200,000	225,100	J. & J.	6	6	Jan.'00. 3
26th Ward.*	100	100,000	56,795	J. & J.	6	6	Jan.'00. 3
Union*.....	100	100,000	55,783	J. & J.	None	None	July'97. 2
Wallabout*.	100	100,000	43,843	J. & J.	5	5	Jan.'00. 2½

† Dec. 2, 1899, for National and Dec. 4, 1899, for State banks and includes undivided profits. ‡ Consolidation of Nat. Union Bank and Nat. Bank of Commerce pending in January, 1900. See V. 70, p. 59. ¶ Reduced from $3,200,000 in January, 1899. *a* Title changed from German-American in Nov., 1899. See V. 69, p. 990.

NEW YORK AND BROOKLYN TRUST COMPANIES.

(For detailed statements see Chronicle of Feb. 3, 1900.

Companies.	Capital. Par	Capital. Amount.	Surplus & Undiv'ed Profits Dec 31'99	Dividends paid in '98 and '99, and also last dividend. Period.	'98.	'99.	Last Paid. %
Atlantic.....	100	1,000,000	396,045	Q.—J.	2	n'ne	Jan.,'98. 2
Bankers'.....	100	1,500,000	1,507,134	V.69,p. 262;		V.6	316, 473,8e4.
Cent. R.B.& T.	100	1,000,000	581,207	See V. 68,		p. 9	09; V. p. 474.
Central	100	1,000,000	10257566	Bi-mon	50	50	Jan.,'00.15
Century.....	....	2,000,000	1,000,000	See V. 69,		p. 1	131.
City.....	100	1,000,000	1,181,277	See V. 68,		p. 3	57.
Colonial	100	1,000,000	935,467	See V.6	3, p.	905.	Jan.,'00. 5
Continental..	100	500,000	607,386	Q.—J.	6	6	Jan.,'00. 1½
Farm. L. & Tr.	25	1,000,000	5,525,124	Q.—F.	30	30	Nov.,'99.10
Federal.....	....	1,000,000	500,000	....	.....	V. 6	9, p. 364, 575.
Fifth Avenue.	100	500,000	708,133	See V.	65,p	. 82	4; V. 66, p. 81.
Guar.Tr.,N.Y.	100	2,000,000	3,904,191	J. & J.	12	12	Jan.,'00 6
Inter. B. & Tr.	100	1,000,000	528,539	Began	bus	ines	s July 1,'99.
Knickerbock'r	100	1,000,000	957,884	J. & J.	6½	7	Jan.,'00. 3½
Manhattan ...	30	1,000,000	1,194,476	J. & J.	5	5	Jan.,'00. 3
Mercantile....	100	2,000,000	4,230,786	Q.—J.	12	16	Jan.,'00. 5
Merchants....	....	500,000	1,000,000	See V. 69,		p. 1	131, 1227.
Metropolitan .	100	1,000,000	1,425,265	J. & J.	10	10	Jan.,'00. 5
Morton.....	100	1,000,000	1,549,538	V.69,p.	9, 2	09,	676.
N.Y. Lf. I.& Tr.	100	1,000,000	3,432,713	J. & D.	40	40	Dec.,'99.20
N. Y. Sec. & Tr.	100	1,000,000	2,145,471	M. & N.	10	10	Feb.,'00. 5
No. American	100	2,000,000	1,129,669	See V. 69,		p. 3	16, 421.
Produce Exch.	100	2,500,000	2,641,466	V.69,p.	624.	127	7. July,'99.35
Real Estate...	100	500,000	483,628	J. & J.	7	8	Jan.,'00. 4
Standard	100	1,000,000	251,180	....	.....	.....	See V.67,p.*180*
State.....	100	1,000,000	1,261,889	J. & J.	6	6	Jan.,'00. 3
Title Gu.&Tr..	100	2,500,000	2,876,656	Q.—J.	8	9	Jan.,'00. 2½
Tr. Co. of Am.	100	2,500,000	2,635,606	See V.	68,	p. 1	003; V.69,p.9.
Tr. Co. of N.Y.	100	1,000,000	1,000,000	V. 69, p	.726	,113	1; V. 70, p. 60
Union	100	1,000,000	6,168,808	Q.—J.	32	32	Jan.,'00. 8
U.S.Mort.&Tr.	100	2,000,000	2,412,903	See Mi	scel	lane	ous Cos.
United States.	100	2,000,000	10738527	J. & J.	40	40	Jan.,'00.20
Washington..	100	500,000	683,253	J. & J.	8	9	Jan.,'00. 5
Brooklyn.							
Brooklyn.....	100	1,000,000	1,697,912	Q.—J.	16	16	Jan.,'00. 4
Flatbush.....	....	200,000	102,149	V.68,p.	105	6,11	13;V.69,p 112
Franklin.....	100	1,000,000	1,266,211	Q.—J.	8	10	Jan.,'00. 2½
Hamilton	100	500,000	654,861	Q.—F.	8	8	Feb.,'00. 2
Kings County.	100	500,000	941,548	Q.—F.	8	9½	Nov.,'99. 2½
Long I.L.&Tr..	100	500,000	530,069	Q.—J.	8	8	Jan.,'00. 2½
Man'rs',Bklyn	100	500,000	737,907	Q.—J.	9	10	Jan.,'00. 4
Nassau.....	100	500,000	366,198	F. & A.	6	6	Feb.,'00 3
People's.....	100	1,000,000	1,360,791	Q.—J.	10	10	Jan.,'00. 2½
Williamsburg	....	700,000	388,561	See V.	68,	p. 4	07.

NEW YORK AND BROOKLYN FIRE INSURANCE COMPANIES.

Companies.	Capital. Par.	Capital. Amount.	Net Surplus, Dec. 31, 1898.*	Dividends. 1897.	1898.	1899.	Last Paid. %
	$	$	$				
Broadway..	25	200,000	8,403	10	5	2½	Feb.,'99. 2½
Citizens'	20	300,000	142,511	7	8	8	Jan.,'00. 4
Com'nw'lth .	100	500,000	286,812	9	6	6	Jan.,'00. 3
Continental.	100	1,000,000	3,479,235	20	27½	25	Jan.,'00.12½
Eagle	40	300,000	809,299	15	15	15	Oct., '99. 7½
Empire City.	100	200,000	78,317	6	6	6	Jan.,'00. 3
German Am.	100	1,000,000	3,922,009	25	30	30	Jan.,'00.15
Ger. Alliance	100	200,000	277,730	....	....	....	.....
Germania...	50	1,000,000	2,093,713	12	12	15	Jan.,'00. 7½
Greenwich..	25	200,000	443,409	10	10	10	Jan.,'00. 5
Hamilton...	15	150,000	100,309	6	6	6	Jan.,'00. 3
Hanover....	50	1,000,000	705,711	8	10	10	Jan.,'00. 5
Home	100	3,000,000	4,427,802	10	10	10	Jan.,'00. 5
Kings Co....	20	150,000	181,499	12	12	5	July,'98. 6
Nassau.....	50	200,000	278,262	10	10	10	Jan.,'00. 5
New York...	100	200,000	131,403	6	6	6	Aug.,'99. 3
Niagara.....	50	500,000	771,777	10	10	10	Jan.,'00. 5
North River.	25	350,000	298,217	7	7½	8	Oct., '99. 4
Pacific.....	25	200,000	244,124	10	10	10	Jan.,'00. 5
Peter Cooper	20	150,000	119,163	10	10	10	Aug.,'99. 5
Phenix.....	50	1,000,000	1,520,709	10	10	10	Jan.,'00. 5
Stuyvesant .	25	200,000	37,466	6	6	6	Jan ,'00. 3
Unit'd States	25	250,000	227,683	8	8	8	Jan.,'00. 4
Westchest'r.	10	300,000	1,134,520	10	10	16	Aug.,'99. 8
W'msb. City	50	250,000	1,087,329	20	20	24	July,'99.12

* Over all liabilities, including re-insurance, capital and scrip.

GAS COMPANIES.—SEE ALSO MISCELLANEOUS.

Companies.	Par.	Securities afloat.	Period.	Dividends and Interest. '98.	'99.	*Date. %
Bingh. (N. Y.) G. W..	$100	$450,000	.....	.....	1	Jan. 20,'00, 1
1st M. 5s, g.....	1,000	475,000	A. & O.	5	5	April 1, 1938
Col'mb's(O.)G.L &H.	....	1,698,825	.....	.....	1½	Feb., '00, 2
Pref., non cum....	....	3,065,800	.....	.....	6	Oct. 10,'99, 3
Con. Gas (N.J.) Stk..	100	1,000,000	.....	....	....	.....
Con. M., gold....c*	1,000	880,000	J. & J.	5	5	Jan. 1, 1936
L. Br. L'g 1st M.6s.	1,000	15,000	J. & J.	6	6	Jan. 15, 1914
Indianapolis Gas....	50	2,000,000	Q.—M.	(?)	(?)	(?)
1st mortgage.....	1,000	2,750,000	M. & N.	6	6	1920
Jack.(Mich.) Gas Stk	50	250,000	M. & N.	3	4	Dec. 1, '99, 2
1st M. 5s, g.....	1,000	250,000	A. & O.	5	5	Mar. 1, 1937
Madison(Wis.)G.&E	100	400,000	J. & J.	4	4½	Jan.20'00,2½
1st M. 6s, g.....	1,000	350,000	A. & O.	6	6	Apr. 1, 1926
Minneap. G. L., Stk.	50	800,000	J. & J.	8	8	(?)
1st mort. 6s.....	1,000	600,000	M. & S.	6	6	Mar. 1, 1902
1st con. gold 6s....	1,000	2,232,000	M. & S.	6	6	1910-1930
Mun'l Gas (Alb, N.Y)	100	2,000,000	Q.—F.	9	10	Feb.1,'00, 2½
1st mortgage, g....	1,000	500,000	J. & J.	6	6	July 1, 1906
New Orleans G. L...	100	3,750,000	J. & J.	5½	5	Jan.15'00,2½
1st mortgage.....	1,000	32,000	J. & J.	5	5	Various.
N. Y. Mut'l G.L.--St'k	100	3,500,000	J. & J.	8	7	Jan. 10,'00, 1
Roch'st'r G.& El.com	100	2,150,000	.....	n'ne	n'ne	.....
Preferred.....	100	2,150,000	F. & A.	6	6	Feb. 1, '00, 3
1st cons. mort.....	1,000	2,000,000	M. & N.	5	5	Nov. 1, 1912
2d mort.....	....	300,000	M. & S.	5	5	Mar. 15, 1918
St.Jos.(Mo.) Gas Stk.	100	1,000,000	M. & S.	....	2¾	Sep.20,'99 1½
1st Mort. 5s, g.....	1,000	750,000	J. & J.	5	5	July 1, 1937
St.P.(Minn.)G.L.Stk.	100	1,500,000	Q.—F.	1	4	Nov.15,'99,1
1st M., currency...	1,000	650,000	J. & J.	6	6	July 1, 1915
Consol. M.....	1,000	600,000	J. & J.	6	6	July 1, 1918
Gen. mort. gold....	1,000	2,428,000	M. & S.	5	5	Mar. 1, 1944
Syr'c'se(N.Y.)G.Stk.	100	1,975,000	.....	....	....	.....
1st mort. g.....c*	1,000	1,612,000	J. & J.	5	5	Jan. 1, 1946
Wash'n (D. C.) G. L..	20	2,600,000	Q.—F.	10	15	Nov.1,'99,2½
Reg., 6, Series A, g	Var's	300,000	J. & J.	6	6	J'ne30,'02-27
Reg., 6, Series B, g	Var's	300,000	J. & J.	6	6	Dec.31,'04-29

* This column shows last dividend on *stocks*, and maturity on *bonds*

THE INVESTORS'

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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April 28, 1900.

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THE INVESTORS' SUPPLEMENT.

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ENLARGING YARD AND TERMINAL FACILITIES.

Those who follow the railroad news of the day must be struck with the activity of the railroads in providing new facilities for the movement of their traffic. To the casual observer, this result may seem to be effected chiefly through additional motive power and reductions of grades. These are among the essential means, of course. Further study, however, will develop the fact that railroad operating officers are very generally enlarging the capacity of their yards and terminals to meet the demands of a constantly increasing business. It is not always the railroad with the lowest grades and the heaviest or most ample equipment that moves its traffic most promptly. Often this claim may be made by a road with well located and ample yards and alert management, which is resourceful in getting its cars over the road to their destination promptly and then returned with the least delay. A management which does this is pretty sure to arrange to have a full equipment, but if it is not able to secure that, it makes up as best it can for much of the deficiency, which otherwise might be serious. One important way in which this is done is by avoiding delays in yards. It may be noted, however, that very few companies are not carrying out, at some point along their lines, extensive additions to their yard facilities, or adding to their terminals.

This movement has been particularly noticeable at New York, where it might be supposed that adequate terminals were long ago provided. Growing business has made extensive improvements necessary in recent years. The Pennsylvania, Jersey Central, Erie and Lehigh Valley, have each spent heavy sums of late on their New York terminal facilities, and the expenditures are by no means over. The Delaware Lackawanna & Western is re-arranging its Hoboken terminals to enlarge their capacity, and has been buying land at other points on New York harbor for new freight receiving stations. The Lehigh Valley has just leased a valuable tract of land on the East River in New York, to be utilized as a yard, so that a saving in time may be made over the present method of loading and unloading freight. The Philadelphia & Reading is expending large sums in re-arranging its freight terminals at Philadelphia, and the Baltimore & Ohio is building immense new coal piers, warehouses, etc., at Baltimore, to give larger capacity for the prompt shipment of its traffic. These are but a few instances of improvements of a similar nature which are likely to grow more important in the future, as the need of providing for the heavier business of the railroads becomes still more imperative. Not many people recognize how much has been done within a comparatively short time to improve the passenger terminals of the railroads. Millions of dollars have been thus spent in a very few cities. Costly stations have been built at Boston, Philadelphia, Indianapolis, Jersey City, Montreal; Columbus, Ohio; Albany, Portland, Maine; Portland, Oregon; and many Western cities.

Frequently the most difficult problem in building such new terminals has been the arrangement of the terminal yards. These must be most carefully designed to facilitate the movement of trains. The problem, however, is much more serious in designing freight yards. In fact there have been few freight yards which have seemed to thoroughly meet the conditions that have had to be met. The situation of the land, its grades, the shape of the plot, or some other matter, has often hampered the design, so that freight yards which are deemed thoroughly satisfactory and suitable as models to be duplicated are very few. Yet yards, as now laid out, are almost as much better fitted to their purposes than those of ten years ago as the freight cars which use them. With all that, the theory of the proper design of freight yards for given conditions has advanced insufficiently. Yet, as indicated above, it is one to which the railroads are forced to give increasing and serious attention in order to move their enormous business promptly. On many roads the movement of

freight is more dependent on the capacity of the yards than on the amount of the equipment. "Car famines," of which so much is heard, are frequently the result of inability to make up trains in the yards and forward them, thus causing blockades and a deficiency in the car supply. It is not often that they result through business being so pressing that cars are in full and profitable use, and worked to their utmost capacity. A railroad having yards of ample size and well arranged, making it easy for cars to be quickly classified and forwarded to destination, or to the end of each of its divisions, is able to make up for many other deficiencies in handling freight. In particular, it is able to vastly economize the use of equipment.

Yard designing has not yet formulated any definite rules of invariable practical application. It has often happened that a yard considered as theoret ically correct has been a lamentable failure when built. The famous Edgehill yards of the London & Northwestern, near Liverpool, are an excellent type of admirably designed yards working well practically. These are about the best known of recently built railroad yards; and while to the railroad officer the point of chief interest in them may be the extent to which the gravity system of switching cars is used with success, the non-technical observer will probably be chiefly impressed by their size. Since they were put in operation some years ago, there has been an immense impetus to yard designing in the United States, and some of considerable size have been built. The indications are, however, that the railroads here are only entering upon the development of a great problem. The rapid and enormous increase in railroad tonnage in the last few years has brought out most clearly the need of providing every facility for promptly moving tonnage. Additional equipment requires larger and better arranged yards. The larger trains now hauled by the heavier motive power used also demand a re-arrangement of yards, and so from many sides the railroad officers are being pressed to devote their energies to this question as never before.

The railroads must hold their traffic by reducing the time of its transit. This does not necessarily mean increasing the speed of the trains. Indeed, a good deal of the tonnage and passenger travel is carried at needlessly accelerated speeds. But much time can be saved in the movement of freight business, especially by avoiding delays in transit. In the progress of railroading, almost an infinite number of means have been developed to this end which it would be useless to specify. The heavier motive power now used, with the larger coal and water capacity of their tenders, has permitted delays which were considerable to be much minimized. But with the use of all such means the savings they effect seem outweighed by those possible of attainment through the re-arrangement and enlargement of yards and terminals. Usually this involves costly work, but not in all cases. The reconstruction of the Grand Central Station in New York is an illustration of how costly the re-arrangement of terminals may be. That of the Pennsylvania at Jersey City, of the Reading at Philadel phia, and the very recent instance of the construction of the Southern Union Station at Boston, all exemplify how heavy a burden has been put upon the railroads in late years to provide larger terminal facilities. A different illustration is afforded by the experience of a road near New York, which found its train service inadequate to the demands of the business, yet was limited by its existing terminals to the number of trains it was then running. Careful study of these tracks, however, showed that they could be re-arranged without great expenditure, and without enlarging the ground they covered, so that their apparent limited capacity could be more than doubled. Such instances illustrate the intimate relation between yard capacity and the development of traffic. It is bringing railroad officers to see the necessity of concentrating a good deal of attention upon the problem of adjusting the capacity of divisional classification and distributing yards, as well as those at terminals, to the needs of the expanding railroad traffic. Some of the most interesting improvements now being carried out are along these lines.

THE EFFICIENCY OF BALLASTING.

The cost of ballasting absorbs a large share of the heavy improvement expenditures made by the railroads annually. It is an item in railroad maintenance the importance of which is generally recognized, and is assuming a greater share in railroad work each year. The amount of new ballast put in the track is a conspicuous part of the record of betterments made by every leading road. Besides the expenditure for new ballast, there is a continual necessity for renewing old material. Through the extension of new work and these renewals, the expenditure on account of ballast is likely to grow from year to year.

There is, however, another element working in the same direction; we refer to the tendency more evident on the best roads to use a superior quality of ballast where the traffic is at all heavy. A few years ago a road well ballasted with gravel was considered in remarkably good condition, other things being equal. Now, broken stone ballast is laid in the main tracks of most of the leading Eastern roads, or at least on their busiest sections. What this means in the way of added first cost may be in part appreciated by the fact that a good gravel ballast is estimated at $1,000 to $1,500 per mile, including surfacing, etc. Broken stone ballast is estimated at from $2,500 to $3,000 per mile. These figures are only approximate and will vary greatly in different sections of the country; but they sufficiently illustrate the relative cost of the two qualities.

How considerable a part of the year's expenses the cost of ballasting is may generally be ascertained by a brief examination of the annual reports of most companies. It is hardly practicable to illustrate by mentioning specific instances, because the methods of accounting on different roads vary so much. Some idea, however, of the extent to which ballasting is still carried on by the best maintained roads, which might be supposed to be limited largely to renewals, may be illustrated by the work planned for this year by the New York Central. That company, according to a recent statement, will use over 1,000,000 cubic yards of new ballast in its tracks this year. This may be assumed to be approximately equal to 330 miles, although the thickness of the ballast naturally regulates the number of miles a given quantity will cover. The Pennsylvania, it may be said, has a far greater amount of stone ballast in its track than any other road, but it is adding largely to the quantity each year. It has recently undertaken to lay with

broken stone ballast the ninety miles of road between Camden and Atlantic City, and a considerable portion of it is already done. This action is of more than usual interest, because last year a considerable expenditure was made on this division in coating the roadway with oil to diminish the dust from the gravel ballast. This, it appears, was not sufficiently satisfactory in its results to induce the company to longer postpone the more costly expenditure involved in stone ballasting.

The growing use of the costly broken stone as ballast, where a company's finances permit the expenditure, is in considerable measure due to the constant need of strengthening the track. The heavy motive power and large capacity cars running heavily loaded at high speed impose a tremendous strain on the roadbeds. Many companies have found their tracks so badly damaged after a short use of new heavy equipment that it has had to be withdrawn from service until the track could be materially strengthened. Even on the roads where the track expenditures have been most lavish in order to gain a substantial bed, the strength of the roadway has not been very much greater than has been requisite to withstand the demands upon it by the heavy loads moving over it. As a matter of fact, it is the question of the stability of the track which now largely limits the loads that the railroads must carry. Some time ago the strength of the bridges determined this point on a number of roads. Railroad bridge work, however, has been so generally rebuilt that it has been possible to put in new structures planned for greatly increased loads over those now carried. Mechanical engineers profess their ability to build motive power of far greater capacity than so far designed, if the track can be brought into condition to withstand the added weights of the engines. It is claimed that rails of the weights now rolled are sufficiently heavy, although their life is limited. This leaves the strength afforded by the ballasting to be considered. It is claimed by some that the further development of heavy equipment is limited by the strength which it is possible to give a railroad track through ballasting. This is something of a radical theory, but that it should be formulated indicates the importance of good ballasting.

Without entering upon the broad question thus raised, it may be admitted that the ballast to a considerable degree fixes the stability of the track. Further, broken stone ballast, all things considered, seems the strongest support for the roadbed now used by the railroads. This much being granted, its rapidly extending use is easily understood. In defining the requirements of railroad ballast recently, a well-informed committee of a railroad engineering association laid stress first upon the fact that it furnished a solid and uniform bearing for the crossties; then, that it distributed the load over a large surface of the roadbed, and, third, held the crossties in position. There appears pretty general agreement on broken stone as the ballast which best satisfies these leading requirements, and its use is recommended where its cost, as already intimated, is not prohibitive.

Not all roads, however, are so situated that they have to prepare for the movement of the heaviest rolling stock. They have a wide range of choice among material, some of which is of comparatively recent introduction for general use. Furnace slag is highly recommended for roads adjacent to iron furnaces, and many Western roads are using burnt clay ballast, among other material, with seeming satisfaction. There are few railroads in this country having any length of main line which are not required to ballast their chief divisions. It is a comparatively short time since a well ballasted track was a rare distinction confined to a few roads in the Eastern States. The increasing volume of business and the heavier trains have forced this improvement, and will require it to be carried much further in the next few years. As stated above, the problem has apparently been reduced to the alternative of either providing additional means of making the track more solid or preventing the further development of motive power. Some engineers have been inclined to take the ground that the point to which it is possible to bring the stability of track has been about reached, and that the determining element is in the ballast. Perhaps the majority of maintenance-of-way officers would not agree with this theory, but at any rate the efficiency of ballast as contributing to a solid roadbed is sufficiently indicated by the raising of such a question.

RAILWAY SAFETY APPLIANCES.

The equipment of railway cars with automatic couplers and train brakes, as required by the Safety Appliances Act of 1893, progressed for a long time with such discouraging slowness as to give good ground for original misgivings that the law could never be carried into complete effect. That the majority of the railroads seven years after its passage have not yet complied completely with its provisions might be considered prima facie evidence of the non-success of the law; except that the force of statistical figures has quite thoroughly demolished such superficial reasoning in the matter. The number of railway employes killed and injured during the year ended June 30th 1898 was smaller than the number killed and injured during the twelve months ended June 30th 1893. In the coupling and uncoupling of cars 154 less persons were killed and 4,289 less injured in the later than in the earlier year. Notwithstanding this large reduction, 279 persons were killed and 6,988 were injured during the year ended June 30 1898 in the coupling and uncoupling of cars. Such results show that an incompletely executed law may be at least better than no law at all.

The British Parliament is now legislatively seeking in this Safety Appliances Act a pattern for a similar measure, which will probably soon become the law of Great Britain. In that country the ratio of lives lost to the number of men employed in coupling and uncoupling cars has been as great as that formerly existing in this country, where the ratio has now been so materially cut down, as indicated by the figures already quoted.

The Safety Appliances Act was approved March 2nd 1893, but was not to become effective until January 1st 1898, discretion as to the time limit being vested in the Inter-State Commerce Commission. The first section prohibited carriers from hauling trains in inter-State traffic which were not controlled by train brakes. The second section similarly forbade hauling or permitting to be hauled cars not equipped with automatic couplers.

When the law was passed, the country was on the very verge of financial panic, and during the four following years the gross revenues of railways fell off 100 million dollars. The period was one of great financial distress, and while many of the roads did their best to equip their cars with the safety appliances, yet so general promised to be the failure to completely comply with the Act that the Inter-State Commerce Commission finally postponed the time limit until January 1st 1900. The roads equipped, as well as those not equipped, demanded this extension of time; for the company which hauled an unequipped car belonging on another road was held by the terms of the law to as strict account as the company owning the car. Had the law at that time been strictly enforced, according to the estimate of the Inter-State Commerce Commission, the withdrawal of freight cars from service would have amounted to forty per cent. This would have seriously affected all the roads, as from forty to sixty-five per cent of the car mileage in inter-State traffic is by foreign cars which come to the various roads in exchange of business.

It is indeed curious that at the expiration of this increased time limit 182 railroads were again compelled to petition for a further extension of time, and on precisely the reverse ground of the reason pleaded with equal justice two years before. Poverty was a previous excuse, whereas prosperity was the new plea for delay. While two years before the railroads had just begun to emerge from a long period of bad business which had crippled their attention to improvements, they were now provided with more traffic than could be taken care of. With all their cars in demand and more needed, to draw off a considerable portion of their rolling stock at once for a change of couplers would have proved a costly inconvenience, not only to them but to the business interests of the country generally. Many cars also had been drafted into service only to meet temporary emergencies, and when normal conditions again prevail will be laid aside. Also, the factories where couplers are made have had their capacity taxed to the utmost in the carrying out of orders for the manufacture of an enormous number of new cars equipped with the automatic couplers.

The Commission was forced by such conditions to again exercise its discretionary authority, and so extended the time seven months further, until August 1st 1900—two months beyond the time considered absolutely necessary. Already fifty-one roads had, according to the Commission's announcement, equipped 95 per cent of their cars with the coupling and braking devices, while, if the same rate of equipping were maintained on other roads during the next six months which was maintained during the previous six months, the terms of the law would be almost generally complied with before the expiration of the new time limit.

The special report of the Commission stated that a few roads, owing to special causes, had been prevented from making satisfactory progress during the whole of the preceding six months, but these roads would, at the rate of equipping then going on, be able to have their equipment completed within six months from December 1 1899. Of these the Denver & Rio Grande was instanced as an example. That company had, at the time of the report, only one-half its standard-gauge cars equipped, but its President stated that the remainder could be equipped within six months. Numerous small roads owning a very small number of cars had made, and probably would make, no substantial progress toward equipment of their rolling stock. These roads were situated almost wholly within States, and they hauled inter-State traffic, if at all, in the cars of other companies. In addition, it was stated that three or four important systems, within the six months from December 1, would not be able to have their equipment completed by ordinary exertion. The unequipped cars belonging to those systems would, however, in the opinion of the Commission, be so insignificant as compared with the total number of cars in service as to cause no inconvenience to the shipping public by their withdrawal.

The Commission did not think great difficulty would be met with in obtaining the material for the completion of equipment, for no particular make of coupler is insisted on, and many different standards are used. For instance, the Chicago Milwaukee & St. Paul road has upon its cars couplers of 17 different types, the number of couplers in the four most used types being 6,000, 1,000, 12,000 and 11,000 respectively. The Illinois Central has 33 different types, the number in the six most used types being 8,058, 3,121, 11,247, 2,150 and 1,413 respectively. It was also stated that "in view of the fact that the total demand for couplers for old cars will be less, since many roads have completed their equipment, and in view of the further fact that it must be presumed that various companies have long since placed their orders for the necessary appliances, we think there can be no difficulty in procuring within the next six months the necessary number of couplers of some standard and approved makes."

The railroads are undoubtedly anxious to completely install these safety devices at the earliest possible time. From the joint convention of the Master Car Builders' Association and of the American Railroad Master Mechanics' Association, which will meet in Saratoga in June, such recommendatory action is expected as may result in absolutely insuring complete equipment with safety appliances before August 1st. This could be done by an agreement between the lines that such of their unequipped cars as just previous to the expiration of the time limit may be abroad shall be equipped by the roads on which they are being run, expense being charged to the roads owning them.

The necessities of railroad development, as well as obedience to the law, will no doubt lead to such substitution of equipment without any further delay that can be avoided. A non-uniform system of coupling devices consisting of old and new types is admittedly more dangerous than link and pin couplers used alone. It frequently allows of telescoping of cars, as it provides little or no resistance to buffing. While the cost of these new safety appliances is greater than the cost of the old devices, yet the expense of repairs is considerably less, and there is also, of course, a big item saved in damage suits. Owing to the avoidance in the automatic coupler of the undue play or slack in the link and pin coupler, this substitution of old for new devices also enhances the economical and successful operation of the brakes. In the train brakes, as well as in the automatic couplers, not only is the danger element greatly minimized, but the requirements of a progressive and convenient service are also met.

ECONOMICAL SPEED EFFICIENCY.

Determination of the most economical, or rather the best paying, degrees of speed at which different classes of trains shall be run, is a feature of railroading which appears to increase in difficulty as it gains steadily in importance. No factor in connection with development of net earning capacity now merits or receives more serious consideratiou from railroad officials.

The tendency towards higher speed in train service has reached a stage where the folly of it, from the railroad standpoint, is clearly perceived. The impossibility, however, even if competition were removed, of diminishing the fast speed facilities of a service to which the public has now become educated, is also recognized. As regards the passenger service especially, the demand for fast travel appears not to abate, but to gain headway from every effort the railroad companies make to gratify it. Any fixed limitations in the higher speed tendencies of at least a few special passenger trains seems therefore a long way off in the future.

The great transportation difficulty hence arises of making safe and economical provision for such specially fast passenger trains without correspondingly increasing the speed of the entire passenger service and of the freight service as well. If a slow train is in front of a fast train on the same track, the fast train catches up with it, or in railroad parlance "runs over it," so that the slow train must be sidetracked. This involves loss of coal power and probably some extra expense in subsequently accelerating speed to make up time. If the fast train is in front of the slow train then there is an ever widening gap of track to which the slow train has practically an exclusive use.

With reference to freight train service, there is no doubt that a further continuance of the tendency towards higher speed must seriourly impair the economical performance of motive power. As it cannot be expected that such increased cost would be offset by extra compensation from the shippers for the extra speed (except, perhaps, in the case of perishable freight), a continued higher speed tendency only means unjustifiable waste. If, on the other hand, by agreement between managers, there could be moderate reductions in average speed, then heavier loads could be hauled with the same motive power as before, and rates might be so cheapened thereby as to more than make good to shippers any loss arising from the slower service.

The steady gain in the rate of speed of freight trains during the last fifteen years, up to a certain point, undoubtedly assisted in considerably reducing operating expenses. Certain special economies of course followed from the decreased time of train service. For instance, there was prevention of loss in wages, in interest on equipment, and in the energy of heat radiated from boilers. Beyond a definite limit, however—and motive power officials generally believe that limit now well reached—such economies fail to compensate for the added expenses for fuel and for wear and tear on the entire equipment of railroads. The same amount of work done in lesser time necessarily must require a greater fuel consumption. In many instances engines of twice the power must now handle the same freight train loads as fifteen years ago.

The shipper finds the element of time important chiefly in determination of the interest he must deduct from the money value of his shipment. If his goods can be delivered the same day there need be no deduction for interest. In general, however, days not hours comprise the units of his time reckonings. The average railway passenger, however, figures the value of his time with reference to the speed of the train, not in day but in hour units, and in the case of suburban service, not in hour but in minute units.

The rushing tendency of modern business life puts a constantly increasing premium on the value of time. When a traveler saves time once through a specially fast train, he seeks to save more time in the same way again. This originates a clear and positive public demand which the railroads as common carriers and as caterers to public convenience cannot ignore. Conservative financial policy, however, tends to restrain over-hastiness in discounting development of such demand. Indeed it is felt, the demand should be met only so fast as its earnestness is unmistakably evidenced in a public readiness to make good the increased bill for costs. As a matter of fact, higher speed for passenger trains is dependent far more on the disposition of the personal beneficiaries of such higher speed to pay for it than upon mechanical or engineering considerations.

A locomotive with a light load can be geared to run at almost any reasonable speed. But heavier loads demand increased boiler power, and require with increased speed a more rapid increase in the heat units of energy. No special formulas for axles, crank pins, side rods, piston rods, boilers, etc., contain factors relating to speed. Nor is different material required for freight than for passenger locomotives.

The expense, however, of passenger locomotives is nearly always greater than that of freight locomotives. This is for the simple reason that more is expected of them on account of the greater speed at which they are to run, which, translated, means greater power. Moreover, the higher speed produces greater strains, hence the number of locomotive failures becomes more frequent. Also the running of such fast trains must to some extent injure the capacity to handle other trains. Unavoidable delays occur in keeping the road clear. Accident risks increase, partly from the greater liability of breakage to machinery and roadbed damage, partly from the greater danger of actual collisions. Higher speed must mean less safety, unless extra precautions are taken, which involve heavy outlay of funds ; unless, in fact, the whole road service becomes keyed to a higher and more expensive pitch.

Such problems of train speed seem gradually destined to work out their satisfactory solutions. All general railroad improvements are really steps towards such solutions. Railroad men seem ready enough now to recognize that higher speed for certain classes of trains has become a permanent and not a transitory tendency. Railroad policy appears now to be directed towards fixing common and definite standards of uniformity, and of separation in the present multi-varying grades of speed. Such policy may ultimately aim at separate tracks for trains of different rates of speed. It is well understood that resulting economies could go far towards offsetting the great expense occasioned. Delays and accidents would become minimized. The faster trains would make long runs without stops, while the slower trains would suffer no troublesome

detentions because of the necessity of keeping the track clear. Trains generally would cease to require special expenditures on added fuel for acceleration of their motion.

The extra requirements of capital for satisfactorily meeting the problems of economical speed efficiency, are mainly comprised in the cost of general improvements. Most of these, the needs of ordinary fast service, or even of the slow but heavy freight service, of the present day, legitimately warrant, or even demand. They include more solid construction of bridge floors, heavier rails, more efficient braking power for rolling stock, block signals, interlocking apparatus and fences, closer inspection of lines, and in the cities elevation of tracks.

The most interesting feature of present day railroad development is the steady accomplishment of these improvements. As they progress and become paid for from the revenues of contemporaneous business, there should result a steadily diminution in the rate of increasing cost for faster service.

A NEW FORM OF CAR TRUST.

Mr. Edward S. Avery, of 67 Wall Street, has devised a form of car trust which he thinks possesses advantages over the ordinary form of such trusts. Its object is to apply towards the purchase of new cars the yearly contributions now made in reduction of car trust indebtedness. The following is an extract from a letter which Mr. Avery has addressed to the Knickerbocker Trust Company, in which the plan is outlined at length.

Car trust agreements are used only as a last resort, because they require the payment of one-tenth or one-sixth of the unpaid cost of the cars annually and draw high interest rates. Most railway managers would prefer to obtain the capital necessary for equipment by issuing first mortgage bonds running for a period of many years, requiring no annual payment on account of the principal and drawing a low rate of interest. Repairs and renewals are supposed to maintain the integrity of the equipment as security.

We have endeavored to prepare a new form of car trust certificate affording railway companies advantages similar to those of a first mortgage bond. We would propose an issue of car trust certificates or bonds in an amount equal to eighty or ninety per cent of the cost of cars given as security, running for twenty or thirty years, requiring no annual payment on account of the principal, and drawing interest at the same rate as is obtainable on the railway company's first mortgage bonds. Thus, if four per cent first mortgage bonds could be negotiated, let the car trust certificates draw four per cent interest. They would be offered for sale at a price which would net the investor a little higher rate of interest than would be obtainable on the first mortgage bonds at the market price.

Are cars good security for a loan of thirty years? The integrity of such security could be maintained by monthly or semi-annual payments into a sinking fund, which would be expended at the end of say every third year in the purchase of new cars. This simply provides specifically for maintaining the equipment, which every well-regulated railway company should do independently of any car trust. A covenant to add new cars every third year might not require cash payments into a sinking fund. Bonds or stocks of equal market value instead of cash could be deposited with the trustee, monthly or semi-annually, and withdrawn at the end of the third year when the new cars were assigned to the trustee, or in the case of the stronger companies financially, a simple covenant to add a certain number of new cars periodically might be sufficient.

The following table shows how cars would depreciate in value but the integrity of the security be maintained. It begins with cars costing $100,000. They are supposed to depreciate at the rate of one-tenth yearly. New cars are purchased and added to the security at the end of every third year out of the sinking fund, which accumulates at the rate of ten per cent of the cost of the original cars each year during the first three years. 13⅓ per cent per annum during the next three years and 16⅔ per cent per annum thereafter. The salvage or scrap value of the original cars (20 per cent of $100,000, or $20,000,) could be applied in part payment of the sum required for the sinking fund in the twelfth year. Every third year thereafter about ten thousand dollars for salvage could be applied in the same way. Deduct also the interest on the sinking fund. Thus we have an average yearly net requirement of, roughly, $12,000 for the sinking fund, to which should be added $3,600 per year for interest at the rate of 4 per cent on the $90 000 of certificates, making a total requirement of $15,600 per year. The purchase of new cars every third year keeps the equipment up to date, and results in an increase in the number of cars. There would be about twice the original number of cars in service after the ninth year. The value of the security is fully maintained during the first nine years, then it gradually increases until the eighteenth year, after which it remains at $110,000. At the end of thirty years the security, including the salvage value of old cars remaining on hand, would be worth $40,000 more than the debt of $90,000.

VALUE OF THE WOODEN CARS AT THE DATE OF THE AGREEMENT $100,000; VALUE AT THE END OF THE—

3rd yr.	*6th yr*	*9th yr.*	*12th yr.*	*15th yr.*	*18th yr.*
$70,000	$40,000	$10,000	.....	.....	.....
30,000x	21,000	12 000	$3,000	....	.....
	40,000x	28,000	16,000	$4,000	.....
$100,000		50,000x	35,000	20,000	$5.000
	$101,000		50,000x	35,000	20,000
		$100,000		50,000 x	35,000
			$104,000		50,000x
				$109,000	
					$110,000

21st yr.	*24th yr.*	*27th yr.*	*30th yr.*
$5,000	.....	.....	.....
20,000	$5,000	.....	.....
35,000	20,000	$5,000	.....
50 000x	35,000	20,000	$5.000
	50,000x	35,000	20,000
$110,000		50,000x	35,000
	$110,000		50.000x
		$110,000	
			$110,000

x New cars purchased out of sinking fund.

The size of the sinking fund in a specific case would depend upon the kind of cars, the work for which they were intended, etc.

Six ordinary car trusts of ten years each would be required to accomplish results which could be obtained by the use of one thirty year car trust. If our certificates drew four per cent interest as compared with five per cent for the ten-year car trust certificates we would effect a saving of about $1,500 per year in interest. The time and expense required in creating five ten-year car trusts would be avoided.

If steel cars, having a life of twenty years, were used, the annual payment into the sinking fund would be about one-half that shown in the table.

INDEX TO COMPANIES—CONSOLIDATED, &c.

Companies not given in the SUPPLEMENT tables in their alphabetical order may be found by reference to the Index below.

NAME.	WILL BE FOUND UNDER—
Alabama Central	Southern Railway Co.
Alamogordo & Sacramento Mtn.	New Mexico Ry. & Coal.
Albemarle & Raleigh	Wilmington & Weldon.
American Air Power	Compressed Air Co.
American Bell Telephone	American Telephone & Telegraph.
American Biscuit & Mfg	National Biscuit
American Dock & Improvement Co.	Central of New Jersey.
American Spirits Manufacturing	Distilling Co. of America.
Ashtabula & Pittsburg	Pittsburg Youngstown & Ashtabula
Atchison & Nebraska	Chicago Burlington & Quincy.
Atlantic & Northwest	Canadian Pacific.
Atlantic & Yadkin	Southern Ry. (also Wilm. & Weldon)
Battle Creek & Sturgis	Lake Shore & Michigan Southern.
Bay City & Battle Creek	Michigan Central.
Belleville & Carondelet	Illinois Central System.
Belleville & Eldorado	Illinois Central System.
Bell's Gap	Pennsylvania & Northwestern.
Birmingham Equipment	Kansas City Memp. & Birmingham.
Booneville Bridge	Missouri Kansas & Texas.
Boston Clin. Fitch. & New Bed	Old Colony.
Boston & N. Y. Air Line	N. Y. New Haven & Hartford.
Boston Rubber Shoe	United States Rubber (Miscel. Co's)
Boston Winthrop & Shore	Boston Revere Beach & Lynn.
Brooklyn & Montauk	Long Island.
Brunswick & Chillicothe	Wabash.
Brunswick & Western	Savannah Florida & Western.
Buffalo City Gas	Buffalo Gas.
Buffalo New York & Philadelphia	Western New York & Pennsylvania.
Buffalo St. Mary's & Southwest	Pittsburg Shawmut & Northern.
Buffalo & Southwestern	Erie RR.
Burlington & Missouri River	Chicago Burlington & Quincy.
Busk Tunnel	Colorado Midland.
Cairo Vincennes & Chicago	Cleveland Cin. Chicago & St. Louis.
California & Oregon	Central Pacific.
California Pacific	Southern Pacific RR.
Calumet Gas	People's Gas Light & Coke.
Camden & Atlantic	West Jersey & Sea Shore.
Canada Central	Canadian Pacific.
Carolina Midland	Southern Ry.
Cedar Falls & Minnesota	Dubuque & Sioux City.
Cedar Rapids Iowa Falls & N. W.	Burlington Cedar Rapids & North'n.
Cedar Rapids & Missouri River	Chicago & North Western.
Central Branch Union Pacific	Central Branch.
Central New York & Western	Pittsburg Shawmut & Northern.
Central of Ga. RR. & Banking	Central of Ga. Ry.
Central Ohio	Baltimore & Ohio.
Central Union Gas	New Amsterdam Gas.
Charlotte Columbia & Augusta	Southern Railway.
Charlottesville & Rapidan	Southern Railway.
Chicago & Atlantic	Chicago & Erie.
Chicago Burlington & Northern	Chicago Burlington & Quincy.
Chicago Clinton Dubuque & Minn.	Chicago Milwaukee & St. Paul.
Chicago Ft. Madison & Des Moines.	Chicago Burlington & Quincy.
Chicago Gas	Peoples Gas L. & Coke.
Chicago Gas Light & Coke	Peoples' Gas L. & C. (Miscel. Co's.)
Chicago & Great Western	Chicago Terminal Transfer RR.
Chicago Hammond. & Western	Chicago Junction.
Chicago & Indiana Coal	Chicago & Eastern Illinois.
Chicago & Iowa	Chicago Burlington & Quincy.
Chicago Milwaukee & N. W.	Chicago & North Western.
Chicago & North Michigan	Pere Marquette.
Chicago & Northern Pacific	Chicago Terminal Transfer.
Chicago & Ohio River	Indiana Decatur & Western.
Chicago & Pacific	Chicago Milwaukee & St. Paul.
Chicago Santa Fe & California	See Atchison System, Apr.,'96, SUP.
Chicago & St. Louis	Atchison Topeka & Santa Fe.
Chicago St. Louis & New Orleans	Illinois Central.
Chicago St. Louis & Pittsburg	Pittsb'rg Cincinnati Chicago & St. L.
Chicago St. Paul & Kansas City	Chicago Great Western.
Chicago St. Paul & Minneapolis	Chicago St. Paul Minn. & Omaha.
Chicago & Tomah	Chicago & North Western.
Chicago & West Michigan	Pere Marquette.
Chicago Wisconsin & Minnesota	Wisconsin Central.
Cincinnati Connecting Belt	Cincinnati Portsmouth & Virginia.
Cincinnati Ind. St. Louis & Chicago.	Cleveland Cin. Chic. & St. Louis.
Cincinnati Sandusky & Cleveland	Cleveland Cin. Chic. & St. Louis.
Cincinnati Southern	Cincinnati New Orleans & Tex. Pac.
Cincinnati & Springfield	Cleveland Cinn. Chic. & St. Louis.
Cincinnati Wabash & Michigan	Cleveland Cin. Chic. & St. Louis.
Clearfield & Jefferson	Pennsylvania & Northwestern.
Clearfield Bituminous Coal	Beech Creek.
Cleveland Belt & Terminal	Wheeling & Lake Erie.
Cleveland Canton & Southern	Wheeling & Lake Erie.
Cleveland Columbus Cin. & Ind	Cleveland Cin. Chic. & St. Louis.
Coast Ry. of Nova Scotia	Halifax & Yarmouth.
Columbia & Greenville	Southern Railway.
Columbian El. Car Light. & Brake.	Consol. Ry. El. Lighting & Equip.
Colorado Bridge	International & Great Northern.
Columbus & Cincinnati Midland	Baltimore & Ohio.
Columbus Connecting & Terminal	Norfolk & Western.
Columbus & Hocking Valley	Hocking Valley.
Columbus & Indianapolis Central	Pittsb. Cincinnati Chic. & St. Louis.
Columbus Shawnee & Hocking	Columbus Sandusky & Hocking.
Columbus & Toledo	Hocking Valley.
Columbus Northwestern	Detroit & Lima Northern.
Concord	Concord & Montreal.
Consolidated Ice	American Ice.
Consol. Kan. City Smelt'g & Refin'g.	American Smelting & Refining.
Consolidated Terminal Railway	Kansas City Suburban Belt.
Consolidated Vermont	Central of Vermont.
Consumers' Gas	Peoples' Gas L. & C. (Miscel. Co's.)
Current River	Kansas City Fort Scott & Memphis.
Dakota Central	Chicago & North Western.
Dakota & Great Southern	Chicago Milwaukee & St. Paul.
Dallas & Waco	Missouri Kansas & Texas.
Danbury & Norwalk	New York New Haven & Hartford.
Danville & Grape Creek	Chicago & East Illinois.
De Bardeleben Coal & Iron	Tennessee Coal & Iron (Miscel.)
Delano Land	Lehigh Valley.
Denver Consolidated Gas	Denver Gas & Electric.
Denver Consolidated Electric	Denver Gas & Electric.
Denver Leadville & Gunnison	Colorado & Southern.
Denver & Rio Grande Western	Rio Grande Western.
Des Moines & Minnesota	Chicago & North Western.
Des Moines Northern & Western	Chicago Milwaukee & St. Paul.
Detroit & Bay City	Michigan Central.
Detroit Bay City & Alpena	Detroit & Mackinac.
Detroit Grand Rapids & Western	Pere Marquette.
Detroit Mackinac & Marquette	See Miscellaneous Companies.
Detroit Monroe & Toledo	Lake Shore & Michigan Southern.
Duluth Mississippi River & North.	Great Northern.
Duluth Short Line	St. Paul & Duluth.
Dutchess County	Central New England Railway.
East Line & Red River	Missouri Kansas & Texas.
East River Gas	New Amsterdam Gas.
East Tenn. Va. & Ga	Southern Railway.
Eastern of Mass. (also East. of N. H.)	Boston & Maine.
Eastern of Minnesota	Great Northern.
Easton & Amboy—Easton & North.	Lehigh Valley.
Edison Elec. Ill. of Brooklyn	Kings Co. Elec. Light & Power.
Edison Elec. Ill. of N. Y.	N. Y. Gas & Elec. Lt. Heat & Pow.
Electric Axle Light & Power	Consol. Ry., Elec. Light'g & Equip.
Elizabethtown Lexing. & Big Sandy.	Chesapeake & Ohio.
Elmira State Line	Tioga RR.
El Paso & Northeastern RR.	New Mexico Railway & Coal.
Equitable Gas Light & Fuel	Peoples' Gas L. & C. (Miscel. Co's.)
Equitable Gas Light Co. (N. Y.)	New Amsterdam Gas.
Erie & Kalamazoo	Lake Shore & Michigan Southern.
Erie & Western Transportation Co.	Connect. Terminal RR. (of Buffalo).
Escanaba & Lake Superior	Chicago & North Western.
Eureka Springs	St. Louis & North Arkansas.
European & North American	Maine Central.
Evansville Henderson & Nashville.	Louisville & Nashville.
Evansville Rockford & Eastern	Louisville Evansv. & St. L Consol.
Evansville Terre Haute & Chicago.	Chicago & Eastern Illinois.
Fargo & Southern	Chicago Milwaukee & St. Paul.
Flint & Pere Marquete	Pere Marquette.
Florence & Cripple Creek	Denver & Southwestern.
Florida Southern	Savannah Florida & Western.
Fort Dodge & Omaha	Illinois Central.
Fort Scott Equipment	Kansas City Ft. Scott & Memphis.
Fort Smith & Van Buren Bridge	St. Louis & San Francisco.
Fremont Elkhorn & Missouri Val.	Chicago & North Western.
Georgia Midland & Gulf	Georgia Midland Ry.
Georgia Pacific	Southern Railway.
Grand River Valley	Michigan Central.
Green Bay Winona & St. Paul	Green Bay & Western.
Harlem River & Portchester	New York New Haven & Hartford.
Hastings & Dakota	Chicago Milwaukee & St. Paul.
Hereford	Maine Central.
Hoboken Ferry	N. Y. & Hobok. Ferry (Miscel. Co's)
Holly Wayne & Monroe	Pere Marquette.
Housatonic	New York New Haven & Hartford.
Huntingburg Tell City & Cannelit'n.	Louisville Evansv. & St. L. Consol.
Huntington & Big Sandy	Ohio River.
Hyde Park Gas	People's Gas L. & C. (Miscel. Co's.)
Illinois & St. Louis	Louisville Evansv. & St. L. Consol.
Indiana Bloomington & Western	Peoria & Eastern.
Indiana & Lake Michigan	St. Joseph South Bend & Southern.
Indianapolis Cin. & Lafayette	Cleveland Cin. Chic. & St. Louis.
Indianapolis & Louisville	Chicago Indianap. & Louisville.
Indianapolis & St. Louis	Cleveland Cin. Chic. & St. Louis.
Iowa & Dakota	Chicago Milwaukee & St. Paul.
Iowa Falls & Sioux City	Dubuque & Sioux City.
Iowa Midland	Chicago & North Western.
Iowa & Minnesota	Chicago Milwaukee & St. Paul.
Jackson Lansing & Saginaw	Michigan Central.
Jacksonv. St. Aug. & Indian Riv.	Florida East Coast.
Jacks. Louisv. & St. Louis (Jack. S E.)	Jacksonville & St. Louis.
Jacksonville Tampa & Key West	Savannah Florida & Western.
Jefferson Madison & Indianapolis.	Pittsburg Cincinnati Chic. & St. L.
Johnson Co. of Pennsylvania	Federal Steel.
Joliet & Chicago	Chicago & Alton.
Junction & Breakwater	Delaware Maryland & Virginia.
Kalamazoo Allegan & Gr. Rapids.	Lake Shore & Michigan Southern.
Kalamazoo & White Pigeon	Lake Shore & Michigan Southern.
Kansas City Eldorado & Southern	Missouri Kansas & Texas.
Kansas City Fort Scott & Gulf	Kansas City Fort Scott & Memphis.
Kansas City & Indep. Air Line	Kansas City Suburban Belt.
Kansas City & Memphis Ry. Bridge.	Kansas City Fort Scott & Memphis.
Kansas City & Pacific	Missouri Kansas & Texas.
Kansas City Pitts. & Gulf	Kansas City & Southern.
Kansas City St. Louis & Chicago	Chicago & Alton.
Kansas City Southeastern & Memp.	Kansas City Fort Scott & Memphis.
Kansas City Springfield & Memphis.	Kansas City Fort Scott & Memphis.
Kansas City Wyandotte & N'th'w'n.	Kansas City Northwestern.
Kansas & Missouri	Kansas City Fort Scott & Memphis.
Kansas Pacific	Union Pacific.
Keithsburg Bridge	Iowa Central.
Kentucky Central	Louisville & Nashville.
Kentucky Distilleries & Warehouse.	Distilling Co. of America.
Keokuk & Western	Chicago Burlington & Quincy.
Knox & Lincoln	Maine Central.
Lamson Consol. Store Service	American Pneumatic Service.
Lawrence	Pittsburg Youngstown & Ashtabula.
Leamington & St. Clair	Canada Southern.
Leavenworth Topeka & Southwest.	Leavenworth & Topeka.
Lebanon Valley	Chatham & Lebanon Valley.
Lehigh & New York	Lehigh Valley.
Lehigh & Susquehanna	Lehigh Coal & Navigation (Miscel.)
Leroy & Caney Valley	Missouri Pacific.
Lexington & Frankfort	Louisville & Nashv'le (L. C. & Lex.)
Lima Northern	Detroit & Lima Northern.
Lincoln & Northwestern	Chicago Burlington & Quincy.
Lincoln Park & Charlotte	Buffalo Rochester & Pittsburg.
Litchfield Carrollton & Western	Quincy Carrollton & Western.
Litchfield & Madison	Chicago Peoria & St. Louis.
Little Rock Jct.—Little R. & Ft. Smith	Missouri Pacific.
Little Rock & Memphis	Choctaw & Memphis.
Long Dock Company	Erie RR.
Long Island City & Flushing	Long Island.
Louisiana & Missouri River	Chicago & Alton.
Louisville Cincinnati & Lexington	Louisville & Nashville.
Louisville & Frankfort	Louisville & Nashv.—L. C. & Lex.
Louisville New Albany & Chicago	Chicago Indianapolis & Louisville.
Louisville New Orleans & Texas	Illinois Central (Yazoo & M. V.)
Louisville St. Louis & Texas	Louisville Henderson & St. Louis.
Louisville Southern	Southern Railway.
Mahoning Coal	Lake Shore & Michigan So. System.
Manitoba Southwest'n Colonization.	Canadian Pacific.
Marietta Mineral	Toledo & Ohio Central Extension.
Marietta & North Georgia	Atlanta Knoxville & Northern.
Marquette Hougton & Ontonagon	Duluth South Shore & Atlantic.
Massawippi	Connecticut & Passumpsic.
Maysville & Lexington	Kentucky Central.—Louis. & Nash.
McKeesport & Belle Vernon	Pittsb. McKeesport & Youghiogheny.
Memphis & Charleston	Southern Railway.
Memphis Clarksville & Louisville	Louisville & Nashville.
Memphis Equipment	Kansas City Memphis & Birming'm
Memphis Kansas & Colorado	Kansas City Fort Scott & Memphis.
Memphis & Ohio	Louisville & Nashville.
Merchants' Bridge	St. Louis Merch'ts' Bridge Ter. RR.

NAME.	WILL BE FOUND UNDER—
Menominee River	Chicago & North Western.
Metropolitan Elevated	Manhattan Elevated.
Metropolitan Ferry	Long Island.
Michigan Equipment	Pere Marquette.
Michigan-Peninsular Car	American Car & Foundry.
Midland of Indiana	Chicago and Southeastern.
Midland of New Jersey	New York Susquehanna & Western
Midland Terminal	Denver & Southwestern.
Milwaukee & Lake Winnebago	Wisconsin Central.
Milwaukee Lake Shore & Western	Chicago & North Western.
Milwaukee & Madison	Chicago & North Western.
Milwaukee & Northern	Chicago Milwaukee & St. Paul.
Milwaukee & St. Paul	Chicago Milwaukee & St. Paul.
Minneapolis & Duluth	Minneapolis & St. Louis.
Minneapolis & Pacific	Minneap. St. P. & Sault Ste. Marie.
Minneap. Sault Ste. Marie & Atl'tic	Minneap. St. P. & Sault Ste. Marie.
Minneapolis Union, Minn. Western	Great Northern.
Minnesota Central	Chicago Milwaukee & St. Paul.
Minnesota & Northwestern	Chicago Great Western.
Minnesota Valley	Chicago & North Western.
Missisquoi Valley	Central Vermont.
Mississippi River Bridge	Chicago & Alton.
Missouri Kansas & Eastern	Missouri Kansas & Texas.
Missouri & Western	St. Louis & San Francisco.
Mobile & Bay Shore	Mobile & Ohio.
Mobile & Girard	Central of Georgia Ry.
Monongahela River RR	Baltimore & Ohio.
"Monon Route"	Chicago Indianapolis & Louisville.
Montana Central	Great Northern.
Montauk Extension RR	Long Island
Montgomery & Eufaula	Central of Georgia Ry.
Morris Canal	Lehigh Valley.
Mount Morris Electric Light	N. Y. Gas & Elec. Lt. Heat & Pow.
Mutual Fuel Gas	People's Gas Light & Coke.
Nantasket Beach RR	New York New Haven & Hartford
Nashua & Lowell	Boston & Lowell.
Nashua & Rochester	Worcester Nashua & Rochester.
National Cordage	Standard Rope & Twine.
National Electric	Philadelphia Electric.
National Linseed Oil	American Linseed.
Nebraska	Chicago Burlington & Quincy.
Newark Somerset & Straitsville	Baltimore & Ohio.
New Brunswick	Canadian Pacific.
Newburg & New York	Erie RR.
New Haven & Derby	New York New Haven & Hartford.
New Jersey Midland	New York Susquehanna & Western.
New Jersey Southern	Central of New Jersey.
New Orleans & Gulf	New Orleans & Southern.
New Orleans Mobile & Texas	Louis. & Nash. (N. O. & Mobile Div.)
New Orleans Pacific	Texas & Pacific.
Newport & Richford	Connecticut & Passumpsic.
Newtown & Flushing	Long Island.
New York Biscuit	National Biscuit.
New York & Brooklyn Ferry	Brooklyn Ferry (Miscell. Co's.).
New York Elevated	Manhattan Elevated.
New York & Erie	Erie RR.
New York Lake Erie & Western	Erie RR.
New York & Manhattan Beach	N. Y. Brooklyn & Manhat. Beach.
New York & New England	New England RR.
New York & Northern	New York & Putnam.
New York Pennsylvania & Ohio	Erie RR.
New York Providence & Boston	New York New Haven & Hartford.
New York & Ontario Land	New York Susque. & Western.
New York & Oswego Midland	New York Ontario & Western.
New York & Rockaway	Long Island.
New York & Wilkesbarre Coal	New York Susquehanna & West.
Nodaway Valley	Kan. City St. Jos. & Council Bluffs.
Norfolk & Petersburg	Norfolk & Western.
Norfolk Southern	Norfolk & Southern.
Norfolk Terminal & Transfer	Chesapeake & Ohio.
Northeastern RR. of So. Carolina	Atl. Coast Line RR. of So. Car.
Northern Alabama	Southern Ry.
Northern Illinois	Chicago & North Western.
North Missouri	Wabash.
North Shore	Canadian Pacific.
North Wisconsin	Chic. St. Paul Minn. & Omaha.
Northern California	Southern Pacific RR.
Northern Ry. (Cal.)	Southern Pacific RR.
Northwestern Grand Trunk	Chicago & Grand Trunk.
Northwestern Union	Chicago & North Western.
Ocean Steamship	Central of Georgia Ry.
Ohio Central	Toledo & Ohio Central.
Ohio Falls Car Manufacturing	American Car & Foundry.
Ohio Indiana & Western	Peoria & Eastern.
Ohio & Mississippi	Baltimore & Ohio Southwestern.
Ohio River & Charleston	So. Carolina & Georgia Extension.
Ohio & West Virginia	Hocking Valley.
Omaha & Grant Smelting	American Smelting & Refining.
Ontario & Quebec	Canadian Pacific.
Oregon Central & Eastern	Corvallis & Eastern.
Oregon Improvement	Pacific Coast Co.
Oregon Short Line & Utah Northern	Oregon Short Line.
Oswego & Rome	Rome Watertown & Ogdensburg.
Ottawa Oswego & Fox River	Chicago Burlington & Quincy.
Ottumwa Cedar Falls & St. Paul	Chicago & North Western.
Paducah Tennessee & Alabama	Louisville & Nashville.
Pawtuxet Valley	New York New Haven & Hartford.
Pecos Valley	Pecos Valley & Northeastern.
Pennsylvania Mfg. Light & Power	Philadelphia Electric.
Pennsylvania & N. Y. Canal	Lehigh Valley.
Penn. Poughkeepsie & Boston	Lehigh & New England.
Penobscot Shore Line	Maine Central.
Pensacola & Atlantic	Louisville & Nashville.
Petersburg	Atlantic Coast Line RR. of Va.
Philadelphia & Reading	Reading Company.
Phil. Reading & New England	Central New England Railway.
Pittsburg Akron & Western	Northern Ohio.
Pittsburg Cincinnati & St. Louis	Pitts. Cinn. Chic. & St. Louis.
Pittsburg & Connellsville	Baltimore & Ohio.
Pittsburg Shenango & Lake Erie	Pittsburg Bessemer & Lake Erie.
Pittsfield & North Adams	Boston & Albany.
Pleasant Hill & De Soto	Kansas City Clinton & Springfield.
Plymouth & Middleboro	Old Colony RR.
Portland & Ogdensburg	Maine Central.
Portland & Rochester	Boston & Mrine.
Portland Saco & Portsmouth	Boston & Maine.
Portsmouth & Dover	Boston & Maine.
Portsmouth Great Falls & Conway	Boston & Maine.
Postal Telegraph Cable	Commercial Cable.
Prescott & Eastern	Santa Fe Prescott & Phœnix.
Quincy Alton & St. Louis	Chicago Burlington & Quincy.
Ravenswood Spencer & Glenville	Ohio River.
Republican Valley	Chicago Burlington & Quincy
Rich Hill	Kansas City Ft. Scott & Mem.
Richmond & Danville	Southern Railway.
Richmond & Petersburg	Atl. Coast Line RR. of Virginia.
Richmond York River & Ches	Southern Railway.
Rochester & Pittsburg	Buffalo Rochester & Pittsburg
Rutland-Canadian	Rutland.
St. Charles Bridge	Wabash.
St. Lawrence & Ottawa	Canadian Pacific.
St. Louis Alton & Terre Haute	Illinois Central System.
St. Louis Arkansas & Texas	St. Louis Southwestern.
St. Louis Bridge & Tunnel	Terminal Association of St. Louis.
St. L., Cape Girardeau & Ft. Smith	Southern Missouri & Arkansas.
St. Louis & Chicago	St. Louis Peoria & Northern.
St. Louis Chicago & St. Paul	Chicago Peoria & St. Louis.
St. Louis Council Bluffs & Omaha	Wabash.
St. Louis Indianapolis & Eastern	Illinois Central.
St. Louis Iron Mount'n & Southern	Missouri Pacific System.
St. Louis Jacksonville & Chicago	Chicago & Alton.
St. Louis Kansas City & Northern	Wabash.
St. Louis Keokuk & S. W	Chicago Burlington & Quincy.
St. Louis Kansas & Southwestern	Kansas Southwestern.
St. Louis Peoria & Northern	St. Louis & Northern Short Line.
St. Louis Southern	Illinois Central System.
St. Louis Wichita & Western	St. Louis & San Francisco.
"St. Paul"	Chicago Milwaukee & St. Paul.
St. Paul Minneapolis & Manitoba	Great Northern.
St. Paul & Pacific	Great Northern.
St. Paul & Sioux City bonds	Chic. St. Paul Minn. & Omaha.
St. Paul Stillwater & T. F	Chic. St. Paul Minn. & Omaha.
Sandusky Mansfield & Newark	Baltimore & Ohio.
Sault St. Marie & Southwestern	Chic. St. Paul Minneap. & Omaha.
Savannah & Charleston	Charleston & Savannah.
Savannah & Western	Central of Georgia Ry.
Schuylkill River East Side	Baltimore & Ohio.
Scioto Valley & New England	Norfolk & Western.
Seaboard Air Line	Seaboard & Roanoke.
Seattle & Northern	Pacific Coast.
Shenandoah Valley	Norfolk & Western.
Sherman Denison & Dallas	Missouri Kansas & Texas.
Sherman Shreveport & Southern	Missouri Kansas & Texas.
Shore Line	N. Y. New Haven & Hartford.
Short Creek & Joplin	Kansas City Fort Scott & Memphis.
Sioux City & Nor. and S. City & W	Great Northern.
Sioux City & Pacific	Chicago & North Western.
Smithtown & Port Jefferson	Long Island.
Sodus Bay & Southern	Elmira & Lake Ontario.
South Carolina	South Carolina & Georgia.
South Florida	Savannah Florida & Western.
South Georgia & Florida	Savannah Florida & Western.
South Side (Va.)	Norfolk & Western.
Southeastern & St. Louis	Louisville & Nashville.
Southern Minnesota	Chicago Milwaukee & St. Paul.
Southern Pacific Branch	Southern Pacific of California.
Spartanburg Union & Columbia	Asheville & Spartanburg.
Spirits Distributing	Distilling Co. of America.
Spokane Falls & Northern	Great Northern.
Standard Distilling & Distributing	Distilling Co. of America.
Steubenville & Indiana	Pittsburg Cinn. Chic. & St. Louis.
Stockton & Copperopolis	Southern Pacific of California.
Sturgis Goshen & St. Louis	Lake Shore & Michigan Southern.
Sugar Trust	American Sugar Refining.
Sunbury & Erie	Philadelphia & Erie.
Superior Short Line	Chicago St. Paul Minn. & Omaha.
Syracuse Northern	Rome Watertown & Ogdensburg.
Taylor's Falls & Lake Superior	St. Paul & Duluth.
Tarkio Valley	Kan. City St. Jos. & Council Bluffs.
Tebo & Neosho	Missouri Kansas & Texas.
Terre Haute & Southeastern	Evansville & Indianapolis.
Texas Mexican	Mexican National.
Toledo Ann Arbor & No. Michigan	Ann Arbor Railway.
Toledo Belt	Wheeling & Lake Erie.
Toledo Cincinnati & St. Louis	Toledo St. Louis & Kansas City.
Toledo Columbus & Cincinnati	Toledo & Ohio Central.
Toronto Grey & Bruce	Canadian Pacific.
Troy & Boston	Fitchburg.
Tunnel Railroad of St. Louis	Terminal Ass'n of St. Louis.
Union	Northern Central.
Union Pacific Denver & Gulf	Colorado & Southern.
Union & Logansport	Pittsburg Cincin. Chicago & St. L.
Union Ter. Ry. of Kansas City, Kan.	Kansas City Suburban Belt.
Union Tobacco	American Tobacco.
United States Cordage	Standard Rope & Twine (Misc. Co's.).
Upper Coos	Maine Central.
Utah Central	Rio Grande Western.
Utah Nev. & Cal	Oregon Short Line.
Utah & Northern	Oregon Short Line.
Utah & Pacific	Oregon Short Line.
Utah Southern	Oregon Short Line
Utica & Black River	Rome Watertown & Ogdensburg.
Valley Ry. of Ohio	Cleveland Terminal & Valley.
Venice & Carondelet	Louisville Evans. & St. L. Consol.
Verdigris Val. Independ'ce & West	Missouri Pacific.
Vicksburg & Meridian	Alabama & Vicksburg.
Virginia & Tennessee	Norfolk & Western.
Waco & Northwestern	Houston & Texas Central Railway.
Walker Co	West'ghouse El. & Man. (Misc. Co's.).
Ware River	Boston & Albany.
Warren & Venango	Dunkirk Allegheny & Pittsburg.
Warwick Valley	Lehigh & Hudson River.
Washington City & Point Lookout	Baltimore & Ohio.
Washington Ohio & Western	Southern Ry.
Wellington Grey & Bruce	Canadian Pacific.
Western & Atlantic	Nashville Chattanooga & St. Louis.
Western Equipment	Pere Marquette.
Western Minnesota	St. Paul & Northern Pacific.
Western North Carolina	Southern Railway.
Western Pacific	Central Pacific.
West Jersey	West Jersey & Seashore.
West Wisconsin	Chic. St. Paul Minneap. & Omaha.
Wilkesbarre & Eastern	N. Y. Susquehanna & Western.
Willmar & Sioux Falls	Great Northern.
Wilmington Columbia & Augusta	Atl. Coast Line RR. of So. Car.
Wilmington & New Bern	Wilmington & Weldon.
Wilmington Ry. Bridge	Carolina Central.
Winona & St. Peter	Chicago & North Western.
Wisconsin & Minnesota	Wisconsin Central Company.
Wisconsin Minnesota & Pacific	Minneapolis & St. Louis.
Wisconsin Valley	Chicago Milwaukee & St Paul.
Worthington, Henry R. Co	International Steam Pump Co.
Wyoming Southern	Union Pacific.
York & Peach Bottom	Baltimore & Lehigh.
Zanesville & Ohio River	Ohio & Little Kanawha.
Zanesville Terminal	Columbus Sandusky & Hocking.

RAILROAD COMPANIES.

(For Miscellaneous Companies see pages 156 to 174 inclusive.)

EXPLANATORY.—This Supplement is expressly intended for use in connection with the investment news and official reports published from week to week in the Chronicle. Frequent references are therefore made to the volume and page of the Chronicle (as, V. 64, p. 000) where fuller information may be found. Following each statement also is given a reference to the latest news item in the Chronicle respecting the company. As every such item contains a reference to the last preceding item, the reader can run back over the company's history at pleasure. Annual reports are in black-faced figures, and *italics* indicate a paragraph headed by the name of some *other* company.

Index.—Any company not in its regular alphabetical order may be found by means of the index to roads leased and consolidated.
Dividends.—The *dividends* tabulated in the text are those actually *paid* during the calendar years named, irrespective of when *earned.*
Net earnings are given after deducting operating expenses and usually taxes, but not interest, rentals or other fixed charges.
Securities.—These are described in table at head of page [except the stock, for lack of space, sometimes only in text below] as follows:
Miles of Road.—Opposite bonds, this means the miles of road owned covered by the mortgage.
Size or Par Value.—Shows (in dollars unless otherwise marked), the denominations or par value, "100, &c.," signifying $100 and larger
Rate Per Cent.—The interest and dividend rate, *per annum* is here shown: g., gold; cur., currency; x, extra; s. stock or scrip.
When Payable.—J. & J. stands for January and July; F. & A., February and August; M. & S., March and September; A. & O., April and October; M. & N., May and Nov.; J. & D., June and Dec.; Q.—J., quarterly from Jan.; Q.—F., quarterly from Feb.; Q.—M., quarterly from March.
Bonds, principal when due, etc.—This column shows the date when the bonds mature and the amount and date of the *last* dividend.
Abbreviations in table: M. for "mortgage;" gen. M. for "general mortgage;" con. M. or consol. M. for "consolidated mortgage;" inc. M. or "income mortgage;" g. for "gold;" c. or cur. for "currency;" guar. p. & l. for "guaranteed principal and interest;" cum. for "cumulative;" non-cum. for "non-cumulative;" conv. for "convertible;" pref. for "preferred;" s. f. for "sinking fund;" l. gr. for "land grant;" r. "registered;" c. "coupon;" c.* "coupon but may be registered as to principal;" br. "branch;" end. "endorsed;" "red." redeemable; "d'rn" or "drawn" subject to call when drawn by lot; "p. m." "per mile;" as'd "assumed." "x" Principal and interest payable without deduction for any tax which the company may be required by law to pay. "n" No more issuable. *Mortgage Trustees* are indicated thus:

New York City—
A— Atlantic Trust.
Ce— Central Trust.
Co— Continental Trust.
F— Farmers' Loan & Trust.
G— Guaranty Trust.
K— Knickerbocker Trust.
Ma—Manhattan Trust.
Me—Mercantile Trust.
Mp—Metropolitan Trust.
N— N. Y. Security & Trust.
S— State Trust.
Un—Union Trust.
Us— United States Trust.
Usm—U. S. Mort. & Trust Co.

Boston—
AB—American Loan & Trust.
BB—Boston Safe Dep. & Tr.
IB— International Trust.
MB—Massachu'tts Loan & Tr.
NB—New England Trust.
OB—Old Colony Trust.

Baltimore—
BBa— Balt. Tr. & Guaranty.
FBa— Fidelity & Deposit.
MBa— Maryland Trust.
MeBa—Mercantile Tr. & Dep.
S Ba— Safe Dep. & Trust Co.

Chicago—
EC— Equitable Trust.
IC— Illinois Trust & Sav. Bk.
MC—Merchants' Loan & Tr
NC— Northern Trust.
RC— Royal Trust.
UC— Union Trust.

Cincinnati—
CCi—Central Trust & Safe Deposit.
UCi—Union Savings Bank & Trust

Louisville—
CL—Columbia Finance & Tr.
FL—Fidelity Tr. & Safety Vlt.
LL—Louisville Trust.

Philadelphia—
FP— Fidelity Insur'nce Trust & Safe Deposit.
GP— Girard Life Insurance Annuity & Trust.
GuP—Guaranty Tr. & S.Dep.
PP— Penn. Co. for Insur. on Lives & Gr. Ann.
WP—West End Tr. & S. Dep.

Pittsburg—
FPi—Fidelity Title & Trust.
PPi—Pittsburg Trust.
UPi—Union Trust.

St. Louis—
MSt—Mississippi Valley Tr
SSt— St. Louis Trust.
USt— Union Trust

San Francisco—
CS—California Safe Deposit & Trust.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c. see notes above.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Aberdeen & Asheboro—Aber. & West End 1st mort.	64	1890	$1,000	$50,000	6	J. & J.	Balt.,Mer.Tr.& Dep.Co.	Jan., 1910
Adirondack.—1st M., gold, gu. p. & i. end., Us c*&r	57	1892	1,000	1,000,000	4½ g.	M. & S.	N.Y.Of.,21 Cortlandt St.	Dec. 1, 1942
Alabama Great South'n—"B" shares (English Co.).	297	....	£10	£1,566,000	.....	.....	London.	Dec., 1892
Pref. "A" shares, (English Co.) 6%, £800,000....	297	....	£10	£676,070	6 in '99	J. & D.	do	Dec., '99 3%
1st M. (American Co.) gold, $1,750,000.....F.c	297	1878	$1,000	$1,750,000	6 g.	J. & J.	N.Y.,Farm.L.&Tr.& Bos	Jan. 1, 1908
Gen.M.,£1,160,000, red.at 110 June 1,'98.Ce.c	297	1888	£100	£526,000	5 g.	J. & D.	London,Glyn,Mills&Co.	Dec. 1, 1927
Debentures, gold (English Co.).....c	....	1888	£100	£134,000	6 g.	F&A 15	do do	Aug. 15, 1906
Funded arrears of dividend (English Co.).....	....	1888	Various.	£53,257	4	.....	do do	By sink'g fund
Alabama Midland—Common stock.....	....	....	$100	$2,625,000	[Plant In	vest. Co	. owns $2,425,000 of th	is.]
Pref. stock, 6 p. ct., non-cum.; no voting power..	....	....	$100	1,600,000	[Plant In	vest. Co	. owns $1,200,000 of th	is.]
1st M., guar. p.&i. end. Sav. F. & W., gold. Mp.xc	175	1888	$1,000	n 2,800,000	5 g.	M. & N.	N.Y.,Met'politan Tr.Co.	Nov. 1, 1928
1st M., Sprague to Luverne, gold.....Mp.xc*	33	1890	1,000	500,000	6 g.	J. & D.	.....	Dec. 1, 1929
Ala. N. O. Tex. & Pac. Junc.—Deferred "B" shares...	....	....	£10	£2,500,000	.....	.....	.....	.....
Preferred "A" shares, 6 p. c. cumulative.....	....	....	£10	£1,500,000	.....	.....	.....	.....
"A" deben., red. aft. Nov.1,'10, at 115—See text.c	....	1890	£50 &c.	£748,850	5 g.	M. & N.	Lon.,Glyn,Mills,C.&Co.	Nov.15,'99,5%
"B" debentures, income, red. after 1910 at 115.c	....	1890	£20 &c.	£1,048,390	5 g.	.....	5% for '99 pd. Feb. 1900.	Nov.1,1910-40
"C" deb., income, subject to call any time at 100.	....	1890	£20 &c.	£810,652	5 g.	A. & O.	1⅜% for '99 pd. Feb.1900	Nov. 1, 1940
Interest cert. (secured by £34,193 "C" deb.)....	....	....	.....	£28,494	.....	.....	.....	.....
Alabama & Vicksburg—Stock.....	143	....	100	$700,000	5 in 1899	Yearly.	New Orleans, Office.	Aug.15,'99,5%
Vicksburg & Mer. 1st M. gold, $1,000,000..F.xc	143	1881	1,000	n 1,000,000	6 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1921
Ala. & Vicks. consol.1st M., ($1,800,000) g..Ce.c	143	1889	100 &c.	588,800	5 g.	A. & O.	do do	Apr. 1, 1921
2d M., orig. $700,000, inc. till Apr., '94, g.Ce.c	143	1889	100 &c.	638,300	5 g.	A. & O.	do do	Apr. 1, 1921

n No further bonds issuable.

Aberdeen & Asheboro RR.—Aberdeen to Asheboro, N. C., 56 m.; Biscoe to Mt. Gilead, 21 m. Stock, $250,000; par, $100. Earnings in year 1898-99, gross, $98,140; net, $33,914; int., taxes, etc., $8,933; div. (4 p. c.), $10,000; bal., sur., $14,981.

Addison & Pennsylvania Ry.—Owned Addison, N. Y., to Gaines, Pa., 41 miles, and leased Gaines to Galeton, Pa., 5 miles. Foreclosed, three companies being formed to take title to the different portions, all of which in Sept., 1898, leased their respective properties to the Buff. & Sus. at fixed rentals for 25 years.—V. 67, p. 427.

Adirondack Ry.—Saratoga to North Creek, N. Y., 57 m. Stock, $2,600,000; par, $100. The bonds carry the endorsed guaranty of the Delaware & Hudson; $1,000,000 bonds reserved for extensions at $20,000 per mile of completed road. In year ending June 30, 1899, gross, $186,762; net, $54,191; other income, $261; charges, $52,798; in 1897-98, gross, $208,305; net, $72,496. (V. 59, p. 1102; V. 69, p. 1010.)

Alabama Great Southern RR.—*(See Map Southern Railway.)*—Owns Wauhatchie, Tenn., to Meridian, Miss., 291 miles; branch lines owned, 6 miles; leases Wauhatchie to Chattanooga, 5 miles, and Belt Ry. of Chattanooga, 43 miles; trackage to Blockton, Ala., 8 miles, and Woodlawn, 19 miles; total operated, 372 miles.

Organization.—Controlled by Southern Ry., but operated independently. V. 60, p. 26; V. 61, p. 375. Ala. Great So. Ry., *Limited*, owns all of the stock and debentures of Ala. Great So. RR., and has issued in place thereof its own stock and debentures respectively for a like amount. The two companies own jointly $833,300 stock of Southwestern Construction Co. received in exchange for $833,330 Cin. N. O. & Tex. Pac. stock. See V. 65, p. 1173.

Stock.—Of the capital stock of the English Co. the Southern Railway Co. on July 1, 1898, owned $1,725,000 "A" shares and $4,540,050 "B" shares. V. 61, p. 26. For right to dividends see March, '94, Supp.

Dividend—	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
"A" shares.%	6	9	6	6	0	0	6	0	9	6	6
"B" shares.%	0	0	1½	1½	0	0	0	0	0	0	.....

Bonds.—General M. 6s, £484,000, will retire 1st 6s and debentures

Latest Earnings—8 mos. July 1 to Feb. 28. 1899-00. Gross, $1,448,615; net, $475,042. 1898-99. Gross, 1,210,258; net, 416,195

Annual Report.—Report for 1898-99 was in V. 69, p. 1058, showing: Gross, $1,816,523; net, $570,338; other income, $7,080; interest on bonds, $282,832; income tax, etc., $19,412; balance for stock, $275,179; dividends on stock of American Co. (6 per cent), $190,576. In 1897-98, gross, $1,741,933; net, $559,029; other income, $7,359; interest and rentals, $282,862; other charges, $17,587; balance for stock, $265,939; dividends on stock of American Co. (6 p. c.), $190,571.—(V. 67, p. 1158; V. 69, p. 1058.)

Alabama Midland Ry.—*(See Map Sav. Florida & Western.)*—Bainbridge, Ga., to Montgomery, Ala., 175 miles; branch, Sprague Junction to Luverne, 33 miles; total owned, 208 miles. Operates Abbeville Southern, Abbeville Junction to Abbeville, 27 miles; completed Nov., 1893. Bonds due 1928 have been reduced from 6 to 5 p. c. and stamped principal and interest guaranteed in gold by the Sav. Florida & West. Bonds of 1890, mostly held by the Plant Investment Co., which controls the Alabama Midland stock. Current accounts payable June 30, 1898, $1,868,861.

Earnings.—8 months, July 1 to Feb. 28. 1899-1900..Gross, $645,163; net, $177,266. 1898-1899..Gross, 561,273; net, 91,042

In 1898-99, gross, $828,170; net, $129,836. For year 1897-98, gross, $766,274; net, $143,679. 1896-97, gross, $671,456; net, $111,650.

Alabama New Orleans Texas & Pacific Junction Railways Co. (Limited.)—This is an English company controlling Alabama & Vicksburg, 143 miles; Vicksburg Shreveport & Pacific, 189 miles; New Orleans & North Eastern, 196 miles.

Securities Owned.—Ala. & Vicksb $30,000 1st mort., $387,700 2d mort., $141,100 consol. 1st M. and $387,700 stock; Vicksb. Shreve. & Pacific, $3,692,000 1st M., $1,364,000 3d M., $494,860 4 p. c. incomes and $1,594,000 stock; New Orleans & North East., $4,900,000 1st M. and $4,320,000 stock; S. W. Construction Co., $448,700 stock; overdue coupons N. O. & N. E. and V. S. & Pac. Dec., '99, £1,134,231.

Coupons Paid—	For	'91.	'92.	'93.	'94.	'95.	'96.	'98.	'99.	'00
"C" Debentures..	*P. c.*	..	..	None.	..	..	..	..	..	1⅜
"B" do ..	*P. c.*	2½	2½	0	·875	1	2½	2¾	4⅛	5
"A" do ..	All coupons paid to Nov., 1899, inclusive.									

Earnings.—See separate statement for each of the controlled companies. In year ending Dec. 31, 1899, net from investments was £103,349; paid general expenses (£3,478), income tax (£2,494), interest on "A" debentures, (£36,194), on "B" debentures 5 p. c. (paid in Feb., 1900), £50,672; on "C" debentures, £10,775; balance, including £1,118 from 1898, £853.—(V. 66, p. 284; V. 70, p. 125, 327.)

Alabama & Vicksburg Ry.—Owns Vicksburg to Meridian, Miss. and branch, 143 miles, all steel rails. Controlled by Alabama New Orleans Texas & Pacific Junction Co.—which see. Reorganization of the Vicksburg & Meridian foreclosed Feb. 4, 1889 (see V. 48, p. 190).

Stock.—The stockholders voted on March 19, 1900, to increase the capital stock from $700,000 to $1,050,000.—V. 70, p. 632.

Dividends.—1890 to '92, 3 p. c. yearly; '96, 3; '97, 5; '98, 5; '99, 5.

Bonds.—The new seconds were income till April 1, 1894, and are a first lien on the lands—77,841 acres. Of the $1,800,000 consols authorized, $1,000,000 are with trustee to retire V. & M. firsts. Right to call Vicks. & Meridian assenting bonds expired April 1, 1897.

Earnings.—Fiscal year ends June 30. In 1899-0, July 1 to Mar. 31 (9 months), gross, $669,890, against $537,607 in 1898-9. Report for 1898-99 in V. 69, p. 1008.

Years—	*Gross.*	*Net.*	*Interest, etc.*	*Bal. sur.*	*Dividend.*
1898-99...	$697,538	$191,428	$122,062	$69,366	$35,000
1897-98...	682,054	203,523	123,137	80,386	35,000

—(V. 67, p. 950; V. 69, p. 1008; V. 70, p. 327, 632.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Albany & Northern—Stock	....	....	$100	$350,000	.....	.....	.....	.....
1st mortgage.....c	....	1896	1,000	400,000	5	J. & J.	.....	Jan. 1, 1946
Albany & Susq.—Stock, divi'ds guar. by D.& H. (end).	....	....	100	3,500,000	7 in 1899	J. & J.	N.Y.,Del.&Hud.Can.Co.	Jan., '00, 3½
Consol. M. } (guar. p.& i. end.) currency 7s. F.c*&r	142	1876	1,000	n3,000,000	7 cur.	A. & O.	do do	Apr. 1, 1906
now 1st M. } do 6s, interest only in gold....	142	1876	1,000	n7,000,000	6 g.	A. & O.	do do	Apr. 1, 1906
Albany & Vermont—Stock, 3 p.c. guar. by rental)..	12	....	100	600,000	3	M. & N.	Troy, N. Y.	May, '00, 1½%
Allegheny & Western—Stock ($3,500,000).....	61	....	100	2,850,000	6 g.	J. & J.	New York.	.....
1st M. $2,500,000, gold, guar., p. & i. end. G.....	61	1898	1,000	2,000,000	4 g.	A. & O.	N. Y., Gallatin Bank.	Oct. 1, 1998
Allegheny Valley—Common stock for $12,000,000..	259	....	50	10,544,200	.....	.....	.....	.....
Preferred stock for $18,000,000, 3 per cent cum.	259	....	50	17,172,400	.....	.....	.....	.....
1st M., low grade, East'n Ext., guar. Penn. RR..c	259	1870	$ & £	9,998,000	6 g. or 7	A. & O.	Phil., Pa. RR. Co. & Lon.	April 1, 1910
Mort. to State Pa., $100,000 due Jan. 1, yearly..r	259	1870	100,000	1,000,000	5	J. & J.	Pittsburg, Pa.	Jan. 1,'01, etc.
Gen. M. ($20,000,000) g., guar. p.& i. FPi.x.c*&r	259	1892	1,000	5,692,000	4 g.	M. & S.	Philadelphia, Pa. RR.Co	Mch. 1, 1942
Allentown RR. (leased to Phila. & Reading Ry.) ..	....	....	50	1,268,884	incl. $1,076,400		under Reading Co. mort.	of 1896.
Allentown Term'l—1st M., guar. p.&i.(end.)g. Ce.xc*	3	1889	1,000	n450,000	4 g.	J. & J.	New York and Phila.	July 1, 1919
Ann Arbor Railroad—Common stock.....	....	....	100	3,250,000	.....	.....	.....	.....
Preferred stock ($4,000,000), 5 p. c., non-cum...	....	....	100	4,000,000	.....	.....	.....	.....
1st mortgage, $7,000,000, gold.....Mp x.c*	292	1895	1,000	n7,000,000	4 g.	Q.—J.	N.Y., Metropol. Tr. Co.	July 1, 1995
Annapolis Washington & Baltimore.—Stock.....	20½	....	100	358,000	See text	J. & J.	Stk.own.by B.& A.Sh.L.	See text.
Arizona & Utah—1st M., $600,000, gold. Co.....c*	25	1899	1,000	334,000	6 g.	A. & O.	N. Y., Contin.Trust Co.	Apr. 1, 1929
Ark. Midl'd—1st M. ($6,000 p.m.)g.,red.at 110. Ce.c*	74	1891	1,000	176,000	6 g.	J. & J.	N.Y.,H.Tallmadge& Co.	July 1, 1911
Arkansas & Oklahoma—1st M., g., $10,000 p. m..	175	1900	1,000	None 1900	5 g.	J. & J.	Bankers' Tr. Co. N. Y.	1930
Ashv. & Spart.—S.U.& C. 1st M.,g., gu. by So. Ry. Ce	134	1895	1,000	1,000,000	4 g.	J. & J.	N.Y., J.P. Morgan & Co.	Jan. 1, 1995
Ashland Coal & Iron Railway.—1st mortgage.....	....	1880	1,000	244,000	7	F. & A.	First Nat. Bk., Cincin.	Aug. 1, 1900
Atchison Topeka & Santa Fe Ry.—Stock, com..	7,355	....	100	102,000,000	.....	.....	.....	.....
Stock, preferred, $131,486,000, 5 p. c., non-cum..	....	....	100	114,199,530	2¼ in '99	J. & J.	Checks mailed fr. N. Y.	Feb. 1, '00, 1½
Chic. & St. Louis 1st M. ($10,000 p. m.) cur. F..c	150	1885	1,000	n1,500,000	6 cur	M. & S.	N. Y., 59 Cedar Street.	Mch. 1, 1915
Old bonds not assenting to reorg. of 1889...c*&r	....	....	.....	693,210	Various.	.....	.....	Various.
General mortgage, gold, see text.....Un.c*&r	7,327	1895	500 &c.	129,637,000	4 g.	A. & O.	New York, 59 Cedar St.	Oct. 1, 1995
Adj. inc. M., non-cum. till July 1, 1900, g., Ce.c*&r	7,327	1895	500 &c.	51,728,000	4 g.	See a	Paid 4 p.c. Nov. 1, 1899	July 1, 1995
Equip. Tr., Ser. A., g., $250,000 dr. y'ly at par...c	....	1892	500 &c.	500,000	5 g.	J. & J.	New York and London.	Jan.1, 1901-02

n No further bonds issuable. cur.. currency. a Partly Nov. 1; partly M. & N.; see option of exchange V. 69, p. 954.

Albany & Susquehanna RR.—*(See Map Delaware & Hudson.)*—Road.—Owns Albany, to Binghamton, N. Y., 142 miles. Leases, Cobleskill, N. Y., to Cherry Valley, 21 miles, practically owned by D. & H.; total operated, 163 miles.

Leased for 150 years from Feb., 1870, to Delaware & Hudson Company. Lessee guarantees 7 p. c. per annum on stock till Albany City loan for $1,000.000 is paid by *sinking fund*, thereafter 9 p. c. (See wording of guaranty in V. 56, p. 774.) The last instalment of the Albany City loan was paid May 1, 1897, but the sinking fund fell $296,878 short of meeting the principal. This amount has been borrowed, payable in semi-annual instalments up to May 1, 1902, and will be met from sinking fund (now $70,000 yearly) before dividends are increased.

Annual Report.—Earnings for years ending June 30:

	Gross.	*Net.*	*Char. & taxes.*	*Bal., sur.*
1898-9	$4,245,432	$1,886,012	$1,118,319	$767,693
1897-8	4,125,187	1,822,427	1,113,184	709,243

—(V. 63, p. 355, 879; V. 67, p. 954; V. 68, p. 976; V. 69, p. 384, 1061.)

Albany & Vermont RR.—Owns road from Albany to Waterford Junction, N. Y., 12 miles, Leased to Rensselaer & Saratoga in 1860 and now operated by D. & H. Canal Co. Annual rental, $20,000.

Allegheny & Western Ry.—*(See Map Buff. Roch. & Pitts.)*—Punxsutawney to Butler, Pa. (about 60 miles), opened Sept. 4, 1899. An extension of Buffalo Rochester & Pittsburg, to which leased for guaranty of bonds (4s) and 6 per cent yearly on stock. Uses Pitts. & West. from Butler to New Castle and Pittsburg under a trackage arrangement, making in all 135 miles. V. 69, p. 383, 500; V. 67, p. 1355.

Allegheny Valley Railway.—Owns from Pittsburg to Oil City, Pa., 132 miles; Red Bank, Pa., to Driftwood, 110 m; others, 17 miles. Brookville, Ry., 13 miles, is controlled. See V. 64, p. 1179.

Organization, &c.—Reorganization March 1, 1892, of the Allegheny Valley *Railroad*, sold in foreclosure Dec. 15, 1891. **Plan** of reorganization, etc., was in V. 53, p. 324, 368, 520; V. 54, p. 409, 524. Road controlled by the Pennsylvania RR. Co. as majority stockholder, owning $9,653,800 common and $11,431,656 preferred stock. Wording of pref. certificate was in editorial of Supplement of Oct. 30, 1897, p. 3.

Bonds.—*General mortgage* has principal and interest unconditionally guaranteed by Penn. RR. by endorsement on each bond. Real estate mortgages, Jan. 1, 1900, $510,747.

Latest Earnings—2 mos. Jan. 1 to Feb. 28.		
1900	Gross, $508,297;	net, $125,142
1899	Gross, 410,785;	net, 146,562

Report for 1898, V. 66, p. 1234. In 1899, gross, $3,183,045; net, $1,106,896; int., taxes, etc., $1,081,631; bal., sur., $25,265.—V. 69, p. 77.

Allentown RR.—Topton to Kutztown, Pa., 4½ m.; Reading system

Allentown Terminal Railroad.—Owns 3½ miles of railroad in Allentown Pa., connecting the East Penn. (Philadelphia & Reading) with the Central of New Jersey. Leased for 999 years to Philadelphia & Reading and Central of New Jersey (by assignment from Lehigh Coal & Navigation Co.) at interest on bonds and 5 p. c. on $450,000 stock (par $50), bonds being guaranteed, principal and interest, by Philadelphia & Reading (foreclosed) and Lehigh Coal & Navigation. The Phila. & Reading Ry. Co. in 1896 assumed the Reading's share of the old lease.

Ann Arbor RR.—Road.—Owns road from Toledo, O., northwesterly to Frankfort, on Lake Michigan, 292 miles; operates car ferries between Frankfort, Mich., Kewaunee and Maintowoc, Wis., and Menominee and Gladstone, Mich. The Flint & Pere Marquette (now Pere Marquette) and Detroit Toledo & Milwaukee use the Toledo terminals. Through friendly interests controls the Menominee & St. Paul RR., which will provide terminals for the road at Menominee.

Organization.—Successor Nov. 1, 1895, to Tol. Ann Arbor & Nor. Mich., sold in foreclosure in 1895 and reorganized under the Quintard Lawrence **plan** in V. 59, p. 782, the Escanaba Frankfort & S. E. being formally absorbed.

Stock.—Pref. stock certificate in editorial in Supp. Oct. 30, 1897, p. 3.

Bonds, Etc.—The first mortgage (trustee, Metropolitan Trust Co. N. Y.) covers entire property, including terminals and freight boats. Floating debt June 30, 1899, notes payable $71,002 current liabilities, $254,404; cash and current assets, $337,809.

Earnings.—1 month, Jan. 1 to Jan. 31.		
1900	Gross, $143,211;	net, $42,348
1899	Gross, 124,207;	net, 40,956

Annual Report.—Report for year ending June 30, 1899, was in V. 69, p. 692 (see also editorial p. 668), showing: Gross, $1,519,334; net after taxes, $306,791; interest, $288,803; balance, surplus, $17,988; in 1897-98, gross, $1,415,560; in 1896-7, gross, $1,229,437.

Directors.—President, W. R. Burt; G. W. Quintard, J. Edward Simmons, Franklin B. Lord, R. C. Martin, H. W. Ashley, John Jacob Astor, R. D. Murray, Charles Burt, William C. McClure, A. W. Wright, Amos F Eno. D. C. Tate. (V. 62, p. 455; V. 68, p. 278; V. 69, p. 692.)

Annapolis Washington & Baltimore RR.—Owns road from Annapolis to Annapolis Junction, 20½ miles. Controlled by the Balt. & Ann. Short Line, which owns the stock. (V. 64, p. 1223.)

Dividends—	'87.	'88.	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.
Rate p. c.	5	4½	4	4¼	5¾	6¾	5½	6·36	4½	4¼	3

Earnings.—For year ending June 30, 1899, gross, $59,978; net, after taxes, 15,259; dividends, $15,215; balance, surplus for year, $44. President J. Wilson Brown, Baltimore. (V. 65, p. 410.)

Arizona & Utah Ry.—Owns McConnico to 3½ miles beyond Chloride, Ariz., 25 miles, opened Aug. 18, 1899; trackage, Kingman to McConnico, 4 miles; total, 29 miles. Also under construction, Chloride to White Hills, 25 miles, expected to be completed during 1900. Stock, $600,000; outstanding Apr. 30, 1900, $467,000; par, $100. Of the bonds $334,000 were issued on first 25 miles, and balance is to be issued on completion of remaining 25 miles. The loan is not subject to call as an entirety, but a sinking fund will retire at 110 (drawings by lot) one per cent semi-annually, commencing June 1, 1903. First coupon payable in 1900. President, F. L. Underwood; Sec. and Treas., Charles E. Morris. 31 Nassau St., N. Y.

Arkansas & Choctaw Ry.—Projected from Ashdown, Ark., to Atoka, I. T., about 150 miles. In June, 1899, operated from Ashdown to Choctaw City (owned), 23 miles; Texarkana, Tex., to Ashdown, Ark., trackage 20 miles; Poteau, I. T., to Bonanza, Ark., 19 miles; total, 62 miles. Stock, $1,500,000; par, $100; outstanding Jan. 1, 1899, $177,000. No bonds had been issued Jan. 1, 1899. For year ending June 30, 1899 (43 miles); gross, 69,719; net, 24,714; total deductions, $352; dividends, $18,500; balance, surplus, $5,862. Pres., R. H. Keith; Sec. and Treas., E. E. Riley, Kansas City, Mo.

Arkansas Midland RR.—Owns from Helena, Ark., to Claren don, 50 miles; Pine City to Brinkley, Ark., 24 miles. Mortgage is for $516,000, but $216,000 can be issued only in case the entire 86 miles is laid with 56-pound steel rails. Capital stock, $1,625,000 (par $100.) Dividends paid: In 1895-6, 1·348 per cent; in 1896-7, ·74 p. c.; in 1897-8, 1·92 p. c. Loans and bills payable June 30, 1898, $2,073.

Earnings.—2 months, Jan. 1 to Feb. 28.		
1900	Gross, $17,911;	def., $8,896
1899	Gross. 18,662;	sur., 1,987

Year 1898-99, gross, $121 970; net, $25,170; interest and taxes, $16,405; bal., sur., $8,765. President, John J. Horner.—V. 69, p. 1300.

Arkansas & Oklahoma RR.—Rogers, Ark., to Southwest City Mo., 36½ miles, operated in Mar., 1900; also under construction to Grand River, I. T., 16 miles. Projected thence westerly into Oklahoma Ter., making a total of 175 miles. Stock, $300,000; par $100; all paid up. President, J. M. Bayless, Bentonville, Ark.—V. 70, p. 632.

Asheville & Spartanburg RR.—*(See Map of Southern Ry.)*—Spartanburg June., S. C., to Asheville Junction, N. C., 66 miles; Alston to Spartanburg (formerly Spartan, Un. & Col.), 68 miles. The Southern Ry. owns $1,048,000 of the $1,050,000 A. & S. stock and guarantees the S. U. & C. bonds, which cover entire property. (V. 63, p. 360.) In year 1898 gross, $452,277; net, $112,589.—(V. 63, p. 360.)

Ashland Coal & Iron Ry.—Ashland to Straight Creek Junction, Ky., 22 miles. Chesapeake & Ohio has trackage over this road. Stock, $1,494,500. Year 1898-99, gross, $111,674; net, $59,780; in 1897-98, gross, $125,906; net, $61,506. Dividends in 1895-96 4 p. c.; in 1896-7, 4 p. c.; in 1897-8, 4 p. c.; in 1898-9, 4 p. c.

Astoria & Columbia River RR.—Goble to Seaside, Ore., 79 miles; branch, Warrenton to New Astoria, 2 miles; trackage, Goble to Portland, 40 miles; total, 121 miles. Stock, $2,000,000; par, $100. In 1896 made a mortgage to secure $8,000,000 100-year bonds, issuable at $40,000 per mile. Central Trust Co., Trustee. Year ending June 30, 1899, gross, $168,546; net, $44,160; charges, $146,457; bal., def., $102,297. Pres., A. B. Hammond, Astoria, Ore. (V. 67, p. 426.)

(The) Atchison Topeka & Santa Fe Railway.—*(See Map)*—The system owned and operated Dec., 1899, comprised 7,355·52 miles of railroad, and embraced an unbroken line of track from Chicago, Ill., via Kansas City, Mo., and Albuquerque, N. M., to the Pacific Ocean; also to Galveston, Tex., and the Gulf of Mexico, the divisions being:

Chicago to Kansas City, Mo..	458	Mojave, Cal., to Stockton....	303
Kan. City to La Junta, Col...	571	Newton, Kan., to Galveston.	750
La Junta, Col., to Denver, Col.	180	Albuquerque, N.M., to El Paso	254
La Junta to San Diego, Cal..	1,318		

Organization.—This company was organized on Dec. 12, 1895 under the general laws of Kansas, by the purchasers at foreclosure sale of the property and franchises of the Atchison T. & Santa Fe RR. Co. in accordance with a reorganization **plan.** (V. 60, p. 658.)

The railway company in July, 1899, owned in fee 2,219 miles of the system, including the line from Atchison to the western boundary of Kansas, 471 miles, and also all, or nearly all, the bonds and stocks of the various companies in which the title to the other lines is vested. V 68, p. 374. A list of such holdings is in the general mortgage (in V. 62, p. 732, 733, and successive annual reports). In Dec., 1899, direct ownership of 4,000 miles in all (including lines already owned) was arranged. See V. 69, p 1300.

For operating and statistical purposes the system is divided as follows.

	Miles.		*Miles.*
Atchison T. & S. F.	4,866·87	Santa Fe Pacific	886·55
Gulf Colo. & S. F.	1,127·81	Southern California, etc..	486·98
Total of all (less 12·69 miles of joint trackage)			7,355·52

In December, 1898, acquired at par practically all the $2,462,300 stock of the San Francisco & San Joaquin Valley Ry., which line, completed in Apr., 1900, embraces 374 miles of road and affords the Atchison an independent connection of its own to San Francisco. An arrangement made with the Southern Pacific Company for trackage between Mojave, Cal., and Bakersfield, 68 miles, to connect the systems, was put in effect July 1, 1899, and this mileage was added to the Santa Fe Pacific Oct. 1, 1899. V. 68, p. 426. San Francisco &

MAP OF THE

ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM.

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RAILROADS. For explanation of column headings, etc., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atlanta & Charlotte—Stock (see text)	269	....	$100	$1,700,000	6 in 1899	M. & S.	N.Y.Cent.Tr.Co.,54Wall	Mar. 6,'00, 3%
Pref. M. (old 7s ext. in 1897), see V. 64, p. 286.c*	265½	1877	1,000	500,000	4	A. & O.	do do	Jan. 1, 1907
1st M. [voting power, 10 votes for each bond] cur.r	265½	1877	1,000	4,250,000	7 c.	J. & J.	do do	Jan. 1, 1907
Income bonds (not cum.) 6s, ext. at 4% in 1900..	....	1880	500	750,000	4	A. & O.	do do	Jan. 1, 1907
Atlan. Knoxv. & No. Ry.—1st M., $1,500,000, g Ce	230	1896	1,000	1,000,000	5 g.	J. & D.	N.Y., Man. Co., 40 Wall.	Dec. 1, 1946
2d M., inc., $1,500,000 (trust. R.Est. Tr. Co.,N.Y.)	230	1896	1,000	1,500,000	5	J. & J.	New York, if earned.	Jan. 1, 1947
First M. coup. scrip, Jan., 1900.—V. 69, p. 1145	....	....	.....	117,911	5	J. & J.	.....	At Co.'s option
Atlanta & West Point—Stock.....	86	....	100	1,232,200	See text.	J. & J.	Atlanta, Ga.	Jan. 15, '00, 3
Debenture certificates.....	....	1881	1,000	1,232,200	6	J. & J.	do do	Co's option
Atlantic City—1st M., $2,200,000, gold,....GP.xc*	83	1889	1,000	2,200,000	5 g.	M. & N.	Phila., Read. Ter. Bldg.	May 1, 1919
Atlantic Coast Line Co.(Conn.)—Stock, $30,000,000	....	....	100	10,000,000	4½ in '99	M. & S.	Baltimore.	M'r10'00,2½%
Ctfs. of indebt. $6,000,000, int. if e'rned, non-cum.r	....	1897	100 &c.	5,000,000	5 cur.	J. & D.	In 1898 paid 5 p. c.	Irredeemable.
Atlantic Coast Line RR.—St'k, com., $20,000,000...	....	....	.....	See text.	.....	.....	.....	.....
Preferred stock, 5 per cent, $20,000,000.....	....	....	.....	See text.	.....	.....	.....	.....
Certificates of indebtedness, $3,000,000.....	....	....	.....	See text.	.....	.....	.....	.....
Atl. Coast Line RR. of So. Car.—Stk $3,000,000	....	....	100	2,538,200	5 in 1899	J. & J.	Check fr Charl't'n, S.C.	Jan.10,'00,3%
Preferred, $2,000,000, 6 per cent, non-cum.....	....	....	100	1,888,000	6	J. & J.	do do	Jan.10,'00,3%
Cheraw & Darlington, 1st M., $400,000, g..SBa	66	1888	.....	7,000	5 g.	A. & O.	Ch'ston, People's N.Bk.	Apr. 1, 1938
Manchester & Augusta, 1st mortgage, gold....c*	65	1893	1,000	22,000	5 g.	J. & J.	do do	Jan. 1, 1943
No. East (S. C.), consol. mortgage, gold..... c	102	1883	1,000	694,000	6 g.	J. & J.	N. Y., Cuyler M. & Co.	Jan. 1, 1933
Wilmington Columbia & Augusta, 1st mort....	192	1880	1,000	1,600,000	6	J. & D.	New York & Baltimore.	June 10, 1910
Atl. Coast L., gen 1st M., $8,000,000, g.SBa.c*	674	1898	1,000	5,326,000	4 g.	J. & J.	Balt., Safe D. & Tr. Co.	July 1, 1948
Atlantic Coast Line RR. of Vir.—Stock, Class A	Tax exp't.		100	1,000,000	6 in 1899	J. & J.	Richmond, Office.	Jan.3,'00,3%
Do do do Class B	Not tax exp't.		100	2,000,000	6	J. & J.	Richmond, Office.	Jan.3,'00,3%
Mortgage bonds, class A, gold.....	59	1881	1,000	868,000	5 g.	J. & J.	Richm'd and Petersb'g.	July 1, 1926
Mortgage bonds, class B, gold.....	59	1881	1,000	800,000	6 g.	A. & O.	do do	Oct. 1, 1926
Richm'd & Petersb., 1st mort. ($24,500 are 7s)..	23	1875	500 &c.	340,500	6 & 7	M. & N.	Richmond, Office.	May 1, 1915
Consolidated mortgage for $1,000,000, gold.c*	27	1890	1,000	300,000	4½ g.	A. & O.	N. Y., Brown Bros.	Apr. 1, 1940
Atlan.& Dan.—Pf. stk., $3,200,000, guar., see text.	....	....	.....	3,099,200	See text.	Text.	Norfolk, Va.	Mar. 1,'00, 1%
1st M., called, to be paid June 29, 1900...Me.xc	278	1895	1,000	1,238,000	5 g.	J. & J	N.Y.,Mer.Tr.,&London.	June 29,190C
Atlantic & No. Carolina—Stock, $1,800,000.....	....	....	100	1,797,200	2 in 1899	.....	Check from Co.'s office.	Sep. 15,'99, 2%
1st M., $325,000.....MeBa	....	1887	1.000	325,000	6	J. & J.	Balt.,Nl.F'rm'rs'&P.Bk	July 1, 1917

San Joaquin Valley (Bakersfield to Stockton, Cal., 235 miles), will not be incorporated in the system as a separate operating division before full operation of line to San Francisco. See V. 67, p. 817, 1206, 1261, and official circular V. 67, p. 841; also V. 67, p. 1355; V. 69, p. 649. In Dec., 1898, acquired the Wichita & Western, and in Oct., 1899, the entire $2,580,000 stock of the Hutchinson & Southern.—V. 69, p. 954.

STOCK.—The preferred stock has preference as to dividends and assets, and entitles the holders to non-cumulative dividends after June 30, 1896, not exceeding 5 per cent per annum, as declared by the board of directors out of net profits. No other mortgage and no increase in the preferred stock can be made without the consent of a majority of all the preferred stock and of all common stock represented at a meeting. The total authorized amount of preferred stock is $131,486,000, of which $20,000,000 was reserved. To acquire A. & P., Western Division, $9,200,000 of this $20,000,000 preferred stock was issued in March, 1897, leaving $10,800,000 reserved to acquire other lines; also $6,846,470 are in special trust for improvements, extensions, etc. Pref. stock certificates in SUPPLEMENT of April, 1897, page 3. Common stock authorized, $102,000,000.

DIVIDEND.—First dividend on preferred, 1 per cent, paid Jan. 26, 1899; July 20, 1899, 1¼ p. c.; in 1900, Feb. 1, 1½ p. c.—V. 69, p. 1192.

BONDS.—The Gen. Mort. (**Abstract** V. 62, p. 731-739, see also V. 68, p. 974) is to the Union Trust Co of N. Y. as trustee, and gives a lien, either by direct mortgage or by collateral trust, on the entire system of 7,327 miles of railroad owned, together with all the equipment and terminals owned by the company, and future acquisitions, subject only to liens on certain equipment for about $500,000; to $1,500,000 of Chicago & St. Louis RR. Co. bonds (secured by lien on about 150 miles in Illinois), and to the remaining outstanding bonds of certain controlled companies, amounting in the aggregate to about $693,210.

General mort. bonds can never exceed $165,490,500, including $96,990,500 issued in reorganization and remainder issuable as follows:

	Reserved. In 1895.	*Reserved.* In 1899.
a To retire guarantee fund notes paid and car trusts at not exceeding $1,250 for each $1,000 of old bonds...	$15,500,000	$3,113,906
b Non assenting bonds from reorganization of 1889 ($1,560,950, since reduced to $693,210).....	1,500,000	634,000
c Chicago & St. Louis 1st mortgage 6s.....	1,500,000	1,500,000
For improv'ts, terminals, second track, equip't, etc., under carefully guarded restrictions at not exceeding $3,000,000 yearly, of which not over $750,000 for extensions	30,000,000	22,047,471
For acquisition of Atlantic & Pacific and other lines.....	20,000,000	8,407 623

The *Adjustment Mortgage* (**Abstract** V. 62, p. 739) is to the Central Trust Co. as trustee. Interest is payable only out of net earnings for the fiscal year up to 4 per cent and the rate is to be determined on or before October 15 in each year; interest is non-cumulative till July 1, 1900, and cumulative thereafter. Present issue is limited to $51,728,000, but when the $30,000,000 general 4s authorized for improvements as above have been issued (i. e., not before June 30, 1905), $20,000,000 additional adjustment 4s may be issued for the same purposes at not exceeding $2,000,000 in any one year, but only by a majority vote of the adjustment bondholders. *Interest*—In Nov., 1897, paid 3 p. c.; in Nov., '98 and '99, full 4 p. c.

San Francisco & San Joaquin bonds, see facts in that co's. statement.

GENERAL FINANCES.—The guarantee fund notes due Nov., 1898, were retired by issue of $10,596,000 general 4s, thereby obviating the necessity of issuing prior lien bonds. In Mar., 1899, $2,699,000 additional gen. 4s, issued for improvements, were listed, and in Oct., 1899, $2,764,000, making total listed to date $129,637,000.—V. 68, p. 570.

In December, 1898, $2,462,300 capital stock of the San Francisco & San Joaquin Valley Ry. was purchased at par. See that company; also "General Finances" above. In Nov., 1899, acquired Hutchinson & Southern Ry., 145 miles; see that company's statement.

LATEST EARNINGS.—8 mos. July 1 to Feb. 28, { 1899-0. Gross, $30,724,853; net, $12,154,482 / 1898-9. Gross, 27,275,694; net, 8,180,078

Deducting taxes and rentals, balance for interest in 8 months of 1899-00 was $10,921,327, against $7,046,790.

REPORT.—Annual meeting second Thursday in December. Report for year 1898-9 was given in V. 69, p. 641,648; see also page 619.

Years ending June 30—	1899.	1898.	1897.
Miles of road operated.....	7,033	6,946	6,479
Gross earnings.....	$40,513,499	$39,214,101	$30,621,230
Operating expenses.....	27,606,681	28,506,336	22,867,189
Net earnings.....	$12,906,818	$10,707,765	$7,754,041

	1897-98.	1898-99.		1897-98.	1898-99.
Net earnings....	$10,707,765	$12,906,818	Taxes, etc.....	$2,007,216	$1,726,282
Other income....	182,028	249,435	Interest	7,045,988	7,241,972
Net income....	$10,889,793	$13,156,253	Bal., surp.....	$1,836,589	$4,187.999
Surplus for year to June 30, 1898					226,494
Total surplus June 30, 1899.....					$4,414,493
Dividend on preferred stock.....				(1¼%)	1,427,071
Balance, surplus for year.....					2,987,422

OFFICERS.—Aldace F. Walker, Chairman of the Board; E. P. Ripley, President; E. Wilder, Secretary and Treasurer.

OFFICE.—59 Cedar St., New York. V. 69, p. 1300; V. 70, p. 39, 738.

Atlanta & Charlotte Air Line Ry.—*(See Map Southern Railway System.)*—Owns Charlotte, N. C., to Atlanta, Ga., 269 miles.

The operating contract of 1881 (made with Richmond & Danville) was assigned to and accepted by the Southern Ry. Co. It requires the payment of interest on At. & C. debt and 5 p. c. on stock; if gross earnings exceed $1,500,000, dividends to be 6 per cent; and if they exceed $2,500,000, 7 per cent.

DIVIDENDS, Per cent— { 1881 to 1889. 5 yearly. / 1890. 5½ / 1891 to Mar., 1900, inclusive. 6 yearly (M. & S.)

EARNINGS.—April 1 to Jan. 31 (10 months), gross, $2,020,591 in 1899-00, $1,513,665 in 1898-'99. For year ending March 31, 1899, gross, $1,890,179. Pres., C. S. Fairchild, N. Y.—(V. 70, p. 632.)

Atlanta Knoxville & Northern Ry.—ROAD—Owns from Knoxville, Tenn., to Marietta, Ga., 205 miles; and Murphy to Blue Ridge, 25 miles; trackage, Marietta, Ga., to Atlanta, Ga., 20 miles.

HISTORY.—A reorganization per plan in V. 62, p. 1040, of the Marietta & North Georgia, foreclosed. Stock, $3,000,000. First mortgage bonds for $500,000 in treasury June 30, 1899; bills payable, $10,150.

EARNINGS.—2 months, Jan. 1 to Feb. 28. { 1900.....Gross, $62,982; net, $10,885 / 1899.....Gross, 53,082; net, 8,845

Report for year ending June 30, 1899, V. 69, p. 1145, showed: Gross $352,952; net, $72,660; other income, $15,803; total deductions, $63,335; balance, sur., $25,128. In 1897-8, $328,092; net, $93,341.

OFFICERS.—Pres., H. K. McHarg, 40 Wall St., N. Y. V. 70, p. 427

Atlanta & West Point RR.—Atlanta, Ga., to West Pt., Ga., 86 m. Ga. RR., June 30, 1898, owned $494,500 stock and $388,900 deb. cert.

DIVIDENDS begun in 1855 were for many years 8 per cent per annum. From July 1, 1884, to Jan., 1900, inclusive, 6 per cent yearly, J&J; Oct. 1, 1899, 25 p. c. extra (V. 69, p. 590).

EARNINGS.—8 months, July 1 to Feb. 28. { 1899-0.....Gross, $489,803; net, $225,460 / 1898-9.....Gross, 406,702; net, 187,786

In 1898-9 gross, $606,664; net, $238,128; other income, $7,796; charges, $170,781; dividends, $73,932; surplus, $1,211. In 1897-8, gross, $575,259; net, $227,496.—(V. 65, p. 1172; V. 69, p. 590.)

Atlantic City Ry.—Camden to Atlantic City, 57 m. (double track); branches, 33 m.; leases Sea Coast RR., Winslow Junction, to Cape May, N. J., Sea Isle City, Ocean City, etc., 77 miles; total, 167 miles. STOCK, common, $1,200,000; preferred, $1,000,000 (par, $50), of which $1,195,000 common and $998,550 preferred are deposited under Reading Co. general mortgage of 1897.—V. 66, p. 761.

Atlantic Coast Line Co.—This company, organized May 29, 1889, under the laws of Connecticut, owns a majority of the capital stock and a large amount of the bonds in a system of railroad companies denominated for convenience the Atlantic Coast Line System. The system includes about 2,177 miles as follows in addition to a half interest in lease of Georgia RR. system (615 miles) acquired in July, 1899, from the Louisville & Nashville. V. 69, p. 385, 591, 748.

Company—¶See this Co.	*Miles.*	*Company*—	*Miles.*
Richm. Fredkb. & Potomac¶..	86	Chas. & Western Carolina.....	342
Wilmington & Weldon ¶.....	786	Norfolk & Carolina ¶.....	110
Atlantic Coast Line RR. of S. C.¶.....	704	Atlantic Coast Line RR. of Va.¶..	89
Central South Carolina ¶.....	40	Other lines.....	50

¶ See this company.

In May, 1899, 177 miles of Atlantic & Yadkin was merged in Wilmington & Weldon.—See V. 68, p. 979.

STOCK—In May, 1897, $6,000,000 of certificates of indebtedness, entitled to 5 per cent interest if earned, were created, of which $5,000,000 were issued to reduce capital stock from $10,000,000 to $5,000,000. As to the rights of these certificates, see wording in editorial, October, 1897, SUPPLEMENT, page 3.—V. 65, p. 564. In Nov., 1898, stock was increased to $10,000,000, the additional $5,000,000 being distributed as a 100 per cent dividend.—V. 67, p. 954.

DIVIDENDS—1895, 1½ per cent; 1896, 3; 1897, 3½; 1898, 4 and 100 per cent in stock; in 1899, 4½ p. c.; 1900, Mar.. 2½ p. c.

GUARANTY.—Guaranties $960,000 Manchester & Augusta firsts, p.& i.

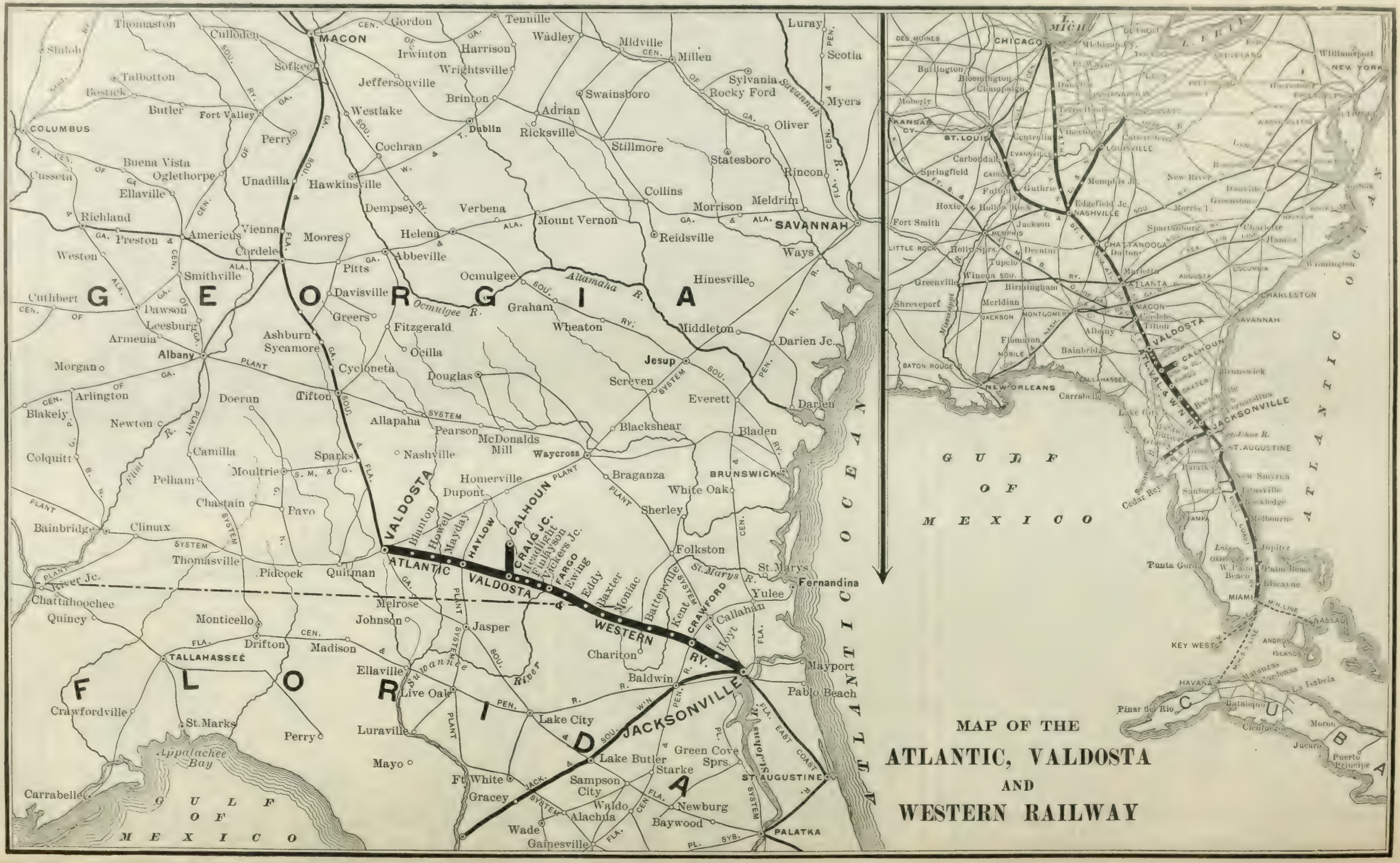
SECURITIES OWNED.—May 28, 1897, stocks $7,403,032, bonds $2,206,000; other bonds, $518,441. (List V. 65, p. 564;) V. 69, p. 1192.

Atlantic Coast Line RR.—Originally the Atlantic Coast Line of Va. (change of name being authorized in Jan., 1900), but in April, 1900, was absorbing by consolidation the following allied properties owned and controlled by the Atlantic Coast Line Co. of Connecticut: Wilmington & Weldon RR., Atlantic Coast Line railroads of South Carolina and Virginia Norfolk & Carolina RR., etc. On April 19, 1900, the Virginia company stockholders voted to increase the common stock to $20,000,000 and to issue $20,000,000 5 per cent preferred stock and $3,000,000 certificates of indebtedness, chiefly in exchange for the stock of the other roads. V. 70, p. 791.

Atlantic Coast Line RR. of South Carolina.—Owns from Florence to Charleston and Columbia, S. C., with branches, in all, 699 miles, of which Denmark to Robbins operated from Dec. 1, 1899, (V. 69, p. 1192); leases Cent. RR. of So. Car., 41 miles; total oper., 740 m.

In April, 1900, consolidation was pending with the Atlantic Coast Line RR., which see above. Holders of preferred stock, it is reported, will receive 150 per cent in certificates of indebtedness and each share of common stock 1½ shares of common and 1½ shares of preferred o the new company. V. 70, p. 791.

DIVIDENDS.—On common, 1899, Jan., 2 p. c.; July, 3 p. c.; in 1900, Jan., 3 p. c. On preferred, 1899, 6 p. c; in 1900, Jan., 3 p. c.



MAP OF THE

ATLANTIC, VALDOSTA AND WESTERN RAILWAY

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atlantic & St. Lawrence—Stock, 6% rental Grand Tr'k	150	....	£&$100	$5,484,000	6	M. & S.	London and Portland.	Mch., 1900, 3%
Atlan. S. Riv. & G.—1st M. g., s. f., $8,000 p. m., red. 110	....	1895	1,000	200,000	5 g.	J. & J. 15	Jacksonville, Fla.	Jan. 15, 1945
Atlantic Valdosta & W.—1st M., g., red. at 110. Ce.c*	115	1899	1,000	1,261,000	5 g.	M. & S.	N. Y., Central Trust Co.	Mar. 1, 1939
Augusta & Savannah—Stock 5% rental Central Ga..	53	....	$100	1,022,900	5	J. & J.	Savannah, Ga.	Jan. 5, '00, 2½
Augusta So.—1st consol. M., go., gu., p. & i. end. Ce.xc	85	1894	1,000	n400,000	5 g.	J. & D.	N. Y., J.P. Morgan & Co.	Dec. 1, 1924
Austin & Northwestern—1st mort. g., gu. p & i. Ac*&r	103	1891	1,000	1,920,000	5 g.	J. & J.	N. Y., Cent. Trust Co.	July 1, 1941
Avon Geneseo & Mt. Morris RR.—Stock (see text)...	....	....	100	225,000	2½ to 3½	J. & J.	New York, Erie RR.	Jan. 1, 1900
Bald Eagle Valley—Stock, $2,600,000.....	....	....	50	1,535,000	10	F. & A.	.....	Feb. 1, '00, 5%
1st M. orig. $400,000 (s. f., drawn at 100)...FPxr	90	1880	1,000	324,000	6 cur.	F. & A.	Phila., F. Ins. Tr. & S. Dep.	Jan. 1, 1910
Baltimore & Annap. S. L.—Stock, common.....	....	....	100	358,000	5 in 1899	J. & J.	Baltimore.	Jan. 2, '00, 3%
1st M. $400,000, g., subj. to call at 110...MeBa*	28	1898	1,000	325,000	5 g.	J. & D.	Balt., A. Brown & Sons	Dec. 1, 1923
Baltimore Chesapeake & Atlan.—1st mort., gold Ac*	87	1894	1,000	1,250,000	5 g.	M. & S.	Phila., Broad St. Stat'n.	Sept. 1, 1934
Balt. & Cumb Val. Ry.—1st mort., interest rental.	3	1879	.....	48,500	6	J. & J.	Balt., Hillen Station.	July 1, 1929
Balt. & Cumb. Val. RR—1st mort., interest rental	5	1879	.....	72,800	6	J. & J.	do do	July 1, 1929
Balt. & Cumb. Val. RR. Exten. Stock, 7 p. c., guar.	....	....	.....	270,000	7	J. & J.	do do	Jan. 1, '00, 3½
1st mortgage, interest rental.....	27	1881	.....	230,000	6	J. & J.	do do	July 1, 1931
Baltimore & Harrisburg RR.—Mortgage, gold...c*	32	1886	1,000	600,000	5 g.	M. & N.	Baltimore, Co.'s Office.	Nov. 1, 1936
1st M. West. Ext. ($16,000 p. m.), gold, guar...c*	15	1888	1,000	240,000	5 g.	M. & N.	do do	May 1, 1938
Baltimore & Ohio—NEW SECURITIES OUTSTANDING.								
Common stock, authorized $45,000,000.....	....	....	100	38,601,100	.....	.....	.....	.....
Pref. stock, 4 p. c., non-cum, auth. $60,000,000..	....	....	100	59,227,000	.....	A. & O.	Co.'s Office, 2 Wall St. N.Y	Apr. 2, '00, 2%
Prior lien mort., gold, not subj. to call..Me..c*&r	1,017	1898	500 &c.	69,799,000	3½ g.	¶	do do	July 1, 1925
1st mort., gold, red., at 105 after 1923. Us..c*&r	570	1898	500 &c.	58,922,000	4 g.	§	do do	July 1, 1948
Southwest'n Div. 1st M., $45,000,000, g. F..c*&r	921	1899	500 &c.	40,990,000	3½ g.	¶	do do	July 1, 1925
Pitts. Jc. & Mid. Div. ($20,000,000) 1st M. g. Ce.c*&r	376	1898	500 &c.	11,264,000	x3½ g.	*	do do	Nov. 1, 1925

y Reorganization Committee holds of this $273,000. ¶ Coup., J.-J.; reg., Q.—J. § Coup., A.-O.; reg., Q -J. * Coup, M.-N.; reg., Q -F

BONDS.—The new 4 per cent general mortgage of 1898 is for $8,000,000, the Baltimore Safe Deposit & Trust Co. being trustee. Of the authorized issue $709,000 were on Jan. 10, 1899, reserved for improvements, extensions, etc, and the balance unissued ($3,490,000) to retire, $ for $, at or before maturity, the underlying bonds. Bills payable, June 30, 1899, $136,360.—V. 69, p. 1298.

Report for year ending June 30, 1899, was in V. 69, p. 1298, showing: Gross, $2,041,536; net over taxes, $715,170; other income, $76,266; int. and rentals, $453,746; dividends, $240,004; bal., sur., $97,686. In 1897-8, gross, $1,974,968; net, $628,911. V. 70, p. 791.

Atlantic Coast Line RR. of Virginia.—Owns Richmond to Petersburg and Garysburg, N. C., with branch, 5 miles, total, 94 miles; also leases Garysburg to Weldon (Seaboard & Roanoke) 3 miles. Consolidation in 1898 of Petersburg RR. and Richmond & Petersburg RR.

In 1900 changed name to Atlantic Coast Line RR., and in April, 1900, was merging under this title (see above) various lines in Virginia, North and South Carolina Under plan of consolidation each share of stock, it is reported, will receive 1½ shares of common and 1½ shares of preferred of the new company. V. 70, p. 791. Loans and bills payable June 30, 1899, $454,168; bills receivable, $412,235.

EARNINGS.—Report for year ending June 30, 1899, was in V. 70, p. 324, showing: Gross, $1,165,606; net over taxes, $482,980; other income, $18,105; interest, $125,575; dividends, $198,813; bal., sur., $176,696. In 1897-98, gross, $1,021,258; net, $472,058.—V. 70, p. 791.

Atlantic & Danville Ry.—(*See Map Southern Ry.*)—West Norfolk, to Danville, Va., 205 miles, three branches, 22 miles; James River Junction to Claremont (3 feet gauge) 51 miles; total, 278 miles. Leased to Southern Ry. for 50 years from July 1, 1899, rental being sufficient to meet interest on bonds, 2 per cent dividend on $3,200,000 preferred stock for three years, 3 per cent for next two years, 4 per cent for next five years and 5 per cent thereafter.—V. 69, p. 491.

STOCK.—Common, $2,500,000; non-cum. 5 per cent pref. $3,200,000. Issued to June 30, 1899, common, $2,180,800; preferred, $3,099,200.

DIVIDENDS.—On preferred 1 p. c., 1897; 1898, Sept. 1, 1 p. c; 1899, Sept., 1 p. c. For dividends under lease to Southern Ry. see above.

BONDS.—The bonds have been called for payment at par, June 29, 1900, V. 69, p. 1246 See statement to N.Y. Stock Exch., V. 62, p. 1141.

In 1898-99 gross, $596,900; net, $160,245. Report for 1897-98 was in V. 68, p. 184, showing: gross, $564,751; net, $159,353; interest, $61,900. (V. 68, p. 184; V. 69, p. 491, 1246.)

Atlantic & Lake Superior Ry.—In Apr., 1900, operated Metapedia, Que., to West Paspebiac, 98 miles; owned St. Gregoire to Nicolet, 7 m.; St. Francis to Yamaska, 6 m.; Yamaska to Sorel, 10 m.; Lachute to St. Andrews, 7 m.; total, 128 miles. Also under construction, West Paspebiac to end of wharf, 4 m.; Paspebiac Junc. to Port Daniel, 21 m.; Pierreville to Nicolet, 15 m; St. Gregoire to Chaudiere Junc., 67 m.; total, 107 miles. Extension proposed in 1899 from St. Francois du Lac to Levis, Que., 89 miles, of which 7 built and 23 graded in March, 1899. Extension also proposed from Paspebiac, Que., to Gaspe, 80 miles. Stock authorized, $10,000,000; par, $100. Bonds, $20,000,000, 4s, none issued to April, 1900. President, Hon. J. R. Thibaudeau; Sec., Edgar N. Armstrong, Montreal, Que.—V. 68, p. 329.

Atlantic & North Carolina RR.—Morehead City to Goldsboro, N. C., 95 m. State of No. Car. owns $1,266,500 of the $1,797,200 stock.

DIVIDENDS.—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Per cent.	2	2	2	0	2	2	2	2

EARNINGS.—For year ending June 30, 1899, gross, $185,749; net, $79,040; charges, $42,304; dividends, $17,972.—V. 68, p. 472.

Atlantic Valdosta & Western Ry.—(*See Map.*) Valdosta, Ga., to Jacksonville, Fla., 115 miles; opened for through operation July 1, 1899; extension proposed from Valdosta to Albany, Ga., 75 miles. Road runs through a timber section, and makes a short route from Valdosta to Jacksonville, Fla. In Sept., 1899, the Flor. RR. Commissioners granted facilities of Jacksonville Terminal Ry. at $5,100 per annum.

At Valdosta connects with Ga. Southern & Fla. RR. and Sav. Fla. & West. RR; at Haylow with Sav. Fla. & West; at Crawford with Fla. Cent. & Penin.; at Jacksonville with Jacksonville & Southwestern, Fla. East Coast, F. C. & P., Plant System and Clyde Company ocean and river steamers.—V. 68, p. 1022.

STOCK AND BONDS.—Stock authorized, $1,750,000 each of common and preferred; outstanding, common, $1,000,000; preferred, $500,000. Par of shares, $100 each. Mortgage is for $5,000,000, to retire the $711,000 old 5s, extensions, etc. (V. 68, p. 1022).

EARNINGS.—From March 1, 1898, to June 30, 1899, 16 months, gross, $105,024; net, $64,944. Fixed charges and taxes, $45,205. Surplus, $19,738. Gross earnings June 30, 1899, to Mar. 31, 1900, $139,563, against $55,292 same period in 1898-9.

Financial agents and transfer agency, G. S. Baxter & Co., 18 Wall St., N. Y. Gen'l office, Valdosta, Ga. Operating office, Jacksonville, Fla.

Augusta & Savannah RR.—Millen to Augusta, Ga., 53 miles, In 1895, re-leased to Cen. of Georgia at 5 p. c. on stock.—V. 61, p. 239.

Augusta Southern RR.—Owns from Augusta to Sandersville, Ga., 80 m. (standard gauge), and Sandersville & Tennille RR., 4 miles.) Leased in March, 1897, in perpetuity to the South Carolina & Georgia, which guarantees the bonds, principal and interest, by endorsement. (V. 64, p. 468.) In April, 1899, the Southern Ry. obtained control of and leased the South Carolina & Georgia, the lease of the Augusta Southern passing with it. See V. 68, p. 873. Common stock, $400,000; pref., $350,000; par, $100. For year 1897-98, gross, $97,267; net, $22,079.—(V. 67, p. 528.)

Austin & Northwestern RR.—Owns from Austin to Llano, Texas, 99 m.; branch, Fairland to Marble Falls, etc., 8 miles. In May, 1899, consolidation with Houston & Texas Central was authorized, the old bonds to be canceled and new bonds issued therefor. V. 68, p. 1024. Stock, $1,016,000; par $100; Southern Pacific Company owns $1,008,000 stock and guarantees the bonds. Land grant was 600,000 acres. Year 1898 99, gross, $151,181; net, $15,727.

Avon Geneseo & Mt. Morris RR.—Mt. Morris to Avon, N. Y., 18 miles. Leased to Erie RR. Feb. 26, 1896, in perpetuity at 2½ p. c. on stock for 4 years from Jan. 1, 1896, 3 p. c. for 1 year more and 3½ p. c. thereafter.—(See V. 63, p. 512; V. 62, p. 318, 589.)

Bald Eagle Valley RR.—Owns from Vail Station, Pa., to Lockhaven, Pa., 51 miles; branches to Sugar Camp, etc., 39 miles. Leased to Penn. RR. Co. for 99 years from Dec. 7, 1864. Rental, 40 per cent of gross earnings. Rental 1898, $158,847; other income, $6,278; int., taxes, etc., $40,494; dividends (10 p. c.), $140,625; bal., paid out of sur., $3,968. Rental in 1897, $179,144. Pennsylvania RR. Jan. 1, 1900, owned $706,250 stock.—V. 66, p. 708.

Baltimore & Annapolis Short Line RR.—Owns road from Cliffords to Annapolis, Md., 23 miles. In 1897 acquired control of Annapolis Washington & Baltimore RR. Co., owning 3,575 out of 3,580 shares of its stock, all pledged under the mortgage. Common stock issued $358,000; there is also $500,000 of preferred stock authorized.

Dividends—In 1898, Jan., 3 p. c.; July, 3 p. c.; in 1899, Jan., 3 p. c.; July, 2 p. c.; 1900, Jan., 3 p. c. For year to June 30, 1899, gross, $78,680; net, $23,774; oth. inc., $15,320; int. on bonds, $19,779; div., 6 p. c., $17,900; surplus for year, $1,415.—V. 67, p. 1002, 1159.

Baltimore Chesapeake & Atlantic Ry.—Owns Claiborne to Ocean City, Md., 87 miles; branch, 1 mile; total, 88 miles; from Claiborne to Baltimore, 42 miles, transfers is made by water. On Jan. 1, 1900, the Pennsylvania RR. owned $540,000 bonds, $250,000 common and $167,050 preferred stock. V. 69, p. 541, 590. A reorganization in 1894 of the Balt. & Eastern Shore, sold Aug. 29, 1894 (V. 59, p. 371), etc

STOCKS.—Pref., $1,500,000 5 p. c. cumulative; common, $1,000,000.

ANNUAL REPORT.—Report for year ending August 31, 1899, was given in V. 69, p. 1009, showing, gross, $607,470; net, $148,053; ch'ges, $62,500; bal., surp., $85,553.—(V. 69, p. 541, 590, 1009.)

Baltimore & Cumberland Valley.—See Western Maryland.

Baltimore & Harrisburg RR.—See Western Maryland.

Baltimore & Lehigh Ry.—*Narrow Gauge.*—Baltimore to Cardiff, Md., 43 m. Stock, $850,000; par, $100; issued, $843,500; mort., $85,000. Standard-gauging of road expected to be completed by July 1, 1900. No securities will be issued therefor.—V. 70, p. 278.

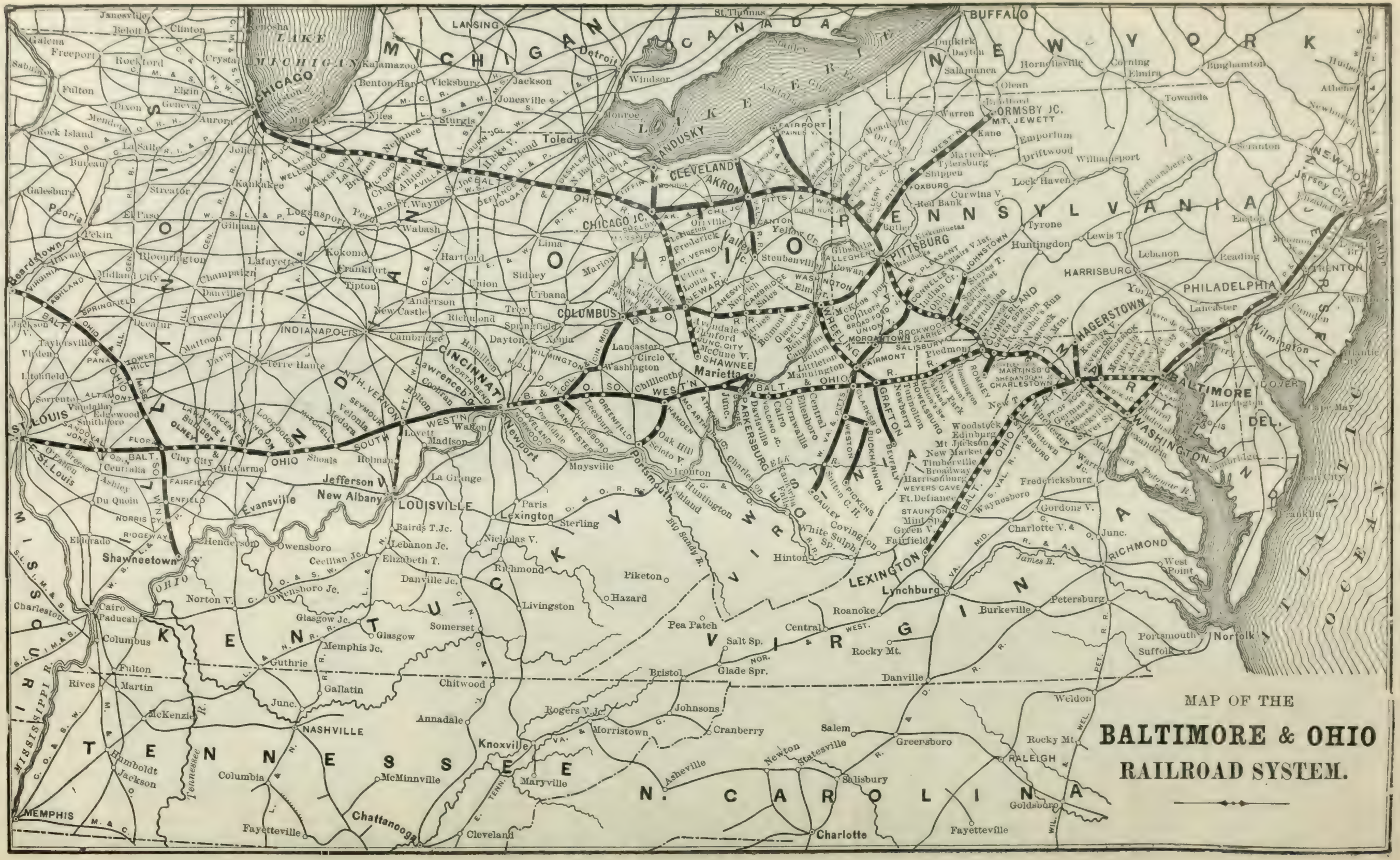
EARNINGS—Year ending June 30, 1899, gross, $135,389; net $32,130; charges, $10,812; surplus for year, $21,318.—V. 70, p. 278.

Baltimore & Ohio RR.—(*See Map.*)—ROAD.—Operates from Baltimore to Philadelphia and Baltimore to Chicago, and has, via the Baltimore & Ohio S. W., a direct route to Cincinnati and St. Louis, the total mileage leased, owned and operated (excluding the Balt. & Ohio Southwestern) being in July, 1899, 2,047 miles, of which 774 miles are west and 1,273 miles east of the Ohio River. The "Royal Blue Line" (see Central RR. of N. J.) give the road access to New York, near which, on Staten Island, it has freight terminals. See S. I. Rapid Transit.

When the pending reorganization of the branch lines is completed the B. & O. will own and operate about 3,525 miles of roads, subject to the several mortgages, as follows:

Prior lien 3½% M.—(1,017 miles)	*Miles.*	*Pitts. Junc. 3½% M.*—(384 miles)	*Miles*
Balt. to Wheeling, Belpre, O., etc...	683	Bellaire to Midland City, O.	377
Pittsburg Division (east of Pitts.)..	334	Shawnee to Sandusky, O.....	
1st M. 4%.—(570 miles.)		Pittsburg Junction RR	7
Baltimore to Philadelphia and brs.	118	*Other Lines*—	
Chicago, Ill., to Akron O.	359	Staten Island Rapid Transit.....	24
Branches to Fairmount, W. Va., etc.	93	West Virginia & Pittsburg.....	159
South W. Div. 3½% M.—		Pittsburg & Western...	343
Belpre, O., via Cincin. to St. L., etc.	921	Monongahela River RR.....	31
		Total of all (adding Baltimore Belt and other lines).....	3,525

HISTORY.—Receivers were appointed in February, 1896, but on July 1, 1899, the road proper was returned to the company, the reorganization plan (in V. 66, p. 1235,) having been consummated without foreclosure and the road and equipment vastly improved in physical condition. All direct obligations, except those shown in the table, were either declared due and payable per order of Court and discharged, or exchanged for new securities (see V. 69, p. 25, 30, and V. 68, p. 1022. The reorganization of the B. & O. Southwest. was effected and new securities issued in Sept., 1899, per plan in V. 67, p. 688, the consol. mortgage of 1893 having been foreclosed. In January, 1900, new securities were issued under the plan of reorganization of the Cent. Ohio and other leased lines. V. 67, p. 688, 1109, 1206, 1356. In Dec., 1899, acquired substantially all the stock of the Monongahela River RR., Fairmont to Clarksburg, W. Va., 31 miles. V. 69, p. 1345.


CHICAGO
LAKE MICHIGAN
LANSING
Detroit
Windsor
CANADA
LAKE ERIE
BUFFALO
NEW YORK
Toledo
SANDUSKY
CLEVELAND
AKRON
CHICAGO JC.
Valley Jc.
PITTSBURG
PENNSYLVANIA
NEW JERSEY
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
COLUMBUS
INDIANAPOLIS
CINCINNATI
LOUISVILLE
ST. LOUIS
Evansville
New Albany
Jefferson V.
Shawneetown
Cairo
Paducah
MEMPHIS
NASHVILLE
Chattanooga
Knoxville
Bristol
Lynchburg
RICHMOND
LEXINGTON
Charlotte
Salisbury
Asheville
Greensboro
RALEIGH
Norfolk
Portsmouth
Suffolk
Petersburg
Roanoke
Danville
Hagerstown
Cumberland
Grafton
Parkersburg
Marietta
Zanesville
Newark
Steubenville
Wheeling
Fairmont
Morgantown
Connellsville
Johnstown
Altoona
Harrisburg
Lancaster
Reading
Trenton
Wilmington
Baltimore
Washington
Fredericksburg
Charlottesville
Lexington
Huntington
Ashland
Portsmouth
Maysville
Paris
Lexington
Sterling
Richmond
Livingston
Somerset
Glasgow
Bowling Green
Hopkinsville
Guthrie
Memphis Jc.
Gallatin
Nashville
Columbia
McMinnville
Fayetteville
Cleveland
Maryville
Morristown
Johnsons
Cranberry
Rogers V. Jc.
Annadale
Chitwood
Danville
Salt Sp.
Glade Spr.
Rocky Mt.
Pea Patch
Hazard
Piketon
Hinton
White Sulph. Sp.
Covington
Gauley
Pickens
Elkins
Weyers Cave
Staunton
Harrisonburg
Timberville
New Market
Mt Jackson
Edinburg
Woodstock
Strasburg
Winchester
Martinsburg
Shenandoah Jc.
Charlestown
Harpers Ferry
Frederick
Mt. Vernon
Baltimore
Washington
Annapolis
Cambridge
Salisbury
Ocean City
Dover
Wilmington
Trenton
Jersey City
Newburgh
Scranton
Williamsport
Lock Haven
Driftwood
Emporium
Kane
Warren
Olean
Salamanca
Dunkirk
Dayton
Hornellsville
Corning
Elmira
Binghamton
Towanda
Athens
Hudson
Albany
Utica
Syracuse
Rochester
Niagara Falls
Toronto
Detroit
Chicago
Milwaukee
Madison
Janesville
Beloit
Clinton
Rockford
Freeport
Galena
Fulton
Dixon
Elgin
Aurora
Geneva
Rock Island
La Salle
Bureau
Joliet
Galesburg
Streator
Peoria
Pekin
El Paso
Logansport
Gilman
Kankakee
Bloomington
Champaign
Danville
Tuscola
Lafayette
Kokomo
Frankfort
Tipton
Hartford
Sidney
Union
Urbana
Marion
Lima
Wabash
Peru
Decatur
Springfield
Jacksonville
Virden
Litchfield
Sorrento
Vandalia
Edgewood
Shumway
Effingham
Mattoon
Terre Haute
Richmond
Anderson
New Castle
Troy
Dayton
Xenia
Springfield
Cambridge
Lawrenceburg
Aurora
Madison
Jeffersonville
Seymour
Vincennes
Washington
Loogootee
Mitchell
Bedford
Shoals
Holman
Lovett
Madison
La Grange
Carrollton
Ghent
Warsaw
Owenton
Frankfort
Versailles
Lexington
Paris
Sterling
Maysville
Ripley
Ashland
Huntington
Ironton
Portsmouth
Oak Hill
Scioto V.
Hamden
Athens
Pomeroy
Middleport
Point Pleasant
Parkersburg
Belpre
Marietta
Cambridge
Zanesville
Newark
Mt. Vernon
Orrville
Akron
Cleveland
Ashtabula
Conneaut
Erie
Meadville
Oil City
Titusville
Oil City
Franklin
Butler
Kittanning
Blairsville Int.
Johnstown
Altoona
Tyrone
Huntingdon
Lewistown
Lebanon
Reading
Pottsville
Allentown
Easton
Phillipsburg
Bethlehem
Trenton
Camden
Wilmington
Havre de Grace
Perryville
Baltimore
Washington
Annapolis
Cambridge
Salisbury
Ocean City
Dover
Lewes
Cape May
Atlantic City
Bridgeton
Millville
Vineland
Woodbury
Philadelphia
Chester
Media
Wilmington
Newcastle
Delaware City
Salem
Bridgeton
Millville
Vineland
Woodbury
Camden

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Baltimore & Ohio—(Concluded)—								
Loan, 1853, extended in 1885, gold	380	1853	$500&c.	$125,500	4 g.	A. & O.	N. Y., Speyer & Co.	Oct. 1, 1935
N. W. Virginia RR. 1st M. (ext. in 1888) assum...c	104	1855	1,000	132,000	6	J. & J.	Baltimore, B. & O. RR.	Mch. 1, 1902
Pitt. & Con., 1st M., ext. in 1896 in gold	....	1868	1,000	71,000	4 g.	J. & J.	N. Y., Vermilye & Co.	July 1, 1946
Baltimore & N. Y. RR., 1st mort., gold, guar. c&r	5½	1889	1,000	y 350,000	5 g.	M. & N.	N.Y., J.P. Morgan & Co.	May 1, 1939
Monong. River RR., 1st M., g., gu. B. & O., Ce.c*	32	1889	1,000	700,000	5 g.	F. & A.	N. Y. Central Trust Co.	Feb. 1, 1919
Coal M., $1,500,000 g., s. f. not gu., red. at par	....	1895	1,000	1,000,000	5 g.	J. & D.	Balt., Am. Bond'g & Tr.	Dec. 1, 1945
Schuyl. R. E. S. RR. 1st M., g., subj. to call (text)	11	1886	1,000	4,500,000	5 g.	J. & D	.....	Dec. 1, 1935
S. I. Rap. Tr., 1st M., $1,000,000, g., $ or £....c*	All.	1883	1,000	1,000,000	6 g.	A. & O.	N. Y., foot Whitehall St.	Jan. 1, 1913
2d mortgage, gold, guar., $2,500,000.....c*	All.	1899	1,000	2,500,000	4 g.	J. & J.	N. Y., Hallgarten & Co.	July 1, 1904
S. I. Ry., 1st mort., $1,000,000, gold.....Me..c*	13	1893	1,000	511,000	4½g.	J. & D.	New York City.	June 1, 1943
W. Va. & P., 1st M. g. 5s. scaled; subj. to call..c*	159	1890	1,000	4,000,000	4 g.	A. & O.	.....	Apr. 1, 1990
Cent'l Ohio, Pittsb. Junc., etc., bonds, unassented.	....	....	1,000	(?)	.....	.....	.....	.....
Equip. trust, Ser. B., $200,000 due y'rly Nov. 1..c*	....	1890	1,000	200,000	5	M. & N.	Phila., Fin'ce Co. of Pa.	Nov. 1, 1900
Car trust (extended in 1897 for 3 years) Me. Ba.	....	1887	1,000	250,000	5 g.	J. & J.	Baltimore.	1900
All other equipment obligations June, 1899.....	....	....	.....	450,000	.....	.....	.....	.....
Balt. & Ohio S. W.—								
B. & O. S. W. *RR.*, 1st M., gold, $10,667,000.. c*	281	1889	1,000	x 37,000	4½ g.	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1, 1990
Ohio & Miss., 1st cons., ext., $6,385,000..Un..c*	393	1868	1,000	x 5,000	4 g.	J. & J.	do do	Jan. 1, 1947
2d consol. mort. (sink. fund), $2,952,000.....c*	393	1871	1,000	x 14,000	7	A. & O.	do do	Apr. 1, 1911
Spring. Div. (Sp. & Ill. S. E.) 1st M., $1,993,000.c*	222	1875	1,000	x 15,000	7	M. & N.	do do	Nov. 1, 1905
First general mortgage, $314,000.....c*	....	1883	1,000	x 4,000	5	J. & D.	do do	June 1, 1932
Equip. Trust, 3 series, drawn, $101,000.....c*	....	'87-'91	1,000	x (?)	6	Various	N.Y. Baring Magoun & Co	10 p. c. yearly.
B. & O. S.W. Term. Co. 1st M. gold, $1,200,000.c*	....	1892	1,000	x None.	5 g.	M. & N.	N. Y., Farmers' L. & Tr.	May 1, 1942
Balt. & Potomac—1st M. (tun.) gold, s. f., not dr'nx..c*	1½	1871	1,000	1,500,000	6 g.	J. & J.	Balt. Office and London.	July 1, 1911
1st M., road, guar., gold, sink.fd., not drawn..xc*	90	1871	1,000	3,000,000	6 g.	A. & O.	do do	Apr. 1, 1911

x Amount unexchanged in Apr., 1900.—V. 69, p. 905.

NEW PARTIES INTERESTED.—In 1898, James J. Hill, President of the Great Northern Ry., and others, acquired a heavy interest in the property. See directors below. V. 67, p. 577, 632. In Dec., 1899, Pennsylvania interests acquired a large block of the stock, and in Jan., 1900, S. M. Prevost entered the directory as the official representative of the latter system.—V. 70, p. 229.

STOCK.—Authorized issues: Common, $45,000,000; pref, 4 p. c. noncumulative, $60,000,000; outstanding, see table above and "General Finances."

VOTING TRUST.—Both classes of stock of the new company will be vested in the following five voting trustees for the period of five years: William Salomon, Abraham Wolff, J. Kennedy Tod and Louis Fitzgerald. The voting trustees, however, in their discretion, may deliver the stock at an earlier date.

BONDS.—The bonds authorized are as follows:

(1) *Prior Lien* 3½%, a first lien on main line and branches, Parkersburg branch and Pittsburg division, in all about 1,017 miles of first track, and about 964 miles of second, third and fourth tracks and sidings, and also all the equipment now owned of the value of upwards of $20,000,000, or hereafter acquired. Total authorized, $75,000,000, of which to be issued only after Jan. 1, 1902 (at not exceeding $1,000,000 a year) for the enlargment, betterment or extension of the properties covered, $5,000,000.

(2) *First Mortgage 4 per cent Gold Bonds, Due July 1 1948*, but subject to call, in whole or in part, after July 1, 1923, at 105; a first lien on the Philadelphia, Chicago and Akron divisions and branches and the Fairmount Morgantown & Pittsburg RR., covering about 570 miles of first track and about 332 miles of second, third and fourth tracks and sidings: also on the B. & O. Terminal property and the Baltimore Belt RR. if and when the same shall be acquired by the new company. They are also a lien subject to prior lien mortgage upon main line, etc.

Total authorized issue in no case to exceed	$165,000,000
Of which to retire prior lien bonds in 1925	75,000,000
For the enlargement, betterment or extension of the properties covered by the two new mortgages. or for extensions, additions or equipment, at not exceeding $1,500,000 a year for the first four years and at not exceeding $1,000,000 a year thereafter	27,000,000
Reserve for new company.....originally	7,000,000

(3) *Southwestern Division 1st Mortgage* 3½ per cent gold bonds, due 1925, and bearing interest from Jan. 1, 1899. To be ultimately a first lien upon the properties constituting the B. & O. Southwestern RR. system, or the securities representing the same, covering about 921 miles of first track and about 305½ miles of second track and sidings, and also all of the equipment now owned by the B. & O. S. W. Ry. Co., or subsequently acquired with the proceeds of these bonds. Total issue 45,000,000

Of which to be issuable only at the rate of not exceeding $1,000,000 per year for the enlargement, betterment or extension of the properties covered by lien	5,000,000
Of which in partial exchange for old bonds	35,540,980
Sold to syndicate for cash requirements	4,459,020

(4) *B. & O. Pittsburg Junction & Middle Division* 3½ per cent gold bonds to be due 1925 and to bear interest from Nov. 1, 1898. Expected to be ultimately a first lien upon the railroads of the Central Ohio system and Pittsburg Junction RR. Co, 385 miles in all—

Total authorized issue in no case to exceed	$20,000,000
Of which to be issued only at the rate of not exceeding $1,000,000 per year for the first two years and thereafter at the rate of not exceeding $500,000 per year, for the enlargement, betterment or extension of the properties covered by the first mortgage	5,000,000
Of which in partial exchange for old bonds	10,569,000
To be sold to a syndicate for cash requirements	4,000,000
Balance for contingencies	431,000

LEASED LINE BONDS.—The Baltimore Belt bonds deposited were called by the company under the option reserved per agreement in V. 66, p. 1235, and purchased at par and interest on Sept. 1, 1899.—V. 69, p. 25, 277, 333.

The Schuylkill River East Side bonds, stamped per agreement, V. 68, p. 40, are treated as follows: The road is leased at a rental equivalent to interest at 5 per cent on the existing bonds, but the new company has the right to purchase all the Schuylkill bonds at 110 and accrued interest at any time after Dec. 1, 1900, and prior to Dec. 1, 1903, on 30 days' notice. If not so purchased, the company will assume the ultimate payment of the principal when due. V. 69, p. 1063.

The Staten Island Rapid Transit property was sold under foreclosure in April, 1899, subject to the $1,000,000 first 6s, part of which were purchased for the B. & O. Under the agreement of Jan, 1899 (V. 68, p. 189), the $2,500,000 second mortgage 5s were exchanged for a like amount of new 4s issued by the reorganized Staten Island Co. These new 4s the B. & O. RR. agrees to purchase at par and interest in cash within 5 years, and meantime to guarantee interest thereon at 4 per cent. V. 68, p. 189, 333, 525; V. 69, p. 696.

The West Virginia & Pittsburg (see agreement in V. 67, p. 1310), has been operated since Sept. 1, 1899, under a 99 years' lease, for 4 per cent on the mortgage, to be appropriated to payment of bond interest, the B. & O. having the option for 5 years to purchase the bonds at par and accrued interest on 60 days' notice. V. 69, p. 439.

The B. & O. in March, 1900, agreed to purchase on or before Feb. 1, 1903, at 125 per cent and interest the $2,400,000 Pittsburg Cleveland & Toledo bonds (or not less than 70 per cent thereof), with the option by the bondholders to exchange for new securities under any reorganization plan approved by the B. & O. prior to that date. V. 70, p. 632.

DIVIDENDS.—First semi-annual dividend on preferred, 2 per cent, was paid on April 2, 1900. V. 70, p. 329.

GENERAL FINANCES.—The large decrease in net earnings for the year 1898-9, it is explained, is caused by the fact that the receivers in settling their accounts have charged against the revenue of the year large sums ordinarily extending over a much longer period, and also by the large amounts put into the property and charged to operating expenses. See official statement, V. 68, p. 1224. As to physical rehabilitation under the receivership, see official statement, V. 69, p. 128.

In addition to the $49,975,000 first mortgage g., 4s issued in June, 1899, for reorganization purposes, $1,500,000 additional of said bonds, being part of the $7,000,000 reserved for corporate purposes, were used for the purpose of providing funds for the purchase of equipment and for other improvements to the mortgaged premises. In Feb., 1900, $8,600,000 additional first 4s and $2,500,000 B. & O. Southwestern 3½s were sold to purchase most of the $10,000,000 Pitts. & Western first mortgage bonds and for improvements, $2,052,000 of the $3,500,000 P. & W. second mortgage bonds having been acquired in July, 1899, thus ensuring the reorganization of the P. & W. in the interest of the B. & O. V. 69, p. 132; V. 70, p. 229, 278, 738.

Holders of common stock may subscribe on or before May 7, 1900, to the remaining $6,398,900 of the $45,000,000 authorized common stock at $80 per share, of which $10 payable on making of subscription and $70 on Oct 1, 1900, the new stock not to be entitled to any dividends for the year ending June 30, 1900. V. 70, p. 685, 738.

POSITION OF NEW COMPANY, INCLUDING CENTRAL OHIO SYSTEM, BALTIMORE & OHIO SOUTHWESTERN, ETC. (See V. 69, p. 31.)

Estimated net income on basis of year end. June 30, 1898, (including $1,989,261 from B. & O. S. W)	$10,285,694
Deduct interest on $70,000,000 prior lien 3½ per cents	$2,450,000
$15,000,000 Pittsburg Junc. & Middle Divis. 3½ per cents.	525,000
$40,000,000 Southwestern Div. 1st 3½ per cents	1,400,000
$50,000,000 first mortgage 4 per cents	2,000,000
Estimated rentals, including Belt Line	500,000
Taxes (if foreclosure is necessary the taxes may increase).	544,794
Taxes B. & O. Southwestern system	293,998
Terminals	202,000
Ground rents and mortgage interest	75,000
Total charges of new company	$7,990,792
Bal. sur., [equals 3⁴⁄₅ p. c. on $60,000,000 pref. stock]	$2,294,902

"The fixed charges will thus be well within the past net income of the property—even that of the last fiscal year of extreme depression. The new company will be relieved from floating debt and the embarrasment of car and wheelage trust payments, and will start with substantial working capital." The following is also given:

Apart from the large amount provided in the plan dated June 22, 1898, to be expended on the B. & O. RR. properties, the plan for the reorganization of the Central Ohio RR. system provides $3,000,000 to be expended on the properties comprised therein and for additional equipment; and the B. & O. Southwestern plan provides $5,500,000 to be expended in like manner on the Baltimore & Ohio Southwestern System. The above statement of earnings does not allow for any increase in earnings from these expenditures, which, it is confidently expected, should largely increase the surplus over fixed charges.

EARNINGS—9 mos., July 1 to Mar. 31. 1899-1900. Gross, $25,555,095; net, $9,166,080
1898-1899. Gross, 21,435,726; net, 5,074,926

RESULTS FOR HALF-YEAR ENDING DEC. 31, 1899.—The preliminary income account for six months ending Dec 31, 1899, accompanying report for 1898-9, showed results partly estimated as follows, the fixed charges being on reorganized basis:

BALTIMORE & OHIO LINES (2,047 MILES).

6 *mos. end.* Dec. 31—	*Gross.*	*Net.*	*Other inc.*	*Int., taxes, etc.*	*Bal., sur.*
1899....	$16,932,775	$6,162,633	$413,880	$3,375,000	$3,201,513
1898....	14,879,520	3,867,738	.....	.....	.....

B. & O. SOUTH WESTERN LINES (921 MILES).

1899....	$3,718,872	$1,191,600	.....	$853,600	$238,000

ANNUAL REPORT.—Report for 1898-9 at length in V. 70, p. 124, 131, and showed, exclusive of B. & O. S.W., Pitts. & West., West Va. & Pitts., and Stat. Isl. Rapid Transit: (see also editorial, p. 102.)

Year ending June 30—	1898-9.	1897-8.	1896-7.
Miles	2,047	2,047	2,046
Gross earnings	$28,404,922	$27,722,787	$25,582,123
Net earnings	$6,621,599	$7,446,695	$5,570,029
Add inc. from other sources	855,290	1,017,478	1,040,716
Total net income	$7,476,889	$8,464,173	$6,610,745

DIRECTORS, ETC. (April, 1899).—William Salomon, Chairman, New York; Jacob H. Schiff, New York; James J. Hill, St. Paul; Edward R. Ba-

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Baltimore & Potomac—(Concluded)—								
Consolidated mortgage for $10,000,000, gold..c*	92	1889	$1,000	$3,000,000	5 g.	J. & J.	Balt. Office, Calvert St.	July 1, 1929
Bangor & Ar.—1st M.$3,360,000($16,000 p.m.) g.c*	211	1893	1,000	3,360,000	5 g.	J. & J.	N. Y., Guar. Trust Co.	Jan. 1, 1943
2d mortgage, $1,050,000 ($5,000 a mile), gold....	211	1895	1,000	1,050,000	5 g.	J. & J.	do do	July 1, 1945
1st mort. on Piscat. Div., $1,500,000, gold.G..c*	77	1899	1,000	1,500,000	5 g.	A. & O	do do	Jan. 1, 1943
Van Buren Exten. 1st M., $500,000, g.....G.c.*	33	1899	1,000	500,000	5 g.	A. & O.	do do	Jan. 1, 1943
Car trusts on 1,218 cars, July 1, 1899.G.....	...	1897	1,000	260,000	6	A. & O.	do do	$20,000 s.-an.
Aroostook No. 1st M., guar. p. & i., gold ....G.c*	15½	1897	1,000	225,000	5 g.	A. & O.	do do	Oct. 1, 1947
Bath & Hammondsport—1st mortgage, gold.....	10	1889	1,000	100,000	5 g.	J. & D.	New York City.	June 1, 1919
Second mortgage, gold.....	10	1893	1,000	200,000	5 g.	A. & O.	do do	Apr. 1, 1923
Beech Creek—Stock (guaranteed 4 per cent by end.)	160	....	50	5,665,000	4	Q.—J.	N. Y., Grand Cent. Sta.	Apr., 1900,1%
1st M.,g, guar. p.&i. (end.).....c&r	160	1886	1,000	5,000,000	4 g.	J. & J.	do do	July 1, 1936
2d M. for $1,000,000, gold, guar. p. & i. (end.).c&r	160	1892	1,000	500,000	5 g.	J. & J.	do do	July 1, 1936
Clearf. Bitum. Coal 1st M., int.gu. by Bh. Cr., gold.c	....	1891	100 &c.	803,100	4 g.	J. & J.	N. Y., Knickerb'r Trust.	Jan. 1, 1940
Bellaire Zanesville & Cin.—Prior lien mort.,red.at105	....	1889	1,000	216,000	6	J. & J.	July,'94, coup.last paid.	July 1, 1899
1st M. ($262,000 reserved for prior lien bonds)..	....	1890	1,000	1,138,000	4	J. & J.	.....	Jan. 1, 1940
Belt RR & Stock Yard of Indianapolis—Stock.....	....	....	50	1,000,000	5 in '99.	J. & J.	Indianapolis, Co. office.	Jan. 1,'00, 2½
Preferred stock, cumulative.....	....	....	50	500,000	6	Q.—J.	do do	Apr. 1,'00, 1½
1st mortgage for $1,000,000, currency.....	....	1881	1,000	1,000,000	6	M. & N.	Phila., W. H. Newbolds.	Apr. 30, 1911
Belt Ry.—1st M.(red. aft. July 1, 1903) g. McBa.c*	25	1895	.....	275,000	4 to 5	J. & J.	Balt., Merc. Tr. & Dep.	July 1, 1945
2d M., income to July 1, 1903, when red. at 100.	25	1895	.....	24,000	4	.....	.....	1903-1945
Belvidere Delaware—Stock ($4,000,000).....	....	....	50	1,253,000	5 in '99.	Feb.	Philadelphia, Pa. RR.	Feb.21,'99,5%
1st mortgage, ext. in 1877, guaranteed.....c	64	1853	1,000	1,000,000	6	J. & D.	Philadelphia, Pa. RR.	June 1, 1902
Cons.mort. of 1875.. $4,000,000 { guar. by United Co's & Pa. RR., s.f..r	67	1885	1,000	500,000	4	M. & S.	do do	Sept. 1, 1925
Cons.mort. of 1875.. $4,000,000 { guar. by United Co's & Pa. RR., s. f..r	67	1887	1,000	749,000	4	F. & A.	do do	Feb. 1, 1927
Cons.mort. of 1875.. $4,000,000 { issue $600,000 reduced by s. f.....r	67	1893	1,000	500,000	4	J. & J.	do do	Jan. 1, 1933
Benning. & Rutl'd—1st ref. M. for $500,000, g. N.c*r	59	1897	1,000	500,000	4½ g.	M. & N.	N. Y., Sec. & Trust Co.	Nov. 1, 1927
2d mort., gold, subject to call after 1901 Co..c*	59	1900	.....	500.000	5 g.	M. & S.	New York.	Mch. 1, 1920
Bloomb'g & Sull van RR.—1st M., $400,000....FP	30	1898	1,000	400,000	5	J. & J.	Phila., F. I. T. & S.D.Co.	Jan. 1, 1928
2d mortgage, income, non-cum., $200,000...FP	30	1898	1,000	200,000	5	J. & J.	Phila., when earned.	Jan. 1, 1928
Boston & Albany—Stock ($30,000,000 authorized)..	389	....	100	25,000,000	8 in '99	Q.—M.	Boston, Of. Ter. Station	Mar.31,'00,2%
Bonds (not mort.) issued to State for its stock....r	....	1882	.....	3,858,000	5	A. & O.	do do	Apr. 1, 1902
Bonds (not mortgage) for $5,000,000.....c	....	1893	.....	3,627,000	4	A. & O.	do do	Oct. 1, 1913

con, New York; S. M. Prevost, Philadelphia; Norman B. Ream, Chicago; James Stillman, New York; Edward H. Harriman, New York; J. Kennedy Tod, New York; Charles Steele, New York; Alexander Brown, Baltimore; H. Clay Pierce, St. Louis; H. Crawford Black, Baltimore, and J. V. L. Findlay, Baltimore.

Executive Committee.—William Salomon, Chairman; Jacob H. Schiff, James J. Hill, Edward R. Bacon, Norman B. Ream, E. H. Harriman and Charles Steele. Pres., John K. Cowen; Sec., C. W. Woolford; Treas., J. V. McNeal.—(V. 70, p. **74, 124, 131**, 229, 278, **327**, 429, 632, 685, 738.)

Baltimore & Ohio Southwestern RR.—*(See Map of Balt. & Ohio.)* Belpre, O., to St. Louis, etc., 921 miles in all, practically merged in Baltimore & Ohio RR.—which see above.

EARNINGS.—9 mos., July 1 to Mar. 31. } 1899-1900..Gross, $5,464,238; net, $1,696,463
1898-1899..Gross, 5,248,016; net, 1,419,996

ANNUAL REPORT.—Report for 1898-9 at length in V. 70, p. 325.

Year.	Gross.	Net.	Oth inc.	Charges.	Sur. or def.
1898-9..	$6,873,276	$1,857,728	$2,250	$1,779,024	sur.$80,954
1897-8	6,904,317	1,987,511	2,250	2,089.335	def. 99,574

—(V. 69, p. 128, 178, 282, 383, 645, 1300; V. 70, p. 279, **325**.)

Baltimore & Potomac RR.—Owns from Baltimore, Md., to South End Long Bridge, Va., and branch, 44 m.; and from Bowie to Pope's Creek, 49 m.; total, 93 miles—including tunnel in City of Baltimore; total 93 miles. Controlled by Penn. RR. Co.

STOCK.—Oct., 1898, $5,531,000 (par $50), of which Penn. RR. owns $4,616,350 and Northern Central $704,450. BONDS.—Consols are reserved to retire all the prior bonds as they mature. The first mortgage bonds are guaranteed by Pennsylvania RR. and Northern Central.

EARNINGS.—In year ending Oct. 31, 1899, gross, $2,401,202; net, $888,778; interest, $420,000; int. on equipment, taxes, etc., $378,724; bal., surplus, $90,054. In 1897-98 gross, $2,203,834; net, $600,392.

Bangor & Aroostook RR.—*(See Map)*—Oldtown, Me., northerly to Van Buren, with branches.

Lines owned (220 m.)—	Miles.	*Leased 999 years*—	Miles.
Brownville to Caribou and br..	200	Aroostook Northern, Caribou to Limestone.....	16
Ashland Jct. to Ashland	43		
Oldtown to Greenville and B. & K. Iron Works.....	95	Total operated.....	354

On Nov. 23, 1899, the extension from Caribou to Van Buren, 33 miles, included above was opened.—V. 69, p. 952, 954.

ORGANIZATION.—Organized Feb. 13, 1891. State of Maine refunds 95 per cent of all taxes levied. For organization see V. 66, p. 855

STOCK.—Common, $1,050,000; 10,400 shares full paid and 100 shares, 5% paid; pref., 5%, non-cum., $1,328,000—paid in, $1,128,143.

BONDS.—Second mortgage bonds for $167,000 had been sold to July 1, 1898, and on June 1, 1899, $883,000 additional, held as collateral by the Aroostook Construction Co., had also been sold, the proceeds when received to be used to retire the $635,000 notes payable, including the notes held by the Aroostook Construction Co. New gold 5s on Piscat. Division.—V. 67, p. 1159; V. 68, p. 84, 329. The $500,000 Van Buren Extension 1st 5s of 1899 cover the line from Caribou to Van Buren, 33 miles, the balance of the cost being supplied by subscription of Aroostook County to $115,000 preferred stock.—V. 69, p. 952. On June 30, 1899, there were notes payable for $9,240.

ANNUAL REPORT—Report for year ending June 30, 1899, in V. 69, p. 952, showed: Gross, $929,254; net, $356,096; charges and taxes, $307,225; bal., surplus, $48,871. In 1897-8, $779,207; net, $327,262. —V. 66, p. **1306**; V. 68, p. 84, 329, 669; V. 69, p. **952**, 954.)

Bath & Hammondsport RR.—Owns road from Bath, N. Y., to Hammondsport, N. Y., 10 miles. Chartered in 1872. STOCK, $100,000; par, $100. EARNINGS.—For year 1898-99, gross, $36,701; net, $19,111.

Beech Creek RR.—*(See Map adjoining N. Y. Central.)*—ROAD—Jersey Shore, Pa., to Mahaffey, 113 m; branches, to Philipsburg, to mines, &c., 44 miles; including Wigton Mines, near Patton, to Spangler, Pa., former Cambria County RR., merged May, 1898); total, 160 miles; trackage, 45 miles; total operated, 205 miles.

LEASE, &C.—From October 1, 1890, leased to the N. Y. Central & Hudson River RR. for 999 years at interest on bonds and 4 per cent on stock, and since May 1, 1899, operated directly as a part of its Pennsylvania division. V. 68, p. 872. Carries mostly coal and coke; in 1898-99, 4,480,640 tons out of 4,750,420 total tons moved; in 1897-98, coal and coke, 4,606,033 tons. The operating expenses are relatively low since the trains carry exceedingly heavy loads of freight, the average per train in 1897-98 being 580 tons. Average rate per ton per mile 0·25c. in '98-'99; 0·28c. in 1897-98. See guaranty V. 52, p. 570.

BONDS.—The bonds are endorsed with the New York Central's guaranty of principal and interest. See V. 52, p. 570. Equipment trusts (5 p. c.) Sept. 30, 1898, $37,000, int. at Knickerbocker Trust Co., N. Y.; also $312,000 of 4½ per cents of 1895. The Clearfield Bituminous Coal Corporation has capital stock, $825,000 and bonds authorized, $825,000; retired by sinking fund to June 30, 1899, $21,900.

ANNUAL REPORT.—Fiscal year ends June 30. Statement for 1896-7 was in V. 65, p. 727. In 1898-9, gross, $1,508,951; net, $612,138; interest, taxes, dividends, etc., $680,082; bal., deficit, $68,082,—(V. 69, p. 128.)

Bellaire Zanesville & Cincinnati Ry.—Owns Bellaire, O., to Wilhelm Station, O., 102 miles, three foot gauge; Muskingum County railroad, Wilhelm to Mill Run, 9 miles; trackage to Zanesville, 1 mile. In June,'95, Gen. Manager J. K. Geddes was made receiver; interest due Jan. 1, 1895, on the prior lien bonds being in default. V. 61, p. 239. Stock is: Common, $832,000; preferred, $795,910; par $50. In year ending June 30, 1899, gross, $131,788; net, $18,501. In 1897-8, gross, $106,438; net, $8,075.—(V. 61, p. 26, 239.)

Belt Railroad & Stock Yard of Indianapolis.—Owns 14 miles of belt road, etc. Leased for 999 years to Ind. Union—which see.

DIVIDENDS.— Preferred in Since 1894 .... } full to date. Common stock '95. '96. '97. '98. '99. 1900. p. c. 5 4½ 0 5 5 Jan., 2½

In 1892 the "common stock had not paid less than 3 per cent semi-annually (J. & J.), and at times more, for past fifteen years." Pres., S. E. Rauh, Indianapolis, Ind.—V. 63, p. 153; V. 66, p. 334.

Belt Railway (of Chattanooga, Tenn.).—Owns 25 miles of belt railroad in Chattanooga, Tenn. V. 67, p. 72.

HISTORY.—A reorganization of Union Ry. foreclosed June 17, 1895 Leased till July 1, 1945, to Alabma Great Southern RR.; rental guaranteed to meet interest on 1st M. bonds, taxes and maintenance. STOCK is $300,000, owned by Ala. Great So. Ry.—V. 63, p. 699.

BONDS.—First mortgage for $300,000, bears interest at 3 p. c. for 2 years from July 1, 1895, 4 p. c. for 2 years more and 5 p. c. thereafter

EARNINGS.—Earnings now included in Ala. Gt. So. Figures for year 1896-97 gross, $37,978; operating expenses, $39,272.—p. 72.

Belvidere Delaware RR.—Owns from Trenton, N. J., to Manunka Chunk, N. J., 67. m.; Flemington RR., &c., 14 m.; operated cut-off 1 m.; total operated, 82 miles. Leased to United Companies, and transferred to Penn. RR. March 7, 1876. Net earnings paid as rental.

STOCK.—Authorized, $4,000,000; outstanding Feb., 1898, $1,253,000; par, $50. Dividends: 1897, 5%; in 1898, 5%; in 1899, Feb. 21, 5%.

BONDS.—First 6s of 1853 and the $1,249,000 4 per cents of 1885-7 are guaranteed by the United Companies, and their guaranty assumed by the Penn. RR. under its lease. Bonds of 1885, 1887 and 1893 are secured by the consol. mortgage of 1875 for $4,000,000, which provides for a sinking fund of 1 per cent of outstanding bonds if earned.

EARNINGS.—In 1898, gross, $1,042,267; net, $316,113; interest, etc., $192,690. In 1897, gross, $1,040,050; net, $268,185.

Bennington & Rutland Ry.—Rutland to Bennington, Vt., and branch, 59 miles. Organized in 1877. Capital stock, $1,000,000, all acquired in Feb., 1900, by Percival W. Clement, President of the Rutland RR., and leased to the latter.—V. 70, p. 381, 430, 685, 792.

EARNINGS.—Year ending June 30, 1899, gross, $243,364; net, $55,666; int. on bonds, $22,500; div. (2 p. c.), $20,000; bal., surplus, $13,166. Total sur., June 30, 1899, $71,018. In 1897-8, gross, $234,600; net, $61,152.—V. 68, p. 821, 870; V. 70, p. 381, 685.

Berkshire RR.—West Stockbridge, Mass., to Connecticut State Line, 21 miles. Road opened 1842. Leased April 1, 1893, for 99 years to N. Y. N. H. & H. RR. for expenses, taxes and 6 p. c. on stock. Lease to Housatonic RR. suspended but not canceled. Stock, $600,000.

Bloomsburg & Sullivan RR.—Owns Bloomsburg to Jamison City, Pa., 30 miles. Stock is $600,000; par, $50.

Reorganized without foreclosure in 1898.—V. 66, p. 80, 952.

EARNINGS.—Year ending June 30, 1899, gross, $60,529; net, $29,279; interest, taxes, etc., $31,593; special account, $10,000. In 1897-98, gross, $60,700; net, $28,649.

President, C. R. Buckalew; Vice-Prest. and Treas., Samuel Wigfall, Bloomsburg, Pa. V. 63, p. 115; V. 64, p. 133; V. 66, p. 80, 952.

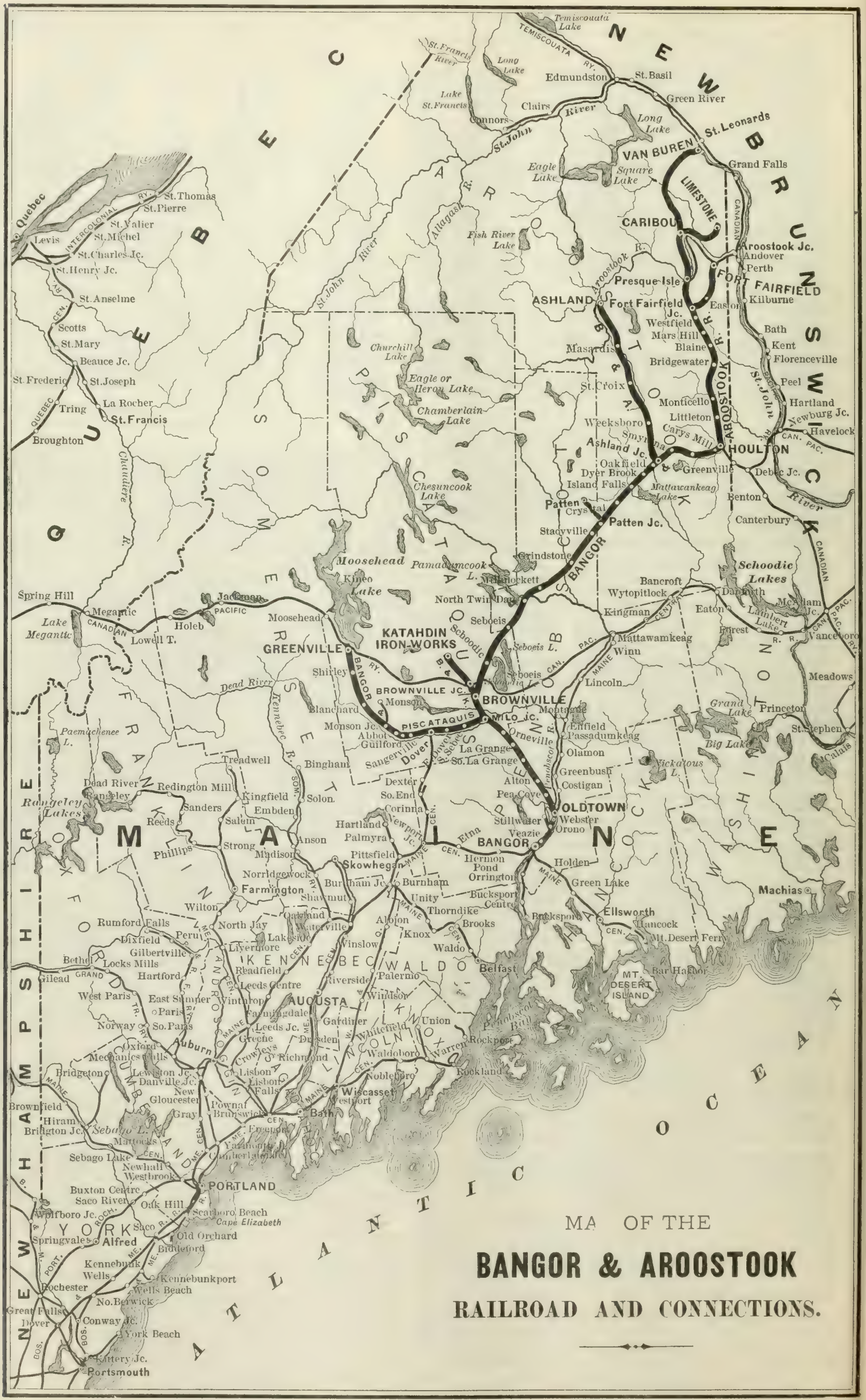
Boise Nampa & Owyhee Ry.—Nampa to Murphy, Idaho, 30·45 miles, completed July, 1899; sidings, ·87 miles; total, 31·32 miles. In Nov. extension under construction from Nampa north to Boise River, 11 miles. Stock, $1,000,000; par, $100; all common and all outstanding. President, W. H. Dewey, Nampa, Idaho; Sec., R. E. Green, Boise, Idaho; Treasurer, Howard Sebree, Caldwell, Idaho.

Boston & Albany RR.—Owns from Boston, Mass., to Albany, N. Y. 202 miles; numerous branches, 104 miles; leased lines, 83 miles; total operated, 389 miles. A consolidation of December, 1867.

This road owns $100,000 stock (out of $500,000) of the Boston Terminal Co. and, with others, has used the new Union Station in Boston since Sept., 1899. (V. 62, p. 547; V. 63, p. 308.)

The stockholders voted on Dec. 27, 1899, to lease the road for 99 years from July 1, 1900, to the N. Y. Cent. & Hud. Riv. RR. at a guaranteed rental of 8 per cent per annum on the $25,000,000 stock, payable quarterly [Mar. 30, etc.], organization expenses, interest on bonds, taxes, expenses of maintenance, etc. The B. & A. will receive in addition for certain property not included in the lease $5,500,000 in N. Y. Cent. 3½ per cent 100-year debentures, thus adding ·77 per cent per annum in addition to 8 per cent guaranteed on stock. In the event of refunding the outstanding bonds, the new bonds are to be guaranteed, principal and interest, by the Central. See abstract of lease in V. 69, p. 282.—V. 69, p. 1061, 1102, 1246; V. 70, p. 74.)

DIVIDENDS—Cash dividends at the rate of 8 per cent yearly have been paid for many years. Stock dividend, 10 p. c. in 1883 and 3⅓ p. c. in 1886



MA OF THE

BANGOR & AROOSTOOK

RAILROAD AND CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Boston & Lowell—Stock..	....	....	$100	$6,529,400	8	J. & J.	Boston, at Office.	Jan. 1, '00, 4%
Bonds, not mortgage..	....	1883	.....	250,000	4½	M. & N.	do do	May 1, 1903
Bonds, do	....	1885	.....	3,675,000	4	Various	do do	1905-6-7-9
Bonds, do	....	1892	1,000	1,000,000	4	A. & O.	do do	Apr. 1, 1932
Bonds, do c*	....	1893	1,000	1,000,000	4	F. & A.	do do	Feb. 1, 1913
Bonds, do c*	....	1895	.....	500,000	4	M. & S.	do do	Mch. 1, 1915
Bonds, do	....	1896	1,000	750,000	4	J. & J.	do do	July 1, 1916
Bonds, do	....	1897-8	1,000	414,000	4	A. & O.	do do	Oct., 1917 & 18
Bonds, do c...	....	1899	.....	620,000	3½	J. & J.	do do	July 1, 1919
Note to Nash. & Low..	....	1880	.....	100,000	5 g.	J. & J.	Nashua, Co.'s Office.	July 1, 1900
Boston & Maine—Stock, common and scrip.....	....	....	100	21,902,925	6¼ in '99	Q.—J.	Boston, at Office.	Apr. 2, '00, 1¾
Preferred stock, 6 per cent, non-cumulative.....	....	....	100	3,149,800	6	M. & S.	do do	Mar. 1, '00, 3%
Improvem't bonds, s. f., not mort. or subj. to call	....	1885	1,000	1,000,000	4	F. & A.	do do	Feb. 2, 1905
Improvem't bonds, s. f., not mort. or subj. to call	....	1887	1,000	500,000	4	F. & A.	do do	Feb. 1, 1907
Improvem't bonds, s. f., not mort. or subj. to call	....	1887	1,000	1,919,000	4	F. & A.	do do	Feb. 1, 1937
Bonds (not mortgage) for imp. & ref.....c&r	....	1892	1000&c.	2,500,000	4	F. & A.	do do	Aug. 1, 1942
Bonds, not mortgage, gold.....c&r	....	1894	1,000	6,000,000	4½ g.	J. & J.	do do	Jan. 1. 1944
Eastern RR. certs. of indebt. 1st M., g., s.f., not drn. c	111	1876	$ & £	8,297,834	6 g.	M. & S.	Bost.; Lond., Baring Br.	Sept. 1, 1906
Portsmouth Great Falls & Conway, 1st mort....c	73	1877	500&c.	998,000	4½	J. & D.	Boston, at office.	June 1, 1937
Charleston land mortgage notes.....	....	Var.	Var.	594,800	4	J. & J.	do do	Sept. 1, 1906
Port. & Roch. Terminal bonds (no mtge.).....c	....	1892	500	113,500	4	A. & O.	Bost, Hide & L. Nat. Bk.	Oct. 1, 1907
Portland Union Station—See that company.								
Boston & Prov.—Stock, 10 p. c. guar. 99 yrs., Old Col.	68	....	100	4,000,000	10	Q.—J.	Boston Term., room 526	Apr. 2, '00, 2½
Bonds, not mortgage.....c*	....	'88-'93	1,000	2,170,000	4	J. & J.	do do	July 1, 1918
Boston Revere Beach & Lynn—Stock.....	....	....	100	850,000	2 in 1899	J. & J.	Boston.	Jan. 1, '00, 1%
New 1st mortgage, $1,000,000, gold.... SB c*&r	....	1897	1000&c.	561,000	4½g.	J. & J.	Boston, State St. Tr. Co.	July 15, 1927
Boston Winthrop & Shore 1st mort assumed ...	8	1886	1,000	289,000	5	M. & S.	do	Sept. 1, 1906
Boston Terminal Co.—1st mort., currency. OB..c&r	....	1897	1,000&c	14,500,000	3½	Text.	Boston, South Station.	Feb. 1, 1947
Brad. Bord. & Kinzua—1st M., $300,000, g. Mp.c*	27	1892	500	249,000	4 g.	A. & O.	N. Y., Met. Trust Co.	1942
Bradford Cent.—1st M., $25,000 per m., g., $ or £. Kc*	....	1899	1,000	(?)	5 g.	J. & J.	N.Y., Knick. Tr. or L'don	July 1, 1949
Brooklyn Elevated—See STREET RAILWAY SUPPLEMENT.								
Brooklyn & Rockaway Beach.—1st M., $350,000, g. c*	3½	1891	1,000	338,000	6 g.	M. & N.	People's Tr. Co., B'klyn.	May 1, 1931
Buffalo Creek—1st mortgage.....r	6	1882	1,000	250,000	6	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1. 1907

LATEST EARNINGS.—For 6 months ending Dec. 31:

	Gross.	*Net.*	*Int., taxes, etc.*	*Dividends.*	*Bal., sur.*
1899....	$5,273,979	$2,169,676	$609,547	$1,000,000	$560,129
1898....	4,766,116	1,926,807	419,146	1,000,000	507,661

ANNUAL REPORT.—Report for 1898-99 was in V. 69, p. 643.

Year ending June 30—	1899.	1898.	1897.
Gross earnings	$9,325,035	$9,241,569	$9,114,625
Net earnings	2,647,374	2,446,568	2,456,550
Interest paid	337,980	337,980	337,980
Rentals	78,000	78,000	78,000
Dividends (8 per cent)	2,000,000	2,000,000	2,000,000
Special equipment	200,000	.....	.....
Balance, surplus	$31,393	$30,588	$40,570

—(V. 69, p. 1061, 1102, 1246, 1300, 1344; V. 70, p. 74, 328)

Boston & Lowell RR.—ROAD—Owns Boston to Lowell, 27 miles branches—Salem and Lowell, 17 miles; Lowell and Lawrence, 12 miles; others, 32 miles; Middlesex Central, 11 miles; leases—Central Massachusetts, 104 miles; Connecticut & Passumpsic, 147 miles; Nashua & Lowell, 15 m.; Peterborough, 10 m.; Northern N. H., 83 m. (and subsidiary lines 99 m.); Stony Brook RR., 13 m.; Wilton RR., 15 m. These leases were mostly assumed by Boston & Maine.

LEASES.—Leased in 1887 for 99 years to the Boston & Maine at 7 per cent per annum on stock till Jan. 3, 1897, and 8 per cent thereafter.

STOCK AND BONDS.—Stock authorized, $6,529,400. The debentures were described on page 2, SUPP. of April, 1895. (V. 68, p. 84.)

Boston & Maine RR.—ROAD—The system with its many branch lines covers the territory from Boston, Mass., to Portland, Maine, Springfield, Mass., Sherbrooke, Can., etc., and all important places in New Hampshire, and includes:

Lines owned.	*Miles.*		*Miles.*
Boston, Mass., to Portland, Me.	116	Branches leased	570
Boston to Me. State Line..	57	Trackage rights	7
Conway Junc., Me., to North Conway, N. H.	73	Total operated Jan. 31, 1900.	1,771
Rochester, N.H., to Portland, Me.	54	Double track	310
Sundry branches	141	Controls Me. Cent. (which see)	822
Lines leased.		St. Johnsbury & Lake Champ.	131
State Line to Portland.	51	York Harbor & Beach	11
Lines to Sherbrooke (P. Q.), Rochester, White River, Northampton, Groveton, Keene, &c.	701	Vermont Val. of 1871	24
		Sullivan County	26

The leased lines include: Concord & Montreal, leased June 29, 1895. Boston & Lowell, Central of Mass., Nashua & Lowell, Northern of N. H, Worcester Nashua & Rochester, Connecticut River, etc.—See each co. In June, 1899, suit was brought by stockholders of the Central Massachusetts to break the lease.—V. 68, p. 1224. On Apr. 5, 1900, lease of the Fitchburg RR. for 99 years from July 1, 1900, was ratified at 5 p. c. on the preferred and 1 p. c. on the common stock.—V, 70, p. 75, 685.

ORGANIZATION, ETC.—An agreement with N. Y. N. H. & H. regarding division of territory was made in 1893. (V. 56, p. 464.)

STOCK.—The merger of the East. RR. of N. H. required issue June 16, 1899, of $480,188 stock and that of the Portsmouth & Dover, Portland Saco & Portsmouth and Portland & Rochester on Jan. 16, 1900, required $2,683,500 additional, making total issue $21,902,925, of which $1,807,400 owned by the company, $1,128,200 of the latter being held by trustees as collateral for Eastern RR. certs. of indebtedness.—V. 69, p. 129, 642, 794; V. 68, p. 427.

DIVIDENDS. ('87 '88 '89 '90 '91 '92 '93 '94 to Jly, '99. From Oct., '99,
On common. (10% 9 9 9½ 9 8 8 6 yearly. See below.

Dividends Oct., 1899, to Apr., 1900, 7 per cent yearly.—V. 69, p. 642.

BONDS.—As to debentures see SUPPLEMENT of April, 1895. Under the lease of the Fitchburg RR. the B. & M. will issue its $5,500,000 fifty-year 3 per cent gold bonds to purchase, $ for $, the same amount of Fitchburg common stock held by the State of Massachusetts and by private persons.—V. 70, p. 175.

Loans and notes payable July 1, 1899, none. B. & M. guarantees $1,328,000 first 5s of St. Johnsbury & Lake Champlain. Also interest on $274,000 Manchester & Lawrence 4s. Jointly with Maine Central guarantees $300,000 Portland Union Ry. Station bonds. The additional annual charges assumed under Fitchburg lease were claimed not to be over $260,000 above the $112,000 surplus from operations in 1898-9 of the latter company.

LATEST EARNINGS.—6 months ending Dec. 31:

6 *mos.*	*Gross.*	*Net.*	*Oth. inc.*	*Int., tax., etc.*	*Bal., sur.*
1899 ...	$11,747,891	$4,003,378	$319,199	$2,803,747	$1,518,829
1898	10,365,833	3,371,574	278,027	2,719,696	929,905

ANNUAL REPORT.—Annual meeting second Wednesday in October. Annual report 1898-99 in V. 69, p. 642, showed results as follows, the operating expenses in 1898 99 including $652,645 in 1897-98, $675,208, and in 1896-97 $609,287 spent for permanent improvements.

Year Ending June 30.	1899.	1898.	1897.
Miles operated	1,715	1,715	1,718
Passenger department	$8,522,202	$8,461,640	$8,538,278
Freight department	10,286,339	10,201,910	9,975,436
Mails, express, etc	1,082,066	1,079,395	1,042,973
Total gross earnings	$19,890,607	$19,742,945	$19,556,687
Net earnings	$6,141,963	$6,019,271	$5,947,581
Net, includ. other income	$6,841,184	$6,759,475	$6,638,983
Interest	1,091,635	1,089,125	1,104,726
Rentals	3,296,655	3,307,107	3,208,012
Taxes	1,105,649	1,030,040	988,348
Dividends	1,234,002	1,234,002	1,234,002
Sinking fund	67,829	69,779	68,601
Balance, surplus	$45,413	$29,422	$35,293

—V. 69, p. 642, 794, 1061; V. 70, p. 75, 175, 279, 632, 685.

Boston & Providence RR.—Owns Boston, Mass., to Providence, R. I., 44 miles; branches, 20 miles; leases 4 m. Leased for 99 years, April 1, 1888, to Old Colony RR.; rental, 10 p. c. yearly on stock.

Boston Revere Beach & Lynn RR.—Owns narrow-gauge road from Lynn to East Boston, Mass., 9 miles, connecting with Boston by company's ferry boats; Boston Winthrop & Shore Div., East Boston to Winthrop, 5 miles, with branches 3 miles. Of the 4½s of 1897 $289,000 reserved for Boston W. & S. 5s; balance unissued is for improvements. (V. 65, p. 68.) Notes and bills payable June 30, 1899. $90,490.

DIVIDENDS.	1888-91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.	1900.
Per cent.	7 yearly.	5½	5	4½	4	3	2	2	2	Jan., 1

EARNINGS.—Year ends June 30. Report for 1898-9 in V. 69, p. 953.

Year.	*Gross.*	*Net.*	*Int. & taxes.*	*Div. paid.*	*Bal., surp.*
1898-99	$288,815	$65,314	$48,314	$17,000	.....
1897-98	258,758	62,619	45,218	17,000	$401

—V. 65, p. 68, 568; V. 67, p. 1000; V. 69, p. 953.)

Boston Terminal Co.—Owns Southern Union Depot in Boston opened in 1899. V. 68, p. 40; V. 69, p. 591. Boston & Albany, New England, Boston & Prov., Old Colony and N. Y. N. H. & Hartford RR. Cos. each owns one-fifth of the $500,000 capital stock and pay as rental in monthly instalments sums sufficient to pay all expenses, charges, interest on bonds and 4 per cent on stock. These companies are jointly liable for any deficiency in case of foreclosure. Registered interest payable Q.—F.; coupons F. & A.—(V. 69, p. 129, 591.)

Bradford Bordell & Kinzua Ry.—Owns Bradford to Smethport, Pa., 26·11 miles. Leases Ormsby Jc. to Mt. Jewett, Pa. (Big Level & Kinzua RR.), 10·48 miles, and Mt. Jewett to Kane, Pa. (Pitts. & West.) 11·49 miles; total operated, 48 08 miles. Stock, common, $300,000 authorized; $249,000 issued; par, $50. Year 1898-9, gross, $84,915; net over rentals and taxes, $17,576; interest, $9,960; surplus, $7,616. President, George L. Roberts, Pittsburg, Pa.; Sec., J. B. McGeorge, 30 Broad St., New York.

Bradford Central RR.—Projected from Canton, Bradford Co., Pa., to Towanda, Canton to Ansonia, Pa., etc. Bonds as in table. V. 70, p. 279. President, Geo. W. Adams, Towanda, Pa. V. 70, p. 279.

Brainerd & Northern Minnesota Ry.—Brainerd to Bemidji, 91 miles, completed in January, 1899. Stock, $500,000; par $100. Year ending June 30, 1899, gross, $220,297; net, $89,897; taxes, rentals, etc., $10,557; surplus, $79,340. Current liabilities June 30, 1899, $726,945; funded debt, none. President, E. A. Merrill; Treas., E. L. Carpenter, Minneapolis, Minn.

Brooklyn & Brighton Beach RR.—V. 68, p. 1179; V. 69, p. 228.

Brooklyn & Rockaway Beach RR.—Owns road from East New York (Brooklyn) to Canarsie Landing, Jamaica Bay, 3½ miles (of which 3 miles double track), and operates ferry to Rockaway Beach. Operations suspended during winter months. Stock is $150,000; par, $50 Loans and bills payable June 30, 1899, $84,700; real estate mortgage, $55,877. In year ending June 30, 1899, gross, $6,322; def., under operating, $5,335; other income, $5,440; int. and taxes, $31,982; balance, deficit, for year, $31,877.

Buffalo Creek RR.—Owns 6 miles of terminal road in Buffalo N. Y. In January, 1890, leased for term of charter less one day, to the Lehigh Valley and the Erie RR., which together own entire capital stock of $250,000. Dividends in year 1895-96, 7 p. c.

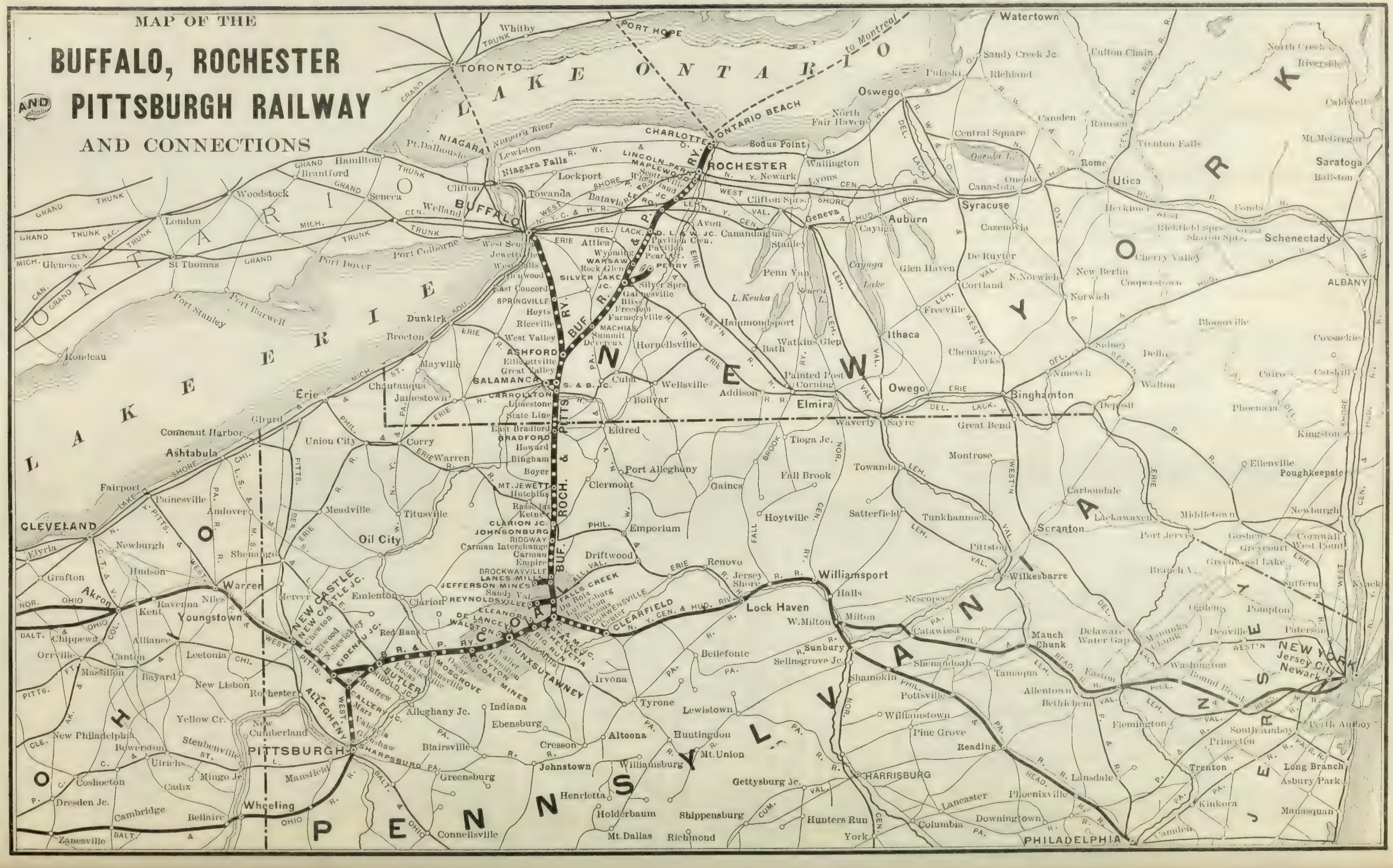
Buffalo Rochester & Pittsburg Railway.—(*See Map.*)—Operates from Buffalo and Rochester, N. Y., to the bituminous coal regions:

Lines owned in fee—	*Miles.*	*Leased—Entire stock own'd*—	*Miles.*
Buffalo Creek, N. Y., to Howard Junc., Pa.	85	Johnsonburg & Bradford RR.—	
Clarion Junc., to Walston, Pa.	62	Howard Junc. to Mt. Jewett.	20
Rochester to Ashford, N. Y.	94	Lincoln Park & Charlotte	10
Four branches to mines	16	Perry RR.	1
Trackage—		*Leased—Stock not owned.*	
Erie—Mt. Jewett to Clarion J..	21	Allegheny & Western—	
Pitts. & West.—Butler, Pa., to Newcastle	44	Punxsutawney to Butler, Pa.	60
Ribold Jc., Pa., to Allegheny City, Pa.	31	Clearfield & Mahoning—¶ Clearfield to Beech Creek RR.	26
		Mahoning Valley RR.	2
		Total Oct., 1899 (¶See separate statement for this company)	472

MAP OF THE

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY

AND CONNECTIONS


LAKE ONTARIO
to Montreal
ONTARIO
ONTARIO BEACH
TORONTO
Whitby
PORT HOPE
Watertown
Sandy Creek Jc.
Pulaski
Richland
Fulton Chain
North Creek
Riverside
Oswego
North Fair Haven
Sodus Point
Wallington
Central Square
Camden
Ramsen
Caldwell
Mt.McGregor
Saratoga
Ballston
Trenton Falls
Rome
Utica
Canastota
Oneida
Syracuse
Auburn
Cayuga
Cazenovia
Herkimer
Richfield Spgs.
Sharon Spgs.
Schenectady
ALBANY
Cherry Valley
New Berlin
Cooperstown
Norwich
N.Norwich
Cortland
De Ruyter
Glen Haven
Cayuga Lake
Seneca L.
Penn Yan
L.Keuka
Geneva
Clifton Spgs.
Lyons
Wayne
Newark
Rochester
Lockport
Niagara Falls
Niagara River
Lewiston
Pt.Dalhousie
Hamilton
Brantford
Woodstock
London
Glencoe
St Thomas
Port Stanley
Port Burwell
Port Dover
Port Colborne
Welland
Clifton
Towanda
Batavia
Attica
Avon
Canandaigua
Stanley
Dunkirk
Brocton
Mayville
Chautauqua
Jamestown
Rondeau
Erie
Girard
Conneaut Harbor
Ashtabula
Union City
Corry
Warren
Fairport
Painesville
Andover
Meadville
Titusville
Oil City
Emporium
Driftwood
Renovo
Jersey Shore
Williamsport
Lock Haven
Milton
W.Milton
Halls
Nescopeck
Sunbury
Selinsgrove Jc.
Bellefonte
Irvona
Tyrone
Altoona
Huntingdon
Mt.Union
Lewistown
Williamstown
Pine Grove
Reading
Pottsville
Shamokin
Shenandoah
Tamaqua
Allentown
Bethlehem
Easton
Mauch Chunk
Delaware Water Gap
Catawissa
Sunbury
Port Allegheny
Eldred
Bradford
Kane
Ridgway
Johnsonburg
Clarion
Emlenton
Mercer
Grove City
Sharpsburg
Blairsville
Johnstown
Cresson
Ebensburg
Indiana
Alleghany Jc.
Greensburg
Connellsville
Mt.Dallas
Richmond
Henrietta
Holderbaum
Shippensburg
Gettysburg Jc.
Hunters Run
York
Columbia
Lancaster
Downingtown
Phoenixville
Lansdale
HARRISBURG
PHILADELPHIA
Camden
Kinkora
Manasquan
Long Branch
Asbury Park
Perth Amboy
South Amboy
Princeton
Trenton
Flemington
Washington
Bound Brook
Jersey City
Newark
NEW YORK
Ogdens
Pompton
Denville
Paterson
Greycourt
Greenwood Lake
Goshen
Cornwall
West Point
Newburgh
Middletown
Poughkeepsie
Kingston
Ellenville
Port Jervis
Carbondale
Scranton
Lackawaxen
Wilkesbarre
Pittston
Tunkhannock
Satterfield
Hoytville
Fall Brook
Tioga Jc.
Gaines
Towanda
Montrose
Deposit
Binghamton
Great Bend
Waverly
Sayre
Elmira
Addison
Owego
Ithaca
Freeville
Chenango Forks
Sidney
Delhi
Walton
Nineveh
Cairo
Catskill
Coxsackie
Bloomville
Phoenicia
Watkins Glen
Bath
Hammondsport
Painted Post
Corning
Hornellsville
Cuba
Wellsville
Bolivar
Salamanca
Ashford
Ellicottville
Great Valley
Limestone
State Line
East Bradford
Bingham
Howard
Boyer
Mt.Jewett
Hutchins
Kenmore
Carrollton
Rasselas
Clarion Jc.
Johnsonburg
Ridgway
Carman Interchange
Carman
Empire
Brockwayville
Lanes Mills
Jefferson Mines
Sandy Val.
Reynoldsville
Falls Creek
Du Bois
Luthersburg
Brockton
Curwensville
Grampian
Clearfield
Eleanora
Walston
DeLancey
Red Bank
Big Run
Punxsutawney
Helvetia
Stanley Jc.
Mosgrove
Craigsville
Lucas
Dayton
Coal Mines
Ribold Jc.
Butler
Renfrew
Callery
Mars
Valencia
Glenshaw
Allegheny
Sharpsburg
PITTSBURGH
Wheeling
Bellaire
Zanesville
Cambridge
Dresden Jc.
Coshocton
Cadiz
Mingo Jc.
Steubenville
Bowerston
New Philadelphia
Yellow Cr.
New Cumberland
Rochester
New Lisbon
Bayard
Massillon
Canton
Alliance
Chippewa
Orrville
Akron
Kent
Ravenna
Niles
Youngstown
Warren
Hudson
Grafton
Elyria
Newburgh
Shenango
Cleveland
Mansfield
Leetonia
Sebring
Salem
Elwood
N.Sewickley
Chewton
New Castle
New Castle Jc.
Eidenau Jc.
Oakwood
Wampum
Enon Valley
Rose Point
Wurtemburg
Scott Haven
Wright Hand
Maplewood
Lincoln Park
Wilkinson
Lake Shore Jc.
Pavilion
Pavilion Cen.
Wyoming
Warsaw
Rock Glen
Perry
Silver Lake Jc.
Silver Spgs.
Gainesville
Bliss
Freedom
Farmersville
Machias
Summit
Divereux
Springville
Hoyts
Riceville
East Concord
Jewett City
West Falls
Glenwood
West Seneca
Attica
Wyoming
Pavilion
Pearl Cr.
Perry
Silver Lake Jc.
Silver Spgs.
Gainesville
Bliss
Freedom
Farmersville
Machias
Summit
Divereux
Springville
Hoyts
Riceville
East Concord
Jewett City
West Falls
Glenwood
West Seneca
Attica
Avon
Canandaigua
Stanley
Penn Yan
L.Keuka
Seneca L.
Cayuga Lake
Glen Haven
Cortland
De Ruyter
N.Norwich
Norwich
Cazenovia
Auburn
Cayuga
Geneva
Clifton Spgs.
Lyons
Wayne
Newark
Rochester
Lockport
Niagara Falls
Niagara River
Lewiston
Pt.Dalhousie
Hamilton
Brantford
Woodstock
London
Glencoe
St Thomas
Port Stanley
Port Burwell
Port Dover
Port Colborne
Welland
Clifton
Towanda
Batavia
Oswego
Pulaski
Richland
Sandy Creek Jc.
Watertown
Fulton Chain
North Creek
Riverside
Caldwell
Mt.McGregor
Saratoga
Ballston
Trenton Falls
Rome
Utica
Canastota
Oneida
Syracuse
Herkimer
Richfield Spgs.
Sharon Spgs.
Schenectady
ALBANY
Cherry Valley
New Berlin
Cooperstown
Norwich
N.Norwich
Cortland
De Ruyter
Glen Haven
Cayuga Lake
Seneca L.
Penn Yan
L.Keuka
Geneva
Clifton Spgs.
Lyons
Wayne
Newark
Rochester
Lockport
Niagara Falls
Niagara River
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Woodstock
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Port Dover
Port Colborne
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Towanda
Batavia
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Avon
Canandaigua
Stanley
Penn Yan
L.Keuka
Seneca L.
Cayuga Lake
Glen Haven
Cortland
De Ruyter
N.Norwich
Norwich
Cazenovia
Auburn
Cayuga

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column heading, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	When Payable, and by Whom.	*Bonds* Principal, When Due. *Stocks*—Last Dividend.
Buffalo Creek—(Concl'd)—Con. M $1,000,000 g. c*	6	1891	$1,000	$238,000	5 g.	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1, 1941
Buffalo N. Y. & Erie—SEE ERIE RAILROAD.								
Buffalo Rochester & Pittsburg—Common stock	....	....	100	6,000,000	.....	.....	.....	.....
Pref. stock, non-cum.; com. 6%; then pro rata	....	....	100	6,000,000	2 in 1899	F. & A.	N. Y., 36 Wall Street.	Feb. 15, '00, 3%
R. & P. 1st M, gold, Rochester to Salamanca....c*	108	1881	1,000	1,300,000	6 g.	F. & A.	N. Y., Union Trust Co.	Feb. 1, 1921
R. & P. consol. mort., $20,000 per mile, gold, g. c*	276	1882	1,000	3,917,000	6 g.	J. & D.	do do	Dec. 1, 1922
B. R. & P. 1st general M. ($10,000,000) g...Un c*	276	1887	1,000	4,407,000	5 g.	M. & S.	do do	Sept. 1, 1937
Debentures, $3,000,000, currency, call at 105.c*	....	1897	1,000	1,000,000	6	J. & J.	New York.	Jan. 1, 1947
Lincoln Park & Charlotte 1st mort., gold, guar. c*	10	1889	1,000	350,000	5 g.	J. & J.	do do	Jan., 1939
Perry Railroad 1st mortgage, guaranteed.....	1	1882	1,000	20,000	7	J. & D.	do do	June, 1902
Real estate mortgage.....	....	Var'us	.....	304,000	5 & 6	Various	Rochester, N. Y.	Various.
B. R. & P. car trusts, gold.....	....	'90 '98	1,000	733,000	5	J. & D.	.....	1900-1908
Equipm't bonds $500,000, g., not subj. call..G. c*	....	1899	1,000	283,000	4½ g	M. & N.	N. Y., Guar. Trust Co.	May 1, 1919
Buffalo & Susquehanna—Stock, $2,000,000.....	....	....	50	1,518,000	5 in 1900	Jan.	.....	Jan., 1900, 5%
1st m., $2,000,000 g., s. f., subj. to call at par. c*&r	112	1893	500 &c.	1,056,500	5 g.	A. & O.	N. Y., H. Fisk & Sons.	Oct., 1913
Burlington Cedar Rapids & Northern—Stock.....	....	....	100	5,500,000	8 in 1899	F. & A.	N. Y., Corn Exch. Bank.	Feb. 1, '00, 4%
1st mortgage.....c*&r	263	1876	100&c.	6,500,000	5	J. & D.	N. Y., Central Trust Co.	June 1, 1906
Ced. Rap. I. F. & N. W., consol. 1st M., g., guar. c	....	1881	1,000	1,905,000	5 g.	A. & O.	do do	Oct. 1, 1921
B.C.R.&N. con. 1st M. & col. trust, gold. .....c*&r	All	1884	1,000&c	7,250,000	5 g.	A. & O.	do do	Apr. 1, 1934
Minneapolis & St. Louis, 1st mort., gold (assumed)	12	1877	500	150,000	7 g.	J. & D.	N.Y. Continental N. Bk.	June 1, 1927
Butte Anaconda & Pacific—Stock $1,000,000.....	....	....	100	1,000,000	.....	.....	.....	See text.
1st mortgage, $3,000,000	....	1893	1,000	1,000,000	5	F. & A.	New York.	Feb. 1, 1923
Calgary & Edmonton—1st mort. 6s, red. at 110	295	1890	£100	£1,121,700	See text.	J. & J.	Lon., Morton, Chap. & Co	July 1, 1910
California East'n—1st M., gold, $15,000 per mile.	30	1896	1,000	441,000	5 g.	J. & J.	Denver, Col.	July 1, 1921
Cal. Northw.—1st M., g. ($2,000,000, gu. p. &i.) s.f.	60	1898	1,000	None Mar'00	5 g.	A. & O.	San Fran. & New York.	Apr. 1, 1928
California Pacific—SEE SOUTHERN PACIFIC RR.								
Cambria & Clearfield—Stock, $2,150,000 auth.....	50	....	50	1,300,550	....	.....	.....	.....
1st M. ($2,000,000) gold.....c*	80	1891	1,000	1,279,000	5 g.	J. & J.	Phila., Broad St. Stat'n.	Jan. 1, 1941
Camden & Atlantic—SEE WEST JERSEY & SEA SHORE.								
Camden & Burlington County—Stock, 6 p. ct. guar.	30	....	25	381,925	6	J. & J.	Phila., Broad St. Stat'n.	Jan., 1900, 3%
1st mortgage, $350,000, gold, gu. p. &i. by P.RR. c*	30	1897	1,000	350,000	4 g.	F. & A.	do do	Feb. 1, 1927

Buffalo Rochester & Pittsburg Ry.—(CONCLUDED.)

ORGANIZATION, ETC.—Successor in March, 1887, to the Rochester & Pittsburg, which was foreclosed in October, 1885. Plan of reorganization in V. 41, p. 516. The entire capital stock ($4,000,000) of the Rochester & Pittsburg Coal & Iron Co. is owned, the property June 30, 1899, being bonded for $2,173,000. V. 66, p. 1088) and through that company in May, 1896, control was acquired of Jefferson & Clearfield Coal & Iron Co. (see Miscel. Cos.) with $3,000,000 stock and $3,000,000 bonds. The B. R. & P. Ry. controls the coal output from over 30,000 acres of bituminous coal lands in Jefferson and Clearfield counties, Pa. V. 62, p. 908; V. 63, p. 115. Clearfield & Mahoning securities are guaranteed. As to All. & Western, see below.

DIVIDENDS.—On pref., in 1892, 5; 1893, 1¼ p. c.; 1897, 1 p. c.; 1898, 2 p. c.; 1899, 2 p. c.; 1900, Feb., 3p. c.—V. 70, p. 229.

BONDS.—General 5s for $5,593,000 are reserved for prior bonds, etc. The $3,000,000 debentures of 1897 are to be secured by any subsequent mortgage made except if made for refunding existing prior liens or for extensions exclusively; debentures are subject to call at 105, any January or July. See V. 64, p. 706. R. & P. income 6s, $5,000. A sinking fund of 5 per cent will retire equipment bonds, series "A," annually on May 1, if purchasable at or below par, otherwise to be applied to the purchase of additional equipment. V. 68, p. 1131.

GENERAL FINANCES.—In June, 1897, $1,000,000 debentures were sold and floating debt of $900,000 paid off.

The Allegheny & Western Ry. has been operated since Nov. 2, 1899, as an extension of 60 miles from Punxsutawney westerly to Butler, Pa., from which to Pittsburg and New Castle, Pa., the Pitts. & West. is used under trackage agreement. The All. & W. is leased, and 6 p. ct. on stock and 4 p. ct. on bonds guaranteed. V. 66, p. 335, 759; V. 69, p. 383, 500, 1010. (See this SUPPT., Al. & W.)

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0...gross, $3,050,077; net, $1,189,177. 1898-9...gross, 2,564,090; net, 882,940

For 6 mos. ending Dec. 31, 1899, net, $870,169, against $699,335; other inc., $9,867; charges, $512,140; sur., $367,896, agst. $207,039. Semi-annual div., 3 p. c. on preferred, calls for $180,000.

ANNUAL REPORT.—Fiscal year ends June 30. The annual meeting is held at New York on the third Monday in November. The report for 1898-99 was given at length in V. 69, p. 488, 489. In 1898-99 carried 4,257,679 tons of bituminous coal (out of 6,247,910 total tons of freight moved), against 4,092,850 in 1897-98.

Year end. June 30—	1899.	1898.	1897.	1896.
Gross earnings	$3,788,456	$3,683,590	$3,311,766	$3,141,888
Net earnings	$1,172,843	$1,122,018	$961,524	$856,976
Other income	13,512	22,514	35,510	37,889
Total receipts	$1,186,355	$1,144,532	$997,034	$894,865
Interest on bonds	668,110	$665,966	$598,777	$603,901
Int. on floating debt	330	4,264	46,705	45,860
Rentals	127,964	121,981	120,665	127,460
Dividend on pref.	120,000	120,000	.....	.....
Balance	sur. $269,951	sur. $232,321	sur. $230,887	sur. $117,644

—(V. 69, p. 280, 383, 488, 499, 954, 1010; V. 70, p 229, 279, 685.)

Buffalo St. Mary's & S. W.—See Pitts. Shawmut & North.

Buffalo & Susquehanna RR.—Owns from Keating Summit, on the Western New York & Pennsylvania RR., to Ansonia, Pa., on the Fall Brook RR., 62 miles; Galeton to Wellsville, on Erie RR., 37 miles, with branches 13 miles; Wharton, Pa., to Bailey Run, 4 miles; leases Addison, N. Y., to Galeton, Pa., 46 miles; total operated, 162 miles. The road affords outlet for an extensive timber section (upwards of 200,000 acres), to Buffalo, New York and Philadelphia.

DIVIDENDS—	1895.	1896.	1897.	1898.	1899.	1900.
paid in Jan., %	4	5	5	5	5	Jan., 5

BONDS.—Mortgage, V. 57, p. 639, and application to N. Y. Stock Exchange, V. 58, p. 1036. Bonds cannot be issued to exceed $15,000 per mile of road completed and equipped. The mortgage is also a lien on about 89,394 acres of timber lands, estimated as worth $1,700,000. The sinking fund retires each year as many bonds as indicated by dividing total outstanding by the number of years the bonds have yet to run, purchasable in the open market, or subject to call at par in order of numbers, beginning with the highest. V. 65, p. 234. To Oct., 1899, $413,500 firsts had been retired by sinking fund.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0.....Gross, $547,399; net, $282,764. 1898-9.....Gross, 517,366; net, 165,758

REPORT.—Report for 1898-9, gross, $767,319; net (over taxes), $248,036; interest, $57,669; sinking fund, etc., $112,529; dividends, $75,900. In 1897-8, gross, $625,692; net, $261,952.—(V 69, p. 333, 902.)

Burlington Cedar Rapids & Northern Ry.—Operates:

Lines owned in fee—		*Leased—All stock owned—*	
Burlington, Ia., to State Line, Minn. (less 11 miles leased)	230	Iowa City & Western RR.	75
Branches owned to Postville, Riverside, Holland, etc.	204	Cedar Rapids, I. F. & N. W., Holland, Ia., to Watertown, So. Dak., &c.	528
Leased—		Ced. Rap. & Clinton RR., &c.	111
Manly Jc. to Norwood	11		
State Line to Albert Lea, Minn.	12	Total operated Jan. 1, 1900.	1,171

In October, 1899, new branch opened from Armstrong west to Estherville, Ia., 18 miles. Extension also in progress from Worthington, Minn., to Hardwick, 36 miles, of which 17 completed and balance by June 30, 1900.

Extension from Germania, Ia., to Albert Lea, Minn., 44 miles, to be completed by August, 1900.

HISTORY.—Successor to the Burl. Ced. Rap. & Minn., foreclosed 1876.

STOCK.—Authorized, $30,000,000; outstanding, $5,500,000; par, $100. The Rock Island Co. is understood to be a large stockholder.

DIVIDENDS— Per cent.	1893.	'94.	'95.	'96.	'97.	'98.	'99.	1900.
	3	3	3	4	4	4	8	Feb., 4, incl. 2 ex.

BONDS.—*Cedar Rapids I. F. & N. W.* bonds are guaranteed (p. & i.), and so endorsed; the $825,000 6s were called and paid April 1, 1899, and an equal amount of consol. 5s of 1884 issued. V. 68, p. 185, 721.

Of the *B. C. R. & N. 5s of* 1884 (Central Trust Co., Trustee), bonds are reserved to retire, if deemed best, all prior and divisional bonds. For extensions bonds may be issued at $15,000 per mile for single and $7,500 per mile for second track, the total author. issue not being limited.

Minneapolis & St. Louis bonds due June, 1927, numbered from 1,101 to 1,400, for $500 each ($150,000 in all), have been assumed.

EARNINGS.—2 months, Jan. 1 to Feb. 28. 1900.....Gross, $711,651; net, $212,871. 1899.....Gross, 709,119; net, 222,205

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting is held on last Tuesday in May. Report for 1899 was in V. 70, p. 789.

Year ending Dec. 31—	1899.	1898.	1897.	1896.
Gross earnings	$4,926,933	$4,545,643	$4,292,162	$4,450,035
Net earnings	1,432,761	1,430,821	1,243,330	1,083,303
Other receipts	123,101	60,123	40,031	28,205
Total net income	$1,555,862	$1,490,944	$1,283,361	$1,111,508
Interest on debt	795,275	799,400	799,400	807,673
Dividends	(8) 440,000	(4) 220,000	(4) 220,000	(4) 220,000
Miscellaneous	.....	66,893	472	1,642
Surplus	$320,587	$404,651	$263,489	$82,193
Cash assets prev. yr.	1,362,292	650,378	546,694	754,812
Improvements, etc.	347,820	20,186	20,781	146,677
Tot. sur. Jan. 1, '00.	$1,335,059	$1,034,842	$789,402	$690,328

—(V. 68, p. 185, 567, 721; V. 70, p. 684, 789.)

Butte Anaconda & Pacific Ry.—Butte to Anaconda, 26 miles; spurs, 22 miles; Anaconda to Stuart, Mont., formerly part of Mont. Union Ry., 8 miles; total, 56 miles. Bonds authorized at $40,000 per mile. Capital stock, $1,000,000 (par $100). On June 30, 1897, the Great Northern owned $490,000 stock and $1,000,000 bonds; Anaconda Copper Mining Co. owned $510,000 stock.

For year ending June 30, 1899, gross, $959,172; net, $506,339; interest, rentals, etc., $53,147; balance, surplus, for year, $453,192. Dividends at 6 per cent per annum in 1898-99.

Calgary & Edmonton Ry.—Owns from Calgary, Canada, to Edmonton, Can., 191 miles, and to Fort McLeod, Can., 104 miles Leased at cost of operating July 1, 1896, for 5 years to Can. Pacific, V. 62, p. 1086. The Government subsidy (of £16,000 per annum for 20 years) and total net earnings will be applicable to payment of interest, the balance of any coupon to receive scrip—redeemable out of surplus earnings. On Jan., 1897, coupon 1 p. c. was paid; on July, '97, coupon, 1¼ p. c.; Jan., 1898, 1¾ p. c.; July, 1898, 2 p. c.; Jan., 1899, 2 p. c.; July, 1899, 2 p. c.; Jan., 1900, 1¼ p. c. The land grant was 1,888,448 acres, of which about 407,402 acres unsold held (Oct., 1899), by Government against subsidy. Stock $1,000,000, par $100. In 1898-9, gross, $249,895; net, $78,902. In 1897-8, gross, $357,587; net, $194,379. (V. 67, p. 27; V. 69, p. 1345.)

California Eastern Ry.—Owns 30 m., from Blake to Manvel, Nev. Reorganization in 1896 of the Nevada Southern Ry. Stock, $588,800. Mortgage trustee is International Trust Co., Denver, Col. Year ending June 30, 1899, gross, $17,363; net, $2,664. President, R. W. Woodbury, Denver, Col.

California & Nevada RR.—V. 63, p. 29. Receiver, A. A. Grant.

California Northwestern Ry.—Operates under lease the San Francisco & North Pacific Ry., extending from Port Tiburon, Cal. (whence ferry to San Francisco, 6 miles), to Ukiah, Cal., 106 miles, and branches, 59 miles. Also, in 1900, proposed to build an extension 60 miles into the redwood forests of Mendocino and Humboldt counties, Cal. Incorporated in March, 1898. Stock authorized, $3,000,000; issued, $1,500,000; par, $100. Bonds, $2,000,000 authorized, issuable at $25,000 per mile, to be guaranteed by San Francisco & North Pacific, leased for net profits for 20 years from Sept. 20, 1898. Pres., A. W. Foster; V.-Pres., Geo. A. Newhall; Sec. and Comp., Thos. Mellersh. For year ending June 30, 1899, gross, $684,168; net, $253,654.—V. 67, p. 370, 688, 788.

California Pacific Ry.—See SOUTHERN PACIFIC RR.

Cambria & Clearfield RR.—Cresson to Glen Campbell Junction, 48 miles; branches, 49 miles. Stock (par $50) paid in $1,300,550 all owned by the Pennsylvania RR. Co., which operates the property under an arrangement terminable at option of either party. Net earnings are paid as rental. A full abstract of the mortgage was in V. 52, p. 976. In year 1898, gross, $374,047; net, $122,460; interest and taxes, $79,237. In 1897 gross $308,621; net, $87,384.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Canada Atlantic—Stock ($1,000,000 is pref.)	....	....	$.....	$3,000,000	.....	.....	.....	.....
1st mortgage, gold (see V. 62, p. 277). F.....c*	138	1889	1,000	3,450,000	5 g.	J. & J.	N.Y.,Bk.Mont., & Mont.	Jan. 5, 1909
Canada Mich. & Chic.—1st mort. See V. 63, p. 838	....	....	1,000	Worthless.	.....	.....	.....	.....
Canada Southern—Stock	459	....	100	15,000,000	2 in 1899	F. & A.	N. Y., Gr. Cent. Station.	Feb. 1, '00, 1%
1st M. $14,000,000 (Can. money). SeeV.63.p.188.	404	1878	1,000	13,925,000	5	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1908
2d M. for $6,000,000. Canad'n money. Do.do.c&r	404	1883	1,000&c	5,650,000	5	M. & S.	N. Y., Union Trust Co.	Mch. 1, 1913
Leam. & St. Clair 1st M., gold, gu., p.&i.(end)....c*	16	1895	1,000	130,000	4 g.	A. & O.	Montreal, Bk. of Mont.	Oct. 1, 1945
Canadian Pacific—Stock (See text)	....	....	100	65,000,000	4 in 1899	A. & O.	N. Y., 59 Wall St. & Lon.	Apr. 2, 00', 3%
Pref. stock limited to 4 p. c., non-cumulative....r	....	....	.....	26,791,000	4	A. & O.	London, Co.'s Office.	Apr. 2, '00, 2%
Canada Central RR. 2d mortgage (now 1st).....	269	1880	£100&c	973,333	6	Various	Montreal.	Nov. 1, 1910
Quebec Prov. due on Q. M. O. & O. and N. S. RR.	370	'82-'83	.....	7,000,000	$4\frac{1}{20}$	A. & O.	do	Mar.1, 1904-06
Can. Pacific, land mort, gold (redeem at 110)....	....	1881	500 &c.	3,164,500	5 g.	A. & O.	Montreal,N.Y.or Lond'n	Oct. 1, 1931
1st mortgage debenture sterling	3,221	1885	£100&c	34,998,633	5 g.	J. & J.	London, Baring B. & Co.	July 1, 1915
1st mort. on Algoma Branch, gold.....c*&r	183	1888	£100&c	3,650,000	5 g.	J. & J.	do do	July 1, 1937
Land grant bonds, int. gu. by Can. Gov't...c*&r	....	1888	£100&c	15,000,000	$3\frac{1}{2}$g.	J. & J.	do do	July 1, 1938
Consolidated perpetual debenture stock.....	....	1889	£1 &c.	54,237,083	4	J. & J.	London, Comp'ys office.	Irredeemable.
SECURITIES OF PRINCIPAL LEASED, ETC., LINES.								
Manitoba S. W. Col. R'y $12,000 p. m., int. guar.g	218	1884	1,000	2,544,000	5 g.	J. & D.	N. Y., 59 Wall & London	June 1, 1934
Atlantic & Northwest—1st mort. gold, guar..c*&r	350	1887	£100&c	£1,330,000	5 g.	J. & J.	London, Baring B. & Co.	Jan. 1, 1937
North Shore Ry.—1st M. C. P. owns $610,767...	205	1883	£100	$616,120	5	A. & O.	do do	Apr. 20, 1904
St. Lawrence & Ottawa—1st mort., gold, see text	58	1876	£50&c	£200,000	(6) 4	15J.&D.	Can. Pac. office, London.	See text.
Ontario & Quebec stock guaranteed in perpetuity	....	....	$100	$2,000,000	6	J. & D.	Montreal and London.	Dec., '99, 3%
Ont. & Que. deben., interest guar. in perpetuity..	671	....	.....	£4,007,381	5	J. & D.	London, Morton, Rose.	Irredeemable.
Toronto Grey & Bruce, 1st M., gold, int. as rental.	191	1883	£100	£719,000	4 g.	J. & J.	Toronto and London.	July 26, 2882
New Brunswick Ry. 1st M., gold, int. from rental. c*	174	1884	£100	£630,000	5 g.	F. & A.	London.	Aug. 1, 1934
Perpetual consol. debent. stock, int. guar.....	....	....	.....	£847,872	4	J. & J.	do	Irredeemable.
Minn. St. P. & S. Ste. Marie—See statement of that company.								
Duluth So. Shore & Atlantic—See statement of that company.								
Cape Fear & Yadkin Val.—See ATLANTIC & YADKIN RY.								
Carolina Northern—1st mort., $500,000. GuP...	50	1899	500 &c.	$150,000	5 g.	A & O.	Philadelphia.	Apr. 1, 1929

Camden & Burlington County RR.—Owns from Camden, N. J., to Pemberton, N. J., 23 miles; branch, Burlington, N. J., to Mount Holly, 7 miles; total, 30 miles. Operated by the Pennsylvania RR., which guarantees 6 per cent on stock. Stock, $381,925; par $25. Dividends in January and July. In 1898, gross, $243,890; net, $30,260; loss to lessee under rental, $7,156. In 1897 gross, $232,875.—(V. 64, p. 373.)

Canada Atlantic Ry.—Owns Ottawa, Canada, to Parry Sound via Alburg, Vt., with bridge over St. Lawrence river, 407½ miles. Uses Vermont & Prov. Line Ry. to Swanton, Vt., there connecting with Boston & Maine and Maine Central systems. Also has trackage Lacolle to Rouse's Point, N. Y., 4 miles, there connecting with the Delaware & Hudson and Ogdensburg & Lake Champlain systems. The company also runs through trains to Montreal, using the Grand Trunk Ry. from Coteau, Montreal, 37 miles, under a traffic contract. Leases for 99 years the Central Counties Ry., extending from Glen Robertson to Hawkesbury, 21 miles, and South Indian to Rockland, 17 miles; also Pembroke & Southern Ry., Pembroke to Golden Lake, 20 miles.

Ottawa Arnprior & Parry Sound Ry., Ottawa to Parry Sound, 260 miles, was completed in Dec., 1896, and in May, 1899, was amalgamated with the Canada Atlantic. It was proposed to make a new loan to consolidate the debts of the two co's., but no action had been taken to October, 1899.—V. 68, p. 669; see also V. 69, p. 178. Consolidated Co. said to be authorized to issue $7,?00,000 stock, of which $1,400,000 preferred, and bonds at $25,00 per mile.

The Canada Atlantic Transit Co., organized about Oct., 1899, with $?,000,000 stock, will operate a fleet of steamers from Parry Sound to Duluth, Milwaukee and Chicago.—V. 69, p. 954. The Great Northern Ry. of Canada, to be completed during the summer of 1900, will, together with the Canada Atlantic, form a short through route for ocean bound freight from Parry Sound to the deep water docks at Quebec. —V. 70, p. 279.

STOCK, $2,000,000 common and $1,000,000 preferred.

EARNINGS in year ending June 30,1898, gross, $714,566; net, $178,935.—(V. 68, p. 669; V. 69, p. 178, 954; V. 70, p. 279.)

Canada Michigan & Chicago.—Bonds worthless. V. 63, p. 838.

Canada Southern Ry.—*(See Map New York Central & Hudson R. Railroad.)*—ROAD—Main line from Suspension Bridge station, including the Cantilever Bridge to Windsor, Ont., 226 miles; branches to Courtright, Ont., etc., 231 miles; total, 457 miles, of which 100 miles are nominally owned by proprietary companies. Trackage, St. Thomas to London, Ont., 15 miles. Double track, 98 miles.

ORGANIZATION, CONTRACTS, ETC.—The Company was chartered in Canada February 28, 1868, and debt readjusted in 1878. In Nov., 1882, a close contract was made with the Michigan Central for 21 years from January 1, 1883, providing for the payment to Canada Southern of one-third the joint income over all fixed charges. The contract provided for a re-apportionment every five years, and in December, 1892, it was agreed to give the Canada Southern 40 per cent and the Mich. Cent. 60 per cent of the first $1,000,000 of net earnings, any amount over that to be divided on the basis of one-third and two-thirds, as before. But under the original contract each company is still accorded all benefit from the reduction in its fixed charges; consequently as the Michigan Central to Jan. 1, 1898, had reduced its charges about $327,000, that amount is credited to it before division is made V. 64, p. 5.

DIVIDENDS.—

	1888	'89	'90	'91	'92	93'	'94	'95	'96	'97	'98	'99	1900
Since 1887....	2½%	2½	3½	2½	3	3	3	2½	2½	2	2	2	Feb., 1

BONDS.—Bonds are payable in Canadian currency.– V. 63, p. 188.

ANNUAL REPORT.—Advance report for 1899 was in V. 69, p. 1297; Canada So. share of earnings, $303,000; other income, $4,000; dividends, $300,000; bal., surplus for year, $7,000. In 1898 Canada So. share, $300,667; other income, $1,424; dividends, $300,000; balance, surplus, $2,091. Total surplus Jan. 1, 1900, $11,700.—(V. 69, p. 1300.)

Canadian Pacific Ry.—ROAD—Own a trans-continental railway from Montreal to the Pacific Ocean, made up as follows Jan., 1900.

Montreal to Vancouver	2,905	Under construction Jan. 1, 1900, (including 143 miles practically completed)	250
Branches and auxiliaries	1,692		
Leased lines	2,309	Operated acct. of owners	732
Used jointly	94	Also controlled but op. sep.—	
		¶Minn. St. P. & Sault Ste. M.	1,245
		¶Duluth South S. & Atlantic	589
Total in traffic returns	7,000	¶See each co's statement.	

HISTORY, ETC.—Incorporated Feb. 18, 1881, under charter from Dominion of Canada, receiving $25,000,000 in cash as a subsidy, also 25,000,000 acres of land, all to be fit for settlement. The Ontario & Quebec, Montreal to Toronto Junction, 334 miles, was leased in 1883 for 999 years, and its stock and bonds guaranteed.

STOCK.—The company bought of the Dominion Government an annuity of 3 p. c. per annum on the common stock for the ten years 1884–1893, the last payment having been made in August, 1893. The issue of preferred stock must never exceed one half the common stock.

DIVIDENDS—

	'85.	'86-'89.	'90-'93.	'94.	'95.	'96.	'97.	'98.	'99.	1900.
Common p. c.	4	3 y'rly	5 y'rly	5	0	2½	2½	4½	4	Below.
Preferred p. c.		Issued in 1894.								4 p. ct. yearly (2 A. & O.)

On common in 1898, April, 2½ p. c.; Oct., 2 p. c.; in 1899, Apr., 2 p. c.; Oct., 2 p. c.; in 1900, Apr., 3 p. c. (V. 70, p. 328.)

BONDS, DEBENTURE STOCK, GUARANTEED BONDS, ETC.—In May, 1888, the company relinquished its exclusive right to operate in Manitoba lines to the International Boundary, receiving the Dominion Government guarantee of interest on $15,000,000 of *land* bonds. These bonds are a lien on 15,444,200 acres of land subject only to $3,426,000 land grant bonds of 1881, which are redeemable at 110.

List of securities held against *consol. debenture stock* in V. 70, p. 536.

Canada Central 2d mortgage, 6 p. c. for $973,333, mature Nov. 1, 1910; the $850,000 first 5s fell due and were paid Oct. 1, 1899.

In June, 1890, company agreed to *guarantee* the principal and interest of $20,000,000 4 per cents, to be issued by the Duluth South Shore & Atlantic; also 4 per cent interest on consol. bonds of the Minneapolis St. Paul & Sault Ste. Marie and in 1899 interest on the 2nd mortgage 4s of the latter. (See V. 50, p. 874; V. 51, p. 239; V. 52, p. 608; V. 68, p. 669, 770.) Dul. S. S. & At. consols owned Jan., 1900, $15,107,000.

To the *Atlantic & Northwest* Railroad, crossing the State of Maine, the Dominion Government grants a subsidy of $186,000 per year till 1906 and Canadian Pacific guarantees the balance of interest money.

St. Lawrence & Ottawa bonds are endorsed with the Canadian Pacific's acceptance of a 999 years' lease at a rental sufficient to pay 4 per cent interest on bonds, and the bondholders' agreement to accept interest at 4 per cent (instead of 6 per cent as formerly), and to refrain from demanding payment of principal during continuance of lease; the maturity of the bonds is June 15, 1910.

The *New Brunswick Railway* consolidated debenture stock has interest guaranteed by C. P.; interest on the first mortgage bonds, though not guar. is paid out of rental under 990 year lease of 1890.

LANDS.—Lands unsold Dec. 31, 1899, were 15,590,063 acres of Canadian Pacific grant and 984,194 acres of Manitoba South Western grant and 183,792 acres of Columbia and Kootenay grant. Total sales in 1899 were 416,806 acres, for $1,327,667.

GENERAL FINANCES.—The stockholders in April, 1900, authorized expenditure of $3,264,489 during 1900 for bridges, ballasting, terminals, equipment, etc., and also approved a lease of the Manitoba & North western Ry., 253 miles, and of the Great Northwest Central Ry., extending from near Brandon, on the main line, northwest fifty miles, with an extension 20 miles under construction.—V. 70, p. 535.

In 1899 £1,200,000 of 4 per cent preference stock was sold, and proceeds applied to purchase of railways, extensions, additions, improvements and equipment; also £1,147,400 4 per cent consolidated deb. stock for the purchase of guaranteed securities.

EARNINGS.—2 mos., Jan. 1 to Feb. 28.
1900.....Gross, $4,106,159; net, $1,314,302
1899.....Gross, 3,617,953; net, 1,217,235

ANNUAL REPORT.—Fiscal year to end June 30. Annual meeting is held at Montreal on the first Wednesday in October. The report for 1899 in full was in V. 70, p. 526, 535. See also editorial p. 558.

Year ending Dec. 31.	1899.	1898.	1897.
Miles operated December 31..	7,000	6,681	6,568
Passenger earnings	$7,098,097	$6,538,590	$5,796,115
Freight	18,738,885	16,231,445	15,257,897
Mail, express and miscell	3,393,056	3,368,942	2,995,522
Total earnings	$29,230,038	$26,138,977	$24,049,535
Per ct. of oper. exp. to earn'gs.	58·16	59·92	57·16
Net earnings	$12,230,166	$10,475,372	$10,303,776
Interest received	1,150,198	423,367	340,706
	$13,380,364	$10,898,739	$10,644,482
Fixed charges	6,816,676	6,774,320	6,783,367
For steamships	155,000	.....	.....
Dividends on common stock.	(5)3,250,000	(4)2,600,000	(4)2,600,000
Dividends on pref. stock	(4) 954,840	(4) 472,708	(4) 364,026
Balance, surplus	$2,203,848	$1,051,711	$897,089

—(V. 70, p. 325, 328, 526, 535, 739.)

Cane Belt RR.—In Mar., 1900, operated Sealy to Glenflora, Tex., 37 miles, and under construction to Bay City; total, 72 miles. In Mar., 1900, the Texas RR Commission authorized the issue of $212,000 twenty-year 5 per cent bonds, dated Dec. 1, 1899, on the 2? miles from Sealy to Bonus. Lincoln Trust Co. of St. Louis is understood to be trustee. President, William Dunovant; Vice-President, W. T. Eldridge; Sec., Chas. Boedeker. Office, Eagle Lake, Tex.—V. 69, p 645.

Cape Fear & Yadkin Valley Ry.—See Atlantic & Yadkin Ry.

Carolina Central RR.—Owns from Wilmington, N. C., to Rutherfordton, N.C., 267 miles, of which 2½ m. (Wil. R. Bridge) owned jointly. Controlled by Seaboard & Roanoke and Raleigh & Gaston. New stock: Common, $1,500,000; pref. 5% non-cum., $500,000; par, $100.

ORGANIZATION.—Reorganized without foreclosure in 1898-99 per plan in V. 67, p. 273. Consolidation with Seaboard Air Line Ry. pending in Apr., 1900.—V. 69, p. 334, 542.

BONDS.—To retire all the old bonds was filed in Nov., 1898, the new $3,000,000 4 per cent mortgage, guaranteed principal and int. by Seaboard & Roanoke and Raleigh & Gaston. See guaranty in V. 68, p. 472.

Bridge bonds guaranteed by Carolina Cent., Wil. Col. & Aug. and Wil. & Weldon; consols being substituted for the old 1st and 2d mortgage bonds; $20,000 consols were also reserved for new draw for bridge, of which $16,000 have been issued. In March, 1899, all the old bonds, excepting $30,000 1sts, $22,400 2ds and $62,833 3ds, including scrip, had assented to the reorganization agreement. V. 68, p. 472.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Carolina & Northwest.—Chester & L., 1st mortgage	....	....	$.....	$100,000	7	J. & J.	Exch. Bk., Chester, S.C.	July 1, 1900
1st mortgage, $450,000.	110	1897	500	265,000	5	M. & N.	do do	1927
Carson & Colorado—1st M. for $3,500,000,g.,s.f.c*&r	300	1892	1,000	2,000,000	4 g.	J. & J.	In default.	July 1, 1941
Carthage & Adir.—1st M. $1,600,000 g..gu.p.&i.c*&r	43	1892	1,000	1,100,000	4 g.	J. & D.	New York City.	Dec. 1, 1981
Carthage Water.& Sack.Har.—1st M. g.,gu.p.&i.end.	29	1891	1,000	300,000	5 g.	J. & J.	N.Y.,Grand Cent.Stat'n	July 1, 1931
Catasauqua & Fogelsville—1st mortgage, g.**PP**.c*	....	1898	1,000	135,000	4 g.	J. & J.	Philadelphia, Pa.	July 1, 1928
Catawissa—Pref. stocks, 5% gu. P. & R. Ry. See text.	98	....	50	See text.	5	M. & N.	Philadelphia Co.'s office	Nov. 18,'99, 2½
Mortgage bonds (see option V. 70, p. 429).....c	93	1870	500 &c.	1,220,500	7	F. & A.	Phila., Phil. & Read. Ry.	Aug. 1, 1900
1st mortgage (see option V. 70, p. 429).....r*	....	1862	500	229,500	6	F. & A.	do do	Aug. 2, 1902
1st consol. mort., $2,215,000, gold.....**PP**.c*	103	1898	1,000	765,000	4 g.	A. & O.	do do	Apr. 1, 1948
Catskill Mountain—First mortgage.....	16	1885	.....	50,000	5	F. & A.	C'skill,N.Y., Tan.Nl.Bk.	Aug. 1, 1905
1st income bonds.....	....	1885	.....	238,000	6	.....	Divid'd pd. Sept. 10,'97.	Aug. 1, 1915
Cayuga & Susq.—Stock, 9 p. c. rental D. L. & W	34	....	30	589,110	9	J. & J.	New York, 52 Wall St.	Jan., '00, 4½%
Central Branch—								
Cent. Br. U. P. 1st M., g., not subj. to call. **Un**.c*	100	1898	1,000	2,500,000	4 g.	J. & D.	N. Y., Merc. Trust Co.	June 1, 1948
Cent.Br.1st M.on 288 m. (See text),gu.,gold,**Me.**	288	1899	1,000	3,459,000	4 g.	F. & A.	Do do	Feb. 1, 1919
Cent. of Georgia Ry—1st M.,$7,000,000, g.c*&r.	312	1895	1,000	7,000,000	5 g.	F. & A.	N.Y. Guaranty Trust Co.	Nov. 1, 1945
Consol. mortgage, $18,500,000, gold.....**Mec***&r	1,119	1895	1,000	16,500,000	5 g.	M. & N.	do	Nov. 1, 1945
Mobile Division 1st mortgage ($1,000,000)...g.c*	124	1895	1,000	1,000,000	5 g.	J. & J.	do	Jan. 1, 1946
Macon & North. Div. 1st mort., $840,000, gold.c*	106	1895	1,000	840,000	5 g.	J. & J.	do	Jan. 1, 1946
Mid. Ga. & At. Div. 1st M.,$9,000 p. m.,cur.,**Gc***	Text.	1897	1,000	413,000	5 cur	J. & J.	do	Jan. 1, 1947
Eatont.Br.1st M.not guar.by Cen.Ga.,g.,call par	21	1896	100	168,000	5 g.	J. & D.	.....	1926
1st pref., incomes } Interest up to 5 p. c., c*	....	1895	1,000	4,000,000	Up to 5	Oct. 1	Oct. 1, '99, paid 2 p. c.	Nov. 1, 1945
2d do do } if earned, c*	....	1895	1,000	7,000,000	Up to 5	Oct. 1	New York, when earned	Nov. 1, 1945
3d do do } non-cumulative. c*	....	1895	1,000	4,000,000	Up to 5	Oct. 1	do do	Nov. 1, 1945
Cent. RR.& Bk. coll.trust bonds, g., red. at 110.c*	....	1887	1,000	4,880,000	5 g.	M. & N.	N. Y., Guaranty Tr. Co.	May 1, 1937
Guaranteed, etc., securities.								
Ocean SS. Co. 1st mortgage, gold, guaranteed...c	....	1890	1,000	1,000,000	5 g.	J. & J.	N.Y., Guaranty Tr. Co.	July 1, 1920
Augusta & Savannah stock (no bonded debt).....	53	....	100	1,022,900	5	J. & J.	Savannah, Ga.	Jan. 00', 2½%
Southwestern of Georgia stock (no bonded debt)	332	....	100	5,191,100	5	J. & J.	Savannah and Macon.	Jan. '00, 2½%
Central Massachusetts—Pref. stock (see text).....	....	....	100	3,949,900	1½ in '99	J. & D.	Boston, 53 State St.	Dec. 1,'99, ¾%
1st mortgage.....c*	99	1886	1,000	2,000,000	5	A. & O.	.....	Oct. 1, 1906
Debentures, $500,000.....	....	1895	1,000	100,000	5	A. & O.	Boston Office & Fed.Tr.	Oct. 1, 1906

EARNINGS.—In year ending June 30 earnings have been as follows:

	Gross.	*Net.*	*Charges.*	*Balance.*
1898-99.....	$666,065	$165,447	$129,854	$35,593
1897-98.....	616,416	182,772	116,067	sur. 66,705

President, John Skelton Williams, Richmond, Va.—(V. 69, p. 334.)

Carolina & Cumberland Gap Ry.—Carolina Midland Ry.—Purchased by the Southern Railway in 1899. V. 68, p. 826, 979.

Carolina Midland Ry.—Allendale, S. C., to Seivern, S. C., 55 miles; Seivern & Knoxville RR., Seivern to Batesburg, 17 miles. In May, 1899, both properties were purchased by the Southern Ry. Co. as part of new line from Columbia, S. C., to Savannah, Ga. V. 68, p. 979 Stock, $540,000; par, $100. First mortgage bonds June 30, 1898, $683,000. V. 68, p. 979.

Carolina Northern RR.—Projected from Lumberton, N. C., to Marion, S. C., 50 miles, of which Lumberton to Barnesville, N. C., 14¼ miles, operated from Feb., 1900. Stock, $500,000, all outstanding; par of shares, $10. Floating debt, April, 1900, $17,500. Pres. and Gen. Mgr., Augustus Mellier, 318 Bourse Bldg., Philadelphia, Pa.

Carolina & Northwestern Ry.—Owns narrow-gauge road Chester, S. C., to Lenoir, N. C., 110 miles. Reorganization Feb. 28, 1897, of Chester & Lenoir, foreclosed. In March, 1900, nearly all the stock and a majority of the bonds had been acquired by a syndicate. The stockholders were to vote on April 24, 1900, to increase the capital stock and make a new mortgage to standard-gauge the road and build extensions. V. 70, p. 632. Stock, $350,000; par $50. June 30, 1899, income bonds, $25,000; current liabilities, $33,286; current assets, $12,537. Year 1898-99, gross, $126,645; net, $40,901. President, Wm. A. Barber, 35 Nassau St., N. Y.—(V. 69, p. 333, 383; V. 70, p. 632.)

Carson & Colorado Ry.—(3-foot gauge)—From Mound House, Nev., to Keeler, Cal., 293 miles; branches, 7 miles; total, 300 miles. Stock, $6,300,000 authorized; $4,380,000 issued; par $100. In Feb., 1900, substantially all the stock and bonds were acquired by the Southern Pacific and the road will be broad-gauged and extended northerly to a connection with the Central Pacific and southerly to Mojave on the Southern Pacific, about 100 miles. V. 70, p. 381, 685. For year ending June 30, 1899, gross, $146,238; net, $42,060; charges, $97,375; balance, deficit, $55,315. In 1897-8, gross, $153,559; net, $23,477. On June 30, 1894, matured interest coupons unpaid amounted to $120,000.—V. 70, p. 381, 685.

Carthage & Adirondack Ry.—*(See Map N. Y. Central.)*—Owns from Carthage to Newton Falls, New York, 46 miles. The entire stock, $500,000, is owned by the New York Central RR., which in April, 1893, leased the property in perpetuity and guaranteed its $1,600,000 bonds, of which $500,000 were for extensions, etc. (V. 57, p. 218.)

Carthage Watertown & Sackett's Harbor RR.—*(See Map N. Y. Central.)*—Owns from Carthage to Sackett's Harbor, N. Y., 29 miles. Controlled by N. Y. Central, which owns $483,300 of the stock and guarantees the bonds. Leased to R. W. & O. for 37½ p. c. of gross earnings. Rental in 1898-99, $43,875; in 1897-98, $44,163; in 1896-97, $36,083 Capital stock $465,845 common and $21,500 preferred.

Catawissa RR.—Owns from Tamanend, Pa., to Newberry Jc., Pa., 98 miles, and branches, 5 miles. Re-leased Dec. 1, 1896, for 999 years to Philadelphia & Reading *Railway*. Rental, interest on the bonds, 5 p. c. dividends on the preferred stock, all taxes, and $8,000 for organization expenses. See also V. 63, p. 969, 1116. Of the preferred stocks in 1898 $2,200,000 was first preferred and $1,000,000 second preferred and common was $1,159,500; par $50. Of the new 1st consol. mortgage 4s of 1898, $1,450,000 are reserved to retire 7s and 6s due 1900 and 1902, and $765,000 remainder issued in exchange for remaining bonds of the company. V. 66, p. 1139; V. 70, p. 429.

Catskill Mountain Railway.—Owns narrow-gauge road from Catskill, up the Catskill Mountain, to Palenville, N. Y., 16 miles; leases Cairo RR., Cairo Junction to Cairo, N. Y., 4 miles; total, 20 miles. Stock, $89,000. There are also *second incomes* for $15,600 6 p. c. First incomes have one vote for each $100. EARNINGS.—Year ending June 30, 1899, gross, $56,401; net, $20,660; interest, etc., $10,130.

Cayuga & Susquehanna RR.—Owns from Susquehanna River to Ithaca, N. Y., 34 miles. Leased during length of charter and renewals thereof to the Delaware Lackawanna & Western at a rental of $54,600 a year. On Dec. 30, 1897, the corporate existence of this company was extended for the period of 50 years from Jan. 1, 1900.

Cedar Rapids Garner & Northwestern Ry.—Garner, Ia., to Titonka, 26·97 m., operated from about Nov., 1898, of which Garner to Hayfield, 8·59 miles, is Burl. Ced. Rap. & Nor. trackage. Extension proposed in July, 1899, from Titonka to Bancroft, 50 miles, for which stock was authorized to be increased from $250,000 to $350,000; outstanding March, 1900, $30,000. First 5 per cent gold mortgage (1 bond only) $147,000 due Oct. 25, 1900. Year ending Dec. 31, 1899, gross, $34,430; net, $10,358; int. on bond, $6,174; bal., sur., $4,184. Pres't, A. C. Ripley; Sec., H. H. Bush, Garner, Ia.; Treas., H. N. Brockway.

Central Branch Ry.—Owns Lenora to Atchison, Kan., 293 miles; Jamestown to Burr Oak, Kan., 33 m.; branches, 62 m.; total, 388 miles. Incorporated July 7, 1899, as successor of the Central Branch Union Pacific Ry., Atch. Colorado & Pac. and Atch. Jewell Co. & West. Stock, $7,585,000. The new company assumed the $2,500,000 Cent. Br. U. P. 4s and the $3,459,000 1st 4s distributed to assenting bondholders of Atch. Col. & Pac. and Atch. Jew. Co. & West. to the amount of 75 p. c. of the principal of their holdings, and guaranteed prin. and int. by the Mo. Pac (see V. 68, p. 329). Form of guaranty V. 70, p. 279. For calendar year 1899 (388 miles), gross, $1,263,053; net, $358,797; interest, $226,830; taxes, including $39,189 prior to 1899, $86,611; bal., def., $45,356.—V. 70, p. 75, 279.

Central of Georgia Railway.—System includes:

Lines owned in fee.	*Miles.*
Savannah to Atlanta.....	295
Gordon to Covington.....	82
Columbus to Birm'gham,Ala.	156
Columbus to Americus.....	62
Montgomery to Eufaula, Ala.	79
Columbus to Greenville, Ga.	50
Opelika to Roanoke.....	36
Eufaula to Ozark.....	60
Griffin to Carrollton.....	60
Savannah to Tybee.....	18
Columbus to Andalusia.....	136
Macon to Athens.....	102
Total owned (and oper'd)*.	1,136

Lines leased—	*Miles.*
Southwestern of Ga. RR.—	
Macon to Eufaula.....	144
Fort Valley to Perry.....	12
Fort Valley to Columbus...	71
Smithville to Columbia....	85
Cuthbert to Fort Gaines...	20
Augusta & Savannah RR.—	
Millen to Augusta.....	53
Propr'y Line—Upson Co.RR.	
Barnesville to Thomaston..	16
Total operated.....	1,537
Ocean Steamship Company, estimated equivalent of....	300

* In addition owns in fee Meldrim to Lyons, 58 miles, now leased to Georgia & Alabama RR., making total mileage owned, 1,194 miles. In Sept., 1899, extension from Searight, Ala., to Andalusia, 14 miles, included above, was opened.

ORGANIZATION—Organized Oct. 17, 1895, and Nov. 1 succeeded to the properties of the Central Railroad & Banking Co. of Georgia, sold in foreclosure and reorganized per plan in V. 60, p. 1008 and V. 61, p. 68. Mid. Ga. & At. was purchased Jan. 1, 1897. V. 65, p. 324; V. 62, p. 456; V. 64, p. 82, 180; V. 70, p. 279. In 1898 purchased entire $250,000 stock of Bruton & Pineora Ry., projected Bruton to Pineora, 98 miles; Bruton to Register, 58 miles, in operation in 1899.—(V. 67, p. 687.)

STOCK.—$5,000,000, held by interests friendly to Southern Ry,

BONDS.—The *first mortgage* of 1895 (described in V. 63, p. 1160) is a *first lien* on the *main line* from Atlanta to Savannah, including the Milledgeville branch (312 miles in all), all equipment and appurtenances and the *equity* in $1,995,000 of the capital stock of Ocean Steamship Co. of Savannah. Trustee, Guaranty Trust Co. of New York. Application for listing firsts and consols. in V. 63, p. 1160.

The *consolidated mortgage* (see abstract in V. 61, p. 873, also see V. 63, p. 1160) is a *first lien* upon 580 miles [including former Mont. & Eufaula RR., Sav. & Western and Sav. & Atl.]; also on the leases of the South Western and Augusta & Savannah roads and the stock of New England Steamship Co., and a *second* lien upon the main line, its equipment, etc., and also on the Macon & Northern and Mobile & Girard. It also covers all leaseholds, securities, etc. It may be increased $2,000,000 from $16,500,000 to $18,500,000, at not more than $500,000 in any one year, for betterments and for equipment.

Mobile Division bonds are direct obligations of the Central of Georgia Ry., secured by a first lien on Columbus, Ga., to Searight, Ala., 122 m.

Macon & Northern Division bonds are also direct obligations of the Central Ry., with first lien from Macon to Athens, Ga., 105 miles.

Middle Georgia & Atlantic Division bonds are issued at $9,000 per mile, of which $8,000 was for purchase of road and $1,000 retained by Cent. of Ga. for betterments; subject to the Eatonton Branch bonds, $168,000 on 21 miles, the firsts of 1897 cover the 65 miles of M. Ga. & At. Division. (V. 65, p. 823; V. 64, p. 180; V. 65, p. 324.)

The *preference income bonds*, subject to the prior mortgages, cover the main line and the former Savannah & Western, Columbus & Rome, Montgomery & Eufaula, Mobile & Girard, Macon & Northern and Savannah & Atlantic RRs., and their equipment, etc.; also all leaseholds, securities and equities of properties acquired by the new company. They are non-cumulative and bear interest not exceeding 5 per cent in any one fiscal year, but payable only out of net earnings as declared and secured by the deed of trust. On 1st pref. incomes, paid 1½ p. c. in Oct., 1897, 2¼ p. c. Oct. 1, 1898, 2 p. c. Oct. 1, 1898, and 2 p. c. Oct., 1899. (V. 65, p. 410; V. 67, p. 529; V. 69, p. 491.)

Collateral trust mortgage abstract was in V. 45, p. 242.

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. { 1899-00...Gross, $4,287,271; net, $1,464,207 / 1898-99. Gross, 4,110,794; net, 1,459,904

ANNUAL REPORT.—Report for 1898-9 in V. 67, p. 849.

Years end. June 30—	1899.	1898.	1897.
Gross earnings.....	$5,767,346	$5,507,070	$5,280,696
Total operating expenses.....	3,759,978	3,433,777	3,271,594
Taxes.....	206,734	176,132	180,968
Net earnings from operation..	$1,800,634	$1,897,161	$1,828,134
From steamships, etc.....	215,218	110,275	329,807
Total.....	$2,015,852	$2,007,436	$2,157,941

DEDUCTIONS FROM INCOME FOR YEAR 1898-9.

Interest on funded debt	$1,536,800	Total deduct's from inc.	$1,956,964
Rentals, etc.....	420,164	Net income.....	58,888

OFFICERS.—President, John M. Egan, Savannah, Ga.—(V. 69, p. 491, 645, 793, 849; V. 70, p. 279, 739.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Central New England—Common stock	....	....	$100	$3,450,000	To be held in trust for ten years, or until			
Preferred stock, 4 per cent	....	....	100	3,150,000	is paid on general mortgage for two years.			
1st M., $1,250,000, call at 105 after 1904. FP.c*	58	1899	1,000	650,000	5 g.	F. & A.	Fid. I.T.& S.D.Co., Phil.	Feb. 1, 1919
Gen'l mort., 5 p. c. incomes, $8,500,000. FP....r	58	1899	1,000	7,250,000	5 g.	Oct. 1.	Yearly, if earned.	Feb. 1, 1949
Dutchess Co. RR., 1st M., gold, guar. (see text).c*	12	1890	1,000	350,000	4½ (6) g.	J. & D.	Fid. I.T.& S.D.Co., Phil.	June 1, 1940
Central Pacific—NEW SECURITIES OUTSTANDING UNDER READJUSTMENT PLAN.								
Common stock, $67,275,500	....	....	.....	67,274,200	Held by South'n Pacific Company.			
Preferred stock, 4 p. c., cum., $20,000,000	....	....	100	12,000,000	Held by South'n Pacific Company.			
1st ref. M., $100,000,000, g., gu., p.& i.en.Ce.c*&r	1,349	1899	500 &c.	a54,659,500	4 g.	F. & A.	1st cp. pay'e Feb. 1, 1900	Aug. 1, 1949
New 3½s, $25,000,000, g., gu., p.& i. end.Us.c*&r	1,349	1899	500 &c.	21,090,000	3½ g.	J. & D.	1st cp. pay. Dec. 1, 99.	Aug. 1, 1929
Notes for U. S. debt, due $2,940,635 half-yearly.	....	1899	.....	44,109,537	3	.....	.....	Feb.'02-Feb.'09
OLD SECURITIES NOT EXCHANGED. See foot note b								
1st M. S. Joaquin Val. Br., gold (s. f.) $5,678,000	146	1870	1,000	359,000	6 g.	A. & O.	N.Y., S.Pac.Co., 23 Br'd.	Oct. 1, 1900
Cal. & O. 1st M., ser. A, g. (ext.) } $10,340,000	296	1868	1,000	c543,000	5 g.	J. & J.	do do	Jan. 1, 1918
Series B, gold (extended) }	296	1872	1,000		5 g.	J. & J.	N.Y.,S.Pac.Co.&London	Jan. 1, 1918
Mort. g., 5s, 1939, ld. gr., gu., s. f., $10,245,000.c	1,360	1889	1,000	d184,000	5 g.	A. & O.	N. Y. & San Francisco.	Apr. 1, 1939
Cent. Pa. & West'n.—Wilkesb. & West., 1st M., g.c*	31	1886	1,000	620,000	5 g.	J. & J.	.....	July 1, 1926
Cent. RR. of N. J.—Stock ($30,000,000 author)..	....	....	100	27,055,800	4 in 1899	Q.—F.	N.Y.Off., 143 Liberty St.	May 1, '00, 1¼
Bonds, secured by consolidated mortgage of 1874	....	1872	1,000	1,167,000	7	M. & N.	N. Y., Liberty Nat. Bk.	Nov. 1, 1902
Convert. debentures, convert. into stock till 1907	....	1883	1,000	410,000	6	M. & N.	N. Y., Liberty Nat. Bk.	May 1, 1908

a Balance, $44,109,537 retained as collateral for 3 per cent notes are shown in left hand column; amount outstanding is held by U. S. Government. Additional as in Mar., 1900. A bonds c $65,000; d $127,000.

b Amounts before exchange began held in sinking fund February, 1900;

Central Massachusetts RR.—Owns North Cambridge to Northampton, Mass., 99 miles. The stock is $7,421,592 (par $100), of which $3,950,492 is preferred and controls the company until 8 per cent dividends shall have been earned thereon in any one year.

DIVIDENDS	Jan., 1896.	1896.	1897.	1898.	1899.
Per cent	1½ for '95.	1½	1½	1½	1½

Leased to Boston & Lowell for 99 years from 1886, at a rental of 20 p. c. of gross up to $1,000,000 and 25 per cent of excess above that sum, but with a guaranty of sufficient rental to pay interest. In June, 1899, suit was brought by the stockholders to break the lease. V. 68, p. 570, 669, 1224. For 6 months to Sept. 30, 1899, $488,134, against $418,524 in 1898. For year ending March 31, 1899, gross earnings, $835,787; rental, etc., $167,370; interest, $117,592; dividends, $59,-163; deficit, $9,385.—(V. 69, p. 905.)

Central New England Ry.—Owns from Campbell Hall, crossing the Hudson River at Poughkeepsie by its own bridge, to Silvernails, 58 miles; and leases and controls Hartford & Conn. Western RR., Hartford to Rhinecliff, 109 miles; total, 167 miles; also Dutchess Co. RR., from Poughkeepsie to Hopewell Junc., 12 miles; trackage, 1 mile. The extension from Tariffville, Conn., to Springfield, Mass., 18 miles, almost completed in April, 1900. Owing to adverse decision over small right of way at East Granby, Conn., 3½ miles detour will be necessary. See V. 70, p. 739.

ORGANIZATION.—Incorporated in January, 1899, per plan in V. 66 p. 574, and V. 67, p. 789, as successor of Phil. Read. & New Eng. RR. sold in foreclosure Oct. 6, 1898.—V 68, p. 84. In January, 1899, persons friendly to Boston & Albany acquired a large interest. V. 68, p. 41, 84. Owns $1,390,000 Hartford & Conn. Western stock.

STOCK.—The stock is to be held in trust for ten years, or until 4 p. c. interest is paid on general mort. for two years.

BONDS.—Of the first 5s, $650,000 were issuable at once for assessments, line to Springfield, etc., and $600,000 will be reserved for improvements. Interest on Dutchess Co. RR. firsts reduced to 4½ p. c.

EARNINGS.—8 months ending Feb. 28:

Year—	*Gross*	*Net.*	*Charges.*	*Bal., sur.*
1899-1900	$489,402	$110,929	$100,314	$10,615
1898-1899	435,025	141,426	85,153	56,273

For years ending June 30 earnings of old company were as follows:

Year to June 30—	*Gross.*	*Net.*	*Charges.**	*Balance.*
1897-8	$681,611	$213,529	$135,896	sur.$77,633
1898-9	677,206	205,266	136,281	sur. 69,985

*NOTE.—Excluding bond interest.

OFFICERS.—John W. Brock, of Phila., President; J. K. O. Sherwood, of N. Y., Treas'r, and C. A. Heller, of Phila., Secretary—V. 70, p. 739.

Central New York & Western RR.—In 1899 consolidated with Pittsburg Shawmut & Northern RR., which see.

Central Ohio RR.—In Jan., 1900, the new B. & O. securities were delivered.—V. 70, p. 75.

Central Pacific Ry.—*(See Map of Southern Pacific.)*

Lines owned—	*Miles.*
San Francisco, Cal., to near Ogden, Utah	871
Lathrop, Cal., to Goshen, Cal.	146
Roseville Junction, Cal., to Oregon State Line	296
Branches to San Jose, etc.	35
Trackage—	
Northern Ry., Main Line	6
Union Pacific into Ogden	5
Total	1,359

ORGANIZATION.—Incorporated in Utah in July, 1899, as successor of the *railroad* under the plan of readjustment in V. 68, p. 378, by which plan the Southern Pacific acquired the entire capital stock and guaranteed the principal and interest of the two new Central Pacific bond issues shown above. The old indebtedness, including the U. S. Government loan, excepting (in March, 1900,) $1,086,000 bonds, of which $359,000 will mature Oct. 1, 1900, has been discharged. The new securities are:

(1) *Common stock*, $67,275,500, all held by So. Pac. Co.

(2) *Preferred stock*, 4 per cent cumulative, authorized issue $20,000,-000, delivered to Southern Pacific Co. in consideration of issue of equal amount at par value of the Southern Pacific Company's 4 per cent gold bonds; of which delivered on completion of readjustment, $12,000,000; reserved to be delivered only to provide additional funds, if required, for the payment of 3 per cent notes to the United States, and thereafter only for betterments and additions, $3,000,000; reserved to be delivered for improvements and additions at not exceeding $200,000 yearly, $5,000,000.

(3) *First refunding M.* gold 4s, $100,000,000, and secured by all the railroads, terminals and equipment now owned, including about 1,349 miles of first track, etc., by deposit as collateral security of over 95 per cent of the old mortgage bonds. Of the authorized issue $44,109,537 is held by the United States as collateral for 3 per cent notes. See ABSTRACT, V. 69, p. 808, and V. 70, p. 739.

(4) *Thirty-year gold* 3½s, $25,000,000, secured by a second lien upon all the properties covered by the 1st ref mortgage, and also by deposit with the Trustees as acquired of all securities and moneys held in any sinking fund of the Central Pacific RR., consisting Jan. 1, 1899, of $12,553,000 in securities and $86,459 cash, and by a trust deed upon all the lands now covered by the mortgage dated Oct. 1, 1870; of which in partial exchange for existing bonds, $13,695,000; purchased by syndicate to provide cash requirements of plan, $11,305,000. See Mortgage Abstract, V. 69, p. 858; also see p. 851. From the proceeds of these sinking funds and land sales cancellation of bonds will be made from time to time; in February, 1900, $2,505,000 3½s were canceled. V. 70, p. 279, 739.

(4) *Twenty three-per-cent notes*, aggregating $58,812,714, issued to the Government in settlement of subsidy debt; $14,703,179 paid, leaving $44,109,537 to mature, $2,940,635 half-yearly Feb., 1902, to Feb., 1909. First refunding 4s are deposited to retire them when due.

The Southern Pacific Co. has acquired the stock of the Cent. Pacific RR., issuing its own stock for $67,275,500 as part consideration, and also $36,819,000 collateral 50-year gold 4s, secured by a collateral trust mortgage covering all the new Cent. Pac. preferred and common stock acquired. See statement for Southern Pacific Co.

Status of New Company.—The fixed charges will aggregate $4,875,-000; on the 4s held by the Government the saving of 1 per cent per annum until Feb. 1, 1901, or about $470,000, while the sinking funds will earn about $695,000, making net charges $3,710,000. See V. 70, p. 739

LAND GRANT.—Total land grant was about 12,000,000 acres, of which about 7,370,000 acres remained unsold on Feb. 1, 1899. Sales in 1898-9, 43,420 acres; cancellations, 8,340 acres. Land contracts on hand July 1, 1899—uncompleted payments, $131,508; principal of deferred payments, $630,692; and interest do., $583,914; average price per acre, $4 70.

GENERAL FINANCES.—Cancellation of the 3½s of 1899 are being effected from time to time from the proceeds of the sinking funds and also from land sales, $2,505,000 of the bonds being thus retired early in 1900. V. 70, p. 279, 739. Payment of one of the notes for $2,940,-635 held by the Government was anticipated in Feb., 1900, releasing an equal amount of 4s deposited as collateral, which were sold.—V. 70, p. 429, 480.

EARNINGS.—8 mos., July 1 to Feb. 28.		
1899-'00	Gross, $12,634,701;	net, $4,947,784
1898-'99	Gross, 10,749,118;	net, 3,938,943

ANNUAL REPORT.—Fiscal year (since 1896) ends June 30. In 1898-99, gross, $16,401,027; net, $6,362,378; other income, $62,682; int., taxes, sinking funds, etc., $5,647,340; bal., payable to Cent. Pac. as rental, $777,720. Abstract of report for year ending June 30, 1898, was given in V. 67, p. 1157, 1163, showing gross, $15,766,349; net, $6,544,679. For the calendar years.

Year ending Dec. 31—	1896.	1895.	1894.
Gross earnings	$12,527,084	$13,045,657	$13,118,245

—V. 69, p. 794, 851, 1103; V. 70, p. 279, 429, 480, 739.

Central Ry. of New Brunswick.—Norton Station (on Intercolonial Ry.) N. B., to Chipman, N. B., 46 miles, opened in 1888. In 1897, southern division, Hampton to Quaco, N. B., 30 miles, was sold to Hampton & St. Martin's Ry. Extension was proposed from Chipman to Newcastle coal fields, 15 miles, and subsidy of $48,000 authorized therefor. Stock, $800,000, all outstanding. Bonds issued, $540,000 fifty-year coupon 6s ($1,000 each), due Nov. 1, 1937, int., M.-N., payable in New York, N. Y., London, England, and St. John, N. B.; Central Trust Co., N. Y., Trustee; President, C. Ford Stevens; Sec., W. J. Fowler; Treas. and Gen. Mgr., E. G. Evans.—V. 63, p. 116.

Central RR. of New Jersey.—*(See Map)*—ROAD—Operates from Jersey City, opposite New York City, westerly to Wilkesbarre and Scranton, Pa., and the neighboring anthracite coal fields; also southerly to the seashore resorts along the coast of New Jersey, etc.:

Lines owned in fee.	*Miles.*
Jersey City to Phillipsburg	72
Sundry branches	85
Entire stock owned.	
Long Branch & Seashore	6
New York & Long Branch RR., Perth Amboy to Bay Head	38
New Jersey South'n RR., Long Branch to Atsion, etc.	78
Other lines (no debt)	138
Leased (mostly for 999 yrs.)	*Miles.*
Ogden Mine RR. ¶	10
Nesquehoning Valley ¶	17
Lehigh & Susquehanna, Phillipsburg to Union Junc., etc. †	172
Wilkesbarre & Scranton ¶	5
Lehigh & Lackawanna	35
Other lines	9
Allentown Term. (oper. jointly)	3
Trackage—	
Union Coal RR.	10
Lehigh & New England	2
Tresckow Branch	5
Total operated Jan. 1, 1900	685

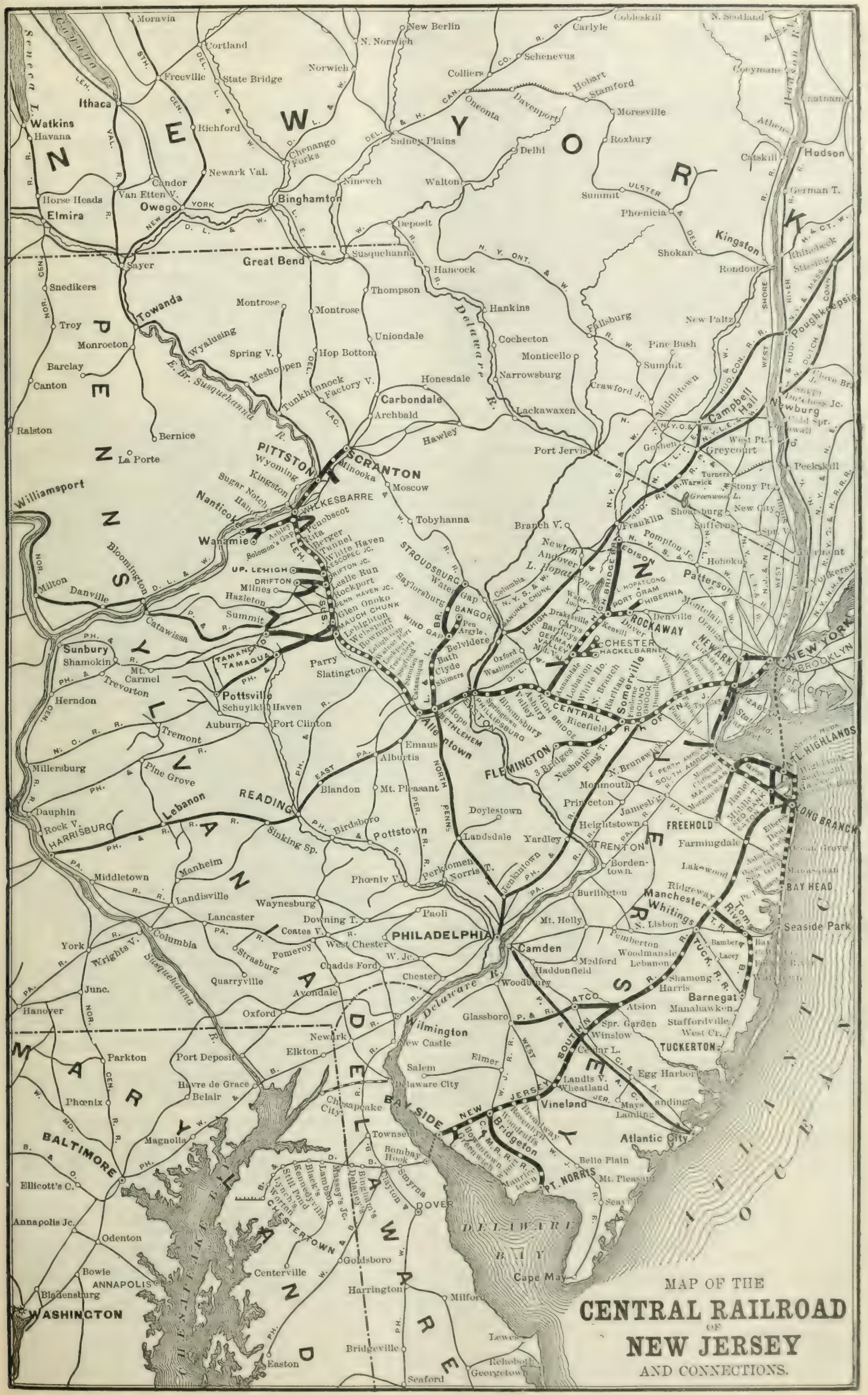
¶ See this company. † See Lehigh Coal & Nav. in "Misc. Companies." There are 261 miles of second and 30 miles of four tracks. With the Balt. & Ohio and the Phila. & Reading operates the "Blue Line" between Washington and the Southwest and New York, the B. & O. tracks being used to Philadelphia, the Reading to Bound Brook and the Central N. J. to Jersey City.

HISTORY.—Chartered in 1849. From May, 1883, to Jan. 1, 1887, leased to Philadelphia & Reading. Receivers were in possession from Jan. 1, 1887, till January, 1888. Reorganized in 1887 without foreclosure—see plan V. 44, p. 714, 716. Operated from February to August, 1892, under lease by Reading RR. Co. Concerning coal properties see Lehigh & Wilkesbarre in "Miscellaneous."

STOCK.—Increased to $27,053,800 in May, 1899, by sale of $4,-503,800 at par, and further increased in 1899, $2,000, by issue of stock in exchange for convertible debentures. See below.

DIVIDENDS.—	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99	1900.
Per cent.	6	6½	7	7	7	5½	5	4¼	4	4	Incl. May, 2½

Stock was restored to a 5 per cent basis in Feb., 1900.—V. 70, p. 75


NEW YORK
PENNSYLVANIA
NEW JERSEY
MARYLAND
DELAWARE
ATLANTIC OCEAN
DELAWARE BAY
Moravia
Cortland
Freeville
Ithaca
Watkins
Havana
Richford
State Bridge
Norwich
New Berlin
N. Norwich
Colliers
Schenevus
Cobleskill
Carlyle
N. Scotland
Oneonta
Davenport
Hobart
Stamford
Moresville
Roxbury
Delhi
Sidney Plains
Chenango Forks
Newark Val.
Candor
Van Etten
Owego
Elmira
Horse Heads
Nineveh
Binghamton
Walton
Deposit
Susquehanna
Great Bend
Sayer
Summit
Phœnicia
Shokan
Kingston
Rondout
Catskill
Hudson
German T.
Rhinebeck
Stissing
Poughkeepsie
New Paltz
Fallsburg
Pine Bush
Summit
Monticello
Cochecton
Hancock
Hankins
Thompson
Montrose
Uniondale
Hop Bottom
Spring V.
Meshoppen
Wyalusing
Towanda
Troy
Monroeton
Barclay
Canton
Ralston
Bernice
La Porte
Snedikers
Sayer
Tunkhannock
Factory V.
Carbondale
Archbald
Honesdale
Narrowsburg
Lackawaxen
Hawley
Port Jervis
Crawford Jc.
Middletown
Campbell Hall
Newburg
Goshen
West Pt.
Greycourt
Peekskill
Turners
R. Warwick
Stony Pt.
New City
Shoaksburg
Sufferns
Pompton Jc.
Hohokus
Patterson
Montclair
Denville
Orange
Rockaway
Dover
Kenvil
Chester
Hackelbarney
Drakesville
Chrys Barleys
German Valley
Mill Vil.
Oxford
Washington
Belvidere
Bath
Clyde
Shimers
Pen Argyle
Bangor
Wind Gap
Saylorsburg
Stroudsburg
Water Gap
Tobyhanna
Branch V.
Newton
Andover
L. Hopatcong
Columbia
Franklin
Port Oram
Hibernia
Wharton
Jefferson
Succasunna
Dover
Kenvil
Mt. Vil.
Wilkesbarre
Kingston
Wyoming
Pittston
Scranton
Minooka
Moscow
Sugar Notch
Nanticoke
Ashley
Solomon's Gap
Penobscot
Rita
Berger
Tunnel
White Haven
Wanamie
Williamsport
Milton
Danville
Bloomingdale
Hazleton
Summit
Catawissa
Sunbury
Shamokin
Mt. Carmel
Trevorton
Herndon
Millersburg
Pine Grove
Dauphin
Rock V.
Harrisburg
Lebanon
Reading
Sinking Sp.
Middletown
Manheim
Landisville
Lancaster
Waynesburg
Downing T.
Coates V.
West Chester
Paoli
Phœniv V.
Perkiomen
Norris T.
Doylestown
Landsdale
Yardley
Trenton
Bordentown
Burlington
Mt. Holly
Pemberton
Lakewood
Farmingdale
Freehold
Long Branch
Bay Head
Seaside Park
Manchester
Whitings
Toms River
N. Lisbon
Ridgeway
Camden
Haddonfield
Medford
Lebanon
Woodbury
Glassboro
Winslow
Spr. Garden
Atsion
Shamong
Harris
Barnegat
Manahawken
Staffordville
West Cr.
Tuckerton
Cedar L.
Egg Harbor
Landis V.
Wheatland
Vineland
Mays Landing
Atlantic City
Bridgeton
Broadway
Rosenhayn
Woodruffs
Bowentown
Greenwich
Newport
Maurice town
Bellplain
Mt. Pleasant
Pt. Norris
Cape May
Seaville
Delaware City
Salem
Elmer
New Castle
Wilmington
Elkton
Port Deposit
Havre de Grace
Belair
Phœnix
Parkton
Oxford
Newark
Chesapeake City
Townsend
Bombay Hook
Smyrna
Clayton
Dover
Magnolia
Baltimore
Ellicott's C.
Annapolis Jc.
Odenton
Bowie
Annapolis
Bladensburg
Washington
Centerville
Goldsboro
Harrington
Milford
Lewes
Rehoboth
Georgetown
Bridgeville
Seaford
Easton
Chestertown
Still Pond
Worton
Lynch's
Kennedyville
Black's
Lambson
Massey's Jc.
Delaney's
Bingham's
Hope
Phillipsburg
Springtown
Bloomsbury
Asbury
Valley
Annandale
Lebanon
White Ho.
N. Y. Branch
Raritan
Somerville
Finderne
Bound Brook
Dunellen
Plainfield
Ricefield
Flemington
3 Bridges
Neshanic
Flag T.
N. Brunswick
Monmouth
Princeton
Jamesb'g
Heightstown
Allentown
Bethlehem
Easton
Emaus
Alburtis
Blandon
Mt. Pleasant
Pottstown
Schuylkill Haven
Auburn
Port Clinton
Tremont
Pottsville
Tamaqua
Parry
Slatington
Drifton
Milnes
Lesleys
Rockport
Glen Onoko
Mauch Chunk
Lehighton
Weissport
Bowman
Penn Haven Jc.
Drifton Jc.
Escopec Jc.
Up. Lehigh
Lesley Run
Lehigh Gap
Lockport
Treichlers
Siegfried
Catasauqua
Allentown
Bethlehem
Hope
Easton
Phillipsburg
Springtown
Bloomsbury
Asbury
Valley
High Bridge
Ricefield
Somerville
Finderne
Bound Brook
Dunellen
Plainfield
Raritan
N. Y. Branch
Annandale
Lebanon
White Ho.
Oxford
Washington
Belvidere
Bath
Clyde
Shimers
Pen Argyle
Bangor
Wind Gap
Saylorsburg
Stroudsburg
Water Gap
Columbia
N. Y. S. & W.
Manunka Chunk
L. Hopatcong
Lehigh
Water Loo
Drakesville
Chrys
Barleys
German Valley
Mill Vil.
Rockaway
Dover
Kenvil
Chester
Hackelbarney
Denville
Orange
Montclair
Patterson
Pompton Jc.
Hohokus
Franklin
Port Oram
Hibernia
Wharton
Jefferson
Succasunna
Branch V.
Newton
Andover
L. Hopatcong
Tobyhanna
Moscow
Thompson
Uniondale
Hop Bottom
Montrose
Spring V.
Meshoppen
Wyalusing
Towanda
Troy
Monroeton
Barclay
Canton
Ralston
Bernice
La Porte
Snedikers
Sayer
Great Bend
Susquehanna
Deposit
Hancock
Hankins
Cochecton
Monticello
Narrowsburg
Lackawaxen
Hawley
Port Jervis
Tunkhannock
Factory V.
Carbondale
Archbald
Honesdale
Crawford Jc.
Middletown
Campbell Hall
Newburg
Goshen
West Pt.
Greycourt
Peekskill
Turners
R. Warwick
Stony Pt.
New City
Shoaksburg
Sufferns
Pompton Jc.
Hohokus
Patterson
Montclair
Denville
Orange
Rockaway
Dover
Kenvil
Chester
Hackelbarney
Drakesville
Chrys
Barleys
German Valley
Mill Vil

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Central Railroad of New Jersey—(Concl'd)—								
Cent.RR.of N.J., Gen.mort.for $50,000,000,g.,c&r	All.	1887	$500&c.	$43,924,000	5 g.	¶	N. Y., 143 Liberty St.	July 1, 1987
Equipm't mort., 1-10 payable yearly, $1,700,000	....	1899	1,000	1,700,000	4	J. & D.	N. Y., Liberty Nat. Bk.	Y'rly to 1909
Real estate bond and mortgages	....	....	.....	313,350	5	Various	do do	Various dates
Guaranteed Bonds—								
Am.Dock& Imp.Co.1st M., gu., redeem. at 110...c*	....	1881	1,000	4,987,000	5	J. & J.	N. Y., Liberty Nat. Bk.	July 1, 1921
N.Y.& L.Br.gen. M., $2,500,000, g. ($192,000 5s)	38	1891	1,000	1,692,000	4 & 5 g.	M. & S.	do do	Sept. 1, 1941
Leh. & Hud. River, gen. M., g., guar. jointly...c*	....	1890	1,000	a 1,062,000	5 g.	J. & J.	N. Y., Nat. Exch. Bank.	July 1, 1920
J. City bonds, guar. (part yearly Dec. 1) see text	....	1898	.....	310,692	4	J. & D.	.....	Dec. 1'1900-03
Central RR. of Pennsylvania—Bonds, $1,200,000..	....	1893	500 &c.	600,000	6	M. & N.	Phil.,Fid.I.Tr.& S.D.Co.	May 1, 1943
Central of South Carolina—1st mortgage, gold...c	40	1881	1,000	300,000	6 g.	J. & J.	N. Y., Cuyler, M. & Co.	July 1, 1921
Central Vermont—Stock, $3,000,000	....	....	100	3,000,000	Majority	held by	Grand Trunk Ry. of Canada.	
1st M., $12,000,000 gold, traffic guar. A B c & r.	All.	1899	1000&c.	11,000,000	4 g.	Q.—F.	Bos., Am. L. & T. Co.	May 1, 1920
Equipment bonds, gold, drawn at 100 Jan. 1....	....	....	1,000	325,000	6 g.	J. & J.	U.S.Mort.& Tr.Co., N.Y.	$25,000 y'rly.
Centralia & Chester—Receiver's ctfs., V. 68, p.1179	....	....	.....	abt. 500,000	6	....	.....	.....
1st mortgage, $12,000 per mile, gold.....c*	100	1889	1,000	978,000	5 g.	J. & J.	Interest in default.	July 1, 1919
Charl. Clend.& Sut.—1st M. g.,$30,000 p. m. W.P.c*	....	1894	1,000	1,000,000	5 g.	A. & O.	Phil.WstEnd T.&S.D.Co	Oct. 1, 1944
Charleston & Savannah—Stock.....	100	....	.....	500,000	.....	....	.....	.....
General mortgage, gold.c*	103	1886	1,000	1,500,000	7 g.	J. & J.	N.Y.,12 W.23 & Cha'st'n	Jan. 1, 1936
1st and 2d pref. inc., $1,000,000 each, non-cum..	103	1886	1,000	2,000,000	7	April.	See text.	Irredeemable.
Charl.& West. Car.—1st M.,g.($8,000 p.m.) Ce..c*&r	340	1896	1,000	2,720,000	5 g.	A. & O.	N. Y., Chase Nat. Bank.	Oct. 1, 1946
Income M., g., non-cum., ($7,000 per mile) G..c*	....	1896	1,000	2,380,000	5	October	If earned.	Oct. 1, 1946
Augusta Ry. Terminal 1st M.,g., gu.,p,& i. end.Ce.	....	1897	1,000	600,000	6 g.	A. & O.	N. Y. Cent. Tr. Co.	Apr. 1, 1947
Chartiers—Stock	....	....	50	645,300	7 in '99	A. & O.	.....	Apr.2'00,3½%
1st mortgage, guar. p. & i. by Penn. RR.....c	23	1871	1,000	500,000	7	A. & O.	Philadelphia, Penn. RR.	Oct. 1, 1901
Chateaugay RR.—Stock.....	....	....	100	75,000	.....	.....	.....	.....

¶ On coupon bonds J&J; on registered bonds Q.—J. a Guaranteed jointly with Le high Co al & Navigation Co.

Bonds.—Jersey City bonds (V.68, p. 128), representing taxes on terminal property, will be taken up by C. RR. of N. J., viz.:
1900, $75,488; 1901, $66,202; 1902, $76,616; 1903, $122,385.

Of the *general mort. of 1887* (see abstract of mort. V. 45, p. 402) $6,076,000 on Jan. 1, 1898, were reserved for the prior Cent. N. J. bonds and for the following: N. J. Southern 6s, $411,000; Long Branch & Seashore 7s $197,000. All the old bonds, it will be noticed, mature within a few years. General mortgage trustee is the Central Trust Co.

Jointly and severally with the Coal & Nav. Co guarantees $1,062,000 Leh. & Hud. River Ry. Gen. 5s, prin. and int. See V. 67, p. 788.

See *New York & Long Branch* bonds in Supplement of Jan., 1897; during 1897 $50,000 general 5s were issued for improvements.

The $1,500,000 New York & Long Branch 1st 5s were called for payment on June 1. 1899, and replaced by gen. 4s, which became a first mortgage on the entire property of the N. Y. & L. B. RR.—V. 68, p. 283.

General Finances, &c.—The $2,310,000 Lehigh C. & N. 6s assumed were paid Dec. 15, 1897, general 5s having been sold therefor. V. 65, p. 1114, 1219. In April, 1898, the Lehigh & Wilkesbarre Coal Co., it was stated, had only $375,000 of loans and bills payable outstanding that were not held by the Central RR. of New Jersey. The current liabilities of the latter company were shown in the balance sheet, V. 66, p. 424. See also V. 64, p. 1041.

The sale of $4,503,500 stock at par to stockholders of record May 10 provided for retirement of $3,836,000 consol 7s due July 1, 1899, $411,000 New Jersey Southern 1st 6s due July 15, 1899, and $197,000 Long Branch & Sea Shore 1st 7s due Dec. 1, 1899, a total of $4,444,000 bonds, with annual interest charge of $306,970. V. 68, p. 822.

Earnings.—2 mos., Jan. 1 to Feb. 28. ‡1900.....Gross, $2,393,374; net, $936,815
‡1899.....Gross, 1,960 256; net, 649,070

Annual Report—Annual meeting is held on Friday next preceding second Monday in May. The report for 1899 was in V. 70, p. 373.

Year ending Dec. 31.	1899.	1898.	1897.
Passenger and freight	.....	$7,267,032	$6,901,557
Anthracite coal	.....	4,826,950	5,261,282
Mail, express, etc	.....	584,865	535,970
N. Y. & L. B. Division	.....	480,876	469,964
Trackage	.....	27,548	43,999
Total gross earnings	$15,591,199	$13,187,271	$13,212,772
Net over expenses and taxes...	$6,246,250	$5,118,958	$5,044,101
Income from investments ... } Do , premium account..... }	658,288	596,526	698,139
Total net income	$6,904,538	$5,715,484	$5,742,240
Interest on debt	$2,881,490	$2,996,809	$3,027,755
Rentals paid	1,960,698	1,585,940	1,627,868
Dividends	(4¼)1,104,484	(4)899,880	(4)899,880
Balance	sur.$957,866	sur.$232,854	sur.$186,737

‡ Not paid in cash, but collectible June 1, 1900. See Lehigh & Wilkes. —(V. 68, p. 128, 278, 283, 822, 925, 1022, 1131; V 70, p. 75, 378.)

Central RR. of Pennsylvania.—Owns Bellefonte (Penn. RR.) to Mill Hall, Pa. (on Beech Creek RR.) 27 miles; branch, 4 miles; operates Nittany Val. RR., 7 miles. Current liabilities June 30, 1899, $324,101. For year 1898-9, gross, $32,680; deficit under operating, $8,168; charges, $55,104; deficit, $63,272. Stock, $1,200,000; par, $50.

Central RR. of South Carolina.—Owns from Lane, S. C., to Sumter, S. C., 41 miles. Leased to the Atlantic Coast Line RR. of South Carolina; rental $31,000 yearly. Stock, $170,000, par $50. In year 1897-98, gross, $95,286; net over taxes, $36,019. In April, 1900, consolidation pending with Atlantic Coast Line Railroad, which see—V. 64, p. 887.

Central Vermont Ry.—Tidewater at Rouse's Point, at north end of Lake Champlain to New London, Conn., viz.:

Owned in fee—	*Miles.*	*Leased*—	*Miles.*
Windsor to Rouse's Point, etc..	179	New London & Northern ¶.....	157
Essex Jct. to Cambridge, Vt...	26	Montreal & Province Line Ry.	40
St. Albans to Richford, Vt.....	28	*Operated*—	
Entire stock owned—		Stanstead Shefford & Chambly.	43
Montreal & Vermont Junc...	23		
Montpelier & White Riv. RR...	14	Total op'd (¶See these co's.)	510

Organization.—Succeeded May 1, 1899, as a reorganization, per amended plan in V. 67, p. 735, the Central Vermont *Railroad*, sold under foreclosure March 21, 1899. V. 68, p. 1076.

Securities, Etc.—The Grand Trunk Ry. holds $2,165,000 of the $3,000,000 stock, and under a traffic contract will make good any deficiency in earnings to meet interest on the new firsts up to 30 p. c. of Grand Trunk gross receipts from traffic interchanged. The new 4 p. c. mortgage is for $12,000,000, of which $7,000,000 exchanged for Consol. RR of Ver. 5s, $4,000,000 to acquire branch lines and for other purposes, leaving $1,000,000 in the treasury. V. 66, p. 708, 759. See also V. 67, p. 273; V. 68, p. 1076; V. 70, p. 739.

Earnings.—Net earnings for 8 mos. ending Dec 31, 1899, were considerably in excess of fixed charges. V. 70, p. 739. The earns. of the old company, excluding Rutland RR. and Ogdensburg & Lake Champlain [leases abandoned] were:

Year ending June 30, 1898, gross earnings, $3,217,518; net, $663,009; 1897, gross earnings, $3,702,293; net, $705,139.

Officers.—President, E. C. Smith, St. Albans; Clerk and Treasurer, R. H. Ingram, St. Albans, Vt.—V. 69, p. 851, 1300; V. 70, p. 739.

Centralia & Chester RR.—Owns Chester, Ill., to Salem, Ill., 91 m. and Sparta to Rosborough, 5 m.; total, 96 m. On June 7, 1897, C. M Foreman of Nashville, Ill., was appointed receiver—see V. 64, p. 1137. Sale ordered; expected to take place in June, 1900. In April, 1900, no date of sale had been fixed and no plan of reorganization agreed upon. V. 68, p. 1179. Receivers' certificates for $200,000 authorized in August, 1897, to complete line from Evansville to Chester; additional certificates for $175,000 authorized in Dec., 1897; third issue of $50,000 in March, 1898, and in Sept., 1898, $75,000. Total issued, about $500,000—see V. 68, p. 1179; V. 69, p. 794. Stock, $948,000. Farmers' Loan & Trust Co., trustee of the mortgage. For year ending June 30, 1899, gross, $90,041; deficit under operating expenses, $23,484. In 1897-98, gross, $63,671; deficit, $30,213.—V. 67, p. 735, 738; V. 68, p. 722, 771, 1179; V. 69, p. 794; V. 70, p. 686.

Charleston Clendennin & Sutton RR.—Owns road, completed in December, 1895, from Charleston, W. Va., via Clendennin to Clay Court House, 51 miles, and under construction via Clay Court House to Sutton, 49 miles additional; in Dec., '97, graded 12 miles from Clay C. H. Capital stock authorized, $3,000,000; par, $100; outstanding Oct., 1898, $367,300. First mortgage is for $3,000,000.

Earnings.—Year ending June 30, 1899, gross, $62,304; net, $26,552; total deductions, $78,460; balance, deficit, $51,908.

President, W. D. Stratton; Secretary and Treasurer, Pierre W. Briggs, 100 Broadway, New York. V. 61, p. 1012.

Charleston & Savannah Ry.—*(See Map Sav. Flor. & West.)*—Owns from opposite Charleston, S. C., to Savannah, Ga., 115 miles, and branch 6 m. Operates from Ashley June. to Charleston, S. C., and Central RR. of Georgia, crossing to S. F. & W. Ry. at Southover, 11 miles. Green Pond Walterboro & Branchville Ry., 14 miles, is controlled in same interest but operated separately. Belongs to Plant system. In March, 1898, Walterboro & Western, Walterboro, S. C., to Ehrhardt, S. C., 27 miles, was purchased in interest of system, and in Feb., 1900, was proposed to be consolidated with the Green Pond Walterboro & Branchville Ry.

Interest—	‡1889.	'90,	'91.	'92.	'93.	'94.	'95.	'96.	'97.
On 1st incomes %	1½	2	6	6	5	4	4	0	0

Earnings.—8 months, July 1 to Feb. 28. ‡1899-1900...Gross, $420,311; net, $77,142
‡1898-1899...Gross, 394,354; net, 35,871

In 1898-9, gross, $639,301; net, $146,975. In 1897-8, gross, $637,170; net, $110,664. In year to June 30, 1897, gross, $571,109; net, $154,254; other income, $11,158; interest and taxes, $126,498; balance, surplus, for year, $38,914.—(V. 64, p. 421; V. 66, p. 518.)

Charleston & Western Carolina Ry.—Port Royal, S. C., to Augusta, Ga., 112 m., and Spartanb'g, Greenville and Anderson, 228m.

History.—A reorganization and consolidation Oct. 3, 1896, of the Port Royal & Augusta and Port Royal & Western Carolina, purchased at foreclosure sale by Thomas & Ryan, who sold the entire capital stock and large portion of its issue of income bonds to Atlantic Coast Line in December, 1897. V. 66, p. 38, 335.

Stock.—$1,200,000; par, $100. A full statement as to Augusta Ry. Terminal Co. and its bonds was in V. 66, p. 383.

Earnings.—For year ending June 30, 1899, gross, $841,521; net, after deducting taxes, $197,494; interest, $136,000; lease of Aug. Term., $36,000; surplus, $25,494. President, J. B. Cleveland, Spartanburg, S. C.; Secretary, J. J. Nelligan, Baltimore, Md. (V. 66, p. 953.)

Chartiers Ry.—Owns from Carnegie, Pa., to Washington, Pa., 23 m., Leased till 1971 to the Pittsburg Cincinnati & St. Louis (now Pittsburg Cincinnati Chicago & St. Louis); the rental is net earnings.

Capital stock, $645,300 (par $50), of which the Pennsylvania Railroad owns $333,850. Dividends since 1886: In 1887, 1888 and 1889, 5 per cent; in 1890, 5½; in 1891, 7½; in 1892, 8; in 1893, 10; in 1894, 10; in 1895, 8; in 1896, 9; in 1897, 10 p. c.; in 1898, 10 p. c.; in 1899, April, 3½ p. c.; Oct., 3½ p. c.; in 1900, April, 3½ p. c.

Earnings.—For year ending Dec. 31, 1899, gross, $366,414; net $114,468; other income, $9,347; int. and taxes, $41,053; dividends, $45,171. In 1898, gross, $301,028; net, $100,450.

Chateaugay RR.—Operates narrow-gauge road from Plattsburg, N. Y., on the Delaware & Hudson, to Saranac Lake, in the Adirondack Mountains, 73 miles. Of this it owns from Dannemora to Lyon Mt., 18 miles, and leases the Chateaugay *Railway*, Lyon Mt. to Saranac Lake, 39 miles, and the Plattsburg & Dannemora RR. (so-called), Plattsburg to Dannemora, 16 m. The latter road is leased from the State of N. Y. for one dollar and the free transportation of freight to the State's Prison at Dannemora. The Chateaugay Railway is leased for interest on its bonds, which are guaranteed principal and interest by the Delaware & Hudson Co. Built in interest of an iron-mining company and to carry summer travel to the Adirondacks. In January, 1897, the Saranac & Lake Placid, 10 miles, was leased for 17 years jointly with the Chateaugay Ore & Iron Co. Stock, $75,000 (par $100); loans and bills payable June 30, 1899, $22,087.

MAP OF THE

CHESAPEAKE & OHIO RAILWAY

AND ITS CONNECTIONS.

CHICAGO
St. Joseph
Benton Harbor
Michigan City
Elkhart
Plymouth
Jonesville
Monroe
Toledo
Erie
Ashtabula
Sandusky
Cleveland
Elyria
Norwalk
Akron
Warren
New Castle
Butler
Homewood
Alliance
Canton
Chicago Jc.
Shelby
Mansfield
Gallon
Seneca
Wankakee
St. Anne
Sheldon
Monon
Logansport
Peru
Wabash
Decatur
Celina
Lima
Van Wert
Fostoria
Defiance
Ft. Wayne
Judson
Kokomo
Lafayette
Hartford
Muncie
Bellefontaine
Marion
Mt. Vernon
Coshocton
Steuben V.
Pittsburg
Tyrone
Lewis T.
Huntington
Hollidaysburg
Pt. Clinton
Allen T.
Mauch Chunk
Easton
Newburg
Port Jervis
Paterson
NEW YORK
NEWARK
HARRISBURG
Reading
TRENTON
Lancaster
PHILADELPHIA
Camden
Wilmington
York
Connellsville
Somerset
Hyndman
Cumberland
Hagerstown
BALTIMORE
Frederick
Charlestown
Harpers Ferry
Strasburg Jc.
Front Royal
Aexandria
WASHINGTON
Manassas
Warrenton
Davis
Parkersburg
Clarksburg
Weston
Buckhannon
Glenville
Braxton
Addison
Clay C. H.
Mt. Pleasant
Grafton
Marietta
Zanesville
Wheeling
Bellaire
Mounds V.
Dresden
Bridgeport
Cambridge
Newark
Circleville
Chillicothe
Athens
Mc Arthur
Pomeroy
Portsmouth
Tronton
Petersburg
Gallipolis
Waverly
Sardinia
Hillsboro
Washington
Hamilton
Dayton
Xenia
Springfield
Piqua
Urbana
Richmond
Sidney
Greenville
Greencastle
Rushville
Fairfield
Crawfordsville
Westfield
Anderson
New Castle
Terre Haute
Martinsville
INDIANAPOLIS
Shelbyville
Columbus
Greensburg
Harrison
CINCINNATI
NEWPORT
Covington
Lawrenceburg
Aurora
Madison
Vincennes
Washington
Princeton
Jefferson
Mitchell
N. Vernon
New Albany
Evansville
Henderson
Owensboro
West Pt.
Springfield
Bards T. Jc.
Leb. Jc.
Cecilian Jc.
Lebanon
Danville
Central Cy.
Greensburg
Glasgow Jc.
Memphis Jc.
Bowling Green
Glasgow
Russellville
Guthrie
Adairsville
Scottsville
Clarksville
Gallatin
Dickson
Lebanon
NASHVILLE
Sparta
Columbia
Newburgh
Tullahoma
Decherd
Cowan
Spring City
Chattanooga
Cleveland
Knoxville
Maryville
Morristown
Rogersville
Jonesboro
Cranberry
Bristol
Estillville
Glade Spr.
Saltville
Foster Falls
Stuart
Mt. Airy
Danville
Pineville
Jellico
Cumberland Gap
Corbin
London
Livingston
Richmond
Jackson
Pocahontas
Quinnimont
Hinton
Gauley
Lowell
Sewell
Kanawha Falls
Gauley Bridge
Deepwater
Montgomery
Huntington
Ashland
Catlettsburg
Spring Hill
Charleston
Coalburg
Milton
St. Albans
Clendenin
Elkhorn
Hot Springs
Goshen
Bells Valley
Craigsville
Buffalo Gap
Staunton
Waynesboro
Lexington
Natural Bridge
Bremo Bluff
Columbia
Irwin
Dover
Anita
Burkeville
Keysville
Elba
Riverville
Joshua Falls
Williamsburg
Providence Forge
Hicksford
Clarksville
Weldon
Halifax
Oxford
Henderson
Durham
Carey
Sharpsburg
Greensboro
Winston
Lenoir
Newton
Statesville
Salisbury
Asheville
Lincolnton
Gastonia
Charlotte
Sanford
Fayetteville
Raleigh
Wilson
Smithfield
Goldsboro
New Berne
Jamesville
Washington
Edenton
Montrose
Suffolk
Portsmouth
Newport News
Old Point Comfort
Norfolk
Mackey
Pamlico
Salisbury
Ocean City
Cape Charles
Franklin
Delmar
Seaford
Dover
Wilmington
Cape May
Burlington
Trenton
Princeton
New Brunswick
Newark
Port Jervis
Paterson
Newburg
Manch Chunk
Easton
Allen T.
Pt. Clinton
Lewis T.
Tyrone
Huntington
Hollidaysburg
Reading
Lancaster
York
Hagerstown
Frederick
Charlestown
Harpers Ferry
Strasburg Jc.
Front Royal
Aexandria

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chateaugay R'y—1st M., guar. p. & i. D.& H. Co....	39	1887	$1,000	$200,000	6	F. & A.	Plattsburg, N. Y.	Aug. 1, 1907
Chath. & Lebanon Valley—1st M. $350,000 g.. c	52	1899	1,000	200,000	5 g.	M. & N.	N. Y., Nat. B'way Bank	Nov. 1, 1919
Chatt. Rome & Southern—1st M., $500,000, g. U..c*	138	1897	1,000	332,000	5 g.	J. & J.	N. Y., Union Trust Co.	July 1, 1947
Chattanooga Southern—Stock ($750,000 is pref.)...	....	....	100	3,000,000	.....	.....	.....	.....
1st mortgage, gold.....	89	1895	.....	none issued.	5 g.	J. & J.	New York.	1925
Income mortgage, non-cumulative, $750,000....	89	1895	.....	none issued.	5 if earn.	.....	.....	1925
Chesapeake Beach—1st M., $1,000,000, gold. Co.c*	30	1898	1,000	1,000,000	5 g.	J. & J.	N. Y., J. Kennedy Tod.	July 1, 1923
Chesapeake & Ohio—Stock.....	....		100	60,513,900	1 in 1899	.....	N.Y., J. P. Morgan & Co.	Oct. 25, '99, 1%
Mortgage 6s, gold, series "A" See text.....c*	503	1878	1,000	2,013,354	6 g.	A. & O.	do do	July 1, 1908
1st mort., of 1911, Penin. Ext., gold. See text.c*	75	1881	1,000	2,000,000	6 g.	A. & O.	do do	Jan. 1, 1911
Ter'l 1st m., 1922, covering 8 m., to Phoebus. g.c*	8	1882	500 &c.	142,000	6 g.	J. & D.	do do	June 1, 1922
1st consol. mortgage for $30,000,000, gold ..c*&r	655	1889	1,000	25,858,000	5 g.	M. & N.	do do	May 1, 1939
Rich. & All Div. 1st consol. M., gold. See text.c*	256	1890	1,000	6,000,000	4 g.	J. & J.	do do	Jan. 1, 1989
2d cons. M., Richm. via. Lynchb'g to Clifton F.	256	1890	1,000	1,000,000	4 g.	J. & J.	do do	Jan. 1, 1989
Craig Valley branch 1st mortgage, gold.....c*	26	1890	1,000	650,000	5 g.	J. & J.	do do	July 1, 1940
Warm Springs Branch 1st mortgage, gold.....c*	22	1890	1,000	400,000	5 g.	M. & S.	do do	Mch. 1, 1941
General mortgage (for $70,000,000, etc.) gold..c*	1,174	1892	1,000	26,059,000	4½ g.	M. & S.	do do	Mch. 1, 1992
Eliza. Lex. & Big Sandy 1st m., g., guar. p. & i..c*	109	1872	1,000	3,007,000	5 g.	M. & S.	do do	Mch. 1, 1902
1st mortgage on Greenbier Ry., $3,000,000, g.c*	....	1899	.....	N'ne Dec 5'99	4 g.	J. & D.	Interest from Dec., '99	Dec. 1, 1999
Car trusts, payable monthly	....	....	.....	1,124,069	.....	.....	.....	To 1903
GUARANTEED BONDS.								
Elevator Co. 1st M., gold, p. & i. guar. by C. & O.c*	....	1888	1,000	830,000	4 g.	A. & O.	do do	Oct. 1, 1938
2d mortgage, for $500,000, income, non-cum.c*	....	1888	1,000	315,000	4	Oct. 1.	.....	Oct. 1, 1988
C. & O. 8S. 1st M. deb. red. at par, gu., p. & i....	....	1893	£100	a£110,000	5 g.	J. & J.	London.	Jan. 1, 1909
Greenbrier & New River RR. 1st mortgage.....	....	....	1,000	370,000	5	F. & A.	Richmond.	Aug. 1, 1942
Manchester city & imp. bonds (8s, $45,200).....	....	....	.....	81,200	5 & 8	.....	.....	.....
Lo. & Jeff. Bdg. 1st M., $5,000,000, gu. p. & i., end. ¶.*c	....	1895	1,000	¶3,000,000	4 g.	M. & S.	N.Y., J.P. Morgan & Co.	Mch. 1, 1945
Norf. Term'l & Trans. 1st M., $500,000, gu. p. & i.	....	1898	1,000	500,000	5	F. & A.	.....	Feb. 1, 1948
Chesapeake & Western—Stock $660,000.....	....	....	100	606,900	.....	.....	.....	.....
1st mortgage, gold ($25,000 per mile) Co.....	27	1896	500 &c.	666,000	5 g.	F. & A.	Contin. Trust, N. Y.	Aug. 1, 1945
¶ Guaranteed jointly and severally with Clev.	Cin. C	hic. &	St. L.	a £10,000	called ye	arly at	par.	

EARNINGS.—In year ending June 30, 1899, gross, $148,781; net, $22,454; rentals and taxes, $22,384; balance, surplus for year, $70. In 1897-98, gross, $134,126; net, $161.—V. 64, p. 182.

Chatham & Lebanon Valley RR.—Chatham, N. Y. to State line of Vermont, 52 miles. Entire line being rebuilt, and in Dec., 1899, operated from Chatham, N. Y., to Petersburg Junction, 45 miles. Successor in 1899 to Lebanon Springs RR., foreclosed. V. 69, p. 385, 695. Stock, $1,000,000, all outstanding; par of shares, $100. Bonds are not subject to call. Produce Exchange Trust Co., N. Y., trustee. President, 220 Broadway, N. Y.; Sec. & Treas., C. F. Ainsworth; office, Chatham, N. Y.—V. 69, p. 695, 954.

Chattanooga Rome & Southern RR.—Owns road Carrollton, Ga., via Rome, to Chattanooga, Tenn., 138 miles, with two branches aggregating 8½ miles; total, 146½ miles. Successor Sept. 12, 1897, to Chattanooga Rome & Columbus, foreclosed Jan. 13, 1897.—V. 70, p. 632.

STOCK AND BONDS.—Capital stock is $1,600,000 non-cum. 5 p. c. pref. stock and $1,600,000 common. First mortgage is for $500,000.

DIVIDENDS.—On pref., 3 p. c. paid Jan. 17, 1899; Jan. 17, 1900, 3 p. c.

EARNINGS.—Report for year ending Dec. 31, 1899, was in V. 70, p. 528, showing: Gross, $299,918; net, $66,378; interest and taxes, $12,935; surp., $36,843; divid'd on preferred stock (3 p. c.), $48,000 In 1898, gross, $441,830; net, 184,373. Large earnings in 1898 were due to encampment of U. S. troops at Chickamauga Park.—(V. 66, p. 473; V. 70, p. 528, 632.)

Chattanooga Southern RR.—Owns road, completed in June, 1891, from Tennessee State line to Gadsden, Ala., 87 miles; Round Mt. branch, 3 miles; trackage to Chattanooga, 5 miles; sidings and spurs, 10 miles; total of all track, 105 miles. Successor to Chattanooga Southern Ry., sold in foreclosure Feb. 14, 1895; plan in V. 61, p. 830, but in Sept., 1899, the new securities had not been issued. The new 1sts were to be $5,000 per mile on present mileage and $10,000 on extensions. The old bondholders were to subscribe for new bonds at par to amount of 25 p. c. of their holdings.—V. 63, p. 401.

EARNINGS.—In year ending 1898-99, gross, $71,096; def. under oper. expenses, $16,166. Sec'y, E. C. Osborn, 31 Nassau St. (V. 63, p. 823.)

Cherry Valley Sharon & Albany RR.—Owns from Cherry Valley to Cobleskill, N. Y., 21 miles. Stock, $289,100; par, $50. The $300,000 7s, due June 15, 1899, were redeemed at maturity by the Del. & Hud. Co., which held a majority. (V. 69, p. 26.)

Chesapeake Beach Railway.—Deanwood, D. C., to Chesapeake Beach, Md., 30 miles, completed in July, 1899. Stock, $1,000,000, all outstanding; par, $100. President, Otto Mears; Vice-President and Treasurer, John L. McNeil; Sec., Fred'k D. McKenney. Office, 1420 New York Ave., Wash., D. C.—V. 69, p. 228.

Chesapeake & Ohio Ry.—*(See Map.)*—Operates from Newport News Va., and Washington, D. C., to Cincinnati, Ohio, with branches.

Lines owned in fee—	*Miles.*	*Lines contr'd by stock, etc.*	*Miles.*
Old Point Comfort and Newport News via Charlottesville to Ashland, Ky.....	519	Bridge—Covington, Ky., to Cincinnati, Ohio.....	2
Richmond via Lynchburg to Clifton Forge, Va.....	232	Elizabethtown Lexington & Big Sandy RR.....	103
Buckingham Br. (acqu. in '97)	21	Sundry branches.....	224
Lines controlled by stock, etc.—		Trackage to Washington.....	85
Maysville & Big Sandy RR. Ashland, Ky., to Covington,	144	Leased	30
Second track.....	82	Total system.....	1,360
		Trackage to Louisville.....	84

Of the above mileage 19 miles is narrow-gauge road. Of the "leased" 21 miles is on E. L. & B. S. and 9 miles on Washington line.

In Sept., 1899, the Greenbrier Ry., most of whose stock is owned, was building a branch line from Whitcomb Station on the C. & O. main line, up the Greenbrier River to its forks, 95 miles, within about 40 miles of the West Va. & Pitts., which company proposed to build a line to connect the two systems. V. 69, p. 338, 383, 490, 905. In Aug., 1899, an 18-mile branch along and across the New River, West Va., to develop additional coal territory, was in progress. V. 68, p. 338, 384.

HISTORY, &C.—The former Chesapeake & Ohio was sold in foreclosure April 2, 1878, and this company organized. In 1888, under the direction of Drexel, Morgan & Co., reorganized without foreclosure, and the road extended to Cincinnati. The consolidation with the Richmond & Alleghany was consummated in January, 1890. The Elizabethtown Lexington & Big Sandy and other roads were absorbed in 1892. In September, 1893, the Chesapeake & Ohio Steamship Co., controlled by this company, began operations. See below and V. 55, p. 1078.

CAPITAL STOCK.—Common stock is $60,513,900; increased from $45,000,000 to this figure since 1892 through exchange of practically all the $25,000,000 of preferred stocks for common stock and general mortgage 4½ per cents in certain proportions. *First preferred* for $18,500 and *second preferred* for $4,000 only was outstanding July 1, 1899. See terms of exchange in V. 54, p. 642. Stock may be reduced by majority vote of stockholders whenever deemed desirable.—V. 70, p. 175.

DIVIDENDS.—First dividend, 1 p. c., paid Oct. 25, 1899. V. 69, p. 383.

BONDS.—The *series A bonds of* 1878 cover, subject to the *purchase money* 6s, the main line from Richmond, Va., via Charlottesville to Ashland, Ky., 428 miles, and are equally secured with the *Peninsular Extension* 6s by first mortgage on extension to Newport News, 75 miles.

The *consolidated mortgage* due in 1939 is for $30,000,000 (trustee, Central Trust Company), and sufficient bonds are reserved to provide for prior liens. This mortgage is also secured by deposit in trust of the $11,000,000 bonds and two-thirds of the stock of the Maysville & Big Sandy RR., [on road Ashland to Covington, Ky.], and of the Bridge to Cincinnati, all owned by Ches. & O. (Abstract, V. 49, p. 147.)

Richmond & Allegheny Division bonds cover the low-grade freight route from Richmond via Lynchburg to Clifton Forge and branches. (Mort. abstracts, V. 51, p. 144.)

The *general mortgage of* 1892 (Central Trust Co. and H. T. Wickham trustees) is for $70,000,000, but additional amounts at $25,000 per mile may be issued for double-tracking. Of the $70,000,000 as above, $32,691,000 bonds were reserved to provide for the $30,000,000 consols of 1889, issued or to be issued, etc. The balance unissued may be sold for new acquisitions, rolling stock, etc., but not more than $2,000,000 thereof in any one year. The mortgage covers the entire property of the company, real and personal, at the time the deed was made, and all additional property and mileage acquired with the proceeds of the bonds. See full abstract of mortgage in V. 54, p. 644; also V. 54, p. 642; V. 55, p. 335. In Jan., 1900, $26,057,000 had been listed on New York Stock Exchange.

The *Elizabeth't'n Lexington & Big Sandy* first mortgage bonds, interest on which has been reduced to 5 per cent, have been endorsed with the C. & O. guaranty of principal and interest, and general mortgage bonds have been set aside to retire them at maturity.

The 1st 4s on the Greenbrier Ry. are direct obligations of the C. & O. Of the $3,000,000 authorized, $1,500,000 were to be issued at once and the remaining $1,500,000 only for further construction or equipment, extensions, betterments, &c.—V. 69, p. 383.

The *Louisville & Jeffersonville Bridge* bonds, of which $3,000,000 are outstanding, are guaranteed jointly and severally by the Chesapeake & Ohio and Cleveland Cincinnati Chicago & St. Louis; any deficit on account of the bridge is payable by them in the proportion of one-third and two-thirds respectively—see V. 60, p. 130; V. 61, p. 327, 559; V. 62, p. 84 and separate statement for L. & J. Bridge Co.

OPERATIONS, FINANCES, &C.—Since the reorganization in 1888, when the control of the company was placed for five years in the hands of trustees, the property has been greatly enlarged and improved.

In Jan., 1900, Pennsylvania interests purchased a large block of stock, and with the Morgan-Vanderbilt interests now own a majority of the stock.—V. 70, p. 75, 632.

The interest charges for the fiscal year 1899-00 are estimated at $3,220,616, against $3,133,097 in 1898-99. V. 67, p. 322.

The steamship line was formally opened Sept. 7, 1893, and owns six new steamers, using the railroad wharves at Newport News.

The stockholders voted Oct. 24, 1899, to aid the Greenbrier Ry. to construct its road by the issue of not over $3,000,000 C. & O. 4 per cent gold bonds, payable Dec. 1, 1999, secured by mortgage on the Greenbrier Ry. See above.—V. 69, p. 383.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-00...Gross, $8,858,334; net, $2,909,039. 1898-99...Gross, 7,959,103; net, 2,660,661.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Richmond on the Tuesday preceding the last Tuesday in October. Report for 1898-99 was given in full in V. 69, p. 331, 337, and showed the following. See also editorial p. 311.

Traffic.—Of the total tonnage (8,130,661) in the year 1898-99, coal and coke furnished 4,071,131 tons, or 50 per cent of the whole; products of agriculture furnished 12 per cent. The average rate received on seaboard coal was only 2·21 mills per ton per mile; on all freight, 3·62 mills. Average train load, 259 tons in 1892, 425 in 1898-9.

Year ending June 30—	1899.	1898.	1897.
Miles operated.....	1,445	1,360	1,360
Passenger earnings.....	$2,422,053	$1,954,864	$1,857,898
Freight.....	9,062,879	9,262,998	8,389,374
Express, mail and miscel.	524,908	570,695	460,911
Total earnings.....	$12,009,839	$11,788,557	$10,708,183
Oper. expenses and taxes.	8,077,384	7,982,307	7,286,769
Per ct. expenses to earns..	(67)	(68)	(68)
Net earnings.....	$3,932,455	$3,806,250	$3,421,414
Other income.....	100,157	83,628	79,326
Total and net income.	$4,032,612	$3,889,878	$3,500,740
Interest on bonds, &c....	3,326,481	3,271,368	3,198,198
Balance, surplus.....	$706,130	$618,510	$302,542

President, George W. Stevens.—(V. 70, p. 75, 175, 279, 632.)

Chesapeake Ohio & Southwestern.—See Illinois Central.

Chesapeake & Western RR.—Owns road from Elkton to Bridgewater, Va., 26·67 miles; trackage, Norfolk & Western to Elkton Junction, 0·33 mile. Road opened in April, 1896. Projected to tidewater on Chesapeake Bay. Of the outstanding stock, $532,800 is common; $73,100 preferred. Year ending June 30, 1899, gross, $25,383; net after deducting taxes, $2,124; no interest paid, bonds being held by construction company. General office, 30 Broad St., N. Y.

MAP OF THE

CHICAGO & ALTON RAILROAD.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chester Co. Cent.—1st M., $800,000, g.....FP..c	....	1897	$1,000	$800,000	5 g.	J. & J.	Fid.,I.T.&S.D.Co.,Phila	July 1, 1947
Chesterfield & Kershaw—1st M., $500,000, gold..r	54	1899	1,000	See text.	5 g.	A. & O.	Rich. Tr. & S. Dep. Co.	Oct. 1, 1919
Chestnut Hill RR.—Stock, rental P. & R. Ry	4	....	50	120,650	6	Q.—M.	Phila., Treas. of.	Mar. 5, '00, 1½
Chic. & Alton Ry.—Com. stock, $20,000 000....	....	....	.....	(?)	.....	.....	.....	.....
Pref. stock, 4 per cent, non-cum., $20,000 000...	....	....	.....	(?)	.....	.....	.....	.....
Chicago & Alton RR.—Common stock.....	....	....	100	18,751,100	7 in 1899	Q.—M.	N. Y., 120 Broadway.	Mar. 1, '00, 1¾
Preferred stock (7 per cent yearly not cumulative)	....	....	100	3,479,500	7 in 1899	Q.—M.	do do	Mar. 1, '00, 1¾
Refunding mort., gold, $40,000,000 etc. IC.c*&r	All	1899	1,000&c	32,000,000	3 g.	A. & O.	New York.	Oct. 1, 1949
UNDERLYING SECURITIES, ETC.								
Gen. M., Joliet to E. St. Louis & br., sterling...c*	322	1873	£200	¶4,379,850	6 g.	J. & J.	Lond'n,J.S.Morgan&Co.	July 1, 1903
S.f. bonds (K.C.St.L.&C.1stM.col.), gold, not dr'n.c*	162	1878	1,000	¶1,671,000	6 g.	M. & N.	N. Y., Cuyler, Morg.&Co.	May 1, 1903
Miss. Riv. Br., 1st M., g., ass'd, s. f., dr'n at 100.c*	....	1877	1,000	460,000	6 g.	A. & O.	do do	Oct. 1, 1912
Kansas City St. L. & C. pref. stock, guaranteed.	162	....	100	1,750,000	6	Q.—F.	do do	May 1'00, 1½%
Joliet & Chic., 7 p.c. stock, perpet., guar. by C.&A.	37	....	100	1,500,000	7	Q.—J.	N. Y., U. S. Trust Co.	Apr, '00, 1¾%
Louisiana & Mo., guaranteed preferred stock....	101	....	100	329,000	7	F. & A.	N. Y., Cuyler, M. & Co.	Feb., '00, 3½%
1st mort. (guar. p. & l. and later assumed).....	101	1870	1,000	¶1,785,000	7	F. & A.	N. Y., 120 Broadway.	Aug. 1, 1900
2d mort. (guar. p. & l. and later assumed).....	101	1877	1,000	¶300,000	7	M. & N.	do do	Nov. 1, 1900
Chicago Burlington & Quincy—Stock, see text.	....	....	100	98,375,000	6 in 1899	Q.—M.	N. Y., Boston and Chic.	Mar. 15, '00, 1½
Con. M. cov'ng Ch. Term. (now 1st lien) see text.c*	759	1873	1,000	*28,924,000	7	J. & J.	N Y., Bk. of Com. & Bost.	July 1, 1903
Illinois Div. mortgage, $85,000,000, cur. NB ..	1,649	1899	1000,&c	21,594,000	3½	J. & J.	do do	July 1, 1949
Sink. fund bonds (1st M. as coll.) not dr'n.c*&r	285	1876	1,000	a2,315,000	5	A. & O.	do do	Oct. 1, 1901
Ch. Burl. & Q. Iowa Div., s. f. 5s, drawn at 105.. }	....	(1879	1,000	b2,709,000	5	A. & O.	do do	Oct. 1, 1919
Iowa Div., s. f. mortgage 4s, drawn at 100.c&r }		)1879	1,000	c8,704,000	4	A. & O.	do do	Oct. 1, 1919
Sink. fund 4s (So. W. Div.) drawn at 100....c*&r	....	1881	1,000	d4,300,000	4	M. & S.	do do	Sept. 1, 1921
Denver exten. (collat. tr.) b'ds, s.f. dr'n at 100.c*	415	1881	1,000	e7,968,000	4	F. & A.	do do	Feb. 1, 1922
Debentures for Han. & St. Joseph stock.....c*	....	1883	1,000	9,000,000	5	M. & N.	do do	May 1, 1913

a Issue $2,500,000; redeemed by sinking fund and canceled, $185,000; sinking fund assets, $2,080,033. b, $291,000, and c, $3,798,000 canceled not included. d, $1,197,000, and e, $2,191,500, are in sinking fund uncanceled and are here included.
¶ To be retired by refunding mortgage.—V. 69, p. 178. * Including amount exchanged in Apr., 1900, for $3,428,000 Ill. Div. 3½s.

Chestnut Hill RR.—Owns from Germantown to Chestnut Hill, Pa., 4 miles. Re-leased in 1896 to Phila. & Reading Ry., the rental being reduced from 12 per cent to 6 per cent on stock.

Chicago & Alton Ry.—Owns line from Springfield, Ill., to Peoria, Ill., 63 miles, formerly owned by the St. Louis Peoria & Northern Ry., and has leased for 99 years all the lines and property of the Chicago & Alton RR. Co., which see next below. Incorporated in April, 1900. —V. 70, p. 686.

Chicago & Alton RR.—*(See Map)*—ROAD—Chicago to St. Louis, Kansas City, etc., in all 843 miles, of which 110 double tracked.

Lines Owned—	*Miles.*	*Owned by railway*—	*Miles.*
Joliet to East St. Louis.....	244	Springfield to Peoria.....	63
Dwight to Wash. and Lacon...	80	*Lines Leased*—	
St. L. Jack. & Chic. Division—		Joliet & Chicago—	
Bloomington to Godfrey.....	150	Chicago to Joliet.....	37
Rood house to Quincy Junc....	37	Louisiana & Missouri Riv.—	
Joliet to Coal City, etc.....	25	Louisiana to Cedar City.....	101
Other lines.....	6	Kan. City St. L. & Chicago—	
Mississippi River Bridge.....	1⅓	Mexico to Kansas City.....	162
Total of all owned, leased and operated.....			906

HISTORY.—Succeeded to the property in October, 1862; the St. Louis Jacksonville & Chicago RR. has been merged. (V. 69, p. 645.) In April, 1899, the road was purchased by the Harriman syndicate, as below In Apr., 1900, the new C. & A. *railway* leased the property for 99 years for its net earnings, the charter of the *railroad* not permitting the merger of recent acquisitions of the syndicate. V. 70, p. 686.

STOCK.—The preferred stock has prior right to a non-cumulative dividend not exceeding 7 per cent from net earnings and (after payment of 7 on common) also shares with common in any surplus.

DIVIDENDS.—Pr. ct. } 1882 '83 '84 '85 to '96 incl. '97 '98 '99 '00
common and pref... } 8 8 10 8 per an. 7¼ 7 7 Mh.1¾
On *common*, in 1900, Mar., 1¾ p. c.; on *pref.*, in 1900, Mar., 1¾ p. c.

LEASED LINES.—The *Kansas City St. Louis & Chicago* is leased in perpetuity from Nov. 1, 1877, at rental of 35 per cent of gross earnings. Its bonds are held by the U. S. Trust Co. as security for Alton bonds of 1878. These have a sinking fund (in 1896) of $135,690 per annum. Common stock, $271,800, of which $157,600 owned by C. & A.

The *Joliet & Chicago* is leased from January 1, 1864, for the term of its charter, and forms part of the main line. Rental, 7 per cent on stock.

The *Louisiana & Missouri River RR.* was leased in perpetuity, Aug. 1, 1870. Under the agreement of Nov. 13, 1894, the Alton assumed to pay, in lieu of rentals, all interest on the *first* and *second* mortgage bonds and their principal when due, also 7 p. c. per annum on the guaranteed preferred stock, and also to purchase the L. & M. R. unguaranteed preferred at $29 50 per share and the common at $10 per share. V. 59, p. 1057. Unguaranteed preferred stock is $1,010,000 and common $2,312,700, neither of which have ever paid dividends. In Dec., 1898, all but 247 shares of unguaranteed preferred and 445 shares of common stock had been purchased by Chicago & Alton.

GENERAL FINANCES.—In Apr., 1899, a syndicate composed of Geo. Gould, J. H. Schiff, E. H. Harriman and James Stillman had acquired over 95 per cent of the preferred and common stocks, paying therefor $200 and $175 per share respectively. V. 68, p. 230, 281, 379, 427, 523, 670. See official circular in V. 68, p. 281. The syndicate in May, 1899, also acquired control of the St. Louis Peoria & Northern, of which Springfield to Peoria, 63 miles, was taken over by the C. & A; balance by the Ill. Central. The syndicate also assumed the lease of the Chicago Terminal Transfer terminal facilities at Chicago under a modified rental. V. 69, p. 26, 1147; V. 68, p. 1022, 1225.

The mortgage securing $40,000,000 3 per cents, dated Oct. 1, 1899, will refund bonds marked "¶" in table maturing during next four years, and also provide fund for improvements and extensions. Bonds in excess of $40,000,000 may be issued thereunder on vote of three-quarters of stockholders for extensions of not over 500 miles, main track, at not exceeding $20,000 per mile, to fund leased line rental obligations and for future betterments not to exceed $5,000,000 at not over $1,000,000 per annum from Jan. 1, 1900. Stockholders subscribed in July, 1899, for the $40,000,000 new bonds at the rate of $650 cash for each $1,000 face value, the first $10,000,000 (25 per cent) being paid for Oct. 10, 1899, payment for an additional $22,000,000 has been called for payment on May 7, 1900, and the remaining $8,000,000 subscription was canceled. V. 70, p. 739. See official circular in V. 69, p. 178; also p. 26, 129, 541; V. 70, p. 429.

As to interest payment on syndicate's purchase-money certificates, see V. 70, p. 531.

ANNUAL REPORT.—Report for 1899 was in V. 70, p. 736, showing:

Year ending Dec. 31—	1899.	1898.	1897.	1896.
Passengers.....	$2,226,733	$2,123,564	Comparison impracticable; methods of compilation changed in 1899.	
Freight	4,454,930	4,109,934		
Mail, express, etc...	474,299	459,797		
Total gross earns...	$7,155,962	$6,693,295		
Net earnings.....	$2,684,696	$2,416,528	$2,519,930	$2,801,737
Other receipts.....	267,317	246,292	233,483	234,257
Total receipts.....	$2,952,013	$2,663,064	$2,753,413	$3,035,994
	1899.	1898.	1897.	1896.
Rentals paid.....	$443,030	$420,250	$439,776	$430,475
Construct., equip., &c.	.....	32,309	36,488	52,378
Interest on debt.....	609,829	574,708	585,665	587,959
Dividends.....	1,556,142	1,556,142	1,611,718	1,778,448
Miscellaneous.....	55,555	19,585	38,909	50,085
Balance, surplus....	$287,457	$60,070	$40,851	$136,649

* In addition $203,705 was paid for old claims. President (elected Sept., 1899), Samuel M. Felton.—V. 70, p. 429, 531, 686, 736, 739.

Chicago Burlington & Northern RR.—(See C. B. & Q.)

Chicago Burlington & Quincy RR.—*(See Map.)*—ROAD.—Operates a great system of roads extending from Chicago westerly, reaching St. Paul and Minneapolis, Minn., St. Louis and Kansas City, Mo., Omaha, Neb., Denver, Col., Cheyenne, Wyo., Black Hills, S. D., and Billings, Mont. The accompanying map shows clearly the system.

Road owned, leased, etc.	*Miles.*	*Controll'd and Operated.*	†*Miles.*
Chicago to Denver, Col.....	1,046	Kan. C. St. J. & Coun. Bluffs¶—	
Chic. Burl. & Northern.....	371	Kan. C. to Coun. Bluffs, etc.	310
Branches and leased lines practically owned (including 843 miles leased lines merged in May, 1899).....	4,607	St. Louis K. & N. W. (all own'd)	225
		Chicago Burl. & Kan. City...	236
		Hannibal & St. Joseph .....¶	297
		Keokuk & Western.....	260
Used jointly with other Co.'s.	207		
Total system proper.....	6,231	Total system, stand. gauge..	†7,419
Second track....	*314*	Narrow-gauge.....	*179*

¶ Separately described.
† Less 140 m. already included.

ORGANIZATION, &C. This was a consolidation in July, 1875, of the Chicago Burlington & Quincy in Illinois and the Burlington & Missouri River in Iowa. In 1880 the Burlington & Missouri in Nebraska was absorbed. The leased lines are practically owned and there is no charge for rentals in the income account, except as interest on bonds. The Chicago Burlington & Northern and various other subsidiary lines situated in Illinois were absorbed in May, 1899. V. 68, p. 975. In Dec., 1889, acquired Chicago Ft. Madison & Des M. RR.—V. 70, p. 75.

In Dec., 1899, in addition to mileage above, Grant City to Albany, Mo., 20 miles, and an extension of a branch line from Arcadia to Sargent, Neb., 20 miles, were operated. A branch from Alliance, Neb., to Hartville, Wyoming, 141 miles, was under construction, of which Alliance to Camp Clark, in the Valley of the North Platte, about 35 miles, was completed in 1899. In March, 1900, extension from Toluca, Montana, to Cody City, in Big Horn Basin, Wyoming, reported to be proposed.

LANDS.—Only 48,372 acres remained unsold June 30, 1899; land notes outstanding, including interest payable, $154,630.

CAPITAL STOCK.—The stock has been increased for the acquisition of new lines, and in 1880 a distribution of 20 per cent was made. From Sept. 1, 1890, to Nov. 30, 1899, $12,158,800 stock was issued to retire an equal amount of convertible debentures, leaving still outstanding $3,119,900 convertible bonds. In April, 1899, $4,041,500 additional stock was subscribed at par. See "General Finances" below.

DIVS.— } '81-87 '88 '89 '90 '91 '92 '93 '94 '95 '96 '97 '98 '99 1900.
Per cent. } 8 yrly 5 4 5 4¼ 5 5 4¾ 4 4 4 5½ 6 Mh.1½

SINKING FUNDS.—Included in the bonds outstanding in the table above are sundry bonds of the company which are held alive and drawing interest for account of the various sinking funds.

BONDS.—For full description of each loan see the editorial article on pages 3 to 6 of SUPPLEMENT of Oct., 1896, and CHRONICLE V. 63, p. 775.

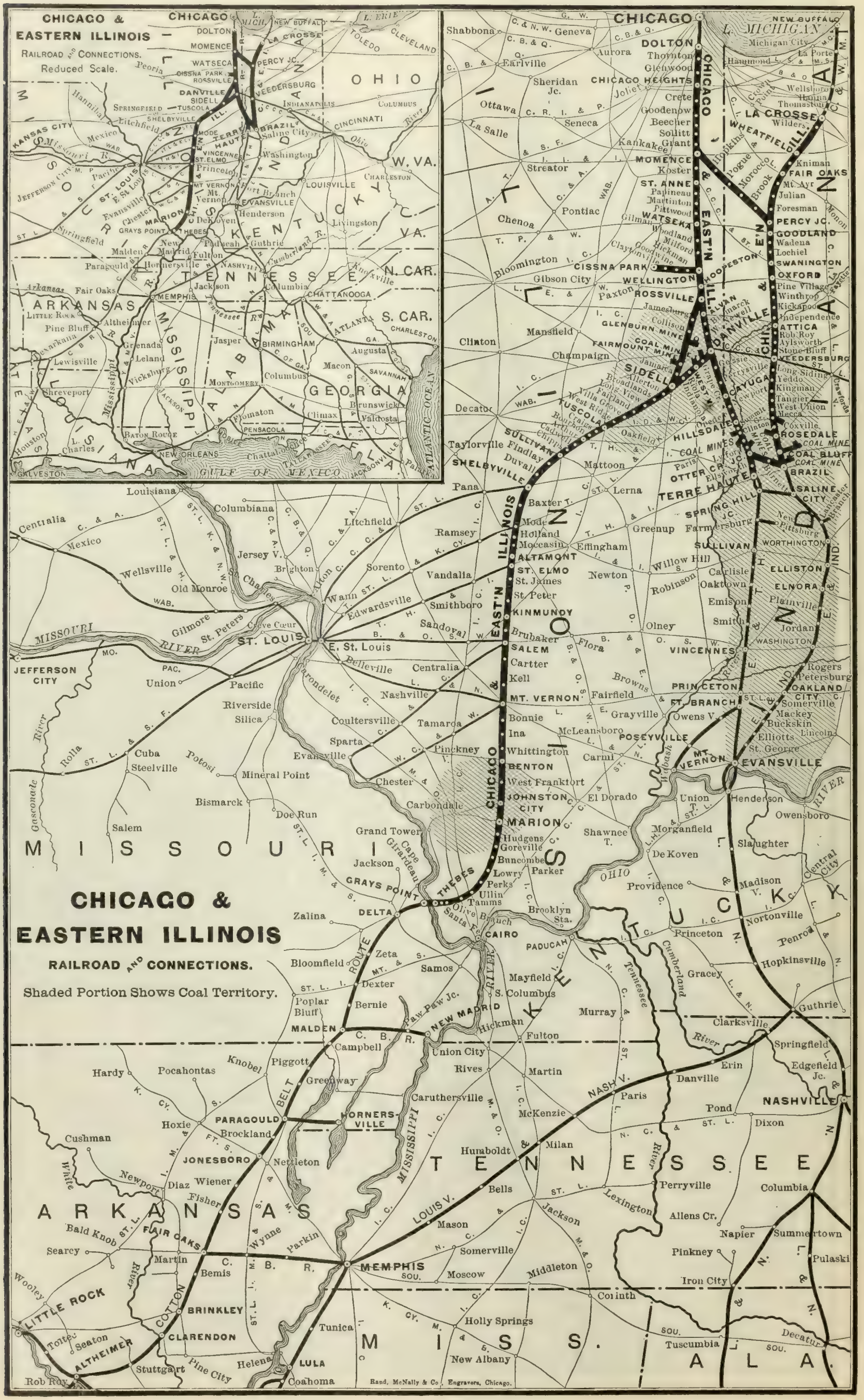
The *mortgage of 1899 for $85,000,000* secures bonds dated July 1, 1899, maturing July 1, 1949, and to bear interest at not to exceed 5 per cent. Such bonds as may be issued bearing 3½ per cent interest will be subject to call at 105 per cent and accrued interest and those bearing interest at less than 3 p. c. at par and interest on any coupon day after thirty years. The issue is limited to $85,000,000, and the lien securing the bonds will become an absolute first mortgage, covering all lines east of the Mississippi River (including the Chicago Burlington & Northern and other lines to be merged), upon the payment of $28,924,000 consolidated mortgage 7 per cent bonds due July 1, 1903, and of $2,320,000 Chicago & Iowa Division 5 per cent bonds due Feb. 1, 1905. Sufficient of the new loan is reserved to take up these $31,244,000 bonds and $21,594,000 were issued in 1899-1900, as below stated. The remainder of the loan will be available for additions, etc.—See V. 68, p. 771; *abstract*, V. 69, p. 283; V. 69, p. 795.

The *Iowa Division* bonds are a first mortgage on the main line in Iowa from Burlington to East Plattsmouth on the Mo. River, 278 miles, and on 122 miles of branches; they are also a first collateral lien on 420 miles of branches and 86 miles of second track. These bonds have a sinking fund of 1½ per cent ($203,800) yearly, for which the 4s are subject to call at 100, the 5s at 105. The single main line and branches covered "shall not exceed in the aggregate 900 miles," at $16,000 per mile; on second track (of which Jan. 1, 1897, there were 88 miles) may be issued an additional $14,000 per mile. (V. 65, p. 462.) Iowa Div. bonds, $56,000 fives and $170,000 fours, have been drawn for the sinking fund and will be paid April 1, 1900. V. 69, p. 1192.

MAP OF THE

CHICAGO, BURLINGTON & QUINCY

RAILROAD SYSTEM.


CHICAGO & EASTERN ILLINOIS
RAILROAD AND CONNECTIONS.
Reduced Scale.
CHICAGO
DOLTON
MOMENCE
WATSEKA
PERCY JC.
WEEDERSBURG
DANVILLE
SIDELL
TUSCOLA
SPRINGFIELD
SHELBYVILLE
INDIANAPOLIS
COLUMBUS
CINCINNATI
BRAZIL
Saline City
TERRE HAUTE
VINCENNES
ST. ELMO
Washington
Princeton
MT. VERNON
Mt. Vernon
EVANSVILLE
LOUISVILLE
CHARLESTON
Henderson
DeKoven
Livingston
Paducah
Guthrie
Fulton
New Madrid
Malden
Paragould
Hornersville
NASHVILLE
Columbia
CHATTANOOGA
Knoxville
MEMPHIS
Jackson
Fair Oaks
Arkansas
Pine Bluff
Altheimer
Little Rock
Grenada
Leland
Lewisville
Jasper
BIRMINGHAM
ATLANTA
GA.
Augusta
CHARLESTON
S. CAR.
N. CAR.
Macon
SAVANNAH
Columbus
MONTGOMERY
Vicksburg
Shreveport
Brunswick
Valdosta
Climax
Flomaton
PENSACOLA
BATON ROUGE
NEW ORLEANS
Houston
Charles
GALVESTON
GULF OF MEXICO
ATLANTIC OCEAN
Tallahassee
Jacksonville
Palatka
Louisiana
Columbiana
Centralia
Mexico
Litchfield
Ramsey
Jersey V.
Brighton
Sorento
Vandalia
Wellsville
Old Monroe
Wann
Edwardsville
Smithboro
Gilmore
St. Peters
Creve Cœur
MISSOURI RIVER
ST. LOUIS
E. St. Louis
Belleville
Centralia
JEFFERSON CITY
Union
Pacific
Nashville
Riverside
Silica
Coultersville
Tamaroa
Sparta
Evansville
Chester
Bismarck
Doe Run
Salem
Rolla
Cuba
Steelville
Potosi
Mineral Point
Gasconade River
Grand Tower
Cape Girardeau
Jackson
GRAYS POINT
THEBES
DELTA
Zalina
Bloomfield
Zeta
Dexter
Poplar Bluff
Bernie
MALDEN
Campbell
NEW MADRID
Samos
Mayfield
S. Columbus
Hickman
Fulton
Union City
Rives
Martin
Caruthersville
McKenzie
Humboldt
Milan
Bells
Mason
Somerville
Moscow
Middleton
Corinth
Holly Springs
Tunica
New Albany
Tuscumbia
Decatur
Pinkney
Iron City
Pulaski
Columbia
Perryville
Lexington
Allens Cr.
Napier
Summertown
Dixon
Nashville
Edgefield Jc.
Springfield
Clarksville
Guthrie
Hopkinsville
Gracey
Murray
Paris
Pond
Danville
Erin
Martin
Rives
Union City
Campbell
Piggott
Greenway
Pocahontas
Hardy
Hoxie
PARAGOULD
Brockland
Cushman
JONESBORO
Nettleton
Newport
Diaz
Wiener
Fisher
Bald Knob
Searcy
FAIR OAKS
Martin
Bemis
Wynne
Parkin
Wooley
LITTLE ROCK
BRINKLEY
CLARENDON
COTTON
Tomnolen
Seaton
ALTHEIMER
Stuttgart
Pine City
Helena
LULA
Coahoma
Rob Roy
Tunica
Holly Springs
New Albany
MISSISSIPPI
ARKANSAS
TENNESSEE
MISS.
ALA.
CHICAGO & EASTERN ILLINOIS
RAILROAD AND CONNECTIONS.
Shaded Portion Shows Coal Territory.
Rand, McNally & Co., Engravers, Chicago.
CHICAGO
L. MICHIGAN
NEW BUFFALO
Michigan City
La Porte
Hammond
Shabbona
Geneva
Aurora
Earlville
Sheridan Jc.
CHICAGO HEIGHTS
Joliet
Crete
Goodenow
Beecher
Sollitt
Grant
Kankakee
Ottawa
La Salle
Seneca
Streator
Koster
ST. ANNE
Papineau
Martinton
Pittwood
Gilman
Woodland
Milford
Hickman
Goodwine
Clayton
Pontiac
Chenoa
Bloomington
CISSNA PARK
Gibson City
WELLINGTON
Paxton
ROSSVILLE
Jamesburg
Collison
Mansfield
GLENBURN MINE
FAIRMOUNT MINE
Champaign
Clinton
Decatur
Jamaica
Broadlands
Allerton
Long View
Fairland
Villa Grove
West Ridge
Craigs
Bourbon
Arthur
Cadwell
Chippy
Oakfield
Taylorville
Findlay
Duvall
SULLIVAN
SHELBYVILLE
Mattoon
Pana
Baxter
Mode
Holland
Moccasin
ALTAMONT
ST. ELMO
St. James
St. Peter
KINMUNDY
Bruhaker
SALEM
Cartter
Kell
MT. VERNON
Bonnie
Ina
Whittington
BENTON
West Frankfort
JOHNSTON CITY
MARION
Hudgens
Goreville
Buncombe
Lowry
Perks
Ullin
Tamms
Olive Branch
Brooklyn Sta.
CAIRO
PADUCAH
Zeta
Samos
Dexter
Bernie
Poplar Bluff
Raw Paw Jc.
Lerna
Greenup
Farmersburg
Effingham
Willow Hill
Newton
Robinson
Olney
Flora
Fairfield
Grayville
Owens V.
McLeansboro
Carmi
El Dorado
Shawnee T.
Morganfield
Union T.
Henderson
Owensboro
Slaughter
De Koven
Providence
Madison V.
Nortonville
Princeton
Hopkinsville
Gracey
Cumberland River
Tennessee River
Ohio River
Wabash River
Mississippi River
Kaskaskia River
Kankakee River
Illinois River
Fox River
Wisconsin River
Rock River
Des Plaines River
Chicago River
Calumet River
Grand Calumet River
Little Calumet River
Kankakee River
Iroquois River
Vermilion River
Embarras River
Wabash River
Tippecanoe River
Yellow

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OF DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Burlington & Quincy—(Concluded)—								
Nebraska ext., $20,000 p. m. (s. f., not dr'n).c*&r	1,472	1887	1,000&c	f26,077,000	4	M. & N.	N.Y., Bk.of Com.& Bost.	May 1, 1927
Chicago & Iowa Div., collat trust.....c*	121	1895	1,000	2,320,000	5	F. & A.	do do	Feb. 1, 1905
Convertible debentures (See remarks).....c*	....	1890-2	100 &c.	2,933,000	5	M. & S.	do do	Sept. 1, 1903
B.& Mo.RR. in Neb. { Land grant, s. f., dr. at 100 }	585	{ 1878	600 &c.	g8,464,000	6	J. & J.	Boston, Bk. of Com'rce.	July 1, 1918
Con.M$14000000 { Exempt, not dr'n till 1908 }		{ 1878	600 &c.	5,000,000	6	J. & J.	do do	July 1, 1918
Burl. & Mo. RR. in Neb., s. f. for At.&Neb.RR.st'k..	....	1880	1,000	h3,347,000	4	J. & J.	do do	Jan. 1, 1910
Rep.Val., 1st M.,gu.,(dr. at 100) s. f.,$14,000 y'ly.c	90	1879	600 &c.	k1,078,000	6	J. & J.	Boston, Bk. of Com'rce.	July 1, 1919
Ottawa Oswego & Fox River, 1st mortgage ....c*	67	1870	1,000	890,000	8	J. & J.	N.Y., F.L.&T.Co.& Bost.	July 1, 1900
Atch. & Neb., 1st M., At. to Lin., Neb., etc., guar.c*	145	1878	100 &c.	1,125,000	7	M. & S.	Boston, Bk. of Com'rce.	Mch. 1, 1905
2d mort. on Atch. & Neb. RR. (1st M. on bridge)	....	1887	....	See text.	6	J. & D.	Boston.	Dec. 1, 1927
Linc'n & N.W. RR.1st M. guar., s.f.1 p.c., not dr'n..	73	1880	1,000	600,000	7	J. & J.	Boston, Co.'s Office.	Jan. 1. 1910
Chic. & East. Illinois—Com. stock ($15,000 p. mile).	....	....	100	6,197,800	3½ in '99	J. & J.	New York.	Jan. 2,'00, 2%
Pf. st'k, $10,000,000,6 p.c.non-cum($10,000 p.m.)	....	....	100	5,830,700	6 in 1899	Q.—J.	N.Y., Hanover Nat. B'k	Ap.2,'00,1½%
1st mort. (s. f. $20,000, no drawings).....c*	107	1877	100 &c.	2,989,000	6	J. & D.	N.Y.,4th Nat.Bk.& Bost.	Dec. 1, 1907
Danville & Grape Creek RR.—1st M., assumed..c*	7	1880	1,000	119,000	6	M. & N.	Boston, Globe Nat. Bk.	May 1, 1920
Extension, 1st mortgage.....c*	15	1881	1,000	103,000	6	J. & D.	N. Y., Fourth Nat. Bank.	Dec. 1, 1931
Consol. mortgage (for $6,000,000), gold s. f.....c*	127	1884	1,000	2,788,000	6 g.	A. & O.	N. Y., Central Tr.& Bos.	Oct. 1, 1934
Collateral trust bonds, sinking fund.....c*	....	1887	1,000	42,000	6 g.	F. & A.	N.Y., Central Trust Co.	Feb. 1, 1912
General consol. and first mort. $30,000,000..c&r	256	1887	1,000&c	10,069,000	5	M. & N.	do do	Nov. 1, 1937
Chic.& Ind.Coal—1st M. $25,000 p. m., assumed.c*	174	1886	1,000	4,626,000	5	J. & J.	N. Y., Met. Trust Co.	Jan. 1, 1936
Evansv. T. Haute & Chic., 1st M., g., int. guar.c*	49	1870	1,000	775,000	6 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	May 1, 1900
Income mortgage.....	49	1881	1,000	150,000	6	M. & N.	do do	May 1, 1920
Indiana Block Coal, 1st mort., s. f., call at par...	....	1878	1,000	116,000	7	J. & J.	do do	July 1, 1908
Chicago & Erie—Stock (all held by Erie).....	....	....	100	100,000	.....	.....	.....	.....
1st M., gold, interest guar. till principal is paid..c*	249	1890	1,000	12,000,000	5 g.	M. & N.	New York, Erie RR.	May 1, 1982
Income bonds for $10,000,000 5 p. c. non-cum...	249	1890	1,000&c	10,000,000	Mostly	owned	by Erie RR.	Oct. 1, 1982
Terminal 1st mortgage, gold.....	....	1888	.....	300,000	5 g.	J. & J.	New York, Erie RR.	July, 1918

The Chicago Burlington & Quincy sinking funds for the several loans respectively held alive June 30, 1899, of the bonds given above as outstanding: Of **g**, $4,714,800 July 1, 1899, and $134,000 additional drawn Jan. 1, 1900; **h**, $1,930,000; **k**, $307,000. Also canceled bonds not included above, **f**, $3,364,000, July, 1899.

Denver Ext. bonds can be increased only for 2nd track at $10,000 p. m. The collateral trust *Nebraska extension* bonds of 1887 (New England Trust Co., of Mass., trustee) are issued at $20,000 per mile for single and $10,000 per mile for second track on not exceeding 1,500 miles. **Abstract** of deed V. 45, p. 441.

Burlington & Missouri RR. in Nebraska consol. mortgage of 1878 is for $14,000,000, and is now a 1st M. or 1st collateral lien; all except the $5,000,000 of *exempt* bonds are subject to call for the sinking fund at par, $231,200 having been retired in 1896. The "exempt" bonds may be called after 1908.

The 5 *per cent debentures* of 1890-92 are *convertible* $ for $ into stock any time prior to Dec. 1, 1902, except when books are closed. $11,721,200 had been thus converted up to June 30, 1899. V. 67, p. 842. See terms of conversion on page 5 of the SUPPLEMENT for Oct., 1896.

Many of the bonds are redeemable (may be drawn) before maturity at various prices, plus accrued interest, as stated in the table above.

GENERAL FINANCES.—The Chicago Burlington & Quincy Railroad has been one of the most profitable in the country, as its numerous branches tributary to the main line were built into choice agricultural territory. Corn, however, being one of the principal articles carried by it, its earnings vary greatly according to the size of the crop.

In May, 1899, all of the bonds and most of the stock of the Keokuk & Western RR. (which see) was acquired. V. 69, p. 756.

In April, 1899, stockholders subscribed pro rata for $16,166,000 new 3½ per cent bonds at 75, and $4,041,500 stock at par, in blocks of $1,000 bonds and $250 stock, for which $1,000 paid, $500 on June 8 and $500 on Sept. 8. This issue of 3½ per cent bonds is limited to $85,000,000, as above stated, and is designed to retire eventually the bonded indebtedness of all the lines east of the Mississippi River. The lien will become an absolute first mortgage on payment of the consol. 7s and the Chicago & Iowa division 5s. The present issue is made to take up the bonds of Chicago Burlington & Northern RR. and $1,076,000 Ottawa Oswego & Fox River Valley bonds, amounting in all to $13,787,500, at a cost of $14,235,575. The balance is to be used for improvements. Interest on the new bonds began July 1, 1899. See circular V. 68, p. 771; V. 69, p. 751. The C. B. & N. was merged in May, 1899. In Feb., 1900, an additional $2,000,000 Illinois Div. bonds were sold and in April, 1900, $3,428,000 had been exchanged for consol. 7s of 1903.—V. 70, p. 739.

The company's sinking funds have received to June 30, 1899 over $19,250,000. With this money about $8,000,000 of the company's bonds have been canceled, while the remainder of the cash not so used has been invested for the benefit of the several sinking fund loans in bonds that are held alive drawing interest and are therefore included in the company's outstanding debt. In 1898-9 the aggregate sinking fund income was $1,143,318, of which $523,619 is the amount carried direct to the sinking fund and the balance appears in the accounts merely as part interest on funded debt.

Debentures aggregating $31,910,900 have been issued; of this amount $9,000,000 was used to purchase the Hannibal & St. Joseph, from which a good income is received, while $7,647,000 was used to buy other stocks and $15,263,900 (since mostly converted into stock) for improvements, etc.

As unencumbered assets, on the other hand, the company owns besides the $14,244,900 Hannibal & St. Joseph stock above mentioned, a large amount of stocks and bonds, a list of the same being in V. 63, on pages 778 and 877. The road unbonded and the roads whose bonds are all owned were in 1898 (V. 63, p. 775), as follows:

	Miles.
Northerly Extension, Alliance, Neb., to Billings, Mont., and branches	621
St. Louis Keokuk & N. W. (all its $15,593,800 bonds and stock owned and unpledged; Keokuk, Ia., to St. Louis, Mo. (Net earnings in 1894-95, $691,026)	226
Other lines of moderate earning capacity (Ch. Burl. & K. C., etc.) securities all or nearly all owned and unpledged	477

LATEST EARNINGS.—From July 1 to Feb. 28 (8 months) earnings, including lines controlled, were:

8 *months.*	*Gross.*	*Net.*	*Charges.*	*Balance.*
1899-00	$32,409,286	$12,969,323	$6,720,000	$6,249,323
1898-99	29,532,422	11,945,861	6,743,663	5,202,198

ANNUAL REPORT.—Fiscal year ends Nov. 30. Report for 1898-99 was in the CHRONICLE, V. 69, p. 741, 754, (see also editorial, p. 725), showing operations, including results of the C. B. & N., etc.

	1898-99.	1897-98.	1896-97.
Gross earnings	$43,389,425	$42,800,162	$35,526,186
Expenses and taxes	28,135,465	27,810,886	22,661,769
Net	$15,253,960	$14,989,276	$12,864,417
Prop. of exp. to gross earnings	(64·84)	(64·98)	(63⅘)
Other inc. (approx. in 1896-7).	487,822	534,161	383,429
Total income	$15,741,782	$15,523,437	$13,247,846
Int., rent, etc. (appro. in '96-7).	9,013,482	9,440,645	9,440,000
Balance	$6,728,300	$6,082,792	$3,807,846
Dividends	(6)5,238,371	(4½)3,690,126	(4)3,280,112
Balance	$1,489,929	$2,392,666	$527,734
Renewal fund	.....	1,000,000	.....
Surplus	$1,489,929	$1,392,666	$527,734

—(V. 69, p. **741, 754**, 795, 1192, 1300; V. 70, p. 75, 175, 279, 739).

Chicago & Eastern Illinois RR.—*(See Map.)*—Operates road (double track to Danville, 106 miles) from Chicago, Ill., to Terre Haute Ind., and the bituminous coal fields. (¶See this co.)

Lines owned in fee.	*Miles.*
Dolton to Altamont, Ill	224
Rossville to Sidell, Ill	34
Danville, Ill., to Brazil, Ind	62
Momence to Ind. State line—June. Chic. & Ind. Coal Ry	11
Cissna Junc. to Cissna Park	11
Chic.& Indiana Coal Div., Brazil to La Crosse, Ind., etc	183
Altamont to Thebes and brs	163
Double track	*109*
Side tracks	*231*
Trackage, etc.	
Otter Creek Junc. to Terre H..	6
Dolton to Chicago, Ch.&W.Ind.	17
Total operated Jan., 1900	711

HISTORY, LEASES, &C.—Reorganized under existing title in 1877. In Nov., 1887, consolidated with two other co's (V. 46, p. 135), and on June 6, 1894, with Chicago & Indiana Coal RR. V. 58, p. 987; also V. 48, p. 334. Also owns $1,000,000 stock of Chic. & Western Indiana—having all the local traffic of the latter road from Dolton into Chicago. In January, 1890, a ten-year traffic contract was made with the Evansville & Terre Haute for the operation of a through line between Chicago and Evansville. (V. 55, p. 995.) In March, 1897, the Chic. Paducah & Memphis, 100 miles, was purchased, and in Dec., 1899, merged the controlled companies, the Evansville Terre Haute & Chicago and the Indiana Block Coal RR. An extension from Marion, Ill., to Thebes, 63 miles, connecting with the St. Louis Southwestern, was completed in March, 1900. V. 68, p. 231; V. 68, p. 771.

CAPITAL STOCK.—The common stock ($15,000,000 authorized) is entitled to all surplus after 6 per cent on the preferred stock. In addition to the amounts outstanding in the table, $3,991,500 common and $628,900 preferred were held in the company's treasury June 30, 1899.

DIVIDENDS—	'88.	'89.	'90.	'91.	'92 to '97.	'98.	'99..	1900.
On pref., p. c....	7½	6	6	4½	6 yearly	6	6	Incl. Apr., 3
Common, p. c....	0	0	0	0	0	2½	3½	Jan., 2

Dividend on common in 1899, Jan., 1½ p. c.; July, 2; 1900, Jan., 2.

BONDS.—The *general consol. and 1st* mortgage of 1887 (trustee, Central Trust Co.) provides for the retirement of $6,042,000 prior bonds and for issue of bonds on new road at $18,000 per mile for single track also for bonds for equipment at $7,000 per mile and for double track at $8,000 per mile. In 1897 the total issue of gen. consol. bonds was limited to $30,000,000 and bonds were reserved for Chicago & Indiana Coal firsts. See V. 64, p. 1088. The gen. consols are a *first* mortgage on 256 miles of road, including the line from Rossville via Sidell to Altamont, etc.; also on equipment valued at $2,657,000, and upon real estate in Chicago costing over $1,200,000. They also cover 106 miles of double track from Danville to Dolton, Ill., and rest of property subject to prior liens.

GENERAL FINANCES.—This company owns most of the capital stock of the Brazil Block Coal Co., and carries all its coal. It carries also the coal of the Grape Creek region. On June 30, 1899, Chicago P. & M. car trust notes (including interest), $317,859.

EARNINGS.—For 8 months, July 1 to Feb. 28:

8 *mos.*—	*Gross.*	*Net.*	*Other inc.*	*Int., &c.*	*Bal., surp.*
1899-0	$3,575,573	$1,697,929	$164,028	1,021,937	840,020
1898-9	3,124,068	1,467,652	132,265	1,016,910	586,007

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in Chicago on the first Wednesday in June. The annual report for 1898-99 was in V. 69, p. 489. The company receives low rates for its freight, the rate per ton per mile being 49-100 of a cent in 1898-99, 51-100 in 1897-98; 51-100 in 1896-97; 54-100 in 1895-96. Of the traffic about 64 per cent in year 1893-94 was coal.

Year end. June 30.	1899.	1898.	1897.	1896.
Miles operat. June 30	648	648	648	522
Gross earnings	$4,581,560	$4,221,438	$3,927,610	$4,014,624
Oper. exp. & taxes	2,712,920	2,619,632	2,423.915	2,433,888
Net earnings	$1,868,640	$1,601,806	$1,503,695	$1,580,736
P. c. op. ex. to earns.	(59·22)	(62·05)	(61·72)	(60·62)
Net (incl.oth. income).	$2,065,329	$1,768,092	$1,661,407	$1,735,380
Interest paid	1,066,399	1,083,052	1,002,553	968,995
Rentals	231,567	229,651	241,156	234,478
Div. on pref. stock	(6) 349,842	(6) 289,842	(6) 289,842	(6) 289,842
Div. on com. stock	(3½) 216,923	(2½)154,945	.....	.....
Balance	sr.*$200,598	sr.$10,602	sr.$127,855	sr.$242,065

* From which $100,000 was appropriated for additional equipment. V. 69, p. **280, 489**, 905, 1192, 1345.

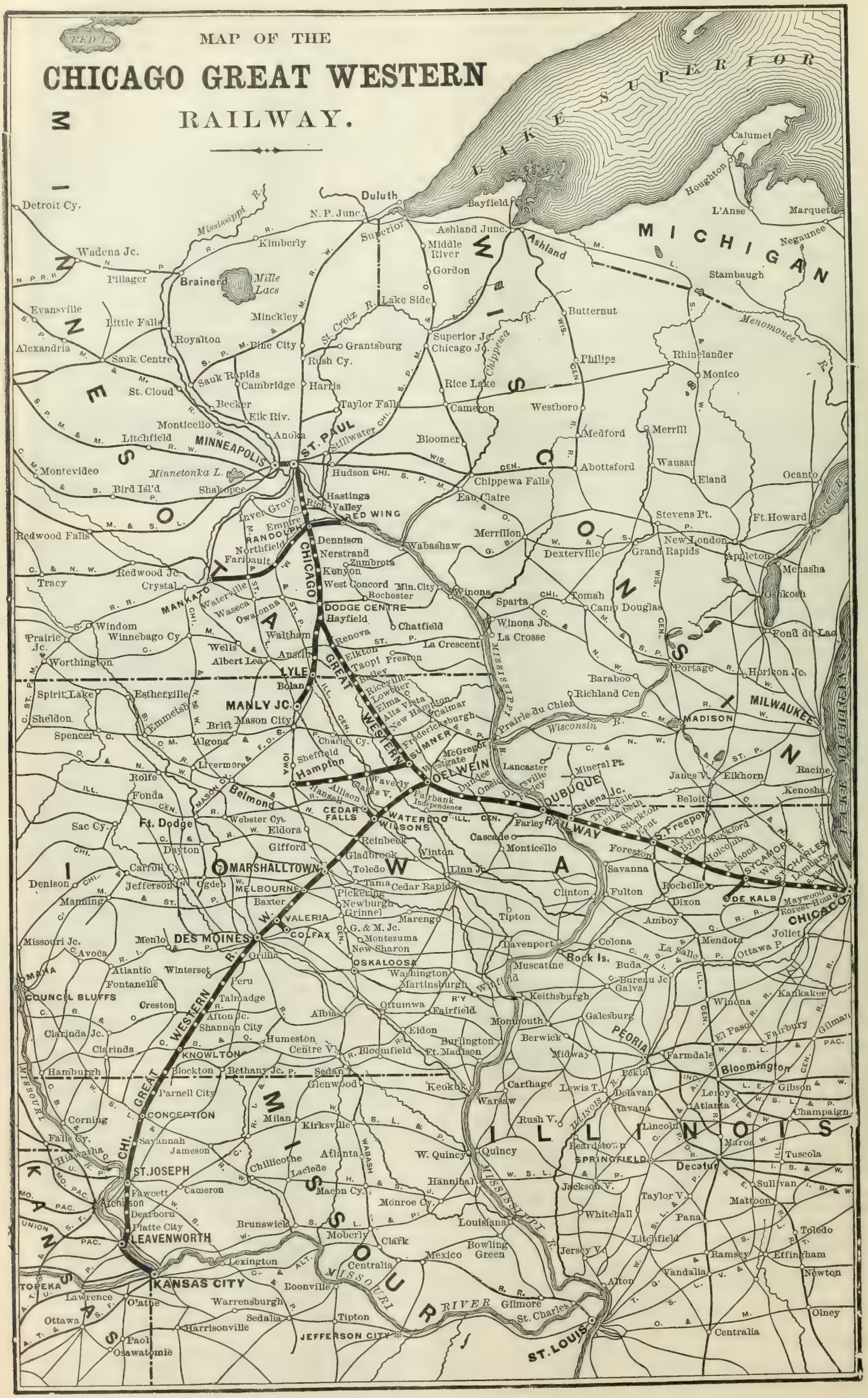
Chicago & Erie RR.—*(See Map Erie RR.)*—Owns from Marion, O., to Hammond, Ind., 249 miles, and leases trackage over Chicago & West. Indiana to Chicago, 20 miles. Practically merged in Erie. RR Co.

BONDS.—The *first mortgage* (trustees Central Trust Co. and Edward Daniels) covers 249 miles of road, the contract with the Chicago & Western Indiana, $1,000,000 of that company's stock and $240,000 stock of Chicago Belt Ry. See abstracts V. 51, p. 911, V. 61, p. 750.

Chicago Fort Madison & Des Moines RR.—Owns Fort Madison to Ottumwa, Ia., 71 miles. In Dec., 1899, the Chic. Burl. & Quincy acquired control. (V. 70, p. 75.)

Chicago & Grand Trunk Ry.—Owns from Port Huron, Mich., to Elsdon, 326·5 miles; leases Grand Trunk Junction Railway, 4 miles, and trackage Chicago & West. Indiana, 4·5 miles; total, 335 miles. Stock, $6,600,000 in $100 shares. The Grand Trunk of Canada

MAP OF THE CHICAGO GREAT WESTERN RAILWAY.



Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & Gr. Trunk—Northwest Gr. Tr., 1st mort.	66	1880	$500&c.	$546,000	6	J. & J.	N. Y. Union Nat. Bk.	Jan. 1, 1910
1st mortgage for $6,000,000, $ (cur.) & £.....c&r	327	1880	£100&c	5,437,000	6	J. & J.	& London.	Jan. 1, 1900
2d mortgage (currency).....c*&r	327	1882	1,000&c	6,000,000	5	J. & J.	N. Y., Union Nat. Bk.	Jan. 1, 1922
NEW SECURITIES TO BE ISSUED UNDER REORGANIZATION PLAN.								
Ordinary stock, $6,000,000.....	....		.....	6,000,000	.....	.....	.....	.....
1st Mortgage, $15,000,000, g., $ (cur.) & £.....	....	1899	.....	14,437,000	4 g.	.....	.....	1949
Chicago Great Western—								
Deb. stock, cum., g., $30,000,000, div. in cash, g.	....	....	100	15,700,300	4 g.	J. & J.	London, R. Benson & Co.	Jan. 15,'00, 2%
Debenture scrip (not interest-bearing).....	....	....	.....	16,152	No int'st	.....	.....	.....
Preferred stock A, $15,000,000, 5 per cent, gold.	....	....	100	11,371,800	4 in '99	J. & J.	London, R. Benson & Co.	Jan. 31,'00, 2½
Pref. stock B, 4 per cent $10,000,000.....	....	....	100	7,489,190	None paid.	.....	.....	.....
Common stock, $30,000,000.....	....	....	100	21,254,895	None paid.	.....	.....	.....
C. St. P. & K. C. equip. lease warrants, assumed.	....	....	.....	966,725	7	M'thly.	New York City.	1900-1901
Sterling 5-year notes 6s (no mortgage) gold.....	....	1896	£100&c	1,454,545	6 g.	Semi-an	London, R. Benson & Co.	1901 & 1902
Sterling 5-year notes 5s of 1898 (no mortgage)..	....	1898	Various	1,100,000	5 g.	Semi-an	London.	1903
Sterling 5-year notes 5s of 1899 (no mortgage)..	....	1899	Various	808,333	5 g.	Semi-an	London or New York.	1904
C. G. W. equipment lease warrants, $10,000 an'ly	....	1896	.....	70,000	6	M'nthly	New York.	1900-1906
C. G. W. equipment lease warrants Jan. 1, 1900..	....	1899	Various	357,516	5	M'nthly	St. Paul.	$4,830 m'n'hly
Chic. Ind. & East.—1st M., g., $15,000 p. m. IC..c*	28	1895	1,000	315,000	5 g.	J. & J.	Chic., Ill. Tr. & Sav. Bk.	Jan. 1, 1935
Chicago Indianap. & Louisville—Com. stock...	....	....	100	10,500,000	.....	.....	.....	.....
Preferred, 4 per cent, non-cum., $5,000,000.....	....	....	100	5,000,000	.....	.....	.....	Mar., 30,'99, 1
L.N.A.&C., 1st Main Line.—N.A. to Mich. City..c*	288	1880	1,000	3,000,000	6	J. & J.	N. Y., J. P. Morgan & Co.	July 1, 1910
1st M., Chic. & Ind. Div., Chic. to Ind., gold..c*	158	1881	1,000	2,300,000	6 g.	F. & A.	do do	Aug. 1, 1911
C. I. & L. refunding mort., $10,300,000, gold, 5s.	512	1897	1,000	3,242,000	5 g.	J. & J.	do do	July 1, 1947
Do gold 6s, issued for old consols.....	512	1897	1,000	4,700,000	6 g.	J. & J.	do do	July 1, 1947
Perry Mathews Buskirk Stone Co., 1st M., guar..	....	1898	1,000	250,000	6 g.	F. & A.	Am. Tr. & Sav. Bk., Chic	Feb. 1, 1908
Indiana Stone RR. 1st M. guar.....	....	....	.....	In treasury.	.....	.....	.....	.....
Car trust notes June 30, 1899, $2,652 monthly.	....	1898	.....	103,787	.....	.....	.....	To 1903
Chicago Junction—Common stock.....	....	....	100	2,200,000	All owned by Ch. J. Ry. & Un. Stk. Yds.			V. 68, p. 326.
Chic. Ham. & West., 1st M., $2,500,000, g...c*&r	....	1897	500 &c.	2,000,000	6 g	J. & J.	N. Y., Cent'l Trust Co.	Jan. 1, 1927
Chic. Lake Sh. & East.—Divisional bonds (see text)	....	....	.....	720,000	6	J. & J.	.....	July 1, 1914
1st mortgage, red. at par, gold.....MC.c*	....	1897	1,000	1,200,000	5 g.	M. & S.	Chicago, Ill.	Mch. 1, 1917
Equipment, gold, sink. fund (red. at 105.)MC.c*	....	1897	1,000	1,310,000	5 g.	J. & J.	do do	July 1, 1917

gives a traffic guarantee of 30 per cent of its gross earnings on interchanged traffic.

REORGANIZATION PLAN.—The plan issued in Nov., 1899 (V. 69, p. 954,) provides for the foreclosure of the first mortgage, due Jan., 1900, and the issue of the bonds shown in the table. The Grand Trunk will give a traffic agreement of 30 per cent of its gross earnings on interchanged traffic to meet the interest on the new 4s and receive the $6,000,000 new stock in re-payment of advances and full satisfaction of the floating debt. The old 1st 6s will receive an equal amount of new 1st 4s (see V. 69, p. 1061,) and the old 2d 5s 75 per cent in new 1st 4s. Of the new bonds, $4,500 000 will be issued for double tracking and other capital purposes and $563,000 will be reserved for Northw. Grand Trunk 6s. Majority of bonds deposited Jan., 1900.

Foreclosure suit was begun Jan., 1900. E. W. Meddaugh and H. E. Joy are receivers. A. Kayser & Co, 21 Cornhill, London, E. C. (Martin's Bank, Lim., depository,) and Simon Borg & Co., New York, represent opposition to plan.—V. 70, p. 39, 75.

EARNINGS.—8 mos., Jan. 1 to Aug. 31. 1899.....Gross, $2,523,040; net, $354,074
1898.....Gross, 2,382,196; net, 497,892

For year ending Dec. 31, 1899, gross earnings were $3,899,872; net, $612,026; net revenue charges, $883,012; balance, deficit, $270,986, paid by Grand Trunk of Canada under traffic agreement. In 1898, gross, $3,649,719; net, $759,421. (V. 70, p. 39, 75.)

Chicago Great Western Ry.—*(See Map.)*—ROAD.—Operates the "Maple Leaf" route, radiating from Oelwein, Ia., northerly to St. Paul, easterly to Chicago and southerly to Kansas City, and embracing:

Lines Owned—	*Miles.*	*Trackage, etc.*	*Miles.*
Chic. St. P. & Kan. City Ry.—		St. Paul to Minneapolis.....	11
Chicago to St. Paul, Minn., and St. Joseph, Mo.....690		Chicago terminals (V.65, p. 521)	10
Branches to Hayfield, etc....131		Dubuque to Aiken.....	16
See Creek to Beverly (no bds.).	23	Des Moines terminals.....	3
		Leavenworth to Kansas City..	46
		Total operated.....	930

The Leavenworth Terminal Ry. & Bridge is used into Leavenworth.

HISTORY.—The Chicago St. Paul & Kansas City was organized in May, 1886, and in December, 1887, merged with Minnesota & Northwestern. In August, 1892, reorganized per plan, Vol. 55, p. 856. Each $1,000 of Minn. & N. W. and Chi. St. P. & K. C. first mort. bonds was given $500 debenture stock and $600 pref. "A" stock.

On Sept. 7, 1893, the Great Western acquired by deed the title of the Chicago St. Paul & Kansas City Ry. (815·67 miles), subject to the mortgage bonds, of which it owns all except $1,000. It also acquired the title to the Leav. & St. Joseph Ry. (23 miles), which is unencumbered.

SECURITIES.—The holders of *debenture* and *preferred A* stock appoint the finance committee, which exercises general supervision of finances. Additional securities of said issues can be put out, but only with consent of a majority of both said classes of stock present at a meeting. Securities of other issues having a lien prior to preferred A can be created, but only with consent of two-thirds of both classes. The several classes in case of liquidation will have principal paid in gold, according to their priority right to dividends. At extraordinary general meetings of holders of debenture stock and preferred A stock collectively, holders of *one-tenth* of said stocks outstanding, present or represented, constitute a quorum and by a majority vote have power to sanction any modification of the rights of said stocks. The provisions of the several classes of stock and of the trust deed were fully set forth in the editorial article of the SUPPLEMENT for October, 1897.

In 1898 the authorized issue of 4 p. c. debenture stock was increased from $15,000,000 to $30,000,000 for future refunding and improvements. See General Finances below.—V. 66, p. 133, 663, 1088.

Cash interest resumed on all debenture stock and *all* the preferred "A" is entitled to cash dividends since July 1, 1899.—V. 67, p. 1206.

DIVIDENDS.—On pref. "A" paid Jan., 1899, 2 p.c.; in July, 1899 2 p. c.; in Jan., 1900, 2½ p. c. (V. 69, p. 1193.) Full dividends are expected to be paid in July on both the "A" and "B" stocks, and the earnings for the six months to show a surplus after meeting these requirements.—V. 70, p. 279.

FINANCES.—The deb. and pref. "A" stockholders voted Jan. 30, 1899, to issue $8,000,000 debenture stock, in order to refund in the near future the following securities: Ch. St. Paul & K. C. 5s, subject to call at 105, $2,823,150; equipment lease warrants, $1,673,000; sterling loan 6s, $1,454,000; gold notes 5s, $1,100,000, and for improvements. V. 68, 186. Of this new stock, $3,300,000 was sold in 1899 to retire the $2,823,150 priority loan (the only mortgage debt), called and paid Jan. 1, 1900, and on Jan. 24 the stockholders authorized the issue of $2,000,000 additional debenture stock for capital expenditures of 1900, additions and improvements, any surplus to be held available for similar expenditures in the future. V. 70, p. 279. By improvements of the permanent way, etc., operating expenses were reduced in 1898-9 to 67·21 per cent of earnings, against 70·13 per cent in 1897-8 and 77·47 in 1894-5.—V. 69, p. 501.

The main line of the Wis. Minn. & Pac., extending from Red Wing, Minn., to Mankato, 93·7 miles, purchased from the Chic. R. I. & Pac. by friends of the C. G. W. has been operated since June 1, 1899, in connection with the latter, but the earnings kept separate. V. 68, p. 976

EARNINGS.—Approximate statement for 6 mos. ending Dec. 31, 1899:

6 *mos.*	*Gross.*	*Net.*	*Charges.*	*Ren't Fund.*	2% *on Pref. A.*
1899...	$3,487,459	$1,323,628	$750,907	$60,000	$284,310
1898...	2,971,946	1,125,307	720,331	87,660	227,448

Balance, surplus, $228,411 in 1899, against, $89,868 in 1898.

From July 1 to Mar. 31, 1900, 9 months, gross, $5,138,009, against $4,401,674 in 1898-9; net, $1,743,242, against $1,491,337.

ANNUAL REPORT.—Report for 1898-99 in V. 69, p. 488, 501, 539.

Year ending June 30.	1899.	1898.	1897.
Total gross earnings.....	$5,867,739	$5,386,044	$4,680,859
Net income.....	1,720,224	1,435,671	1,100,272
Rentals (incl. equipment).....	450,177	448,613	434,207
Interest priority loan.....	141,158	141,157	141,158
do sterling, etc., loans., ...	157,962	111,062	69,594
Int. in cash on 4 p.c. deb. stock.....	498,002	†396,524	†364,541
Div. 4 p. c. on pref. stock "A"....	454,896	.....	.....
Miscellaneous.....	8,873	.....	.....
Balance.....	¶ $9,156	$338,315	$90,772

† Also interest amounting to $95,880 in 1897-8 and $118,411 in 1896-7 was paid with scrip convertible into debenture stock at par: ¶ After paying interest on all the 4 per cent debenture stock and 4 per cent on all preferred "A" stock issued and issuable.

A. B. Stickney, President, St. Paul, Minn. New York Transfer office, 18 Wall Street.—(V. 70, p. 75, 125, 279.)

Chicago Hammond & W. RR.—See CHICAGO JUNCTION RY.

Chicago Indiana & Eastern Ry.—Owns Converse, Ind., to Matthews, 28 miles, of which Swayzee to Converse, 6 miles, completed in Dec., 1899. In Mar., 1900, extension proposed from Matthews to Richmond, 51 miles. Stock authorized, $10,000 p. m.; issued Mar., 1900, $420,000. Pres., Paul Brown; Sec., J. H. Miller; Gen. Mgr., H. E. Drew. Office, Matthews, Ind.

Chicago Indianapolis & Louisville Ry.—*(See Map.)*—Operates the "Monon Route" from Chicago, Ill., via Monon, Ind., to Indianapolis, Ind., and Louisville, Ky., with branches—the system including:

Lines owned—	*Miles.*	*Oper. under contract*—	*Miles.*
Indiana State Line to Indianap.	162	Chicago to Ind. State Line.....	20
New Albany to Michigan City	289	New Albany to Louisville.....	5
Bedford to Switz City.....	40	Connection in Indianapolis....	2
Orleans to Fr. Lick Springs....	18	Clear Creek to Harrodsb'g, Ind.	10
		Total of all.....	546

A lease for 999 years with Chicago & Western Indiana (of whose stock this co. owns $1,000,000) gives entrance to Chicago on a mileage basis. Indiana Stone RR., total stock and bonds owned, is leased.—V. 69, p. 692

HISTORY.—Successor July 1, 1897, of the Louisville New Albany & Chicago Ry., foreclosed and reorganized per plan in V. 63, p. 922. In April, 1899, control was acquired by J. P. Morgan & Co. The road will be operated independently but under close relations with other lines held in the same interest. V. 68 p. 822; V. 69, p. 129

In Apr., 1900, the legality of the foreclosure was sustained: appeal will be taken to the United States Supreme Court. V. 70, p. 686.

DIVIDENDS.—On pref., first dividend Mar. 30, 1899.—V. 68, p. 473.

BONDS.—*Refunding mortgage* covers road, equipment, etc. (including $1,000,000 stock of Ch. & W. Ind and $240,000 stock of the Belt Ry. of Chicago); total authorized issue is $15,000,000, of which reserved to take up existing divisional bonds at maturity, $5,300,000; to be issued only for betterments and equipment, not to exceed $300,000 in any one year, $2,091,000. Trustees are Central Trust Co., N. Y., and James Murdock, of Lafayette, Ind.

GENERAL FINANCES.—See statement to N.Y. Stock Exchange in July, 1897.—V. 65, p. 194. Bills payable June 30, 1899, $391,027. There were also $73,991 old car-trust notes of 1896 and $103,787 car-trust notes of 1898, payable $2,652 monthly, with interest.—V. 69, p. 692.

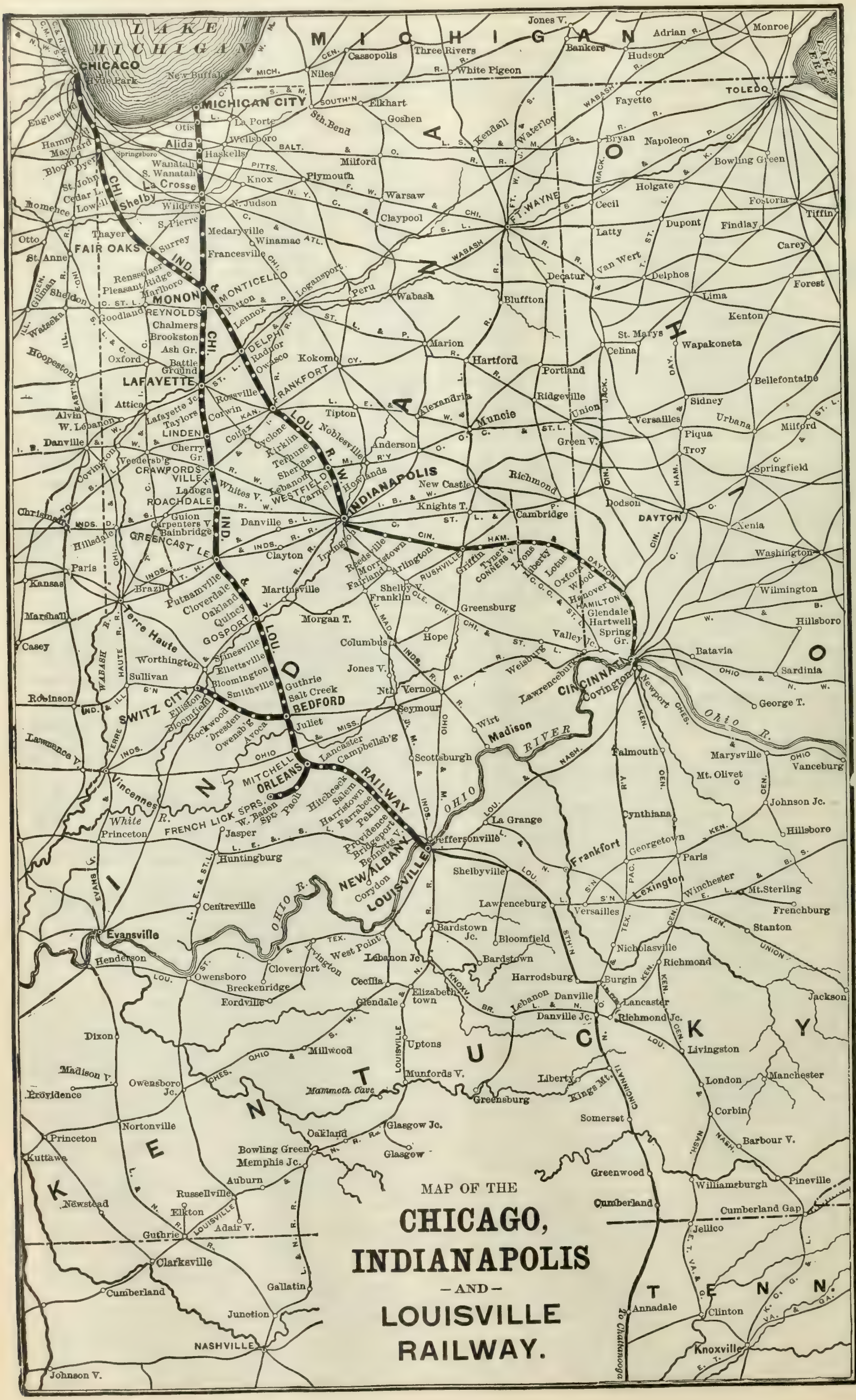
EARNINGS.—(8 mos.), July 1 to Feb. 28. 1899-0..Gross, $2,770,839; net, $1,062,296
1898-9..Gross, 2,254,595; net, 685,305

ANNUAL REPORT.—In V. 69, p. 692, showed:

Year end. June 30—	1898-99.	1897-98.	1896-97.	1895-96.
Gross earnings.....	$3,501,120	$3,323,671	$2,902,760	$3,291,972
Net earnings.....	1,146,170	967,663	860,322	1,111,583
Dividends received...	86,687	75,038	74,400	70,800
Total net income.	$1,232,857	$1,042,701	$934,722	$1,182,383
Interest on bonds.....	752,700	745,450	775,450	773,496
Rentals, etc.....	205,409	208,122	234,334	225,991
Total.....	$958,109	$953,752	$1,009,784	$1,019,487
Surplus.....	$274,748	$89,129	def. $75,062	$162,896

—(V. 69, p. 78, 129, 692; V. 70, p. 381, 686.)

Chicago Junction Railway.—Owns and operates a belt line around Chicago from Whiting, Ind., to Franklin Park, Ill., and in the Union Stock Yards district connects with industries and all diverging roads. Total mileage operated, 64·03 miles, of which Terminal RR., Union Stock Yards to Chappell, 10·08 m.; East Chicago Belt RR., State Line to Grasselli Chemical Co., 3·62 m.; Calumet Terminal RR., trackage, Blue Island to McCook, 13·84 m.; Chic. & Ind. State Line Ry., leased from Chic. Junction Ry. & Union Stock Yards Co., 11·76 m.; Whiting to Blue Island, 14·21 m.; McCook to Franklin Park, 10·52 m.


LAKE MICHIGAN
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
TENNESSEE
CHICAGO
Hyde Park
New Buffalo
MICHIGAN CITY
Niles
Cassopolis
Three Rivers
White Pigeon
Jones V.
Bankers
Adrian
Monroe
Hudson
TOLEDO
Fayette
Elkhart
Goshen
Sth. Bend
La Porte
Otis
Wellsboro
Alida
Haskells
Springsboro
Wanatah
S. Wanatah
La Crosse
Milford
Plymouth
Knox
Kendall
Waterloo
Bryan
Napoleon
Bowling Green
Holgate
Fostoria
Tiffin
Cecil
Latty
Dupont
Findlay
Carey
Van Wert
Delphos
Decatur
Forest
Lima
Kenton
Bluffton
Wabash
Peru
Logansport
Claypool
Warsaw
Winamac
Medaryville
Francesville
Wilders
N. Judson
S. Pierre
Thayer
Surrey
FAIR OAKS
Momence
Otto
St. Anne
Shelby
Lowell
Cedar L.
St. John
Dyer
Hammond
Maynard
Englewood
Blooming
Rensselaer
Pleasant Ridge
Marlboro
MONON
Sheldon
Goodland
REYNOLDS
Chalmers
Brookston
Ash Gr.
Battle Ground
Oxford
Hoopeston
Watseka
Gilman
LAFAYETTE
Attica
Alvin
W. Lebanon
Danville
Covington
Veedersb'g
CRAWFORDSVILLE
Ladoga
ROACHDALE
Whites V.
Cherry Gr.
LINDEN
Taylors
Lafayette Jc.
Rossville
Colfax
Cyclone
Kirklin
Tefft
Sheridan
Lebanon
WESTFIELD
Carmel
Noblesville
Tipton
Anderson
Howlands
Corwin
Frankfort
Radnor
Owasco
Kokomo
Marion
Hartford
Portland
Ridgeville
Alexandria
Muncie
Union
Versailles
Sidney
Bellefontaine
Urbana
Milford
Piqua
Troy
Springfield
Green V.
Richmond
New Castle
INDIANAPOLIS
Knights T.
Cambridge
Dodson
DAYTON
Xenia
Washington
Wilmington
Hillsboro
Batavia
Sardinia
George T.
Ohio R.
Falmouth
Marysville
Vanceburg
Mt. Olivet
Johnson Jc.
Cynthiana
Hillsboro
Paris
Georgetown
Frankfort
Lexington
Winchester
Mt. Sterling
Frenchburg
Stanton
Richmond
Jackson
Nicholasville
Harrodsburg
Burgin
Danville
Lancaster
Danville Jc.
Richmond Jc.
Livingston
London
Manchester
Corbin
Somerset
Barbour V.
Pineville
Williamsburgh
Cumberland
Cumberland Gap
Jellico
Clinton
Knoxville
Annadale
Chattanooga
Greenwood
Liberty
Kings Mt.
Greensburg
Lawrenceburg
Versailles
Bardstown Jc.
Bloomfield
Bardstown
Lebanon Jc.
Cecilia
Elizabethtown
Glendale
Fordville
Owensboro
Breckenridge
Cloverport
Henderson
Evansville
Centreville
Jasper
Huntingburg
Princeton
White R.
Vincennes
Lawrence V.
Robinson
Sullivan
Casey
Marshall
Kansas
Paris
Hillsdale
Chrisman
Dixon
Madison V.
Providence
Owensboro Jc.
Nortonville
Princeton
Kuttawa
Newstead
Russellville
Auburn
Bowling Green
Memphis Jc.
Oakland
Glasgow Jc.
Glasgow
Elkton
Adair V.
Guthrie
Clarksville
Cumberland
Gallatin
Junction
NASHVILLE
Johnson V.
Mammoth Cave
Uptons
Millwood
Munfords V.
Oakland
Jeffersonville
La Grange
Shelbyville
Corydon
Providence
Bridgeport
Bennetts V.
Harristown
Salem
Hitchcock
Pekin
Farrabee
Spr. Paol
W. Baden Spr.
FRENCH LICK SPRS.
Orleans
Mitchell
Paoli
Lancaster
Campbellsb'g
Juliet
Dresden
Owensb'g
Avoca
Rockwood
Bloomfield
Elliston
Smithville
Bloomington
Guthrie
Salt Creek
BEDFORD
SWITZ CITY
Worthington
Terre Haute
Putnamville
Cloverdale
Oakland
Quincy
GOSPORT
Martinsville
Morgan T.
Columbus
Hope
Franklin
Shelby V.
Fairland
Morristown
Reedsville
Arlington
Irvington
Clayton
Danville
Carpenters V.
Bainbridge
Guion
GREENCASTLE
Brazil
Seymour
Scottsburgh
Nth. Vernon
Jones V.
Madison
Wirt
Lawrenceburg
Weisburg
CINCINNATI
Covington
Newport
Griffin
Tyner
CONNERSV.
Lyons
Liberty
Lotus
Oxford
Wood
Hanover
HAMILTON
Glendale
Hartwell
Spring Gr.
Valley Vc.
Greensburg
Hope
Columbus
Jones V.
Nth. Vernon
Seymour
Scottsburgh
Madison
Wirt
Lawrenceburg
Weisburg
CINCINNATI
Covington
Newport
Falmouth
Marysville
Vanceburg
Mt. Olivet
Johnson Jc.
Cynthiana
Hillsboro
Batavia
Sardinia
George T.
Ohio R.
Wilmington
Washington
Xenia
Springfield
Piqua
Troy
Urbana
Milford
Sidney
Bellefontaine
Wapakoneta
St. Marys
Celina
Kenton
Lima
Forest
Carey
Tiffin
Fostoria
Findlay
Dupont
Latty
Van Wert
Delphos
Decatur

MAP OF THE

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

6,300 Miles In Operation.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Milwaukee & St. Paul—Common stock.	....	....	$100	$47,351,600	5	A. & O.	N.Y.Office,30 Broad St.	Ap.20'00,2½%
Preferred stock7 per cent yearly, not cumulative.	....	....	100	36,305,400	7	A. & O.	do do	Ap.20'00,3½%
Milwaukee & St. Paul loans—								
River Div. (St.P.&C.) 1st M. con. into pf.stk.g.c*	129	1872	$ & £	1,785,000	7 g.	J. & J.	London and New York.	Jan. 1, 1902
Hastings & Dakota 1st M., conv. into pref. st'k	....	....	.....	80,000	7	J. & J.	N.Y.,Office,30 Broad St.	Jan. 1, 1903
Chic. & Mil. 1st mort. (conv. into pref. stock)..c*	83	1873	1,000	1,566,000	7	J. & J.	do do	Jan. 1, 1903
Chicago Milwaukee & St. Paul loans—								
Prior lien consols, convertible into pref	1,435	1874	1,000	160,000	7	J. & J.	do do	Jan. 1, 1904
Consol. mort., conv. into pref. stock.....c*	1,435	1875	1,000	8,427,000	7	J. & J.	do do	July 1, 1905
I. & D. Ext. 1st M., convert. into pref. stock.c*	335	1878	1,000	2,843,000	7	J. & J.	do do	July 1, 1908
S. W. Div. 1st mortgage Western Union RR..c*	212	1879	1,000	4,000,000	6	J. & J.	do do	July 1, 1909
So. Minnesota Div. 1st mortgage.....c*	419	1880	1,000	7,432,000	6	J. & J.	do do	Jan. 1, 1910
Mineral Point Division 1st mortgage.....c*	133	1880	1,000	2,840,000	5	J. & J.	do do	July 1, 1910
Hast.& Dak. Div.,ext.,1stm.($990,000 are 5%)c*	395	1880	1,000	6,670,000	5 & 7	J. & J.	do do	Jan. 1, 1910
Lacrosse & Dav. Div. 1st mortgage.....c*	185	1879	1,000	2,500,000	5	J. & J.	do do	July 1, 1919
Wisc.Val.RR.Co. 1stM., Tomah to Merrill, Wis.c	107	1879	500	1,106,500	7	J. & J.	Boston, Lee Higginson.	Jan. 1, 1909
Wis. Val. Div.1st M. s. f., not dr'n..... c*	161	1880	1,000	2,205,000	6	J. & J.	N.Y. Office, 30Broad St.	July 1, 1920
Dub. Div. 1st M., s. f., not dr'n.....c*	351	1880	1,000	6,142,000	6	J. & J.	do do	July 1, 1920
Chic. & Pac. Div. 1st M. (Chic. to Kittredge)..c*	120	1880	1,000	3,000,000	6	J. & J.	do do	Jan. 1, 1910
do Western Div. 1st mort., (see text) gold .c*	1,117	1881	1,000	25,340,000	5 g.	J. & J.	do do	Jan. 1, 1921
Chic. & Lake Superior Div. 1st mort., gold...c*	68	1881	1,000	1,360,000	5 g.	J. & J.	do do	July 1, 1921
Wis. & Minn. Div. 1st mortgage, gold.....	230	1881	1,000	4,755,000	5 g.	J. & J.	do do	July 1, 1921
Fargo & Southern 1st mort., gold, assumed.....	119	1883	1,000	1,250,000	6 g.	J. & J.	do do	Jan. 1, 1924
Ch. Mil. & St. P. Terminal mortgage, gold.....c*	....	1884	1,000	4,748,000	5 g.	J. & J.	do do	July 1, 1914
Dakota & Great Southern 1st mortgage, gold.....	159	1886	1,000	2,856,000	5 g.	J. & J.	do do	Jan. 1, 1916
Chicago & Missouri River Div. 1st mortgage...c*	77	1886	1,000	3,083,000	5	J. & J	do do	July 1, 1926
Inc. M.,convert., s. f. $80,000 yearly (dr. at 105)c*	525	1886	1,000	236,000	5	J. & J.	do do	Jan. 1, 1916
Gen. mort. (for $150,000,000), gold Series A.c*&r	5,722	1889	1,000	24,000,000	4 g.	J. & J.	do do	May 1, 1989
do do "B" (3½s, issued in 1899).c*	5,722	1889	1,000	a9,683,000	3½ g.	J. & J.	do do	May 1, 1989
Milw. & North'n 1st mort., Schwarz.to Gr. Bay..c*	126	1880	1,000	2,155,000	6	J. & D.	N.Y., Ch.Mil.& St.P.Ry.	June 1, 1910
Consolidated mortgage.....c*	362	1884	1,000	5,092,000	6	J. & D.	do do	June 1, 1913
Chicago & Nor. Pacific—See Chic. Terminal Transfer RR.				a Including June 30, 1899, $7,507,000 in treasury and not listed, see text.				

Organization.—Formed in March, 1898, as a consolidation of the Chicago Hammond & Western and Chicago & Indiana State Line in the interest of the Chicago Junction Rys. & Union Stocks Yards Co. Leases and operates, in addition to the lines owned in fee, all the switching and terminal transfer roads owned by the Stock Yards Co.

Bonds.—First mortgage of C. H. & W. is for $2,500,000 (trustee, E. Francis Hyde, N. Y.); entire capital stocks of Hammond & Blue Island RR. ($400,000) and H. & B. I. Ry. of Indiana ($80,000) being deposited as security. V. 64, p. 287. Equipment trusts $98,458, due Jan. 1, 1900,

Earnings.—For year ending June 30, 1899, gross, $1,728,533; net, $862,629; taxes, $13,205; charges, $702,806; surplus, $146,618. From Apr. 1 to Sept. 30, 1898, 6 mos., gross, $806,725; net, $428,121;

Officers.—John A. Spoor, President; James H. Ashby, Vice-Pres.; C. C Chace, Auditor; L. T. Dudley, Treas.—V. 67, p. 1262; V. 68, p. 326.

Chicago Kalamazoo & Saginaw Ry.—Projected from Kalamazoo, Mich., to Saginaw, Mich., 125 miles, of which 45 miles, Kalamazoo to Woodbury, in operation. In January, 1898, $450,000 stock was outstanding. The first mortgage is for $225,000 to Union Trust Co. of Detroit, as trustee; bonds all in treasury; bills payable Jan. 1, 1898, $508,425. In 1897, gross, $56,606; net, $18,674. Operated by Kalamazoo & Hastings Construction Co. President, E. Woodbury; Treas. and Secy. H. C. Potter, Kalamazoo, Mich.—(V. 61, p. 1063.)

Chicago Lake Shore & Eastern Ry.—Embraces 159·04 miles of track, connecting the various works of the Illinois Steel Company at Chicago, Joliet and Milwaukee with diverging trunk lines, and also with steamship lines, stone quarries, industrial establishments, etc.; also by trackage rights over 149·54 miles of roads reaches the coal fields of Illinois and Indiana and Joliet, Ill., handling between South Chicago and these points a large volume of business for the Illinois Steel Company.

The entire stock, $600,000, and all the bonded debt are owned by the Illinois Steel Co., and is thus controlled by the Federal Steel Co.

Equipment, Dec. 31, 1899: Locomotives, 54; freight cars, 3,077; cabooses, 11; steam wrecker, 1.—V. 64, p. 422; V. 67, p. 428, 483.

Chicago Milwaukee & St. Paul Ry.—*(See Map.)*—Operates from Chicago westerly to Omaha, Neb., and Kansas, City, Mo., with lines, traversing Wisconsin, Minnesota and the Dakotas, including:—

Road.	*Miles.*	*Road.*	*Miles.*
Lines owned (of which 11 miles owned jointly).....	6,303	2nd & 3rd tracks.....	259
		Trackage (includ. 2d track)...	62

History, &c.—The Milwaukee & St. Paul RR. Co. was organized May 5, 1863, and on Feb. 11, 1874, took its present name. The system has since been greatly extended by the construction and acquisition of other lines. The sale of the Milwaukee & Northern to the St. Paul was ratified in September, 1893. In 1899, all the stock and bonds of the Des Moines Nor. & West, 147 miles, were acquired, the C. M. & St. P. taking possession July 1, 1899.—V. 68, p. 40, 975. Late in 1899 extensions from Rockwell City to Storm Lake, Iowa, 39 miles, and Fonda, Iowa, to Spencer, 44 miles, were opened, and extension of Libertyville line to Fox Lake, Ill., 20 miles, was also almost completed. V. 69, p. 1103. In July, 1899, extension from St. Paul to Duluth was being considered. See V. 69, p. 179. The stockholders voted Sept. 23, 1899, to merge by consolidation the leased lines in Illinois, V. 69, p. 228, 694.

In March, 1900, the Janesville & Southeastern RR. was incorporated with $2,000,000 stock to build a road from Janesville 35 miles southeast to Bloomfield, in the interest. it was reported, of the C. M. & St. P. In March, 1900, extensions from Elgin, Ill., to Delavan Lake, Wis., 45 miles, and one from Bowdie, S. D., west to Missouri River, about 50 miles, was reported to be proposed.

Capital Stocks.—The preferred stock has a prior right over the common stock to a dividend of not over 7 per cent from net earnings in each year, but if not earned it has no cumulative right. After payment of 7 per cent on preferred and 7 on common, both classes share *pro rata*. Common stock authorized, $47,062,560. Preferred stock on Dec. 31, 1873, was $12,274,483; it has been increased to present figures almost entirely by exchange of convertible bonds for stock, only about $5,000,000 having been issued for other purposes (improvements, etc.) In July, 1899, $15,775,000 prior lien bonds outstanding were exchangeable for preferred.

Divs. since '89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	99.	1900.
On common.	0	0	2	4	4	2	4	5	5	5	Apr., 2½
On preferred.	7	7	7	7	7	7	7	7	7	7	Apr., 3½

Bonds.—Abstracts of some of the older mortgages were published in the Chronicle, V. 45, pp. 85, 114, 144, 212, and V. 48, p. 830.

The following bonds are *convertible into preferred stock* at any time within ten days after a dividend shall have been declared and become payable on the preferred: Iowa & Dakota Extension 7s, River Division 7s, Chicago & Milwaukee 7s of 1903, Hasting & Dakota 7s of 1903 and Ch. Mil. & St. P. consols of 1875. The consols of 1874 also are convertible into preferred within 15 days after dividend day. The convertible bonds were fully described in Supplement for Mar. '93, p. 2.

Chicago & Pacific Western Division 1st 5s were issued at $20,000 per mile for road, with additional amounts for equipment and bridges; no further bonds can be issued. The mortgage covers the following miles of road: Farley, Ia., to Kansas City, Mo., 341 miles; Marion, Ia., to Council Bluffs, Ia., 262 miles; Astor, Ia., to Aberdeen, North Dak., 352 miles; branches 162 miles; total, 1,117 miles.

Terminal five per cent bonds of 1884 cover terminal property of several hundred acres in Chicago and Milwaukee.

The *general mortgage* of 1889 (see **abstract** in V. 48, p. 830) is for $150,000,000, to the United States Trust Co., of New York, as trustee, and covers the entire railway property and franchises of the company (therein described) subject to prior liens as below mentioned. The prior lien bonds cannot be extended, but will be paid off at maturity.

On June 30, 1898, the following amounts of general mortgage bonds had been issued or were reserved for the purpose indicated, viz:—

Listed on New York Stock Exchange.....	$26,176,000
In treasury of the company (unsold).....	7,507,000
Total reported by the company as outstanding.....	$33,683,000
Reserved for prior liens.....	95,297,500
Originally reserved for prior liens, which have since been converted into pref. stock. Will eventually become available for improvements. (See also below).....	17,906,500
Available for improvements, etc. (see also below).....	3,113,000
Total authorized.....	$150,000,000

The $33,683,000 outstanding include $6,000,000 issued to pay for 178 miles of sundry small branches on which the general mortgage is a first lien, and to retire the $2,500,000 first mortgage bonds of Chicago Evanston & Lake Superior Ry., a Chicago suburban road, also $4,232,000 issued to replace prior bonds paid and canceled.

The $3,113,000 "available for improvements, etc.," of bonds above mentioned are applicable for premiums paid in retiring or refunding convertible and other prior lien bonds bearing a higher rate of interest than 4 p. c., for cost of branches, second and side tracks, real estate, bridges, rolling stock, equipment, etc. On July 1, 1899, of the prior lien bonds outstanding, $15,775,000 (maturing 1902-1908) were convertible into preferred stock; if from time to time so converted they will set free a like amount of general 4s which, with the $17,906,500 reserved against bonds already converted, will become available for improvements, additions, etc., as soon as the balance ($3,113,000) of the amount originally reserved for improvements has been so expended. V. 48, p. 830; V. 50, p. 205. N. Y. Stock Exchange to Oct., 1899, had listed $26,176,000 generals—see "General Finances," V. 65, p. 462, and V. 66, p. 335.

General Finances, &c.—Dividends on common stock were resumed in October, 1892. See "dividends" above.

The funded debt was increased during the year 1898-99 by the issue of $4,509,000 of general mortgage bonds and was decreased $4,871,000 by underlying bonds retired and canceled; of the latter $3,777,000 were converted into preferred stock and $897,000 into common stock. Of the funded debt there was in the treasury June 30, 1899, $8,596,000 (against $6,587,000 June 30, 1898), of which $7,183,000 was general mortgage 3½s and $324,000 gen. M. 4s.

Average freight train load in 1898-9 was 190 tons; rate per ton per mile, 0·937 cents; in 1897-8 train load, 178 tons; ton rate 0·972 cents.

Earnings.—8 mos. July 1 to Feb. 28. 1899-0....Gross, $28,664,903; net, $9,940,134. 1898-9....Gross, 25,854,576; net, 10,295,727

Annual Report.—Fiscal year ends June 30. Annual meeting is held in September. Report for 1898-99 was given in full in V. 69, p. 538, 544. See also editorial, p. 520.

	1898-99.	1897-98.	1896-97.
Miles operated June 30.....	6,154	6,154	6,154
Passenger earnings.....	$6,778,921	$5,986,840	$5,717,496
Freight earnings.....	28,773,222	25,468,852	22,104,803
Mail, express, &c., earns.....	2,758,489	2,733,972	2,664,469
Total earnings	$38,310,632	$34,189,664	$30,486,768
Maintenance of way.....	$5,100,169	$4,642,275	$4,334,955
Maint. cars and engines	3,435,151	2,918,524	2,464,839
Transportation, gen. exp., etc..	11,682,455	10,908,170	9,898,952
Taxes.....	1,186,166	1,134,131	1,184,231
Renewal account.....	1,925,000	1,125,000	200,000
Miscellaneous.....	633,896	473,468	494,562
Total expenses.....	$23,962,837	$21,201,567	$18,577,539
Net earnings.....	$14,347,795	$12,988,097	$11,909,229
Perct. of op. exp. to earns.....	(62·55)	(62·01)	(60·94)
Other income.....	117,410	131,018	162,822
Total net income.....	$14,465,205	$13,119,115	$12,072,051
Interest on debt, etc.....	6,890,120	7,190,413	7,488,747
Balance for dividends.....	$7,575,085	$5,928,702	$4,583,304

DIVIDENDS PAID DURING FISCAL YEAR.

Common	(5)$2,318,980	(5½)$2,531,463	(4)$1,841,090
Preferred.....	(7)2,278,931	(7) 2,104,245	(7) 1,896,363
Total dividends.....	$4,597,911	$4,635,708	$3,737,453

Pres., Albert J. Earling; Chairman of Board, Roswell Miller. —(V. 69, p. 228, 538, 544, 591, 694, 955, 1103; V. 70, p. 39.)

Chicago & North. Pacific RR.—Chicago Terminal Transfer RR.

MAP OF THE

CHICAGO & NORTHWESTERN

RAILWAY SYSTEM.

1895.

Chicago & North-Western Railway
Chicago St. Paul, Minneapolis & Omaha Ry.
Fremont Elkhorn & Missouri Valley Railroad
Sioux City & Pacific Railroad

NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
NEBRASKA
KANSAS
COLORADO
WYOMING
MONTANA
MICHIGAN
WISCONSIN
ILLINOIS
IOWA
MISSOURI
L. SUPERIOR
L. MICHIGAN

Duluth, Superior, Washburn, Ashland, Bayfield, Hurley, Ashland Jc., Tower, Ely, Grand Rapids, Two Harbors, Red Lake, Lake Winnibigoshish, Leech Lake, Park Rapids, Detroit, Winnipeg Jc., Cromwell, Thomson, Hawthorne, Iron River, Mason, End of Track, Aitkin, Brainerd, Mille Lacs, Gordon, Little Falls, Staples, Fergus Falls, Lincoln, Barnesville, Wadena, Richland, Breckenridge, Wahpeton, Milnor, Fargo, Moorhead Division, Grand Forks, Larimore, Devil's Lake, New Rockford, Sykeston, Carrington, Cooperstown, Hope, Alton, Junction, Carmen, Fertile, Fosston, Crookston, St. Hilaire, Ives, Gruber, Steele, Medina, Jamestown, Sanborn, Valley City, Ripon, Everest, Davenport, Edgeley, La Moure, Lisbon, Bismarck, Oakes, Ludden, Hecla, Columbia, Eureka, Aberdeen, Groton, Mansfield, Athol, Gettysburg, Pierre, Missouri River, Moreau River, Cheyenne River, Powder R., Belle Fourche, Minnesela, Whitewood, Sturgis, Piedmont, Rapid City, Lead City, Deadwood, Black Hills, Gillette, Merino, Brennan, Hermosa, Fairburn, Hot Springs, Buffalo Gap, Rosebud, Chamberlain, White River, Dakota Jc., Chadron, Oelrichs, Edgemont Jc., Casper, Glen Rock, Douglas, Fremont, Elkhorn & Missouri Valley, Orin Jc., Wendover, Crawford, Niobrara River, Alliance, Hyannis, Valentine, Arabia, Johnstown, Gordon, Rushville, Gering, Ft. Laramie, Wilcox, Laramie City, Cheyenne, Pine Bluff, Kimball, Sidney, Ogallala, North Platte, Julesburg, Ft. Collins, Stout, Greeley, La Salle, Sterling, Akron, Yuma, Sunset, Brighton, Denver, Platte River, North Loup River, Middle Loup River, Burwell, Broken Bow, Grand Island, Kearney, Lexington, Curtis, Kenesaw, Hastings, Blue Hill, Culbertson, Oxford Jc., Amboy, Holdredge, Inland, Stockham, Davenport, Shickley, Geneva, Exeter, Seward, Linwood, Davis City, York, Wahoo, Brainard, Omaha, Lincoln, Nebraska City, Beatrice, Falls City, Conception, Hanover, Council Bluffs, Missouri Valley, Afton Jc., Logan, Woodbine, Arion, Kirkman, Carroll, Manning, Maple River, Audubon, Boone, Polk City, Des Moines, Colo, Marshalltown, Tama, Belle Plaine, Watkins, Cedar Rapids, Anamosa, Maquoketa, Lyons, Belvidere, Sycamore, Western, Nth. Western, Chicago, Carnforth, What Cheer, Stanwood, Tipton, Wheatland, De Witt, Clinton, Fulton, Morrison, Rock Island, Muchakinock, Ottumwa, Albia, Burlington, Galesburg, Peoria, Streator, Streator Jc., Spring Valley, Kaukakee, Fairbury, Gilmar, Sheldon, Bushnell, Pekin, Bloomington, Glenwood, Keokuk, Gibson City, Templeton, Decatur, Chrisman, Springfield, Quincy, Macon, Chillicothe, St. Joseph, Mississippi, Illinois, Rock Island, Milwaukee, Racine, Kenosha, Port Washington, Sheboygan, Evanston, Port Sheridan, Waukegan, Fond du Lac, Oshkosh, Princeton, Horton Jc., Medina Jc., Neenah, Menasha, Appleton, Forest, Two Rivers, Manitowoc, Green Bay, Howard, Oconto, Menominee, Marinette, Powers, Cedar, Norway, Iron Mt., Pratt Jc., Monico, Stager, Gagen, Rhinelander, Woodruff, Mercer, Wis. Cent., Soo Line, Wis. Central, Iron River, Stambaugh, Republic, Amasa, Metropolitan, Narenta, Michigamme, Chatham, Escanaba, Wabash, Lake Shore, Bessemer, Choate, Interior, Watersmeet, Ontonagon, Sidnaw, Cable, Forest City, Sturgeon, Bear Creek, Turtle Lake, Superior Jc., Spooner, Cameron, Harrison, Parrish, Parrish Jc., Antigo, Elmhurst, Eland Jc., Shawano, Wausau, Hatley, Fenwood, Chippewa Falls, Bloomer, Stillwater, Hudson, Minneapolis St. Paul & Sault Ste. Marie, Minneapolis St. Paul & Chicago, Hopkins, Chaska, Willmar, St. Cloud, Morris, Brown's Valley, Watertown, Redwood Falls, Milford, Minneota, Marshall, Canby, Goodwin, W. Gary, Estelline, Dake, Preston, Sioux Valley Jc., Wolsey, James Valley, Huron, Iroquois, Redfield, Doland, N. Clark, Seneca, Raulston, Athol, Chicago & North-Western, Great Sauk Centre, Great Northern, Sioux City & Pacific, Sioux City & St. Paul, Sioux City & Northern, Sioux City & Iowa, Sioux City & Dakota, Sioux City & Minnesota, Sioux City & Nebraska, Sioux City & Colorado, Sioux City & Wyoming, Sioux City & Montana, Sioux City & Kansas, Sioux City & Missouri, Sioux City & Illinois, Sioux City & Michigan, Sioux City & Wisconsin, Sioux City & Iowa, Sioux City & Dakota, Sioux City & Minnesota, Sioux City & Nebraska, Sioux City & Colorado, Sioux City & Wyoming, Sioux City & Montana, Sioux City & Kansas, Sioux City & Missouri, Sioux City & Illinois, Sioux City & Michigan, Sioux City & Wisconsin, Sioux City & Iowa, Sioux City & Dakota, Sioux City & Minnesota, Sioux City & Nebraska, Sioux City & Colorado, Sioux City & Wyoming, Sioux City & Montana, Sioux City & Kansas, Sioux City & Missouri, Sioux City & Illinois, Sioux City & Michigan, Sioux City & Wisconsin, Sioux City & Iowa, Sioux City & Dakota, Sioux City & Minnesota, Sioux City & Nebraska, Sioux City & Colorado, Sioux City & Wyoming, Sioux City & Montana, Sioux City & Kansas, Sioux City & Missouri, Sioux City & Illinois, Sioux City & Michigan, Sioux City & Wisconsin

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & North Western—Common stock.....	4,273	....	$100	$39,114,678	5 in 1899	J. & J.	N.Y., Co.'s Office, 52 Wall	Jan. 5, '00, 3%
Preferred stock (7 p. c. yearly, not cumulative)..	4,273	....	100	22,395,160	7	Q.—J.	do do	Apl. 6 '00, 1¾%
Bonds issued and assumed by Chic. & N. W.								
Ch. & N. W. con. s. f. M. ($12,900,000), not dr'n. c*	788	1865	1,000	12,832,000	7	Q.—F.	do do	Feb. 1, 1915
Cedar Rapids & Missouri Riv.—1st mort. 3d Div.	150	1866	500 &c.	2,332,000	7	M. & N.	do do	May 1, 1916
Mort. of 1884, Ced. R. to Des M. River.....	122	1884	.....	769,000	7	J. & D.	do do	June 1, 1909
Iowa Midl'd 1st M., Lyons to Anamosa (assumed)	71	1870	1,000	941,000	8	A. & O.	do do	Oct. 1, 1900
Madison extens. 1st M., g. (s. f. $23,000, not dr'n)	129	1871	500 &c.	b 2,977,500	7 g.	A. & O.	do do	Apr. 1, 1911
Menominee ext. 1st M., g. (s. f. $20,000, not dr'n)	114	1871	500 &c.	c 2,546,500	7 g.	J. & D.	do do	June 1, 1911
Northwest. Union 1st M., g., Mil. to Fond-du-Lac.	62	1872	500 &c.	d 3,365,000	7 g.	M. & S.	do do	June 1, 1917
Chic. & N. W. gen. consol. M., g., s. f., not dr'n c.*&r	1,637	1872	500&c.	8,710,000	7 g.	J. & D.	do do	Dec. 1, 1902
General mortgage of 1897, see next page.								
Menominee River 1st M., two series (assumed)...	31	'76-'80	.....	560,000	7	J. & J.	do do	July 1, 1906
Mil. & Mad. 1st M., Mil. to Madison (assumed) .c*	82	1880	1,000	1,600,000	6	M. & S.	do do	Sept. 1, 1905
Chicago & Tomah 1st mort., guar. (assumed)... }	152	1880	.....	1,528,000	6	M. & N.	do do	Nov. 1, 1905
Chicago Milwaukee & N. W. construc. do ... }		1882	.....	e 601,000	6	M. & N.	do do	Nov. 1, 1905
Escanaba & Lake Superior RR. 1st M., (assumed).	43	1881	1,000	373,000	6	J. & J.	do do	July 1, 1901
Des Moines & Minn. 1st M., Des M. to Jewell Jc., &c.	57	1882	1,000	600,000	7	F. & A.	do do	Feb. 1, 1907
Ottumwa C. F. & St. P. 1st M. ($25,000 p.m.), gu..c*	64	1884	1,000	1,600,000	5	M. & S.	do do	Mch. 1, 1909
Northern Ill. 1st M. ($20,000 p. mile), assumed..c*	76	1885	1,000	1,500,000	5	M. & S.	do do	Mch. 1, 1910
Milw. L. Sh. & W., Consol. M. (now 1st) gold...c*	413	1881	1,000	5,000,000	6 g.	M. & N.	do do	May 1, 1921
Michigan Div. 1st mort. (for $3,000,000), g..c*	82	1884	1,000	1,281,000	6 g.	J. & J.	do do	July 1, 1924
Ashland Division 1st mortgage, gold.....c*	40	1885	1,000	1,000,000	6 g.	M. & S.	do do	Mch. 1, 1925
Deben. (see text) secured by mort of '89, g...c*	693	1887	1,000	436,000	5 g.	F. & A.	do do	Feb. 1, 1907
Ext. & Imp. M. for $5,000,000, g., s.f. not dr'n.c*	693	1889	1,000	4,148,000	5 g.	F. & A.	do do	Feb. 1, 1929
Income bonds (not cumulative).....r	....	1881	1,000	500,000	6	M. & N.	do do	May 1, 1911
Marsh. Ex. 1st M. for $600,000 ($15,000 p. m.).c*	40	1892	1,000	400.000	5	A. & O.	do do	Oct. 1, 1922
St. Paul Eastern Grand Trunk—See statement for th at com pany.								
C. & N. W. s. f. b'ds of '79 ($15,000 p.m.) red. at 105. c&r	1,041	1879	1,000&c	12,995,000	5 & 6	A. & O.	do do	Oct. 1, 1929
Iowa Div. 1st M. for $1,411,000 ($20,000 p.m.)c*	71	1891	1,000	665,000	4½	A. & O.	do do	Apr. 1, 1902
Sinking fund debentures, 1933.....c*&r	....	1883	1,000&c	9,800,000	5	M. & N.	do do	May 1, 1933
25-year debentures.....c*&r	....	1884	1,000&c	f 5,369,000	5	M. & N.	do do	Nov. 1, 1909
In addition to bonds outstanding as above, the sinking fund J'ly 1, 1899, held b., $17 2,500; c., $150,500; d., $135,000; e., $149,000.								

Chicago & North Western Ry.—*(See Map.)*—Operates an important system of roads uniting Chicago, Ill., with Omaha, Neb., St. Paul Minn., with the great wheat belts of Dakota, Nebraska, etc., and with the mining regions of Michigan and the Black Hills, including—

Road owned in fee—	*Miles.*
Main lines, etc	4,138
Entire stock owned—	
Winona & St. Peter	449
Dakota Central	724
Princeton & Western	16
Total incl. in earns	5,327

Controlled by stock, operated separately—	*Miles.*
Fremont Elk Horn & Mo. Val.	1,301
Sioux City & Pacific	107
Total of all Jan. 1, 1900	6,735
2d track	532

Also has large interest in Chicago St. Paul Minneapolis & Omaha, 1,538 miles.

Of the mileage shown above as of Jan. 1, 1900, 250 miles were opened on the C. & N. proper since the close of the fiscal year and 48 on the C. St. P. M. & Om., and additional lines were then under construction. The Sioux City & Pacific is to be improved and extended if complete ownership can be obtained.—V. 69, p 1147; V. 70, p. 739.

In Oct., 1899, the Boyer Valley Ry., 90 miles, and the Minnesota & Iowa Ry., 119 miles, were under construction, their bonds to be issued at the rate of $16,000 per mile to be guaranteed, principal and interest, by the C. & N., which will probably absorb the roads after completion. In Aug., 1899, the Boone County Ry., incorporated in the interest of the C. & N., had under construction 74 10 miles.—See V. 69, p. 290.

History, &c.—The Chicago & North Western Railway was organized in 1859, and has since absorbed many other roads.

In December, 1882, a controlling interest was acquired in the stock of the Chicago St. Paul Minneapolis & Omaha Co., which see.

In July, 1884, the capital stocks (except a few shares) of the Fremont Elkhorn & Mo. Valley and the Sioux City & Pacific were acquired on the terms stated in the Supplement of June, 1885, and prior issues. Their securities, except those held by Chic. & N. W., are in table above.

In December, 1891, the Milwaukee Lake Shore & Western RR. was bought by an exchange of stock. See V. 57, p. 375; V, 56, p. 792.

In Feb., 1900, the lines of the Dakota Central RR. in North and South Dakota were merged in the Winona & St. Peter RR.

Capital Stock.—Of the common stock $2,333,688, and *preferred* $3,795 remained in the co's treasury in July, 1899. Pref. stock has a prior right to 7 p. c.; then common 7 p. c.; then preferred 3 per cent; then common 3 per cent; then both classes share.

Dividends—	'83.	'84.	'85.	'86 to '93.	'94.	'95.	'96.	'97.	'98, '99.	1900.
Common..	7	7	6½	6 yearly	3	4	5	5	5	Jan., 3
Preferred.	8	8	7½	7 yearly to April, 1900, inclusive.						

Bonds.—*General Mortgage.*—See **Abstract** in V. 65, p. **1175.** The authorized issue is $165,000,000 (United States Trust Co., trustee). $131,640,000 are reserved to retire underlying bonds, and remainder for additions and improvements, $4,000,000 at once and $1,000,000 a year thereafter. The bonds may be issued bearing such rate of interest as shall be deemed advisable. See V. 65, p. 1070. The first issue of $20,000,000, bears 3½ per cent (reg. interest Q.—F., coupon M. & N.). V. 65, p. 69, 111, 571. Up to April, 1900, $9,347,000 had been listed. V. 67, p. 125.

The *sinking fund bonds* of 1879 are secured by deposit in trust of $15,000,000 of 1st mortgage bonds at $15,000 per mile on subsidiary lines, the most important being described in Supplement of May, 1894. Of the sinking fund bonds of 1879 $6,069,000 are 6s; the sinking fund is at least 1 per cent of outstanding bonds, which are subject to call at 105; and through its operation the amount outstanding has been reduced from $15,000,000 to the present figure.

The *sinking fund debentures* of 1933 have a sinking fund of $200,000 per year, if they can be redeemed at 105. These, as also the *debentures* of 1884 and 1891, will be secured by any future mortgage excepting any mortgage "for the enlargement, improvement or extension of the company's property." See description of all the debentures on page 2, Supplement of April, 1895. The 25-year debenture mortgage of 1884 was for $6,000,000, but reduced by sink. fund purchases.

The *extension bonds of* 1886 are secured by deposit in trust of first mortgage bonds at a rate not exceeding $20,000 per mile. Included in the collateral June 1, 1896, were $10,675,000 Fremont Elk Horn & Mo. Valley 1sts and $2,560,000 Wyoming Central 1sts [the Wy. Cent. having been consolidated with F. E. & M. V.], etc. To Jan., 1900, Extension 4s for $18,632,000 had been listed on N. Y. Stock Exchange, of which, July 1, 1899, $1,143,000 were held alive in sinking funds. See F. E. & M. V. bonds below. Union Trust Co. of N. Y., trustee.

The *Fremont Elkhorn & Missouri Valley* consols have a first lien on 1,170 miles (Fremont, Neb., to Deadwood, D. T., 557 miles, and branches to Hastings, Albion, &c., 613 miles), but besides the amount of issue given as outstanding in the table $10,675,000 are held as part collateral for Chicago & Northwestern extension bonds of 1886. The Northwestern assumed $3,600,000 of the Fremont Elkhorn & Missouri Valley bonds and guarantees the rest. See guaranty V. 56, p. 650.

The *Milwaukee Lake Shore & Western* debentures of 1887 were by their terms convertible into M. L. S. & W. stock, but North Western officials state that the bonds are not convertible into North West stock.

Land Grant.—Lands and lot sales in 1898-99 $199,192; net cash receipts $602,103; due on contracts of sale, $724,657; lands unsold and uncontracted for May 31, 1899, 647,975 acres.

General Finances.—The first issue of ($20,000,000) refunding bonds at 3½ per cent interest was sold to provide for $18,015,500 old bonds maturing up to Dec. 1, 1902. If the entire issue of $20,000,000 is required to refund these old bonds the saving in interest charges will be about $530,000 per annum—see "bonds" above and V. 65, p. 69, 111. Maple River first 7s for $402,500 fell due July 1, 1897.

In 1898-99 the average freight train load was 208 tons, against 194 tons in 1897-8; rate per ton mile, 0·87 of a cent. In calendar year 1899 of 20,621,358 tons of freight carried, mineral products furnished 39 p. c., agricultural products 18 p. c., forest products 9 p. c. and manufactures 12 p. c.

Earnings.—Jan. 1 to Feb. 28, 1900 (2 months), gross, $6,095,826, against $5,521,020 in 1899. For calendar year, V. 70, p. 202.

Years.	*Gross.*	*Net*	*Oh'ges (net).*	*Dividends.*	*Bal., sur.*
1899.....	$41,806,761	$14,846,023	$5,966,907	$3,718,832	*$5,160,284
1898.....	37,496,980	13,038,433	6,499,647	2,521,581	3,017,205

* From surplus in 1899, $1,000,000 was paid for new equipment.

Annual Report.—Fiscal year ends May 31. The annual meeting is held the first Thursday in June. The report for 1898-99 was given at length in V. 69, p. 226, 279, 287. See also editorial, p. 259.

CHICAGO & NORTHWESTERN PROPER.

Year ending May 31.	1899	1898.	1897.	1896.
Average miles oper..	5,077	5,071	5,031	5,031
Passenger earnings..	$8,067,627	$7,256,299	$6,963,578	$7,408,827
Freight.....	28,155,677	27,035,105	22,236,612	24,354,622
Mail, express, &c....	1,793,010	1,759,156	1,777,053	1,725,312
Total earnings...	$38,016,314	$36,050,561	$30,977,243	$33,488,761
Oper. expenses.....	$23,658,042	$22,643,879	$18,877,089	$20,373,402
Taxes.....	1,170,672	1,102,606	1,061,732	1,075,569
Total expenses..	$24,828,714	$23,746,485	$19,938,821	$21,448,971
Net earnings.....	$13,187,599	$12,304,076	$11,038,422	$12,039,790
P. c. exp. to earnings	(65·31)	(65·87)	(64·37)	(64·50)
Investments, etc.....	1,370,892	1,064,615	964,310	671,638
Total receipts...	$14,558,491	$13,368,691	$12,002,732	$12,711,428
Interest on debt.	$7,059,150	$7,096,285	$7,115,701	$7,122,356
Dividends	3,523,270	3,519,823	3,518,650	3,517,057
Sinking fund, etc...	340,745	517,260	196,413	220,990
Total disbursm'ts.	$10,923,265	$11,133,368	$10,830,764	$10,860,403
Surplus.....	$3,635,366	$2,235,323	$1,171,968	$1,851,025

FREMONT ELKHORN & MISSOURI VALLEY.

Yr. end. May 31.	1899.	1898.	1897.	1896.
Gross earnings.....	$3,885,489	$3,881,340	$3,051,982	$2,950,439
Net earnings.....	1,274,687	1,237,948	793,839	893,670
Total charges.....	1,020,879	1,020,908	1,020,941	1,022,469
Balance.....	sur. $253,808	sr. $217,040	def. $227,102	def. $128,799

—(V. 69, p. 333, 1147, 1193; V. 70, p. 230, 739.)

Chic. Pad. & Mem. RR.—In 1897 merged in Chic. & East. Ill.

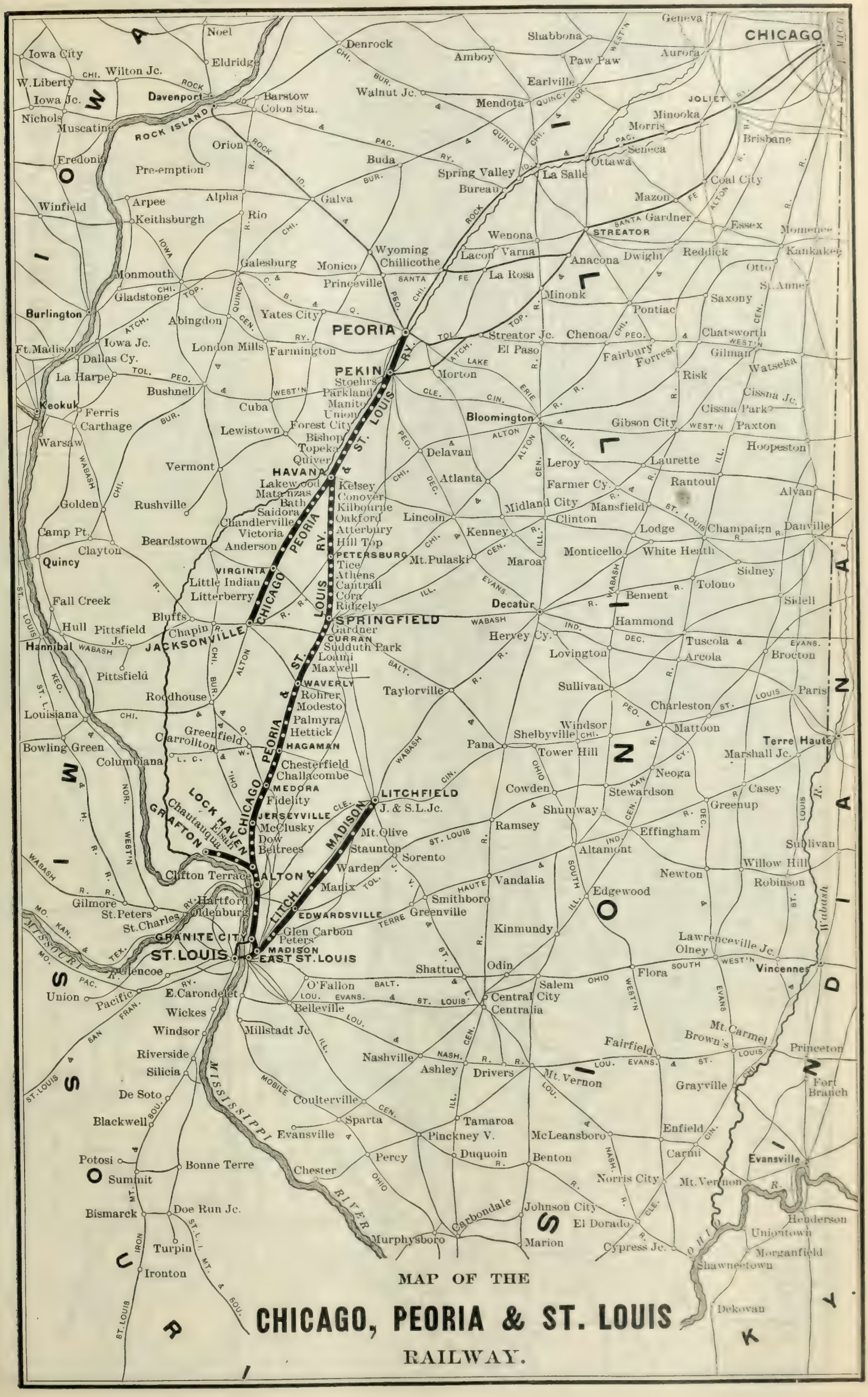
Chicago Peoria & St. Louis Ry.—*(See Map.)*—Owns from Pekin to Granite City, Ill., 180 miles; Havana to Jacksonville, Ill., 42 m.; branch, Lockhaven to Grafton, 8 m.; total owned, 233 m.; trackage, Pekin to Peoria, 10 m.; Granite City, Ill., to Merchants' Junction, 3 m.; in city of Springfield, 1½ m. Owns and operates Litchfield & Madison Ry., Litchfield Jct. to Madison, 44 m.; trackage, J. & St. L. Jct. to Litchfield, 1 m., total 292·50 miles. Reorganization and consolidation of Chicago Peoria & St. L. RR. and St. L. Chic. & St. Paul Ry., sold in foreclosure Jan. 8, 1900, per plan in vol. 68, p. 722. The new company took possession March 1, 1900.—V. 70, p. 429.

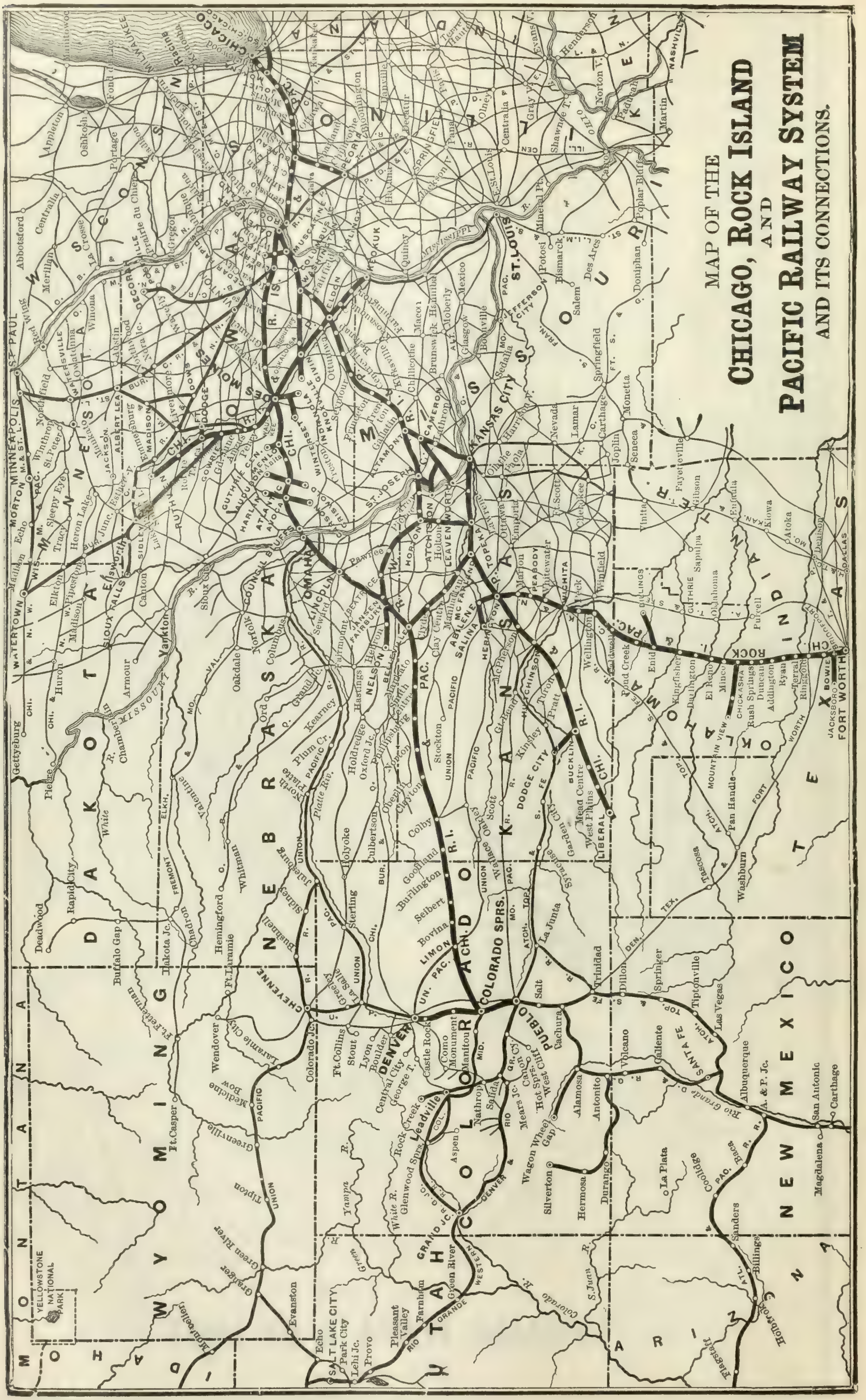
Bonds.—Of the $2,000,000 prior lien 4½s (City Trust Co. of N. Y., trustee), $750,000 are reserved for future extensions, improvements, etc., all the remaining securities shown in table above being issued for reorganization purposes. Stock, com., $3,600,000; pref., $3,750,000. For 7 months ending Jan. 31, 1900, gross, $900,448; net, $226,289; taxes, $30,277; net for interest, $196,018. For year 1898-99 total gross earnings, $1,214,344. Estimate in plan: gross, $1,200,000; operating expenses, $900,000; taxes and rentals, $75,000; fixed charges, $156,250; balance, $68,750. V. 68, p. 976. President, Charles E. Kimball, New York; Sec. and Treas., Ralph Blaisdell, Springfield, Ill. Thomas Carmichael, New York, office 27 Pine St., is largely interested. V. 70, p. 75, 429.

Chicago Rock Island & Pacific Ry.—*(See Map)*—Road.—Operates from Chicago, Ill., via Omaha, Neb., to Denver and Colorado Springs, Col., and via Kansas City, Mo., to Terral, I. T., with branches.

Lines owned—	*Miles.*
Chic., Ill., to Council Bluffs, Ia.	500
Davenp't, Ia., to Atch'n, Kan.	341
Elwood to Liberal, Kan.....	440
Herington, Kan., to Terral, I.T.	349
Horton, Kan., to Roswell, Col.	569
Branches.....	729
Total owned.....	2,928

Leased, etc.—(¶ Which see.)	*Miles.*
Peoria & Bureau Valley....¶	47
Keokuk & Des Moines.....¶	162
Des Moines & Fort Dodge..¶	144
Trackage to Kansas City, No. Topeka, Kan., Denver, Col., Pueblo, Col., etc.....	338
Tot. lines oper. Apr. 1, 1899	3,619


CHICAGO
Geneva
Shabbona
Aurora
Paw Paw
Amboy
Denrock
Noel
Iowa City
Eldridge
Wilton Jc.
W. Liberty
Davenport
Iowa Jc.
Nichols
Muscatine
Barstow
Colon Sta.
Walnut Jc.
Earlville
Mendota
JOLIET
Minooka
Morris
Brisbane
Seneca
Ottawa
Orion
Fredonia
Pre-emption
Buda
Spring Valley
La Salle
Coal City
Bureau
Mazon
Winfield
Arpee
Alpha
Galva
Keithsburgh
Rio
Wenona
STREATOR
Essex
Momence
Kankakee
Wyoming
Chillicothe
Lacon
Varna
Anacona
Dwight
Reddick
Otto
Galesburg
Monico
Princeville
La Rosa
Monmouth
Gladstone
Minonk
St. Anne
Saxony
Burlington
Abingdon
Yates City
Pontiac
PEORIA
Streator Jc.
Chenoa
Chatsworth
Ft. Madison
Iowa Jc.
Dallas Cy.
London Mills
Farmington
El Paso
Fairbury
Forrest
Gilman
PEKIN
Morton
Watseka
La Harpe
Bushnell
Stoehrs
Parkland
Manito
Union
Risk
Keokuk
Ferris
Carthage
Cuba
Cissna Jc.
Cissna Park
Bloomington
Gibson City
Paxton
Lewistown
Forest City
Bishop
Topeka
Quiver
Warsaw
Delavan
Hoopeston
Vermont
HAVANA
Leroy
Laurette
Lakewood
Matanzas
Kelsey
Conover
Atlanta
Farmer Cy.
Rantoul
Alvan
Golden
Rushville
Bath
Saidora
Kilbourne
Oakford
Midland City
Mansfield
Chandlerville
Victoria
Lincoln
Clinton
Camp Pt.
Beardstown
Anderson
Atterbury
Hill Top
Kenney
Lodge
Champaign
Danville
Clayton
PETERSBURG
Tice
Mt. Pulaski
Monticello
White Heath
Quincy
VIRGINIA
Athens
Maroa
Sidney
Little Indian
Cantrall
Litterberry
Cora
Ridgely
Tolono
Fall Creek
Decatur
Bement
Sidell
Bluffs
SPRINGFIELD
Hull
Pittsfield Jc.
Chapin
Gardner
Hammond
Hannibal
JACKSONVILLE
CURRAN
Hervey Cy.
Tuscola
Sudduth Park
Loami
Maxwell
Lovington
Arcola
Brocton
Pittsfield
BALT.
Taylorville
Sullivan
Paris
Roodhouse
WAVERLY
Rohrer
Modesto
Charleston
Louisiana
Palmyra
Hettick
Windsor
Mattoon
Greenfield
Carrollton
HAGAMAN
Shelbyville
Terre Haute
Bowling Green
Columbiana
Chesterfield
Challacombe
Pana
Tower Hill
Marshall Jc.
Neoga
Cowden
Stewardson
Casey
LOCK HAVEN
GRAFTON
Chautauqua
Elsah
MEDORA
Fidelity
LITCHFIELD
J. & S.L.Jc.
Shumway
Greenup
JERSEYVILLE
McClusky
Dow
Beltrees
Mt. Olive
Staunton
Ramsey
Effingham
Sullivan
Sorento
Altamont
Willow Hill
Clifton Terrace
ALTON
Warden
Manix
Vandalia
Newton
Robinson
Gilmore
Hartford
Oldenburg
Smithboro
Edgewood
St. Peters
St. Charles
EDWARDSVILLE
Greenville
Kinmundy
Glen Carbon
Peters
GRANITE CITY
Lawrenceville Jc.
Olney
ST. LOUIS
MADISON
EAST ST. LOUIS
Shattuc
Odin
Flora
Vincennes
Glencoe
O'Fallon
Salem
Union
Pacific
E. Carondelet
Central City
Centralia
Belleville
Wickes
Windsor
Millstadt Jc
Mt. Carmel
Brown's
Fairfield
Princeton
Riverside
Nashville
Ashley
Drivers
Mt. Vernon
Silicia
Grayville
Fort Branch
De Soto
Coulterville
Sparta
Tamaroa
Blackwell
Evansville
Pinckney V.
McLeansboro
Enfield
Carmi
Potosi
Bonne Terre
Percy
Duquoin
Benton
Evansville
Summit
Chester
Norris City
Mt. Vernon
Bismarck
Doe Run Jc.
Carbondale
Johnson City
El Dorado
Henderson
Uniontown
Turpin
Murphysboro
Marion
Cypress Jc.
Morganfield
Shawneetown
Ironton
Dekovan
MAP OF THE
CHICAGO, PEORIA & ST. LOUIS
RAILWAY.


MAP OF THE
CHICAGO, ROCK ISLAND
AND
PACIFIC RAILWAY SYSTEM
AND ITS CONNECTIONS.
CHICAGO
MILWAUKEE
ST. PAUL
MINNEAPOLIS
WATERTOWN
MORTON
SIOUX FALLS
YANKTON
OMAHA
COUNCIL BLUFFS
DES MOINES
ST. LOUIS
KANSAS CITY
DENVER
COLORADO SPRS.
PUEBLO
LEADVILLE
SALT LAKE CITY
GRAND JC.
TOPEKA
ATCHISON
LEAVENWORTH
ABILENE
SALINA
HERINGTON
McPHERSON
PEABODY
WICHITA
GUTHRIE
ENID
EL RENO
CHICKASHA
DUNCAN
ADDINGTON
RYAN
TERRAL
FORT WORTH
BOWIE
JACKSBORO
DENISON
DALLAS
ATOKA
KIOWA
EUFAULA
GIBSON
FAYETTEVILLE
SENECA
JOPLIN
MONETTA
CARTHAGE
LAMAR
NEVADA
SPRINGFIELD
MONETT
POPLAR BLUFF
DONIPHAN
CAIRO
MARTIN
PADUCAH
NORTON
NASHVILLE
HENDERSON
EVANSVILLE
TERRE HAUTE
INDIANAPOLIS
PEORIA
ROCK ISLAND
DAVENPORT
CLINTON
DUBUQUE
LA CROSSE
WINONA
RED WING
ABBOTSFORD
MERRILLAN
OSHKOSH
APPLETON
MANITOWOC
MILWAUKEE
CHICAGO
YELLOWSTONE NATIONAL PARK
PACIFIC
UNION
UNION PAC.
ATCH. TOP. & S. FE
MISSOURI PAC.
CHI. & N. W.
CHI. R. I. & P.
CHI. B. & Q.
CHI. & ALT.
CHI. & E. ILL.
CHI. & ILL. CENT.
CHI. & ILL. SOU.
CHI. & ST. L.
CHI. & W. IND.
CHI. & WEST MICH.
CHI. & WEST IND

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chic. & No. Western—(Con.)—30-year deben...c*&r	....	1891	1,000&c	g$9,819,000	5	A 15 & O	N. Y. Office, 52 Wall St.	Apr. 15, 1921
Extension 4s, $20,000,000 ($20,000 p. m.)..c&r	....	1886	1,000&c	h17489,000	4	F 15&A.	do do	Aug. 15, 1926
Gen'l gold bond, mort., $165,000.000. Us..c*&r	....	1897	1,000&c	9,347,000	3½ g.	¶	do do	Nov. 1, 1987
Bonds of Proprietary Lines.								
Winona & St. Peter 2d mortgage (now 1st) guar..	139	1867	1,000	1.592,000	7	M. & N.	do do	Nov. 1, 1907
1st mort. extens., gold, land grant, s.f., guar...c*	184	1871	100 &c.	k 4,038,500	7 g.	J. & D.	do do	Dec. 1, 1916
Minnesota Valley Ry. 1st mortgage.....	24	1878	.....	150,000	7	A. & O.	do do	Oct. 1, 1908
Plainview RR. 1st M. (Eyota to Plainv'w, Minn.)	15	1878	.....	100,000	7	M. & S.	do do	Sept. 1, 1908
Roch. & No. Minn. 1st M., gu. (assumed by W. & St. P.)	24	1878	.....	200,000	7	M. & S.	do do	Sept. 1, 1908
Dak. Cent. 1st M., gu. (Watert'n to Redfield, S.D.)	71	1882	.....	a 1,007,000	6	M. & S.	do do	Sept. 1, 1907
Dak. Cent. 1st M. on So'east Div. (to Hawarden) gu.	125	1882	.....	2,000,000	6	M. & N.	do do	Nov. 1, 1907
Frem. Elk. & M. V. consol M. $20,000 p. m. see text.	1,170	1883	$1,000	7,725,000	6	A. & O.	do do	Oct. 1, 1933
Sioux City & Pac. pref. stock (1st mort. on 6 m.).	6	....	100	169,000	7	A. & O.	do do	Apr. 2, '00, 3½
Chic. Peo. & St. L.—Prior lien M., g., call at 107½.c*	230	1900	1,000	1,250,000	4½g.	M. & S.	New York.	Mar. 1, 1930
Consol. M., $2,000,000, gold, called at 105.....	230	1900	1,000	2,000,000	5 g.	J. & J.	do	July, 1930
Income M., 5 p. c. non-cum., called at par.....	230	....	.....	2,000,000	.....	.....	.....	.....
Litch. & Mad. (Income) M. $500,000 5%, non-cum.	44	....	.....	500,000	.....	.....	.....	.....
Chicago Rock Island & Pac.—Stock (for $50,000,000)	....	....	100	50,000,000	5 in '99.	Q.—F.	New York and Chicago.	May 1, '00, 1¼
1st mort., Chic., Ill., to Council Bluffs & branches.c*	736	1877	1,000&c	12,500,000	6	J. & J.	N. Y., 13 William St.	July 1, 1917
General mortgage, $100,000,000, gold. Ce...c*&r	3,182	1898	1,000&c	54,581,000	4 g.	J. & J.	do do	Jan. 1, 1988
Chicago St. Paul Minneapolis & Omaha—Com. stock.	....	....	100	18,552,600	5 in 1900	Feb.	N. Y., Office, 52 Wall St.	Feb. 20, '00, 5
Preferred stock, non-cumulative (see text).....	....	....	100	11,256,800	7 in '99.	F. & A.	do do	Feb. 20, '00, 3½
St. Paul Stillwater & Taylors' Falls 1st mort. ...c	21	1878	500 &c.	334,800	7	J. & J.	do do	Jan. 1, 1908
Hud. & River Falls 1st M., Hudson to River Falls. c	12	1878	1,000	125,000	8	J. & J.	do do	July 1, 1908
Ch. St. P. & Minn. 1st M., g., Elroy to L. St. C. ass'd. c*	177	1878	500 &c.	2,189,000	6 g.	M. & N.	do do	May 1, 1918
St. P. & Sl'x C. 1st. M, g. ($7,000,000) $10,000 p. m. c	607	1879	1,000	6,070,000	6 g.	A. & O.	do do	Apr. 1, 1919
No. Wis. 1st M. Lake St. C. to n'r Spooner ass'med. c*	80	1880	1,000	800,000	6	J. & J.	do do	Jan. 1, 1930
Sault Ste. Marie & Southwest'n 1st M., assumed. c	37	1890	1,000	400,000	5	M. & N.	do do	Nov. 1, 1915
Ch. St. P. M. & O. con. M., $30,000,000 ($15,000 p. m) c*	....	1880	1,000	14,224,000	6	J. & D.	do do	June 1, 1930
Chic. Term'l Tr. RR.—Ch. & Gt. W., 1st M., g., ass'd. c*	....	1886	1,000	394,000	5 g.	J. & D.	N. Y., Mercantile Trust.	June 1, 1936
City of Chicago purchase money mort., assumed	....	....	.....	650,000	5	M. & N.	To City of Chicago.	May 1, 1938
Chic. Term. Transf. 1st M., g., $16,500,000 Us. c*&r	91	1897	1,000	13,000,000	4 g.	J. & J.	N. Y., Mercantile Trust.	July 1, 1947

In addition to the bonds outstanding as above, the sinking fund July 1, 1899, held, **a**, $58,000; **b**, $593,327 (these in treasury). **f.**, $521,000 (and $10,000 on hand); **g.**, $81,000; **h.**, $1,143,000; **k.**, $202,500. ¶ Coupon interest M. & N.; registered Q.—F

Chicago Rock Island & Pacific Ry.—CONCLUDED.

Chicago Rock Island & Texas, Terral to Fort Worth, Tex., 93 miles; bonds are all deposited as collateral to the gen. mort. bonds, but the road is operated separately. V. 61, p. 793. In Oct., 1899, extension reported under construction from Gowrie to Sibley, Ia., 110 miles, under charter of the Gowrie & Northwestern RR. Line, Enid to Billings, O. T., about 26 miles, completed Dec, 1899, also under construction Jan., 1900, Anadarko to Fort Sill, O. T., about 33 miles. In Mar., 1900, contract reported let for branch from Kingfisher, O. T., to Guthrie, 26 m., also for branch Mountain View, Okla., west about 40 m.

HISTORY.—The present Chicago Rock Island & Pacific was a consolidation June 2, 1880, with $50,000,000 stock authorized.

STOCK.—Stock was raised in 1898 to $50,000,000. V. 68, p. 1136.

DIVIDENDS since '88, p.ct.	'89	90	'91	'92	'93	'94	'95	'96	'97	'98	'99	1900.
	4	4	3	4	4	3½	2	2	2½	4½	5	Inc. May, 2½

Also in 1898 a distribution of 10 per cent was made in stock to represent earnings expended for extensions, etc., in 1880-85. (V. 68, p. 1136.) 1881 to '87, 7 p. c. yearly in cash; '88, 6½ p. c.

Dividends in '98-9 above 4 per cent were charged to Addition and Improvement Account, which also stands pledged to pay a ¼ per cent "special" dividend quarterly up to and including the next regular dividend day following Jan. 1, 1903. V. 68, p. 1136.

BONDS.—The refunding mortgage is for $100,000,000 (Central Trust Co., trustee), of which $65,847,600 were reserved to retire $62,712,000 existing bonds (including $50,212,000 paid in 1898-9); $2,000,000 were immediately available for additions or improvements; $500,000 have been issued to facilitate the issue of refunding bonds; $5,500,000 will be available after 1902 at $18,000 per mile, to retire bonds on lines purchased, and remainder are issuable at not over $1,000,000 per annum for permanent improvements and additions, including equipment. See Mortgage **Abstract** in V. 66, p. 522.

GENERAL FINANCES.—Av. freight train load in 1898-9, 174 tons; rate per ton mile, 0·99c.; in 1897-8, 169 tons; rate per ton mile 0·97c.

Refunding.—The refunding of the bonded debt during 1898-99 was to save $496,621 yearly.—V. 65, p. 571; V. 67, p. 55. In Jan., 1900, $53,581,000 of the new general 4s had been listed.

In Jan., 1899, sold 123 miles of the Wisconsin Minnesota & Pacific, operated by the Minn. & St. Louis, to that company, for about $1,600,000. This amount is applicable to improvements. The remaining 94 miles were sold in 1899 to Chicago Gt. Western parties. V. 68, p. 976.

EARNINGS.—From April 1 to Feb. 28 (11 months).

11 *mos.*	*Gross.*	*Net.*	*Int., etc.*	*Balance.*
1899-1900.....	$21,449,597	$7,623,950	$3,547,500	sur. $4,076,450
1898-1899.....	19,714,551	7,094,813	3,601,725	sur. 3,493,088

ANNUAL REPORT.—The fiscal year ends March 31. Annual meeting is held in Chicago on the first Wednesday in June. Report for 1898-99 at length was in V. 68, p. 1129, 1135—see also editorial, p. 1102.

Year ending March 31—	1899.	1898.	1897.
Passenger earnings.....	$5,053,581	$4,316,817	$4,072,127
Freight.....	14,351,656	13,835,995	11,229,175
Mail, express, rentals, etc....	1,262,677	1,395,771	1,845,351
Gross earnings.....	$20,667,914	$19,548,583	$17,146,653
Net earnings.....	$6,991,804	$6,952,616	$5,533,825
From land department.....	6,000	9,000	12,243
Income from loans, etc.....	704,468	470,785	
Total income.....	$7,702,272	$7,432,401	$5,546,068
Rent leased roads.....	$716,802	$671,565	$681,730
Interest on debt.....	3,084,616	3,320,987	3,321,525
Missouri River bridges.....	127,737	117,997	99,217
Dividends.....	(4) 1,960,389	(3) 1,384,674	(2) 923,116
Balance.....	$1,812,728	$1,937,178	$520,480

—(V. 68, p. 186, 523, **1129, 1135**; V. 69, p. 384, 694, 743.)

Chicago St. Paul Minneapolis & Omaha Ry.—*(See Map Chicago & North Western.)*—ROAD.—Main line—Elroy, Wis., to Omaha, Neb., 593 miles; other lines, 945 miles; total, 1,538 miles, of which 1,474 miles are owned and 64 miles leased. V. 69 p. 1147.

HISTORY.—This was a consolidation July, 1880, of the Chicago St. Paul & Minneapolis, the North Wisconsin and the St. Paul & Sioux City.

In November, 1882, a controlling interest in the stock was purchased for the Chicago & North Western Railway by the acquisition of 93,200 shares of common and 53,800 shares of preferred.

STOCK.—Authorized common, $21,403,293; preferred, $12,646,833. Held by the company Dec. 31, 1898, common stock and scrip, $2,844,139; preferred stock and scrip, $1,386,921. Preferred stock has a prior right to non-cumulative dividend of 7 per cent; but common is never to receive more than is paid on preferred.

DIVIDENDS since '88.	'89.	'90.	'91.	'92.	'93 to '96.	'97.	'98.	'99	'00
Common, in Feb., %	..	..	..	..	None.	2	2	3½	5
Preferred. P. ct..	3	4	4	6½	—7 per ann. (3½ F&A.)—				

BONDS.—There are $75,000 Minneapolis Eastern 1st m. guar. 7s due Jan. 1, 1909; $1,500,000 Superior Short Line Ry. bonds are owned. Chicago St. Paul & Minneapolis 1st 6s, due 1918, and North Wisconsin 1st 6s, due 1930, are exchangeable at option of holder at any time, dollar for dollar, for consol. 6s of 1880, due 1930.—V. 68, p. 521.

LANDS.—Sales in '98, 20,238 acres, for $51,661; unsold, 382,411 acres.

LATEST EARNINGS.—From Jan. 1 to Nov. 30 (11 months) gross, $9,694,239 in 1899; $8,643,285 in 1898.

ANNUAL REPORT.—Report for 1898 was in V. 68, p. 521.

Year ending Dec. 31—	1898.	1897.	1896.
Gross earnings.....	$9,590,992	$8,652,793	$8,156,192
Operating expenses and taxes.	6,091,563	5,737,447	5,137,034
Net earnings.....	$3,499,429	$2,915,346	$3,019,158
Net rentals paid.....	111,523	114,626	113,946
Net int. on debt (less other inc.)	1,393,852	1,411,470	1,405,353
Div. on pref. stock.....	(7) 787,976	(7) 787,986	(7) 787,976
Div. on com. stock.....	(3½) 649,285	(2) 370,984	(2) 370,982
Surplus of RR. Co.....	$136,621	$230,281	$340,901
Net from land sales.....	$58,932	$55,191	$1,662

—(V. 66, p. **424, 516**, *520*; V. 68, p. 129, **521**, 1193.

Chicago Terminal Transfer RR.—*(See Map.)*—PROPERTY.—Consists of passenger and freight terminals in city of Chicago, lines of railway leading thereto, and a belt line around the city. Company owns 760 acres of land in and adjacent to the city, of which 50 acres are in the centre of the business district; also includes 7,500 feet of dock property on Chicago River. Nearly all land, including that upon which tracks have been built, is owned in fee.

ROAD OWNED—	*Miles.*	LEASED LINES—	*Miles*
Harrison to Madis'n St., Chic.	10·86	Chicago Junc. Ry. (McCook to Franklin Park).....	10·54
46th St. to South Oak Park..	5·36	Chicago Junction Ry.....	·13
40th St. to Cem., etc.....	6·76	TRACKAGE—	
Western Ave. to Blue Island.	15·19	E. Chic. Harb. to South Chic. (B. & O.).....	6·61
Harvey Junc. to Harvey.....	3·87		
Clark Jct. to McCook.....	28·44	Total June 30, 1899.....	108·34
East Chicago to Whiting...	3·89	2d track,.....	53·20
Franklin Park to Mayfair....	*6·75	Sidings.....	101·89
Harvey to Chicago Heights..	9·94	Total, all tracks.....	263·43
Total.....	91·06		

(* Building in 1899.)

In Apr., 1900, acquired trackage rights over Chic. W. Pullman & So. RR.

HISTORY.—A reorganization in June, 1897, of Chicago & Northern Pacific and Chicago & Calumet Terminal, **plan V. 64, p. 888, 898.**

TENANTS.—Balt. & Ohio, Chic. Great Western, Chicago Hammond & Western, Suburban RR. Co. of Chicago. In 1898-99 the St. Louis Peoria & Northern Ry. Co. contracted to become a tenant under a 99-year lease, which was modified in respect to the commuted rental payable thereunder, and Edward H. Harriman, Jacob H. Schiff, James Stillman and George J. Gould have jointly and severally agreed that on or before Jan. 1, 1904, "they will cause the Chicago & Alton RR. Co., or some other corporation satisfactory to the Terminal Company as to responsibility, to become the successor to the St. Louis Company as lessee under said lease of Oct. 1, 1898." The modified rental is now $96,000 per annum. V. 68, p. 1225; V. 69, p. 703.

SECURITIES.—*Stock*—The $17,000,000 pref. is entitled to preference to the $13,000,000 common in liquidation, and to non-cum. dividends at 4 p. c. per annum before any dividends are paid on common. *Bonds*—Of the $16,500,000 1st 4s, $1,305,000 are reserved to retire the $1,044,000 assumed bonds; $1,905,000 for new property as provided in the mortgage and $290,000 are held in the treasury.

LATEST EARNINGS—8 mos. July 1 to Feb. 28. 1899-0...Gross, $812,316; net, $486,328. 1898-9...Gross, 786,493; net, 482,033

REPORT.—Report for year ending June 30, 1899, given at length in V. 69, p. 702, shows gross, $1,221,107; net, after deducting taxes, $679,161; interest, $572,200; bal., sur., $106,961.

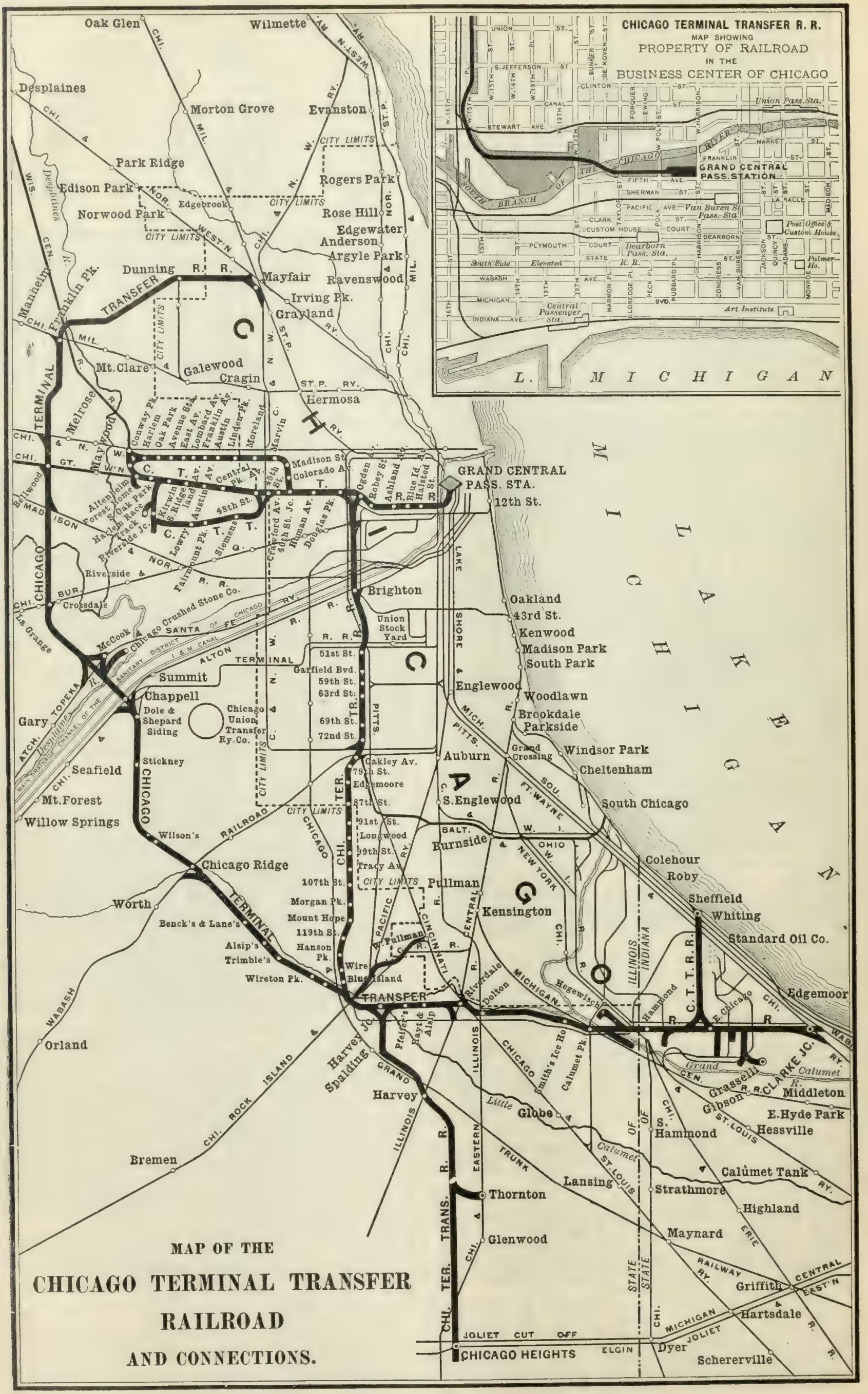
OFFICERS.—Chairman of Executive Committee, Edward D. Adams, N. Y.; Pres. and Gen. Mgr., J. N. Faithorn, Chicago, Ill.; Sec., George P. Butler, Mills Building, N. Y.—V. 69, p. 1148; V. 70, p. 381, 791.

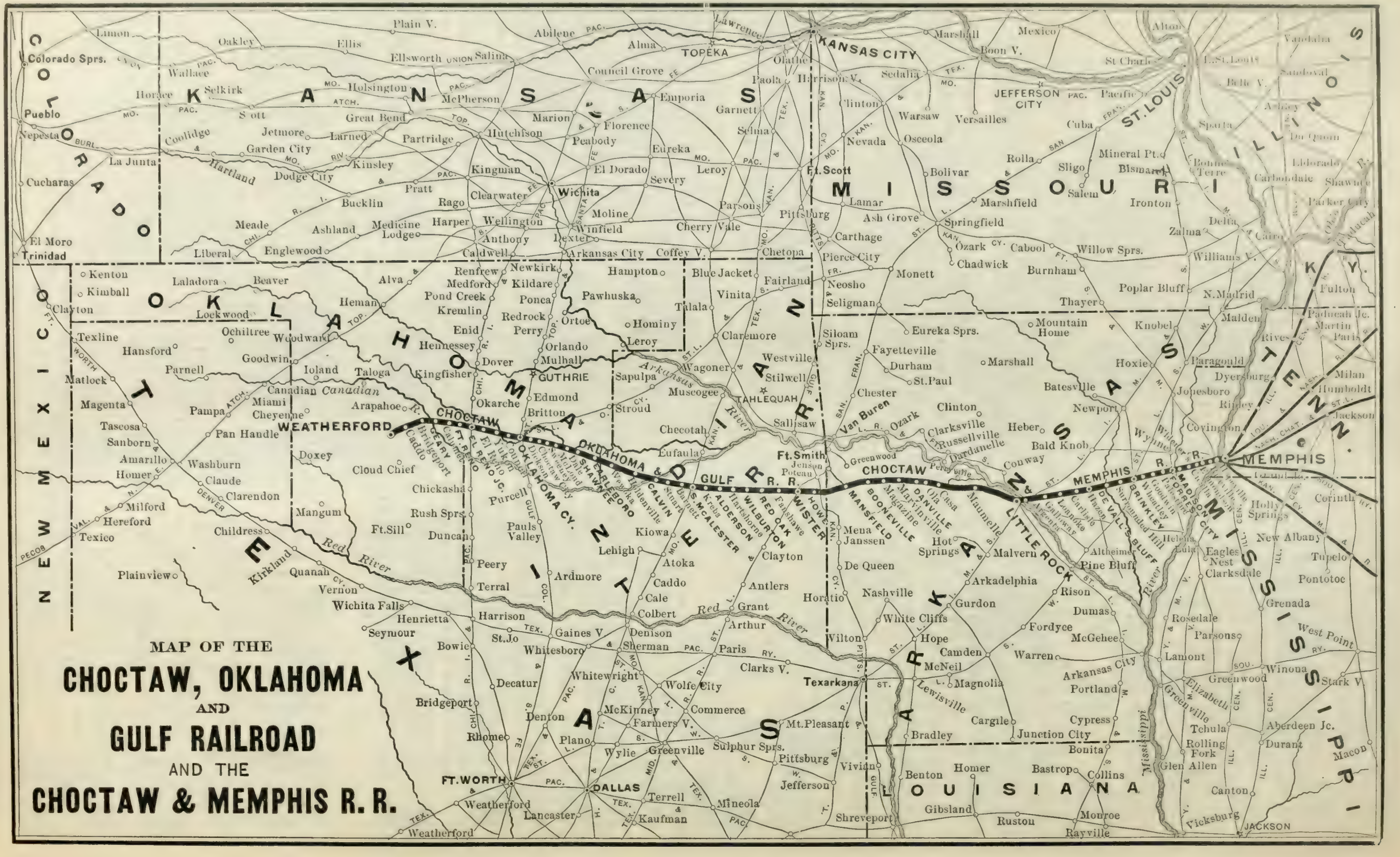
Chicago & Western Indiana RR.—Owns a valuable terminal system of roads affording entrance into Chicago to the roads named below. Its lines extend from Dearborn Station, Polk Street, Chicago, to Dolton, 17 miles, also to Indiana State Line, 10 miles, to Cragin, 16 miles, and to South Chicago, 5 miles; total, 48 miles; total track, including 2d, 3d, 4th tracks and sidings, 217 miles; also owns 860 acres of real estate, passenger and freight yards, warehouses, elevators, etc. The Belt Ry. of Chicago leases and operates 99 miles of the 217 miles owned by the Ch. & W. I., its securities being all held by the companies leasing the Chicago & W. I.; see V. 60, p. 1058.

LEASES.—This company's road and terminals are leased under perpetual contracts to the Wabash, the Chic. & Grand Trunk, the Chicago & Eastern Illinois, the Chicago & Erie and the Chicago Indianapolis & Louisville, each of which five companies owns $1,000,000 stock. They are also leased to the Atchison, the Elgin Joliet & Eastern and the Belt Railway. The annual rentals must always exceed by at least 20 per cent the interest on the bonds outstanding.

DIVIDENDS.—	1892-94.	1895.	1896.	1897.	1898	1899.	1900.
Per cent.	6 yearly.	7½	6	6	6	6	Inc. Ap. 3

BONDS.—Sinking fund payments (amounting in year 1899 to $194,000) annually retire a portion of the first mortgage bonds at 105 and interest, and after they are all drawn the general mortgage bonds become subject to same sinking fund and will be drawn at same price in such annual amounts as will retire the debt at or before maturity. In June, 1899, $14,365,000 general 6s had been issued, of which $2,500,000 were reserved to retire firsts and $1,999,333 canceled; $102,000 first


CHICAGO TERMINAL TRANSFER R. R.
MAP SHOWING
PROPERTY OF RAILROAD
IN THE
BUSINESS CENTER OF CHICAGO
L. MICHIGAN
Union Pass. Sta.
GRAND CENTRAL PASS. STATION
Van Buren St. Pass. Sta.
Dearborn Pass. Sta.
Post Office & Custom House
Palmer Ho.
Art Institute
Central Passenger Sta.
South Side Elevated R. R.
South Branch of the Chicago River
Oak Glen
Wilmette
Desplaines
Morton Grove
Evanston
Park Ridge
Edison Park
Norwood Park
Edgebrook
Rogers Park
Rose Hill
Edgewater
Anderson
Argyle Park
Ravenswood
Dunning
Mayfair
Irving Pk.
Grayland
Galewood
Mt. Clare
Cragin
Hermosa
Manheim
Franklin Pk.
TRANSFER
TERMINAL
Melrose
Maywood
Bellwood
Conway Pk.
Harlem
Oak Park Avenue Sta.
East Av.
Lombard Av.
Franklin Av.
Austin Av.
Linder Pk.
Moreland
Marvin
Madison St.
Colorado Av.
Central Pk. Av.
Ogden Av.
Robey St.
Ashland Av.
Blue Id. Av.
Halsted St.
GRAND CENTRAL PASS. STA.
12th St.
Altenheim
Forest Home
S. Oak Park
Harlem Race Track
Riverside Jc.
Kirwin
S. Ridge land
Austin
48th St.
Lowry
Siemens
Fairmount Pk.
Crawford Av.
40th St. Jc.
Human Av.
Douglas Pk.
Riverside
Crossdale
Brighton
Oakland
43rd St.
Kenwood
Madison Park
South Park
Englewood
Woodlawn
Brookdale
Parkside
Windsor Park
Cheltenham
Union Stock Yard
51st St.
Garfield Bvd.
59th St.
63rd St.
69th St.
72nd St.
Summit
Chappell
Dole & Shepard Siding
Chicago Union Transfer Ry. Co.
Gary
Stickney
Seafield
Mt. Forest
Willow Springs
Wilson's
Chicago Ridge
Worth
Benck's & Lane's
Alsip's
Trimble's
Wireton Pk.
Morgan Pk.
Mount Hope
119th St.
Hanson Pk.
Wire
Blue Island
Cakley Av.
79th St.
Edgemoore
87th St.
91st St.
Longwood
99th St.
Tracy Av.
107th St.
Auburn
S. Englewood
Burnside
Pullman
Kensington
Colehour
Roby
Sheffield
Whiting
Standard Oil Co.
Edgemoor
Hammond
E. Chicago
Grand Crossing
Middleton
E. Hyde Park
Hessville
S. Hammond
Calumet Tank
Strathmore
Highland
Maynard
Griffith
Hartsdale
Dyer
Schererville
Orland
Bremen
Harvey
Spalding
Thornton
Glenwood
Lansing
Globe
Little
Calumet
Grand Calumet
Gibson
CLARKE JC.
TRANSFER
JOLIET CUT OFF
CHICAGO HEIGHTS
ELGIN
Chicago Crushed Stone Co.
SANITARY DISTRICT
I & M CANAL
MAIN DRAINAGE CHANNEL OF THE
Des Plaines
CITY LIMITS
RAILROAD
TERMINAL
ALTON
WABASH
ROCK ISLAND
GRAND TRUNK
EASTERN ILLINOIS
ERIE
RAILWAY
CENTRAL
EAST'N
MICHIGAN
JOLIET
STATE
LAKE SHORE & MICH. SOU.
FT. WAYNE
OHIO
NEW YORK
BALT.
PITTS.
CINCINNATI
PACIFIC
C. T. T. R. R.
ILLINOIS INDIANA
MAP OF THE
CHICAGO TERMINAL TRANSFER
RAILROAD
AND CONNECTIONS.


COLORADO
KANSAS
OKLAHOMA
TEXAS
NEW MEXICO
MISSOURI
ARKANSAS
LOUISIANA
ILLINOIS
MISSISSIPPI
KY.
TENN.
Colorado Sprs.
Pueblo
Nepesta
La Junta
Cucharas
El Moro
Trinidad
Limon
Oakley
Wallace
Ellis
Plain V.
Ellsworth
Salina
Abilene
Lawrence
Alma
TOPEKA
Olathe
KANSAS CITY
Council Grove
Emporia
Paola
Harrisonv.
Marshall
Mexico
Boon V.
Sedalia
JEFFERSON CITY
Horace
Selkirk
Holsington
McPherson
Garnett
Clinton
Warsaw
Versailles
Pacific
St Charls
Alton
Vandalia
Sandoval
Belle V.
Ashley
Sparta
Du Quoin
Eldorado
Carbondale
Shawnee
Parker City
Ohio R.
Cairo
Paducah
Martin
Paris
Milan
Humboldt
Jackson
Scott
Great Bend
Marion
Florence
Peabody
Selma
Nevada
Osceola
Cuba
Rolla
Sligo
Mineral Pt.
Bismarck
Bonne Terre
Salem
Ironton
Coolidge
Garden City
Jetmore
Larned
Partridge
Hutchison
Eureka
Leroy
Ft.Scott
Bolivar
Hartland
Dodge City
Kinsley
Kingman
El Dorado
Severy
Lamar
Marshfield
Springfield
Ash Grove
Carthage
Ozark
Cabool
Willow Sprs.
Chadwick
Zalma
Delta
Williams V.
Burnham
Poplar Bluff
N.Madrid
Malden
Knobel
Thayer
Mountain Home
Eureka Sprs.
Fayetteville
Durham
St.Paul
Marshall
Hoxie
Paragould
Dyersburg
Jonesboro
Ridley
Batesville
Newport
Covington
Heber
Bald Knob
Clarksville
Russellville
Dardanelle
Conway
Van Buren
Ozark
Ft.Smith
Jenson
Poteau
Greenwood
Chester
Siloam Sprs.
Pierce City
Monett
Neosho
Seligman
Fairland
Blue Jacket
Vinita
Talala
Claremont
Hominy
Leroy
Pawhuska
Hampton
Alva
Heman
Medford
Pond Creek
Kremlin
Enid
Renfrew
Newkirk
Kildare
Ponca
Redrock
Perry
Ortoe
Orlando
Mulhall
Dover
Kingfisher
Laladora
Beaver
Kenton
Kimball
Clayton
Lockwood
Ochiltree
Woodward
Texline
Hansford
Goodwin
Parnell
Ioland
Taloga
Matlock
Magenta
Canadian
Miami
Cheyenne
Pampa
Arapahoe
Tascosa
Pan Handle
Sanborn
Amarillo
Washburn
Homer
Claude
Clarendon
Milford
Hereford
Texico
Childress
Doxey
Cloud Chief
Mangum
Rush Sprs
Ft.Sill
Duncan
Chickasha
Pauls Valley
Purcell
Lehigh
Kiowa
Peery
Terral
Ardmore
Caddo
Cale
Colbert
Atoka
Clayton
Antlers
Horatio
Nashville
De Queen
Mena
Janssen
Hot Springs
Malvern
Arkadelphia
Gurdon
Rison
Dumas
Fordyce
McGehee
Warren
Arkansas City
Portland
Lewisville
Magnolia
McNeil
Camden
Hope
White Cliffs
Vilton
Texarkana
Grant
Arthur
Red River
Plainview
Kirkland
Quanah
Vernon
Wichita Falls
Henrietta
Seymour
Harrison
Gaines V
Denison
Sherman
Paris
Clarks V.
Bowie
St.Jo
Whitesboro
Decatur
Bridgeport
Whitewright
Wolfe City
McKinney
Farmers V.
Commerce
Denton
Rhome
Plano
Wylie
Greenville
Sulphur Sprs.
Mt.Pleasant
Pittsburg
Jefferson
Vivian
Bradley
Cargile
Junction City
Bonita
Benton
Homer
Bastrop
Collins
Gibsland
Ruston
Monroe
Rayville
Shreveport
Lancaster
Weatherford
Terrell
Kaufman
Mineola
FT.WORTH
DALLAS
Wellington
Anthony
Dexter
Winfield
Arkansas City
Coffey V.
Chetopa
Caldwell
Clearwater
Wichita
Bucklin
Rago
Moline
Cherry Vale
Parsons
Pittsburg
Englewood
Liberal
Meade
Ashland
Medicine Lodge
Harper
Pratt
Coffeyville
Guthrie
Edmond
Okarche
Britton
Arapahoe
Stroud
Chandler
Sapulpa
Muscogee
Wagoner
Stilwell
TAHLEQUAH
Checotah
Sallisaw
Eufaula
Westville
Claremore
Talala
Vinita
Siloam Sprs.
Fairland
Neosho
Seligman
Pierce City
Monett
Chadwick
Springfield
Ash Grove
Carthage
Lamar
Pittsburg
Parsons
Cherry Vale
Coffeyville
Chetopa
Arkansas City
Caldwell
Winfield
Dexter
Anthony
Wellington
Harper
Medicine Lodge
Ashland
Meade
Englewood
Liberal
Bucklin
Pratt
Kingman
Hutchison
Partridge
Larned
Jetmore
Garden City
Coolidge
Kinsley
Dodge City
Hartland
La Junta
Cucharas
El Moro
Trinidad
Pueblo
Nepesta
Colorado Sprs.
Limon
Oakley
Wallace
Ellis
Ellsworth
Salina
Abilene
Alma
Council Grove
Emporia
Florence
Peabody
Marion
Great Bend
Scott
McPherson
Holsington
Selkirk
Horace
Eureka
Leroy
Severy
Moline
Elmdale
Cottonwood Falls
Strong City
Matfield Green
Bazaar
Wilsey
Alta Vista
Dwight
Paxico
Wamego
St.Marys
Belvue
Maple Hill
Wabaunsee
Eskridge
Harveyville
Willard
Auburn
Rossville
Silver Lake
Rochester
Topeka
Oskaloosa
Ozawkie
Meriden
Perry
Lecompton
Lawrence
Baldwin
Ottawa
Princeton
Richmond
Garnett
Greeley
Osawatomie
Paola
Olathe
Harrisonv.
Sedalia
Clinton
Warsaw
Versailles
Cuba
Rolla
Sligo
Mineral Pt.
Bismarck
Salem
Ironton

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & Western Indiana—Stock (see text)	....	....	$100	$5,000,000	6	Q.—J.	Chicago.	Apr. 1, '00, 1½
1st mort., gold, sink. fund, subject call at 105.c*	48	1879	1,000	582,000	6 g.	M. & N.	N. Y., J.P.Morgan & Co.	Nov. 1, 1915
General mort., gold, sinking fund, see text.....c*	48	82-92	1,000	9,868,666	6 g.	Q.—M.	do do	Dec. 1, 1932
Chicago & West Michigan—See Pere Marquette RR.								
Choctaw & Memphis—Pref. stock 6%, $1,762,500..	....	....	50	1,762,500	2, 3, 4	.....	.....	....
1st mort., $3,750,000, int. guar., gold. GP....c&r	282	1899	1,000	3,525,000	5 g.	J. & J.	Philadelphia and N. Y.	Jan. 1, 1949
Choc. Oklah. & Gulf RR.—Com. stock, $3,750,000	....	....	50	3,750,000	2 in 1899	....	Phila., Of., Girard Bldg.	Apr.30,'99,2%
Preferred stock, 5 per cent cumulative.....	....	....	50	3,999,700	5 in 1899	A.&O.31	do do	Apr.30,'99, 2½
General (now first) mort., $5,500,000, gold ....c*	283	1894	1,000	4,800,000	5 g.	J. & J.	do do	Oct. 1, 1919
Cin. Georget'n & Portsm.—1st mort., $500,000...c	42	1881	1,000	252,000	6	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1901
Cincinnati Hamilton & Dayton—Common stock....	....	....	100	8,000,000	.....	.....	Cincinnati.	.....
Pref. stock, A & B, 4 p.c. cum., guar. (call at par)	....	....	100	612,100	4 in 1899	Q.—J.	do	Apr. 3, '00, 1%
do "Eagle" 4 p.c. cum., guar. (call at par)	....	....	100	462,400	4 in 1899	Q.—M.	do	Mch., '00, 1%
New preferrec 4 per cent non-cum., $8,000,000..	....	....	.....	6,925,500	5 in 1899	Q.—F.	do	May 8'00,1¼%
Consolidated mort. (now 1st) $ & £, sink. fund c*	60	1875	1,000	996,000	7	A. & O.	N.Y.,Kessler&Co54Wall	Oct. 1, 1905
do do $389,000 are 5 p. c.c*	60	1875	1,000	1,729,000	5 & 6	A. & O.	do do	Oct. 1, 1905
Second mortgage, gold.....c*	69	1887	1,000	2,000,000	4½g.	J. & J.	do do	Jan. 1, 1937
General mortgage, $7,800,000, gold.....Me.c*	....	1892	1,000	3,000,000	5 g.	J. & D.	N.Y., Blair & Co., 33 Wall	June 1, 1942
Cin. Day. & Iron., 1st M., gold, guar. (assumed.c*	164	1891	1,000	3,500,000	5 g.	M. & N.	N.Y.,Kessler&Co54Wall	May 1, 1941
Cin. Hamilton & Indianap.—1st M., guar. p. & i...	99	1873	1,000	1,800,000	7	J. & J.	N.Y.,Kessler&Co54Wall	Jan. 1, 1903
General mort. for $3,800,000, gold, to be guar...	99	1893	1,000	See text.	5 g.	J. & D.	Treas.,office, Cincin., O	June, 1943
Cincinnati Lebanon & Northern—1st mortgage. c	38	1886	1,000	200,000	5	J. & J.	Cinn., Cen. Tr.& S.D.Co.	Jan., 1916
Cin.& Muskingum Val.RR.—1st M.$2,000,000,g.Fo*	148	1898	1,000	1,500,000	4 g.	F. & A.	N.Y., Farm. L. & Tr. Co.	Aug. 1, 1948
Cincinnati Northern—NEW SECURITIES TO BE ISSU	ED UN	DER	SECOND	MODIFIED P	LAN.			
Common stock.....	....	....	.....	1,500,000	.....	.....	.....	.....
Preferred stock, 5 per cent non-cumulative.Ce..	....	....	.....	2,500,000	.....	.....	.....	.....
First mortgage, gold.....	205	1900	.....	1,500,000	5 g.	.....	.....	.....
Cincinnati Portsmouth & Virginia—Common stock	107	....	100	1,566,000	.....	.....	.....	.....
Preferred stock, non-cumulative (see text).....	107	....	100	594,000	4 in 1899	J. & J.	Cincinnati, Ohio.	Jan. 3, '00, 2%
1st mortgage, $500,000, gold, red. at 105....c&r*	108	1895	1,000	400,000	5 g.	J. & D.	Investm't Tr. Co., Phila.	June 1, 1925
Cincin. Con. Belt 1st M. g., p. & i, gu. red., at 105 c*	....	1899	1,000	200,000	5 g.	J. & J.	Philadelphia.	July 1, 1929
Cin. Richmond & Ft. W.—1st mort., gold, int. gu.c*	86	1871	1,000	1,800,000	7 g.	J. & D.	N. Y., Winslow, L. & Co.	June 1, 1921
Cin. Saginaw & Mack.—1st M., $2,000,000, gold..c*	53	1890	1,000	1,729,000	5 g.	J. & J.	New York and London.	Jan. 1, 1920

6s were called for payment on May 1, 1900, and are deducted in table above.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1898 was in V. 68, p. 1178, showing gross income, $945,433; interest, etc., $656,869; dividends, $300,000; bal., deficit, $11,436.—V. 70, p 480.

Chicago & West Mich.—See Pere Marquette RR.

Chicago Wis. & Minn.—Sold in 1899 to Wisconsin Central Ry.

Chihuahua & Pacific RR.—Completed Apr., 1900.from Chihuahua, Mexico, to Minaca, 125 miles. The company has a Government concession and the line is projected to the Pacific Coast. Stock is $2,500,000, all issued. No bonds issued to April, 1900.—(V.66, p. 573.)

Choctaw & Memphis RR.—*(See Map.)*—Mississippi River, opposite Memphis, to connection with Choctaw Oklahoma & Gulf at Howe, Ind. Ter., 282 miles, of which Little Rock to Howe, 149 miles, was completed about Dec., 1899.—V. 69, p. 1147.

ORGANIZATION.—Successor of the Lit. Rk. & Mem., foreclosed in 1898 and extended 149 miles in 1899. Leased for 95 years from Dec. 1, 1899, to C. O. & G. for a division of through business on a mileage prorate sufficient to guarantee interest on pref. stock, 2 per cent for first year of operation, 3 p. c. for second year and 4 p. c. for third year and thereafter. After payment of 6 per cent on preferred, one-half of net earnings to go to C. O. & G., the other half being available for dividends on $1,762,500 common stock. V. 67, p 126, 529; V. 69, p. 1193.

SECURITIES.—Stock, $1,762,500 ($6,250 p. m.) each of common and 6 p. c. pref. As to guaranty of bonds, see above. V. 69, p. 1345; V.70, p. 531.

Choctaw Oklahoma & Gulf RR.—*(See Map.)*—Operates from Weatherford, Okla. Ter., to Memphis, Tenn., 562·9 miles, of which it owns from Weatherford, Okla. Ter., to the Arkansas-Indian Territory State line, 280·9 miles, and coal mine branches, 4 miles, and leases (from Dec. 1, 1899,) the Choctaw & Memphis RR. from connection with the C. O. & G. RR. at the Arkansas-Indian Territory State line to Memphis, Tenn., 282 miles. In March, 1900, the Tecumseh Ry., from Shawnee, O. T., on the C. O. & G. line to Tecumseh, O. T., 5½ miles, was acquired and operated from March 15, 1900.

HISTORY.—A reorganization of the Choctaw Coal & Railway Co., sold in foreclosure Sept. 9, 1894. Holds valuable coal leases. See Choctaw & Memphis above and V. 67, p. 529; V. 69, p. 1193.

STOCK.—Common, $3,750,000; preferred, 5 per ct. (cumulative after Nov. 1, 1897), $4,000,000; outstanding, $3,999,700; par, $50. As to preferred shares see V. 62, p. 588, 778, 821, 868—(V. 64, p. 134.)

VOTING TRUST.—In March, 1899, a majority of both common and preferred shares had been deposited with Effingham B. Morris, William H. Jenks, Charles E. Ingersoll, George H. Colket and Samuel Dickson as voting trustees, until July 1, 1904.—V. 68, p. 427.

DIVIDEND.—On pref.: In 1898, 5 p. c.; in 1899, 5 p. c.; in 1900, Apr., 2½; First dividend on common, 2 p. c., paid Oct. 31, 1899; in 1900, Apr., 2 p. c.

BONDS.—Sufficient general 5s was reserved to retire prior lien bonds and in July, 1896, $1,500,000 (including $1,200,000 surrendered under plan of March, 1896,) were held for future additions, etc. In 1899 the prior lien 6s were retired, general 5s being issued therefor. V. 69, p. 695.

LATEST EARNS.—4 mos., Nov. 1 to Feb. 28. 1899-0... Gross, $805,143; net, $311,207. 1898-9... Gross, 743,538; net, 312,419.

REPORT.—Year ends Oct. 31. Report for 1898-9 was in V. 70, p. 174.

Years end. Oct. 31—	*Gross of railroad.*	*Gross of mining.*	*Net of both.*	*Interest and taxes.*	*Balance, for year.*
1899.....	$1,352,127	$606,965	$716,902	$258,205	$458,697
1898.....	1,067,534	567,398	597,791	242,208	355,583

From surplus above shown were paid dividends as follows: In 1897-8 on pref., 5 p. c. ($200,000); in 1898-9, on pref., 5 p. c. ($200,000), and on common Oct 31, 1899, 2 p. c. ($75,000).

Coal output in 1898-9 was 419,813 tons against 426,538 tons in 1897-8. Pres., Francis I. Gowen, Philadelphia. V. 70, p. 75, 174, 686.)

Cincinnati Georgetown & Portsmouth.—Cincinnati, southeasterly to Georgetown, 42 m. Stock, $400,000; 1st M. 6s due Apr., 1901, $252,000. Stockholders were to vote Apr. 10, 1900, to issue $125,000 of 5 per cent non-cum. preferred stock and to authorize a $500,000 4 per cent mortgage to redeem the bonded debt and for other purposes. V. 70, p. 739. For 8 mos. to Aug. 31, '99, $44,757, against $38,975 in 1898. For year ending June 30, 1898, gross, $63,317; net, $10,134, applied to new 60-lb. steel rails with consent of bondholders. In 1896-7, gross, $59,733; net, $4,578.—V. 70, p. 739.

Cincinnati Hamilton & Dayton Ry.—*(See Map.)*—Operates a direct line between Cincinnati and Toledo, Ohio, with branches to Indianapolis, Ind., and Ironton, on the Norfolk & Western, etc.

Road owned—(¶ See this Co.)	*Miles.*	*Proprietary roads—*	*Miles.*
Cincinnati to Dayton, O.....	60	Cincinnati Hamilton & Ind...¶	99
Dayton to Deans, O.....	176	Cincinnati & Dayton.....	14
Dayton to Delphos, O.....	98	Columbus Findlay & Northern.	18
Trackage	13	Bowling Green RR.....	21
Roads leased—		Piqua & Troy Branch.....	8
Dayton & Michigan.....¶	142		
Home Avenue RR.....	3	Total of all.....	652

Owns jointly with Clev. Cinn. Ch. & St. L. the Dayton & Union.

HISTORY, ETC.—Main line opened in 1851. Leased lines added at various times since. In July, 1895, consolidated with the Cin. Dayton & Ironton and Cin. D. & Chicago under the name of Cin. Ham. & Dayton *Railway.* V. 60, p. 1104; V. 61, p. 68. Indiana Decatur & Western is operated in connection with the C. H. & D. system. V. 61, p. 1064

STOCK.—Capital stock is common, $8,000,000; preferred 5 p. c. noncumulative, $6,925,500; pref., 4 p. c. cum., $1,074,500. New preferred is entitled to 5 per cent, then common to 5 per cent; then both share equally. V. 69, p, 1300.

DIVIDENDS since consolidation—	1895.	1896 to May, 1900
New preferred, issued in 1895.....	1¼%	5% yearly (Q-F)

BONDS.—The general mortgage is for $7,80'',000, of which $4,800,000 reserved to retire the prior liens at maturity; the prior bonds must not be extended. The mortgage covers the perpetual lease of the Dayton & Michigan, the profits under which are large. V. 54, p. 799; V. 55, p. 373. Accounts and bills payable June 30, 1899, $683,735.

GUARANTIES.—Guarantees securities of Cin. Hamilton & Ind. and Dayton & Michigan; also $933,000 Indiana Decatur & Western first 5s. V. 69, p. 795. As to control of Cin. N. O. & T. P., see that Co.

REPORT.—Fiscal year ends June 30. Report in V. 69, p. 952, showed

Year end. June 30—	1899.	1898	1897.
Gross earnings.....	$5,241,503	$4,908,563	$4,627,352
Net earnings.....	1,582,097	1,487,215	1,398,670
Deduct interest on bonds	$846,970	$846,970	$846,970
Div. pref, stock D. & M. RR.....	96,900	96,900	96,900
Div. com. stock D. & M. RR.....	84,067	84,067	84,107
Div. com. stock Home Ave. RR..	3,460	3,250	.....
Div. pref. stock C. H. & D. Ry...	380,340	383,101	383,033
Total.....	$1,411,737	$1,414,288	$1,411,010
Surplus.....	$170,360	$72,927	def. $12,340

—(V. 67, p. 319, 1002, 1305; V. 69, p. 695, 795, 952, 1300.)

Cincinnati Hamilton & Indianapolis Ry.—*(See Map C. H. & D.)*—Owns Hamilton, Ohio, west to Indianapolis, Ind., 99 miles.

STOCK.—Common stock ($2,500,000) is all owned by the Cincinnati Hamilton & Dayton, which operates the road, V. 57, p. 144. Preferred non-cumulative 7 per cent stock, $281,679.

BONDS.—The first mortgage bonds are guaranteed by the C. H. & D. (authorized $2,500,000), but $700,000, under an agreement of 1880, will not be issued. General mortgage bonds, $1,333,000, issued, but held in the treasury.

EARNINGS.—In year ending June 30, 1898, gross, $747,210; net, $93,372; interest, $126,000; balance, deficit for year, $32,628.

Cincinnati Jackson & Mackinaw RR.—V. 70, p. 581, 583.

Cincinnati & Muskingum Valley RR.—*(See map of Pittsburg Cincinnati Chicago & St. Louis.)*—Owns Morrow, Ohio, to Trinway, O., 148 miles. Successor on Aug. 1, 1898, to the Cin. & Musk. Val. *Ry.*, foreclosed June 29, 1898, and purchased in the interest of Penn. RR. V. 67, p. 27. Of the bonds $500,000 are reserved for future needs. Sinking fund retires yearly, beginning Oct. 1, 1899, one per cent of the amount then outstanding, if offered at par or less. Bonds are not subject to call. Stock, $2,000,000; par $100; all issued. Pennsylvania RR. owns $754,000 of the $1,500,000 bonds. V. 55, p. 1078.

EARNINGS.—Fiscal year ends Dec. 31. Report 1898 in V. 68, p. 1072

Yr. end. Dec. 31.	*Gross.*	*Net.*	*Interest, &c.*	*Balance.*
1899.....	$513,227	$122,847	$60,000	$62,847
1898.....	491,978	89,712	105,280	def. 15,568

—(V. 67, p. 27, 176, 222, 900; V. 68, p. 1072.)

Cincinnati New Orleans & Texas Pacific Ry.—ROAD.—Operates Cincinnati Southern Ry., Cincinnati to Chattanooga, Tenn., 336 m. Lease Cincinnati Southern RR. owned by city of Cincinnati. Rental now, $1,102,000; from Oct. 12, 1901 to 1906, $1,262,000 yearly. As to extension of lease, see V. 70, p. 75. On Sept. 30, 1899, receiver was discharged V. 69, p. 743. Stock controlled in interest of Southern Ry. and Cincinnati Hamilton & Dayton Ry. V. 61, p. 26; V. 65, p. 1173.

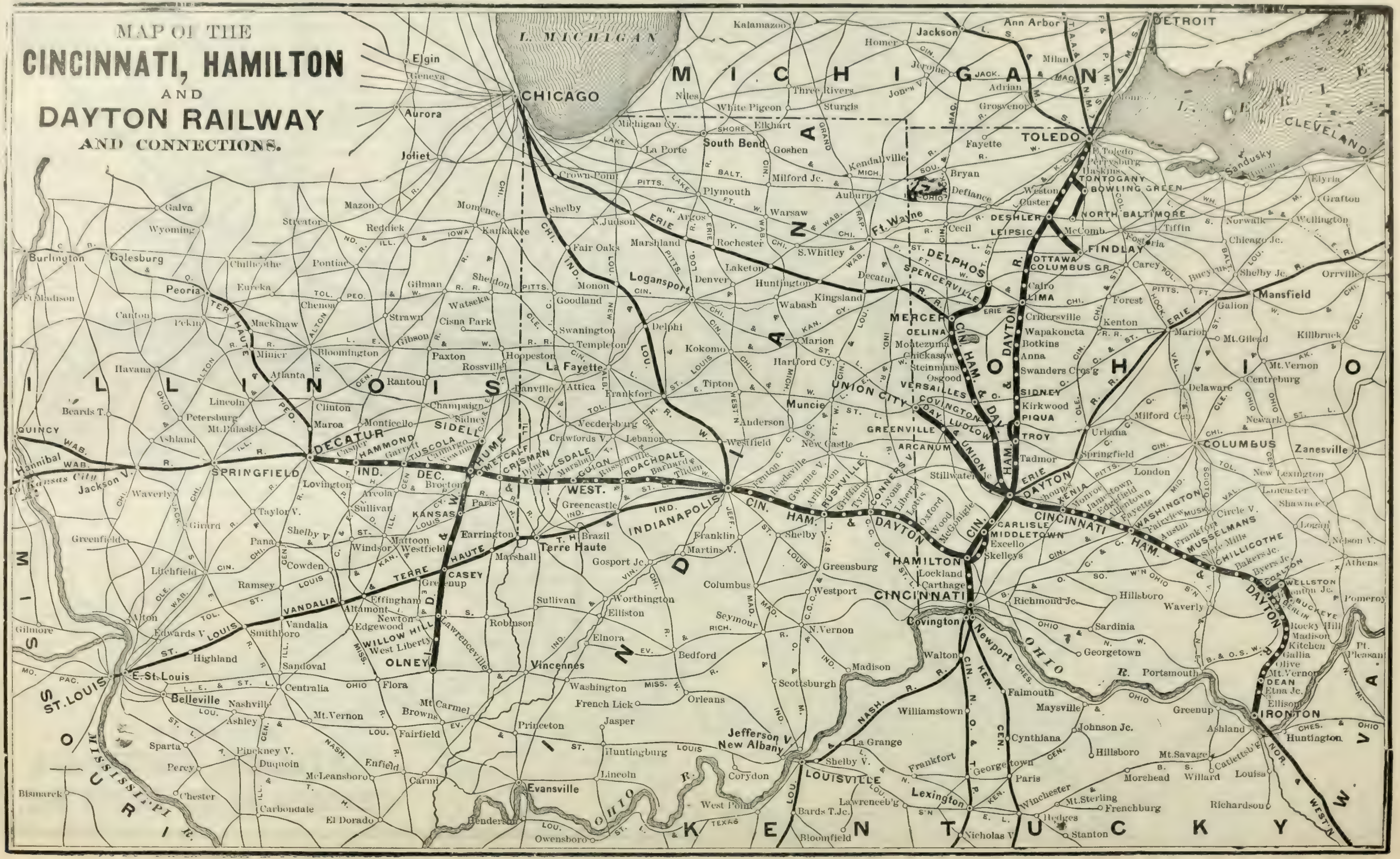
LATEST EARNINGS—8 mos., July 1 to Feb. 28. 1899-0. Gross, $3,428,008; net, $1,002,286. 1898-9. Gross, 3,149,863; net, 1,077,916

ANNUAL REPORT.—Report for 1898-9 was in V. 69, p. 952, showing: Gross, $4,691,232; net, $1,585,006 (against $1,389,682 in 1897-8); rentals, etc., $1,411,445; balance, surplus, $173,561; against surplus $274,278 in 1897-8. V. 69, p. 695, 743, 952; V. 70, p. 75.

Cincinnati Northern RR.—Owns from Franklin, O., via Addison Junc., to Jackson, Mich., 205 miles; trackage (C. C. C. & St. L.), Franklin to Cincinnati, 42 m. Owns terminal property in Cincinnati. Proprietary line Detroit Toledo & Milwaukee, Allegan to Detroit, Mich., and branches, 200 miles, from Feb. 1, 1899. Successor in June, 1897, of Cincinnati Jackson & Mackinaw.

The second modified reorganization plan, dated Mar. 5, 1900 (V. 70, p. 583), provides for the issue of the securities shown in the table above. Under the plan the $4,198,543 Cin. Jackson & Mackinaw bonds heretofore deposited (or the securities issued therefor) will receive 50 per cent of the principal in first preferred stock. The new company will be free to deal with the Det. Tol. & Mil. RR. and the Cincinnati terminals, which will be unencumbered.

MAP OF THE CINCINNATI, HAMILTON AND DAYTON RAILWAY AND CONNECTIONS.



MAP OF THE

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Clearfield & Mahoning—Stock, 6 per cent rental..	....	....	$50	$750,000	6	J. & J.	Checks mailed.	Jan. 1, 1900
1st mortgage, gold, guar. B. R. & P.....c*&r	26	1893	1,000	650,000	5 g.	J. & J.	N. Y., Guaranty Tr. Co.	Jan. 1, 1943
Cl'evel'd Akron & Columb.—Gen. M. (now 1st,) g..c	177	1887	500 &c.	1,800,000	5 g.	M. & S.	Hamilton Tr., Bk'lyn.	Mch. 1, 1927
Equip. Tr. & 2d M., g., red. at par Aug. 1, 1900.c*	177	1890	1,000	730,000	6 g.	F. & A.	do do	Aug. 1, 1930
Cleveland Cincinnati Chicago & St. Louis—								
Common stock ($28,700,000 authorized)	....	....	100	27,987,835	See text.	.....	N.Y.,J. P. Morgan&Co.	Mch.,'00, 1½%
Preferred stock, 5 per cent, non-cumulative.....	....	....	100	10,000,000	5 in 1899	Q.—J.	do do	Apr.20,'00, 1¼
C. I. St. L. & C. con. M.,drawn at 105, s.f. 1 p. c.c*	175	1880	1,000	689,000	6	M. & N.	do do	May 1, 1920
Gen. 1st M.. $10,000,000 gold, s.f. not dr'n..c&r	....	1886	1,000&c	7,684,000	4 g.	Q.—F.	do do	Aug. 1, 1936
Cleve. Col. Cin. & Ind. Consol. mort. (see text)...	391	1874	1,000	4,138,000	7 or 6 g.	J. & D.	do do	June 1, 1914
Gen. consol. mort, ($12,000,000) gold.....c* & r	391	1884	1,000	3,205,000	6 g.	J. & J.	do do	Jan. 1, 1934
Indian & St. L. 1st mort., in 3 ser. of $667,000.c.	72	1869	1,000	2,000,000	7	Various	do do	July 1, 1919
2d M.($2,000,000), gold, Indianap. to Terre H c.	72	1882	1,000	500,000	6 g.	M. & N.	do do	Nov. 1, 1912
Cl.Cin.Ch.&St.L., White Water Val. Div, 1st, g...c*	62	1890	1,000	650,000	4 g.	J. & J.	do do	July 1, 1940
Columbus Springfield & Cincinnati 1st Mort....	45	1871	1,000	78,000	7	M. & S.	do do	Sept. 1, 1901
Spring. & Col. Div. (Col. Sp. & Cin.), 1st M., g.c*	45	1890	500 &c.	1,103,730	4 g.	M. & S.	do do	Sept. 1, 1940
Cairo Division 1st Mort., $5,000,000, gold...c*	267	1890	1,000	5,000,000	4 g.	J. & J.	do do	Jan. 1, 1939
St. L. Div., coll. trust, g. ($351,000 in s. f).c&r	194	1890	1,000&c	10,000,000	4 g.	M. & N.	do do	Nov. 1, 1990
Cin. Wab. & Mich. Div. 1st mortgage, gold....c*	203	1891	1,000	4,000,000	4 g.	J. & J.	do do	July 1, 1991
Gen. mort. 100 year for $50,000,000 g. MEc* &r	1,808	1893	1,000	12,634,000	4 g.	J. & D.	do do	June 1, 1993
OBLIGATIONS FOR PROPRIETARY LINES.								
Cincinnati Lafayette & Chicago,1st mort., gold.c	56	1871	1,000	792,000	7 g.	M. & S.	do do	Sept. 1, 1901
Cincinnati Sandusky & Cleveland—Pref. stock...	....	....	50	428,997	6	M. & N.	do do	May 1,'00, 3%
Consol. (now 1st) M. ($3,000,000) gold.....c	170	1888	1,000	2,571,000	5 g.	J. & J.	do do	Jan. 1, 1928
Cincinnati & Spring.—1st m., p.& i.gu. See text.c	48	1871	1,000	2,000,000	7	A. & O.	do do	Apr. 1, 1901
2d mortgage, Big Four owns $526,000 more..c	48	1872	1,000	125,000	7	J. & J.	do do	Jan. 1, 1902
Louisv. & Jeffersonv. Bridge 1st M.—See that Co.								
Cleveland Lorain & Wheel.—Pref. stock $5,000.000.	....	....	100	5,000,000	.....	.....	N. Y., Blair 33 Wall St.	Oct., '96, 1%
Consol. mort. (now 1st) $5,000,000, g. UsM...c*	192	1893	1,000	5,000,000	5 g.	A. & O.	do do	Oct. 1, 1933
General mortgage, $1,000,000, gold, N.....c	192	1896	1,000	400,000	5 g.	J. & D.	do do	June 1, 1936
Consol. ref. M., $10,000,000, g., red. at 102½..c*	....	1900	1,000	N'ne Ap., '00	4½g.	J. & J.	.....	Jan. 1, 1930
Car trusts (due $6,302 monthly) June 30, 1899..	....	....	.....	250,100	5	J. & J.	.....	M'thly to 1903
Olev. & Mah. Val.—Con. M. (now 1st)$3,000,000,g.c&r	125	1888	1,000&c	2,935,000	5 g.	See text	N.Y.,Winslow,Lan.&Co.	Jan. 1, 1938

REPORT.—Annual report of Cin. Nor. RR. and Det. Tol. & Mil. in V. 70, p. 581, showed: For calendar year, partly estimated; in 1899, gross, $835,446; net, $158,086; in 1898, gross, $798,428; net, $24,476. For fiscal years (actual): in 1898-9, gross, $783,027; net, $89,614; in 1897-8, gross, $788,472; net, $85,729. Of the 1899 net earnings about $118,000 was earned by the Cin. Nor. and $40,000 by the D. T. & M.

Cincinnati Portsmouth & Virginia RR.—Owns from Idlewild, O., to Sciotoville, 107 miles; trackage (Cin. Lebanon & Nor. to Cincinnati), 4 miles; total, 111 miles. Preferred in Jan., 1896, paid 3 p. c.; July, 1896, 2 p. c.; 1897, 4 p. c.; 1898, 3 p. c.; 1899, 4 p. c.; 1900, Jan., 2 p. c. Equipment notes, June 30, 1899, $21,674. The entire capital stock of the Cincin. Conn. Belt RR. is owned and its $200,000 bonds guaranteed, principal and interest. V. 70, p. 75. Form of guaranty, V. 70, p. 230.

EARNINGS.—For year 1898-9, gross, $293,713; net, $72,869; int., taxes, etc., $29,900; dividends, $23,760; bal., sur., $19,159. In 1897-8, gross, $270,384; net, $47,721.—V. 69, p. 852, 906; V. 70, p. 75.

Cincinnati Richmond & Fort Wayne RR.—Owns from Richmond, Ind., to Adams, Ind., 86 miles; leases 5 miles of P. F. W. & C. Now operated (January, 1899), by Grand Rapids & Indiana Ry. Rental, net earnings. Interest is guaranteed by the Pennsylvania Co. and Pittsburg Cin. Chicago & St. L. Co. jointly (the P. C. C. & St. L. taking the place of the Cin. Hamilton & Dayton in 1888). Stock, $1,709,313—par, $50, of which Penn. Co. Dec. 31, 1898, owned $1,256,900. Due guarantors Dec. 31, 1899, $1,378,845.

EARNINGS.—Jan. 1 to June 30, were $232,756 in '99; $214,327 in '98.

Year end. Dec.31.	*Gross.*	*Net.*	*Interest,&c.*	*Balance.*
1899.....	$494,020	$101,682	$126,150	$24,468
1898.....	447,342	89,148	126,000	def.36,852

Cincinnati Saginaw & Mackinaw RR.—From Durand to West Bay City, Mich., 53 miles. The Grand Trunk of Canada owns $825,000 of the $1,500,000 stock issued, and above bonds have a traffic guarantee from that road and the Chicago & Grand Trunk.

Year Dec. 31—	*Gross.*	*Net.*	*Interest.*	*Deficit.*	*Traf.guar.*
1899.....	$161,241	$80,875	$86,450	$5,575	(¶)
1898.....	137,676	63,836	86,450	22,614	$37,326

Clearfield & Mahoning Ry.—*(See Map Buf. Roch. & Pitts.)*—Owns road, completed in 1893, from Du Bois June, Penn., on Buff. R & P., to Clearfield on Beech Creek RR., 26 miles. Leased during corporate existence and renewals thereof to Buffalo Rochester & Pittsburg—which see—at a rental payable in gold and equal to 6 per cent on $750,000 stock, par $50, and 5 per cent on bonds, the latter being guar. p. & i., by indorsement on each.—See V. 61, p. 710.

Cleveland Akron & Columbus Railway.—Owns from Hudson, O., to Columbus, O., 144 miles; Dresden branch, Kilbuck to Trinway, 33 miles; coal spurs, 11 miles; total owned, 188 miles; trackage Hudson to Cleveland, 26 miles, and Trinway to Zanesville, 16 miles. On June 1, 1899, Penn. Co. took control, purchasing $2,237,500 of the $4,000,000 stock (par $100). Bills payable June 30, 1899, $602,744; secured by $1,000,000 consol. 5s of 1893, of an authorized issue of $5,000,000; car trust notes, not matured, $89,310; total floating debt, $692,034. In 1898-9, gross, $938,743; net, $276,611; interest, rentals, etc., $201,328; balance for year, $75,283. (V. 69, p. 1244.)

Cleveland Canton & Southern RR.—In 1899 sold to Wheeling & Lake Erie, which see. On June 30, 1898, outstanding $368,628 equipment trust and $103,500 real estate mortgages.

EARNINGS.—11 months, July 1 to May 31. 1898-99 .....Gross, $645,242; net, $82,973. 1897-98 .....Gross, 627,512; net, 120,042 —(V. 69, p. 333, 1011.)

Cleveland Cincinnati Chicago & St. Louis Ry.—*(See Map.)*—Operates an extensive system of roads radiating from Indianapolis, Ind., westerly to Chicago, Peoria, Cairo, Ill., St. Louis, and easterly to Sandusky, Cleveland, Columbus and Cincinnati, Ohio, and southerly to Louisville, with branches. As shown on map the system comprises: ¶ See this company.

Owned directly—	*Miles.*
Cleveland, O., to Columbus, O..	138
Galion, O., to Indianapolis.....	203
Delaware to Springfield.....	50
Cincinnati to Lafayette.....	175
Indianapolis to Terre Haute....	72
Harrison Branch.....	7
Leased—entire stock owned—	
Cincin. Lafayette & Chic. Ry.—	57
Cairo Vincennes & Chic. Ry.— Cairo, Ill., to Tilton & branch.	267
St. Lou. Div. T. H. to E. St. L.	193
Columbus Springfield & Cin.— Columbus, O., to Springfield..	45
White Water—Harrison, Ind., to Hagerstown, Ind.....	62
Cin. Wabash & Michigan Ry.— Benton Harb. to Rushv. & Br.	249
Other lines (*a*).....	44
Cincin. Sandusky & Cleve. Ry.— Sand'sky, O., to Dayt'n, O.etc.	170

Leased and controlled.	*Miles.*
Cincinnati & Springfield Ry.— Lud.G've(6m.fr.Cin.) to Day'n	48
Colum. Hope & Greensb'g RR.—	26
Trackage into Cincinnati, &c.	32
Total included in earns...	1,838
Operated; earns. kept separate—	
Peoria & East'n Ry. (¶).—	352
Kankakee & Seneca RR.—	42
Mt. Gilead Short Line.....	2
Total of system June 30,'99.	2,234
Trackage Ill. Cent. into Chic.. On percentage basis.....	56
Trackage into Jeffersonville. B & O. S. W.....	53
Operates independently—	
Dayton & Un. RR. (¶).....	47
Double track	60

a No debt, or bonds all owned.

The company is also one-fourth owner of the Peoria & Pekin Union Ry., one-seventh owner in the Terminal Railroad Association of St. Louis and two-fifths owner of the Indianapolis Union Railway and partial owner of Dayton & Union, which is operated independently.

HISTORY, ETC.—A consolidation of the Cincinnati Indianapolis St Louis & Chicago Railway Company, the Cleveland Columbus Cincinnati & Indianapolis Railway Company and the Indianapolis & St. Louis Railway Company, made in July, 1889, per plan in V. 48, p. 427. It is one of the so-called Vanderbilt roads, the Vanderbilt interest having been increased in Jan., 1900, to an absolute majority of the stock. V 70, p. 75, 125. The St. L. Alt. & Terre Haute main line and branch were purchased in 1890 for $10,000,000 4s.

CAPITAL STOCK.—On Jan. 1, 1890, the common stock was $20,500,000; it has been increased to present figure to acquire stocks of lines absorbed, etc. Dividends on common stock were resumed in Mar., 1900, 1½ p. c. being paid for 6 mos. ending Dec. 31, 1899; dividend for next 6 mos. may be at the rate of 4 per cent. V. 70, p. 75.

DIV'DS.—

	1890.	'91.	'92.	'93.	'94-'96.	'97.	'98	'99	1900.
Common...	4 p. c.	3	3	3	none	none	none	none	Mar., 1½
Preferred..	From 1890 to 1896, incl., 5%.			2½	5	5	Inc.	Apr.,	2½

BONDS.—The sinking fund provision of the *Cleveland Columbus Cincinnati & Indianapolis consol. bonds* (stamped) has been canceled. The principal of these bonds is payable in gold, but the interest is payable at option of holder either in lawful money at 7 per cent per annum or in British sterling at 6 p. c.

Of the *Indianapolis & St. Louis* first mortgage bonds series "A" are J. & J.; series "B," M. & S.; series "C," M. & N.

St. Louis Division bonds, see deed of trust V. 52, p. 42-45.

As to the *Cincinnati Wabash & Mich.* 4 per cents, see V. 52, p. 718.

The 100 *year mortgage* of 1893 is limited to $50,000,000, of which $29,252,000 were reserved to retire at maturity bonds outstanding on the various lines (exclusive of Cairo division, Peoria division, Michigan division and the St. Louis division west of Terre Haute); of the balance, $5,000,000 were authorized to be sold at once for double track, equipment, etc., and the remaining $15,748,000 were issuable after July 1, 1894.) for new construction, etc., at the rate of $1,000,000 a year; $3,634,000 were so issued in years 1895-99. V. 64, p. 1224. Mercantile Trust Co. of New York is trustee. In Feb., 1900, $25,618,000 general 4s were reserved for prior liens and $11,748,000 for equipment, construction and betterments.

The *Cincinnati & Springfield firsts* are guaranteed, $1,000,000 of them by C. C. C. & Ind. (now consolidated with Cl. Cin. Ch. & St. L.) and $1,000,000 by the Lake Shore & Mich. So.

GENERAL FINANCES.—On Jan. 1, 1900, bills payable only $3,425; there were $117,150 equipment notes, payable in monthly instalments, $39,450 becoming due in 1899-00. Guarantees interest on Louisville & Jeffersonville bridge bonds jointly with the Ches. & O. The Cleve. Col. Cin. & Ind. 1st s. f. 7s were paid at maturity on May 1, 1899. V. 68, p. 822. In Mar., 1900, dividends were resumed on common stock —see V. 70, p. 75.

Traffic.—In calendar year 1895 carried 8,848,275 tons, of which bituminous coal furnished 20 p. c., grain 12 p. c. and lumber 11 p. c.

LATEST EARNINGS.—From July 1 to Feb. 28 (8 months.)—

8 *mos.*—	*Gross.*	*Net.*	*Int., &c.*	*Bal., sur.*
1899-0.....	$11,207,278	$3,453,395	$1,910,009	$1,543,386
1898-9.....	9,807,813	2,754,756	1,931,216	823,540

ANNUAL REPORT.—Annual meeting last Wednesday in October. Report for 1898-99 in V. 69, p. 590,600. See also editorial, p. 571.

Year end. June 30—	1899.	1898.	1897.	1896.
Passenger earnings.	$4,245,036	$3,850,126	$3,665,193	$4,035,326
Freight.....	9,226,534	9,237,507	8,254,873	8,576,700
Mail and express....	932,887	930,657	912,449	847,982
Total earnings...	$14,404,457	$14,018,290	$12,832,515	$13,460,008
Oper'g exp. & taxes.	10,645,556	10,968,367	9,864,665	10,293,703
P. c. op. ex. to earns.	73·90	78·24	76·87	76·47
Net earnings....	$3,758,901	$3,049,923	$2,967,850	$3,166,305
Rentals, interest,&c.	338,497	336,992	284,596	252,319
Total net ncome.	$4,097,398	$3,386,915	$3,252,446	$3,418,624
Interest on bonds...	$2,672,544	$2,708,691	$2,687,049	$2,639,863
Rentals, etc.....	201,165	196,333	237,091	204,647
Dividends.....	500,000	375,000	375,000	500,000
Balance.....	sur.$723,689	sur$106,891	df.$46,694	sur. $74,114

—(V. 69, p. 280, 590, 600, 1011, 1061; V. 70, p. 75, 125, 328, 429.)

Cleveland Lorain & Wheeling Ry.—*(See Map.)*—Owns from Lorain, O., to Bridgeport, O., opposite Wheeling, W. Va., 158 miles; Lester to Cleveland, 28 miles, and branch to Bellaire, O., 6 miles: total, 192 miles, and has trackage into Wheeling.

HISTORY.—This *railway* is a consolidation Nov. 23, 1893, of the C. L. & W. *railroad* and the Cleve. & Southwestern. (See V. 57, p. 979.) In Dec., 1899, control was acquired by Blair & Co. of N. Y. V. 69, p. 1247.

MAP OF THE

CLEVELAND, LORAIN AND ... WHEELING RAILWAY

AND CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Clev. & Mar.—1st M., s. f., not drawn, gold, guar. c*	103	1895	$1,000	$1,250,000	4½ g.	M. & N.	N. Y., Farm. L. & T. Co.	May 1 1935
Cleve. & Pittsb.—Stock, 7 p. c. guar. by Penn. RR. Co	....	....	50	11,226,050	7	Q.—M.	N. Y., Winslow, Lanier.	Mch. 1,'00, 1¾
Consol. sink. fund mort. for $5,000,000, not dr'n. c	199	1867	1,000	1,259,000	7	M. & N.	do do	Nov. 1, 1900
Gen. M. for $10,000,000 gold } series A, ...c*	199	1892	1,000	3,000,000	4½ g.	J. & J.	do do	Jan. 1, 1942
guar. p. & l. (end.) Pa. RR. } series B.....c*	199	1892	1,000	2,000,000	4½ g.	A. & O.	do do	Oct. 1, 1942
do do do } series C.....c*	199	1898	1,000	3,000,000	3½ g.	M. & N.	do do	Nov. 1, 1948
Clev. Term'l & Valley—1st M., $6,000,000 gold. c*&r	75	1895	1,000	5,515,000	4 g.	M. & N.	N.Y., Brown Bros. & Co.	Nov. 1, 1995
Colebrookdale—1st M., $593,400, und. Read. M. of '96 c	13	1868	100 &c.	600,000	6	J. & D.	Phila., Read. Co. Office.	June 1, 1898
Colorado Midland—Common stock, $4,000,000....	....	....	100	3,421,300	To be in voting trust for 6 years or more.			
Preferred stock, 4 per cent, non-cum., $6,000,000	....	....	100	4,979,800	To be in voting trust for 6 years or more.			
Pr. lien 1st M. bds., Nos. 9,501 to 10,000, incl. (text)	....	....	.....	To be issued only if necessary prior to July, 1903.				
1st mortgage, $10,000,000. See text.....Ce. c*	....	1897	1,000	7,500,000	2-3-4 g.	J. & J.	N. Y., Central Trust.	July 1, 1947
do do .....Ce. c*	....	1897	1,000	1,011,000	4 g.	J. & J.	do do	July 1, 1947
Colorado & Southern—Common stock, $31,000,000	....	....	100	30,995,000	.....	.....	.....	.....
1st pref., 4 per cent, non-cum., $8,500,000.....	....	....	100	8,500,000	See text.	.....	N. Y., Hallgarten & Co.	Feb. 14,'00, 2%
2d pref., 4 per cent, non-cum., $8,500,000.....	....	1882	100	8,500,000	.....	.....	.....	.....
1st mortgage, gold, $20,000,000. Ce.....c*	1,086	1899	1,000	17,603,000	4 g.	F. & A.	N. Y., Central Trust Co.	Feb. 1, 1929
Col. Sp. & Crip. Cr. Dist. Ry.—1st M. $2,000,000. Ce	Text.	1900	1,000	See text.	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1930
Col. Wyoming & Gt. No.—1st M., $6,000,000, g.. c*	....	1895	.....	500,000	5 g.	M. & N.	Philadelphia.	May 1, 1925
Columbia Southern—1st M., gold, $2,100,000. N...	28	1898	.....	272,000	5 g.	J. & D.	N. Y., N.Y. Sec. & Tr. Co.	Dec. 1, 1948
Columbus & Cincinnati Midland—1st mortgage....	71	1884	1,000	2,000,000	4½	J. & J.	Jan.,'97, paid May, '98	Jan. 1, 1939
Columbus Hock. Val. & Toledo—See Hocking Valley Ry.								
Columbus Lima & Milwaukee—1st mort., gold. A. c	40	1889	1,000	545,000	5 g.	M. & N.	New York.	May 1, 1929
Col. Marsh. & North'n—1st M., g., $2,800,000... .	115	1899	1,000	(?)	5 g.	J. & J.	N.Y., Int. B'k'g & Tr. Co.	Jan. 1, 1930
Col. San. & Hock. RR.—New rec's ctfs., $1,200,000	....	1897-8	.....	1,035,000	6	Semi-an	Columb's, O., Rec'rs' Off.	.....
1st mortgage (prior lien), $2,000,000, gold.....c*	227	1895	1,000	2,000,000	5 g.	A. & O.	Apr.,'97, coup. last paid.	Oct. 1, 1900
General mortgage, $10,000,000, gold. Mp .....c*	227	1895	1,000	7,446,591	2½–4 g.	J. & J.	None paid in cash.	Jan. 1, 1946
Income bonds, non-cumulative, gold.....	....	1895	.....	1,778,000	4	F. & A.	.....	1945
Zanesville Term'l Co. 1st m. for $500,000, gold. c*	4	1890	1,000	453,000	5 g.	J. & J.	Jan.,'97, coup. last paid.	July 1, 1940
Col. Ter. & Transf. mtge. $350,000 gu. C. S. & H.	....	1893	1,000	341,000	5	M. & S.	.....	1943
Car trust notes.....	....	....	.....	50,000	.....	.....	.....	.....
Receiver's certificates (old Co.) out in July, 1896	....	1895	.....	500,000	6	.....	.....	.....

STOCK.—Common, $8,000,000, and preferred, non-cumulative, 5 p. c., $5,000,000, par $100. After dividends of 5 p. c. have been paid on the preferred and common both stocks share alike.—V. 60, p. 1058.

DIVIDENDS.—On *preferred* in 1896, 3 p. c.; none since.

BONDS.—The *consolidated mortgage* for $5,000,000 is now a first lien on the 192 miles main line, including the extension of 28 miles to Cleveland, completed Dec., 1894; also 105 miles sidings, equipment, terminals, etc., now owned or hereafter acquired. Of the $10,000,000 consol. refunding gold, 4½s, (Colonial Trust Co., N. Y., trustee); $5,000,000 are reserved to retire the first 5s, $1,000,000 to take up the general 5s due June 1, 1936, the remainder being available for improvements, etc. V. 70, p. 230, 480. Bills payable June 30, 1899, $100,785.

EARNINGS.—8 months, July 1 to Feb. 28. } 1899-00..Gross, $1,316,932; net, $314,203
1898-99. Gross, 1,037,042; net, 299,703

REPORT.—Report for year ending June 30, 1899, was in V. 70, p. 227. Showing gross, $1,621,981; net, $484,086, other income, $7,000; interest on bonds, $277,000; interest on car trusts, etc., $19,571; balance, $194,515. 1897-98, gross, $1,501,431; net, $438,924. (V. 70, p. 739.)

Cleveland & Mahoning Valley Ry.—Owns from Cleveland, O., to Sharon, Pa., 81 miles [57 double track]; Niles, O., to New Lisbon, O., and branches, 44 miles. Leased to Nypano RR. (formerly N. Y., Penn. & Ohio) till 1962; rental $514,180 per annum, payable monthly. In 1896 consols for $455,000 were issued to retire the last of the prior bonds and the consols are now a first lien on the entire road. Coupon interest is J. & J., registered interest, Q.—J. Stock is $3,259,200, of which $2,758,250 is held by "Atlantic First Leased Lines Rental Trust Co., Limited," of London. Dividends in 1897, 13¾; p. c.; in 1898, 13½ p. c.; in 1899, 13½ p. c.—V. 63, p. 968.)

Cleveland & Marietta Ry.—Owns from Marietta, O., to Canal Dover, and branch, 103 miles, and 7 miles, Valley Junction to Canal Dover, leased. Pennsylvania RR. obtained control in Oct., 1899, having purchased about two-thirds of the stock, and took charge Jan. 1, 1900. Stock, $2,000,000—par $100.—V. 69, p. 1345.

BONDS.—New first mortgage for $2,000,000 is dated May 1, 1895, and is guaranteed as to principal and interest by the Penn. *Company* (trustee, Farmers' L. & T. Co., N.Y.). Sinking fund of 1 p. c. commences July 1, 1896; bonds bought at par but not subject to call.

REPORT for 1898, in V. 68, p. 1072, shows gross $421,988; net, $66,822; interest on bonds, $56,250; balance, sur. for year, $10,572. In 1897, gross, $355,721; net, $9,059.—(V. 68, p. 1072; V. 69, p, 1345.

Cleveland & Pittsburg RR.—*(See Map Pennsylvania Railroad.)* Cleveland, O., to Rochester, Pa., 124 miles; branches—Bayard, O., to New Philadelphia, 31 miles; Yellow Creek to Bellaire, 43 m.; trackage, Rochester to Pittsburg (Pittsb. Ft. Wayne & Chic.), 26 miles; total, 224 miles.

LEASE—Leased for 999 years, Dec. 1, 1871, to Penn. RR. Co., and lease transferred to Pennsylvania Co. Rental, 7 p. c. on $11,226,050 stock, interest on bonds and organization expenses.

BONDS.—Generals are all equally secured; guaranty. V. 56, p. 604.

EARNINGS.—Fiscal year formerly ended Nov. 30; changed in 1898 to Dec. 31. Report for year ending Dec. 31, 1898, was given in V. 68, p. 1020, showing gross earns., $4,032,765; net, $1,363,532; profit to lessee was $201,561.—(V. 68, p. 1020; V. 70, p. 429, 583.)

Cleveland Terminal & Valley RR.—*See Map Baltimore & Ohio.* Owns from Cleveland, Ohio, to Valley Junction, 75 miles; sidings, 67 miles. Successor, as per plan in V. 60, p. 437 and V. 61, p. 70, to Valley Ry. (of Ohio), sold in foreclosure Sept. 10, 1895.

STOCK—Of the $4,615,300 *common* (par $50) B. & O. owns $4,594,300 common and of the $2,060,750 preferred, $949,200; par $100.

BONDS—The first mort. bonds are guaranteed, principal and interest, by the B. & O., endorsed; interest is paid regularly from earnings.

EARNINGS.—Year 1898-99, gross, $954,490; net, $320,973; other inc., $7,202; interest, $221,005; taxes, 24,652; surplus, $82,518.—(V. 63, p. 791; V. 70, p 429.)

Colorado Midland Ry.—Owns from Colorado Springs to New Castle, Col., 234 miles, including Snowden to Leadville, 8 m., not operated; Snowden to Arkansas Jct., 6 m., Jerome Park branch, 15 miles; Aspen branch, 20 m.; spurs to quarries, 2 m.; Busk Tunnel, 2 miles; total owned, 279 miles. Leases New Castle to Rifle Creek, 14 miles, and Rio Grande Junction RR., Rifle Creek, Col., to Grand Junction, 63 miles; total owned and leased, 356 miles.

ORGANIZATION.—Successor Oct., 1897, to the Colorado Midland *Railroad*, foreclosed and reorganized per plan in V. 64, p. 1224, 1226. In Apr., 1900, certain parties made an offer to purchase the stock in the joint interest of the Colorado & Southern and Rio Grande Western.—V. 70, p. 686, 1791.

STOCK.—Both classes of stock will be held in a voting trust for six years and thereafter until the first mortgage bonds shall have received 4 per cent interest in cash for three successive years. The voting trustees are F. P. Olcott, Henry T. Rogers, A. H. Joline, W. Lidderdale and Cecil W. Boyle. As to voting trust, etc., see V, 66, p. 856, 1044.

BONDS.—Of the new bonds, $2,500,000 (originally $3,750,000) are 4s and $7,500,000 (originally $6,250,000) bear interest in cash at 2 p. c. to July 1, 1900, then 3 p. c. to July 1, 1902, [with preferred stock scrip for the interest up to 4 p. c. not paid in cash, payable yearly on July 1], and 4 p. c. after July 1, 1902. See bonds in V. 66, p. 856; V. 68, p. 1131. In June, 1899, $1,231,000 2-3-4s (originally 4s, stamped interest reduced) were issued to effect a settlement with Busk Tunnel bondholders.—V. 68, p. 1131; V. 69, p. 26, 1343; V. 65, p. 327, 367. Has right to issue $500,000 prior lien 4s if necessary prior to July, 1903. The $116,000 equipment B 6 per cent bonds were paid at maturity, Jan. 1, 1900, and an equal amount of 1st 4s will probably be issued; none issued to April, 1900.

The 2 per cent non-obligatory interest on the first 2-3-4s was paid in scrip July 1, 1898, and July 1, 1899.—V. 69, p. 26.

LATEST EARNINGS—8 mos., July 1 to Feb. 28. } Gross 1899-0..$1,472,250; net, $425,189
Gross 1898-9.. 1,114,912; net, 193,123

REPORT.—Report for year ending June 30, 1899, in V. 69, p. 1343:

Y'rs. end. June 30—	*Gross.*	*Net.*	*Misc. inc.*	*Charges.*	*Surp.*
1898-9	$1,659,797	$295,348	$10,593	$303,736	$2,205
1897-8	1,731,443	345,757	5,897	339,562	12,092

—(V. 68, p. 1131; V. 69, p. 26, 78, 1343; V. 70, p. 686, 739, 791.)

Colorado & Northwestern Ry.—Boulder to Ward, Col., 26½ miles, operated from Oct., 1898. Branches projected from Sunset to Eldora, Col., 19 miles, and Eldora to Middle Park. Col. 45 miles; total, 90 miles. Stock, $500,000; par $100; all issued. Bonds, $500,000 50-year gold 5s, dated Sept. 1, 1897 (M. S.), Mercantile Trust Co., N, Y., trustee. Pres., W. C. Culbertson, Boulder, Col.

Colorado & Southern Ry.—*(See Map)*—Operates from Orin Junction, Wyoming, through Colorado to Fort Worth, Texas, viz.

Lines owned.	*Miles.*		*Miles.*
Cheyenne to Orin Junction.....	154	Other lines, br., etc. (106 nar. gau.)	385
Denver to Bessemer Junct., Col...	128	*Trackage*—Pueblo to Walsenburg (Denver & Rio Grande).....	58
Denver to Leady. (narrow gauge).	151		
Como to Baldwin Mine (do).	131	Total owned and leased	1,142
Trinidad, Col., to Texas State line	135		

Also has large interest in Fort Worth & Denver City Ry., 455 miles.

Has traffic and trackage agreement with Union Pacific, connecting the Cheyenne & Nor. Division with the system at Greeley and Denver; also trackage over Atchison tracks, Denver to Pueblo, Col. V. 69, p. 179. In Sept., 1899, opened 21 miles of new branches and in April, 1900, had completed 5 miles on extension up South Platte Canyon.

ORGANIZATION.—Succeeded on Jan. 11, 1899, per plan in V. 67, p. 748, the Union Pacific Denver & Gulf and Denver Leadville & Gunnison, foreclosed and sold in Nov., 1898. Owns a large majority of the common stock of the Fort Worth & Denver City Ry., which see. In April, 1900, parties were negotiating to acquire the Colorado Midland in the joint interest of the Col. & So. and Rio Grande Western.—V. 70, p. 739.

VOTING TRUST.—All classes of stock are vested in the voting trustees, Grenville M. Dodge, Frederic P. Olcott, Harry Walters, Henry Budge and J. Kennedy Tod until Jan. 1, 1904, and then until the first preferred stock shall have received a 4 per cent cash dividend for three consecutive years. The voting trustees may, however, deliver the stock at any earlier date.

DIVIDENDS.—Div. on 1st pref., 2 p. c., paid Feb., 1900, out of earnings for calendar year 1899.—V. 70, p. 75.

BONDS.—The new mortgage is a first lien on all the road, equipment and other property, $2,250,000 being reserved for the acquisition of coal properties, and for future additions, betterments, equipments, etc., at not exceeding $300,000 a year. Statement to the New York Stock Exchange in V. 68, p. 1027.

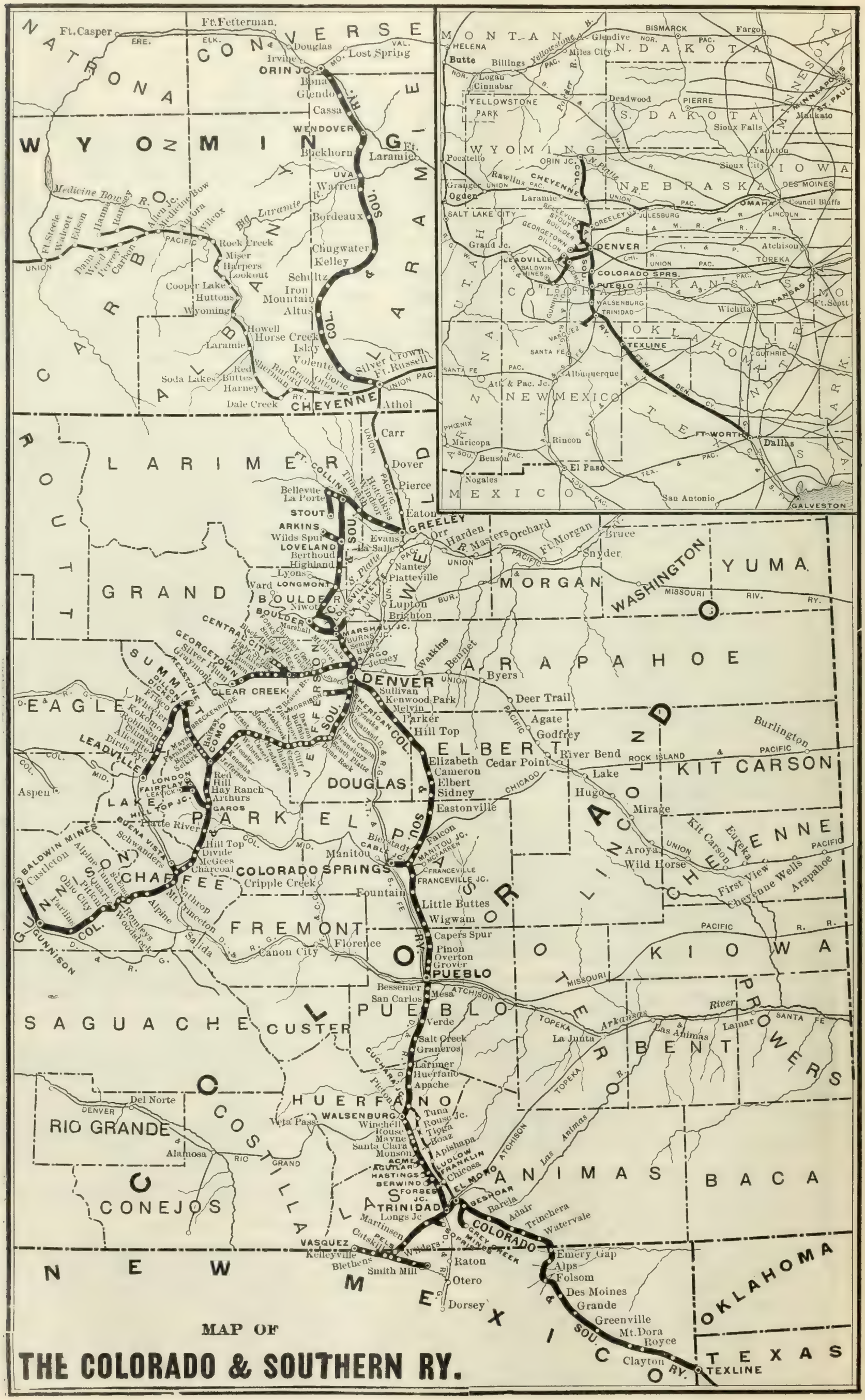
EARNINGS—2 mos., Jan. 1 to Feb. 28. } 1900.....Gross, $702,836; net, $133,628
1899.....Gross. 590,583; net, 184,894

ANNUAL REPORT.—Statement of earnings for 1899 (December approximate) in V. 70, p. 75, showed: Gross, $4,033,728; net, after taxes, $1,020,834; other income, $30,114; interest from Feb. 1, 1899, $641,666; div., 2 p. c. on 1st preferred, $170,000; bal., sur., $239,282. For old company, year 1898, net $986,613.

Directors.—Frank Trumbull, Denver (President); Grenville M. Dodge, New York (Chairman), Frederic P. Olcott, Harry Walters, Henry Budge, J. Kennedy Tod, Oliver Ames, Norman B. Ream, Luther Kountze, Edward C. Henderson and Edward T. Bet wind.

—V. 69, p. 179, 283, 1103; V. 70, p. 75, 686.

Colorado Springs & Cripple Creek RR.—Under construction in Jan., 1900, as a steam road from Colorado Springs to Cripple Creek, Col., etc., to be, when completed 60 miles in length. Of this, 7 miles, between Cripple Creek and Victor, being the former Cripple Creek District (Electric) Ry., absorbed, is operated, and 48 miles additional are expected to be completed about Oct. 1, 1900. Certain terminal lines in the Cripple Creek District will also be operated by electricity for the local passenger business. V. 70, p. 328. Stock, all subscribed, common, $1,200,000; preferred, 5 per cent non-cum., $800,000. Par of shares, $100 each. In Jan., 1900, $1,300,000 bonds had been sold. Beginning Jan. 1, 1902, a sinking fund of 5 per cent of gross earnings for preceding year can retire bonds yearly at 110. President, Irving Howbert; Sec., E. F. Draper; Treas., F. M. Woods.—V. 69, p. 1147; V. 70, p. 75, 175, 328.



MAP OF

THE COLORADO & SOUTHERN RY.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see note on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princ. pal, When Due. *Stocks*—Last Dividend.
Columbus & Xenia—Stock, 8 per cent rental	55	....	$50	$1,786,200	8 2/5	Q.—M.	Columbus, O., Treasurer	Mar. 10, '00, 2 1/5
Concord & Claremont (N. H.)—1st mortgage....c	71	1894	1,000	500,000	4 1/2	J. & J.	Bost., Treasurer's office.	Jan. 1, 1914
Concord & Montreal—Stock, Class I. (B. C. & M. pf.)	....	....	100	800,000	7	Q.—J.	See text.	Apr 2 '00, 1 3/4%
Stock, Class II (B. C. & M. new)	....	....	100	540,400	7	Q.—J.	do	Apr 2 '00, 1 3/4%
Stock, Class III. (B. C. & M. old stock)	....	....	100	459,600	7	Q.—J.	do	Apr 2 '00, 1 3/4%
Stock, Class IV. (Concord) $6,000,000 auth. Text	....	....	100	5,397,600	7	Q.—J.	do	Apr 2 '00, 1 3/4%
Bost. Con. & Mon. improvement mortgage.....c	166	1881	1,000	500,000	6	J. & J.	B'ston, Faneuil Hall B'k	Jan. 1, 1911
Concord & Montreal consol. mort. for $5,500,000.c*	262	1890	1,000	5,000,000	4	J. & D.	Boston Safe D. & Tr. Co.	June 1, 1920
Debenture bonds, $650,000, currency.....c*	....	1897	1,000	650,000	4	J. & D.	Bos. S.D. & Tr., Boston.	June 1, 1920
Do do $500,000 cur. (V. 69, p. 1193) c*	....	1900	1,000	(?)	3 1/2	J. & D.	do do	June 1, 1920
Concord & Ports.—Stock, 7 p.c. rn'l, 99 yrs. Conc'd..	40 1/2	....	100	350,000	7	J. & J.	Manchester, N. H.	July, '00, 3 1/2%
Confluence & Oakland—1st mortgage, gold.....	20	1890	.....	120,000	5 g.	M. & N.	Philadelphia, Pa.	Nov. 1, 1914
Conn. & Passum.—Pref. stock, 6 p. c. rent'l, 99 yrs. c*	....	....	100	2,500,000	6	F. & A.	Boston, S. Dep. & Tr. Co.	Feb. 1, '00, 3%
1st mort. (White Riv. Junc. to Canada line) gold. c*	110	1893	1,000	1,900,000	4 g.	A. & O.	do do	Apr. 1, 1943
Massawippi st'k, guar. same div. as Conn. & Pass.	37	....	100	400,000	6	F. & A.	do do	Feb., '00, 3%
Newport & Richford 1st mort. guar. by C. & P. c*	22	1881	1,000	350,000	5	J. & J.	do do	Jan. 1, 1911
Connecticut River—Stock ($2,670,000 authorized)..	80	....	100	2,580,000	10	J. & J.	Boston, Mass.	Jan. 1, '00, 5%
Scrip, redeemable in ten years in cash or bonds..	80	1893	.....	1,290,000	4	J. & J.	Springfield or Boston.	Jan. 1, 1903
Bonds, not mortgage, for $1,000,000, gold.....c	....	1893	1,000	1,000,000	4 g.	M. & S.	Boston, Mass.	Sept. 1, 1943
Connecting (Phila.)—1st m., gu. p. & i. Pa. RR. en. c	6·75	1864	1,000	991,000	6	M.15 &S.	Phila., Broad St. Stat'n	1900-'1-'2-'3-'4
Connecting Terminal RR. (Buffalo)—1st M.....r	....	1883	1,000	500,000	5	M. & N.	Phila., 26 S. 15th St.	May 1, 1903
Erie & West. Trans. 1st M. called for payment..	....	1892	1,000	450,000	5	J. & J.	do do	May 17, 1900
Cornwall & Lebanon.—Stock.....	24	....	50	800,000	4 1/2 in '99	F. & A.	Co.'s off., Lebanon, Pa.	Feb. 1, '00, 2 1/2
New 1st mortgage for $800,000.....r	24	1891	100 &c.	766,400	5	A. & O.	do do	Apr. 1, 1921
Corvallis & Eastern—1st mort. ($11,250,000). Ce.c*	....	1898	1,000	(?)	4 g.	F. & A.	New York City.	1998
Cumberland & Pennsylvania— 1st mort. gold, guar.	57	1891	1,000	1,000,000	5 g.	M. & N.	Guar. Trust Co. of N. Y.	May 1, 1921
Cumberland Valley—Stock ($484,900 is preferred).	....	....	50	1,777,850	8 in 1899	Q.—J.	Phila. & Chambersburg.	Apr. 2, '00, 2%
1st and 2d ms., gold (2d $109,500 due Apr, 1908.)	82	1856	500 &c.	270,500	8 g.	A. & O.	do do	Apr. 1, 1904-8

Columbia Southern Ry.—Owns from Biggs, Ore., south to Moro, 28 miles. In Sept., 1899, also under construction to Prineville, 95 miles; also projected from near Cross Hollows in Wasco County to Canyon City. In 1899 made a mortgage for $2,100,000 to N. Y. Security & Trust Co., as trustee, of which $272,000 was issuable at once, and remainder, it was said, at $10,000 per mile on additional road. Pres., E. E. Lytle; Sec., May Enright, Wasco, Ore.—V. 68, p. 330.

Columbus & Cincinnati Midland RR.—*(See Map Balt. & Ohio.)*—Owns from Columbus, O., to Midland City, O., 71 miles. In Jan., 1899, the B. & O. reorganization committee had acquired for 94 flat nearly all the bonds. V. 68, p. 129; V. 67, p. 1159. In Jan., 1900, the new securities under the B. & O. plan were being delivered. V. 69, p. 743. In 1897-8, gross, $405,988, net, $89,532; taxes, $10,979. V. 68, p. 129; V. 69, p. 743; V. 70, p. 76.

Columbus Hock. Valley & Tol.—SEE HOCKING VALLEY RY.

Columbus Lima & Milwaukee Ry.—Own railroad from Lima, O., to Defiance, 40 miles; completed Dec., 1899. On Dec. 1, 1899, H. G. Baker was appointed receiver on ground of default in $42,000 loan. V. 69, p. 1103, 1193. Stock authorized, $1,000,000; par, $100. Bonds are issuable at $20,000 per mile, not exceeding $7,500,000, and are not subject to call. President, J. G. W. Cowles of Cleveland.—(V. 69, p. 1103, 1193.)

Columbus Marshall & Northeastern RR.—Projected and in Oct., 1899, partly graded from Marshall, Mich., on Michigan Central (east of Jackson), northeasterly to Bay City, about 135 miles. In March, 1900, track laying was expected to begin in about a month. Stock, (?). Bonds are subject to call at par on any interest day. President, H. E. Hollon, Marshall, Mich. (V. 69, p. 333.)

Columbus Sandusky & Hocking RR.—ROAD—Sandusky via Columbus to Zanesville and southerly to Glouster, Shawnee and Shawnee Junction, with branches; total, 273 miles, of which 226 miles are owned and 47 miles leased. Trackage to Toledo, 51 miles.

RECEIVERSHIP.—Joseph Robinson is now receiver. As to receiver's certificates and last coupon paid on the bonds, see table above. In March, 1900, Joseph Robinson, receiver, was appointed special master to sell the road, but an appeal will be taken and the sale will probably occur in the fall of 1900.—V. 70, p. 531.

Stock of the Hocking Val. Ry. was reserved to acquire interests in the Col. Sand. & Hock. or successor co. if at any time practicable or desirable. V. 68, p. 40.

REORGANIZATION COMMITTEE.—In June, 1899, the Fitzgerald committee disbanded, the securities deposited with the Mercantile Trust Co. being returned. V. 69, p. 26. Litigation pending.

John G. Carlisle and Joseph F. Randolph of New York and Charles S. Hinchman of Philadelphia represent bonds deposited with the North American Trust Company. V. 69, p. 78; V. 67, p. 842, 1160.

STOCK, ETC.—Common, $7,500,000 authorized; outstanding, $3,348,392; pref. 4 p. c., cum., $4,041,000; par, $100. First M. scrip, $80,000.

LATEST EARNINGS—11 mos., July 1 to May 31. 1898-9...Gross, $766,926; net, $78,235. 1897-8...Gross, 711,163; net, 108,142.

ANNUAL REPORT.—Report for 1895-6 was in V. 63, p. 600 and 835.

Years ending June 30—	1899.	1898.	1897.	1896.
Gross earnings	$837,681	$795,793	$796,074	$905,296
Net earnings	66,906	113,145	123,225	208,431
Taxes and rental	.....	.....	.....	101,171

—(V. 69, p. 26, 78, 228, 439, 491, 541, 695; V. 70, p. 531.)

Columbus Wellston & Southern RR.—Lancaster Junction, O., at a connection with the Penn. RR., to South Bloomingville, 34 miles. In March, 1900, the Columbus Lancaster & Wellston RR. filed a mortgage to John W. Dickinson, as trustee, to provide for extension north from Lancaster Junction to Columbus, 20 miles, and south from South Bloomingville to Wellston, 17 miles.—V. 70, p 480. Total projected road, about 100 miles. Stock authorized, all common, $2,000,000; par, $100. President and Gen. Manager, William H. Stevenson, Lancaster, O.; Secretary and Treasurer, Jas. L. Clark, Chicago, Ill.

Columbus & Xenia RR.—Owns from Columbus, O., to Xenia, O., 55 miles. Operated as a division of the Little Miami, and is leased for 99 years from December, 1869, in connection with that road, to the Pittsburg Cincinnati Chicago & St. Louis, which pays 8 per cent on stock. The lease is guaranteed by the Pennsylvania Railroad Company. The C. & X. pays 8 2/5 per cent dividend (2/5 out of assets) per annum, 2 1/5 per cent March 10 and September 10 and 2 per cent June 10 and Dec. 10.

Concord & Montreal RR.—From Nashua, N. H., via Concord, Plymouth, etc., to Groveton and the White Mountains, 450 miles in all, (including Manchester & Keene, 30 miles, owned jointly, 414 miles; 35 miles double track. Branch from Manchester to Milford, 18 miles, to be completed during summer of 1900, for which $500,000 3 1/2s will be issued. V. 69, p. 1193. On June 29, 1895, leased to Boston & Maine for 91 years at rental of 7 per cent per annum on all stock. V. 69, p. 795, 1193, 1345.

Concord & Portsmouth RR.—Owns Portsmouth, N. H., to Manchester, N. H., 40 1/2 miles. Leased to Concord RR. in 1862 for 99 years. Lease, rental, $25,000; 7 per cent on stock.

Confluence & Oakland RR.—Owns road from Confluence Pa., to Yough Manor, Md., 20 miles; built in 1889. Leased to B. & O. May 1, 1890, for 999 years, rental being interest on bonds. B. & O. also agrees to accept and cancel $20,000 of bonds per annum in payment of freight on interchanged traffic. Bonds Nos. 1 to 100 may be called in first five years, balance in second five years. Stock is $200,000.

Connecticut & Passumpsic Rivers RR.—White River Junc., Vt., to Canada Line, 110 m.; leases 999 years Massawippi Valley, 37 m.

LEASE.—From January 1, 1887, leased to the Boston & Lowell for 99 years on a basis to pay Connecticut & Passumpsic stock 5 per cent till January, 1897, inclusive, and 6 per cent thereafter, August, 1897, dividend being 3 per cent. In October, 1887, the Boston & Lowell, carrying this road, was leased to Boston & Maine. Stock authorized, $3,000,000; outstanding, as in table.

SECURITIES.—Massawippi stock receives same dividends as stock of lessee, and $400,000 of it [not included in the amount outstanding] is pledged as part security for 4s of 1893 [$1,900,000 authorized] which replaced $1,500,000 of 7s due April 1, 1893. (V. 57, p. 1040.)

Connecticut River RR.—Owns from Springfield, Mass., to Keene, N. H., 74 miles (double tracked, 36 miles); branches, 6 miles.

LEASE.—Leased for 99 years from Jan. 1, 1893, to the Boston & Maine, annual rental (as amended Oct. 10, 1895) being 10 per cent per annum on capital stock), payable directly to the stockholders in semi-annual instalments Jan. 1 and July 1, and in addition thereto interest on 4 per cent bonds and scrip and $2,000 for organization expenses. Lessee pays all taxes, operating expenses, etc., but lessor shall issue its stock or bonds for permanent improvements. (V. 61, p. 470.)

Connecting Ry. (Philadelphia).—Owns from Mantua Junction to Frankford Junction, Pa., 6·75 miles; total mileage including 2d, 3d, 4th tracks and sidings, 50 miles. Leased to Philadelphia & Trenton for 999 years, and with that road operated by Pennsylvania Railroad. Rental pays interest, taxes and 6 p. c on $1,278.300 capital stock (par $50)—all owned by Penn. RR. Current liabilities June 30, 1899, $1,417,601.

Connecting Terminal RR. (Buffalo).—Owns a terminal road one mile long in Buffalo, N. Y. Stock $20,000 (par $500) controlled in same interest as the Erie & Western Transportation whose bonds (authorized issue $1,500,000) are guaranteed principal and interest by endorsement. The Transportation Company had outstanding $3,000,000 capital stock (par $50) on which 5 per cent per annum has been paid J&J. In March, 1900, the Pennsylvania RR. purchased the Erie & Western Transportation stock. The $450,000 E. & W. T. bonds have been called and will be paid at 105 on or before May 17, 1900. V. 70, p. 429, 432, 532, 689. In year 1898-99 gross, $81,467; net, $49,499; charges, $34,499.—V. 70, p. 429.

Coos Bay Roseburg & Eastern RR. & Navigation Co.—V. 69, p. 1345; V. 70, p. 175.

Cornwall & Lebanon RR.—Owns Lebanon, Pa., to Conewago, 22 miles; branches, 3 miles. Dividends, formerly 4 to 4 1/2 per cent, yearly, were in 1893 6 p. c.; also in 1892-93 paid a special dividend of 13 p. c.; in 1894, Feb., 2 p. c.; in 1895, Aug., 2 p. c.; in 1896, 4 p. c.; in 1897, 3 p. c.; in 1898, 4 p. c.; in 1899, 4 1/2 p. c.; in 1900, Feb., 2 1/2 p. c. In year ending June 30, 1899, gross, $213,673; net, $106,345; interest and charges, $45,565; dividend (4 1/2 p. c.), $36,000; balance, surplus, $25,763. Car trust 6s, April, 1900, $19,000.—V. 65, p. 571; V. 70, p. 632.

Corvallis & Eastern RR.—Owns from Yaquina to Idanah, Ore., 142 miles. Land grant was 850,000 acres. Organized in Dec., 1897, to purchase and extend the Oregon Central & Eastern, which was the successor of Oregon Pacific, sold in foreclosure Dec. 22, 1894. Mortgage (Central Trust Co., N. Y., mortgage trustee), secures $11,250,000 4s, to provide for extension eastward to Snake River in Malheur Co., and to cover all railroad lines hereafter acquired up to 750 miles.

EARNINGS.—In year ending June 30, 1899, gross, $126,036; net, $14,292; total deductions, $60,800. For 5 months ending June 30, 1898, gross, $47,111; net, $2,575. (V. 66, p. 335, 573; V. 68, p. 474.)

Cumberland & Ohio RR., Northern Division.—V. 70, p. 739.

Cumberland & Pennsylvania RR.—Owns from Cumberland, Md., to Piedmont, Md., and several branches, 57 miles. Owned and operated by Consolidation Coal Co., which guarantees by endorsement the first mortgage. V. 52, p. 390. Stock, $1,500,000; par, $100. For year ending June 30, 1899, gross, $673,398; net, $288,530; charges, $80,750; dividends, $260,108; bal., def., $53,328. In 1897-8, net, $697,496.

Cumberland Valley RR.—Owns from Harrisburg, Pa., to Potomac River, Md., 82 miles (and with leased lines operates to Winchester, a total distance of 116 miles). It leases—Cumberland Valley & Martinsburg Railroad, 34 miles; Dillsburg & Mechanicsburg Railroad, 9 miles; Southern Pennsylvania Railroad, 21 miles; leases Mont Alto Railroad, 18 miles; total operated, 165 miles. (V. 61, p. 152.)

STOCK.—Authorized, $2,000,000; outstanding, $1,292,950 common, $241,900 first pref. and $243,000 second pref.; of this $975,850 common and $237,200 preferred are owned by Pennsylvania RR. Co.

DIVIDENDS.—In 1880 to 1884, 10 per cent yearly; from 1885, to April, 1900, both inclusive, at rate of 8 per cent yearly.

EARNINGS.—2 months, Jan. 1 to Feb. 28. 1900.....Gross, $143,253; net, $52,971. 1899.....Gross, 116,045; net, 27,757.

REPORT for 1899 was in V. 70, p. 580. Earnings entire line as follows

MAP OF THE DELAWARE & HUDSON RAILROAD SYSTEM.

MONTREAL
Ottawa R.
Coteau
Caughnawaga
La Prairie
Jc.
St.Johns
Farnham
L'Ange
Waterloo
Sutton Jc.
Johnson's
Lacolle
ROUSE'S POINT
MOOER'S JC.
Ft.Covington
Messena
Burke
Clinton Ms.
Altoona
Sciota
Malone
W.CHAZY
Beekmantown
PLATTSBURG
Dannemora
Lyon Mt.
Lapham's Ms
Peru
Ferrona
Port Kent
Loon L.
AUSABLE
Bloomingdale
PAUL SMITHS
Saranac L.
Saranac Ls.
Willsborough
Essex
Whallonsburg
Wadham's Ms
Elizabethtown
Westport
Mineville
Port Henry
Hammondville
Crown Point
Lake Champlain
Newport
Sheldon
St.Albans
Cambridge Jc
Milton
Essex Junc.
BURLINGTON
St.Johnsbury
Charlotte
Montpelier Jc.
MONTPELIER
Wells River
Vergennes
Middlebury
Lelcester Jc.
Pittsford
White R.Junc.
RUTLAND
Windsor
Ludlow
Claremont
Gassetts
S.Londonderry
BELLOWS FALLS
Rupert
FT. EDWARD
Salem
Cambridge
EAGLE BRIDGE
Bennington
Brattleboro
Keene
Pownal
South Vernon
North Adams
Charlemont
Greenfield
Millers Fs.
Pittsfield
Becket
Northampton
Huntington
Palmer
Westfield
Springfield
Boston Cors.
Canaan
Winsted
Tariffville
HARTFORD
Collinsville
Litchfield
Farmington
Bristol
Berlin
Middletown
Waterbury
Watertown
Poughkeepsie
Rhinebeck
Hudson
Catskill
Palen V.
Hunter
Andes
Walton
Delhi
Hobart
Prattsville
Stamford
Coyemans Jc.
Chatham
State Line
Boston & Albany R.R.
Troy
ALBANY
Schenectady
Schoharie Jc.
Duanesburg
Middleburgh
Voorheesville
Cobleskill
Richmond V.
Sharon Sps.
Cooperstown
CHERRY VALLEY
New Berlin
Milford
Norwich
N.Norwich
Cortland
Freeville
Ithaca
Candour
Chenango Forks
Port Crane
Oswego
Randallsville
De Ruyter
Earlville
Richfield Jc.
Richfield Springs
Utica
Rome
Oneida
Oneida L.
Trenton Fs.
Boonville
Sandy Cr.
Richland
Oswego
Syracuse
Weedsp't
Auburn
Cazenovia
Sackets Harbor
Watertown
Martinsburg
Charthage
Cape Vincent
Clayton
Kingston
Brockville
Prescott
OGDENSBURG
Norwood
Brasheat Falls
Moira
Malone
Messena
Ft.Covington
Theresa Jc.
Philadelphia
Jayville
Clifton
De Kalb
St. Regis Falls
Tupper L.
ADIRONDACK MOUNTAINS
Long L.
Beaver R.
Racquette L.
Blue Mt Lake
Minerva
Schroon L.
North River
Pattersonville
Putnam
Presden
NORTH CREEK
RIVERSIDE
The Glen
Lake George
WHITEHALL
Comstock
Wartensburg
THURMAN
STONY CREEK
CALDWELL
HADLEY
JESSUPS LDG
Glen Falls
S.Corinth
Northville
Kings
Greenfield
Gansevoort
SARATOGA
Ballston
Johnstown
Fonda
Half Way
Mechanic V.
Transparent D.
Sageville
Piseco L.
W.Stony Cr.
Sacandaga
Little Falls
Herkimer
Richfield Springs
Schenevus
Maryland
Stamford
Coyemans Jc.
Prattsville
Hobart
Delhi
Andes
Walton
Hunter
Catskill
Hudson
Palen V.
Summit
Phoenicia
Kingston
Rondout
High Falls
Rhinebeck
Poughkeepsie
Ellenville
Liberty
Parksville
Cooks Falls
Monticello
Summit V.
Montgomery
Wurtsboro
Newburg
Middletown
Goshen
Greycourt
Port Jervis
Stony Pt.
Sufferns
Pompton Jc.
Newton
Waterloo
Columbia
Paterson
Denville
Montclair
Morristown
NEWARK
JERSEY CITY
NEW YORK
Brooklyn
Hempstead
Hicksville
Port Jefferson
Riverhead
Greenport
Saybrook
New Haven
Bridgeport
Norwalk
Danville
Binghamton
Great Bend
Jefferson Jc.
Starrucca
Hancock
Thompson
Herrick
Uniondale
Forest City
CARBONDALE
Fairview
HONESDALE
Deposit
Windsor
Afton
Sidney
Oneonta
Wells Br.
Colliers
Harpers V.
Owego
Candour
Chenango Forks
Port Crane
Oswego
Freeville
Lisle
Cortland
Randallsville
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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Dakota Pacific—1st m., g., $650,000.....**IB.**c	40	1899	$1,000	$650,000	5 g.	A. & O.	Boston, Inter. Trust Co.	Apr. 1, 1929
Dallas Fort Worth & Gulf—Mort., $1,000,000, g.c*	....	....	.....	(?)	5	.....	.....	.....
Dayton & Mich.—Com. st'k (3½ p.c. guar. C.H.&D.)..	....	....	50	2,403,243	3½	A. & O.	Cincinnati.	Apr. 2, '00, 1¾
Preferred (8 p. c. guar. C. H. & D.) endorsed.....	....	1871	50	1,211,250	8	Q.—J.	do	Apr. 3, '00, 2%
1st mortgage, guar. p. & l. end by C. H. & D....c	142	1881	1,000	2,728,000	5	J. & J	N.Y., Kessler & Co., Cin.	Jan. 1, 1911
Dayton & Union—1st M., sink. fund (not dr.)..**CCI.**c	32	1879	1,000	225,000	7	J. & D.	N.Y., Am. Exch. Nat. Bk.	Dec. 1, 1909
Dayton & Western—1st M., guar. L. M. and C. & X.c	38	1864	1,000	495,000	6 & 7	J & J.	N. Y., Bank of America.	Jan. 1, 1905
Delaware—Stock.....	224	....	25	2,987,125	6 in 1899	J. & J.	Checks mailed.	Jan. 2, '00, 3%
Gen. M., $2,000,000, gold.c*.....	117	1892	1,000	500,000	4½ g.	J. & J.	Phila., Broad St. Station	July 1, 1932
Delaware & Chesapeake 1st M., assumed, cur..c	54	1882	1,000	400,000	4	F. & A	do	Feb. 1, 1912
Del. & Bound Br.—Stock—8 p. c. gu. Phila. & Read.	....	....	100	1,800,000	8	Q.—F.	Phila., 240 So. Third St.	Feb. 20, '00, 2%
1st mortgage.....	27	1875	1,000	1,500,000	7	F. & A.	Phila., Guar. T. & S. D. Co.	Aug. 1, 1905
2d mortgage, extended in 1899.....	27	1879	100 &c.	300,000	4	M. & N.	Phila., 240 So. Third St.	Aug. 1, 1905
Delaware & Hudson—Stock.....	....	....	100	34,800,000	5 in 1899	Q—Mch.	N.Y.Of., 21 Cortlandt St.	Mar. 15 '00, 1¼
1st mort. on Pennsylvania Div. ($10,000,000)c&r	....	1877	1,000&c	5,000,000	7	M. & S.	do do	Sept. 1, 1917
Bluff Point Land Improve. Co. 1st M., gold, guar.c*	....	1890	1,000	300,000	4 g.	J. & J.	do do	Jan. 1, 1940
Equipm't M., $1,500,000, 1/10 payable May, y'ly.	....	1899	.....	1,500,000	3½	.....	do do	Yearly to 1909
Equipm't deb., $2,500,000, $200,000 an'ly, Jan. 1	....	1900	.....	(?)	4	J. & J.	do do	1902 to 1915
Delaware Lackawanna & Western—Stock.....	....	....	50	26,200,000	7 in 1899	Q.—J.	N. Y., 26 Exchange Pl.	Apr. 20, '00, 1¾
Con. M. now 1st M. on road & equip ($10,000,000)c	194	1877	1,000	3,067,000	7	M. & S.	do do	Sept. 1, 1907
Delaware Maryland & Virginia—Stock.....	....	....	25	526,758	....	.....	.....	.....
Junction & B.—1st m. to State, extended.....	39	1860	.....	185,000	3	J. & J.	Phila., Broad St. Station	Jan. 1, 1932
Junction & Breakwater 2d mortgage.....c*	44	1879	1,000	250,000	4	F. & A.	do do	.....

Year.	*Gross*	*Net*	*Int., etc.*	*Dividends.*	*Bal., surp*
1899.....	$960,281	$240,581	$42,908	(8 p.c.) $142,223	$55,445
1898.....	903,369	249,835	41,805	(8 p.c.) 142,228	66,402

—(V. 64, p. **467**; V. 66, p. **706**; V. 68, p. **668**; V. 70, p. **580.**)

Dakota Pacific RR.—Projected from Rapid City, S. D., to Mystic, 40 miles, of which 10 miles operated in June, 1899, and remainder under contract to be completed January 1, 1900. Stock, $650,000. Pres., William T. Coad, Rapid City, S. D.; Sec., Forrest O. Murdock; Treasurer, F. D. Gray.—(V. 68, p. 1180; V. 69, p. 28.)

Dallas Fort Worth & Gulf Ry.—See SUPP. of October, 1899.

Dardanelle & Russellville RR.—V. 69, p. 1011; V. 70, p. 480.

Davenport Rock Island & Northwestern RR.—Moline, Ill., via Rock Island and large bridge across Mississippi River to Davenport and Clinton, Ia., about 41 miles of track, operated from Jan., 1900. In Feb., 1900, the American Steel & Wire Co., it was understood, proposed to acquire the road and extend the same in 1900 through valuable coal lands owned in the same interests to Peoria, Ill., about 85 miles. V. 70, p. 381. Stock authorized, all common, $3,000,000; par of shares, $100. No bonds authorized to Oct., 1899. President, J. W. Gates; Sec'r and Treas'r, Chas. E. Gates. V. 70, p. 381.

Dayton & Michigan RR.—(*See Map Cincinnati Hamilton & Da*—Owns Dayton, O., to Toledo Junc., O., 141 miles, and leases Deshler to Findlay, 11 miles. Trackage (Lake Shore) into Toledo, 1¼ miles

LEASE.—Leased May 1, 1863, in perpetuity to Cincinnati Hamilton & Dayton. Rental is the interest and sinking fund of debt, and 8 per cent on preferred stock and 3½ per cent on common.

SECURITIES.—Guaranty on preferred is secured by mortgage of 1871, but the preferred carries no voting power. V. 56, p. 813. Mortgage of 1856 is held alive under mortg. of 1881, which is therefore a first lien.

EARNINGS.—Gross earnings in year ending June 30, 1898 (including Troy & Piqua branch, 8 miles), were $1,576,293; net, $579,783; interest, $136,400; dividends, $180,967; bal., surplus, $262,416. In 1896-97, gross, $1,459,519. Due lessee July 1, 1898, $1,222,887.

Dayton & Union RR.—Owns from Dodson, O., to Union City, Ind., 32 miles; leases Dayton to Dodsdon, 15 miles; total operated, 47 miles. Operated by Cleveland Cinn. Chicago & St. Louis, which, jointly with the Cincinnati Hamilton & Dayton, owns the capital stock. All surplus earnings over interest goes to a sinking fund for the redemption of bonds at not above 100. Capital stock, $86,300. For year ending Oct. 31, 1899, gross, $152,258; net, $73,006; other income, $7,208; charges, $29,024; balance, surplus, $51,190.

Dayton & Western RR.—Owns from Dayton, O., to State line, Ind., 38 miles, and leases 4 miles to Richmond, Ind. Leased from Jan. 1, 1865, for 99 years, renewable forever, to Little Miami, and so operated by Pittsb. Cin. Chic. & St. Louis. Under terms of the lease, upon payment of the D. & W. bonds the Little Miami will become sole owner of the D. & W. Of bonds $32,000 are 7s. Stock, $309,276.

Delaware RR.—Shellpot Crossing, Del., to Delmar, Md., 95·22 miles; branches, Centreville, Md., to Townsend, Del., 35·15 miles; Clayton, Del., to Oxford, Md., 54·30 m.: Seaford, Del., to Cambridge, Md., 32·97 m.; other branches, 6·74 m.; total, 224·38 miles. V. 67, p. 1356. Leased till May 1, 1927, to the Philadelphia Wilmington & Balt. which owns $1,364,675 of the stock. Lease of 1889 expired in 1897 when new lease for 30 years was made, rental being net earnings—see V. 64, p. 1000. Under the old lease 6 per cent was guaranteed on the stock; dividends will hereafter be dependent on earnings; in 1898, 6 per cent; in 1899, 6 p. c.; in 1900, Jan., 3 per cent. In year ending Oct. 31, 1899, gross, $1,391,537; net, $402,793; other income, $14,110; interest, taxes, etc., $184,513; dividends, $179,228; balance, surplus for year, $53,162. In 1897-98, gross, $1,211,477.—V. 68, p. 129.

Delaware & Bound Brook RR.—Owns from Bound Brook (Central of N. J.) to Delaware River, 27 miles; branch to Trenton, 4; second track 27 miles; all track 77 miles. In May, 1879, leased for 990 years to Phila. & Reading RR. for $267,000, paying interest and 8 p. c. on stock; lease assumed by Phila. & Reading *Railway*.—V. 68, p. 722.

Delaware & Chesapeake Ry.—Clayton, Del., to Oxford, Md., 54 miles. Phila. Wilm. & Balto. owns all the stock ($600,000), and operates the line, guaranteeing the bonds principal and interest. Earnings for year ending Oct. 31, 1897, gross, $96,881; net, $10,843; interest and taxes, $21,109; bal., deficit, for year, 10,266.

Delaware & Hudson Co.—(*See Map.*)—Owns railroad lines extending from Wilkesbarre, Pa., via Albany, N. Y., to Rouse's Point, on Canada line, with branches, 685 miles in all. Name changed from Delaware & Hudson Canal Co., April 25, 1899. V. 68, p 871. The system is well shown on the adjoining map, and includes:

Lines owned—	*Miles.*	*Lines leased*—¶ *See these cos.*	*Miles.*
Lackawanna & Susquehanna..	22	¶Albany & Susquehanna.....	142
Valley RR. of Pa.....	17	¶New York & Canada.....	150
Gravity RR.....	34	¶Rensselaer & Saratoga.....	192
Schenectady & Mechanicville.	10	¶Union RR.....	22
¶Cherry Val. Sharon & Albany	21	¶Jefferson RR. (trackage).....	35
¶Schenectady & Duanesburg..	14	Other lines.....	7
Total operated.....			656

Also leases Utica Clinton & Binghamton and Rome & Clinton RR., 44 miles, sub-let to New York Ontario & Western.

The canal ceased to be operated in 1898, its cost was charged off and bed sold in June, 1899. V. 69, p. 1061; V. 68, p. 566. The new line from Carbondale, Pa, to Honesdale, Pa., 28 miles, was opened Feb. 21, 1900. V. 70, p. 230, 379; see V. 69, p. 79.

HISTORY, ETC.—This company was chartered April 23, 1823. It is one of the largest miners and carriers of anthracite coal.

DIVIDENDS.....Since '81, p.c.....	'83.	'84.	'85.	'86.	'87.	'88.	'89 to '96.	'97.	To Mar. 1900
	7	7	6	5	5	6	7 y'ly.	5	5 yearly.

Dividends for 1900 fixed at 5 p. c., payable quarterly.—V. 70, p. 39.

BONDS.—Adirondack Railroad bonds carry the endorsed guaranty of the D. & H. as to principal and interest. See that company. In 1896 $1,000,000 N. Y. & Canada debentures were issued and guaranteed—see that company. In April, 1899, made 3½ per cent equipment mortgage to the U. S. Mortgage & Trust Co., trustee, to secure $1,500,000 bonds, 10 per cent payable yearly, and in Dec., 1899, arranged to issue $2,500,000 4 per cent equipment debentures for additional equipment. V. 68, p. 670; V. 69, p. 1193; V. 70, p. 125.

GENERAL FINANCES.—On May 9, 1899, the stockholders voted to set aside every year, as a sinking fund to retire stock and bonds and guaranteed securities, an amount equal to at least five cents per ton of coal sold or $175,000 to $200,000 per annum, to be charged against income account each year. (V. 68, p. 926. See ordinance in full, V. 68, p. 1180. Examination in 1898 showed tons of coal owned in fee by company, 165,186,393; tons of coal under lease, 58,361,400; total, 223,547,793. In 1898 sold the stock of the Rutland RR. at cost and 4 per cent interest, payable Jan. 1 and July 1, on account of which $335,000 cash has been received, and of the balance $1,165,000 is due on Dec. 1, 1900.—V. 68, p. 184. In 1900 $200,000 stock was retired from proceeds of the sinking fund. V. 70, p. 379.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on the second Tuesday in May. Report for 1899 was in CHRONICLE, V. 70, p. 379; see also editorial, p. 351. Coal (anthracite) carried in 1899, 6,430,050 tons; in 1898, 5,613,186 tons; in 1896, 5,835,621 tons.

Year ending Dec. 31.	1899.	1898.	1897.	1896.
Receipts from coal.	$7,617,840	$7,207,345	$7,709,441	$7,778,225
Railroads.....	11,011,126	9,907,357	10,061,167	10,201,634
Miscellaneous....	452,288	607,189	589,442	566,584
Total.....	$19,081,254	$17,721,892	$18,360,051	$18,546,443
Net.....	$5,870,421	$4,794,297	$5,274,389	$4,852,644
Int., taxes & rentals	2,879,575	2,923,478	3,132,968	3,087,631
Balance for stock.	$2,990,846	$1,870,819	$2,141,421	$1,765,013
Dividends	$1,750,000	$1,750,000	$1,750,000	$2,450,000

—(V. 69, p. 26, 384, 1061, 1193; V. 70, p. 39, 125, 230, **379.**)

Delaware Lackawanna & Western RR.—(*See Map.*)—Operates main line from Hoboken, N. J., opposite N. Y. City, to Buffalo, N. Y., 410 miles, with branches to coal region, etc., 490 miles, including:

Lines owned—	*Miles.*	*Lines leased*—¶ See each co.	*Miles.*
N. J. State line to N.Y. line 114		¶Syracuse Bing. & N. Y.....	81
Br'nches to N'rthumberl'nd,&c.	80	¶Utica Chenango & Susq.....	105
Lines leased—		¶Valley RR. of N. Y.....	11
¶Morris & Essex and branches.	157	¶Warren.....	19
¶N.Y. Lackawanna & Western.	214	Sussex, &c.....	50
¶Cayuga & Susquehanna	34		
¶Oswego & Syracuse.....	35	Total operated.....	900

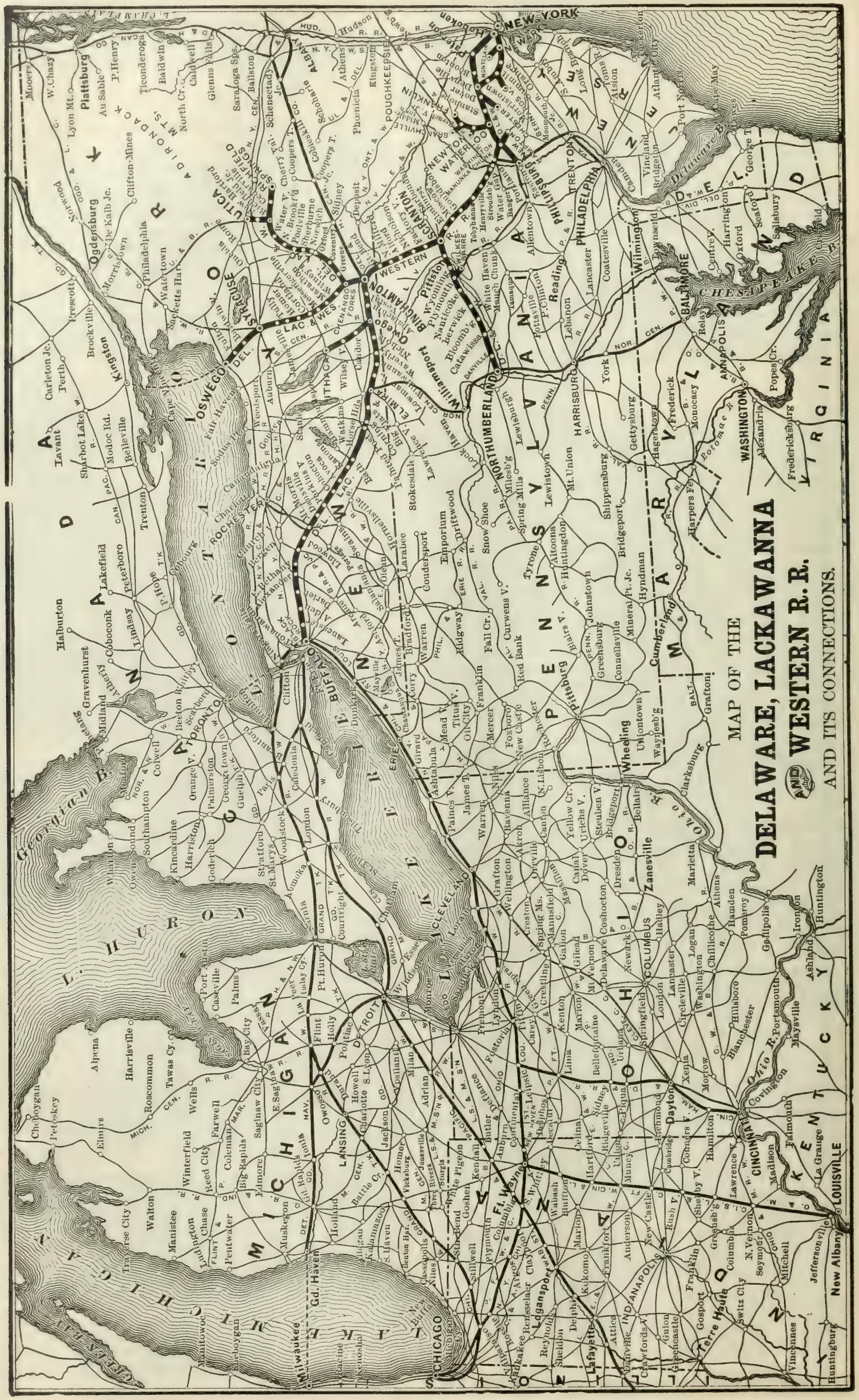
HISTORY, ETC.—This is one of the most important of the anthracite coal roads. No sub-companies (coal and mining) are controlled, the railroad owning its mines. Original company chartered in 1832; present title assumed in 1853. Its leased lines are mostly held under long leases, and the system is compact. In 1894 representatives of the Vanderbilts entered the directory. See V. 57, p. 721.

DIVIDENDS—	1881	'82-'84	'85	'86 to Apr., '00.
Since 1880, p. c.	6¾	8 yearly	7½	7 yearly.

GENERAL FINANCES.—On Jan. 1, 1900, cash on hand, $3,108,081; coal on hand, $2,464,568; advances to leased roads, etc., $1,762,079; accounts receivable, $4,001,817; total, $11,336,545; accounts payable, $5,761,998, including reserve for improvements, $767,229. The refunding of $5,792,000 Morris & Essex bonds maturing prior to November, 1902, will reduce the guaranteed interest charges of the latter about $200,000 yearly; Warren RR. refunding in 1900 and 1905 will reduce charges about $50,000 annually.—V. 70, p. 477.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on the Tuesday preceding the last Friday in February. The report for 1899, with balance sheet, was in CHRONICLE, V. 70, p. 380, 477. The following includes all lines except Syr. Bingh'ton & N. Y. and Sussex RR.:

Year end. Dec. 31.	1899.	1898.	1897.	1896.
Passenger earnings	$3,951,051	$3,501,708	3,408,983	$3,406,492
Freight earnings...	15,707,945	16,008,321	15,033,700	15,349,104
Miscellaneous.....	1,666,126	2,658,315	2,559,334	2,647,909
	$21,325,122	$22,168,344	$21,002,017	$21,403,505
Coal receipts, etc....	21,315,799	21,528,138	22,973,382	22,896,382
Total gross rece ipts.	$42,640,921	$43,696,482	$43,975,399	$44,299,887


MAP OF THE
DELAWARE, LACKAWANNA
AND WESTERN R. R.
AND ITS CONNECTIONS.
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
BUFFALO
CHICAGO
CINCINNATI
LOUISVILLE
COLUMBUS
PITTSBURG
HARRISBURG
SCRANTON
ELMIRA
ITHACA
OSWEGO
ROCHESTER
TORONTO
DETROIT
CLEVELAND
Lake Erie
Lake Michigan
Lake Huron
Georgian B.
Delaware B.
Chesapeake B.
Ohio R.
Potomac R.
Delaware
Maryland
Virginia
Pennsylvania
New York
New Jersey
Ohio
Indiana
Michigan
Kentucky

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Delaware Maryland & Virginia—(Concluded)—								
Break. & Frank. 1st m. to State, red. aft. Jan.'95.	19	1874	.....	$200,000	3	J. & J.	Phila., Broad St. Station	Jan. 1, 1932
Worcester RR. 1st. M. (matured Apr. 1,'96) gold. c*	35	1876	$500&c.	400,000	4 g.	A. & O.	do do	Overdue.
Delaware River RR. & Bridge—								
1st M., $1,300,000, gold, guar. p. & l., Penn. RR. c*	....	1896	1,000	1,300,000	4 g.	F. & A.	Philadelphia, Pa.	Aug. 1, 1936
Delaware Susq. & S. RR.—Stock (auth. $1,500,000)	....	....	50	1,500,000	See text.	See text.	Drifton, Pa.	Sept. 26, 1894
1st mortgage bonds ($1,500,000) gold... .....c*	46	1894	1,000	600,000	6 g.	A. & O.	Philadel., Co.'s Office.	Apr. 1, 1909
Denver Lakewood & Golden—1st mortgage. F.....	....	1890	.....	627,000	6	.....	.....	.....
Denver & Rio Grande—Stock, com., ($45,500,000) .	....	....	100	38,000,000	....	.....	.....	.....
Pref. stock, 5 per cent non-cum. ($28,000,000)...	....	....	100	23,650,000	4 in '99	J. & J.	Office, 47 Wm. St., N. Y.	Jan. 15,'00, 2%
1st mort. $1,000 gold or £206 sinking fund..c*&r	295	1871	500 &c.	1,605,500	7 g.	M. & N.	N. Y., Fourth Nat. Bank.	Nov. 1, 1900
1st consol. mort. (for $42,000,000) gold. Us. c*&r	1,621	1886	500 &c.	28,717,000	4 g.	J. & J.	do do	Jan. 1. 1936
do do 4½ p. c. for refund'g 1st mort. 7s	1,621	1886	1,000	4,725,000	4½g.	J. & J.	do do	Jan. 1, 1936
Improvement mort. ($5,000 per mile) gold...c*&r	1,621	1888	500	8,120,000	5 g.	J. & D.	do do	June 1, 1928
Rio Grande South'n 1st mort., to be guar. (text).	180	1890	1,000	See text.	4 g.	J. & J.	N. Y., Maitl'd, C. & Co.	July 1, 1940
Rio Grande Junction 1st mortgage, guar..... c*	62	1889	1,000	1,850,000	5 g.	J. & D.	do do	Dec. 1, 1939
Denv. & Southw.—Mid. Term. 1st M., gold, s. f. Fc*	41	1895	1,000	577,000	5 g.	J. & D.	N. Y., Farm. L. & T. Co.	Dec. 1, 1925
Gen. M., $5,500,000, s. f., not subj. to call. Co.c*	127	1899	1,000	4,923,000	5 g.	J. & D.	N. Y., Kessler & Co.	Dec. 1, 1929
Des Moines & Fort Dodge—Common stock.....	....	....	100	4,283,000	....	.....	.....	.....
Preferred stock, 7 p. c. non-cum.....	....	....	100	763,500	7 in '99.	August.	Chicago, C. R. I. & Pac.	Aug. 1,'99, 7%
1st M. } secures } Series A, int. guar., end....	88	1874	1,000	1,200,000	4	J. & J.	N. Y., Chic. R. I. & Pac. Co.	Jan. 1, 1905
Do. } both equally } Series B, int. guar., end ...	88	1874	1,000	1,200,000	2½	J. & J.	do do	Jan. 1, 1905
1st mort. on exten., Tara to Ruthven, int. guar..	55	1881	1,000	672,000	4	J. & J.	do do	Jan. 1, 1905
Des Moines & Kansas City—SEE KEOKUK & WESTERN RR.								
Des Moines Union—Stock, $2,000,000.....	....	....	100	400,000	.....	.....	.....	.....
1st M. for $800,000, gold .....Ce.c*	3·7	1887	1,000	671,000	5 g.	M. & N.	N. Y., Central Trust.	Nov. 1, 1917
Detroit Bay City & Alp.—See DETROIT & MACKINAC.								
Detroit Grand Haven & Mil.—1st equip. M. gu....c*	189	1878	1,000	2,000,000	6	A. & O.	} Mechanics' Nat. Bk., } N. Y. and London. }	Nov. 14, 1918
Consol. mort., guar. by Gr. Trunk of Can.....c*	189	1878	200 &c.	3,200,000	6	A. & O.		Nov. 15, 1918
Detroit Hillsdale & S. W.—St'k, 4 p. c. rent'l, L. S. & M. S.	65	....	100	1,350,000	4	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 2,'00, 2%
Detroit Grand Rapids & Western—See PERE MARQUETTE RR.								
Detroit Lansing & Northern—See PERE MARQUETTE RR.								

	1899.	1898.	1897.	1896.
RR. oper. ex. & tax..	$11,994,028	36,965,978	$36,658,860	14,069,136
Mining, &c., expen..	20,411,627			23,499,772
Net receipts.....	$10,235,266	$6,730,504	$7,316,539	$6,730,979
Interest and rentals.	5,391,990	5,406,239	5,406,239	5,406,239
Acc'ts ch'rg'd off, etc.	1,402,104	.....	.....	.....
Dividends (7 p. c)...	1,834,000	1,834,000	1,834,000	1,834,000
Bal. after divs...sur.	$1,607,172	df. $509,735	sr. $76,300	df. $509,260

President, W. H. Truesdale; Chairman of Board, Samuel Sloan, —(V. 69, p. 384, 1011; V. 70, p. 125, 279, 380, 477.

Delaware Maryland & Virginia RR.—Owns from Harrington to Rehoboth, Del., 44 miles; Georgetown to Franklin City, Va., 54 miles; total, 98 miles. Controlled by Philadelphia Wilmington & Baltimore, which owns $326,200 of stock, and so by Pennsylvania Railroad. See V. 50, p. 498. Loans and bills payable, Oct. 31, 1898, $405,035; other floating debt, $244,056. In year ending Oct. 31, 1898, gross, $222,014; net, $32,070; interest, taxes, etc , $47,357; balance, deficit for year, $15,287, but this does not include int'st on the floating debt, $649,091.

Delaware River RR. & Bridge Co.—Owns a bridge over the Delaware River near Philadelphia and about 10 miles of connecting railroad. Capital stock ($1,300,000) is all owned by the Pennsylvania RR., which guarantees the bonds, principal and interest, by endorsement on each. Sinking fund is one per cent, but bonds cannot be called. See bonds and guaranty in V. 63, p. 1062, 1159.

Delaware Susquehanna & Schuylkill RR.—Owns main line from Drifton, Pa., to Gowen, Pa., 31 miles; branches, 15 miles; total owned, 46 miles. Trackage—Lehigh Valley RR., etc., 133 miles. Opened Feb. 15, 1892. The road is controlled by Coxe Brothers & Co., the coal miners. DIVIDENDS Oct. 18, 1892, 40 p. c. in cash; Nov. 25, 1893, 20 p. c. in *cash* and 50 p. c. in *stock*; Sept. 26, 1894, 26⅔ p. c. in *cash*. None since. Mortgage trustee Trust Co. of North Am. Phila.

EARNINGS.—Fiscal year ends June 30. In year 1898-99 gross, $1,123,398; net, $162,085; interest, $36,000; bal., surplus, $126,085. In 1897-8, gross, $1,091,186; net, $131,160.

Delaware Valley & Kingston Ry—To own a standard-gauge road, in the interest of the Pennsylvania Coal Co., from tidewater on Hudson River at Kingston, N. Y., to State boundary line opposite Lackawaxen, Pa., 81 miles, forming part of an independent through line from Pennsylvania coal fields. See V. 69, p. 1061, 1102; V. 70, p. 230, 583, 686.

Denver Lakewood & Golden RR.—Embraces 27 miles, of track, of which 22 steam, Denver to Ralston, and 5 trolley, Denver to Barnum. In Dec., 1899, W. W. Borst was still receiver, but reorganization was expected soon. Stock, $1,000,000. Part of road was sold for taxes Nov. 1, 1894, but suit to declare sale illegal and void has been pending, and in Dec., 1899, extension was reported to be proposed to Idaho Springs, Col., and expected to be completed within a year. For 1898-9, gross, $34,141; net, $3,016, against $4,314 in 1897-8. President, Samuel Newhouse.

Denver & Rio Grande RR.—*(See Map)*—ROAD—The lines of this company, well shown on the adjoining map, reach all the important points in Colorado, while its standard gauge line from Denver via Pueblo westerly, via Leadville and Grand Junction, forms a link in the trans-Continental route to Ogden, Salt Lake City, &c., including:

	Miles.		*Miles.*
Road owned and operated...	1,593	Of the preceding:	
Rio Gr. Jc. RR., etc. (leased) .	62	Standard gauge.....	682
Leased to Rio Grande West..	18	(Of which 301 is 3d rail.)	
		Narrow gauge only.....	991
Total June 30, 1899.....	1,673	2d track and sidings.....	357

The standard-gauging of the line from La Veta to Alamosa, 61 m., was completed Sept., 1899, being paid for out of "renewal fund."—V. 69, p. 448. In Aug., 1899, contract reported let for branch from Gato to Pagosa Springs, about 30 miles, as Rio Grande Pagosa & Northern RR. The U. P. Denver & Gulf uses tracks from Walsenburg to Pueblo, 57 m., at a rental of $45,000 per annum.—V. 61, p. 421.

HISTORY.—Reorganization of a *railway* company of same name foreclosed July 12, 1886. The Rio Grande Junction is leased jointly by this company and the Colorado Midland, and its bonds guaranteed.

DIVIDENDS since '90 on pref., per. cent.....

1891	'92	'93	'94	'95	'96	'97	'98	'99	1900.
2½	0	2	0	0	2	2	2½	4	Jan.. ?

In 1899, Jan. 16, 2 p. c. was paid, placing the stock on a 4 p. c. basis. In July, 2 p. c.; 1900, Jan., 2 p. c.

BONDS.—Of the *first consols* (U. S. Trust Co., trustee) $6,382,500 were reserved to retire the *first sevens* when due, and they can be issued at such rates of interest up to 7 p. c. as will retire said bonds. Upon payment of the first 7s the *first consols* will be a first lien on *all* the property, as they are now on about 1,300 miles of road and all the equipment. V. 67, p. 176. As to refunding of first mortgage, see below.

Consols for $6,900,000 are reserved for extension to Ogden, if deemed advisable. Those unissued may be used with the consent of a majority of the preferred stock for extensions at not exceeding $20,000 per mile. See abstract of mortgage in CHRONICLE, V. 47, p. 228.

The *improvement mortgage* (U. S. Trust Co., trustee), is issued on the property covered by the *consolidated mortgage*, and so covers all the company's property, following immediately after the *consolidated*. Mortgage abstract in CHRONICLE, V. 47, p. 229.

GENERAL FINANCES.—On June 30, 1899, the company held in its treasury stocks and bonds valued at $2,102,100. The "special renewal fund" held $439,950 Denver & Rio Grande in 1895 advanced Rio Grande Southern $169,839 in cash and endorsed $573,498 notes given for Rio Grande Southern floating debt, receiving therefor $671,000 Rio Grande Southern firsts, one-half of the stock, and all surplus earnings over fixed charges, taxes, etc., for three years from Jan. 1, 1895.

In January, 1898, the company consummated an arrangement with Kuhn, Loeb & Co. and Speyer & Co. for the refunding of the $6,382,500 *1st 7s* due Nov. 1, 1900, into an equal amount of *1st consols*, bearing 4½ per cent interest. For terms of exchange offered to bondholders see V. 67, p. 176, 319, 788. On June 30, 1899, all but about $1,657,500 7s had been exchanged. V. 67, p. 788, 1160. The reduction in fixed charges will be $160,000 yearly.—V. 66, p. 236.

The stockholders will vote on May 15, 1900, on a proposition to guarantee and then sell the $2,277,000 Rio Grande So. first 4s owned by the company for new equipment and other improvements.—V. 70, p. 791.

LATEST EARNINGS.—From July 1 to Feb. 28, 8 months:

8 *mos.*—	*Gross.*	*Net.*	*Oth. inc.*	*Charges.*	*Bal., sur.*
1899-0..	$6,858,663	$2,545,316	$116,192	$1,591,058	$1,070,450
1898-9..	6,183,984	2,457,268	106,465	1,584,015	979,718

Estimated surplus for 6 mos. ending Dec. 31, 1899, $801,695; equipment, $126,000; surplus for dividends, $675,695.—V. 69, p. 1244.

ANNUAL REPORT.—Annual meeting is held at Denver the third Tuesday in October. Full report for 1898-99 in V. 69, p. 439, 447. See also editorial, p. 416. Construction account was closed in September, 1891, since when all improvements have been charged against income.

Year ending June 30—	1899.	1898.	1897.	1896.
Average miles oper'ted	1,670	1,666	1,666	1,663
	$	$	$	$
Gross earnings.....	9,270,246	8,342,926	6,945,115	7,551,187
Net earnings.....	3,559,897	3,325,326	2,869,779	3,202,406
Other income.....	110,327	62,403	51,683	57,334
Total net income.....	3,670,224	3,387,729	2,921,462	3,259,740
Interest on bonds.....	1,900,810	1,997,950	1,997,950	1,997,950
Taxes and insurance..	337,552	362,098	351,991	352,786
New equipment.....	177,590	.....	.....	143,568
Miscellaneous.....	275,133	129,179	67,323	74,046
Dividend on pref. stk..	(4) 946,000	(2½) 591,250	(2) 473,000	(2) 473,000
Balance, surplus.....	33,119	307,252	31,198	218,390

OFFICERS—Chairman of Board of Directors, George Coppell; President and Gen. Man., E. T. Jeffery; Treas., J. W. Gilluly; Sec., Edgar H. Booth; Comptroller, Stephen Little. Office, 47 William Street, N. Y. —V. 69, p. 280, 439, 447, 1244; V. 70, p. 791.

Denver & Southwestern Ry.—Divide, Col., to Cripple Creek and Florence, 69 miles; Victor to Isabella, 6 miles; branches and spurs to mines, etc., 52 miles; total, 127 miles, of which 43 miles standard gauge. Incorporated in Nov., 1899, to consolidate Midland Terminal Ry., Florence & Cripple Creek RR., Golden Circle RR., La Bella Mill, Water & Power Co., Colorado Trading & Transfer Co. and to own three-quarters interest in Metallic Extraction Co. See prospectus, V. 69, p. 851, 1011, 1103: also adv. in CHRONICLE of March 3, 1900, p. ix.

STOCK AND BONDS.—Common stock, $3,000,000; 5 p. c. non-cum. preferred stock, $2,000,000; all issued. Of the gen. mort 30-year 5s $577,000 are reserved to redeem the outstanding $577,000 Midland 5s, the only underlying bonds remaining unretired. Sinking fund of $95,000 yearly will retire bonds purchasable in the open market at not exceeding 110.

For year ending June 30, 1899, gross earnings were $1,990,036; net, after deducting $51,768 for unacquired stock of Metallic Extraction Co., $810,301; fixed charges, including $120,000 sinking fund requirements, $395,000; balance, surplus, $415,301. Dividends on preferred stock, 5 per cent, call for $100,000 President, W. K. Gillett; Secretary and Treasurer, J. P. Cobb.—V. 69, p. 795, 851, 1011, 1103, 1147; V. 70, p. 125, 429.

Des Moines & Fort Dodge RR.—Owns Des Moines to Ft. Dodge, Ia., 88 m., and Tara to Ruthven, 55 miles; trackage, Illinois Central, Tara to Fort Dodge Junction, included above. Leased Jan. 1, 1887, to Chic. Rock Isl. & Pac. for 18 years at rental of 30 per cent of gross earns., with a guarantee of 4 per cent interest on the Series A bonds, and 2½ per cent per annum on the Series B bonds, both series being equally secured by the mortgage of 1874. The series B were originally 6 per cent incomes, but their coupons have been stamped, reducing the interest rate to the 2½ p. c. guaranteed. Preferred stock is entitled to 7 p. c. non-cumulative dividends, then common to 7 p. c. after which both share equally. DIVIDENDS.—On preferred in 1893, Aug., 2 p. c.; 1894, Aug., 4 p. c.; in 1895, Aug., 4 p. c.; in 1896, Aug., 6 p. c.; in 1897, Aug., 6 p. c.; in 1898, Aug., 6 p. c.; in 1899, Aug., 7 p. c. (V. 68, p. 1180. Rental for year ending Dec. 31, 1898, was $160,730; for 1897 was $151,325.—V. 64, p. 1181; V. 66, p. 1087; V. 68, p. 1180, 1223.

Des Moines No. & W. RR.—In 1899 acquired by Ch. M. & St. P.

MAP OF THE

DENVER & RIO GRANDE RAILROAD

Denver & Rio Grande R.R. & Connections

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Detroit & Lima Northern—Stock, $8,000,000..	....	....	100	(?)	.....	.....	.....	.....
Receiver's certificates, $1,000,000.....	....	....	.....	900,000	6	.....	.....	.....
Lima Northern Ry., 1st mortgage, gold	80	1895	1,000	1,194,000	5 g.	A. & O.	In default.	Oct. 1, 1945
Detroit & Lima Northern, 1st M., g.....Ma.c&r	183	1897	1,000	2,335,000	5 g.	A. & O.	In default.	Apr. 1, 1947
Detroit & Mackinac—"First lien," $1,500,000, g.c*	All	1895	1,000	990,000	4 g.	J. & D.	N.Y.. J. P. Morgan & Co.	June 1, 1995
"Mort. bonds" $2,500,000 gold, red. at par....c*	All	1895	1,000	2,000,000	4 g.	J. & D.	do do	June 1, 1995
Detroit & Tol. Shore Line—1st M., g.....IC.c*	53	1899	1,000	See text.	5 g.	J. & J	1st coupon July 1, 1900	Jan. 1, 1958
Dover & Rockaway—Stock 6 p. c., rental 999 years.	....	....	100	140,000	6	A. & O.	N. Y., 143 Liberty st.	Apr., 1900, 3%
1st mortgage.....	5	1881	1,000	35,000	6	J. & J.	do do	Jan. 1, 1906
Dub. & Sioux City—Ill. Cen., W. lines, 1st M.,g.c*&r	218	1895	1,000	5,425,000	4 g.	F. & A.	N. Y., Office, 214 B'way.	Aug. 1, 1951
Iowa Falls & Sioux City 1st M., Ia. F. to S. City..	184	1869	500 &c.	2,800,000	7	A. & O.	do do	Oct. 1, 1917
Cher & Dak and Cedar Rap. & Chic. 1st morts...	197	1888	.....	3,930,000	Deposite	d to sec	ure Ill. Central 4s of 19	52.
Duluth & Iron Range—1st mortgage.....Mp..c&r	184	1887	1,000&c	6,732,000	5	A. & O.	N. Y., Of., Empire Bldg.	Oct. 1, 1937
2d mort., currency, red. at 105, $5,000,000.Ce.c*	184	1896	1,000	See text.	6	J. & J.	do do	Jan. 1, 1916
Duluth Missabe & North'n—Stock ($5,000,000 auth)	....	....	100	2,512,500	.....	.....	.....	.....
1st mortgage, gold, sinking fund.....	....	1892	.....	1,111,000	6 g.	J. & J.	.....	Jan. 1, 1922
1st consol. M., $3,500,000,gold, subj.to call at 105	130	1893	1,000	2,176,000	6 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1923
New 2d mort. ($5,000,000) gold, red. at 105.Ce.c	130	1898	1,000	2,644,000	5 g.	J. & J.	do do	Jan. 1, 1918
Dul. Red Wing & So.—1st M.g.,$20,000 per m.Ce.c*&r	25	1888	1,000	500,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1928
Duluth South Sh. & Atlantic—Marq.H.&On.Gen.M.c*	156	1885	1,000	1,077,000	6	A. & O.	N. Y., Nat. City Bank.	Apr. 1, 1925
Duluth South Shore & Atlan., 1st mort., gold..c&r	416	1887	1,000	3,816,000	5 g.	J. & J.	do do	Jan. 1, 1937
First consol. mort., gold, interest guar.....c*&r	572	1890	1,000	15,107,000	4 g.	F. & A.	New York or London.	Aug. 1, 1990
Inc. certs. ($3,000,000 held by C. Pac. Jan., '97)	....	1892	.....	3,000,000	4	.....	New York.	Dec. 31, 1912
Car trusts, Oct. 1, 1899.....	....	....	.....	490,915	.....	.....	.....	1903 to 1906
Duluth Transfer—1st mortgage for $2,000,000....	20	1891	1,000	1,180,000	6 g.	J. & J.	July, '95, coup. last pd.	Jan., 1921
Dunk. Al. Val. & Pittsb.—W. & Venango 1st M., g.c	35	1870	1,000	1,000,000	7 g.	J. & D.	N. Y., N. Y. Cent. & Hud.	June 1, 1900
Warren & Venango, 2d mortgage.....c	35	1872	1,000	300,000	7	A. & O.	do do	Oct. 1, 1900
Dunkirk Warren & Pittsburg, 1st mort., gold...c	56	1870	1,000	1,000,000	7 g.	J. & D.	do do	June 1, 1900
2d & 3d mortgages ($200,000 only are 3d M.).c	56	1872	1,000	600,000	7	A. & O.	do do	Oct. 1, 1900
East Broad Top RR. & Coal—1st mortgage.....r	....	1873	1,000	500,000	4	J. & J.	Jan., '85, int'st last pd.	July 1, 1903
East Mahanoy RR.—Stock.....	....	....	50	497,750	5	J. & D.	15 Phila., Pa., Read. Term.	Dec. 15, '99, 2½
East Pennsylvania—Stock 6 p.c gu.999 yrs.Phil.&R.	36	....	50	1,730,450	6	J. & J.	Phil., Phil. & Read. Ry.	Jan., '00, 3%
1st M., gold, guar. p.&i. by P. & R. RR. (end.)...c*	36	1888	1,000	495,000	4 g.	M. & S.	do do	Mch. 1, 1958

Des Moines Union Ry.—A terminal road in Des Moines; owns 5 miles main track and branches, 9·7 miles 2d and side tracks, bridge across Des Moines River and 25 acres of land in Des Moines. See statement to N. Y. Stock Exchange V. 65, p. 1173. Leased to Wabash RR., Chicago Great Western and Chic. Mil. & St. P. Ry. Rental equal to expenses and fixed charges paid monthly by lessees on wheelage basis. In Jan., 1900, the Chic. Burl. & Quincy made a contract to use the terminals. V. 70, p. 230. Bills payable June 30, 1899, $59,274. Earnings for year 1898-99, gross, $133,714; net, $62,073; interest and taxes, $42,017; bal., surplus, $20,056.—V. 70, p. 230.

Detroit Bay City & Alpena.—See DETROIT & MACKINAC.

Detroit Grand Haven & Milwaukee Ry.—Owns from Detroit to Grand Haven, Mich., 189 miles. A reorganization of September, 1878. The principal and interest on the bonds are guaranteed by the Grand Trunk of Canada. Stock, $1,500,000; par, $50. Real estate bonds or mortgages, $226,000. On Jan. 1, 1899, sundry outstanding accounts, $296,642. Grand Trunk of Canada owned Dec. 31, 1898, the $1,500,000 stock.

EARNINGS.—2 months, Jan. 1 to Feb. 28. } 1900.....Gross, $136,264; net, $18,979 } 1899.....Gross, 127,991; net, 10,706

For year ending Dec. 31, 1899, gross, $1,002,839; net, $278,164; charges, $362,247; bal., def., $84,083. For year ending Dec. 31, 1898, gross, $938,232; net, $238,359; deficit under interest, etc., $127,327. For year 1897, gross, $1,029,679; net, $257,062. For year 1896, gross, $964,357; net. $93,744; deficit under interest, etc., $277,266—advanced by Grand Trunk Ry.

Detroit Grand Rapids & Western.—See Pere Marquette RR.

Detroit Hillsdale & Southwestern RR.—Owns from Ypsilanti, Mich., to Bankers, Mich., 65 miles. Leased in perpetuity from July 1, 1881, to the Lake Shore & Michigan Southern Co.; the rental is $54,000 per year—4 per cent on stock. Gross earnings in 1895, $39,961.

Detroit & Lima Northern Ry.—ROAD—Owns from junction with the C. C. C. & St. L. Ry., south of Lima, Ohio, to Tecumseh, Mich., 102 miles; from Tecumseh to Dundee, Mich., uses 15 miles of Detroit Toledo & Milwaukee Ry. trackage; from Dundee, Mich., into Detroit, the Detroit & Lima Northern owns its own track, 43 miles, including fifteen miles of side tracks to Detroit industries.

Columbus Northwestern, owned in the interest of D. & L. Northern, was opened Aug. 15, 1898, from St. Johns to Peoria, O., 41 miles.

On Sept. 27, 1899, operation of the road between Lima, O., and Columbus Junction, formerly trackage, was discontinued.

RECEIVER.—On Sept 6, 1898, James B. Townsend, of Lima, O., was appointed receiver. J. S. Bache, of New York, is co-receiver. In Nov., 1899, a separate receiver of the Col. Northwestern Division, St, Mary's to Columbus, O., 64 miles, was ordered, but in April, 1900, sale was temporarily tied up by litigation.—V. 69, p. 1011.

On Oct. 20, 1899, $500,000 additional receiver's certificates were authorized, making the total amount $1,000,000, of which $100,000, to build track between Lima Junction and Adrian, was reserved until further order of Court.—V. 69, p. 904, 1011, 1300.

BONDHOLDERS' COMMITTEE.—John E. Borne, Chairman, President Colonial Trust Co.; E. A. Merrill, Jules S. Bache, Philip Lehman, and Edward L. Oppenheim; Secretary, Frederick J. Lisman, 30 Broad Street, New York. Depository, Colonial Trust Co., New York. This committee represents both classes of bonds. In April, 1900, over 90 per cent of bonds had been deposited. (V. 69, p. 905, 1011, 1300.)

Detroit Mackinac & Marquette RR.—SEE MISCELLANEOUS COS.

Detroit & Mackinac Ry.—Owns from Bay City, Mich., to Onaway, 175 miles; Rose City Branch, 32 miles; Prescott Branch, 12 miles; Val. Branch, 26 miles; various logging branches, 67 miles; total, 312 miles. La Rocque to Onaway, Mich., 19 miles (which forms part of the extension to Mackinac), operated from July 1, 1898. Much of the logging branch mileage is temporary, built only to bring out lumber. See V. 61, p. 558. Extension from Black River, Mich, northwest toward Cheyboygan, reported to be proposed, of which nine miles graded in Nov., 1899. In 1898-9 carried 654,256 tons, of which lumber and other forest products furnished 86·81 per cent.

HISTORY, ETC.—Formed in December, 1894, to succeed the Detroit Bay City & Alpena, sold in foreclosure. "Mortgage bonds" for $500,000 are reserved for betterments, etc., at not over $50,000 per year. The stock and $750,000 "mortgage bonds" are held in trust, and if deemed best may be converted into preferred stock. See V. 60, p. 130.

STOCK.—The capital stock is $3,000,000, of which $1,000,000 preferred is issuable only for conversion of bonds as above.

LATEST EARNINGS.— 8 mos., July 1 to Feb. 28. } 1899-1900. Gross, $490,100; net, $142,980 } 1898-1899 Gross, 344,069; net, 89,270

EARNINGS.—Report for year ending June 30, 1899, in V. 69, p. 1008 showed: Gross, $601,441; net, $203,899; interest, $118,160; taxes, $13,109; balance, surplus, for year, $72,630.

OFFICERS.—President, J. D. Hawks of Detroit. (V. 69, p. 1008.)

Detroit Toledo & Milwaukee RR.—Owns Allegan to Dundee, Mich., 133 miles; leases Allegan to Holland (from C. & W. M. in Dec., 1897), 23 miles; trackage (Ann Arbor Ry.), Dundee to Detroit, 23 miles, and Holland to Grand Haven (Chic. & West Mich.), 21 miles—see V. 65, p. 1173. Operated by Cincinnati Northern from Feb. 1, 1899. Incorporated in June, 1897, to take over the Michigan Division (as above) of the Cincinnati Jackson & Mackinaw. Under amended reorganization plan of Mar. 5, 1900 (V. 70, p. 583), the $1,500,000 mortgage is to be canceled and the stock reduced from $1,500,000 to $1,000,000 and both placed in the Cincinnati & Northern treasury subject to sale. For year ending June 30, 1899, gross $252,883; def. under operating, $22,806. Net earnings for calendar year 1899 (Nov. and Dec. estimated) about $40,000.—V. 66, p. 708, 1089; V. 70, p. 583.

Detroit & Toledo Shore Line RR.—Road from Toledo, Ohio to Detroit, Mich., about 53 miles, expected to be completed in 1900. See V. 68, p. 1132; V. 69, p. 130. Bonds issued Oct. 1, 1899, $1,600,000. President, John H. Doyle, Toledo, O. V. 69, p. 130.

Dominion Atlantic Ry.—V. 68, p. 524; V. 69, p. 1061.

Dubuque & Sioux City RR.—*(See Map of Illinois Central)*—Owns Dubuque, Iowa, to Iowa Falls, 143 miles; Iowa Falls to Sioux City, 184 miles; Manchester to Cedar Rapids, 42 miles; Onawa, Iowa, to Sioux Falls, Dakota, 155 miles; Cedar Falls to Minnesota State Line (merged by consolidation in 1896), 76 miles; total owned, 600 miles.

ORGANIZATION.—Controlled since April, 1887, by the Illinois Central RR., which owns $9,938,600 of the $9,999,600 stock and has issued its own bonds on the road; the only D. & S. C. bonds held by the public are the 7s issued under Iowa Falls & Sioux City mortgage, $2,800,000.

DIVIDENDS—In 1888, ½ of 1 per cent; in 1891, 2; in 1892, about 1⅝ of 1 p.c.; in '93, 1¼ p.c.; in '94, 2½; in '95, Dec., 1; in 1896, 3 p. c.; in 1897, 2 p. c.; in 1898, 3½ p. c.; in 1899, June, 1½ p. c.

Duluth & Iron Range RR.—Owns Duluth to Ely, Minn., 116 miles, with branches to Mesaba Range Mines, Fayal, etc., 65 miles. Owns ore docks and yards on Lake Superior costing over $1,500,000.

STOCK, ETC.—Stock authorized, $10,000,000, outstanding $3,000,000; par $100. Land grant from Minnesota about 506,000 acres, of which 201,790 acres had been patented to it prior to April 30, 1895—V. 64, p. 1041. The Federal Steel Co. (see Miscel. Co.'s) owns the stock and $3,500,000 of the $4,500,000 2d mortgage bonds. (V. 66, p. 1237.) The first mort. bonds are authorized at the rate of $25,000 per mile for construction and $7,000 for equipment.

EARNINGS.—For year ending June 30, 1899, gross, $3,051,127; net, $1,548,058; other income, $35,007; interest, $606,600; balance, surplus, $976,465. In 1897-8, gross. $2,818,888; net, $976,299; balance, surplus over charges, $451,384.—V. 67, p. 71.

Duluth Missabe & Northern Ry.—Owns from Duluth to Mountain Iron, Minn., 77 miles; branches, 53 miles; trackage to Union Depot, Duluth, 2 miles; total, 132 miles. In September, 1893, control of this road was obtained by the Lake Superior Consolidated Iron Mines, with a capital of $30,000,000. On June 30, 1898, funded debt was $5,564,277; current liabilities, $582,286; current assets, $549,983.

EARNINGS.—For year ending June 30, 1899, gross, $2,477,490; net, $1,352,315; other income, $2,105; charges, $527,400; bal., surplus, $827,020. In 1897-8, gross, $2,091,886; net, $963,930; other income, $30,690; charges, $1,287,723; balance, deficit, $293,103. Total tonnage in 1894-95 was 1,805,255 tons, of which 1,704,679 was ore. Ton mile rate, 0·996 cent. V. 69, p. 542; V. 70, p. 175.

Duluth & New Orleans RR.—V. 70, p. 583.

Duluth South Shore & Atlantic Ry.—Operates Duluth to Sault Ste. Marie, 416 miles; "Soo" Junction to St. Ignace, 43 m.; other, 127 m.; total, 586 miles. Controlled by Canadian Pacific. In Feb., 1900, branch reported to be proposed to Lake Gogebic, about 60 miles.

CAPITAL STOCK.—Common stock is $12,000,000; preferred, $10,000,000; par both $100. Preferred stock is 6 per cent, non-cum. Canadian Pacific Jan. 1, 1898, owned $6,100,000 com. and $5,100,000 pref. stock, $3,000,000 incomes and $15,107,000 consols.

BONDS, &C.—Abstract *first mortgage*, V. 45, p. 274.

The first consolidated mortgage of 1890 has interest at 4 per cent. guaranteed by Canadian Pacific, which Jan. 1, 1898, held the entire outstanding issue [$15,107,000] in its treasury as security for its 4 p. c. debenture stock; consols for $4,893,000 are reserved for prior bonds and additional amounts may be issued at $20,000 per mile of new lines.

GENERAL FINANCES.—On June 30, 1898, loans payable $1,451,655. Of the tonnage in 1897-8, ores furnished 58 p. c., lumber, etc., 25 p. c.

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. } 1899-00. Gross, $1,726,601; net, $719,530 } 1898-99. Gross, 1,258,825; net, 409,671

EARNINGS.—For year ending June 30, 1899, gross, $2,007,725: net $675,353; other income, $5,281; interest on bonds, $859,700; taxes etc., $53,281; other interest, $16,104; balance, deficit for year, $248,451. In 1897-8, gross, $1,748,389; net, $642,455.

Duluth Transfer Ry.—Operates 24 miles of track. The mortgage for $2,000,000 is to the Metropolitan Trust Co. of New York, as trustee. Interest due January 1, 1896, was not paid. John Eliot Bowles was appointed receiver in September, 1896. Decree for foreclosure was obtained December 21, 1896, but no date of sale fixed and no plan prepared to April, 1900; upset price $500,000.

BONDHOLDERS' COMMITTEE.—Thomas S. Krutz, Thomas G. Hillhouse, William W. Cook of New York, C. Lippitt of Norwich, Conn., and John Foster of Providence control all the bonds.

STOCK, $2,000,000; par $100.—V. 63, p. 504, 1159.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
East Shore Terminal—1st mortgage, gold ....c*	....	1890	$1,000	$1,000,000	5 g.	F. & A.	In default.	Aug. 1, 1915
Funded coupon scrip (1st and consol. mortgages)	....	1894	Text.	166,480	.....	Text.	.....	.....
2d M. ($300,000), g., red. at 105 & int. any M.&S.	....	1892	1,000	277,000	8 g.	M. & S.	See text.	Mch. 1, 1902
East Tenn. & W. N. Car.—1st M. $250,000 Gu. P. cur. c.	31	1881	.....	250,000	6	M. & N.	Phila. Gu. T. & S. D. Co.	Nov. 1, 1905
East & West RR.—Stock $1,500,000	117	....	100	1,500,000	.....	.....	.....	.....
Eastern Kentucky Ry.—Stock ($1,779,500 is pref.)	....	....	100	3,447,300	.....	.....	.....	.....
Eel River—Stock	94	....	100	3,000,000	3	A. & O.	See text.	Apr. 5,'00,1½
Elgin Joliet & Eastern—1st M. ($10,000,000) gold..c*	181	1891	1,000	7,852,000	5 g.	M. & N.	N. Y., 71 Broadway.	May 1, 1941
Elmira Cortland & Northern—See LEHIGH VALLEY RR.								
Elmira & Lake Ontario—Sodus Bay & So.—1st M., g. c.	34	1884	1,000	500,000	5 g.	J. & J.	N. Y., Nat. Bank Com.	July 1, 1924
Elmira & Williamsport—St'k, com., 5 p. c. ren'l, N.C.	75½	....	50	500,000	5	M. & N.	Phila., Broad St. Sta.	May, 1900
Preferred stock, 7 p. c. rental, 999 yrs., No. Cent.	75½	....	50	500,000	7	J. & J.	do do	Jan., 1900
1st mort., convertible into common stock at par.r	75½	1860	1,000	963,000	6	J. & J.	do do	Jan. 1, 1910
Income bonds, 999 years to run....c*	....	1863	500	570,000	5	A. & O.	do do	Oct. 1, 2862
Erie & Central N. Y.—1st mort., gold, $800,000..c*	20	1895	100 &c.	300,000	6 g.	F. & A.	New York.	Aug. 1, 1915
Erie & Pitts.—Stock, 7 p. c. rental, 999 yrs., PennCo.	85	....	50	2,000,000	7	Q.—M	N. Y., Union Trust Co.	Mar.,'00,1¾%
General mort. (now 1st) $4,500,000, gold, guar..	81	1890	1,000	3,758,000	3½ g.	J. & J.	do do	July 1, 1940
Erie Railroad Company—Common stock.....	....	....	100	112,280,700	.....	....	.....	.....
Pref. stock, non cum. ($16,000,000 is 2d pref.)..	....	....	100	58,860,100	4	.....	.....	.....
A—Old Bonds ASSUMED—ROADS CONSOLIDATED.								
N.Y. & E. 1st M., Pierm. to Dun., ext., '97, gold..c*	446	1847	1,000	2,482,000	4 g.	M. & N.	N. Y., 21 Cortlandt St.	May 1, 1947
2d mortgage, (extended in 1879) gold.... ....c*	446	1879	1,000	2,149,000	5 g.	M. & S.	do do	Sept. 1, 1919
3d mortgage, (extended in 1883) gold.... ....c*	446	1853	1,000	4,617,000	4½g.	M. & S.	do do	Mch. 1, 1923
4th mortgage, (extended in 1880) gold. .....c*	465	1857	1,000	2,926,000	5 g.	A. & O.	do do	Oct. 1, 1920
5th mortgage (extended in 1888), gold.....c*	465	1858	500 &c.	709,500	4 g.	J. & D.	do do	June 1, 1928
Erie R'y, 1st M., Buff. Br., Hornellsv. to Attica, g..c*	60	1861	200 &c.	182,600	4 g.	J. & J.	do do	July 1, 1931
1st consol. mort., $30,000,000, gold, $ & £...c*	526	1870	1,000	16,891,000	7 g.	M. & S.	do do	Sept. 1, 1920
N. Y. L. E. & West. funded coupon bonds, gold..c*	526	1878	500 &c.	3,699,500	7 g.	M. & S.	do do	Sept. 1, 1920
Buff. N. Y. & Erie, 1st M. (Buffalo to Corning..c*	140	1876	1,000	2,380,000	7	J. & D.	do do	June 1, 1916
Buff. & Southw., 1st M., Buff. to Jamestown, g..c*	67	1877	50 &c.	1,500,000	6 g.	J. & J.	do do	July 1, 1908
Newburg & N. Y. 1st mort., extended in 1889..c*	12	1868	1,000	250,000	5	J. & J.	do do	Jan. 1, 1929
Suspen. Bridge & Erie Junc., 1st M., gu. by Erie	23	1870	1,000	965,000	7	J. & J.	do do	July 1, 1900

Dunkirk Allegheny Valley & Pittsburg.—Owns from Dunkirk, N. Y., to Titusville, Pa., 91 miles. A consolidation in 1872 of the Dunkirk Warren & Pittsburg and the Warren & Venango companies. Leased for 500 years from 1873 to New York Central & Hudson River RR., but accounts are kept separate. Rental is interest on bonds and 1½ per cent on stock. Capital, $1,300,000; par, $100. The N. Y. Central & Hudson River Co. owns $1,067,600 of the stock. For year ending June 30, 1899, gross, $236,739; net, after deducting taxes, $34,316; charges and dividends, the latter $19,500 (1½p. c.) paid by N. Y. Cent.

Durham & Northern Ry.—Merged in 1900 in the new Seaboard Air Line Ry., which see. V. 69, p. 334, 542.

East Broad Top RR. & Coal Co. (Pa.)—Owns from Mount Union, Pa., to Woodvale, Pa., 31 miles, and leases Shade Gap, 11 miles, and branches to mines, 3 miles; total, 45 miles. A coal road opened in 1874. Stock $815,589 (par $50), of which $247,189 is 6 p. c. pref.; current liabilities June 30, 1899, $304,519. Mortgage loan on part of equipment, $42,400, interest, 6 p. c., payable M.-N. Other bonded debt in addition to first mortgage, $42,888, interest, 6 p. c., payable M.-N.

Year ending June 30, 1899, gross, $61,588; net, $8,347; other income, $84; interest, etc., $24,228; bal., deficit, $15,797. (V. 67, p. 177.)

East Mahanoy RR.—Owns from East Mahanoy Junc. to St. Nicholas and branches, 11 miles. Re-leased Dec. 1, 1896, for 999 years to Little Schuylkill Nav. RR. and Coal Co. at 5 per cent on stock, and lease assigned to Phil. & R. Ry. Of the stock $280,000 is owned and deposited by the Reading Company under its general mortgage.

East Pennsylvania RR.—Owns Reading, Pa., to Allentown, Pa., 35 miles; second track 18 miles; all track 73 miles. Leased for 999 years from May 1, 1869, to the Philadelphia & Reading RR. at a rental of 6 per cent per annum on the stock and interest on the bonds. Lease assumed in 1896 by the Phila. & Reading Railway Co. Of the stock $878,850 is owned by the Reading Company, $875,000 of which is deposited under its general mortgage of 1897.

East St. Louis & Carondelet Ry.—East St. Louis to Falling Springs and E. Carondelet, 12 m. First 7s, $200,000 were paid in '97. Unfunded debt March, 1899, $200,000. Year 1898, gross, $119,083; net, $54,031; charges, $$11,611; balance, surplus, $42,420.

East Shore Terminal Co.'s RR.—ROAD.—Owns terminal road in Charleston, S. C., 3 miles double track laid with 60 pound steel.

Company also owns 14 wharves, 30 warehouses, about 30 acres of land, 4 cotton compresses, etc., on the city's water front, these being connected by its own road with the other railroads entering the city. In February, 1898, the interests controlling sold their holdings to C. C. Cuyler, of Cuyler, Morgan & Co., New York, in the interest of the Plant system and associates. Bonds have been deposited with the Metropolitan Trust Company.

RECEIVERSHIP.—W. E. Huger was appointed receiver in January, 1896.—V. 62, p. 138. Stock outstanding, $1,120,000.

EARNINGS.—Net earnings for year ending June 30, 1899, were $21,491; in 1898, $21,149. (V. 62, p. 138; V. 66, p. 425; V. 69, p. 1300.)

East Tennessee Virginia & Georgia.—See SOUTHERN RY. CO.

East Tennessee & Western North Carolina RR.—A narrow-gauge road from Johnson City, Tenn., to Cranberry, N.C., 34 miles, including 3 miles leased. Mortgage trustee is Guarantee Trust & Safe Deposit Co. of Philadelphia. Stock Dec. 31, 1899, $501,900. On Mar. 13, 1900, the stockholders voted to extend the road from Cranberry to Lincolnton, N. C., about 75 miles.

EARNINGS.—For year ending Dec. 31, 1899, gross, $77,848; net, $22,005; int., taxes, etc., $18,870; bal., sur., $3,135.

East & West Railroad.—Cartersville, Ga., to Pell City, Ala., 117 miles; branches, 5 miles. Extension from Pell City to Birmingham is projected. Formerly the *East & West RR. of Alabama*, sold in foreclosure May 29, 1893. (V. 56, p. 923.) The present company was incorporated under laws of Alabama Jan. 11, 1894. No bonds issued. President, Edward Kelly, New York. In year ending June 30, 1899, gross, $118,838; net, $21,612; total deductions, $9,029. (V. 70, p. 76.)

Eastern Kentucky Ry.—Road from Riverton to Webbville, Ky., 36 miles. Chartered in 1866 and opened through in 1889. Stock is common $1,697,800; preferred $1,779,500. There are no bonds. Bills and accounts payable June 30, 1897, $53,613. Earns. for year 1898-9 gross, $37,685; net, $766. In 1897-8, gross, $35,400; net, $4,600.

Eastern RR. (N. H.).—In 1899 consol. with Bos. & M. RR.

Eel River RR.—Owns from Logansport, Ind., to Butler, Ind., 94 miles. Foreclosed July 6, 1877. Leased for 99 years, April 1, 1887, renewable forever, to Wabash, at 2 per cent yearly on the stock till April, 1892, then 2½ till 1895 and 3 per cent thereafter, but in June, 1897, a decision was rendered in the Superior Court of Indiana revoking the charter of the Eel River for having leased itself to a competing line, an appeal from which was pending in April, 1900—see Wabash item V. 64, p. 1089. Sept. 8, 1897, Richard Ruddell of Kokomo, Ind., was appointed receiver, but never took possession of the property, and dividends were paid regularly to Apr., 1900, inclusive. (V. 58, p. 716, 1110; V. 64, p. 1089; V. 65, p. 462.)

Eldon & St. Louis RR.—Projected from Eldon, Ia., to Mexico, Mo., 132 miles. Stockholders were to vote May 23, 1899, on a proposition to issue $3,000,000 1st mortgage bonds. V. 68, p. 671.

Elgin Joliet & Eastern Ry.—Owns from Waukegan, Ill., on Lake Michigan, via Spaulding and Joliet, to Porter, Ind., 130 miles, and branches Normantown to Aurora, 10 miles—Walker to Coster, Ill.—32 miles; Hammond to Whiting, Ind., etc., 9 miles; total main line owned, 181 miles; spurs to coal mines, etc., 14 miles; trackage (L. N. A. & Chicago, 9½; Chicago & West Indiana, 4·8; Belt Ry. of Chicago, 2), 16 miles; side tracks and yards owned, 81 miles. total track operated, 301 miles. Entire capital stock owned by Federal Steel Co. V. 67, p. 578, 633.

ORGANIZATION.—An outer belt line at Chicago for transfer of freight without breaking bulk. Also reaches coal fields.

STOCK.—Stock, $6,000,000, par, $100. Dividend, 4 p. c., paid in 1899. V. 70, p. 230.

BONDS, ETC.—First mortgage (trustees Central Trust Co. and Augustus L. Mason) is for $10,000,000; the balance unissued can be disposed of for extensions, betterments, etc.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0....Gross, $1,274,447; net, $557,857. 1898-9....Gross, 1,096,983; net, 453,503

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1897-98 was given in V. 67, p. 947.

Year end. June 30.	1898-99.	1897-98.	1896-97.	1895-96.
Tons carried 1 mile.	254,761,533	18,587,896	182,853,924	193,818,870
Av. rate p. ton per m.	$0·0064	$0·0062	$0·0061	$0·0064
Gross earnings.....	$1,674,979	$1,390,695	$1,184,646	$1,292,421
Expenses and taxes.	993,490	901,768	772,064	846,306
Net earnings.....	$681,489	$488,927	$412,582	$446,115
Interest and rentals.	370,290	365,921	356,330	345,873
Miscellaneous.....	1,702	4,778	15,339	23,311
Balance.....	309,497	sr.$118,228	sur.$40,913	sur.$76,931

—(V. 67, p. 578, 633, 736, 947, 1263; V. 70, p. 230.)

Elmira Cortland & Northern Ry.—*(See Map Lehigh Valley.)*—Owns Elmira, N. Y., to Canastota, N. Y., 118 miles, and leases during corporate existence, Canastota Northern, Canastota to Camden, N. Y., 21 miles. In 1896, the $2,000,000 stock was purchased and 5 per cent bonds guaranteed by the Lehigh Valley. (V. 63, p. 402.)

Elmira & Lake Ontario Ry.—Owns from Canandaigua, N Y., to Chemung Junction, 64 miles; Sodus Point to Stanley, 34 miles; other 2—total, 100 miles. A consolidation in December, 1886, of the Sodus Bay & Southern and other railroads. Leased at cost of operating to the Northern Central, which owns all the $1,500,000 stock. Lease may be terminated on thirty days' notice. Year ends Dec. 31.

Earnings.	*Gross.*	*Net.*	*Interest, &c.*	*Bal., def.*
1899.....	$734,216	$20,926	$65,236	$44,310
1898.....	650,880	deb. 11,292	67,759	79,051

Elmira & Williamsport Ry.—Owns from Williamsport, Pa., to Elmira, N. Y., 75½ miles. Leased to the Northern Central Railway for 999 years from May 1, 1863. The dividends on the common stock are 5 p. c. and on the preferred 7 p. c., less taxes, making dividend on common 4·56 per cent and on preferred 6·28 per cent. Year ending Dec. 31, 1899, gross, $1,077,946; net, $173,996; rental (exclusive of $16,042 interest on equipment, as published in 1897), $172,508. In 1898, gross, $920,456; net, $91,562.

El Paso & Northeastern RR.—See NEW MEXICO RY. & COAL.

Erie & Central New York Ry.—Cortlandt, N. Y., to Cincinnatus, 20 miles; completed May, 1898 Stock, $800,000; par, $100, issued, $564,300. Bonds are subject to call at par after Aug. 1, 1900. Mortgage trustee, Hamilton Trust Co., Brooklyn, N. Y. For year ending June 30, 1899, gross, $23,043; net, $3,351. President (Oct., 1899), Charles O. Scull, Baltimore, Md. (V. 66, p. 857; V. 67, p. 319.)

Erie & Pittsburg RR.—Owns New Castle, Pa., to Girard, Pa., 81 miles; branch, to Erie Docks, 3 miles; trackage, to Erie, 17 miles; total operated, 101 miles. Leased to the Pennsylvania Railroad for 999 years from March 1, 1870, at a rental of 7 per cent on stock and interest on the bonds, and the lease transferred to the Pennsylvania Company. Under the general mortgage sufficient bonds are reserved to retire prior bonds when due. Gen. mort. 3½s were issued July 1, 1898, to refund consol. 7s maturing on that date, and in Sept., 1898, all the old bonds, including the $1,000,000 gen. mort. 4s, except to refund equipment 7s, which were refunded in Oct., 1899.—V. 66, p. 1089; V. 67, p. 689.

EARNINGS.—The lease has been quite unprofitable to the lessees, the deficiency being in 1892, $206,430; in 1893, $188,216; in 1894, $86,212; in 1895 *profit* $7,524; in 1896 loss $321,756; in 1897, $39,781.—V. 66, p. 289, 1089; V. 67, p. 684.

Erie Railroad.—*See Map on adjoining page.*—Embraces trunk line from Jersey City, opposite New York City, to Chicago, Ill., 986 miles, and branches 1,285 miles; total, 2,271 miles; second track, 668 miles; 3d and 4th tracks, 8 miles; total, 2,941 miles. The total of 2,271 miles comprises

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, when Due. *Stocks*—Last Dividend.
Erie Railroad—(*Concluded*)—								
B—Bonds ON PROPERTIES CONTROLLED BY	OWNE	RSHIP	OF ENTI	RE(*) OR A M	AJORITY	(‡) OFCA	PITAL STOCK, OR BY (¶)	LEASE.
*Bergen Co. RR., 1st M., Ruth. Jc. to Ridgew. N.J.	10	1889	$1,000	$200,000	6	A. & O.	N. Y., 21 Cortlandt St.	Apr. 1, 1911
Ch. & Erie 1st M., g. (Marion, O., to Hamm'd, Ind. c	249	1890	1,000	12,000,000	5 g.	M. & N.	do do	May 1, 1982
Chicago & Atlantic Terminal, 1st mort., gold ..	....	1888	1,000	300,000	5 g.	J. & J.	do do	July 1, 1918
‡Elmira State Line Railroad, 1st mortgage.....	7	1875	500 &c.	160,000	7	A. & O.	Elmira, Chemung Co. Bk	Oct. 1, 1905
¶Gosh. & Deck't'n, 1st & 2d M's., ($60,000 are 2d)	....	'88-'89	.....	246,500	6	Various	.....	1928-29
*Jeffers'n, 1st&2d M's., ex.in'87&'89 (H'dale Br.) c	8	1867	500 &c.	300,000	4½ & 6	J. & J.	Phila., Fidelity Tr. Co.	July 1, 1927
1st mort., Carbondale to S. depot, gold.....c*	37	1889	1,000	2,800,000	5 g.	A. & O.	N. Y., 21 Cortlandt St.	Jan. 1, 1909
Long Dock Co. cons. M., g. (now 1st M.) (see text) c	....	1885	1,000	7,500,000	6 g.	A. & O.	N.Y., J. P. Morgan & Co.	Oct. 1, 1935
¶Mont. & Erie, 1st & 2d morts. ($40,500 are 2ds)	....	'66-'67	.....	170,500	5	Various	N. Y., 21 Cortlandt St.	1926-27
¶N.Y. & Greenwood L., Prior lien M., $1,500,000, g.	40	1896	100 &c.	1,500,000	5 g.	M. & N.	do do	May 1, 1946
‡New Jersey & N. Y., 1st M. (reorganization)...c*	34	1880	500 &c.	400,000	6	M. & N.	do do	May 1, 1910
Gen. M., $1,200,000 (red. 105 after 5 years)...g	....	1893	500 &c.	580,500	5	J. & J.	do do	1932
N.J. & N.Y. Exten. 1st M., int. gu. by N.J. & N.Y.	2½	1887	1,000	6,000	6	M. & S.	do do	June 1, 1910
N.Y.L.E. & W.C. & RR. 1st M., "lawful money" .c'	....	1882	1,000	1,100,000	6 cur.	M. & N.	N. Y., 21 Cortlandt St.	May 1, 1922
N. Y. L.E. & W.D. & I. Co. 1st M., see V. 56, p. 82. c	....	1883	1,000	3,396,000	6	J. & J.	do do	July 1, 1913
N. Y. Pa. & Ohio, prior lien M., gold, $ & £....c	431	1880	500, &c	8,000,000	4½g.	M. & S.	do do	Mar. 1, 1935
Do. Leased lines—see separate statements for	Clev.	&Mah.	Valley	RR., Sharon	Ry. and	New Cas	tle & Shen. Valley.	
‡N. Y. Susquehanna & West.—See separate state	ment.							
¶Northern New Jersey—see that company.								
‡Tioga Railroad bonds. (See that company).....	....	'52-'75	500 &c.	504,500	5 & 7	Various.	.....	1905 & 1915
C—Erie RAILROAD COMPANY NEW BONDS.								
New 2d mort. on Buffalo & Southwest'n, gold. c*	67	1895	1,000	1,000,000	5 g.	J. & J.	N. Y., 21 Cortlandt St.	July 1, 1908
New 1st consol. M. for $175,000,000 securing:—								
Prior lien bonds, $35,000,000, gold.....c*&r	....	1895	1,000	31,452,000	4 g.	J. & J.	New York & London.	Jan. 1, 1996
Gen. lien, $140,000,000, g. 3 % to J'ly,'98) .c*&r	....	1895	1,000	31,954,000	4 g.	J. & J.	N. Y., 21 Cortlandt St.	Jan. 1, 1996
N. Y. Car trust, 1888, ser. A. (guar. by D. & H.)..	....	1888	1,000	{ 1,536,590	{ 5	J. & J.	N. Y., 21 Cortlandt St.	$63,000 Jan.
N.Y.L.E. & W. car tr., B. to G. incl., part pd. an. c*	....	....	1,000	{	Various	do do		Yearly to 1905
New Erie RR. trusts (V. 63, p. 514).....	....	1895-6	.....	810,000	(!)	.....	do do	Yearly.
N.Y. Pa. & Ohio eq. trusts, snk. fd. 3%, dr'n at 100	....	'88-'90	£100	1,476,730	5 g.	Various	London.	1908 & 1910
Equipm't trust, $1,750,000, sold, $250,000 p. an.	....	1900	.....	1,750,000	5 g.	.....	.....	To 1907
Avon Geneseo & Mt. Morris and Rochester &	Genes	see Va	lley Sto	cks—SEE TH	OSE Cos.			

Erie Railroad.—CONCLUDED.

Lines owned in fee.	*Miles.*
Piermont, N. Y., to Dunkirk	447
Buffalo to Jamestown	67
Buffalo to Corning	140
Other branches	112
*Stock all * or nearly all ‡ owned.*	
*Chicago & Erie	¶249
*Jefferson RR.	¶45
‡N. Y. & Greenwood L. & brs.	¶51
‡New Jersey & New York	¶35
*Nypano RR.	¶430
‡Tioga RR.	58
Other lines	167
Total	1,801

Leased lines.	*Miles.*
Avon Gen. & Mt. Morris	¶18
Montgomery & Erie	¶10
Northern N. J.	¶26
Goshen & Deckertown	¶12
Roch. & Genesee Valley	¶18
Leased to Nypano RR.	
Cleve. & Mahoning Val.	¶81
New Castle & Shen. Val.	¶17
Sharon Railway	¶15
Other lines	105
Trackage	168
All lines oper. in system	2,271
N. Y. Susquehanna & West	236

¶ See this company.

HISTORY.—On Dec. 1, 1895, succeeded to the property of the old New York Lake Erie & Western RR. Company, sold in foreclosure on Nov. 6 under its second consolidated mortgage. The new company holds in fee or through ownership of all or practically all the stock of the independent companies, the line from New York to Chicago (including the Nypano RR. and Chicago & Erie companies) and also all branch and subsidiary lines except a few small properties aggregating about 300 miles held under lease. The reorganization **plan** of August, 1895, was given at length in V. 61, p. 368.

In January, 1898, control of the N. Y. Susquehanna & Western was obtained. The road is operated as an independent line. The acquisition will save the Erie considerable double tracking—see V. 66, p. 83 335, 573, and editorial p. 53. See STOCK below.

Nor. RR. of N. J. leased and 4 per cent guaranteed on its $1,000,000 stock in June, 1899.—V. 69, p. 81, 447.

In June, 1899, practically all of the stock of the New Castle & Shenango Valley RR. was acquired. V. 69, p. 447.

COAL AND STEAMBOAT PROPERTY.—The Erie coal properties represent an aggregate of 10,500 acres of anthracite, of which about 9,000 acres are held in fee; also 53,000 acres of bituminous coal lands held in fee 14,000 acres of bituminous held under mineral rights. Its coal tonnage in the year 1898-99 aggregated 11,363,640, out of the 24,916,944 tons hauled. The Union Steamboat Co. has its terminal and other properties in Buffalo and a fleet of eight lake steamers. See V. 63, p. 514.

STOCK.—The *stock* is to be held by J. Pierpont Morgan, Louis Fitzgerald and Charles Tennant, Bart., voting trustees, for five years, and thereafter until the new first preferred stock shall have received 4 per cent cash dividend in one year. In the meanwhile certificates of beneficial interest are outstanding. The new company reserves the right to redeem either class of its preferred stock at par in cash. Provisions of voting trust and preferred stock certificate were given in SUPPLEMENT of April, 1897, page 3.

In Mar., '98, Erie 1st pref. stock was authorized to be increased from $30,000,000 to $43,000,000, and common stock from $100,000,000 to $113,000,000, to acquire New York Susq. & Western stock.—See V. 66, p. 335, 573.

BONDS.—New York & Erie first 7s for $2,482,000, due May 1, 1897 were extended for 50 years at 4 p. c., payable p. & i. in gold. V. 64, p 180, 1040. The new first consolidated mortgage is for $175,000,000 [Farmers' Loan & Trust Co. trustee]—see **abstract** of deed V. 62, p. 89 and secures $35,000,000 prior lien bonds and $140,000,000 general lien bonds. Of the $35,000,000 *prior lien bonds*, $5,000,000 are to be used for improvements.

Of the $140,000,000 *general lien bonds*, $91,968,000 are reserved for the ultimate acquisition of all bonds and guaranteed stocks now left undisturbed on various parts of the system [excepting the $1.000,000 seconds on Buffalo & Southwestern—see list V. 62, p. 89], and $17,000,000 are reserved for new construction, betterments, additions, etc., after 1897, under carefully guarded restrictions, not over $1,000,000 to be used in any one year. The general lien bonds bear interest from July 1, 1896, first coupon being January 1, 1897, at 3 per cent per annum for two years and 4 per cent thereafter.

The position of the first consolidated mortgage is substantially as follows: It is a first lien, either by mortgage or collateral trust [the prior lien bonds, however, preceding the general lien bonds] upon the company's principal coal properties, upon its water transportation lines, including valuable terminal properties appurtenant thereto, and upon a number of profitable local lines in New Jersey and near Buffalo; it is a *second lien* upon the remaining coal properties and upon the railroads leading to all the coal properties, upon the terminals at Jersey City, upon the Buffalo New York & Erie Railroad (the main line to Buffalo) and the Buffalo terminal properties other than those upon which it is first lien, and upon the entire line from Salamanca to Chicago; it is a *second consolidated mortgage* upon the lines between Piermont and Dunkirk (446 miles.)

Real estate mortgages outstanding June 30, 1899, $439,500.

Old Bonds—Under the first consol. mortgage of 1895 the company covenants to pay the interest regularly on all the old bonds in the table that are marked with a * or a ‡ (except N. J. & N. Y. bonds,) and to take them up and pledge them with the trustee at maturity.

A description of the *Long Dock* 6s was in March, 1894, SUPPLEMENT under N. Y. L. E. & W. The yearly rental is $450,000.

For *N. Y. Lake Erie & W. Coal & RR.*, see SUP. January, 1895.

The $1,750,000 equipment trusts of 1900 cover 1,000 steel freight cars and 50 consolidated freight locomotives.—V. 70, p. 279.

FIXED CHARGES.—The fixed charges of the System on completion of the reorganization were reduced from $9,400,000 to $7,860,000 per annum (including prior lien bonds $1,176,000; undisturbed bonds and stock $5,500,000; general lien bonds, $1,184,000) and for the first two years after reorganization there was a further reduction of about $300,000 per annum.

GENERAL FINANCES.—Control of the Northern RR. of New Jersey was purchased in July, 1897. Control of the New York Susquehanna & Western—which see—was acquired in 1898 through an exchange of stock. V. 66, p. 335, 573. During 1898-9 $1,452,000 of the $5,000,000 prior lien bonds reserved for construction and new equipment were sold; also $1,000,000 general lien bonds issued for construction, but held in the treasury June 30, 1899.

EARNINGS.—8 months, July 1 to Feb. 28. } 1899-0..Gross, $25,865,110; net, $6,755,331
} 1898-9..Gross, 22,010,575; net, 5,671,731

For 6 mos. to Dec. 31, 1899, net, $5,989,914; other income, $52,729 charges, $4,423,439, against $4,377,904 in 1898; sur., $1,619,204.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 given in full in V. 69, p 438, 443; see also editorial on page 471.

	1898-9.	1897-98.	1896-97.
Gross earnings	$33,752,704	$33,740,860	$31,497,031
Working expenses	25,169,926	25,438,038	23,332,243
Net earnings	$8,582,778	$8,302,822	$8,164,788
Net earnings coal companies	298,479	209,785	134,312
Income from other sources	259,097	203,583	179,201
Total net income	$9,140,354	$8,716,190	$8,478,302
Deductions—			
Interest on bonds	6,842,679	$6,465,831	$6,533,616
Rentals of leased lines	1,093,538	1,077,857	1,067,095
Percentages due leased lines	355,086	304,443	244,270
Int. on car & equip. trusts	174,777	213,193	261,100
Interest on mortgages.	20,475	20,847	20,201
Total charges	$8,486,555	$8,032,271	$8,126,282
Balance, surplus	$653,799	$633,918	$352,019

OFFICERS—President, E. B. Thomas; Secretary, J. A. Middleton; Treasurer, A. Donaldson; Auditor, J. T. Wann.

DIRECTORS.—Chas. Steele, J. J. Goodwin, Abram S. Hewitt, John G. McCullough, D. O. Mills, Alexander E. Orr, George W. Quintard, Samuel Spencer, Francis Lynde Stetson, Eben B. Thomas, J. Lowber Welsh, S E. Williamson, R. M. Gallaway.—(V. 69, p. 438, 443, 1011; V. 70, p. 279, 328, 791.)

Evansville & Indianapolis RR.—Owns Evansville to Terre Haute, Ind. (via Worthington), 138 m.; branch 6 m.; leases branch 12 m.

HISTORY, ETC.—A consolidation in 1885. Of the consols $904,000 held to meet prior liens. The consols. and the bonds of 1924 are guaranteed by Evans. & Terre Haute, which owns capital stock, $2,000,000.

LATEST EARNINGS—8 mos., July 1 to Feb. 28. } 1899-0.....Gross, $248,369; net, $99,595
} 1898-9.....Gross, 233,444; net, 89,800

REPORT.—Fiscal year ends June 30. In 1898-9 gross, $332,691; net, $123,776; interest, taxes, etc., $177,097; bal., deficit for year, $53,821. In 1897-98, gross, $318,811; net, $113,662; interest, taxes and rentals, $174,980; balance, deficit, $61,318. (V. 63, p. 878.)

Evansville & Richmond Ry.—See SOUTHERN INDIANA RY.

Evansville & Terre Haute RR.—The system includes:

Road owned and operated.	*Miles.*
Evansville to Terre Haute	109
Branches to Mt. Vernon, etc.	53
Evansville Belt (stock held)	5
Total in earnings	167

Controlled—op. separately.	*Miles.*
Evansville & Indianapolis¶ Evansville to Terre Haute via Worthington, etc.	156
Leased to other co.'s Rockville extension	23

¶ See this Company.

In Nov., 1899, extensions completed from Shelburne, Ind., to Star City, 3 miles, and Hymeria to Pittsburg, 4 miles.

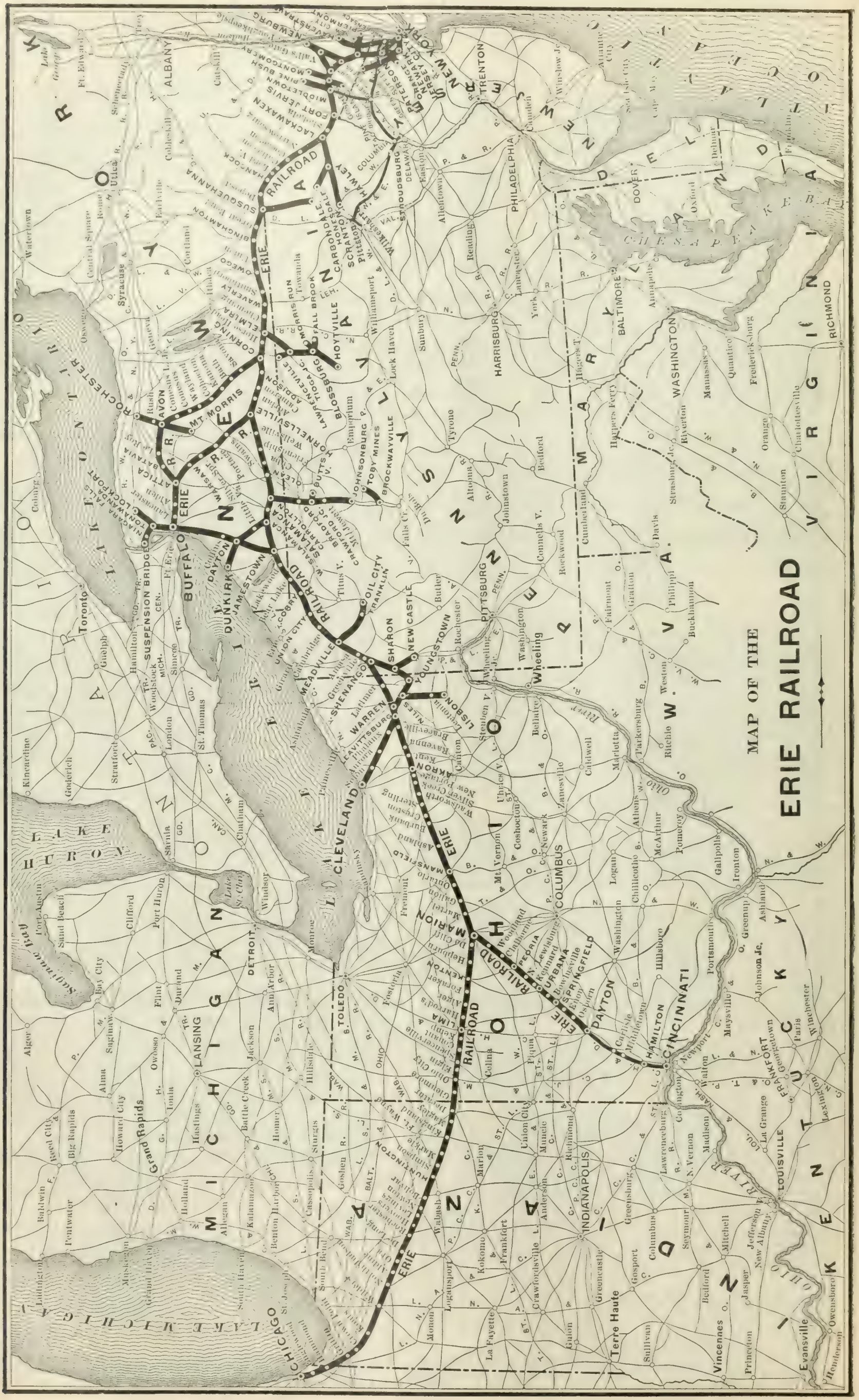
ORGANIZATION, ETC.—Formerly Evansville & Crawfordsville RR. Has close traffic contract with Chicago & Eastern Illinois for route to Chicago.

STOCK.—In May, 1895, $1,284,000 preferred non-cum. 5 p. c. non-voting stock was issued for Evansv. & Rich. bonds per V. 60, p. 43, and on June 30, 1898, the entire issue of bonds had been so exchanged. See annual report for 1897-8. Common stock, $4,000,000; par, $50.

DIVIDENDS—	'87-'90	'91	'92	'93	'94	'95	'96	'97	'98	'99	1900
Common stock.	5 y'rly	7	7¶	7½‡	..	..	..	..	..	Oct., 2%	May, 1½
Preferred stock	....	..	..	..	..	..	1	1	2	4½	Apr., 2½

¶ Also 5 per cent in bonds. ‡ Also scrip dividend; see stock above.

On *preferred* 5 p. c. dividend was declared in 1899, 2½ p. c. payable Oct. 16, 1899, and 2½ p. c. April 16, 1900.—V. 69, p. 591. Semi-annual dividend on common, 1½ p. c., paid May 1, 1900. V. 70, p. 583


MAP OF THE
ERIE RAILROAD
NEW YORK
NEW JERSEY
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
MICHIGAN
WEST VIRGINIA
MARYLAND
DELAWARE
ERIE
BUFFALO
ROCHESTER
ATTICA
CORNING
ELMIRA
HORNELLSVILLE
BLOSSBURG
HOYTVILLE
CARBONDALE
SCRANTON
WILKESBARRE
STROUDSBURG
PATERSON
JERSEY CITY
NEWBURG
MONTGOMERY
MIDDLETOWN
PORT JERVIS
PINE BUSH
GREENWOOD LAKE
SUSQUEHANNA
BINGHAMTON
OWEGO
WAVERLY
ELMIRA
CORNING

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Eureka Springs—1st mortgage, gold.....c	18½	1883	$1,000	$500,000	6 g.	F. & A.	N. Y., Mercantile Tr. Co.	Feb. 1, 1933
2d mortgage income bonds, non-cum.....	18½	1883	500	500,000	6	Feb'y 1.	'92-3 pd. 3%; none since.	Feb. 1, 1933
Evansville & Indianapolis—T. H. & Southe. 1st M.c*	40	1879	1,000	251,000	7	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 1, 1909
Evansville & Indianapolis 1st mort., gold, guar..c*	55	1884	1,000	647,000	6 g.	J. & J.	do do	July 1, 1924
Con. M. ($2,500,000) g., gu. p. & i. (end.) Ev. & T. H. c*	135	1886	1,000	1,602,000	6 g.	J. & J.	do do	Jan. 1, 1926
Evansville & Terre Haute—Common stock	....	....	50	4,000,000	3 in 1900	M. & N.	Evansville, Ind., office.	May 1, '00, 1½
Preferred stock, non-cumulative. See text.....	....	....	50	1,284,000	See text.	A. & O.	do do	Apr. 16, '00, 2½
Consolidated mortgage (now 1st lien), gold.....	115	1880	1,000	30,000	6 g.	J. & J.	N. Y., Farm. L. & T. Co.	July 1, 1910
1st consolidated mortgage, gold..... .....c*	144	1881	1,000	3,000,000	6 g.	J. & J.	do do	July 1, 1921
Mt. Vernon Branch mortgage, gold.....c*	25	1883	1,000	375,000	6 g.	A. & O.	do do	Apr. 1, 1923
Sullivan County Coal branch mortgage, gold..c*	30	1890	1,000	450,000	5 g.	A. & O.	do do	Apr. 1, 1930
1st general mortgage for $7,000,000, gold.....c*	199	1892	1,000	2,223,000	5 g.	A. & O.	do do	Apr. 1, 1942
Evansville Terre Haute & Chicago—See CHICAGO & EASTERN ILLINOIS.								
Fall Brook—Stock ($500,000 is 7 per cent, pref.)...	100	....	50	5,000,000	See text.	Q—F. 5	Office, Corning, N. Y.	Feb. 5, 1900
Fayetteville & Albermarle—1st M., $500,000. **IB**.c*	50	1899	1,000	None Oct. '99	6 g.	A. & O.	Int'l Trust Co., Boston.	Apr. 1, 1949
Findlay Fort Wayne & W. Railway—1st M. gold..c*	....	1894	1,000	1,200,000	5 g.	J. & J.	None paid to Oct., '99.	Jan. 1, 1945
2d mortgage, income, non-cum., gold.....r	....	1894	1,000	800,000	5	Sept. 1.	.....	Jan. 1, 1945
Fitchburg—Pref. 4 per cent stock, non-cumulative.	....	....	100	17,037,364	4 in 1899	J. & J.	Boston, Office.	Jan. 15, '00, 2%
Bonds, $500,000 yr'ly, 1900 to '03 incl., bal. 1908.c*	....	'80-'88	1,000	4,000,000	5	Various	do do	Var. 1900 to '08
Bonds to State of Mass. 4 p. c. since Feb., 1897..	....	1887	.....	5,000,000	4	F. & A.	do do	Feb. 1, 1937
Bonds.....	....	1890	1,000	500,000	5	J. & D.	do do	June 1, 1900
Bonds ($1,500,000 due 1907, interest A. & O.)...	....	'84-'87	1,000	2,500,000	4	Various	do do	1904-5-7
Bonds, not mortgage c	....	1890	1,000	500,000	4	J. & D.	do do	June 1, 1920
Bonds, (See text. $54,000 are 4s), not mortgage.	....	1893	1,000	1,932,000	4-5	Semi-an	do do	Various, 1903
Bonds, not mortgage.....	....	1894	.....	500,000	4½	M. & N.	do do	May 1, 1914
Bonds, not mortgage.....	....	1895-6	.....	1,859,000	4	Semi-an	do do	1915 & 1916
Bonds, not mortgage.....	....	1897-8	.....	4,200,000	4	Semi-an	do do	1927-1928
Troy & Boston 1st mort. (V. 53, p. 405).....	35	1874	1,000	577,000	7	J. & J.	do do	July 1, 1924
Brookline & Peppereil plain bonds, guar. (end)..	....	1891	.....	100,000	5	J. & D.	do do	Dec. 1, 1911
Flint & Pere Marquette—SEE PERE MARQUETTE STATEMENT.								

Evansville & Terre Haute RR.—(Concluded.)—

BONDS, GUARANTIES, ETC.—Certain Evansville & Indianapolis bonds are guaranteed. Car trust notes November 30, 1899, $8,574.

The Ev. & T. Haute general mortgage covers 182 miles of road owned and $3,500,000 of stock of proprietary roads, having a mileage of 277 miles. Of the authorized issue $3,855,000 are held in trust to retire the prior bonds and car trusts at maturity, the mortgage providing that the prior liens shall be paid and not extended. Floating debt June 30, 1899, none.

GENERAL FINANCES.—An important change in the directory took place in Oct., 1893, when D. J. Mackey resigned. In 1893 4,000 acres of coal lands in Sullivan County, Ind., were bought. The endorsement of the E. & T H on $325,000 Peoria, Dec. & Ev. notes was erased in 1898.—V. 67, p 898. In 1898-9, $200,000 was received from the Peoria Decatur & Evansville in settlement of litigation founded upon the $323,000 debt created in 1892. V. 69, p. 693.

LATEST EARNINGS—8 mos., July 1 to Feb. 28 ..... { 1899-0..Gross, $975,854 Net, $450,989; 1898-9..Gross, 850,207 Net, 400,209

Net earnings for 6 mos. ending Dec. 31, 1899, $426,939; int., rentals and taxes, $291,194; div. on pref. stock for entire year, (5 p. c.) $64,120; div. on com stock, (1½ p. c.) $59,950; bal., sur., $11,675.

ANNUAL REPORT.—Annual meeting at Evansville third Monday in October. Report for 1898-99 was given in V. 69, p. 589, 693.

Year ending June 30—	1899.	1898.	1897.
Total miles operated	167	167	167
Gross earnings.....	$1,259,435	$1,218,131	$1,003,430
Net earnings.....	562,356	483,443	447,622
Other income.....	49,264	32,309	17,191
Total net income.....	$611,620	$515,752	$464,813
Interest on debt.....	$337,950	$337,950	$332,950
Taxes and miscellaneous.....	69,271	65,148	52,624
Evansv. & Ind. deficit.....	53,321	61,318	106,424
Dividends on preferred.....	51,333	.....	25,680
Balance, surplus.....	$99,745	$51,336	def. $52,865

OFFICERS—President, H. C. Barlow, Evansville, Ind.; Chairman of Directors, John Hone, 26 Broadway, N. Y.—V. 69, p. 591, **693**; V. 70, p. 279, 583.

Evansville Terre Haute & Chicago Ry.—Merged in Chic. & East. Ill. in Dec., 1899.

Fall Brook Railway.—(*See Map New York Central & Hudson River RR.*—Owns from Corning, N. Y., to Antrim, Pa., 53 miles; branch to Ulysses, Pa., 40 miles; Fall Brook branch, 7 miles; total 100 miles.

LEASE.—The railroad and its rolling stock was leased to N. Y. Central & Hudson River RR. for 999 years from May 1, 1899, for $175,000 yearly, payable quarterly in gold, beginning Aug. 1, 1899, also taxes and repairs, the leases of the Syracuse Geneva & Corning Ry. and Pine Creek RR., formerly held, being canceled and new leases made to N. Y. Central, which also assumed the guaranty of the $3,500,000 Pine Creek bonds, which does not include the coal properties of the Fall Brook Coal Co. On June 30, 1899, the balance sheet showed: Cost of road $2,824,509; cost of equipment $2,276,030. The "other income" for the year 1897-98 ($374,521) included $207,245 from "leases" and $152,964 from "rolling stock." Prior to the lease dividends had been paid quarterly since 1891 at the rate of 7 per cent per annum on preferred and 6 p. c. on common; since the lease, 7 per cent on preferred and 2½ per cent on common.—V. 68, p. 379, 573, 773, 872.

EARNINGS.—Fiscal year ends June 30. For 10 mos. ending Apr. 30, 1899, gross, $504,268; net, $177,351; other income, $218,979; taxes, $31,198; dividends, $278,750; bal., sur., $86,381. Statement in V. 67, p. 479:

Year—	*Gross.*	*Net.*	*Other inc.*	*Int., tax., &c.*	*Bal. for div.*
1897-8.....	$649,577	$190,446	$374,521	$9,953	$555,014
1896-7.....	630,251	187,606	275,268	27,908	434,966

From balances given above dividends amounting to $305,000 were paid in each year, being 7 p. c. on preferred and 6 p. c. on common.—(V. 65, p. 513; V. 67, p. 479; V. 68, p. 379, 573, 773, 872.)

Farmville & Powhatan RR.—V. 69, p. 905, 955.

Fayetteville & Albemarle Ry.—Projected from Fayetteville to Southern Pines, 35 miles, with branches; total, 50 miles, of which 8 miles graded in Oct., 1899. Stock authorized, $1,000,000; outstanding, Oct. 1899, $5,000. Work was expected to begin early in 1900. President, Clark J. Brown; Sec., A. A. McKethan; Treas., H. W. Lilley.—V. 69, p. 743.

Findlay Fort Wayne & Western Railway.—Owns road in operation from junction with the "Big Four" at Findlay, O., to Ft. Wayne, Ind., 82 miles. Uses Pennsylvania terminals in Ft. Wayne.

HISTORY.—A reorganization of Findlay Ft. W. & W. *RR.*, foreclosed and extended to Ft. Wayne, 20 m. Stock, $2,000,000; par $100.

BONDS.—*First mortgage* is $1,200,000, at $15,000 per mile; no interest paid to Oct., 1898. Mercantile Trust Co., N. Y., and Allen Zollars, Ft. Wayne, Ind., are trustees of both mortgages.

EARNINGS.—In 1897-8, net, $6,625, against def., $850. For year ending June 30, 1899, gross, $98,995; net, $6,186.—V. 69, p. 1193.

Fitchburg RR.—Operates from Boston Mass. to Troy, N. Y., 190 miles, with branches as shown below:

Lines owned—	*Miles*	*Lines leased*—	*Miles.*
Boston to Fitchburg, Mass.....	50	Vermont & Mass. RR. —	
Greenfield, Mass., to Troy, N.Y.	84	Fitchburg to Greenfield Mass	56
Vermont to Rotterdam Jct....	61	Other lines.....	8
Worcester to Bellows Falls, Vt., etc.....	90	Total system June 30, 1899.	458
Various branches.....	109	Double track.....	164

LEASE.—On Mar. 22, 1900, the stockholders ratified the lease for 99 years from July 1, 1900, to the Boston & Maine for a guaranty of 5 p.c. on preferred and 1 p. c. on common stock, payable quarterly [Jan. 1, etc.], organization expenses, interest on bonds, taxes, expenses of maintenance, etc. The B. & M. will purchase with its 50-year 3 per cent gold bonds, $ for $, the same amount of Fitchburg common stock held by the State of Massachusetts and by private persons. V. 70, p. 76, 125, 176, 583.

STOCK—Common stock, $7,000,000. Preferred stock is entitled to 4 per cent dividends, then common and preferred receive dividends share and share alike. State of Massachusetts owns $5,000,000. As to voting powers of stock, see V. 68, p. 129. In year 1892-93 the preferred stock was increased from $16,498,000 to $17,000,000, and in October, 1895, to $17,360,000.

During 1898-9 was sold $1,850,000 preferred stock, being a portion of the $2,037,125 held in the treasury as an investment (and included in the $17,360,000 issued) to pay off $750,000 5s, maturing March 1, 1899, Cheshire 6s, and $400,000 Constitution Wharf note, due 1907, and $500,000 maturing June 1, 1900.—V. 67, p. 633.

DIVIDENDS.—On preferred. { 1887 '88 '89 '90 '91 '92 '93 '94 '95 to Jan, '00 / 2 2 0 2 3½ 4 4 3 4 p. c. yearly.

BONDS, ETC.—Vermont & Mass. guaranteed securities; see that company. The debenture bonds were described in CHRONICLE of June 1, 1895. V. 60, p. 967. In Sept., 1897, $1,450,000 new bonds were issued to refund the Cheshire 6s, $550,000, due July 1, 1898, taking up $500,000 note due April 5, and funding floating debt. On July 1, 1898, all the company's notes payable had been discharged (V. 65, p. 463.) The $1,250,000 bonds maturing in 1899 and 1900 were provided for in 1898-9 by sale of $1,850,000 preferred stock, as said above.

EARNINGS.—For 6 months to Dec. 31 results were:

6 mos.	*Gross.*	*Net.*	*Other inc.*	*Int., tax, etc.*	*Bal. sur.*
1899.....	$4,216,907	$1,338,925	$54,774	$757,628	$636,071
1898.....	3,928,987	1,334,885	39,965	766,397	508,453

ANNUAL REPORT.—Report for 1898-99 was in V. 69, p. 693.

Year ending June 30.	1899.	1898.	1897.	1896.
Total miles operated.....	458	458	458	458
Total gross earnings.....	$7,647,080	$7,359,470	$7,155,768	$7,606,765
Net earnings.....	2,019,189	2,002,867	1,916,790	1,894,895
Rentals paid.....	259,980	259,980	259,980	259,980
Interest on debt.....	972,412	1,027,088	1,009,049	1,001,310
Other interest	.....	7,550	14,462	878
Dividends.....	674,532	605,022	603,754	595,096
Balance, surplus	$112,265	$103,227	$29,545	$37,631

—V. 68, p. 926; V. 69, p. **439**, **693**, 1011; V. 70, p. 39, 76, 125, 176, 230, 279, 328, 429, 583.

Flint & Pere Marquette RR.—Jan. 1, 1900, merged in Pere Marquette RR., which see.

ANNUAL REPORT.—Report for 1898 was in V. 68, p. 819.

Year ending Dec. 31.	1898.	1897.	1896.	1895.
Total gross earnings..	$3,063,209	$2,791,997	$2,594,621	$2,505,705
Net earn'gs over tax's	$784,180	$738,347	$658,163	$642,200
Interest on debt.....	642,896	636,576	613,323	610,248
Bal. for year.....	*141,284	101,771	44,840	31,952

*From the surplus of $141,284 in 1898 a dividend of 1 per cent on preferred, $63,420, was paid Feb. 1, 1899.—V. 69, p. 384, 695, 905, 955, 1103, **1107**, 1193, 1345.

Florence & Cripple Creek RR.—(NARROW GAUGE.)—In 1899, consolidation was arranged with the Denver & Southwestern Ry., which see. V. 69, p. 795, 851. In 1898-99, gross, $803,667; net, $381,469; other income, $144,830; charges, $137,869; bal., sur., $388,430.—V. 69, p. 795.

Florida Central & Peninsular RR.—(*See Map of Seaboard Air Line*).—From Columbia, S. C., via Savannah, Ga., to Jacksonville, Fla., Tampa, Cedar Keys, etc., 940 miles; of which Columbia to Savannah, 135 miles, is South Bound RR. In Aug., 1899, extension from Cheraw to Columbia, S. C., 79 miles, to connect the Seaboard Air Line and Flor. Cent. & Pen. was under construction; also new terminals at Columbia. See Seaboard & Roanoke item. V. 69, p. 334.

HISTORY.—A reorganization of the Florida Ry. & Navigation Co. foreclosure in 1888. V. 46, p. 289. South Bound RR. was leased for 99 years in 1893; later its capital stock ($2,033,000) was purchased.

In Feb., 1899, John L. Williams & Co. of Richmond, Va., and Middendorf, Oliver & Co. of Balt., and associates, purchased a majority of the stock, and in April, 1900, the road was consolidated with other lines in their control (Seaboard & Roanoke System and Georgia & Alabama,

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal When Due. *Stocks*—Last Dividend.
Florida Central & Pen.—See Seaboard Air Line	Ry.							
Florida South.—1st M., $5,000,000, g., guar. A B. c*	248	1895	$1,000	$4,241,000	4 g.	J. & J.	New York City.	Jan. 1, 1945
Fonda Johnstown & Gloversville—1st M., s.f., not dn. c*	10	1870	100 &c.	300,000	7	J. & J.	N.Y., Imp. & Tra. Nat. Bk	July 1, 1900
Cons. M. for $500,000 ($300,000 res'd for 1st M.) c	26	1881	100 &c.	200,000	6	A. & O.	do do	Apr. 1, 1921
Refunding mortgage, $700,000, gold..... c*	26	1897	1,000	100,000	4½ g.	J. & J.	N.Y., N.Y. Sec. & Tr. Co.	July 1, 1947
Johnstown G. & Kingsboro 1st M., assumed.....	4	1893	1,000	50,000	6	J. & J.	N. Y., Metropol. Tr. Co.	1913
Cayadutta Elec. 1st M., gu., p. & i., by F. J. & G. RR., g.	....	1892	1,000	350,000	6	A. & O.	N. Y., Farm. L. & T. Co.	Oct. 1, 1922
Fort Wayne & Jackson—Common stock.....	98	....	100	436,132	.....	.....	.....	.....
Pref. stock (8 p. c.), 5½ p. c. rental Lake Shore...	98	....	100	2,291,416	5½	M. & S.	N. Y., Farm. L. & Tr. Co.	Mar. 1, '00, 2¾
Fort Worth & Denv. City—Pf. stk. "stamp. ctfs." 4%	....	....	100	2,555,000	2 in 1899	March.	N. Y., State Trust Co.	Mar. 10, 1899, 2
1st mortgage, gold, $18,000 per mile..... c*	455	1881	1,000	8,176,000	4 (6) g.	J. & D.	N. Y., Mercantile Tr.	Dec. 1, 1921
Ft. Worth & Rio Gr.—1st M., g., old 5s, int. red. C e c*	146	1888	1,000	2,923,000	3 to 4 g.	J. & J.	N.Y., H.B. Hollins & Co.	July 1, 1928
Fulton Co. Narrow Gauge Ry.—1st M. ($500,000)..	31	1881	.....	171,000	7	M. & N.	.....	Nov. 1, 1910
Extension 1st mortgage ($1,000,000).....	30	1882	.....	313,000	7	J. & J.	.....	July 1, 1912
Gainesville & Gulf—1st mort., $150,000, gold.... c*	49½	1899	1,000	150,000	6 g.	J. & J.	N. Y., Standard Tr. Co.	1929
Gainesville Jefferson & So.—1st M. ($161,500 end.).	55	1881	500 &c.	245,000	7	J. & J.	See text.	1911
2d M., gu. p. & i. (facts as to guar. end. on bonds)..	55	1883	1,000	75,000	7	J. & J.	See text.	1908
Walton Railroad, 1st mortgage.....	10	1881	1,000	40,000	6	J. & J.	In default.	1910
Galveston Harrisb. & S. Antonio—1st M., g., land gr. c*	....	'71-'80	1,000	4,712,000	6 g.	F. & A.	N.Y., So. Pac. Co., & Bost.	Feb. 1, 1910
2d mortgage, Harrisb. and Houston to San Ant. c*	225	1880	1,000	1,000,000	7	J. & D.	do do	June 1, 1905
West. Div. 1st M., g., San A. to El Paso, 636 m. & br. c*	671	1881	1,000	13,418,000	5 g.	M. & N.	N.Y., So. Pac. Co., 23 B'rd	May 1, 1931
2d mortgage (see remarks)..... c*	671	1881	1,000	6,354,000	6	J. & J.	.....	July 1, 1931
Galveston Houston & Hend. of 1882—1st mort..... c	50	1883	1,000	2,000,000	5	A. & O.	N. Y., Merc. Trust Co.	Apr. 1, 1913
Galveston Houst. & North.—1st M., $800,000, gold .	56	1900	.....	800,000	5 g.	J. & J.	New York,	Jan. 1, 1930

under the name of the Seaboard Air Line Ry., which see. Consolidation with South Bound RR. under name of Flor. Cent. & Penin. Consolidated Ry. was authorized Dec. 27, 1899.—V. 68, p. 428, 822, 826, 871; V. 69, p. 851, 852.

Stock.—Common stock is $20,000,000, par $100; preferred, 4 per cent cumulative [with preference as to both principal and accumulated dividends], $4,500,000. Preferred is exchangeable for any 4 p.c. mort.

Bonds.—June 30, 1897, car and locomotive trusts, due yearly to 1900, $95,383; notes payable, $410,000.

Earnings.—Jan. 1 to Dec. 21 gross, $2,576,789 in '99; $2.912,472 in '98.

Annual Report.—In 1897-8 gross on Fla. Cent. proper, $2,299,022; net, $865,142; interest and taxes, $508,111; balance, surplus for year, $357,030. On South Bound RR. (135 miles leased) in 1897-98 gross, $402,143; net, $88,731; interest and taxes, $120,566; balance, deficit for year, $31,835.—V. 68, p. 871; V. 69, p. 851, 907, 1247, 1345.

Florida East Coast Ry.—Operates from Jacksonville, Fla., via St. Augustine, to Miami, 366 miles; branches to Palatka, San Mateo, etc., 7 miles; Atlantic & Western, Blue Springs to New Smyrna, Fla., 28 miles; Titusville branch, 48 miles; total, 449 miles. In Mar., 1900, extension was proposed to Mayport, 13 miles.—V. 69, p. 591.

System owned by Henry M. Flagler, Pres., 26 Broadway, New York. Oct. 30, 1898, stock, $1,000,000; $6,500,000 bonds issued. For year 1898-99 gross earnings $1,227,311; net, $507,269, agst. $309,618 in 1897-98; charges $267,608. (V. 61, p. 112, 470, 591.)

Florida Southern RR.—*(See Map Savannah Florida & Western.)*—Owns from Palatka, Fla., to Brooksville, Fla., 145 miles; Bartow to Punta Gorda, 75 miles; branches, 28; total, 248 miles. In January, 1896, the St. Johns & Lake Eustis Ry., 47 miles, was purchased in the interest of the system. The road is now part of the Plant system and the bonds are guaranteed, principal and interest (endorsed—see guaranty in V. 62, p. 683), by the Savannah Florida & Western. The bonds carry interest at 3½ per cent until Jan. 1, 1900, and thereafter 4 per cent. For year 1898-99, gross, $360,064; deficiency under operating expenses, $8,239, against $5,583 in 1897-98. (V. 63, p. 153.)

Fonda Johnstown & Gloversville RR.—Owns from Fonda, N. Y., to Northville, 26 miles; leased lines, 25 miles; total, 51 miles. Stock is $300,000; par, $100. Refunding mortgage for $700,000, of which $500,000 held to retire prior bonds. In 1896 parties interested in the New York Central entered the directory. For year ending June 30, 1899, gross, $287,074; net, $94,686; other income, $11,994; interest, taxes, etc., $80,572; div. (8 p. c.), $24,000 V. 65, p. 26, 111.

Fort Wayne & Jackson RR.—Owns Jackson, Mich., to Fort Wayne, Ind., 98 miles. On August 24, 1882, leased perpetually to Lake Shore & Michigan Southern at a rental of $126,027, equal to 5½ per cent on the preferred stock (see V. 56, p. 812), and after 1887 any net earnings over 8 per cent on preferred stock to be paid as dividends on common stock, but not exceeding 2 per cent a year.

Fort Worth & Denver City Ry.—Owns Fort Worth, Tex., to Texline, 454 m. V. 66, p. 810. Owns $200,000 stock and $200,000 of 5s of Ft. Worth & Den. Terminal Ry.

Stock, Etc.—Colorado & South. Ry. owns a majority of the $6,820,000 (common was formerly $9,375,000) common stock; par, $100. In readjustment of 1896, $2,555,000 of old common stock was stamped preferred to receive interest, if earned, at 4 per cent. V. 63, p. 1063.

Dividends.—On pref. 2 p. c. Mar., '98; Mar., '99, 2 p. c.; Mar., '00, none.

Bonds.—Finances readjusted in 1896, the 1st 6s agreeing (1) to reduce interest to 4 per cent for five years from December 1, 1895; (2) to take $312 stock for five overdue coupons and the 2 p. c. deferred interest. "The past-due coupons and 2 per cent due upon coupons for the next five years to be held in trust for the protection of the stamped preferred stock certificate holders in case of any accident, or failure of the company to pay the interest as proposed. See plan V. 63, p. 75. The "stamped bonds" were described in V. 63, p. 1063. **Abstract** of mortgage (Mercantile Trust Co., Trustee) V. 45, p. 440.

Earnings.—11 mos., Jan. 1 to Nov. 30. 1899.....Gross, $1,460,418; net, $308,583. 1898.....Gross, 1,371,000; net, 405,002

Annual Report.—Report for 1899 was in V. 70, p. 528, showing :

Year end. Dec. 31—	1899.	1898.	1897.	1896.
Gross earnings.....	$1,610,852	$1,479,435	$1,319,830	$1,010,878
Net over taxes.....	340,157	406,522	414,146	201,858
Other income.....	15,750	17,881	14,520	8,864

From total net income, as above, in 1899 ($355,907), deduct interest on bonds, $341,940; rentals, $10,000; bal., $3,967.

President, Frank Trumbull, Denver, Col.—(V. 70, p. 528, 686.)

Fort Worth & Rio Grande Ry.—Owns from Fort Worth, Tex., to Brownwood, about 146 miles; completed in August, 1891. Stock outstanding, $3,108,100; par, $100. No floating debt Dec. 31, 1899.

Interest Adjustment.—In May, 1897, 1st mortgage 5 per cent bondholders agreed to accept 3 per cent interest from Jan. 1, 1897, to Jan. 1, 1902, inclusive, and 4 per cent thereafter. Old coupons will be held alive by trustee for benefit of bondholders. All bondholders have agreed to reduction.—See V. 64, p. 888.

Earnings.—8 mos., July 1 to Feb. 28. 1899-1900. .. Gross, $313,679; net, $135,737. 1898-1899.....Gross, 394,428; net, 206,666

Year ending June 30, 1899, gross, $556,413; net, $267,296; interest and taxes, $105,869; bal., $161,417.—(V. 65, p. 463; V. 70, p. 280.)

Fulton County Narrow Gauge Ry.—Road from Havana, Ill., to Fairview, Ill., 31 miles; leases (for 30 p. c. of gross earnings) Fulton County Extension Ry., Fairview to Galesburg, Ill., 30 miles. Capital stock of Fulton County Ry., $636,794; Extension Ry., $260,900

Earnings.—For year ending June 30, 1899, gross, $51,492, net, $5,454, against $8,239 in 1897-98; charges, $36,681.

Gainesville & Gulf Ry.—Sampson City to Fort Drane, Fla., 48 miles. Stock authorized, $1,000,000; par $100; issued July, '99, $300,000. Standard Trust Co. of New York is mortgage trustee. Gross earnings for year ending June 30, 1899 (27 miles), $27,537. General office, Gainesville, Fla.—V. 68, p. 822.

Gainesville Jefferson & Southern RR.—(Narrow Gauge.)—Road from Gainesville to Social Circle, Ga., 52 miles; Belmont to Jefferson, 13 miles. Stock is $242,687 common; $17,650 preferred; par, $50; of which the Georgia RR. owns $140,000 common and $8,000 preferred. Of the firsts, $161,500, and of the 2ds, $75,000, are endorsed by the Georgia RR., lessee. Interest on *endorsed bonds* paid regularly, but no interest on unendorsed bonds since July 1, 1895. Samuel C. Dunlap is now receiver. Case was set down for hearing on first Monday of May, 1900. In 1898-9 gross, $64,263; net, $1,478.

Galveston Harrisburg & San Antonio Ry.—*(See Map South. Pacific.)*—Owns Houston, Tex., to east bank of Rio Gr. River, 835 miles; branches, 73 m.; total, 918 miles.

Organization, Stock, Etc.—Operated by the Southern Pacific Company, which owns $27,038,900 of the $27,093,000 stock (par, $100).

Bonds.—First mortgage has a sinking fund of 1 per cent, but it is optional with bondholders to surrender their bonds if drawn. In 1893 holders of Western Div. 2ds agreed to cancel claims for accrued interest and that interest on these bonds should be paid only if earned and should be non-cumulative; this agreement had not been actually consummated to June 30, 1897. Interest accruing on these income bonds is not included in liabilities shown below. V. 58, p. 719. On June 30, 1899, there was due Southern Pacific Co., $696,868 and the Texas & New Orleans RR., $1,397,085. For status of old claims of the school fund see V. 64, p. 1137. Appeal has been taken. V. 66, p. 471.

Earnings.—8 months, July 1 to Feb. 28. 1899-0 ...Gross, $4,188,278; net, $959,260. 1898-9 ...Gross, 3,683,039; net, 1,067,178

Year ending June 30, 1899, gross, $5,669,335; net, including other income, $1,541,580; charges, $1,259,509; surplus, $282,071. In 1897-98, gross, $5,002,173; net, $1,248,224.—(V. 66, p. 471.)

Galveston Houston & Henderson RR. of 1882.—Owns from Galveston, Texas, to Houston, Texas, 50 miles.

Organization.—The M. K. & T. and International & Great North have used the road jointly since December, 1895, under a contract providing for payment to mortgage trustee of $100,000 yearly to meet interest on G. H. & H. bonds and an additional rental of $24,000 per annum for dividends or other purposes—see V. 61, p. 1064; V. 63, p. 697. M. K. & T. owns 4,999 shares of G. H. & H. stock—see V. 61, p. 1013. Stock, $1,000,000; par, $100. For year ending Dec. 31, 1898, gross, including $124,000 for trackage as above, $380,600; net, $176,311; other inc., $1,210; int., taxes, etc., $119,289; balance, surplus, $58,232. (V. 65, p. 1114.)

Galveston Houston & Northern Ry.—Owns road from Houston, Texas, via La Porte, to Galveston 56 miles. Successor May 1, 1899, of Galveston La Porte & Houston Ry., sold under foreclosure. Capital stock is $500,000; issued Sept., 1899, $200,000; control acquired in Jan., 1900, by Southern Pacific interests.—V. 70, p. 176. Year ending June 30, 1898, gross earnings were $191,948; deficit under operating, $8,038—(V. 68, p. 618, 671, 822; V. 70, p. 125, 176.)

George's Creek & Cumberland RR.—Owns road from junction with W. Va. Central Ry. at Cumberland, Md., to New Detmold mine at Lonaconing, Md., 21 miles; City Junction to junction with B. & O. RR., 1 mile; branches, 11 miles; total, 33 miles. Capital stock, $1,000,000. Controlled by American Coal Co. and Maryland Coal Co. of Maryland. For 1896-97, gross, $513,870; net, $302,205; other income, $5,160; interest, taxes, etc., $40,952; dividend, $130,000; balance, surplus, $136,453. President, James A. Milholland, Cumberland, Md,

Georgetown & Western RR.—Georgetown, S. C., to Lane's Depot, on Atlantic Coast Line, 36 miles. In Feb., 1900, sold to syndicate controlling the Atlantic Coast Lumber Co. V. 70, p. 230. Stock, $400,000; par of shares, $50. Bonds, $200,000 first gold 5s, (int. M-N) due 1917. For year ending June 30, 1899, gross, $55,463; net, $15,297. President, Charles R. Flint, 68 Broad St., N.Y.—V. 70, p. 230.

Georgia & Alabama Ry.—*(See Map Seaboard & Roanoke.)*—Operates from Montgomery, Ala., to Savannah, Ga., etc., viz.:

Road owned (383 miles)—	*Miles*	*Leased, etc.*—	*Miles.*
Montgomery to Lyons.....	265	Lyons to Meldrim.....	¶58
Col. to Albany (since Jan. 1, 1897).....	88	Meldrim to Savannah.....	17
Abbeville to Ocilla.....	30	Total operated April, 1900.	458

The company's own line between Meldrim & Savannah, 20 miles, was to be completed in Oct., 1899, replacing trackage.—V. 69, p. 334.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
George's Creek & Cumberland Ry.—1st M.	....	1879	$.....	$536,000	6	A. & O.	N.Y Am. Coal Co., 1 B'y	Oct. 1, 1909
2d mortgage	....	1878	.....	65,000	.....	.....	.....	Feb. 1, 1908
Georgetown & Western—1st mort., $200,000, gold	36	....	.....	200 000	5 g.	M. & N	.....	1917
Georgia & Alabama—Common stock $15,000 p. m.	....	....	100	3,842,500	.....	.....	Balto., Maryland Tr. Co.	.....
Pref. stock, 6 per cent, non-cum., $10,000 p. m.	....	....	100	2,650,000	.....	.....	do do	.....
Bonds—See Seaboard Air Line Ry.								
Ga. & Ala. Term. Co., 1st M., $1,000,000, g. p. & l.	....	1898	.....	.....	5 g.	J. & D.	New York.	Dec. 1, 1948
Car trusts, July, '98, incl. interest to maturity	....	....	.....	362,739	.....		New York.	1899 to 1903
Georgia Midl'd Ry.—1st M., g., $1,650,000, int. gu.	98	1896	1,000	1,650,000	3 g.	A. & O.	N.Y., J. P. Morgan & Co.	Apr. 1, 1946
Georgia Railroad & Banking Co.—Stock	307	....	100	4,200,000	11 in '99	Q.—J.	Augusta; mail'd to N.Y.	Apr. 16, '00, 2¾
Bonds, refunding, not mortgage, currency	....	1897	1,000	1,000,000	5	J. & J.	N. Y., Guaranty Tr. Co.	Jan. 1, 1922
Bonds, not mortgage, currency	....	1880	1,000	1,000,000	6	J. & J.	N.Y., Am. Ex. Bk. & Aug.	Jan. 1, 1910
Bonds, not mort., cur., $200,000 are 5s of '87 c*&r	....	1882-7	1,000	500,000	5 & 6	J. & J.	All Augusta; 6s in N.Y.	Jan. 1, 1922
Georgia Southern & Fla.—Com. stock, $1,000,000	....	....	100	1,000,000	.....	.....	.....	.....
1st pref., red. aft. June 1, 1905, $684,000, 5 p. c.	Text	....	100	684,000	5 in 1899	M. & N.	Balt. M.T. & D.Co. & N.Y.	May 1, '00, 2½
2d pref., $1,084,000, 5 per cent	....	....	100	1,084,000	3 in 1899	Nov.	do do	Nov. 8, '99, 3%
1st mortgage, gold, $4,000,000 ..... MeBa. c*	285	1895	1,000	3,666,000	5 g.	J. & J.	Balt. M.T. & D.Co. & N.Y.	July 1, 1945
Gettysburg & Harrisb.—So. Mt. 1st M. } guar. by	....	....	1,000	100,000	4	A. & O.	Phila., Reading office.	.....
Gettysb'g & H. 1st M., old issue... } Phila & Rd.	....	1882	1,000	250,000	6	A. & O.	Phila., P. & R. office.	Oct. 1, 1912
Con. M. $565,000, g..... } *RR.* (old co.)	35	1891	1,000	215,000	5	Various	do do	Oct. 1, 1926
Gila Valley Globe & North'n—1st M., g. See text.	125	1894	1,000	1,514,000	5 g.	M. & N.	N. Y. Chem. Nat. Bank.	Nov. 1, 1924
Goshen & Deckert'n—1st & 2d M. ($60,000 are 2ds)	12	1888-9	500, &c	246,500	6	Various	N Bk Or Co, Goshen, N.Y.	1928-29
Gouverneur & Oswegatchie—1st M., gold, gu. p. & l. c	13	1892	1,000	300,000	5 g.	J. & D.	N.Y., Gd. Cent. Station.	June 1, 1942
Gr. Rap. Belding & Saginaw—1st mort., text, gold	28	1899	1,000	260,000	5 g.	M. & S.	Int'l Trust Co., Boston.	Mch. 1, 1924
Grand Rapids & Indiana Ry.—Stock, $6,000,000. c'	....	....	100	5,780,700	.....	.....	Of., Gr. Rapids, Mich	Apr. 25, '00, 1%
1st M., mostly l. gr., g., ext. in 1899 ..... c*	335	1891	1,000	920,000	3½ g.	J. & J.	N. Y., Winslow, L. & Co.	July 1, 1941
1st mort., extended, gold, guar. by Pa. RR. ..... c*	335	1891	1,000	4,455,000	4½ g.	J. & J.	do do	July 1, 1941
2d M., $5,000,000, g., 3 p.c. int. till Oct. 2, 1899 c*	....	1896	1,000	3,962,000	4 g.	A. & O.	Philadelphia, Pa.	Oct. 1, 1936
Grand Rapids Kalkaska & S. E.—1st M., s. f., IB.	32	1897	1,000	200,000	5 g.	A. & O.	Int'l Trust Co., Boston.	Oct. 1, 1907
Grand Trunk Ry.—Consol. stock, £23,318,309	....	1882	£100	£22,475,985	.....	.....	.....	None ever pd.
Four per cent guar. stock, £5,220,000, non-cum.	....	1884	£100	5,219,794	4 in 1-99	A. & O.	Check from Co.'s office.	Apr. 20, '00, 2%
1st preference 5 per cent stock, £3,420,000	....	1873-4	£100	3,420,000	4 in 1899	A. & O.	do do	Apr. 20, '00, 4%
2d preference stock, £2,530,000	....	1873-4	£100	2,530,000	3¼ A'l'99	.....	.....	Apr. 20, '00, 3¼

ORGANIZATION.—In August, 1895, succeeded to the property of the Savannah Americus & Montgomery, sold in foreclosure May 17, 1895, and reorganized per plan in V. 61, p. 470; see also V. 62, p. 502.

In March, 1899, the same interests controlling the Ga. & Ala. Ry. had also obtained control of the Seaboard & Roanoke RR. and Flor. Cent. & Peninsular RR., etc. In Apr., 1900, all the various properties were to be united in the new Seaboard Air Line Ry., which see.—V. 69, p. 852; V. 68, p. 428, 826.

SECURITIES.—*First mortgage preference* 5 per cent 50-year gold bonds are for $4,000,000, and are not to exceed $6,500 per mile of main line.

EARNINGS.—8 months, July 1 to Feb. 28. } 1899-1900..Gross, $944,399; net, $334,277 } 1898-1899..Gross, 879,788; net, 230,275

For year ending June 30, 1899, gross, $1,271,629; net, $308,609. Report for for 1897-8 was in V. 67, p. 272, showing: gross, $1,226,387; net, $350,460; fixed charges and rentals, $303,017; surplus, $47,446. Pres., J. Skelton Williams, Richmond, Va.—(V. 70, p. 76, 230.)

Georgia Carolina & Northern Ry.—Owns road Monroe, N. C., to Atlanta (Inman Park), Ga., 266 miles; completed in April, 1892. Belongs to "Seaboard" system, and bonds guaranteed (by indorsement on each bond) by lessees, Seaboard & Roanoke and Raleigh & Gaston RR. Cos. Mortgage abstract, V. 49, p. 239. Stock authorized, $1,750,000; outstanding, $1,111,400 common (par $100), and $500,000 preferred, mostly owned by the lessees. On Dec. 9, 1899, the Raleigh & Gaston stockholders voted to consolidate the Geor. Car. & Nor. and other lines with the R. & G., and to issue stock therefor and change its name to Seaboard Air Line Ry. (See that Co.)—V. 69, p. 334, 542.

EARNINGS.—For year ending June 30, 1899, gross, $971,484; net, $174,720. In 1898, Jan. 1 to Dec. 31 (12 months), gross, $898,365, against $881,048 in 1897.—V. 69, p. 334.

Georgia Midland Ry.—Owns road from Columbus to McDonough, Ga., 98 miles. Successor April 1, 1896, of the Georgia Midland & Gulf RR., sold in foreclosure Feb. 1. Leased from July 1, 1896, for 99 years to the Southern Ry. for $49,500 annual rental (being interest on the first mortgage bonds) and rental obligations on Georgia Midland Terminal to the amount of $2,500. Capital stock is $1,000,000, owned by Southern Ry. Co. (V. 62, p. 1177; V. 63, p. *361*.)

Georgia Railroad.—Under this name are operated the lines leased from the Georgia RR. & Banking Co.—which see. Report of operations for year ending June 30, 1898, was given in V. 67, p. 1260.

Georgia Railroad & Banking Company.—Owns from Augusta, Ga., to Atlanta, Ga., 171 miles; branches to Washington and Athens, 58 miles; Macon & Augusta RR. (proprietary road), Camak, Ga., to Macon, Ga., 74 miles; trackage, 4 miles; total, 307 miles. In March, 1900, electrical equipment of Washington branch, 40 miles, reported to be under consideration.

ORGANIZATION.—Owns also one-half the stock of the Western Railway of Alabama (the Central of Georgia Railway owning the other half), and a 40 per cent interest in the Atlanta & West Point (which see). Guarantees (jointly with Central RR. & B. Co. of Georgia) the $1,543,000 first mortgage 4½ per cents of Western Railway of Alabama.

In April, 1881, the railroad (307 miles) and its interest in the other railroad companies were leased for 99 years to W. M. Wadley and associates, for the Central of Georgia and the Louisville & Nashville, at $600,000 per year, but in April, 1899, the L. & N. was held to have acquired all rights under the lease; the Atlantic Coast Co. in July, 1899, acquired a half interest.—V. 68, p. 722; V. 69, p. 385, 591. Securities deposited under lease, V. 70, p. 125.

Dec. 31, 1892, the banking department was turned over to "Georgia Railroad Bank," a majority [$198,200] of whose stock is owned.

DIVIDENDS— Since 1880, P. Ct. } '81. 9½ '82. 10¼ '83 to '87. 10 yearly '88. 10¾ '89 to April, 1900. 11 p. c. yearly.

COMPANY'S REPORT.—In year ending March 31, 1899, rental, etc., was $600,000; dividend from bank, etc., $21,094; total, $621,094; interest $138,000; dividends paid (11 per cent), $462,000.

EARNINGS.—307 miles, July 1 to Feb. 28.—8 mos. } 1899-0...Gross, $1,135,126; net, $426,417 } 1898-9...Gross, 1,112,422; net, 342,307

Railroad earns. for year ending June 30, 1899, gross, $1,634,842; net, $493,644; divs. received, $120,536; rental to Ga. RR. & B. Co., $600,000. In 1897-8, gross, $1,616,146; net, $393,028.—V. 69, p. 591; V. 70, p. 125.)

Georgia Southern & Florida Ry.—*(See Map of Southern Ry.)*—Owns from Macon, Ga., to Palatka, Fla., 285 miles.

HISTORY.—A reorganization of the Georgia S. & F. *Railroad*, sold in foreclosure April 2, '95. (Per plan in V. 60, p. 928; see also V. 59, p. 551.

DIVIDENDS.—On 1st pref. '96, 4 p. c.; '97, 5; '98, 5; 1899, 5 p. c.; 1900, May, 2½ p. c. On 2d pref. in 1897, 2 p. c.; in 1898, 3 p. c.; in 1899, 3 p. c.

BONDS.—Abstract of 1st mortgage of 1895 was in V. 61, p. 429. The mortgage is for $4,000,000 and covers all of the property and franchises and provides also that the $684,000 *first preferred stock* authorized shall constitute a lien upon the same second only to the bonds and coupons. The unissued firsts are reserved for old claims, car trusts and for improvements. On July 1, 1899, equipment notes, $5,147.

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. } 1899-0..Gross, $796,581; net, $232,888 } 1898-9..Gross, 628,782; net, 182,916

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 was in V. 69, p. 902, showing gross, $953,798; net, $258,083; other income, $3,302; interest on bonds, $181,250; balance for div., $80,135. In 1897-8, gross earnings, $949,628; net, $295,574.

OFFICERS.—President, Samuel Spencer, N. Y.—(V. 69, p. 902.)

Gettysburg & Harrisburg RR.—Carlisle to Gettysburg, Pa., 32 miles; branch to Round Top, Pa., 3 miles. The Reading Company owns $540,700 of the $600,000 capital stock, $535,000 of which deposited as part security for its general mortgage of 1896.

Gila Valley Globe & Northern Ry.—Bowie, Ariz., to Globe, 125 miles. Road was opened in 1894 (48 miles) and completed Feb., 1899. In Sept. 1899, extension from Globe to Pinto Creek, 10 miles, was reported to be proposed Stock, $2,000,000, all outstanding; par, $100. The bonds, limited to $15,000 per mile ($1,514,000 outstanding), are guaranteed, principal and interest, by the Southern Pacific Co. (Metropolitan Trust Co., N. Y., trustee.) V. 69, p. 27. See form of guaranty in V. 68, p. 232. Statement for the year ending Dec. 31, 1899, was in V. 70, p. 325, showing: Gross, $402,589; net, $268,653. Interest, $75,700; betterments, etc., $67,866; balance, surplus, $125,085. President, William Garland; Sec. and Treas., A. C. Laird, Los Angeles, Cal.—V. 69, p. 27; V. 70, p. 325.

Gouverneur & Oswegatchie RR.—Owns from Gouverneur to Edwards, N. Y., 13 miles. Stock, $350,000, all owned by N. Y. Cent.—which guarantees the bonds. See V. 55, p. 810 and V. 56, p. 501.

Grand Rapids Belding & Saginaw RR.—Freeport to Belding, Mich., 28 miles, of which Lowell to Belding, 17 miles, completed late in 1899, remainder of line being Lowell & Hastings RR., acquired in May, 1899. Mortgage is for $260,000 on 28 miles and $9,000 per mile for additional construction. Leased from Jan. 1, 1900, to Pere Marquette RR. for 30 years at rental covering interest charges, payable monthly.—V. 70, p. 39. In Jan., 1900, extension to Greenville, Mich., 19 miles, reported to be proposed.

Grand Rapids & Indiana Ry.—*(See Map of Pennsylvania RR.)*—Owns from Fort Wayne, Ind., to Mackinaw City, 367 miles Manistee Branch, 19; other branches, 42 miles; total owned, 428 miles; operates the following roads but has not assumed the old company's leases thereof: Cincinnati Richmond & Fort Wayne RR., 86 m; Traverse City RR., 26 m.; Muskegon Grand Rapids & Indiana RR., 37 m.

HISTORY.—Successor Aug. 1, 1896, of Grand Rapids & Indiana *Railroad*, foreclosed under second mortgage per plan in V. 63, p. 153.

DIVIDENDS.—First dividend, 1 p. c., paid Apr. 25, 1900.—V. 70, p. 739.

STOCK.—Stock, $6,000,000, of which Penn RR. Co. owns $2,644,540.

BONDS.—The first mortgage land grant bonds extended at 4½ per cent are endorsed with the guaranty of the Pennsylvania RR. Co. to purchase the coupons as they mature, and the bond itself at maturity. They have no lien on land grant. See guaranty V. 56, p. 649. The $920,000 first mortgage 7 per cent land grant bonds due Oct. 1, 1899, were extended at 3½ per cent.—V. 69, p. 1193.

Second mortgage bears interest from Oct. 1, 1897, for two years at 3 p. c. and thereafter at 4 p. c. Of the 2ds $3,687,000 were Jan. 1, 1899, owned by Penn. RR. Real estate mortgages, $150,000.

EARNINGS—585 miles, Jan. 1 to Aug. 31. } 1899....Gross, $2,051,410; net, $539,391 } 1898....Gross, 1,800,698; net, 444,986

REPORT.—Report for 1899 was in V. 70, p. 737. In 1899 carried 1,891,594 tons freight, of which 47 p. c. was lumber, etc., and 10 p.c. coal.

Year end'g Dec. 31.	1899.	1898.	1897.	1896.
Miles operated	428	434	430	433
Gross income	$2,464,284	$2,171,717	$1,978,567	$1,899,444
Net over exp's & taxes	634,847	596,622	525,086	304,250

Interest charge for '99, $391,909; other, $67,012; dividend (1 p. c.), $57,807; balance, surplus, $118,118.—V. 70, p. 684, 686, 737, 739.

Grand Trunk Ry. of Canada.—Operates from Quebec, Can., via Montreal, to Chicago, Ill.; also to Portland, Buffalo, Detroit, etc.:

SYSTEM PROPER.	*Miles.*
Lines owned	3,084
Leased—partly owned—	
Atlantic & St. Lawrence, Portland, Me., to Island Pond, Vt.	150
Buffalo & Lake Huron	162
Other lines	105
Total in earnings	3,506

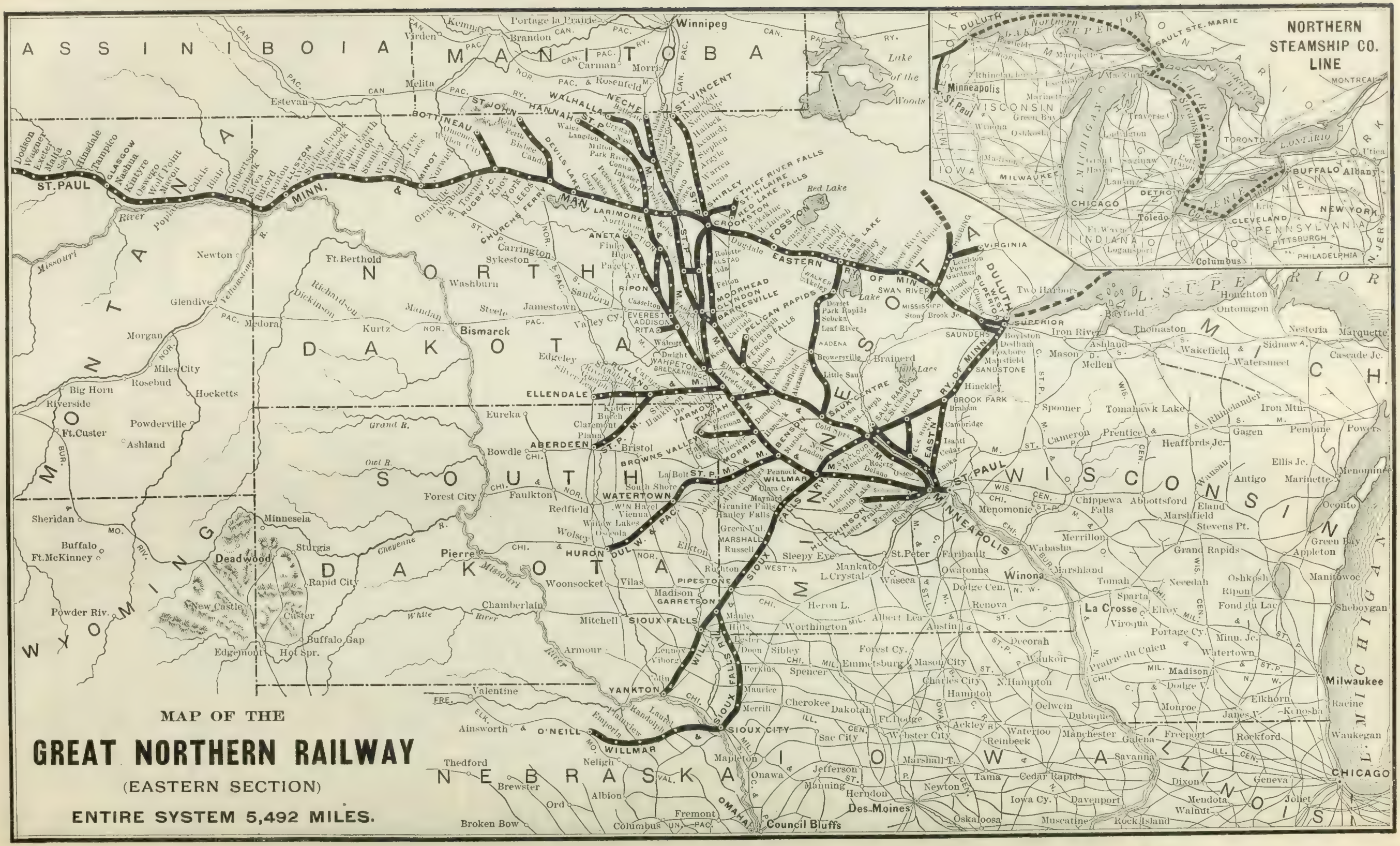
REPORTED SEPARATELY. *Majority Stock Owned.*	*Miles.*
Central Vermont†	470
Chicago & Grand Trunk†	335
Cincin. Sag. & Mackinaw	53
Entire stock owned.	
Detroit Grand Haven & Mil†	189
Michigan Air Line	106
Total road	4,656

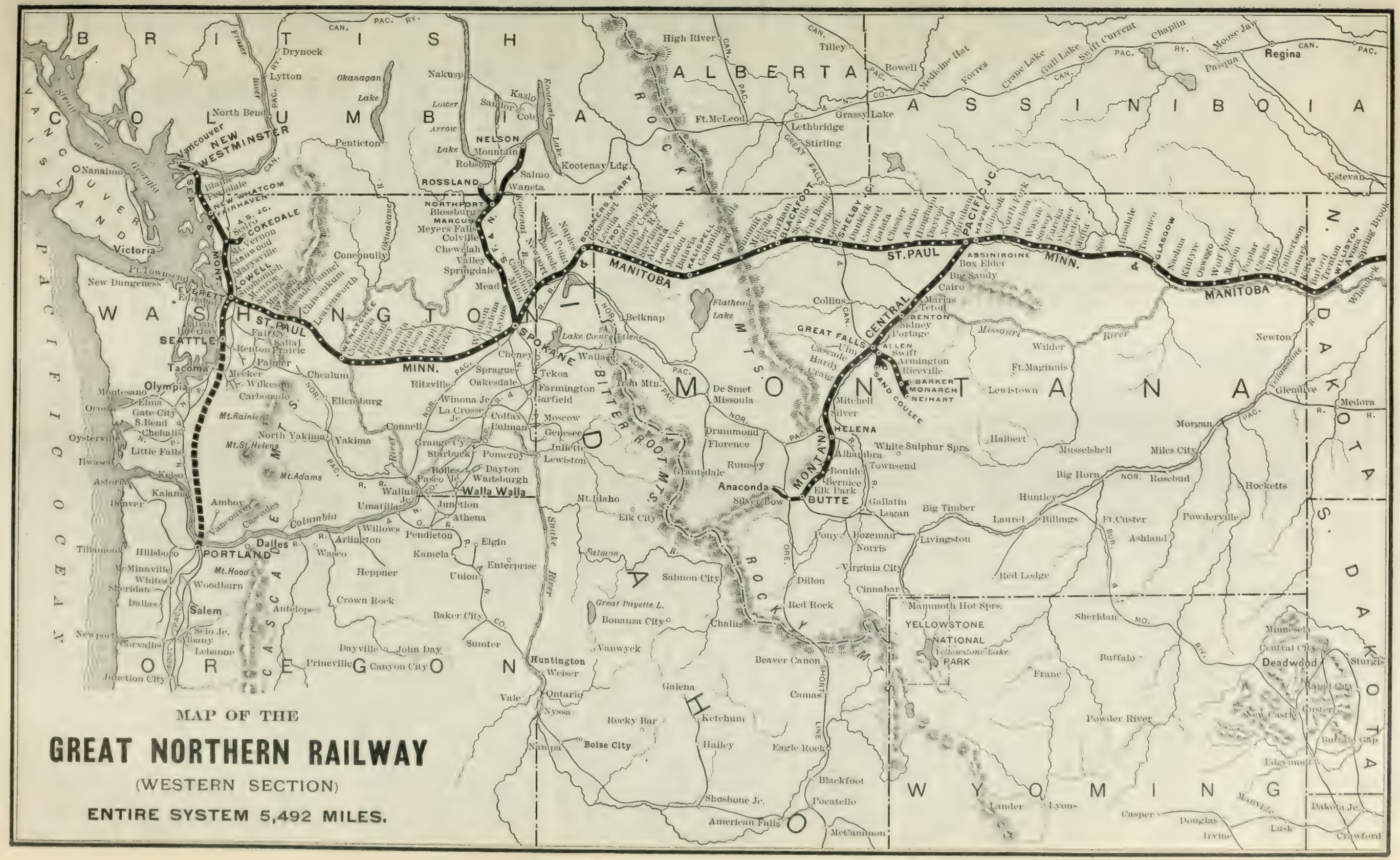
†See separate statement this Co.

ORGANIZATION.—A consolidation, in Aug., 1882, of the Grand Trunk and Gt. Western railways. Owns $2,185,800 of the $3,00,000 stock and $1,186,000 of the bonds of the Central Vt. Ry.—V. 68, p. 427, 1076. As to traffic agreement with latter see V. 68, p. 1076.

STOCK, ETC.—The authorized capital on June 30, 1899, was £41,656,364 stock (£40,813,834 issued and £842,530 unissued), advances from the Canadian Government in aid of construction amount to £3,111,500. Perpetual consolidated 4 per cent debenture stock, authorized by Act of 1882 and later Acts, has been issued from time to time to acquire securities of companies consolidated and controlled, amounting Dec. 31, 1898, to £6,868,801, and bearing an annual interest of £375,367.

DIVIDENDS since 1894: Guar., 4% stock—1894-97, nil; Oct., '98, 2%; '99, 4%; Apr., 1900, 2%. On 1st pref., Apr., '99, 3%; Oct., 1%; in 1900, Apr., 4%. On 2d pref., Apr., 1900, 3¼ p. c., the 1st div. since Apr., 1888.—V. 70, p. 328.


ASSINIBOIA
MANITOBA
Winnipeg
Portage la Prairie
Brandon
Carman
Morris
Melita
Estevan
Lake of the Woods
ST. PAUL
GLASGOW
BOTTINEAU
MINOT
DEVILS LAKE
MINN. & MAN.
ST. JOHN
HANNAH
WALHALLA
NECHE
ST. VINCENT
SHIRLEY
THIEF RIVER FALLS
ST. HILAIRE
RED LAKE FALLS
CROOKSTON
FOSSTON
Red Lake
EASTERN RY. OF MINN.
CASS LAKE
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NORTH DAKOTA
SOUTH DAKOTA
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Niobrara
Grand R.
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Sykeston
Ft. Berthold
Washburn
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Glendive
Medora
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Valley City
Sanborn
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Miles City
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Ft. Custer
Powderville
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Sheridan
Buffalo
Ft. McKinney
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Sturgis
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Pierre
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Webster City
Ackley
Waterloo
Reinbeck
Hampton
Charles City
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John Day
Prineville
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Ilwaco
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Sedro
Cokedale
Mt. Vernon
Stanwood
Marysville
Lowell
Snohomish
Monroe
Sultan
Gold Bar
Wallace
Cascade Tunnel
Chiwaukum
Leavenworth
Cle Elum
Roslyn
Ellensburg
Mt. Rainier
Mt. St. Helens
Mt. Adams
North Yakima
Yakima
Chealum
Wilkeson
Carbonado
Mecker
Palmer
Renton
Fall City
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Okanogan
Similkameen
Nicola
Coquitlam
Fraser River
Pend Oreille
Flathead
Kootenai
Bitter Root Mts.
Rocky Mts.
Cascade Mts.
Coast Range
Short Line
Sand Coulee
Missouri River
Yellowstone River
Powder River
Big Horn
Musselshell
Judith
Milk River
Marias
Teton
Sun River
Dearborn
Flathead
Kootenai
Pend Oreille
Spokane
Coeur d'Alene
Lake Coeur d'Alene
Flathead Lake
Belknap
Missoula
Helena
Butte
Anaconda
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Minot
Devils Lake
Grand Forks
Fargo
Jamestown
Valley City
Mandan
Bismarck
Dickinson
Medora
Miles City
Billings
Livingston
Bozeman
Gallatin
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Gardiner
Cooke City
Crow Agency
Hardin
Custer
Ft. Custer
Powderville
Ashland
Rosebud
Hocketts
Morgan
Musselshell
Big Horn

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last. Dividend.
***Grand Trunk Railway—(Concluded)*—**								
3d preference 4 per cent stock, £7,168,055....		....	£100	£7,168,055	.....	.....	.....	May, 1884
Debenture stock, £4,270,575.....	3,512	1874	£100	4,270,375	5	J.&J. 14		Irredeemable
Consol. debenture stock (col. trust), cum.....		1874	£100	12,515,678	4	Q.—J.		Irredeemable
2d equipment M. (subject to 1st M. in trust)..c		1869	£100	414,300	6	J. & J.		July 1, 1919
SECURITIES OF LINES CONSOLIDATED WITH **Grand Trunk Ry.**								
Great Western perpetual debenture stock.....c	836½	Var.	100	2,723,080	5	F. & A.		Irredeemable
Northern Ry. 1st M. sterling 5s, £850,000.. c*		1877	.....	611,100	5	J. & J.	Glyn, Mills, Currie & Co., London.	July 1, 1902
3d preference A & B bonds.....c	490¾	1868	.....	15,900	6	A. & O.		Irredeemable
Debenture stock, 4 p. c., perpetual, £425,850.		1884	.....	347,990	4	F. & A.		Irredeemable
Grand Tr. Geo. Bay & L. E. 1st M., £310,200.c*&r	189¾	1883	£100 &c	187,500	5	F. & A.		Aug. 1, 1903
Midland of Canada 1st M., sectional, £525,000.c	455	1878	£100	458,600	5	M. & N.		May 1, 1908
Consol. 1st M., £3,164,700..... c		1882	£100	1,072,100	5	J. & J.		Jan. 1, 1912
Montreal & Champlain Junc. 1st M., £172,600..	62	1882	£100 &c	101,100	5	J. & J.		Jan. 1, 1902
Wellington Grey & Bruce 1st M.. £532,000.....c	168¼	1874	£100	99,400	Varies.	J. & J.	N.Y.Bk.of Com.& Lond.	July 1, 1901
***Gt. Northern*—Stock, to be $100,000,000. See text**	....	....	$100	98,411,000	7	Q.—F.	N. Y. Office, 27 Pine St.	May. 1'00, 1¾
St. Paul Minn. & Man.—Stock, orig. $20,000,000.	....	....	100	c472,200	6	Q.—F.	do do	Nov. 1, '99, 1½
St. P. M. & M. 2d (now 1st M.) g. does not cov. l'ds) c*	624	1879	1,000	8,000,000	6 g.	A. & O.	New York and London.	Oct. 1, 1909
Dakota Extension 1st M., gold.....c*	1,221	1880	1,000	5,676,000	6 g.	M. & N.	New York, 27 Pine St.	Nov. 1, 1910
Consol. M. for $50,000,000 (now 1st M. on lands) gold.	2,655	1883	1,000	13,344,000	6 g.	J. & J.	do do	July 1, 1933
	2,655	1883	1,000	21,366,000	4½g.	J. & J.	do do	July 1, 1933
Montana Exten. 1st M. ($25,000 p. m.), gold. c*&r	420	1887	1,000&c	a7,907,000	4 g.	J. & D.	do do	June 1, 1937
Pacific Extension M. £6,000,000, gold Ce..c*&r	819	1890	£100 &c	b£3,000,000	4 g.	J. & J.	N.Y.& Lon., Baring Bros	July 1, 1940
Minneap. Un. RR. 1st M., g., gu. ($650,000 are 5s). c*	....	1882	$1,000	$2,800,000	5 & 6 g.	J. & J.	New York, 27 Pine St.	July 1, 1922
East of Minn. 1st M. ($50,000 p. m.), g., gu..c*&r	72	1888	1,000&c	4,700,000	5 g.	A. & O.	N.Y. 27 Pine; Bos., Lee, H	Apr. 1, 1908
No. Div. mort., $15,000,000, gold, guar....c*&r	299	1898	1,000&c	d5,000,000	4 g.	A. & O.	do do	1928-1948.
Montana Cen. 1st M., g. ($6,000,000 are 6s) gu. c&r	256	1887	1,000&c	9,300,000	5 & 6 g.	J. & J.	New York, 27 Pine St.	July 1, 1937
Willmar & Sioux Falls 1st M., g., gu. p.&i. (end) c*&r	205	1888	1,000	3,646,000	5 g.	J. & D.	do do	June 1, 1938
Minneapolis Western 1st mort., gold, guar.....c*	....	....	1,000	500,000	5 g.	J. & J.	N.Y.&Lon., Baring Bros	July 1, 1911
Duluth Superior & West. car trusts, assumed....	....	....	.....	205,616	.....	.....	.....	To Feb. 1, 1906

a $11,502,000 additional pledged for Pacific Extension bonds of 1890. **c** Great Northern in April, 1900, had acquired all except $472,200 of the $20,000,000 stock of St. P. Minn. & Manitoba. **b** £3,000,000 additional held by Great Nor. Ry. Co. **d** Subject to call after April 1, 1928.

EARNINGS—2 mos., Jan. 1 to Feb. 28. 1900.....Gross, $3,271,329; net, $867,715
1899.....Gross, 2,983,226; net, 792,769

REPORT.—Statement for 1899 was in V. 70, p. 426.

Years ending Dec. 31	1899.	1898.	1897.
Gross earnings	£4,407,016	*£4,012,314	£3,969,642
Transportation expenses	2,892,994	2,671,883	2,597,372
Net earnings	£1,514,022	£1,340,431	£1,372,270
Total net income	£1,724,367	£1,548,932	£1,574,631
Rentals	146,349	146,349	146,349
Interest on b'ds and deb. stk.	1,043,542	1,038,153	1,028,510
Dividend on guar. stock	(4%) 208,792	(4%) 208,792	.....
Do on 1st pref. stock	(5%) 170,842	(3%) 102,504	.....
Do on 2d pref. stock	(3¼%) 82,225	.....	.....
Balance	sr. £72,617	sr. £53,134	sr. £399,771

* After deducting £171,602 for tolls, traffic advances, etc.

President, Sir C. Rivers Wilson, London.—V. 70, p. 328, 426.

Great Northern Ry.—*(See Maps.)*—Operates a low-grade trunk line extending from St. Paul, Minn., across the great wheat belt of the Red River Valley and across the State of Montana, tapping its silver and copper mining district, to the Pacific Coast at Seattle, Wash., Portland, Ore., Westminster, British Columbia, etc. From Duluth, the head of navigation on the Great Lakes, the steamers of the Northern Steam, ship Co. (whose $1,500,000 stock is owned) run east to Buffalo, N. Y.

Lines leased and operated—	
St. Paul Minn. & Man. Ry., St. Paul to Lowell, Wash.	1,790
Branches in Minnesota, the Dakotas and Montana	2,026
Trackage to Spokane, etc.	10
Eastern Ry. of Minnesota—Fosston to Cass Lake	60
Park Rap & Leech Lake Ry.—Park Rapids to Cass Lake	49
Owned, unbonded—	
Seattle & Montana RR.—Seattle to Westminster	159
Total operated directly	4,094
Stock owned—oper. separately—	
Willmar & Sioux Falls—Willmar to Yankton, S. D.	205
Duluth Watertown & Pacific—Watertown to Huron, Dak.	70
Stock owned—oper. separately—(Concluded)—	
Eastern Ry. of Minn.—	
Hinckley to Duluth	72
Hinckley to Fridley	65
New Dul. to Cass Lake	140
Missis., Minn., to Hibbing	49
Nomadji Junc. to Cloquet	28
Minneapolis Un. Ry., etc.	12
Montana Central—Great Falls to Butte, etc.	261
Spokane Falls & Northern	218
Total road July, 1899	5,214
2d and 3d track and sidings.	806
East Minn. Ry.—	
Brook Pk. to Coon Creek Jc.	57
Willmar & Sioux Falls—Garretson, S. D., to Sioux City, Ia., and O'Neill, Neb.	240

Extension of Gt. North. main line was built in 1898 between Fosston and Duluth, 230 miles. V. 67, p. 28, 796. The Spokane Falls & Northern was acquired in 1898 and taken into the system July 1, 1899. V. 69, p. 959; V. 67, p. 30, 179, 797. The Duluth Miss. River & Northern, etc., was purchased in 1899. possession being taken May 1. See V. 68, p. 187, 822, 976. In Sept., 1899, it was reported that an extension was purposed of the Eastern Minnesota line from Milaca, north about 100 miles, to connect with the Dul. Miss. Riv. & Nor.; also a cut off between Libbey Creek and Kalispell, Mont., to extend from Batavia along Libbey Creek to Libbey, about 75 miles. In Feb., 1900, extension from Wenatchee, Wash., northeast to Republic, 130 miles, reported to be proposed.

STOCK, LEASES, ETC.—This corporation in February, 1890, leased the St. Paul Minneapolis & Manitoba for 999 years, assuming its funded debt and guaranteeing 6 p.c. per annum in gold on its $20,000,000 stock.

In 1898 $25,000,000 new Great Nor. preferred, raising the total capital stock to $50,000,000, was offered to stockholders, $15,000,000 of this being sold at par to provide for retirement of $15,000,000 col. tr. 4s of 1892, called for redemption Sept. 1, 1898, and $10,000,000 being exchanged for the $12,500,000 stock of the Seattle & Montana RR., which in June, 1898, had been declared distributable as a 50 per cent dividend.—V. 66, p. 1044, 1188; V. 67, p. 796.

In October, 1898, the stockholders surrendered the right to issue $20,000,000 common stock in addition to the $50,000,000 preferred then outstanding, and made all the stock "of a single class, with uniform rights and privileges." Also authorized the purchase of the $20,000,000 of guaranteed 6 per cent stock of the St. Paul Minneapolis & Manitoba, on the basis of $125 Great Northern stock for each $100 Manitoba stock, thus increasing the Great Northern stock to $75,000,000. In Apr., 1900, $24,411,000 of the increased stock had been issued and leaving not over $471,200 of the Manitoba stock unexchanged.—(V. 68, p. 129; V. 67, p. 1356; V. 67, p. 370, 788, 842.)

In April, 1899, $15,000,000 additional preferred, raising total to $90,000,000, was offered to stockholders at par, to acquire all the bonds, debentures and stock of the Spokane Falls & Nor. Ry., Nelson & Ft. Sheppard Ry, Columbia & Red Mtn. Ry. and Red Mtn. Ry., and $7,500,000 new stock of East Ry. of Minn. V. 68, p. 772, 822, 1181.

In Jan., 1900, $9,000,000 additional stock was sold at par to stockholders to acquire $3,500,000 further stock of the East Ry. of Minn. and $5,500,000 stock of the Willmar & Sioux Falls Ry., which amounts are to be used for extensions and improvements of the respective companies. The acquisition by the Willmar & Sioux Falls Ry. included the Sioux City & Northern and Sioux City & Western railroads.—V. 70, p. 39.

LANDS.—Land sales in April, 1897, had retired all the 1st mort. bonds and were then applicable to consol mort. of 1883.

Sales for year ending June 30, 1898, were 120,452 acres for $883,145 and 344 town lots for $16,508. The net amount due on land contracts June 30, 1898, was $1,605,626; lands unsold, 1,308,483 acres.

Minneapolis & St. Cloud grant was 476,864 acres; unsold July 1, 1899, 397,730 acres; sales in 1898-99 were 7,965 acres for $38,483.

DIVIDENDS, Great No. pfd.%: 1890 1, 1891 4¾, 1892 to 1896 (inclusive), 5 p. c. yearly (Q-F.), '97 5½, '98 6¼, '99 7, 1900 ¶

¶ In Feb., 1900, 1¾ p. c.; May, 1¾ p. c. Also in 1898 50 per cent in Seattle & Montana stock, which was then exchanged for 40 p. c. in Great Northern preferred. V. 66, p. 1044, 1188.

BONDS.—St. P Min. & Man. *consol. mort.* of 1883 is for $50,000,000, of which bonds are reserved to pay prior liens. It is a first lien on the land grant and on 670 miles of railway in Minnesota and a second lien on the remaining 1,873 miles in Minnesota and the Dakotas, the prior liens on which average only $7,300 per mile. V. 64, p. 518. *Montana Extension* mortgage is for $25,000,000 for extensions and for second track. **Abstract** V. 45, p. 342.

Pacific extension mort. £6,000,000 provides for bonds at £6,000 per mile in Montana and £7,000 per mile west of Montana; £3,000,000 of this issue, in addition to those given in the table above, were pledged to secure the Great Northern's collateral trust bonds, but were released upon payment of the latter, called for redemption on Sept. 1, 1898. V. 66, p. 1041, 1188. See **abstract** of mortgage, V. 52, p. 82.

Eastern Railway of Minnesota runs from Hinckley northward 70 miles, to a point near Duluth; the first mortgage covers road, equipment, terminals and elevators. The Northern Div. $15,000,000 mortgage of 1898 provides for extension building from Fosston, Minn., to the head of lake navigation at Duluth, and also for future requirements, including the retirement of the $4,700,000 1st 5s at maturity. They are redeemable at 105 on three months' notice after Apr. 1, 1928. —V. 66, p. 471. *Montana Central* bonds cover several roads. (See adv. CHRON. Dec. 12, 1891.) The Manitoba guarantees these issues, and the Great Northern assumes the guaranty.

The *Willmar & Sioux Falls* bonds are endorsed with joint and several guaranty of the Manitoba and Great Northern companies. Further issues may be made at $17,500 p. m. for additional road. V. 56, p. 247.

Minneapolis Western first mortgage is for $1,000,000. V. 60, p. 835.

GENERAL FINANCES.—The preferred stock was increased in 1898-9 from $25,000,000 to $90,000,000—see above and V. 66, p. 1188; V. 67, p. 370, 788, 842, 1003, 1356. V. 68, p. 772. In 1898-99 received $1,250,000 (10 p. c.), in 1897-8, $500,000 (12 p. c.) and in 1896-7, $600,000 (12 per cent), in dividends on Eastern Ry. of Minn. stock.

Train loads in 1897-98 averaged 316 tons.

EARNINGS.—Great North'n system (incl. St. P. M. & M., East. of Minn. and Montana Central) July 1 to Mar. 31, 1900 (9 months), gross, $22,576,601, against $19,945,028 in 1898-9.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at St. Paul on the second Thursday in September. Report for 1898-99 was published at length in V. 69, p. 951, 958. See also p. 931.

(1) OPERATIONS GREAT NORTHERN SYSTEM PROPER.

Year end. June 30.	1899.	1898.	1897.
Av. miles operated	4,786	4,466	4,415
Gross earnings	$25,017,903	$22,577,544	$19,436,061
Oper. expenses and taxes	13,091,361	11,555,645	11,304,520
Net earnings	$11,926,542	$11,021,899	$8,131,541
P. c. of exp. and taxes	52·33	51·18	58·16

(2) GREAT NORTHERN INCOME ACCOUNT.

Year ending June 30.	1899.	1898.	1897.
Net earns. St. P. M. & Man.	$8,902,225	$8,737,166	$6,318,445
Interest on bonds owned	105,017	69,418	95,823
Dividends on stocks owned	2,134,620	1,259,357	1,000,548
Profit on Treas. secur. sold	68,152	419,844	.....
Rentals of leased lines	166,318	164,416	187,256
Interest and exchange	56,494	164,359	73,557
Bills receivable	3,616	15,919	15,838
Other income	139,608	388,151	148,530
Total receipts	$11,576,050	$11,218,630	$7,837,997
Paid rental St. P. M. & Man.	4,137,824	5,396,863	5,380,729
Great Northern dividends	(6¾) 3,851,034	(5) 1,500,000	(5) 1,250,000
Renewal, etc, funds	1,800,000	2,250,000	.....
Balance	sr. $1,787,192	sr. $2,071,767	sr. $1,207,268

(3) OPERATIONS OF WHOLE SYSTEM.

Year end. June 30, '99.	*Gross.*	*Net.*	*Oth. inc.*	*Tot. net inc.*
St. Paul M. & M. Ry.	$19,057,814	$8,902,225	$673,825	$9,576,050
Eastern Ry. of Minn.	3,049,482	1,631,649	252,931	1,884,580
Montana Central Ry.	1,908,164	743,645	22,530	766,175
Will. & Sioux Falls Ry	919,429	606,810	976	607,785
Dul. Water. & Pac. Ry	83,015	42,213	158	42,372
Tot. Ry. sys. proper	$25,017,904	$11,926,542	$950,420	$12,876,962

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST FOR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Green Bay & Western RR.—								
Stock, divs. aft. 2½ p.c. on Class A, deb	....	....	$100	$2,500,000	2½ Fb'00	Feb.	N. Y. of., 40 Wall.	Feb. 1, '00, 2½
Debentures, Class A, incomes, text, non-cum. c*	....	1896	1,000	600,000	2½ Fb'00	Feb.	do do	Feb. 1, '00, 2½
Class B, incomes, after stock, non-cum. c*	....	1896	1,000	7,000,000	.....	.....	do do	.....
Greene RR. (N. Y.)—Stock	....	....	100	200,000	6	J. & D.	D.L.&W.off.26 Exch. Pl.	Dec, 1899, 3%
First mortgage	8	1872	500	200,000	7	J. & D.	do do	Dec. 1, 1902
Gulf Beaumont & K. C.—1st M., $10,000 p.m., gold. c	75	1893	500	750,000	6 g.	F. & A.	Boston, 12 Pearl St.	Aug. 1, 1913
2d mortgage, $10,000 per mile, gold. c	75	1893	500	(?)	6 g.	F. & A.	do do	Aug. 1, 1913
Gulf B. & Gt No.,gold, p. & l. gu.,end. **AB**. text. c	Text.	1900	1,000	See text.	5 g.	J. & J.	do do	.....
Gulf & Brazos Valley—1st mort.,$1,340,000. **USt**,c*	110	1899	.....	N'ne Ap., '00	6 g.	J. & J.	.....	Jan. 1, 1929
Gulf & Chicago—Stock	62	....	100	400,000	3½ in '99	.....	Ripley, Miss.	Nov., '99, ½%
Gulf & Interstate Ry. of Texas—1st mortgage, gold.	70	1895	.....	829,000	5 g.	J. & D.	Galveston, Texas.	Dec., 1925
Gulf & Ship Island—1st M., $5,000,000, gold **Ma**. c	75	1897	100	1,050,000	5 g.	J. & J.	Manhattan Tr. Co., N.Y.	July 1, 1926
Halifax & Yarmouth—1st M., $5,000,000, g. **IB**. c*	51	1895	$ & £	450,000	5	A. & O.	Boston, N. Y. & London.	Oct. 1, 1945
Hancock & Calumet—Stock	....	....	100	350,000	See text.	.....	Of. Marquette, Mich.	Nov.18,'98,5%
Consol. M. ($400,000) gold, redeemable at 105	20	1891	1,000	325,000	5 g.	J. & J.	N. Y., Nat. City Bank.	Jan. 1, 1931
Hannibal & St. Joseph—Common	....	....	100	9,168,700	See text.	Dec'ber.	Boston Office.	June 30, 1898
Preferred	....	....	100	5,083,200	See text.	.....	do	See text.
Consol. mortgage, now 1st mortgage. c*	289	1881	1,000	8,000,000	6	M. & S.	N.Y., Bk. of No. America.	Mch. 1, 1911
Funding notes	....	1894	10,000	90,000	6	.....	.....	Mch. 1, 1911
Harrisb. Portsm'th Mt. Joy & Lanc.—Stock, 7 p. c. gu.	54	....	50	1,182,550	7	J. & J.	Phila., Company's Office	Jan., '00, 3½%
1st mortgage (ext'd in 1883), guar. p.&l. Pa. RR. r	54	1853	500 &c.	700,000	4	J. & J.	do do	July 1, 1913
Hartford & Connecticut Western—Stock	109	....	100	2,708,000	2	F & A. 31	Hartford.	Feb., 1900, 1%
1st mortgage	109	1883	1,000	700,000	5	J. & J.	do	July 1, 1908
Hibernia Mine RR.—Stock	4¼	....	100	200,000	6	A. & O.	See Central of N. J.	Apr.10,'00, 3%
Hocking Valley Ry.—Stock, common, $11,000,000.	....	....	100	9,150,700	.....	.....	.....	.....
Stock, pref., $15,000,000 4 p. c. non-cum	....	....	100	11,453,700	.....	.....	N.Y., J.P. Morgan & Co	Jan., 1900, 1½
Col.&Hock Val. 1st M., ext. in gold. V. 68, p. 428. c*	76	1867	500 &c.	1,401,000	4 g.	A. & O.	do do	Oct. 1, 1948
Col. & Toledo 1st M. (Columbus to Walbridge). c*	118	1875	1,000	2,500,000	7	F. & A.	N. Y., State Trust Co	Aug. 1, 1905
Col. & Toledo 2d M. (Columbus to Walbridge). c*	118	1880	1,000	600,000	7	M. & S.	do do	Sept. 1, 1900
Ohio & West. Va. 1st M. (Logan to Pomeroy) c*..	85	1880	1,000	1,584,000	7	M. & N.	do do	May 1, 1910
Hock. V. 1st consol. mort., $20,000,000, gold. Ce	....	1899	.....	8,200,000	4½ g.	J. & J.	Int. from July 1, 1899.	July 1, 1999
Car trust bonds and scrip, s. f., red. at par, gold	....	1894	1,000	884,000	6 g.	Q.—J.	N. Y., Atlantic Trust Co.	Apr. 1, 1904

(3) OPERATIONS OF WHOLE SYSTEM.—(CONCLUDED.)

Year end. June 30,'99.	*Gross.*	*Net.*	*Oth. inc.*	*Tot. net inc.*
Minneapolis Union....	$231,501	181,321	31	181,352
Minneapolis Western*	100,126	50,372	*Dr.* 17	50,355
Duluth Terminal.....	33,705	13,500	.....	13,500
SS., coal & expr's cos	2,215,336	565,728	2,367	568,095
Tot. for the system.	$27,598,572	$12,737,463	$952,801	$13,690,264

From this last result ($13,690,264) are payable the total interest charge of all the companies, and the guaranteed dividends on St. Paul Minneapolis & Manitoba stock, a total of $5,466,624, leaving a balance of $8,223,641, from which have been paid dividends aggregating $3,851,034 on the stock of the Great Northern Ry. Co., and $1,800,000 set aside for renewal funds. The balance on the year's operations on this comprehensive basis, is $2,572,607.—(V. 70, p. 39, 230, 429.)

Great Northern Ry. of Canada.—Under construction in Apr., 1900, from the terminus of the Quebec & St. John's RR., 50 miles from Quebec, to a connection with the Canada-Atlantic RR., 176 miles. To be completed in the summer of 1900, and form a short through route for ocean-bound freight from Parry Sound to deep water docks at Quebec. A branch to Montreal, 30 miles, is projected. Stock to be $3,000,000 and bonds $3,900,000 thirty-year 5s, $500,000 being on account of bridge accross the Ottawa River.—V. 70, p. 280.

Green Bay & Western Ry.—Road owned from Green Bay, Wis. to Marshland, Wis., 209 miles; branches, 13 m.; trackage to Winona, 4 m

HISTORY.—A reorganization June 5, 1896 (per plan in V. 61, p. 471). of the Green Bay Winona & St. Paul, sold in foreclosure May 12, 1896,

SECURITIES.—There are no fixed charges on the property other than taxes, nor can any be placed thereon, or the property be sold or leased without consent of 75 per cent of stock. Class A debentures are entitled to 2½ per cent interest, if earned, then common stock to 2½ p.c., then the two share ratably; but after 5 per cent has been paid on both, class B bonds are entitled to all surplus earnings. See V. 61, p. 471.

Dividend of 2½ p. c. was paid on class A Feb., 1898; on Feb. 15, '99, 2½ p. c. on series A and also first dividend, 1½ p. c., on com. stock; on Feb. 1, 1900, 2½ p. c. on "A" deb. and 2½ p, c. on stock.—V. 70, p. 76.

EARNS.—

	Passenger.	*Freight.*	*Gross.*	*Net.*	*Charges.*	*Bal.,sur.*
1898-9.....	$110,774	$343,719	$459,456	$80,534	.....	.....
1897-8.....	107,642	327,527	446,342	69,503	.....	.....

DIRECTORS.—S. S. Palmer, Pres.; Mark T. Cox, Sec. and Treas., 40 Wall Street, N.Y.; C. Ledyard Blair, J. A. Jordan, W. J. Hunt. (V. 70, p. 76.)

Greene RR.—Owns road from Chenango Forks to Greene, N. Y., 8 miles. Leased to Delaware Lack. W. for term of charter for 6 per cent on stock and interest on bonds. Capital stock, $200,000; par, $10.

Guayaquil & Quito Ry.—V. 69, p. 595, 1193.

Gulf Beaumont & Kansas City Ry.—Beaumont, Tex., to Rogansville, Tex., and branches, 75 miles, operates (from Apr. 1, 1900) Gulf & Inter-state Ry., Beaumont to Port Bolivar, 70 miles, for account of John H. Kirby, Gen. Mgr. of G. B. & K. C.; Gulf Beaumont & Great Northern, projected to Waskom, Tex. (see below). Stock $500,000; par $100; 2d M. $750,000 authorized in Apr., 1900, to be issued in amount sufficient to discharge all except funded debt. There were outstanding $100,000 8 per cent coupon notes, int. F.-A.

By special act of Texas Legislature acquired franchise and property rights of Gulf Beaumont & Great Northern Ry. Road projected to be extended during 1900-01 (about) 145 miles to Wascom, Tex., to connection with M. K. & T. and V. S. & P. rys., with which railway companies contracts have been arranged for trackage into Jefferson, Texas, and Shreveport, La., respectively. Bonds for extension will be issued in the name of the Gulf Beaumont & Gt. Northern Ry. at the rate of (about) $17,000 per mile, and guaranteed by the G. B. & K. C.

EARNINGS.—Year ending June 30, 1899, gross, $240,022; operating expenses, $136,681; net, $103,341; bond interest, $45,000; other interest charges, $2,817; taxes, $4,967; surplus, $50,557. General office, 12 Pearl St., Boston. In New York see J. C. Chew, 68 Broad St. —V. 69, p. 333, 795.

Gulf & Brazos Valley RR.—Projected to extend from the Red River, Tex., via Henrietta, Lampasas, etc., to Houston, and from Lampasas via San Antonio and Eagle Pass into Mexico. In Apr., 1900, operated from Peck City to Mineral Wells, Mex., and 30 miles additional under construction. Stock authorized, $1,000 per mile. Mortgage authorized to cover 110 miles. In Mar., $110,000 bonds had been certified by the Texas RR. Commission. Bonds are not subject to call. President W. A. Squires, Henrietta, Tex.; Sec., J. W. Conway, Mineral Wells, Tex.; Treas., F. E. Squires, Henrietta, Tex.

Gulf & Inter-State Railway of Texas.—Port Bolivar, on Galveston Bay, to Beaumont, Texas, 70 miles. Transfer to Galveston is made by boat. Operated by the Gulf Beaumont & Kansas City Ry. since Oct., 1899. The Improvement & Loan Co. of Galveston is mortgage trustee. Capital stock, as reduced by exchange for bonds in 1898, $71,000. Jan. 1 to Mar. 30, 1900, gross, $39,593. Year ending June 30, 1899, gross, $115,931; net, $5,825; charges, $42,455.—V. 67, p. 28.

Gulf & Manitoba Ry.—V. 70, p. 531.

Gulf & Ship Island RR.—Road runs from the Gulf at Gulfport to Seminary, Miss., 93 miles; branch to Handsboro, 4 miles. In Sept., 1899, extension from Hattiesburg to Seminary, 22 miles, included above, was completed, and further extension being made to Jackson, about 63 miles; also Columbia branch, Lumberton to Columbia, Miss., 49 miles. In June, 1899, purchased Laurel & Northwestern, extending from Laurel to a point near Leaf River, 16 miles, and is extending the line 25 miles westerly to a connection with the main line of the Gulf & Ship Island. All to be completed by May 1, 1900, the mileage then to be 250 miles. V. 69, p. 1011.

Capital stock, $1,400,000. Land grant about 150,000 acres. President, J. T. Jones; Treasurer, W. W. Bell; Main office, Gulfport, Miss. For year ending June 30, 1899, gross, $243,395: net, $113,413; income from land sales, etc., $281,150; charges, $52,568; balance, surplus, $341,995. June 30, 1899, car trusts, $63,966.—(V. 69, p. 1011.)

Guyandot Valley Ry.—Under construction from Huntington, W. Va., up the Guyandot River, 3 miles, to be completed about Aug. 1, 1900. President, J. L. Caldwell, Huntington, W. Va.

Halifax & Yarmouth Ry., Lim.—Road from Yarmouth to East Pubnico, 31 miles, was in operation in Aug., 1897; under contract from East Pubnico to Lockport, 64 miles, of which East Pubnico to Barrington, 20 miles, operated in Apr., 1900. Projected to Halifax, about 210 miles, from Yarmouth. Formerly Coast Ry. of Nova Scotia, but name changed Jan. 15, 1900.—V. 70, p. 686; V. 68, p. 1180. Capital stock authorized $1,000,000; issued, $500,000. President, Thomas Robertson, Yarmouth.—V. 68, p. 1180; V. 70, p. 686.

Hancock & Calumet RR.—Owns narrow-gauge road Hancock to end of track, Mich., 27 miles; branches, 8 miles; total, 35 miles. Stock $350,000; par $100—$250,000 owned by Mineral Range RR.

DIVIDENDS.—In 1892, 2½ p. c.; in 1894, 10 p. c.; in 1895, 10 p. c. in 1896, 5 p. c.; in 1897, Sept., 5 p. c.; in 1898, Nov., 5 p. c. In year 1898-99, gross, $206,063; net, including other income, $12,195; interest, etc., $23,001; dividends, $17,500; bal., surp., $28,306.

Hannibal & St. Joseph RR.—Owns Hannibal, Mo., to St. Joseph, Mo., 206 miles; branches—Cameron to Kansas City, 54 miles; St. Joseph to Atchison, Kan., 22 miles; Palmyra to Quincy, Ill., etc., 15 miles, total operated, 297 miles; of this 8 miles leased and operated jointly with other companies. Owns bridge at Kansas City.

STOCK.—Chic. Burl. & Quincy owns $14,245,000 stock. Common is $9,168,700; pref. 7 p. c., non-cum., $5,083,200; par, $100.

DIV'D.—	'90.	'91.	'92.	'93.	'94.	'95.	'96.	6 ms. '97.	'97-8.	98-9.
Com., p.c..	0	0	0·7	2·3	2·2	7	0	0	0·95	0·95
Pref., p. c.	abt. 2	6·82	7	7	7	7	6·54	3	7	7

See description of mortgage lien in October, 1896. SUPPLEMENT, p. 2

EARNINGS.—For year ending June 30, 1899, gross, $3,008,602; net, $881,987; other income, $3,686; interest, etc., $497,901; dividends, $142,926; balance, surplus for year, $55,154. In 1897-98, gross, $2,949,159; net, $932,360, sur. for dividends, $453,053.

Harriman & Northeastern Ry.—Harriman to Petros, Tenn., 22 miles; completed in 1893. In April, 1899, short spurs being built to coal mines. Stock (?). Bonds, $300,000, 20 year gold 6s, dated Dec. 13, 1895; Central Trust Co., N. Y., trustee. Pres., E. R. Chapman, 80 Broadway, N. Y.; Sec. W. B. Winslow, 253 Broadway, N. Y.

Harrisburg Portsmouth Mt. Joy & Lancaster RR.—Owns from Dillerville, Pa., to Harrisburg, Pa., 36 miles; branch, Middletown, Pa., to Columbia, Pa., 18 miles; total operated, 54 miles. Leased to the Pennsylvania RR. Co. for 999 years from January 1, 1861, the rental being 7 per cent on the stock and interest on the bonds, taxes and expenses of organization. Stock, $1,182,550; par $50.

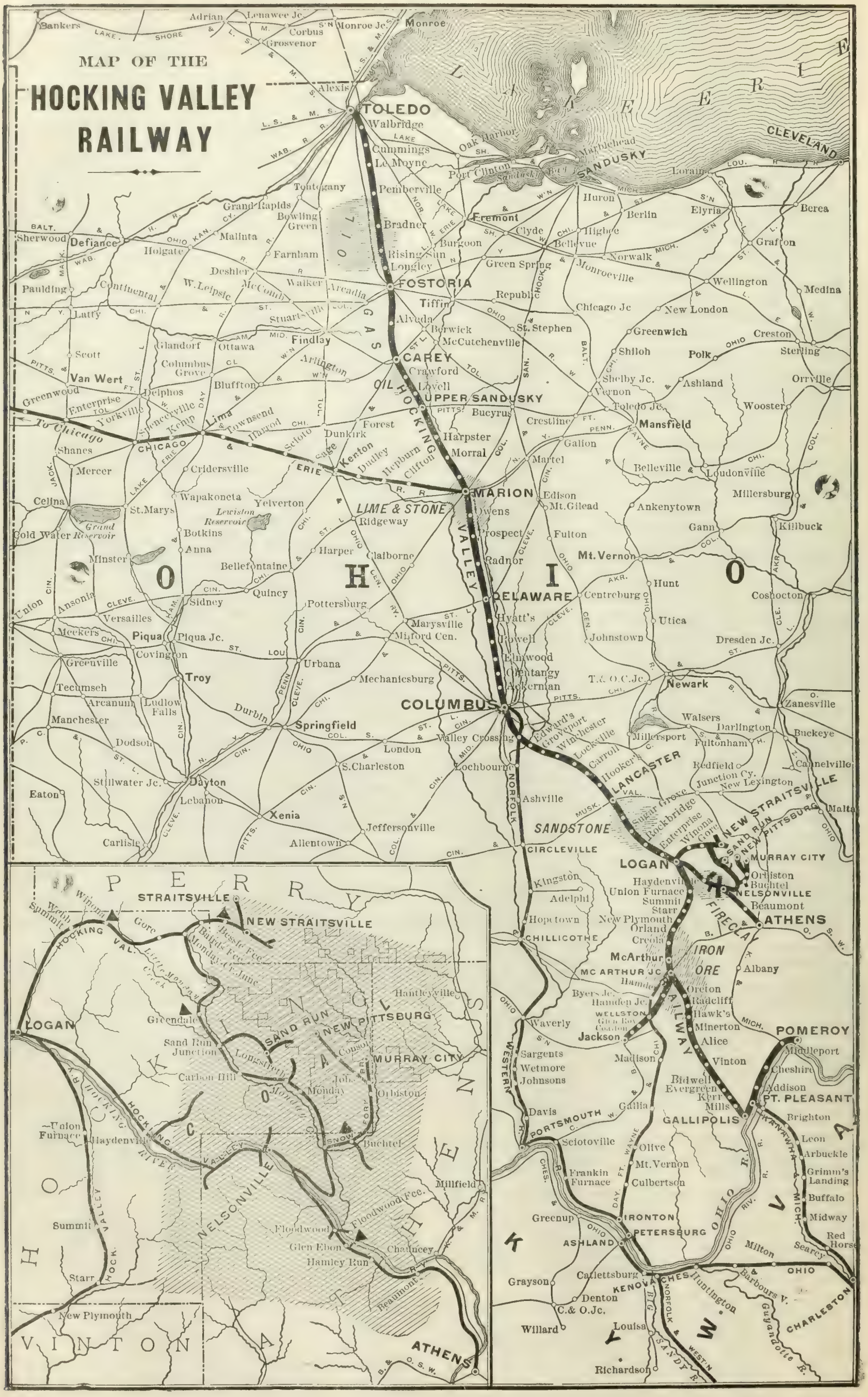
Hartford & Connecticut Western Ry.—Owns from Hartford Conn., to Rhinecliff, N. Y., 109 miles. Leased till August, 1940, to the Central New England Ry., the rental paying charges and 2 per cent per annum on the stock. Of the stock $1,390,100 is owned by lessee.

Hibernia Mine RR.—Owns from Rockaway, N. J., to Hibernia Mines, N. J., 4¼ m. Leased to Cent. of N. J. in 1890 for $12,000 per an.

Hocking Valley Railway—*(See Map.)*—This company owns main line from Pomeroy, O., to Walbridge, O., 250 miles, with trackage (Penn. RR. System) Walbridge to Toledo, 6 miles; branches to Athens, Nelsonville, etc., 73 miles; McArthur Junction to Jackson, 17 miles; total, 346 m.; second track, 25 m.

HISTORY, &C.—Successor on Feb. 25, 1899, per plan in V. 68, p. 231, to the Columbus Hock. Valley & Toledo Ry., sold under foreclosure Feb. 24, 1899. V. 68, p. 231, 379. The coal lands, from which the bulk of the company's business is derived, aggregate about 20,975 acres, and are covered by the new consol. mortgage. In Dec., 1899, acquired control of the Toledo & Ohio Central Ry., which will be operated separately. See STOCK below.

STOCK.—There was reserved $5,000,000 each of preferred and common stock to acquire interests in the Toledo & Ohio Central Ry. and Col. Sand. & H. railways, if practicable or desirable. In Dec., 1899, of this reserved stock there was issued $4,421,600 common and $4,000,000 preferred stock to acquire the entire issue of $8,421,000 Middle States Construction Co. collateral 3 per cent bonds, secured by deposit of $4,080,000 common and $1,812,000 preferred stock of the Tol. & Ohio Cent. Ry. and to be further secured by deposit of $1,815,571 additional T. & O. C. common and $1,896,000 preferred stock as acquired; for these last $1,270,000 of the $4,421,600 common and $1,327,200 of the $4,000,000 preferred Hock. Val. stock are reserved. See further particulars, V. 69, 1345. The rights of the pref. stock are:


MAP OF THE
HOCKING VALLEY RAILWAY
LAKE ERIE
TOLEDO
Walbridge
Cummings
Le Moyne
Oak Harbor
Marblehead
Port Clinton
SANDUSKY
CLEVELAND
Lorain
Berea
Huron
Berlin
Elyria
Fremont
Clyde
Bellevue
Grafton
Norwalk
Monroeville
Wellington
Medina
Pemberville
Tontogany
Grand Rapids
Bowling Green
Bradner
Rising Sun
Longley
Burgoon
Green Spring
FOSTORIA
Tiffin
Republic
Chicago Jc
New London
Greenwich
Creston
Sterling
Shiloh
Polk
Shelby Jc.
Ashland
Orrville
Wooster
Mansfield
Crestline
Galion
Toledo Jc.
Vernon
Sherwood
Defiance
Malinta
Holgate
Farnham
Deshler
Paulding
Continental
W. Leipsic
McComb
Walker
Arcadia
Latty
Stuartsville
Findlay
Alvada
Berwick
St. Stephen
McCutchenville
CAREY
Crawford
Lovell
Scott
Glandorf
Ottawa
Columbus Grove
Arlington
Bluffton
Van Wert
Greenwood
Enterprise
Delphos
Yorkville
Spencerville
Kemp
Lima
Townsend
Harrod
To Chicago
CHICAGO & ERIE
Shanes
Mercer
Cridersville
Wapakoneta
Celina
St. Marys
Grand Reservoir
Lewiston Reservoir
Cold Water
Botkins
Anna
Minster
Bellefontaine
Quincy
Sidney
Union
Ansonia
Versailles
Meekers
Piqua
Piqua Jc.
Covington
Greenville
Troy
Tecumseh
Arcanum
Ludlow Falls
Manchester
Dodson
Stillwater Jc.
Dayton
Eaton
Lebanon
Xenia
Carlisle
Springfield
Durbin
Urbana
Mechanicsburg
Jeffersonville
Allentown
Dunkirk
Forest
Harpster
Morral
Scioto
Sage
Kenton
Dudley
Hepburn
Clifton
Ridgeway
LIME & STONE
Yelverton
Harper
Claiborne
Pottersburg
Marysville
Milford Cen.
London
S. Charleston
Lochbourne
COLUMBUS
Edward's
Groveport
Winchester
Lockville
Carroll
Hooker's
Millersport
Walsers
Darlington
Fultonham
Buckeye
Zanesville
Junction Cy.
New Lexington
Redfield
Cannelville
Malta
NEW STRAITSVILLE
NEW PITTSBURG
SAND RUN
LANCASTER
Ashville
Sugar Grove
Rockbridge
Enterprise
Winona
Gore
SANDSTONE
CIRCLEVILLE
Kingston
Adelphi
Hopetown
CHILLICOTHE
Haydenville
Union Furnace
Summit
Starr
New Plymouth
Orland
Creola
LOGAN
MURRAY CITY
Orbiston
Buchtel
NELSONVILLE
Beaumont
ATHENS
FIRECLAY
IRON ORE
McArthur
MC ARTHUR JC
Albany
Orton
Radcliff
Hawk's
Minerton
Alice
Vinton
POMEROY
Middleport
Cheshire
Addison
PT. PLEASANT
Brighton
Leon
Arbuckle
Grimm's Landing
Buffalo
Midway
Red House
Searcy
Milton
Barbours V.
CHARLESTON
Guyandotte R.
Huntington
Ironton
Petersburg
Ashland
Greenup
Portsmouth
Sciotoville
Frankin Furnace
Olive
Mt. Vernon
Culbertson
Gallia
Gallipolis
Bidwell
Evergreen
Kerr
Mills
Sargents
Wetmore
Johnsons
Davis
Waverly
Jackson
Wellston
Glen Roy
Coalton
Byers Jc.
Hamden Jc.
Madison
Hamden
Grayson
Denton
C. & O. Jc.
Willard
Louisa
Catlettsburg
Kenova
Richardson
Newark
T. & O. C. Jc.
Ankenytown
Millersburg
Killbuck
Gann
Mt. Vernon
Hunt
Centreburg
Coshocton
Utica
Johnstown
Dresden Jc.
DELAWARE
Hyatt's
Powell
Elmwood
Olentangy
Ackerman
Radnor
Prospect
Owens
Edison
Mt. Gilead
Fulton
Martel
Belleville
Loudonville
MARION
VALLEY
OHIO
HOCKING
Bucyrus
Crestline
Galion
Harpster
Morral
Dunkirk
Forest
Lovell
Crawford
Tiffin
Republic
Chicago Jc
New London
Greenwich
Creston
Sterling
Shiloh
Polk
Shelby Jc.
Ashland
Orrville
Wooster
Mansfield
Vernon
Toledo Jc.
Fostoria
Alvada
Berwick
St. Stephen
McCutchenville
Findlay
Carey
Upper Sandusky
Bucyrus
Crawford
Lovell
Bluffton
Arlington
Columbus Grove
Glandorf
Ottawa
Scott
Van Wert
Delphos
Enterprise
Yorkville
Spencerville
Kemp
Lima
Townsend
Harrod
Shanes
Mercer
Cridersville
Wapakoneta
Celina
St. Marys
Grand Reservoir
Lewiston Reservoir
Cold Water
Botkins
Anna
Minster
Bellefontaine
Quincy
Sidney
Union
Ansonia
Versailles
Meekers
Piqua
Piqua Jc.
Covington
Greenville
Troy
Tecumseh
Arcanum
Ludlow Falls
Manchester
Dodson
Stillwater Jc.
Dayton
Eaton
Lebanon
Xenia
Carlisle
Springfield
Durbin
Urbana
Mechanicsburg
Jeffersonville
Allentown
Dunkirk
Forest
Harpster
Morral
Scioto
Sage
Kenton
Dudley
Hepburn
Clifton
Ridgeway
Lime & Stone
Yelverton
Harper
Claiborne
Pottersburg
Marysville
Milford Cen.
London
S. Charleston
Lochbourne
COLUMBUS
Edward's
Groveport
Winchester
Lockville
Carroll
Hooker's
Millersport
Walsers
Darlington
Fultonham
Buckeye
Zanesville
Junction Cy.
New Lexington
Redfield
Cannelville
Malta
New Straitsville
New Pittsburg
Sand Run
Lancaster
Ashville
Sugar Grove
Rockbridge
Enterprise
Winona
Gore
Sandstone
Circleville
Kingston
Adelphi
Hopetown
Chillicothe
Haydenville
Union Furnace
Summit
Starr
New Plymouth
Orland
Creola
Logan
Murray City
Orbiston
Buchtel
Nelsonville
Beaumont
Athens
Firecla
Iron Ore
McArthur
Mc Arthur Jc
Albany
Orton
Radcliff
Hawk's
Minerton
Alice
Vinton
Pomeroy
Middleport
Cheshire
Addison
Pt. Pleasant
Brighton
Leon
Arbuckle
Grimm's Landing
Buffalo
Midway
Red House
Searcy
Milton
Barbours V.
Charleston
Guyandotte R.
Huntington
Ironton
Petersburg
Ashland
Greenup
Portsmouth
Sciotoville
Frankin Furnace
Olive
Mt. Vernon
Culbertson
Gallia
Gallipolis
Bidwell
Evergreen
Kerr
Mills
Sargents
Wetmore
Johnsons
Davis
Waverly
Jackson
Wellston
Glen Roy
Coalton
Byers Jc.
Hamden Jc.
Madison
Hamden
Grayson
Denton
C. & O. Jc.
Willard
Louisa
Catlettsburg
Kenova
Richardson
Newark
T. & O. C. Jc.
Ankenytown
Millersburg
Killbuck
Gann
Mt. Vernon
Hunt
Centreburg
Coshocton
Utica
Johnstown
Dresden Jc.
Delaware
Hyatt's
Powell
Elmwood
Olentangy
Ackerman
Radnor
Prospect
Owens
Edison
Mt. Gilead
Fulton
Martel
Belleville
Loudonville
Marion
Valley
Ohio
Hocking
PERRY
HOCKING
VINTON
JACKSON
ROSS
PIKE
Straitsville
New Straitsville
Webb
Summit
Winona
Gore
Bessie Fee
Baird Fee
Monday Cr. June
Little Monday Creek
Hocking Val.
Logan
Greendale
Hantleyville
Sand Run
New Pittsburg
Sand Run Junction
Longstreth
Corbus
Murray City
Carbon Hill
Job
Monday
Orbiston
Monday Cr.
Snow Fork
Buchtel
Union Furnace
Haydenville
Hocking River
Hocking Valley
Nelsonville
Millfield
Floodwood Fee.
Floodwood
Glen Ebon
Hamley Run
Chauncey
Beaumont
Summit
Starr
New Plymouth
Athens
B. & O. S. W.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Hoosac Tunnel & Wilmington—Stock	....	....	$100	$250,000	2 in 1899	Dec. 31.	.....	Dec.30,'99, 2%
1st mortgage, $250,000, gold.....OB	24½	1892	1,000	196,000	5 g.	M. & S.	Bost.,Old Colony Tr.Co.	Sept. 1, 1922
Hot Springs Stock, $600,000, authorized.....	....	....	100	600,000	6	Mch,'99	Mer. L. & Tr. Co., Chic.	Mch., 1899
1st M., $500,000, g,, $28,000 cancelled by s. f.c*	22	1893	1,000	472,000	5 g.	J. & J.	do do	July 1, 1943
Houst.East & West Texas—Stock.....	....	....	.....	1,920,000	.....	.....	.....	.....
1st mortgage, gold to be guar., p. & i. Un... c'	192	1893	1,000	2,700,000	5 g.	M. & N.	New York, Blair & Co.	May 1, 1933
Houst.& Tex.C.RR.—State of Tex. pr. lien 1st 75 m.	75	1870	.....	See text.	6	.....	Houston, Texas.	Annually.
1st M.l.gr.,g.,red.110,int.gu.,$1,187,000 pd..c*&r	453	1890	1,00	6,777,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1937
Con. M., l. g., g., red. at 110, int. guar....c*&r....	453	1890	1,000	3,335,000	6 g.	A. & O.	do do	Oct. 1, 1912
Gen. M.,gold,int.guar.,end.,$8,000 paid..Mpc*&r	453	1890	1,000	4,287,000	4 g.	A. & O.	do do	Apr. 1, 1921
Deben., p. and i. gu. So. Pac., end., currency.c*&r	....	1897	1,000	62,000	5	A. & O.	do do	Oct. 1. 1902
New bonds for Waco & N. W., $1,255,000..	55	1899	.....	(†)	6	.....	.....	1930
Huntingdon & Broad Top—Common stock.....	63	....	50	1,371,750	1 in 1897	.....	Phil.Of.,4th&WalnutSt.	Feb. 8,'97, 1%
Preferred stock, 7 per cent, non-cumulative.....	63	....	50	2,000,000	5½ in '99	F. & A.	do do	Jan 25,'00,3½
1st mort., extended in 1890 (int. only in gold)...	63	1854	500	416,000	4 g.	A. & O.	do do	Sept. 30, 1920
2d mort., old 7s, extended in 1895, p. & i., gold).	63	1857	500	367,500	4 g.	F. & A.	do do	Feb. 1, 1925
3d mortgage, consol., ext. in gold in 1895.....c*	63	1865	1,000	1,497,000	5 g.	A. & O.	do do	Mch. 31, 1925
Consol. car trust, $68,000 due Oct. 1 yearly.....	....	1896	1,000	476,000	5	A. & O	Phila.,Merchants'Trust	Oct.1,'00-1906
14th ser. car trust, $29,000 yearly Dec. 1.PP...	....	1899	1,000	350,000	4	J. & D.	Penn. Co. for Ins , &c.	To Dec. 1, '11
Hutchi's'n & So.—1st M., g., red.105 aft.1907.OB.c*	130	1898	1,000	645,000	5 g.	J. & J.	Atch. off.,59Cedar,N.Y.	Jan. 1, 1928
Illinois Central—Stock.....	....	....	100	60,000,000	5 in 1899	M. & S.	N.Y., 214 B'way & Lon.	Mar.1,'00,2½%
Leased line 4 per cent stock, guar. (see remarks.)	....	....	100	10,000,000	4	J. & J.	N.Y., 214 B'way & Lon.	Jan., '00, 2%
1st mort. of 1874 for $15,000,000 secures all equally..... Sterling bds. old 6s ext. in 1895	706	1875	£200	2,500,000	4 g.	A. & O.	London.	Apr. 1, 1951
Sterl. of '03, £10,000 dr'n yrl.c*		1874	£200	3,300,000	5 g.	A. & O.	London,Morton,C.& Co.	Apr. 1, 1903
Sterling bonds, due 1905.....		1875	£200	1,000,000	5 g.	J. & D.	do do	Dec. 1, 1905
4s of 1886, due 1951, gold....c*		1886	1,000	1,500,000	4 g.	J. & J.	New York, 214 B'dway.	Jan. 1, 1951
3½s of 1886, due 1951, gold..c*		1886	1,000	2,499,000	3½ g.	J. & J.	do do	Jan. 1, 1951
3s of 1895, due 1951, gold.c*&r		1895	£200	£500,000	3 g.	M. & S.	London.	Mar. 1, 1951
Trust bonds sterl.(secured by Ch. St.L.&N.O.cons.)	....	1886	£200	$5,266,000	3½ g.	J. & J.	London, Baring Bros.	July 1, 1950
1st M.,Sp.Div. ref. m., (V.66, p. 1237) g.Us.xc*&r	111	1897	1,000	2,000,000	3½2g.	J. & J.	New York, 214 B'dway.	Jan. 1, 1951
1st M., Middle Div.,Otto to Norman Junc. & brs.r	131	1881	1,000	968,000	5	F. & A.	do do	Aug. 1, 1921
Collateral trust bonds, gold, $.....c*&r	857	1888	500 &c.	15,000,000	4 g.	A. & O.	do do	Apr. 1, 1952

Preferred stock is to be preferred both as to dividends and assets in case of liquidation and subject to the statutory right of the company to redeem the same at par. After 4 per cent on both common and preferred shall have been paid for any fiscal year, further dividends for such year shall be for the equal benefit of both stocks.

DIVIDENDS.—First on pref., 1½ p. c., Jan. 10,1900.—V. 69, p. 1103.

BONDS.—The new consols, besides having a lien on the entire property, subject only to $7,155,000 prior bonds, have the benefit of a first lien on all the coal lands (from which the bulk of the business is derived), estimated at 20,974 acres; $7,155,000 consols are reserved to retire the existing bonds (these existing bonds, however, may be extended at maturity) and $5,645,000 (estimated) for the acquisition of new property and betterments, of which $1,000,000 were sold in Aug., 1899. V. 69, p. 439. Substantially all of the bonds and stock of the Ohio Land & Ry. Co. and the Wellston & Jackson Belt Ry., 18 miles, are deposited under said mortgage. Description of bonds in V. 68, p. 823.

GENERAL FINANCES.—The estimated annual fixed charges of the reorganized company are about $750,000 (a reduction of $450,000), subject to further reduction when and as the 7 per cent bonds maturing from 1900 to 1910 are extended at lower rates of interest or replaced by the new 1st consol. 4½s. The net income, as shown by the plan (after making proper allowance for depreciation of equipment and other property), for the years ending June 30 was:

1897-8.	1896-7.	1895-6.	1894-5.
$866,811	$570,678	$932,773	$905,517

The earnings of 1897 were abnormally low owing to competition.

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. 1898-9. Gross, $2,829,603; net, $1,149,916. 1898-9. Gross, 1,868,252; net, 582,029.

The surplus earnings over fixed charges for the four months ended Oct. 31, 1899, were $294,000 and for the half-year ended Dec. 31, 1899, are estimated as $340,000, from which was paid the first dividend on the preferred stock, namely 1½ per cent ($150,000) in Jan., 1900.

ANNUAL REPORT.—Traffic is mostly freight, and 44 per cent of this is bituminous coal. Average train load is large—in 1899, 522 tons.

First report for four months ending June 30, 1899, in V. 69, p. 848.

Pres., N. Monsarrat; Sec. and Treas., W. N. Cott; General Counsel; J. H. Hoyt; Asst. Sec. and Treas., A. H. Gillard.—(V. 70, p. 76.)

Hoosac Tunnel & Wilmington RR.—NARROW GAUGE.—Owns road from Hoosac Tunnel, Mass., to Wilmington, Vt., 24½ miles. Bills payable June 30, 1899, $54,649. Bonds in treasury, $54,000. Earnings for year 1898-99, gross, $56,616; net, $17,856; charges, $11,614; dividends (2 p. c.), $5,000. In 1894-95 dividends, 1 p. c.; in 1896, 1 p. c.; in 1897 to 1899, inclusive, 2 p. c. yearly.

Hot Springs RR.—Road from Malvern to Hot Springs, Ark., 22 miles, opened in 1875. Mortgage trustee, Merchants' L. & T. Co., Chicago. Year ending Dec. 31, 1898, gross, $157,902; net, $48,629; interest, $23,800; bal., sur., $24,829. Accumulated surplus used in paying dividend for 1898. In 1897 gross, $140,055.

Houston East & West Texas Ry.—Owns from Houston, Texas, to Sabine River at Logansport, 192 miles, where it connects with the Houston & Shreveport RR., Logansport to Shreveport, 40 miles. In April, 1900, Southern Pacific interests had acquired practically all the stock.—V. 70, p. 381, 686; V. 68, p. 823. Reorganized in 1896, without foreclosure. Bond issue limited to $3,000,000. Stock outstanding, $1,920,000 In April, 1900, the Southern Pacific Co. offered to guarantee the bonds, principal and interest, by indorsement, the Southern Pacific to have the right to redeem the bonds at 105 and interest at any time on six months' notice.

For year 1898-99, gross, $685,817; net, $241,617; other income, $3,105; charges, $184,450; bal., sur., $60,272. In 1897-8, gross, $631,842; net, $179,587; taxes, $16,592. V. 70, p. 381, 686.

Houston & Texas Central *Railroad.—(See Map of Southern Pacific)*—Owns from Houston, Texas, to Denison, Texas, 338 miles,, Hempstead, Tex., to Austin, Texas, 115 miles; Bremond to Ross, Tex., 55 miles (former Waco & Northwestern acquired July 1, 1898); total owned, 508 miles. Also operates Fort Worth & New Orl. Ry., Garrett to Ft. Worth, 40 m.,; Cent. Tex. & N.W., 12 m.; Austin & N.W., 107; other, 4 m. In Mar., 1900, extension reported to be proposed from Wortham west to Hillsboro, Tex., about 45 miles. V. 68, p. 1024.

HISTORY.—Successor April 11, 1893, to a *railway* company fore closed Sept. 8, 1888. Reorganization plan V. 45, p. 792, 820.

BONDS.—The bonds are being gradually reduced with proceeds of land sales. The *first mortgage* was for $8,634,000, of which $570,000 reserved against claim of State of Texas upon 75 miles of the road.

The Southern Pacific Company guarantees interest on *all* the bonds and both principal and int. of *debentures* of 1897. The *first mortgage* bonds and the *consolidated mortgage* bonds may be called for redemption at 110 with proceeds of land sales. See full *abstracts* of all the mortgages in V. 52, p. 242. Of the $5,068,000 consolidated 6s authorized $1,149,000 (not included in the amount outstanding above) are held as part security for the general 4s. Stock, $10,000,000, of which the So. Pacific Co. owns $9,598,100; par, $100. As to school fund claim for $673,100, see V. 64, p. 1137; V. 66, p. 471; V. 70, p. 686. On Jan. 19, 1900, the stockholders authorized the issue of bonds not exceeding $25,000 per mile on the Waco & Northwestern Division, acquired in 1898. V. 70, p. 230, 427.

LANDS.—The lands June 30, 1897, consisted for first mortgage of 2,210,144 acres; consol. mortgage, 1,465,958 acres; general mortgage, 12,996 acres. Deferred payments were: For 1st mort., $194,288; consol. mortgage, $160,998; general mort., $1.158. V. 65, p. 869.

LATEST EARNINGS—8 mos., July 1 to Feb. 28. 1899-00. Gross, $2,923,622; net, $972,474. 1898-99. Gross, 2,922,334; net, 1,320,401.

Fiscal year changed to end June 30. Report for 1898-99 in V. 70, p. 427, showed gross, $3,861,034; net, $1,395,268; other income, $3,025; total charges, $1,031,830; balance, surplus, $366,463. In 1897-8, gross, $3,164,530; net, $1,036,976.—(V. 70, p. 427, 686.)

Huntingdon & Broad Top Mt. RR. & Coal Co.—Owns from Huntingdon, Pa., to Mount Dallas, Pa., 45 miles; branches, 18 miles.

DIV—	'88.	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99	1900.
On com.	0	0	0	2	4	5	5	4½	4	1	0	0	...
On pref.	5	5	5½	7	7	7	7	7	7	6	5	5½	Jan.,3½

ANNUAL REPORT.—Report for 1899 was given in V. 70, p. 380.

	Gross.	*Net.*	*Interest.*	*Divid'nds.*	*Balance.*
1899.....	$624,481	$274,051	$106,190	$140,000	sur. $27,861
1898.....	506,747	230,814	107,260	99,523	sur. 24,031

—(V. 66, p. 288, 331; V. 68, p. 326; V. 69, p. 905; V. 70, p. 380.)

Hutchinson & Southern Ry.—From Hutchinson, Kan., to Cross, O. T., 145 miles. 1st mort. 5s subject to call after 10 years to be issued at not exceeding $5,000 per mile of completed road up to 150 m. Stock is $2,580,000; par $100. In Nov., 1899, the Atch. Top. & Santa Fe acquired the entire $2,580,000 stock, the bonds remaining undisturbed. For year ending June 30, 1899 (129 miles), gross, $216,676; net, $83,482; charges, $57,709.—V. 68, p. 371; V. 69, p. 955.

Illinois Central RR.—(*See Map.*)—ROAD.—Operates from Chicago Ill., southerly to New Orleans, La., 912 miles, and westerly to Sioux City, Ia., 509 miles, with numerous branches. Its road, clearly shown on the accompanying map, is made up as follows: (¶ which see.)

Road owned in fee.	*Miles.*	*Leased.*	*Miles.*
Chicago to Cairo, Ill.. Centralia, Ill., to East Dubuque, Ia..... (Main stem.)	706	Louisv. Br. from L. & N.....	46
Dubuque & Sioux City ¶.....	600	Chicago & Texas (Sept.'97....	80
Leased.—Control owned.		Total system June 30,'99..	4,648
Chicago St. L. & N. O. RR. Cairo, Ill., to New Orleans.	547	*Of which earns. kept separate—*	
Line to Louisville, etc.... (C. O. & S. W. & br'ches)..	396	Yazoo & Miss. Vall. RR.....	969
Evansv. Line (Ohio Val. RR.	139	Total included in earns. July 1, 1899.....	3,679
Mem., Ten., to Grenada,Miss.	100	St. Louis Ind. & Eastern— Switz City to Effingh'm, Ill.	90
Yazoo & Mississippi Val. RR.		Springfield to Glen Carbon..	102
¶Memphis to N. O. and brs.	969	Ft. Dodge, Ia., to Co. Bluffs..	130
St. Louis Alton & Terre H.¶.	239		
Entire stock owned.			
Branches.....	827		

The Illinois Central earnings have never included the results on the bulk of the Yazoo & Mississippi Valley Ry. (these being reported separately (as below), and on July 1, 1898, the 140 miles which had been included were omitted, reducing the mileage included in the earnings of the Illinois Central to 3,668 miles. See V. 67, p. 581. Mileage July 1, 1899, as above.

On Dec. 1, 1899, took over portion of St. Louis Peoria & Northern Ry. from Springfield to Glen Carbon, 85 miles, with trackage to St. Louis, 17 miles, this furnishing the direct line desired from Chicago to St. Louis. V. 69, p. 1148. The Fort Dodge & Omaha RR. extension, Tara Station, near Fort Dodge, Ia., to Council Bluffs, Ia., 130 miles, was operated from Dec., 1899. V. 69, p. 1011, 1301. In Jan., 1900, branch of Yazoo & Miss. Val. from Leland, Miss., 18 miles, towards Murphy, reported almost completed.

HISTORY, LEASES, &c.—Chartered in December, 1850. The company pays to the State of Illinois 7 per cent (in 1899, $667,423) of gross of the 706 miles owned in fee yearly in lieu of taxes. The Chicago St. L. & N. O. is leased for 400 years from July 1, 1882, at 4 per cent per annum on its $10,000,000 stock deposited to secure the *leased line stock.*

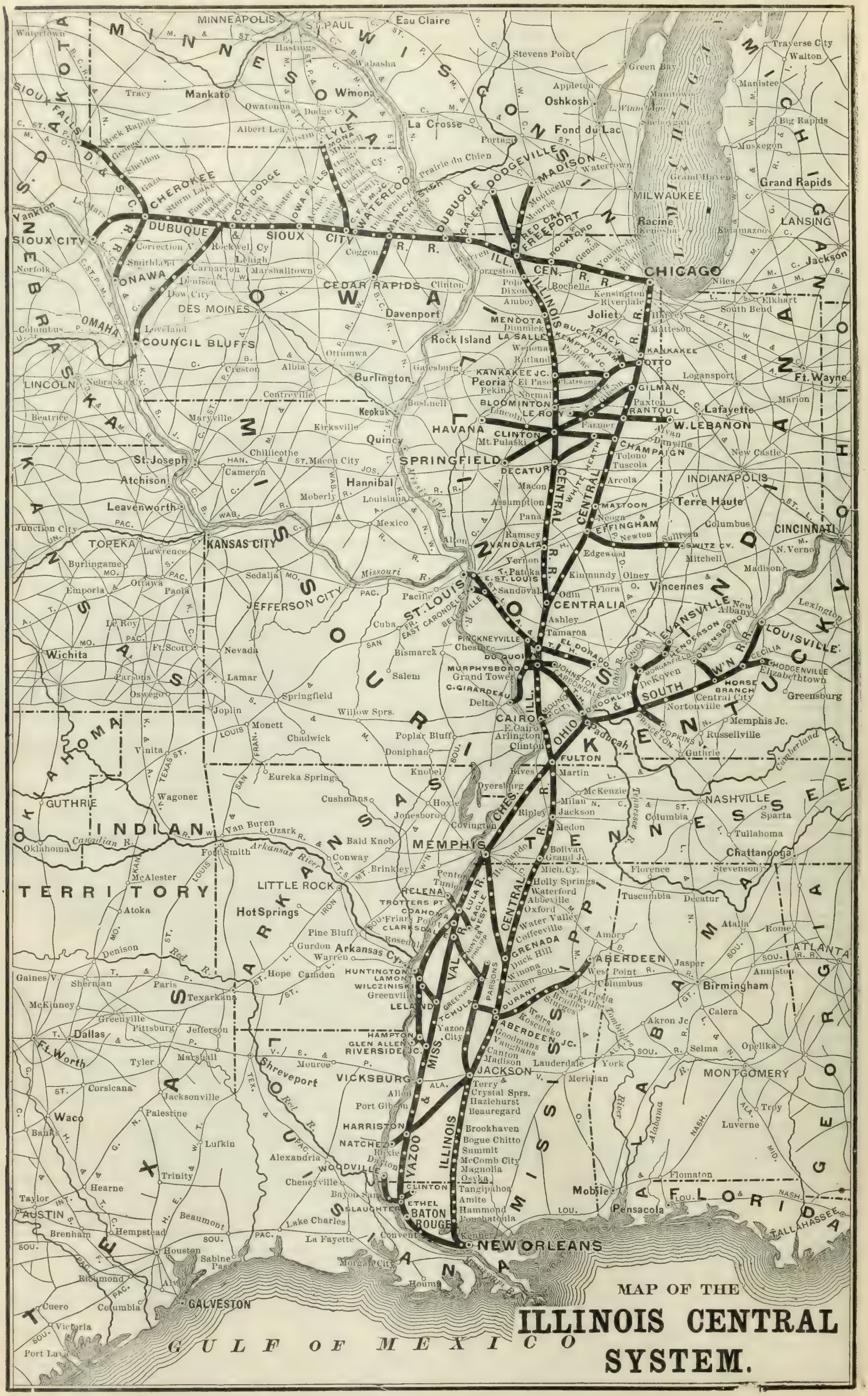
In 1892 practically all the stock and bonds of the Louisv. New Orleans & Texas were acquired, and the company merged in the Yazoo & Mississippi Valley. A lease of the St. Louis Alton & Terre Haute system was taken in April, 1896. V. 62, p. 636, 684. In May, 1897, the Chesapeake Ohio & Southwestern and allied lines were merged in the Chicago St. Louis & New Orleans, forming the Louisville Division.

CAPITAL STOCK.—The *leased line stock* is secured by deposit of $10,000,000 Chicago St. Louis & New Orleans stock, and in case of default for sixty days in the payment of any semi-annual dividend of 2 per cent, the stockholder is entitled to his share of the stock pledged.

Authorized capital stock increased from $50,000,000 to $60,000,000 in November, 1895; of the $10,000,000 increased stock $2,500,000 was issued at once and $7,500,000 in July, 1899. V. 69, p. 594, 645.

DIVIDENDS. Common stock.	'85.	'86.	'87.	'88.	'89.	'90.	'91 to Mar.,'00, incl.
8 p.c.	7½	7	7	5½	6	5	p. c. yearly.

BONDS.—Main Line $15,000,000 mortgage of 1874 covers property described in V. 63, p. 76. *Cairo bridge* bonds are secured by deposit of a like amount of Chicago St. Louis & New Orleans 1st M. Cairo Bridge 5s. The rental for the bridge is $180,000 in gold annually, of which $30,000 goes to a contingent and sinking fund till 1902, then $20,000 to regular sinking fund. See adv. in CHRONICLE, May 7, 1897.


MINNEAPOLIS
ST. PAUL
Eau Claire
Stevens Point
Green Bay
Traverse City
Walton
Manistee
Appleton
Oshkosh
Manitowoc
Sheboygan
Big Rapids
Grand Rapids
Muskegon
Watertown
Tracy
Mankato
Wabasha
Winona
Owatonna
Dodge Cy
La Crosse
Albert Lea
Austin
Portage
Fond du Lac
Prairie du Chien
MILWAUKEE
Racine
Kenosha
Kalamazoo
LANSING
Jackson
Rock Rapids
Sheldon
Gaza
Storm Lake
Fonda
Madson
Vera
Carbon
Ida Grove
Webster City
Ackley
Cedar Falls
Waterloo
Independence
Dubuque
Manchester
Delaware
Farley
Galena
Dodgeville
Monticello
Monroe
Red Oak
Freeport
Rockford
Genoa
Yorkville
Elgin
Racine
Kenosha
Niles
Elkhart
South Bend
Harvey
Matteson
Joliet
Riverdale
Kensington
Rochelle
Polo
Dixon
Amboy
Sterling
Morrison
Warren
Morrison
Prophetstown
Fulton
Clinton
Davenport
Rock Island
Moline
Galesburg
Ottumwa
Albia
Creston
Burlington
Fort Madison
Keokuk
Bushnell
Macomb
Quincy
Kirksville
Maryville
Beatrice
Nebraska Cy.
Lincoln
Columbus
Loveland
Council Bluffs
Omaha
Norfolk
Le Mars
Smithland
Correction
Rockwell Cy
Lehigh
Carnarvon
Marshalltown
Denison
Dow City
Des Moines
Sioux City
Yankton
Sioux Falls
Watertown
Tracy
Mankato
Hastings
Wabasha
Winona
Owatonna
Dodge Cy
Albert Lea
Austin
La Crosse
Portage
Fond du Lac
Stevens Point
Green Bay
Appleton
Oshkosh
Manitowoc
Sheboygan
Traverse City
Walton
Manistee
Big Rapids
Grand Rapids
Muskegon
Watertown
Madison
Monticello
Monroe
Red Oak
Freeport
Rockford
Genoa
Yorkville
Elgin
Racine
Kenosha
Kalamazoo
LANSING
Jackson

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividends.
Illinois Central—(Concluded)—								
Cairo Bridge bonds, gold (see remarks) ....c*&r	....	1890	$1,000	$3,000,000	4 g.	J. & D.	New York, 214 B'dway.	Dec. 1, 1950
Col. trust, $25,000,000, gold, on L. N. O. & T..c*&r	798	1892	500 &c.	25,000,000	4 g.	M. & N.	do do	Nov. 1, 1953
Western lines, 1st M., g., (Dubuque west'y.).c*&r	218	1894	1,000	5,425,000	4 g.	F. & A.	do do	Aug. 1, 1951
St. L. Div. & Term'l M., $10,000,000 Us...xc*&r	239	1897	500 &c.	8,354,000	3½g.	J. & J.	do do	July 1, 1951
Do $5,000,000 (See V. 65, p. 1173).....Us.x		1897	1,000	4,939,925	3 g.	J. & J.	do do	July 1, 1951
Louisv. Div. & Term. M., $25,000,000, g. Us.xc*&r	535	1897	500 &c.	21,388,000	3½ g.	J. & J.	do do	July 1, 1953
Chicago St. Louis & New Orleans, 2d mortgage..	567	1877	.....	80,000	6	J. & D.	do do	Dec. 1, 1907
Consol. M. ($18,000,000), gold, int. guar.c*&r	567	1881	1,000	a11,289,000	5 g.	J15&D15	do do	June 15, 1951
Do guar. p. & i.....	567	1897	1,000	1,359,000	3½g.	J15&D15	do do	June 15, 1951
Memphis Div. 1st M., gold, guar. p. &i. (end.).c*	100	1889	1,000	3,500,000	4 g.	J. & D.	do do	Dec. 1, 1951
St. Louis Alton & T. H.—Stock (not held by Illinois Central).			100	80,100	2¼	J. & J.	do do	Jan., '00, 1⅛%
Bellev. & Carondelet, 1st M., Belle. to E.C., gold.c*	17	1883	1,000	470,000	6 g.	J. & D.	do do	June 1, 1928
Bellev. & El Dor., 1st M. (I.C. owns $100,000)c*	51	1880	1,000	88,000	7	J. & J.	do do	July 1, 1910
St. Louis Southern., 1st mort., gold.....c*	30	1886	1,000	538,000	4 g.	M. & S.	do do	Sept. 1, 1931
Carbondale & Shawneetown 1st M., gold...c*	17	1887	1,000	241,000	4 g.	M. & S.	do do	Mch. 1, 1932
Iowa Falls & Sioux City—See statement of Dubuque & Sioux City.								
Ind. Dec. & West.—1st M. g., not guaranteed....	280	1895	1,000	1,824,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1935
red. 110. guar. p. & i. (end.)c*		1895	1,000	933,000	5 g.	J. & J.	do do	Jan. 1, 1935
Car trusts.....	....	1898	1,000	349,000	.....	.....	New York.	Monthly.
Indiana Illinois & Iowa—Stock, $6,000,000	....	....	100	5,000,000	.....	.....	.....	.....
1st mortgage, $3,000,000, gold, red. at 110. Co.c*	152	1898	1,000	3,000,000	5 g.	A. & O.	N. Y., Cont'l Trust Co.	Oct. 1, 1948
Indianapolis Un.—1st M., g., s. f. not subj. to call.c*	93	1886	1,000	954,000	4½g.	M. & N.	Phila., Fidelity Trust.	May 1, 1926
Indianapolis & Vincennes—1st M., guar. p. &i. (end.)c	133	1867	1,000	1,700,000	7	F. & A.	N. Y., Farm. L. & Tr. Co.	Feb. 1, 1908
2d mort., (to be paid May 1, 1900). V. 70, p. 739	133	1870	1,000	1,400,000	6	M. & N.	do do	May 1, 1900

a In addition $5,266,000 consol. 5s are pledged to secure Illinois Central collateral trust bonds of 1886.

The *trust bonds* of 1886 are secured by deposit of $5,266,000 Chicago St. L. & N. O. consols of '81, and are to be included in any new mortg

The *collateral trust bonds of* 1952 are secured by pledge with the U. S Trust Co. of New York of $16,350,000 5 per cent 1st mortgage gold bonds of subsidiary railroads covering 854 miles. See list, V. 55, p. 550.

The $25,000,000 *collateral trust bonds of* 1953 were issued on pledge of the securities of the Louisv. N. O. & Texas (now Yazoo & Mississippi Valley RR.) purchased in 1892. Trustee of deed, U. S. Trust Company. All the $16,900,000 L. N. O. & T. 1st mortgage bonds, except $68,000, all the $9,104,000 mortgage incomes and all but $96,000 of the $10,000,000 land grant income bonds were owned by the Illinois Central July 1, 1899, and pledged to secure this loan. See adv. CHRONICLE, June 11, 1892, and V. 54, p. 964; V. 61, p. 112.

For the *Chicago St. Louis & New Orleans* the lessee guarantees the principal and interest of all the outstanding bonds prior to the 5s of 1881, and by an endorsement on the latter bonds guarantees the payment of the interest on the same until the principal is paid. Of these consol. 5s $5,266,000 additional to the amount outstanding above are pleged as security for the Illinois Central trust bonds of 1886. The 3½s of 1897 are guaranteed, p. & i., by endorsement—see form of guaranty in V. 65, p. 1071. Illinois Central owns entire $10,000,000 capital stock of C. St. L. & N. O., which is held in trust for the Ill. Central leased line 4 per cent stock. (V. 65, p. 1071.)

The *Western Lines loan* of 1894 is for $10,000,000, but $4,575,000 bonds can be issued only when the road from Iowa Falls to Sioux City, 184 miles, now subject to $2,800,000 of Iowa Falls & Sioux City bonds (see Dubuque & Sioux City RR.) due in 1917, shall be transferred to the trustee without encumbrance. Trustee, United States Trust Co. See SUPPLEMENT of Jan., 1899.

The *St. Louis Divisional & Terminal* bonds are for $15,000,000 authorized, of which $5,000,000 are *three* per cents; $3,500,000 were issuable for improvements, equipment, etc., and $1,499,000 are held to retire $1,400,000 underlying bonds still outstanding on the St. Louis Alton & T. H. system; see table above. See **abstract** of mortgage in V. 66, p. **138.** See also V. 66, p. 133. For year 1898-99 St. Louis Division earned: Gross, $1,618,515; net, $559,983; paid rentals and interest, $450,787; bal., surplus, $109,196. V. 67, p. 581.

Louisville Division & Terminal mort. is for $25,000,000. Of the loan $1,112,000 are reserved to purchase the 46 miles (Cecilia branch) from Louisville & Nashville and to retire the L. & N. bonds thereon; $2,500,000 for new acquisitions, additions or extensions. The Chicago St. Louis & New Orleans, which took title to the Louisville Division, joins in making the mortgage securing the loan. See V. 66, p. **136**, for **abstract.** See also SUPP. of Jan., 1899. (V. 65, p. 367, 516; V. 66, p. 133; V. 67 p. 581.)

GENERAL FINANCES.—In 1899 sold the remaining $7,500,000 of the $60,000,000 of authorized capital stock.—V. 69, p. 594, 645.

The Fort Dodge & Omaha RR., 130 miles, was opened Nov. 1, 1899. V. 67, p. 956; V. 69, p. 130, 595, 1011.

EARNINGS.—8 mos., July 1 to Feb. 28. 1899-1900.Gross, $21,927,758; net, $7,463,970. 1898-1899.Gross, 18,975,927; net, 5,989,343. Mileage operated 3,995 in 1899-1900, against 3,671 in 1898-9.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Chicago the third Wednesday in September. Report for 1898-99 was published at length in V. 69, p. 589, 594. See also editorial, p. 570. The following does not include Yazoo & Mississippi Valley—which see below, but does include the St. L. Alton & T H. since Oct. 1, 1895:

Year ending June 30—	1899.	1898.	1897.
Miles operated	3,679	3,808	3,130
Passenger earnings	$5,409,538	$5,103,812	$4,214,461
Freight earnings	19,251,344	18,918,729	15,162,019
Mail, express & miscellaneous	3,453,808	3,295,279	2,734,458
Total earnings	$28,114,690	$27,317,820	$22,110,938
Operating expenses	$19,652,262	$18,655,470	$15,735,884
P. ct. op. expen. to gross earns	(69·58)	(68·29)	(71·16)
Net earnings	$8,552,428	$8,662,350	$6,375,054
Net receipts from interest, &c.	2,547,658	2,177,064	2,110,756
Miscellaneous	33,420	59,305	53,440
Total receipts	$11,133,506	$10,898,719	$8,539,250
Interest on Ill. Central bonds..	$2,902,465	$2,993,545	$3,189,972
Int. on Chic. St. L. & N. O. bonds.	2,361,874	2,139,660	1,648,905
Rental Dub. & Sioux City RR..	981,646	793,453	531,193
Net rental St. L. A. & T. H.....	506,020	533,406	340,627
Dividends on Ill. Central stock	2,812,500	2,625,000	2,625,000
Miscellaneous	50,000	*947,452	50,000
Balance, surplus	¶$1,519,001	$866,203	$153,553

*Includes $501,452 additions to insurance fund and $396.000 fund for air-brakes and couplers from July 1, 1898, to Dec. 31, 1899.

¶ Includes $1,475,040 betterments, against $829,000 in 1897-8.

YAZOO & MISSISSIPPI VALLEY —Results on 955 miles in 1898-9; 807 miles in 1897-8.

Year—	*Gross.*	*Net.*	*Other inc.*	*Interest, etc.*	*Bal. sur.*
1898-99....	$4,576,350	$1,257,334	$267	$916,680	$340,921
1897-98....	4,775,648	1,569,028	206	785,203	784,031

(V. 70, p. 230, 280, 532, 583.)

Indiana Decatur & Western Ry.—Indianapolis, Ind., to Decatur, Ill., 152 miles. The Chicago & Ohio River RR., Sidell to West Liberty, 78 miles, was acquired in 1899 and is operated as the Ohio River division; trackage, West Liberty to Olney, 8 miles; total, 238 miles.—V. 68, p. 523. Successor in 1894 of Indianapolis Decatur & Western, foreclosed.—V. 61, p. 1064; V. 64, p. 41, 953; V. 65, p. 27

STOCK AND BONDS.—Stock, $912,000 common and $912,000 preferred, all owned by Cin. Ham. & Day. interests. V. 61, p. 1064.

The first mortgage of 1895 is authorized at $12,000 per mile for additional road built or acquired; the bonds are redeemable by lot at 110, at any time on eight weeks notice; mortgage trustee, Central Trust Co., N. Y., and Augustus L. Mason of Indiana. Of the bonds, $933,000, issued in payment of the Ohio River division, are guaranteed principal and interest, by the Cincinnati Ham. & Dayton. V. 69, p. 795.

DIVIDENDS.—In 1897 to 1899, both inclusive, 3 per cent yearly paid on preferred.

ANNUAL REPORT.—Report for 1898 99 was in V. 69, p. 952.

Years end. June 30.	*Gross.*	*Oper. expen.*	*Net.*	*Charges.*	*Div. on pref.*	*Balance.*
1898-99..	$523,599	$374,854	$148,745	$105,713	$27.360	$15.672
1897-98..	$481,701	353,282	128,419	91,200	27,360	9,859

Prest., M. D. Woodford; Vice-Pres., Hy. F. Shoemaker.—V. 69, p. **952.**

Indiana Illinois & Iowa RR.—Owns from Streator, Ill., to South Bend, Ind., 152 miles; Streator to East Clinton, Ill., 102 miles, under construction, to be completed in 1900, of which Streator to Ladd, 42 miles, is Streator & Clinton RR. (entire stock owned) and Ladd to East Clinton, 60 miles, is C. B. & Q. trackage; also leases for 50 years from Feb. 23, 1900, the St. Joseph South Bend & Southern RR., South Bend, Ind., to St. Joseph, Mich., 39 miles; total to be operated on completion of East Clinton line, 293 miles, whereupon trackage between Kankakee and Seneca, 38 miles, will be discontinued.

STOCK.—In June, 1899, the stockholders authorized the increase of the stock from $4,000,000 to $6,000,000.

BONDS.—Of the new $3,000,000 5s, the remaining $500,000 were issued in 1899 for the extension from Streator to the Illinois River; about 35 miles. Bondholders elect two directors. V. 67, p. 578, 634.

EARNINGS.—8 mos., July 1 to Feb. 28. 1899-1900.....Gross, $720,389; net, $219,273. 1898-1899.....Gross, 554,150; net, 209,198

EARNINGS.—Report for year ending June 30, '99, was in V. 69, p. 953, showing: gross, $902,305; net, $340,210; other income, $1,565; interest, taxes, rentals, $163,777; improvements, equip't., etc., $41,193, balance, surplus for year, $136,804. In 1897-8, gross, $820,384; net, $263,892—(V. 67, p. **949**; V. 68, p. 1133; V. 69, p. 27, **953**; V. 70, p. 480.)

Indiana & Lake Michigan.—See St. Joseph South Bend & So.

Indianapolis Union Ry.—Owns 3 miles of track, ·93 of a mile of road, with terminals at Indianapolis, Ind., and leases for 999 years the Belt RR. of Indianapolis—12½ miles (which see).

Formed in 1850 and furnishes terminal facilities to the several railroads entering Indianapolis. CAPITAL—The Cleveland Cincinnati Chicago & St. Louis, the Pittsburg Cincinnati Chicago & St. Louis and the Terre Haute & Indianapolis are virtual proprietors, they having invested in it $859,175 to June 30, 1898. No stock outstanding. BONDS.—Trustee of mortgage is the Fidelity Ins. Trust & Safe Deposit Co. of Philadelphia. Bonds for $46,000 have been canceled by sinking fund. For year ending June 30, 1899, gross, $568,218; net, $230,697; other income, $15,855; charges, $164,372; balance, surplus, $82,180. In 1897-8, gross, $530,393; net, $159,760; other income, $9,749.

Indianapolis & Vincennes RR.—Owns from Indianapolis, Ind. to Vincennes, 117 miles; branches, Bushrod to Dugger, etc., 16 miles.

SECURITIES.—Stock, $1,402,000; par, $50; of which Pennsylvania Company on Jan. 1 1899, owned $1,401,900. The $1,400,000 guaranteed 2d mortgage 6s will be paid by the Penn. RR. at maturity, May 1, 1900. V. 70, p. 739.

Fr end. Dec 31:	*Gross.*	*Net.*	*Interest, etc.*	*Balance.*
1898....	$535,543	$107,330	$209,321	def. $101,991
1897.....	489,304	84,403	209,397	def. 124,994

—V. 70, p. 739.

International & Great Northern RR.—Operates from Longview on Texas & Pacific (near Shreveport, La.,) southwesterly to Houston & Galveston, also to Laredo, Tex., on Mexican National RR.

Lines owned—	*Miles.*	*Lines Operated*—	*Miles.*
Longview, Tex., to Laredo, Tex	496	Galveston, Houston & Hen. (jointly with M. K. & T)	50
Palestine to Houston, Tex	150	Other lines	26
Mineola, Columbia, etc., branches	101	Total system	823

ORGANIZATION.—Reorganized without foreclosure in 1892 under plan in V. 54, p. 203, 366. Stock authorized is $25,000,000; outstanding, $9,755,000; par, $100; controlled in interest of Missouri Pacific.

BONDS.—The *second mortgage* interest, scaled to 4½ per cent, until and including Sept. 1, 1897, is now 5 per cent; but in case of default the rate reverts to 6 p. c. as formerly. On Dec. 31, 1898, bills payable, $190,000; car trust obligations, $409,166.

EARNINGS.—Jan. 1 to April 14, gross, $1,066,865 in 1900; in 1899 $1,031,376.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
International & Great Northern—1st mort., gold....	776	1879	$500&c.	$7,954,000	6 g.	M. & N.	N.Y., office, 195 B'way.	Nov. 1, 1919
2d mortgage, gold.....c*	776	1881	500 &c.	7,051,000	5 g.	M. & S.	N. Y., office, 195 B'way.	Sept. 1, 1909
3d m. ($3,000,000) (formerly incomes), g.....c*	776	1892	500 &c.	2,727,644	4 g.	M. & S.	See remarks.	Sept. 1, 1921
Colorado Bridge bonds, sinking fund.....	....	1880	1,000	198,000	7	M. & N.	N.Y., office, 195 B'way.	May 1, 1920
Interoceanic Ry. of Mexico—Ord. shs., £1,700,000.	....	....	£10	£1,700,000	.....	.....	.....	.....
Preferred stock, 7 per cent, cum., £1,000,000...	....	...	10	1,000,000	.....	.....	.....	.....
Pr. lien deb. subj. to call at par aft. Mch. 1, '97.	....	....	50 &c	400,000	5	J. & J.	.....	Mch. 31, 1912
Four p. c. deb. stock, sub. call, par, £1,150,000.	....	....	.....	599,886	4	M&S 15	London.	Sept. 15, 1950
Deb. stock, 7% "A," subj. to call, 110, non-cum..	....	....	10	735,392	5¼ in '99	.....	do	Sept. 15, 1950
Deb. stock, 7% "B," subj. to call, 120, non-cum..	....	....	10	469,459	.....	.....	.....	Sept. 15, 1950
Iowa Cent.—Common stock, $11,000,000 auth.....	....	....	100	8,488,700	.....	.....	.....	.....
Preferred stock, $7,400,000, 5 p. c., non-cum....	....	....	100	5,670,486	3 in '99.	M. & S.	N. Y. office, 20 Broad St.	Mar. 1, '00, 1½
1st M., for $7,650,000; $15,000 per mile, gold..c*	503	1888	1,000	6,900,000	5 g.	J. & D.	N. Y., Mercantile Tr. Co.	June 1, 1938
Keithsburg Bridge 1st M., g., guar., red. at par.c*	....	1885	1,000	591,000	6 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1925
Iron Railway—Stock.....	20	....	100	600,000	.....	yearly.	Boston.	July 10, 1891
Jacksonville & St. Louis—Stock Trust Certificates.	....	....	100	1,500,000	.....	.....	.....	.....
Jacksonv. Southeast. 1st M., Jack. to Litchfield..	54	1880	1,000	300,000	6	J. & J.	See text.	July 1, 1910
1st consol. mortgage, $650,000, gold.....**PP**c*	112	1896	.....	350,000	5 g.	A. & O.	Phila., Penn. Co. for Ins.	Oct. 1, 1925
Income M, gold, non-cumulative, $1,650,000.**PP**	112	1896	.....	1,582,000	4	J. & J.	.....	Jan. 1, 1935
Jacksonville Ter. Ry.—1st M., $500,000, g., guar.c*	....	1894	1,000	500,000	5 g.	J. & J.	N.Y., 32 Liberty Street.	July 1, 1939
Jamestown & Chautauqua—1st M., $250,000.Co.c.*	30	1898	1,000	250,000	5 g.	M. & N.	N. Y., Contin. Trust Co.	Nov. 15, 1998
Jefferson—1st & 2d Ms, ext. in '87&'89 (H'dale Br.)c	8	1867	1,000	300,000	4½ & 6	J. & J.	Phila., Fidelity Tr. Co.	July 1, 1927
1st M. Carbondale to S. depot, gold, guar. p. & i..c*	37	1889	1,000	2,800,000	5 g.	A. & O.	N.Y., Erie RR.	Jan. 1, 1909
Joliet & Northern Indiana—1st M. gu. p. & i. M. C.c	45	1877	1,000	800,000	7	J. & J.	N. Y., Farm. L. & Tr. Co.	July 10, 1907
Junction (Philadelphia)—1st m., guar. p. & i. (ext'd).	3·56	1882	1,000	425,000	4½	J. & J.	Phila., Broad St. Sta.	July 1, 1907
2d mortgage, guaranteed prin. & int.....	3·56	1865	1,000	300,000	6	A. & O.	do do	Apr. 1, 1900
Kanaw. & Mich.—1st M., $15,000 p.m., g., gu. p. & i.c*	164	1890	1,000	2,469,000	4 g.	A. & O.	N. Y., Central Tr. Co.	Apr. 1, 1990
Kansas City Belt—1st ($534,000 gu. K.C.F.S.&M.).c*	10	1886	1,000	2,050,000	6	J. & J.	Boston, Of., 50 State St.	July 1, 1916
Kansas City Clinton & Spring.—1st M., g., guar..c*	174	1885	1,000	3,192,000	5 g.	A. & O.	Boston, Merch. Nat. Bk.	Oct. 1, 1925
Pleasant Hill & De Soto 1st mortgage, gold.....	....	1877	500	58,000	7 g.	A. & O.	do do	Oct., 1907
Kansas City Ft. Scott & Memphis—Stock.....	...	....	100	9,898,000	.....	.....	Boston, Of., 50 State St.	Feb. 16. 1891
Preferred stock contracts, 8 per cent.....	....	....	100	2,750,000	.....	.....	do do	Feb. 15, '00, 5%

Year.	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Balance.*
1899.....	$4,177,808	$1,151,301	$.....	$952,368	sur. $198,933
1898.....	3,990,855	1,201,355	1,868	1,156,700	sur. 46,523
1897.....	3,657,336	981,829	6,215	1,023,153	def. 35,109

—(V. 63, p. **647**; V. 66, p. 471; V. 70, p. **737**.)

Interoceanic Railway of Mexico, Limited.—Vera Cruz to Mexico City, Mex., 342 miles; Los Reyes to Puente de Ixtla, 123 miles; Los Arcos to Tlaucualpican, 72 miles; other branches, 18 miles; total, 555 miles. In Nov., 1899, line of 39¼ miles from Cuantla to Atencingo to connect Morelos and Matamoras branches was under construction.

Organization.—Chartered April 30, 1888, by the Mexican Government; concessions expire 1982, when State may purchase rights upon certain fixed terms. In 1896 reorganized per plan in V. 62, p. 364.

Securities.—The 4 per cent debenture stock (issue limited to £1,150,000) is a first charge on the entire undertaking, subject only to the £400,000 prior lien debentures, to retire which £450,000 of the debenture 4s are reserved. An additional £171,340 is reserved for working capital; balance, £528,660, was issued to replace old securities. As to rights of "A" and "B" stock, see V. 62, p. 364. Dividends on "A" stock: In 1896, 3 p. c.; 1897, 2⅛ p. c.; 1898, 3 p. c.; '99, 5¼ p.c.

Earnings.—Jan. 1 to March 31, 1900 (3 months) gross, $1,042,600, against $987,500 in 1899.

Year ended June 30:	*Gross.*	*Net.*	*Net in £.*
1899.....	(Mex.) $3,612,592	(Mex.) $842,521	£85,464
1898.....	(Mex.) 3,033,209	(Mex.) 728,031	65,500

Net revenue account for 1898-99 showed £39,422 available for distribution to holders of 7 p. c. "A" debenture stock, equal to 5¼ per cent on that stock, with a balance of £814 to carry forward.

Officers.—Chairman, Walter J. Stride; Sec., G. W. Hoghton; Treas., H. Friederichsen. 9 New Broad St., London. V. 66, p. 573.

Iowa Central Ry.—Operates from Peoria, Ill., westerly to Oskaloosa, Ia., thence northerly to Manly Junction, Ia., and branches, viz.

Owns—	*Miles.*	*Leases*—	*Miles*
Iowa Junc., Ill., to Miss. River.	89	Keithsburg Bridge over Miss..	2½
Miss. River to Oskaloosa, Ia...	95	Track, Iowa Junct'n to Peoria.	3½
Albia to Manly Junction.....	178		
Branches to Belmond, etc.....	145	Total of all.....	513

The Iowa Central & Western RR. was incorporated in October, 1898, in the interest of the Iowa Central, for the purpose of future extensions. Under this charter the line from Belmond to Algona, 37 miles, has been operated from January, 1900.

History.—Reorganization (by plan in V. 44, p. 653) of the Central. Iowa sold in foreclosure in 1887-88.

Capital Stock.—The preferred is entitled to 5 per cent (non-cumulative), then common to 5, then both share pro rata.—(V. 62, p. 548.)

Dividends.—On preferred stock in 1892 paid 1 per cent; in 1899, March, 1½ p. c.; Sept., 1½ p. c; in 1900, March, 1½ p. c.

Bonds.—Mortgage trustee Mercantile Trust Co.; abstract V. 49, p. 582.

Earnings.—1 month, Jan. 1 to Jan. 31. 1900.....Gross, $176,113; net, $36,871. 1899.....Gross, 161,114; net, 47,009

Annual Report.—Fiscal year ends June 30; report for 1898-99 was in V. 69, p. 849. Soft coal tonnage in year 1898-99 was 730,360 (47 p. c. of total tonnage); 1897-98 was 670,850 tons; in 1896-97 was 611,796 tons. Ton-mile rate in 1898-99 was 0·82 cents, against 0·94 cents in 1897-98; train load 1896-97, 173 tons.

Year ending June 30.	1899.	1898.	1897.	1896.
Av'ge miles of road oper.	513	509	509	499
Gross earnings.....	$2,120,575	$1,868,349	$1,564,205	$1,839,708
Net earnings (over taxes)	559,719	531,541	400,561	617,385
Tot. net rec'ts (incl. rents)	574,694	543,318	408,348	631,721
Interest, rentals, &c.....	387,207	375,892	374,792	373,163
Improvements	.....	61,948	30,054	80,238
Dividends on preferred. (1½)	85,005	....	.....	.....
Balance, surplus.....	$102,482	$105,478	$3,502	$178,320

President (Sept., '99), Robert J. Kimball.—(V. 69, p. 491, **849**, 1346.)

Iron Railway.—Owns road, Ironton, O., to Centre, O., 13 miles and branches, 7 miles. Dividend in 1891, 1½ per cent. No funded debt. Bills payable, June 30, 1897, $30,200. In year ending June 30, 1899, gross, $51,204; def. under operating, $7,946. In 1897-8, gross, $43,314.

Jacksonville & St. Louis Ry.—Owns Jacksonville to Centralia, Ill., 112 miles. A reorganization July 1, 1896, of the Jacksonville Louisville & St. Louis RR., foreclosed June 10, 1896. Voting trustees, Robt. F. Kennedy and J. H. Dunn, etc., see V. 63, p. 30. The first consol. bonds may be increased to $650,000, but only to take up the Jacksonville Southeastern bonds. For the year 1898-99, gross, $182,781; net, $41,307; charges, $50,807.—V. 63, p. 30, 880.

Jacksonville & Southwestern RR.—Jacksonville to Cadillac, Fla., 80 miles, operated April, 1900; under construction, Cadillac to Manatee Springs, Suwanee River, 28 miles. In July, 1899, bonds had been taken by the officials and their immediate friends. V. 69, p. 80.

President, J. M. Barnett, Grand Rapids, Mich.; Sec., A. G. Cummer, Jacksonville, Fla.; Treasurer, H. J. Hollister, Grand Rapids, Mich.—V. 69, p. 80, 180.

Jacksonville Tampa & Key West Ry.—See Savannah Florida & Western Ry. and Florida East Coast Ry. Co.

Jacksonville Terminal Ry.—Owns union freight and passenger depots [the latter opened Feb. 1, 1895,] and terminal properties at Jacksonville, Fla., including 20 miles of track, used by Savannah Florida & Western, Florida Central & Peninsular and Jacksonville St. Augustine & Indian River (now Florida East Coast Ry.), which companies guarantee by endorsement the principal and interest of above bonds; trustee, Metropolitan Trust Co., N. Y. In January, 1900, the Supreme Court of Florida on appeal sustained the right of the Atlantic Valdosta & Western RR. to terminal facilities with same privilege as other tenants. V. 70, p. 230. For year 1898-9, gross, $73,934; net, $4,489; other income, $30,119; deductions, $34 608. V. 70, p. 230.

Jamestown & Chautauqua Ry.—Jamestown, N. Y., to Chautauqua, 26½ miles; branch to Falconer, 3½ miles; total, 30 miles. Reorganization in 1898 of Jamestown & Lake Erie sold Nov. 1, 1898.—V. 67, p. 956; V. 68, p. 130. Stock, common, $350,000 5 per cent non-cumulative preferred, $125,000. For 7 mos. ending June 30, '99, gross, $29,438; net, $6,546; charges, $8,692; deficit, $2,146. Pres., W. A. C. Ewen; Treas., Rich. S. Storrs, 40 Wall St., N. Y.—V. 68, p. 130.

Jefferson RR.—Owns Lanesboro, Pa., to Carbondale, Pa., 37 miles double track; branch, Hawley, Pa., to Honesdale, Pa., 8 miles. Leased in perpetuity to the Erie RR. Co. for $140,000 per annum for main line and $14,940 for branch. Used by Delaware & Hudson to reach Carbondale. Stock, $2,096,050; all owned by Erie RR.

Joliet & Northern Indiana RR.—Owns Joliet, Ill., to Lake Station, Ind., 45 miles. Operated as part of the Michigan Central system. Road opened in 1854 and leased to the Michigan Central. Stock ($300,000, par $100) carries dividends of 8 per cent per annum.

Junction RR. (Philadelphia).—Owns Belmont, Pa., to Gray's Ferry, Pa., about 4 miles. It connects the Pennsylvania, the Philadelphia & Reading and the Philadelphia Wilmington & Baltimore railroads, coming into Philadelphia, which three companies jointly guarantee principal and interest of bonds. Leased for 99 years from Feb., 1899, to Phila. Wilm. & Balt.; lessee to pay fixed charges, keep road in repair and pay bond interest and 6 per cent on stock. Stock $250,000; (par $50), reported to be now all held by Phil. Wilm. & Balt. and the Penn., the Phil. & Read. having sold all its interest to the Penn.—V. 68, p. 428. Dividends—in 1891 40 p. c., in 1892 35 p. c., in 1893 30; 1894, 15; in 1895, none; 1896, 15 p. c.; 1897, 10 p. c.—V. 68, p. 428.

Kanawha & Michigan Ry.—*(See Map Toledo & Ohio Central.)*—Owns Corning, O., to Gauley on the Ches. & Ohio, 172 miles, less 17 miles, Pomeroy to Gallipolis, and 1 mile, Athens to Armitage, where Hock. Val. Ry. tracks are used. Also owns branch of 11 miles leased to Toledo & Ohio Central and Col. Shawnee & Hocking Ry. companies.

History, Etc.—Reorganization in April, 1890, of the Kanawha & Ohio Railway sold in foreclosure. (V. 50, p. 451, 483.) In Oct., 1890, a large interest in the stock was acquired by the Toledo & Ohio Central, which has guaranteed the bonds, principal and interest. (See V. 52, p. 165, 351.) Capital stock $10,000,000 ($1,000,000 in treasury June, 1899). The first mortgage bonds are limited only to $15,000 per mile of road constructed. June 30, 1899, loans and bills payable, $37,750.

Latest Earnings—8 mos., July 1 to Feb. 28. 1899-0..Gross, $490,984; net, $100,283. 1898-9. Gross, 410,855; net, 106,786. Surplus over 8 mos' charges, $34,196 in 1900, agst. $39,644 in '99.

Annual Statement.—In year 1898-99 gross, $634,065; net, $167,371; int., taxes, etc., $132,709; balance, surplus, $34,662. In 1897-98, gross, $558,343; net, $152,443.—V. 65, p. **1021**; V. 70, p. 584, 633.

Kansas City Belt Ry.—From Argentine to Valley of Blue River, 10 miles. Stock authorized $2,500,000 (par, $100); outstanding $100,000 (par, $100); owned one-half by Atchison Topeka & Santa Fe and three-tenths by Kansas City Fort Scott & Memphis and two-tenths by Chicago Milwaukee & St. Paul. Double-tracked and used for a terminal road at Kansas City, being leased for 99 years from 1888 to C. M. & St. Paul and Atchison Top. & S. Fe (jointly with other companies) for payment in each case of 3 p. c. per annum of cost of property used with equal proportion of cost of conducting transportation and maintenance according to wheelage. The mortgage is for $2,500,000. Earnings.—For year ending June 30, 1899, gross, $263,239; net, $156,160; interest, taxes, etc., $136,192; bal., sur., $19,968. Pres't, E. S. Washburn, Kansas City, Mo.

Kansas City Clinton & Springfield Ry.—Owns from Cedar Junction, Kan., to Ash Grove, Mo., 164 miles, and branch to Pleasant Hill, Mo., 10 miles; total, 174 miles, but only 163 miles operated.

Stocks, Etc.—Stock, $1,775,400 (par $100), one-half owned by Kansas City Fort Scott & Memphis, which guarantees the bonds.

Annual Report.—Fiscal year ends June 30. In 1898-9, gross, $284,278; net, $65,100; other income, $1,880; interest, $163,660; balance, deficit for year, $96,680. In 1897-98 gross, $339,447; net, $118,122.—(V. 61, p. **1010**.)

Kansas City Eldorado & Southern Ry.—In October, 1899, merged in Missouri Kansas & Texas.—V. 69, p. 906.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Kansas City Ft. Scott & Memphis—Concluded.								
K. C. F. S. & G. 1st M., l'd. gr., s. f., dr'n at 110.c*	160	1879	$100&c.	$2,151,600	7	J. & D.	Bost., Nat. Webster Bk.	June 1, 1908
Ft. Scott So'eastern & M.. 1st M., dr'wn at 105.c*	103	1880	1,000	571,000	7	M. & S.	do do	Sept. 1, 1910
Short Creek & Joplin 1st M., drawn at 105.....c*	22	1880	1,000	94,000	7	M. & S.	do do	Sept. 1, 1910
Memphis K. & Col. 1st M.....c*	50	1884	1,000	492,000	7	M. & S.	do do	Sept. 1, 1910
Kansas & Missouri RR. 1st mortgage.....c*	26	1882	1,000	390,000	5	F. & A.	do do	Aug. 1, 1922
Consol. mortgage ($25,000 per m.) not dr'n.NBc*	708	1888	1,000	13,636,000	6	M. & N.	Bost., Nat. Webster Bk.	May 1, 1928
Current Riv. RR. 1st mort., $20,000 p. m., guar.	81	1887	1,000	1,606,000	5	A. & O.	Boston, Nat. Union Bk.	Oct. 1, 1927
Kan. C.& M. R'y & B'dge 1stM.g.,s.f.,dr'n at 110.c*	....	1889	1,000	3,000,000	5 g.	A. & O.	N.Y., Un. Tr. Co. & Bost.	Oct. 1, 1929
Kansas Equip. Co. 1st M. guar., s. f., red. at 110.	....	1889	1,000	761,000	5	J. & J.	Bost., Nat. Webster Bk.	Jan. 1, 1905
Ft. Scott Equip. Co , 1st M., call at par	...	1899	.....	316,000	6	..	.....	July 1, 1909
Kan. C. Memph. & Bir.—Gen. M., $4,500,000, cur.c*	....	1894	500 &c.	3,238,930	4	M. & S.	Boston, Merch. Nat. Bk.	Mch. 1, 1934
Income, non-cumulative, $7,000,000, cur.....c*	....	1894	500 &c.	6,321,860	5	Sept. 1	3 p. c. pd. Sept. 1, 1899	Mch. 1, 1934
Birmingham equipment M., g.,gu. (red. at 110)..c*	....	1888	1,000	$22,000	6 g.	M. & S.	Boston, Merch. Nat. Bk.	Mch. 1, 1903
Memphis Equipment Co., guar., red. at 110.....c*	....	1890	1,000	189,000	6	F. & A.	Boston Office.	Aug. 1, 1905
Kansas City & Northern Connecting RR.—								
1st mort., gold, $20,000 per mile, $3,000,000 .c*	91½	Text.	1,000	1,818,000	5 g.	J. & J.	.....	Jan. 1, 1927
2d mort., income, gold, non-cum., $1,250,000....	91½	Text.	1,000	1,156,000	5 g.	.....	N. Y., when earned.	Jan. 1, 1927
Kan. City Northwestern—M., gold. See text.Mc.c*	....	1894	500 &c.	935,680	5 g.	J. & J.	N. Y., Merc. Trust Co.	Jan. 1, 1933
K. C. & Om.—1st M. ($15,000 p. m.) g., int. gu. c*&r	194	1887	500 &c.	2,713,000	5 g	J. & J.	July, '93, coup. last pd.	Jan. 1, 1927
Kan. City & South'n—Stock, com., $30,000,000.....	....	....	.....	29,561,250	To be held in voting trust for 5 years.			.....
Pref. stock, 4 per cent, non-cum., $21,000,000...	....	....	.....	20,417,500				
1st mortgage, gold, $30,000,000.....Mc..c*	....	1900	1,000	26,19?,500	3 g.	A. & O.	N. Y., Merc. Trust Co.	Apr. 1, 1950
K. C. St. Jo.& Coun. Bl.—Con. M. (Nos. 1 to 500 pf.)c*	248	1877	100 &c.	5,000,000	7	J. & J.	Boston, 2d Nat'l Bank.	Jan. 1, 1907
1st Ms. Nod. and Tark. Val. RRs. s. f. (dr. at 100) .c*	62	1880	1,000	461,000	7	J. & D.	do do	June 1, 1920

Kansas City Fort Scott & Memphis RR.—Owns main line from Kansas City, Mo., to Memphis, Tenn., 485 miles, with branches, 236 miles; total owned, 721 miles. Controls the Current River RR. (Willow Springs, Mo., to Grandin 82 m.), owning $942,000 of its $1,606,000 stock. Owns one-half capital stock of K. C. Clinton & Springfield and of K. C. Memphis & Birmingham RR.; also 300 shares Kan. City Belt.

DIVIDENDS.—

	'86,	'87,	'88,	'89,	'90,	'91,	'92,	'93,	'94-'99	1900.
On *common* ...	4%,	4½,	3½,	3,	3½,	1,	0,	0,	0	0
On *preferred*..	8%,	8,	8,	8,	8,	4,	8,	5.	0	Feb., 5

BONDS.—Consols are reserved for all prior bonds when due.

GENERAL FINANCES.—On June 30, 1899, bills payable for equipment were $207,561. In 1897-8, $738,000 consol. 6s were issued to reimburse the company for K. C. Springfield & Memphis 6s (paid in cash May 1, 1894), to retire $320,000 ten-year notes and $80,000 demand notes.—V. 67, p. 1304.

EARNINGS.—Including K. C. C. & S. and Cur. River, July 1 to Feb. 28:

8 *mos.*—	*Gross.*	*Net.*	*Charges.*	*Bal., surp.*
1899-0.....	$3,900,214	$1,241,444	$961,051	$280,393
1898-9.....	3,181,049	987,535	930,333	57,202

ANNUAL REPORT.—Report for 1898-9 in V. 69, p. 1146.

Year end. June 30.	1899.	1898.	1897.	1896.
Gross earnings.....	$4,346,276	$4,595,085	$4,137,128	$3,991,694
Net earnings.....	$1,362,625	$1,405,748	$1,310,557	$1,209,695
Interest and miscell..	1,294,882	1,248,004	1,260,223	1,147,139
Balance, surplus....	$67,743	$157,744	$50,334	$62,556

Deficits paid on Current River RR. and Kansas City Clinton & Springfield RR in 1897-8 was $75,239, included above.—V. 69, p. 1062, 1146; V. 70, p. 328.

Kansas City Memphis & Birmingham RR.—Owns from Memphis to Birmingham, Ala., 253 miles, and branches to Aberdeen, Miss., and Bessemer, Ala., 23 m. Reorg. in 1894. (V. 57, p. 938.)

STOCK, TRAFFIC GUARANTY, ETC.—The stock is $5,976,000; par, $100. The Kansas City Fort Scott & Memphis owns half the stock and gives a traffic guarantee of 10 per cent of gross earnings derived from business to and from this road, to be applied to interest.

BONDS.—On income bonds in Sept., paid: in 1897, 2 p. c.; in 1898, 2½ p. c.; in 1899, 3 p. c.

LATEST EARNINGS.—From July 1 to Feb. 28 (8 months):

8 *months.*	*Gross.*	*Net.*	*Charges.*	*Balance.*
189 -0.....	$1,149,943	$380,424	$121,879	sur.$258,545
1898-9.....	952,722	264,785	127,865	sur. 136,920

ANNUAL REPORT.—For year 1898-9 in V. 69, p. 281, 1146.

Year.	*Gross.*	*Net.*	*Other Inc.*	*Interest.*	*Bal., Sur.*
1898-9.....$	1,433,294	$373,921	$29,931	$197,743	¶$203,109
1897-8.....	1,399,168	362,509	31,248	198,085	¶195,672

¶ NOTE.—From surplus 1897-98 paid 2½ per cent on incomes in Sept., 1898, $156,925, and 3 per cent in 1898-99, $190,118, leaving balance, surplus, of $15,991.—V. 69, p. 281, 333, 1146, 1346.

Kansas City & Northern Connecting RR.—Line from Pattonsburg, Mo., to Kansas City, Mo., 81 miles, and branch from Trimble to Gower, 10½ miles, the latter being leased to the St. Joseph & Grand I., which also has trackage rights from Trimble to Kansas City. July, 1899, coupons were paid at N. Y. office of M. K. & T. Trust Co., No. 1 Nassau Street. Stock, $3,000,000, was increased in Oct., 1899, to $3,500,000. Full particulars regarding bonds were in V. 62, p. 1177.

On Jan. 2, 1900, Chas. H. Chappell of Chicago and James Hopkins of St. Louis were appointed receivers of the K. C. & Nor. Conn., Om. & St. L. and Om. K. C. & E., preparatory to reorganization and consolidation, in which, it was understood, J. W. Gates, Jacob H. Schiff and E. H. Harriman would take part. V. 70, p. 39. In Dec., 1899, earnings were little in excess of operating expenses.—V. 69, p. 1247. In Mar., 1900, foreclosure suits were brought under both mortgages.—V. 70, p. 584.

REORGANIZATION PLAN.—In Oct., 1899, a plan of reorganization was issued, offering the first 5s 75 per cent in new 4s ($20,000 per mile) and 30 per cent in new 4 per cent preferred stock; the 2d 5s 20 per cent in new preferred and 33⅓ per cent in new common stock; the common stock (no assessment to be paid) four shares of new common for each seven shares of the old stock. V. 69, p. 851. President, A. E. Stilwell.—V. 67, p. 736; V. 69, p. 851, 1247; V. 70, p. 39, 584, 686.

Kansas City Northwestern RR.—Road Kansas City to Virginia, Neb., 162 miles, of which Seneca to Axtell, 11 miles, and South Leavenworth to Leavenworth, 1 mile, are trackage, and 20 miles, Summerfield to Virginia, was formerly the Kansas City & Beatrice. Branches, 12 miles. Total, 174 miles. A reorganization of the K. C. Wyandotte & N. W., foreclosed Jan. 5, 1894. Stock, $5,500,000 (par $100), controlled in interest of Missouri Pacific Ry.—V. 59, p. 152.

BONDS.—Of the $3,500,000 bonds, $900,000 are series "A," "preferred" as to principal and interest, and are redeemable after 5 years at 105. Car trusts June 30, 1899 (?).

EARNINGS.—For year ending June 30, 1899 (on 174 miles) gross $338,080; net, $60,293; other income, $1,410; total deductions, $52,199; balance, surplus, $9,504. In 1897-8, net, $392,794. In 1900, Jan. 1 to Mar. 31 (3 months), gross, $94,263; in 1899, $73,812.

Kansas City & Omaha Ry.—Owns Stronburg to Alma, Neb., 150 miles, and McCool Junction to K. C. & Omaha Junction, 44 miles.

REORGANIZATION.—Reorganization Committee: Anthony J. Thomas, Thomas B. Williams, E. Ellery Anderson, E. C. Benedict, Isidor Wormser and S. L. Parrish; depository, Central Trust Co., N. Y. The road was sold in foreclosure July 8, 1896, and purchased by the committee for $150,000. To make the purchase and for repairs, etc., the bondholders were assessed $100 per bond. The K. C. & Omaha *Railway* has been organized, but complete reorganization will be deferred.—V. 64, p. 567. The line was formerly in Union Pacific system. As to payment of old bonds, see V. 69, p. 130. On July 25, 1899, $1,595,500 1st mortgage bonds were sold at auction to the reorganization committee; no immediate prospect of a reorganization. V. 69, p. 229.

EARNINGS.—Since Nov. 1, 1896, operated independently by St. J. & Gr. Island under operating agreement.

Jan. 1 to April 7 (3¼ months), gross, $65,165 in 1900; in 1899, $59,860. For year ending June 30, 1898, gross, $274,918; net, $97,438; total deductions, $132,478; balance, deficit, $35,040. In 1896-97, gross, $196,026; net, $57,590. (V. 64, p. 567; V. 69, p. 130, 229.)

Kansas City & Southern Ry—(*See Map.*)—Operates a line extending from Kansas City, Mo., to Port Arthur, Tex., (thence by its ship canal 7 miles to deep water on the Gulf of Mexico), with branches and extensive terminals used by various roads entering Kansas City, consisting of

Lines owned—	*Miles.*	*Lines owned*—	*Miles.*
Kansas City, Mo., to Belt Jct..	12	Branches to Fort Smith and White Cliffs, Ark., De Quincy, La., etc.....	41
Terminal tracks around Kansas City..	18	*Trackage*—	
Grand View, Mo., to Port Arthur, Tex.....766		Belt Jct. to Grand View, Mo...	12
		Total.....849	

ORGANIZATION.—A reorganization of the Kansas City Pittsburg & Gulf RR., sold in foreclosure Mar. 9, 1900, per plan V. 69, p. 1012, 1062. Owns most of the securities of the following companies whose mileage is included in the table above under lines owned, viz.: Kansas City Suburban Belt RR., Union Terminal Co., Consolidated Terminal Co , Kansas City & Independence Air Line and Port Arthur Channel & Dock Co. The new company took possession Apr. 2, 1900.—V. 70, p. 584.

NEW SECURITIES.—Of the authorized issues, $3,802,500 new 1st 4s, $582,500 preferred and $438,750 common stock are reserved for future requirements.

The reorganization plan provided $5,900,000 cash: to pay car trusts, $1,900,000; do. floating debt, $475,000; do receiver's certificates, $800,000; do. first mortgage coupons due April 1, 1899, $575,000; to provide for working capital and expenses of reorganization $2,150,000.

VOTING TRUST.—By modified plan both classes of stock will be vested for five years in the following voting trustees: John W. Gates, Herman Sielcken, William Edenborn, John Lambert, Samuel R. Shipley, Louis Fitzgerald and James Stillman. The voting trustees may, in their discretion, deliver the stock at an earlier date.

INTEREST CHARGE.—The annual fixed interest charge will be $785,925, against $1,134,000 under the former plan of the Philadelphia Committee. (See V. 69, p. 384, 440.) Earnings, see V. 69, p. 440, 492.

LATEST EARNINGS.—For year ending April 1, 1900, gross earnings were $3,970,500, against $3,084,000 in 1898-9.

ANNUAL REPORT.—Report for year ending June 30, 1898, given at length in V. 67, p. 999, 1005, showed gross, $2,878,159; net, $738,977; other income, $1,452; interest and taxes, $893,755: bal., def. $153,326.

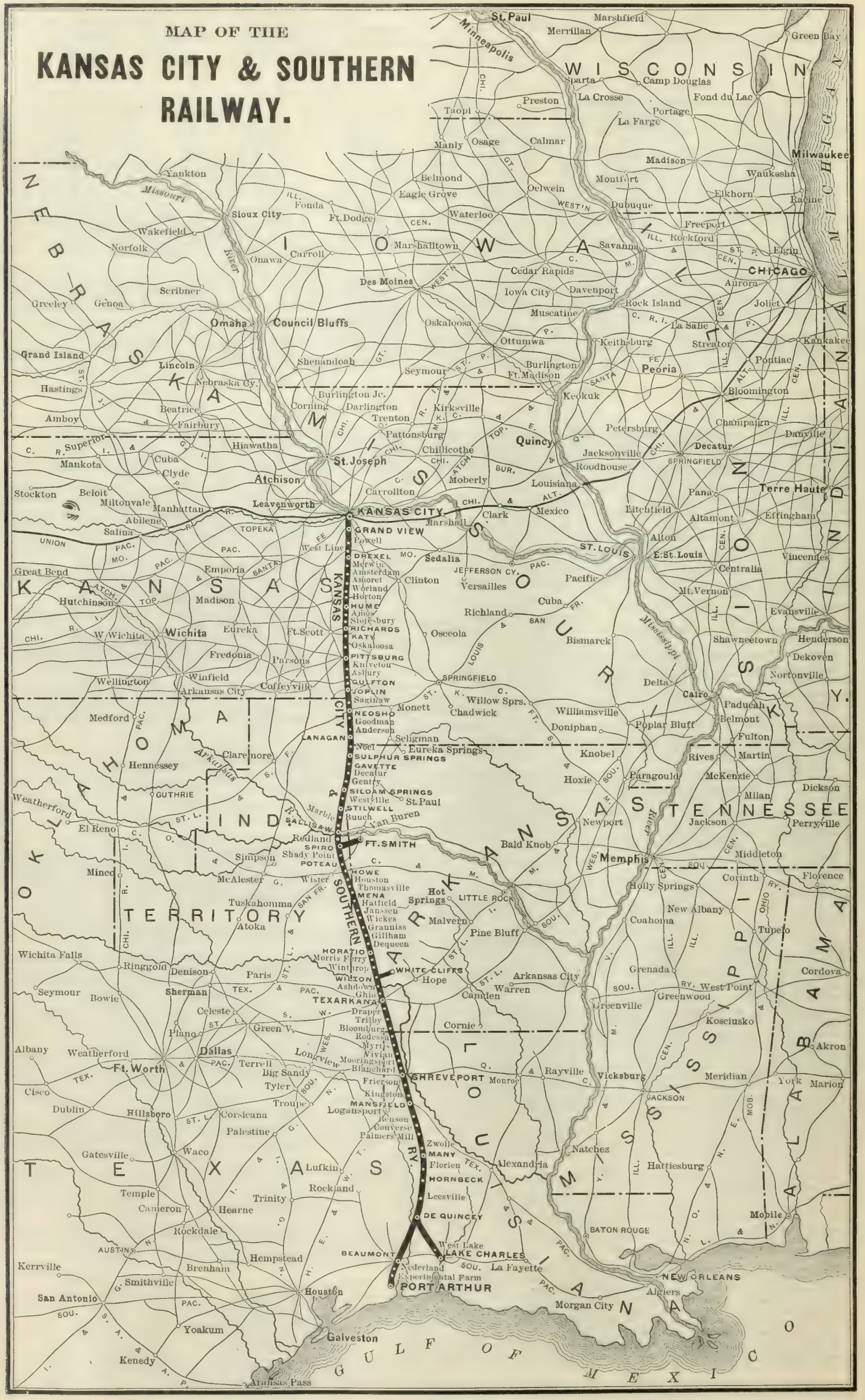
DIRECTORS.—Samuel W. Fordyce (President) of St. Louis; J. W. Gates, John Lambert, I. L. Ellwood, William Edenborn, Max Pam, of Chicago; Edward H. Harriman, Otto H. Kahn, of New York; John J. Mitchell, of Chicago; William F. Harrity, of Philadelphia; Julius Walsh, Alfred Clifford, James Hopkins, of St. Louis.—V. 70, p. 584, 633, 686.

Kansas City Pittsburg & Gulf RR.—Sold under foreclosure Mar. 19, 1900, and now known as Kansas City & Southern Ry., which see above. The old securities deposited under the plan (V. 69, p. 1012, 1062), will be exchanged for new securities as follows:

Old securities. (*Per* $1,000 *bond*, $100 *stock*).	*Paying assess.*	*Will receive.*— 1st M. 3%.	*Pref. stock.*	*Com. stock.*
K. C. P. & G. 1st 5s ($21,000,000).....	none	$750	$500	....
do stock ($24,000,000).....	$10	....	10	$100
K. C. Suburban Belt stock ($4,750,000)	none	....	25	75
do bonds ($1,000,0 0).....	none	1,330	250	....
Union Terminal Co. 5s ($2,000,000)...	none	1,000	250	....
Consol. Terminal Co. 5s ($750,000)....	none	1,000	250	....
K. C. & Ind. Air Line 5s ($300,000)....	none	1,000	250	....
Port Ar. Chan. & Dock 5s ($1,635,000)	none	500	500	500
do do stock ($1,575,000)	none	....	....	75

MAP OF THE

KANSAS CITY & SOUTHERN RAILWAY.



Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Kan. City Suburban Belt—1st mortgage, gold.....c	30	1890	$1,000	$1,000,000	6 g.	J. & D.	Phila., Union Trust Co.	June 1, 1920
Consol. Terminal Ry. of K. C., 1st M., gold.....c*	....	1892	1,000	750,000	5 g.	F. & A.	Phila. of., 400 Chestnut	Feb. 1, 1922
Union Ter. RR. Co. 1st M. ($2,000,000) g. guar.c*	10	1893	1,000	2,000,000	5 g.	F. & A.	do do	Feb. 1, 1923
Kansas City & Indep. Air Line 1st M., gold..c&r	5½	1892	1,000	300,000	5 g.	M. & S.	Phil., Prov. Life & Trust	Mch. 1, 1922
Kansas City Watkins & Gulf—1st mort., gold..F.c*	98	1890	$ & £	1,967,400	5 g.	J. & J.	July, '95, coup. last paid	Jan. 1, 1930
Ken. & I. Br. & Ter.—K. & I. B. 1st M. g. $250,000, gu.	....	1881	.....	1,000,000	5 g.	M. & S.	.....	Mar., 1911
Keokuk & Des Moines—Preferred stock, 8 per cent	162	....	100	1,524,600	See text.	See text	N Y., Office, 13 Wm. St.	Apr. 15, '99, ½
1st mortgage, interest guar. C. R. I. & P.....c*	162	1878	100 &c.	2,750,000	5	A. & O.	do do	Oct. 1, 1923
Kewaunee Green Bay & Western—1st mortgage...c	....	1891	1,000	378,000	5	J. & D.	N. Y., Office 40 Wall St.	June 1, 1921
Kingston & Pembroke—1st M., gold.....	113	1882	1,000	572,000	3 g.	J. & J.	Kingston, Ontario.	Jan. 1, 1912
Knoxv. & Ohio—1st mort., gold, guar. by rent. c*&r	69	1885	1,000	2,000,000	6 g.	J & J.	N.Y., J. P. Morgan & Co.	July 1, 1925
Lake Erie & Western—Com. stock, $20,000 p. m.	725	....	100	11,840,000	.....	.....	.....	.....
Pref. stock, 6 per cent (not cum.) ($20,000 p. m.).	725	....	100	11,840,000	5 in 1898	.....	N.Y. Office, 80 Br'dway.	Nov. 15, '98, 1¼
1st mortgage, ($10,000 per mile) gold.....Ce.c*	725	1887	1,000	7,250,000	5 g.	J. & J.	N. Y., Chase Nat. Bank.	Jan. 1, 1937
2d mort., for $3,625,000 ($5,000 p. m.) gold.Ce.c	725	1891	1,000	3,625,000	5 g.	J. & J.	do do	July 1, 1941
Lake Shore & Michigan Southern—Stock	....	....	100	z49,466,500	7 in 1899	J. & J.	N.Y., Grand Cent. Stat'n	Jan. 29, '00, 3½
Guar. 10 per cent stock (Mich. So. & No. Ind.) ...	....	....	100	533,500	10	F. & A.	do do	Feb. 1, '00, 5%
Consol. 1st mort. sink. fund $250,000 yearly..c&r	859	1870	1,000	*7,996,000	7	¶	Coupons payable by Treasurer at Gr'd Central Station, N. Y.	July 1, 1900
Consol. 2d mort. do .....c&r	859	1873	1,000	*7,855,000	7	J. & D.		Dec. 1, 1903
New mortgage, $50,000,000, gold.....c*&r	....	1897	1,000&c	31,387,000	3½ g.	J. & D.		June 1, 1997
Detroit Monroe & Toledo 1st mortgage, guar...c	55	1876	1,000	924,000	7	F. & A.		Aug. 1, 1906
Kalamazo & White Pigeon 1st mort., guar.....c	37	1890	1,000	400,000	5	J. & J.	Registered int. on con. 1st and 2ds by Union Trust; on new 3½s by U. S. Trust, N. Y.	Jan. 1, 1940
Bat. Cr. & Stur. 1st M., g., guar. p. & i. (see M.Cen.)	41	1889	1,000	79,000	3 g.	J. & D.		Dec. 1, 1989
Sturgis Goshen & St. L. 1st mort., g., p. & i. guar.	29	1889	.....	322,000	3 g.	J. & D.		Dec. 1, 1989
Kal. Allegan & Gr. Rapids stock, rental guar.....	58	....	100	610,000	5·95	A. & O.		April, 1900
1st mortgage, guaranteed.....c	58	1888	1,000	840,000	5	J. & J.		July 1, 1938
Erie & Kalamazoo (l'sed) st'k, Toledo to Palmyra	26	....	50	300,000	10	F. & A.	N. Y., Gr. Cent. Station.	Feb., '00, 5%
Cin. & Springfield 1st mort., p. & i. guar.....c	48	1871	1,000	x1,000,000	7	A. & O.	N. Y., J. P. Morgan & Co.	Apr. 1. 1901
Lake Shore System—Mahoning Coal RR.—Stock....	43	....	50	1,500,000	10 in '99	F. & A.	N. Y., Gr'd Cent. Stat'n.	Feb., 1900, 7%
Pref. stock, see text.....	43	....	50	661,850	5	J. & J.	N. Y., Union Trust Co.	Jan., '00, 2½%
1st M., Youngs. to And., etc., guar. p. &i. (end)...c	43	1884	1,000	1,500,000	5	J. & J.	do do	July 1, 1934
¶ Interest on registered bonds is payable of 1897 x Additional to $1,000,000	Q.—J.; guara		on co	upon bo nds J. & J. C. & St. L.	* After z N. Y. C		deducti ng amounts deposited u central h olds $45,284,600 of this	nder mortgage

Kansas City St. Joseph & Council Bluffs RR.—*(See Map Chicago Burlington & Q.)*—Owns from Kansas City to Council Bluffs, 193 miles, branches 55 miles, proprietary lines (Nodaway Valley and Tarkio Valley railroads), 62 miles; total owned, 310 miles; leases, 6 miles; leased to other companies, 7 m.; total operated, 309 miles.

STOCK, ETC.—The capital stock (including Nodaway & Tarkio Valley) June 30, 1899, $6,050,493, all owned by the Chicago Burlington & Quincy, and the road is operated as part of that system. Consols. Nos. 1 to 500, both inclusive, have a prior lien. See description of mortgage in October, 1896, SUPPLEMENT, page 1. Funding notes, $390,000, dated 1893, due Jan., 1907, int. J-J.

DIVIDENDS.—	'90.	'91.	'92.	'93.	'94.	'95.	'96. (6 m.)	'97.	'97-98	'98-9
Per cent.....	3·07	7·40	6·90	8·65	8	4·89	3·74	2·99	5·9	4·25

EARNINGS.—In year 1898-99, gross, $2,243,340; net, $670,898; other income, $7,130; interest and rentals, $413,737; dividends, 4¼ p. c.

Kansas City Suburban Belt RR.—Belt Line from Second St. and Broadway around Kansas City, via the East Bottoms and the valley of the Blue and Brush Creek, providing terminal facilities for the railroads centering at Kansas City, and furnishes quick transit from the manufacturing suburbs, etc. The St. Louis & S. F. RR. uses the terminals.—V. 67, p. 125. Stock, $4,750,000; par, $100.

In Jan., 1900, was included in the plan for the reorganization of the Kans. City Pitts. & Gulf, which see above. As to floating debt, etc., see V. 69, p. 1247.

ORGANIZATION.—In 1892-3 consolidated with Consol. Terminal Ry. Co., and bought entire capital stock of Kansas City & Ind. Air Line Co. Also owns all but $600 of the $2,000,000 stock of Union Terminal RR.

EARNINGS.—For year ending June 30, 1899; gross, $543,617; net, $197,435; interest and taxes, $231,987; deficit, $34,552. Jan. 1 to Nov. 30 (11 months), gross, $489,859 in 1899, against $483,156 in 1898. N.Y. office, 36 Wall St.—(V. 68, p. 187, 524; V. 69, p. 384, 1012, 1247, 1346.)

Kansas City Watkins & Gulf Ry.—Completed in 1892 from Lake Charles, La., to Alexandria, 98 miles; branches, 3 miles. Stock $1,967,400 outstanding in 1898. On June 30, 1899, floating debt about $200,000. Interest defaulted July, 1895. Henry B. Kane, as Receiver, took charge March, 1898. Foreclosure pending. (V. 67, p. 73.) *New York Committee.*—W. H. Male, D. O. Eshbaugh and Theron G. Strong; Secretary, H. R. Wilson, 41 Wall St., N. Y.; depository, Metropolitan Trust Co., N. Y. *Philadelphia Committee* depositary is Girard Life Ins., Annuity & Trust Co., Philadelphia. For year 1898-9, gross, $174,231; net, $52,760, against $36,157 in 1897-98. (V. 67, p. 73.)

Kansas Midland Ry.—See SUPPLEMENT of Jan., 1899.

St. Louis Iron Mt. & South. Ry.—See MO. PAC. RY. SYSTEM.

Kansas Southwestern Ry.—See SUPPLEMENT of Jan., 1899.

Kentucky & Indiana Bridge & Terminal Co.—Owns steel cantilever bridge over the Ohio River at Louisville and 5 miles of railroad between Louisville, Ky., and New Albany, Ind., and 5 miles of belt line in Louisville; also owns Louis. & New Albany Ferry Co. and N. Albany Street Car Co. Successor on Jan. 31, 1900, to the Kentucky & Indiana Bridge Co., purchased in foreclosure subject to the $1,000,000 first mortgage by representatives of the Southern Ry. and Balt. & Ohio Southwestern (B. & O.) V. 70, p. 280. Stock, (?)

EARNINGS.—For year ending June 30, 1899, gross, $210,057; net, $76,573. V. 70, p. 280.

Keokuk & Des Moines Ry.—Owns from Keokuk, Ia., to Des Moines, Ia., 162 miles. Leased for 45 years from October 1, 1878, to the Chicago Rock Island & Pacific Railway, the lessee to pay 25 per cent of the gross earnings, but guarantees the interest (not the principal) on the bonds. Stock is $1,524,600 8 per cent preferred and $2,600,400 common (par $100), a majority of which is held by the lessee.

DIVIDENDS.—	1893.	1894.	1895.	'96 to '98.	1899.
On pref. p. c.	2·4	95 cts.	90 cts.	None.	April, ½

Rental: In 1894-95, $137,500; in 1895-6, $139,521; in 1896-7, $137,500; in '97-8, $144,855; in 1898-9, $144,875. V. 68, p. 772.

Keokuk & Western RR.—In 1899 all of the bonds and most of the stock were acquired by the C. B & Q.—V. 68, p. 379; V. 69, p. 756.

Kickapoo Valley & Northern RR.—See Wiscon. Western RR,

Kingston & Pembroke Ry.—Owns from Kingston, Ont., Can., to Renfrew on the Can. Pac., 104 miles; branches, 9 miles In 1899 was reorganized per plan in V. 67, p. 274, by which $1,000,000 (par $50) first pref. 5 p. c. non-cum. stock (V. 67, p. 1309; V. 68, p. 130) and $150,000 second pref. 3 p. c. stock issued, floating debt paid and interest on bonds reduced to 3 p. c. Common stock, $2,500,000; par $50; issued, $2,204,400. In year 1896-7, gross, $122,804; net, $21,142. —(V. 67, p. 274, 901 1309; V. 68, p. 130 927.)

Knoxville & Bristol RR.—Morristown, Tenn., to Corryton via Tate Springs (Bean Station), 40 miles. Road when completed to extend from Knoxville via Corryton and Bean Station (including 29 miles of present line) to Bristol. 120 miles, with branch Bean Station to Morristown (remainder of present line). In Oct., 1899, the extensions were reported under construction. A reorganization of the Morristown & Cumberland Gap RR. sold under foreclosure in Feb., 1898. V. 66, p. 810. Stock authorized. $1,000,000. In Apr., 1898, made a mortgage to the Security & Trust Co. of Camden, N. J., as trustee. President, Henry J. Braker, 100 William Street, New York; Treas., J. B. Foster, Providence, R. I.—V. 66, p. 810.

Knoxville & Ohio RR.—Owns from Knoxville, Tenn., to Jellico, Tenn., and branch, 69 miles. Operated by Southern Railway as part of its system. Stock is $1,122,200; par, $100. Southern Railway owns $1,117,400 of the stock nearly all pledged under its consolidated mortgage of 1894. Earnings now included in Southern Ry. Year 1895-96 gross, $496,126; net, $224,863; interest, $120,000.

Kootenay Ry. & Navigation.—V. 69, p. 80.

Lake Erie & Detroit River Ry.—V. 70, p. 739.

Lake Erie & Western Railroad.—*(See Map).*—Owns Sandusky, O., to Peoria, Ill., 420 miles, and branch to Minster, 10 miles; Indianapolis to Michigan City, 162 miles; Fort Wayne to Connersville and branch to Rushville, 133 miles; total owned, 725 miles, of which 701 steel; leased from Oct. 1, 1895, the Northern Ohio RR., Akron to Delphos, 167 miles; total operated, 892 miles.

HISTORY, ETC.—Formed in 1887 after foreclosure of the Lake Erie & Western *Railway.* (See V. 50, p. 590.) The terminals at Indianapolis, Peoria, Fort Wayne and New Castle are operated partly under lease. The company lets about 74 miles of trackage and terminal rights receiving about $35,000 yearly. In 1899, control passed to the Vanderbilts and in Jan., 1900, a new directory was elected; the road will be operated as part of the Lake Shore sytem. V. 70, p. 76.

GENERAL FINANCES.—In Jan., 1900, the large floating debt in existence when dividends were suspended in 1899 had all been paid off, about $800,000 had been expended for improvements, and there was $350,000 in the treasury. The road earned in 1899 more than a million dollars in excess of fixed charges, and this surplus, together with the proceeds of sale of the Pittsburg & Western 2ds to B. & O. interests, and of stock in the Cleveland Akron & Columbus RR and the right of way, etc., of the abandoned Cleveland & New Castle project to the Pennsylvania system, produced this marked change in the company's financial condition.

DIVIDENDS SINCE '89 on preferred.—	1890	'91	'92	'93	'94	'95	'96	'97	'98	see
	4%	4	4¾	5	5	5	5	5	5	below

Dividends suspended in 1899 on account of advances to Cleveland & New Castle Ry., but in April, 1900, it was understood would be soon resumed.

BONDS.—Abstract of first mortgage in V. 46, p. 45; of 2d mortgage in V. 54, p. 444. Guarantees $2,500,000 5s Northern Ohio, which see.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Peoria on first Wednesday in October. Annual report for 1898 was given in V. 68, p. 719. The traffic is well distributed, only 6 per cent being coal. Average rate per ton per mile in 1898 was 0·620 cent.

Year end. Dec. 31.	1899.	1898.	1897.	1896.
Gross earnings.....	$3,904,177	$3,467,378	$3,439,397	$3,344,274
Net earnings.....	1,793,365	1,464,693	1,463,282	1,427,015
Deduct taxes.....	658,971	193,030	187,410	187,110
Rental of tracks....		42,670	41,725	41,798
Interest on bonds..		509,725	492,500	471,708
No. Ohio int. guar...	125,000	125,000	125,000	125,000
Dividends	.....	(3¾) 444,000	(5) 592,000	(5) 592,000
Balance, surplus.	$1,009,394	$150,268	$24,647	$9,389

Improvements in 1898 consumed year's apparent surplus. —(V. 68, p. 130, 232, 282, 523, 719, 1075; V. 69, p. 132, 1012; V. 70, p. 76.

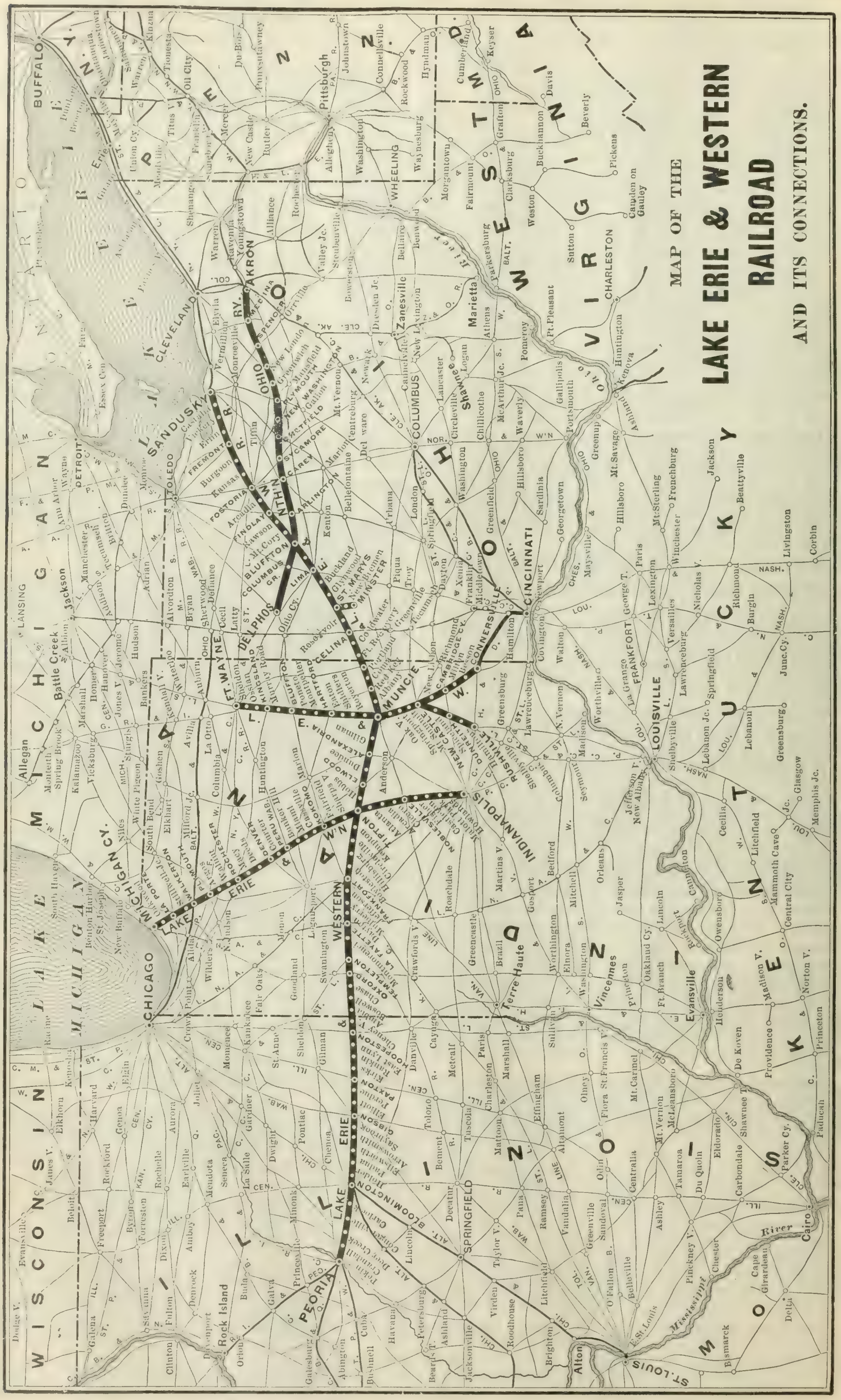
Lake Shore & Michigan Southern Railway.—*(See Map N. Y. Central.)*—Operates from Buffalo to Chicago with branches. The main line (540 miles) includes 26 miles between Toledo and Palmyra, Mich., under lease from the Erie & Kalamazoo.

Road owned directly.	*Miles.*
Buffalo, N. Y., to Chicago, Ill..	540
Sundry branches.....	327
Entire stock owned.	
Detroit & Chicago (see below).	26
Detroit Monroe & Toledo.....	55
Kalamazoo & White Pigeon...	37
Northern Central Michigan....	61
Sturgis G. & St. L.....	36

Leased, [¶ see this Co.]	*Miles.*
Kalamazoo A. & G. R.....	58
Jamestown & Franklin	51
Mahoning Coal RR	48
Erie & Kalamazoo (26 m.)....	Text.
Detroit Hillsdale & S. W...¶	65
Fort Wayne & Jackson.....¶	98
Elkhart & Western.....	11
Grand tot. oper. Jan. 1, '99.	1,413

Of the main line 490 miles has double track. By control of "Nickel Plate" the Lake Shore has still another line from Buffalo to Chicago.

ORGANIZATION, &C. A consolidation on Aug. 16, 1869. The N.Y. Ch. & St. Louis (Nickel Plate) road has been controlled by ownership of stock since 1882, Lake Shore now owning $6,240,000 of its common. $6,275,000 of its 2d preferred and $2,503,000 of its 1st preferred stock. The company also controls and leases the Mahoning Coal RR. [see Lake Shore "System" below] and owns (besides the entire stock of the proprietary lines) $2,675,696 Pittsburg & Lake Erie stock. N. Y. C. & H. R. RR. in 1899 had acquired over nine tenths of the capital stock, as stated below. Dividend was increased from 3 to 3½ p. c. in July, 1898. The Lake Erie & Western RR., control of which was acquired by the


MAP OF THE
LAKE ERIE & WESTERN
RAILROAD
AND ITS CONNECTIONS.
BUFFALO
CLEVELAND
TOLEDO
DETROIT
SANDUSKY
AKRON
COLUMBUS
CINCINNATI
PITTSBURGH
WHEELING
CHARLESTON
CHICAGO
INDIANAPOLIS
LOUISVILLE
ST. LOUIS
SPRINGFIELD
PEORIA
ROCK ISLAND
FT. WAYNE
MUNCIE
LAKE ERIE & WESTERN
LAKE MICHIGAN
OHIO RIVER
Mississippi River

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lancaster & Chester - 1st mortgage.....c	29	1897	$100&c.	$25,000	7	J. & J.	B'k of Lanc., Lanc., S.C.	Jan. 1, 1917
Leavenworth Terminal Ry. & Bridge—1st M., gold.	3	1893	1,000	600,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1923
Lehigh & Hudson River—1st M., g., int. red'c'd to 5 p.c.	42	1881	1,000	800,000	5 g.	J. & J.	N. Y., Nat. Exch. Bank.	July 1, 1911
2d mortgage, gold.....	63	1887	1,000	169,070	5 g.	J. & J.	do do	July 1, 1917
Warwick Valley 1st & 2d Ms. ($240,000 2ds).....	Text.	79-'81	500 &c.	385,000	6	A. & O.	do do	1900 & 1912
Wawayanda RR. 1st mortgage.....	7	1880	500 &c.	65,000	6	J. & J.	do do	July 1, 1900
L. & Hud. R Gen. M. $3,000,000, g. (see text) Ce.c*	....	1890	1,000	1,124,000	5 g.	J. & J.	do do	July 1, 1920
Lehigh & New Engl'd—1st mort., $1,000,000, gold.	....	1895	1,000	431,000	5 g.	J. & J.	Phila., 927 Chestnut St.	July 1, 1945
Lehigh Valley—Stock ($106,300 is 10 p. c. pr. ef.)	....	....	50	40,441,100	.....	.....	.....	1893
1st mortgage, c. and r., extended in gold in 1898	101	1868	1,000	5,000,000	4 g.	J. & D.	Reg. at office; cp. Bk. N. A.	June 1, 1948
2d mortgage.....r	101	1870	1,000	6,000,000	7	M. & S.	Phila. Of., 228 So. 3d St.	Sept. 1, 1910
Consol. mort., } coup. & reg., $4,762,000 4½s. c&r	285	1873	1,000	10,400,000	4½ & 6	J. & D.	Reg. at office; cp. Bk. N. A.	Dec. 1, 1923
$40,000,000, } annuity, $2,538,000 are 4½s. FP	285	1873	1,000	12,350,000	4½ & 6	J. & D.	Phila., Of., 228 So. 3d St.	Irredeemable.
Mtge. and Coll. tr., g., call at 107½.....G P. c*&r	....	1897	1,000	4,925,000	5 g.	M. & N.	Philadelphia.	May 1, 1997
Lehigh & N. Y., 1st M., $2,000,000, g., gu. p. &i. c*&r	117	1895	1,000	2,000,000	4 g.	M. & S.	Phil., Leh. Val. Of. & N. Y.	Sept. 1, 1945
Leh. Val. of N. Y., 1st M., gold, gu. p. & i. (end.) c*&r	283	1890	1,000	15,000,000	4½g.	J. & J.	N. Y., Merch. N. Bk. & Ph.	July 1, 1940
Leh. Val. Ter., 1st M., gold, gu. p. & i., end..C. c*&r	31	1891	1,000	10,000,000	5 g.	A. & O.	do do	Oct. 1, 1941
Easton & Amboy, 1st M. Easton to P. Amboy, gu. V	60	1880	1,000	6,000,000	5	M. & N.	Phila., Of., 228 So. 3d St.	May 1, 1920
Easton & No., 1st M., gold, guar. by L. Val..c*&r	12	1895	500 &c.	51,000	4½g.	M. & N.	See Off., 228 So. 3d St.	Nov. 1, 1935
Delano Land 1st M., gold, guar.. s. f. $30,000 y'ly	....	1892	1,000	1,104,000	5 g.	J. & J.	do do	Jan. 1, 1932
Middlesex Valley, 1st mort., $600,000, gold....c*	22	1892	1,000	375,000	5 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1942
Penn. & N. Y. Can. & RR.—1st m., endors....c*&r.	....	1866	1,000	1,500,000	7	J. & D.	Phila., Bk. N. America.	June 1, 1906
Consols (see text) guaranteed p. & i. (end.). GPr	....	1888	1,000	8,500,000	4, 4½, 5	A. & O.	Phila., Lehigh Val. RR.	Apr. 1, 1939
Elmira Cortl'd & No. 1st pref. mort., gold.....c*	119	1884	1,000	750,000	6 g.	A. & O.	do do	Apr. 1, 1914
1st M., gold, guar. p. & i. (end.).....	119	1884	1,000	1,250,000	5 g.	A. & O.	do do	Apr. 1, 1914
Cana. No. 1st M., g., gu. p. &i. by E. C. & N. (V. 66, p. 82)	....	1886	.....	300,000	6 g.	J. & J.	do do	July 1, 1906
Morris Canal stock, 4% guaranteed 999 years....	....	....	100	1,025,000	4	F. & A.	Phil. office, 228 S. 3d St.	Feb., '00, 2%
Preferred stock, 10 p. c., guar. 999 years.....	....	....	100	1,175,000	10	F. & A.	do do	Feb., '00, 5%
Snow Shoe, 1st M., not guar.....r	....	....	500	400,000	5 g.	J. & J.	Philadelphia.	Jan. 1, 1910
L. V. Coal Co. 1st M. $12,000,000, g. s. f., not drn. c*&r	....	1893	1,000&c	11,574,000	5	J. & J.	N. Y. and Philadelphia.	Jan. 1, 1933
Car trusts, gold, $50,000 due each F. & A.....c*	....	1896	1,000	650,000	5 g.	F. & A.	Phil., Girard L.I.A. & Tr.	Feb., '00-1906
do do $500,000, due $25,000 each F. & A....	....	1896	1.000	350,000	5 g.	F. & A.	Philadelphia.	Feb., '00-1906

Vanderbilts in 1899, will be operated as part of the Lake Shore system. See Lake Erie & Western item.—V. 70, p. 76.

DIVIDENDS.—Since 1887. P. Ct. } 1888 '89 '90 '91 '92 '93-97 '98 '99 1900 / 4 5 5 6½ 6½ 6 yrly 6½ 7 Jan., 3½

The consol. mortgage of 1897 (United States Trust Co., N. Y., and John T. Dye of Indianapolis, Ind., trustees,) is for $50,000,000 of 3½ per cent gold bonds, tax free, authorized to retire the several issues of 7s maturing from 1898 to 1903 (see **abstract** in V. 64, p. **1182**) amounting to $43,192,000, and the balance, $6,808,000 for use in refunding said bonds and for general purposes of the company. The mortgage covers 829·54 miles of main line and branches—a considerable portion being double tracked—and 181·11 miles of leased lines. The refunding of the first 7s into new 3½ per cent consols will effect a saving in interest charges, when entire $50,000,000 are outstanding, of $1,273,440 a year. See refunding plan in V. 64, p. 469, 610 and also V. 66, p. 82; V. 67, p. 956. To June, 1899, $30,542,000 of 3½s had been listed.—V. 66, p. 1140; V. 68, p. 1182.

GUARANTIES.—As to guaranties additional to those shown in table above see Detroit Hillsdale & S. W. and Fort Wayne & Jackson.

GENERAL FINANCES.—Nothing has been charged to construction or equipment account since 1883, the outlays charged to operating expenses for new equipment amounting in 1898 to $699,516, and in 1897 to $349,280 and for construction to $108,908 in 1898, against $245,179, these items being exclusive of expenditures for renewals. Profit and loss surplus Jan. 1, 1899, $7,350,713. Low grades permit large train loads; average for 1898, 352 tons, against 321 in 1897.

In Dec., 1899, $27,341,000 of the $43,192,000 7 per cents due in 1903 and earlier, and outstanding in June, 1897, had been retired and $31,387,000 new 3½s issued, thus reducing fixed charges $815,325 per annum, or over 1½ per cent on the capital stock.

In Feb., 1898, a majority of the capital stock was purchased by the N. Y. C. & H. RR., which gave in exchange its 3½ p. c. bonds at the rate of $200 in bonds for $100 in stock, and offered to take the minority interest on the same terms. V. 66, p. 288. In Dec., 1899, $45,284,600 stock had been exchanged. V. 69, p. 1237.

ANNUAL REPORT.—For 1898 was in V. 68, p. 868. Preliminary report for 1899, V. 69, p. 1297.

Year end. Dec. 31—	1899.	1898.	1897.
Total gross earnings	$23,417,971	$20,753,683	$20,297,721
Oper. exp. & taxes	*15,857,682	*13,928,020	13,542,491
Net earnings	$7,560,289	$6,825,663	$6,755,230
Net, incl. oth. income	.....	$7,172,472	$7,150,851
Rentals paid	} 2,740,000	656,489	635,895
Interest on debt		2,439,410	2,716,348
Divid's on guar. stock		53,350	53,350
Dividends	(7)3,462,655	(7)3,462,655	(6)2,967,990
Surplus over divs	$1,357,634	$560,568	$777,268

* Includes $1,865,020 expenses for equipm't in 1899; $699,516 in '98. —V. 69, p. 27, 440, 1062, **1297**; V. 70, p. 381.

Lake Shore System.—Mahoning Coal RR.—Owns from Youngstown to Andover, O., and branch, 50 miles. Leased in perpetuity for 40 per cent of gross earnings to Lake Shore, which Jan. 1, 1899, owned $865,900 common and $399,500 preferred stock.

DIVIDENDS.—On common. } 1889. '90. '91. '92. '93. '94. '95 to Feb., 1900. / 4½% 5 4½ 8½ 8 8 10 (Feb. 7%, Aug. 3%)

The preferred stock certificates are 5 p. c. guaranteed and contain a clause making them redeemable at par at option of company.

For 1898, rental, $302,394; surplus over int. and 10 p. c. on com. and 5 p. c. on pref., $42,584. In 1897 rental $280,474. (V. 66, p. **897**.)

Leavenworth Terminal Railway & Bridge.—Owns highway and railroad bridge (opened Jan. 1, 1894), 1,110 feet long, over Missouri River at Leavenworth, Kan., and valuable terminal property in that city. The mortgage contains a sinking fund provision. Kansas City St. Joseph & C. B. (Chicago B. & Q.) and Chicago R. I. & P. use the bridge at an annual rental of $16,000 each, under a 30-year contract from 1894, and Chicago Gt. Western from Sept. 1, 1895, for 30 years; rental $14,250. Capital stock, $600,000. (V. 69, p. 494.)

Leavenworth Topeka & South Western Ry.—V. 70, p. 76.

Lebanon Springs.—See Chatham & Leb. Valley.—V. 70, p. 633.

Lehigh & Hudson River Ry.—Owns from Greycourt, on Erie RR., to Belvidere, N. J., on the Pennsylvania RR., 63 miles, Proprietary lines: Orange County RR. (entire stock owned—no bonds issued), Hudson Junction to Maybrook, N. Y., on P. R. & N. E. (Poughkeepsie Bridge 13 miles; S. E. & P. RR., Phillipsburg to Easton, 1 mile; trackage, Penn RR., Belvidere to Phillipsburg, 13 miles; total oper., 90 miles.

The Central RR. of N. J. and Lehigh Coal & Nav. Co. control the road.—V. 68, p. 568. Coal and coke are over half the tonnage.

SECURITIES.—Stock, $1,340,000; par, $100. Warwick Valley 1st mort. covers 15 miles of road and bonds mature October 1, 1900; 2d mortgage covers 22 miles and bonds mature April 1, 1912. On Sept. 30, 1899, car trusts, 5s, $10,000.

The general mortgage is for $3,000,000, of which the amount outstanding was increased in 1898 from $584,000 to $1,124,000 to pay the floating debt, and in exchange for $40,000 second mortgage bonds. At the same time, of the $1,124,000 outstanding $1,062,000 were guaranteed jointly, prin. and interest, by the Cent. RR. of N. J. and Leh. Coal & Nav. Co. An additional $1,535,000 are reserved to take up prior liens and $330,000 for extensions or acquisitions of connecting roads. See form of guaranty, etc. in V. 67, p. 788.

LATEST EARNINGS.—3 mos. ending Sept. 30 (including Or. Co. RR.):

3 months—	*Gross.*	*Net.*	*Int., tax., etc.*	*Balance.*
1898-9	$124,259	$57.176	$35,910	$21,266
1897-8	98,376	43,211	36,112	7,099

ANNUAL REPORT.—Including Orange County RR.:—V. 69, p. 1298.

Year end. June 30.	*Gross.*	*Net.*	*Int., tax, etc.*	*Bal., sur.*
1899	$458,750	$211,050	$146,094	$64,956
1898	402,046	184,092	144,768	39,324

Grinnell Burt, President, N. Y. City.—V. 67, p. **1259**; V. 69, p. **1298**.

Lehigh & New England RR.—Operates road from Slatington, Pa., to Campbell Hall, N. Y., 96 miles, of which three sections, aggregating 44 miles, belong to other companies, leaving 52 miles owned. N. Y. Susq. & W. operates New Jersey Division (Campbell Hall to Hainesburg, 61 miles), and Lehigh Valley RR. operates Pennsylvania Division (Hainesburg to Slatington, 35 miles.) Campbell Connecting RR. (leased) issued on its 4 miles $500,000 of 1st M. 50-year 5s due 1939, but reported purchased in Sept., 1899.

HISTORY.—A reorganization July 1, 1895, of the Pennsylvania Poughkeepsie & Boston, sold in foreclosure Dec. 14, 1894.

SECURITIES.—Stock is $1,500,000, par $50. Mortgage is for $1,000,000, of which $569,000 for improvements and exten's.—(V. 62, p. 134.) Loans and bills payable June 30, 1899, $161,500. There were also June, 1899, $75,000 collateral trust bonds and $20,000 equipment 6s, 1898.

EARNINGS.—For year ending June 30, 1899, gross, $78,140; net, $26,339; charges, $28,273; balance, deficit, $1,934.

Lehigh Valley RR.—*(See Map)*—Main line, Jersey City, N. J., opposite N. Y. City, to Buffalo, N. Y., 442 miles; branches to Audenried, Tomhicken, Hazleton, &c., 751 miles; Lehigh & New York RR., 115 miles; State Line & Sullivan Railroad, 24 miles; total main line, 1,332 miles; branches, etc., 846 miles. Total system 2,178 miles; second track, 569 miles. Trackage: Penn. RR., 13·6 miles; N. Y. Central, 15 miles; sundry trackage, 34·8 miles.

HISTORY, ETC.—In March, 1897, arranged with J. P. Morgan & Co. of N. Y. for a general readjustment of finances, including the holding of voting power for a large block of the stock.—See V. 64, p. 517, 754; V. 68, p. 474. For list of securities owned, see V. 66, p. 187. In June, 1899, J. P. Morgan & Co. exercised the option to purchase 75,000 shares of stock held by the Asa Packer estate.—V. 68, p. 1226.

COAL PROPERTY.—The Lehigh Valley RR. Co. owns 3,619 acres of coal lands and all the ($650,000) stock of the Lehigh Valley Coal Co., which in December, 1893, owned anthracite coal and surface lands:

	Total acres.	*Coal acres.*	*Est'd. yield.*
Owned in fee	15,217	7,242	124,000,000
Perpetually leased	8,123	5,741	111,000,000
Term leases	1,708	1,708	47,000,000
Controls through stock owned..	9,229	4,519	50,000,000

Collieries 54, daily capacity about 30,000 tons. (V. 62, p. 364.) The Hazelton Coal Co. (chartered in 1896) stock is owned and its $2,000,000 first mortgage 5s also owned are guaranteed—see V. 64, p. 137.

The Coal Co. shipped from collieries owned was 3,046,488 tons in 1898-9, 2,609,126 tons in 1897-8, 2,613,725 tons in 1896-7.

DIVIDENDS.—Since '85. P. ct. } '86. '87. '88. '89. '90. '91. '92 '93. / 4 4½ 5 5 5 5 5¼ 4 none since.

BONDS.—The $15,000,000 *mortgage and col. trust 5s* of 1897 were authorized to provide for floating debt and for future improvements, $7,000,000 (which may bear a lower rate of interest than 5 per cent) being reserved for improvements or acquisition of stocks or bonds of other companies at $1,000,000 a year after 1900. The mortgage covers 791·69 miles of single track, including branches and sidings, real estate in Philadelphia, and also stocks and bonds of various companies. Lehigh Valley bonds with lien prior to these bonds may be extended or new prior lien bonds issued, but not to increase the aggregate principal sum or rate of interest of such bonds except as provided in the consolidated mortgage. List of collateral pledged to secure bonds was given in V. 65, p. 1114- see also V. 66, p. 187. The bonds are subject to call at 107½ p. c.—see "General Finances" below.

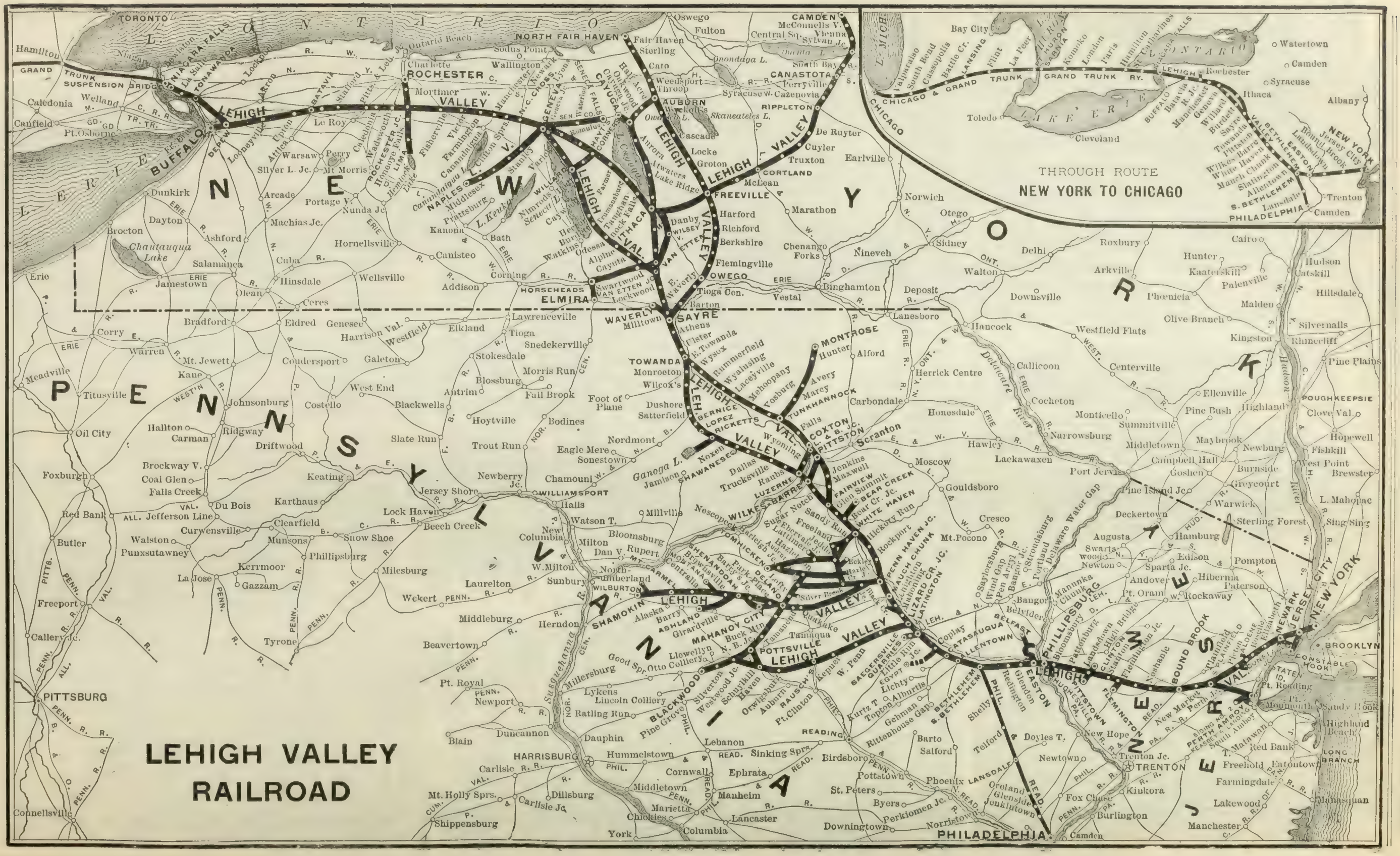
GUARANTIES.—*Easton & Northern RR.*—Road from Belfast to Easton Pa., 8 miles; branch to Lehigh Valley RR. at South Easton, 4 miles Capital stock is $300,000. Lehigh Val. guarantees bonds. (V. 62, p. 135.

Elmira Cortland & Northern RR.—This road, with the Canastota Northern, runs from Elmira to Canastota and Camden, N. Y., 140 miles. The stock, $2,000,000 is owned—V. 62, p. 364, 1177.

Lehigh Valley Railway Co. of New York.—Owns Buffalo, N. Y., to near Sayre, Penn., 175 m. double track, and branches to Ithaca, Auburn, etc., 110 miles; total, 285 miles. Stock all owned by Lehigh Val. *RR.* Mortgage abstract in V. 51, p. 114. (V. 65, p. 412, 1071.)

Lehigh Valley Terminal Railway.—Owns double-track road from South Plainfield, N. J., to Jersey City, with about 125 acres at Jersey City and a large water front there, etc.; its stock of $10,000,000 is owned by Le-Valley RR. (V. 53, p. 640, 880.) Car trusts $1,000,000.

Middlesex Valley.—Naples to Geneva, N. Y., 29 miles. Bonds due 1942, guaranteed, principal and interest (endorsed).—V. 62, p. 134.


LEHIGH VALLEY RAILROAD
THROUGH ROUTE
NEW YORK TO CHICAGO
ONTARIO
PENNSYLVANIA
NEW YORK
NEW JERSEY
LAKE ERIE
L. ONTARIO
L. MICH.
TORONTO
BUFFALO
ROCHESTER
NORTH FAIR HAVEN
CANASTOTA
AUBURN
RIPPLETON
CORTLAND
FREEVILLE
OWEGO
ELMIRA
HORSEHEADS
WAVERLY
SAYRE
TOWANDA
MONTROSE
HARRISBURG
WILLIAMSPORT
SHAMOKIN
MAHANOY CITY
POTTSVILLE
TUNKHANNOCK
SCRANTON
WILKES-BARRE
PITTSBURG
PHILADELPHIA
TRENTON
EASTON
S. BETHLEHEM
PHILLIPSBURG
BELVIDERE
NEWARK
JERSEY CITY
BROOKLYN
POUGHKEEPSIE
CHICAGO
CLEVELAND
TOLEDO
DETROIT
BUFFALO
ALBANY
SYRACUSE
ITHACA
ELMIRA
SCRANTON
WILKES-BARRE
HARRISBURG
PHILADELPHIA
TRENTON
NEWARK
NEW YORK
JERSEY CITY
BROOKLYN
LEHIGH
LEHIGH VAL.
LEHIGH & HUDSON
LEHIGH & NEW ENGLAND
CENTRAL R. R. OF N. J.
DELAWARE, LACKAWANNA & WESTERN
ERIE
NEW YORK CENTRAL & HUDSON RIVER
PENNSYLVANIA
READING
PHILADELPHIA & READING
CHESAPEAKE & OHIO
BALTIMORE & OHIO
GRAND TRUNK
GRAND TRUNK SUSPENSION BRIDGE
CHICAGO & GRAND TRUNK
LAKE SHORE & MICHIGAN SOUTHERN
MICHIGAN CENTRAL
LEHIGH
BUFFALO, ROCHESTER & PITTSBURG
ROCHESTER & PITTSBURG
BUFFALO & SUSQUEHANNA
BUFFALO & SUSQUEHANNA BRANCH
BUFFALO, NEW YORK & PHILADELPHIA
NEW YORK, SUSQUEHANNA & WESTERN
NEW YORK & LONG BRANCH
NEW YORK & GREENWOOD LAKE
NEW YORK, ONTARIO & WESTERN
NEW YORK, LACKAWANNA & WESTERN
NEW YORK, WEST SHORE & BUFFALO
NEW YORK & NEW ENGLAND
NEW YORK & HARLEM
NEW YORK & PUTNAM
NEW YORK & NORTHERN
NEW YORK, NEW HAVEN & HARTFORD
NEW YORK & ERIE
NEW YORK & ERIE BRANCH
NEW YORK & ERIE EXTENSION
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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lehigh Valley *-(Concluded.)*—								
Car trusts, $2,000,000, due $200,000 yearly	....	1899	$1,000	$2,000,000	4½ g.	J. & D.	Phila., Penn.Co.for Ins.	To June 1, '09
Lexington & East'n—1st M., $1,000,000, gold. Ce.c*	....	1895	1,000	1,000,000	5 g.	J. & J.	N. Y., J. K. Tod & Co.	Jan. 1, 1900
General mort., gold; incomes to Feb.1, 1900. Co.r	92	1895	1,000&c	1,500,000	5 g.	F. & A.	1 p. ct. paid Aug., 1899	Feb. 1, 1935
Little Miami—St'k,com.,gu.8 p.c.,99 yrs.,P.C.&St.L.	....	....	50	4,943,100	See text.	Q.—M. *ro*	Cinn.,Office, 1st Nat.Bk.	Mch.10,'00,2%
Renewal mortgage.....c	84	1882	1,000	1,500,000	5	M. & N.	N. Y., Bank of America.	Nov. 2, 1912
Betterment bonds ($3,000,000) formerly 7s.....	84	1892	1,000	714,000	3½	A. & O.	do do	Apr. 1, 1932
L. Rock & Hot Sp. West.—1st M., g., $1,140,000. St.	57	1899	1,000	1,140,000	4 g.	J. & J.	St. Louis and Phila.	July 1, 1929
Little Schuylkill Nav. RR. & Coal—Stock (rental gu.)	32	....	50	2,487,850	5 g.	J. & J.	Phila., Of., 410 Walnut	Jan.2,'00,2½%
Long Island—2d mortgage.....c*	155	1878	100 &c	268,703	7	F. & A.	N.Y.,U.S. Mort.& Tr.Co.	Aug. 1, 1918
Consol. mortgage, gold, $5,000,000.....	156	1881	1,000	3,610,000	5 g.	Q.—J.	do do	July 1, 1931
do do do	156	1881	1,000	1,121,000	4 g.	Q.—J.	do do	July 1, 1931
General mortgage, gold .....Ce.c*	163	1888	1,000	3,000,000	4 g.	J. & D.	do do	June 1, 1938
Metropolitan Ferry Co. 1st M., gold, red. at 110.c*	....	1887	500 &c	1,250,000	5 g.	M. & N.	do do	Nov. 1, 1937
L. I. RR. M. on ferry for $2,750,000, gold..Ce.c*	....	1892	1,000	1,494,000	4½g.	M. & S.	do do	Mch. 1, 1922
Mortgage bonds of 1932 for $500,000, gold.....	18	1892	1,000	332,000	4 g.	J. & D.	do do	June 1, 1932
Debenture ($1,500,000) gold, not subject to call..	....	1894	1,000	a 1,135,000	5 g.	J. & D.	do do	June 1 1934
New York & Flushing 1st mortgage, assumed.....	2	1880	1,000	125,000	6	M. & S.	do do	Mch. 1, 1920
Brooklyn & Montauk 1st M., $250,000 are 6s...c*	76	1881	1,000	1,000,000	5 & 6 g.	M. & S.	do do	Mch. 1, 1911
2d M., g., assum., Bush. Sta. to Eastp. & brs.c*	76	1888	1,000	600,000	5 g.	J. & D.	do do	June 1, 1938
Long Island City & Flushing 1st M,. assumed..c*	12	1881	1,000	600,000	6	M. & N.	do do	May 1, 1911
Consol. mortgage gold, assumed .....c*	19	1887	1,000	650,000	5 g.	M. & N.	do do	May 1, 1937
Unified M., $45,000,000, g. call 110. Usm....c&r	....	1899	1,000&c	5,685,000	4 g.	M. & S.	do do	Mar. 1, 1949
LEASED LINES, PRINCIPAL OR INTEREST GUARANTEED.								
New York & Rockaway 1st mort., int. only guar..	9	1871	500	250,000	7	A. & O.	do do	Apr. 1, 1901
Smith. & Pt. Jefferson, 1st mortgage, guar. p.& i..	18	1871	500	75,000	7	M. & S.	do do	Sept. 1, 1901
L.I. RR. No. Sh. Br. cons. M. $1,500,000, gu. p. & i.c*	30	1892	1,000	1,425,000	5 g.	Q.—J.	do do	Oct. 1, 1932
N. Y. B. & Manh. B. 1st con. M. $1,726,000 g., gu.	19	1885	1,000	a 1,601,000	5 g.	A. & O.	do do	Oct. 1, 1935
N. Y. & Rock. B., 1st M. $984,000, gu. p. & i.....	....	1887	1,000	a 883,000	5 g.	M. & S.	do do	Sept. 1, 1927
P. P. & C. I., 1st and 2d, ($96,000 2ds) gu. p. & i.	10	'86-'91	1,000	436,000	4½	Semi-an	do do	1926-1931

a In hands of public; total issued shown in first left hand column, balance being deposited under L. I. unified mortgage.

Morris Canal.—Leased for 999 years and dividends guaranteed. Bonds all owned by Lehigh Valley. See V. 50, p. 137.

Pennsylvania & New York Canal & Railroad.—Leased for 99 years from December 1, 1888, to Lehigh Valley, which has assumed its debt and owns all its stock. Consol. mortgage bonds of 1888 are reserved to take up prior bonds when due. The consols include $4,000,000 of 5 per cents, $3,000,000 of 4s, $1,500,000 of 4½s.—V. 62, p. 950.

Lehigh & New York.—N. Y. State Line near East Waverly to Fairhaven, on Lake Ontario, 115 miles.—V. 61, p. 558, 750; V. 62, p. 134.

Rochester Southern RR.—Rochester to Hemlock Lake, N. Y., 30·16 miles. Controlled through ownership of stock. Capital stock is $800,000 (par $100); funded debt $425,000, all owned in 1898 by L. V.

Lehigh Valley Coal Co.—See "Coal Property" above.

GENERAL FINANCES.—In March, 1897, $8,000,000 mortgage and collateral trust gold 5s were authorized (issue to be increased to $15,000,000 after Jan. 1, 1900); $5,000,000 of these were sold to J. P. Morgan & Co. to provide at once for floating debt, new construction and working capital, and $3,000,000 may be so used during the next two or three years and $1,000,000 a year for seven years after 1900.—V. 64, p. 754. Real estate mortgages, $235,521. The reduction of interest to 4 p. c. on the 1st 6s extended in 1898 saves $100,000 yearly. In Mar., 1899, sold to Drexel & Co., of Philadelphia, $2,000,000 4½ per cent car trusts, $200,000 to be retired yearly. V. 68, p. 572.

LATEST RR. EARNINGS— 3 mos., Dec. 1 to Feb. 28. 1899-0...Gross, $5,977,016; net, $830,592. 1898-9...Gross, 4,887,774; net, 462,783.

For same three months Lehigh Valley Coal Co. showed a deficit from operations of $128,225, against deficit $208,327 in 1898-9.

ANNUAL REPORT.—The fiscal year ends November 30. The report for 1898-99 was given in V. 70, p. 74, 123; see also editorial, p. 101.

Year end. Nov. 30—	1899.	1898.	1897.	1896.
Earnings from coal.	$9,553,950	$8,436,392	$8,560,418	$8,623,574
Miscel. freight.....	8,236,505	7,571,978	7,403,471	7,472,104
Passengers.....	2,760,401	2,718,859	2,672,547	2,556,536
Mail, express, etc...	1,019,645	1,015,310	922,630	989,683
Total gross.....	$21,570,502	$19,742,538	$19,559,166	$19,641,897
Op. exps.,inc.rentals	16,648,829	14,188,228	14,413,330	14,710,895
Net earnings....	$4,921,673	$5,554,310	$5,145,836	$4,931,002
Other income.....	1,117,728	1,244,945	1,036,288	676,159
Total net income	$6,033,401	$6,799,255	$6,182,124	$5,607,161
State taxes.....	$650,639	$360,000	$360,000	
Bal. of int. account.	20,393	19,853	25,117	$673,366
Loss Mor. Canal,etc.	239,989	230,073	239,935	
Int. and rentals.....	4,824,270	4,844,166	4,744,205	4,484,033
Int. Leh. Val. Coal.	827,304	831,058	710,204	590,650
Total charges...	$6,562,595	$6,325,154	$6,079,461	$5,748,049
Balance	df.$523,194	sr.$474,104	sr.$102,663	df.$140,888

Deficit in 1899 is explained by large expenditures for additions and betterments, $1,529,884, against $572,404 in 1898, besides large expenditures for equipment in both years.

The report for 1899 as above does not include the coal properties, for the improvement of which $300,000 was expended in the year and on whose operations, etc., there was a profit of $58,480.

Other income as above in 1899 ($1,117,728) includes dividends on stocks owned, $198,652; interest on mortgages, $43,003; sundries, $38,321, and interest on bonds, $617,970, the bonds embracing:

$1,400,000 Leh. Val. Coal Co., 1892; $5,000,000 Leh. Val. Coal Co., 1897; $2,000,000 Schuylkill & Lehigh Valley RR., $1,950,000 Hazleton Coal Co., $500,000 Morris Canal & Banking Co., $425,000 Rochester Southern RR. Co., $164,000 Middlesex Valley RR. Co., $350,000 Greenville & Hudson Ry. Co., $384,500 Coal Ridge Impt. & Coal Co.

President (March, 1900), Alfred Walter. Finance Committee: Alfred Walter, E. T. Stotesbury, E. P. Wilbur and Joseph Wharton.—V. 70, p. 687, 791.

Lexington & Eastern Ry.—Owns from Lexington, Ky., to Jackson, Ky., about 92 miles. To operate Ohio & Kentucky Ry., to extend from Jackson, Ky., to cannel coal fields in Morgan County, over 26 miles. Capital stock is $500,000; par, $100. General mortgage, $2,500,000, of which $1,000,000 reserved to retire the firsts. 1 p. c. was paid Aug. 1, 1898, Feb., 1899, and Aug., 1899, on gen. mort. bonds. Loans and bills payable June 30, 1899, $69,374.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0.....Gross, $189,681; net, $72,958. 1898-9.....Gross, 173,112; net, 54,101.

Year ending June 30, 1899, gross, $257,692; oper. expenses and taxes, $178,302; interest on bonds, $80,000. (V. 59, p. 697.)

Licking Valley RR.—V. 69, p. 955, 1193.

Little Falls & Dolgeville RR.—V. 68, p. 1077.

Little Kanawha RR.—Parkersburg, W. Va., to Palestine, 30 miles, thence by steamer, 20 miles, to Creston; total, 52 miles. Line operated from May, 1898. Projected to Burnsville, W. Va., making in all 112 miles. Stock, $2,000,000 authorized; issued July, 1898, $426,000; par $100. Bonds, 1st 50-year gold 5s have been authorized, at $15,000 per mile, due Jan. 1, 1948, interest J. & J.; Knickerbocker Trust Co., N. Y., trustee. Pres., H. C. Jackson; Sec. and Treas., C. L. Williams.

Little Miami RR.—Owns Cincinnati, O., to Springfield, O., 84 miles branch, Xenia, O., to Dayton, O., 16 miles; leases, Columbus & Xenia RR., Xenia, O., to Columbus, Ohio, 55 miles; Dayton & Western RR., Dayton, O., to Indiana State Line, 38 miles Ohio State Line to Richmond, Ind., 4 m.; Cin. St. Connecting RR., 2 m.; tot. 199 miles.

LEASE.—On Dec. 1, 1869, leased to Pittsburg Cincinnati & St. Louis (now Pittsburg Cincinnati Chicago & St. Louis) for ninety-nine years renewable forever. The Penn. RR. Co. is a party to the contract and guarantees its faithful execution. Rental is 8 per cent on $4,943,100 stock and interest on debt. Lessee's report for this road shows net loss to lessee: In 1897, $230,645; in 1898, $222,225; in 1899, profit, $54,725. Stock authorized, $8,000,000. Beginning Dec., 1899, ⅕ per cent extra will be paid each Dec. and June from the surplus invested fund, making 8⅖ per cent yearly.—V. 69, p. 852.

The stockholders voted on Jan. 30, 1900, to modify the lease by reducing the interest on betterment bonds issued and to be issued from 7 to 3½ per cent, the lessee agreeing to waive the former right of converting the bonds into preferred stock of the Little Miami RR. and paying $100,000 in commutation of the present fixed charge of $6,000 yearly.—V. 69, p. 1247; V. 69, p. 852, 1147; V. 70, p. 230.

Little Rock & Hot Springs Western RR.—Little Rock, Ark., at a connection with the Choctaw Oklahoma & Gulf, to Hot Springs, 57 miles; opened April, 1900. Organized in 1899, and completed the partially constructed Little Rock Hot Springs & Texas RR., sold in foreclosure on Jan. 4, 1899. V. 68, p. 85; V. 69, p. 283. Stock, $1,140,000, all outstanding; par of shares, $100. Coupons, including July, 1900, will be clipped. President, S. W. Fordyce, Chemical Bldg., St. Louis, Mo; Sec., W. S. Mitchell, Little Rock, Ark.; Treas., S. W. Fordyce, Jr., St. Louis, Mo.—V. 69, p. 283; V. 70, p. 791.

Little Rock & Memphis RR.—See Choctaw & Memphis RR.

Little Schuylkill Navigation RR. & Coal.—Owns from Port Clinton to Tamanend and Reevesdale, 32 miles. Re-leased on Dec. 1, 1896, to Phila. & Read. Ry. for 999 years, and rental reduced from 7 p. c. on stock to 5 p. c., gold from Jan. 1, 1897; in 1898, 5½ p. c.; in 1899, Jan., 2½ p. c; July, 3 p. c.; in 1900, Jan., 2½ p. c. Lessee pays taxes and organ'n expenses.—V. 63, p. 1159.

Long Island RR.—Operates practically all the steam surface roads on Long Island, adjoining New York City, the system including:

Owns—	*Miles.*	*Leases*— (¶ Which see.)	*Miles.*
Long Island City to Greenport.	95	Montauk Ext. & N. Y. Bay Ext.	27
Long Island City to Gt. Neck..	14	New York & Rockaway.....	5
Bushwick to Sag Harbor.....	95	N. Y. B'klyn & Man. Beach ¶..	19
Sundry branches.....	80	Gr't Neck & Port Washington.	4
Total owned.....	284	Total June 30, 1899.....	379
Leases—		Double track.....	116
Brooklyn & Jamaica RR.....	10	*Controls—earnings kept separate.*	
North Shore Branch RR.....	30	N. Y. & Rockaway Beach Ry.¶	14

ORGANIZATION.—In January, 1897, control of the stock was purchased by a syndicate (see directors, below).

STOCK.—$12,000,000; par, $50. More than a majority has been deposited under a voting trust agreement dated Feb. 1, 1897, with U. S. Mortgage & Trust Co.—V. 66, p. 520.

DIVIDENDS.—	1882.	'83 to '90.	'91.	'92.	'93.	'94.	'95.	'96.
Per cent.	1	4 yearly	4½	5	5	4¼	4	4

None since.

BONDS.—The *ferry mortgage* for $2,750,000 covers all the real and personal property pertaining to the company's ferries (34th Street and James Slip); $1,250,000 bonds being reserved to retire the *Metropolitan Ferry* 5s. As to debentures see page 2 of SUPPLEMENT of April, 1895.

The *unified mortgage* (U. S. Mortgage & Trust Co., N. Y., trustee,) is for $45,000,000, secured by a lien upon the entire property, $28,000,000 being reserved to retire all prior liens, $8,500,000 for change of motive power to electricity or other power, if deemed advisable, $4,500,000 for other improvements, and the $4,000,000 remaining, with any unused balance, for permanent improvements and additions at not exceeding $400,000 per annum. Bonds are subject to call at 110 in whole or in part on any interest day.—V. 68, p. 618.

GUARANTIES.—In addition to guaranteed bonds in table above guarantees 5 p. c. on $650,000 New York Brooklyn & Manhattan Beach preferred stock as part rental; also 4½ p. c. on $50,000 P. P. & So. Br. stock, and 4⅓ p. c. on $82,500 of the N. Y. & Coney Island stock.

FINANCES.—In 1899 L. I. RR. Terminal was incorporated, with $500,000 stock, to own freight terminal property at Long Island City, in the interest of the L. I. RR. and Palmer's Docks Co., embracing one mile of water front along Newtown Creek and also a proposed two-mile standard-gauge road.—V. 70, p. 39.

An agreement with the Brooklyn Rapid Transit Co. in April, 1899, provides for the operation of trains from Jamaica to Brooklyn Bridge and from Rockaway Park to Broadway ferries. V. 68, p. 669; V. 69, p. 654.

Unified mortgage 4s for $5,685,000 were issued in 1899 to pay the floating debt and all real estate mortgages and equipment notes; to exchange over $2,000,000 bonds for securities of various issues outstanding, and for improvements. The refunding of the obligations will result in an annual saving in interest charges of about $24,000, offset by an increase of about the same amount by bonds issued for improvements.—V. 68, p. 618, 724, 977; V. 69, p. 333.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *St'ks*—Last Div.
Los Angeles Terminal—1st M. (see text) SSt.	52	1891	$.....	$1,660,000	5	J. & J.	.....	July 15, 1931
Louisiana & Northwest RR.—First mort., gold	....	1895	1,000	125,000	5 g.	J. & J.	N.Y., Boody, McL. & Co.	Jan. 1, 1945
La. South'n—1st mort., g., red. at 105 after 1902.c	45	1897	500	250,000	5 g.	M. & S.	N.Y., R.Winthrop & Co.	Mar. 1, 1950
Louisiana Western—1st mortgage, gold.....c*	112	1881	1,000	2,240,000	6 g.	J. & J.	N.Y., S. Pac.Co., 23 B'rd	July 1, 1921
Louisville Bridge Co.—Stock	....	....	100	1,500,000	3 in 1899	F. & A.	Louisville, Ky.	Feb. 15,'99,3%
Louisv. Evan. & St. Louis Consol.—Receivers' certs.	....	'98-'99	(3)	592,000	3½ to 5	Various	.....	1900-1901
Receivers' certificates, $300,000	....	1899	.....	260,000	4	A. & O.	.....	$5,000 per mo.
do do $200,000	....	1899	.....	200,000	6	A. & O.	.....	Oct. 17, 1901
1st mort. E. R. & E.	72	1881	1,000	900,000	6	J. & J.	See text	June 1, 1921
1st mortgage, gold.....c*	182	1886	1,000	2,000,000	6 g.	A. & O.	Apr.,'95, pd. Sep. 30,'95	Oct. 1, 1926
2d mort., with voting power, gold, unassented.c*	182	1886	1,000	670,000	6 g.	A. & O.	Apr.,'95, pd. Sep. 30,'95	Oct. 1, 1926
Hunt. Tell City & C. RR. 1st M., g.(V.69, p. 1012)c*	22	1887	1,000	300,000	6 g.	A. & O.	Apr., '94, coup. last pd.	Oct. 1, 1927
Ven. & Car. 1st Ms., due Dec., 1900 & Apr. 1, 1902.c*	7	1880-2	1,000	300,000	6	Various	All paid when due.	1900-1902
L. E. & St. L. consol. mort., gold ($8,000,000)..c*	353	1889	1,000	3,797,500	5 g.	J. & J.	July, '93, coup. last pd.	July 1, 1940
General mortgage for $15,000,000, gold.....c*	353	1893	1,000	2,400,850	4 g.	M. & S.	Sept., '93, coup. last pd.	Mar. 1, 1943
New Albany Belt & Term. RR. 1st M. end., gold..	2	1890	.....	300,000	6 g.	J. & D.	June,'93,coup. last paid	June 1, 1920
Louis. H. & St. L.—St'k ($2,000,000 is pf. 5% non-cum.)	..	....	100	4,000.000	to be held in voting trust for ten years.			See V.62,p.138
1st M., $2,500,000, gold	165	1896	500	2,200,000	5 g.	J. & J.	N. Y. Office, 71 B'way.	Jan., 1946
Louisv. & Jeff. Br. Co.—$5,000,000, g. gu. p. &i., end.c*	....	1895	1,000	3,000,000	4 g.	M. & S.	N.Y., J.P. Morgan & Co.	Mch. 1, 1945
Louisville & Nashville—Stock	....	....	100	52,800,000	3½ in '99	F. & A	N. Y., 120 Broadway.	Feb. 10,'00,2%
Memphis & Ohio 1st M., Paris to Mem., g., guar..c*	130	1871	$ & £	3,500,000	7 g.	J. & D.	London and New York.	June 1, 1901
Mem. Clarks. & L. 1st M., £, Guthrie to Paris, Tenn.c*	83	1872	£200	1,996,660	6 g.	F. & A.	do do	Aug. 1, 1902
Cecilian Br. 1st M., Cecil. to Louis., s.f., dr'n at 100.c*	46	1877	$1,000	435,000	7	M. & S.	N. Y., 120 Broadway.	Mch. 1, 1907
E.H. & N. 1st M.. Henderson to Nash., g, dr'n at 110.c*	151	1879	1,000	1,950,000	6 g.	J. & D.	do do	Dec. 1, 1919
Louis. & Nash. general M., gold, drawn at 110.c*	802	1880	1,000	9,794,000	6 g.	J. & D.	do do	June 1, 1930
L. C. & Lex. 2d m. s. f. not dr'n, Louis. to Newp't.c*	175	1877	100 &c.	892,000	7	A. & O.	do do	Oct. 1, 1907
General mort. L. C. & L., gold (formerly 6s),.c*	175	1881	1,000	3,258,000	4½ g.	M. & N.	do do	Nov. 1, 1931
L. & Nash. bds., S. & N. Ala. RR., 2d m. as col. gold.c*	189	1880	1,000	1,960,000	6 g.	A. & O.	do do	Apr. 1, 1910
Pensacola Division 1st m., gold (dr'n at 105)..c*	45	1880	1,000	580,000	6 g.	M. & S.	do do	Mch. 1, 1920
N. O. & Mob. Div. 1st M., N.O. to Mobile, gold.c*	141	1880	1,000	5,000,000	6 g.	J. & J.	do do	Jan. 1, 1930

LATEST EARNINGS.—July 1 to Sept. 30, 3 months. System, 399 miles.

3 mos.	Gross.	Net.	Oth. inc.	Charges.	Balance.
1899.....	$1,769,002	$746,517	$107,475	$364,708	$489,284
1898.....	1,878,513	841,786	63,345	313,864	591,267

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the second Tuesday in April. Report for 1898-99 was in V. 69, p. 642, 653. The new management is charging against operating expenses many improvements of a kind previously charged to capital account; $149,979 was so applied in 1898-9,

Year ending June 30—	1899.	1898.	1897.	1896.
Gross earnings	$4,622,475	$4,333,194	$3,954,866	$3,962,799
Operating expenses	3,311,370	2,989,373	2,737,200	2,541,636
Net earnings	$1,311,105	$1,343,821	$1,217,666	$1,421,163
Total net	$1,473,103	$1,473,690	$1,332,510	$1,576,817
Interest on bonds	624,096	638,629	658,662	658,411
Taxes	202,957	205,865	210,794	200,973
Rentals	322,800	312,800	310,466	271,160
Interest and discount.	73,177	72,521	50,384	16,389
Dividends	.....	.....	(2)240,000	(4) 480,000
Balance	sur.$250,073	sur$243,875	def.$137,795	def.$50,116

President (elected April, 1899), W. H. Baldwin, Jr.; Vice-Pres., C. M. Pratt; Sec. and Treas., A. C. Bedford. Directors: James Timpson, W. G. Oakman, A. C. Bedford, J. S. Auerbach, F. G. Bourne, W. H. Baldwin, Jr., C. M. Pratt, L. C. Ledyard, F. L. Babbott, Dumont Clarke, George W. Young, August Belmont and R. Somers Hayes.—(V. 69, p. 333, 590, 591, 642, 653, 1052; V. 70, p. 39, 480, 584.

Los Angeles Terminal Ry.—Owns 50 miles of road connecting Los Angeles, Cal., with Pasadena, East San Pedro, Verdugo and Altadena; standard gauge. Completed in 1891-92. Branch to quarry, 1½ miles, built in Aug., 1898. In March, 1900, lines to Verdugo, 8 miles, and Pasadena, 8 miles, were being converted electrically, and plans were maturing for important extensions. Stock authorized and outstanding, $3,000,000; par, $100. Mortgage is for $1,500,000 on 44 miles and $20,000 per mile for additional road; it covers 60 acres of terminal lands in heart of Los Angeles and 40 acres of water front and terminals at San Pedro, the seaport of Southern Cal.

Year 1898-9, gross, $99,570; net, $6,475; int., taxes, etc., $11,294; in 1897-8, gross, $91,722; net, $570.

Louisiana & Northwest RR.—Bienville to McNeil, Ark., 78½ miles, of which Magnolia, Ark., to McNiel, 6½ miles, is St. Louis Southwestern trackage. Extension from Gibsland, La., to Bienville completed in Nov, 1899. Road is leased for 50 years from Jan. 1, 1895, to J. D. Beardsley. Gibsland, La., for interest on bonds, taxes and cost of maintenance Stock, $3,000,000 authorized; issued Jan., 1896, $700,000, par, $100. Trustee of bonds, People's Trust Co., Brooklyn, N. Y.

Louisiana Southern Ry.—Operates from New Orleans to Belair and Shell Beach, 45 miles. A reorganization of New Orleans & Southern, foreclosed October 26, 1896 See V. 64, p. 83. Stock, $300,000, all outstanding; par $100. Year ending June 30, 1899, gross, $74,770; net, $23,518; int. and taxes, $17,681; bal., sur., $5,837.

Louisiana Western RR.—(*See Map of Southern Pacific.*)—Owns from Lafayette, La., to Orange, Tex, 112 miles; branches (2), 35 miles; total, 147 miles. Operated under lease by Southern Pacific Co., which owns all but $50,000 of the $3,360,000 stock. Lessee pays all charges and gives company 7 p. c. of total net profits under omnibus lease.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0.....Gross, $924,612; net, $290,431. 1898-9.....Gross, 884,392; net. 403,325

In year ending June 30, 1899, gross, $1,345,015; net, including other income, $586,501; surp. over charges, $428,182; amount of net profit due this company as per lease, $321,456. In 1897-8, gross, $1,026,278.

Louisville & Atlantic RR.—Versailles, Ky., to Irvine, 61 miles. Incorporated in July, 1899, as successor of the Richmond Nicholasville Irvine & Beattyville RR.; sold under foreclosure May 1, 1899. The Beattyville & Cumberland Gap RR., Beattyville Jct. to Cumberland Gap, Ky., 7 miles, was in Oct. 1899, reported to be acquired or held in the same interest. Stock, authorized, $2,000,000; par $100. Year ending June 30, 1899, gross, $80,671; net, $7,677; against $7,140 in 1897-8. President, James B. McCreary, Richmond, Ky.; Sec., D. A. Shanahan, Louisville, Ky; Treas., James P. Amsden, Versailles, Ky. Office, Amsden Block, Versailles, Ky.—V. 69, p. 180, 696.

Louisville Bridge Co.—Owns bridge 5,294 feet long over Ohio River at Louisville, Ky., and about 2 miles track additional in Louisville. Used by several railroads, P. C. C. & St. L. Ry., Louis. & Nashville, etc. Surplus earnings are paid back to roads using bridge.

STOCK is $1,500,000; Penn. RR. owned Jan. 1, 1900, $900,400. Dividends, 1896, 6½ p. c.; 1897, 7 p. c.; in 1898, 6 p. c.; in 1899, Feb., 3 p. c. The Aug., 1899, dividend was passed.—V. 69, p. 387. In year 1899, gross, $249,670; net, $151,275; taxes, etc., $61,916; dividends, $120,000. (V. 70, p. 233.)

Louisville Evansville & St. Louis Consolidated RR.—Operates Louisville, Ky., to East St. L., Ill., 275 miles; branches to Evansville, Rockport, etc., in Indiana, 93 miles; also owns and operates Venice & Carondelet, 7 miles; total, 375 miles, of which 358 miles owned and 16 miles trackage; 359 miles are steel, from 56 to 70 pounds. Portions main line operated under trackage rights; Louisville to New Albany, 6 miles; Centralia, 1½ miles; East St. Louis to St. Louis, 2½ miles. The New Albany Belt & Term. RR. was purchased in 1897 Louisville & St. Louis RR., Centralia to Drivers, Ill., 16·8 miles, purchased in 1898 for $85,000.—V. 66, p. 1089; V. 67, p. 428.

RECEIVERSHIP.—On Mar. 25, 1896, George T. Jarvis was appointed receiver to act from May 1. (See V. 62, p. 589, 726.) Foreclosure of first and second mortgages began in March, 1896.—(V. 62, p. 502.) On June 24, 1899, the receiver was authorized to issue $300,000 four per cent certificates to purchase 500 coal cars, dated Oct. 1, these being additional to the $599,000 issued in 1897. See list V. 69, p. 229. In 1899, $200,000 6 per cent certificates were issued to purchase the Ill. & St. L. RR. & Coal 8s, due June 1, 1895.

On April 7, 1900, sale of the road, excepting the portion from Belleville to East St. Louis, and the New Albany Belt Line, was ordered on application of the general and first mortgage bondholders. V. 70, p. 739.

In April, 1900, the Southern Ry. arranged to acquire the road after reorganization, an agreement having been reached with the $2,000,000 first 6s to pay par in new 4 per cent bonds for the principal and cash for an agreed part of the overdue interest, under a plan expected to be issued within 30 days. A large portion of the consol 5s has also been purchased by interests friendly to the Southern Ry. V. 70, p. 792.

Second Mortgage.—George W. Norton, J. F. Henry and James W. Bryan; depositaries, International Trust Co., Boston, or Louisville Trust Co., Louisville, Ky. In April, 1897, more than two-thirds of the seconds had been deposited. (V. 64, p. 664, 799; V. 70, p. 739.)

Evansville Rockport & Eastern Committee.—Depository, Fidelity Tr. & Saf'y Vault Co., Louisville, Ky. A majority deposited. (V. 65, p. 69.) Under order of sale in April, 1900, a portion of the interest remaining unpaid from Dec. 1, 1896, viz.: for about two years, will be paid by receiver. V. 70, p. 739, 792.

CAPITAL STOCK.—Common stock issued, $3,790,747; par, $100. (See V. 56, p. 289, 413.) In January, 1899, $457,162 prefd. outstanding.

BONDS.—Illinois & St. Louis first 8s for $200,000, due June 1, 1895, were purchased by the receiver in 1899 from the proceeds of 6 per cent certificates.

COUPON.—See table above as to coupons paid and unpaid. N. Y. Security & Trust Co. pays interest when ordered.

EARNINGS.—Jan. 1 to April 7, (3¼ mos.), gross earnings $501,052 in 1900; $409,058 in 1899.

REPORT.—Report for '97, in V. 66, p. 999. In '98, gross earns., $1,566,130; net, $344,735; construction (betterments), $192,249; miscel., $1,378; int. on receivers' certificates, $25,159; interest on bonds, $180,000. In 1897, gross, $1,464,678; net, $354,558.—(V. 70, p. 792.)

Louisville Henderson & St. Louis Ry.—ROAD.—Louisville to Henderson Ky., 142 miles, of which West Point to Louisville, Ky., 21 miles, is trackage; owns also Irvington to Fordsville, Ky., 44 miles.

HISTORY.—A reorganization June 1, 1896 (per plan in V. 62, p. 138). of the Louisville St. Louis & Texas, sold in foreclosure.

SECURITIES.—The stock is to be held by John J. McCook, Brayton Ives and Oscar Fenley, for ten years, in a voting trust, unless earlier terminated by unanimous vote of trustees. See terms V. 62, p. 138. Of the new bonds (trustee, State Trust Co., N. Y.), $300,000 are reserved to build to Louisville. Bills payable June 30, 1897, $23,725.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0.....Gross, $418,125; net, $142,095. 1898-9.....Gross. 338,603; net, 93,735

For year ending June 30, 1899, gross, $532,220; net, $151,173; interest, $103,288; taxes, $12,000; balance, surplus, $35,885. In 1897-8, gross, $525,458; net, $123,468. (V. 62, p. 1177; V. 63, p. 30, 76.)

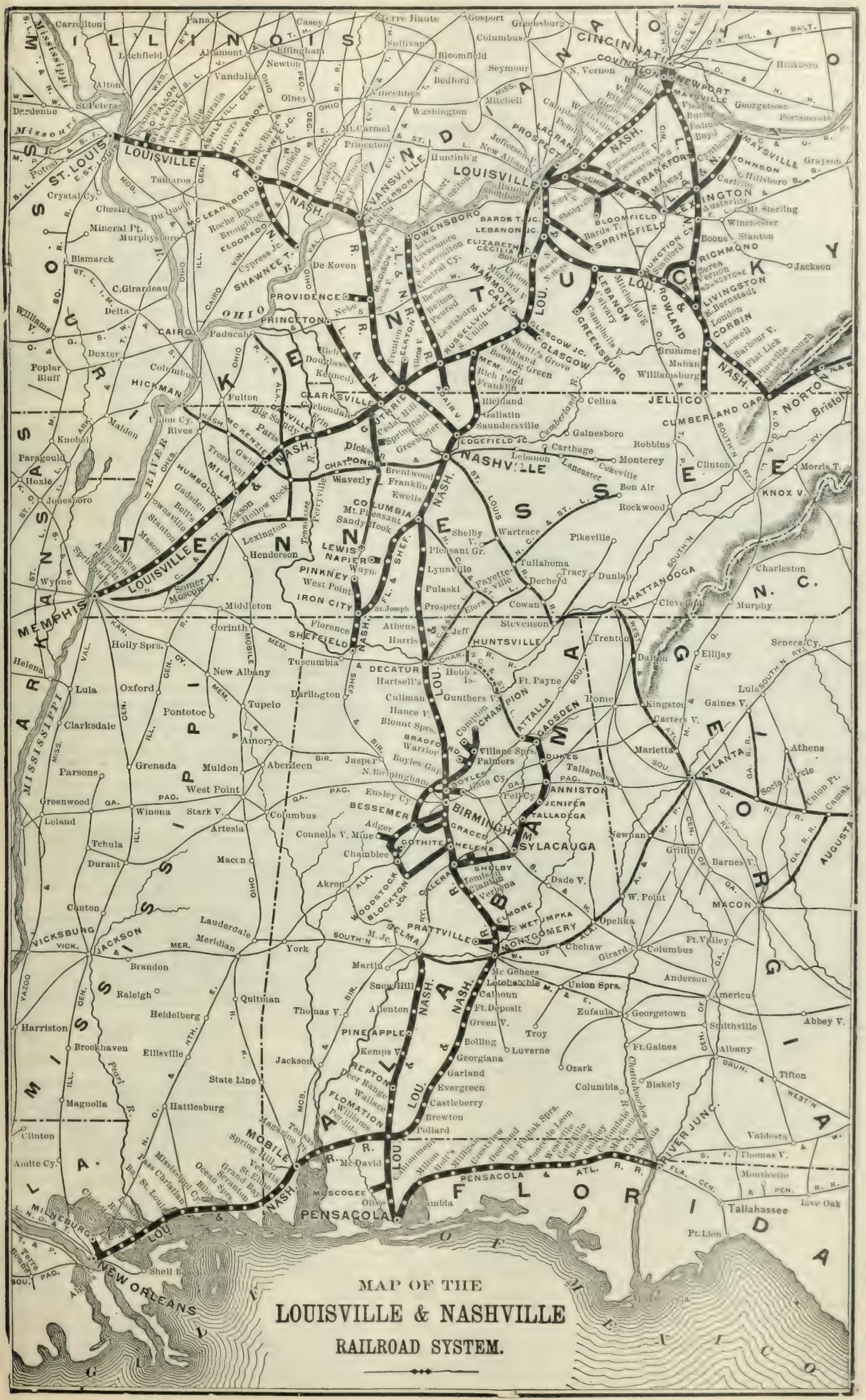
Louisville & Jeffersonville Bridge Co.—One-half mile long and the approaches one mile; opened for all business Jan. 1, 1896. The company also owns about 40 acres of land in Louisville and 100 acres in Jeffersonville. The Big Four and Chesapeake & Ohio use the bridge. Capital stock is $1,425,000; par, $100. No divs. to July, 1898.

BONDS.—The mortgage of 1895 is for $5,000,000 (trustee U. S. Trust Co. of N. Y. and Union Trust Co. of Indianapolis); bonds for $2,000,000 are reserved for future construction, etc.; the bonds are guaranteed by the Chesapeake & Ohio and Cleveland C. C. & St. L. roads, in whose interest the entire stock is owned. See V. 61, p. 559. In July, 1899, earnings sufficed to meet both expenses and charges. (V. 62, p. 84.)

Louisville & Nashville RR.—(*See Map.*)—ROAD.—Operates main line from Cincinnati, O., to New Orleans, La., 921 miles, with branches to St. Louis, Mo., Memphis, Tenn., etc., 1,064 miles, making total system proper June 30, 1899, 2,988 miles. The system includes:

Lines owned absolutely or through entire capital stock.	*Miles.*	*Reported separately.*	*Miles.*
Louisville to Nashville	185	¶Nashville Flor. & Sheffield	107
Sundry other lines	2,453	¶Nashville Chatt. & St. Louis	935
Lines leased, &c.		¶Henderson Bridge	10
¶Nashville & Decatur	119	¶Georgia Railroad system	620
¶South & North Ala. RR.	182	Operated for other co's.	52
Other lines	49	Owned but leased to other co's.	71
		Do. Paducah & Mem. Div.	254
Total system proper	2,988		
(¶ See this company.)		Total of all June 30, '99.	5,037

The line of 40 miles between Pineapple and Repton, Ala., completed in Mar., 1900, furnishes a direct route from Selma to Pensacola.—V. 68, p. 524. In Feb., 1900, contract was let for extension from Andalusia, Ala., to Geneva, about 45 miles.


ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
LOUISVILLE & NASHVILLE
ST. LOUIS
CINCINNATI
NEWPORT
MAYSVILLE
LEXINGTON & FRANKFORT
LOUISVILLE
EVANSVILLE
OWENSBORO
PROVIDENCE
PRINCETON
CAIRO
PADUCAH
HICKMAN
CLARKSVILLE
NASHVILLE
GLASGOW JC.
GLASGOW
BARDS T. JC.
LEBANON JC.
SPRINGFIELD
BLOOMFIELD
RICHMOND
JELLICO
CUMBERLAND GAP
NORTON
KNOX V.
EDGEFIELD JC.
MAMMOTH CAVE
LEBANON
GREENSBURG
LOU. & NASH.
LOU. & ROWLAND
CORBIN
LIVINGSTON
LA GRANGE
PROSPECT
NASH. & CHAT.
NASH. & DECATUR
NASH. & CHEROKEE
NASH. & ST. LOUIS
NASH. & CHAT.
NASH. & FLORENCE
NASH. & SHEFFIELD
LOU. & NASH.
LOU. & MOBILE
LOU. & PENSACOLA
LOU. & MEMPHIS
LOU. & HENDERSON
LOU. & MILAN
LOU. & PADUCAH
LOU. & PRINCETON
LOU. & EVANSVILLE
LOU. & OWENSBORO
LOU. & NASHVILLE
LOU. & CINCINNATI
LOU. & LEXINGTON
LOU. & FRANKFORT
LOU. & NEWPORT
LOU. & MAYSVILLE
LOU. & RICHMOND
LOU. & JELLICO
LOU. & CUMBERLAND GAP
LOU. & NORTON
LOU. & KNOX V.
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LOU. & LEBANON
LOU. & GREENSBURG
LOU. & LIVINGSTON
LOU. & CORBIN
LOU. & LA GRANGE
LOU. & PROSPECT
LOU. & NASH.
LOU. & ROWLAND
LOU. & NASH.
LOU. & NASH.
LOU. & NASH.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Louisville & Nashville—(Concluded)—								
N. O. & Mob. Div. 2d M., N. O. to Mobile, g...*c	141	1880	$1,000	$1,000,000	6 g.	J. & J.	N. Y., 120 Broadway.	Jan. 1, 1930
Southeast & St. L. Div. 1st Mort., gold.....c*	208	1881	1,000	3,500,000	6 g.	M. & S.	do do	Mch. 1, 1921
2d M., gold, East St. L. to Evansville & br..c*	208	1881	1,000	3,000,000	3 g.	M. & S.	do do	Mch. 1, 1980
1st M. (50-year 5s), $15,000 p. m., gold.....c*	118	1887	1,000	1,764,000	5 g.	M. & N.	do do	May 1, 1937
1st mort., collateral trust ($7,000,000) gold....c*	....	1888	1,000	5,129,000	5 g.	M. & N.	do do	Nov. 1, 1931
Unified mortgage for $75,000,000, gold....c*&r	Text.	1890	1,000&c	a14,994,000	4 g.	J. & J.	do do	July 1, 1940
Coll. trust, $12,500,000, call at par in 5 yrs., g.c*	....	1898	1,000	12,500,000	4 g.	A. & O.	do do	Apr. 1, 1918
St. Louis property, 1st mort., gold, $650,000...c	....	1891	1,000	617,000	5 g.	M. & S.	St. Louis, St. L. Tr. Co.	Mch. 1, 1916
Louisville Ry. Transfer 1st mortgage.....	....	....	.....	286,000	8	M. & N.	N. Y., 120 Broadway.	May 1, 1901
L. & N. and Mob. & Mont. joint bds., 1st M., g.Ce.c*	179	1895	1,000	4,000,000	4½ g.	M. & S.	do do	Sept. 1, 1945
Pens. & At. 1st M., gold, s.f., dr'n at 110 assumed.c*	160	1881	1,000	2,664,000	6 g.	F. & A.	do do	Aug. 1, 1921
Kentucky Central—Maysville & Lex. RR. mort...	49	1876	1,000	400,000	7	J. & J.	N. Y., 120 Broadway.	Jan. 1, 1906
New mortgage ($7,000,000) gold.....Mp.c*	220	1887	1,000	6,742,000	4 g.	J. & J.	do do	July 1, 1987
So. & No. Ala., 1st M., s.f., not dr'n, guar. by L. & N.	189	1873	£200	£709,400	6 g.	M. & N.	London, Baring Co., L'd	May 1, 1903
2d M., gold, s.f., $2,000,000, (owned by L. & N.)	189	1880	$1,000	Own. L. & N.	6 g.	A. & O.	N.Y., Office, 120 B'way.	Apr. 1, 1910
Consol. mortgage (for $10,000,000), g., guar.c*	189	1886	1,000	$4,451,000	5 g.	F. & A.	N.Y., Office, 120 B'way.	Aug. 1, 1936
Lykens Valley—Stock. Rental pays 5 per cent.....	21	....	20	600,000	5 in 1899	Q.—J.	N. Y., Office, 13 Wm. St.	Apr., '00, 1¼%
Macon. & Birming.—1st M., $500,000, gold...OBc	97	1896	1,000	500,000	5 g.	J. & J.	Boston, Old Colony Tr.	July 1, 1946
Maine Central—Stock and scrip.....	....	....	100	4,976,800	6 in 1899	Q.—J.	Portand, Me., Office.	Apr 2,'00,1½%
Extension 1st M., gold, Cumberl. Junc. to Dan..c	18	1870	500 &c.	441,500	6 g.	A. & O.	Boston, Nat'l Shawmut Bank & Portland.	Oct. 1, 1900
1st consol. mort., ($269,500 5s).....c*	304	1872	100 &c.	4,193,500	5 & 7	A. & O.		Apr. 1, 1912
$9,000,000..... ($2,824,000 4s).....c*		1872	100 &c.	4,349,000	4 & 4½	A. & O.		Apr. 1, 1912
Collateral trust bonds for Mt. Desert Branch....c	41	1883	1,000	669,000	5	J. & D.	Bost., Am.L.&Tr.; Port.	June 1, 1923
Sinking fd. 10-20s, gold, old 6s, ext. Feb. 1, '95..c	....	1885	1,000	600,000	4½ g,	F. & A.	Portland Tr. Co., Port.	Feb. 1, 1905
Improvement bonds, "A," gold, not mort.....	....	1886	.....	200,000	4½ g.	J. & J.	Bos., N.Shaw. Bk.; Port.	July., 1916
Do do "B" cur., not mort.....	....	1887	.....	250,000	4½	J. & J.	do do	July, 1917
Me. Cent. Eu. & No. Am. refunding mort., gold...	56	1893	1,000	1,000,000	4 g.	J. & J.	Boston and Portland.	Jan. 1, 1933
European & N. Am. stock, 5 p. c. rental 999 years	114	....	100	2,491,300	5	A. & C.	Bangor, Treas. Office.	Apr. 15,'99, 2½
Portland & Ogdens. stock (2 p. c. rental, 999 years)	109	....	100	4,392,538	2	Q.—F.	Portland, Me. Cent. Of.	May, '00, ½%
1st mortgage, gold, interest guaranteed c	62	1870	500 &c.	800,000	6 g.	J. & J.	Bos., N. Shaw. Bk. & Port.	July 1, 1900

a Also $14,000,000 are pledged to secure collat'l trust bonds of 1898 and $3,137,000 were in the treasury June 30, 1899.

ORGANIZATION, &C.—This company was chartered March 2, 1850, and opened between Louisville and Nashville November, 1859. The liabilities for interest on the auxiliary roads are treated mostly as belonging directly to the Louisville & Nashville Co. A list of the securities owned and in sinking fund June 30, 1899, was in V. 69, p. 748, 753.

The stockholders on Oct. 4, 1899, ratified the new lease of the Nashville & Decatur, the assumption of the entire lease of the Georgia RR.; Atlantic Coast Line has half interest as sub lessee (V. 69, p. 591, 748), the sale of its Pensacola & Selma RR. in Alabama to the Southern Alabama RR. and the purchase of the latter.—V. 69, p. 541.

In April, 1900, the L. & N. offered to purchase on or before July 2, 1900, the minority stock of the Nash. Chat. & St. Louis, giving in exchange one share of L. & N. stock for two shares of that of the N. C. & St. L. V. 70, p. 740. On Apr. 10, 1900, purchased the Nashville Florence & Sheffield Ry. at judgment sale, subject to the first mortgage. V. 70, p. 792.

Terminals.—Jointly with Nashv. Chat. & St. L. leases terminal property in Nashville (belonging to Louisville & Nashville Terminal Co.) for 99 years from 1897. (V. 65, p. 278.) Contract for new station was let in July, 1898. V. 67, p. 222, 329, 742.

For Henderson Bridge see Miscellaneous Companies.

STOCK.—In July, 1891, it was voted to increase the stock from $48,000,000 to $55,000,000 for purchase of Kent. Cent. RR., &c. Of the new stock $4,800,000 was taken by stockholders of July 21 at 70, and July 1, 1899, $2,200,000 was held in the treasury. Further increase in stock to $60,000,000 authorized in Nov., 1893.—V. 57, p. 596, 809.

DIVIDENDS— '82. '83-'87. '88. '89. '90. '91. '92. '93. '94-'98 '99.1900.
Per cent. 3 None. 5stk. 5stk. 6 5 4 4 None. 3½ F'b..2

In Jan., 1899, 1½ p. c.; Aug., 2 p. c.; in 1900, Feb., 2 p. c. In 1890 of the 6 p. c., 4⁹/₁₀ in stock.

BONDS.—The *Evansv. Hender. & Nashv.* bonds are drawn at 110 by lot annually in October, for payment Dec. 1 in amounts increasing each five years until $150,000 per year is finally reached; in 1899, $40,000.

The *Pensacola Division* bonds are subject to a drawing sinking fund $5,000 till 1900, inclusive, then $10,000, and so increasing.

The *general mortgage* bonds of 1880 are subject to call at 110 in increasing amounts each year; $279,000 to be paid June 1, 1900.—V. 70, p. 584.

In June, 1890, the *"unified" mortgage* (trustee, Central Trust Company) for $75,000,000 was authorized, $41,917,660 bonds being reserved to retire all prior liens (none of the prior liens can be extended), the balance for improvements, extensions (at the rate of $32,000 per mile, including equipment), and for other purposes. The mortgage covers (besides 1,232 miles of road and its equipment) $25,992,535 stock of companies controlled, and $3,150,000 bonds free from any lien. See abstract of mortgage in V. 51, p. 613. On June 30, 1899, company reported $32,131,000 issued, of which $3,137,000 in the treasury. Total listed on N. Y. Stock Exchange $14,994,000 in Jan., 1900.

Of *Louisville Cincinnati & Lexington* general mortgage bonds, issue is now limited to $3,258,000. V. 63, p. 1010.

Mobile & Montgomery—Louisville & Nashville joint mortgage is for $5,000,000, a first lien on 178½ miles Mobile to Montgomery; $1,000,000 reserved for improvements. V. 61, p. 196, 750.

Kentucky Central mortgage abstract V. 45, p. 372.

Pensacola & Atlantic first mortgage bonds (assumed) are gradually being called for the sinking fund at 110; on June 30, 1899, $843,000 were held in the treasury, making total outstanding $1,910,000.

St. Louis terminal property bonds cover freight terminals.

The *collateral trust bonds* of 1898 (see below) are secured by deposit with the U. S. Trust Co., as mortgage trustee, of $14,000,000 L. & N. unified 4s and $4,000,000 L. & N. Paducah & Memphis division bonds, the latter covering the road from Paducah, Ky., to Memphis, Tenn., 254 miles. The loan is limited to $12,500,000, and is subject to call at par on and after April 1, 1903. (V. 66, p. 337; V. 68, p. 87.)

GUARANTIES.—Besides bonds in table, the Louisv. & Nashv. is responsible for $2,100,000 bonds and dividends on $2,305,582 stock of Nashville & Decatur; and for $2,096,000 Nashville Florence & Sheffield bonds.

GENERAL FINANCES.—In 1898 sold $12,500,000 collateral trust bonds, due in 20 years but subject to call on or after April 1, 1903, deferring sale of L. & N. 4s for better prices. V. 67, p. 742. This transaction reduced interest charges (includ. int. on floating debt) about $200,000 yearly. As a result of refunding there was on Dec. 31, 1898, no floating debt, a cash surplus of about $2,000,000 and stocks and bonds in treasury worth $9,000,000 to $10,000,000. (V. 66, p. 337, 574; V. 68, p. 85.) Since July 1, 1894, the "construction account" has been closed, and in the five years ending June 30, 1899, $2,621,230 had been charged to operating exp. for permanent improvements. In Feb., 1899, dividends resumed (Feb. 1½%). V. 68, p. 85. In Aug., 1899, 2 p. c. was paid. V. 69, p. 130. In Jan., 1900, 600,000 acres of land in Western Florida, acquired through Pensacola & Atlantic RR., were sold for $600,000. V. 70, p. 39.

On May 26, 1899, the Louisville & Nashville and Southern Ry. acquired the Birmingham So. RR. for $1,100,000. V. 68, p. 774, 1078.

EARNINGS.—For half-year ending Dec. 31:

6 mos.	Gross.	Net.	Other inc.	Charges, etc.	Balance.
1899.....	$14,127,419	$4,923,289	$264,622	$3,080,709	$2,107,202
1898....	11,885,798	4,170,067	281,042	2,999,547	1,451,562

Deducting dividend of 2 per cent ($1,056,000) in 1899, against 1½ per cent ($792,000), leaves net surplus of $1,051,202, against $659,562 in 1898.

For 8 mos. ending Feb. 28, 1900: Gross $18,703,701; net, $6,470,392; in 1898-9, gross, $15,465,825; net, $5,206,445.

ANNUAL REPORT.—Annual meeting is held in Louisville the first Wednesday in October. Report for 1898-99 at length in V. 69, p. 741, 746. See also editorial, p. 722

Year end. June 30.	1899.	1898.	1897.	1896.
Average mileage....	2,988	2,988	2,981	2,965
Freight earnings....	$17,100,715	$15,854,802	$14,641,263	$14,324,906
Passengers.....	4,905,584	4,557,729	4,291,735	4,666,751
Mail, express, etc...	1,753,187	1,584,122	1,439,309	1,399,054
Gross earnings....	$23,759,485	$21,996,653	$20,372,307	$20,390,711
Net earnings.....	$8,027,898	$7,074,922	$6,523,090	$6,885,505
Net, incl. invs'ts., &c	8,568,543	7,665,698	6,950,154	7,319,877
Taxes paid.....	735,330	640,252	589,516	579,961
Interest and rent...	4,971,702	4,972,592	4,981,993	4,983,096
Georgia RR. deficit.	12,687	162,620	25,440	37,870
Loss on other roads..	.....	12,480	49,975	89,989
Adv's to S. & N.A., etc	94,744	82,847	129,387	64,910
Sinking f'd paym'ts.	127,180	162,008	194,663	186,547
Dividends.....(3½)	1,848,000	.....	.....	.....
Surp. over divid'ds.	$778,900	$1,632,901	$979,180	$1,377,504

—V. 70, p. 39, 76, 280, 584, 633, 792.

Louisv. New Albany & Chic.—See CHICAGO IND. & LOUISV.

Lykens Valley RR. & Coal Co.—Owns from Millersburg, Pa., to Williamstown, Pa., 20 miles; branch, 1 mile. New lease to Northern Central made April 20, 1896, terminable on 60 days' notice by either party. Rental $35,000 per annum.—see V. 64, p. 330.

Macon & Birmingham Ry.—Owns Sofkee Junction to La Grange, Ga., 97 miles. A reorganization of Macon & Birmingham *Railroad* sold in foreclosure Dec. 27, 1895.

EARNINGS.—8 months, July 1 to Feb. 28. 1900.....Gross, $50,770; sur. $156
1899.....Gross, 45,529; def. 955

In year 1898-99, gross, $65,598; deficit under operating, $9,414; int. on bonds, $25,000, not paid.—(V. 62, p. 1040.)

Macon Dublin & Savannah RR.—Owns road completed from Macon to Dublin, 54 miles; projected to Savannah, 99 miles additional. Owned by the Illinois & Georgia Improvement Co. of Chicago. V. 60, p. 711, 794, 873. Bills payable June 30, 1898, $30,079. In year ending June 30, 1899, gross, $57,242; net $10,375; other income, $112; total deductions, $3,654; bal., surplus, $6,833. In 1897 8, gross, $60,159. Stock $1,250,000; par, $100; no bonds.—(V. 60, p. 1058.)

Maine Central RR.—Line of road, Portland to Vanceboro, Me., via Augusta, 251 miles; branches, Cumberland Junction to Skowhegan, via Lewiston 91 miles; Bath to Lewiston and Farmington, 76 miles; branches—Belfast, Dexter, Bucksport and Mt. Desert, including ferry, (7·7 miles), 132 miles; Portland & Ogdensburg RR., Portland, Me., to Lunenberg, 110 miles; small branches, 6 miles; Upper Coos and Hereford railways, Lunenberg, N. H., to Lime Ridge, Quebec, 108 miles; Bath to Rockland (including steam ferry, 6-10 miles,) 49 miles; total, 823 miles, of which 345 miles owned, 437 miles operated under 999 year leases, and practically owned; 33 miles operated under 50-year leases and 8 miles ferry lines.

STOCK.—Stock for $2,516,000 owned by Boston & Maine. V. 66, p. 616.

DIVIDENDS—	1882.	1883.	1884 to Apr., 1900.
Per cent	2	5½	6 yearly

BONDS, GUARANTIES.—Consols of 1872 are held in trust to retire $441,500 6s due Oct. 1, 1900. V. 67, p. 59.

There were also on July 1, 1899, $81,000 Shore Line 6s, due 1922; also $126,500 Belfast & Moosehead Lake mortgage bonds, due 1920, not guaranteed, interest and sinking fund paid out of the rental. Jointly with B. & M. guarantees $300,000 Port. Union Station bonds.

In Dec., 1899, $800,000 Portland & Ogdens. consol. 3½s were sold to refund the $800,000 6s maturing July 1, 1900, on retirement of which the consols will be a first lien on the entire line from Portland to Lunenberg, 109 miles. Notes payable, $500,000 July 1, 1899, against $763,000 July 1, 1898.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting 3d Wednesday in October. Report for 1898-99 was in V. 69, p. 903.

Years ending June 30—	1899.	1898.	1897.
Gross earnings.....	$5,022,098	$4,758,801	$4,898,036
Net earnings.....	1,617,037	1,647,436	1,612,467
Other income.....	81,071	63,040	52,147
Net income.....	$1,698,108	$1,710,476	$1,664,614
Interest.....	$599,365	$633,907	$657,060
Rents.....	647,090	648,121	650,480
Dividends.....	298,531	298,527	298,524
Sinking fund.....	29,440	29,440	.....
Balance, surplus.....	$123,682	$100,481	$58,550

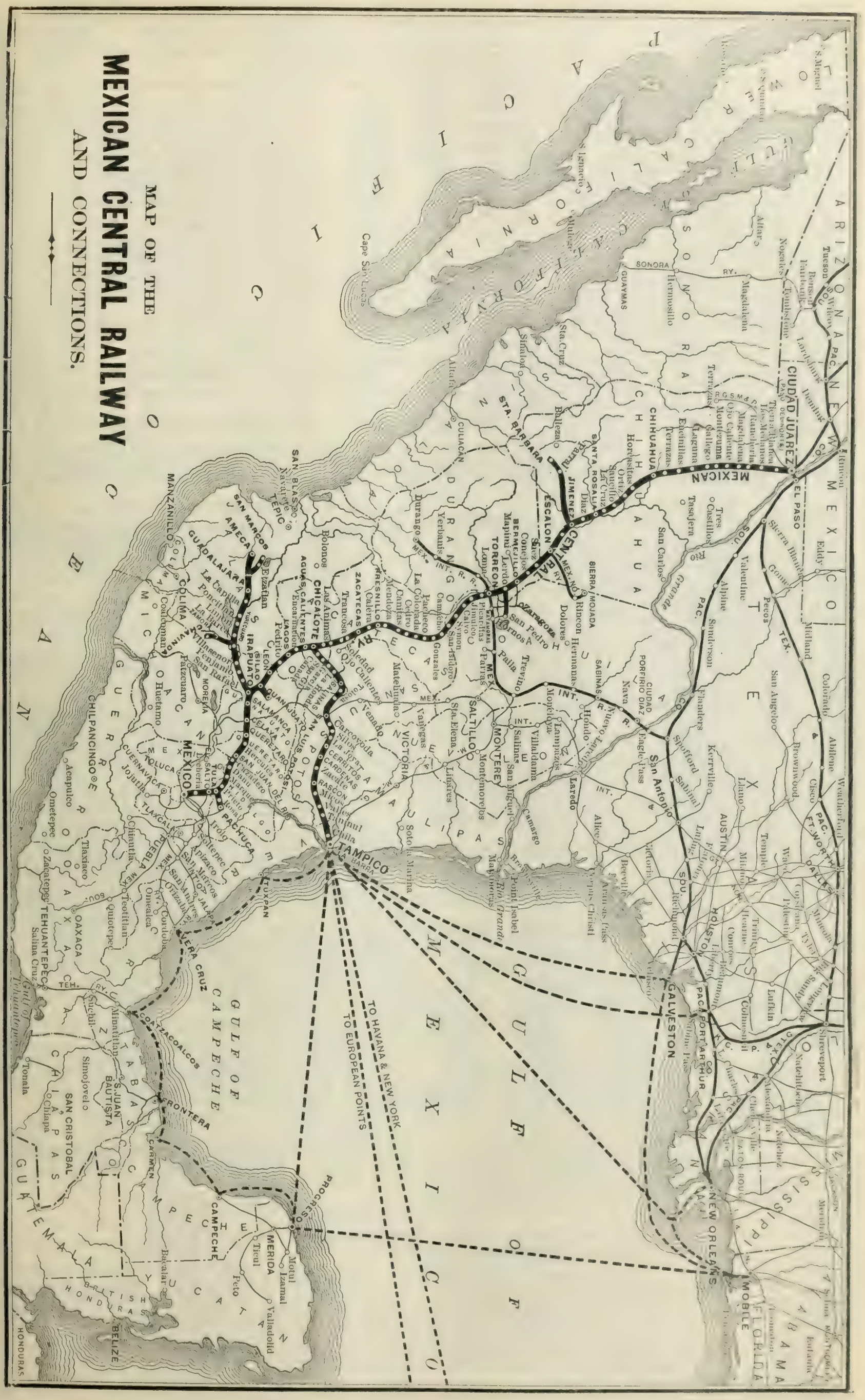
—V. 66, p. 472, 616; V. 67, p. 29, 686; V. 69, p. 695, 852, 903, 955, 1346

Manchester & Lawrence RR.—Owns from Manchester, N. H., to Methuen (State Line), 22¼ miles. Leased for 50 years from September 1, 1887, to Boston & Maine at a rental paying 10 p. c. dividends. In 1895 a dividend of 50 p. ct. was paid from proceeds C. & M. suit. (V 62, p. 869; V. 70, p. 532.)

MEXICAN CENTRAL RAILWAY

MAP OF THE

AND CONNECTIONS.



Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Maine Central—(Concl.)—Port. & Ogd., consol. M.c	109	1888	1,000	$1,319,000	5	M & N.	Bos.,N.Shaw.Bk. & Port	Nov. 1, 1908
Do do text, $20,000 p. m. (gu. by end).	text.	1888	1,000	text.	3½	M. & N.	do do	Nov. 1, 1908
Portland Un. Station M., ser. "A" & "B" text s. f.	....	1887-9	1,000	300,000	4	J. & J.	Portl'd,Me., & Boston.	J'ne27, Jan.29
Dexter & Piscataquis stock 5 p.c. rental 999 years.	17	....	100	122,000	5	J. & J.	Dover, Me., Office.	Jan., '00, 2½%
1st M., Dexter to Dover, etc., guar. by end	17	1889	1,000	175,000	4	J. & J.	Bos. N.Shaw. Bk., Port.	July 1, 1929
Hereford R'y stock (4 p. c. rental for 999 years)	53	....	100	800,000	4	M. & N.	Portland, Me. Cent. Of.	May, '00, 2%
1st mortgage, guar. p. & i. (endorsed)	53	1890	1,000	800,000	4	M. & N.	Boston, Nat. Shaw. Bk.	May 1, 1930
Upper Coos RR. stock, 6 p. c. rental 999 years.	55	....	100	350,000	6	M. & N.	Portland, Me., Office.	May, '00, 3%
1st mort., guar. p. & i. (endorsed)	22	1890	1,000	350,000	4	M. & N.	Bost.,N.Shaw.Bk.;Port.	May 1, 1930
Extension M., $21,000 p. m., guar. p. & i.(end.).	33	1890	1,000	693,000	4½	M. & N.	Portland, Me., Office.	May 1, 1930
Knox & Lincoln stock, guar., 5 p. c., 999 years	48	....	100	200,000	5	F. & A.	Portl'd,Me.,Me.Cent.Of.	Feb. '00,2½%
1st M. Penobscot Shore Line RR. Co., assumed.	48	1890	1,000	1,300,000	4	F. & A.	Boston, Nat. Shaw. Bk.	Aug. 1, 1920
K. & L. 2d mortgage (for $400,000) assumed	48	1891	1,000	400,000	5	F. & A.	do do	Feb. 1, 1921
Dexter & Newport, stock, 6 p. c. to Nov. 25,'98	14	....	100	122,000	5	J. & J.	Treas'rs Office.Portland	Sept., 1898
1st M. (old 6s refund. in 1897) gu. p. & i. end.*	14	1897	.....	175,000	4	M. & S.	.....	1917
Eastern Maine, stock, 4½ p. ct., rental 999 years	18	....	100	200,000	4½	M. & N.	Rocklan' Me., Office.	May, '00, 2¼%
Manches. & Law.—Stock,10 p.c.ren'l till 1937,B.&M.	22	....	100	1,000,000	10	M. & N.	Manchester and Boston.	May 1, '00, 5%
Real estate bonds (not mort.) int. gu. by B.& M'c	....	1892	1,000	274,000	4	J. & J.	Boston, B. & M. RR.	Jan. 1, 1922
Manhattan Elevated.—Consol. stock, $48,000,000..	36	....	100	47,993,688	4 in '99	Q.—J.	N. Y., 195 Broadway.	Apr. 2, '00, 1%
Metropol. El. 1st M., $600,000 p. m., assum'd.g.c*	18	1878	£ & $	10,818,000	6 g.	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 1908
N. Y. El. deb., secured by consol. mort. of 1890..	32	1886	1,000	1,000,000	5	M. & S.	N. Y., Mercantile Tr.Co.	Mch. 1, 1916
Manhattan Elevated consol. mort., gold. c*and r.	32	1890	1,000&c	28,065,000	4 g.	A. & O.	do do	Apr. 1, 1990
Man. & Pikes' Peak Ry.—1st M., $500,000, g Mp c	9	1891	1,000	500,000	5	A. & O.	Flower & Co., 45 B'way	Oct. 1, 1909
Mari. & Phœnix & Salt Riv. Val.RR.—M., gold, F.c	43	1895	1,000	78,000	5 g.	M. & N.	N.Y., Farm. L. & Tr. Co.	Dec. 23 1925
M. & Ph., 1st mortgage, gold.....c	34	1886	1,000	540,000	6 g.	M. & N.	do do	Nov. 1, 1916
Mason City & Fort Dodge—1st m.$15,000 p. mile, g.	92	1886	100, &c.	1,380,000	6 g.	J. & J.	In default.	July 1, 1926
Mexican Central—Stock, $25,600 per mile.....	....	....	100	47,940,100	.....	.....	.....	.....
1st M. (unassented) (for priority bonds see text).	....	1881	1,000	363,012	(7) 4	J. & J.	Boston,SafeDep.&Tr.Co	July 1, 1911
Consol. mortgage, $32,000 per m., gold, BBc*&r	1,949	1889	1,000	60,601,000	4 g.	J. & J.	do do	July 1, 1911
1st cons. inc. and scrip,non-cum.($9,600p.m.),g.c*	1,949	1889	1,000	17,340,300	3 g.	July 10	Boston, when earned.	Jan. 10, 1939
2d con.inc.$6,400p.m.red.at 50p.c.till Aug.1929c*	1,949	1889	1,000	11,266,000	3	.....	.....	Jan. 10, 1939
Registered income bonds and scrip, unassented.r	....	1881	1,000	405,200	3	July 1	.....	July 1, 1911
Equipment bonds, $1,000,000 (5 p. c. due y'rly).	....	1897	1,000	850,000	5 g.	A. & O.	Ol.Col T.Co.,Bos.&Lon.	Apr. 1, 1917

Manhattan Ry. (Elevated).—Road—Owns all the elevated railroads in N.Y. City, main track, 32 miles; also Suburban R.T.RR., 3¾ m. In Apr., 1900, extension of 1½ miles begun from terminus of 3d Avenue line at 177th Street to Fordham, to be completed within a year. V. 70, p. 176, 633.

History, Etc.—Formed Nov. 24, 1875.

Stock.—Increased in March,1899, from $30,000,000 to $48,000,000 to meet cost of electrical equipment, etc.—V. 68, p. 232, 282, 380, 428, 617.

Bonds.—*Consolidated mortgage* (trustee, Central Trust Co.) is limited on present mileage to $40,000,000, and will provide for prior bonds when due. Amounts beyond $40,000,000 may be issued for extensions at the rate of $300,000 per mile of single and $600,000 per mile of double track. (See abstract of mortgage in V. 51, p. 248, and application to New York Stock Exchange in V. 52, p. 353.) Of the consols the company itself in Dec., 1897, held $300,000 against "special account" and $50,000 consols to redeem convertible cert.—V. 69, p. 131.

General Finances.—See V. 68, p. 232, 282. To May, 1898, claims aggregating $8,847,854 had been paid by the company as damages to abutting property and other cases were before the courts. See Chronicle, V. 66, p. 954, and V. 67, p. 789. As to personal property tax assessment, see V. 66, p. 954; V. 67, p. 222, and V. 68, p. 1282. Amount of taxes in litigation Dec. 31, 1899, per balance sheet, $1,870,313. V. 67, p. 1053. Of the proceeds of the $18,000,000 increased stock $6,000,000 had, in July, 1899, been used to pay the old right of way judgments.—V. 69, p. 131. Most of the remainder, along with other funds (in all $13,627,404 on Sept. 30, 1899), was loaned out on collateral, yielding the company a substantial revenue to offset the deficit for the year 1898-99; see V. 69, p. 1062.

The electrical equipment of the system, it is thought, will be effected in 1900. V. 69, p. 1148. The new method of operation is expected to increase the efficiency and economy of the service and net earnings of the system and place the stock, as increased to $48,000,000, upon a 5 per cent basis. See "stock" above. Has traffic agreement (since April 29, 1899), with Third Avenue RR. system providing for transfers to and from both lines.—V. 68, p. 672. The refunding of Met. El. 2d 6s Nov. 1, 1899, effected a saving of $80,000 annually.

In Nov., 1899, location for power house had been secured at 74th St. and East River, and all contracts let.—V. 69, p. 27, 131, 955, 1148.

Dividends.—'86. '87. '88. '89. '90. '91-96. '97. '98. '99. 1900.
Since '85. P.Ct. 6 6 5 See below. 6 yrly. 4½ 4 4 Incl.Apr.,2

In 1889 1 in cash and 4½ in scrip; in 1890, 4½ cash and 1½ scrip.

Latest Earnings.—6 months ending Dec. 31:

6 *mos.*	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Bal., sur.*
1899.....	$4,420,514	$1,812,762	$386,600	$1,403,617	$795,745
1898.....	4,145,309	1,555,416	95,000	1,338,957	311,459

Annual Report—Annual meeting is held the second Wednesday in November. Report for year 1898-99 was given in V. 69, p. 382, and report for year ending Sept. 30, 1899, in V. 69, p. 1003.

Year ending June 30—	1899.	1898.	1897.
Gross earnings.....	$8,719,495	$9,183,541	$9,163,742
Net over operating exp.....	3,458,329	3,856,885	3,861,391
Other income.....	340,600	211,716	180,276
Interest, rentals and taxes....	2,678,416	2,645,323	2,707,016
Dividends.....	1,380,000	1,200,000	1,500,000
Balance after dividends...	def.$259,488	sur.$223,275	def.$165,348

Yr.Sep.30.	Passengers.	Earnings.	Yr.Sep.30.	Passengers.	Earnings.
1893-94..	196,159,323	$10,138,143	1896-97..	183,184,641	$9,359,732
1894-95..	188,072,645	9,745,927	1897-98..	179,728,356	9,204,466
1895-96..	182,437,244	9,352,115	1898-99..	177,204,558	9,325,111

—(V. 70, p. 176, 230, 328, 430, 633.

Manitoba & Northwestern Ry.—V. 68, p. 1182, 1226.

Manitou & Pike's Peak Ry.—Manitou, Col., to summit of Pike's Peak, 8·9 miles, standard gauge. Operated from April to November, yearly. Stock, $500,000; par of shares, $100. Last coupon paid was that of Oct., 1898, in Oct., 1899. For year ending Nov. 30, 1899, gross, $62,209; net, $36,730; interest on bonds, $25,000. President, H. S. Cable; V.-P. and Treas., Z. G. Simmons; Sec., J. B. Glasser. Office, Manitou, Col.

Marietta & North Ga. Ry.—See Atlanta Knoxville & North.

Maricopa & Phœnix & Salt River Valley RR.—Maricopa to Phœnix, Ariz, 36 miles; Tempe to Mesa, 7 miles; total, 43 miles. A consolidation in Dec., 1895, of the Maricopa & Phœnix RR. and Phœnix Tempe & Mesa Ry. Stock, $1,000,000; par, $100; all outstanding. Bonds have a sinking fund of $6,000 annually after 1900. Under a modification of the mortgage of 1895, agreed to in Dec., 1898, the total authorized issue was reduced from $860,000 to $750,000, of which $648,000 were offered in Jan., 1899, in exchange for $540,000 old Mar. & Phœn. 6s, at the rate of 6 of the 5s for 5 of the old 6s. V. 67, p. 1357. In 1899 $24,000 bonds were canceled in anticipation of requirements of sinking fund. President, N. K. Masten; Sec. and Treas. F. I. Kendall, Crocker Building, San Francisco, Cal.—V. 67, p. 1357.

Marshalltown & Dakota RR.—V. 69, p. 591.

Mason City & Ft. Dodge RR.—Owns road from Mason City, Ia., to Lehigh, Ia., 88 miles, and branch, 4 miles. Stock authorized, $5,000,000; outstanding, $920,900; par, $100. In year ending June 30, 1899, gross, $209,081; net over taxes, $80,716; charges, $82,800; bal., deficit, $2,084. Net current liabilities June 30, 1899, $1,097,490, including unpaid coupons, $1,076,400. President, W. C. Toomey of St. Paul.—V. 68, p. 977.

Memphis & Charl.—In 1898 purchased by South. Ry.—V. 69, p. 333.

Mexican Central Ry. Limited (Mexico).—(*See Map.*)—Mileage—Main line Mexico City north to Juarez City, 1,224 miles, 407 miles on Tampico Division, 12 miles on Guanajuato Branch, 161 miles on Guadalajara Division, 55 miles on Ameca Ext., 44 miles on Pachuca Division, Bar extension 6 miles, 40 miles on Laguna Ext. and other branches 7 miles; extension from Jiminez to Parral, 54 miles. Total Dec. 31, 1898, 2,010 miles. All 56-pound steel.

In Dec., 1899, extension from Parral to El Rosario, 41 miles, was under construction; also from Yurecuaro, on Guadalajara Branch, to Tinguindin, about 75 miles, of which 25 miles to Zamora were completed; also projected La Vega to San Marcos, about 29 miles, and Orendain to Tequila, about 18 miles.

Organization.—Incorporated February 25, 1880, under the general law of Massachusetts, and also holds a charter from the Mexican Government. Debt readjusted in 1889—see V. 48, p. 191, 292, 327. See also Mexican Central Ry. Securities Co., Limited, below.

Subsidy.—Jan. 1, 1899, there was left of the subsidy in trust $2,141,148, to be used whenever necessary for the payment of principal and interest of the consolidated mortgage bonds, $477,947, having been so used in 1898. Of the $3,000,000 of Mexican Government bonds receivable under Tampico Harbor concession for a depth of 22 feet, $2,790,000 (in Mexican Government 6 per cent bonds) had been received in April, 1895, corresponding to a depth of 20 feet, and these were exchanged in 1895 for $2,934,600 of 5 p. c. Government bonds.

Bonds.—Of the priority bonds $1,403,000 were paid off with proceeds of subsidy collections, interest ceasing April 10, 1891; the balance, $5,597,000, is held as an investment by the trustee of the consolidated mortgage. See V. 52, p. 390. The consol. mort., 4 p. c., covers the entire property, all old firsts deposited, and the subsidy earned and to be earned. (See abstract of mortgage in Chronicle, V. 49, p. 177.)

In June, 1899, in addition to the $59,511,000 consol. 4s shown above $4,618,000 had been certified by the trustee, of which $454,000 held for exchanges, $1,350,000 as collateral for equipment bonds, $1,000,000 purchased by trustee under subsidy trust fund and $1,814,000 issued to and owned by the company.—V. 68, p. 1182. Both series of incomes are non-cum. and secured by one indenture to the American L. & T. Co. of Boston. First incomes received 3 p. c. interest in 1890, 1891 and 1892; none since.

Equipment bonds for $1,000,000 (issued in 1897) are secured by a mortgage on the equipment purchased and the deposit in trust of $1,500,000 general 4s. The company is to pay 5 p.c. of loan annually, a proportional amount of fours being released.—V. 64, p. 843.

General Finances.—Tampico Harbor Co. bonds of 1894 costing $1,923,938 (all owned by and in the treasury of the Mexican Central) are guaranteed.—(V. 62, p. 869.)

Earnings.—Mexican cur. Jan. 1 to Feb. 28 (2 mos.) 1900.....Gross, $2,872,588; net, $921,712
1899.....Gross, 2,375,682; net, 757,117

Annual Report—Fiscal year ends Dec. 31. Preliminary statement for 1899 was in V. 70, p. 427. Report for 1898 was given at length in V. 68, p. 868, 874; see also editorial, p. 851. The gross earnings below are *Mexican currency;* all other figures *U. S. currency.* The company received for its Mexican dollars an average of 48·41 cents in 1899, 46·59 cents in 1898, 48·24 cents in 1897, 53·17 cents in 1896.

INCOME ACCOUNT (U. S. CURRENCY EXCEPT AS INDICATED).

Year ending Dec. 31—	1899.	1898.	1897.	1896.
Av'ge miles operated.....	2,016	1,956	1,956	1,869
Gross earns.Mex.cur	$15,602,065	$13,588,966	$12,845,819	$10,208,020
Net earns. Mex.cur..	$5,199,095	$4,427,534	$4,016,318	$3,463,747
Do do in U.S. cur.	2,516,961	2,062,805	1,937,483	1,841,515
Miscellaneous (net)..	65,652	489	.....	.....
Net income.....	$2,582,613	$2,063,294	.....	.....
Fixed charges.....	2,483,435	2,476,517	.....	.....
Balance, surplus....	$99,178	def.$413,223	.....	....
Subs'y ac't in U.S.cur	None.	$477,947	$811,229	$300,000

Pres't, A. A. Robinson; Compt., J. T. Harmer.—(V. 70, p. 382, 427, 480.)

Mexican Central Ry. Securities Co., Limited.—This depositary company was formed in 1899, per plan in V. 68, p. 331, to acquire the 4 per cent consols of the Mexican Central Ry. "and to issue in their place two classes of securities." The share capital is raised by a payment of £2 for each $1,000 bond deposited, for expenses, etc. Each $1,000 bond deposited will receive £102 "A" and £102 "B" debenture stock, constituting a first and second charge respectively upon the deposited securities, both secured by the same deed of mortgage to Right Hon. Lord Hillingdon, Right Hon. Lord Revelstoke and H. W. Smithers, trustees. Frederick M. Spankie, Secretary, 3 Gracechurch Street, London, E. C.—V. 68, p. 331, 524.



MAP OF THE

MEXICAN INTERNATIONAL RAILROAD

AND CONNECTIONS

Dotted lines indicate projected extensions under Government approval.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Mex. Cent. Ry Securities Co ,Lim.—A deb.stock 4%	....	1899	£100	£3,388,644	4	J & J 15	London.	.....
B deb. stock, 4%, cum	....	1899	100	3,388,644	4	J & J 15	London, when earned.	.....
Mex. Int.—Pr. lien,£1,200,000,red.at par. Un.xc*&r	615	1897	£100&c	$5,850,000	4½ g.	M. & S.	London, Speyer Bros.	Sept. 1, 1947
1st consol. mort., $16,000,000, gold...Mp.xc*&r	768	1897	$500&c.	5,553,000	4 g.	M & S.	N. Y., 23 Broad St.	Sept. 1, 1977
Income 4% bonds (no mort.), non-cumulative....	....	....	.....	4,499,000	.....	Sept. 1	.....	.....
Mexican National—Stock	....	....	100	33,350,000	.....	.....	.....	.....
1st M., subsidy, gold, subject to call at 100....c*	1,064	1887	1,000	10,959,000	6 g.	J. & D.	N. Y., Nat. City Bank.	June 1, 1927
2d M.,ser."A," g., inc. accum. (for $16,675,000)c*	1,064	1887	500 &c.	12,265,000	6 g.	Ann'ly.	Paid 4½ p.c. Apr., 1900	July 1, 1917
2d M.,ser."B," g., inc. non-ac. (for $16,675,000) .r	1,064	1887	500 &c.	12,265,000	6 g.	.....	See text.	July 1, 1917
3d mortgage, deb.(income not cumulative) gold.r	1,064	1887	1,000	7,040,000	6 g.	May 1	.....	July 1, 1937
Mex. Nat'l Ry. Co., Limited—A ctfs., 5% non-cum..	....	1896	.....	£2,291,375	See text.	.....	London, when earned.	May, 1899
B certificates	....	1896	.....	£1,887,400	.....	.....	do do	.....
Mexican Northern—Stock	83	....	100	$3,000,000	4 in 1899	Quar'ly.	N. Y., office, 27 Wm. St.	Mar. 2,'00, 1¼
1st mort., U. S. gold coin, s. f. not called..S...c*&r	83	1890	1,000	a1,224,000	6 g.	J. & D.	do do	Dec. 1, 1910
Mexican Railway, Limited—Ordinary shares	....	....	.....	£2,254,720	...	.....	.....	.....
1st preference stock, 8 per cent	....	....	£10	2,554,100	See text.	M. & N.	London.	Nov.,'99, 1 15/16
2d preference stock, 6 per cent	....	....	£10	1,011,960	.....	.....	.....	.....
Perpetual 6 per cent debenture stock	321	....	.....	2,000,000	6	J. & J.	Glyn, M. C. & Co., Lon.	Perpetual.
Mexican So. Ry., Lim.—Ordinary shs., £1,000,000.	....	....	.....	£1,000,000	.....	Nov.	.....	Nov., '99, 1½
1st M. 4% deb. stock, £700,000, red. 110. (Text)	228	1896	.....	600 000	4	F. & A.	.....	.....
2d M. 4% deb. stock, £600,000 red. at par, 90 y'rs	228	1896	.....	597,400	4	F. & A.	.....	.....
Mexico Cuernavaca & Pac.—1st M., g., $25,000 p.m.	310	1893	1,000	b130,000	5 g.	A. & O.	.....	Oct. 1, 1943
Michigan Central—Stock	....	....	100	c18,738,000	4 in 1899	J. & J.	N. Y. Gr. Cent. Station.	Jan. 29, 1900
Consol. mort.—now 1st M. ($2,000,000 are 5s)..c*	270	'72-'82	1,000	10,000,000	7 & 5	M. & N.	N. Y., Union Trust Co.	May 1, 1902
M. C. Michigan Air Line, 1st mortgage.....c&r	115	1890	1,000&c	2,600,000	4	J. & J.	Rg.at G.C.S.; cp.at U.Tr.	Jan. 1, 1940
M. C. 1st M. on Det. & Bay City ($4,000,000)....c	152	1881	1,000	} 3,576,000	} 5	M. & S.	N. Y., Union Trust Co.	Mch. 1, 1931
do do do ...r	152	1881	1,000&c		} 5	Q.—M.	N.Y.,Gr'd Cent. Station.	Mch. 1, 1931
M. C. 1st mortgage on Grand River Val. RR....c*	84	'79-'86	1,000	1,500,000	6	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1909
M. C. 1st mortgage on Kalamazoo & S. Haven...r	39	1889	1,000&c	700,000	5	M. & N.	N. Y., Gr. Cent. Stat'n.	Nov. 1, 1939
M. C. 1st M. Term. $1,500,000 (V. 64, p. 886).c&r	....	1896	1,000&c	725,000	4 g.	J. & J.	Rg.at G.C.S.;cp.at U.Tr.	July 1, 1941

a Exclusive of $436,000 held by sinking fund. b $4,420,000 additional issued to July,1899, but held as security for $3,200,000 7 p. c. loan maturing March 15, 1900. (V. 69, p. 332.) c Of which $16,189,600 held by N. Y. Central & H. R. RR. Co.

Mexican International RR.—(*See Map*)—Road.—Owns in Mexico a standard gauge road from Ciudad Porfirio Diaz, on Southern Pacific, via Torreon, on Mexican Central, to Durango, 540 m., with branches, 90 m.; Reata to Monterey, 72 m.; branch to Tlahualilo, 43 m; new branch, Durango to Canatlan, 37 miles, opened Mar., 1900; total, 782 m. Organized under laws of Conn.

Stock.—Authorized $25,000,000; issued Jan., 1900, $18,708,200.

Bonds.—In 1897 reorganized, reducing fixed charges on 659 miles from $605,360 to about $448,650. Consol. 4s for $3,690,000 are to be issued at $10,000 per mile on 369 miles of proposed branches and $800,000 are reserved for betterments, etc. The total issue of consols is limited to $16,000,000. The prior lien 4½s are secured on line from Cuidad Porfirio Diaz to Durango, 540 miles and 75 miles of branches. See details in V. 65, p. 151, 1071. Consol. 4s of 1897 listed on N. Y. Stock Exchange Feb., 1898. See application in V. 66, p. 341.

Earnings—Mex. cur'cy. Jan. 1 to Feb. 28, 2 mos.. 1900.....Gross, $860,973; net, $324,459 1899.....Gross, 748,208; net, 362,106

Annual Report.—Report for year ending Dec. 31, 1899, was given at length in V. 70, p. 683, 690; see also editorial, p. 660, showing earnings as follows: Gross on average of 737 miles, $4,645,559 (Mexican currency); net, $1,930,850; in U. S. money, net, including other income, $907,500; interest, etc., $498,169; balance, surplus, $409,331. In 1898, gross on 659 miles (Mexican currency), $3,497,075; net, $1,430,564. President, T. H. Hubbard. N.Y. of., 23 Broad St. (V. 70, p. **683, 690.**)

Mexican National RR.—Owns narrow gauge road from Laredo o City of Mexico, 842 miles; Acambaro to Uruapan, 143 miles; El Salto branch, 45 miles; Matamoras to San Miguel, 76 miles; small branches, 5 miles; total owned, 1,064 miles; controls through ownership of stock, Texas Mexican Railway, Corpus Christi to Laredo, Texas, and branch, 163 miles; other lines, 5 miles; total 1,232 miles. Gauge, 3 feet; rail (steel and iron) 40 and 45 pounds to the yard. In March, 1899, extension to Uruapan, 47 m., opened.—V. 68, p. 624.

History.—A reorganization of the Mexican National *Railway* foreclosed May 23, 1887. See also Mex. National Ry. Co., Limited, below.

Subsidy.—In 1895 the uncollected subsidy, $3,335,685, was settled by deposit of $4,528,100 of Mexican Government 5s as security for the firsts of 1887.—(See V. 69, p. 1103, 1193; V. 62, p. 593, 1139.)

Stock.—Stock, $33,350,000 (par $100), placed in trust with the Farmers' Loan & Trust Company, leaving the road in control of 1st and 2d mortgage bondholders until it earns and pays interest on both classes of bonds for two consecutive years. The first mortgage bonds have two votes], the 2d mortgage, A. & B., bonds one vote each [24,530 in all]. The Mexican National Construction Company owns a majority of the stock and $7,000,000 of the 3d mort. incomes.—See V. 63, p. 1115; V. 64, p. 1137. Capital reserve fund Jan. 1, 1900, held $734,786.

Bonds.—The *first mortgage* of 1887 is a prior lien upon all the lines in Mexico, constructed or to be constructed, and upon the Texas Mexican securities. The bonds are redeemable on notice at par. Trustee, Capt. W. G. Raoul. Original issue $12,500,000, which has been reduced to present figure by redemption with subsidy, and may be further reduced June 1, 1900, by sale of $4,528,100 Mexican Govt. 5s. See Subsidy above.—V. 69, p. 1103, 1193; V. 70, p. 644. In March, 1900, $1,000,000 prior lien bonds for change of alignment, reduction of gradients, new rails, etc. V. 70, p. 643.

As to *2d mortgage* bonds see Supplement of April, 1897, and "Mexican National Ry. Co., Limited", below. The so-called "Matheson bonds" were issued independently of the company.

On *series "A"* bonds from earnings 2 per cent was paid March 1, 1893; 1 per cent on April 1, 1895; 1½ per cent on April 10, 1896; 3 p. c. March 22, 1897; 3½ p. c. on April 4, 1898; 3½ p. c. on April 20, 1899; 4½ p. c. in N. Y. on Apr. 20, 1900. V. 70, p. 584.

Earnings—2 months, Jan. 1 to Feb. 28 1900.....Gross, $1,233,430; net, $564,945 1899.....Gross, 1,077,306; net, 506,398

Net available for interest (2 mos.), $116,452 in 1900; $98,253 in 1899. Above figures are in Mexican currency, to be valued at 80 on the dollar in U. S. money, all other depreciation having been allowed for.

Annual Report—Fiscal year ends Dec. 31. Report for 1899, with the balance sheet, etc., was given in full in V. 70, p. 630, 641; see also editorial p. 610. Gross below are in *Mexican currency*, all other figures in *U. S. currency*. Mexican currency is reduced to U. S. currency at 80 p. c., all loss *above* this being charged off in exchange account.

INCOME ACCOUNT—(U. S. CURRENCY EXCEPT GROSS EARNINGS).

Year end'g Dec. 31—	1899.	1898.	1897.	1896.
Miles operated	1,242	1,218	1,218	1,218
Gross earnings	$7,087,675	$6,330,920	$6,080,663	$5,299,025
Net earnings	2,942,570	2,393,431	2,388,991	2,020,766
Int. on 1st M. bonds..	667,400	674,110	680,720	687,755
Exchange	1,281,851	1,175,981	1,156,792	793,408
Misc.. betterm'ts, etc.	207,573	129,187	114,456	125,269
Sundry charges	26,835	19,584	18,658	11,712
Balance	$758,911	$394,569	$418,364	$402,622
Sur. from previous yr.	.....	34,962	42,373	4,701
Total	....	$429,531	$460,737	$407,323
Int. on "A" bonds.	(4½) $551,925	(3½) 425,775	(3½) 425,775	(3) 364,950

—(V. 69, p. 27, 1103, 1193; V. 70, p. 584, **630, 641.**)

Mexican National Ry. Co. Limited.—This depositary company was formed in 1896 (per **plan** in V. 62, p. 1139, see also p. 635, by the "A" and "B" bondholders of the Mexican National RR. Co. Its share capital is £24,530 in 10s shares, and is deposited in trust to give the control of the depositary company to the certificate holders. The certificates were issued in exchange as follows: £250 A certificate for a $1,000 "A" bond deposited; £200 B certificate for $1,000 "B" bond and £125 A and £100 B certificate for a Matheson certificate. In July, 1899, there had been deposited all but about $3,859,000 of these securities. The "A" certificates have two votes, "B" certificates one vote for every complete £25.

Dividends—On "A" certificates, in 1898, April and May, 1899, paid £2 15s. 8d. p. c. Report for year 1898-99 in V. 69, p. 226. Address 85 Grace Church St., London, E. C.—V. 70, p. 584, 687.

Mexican Northern Ry.—Owns from Escalon, Mexico, on the Mexican Central Ry., to Sierra Mojada, 83 miles, all steel.

Stock.—Capital stock is $3,000,000; see application for listing on N. Y. Stock Exchange in full, V. 64, p. 619.

Dividends	1892.	1893.	1894.	1895 to Dec., 1899.	1900.
Per cent	6½	6½	6	4 yearly.	Q-M Mar. 1¼

Bonds.—The mortgage is for $1,660,000, of which $436,000 held by the sinking fund in Dec., 1899. See V. 60, p. 482.

Earnings—7 months, July 1 to Jan. 31. 1899-0.....Gross, $375,859; net, $135,975 1898-9.....Gross, 410,190; net, 206,718

Annual Report.—Earnings as follows in U. S. currency:

Year.	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Dividends.*	*Surplus*
1897-8..	$548,395	$316,793	$23,641	$137,383	$120,000	$83,051
1896-7..	603,671	329,991	19,941	135,439	120,000	94,493

—V. 64, p. 611, 619; V. 65, p. **679,** V. 69, p. 1012; V. 70, p. 280.

Mexican Railway, Limited.—City of Mexico to Vera Cruz, 264 miles; Puebla branch, Apizaco to Puebla, 29 miles; Pachuca branch, Ometusco to Pachuca, 28 miles; total, 321 miles.

Organization.—Incorporated Aug. 20, 1864, as Imperial Mexican Ry., Lim. Concessions perpetual, except as to Pachuca branch.

Dividends since 1896, paid semi-annually, yearly rate given: On 1st pref., May, 1897, 2⅛ p. c.; Nov., 1897, 2½ p. c.; May, 1898, 1⅞ p. c.; Nov., 1898, 2⅝ p. c.; May, 1899, 2⅜ p. c.; Nov., 1899, 3⅞ p. c.

Earnings.—Jan. 1 to March 31, 1900, 3 months (Mexican currency), gross, $1,181,200; in 1899, $1,165,700. For half-year ending June 30, 1899, gross, $2,330,031, against $2,100,865 in 1898; net above operating expenses, $1,090,892; total net revenue, £113,808; deb. interest, £60,000; special fund, £5,000; div. at 3⅞ p. c., £49,485.

Officers.—Chairman, William Newbold; Sec'y, John T. Denniston, London, Eng. London offices, 45 New Broad St., E. C. V. 66, p. 1001.

Mexican Southern Railway Ry., Limited.—Puebla to Oaxaca, Mex., 228 m.; sidings, 11 m.; all narrow-gauge. In Jan., 1900, acquired Tehuacan-Esperanza Tramway, standard gauge, about 31 miles, extending from Tehuacan to Esperanza on Mexican Ry.

Organization.—Chartered in 1889. Concessions commuted by payment in 1892 by Mexican Government of $8,000,000 6 per cent 50-year silver Mex. Govt. bonds. These bonds are subject to sinking fund of ½ per cent per annum, and expire June 1, 1990, when the road passes to the State without payment, except for stations, rolling stock, etc. In 1896 reorganized per plan in V. 63, p. 229.

Securities.—Principal of 1st debenture stock is redeemable at 110 per cent out of sinking fund from redemption of $8,000,000 Mexican silver bonds, deposited under trust deed. Interest on 2d debentures is payable only out of profits on Feb. 1 and Aug. 1. On ordinary shares 1 p. c. was paid for year ending March 31, 1897; year 1897-8, 1¼ p. c.; 1898-9, 1½ p. c.

Earnings.—Year ending March 31, 1899, gross, £64,662; net, £23,506; renewal and contingency fund, £5,000; div. (1½ p. c.), £15,000; bal., £3,506. In 1897-8, gross, £63,731; net, £21,036. Jan. 1 to Mch. 31, 1900, 3 mos. (Mex. cur.), gross, $218,281 in 1899; $194,457 in 1898.

Officers.—Chairman, G. E. Paget; Sec. A. C. Chamier, 16 Finsbury Circus, London, E. C. (V. 63, p. 229, **1112.**)

Mexico Cuernavaca & Pac. RR.—Mexico to Balsas River, 182 miles, in operation, and projected to Acapulco, about 153 miles.—V. 69, p. 332. As to subsidy from Mex. Gov't, see V. 67, p. 901. Stock, $6,000,000; par, $100; outstanding, Oct., 1898, $2,432,000. For 7 mos. ending July 31, 1899, 182 miles, gross, $253,671; net, $9,061. Year ending Dec. 31, 1898 (90 miles), gross, $323,527; net, $2,977; int. on $130,000 bonds, $13,598; def., not including int on $3,200,000 loan, $10,543. Pres. and Gen. Mgr., J. Hampson, Mexico City, Mex.; Sec. and Treas., Charles Wheeler, Denver, Col.—V. 69, p. **332.**

Michigan Central RR.—*(See Map adjoining New York Central page.)*—Line of Road.—Main line—Kensington to Detroit, 270 miles, and Windsor to Suspension Bridge (Canada Southern), 226 miles; total main line, 496 miles. Branches owned and leased 1,147 miles; trackage Ill. Cen., 14 miles; total January 1, 1899, 1,657 miles. There are 254 miles of second track and 922 miles of side tracks.

Organization, Leases, &c.—The Michigan Central was chartered in 1846; the whole line, Detroit to Kensington, was opened in 1852. Uses Illinois Central from Kensington into Chicago, 14 miles, under a

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Prin. pal, When Due. *Stocks*—Last Dividend.
***Michigan Central—(Concluded)*—**								
Grand River Valley stock, rental in perpetuity...	84	....	$100	$191,200	5	J. & J.	Jackson, Mich.	Jan., '00, 2½%
Det. & B. City bonds, endorsed, no mort. lien...c	....	1872	1,000	274,000	8	M. & N.	N. Y., Union Trust Co.	May 1, 1902
Bridge bonds, endorsed, no mortgage lien.....	....	1873	1,000	150,000	8	M. & N.	do do	May 1, 1903
Jack.Lans.& Sag. stock, 3½ p.c. y'rly, guar.by end.	295	....	100	2,000,000	3½	M. & S.	N. Y., Gr. Cent. Station.	Mar. 1, '00, 1¾
Cons. mortgage, assumed, extended in 1891..c*	295	71&80	1,000	1,836,000	5	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1901
Bay City & Battle C., 1st M., gold, gu.p.& i. end.c*	18	1889	1,000	250,000	3 g.	J. & D.	N. Y., Union Trust Co.	Dec. 1, 1939
Battle C. & Sturgis 1st M., gold, gu. p. & i. end.c*	41	1889	1,000	421,000	3 g.	J. & D.	N. Y., Union Trust Co.	Dec. 1, 1939
Joliet & North.Indiana 1st M., guar. p.&i. (end.).c	45	1877	1,000	800,000	7	J. & J.	N. Y., Farm. L.& Tr. Co.	July 10, 1907
Middletown Un. & W. Gap—1st M., ext. in '86.....c*	13	1866	100 &c.	150,000	5 g.	M. & N.	N. Y., N. Y. Susq. & W.	Nov. 1, 1911
2d mortgage, int. guar. ext. in 1897 (see text)..c*	....	1871	500 &c.	577,000	5	J. & D.	do do	June 1, 1910
Mill Creek & Mine Hill Nav. & RR.—Stock.....	....	....	.....	323,375	10	J. & J.	Philadelphia.	Jan. '00, 5%
Milw. Benton Harb. & Col.—Consol. M., g., $900,000	27	1897	1,000	405,000	5 g.	M. & S.	N.Y., Mercantile Tr.Co.	Sept. 1, 1947
Milwaukee Lake Shore & Western—See CHICAGO & NORTH-WESTERN.								
Milwaukee & Lake Winnebago—See WISCONSIN CENTRAL RY.								
Milwaukee & Northern—See Chicago Milwaukee & St. Paul.								
Mine Hill & Schuylkill Hav.—Stock (6 p. ct. rental).	52	....	50	4,210,200	5½	J & J.	Phila.,Office,119 S. 4th.	Jan. 15,'00,2½
Mineral Range—Stock $400,000.....	....	....	100	393,400	.....	.....	.....	Feb.,'98, 3½%
New consol. M., $600,000, gold, red. at 105.....c	17	1891	500	340,500	5 g.	J. & J.	N. Y., Nat'l City Bank.	Jan. 1, 1931
Minneapolis & St. Louis—Common stock.....	....	....	100	6,000,000	.....	.....	.....	.....
2d pref. (now 1st pref.), stock, 5 p. c., non-cum...	....	....	100	4,000,000	4½ in '99	J. & J.	N. Y. Central Tr. Co.	Jan.15,'00,2½
1st M., Minn. to Merriam Jc., gold.....c*	27	1877	1,000	455,000	7 g.	J. & J.	do do	Jan. 1, 1907
1st mort., Merriam Junction to State Line,gold.c*	93	1877	500&c.	950,000	7 g.	J. & D.	do do	June 1, 1927
1st M. Minn.& Dul., Minn. to White B.Lake, gold.*	15	1877	1,000	280,000	7 g.	M. & N.	do do	Jan. 1, 1907
Iowa exten. 1st M., g.(Al. Lea to Fort Dodge)g.c*	102	1879	1,000	1,015,000	7 g.	J. & D.	do do	June 1, 1909
Mort.on Southwestern exten., g. ($12,000 p.m.)c*	53	1880	1,000	636,000	7 g.	J. & D.	do do	Dec. 1, 1910
Pacific extension 1st mortgage, gold.....c*	92	1881	1,000	1,382,000	6 g.	A. & O.	do do	Apr. 1, 1921
First consolidated M., $5,282,000, gold.....c*&r	....	1894	1,000	a5,282,000	5 g.	M. & N.	do do	Nov. 1, 1934
1st refunding mort., $25,000,000 ($18,000 p. m.)	283	1899	1,000	7,800,000	4 g.	M. & S.	do do	Mch. 1, 1949
Minn. St. Paul & Sault Ste. Marie.—Common stock.	....	....	100	14,000,000	.....	.....	.....	.....
Preferred stock, 7 per cent, non-cumulative.....	....	....	100	7,000,000	.....	.....	.....	.....

a Of which $282,000 held in treasury June 30, 1899. b $200,000.

perpetual lease. Control of the road was acquired by the N. Y. C & H. R. RR. Co. in April, 1898, as stated below.

CANADA SOUTHERN CONTRACT.—In Nov., 1882, a close contract was made with Can. So. for the operation of its road. The contract provided for a re-apportionment every five years and in the re-apportionment December, 1892, it was agreed that the Canada Southern should thereafter receive 40 per cent and the Michigan Central 60 per cent of the first $1,000,000 of net earnings, any amount over that to be divided as theretofore—one-third to C. S. and two-thirds to M. C.; but under the original contract each company is accorded all benefit from reduction in its fixed charges. The M. C. to Jan. 1, 1899, had reduced its charges $328,575; this sum is therefore credited to it before the division.

CAPITAL STOCK.—The stock has remained at same amount since 1895.

DIVIDENDS. Per cent—	'83	'84	'85-86	'87-89	'90	'91	'92-94	'95 to Jan.,'00
	5	3	nil.	4 yearly	5	5	5½ y'rly	4 yearly

BONDS.—The *Jackson Lansing & Saginaw bonds* were assumed by Michigan Central, which also guarantees in perpetuity 3½ per cent on the stock. The *Bay City & Battle Creek* mortgage is for $1,800,000, but amount outstanding is limited to $15,000 per mile. The total issue of *Battle Creek & Sturgis* bonds is $500,000, but of this $79,000 was sub-guaranteed by the Lake Shore & Michigan Southern, 7 miles of the B. C. & S. being operated by that company The Bay City & Battle Creek and the Battle Creek & Sturgis issues both carry the guaranty of the Michigan Central endorsed on the bonds.

OPERATIONS, FINANCES, &C.—The road is operated under a close contract with Canada Southern, and the earnings of both roads are included in the statistics below. As to division of profits between the companies, see explanation V. 64, p. 5. All betterments and improvements to the road have been charged to operating expenses, except $70,000 set aside out of net revenue of 1898 as a special fund for construction of second track between Ypsilanti and Dexter.

In 1898 purchase was arranged of the capital stock by the N. Y. C. & H. R. RR. Co., which gave in exchange its 3½ per cent 100-year gold bonds at the rate of $115 in bonds for $100 in stock. V. 66, p. 759. In Dec. 1899, $16,189,600 of the $18,738,000 stock had been acquired by the N. Y. C. & H. R. RR. V. 66, p. 1238.

ANNUAL REPORT.—Annual meeting Thursday following first Wednesday in May. Report for 1898 in V. 68, p. 869. Preliminary statement for 1899, V. 69, p. 1287.

Year ending Dec. 31	1899.	1898.	1897.	1896.
Gross earnings.....	$15,280,000	$14,046,149	$13,697,238	$13,821,614
Net earnings.....	*3,506,000	3,500,177	3,447,728	3,429,263
P. c op.ex. to earns..	.....	75·08	74·83	75·19
Net, incl'g other inc..	$3,555,000	$3,544,854	$3,492,347	$3,468,948
Rentals paid.....	2,414,000	184,310	184,310	184,310
Interest on debt... ..		2,235,625	2,230,714	2,210,255
Can. Southern share.	303,000	300,667	282,402	296,474
New second track...	.....	70,000	... .	.....
Dividends.....	749,520	(4)749,520	(4)749,520	(4)749,520
Surplus.....	$83,480	$4,732	$45,401	$28,389

* Operating expenses in 1899 include cost of 10,000 tons of new steel rail, $271,000 for bridges, $900,000 for equipment, etc.

Traffic.—Of the 7,470,951 tons carried in 1895, grain contributed 8·7 per cent; bituminous coal, 10¼ p. c.; anthracite, 6·8 p. c.; lumber and forest products, 20·7 p. c. V. 69, p. 1297, 1301.

Middletown Unionville & Water Gap RR.—*(See Map N. Y. Susquehanna & Western.)*—Owns from Middletown, N.Y., to Unionville, N. J. State line, 13·65 miles. Stock, $149,850; par, $50. Controlled through ownership of stock by New York Susquehanna & Western, which pays interest on bonds. Principal of the second mortgage 5s, due Dec. 1, 1896 ($250,000), was extended at same rate to 1910. In year ending June 30, 1899, gross, $54,402; net, $19,810; charges, $22,317; bal., deficit for year, $2,507. In 1897-98, gross, $49,986; net, $19,922.—(V. 63, p. 1010, 1159; V. 64, p. 664.)

Midland Terminal Ry.—See Denver & Southwestern Ry., in which merged in 1899.—V. 69, p. 795, 854.

Mill Creek & Mine Hill Navigation & RR.—Mill Creek Jc. to Broad Mtn., Pa., 3·8 miles; branch 3·3, second track 3·8 miles; total track, 33 miles. Leased July 25, 1861, for 999 years to Phila. & Reading RR. and leased assumed in 1896 by Phila. & Reading *Railway;* rental $33,000 and all taxes.

Milwaukee Benton Harbor & Columbus Ry.—Completed (Apr., '00), Benton Harbor to Buchanan, Mich., 27 miles, to extend to Napanee, Ind., a total of 63 miles. Capital stock, $600,000; par, $100; outstanding Apr., 1900, $270,000. On Dec. 31, 1899, bills payable, $83,767; car trusts, $10,300. Year ending Dec. 31, 1899, gross, $24,709; def. under operating expenses, $1,839; int. on bonds, $20,250. President, A. A. Patterson, Jr., Benton Harbor, Mich.; Vice-Pres., D. H. Patterson; Auditor, Jos. W. Johnston. (V. 65, p. 572.)

Milwaukee & Lake Winnebago RR.—(See Wisconsin Central.)

Mine Hill & Schuylkill Haven RR.—From Schuylkill Haven to Ashland and Enterprise Jct., 46 miles; 2d track, 24 m.; total track, 148 miles. In 1897 rental reduced to 6 p. c. on stock under new lease for 999 years from Jan. 1, 1897, to Phila. & Read. Ry. Co. Dividends paid stockholders are 2½ p. c. in Jan. and 3 p. c. in July, ½ p. c. being deducted for taxes.—V. 63, p. 1011.

Mineral Range RR.—Houghton, Mich., to Calumet, Mich., 14 miles, standard gauge; branches, 14 miles: total, 28 miles

HISTORY, ETC.—Operated in close connection with Hancock & Calumet (which see.) Reorganized in 1891. In year 1895 paid dividends 10½ p. c.; in 1896, 7; 1897, 7 p. c.; 1898, 3½ p. c.

BONDS.—The consolidated mortgage covers all the property, including $250,000 of Hancock & Calumet stock, which is five-sevenths of the whole issue; there are reserved for $13,300 old bonds $7,000 with trustee. Loans and bills payable June 30, 1899, $218,500. Of tonnage in 1898-9, coal was 18 p. c.; lumber 16 p.c. and forest products 4 p c.

EARNINGS.—For year ending June 30, 1899, gross, $182,584; net, $30,750; other income, $13,200; interest, etc., $29,638; bal., surplus for year, $14,311. In 1897-8, gross, $159,732; net, $40,049. Office, 44 Wall Street, N. Y.

Minneapolis & St. Louis RR.—*(See Map.)*—Owns main line Minneapolis to Angus, Ia., 260 miles; Western Div., Hopkins to Watertown, S. D., 216 miles; Kalo Branch, 1½ miles; Lake Park Branch, 1½ miles; Winthrop, Minn., to New Ulm, Minn., 20 miles. Leases trackage from Minneapolis to St. Paul over St. Paul & North. Pac. RR., 10 miles; total operated, 509 miles. Also owns, but leases to Bur. C. R. & Nor., Albert Lea to Iowa State Line, 13 m; and Minneapolis to White Bear Lake, 13 m., leased to St. Paul & Duluth.

In Feb., 1899, purchased (V. 68, p. 672,) from the Rock Island 123 miles, Morton to Watertown, So. Dak., part of the 217 miles of the unbonded Wis. Minn. & Pac. theretofore operated by Minn. & St. Louis, but accounts kept separate. Also began extending New Ulm branch through rich grain and live-stock country to Ill. Central RR. at Storm Lake, Ia., 140 miles, expected to be completed by the spring of 1900. V. 68, p. 130. See Minneapolis terminals in V. 65, p. 732.

HISTORY.—A reorganization in Oct., 1894, per plan in V. 59, p. 371, of *Railway* foreclosed under improvement and equipment mortgage.

STOCK.—The capital stock is, common, $6,000,000; preferred, 5 p. c., non-cumulative, $4,000,000. All classes of stock have equal voting power. The $2,500,000 first pref. was paid off at par on June 1, 1899.

DIVIDENDS.—On *preferred* non-cum.: In 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 3½ p. c.; in 1899, 4½ p. c.; in 1900, Jan., 2½ p. c.

BONDS, ETC.—Bonds issued under the mortgage due June, 1927, numbered from 1,101 to 1,400, for $500 each, additional to those above were assumed by the Burl. Cedar Rapids & Northern RR.

As to first consol. mortgage (see abstract V. 59, p. 1145.) The refunding mortgage of 1899 limits the issue of first consols to $5,282,000, the amount now issued.

First refunding mortgage of 1899 is for $25,000,000, of which $5,100,000 sold as below stated, $2,500,000 issued to retire 1st pref. stock at par June 1, 1899, $10,000,000 reserved to retire underlying bonds and $7,200,000 for future extensions, improvements, etc., under severe restrictions. On completion in 1899 of the extension of the New Ulm branch, the mortgage will be a first lien on 283 miles of road, etc., and a blanket lien on rest of company's property.—V. 68, p. 187, 332. See full particulars in application to list, V. 69, p. 32.

GENERAL FINANCES.—In Jan., 1899, sold $5,100,000 of new 4s to purchase 123 miles of road and to build and equip 140 miles extension of New Ulm branch—see above and V. 68, p. 130, 187, 332.

EARNINGS—8 mos., July 1 to Feb. 28.		
1899-0	Gross, $1,926,131;	net, $807,645
1898-9	Gross, 1,588,781;	net, 669,471

Net earnings (Nov. and Dec. estimated) for 6 mos. ending Dec. 31, 1899, were $746,211; int. on bonds, $446,270; div. on pref., 2½ p. c., $100,000; balance, surplus, $199,941.—V. 69, p. 1244.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-99 was given at length in V. 69, p. 901, 911. See also editorial p. 877.

Earnings—	1898-99.	1897-98.	1896-97.
Passengers	$494,031	$457,480	$412,085
Freight	1,860,258	1,650,508	1,469,070
Mail, express, &c.....	145,715	138,593	125,350
Total.....	$2,500,004	$2,246,581	$2,006,505
Net over taxes.	$977,299	$878,605	$807,377
Other income.....	140,903	112,703	96,949
Total net income.....	$1,118,202	$991,368	$904,326
Interest paid.....	659,540	580,540	580,540
Dividends.....	294,583	265,000	245,000
Bal. surplus for year.....	$164,080	$145,828	$78,786

Pres.,(elected Oct., 1899), Edwin Hawley. V. 69, p. 901, 911, 1244.

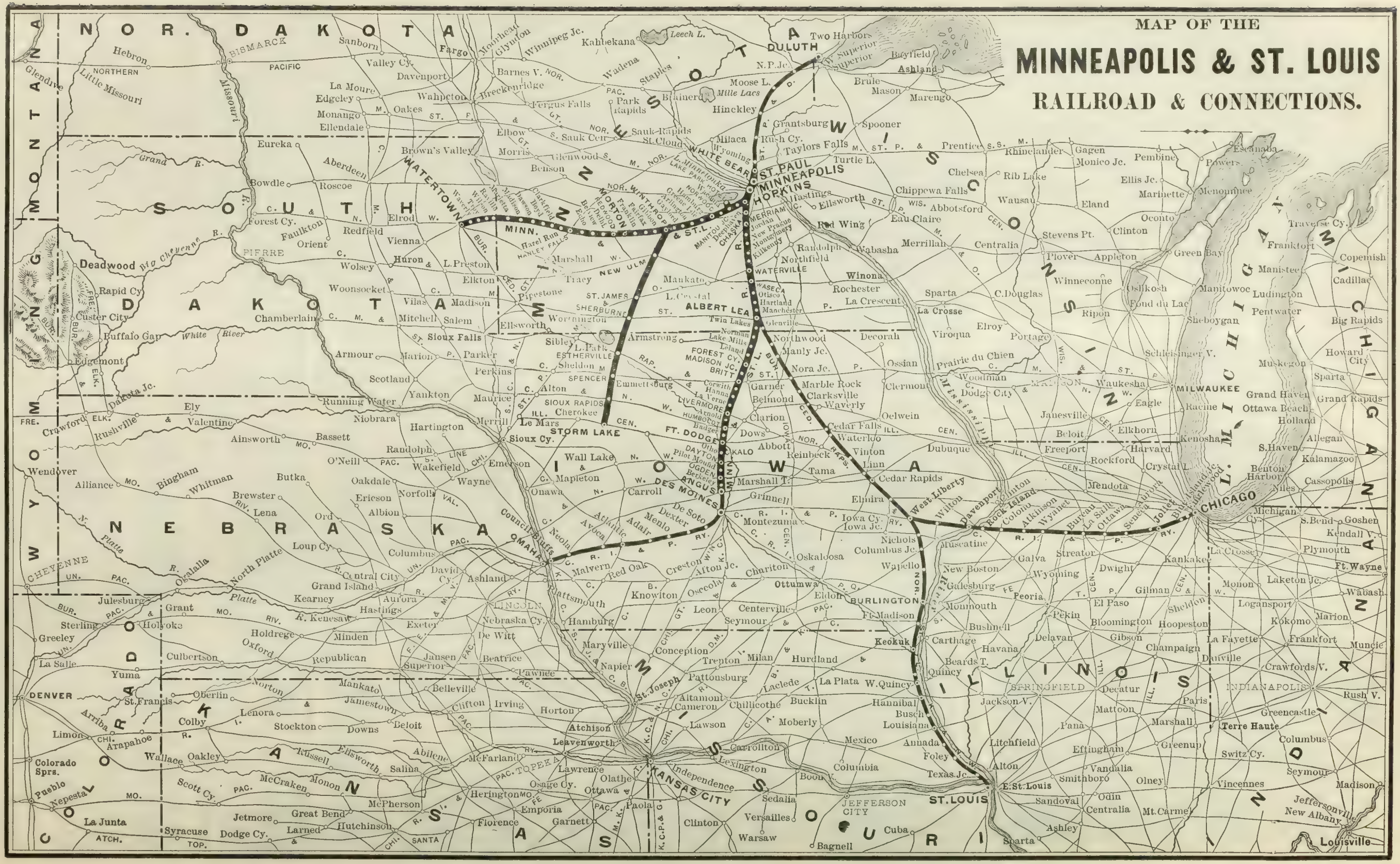
Minneapolis St. Paul & Sault Ste. Marie Ry.—Owns Minneapolis to Sault Ste. Marie, Mich., 490 miles; branches, 32 miles; from Minneapolis northwest to Kulm, No. Dak., 308 miles; Hankinson to International Boundary Line, No. Dak., 344 miles; trackage in Minneapolis, St. Paul, etc., 20 miles; total, 1,195 miles In Oct., 1899, extension from Kulm, N. D., to Wishek, about 77 miles, in operation, and being completed towards Bismarck.

HISTORY.—Formed June, 1888, by consolidation of the Minneapolis Sault Ste. Marie & Atlantic, the Minneapolis & Pacific, etc. (See V.

MAP OF THE

MINNEAPOLIS & ST. LOUIS

RAILROAD & CONNECTIONS.



Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Minn. St. Paul & Sault Ste. Marie—(Concluded.)								
Minn. Sault Ste. Marie & Atlantic 1st M. gold..c*	495	1886	$1,000	$8,239,000	4 g. & 5	J. & J.	N. Y., B'k of Montreal.	July 1, 1926
Minneapolis & Pacific. 1st mort., $15,000 p. m..c*	286	1886	1,000	3,107,000	4 (5)	J. & J.	do do	Jan. 1, 1936
Consol. M., gold, int. guar. (end.)—See text....c*	1,252	1888	1,000	18,162,000	4 g.	J. & J.	do do	July 1, 1938
M. S. P. & S. S. M. 2d M. $5,000,000, g., int. gu..c*	1,252	1899	1,000	3,500,000	4 g.	J. & J	do do	Jan. 1, 1949
Car trusts Dec. 1, 1899.....	....	....	.....	801,808	.....	.....	New York & Chicago.	1903 & 1907
Minnesota Transfer—1st mort.—($462,000 are 4s)c	....	1886	1,000	1,366,000	4 & 5	F. & A.	1st N.B'k, St. Paul, Minn.	Aug. 1, 1916
Miss. Colesb. & Man. Ry.—1st M. g., $200,000 s. f. **IB.**c*	20	1899	1,000	None Jan. '00	5 g.	J. & J	Boston.	July 1, 1919
Miss. River Hamb. & W.—1st M., gold, $400,000..c	40	1897	1,000	400,000	5 g.	M. & N.	N. Y., Col. Trust Co.	Nov. 1, 1917
Missouri Kansas & Texas—Common stock.....	....	....	100	54,950,000	.....	.....	.....	.....
Preferred stock, 4 per cent non-cumulative.....	....	....	100	13,000,000	.....	.....	.....	.....
Tebo. & Neosho 1st mort., gold, s. f., red. at 100..	100	1870	1,000	187,000	7 g.	J. & D.	N. Y. Office, 45 Wall St.	June 1, 1903
M. K. & T. 1st mortgage, gold, Ce.....	1,601	1890	500 &c.	39,813,000	4 g.	J. & D.	do do	June 1, 1990
2d M. (formerly incomes), see text, gold **Me**...	1,601	1890	500 &c.	20,000,000	4 g.	F. & A.	do do	June 1, 1990
1st M. extension bonds, gold, $20,000 p. m...c*	....	1894	1,000	1,498,000	5 g.	M. & N.	do do	Nov. 1, 1944
Mo. K. & Eastern 1st M., $4,000,000 g., assumed.	162	1892	1,000	4,000,000	5 g.	A. & O.	do do	Apr. 1, 1942
2d M.. $500,000 gold, guar., assumed.....	162	1892	1,000	500,000	5 g.	A. & O.	do do	Apr. 1, 1942
Kan. City & Pacific 1st mort., gold.....c*	125	1890	1,000	2,500,000	4 g.	F. & A.	do do	Aug. 1, 1990
Guaranteed bonds—								
Dallas & Waco 1st M., $20,000 p.m., g., p.& i. gu.c*	67	1890	1,000	1,340,000	5 g.	M. & N.	do do	Nov. 1, 1940
M. K. & T. in Texas 1st M., $20,000 p.m., gold, gu.c*	132	1892	1,000	2,685,000	5 g.	M. & S.	do do	Sept. 1, 1942
Booneville Bridge, 1st M., gold., gu., dr'n at 100.c*	....	1873	$ & £	434,000	7 g.	M. & N.	do do	May 1, 1906
Guar. bonds of companies operat'd separately—								
Sh. Sh. & So. 1st M., $20,000 p.m.g., gu., p.& i. (end.)c*	155	1893	1,000	1,100,000	5 g.	J. & D.	do do	June 1, 1943
S. W. Coal & Imp. 1st M. guar. p. & i. end. s. f. in '99.	....	1889	1,000	988,000	6	J. & J.	do do	July 1, 1929
Missouri Midland Ry.—1st mortgage, gold. **SSt.**	9	1899	.....	142,000	5 g.	J. & J.	St. Louis, Mo.	July 1, 1949
Missouri Pacific—Stock, $55,000,000 authorized.	....	....	100	47,448,650	.....	.....	N. Y., Mercantile Tr. Co.	July 15, 1891
Pac. RR. of Mo. 1st mort., extended in 1888, gold	283	1868	1,000	7,000,000	4 g.	F. & A.	do do	Aug. 1, 1938
2d mort. ext. in 1891 in gold, St. L. to K. C..c*	283	1871	1,000	2,573,000	5 g.	J. & J.	do do	July 1, 1938
1st M., St. Louis real estate, ext. in 1892, gold.	....	1872	500 &c.	800,000	5 g.	M. & N.	do do	May 1, 1938
1st M. Carondelet Br., g., gu. p.& i. (end.) ext. '93	13	1873	500	237,500	4½ g.	A. & O.	do do	Oct. 1, 1938
3d M. (cover'g all property of Pacific RR. of Mo.)	296	1876	1,000	3,828,000	7	M. & N.	do do	Nov. 1, 1906

46, pp. 538, 609.) Controlled by Canadian Pacific, which Jan. 1, 1899, owned $7,066,600 common and $3,533,400 pref. stock, etc.

BONDS.—Can. Pac. guarantees by endorsement 4 per cent interest on all the bonds assenting to a reduction of interest to 4 per cent. (See V. 50, p. 784; V. 51, p. 239. About one-half the Minn. & Pac. bonds and practically all of the other issues assented. V. 54, p. 799.)

Abstract of *Minneapolis Sault Ste Marie & Atlantic* mortgage in V. 45, p. 243. The *consol. mortgage of* 1888 (trustee, Central Trust Co., mortgage abstract CHRONICLE, V. 47, p. 142), was for $21,000,000 on 800 miles (sufficient of this amount being reserved to retire the prior bonds) and for $20,000 per mile on all additional mileage.

Of the $5,000,000 2d 4s of 1899 $3,500,000 were issued to take up certain maturing interest-bearing obligations and current capital expenditures and for equipping of terminals and additions, the remaining $1,500,000 to be issued hereafter from time to time only as required.—V. 68, p. 669, 771, 977.

LATEST EARNINGS.—8 mos. } 1899-0. Gross, $3,425,627; net, $1,769,229
July 1 to Feb. 28. } 1898-9. Gross, 2,898,998; net, 1,224,358

EARNINGS.—In 1898-99, gross, $4,413,312, net, $1,709,279; other income, $2,625; rentals, $126,289; interest, $1,210,557; surplus, $375,058. (V. 68, p. 977; V. 69, p. 906.)

Minnesota Transfer Ry.—A union road, owning 14 miles, extending from junction with Chic. Mil. & St. Paul at Merriam Park to Fridley (with stock yards, etc.); side tracks about 42 miles; total 56 miles. In 1898 purchased New Brighton stock yards and Minnesota Belt Ry. & Transfer Line, 11 miles long, issuing $400,000 4s therefor. (V. 67, p. 956.) Has $63,000 capital stock, equally owned by:

Chicago Milwaukee & St. Paul, Northern Pacific, Chicago St. Paul Minn. & Omaha, Minneapolis & St. Louis, Wisconsin Central, Chicago Burlington & Quincy, Great North., Chic Great Western and Minn. St. Paul & Sault Ste. Marie.

Additional bonds can be issued for property and improvements as required. Principal only is payable in gold. Mortgage trustee, St. Paul Trust Co., St. Paul, Minn.—(V. 66, p. 1238; V. 67 p. 956.)

Mississippi Colesburg & Manchester Ry.—Under construction in Jan., 1900, from Dyersville to Colesburg, Ia., 20 miles. Stock authorized, $100,000; outstanding, Jan., 1900, $10,000. Pres., James Prentice; Sec., W. C. Kirchbeck; Treas., Geo. H. Klaus.

Mississippi River Hamburg & Western.—Hamburg to Luna, Ark., 41 miles. Completed in July, 1899. Stock, $400,000; all issued. Par of shares $100. President, L. A. Cole, 100 William St., New York.

Missouri Kansas & Texas Ry.—(*See Map.*)—ROAD.—Operates a line with northern termini at St. Louis, Kansas City and Hannibal, Mo., extending southerly across the Indian Territory and the Texas cotton belt to tidewater at Galveston, on the Gulf of Mexico. It embraces:

Road owned.	*Miles.*
Hannibal, Mo., via Denison & Whitesboro, to Henrietta..	689
Junc. City, Kan., to Parsons.	158
Texas Jct. to Franklin Jct...	162
Ft. Worth to Houston, Tex..	327
Paola, Kan., to Sedalia, Mo..	86
Paola to Stevens, etc.....	150
Branches (10) to Mineola, etc.	443
Total owned.....	1,865

Operated—not owned.	*Miles.*
Henrietta to Wichita.....	18
Operated jointly.	
St. Louis to Texas Junction..	24
Kansas City to Paola.....	43
Whitesboro to Ft. Worth.....	71
Galveston Hous. & Hend....	50
Total operated.....	2,221
Operated separately.	
Sherman Shrev. & Southern—J'ffers'n to Greenv., Tex., &c.	155

ORGANIZATION, &C.—Reorganized in 1890, without foreclosure, [plan in V. 49, p. 719,] the old first mortgage being paid off at par.

The entire capital stock of the "M. K. & T. Railway Co. of Texas" is deposited with Central Trust Co. as trustee for the benefit of the M. K. & T. security holders. (V. 54, p. 1047; V. 55, p. 298.) M. K. & Eastern was absorbed in June, 1896.—V. 63, p. 30.

Purchase of Sherman Shreveport & Southern was authorized in May, 1899, on condition that the road be extended from Jefferson, Texas, to Wascom, 30 miles, under construction in Apr., 1900), and from San Marcus to San Antonio, 50 miles, within two years. V. 68, p. 977. In Oct., 1899, acquired K. C. Eldorado & So. Ry. V. 70, p. 76.

LAND GRANT.—Land grant in Indian Territory 3,110,400 acres, subject to extinguishment of Indian title. For status in 1897 and 1898, see V. 67, p. 222; V. 65, p. 542, 594. (V. 55, p. 937; V. 61, p. 1155.)

STOCK.—Besides stock as above the Booneville RR. Bridge Co. has $1,000,000 stock; and the M. K. & T. of Texas has $2,012,500 of stock included by M. K. & T. in its balance sheet in the outstanding capital. Common stock was increased from $52,450,000 to $54,950,000 in 1900 to absorb Kan. City & Pac. Ry. V. 69, p. 1148, 1346; V. 70, p. 76.

BONDS.—M. K. & T. 1st and 2d mortgages of 1890 [abstract in V. 51, p. 495] cover line from Hannibal, Mo., to a point 80 miles from Houston, Tex., 941 miles [except 71 miles of trackage] and sundry branches, the total mileage mortgaged being 1,601 miles, including the Sherman Shreveport & So., formerly the East Line & Red River RR. The bonds of the Sher. Shr. & So., except $1,050,000 [turned over to M. K. & T. for standard-gauging the line] are deposited as part security for the aforesaid mortgages. These mortgages also cover the right to the land grant in the Indian Territory. Firsts are reserved for T. & N. firsts; on Stock Exchange to Jan., '00, $39,718,000 had been listed, Payment of interest on the *second mortgage* of 1890 is obligatory since the coupon of Aug. 1, 1895; previously it received 2 p. c. interest yearly.

The *Missouri Kansas & Eastern bonds* originally guaranteed were assumed in June, 1896, the road forming the St. Louis extension from Franklin, Mo., to Texas Junction, Mo., 162 miles. See V. 63, p. 30.

GUARANTIES.—Interest is guar. on Booneville Bridge 7s, and principal and interest on Dallas & Waco bonds (issue limited to $1,340,000).

The *M. K. & T. in Texas* in August, 1892, filed a mortgage to secure $10,000,000 of bonds at $20,000 per mile for extensions in Texas. They are guaranteed principal and interest and are so endorsed; trustee Central Trust Co. See above, and guaranty V. 56, p. 604.

The *Sherman Shreveport & Southern* mortgage is for $6,100,000 at not exceeding $20,000 per mile; authorized, $3,100,000, of which $2,000,000 pledged under the M. K. & T. mortgage of 1890. Form of guaranty, V. 70, p. 329.

The *Southwestern Coal & Improvement Co.'s* bonds are guaranteed. Mortgage ($1,000,000) covers the coal on 51,000 acres in Indian Territory, and the company also owns 2,350 acres additional, the Denison & Washita Ry., 15 miles, mines in active operation, etc.

Equipment Notes.—On Oct. 31, 1899, these aggregated $1,277,118, payable part yearly till Aug., 1905. On Sept. 5, 1899, arranged to spend $1,000,000 for equipment during the year. V. 70, p. 39.

LATEST EARNINGS.—8 months ending Feb. 28:

	Gross.	*Net.*	*Charges.*	*Balance.*
1899-00	$9,063,279	$2,682,551	$2,301,837	$560,714
1898-99	8,677,658	3,179,796	2,285,274	894,522

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting first Thursday after first Monday in April. Report for 1898-99 in V. 69, p. 643. The $20,000,000 2d mort., which previously received 2 p. c. yearly ($400,000), became fixed interest charge at 4 p. c. Aug. 1, 1895.

Year end. June 30.—	1899.	1898.	1897.	1896.
Aver. miles operated..	2,200	2,197	2,197	2,147
Passenger earnings.	$1,943,123	$1,919,556	$1,818,188	$2,071,406
Freight.....	9,394,922	9,559,000	9,107,207	8,388,544
Mail, express, etc...	592,289	568,680	552,919	577,036
Gross earnings....	$11,930,334	$12,047,237	$11,478,314	$11,036,987
Ope. exp. and taxes.	8,012,829	8,182,388	8,337,399	7,704,100
Net earn., inc. oth. in.	¶$3,979,093	¶$3,933,939	¶$3,277,915	$3,332,887
Interest on bonds..	3,063,593	3,061,760	3,061,760	2,983,960
Rentals.. &c.....	366,817	397,422	365,507	332,534
Balance.....	sr. $548,683	sr. $474,758	def. $149,352	sr. $16,393

¶$61,588 in 1899 and $69,090 in 1898. (V. 70, p. 39, 76.)

Missouri Pacific Ry.—(*See Map.*)—Operates important system of roads extending westerly and southwesterly from St. Louis, Mo., including main lines from St. Louis to Omaha, Neb., 495 miles, and from Kansas City to Denver, Col., 758 miles, with many branches in Kansas, etc. Through the St. Louis Iron Mt. & Southern, which it controls, connection is had with Texas and the lines of the Texas & Pacific, International & Great Northern and the St. Louis Southwestern, the whole forming what is known as the "Gould System," in which the heirs of Jay Gould are largely interested (see list of Mr. Gould's holdings, V. 60, p. 83.) The Mo. Pac. property includes:

Lines owned and controlled.	*Miles.*
St. Louis to Omaha.....	495
Pleasant Hill to Joplin, Mo..	133
12 branches owned.....	450
Proprietary lines [entire st'ck own'd] form'g line to Pueblo, Col., etc.....1,833	

Leased lines and trackage.	*Miles.*
Boonville St. L. & Southern...	44
Verd. Valley Ind. & West.....	81
Leroy & Caney Valley.....	52
Kansas City & S. W.....	48
Trackage to St. Joseph, etc....	27
Total Mo. Pacific and branch lines.....	3,163

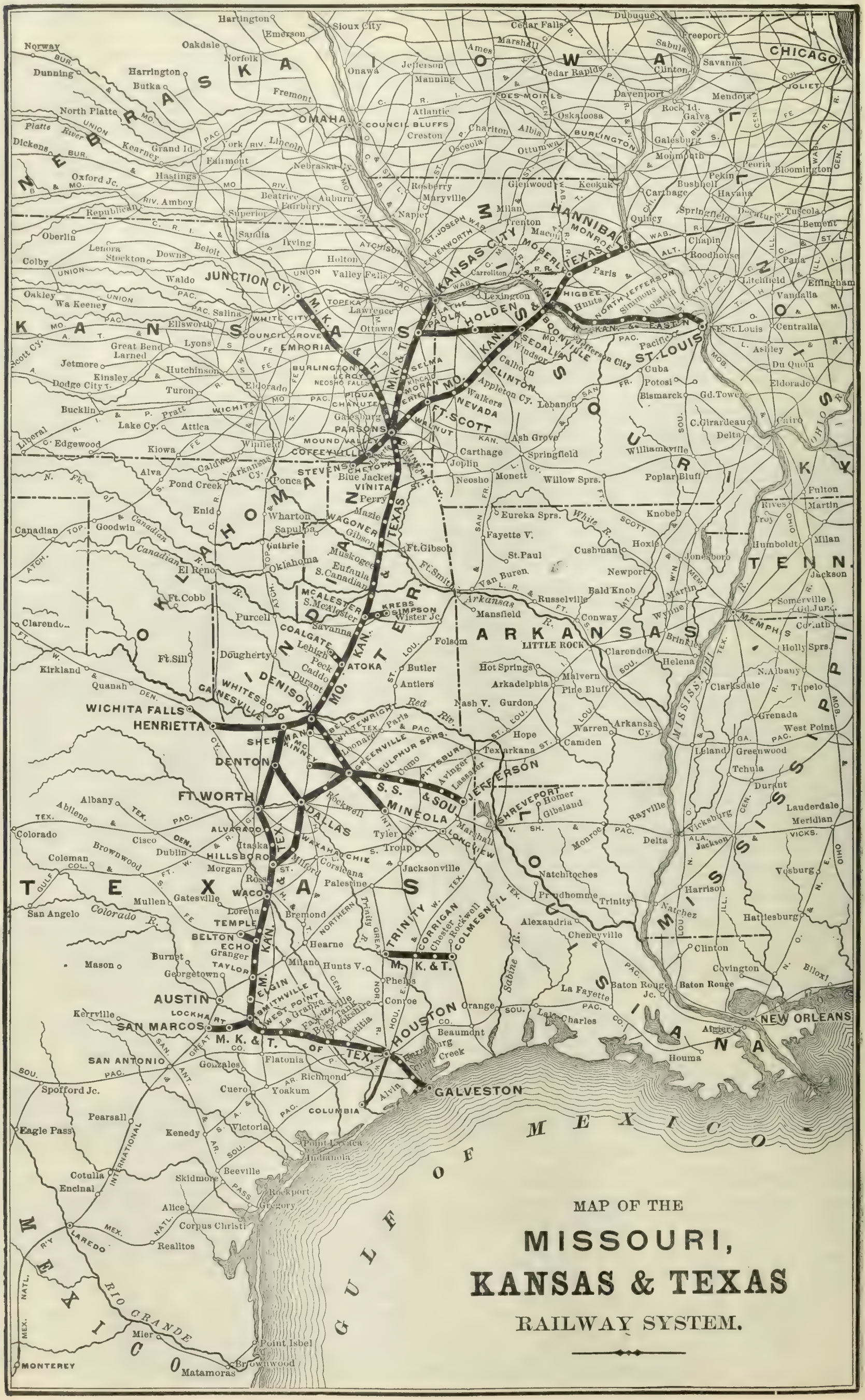
Also owns all capital stock of Central Branch Union Pac., etc., 388 m.; St. Louis Iron Mountain & Southern and leased lines, 1,773 miles. Grand total Missouri Pacific mileage January 1, 1900, 5,324 miles. In Feb., 1900, extension from Bagnell, Mo., to Springfield, reported to be proposed. In Mar., 1900, extension from Cornell, Kan., to Webb City, Mo., 20 miles reported under construction.

ORGANIZATION, LEASES, &C.—The Pacific RR. of Missouri was sold in foreclosure September 6, 1876. The present company was a consolidation in August, 1880, embracing the Missouri Pacific and minor roads. The bonds of the proprietary lines are practically all pledged to secure Mo. Pacific loans. The Iron Mountain stock is mostly owned by the Missouri Pacific. Control of the International & Great Northern was secured in 1892 and of Central Br. U. P. in 1898. In 1899 arrangements were made for purchase of Atchison Colorado & Pacific and At Jewell County & West. (included with Central Branch U. P. mileage above), see V. 68, p. 329, 520. As to Texas & Pac., see below.

DIVIDENDS—	1881.	'82.	'83 to '87.	'88.	'89.	'90.	'91.	None
Per cent...	6	6¼	7 yearly.	5¼	4	4	3	since.

BONDS.—The *consolidated mortgage* is for $30,000,000—trustees John F. Dillon and Edward D. Adams—the balance unissued is in trust to redeem prior bonds due if deemed best. Abstract in V. 47, p. 287.

The *collateral trust bonds due* 1917 (Union Trust Company of New York, trustee) are secured by mortgage bonds of new roads at $12,000 or $15,000 per mile; these embracing the line from Fort Scott, Kan. to Pueblo, Col., etc. For securities pledged, etc., see V. 46, p. 678.


MAP OF THE
MISSOURI,
KANSAS & TEXAS
RAILWAY SYSTEM.
CHICAGO
JOLIET
OMAHA
COUNCIL BLUFFS
DES MOINES
KANSAS CITY
ST. LOUIS
E. St. Louis
JUNCTION CY.
TOPEKA
LAWRENCE
HOLDEN
SEDALIA
BOONVILLE
CLINTON
PARSONS
FT. SCOTT
COFFEYVILLE
VINITA
STEVENS
MUSKOGEE
GIBSON
Ft. Gibson
McALESTER
S. McAlester
KREBS
SIMPSON
Wister Jc.
ATOKA
DENISON
GAINESVILLE
WHITESBORO
WICHITA FALLS
HENRIETTA
DENTON
FT. WORTH
DALLAS
S. S. & SOU.
MINEOLA
SHREVEPORT
LITTLE ROCK
MEMPHIS
HOUSTON
GALVESTON
AUSTIN
WACO
TEMPLE
BELTON
ECHO
HILLSBORO
SAN ANTONIO
SAN MARCOS
LOCKHART
SMITHVILLE
ELGIN
M. K. & T. OF TEX.
M. K. & T.
M. K. & T. CO.
TRINITY & BRAZOS VY.
TRINITY & SABINE
COLMESNEIL & SABINE
GULF OF MEXICO
MEXICO
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
LOUISIANA
ARKANSAS
MISSOURI
TENN.
MISSISSIPPI
Harlington
Sioux City
Norfolk
Oakdale
Norway
Dunning
Harrington
Butka
Fremont
North Platte
Dickens
Grand Id.
Kearney
Fairmont
Hastings
Oxford Jc.
Republican
Amboy
Superior
Oberlin
Colby
Stockton
Beloit
Downs
Lenora
Waldo
Oakley
Wa Keeney
Ellsworth
Salina
Lyons
Great Bend
Larned
Jetmore
Hutchinson
Kinsley
Dodge City
Turon
Eldorado
Bucklin
Pratt
Lake Cy.
Attica
Liberal
Edgewood
Kiowa
Winfield
Caldwell
Arkansas Cy.
Alva
Pond Creek
Ponca
Enid
Wharton
Canadian
Goodwin
Guthrie
El Reno
Oklahoma
Ft. Cobb
Clarendon
Purcell
Savanna
Dougherty
Ft. Sill
Kirkland
Quanah
Lehigh
Peck
Caddo
Durant
Atoka
Butler
Antlers
Folsom
Hot Springs
Arkadelphia
Malvern
Pine Bluff
Nash V.
Gurdon
Hope
Texarkana
Warren
Camden
Arkansas Cy.
Leland
Greenwood
Tchula
Durant
Lauderdale
Meridian
Vicksburg
Jackson
Delta
Monroe
Rayville
Homer
Gibsland
Natchitoches
Prudhomme
Trinity
Alexandria
Cheneyville
Clinton
Covington
Baton Rouge
La Fayette
Lake Charles
Houma
Algiers
NEW ORLEANS
Biloxi
Hattiesburg
Natchez
Harrison
Vosburg
Grenada
West Point
Tupelo
Clarksdale
Somerville
Jackson
Humboldt
Milan
Martin
Rives
Troy
Fulton
Knobel
Hoxie
Jonesboro
Cushman
Newport
Bald Knob
Russellville
Conway
Brinkley
Helena
Clarendon
Holly Sprs.
N. Albany
Eureka Sprs.
Fayette V.
St. Paul
Van Buren
Mansfield
Arkansas R.
White R.
Poplar Bluff
Willow Sprs.
Neosho
Monett
Carthage
Joplin
Ash Grove
Springfield
Williamsville
C. Girardeau
Cairo
Delta
Cuba
Potosi
Bismarck
Gd. Tower
Du Quoin
Eldorado
Ashley
Centralia
Effingham
Litchfield
Vandalia
Pana
Bement
Tuscola
Decatur
Springfield
Carthage
Bushnell
Havana
Peoria
Bloomington
Pekin
Galesburg
Monmouth
Rock Id.
Galva
Davenport
Clinton
Sabula
Freeport
Dubuque
Cedar Falls
Marshall
Ames
Jefferson
Manning
Onawa
Atlantic
Creston
Osceola
Chariton
Albia
Oskaloosa
Ottumwa
Centerville
Keokuk
Glenwood
Rosebery
Maryville
Napier
Milan
Trenton
Macon
Quincy
Carrollton
Lexington
Paola
Ottawa
Lawrence
Topeka
Valley Falls
Holton
Irving
Sabetha
Beatrice
Fairbury
Auburn
Nebraska City
Omaha
Council Bluffs
Creston
Oskaloosa
Albia
Ottumwa
Centerville
Keokuk
Glenwood
Rosebery
Maryville
Napier
Milan
Trenton
Macon
Quincy
Carrollton
Lexington
Paola
Ottawa
Lawrence
Topeka
Valley Falls
Holton
Irving
Sabetha
Beatrice
Fairbury
Auburn
Nebraska City
Republican
Superior
Oberlin
Colby
Stockton
Beloit
Downs
Lenora
Waldo
Oakley
Wa Keeney
Ellsworth
Salina
Lyons
Great Bend
Larned
Jetmore
Hutchinson
Kinsley
Dodge City
Turon
Eldorado
Bucklin
Pratt
Lake Cy.
Attica
Liberal
Edgewood
Kiowa
Winfield
Caldwell
Arkansas Cy.
Alva
Pond Creek
Ponca
Enid
Wharton
Canadian
Goodwin
Guthrie
El Reno
Oklahoma
Ft. Cobb
Clarendon
Purcell
Savanna
Dougherty
Ft. Sill
Kirkland
Quanah
Lehigh
Peck
Caddo
Durant
Atoka
Butler
Antlers
Folsom
Hot Springs
Arkadelphia
Malvern
Pine Bluff
Nash V.
Gurdon
Hope
Texarkana
Warren
Camden
Arkansas Cy.
Leland
Greenwood
Tchula
Durant
Lauderdale
Meridian
Vicksburg
Jackson
Delta
Monroe
Rayville
Homer
Gibsland
Natchitoches
Prudhomme
Trinity
Alexandria
Cheneyville
Clinton
Covington
Baton Rouge
La Fayette
Lake Charles
Houma
Algiers
NEW ORLEANS
Biloxi
Hattiesburg
Natchez
Harrison
Vosburg
Grenada
West Point
Tupelo
Clarksdale
Somerville
Jackson
Humboldt
Milan
Martin
Rives
Troy
Fulton
Knobel
Hoxie
Jonesboro
Cushman
Newport
Bald Knob
Russellville
Conway
Brinkley
Helena
Clarendon
Holly Sprs.
N. Albany
Eureka Sprs.
Fayette V.
St. Paul
Van Buren
Mansfield
Arkansas R.
White R.
Poplar Bluff
Willow Sprs.
Neosho
Monett
Carthage
Joplin
Ash Grove
Springfield
Williamsville
C. Girardeau
Cairo
Delta
Cuba
Potosi
Bismarck
Gd. Tower
Du Quoin
Eldorado
Ashley
Centralia
Effingham
Litchfield
Vandalia
Pana
Bement
Tuscola
Decatur
Springfield
Carthage
Bushnell
Havana
Peoria
Bloomington
Pekin
Galesburg
Monmouth
Rock Id.
Galva
Davenport
Clinton
Sabula
Freeport
Dubuque
Cedar Falls
Marshall
Ames
Jefferson
Manning
Onawa
Atlantic
Creston
Osceola
Chariton
Albia
Oskaloosa

MAP OF THE

MISSOURI PACIFIC RAILWAY

ST. LOUIS, IRON MT. & SOUTHERN RY.

AND LEASED, OPERATED & INDEPENDENT LINES

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Missouri Pacific—(Concluded)—								
Mo. Pacific 1st M., Lexington to Sedalia, Mo, gold	55	1880	$500&c.	$650,000	5 g.	F. & A.	N. Y., Mercantile Tr. Co.	Aug. 1, 1920
Consolidated mortgage, $30,000,000, gold...c*	1,076	1880	1,000	14,904,000	6 g.	M. & N.	do do	Nov. 1, 1920
Gold collateral trust.....c*&r	1,120	1887	1,000	14,376,000	5 g.	M. & S.	do do	Jan. 1, 1917
1st collateral mort. bonds for $10,000,000 gold..c*	671	1890	1,000	7,000,000	5 g.	F. & A.	do do	Aug. 1, 1920
Gold funding notes red. at par..V. 62, p. 548...c	....	1895	.....	6,712,000	5 g.	M. & S.	do do	Mar. 1, 1905
Ler. & Caney Val. 1st M. ($10,000 p.m.), gold., gu.c*	52	1886	1,000	520,000	5 g.	J. & J.	do do	July 1, 1926
Verdigris Val. Independence & W. 1st M., g., guar.	81	1886	1,000	806,000	5 g.	M. & S.	do do	Mar. 1, 1926
Missouri Pacific System—St. Louis Iron. Mt. & So.								
StL&IMRR.gen.con.&l.g.M($45,000,000)g,Me.c*	1,428	'81to'7	1,000	a35,749,000	5 g.	A. & O.	do do	Apr. 1, 1921
Do do gold, stamped, guar. p. & i..c*	1,428	....	1,000	6,956,000	5 g.	A. & O.	do do	Apr. 1, 1931
Unified & ref. M., gold, $40,000,000. Mp.....c*	1,428	1899	1,000	19,014,000	4 g.	J. & J.	do do	July 1, 1929
Gold funding notes, redeemable at par.....c	....	1895	.....	4,723,000	5 g.	M. & S.	do do	Mar. 1, 1905
Car trusts Jan., 1900, due 10 per cent yearly...	....	....	.....	516,000	6	Quar'ly.	do do	1900-1905
Baring Cross BridgeCo., 1st m., gold, red. to 6 p.c.	....	1873	.....	200,000	6	.....	do do	Apr. 19, 1898
Little Rock & Ft. Smith 1st M., land gr. sink.fund..	165	1875	500 &c.	2,342,500	7	J. & J.	do do	Jan. 1, 1905
Little Rock Junc. 1st M., guar. p.&i.by Iron Mt..c*	2	1891	1,000	435,000	6	A. & O.	do do	Apr. 1, 1916
Mobile & Birmingh. RR.—Pref. stock ($900,000)....	....	....	100	900,000	See text.	.....	.....	.....
Prior lien, gold, $600,000.....Ce.c	149	1895	*200, 1,000*	600,000	5 g.	J. & J.	N. Y., J. P. Morgan & Co.	July 1, 1945
Mort., incomes, 4% to July 1, '99, $1,200,000. Me.c	149	1895	*200, 1,000*	1,200,000	2 in 1898	J. & J.	do do	July 1, 1945
Mobile Jackson & K. C.—1st M..g., $4,000,000. C.c*&r	50	1896	1,000	1,000,000	5 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1946
Mobile & Ohio—Stock ($10,000,000 authorized) gold	....	....	100	5,320,600	See text.	.....	N. Y. Office, 11 Pine St.	Feb. 28, '98, 1%
1st M., Mob. to Col. (prin. gold, int. lawful money).c*	472	1879	500 &c.	7,000,000	6	J. & D.	N. Y., Farm. L. & Tr. Co.	Dec. 1, 1927
1st mort., exten., Colum. to Cairo & branch, gold.c*	55	1883	1,000	1,000,000	6 g.	Q.—Jan.	do do	July 1, 1927
General mort. for $10,500,000, (now gold) s. f...c	527	1888	500 &c.	9,547,000	4 g.	M. & S.	N. Y., Gallatin Nat. Bk.	Sept. 1, 1938
Montgomery Div., 1st mort., $4,000,000, gold..c*	189	1897	1,000	4,000,000	5 g.	F. & A	N. Y., Central Tr. Co.	Feb. 1, 1947
Collat. trust, gold, ($2,500,000) call at par G.c*	....	1900	1,000	(?)	4 g.	Q.-F.	New York.	May 1, 1930
St. Louis & Cairo 1st mort., gold, int. guar.....c	161	1886	500&c.	4,000,000	4 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1931
Mobile & B.Sh. 1st M., $200,000, gu., p.&i..g.F.c*	38	1899	500 &c	200,000	5 g.	M. & N.	1st Nat. Bk., Mobile, Ala	May 1, 1949
Equipment bonds ($492,000 are 6s).....	....	'94-'98	1,000	726,000	5-6	Various.	N. Y., Farm. L. & Tr. Co.	Apr. 1, 1908
Mob. & Malone—1st M., $15,000 p.m., g., gu. p.&i. (en.)c*	181	1892	1,000	2,500,000	4 g.	M. & S.	N. Y., Knickerb. Tr. Co.	Sept. 1, 1991
Income bonds non-cum., 5 per cent (see text)....	....	1892	1,000	3,900,000	Up to 5	Sept. 1.	N. Y. Of., when earned.	Sept. 1, 1992

a Only $35,716,000 of this listed on N. Y. Stock Exchange in April, 1900.

As to *collateral trust bonds due in* 1920, see V. 50, p. 669, 874. On Dec. 31, 1899, $2,636,000 were held pledged for Missouri Pacific funding notes of 1895 and $7,000,000 were outstanding.

General Finances.—In Mar., 1900, $22,080,000 of the $23,172,588 Texas & Pacific 2ds had been exchanged for 65 per cent in a new St. L. & I. M. bond. (V. 68, p. 283, 619, 725, 774.)

Earnings.—Jan. 1 to April 14 (3½ months), gross of Mo. Pacific and St. L. I. M. & So. combined, $7,978,032 in 1900; $7,090,727 in 1899.

Annual Report.—Fiscal year ends Dec. 31. Annual meeting is held at St. Louis in March. Report for 1899 was in V. 70, p. 527. Earnings of Missouri Pacific *system* have been as below. "Other income" in 1899 includes: Dividends American Refrigerator Transit Co., $25,729, Pacific Express Co., $144,000; premium from sale of bonds, $860,000; int. on funding notes, $24,750; sleeping car earnings, $84,121.

	1899.	1898.	1897.
Miles operated	4,938	4,938	4,938
Total earnings	$28,079,820	$26,744,822	$24,805,451
Net earnings	8,447,707	7,572,254	7,351,340
Ratio exp. to earns	(69·915)	(71·687)	(70·364)
Other income, &c	1,914,328	835,435	826,271
Total net income	$10,362,035	$8,407,689	$8,177,611
Interest paid on bonds	$5,696,750	$5,346,195	$5,437,288
Rentals and taxes	1,412,441	1,410,817	1,408,899
Sundry accounts	2,096,172	470,778	836,303
Divs. on St. L&I.M.&So. stk	515,745	.....	.....
Balance	sur.$640,927	sur.$1,179,899	sur.$495,121

Excluding Iron Mountain and other auxiliaries, the report shows:

Year ending Dec. 31—	1899.	1898.	1897.
Miles operated December 31	3,164	3,164	3,164
Passenger earnings	$1,988,769	$2,546,490	$2,108,955
Freight	7,378,966	9,691,742	9,128,663
Mail, express and miscellaneous	1,791,991	1,873,045	1,747,547
Gross earnings	$11,159,726	$14,111,277	$12,985,165
Net earnings	$3,099,027	$3,269,287	$3,246,934
Dividends, interest, &c., received.	1,236,375	790,580	787,852
Total net income	$4,335,402	$4,059,867	$4,034,786
Interest on bonds	$3,058,438	$3,058,438	$3,058,437
Taxes, rentals, &c	877,092	993,782	882,534
Balance for year	sur.$399,872	sur.$7,647	sur.$93,815

—V. 68, p. 824, 1025; V. 69, p. 27, 133; V. 70, p. 328, 527, 532.

Missouri Pacific System—St. Louis Iron Mountain & Southern Ry.—*(See Map.)*—Owns St. Louis to Texarkana, Tex. Line. 490 m.; branches to Belmont, Mo., Bird's Pt., Mo. (Cairo), Camden, Ark., Helena, Ark., Cushman, Ark., Arkansas City, Ark., Warren, Ark., Memphis, Tenn., &c., 747 miles; Houston Central Arkansas & Northern Railway, McGehee, Ark., to Alexandria, La., 190 miles; total owned January 1, 1900, 1,427 miles. Leases Little Rock & Fort Smith and Little Rock Junction railroads, 176 miles; Kansas & Arkansas Valley RR., 170 miles. Total operated December 31, 1900, 1,773 miles.

In Mar., 1900, holders of $22,080,000 of the $23,172,588 Texas & Pacific seconds exchanged their bonds for 65 per cent in new Iron Mtn. gold 4s bearing interest from July 1, 1899. See Bonds below. V. 68, p. 329, 380, 474, 520, 572, 619, 725, 774.)

Stock.—Stock was $25,787,730, of which $25,732,935 Jan. 1, 1900, was owned by Missouri Pacific—mostly acquired in 1881. The stockholders voted June 26, 1899, to increase the stock to $80 000,000 and also to authorize the new $40,000,000 4 p. c. gold mort. V. 69, p 27.

Bonds.—General consol. mort. is for $45,000,000, Nos. 11,001 to 18,000 inclusive are endorsed with the Missouri Pacific's guaranty of principal and interest; form of guaranty was in V. 56, p. 650. In Jan., 1899, $12,500,000 gen. consol. 5s were sold, the proceeds being used towards the retirement of a like amount of underlying bonds called and paid at 105 on or before Aug. 1, 1899, leaving the gen. 1st consols a first lien on the entire system. (V. 68, p. 85, 233, 520.)

The new gold 4s of 1899 (first issue $30,000,000) may be increased not over $10,000,000, at $12,000 per mile, for construction or acquisition and equipment of branches and extensions. They will be secured by a lien (subject only to the general consols on all the railroads, terminals and equipment of the company, and also a first and only lien on all stocks and bonds now embraced in the trust of the gold funding note indenture upon satisfaction thereof, all leased and branch lines, or their bonds and stocks acquired by the loan, and all Texas & Pacific seconds acquired, and all future extensions and branches constructed or acquired. Of the $30,000,000 at present authorized $18,250,000 were issuable to retire the entire issue of Texas & Pacific seconds, and $12,114,000 to retire at once $3,952,000 gold funding notes and $3,412,000 Kansas & Arkansas Valley 1st 5s, and also eventually $2,596,000 Little Rock & Ft. Smith bonds, $435,000 Little Rock Junction 1st 6s, $683,000 car trusts, and $200,000 Baring Cross Bridge bonds and the balance, $1,636,000 available for improvements. (V. 68, p. 619; V. 69, p. 27.)

Annual Report.—Report for 1899 in V. 70, p. 528, showed:

Year ending Dec. 31—	1899.	1898.	1897.
Gross earnings	$13,806,118	$12,633,545	$11,820,285
Net earnings	5,029,581	4,302,966	4,104,405
Other receipts	997,051	44,856	38,415
Total net income	6,026,632	4,347,822	4,142,822
Interest on bonds	2,638,313	2,287,758	2,378,850
Taxes, bridge exp., rent'ls, &c.	3,147,264	887,821	1,362,667
Balance for year	sur.$241,055	sur.$1,172,243	sur.$401,304

—V. 68, p. 572, 619, 824, 1025; V. 69, p. 27; V. 70, p. 329.

Mobile & Birmingham RR.—Mobile to Marion Junction, Ala. 149 miles; opened in July, 1888. Leased to Southern Ry. from June 1 1899, for 99 years, the latter agreeing to meet the interest on bonds, and to guarantee a dividend on the $900,000 preferred stock of 1 per cent for first year, 2 per cent for second year and 3 per cent for third year, and 4 per cent for the fourth year and thereafter. The $900,000 common stock is owned by Southern Ry. V. 68, p. 429, 1134; V. 69, p. 391. Reorganized after foreclosure in '95 per plan V. 60, p. 657.

Earnings.—11 months, July 1 to May 31. } 1898-9.....Gross, $359,226; net, $86,639
} 1897-8.....Gross, 336,886; net, 76,247

Annual Report.—Report for 1897-8, in V. 67, p. **1306**, shows gross $360,295; net, $78,593; int., $54,000. (V. 68, p. 429, 1134.

Mobile Jackson & Kansas City RR.—Projected from Mobile, Ala., northwesterly. In Apr., 1900, 50 miles from Mobile to Merrill were in operation, on which $1,000,000 of bonds had been issued. Stock is $4,000,000. Bonds limited to $20,000 per mile.—V. 70, p. 687. For year ending June 30, 1899 (50 miles), gross, $53,489; net, $26,810; charges, $29,668. Pres., F. B. Merrill.—V. 70, p. 687.

Mobile & Ohio RR.—*(See Map.)*—Owns from Mobile, Ala., to Columbus, Ky., 472 miles, proprietary line, Kentucky & Tennessee RR. to E. Cairo, 21 miles; branches to Columbus, Miss., &c., 34 miles; Columbus, Miss., to Montgomery, Ala., 167 miles; with Warrior Branch, 9 miles, and Blocton Branch, 12 miles; total owned, 715 miles; St. Louis & Cairo (leased), Cairo to St. Louis, 152 miles, with branch to Millstadt, 9 miles; total operated, 876 miles. On Dec. 1, 1899, the Mobile & Bay Shore Ry., whose entire stock is owned and bonds guaranteed, was completed from Pritchards to Portersville on the Gulf of Mexico and Alabama Port, a distance of 38 miles. (V. 69, p. 856.) In Mar., 1900, extensions from Selma, Ala., to Billings, 30 miles, and from Centerville to Birmingham, 45 miles, reported to be proposed.

History, Etc.—Opened in 1861; securities readjusted in 1879. Lands June 30, 1899, were 387,992 acres, valued at $216,782.

General Finances.—The "Montgomery Division" from Columbus, Miss., to Montgomery, Ala., 167·2 miles, with branches, 21·3 miles, has been completely operated as part of M. & O. RR. system since July 1, 1899, $4,000,000 bonds having been issued there or—see V. 65, p. 736, and V. 66, p. 709. 1045; also V. 69, p. 332. Bills payable and loans June 30, 1899, $40,000. As to acquisition of St. Louis & Cairo stock in 1900, see "Bonds" below.

Dividends.—First div. (1 p. c.) paid Feb. 28, 1898.—V. 66, p. 184.

Stock.—Stock authorized, $10,000,000; outstanding, $5,320,600; par, $100. The voting power on $4,967,200 of the stock is exercised by the general mortgage bondholders by virtue of the deposit in trust under the general mortgage of the old debentures of 1879, upon which this voting power was conferred.

Bonds.—Under the *general mortgage of* 1888 (trustee, Farmers' Loan & Trust Co.) there can be no foreclosure till four coupons are in default. In May, 1895, the entire issue was made payable in gold. V. 60, p. 967. Of the $10,500,000 authorized, the amount canceled by sinking fund to June 30, 1899, was $953,000 and $5,400 in trust. Mortgage abstract, V. 47, p. 83. Interest on $4,000,000 St. Louis & Cairo 4s is guaranteed. As to Mont. Div. 1st 5s, see application.—V. 66, p. 1045.

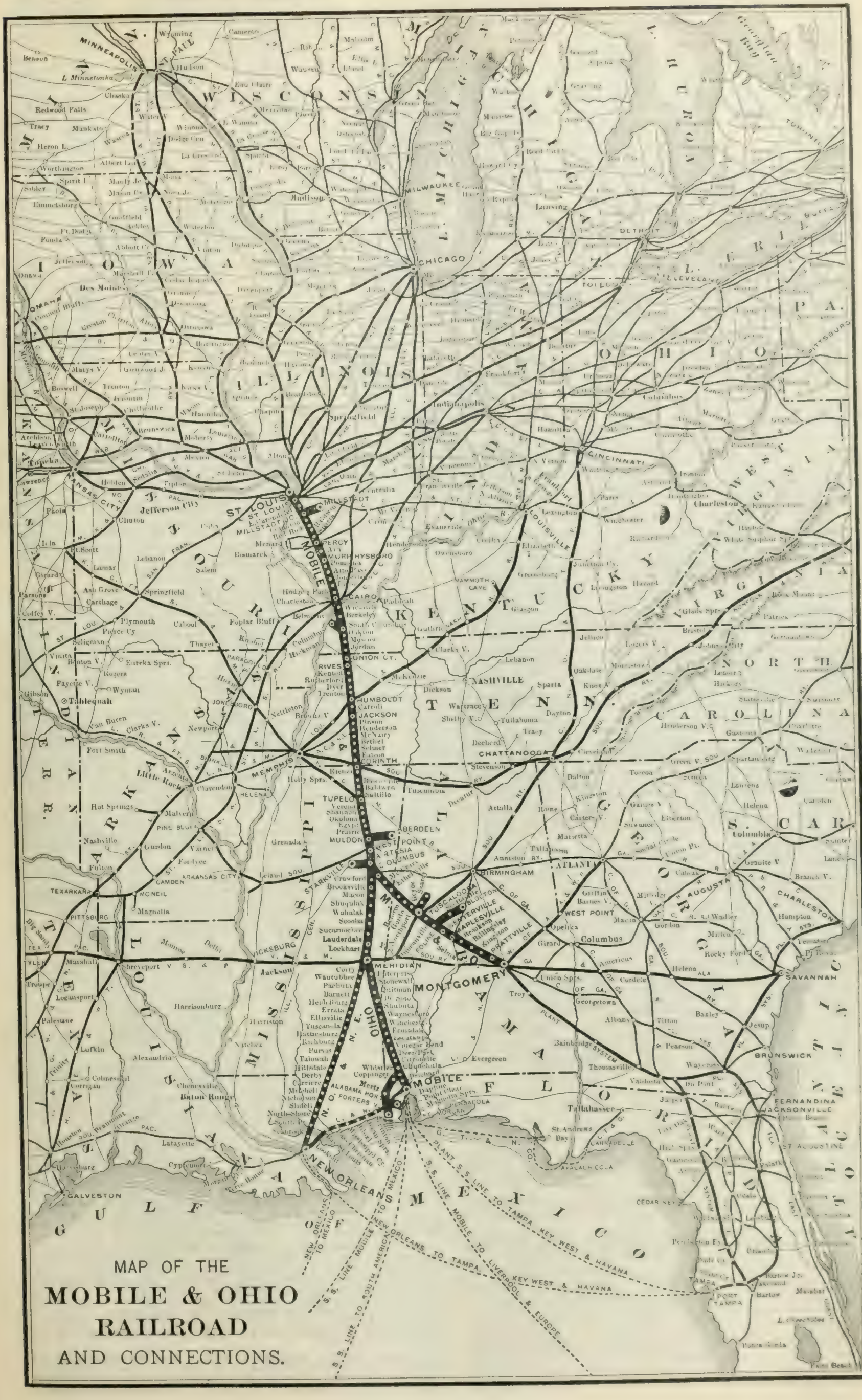
Of the $2,500,000 collateral trust 4s of 1900, $1,950,000 will be issued in exchange for the $6,500,000 St. Louis & Cairo stock on the basis of 30 per cent of bonds for par of the stock; the residue of the loan will be issuable only for additional property and equipment. All dividends on St. Louis & Cairo stock in excess of amount required to be paid as interest on the outstanding bonds is to be paid into a sinking fund for the redemption of the bonds.—V. 70, p. 532.

Earnings.—Statement for 6 mos. ending Dec. 31, 1899, on entire line (876 miles) in V. 70, p. 277, showed: Gross earnings, $3,097,691; net over operating expenses, taxes and insurance, $1,070,966; fixed charges, rentals and interest, $701,678; paid for improvements, $165,514; balance, surplus, $203,774.

Report.—Report for 1898-99 at length in V. 69, p. 848, 855, showing, exclusive of Montgomery Division:

Year end'g June 30—	1899.	1898.	1897.	1896.
Total gross earnings	$4,531,153	$4,207,319	$3,867,858	$3,619,071
Net earnings	1,451,631	1,300,745	1,283,895	1,293,869
Interest and rentals.	1,144,527	1,074,880	1,060,126	1,059,632
Balance, surplus*	$307,104	$225,865	$223,769	$234,237

* Equipment and new construction (additional to operating expenses) cost $143,645 in 1895-6. $204,450 in 1896-7; $180,697 in 1897-8; $271,748 in 1898-9. Out of accum. sur. paid $53,000 on 1st debs. in 1896-7 and $53,206 (1 p. c.) on stock in 1897-8.—V. 70, p. 532, 792.


MAP OF THE
MOBILE & OHIO
RAILROAD
AND CONNECTIONS.
MINNEAPOLIS
ST. PAUL
WISCONSIN
MICHIGAN
CHICAGO
MILWAUKEE
DETROIT
IOWA
ILLINOIS
INDIANA
OHIO
KANSAS CITY
ST. LOUIS
MISSOURI
KENTUCKY
CINCINNATI
LOUISVILLE
WEST VIRGINIA
TENNESSEE
NASHVILLE
MEMPHIS
CHATTANOOGA
ATLANTA
BIRMINGHAM
MONTGOMERY
MOBILE
NEW ORLEANS
ARKANSAS
MISSISSIPPI
LOUISIANA
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
GULF OF MEXICO
SAVANNAH
JACKSONVILLE
TAMPA
KEY WEST & HAVANA
LIVERPOOL & EUROPE

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend, %.
Monongahela River RR.—Bonds—See B. & O. RR.								
Montgom'y Bell L.-1st M., $200,000, lawful money.c	....	1890	$1,000	$200,000	6	J. & J.	N.Y., Metropol'n Tr. Co.	Jan. 1, 1910
Montgomery & Erie Ry.—1st m. (old 7s ext. in '86)	....	1866	.....	130,000	5	M. & N.	Goshen, N. Y.	May 1, 1926
2d mortgage (old 7s extended in 1887)	....	1867	.....	40,500	5	A. & O.	do do	Oct. 1, 1927
Moore Co. & West. Constr. M.—Gold, $350,000, ext.	....	1898	100 &c.	350,000	6 g.	M. & S.	Sept., 1899, coup. paid.	Sept. 1, 1900
Morgan's La. & Texas—1st M. (N Or. to Morgan C.).c*	102	1878	1,000	5,000,000	7	A. & O.	N.Y., S.Pac.Co., 23 Broad	Apr. 1, 1918
1st mortgage, Alexandria Extension, gold	157	1880	1,000	1,494,000	6 g.	J. & J.	do do	July 1, 1920
General mortgage	204	1893	1,000	1,000,000	5	J. & J.	do do	July 1, 1913
Morris & Essex—Stock, 7 p. c. guar. D. L. & W.	....	....	50	15,000,000	7	J. & J.	N.Y., Del. Lack. & West.	Jan. 1, '00, 3½
1st mortgage	85	1864	500 &c.	5,000,000	7	M. & N.	do do	May 1, 1914
Gen. M. & 1st on Boonton Br. &c. (guar. D.L.&W.)	34	1871	1,000	4,991,000	7	A. & O.	do do	Oct. 1 1901
Consol. M. (for $25,000,000) guar. D. L. & W.c*&r	120	1875	1,000	11,677,000	7	J. & D.	do do	June 1, 1915
1st and refunding mortgage—See text	....	....	.....	Text.	.....	.....	do do	.....
Special real estate bonds	....	Var'us	.....	2,320,000	4,4½ & 5	.....	do do	Various.
Morris & Essex Extension stock, guar. 4 per cent.	2	....	100	221,000	4	M. & N.	do do	May, 1900, 2%
Mt. Carbon & Port Carbon RR.—Stock (rent'l guar.)	....	....	50	282,350	12	J.& J.15	Phila., Read'g Term'l.	Jan. 15,'00,6%
Muscatine No. & So.—1st M., $450,000 gold.....N	28	1898	300 &c.	398,000	5 g.	J. & J.	N.Y., N.Y. Sec. & Tr. Co.	Jan. 1, 1929
Muskegon Gr. Rapids & Indiana—1st mort., gold..	37	1886	1,000	750,000	5 g.	J. & J.	Jan.,'98, pd. Mch.,1900	July 1, 1926
Narragansett Pier RR.—1st mort., $100,000	8·5	1896	1,000	95,000	4	F. & A.	R.I.Hosp.Tr. Co., Prov.	1916
Nashua & Lowell—Stock, 9 p.c. rental, 92 yrs. B.&M.	15	....	100	800,000	9	M. & N.	Nashua, Indian Hd. Bk.	May,'00, 4½%
Bonds not mortgage, assumed by lessee	....	1880	1,000	100,000	5	J. & J.	do do	July 1, 1900
Nashville Chattanooga & St. Louis—Stock	....	....	100	10,000,000	4 for '98	Q.—F.	N. Y. and Nashville.	Nov. 1, '98, 1%
1st mortgage (for $6,800,000).....c*&r	340	1873	1,000	6,300,000	7	J. & J.	N.Y.. Continental N. Bk.	July 1, 1913
2d mortgage, gold or silver.....c*&r	321	1881	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1901
1st M. on Fayette. and McM. brs. ($6,000 p.m.)c*&r	125	1877	1,000	750,000	6	J. & J.	do do	Jan. 1, 1917
1st mortgage on Lebanon Branch.....c*	29	1877	1,000	300,000	6	J. & J.	do do	Oct. 1, 1917
1st M. on Jasper Br. ($90,000 are 8s, due 1906)c*	43	'77-'83	1,000	461,000	6 g. & 8	J. & J.	do do	Jan.,1906&'23
1st mortgage on Centreville Branch, gold....c*&r	46	1883	1,000	376,000	6 g.	J. & J.	do do	Jan. 1, 1923
1st M. on Tracy City Br. (Tenn. C. & I. RR.).c*&r	20	1887	1,000	420,000	6	J. & J.	do do	Jan.1901 to'17
1st M. on Bon Air Br., red. at par aft. July '97,...c*	7	1887	1,000	114,000	6	J. & J.	do do	July 1, 1917
Duck R. RR., 2d mortgage, now 1st mortgage, g.	48	1881	.....	22,000	6 g.	M. & N.	do do	Nov. 1, 1909
Consol. M. ($20,000,000), $20,000 p.m., gold. Us.c*	740	1888	1,000	6,253,000	5 g.	A. & O.	do do	Apr. 1, 1928
W. & Atl. ines. ($546,000), $26,000 due y'rly, g.c.	....	1895	1,000	In treasury	5 g.	J. & J.	do do	Jan. 1, '01-'20

Mohawk & Malone RR.—*(See Map N. Y. Central.)*—Owns from Herkimer, N. Y., on the N. Y. Central's main line northerly to Malone on the Central Vermont, with branches, 181 miles in all

HISTORY, LEASE, ETC.—In 1893, N. Y. Central leased the road and guaranteed its first mortgage bonds. The surplus in any year after payment of the first mortgage interest for that year to pay not exceeding 5 per cent interest on the incomes. A dividend of 2 per cent on the incomes was paid Sept. 1, 1898, and 3 p. c. on Sept. 1, 1899. N. Y. Central owns the $4,500,000 stock, and has the option of retiring the incomes at any time, issuing in lieu thereof 2d mort. guar. gold 4s. V. 56, p. 501. Bonds, see V. 56, p. 782.—V. 69, p. 385.

Monongahela River RR.—Road from Fairmont to Clarksburg, W. Va., 31 miles. Road opened in 1890. In Dec., 1899, B. & O. acquired substantially all of the $1,300,000 stock (par $100). The 1st 5s (guaranteed p. & i.) will remain undisturbed, but the coal bonds will be reduced to $1,000,000. The coal lands will be leased to the Monongahela Coal Co. V. 69, p. 1346. Car trust 6s, principal Jan. 1, 1899, $98,379; interest $12,814. Bills payable Jan. 1, 1899, $105,680.

EARNINGS.—Statement for year ending Dec. 31, 1898, was in V. 68, p. 1020, showing, gross, $225,035; net, $110,727; int. and taxes, $39,502; balance, surplus, $71,225.—(V. 68, p. 1020; V. 69, p. 1346.)

Monterey & Mexican Gulf RR.—Owns road completed in August, 1891, from Venadito (on the Mexican International Railroad) via Monterey to Tampico, on the Gulf, about 390 miles. See V. 62, p. 85.

In Sept., 1899, the Hidalgo & Northeastern RR., City of Mexico to Pachuca, 68 miles, was reported to be purchased by the same interests, and it was said would be extended at once from Pachuca to Tampico.

HISTORY.—Purchased in November, 1895, at foreclosure sale, under the 1st mortgage of 1888 by the Societe Anonyme Belge de Chemin-de-Fer au Mexique, which has capitalization as follows: Capital stock, 10,572 $^{9}/_{10}$ shares, each share representing $1,000 in bonds or matured coupons of the Monterey & Mexico Gulf RR. Co. 160 $^{33}/_{50}$ income shares; first mortgage 4 per cent bonds, 4,000,000 francs, being 8,000 bonds at 500 francs each. V. Stoclet, President, Brussels, Belg.; Coudert Bros., 100 Broadway, N. Y., attorneys.

EARNINGS.—12 mos. end. Dec. 31, gross, $1,216,711 in 1899; $1,386,053 in 1898. For year 1898, gross, $1,418,956; net, $445,774. In 1897, gross, $1,416,656; net, $640,643. (V. 65, p. 729; V. 66, p. 82.)

Montgomery Belt Line Ry.—Owns real estate and a belt line in Montgomery, Ala., about one mile of track on Tallapoosa, Bell, Perry and Columbus streets. Alabama Midland Ry. pays an annual rental of $15,525. The Plant Investment Co. owns 90 per cent of the stock. Capital stock is $200,000; par, $100.

Montgomery & Erie Ry.—*(See Map Erie Railroad.)*—Owns road from Montgomery to Goshen, N. Y., 10 miles. Road opened 1867. Leased in 1872 to N. Y. L. E. & W. (now ERIE RR.—which see.) Rental is $16,000 per annum. Stock, $150,000. Dividends (4½ per cent per annum) are paid May 10 and Nov. 10. Sinking fund $6,500 per annum.

Moore Co. & Western RR.—V. 69, p. 695.

Morgan's Louisiana & Texas RR. & Steamship Company.—*(See Map of Southern Pacific.)*—ROAD—Owns Algiers to Cheneyville, 205 miles; branches, 89 miles; trackage to Alexandria, 24 miles; total railroad lines, 318 miles; steamship lines and ferries, 3,176 miles.

ORGANIZATION.—The Southern Pacific Company, on June 30, 1899, held $14,995,000 of the $15,000,000 stock and operated road under lease. The lessee pays all charges and also 23 per cent of the net profits under the "omnibus lease." Company has 12 iron steamships and 9 ferry and river steamers and tugs plying between New York and New Orleans and between Gulf ports; also wharves, warehouses.

EARNINGS.—8 months, July 1 to Feb. 28. } 1899-0. Gross, $4,903,723; net, $1,647,499
} 1898-9. Gross, 4,527,219; net, 1,725,280

In year ending June 30, 1899, gross, $6,676,690; net, including other income, $2,608,200; surplus over charges, $1,736,430; net due co. under lease to So. Pac., $811,991. 1897-8, gross, $5,677,420.

Morris & Essex RR.—*(See Map of Delaware Lackawanna & Western.)*—Owns from Hoboken, N. J., to Phillipsburg, N. J., 85 miles; branch, Denville, N. J., via Morris & Essex Tunnel, to Hoboken, N. J., 35 miles; leases 37 miles; total operated, 157 miles.

LEASE.—Leased in perpetuity to Delaware Lackawanna & West., which assumed all liabilities and pays 7 p. c. per annum on the capital stock. See form of guaranty, V. 56, p. 812.

REFUNDING.—The stockholders have authorized a first and refunding mortgage to retire at maturity all the existing bonds and provide for necessary improvements and additions. V. 70, p. 480, 477.

EARNINGS.—The road is important to the Delaware Lackawanna & Western as a route with terminal facilities on New York Harbor, but the actual earnings on the road show a large annual deficit for the lessee company after the payment of rental. The loss to lessee was on M. & E. Division in '98 $1,784,000; in '97 $1,800,000.—V. 70, p. 480.

Mount Carbon & Port Carbon RR.—Owns Mt. Carbon to Port Carbon, Pa., 3 miles; second track, 2½ miles; total track 16 miles. Leased March 5, 1860, for 50 years to Phila. & Reading RR. and lease assumed in 1896 by Phila. & Reading Railway. Rental $36,250 yearly.

Muscatine North & South RR.—Muscatine, Iowa, to Elrick, on Iowa Central, 28 miles, with which has traffic contract. Operated from Jan. 10, 1899. Stock, $450,000; all issued; par, $100. All interest to Jan. 1, 1899, was canceled. Pres., Walter M. Gorham, Phila., Pa.; Sec. and Treas., Henry Jayne, Muscatine, Iowa.

Muskegon Grand Rapids & Indiana RR.—Owns road, Grand Rapids to Muskegon, Mich., 37 miles; trackage, G. R. & Ind. at Grand Rapids, 3 miles. Road opened 1886, and leased to Grand Rapids & Indiana RR., which was foreclosed in 1896. Stock, authorized, $350,000; par, $100; issued, $1,000. Coupon of Jan., 1898, was paid in Mar., 1900. Earnings for year ending Dec. 31, 1899, gross, $139,067; net, $46,072; interest on bonds, $37,500. In 1898, gross, $124,099; net, $41,173. In '99 Jan. 1 to June 30, 6 months, gross, $56,787, against $58,088 in '98. (V. 68, p. 824; V. 69, p. 955; V. 70, p. 480.)

Nashua & Lowell RR.—Owns double track road from Lowell, Mass., to Nashua, N. H., 15 miles. On Oct. 1, 1880, leased for 99 years to Boston & Lowell. In 1887 lease was transferred to Boston & Maine, which pays a rental of $73,000 (9 per cent on stock).

Nashville Chattanooga & St. Louis Ry.—*(See Map.)*—Owns from Chattanooga, Tenn., to Hickman, Ky., 320 miles; branches to Lebanon, &c., 447 miles; leases Western & Atlantic, Chattanooga, Tenn., to Atlanta, Ga., 137 miles; total operated, 904 miles. In 1896 the N. C. & St. L. directors leased the Memphis & Paducah Division (consisting of Paducah Tennessee & Ala., 119 miles, and Tenn. Midland, 136 miles,) of the Louisv. & Nashv.; but see V. 67, p. 1055. also see V. 65, p. 679. Middle Tennessee & Ala., Shelbyville, Tenn.; to Decatur, Ala., 79 miles, was purchased in October, 1897, and portion from Fayetteville, Tenn., to Limestone Creek, Ala., 37 miles, was completed Oct. 1, 1899; balance building—V. 67, p. 748; V. 69, p. 807.

ORGANIZATION.—A majority of the stock ($5,500,500) is owned by the Louisville & Nashville, and pledged under its unified mortgage, etc., so that the two systems are operated in close harmony. The Western & Atlantic is leased from the State of Georgia for 29 years from Dec. 27, 1890, at $420,012 per annum. Jointly with L. & N. leases terminal property in Nashville for 99 years (V. 65, p. 278); V. 67, p. 221, 320. In April, 1900, the L. & N. offered to purchase on or before July 2, 1900, the minority stock, giving in exchange one share of L. & N. stock for two shares of the N. C. & St. L.—V. 70, p. 740.

DIVIDENDS since 1887. } 1888: 4¼ | 1889: 5 | 1890: 5 | 1891: 5 | 1892: 5 | 1893: 3¾ | '94: 3½ | '95 to Nov., '98: 4 p. c. yearly.

The Feb., 1899, dividend was passed, surplus earnings to be used for additional equipment and reduction of floating debt; also the May and November, 1899, dividends.—V. 68, p. 187.

BONDS.—The Tracy City branch 6s fall due $20,000 yearly on Jan. 1 to 1916 inclusive, and $100,000 on Jan. 1, 1917.

Consolidated mort. of 1888 provides that all prior bonds shall be paid off at maturity; sufficient of the $20,000 p. m. are reserved for them.

Western & Atlantic income 5s, see SUPPLEMENT January, 1898.

GENERAL FINANCES.—Bills payable incurred in purchase of Rome RR., etc., March 31, 1900, $1,350,144 and quick assets, $193,000.

LATEST EARNINGS.—July 1 to Feb. 28 (8 months):

8 *mos.*	*Gross.*	*Net.*	*Interest, etc.*	*Bal., sur.*
1899-0	$4,370,481	$1,516,748	$1,103,416	$413,332
1898-9	4,123,341	1,388,323	1,049,594	338,729

ANNUAL REPORT.—Report for 1898-99 in V. 69, p. 793, 806.

Year ends June 30.	1899.	1898.	1897.	1896
Mileage end of year	935	905	904	906
Gross earnings	$6,081,766	$5,646,549	$5,116,118	$5,074,625
Net earnings	1,982,059	1,982,724	1,911,448	1,910,275
Investments, etc.	30,482	.. ....	....	41,002
Net income	$2,012,541	$1,982,724	$1,911,448	$1,951,277
Int. on debt and tax.	$1,203,391	$1,102,187	$1,088,420	$1,078,470
Rental W. & A. RR.	422,268	420,012	420,012	420,012
Dividends	(1) 100,000	(4) 400,000	(4) 400,000	(4) 400,000
Balance	sur. $254,535	sur. $60,525	sur. $3,015	sr. $52,795

—V. 68, p. 187; V. 69, p. 540, 793, 806, 1301; V. 70, p. 740.

Nashville & Decatur RR.—*(See Map Louisville & Nashville.)*—Owns from Nashville, Tenn., to Decatur, Ala., 119 miles. Leased to Louisville & Nashville for 30 years from July 1, 1872, at a rental of 6 p. c. per annum on stock, but lease is to be terminated July 1, 1900, and under new lease for 999 years the rental will be 7½ per cent on stock, the 7s due July 1, 1900, to be retired and new stock issued therefor to the L. & N., which will then own about $3,000,000 of the stock.—V. 68, p. 928; V. 69, p. 1012. The lessee assumed all the debt and owned (July, 1899) $990,625 of its stock. On Oct. 10, 1896, sinking fund held $659,000 bonds, of which $630,000 were N. & D. firsts.

Nashville Florence & Sheffield Ry.—*(See Map Louisville & Nashville.)*—Owns from Columbia, Tenn., to Sheffield, Ala., 82 miles, with branch Iron City, Tenn., to Pinckney, Tenn., 12 miles; operates Napier br., etc., 14 miles; total, 108 miles. Operated by Louisville & Nashville, which company guarantees the principal and interest of the bonds by endorsement. Sold on April 10, 1900, to satisfy judgments aggregating about $900,000 to the L. & N., subject to the first mortgage. V. 70, p. 792. Stock authorized, $2,000,000. For year 1897-8, gross, $336.284; net, $132,515; interest, $104,800; taxes, $8,415.—V. 70, p. 792.

National Docks Ry.—Road extends from West Shore RR. at Weehawken to Constables Hook, N. J., 6·6 miles; Communipaw br., 0·38 miles; Kill von Kull branch, 0·54 miles; other branches 0·79 miles, total, 8·31 miles; second track, 7·28 miles. Current accounts, $18,067.

MAP OF THE NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILWAY AND CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Nashville & Decatur—Stock, guar. 6 p. c. by L. & N.	119	....	$25	$2,352,032	6	J. & D.	Nashville.	Dec., '99, 3%
1st mort., guar., s. f. ($200,000 held in sink. fd.).	119	1870	1,000	2,100,000	7	J. & J.	N. Y., 120 Broadway.	July 1, 1900
Nash. Flor. & Sheff.—1st M. ($2,500,000), gold, gu.c	105	1887	1,000	2,096,000	5 g.	F. & A.	N. Y. and Louisville.	Aug. 1, 1937
Nashville & Knoxville—1st mort. for $2,000,000..c*	87	1888	1,000	1,184,000	6	M. & N.	N. Y., Mercantile Tr. Co.	1918
National Docks Railway—Stock.....	....	....	.....	3,854,000	.....	.....	.....	..
Nesquehoning Val.—Stock subj. to call Sep. 1, 1904	18	....	50	1,418,600	5	M. & S.	Phila., 108 So. 4th St.	Mar., '00, 2½%
Nevada—Calif.—Oregon.—1st M. $2,200,000, gold.	....	....	.....	J'ne '98 none	6 g.	J. & J.	N. Y., Moran Bros.	20 years.
Nevada Central—1st M. g., non-cum., inc.. (s. f.).Ce	94	1888	1,000	750,000	5 g.	J. & J.	See text.	July 2, 1938
Newburg Dutchess & Connecticut—Col. trust bonds.	59	1891	500 &c.	226,000	5	M. & N.	N. Y., Central Trust Co.	1921
Income mortgage for $1,625,000.....r	59	1877	1,000	1,164,500	6	.....	When earned.	June 1, 1977
New Castle & Shenango Valley—1st M., int. guar...	17	1887	1,000	250,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 1, 1917
New England RR.—N. Y. & N. E. 1st mort., cur..c*	321	1876	1,000	6,000,000	7	J. & J.	Boston, S. Dep. & Tr. Co.	Jan. 1, 1905
Do do 1st mort., cur..c*	321	18 76	1,000	4,000,000	6	J. & J.	do do	Jan 1, 1905
1st cons. M., $17,500,000, g., gu., p. & i., end. Ma.c*	361	1895	1,000	5,000,000	5 g.	J. & J.	do do	July 1, 1945
N. Y. & N. E. Boston Term. 1st M. for $1,500,000.c*	....	1889	1,000	1,500,000	4	A. & O.	Boston, Co.'s office.	Apr. 1, 1939
New Jersey Junction—1st. M., guar., $4,000,000.c&r	5	1886	1,000	1,700,000	4	F. & A.	N. Y. Cent. & Hud. Riv.	Feb. 1, 1986
New Jersey & New York—See Erie RR. Co.								
New London Northern—Stock.....	121	....	100	1,500,000	9	Q.—J.	New London, Office.	Apr., '00, 2¼%
Consolidated M., now 1st M. ($688,000 are 4s).c*	121	1880	1,000	1,500,000	4 & 5	J. & J.	N. Y., Bk. of No. Amer.	July 1, 1910
N. Mex. Ry. & Coal—Col. tr. g. ($3,000,000) red. 105.N	165	1897	1,000	2,826,000	5 g.	A. & O.	N. Y., N. Y. Sec. & Trust.	Oct. 1, 1947
Alam. & Sac. Mt. 1st M., $900,000, g., guar...N	28	1898	.....	300,000	5 g.	A. & O.	do do	Apr. 1, 1928
New Orleans & North Eastern—Prior lien M., gold.c*	196	1885	1,000	1,320,000	6 g.	A. & O.	N. Y., Central Trust Co.	Nov. 1, 1915
1st mortgage, gold.....	196	1881	1,000	5,000,000	6	J. & J	N. Y., Müller, Schall & Co.	Jan., 1911
N. O. & Northwestern—Coll. trust M., g., $500,000.Ce	102	1898	1,000	500,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1908
New Orleans & West.—Receiver's ctfs., $400,000...	....	1898	.....	400,000	6 g.	J. & J.	N. Y., State Trust Co.	July 1, 1900
1st Terminal mortgage, $2,000,000, gold. S....c*	....	1895	1,000	1,650,000	5 g.	J. & J.	Jan., '97, coup. last paid	July 1, 1946
2d mortgage, $2,000,000, gold	....	1897	1,000	1,000,000	4 g.	March.	.....	March 1, 1900
New Securities to be Issued Under Plan.								
Common stock, $1,000,000.....	....	....	100	1,000,000	.....	.....	.....	.....
Pref. stock, 5 per cent, non-cum., $3,500,000....	....	....	100	3,000,000	.....	.....	Div. fr. July 1, '00, if ea.	.....
1st mortgage, gold, $500,000, subj. to call at 110	....	1900	.....	500,000	5 g.	J. & J.	Int. from Jan. 1, 1900.	Jan. 1. 1950
Newport & Cincin. Bridge.—Stock, $1,500,000.....	....	....	100	1,500,000	2½	.....	Pittsburg, Pa.	Oct. 1, '99, 1½%
1st M., $1,500,000, g., s. f. guar. p. & i. end by Pa.	Co.s*	1895	1,000	1,400,000	4½ g.	J. & J.	N. Y., Farmers L. & T. Co.	July 1, 1945

Earnings.—For year ending June 30, 1898, gross earnings, $254,693; net, $189,731; other income, $2,065; charges, $25,905; dividends, $115,620; bal., surplus $50.271. In 1896-97, net, $168,147. Office, 26 Broadway, New York.—V. 64, p. 518

National Ry., Tehuantepec.—V. 69, p. 1247; V. 70, p. 125, 633.

Nesquehoning Valley RR.—Owns from Nesquehoning Junction, Pa., to Tamenend, Pa., 17 miles; Tunnel Branch to Lansford, Pa., 1 mile. Leased for 999 years (with 5 p. c. guaranteed on stock till 1905) to the Lehigh Coal & Navigation Co., which under its option proposes to retire the stock at par and interest on Sept. 1, 1904; see item "Delaware Division Canal" in V. 66, p. 1139.

Nevada-California-Oregon Ry.—Reno, Nev., to Amedee, Cal., 79 miles, in operation. Projected thence to and through Oregon. In Jan., 1900, 50 miles from Amedee, Cal., reported to be graded, on which 35 miles of track had been laid. Stock, common, $2,200,000, all outstanding; preferred none. Bonds, $2,200,000 authorized. Year 1898-9, gross, $87,327; net, $19,978. E. Gest, Mgr., Reno, Nev.

Nevada Central RR.—Battle Mtn., Nev., to Austin Nev., 94 miles, narrow gauge. A reorganization of Nevada Ry. Stock, $750,000; par $100. Interest on $717,000 bonds which paid an assessment of $120 per bond, guaranteed from July 1, 1898, by the Nevada Co. of New Jersey, is paid at office of registrar, New Jersey Title Guarantee & Trust Co, Jersey City, N. J. Earnings for 1898-99, gross, $28,242; def. under operating expenses, $5,292; no interest paid by railroad.

Newark Somerset & Straitsville RR.—Newark, O., to Shawnee, O., 44 m.; branch 3 m. See B. & O and V. 67, p. 1106; V. 70, p. 76, 230, 430, 792.

Newburg Dutchess & Connecticut RR.—Owns from Dutchess Junction, N. Y., to Millerton, N. Y., 59 miles. A reorganization in 1877.

Stock, Etc.—Common, $500,000; pref., $600,000; par $50. There were June 30, 1899, $226,000 coll. trust 5s; $1,164,500 income 6s, and $42,500 of 5 p. c. real estate M. notes. In year ending June 30, 1899, gross, $137,057; net, $30,641; other income, $878; interest, taxes, etc., $20,635; bal., surplus, $10,884. V. 65, p. 568.

New Castle & Shenango Valley RR.—Owns from Newcastle Pa., to West Middlesex, Pa., 17 miles. Leased to Nypano RR. till 1982 for rental of 32 p. c. of gross earns., but interest on bonds guarant'd. In June, 1899, stock mostly acquired by Erie RR.—V. 69, p. 447.

New England RR.—New York New Haven & Hart. RR. owns nearly all of the stock, and since July 1, 1898, has leased the road, viz.:

Lines Owned.	*Miles.*	*Leased, etc., lines. (¶ See this Co.)*	
Boston to Hopewell Junc, N.Y.	214	*Norwich & Worcester RR.¶	72
Wicopee to Fishkill Landing	2	Rhode Island and Mass. roads.	14
Providence to Willimantic	58	Rockville RR	4
Newton to Woonsocket, R. I.	29	Providence & Springfield RR.¶	28
East Thompson to Southbridge	17	Woonsocket & Pascoag RR.¶	9
East Hartfort, Ct., to Springf'd	28	Milford branches	20
Other lines	12	Trackage	29
Double track	114	Total	536

* Controls Norwich & New York Trans. Co.'s steamers, 125 miles.

History.—A reorganization of the New York & New England (sold in foreclosure July 9, 1895) per plan V. 58, p. 762. On Dec. 1, 1899, there had been exchanged or was held by the lessee all except $82,300 of the $20,000,000 common and $92,200 of the $5,000,000 pref. stock. Preferred stock not exchanged receives dividends of 3 per cent per annum under 99-year lease.—V. 66, p. 384, 617, 1002; V. 69, p. 1012.

Bonds.—See guaranty of consols by N. Y. New Haven & Hartford RR. V. 64, p. 611; $10,000,000 consols. reserved to retire firsts.

Report.—Earnings since lease included in those of N. Y. N. H. & H. RR. Report for 1897-98 in V. 67, p. 897, showing: Gross, $5,570,644; net, $1,342,648; other income, including net from Norwich line steamers, $114,517; interest, rentals, etc., $1,559,020.—V. 69, p. 1012.

New Jersey Junction RR.—Terminal road through Jersey City, Hoboken and Weehawken, about 5 miles. Leased for 100 years from June 30, 1886, to New York Central which guarantees the bonds absolutely and owns $100,000 stock. Connects with National Docks Ry.

New Jersey & New York RR.—Owns from Erie Junction, N. J., to Garnerville, N. Y., 29 miles: branches to New City, etc., 5 miles; operates to Haverstraw, etc., 14 iles; total operated, 48 miles. Erie RR. in April, 1896, purchased control. Stock, $1,440,800 common; $787,800 preferred; par, $100. Control is with preferred stock and first mortgage till 6 per cent has been paid on preferred for three years.

Earnings—Year ending June 30, 1899, gross, $298,956; net, $62,524; interest, etc., $59,520; balance, $3,004. In 1897-98, gross, $283,197; net, $53,834.—(V. 64, p. 424; V. 65, p. 822.)

New London Northern RR.—Owns from New London, Conn., to Brattleboro, Vt., 121 miles, and leases Brattleboro & Whitehall RR., Brattleboro to South Londonderry, Vt., 37 miles.

Leased for 99 years from Dec. 1, 1891, to Central Vermont. The rental is $211,000 per annum, which leaves a small surplus after providing for inter., etc., and 9 per cent dividends. Taxes and improvements met by lessee, without claim on New London Northern.

Dividends.—1888 to Jan., 1892, 7 p. c. yearly, then 8 p. c. yearly to 1893, inclusive, and since to Apr., 1900 (inclu.), 2¼ p. c. quar. (9 p. an.)

New Mexico Ry. & Coal.—(*See Map*).—Owns El Paso & Northeastern Ry., from El Paso, Texas, northeast 165 miles, to the Salado Coal fields; controls and operates Alamogordo & Sacramento Mt. Ry., Alamogordo, N. M., to Toboggan, 28 m., and under construction to Cox Cañon, 8 miles additional in April, 1900. Line completed Oct. 1, 1899.

Securities.—Stock, $4,000,000, of which $1,000,000 pref. The coll. trust 5s are secured by deposit of all the stocks and bonds of El Paso & Northeastern Ry. of New Mex. ($2,700,000 of each), the stock of the El Paso & N. E. RR. of Texas, $300,000 (no bonds issued), and all the stock ($2,500,000) and all the bonds ($1,500,000) of the New Mexico Fuel Co., the latter covering 3,500 acres of coal lands. The Alamogordo & Sacramento bonds are guaranteed. New York office, 66 Broadway. (V. 66, p. 337.)

New Orleans & North Eastern RR.—New Orleans, La., to Meridian, Miss., 195 miles; 121 are 60 and 74 are 75 lb. steel rails. Stock $5,000,000 (par, $100), of which $4,320,000 and $4,900,000 1st 6s are held by Ala. New Orleans Texas & Pac. Junc. Ry., to which was due July 1, 1899, $1,173,929 on coupon and $1,069,518 on other acc'ts,

Earnings.—In 1899-0, July 1 to Mar. 31 (9 months), gross, $1,423,647, against $1,043,166 in 1898-9. Report for 1898-99, V. 69, p. 1008.

Yr. end. June 30.	*Gross.*	*Net.*	*Other inc.*	*Interest.*	*Balance.*
1898-99.....	$1,545,686	$399,591	.....	$388,414	sur. $11,177
1897-98.....	1,396,929	377,376	1,865	379,201	sur. 41

—V. 65, p. 617, V. 67, p, 950; V. 69, p. 1008.

New Orleans & Northwestern Ry.—Owns from Natchez, Miss. to Bastrop, La., 102 miles. Stock, paid in, $4,500,000; par $100. In March, 1898, receiver was discharged. The coll. tr. 5s are secured by deposit of the old first mortgage 5s in trust. For year ending Dec. 31, 1899: Gross, $171,142; net, $42,535; other income, $15,369; int. on bonds, $25,000; taxes, $7,527; bal., sur., $25,377. (V. 67, p. 1275.)

New Orleans & Western Railroad.—Owns a belt railroad encircling the city of New Orleans and connecting with all the rail roads entering that city. Entrance to business centre is had over the tracks of the East Louisiana Railroad. Owns a large terminal property at Port Chalmette, containing about 2,300 acres, with 80 cotton warehouses, capacity of 250,000 bales, a grain elevator, etc.

Receivership—W. C. Dotterer, receiver. V. 68, p. 1182. Interest due July 1, 1896, and since is in default. V. 66, p. 134. In 1899, issued $400,000 receivers' certificates to build additional cotton warehouses, etc. (V. 67, p. 320.) Stock $6,000,000; par, $100. On Feb. 21, 1900, George C. Preot, was appointed master in chancery to sell the road after six weeks' advertising. V. 70, p. 381. In April, 1900, decree had been signed but no date of sale fixed.

Reorganization Committee.—Stephen Peabody, Wm. L. Bull, Evans R. Dick and Geo. Q. Whitney. Depositary, Colonial Tr. Co., N. Y.

Plan.—Their plan, dated Aug. 1, 1899 (now operative), is in V. 69, p. 440, and provides for the issue by a new company of the securities shown in table above. All the new bonds and common stock will be sold to a syndicate for cash. Of the preferred stock (to be subject to call at par on three months' notice if permitted by law), $2,500,000 will be exchanged for the old bonds and of the $1,000,000 balance included in the sale to the syndicate, $500,000 will be transferred after such sale to the treasury of the new Co. The old 1st 5s with all unpaid coupons attached, will receive par, and the old 2d 4s, 50 per cent of principal in preferred stock.—V. 69, p. 440, 645, 906; V. 70, p. 381.

Newport & Cincinnati Bridge Co.—Owns bridge over the Ohio River from Newport, Ky., to Cincinnati, O. Bridge opened 1872 and reconstructed in 1895-96. Louisville & Nash. is under contract to use bridge; annual rental, $115,000. Pa. Co. owns $1,340,000 stock.

Earnings.—For year ending Dec. 31, 1899, gross $153,151; net, $121,675; interest, $63,000; balance, surplus, $58,675. In 1898, gross, $150,181; net, $121,616; charges against income, $102,709; balance, surplus, $18,907. (V. 63, p. 1159.)

N. Y. & Brooklyn Union Transportation.—V. 70, p. 280.

N. Y. Brooklyn & Jersey City R. T. Co.—V. 70, p. 532.

New York Brooklyn & Manhattan Beach Ry.—Owns from Fresh Pond Junction to Manhattan Beach (Coney Island), and branches to Bay Ridge and Greenpoint, 20 miles, of which 16 miles double track.

Lease, Etc.—A consolidation August 27, 1885. Leased for 99 years from May 1, 1882, to the Long Island RR. Co. at 35 per cent of gross earnings, rental guaranteed to be at least 5 per cent on pref. stock.

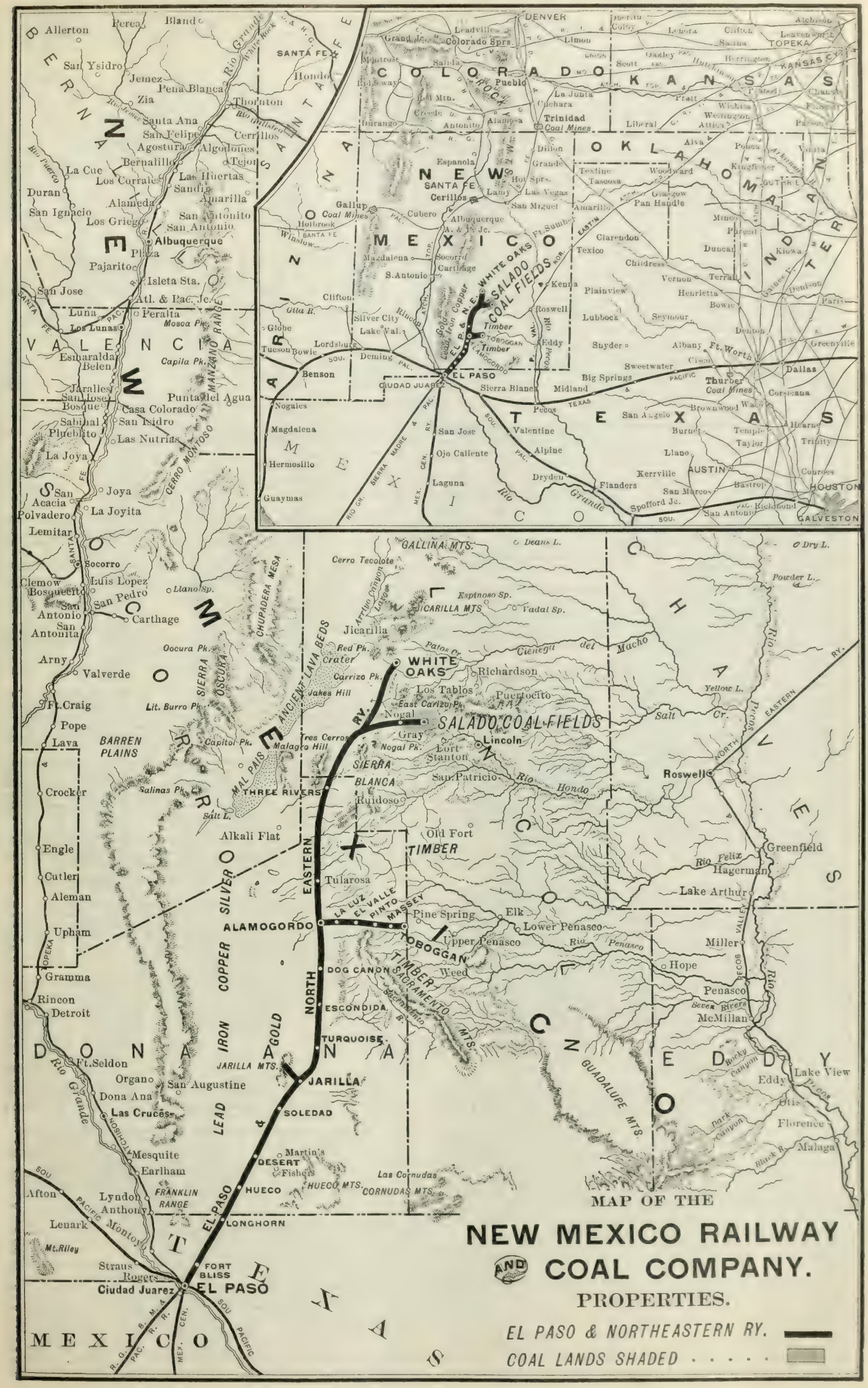
Bonds.—The mortgage of 1885 is for $2,000,000 and is now a first lien. (V. 63, p. 1116.) Trustee is Central Trust Company. The L. I. RR. has attached to the bonds its unconditional guaranty of principal and interest in addition to the memorandum as to the lease previously printed upon them. Of the bonds, $125,000 were in Jan., 1900, owned by the L. I. RR and deposited under its new mortgage.—V. 68, p. 669.

New York & Canada RR.—Whitehall, N. Y., to Rouse's Point, N. Y., 113 miles; branches, 38 miles, Stock, $4,000,000, par $100.

Lease, Etc.—Leased in perpetuity and virtually owned by the Delaware & H. Canal Co., which guarantees the bonds, and has $3,760,741 invested in the property. See debenture guaranty, V. 64, p. 181.

	Gross.	*Net.*	*Charges.*	*Balance.*
Year to June 30. 1897-8.....	$937,829	$250,725	$279,764	def. $29,039
1898-9.....	974,855	372.821	319,629	sur. 53,192

—(V. 64, p. 181, 234; V. 67, p. 1054; V. 68, p. 976; V. 69, p. 384, 1061.)


MAP OF THE
NEW MEXICO RAILWAY
AND COAL COMPANY.
PROPERTIES.
EL PASO & NORTHEASTERN RY.
COAL LANDS SHADED
COLORADO
NEW MEXICO
OKLAHOMA
KANSAS
TEXAS
ARIZONA
DENVER
TOPEKA
SANTA FE
Trinidad Coal Mines
SALADO COAL FIELDS
WHITE OAKS
Gallup Coal Mines
Albuquerque
EL PASO
CIUDAD JUAREZ
Thurber Coal Mines
Fort Worth
Dallas
Houston
Galveston
Austin
San Antonio
Roswell
Lincoln
Tularosa
ALAMOGORDO
TIMBER
TOBOGGAN
DOG CANON
ESCONDIDA
TURQUOISE
JARILLA
SOLEDAD
HUECO
LONGHORN
FORT BLISS
Ciudad Juarez
Socorro
Carthage
Magdalena
Hermosillo
Guaymas
Nogales
Benson
Deming
Silver City
Lordsburg
Clifton
Globe
Albuquerque
Las Vegas
Raton
Pueblo
Colorado Spgs.
Leadville
Grand Jc.
Durango
Alamosa
La Junta
Amarillo
Clarendon
Childress
Vernon
Wichita Falls
Abilene
Sweetwater
Big Springs
Midland
Pecos
Sierra Blanca
Valentine
Alpine
Marfa
Dryden
Flanders
Kerrville
Llano
Brownwood
San Angelo
Waco
Temple
Taylor
Trinity
Houston
Galveston
Corsicana
Denton
Greenville
Paris
Bowie
Lubbock
Seymour
Plainview
Texico
Tucumcari
Las Vegas
Santa Fe
Albuquerque
Gallup
Holbrook
Winslow
Flagstaff
Williams
Prescott
Phoenix
Tucson
Nogales
Benson
Deming
Lordsburg
Silver City
Rincon
Las Cruces
El Paso
Ciudad Juarez
Sierra Blanca
Pecos
Valentine
Alpine
Marfa
Dryden
Flanders
Kerrville
Llano
Austin
San Antonio
Galveston
Houston
Waco
Temple
Taylor
Trinity
Corsicana
Denton
Greenville
Paris
Bowie
Lubbock
Seymour
Plainview
Texico
Clarendon
Childress
Vernon
Wichita Falls
Abilene
Sweetwater
Big Springs
Midland
Pecos
Sierra Blanca
Valentine
Alpine
Marfa
Dryden
Flanders
Kerrville
Llano
Austin
San Antonio
Galveston
Houston
Waco
Temple
Taylor
Trinity
Corsicana
Denton
Greenville
Paris
Bowie
Lubbock
Seymour
Plainview
Texico
Tucumcari
Las Vegas
Santa Fe
Albuquerque
Gallup
Holbrook
Winslow
Flagstaff
Williams
Prescott
Phoenix
Tucson
Nogales
Benson
Deming
Silver City
Rincon
Las Cruces
El Paso
Ciudad Juarez
Sierra Blanca
Pecos

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. Brooklyn & Manhat. Beach—Common stock..	....	....	100	$350,000	.....	.....	.....		.....
Preferred stock, non-cumulative.....	20	....	100	650,000	5	A. & O.	Checks mailed.		Oct.'99, 2½%
1st con. M. (now 1st M.) gold, guar. by L. I....c*	20	1885	1,000	1,726,000	5 g.	A. & O.	N.Y., U.S.Mort.&Tr.Co.		Oct. 1, 1935
N. Y. & Canada—1st M., sterling, guar. D. & H..c*	150	1874	£100&c	4,000,000	6 g.	M. & N.	London, Baring Bros.		May 1, 1904
Debentures, g., guar. p. & i. end. Del. & H. Canal.	....	1896	1,000	1,000,000	4½ g.	M. & N.	N.Y., D. & H. Canal Co.		May 1, 1904
New York Central & Hudson River—Stock.....	....	....	100	115,000,000	4 in 1899	Q.—J.	N. Y., Gr. Cent'l Stat'n.		Apr.16,'00, 1¼
N. Y. C. & H., $30,000,000 / 1st mort...., £2,000,000 } coupon or reg.	819	1873	1,000	a18,498,000	7	J. & J.	N. Y., Gr. Cent. Station.		Jan. 1, 1903
	819	1873	1,000	a6,309,148	6 g.	J. & J.	London, Union Bank.		Jan. 1, 1903
Debt certifs., (N.Y.Central), gold, $6,450,000.c&r	....	1853	500 &c.	a3,965,000	4 g.	M. & N.	N. Y., Gr. Cent. Station.		May 1, 1905
Debentures, 1884, $10,000,000 } All eq'ly .. c&r	819	1884	1,000&c	a5,110,000	5	M. & S.	do	do	Sept. 1, 1904
Debentures, 1889, $1,000,000. { secured .....r		1889	1,000&c	a682,000	5	M. & S.	do	do	Sept. 1, 1904
Debent's, g., s. f., $13,194,000. { by mort. . c*&r		1890	1,000&c	a5,767,000	4 g.	J. & D.	do	do	June 1, 1905
Refund.M., $100,000,000, g.Ce } of 1897. c*&r.		1897	1,000&c	36,028	3½ g.	J. & J.	do	do	July 1, 1997
Collat. trust, g. ($100,000,000) L. Sh. stk.G..c*&r	....	1898	1,000&c	90,569,200	3½g.	F. & A.	do	do	Feb. 1, 1998
do do ($21,550,000) Mich. Cent. stk..G	....	1898	1,000&c	18,588,945	3½g.	F. & A.	do	do	Feb. 1, 1998
Debentures to be issued under B. & A. lease.....	....	1900	.....	.....	3½	.....	.....		2000
N. Y. Chicago & St. Louis—Common stock.....	523	....	100	14,000,000	.....	.....	.....		.....
2d preferred (5 per cent, non-cumulative)	523	....	100	11,000,000	.....	.....	.....		.....
1st preferred (5 per cent non-cumulative).....	523	....	100	5,000,000	5 in 1900	March.	N. Y., Gr. Cent. Station.		Mch. 1,'00, 5%
1st mortgage gold, sinking fund not drawn..c*&r	505	1887	1,000	19,425,000	4 g.	A. & O.	N. Y., Union Trust Co.		Oct. 1, 1937
Equip. tr., "A" gold, $60,000, Sept. 1, yearly..C.	....	1892	1,000	240,000	5	M. & S.	N. Y., Central Trust Co.		Yearly to 1902
Equip. tr."B"gold $23,000 due yrly Feb.15,C.c&r	....	1896	1,000	281,000	5	F.&A 15	do	do	Yearly to 1911
N. Y. & Greenw. L.—Prior lien M., gu. p. &i...N.gxc*	53	1896	100&c	1,500,000	5 g.	M. & N.	New York.		May 1, 1946
N. Y. & Harlem—Common, 11½ to 12 p.c., 8% guar.	145	....	50	8,646,050	See text.	See text	N. Y., Gr. Cent. Station.		Apr. 2, '00, 2%
Preferred stock, 11½ to 12 per cent, 8% guar....	145	....	50	1,353,950	See text.	See text	do	do	Apr. 2, '00, 2%
Consol M., to be paid May 1 (V. 70, p. 687).....	136	1872	1,000&c	12,000,000	7	M. & N.	do	do	May 1, 1900
Refunding mortgage, $12,000,000, gold...Gc*&r	....	1897	1,000&c	.....	3½ g.	M. & N.	From May 1, 1900.		May 1, 2000
N. Y. Lackawanna & Western—Stock, guar. 5 p. ct.	214	....	100	10,000,000	5	Q.—J.	N. Y., by Del. Lack.& W.		Apr., '00, 1¼%
1st mortgage, guar. by Delaware Lack. & West..c*	214	1880	1,000	12,000,000	6	J. & J.	do	do	Jan. 1, 1921
Constr. mortgage, guar. by Del. Lack. & West..c*	214	1883	1,000	5,000,000	5	F. & A.	do	do	Aug. 1, 1923
3d M. Terminal Imp. (for $5,000,000), gu. p. & i..	214	1890	1,000	5,000,000	4	M. & N.	do	do	May 1, 1923
New York Lake Erie & Western—See Erie RR.									

a As reported April, 1900; the amount outstanding when refunding began is given in first left hand column.

New York Central & Hudson River RR.—*(See Map.)*—Includes

Lines owned.	*Miles.*
New York to Buffalo.....	442
Branches.....	378
Lines leased. ¶ See this co.	
West Shore .....¶	495
Troy & Greenbush .....¶	6
Spuyten Duyvil & Pt. M ...¶	6
New York & Harlem.....¶	136
New Jersey Junction.....¶	5
Rome Watertown & Og.....¶	624
Mohawk & Malone.....¶	182
Carthage & Adirondack....¶	46
Gouverneur & Oswegatchie¶	13
New York & Putnam .....¶	61
Fall Brook Ry., etc..... ¶	241
Beech Creek RR.....¶	160
Wallkill Valley.....	33
Total in earnings.....2,828	
Controlled—Operated separately.	
Lake Shore & Mich So.....1,413	
Michigan Central.....1,644	
N. Y Chic. & St. Louis RR..¶	513
Dunkirk All. V. & Pitts....¶	91
Pitts. & Lake Erie system..¶	180
Toronto Hamilton & Buffalo..	88
St. Lawrence & Adirondack..	65
Total owned and controlled Dec. 1, 1899 (298 miles four tracked.)	6,822

History, &c.—Control of the Lake Shore and Michigan Central roads was acquired in 1898, as stated below. In 1898-9 their earnings were reported separately, but the $3,810,874 dividends on their shares held by the Central caused the large increase in the item "other income," offset by a like amount of interest on the collateral bonds issued for their purchase. V. 69, p. 495.

In Jan., 1900, it was announced that control of the Lake Erie & Western had been acquired on behalf of the Lake Shore & Mich. So., and that the Vanderbilt interest in the Cleve. Cin. Chic. and St. Louis had been increased to an absolute majority; an understanding also was reported between the Vanderbilt and the Pennsylvania interests, by which the latter became jointly interested in the stock of the Ches. & Ohio Ry.—V. 70, p. 76, 125.

The Boston & Albany RR. will be leased for 99 years from July, 1900, at a guaranteed rental of 8 per cent per annum on the $25,000,000 B. & A. stock in quarterly instalments, adding 389 miles and a through line to Boston to the Central system [unless Mass. Legislature interferes] V. 69, p. 78, 492, 695; see also V. 69, p. 178, 228, 333, 694.

Stock.—Dividends on stock registered in London are payable in gold at 49½d. to dollar. The $15,000,000 additional stock, issued April 2, 1900, for new rolling stock, increased the outstanding issue to $115,000,000.—V. 69, p. 906, 1103, 1248; V. 70, p. 532.

Dividends since 1890. Per cent.	'91.	'92.	'93.	'94.	'95.	'96 to '98.	'99.	1900.
	4½	5¼	5	5	4¼	4 yearly.	4	Incl. Apr., 2½

Dividend rate increased from 4 to 5 p. c. per annum in Jan., 1900.—V. 69, p. 1301.

Bonds.—Description of debentures was on page 3 of Supplement of April, 1895. They are all secured by the refunding mortgage of 1897 equally with the 3½s. *Ref. mortgage* is for $100,000,000, of which $70,377,333 reserved to retire all existing bonds at or before maturity and $14,622,667 for premiums; the remainder ($15,000,000) is reserved for new construction after 1903. In 1899 3½s of 1897 had been issued to retire $26,893,912 of old bonds.

Collateral trust 3½s of 1898 are secured respectively by deposit in trust with the Guaranty Trust Co., mortgage trustee, of stock of the Lake Shore & Michigan Southern and Michigan Central RRs. at the rate of $100 of L. S. & M. S. stock for each $200 of bonds and $100 of Mich. Cent. stock for each $115 of bonds outstanding. The total authorized issues of 3½s are $100,000,000 for Lake Shore and $21,550,000 for Michigan Central. The loans are secured by separate deeds of trust. See V. 66, p. 288, 336, 760, 811.

The N. Y. Cent. will issue in 1900 $5,500,000 in its 100-year 3½ per cent debentures for certain property not included in the Boston & Albany lease. See V. 69, p. 1102.

Guaranties.—The company guarantees the securities of its leased lines to a considerable aggregate—see separate statement for each company marked with a ¶ in the table of mileage preceding. It also guarantees Western Transit Co. 4½s for $1,000,000 due February, 1903.

General Finances.—The refunding of the $70,377,000 of old high-interest-bearing bonds into the 3½s of 1897 during the years 1898 to 1905 will effect a saving of $1,200,000 per annum in interest charges; to June 30, 1899, about $27,000,000 old bonds had thus been retired; saving in charges by refunding in 1898-9, $437,342.—V. 69, p. 495.

In Dec., 1899, the company had acquired $45,284,600 of the capital stock of the Lake Shore road in exchange for 3½ p.c. bonds (see above), leaving $4,181,900 afloat, including $533,500 guaranteed 10 per cent dividends (see V. 66, p. 288, 336, 1238), and also $16,189,600 of Mich. Central stock, leaving $2,548,400 still outstanding.

On April 2, 1900, $15,000,000 stock, sold to stockholders at par, was issued for new equipment. V. 69, p. 906, 1103, 1248. On July 1, 1900, Boston & Albany RR. (which see) is to be taken over under lease.

Average train load for entire system, including company's freight, was 346 tons in 1898-9, against 320 tons in 1897-8.

Earnings.—For 3 mos. ending Mar. 31, 1900, gross, $12,601,282, against $11,267,592 in 1889. For 6 mos. ending Dec. 31 (partly estimated in 1899):

6 *mos.*	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Bal. for div.*
1899....	$28,385,800	$11,404,300	$2,187,700	$8,526,000	$5,067,000
1898....	24,405,148	9,217,065	2,184,534	8,259,636	3,141,963

Dividends in 1899 (2¼ p. c.) call for $2,250,000; in 1898 (2 p. c.), $2,000,000.

Annual Report.—Fiscal year ends June 30. Report for 1898-99 was given at length in V. 69, p. 488, 495. See also editorial p. 469.

Years end. June 30.	1899.	1898.	1897.
Miles	2,395	2,395	2,395
Freight earnings.....	$27,529,964	$27,496,130	$25,850,731
Passenger earnings	13,723,115	13,250,801	13,094,620
Mail, express, etc.....	4,931,578	5,027,309	4,669,053
Total gross earnings...	$46,184,657	$45,774,240	$43,614,404
Net earnings.....	17,055,676	$16,263,226	$16,014,493
Other income.....	4,324,672	2,251,472	665,735
Net income.....	$21,380,348	$18,514,698	$16,680,228
Deduct—Rentals paid...	$5,903,508	$5,972,422	$5,924,736
Interest on debt	7,523,430	5,480,105	4,126,490
Taxes on earn. & stock..	245,167	224,460	228,905
Taxes on real estate...	1,738,127	1,883,240	2,048,230
U. S. Int. Rev. tax.....	55,064	.....	.....
Reserved for deb'tures..	300,000	300,000	300,000
Dividends	(4) 4,000,000	(4) 4,000,000	(4) 4,000,000
Balance from operat'n.	$1,615,052	$654,471	$51,867

*Operating expenses include $800,000 for new equipment in 1897-8; $870,000 in 1898-9.

President, S. R. Callaway; Chairman of the Board, Chauncey M. Depew. Directors (April, 1900): William K. Vanderbilt, Frederick W. Vanderbilt, Chauncey M. Depew, Samuel F. Barger, J. Pierpont Morgan, William Rockefeller, Hamilton McK. Twombley, Samuel R. Callaway, Charles C. Clarke, D. O. Mills, William Bliss, Samuel D. Babcock and George S. Bowdoin.—V. 70, p. 76, 125, 532, 792.

New York Chicago & St. Louis RR.—*(See Map of New York Central & Hudson River.)*—Owns from Buffalo, N. Y., to Illinois State Line, except 8 miles leased between Dunkirk and Silver Creek, leaving 494 miles; leases the proprietary line, Chicago & State Line RR., Ill., State Line to Grand Crossing, 10 miles; also leases Dunkirk to Silver Creek, 8 miles; total, 512 miles; trackage in Buffalo, N. Y., 1½ miles, and Grand Crossing Chicago, Ill. (Lake Shore RR.), 9 miles.

History.—"Nickel Plate" road, foreclosed and reorganized in 1887.

Stock.—Lake Shore & Michigan Southern owns $6,240,000 common $6,275,000 2d preferred and $2,503,000 1st preferred stock.

Dividends.—On 1st pref. in March	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.	'00
	3½%	3	3	4	0	5%	0	2%	0	5

Bonds.—A sinking fund of $100,000 per year is provided when net earnings are $900,000 or upwards, if bonds can be bought at or below 102; if not, the sinking fund lapses for that year, thus leaving $100,000 more for dividends. The original issue of bonds was $20,000,000, and it has been reduced to present amount by the sinking fund purchases. Statement of road under mortgage in Supplement of Sept., 1894. See abstract of mortgage.—V. 45, p. 541.

Annual Report.—Report for 1898, V. 68, p. 923. Principally a freight line, freight in 1898 contributing $5,330,676 out of $6,391,421.

Year end. Dec. 31—	1899.	1898.	1897.	1896.
Gross earnings.....	$6,918,918	$6,391,420	$5,815,217	$5,587,766
Net earnings.....	1,203,477	1,035,270	1,084,592	977,605
Net, incl'g other inc'e.	1,212,823	1,041,226	1,091,891	987,248
Interest on bonds..	885,241	777,000	777,000	777,000
Equip. tr. charges.		112,392	116,542	112,972
Rentals		93,373	90,694	94,190
Div. on 1st pref*.....	(5) 250,000	.....	(2) 100,000	.....
Balance, surplus.	$77,586	$58,461	$7,655	$3,086

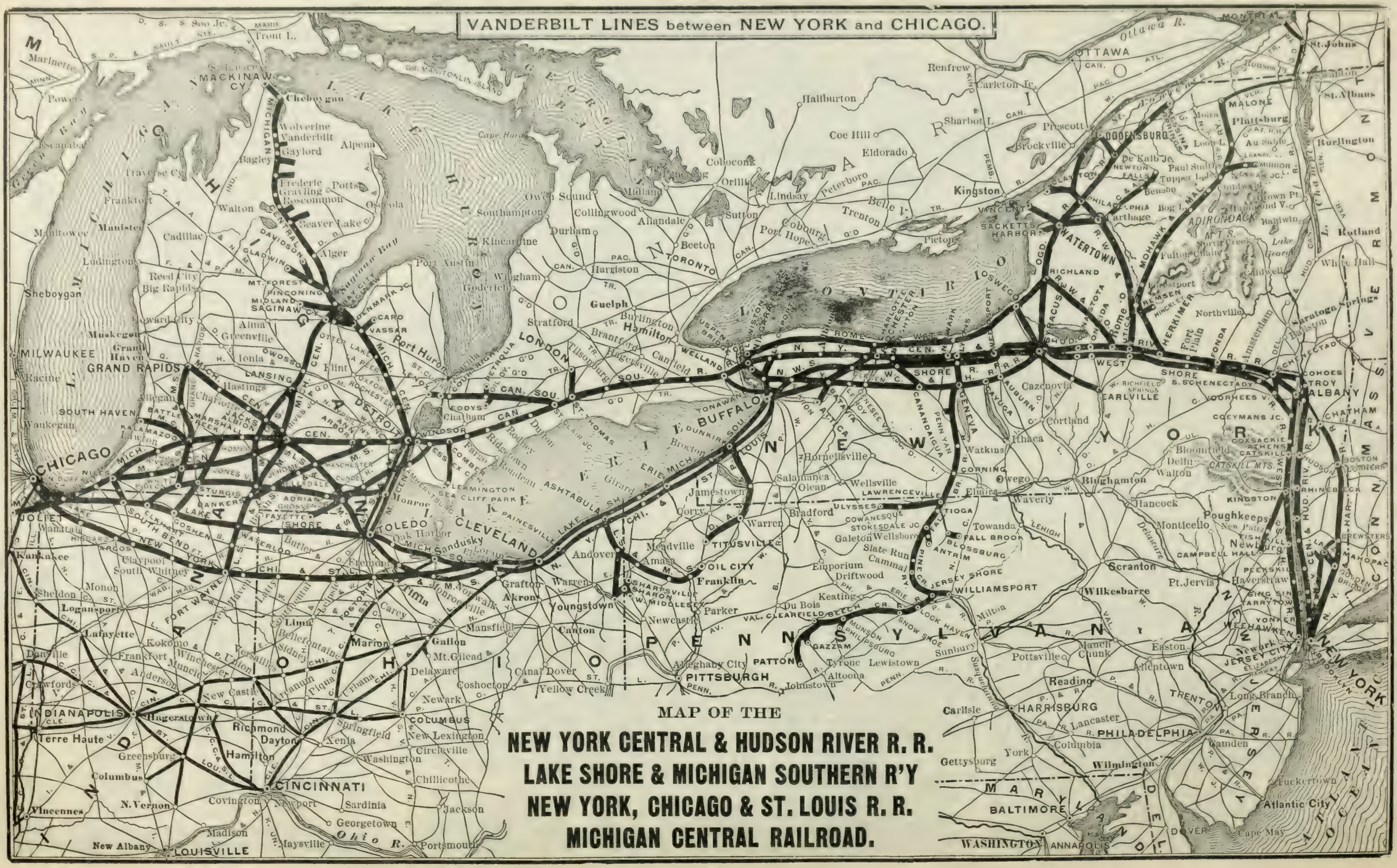
*Note.—Dividends from earnings of year given are *paid* in March of following year. Pres., William H. Canniff.—V. 70, p. 230, 381.

New York & Greenwood Lake Ry—*(See Map of Erie RR.)*—Owns from Jersey City, N. J., to Greenwood Lake, 41 miles, and branches to Ringwood, etc., 8 miles; Watchung Ry., Forest Hill to Orange, N. J., 4 m.; total owned, 53 m. Stock, $100,000; par, $50.

Lease.—On May 1, 1896, was leased to the Erie RR. for 999 years from May 1, 1896, for interest on prior lien bonds. In September, 1897, $48,000 of the $1,500,000 prior liens were held to retire old incomes yet unexchanged. Prior lien bonds are guaranteed, principal and interest, by Erie. See V. 63, p. 513; form of guaranty V. 65, p. 463.

New York & Harlem RR.—Owns New York City to Chatham, N. Y., 136 miles (four-tracked 7 miles north of Harlem River). Use Boston & Albany RR. to Albany, 24 m. Also owns Fourth Ave. St. RR.

Lease.—The property (except the horse railroad) was leased April 1, 1873, for 401 years, to the N.Y. Cent. & Hudson River RR. at 8 per cent dividends on stock and interest on bonds. In April, 1900, it was agreed that the saving in interest charges of $420,000 per annum from refunding $12,000,000 7s at 3½ per cent should go $200,000 to the Harlem and $220,000 to the Central. V. 70, p. 740. The horse road was leased in July, 1896, to Metropolitan Traction Co. for 999 years at $350,000 yearly (3½ p. c. on stock) for 5 years and $400,000 (4 p. c.) thereafter. V. 62, p. 1088. On Oct. 2, 1899, an extra dividend of $12 50 per share was paid from funds derived in part from proceeds of certain real estate sold in 1899 for $1,350,000. See V. 67, p. 223; V. 69, p. 180, 591.


VANDERBILT LINES between NEW YORK and CHICAGO.
MAP OF THE
NEW YORK CENTRAL & HUDSON RIVER R. R.
LAKE SHORE & MICHIGAN SOUTHERN R'Y
NEW YORK, CHICAGO & ST. LOUIS R. R.
MICHIGAN CENTRAL RAILROAD.
CHICAGO
DETROIT
CLEVELAND
TOLEDO
BUFFALO
TORONTO
MONTREAL
OTTAWA
KINGSTON
ALBANY
TROY
NEW YORK
BOSTON
PITTSBURGH
CINCINNATI
INDIANAPOLIS
COLUMBUS
LOUISVILLE
MILWAUKEE
GRAND RAPIDS
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
ATLANTIC CITY
LAKE MICHIGAN
LAKE ERIE
LAKE ONTARIO
LAKE CHAMPLAIN
ADIRONDACK MTS.
CATSKILL MTS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding $	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. & L. Br.—Gen M. (now 1st) } $2,500,000, g.c*	38	1891	$1,000	$192,000	5 g.	M. & S.	N. Y, Liberty Nat. Bk.	Sept. 1, 1941
do do }	38	1891	1,000	1,500,000	4 g.	M. & S.	do do	Sept. 1, 1941
New York New Haven & Hartford—Stock. See text.	....	....	100	53,308,600	8 in 1899	Q.—M.30	New Haven, Co.'s Office.	Mch.31,'00,2%
1st mortgage (for $5,000,000).....r	123	1883	1,000&	2,000,000	4	J. & D.	N. Y., Chem'al Nat. Bk.	June 1, 1903
Debentures, exchangeable for stock 1903.....c*	....	1893	100&c.	16,397,200	4	A. & O.	N. Y., Lincoln Nat. Bk.	See text.
Deben., $10,000,000, currency, non-convert.c&r	....	1897	.....	3,000,000	4	M. & S.	New York.	Mch. 1, 1947
N. Y. Prov. & Boston, 1st mort., assumed.....c*	12	1881	1,000	300,000	4	A. & O.	do do	Apr. 1, 1901
Gen'l mort. for $4,000,000, gold, assumed..c&r	62	1892	1,000	1,000,000	4 g.	A. & O.	do do	Apr. 1, 1942
Shore Line 1st M., N. Hav. to N. London, assumed	49	1880	1,000&c	200,000	4½	M. & S.	N. H., Nat. N. H. Bank.	Mch. 1, 1910
Housatonic old consolidated mort. (assumed)...	74	1880	500 &c.	100,000	4	A. & O.	New Haven, Conn.	Apr. 1, 1910
New consol. mort. ($3,000,000) g. (assumed) .c*	80	1887	1,000	2,839,000	5 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1937
BONDS OF PROPRIETARY, ETC., LINES:								
Bos. & N.Y. Air L. 1st M., N. H. to Williman., Ct.c*	51	1880	1,000	500,000	5	F. & A.	N.Y., Lincoln Nat. Bank	Aug. 1, 1905
Colchester RR. 1st M.....	3½	1877	.....	25,000	7	J. & J.	.....	July 1, 1907
Danbury & Norwalk con. M. ($100,000 are 6s) .c*	36	1880	1,000	500,000	5 & 6	J. & J.	New Haven ,Conn.	July 1, 1920
Genl. M., Danbury, Conn., to Wilson Point, &c.c*	36	1883	100	150,000	5	A. & O.	do do	Apr. 1, 1925
Harlem R. & Portc. 1st M. guar. ($1,000,000 6s).c&r	12	1873	1,000	2,000,000	6 & 7	A. & O.	N. Y., Chem'al Nat. Bk.	Oct. 1, 1903
2d mortgage, guar. (See V. 56, p. 813).....c&r	12	1881	1,000	1,000,000	4	J. & D.	do do	June 1, 1911
Naugatuck 1st M., Nauga. Junc. to Winsted, Ct.r	55	1883	1,000&c	150,000	4	J. & D.	New Haven, Ct., Treas.	June 1, 1913
New Haven & Derby, consol. mort. (Nov. 1st)..c*	13	1888	1,000	575,000	5	M. & N.	New Haven, Conn.	May 1, 1918
N. H. & No., consol. s. f. $15,000 p. yr., not drn.c*	114	1879	1,000	1,200,000	6	A. & O.	do do	Apr. 1, 1909
Northern Extension bonds.....c*	27	1881	1,000	700,000	5	A. & O.	do do	Apr. 1, 1911
Deb'tures ext. in '96, non-conv., V. 62, p. 548.c*	....	1886	1,000	700,000	5	J. & J.	do do	July 1, 1904
Holyoke & W., leased, mtge. $200,000, guar..c*	17	1891	1,000	200,000	4	A. & O.	do do	Apr. 1, 1911
New England and Old Colony—See those cos.								
Providence & Worcester 1st mortgage, currency	51	1897	1,000	1,500,000	4	A. & O.	Prov., R. I. Hosp. & T.Co	Oct. 1, 1947
Nantasket Beach, 1st mortgage.....	....	1880	.....	250,000	2½	A. & O.	.....	Apr. 1, 1901
N.Y.O.& W.—Ref. (1st) M. $20,000,000, g..Me.c*&r	Text.	1892	1,000&c	15,437,000	4 g.	M. & S.	N. Y. Office, 56 Beaver.	June 1, 1992
Notes, secured by 1st mort. on Scranton Coal Co.	....	1899	1,000	2,500,000	5	.....	.....	.....

ANNUAL DIVIDENDS 1897 TO JULY, 1899.

Guaranteed by N. Y. Central..... 8% (Jan. 4%, July 4%)
From Metropolitan Street Ry. rental.....3½% (April 1¾%, Oct. 1¾%)
Extra as int. on investments (V. 67, p. 178)...½% (April ¼%, Oct. ¼%)
Also in Oct., 1899, an extra 25 p. c.—V. 69, p. 645; V. 70, p. 687.

New York Lackawanna & Western Ry.—Binghamton to Buffalo and Internat'l Bridge and branches, 214 miles, of which the main line, 213 miles, is double track; Delaware L. & W. has a lease for duration of charter from October, 1882, giving a guaranty of the bonds and 5 per cent yearly on the stock, bonds and stock being endorsed. See form of guaranty of terminal bonds in V. 67, p. 1357; see also V. 68, p. 283.

New York Lake Erie & Western RR.—SEE ERIE RR. CO.

New York New Haven & Hartford RR.—Covers Southern New England and the only direct routes between New York and Boston.

Lines Owned in Fee—	Miles.	*Leased (part Owned.)*	Miles.
Junction near N. Y. City to Springfield, Mass	122	New Eng. RR. (which see)	536
Lines to Providence, Pittsfield, Litchfield, etc.	326	Old Colony RR. (which see)	616
Leased and Controlled—		Litchfield, Conn., to Bethel	38
Lines to Turner's Falls, etc.	268	*Lines Leased*—	
Other lines	43	Providence & Worcester	48
		Other lines	20
		Trackage to N. Y. City, etc.	30

Total oper. July, 1899 (86 miles has four and 662 two tracks)..2,047

Also controls Fall River, Providence & Stonington and New Haven SS. lines.

HISTORY.—A consolidation in 1872 of the New York & New Haven and the Hartford & New Haven. In years 1892 and 1893 acquired control of several companies whose bonds are given in table above. The Housatonic, Shore Line, N. Y. Prov. & Boston and the Shepaug Litchfield & Northern have been absorbed by consolidation. V. 69, p. 742. See also Old Colony. In Nov., 1899, four-tracking, etc., at Bridgeport, Conn., to cost perhaps $3,000,000, was begun.—V. 69, p. 955.

In 1895 acquired control of the New England RR.

Electric Railways.—In 1895 control was acquired of the Stamford St. Ry. and the Meriden Electric Ry. Electric railway between Hartford and New Britain, 10 m., was opened in May, 1897, and additional lines, about 18 miles, in 1899. V. 67, p. 732; V. 69, p. 742. In Jan., 1900, acquired control of People's Tramway of Killingly, Conn.—V. 71, p. 76.

CAPITAL STOCK.—Stock authorized, $100,000,000. It may be issued for improvements, buying stocks and bonds of leased roads, &c.; $16,397,200 will be needed to take up the convertible debentures in 1903. (V. 56, p. 289, 373, 579.) During 1900 $2,448,900 new stock will be issued to retire $705,000 New Haven & Derby 6s and 7s, maturing Feb. 1, 1900, floating debt, etc., raising total issue to $54,757,500. V. 70, p. 176.

DIVIDENDS.—Per cent. 1873-1893. 10 yearly. 1894. 9 1895 to Mar., '00, (incl.) 8 (2 per cent quar.)

BONDS.—The *convertible debentures* of 1893 for $16,397,500 are exchangeable at option of holder "on April 1, 1903, or within 60 days thereafter, and no longer," for company's stock at par. If not then exchanged they will be paid in cash April 1, 1908. See V. 55, p. 1035, and description page 4 SUP. of April, 1895. Under the lease New Haven road "assumed" the debt of Old Colony. In 1897, $5,000,000 New England 5s were guaranteed and sold. V. 64, p. 611.

LEASED LINE STOCKS.—The stocks of the leased lines unexchanged on June 30, 1899, or later, and the dividends payable thereon are shown below, the shares being all $100 each excepting Danbury & Norwalk, which are $50 each. The leases are for 99 years.

Stocks—	*Total issue.*	*Unexch.*	*Divid'd.*	*Period.*
Berkshire	$600,000	$599,000	6 p. c.	Q.—J.
B. & N. Y. Air Line pref	2,998,500	1,398,000	4 p. c.	A. & O.
do do common..	891,100	157,000	Pays no divid'd.	
Danbury & Norwalk	600,000	152,950	5 p. c.	J. & J.
Naugatuck	2,000,000	1,020,400	10 p. c.	J. & J.
N. H. & Derby	447,000	73,600	4	J. & J.
New England, common	20,000,000	82,300	Pays no divid'd.	
do do preferred	5,000,000	92,200	3 p. c.	Oct.31,&c
N. H. & Northampton	2,460,000	None.	4	A. & O.
Old Colony	16,608,900	11,090,900	7	Q.—J.
Pawtuxet Valley (par, $ (?))	100,900	100,900	7 p. c.	J. & J.
Stockbridge & Pittsfield	448,700	437,700	6	Q.—J.

LATEST EARNINGS.—6 months ending Dec. 31:

6 mos.	*Gross.*	*Net.*	*Other inc.*	*Int., tax, etc.*	*Bal., sur.*
1899	$21,309,605	$7,968,064	$284,718	$3,948,856	$4,203,926
1898	18,867,872	6,708,109	521,132	3,865,442	3,363,799

ANNUAL REPORT.—Annual meeting is held third Wednesday in Oct. Report for 1898-99 in V. 69, p. 742. Gross earnings include Old Colony, and in 1898-99 New Eng. RR. and Shep. Litch. & Nor. RR., but not the steamboat lines, the income from the latter being in other income.

Yr. end. June 30.	1899.	1898.	1897.	1896.
Miles operated	2,047	1,464	1,464	1,464
Passenger earns.	$18,384,831	$15,901,669	$15,967,864	$16,274,100
Freight earns...	18,381,849	14,081,857	13,340,213	13,772,071
Miscellaneous...	377,237	339,212	315,256	299,459
Gross earnings	$37,143,917	$30,322,738	$29,623,333	$30,345,630

	1899.	1898.	1897.	1896.
Net earnings	$11,562,661	$9,431,052	$9,580,077	$9,208,403
Other income	623,423	601,068	614,071	855,685
Tot. net income	$12,186,084	$10,032,120	$10,194,148	$10,064,089
Int. on fund. dbt.	$1,100,119	$1,024,138	$883,999	$826,091
Other interest	10,953	28,995	333,988	660,766
Rentals	4,537,875	3,370,477	3,450,172	3,418,105
Taxes	2,171,167	1,688,871	1,647,744	1,492,337
Dividends	(8)4,158,688	(8)3,809,816	(8)3,803,516	(8)3,608,542
Balance	sur.$207,282	sur.$109,823	sur.$74,729	sur.$58,348

* Upon the same basis, gross earnings in 1897-98 were $35,960,218.

Pres., John M. Hall, New Haven.—V. 69, p. 646, 742, 955, 1062, 1248; V. 70, p. 76, 176, 328, 792.

New York & Long Branch RR.—Perth Amboy to Bay Head, N.J. 38 miles. Leased in 1888 for 99 years to Penn. RR. and Cent. RR. of N. J., which jointly and severally guarantee interest on bonds and 7 per cent dividends on $2,000 000 stock, all owned by Cen. RR. of N. J. The $1,500,000 1st 5s were called for payment on June 1, 1899, and replaced by gen. 4s, now a first mortgage. V. 68, p. 283.

New York Ontario & Western Ry.—*(See Map.)*—Operates from Weehawken, opposite N. Y. City, to Oswego, on Lake Ontario:

Road Owned—	Miles.	*Road Controlled, &c.*	Miles.
Oswego to Cornwall, N.Y.	272	Pecksport Conn. (all owned)	4
Branch to New Berlin	22	Ontario Carb. & S. (all owned.) Cadosia, N.Y., to Scranton, Pa.	54
do to Delhi	17	Rome & Clinton (leased)	¶13
do to Ellenville	8	Utica Clinton & Bing. (leased)	¶31
Total owned	319	Wharton Valley (owned)	7
Trackage (till 2079) W. Shore RR.: C'nwall to W'h'ken (V. 61, p. 425)	53	¶ See this Co.	
		Total operated July 1, 1899	481

ORGANIZATION.—The New York & Oswego Midland was sold in foreclosure Nov. 14, 1879, and this company organized.

STOCK.—Stock is $58,118,982, (par, $100), of which $5,000 is old pref.

VOTING TRUST.—The preferred was originally $2,000,000, but all except $5,000 has been exchanged for bonds under act of June 8, 1885. The exchanged preferred stock is held alive under a voting trust and elects eight of the thirteen directors under a provision of the "Articles of Association," until a dividend shall have been earned and paid upon the common stock. The voting trustees elect directors in the interest of the common stock. See V. 61, p. 425, 426, and editorial, V. 65, p. 495.

BONDS, ETC.—*Refunding mortgage* for $20,000,000 covers 319 miles of road owned, all the securities of the Ontario Carb. & Scranton Ry., 54 miles, and all other property hereafter acquired. After retirement June 1, 1899, of the 5s of 1889 there were $15,437,000 of the 4s outstanding; the remainder of the $20,000,000 will remain available for additions, improvements, etc.—V. 67, p. 579.

Loans and bills payable, June 30, 1899, $3,150,000. See GENERAL FINANCES below.

GENERAL FINANCES.—Early in 1899, the coal properties at Scranton, Pa., of the Lack. Iron & Steel Co., estimated to contain from 25,000,000 to 30,000,000 tons of anthracite coal (the capacity of the collieries then open being about 700,000 tons per annum) were purchased by the Scranton Coal Co., aided by loans from the N. Y. O. & W., the latter issuing its $2,500,000 5 p. c. notes extending over a period of years secured by a first mortgage on the property of the coal company and loaning $1,475,000 secured by a second mortgage on the coal property, the O. & W. obtaining a contract for the entire tonnage. V. 68, p. 41 and V. 68, p. 429. The $1,475,000 was obtained by sale of $1,000,000 refunding 4s and by borrowing $500,000 as a temporary loan. The coal company is expected ultimately to take care of all the obligations created.—V. 69, p. 604, 646. Beginning July 1, 1899, many improvements of a kind previously charged to capital account will be charged by the Ry. Co. against operating expenses.—V. 69, p. 604.

EARNINGS—8 months, July 1 to Feb. 28. 1899-0...Gross, $3,425,235; net, $1,127,251. 1898-9...Gross, 2,768,201; net, 854,963.

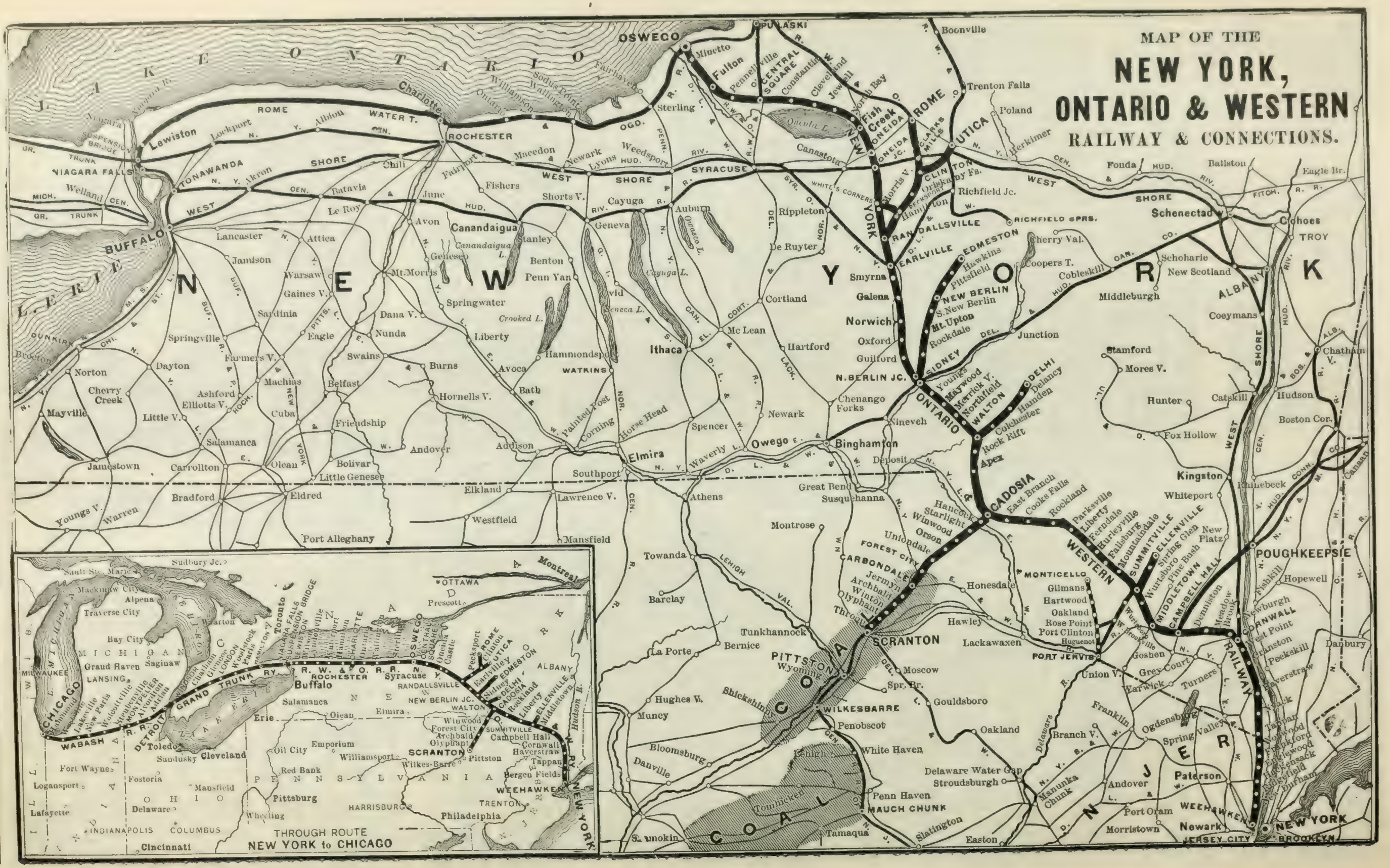
For 6 mos. ending Dec. 31, 1899, net, $1,000,335, against $740,760; other inc., $138,506; charges, $569,737; sur., $569,104, agst. $319,908.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting last Wednesday in September. Report for 1898-99 was given at length in V. 69, p. 590, 603; see also editorial, p. 568. *Coal traffic* in 1898-99 1,991,987 tons (out of 1,605,508 tons), against 2,935,416 in '97-98.

Year ending June 30.	1899.	1898.	1897.
Gross earnings	$4,346,164	$3,914,635	$3,894,403
Operat'g expenses and taxes.	2,970,110	2,801,642	2,780,497
Balance, net earnings	$1,376,054	$1,112,993	$1,113,906
Tot. net income, incl. "other."	$1,543,973	$1,199,739	$1,196,706
Interest on mortgage bonds	625,207	615,000	609,055
Miscell. interest and discount	46,319	.....	4,478
Rentals paid	186,081	182,278	183,263
Balance, surplus	$686,366	$402,461	$399,910

President, Thomas P. Fowler.—(V. 69, p. 603, 646, 695, 1012; V. 70, p. 230, 328.)

MAP OF THE NEW YORK, ONTARIO & WESTERN RAILWAY & CONNECTIONS.


LAKE ONTARIO
OSWEGO
PULASKI
Boonville
Trenton Falls
Poland
Herkimer
Ballston
Eagle Br.
Fonda
Schenectady
Cohoes
TROY
ALBANY
Coeymans
Schoharie
New Scotland
Middleburgh
Cherry Val.
Coopers T.
Cobleskill
Stamford
Mores V.
Hunter
Catskill
Hudson
Boston Cor.
Chatham V.
Fox Hollow
Kingston
Whiteport
Rhinebeck
POUGHKEEPSIE
Hopewell
Fishkill
Newburgh
Danbury
Peekskill
Tappan
Hackensack
Paterson
Andover
Port Oram
Morristown
Newark
WEEHAWKEN
NEW YORK
BROOKLYN
JERSEY CITY
Spring Valley
Ogdensburg
Franklin
Branch V.
Union V.
Goshen
Grey Court
Turners
Warwick
Port Jervis
Lackawaxen
Hawley
Honesdale
MONTICELLO
Gilmans
Hartwood
Oakland
Rose Point
Port Clinton
Huguenot
Dunlaston
Meadow Brook
Oakland
Delaware Water Gap
Stroudsburgh
Manunka Chunk
Easton
Slatington
Tamaqua
Penn Haven
MAUCH CHUNK
White Haven
Penobscot
WILKESBARRE
Moscow
Spr. Br.
Gouldsboro
Pittston
SCRANTON
Jermyn
Archbald
Winton
Olyphant
Throop
Carbondale
FOREST CITY
Montrose
Susquehanna
Great Bend
Deposit
Binghamton
Owego
Waverly
Elmira
Southport
Lawrence V.
Mansfield
Westfield
Elkland
Addison
Andover
Bolivar
Little Genesee
Olean
Eldred
Port Alleghany
Bradford
Youngs V.
Warren
Carrollton
Jamestown
Salamanca
Little V.
Mayville
Cherry Creek
Ashford
Elliotts V.
Machias
Cuba
Friendship
Belfast
Swains
Dana V.
Nunda
Eagle
Sardinia
Springwater
Crooked L.
Liberty
Avoca
Bath
Hammondsport
Painted Post
Corning
Horse Head
Spencer
Newark
Chenango Forks
Cortland
Hartford
Guilford
Oxford
Norwich
Smyrna
Galena
De Ruyter
Mc Lean
Ithaca
Seneca L.
Cayuga L.
Owasco L.
Auburn
Cayuga
Geneva
Rippleton
Canastota
Fish Creek
Oneida L.
Fulton
Minetto
Pennellville
Central Square
Constantia
Cleveland
Jewell
North Bay
Sterling
Stanley
Benton
Penn Yan
Shorts V.
Canandaigua
Canandaigua L.
Geneseo
Avon
Lancaster
Attica
Jamison
Warsaw
Gaines V.
Mt. Morris
Le Roy
Batavia
Fishers
Fairport
Macedon
Newark
Lyons
Weedsport
Chili
Akron
Tonawanda
Niagara Falls
Suspension Bridge
Welland
Lewiston
Lockport
Albion
Rochester
Charlotte
Sodus Point
Wallington
Williamson
Ontario
Fairhaven
Niagara R.
Genesee R.
Buffalo
Dunkirk
Brocton
Irving
Silver Creek
Derby
Evans Center
Angola
Farmers V.
Springville
Dayton
Norton
Cherry Creek
Mayville
Little V.
Salamanca
Carrollton
Jamestown
Youngs V.
Warren
Bradford
Eldred
Olean
Port Alleghany
Bolivar
Little Genesee
Andover
Addison
Painted Post
Corning
Horse Head
Elmira
Waverly
Owego
Binghamton
Deposit
Great Bend
Susquehanna
Montrose
Towanda
Barclay
La Porte
Bernice
Tunkhannock
Hughes V.
Muncy
Bloomsburg
Danville
Sunbury
Shickshinny
Wyoming
PITTSTON
SCRANTON
Carbondale
Honesdale
Hawley
Lackawaxen
Port Jervis
Monticello
Middletown
Campbell Hall
Cornwall
Haverstraw
Tappan
Bergen Fields
Weehawken
Trenton
Philadelphia
Harrisburg
Wheeling
Pittsburg
Mansfield
Fostoria
Fort Wayne
Logansport
Lafayette
Indianapolis
Columbus
Cincinnati
Sandusky
Toledo
Cleveland
Erie
Salamanca
Olean
Elmira
Williamsport
Wilkes-Barre
Scranton
Binghamton
Oneonta
Cooperstown
Richfield Jc.
Richfield Sprs.
Utica
Rome
Clarks Mills
Oneida Jc.
Oneida
Verona
Sylvan Beach
Wampsville
Canastota
Chittenango
Fayetteville
Manlius
Jamesville
Syracuse
Solvay
Baldwinsville
Weedsport
Auburn
Cayuga
Seneca Falls
Waterloo
Geneva
Penn Yan
Dundee
Watkins
Ithaca
Cortland
Homer
Cincinnatus
Marathon
Richford
Whitney Point
Port Dickinson
Binghamton
Endicott
Johnson City
Owego
Candor
Spencer
Van Etten
Millport
Horseheads
Elmira
Corning
Painted Post
Addison
Andover
Wellsville
Scio
Belmont
Allegany
Olean
Bradford
Kane
Smethport
Port Allegany
Eldred
Youngsville
Warren
Tidioute
Titusville
Oil City
Franklin
Emporium
Driftwood
Renovo
Lock Haven
Williamsport
Montoursville
Muncy
Jersey Shore
Watsontown
Northumberland
Sunbury
Shamokin
Mt. Carmel
Tamaqua
Pottsville
Port Carbon
Schuylkill Haven
Auburn
Reading
Lebanon
Harrisburg
Middletown
Mount Joy
Lancaster
Columbia
Quarryville
Oxford
Parkesburg
Coatesville
West Chester
Phoenixville
Norristown
Germantown
Philadelphia
Trenton
Bordentown
Burlington
Camden
Atlantic City
Cape May
Millville
Vineland
Bridgeton
Salem
Wilmington
Newcastle
Delaware City
Chesapeake City
Elkton
Perryville
Havre de Grace
Aberdeen
Baltimore
Washington
Annapolis
Frederick
Hagerstown
Martinsburg
Harpers Ferry
Shepherdstown
Charles Town
Winchester
Strasburg
Woodstock
Mount Jackson
New Market
Harrisonburg
Staunton
Waynesboro
Gettysburg
Hanover
York
Wrightsville
Columbia
Marietta
Lancaster
Coatesville
Phoenixville
Pottstown
Reading
Allentown
Bethlehem
Easton
Phillipsburg
Belvidere
Hackettstown
Dover
Boonton
Paterson
Jersey City
Hoboken
Newark
Elizabeth
Rahway
Perth Amboy
New Brunswick
Princeton

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RAILROADS. For explanation of column headings, &c., see notes on first page of table.	Miles of Road.	Date of Bonds	Size, or Par Value	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. & Ottawa RR.—1st M., $3,500,000....Sx.c*&r	128	1897	1,000&c	$1,728,000	4 g.	M. & N.	Nov.,'98,coup.last paid.	Nov. 1, 1917
2d M. Incomes (cum. after July 1, 1900), g.S...r	...	1897	1,000	632,000	6	.....	.....	July 1, 1912
New York & Pennsylvania—1st M., $420,000.....	128	1896	100, &c.	420,000	6	J. & J.	Hornellsville,N.Y.office	.....
N.Y. Phila. & Norfolk—1st M., $3,000,000, g.FP.c*	112	1899	1,000	2,500,000	4 g.	J. & J.	Phila., 26 So. 15th St.	Jan. 1, 1939
Income mort., g., non-cum., reg,($1,000,000) FP	112	1899	1,000	1,000,000	4	M. & N.	do do (See text.)	Jan. 1, 1939
N. Y. & Putnam.—N.Y. & No., 1st mortgage, gold.c	57	1887	1,000	1,200,000	5 g.	A. & O.	New York City.	Oct. 1, 1927
N. Y. & P. 1st con., $6,200,000, g., gu. p.&i. end..c*	57	1894	1,000	4,025,000	4 g.	A. & O.	N.Y., Gr. Cent. Station.	Oct. 1, 1993
N. Y. & Rock. B'h.—1st M., $1,000,000, gold, gu..c*	12	1887	1,000	984,000	5 g.	M. & S.	N. Y., U. S. M. & Tr. Co.	Sept. 1, 1927
Income bonds, non-cumulative.....r	12	1887	1,000	1,000,000	mostly o	wned by	L. I. RR. Co.	
N. Y. Susquehanna & Western—								
Midland RR. of N. J, 1st mortgage, gold.....c*	72	1880	500&c.	3,500,000	6 g.	A. & O.	N.Y.,Of. 26 Cortlandt st	Apr. 1, 1910
Paterson Extension RR. 1st M., real estate, g..c*	1	1881	1,000	250,000	6 g.	J. & D.	do do	June 1, 1910
N. Y. Sus. & W. 1st M., refdg, g. ($5,000 are6s)..c*	134	1887	1,000	3,750,000	5 & 6 g.	J. & J.	do do	Jan. 1, 1937
2d mort. ($1,000,000 gold) 3d M. on 73 miles.c*	134	1887	1,000	453,000	4½g.	F. & A.	do do	Feb. 1, 1937
General mortgage for $3,000,000, gold.....c*	134	1890	1,000	2,547,000	5 g.	F. & A.	do do	Aug. 1, 1940
Collateral trust bonds, subject to call, cur.....	....	1895	1,000	343,000	6	M. & N.	do do	May 1, 1905
Terminal 1st mort. for $2,000,000, gold..Us.c*&r	....	1893	1,000&c	2,000,000	5 g.	M. & N.	do do	May 1, 1943
Car trusts.....	....	....	.....	161,350	5	.....	.....	.....
Subsidiary companies—								
Wilkesb. & East'n, 1st M., gold, guar. p. & i.Us.c*	65	1892	1,000	3,000,000	5 g.	J. & D.	do do	June 1, 1942
Susq. Connect. RR. 1st M. g.,red. at 105, guar c	....	1897	1,000	375,000	6 g.	M. & S.	New York Office.	Mar. 1, 1907
N. Y. & Wilkesbarre Coal Co. 1st mortgage...Co	....	1893	500	478,000	6	M. & N.	N.Y.Of. 26 Cortlandt st	Nov. 1, 1933
2d M. (pledged under Col. Tr. of 1895).....	....	1895	.....	Pledged,	5	.....	.....	.....
N. Y. & Ontario Land Co. 1st M., gold.....	....	1890	500	547,000	6 g.	F. & A.	N. Y. Central Tr . Co.	Feb. 1, 1910
N. Y. Texas & Mex.—1st. M.,g.,$ or £,gu.by So.Pac.c*	91	1882	& £ $	1,457,500	4 g.	A. & O.	N.Y.,S.Pac.Co.; London.	Apr. 1, 1912
Norfolk & Carolina—1st M. for $1,500,000, gold.c*	110	1889	1,000	1,320,000	5 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1939
2d mortgage, $500,000, gold.....S. Ba., c	102	1896	1,000	400,000	5 g.	J. & J.	Balt. Safe Dep. & Tr. Co.	Jan. 1, 1946
Norfolk & Southern—Capital stock.....	144	....	100	2,000,000	4 in 1899	Q.—J.	N. Y., Atlantic Tr. Co.	Apr.10,'00,1%
1st mortgage, $10,000 per mile, gold..... A. c*	144	1891	1,000	1,350,000	5 g.	M & N.	do do	May 1, 1941
Norfolk & West. Ry.—Common stock, $66,000,000	....	....	100	64,479,400	.....	.....	.....	.....
Adjustment pref. 4 p. c. non.cum. $23,000,000..	....	....	100	22,742,900	4 in 1899	F. & A.	N. Y., Off., 40 Exch. Pl.	Feb. 23,'00,2%

New York & Ottawa RR.—Incorporated in July, 1897, and acquired the Northern New York RR., Tuppers Lake to Moira, N. Y., 56 miles. Cornwall, Canada, to Ottawa, 57 miles, operated from July 29, 1898. Line from Tuppers Lake to Ottawa, 128 miles, in operation, except the bridge over the St. Lawrence. Capital stock authorized in September, 1898, to be increased from $1,480,000 to $3,000,000, to acquire stock of subsidiary companies. V. 66, p. 1189. On Oct. 28, 1899, $2,540,000 stock was outstanding. Bonds have been authorized per mile :first mortgage, $15,000; second mortgage, $5,000. (V. 66, p. 1189.) Year ending June 30, 1899, gross, $53.450; def. under oper. exp., $4,251; other inc , $37,711; charges, $73,563. Coupons of May, 1899, and since in default; reorganization proposed.—(V. 69, p. 1010.)

New York & Pennsylvania RR.—Oswayo, Pa., to Canisteo, N. Y., 42 miles. In Dec., 1898, contract reported let for extension from Oswayo, Pa., to Milport, N. Y., 6 miles. Stock, $500,000 (par, $100); all outstanding. For year 1898-99, gross, $55,304; net, $21,843; charges, $18,710.—V. 62, p. 1178.

New York Pennsylvania & Ohio RR.—See Erie RR.

New York Philadelphia & Norfolk RR.—Delmar, Del., to Cape Charles, Va., 95 m., and King's Creek, Md., to Crisfield, 17 miles. Reorganized in 1898-99 without foreclosure, per plan in V. 66, p. 760.

Securities.—Stock, $2,000,000; issued, $1,714,375; par, $50; represented by negotiable trust certificates issued by Fidelity Insurance Trust & Safe Deposit Co. of Phila. Of the $3,000,000 1st 4s, $500,000 are reserved for improvements.—V. 68, p. 773, 978. As to incomes, see V. 68, p. 978. First int. on incomes, 2 p. c., paid Nov. 1, 1899.—V. 69, p. 906.

Earnings.—Year to June 30. 1899 Gross, $1,106,152; net, $314,508. 1898 Gross, 926,311; net, 166,914.—V. 67, p. 275, 1357; V. 68, p. 188, 724, 773, 978; V. 69, p. 906.

New York & Putnam RR.—Owns 155th Street and 8th Ave., N. Y. City (terminus Manhattan Elevated), to Brewsters, N. Y., 54 miles; double-track branch to Yonkers, 3 m.; operates 4 m.; total, 61 miles.

History.—Successor to the N. Y. & Northern, sold under foreclosure of 2d mort. Dec. 28, 1893, and purchased for N. Y. Central & Hudson River RR., which operates it under lease—see V. 63, p. 754, 820, 1159.

Stock.—Capital stock is $6,500,000; par, $100.

Bonds.—The New York Central guarantees the new consolidated mort. bonds, of which $1,000,000 were reserved for improvements; also $1,200,000 to retire at maturity the first 5s.—(V. 66, p. 83, 135.)

New York & Rockaway Beach Ry.—*(See Map Long Island RR.)*—Owns from Glendale Junction to Rockaway Park, with branch, 12 miles, of which 10·31 miles double track, mostly 80-lb. steel; leases, 1·93 miles; total, 13·93 miles; trackage to Long Island City, Brooklyn, Far Rockaway, etc., 18 miles. Stock authorized and outstanding, $1,000,000; par, $100. Controlled by Long Island Railroad Company, whose endorsement is printed on first mortgage bonds, of which in Dec., 1899, $111,000 owned by L. I. RR. and deposited under its unified mortgage, together with about $800,000 of the incomes. For year ending June 30, 1899, gross, $254,300; net, $80,503; interest, $49,200; bal., surplus, $31,303. In 1897-98, net, $76,301. (V. 66, p. 1046.)

New York Susquehanna & Western RR.—Operates direct line from Wilkesbarre and the Wyoming Valley coal fields to Jersey City opposite New York City, with branches, a total of 238 miles:

Lines owned in fee.	*Miles.*	*Lines leased, etc.*	*Miles.*
Jersey City to Gravel Pl., Pa.	101	Middletown Un. & Water Gap¶	14
[Double track 19 miles.]		Wilkesbarre & Eastern	65
Two bridges, N. J., to Unionville	21	Susq. Connecting RR	10
Other branches	24	Trackage	3

Total road operated (¶see this co.) June 30, 1899.....238

History.—Consolidation in June, 1881, of the Midland of New Jersey, and on April 25, 1893, with Hudson River RR. & Terminal Co. In 1898 nearly all of the capital stock was exchanged for stock of the Erie RR., which operates the line as an independent outlet to New York. See V. 66, p. 53, 83 and 759.

Stock.—Pref., $13,000,000; com., $13,000,000 of which the Erie owned June 30, 1899, $12,280,700 common and $12,860,100 preferred.

Dividends.—On pref., p. ct. Nov., 1891, to 1893. 2½ yearly. None since.

Bonds.—The issue of *refunding mortgage* bonds is limited to $3,750,000. Of the *general* mortgage 5s, bonds are reserved to retire the second mortgage 4½s. See mortgage abstract, V. 52, p. 84. The *seconds* are exchangeable for *generals* on payment of $60 per bond.

As to *terminal* bonds listed in Sept., 1893, see Supplement of Jan., 1898, and abstract of mort. V. 57, p. 512. The *Wilkesbarre & Eastern* 1st 5s (Guaranty Trust Co., formerly N. Y. G. & I. Co., trustee) are unconditionally guaranteed.—V. 60, p. 481.

Susquehanna Connecting RR. issued $500,000 of bonds guaranteed; $25,000 are redeemed at each interest period. (V. 65, p. 409.)

The New Jersey Midland junior securities are exchangeable into stock of this company on certain terms, and have mostly been so exchanged. There are also outstanding $70,000 Passaic & N. Y. RR. 6s, due 1910 (int. J & D), interest on which is guar. under 999-year lease.

Earnings.—8 mos., July 1 to Feb. 28. 1899-1900...Gross, $1,832,852; net, $856,666. 1898-1899...Gross, 1,621,435; net, 784,609.

Report.—Report for 1898-99 in V. 69, p. 489, showed on 238 miles:

Year.	*Gross.*	*Net*	*Oth. Inc.*	*Charges.*	*Bal. Sur.*
1898-99.....	$2,446,653	$1,083,132	$28,904	$945,146	$166,790
1897-98.....	2,329,119	1,022,132	- (V. 69, p. 489).		

New York Texas & Mexican Ry.—*(See Map of Southern Pacific.)*—Owns from Rosenberg to Victoria, Texas, 91 miles. Stock, $630,040, of which Southern Pacific Company owns $615,000. There are also $60,500 old sixes outstanding Operated by the Southern Pac. Co., which guarantees the 4 p. c. bonds. Branch from Wharton, 30 miles southeast, proposed Nov., '99. See also Galv. Har. & San Antonio.

Earnings.—8 months, July 1 to Feb. 28. 1899-1900..Gross, $209,153; net, $88,563. 1898-1899..Gross, 221,848; net, 104,211.

In year ending June 30, 1899, gross, $308,737; net, $125,679; surplus over taxes and charges, $23,858. In 1897-8, gross, $362,452; net, $188,496. Due So. Pacific Co. June 30, 1899, $356,319.

Norfolk & Carolina RR.—Owns from Norfolk, Va., to Tarboro, N. C., 100 miles; branches, 9 miles; spurs to factories, etc., 2 miles. In April, 1900, consolidation was pending with the Atlantic Coast Line RR Co., which see. Each share of stock will receive 150 per cent in preferred and 50 per cent in common stock of the new company. V. 70, p. 791. Stock, $2,500,000; par, $100. Dividends: In 1896, 3 p. c.; in 1897, 6 p. c. V. 62, p. 186. In year ending June 30, 1899, gross, $707,851; net, $290,989; other income, $5,653; interest, $86,000; dividends, $175,000; bal., $35,642. In 1897-8, gross, $686,856; net, $272,903.—V. 66, p. 233.

Norfolk & Southern RR.—Owns Norfolk, Va., to Edenton, N. C., 74 miles; (ferry across Albemarle Sound to Mackey's Ferry, 9 miles;) thence road to Belle Haven, 30 miles; Norfolk to Virginia Beach, 18 m.; Kempsville to Munden's Point, 22 m.; total main line, 144 miles.

In Feb., 1900, the Norfolk Virginia Beach & Southern RR., 40 miles, included above, was acquired by deed, $520,000 bonds being issued therefor. The Norf. Vir. B. & So. $254,000 five per cent bonds were canceled, its $350,000 stock representing the Princess Anne Hotel and 1,300 acres of land at Virginia Beach. V. 70, p. 76, 381, 532.

Dividends.—July, 1892, to Apr., 1900, incl., at 4 p. c. per annum.

Report.—	*Gross.*	*Net.*	*Other Inc.*	*Charges.*	*Sur. for div.*
1898-9.....	$552,041	$171,902	$3,596	$40,233	$135,265
1897-8.....	$526,835	154,743	4,455	38,483	120,715

In each year paid dividends of $80,000.—V. 70, p. 76, 381, 532.

Norfolk Virginia Beach & Southern RR.—Norfolk to Virginia Beach, Va., 18 miles, and to Munden Point, Va., 22 miles. In Oct., 1899, acquired control of stock of Norfolk & South. RR., which see. Owns Princess Anne Hotel and 1,300 acres of land at Virginia Beach. Year ending June 30, 1899, gross, $98,747; net, $31.651; charges, $36,853. Alfred Skitt, New York, Pres. (V. 70, p. 381, 532.)

Norfolk & Western Ry.—*See Map.*—System extends from Norfolk, Va., westward to Columbus, Ohio, and northward to Hagerstown, Md., with branches to the various coal fields in Virginia and West Va.

Road owned.	*Miles.*		*Miles.*
Norfolk, Va., to Columbus, O.	708	Roanoke to Winston	121
Radford, Va., to Bristol, Tenn.	107	Sundry branches	113
Roanoke, Va., to Hagerstown.	238		
Graham to Norton	100	Total of all June 30, 1899	1,547
Nor. Car. Junc. to Iron Ridge.	45	Double track	60
Lynchburg to Durham, N. C..	115		

Organization—This *Railway* company in 1896 succeeded to the property and franchise of the Norfolk & Western RR., etc., foreclosed per plan, was in V. 62, p. 641. The old stock paid an assessment of $12 50 per share, common receiving 75 p. c. and the old pref. 112½ p. c. in new common. New preferred was issued to old bondholders. In Mar., 1900, the Penn. RR. acquired a substantial interest in the road. V. 70, p. 687.

Stock.—Provisions of preferred stock certificates were given in Supplement of April, 1897, page 4, said stock being 4 p. c. non-cumulative, with preference as to assets and dividends, and with right during the first five years to elect two-thirds of the directors unless three full yearly dividends are paid. No additional mortgage can be created without consent of two-thirds interest.

Dividends—On adjustment pref.: Nov., '97, 1 p. c.; in '98, Feb., 1 p. c.; Aug., 2 p. c.; in '99, Feb., 2 p. c.; Aug., 2 p. c.; in 1900, Feb., 2 p. c.

Bonds.—*Prior Lien* 50-year gold bonds, only if necessary.	$3,500,000
First Consol. M. Gold 4s, due 1996.....	62,500,000
Of which for old bonds disturbed.....	23,322,675
Reserved for $23,388,200 undisturbed bonds.....	25,986,889
Reserved for existing obligations, or to retire Prior Lien bonds if issued.....	3,500,000
For new construction, acquisitions and improvements not exceeding $1,000,000 yearly.....	9,690,436

The *new 4 per cent first consols* are (subject to the small amount of Prior Lien bonds which may be issued only in case of urgency) a first mortgage on a large part of the system, viz., upon 845 miles of railroad; upon important terminals at Norfolk and Lamberts Point; upon the Ohio River Bridge and the Roanoke Machine Works; besides being a consolidated mortgage upon the remainder of the system, subject to the undisturbed liens. They are further secured by the

MAP OF THE

NORFOLK & WESTERN

RAILWAY

AND CONNECTIONS.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Norfolk & Western Ry.—(Concluded—								
Norf'k & Petersb'g—2d M. (now 1st) Nor. to Pet'g..c	81	1868	$1,000	$496,000	5	J. & J.	N. Y., Mercant. Tr. Co.	July 1, 1900
South Side—Consol. mort., 1st pref., extended...c	133	1868	1,000	290,000	5 & 6	J. & J.	do do	July 1, 1900
Consol. M. 2d pref., gold, extended.....c	133	1868	100 &c.	270,500	5 g. & 6 g.	J. & J.	do do	July 1, 1900
Consol. 3d pref. ($100,000 were ext. at 4 g.)..c	133	1868	100 &c.	100,000	4 g.	J. & J.	do do	July, 1900
do do old 6s, extended 1896 & 1897.	133	1868	1,000	200,000	5	J. & J.	do do	July 1, 1900
do do old 6s, ext. in gold in 1898....	133	1868	1,000	75,000	4½g.	J. & J.	do do	July 1, 1900
Virginia & Tenn. Enlarged M. (extend in. 1884).c	214	1854	1,000	981,000	5	J. & J.	do do	June 30, 1900
Norf. & West. Gen. M., Norfolk to Bristol, etc. gold..c*	428	1881	1,000	7,283,000	6 g.	M. & N.	do do	May 1, 1931
New River division 1st mortgage, gold.....c*	160	1882	1,000	2,000,000	6 g.	A. & O.	do do	Apr. 1, 1932
Improvement & Extension Mortgage, gold...c*	588	1883	1,000	5,000,000	6 g.	F. & A.	See text.	Feb. 1, 1934
Scioto Valley & New England, 1st M., assum., g.c*	129	1889	1,000	5,000,000	4 g.	M. & N.	N. Y., Mercant. Tr. Co.	Nov. 1, 1989
First consolidated mortgage securing: (Prior Lien bonds to be issued only if necessary).								
Prior lien bonds, (see text) gold, red. at 105...	1,551	1896	.....	None.	4 g.	.....	New York.	1946
First consols, $62,500,000, gold.....c*&r	1,551	1896	500 &c.	26,477,500	4 g.	A. & O.	N.Y. Mercantile Tr. Co.	Oct. 1, 1996
Col. Con. & Term. 1st M., gold. gu. p. & i. (end.)c*	....	1892	500	600,000	5 g.	J. & J.	N.Y., Atlantic Trust Co.	Jan. 1, 1922
Equip. trust of 1893, gold, not subject to call..c*	....	1893	1,000	155,000	5 g.	Q.—J.	N.Y. Mercantile Tr. Co.	Q'ly to Jan.'03
Equip. trusts, gold c	....	1892	1,000	153,000	5 g.	Q.—J.	.....	Q'ly to Oct.'02
***North Car.*—Stock, 6½% till Dec. 31, 1901—then 7%**	223	....	100	4,000,000	6½-7	F. & A.	*to* Burlington, N. C.	Feb., '00, 3½
***North Pacific Coast*—1st M., gold, sub. to call at 100.c**	90·5	1881	1,000	490,000	6 g.	M. & N.	San Fran., Co.'s Office.	Nov. 1, 1901
General M. for $1,500,000, gold.....c	90·5	1892	1,000	908,000	5 g.	J. & J.	do do	Jan. 1, 1912
***No. Penn.*—Stk., 8 p. c. gu. 990 yrs., $6,000,000 auth.**	86	....	50	4,721,250	8	Q.—F.	Phila. Of., 240 So. 3d St.	Feb. 24, '00, 2%
Old 2d M., now 1st M. (7s extended in 1896)....c	56	1866	500 &c.	1,500,000	4	M. & N.	do do	May 1, 1936
General mortgage bonds.....c&r	86	1873	.....	4,500,000	7	J. & J.	do do	Jan. 1, 1903
Consol. bonds secured by $1,200,000 stock.....r	....	1881	.....	1,200,000	6	M. & S.	do do	Sept. 1, 1905
Funding loan bonds, $109,000.....	....	1898	.....	302,000	4	M. & N.	do do	Nov. 1, 1928
Real estate mortgages June 30, 1899.....	....	....	.....	122,608	.....	.....	.....	.....
No. East Penn.*—1st M., g., gu. P. & R. old co. (end.)c	26	1890	1,000	400,000	5 g.	A. & O.	Phila., Phila. & Read'g.	Apr. 1, 1920
***North'n Ala. Ry.*—1st M ($400,000 are prior lien).c**	107	1896	1,000	1,650,000	See text.	J. & J.	N.Y., J. P. Morgan & Co.	July 1, 1928
***Northern, (N. H.)*—Stock, 6 p. c. rental.....**	83	....	100	3,068,400	See text.	Q.—J.	Boston, 19 Milk St.	Apr. 2'00, 1½%
***Northern Central*—(Stock $12,000,000 authorized)**	....	....	50	x7,518,150	7 for '99	J. & J.	Balt. & Phila.; Pa. RR.	Jan 15, '00, 4%
1st mort., State of Maryland loan—V. 67, p. 126..	138	1855	.....	1,500,000	6	Q.—J.	Annapolis.	See text.

x See text.

equipment, certified to have cost over $11,000,000, covered by the Car Trusts and equipment bonds to be taken up under the plan. The Prior Lien bonds if issued will be retired at 105 by sale whenever possible of first consols at or above 95. Undisturbed bonds which cannot be taken up at maturity on satisfactory terms by use of the consols reserved for that purpose may be extended or renewed. See **abstract** in V. 64, p. 376. As to *Scioto Valley & New Eng.* see SUP. of Jan., '94.

GENERAL FINANCES.—The reorganization reduced the fixed charges from $3,214,037 to $2,263,194, a reduction of $950,843; liquidated floating debt and took up car trusts except those of 1892 and 1893. The annual charges ahead of the new common stock are smaller than those ahead of the old preferred stock. Of the company's traffic in 1898-9 59 per cent (5,258,802 tons) was bituminous coal and coke.

In March, 1899, $5,000,000 1st consol. 4s were sold, of which $1,500,000 to be used for betterments, double-tracking and additional rolling stock, remainder to retire underlying bonds maturing to July 1, 1900. V. 68, p. 619; V. 70, p. 176.

EARNINGS—For 8 months ending Feb. 28:

	Gross.	*Net.*	*Int., taxes, &c.*	*Bal., sur.*
1899-1900.....	$9,197,776	$3,682,004	$1,524,147	$2,157,857
1898-1899.....	7,675,654	2,588,390	1,488,868	1,099,522

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Roanoke, Va., on second Thursday in October. Report for 1898-99, V. 69, p. 539, 546 (see editorial p. 521) showed:

Years end. June 30—	1899. $	1898. $	1897. $	1896. $
Passenger earnings.....	1,608,414	1,467,532	1,406,223	1,551,732
Freight earnings.....	9,749,094	9,306,899	8,695,633	8,894,880
Mail, express, &c.....	469,630	461,692	435,857	462,247
Total gross earnings..	11,827,138	11,236,123	10,537,713	10,908,859
Operating exp. & taxes..	7,939,102	7,886,099	7,903,451	8,512,221
P. c. of exp. to earns....	(67·12)	(70·18)	(75·00)	(78·03)
Total net earnings...	3,888,036	3,350,024	2,634,262	2,396,638
Total net income.....	3,911,400	3,382,987		
Interest on funded debt.	2,219,477	2,211,075	Reorganized co.	
Interest on car trusts....	22,137	28,358	took possession	
Dividends.....	909,588	454,198	Oct. 1, 1896.	
Miscellaneous.....	7,444	4,605		
Balance.....	sur. 752,654	sur. 684,751		

OFFICERS.—President, Henry Fink; Chairman of the Board of Directors, F. J. Kimball, 27 William St., N. Y.; Sec., A. J. Hemphill, N. Y.—V. 69, p. 81, **280, 539, 546,** 1248; V. 70, p. 176, 382, 687.

North Carolina RR.—Owns from Gold boro to Charlotte, No. Carolina, 223 miles. Leased from Jan. 1, 1896, to the Southern Ry. Co. for 99 years at $266,000 (6½ p. c. on stock) per year till Dec. 31, 1901, and $286,000 (equal to 7 p. c. on stock) balance of lease; also taxes. V. 63, p. 361. Of the stock the State of North Carolina holds $3,000 000. Dividends, Feb., 3½ p. c. and Aug., 3 p. c. V. 65, p. 27; V. 66, p. 665.

North Pacific Coast RR. (Narrow Gauge)—Owns San Francisco to Cazadero, 87 miles; branches to San Rafael and Mill Valley, 4 miles; leases to San Quentin, 3 miles; total operated, 94 miles, including ferry to San Francisco, 6 miles; also has ferry to San Quentin, 11 miles. Stock authorized, $3,000,000; issued, $1,500,000; par, $100.

For year ending June 30, 1899, gross, $392,148; net, $142,840; interest, taxes, etc., $91,411; balance, surplus for year, $51,429. In 1897-8 gross, $355,281; net, $118,742.—V. 63, p. 400; V. 69, p. 906.

North Pennsylvania RR.—Owns from Philadelphia, Pa., to Bethlehem, Pa., 56 miles; branches to Delaware River, &c., 31 miles; second track, 54½ miles; total track, 220 miles. Ground rents July 1, 1899, $59,854. Leased for 990 years from May 1, 1879, to Phila. & Reading RR. at 8 per cent on stock, and lease assumed in 1896 by Phila. & Reading Railway. Of the funding loan bonds, $107,000 are reserved to retire mortgages and ground rents as they mature. (V. 62, p. 462, 870.)

North-East Pennsylvania RR.—Owns road from Glenside to New Hope, Pa., 26 miles. Controlled by P. & R. Capital stock, $400,000, of which $315,000 owned by Reading Co. is deposited under its gen. M. of '97; par, $50. Current liabilities June 30, '99, $294,796.

North-Eastern RR.—In 1898 merged in Atl. Coast Line of So. C.

Northern Alabama Ry.—Sheffield to Parrish, Ala., and branch, 119 miles. In April, 1899, a majority of the stock and bonds purchased by the Southern Ry. V. 68, p. 824, 873. See also V. 69, p. 391.

Stock is $2,000,000. Under supplemental mortgage of 1898 $400,000 of the outstanding $1,700,000 1st 5s were made prior liens. Remaining $1,300,000 general lien bonds bear interest for two years from July 1, 1898, at 2 per cent, then 3 per cent for two years; thereafter 5 per cent. (V. 67, p. 1208.) In year ending June 30, 1899, gross, $233,828; net, $72,132. In 1897-8, gross, $192,890; net, $60,642. (V. 68, p. 233, 824, 873, 1224; V. 69, p. 28.

Northern (New Hampshire) RR.—Owns Concord, N. H., to West Lebanon, N. H., 70 miles; branch to Bristol, N. H., 13 m; total, 83 miles. Subsidiary lines, Concord & Claremont RR., 71 miles; Peterborough & Hillsborough RR., 19 miles. Lease to Boston & Lowell for 99 years from Jan. 1, 1890, was assigned to Boston & Maine; rental was 5 per cent on stock till July 1, 1897, and now 6 per cent, payable in gold. In addition to the 5 per cent dividends provided for by the lease, an extra 1 per cent per annum (making the quarterly dividends 1½ p. c. each) has been paid regularly from the contingent fund, and also in 1894, Jan., 5 p. c. extra was paid; in 1896, July, 2 p. c. extra; in 1897 5 p. c. extra.—V. 65, p. 463.

Northern California Ry.—See Southern Pacific RR.

Northern Central Ry.—Owns Baltimore, Md., to Sunbury, Pa., 139 miles, of which 117 miles double track—branch, 9 miles; leases—Shamokin Valley & Pottsville Railroad, 33 miles; Elmira & Williamsport Railroad, 76 miles; operates at cost—Elmira & Lake Ontario Railroad, 100 miles; Lykens Valley Railroad, 20 miles; Pennsylvania Railroad, 3 miles; total operated, 380 miles. Also uses New York Lake Erie & Western tracks, 7 miles, and Philadelphia & Erie tracks between Sunbury and Lewisport, 40 m., and owns Union RR., 9 miles.

ORGANIZATION.—This was a consolidation of several roads in 1854 Controlled by the Pennsylvania RR., which owns $3,621,450 stock.

SECURITIES OWNED—On Jan. 1, 1900, among the assets held were Balt. & Potomac stock (par) of $704,450; Elmira & Lake Ontario stock (all), $1,500,000; Shamokin Valley & Pottsville stock, $619,650; Union RR. stock, $1,225,000 (the balance of $875,000 being held by Phila-Wilm. & Balto.), etc. Value of all, as per books, $2,467,209.

STOCK.—Authorized issue was increased in Feb., 1900, from $8,000,000 to $12,000,000. Of the new stock, $2,500,000 was offered for subscription to stockholders between Apr. 16 and May 10, 1900, raising the outstanding amount to $10,018,150, payment to be made in full between June 11 and June 20. From the proceeds, the $1,126,000 cur. 6s were paid at maturity Apr. 1, 1900, and the $2,804,000 gold 6s will be paid July 1, 1900.—V. 70, p. 333, 430, 687.

LIABILITIES.—Mort. and ground rents on Jan. 1, 1900, were $362,007

DIVIDENDS.—	1888.	'89.	'90.	'91.	'92.	'93.	'94 to '98.	'99.	1900.
Per cent...	7	8	7	7	8	8	7	7	Jan. 4.

EARNINGS.—2 months, Jan. 1 to Feb. 28. 1900.....Gross, $1,209,415; net, $312,512. 1899.....Gross, 963,515; net, 165,612.

ANNUAL REPORT.—Fiscal year ends Dec. 31. President's report for 1899, given at length in V. 70, p. 324, 332, 380, showed the following:

Year end. Dec. 31—	1899.	1898.	1897.	1896.
Gross earnings.....	$7,233,417	$6,664,028	$6,732,703	$6,286,602
Net earnings.....	1,950,523	1,852,786	1,934,336	1,643,497
Other receipts.....	533,108	504,154	366,788	400,075
Total net income....	$2,483,631	$2,356,940	$2,301,124	$2,043,572
Rentals, &c.....	480,078	480,078	474,304	436,592
Interest on debt.....	775,420	796,574	834,153	843,632
Dividends.....	(7) 526,267	(7) 526,267	(7) 526,267	(7) 526,267
Miscellaneous.....	153,291	150,704	69,796	159,490
Extraordinary.....	300,000	200,000	.....	.....
Balance, surplus....	$247,801	$203,317	$396,604	$77,590

(V. 70, p. 176, 324, 329, 332, 380, 430, 633, 687.)

Northern RR. of New Jersey.—Owns from Bergen, N. J., to Sparkill, N. Y. 21 miles; leases Sparkill to Nyack, 5 miles. Leased to the Erie RR. from June 1, 1899, for the term of its corporate existence, for interest on bonds, 4 per cent on $1,000,000 stock, payable quarterly, taxes, and all corporate expenses. Of the $1,000,000 new general mortgage bonds, to bear interest, guaranteed by the Erie, at not exceeding 4½ per cent, $804,000 will be reserved to retire at or before maturity the old 6s to a like amount, and the remainder for improvements and betterments or equipment for operation by electricity of the leased properties. See V. 69, p. 81. (V. 68, p. 571; V. 69, p 81).

Northern Ohio Railway.—*(See Map Lake Erie & Western.)*—Owns road from Akron to Delphos, O., 165 miles; branches, 2 miles. Road is leased in perpetuity to L. E. & W. V. 62, p. 826.

STOCK.—Common stock (all owned by L. E. & W.) $3,580,000; preferred non-cumulative 5 p. c. stock, $650,000; par of each $100.

BONDS.—The *first* mortgage is for $4,000,000 of which $1,500,000 only to be issued at not to exceed $15,000 per mile for completed road hereafter constructed or purchased. For year ending Sept. 30, 1899, gross earnings were $166,433; net, $24,446; ch'rges, $134,475; deficit, $110.029. In 1897-98, gross, $139,389; net, $12,755.—V. 66, p. 337.

Northern Pacific Railway.—*(See Maps.)*—Operates one of the leading lines to the Pacific, having its eastern termini at St. Paul, Minn., and Duluth, Wis. (the head of Lake navigation), and running thence westerly, traversing the great wheat belt of Minnesota and North Dakota, the mining district of Montana and the farming country of Washington to Tacoma and Seattle, and to Portland, Oregon, with branches to Winnipeg, etc.

HISTORY.—This Wisconsin company on Sept. 1, 1896, succeeded to the railroads, land grant and other property of the Northern Pacific RR., foreclosed in July, 1896, and reorganized per **plan** in V. 62, p. 550.

In the reorganization the $49,000,000 old common stock paying assessment of 15 per cent received 100 per cent of new common. The $35,000,000 old preferred paying assessment of 10 per cent received 50 per cent in new common and the same of new preferred.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Northern Central—(Concluded)—								
Consol. M., gold; coup., int. J & J; reg., A & O.c&r	138	1868	1,000	2,804,000	6 g.	Various	Baltimore, Treas. Office.	July 1, 1900
Consol. gen. mort. { gold, s.f., drn. at 100, A&B.c	138	1874-5	$ & £	921,000	6 g.	J. & J.	London and Baltimore.	July 1, 1904
of 1874, gold, se- { gold, $, C & D.....c	138	1876-7	$1,000	2,000,000	6 g.	J. & J.	Baltimore, Treas. Office.	July 1, 1904
cures all equally. { gold, £.....c	138	1885	1,000	1,557,000	4½g.	A. & O.	do do	Apr. 1, 1925
2d gen. mort., series "A" & "B" (A $2,565,000)..	138	76&82	1,000	3,565,000	5	J. & J.	Baltimore, Treas. Office.	Jan. 1, 1926
Union RR., 2d m. (now 1st) assumed $ or £, gold.c	9	1873	1,000	600,000	6 g.	M. & N.	London & Balt.	May 1, 1900
North'n of New Jersey—Stock, guar. (see V.69, p.81)	....	....	100	1,000,000	4	Q.—M.	N. Y., 21 Cortlandt St.	Mch., 1900, 1%
3d mortgage, now 1st, interest guar.....c	21	1887	100 &c.	654,000	6	J. & J.	N. Y., U. S. Mort. & Tr.	July 1, 1917
Nyack & Northern 1st mortgage, interest guar...	4·37	1880	.....	150,000	6	J. & J.	do do	1900
Gen. M., $1,000,000, gold, int. guar. by lease ..	....	1899	.....	See text.	4½g.	.....	.....	1949
Nor. Ohio—1st M.g. ($15,000p.m.) gu.p.&i.L.E.&W.c*	167	1895	1,000	2,500,000	5 g.	A. & O.	N. Y., Chase Nat. Bank.	Oct. 1, 1945
Northern Pacific Ry.—Com. stock, $80,000,000..	....	....	100	*80,000,000	2 in 1899	F. & A.	New York and Berlin.	Feb. 5, '00, 2%
Pref. stock, $75,000,000, non-cum. 4 p. c†.....	....	....	100	*75,000,000	4	Q.—M.	do do	June 5, '00, 1%
Western RR. Minn. 1st M., gold, assumed.....	60½	1877	1,000	402,000	7	M.3%&N4	do do	May 1, 1907
St. Paul & N. P. Gen. M., l'd grant, assumed.c*&r	182	1883	1,000	8,021,000	6 g.	¶	do do	Feb. 1, 1923
New mortgages of Northern Pacific *Ry.*—								
Prior lien M. $130,000,000 gold, land gr...c*&r	See ‡	1896	500 &c.	89,900,500	4 g.	Q.—J.	N.Y., J.P.Morgan&Ber†	Jan. 1, 1997
Gen. lien M. $190,000,000, g., land grant...c*&r	See ‡	1896	500 &c.	56,000,000	3 g.	Q.—F.	do do †	Jan. 1, 2047
Northern Pac. Ter. Co.—1st M., gold, red., at 110...c*	....	1883	1,000	3,830,000	6 g	J. & J.	N.Y. Winsl'w, Lan'r&Co.	July 1, 1933
North & West Branch Ry.—Stock.....	....	....	50	1,500,000	8 in '99	M. & N.	Phila., Broad St. Stat'n	Nov. 2, '99, 4%
1st mortgage, $1,500,000	48	1881	1,000	1,500,000	6	M. & S.	do do	Sept. 1. 1901
Northwestern Coal Ry.—1st M., $2,000,000, g. Fc*	....	1893	1,000	794,000	5 g.	M. & N.	N.Y., Farm's L. & T. Co.	May 1, 1923
Northern Railway (Cal.)—SEE SOUTHERN PACIFIC RR.								
Norwich & Worcester—Pref. stock, 8 p. c. rental....	72	....	100	3,000 000	8	Q.—J.	Gl. N. Bk., Bos. & Worc.	Apr. 1, '00, 2%
Bonds (not M.), int. gu. under lease, curr'cy...c&r	....	1897	1,000	1,200,000	4	M. & S.	Boston, Co.'s office.	Mch. 1, 1927

¶ Coupon bonds F. & A.; registered bonds Q.—F.
† Berlin at 4·20 marks per dollar. ‡ 4,792 miles, including 79 miles not operated; spurs, 157 miles.
* Represented by voting trust certificates.

Northern Pacific Ry. (Concluded.)—The system comprises:

Main line.	*Miles.*
Ashland, Wis., to Portland, Ore. (incl. 5 m. terminals)	2,171
Brainerd and Staples to St. Paul	181
Total main line	2,352
Various branches	2,174
Branch line leased (Wash. Cent.)	109
Total operated	4,635

Branches, etc.	*Miles.*
Spurs, main and branches	157
Branches not operated	20
Total system July 1, 1899	4,872
Independent properties.	
Seattle & Internat.	165
Wash. & Col. River,	163
Spokane & Seattle (not operated)	4
Total	332
Water lines	26

In July, 1899, had 166 miles under construction, largely completed in 1899. Included in this is Clearwater Short Line Ry. (see V. 67, p. 1264), Potlatch up Clearwater River to Kooskia, Idaho, etc., 75 miles, of which 40 miles to Oro Fino was operated in Oct., 1899, and work in progress for 24 miles to Stewart. In Dec., 1899, extension of Bitter Root line proposed, about 50 miles.—V. 69, p. 698, 699; V. 69, p. 955. In Feb., 1900, opened two branches from Portland La Prairie westward to Oakland, 10 miles, and from Portage La Prairie westward to Beaver, 19 miles and, acquired Everett & Monte Cristo RR., extending from Everett, Wash., to Granite Falls, 25 miles. In April, 1900, contract was reported to be let from Casselton to Dickey, N. D., 60 miles; also from Milnor, N. D., westerly about 25 miles. V. 70, p. 792.

The original Northern Pacific Company was chartered by Congress July 6, 1864; 450 miles to Bismarck were foreclosed in 1875. On Feb. 1, 1898, took over Seattle & International, and in July, 1898, the Washington Central under lease (V. 66, p. 856), and in February, 1898, purchased the entire capital stock and all of the income bonds of the Washington & Columbia River Ry. See separate statements for these Washington companies. All, or substantially all, of the securities of the Seattle & International Ry. are owned.

VOTING TRUST.—Both classes of stock (except sufficient to qualify directors) are vested until Nov. 1, 1901 (unless surrendered earlier at their discretion) in following voting trustees: J. Pierpont Morgan, August Belmont, Johnston Livingston, Charles Lanier, all of New York, and Georg Siemens of Berlin. Provisions of voting trust and of preferred stock were in SUPPLEMENT of April, 1897, page 4.

STOCK.—The new preferred stock is subject to call in whole or in part, at par, upon any first day of January prior to 1917.

Additional preferred stock and other mortgages can be issued only with consent of a majority of the preferred and of the common stock represented at a special meeting. Pref. stock is "entitled to non-cum. dividends to the extent of 4 per cent per annum, payable quarterly ont of surplus net earnings in each fiscal year before any dividends for such year shall be paid on the common stock." In any fiscal year in which 4 per cent dividends shall have been declared on both preferred and common stock, all shares, whether preferred or common, shall participate equally in any further dividends for such year. In 1898 $3,000,000 was set aside as a reserve fund until the end of 1901 to ensure the continuity of dividends on preferred. V. 67, p. 588—see also p. 579. Dividends upon stock registered in Berlin may be collected there at the rate of 4·20 marks per $.—V. 63, p. 1071.

DIVIDENDS.—*On Preferred.*—First dividend paid Jan. 15, 1898, 1 p.c.; Mar. 3, 1898, 1 p. c.; June, 1 p. c.; Sept., 1 p. c.; Dec.. 1 p. c.; in 1899, 4 p. c. (Q.-M.); in 1900, Mar., 1 p. c.; June, 1 p. c.

On Common.—First dividend Feb. 3, 1899, 1 p. c. In Aug., 1899, 1 p. c.; 1900, Feb., 2 p. c., including 1 p. c. extra.—V. 69, p. 1248.

BONDS.—**Abstracts** of the new Prior Lien and General Lien mortgages of 1896 were in V.63, p. 1012-1019, and the statement to New York Stock Exchange, was in V. 63, p. 1072, showing:

Prior lien 100-year gold 4 per cents secured by mortgage to the Mercantile Trust Co. The prior lien bonds are purchasable with land sales at not exceeding 110, but are not subject to call, not over $500,000 cash yearly to be so applied. Total issue	$130,000,000
Issued	*80,900,500*
Reserved to retire St. Paul & N. P. and West. RR. bonds..	*8,423,000*
For new construction, betterments, equipment, etc., under carefully guarded provisions, but not exceeding $1,500,000 per annum. Originally $25,000,000—still held	*23,500,000*
General lien M. (Farmers' Loan & Trust Co., trustee)	$190,000,000
Of which reserved for prior lien bonds	*130,000,000*
Issued to carry out reorganization	*56,000,000*
For new construction, betterments, equipment, etc	*4,000,000*

LAND GRANT.—The land grant was 12,800 acres to the mile in the States of Minnesota and Oregon and 25,600 acres per mile in the (then) intermediate territories. The acres on June 30, '99, not yet sold were:

North Dakota (west of Missouri River)	5,336	Washington	7,696,852
Montana	13,901,715	Oregon	42,438
Idaho	1,749,417	Total west of Mo. Riv.	23,395,758

In Nov., 1899, about 1,000,000 acres in Washington and Northern Oregon were sold.—V. 69, p. 1103. In April, 1900, sold all but about 50,000 acres in Minnesota. V. 70, p. 592.

GENERAL FINANCES.—The fixed annual charges of the new company on July 1, 1899, were $6,135,484, a reduction of $4,770,206 as compared with the old company. The redemption on Jan. 1, 1900, of the $4,490,000 remaining general first 6s from land sales reduced the fixed charges about $270,000 yearly.—V. 69, p. 1063, 1103, 1194

About $20,000,000, it was understood, will be available for extensions and improvements from the proceeds of land sales completed or pending in Dec., 1899, and prior-lien bonds unsold.—V. 69, p. 1301.

A fund of $3,000,000 to assure dividends on preferred stock till 1902 was set aside in 1898. See V. 67, p. 579, 588.

EARNINGS—8 mos. July 1 to Feb. 28. 1899-0.....Gross, $20,368,776; net, $11,213,407
1898-9.....Gross, 17,872,228; net, 10,005,703

Total net income for the 8 months, after deducting operating charges, taxes, rentals and improvements, and adding other income (exclusive of land sales), $9,712,400, against $8,788,880 in 1898-99.

ANNUAL REPORT.—Report for 1898-99 in full in V. 69, p. 698, See also editorial, p. 672. First report of reorganized company, for *ten months* ending June 30, 1897, in full in V. 65, p. 680. See also p. 650.

Yrs. ending June 30.	12 *months*, 1898-9.	12 *months*, 1897-8.	10 *months*, 1896-7.	12 *months*, 1895-6
Passenger earnings.	$5,050,356	$4,853,799	$2,850,399	$4,658,642
Freight earnings....	19,485,960	17,432,755	11,085,883	15,119,312
Mail, express, &c....	1,512,358	1,393,164	1,005,536	85,205
Gross earnings..	$26,048,674	$23,679,718	$14,941,818	$19,863,160
Net earnings.....	$13,699,222	$12,584,347	$5,785,946	$7,775,071
Taxes.....	$750,133	$682,800	$428,981	$509,708
Rentals, etc.....	61,520	.....	.....	163,160
Add'ns and imp'ts..	2,176,619	811,709	.....	.....
Net operat'g income.	$10,710,950	$11,089,838	$5,356,965	$7,102,203
Miscellaneo's income not incl. land sales.	1,001,607	887,196	255,341	425,710
Bal. for interest.....	$11,712,557	$11,977,034	$5,612,306	$7,527,913
Interest.....	6,079,273	6,079,160	5,110,248	.....
Div. on pref. stock (4%)	3,000,000	3,000,000	.....	.....
Div. on com. stock (2%)	1,600,000	.....	.....	.....
Bal., sur. for year	$1,033,284	$2,897,874	.....	.....

OFFICERS (Sept. 1, 1899).—President, Charles S. Mellen, St. Paul, Minn.; Vice-president, Dan. S. Lamont, New York; Secretary, George H. Earl, New York; Treasurer, C. A. Clark, St. Paul. New York office, 35 Wall St.—(V. 70, p. 230, 792.)

North & West Branch Ry.—Catawissa to Wilkesbarre, Pa., 43 miles; branch, 5 miles. Chartered in 1881 and operated by the Pennsylvania RR. under agreement of 1881, to expire Sept. 1, 1901, net earnings to be paid this company. Pennsylvania RR. Dec. 31, 1899, owned $925,000 of the stock and $1,400,000 of the bonds. *Dividends* since Dec., 1885, 6 p. c. per annum. Extra dividends: In '93, 2 p. c.; in '94, 2; in '95, 3; in '96, 2; in '97, 2; in '98, 2; in '99, 2 p. c. In Mar., 1900, the Penn. RR. was arranging to consolidate into a single corporation the North & West Branch Ry., Sunbury Hazleton & Wilkesbarre RR., Pennsylvania Schuylkill Valley RR., the Sunbury & Lewistown Ry. and the Nescopec RR.—V. 70, p. 523.

Northwestern Coal Ry.—Allouez Bay, Wisconsin, to Allouez Junction, Wis., 2·53 miles. Capital stock, $1,000,000. For year ending Dec. 31, 1899, gross, $34,048; net, $10,058; miscel. receipts (rents and dock earnings), $43,982; int. and taxes, $43,357; balance, surplus for year, $10,683.—(V. 69, p. 230, 441).

Northern Pacific Terminal Company, of Oregon.—Owns terminals on the Willamette River, Ore., at Portland, East Portland and Albina, comprising lands 270 acres, trackage 32 miles, dock frontage 7,904 feet. Station at Portland, Ore., opened 1896.—V. 69, p. 230, 441.

LEASE.—Leased for fifty years from Jan. 1, 1883, jointly and severally to Northern Pacific, Oregon Ry. & Navigation and Oregon & California, with guaranteed rental to pay interest, sinking fund and taxes; leases assumed in 1899 by new Nor. Pac. and Or. RR. & Nav. co's.—V. 69, p. 230.

STOCK.—Stock ($3,000,000) owned by said three companies (40 p.c.) by Oregon Ry. & Nav. Co., 40 per cent by No. Pacific and 20 per cent by Oregon & Cal. RR.), and held by Central Trust Co. of New York, to be delivered after payments to the sink. fund, which is to cancel the bonds.

BONDS.—The first mortgage is for $5,000,000; Apr., 1900, $4,097,000 had been issued, of which $287,000 retired by sinking fund, drawings at 110 and interest.—(V. 70, p. 176).

Northern Railway Co. (Cal.).—See SOUTHERN PACIFIC RR.

Norwich & Worcester RR.—Owns from Norwich, Conn., to Worcester, Mass., 59 miles; branch, Norwich to Groton, 13 miles; total, 72 miles. Also owns entire capital stock ($500,000) of the Norwich & New York Transp. Co., operating boat line to N. Y. City. Leased to New England RR. for 99 years from Feb. 1, 1869, and accepted by N. Y. N. H. & H. RR. since July 1, 1898; rental is 8 per cent on preferred stock.—See V. 64, p. 664; V. 65, p. 726; V. 69, p. 1194; V. 70, p. 76. Stock in Jan., 1900, was increased from $2,769,200 to $3,000,000, and bonds from $965,000 to $1,200,000 to cover cost of Groton Branch and improvements.—V. 69, p. 1194; V. 70, p. 76, 125.

MAP OF THE

NORTHERN PACIFIC RAILWAY

(EASTERN SECTION)

ENTIRE SYSTEM 5,044.65 Miles

MARCH, 1899.


BRITISH COLUMBIA
ALBERTA
ASSINIBOIA
SASKATCHEWAN
MANITOBA
WASHINGTON
OREGON
IDAHO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
Vancouver I.
Strait of Georgia
Strait of Juan de Fuca
Puget Sound
Cascade Mts.
Rocky Mts.
Bitter Root Mts.
Coeur d'Alene Mts.
Blue Mts.
Okanogan Lake
Lower Arrow Lake
Upper Arrow Lake
Kootenai Lake
Flathead Lake
Yellowstone Lake
Shoshone Lake
Columbia River
Snake River
Missouri River
Yellowstone River
Big Horn Mts.
Owyhee River
Malheur Lake
Harney L.
Summer Lake
Klamath Lake
Crater Lake
Mt. Baker
Mt. Rainier
Mt. St. Helens
Mt. Adams
Mt. Hood
Mt. Jefferson
Diamond Peak
Rame Peak
Mt. Thielson
Mt. Olympus
Mt. Idaho
Mammoth Hot Sprs.
Hot Lake
Flathead L.
Vancouver
Westminster Jc.
Mission
Ashcroft
Lytton
Sicamous
Revelstoke
Arrowhead
Okanogan Ldg.
Sandon
Yakusp
Bonanza
Kaslo
Kootenai
Nelson
Robson
Trail
Rossland
Northport
Marcus
Colville
Bonners Ferry
Kootenai R.
Okanogan R.
Columbia R.
Fraser River
Canmore
Calgary
Strathmore
Crowfoot
De Winton
Nanton
McLeod
Lethbridge
Milk River
Coutts
Craik
Regina
Caron
Swift Current
Morse
Pasqua
Cypress
Colley
Dunmore
Bantry
Estevan
Durham
Seville
Shelby Jc.
Austin
Pacific Jc.
Big Sandy
Glasgow
Williston
Summit
Piegan
Choteau
Collins
Ft. Benton
Steel
Cascade
Great Falls
Sand Coulee
Monarch
Barker
Neiharts
Ft. Maginnis
Lewiston
Flatwillow
Sahara
Musselshell
White Sulphur Springs
Leadboro
Merino
Fonalulu
Pomeroy
Pierce City
Dudley
Waitsburg
Pleasant View
Dayton
Walla Walla
Elgin
Enterprise
La Grange
Union
Baker City
Sumpter
McEwen
Prineville
Canyon City
Crook
Harney
Weiser
Washoe
Freedom
Salmon
Warren
Salmon City
Council
Challis
Clayton
Crystal
Dry Creek
Idaho City
Rocky Bar
Houston
Ketchum
Market Lake
Idaho Falls
Caldwell
Nampa
Boise
Owyhee
Hailey
Blackfoot
Pocatello
Soda Sprs.
McCammon
Dillon
Silver City
Mountain Home
Medbury
Shoshone
American Fs.
Owinza
Short Line
Snake River
Ontario
Huntington
Baker City
Grande Ronde
Wallowa
Joseph
Enterprise
Lewiston
Clarkston
Asotin
Pullman
Moscow
Garfield
Farmington
Colfax
Palouse
Oakdale
Rosalia
Winona
La Crosse
Belmont
Waitsburg
Dayton
Pomeroy
Pleasant View
Wenas
Ellensburg
Thrall
Roza
Kiona
Badger
Gilbon
Prosser
Mabton
Satus
Toppenish
Yakima
Ahtanum
Naches
Cle Elum
Roslyn
Teanaway
Thorp
Glealum
Ronald
Palmer
Ravensdale
Black Diamond
Maple Valley
Renton
Tacoma
Seattle
Olympia
Shelton
Summit
Gate City
Cosmopolis
Aberdeen
Hoquiam
Grays Harbor
Ocosta
South Bend
Raymond
Willapa
Lebam
Pe Ell
Adna
Chehalis
Centralia
Newaukum
Napavine
Winlock
Ainslie
Castle Rock
Kelso
Kalama
Goble
Houlton
Warren
Scappoose
Linnton
Hillsboro
Tillamook
Astoria
Ilwaco
Chinook
Cathlamet
Portland
Oregon City
Willamette R.
Columbia River
Vancouver
St. Helens
Amboy
Woodburn
Salem
Scio Jc.
Scio
Tallman
Lebanon
Albany
Corvallis
Harrisburg
Junction City
Eugene
Latham
Saltzer
Rowland
Three Sisters
Detroit
Mt. Jefferson
Hogg Pass
Dee
Dallas
Monmouth
Sheridan
Yaquina
Airlie
Toledo
Newport
Yaquina Bay
Cape Flattery
Port Angeles
Port Townsend
Port Discovery
Sequim
Dungeness
Blaine
Sumas
Whatcom
Mt. Baker
Wolley
Hamilton
Mt. Vernon
McMurray
Arlington
Everett
Snohomish
Monroe
Woodinville
Bothell
Kirkland
Lake Washington
Lake Chelan
Conconully
Okanogan
Waterville
Coulee City
Davenport
Wilbur
Fellows
Sprague
Harrisburg
Ritzville
Paha
Lind
Providence
Hatton
Connell
Lake Fitzpatrick
Cheney
Spokane
Medical Lake
Marshall
Hauser Jct.
Rathdrum
Coeur d'Alene
Mission
Burke
Wardner
Wallace
Mullan
Gem
Quartz
Gold Cr.
Lunch Cr.
Gold Hill
Bitter Root
Hamilton
Stevensville
Victor
Florence
Lolo
Missoula
De Smet
Bonner
Bearmouth
Drummond
Garrison
Helena
Clancy
Jefferson
Boulder
Elkhorn
Gallatin
Bozeman
Manhattan
Belgrade
Logan
Townsend
Radersburg
Pacific
Whitehall
Norris
Sappington
Cokedale
Horr Spur
Cinnabar
Yellowstone National Park
Livingston
Big Timber
Greycliff
Reedpoint
Columbus
Park City
Laurel
Billings
Huntley
Pompey's Pillar
Ft. Custer
Custer
Big Horn
Sanders
Mrers
Howard
Forsythe
Rosebud
Hardaway
Miles City
Tusler
Shirley
Bratchford
Terry
Fallon
Hoyt
Glendive
Yellowstone
Roubaix
Brooks
Beach
Burke
Kenaben
Belfield
Sully Sprs.
Medora
Andrews
Sheridan
Arno
Cadiz
Felix
Buffalo
Gillette
Minnesela
Deadwood
Lead
Moorcroft
New Castle
Edsemont
Custer
Powder R.
Tongue R.
Big Horn R.
Little Big Horn R.
Missouri R.
Milk River
Marias River
Flathead Lake
Kootenai R.
Kootenai
Elton
Mission
Brisbin
Chicory
Emigrant
Dailey
Sphinx
Mason
Elbow
Gebo
Bridger
Red Lodge
Silesia
Wilsey
Merritt
Twin Bridges
Virginia City
Alder Gulch
Gravelly Range
Ruby Range
Madison R.
Gallatin R.
Jefferson R.
Boulder R.
Whitehall
Ennis Lake
Hebgen Lake
Henrys Lake
Island Park
Big Hole R.
Big Hole Basin
Deer Lodge
Anaconda
Butte
Silver Bow
Homestake
Pipestone
Whitehall
Ennis
Gaylord
Hawthorn
Norris
Sappington
Cokedale
Horr Spur
Cinnabar
Mammoth Hot Sprs.
Yellowstone National Park
Shoshone Lake
Yellowstone Lake
Williams
Pac. Jct.
Iron Rod

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Ogden Mine RR.—Stock (5 p.c.rent.Cen. of N. J.)	10	....	$100	$450,000	5	J. & J.	Phila., 608 Chestnut St.	Jan., '00, 2½%
Ogd. & L. Ch—1st M.,$4,400,000, g., gr. by Rut.Ce.c*	127	1898	1,000	3,700,000	4 g.	J. & J.	N. Y. Nat. Bk. of Repub.	July 1, 1948
Ohio & Ky.—1st M., g., s. f., call at 110.Ce.c	26	1896	1,000	250,000	5 g.	J. & J.	.....	July 1, 1926
Ohio & Little Kanawha Ry.—1st M., $250,000, gold	80	1900	.....	250,000	5 g.	M. & S.	.....	Mch. 1, 1950
Ohio & Mississippi—See Balt. & Ohio Southwest.								
Ohio River—1st mortgage ($2,000,000), gold. FP.c*	169	1886	1,000	2,000,000	5 g.	J. & D.	N.Y., Central Tr. Co.	June 1, 1936
Gen. M. ($3,000,000), gold, 1st on 39 miles. .. c*	208	1887	1,000	2,874,000	5 g.	A. & O.	do do	Apr. 1, 1937
Rav.Sp. & Glen.1st M.,$400,000,g.,gu.,p.&i.FPc*	33	1890	1,000	376,000	6 g.	F. & A.	do do	Aug. 1, 1920
Huntington & Big S. 1st M. ($400,000), gold, gu.c*	12	1892	1,000	291,000	6 g.	J. & J.	New York or Phila.	July 1, 1922
Ripley & Mill Creek 1st M. g., guar. p. & i., end. c* &r	13	1888	1,000	50,000	6 g.	F. & A.	Phila., E. W. Clark & Co.	Aug. 1, 1908
Ohio Southern—1st mort., $4,000,000, gold. Ce..c*	....	1881	1,000	3,924,000	6 g.	J. & D.	June, '96, pd. Sept., '96	June 1, 1921
General (2d) mortgage, (for $2,800,000), g..Ce.c*	....	1889	1,000	2,798,000	4 g.	M. & N.	May,'95,coup. last paid.	May 1, 1921
Consol. (3d) mortgage, $8,000,000, gold	....	1894	1,000	See text.	5 g.	.....	.....	1944
Car trusts Dec., 1897 ($319,000 are 6s)	....	1895	.....	757,607	5 & 6	See text	.....	1898-1905
Old Colony—Stock, 7 p. c., guaranteed by rental.c*	....	....	100	16,608,900	7	Q.—J.	Boston, Office.	Apr. 2, '00, 1¾
Bonds for Framingham & Lowell bonds	....	1884	1,000	498,000	4½	A. & O.	do	Apr. 1, 1904
Bonds not mortgage	....	1884	1,000	750,000	4	J. & J.	do	July 1, 1904
Bonds, not mortgage	....	1888	1,000	4,000,000	4	J. & J.	do	Jan. 1, 1938
Bonds, not mort. (authorized $3,000,000), g...c*r	....	1894	1,000 &c	3,000,000	4 g.	F. & A.	do	Feb. 1, 1924
Bonds, not mortgage	....	1895	1,000 &c	5,100,000	4	J. & D.	do	Dec. 1, 1925
Boston Clin. F. & N. B. mort	125	1880	1,000	1,912,000	5	J. & J.	Boston, N. E. Trust Co.	Jan. 1, 1910
Plymouth & Middleboro 1st M., int. guar.(end.).c*	15	1892	.....	225,000	5	J. & J.	Boston.	Jan. 1, 1912
Omaha Bridge & Terminal Ry.—1st M.($5,000,000)	21	1893	1,000	1,000,000	5	J. & J.	Prov. L. & T. Co., Phila.	Feb. 1, 1943
Omaha K. C. & Eastern—Stock ($1,500,000 auth.).	36	....	100	1,428,000	.....	.....	.....	.....
Receiver's certificates, $300,000	....	1900	.....	(?)	5	.....	.....	.....
1st mortgage, gold .....c*	96	1896	1,000	816,000	5 g.	M. & S.	Interest in default.	Sept. 1, 1926
Second (income) mort., $15,000 per mile, gold..r	36	1897	100 &c.	612,000	5	Oct. 1	Int. pay'b. only if earn'd	Oct. 1, 1926
Omaha & St. L. RR.—Receiver's ctfs., $525,000	....	1900	.....	525,000	5	.....	.....	....
1st mortgage, gold, subject to call at par	145	1896	.....	2,376,000	4 g.	J. & J.	Jan., 1900 coup. in def.	July 1, 1901
Oregon & Cal.—1st M., g., dr'n at 100 gu. p.&i. Un.c*	596	1887	1,000	19,521,000	5 g.	J. & J.	N. Y., South Pacific Co.	July 1, 1927
Oregon RR. & Navigation—Common stock	....	....	100	24,000,000	.....	.....	N. Y. Office, 120 B'way.	July 2, '98, 1%
Preferred stock, 4 per cent, non-cumulative	....	....	100	11,000,000	4% in '99	J. & J.	do do	Jan. 2, '00, 2%

Nypano RR.—V. 63, p. *229;* V. 67, p. 223.)

Ogden Mine RR.—Owns Nolan's Point (Lake Hopatcong) to Sparta (or Ogden Mine), N. J., 10 miles. Leased for 999 years from Jan. 1, 1882, to Central RR. of N. J. for 5 p. c. per annum on capital stock and $500 yearly for organization expenses.

Ogdensburg & Lake Champlain Ry.—Owns from Rouse's Point, N. Y., to Ogdensburg, N. Y., 118 miles.

Organization.—Successor in Nov., 1898, under plan in V. 63, p. 358, to the O. & L. C. *Railroad*, sold under foreclosure on May 2, 1898.

In Jan., 1899, the entire stock, $4,400,000 was purchased by the Rutland RR. and the 1st 4s (present issue, $3,700,000) guaranteed.

Bonds.—Of the bonds, $700,000 are reserved for new construction. Bondholders have one vote for each $100 principal of bonds.

Report.—For year ending June 30, 1899, gross earnings were $677,569; net over taxes, $583,556; other income, $6,024; total net income, $189,580.—(V. 68, p. 41, 86, 131.)

Ohio & Kentucky Ry.—Building in Dec., 1899, from Lex. & East. Ry. at Jackson, Ky., to cannel coal fields in Morgan Co., Ky., 26 m. To be operated by Lex. & East. Ry. Common stock, $200,000; pref. stock, $100,000; bonds as above, $250,000; junior securities to be taken by stockholders, $175,000. The bonds are guaranteed by the Kentucky Block Cannel Coal Co., whose $400,000 1st mortgage bonds are deposited with the trustee as additional security. Pres., W. de L. Walbridge, 1 B'way, N. Y.; Sec. and Treas., M. Baxter, Jr.

Ohio & Little Kanawha Ry.—Zanesville, O., to Marietta, 80 miles, including branches, 3 miles. Successor on March 1, 1900, of the Zanesville & Ohio River Ry., sold in foreclosure Jan. 20, 1900, per plan V. 69, p. 907. Stock, all outstanding, common, $1,000,000; preferred, $1,250,000. In year 1898-9, gross, $123,844; net, $13,662; no interest paid on bonds. In 1897-8, gross, $121,462; net, $10,767. President, F. A. Durban; Sec., J. Hope Sutor. (V. 70, p. 177, 280, 480.)

Ohio River RR.—Road.—Owns from Benwood, West Va., to Huntington, West Va., 209 miles; trackage into Wheeling, 4 miles; leases Huntington & Big Sandy Railroad, Huntington to Kenova, West Va., 11 miles; total in earnings, 224 miles; operates Ravenswood Spencer & Glenville Ry., Ravenswood to Spencer, 33 m.; Ripley & Mill Creek Valley, 13 miles; total, 270 miles. In October, 1899, the Cin. Ports.m. & Va. RR., Cincinnati to Sciotoville, O., 111 m., was reported leased.

Stock.—Authorized, $6,000,000; outstanding, $5,915,430; par, $100.

Financial.—Dec. 31, 1898, there were bills payable, $237,000, and in easury were $223,000 of bonds issued.

Earnings.—On 224 miles, { 1899....Gross, $1,087,544; net, $456,195
an. 1 to Nov. 30 (11 mos.) { 1898....Gross, 882,247; net, 307,653

Report.—Report for 1898 in V. 68, p. 1021, showing on 224 miles:

Year Dec. 31:	*Gross.*	*Op. ex. & taxes.*	*Net.*	*Int., etc.*	*Balance.*
1898	$958,450	$657,462	$300,987	$293,374	sur. $7,613
1897	965,197	650,142	315,055	288,558	sur. 26,497

Ravenswood Spencer & Glenville gross for 1898, $42,247; deficit under oper. charges, $10,704. Ripley & Mill Creek Valley gross, 1898, $19,598; surplus for year, $289.—V. 68, p. **1021**; V. 69, p. 852, 906.

Ohio Southern RR.—Lima, O., to Wellston, 183 miles, and branches, 80 miles. Traffic principally bituminous coal.

Stock, Etc.—Stock outstanding, $3,840,000; par $100.

Receivership—Road sold Oct. 15, 1898, to first mort. committee for $2,000,000, No plan of reorganization had been issued to Apr., 1900. Property now operated by Benjamin Norton for 1st mort. bondholders.

Committees.—*First Mortgage:* Chairman, W. A. Read of Vermilye & Co., Simon Borg, Henry Sanford, Edwin S. Hooley and Thomas Denny. *General Mortgage:* James D. Smith, Chairman, No. 42 Broad Street, N. Y.; depositary, Manhattan Trust Co., N. Y.—V. 61, p. 27, 1065; V. 62, p. 139, 320. Receivers' certificates paid off. Second mortgage suit, V. 70, p. 532.

Bonds.—Of the consols only $300,000 have been executed; they are held as collateral for car trusts. Car trusts mature about $150,000 yearly in monthly instalments. In April, 1898, both the 1st and 2d mortgages were held to be a lien on the entire road. (V. 66, p. 901.)

Earnings.—From Mar. 4 to June 30,'99, gross, $208,854; net, $68,512.

Year—	*Gross.*	*Net.*	*Int. & taxes.*	*Rentals, etc.*	*Balance.*
1898-9	$757,998	$247,503	$.....	$.....	$.....
1897-8	720,561	112,031	.....	.....	.....
1896-7	636,523	164,272	350,903	115,996	def.302,627

—(V. 66, p. 901, 1002; V. 67, p. 74, 223, 372, 1208; V. 68, p. 474, 824; V. 70, 532.)

Oklahoma City & Western Ry.—V. 70, p. 231.

Old Colony RR. (Mass.)—Owns road from Boston to Provincetown, Mass., Newport, R. I., etc., 508 miles; leases, 108 miles; total 616 miles. See Supplement of September, 1894.

Lease.—In 1893 leased to the New York New Haven & Hartford for 99 years. About $5,500,000 of the stock, included in table above, was exchanged for New Haven stock, and is held by that company The lease provides for dividends of 7 p. c. per annum on stock not exchanged. See V. 56, p. 247, 374. Stock authorized, $20,000,000.

Floating Debt.—Loans and bills payable June 30, 1899, were $187,000, against $737,000 in 1898.—V. 65, p. 463, 565; V. 70, p. 176.)

Omaha Bridge & Terminal Ry.—See Sup. of April, 1899.

Omaha Kansas City & Eastern RR.—Owns road, completed in June, 1897, from Pattonsburg, Mo., to Trenton, Mo., 36 miles. On Jan. 2, 1900, Chas. H. Chappell of Chicago and James Hopkins of St. Louis were appointed receivers of the Om. K. C. & E., Om & St. L. and K. C. & Nor. Conn. See Om. & St L. below.—V. 70, p. 39. On March 31, 1900, $300,000 receivers' certificates bearing not over 5 per cent interest were authorized. V. 70, p. 687.

For year ending June 30, 1899, gross, $399,581; net, $60,426; charges, $147,672.—V. 68, p. 773; V. 69, p. 385; V. 70, p. 39, 687.

Omaha & St. Louis RR.—Owns Council Bluffs, Ia to Pattonsburg, Mo., 145 m. Operated since July 29, 1897, by Omaha, K. C. & East.

History, Etc.—Successor in June, 1896 (per plan V. 62, p. 41, 1177) of the Omaha & St. Louis *Railway*, sold in foreclosure Jan. 27. On Jan. 2, 1900, Chas. H. Chappell of Chicago and James Hopkins of St. Louis were appointed receivers of the Om. & St. L., Kan. City & Nor. Conn. and Om. K. C. & East., preparatory to reorganization and consolidation, in which, it was understood, J. W. Gates, Jacob H. Schiff and E. H. Harriman would take part.—V. 70, p. 39. On Mar. 31, 1900, $525,000 receivers' certificates bearing not over 5 per cent interest were authorized. V. 70, p. 687, 792.

Securities.—Capital stock, $2,592,000, represented by Guaranty Trust Co. certificates (for stock in trust).

Earnings.—Year 1898-9: total receipts, $392,035; net, $116,801; int. and taxes, $114,812; surplus. $1,989. (V. 70, p. 687, 792.)

Ontario & Rainy River RR.—V. 68, p. 1077; V. 69, p. 334.

Oregon & California RR.—*(See Map Southern Pac.)*—Portland, Ore., to California State line, 367 miles; Albany Junc. to Lebanon, 12 miles; Portland to Corvallis, 97 miles; Woodburn to Natron, 93 miles; Portland, Ore., to Airlee, Ore., and branch, 85 miles. Total, 654 miles.

Lease, Etc.—Leased to Southern Pacific Co. for 34 years from August 1, 1893, the lessee guaranteeing interest on the bonds, and the lessor receiving any net profit and being charged with any deficit after payment of charges. Betterments are payable by lessor. Southern Pacific interests own the bulk of its $19,000,000 stock, $12,000,000 of which is 7 p. c. pref.; par is $100. Due So. Pac. Co. June 30, 1899, $3,663,163.

Bonds.—Land grant was about 4,000,000 acres, part of which is covered by the mortgage, proceeds of land sales going to redeem bonds (subject to call at par). The Southern Pacific guaranty of principal and interest is printed on each of the 5 per cents. In 1898-9 net land sales subject to mort. were $196,711.—See V. 63, p. 754.

Earnings.—Year ending June 30, 1899, gross, $2,252,397; net, $787,476; interest, taxes, etc., $1,354,313.—(V. 63, p. 754; V. 70, p. 76.)

Oregon Improvement.—See Pacific Coast Co. (Miscel. Co'es).

Oregon Railroad & Navigation Co.—Road East Portland, Ore., to Huntington, Ore., 403 miles; branches 660; leases 2 miles; total, 1,065 miles; river division water lines, 353 miles, of which 19 narrow gauge. Ocean line to San Francisco, 660 miles. V. 63, p. 969.

In Dec., 1899, the Snake River Valley Ry. was opened in the interest of the Oregon RR. & Nav. Co. from Wallula to Grange City, Washington, 65·7 miles; also line from Fairfield to Waverly, Wash., 5 miles. In Apr., 1900, extension proposed from Lewiston, Idaho, up Clearwater River to Mt. Idaho, about 120 miles.

Organization.—Organized in July, 1896, per plan in V. 61, p. 325 and V. 62, p. 41, as successor of the Oregon Ry. & Navigation Co. sold in foreclosure. Controlled by Union Pacific Ry., directly and through ownership of the Or. Sh. Line, which owns $16,281,400 of the *common* stock. In July, 1899, Or. Short Line RR. guar. the payment during the next 2½ years of the remaining 10 per cent of the 20 per cent dividends on the pref. stock, thus dissolving the voting trust.—V. 69, p. 181.

Stock.—In October, 1899, the U. P. issued its common stock to retire, $ for $, the $7,718,600 Or. RR. & Nav common stock not owned by the Short Line Co. and its preferred stock to retire the $11,000,000 Or. RR. & Nav. pref. stock.—V. 69, p. 492, 597. In Jan., 1900, $6,615,700 common and $8,794,500 preferred stock had been acquired by the U. P.—V. 70, p. 177.

Dividends.—On *preferred*: 1897, 2 p. c.; in 1898, 4 p. c.; in 1899, 4 p. c.; in 1900, Jan., 2 p. c. On *common* paid 1 p. c. July 2, 1898.

Bonds.—The consolidated mortgage of 1896 (**abstract** V. 63, p. 928; trustee, New York Security & Trust Co.) covers all the property. Of the $24,500,000 authorized, $606,000 in 1899 were reserved for retirement through sinking fund or otherwise of $569,000 firsts of 1879, $1,106,000 for betterments, etc., and $2,830,000 for the construction of additional road at the rate of not more than $20,000 per mile of constructed road. *First mortgage* has a sinking fund to buy bonds at or below 110, or else draw them at par on January 1.—V. 69, p. 1301.

Latest Earn's.—1 mo. { 1899.....Gross, $486,455; net, $267,605
July 1 to July 31. { 1898.....Gross, 528,157; net, 209,778

Report.—Report for 1898-9 in V. 69, p. 901.

Year end. June 30—	1897.	1898.	1899.
Rail lines	$4,130,381	$5,992,471	$6,258,282
Water lines	547,543	902,922	747,697
Gross earnings	$4,677,924	$6,895,393	$7,005,979

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Oreg. RR. & Nav.—(Con.)—1st M., g., s. f., 100.c	643	1879	$1,000	$411,000	6 g.	J. & J.	N. Y., Sec. & Trust Co.	July 1, 1909
Consol. mortgage, $24,500,000, gold.....c*	1,063	1896	1,000	19,634,000	4 g.	J. & D.	New York & Germany.	June 1, 1946
Oregon Short Line RR.—								
Common stock, $27,460,100.....	....	....	100	27,460,100	mostly o	wned by	Union Pacific.	.....
Or. Sh.L. 1st M., p. & i., gold—see V.63, p.602...c*	600	1882	1,000	14,931,000	6 g.	F. & A.	N. Y., 120 Broadway.	Feb. 1, 1922
Utah & North'n 1st mort., $12,000 per mile....c*	477	1878	1,000	4,993,000	7	J. & J.	do do	July 1, 1908
Consol. M., gu., $15,000 p. m., s. f. not dr'n,g.c*	477	1886	1,000	1,802,000	5 g.	J. & J.	do do	July 1, 1926
Consol. 1st M., $36,500,000, g. (1st M. on 400 m).c*	1,479	1897	500 &c.	12,328,000	5 g.	J. & J.	do do	July 1, 1946
Non-cumulative *Income* bonds—								
Series A, 5 per cents, $7,185,000.....	....	1897	500 &c.	7,185,000	5 p. c. in	Sept.'99	N.Y.& Bost.,when earn.	July 1, 1946
Series B, $15,000,000.....	....	1897	500 &c.	14,841,000	4 in 1899	Oct.	do do	July 1, 1946
Oswego & Syracuse—Stock, 9 p. c. guar., D. L. & W.	35	....	50	1,320,400	9	F.-A.,20	N. Y., Del. L. & W. RR.	Feb. 20, 1900
Consolidated mortgage (guar. D. L. & W.).....	35	1876	1,000	438,000	7	M. & S.	do do	Mch. 1. 1907
Construction M., guar.prin. & int.(for $1,000,000)	35	1883	1,000	668,000	5	M. & N.	do do	May, 1923
Owensboro & Nashville—1st mortgage, gold.....c*	88	1881	1,000	2,000,000	6 g.	M. & N.	N Y., 120 Broadway.	Nov. 1, 1931
Panama—Stock.....	48	....	100	7,000,000	.....	.....	.....	Jan. 3, 1893
1st M.,$4,000,000, s.f.,g, red. at 105(text)...Ce.c*	48	1897	1,000	*1,765,000	4½ g.	A. & O.	N. Y., 24 State St.	Oct. 1, 1917
Subsidy bonds.,g., drawn at 100. See V.64, p.705.c*	....	1880	1,000	1,482,000	6 g.	M. & N.	do do	Nov. 1. 1910
Paterson & Hud.Riv.—Stk., 8 p.c. rent. N.Y.L.E.&W.	14	....	50	630,000	8	J. & J.	N. Y., 44 Exchange Pl.	Jan., 1900, 4%
Paterson & Ramapo—Stock (rental guarantee).....	....	....	.....	298,000	8	J. & J.	N. Y., 44 Exchange Pl.	Jan., 1900, 4%
Pecos Valley & Northeastern—1st mortgage, g.Ce.c*	372	1898	1000	2,790,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1948
Pemigewasset Valley RR.—Stock (rental guarantee)	....	....	100	541,500	6	F. & A.	Tre's.off.,Concord, N.H.	Feb., 1900, 3%
Pennsylvania RR.—Stock.....	....	....	50	151,700,000	5 in 1899	M.&N.31	Philadelphia, Office.	Nov.29,'99,2½
General mort. bonds, $1,000 and £200 each..c&r	568	1867	$ or £	19,997,820	6	See x	Phila. Office & London.	July 1, 1910
Con. M't'g'e. of 1873 secures all equally. Currency registered bonds.....r	568	1875	1,000	1,961,000	6	Q.-M. 15	Philadelphia, Office.	June 15, 1905
Con. M't'g'e. of 1873 secures all equally. Currency coupon bonds.....c	568	1875	1,000	2,757,000	6	J.&D. 15	do do	June 15, 1905
Con. M't'g'e. of 1873 secures all equally. Sterling bonds.....c	568	1873-4	£200	22,762,020	6	J. & J.	Phila. office and London	July 1, 1905
Con. M't'g'e. of 1873 secures all equally. Gold registered bonds.....r	568	1879	1,000	3,498,000	5 g.	Q.—M.	Philadelphia, Office.	Sept. 1, 1919
Con. M't'g'e. of 1873 secures all equally. Gold coupon bonds.....c	568	1879	1,000	1,500.000	5 g.	M. & S.	do do	Sept. 1, 1919
Con. M't'g'e. of 1873 secures all equally. Gold sink. fund, 1 p. c., not drawn..c*	568	1893	1,000	2,941,000	4 g.	M. & N.	N. Y., Farm's L. & T. Co.	May 1, 1943
Con. M't'g'e. of 1873 secures all equally. Sterling (s.f. in 1900) not drawn.c*&r	568	1895	£200	4,850,000	3½g.	J. & J.	Lond.,Joint-St'k Bk.Ltd	July 1, 1945

* $916,000 additional 4½s authorized for payments in 1902, or earlier, on account of construction of La Boca terminal.
x On coupon bonds J. & J.; on registered bonds A. & O.

	1897.	1898.	1899.
Net earn'gs over exp. & taxes	$1,735,179	$2,785,677	$2,717,706
Payments- Interest on bonds		865,491	830,356
First mortgage sinking funds		154,230	163.110
Improvements and new equipment		.....	35,997
Depreciation water line equipment		89,350	94,610
Miscellaneous		616	49,912
Dividends on 4% pref. stock		(5) 550,000	(4) 440,000
Dividends (1%) on common stock		240,000	....
Balance, surplus for year		†$963,856	†$1,212,827

† Including $73,107 misc. inc. in 1898-9; $77,866 in 1897-8.
—V. 69, p. 901, 906, 1301; V. 70, p. 39, 329.

Oregon Short Line RR.—Owns Granger, Wyo., to Huntington, Ore., 542 miles; branch to Ketchum, Idaho, 70 miles; Ogden to McCammon, Idaho, 111 miles; Pocatello to Silver Bow, Montana, 256 miles; Lehi Junction to Tintic, Utah, 54 miles; Ogden, Utah, to Frisco, 275 miles; sundry branches, 122 miles (of which 40 miles narrow gauge); total, 1,430 miles. In Dec., 1899, branch from Idaho Falls, Idaho, to St. Anthony, on the Snake River, 137 miles, was opened.

In Aug., 1899, the Utah & Pacific seventy-six mile extension, from Milford southwest to the boundary line of Utah at McCune was completed.—V. 67, p 484, 733. The Utah Nevada & Calif. Ry., with capital stock of $5,000,000, will build an extension from the State line southwest across Nevada towards Los Angeles, Cal.—V. 68, p. 383. In Jan., 1900, a contract for about 80 miles was reported let.

HISTORY.—Successor March 16, 1897, of the Oregon Short Line & Utah Northern Ry., foreclosed per **plan** in V. 62, p. 504, 505. Controlled by Union Pacific, which holds nearly the entire capital stock and the greater part of the Income A and B bonds.

CAPITAL STOCK.—Authorized $27,460,100, of which new Union Pacific Ry. Co. in Dec., 1899, had acquired 98 per cent.—V. 68, p.188, 381, 474

BONDS.—Of the $36,500,000 new *first consols*, $24,162,000 are reserved to retire at maturity the loans not disturbed.

Series A, incomes, non-cumulative 5 per cents, have received: In Sept., 1897, 4 p. c.; Sept., 1898, and Sept.. 1899, the full 5 per cent, at Guaranty Trust Co., N.Y. or Old Colony Trust, Boston.—V. 69, p. 492.

The O. R. & N. stock is placed in trust as special security for the *Series B incomes*, but dividends thereon are to go to the Short Line company except as needed to pay to Series B their full interest. In Oct., 1898, 3 per cent and in Oct., 1899, 4 per cent was paid on the Series B incomes. V. 65, p. 572; V. 66, p. 1141.

In Oct , 1899, the U. P. was issuing its preferred stock to retire dollar for dollar, the series "B" bonds and also its treasury 4s for the $7,185,000 "A" bonds. In Jan., 1900, $6,312,000 of the Income "A" bonds and $14,304,500 "B" had been acquired —V. 70, p. 176.

GENERAL FINANCES.—By the reorganization the annual fixed charges were reduced from $2,788,575 to $1,853,770 The new company owns a majority ($16,281,400) of the *common* and $976,900 of the *preferred* stock of the Oregon RR. & Navigation Co.

LATEST EARNINGS—From Jan. 1, 1899, to Nov. 30, 1899, gross, $7,334,511, against $6,370,185 in 1898.

Report for 1898-99 in V. 69, p. 1007, showed:

	1897.	1898.	1899.
Gross earnings	$5,726,247	$6,317,058	$7,577,108
Net earnings	2,246,868	2,728,598	2,825,488
Other income		198,984	437,649
Total net		$2,927,582	3,263,137
Interest and sinking fund		$1,964,108	1,963,883
Paid Sept 1 on "A" incomes		(5) 359,250	(5) 359,250
Paid Oct. 1, 1898, on "B" incomes		(3) 445,230	(4) 593,640
Balance, surplus		$158,994	$346,363

Financial Office, 120 Broadway, N. Y. City.—V. 70, p. 176.

Oswego & Syracuse RR.—Owns from Oswego, N. Y., to Syracuse, N. Y., 35 miles. Leased in 1869 during length of charter and renewal thereof to the Delaware Lackawanna & Western Railroad Company for 9 per cent per year on $1,320,400 stock and interest on bonds.

Owensboro & Nashville Ry.—Owns from Owensboro, Ky., to Adairville, Ky., 84 miles; Mud River Branch, 4 miles. Operated by Louisville & Nashville Railroad, which owns the $1,156,518 stock (par $100) and $1,200,000 of the first mortgage bonds—all these bonds and most of the stock being pledged under its trust deeds.

Panama RR.—ROAD—Colon to Panama, 48 m. Completed 1855 In 1888 built from Panama to La Boca, 2 miles.

In December, 1895, an agreement was made with Pacific Mail S. S. to cover joint traffic between New York and Central America, Mexico and the U. S. Pacific coast. This agreement expires by limitation in 1900.—V. 63, p. 76; V. 68, p. 668.

DIVIDENDS.—	'85	'86-7	'88	'89	'90	'91	'92	'93	
Since '84 p. ct.	10	nil.	23	9	5	5	2	2	None since

BONDS.—The new mortgage of 1897 is for $4,000,000; sinking fund is $150,000 yearly and bonds may be drawn for s. f. at 105; the entire issue may be called for payment on and after April 1, 1903, at 105.—V. 65, p. 516. See also description in V. 66, p. 1046.

The *subsidy* bonds are secured by an assignment and pledge made by the U. S. of Colombia to the trustees of $225,000 annually, of the annual subsidy or rental to that extent payable to said government by the company, and are drawn and paid off on November 1 yearly with any surplus of the subsidy not needed for interest; $247,000 bonds now in treasury. See statement as to subsidy bonds in V. 64, p. 705.

ANNUAL REPORT.—The report for 1899 in V. 70, p. 737, showed:

Year to Dec. 31.	Gross RR. Earnings.	Net RR. Earnings.	Net of Steamships.	Charges.	Surplus, Incl. Other Inc.
1899.....	$1,098,966	$611,225	$182,639	$832,239	$295,234
1898.....	1,106,460	618,719	119,111	874,624	266,746
1897.....	1,241,942	766,534	87,350	832,286	409,875

The charges above in 1899 include: Lighterage, $111,270; general expenses, $94,622; other expenses, $68,918; subsidy payment, $25,000; interest on bonds, $177,075.—V. 69, p. 542; V. 70, p. 737.

Paterson & Hudson River.—Owns from Marion, Jersey City, N. J. (south of Bergen Junction), to Paterson, N. J., 14 miles, double track. Leased in perpetuity, at $48,400 per year for road, $5,000 for land in Jersey City and taxes, to Erie RR., forming part of main line.

Paterson & Ramapo RR.—Owns from Paterson, N. J., to New York State Line, 14 miles, double track, part of main line of Erie RR., to which leased Sept., 1852, during legal existence, at $26,500.

Pecos Valley.—See PECOS VALLEY & NORTHEASTERN RY.

Pecos Valley & Northeastern Ry.—(*See Map.*)—Owns from Pecos City, Texas, to Amarillo, Texas, 372 miles, of which Roswell to Amarillo, 208 miles, was completed Jan., 1899.

Successor company to the Pecos Valley Ry. Co. sold in foreclosure April 19, 1898, and reorganized as per plan (V. 66, p. 438). New company took possession May 1, 1898. The authorized capitalization is $3,162,000 of first mortgage bonds and the same amount each of 6 p. c. non-cumulative pref. and common stock. Stock is all issued.

The bonds covers the entire line from Pecos to Amarillo, 372 miles, and equipment; they are authorized at $8,500 a mile, of which $1,000 a mile is held by trustee for future requirements, making the total amount of bonds to be issued at present $2,790,000. Cash to assure interest payments for two years was deposited with Cent. Trust Co.

At Amarillo the road connects with the Atchison Topeka & Santa Fe, and has close relations with that company, but is independent.

J. J. Hagerman, Colorado Springs, Col., President. Among the other Directors are Chas. A. Otis, New York; B. P. Cheney, Boston; E. D. Kenna, Chicago; Morgan Jones, Fort Worth, Tex.—V. 66, p. 811, 1208.

Pemigewasset Valley RR.—Plymouth, N. H., to Lincoln, N. H., 23 miles. Leased to Concord & Montreal for 6 p. c. on stock.

Pennsylvania RR.—*(See Map).*—The system, as shown on the adjoining map, extends from New York City, westerly, via Philadelphia to Pittsburg, Erie, Cleveland, Toledo, Chicago and Burlington on the north, and to Washington, Cincinnati, Louisville and St. Louis on the south. The total system on Jan. 1, 1900, aggregated 9,237 miles, of which 4,847 miles represent the mileage operated *directly* under the caption "the lines east of Pittsburg and Erie" and 4,390 miles the mileage operated directly under the caption "the lines west of Pittsburg and Erie," the latter being more fully described under the title Pennsylvania *Company* and Pittsburg Cincinnati Chicago & St. Louis. The balance of the system is operated independently.

East of Pittsburg & Erie.

Main Line and Branches—	Miles.
Philadelphia to Columbia, Pa.....	81
Harrisburg, Pa., to Pittsburg, Pa.	248
Branches and spurs..	207
Total main line and branches...	536
Lines operated by lease—	
Har. Ports, Mt. Joy & Lan. RR.¶	
Dillersville to Harrisb., Pa.,etc..	52
Tyrone & Clearfield Ry.....	134
Western Pennsylvania RR.¶.....	157
United New Jersey RR.¶	
Trenton to Jersey City, etc.....	145
Philadelphia & Trenton RR.¶.....	27
Connecting Railway¶.....	7
Other lines	88
Lines operated under contract—	
Penn. Schuylkill Valley RR.¶.....	130
Sunbury & Lewistown Ry.¶.....	56
Bald Eagle Valley RR.¶.....	90
Cambria & Clearfield RR.¶	98
Southwest Pennsylvania Ry.¶....	112
Pittsburg Va. & Charleston Ry.¶.	77
Belvidere Delaware RR.¶..... ..	82
Phila. Germ. & Chest. Hill RR.¶..	14
Philadelphia & Long Branch RR.	49
Delaware River RR. & Bridge¶....	10
Philadelphia & Erie RR.¶.....	302
Sunb. Hazleton & Wilkesb. Ry.¶..	43
Other lines.	567
Total in Penn. RR. statistics.	2,756
Trackage.....	51
REPORTED SEPARATELY—	
Phil. Wilm. & Baltimore¶..	669
Northern Central Ry.¶	389
West Jersey & Seashore RR.¶....	310
Cumberland Valley RR.¶.....	163
Allegheny Valley Ry.¶.....	273
Grand total east of P. & E.....	4,611

West of Pittsburg & Erie.

	Miles.
REPORTED DIRECTLY—	
Pitts. Cin. Chicago & St. Louis¶...	1,473
Pennsylvania *Company* lines¶.....	1,075
Total reported directly	2,548
REPORTED SEPARATELY—	
Grand Rapids & Indiana lines¶....	582
Terre Haute & Indianapolis¶.....	638
Other lines (see Pa. Co. statement)	656
Total system Jan. 1, 1899.....	9,035

¶ See separate statement for this company.

ORGANIZATION, LEASES, &C.—The charter of the Pennsylvania Railroad was dated April 13, 1846. The Pennsylvania *Company* controls all the lines west of Pittsburg and Erie, the Pennsylvania RR. Co. holding all its stock. In Jan., 1900, the Penn. RR. purchased stock in the Baltimore & Ohio RR., the Chesapeake & Ohio Ry. and the Norfolk & Western Ry. V. 70, p. 76, 231, 687. On Nov. 1, 1899, the Delaware River RR., the Baltimore Chesapeake & Atlantic Ry. and the

MAP OF

THE PECOS VALLEY

SHOWING THE

PECOS VAL. & NORTHEAST'N RY.

AND IRRIGATING CANALS

AND THE LANDS WATERED BY THEM.

Scale of Miles 0 10 20 30 40

INDICATES IRRIGATED LANDS 400,000 ACRES.

MAP OF THE PECOS VALLEY & NORTHEAST'N RAILWAY & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Penn. RR.-(Con.)—Bonds (P.W.& B. stk. as col.) r	....	1881	$1,000	$7,702,000	4	J. & J.	Phila., Pa.Co. for Ins.&c.	July 1, 1921
Navy Yard mort. (extended 20 years in 1881)...r	....	1881	5,000	1,000,000	5	J. & J.	Phila., Co.'s Office.	Jan. 1, 1901
Collateral trust loan, gold, not drawn.....c*	....	1883	1,000	9,900,000	4½g.	J. & D.	Phila., Provid't L.&T. Co.	June 1, 1913
Equip. Tr. gold bonds (s. f. 5 p.c.) not drawn....c*	....	1889	1,000	2,728,000	4 g.	M. & S.	Phila., Gir'd Life &c. Co.	Sept. 1, 1914
Penn. Equip. Trust (in series payable 1/10 yearly).	....	'86-91	1,000	387,000	4	Q.—F.	Phila., Tr. S. Dep.& I. Co.	1900 to 1901
Penn. Rolling Stock Trust (1-10 payable yearly).	....	1892	1,000	1,470,000	4	Quar'ly.	Phila., Gir'd Life &c. Co.	1902
do do (1-10) early).....	....	1898	.....	3,000,000	3½g.	Quar'ly.	do do	1900 to 1908
do do do	....	1899	1,000	3,000,000	3½g.	Quar'ly.	do do	Nov., 1900-'09
do do do	....	1900	1,000	7,000,000	3½ g.	Quar'ly.	do do	Feb., 1901-10
Del. Ave. Market 1st mortgage.....r	....	1889	5,000	300,000	4 3/10	M. & S.	Philadelphia.	Mch. 1, 1909
Delaware Ave. Bloodgood property.....r	....	1892	1,000	200,000	4 4/10	M. & S.	Philadelphia.	Sept. 1, 1912
Penn. RR. real estate purchase money gold M.c*&r	....	1893	1,000	2,000,000	4 g.	M. & N.	N. Y., Farmers' L. & Tr.	May 1, 1923
Pennsylvania Company—Stock.....	....	....	50	21,000,000	.....	.....	Pittsburg, Co.'s Office.	June 1, 1894
Bonds, gold, sec. by pl'ge & guar. by Pa. RR.c*&r	....	1881	1,000	19,467,000	4½g.	J. & J.	N. Y., Nat'l City Bank.	July 1, 1921
Guar.tr.ctfs.$20,000,000 g.guar. Pa.RR., ser.A*..r	....	1897	1,000	4,950,000	3½g.	M. & S.	N.Y., Union Tr. & Phila.	Sept. 1, 1937
Car trusts (Dec., 1899)	....	....	.....	928,401	4	Various	Phila., Gu. Tr. Co., etc.	Various dates.
Pennsylvania & North Western—Stock, $2,500,000.	62	....	50	2,250,000	2 in 1899	.....	Phila., Gu.Tr. & S. D.Co.	Jan. 10, '00, 2
Bell's Gap Extension 1st mortgage .....c*	24	1880	1,000	81,000	6	F. & A.	Phila., 26 So. 15th St.	Aug. 1, 1905
Consol. mort. (for $550,000) s. fund not dr'n.c*	24	1883	500 &c.	145,000	6	A. & O.	Phila., Gu.Tr.& S. D. Co.	Apr. 1, 1913
Clearfield & Jefferson 1st mortgage.....c*	38	1886	500 &c.	1,000,000	6	J. & J.	do do	Jan. 1, 1927
General mortgage for $2,500,000.....c*	62	1890	1,000	1,021,000	5	J. & J.	do do	Jan. 1, 1930
Car trusts, $50,000 due March, yearly.....	....	....	.....	151,000	5	M. & S	do do	Mch., '00 to '03
Peoria & Bureau Val.—Stk., 8 p. c. rent'l C. R.I.&P	47	....	100	1,500,000	8	F. & A.	N.Y., Ch.R.I. & Pac. RR.	Feb., 1900, 4%
Peo. Decatur & Evansv.—1st M. (Peoria Div.), g..c*	110	1880	1,000	1,287,000	6 g.	J. & J.	*July '97, cp. pd. Dec.'97	Jan. 1, 1920
1st m. (Evansv. Div., Mattoon to Evansville,) g.c*	128	1880	1,000	1,470,000	6 g.	M. & S.	*Sep.'96 cp. pd. Feb.'97	Sept. 1, 1920
Second mortgage, gold .....c*	244	1886	1,000	2,088,000	5 g.	M. & N.	Nov., '93, coup. last pd.	Nov. 1, 1926
Peoria & Eastern—Ind. Bloom.& W. 1st M., pref.c&r	202	1879	100 &c.	1,000,000	4	A. & O.	N.Y., J.P. Morgan & Co.	Apr. 1, 1940
Ohio Indiana & West. 1st M., pref., gold, int. gu.c*	342	1888	500 &c.	500,000	5 g.	Q.—J.	do do	Apr. 1, 1938
P. & E. consol. M. $10,000,000, interest guar..c*	342	1890	1,000	8,103,000	4	A. & O.	do do	Apr. 1, 1940
2d consol. mortgage, income, non-cumulative. ..c	342	1890	1,000	4,000,000	4	April 1	N. Y., when earned.	Apr. 1. 1990

* The Brown Committee is paying each April 1 and Oct. 1 at the Central Trust Co. interest at 5 p. c. per annum on certificates representing all except about 40 of the first mortgage bonds of both divisions, that is all bonds deposited with said trust company under their agreement.

Pennsylvania RR. Co.—Concluded.

Cleveland Akron & Columbus Ry. were formally taken into the system, and on Jan. 1, 1900, the Cleveland & Marietta Ry.—V. 69, p. 955, 1345. In Mar., 1900, the Erie & Western Transportation Co., having docks at Buffalo and operating a line of steamships on the Great Lakes, was acquired (V. 70, p. 430, 532). In Apr., 1900, the Penn. RR, offered to purchase the $20,000,000 Western N. Y. & Penn. Ry. stock at $9 per $50 share and also the $9,605,000 income bonds at $300 per $1,000 bond, if a majority consented on or before May 26, 1900. See CHRONICLE of Apr. 28, 1900.

SECURITIES OWNED.—The total cost of these to January 1, 1899, was $117,238,886, most of which are pledged to secure Pennsylvania issues. Revenue derived from these securities in 1898, $4,636,057.

CAPITAL STOCK.—Stock, $151,700,000, all issued; the amount outstanding has been increased from time to time, chiefly by sale at par to stockholders, for new acquisitions, etc. See Gen. Finances below.

DIVIDENDS ('83 '84 '85 '86 '87 '88 '89 '90 '91 '92 '93 '94 per cent. 8½ 7 5 5 5½ 5 5 5½ 6 6 5 5 to Nov., '99 yearly.
In 1893 paid also 2 per cent in scrip.

BONDS.—*Consolidated mort.* of 1873 for $100,000,000 secures all the consols equally, though issued at different dates; of the amount authorized, a sufficient amount is reserved to retire the general mortgage of 1867. It covers all the property and franchises of the company, including its main line from Philadelphia to Pittsburg, and branches, being a total of 517 miles, partly four-tracked, together with real estate and equipment. It is also a first lien on the company's leasehold interest in other railroad lines and canals, as well as on shares and bonds of other companies of an estimated cash value of over $50,000,000. Sinking fund for consols Jan. 1, 1900, held—Consols canceled, $1,830,980; other securities and cash $6,407,744.

The *4 per cent loan of* 1881 is secured by Phila. Wilm. & Balt. stock.

The *collateral trust* loan of 1883 is secured by the deposit of mortgage bonds of subsidiary lines to the par value of $13,576,000.

GUARANTEED BONDS.—See SUPPLEMENT of April, 1899.

GENERAL FINANCES.—In Jan., 1900, stockholders subscribed to $12,930,500 new stock at par to provide for construction and equipment expenditures on the main and leased lines and branches in 1900, etc., and in Apr., 1900, $2,673,100 stock had been issued to acquire the Erie & Western Transportation Co. and the remaining $6,700,000 of the $151,700,000 authorized sold in open market. V. 69, p. 1248; V. 70, p. 430, 532, 740. In April, 1900, terminal improvements at Washington were proposed, estimated to cost $6,000 000, of which the city will pay a share. V. 70, p. 740.

LATEST EARNINGS.—Jan. 1 to Feb. 28, (2 months) *directly operated*:

Lines *east* of Pitts- burg & Erie.	1900	Gross, $12,577,605; net,	$3,633,598
	1899	Gross, 9,881,005; net,	2,029,398
Lines *west* of P. & E., *inc.* or *dec.*		Gross, +1,694,300; net,	+459,300

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Philadelphia on second Tuesday in March. The report for 1899 was given at length in V. 70, p. 476, 484; see also editorial p. 455.

REPORT OF PENNSYLVANIA RAILROAD COMPANY.

Year ending Dec. 31—	1899.	1898.	1897.
Miles operated.....	2,781	2,755	2,747
Gross earnings.....	$72,922,985	$65,603,738	$64,223,113
Net earnings.....	$22,578,351	$21,093,722	$20,965,487
Int. on Pa. RR. investments	4,739,506	4,636,057	4,616,216
Int. on United N. J. securities	253,884	225,631	231,194
Int. for use of equipment.....	384,034	340,333	353,267
Interest, general account.....	87,539	105,666	189,574
Miscellaneous.....	64,320	158,958	104,248
Total net income.....	$28,107,635	$26,560,367	$26,459,985
Deduct—Rentals.....	$11,320,449	$10,315,772	$9,718,430
Interest on funded debt.....	4,265,505	4,263,459	4,261,039
Int. on morts. & gr'd rents...	131,558	133,604	133,023
Interest on car trusts.....	640,387	437,828	549,154
Equip. trust loan sink. fund..	136,400	136,400	136,400
State taxes and miscellan...	1,125,864	1,044,575	828,806
Total.....	$17,620,164	$16,331,638	$15,626,853
Balance.....	$10,487,471	$10,228,729	10,833,132
Payments—To trust fund.....	$91,438	$92,000	$94,410
Consol. mortgage redeemed....	354,480	354,780	324,780
Extraordinary expenses.....	989,228	673,858	1,067,305
	$1,435,136	$1,120,638	$1,486,495
Balance to credit of income...	$9,052,325	$9,108,090	$9,346,637
Dividends.....	(5)6,465,266	(5)6,465,236	(5) 6,465,170
Extra Betterment Fund.....	1,500,000	$1,800,000	1,800,000
To credit of profit and loss....	$1,087,059	$842,854	$1,081,467
Bal profit and loss Dec. 31....	$22,380,734	$22,445,998	$22,823,957

EARNINGS ON ALL LINES BOTH EAST AND WEST OF PITTSBURG AND ERIE.

Year ending Dec. 31—	1899.	1898.
Gross earnings.....	$152,220,106	$136,130,272
Net earnings.....	45,672,655	41,459,415

OFFICERS—President, A. J. Cassatt; 1st V. P., John P. Green, 2d V. P., Charles E. Pugh; 3d V. P., S. M. Prevost; 4th V. P., Samuel Rea; Secretary, John C. Sims; Treas., Robert W. Smith.—(V. 70, p. 76, 430, 476, 484, 532, 687, 792.

Pennsylvania Company.—*(See Map Pennsylvania RR.)*—Owns no road in fee but has charge of all the system of the Pennsylvania *Railroad* Co. west of Pittsburg, viz.* (¶ See this company).

Leased by transfer from Pa. RR.:	Miles.
Pittsb. Ft. W. & Chicago.	¶469·89
New Castle & Beaver Val..	¶14·98
Massillon & Cleveland....	12·23
Erie & Pittsburg	¶84·47
Cleveland & Pittsburg....	¶198·34
Leased directly by Pa. Co.:	
Pitts. Youngs. & Ashta....	¶125·09
Toledo Wal. Val. & Ohio...	¶125·40
Indianap. & Vincen. RR.*	¶133·11
Controlled by stock or otherwise:	
Pitts. Ohio Val. & Cin.....	15·27
Roch. Beaver Falls & W...	·55
Marginal RR., Beav. F., Pa.	2·96
Salineville RR.....	3·07
Rolling Mill RR., Toledo, O.	·71
South Chic. & Southern...	10·25
State Line & Ind. City....	7·56
Calumet River.....	4·43
Total Penn. Co. lines...	1,208·31

Controlled by stock, etc.:	Miles.
Pitts. Cin. Chic. & St. L. Ry. and leased lines...	¶1,340·68
Cin. & Muskingum Val...	¶148·45
Waynesburg & Washing..	28·15
Cleveland & Marietta.....	¶103·13
Cin. Leb. & Nor.....	31·76
Grand Rapids & Indiana..	433·91
Musk., Gr. Rap. &. Ind..	36·85
Traverse City RR.....	26·00
Cin. Rich. & Fort Wayne	¶85·60
St. L. Vand. & Terre H....	¶158·30
East St. L. & Carondelet..	¶13·25
Controlled jointly with other companies:	
Pitts. Chartiers & Yough..	¶15·74
Tol. Peoria & Western....	¶230·70
Lines used jointly under trackage arrangements.	93·33
Total of all lines.....	3,954·16

* Operated by P. C. C. & St. L. Ry.

ORGANIZATION—Chartered in Pennsylvania April 7, 1870. Its stock is owned by the Pennsylvania *Railroad*. On Dec. 31, 1898, the Pennsylvania Co. owned sundry bonds having a par value of $8,817,402, and stocks of par value of $58,681,567, valued at $38,621,727, and yielding from Jan. 1 to Dec. 31, 1898, an income of $1,423,624.

DIVIDENDS.—In 1883, 4 per cent; then none till 1892, when 4 per cent was paid in March; in 1893, March, 4 p. c.; in 1894, June, 4 p. c.

BONDS.—The *gold bonds of* 1921 are secured by leases of P. Fort W. & C., the Cleve. & Pittsb. and Erie & Pittsb. railroads, and of bonds and stocks having a par value in 1881 of $24,171,630, as well as real estate.

In Sept., 1897, *guaranteed trust certificates* were issued by Girard L. I. A. & Trust Co., Phila., as trustee, under a deed of trust made by the Pennsylvania Company and the Pennsylvania RR. Co., whereby the Pennsylvania Company has pledged $5,000,000 at par of the 7 per cent guaranteed special stock of the Pittsburg Ft. Wayne & Chicago Railway Co. The total authorized issue of the trust certificates is $20,000,000, each series to be secured by deposit of shares of the special guaranteed stock to an amount equal to the par value of the series. See V. 65, p. 368, 572, 1116; V. 67, p. 122.

REPORT.—In year 1898 gross on 1,225 miles, $21,089,609; net, $7,544,266; interest, rentals, etc., $6,861,761; bal., sur.. $682,505. In 1897, gross, $20,225,670; net, $8,050,069. In year 1895 profit, $947,034; in 1896, profit, $238,267; in 1897, profit, $1,009,821; in 1898, profit, $682,505.—(V. 69, p. 904, 955, 1248.

Pennsylvania & North Western RR.—Owns Bellwood, Pa., to Horatio, 62 miles; total, including branches, 75 miles. A consolidation Jan. 1, 1890, of the Bells Gap and Clearfield & Jefferson roads.

DIVIDENDS.—In 1890, 5 p. c.; in '91, 5; in '92, 5½; in '93, 6 p. c.; '94, 2; 1895, 2; 1896 to '98, none; in 1899, July, 2; in 1900, Jan., 2 p. c.

EARNINGS.—Year ending Dec. 31, '99, gross, $670,239; net, $260,841; interest, taxes, etc., $142,062; dividends, $90,000; balance, surplus, $28,779. In 1898, gross, $598,641; net, $224,767. (V. 59, p. 1008.)

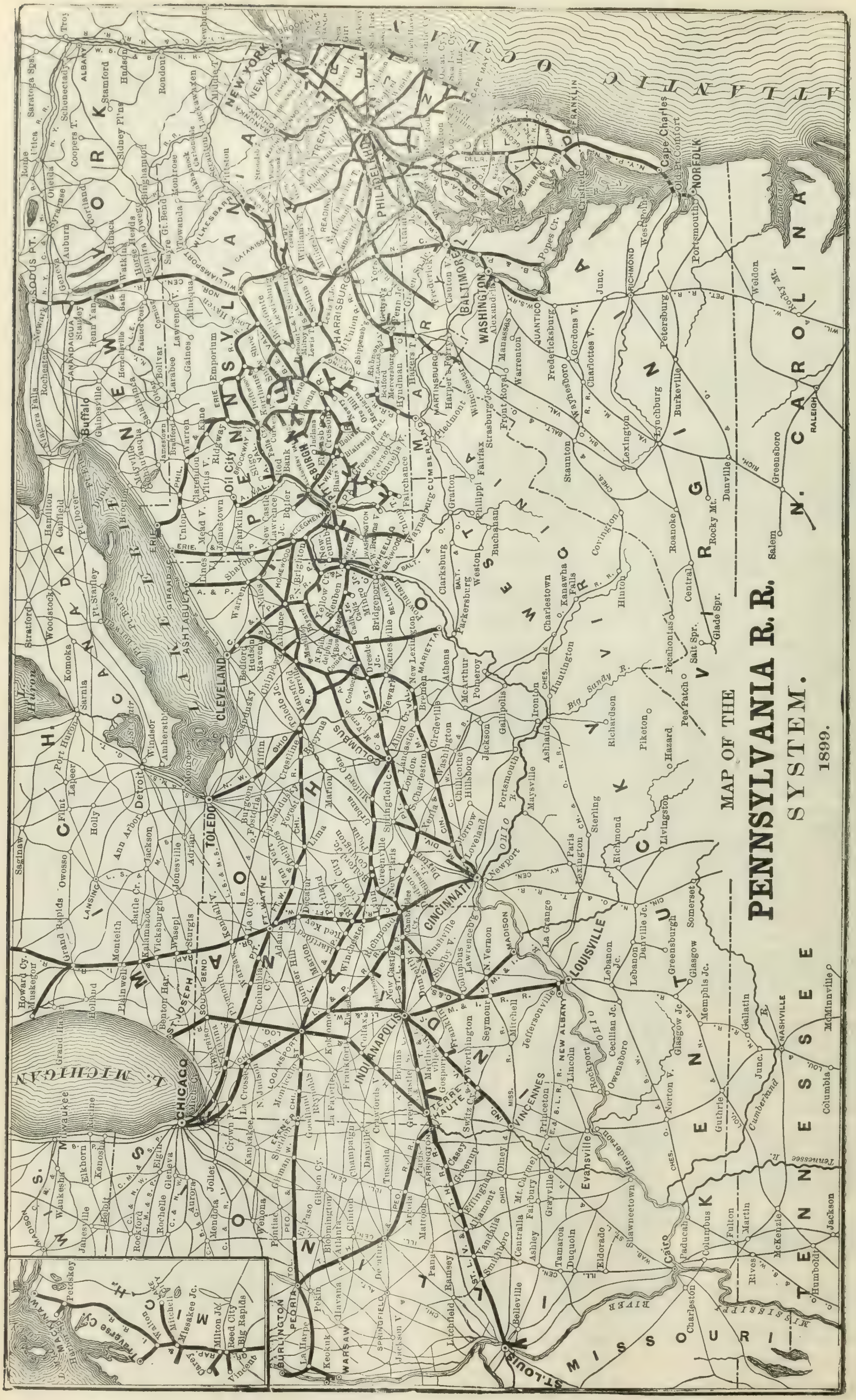
Peoria & Bureau Valley RR.—Peoria to Bureau June., Ill., 47 miles. Leased in 1854 to Chicago Rock Island & Pacific RR. for $125,000 yearly; dividends, usually 8 p c. yearly, occasionally more.

Peoria Decatur & Evansville Ry.—Owns from Pekin to Evansville, 228 miles; branch, 6 miles; total owned, 234 miles; joint track to Hervey City, 8 miles; leases, Pekin, Ill., to Peoria, Ill., 9 miles; through Decatur 3 miles; total, 254 miles. Stock, $3,400,000.

RECEIVERSHIP, ETC.—Receiver is E. O. Hopkins—see V. 65, p. 195. Purchased for $3,481,000 under foreclosure of both divisional first mortgages Feb. 6, 1900, by the Colonial Trust Co., which owns a large majority of the second mortgage bonds, and, it was believed, has arranged to sell the road to the Illinois Central RR. The first mortgage bonds will receive par and interest in cash. The foreclosure will be brought up for review in June, 1900. V. 69, p. 1248; V. 70, p. 39, 792.

EARNINGS.—2 months, Jan. 1 to Feb. 28. 1900.....Gross, $157,801; net, $49,179
1899.....Gross, 123,982; net, 33,759

For year ending June 30, 1899, receiver's report showed, gross, $824,793; net, $78,036; year 1898, gross, $904,623; net, $108,671; year 1897, gross, $901,675; net, $124,323; year 1896, gross, $864,054; net, $204,958. V. 70, p. 231, 280, 687, 740, 792.


MAP OF THE
PENNSYLVANIA R.R.
SYSTEM.
1899.
ATLANTIC OCEAN
NEW YORK
PENNSYLVANIA
NEW JERSEY
DELAWARE
MARYLAND
VIRGINIA
WEST VIRGINIA
OHIO
INDIANA
ILLINOIS
MICHIGAN
KENTUCKY
TENNESSEE
NORTH CAROLINA
MISSOURI
L. MICHIGAN
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
PITTSBURGH
CLEVELAND
TOLEDO
CINCINNATI
INDIANAPOLIS
LOUISVILLE
CHICAGO
ST. LOUIS
RICHMOND
NORFOLK
Cape Charles
Old Point Comfort
Portsmouth
Petersburg
Lynchburg
Roanoke
Salem
Greensboro
RALEIGH
Danville
Rocky Mt.
Weldon
Buffalo
Niagara Falls
Rochester
Oil City
Titusville
Meadville
Jamestown
Erie
Harrisburg
Williamsport
Wilkesbarre
Scranton
Trenton
Newark
Jersey City
Cape May
Atlantic City
Wilmington
Pope's Cr.
Fredericksburg
Quantico
Manassas
Alexandria
Harper's Ferry
Martinsburg
Hagerstown
Cumberland
Connellsville
Greensburg
Altoona
Bellefonte
Lewistown
Sunbury
Shamokin
Mt. Carmel
Pottsville
Reading
Lancaster
Columbia
Gettysburg
York
Hanover Jc.
Frederick
Baltimore
Annapolis
Cape Charles
Norfolk
Portsmouth
Suffolk
Petersburg
Richmond
Lynchburg
Roanoke
Salem
Danville
Rocky Mt.
Weldon
Greensboro
Raleigh
Wilmington
Fayetteville
Charlotte
Salisbury
Asheville
Knoxville
Chattanooga
Nashville
Memphis
Evansville
Terre Haute
Vincennes
Indianapolis
Richmond
Dayton
Springfield
Columbus
Zanesville
Cincinnati
Hamilton
Middletown
Lexington
Louisville
Bowling Green
Paducah
Cairo
Evansville
Terre Haute
Peoria
Burlington
Quincy
Keokuk
Hannibal
St. Louis
Chicago
Milwaukee
Grand Rapids
Kalamazoo
Battle Creek
Jackson
Detroit
Toledo
Cleveland
Sandusky
Fostoria
Findlay
Lima
Springfield
Columbus
Zanesville
Cambridge
Wheeling
Parkersburg
Charleston
Huntington
Ashland
Ironton
Portsmouth
Maysville
Lexington
Richmond
Paris
Sterling
Newport
Covington
Cincinnati
Hamilton
Middletown
Dayton
Springfield
Urbana
Marion
Bucyrus
Crestline
Mansfield
Orrville
Akron
Youngstown
Ravenna
Alliance
Wellsville
Steubenville
Pittsburgh
Allegheny
Homewood
Wilkinsburg
Turtle Creek
Irwin
Greensburg
Connellsville
Uniontown
Brownsville
Monongahela
Washington
Wheeling
Bellaire
Martins Ferry
Bridgeport
Mingo Jc.
Newark
Zanesville
Cambridge
Cadiz Jc.
Dresden Jc.
Coshocton
Orrville
Wooster
Mansfield
Crestline
Galion
Bucyrus
Marion
Delaware
Columbus
Springfield
Urbana
Piqua
Troy
Dayton
Middletown
Hamilton
Cincinnati
Lawrenceburg
Aurora
Indianapolis
Shelbyville
Greenfield
Knightstown
Richmond
Connersville
Greensburg
Shelbyville
Seymour
Columbus
North Vernon
Madison
Jeffersonville
New Albany
Louisville
Lebanon
Danville Jc.
Greensburg
Somerset
Glasgow
Glasgow Jc.
Memphis Jc.
Gallatin
Nashville
McMinnville
Columbia
Lebanon Jc.
Cecilian Jc.
Owensboro
Rockport
Lincoln
Princeton
Evansville
Henderson
Guthrie
Cumberland
Jackson
Humboldt
Martin
Fulton
McKenzie
Rives
Union City
Dresden
Trenton
Martin
Paducah
Columbus
Cairo
Charleston
Sikeston
Cape Girardeau
Thebes
Chester
Belleville
Centralia
Effingham
Mattoon
Champaign
Danville
Clinton
Decatur
Pana
Taylorville
Litchfield
Jacksonville
Springfield
Peoria
Pekin
Havana
Bloomington
Gilson Cy.
El Paso
Pontiac
Streator
Ottawa
La Salle
Joliet
Aurora
Elgin
Geneva
Rockford
Freeport
Dubuque
Clinton
Davenport
Rock Island
Moline
Galesburg
Quincy
Hannibal
Keokuk
Burlington
Mendota
Rochelle
Belvidere
Janesville
Beloit
Kenosha
Racine
Milwaukee
Waukesha
Elkhorn
Howard Cy.
Muskegon
Grand Haven
Holland
Saugatuck
South Bend
Elkhart
Plymouth
Warsaw
Ft. Wayne
Kendallville
Auburn
Butler
Waterloo
Angola
Hornellsville
Corning
Elmira
Waverly
Sayre
Towanda
Binghamton
Owego
Ithaca
Watkins
Geneva
Penn Yan
Canandaigua
Rochester
Niagara Falls
Lockport
Tonawanda
Batavia
Attica
Oneida
Syracuse
Auburn
Cortland
Sidney Plns
Coopers T.
Schenectady
Albany
Troy
Saratoga Spgs.
Rondout
Stamford
Hudson
Newburgh
Middletown
Port Jervis
Lackawaxen
Honesdale
Carbondale
Scranton
Wilkesbarre
Pittston
Stroudsburg
Mauch Chunk
Phillipsburg
Easton
Bethlehem
Allentown
Reading
Lebanon
Harrisburg
Lewistown Jct.
Mifflin
Lewistown
Tyrone
Altoona
Hollidaysburg
Bellefonte
Williamsport
Lock Haven
Renovo
Emporium
Kane
Ridgway
Brockway
Sligo
Punxsutawney
Red Bank
Kittanning
Ford City
Parker
Butler
Foxburg
Clarion
Titusville
Meadville
Conneaut
Ashtabula
Geneva
Painesville
Cleveland
Akron

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	INTEREST OR DIVIDENDS. Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Peoria & Pekin Union—1st mortgage, gold....c	20	1881	$1,000	$1,495,000	6 g.	Q.—F.	N. Y., Central Trust Co.	Feb. 1, 1921
2d mortgage, gold....c	20	1881	1,000	1,499,000	4½g.	M. & N.	do do	Feb. 1, 1921
Peoria & St. Louis—1st M., gold, $20,000 p. m...c*	....	1896	100	50,000	5 g.	F. & A.	N. Y., Knickerbock. Tr.	Aug. 1, 1936
Pere Marquette—Common stock, $16,000,000....	....	....	100	14,145,500	.....	.....	.....	.....
Preferred, 4 per cent, non-cum., $12,000,000....	....	....	100	10,162,200	.....	.....	.....	.....
Grand Rapids Newaygo & Lake Sh. 1st M. 2d Div.	10	1875	500 &c.	19,000	7	J. & D.	N. Y., Un. Tr. & Boston.	June 1, 1905
Chic. & West Mich. general mort. ($12,000 p.m.) .c*	488	1881	1,000	5,758,000	5	J. & D.	do do	Dec. 1, 1921
D. Gr. R. & W., 1st cons. (now 1st) M., law. m.c*	350	1897	500 &c.	5,379,000	4	A. & O.	2d Nat. Bank, Boston.	Apr. 1, 1946
Holly Wayne & Monroe 1st mortgage, assumed..c	65	1871	1,000	1,000,000	8	J. & J.	N. Y., Merchants' N.Bk.	Jan. 1, 1901
do do extended (text).....	Text	1871	1,000	Text.	4	J. & J.	.....	Jan. 1, 1921
Flint & Pere Marq'tte mortgage 6s of 1920, gold.c	281	1880	1,000	3,999,000	6 g.	A. & O.	N. Y., Mer. Ex. Nat. Bk.	Oct. 1, 1920
Consol. M., ($10,000,000) $20,000 p.m., g. Ce. c'	395	1889	1,000	2,600,000	5 g.	M. & N.	do do	May 1, 1939
F. & P. M. 1st M. Pt. H. Div. ($3,500,000), g..Ce.c*	235	1889	1,000	3,325,000	5 g.	A. & O.	do do	Apr. 1, 1939
Toledo Div. 1st M., $400,000, gold, IB.....c*	19	1897	1,000	400,000	5 g.	J. & J.	Intern'l Tr.Co., Boston.	July 1, 1937
Ch. & No. Mich. 1st M., gu., p. & i. end by Ch. & W.M.c'	93	1891	1,000	1,667,000	5	M. & N.	Bos., Nat. Webster Bk.	May 1, 1931
Mich. Equip. Co. 1st M., gu. p. & i., s.f. red. at 100.r.	....	1892	1,000	227,000	6	J. & D.	Boston.	June 1, 1902
Western Equipment Co.	....	....	.....	128,000	6	A. & O.	.....	Apr. 1, 1909
Ch. & W.M. coupon scrip Jan. 1, 1899—V. 59, p. 737	....	1894-7	.....	663,622	5	Semi-an	.....	1904-7
Pere Marq. Transportat'n Co., gold, p. & i. guar	....	1897	1,000	160,000	6 g.	J. & J.	N. Y., Mer. Ex. Nat. Bk.	$20,000 y'rly
Perkiomen—1st M., ser. I (1st l'n) gold, gu. p. & i.c*	38·5	1888	100 &c.	799,600	5 g.	Q.—J.	Phila. Reading Ter. Bld.	Jan. 1, 1918
1st M., ser. 2 (2d l'n) gold, guar. p. & i. (end.)..c*	38·5	1888	1,000	1,125,000	5 g.	Q.—J.	do do	Jan. 1, 1918
Peterborough RR.—Stock (rental 4 per cent)	....	....	100	385,000	4	A. & O.	Nashua, N. H.	Apr., 1900, 2%
Phil. & Balt. Cent.—1st M. $2,500,000, $1,200,000 4½s	73	1881	1,000	2,200,000	4½ & 5	M. & N.	Phila., Penn. RR. Co.	Nov. 1, 1911
Phila. & Ches. V.—1st M., pf., old 5s, red. '96, g..c*	....	1888	500	280,510	4 g.	A. & O.	Philadelphia.	Apr. 1, 1938
1st m., old 4s, not pref., int. reduced in '96, g..c*	....	1888	500	100,000	3 g.	A. & O.	do do	Apr. 1, 1938
Phila. & Erie—Common stock ($10,000,000 author.)	287	....	50	7,985,000	.....	. ...	Phila., Broad St. Stat'n.	Mch. 1, 1894
Preferred stock, 7 per cent, special.....	287	....	50	2,400,000	4 in 1898	Yearly.	Phila., Broad St. Stat'n.	Dec. 31, '98, 4%
Gen. M. (now 1st) gold, guar. p. & i. by Pa. RR..c	287	1869	1,000	8,680,000	6 g.	J. & J.	do and London.	July 1, 1920
do do ($5,263,000 are 5s).....	287	1869	1,000	11,143,000	4 g. & 5 g.	A. & O.	Phila., Broad St. Stat'n.	July 1, 1920
Phila. & Frankford—1st M., $500,000, gu. GuP.c*	....	1892	1,000	497,000	4 g.	F. & A	Phila., Comp'y's office.	Aug. 1, 1922
Phila. Germ. & Chestnut Hill—1st M., gu. by Pa. Ry.r	7	1883	1,000	1,000,000	4½	M. & N.	Phila., Broad St. Stat'n.	May 1, 1913
Consolidated mortgage, gold.....c*	14	1894	1,000	263,000	4½g.	M. & N.	do do	Nov. 1, 1944
Phila. Germ. & Norrist'n—Stock rental., P. & R. Ry.	29	....	50	2,246,900	12	Q.—M.	Phila., 132 So. 3d St.	Mar. 4, '00, 3%
Phila. Harrisburg & Pittsburg—1st mort., gold..c*&r	44	1890	1,000	2,000,000	5 g.	A & O15	Phila., Comp'y's office.	Oct. 15, 1925
Phil. Newt'n & N. Y.—1st M., gold (see text) .... c*	22	1892	1,000	1,417,000	See text.	A. & O.	do do	Oct. 1, 1942

Peoria & Eastern Ry.—*(See Map Clev. Cin. Chic. & St. Louis.)*—Owns from Pekin, Ill., to Indianapolis, Ind., 202 miles, and has a lien of $5,000,000 on Springfield Division, Indianapolis to Springfield, Ohio, 141 miles; trackage, Pekin to Peoria, 9; total operated, 352 miles.

LEASE, ETC.—Formerly Ohio Indiana & Western, sold in foreclosure in 1890, reorganized per V. 49, p. 616, and leased till Apr. 1, 1940, to Cleveland Cincinnati Ch. & St. L., which guarantees interest, but not principal, of the first consols and the underlying bonds, and owns one-half the $10,000,000 stock, par $100. See SUPPLEMENT of Jan., 1894, as to provisions respecting any surplus over charges.

BONDS.—See abstracts of mortgages of 1890 in V. 51, p. 246 and of O. Ind. & Western mortgage, V. 47, p. 201.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-00 ...Gross, $1,564,222; net, $533,324. 1898-99....Gross, 1,261,390; net, 297,582. Surp. over 8 mos.' charges, $233,324 in 1899-0, agst. $3,385 in '98-9.

ANNUAL REPORT.—For 1898-99 see lessee's report V. 69, p, 603.

Year end. June 30.	*Gross.*	*Net.*	*Interest, etc.*	*Balance.*
1898-9.....	$1,903,217	$453,839	$441,370	sur. $12,469
1897-8.....	1,883,107	456,782	441,620	sur. 15,162

—V. 61, p. *567, 568*; V. 63, p. **556**; V. 67, p. **425**, 530; V, 69, p. 492.

Peoria & Pekin Terminal Ry.—See STREET RAILWAY SUPP'T.

Peoria & Pekin Union Ry.—Owns Pekin to Peoria, on both sides of Illinois River, and yards at and opposite Peoria. Mileage main track, 16·55; second main track, 8·92; total main track, 25·47 miles. Mileage of side and yard tracks, 47·62. Capital stock, $1,000,000. Owned by the Cleveland Cincinnati Chicago & St. Louis, Chicago Peoria & St. Louis, Peoria Decatur & Evansville, Lake Erie & Western and Toledo Peoria & Western companies. Dividends 1895-1899, 6 p c. per annum. Earnings for year 1898-99, gross, $736,009; net, $375,633; charges, $266,606; dividends, $60,000; balance, surplus, $49,027. In 1897-8, gross, $686,848; net, $352,120.—V. 60, p. **521**; V. 70, p. 584.

Peoria & St. Louis Ry.—In April, 1900, partially constructed from Springfield to Peoria, Ill., about 55 miles, and it was reported would be completed in 1900. See V. 69, p. 81. Incorporated July 24, 1896. First mortgage is for $1,100,000 bonds to be issued at not exceeding $20,000 per mile. V. 64, p. 755. Mortgage trustee was Robert Maclay. Stock outstanding, April, 1900, $50,000. President, Turney English; Sec., T. W. S. Kidd. V. 69, p. 81.

Pere Marquette RR.—Operates a network of lines lying chiefly in Michigan, the eastern termini being at Toledo, O., Detroit, Mich and Port Huron, Mich. (connecting there with the Grand Trunk Ry.), and the western termini at La Crosse, Ind. [through parlor cars also running to Chicago, Ill.], and at Grand Haven, Ludington, Muskegon, Manistee in Michigan, on Lake Michigan. One line extends northerly from Grand Rapids, via Traverse City to Bay View.

Lines owned in fee.	*Miles.*		*Miles.*
Alexis (near Toledo) to Ludington on Lake Michigan..	268	*Trackage*, etc., Ann Arbor RR. into Toledo.....	6·6
La Crosse, Ind. to Bay View, Mich.....	394	Sparta to Sheriden.....	34
West Detroit to G'nd Rapids, Mich.....	147	Other.....	23
Port Huron to Muskegon....	240	*Leased* (G. R. Beld. & Sag.)—Freeport to Belding.....	29½
Pt. Huron to Sand Beach, etc.	110	Total operated, about.....	2,412
Other lines, spurs, etc.....	613·4	Spurs, about.....	200

Also owns car ferries Milwaukee to Muskegon, and Ludington and Manistee to Milwaukee, etc., forming part of a short line from St. Paul to tidewater, opened Jan., 1897, and four steamers valued at $443,564.

ORGANIZATION.—Incorporated Nov. 1, 1899, as a consolidation of Chicago & West Michigan Ry., Detroit Grand Rapids & Western RR. and Flint & Pere Marquette RR., per plan in V. 68, p. 1024, 1181. The Saginaw Tuscola & Huron RR., Saginaw to Bad Axe, Mich, 67 miles, was purchased and transferred Feb. 1, 1900.—V. 70, p. 280.

STOCK.—Authorized issue $16,000,000 common and $12,000,000 4 p. c. non-cum. pref. (to be subject to increase only with the consent of a majority of each class of stock).

BONDS.—The $24,811,465 bonds and $533,000 equipment obligations of the three companies are not to be disturbed for the present. In Jan., 1900, a four per cent consolidated mortgage had been authorized by the stockholders, but not yet created.

In April, 1900, $1,000,000 four per cent 20-year extended Holly Wayne & Monroe bonds were sold to retire the $1,000,000 8s maturing Jan. 1, 1901, reducing the charges $40,000 yearly. V 70, p. 792.

LATEST EARNINGS.—1 mo., Jan. 1 to Jan. 31. 1900..Gross, $596,332; net, $128,201. 1899..Gross, 513,710; net, 82,644.

EARNINGS.—The combined earnings of the three properties were:

Year ending Dec. 31—	1899.	1898.	1897.
Total gross earnings.....	$7,202,373	$6,5?5,247	$5,757,460
Net earnings over taxes.....	1,624,255	11,587,456	11,421,050
Other income.....		17,625	7,876
Total net income	$1,624,255	$1,60?,081	$1,428,926
Charges.....	1,275,343	$1,308,674	$1,292,380
Balance, surplus, for year.....	348,912	$296,?97	$136,546

OFFICERS.—Chairman of Board, W. W. Crapo; President, Charles M. Heald; Sec. and Treas., Charles Merriam; Comptroller, C. H. Potter, Jr.—V. 70, p. 39, 76, 176, 280, 792.

Perkiomen RR.—Owns from Perkiomen Junction, Pa., to Emaus Junction, Pa., 38·3 miles. Stock, $37,500, f. p.; par $50. Reorganized in 1887. There is due Reading Company on loan account about $759,000. Total current liabilities June 30, 1899, $878,725. In year 1898-99, gross, $302,239; net, $148,775; int., etc., $101,426.

Peterborough RR.—Wilton to Greenfield, N. H., 10½ miles. Leased April 1, 1893, to Boston & Lowell for 93 years at 4 p. c. on stock and expenses. Capital stock $385,000; par, $100; div., A. O.

Petersburg RR.—See Atlantic Coast Line Co. of Virginia.

Philadelphia & Baltimore Central RR.—West Phila. to Octoraro Jc., Md., 63 miles; Wawa to West Chester, Pa., 9 m. (double track, 13 m.); branch, 2 m.; leased, Chester Creek RR., 7 m. Phila. Wilmington & Baltimore Railroad holds $2,497,100 of the $2,499,286 stock, and road is a part of Pennsylvania system. Fiscal year ends Oct. 31. For 1898-99, gross earnings, $854,874; net, $118,387; int. on deposits, etc., $22,287; def. under charges, $27,496.

Philadelphia & Chester Valley RR.—Road from Bridgeport to Downington, Pa., 22 miles. Chartered in 1888. Capital stock (par $50) is, common, $550,000; preferred, $205,100; total, $755,100, of which Reading Company owns $454,450 common and $205,100 preferred, of which $450,000 common and $205,100 preferred are deposited under its general mortgage of 1897. Current liabilities June 30, 1899, $97,206.

The Reading "Company" guarantees by endorsement principal and interest of the bonds, with interest reduced. See V. 63, p. 1064.

Philadelphia & Erie RR.—*(See Map Pennsylvania RR.)*—ROAD—Owns Sunbury to Erie, Pa., 287 miles—double track, 76 miles.

ORGANIZATION, LEASE, &C.—Formerly Sunbury & Erie. Leased to Pennsylvania RR. Co. for 999 years, and actual net receipts paid as rental. Pennsylvania RR. owned Dec. 31, 1899, $3,499,800 common and $2,400,000 special stock and $3,944,000 general mortgage bonds, and city of Philadelphia (sinking fund) $2,250,000 common stock.

DIVIDENDS.—On common in 1892, 2 p. c.; 1894, 2 p. c. On preferred "special," 1888-93, 7 p. c. yearly; 1894 to '97, 1897, 2 p.c.; 1898, 4 p. c.

EARNINGS.—2 mos., Jan. 1 to Feb. 28. 1900.....Gross, $718,818; net, $172,070. 1899.....Gross, 523,402; net, 37,257.

ANNUAL REPORT.—Report for 1899 was given in V. 70, p. 427.

Year end. Dec. 31—	1899.	1898.	1897.	1896.
Gross earnings.....	$5,348,029	$4,574,443	$4,601,257	$4,512,511
Total net income.....	1,664,234	1,317,919	1,235,187	1,231,996
Interest on debt.....	1,019,150	1,019,150	1,047,470	1,047,470
Interest on special stock.	96,000	96,000	48,000	.....
Interest on equipm't, &c.	447,864	200,454	125,564	176,962
Balance.....	sr. $101,220	sur. $2,315	sr. $14,153	sur. $7,564

—(V. 65, p. 572; V. 66, p. 385, **468**; V. 68, p. **425**; V. 70, p. **427**, 532.)

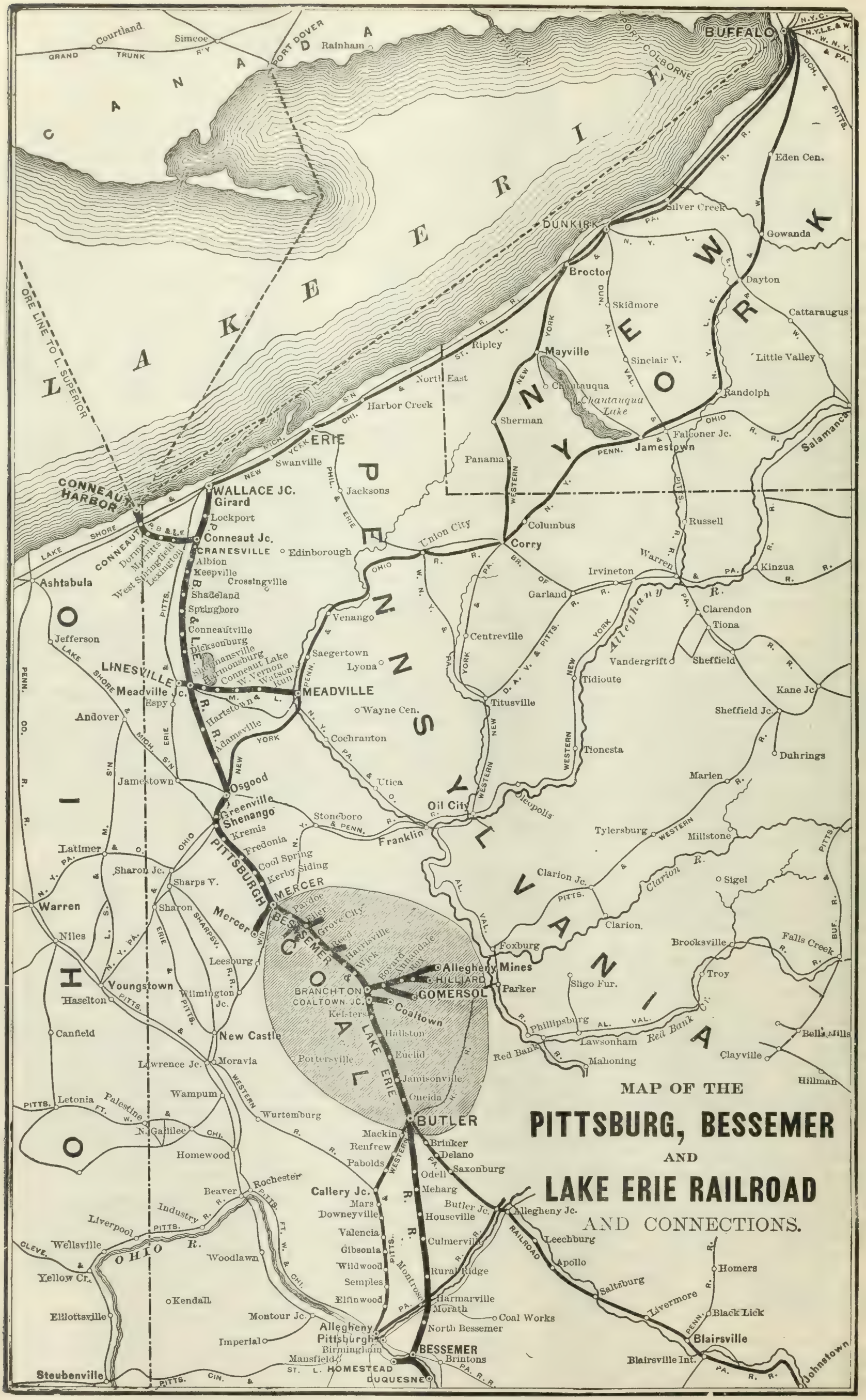
Philadelphia & Frankford RR.—Owns from Crescentville to Frankford, Pa., 2·6 miles. The $500,000 stock, $498,950 is owned by Reading Company and deposited under its mortgage of 1896. In 1898 interest on bonds reduced from 5 to 4 per cent, principal and interest being guaranteed by Reading Co. V. 67, p. 1358, 1357.

Philadelphia Germantown & Chestnut Hill RR.—In Philadelphia from Germantown Junc., on Connecting Railway, to Chestnut Hill, 7 miles; branches, 7 miles. From May 1, 1883, leased for 30 years to the Pennsylvania Railroad Co., which guarantees principal and interest on bonds, and Jan. 1, 1899, owned $1,262,750 of $1,263,000 outstanding stock and all the $263,000 outstanding consol. mort. bonds. Authorized stock $2,000,000 (par, $50). Of the consol. mortgage for $2,000,000, $1,000,000 reserved to retire firsts of 1883. (V. 59, p. 880.)

Philadelphia Germantown & Norristown RR.—Phila., Pa., to Norristown and Germantown, Pa., 20½ miles; second track, 20 miles; total track, 99 m.; Plymouth RR., 9 miles. Leased November 10, 1870, to Philadelphia & Reading Railroad for 999 years at a rental of $269,623 and $8,000 yearly for organization expenses. Dividends are 3 per cent quarterly (12 per annum), but in March and September, 1893, only 2½ p. c. each was paid on account of certain losses. Lease assumed in 1896 by Phila. & Reading Railway.

Philadelphia Harrisburg & Pittsburg RR.—Owns from Harrisburg, Pa., to Shippensburg, on the Western Maryland Railroad. 47 miles; sidings and laterals 12 miles. Leased October 15, 1890 for 999 years at 5 p. c. on stock, interest on bonds, taxes and expenses to the Philadelphia & Reading *RR.*, which by endorsement on each guaranteed the bonds, principal and interest. Lease assumed in 1896 by Philadelphia & Reading Railway. Stock, $2,000,000 (par, $50), owned by Reading Co., of which $1,995,000, along with $1,472,000 of the bonds also owned by the Reading Company are deposited under its general mortgage of 1897. Mortgage is for $2,000,000.

Philadelphia Newtown & New York RR.—ROAD—Philadelphia to Newtown, Pa., 21 miles; branch 1 mile. Capital stock—common, $1,225,000; preferred, $400,000; par, $50. Of the bonds, $849,100 (with coupons only partly paid—see V. 64, p. 331), are owned by the Reading Co. and deposited under its general mortgage of 1897. In October, 1898, interest on $507,000 bonds was reduced to 3 per cent, from April 1, 1897, and made a first charge, that on remainder of issue being left at 5 per cent subject to said agreement.—V. 68, p. **773**. Current liabilities June 30, 1899, $272,353.


CANADA
LAKE ERIE
LAKE SUPERIOR
ORE LINE TO L. SUPERIOR
Courtland
Simcoe
GRAND TRUNK R'Y
PORT DOVER
Rainham
CANADA R.
PORT COLBORNE
BUFFALO
N.Y.C.
N.Y.L.E.&W.
W. N.Y. & PA.
ROCH. & PITTS.
Eden Cen.
Silver Creek
DUNKIRK
N. Y. L. & W. R. R.
Gowanda
Brocton
Dayton
Skidmore
DUNK. & AL.
Cattaraugus
Ripley
Mayville
YORK & L. E. R. R.
Sinclair V.
Little Valley
NEW YORK & W. R. R.
North East
Chautauqua
Chautauqua Lake
Randolph
Harbor Creek
Sherman
Falconer Jc.
OHIO & PENN. R. R.
Jamestown
Salamanca
ERIE
Panama
Swanville
CONNEAUT HARBOR
WALLACE JC.
Girard
Jacksons
PHIL. & ERIE
WESTERN N. Y. & PA. R. R.
Lockport
Union City
Columbus
Russell
Conneaut Jc.
CRANESVILLE
Edinborough
Corry
Warren & PA. R.
Kinzua R.
Albion
Keepville
Crossingville
Irvineton
Ashtabula
Shadeland
Springboro
Garland
Clarendon
Tiona
Venango
Conneautville
Centreville
Jefferson
Dicksonburg
Saegertown
Lyona
Vandergrift
Sheffield
Tidioute
LINESVILLE
Meadville Jc.
MEADVILLE
Espy
Titusville
Kane Jc.
Wayne Cen.
Andover
Hartstown
Adamsville
Cochranton
Sheffield Jc.
Tionesta
Duhrings
Jamestown
Osgood
Greenville
Shenango
Kremis
Fredonia
Cool Spring
Kerby Siding
Stoneboro
Franklin
Oil City
Tylersburg
Millstone
Latimer
Sharon Jc.
Sharps V.
PITTSBURGH & MERCER
Clarion Jc.
Clarion R.
Sigel
Warren
Sharon
Mercer
Pardoe
Filer
Grove City
Reed
Harrisville
Wick
Niles
Leesburg
Foxburg
Clarion.
Brooksville
Falls Creek R.
Boyard
Unnandale
Roy
Allegheny Mines
HILLIARD
Youngstown
BRANCHTON
COALTOWN JC.
GOMERSOL
Parker
Troy
Sligo Fur.
Haselton
Wilmington Jc.
Keisters
Coaltown
Phillipsburg
Red Bank R.
Lawsonham
Red Bank
Bell's Mills
Canfield
New Castle
Halliston
Clayville
Lawrence Jc.
Moravia
Euclid
Mahoning
Portersville
Jamisonville
Hillman
Wampum
Oneida
MAP OF THE
Letonia
Palestine
Wurtemburg
BUTLER
PITTSBURG, BESSEMER
Gallilee
Mackin
AND
Homewood
Renfrew
Brinker
Delano
LAKE ERIE RAILROAD
Pabolds
Saxonburg
Odell
Rochester
Beaver
Callery Jc.
Meharg
AND CONNECTIONS.
Industry
Mars
Butler Jc.
Allegheny Jc.
Liverpool
Downeyville
Houseville
Wellsville
Valencia
Culmerville
Leechburg
OHIO R.
Gibsonia
Apollo
Woodlawn
Wildwood
Rural Ridge
Homers
Yellow Cr.
Semples
Saltzburg
Kendall
Elfinwood
Harmarville
Livermore
Black Lick
Elliottsville
Montour Jc.
Morath
Coal Works
Allegheny
Pittsburgh
North Bessemer
Blairsville
Imperial
Birmingham
BESSEMER
Brintons
Blairsville Int.
Mansfield
HOMESTEAD
Steubenville
DUQUESNE
Johnstown

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Philadelphia & Reading Ry.—SEE READING COMPANY.								
Phila. & Trenton—Stock 10 p. c. rental, Penn RR..	27	....	$100	See text.	10	Q.—J.	Phila., Company's Office	Apr.,'00, 2½%
Philadelphia Wilmington & Baltimore—Stock.....	....	....	50	$11,819,350	7 in 1899	J. & J.	Phila., Broad St. Stat'n.	Jan. 2, '00, 4%
Plain bonds, s. fund $20,000 yearly, not drawn..r	....	1880	1,000	1,000,000	5	J. & D.	Phil.Of.;Bost.,Kid.Peab	June 1, 1910
Plain bonds.....r	....	1887	1,000	1,000,000	4	A. & O.	do do	Apr. 1, 1917
Plain bonds.....r	....	1887	1,000	1,000,000	4	M. & N.	Phila., Broad St. Stat'n	Nov. 1, 1922
Plain bonds, gold.....r	....	1891	1,000	930,000	4 g.	J. & J.	do do	Jan. 1, 1926
Plain bonds, gold.....r	....	1892	1,000	1,000,000	4 g.	A. & O.	do do	Oct. 1, 1932
Piedmont & Cumberland—Stock, 5 per cent rental.	....	....	50	650,000	See text.	F. & A.	Check from Co.'s office.	Feb. 1, '00, 2½
1st mortgage, gold, interest rental.....c*	29	1886	1,000	650,000	5 g.	F. & A.	Baltim.,Hambleton&Co	Aug. 1, 1911
Pine Creek—1st M., guar. prin. and interest (end.)r	75	1885	1,000	3,500,000	6	J. & D.	N. Y. Gd. Cent. Station.	Dec. 1, 1932
Pittsburg Bessemer & L. E.—Com., $10,000,000....	....	....	50	10,000,000	.....	.....	.....	.....
Pref. stock, 6 per cent cum., $2,000,000.....	....	....	.....	2,000 000	.....	J. & D.	Check from Co.'s office.	Dec. 1,'99, 3%
Pittsb. Shen. & Lake Erie, 1st mort., gold.....c*	134	1890	1,000	3,000,000	5 g.	A. & O.	N. Y. Central Trust Co.	Oct. 1, 1940
Consol. 1st mortgage, for $4,800,000, gold..c*	151	1893	1,000	800,000	5 g.	J. & J.	do do	July 1, 1943
Pittsb. B. & L. E., consol. M., $10,000,000, g..c*	193	1897	1,000	6,200,000	5 g.	J. & J.	N. Y., U. S. Trust Co.	Jan. 1, 1947
Debentures, gold, $2,000,000. See text. **UPI**...	193	1899	1,000	1,500,000	5 g.	J. & D.	Un. Trust Co., Pittsb'g.	June 1, 1919
Bessemer eq. trust, $75,000, g., ea. July 1. **UPI**.	....	1897	1,000	525,000	6	J. & J.	Un. Trust Co., Pittsb'g.	J'ly 1, 1900-06
Conneaut equip. trust, part due yearly, g...**FPI**	....	1898	1,000	500,000	6	M. & S.	Fid. Tit. & Tr., Pittsb'g.	1900 to 1908
Pittsburg Chartiers & Yough'y—Stock, $1,000,000..	....	....	50	700,000	4 Jan.'00	.....	Pittsburg, Office.	Feb. 15,'00, 4%
1st mortgage.....	16	1882	500 &c.	308,000	6	F. & A.	do do	Feb. 1, 1902
Gen. M. $1,000,000, gold, gu. p.&i. (end.) See text.	16	1892	1,000	316,000	4 g.	A. & O.	do do	Apr. 1, 1932
Pittsburg Cincinnati Chicago & St. Louis—Pref. st'k	1,090	....	100	22,686,560	3 in 1899	M. & S.	N.Y.,Farmers' L'n & Tr.	Feb.14,'00, 2%
Col. & Ind. Cent. 1st M. (Colum. to Ind. & br.).c*	208	1864	1,000	2,631,000	7	J. & J.	N. Y., Union Trust Co.	Nov., 1904
Col. & Indianapolis Central 2d mortgage.....c*	208	1864	1,000	767,000	7	M. & N.	do do	Nov., 1904
Union & Loganspt 1st M. (U'n City to Logans.)c*	93	1865	1,000	715,000	7	A. & O.	do do	Dec., 1905
Chic. St. L. & Pitts. cons. M. ($22,000,000) g...c&r	580	1883	1,000	1,506,000	5 g.	A. & O.	do do	Oct. 1, 1932
Jeff'nville, Mad. & In. 1st M. (s. f. drawn at 110).c	222	1866	1,000	a1,416,000	7	A. & O.	N.Y.,Farmers' L'n & Tr.	Oct. 1, 1906
2d mort., Jeffersonv., Ky., to Indianap. & br'h.c	222	1870	1,000	1,995,000	7	J. & J.	do do	July 1, 1910
Steub. & Ind., 1st mortgage, extended in 1884.r	116	1864	1,000	3,000,000	5	J. & J.	N. Y., Nat'l City Bank.	Jan. 1, 1914
Pitts. C. & St. L., 1st consol. mortgage.....c&r	216	1868	1,000	3,719,000	7	F. & A.	Phila., Broad St.Station	Aug. 1, 1900

a Sinking fund Dec. 31, 1899, held $1,527,000 additional, and $229,000 drawn for sinking fund, but not presented for redemption.

Philadelphia & Reading RR.—See READING COMPANY.

Phila. Reading & New Eng.—See Central New England Ry.

Philadelphia & Trenton RR.—Phila. (Kensington), Pa., to Morrisville, Pa., 23 miles, mostly four-tracked, and branch 3 miles. On Dec. 1, 1871, leased, with the United Cos. of N. J., for 999 years to the Penn. RR. at 10 p. c. on $494,100 stock, the total issue being $1,259,100, the balance being owned by the United RR. of N. J.

Philadelphia Wilmington & Baltimore RR.—*(See Map Penn. RR.)*—Operates from Philadelphia to Washington, D. C., and from Wilmington, Del., to Delmar, Del., with branches as follows:

Lines owned—	*Miles.*		
Philadelphia to Baltimore.....	95	Delaware RR.¶.....	224
(all double track.)		Delaware Md. & Va.¶.....	98
Branches to Delaware City, etc.	23	Baltimore & Potomac ¶.....	93
Lines controlled, leased, etc.—		Other lines (5).....	56
Philadelphia & Balt. Central¶.	80	Total (¶ see this company)...	669

ORGANIZATION.—Penn. RR. owns $10,890,950 stock (mostly purchased in 1881), and controls the operation. The P. W. & B. owns stock in the Cambridge & Seaford, Columbia & Port Deposit, Junction RR., Queen Anne's & Kent, South Chester & Un. RR. of Baltimore, etc. In Feb., 1899, leased Junction RR. of Phila. for 99 years. V. 68, p. 428.

DIVIDENDS. (1868-87 '88 '89 '90 '91 '92 '93 '94 '95 '96 to '99. 1900.
Per cent. (8 yearly. 7 7 6 6 7 7½ 7 6½ 7 Jan.,4
In 1899, Jan., 4 p. c.; July, 3 p. c.; in 1900, Jan., 4 p. c.

BONDS.—All to be secured by any future mortgage; see page 4, SUP. of April. 1895. Mortgages and ground rents 1898, $164,002. The $800,000 six per cent bonds, due Apr. 1, 1900, were retired from the proceeds of the sinking fund.—V. 70, p. 687.

EARNINGS—3 mos., (1899-0.....Gross, $3,539,018; net, $1,017,195
Dec. 1 to Feb. 28. (1898-9. ... Gross, 3,021,218; net, 742,795

ANNUAL REPORT.—Year ends Oct. 31. Prel. report for 1898-99 was in V. 70, p. 74, showing: Gross, $10,392,807; net, $3,153,650; other income, $460,877; interest, taxes, rentals, etc., $2,053,749; dividends, $827,354; extraordinary expenditure fund, $500,000; bal., surplus for year, $233,424. In 1897-98, gross, $9,601,563; net, $2,480,671; other income, $431,128.—V. 70, p. 74, 687.)

Piedmont & Cumberland Ry.—Road from W.V. C. Junction, W. Va., to Cumberland, Md., 29 miles. Formerly leased to the West Virginia Cent. & Pittsb. Ry. till Aug. 1, 1911, for 37 per cent of gross earns., but under new lease of 1899 the West Va. Cent. & Pitts. Ry. will receive all revenues and pay all expenses, 5 per cent interest on bonds and 5 p. c. on stock. V. 69, p. 590, 592. Penn. RR. Co. on Dec. 31, 1898, owned $200,000 of the $650,000 stock—par $50—and also $100,000 bonds. First div., 5 p. c., paid in March, 1894; in 1895, March, 6 p. c.; in 1896, Feb., 6 p. c.; in 1897, Mar., 5 p. c.; in 1898, 4 p. c.; in 1899, April, 2 p. c.; Sept., 2 p. c. Dividends under new lease of 1899 will be 5 per cent yearly. V. 69, p. 492.

Pine Creek Ry.—Owns Stokesdale Junction, on the Fall Brook Road, to Newberry Junction, Pa., 75 miles. ORGANIZATION.—N. Y. Central controls the capital stock and leases the road for 999 years, from May 1, 1899, for $35,000 yearly, payable quarterly, Q.-F., bond interest and taxes.—V. 68, p. 379, 573, 773, 872. The 1st mortgage is guaranteed by the Reading and the New York Central, jointly and severally. See form of guaranty, V. 56, p. 650. Stock, $1,000,000 (par, $50); July 1, 1899, N.Y. Central owned $999,000.—V. 68, p. 573.

Pittsburg Bessemer & Lake Erie RR.—*(See Map.)*—Owns line completed in August, 1897, from Bessemer, near Pittsburg, Pa., to Conneaut Harbor on Lake Erie, and Wallace Junction, Pa., 162 miles; terminal in Erie, etc., Pa., 2 miles; branches, 27 miles; leases Meadville Conneaut Lake & Linesville RR., Linesville to Meadville, 23 miles; trackage, N. Y. Chic. & St. L., to Erie, 13 miles; total, 227 miles.

ORGANIZATION, ETC.—A consolidation Jan. 14, 1897, of the Pittsburg Shenango & Lake Erie and the Butler & Pittsburg. Carries iron ore south and coal north, its contracts with the Carnegie Steel Works and others, it is said, insuring it a tonnage of 4,000,000 tons annually. Rails 100 pounds, maximum grades 30 feet. See further particulars V. 63, p. 1159; V. 65, p. 152. More than one-half of the stock is owned by the new Carnegie Steel Co. organized in 1900.—V. 70, p. 687.

Controls boat line for coal transfer, etc., between Conneaut and Port Dover, Can., 68 miles, and Conneaut & Port Stanley, Can., 58 miles. See V. 60, p. 872, V. 61, p. 241, 795.

STOCK.—Common stock is $10,000,000; par $50. As to pref., see below.

DIVIDENDS.—On pref., 3 p. c. paid Dec. 1, 1899. V. 69, p. 1104.

BONDS.—The old first mortgage of $3,000,000 covers the line from Butler to Wallace Junction, 106 miles, and branches 28 miles. Debentures of 1899 may be called after June 1, 1909, upon company paying ½ per cent for each year of unexpired term.

The P. B. & L. E. mortgage of 1897 is for $10,000,000 (trustee United States Trust Co., N. Y.), covering all the railroad, property, rights and franchises of the consolidated company, including the agreement with the Carnegie Steel Co., Limited, and the Union RR. Co. Of the new bonds $4,800,000 reserved to retire Pittsburg Shenango & Lake Erie bonds. Car trusts Sept. 30, 1898, $1,243,674.

GENERAL FINANCES.—May 5, 1899, authorized an issue of $2,000,000 6 p. c. cum. preferred stock and $2,000,000 5 p. c. debentures, of which $1,500,000, together with the stock, were sold.—V. 68, p. 525, 928, 1133.

EARNINGS.—Jan. 1 to April 14, 1900, 3½ months, gross, $375,770, agst. $240,161. Jan. 1 to Dec. 31, 1899 (12 mos.), gross, $1,807,917; in 1898, $1,311,861; in '97, $643,993. Year to June 30, 1899, gross, $1,437,552; net, $401,891; other income, $2,261; total deductions, $761,284; bal., def., $357,132. Chairman of the Board, Col. S. B. Dick, Meadville, Pa. (V. 69, p. 1104; V. 70, p. 687.)

Pittsburg Chartiers & Youghiogheny Ry.—Owns from Chartiers to Beechmont, 16 m.; trackage (Chartiers Ry.), 1 m.; 17 miles in all. STOCK authorized, $1,000,000; par, $50; outstanding, $700,000, owned jointly by guarantors mentioned below. DIVIDENDS—In 1895, 4 p. c.; in 1896, 11 p. c.; in 1897, none; in 1898, 7 p. c.; in 1899, Feb., 1 p. c.; in 1900, Feb., 4 p. c. Of the 4s issued, or to be issued, one-half are to be endorsed with the guaranty of the Pitts. Cin. Chicago & St. Louis, the other half with the guaranty of the Pittsburg & Lake Erie. See guaranty, V. 56, p. 650. In year ending Dec. 31, 1899, gross, $187,928; net, $92,803. In 1898 gross, $181,868; net $86,953.

Pittsburg Cincinnati Chicago & St. Louis Ry.—*(See Map.)*—The system, clearly seen on adjoining map, includes:

Lines owned.	*Miles.*	*Lines leased*—Con.—	*Miles.*
Pittsburg, Pa., to Chicago, Ill.	504	Cincinnati Street Con. Ry...	3
Rendcomb Jc. to Anoka Jc...	166	Pitts. Wheeling & Ky.....	28
Bradford Jc. to Indianapolis.	104	Eng. Connecting Ry. in Chic.	2
Indianapolis to Jeffersonville	108	Other lines.....	5
Branches	208	*Operated under their own organization*—	
Total owned	1,090	Pittsburg Chartiers & Youghiogheny Ry.....	18
Trackage—		Cincin. & Musk. Val. RR.....	149
Indianapolis to Kokomo.	55	Waynesburg & Wash. RR....	28
Louisville Bridge, etc.....	5		
Lines leas'd (¶ See these co's.)	*Miles.*		
¶ Chartiers	23		
¶ Little Miami.....	192	Total of all Jan. 1, 1900...	1,596

In Mar., 1900, extension of New Cumberland branch from Kenilworth to Chester, W. Va., was under construction.—V. 70, p. 638.

ORGANIZATION, &C.—Formed in 1890 by consolidation (per terms in V. 50, p. 875) of Chicago St. Louis & Pittsburg, Jeffersonville Madison & Indianapolis, Cincinnati & Richmond and Pittsburg Cin. & St. L. Controlled by Pennsylvania Co. and Pa. RR. Co. through ownership of stock.

CAPITAL STOCK.—The stock authorized is: Common, $45,000,000; preferred, $30,000,000; par, $100. Outstanding Dec. 31, 1899, common, $24,603,927; preferred, $22,686,560. Stock listed to Apr. 16, 1900, common, $24,387,100; preferred, $22,649,200. Suit V. 68, p. 381; V. 69, p. 1248; V. 70, p. 126.

The preferred stock is "non-cumulative and entitled to a dividend of 4 per cent per annum out of the net earnings as declared by the Board, with the right after 3 per cent has been declared on the common to an additional 1 per cent, making 5 per cent in all." After 5 per cent on both common and preferred, the two share pro rata.

DIVIDENDS.—(1891. 1892-93. '94. '95. '96. '97-'98. '99. 1900.
On pref. p. c.—(3 4 yearly. 2 0 2 0 3 Feb., 2

STOCK OF OLD COMPANIES unexchanged Dec. 31, 1899: Pittsb. Cin. & St. L. common, $29,100, Chic. St. Louis & Pittsb., common, $450,217, and preferred, $8,553; Steubenville & Indiana, common, $85,445, and preferred, $5,000; Jeff. M. & I. $5,000.

BONDS.—The *consolidated mortgage* for $75,000,000 (Farmers' Loan & Trust Co. of N.Y. and W. N. Jackson, trustees,) covers the entire property. Sufficient consols are reserved for the purpose of retiring all sectional bonds at maturity, at which time they must be paid off. The remainder are issuable for improvements, additions etc. They are guaranteed unconditionally as to principal and interest by the Pennsylvania Company, in accordance with the vote of its Board of Directors, and are so endorsed. The five series are all equally secured. See adv. CHRONICLE May 21, 1892, and guaranty, V. 56, p. 604.

GENERAL FINANCES.—In 1899 arranged for the issue and sale of consol. 3½s to refund maturing bonds, including $6,863,000 Pitts. Cin. & St. Louis 1st consol. 7s, due Aug. 1, 1900. When the refunding is complete, the amount of outstanding 3½s will be $9,578,000.—V. 70, p. 430

LATEST EARNINGS.—For 2 months ending Feb. 28:

2 months—	*Gross.*	*Net.*	*Charges.*	*Balance.*
1900.....	$3,170,882	$820,610	$573,734	$246,876
1899.....	2,660,301	697,750	530,862	166,888

ANNUAL REPORT.—Report for 1899 in full in V. 70, p. 630, 637.

Year ending Dec. 31.	1899.	1898.	1897.
Miles operated (system proper)	1,151	1,151	1,151
Gross earnings.....	$18,104,426	$16,236,979	$15,144,484
Net earnings.....	$5,043,190	$4,644,089	$4,859,589
Miscellaneous	77,996	46,702	25,171
Total net earnings.....	$5,121,186	$4,690,791	$4,884,760
Interest on bonds.....	2,417,666	2,487,520	2,503,252
Rentals paid.....	133,132	119,854	119,811
Car trusts (including interest).	88,582	32,816	34,052
St. L. V. & T. H. 67 of loss.....	.....	13,451	117,271
Miscellaneous	*770,725	*871,144	*793,404
Dividends on preferred.....	(3½%) 793,998	(1¼%) 340243	.....
Balance, surplus.....	$917,083	$825,763	$1,316,969

* Includes expenses in elevating tracks at Chicago, etc.

—V. 69, p. 646, 795, 1248; V. 70, p. 126, 176, 430, 630, 637.

CONTINUATION OF GRAND RAPIDS AND INDIANA R. R.

MAP OF THE

PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pittsburg Cin. Chic. & St. L.—(Con.)— "A," g.c*		1890	$1,000	$10,000,000	4½ g.	A. & O.	N.Y.,Farmers' L'n & Tr.	Oct. 1, 1940
"B," g.c*		1892	1,000	8,786,000	4½ g.	A. & O.	do do	Apr. 1, 1942
Con. M., $75,000,000, gold, guar. p.& i. "C," g.c*	1,090	1892	1,000	1,379,000	4½ g.	M. & N.	do do	Nov. 1, 1942
(end.) by Pennsylvania Company... "D," g.c*		1895	1,000	4,983,000	4 g.	M. & N.	do do	Nov. 1, 1945
"E," g.c*		1899	1,000	5,859,000	3½ g.	F. & A.	do do	Feb. 1, 1949
Pittsb. Cleve. & Toledo—1st M., gold, int. guar. B.&O..	77	1882	1,000	2,400,000	6 g.	A. & O.	N. Y., Cent. Trust Co.	Oct. 1, 1922
Pittsb. Ft. Wayne & C.—Gen. stk., 7 p. c. guar. Pa. RR.	470	....	100	19,714,286	7	Q.—J.	N. Y., Winslow, L. & Co.	Apr., '00, 1¾%
Guaranteed special imp. stock, 7 p. c. guar. by end	470	1871	100	20,231,250	7	Q.—J.	do do	Apr., '00, 1¾%
1st mortgage, series A to F } Sink. fund, cumula- }	468	1862	500 &c.	5,250,000	7	Various	do do	July 1, 1912
2d do series G to M } tive, not drawn. c* }	468	1862	500 &c.	5,160,000	7	Various	do do	July 1, 1912
3d mortgage	468	1862	500 &c.	2,000,000	7	A. & O.	do do	July 1, 1912
Pittsburg Junction—Stock, common	....	....	50	1,460,000	4 in 1899	M. & S.	.....	Sept. 1,'99, 2%
Preferred ($480,000), 7 per cent, cumulative	....	....	50	480,000	7	October	.....	Sept., '99, 7%
1st mortgage, $1,440,000 gold c*	7	1882	1,000	1,440,000	6 g.	J. & J.	N.Y.,N.City Bk. & Pitts.	July 1, 1922
2d mortgage, for $500,000, gold c*	....	1894	1,000	300,000	5 g.	J. & J.	do do	July 1, 1922
Pitts. Junc. Terminal 1st M., gold, guar. p. & i...	....	....	.....	500,000	5 g.	A. & O.	Pittsburg.	Oct. 1, 1907
Equipment lease warrants, July 1, 1899.....	....	1898	....	616,000	.....	Quar'ly.	.....	Qr. to Apr.,'08
Pittsburg & Lake Erie—Stock.....	....	....	50	4,000,000	10 in '99	F. & A.	Pittsburg, Co.'s Office.	Feb. 1,'00, 5%
1st mortgage, gold c	71	1878	1,000	2,000,000	6 g.	J. & J.	do do	Jan. 1, 1928
2d mortgage, gold, Series A. & B c	71	1889	1,000	2,000,000	5 g.	A. & O.	N. Y., Security & Tr. Co.	Jan. 1, 1928
Pittsburg McK. & Yough.—Stock guar., see text....	....	1884	50	3,959,650	6	J. & J.	N. Y., Union Trust Co.	Jan., 1900, 3%
1st mortgage, guar. by P. & L. E. and L. S. & M. S.c	57	1882	1,000	2,250,000	6	J. & J.	do do	July 1, 1932
2d M., gu. p.&i. (end.) by P. & L. E. and L. S. & M. S.c	57	1884	1,000	900,000	6	J. & J.	do do	July 1, 1934
McKeesport & Belle Vernon, 1st M., gold, assumed	28	1888	1,000	600,000	6 g.	J. & J.	Pittsb'g, Fidelity Tr.Co.	July 1, 1918
Pitts. Ohio Val. & Cin.—1st M. gold, s. f. not drn.c*	15	1890	1,000	290,000	5 g.	A. & O.	Phila., Broad St. Sta	Oct. 1, 1920
Pittsb. Painesville & Fairport—1st M., gold, int. gu.c*	63	1886	1,000	1,000,000	5 g.	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 1916
Terminal mort., interest guar. by Pittsb. & West.	....	1889	1,000	250,000	5	J. & J.	do do	July, 1916
Pittsb. Shawmut & No.—1st M., g., $12,000,000..c*	....	1899	1,000	4,000,000	5 g.	F. & A.	N. Y., Marquand & Co.	Feb. 1, 1949
Pittsburg Shenango & L. E.—See PITTSBURG BESSEMER & LAKE ERIE.								
Pittsburg Virginia & Charleston—Stock ($6,000,000)	77	....	50	3,770,900	6 in 1899	M. & N	Philadelphia Office.	Nov. 1,'99, 3½
Cons. M., g., s. f., not dr'n, series A,.....GP c*	77	1895	1,000	3,431,000	4½ g.	A. & O.	do do	Apr. 1, 1925
Pittsburg & Western—Rec'rs ctfs. July 1, 1899.....	....	....	.....	1,412,800	5 & 6	.....	.....	.....
1st m., ext. in gold, Pittsburg Newcastle & L. E..	30	1878	100 &c.	219,000	4 g.	J. & D.	Allegheny,Pa.,1stN.Bk.	June 1, 1918

Pittsburg Cleveland & Toledo RR.—From Newcastle Junction, Pa., to Akron, O., 77 miles. Stock, $3,000,000 (par $50), of which Balt. & Ohio RR. owns $1,505,000. Leased in July, 1884, for 99 years to Pittsburg & Western. V. 39, p. 607. Description of mortgage, etc. p. 7 SUPPLEMENT of April, 1896.) First consol. mortgage 4½s of 1895 for $1,600,000 in treasury June 30, 1899; bills payable outstanding, $600,400; judgments due B. & O. and P. & W., $180,735; due others, $11,407. In November, 1898, loaned $500,000 to Pitts.& West.—(V. 67, p. 1111.) In Mar., 1900, the B. & O. agreed to purchase, on or before Feb. 1, 1903, the $2,400,000 P. C. & T. 1st 7s (or not less than 70 per cent thereof) at 125 per cent and interest with the option by the bondholders to exchange for new securities under any plan approved by B. & O. prior to that date.—V. 70, p. 632.

EARNINGS.—Year 1898-99, gross, $1,039,848; net, $313,457; interest, taxes, etc., $390,744; balance, deficit, $76,887. In 1897-98, gross, 1,048,302; net, $337,615; in 1899, Jan. 1 to Apr. 14, gross (3½ months), $314,818; in 1899, $251,761. (V. 69, p. 591, 1248; V. 70, p. 633.)

Pittsburg & Eastern RR.—In October, 1897, completed and opened from Mehaffey, Pa., on Beech Creek RR., to Fuller Run, 11 miles. The road is projected to enter Pittsburg over the Pittsburg McKeesport & Youghiogheny RR. In Dec., 1899, acquired by N. Y. Cent. & Hud. Riv. RR. (V. 61, p. 153; V. 70, p. 633.)

Pittsburg Fort Wayne & Chicago Ry.—*(See Map Penn. RR.)*—ROAD.—Owns from Pittsburg, Pa., to Chicago, Ill., and br., 470 miles. Double track, 271 miles, of which part was built in 1893.

LEASE, &C.—Foreclosed Oct. 24, 1861, and reorganized. From July 1, 1869, leased in perpetuity to the Penn. RR.; rental pays interest, sinking fund of debt and 7 per cent on stock. The lessee keeps road in repair and pays taxes and expenses.

CAPITAL STOCK.—The special improvement stock is issued to Pennsylvania RR. for improvements, &c., under article 16 of lease, which provides that the lessor may issue special bonds or stock. See V. 50, p. 139, and wording of endorsement in V. 56, p. 774. The special stock is in all respects subject to the general or prior stock and "to the rights of holders of said general or prior stock to have distributed to them in quarterly instalments an annual dividend fund of $1,380,000 free of all taxes." Guaranteed special stock is issued from time to time for betterments; in 1897, $283,691; in 1898, $335,300; in 1899, $824,907.

BONDS.—The first mortgage is in series of $875,000 each and second mortgage of $860,000. Of the above 1st mortgage bonds, $3,499,582 and of the second mortgage $3,815,482, and $2,780,858 cash, were held in the sinking funds Jan. 1, 1899.

REPORT.—Report for 1898 in V. 69, p. 127, showing loss to lessee, $409,584; loss in '97, $229,911; loss in '96, $587,097.—V. 69, p. 1346.

Pittsburg Junction RR.—See V. 67, p. 688, 788, 954, 1056. In Jan., 1900, the new securities under the B. & O. plan were being delivered. V. 70, p. 77. B. & O. is in control—see V. 69, p. 1063.

Report for 1898-99 was in V. 69, p. 1192.—(V. 70, p. 77.

Pittsburg & Lake Erie RR.—Owns from Pittsburg, Pa., to Youngstown, O., 68 miles; branch lines to Newcastle, Pa., 3 miles; total owned, 71 miles (of which 67 double track); leases Pitts. McKeesport & Yough. (which see), 103 miles: Mahoning State Line RR., 3 miles, and Beaver & Ellwood RR., 3 miles; total operated, 180 miles. Owns $139,850 stock of Pitts. Chartiers & Yough. P. & L. E. is operated in interest of L. S. & Mich. So., which owns $2,675,696 of stock. Real estate mort. Dec. 31, 1899, $162,500.

DIVIDENDS.—	1884-1891.	1892.	1893 to 1899.	1900
Per cent.	6 y'rly.	8	10 yearly.	Feb., 5

ANNUAL REPORT.—For year ending Dec. 31, 1899, gross, $5,875,271; net, $1,585,142; other income, $17,782; interest, $220,000; rental, $472,072; other, $9,504; dividend (10 p. c.), $400,000; bal., surplus, $501,248. In 1898, gross, $5,071,376.—(V. 66, p. 808.)

Pittsburg McKeesport & Youghiogheny RR.—Owns from Pitts. to N. Haven, Pa., 57 m.; McKeesport to Fayette City, Pa., 31 m.; branches, 13 m.; leases 2 m.; total, 103 m., of which 31 m. double track.

LEASE.—Leased to Pittsburg & Lake Erie RR. for 999 years. Rental is 6 per cent on the stock, principal and interest of the Pittsburg McK. & Yough. bonds being guaranteed by Pittsburg & Lake Erie and Lake Shore & Michigan Southern companies, the guaranties being endorsed on the share certificates and bonds. The guaranty of the stock is on the express condition that the holder shall accept par for the same on July 1, 1934. See wording of guaranty in V. 56, p. 774. Stock authorized, $4,000,000; first mtge. bonds authorized, $2,250,000; 2d mtge. bonds authorized, $1,750,000. Profit to lessee in 1899, $1,257, of which one-half was payable to the Lake Shore & Michigan Southern.

Pittsburg Ohio Valley & Cincinnati RR.—Owns road Bellaire, O., to Powhatan, O., 15 miles. Operated for cost by Pennsylvania Company in connection with Cleveland & Pittsburg since Dec. 1, 1892. Stock, authorized, $1,500,000; outstanding, $300,000; par, $50. Trustee of mortgage (for $1,500,000), Fidelity Ins., etc., Co. of Phila. Year ending Dec. 31, 1899, gross, $4,930; def. under oper. exp., $14,297.

Pittsburg Painesville & Fairport RR.—Owns Fairport, O. to Youngstown, etc., O., 53 miles. Operated at cost by Pittsburg & Western, but interest on bonds is guaranteed. In July, 1899, a protective committee, C. J. Lawrence, Chairman, asked deposit of bonds with Mercantile Trust Co. A large majority has been deposited. V. 69, p. 230, 542. Common stock, $800,000; preferred, $250,000 (par, $100) of which in 1892 the Pittsburg & Western purchased all the common and $160,000 preferred. For year ending June 30, 1899, gross, $402,123; net, $107,098; int., taxes, etc., $145,559; balance, deficit, $38,461. In 1897-98, gross, $397,219; net, $124,435. In 1900, Jan. 1 to Apr. 14 (3½ months), gross, $85,140; in 1899, $95,058.—V. 69, p. 230, 542.

Pittsburg Shawmut & Northern RR.—*(See Map.)*—ROAD—To be, when completed, a short route from the bituminous coal fields in Elk and Jefferson counties, Pa., northerly to Macedon on the N. Y. Central & Hudson River RR., thus reaching the New England and Lake markets. Total line, including branches, to aggregate 350 miles. Of the first division, Wayland to Shawmut, Pa., [228 miles] 145 miles were in operation in October, 1899. The remaining 83 miles will be completed during the coming year. Line includes parts of trackage on W. N. Y. & Pa., between Clermont and White House, about 25 m.

ORGANIZATION.—A consolidation in 1899 with proposed extensions of the Central New York & Western and Buffalo St. Mary's & Southwestern RR., with contiguous lines in Western Pennsylvania and New York. The road is operated in connection with 9,814 acres of coal lands in Elk County, Pa., controlled in the same interest, having an annual capacity of 1,000,000 gross tons. The company also proposes to acquire control of additional coal lands in Jefferson County, Pa., having an estimated capacity of 1,000,000 tons.—V. 69, p. 284, 386. Will carry (in addition to bituminous coal) lumber, bark and other forest products, there being a large amount of uncut timber tributary to the road. Several glass factories are located upon the line.

STOCK AND BONDS.—Stock, all common, authorized, $12,000,000; issued, $5,570,000; par $100. Of the bonds (Colonial Trust Co., N. Y., trustee) subject to call at 110 after 1909, $6,000,000 are authorized to purchase the properties consolidated, and for extensions and branches under construction aggregating 228 miles ($4,000,000 of these having been issued to December, 1899), and are further secured by a first mortgage upon the 9,814 acres of coal lands owned by the Shawmut Mining Co., whose stock is owned by the Railroad Co., and has been deposited with the trustee under the mortgage. Of the remaining $6,000,000 bonds $4,000,000 are reserved to extend the line on the south from the Shawmut coal mines to Cool Spring, Jefferson County, with branches in the coal fields of Jefferson, Armstrong and Clearfield counties, and on the north from Wayland to Macedon, with branches, and the balance $2,000,000 are reserved for future requirements. No bonds in excess of $6,000,000 are to be issued until all the stock of the company or companies controlling the coal lands in Jefferson County have been deposited under the mortgage.

EARNINGS.—On the completed portion, 145 miles, the net earnings from Aug. 1 to Jan. 31, 1900, six months, were $146,085. Interest charge for the same period on the $4,000,000 bonds issued, $100,000.

OFFICERS.—President, John Byrne; Vice-President, Henry Marquand; Vice-President and General Counsel, Frank S. Smith; Treasurer, Harry M. Gough; Secretary, Lewis F. Wilson. Office, 160 Broadway.—V. 69, p. 284, 386, 592, 1301.

Pitts. Shenango & Lake Erie.—SEE PITTS. BESSEMER & L. ERIE.

Pittsburg Virginia & Charleston Ry.—From South Pittsburg, Pa., to Brownsville, &c., Pa., 77 miles.

ORGANIZATION.—Operated by Pennsylvania RR., which owned Jan. 1, 1900, $3,382,000 stock, and all the consols. and pays net earnings as rental, the consols. being pledged under "coll. trust of 1883."

DIVIDENDS.—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Per cent...	5	5	3	5	5	5	5	6

EARNINGS.—Year ending Dec. 31, 1898, gross, $1,814,314; net, $767,450; other income, $7,464; fixed charges, $451,760; dividends (5 p. c.)

Pittsburg & Western Ry.—*(See Map of Balt. & Ohio.)*—ROAD—

Lines owned in fee—	*Miles.*
Allegheny, Pa., to N. Sewickly.	46
Rock Point, Pa., to New Castle	11
Frisco to Crowthers.....	6
Callery Junc. to Butler.....	13
3-ft. gauge lines to Jewett, etc.	134
(Double track.....	23)
Elwood Short Line—	
N. Sewickley to Rock Point.	3
Leased and controlled—	*Miles.*
Pitts. Cleve. & Toledo ¶.....	77
Pitts. Painesville & Fairport ¶.	53
Total (¶ see this co.).....	343

RECEIVERSHIP.—On March 2, 1896, President Thomas M. King was appointed receiver. Receiver's certificates (1st series) for $500,000 is subject to lien of first mort. 4s for $10,000,000. A *second series* of certificates for $400,000 was authorized in July, 1897, and made a lien prior to 4s of '89. V. 65, p. 70. The payment of these $400,000 was extended to July 1, 1900, with privilege of paying them off after Jan. 1, 1900. V. 69, p. 181. In Nov., 1898, permission was obtained to borrow $500,000 from the Pitts. Cleve. & Tol. Ry. on 6 per cent certificates, proceeds to be applied for improvements, etc. V.67, p. 1111. In 1898 purchased Ellwood Short Line. V. 66, p. 1090, 1190. On Feb. 21, 1900, William R. Blair was appointed master to sell after six weeks' advertising. V. 70, p. 382. Plan not expected until Fall.

In July, 1899, L. E. & W. sold its large holdings of the 2d mortgage 5s of 1891 to the B.& O.—V 67, p. 789, 843; V. 68, p 282; V. 69, p. 132.

1ST 4S OF 1887.—In Feb., 1900, the B & O. had acquired the greater part of the $10,000,000 first mortgage 4s (mostly originally deposited with J. P. Morgan & Co.—V. 67, p 1264; V. 69, p. 795) which will be held while the P. & W. is being reorganized and will be eventually retired or exchanged for a B. & O. bond.—V. 70, p. 280.

PREFERRED STOCK COMMITTEE.—A. Foster Higgins, John Harsen Rhoades and Charles W. Baker; Knickerbocker Trust Co., depositary. In Oct., 1899, over 87 per cent had been deposited V. 68, p. 1227; V. 69, p. 132, 852, 906, 956; V. 70, p. 382.

MAP OF THE

PITTSBURG, SHAWMUT AND NORTHERN RAILROAD

AND CONNECTIONS.

LAKE ERIE

LAKE ONTARIO

ONTARIO

PENNSYLVANIA

NEW YORK

NEW JERSEY

OHIO

Hamilton, Woodstock, Niagara River, Lewiston, Lockport Jc., Niagara Falls, Clifton, Hagersville, Welland, Simcoe, Canfield, Fort Erie, Buffalo, Tonawanda, Batavia, Albion, Charlotte, Rochester, Honeoye Falls, Leroy, Avon, Attica, R. & P. Jc., Warsaw, Mt. Morris, Arcade, Machias, Dunkirk, Brocton, Dayton, Ashford, Salamanca, Chautauqua, Chautauqua L., Erie, Girard Jc., Conneaut Harbor, Wallace Jc., Jamestown, Cranesville, Corry, Union City, Ashtabula, Linesville, Meadville, Titusville, Warren, Sheffield, Sheffield Jc., Kane, Oil City, Franklin, Shenango, Stoneboro, Mercer, Sharon, Niles, Youngstown, Warren, Clarion Jc., Foxburg, Branchton, New Castle, Lawrence Jc., Leetonia, Butler, Red Bank, Homewood, Callery Jc., Allegheny Jc., Rochester, Wellsville, N. Cumberland, Allegheny, Carnegie, PITTSBURG, Steubenville, Wheeling Jc., Wheeling, Washington, Monongahela City, Youngwood, Greensburg, Manor, Hermitage, Blairsville Int., Blairsville, Indiana, Glen Campbell, Cherry Tree, Irvona, Punxutawney, Grampian, Sligo, Falls Creek, Du Bois, Clearfield, Karthaus, Snow Shoe, Morrisdale, Osceola Jc., Bellefonte, Scotia, Vale, Tyrone, Bellwood, Altoona, Vintondale, Cresson, Newry, Johnstown, Ligonier, Dunlo, Henrietta, Saxton, Robertsdale, Holderbaum, Mt. Etna, Huntingdon, Oreminea, Mount Union, New Germantown, Rockhill, Lewistown, Port Royal, Newport, Duncannon, Marysville, Harrisburg, Lebanon, Reading, Pottstown, Phoenixville, Norristown, Lancaster, Downingtown, PHILADELPHIA, Camden, Williamsport, Lock Haven, Beech Creek, Lewisburg, Watsontown, Northumberland, Sunbury, Selinsgrove, Shenandoah, Mt. Carmel, Pottsville, Tremont, Auburn, Herndon, Brookside, Millersburg, Pine Grove, Barto, Wilkesbarre, Pittston, Scranton, Carbondale, Tunkhannock, Satterfield, Hawley, Lackawaxen, Port Jervis, Eagles Mere, Sonestown, Halls, White Haven, Tomhicken, Hazleton, Mauch Chunk, Pen Argyl, Delaware Water Gap, Tamaqua, Slatington, Nazareth, Easton, Phillipsburg, Bound Brook, Emaus Jc., So. Bethlehem, New Brunswick, South Amboy, Lambertville, Princeton, Jamesburg, Long Branch, Asbury Park, Trenton, Bordentown, Sea Girt, Doylestown, Montrose, Alford, Towanda, Blossburg, Fall Brook, Cross Fork Jc, Hoytville, Ralston, Slate Run, Driftwood, Renovo, Keating, Ansonia, Gaines, Coudersport, Ulysses, Galeton, Tioga, Lawrenceville, Wellsville, Addison, Corning, Elmira, Waverly, Sayre, Great Bend, Hancock, Deposit, Owego, Binghamton, Horse Heads, Van Etten Jc., Watkins, Bath, Arkport, Burns, Stony Brook Glen, Perkinsville, Penn Yan, Canandaigua, Phelps Jc., Newark, Sodus Point, Wallington, Sterling, Central Square, Rome, Canastota, Oneida, Syracuse, Auburn, Union Spgs., Cayuga, Geneva, Stanley, Cortland, Freeville, Ithaca, Trenton Falls, Utica, Herkimer, Richfield Jc., Northville, Saratoga, Ballston, Fonda, Schenectady, Albany, Ravena, Catskill, Phoenicia, Walton, Kingston, Ellenville, Poughkeepsie, Middletown, Montieello, Summitville, Newburg, Fishkill, Greycourt, Deckertown, Franklin, Paterson, Hackensack, Jersey City, Newark, Elizabeth, Brooklyn, NEW YORK, Rahway, Waterloo, Andover, Manunka Chunk, Washington, Catskill, Pheenicia, Deposit, Walton, Kingston, Ellenville, Poughkeepsie, Summitville, Newburg, Fishkill, Middletown, Greycourt, Deckertown, Franklin, Paterson, Hackensack, Jersey City, Newark, Elizabeth, Brooklyn, NEW YORK, Rahway, South Amboy, Jamesburg, Long Branch, Asbury Park, Sea Girt, Trenton, Bordentown, Princeton, Lambertville, New Brunswick, Bound Brook, Phillipsburg, Easton, Nazareth, Slatington, Tamaqua, Pen Argyl, Delaware Water Gap, Hazleton, Tomhicken, White Haven, Watsontown, Lewisburg, Beech Creek, Lock Haven, Williamsport, Halls, Wilkesbarre, Pittston, Scranton, Carbondale, Hawley, Lackawaxen, Port Jervis, Eagles Mere, Sonestown, Tunkhannock, Satterfield, Towanda, Montrose, Alford, Barto, Pottstown, Phoenixville, Norristown, Lancaster, Downingtown, PHILADELPHIA, Camden, Harrisburg, Lebanon, Reading, Marysville, Duncannon, Newport, Port Royal, Lewistown, Millersburg, Pine Grove, Auburn, Pottsville, Tremont, Brookside, Herndon, Mt. Carmel, Shenandoah, Sunbury, Northumberland, Selinsgrove, Mauch Chunk, Tamaqua, Slatington, Nazareth, Easton, Phillipsburg, Bound Brook, Emaus Jc., So. Bethlehem, New Brunswick, South Amboy, Lambertville, Princeton, Jamesburg, Long Branch, Asbury Park, Trenton, Bordentown, Sea Girt, Doylestown, Montrose, Alford, Towanda, Blossburg, Fall Brook, Cross Fork Jc, Hoytville, Ralston, Slate Run, Driftwood, Renovo, Keating, Ansonia, Gaines, Coudersport, Ulysses, Galeton, Tioga, Lawrenceville, Wellsville, Addison, Corning, Elmira, Waverly, Sayre, Great Bend, Hancock, Deposit, Owego, Binghamton, Horse Heads, Van Etten Jc., Watkins, Bath, Arkport, Burns, Stony Brook Glen, Perkinsville, Penn Yan, Canandaigua, Phelps Jc., Newark, Sodus Point, Wallington, Sterling, Central Square, Rome, Canastota, Oneida, Syracuse, Auburn, Union Spgs., Cayuga, Geneva, Stanley, Cortland, Freeville, Ithaca, Trenton Falls, Utica, Herkimer, Richfield Jc., Northville, Saratoga, Ballston, Fonda, Schenectady, Albany, Ravena, Catskill, Phoenicia, Walton, Kingston, Ellenville, Poughkeepsie, Middletown, Montieello, Summitville, Newburg, Fishkill, Greycourt, Deckertown, Franklin, Paterson, Hackensack, Jersey City, Newark, Elizabeth, Brooklyn, NEW YORK, Rahway, Waterloo, Andover, Manunka Chunk, Washington, Erie, Chautauqua, Chautauqua L., Girard Jc., Conneaut Harbor, Wallace Jc., Jamestown, Cranesville, Corry, Union City, Ashtabula, Linesville, Meadville, Titusville, Warren, Sheffield, Sheffield Jc., Kane, Oil City, Franklin, Shenango, Stoneboro, Mercer, Sharon, Niles, Youngstown, Warren, Clarion Jc., Foxburg, Branchton, New Castle, Lawrence Jc., Leetonia, Butler, Red Bank, Homewood, Callery Jc., Allegheny Jc., Rochester, Wellsville, N. Cumberland, Allegheny, Carnegie, PITTSBURG, Steubenville, Wheeling Jc., Wheeling, Washington, Monongahela City, Youngwood, Greensburg, Manor, Hermitage, Blairsville Int., Blairsville, Indiana, Glen Campbell, Cherry Tree, Irvona, Punxutawney, Grampian, Sligo, Falls Creek, Du Bois, Clearfield, Karthaus, Snow Shoe, Morrisdale, Osceola Jc., Bellefonte, Scotia, Vale, Tyrone, Bellwood, Altoona, Vintondale, Cresson, Newry, Johnstown, Ligonier, Dunlo, Henrietta, Saxton, Robertsdale, Holderbaum, Mt. Etna, Huntingdon, Oreminea, Mount Union, New Germantown, Rockhill, Lewistown, Port Royal, Newport, Duncannon, Marysville, Harrisburg, Lebanon, Reading, Pottstown, Phoenixville, Norristown, Lancaster, Downingtown, PHILADELPHIA, Camden, Williamsport, Lock Haven, Beech Creek, Lewisburg, Watsontown, Northumberland, Sunbury, Selinsgrove, Shenandoah, Mt. Carmel, Pottsville, Tremont, Auburn, Herndon, Brookside, Millersburg, Pine Grove, Barto, Wilkesbarre, Pittston, Scranton, Carbondale, Tunkhannock, Satterfield, Hawley, Lackawaxen, Port Jervis, Eagles Mere, Sonestown, Halls, White Haven, Tomhicken, Hazleton, Mauch Chunk, Pen Argyl, Delaware Water Gap

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pittsburg & Western—(Concluded)								
Old Pittsburg & Western 1st mortgage	45	1880	500 &c.	$81,000	6	A. & O.	N. Y., J. P. Morgan & Co.	Oct. 15, 1900
1st (consol.) mortgage for $10,000,000, gold....c*	210	1887	$1,000	9,700,000	4 g.	J. & J.	do do	July 1, 1917
2d mortgage for $3,500,000, gold .....c*	....	1891	1,000	3,500,000	5 g.	M. & N.	Nov., '95, coup. last pd.	May 1, 1941
Foxburg Bridge Co. 1st M., guaranteed by P. & W.	....	1882	.....	100,000	6	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1902
Ellwood Short Line, 1st M., gold, gu. by P. & W.	3	1890	1,000	400,000	5 g.	F. & A.	New York City.	Aug., 1920
Pittsb. Youngst. & Ashtab.—Com. stock, $2,000,000	125	....	50	1,333,342	6 in 1899	M. & S.	N. Y., Farm. L. & Tr. Co.	Mch. 24, '00, 3
Preferred stock, $2,000,000	125	....	50	1,700,000	7 in 1899	M. & S.	N. Y., Far. L. & Tr. Co.	Mch. 24 '00, 3½
Ashtabula & Pittsb. 1st M., Y'ngst'n to Asht.c*&r	62	1878	1,000	1,500,000	6	F. & A.	Phila., Fidelity Tr. Co.	Aug. 1, 1908
Consol. M. (for $4,000,000) s. f. 1 p.c., not dr. F.c*	125	1887	1,000	1,562,000	5	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1927
Pontiac Oxford & Northern—1st M., g., $400,000.c*	100	1896	1,000	400,000	6 g.	J. & J.	N. Y. Merc'le Trust Co.	July 1, 1916
Pt. Jervis Monticello & N.Y.—1st M.,($225,000) gold	42	1894	100 &c.	225,000	4½g.	J. & D.	N. Y., Cent. Trust Co.	June 1, 1944
1st consol. mortgage, ($75,000) gold.....	42	1896	100 &c.	N'e Mch., '00	5 g.	J. & D.	do do	June 1, 1916
Portland & Rochester—See BOSTON & MAINE RR.								
Portland & Rumford Falls.—Stock.....	....	....	100	1,000,000	6 in '99	Q.—M.	Portland, Me.	Mch. 15, '00, 1
Consol., now 1st, mort., $1,000,000, gold..OB.c*	64	1896	1,000	1,000,000	4 g.	M. & N.	Boston, Old Colony Tr.	Nov. 2, 1926
Plain bonds, sinking fund, gold, $350,000 c	....	1897	500 &c.	350,000	4 g.	F. & A.	Boston and Portland.	Aug. 1, 1927
Portland Union Station—1st M., ser. "A&B," guar.	....	1887-9	1,000	300,000	4	J. & J.	Portl'd, Me. & Boston.	Je.'27, Jan.'29
Port Reading.—1st M., g., guar. by old P.&R....c*&r	20	1891	1,000	1,500,000	5 g.	J. & J.	Philadelphia.	Jan. 1, 1941
Potomac Valley—1st M.,$2,000,000, g,guMeBa c*&r	15	1891	1,000	1,100,000	5 g.	J. & J.	Baltimore, Hillen St'n.	Jan. 1, 1941
Potosi & Rio Verde—1st M., $15,000 p. m., s. f.S.c*	40	1898	1,000	400,000	6 g.	A. & O.	N. Y., Co.'s of., 27 Wm.	Oct. 1, 1918
Prosp. Park & C. I.—See STREET RAILWAY SUPPLEMENT (Brooklyn Rapid Transit.)								
Providence & Springfield—1st M. gold.....c	28	1892	1,000	750,000	5 g.	J. & J.	Prov., Union Tr. Co. Bk.	July 1, 1922
Providence & Worcester—Stock (10 per cent rental).	51	....	100	3,500,000	10	Q.—M.	Providence, Office.	Mch. 31, '00, 2½
1st M. (refund'g), cur., $1,500,000. V. 63, p. 1064.c*	51	1897	1,000	1,500,000	4	A. & O.	Prov., R.I. Hosp. Tr. Co.	Oct. 1, 1947
Quakertown & Eastern—1st mort., gold. GuP..c*	15	1897	500	180,000	5 g.	J. & J.	Quakertown, Pa.	Jan. 1, 1927
Queen Anne's.—1st mortgage, $12,000 per mile.	60	1895	1,000	720,000	5	J. & D	.....	1945
Q. O. & K. C. RR.—1st mort., gold, red. at par...c*	134	1897	1,000	250,000	6 g.	J. & D.	N.Y., Gilman, Son & Co.	Sept. 12, 1900
Guar. Tr. ctfs. of dep. for old 1st M. non-pref. 5s.	134	....	1,000	1,446,000	2 4	M.12&8	N.Y., checks mailed.	See text.
Quincy RR. Bridge Co.—Stock, 10 per cent rental.	....	....	100	1,750,000	10	J. & J.	Boston.	Jan. 1, '00, 5%

STOCK.—Common, $8,500,000; preferred, $5,000,000, 5% non-cum.; par, $50. Balt. & Ohio owned June 30, 1898, $6,515,000 com. stock.

BONDS.—For abstract of *first mortgage* (trustee, Mercantile Trust Company) see V. 45, p. 439. Second mortgage for $3,500,000 is a first lien on terminals at Youngstown, O. Of the $3,500,000 seconds given as outstanding, $1,360,000 unsold June 30, 1898, it is understood are pledged for loans. See mortgages, etc., p. 7 SUP'T. of April, 1896.

COUPONS.—Interest on 2d mortgage 5s due May 1, 1896, was not paid. First (consol.) 4s, interest paid regularly, including July 1, 1899.

GENERAL FINANCES.—On June 30, 1899, there were real estate mtges. $308,375; bills payable, $2,003,313; current liabilities, $1,122,916. *Contra:* Advances to subsidiary roads, $1,119,310; materials, etc., on hand, $204,649; current assets, $1,159,156. Car trusts June 30, 1899, $923,531, including interest; receiver's certificates, $472,800 of 6s, and $610,000 of 5s; also $500,000 additional authorized, of which apparently $330,000 then outstanding.

EARNINGS.—7 mos., July 1 to Jan. 31. 1899-0.....Gross, $2,146,104; net, $635,818. 1898-9.....Gross, 1,931,087; net, 555,818

REPORT.—For 1898-99 (V. 69, p. 1244), including leased lines:

To June 30—	*Gross.*	*Net.*	*Int. & taxes.*	*Balance.*
1898-99.....	$3,309,935	$1,075,265	$1,052,951	sur. $22,312
1897-98.....	3,221,406	969,415	1,007,562	def. 38,167
1896-97.....	2,768,507	956,084	1,002,370	def. 46,286

—(V. 69, p. 852, 906, 956, **1244**; V. 70, p. 280, 382.)

Pittsburg Youngstown & Ashtabula RR.—Owns Kenwood, Pa., to Ashtabula Harbor, O., 99 miles; Niles to Alliance Junction, O., 25 miles; Canfield Branch, 1 mile; trackage, 3 miles. Total, 128 miles.

ORGANIZATION.—Leased August 1, 1887, to Pennsylvania *Company*, which Jan. 1, 1899, owned $375,000 common and $1,550,000 preferred stock; rental net earnings. Lease terminable at either's option

DIVIDENDS. Common, p. ct. 1890. 2½; 1891. 3; 1892-95. 6 yearly. 1896. 6½; 1897. 6; 1898. 6; 1899. 6; 1900. Mar., 3. On preferred, 1888 to Mar., 1900, 7 per cent yearly (M. & S.)

BONDS.—Bonds of 1887 are reserved to retire 6s.

EARNINGS.—In year 1898, gross, $1,448,136; net, $441,924; int., $168,100; other charges, $232,251.—(V. 63, p. **26**.)

Plant System.—*(See Map, page 128).*—This system, so-called because of the large interest owned in it by the Plant Investment Co., of which control is held by the estate of the late H. B. Plant, under whose will the executors and trustees have the power during the trust (see V. 69, p. 82) to manage and dispose of it at their discretion. Robert G. Erwin is now President. It unites Charleston, S. C. with Montgomery, Ala., and also with Tampa and other Florida points. The system includes the following roads, described under their own titles, excepting the Brunswick & Western included with Savannah Florida & Western:

	Miles.		*Miles.*
Savannah Florida & Western	1,019	Florida Southern.....	247
Charleston & Savannah.....	159	Sanford & St. Petersburg....	152
Brunswick & Western.....	171	St. Johns & Lake Eustis.....	48
Alabama Midland.....	235		
Silver Springs Ocala & Gulf.	66	Total.....	2,097

—V. 69, p. 82.

Port Angeles Eastern RR.—V. 69, p. 82.

Port Arthur Duluth & Western Ry.—V. 68, p. 1077; V. 69, p. 334.

Port Jervis Monticello & New York RR.—Owns Port Jervis, N. Y., to Monticello, N. Y., 24 miles, and Huguenot to Summitville, 18 miles. Stock authorized, $500,000; outstanding, $409,100; par, $100. June 30, 1898, loans and bills payable, $18,445; car trusts $6,150. In year ending June 30, 1899, gross, $50,143; net, *7,570; charges, $15,583; balance, deficit, $8,013. In March, 1899, sold to a New York syndicate. In April, 1900, the Kingston & Rondout Valley RR., controlled by the same interests, with $500,000 capital stock, was building a line from Ellenville, N. Y., to Kingston, 28 miles. Pres., A. E. Godeffroy, 45 Broadway, New York.—V. 67, p. 275.

Portland & Rochester RR.—Consolidated with Boston & Maine.

Portland & Rumford Falls Ry.—Owns Rumford Jct. to Rumford Falls, 54 miles; branch to Otis Falls, 10 miles; trackage (Maine Central) Rumford to Lewiston, 4 miles; total operated 68 miles. Owns controlling interest in stock of Rumford Falls & Rangely Lakes RR., embracing 31 miles of track.—V. 69, p. 954.

STOCK.—*Dividends*—In 1896, 5 p. c.; in 1897, 4 p. c.; in 1898, 4 p. c.; in 1899, 6 p. c., including 2 p. c. extra in June; in 1900, March, 1 p. c.

ANNUAL REPORT.—Report for 1898-9 was in V. 69, p. 954.

Year—	*Gross.*	*Net.*	*Int., tax., etc.*	*Dividends.*	*Bal., sur.*
1898-99.....	$334,741	$150,475	$61,576 (6)	$60,000	$28,899
1897-98.....	299,045	123,978	66,282 (4)	40,000	17,696

—(V. 65, p. 236, **567**, 685; V. 67, p. **951**; V. 69, p. 954.)

Portland Saco & Portsmouth.—Consol. with Boston & Maine.

Portland Union Station.—Bonds guaranteed jointly by Boston & Maine and Maine Central.

Port Reading RR.—Owns 20 m. of road, completed in Sept. 1892, from Bound Brook, N. J., to Staten Island Sound, where extensive terminals were established. Capital stock authorized $2,000,000—par $100, all owned by Reading Company, $1,555,000 being deposited under its general mortgage of 1897. "Other indebtedness," $110,886 July 1, 1899.—(V. 55, p. 544, 639, 680.)

Portsmouth & Dover RR.—See Boston & Maine.

Potomac Valley RR.—Opened in Sept, 1892, Potomac Valley Junc., Md., to Cherry Run, W. Va., on the B. & O., 14 miles, and from Porters, Pa., to York, Pa., 17 miles; total, 31 miles. Capital stock, $500,000 ($50 shares). Leased to Western Maryland, the bonds of 1941 having principal and interest guaranteed, jointly and severally, by the Western Maryland RR. Co. and the Baltimore & Harrisburg Ry. Co., and being so endorsed. The bonds have a sinking fund of 7-10 of one per cent. Earnings for year ending Sept. 30, 1897: Gross, $146,379; net, $79,729. In 1895 6, net, $91,851. (V. 52, p. 121; V. 66, p. 130.)

Potosi & Rio Verde Ry.—Owns a narrow-gauge road from City of San Luis Potosi, Mexico, to Hacienda Alvarez, 40 miles, completed about July, 1899. Has concessions for 99 years, expiring Nov. 4, 1985, when railroad becomes the property of the Mexican Government. Company is exempt from taxes and import duties for 15 years. Bonds are subject to call at 110 and interest on any interest day. President, Robert S. Towne; Secretary, C. J. Nourse, Jr., 27 William Street, New York.

Prospect Park & Coney Island RR.—See STREET RAILWAY SUPPLEMENT under Brooklyn Rapid Transit Co. V. 69, p. 654.

Providence & Springfield RR.—Providence, R. I., to Douglas, Mass., on the New England main line, 28 miles. Stock is $517,450 (par, $100), mostly owned by the N. Y. New H. & Hart. V. 61, p. 1014. Road leased (terms modified in July, 1896,) to New England RR. till July 1, 1989, at 4 per cent on stock. See V. 63, p. 30, and New England RR. report V. 63, p. 698. The bonds were guaranteed by the N. Y. & New England (since foreclosed).—(V. 63, p. 30.)

Providence & Worcester RR.—Owns from Providence, R. I., to Worcester, Mass., 44 miles, of which 5 miles are owned jointly with Boston & Providence; branches, 7 miles; total owned, 51 miles; From July 1, 1892, leased for 99 years at 10 per cent per annum on the stock to the N. Y. N. H. & Hartford.—(V. 63, p. 1064.)

Quakertown & Eastern RR.—Quakertown to Riegelsville, Pa., 15 miles. Stock, $180,000, all outstanding; par of shares, $50. President, John Jameson; Sec., Henry S. Funk; Treas., James H. Shelby. Office, Quakertown, Pa.

Quebec Central Ry.—V. 68, p. 1077; V. 69, p. 28, 646, 1148.

Quebec & Lake St. John Ry.—V. 69, p. 230; V. 70, p. 231.

Queen Anne's RR.—Queenstown, Md. to Lewes, Del., and Rehoboth Beach on Atlantic Ocean, 60 miles. Pennsylvania tracks used between Lewes and Rehoboth, 6 miles; total, 66 miles. Stock, $720,000. Bonds, 1st 5s, Gdn. Trust & Dep. Co. of Balt., Trustee. Year ending June 30, 1899, gross, $85,552; net, $3,274. In March, 1900, the company intended to change its name to Baltimore & Delaware Breakwater RR. and to ask legislative authority to increase its bonded debt to $30,000 per mile. V. 70, p. 532. President, William H. Bosley, Baltimore; Sec., A. H. Taylor. V. 70, p. 532.

Quincy Carrollton & St. Louis Ry.—Owns Barnett to Columbiana, Ill., 52 miles. Successor in Feb., 1899, to the Litchfield Car. & West RR., sold under foreclosure Nov. 26, 1898 (V. 68, p. 40); V. 68, p. 233. Extensions, it was said, would be made northwest to Quincy and southeast to Vandalia. Stock, $500,000. For 6 months ending June 30, 1899, gross, $22,011; net, $1,951. For year 1897-98 (old Co.), gross, $41,397; net, $4,098; taxes and miscellaneous, $8,102; balance, $4,004. On Jan. 17, 1900, transferred to Dwight C. Morgan, of Dwight, Ill., representing the Chicago & Alton interests. V. 70, p. 176. (V. 68, p. 40, 233; V. 70, p. 176.)

Quincy Omaha & Kansas City RR.—West Quincy to Trenton Mo., 133 miles; trackage (C. B. & Q.), to Quincy, 3 miles.

HISTORY.—Incorporated June 1, 1897, and acquired, from the bondholders' committee representing the non-preferred bonds, the property of the old *Railway* foreclosed, paying therefor $250,000 1st mortgage 6s and $1,500,000 capital stock (which is deposited with the Guaranty Trust Co. of N. Y.). The new company leased its road to the Omaha K. C. & Eastern until Sept. 12, 1900.

YEARLY EARNINGS.— *Gross.*	*Net.*	*Int., taxes, etc.*	*Balance.*
1896-7.....$290,952	$72,646	$127,879	def. $55,233
1895-6 289,741	112,111	24,276	sur. 87,835

—(V. 64, p. 84, 181, 470, 800, 954; V. 65, p. 195; V. 68, p. 773.)

Quincy RR. Bridge Co.—Owns bridge 1·43 miles long over the Mississippi River at Quincy, Ill. Leased Jan. 1, 1869, for 100 years to C. B. & Q. and Hannibal & St. Joseph railroads at annual rental of $175,000, which equals 10 per cent on the stock.

Raleigh & Augusta Air Line RR.—Owns from Raleigh, N. C., to Hamlet, N. C., 97 miles; Hamlet to Gibson, 10 miles; leases Moncure to Pittsboro, 12 miles; total, 119 miles. Raleigh & Gaston has owned $772,200 of the $873,600 stock; par, $100. R. & A. first 6s are endorsed by the Raleigh & Gaston.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Raleigh & Augusta– Raleigh & Gaston—See SEABOARD AIR LINE RY.								
Raritan River Ry.—1st mortgage, gold.....c	18	1889	$1,000	$353,000	5 g.	J. & J	Holland Tr. Co., N. Y.	Jan. 1, 1939
Reading & Columbia—1st mort. (ext. in 1882)...c*	40	1862	100 &c.	650,000	5	M. & S.	Phila., Phil. & Read. RR.	Mch. 1, 1912
2d mortgage, coupon (extended in 1884).....c	40	1864	1,000	350,000	5	J. & D.	do do	June 1, 1904
Debentures.....c	....	1877	1,000	1,000,000	6	J. & D.	.....	Dec. 1, 1917
Reading Company—Common stock, $70,000,000	....	....	50	69,900,000	All stock	in vot'g	trust for 5 years or more.	
1st pref. stock, 4 per cent, non-cum.....	....	....	50	28,000,000	.....	M. & S.	N.Y., J.P.Morgan & Co.	Mch. 8, '00, 1½
2d pref. stock, 4 per cent, non cum.....	....	....	50	42,000,000	.....	.....	.....	.....
Old Phila. & Read. RR. BONDS.								
Delaware River Terminal Pur. Money M., gold.c*	....	1892	1,000	500,000	5 g.	M. & N.	Phila., Guar. Trust.	May 20, 1942
Delaware River Term. Ext. Pur. Mon. M., gold.c*	....	1892	1,000	809,000	5 g.	J. & J.	do do	July 1, 1942
†Bonds and mortgages on real estate.....	....	....	.....	1,074,651	.....	.....	.....	.....
Old Phila. & Read. RR. BONDS ASSUMED BY PHILA. & READ. RAILWAY.					SEE NOTE.			
†1st M., ext. in '60, Philadelphia to Pottsv. $&£.c	94	1843	$ & £	1,512,700	6	J. & J.	Philadelphia & London.	July 1, 1910
†Mortgage loans of 1844, 1848 and 1849.....c	94	1844-9	1,000	954,000	6	J. & J.	Phila., Read. Ter. Bldg.	July 1, 1910
†Mortgage loan of 1857 convertible.....c	....	1857	500 &c.	79,000	4½	J. & J.	do do	July, 1910
†Mortgage loan of 1868, gold, extended in 1893.c	148	1868	1,000	2,696,000	5 g.	A. & O.	do do	Oct. 1, 1933
†Consol. mortgage ($8,162,000 are gold 6s).....c	254	1871	200 &c.	18,811,000	6 g. & 7	J. & D.	Phila., do & London.	June 1, 1911
†Impr't M., g., ext. in 1897. See V. 65, p. 870, g.	325	1873	.....	9,363,000	4 g.	A. & O.	Phila., Read. Ter. Bldg.	Apr. 1, 1947
†Consol. M. of 1882, g., 5s, ext. '97 (V. 65, p.278)c*	327	1882	500&c.	5,673,042	4 g.	M. & S.	do do	Mch. 1, 1937
†Terminal mort, gold. See V. 64, p. 85 .....c*&r	....	1891	1,000	8,500,000	5 g.	Q.—F.	Phila., Prov. Life & Tr.	May 1, 1941
†Mortgages on real estate.....	....	....	.....	619,405	.....	.....	.....	.....
Philadelphia City Subway Loan, guar., $3,000,000	....	1894-8	.....	2,700,000	¶ 3 & 3½	.....	City Treasury.	1904-1923
†P. & R. Coal & I. morts. See list V. 64, p. 619.	....	'72-'84	500 &c.	648,000	5, 6 & 7	Various	Phila., Penn. Co. for Ins.	1900-1904
Coal trust certificates, gold. See V. 65, p. 278.	....	1894	1,000	3,600,000	6 g.	Q.—J.	do do	Apr. 1, 1904
†Col. sink. f gold loan (RR.) red. at 100, ass..c*	....	1892	1,000	1,621,000	5 g.	F. & A.	Phila., Read. Ter. Bldg.	Feb. 1, 1902
Reading Company—								
Gen. M., $135,000,000, g., s.f. not subj. to call..c* &r.	Text.	1897	500 &c.	63,887,000	4 g.	J. & J.	N. Y., J. P. Morgan & Co.	Jan. 1, 1997
Car trusts, $3,600,000, $252,000 s. abeg. 1901..	....	1899	.....	3,600,000	4 g.	J. & J.	Drexel & Co., Phila., Pa.	Jn.'01–J'ly'07

Note.—General mortgage of 1897 requires that the Reading Co. and Reading Coal & Iron Co. shall be responsible for all old bonds marked † above. ¶ Only $16,000 are 3s.

EARNINGS.—Year ending June 30, 1899, gross, $488,599; net, $147,285; other income, $4,167; charges, $102,-80; balance, surplus, $48,572. In 1897-8, gross, $434,522; net, $75,627. Pres., John Skelton Williams, Richmond, Va. (V. 61, p. 751; V. 69, p. 334.)

Raleigh & Gaston RR.—Owns from Raleigh to Weldon, N. C., 98 miles and Louisburg branch, 10 miles.

Control was acquired by Williams syndicate in 1899 and the stockholders voted on Dec. 9, 1899, to authorize the company to absorb by consolidation the Seaboard & Roanoke, etc., composing the Seaboard Air Line, and to increase the stock to $75,000,000. To be part of the new Seaboard Air Line Ry., which see—V. 69, p. 334, 542.

DIVIDENDS.—In 1889, 1890 and 1891, 6; in 1892, 4 p. c.; none since.

EARNINGS.—In year ending June 30, 1899, gross, $720,951; net, $299,458; other income, $78,304; charges, $282,688; balance, surplus, $95,074. In 1897-8, gross, $589,153; net, $234,038. Pres., John Skelton Williams, Richmond, Va.—V. 69, p. 334, 542, 907, 1013, 1248, 1301.

Raritan River Railway.—South Amboy to New Brunswick, N. J., 13 miles; branches, 5 miles; total, 18 miles. Connects at South Amboy with C. RR. of N.J. and Penn. RR. via N. Y. & Long Br. RR, etc. Stock authorized, $1,000,000; issued, $865,000; par, $100. Loans and bills payable Dec. 31, 1899, $29,681. Year ending Dec. 31, 1899, gross, $70,807; net, $23,929; int., taxes, etc., $20,428; surplus, $3,501.—V. 68, p. 573.

Reading & Columbia RR.—Owns from Columbia to Sinking Springs Pa., 40 miles; branches, 14 miles; operates Marietta Junction to Chickies, 6 miles; total operated, 60 miles. Stock, $958,373 (par, $50), of which $788,200, together with $9,500 1st mtge., $35,000 2d mtge. and $1,000,000 debentures, are owned by Reading Company, all except $3,200 stock being deposited under its general mortgage of 1897. Current liabilities June 30, 1899, $1,217,369.

Reading Company—Philadelphia & Reading Ry.—*(See Map.)*—The Philadelphia & Reading Ry. operates in connection with the great anthracite coal properties of the Philadelphia & Reading Coal & Iron Co. in the Schuylkill region, Pennsylvania, a large system of roads centering at Philadelphia and extending thence westerly through the coal fields to Hazelton and Williamsport on the north and Harrisburg, Shippensburg and Gettysburg, in Pennsylvania, on the south, also easterly in New Jersey to Atlantic City, on the Atlantic Ocean, and to tidewater at Port Reading on New York Harbor, viz.:

Lines owned in fee.	*Miles.*
Philadelphia to Mt. Carbon, Pa. etc. (double tracked)....	101
Branches—	
Reading to Harrisburg, Pa..	54
Lebanon to Brookside, Pa...	42
Rockville to Auburn, Pa....	53
Mahanoy City to Pt. Trev... / New Castle to Mahanoy Plain, Pa.....	65
Other lines.....	50
Total (2 tracks 173 miles).	365
Lines leased (See each Co.)	
Colebrookdale RR.	12·8
Pickering Valley RR.....	11·2
East Pennsylvania RR.....	¶35·4
Allentown RR.....	¶4·5
Little Schuylkill Nav. & RR.	¶31·5
Mine Hill & Schuy. Haven..	¶45·8
Mt. Carbon & Pt. Carbon RR.	¶ 2·5
Mill Creek & Mine H. RR....	¶ 3·8
Schuylkill Valley Nav. & RR.	¶11·0
East Mahanoy RR.....	¶10·9
Shamokin Sunbury & L. RR.	¶31·3
Phila. German. & Nor. RR...	¶29·6
Chestnut Hill RR.....	¶ 4·1
Catawissa RR.....	¶103·0
Norristown Junc. RR.....	0·4
North Pennsylvania RR.....	¶86·2
Delaware & Bound B. RR...	¶33·8
Schuylkill & Lehigh RR.....	¶43·9

Leased lines—(Con.)	*Miles.*
Phila. Har. & Pitts. RR.....	¶46·9
Wilmington & North. RR.. ¶	88·4
Phila. & Reading Term. RR.	1·3
Total leased.....	549·9
Lines controlled—(See each Co.)	
Entire stock owned—	
Chester & Delaware RR.....	5·4
Rupert & Bloomsburg.....	1·6
Middlet'n & Hummelst'n RR.	6·4
Tamaqua Hazleton & N. RR.	9·9
Controlled—	
Reading & Columbia RR....	¶39·6
Lebanon & other branches	13·8
Read. Marietta & Han. RR.	6·4
North East Penn. RR.....	¶25·6
Phila. & Chester Valley RR.	¶21·5
Atlantic City RR. & branches, Sea Coast RR., etc	¶159·3
Catasauqua & Fogelsv. RR..	29·5
Camden County RR.....	7·3
Gettysburg & Harrisb Ry...	¶34·1
Perkiomen RR.	¶38·3
Phil. Newtown & N. Y. RR..	¶21·7
Port Reading RR.....	¶19·7
Stony Creek RR.....	10·1
Phil. & Frankford RR ..... ¶	2·6
Bloomsburg Belt Line RR. .	0·4
(¶ See this company.)	
Total controlled.....	541·6

Total system July, 1899 (2d track 446 miles), 1,456·5. The Wilmington & Northern, 88 miles, has been leased for 999 years from Feb. 1, 1900, practically all its stock having been acquired. V. 67, p. 843, 1218; V. 70, p. 126. (¶ See this company.)

ORGANIZATION.—The Philadelphia & Reading RR. (chartered April 4, 1833) and the P. & R. Coal & Iron Co. were sold in foreclosure Sept. 23, 1896, and reorganized per **plan** in V. 61, p. 1109.

In the reorganization the 41 millions of old stock and the 56¾ millions of old preference income bonds were assessed 20 per cent, the stock then receiving 100 per cent in new common and the preference incomes, common and preferred stock in certain proportions.

The "Reading Co." in the reorganization of 1896 acquired the security holdings, real estate, equipment, etc., of the old Phila. & Reading RR. Co.; also $20,000,000 stock and $20,000,000 bonds of the Phila. & Reading Ry. and the $8,000,000 stock of the Coal & Iron Co., and against all this property issues its own securities. See V. 64, p. 709.

The property of the Reading Company, as distinguished from the property of the Phila. & Reading Ry. Co. (which owns the railroad but no equipment), and of the Coal & Iron Co., consists of the following:

Railway equip. leased to Ry. Co. for 8 p. c. yearly.....	$18,110,041
Real estate not appurt. to RR. (ann. revenue ab't $175,000).	16,442,309
Colliers and barges leased to Ry. Co. for $115,000 yearly...	1,450,000
Phila. & Reading Ry. stock $20,000,000 and bonds, $20,000,000 par (annual int. to Reading Co., $1,200,000)....	40,000,000
Phila. & Read. Coal & Iron and Reading Iron stock at par.	9,000,000
Miscellaneous securities at par (in 1896 yielded $765,000).	40,900,483
Morts. and ground rents at par (not under '96-'97 mort.).	265,665
Int. in Phila. & Read'g Coal & Ir. above securities owned..	77,280,349
Claims against other companies, etc.....	4,439,817
Total July 1, 1899. (See V. 69, p. 801).....	$207,888,664

VOTING TRUST, ETC.—All classes of stock of the new company are to be held by voting trustees (J. Pierpont Morgan, Frederic P. Olcott and Henry N. Paul) for five years, and thereafter until 4 per cent cash dividend per annum shall be paid on the first preferred stock for two consecutive years, though the trustees may in their discretion surrender the stock at an earlier date. As to stock privileges see V. 64, p. 709. See copy of **voting trust agreement** V. 64, p. 955, and also SUPPLEMENT of April, 1897, page 5.

DIVIDENDS.—First semi-annual dividend on preferred 1½ p. c., paid March 8, 1900.—V. 70, p. 280.

BONDS.—The *New General Mortgage* 4s (**abstract** V. 64, p. 612) are secured by mortgage and pledge of all properties and securities embraced in the reorganization, and also all other property acquired thereafter by use of the new bonds. They will have a sinking fund out of the revenues from the Coal & Iron Company, but are not subject to compulsory redemption prior to maturity. The new mortgage is also, subject only to the bonds for which reservation is made, based upon properties or securities of all the lines of railroad owned, including the Philadelphia & Reading Railway Company proper, 391 miles; various leasehold lines, 597 miles; all the property of the Coal & Iron Company, or the securities thereof, representing nearly 200,000 acres of coal and timber land; equipment valued at about $12,000,000, and also the marine equipment.

Furthermore, it has a first lien upon a majority of the capital stock of various companies in the system owning 448 miles of railroad, of which 195 miles are leasehold lines included in the 597 miles above stated, and also on bonds of roads in the system (other than the P. & R. Ry. Co.) amounting to $34,265,936 par value. The securities are said to have earned in 1894-95 an income of $585,000, of which $448,000 was received as dividends—list in V. 64, p. 613.

The new mortgage is for $135,000,000, issuable only as follows:

To take up undisturbed bonds of the Reading RR. and Coal & Iron Co.....	$64,631,000
For future construction, equipment, etc., at not over $1,500,000 per annum under stringent provisions.....	20,000,000
Issued at once for reorganization purposes	50,369,000

Improvement mortgage 6 p. c. bonds of 1873 due Oct. 1, 1897, were extended at 4 p. c. for 50 years from April 1, 1897, payable in U. S. gold and guaranteed p. & i. by the Reading Co. V. 64, p. 470; V. 65, p. 516. The *consol* 5s of 1882 for $5,673,042 were also extended at 4 p. c. till Mar. 1, 1937, the Reading Co. and Coal & Iron Co. becoming responsible. See V. 65, p. 870, for contract. V. 65, p. 152, 870.

The *terminal mortgage bonds* are Reading RR. bonds, and are secured by a mortgage upon all the property of the Terminal Co. and by a traffic contract between Reading and the Terminal Co. The trustee is the Provident Life & Trust Co. of Phila. Amount authorized, $8,500,000. See description in V. 64, p. 85 and guaranty V. 60, p. 732.

For *ten-year sinking fund loan* see January, 1895, SUPPLEMENT.

The *coal trust certificates* under agreement of May, 1895, are not redeemable until April, 1904—see V. 63, p. 838 and Jan., 1895, SUPP.

As to *Philadelphia Subway Loan* the receivers were authorized in June, 1894, to pay interest (and principal at maturity) of not exceeding $3,000,000 out of a total issue of $6,000,000 of 3 to 3½ p. c. bonds of City of Philadelphia, to abolish grade crossings. Principal is payable after ten years from date of loan in 20 annual instalments. See V. 58, p. 1110; V. 62, p. 950; V. 63, p. 881.

As to the outstanding old bonds (see V. 64, p. 619), the Reading Company and the Coal & Iron Co. covenant to pay their interest when due and to pay or extend their principal at maturity.

The $3,600,000 car trusts of 1899 cover 2,500 wooden coal cars, 1,000 gondola cars, 30 passenger coaches, 30 locomotives, 500 box freight cars and 200 refrigerator cars, the semi-annual payments being met from the renewal fund.—V. 69, p. 1346.

COAL PROPERTIES.—These aggregate about 194,000 acres, as follows:

Coal lands owned (acres)....	95,144	Timber lands owned (acres)	70,489
Coal lands leased (acres)....	7,429	Iron ore lands (acres).....	21,000

GENERAL FINANCES.—Application to N. Y. Stock Exchange to list general mortgage bonds was given in full in V. 64, p. 709.

In Jan., 1899, listed $1,952,000 additional gen. 4s, of which $452,000 to redeem old bonds and $1,500,000 for improvements—V. 68, p. 188. The first semi-annual dividend on the first preferred was paid Mar. 8, 1900.—V. 70, p. 280.

LATEST EARNINGS.—From July 1 to Feb. 28 (8 months) results were as follows on basis of present charges in both years:

MAP OF THE PHILADELPHIA & READING RAILWAY.

1900.

PENNSYLVANIA

NEW JERSEY

MARYLAND

DELAWARE

VIRGINIA

ATLANTIC OCEAN

DELAWARE BAY

CHESAPEAKE BAY

Wilkes-Barré
Lee
Orangeville
Upper Lehigh
Nescopec
Tombicken L.
Rock Glen
Ecklevs
Basleton
Watsontown
MILTON BR. JC.
NEWBERRY JC.
HALLS
WILLIAMSPORT
CAT.
R. R.
Jersey Shore
Nisbet
Lock Haven
Mill Hall
Keating
Karthaus
Clearfield
Beech Creek
Snow Shoe
Woodland
BIG CH. CREEK
PENN.
Milesburg
Bellefonte
Philipsburg
Osceola
Scotia
Pine Grove Mills
Milroy
Vail
Tyrone
Bellwood
Altoona
Mt. Etna
Huntington
Belleville
Lewistown
Port Royal
Millersburg
Newport
Duncannon
Orbisonia
Roaring Spring
Mt. Union
Henrietta
Saxton
Broad Top
Woodvale
Dry Run
New Germantown
WEST MILTON
Lewisburg
BLOOMSBURG
RUPERT
CAT.
Danville
Northumberland
CATAWISSA
MT. CARMEL
ASHLAND
MAHANOY
LOFTUS
ROAN
Black Cr. Jc.
Mauch Chunk
Lizard Cr.
Saylorsburg
Bangor
Hopatcong Jc.
Buttsville
Belvidere
German Valley
Benders Jc.
Nazareth Jc.
Nazareth
Martins Cr.
Easton
Phillipsburg
Bethlehem
SOUTH BETHLEHEM
ALLENTOWN
Flemington Jc.
Flemington
Somerville
White Haven
Sta. OF
BOUND BROOK
PT. READING
STATEN ID.
Rockaway Beach
Perth Amboy
South Amboy
Sandy Hook
Keyport
Ft. Monmouth
Highlands
Red Bank
Matawan
Jamesburg
Eatontown
Long Branch
Freehold
Farmingdale
Hightstown
TRENTON JC.
TRENTON
Rocky Hill
Lambertville
Delaware R.
Bordentown
Kinkora
Burlington
Lewistown
Manchester
Pemberton
Whitings
Tom's River
Seaside Park
Barnegat
Barnegat City
Barnegat City Jc.
Manahawkin
Atsion
Tuckerton
Beach Haven
Absecon
ATLANTIC CITY
BRIGANTINE BEACH
BRIGANTINE JC.
OCEAN CITY
OCEAN CITY JC.
SEA ISLE CITY
CAPE MAY
Cape May C. H.
Woodbine
Mannmuskin
Bayside
Bivalve
Millville
Vineland
Landisville
Newfield
Elmer
Richland
Bridgeton
Quinton
Salem
Delaware City
Riddleton
Glassboro
Porter
Havre de Grace
Newark
Peach Bottom Sta.
Landenberg
New Freedom
Stewartstown
Hanover
Hanover Jc.
Valley June.
Spring Grove
Porters
Berlin Jc.
GETTYSBURG
ROUND TOP
Mt. Alto Jc.
East Berlin
York
Chambersburg
Richmond
Bedford
Mercersburg
Waynesboro
Highfield
Edgemont
Emmitsburg
Ebbvale
Hagerstown
Rocky Ridge
Bruceville
Cherry Run
Magnolia
Martinsburg
Frederick
Frederick Jc.
Shenandoah Jc.
Harpers Ferry
Weverton
Charlestown
Washington Jc.
Winchester
Round Hill
Strasburg
Potomac River
Emory Grove
Green Spring Jc.
Relay Sta.
Annapolis Jc.
Odenton
Bowie
ANNAPOLIS
WASHINGTON
BALTIMORE
Centerville
Chestertown
Massey
Townsend
Bombay Hook
Smyrna
Clayton
DOVER
Milford
Harrisburg
CARLISLE
CARLISLE JC.
HUNTERS RUN
SHIPPENSBURG
Pine Grove Fur.
NO. 1 ORE BANK
CLEVERSBURG JC.
HUMMELSTOWN
STEELTON
MIDDLETOWN
MANHEIM
MARIETTA JC.
CHICKIES
COLUMBIA
LANCASTER
LANCASTER JC.
MT. HOPE
Adamstown
Elverson
Waynesburg Jc.
Strasburg
Quarryville
Pomeroy
Coatesville
Oxford
Avondale
Cheddsford Jc.
Delta
Octoraro Jc.
SUNBURY & LEW.
HERNDON BR. JC.
Selins Grove Jc.
PORT TREVORTON
SHAMOKIN
CARSON RUN
LOCUST GAP
LOCUST DALE JC.
BIG MINE RUN
GORDON
MINERSVILLE
MAHANOY
GOOD SPR. COLLIERY
GOOD SPRING
BROOKSIDE
EAST FRANKLIN
LINCOLN COL'T
Lykens
TREMONT
LORBERRY JC.
PINE & READ.
PINE GROVE
SCHUYLKILL HAVEN
AUBURN
PORT CLINTON
KUTZTOWN
TOPTON
LEESPORT
MOUNT CARRY
WETZEL
ALBURTIS
GEHMAN
BARTO
RITTENHOUSE GAP
READING
Birdsboro
SINKING SPRING
HIGHS JC.
POTTSTOWN
St. Peters
PHŒNIXVILLE
Elverson
Waynesburg Jc.
PT. KENNEDY LIME KILNS
BYERS
DOWNINGTOWN
WEST CHESTER
Pomeroy
Coatesville
Cheddsford Jc.
Avondale
Oxford
Landenberg
Peach Bottom Sta.
Newark
Delta
Octoraro Jc.
Havre de Grace
Porter
Delaware City
Salem
Quinton
Bridgeton
Townsend
Bombay Hook
Massey
Clayton
Smyrna
DOVER
Milford
Chestertown
Centerville
Cape May C. H.
CAPE MAY
SEA ISLE CITY
OCEAN CITY JC.
OCEAN CITY
TUCKAHOE
Woodbine
Bivalve
Mannmuskin
Bayside
Millville
Vineland
Landisville
Newfield
Elmer
Richland
Bridgeton
Quinton
Salem
Delaware City
Riddleton
Glassboro
Porter
Havre de Grace
Newark
Peach Bottom Sta.
Landenberg
New Freedom
Stewartstown
Hanover
Hanover Jc.
Valley June.
Spring Grove
Porters
Berlin Jc.
GETTYSBURG
ROUND TOP
Mt. Alto Jc.
East Berlin
York
Chambersburg
Richmond
Bedford
Mercersburg
Waynesboro
Highfield
Edgemont
Emmitsburg
Ebbvale
Hagerstown
Rocky Ridge
Bruceville
Cherry Run
Magnolia
Martinsburg
Frederick
Frederick Jc.
Shenandoah Jc.
Harpers Ferry
Weverton
Charlestown
Washington Jc.
Winchester
Round Hill
Strasburg
Potomac River
Emory Grove
Green Spring Jc.
Relay Sta.
Annapolis Jc.
Odenton
Bowie
ANNAPOLIS
WASHINGTON
BALTIMORE
Centerville
Chestertown
Massey
Townsend
Bombay Hook
Smyrna
Clayton
DOVER
Milford
Harrisburg
CARLISLE
CARLISLE JC.
HUNTERS RUN
SHIPPENSBURG
Pine Grove Fur.
NO. 1 ORE BANK
CLEVERSBURG JC.
HUMMELSTOWN
STEELTON
MIDDLETOWN
MANHEIM
MARIETTA JC.
CHICKIES
COLUMBIA
LANCASTER
LANCASTER JC.
MT. HOPE
Adamstown
Elverson
Waynesburg Jc.
Strasburg
Quarryville
Pomeroy
Coatesville
Oxford
Avondale
Cheddsford Jc.
Delta
Octoraro Jc.
SUNBURY & LEW.
HERNDON BR. JC.
Selins Grove Jc.
PORT TREVORTON
SHAMOKIN
CARSON RUN
LOCUST GAP
LOCUST DALE JC.
BIG MINE RUN
GORDON
MINERSVILLE
MAHANOY
GOOD SPR. COLLIERY
GOOD SPRING
BROOKSIDE
EAST FRANKLIN
LINCOLN COL'T
Lykens
TREMONT
LORBERRY JC.
PINE & READ.
PINE GROVE
SCHUYLKILL HAVEN
AUBURN
PORT CLINTON
KUTZTOWN
TOPTON
LEESPORT
MOUNT CARRY
WETZEL
ALBURTIS
GEHMAN
BARTO
RITTENHOUSE GAP
READING
Birdsboro
SINKING SPRING
HIGHS JC.
POTTSTOWN
St. Peters
PHŒNIXVILLE
PT. KENNEDY LIME KILNS
BYERS
DOWNINGTOWN
WEST CHESTER
BRIDGEPORT
CONSHOHOCKEN
Pencoyd
West Falls Sta.
Belmont
PHILADELPHIA
Wawa
Chester
Cla

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Rensselaer & Sara.—Stock, 8p.c.gu.Del.&Hud.)end.)	192	....	$100	$10,000,000	8	J. & J.	N.Y., Del. & H. Canal Co.	Jan., '00, 4%
1st mortgage, consolidated....c*&r	79	1871	1,000	2,000,000	7	M. & N.	do do	May 1, 1921
Richmond Fredericksb. & Potomac—Common stock	....	....	100	1,265,600	7 in 1899	J. & J.	Phila. and Richmond.	Jan. 2, '00, 4%
Dividend obligations (same div. as com. stock)..	....	....	100	1,072,000	7 in 1899	J. & J.	do do	Jan., 1900, 4%
Stock, guar. 7 p. c., except $19,300 guar. 6 p. c..	....	....	100	500,400	7	M. & N.	do do	May, 1900, 3½
1st mortgage, convertible....	82	1856	Various	76,270	5	J. & J.	do do	1901
do coupon bonds due in London....	82	1858	Various	47,248	5	J. & J.	do do	1901
do do do due in U. S....	82	1870	Various	298,000	6	M. & N.	do do	1901
2d mortgage do do	82	'44-66	.....	53,511	5	J. & J.	do do	1901-1902
Consol. mortgage for $2,000,000, gold....c*&r	82	1890	$1,000	500,000	4½g.	A. & O.	N.Y., Phila. or Richm'd.	Apr. 1, 1940
Rich. & Meck.—1st M., $315,000, g. (V. 69, p.391). c	31	1898	1,000	3(8,000	4 g.	M. & N.	J. P. Morgan & Co.	Nov. 1, 1948
Richmond & Petersburg—See Atlantic Coast Line RR. of Virginia.								
Rio Grande Junction—Stock	....	....	100	2,000,000	See text	Jan'ary	New York.	J'n.25'00, 1·96
1st mortgage, gold, guaranteed.....c*	62	1889	1,000	1,850,000	5 g.	J. & D.	N.Y.,Mait.,Coppell& Co	Dec. 1, 193-
Rio Gr. Sierra M. & Pac.—1st M., gold, $20,000 p.m.	156	1897	1,000	2,000,000	6 g.	J. & J.	N. Y. Co.'s office.	July 1, 1917
Rio Grande Southern—Stock, $25,000 per mile.....	180	....	100	4,510,000	.....	.....	.....	.....
1st mortgage, gold, $25,000 per mile, not guaranteed	180	1890	1,000	2,233,000	4 g.	J. & J.	N.Y.,Mait.,Coppell& Co	July 1, 1940
1st mortgage, gold, $25,000 per mile, to be guaranteed	180	1890	1,000	2,277,000	4 g.	J. & J.	do do	July 1, 1940
Rio Grande Western—Com. stock, to be $15,000,000	....	....	100	10,000,000	.....	.....	N. Y., Office, 11 B'way.	Sep. 30,'99, 1%
Preferred stock ($7,500,000 authorized)	645	....	100	6,800,000	5½ in '99	Q.—F.	do do	May 1, '00, 1¼
1st M. limit'd to $15,200,000, g. (V. 69, p. 284). C.c*	436	1889	1,000&c	15,200,000	4 g.	J. & J.	N. Y., State Trust Co.	July 1, 1939
1st consol. mort., red. at par, see text, gold. S..c*	645	1899	1,000	1,500,000	4 g.	A. & O.	N. Y. State Trust Co.	Apr. 1, 1949
Utah Cent. 1st M., $650,000, guar., V. 68, p. 724, g	33	1898	1,000	650,000	4 g.	A. & O.	N. Y., office R. G. W.	Jan. 1, 1918
River Front—Stock, 5 per cent, guar. Penn. RR....	....	....	50	300,000	5	.....	All owned by Penn. RR.	.....
1st mortgage, guar. p. & i. by Penn. RR.....	....	1882	1,000	216,000	4½	M & N.	Phila., Co.'s Office.	May 1, 1912
Debentures.....	....	1893	.....	84,000	4	J.30, D.31	.....	Dec. 31, 1903
Roch. & Genesee Val.—Stock, 6% rental Erie RR.....	18	....	100	555,200	6	J. & J.	N. Y., by Erie RR. Co.	Jan., '00, 3%
Rock Island & Peoria—Stock.....	113	....	100	1,500,000	5	J. & J.	N. Y., Corn Exch. Bank.	Jan. 1'00, 2½%
Consolidated 1st mortgage.....r	113	1885	5,000	450,000	6	J. & J.	do do	July 1, 1925

8 *mos. to* Feb. 28.	—*P. & R. RR.*— *Gross.*	*Net.*	—*Coal & Iron.*— *Gross*	*Net.*	*Read. Co. Net.*	*All Cos. total net*
1899-0...	$17,850,532	$6,703,270	$20,678,389	$1,788,214	$153,499	$8,644,98'
1898-9...	15,359,805	6,434,595	16,636,345	1,008,605	130,725	7,573,925

Charges all Cos. 8 mos., 1899-0..... ....$6,184,000; balance, sur., $2,460,983
do do 1898-9..... 6,049,235; balance, sur., 1 524,690

The Reading System always shows small earnings in the winter months. The largest earnings are in the autumn.

Annual Report.—Fiscal year ends June 30, having been changed in Sept., 1897, from Nov. 30. Report for 1898-9 was given at length in V. 69, p. 792, 798, 904. See also editorial, p. 775.

Years Ending June 30.	1899.	1898.	1897.
Railway company—Receipts..	$23,756.461	$22,685,838	$20,616,264
Expenses (incl. renewals, etc.).	14,634,038	13,085,032	11,717,460
Net earnings.....	$9,122,423	$9,600,806	$8,898.804
Coal & Iron Co.—Receipts.....	$23,643,838	$22,909,553	$21,427,080
Expenses.....	22,742,103	22,433,315	21,331,713
Net earnings.....	$901,735	$476,238	$95,367
Reading Co.—Net income.....	3,358,543	3,526,583	343,320
Net earnings all Cos.....	$13,382,701	$13,603,627	$9,337,491
Fixed charges and taxes.....	12,442,236	12,227,206	9,916,625
Surplus.....	$940,465	$1,376,420	df. $579,134

Officers.—President, Joseph S. Harris; Vice-President, W. R. Taylor; Sec., W. G. Brown; Treas., W. A. Church.—(V. 70 , p. 126, 280.)

Rensselaer & Saratoga RR.—Road.—Embraces 192 miles, viz :

Road owned—	*Miles.*	*Leased (Continued)—*	*Miles.*
Troy to Lake Champlain.....	79	Ft. Edward to Caldwell.....	15
Leased—		Vermont line to Castleton, Vt.	7
Troy to Waterford Junc., etc..	14	Eagle Bridge, N. Y., to Rutland, Vt.....	62
Schenectady to Ballston.....	15		

Lease.—Leased in perpetuity March 1, 1871, to the Delaware & Hudson, which, Dec. 31, 1898, owned $800,000 of stock; rental, 8 per cent on the stock and interest on bonds. Guaranty on stock, V. 56, p. 773.

Year.	*Gross.*	*Net.*	*Int., taxes, etc.*	*Bal., def.*
1898-9.....	$2,458,032	$695,183	$1,029,183	$334,000
1897-8.....	2,448,728	729,235	1,028,547	299,312

—(V. 63, p. 881; V. 67, p. 1054; V. 68, p. 976; V. 69, p. 384, 1061.)

Richmond & Danville.—See Southern Railway Co.

Richmond Fredericksburg & Potomac RR.—Owns from Richmond, Va., to Quantico, 79 miles; James River branch, 3 m.; leases Quantico to Junction, etc., 3 miles, total 85 miles. The dividend obligations carry no voting power. Rich. & Petersb. Connection RR. stock of $140,000 receives 8 p. c. dividends under lease. Atlantic Coast Line Co. owned $675,800 common stock June 1, 1897.

In March, 1900, a change in the former scale system was made in the method of voting, and it was thought that the operation of the road might be taken over by the Pennsylvania and B. & O. with the view of forming with the Penn. line between Washington, D. C., and Quantico, a connecting link for all lines between Washington and the South.—V. 70, p. 633. The guaranteed stock is secured by mortgage. Consols are reserved for prior bonds maturing.

Divs. on stock & div. oblig. p. c.	'88.	'89.	'90.	'91 to '93.	'94.	'95	'96.	'97.	'98.	'99.	1900
	7	7	6½	7 yearly.	6½	7	7	6½	7	7	Jan.,4

Earnings.—8 months, July 1 to Feb. 28. 1899-0.....Gross, $599,571; net, $262,482
1898-9..... Gross, 535,833; net, 200,285

Report.—Report for year end. June 30, 1899, showed gross $898,259; net, $326,057; other income, $22,266; interest, $88,255; dividends, $160,814; balance, surplus, $99,254.—(V. 70, p. 633.)

Richmond & Mecklenburg RR.—Owns road from Keysville, Va., to Clarkesville, Va., 31 miles. Road is leased by South. Ry. Co. for 50 years from Nov. 1, 1898, for interest on bonds. (V. 69, p. 391.)

Stock.—$357,900 (par $100), of which $300,000 owned by So. Ry. Co. For year ending June 30, 1899, gross, $47,437; net, $4,703; other income, $1,501; int., and taxes, $13,341.—V. 68, p. 826.

Richmond Nicholasville Irvine & Beattyville RR.—See Louisville & Atlantic RR.—V. 69, p. 180, 696.

Richmond & Petersburg RR.—See Atlantic Coast Line of Va.

Rio Grande Junction Ry.—Owns road Rifle Creek, Col., to a connection with the Rio Grande Western at Grand Junction, 62 miles. This is a connecting link in the standard-gauge route between Ogden and Denver and Colorado Springs. Leased by Colorado Midland *Railroad* (since foreclosed and reorganized as Colorado Midland *Railway*) and Denver & Rio Grande at 30 per cent of gross earnings, which companies jointly and severally guaranteed the bonds, principal and interest. First dividend, 1898, 80 cts.; in 1899, $1 20; in Jan., 1900, $1 96. For year 1897-8, gross, $387,977; net, $116,393. (V. 66, p. 237.)

Rio Grande Sierra Madre & Pacific RR.—Organized in Mexico in 1896; incorporated in N. Y. State in June, 1897, when completed from Ciudad Juarez via the San Blas Mountains, Lake Guzman, Sabinal and San Pedro mining region, to Casas Grandes, 156 miles. Extension proposed to Guerrero, 156 miles, to meet the Chihuahua & Pacific, and a projected line to Pacific Coast. Capital stock is $3,120,000 ($20,000 per mile) and bonds are authorized at $20,000 per mile, of which $2,000,000 issued for construction to July, 1898 Interest on bonds begins July, 1899. El Paso Southern RR. organized to build El Paso terminals and Rio Grande bridge.

Directors.—President, A. Foster Higgins; Vice President, Edwin D. Morgan; 2d Vice-President, A. Gifford Agnew; Secretary, George Rowland; Treasurer, Solon Humphreys; Sidel Tilghman, John B. Lawrence, Jr., W. Morton Grinnell, Edward M. Shepard and John T. Terry New York offices are at 54 Exch. Place.—V. 64, p. 611, 1138

Rio Grande Southern RR.—*(See Map Denver & Rio Grande.)*—Owns narrow gauge from Dallas (new name Ridgeway), Col., on the Denver & Rio Grande, southerly to Durango, 162 miles, and branches to Telluride and coal fields near Hesperus, 18 miles.

Bonds.—Interest on firsts reduced from 5 per cent to 3 per cent to Jan. 1, 1898, and 4 per cent thereafter. A majority of the stock is owned by D. & R. G. and by it has been placed in trust. See V. 63, p. 404.

Mortgage trustee, Central Trust Co.; abstract, V. 54, p. 163, and application to N. Y. Stock Exchange in V. 54, p. 446. Of the bonds, $2,277,000 owned by the Denver & Rio Grande are to be guaranteed by the latter and sold.—V. 70, p. 791.

Latest Earnings.—8 mos., July 1 to Feb. 28. 1899-0..Gross, $358,404; net, $175,987
1898-9..Gross, 335,838; net, 162,449

For year ending June 30, 1899, gross, $489,326; net, $235,296 other income, $1,940; interest, taxes, etc., $212,642; surplus for year $24,594. In 1897-98, gross, $427,264; net, $197,630. (V. 69, p. 490.)

Rio Grande Western Ry.—*(See Map.)*—Line of Road—Owns Crevasse, Col., to Ogden, Utah, 310 m., to Wasatch, Bingham, Coal Mines, etc., 102 m.; San Pete branch, Thistle to Manti, 62 miles; Sevier Railway (proprietary line—all securities owned), Manti to Belknap, 62 miles; Tintic Range Ry. (proprietary line, all securities owned)—Springville to Mammoth, and spurs, 47 miles; total owned, 583 miles; Utah Central (stock owned), 33 miles. Leases Crevasse to Grand Junction, 18 miles. Total operated, 634 miles, besides 11 miles of tramways.

History.—Formed in June, 1889, to succeed the Denver & Rio Grande Western, by plan of March, 1889. V. 48, p. 429; V. 52, p. 941. In 1898 acquired control of Utah Central and guaranteed its first 4s. In April, 1900, negotiations were pending for the acquisition of the Colorado Midland in the joint interest of the Rio Grande Western and Colorado & Southern.—V. 70, p. 739.

Capital Stock.—Preferred stock is entitled to 5 per cent dividend, non-cumulative, then common stock to 5 per cent, after which both classes of stock share pro rata. In V. 67, p. 435, 579; V. 69, p. 492, 695 The stockholders will vote April 30, 1900, to increase the common stock to $15,000,000 for necessary capital purposes.—V. 70, p. 633.

Cash Dividends.—	1891.	1892.	1893.	1894-6.	1897.	1898.	1899.
Preferred, p. c.	3¾	5	3¾	None.	¾	5	5½
Common, p. c.....	..	..	..	..	..	2 pf.stk.	1 pf.stk.

In 1899, pref. paid Feb., 1¾ (of which 1 extra); May, 1¼ p. c; Aug., 1¼ p. c.; Nov., 1¼; 1900, Feb., 1¼; May, 1¼. Also paid *in preferred stock* on preferred: In 1891, 2½ p. c.; in 1897, 4 p. c. On Sept. 30, 1899, 1 per cent in preferred stock was paid on common stock. V. 69, p. 492.

Bonds.—See abstract of 1st mort. in V. 49, p. 237, and statement to New York Stock Exchange in V. 50, p. 73; also V. 69, p. 284.

The *first consol.* 4s, authorized in 1899, are secured by a first collateral lien on the Sevier and Tintic railways, 110 miles, and on all new mileage to be constructed and rolling stock purchased, including 25 miles of branches to coal mines to be built in 1899, to cover the cost of which and to discharge car trusts, etc., $1,500,000 have been sold. Of the balance issuable, $15,200,000 are reserved to retire the 1st 4s, $2,200,000 will be exchanged for $2,850,000 branch line bonds now in the treasury and will be held as available assets, and $9,000,000 may be issued at not exceeding $500,000 per annum for equipment and improvements. Additional consols may also be issued at $20,000 per mile for future branches and extensions or for underlying liens of acquired roads.—V. 68, p. 475, 1183.

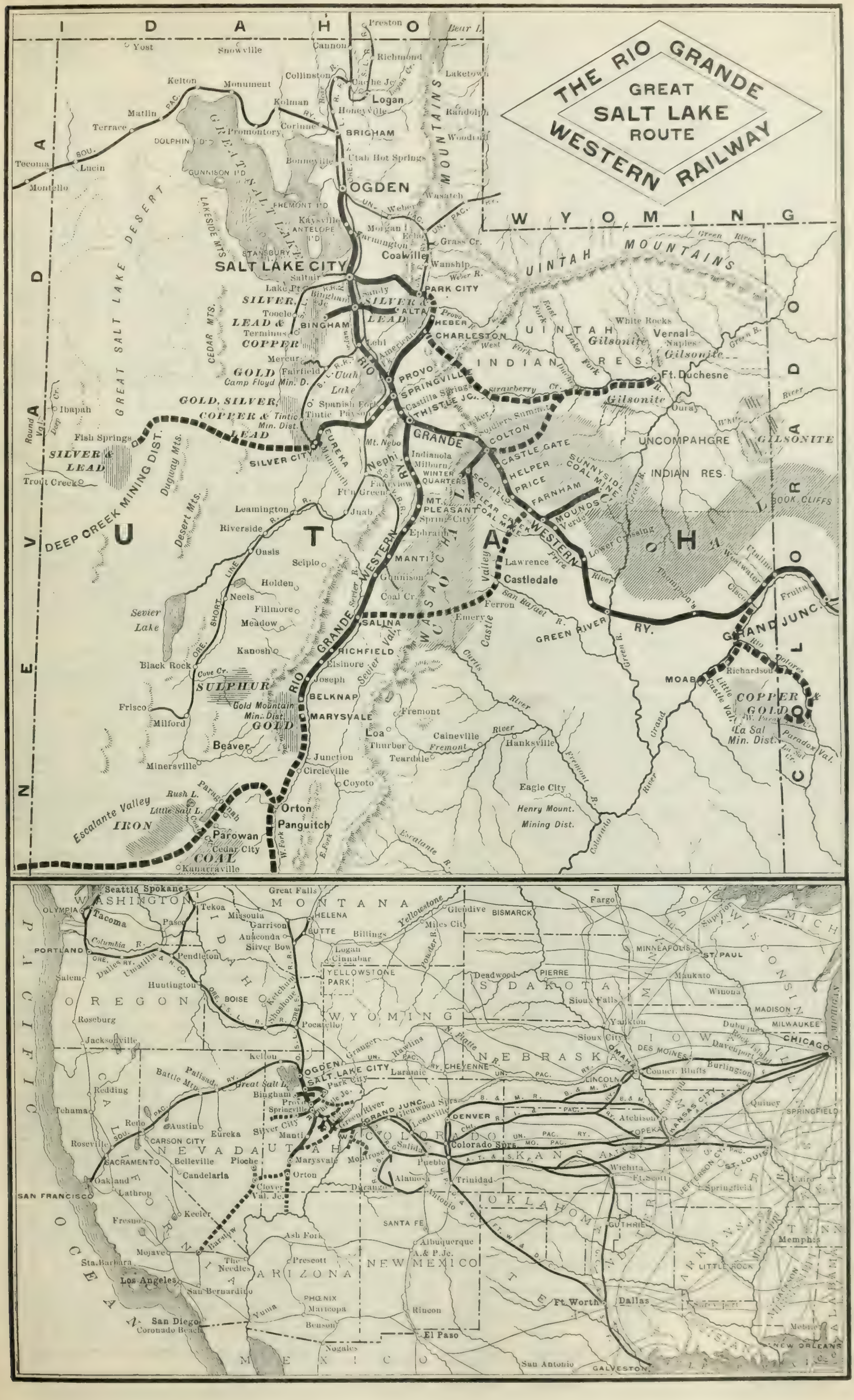
Earnings.—8 months, July 1 to Feb. 28. 1899-0..Gross, $2,965,270; net, $1,237,674
1898-9..Gross, 2,182,472; net, 814,023

Annual Report.—Fiscal year ends June 30. Annual meeting is held on fourth Monday in October. Full report for 1898-99, with balance sheet, etc., in V. 69, p. 900, 910. See also editorial, p. 880.

Year end. June 30—	1899.	1898.	1897.	1896.
Average mileage.....	596	582	546	531
Gross earnings.....	$3,352,988	$3,362,288	$2,468,504	$2,457,359
Net earnings.....	1,157,123	1,182,739	758,615	869,659
Net income.....	1,301,403	1,265,918	860,891	957,189
Interest on bonds.....	610,833	608,000	608,000	608,000
Rental, etc.....	203,726	112,849	121,521	107,751
Div. on pref.....	334,810	324,778	.....	.....
Total payments..	$1,149,369	$1,045,627	$729,521	$715,751
Balance.....	a sur.$152,034	sur.$220,291	sr.$131,370	sr.$241,438

a From surplus paid on common stock in Sept., 1898, 2 p. c. ($200,000) and in Sept., 1899, 1 p. c. ($100,000), both in *preferred* stock.

—V. 69, p. 82, 284, 492, 696, 900, 910, 1194; V. 70, p. 633.


THE RIO GRANDE
GREAT
SALT LAKE
ROUTE
WESTERN RAILWAY
IDAHO
WYOMING
UTAH
COLORADO
NEVADA
OREGON
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
TEXAS
KANSAS
NEBRASKA
SOUTH DAKOTA
MONTANA
WASHINGTON
Preston
Bear L.
Yost
Snowville
Cannon
Richmond
Collinston
Laketown
Kelton
Monument
Logan
Matlin
Kolman
Honeyville
Randolph
Terrace
Promotion
Corinne
BRIGHAM
Woodruff
Tecoma
Lucin
Bonneville
Utah Hot Springs
Montello
OGDEN
Wasatch
Kaysville
Morgan
Echo
Grass Cr.
Farmington
Coalville
Wanship
SALT LAKE CITY
Saltair
Lake Pt.
PARK CITY
Tooele
BINGHAM
Terminus
Mercur
Fairfield
Camp Floyd Min. D.
Utah Lake
Spanish Fork
Tintic
Payson
Ibapah
Fish Springs
Trout Creek
Leamington
Riverside
Oasis
Sciplo
Holden
Neels
Fillmore
Meadow
Kanosh
Black Rock
Cove Cr.
Frisco
Milford
Beaver
Minersville
Escalante Valley
IRON
Rush L.
Little Salt L.
Parowan
Cedar City
COAL
Kanarraville
Orton
Panguitch
Circleville
Junction
Coyoto
Thurber
Teardale
Loa
Fremont
Marysvale
BELKNAP
Joseph
Elsinore
RICHFIELD
Sevier Lake
Salina
Gunnison
Manti
Ephraim
Spring City
Mt. Pleasant
Fairview
Ft'n
Juab
Nephi
Mt. Nebo
Indianola
Milburn
WINTER QUARTERS
Scofield
CLEAR CREEK COAL MINE
Castle Gate
Helper
Price
Farnham
SUNNYSIDE COAL MINES
Mounds
Verdo
Lawrence
Castledale
Ferron
Emery
Coal Cr.
Lower Crossing
Thompson's
Cisco
Fruita
GRAND JUNC.
GREEN RIVER RY.
Richardson
MOAB
COPPER & GOLD
La Sal Min. Dist.
Paradox Val.
Eagle City
Henry Mount. Mining Dist.
Hanksville
Caineville
Fremont
Colorado River
Green River
Grand River
Dolores River
Castle Valley
Curtis
San Rafael R.
Price River
Thompson
Woodside
Colton
Castle Gate
Sunnyside
Book Cliffs
Gilsonite
Uncompahgre
Ft. Duchesne
Vernal
White Rocks
Naples
Gilsonite
Ouray
Strawberry Cr.
Soldiers Summit
Tucker
Provo
Springville
Castilla Springs
THISTLE JC.
Spanish Fork
Tintic
Payson
Mammoth
Silver City
Dugway Mts.
Desert Mts.
Deep Creek Mining Dist.
Round Valley
Deep Cr.
Great Salt Lake Desert
Cedar Mts.
Lakeside Mts.
Stansbury Mts.
Oquirrh Mts.
Uintah Mountains
Green River
Wasatch Mountains
Provo R.
Weber R.
Bear R.
Logan Cr.
Jordan R.
Lake Fork
Duchesne R.
Strawberry Cr.
Price River
Green River
Book Cliffs
Grand River
Dolores River
Castle Valley
Curtis
San Rafael R.
Sevier Valley
Sevier R.
Sevier Lake
Escalante R.
Parowan
Cedar City
Kanarraville
Orton
Panguitch
Rush L.
Little Salt L.
Escalante Valley
IRON
COAL
Seattle Spokane
Great Falls
Tacoma
Tekoa
Missoula
HELENA
Garrison
BUTTE
Anaconda
Silver Bow
Billings
Logan
Cinnabar
Yellowstone
Glendive
BISMARCK
Fargo
Miles City
Powder R.
PORTLAND
Columbia R.
Pendleton
Dalles Ry.
Umatilla & N. Co.
Salem
Huntington
BOISE
Ketchum
Shoshone
Pocatello
YELLOWSTONE PARK
Deadwood
PIERRE
MINNEAPOLIS
ST. PAUL
Mankato
Winona
Sioux Falls
Yankton
Sioux City
OMAHA
DES MOINES
Davenport
Rock Island
CHICAGO
MILWAUKEE
MADISON
Dubuque
Council Bluffs
Burlington
LINCOLN
Quincy
SPRINGFIELD
Roseburg
Jacksonville
Redding
Tehama
Reno
Austin
Eureka
Silver City
Roseville
CARSON CITY
SACRAMENTO
Belleville
Pioche
Candelaria
Oakland
Lathrop
SAN FRANCISCO
Fresno
Keeler
Mojave
Sta. Barbara
Los Angeles
San Bernardino
San Diego
Coronado Beach
Yuma
PHŒNIX
Maricopa
Benson
Nogales
Rincon
Prescott
The Needles
Ash Fork
SANTA FE
Albuquerque
A. & P. Jc.
Barstow
Kellou
Ogden
Salt Lake City
Park City
Bingham
Provo
Springville
Grand Junction
Green River
Glenwood Spgs.
Leadville
Denver
Colorado Spgs.
Pueblo
Salida
Alamosa
Trinidad
Atchison
Topeka
Kansas City
Wichita
Ft. Scott
Springfield
St. Louis
Cairo
Memphis
Little Rock
Ft. Worth
Dallas
El Paso
San Antonio
Galveston
New Orleans
Guthrie
Oklahoma
Laramie
Cheyenne
Granger
Rawlins
N. Platte
Battle Mtn.
Palisade
Great Salt L.
Humboldt R.
Truckee R.
Carson R.
Mississippi R.
Missouri R.
Arkansas R.
Red R.
Colorado
Texas
Louisiana
Arkansas
Mississippi
Alabama
Tennessee
Kentucky
Michigan
Wisconsin
Minnesota
Iowa
Nebraska
Kansas
Oklahoma
Missouri
Pacific Ocean
Gulf of Mexico
Mexico

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Rome & Clinton—Stock (rental guaranteed)	....	....	$100	$345,360	6¼	J. & J.	Clinton, N. Y., by check	Jan.,'00,3⅛%
Rome Watertown & Ogdensburg—Stock, guar. (end.)	....	....	100	10,000,000	5	Q.—F.	N. Y., Gr. Cent. Station.	May 15,'00,1¼
1st M., Wat. & R., Rome to Cape Vin., s.f., not dr'n. c*	97	1855	100 &c.	417,800	6	M. & S.	do do	Sept. 1, 1910
Syracuse North'n, 1st M. Syracuse to Sandy Cr. c*	45	1871	1,000	500,000	7	J. & J.	N. Y., Gr. Cent. Station.	July 1, 1901
Consol. M. (int. but not prin. payable in gold) . . c.	All	1874	1,000	9,076,000	5	A. & O.	do do	July 1, 1922
Oswego Bridge Co. 1st mortgage	....	1885	.....	100,000	6	F. & A.	do do	July 1, 1915
Syracuse Phenix & Oswego 1st mortgage	17	1885	.....	175,000	6	F. & A.	do do	Feb. 1, 1915
Norw'd & Mont. 1st M., g., $360,000; $10,000 p.m.	13	1886	.....	130,000	5 g.	A. & O.	do do	Apr. 1, 1916
R. W. & Og. Term. RR. 1st M., gold, assumed .. c*	14	1888	1,000	375,000	5 g.	M. & N.	do do	May 1, 1918
Oswego & Rome [Leased in perpet.], 1st M., guar.	28	1865	1,000	350,000	7	M. & N.	do do	May 1, 1915
2d M., gold, guar p. & i. (end) by R. W. & O. . c*	28	1891	1,000	400,000	5 g.	F. & A.	do do	May 1, 1915
N. Falls Br. RR. stk., ($243,000 own. by R.W.&O.)	9	....	.....	250,000	7	.....	do do	.....
Utica & Bl. Riv. st'k, 7 p. c. perpet. gu. by R.W.&O.	150	'68-71	100	1,103,000	7	M. & S.	do do	Mar.30,'00,3½
U.&B.R.1st M., $2,000,000, g., gu. p.&i.(end.) . c	134	1890	1,000	1,950,000	4 g.	J. & J.	do do	July 1, 1922
Rupert & Bloomsb'g—1st M. gu. p.&i. (end.) P.&R. g. c*	2	1889	1,000	50,000	5 g.	J. & J.	Philadelphia.	July 1, 1916
Rutland—Stock, preferred (for com. see text)	120	....	100	4,239,100	2 in 1899	J. & J.	Company's office.	Jan. 1,'00, 1%
1st mortgage (8 per cent, reduced to 6) c	120	1872	100 &c.	1,404,100	6	M. & N.	Boston, Nat. Shaw. Bk.	Nov. 1, 1902
First consol. mort. for $3,500,000, gold Us . c*&r	120	1891	1,000	2,035,900	4½ g.	J. & J.	N. Y., U. S. Mort. & Tr.	July 1, 1941
GUARANTEED BONDS.								
Ogd. & L. Ch 1st M., $4,400,000, g., guar Ce. . c*	127	1898	1,000	3,500,000	4 g.	J. & J.	N. Y. Nat. Bank of Rep.	July 1, 1948
Rut.-Can.—1st M., g., gu., $1,350,000. OR . . . . c*	43½	1899	1,000	1,100,000	4 g.	J. & J.	Boston, Nat. Shaw. Bk.	July 1, 1949
Rutland & Whitehall RR.—Stock (no bonds)	7	....	100	255,700	6	Q.—F.15	Troy, United Nat. B'nk.	May 15,'00,1½
Sag. Tuscola & Huron—1st M., $15,000 p.m., g. Co. c*	67	1891	1,000	As collateral	5 g.	M. & S.	.....	Sept. 1, 1931
St. C. Mad. & St. L. Belt—Stock	....	....	100	500,000	.....	.....	.....	.....
Alt. Bdg. 1st M., g., $100,000 as col. for l'n $75,000 c	....	1893	1,000	600,000	5 g.	J. & J.	Jan., '96, coup. last pd.	See text.
St. Johnsbury & L. Champl.—Stock, $1,298,500, pf.	....	....	50	3,848,590	.....	.....	.....	.....
1st M., $2,500,000 ($1,328,000 gu. by B.&M.) g. c*	131	1894	1,000	2,500,000	5 g	M. & S.	Boston, Comp'ys Office.	Mch. 1, 1944
St. Joseph & Grand Island Ry.—Common stock...	....	....	100	4,600,000	All stock in voting trust for period stated in text.			
1st preferred stock, 5 per cent, non-cum	....	....	100	5,497,600	3 in 1899	semi-an	N. Y., Central Trust Co.	Jan. 31,'00,2%
2d preferred stock, 4 per cent, non-cum	....	....	100	3,430,000	.....	.....	.....	.....
1st M., g., 2 p.c. 2 yrs., 3 p.c. 3 yrs., then 4 . . c*&r	251	1897	1,000	3,500,000	2-3-4 g.	J. & J.	N. Y., Central Tr. Co.	Jan. 1, 1947

River Front RR.—Junction with Phila. & Trenton RR., Lehigh Ave., Kensington, to Dock St., Philadelphia, with branch; total 3·86 miles. Leased to Pennsylvania RR. for 50 years from May 1, 1882; rental now $28,000, 5 p. c. being guaranteed on stock.

Rochester & Genesee Valley RR.—Owns from Avon to Rochester, N. Y., 18 miles. Leased July 1, 1871, in perpetuity, to Erie Railway Rental, $34,012. James Brackett, President, Rochester, N. Y.

Rock Island & Peoria Ry.—Owns from Rock Island, Ill., to Peoria, Ill., 91 miles; R. I. & Mercer County RR., 22 miles; branch, 5 miles; total 118 miles. In year ending June 30, 1899, gross, $700,203; net, $247,977; other income, $8,678; interest on bonds, $42,000; taxes, $39,301; div. (5 p. c.), $75,000; bal., sur. for year, $100,354. In 1897-98, gross $659,677; net, $176,455. Dividends at 5 p. c. per annum are paid; in 1892 an extra dividend of 10 p. c. was paid; in 1896 an extra div. of 5 p. c. was paid. The $150,000 first mortgage 10 per cent bonds were paid at maturity Jan. 1, 1900. Pres., R. R. Cable.

Rockaway Valley RR.—V. 70, p. 126.

Rome & Clinton RR.—Owns road from Rome to Clinton, N. Y., 13 miles. Organized in 1869. Leased in perpetuity in 1891 to Delaware & Hudson Canal Co. and operated by N. Y. Ontario & W. Capital stock, $345,360. For year ending June 30, 1899, rental, $22,375; sundry expenses, $781; dividends (6¼ per cent), $21,581; balance, surplus, $130. Total surplus June 30, 1899, $14,826.

Rome Watertown & Ogdensburg RR.—*(See Map New York Central & Hudson River Railroad.)*—Owns from near Niagara Falls to Massena Springs, N. Y., 299 miles, less 28 miles, Richland to East Oswego, leased from the Oswego & Rome RR.; Richland to Rome, 41 miles; branches to Cape Vincent, Ogdensburg, Pulaski, Fulton, etc., 104 miles; total owned, 416 miles. Leases Utica & Black River Railroad, Utica to Ogdensburg, and Clayton branch, 150 miles; Oswego & Rome Railroad as above, 28 miles; Carthage Watertown & Sackett's Harbor, 30 m.; total, 624 miles. Also trackage—to Niagara Falls, 2 miles; Fulton to East Oswego New York Ont. & Western 12 miles.

LEASE.—In 1891 leased during corporate existence and renewals to N. Y. Central & Hudson River RR. Co., which assumes the debt and guarantees 5 p. c. on stock. For guaranty see V. 52, p. 463.

BONDS.—*Utica & Black River* is leased in perpetuity, 7 per cent on stock being guaranteed. First mortgage, guar., p. and i. V. 50, p. 771.

Rutland RR.—*(See Map.)*—Owns Bellow's Falls, Vt., to Burlington, Vt., 120 miles, and leases the Addison RR., Leicester Junc., Vt., to Ticonderoga, N.Y., 16 miles; Ogdensburg & Lake Champlain Ry. (acquired in 1899), Ogdensburg to Rouse's Point, 118 miles; the Rutland-Canadian RR. is building an extension from Rouse's Point to Burlington, Vt., 40 miles, to connect the lines, to be completed June, 1900; also branch, Alburgh to Noyan Junction, Can., 3½ miles, total 297½ miles; also owns Rutland Transit Co., running steamers on the lakes between Ogdensburg and Chicago, Milwaukee, Duluth, etc. V. 68, p. 978, 1026; V. 69, p. 132, 1007, 1301. System will furnish, when complete, a through line from the western ports of the great lakes to the New England seaboard.—V. 68, p. 131. Leases Bennington & Rutland RR., whose entire $1,000,000 stock was acquired in Feb., 1900, extending from Bennington to Rutland, Vt., 59 miles, affording an outlet to New York via the Fitchburg and the N. Y. Central. V. 70, p. 430, 687, 793.

STOCK.—$3,000,000 of the preferred and $1,000,000 of the $2,480,600 common stock, par $100, was purchased in Oct., 1898, by P. W. Clement, President of the Rutland RR.

Divid'nds on pref.	Year	'90.	'91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.	1900
	P. C.	3	2	4	4	4	4	2	1	2	2	Jan.,1

BONDS.—The consolidated mortgage (trustee, U. S. Trust Company of N. Y.) is for $3,500,000, but of this $1,404,100 can be issued only in payment of 1st 6s in 1902. V. 66, p. 1190. Rutland-Canadian mortgage is for $1,350,000, of which $1,100,000 sold in July, 1899 (see advt. in CHRONICLE of July 15); the balance is reserved for branches, terminals, rolling stock, improvements, etc. In March, 1900, the Rutland Transit made a mortgage for $1,000,000. V. 70, p. 483, 534.

GENERAL FINANCES.—In January, 1899, the Ogdensburg & Lake Champlain RR. (which see) was purchased and its first mortgage 4s, (present issue), $3,700,000, guaranteed. The Rutland-Canadian RR. 43 miles, to be completed in Fall of 1899, will shorten the distance between Rouse's Point and Boston 16 miles. V. 69, p. 1007. The Addison RR. is leased for 99 years at 3 p. c. on the $500,000 stock, of which the Rutland owns $429,600, the dividends received from which being included in "other income."

LATEST EARNINGS.—Gross earnings of system for 6 mos. ending Dec. 31, 1899, gross, $867,586; net, $393,897; in 1899, gross, $811,317; net, $326,836.

REPORT.—Report for year ending June 30, 1899, was in V. 69, p. 1007.

Year end. June 30, 1899.	*Rutland RR.*	*Og & L. Ch. RR.*	*Total.*
Gross earnings	$803 520	$677,569	$1,481,089
Net earnings	382,665	183,555	566,220
Other income	45,051	6,024	51,075
Total income	$427,716	$189,579	$617,295
Rentals and taxes	50,510	22,930	73,440
Bal. for int. and div	$377,206	$166,450	$543,855

Total annual interest charge, entire system (inc. Rut.-Can.) for 1899-1900, $362,500; dividend at rate of 2 per cent per annum on Rutland preferred stock calls for $84,782 Report for 1897-98 in V. 67, p. 952. —(V. 69, p. 231, 1007, 1301; V. 70, p. 382, 430, 481, 687, 792.)

Rutland & Whitehall RR.—Owns from New York State line to Castleton, Vt., 7 miles. Leased Feb. 1, 1870, in perpetuity to the Rensselaer & Saratoga RR. (rental $15,342—6 per cent—on stock) and so operated by Delaware & Hudson.

Saginaw Tuscola & Huron.—Sold to Pere Marq. RR. V. 70, p. 281.

St. Clair Madison & St. Louis Belt RR.—Projected to run from a point in St. Charles Co., Mo., to Belleville, Ill., about 40 miles via bridge across the Mississippi River at Alton, Ill. In October, 1894, the bridge and 2 miles of road were completed. The bridge is 2,100 feet long and laid for double-track. Interest due July 1, 1896, not paid, and on Jan. 15, 1897, J. F. Barnard made receiver. A reorganization committee has been appointed, but no plan to Oct., 1899. For year 1898-99, gross, $53,846; net, $14,974. Treasurer, C. Hodgman, 300 No. Fourth St., St. Louis, Mo. V. 64, p. 181.

St. Johnsbury & Lake Champlain RR.—Owns Lunenberg, Vt., to Maquan Bay, on Lake Champlain, 120 miles, and branch from North Concord, Vt., to East Haven, 11 miles; total, 131 miles. The road is operated independently although a majority of the stock is owned by the Boston & Lowell, leased to Boston & Maine. In year 1898-9 gross, $379,366; def. under operating, $7,505; deficit, $73,905.

St. Joseph & Grand Island Ry.—LINE OF ROAD—St. Joseph, Mo., to Grand Island, Neb., 251 miles. Trackage, St. Joseph to Gower, Mo., over S. F., 30 miles, and Gower to Kansas City, over K. C. & Nor. Conn., 29 miles; total trackage, 59 miles.

HISTORY.—A reorganization Feb. 23, 1897 (per **plan** in V. 62, p. 784, 950), of the St. J. & Grand Island *Railroad*, sold in foreclosure.

STOCK.—A voting trust will retain control for the first preferred stock for five years, unless the first preferred stock pays full dividends for three consecutive years, after which the control shall rest with the first and second preferred stocks, and shall so continue for three years thereafter, after which all stocks shall be entitled to equal vote. Voting trustees are F. P. Olcott, J. Kennedy Tod and Gordon Abbott.

DIVIDENDS.—On *first preferred*, in 1898, 5 p. c.; in 1899, Jan., 2 p. c. Aug., 1 p. c.; in 1900, Jan., 2 p. c.

BONDS.—The 1st mort. interest is 2 p. c. till Jan. 1, 1899; then 3 p. c. till Jan. 1, 1902 and thereafter 4 p. c. Bonds for $500,000 reserved for uses of new company cannot be issued to exceed $100,000 yearly, and $1,000,000 can be sold only for new mileage at not exceeding $6,000 per mile; trustee, Central Trust Co., N. Y. See application for listing on N. Y. Stock Exchange in June, 1897, in V. 64, p. 1138.

The fixed annual charge, previously $420,000, will be for the first two years from Jan., 1897 (including charge on $500,000 reserved bonds), $80,000; following 3 years, $120,000; after 5 years, $160,000.

LATEST EARNINGS.—8 months ending Feb. 28:

Year.	*Gross.*	*Net.*	*Int., taxes, etc.*	*Bal., sur.*
1899-0	$945,549	$214,56[illegible]	$70,000	$144,561
1898-9	843,219	189,196	52,700	136,696

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 with bal. sheet in V. 69, p. 953, showed: Gross, $1,261,060; net, $348,409; interest, taxes, div., etc., $339,181; balance, surplus, $9,228. In 1897-8, gross, $1,232,508; net, $484,830.

OFFICERS.—President, William L. Bull; Treasurer, Henry Budge; Sec'y, W. S. Wilson.—V. 68, p. 41, 1183; V. 69, p. 28, 181, **902, 953.**

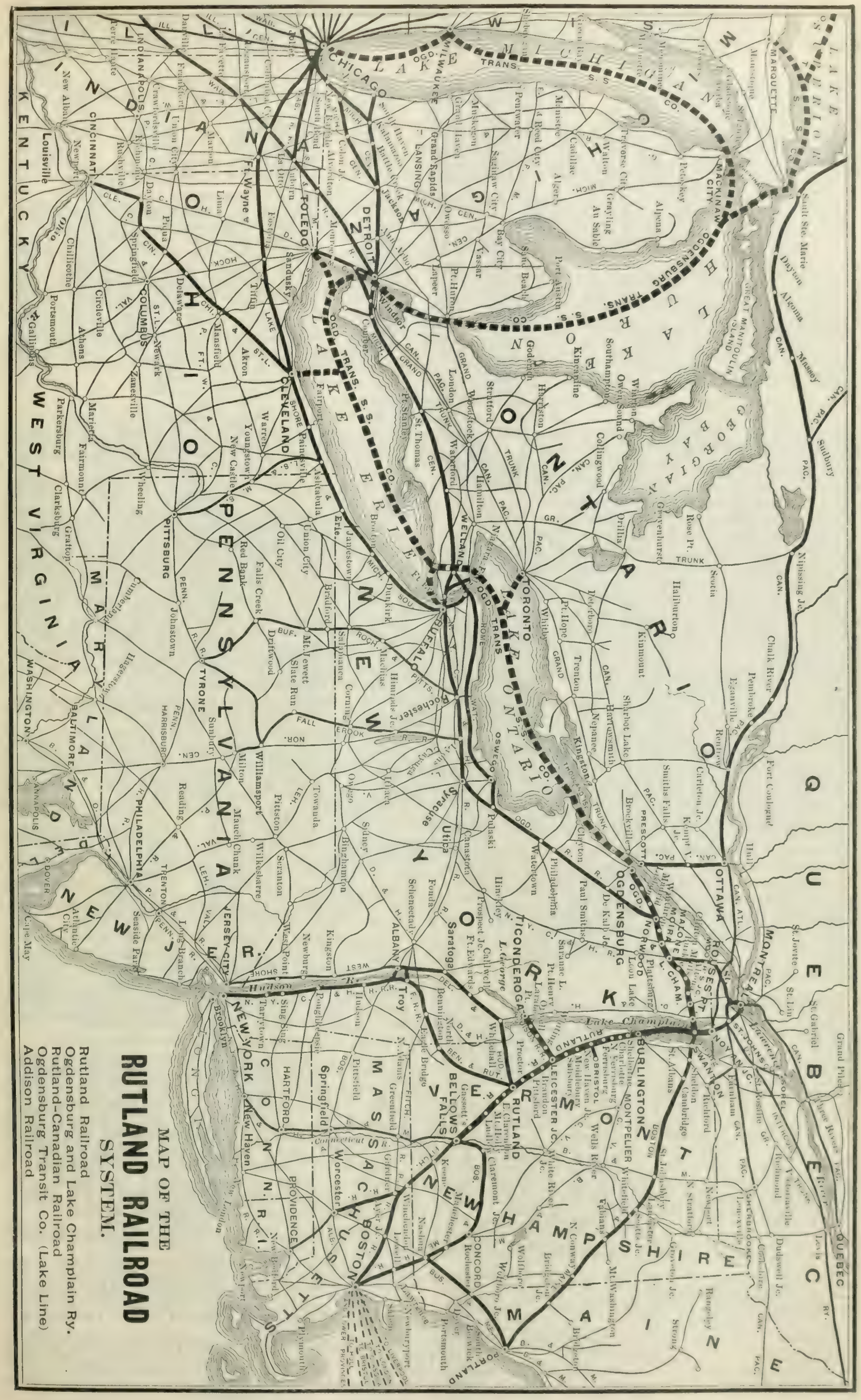
St. Joseph South Bend & Southern RR.—Owns South Bend, Ind., to St. Joseph, Mich., 39 miles. A reorganization of the Indiana & Lake Michigan Ry., foreclosed and sold Dec. 8, 1898. V. 67, p. 1263. The new company took possession Mar. 1, 1899, V. 68, p. 473. Stock, $500,000 common and $250,000 5 per cent preferred, to be held for five years by Morgan G. Bulkeley, S. C. Dunham and Colgate Hoyt, as voting trustee. Leased to Indiana Illinois & Iowa RR. for 50 years from Feb. 23, 1900. No bonds. For 4 mos. ending June 30, 1899, gross, $26,070; net, $4,337. For year ending Oct. 31, 1898 (old Co.), gross, $70,558; deficit under operating, $1,255.—V. 70, p. 481.

St. Lawrence & Adirondack Ry.—From Malone, N. Y. (on Mohawk & Malone) to Caughnawaga, 56 miles, connecting there with the Canadian Pacific at its St. Lawrence River bridge for Montreal. Stock, $1,300,000. For year ending June 30, 1899, gross, $169,339; net, $90,573; other income, $765; charges, $83,412; bal., sur., $7,926. President, W. Seward Webb. (V. 63, p. 30, 116.)

St. Louis & Cairo RR.—*(See Map Mobile & Ohio.)*—Cairo to East St. Louis and branch, 161 miles. Stock was $6,500,000. In April, 1900, the M. & O., was issuing its collateral trust 30-year 4 p. c. gold bonds secured by Cairo stock, thirty shares of the stock being exchanged for $1,000 of the bonds, but the lease will be maintained. V. 70, p. 740. Rental for year 1898-9, $241,897. *Dividends.*—In '93-4, ¼ p. c.; '94-5, ¼; '95-6, 3/5; '96-7, 2/3; '97-8, ¾. (V. 70, p. 532.)

St. Louis Cape Girardeau & Fort Smith Ry.—Reorganized as Southern Missouri & Arkansas RR.

St. Louis Chicago & St. Paul Ry.—Merged in Chicago Peoria & St. Louis.


MAP OF THE
RUTLAND RAILROAD
SYSTEM.
Rutland Railroad
Ogdensburg and Lake Champlain Ry.
Rutland-Canadian Railroad
Ogdensburg Transit Co. (Lake Line)
Addison Railroad

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Lawrence & Adirondack Ry.—Stock	....	....	$100	$1,300,000	.....	.....	.....	.....
1st mortgage, $800,000, gold c*	56	1896	1,000	800,000	5 g.	J. & J.	N. Y., Cont'l Trust Co.	July 1, 1996
2d mortgage, $400,000, gold	56	1896	1,000	400,000	6 g.	A. & O.	do do	Oct. 1, 1996
St. Louis & Cairo—See MOBILE & OHIO.								
St. Louis & Hannibal—1st mort., $600,000 c	103	1886	1,000	380,000	7	J. & J.	In default.	1936
St. Louis Kennett & Southern.—1st mort., gold c*	20	1891	1,000	135,000	6 g.	F. & A.	St. Louis, Mo.	Feb. 1, 1921
Pemiscot Div. 1st M., gold, **Ust** c*	25	1894	1,000	150,000	6 g.	A. & O.	do	1914
Kennett & Osceola RR. 1st M., gold, **Ust** c*	20	1897	1,000	70,000	6 g.	J. & D.	do	1917
St. Louis Merchants' Br. Term.—1st M., gu.p.&i.,g.c	....	1890	500 &c.	3,500,000	5 g.	A. & O.	N.Y.,F'rs L.&Tr. & St.L.	Oct. 1, 1930
Merch. Bridge 1st M., red.after Feb 1, 1909, at 110	....	1889	1,000	2,000,000	6	F. & A.	N. Y., Farm. L. & Tr. Co.	Feb. 1, 1929
St. Louis & San Francisco RR.—								
Common stock, $29,000,000	1,402	....	100	26,339,405	Voting t	rust cer	tificates.	.....
1st preferred stock, 4 per cent, non-cum	1,402	....	100	5,000,000	4 in 1899	J. & J.	Checks mailed.	Jan. 6, '00, 2%
2d pref. stock, 4 per cent, non-cum., $16,000,000	1,402	....	100	14,276,947	2 in 1899	M. & S.	do	Mar.3, '00, 1%
2d mort. (now 1st), A, gold } (Pacific to Seneca, c*	294	1876	100 &c.	500,000	6 g.	M. & N.	New York, Mercan. Tr.	Nov. 1, 1906
do Series B, gold..... } Mo., & branches, c*	294	1876	500 &c.	2,691,000	6 g.	M. & N.	do do	Nov. 1, 1906
do Series C, gold..... } 294 miles. c*	294	1876	500 &c.	2,400,000	6 g.	M. & N.	do do	Nov. 1, 1906
Mo. & W. Div. 1st M., g., $5,000 yearly dr. at 105 c*	82	1879	1,000	1,020,000	6 g.	F. & A.	do do	Aug. 1, 1919
St. L. & San F. col. trust gold, sink. fd. not drawn c*	104	1880	1,000	951,000	6 g	F. & A.	N. Y., United States Tr.	Aug. 1, 1920
Gen. M., g. (1st on 365 m.) $7,807,000 are 6s. c*	....	1881	1,000	20,099,000	5 & 6 g.	J. & J.	N.Y., Mercantile Trust.	July 1, 1931
Collat. Tr. M. on br'ches ($20,000 p. m.), gold c*	57	1887	1,000	1,099,000	5 g.	A. & O.	N. Y., Union Trust Co.	Oct. 1, 1987
New Consol. mort., $50,000,000, gold, no option	1,402	1896	1,000	a7,501,125	4 g.	J. & J.	N. Y., Mercantile Trust.	July 1, 1996
Southwest Div. M. $1,500,000 red. at par, g. Ce c*	112	1897	1,000	1,500,000	5 g.	A. & O.	do do	Oct. 1, 1947
Cent. Div. 1st M., g., $3,462,000, red. at 102½. Co. c*	103	1899	1,000	1,962,000	4 g.	A. & O.	do do	Apr. 1, 1929
St. L. Wich. & W. 1st M., red. at 105, gold c*	145	1879	1,000	2,000,000	6 g.	M. & S.	N. Y., Mercantile Trust.	Sept. 1, 1919
Ft. S. & V. B. Bridge 1st M., g., dr. at 105, guar. p.&i. c*	-	1885	1,000	b289,000	6 g.	A. & O.	do do	Apr. 1, 1910
1st mort. on K. C. Os. & So., $3,300,000, gold	147	1900	.....	abt 3,000000	Text.	M. & N.	New York.	Nov. 1, 1920
Kansas City Division, $1,300,000, gold	106	1900	.....	See text.	4 g.	A. & O.	do	.....
St. L. Okla. & So., 1st M., gu., g., $22,000 per m	....	1900	.....	(?)	4 g.	.....	do	1950

a Of which $1,113,125 in treasury, $14,000 of which drawn for payment on Oct. 1, 1900

St. Louis & Hannibal Ry.—Hannibal to Gilmore, Md., 85 miles. Rall's Junction to Perry, Mo., 18 miles; total, 104 miles. Stock, authorized, $1,000,000; par, $100; outstanding, $462,000. There are also $250,000 income bonds outstanding. Year ending June 30, 1899, gross, $134,075; net, $15,473, against $18,751 in 1897-8; total deductions, $33,915; deficit, $18,442. Sec.-Treas., M. T. Cox, 52 Wall St., N. Y.

St. Louis Ind. & East.—Acquired by Ill Cent.—V. 69, p 441, 696.

St. Louis Iron Mt. & South. Ry.—See MO. PAC. RY. SYSTEM.

St. Louis Kansas & Colorado RR.—V. 69, p. 1301.

St. Louis Merchants' Bridge Terminal Ry.—ORGANIZATION.—Double-track road from near Union Depot, via Main Street, Hall Street, &c., to Ferry Street, opposite the Merchants' Bridge, 7 miles. It owns and controls the Madison Ill. & St. L. Ry., connecting the town of Madison and East St. Louis, 8 miles; total, 15 miles. Leases Merchants' Bridge for interest on the Bridge Company's $2,000,000 bonds.

BONDS—Both issues are subject to call after 20 years at 110 and interest. Stock authorized, $3,500,000; issued to July 1, 1899, $2,939,500; par, $100. On Dec. 31, 1899, there was due to Terminal RR. of St. L. $1,008,489 for advances under its guaranty. In Nov., 1893, Terminal RR. Association of St. Louis acquired control of this company and guaranteed by endorsement the principal and interest of its $3,500,000 first mort. bonds and the *interest* on the $2,000,000 Merchants' Bridge first 6s. The properties are operated jointly.

EARNINGS.—Year 1899, gross, $729,579; net over taxes and rentals, $181,844; interest, $193,715; deficit, $11,871.—(V. 62, p. 362.)

St. Louis & North Arkansas RR.—Seligman, Mo., connecting with the St. Louis & San Francisco Ry., to Eureka Springs, Ark., 18½ miles. Successor by purchase Feb. 1, 1900, to Eureka Springs Ry. In Feb., 1900, contract reported let for extension to lead mines at Harrison, Ark., 110 miles, $3,212,500 new first mortgage 5 p. c. 50 or 100 year gold bonds to be issued at $25,000 per mile, per plan V. 69, p. 645. The $500,000 old first 6s were offered an equal amount of the new 1st 5s, the $500,000 incomes an equal amount of new capital stock at $25,000 per mile and the $500,000 old stock one new share for five old. V. 69, p. 645. Stock, $1,250,000; par, $100. In year ending June 30,'99, gross, $58,653; net, $24,950.—V. 70, p. 281.

St. Louis & Oklahoma City Ry.—See St. Louis & San Fr. RR.

St. Louis Peoria & Nor. Ry.—Sold to Chicago & Alton syndicate.

St. Louis & San Francisco RR.—*(See Map.)*—Embraces:

Lines owned—	*Miles.*	*Began op. in* 1898 *(earns. separate)*—	*Miles.*
St. Louis, Mo., to Paris, Tex.	584	Kan. City Osceola & So. Junc.	
Monett, Mo., to Sapulpa, I.T.	157	Kan. City, to Bolivar, Mo...	147
Pierce City, Mo., to Wichita, K.	217	Kansas Midland Ry.—	
Branches to Bolivar, etc.....	208	Wichita to Ellsworth, Kan.	106
Beaumont, Kan., to Blackwell, O. T.....	79	Kan. City Sub. Belt to K. C..	4
Cuba, Mo., to Salem, Mo.....	54		
Sapulpa to Oklahoma City...	103		
Total owned Dec. 1, 1899..	1,402		

Total system (of which 1,402 m. in 1899, earnings below).....1,659

ORGANIZATION—Organized June 30, 1896, to succeed to the property and franchises of the *Railway* company sold in foreclosure and reorper **plan** in V. 62, p. 829 and 1140—see also p. 742. Central Division of Atl. & Pac., 112 miles, was purchased in July, 1897.—V. 65 p. 150.

The Kansas City Suburban Belt terminal affords an entrance into Kansas City. The St. Louis & Oklahoma City Ry. Co., Sapulpa, Ind. Ter., to Oklahoma City, 103 miles, was purchased in 1899, formal possession being taken on March 28.—V. 68, p. 332, 674.

In Feb., 1900, it had been arranged to build the St. Louis Oklahoma & Southern Ry. as an extension from Sapulpo, Ind. Ter., to Sherman and Denison, Tex., 200 miles, the entire stock to be owned by the St. L. & S. F. and its 4 per cent bonds to be guaranteed. V. 70, p. 231.

In Mar., 1900, the purchase of the Kansas City Osceola & Southern Ry., Kansas City to Bolivar, Mo., 147 miles, was authorized, the St. L. & S. F. to issue $3,300,000 divisional mortgage bonds, of which $300,000 will be reserved for future requirements. Of the $3,000,000 bonds, $2,324,000 will eventually be 4 per cents and $976,000 3 per cents, but for the first four years interest will be scaled. About $300,000 will be reserved for improvements. V. 70, p. 532.

In Apr., 1900, arrangements had been made with the Kansas Midland bondholders' committee to purchase the road for $1,100,000 Kansas Midland Division 1st mortgage 4 per cent bonds and $965,000 common stock, $200,000 of the bonds to be reserved for improvements on the division. V. 70, p. 740.

STOCK AND VOTING TRUST.—As protection to the new mortgage bonds, all classes of stock (except shares to qualify directors) are vested in the following voting trustees: John A. Stewart, Louis Fitzgerald, J. Kennedy Tod, Isaac N. Seligman, Benjamin P. Cheney, Samuel C. Eastman and James A. Blair, to be held by them and their successors jointly for five years, and for such further period (if any) as shall elapse before the first preferred stock shall have received a 4 per cent cash dividend for two consecutive years, although the voting trustees may, in their discretion, deliver the stock at any earlier date, but not in any event prior to Jan. 1, 1902, save with the consent of the holders of at least two-thirds in amount of the beneficial interest certificates of each class. Voting trust is dated July 1, 1896,

The new company reserves the right at any time to redeem either or both classes of its preferred stock at par in cash. Provisions of the voting trust and preferred stock certificates were given in SUPPLEMENT of April, 1897, page 6.

DIVIDENDS.—	1897.	1898.	189°.	1900.
First preferred.....	2 p. ct.	4 p. ct.	4 p. ct.	Jan., 2%
Second preferrred..	.....	1 p. ct.	2 p. ct.	Mar., 1%

BONDS—The consolidated mortgage (trustees, Mercantile Trust Co., N. Y., and Paschal P. Carr, of St. Louis) for $50,000,000 (**abstract** in V. **64**, p. **186**,) is secured upon all properties and securities embraced in the reorganization and also all other property hereafter acquired by use of any of the new bonds. Enough new bonds at the rate of 80 per cent (approximately $39,072,000) are reserved for retirement of all outstanding undisturbed issues, and the remainder for betterments, equipment, etc., at not over $300,000 yearly. (V. 64, p. 182.)

Southwestern Division bonds are secured on the 112 miles old Central Division of Atlantic & Pacific purchased in Dec., 1897.—V. 66, p. 83.

Of the $3,462,000 *Central Division* 4s, $1,962,000 were issued to purchase the former St. Louis & Oklahoma City RR., 103 miles, on which the bonds are a first purchase money lien at $19,000 per mile; upon the retirement of the Southwestern Division 5s, for which the remaining $1,500,000 are reserved, the 4s will become a first lien on 112 miles additional.—V. 68, p 573; V, 69, p. 334.

As to loans of 1900 see organization above.

GENERAL FINANCES.—As to new acquisitions in 1900 see "organization" above. In Nov., 1899, no floating debt. Car trusts Nov. 30, 1899, $175,144.

EARNINGS.—8 months, July 1 to Feb. 28.		
1899-0...	Gross, $5,413,360;	net, $2,269,187
1898-9...	Gross, 4,833,082;	net, 1,924,204

For 6 mos. ending Dec. 31, 1899, net $1,802,534, against $1,534,444 in 1898; other income, $30, 294; charges, $1,221,091; sur., $611,737, against $413,830; div. on 1st pref., $100,000, and 1 per cent paid March 1, 1900, on the second preferred, $142,720.

ANNUAL REPORT.—Third annual report of reorganized company was given at length in V. 69, p. 792, 803.

	1898-99.	1897-98.	1896-97.
Gross earnings	$7,226,662	$6,886,467	$5,993,336
Net earnings	2,835,471	2,856,358	2,509,708
Total net income	2,962,632	2,926,118	2,516,774
Payments—interest	2,130,517	2,037,997	1,994,524
Taxes	207,976	188,404	171,257
Miscellaneous	39,339	13,272	19,926
Div. on 1st pref	(4%) 200,000	(4%) 200,000	(2%) 100,000
Div. on 2d pref	(1%) 160,000	(1) 160,000	.....
Balance, surplus	$224,800	$326,445	$231,067

OFFICERS—D. B. Robinson, President; B. F. Yoakum, Vice-President and General Manager; Frank H. Hamilton, Secretary and Treasurer.

DIRECTORS—(Nov., '99) J. K. Tod, Isaac N. Seligman, J. A. Blair, E. C. Henderson, Fred'k Strauss, Henry Marquand, of New York; Benj. P. Cheney, Richard Olney, of Boston, Mass.; Samuel C. Eastman, Concord, N. H.; Geo. A. Madill, Richard C. Kerens, Daniel B. Robinson, St. Louis; Henry K. McHarg, Stamford, Ct.—V. 70, p. 231, 532, 687.

St. Louis Siloam & Southern RR.—See V. 63, p. 30.

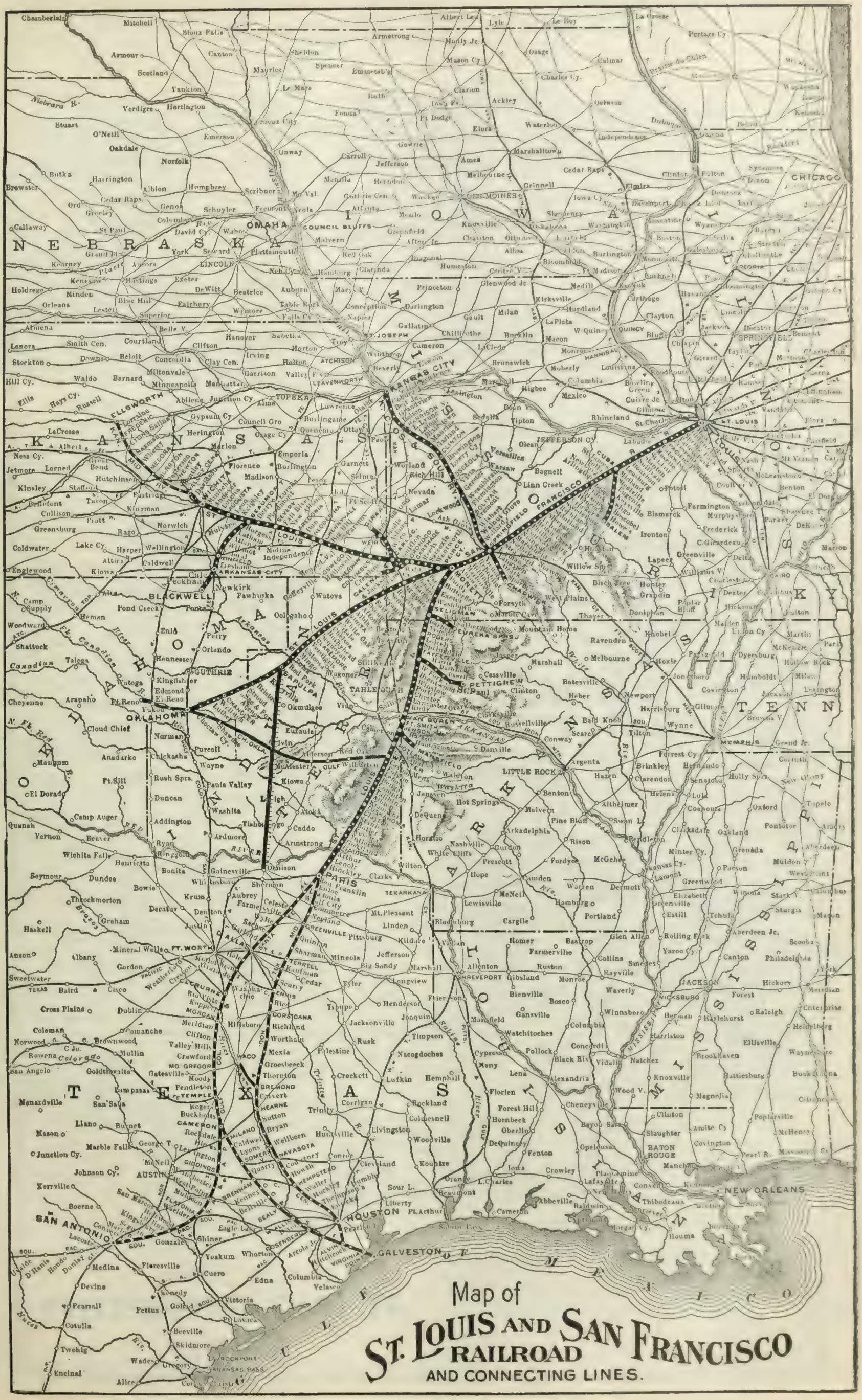
St. Louis Southwestern Ry.—*(See Map.)*—Bird's Point Mo., opposite Cairo, Ill., to Texarkana, Tex., 418 miles, and thence by the Texas road to Gatesville, 305 miles; total, main line, 723 miles; branches, Mt. Pleasant to Sherman, 110 miles; Tyler to Lufkin, 88 miles; Corsicana to Hillsboro, Tex., 40 miles; Commerce to Fort Worth, 97 miles; Lewisville, Ark., to Shreveport, La., 60 miles; Altheimer to Little Rock, Ark., 42 miles; Malden, Mo., to Delta, 51 miles; Gray's Point Terminal Ry. (entire stock owned), Delta to Gray's Pt., Mo. 16 miles, completed in Oct., 1898; trackage rights to Cape Girardeau, 15 miles, Wylie, Tex., to Dallas, and Wolfe City to Sherman; other 6 miles; in all, 25 miles; total, July, 1899, 1,258 miles.

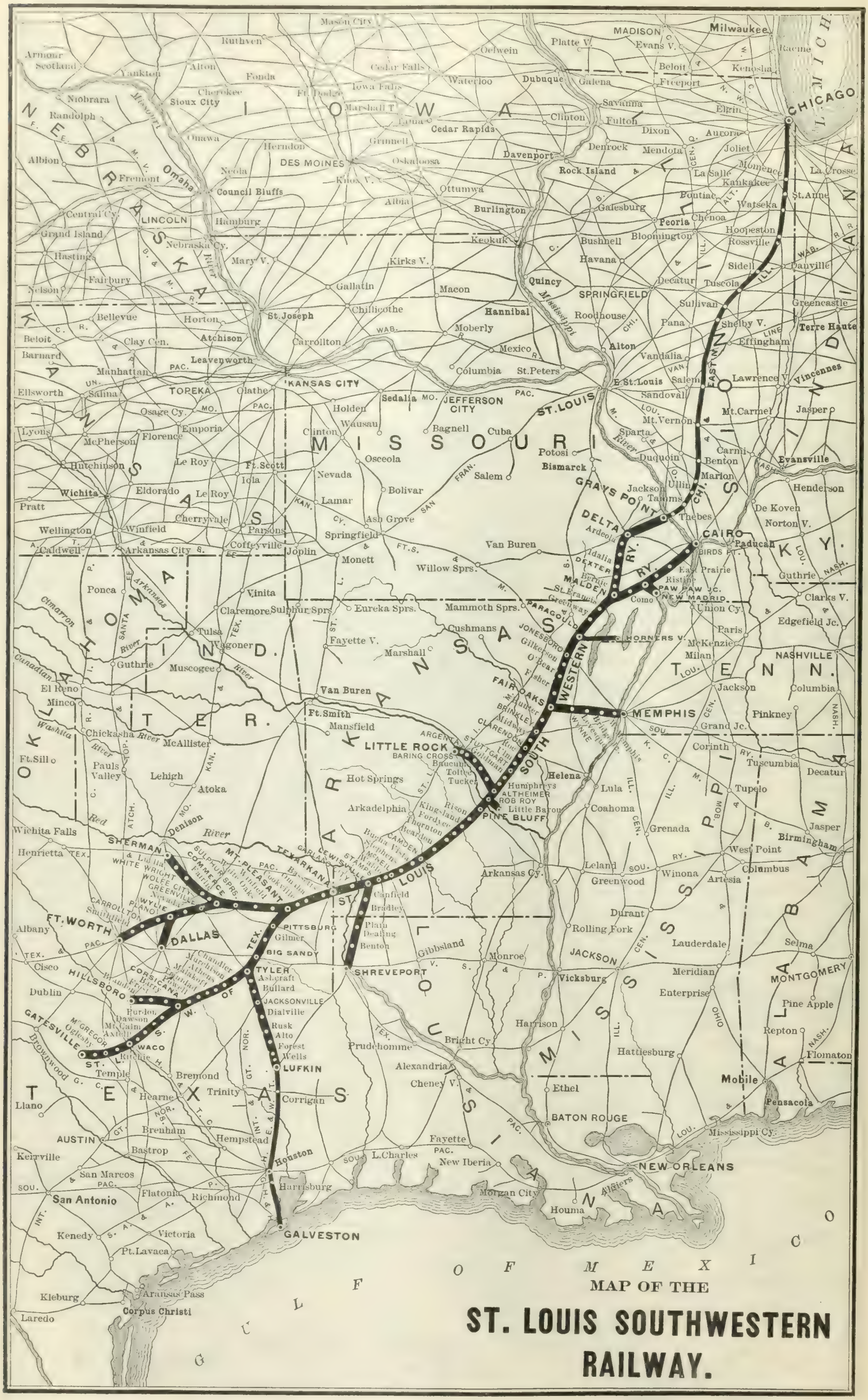
ORGANIZATION.—Reorganization per plan in V. 50, p. 141, 561 of St. Louis Arkansas & Texas, sold in foreclosure in October, 1890. Consists of two corporations—the St. Louis Southwestern Railway Co., and the St. Louis Southwestern Railway Co. of Texas.—V. 69, p. 646.

STOCK.—Stock issued, common, $16,500,000; pref., 5 p. c. non-cum., $20,000,000, of which in treasury June 30, 1899, common, $143,900; preferred, $106,350. Par of shares, $100.

BONDS.—The *first mortgage* certificates are issued against a like amount of first mortgage bonds secured upon the constituent lines at a rate not exceeding $16,500 per mile, and the second mortgage certificates against second mortgage bonds at $8,250 per mile. First interest payment on 2d mortgage incomes, 2 p. c., made July 1, 1899; 1·678 p. c. paid Jan. 2, 1900; 2·322 p. c. declared in Apr., 1900, making 4 p. c. for 1899. V. 70 p. 687.

Gray's Point Terminal Ry. was completed in Oct., 1898, from Delta to Gray's Point, 16 miles; its $339,000 of bonds at $15,000 per mile are guaranteed by the St. L. Southw., principal and interest. Form of guaranty in V. 69, p. 1062. St. L. So. W. owns all capital stock and leases the road for fifty years. (V. 65, p. 413.) This extension gives a through line via Chicago & Eastern Illinois to Galveston, Tex.


Map of
ST. LOUIS AND SAN FRANCISCO
RAILROAD
AND CONNECTING LINES.
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
IOWA
MISSOURI
ARKANSAS
LOUISIANA
MISSISSIPPI
ILLINOIS
TENNESSEE
KENTUCKY
OMAHA
COUNCIL BLUFFS
DES MOINES
CHICAGO
ST. JOSEPH
KANSAS CITY
ATCHISON
LEAVENWORTH
TOPEKA
ST. LOUIS
SPRINGFIELD
HANNIBAL
QUINCY
JEFFERSON CY.
FRANCISCO
SALEM
WICHITA
ARKANSAS CITY
BLACKWELL
ENID
GUTHRIE
ORLAHOMA
CHICKASHA
PAULS VALLEY
ARDMORE
DENISON
PARIS
TEXARKANA
FT. WORTH
DALLAS
WACO
TEMPLE
AUSTIN
SAN ANTONIO
HOUSTON
GALVESTON
LITTLE ROCK
PETTIGREW
MEMPHIS
CAIRO
BATON ROUGE
NEW ORLEANS
SHREVEPORT
MONROE
JACKSON
VICKSBURG
GULF OF MEXICO


MAP OF THE
ST. LOUIS SOUTHWESTERN
RAILWAY.
CHICAGO
MADISON
Milwaukee
Racine
Kenosha
Beloit
Freeport
Elgin
Aurora
Joliet
Dixon
Fulton
Clinton
Savanna
Dubuque
Galena
Platte V.
Evans V.
Waterloo
Cedar Falls
Oelwein
Mason City
Ruthven
Armour
Scotland
Yankton
Alton
Fonda
Cherokee
Sioux City
Ft. Dodge
Iowa Falls
Marshall T.
Grinnell
Cedar Rapids
Davenport
Rock Island
Denrock
Mendota
La Salle
Kankakee
Pontiac
Watseka
St. Anne
Momence
La Crosse
Monee
Niobrara
Randolph
Albion
Fremont
Omaha
Council Bluffs
Omawa
Herndon
DES MOINES
Oskaloosa
Neola
Knox V.
Ottumwa
Albia
Burlington
Galesburg
Peoria
Chenoa
Bloomington
Bushnell
Havana
Hoopeston
Rossville
Sidell
Danville
Central Cy.
LINCOLN
Hamburg
Grand Island
Nebraska Cy.
Hastings
Fairbury
Nelson
Mary V.
Kirks V.
Keokuk
Quincy
Gallatin
Macon
Chillicothe
Hannibal
Roodhouse
SPRINGFIELD
Decatur
Tuscola
Sullivan
Greencastle
Terre Haute
Shelby V.
Effingham
Pana
Bellevue
Horton
Beloit
Clay Cen.
Barnard
Atchison
St. Joseph
Carrollton
Moberly
Mexico
Columbia
Alton
Vandalia
Leavenworth
Manhattan
Ellsworth
Salina
TOPEKA
Olathe
KANSAS CITY
Sedalia
JEFFERSON CITY
Holden
Osage Cy.
Wausau
Clinton
Bagnell
Cuba
Sparta
Potosi
Bismarck
Duquoin
Carmi
Benton
Evansville
Vincennes
Sandoval
E. St. Louis
Salem
Lawrence V.
Mt. Vernon
Mt. Carmel
Jasper
Lyons
McPherson
Florence
Emporia
Hutchinson
Le Roy
Osceola
Nevada
Ft. Scott
Iola
Bolivar
Lamar
Ash Grove
Springfield
Salem
Jackson
Ullin
Tamms
Marion
Henderson
Wichita
Eldorado
Le Roy
Pratt
Cherryvale
Parsons
Coffeyville
Joplin
Monett
Van Buren
Willow Sprs.
Thebes
De Koven
Norton V.
Wellington
Winfield
Caldwell
Arkansas City
Ponca
Vinita
Claremore
Sulphur Sprs.
Eureka Sprs.
Mammoth Sprs.
Paragould
Como
Union Cy.
Clarks V.
Edgefield Jc.
Tulsa
Wagoner
Fayette V.
Cushmans
Marshall
Paris
McKenzie
Milan
Guthrie
Muscogee
El Reno
Minco
Van Buren
Ft. Smith
Mansfield
Chickasha
McAllister
Ft. Sill
Pauls Valley
Lehigh
Atoka
Hot Springs
Arkadelphia
LITTLE ROCK
BARING CROSS
Brinkley
Helena
Lula
Coahoma
Tupelo
Corinth
Tuscumbia
Decatur
Grenada
Jasper
Birmingham
Wichita Falls
Henrietta
Denison
SHERMAN
MT. PLEASANT
TEXARKANA
Arkansas Cy.
Leland
Winona
Greenwood
Artesia
Columbus
West Point
Durant
Rolling Fork
Albany
Cisco
Dublin
FT. WORTH
DALLAS
PITTSBURG
Gilmer
BIG SANDY
TYLER
Ashcraft
Bullard
JACKSONVILLE
Dialville
Rusk
Alto
Forest
Wells
LUFKIN
SHREVEPORT
Gibbsland
Monroe
JACKSON
Vicksburg
Lauderdale
Selma
Meridian
Enterprise
MONTGOMERY
Pine Apple
Harrison
Hattiesburg
Repton
Flomaton
Bright Cy.
Prudhomme
Alexandria
Cheney V.
Ethel
Mobile
Pensacola
Gatesville
WACO
Temple
Bremond
Trinity
Hearne
Corrigan
Llano
AUSTIN
Brenham
Hempstead
Bastrop
Keirville
San Marcos
San Antonio
Flatonia
Richmond
Houston
Harrisburg
Kenedy
Victoria
Pt. Lavaca
GALVESTON
Kleburg
Aransas Pass
Corpus Christi
Laredo
BATON ROUGE
Fayette
New Iberia
L. Charles
Morgan City
Houma
NEW ORLEANS
Mississippi Cy.
Gulf of Mexico
MEMPHIS
Grand Jc.
Pinkney
Jackson
Columbia
NASHVILLE
Guthrie
Clarksville
Paducah
Cairo
Birds Pt.
East Prairie
Rising
New Madrid
Malden
Dexter
Bernie
Idalia
Ardeola
Delta
Grays Point
Jackson
Tamms
Thebes
Van Buren
Willow Sprs.
Fayette
New Iberia
Morgan City
Houma
Alliers
Fair Oaks
Brinkley
Clarendon
Stuttgart
Goldman
Argenta
Humphreys
Altheimer
Rob Roy
Little Bayou
Pine Bluff
Arkadelphia
Hot Springs
Texarkana
Lewisville
Stamps
Camden
Fordyce
Thornton
Beardon
Rison
Kingsland
Canfield
Bradley
Plain Dealing
Benton
Gilmer
Pittsburg
Big Sandy
Tyler
Jacksonville
Dialville
Rusk
Alto
Forest
Wells
Lufkin
Prudhomme
Bright Cy.
Alexandria
Cheney V.
Ethel
Baton Rouge
Fayette
New Iberia
L. Charles
Houma
Morgan City
New Orleans
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Pensacola
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Repton
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Montgomery
Enterprise
Meridian
Vicksburg
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Lauderdale
Selma
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Pinkney
Grand Jc.
Memphis
Union Cy.
Paris
McKenzie
Milan
Nashville
Columbia
Jackson
Guthrie
Clarksville
Paducah
Cairo
Birds Pt.
East Prairie
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New Madrid
Malden
Dexter
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Ardeola
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Norton V.
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Ullin
Tamms
Carmi
Benton
Duquoin
Sparta
Potosi
Bismarck
Mt. Vernon
Mt. Carmel
Jasper
Vincennes
Terre Haute
Effingham
Shelby V.
Pana
Sullivan
Greencastle
Danville
Sidell
Decatur
Tuscola
Havana
Bushnell
Bloomington
Hoopeston
Rossville
Chenoa
Peoria
Galesburg
Pontiac
Watseka
St. Anne
La Crosse
Monee
La Salle
Kankakee
Joliet
Aurora
Dixon
Fulton
Clinton
Savanna
Dubuque
Galena
Freeport
Elgin
Beloit
Kenosha
Racine
Milwaukee
Madison
Evans V.
Platte V.
Oelwein
Waterloo
Cedar Falls
Mason City
Ruthven
Armour
Scotland
Yankton
Alton
Fonda
Cherokee
Sioux City
Ft. Dodge
Iowa Falls
Marshall T.
Grinnell
Cedar Rapids
Davenport
Rock Island
Denrock
Mendota
Albion
Fremont
Omaha
Council Bluffs
Omawa
Herndon
Des Moines
Oskaloosa
Neola
Knox V.
Ottumwa
Albia
Burlington
Central Cy.
Lincoln
Hamburg
Grand Island
Nebraska Cy.
Hastings
Fairbury
Nelson
Mary V.
Kirks V.
Keokuk
Quincy
Gallatin
Macon
Chillicothe
Hannibal
Roodhouse
Springfield
Bellevue
Horton
Beloit
Clay Cen.
Barnard
Atchison
St. Joseph
Carrollton
Moberly
Mexico
Columbia
Alton
Vandalia
Leavenworth
Manhattan
Ellsworth
Salina
Topeka
Olathe
Kansas City
Sedalia
Jefferson City
Holden
Osage Cy.
Wausau
Clinton
Bagnell
Cuba
Sparta
Potosi
Bismarck
Duquoin
Carmi
Benton
Evansville
Vincennes
Sandoval
E. St. Louis
Salem
Lawrence V.
Mt. Vernon
Mt. Carmel
Jasper
Lyons
McPherson
Florence
Emporia
Hutchinson
Le Roy
Osceola
Nevada
Ft. Scott
Iola
Bolivar
Lamar
Ash Grove
Springfield
Salem
Jackson
Ullin
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Henderson
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Coahoma
Tupelo
Corinth
Tuscumbia
Decatur
Grenada
Jasper
Birmingham
Wichita Falls
Henrietta
Denison
Sherman
Mt. Pleasant
Texarkana
Arkansas Cy.
Leland
Winona
Greenwood
Artesia
Columbus
West Point
Durant
Rolling Fork
Albany
Cisco
Dublin
Ft. Worth
Dallas
Pittsburg
Gilmer
Big Sandy
Tyler
Jacksonville
Dialville
Rusk
Alto
Forest
Wells
Lufkin
Shreveport
Gibbsland
Monroe
Jackson
Vicksburg
Lauderdale
Selma
Meridian
Enterprise
Montgomery
Pine Apple
Harrison
Hattiesburg
Repton
Flomaton
Bright Cy.
Prudhomme
Alexandria
Cheney V.
Ethel
Mobile
Pensacola
Gatesville
Waco
Temple
Bremond
Trinity
Hearne
Corrigan
Llano
Austin
Brenham
Hempstead
Bastrop
Keirville
San Marcos
San Antonio
Flatonia
Richmond
Houston
Harrisburg
Kenedy
Victoria
Pt. Lavaca
Galveston
Kleburg
Aransas Pass
Corpus Christi
Laredo
Baton Rouge
Fayette
New Iberia
L. Charles
Morgan City
Houma
New Orleans
Mississippi Cy.
Gulf of Mexico

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Louis Southw.—1st M. ctfs., $16,500 p. m., g.c*	1,222	1890	$1,000	$20,000,000	4 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1. 1989
2d M. 4% incomes, $10,000,000,non-cum., gold.c*	1,222	1891	500 &c.	9,000,000	1·678 in	Jan.,'00	N. Y., Merc. Trust Co.	Nov. 1 1989
Car trusts June 30, 1899	....	1891	various	500,675	6	Various	N. Y., Central Trust Co	To 1904
Gray's Pt. Term'l,1st M.,gu.,p.&i.e.g.,**S.St...c&r**	16	1897	1,000	349,000	5 g.	J. & D.	N. Y., Cent. Tr. & St. L.	Dec. 1, 1947
St. Paul & Duluth—Common stock	....	....	100	4,660,207	.....	.....	N. Y., Of., 32 Nassau St.	July 5. 1887
Pref. 7 per cent stock and scrip subj. to call at par	....	....	100	3,895,032	7 in 1899	M. & S.	do do	Mar.1 00,3½%
1st mortgage c*	167	1881	1,000	1,000,000	5	F. & A.	do do	Aug. 1, 1931
2d mortgage c*	167	1887	1,000	2,000,000	5	A. & O.	do do	Oct. 1, 1917
Taylor's Falls & Lake Sup., 1st M. s. f. not dr. c*	21	1884	1,000	210,000	6	J. & J.	do do	Jan. 1, 1914
Duluth Short L. 1st M, p.&i.,s.f. not dr'n c*	25	1886	1,000	500,000	5	M. & S.	do do	Sept. 1, 1916
Stillwater & St. Paul 1st mortgage, gold	12	1870	500 &c.	209,500	7	J. & D.	do do	Dec. 1, 1900
Consolidated mort., $5,000,000, g. c*	226	1898	1,000	1,000,000	4 g.	J. & D.	do do	June 1, 1968
Car trusts, includ. interest, see text, Jan., 1900.	....	'98-'99	.....	370,373	4½ & 5	.....	do do	To 1909
St. Paul Eastern & Gr. Trunk—1st M., g., int. gu. c*	56	1883	1,000	1,120,000	6 g.	J. & J.	Office,C.&N.W.,52 Wall.	Jan. 1, 1913
St. Paul Minn. & Manitoba—See Great Northern—								
St. Paul & No. Pacific—SEE NO. PACIFIC RR.								
Salt Lake & Los Angeles—1st mortgage (text).g..c	15	1893	1,000	300,000	6 g.	J. & J.	Salt Lake City.	Jan. 1, 1913
San Antonio & Aransas Pass—Stock	....	....	100	5,000,000	.....	....	.....	.....
1st M. for $21,600,000 g., guar. p. & i. (end.).c*&r	687	1893	1,000	18,900,000	4 g.	J. & J.	N. Y., Cent. Trust Co.	Jan. 1, 1943
Equipment trust notes July 1, 1899	.....	....	.....	40,609	.....	.....	.....	.....
San Diego Cuyamaca & East'n Ry.—1st mort., gold	22	1888	500 &c.	550,000	6 g.	J. & J.	In default.	July 1, 1918
Sanford & St. P'burg—1st M.,,g.not guar. **PP**	....	1894	.....	375,000	4 g.	J. & J.	Philadelphia, Pa.	Jan. 1, 1924
Do guar. p. & i., end. S. F. & W. **PP**	....	1894	.....	300,000	4 g.	J. & J.	.....	Jan. 1, 1924
San Francisco & No. Pacific—1st M., gold. **Me.**c*&r	165	1889	1,000	4,038,000	5 g.	J. & J.	N.Y.,46Wall,& Fr'nk'frt	Jan. 1, 1919
Cal. Northw., 1st M., $2,000,000, g., gu.p.&i.,s.f.	60	1898	1,000	None Mar'00	5 g.	A. & O.	San Fran. & New York.	Apr. 1, 1928

a Of which $761,250 in treasury. z $1,000,000.

GENERAL FINANCES.—In Feb, 1899, $1,000,000 additional 4 per cent income certificates sold for improvements and betterments, making total listed $9,000,000, and all the floating debt paid off. Interest payments on 2d M. were begun in 1899.

EARNINGS.—8 mos., July 1 to Feb. 28. 1899-0.....Gross, $4,175,455; net, $1,559,469. 1898-9.....Gross, 4,129,275; net, 1,359,520.

ANNUAL REPORT.—Annual meeting is held at St. Louis, Mo., on the first Tuesday in October. Report for 1898-99 was in V. 69, p. 793.

Year ending June 30—	1899.	1898.	1897.	1896.
Gross earnings	$5,862,338	$5,279,332	$4,743,546	$4,904,489
Operating expenses	4,209,088	4,173,328	3,855,888	4,132,375
Net earnings	$1,653,250	$1,106,004	$887,658	$772,114
P. c. op. ex. to earns.	(71·80)	(79·05)	(81·29)	(84·26)
Tot. net, incl. other ins.	1,737,708	$1,114,911	$891,242	$782,192
Taxes	133,495	131,007	121,485	128,552
Int. on 1st M. bonds	800,000	800,000	800,000	800,000
Int. on 2d M. bonds	180,000	....	....	....
Rentals, etc	44,536	26,613	32,944	31,490
Balance	sur.$579,677	sr.$157,291	df.$63,189	df.$177,850

President, Edwin Gould.—(V. 70, p. 532, 687.)

St. Louis Vandalia & Terre Haute RR.—*(See Map Pittsb. Cincin. Chic. & St. L.)*—East St. Louis to Indiana State line, 158 miles.

CAPITAL STOCK.—Stock, $2,379,358 common and $1,544,700 of 7 per cent cumulative pref.; par $100. The Terre Haute & Indianapolis owns $326,000 preferred and $500,000 common stock, the Pennsylvania RR. $837,000 preferred, and the Pennsylvania Co., Dec., 1898, 1,350,000 common and $381,700 preferred. Dividends paid on pref stock 1891-1899, both inclusive, aggregated 70 per cent. (See SUP. of Jan., 1900

BONDS.—The first mortgage bonds due Jan. 1, 1897 ($1,896,000), were purchased at maturity by the Pennsylvania RR. Co. V. 64, p. 420. The $2,600,000 second mortgage bonds were purchased May 1, 1898, by Pennsylvania Company. V. 66, p. 761, 811; V. 68, p. 477.

ANNUAL REPORT.—Report for year 1897-8 in V. 68, p. 667, showed:

*Yr.end.Oct.*31.	*Gross.*	*Oper'g exp's.*	*Net.*	*Rental.*
1899	$1,829,221	$1,280,159	$549,062	$548,766
1898	1,708,639	1,220,833	487,806	512,592

The payments from income of $555,838 in 1899 were: Taxes, $65,304; interest, $179,840; car trusts, etc., $70,118; balance, surplus, $240,760. Loss to lessee in 1895-96, $297,280; loss in 1896-97, $192,565; loss in 1897-98, $24,785; profit in 1898-9, $296.—(V. ,70 p. 529.)

St. Paul & Duluth RR.—Owned St. Paul, Minn., to Duluth, Minn., 155 miles (less 9 miles not oper.); branches, 29 miles; merged by consolidation in 1899; Stillwater & St. Paul RR., 13 miles; Taylor's Falls & Lake Superior, 20 miles; Duluth Short Line, Thomson to West Superior, 18 miles; leased, 19 miles; total, 245 miles. Second track, 17 miles. Between Carlton and Duluth, 24 miles, road is owned jointly with the Nor. Pacific, but the 14 miles between Thomson and West End are little used, the Duluth Short Line affording the St. P. & D. access to Duluth. Uses Minn. & St. L. terminals at Minneapolis.

HISTORY.—Sold in foreclosure May 1, 1877, and reorganized.

SYNDICATE.—In Dec., 1899, a syndicate of $7,000,000, represented by Clarence S. Day, had purchased at $50 per share a majority of the common stock and offered to purchase the minority stock at the same price, under a plan giving the stockholders the right to subscribe to the syndicate to the extent of 60 per cent of the par value of the stock sold. The plan is to purchase all of the company's lands and cancel the preferred stock and arrange a readjustment of the securities of the company. Time to deposit expired Jan. 31, 1900.—V. 69, p. 1347.

CAPITAL STOCK.—From the earnings of the railroad the preferred stock has a prior right to 7 per cent yearly, then common to 6 per cent, any surplus going to retirement of preferred. The preferred stock is also received in payment for lands at par, and is entitled to receive from land sales any part of its 7 per cent dividend yearly for which railroad earnings do not suffice. The preferred is subject to call at par for redemption with land sales, after drawing by lot, if not purchasable below par in the open market, the sums applied to its redemption and retirement being as follows: In 1891, $182,000; 1892, $226,000; 1893, $165,000; 1898, $691,300; 1899, $204,500.—V. 69, p 696. Three shares of common stock have one vote and each share of preferred has one vote. The $690,776 due land and stumpage fund was applied in 1898, to reduction of pref. stock.—V. 67, p. 1309.

DIVIDENDS.—

	1884,	'85-'88.	'89.	'90.	'91-3.	'94-7.	'98.	'99	'00
On pref.—p. c.	3½	7 yr'ly.	5½	6½	7 yr'ly.	5 yr'ly.	7	7	Mar.,3½

On common—In 1887 3 and 15 in common stock And 7 % stock

BONDS.—The consolidated mortgage of 1898 is limited to $5,000,000, of which $1,000,000 were sold in Jan., 1899, and $690,776 cash restored to land and stumpage fund, leaving $4,000,000 to complete automatic couplers and air brakes and retire main and branch line bonds.—V. 69, p. 903. Car trust 5s mature monthly to 1903 and car trust 4½s semi-annually to 1909. V. 69, p. 909.

LANDS.—The company has a land grant, of which 953,592 acres remained unsold June 30, 1899, and 57,952 acres of the Taylor's Falls branch grant. In year 1898-99 sales from company's grant were 48,021 acres for $202,512, and gross cash receipts were $208,525 (of which $37,229 from stumpage); net income, $167,467.

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. 1899-0.Gross, $1,336,105; net, $485,842. 1898-9.Gross, 1,238,299; net, 393,214.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St. Paul second Thursday in Oct. Report for 1898-99 in V. 69, p. 903.

Year end. June 30—	1899.	1898.	1897.	1896.
Gross earnings	$1,802,330	$1,648,635	$1,564,104	$1,587,863
Op. expen. and taxes.	1,239,863	1,221,995	1,203,051	1,280,524
Net earnings	$562,467	$426,640	$361,053	$307,339
Net income from RR.	$594,940	$462,238	$420,946	$385,439
do do lands.	167,467	157,001	104,418	242,483
Rentals paid	134,283	135,164	134,558	130,819
Interest on bonds	169,444	150,000	150.000	150,000
Miscellaneous	864	810	14,604	53,523
Bal. over charges	$457,815	$333,265	$226,197	$293,580
Dividends on pref	(7)$286,796	$(7)335,307	(5)$239,505	(5)$239,505

—(V. 68, p. 475; V. 69, p. 334, 696, 903, 1347; V. 70, p. 126.)

St. Paul Eastern Grand Trunk Ry.—*(See Map Chicago & N. W.)*—Owns from Oconto to Clintonville, Wis., 56 miles. Leased Oct. 30, 1884, for 99 years to Milwaukee Lake Shore & Western. Rental 30 per cent of gross earnings, interest on bonds being guaranteed. Lease acquired Aug. 16, 1893, by Chicago & North Western through purchase of Milwaukee Lake Shore & Western.

St. Paul & Northern Pacific Ry.—Merged in Nor. Pac. RR.

Salt Lake & Los Angeles RR.—Road from Salt Lake to Saltair Beach, Utah, 15 miles, standard gauge—see V. 65, p. 824. Stock $150,000. In 1898 $300,000 first 6s were outstanding. For year ending June 30, 1899, gross, $39,190; net, $10,712, against $16,770 in 1897-98; other income, $6,662; charges, $20,474.—V. 65, p. 824.

San Antonio & Aransas Pass Ry.—Owns from Kerrville to Houston, 308 miles; Kenedy to Corpus Christi, Tex., 90 miles; Yoakum to Waco, 171 miles; Skidmore to Alice, 43 miles, Shiner to Lockhart, 54 m.; branch, 21 m.; total, 687 m., all 50-lb. steel.

HISTORY.—Reorganized without foreclosure sale in 1893, management passing to So. Pac., which owns $2,000,000 stock.

BONDS.—Mortgage is for $21,600,000 (trustee, Central Trust Co.) and the So. Pacific Co. by endorsement on each bond guarantees unconditionally "the punctual payment of the principal and interest." Bonds for $2,700,000 reserved for extensions, limited to 100 miles at $27,000 per mile, equipped. See full abstract of mort. in V. 56, p. 540. Southern Pacific Co. June 30, 1899, $1,560,866; car trusts, $40,609. Listed on N. Y. Stock Ex. to Mar., 1900, $18,892,000.

LATEST EARNINGS—8 mos. July 1 to Feb. 28. 1899-0..Gross, $1,578,257; net, $474,717. 1898-9..Gross, 1,488,902; net, 478,285

ANNUAL REPORT.—Fiscal year changed in 1897 to end June 30. Report for year to June 30, 1899, was in V. 70, p. 477, showing, gross, $2,046,781; net, $455,664; oth. income, $29,000; interest on bonds, etc., $850,484; taxes, $64,173; balance, deficit for year, $429,994. In 1897-98, gross, $2,021,835, net, $514,430. (V. 70, p. 477.)

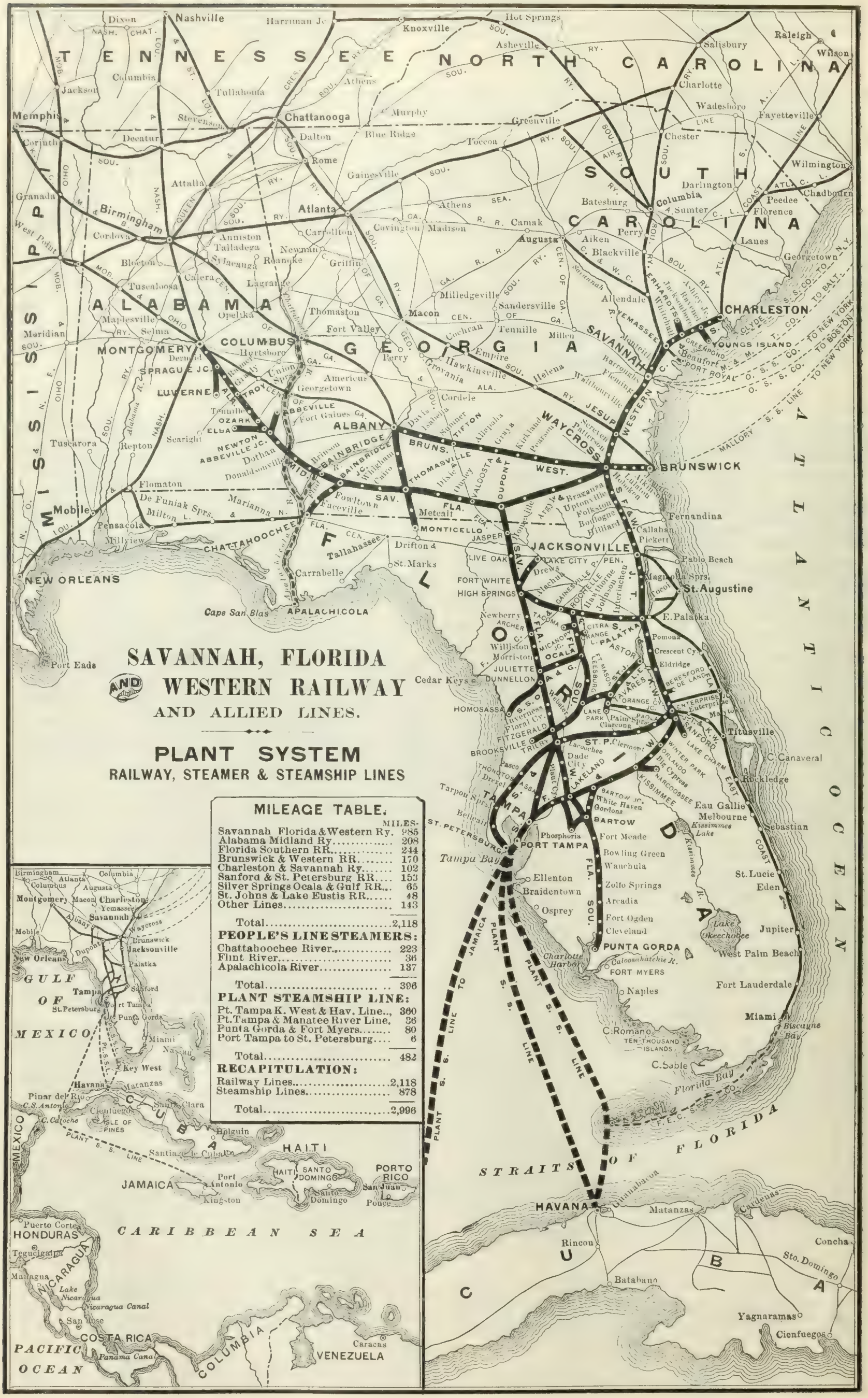
San Antonio & Gulf RR.—San Antonio to Stockdale, 37 miles. Successor in April, 1897, to San Antonio & Gulf Shore Ry. Capital stock authorized, $1,000,000, issued Oct., 1898, $32,000. In Oct., 1898, was owned by a syndicate, few bonds had been issued, and there was no floating debt. The Texas RR. Commission has approved the issue of $250,000 bonds. For year ending June 30, 1899, gross, $40,085; net, $14,928; deductions, $2,939; bal., sur., $11,989. President, George W. Breckinridge; Secretary and Treas., John A. Fraser, San Antonio, Tex.—V. 64, p. 708; V. 69, p. 591.

Sandusky Mansfield & Newark RR.—See B. & O. statement and V. 69, p. 743, 851. (V. 69, p. 743, 851; V. 70, p. 77.)

Sanford & St. Petersburg Ry.—*(See Map Sav. Flor. & West.)*—From Sanford, Fla., to St. Petersburg, 153 miles. Formerly Orange Belt Railway, which was sold at foreclosure in March, 1893. Stock is $600,000; par, $100. First mortgage is for $1,000,000 of 4 p. c. bonds, interest reduced from 5 p. c., of which $675,000 have been issued, and of these $300,000 are guaranteed principal and interest by end. of the Savannah Florida & Western (see copy of guaranty in V. 64, p. 843.) The balance of the loan unissued ($325,00 , Jan. 1, 1899) is deposited with the Metropolitan Trust Co., New York, for improving, equipping and broad-gauging the road. For year 1898-99, gross, $79,526; deficit under operating, $48,560; other income, $37,870; deductions, $55,282; deficit, $65,972.—V. 64, p. 888.

San Francisco & North Pacific Ry.—Point Tiburon, Cal., to Ukiah, Cal., 106 miles, and branches, 59 miles. Consolidation of March 19, 1889. Has steamer connection (6 miles) with San Francisco. Leased to the California & Northwestern Ry., incorporated in March, 1898. The S. F. & N. P. guarantees $2,000,000 Cal & Nor. 5 per cent bonds, to be issued at $25,000 per mile. V. 67, p. 370, 688, 788. Stock issued, $6,000 00); par of shares, $100.

BONDS.—Issued at $25,000 per mile; sinking fund, $25,000 yearly, bonds drawn at 110 and interest. [Mortgage abstract V. 49, p. 241.] Stock reported in Nov., 1898, owned by President A. W. Foster, Director Geo. A. Newhall and others. V. 67, p. 1111.


SAVANNAH, FLORIDA
AND WESTERN RAILWAY
AND ALLIED LINES.
PLANT SYSTEM
RAILWAY, STEAMER & STEAMSHIP LINES
MILEAGE TABLE.
MILES.
Savannah Florida & Western Ry. 985
Alabama Midland Ry. 208
Florida Southern RR. 244
Brunswick & Western RR. 170
Charleston & Savannah Ry. 102
Sanford & St. Petersburg RR. 153
Silver Springs Ocala & Gulf RR. 65
St. Johns & Lake Eustis RR. 48
Other Lines. 143
Total. 2,118
PEOPLE'S LINE STEAMERS:
Chattahoochee River. 223
Flint River. 36
Apalachicola River. 137
Total. 396
PLANT STEAMSHIP LINE:
Pt. Tampa K. West & Hav. Line.. 360
Pt. Tampa & Manatee River Line. 36
Punta Gorda & Fort Myers. 80
Port Tampa to St. Petersburg. 6
Total. 482
RECAPITULATION:
Railway Lines. 2,118
Steamship Lines. 878
Total. 2,996
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
FLORIDA
GULF OF MEXICO
CUBA
HAITI
JAMAICA
PORTO RICO
CARIBBEAN SEA
ATLANTIC OCEAN
STRAITS OF FLORIDA
PACIFIC OCEAN
Nashville
Knoxville
Hot Springs
Asheville
Salisbury
Raleigh
Wilson
Memphis
Chattanooga
Atlanta
Charlotte
Columbia
Charleston
Savannah
Jacksonville
Brunswick
Mobile
New Orleans
Pensacola
Tallahassee
Tampa
Port Tampa
Punta Gorda
Fort Myers
Miami
Key West
Havana
Matanzas
Cienfuegos
Santiago de Cuba
Holguin
Santo Domingo
Port Antonio
Kingston
Puerto Cortes
Tegucigalpa
Managua
Lake Nicaragua
Nicaragua Canal
San Jose
Panama Canal
Caracas
Maracaibo
Curaçao
Port Eads
Cape San Blas
Apalachicola
Cedar Keys
Tarpon Springs
St. Petersburg
Tampa Bay
Fernandina
St. Augustine
Daytona
Titusville
Cape Canaveral
Rockledge
Melbourne
Eau Gallie
Sebastian
Jupiter
West Palm Beach
Fort Lauderdale
Biscayne Bay
Florida Bay
Ten Thousand Islands
Cape Sable
Key West
Havana
Matanzas
Cardenas
Concha
Sto. Domingo
Batabano
Yagnaramas
Cienfuegos
Rincon
Guanabacoa
Isle of Pines
Charlotte Harbor
Lake Okeechobee
Kissimmee Lake
Lake Eustis
Ocala
Gainesville
Lakeland
Orlando
Winter Park
Kissimmee
Sanford
Deland
Palatka
Live Oak
Lake City
Jasper
Monticello
Thomasville
Valdosta
Albany
Brunswick
Waycross
Savannah
Augusta
Macon
Columbus
Montgomery
Birmingham
Mobile
Meridian
Jackson
Memphis
Corinth
Decatur
Chattanooga
Knoxville
Asheville
Greenville
Spartanburg
Charlotte
Wilmington
Florence
Darlington
Columbia
Aiken
Augusta
Macon
Atlanta
Rome
Dalton
Athens
Gainesville
Toccoa
Murphy
Blue Ridge
Tullahoma
Columbia
Jackson
Granada
Cordova
Tuscaloosa
Selma
Montgomery
Troy
Dothan
Abbeville
Ozark
Elba
Newton
Eufaula
Fort Gaines
Cuthbert
Camilla
Bainbridge
Quitman
Thomasville
Tifton
Moultrie
Nashville
Harriman Jc
Knoxville
Hot Springs
Asheville
Salisbury
Raleigh
Wilson
Charlotte
Wadesboro
Fayetteville
Chester
Greenville
Toccoa
Rome
Dalton
Blue Ridge
Murphy
Athens
Gainesville
Chattanooga
Stevenson
Tullahoma
Columbia
Jackson
Memphis
Corinth
Decatur
Attalla
Anniston
Talladega
Sylacauga
Roanoke
Newman
Carrollton
Griffin
Covington
Madison
Camak
Augusta
Aiken
Perry
Batesburg
Columbia
Sumter
Darlington
Chadbourn
Peedee
Florence
Wilmington
Georgetown
Lanes
Blackville
Allendale
Ashley Jct.
Jacksonboro
Ravenel
Walterboro
Whitehall
Ehrhardts
Yemassee
Montcalm
Barrogchs
Fleming
Hilton
Beaufort
Port Royal
Greenpond
Youngs Island
Charleston
Savannah
Milledgeville
Sandersville
Tennille
Millen
Cochran
Empire
Hawkinsville
Helena
Wallhourville
Jesup
Grovania
Americus
Georgetown
Cordele
Perry
Fort Valley
Thomaston
Opelika
Lagrange
Calera
Blocton
Maplesville
Meridian
Columbus
Hurtsboro
Dermid
Sprague Jc.
Luverne
Troy
Union Springs
Tuskegee
Tuscarora
Repton
Searight
Dothan
Donaldsonville
Newton
Abbeville
Fort Gaines
Elba
Ozark
Tennille
Albany
Davis
Isabella
Sumner
Tifton
Allapaha
Grays
Kirkland
Pearson
Screven
Patterson
Waycross
Brunswick
Bainbridge
Brinson
Whigham
Cairo
Thomasville
Dixie
Quitman
Valdosta
Dupont
Fowltown
Faceville
Marianna
Milton
De Funiak Sprs.
Flomaton
Mobile
Pensacola
Millview
Chattahoochee
Tallahassee
Drifton
St. Marks
Carrabelle
Apalachicola
Cape San Blas
Port Eads
Cedar Keys
Tarpon Springs
St. Petersburg
Tampa Bay
Fernandina
Callahan
Pickett
Jacksonville
Pablo Beach
Magnolia Sprs.
St. Augustine
Daytona
Titusville
Cape Canaveral
Rockledge
Melbourne
Eau Gallie
Sebastian
Jupiter
West Palm Beach
Fort Lauderdale
Miami
Biscayne Bay
Florida Bay
Ten Thousand Islands
Cape Sable
Key West
Havana
Matanzas
Cardenas
Concha
Sto. Domingo
Batabano
Yagnaramas
Cienfuegos
Rincon
Guanabacoa
Isle of Pines
Charlotte Harbor
Lake Okeechobee
Kissimmee Lake
Lake Eustis
Ocala
Gainesville
Lakeland
Orlando
Winter Park
Kissimmee
Sanford
Deland
Palatka
Live Oak
Lake City
Jasper
Monticello
Thomasville
Valdosta
Albany
Brunswick
Waycross
Savannah
Augusta
Macon
Columbus
Montgomery
Birmingham
Mobile
Meridian

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RAILROADS. explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
S.Fr. & San Joaq. Val.—1st M.,g.,call aft.1915.Me.c	374	1896	$1,000	$6,000,000	5 g.	A. & O.	N. Y. and San. Fran.	Oct. 1, 1940
S. Fe & Gr. Canyon—1st M., $1,500,000, g., s.f.IBc	70	1898	1,000	1,000,000	5 g.	J. & J.	Boston, Int'l Trust Co.	Jan. 1, 1918
Santa Fe Pres.& Phœnix-1st M., $5,000,000,g.Me.c*	198	1892	1,000	4,940,000	5 g.	M. & S.	N. Y. Mer'tile Tr. Co.	Sept. 1, 1942
2d M., gold, (Cent. Tr. beneficial certfs.) .. ....Ce	198	1893	.....	2,964,000	5 g.	J. & J.	.....	July 1, 1943
Prescott & East., 1st M., $375,000, p. & i. gu.Ce	26½	1898	.....	375,000	.....	.....	.....	.....
Saranac & Lake Placid—1st M., $120,000,g., Ce.c*	10	1893	1,000	120,000	5 (6) g.	M. & N.	N. Y., 21 Cortlandt St.	May 1, 1913
2d mortgage, $24,000.....	10	1896	500	24,000	5	M. & N.	do do	May 1, 1913
Saratoga & Schenectady- Stock (rental guarant'd).	....	....	100	450,000	7 per an.	J. & J.	Troy, United Nat'l Bk.	Jan., '00, 3½%
Sault Ste. Marie Bridge—1st M., g., s.f.,dr'n at 110.c	1¼	1887	1,000	900,000	5 g.	J. & J.	N. Y., Nat'l City Bank.	July 1, 1937
Savannah Florida & Western—Stock.....	....	....	100	9,432,900	2 Jan.'99	Jan.	N. Y., Off., 12 W. 23d St.	Jan. 15,'99, 2%
Sav. Fla. & W., 1st (consol.)M., $6,500,000.g.c*&r	545	1884	1,000	4,056,000	6 g.	A. & O.	N. Y., do & Savan.	Apr. 1, 1934
do do (V. 64, p. 1228) int. red. to 5 p. ct.c	545	1884	1,000	2,444,000	5 g.	A. & O.	do do	Apr. 1, 1934
Sav. Fla. & W. consol. M. ($20,000,000) gold...c*	819	1893	1,000	7,086,000	5 g.	M. & N.	do do	May 1, 1943
St. John's River Div., 1st M., $1,500,000, g....c*	130	1899	1,000	1,350,000	4 g.	J. & J	.....	July 1, 1934
Guaranteed Loans.								
Brunswick & W. 1st M. Bruns. to Albany, g, gu.c*	171	1888	500 &c.	3,000,000	4 g.	J. & J.	do do	Jan. 1, 1938
Income bonds, non-cumulative.....	....	1888	1,000	3,000,000	5	.....	None paid.	Irredeemable.
Ala. Midland, 1st mort., guar. p. & i., end. g..xc	175	1888	1,000	2,800,000	5 g.	M. & N.	N. Y., Metropol. Tr. Co.	Nov. 1, 1928
Silver Springs O. & G., 1st M., int. guar , g....c*	74	1888	1,000	1,120,000	4	J. & J.	N. Y., 12 W. 23d St.	July 1, 1918
Florida So. 1st M., $5,000,000,g., gu., 4% aft. '99	....	1895	1,000	4,241,000	4 g.	J. & J	New York City.	Jan. 1, 1945
Sanford & St. Petersb., 1st mort., g., guar., end..	....	1894	.....	¶300,000	4 g.	J. & J.	.....	Jan. 1, 1924
Schenectady & Duanesb.—1st mort., interest guar..	14	1874	100 &c.	500,000	6	M. & S.	N. Y., 21 Cortlandt St.	Sept. 1, 1924
Schuylkill & Lehigh—1st M., guar. by Read'g Co...	43	1898	1,000	600,000	4	M. & N.	Phila., Phil. & Read. RR.	May 1, 1948
Schuylkill Valley Navigation & RR.—Stock	....	....	50	576,050	5	J. & J.	Phila., Read'g Term'l.	Jan. 13,'00,2½
Seaboard Air Line Ry.—Stock, com., $37,500,000..	....	....	100	See text.	.....	.....	.....	.....
Preferred stock, 4 p. c., non-cum., $25,000,000..	....	....	100	See text.	.....	.....	.....	.....
New mort., $75,000,000, gold –V. 70, p. 793.....	....	1900	.....	See text.	4 g.	... .	New York.	1950
*OLD LOANS.								
Carolina Central old bonds, non-assented.	....	'81-'94	1,000	115,233	6	J. & J.	.....	1920
1st consol. M., $3,000,000, gold, gu. p.& i. end. F	267	1898	1,000	2,847,000	4 g.	J. & J.	N. Y., Farm. L. & T. Co.	Jan. 1, 1949

¶ NOTE.—There are $375,000 additional 4s ung uaran teed.
* Excluding some amounts acquired by the Willi ams syndic ate and to be deposit ed under new con solidated mortgage.

LATEST EARNINGS—9 mos. July 1 to Mar. 31. 1899-0..Gross, $707,900; net, $257,209. 1898-9..Gross, 684,755; net, 263,085

ANNUAL REPORT.—Report for 1897-98, in V. 67, p. 1354, showed, gross, $839,963; net, $309,783; charges, $228,048; bal., surplus, $81,735. In 1898-99 gross, $921,015; net, $346,736. (V. 69, p. 181.)

San Francisco & San Joaquin Valley Ry.—Owns Stockton Cal., there connecting by water with San Francisco, southerly to Bakersfield, 235 miles; also loop line from Fresno through Visalia and Tulare to Corcoran Junction, 69 miles; also, Stockton to Point Richmond, on San Francisco Bay, opposite San Francisco, 70 miles; completed in Apr., 1900. V. 67, p. 842; V. 69, p 649; V. 70 p. 738, 817.

In Dec., 1898, the Atch. T. & S. F. acquired practically all of the stock, and will use the line as a part of its through system from San Francisco to the East. V. 67, p. 1261. See V. 67, p. 841; V. 69, p. 128, 649.

SECURITIES.—Stock $6,000,000; issued to October, 1898, $2,474,800. Bonds may be drawn at 110. EARNINGS—For year ending June 30, 1899 (line partially completed), gross, $408,705; net, $26,152. —(V. 65, p. 621; V. 67, p. 635, 841, 1261; V. 69, p. 128.

San Pete Valley Ry.—Nephi, Utah, to Morrison, 51 miles; Quarry Branch (opened Aug., 1899), Nephi to Cooper, Utah, 5 miles; total, 56 miles. Stock, $510,000; par of shares, $100. Bonds. $565,000 1st gold 4s, dated 1894, due 1923, interest J-J, and $250,000 2d mort. 4s dated June 1, 1895, due 1921, interest J-J, Farmers' Loan & Trust Co.' New York, Trustee. Theo. Bruback, Gen. Mgr., Salt Lake City, Utah'

Santa Fe & Grand Canyon RR.—To extend from Williams, Ariz., at a connection with the Atch. Top. & Santa Fe, to rim of Grand Canyon, 70 miles, of which Williams to Anita Camp, where large copper mines have been developed, 50·42 miles was operated in Mar., 1900, and remaining 19 miles expected to be operated by June 1, 1900. Also projected further 40 miles to coal fields. Stock, $2,000,000, all outstanding; par of shares, $100. Bonds have sinking fund of 2 per cent of gross earnings yearly. President, L. W. Goode, 11 Broadway, N. Y.; Sec., Waite B. Gilbert; Treas., R. L. Thomae. (V. 70, p. 329.)

Santa Fe Prescott & Phoenix Ry.—Owns Ash Fork on Santa Fe Pacific (Atchison system), via Prescott to Phoenix, Arizona, 198 miles; opened in March, 1895. Prescott Jc. to Mayer, Ariz., 26·4 m. built under charter of Prescott & Eastern, was completed in Oct., 1898, and is leased for 99 years and its $375,000 bonds guaranteed, to cover actual cost of construction. Extension of main line to Globe via Tempe and Mesa, proposed in July, 1899; also branch line to Ingleside and probably later to Mesa, via Tempe. V. 69, p. 552. Stock, $7,904,000.

The road is tax exempt by legislative enactment for 20 years from 1894. The interest charges on 1st mortgage bonds amount to $247,000 per annum, after payment of which the surplus earnings may be used for improvements, etc., as provided in a contract with the 2d mortgage bonds under which substantially all of the 2ds have been deposited with the Central Trust Co., N. Y., against its certificates of beneficial interest. See official statement to N. Y. Stock Exchange on listing of $4,940,000 1st 5s in V. 68, p. 326.

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. 1899 0.Gross, $662,165; net, $381,275. 1898-9.Gross, 572,427; net, 271,763

EARNINGS.—Fiscal year ends June 30. Report for 1898-9 was in V. 69, p. 538, 551; see also editorial remarks, p. 517.

Years ending June 30—	1899.	1898.	1897.
Gross earnings	$875,288	$764,124	$656,188
Operating expenses	455,285	365,270	313,064
Per cent of op. exp. to gross	52·02	47·80	47·71
Net earnings	$420,003	$398,854	$343,124
Total net income	$430,957	$399,416	$343,124
Rental of P. & E. RR.	11,829	.....	.....
Interest on bonds, etc	395,257	365,560	338,321
Balance, surplus	$23,871	$33,856	$4,803

F. M. Murphy, Pres., Prescott, Ariz.—(V. 69, p. **281, 538, 551.**

Saranac & Lake Placid RR.—Owns from Saranac Lake to Lake Placid, N. Y., 10 miles; operates under contract N. Y. Central" Saranac branch, 5·6 miles; total operated, 15·6 miles. December 19, 1896, leased to Chateaugay RR. and Chateaugay Ore & Iron Cos. jointly for 17 years, and interest on bonds reduced from 6 to 5 p. c.; rental 35 per cent of its gross receipts and one-half net profit from transfer business at Lake Placid—at least $7,200—to pay 5 per cent interest on bonds, which interest is guaranteed jointly at 5 p. c. to and including Nov. 1, 1913, by endorsement. Stock, $250,000 (par $100.) *Dividends.*—In 1893, 3 p. c.; in 1894, 2 p. c.; in 1895, 2 p. c.; none since to Apr., 1900. For 1898-97, gross, $17,231.—(V. 64, p. 182.)

Saratoga & Schenectady.—From Saratoga to Schenectady, 21 miles. Leased in perpetuity in 1861 to Rensselaer & Saratoga and lease assigned to Del. & Hudson Canal, by which it is operated. Rental, $31,750 per year. Stock, $450,000. Dividends, 7 p. c. yearly.

Sault Ste. Marie Bridge.—Own Sault Ste. Marie Bridge, including 6,421 feet of main track. The Canadian Pacific, Duluth South Shore & Atlantic and Minneapolis St. Paul & Sault Ste. Marie RR. cos. agree to pay for use of bridge an amount equal to operating expenses, and interest and sinking fund of debt. Mortgage, $1,000,000; sinking fund $5,500 yearly. Stock, $1,000,000 For year 1·98-9 gross earnings, $64,394; net, $51,512. In 1897-98, net, $51,321.

Savannah Florida & Western Ry.—*(See Map.)*—Savannah-Ga., to Tampa, Fla., with branches to Bainbridge and Albany, Ga., and Jacksonville, Chattahoochee and Gainesville, Fla.; also Jacksonville to Sanford, Fla., and branch (part of former Jacksonville Tampa & Key West, purchased under foreclosure Apr. 4, 1899), 130 miles; total owned; 856 miles; leases 33 miles. Operates Sanford & Lake Eustis Ry., Sanford to Tavares, 29 miles, part of former Jack. Tam. & Key West, since Apr. 24, 1899, under an arrangement with the receiver terminable at 30 days' notice, the S. F. & W. receiving all the earnings and paying expenses of operat'n and main'e. Total mileage, 918.

PLANT SYSTEM.—This road belongs to "Plant system," which is described under that title. April 1, 1893, the South Florida was consoli. dated with the Savannah Florida & Western. In 1894-95 purchased control of Florida Southern, 247 m., and Sanford & St. Petersburg, 152 m. The main line of the Jacksonville Tampa & Key West, 130 miles, was purchased at foreclosure in 1899, in interest of system, giving a through line from Tampa to Charleston via Jacksonville. V. 68, p. 672.

STOCK.—During 1893-94 increased from $6,793,900 to $9,412,900, all held by the Plant Investment Co.

BONDS.—The first consols of 1884 ($6,500,000 authorized) are a first lien on 545 miles at about $12,000 per mile, $464,000 So. Ga. & Flor. 1st 7s having been paid at maturity Jan. 15, 1899, and $200,000 So. Georgia & Florida 2d 7s, Sept. 6, 1899. V. 68, p. 86, V. 64, p. 954, 1228. Of the $20,000,000 consols of '93 sufficient are reserved to retire all prior liens and for betterments extensions, etc. Of the $1,500,000 St. Johns' River Division 1st 4s (City Trust Co. of N. Y., trustee, covering the line from Jacksonville to Sanford, $150,000 are reserved for improvements, branch lines, etc., at $50,000 per year. They are subject to call at par to Jan. 1, 1905. V. 69, p. 132.

DIVIDENDS.— Since '86, % '87. '89. '90. '91. '93. '94. '95. 96. 96 to '98. '99. 2 4 0 2 3½ 6 4 2 0 Jan., 2

LATEST EARNINGS.—8 mos., July 1 to Feb. 28. 1898-0.Gross, $2,869,960; net, $793,270. 1898-9.Gross, 2,655,523; net, 614,110

REPORT.—Statement for 1898-9 was in V. 69, p. 1059.

Yr.end.June 30—	1899.	1898.	1897.	1896.
Gross earnings	$3,992,196	$3,642,058	$3,260,342	$3,267,365
Net earnings	1,022,676	926,736	834,614	740,200
Other income	.....	144,629	129,517	176,984
Total income	$1,022,676	$1 071,365	$964,131	$917,184
Interest and taxes.	858,965	874,711	901,800	906,283
Surplus for div..	$163,711	$196,654	$62,231	$10,891

—(V. 68, p. 86, 672; V. 69, p. 82, 132, 956, 1013, **1059**; V. 70, p. 77, 231.)

Schenectady & Duanesburg.—From Quaker Street Junction, N. Y., to Schenectady, N. Y., 14 miles. Leased in perpetuity to the Del. & Hudson Canal. Rental, $30,000 per year. Stock, $100,500.

Schuylkill & Lehigh RR.—Owns from High's Farm, near Reading, Pa., to Slatington, Pa., 43 miles. In 1883 leased to Phila. & Reading RR. for 999 years and in 1896 lease assumed by Phila. & Reading Ry. Rental, $27,000 per annum. Reading owns the stock ($600,000).

Schuylkill Valley Navigation & RR.—Port Carbon to Reevesdale, Pa., 11 miles; 2d track, 5 miles; branches, etc., 8·24 m.; total track, 28 miles. Leased July 25, 1861, for 999 years to Phila. & Reading RR. Lease assumed in 1896 by Phila. & Reading Railway Co. Rental $29,450, which pays 5 p. c. on stock and State taxes.

Seaboard Air Line Ry.—*(See Map.)*—This company will own a system from Richmond, Va., to Atlanta, Ga., and Jacksonville and Tampa, Fla., with branches to Rutherfordton and Wilmington, N. C., Augusta, Ga., etc., comprising in all about 2,540 miles. Under agreement with the Pennsylvania R'd. through car service will be established between New York, Philadelphia and Washington and the South.

ORGANIZATION.—To be a consolidation in 1900 of various "Seaboard" lines (see list V. 69, p. 907), including those whose securities are shown in the table above, the Richmond Petersburg & Carolina, etc. In April, 1900, the consolidation was on the eve of completion, the new connecting lines having been built and the new mortgage having been filed. (See "Bonds" below.—V. 70, p. 793.

STOCK.—Stock authorized $62,500,000, of which $25,000,000 preferred; outstanding capitalization to be about $10,000 common and $7,000 preferred stock per mile, about $18,000,000 or $19,000,000 being reserved for future purposes.

BONDS.—of the new bonds (Continental Trust Co., Baltimore, trustee,) $11,244,000 are issuable forthwith, $18,500,000 will remain in the treasury for future purposes, $24,066,000 is reserved to acquire bonds of companies forming part of the system, $12,500,000 is issuable only after July 1, 1903, for additional properties, improvements, extensions, etc., and $8,690,000 is reserved to acquire the securities of the Georgia & Alabama Ry. and the bonds of the Geor. & Ala. Term. Co. Pending the acquisition of the railroad properties themselves, the stocks and bonds of existing companies are pledged under the mortgage. Under the plan of consolidation the total amount of bonds outstanding will be about $19,000 per mile.

EARNINGS.—The earnings of the combined properties for the year ending Mar. 1, 1900, exceeded $9,450,000; net earnings above taxes

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Seaboard Air Line Ry.—(Concluded)								
Durham & Northern, 1st mort., $150,000	42	1888	.....	*$100,000	6	M. & N.	.....	Nov., 1928
Florida Cen. & Pen. 1st M. $5,226 p. m., gold..c*	575	1888	$1,000	3,000,000	5 g.	J. & J.	N. Y., 32 Liberty St.	July 1, 1918
2d M. (1st on ext., 92 m.) $5,226 per m., gold..c*	666	1890	1,000	415,000	5 g.	J. & J.	do do	Jan. 1, 1930
Consol. M., $7,800,000 ($10,000 p.m.), gold. G.c*	780	1893	1,000	4,372,000	5 g.	J. & J.	do do	Jan. 1, 1943
South Bound 1st M., gold, int. rental. Me Ba.c*	136	1891	1,000	2,033,000	5 g.	A. & O.	Merc. Tr. & Dep. Co. Balt.	Apr. 1, 1941
Ga. & Ala., 1st M., pref., g., red. at 105 aft. 5 yrs.c*	383	1895	1,000	2,483,000	5 g.	A. & O.	N. Y., 32 Liberty St.	Oct. 1, 1945
1st mort., con., $10,000,000, gold (See text)..c*	383	1895	1,000	2,922,000	5 g.	J. & J.	do do	Oct. 1, 1945
Ga. Carolina & Nor., 1st M., g., guar. Me Bac*..	268	1889	1,000	5,360,000	5 g.	J. & J.	N. Y., Bank of Republic.	July 1, 1929
Raleigh & Augusta, 1st M., guar. p. & i.. R. & G.c*	107	1886	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1926
Raleigh & Gaston, 1st mort., $1,500,000, gold..c	....	1897	1,000	1,200,000	5 g.	J. & J.	do do	Jan. 1, 1947
Roanoke & Tar River, $260,000	.	1887	32	69,000	6	A. & O.	.....	1917
Seaboard & Roanoke—1st M. $2,500,000 ... c*&r	81	1886	1,000	2,500,000	5	J. & J.	N. Y., Bank of Republic.	July 1, 1926
Debent $690,000, to be secured by any 2d M.r	....	1886	100 &c.	292,000	6	F. & A.	Company's office.	Aft. July, 1916
Car and equipment trusts	....	....	..... a	bt. 1,000,000	.....	.....	....	.....
Sea Coast—Prior lien mortgage ($350,000) gold....	66	1898	.....	350,000	5 g.	A. & O.	Philadelphia.	Apr. 1, 1948
General mortgage, series A ($150,000), gold.....	66	1898	.....	150,000	5 g.	A. & O.	do	Apr. 1, 1948
General mortgage, series B ($600,000), gold.....	66	1898	.....	600,000	See text.	.....	.....	Apr. 1, 1948
Shamokin Sunbury & Lewisburg—1st mort....c*&r	31	1882	1,000	1,000,000	5	M. & N.	Phila., Phil. & Read. RR.	May 1, 1912
2d mortgage, gold.....c*	31	1890	1,000	1,000,000	6 g.	J. & J.	do do	July 1, 1925
Shamokin Val. & Pottsville—Stock, guar. by No. C..	36	....	50	869,450	6	F. & A.	Phila., Broad St. Stat'n	Feb., '00, 3%
1st mortgage, gold, on road and lands.....c	36	1871	500 &c.	2,000,000	7 g.	J. & J.	do do	July 1, 1901
Sharon—Stock ($500,000) 6 p. c., guar. by rental..	16	....	50	464,600	6	M. & S.	Sharon, Pa.	Mar., '00, 3%
1st mortgage, gold.....c	16	1889	1,000	164,000	4½ g.	J. & D.	N. Y., Farm. L. & Tr. Co.	June 1, 1919
Shreveport & Red River Valley—1st mort., gold....	....	....	1,000	800,000	6 g.	J. & J.	.....	In 50 years.
Sierra Ry. (of Cal.)—1st M., g., $1,860,000, s.f.5%	58	1897	1,000	870,000	6 g.	A. & O.	Crocker-Woolworth Bk.	Apr. 12, 1937
Sierra Valleys—1st M. (Cal. Safe Dep. Co. trustee)	31	1895	.....	300,000	6	F. & A.	(?)	1915
Silver Sp. Ocala & Gulf—1st, l. gr. ($15,000 p.m.) g.c*	74	1888	1,000	1,112,000	4 (6)	J. & J.	N. Y., 12 West 23d St.	July 1, 1918
Somerset Railway—1st mortgage.....c	42	1887	500 &c.	225,000	5	J. & J.	Boston & Oakland, Me.	July 1, 1917
So. Car. & Ga. Exten.—1st M., $1,800,000, g. Co..c*	182	1899	1,000	1,092,000	4½ g.	M & S	N. Y., Contin'l Tr. Co.	Mch. 1, 1929
South Carolina & Ga.—1st M. $5,250,000, g. Ce..c*	242	1894	1,000	5,250,000	5 g.	M. & N.	N. Y., J. P. Morgan & Co.	May 1, 1919
Augusta Southern 1st mort., gu. p. & i. end., g.c	81	1894	1,000	400,000	5 g.	J. & D.	do do	Dec. 1, 1924
Sumt. & Wateree Riv. 1st M., $100,000, g., gu. N c*	16	1899	1,000	100,000	5 g.	A. & O.	.....	Apr. 1, 1919

were over $2,660,000; fixed charges, including interest on all outstanding bonds, approximately $1,460,000; surplus, $1,200,000; interest charges on new 4s to be issued will be about $700,000, leaving $500,000, or about sufficient to pay 3 per cent on the new preferred stock to be issued, without making any allowance for 200 or 300 miles of new road opened or about to be opened in April, 1900.—V. 70, p. 430, 481, 584, 633, 793.

Seaboard & Roanoke RR.—*(See Map.)*—Portsmouth, Va., to Weldon and branch, N. C., 81 miles; leases Roanoke & Tar River RR. 33 m. The controlling interest in the Raleigh & Gaston Railroad, 110 miles, the Raleigh & Augusta Air Line, 136 miles, and Carolina Central, 273 miles; Durham & Northern RR., 42 miles; and the Georgia Carolina & Northern, has been transferred to the new Seaboard Air Line Ry. Co.

HISTORY.—In Jan., 1899, a syndicate headed by John L. Williams & Sons, of Richmond, purchased the stock held in the Hoffman pool, amounting to $832,100 (see V. 63, p. 715, 795, 924) at $200 per $100 share. See Seaboard Air Line Ry.

STOCK.—Stock, common, $1,144,200; 1st 7 p. c. pref., $200,000; 2d 7 p. c. pref., $44,200. Dividends on common Nov., 1890, to May, 1892, 7 p. c. per an.; 1892, 3; 1893, 2 p. c.; 1898, 2½; since only on pref.

BONDS.—The debentures after Aug. 1, 1916, are payable at will.

ANNUAL REPORT.—For 1897-8 in V. 67, p. 948, on road proper, 114 m.:

Years.	**Gross.*	*Net.*	*Charges.*	*Pref. div.*	*Balance.*
1898-9	$1,108,873	$454,513	$419,298	$17,094	§$18,1 1
1897-8	984,352	418,120	331,949	17,094	69,077

*NOTE.—Includes other inc., $130,190 in '98-99; $114,787 in 1897-98.
§ Also paid 2½ p. c. on common stock, $28,605, in 1899.

President, John Skelton Williams, Richmond, Va.—V. 70, p. 77, 126.

Sea Coast RR.—See SUPPLEMENT for April, 1899.

Seattle & San Francisco Ry. & Navigation.—ORGANIZATION.—Incorporated in March, 1899, to own 1,931 acres of coal lands 25 miles southeasterly from Seattle, Wash., 24 acres of terminal and dock property at Seattle, etc.; also steamship lines and 35 miles of railroad under construction. V. 68, p. 929. V. 69, p. 386, 852.

Stock, $3,000,000. Bonds, $1,500,000 1st 40 year gold 5s, dated Apr. 1, 1899, int. A-O at Metropolitan Trust Co., N. Y., trustee; $700,000 issued. See full particulars in V. 69, p. 182, and advertisement in CHRONICLE of July 22, 1899. President, John Leary.—V. 70, p. 633.

Sebasticook & Moosehead RR.—V. 68, p. 1078. On June 24, 1899, A. B. Thompson, of Pittsfield, Me., was appointed receiver.

Shamokin Sunbury & Lewisburg RR.—Carbon Run Jct. to West Milton, Pa., with iron bridge over Susquehanna, 31 miles; second track, 15 miles; total of all track, 58 miles. Leased to Philadelphia & Reading RR. July 2, 1883, for 999 years at 6 per cent on the stock, and lease assumed in 1896 by Philadelphia & Reading Ry. Used for coal traffic northward. Stock, $2,000,000 (par, $50) owned by Reading Co., of which $1,995,000 is deposited under mort. of '97. (V. 51, p. 21.)

Shamokin Valley & Pottsville Ry.—*(See Map Pa. RR.)*—Sunbury, Pa., to Mt. Carmel, Pa., and branch, 37 miles. Leased Feb. 27, 1863, for 999 years to the Northern Central Railway Co., with a guarantee of taxes, interest on the bonds and 6 per cent on the stock, of which $619,650 is owned by the Northern Central. Pennsylvania RR. owns $464,000 7 per cents and $341,000 additional were held by the Northern Central Ry. Co. to cover the depreciation of coal lands.

Sharon Ry.—Owns from Sharon, Pa., to Pymatuning, Pa., with branches, 16 miles in all. Leased till April 30, 1982, to New York Pennsylvania & Ohio (now Nypano RR) at rental which pays interest on bonds and 6 per cent on stock. Rental in 1898-99 was $37,101.

Shreveport & Red River Valley Ry.—Shreveport, La., to Luella, 73 miles, completed in July, 1899. Extension from St. Maurice to Colfax, La., reported let in Mar., 1900. Stock, $800,000 authorized. Pres dent, Wm. Edenborn, Chicago, Ill.

Sierra Railway (of California).—Owns road from Oakdale, on line of Southern Pacific, to Carters, Tuolumne County, 58 miles. Opened November 10, 1897. Branch, Jamestown to Angel's Camp, 19 miles, under construction, was to be completed Jan 1, 1900. Stock authorized, $5,000,000. Second mort. income bonds $15,000 per mile. Year ending June 30, 1898, gross, $103,035; net, $14,545. President, A. Poniatowski; Secretary, John M. Bonner, San Francisco, Cal.

Sierra Valleys RR.—Plumas to Clairville, Cal., 31 miles. Extensions reported proposed in Feb., 1899. Stock, $945,000; par, $100. Pres., Henry A. Bowen; Secretary, Wm. S. Kittle, San Francisco, Cal.

Silver Springs Ocala & Gulf RR.—*See Map Sav. Flor. & West.*—Ocala to Inverness, with branch from Gulf Junc to Homosassa, 74 miles. In January, 1893, a controlling interest in stock was acquired by the Plant Investment Company [see Savannah Florida & Western], and interest on the $1,120,000 bonds outstanding reduced from 6 to 4 per cent, and guaranteed by endorsement. Stock, $1,500,000, par $100. The first mortgage is limited to $3,000,000, but no more than $1,120,000 can be issued on 74 miles; $8,000 bonds redeemed, leaving $1,112,000 outstanding in Oct., 1897. Land grant 13,840 acres per mile, of which mortgage covers 4,000 acres per mile.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0.....Gross, $180,308; net, $105,240. 1898-9. ...Gross, 186,739; net, 108,018.

Year ending June 30, 1899, gross, $300,941; net, $182,060; in 1898, gross, $221,211; net, $116,451; other inc., $6,061; charges, $59,300.

Silverton RR.—Owns Silverton, Col., to Ironton, 22 miles. In July, 1899, Alexander Anderson was appointed receiver.—V. 69, p. 132. Stock $350,000; par, $100. Bonds, $425,000 1st gold 20-year 6s, due Oct. 1, 1908. Year 1898-99, gross, $10,885; net, $1,899; interest and taxes, $27,120.—V. 69, p. 132.

Somerset Ry.—Owns road from Oakland to Bingham, Me., and branch, 42 miles. Road opened in 1890. Capital stock is $736,649 (par, $100). Loans and bills payable June 30, 1899, $65,221.

EARNINGS.—Year 1898-99, gross, $30,195; net, $25,384; charges, $15,027; balance, surplus for year, $10,357.—V. 65, p. 568.

South Brooklyn RR. & Terminal.—V. 70, p. 12[illegible].

South Carolina & Georgia Extension RR.—Owns Camden, S. C., to Marion, N. C., 171 miles; Blacksburg to Gaffney, S. C., 10½ m.

ORGANIZATION.—A reorganization in Sept., 1898, of the Ohio River & Charleston foreclosed. V. 67, p. 635. In May, 1899, a sale of the stock and bonds was arranged to a syndicate and the road will be operated independently.—V. 68, p. 873. Stock, $500,000. It has been proposed to extend the road northerly to Clifton and Spartanburg. In year ending 1896-97, gross, $190,572; net, $28,844.—V. 68, p. 979.

South Carolina & Georgia RR.—ROAD.—Owns road from Charleston, S. C., to Augusta, Ga., with branches to Columbia, S. C., etc.; total owned, 242. Leases Augusta Southern Ry., Augusta to Sandersville, etc., 81 miles. Total system, 323 miles. In Oct., 1899, the Sumter & Wateree River Ry., 16 miles, was completed.

HISTORY, ETC.—A reorganization in May, 1894, of the old South Carolina RR. per plan given in V. 58, p. 867. In April, 1899, control was acquired by the Southern Ry., which leased the road, including the Aug. Southern, for 30 years to May 1, 1929. Under the lease the Southern agrees to apply the net earnings of the road towards the payment of operating expenses, interest on bonds, car trust obligations, etc. The Southern may, at its option, meet any deficiency, receiving in return certificates of indebtedness payable on demand.—V. 68, p. 873.—See also V. 69, p. 390.

STOCK.—Stock $5,000,000; outstanding $3,622,500, mostly owned by Southern Ry. Car trusts June 30, 1898, etc., $138,742.

ANNUAL REPORT.—For 10 mos ending Apr. 30, 1899, gross, $1,237,609; net, $399,899; other income, $4,159; total deductions, $321,486; bal., sur., $82,552. Report for 1897-8 given in V. 67, p. 1106.

Year end. June 30—	*Gross.*	*Net.*	*Int. & taxes.*	*Bal., surp.*
1897-98	$1,355,306	$484,887	$352,691	$132,196
1896-97	1,216,484	438,994	326,787	112,207

Earnings since lease included in those of Southern Ry. Pres., Samuel Spencer; Sec., Josiah F. Hill, 80 Broadway, New York.—(V. 69, p. 82.)

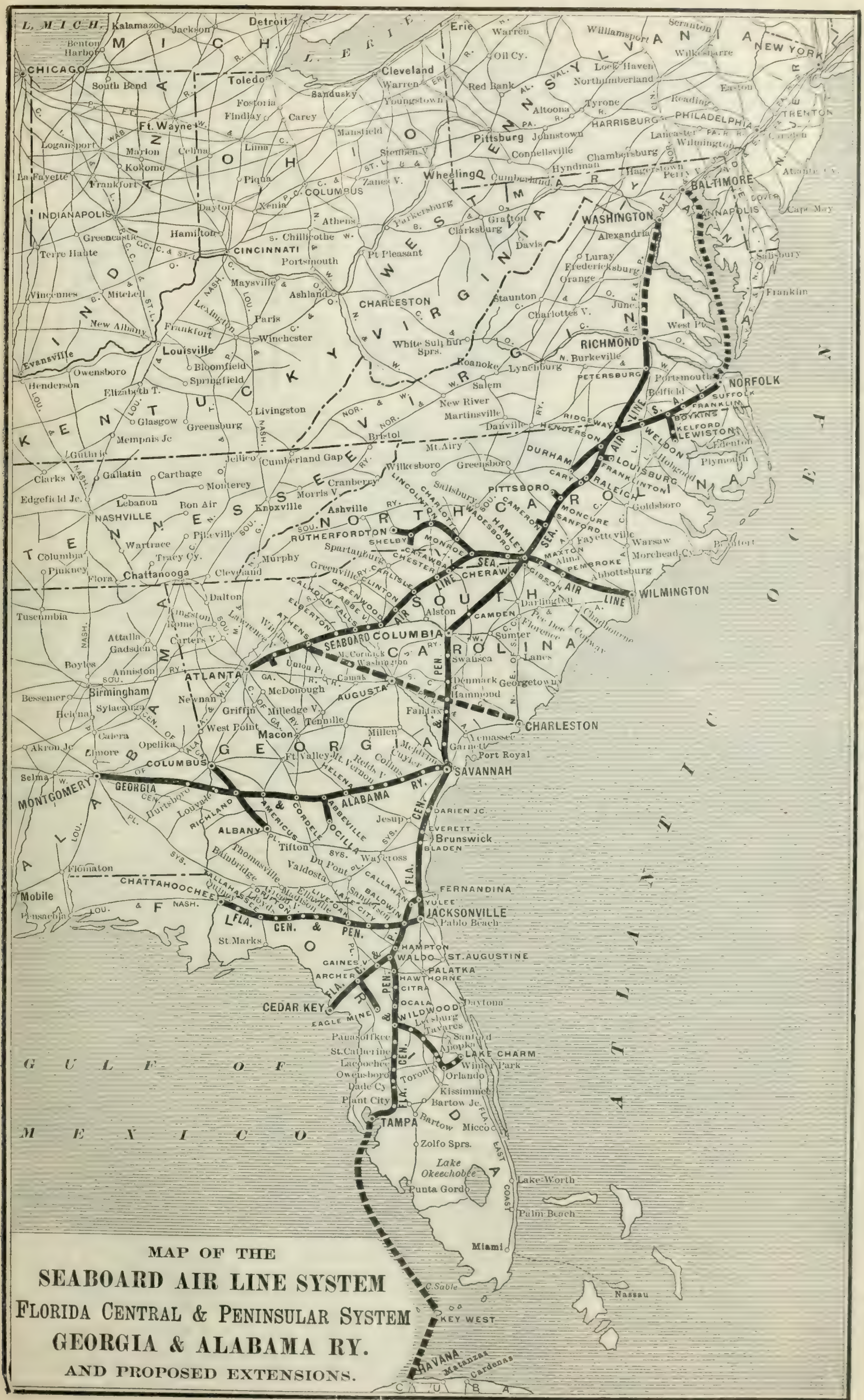
Southern Indiana Ry.—Owns Elnora, Ind., to Westport, 102 m.; trackage, Westport to Greensburg 13 miles, and Elnora to Washington, 19 miles; operates Bedford Belt Ry., Bedford to Oolitic, Ind; 4 m., and branches, 6 miles, under perpetual contract, under which all the earnings above interest on $350,000 5 p. c. bonds go to Southern Ind. Ry; total, 144 miles. The extension from Elnora to Terre Haute under construction in Sept., 1899, will, when completed, give the company 150 miles of main line. Of this extension, Elnora to Linton, 12 miles, opened Jan 1, 1900, and balance to be completed about June, 1900. A reorganization of Ev'nsville & Rich. RR., foreclosed Mar., '97.

SECURITIES, ETC.—Stock, $1,500,000; par, $100; all issued. Bonds are subject to call after June 1, 1908, at 105. See adv. in CHRONICLE of Sept. 16, 1899. The remaining $500,000 bonds will be issued on completion of extension to Terre Haute. On Dec. 5, 1899, there were $150,000 equipment notes maturing during the next three years. For year ending June 30, 1899, gross, $313,575, net, $121,817; charges, $74,356; surplus, $47,461. President is John R. Walsh; Secretary, C. F. Weinland, 185 Dearborn St., Chicago, Ill.—V. 69, p. 591.

Southern Missouri & Arkansas RR.—Owns from Cape Girardeau, Mo., to Hunter, Mo., 94 miles; leases, branch, 9 miles. Stock, $1,000,000; outstanding, $889,000; par $100. A reorganization for plan in V. 68, p. 233, of the St. Louis Cape Girardeau & Fort Smith Ry., sold under foreclosure on May 1, 1899.—V. 68, p. 872.

BONDS, ETC.—Of the new first mortgage bonds $600,000 bear 5 p. c. interest from July 1, 1899, and the remaining $400,000 for five years are to be non-cumulative incomes, but thereafter entitled to 5 p. c. fixed interest. The new stock will be held in a voting trust for five years, unless trust is terminated earlier by vote of three-fourths interest of trust certificate holders. For year 1897-98, gross, $119,092; net, $1,018. President, Newman Erb; Treas. and Asst. Sec., Costello Lippitt Cape Girardeau, Mo.—V. 68, p. 872.

South Pacific Coast Ry.—NARROW GAUGE.—Alameda to Santa Cruz, 77 miles; branches, 27 miles; ferry, 3 m.; total 104 miles. Leased for 55 years from July 1, 1887, to Southern Pacific Company, which guarantees the bonds and owns all but $7,000 of the stock. The stock is $6,000,000; par, $100. In year 1898-99, gross, $815,616; net, $7,279; deficit under charges, $243,086.



MAP OF THE

SEABOARD AIR LINE SYSTEM

FLORIDA CENTRAL & PENINSULAR SYSTEM

GEORGIA & ALABAMA RY.

AND PROPOSED EXTENSIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
So. & No. Alabama—1st M., s. f. not dr'n; guar. by L. & N.	189	1873	£200	£709,400	6 g.	M. & N.	London, Baring Co., L'd	May 1, 1903
2d mort. gold, s. f. $2,000,000 (owned by L. & N.)	189	1880	$1,000	$2,000,000	6 g.	A. & O.	N. Y. Of., 120 Broadw'y	Apr. 1, 1910
Consol. mortgage (for $10,000,000), gold, guar. c*	189	1886	1,000	4,451,000	5 g.	F. & A.	N. Y., Office, 120 B'way.	Aug. 1, 1936
South'n Indiana—1st M., gold, $1,500,000. EC..c*	102	1898	1,000	1,000,000	5 g.	J. & D.	Equit. Trust Co., Chic.	June 1, 1938
Southern Missouri & Arkansas—Stock, $1,000,000	....	....	100	889,000	.....	.....	.....	.....
1st mortgage, $600,000 5 per cent	94	1899	500	300,000	5 g.	J. & J.	N. Y., Knick. Trust Co.	July 1, 1939
do $400,000 income, 5 years	94	1899	500	400,000	.....	.....	.....	1939
South Pac. Coast—1st M., g., gu. (s. f. 1912)..... F. c	104	1887	1,000	5,500,000	4 g.	J. & J.	N. Y., S. Pac., 23 Br'd St.	July 1, 1937
Southern Pacific COMPANY—Stock ($200,000,000)	....	....	100	197,832,148	.....	....	.....	.....
Col. trust mort., gold, sub. to call at par. Un..c*&r	....	1899	500 &c.	28,818,500	4 g.	J. & D.	1st cou. pay'le Dec. 1899	Aug. 1, 1949
Steamship 1st mort. bonds, Ser. A, $3,000,000...	....	1891	.....	2,358,000	6	J. & J.	N. Y., 23 Broad St.	Jan. 1, 1911
South. Pac. of Arizona—1st M, ser. A, gold, guar..c&r	392	1879	1,000	6,000,000	6 g.	J. & J.	N. Y., S. Pac., 23 Br'd St.	Mch., 1909
do do Series B, gold, guar.....c&r	392	1880	1,000	4,000,000	6 g.	J. & J.	do do	Mch. 1, 1910
Southern Pacific RR.—Stock, $129,455,000 auth...	....	....	100	100,966,160	....	....	.....	.....
All equally secured. 1st M., series A, gold	1,045	1875	500 &c.	12,765,500	6 g.	A. & O.	N. Y., S. Pac., 23 Br'd St.	Apr. 1, 1905
Series B, gold..... sink'g fund..c*		1875	500 &c.	4,643,000	6 g.	A. & O.	do do	Oct. 1, 1905
Series C & D, gold.. not subject..c*		1876	500 &c.	8,045,000	6 g.	A. & O.	do do	Oct. 1, 1906
Series E & F, gold.. to call. ...c*		1882	500 &c.	5,124,000	6 g.	A. & O.	do do	Apr. 1, 1912
S. Pac. Br. 1st M., g., s.f., $50,000 in 1897, not dr'n	187	1887	1,000	3,533,000	6 g.	A. & O.	do do	Apr. 1, 1937
So. Pac. gen. mort. ($38,000,000), gold.....c*&r	1,587	1888	1,000	2,000	5 g.	A. & O.	do do	Oct. 1, 1938
Stockton & Copper. 1st M., g. (guar. by C.P.).....	26	1875	500 &c.	500,000	5 g.	J. & J.	do do	Jan. 1, 1905
1st cons. M., gold, s. f. not drn.....c*&r	1,982	1893	500 &c.	6,540,000	5 g.	M. & N.	do do	Nov. 1, 1937
do g., gu., s. f. p. subj. to call 107½, aft. 1905. c*&r	---	1893	500 &c.	17,552,000	5 g.	M. & N.	do do	Nov. 1, 1937
BONDS ASSUMED IN CONSOLIDATION OF 1898.								
California Pacific, 1st mort., gold (ext'd in 1887)	79	1867	1,000	2,232,000	4½g.	J. & J.	do do	Jan. 1, 1912
2d M., gold, gu. p. &l., end. by Cen. Pac., ext. in '91	114	1871	1,000	1,595,000	4½g.	J. & J.	do do	Jan. 1, 1911
3d M., gold, guar. by Cent. Pac. ($1,000,000 are 3s)	114	1875	500	2,998,500	3 g. & 6 g.	J. & J.	do do	July 1, 1905
Northern Ry. (Cal.), 1st mort., int'st guar., gold.	149	1877	1,000	5,156,000	6 g.	J. & J.	do do	Jan. 1, 1907
Cons. M. ($21,000,000), g., 1st M. on 225 m. c*&r	373	1888	1,000	4,751,000	5 g.	A. & O.	do do	Oct. 1, 1938
Northern California, 1st mortgage, gold.....	54	1889	1,000	1,074,000	5 g.	J. & D.	do do	June 1, 1929
Southern Pacific of New Mexico—1st M., gold...c&r	167	1881	1,000	4,180,000	6 g.	J. & J.	New York, 23 Broad St.	Jan. 1, 1911

Southern Pacific Company.—*(See Maps.)*—ROAD.—This company owns no track in fee, but principally through ownership of stock partly by lease it operates a great system of roads extending from San Francisco to New Orleans (thence by company's steamers to New York, etc.), and to Portland, Oregon, to Ogden, Utah, with branches. System comprises the following fully described under their own titles.

(1) PROPRIETARY LINES.

CONTROLLED (ALSO LEASED BY) So. Pac. Co.	*Miles.*
Central Pacific RR.	1,359
Louisiana Western RR.	141
Morgan's La. & Tex. RR. & SS..	318
South Pacific Coast Ry.	101
Southern Pacific RR. of Arizona	393
Southern Pacific RR. of Cal	2,641
Southern Pac. RR. of New Mex..	167
(2) CONTROLLED BY SO. PAC. CO.—OPERATED INDEPENDENTLY.	
Galv. Harrisb'g & San Anton. Ry.	919
New York Texas & Mexican Ry..	91
Texas & New Orleans RR.	276
(3) CONTROLLED BY MORGAN'S LA. & TEX.—OPERATED INDEPENDENTLY.	
Gulf Western Tex. & Pac. Ry	111
Iberia & Vermilion RR.	16
Total Proprietary Lines	6,533

	Miles.
Tot'l, deduc. 242 m. leas. to Atch.	6,291
(4) LEASED AND OPERATED.	
Oregon & California RR	656
New Mexico & Arizona RR.	88
Sonora Ry.	263
Total RR. Mileage Mar. 30, '00..	7,549
Tot'l, deduc. 242 m. leas. to Atch.	7,298
Steamship Lines (3,440 propriet'y)	3,565
AFFILIATED LINES, ETC.	
Austin & North Western RR.	108
Central Texas & N. W. Ry	12
Fort Worth & New Orleans Ry.	40
Houston & Texas Central RR	508
Galveston Houston & Northern..	53
Carson & Colorado Ry.	300
Houston E. & W. Texas Ry	192
Houston & Shreveport RR.	40
San Antonio & Aransas Pass Ry.	687
Gila Valley Globe & North'n Ry..	124

Grand total of owned, leased and affiliated lines..... **9,604**

ORGANIZATION.—Organized under laws of Kentucky, and known as the "Huntington" lines, Mr. C. P. Huntington being President. Under plan for readjustment of Central Pacific securities, the Southern Pacific in 1899 acquired the entire capital stock of the Central Pacific. See that company's statement; also see below.

In Jan., 1900, Southern Pacific interests acquired control of the Galveston Houston & Northern, Houston to Galveston, 56 miles. In Feb., 1900, substantially all the stock and bonds of the Carson & Colorado were acquired and the road will be broad-gauged and eventually extended as a link in a new line made from Los Angeles, in Southern California, easterly towards Salt Lake, Utah. In Feb., 1900, practically all the stock of the Houston East & West Texas Ry. and Houston & Shreveport RR. were acquired.—V. 70, p. 176, 381, 687.

PROPRIETARY LINES.—These, with a total mortgage indebtedness June 30, '99, of $141,837,218, are mostly owned—only $7,464,283 out of their total stock of $185,772,072 not being held on July 1, 1898, by the Southern Pacific Co. "OMNIBUS LEASE," see SUP'T of Jan., 1899.

STOCK, ETC.—Total stock authorized, $200,000,000, including $67,274,200 exchanged in 1899 for Central Pacific stock—see Central Pacific and V. 68, p. 378, 725; V. 69, p. 132; V. 70, p. 740.

In Nov., 1899, the syndicate headed by Speyer & Co. arranged to acquire the holdings of the Crocker and Stanford estates, aggregating alone $56,00,000, which, together with other stock controlled by the syndicate and those friendly to it, including C. P. Huntington, represents a controlling interest. See directors below.—V. 69, p. 1063.

BONDS.—The fifty-year 4 per cent collateral trust gold bonds authorized by the Southern Pacific Co. in 1899, in connection with its acquisition of the stock of the Central Pacific, are for the total authorized amount of $36,819,000, and are subject to call at par on six months' notice. The first issue of $28,818,500, secured by the $67,274,200 common and $12,000,000 preferred stock of the Central Pacific, was issuable forthwith. The remaining $8,000,000 can be issued from time to time only as an equal amount of Central Pacific preferred is received and added to the collateral, $5,000,000 of this stock being reserved for improvements and additions on the Cent. Pac. at not exceeding $200,000 yearly—see Cent. Pac. and V. 68, p. 378. See Mortgage Abstract, V. 69, p. 859.

The new first refunding 4s and 30-year gold 3½s issued by the Central Pacific are unconditionally guaranteed, principal and interest.

GENERAL FINANCES.—The interest on funded debt for 1899-1900 will not be materially increased over that of 1898-9 by the C. P. readjustment. Interest charge in 1898-9 was $12,888,337; estimated charge for 1899-1900, after deducting $709,070 income on securities in Cent. Pac. sinking funds, primarily applicable to payment on Cent. Pac. 3½ per cent bonds, $13,347,820. Against the last-named amount the So. Pacific Co. will be entitled to any dividends on $12,000,000 Central Pacific 4 p. c. preferred and $67,275,500 common stock.—V. 70, p. 83.

EARNINGS.—8 mos., July 1 to Feb. 28. 1899-0...Gross, $42,812,422; net, $15,565,179. 1898-9...Gross, 36,726,383; net, 12,955,906.

ANNUAL REPORT.—Fiscal year now ends June 30. Report for year ending June 30, 1899, at length in V. 70, p. 79 to 86; editorial, p. 55.

Receipts—	1898-9.	1897-8.
Miles of rail lines—Propriet'y, 4,809·15; leased, 2,365 57..	7,174·72	7,372·08
Gross earnings of proprietary companies	$36,596,327	$37,850,430
do do other receipts	944,699	998,061
Central Pacific RR. Co.	16,463,709	15,816,012
New Mexico & Arizona RR. Co.	206,319	187,163
Oregon & California RR. Co.	2,252,398	2,107,851
Sonora Railway Co.	468,056	423,528
Gross receipts South. Pac. Co. from rents, invest's, etc..	897,703	1,094,454
Total receipts	$57,849,211	$58,477,498
Expended for account of proprietary companies, viz.:	1898-9.	1897-8.
Operating expenses	$23,932,509	$24,001,802
Taxes	874,556	942,864
Trackage and other rentals	412,180	642,724
Interest on funded debt	7,321,919	8,253,840
Interest on open accounts	184,883	180,754
General administration and miscellaneous expenses	20,842	33,066
Land department expenses and taxes	78,767	83,587
Expended in respect of:		
Central Pacific RR. Co.	16,463,709	15,816,012
New Mexico & Arizona RR. Co..	324,806	217,628
Oregon & California RR. Co.	2,819,235	2,432,335
Sonora Railway Co.	557,662	509,237
Expenditures of Sou. Pac. Co. for insurance, taxes, interest and all other accounts except for deficits in the operation of leased lines.	380,168	764,539
Total disbursements	$53,371,236	$53,878,368
Balance	$4,477,966	$4,599,131
Sinking fund contributions and earnings..	....	476,528
Miscellaneous charges	153,076	
Betterments, additions and new equipment	2,577,332	1,299,258
Surplus over all disbursements	$1,747,568	$2,823,344

† Earnings and expenses of Houston & Texas Central RR. and subsidiary lines in Texas not included in 1898-9 were: Gross, $4,393 94; net, $1,578,068; charges, $1,094 530, betterments and additions, $183,554; surplus over all disbursements, $299,678.

DIRECTORS (April, 1900).—C. P. Huntington, H. E. Huntington, Edward F. Searles, Thomas H. Hubbard, August Belmont, D. O. Mills, John W. Mackey, Charles H. Tweed, John D. Probst, John B. Haggin and Edwin Hawley.—(V. 70, p. 74, 79, 430, 687.)

Southern Pacific RR. of Arizona.—*(See Maps.)*—Own Yuma to New Mexico boundary, 393 miles. The stock is $19,995,000 all but $2,400 being held by Southern Pacific Co., which pays all charges and 12 per cent of net profits under "omnibus lease."

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0..Gross, $2,510,930; net, $1,143,860. 1898-9..Gross, 1,982,713; net, 681,482.

Year 1898-99, gross, $3,194,518; net, $1,137,865; surplus over charges, $445,223; due So. Pac. Co., $113,066; total surplus, $352,157.

Southern Pacific RR.—*(See Maps.)*—ROAD.—Owns all the California lines of the Southern Pacific system except the Central Pacific and the South Pacific Coast. The length of road owned is about 2,565 miles, embracing a through line from Yuma, Arizona, via Los Angeles, San Francisco and Oakland, to Tehama in No. California, with numerous branches. Of the lines owned and leased in July, 1899 (7 miles are leased), 2,323 were operated in the So. Pacific system, 242 miles (Mojave to The Needles) being held under long lease by Atchison in exchange for leases of 350 miles of roads in New Mexico and Arizona. V. 65, p. 931, and Atch. T. & S. F. item, p. 1113; see V. 64, p. 609. The construction of 55 miles from Ellwood, Col., to Surf in 1900 will furnish coast line from Los Angeles to San Francisco. (V. 68, p. 617.)

ORGANIZATION.—A consolidation in April, 1898, of Southern Pacific RR. of California, Northern Ry. of Cal., Northern Cal. and Cal. Pac. The Southern Pac. RR. of Cal. was leased to Southern Pac. Company for fixed charges, betterments and additions and a certain percentage of the surplus income under the "omnibus lease."

STOCK.—Of stock So. Pacific *Company* June 30, '99, held $94,482,489.

BONDS.—*Consolidated Mortgage* of Sept., 1893, (see full abstract V. 57, p. 1041), provides for all prior liens and new construction. Bonds may be issued not exceeding $30,000 per mile, of which $7,500 a mile is reserved for additions and betterments. See V. 57, p. 469. This mortgage in January, 1899, covered 1,982 miles, of which it is an absolute 1st lien on 724 miles. The supplemental mortgage issued in 1898 limits this loan to $30,000,000, (exclusive of bonds to be issued against underlying securities), of which not exceeding $26,000,000 shall be issued until completion of coast line from Surf to Ellwood. Most of the consols are stamped subject to call at 107½ after 1905 as shown in table above. (V. 67, p. 1111.)

LAND GRANT.—The land grant was 12,840 acres per mile, and proceeds of sales go to retire bonds, but a large proportion of the lands barren and useless for agricultural purposes without irrigation. In 1898-9 sales were 32,020 acres for $101,824 and 84,984 acres were surrendered; interest on deferred payments, $27,864; land notes outstanding June 30, 1899, $2,202,676. See So. Pac. item V. 65, p. 778.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0..Gross, $11,774,987; net, $4,672,062. 1898-9..Gross, 9,578,689; net, 3,292,114.

ANNUAL REPORT.—Annual report for year ending June 30, 1898, was given at length in V. 67, p. 1052, 1062. In 1898-9, gross, $14,628,937; net, $5,211,982; other income, $537,381; charges, $4,672,034; sur., $1,077,329; net profits under lease, $2,118,961. In 1897-98, gross, $15,078,026; net, $6,331,516.—(V. 70, p. 431).

Southern Pacific RR. of New Mexico—*(See Maps.)*—Owns Arizona State Line to Rio Grande bridge, etc., 167 miles. The Southern Pacific *Co.*, as lessee, pays all charges and 6 p. c. of net profits under omnibus lease. Stock, $6,888,800 (par, $100), all but $2,500 held by So. Pacific Co. Sink. fund June, 1899, $795,948.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-0...Gross, $1,329,872; net, $767,514. 1898-9...Gross, 1,051,449; net, 516,112.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS: Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Southern Railway—Com. stock, $125,000,000...	....	....	$100	120,000,000	....	.....	.....	.....
Preferred, 5 per cent, non-cumu., $60,000,000...	....	....	100	60,000,000	2 in 1899	.....	N.Y., J. P. Morgan & Co.	Apr. 6, '00, 1½
1st cons. M., 1st on 900 m. g. ($120,000,000)c*&r	4,502	1894	1,000&c	30,033,000	5 g.	J. & J.	N.Y., J. P. Morgan & Co.	July 1, 1994
A.—PROPERTIES MERGED INTO SOUTHERN RAILWAY CO.								
Atlantic Tennessee & Ohio 1st mortgage.....	44	1883	.....	150,000	6	A. & O.	N.Y., J.P. Morgan & Co.	Apr., 1913
Char. Col. & Aug. 1st M. (int. in gold); V. 59, p. 1006	191	1869	500&c.	1,997,500	5 g.	J. & J.	do do	July 1, 1909
2d mortgage.....	191	1872	1,000	500,000	7	A. & O.	do do	Oct. 1, 1910
Col. & Greenv. 1st m. (6 p. c. after Jan., '98), g..c*	164	1881	1,000	2,000,000	5 to 6	J. & J.	do do	Jan. 1, 1916
Ga. Pacific 1st mort., 6 p. c. after Jan. '98.....c*	566	1882	1,000	5,660,000	5 to 6 g.	J. & J.	do do	Jan. 1, 1922
Equipment mortgage, gold, s. f., subj. to call.c*	....	1889	1,000	402,000	5 g.	F. & A.	do do	Various.
Richmond & Danville cons. mortgage, gold.....c	....	1874	1,000	5,997,000	6 g.	J. & J.	do do	Jan. 1, 1915
Debenture mort., old 6s (no longer incomes)...	....	1882	1,000	3,368,000	5	A. & O.	do do	Apr. 1, 1927
Equipm't Trust bonds, gold, s.f., subj. to call c*	....	1889	1,000	802,000	5 g.	M. & S.	do do	Sept. 1, 1909
Richmond York River & Chesapeake 1st mort...	38	1873	1,000	400,000	5	J. & J.	do do	Jan., 1910
2d M., extended from 1900.....	38	1880	1,000	500,000	4½	M. & N.	do do	Nov., 1910
Virginia Midland—Serial mortgages.....	....	1881	1,000	7,635,000	4, 5, 6	M. & S.	Safe D. & Tr. Co., Balt.	Var. 1906-31
General mortgage.....	347	1886	100&c.	4,859,000	5	M. & N.	N.Y., J. P. Morgan & Co.	May, 1936
Washington Ohio & Western 1st mortgage.....	50	1884	1,000	a1,025,000	4	F. & A.	do do	Feb. 1, 1924
Western North Carolina, 1st con. mort., gold..c*	309	1884	1,000	b2,531,000	6 g.	J. & J.	do do	July 1, 1914
East Tennessee Virginia & Georgia—								
Old 1st M. s.f. (Bristol, Tenn. v. Chat. to Dal., Ga.)	272	1870	1,000	3,123,000	7	J. & J.	do do	July 1, 1900
Divis'n'l M., g., (Bristol, Tenn. to Selma, Ala.)c*	552	1880	1,000	3,106,000	5 g.	J. & J.	do do	July 1, 1930
E. T. Va. & Ga. consol. M., g. ($20,000,000).c&r	1,020	1886	1,000	12,770,000	5 g.	M. & N.	do do	Nov. 1, 1956
Ala. Cent. 1st M., Selma to Meridian, gold.....	95	1879	1,000	1,000,000	6 g.	J. & J.	do do	July 1, 1918
B.—SOUTHERN RAILWAY DIVISIONAL MORTGAGES.								
East Tennessee lien, gold.	....	1894	.....	4,500,000	5 g.	M. & S.	do do	Mch., 1938
1st mort. on Memp. & Charl., $8,000,000, gold	292	1898	.....	5,083,000	4, 4½, 5	J. & J.	do do	1996
2d mortgage, $2,500,000, gold. Ce.....c&r	....	1898	1000&c.	1,500,000	5 g.	A. & O.	do do	Oct. 1, 1996
Charlottesville & Rapidan, 1st mortgage.....	28	1879	100&c.	326,200	6	J. & J.	Phil., Tr. Safe D. & Ins. Co.	July 1, 1913
Aiken Branch, 1st M., gold A (V. 68. p. 826).....	24	1898	500	150,000	4 g.	J. & J.	N.Y., J.P. Morgan & Co.	July 1, 1998
C.—ON PROPERTIES PRACTICALLY OWNED BY (*) OR LEASED TO (¶) SOUTHERN RY.								
Northern Alabama Ry.—See that Company.								
Also additional amounts pledged June 30, 1899, under first consolidated mortgage: a $2 21,000; b $1,325,000								

In year 1898 99, gross, $1,734,617; net, incl. other income, $929,587; surplus over charges, $629,152; net profits under lease, $228,467.

Southern Railway Company.—*(See Map, pages* **144** *and* **145.**)—Company operates 6,416 miles, extending from Washington, D. C., and West Point and Richmond, Va., to Danville, Va., Greensboro, N. C., Norfolk, Va., Charlotte, N. C., Columbia, N. C., and Atlanta, Ga., thence northerly to Bristol, Tenn., southeasterly to the coast at Brunswick, Ga., and westerly across the States of Alabama and Mississippi to the Mississippi River at Greenville. Water lines—Balt. Ches. & Richmond S. B. Co., 200 miles.

Owned in fee—	*Miles.*
Alexandria (near Washing'n) to Greensboro, N. C.....	280
Charlotte, N.C., to Aug'sta, Ga.	191
Columbia to Perry, S. C.....	28
Col'mbia, S.C., to Greenv., S.C.	144
W. Point, Va., to Neapolis...	179
Salisbury, N.C., to Morristo'n, Tenn.....	228
Memphis to Stevenson, Ala... ‡	272
Bristol to Chatt'ga, Tenn....	242
Knoxville to Cumb'd Gap, Ky	62
Ooltewah Junction, Tenn., to Brunswick, Ga.....	415
Austell, Ga., to State L., Miss.	261
Atlanta Junc., Ga., to York, Ala.....	271
Atlanta, Ga., to Ft. Valley, Ga.	102
Branches, etc.....	993
Total owned.....	3,714
Leased—	
¶Atlanta & Charlotte Air L. Charl., N.C., to Atlanta, Ga.	268
¶Georgia Midland Ry.....	98
Franklin & Pittsylvania.....	30
†¶Richmond & Mecklenb. RR.	31
¶Mobile & Birmingham RR.— Selma, Ala., to Marion Jct..	149
¶South Carolina & Ga. RR.— Charleston, S. C., to Augusta, Ga., and branches.....	242
¶Augusta Southern Ry.— Augusta to Sandersville, Ga., etc.....	81

¶North Carolina RR.—	
Goldsb., N. C., to Greensb..	130
Greensb. to Charlotte, etc..	94
Atlantic & Danville Ry. — Norfolk to Danville, Va., and branches	278
Operated under agreement—	
†Roswell RR. (narrow gauge)	10
So. Ry. in Miss. (bonds own'd).	
StateL., Ala., to Green., Miss.	179
Br'ches to Webbs, Miss., etc.	60
Controlled by securities—	
Athens Southern Ry	40
††¶Ashev. & Spartanb'g RR..	134
State University RR.....	10
Elberton Air Line RR.....	51
††¶Knoxville & Ohio RR.....	69
North Carolina Midland.....	54
Carolina Midland.....	71
So. Ry. in Ky. (all owned).	
Louisv. to Lexing'n, Ky., &c.	123
Atlantic & Yadkin.....	166
Other roads.....	68
Trackage Rights—	
Allendale, S. C., to Sav'h., Ga.	80
Washingt'n, D.C., to Alex., Va.	7
Mobile Jc. to Birming'm, etc.	7
Stevenson to Chattanooga, &c	39
York, Ala., to Meridian, Miss.	27
Birmingham to Mobile Jc., &c	15
Kentucky & Indiana Bridge.	7
Selma, N.C., to Pinners Pt., Va.	155
Cumberl'd Gap to Middl'o, Ky	5
Total mileage op. Mar., '00.	6,416

† All or nearly all of the capital stock owned. ¶ See this company.
‡ Except 35 miles in Mississippi whose securities are all owned.

AFFILIATED BUT OPERATED SEPARATELY (See each Co.)

Alabama Great Southern....	357	Northern Alabama.....	119
Cincin. N. O. & Tex. Pacific..	336	Georgia Southern & Fla.....	285

On Dec. 10, 1899, a new line was opened from Columbia, S. C., to Savannah, Ga., about 160 miles, of which the Carolina Midland, Perry to Allendale, 52 miles, forms a part, the Co. building from Columbia to Perry, 28 miles, and using Atlantic Coast line and Plant system trackage from Allendale to Savannah. V. 69, p. 1248. In Oct., 1899, extension from Burgin to Jellico, Ky., 115 miles, and other extensions were proposed, including one from Chattanooga, Tenn., to Stevenson, Ala., about 38 miles, under the charter of the Memphis-Chattanooga RR., for which $3,000,000 bonds were reserved under Mem. & Charlestonfirst mortgage. V. 69, p, 956. In Apr., 1900, the Southern proposed to acquire the Louisville Evansville & St. Louis Consolidated RR. after reorganization. V. 70, p. 792.

ORGANIZATION, ETC.—A reorganization in 1894 of the old Richmond & West Pt. Ter. Railway & Warehouse system. The reorganization **plan** presented in May, 1893, was given in full in V. 56, p. 858, 874, and certain changes thereof in pp. 1016, 1058, and V. 57, p. 61. The modified plan of Feb. 20, 1894, was given in full in V. 58, p. 363, 385.

As to Cincinnati New Orleans & Texas Pacific, see V. 65, p. 1173. On July 1, 1898, absorbed Memphis & Charleston.—V. 66, p. 39, 185.

Mobile & Birmingham RR. (149 miles) was leased from June 1, 1899, for 99 years.—V. 68, p. 429, 1134; V. 69, p. 391.

In Apr., 1899, purchased the Northern Alabama, Sheffield to Parrish, Ala., and branch, 119 miles (V. 68, p. 824, 873); also acquired control of and leased the South Carolina & Georgia.—V. 69, p. 390.

In May, 1899, purchased a portion of Atlantic & Yadkin Ry. north of Sanford, N. C., to Mt. Airy, 166 miles, and issued thereon $1,500,000 50-year 4s, (V. 68, p. 979); also purchased Carolina Midland, Allendale, S. C., to Seivern, 55 miles, and Seivern & Knoxville, Seivern to Batesburg, 17 miles.—V. 68, p. 979. See also V. 69, p. 391.

Atlantic & Danville has been leased for 50 years from July 1, 1899. —V. 69, p. 491. Nov. 1, '99, purchased Athens to Lula, Ga., 40 miles (Athens Southern Ry.)—V. 69, p. 955, 1012

STOCK.—Authorized $120,000,000 *common* and $60,000,000 *five per cent non-cumulative preferred stock.* No additional mortgage can be put upon the property, nor can the amount of the preferred stock be increased without the consent of holders of a majority of the preferred. The preferred stock is redeemable in cash at par. In Jan., 1900, reduction of the stock was authorized by the Virginia Legislature, on majority vote, whenever deemed desirable. V. 70, p. 177.

Both classes of stock of the new company (except sufficient to qualify directors) are deposited with three stock trustees. The stock shall be held by the stock trustees and their successors, jointly till July 1, 1899, and for such further period (if any) as shall elapse before the preferred stock shall have paid five per cent cash dividend in one year, although the stock trustees may, in their discretion, deliver the stock at an earlier date. Certificates of beneficial interest, entitling the holder to dividends, are issued in lieu of the stock so deposited. Stock trustees, J. Pierpont Morgan, Charles Lanier and George F. Baker. Provisions of voting trust and pref. stock cert. in SUP. of April, 1897, page 6.

DIVIDENDS.—On preferred in 1897, Jan., 1 p. c.; in 1898, Jan., 1 p. c.; in 1899, Jan., 1 p. c.; Oct., 1 p. c.; in 1900, Apr., 1½ p. c. (V. 70, p. 481).

BONDS.—The new *first consolidated mortgage*, Central Trust Co., N. Y., trustee (see **abstract** in V. 59, p. 783), is secured by mortgage and pledge of all the property of the company. The total authorized issue is $120,000,000 of 5 p. c. gold bonds, as follows:

Issued to June 30, 1899 (of which $1,394,000 in treas)...	$30,033,000
Issuable only to retire certain "prior bonds" (see V. 59, p. 785).....	69,042,000
Issuable only to retire certain stocks (see V. 59, p. 786).....	5,700,000
Issuable only to retire certain equipment obligations (see V. 59, p. 786)	1,282,700
To be issued hereafter only for extensions and additions at not exceeding $2,000,000 yearly, with a single exception as to $4,000,000 (see V. 59, p. 786).....	13,942,300
Total authorized issue.....	$120,000,000

Prior bonds must be paid by maturity.

Divisional First Mortgage bonds, issued in 1898 on account of purchase of Memphis & Charleston Ry., bear 4 per cent interest from Jan. 1, 1898, to July 1, 1901; then 4½ per cent to July 1, 1906, and 5 per cent thereafter. The total authorized issue is $8,000,000, but $1,500,000 can be used only to build a line replacing trackage between Stevenson and Chattanooga, 38 miles. Of the remainder of the loan, $5,083,000 were issued to retire old mortgage indebtedness. The bonds cover the 292 miles of main line and branches, at $17,408 per mile. The balance ($1,417,000) is held for betterments at not exceeding $100,000 yearly. See description of loan in V. 67. p. 179.

Second mortgage on former Memphis & Charleston secures $2,500,000 of 5 per cents, of which $1,500,000 owned by So. Ry. June 30, 1899, and $1,000,000 reserved for improvements.

GENERAL FINANCES.—Certificates of indebtedness incurred for purchase of properties June 30, 1899, $2,950,000. During 1898-99 $1,000,000 consol. 5s were issued.—V. 69, p. 390, 393. Equipment notes June 30, 1899, $239,992. The acquisition of the Louisville Evansville & St. Louis, arranged for in Ap., 1900, will furnish the Southern a line of its own into St. Louis. V. 70, p. 792.

LATEST EARNINGS—8 { 1899-0..Gross, $21,086,093; net, $6,884,036
mos., July 1 to Feb. 28. { 1898-9..Gross, 18,568,635; net, 6,057,152

Operating 6,416 miles in 1899-0, against 6,285 in 1898-9.

For 7 mos. ending Jan. 31, 1900, on 6,224 miles, gross, $18,532,156; net after payment of taxes, $6,167,902; other income, approximate, $192,500; interest and rentals, approximate, $3,936,000; bal. for dividends, $2,424,402; div. on pref. stock, 1½ per cent, calls for $900,000.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the fourth Tuesday in October. The report for 1898-99 was given in V. 69, p. 381, 389. See also editorial p. 361.

Earnings for 1899 include results of operation of Memphis Division for entire year, against 4 mos. in 1897-8; also of sundry additions to the system in 1898, for various periods. (See V. 69, p. 389.)

Traffic.—The freight tonnage is widely diversified, which is an element of strength. Agricultural products in 1898-99 furnished only about 16 per cent (cotton about 7 per cent), while over 39 per cent was from mining industries (29 per cent being coal) and about 30 per cent was product of manufactories. Ton rate, 0·897 cents per m.; train load, 188 tons. Earnings, etc., have been as follows:

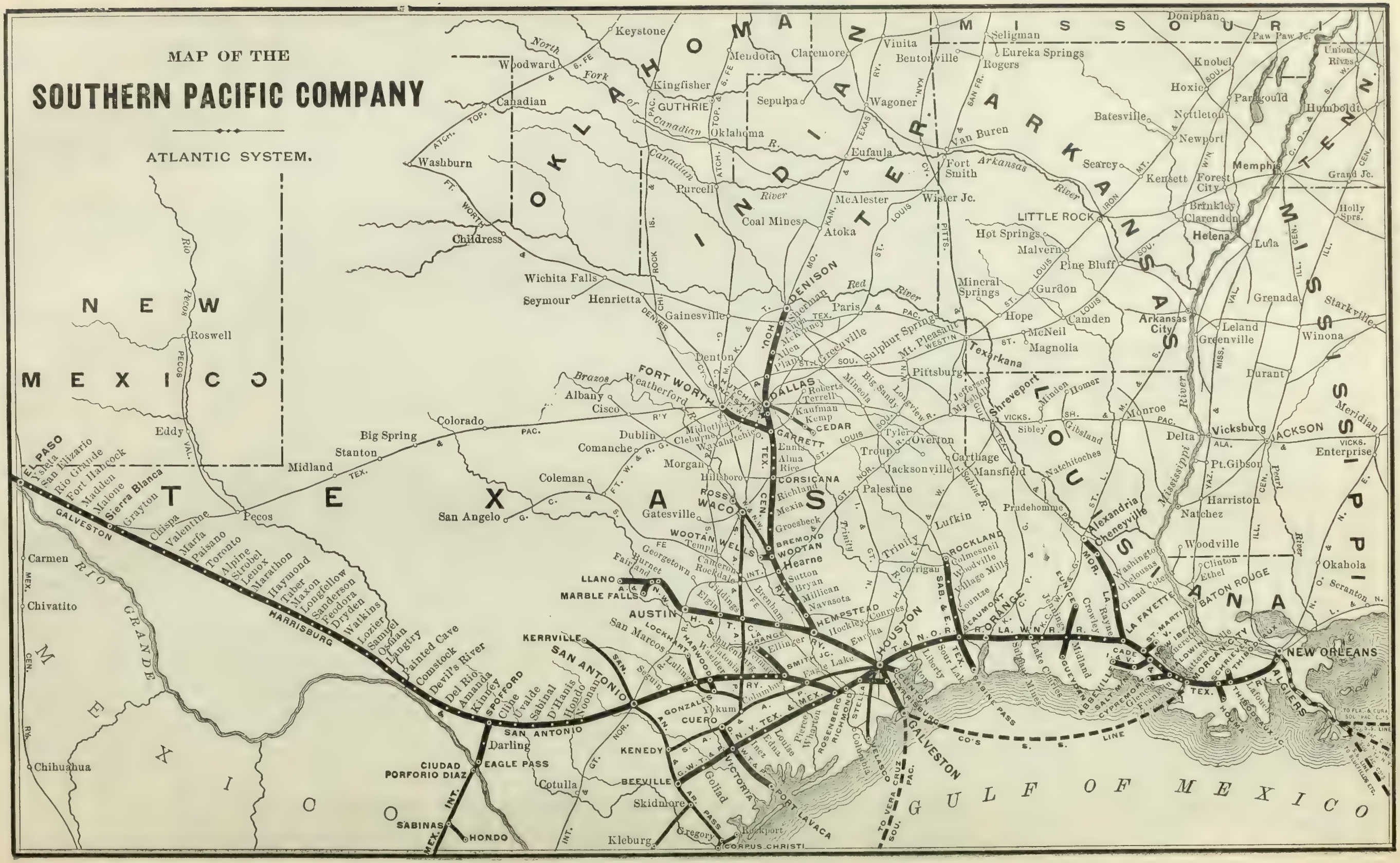
Years ending June 30.	1899.	1898.	1897.
Average miles operated...	5,377	4,837	4,806
Freight.....	$16,099,293	$13,679,164	$12,386,902
Passengers.....	7,083,253	5,394,518	4,832,848
Mail, express, etc.....	2,171,140	2,022,157	1,859,750
Gross earnings.....	$25,353,686	$21,095,839	$19,079,500
Operating expen. & taxes.	17,356,355	14,501,864	13,233,156
Net earnings.....	$7,997,331	$6,593,975	$5,846,344
Op. exp. to gross, per cent	(68·45)	(68·74)	(69·35)
Other income.....	328,470	348,376	286,832
Total net income.....	$8,325,801	$6,942,351	$6,133,176
Interest and rentals.....	$6,207,253	$5,862,768	$5,612,235
Other deductions.....	24,028	72,571	75,022
Balance, surplus for year..	$2,094,520	$1,007,012	$445,919
Dividends on preferred.	(2) $1,172,904	(1) $543,000	(1) $543,000

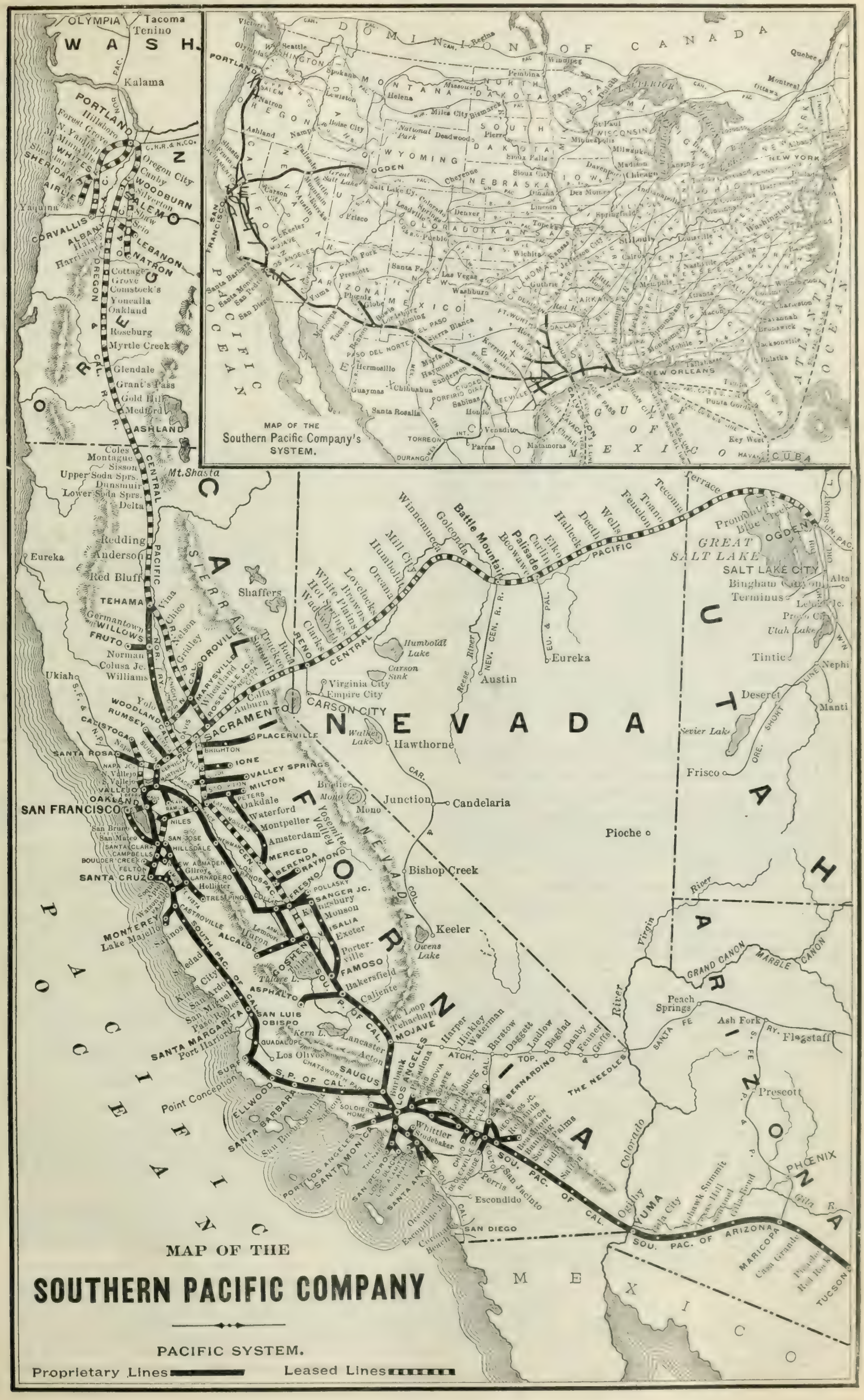
OFFICERS.—President, Samuel Spencer, 80 Broadway, New York; Sec'y, Josiah F. Hill, 80 B'dway, N. Y.; Treas'r, H. C. Ansley, 1300 Pennsylvania Avenue, Washington, D. C.—(V. 70, p. 177, 481.)

MAP OF THE

SOUTHERN PACIFIC COMPANY

ATLANTIC SYSTEM.


OKLAHOMA
INDIAN TER.
ARKANSAS
MISSOURI
TENN.
MISSISSIPPI
LOUISIANA
TEXAS
MEXICO
GULF OF MEXICO
Keystone
Woodward
North Fork of Canadian R.
Canadian
Washburn
Childress
Wichita Falls
Seymour
Henrietta
Gainesville
Denton
Fort Worth
Weatherford
Albany
Cisco
Colorado
Big Spring
Stanton
Midland
Eddy
Coleman
San Angelo
Mendota
Kingfisher
GUTHRIE
Oklahoma
Purcell
Coal Mines
Atoka
Claremore
Sepulpa
Eufaula
McAlester
Vinita
Bentonville
Eureka Springs
Rogers
Wagoner
Fort Smith
Van Buren
Wister Jc.
Arkansas River
Seligman
Doniphan
Paw Paw Jc.
Union
Knobel
Hoxie
Parkgould
Batesville
Nettleton
Newport
Searcy
Kensett
Memphis
Forest City
Grand Jc.
Brinkley
Clarendon
Helena
Holly Sprs.
Lula
LITTLE ROCK
Hot Springs
Malvern
Pine Bluff
Mineral Springs
Gurdon
Hope
Camden
McNeil
Magnolia
Texarkana
Arkansas City
Leland
Greenville
Winona
Grenada
Starkville
Durant
Meridian
DENISON
Sherman
Red River
Paris
Greenville
Sulphur Springs
Mt. Pleasant
Pittsburg
DALLAS
Roberts
Terrell
Kaufman
Kemp
Midlothian
Cleburne
Waxahachie
Dublin
Comanche
Morgan
Hillsboro
Gatesville
Temple
Georgetown
Burnet
Fairland
Llano
Marble Falls
AUSTIN
San Marcos
Seguin
Luling
Columbus
Eagle Lake
Hempstead
Hockley
Conroe
Eureka
Ellinger
Flatonia
Schulenburg
Waelder
Yoakum
Cuero
Victoria
Goliad
Skidmore
Kleburg
Gregory
Rockport
CORPUS CHRISTI
PORT LAVACA
Texarkana
Shreveport
Minden
Homer
Sibley
Gibsland
Monroe
Delta
Vicksburg
JACKSON
Enterprise
Pt. Gibson
Harriston
Natchez
Woodville
Clinton
Ethel
Okahola
Scranton
Tyler
Overton
Troup
Jacksonville
Palestine
Lufkin
Trinity
Rockland
Colmesneil
Woodville
Village Mills
Pineland
Carthage
Mansfield
Natchitoches
Pradehomme
Alexandria
Cheneyville
Washington
Opelousas
Grand Coteau
Crowley
Jennings
Lake Charles
Midland
Sulphur Mines
Beaumont
Orange
Houston
Galveston
Harrisburg
Liberty
Sour Lake
Dayton
Conroe
Hempstead
Corrigan
Lufkin
Trinity
Eagle Lake
Columbus
Flatonia
Ellinger
Schulenburg
Waelder
Yoakum
Cuero
Victoria
Goliad
Skidmore
Kleburg
Gregory
Rockport
CORPUS CHRISTI
PORT LAVACA
Eagle Pass
Ciudad Porfirio Diaz
Sabinas
Hondo
Darling
Cotulla
Uvalde
Del Rio
Devil's River
Comstock
Painted Cave
Langtry
Osman
Samuel
Lozier
Dryden
Watkins
Feodora
Sanderson
Longfellow
Maxon
Tuber
Haymond
Marathon
Lenox
Strobel
Alpine
Toronto
Paisano
Marfa
Valentine
Chispa
Pecos
Sierra Blanca
Grayton
Madden
Malone
Fort Hancock
Rio Grande
San Elizario
Ysleta
EL PASO
Carmen
Chivatito
Chihuahua
RIO GRANDE
Brazos
Big Sandy
Longview
Mineola
Edna
Louise
Inez
Pierce
Wharton
Rosenberg
Richmond
Stella
Velasco
Columbia
Lockhart
Harwood
Seguin
Kerrville
San Antonio
Spofford
Amanda
Kinney
Clide
Uvalde
Sabinal
D'Hanis
Hondo
Noonan
Darling
Eagle Pass
Ciudad Porfirio Diaz
Sabinas
Hondo
Cotulla
Kenedy
Beeville
Skidmore
Kleburg
Gregory
Rockport
Corpus Christi
Port Lavaca
Galveston
Harrisburg
Houston
Liberty
Sour Lake
Dayton
Conroe
Hempstead
Corrigan
Lufkin
Trinity
Eagle Lake
Columbus
Flatonia
Ellinger
Schulenburg
Waelder
Yoakum
Cuero
Victoria
Goliad


MAP OF THE
Southern Pacific Company's
SYSTEM.
MAP OF THE
SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM.
Proprietary Lines
Leased Lines
OLYMPIA
Tacoma
Tenino
Kalama
PORTLAND
SALEM
ALBANY
CORVALLIS
EUGENE
ASHLAND
Mt. Shasta
Redding
Eureka
Red Bluff
Anderson
TEHAMA
WILLOWS
FRUTO
Norman
Colusa Jc.
Williams
Ukiah
Woodland
Rumsey
SACRAMENTO
PLACERVILLE
SAN FRANCISCO
OAKLAND
VALLEJO
SANTA ROSA
SAN JOSE
SANTA CRUZ
MONTEREY
Salinas
Shaffers
Oroville
Marysville
Reno
Carson City
Virginia City
Empire City
Humboldt Lake
Carson Sink
Walker Lake
Hawthorne
Austin
Eureka
Battle Mountain
Winnemucca
Golconda
Humboldt
Mill City
Orcana
Lovelocks
Brown's
White Plains
Hot Springs
Wadsworth
Clarks
Truckee
Boca
Summit
Colfax
Auburn
Yosemite Valley
Merced
Berenda
Raymond
Fresno
Pollasky
Sanger Jc.
Kingsbury
Monson
Visalia
Exeter
Porterville
Famoso
Bakersfield
Caliente
Asphalto
Goshen
Tulare L.
Kern L.
Lancaster
Acton
Los Olivos
Point Conception
Santa Margarita
San Luis Obispo
Surf
Ellwood
Santa Barbara
Los Angeles
Santa Monica
Whittier
Studebaker
Redondo
Riverside
San Jacinto
Perris
Escondido
San Diego
Oceanside
Coronado Beach
Mojave
Harper
Hinkley
Waterman
Barstow
Daggett
Ludlow
Bagdad
Danby
Fenner
Goffs
The Needles
Peach Springs
Ash Fork
Flagstaff
Prescott
Phœnix
Yuma
Ogilby
Gila City
Mohawk Summit
Texas Hill
Gila Bend
Maricopa
Casa Grande
Tucson
Pinacate
Red Rock
Colorado
Gila R.
Virgin River
Grand Canon
Marble Canon
Ogden
Great Salt Lake
Salt Lake City
Bingham Canyon
Terminus
Alta
Utah Lake
Tintic
Nephi
Deseret
Manti
Sevier Lake
Frisco
Pioche
Bishop Creek
Junction
Candelaria
Keeler
Owens Lake
Mono
Benton
Reese River
Nev. Cen. R. R.
Eu. & Pal.
Palisade
Beowawe
Carlin
Elko
Halleck
Deeth
Wells
Tecoma
Terrace
Fenelon
Toano
Promontory
Blue Creek
Lucin
Short Line
Ore. Short Line
Un. Pac.
Central Pacific
Southern Pacific
Santa Fe
Ash Fork Ry.
Atch. Top. & S. Fe
Nev. Cal. Ry.
Cal. Nor. Ry.
Knights Landing
Marysville
Oroville
Nevada City
Roseville Jc.
Wheatland Jc.
Colfax
Auburn
Oakdale
Waterford
Montpelier
Amsterdam
Newman
Los Banos
Gilroy
Carnadero
Hollister
Tres Pinos
Castroville
Alcalde
Lemoore
Huron
Monson
Traver
Salinas City
San Ardo
San Miguel
Paso Robles
Port Harford
Chatsworth Park
Saugus
Burbank
Los Angeles
Pasadena
Monrovia
Duarte
Azusa
Glendora
Pomona
Ontario
Cucamonga
Colton
Redlands
Highland
Beaumont
Banning
Seven Palms
Indio
Salton
Sou. Pac. of Cal.
Sou. Pac. of Arizona
Soldiers' Home
Sunset
Santa Ana
Fullerton
Los Alamitos
Long Beach
San Pedro
Los Angeles Harbor
Port Los Angeles
Santa Monica
Surf
Point Conception
Santa Barbara
Ventura
Santa Paula
Saticoy
Sespe
Fillmore
Montalvo
Moorpark
Simi
Chatsworth Park

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
South'n Ry.—(Con.)—*At.&Y.,1st M.,g., gu.Ce.c*	166	1899	$1,000	$1,500,000	4 g.	A. & O.	N.Y., J.P. Morgan & Co.	Apr. 1, 1949
¶Richm. & Mecklenb., 1st M., $315,000, gold...c	31	1899	1,000	308,000	4 g.	M. & N.	do do	Nov. 1. 1948
¶Atlanta & Charlotte—Stock	....	....	100	1,700,000	6	M. & S.	N. Y., Central Trust Co.	Mar., 1900, 3%
Pref. M. (old 7s ext. in 1897, V.64, p 286) cur.c	265½	1877	1,000	500,000	4 c.	A. & O.	do do	Jan. 1, 1907
1st mortgage.....r	265½	1877	1,000	4,250,000	7	J. & J.	do do	Jan. 1, 1907
Income bonds (not cum.) 6s, ext. at 4 p.c.....r	....	1880	500	750,000	4	A. & O.	do do	Jan. 1, 1907
Georgia Midland 1st mortgage, interest guar...	98	1896	1,000	1,650,000	3 g.	A. & O.	N.Y.,J. P. Morgan & Co.	1946
¶North Carolina—Stock, 6½ to Dec., 1901; then 7	....	....	100	4,000,000	6½ to 7	F. & A.	Burlington, N. C.	Feb., 1900, 3½
Knoxville & Ohio, 1st mort., gold.....c&r	66	1885	1,000	2,000,000	6 g.	J. & J.	N.Y., J. F. Morgan & Co.	July 1, 1925
¶So. Carol. & Ga., 1st M., g., $5,250,000.Cc....c*	245	1894	1,000	5,250,000	5 g.	M. & N.	N.Y., J.P. Morgan & Co.	May 1, 1919
¶Augusta So., 1st cons. M., g.,gu.,p.&i.end.Ce.xc	85	1894	1,000	400,000	5 g.	J. & D.	do do	Dec. 1, 1924
¶Mobile & Birmingham RR., preferred stock	....	....	100	900,000	.....	.....	.....	.....
Prior lien, gold.Ce.....c	149	1895	*200, 1,000*	600,000	5 g.	J. & J.	N.Y , J.P. Morgan & Co.	July 1, 1945
1st mortgage, $1,200,000 Mc.....c	149	1895	*200, 1,000*	1,200,000	4	J. & J.	do do	July 1, 1945
*Spart. Union & Col., $1,000,000 gu. Ash. & Sp.g.	....	1895	1,000	1,000,000	4 g.	J. & J.	do do	Jan., 1995
Southwest Pennsylvania—Stock [$3,000,000 auth.].	109	....	50	1,499,900	10 in '99	A. & O.	Phila., Broad St. Stat'n	Apr. 2, '00, 5%
1st M., sink. fund $5,000 yearly, not drawn.....r	109	1877	1,000	900,000	7	F. & A.	do do	Feb. 1, 1917
Southwestern (Ga.)—Stock (see text).....	333	....	100	5,191,100	5	J. & J.	Sav., Ga. & Macon, Ga.	Jan 4,'00,2½%
Spuyten Duyvil & P't Mor.—Stock,8 p.c.gu. N.Y.Cent.	6	....	100	989,000	8	J. & J.	N. Y.: Gr'd Cent.Station	Jan., 1900, 4%
State Line & Sullivan—1st mort., $300,000, g.Unc*	24	1898	1,000	275,000	4½ g.	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1929
Staten Isl. Ry.1—st M., $1,000,000, gold, gu. Me..c*	13	1893	1,000	511,000	4½ g.	J. & D.	New York City.	June 1, 1943
Staten Island Rap. Tr.—See BALTIMORE & OHIO...								
Stockbridge & Pittsfield—6 p.c. rental N.Y. N.H.&H.	23	....	100	448,700	6	Q.—J.15	Stockbridge, Mass.	Apr.,'00. 1½%
Stockton & Tuolumne Co.—1st M., $1,000,000, g..c	70	1898	1,000	None; M'r.99	6 g.	M. & S.	S.F.,Cal.Tit.Ins.&Tr.Co	Sept. 15, 1938
Stuttgart & Arkansas Riv.— 1st M. (see text), g.F.c	40	1891	1,000	375,000	5 g.	J. & J.	July, '97, coup. not pd.	1921
Sullivan County RR.—1st mortgage, $400,00)... c	....	1894	1,000	357,000	4	A. & O.	Boston.	Apr. 1, 1924
Sunb'ry Hazle. & Wilkesb.—Stock (owned by Pa. RR.)	43	....	.....	1,000,000	10 in '99	M. & N.	Phila., Broad St. Stat'n.	Nov. 1, '99, 5%
1st, Series A, drawn at 100 (V. 66, p. 906).....c	43	1878	100 &c.	1,000,000	5	M. & N.	do do	May 1, 1928
2d mortgage, income.....c&r	43	1878	100 &c.	1,350,000	6	M. & N.	do do	May 1, 1938
Sunbury & Lewistown—Stock, $1,200,000.....	....	....	50	1,200,000	8 in 1899	A. & O.	Phila., Guar. T. & S. D.	Apr. 2, '00, 4%
1st mortgage, $600,000, p. & l., gold.....Gu Pc*	56	1896	1,000	500,000	4 g.	J. & J.	N.Y.,Am.Ex.N.Bk.&Ph.	July 1, 1936

Southwest Pennsylvania Ry.—Greensburg, Pa., to Fairchance, Pa., 44 miles, and branches, 64 m. Leased to Penn. RR., which pays net earnings as rental and owns $1,057,250 stock and $600,000 bonds.

DIVIDENDS.— Per cent....	1892. 10	'93. 10	'94. 10	'95. 11	'96. 11	'97. 10	'98. 10	'99. 10	1900. Apr.,5

*Yr. Dec.*31.	*Gross.*	*Net.*	*Int.,taxes,&c.*	*Divid'ds.*	*Balance.*
1896.	$713,793	$165,528	$104,100	$164,989 def.	$103,561
1895....	1,006,186	337,994	102,155	164,989 sur.	70,850

Southwestern Arkansas & Ind. Ter. Ry.—V. 69, p. 231, 852, 1063; V. 70, p. 532.

Southwestern RR. (Ga.)—*See Map Cent.of Ga.Ry.*—Owns Macon, Ga., to Eufaula, 144 m., Fort Valley to Columbus, Ga., etc., 189 miles.

LEASE.—Leased for 101 years from Nov. 1, 1895, to the reorganized Central of Georgia Ry. at a rental of 5 p. c. on stock.—(V. 61, p. 1156.)

Spokane Falls & Northern Ry.—In June, 1898, the Spokane Falls & No., together with the allied lines, was acquired by the Great Northern. V. 67, p. 179. V. 68, p. 772. V. 68, p. 725.

Spuyten Duyvil & Port Morris RR.—Owns 6 m. double track and connects the N. Y. Central & Hudson with the N. Y. & Harlem. Leased to New York Central till Dec. 31, 1970, at 8 per cent on stock.

State Line & Sullivan RR.—Owns Monroeton, Pa., to Berenice, Pa., 24 miles. Stock, $980,250 (par $50.) Mortgage covers 5,000 acres coal lands. The new 1st 4½s are subject to call for sinking fund requirements at 105 until Jan. 1, 1914, and thereafter at par. V. 67, p. 1209. Road leased till 1934 to Penn. & N. Y. Canal & RR. (rental, $40,000 per ann.), and so oper. by Lehigh Valley. V. 67, p. 1209; V. 68, p. 233; V. 69, p. 1248.

Staten Island Ry.—Clifton to Tottenville, 13 miles. Leased to Staten Is. Rapid Transit Co. till 1983, at $82,595 per ann., which pays $4 per share on stock, interest on bonds and organization expenses.

STOCK.—Authorized and outstanding, $1,050,000; par, $75.

BONDS—Of the 4½ per cents no more than $511,000 to be issued except on two-thirds vote of stockholders. (V. 61, p. 737.)

Staten Island Rapid Transit Ry.—Owns line of road around the Staten Island shore, east and north sides, from South Beach to a point near Elizabethport, N. J.; total owned 11 miles; leases Staten Island Railway, 13 miles. Incorporated July 29, 1899, as successor to the *railroad* company, purchased at forelosure Apr 20, 1899, subject to the first mortgage, by the B. & O.—V. 69, p. 284. See B. & O.

EARNINGS.—Statement 1898-99, with balance sheet, in V. 69, p. 383.

Year ends June 30.	*Gross.*	*Net.*	*Int. & Taxes.*	*Balance.*
1898-99.....	$693,597	$291,739	$354,568	def.$62,829
1897-98.....	680,286	304,633	327,212	def.22,579

—(V. 69, p. 492, 696, 956; V. 70, p. 585.)

Stockbridge & Pittsfield RR.—Vandeusenville to Pittsfield, Mass., 23 m. Leased for 99 years April 1, 1893, to N. Y. N. H. & H., at 6 p. c. on stock. Lessee pays taxes. Lease to Housatonic suspended.

Stockton & Tuolumne County RR.—Projected to run from Stockton, Cal., to Summersville, about 70 miles. Stock, $1,000,000; par, $100. The Calif. Title Insur. & Trust Co. of San Francisco, Cal., is mortgage trustee. No stock or bonds issued on March 1, 1899. In Jan., 1899, 20 miles graded, but no rails laid. President, Annie Kline Rikert; Sec., Robert S. Clarke, Grand Hotel, San Francisco, Cal.

Stuttgart & Arkansas River RR.—Stuttgart to Greenwald, Ark., 34 miles; branch 6 miles. Stock, $500,000. Sold on April 16, 1900, to John T. Hicks, Manager Des Ark & Searcy Ry., and the S. & A. Riv. will, it was said, be extended from Stuttgart to Des Arc, 35 miles, and the two roads consolidated. V. 70, p. 793. Year 1898-9, gross, $15,889; def. under operating, $3,366.—V. 66, p. 1190; V. 67, p. 1358; V. 68, p. 189; V. 70, p. 281, 481, 688, 793.

Sullivan County RR.—Road from Bellows Falls to Windsor, Vt., 26 miles, of which 1 mile trackage. Road opened 1849; operated since April, 1893, by Boston & Maine. Net earnings, less taxes, paid lessor. Stock, $500,000, owned by Vermont Valley RR. For year 1898-99, gross, $261,472; net, $83,396; interest, etc., taxes, $32,346; dividends (8 p. c.), $40,000. (V. 65, p. 867.)

Sunbury Hazleton & Wilkesbarre Ry.—Sunbury to Tomhicken, Pa., 43 m. A coal road operated by the Penn. RR. Co., which owns the entire capital stock and $488,000 incomes. Sinking fund for 1st mortgage now draws about $11,000 bonds yearly at par. In Mar., 1900, the Penn. RR. was arranging to consolidate into a single corporation the Sunb. Haz.& Wilkesbarre, North & West Branch Ry., Pennsylvania Schuylkill Valley RR., the Sunbury & Lewistown Ry. and the Nescopec RR. V. 70, p. 533.

DIVIDENDS.— Per cent....	1889-92. 6 yearly.	1893. 8	1894 to Nov., 1899. 10 (5 semi-annual.)

Year Dec. 31—	*Gross.*	*Net.*	*Int.,taxes,&c.*	*Div'ds.*	*Balance*
1896.....	$529,070	$229,433	$146,064	$100,000 def.	$16,631
1895.....	559,805	239,739	147,059	100,000 def.	7,320

—V. 70, p. 533.

Sunbury & Lewistown Ry.—Selinsgrove Junc. to Lewistown, Pa., 45 m.; Lewistown Junc. to Milroy, 11 m. (V. 63, p. 561.) Leased for 79 years from Oct. 1, 1896, (original lease was made in 1876) to Pennsylvania Railroad for one-half of net earnings after payment of interest. DIVIDENDS—1883 to 1889, inclusive, 6 per ct. per an.; 1890 to Apr., 1900, inclusive, at rate of 8 p. c. Earnings year 1898, gross, $577,982; balance (over charges) to S. & L., $50,454.—(V. 64, p. 1043.)

Suncook Valley RR.—Owns road Suncook to Pittsfield, N. H., 17 miles. Leased till 1912 to Concord & Montreal for 6 p. c. on $240,000 of capital stock; total stock issued is $341,700, of which $101,700 is non-dividend paying. President, Hiram A. Tuttle, Pittsfield, N. H.

Sussex RR.—Owns road from Waterloo to Franklin, N. J., and branch, 30 miles. Road opened 1854. Since 1881 operated by Del. Lack. & W., which owns a majority of the $1,638,600 stock. For year ending Dec. 31, 1899, gross, $199,918; net, $95,016; charges, $16,555; balance, sur., $78,461. In 1897-8, gross, $159,167; net, $45,480.

Syracuse Binghamton & N. Y. RR.—Geddes, N. Y., to Binghamton, N. Y., 81 miles. Controlled since 1869 by Delaware Lack. & W., which, Dec. 31, 1898, owned $1,901,000 stock and guar. the bonds.

DIVIDENDS..... Per cent.....	'88 12	'89 8	'90 8	'91 13	'92 to Feb ,'00, inclus. 8 yearly (2 p. c. quar.)

EARNINGS.	*Gross.*	*Net.*	*Int.*	*Dividends.*	*Bal., sur.*
1898-9.....	$929,292	$442,489	$137,620	$200,000	$304,869

—(V. 65, p. 568.)

Syracuse Geneva & Corning Ry.—Corning, N. Y., to Geneva, N. Y., 58 miles; Penn Yan to Dresden, 6 m. Formerly leased to Fall Brook Ry., but lease canceled and new lease made from May 1, 1899 for term of corporate existence to N. Y. Central, for $46,375 per annum, payable quarterly, interest on bonds and other obligations, taxes and repairs, the N. Y. C. owning $802,875 of the $1,325,000 stock, par $100. This rental is equivalent to a 3½ per cent dividend on the stock.

DIVIDENDS since 1891: In 1892, 10 p. c.; in 1893, 12 p. c.; in 1894, 7 p. c.; in 1895, 8 p. c.; in 1896, 8 p. c.; in 1897, 6 p. c.; in 1898, 6 p. c. in 1899, Mar., 3 p. c. Under new lease, Aug., '99, ⅞ p. c.; Nov., ⅞ p. c.

For 10 months to June 30, 1899, gross, $532,143; net, $161,665; charges, $187 454; bal., def., $25,788. In year ending June 30, 1898, gross, $705,771; net, $250,843; rental and taxes, $246,973; profit to lessee, $3,870.—(V. 68, p. 573.)

Tacoma & Columbia River Ry.—Projected from Tacoma, Wash., to The Dalles, Ore., 145 miles, operated Tacoma to Terminus, Wash., 15·5 miles. Interest due Sept., 1898, was not paid, and on Apr. 5, 1899, Stuart Rice was appointed receiver. V. 68, p. 674. Bondholders' Committee—Otto T. Barnard, Elijah Smith and Alfred Kessler. Depositary, Continental Trust Co.

Stock, $3,000,000. Bonds are 1st M. 40-year 5s, gold; $250,000 have been issued on portion of road completed, $250,000 to be used for deep water connection, and balance reserved for extensions at $20,000 per mile. President, William Bailey.—V. 68, p, 674.

Tennessee Central Ry.—Line is projected from Clarksville, Tenn., via Nashville to Harriman, about 232 miles. In Dec., 1898, construction of the entire line reported to be let, the 66 miles at eastern end from Kingston and Harriman Junction to Crossville and thence by branch to Monterey to be completed in 1900. V 67, p. 179; V. 68, p. 674; V. 69, p. 542. Capital stock authorized $20,000 per mile. In June, 1898, made a mortgage for $5,000,000.—(V. 69, p. 542.)

Terminal RR. Association of St. Louis.—PROPERTY.—Owns and operates extensive terminals at St. Louis, with belt lines and bridges, and a tunnel 4,800 feet in length. The station is leased to the tenant lines for $325,000 per annum on a wheelage basis.

Owns entire stock ($210,000) of East St. Louis Electric Street RR.

ORGANIZATION.—Organized in 1889. The following companies are sole owners: Cleveland Cincinnati Chicago & St. Louis, Louisville & Nashville, St. Louis Iron Mountain & Southern, Ohio & Mississippi, Missouri Pacific and Wabash. These companies have agreed under contract to use the property forever and to pay as tolls interest, taxes, rentals and other charges, and each line will contribute its proportion to the extent of one-seventh of $1,000,000 to make up any deficiency from unforeseen circumstances. Controls St. L. Merchants' Bridge Term. RR.—see that company.—(V. 57, p. 1084.)

LEASES.—The leases of the Bridge and the Tunnel are for their corporate existence, and were made July 1, 1881, to the Missouri Pacific and the Wabash, by which companies they were assigned to the present association. The lease guaranteed 6 per cent on the Bridge Co's $2,490,000 first pref. stock, 3 p. c. on its $3,000,000 second pref. and 6 p. c. on the Tunnel Co's. $1,250,000 common stock.

STOCK.—Capital stock outstanding Dec. 31, 1899, $1,441,200.

BONDS, ETC.—The *mortgage of* 1889 (trustee, Central Trust Company, was described in advertisement in CHRONICLE of February 13, 1892. The 1st consol. mortgage of 1894 (Central Tr. Co., of N. Y., trustee,) is for $12,000,000 of 5 p. c. gold bonds, of which $7,000,000 reserved to retire *firsts* of 1889 and $500,000 for completion of East Belt Line.

Guarantees the $3,500,000 St. L. Merchants' Bridge Terminal 1st 5s, and the *interest* on the $2,000,000 1st 6s of Merchants' Bridge proper. (See those Co's.) On Dec. 31, 1899, there was due from St. L. & Merchants' Br. Terminal Co. $1,008,489 for advances on account of guaranty.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Suncook Valley—Stock, 6 p. c. rental Con. & Mon..	....	....	$100	$240,000	6	J. & J.	M'nch'st'r, N.H., Nat. Bk	Jan., '00, 3%
Sussex RR.—1st mortgage	30	1873	500 &c.	236,500	7	A. & O.	N. Y., D. L. & W. Office.	Apr. 1, 1903
Syracuse Binghamton & New York—Stock	81	....	100	2,500,000	8 in 1899	Q.—F.	N. Y., D. L. & W. RR. Co.	Feb. 1, '00, 2%
Consol. M. (p. and i. guar. (end.) by D.L.&W.) c*&r	81	1876	1,000	1,966,000	7	A. & O.	do do	Oct. 1, 1906
Syracuse Geneva & Corning—Stock (3½ p. c. rental)	...	....	100	1,325,000	3½	Q.—F.	N.Y., Gr. Cent. Station.	May, '00, 7/8%
1st mortgage, s. f., dr'n at par c	57	1875	100 &c.	625,500	7	M15&N.	N. Y., Farm. L. & Tr. Co.	Nov. 15, 1905
2d mortgage c	57	1879	1,000	600,000	5	M. & S.	N. Y., Gr. Cent. Station.	Mch. 1, 1909
Tennessee Central Ry.—1st M., $5,000,000. MSt. c*	250	1898	1,000	205,000	5 g	J. & J.	St. L. Miss. Val. Tr. Co.	Jan. 1, 1948
Terminal Railroad Association—1st mort., gold.. c*	....	1889	1,000	7,000,000	4½g.	A. & O.	N.Y., J. P. Morgan & Co.	Oct. 1, 1939
1st consol. mortgage, $12,000,000, gold c*	....	1894	1,000	4,500,000	5 g.	F. & A.	do do	Aug. 1, 1944
St. Louis Bridge Co. 1st pref. stock, guaranteed.	....	....	100	2,490,000	6	J. & J.	do do	Jan., '00, 3%
2d preferred stock, guaranteed, endorsed	....	....	100	3,000,000	3	J. & J.	do do	Jan., '00, 1½%
1st mortgage, interest in gold c*	....	1879	500 &c.	5,000,000	7 g.	A. & O.	New York and London.	Apr. 1, 1929
Tunnel Railroad of St. Louis, stock, guar. (end.).	....	....	.....	1,250,000	6	J. & J.	N.Y., J. P. Morgan & Co.	Jan., '00, 3%
Terminal Ry. (Buffalo)—1st M., $1,000,000, g., N. c*	11	1896	1,000	1,000,000	4 g.	A. & O.	N. Y., Grand Cent. Sta'n	Apr. 1, 1946
Terre Haute & Indianap.—Consol. M., now 1st M., g.	116	1885	1,000	1,900,000	5 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 1, 1925
2d M., consol. g., red. aft. July 1, 1902, at 105.. c	116	1892	1,000	600,000	5 g.	J. & J.	do do	July 1, 1925
Equipment trusts Oct. 31, 1899	....	....	.....	249,208	6	.....	.....	.....
Terre Haute & Logansport RR.—1st mortgage	93	1879	1,000	500,000	6	J. & J.	N.Y., Farmers' L. & T. Co.	Jan. 1, 1910
New mortgage of 1898, $2,000,000, gold	160	1898	1,000	1,060,000	4 g.	J. & D.	.....	Dec. 1, 1948
Terre Haute & Peoria.—First mortgage, gold	138	1887	1,000	36,000	5 g.	M. & S.	In default.	Mar. 1, 1927
1st consol. M., $2,500,000, g., gu. p. & i. (end.)... c*	138	1892	1,000	2,194,000	5 g.	M. & S.	Mar., '96, coup. last paid	Sept. 1, 1942
Texas Central—Common stock	....	....	.....	2,649,400	.....	.....	.....	.....
Preferred stock, non-cum	....	....	.....	1,324,500	4 in 1899	Jan.	N.Y., Moran, 54 Wm. St.	Jan. 15, '00, 4%
1st mortgage for $2,000,000 gold, red. at 110.. c*	176	1893	1,000	365,000	5 g.	A. & O.	N.Y. Farm. L'n & T. Co.	Apr. 1, 1923
Texas Midland RR.—1st mortgage	52	1893	1,000	150,000	5	J. & J.	None in 1897-98	1993
2d mortgage	52	1893	1,000	750,000	5	J. & J.	None in 1897-98	1993
Tex. & N. O. of '74—Land gr. s.f. not drn., 1st M.. c*&r	105	1875	1,000	1,552,000	7	F. & A.	N. Y., S. Pac., 23 Br'd St.	Aug. 1, 1905
Sabine Division 1st mortgage, gold c*&r	104	1882	1,000	2,575,000	6 g.	M. & S.	do do	Sept. 1, 1912
Consol. mortgage for $4,195,000 c*&r	209	1893	1,000	1,620,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1943
Texas Transportation Co., 1st mortgage	....	....	.....	350,000	5	F. & A.	.....	Aug. 1, 1923
Texas school fund June 30, 1898	....	....	.....	370,885	6	M. & N.	.....	2 p. ct. per an.
Texas & Pacific—Stock, $50,000,000	1,506	...	100	38,720,280	.....	....	.....	.....

Bills payable Dec. 31, 1899, $725,897.

ANNUAL REPORT.—Year ends Dec. 31. Report in V. 70, p. 529, showed:

Year—	*Gross*	*Net.*	*Other inc.*	*Charges.*	*Balance.*
1899....	$2,119, 09	$1,360.265	$348,630	$1,428,343	sr.$280,553
1898....	1,997,753	1,263,467	348,346	1,375,383	sr.236,430
1897....	1,862,228	1,184,641	335,462	1,411,918	sr.108,185

President, Julius S. Walsh (March, 1900); Secretary, James Hanna; Treasurer, A. H. Calef. (V. 66, p. 572; V. 68, p. 568; V. 70, p. 529.)

Terminal Ry. of Buffalo.—Blaisdell, N. Y., to Depew, Erie Co., N. Y., 11 miles. Opened Sept. 15, 1898. V. 67, p. 530. Stock is $1,000,000; par, $100. Lake Shore & Michigan Southern and N. Y. C. & H. R. RR. each own 5,000 shares of the stock. From Sept. 15, 1898, to June 30, 1899, gross, $55,756; net, $38,748; interest and taxes, $31,476; balance, surplus, $7,242. Secretary, E. V. W. Rossiter, New York City.—V. 64, p. 1138; V. 67, p. 530.

Terminal RR. & Tunnel Co. of New York.—V. 70, p. 281.

Terre Haute & Indianapolis RR.—*(See Map Pa. RR.)*—Owns Indianapolis to Illinois State line, 80 miles, with coal branches, 43 miles; total, 123 miles. Leases St. Louis Vandalia & Terre Haute, 158 miles; Terre Haute & Peoria (less trackage rights on 38 miles and half ownership in 8 m.), 174 m.; E. St. L. & Carondelet Ry. (op. under contract) 13 m.; total, 468 m. Pa. Co. owns a large block of the $1,988,150 stock.

RECEIVERSHIP.—On Nov. 13, 1896, Volney T. Mallott, of Indianapolis, Ind., was appointed receiver. See statement in V. 63, p. 1011.

DIVIDENDS: 1878 to 1884, 8; 1885 to Feb., 1894, 6 p. c.; none since.

On Oct. 31, 1899, bills payable, $161,469; accounts payable, $14,980; locomotive trusts and interest, $249,208.

GUARANTIES—Interest on T. H. & Peoria bonds went to default, but interest on Terre H. & Indianap. consol. 5s of 1885 and 1892 has been paid when due.—V. 67, p. 30.

ANNUAL REPORT.—Fiscal year ends Oct. 31. Report for 1896-7 was given in V. 66, p. 331. On 123 miles owned, gross for 1898-9, $1,501,589; net, $529,217; oth. income, $59,640; interest, $125,000; loss in operating leased lines, $75,575; balance, surplus for year, $388,282. In 1897-8, gross, $1,381,453; net, $164,670; interest, $125,000; loss in operating leased lines, $108,181; balance, surplus, $231,489; other income not included above, $13,000.—(V. 67, p. 30, 1305.)

Terre Haute & Logansport Ry.—Owns from South Bend, Ind., to Rockville, Ind., 160 miles; trackage, Rockville to Terre Haute, 23 miles; steel, 60 and 70 lb. Successor on Dec. 1, 1898, to the T. H. & L. *Railroad*, sold Nov. 18, 1898, to J. H. Brooks, of Pennsylvania Co., under foreclosure of extension mortgage of 1893.

BONDS, ETC.—Stock, $2,000,000. Of the new 4s of 1898, $500,000 was set aside to redeem the 1st 6s and $400,000 will be issued from time to time for improvements.

EARNINGS—Fiscal year ends Oct. 31. Report for 1898 was given in V. 67, p. 1305. For 10 mos. ending Oct. 31, 1899, gross, $628,013; net, $121,325; charges, $90,008; sur., $31,317. In 1897-8 gross, $686,582; net, $171,267.—(V. 67, p. 1111, 1209, 1305.)

Terre Haute & Peoria RR.—*(See Map of Pennsylvania RR.)*—Road operated from Terre Haute, Ind., via Decatur, to Peoria, Ill., 173 miles, of which 138 miles are owned and half interest owned in 7 miles and 28 miles is by trackage over other roads. From Oct. 1, 1892, leased for 99 years to the Terre Haute & Indianapolis at rental of 30 per cent of gross earnings, with a minimum sufficient to pay interest on debt. See V. 55, p. 766. Lessee owns $544,200 of the $1,837,400 preferred and $1,388,000 of the $1,926,800 common.

COMMITTEE.—Interest due Sept. 1, 1896, was not paid. Bondholders' Committee—Chairman, Mark T. Cox, James A. Blair, James W. Paul, Jr. Depositaries, N. Y. Security & Trust Co. N. Y., and Drexel & Co., Phila. A majority of bonds has been deposited and receiver appointed for the T. H. & I. RR. (lessee).

The consols [Union Trust Co., N. Y., trustee], carry the guaranty of the T. H. & Indianapolis. Fiscal year ends Oct. 31. In 1898-99, gross, $442,330; net, $70,940; rental from lessee, $132,699; balance, loss to lessee, $61,759. In 1896-97, gross, $474,346; net, $60,477; rentals to T. H. & P., $142,304; balance, loss to lessee, $81,827. (V. 67, p. 1306.)

Texas Central RR.—ROAD—Runs from Ross, in McLennan Co., to Albany and Stamford, Tex., etc., 215 miles, of which Ross to Waco, 12 miles, is Houston & Texas Central trackage, and extension Albany to Stamford, 39 miles, was completed Feb., 1900. Projected further to Las Vegas, New Mex. Successor in Jan., 1893, of the *railway* foreclosed. On July 1, 1898, $300,000 additional firsts were held in treasury.

DIVIDENDS ON PREFERRED.—In 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 3 p. c.; in 1899, 4 p. c.; in 1900, Jan., 4 p. c.

LATEST EARNINGS.—1 mo., Jan. 1 to Jan. 31. 1900.....Gross, $33,852; net, $13,654. 1899.....Gross, 33,472; net, 16,382.

Report for year ending June 30, 1899, was in V. 69, p. 644, showing: Gross, $394,40-; net, $165,870; interest, $17,754; div., $52,980; improvements, etc., $55,322; balance, surp., for year, $39,814. In 1897-8 gross, $364,766; net, $147,378. (V. 65, p. 622; V. 66, p. 428, 519; V. 67, p. 949; V. 69, p. 284, 644.)

Texas Midland RR.—Road from Ennis on Houston & Texas Central Ry. to Paris, Texas, 125 miles (of which 52 miles Greenville to Paris completed in Oct., 1896.) Of the 125 miles, 14 are trackage over St. Louis Southwestern. Formerly part of Texas Central Ry.; in 1893 purchased by Mrs. Hetty Green. It was reported in March, 1899, that rails had been purchased to extend the road from Greenville to Dallas and Waco, 130 miles, but in June, 1899, extension was reported to be deferred for the present.

STOCK.—$500,000; par, $100. Total current liabilities July 1, 1898, $2,011,4[illegible]9, including $176,866 unpaid coupons. For year 1898-99, gross, $177,723; net, $69,947; charges, $56,809; improvements, $74,884; def., $61,746. Pres., E. H. R. Green, Terrell, Tex.—V. 63, p. 839.

Texas & New Orleans RR. (of 1874).—Houston, Tex., to Orange (Sabine River), 105 miles; and Sabine Pass to Rockland, 103 miles; Houston to Clinton, 8 miles; Dallas to Cedar, 52 m.; total, 268 miles.

In May, 1899, purchase and consolidation of the Sabine & East Texas, the Louisiana Western Extension and the Texas Trunk RR. (the latter Dallas to Cedar, Tex., 52 miles), was authorized, provided a connecting link be built to form with them a continuous line from Dallas, Tex., to present terminus of Sabine & East Texas Ry. at or near Sabine Pass; additional bonds under a new mortgage of the Texas & New Orl. to be issued thereon and the bonds of the old companies canceled.—V. 68, p. 1026. On Sept. 20, 1899, the stockholders authorized these measures, and in Mar., 1900, track-laying was reported in progress. In Dec., 1899, Texas Trunk Ry. was acquired.—V. 69, p. 1347, 696.

SECURITIES ETC.—A reorganization in 1874. The stock is $5,000,000, all but $2,500 of it being owned by the Southern Pacific. First 7s are purchased by the sinking fund at not over 110. Subsidy lands Jan. 1, 1894, were 734,969 acres; other lands 115,523 acres.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-1900. Gross, $1,234,840; net, $395,925. 1898-1899. Gross, 1,226,143; net, 547,516.

In year ending June 30, 1899, gross, $1,864,921; net, $766,928; surplus, including other income, over charges and taxes, $481,246. In 1897-8, gross, $1,491,831; net, $538,910.—(V. 69, p. 386, 696.)

Texas & Pacific Ry.—ROAD: New Orleans, La., westerly to El Paso, Texas, 1,152 miles; Marshall via Texarkana Junction and Whitesboro to Fort Worth, 316 miles; branches, 49 miles; total, 1,517, of which 92 miles, Sierra Blanco to El Paso, is trackage, leaving 1,425 miles owned. In 1898 the T. & P. built a new line from Waskom, Tex., to Reisor, La., 14 miles, used as a part of the main line instead of line theretofore leased of Vicks. Shreveport & Pac. RR. from State Line to Shreveport, La., and lease was given up Jan. 1, 1899. V. 67, p. 75. In Feb., 1900, branch from Port Allen to New Roads, La., 25 miles, included above, was completed. V. 70, p. 581.

ORGANIZATION.—In 1888 reorganized by the plan in V. 43, p. 164, and V. 45, p. 401, without having the foreclosure sale confirmed, thus preserving the original Federal charter. Land assets Jan. 1, 1900, were 77,340 acres, a large number of town lots and land notes $37,987 and $6,104 cash. See also Tex. Pac. Land Trust in "Miscellaneous Cos."

STOCK.—Mo. Pacific Dec. 31, 1899, owned $6,525,000 stock, pledged as part security for its funding notes of 1895 and valued for purpose of withdrawal at $978,750.

BONDS.—Trustee of *first mortgage* of 1888 is Fidelity Ins. Trust & Safe Deposit Co., of Philadelphia; of *second mortgage* of 1888 Mercantile Trust Co., of New York. (See mortgage abstracts, V. 47, p. 82.) First payment on incomes, 1½ p. c., made Mar. 1, 1900. V. 70, p. 329.

Interest scrip, income and land grant bonds (a stock liability, retirable under reorganization agreement), $274,102; other scrip, $9,331; $438,000 Eastern Division 1st 6s were called for redemption on March 1, 1899, and $105,000 on March 1, 1900.—V. 69, p. 744. Port Allen branch line bonds to the amount of $218,000 had been issued Dec. 31, 1899, on the 17½ miles then constructed, all of which were in the treasury.

FINANCES.—On second 5s there is no right to foreclose unless default is made on first mortgage. Holders of one-third of the outstanding *seconds*, however, can require the trustee to enter upon and operate the property. The company has been spending its earnings in needed improvements, but in March, 1900, made its first payment on incomes, viz., 1½ per cent.

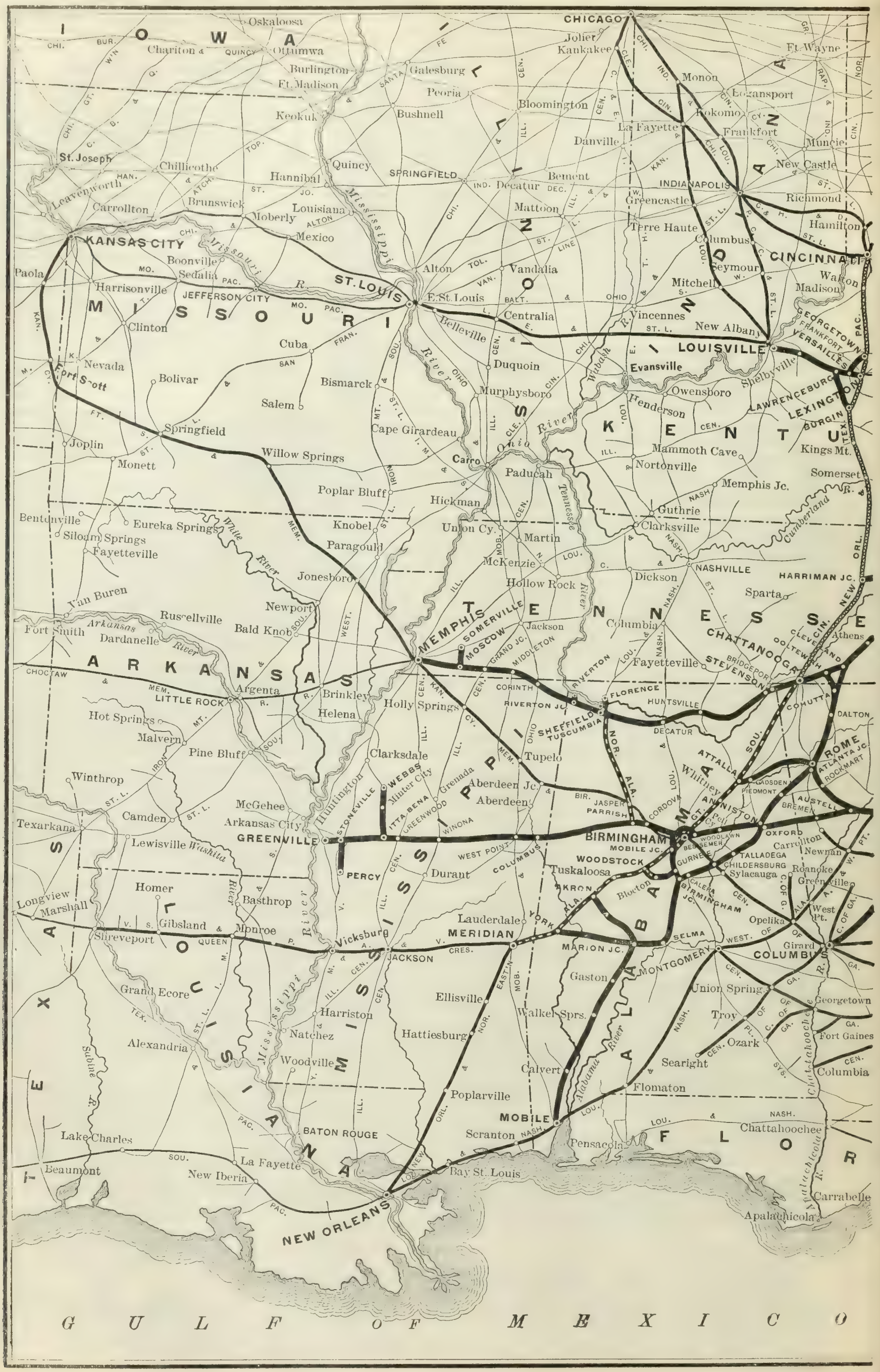
In Mar., 1900, all except $1,124,402 of the Texas & Pacific seconds had been exchanged for 65 per cent in new St. Louis Iron Mountain & Southern gold 4s, bearing interest from July 1, 1899, a syndicate offering to purchase at 85 the new bonds received in exchange. See Iron Mountain statement following Missouri Pacific. V. 68, p. 525, 619, 725, 774; V. 70, p. 533.

EARNINGS.—Jan. 1 to Apr. 14, 3½ months, gross, $2,453,107 in 1900, $2,236,164 in 1899.

ANNUAL REPORT.—Annual meeting is held in New York on the third Wednesday in March. Report for 1899 was in V. 70, p. 581, 634. Comparison with earlier years impracticable, owing to changes in methods of accounting to comply with Texas laws. Net earnings for 1898 are as far as possible revised to same basis.

Year ending Dec. 31—	1899.	1898.	1897.
Gross earnings	$8,300,186	$8,006,504	$7,588,648
Net earnings	2,451,320	2,299,039	2,115,646

In 1898-99 other receipts, $130,575; int on bonds, $1,283,865; betterments, etc., $601,702; taxes, $249,344; bal., sur., $446,984. Final results in earlier years were: In 1898, surplus, $31,151; in 1897, surplus, $447,969; in 1896, deficit, $6,011.—(V. 69, p. 133, 744; V. 70, p. 329, 533, 581, 634.


CHICAGO
Joliet
Kankakee
Ft. Wayne
Monon
Logansport
Kokomo
La Fayette
Frankfort
Muncie
New Castle
Danville
Bloomington
Peoria
Galesburg
Burlington
Ft. Madison
Keokuk
Bushnell
Oskaloosa
Chariton
Ottumwa
St. Joseph
Chillicothe
Leavenworth
Carrollton
Brunswick
Moberly
Louisiana
Hannibal
Quincy
Mexico
Boonville
Sedalia
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Paola
KANSAS CITY
Clinton
Cuba
Bolivar
Nevada
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Eureka Springs
Siloam Springs
Fayetteville
Van Buren
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Knobel
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Bald Knob
Argenta
LITTLE ROCK
Brinkley
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Hot Springs
Malvern
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Winthrop
Camden
Texarkana
Lewisville
Arkansas City
McGehee
Clarksdale
Holly Springs
Tupelo
Aberdeen Jc.
Aberdeen
Grenada
Huntington
Minter City
Webbs
Stoneville
Itta Bena
Greenwood
Winona
GREENVILLE
PERCY
Durant
Tuskaloosa
Homer
Longview
Marshall
Shreveport
Gibsland
Monroe
Basthrop
Vicksburg
JACKSON
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NEW ORLEANS
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Memphis Jc.
Mammoth Cave
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Kings Mt.
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Shelbyville
Duquoin
Murphysboro
Centralia
Belleville
E. St. Louis
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Apalachicola R.
Sabine R.
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Missouri River
Illinois River
Alabama River
Tombigbee River
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Georgetown
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Carrabelle
Apalachicola
Woodlawn
Bessemer
Gurnee
Calera
Birmingham Jc.
Blocton
Akron
Woodstock
Mobile Jc.
Birmingham
Bir. Jasper
Parrish
Cordova
Jasper
Corinth
Riverton
Riverton Jc.
Sheffield
Tuscumbia
Florence
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Somerville
Moscow
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Middleton
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Stoneville
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Greenwood
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GREENVILLE
PERCY
Durant
Tuskaloosa
Homer
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Marshall
Shreveport
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Basthrop
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JACKSON
MERIDIAN
Lauderdale
Grand Ecore
Alexandria
Harriston
Natchez
Woodville
Ellisville
Hattiesburg
Poplarville
Walker Sprs.
Gaston
Calvert
Searight
Flomaton
MOBILE
Scranton
Pensacola
Bay St. Louis
NEW ORLEANS
Lake Charles
Beaumont
New Iberia
La Fayette
BATON ROUGE
G U L F O F M E X I C O



MAP OF THE

SOUTHERN RAILWAY CO. SYSTEM.

Southern Railway – owned or leased

Controlled, but operated separately.

Other lines in which the Southern Railway is interested.

Principal Connections.

Trackage Rights

MAP OF THE

TOLEDO & OHIO CENTRAL R'Y

AND OF THE

KANAWHA & MICHIGAN

RAILWAY.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
***Texas & Pacific*—(*Concluded*)—**								
1st M. (Eastern Div.), gold, s. f. red. at 100....c*	519	1875	$1,000	$3,241,000	6 g.	M. & S.	N.Y.,Merc.Tr.Co.& Phil.	Mch. 1, 1905
1st consol. mort. for $25,000,000, gold.....c*	1,387	1888	1,000	21,566,000	5 g.	J. & D.	do do	June 1, 2000
2d consol. inc. M. ($25,000,000), gold (see rem.)c*	1,387	1888	1,000	23,204,402	5 g.	Mch. 1.	1½ p c.pd. Mch. 1, 1900	Dec. 1, 2000
Port Allen branch mortgage.....	....	1899	.....	.....	5	.....	.....	.....
***Tioga RR.*—Stock ($189,700 is preferred).....	....	....	50	580,900	.....	.....	.....	.....
1st M., due 1882 and extended, gold	46	1852	500 &c.	239,500	5 g.	M. & N.	Phil.,Newbold's Son&Co	Nov. 1, 1915
Extension bonds.....	46	1875	1,000	265,000	7	A. & O.	Elmira,Chemung Co.Bk.	Oct. 1, 1905
Elmira State Line Railroad 1st mortgage, guar..	7	1875	500 &c.	160,000	7	A. & O.	do do	Oct. 1, 1905
***Toledo & Ohio Central*—Stock [$3,708,000 pref.]...	....	....	100	10,208,000	.....	.....	N. Y., Central Trust Co.	On pref. '96.
1st M., g., limited to $3,000,000 (V. 53, p. 436)...	196	1885	1,000	3,000,000	5 g.	J. & J.	do do	July 1, 1935
Western Div. 1st mort. for $2,500,000, gold....c*	Text.	1892	1,000	2,500,000	5 g.	A. & O.	do do	Oct. 1, 1935
General M. (V. 62, p. 594) ($2,000,000), g. Ce..c*	335	1894	1,000	2,000,000	5 g.	J. & D.	do do	June 1, 1935
Car trusts, Dec 31, 1899 (principal).....	....	....	.....	322,744	5, 6 & 7	Various	.....	.....
***Tol. & Ohio Cent. Ext.*—Marietta Mineral 1st M., g..	39	1885	100 &c.	650,000	6 g.	M. & N.	May, '93, coup. last pd.	May 1, 1915
1st mortgage for $1,500,000, gold.....c*	15	1888	1,000	850,000	5 g.	M. & N.	See text.	Nov. 1, 1938
General mortgage.....	....	1891	1,000	600,000	5	F. & A.	In default.	Aug. 1, 1911
***Toledo Peoria & West.*—1st M., (for $5,000,000), g.c*	230	1887	1,000	4,895,000	4 g.	J. & J.	N. Y., Am. Ex. Nat. Bk.	July 1, 1917
Deben. scrip (secured by 1st M. coups. in trust).	....	....	.....	220,275	5	Jan.	N. Y., Farm. L. & T. Co.	Jan. 1, 1905
***Toledo St. Louis & Kansas City.*—Receivers' ctfs....	451	1898	1,000	140,000	5	F.&A *15*	N. Y., Cont'l Trust Co.	Any time.
1st mortgage, g. (abstract in V. 45, p. 403). Co.c*	451	1886	1,000	9,000,000	6 g.	J. & D.	Dec.'92, coup. last paid	June 1, 1916
NEW SECURITIES TO BE OUTSTANDING UNDER FIRST MORTGAGE PLAN.								
Common stock $6,000,000	....	....	100	abt. 6000000	*To be in voting tr*		*ust for five years.*	.....
Preferred stock, 4 p. c., non-cum., $6,000,000....	....	....	100	abt. 6000000	*To be in voting tr*		*ust for five years.*	.....
1st mortgage, gold $12,000,000	451	1900	.....	" 10000000	4 g.	J. & D.	(nt from June 1, 1900.	June 1, 1950
***Toledo Saginaw & Muskegon*—1st mortgage.....	96	1888	1,000	1,662,000	5	J. & J.	N. Y., Office, 271 B'way.	July 1, 1918
***Toledo Walhonding Valley & Ohio*—Stock.....	125	....	100	2,500,000	.....	.....	.....	.....
Gen. M. ($20,000 p. m.), } A, guar. p. & i.....c*	125	1891	1,000	1,500,000	4½ g.	J. & J.	N.Y., Farmers' L'n & Tr.	July 1, 1931
$4,000,000, gold..... } B, do .....c*	....	1893	1,000	978,000	4½ g.	J. & J.	do do	July 1, 1933
***Tor. Ham. & Buff.*—1st M., g., $40,000 p. m. A B.c*	88	1896	1,000	3,280,000	4 g.	J. & D	N. Y., Bost. & London.	July 1, 1946
***Transylvania*—1st M., g., $160,000, gu. p.& i.end.c	22	1899	1,000	75,000	5·4 g.	M. & N.	Merc. Trust Co., Pittsb.	May 1, 1919
***Traverse City RR.*—First mortgage, gold.....	26	1883	1,000	250,000	3 g.	J. & J.	July,'99, pd. Mch., 1900	Jan. 1, 1933
***Troy & Greenbush*—Stock, 7 per cent rental, N.Y.C.	6	....	50	275,000	7	J.&D. *15*	Troy, N. Y.	Dec.15'99,3½

Toledo & Ohio Central Ry.—*(See Map)*—This road, well shown on the accompanying map, is made up as follows:

Lines owned.	*Miles.*	*Trackage (37 miles.)*	*Miles.*
Toledo to Bremen.....	173	In Toledo (L. S. & M. S.).....	1
Alum Creek to Truro Junc....	4	Bremen to New Lexington....	11
New Lexington to Corning....	13	To Millfield and to Carrington	25
Prentice to Thurston	145		
		Total operated.....	372
Total owned	335	Kanawha & Mich. (which see)..	164

ORGANIZATION.—Successor in 1885 of Ohio Central foreclosed.

In Dec., 1899, the Hocking Valley Ry. acquired $4,080,000 common and $1,812,100 preferred stock in exchange for 70 per cent of Hocking Valley stock of the same class, and the minority stockholders were offered the same terms. V. 69, p. 1347. See also Hocking Valley item, V. 69 p. 1345. The properties will be operated separately.

STOCK.—Preferred is entitled to 5 p. c. non-cum., then common to 5, then preferred to 2, then common to 2, then both share, pro rata.

DIVIDENDS.—On common: In 1891, 2 p. c.; 1892, 4; 1893, 2; none since. On pref. April, 1890, to July, 1896, inclusive, 5 p. c. yearly.

BONDS.—*Western Division* mortgage covers the road from Toledo to Truro Junction, 139 miles, and also (subject to the first mortgage of 1885) the rest of the property. See V. 55, p. 322, 545, 590, 625.

The Toledo & Ohio Central guarantees the principal and interest of the Kanawha & Michigan first mortgage bonds. (See that company.)

On Dec. 31, '99, loans payable were $630,337, but in Feb., 1900, had been paid off in greater part, or provided for.—V. 70, p. 431.

EARNINGS.—8 *mos.*	*Gross. Earnings.*	*Net. Earnings.*	*Fixed Charges.*	*Bal., incl. other income.*
July 1 to } 1899-0	$1,523,055	$493,702	$276,007	sur.$226,949
Feb. 28.. } 1898-9	1,267,346	322,690	272,548	sur. 73,905

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Toledo on the first Monday in September. Report for 1898-99 in V. 69, p. 901. Of total tonnage 64 p. c. in 1898-99 was bituminous coal.

Years end. June 30—	1899.	1898.	1897.	1896.
Miles operated.....	371	371	372	372
Net earnings.....	601,413	533,918	465,704	617,845
Other income.....	24,855	10,255	8,208	9,532
Total net income....	$626,268	$544,173	$473,912	$627,377
Interest, taxes, etc.....	497,956	464,536	467,475	469,562
Dividends.....	. ....	.....	46,350	185,400
Balance for year....	sur. $128,312	sur.$79,637	def.$39,913	def.$27,585

President, D. Axtell; Vice-Pres., N. Monsarrat.—V. 70, p. 431.

Toledo & Ohio Central Extension RR.—See SUP. Oct., 1899.

Toledo Peoria & Western Ry.—*(See Map of Pennsylvania RR.)*—Owns from Effner, Indiana State line, to Warsaw, Ill., 220 miles; La Harpe to Iowa, Ill., 10 m.; jointly with Wabash, 1 mile; trackage to Peoria and Burlington, Ia., 17 m.; total, 248 miles.

ORGANIZATION.—In 1894 joint ownership and management by Pa. RR. and C. B. & Q. was arranged. Stock $4,500,000 (par $100), of which $423,100 in treasury in 1899. Mort. abstract, V. 45, p. 242.

In October, 1894 (3 coupons), were paid $5 in cash and $15 in debenture scrip. (See V. 61, p. 514.) Bills payable (for equipment), June 30, 1899, $297,190; shops and machinery, $34,000; equip. notes, $24,088.

EARNINGS.—9 months, July 1 to Mar. 31. } 1899-0.....Gross, $831,676; net, $222,186 } 1898-9.....Gross, 753,625; net, 210,933

Surplus over 9 mos.' charges, $18,363 in 1899-0, agst. $9,241 in '98-9.

ANNUAL REPORT.—Report for 1897-98 in V. 67, p. 948, showed:

Year.	*Gross Earn'gs.*	*Net Revenue.*	*Int. & Taxes.*	*Balance*
1898-99.....	$976,657	$269,803	$269,453	$350
1897-98.....	982,651	273,119	267,552	5,567
1896-97.....	888,881	230,902	275,275	def. 44,372

—V. 63, p. 26, 501; V. 65, p. 514; V. 67, p. 948.)

Toledo St. Louis & Kansas City RR.—ROAD—Owns from Toledo to East St. Louis, 451 miles (61½ lbs. steel); sidings, etc., 72 miles, also has trackage to St. Louis and Toledo Union depots. Stock, common, $11,250,000; pref., $5,805,000.

RECEIVERSHIP—Receiver is now Samuel Hunt. Property was sold on Mar. 27, 1900, to the reorganization committee. Sale was confirmed April 17, 1900, and new company is expected to take possession within 30 days.—(V. 70, p. 634, 740; V. 69, p. 795, 82; V. 70, p. 177.

REORGANIZATION PLAN.—The plan issued by the first mortgage committee in Dec., 1899 (V. 69, p. 1302,) and approved by the certificate holders provides that a new company shall issue the securities shown in the table above. Of the authorized issue, $2,000,000 bonds, so far as not required for the reorganization, are reserved to acquire branch lines, for new construction, extensions, improvements, additional property, and equipment, etc. The holders of old firsts assenting to the plan will receive for each $1,000 1st m. bond with coupons maturing June 1, 1893, and later, $1,000 in new 1st 4s, $400 new preferred and $500 new common stock. The plan provides $900,000 cash to discharge $180,000 car trusts, receiver's certificates, prior claims, expenses of reorganization, working capital, etc. The minimum price at which bonds can be sold in case of delay beyond June 1, 1900, was changed to 130 plus interest at 4 per cent to date of possible sale.—V. 69, p. 1347.

VOTING TRUST.—Both classes of new stock will be vested for five years in the following voting trustees: Charles Parsons, Herman O. Armour, Simon Borg, C. Sidney Shepard and Otto T. Bannard; but the voting trustees may, at their discretion, deliver the stock at an earlier date and may sell the stock at any time, subject to the approval of a majority in amount of each class of trust certificates.

First mortgage bondholders' committee (address, Continental Trust Company, N. Y.), consists of John C. Havemeyer, H. O. Armour, R. B. Hartshorne, O. T. Bannard and Morton S. Paton.

Preferred stockholders' committee: J. M. Quigley, of N. Y., Chairman. Depository, Atlantic Trust Co.—(V. 62, p. 742.)

EARNINGS.—8 mos. July 1 to Feb. 28. } 1899-0.....Gross, $1,350,377; net, $229,587 } 1898-9.....Gross, 1,438,825; net, 271,189

Year.	*Gross.*	*Net.*	*Interest.*	*Taxes.*	*Balance.*
1898-99.....	$2,062,738	$535.545	$540,000	$104,400	def. $108,855
1897-98.....	2,245,974	356,956	540,000	90,000	def. 273,044
1896-97.....	2,232,001	470,223	540,000	90,000	def. 159,777

OFFICERS.—President, Charles Miller. Directors (1899): J. S. Bache, G. B. Schley, J. F. Clinch, F. H. Johnston, Clarence Brown, S. H. Kneeland, J. L. Laidlaw, J. S. Stout, S. K. Wilson, M. L. Crowell, Charles Miller, J. P. Morris and F. J. Sawyer.

N. Y. office, 18 Broadway—(V. 70, p. 39, 177, 231, 383, 634, 793.)

Toledo Saginaw & Muskegon Ry.—From Muskegon, Mich., to Ashley, Mich., 96 miles. The Grand Trunk of Canada owns the $1,600,000 stock issued, and above bonds have a traffic guaranty.

Year Dec. 31. Gross.	*Net.*	*Interest.*	*Deficit.*	*Traf. guar.*
1899.....$133,328	$78,973	$83,100	$4,127	(1)
1898..... 131,730	75,662	83,100	7,438	$51,824

Toledo Walhonding Valley & Ohio RR.—Owns road in operation from Toledo Junction to Toledo, O., 80 miles, and from Loudonville to Coshocton, O., 45 m.; total owned, 125 miles; trackage (Pitts. Ft. W. & C.) Toledo Jct. to Mansfield, O., 7 m.; total, 132 miles.

LEASE, ETC.—Leased for net earns. to the Penn. Co., which guarantees the bonds. Pennsylvania RR. owns $1,920,000 of the stock.

EARNINGS.—For year ending Dec. 31, 1899, gross, $929,002; net, $199,280; other income, $20,721; interest, etc., $111,520.

Toronto Hamilton & Buffalo RR.—Road Hamilton to Waterford, Ont., 43 miles, and Hamilton to Welland, 38 miles, total, including branches, 88 miles; connects at Hamilton with Grand Trunk of Canada and Canadian Pacific Ry. (See V. 62, p. 319.) Under traffic agreement made in 1895 with N. Y. Central, Michigan Central, Canada Southern and Canadian Pacific, interest is practically guaranteed. See V. 68, p. 475, and advertisement in CHRONICLE of March 11, 1899. Of the stock, $2,500,000, 19 per cent is held by the Canadian Pacific and 51 per cent by the N. Y. Central.—See V. 61, p. 753; V. 63, p. 359; V. 68, p. 475, 1134; V. 69, p. 29.

Transylvania RR.—Hendersonville to Brevard, N. C., 22 miles; extension, 10 m., proposed from Brevard to Eastatoe Ford, on French Broad River. A reorganization of the Hendersonville & Brevard RR., sold in foreclosure May, 1899. Stock authorized, $320,000; par $100; all outstanding. V. 68, p. 926. Mortgage trustee is Mercantile Trust Co., Pittsburg. Bonds are guaranteed, principal and interest by Toxaway (land) Co. of North Carolina. V. 69, p. 182. For year ending June 30, 1899 (22 miles) gross, $11,657, net, $1,895, Pres., W. P. Potter. Pittsburg; Sec., C. H. Stolzenbach; Treas., G. W. Eisenbeis.

Traverse City RR.—Owns road from Walton to Traverse City, Mich., 26 miles; opened in 1872. Leased in 1883 to Grand Rapids & Indiana RR., but not included in the reorganization of that company in 1896. Coupons 1st mort. due July 1, 1899, were paid in Mar., 1900, at office of Winslow, Lanier & Co., N. Y. There are $190,000 of 5 p. c. incomes outstanding. Capital stock is $205,000; par $100. For year ending Dec. 31, 1899, gross, $48,705; net, $8,748; interest on bonds, $7,500; bal., surplus, $1,248. In 1899, Jan. 1 to June 30, 6 mos.), $22,939 gross in 1899; $19,628 in 1898.—V. 67, p. 75, 1310.

Troy & Greenbush RR.—Owns from Troy to Albany, 6 miles double track; leased to N. Y. Central in 1851 at 7 p. c. on $275,000 stock.

Tuscaloosa Belt Ry.—Owns about 6½ miles of Belt road in Tuscaloosa, Ala., and suburbs. Capital stock authorized, $100,000; issued, $26,000 ($100 shares.) General Manager, J. W. Woolfolk, Tuscaloosa, Ala., or 15 Wall Street, New York.

Tuscarora Valley RR.—Owns narrow-gauge road (3 ft.) from Port Royal to Blair's Mills, Pa., 27 miles, proposed to be changed to standard gauge during 1899. Extension from Blair's Mills to McConnellsburg, 31 miles, being built under charter of Tuscarora RR. (stock, $310,000; par, $50), and in Dec., 1899, over one-half was completed Tuscarora RR. bonds will probably be guaranteed. Stock, $300,000; par, $50; outstanding $150,000 Year ending June 30, 1899, gross, $21,991; net, $12,266. President, T. S. Moorhead; Vice-President and Treas., J. C. Moorhead; Sec., D. B. McWilliams.—Vol. 67, p. 1162

MAP OF THE

UNION PACIFIC RAILROAD

AND CONNECTIONS.

Total Mileage.—3,008.50.

VANCOUVER ISLAND
Victoria
Port Townsend
New Whatcom
Snohomish
Seattle
Tacoma
OLYMPIA
Tenino
Chehalis
Stockport
Kalama
PORTLAND
SALEM
Albany
Corvallis
Lebanon
Wyeth
Dalles
John Day's
Willow
Heppner
Ft. Sumpter
Baker City
Durkee
HUNTINGTON
Weiser
BOISE CITY
Nampa
Ketchum
Shoshone
Owinza
Mountain Home
Bliss
American Falls
Pocatello
Preston
Cache Jc.
Promontory
Ombey
Tecona
Luray
Cedar
Elko
Cokeville
McCammon
Idaho Falls
Camas
Lima
Dillon
Butte
Anaconda
Silver Bow
Garrison
HELENA
Craig
Missoula
Fort Benton
Great Falls
Marias R.
Flathead Lake
Kootenai
Colville
Spokane
O'Kanogan
Columbia R.
Burke
Mullan
Pullman
Moscow
Pomeroy
Lewiston
Dayton
Dixie
Dudley
Pendleton
Elgin
Le Grande
Umatilla
Walla Walla
Wallula
Wenona
Yakima
Ellensburgh
Connell
Tacoma
Olympia
Columbia R.
Snake R.
Salmon River
Salmon City
Lewistown
Billings
Bozeman
Livingston
Cinnabar
Yellowstone National Park
Big Horn R.
Fort Custer
Miles City
Powder R.
Buffalo
Powder
Merino
Deadwood
Rapid City
PIERRE
Hot Springs
Chamberlain
Mitchell
Armour
Sioux Falls
Yankton
Valentine
Crawford
Niobrara R.
Wendover
Orin Jc.
Casper
Lander
Altus
Greeley
Stout
Arkins
Sunset
Boulder
Central City
Graymount
Keystone
Glenwood Sprs.
Grand Jc.
Leadville
Buena Vista
Baldwin
Gunnison
Cripple Cr.
Colorado Spr.
Pueblo
La Junta
Franceville
Coolidge
Cuchara Jc.
Rouse Jc.
Chicosa Jc.
Trinidad
Ouray
Ironton
Creede
Walsenburg
Alamosa
Forbes
Durango
Antonito
Vasquez
Chappell
Des Moines
Liberal
Kiowa
Winfield
Coffeyville
Harper
Kingman
Wichita
Cherryvale
Parsons
Larned
Hutchinson
Emporia
Ft. Scott
Iroquois
Watertown
Redfield
Gettysburg
Millbank
Aberdeen
Edgeley
Ellendale
Wahpeton
Medora
BISMARCK
Jamestown
Sanborn
Glendive
Missouri River
Grand River
Moreau River
Big Horn R.
Powder R.
Bottineau
Minot
Leeds
Devil's Lake
St. Johns
Buford
Stockholm
Dodson
Missouri River
Sauk Centre
Little Falls
Morris
Ortonville
Minneapolis
ST. PAUL
Eau Claire
Abbottsford
Merrillan
Red Wing
Tracy
Mankato
Elkton
Albert Lea
Winona
La Crosse
Pipestone
Elmore
Lyle
Sheldon
Algona
Hampton
Prairie du Chien
MADISON
Alton
Yankton
Sioux City
Emerson
Valley Junction
Omaha
Dakotah
Cedar Falls
Oelwein
Dubuque
Ft. Dodge
Ames
Grinnell
Cedar Rapids
Clinton
Davenport
DES MOINES
COUNCIL BLUFFS
Pacific Jc.
Afton
Seymour
Albia
Ottumwa
Burlington
Galesburg
Peoria
Galena
Havana
Quincy
SPRINGFIELD
Alton
Mexico
Missouri River
St. Louis
E. St. Louis
Chillicothe
Monroe City
Kirksville
Kookuk
St. Joseph
LEAVENWORTH
Marysville
Atchison
Hiawatha
Horton
Topeka
Lawrence
Kansas City
JEFFERSON CITY
ST. LOUIS
Springfield
Salem
Bismarck
Ironton
Cairo
Plymouth
Poplar Bluff
Seligman
Vinita
Claremore
Knobel
Batesville
Wagoner
Sapulpa
GUTHRIE
Eufaula
Van Buren
Clarksville
Bald Knob
Brinkley
Ft. Smith
Purcell
Atoka
Ft. Sill
Pan Handle
Tascosa
Las Vegas
Hot Springs
SANTA FE
Albuquerque
A. & P. Jc.
Laguna
Holbrook
Flagstaff
Ash Fork
Needles
Prescott
PHŒNIX
Globe
Magdalena
Socorro
San Antonio
Carthage
Fort Sumner
Pecos R.
Plainview
Newlin
Childress
Wichita Falls
Seymour
Estacado
Henrietta
Denison
Paris
Dallas
Ft. Worth
Texarkana
Hope
Malvern Jc.
Hot Springs
LITTLE ROCK
Helena
Memphis
Grenada
Tuscosa
Washburn
Oklahoma City
Canadian R.
Red R.
Mississippi R.
Arkansas R.
Platte R.
Republican R.
Niobrara R.
Missouri River
Green River
Colorado R.
Rio Grande R.
Pecos R.
Snake R.
Columbia R.
Owyhee R.
Malheur Lake
Sumner L.
Warner's Lake
Tulare Lake
Mono Lake
Great Salt Lake
Sevier Lake
Utah Lake
Pyramid Lake
Humboldt Lake
Rye Patch
Golconda
Battle Mountain
Palisade
Elko
Evans
Eureka
Austin
Hamilton
Virginia City
CARSON CITY
Reno
Wadsworth
Fruito
Tehama
Redding
Red Bluff
Eureka
Arcata
Edgewood
Alturas
Oro V.
Cisco
Colfax
SACRAMENTO
Ione City
Galt
Milton
Oakdale
Lathrop
Newman
Niles
Oakland
SAN FRANCISCO
San Jose
Raymond
Fresno City
Monterey
Tres Pinos
Goshen
Keeler
Alcalde
Poso
Santa Margarita
Port Harford
San Luis Obispo
Elwood
Saugus
Los Angeles
Santa Monica
Santa Ana
San Diego
National City
San Bernardino
Colton
Barstow
Mojave
Independence
Belleville
Belmont
Candelaria
Benton
Silver City
Clover Valley
Pioche
Parowan
Milford
Frisco
Morrison
Moab
St. George
Kanab
St. Thomas
Lee's Ferry
San Juan R.
Green River
Grand R.
Hayden
Springville
Lehi Jc.
Mercur
Terminus
Garfield Beach
PARK CITY
SALT LAKE CITY
OGDEN
Tintic Mills
Nephi
Milford
Evanston
Echo
Coalville
Granger
Green River
Rock Springs
Thayne
Hallville
Tipton
Latham
Fillmore
Rawlins
Walcott
Hanna
Allen Jc.
Rock Creek
Laramie
Wyoming
Altus
Cheyenne
Egbert
Bushnell
Kimball
Potter
Sidney
Ludlow
Julesburg
Sterling
Deuel
Brighton
Big Spring
Dearfield
Weldon
Roggen
Barton
Nichols
North Platte
Brady Island
Lexington
Elm Creek
Alma
Grand Island
Kearney
Gibbon
Shelton
Wood River
Central City
Grand Island
Aurora
Hastings
Juniata
Kenesaw
Holdrege
Arapahoe
Cambridge
Oxford
Orleans
Alma
Beaver City
Oberlin
Norton
Phillipsburg
Stockton
Plainville
Hays
Ellis
Russell
Ellsworth
Wilson
Salina
Solomon
Enterprise
Junction City
Manhattan
Topeka
Lawrence
Kansas City
Leavenworth
Atchison
Hiawatha
Horton
Seneca
Marysville
Concordia
Clyde
Clifton
Miltonvale
Belleville
Scandia
Superior
Guide Rock
Red Cloud
Inavale
Hardy
Hildreth
Franklin
Bloomington
Riverton
Oxford
Orleans
Arapahoe
Cambridge
Holdrege
Gibbon
Shelton
Wood River
Kearney
Elm Creek
Alma
Grand Island
Lexington
Brady Island
North Platte
Nichols
Barton
Roggen
Weldon
Deuel
Sterling
Big Spring
Dearfield
Brighton
Julesburg
Ludlow
Sidney
Potter
Kimball
Bushnell
Egbert
Cheyenne
Laramie
Wyoming
Rock Creek
Allen Jc.
Hanna
Walcott
Rawlins
Fillmore
Latham
Tipton
Hallville
Thayne
Rock Springs
Granger
Coalville
Echo
Evanston
Lucin
Kelton
Promontory
Ombey
Tecona
Luray
Cedar
Elko
Pallsade
Battle Mountain
Golconda
Rye Patch
Wadsworth
Reno
Cisco
Virginia City
CARSON CITY
Austin
Eureka
Hamilton
Sevier Lake
Utah Lake
Great Salt Lake
Garfield Beach
Terminus
Mercur
Lehi Jc.
Springville
Tintic Mills
Nephi
Milford
Frisco
Parowan
Belleville
Belmont
Candelaria
Benton
Silver City
Clover Valley
Pioche
Independence
Fresno City
Keeler
Goshen
Tres Pinos
Monterey
Alcalde
Tulare Lake
Poso
Santa Margarita
Port Harford
San Luis Obispo
Elwood
Saugus
Los Angeles
Santa Monica
Santa Ana
San Diego
National City
San Bernardino
Colton
Barstow
Mojave
Oakland
SAN FRANCISCO
San Jose
Lathrop
Newman
Niles
Galt
Milton
Oakdale
Ione City
SACRAMENTO
Colfax
Rumsey
Calistoga
Santa Rosa
Fruito
Tehama
Redding
Red Bluff
Eureka
Arcata
Edgewood
Alturas
Oro V.
Cisco
Reno
Wadsworth
Rye Patch
Golconda
Battle Mountain
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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Tuscaloosa Belt—1st mortgage, $100,000, gold. Ko	....	1893	$1,000	$95,000	5 g.	J. & D.	N. Y., Knickerb. Trust.	1933
Tuscarora Vall y—1st mortgage, $150,000, gold...	27	1897	.....	150,000	5 g.	J. & J.	.....	July 1, 1917
Tuscarora RR., 1st M. (on ext.), $310,000, g. Mp.c	31	1898	1,000	(?)	5 g.	J. & J.	N. Y., Metropol. Tr. Co.	July 1, 1928
Ulster & Delaware Stock ($3,000,000 authorized)..	....	....	100	1,794,600	.....	.....	.....	.....
Consol. M. for $2,000,000, gold.....c'	102	1888	1,000	1,997,300	5 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1928
Unadilla Valley—Stock ($200,000 authorized).....	....	....	100	200,000	.....	.....	.....	.....
1st M., $250,000, $12,500 p.m., g., red. at 110 c*&r	20	1893	500 &c.	250,000	5 g.	J. & J.	N. Y., Floyd & Moore.	Jan. 2. 1933
Union Pacific RR.—Common stock, $96,178,700	....	...	100	95,5[illegible]5,'00	.....	A. & O.	N. Y. Office, 120 B'way.	Apr. 2, '00, 1½
Pref. stock, 4 per cent, non-cum., $100,000,000..	....	....	100	98,87[illegible],200	3½ in '99	A. & O.	do do	Apr. 2, 1900, 2
1st M. Ry and land grant, $100,000,000 g. ..Me	1,835	1897	¶	96,408,000	4 g.	J. & J.	Int. from Jan. 1, 1898.	July 1, 1947
United N. J. RR. & Canal Co.—Stock, 10 p. c. guar..	....	....	100	21,240,400	10	Q.—J.	Phila. and N.Y., Offices.	Apr. 10, '00, 2½
General mortgage of '71 for $20,000,000, (now 1st mortgage) FP, secures all equally. — loans of 1901, gold.....c	238 m.r'd. & canal.	'73-'76	1,000	5,669,000	6 g.	M. & S.	do do	Mch. 1, 1901
— loan of 1908, gold.....r		1878	1,000	841,000	6 g.	M. & S.	Philadelphia Office.	Sept. 1, 1908
— loan of 1923, gold.....r		1883	1,000	1,824,000	4 g.	F. & A.	do do	Feb. 1, 1923
— loan of 1929, gold.....c&r		1889	1,000	6,020,000	4 g.	M. & S.	do do	Sept. 1, 1929
— loan of 1944, gold.....c&r		1894	1,000	5,646,000	4 g.	M. & S.	N.Y.,N. Bk.Com. & Phil.	Mch. 1, 1944
Utica Chen. & Susq. Val.—Stock, 6 p.c.gu. by D.L.&W	97	....	100	4,000,000	6	M. & N.	N. Y., Del. L. & W. RR.	May, 1900, 3%
Utica Clinton & Binghamton—Stock	....	....	100	849,285	See text.	F & A10	Utica, N. Y., On. N. Bk.	July 21, 1899
1st mortgage, guar. by D. & H.....c	31	1889	1,000	800,000	5	J. & J.	N. Y., Security & Tr. Co.	July, 1, 1939
Valley (N. Y.)—Stock, 5 p. c. guar. by D. L. & W...	11	....	100	750,000	5	J. & J.	N. Y., Del. Lack. & West.	Jan. '00, 2½%
1st mortgage (for $500,000).....	11	1881	1,000	400,000	5	F & A.	do do	Aug. 1, 1911
Valley (Virginia)—1st M., $1,000,000, see text....c	62	1881	1,000	750,000	6	A. & O.	N. Y.. Merc. Tr. & Balt.	Oct. 1, 1921
Velasco Terminal Ry.—1st mortgage, $800,000.....	20	1893	1,000	400,000	5	M. & S.	In default.	Aug. 1, 1943
Vermont & Mass.—Stock, 6 p. c. guar. by Fitchburg	59	....	100	3,193,000	6	A. & O.	Bost., 53 Devonshire St.	Apr., 1900, 3%
Bonds, not mortgage (guar. by Fitchburg RR.) .c*	....	1883	1.000	1,000,000	5	M. & N.	Boston, Fitchburg RR.	May 1 1903
Vermont Valley of 1871—Stock.....	24	....	50	1,000,000	6	J. & J.	Bellows Falls.	Jan. 1, '00, 3%
1st M., with $500,000 Sul. Co. RR. stock as col. .c*	24	1880	1,000	800,000	5	A. & O.	Boston, S. Dep. & Tr. Co.	Oct. 1, 1910
Vicks. Shrevep. & Pacific—1st M., non-assent'g, g.c*	188	1881	1,000	106,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1920
Prior lien mortgage, gold.....c*	188	1885	1,000	1,323,000	6 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1915
1st mortgage, assenting, gold, see text.....c*	188	1881	1,000	3,894,000	6 g.	J. & J.	do do	Jan. 1, 1920
3d mortgage and 1st mortgage on land, gold...c*	188	1886	1,000	1,820,750	4-5 g.	J. & J.	Jan., '89, coup. last pd.	Jan. 1, 1916

¶ $500 and $1,000.

Ulster & Delaware RR.—Owns from Kingston Point (Hudson River), N. Y. to Stamford, 75 miles; proprietary roads, entire stock owned: Stony Clove & Catskill Mt. RR., Phœnicia to Hunter, 15 m.; Kaaterskill RR., 7 m. Leases, Delaware & Otsego RR., Hobart to Bloomville, 9 miles; Hobart Branch RR., 4 m.; total, 110 m. Extension from Bloomville northwest to Oneonta, 20 miles, expected to be completed early in 1900. Stony Cl. & Cats. Mt. RR. made standard gauge in 1899. Loans and bills payable June 30, 18. 9, $246,000

Yrs.end.June 30.	*Gross.*	*Net.*	*Other inc.*	*Int., taxes, etc.*	*Bal., sur.*
1898-99.....	$417,193	$103,852	$10,900	$10[illegible],729	$11,023
1897-98.....	405,267	116.065	10,000	119,956	6,109

—(V. 63, p. 556; V. 65, p. 568; V. 67, p. 478; V. 69, p. 382.)

Unadilla Valley Railway.—Owns road from Bridgewater to New Berlin, N. Y., 20 miles; opened in July, 1895. Connects D. L. & W. with New Berlin branch of N. Y. O. & W. Income bonds, $30,700 20-year 5s. Interest on firsts was not paid, but funded for 5 years. Year 1898 9, gross, $28,297; net, $7,280; interest, $12,604; balance, deficit . $ .324. Pres., Everett M. Culver; Vice-President, Ralph Brandreth; Sec., Clarence Goadby, 80 Broadway, N. Y.—V. 69 , p. 441.

Union Pacific Railroad.—(*See Map.*)—The system embraces:

Lines owned directly—	*Miles.*	*Controlled*—	
Council Bluffs to Ogden.....1,043		Oregon Short Line RR., Granger, Wy., to Huntington, Ore., Helena, Mon., to Fris co, Utah, etc	1,489
Kansas City to Denver	644	Oregon RR. & Navigation....	1,063
Denver to Cheyenne.....	104		
Lasalle, Co., to Julesburg ..	151		
Branches	913		
Tot. main line and br'nchs.	2,855		

HISTORY.—Incorporated in Utah June 23, 1897, to succeed per plan of Oct. 15, 1895 (V. 61, p. 704, 705, and V. 64, p. 424), the Union Pacific *Ry.* Company took possession of the Union Pacific main line Feb. 1, 1898, and of the Kansas Pacific lines on April 1. A full statement to New York Stock Exchange as to the organization of the new company was in V. 66, p. 618; see also V. 67, p. 790 In Dec., 1899, 9 per cent of the stock of the Oregon Short Line RR. had been acquired.

Oregon RR. & Navigation Co. is controlled through ownership of a majority of its stock by the Oregon Short Line and the Union Pac. V. 69, p. 181. The former Julesburg branch of U. P. Denv. & Gulf, La Salle, to Julesburg, 151 miles, was transferred to U. P. on Feb. 25, 1899. V 68, p. 381.—(See V. 66, p. 521).

STOCK.—Articles of association provide: "Such preferred stock shall be entitled in preference and priority over the common stock of said corporation to dividends in each and every fiscal year at such rate not exceeding 4 per cent per annum, payable out of net profits, as shall be declared by the board of directors. Such dividends are to be non-cumulative, and the preferred stock is entitled to no other or further share of the profits"

In 189[illegible] the stockholders authorized the increase of the common stock from $61,000,000 to $96,1[illegible]8,700, and of the preferred stock from $7[illegible],000,000 to $100,00[illegible],000 in order to complete the company's control of the Oregon RR & Navigation and Oregon Short Line RR. companies and take up the latter's income bonds See each company.

DIVIDENDS.—First on pref., 1½ p. c., Oct. 3[illegible], 1898. On Apr. 19, 1899, 1½ p. c. was paid on pref. On Oct. 2, 1899, 2 p c.; 1900, Apr., 2, 2 p. c. First semi-annual div. on com., 1¼ p. c. paid Apr. 2, 1900. V. 70, p. 281.

BONDS.—The new first mortgage (Mercantile Trust Co., trustee), is for $100,000,000, of which $90,000,000 was issued for the acquisition, free and clear of all Government and other liens, of the 1,854 miles composing the former Union Pacific and Kansas Pacific lines; $3,500 000 unissued may be used pursuant to the mortgage in the construction or acquisition of betterments, improvements, equipment or extensions, to be subject to the mortgage lien, at a rate not exceeding $1,500,000 per annum. The property on which the loan is a first lien includes the telegraph terminals, equipment, and, directly or indirectly, land grants. Statement to N. Y. Stock Exchange, V. 66, p. 618.

LANDS.—The new first mortgage covers directly or through beneficial ownership over 6,500,000 acres of land, situated in Nebraska, Wyoming, Colorado, Utah and Kansas, the value of which was estimated June 30, 1899, at $6,065, 5[illegible]. It also covers further notes or contracts for lands sold aggregating $5,948,944, and the lands for which, if not paid for, revert to the company. See V. 67, p. 791 Total estimated value of lands a d land assets June 30, 1899, $14,209,301.

GENERAL FINANCES.—The free assets held in the company's treasury consist of large amounts of bonds and stocks of auxiliary railroad and other companies, such as the Oregon Short Line RR., Oregon RR. & Navigation Co., Union Pac. Coal Co., the Pac. Express Co. various water, depot, etc., companies. On Dec. 1, 1899, the U. P. owned 1,013 miles of railroad free of any mortgage or lien other than mortgages wholly owned. V. 69, p. 1350. See stock above.

Has traffic agreement with and five-year option to purchase $1,000,000 stock and redeem $1,000,000 bonds at par of the Wyoming & Southern RR., to be built from a point near Fort Steele to the Colorado State line, near the North Platte River, of which 33 miles to Saratoga was to be completed Oct. 15, 1899, and extension then made to Grand Encampment and Battle Lake, 44 miles. V. 69, p. 334.

LATEST EARNINGS.—For 8 months ending Feb 28 on the 2,907 average miles, against 2,726 in 1898-9, after deducting taxes:

	Gross Earnings.		*Net Earnings.*	
July 1 to Feb. 28.	1899-0	1898-9.	1899 0.	1898-9.
Union Pacific Ry..	$15,773,273	$13,963,180	$6,819,772	$6,085,851

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1898-9 in V. 69, p. 1344, 1349 (see also editorial, p. 1324,) showed results as follows: (A.) On the several lines acquired from date of acquisition (773 miles being acquired Nov 1, 1898; 151 miles Feb. 1 and 88 miles June 1, 1899.) (B.) On all lines constituting the Union Pacific RR. on June 30, 1899 (excluding Julesburg branch, 151 miles,) for the entire year. (C.) On all lines of present system,

Results for Year 1898-99.

A.—UNION PAC. AND BRANCHES (2,421 AV'GE MILES).

Gross Earnings.	*Net over Taxes.*	*Other Income.*	*Interest on 1st 4s.*	*Dividend on Pref.*	*Balance, Surplus.*
$	$	$	$	$	$
19,811,641	8,399,473	*1,218,735	3,830,000	2,625,000	3,163,208

* Includes $230,000 on company's bonds.

B.—LINES AS ON JUNE 30, 1899, FOR ENTIRE YEAR (EXCL. JULESB. BR.)

	1899.	1898.	*Increase.*
Miles included.....	2,697	2,697	.....
Gross receipts.....	$20,484,640	$19,096,747	$1,387,893
Operat'g expenses and taxes.	11,859,656	11,685,730	173,926
Net receipts.....	$8,624,984	$7,411,017	$1,213,967

C.—PRESENT SYSTEM.

	Union Pacific.	*Oregon Short Line.*	*Oregon Navigat'n.*	*Total.*
Mileage owned.....	2,[illegible]55	1,481	1,063	5,399
Gross earnings.....	$19,811,641	$7,577,108	$7,005,9[illegible]9	$34,394,729
Oper. exp. and taxes..	11,4[illegible]2,168	4,751,620	4,288,272	*20,452,061
Net earnings	$8,399,473	$2,825,4[illegible]8	$2,717,707	$13,942,668
Other income.....	1,218,736	437,679	73,107	1,7[illegible]9,522
Total net income....	$9,6[illegible]8.209	$3,263,167	$2,790,814	$15,67[illegible],190
Fixed charges.....	3,830,000	1,963,883	1,137,987	6,931,871
Balance, surplus.....	$5,788,209	$1,299,284	$1,652,827	$8,7[illegible]0,319

*Includes $1,926,357 expended by the three companies for permanent improvements and new equipment.

OFFICERS, ETC.—(December, 1899.)—President, Horace G. Burt; Vice-President, William D. Cornish; Sec., Alexan er Millar; Treasurer, F. V. S. Crosby; Directors, H. G. Burt, Winslow S. Pierce, James Stillman, Marvin Hughitt, Roswell Miller, E. H. Harriman, Louis Fitzgerald, James H. Hyde, John W. Doane, Otto H. Kahn, T. Jefferson Coolidge, Jr., George J. Gould, Oliver Ames, George Q. Cannon and Jacob H. Schiff.—V. 69, p. 1104, 1344, 1349; V. 70, p. 177, 281, 793.

Union Pacific Denver & Gulf Ry.—See COLORADO SOUTHERN.

Union Station of Buffalo.—V. 68, p. 525, 620.

United New Jersey Railroad & Canal Co.—(*See map Pennsylvania R. R.*) Controls an important system of roads in Northern N. J., having a four-tracked line from N. Y. to Philadelphia, also a line Perth Amboy to Camden, opposite Philadelphia, and branches to Long Branch, Berkeley, etc., N. J., and to Manunka Chunk, Pa. Total mileage 461 miles. The principal lines owned directly are Jersey City to Trenton, 56 miles (four tracks), and from Camden to South Amboy, 61 miles, of which 26 double track; 9 branches, 29 miles; total (owned directly) 146 miles. Also owns the Del. & Raritan Canal, 66 miles. Phil. & Trenton and Belvidere Del.—which see—are principal leased lines.

LEASE. Leased in June, 1871, to the Pennsylvania Railroad for 999 years, at a rental of 10 per cent on the stock, besides interest on bonds.

EARNINGS.—For year ending Dec. 31, 1899, gross, $21,660,510; net, $5,810,874; other income, $253,884; interest, rentals, etc., $5 910,798; balance, surplus for year, $153,960. In 1898, gross, $19,816,225; net, $5,447,814. Net loss to lessee in 1891, $276,455; in 1892, $299,198; in 1893, $194,529. Net profit in 1890, $396,885; in 1894, $679,461; in 1895, $727,694; in 1896, $439,424.—(V. 58, p 179, 636, 816.)

Utah & Pacific RR.—SEE OREGON SHORT LINE RR. V. 68, p. 383.

Utica Chenango & Susquehanna Valley Ry.—Owns Utica, N. Y., to Greene, N. Y., 75 miles; branch to Richfield Springs, 22 miles; total, 97 miles. Road opened October, 1872. Leased to Delaware Lackawanna & Western at 6 per cent on stock. Has no bonded debt.

Utica Clinton & Binghamton RR.—Owns Utica, N. Y., to Randallville, N. Y., 31 miles. Leased during continuance of charter and renewals thereof to Delaware & Hudson Canal Company, which pays rental of $61,500 per annum. Operated by New York Ontario & Western. The street lines owned are leased to Utica Belt Line Street RR. for $15,000 per annum. Capital stock, $849,285 (par $100), of which city of Utica holds $200,000, interest guar. by D. & H. Canal Co. at 5 p. c. per an.; balance variable, 3¾ p. c. paid in 1898 and 1899.

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RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Vicksburg Shreveport & Pacific—(Concluded)—								
Income bonds	....	1881	1,000	$127,000	6	.....	.....	July 1, 1921
Income bonds, non-cum	...	1887	1,000	494,860	4	.. .	.....	Jan. 1, 1920
Virginia Midland—BONDS ASSUMED BY SOUTHERN RAILWAY—								
1st ser., 1st M. Alexandria to Gordonsville..&br	97	1881	$100&c.	$600,000	6	M. & S.	Balt.,Md.,S. D. & Tr.Co.	Mch. 1, 1906
M., 2d series, 1st mort., Charlot. to Lynch., 60 m.)	157	1881	100 &c.	1,900,000	6	M. & S.	do do	Mch. 1, 1911
3d series, 2d lien on 60 miles; 3d on 97 miles...	157	1881	100 &c.	1,100,000	6	M. & S.	do do	Mch. 1, 1916
4th series, 4 per cent till March 1, 1901.....	157	1881	100 &c.	950,000	4-5	M. & S.	do do	Mch. 1, 1921
5th series, 1st on 115 miles.....	272	1881	100 &c.	1,775,000	5	M. & S.	do do	Mch. 1, 1926
6th series.....	75	1881	1,000	1,310,000	5	M. & S.	do do	Mch. 1, 1931
Gen. mort., $12,500,000.....c*	347	1886	1,000	4,859,000	5	M. & N.	N. Y., J. P. Morgan & Co.	May 1, 1936
Virginia & Truckee—Stock.....	52	....	100	5,000,000	(!)	.....	.....	(!)
Wabash RR.—St. L., K & N. on St. Charles Bridge, g. c	....	1878	1,000	1,000,000	6 g.	A. & O.	N. Y., Office 195 B'way.	Oct. 1, 1908
2d mortgage.....	....	1878	500 &c.	388,500	7	A. & O.	do do	Oct. 1, 1903
Wabash 1st mortgage, gold, ($34,000,000).....c*	1,545	1889	1,000	31,664,000	5 g.	M. & N.	N. Y. Central Trust Co.	May 1, 1939
2d mortgage, gold.....c	1,012	1889	1,000	14,000,000	5 g.	F. & A.	do do	Feb. 1, 1939
Deb. mort., inc., non-cum., series A, red. at par.	1,545	1889	1,000	3,500,000	6	J. & J.	Jan., 1900, paid 3 p. c.	July 1, 1939
Do. do. inc., non-cum., series B, red. at par ..	1,545	1889	1,000	26,500,000	6	J. & J.	.....	July 1, 1939
Det. & Chic. Exten. 1st M., g., red. at 110. Ce. c*	150	1891	1,000	3,439,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1941
Des Moines Div. 1st M., gold, $1,800,000..Co.c*	95	1899	1,000	1,600,000	4 g.	J. & J.	N.Y., Contin'l Trust Co.	Jan. 1, 1939
Toledo & Chic Div., 1st M. gold, $5,000,000....	....	1900	1,000	See text.	4 g.	M. & S.	.....	1939
LEASED LINE BONDS—								
St. Louis Council Bluffs & Omaha 1st mortgage..	42	1878	1,000	577,000	6	J. & J.	N. Y., Office, 195 B'way	July 1, 1908
Boone Co. & Booneville 1st mortgage, int. guar..	22	1873	1,000	100,000	7	M. & N.	do do	May 1, 1903
Bruns. & Chilli. 1st M., 8% fr. Aug. 1, 1900, int. gu.	38	1878	100 &c.	304,500	6-8	F. & A.	Boston, Bank Redemp'n	Aug. 1, 1908
Wabash Chester & Western—1st mortgage, gold..c*	42	1888	1,000	300,000	5 g.	J. & J.	N. Y., Nat. Bk. Com.	July 1, 1918
1st consolidated mortgage, $1,000,000, gold...c*	65	1893	1,000	390,000	5 g.	J. & J.	July '94, pd. July 1, '96	Jan. 1, 1928
Wallkill Valley—Stock, 3½ per cent, guaranteed...	....	....	100	330,000	3½	.....	N. Y., Gr. Cent. Station.	.....
1st M. 7s, 3½ per cent, guaranteed.....	33	1877	1,000	250,000	3½	J. & J.	do do	Aug. 1, 1917
2d M. income, 3½ per cent, guaranteed.....	33	1877	1,000	330,000	3½	M. & S.	do do	Aug. 1, 1917
Warren (N. J.)—Stock, 7 p. c. perp., guar. D. L. & W	18	....	50	1,800,000	7	A.15&O	N. Y., Del. L. & W. RR.	Apr.15,'00,3½
2d mortgage, now 1st.....	18	1870	100	750,000	7	A.15&O	do do	Oct. 15, 1900
1st consolidated mortgage	18	1875	1,000	600,000	7	M. & S.	do do	Mch. 1, 1905

Valley (N. Y.) Railroad.—Owns from Binghamton, N. Y.. to State Line of Penn., 11 miles. Opened 1870. Leased to Delaware Lackawanna & Western at 5 per cent per annum on stock, the lessee assuming the interest on bonds.

Valley RR. (Virginia)—Owns Harrisonburg to Lexington, Va., 62 m. Stock, $2,712,200 (par, $100), of which B. & O. owned June 30, 1899, $1,020,600 and $223,000 of the bonds. In year 1898-9, gross, $99,087; net, debit, $9,411; interest, $45,000; taxes, $2,041.

Velasco Terminal Ry.—Road from Chenango Junction to Velasco, Tex., 20 miles. Chartered in 1891. Stock (authorized $600,000) issued $343,100; par, $100. First mort. bonds outstanding, $400,000. On July 26, 1899, E. D. Dorchester was appointed receiver. For year 1898-99, gross, $19,253; deficit under oper. exp., $7,686. V. 69, p. 284.

Vermont & Massachusetts RR.—Road, Fitchburg to Green field, Mass., 56 miles of double track; branch, 3 miles. The road is leased to the Fitchburg RR. for 999 years at 6 per cent on stock.

Vermont Valley RR. of 1871.—Owns Bellows Falls to Brattleboro, Vt., 24 miles. Controls the Sullivan County RR., Bellows Falls to Windsor, Vt., 26 miles. Operated by Boston & Maine.

Earnings of Vermont Valley for year ending June 30, 1899, gross, $213,039; net, $84.586; div. on Sullivan Co. RR., etc., $49,878; total net, $134,464; interest, taxes, etc., $48,259; dividends paid, $60,000; balance, surplus for year, $26,205.—(V. 63, p. 877; V. 65, p. 867.

Vicksburg Shreveport & Pacific RR.—Delta, La., on Mississippi River, via Shreveport, to Texas line, 188 miles. In Dec., 1899, 18 miles, Shreveport to Texas State line, included in above, not leased or operated. In Dec., 1899, extension Wascom to Jefferson, Tex., 25 miles, said to be proposed.

ORGANIZATION AND STOCK.—The stock is $1,650,000 authorized; outstanding $1,601,500 (par $100), of which the Alabama New Orleans & Texas Pacific Junction Railroad Company holds a majority, together with $3,692,000 of the 1st and $965,500 3d mortgage bonds.

BONDS, ETC.—*On third* mortgage only the first and second coupons have been paid.—V. 69, p. 29. These bonds are received in payment for lands, [at 20 per cent of par for year 1899-00] and prior to July 1, 1899, the bonds outstanding had been reduced from $2,434,625 to $1,820,750 thereby, and $65,375 "thirds" had not been issued. Lands unsold June 30, 1899, were 190,270 acres. Trustees of prior lien mortgage and of 3d mortgage, Cent. Trust Co.; of 1st mort., Farmers' Loan & Trust Co.—$106,000 1st 6s have not assented to priority of p. l. mortgage. Coupons due and unpaid June 30, 1899, 1st mort., $2,210,-504; 3d mort., $778,657.

LATEST EARNINGS.—July 1 to Mar. 31, 9 months, gross, $564,095 in 1899-1900; $539,291 in 1898-9. In calendar year 1896, gross, $576,723.

ANNUAL REPORT.—Report for 1898-99, in V. 69, p. 1008, showed:

Year.	*Gross.*	*Net.*	*Other inc.*	*Interest.*	*Balance.*
1898-9....	$678,384	$205,387	$3,999	$409,527	def. $200,148
1897-8....	640,175	189,749	1,143	410,499	def. 219,608

—(V. 63, p. 555, 651; V. 65, p. 618; V. 67, p. 75, 950; V. 69, p. 29, 1008.

Virginia Fredericksburg & Western RR.—See SUPPLEMENT of Jan., 1900, and V. 67, p. 276.

Virginia Midland Ry.—On June, 21,'98, merged in Southern Ry.

Wabash Railroad.—Embraces lines as follows, viz.:

Owns East of Miss. River.	*Miles.*
Toledo, O., to East Hannibal, Camp Pt. and Elvaston, Ill.	536
Decatur, Ill., to E. St. Louis..	110
Junc. near Chicago to Effingham and Altamont, Ill.....	216
Streator to Fairbury.....	31
Edwardsville Branch.....	8
Delrey, near Detroit, to Butler	110
Montpelier, O., on line to Detroit, to Clarke Junction, near Chicago.....	150
Attica to Covington.....	15
Champaign to Sidney..	12
Owns West of Miss. River.	
St. Louis to near Kansas City.	275
St. L. Levee to Ferguson, Mo.	11
Moberly to Ottumwa, Ia	131
Salisbury to Glasgow, Ia., etc	15
Des Moines to Moulton, Ia...	95
Total owned.....	1,715

Leases East of Miss. River.	
Eel River RR. (which see), Butler to Logansport, Ind..	94
Other lines.....	17
Leases West of Miss. River.	
Brunswick to Pattonsb'g, Mo.	80
Centralia to Columbia, Mo...	21
Total owned and leased....	1,928
Trackage, etc.	
Chicago to Clarke Junction..	26
Moberly to Hannibal (V. 69, p. 550).....	70
East Hannibal to Quincy....	17
8 short lines to Quincy, Detroit, &c.....	45
Windsor, Ont., to Suspension Bridge and Black Rock and Suspension B'dge to Buffalo	270
Grand total Dec., 1899.....	2,357

In Apr., 1900, line was proposed from a point near Toledo, O., to Montpelier, 50 miles, giving the company a continuous line from Toledo to Chicago. See BONDS below.

HISTORY, &C.—Successor in 1889 to the Wabash St. Louis & Pacific, which was sold in foreclosure. See SUPPLEMENT up to January, 1889.

LEASE.—The Boone Co. & Booneville RR. is leased till May, 1903. The Brunswick & Chillicothe was leased to St. L. Kan. City & Northern for 999 years. Its bonds bear 6 per cent interest till August 1, 1900, then 8 per cent till maturity. Entrance to Chicago is secured over the Chicago & West Indiana, of whose stock this company owns $1,000,000.

In March, 1898, leased from Grand Trunk for long term joint use of its railroad between Windsor, Ont., and Black Rock Station, 4 miles from Erie Station at Buffalo, and also between Welland Junction and Suspension Bridge, N.Y. Erie tracks are used into Buffalo. V. 66, p. 812.

CAPITAL STOCK.—The stock is $24,000,000 preferred 7 p. c. non-cum., and $28,000,000 common; par, $100.

BONDS.—Abstracts of the mortgages of 1889 were in V. 49, pp. 270-273. The *first mortgage* covers all the lines owned both east and west of the Mississippi at time of reorganization (1,545 miles), and enough bonds are retained to retire the prior liens on roads west; but the *second mortgage* covers only lines east of the river at time of organization in 1889, 1,012 miles. As to the Compton decree ($339,929 with 6 p. c. from May 1,1888,) see V. 65, p. 926; V. 66, p. 39. Of the *debenture mortgage* bonds, $3,500,000 are series A (preferred in respect to interest payments only) and $26,500,000 series B. Series "A" received 6 per cent interest in 1890; in 1891, 6; in 1892, 6; in 1893, 6 per cent; in 1894 and 1895 none; in 1896, 1 per cent; 1897 to 1899, none; 1900, Jan., 3 p c., and 3 p. c. expected to be paid July, 1900.—V. 69, p. 1104, 1347; V. 66, p. 1142 and V. 67, p. 1358.

The *Detroit & Chicago Extension* bonds cover 150 miles, completed in May, 1893, from Montpelier, Ind., to Clarke Junction, 26 miles, from Chicago. Mortgage is for $3,500,000; abstract in V. 54, p. 1049.

The *Des Moines Division* bonds of 1899 ($1,800,000 authorized) cover 95 miles, equipment costing $250,000, etc. See full description in V. 68, p. 574, and advertisement in CHRONICLE of March 18, 1899; also V. 69, p. 335, 796, 1248.

To provide the cost of construction and equipment of the line from Toledo to Montpelier, the directors have authorized a mortgage securing $5,000,000 forty-year 4 per cent bonds, of which $4,000,000 will be negotiated.—V. 70, p. 481, 688.

GENERAL FINANCES.—June 30, 1899, there were bills payable, $880,-473, including $212,346 (of which $200,000 had been paid off Sept., 1899) and $668,127 rolling stock notes payable monthly, last one maturing Nov., 1903, chargeable to operating expenses. (V. 69, p. 550.)

In March, 1898, began running trains into Buffalo, N. Y., using 246 miles of Grand Trunk Ry. under joint trackage agreement. The Wabash Co. will pay the Grand Trunk a rental commencing at $275,000 per annum, to be increased at the end of every five years by $25,000 a year, until it reaches a maximum of $350,000 per annum. The Wabash will also pay its quota of the cost of operating and maintaining the joint section. (See V. 66, p. 812.) The new equipment required for this connection was to be acquired with car trusts. V. 69, p. 550.

Traffic.—In 1898-9 carried 6,987,641 tons; grain furnished 16·81 p. c., bituminous coal 21·45 p. c., lumber 6·22 p. c., and live stock 4 p. c.

EARNINGS.—8 mos, July 1 to Feb. 28. } 1899 0.....Gross, $11,172,831; net, $3,135,087
1898-9.....Gross, 9,549,106; net, 2,404,042

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St. Louis second Tuesday in September. Report for 1898-99 was given at length in CHRONICLE, V. 69, p. 538, 549; editorial, p. 517, showing:

Year ending June 30—	1899.	1898.	1897.
Average mileage	2,278	2,061	1,936
Gross earnings	$14,393,974	$13,207,862	$11,526,788
Maintenance of way.....	1,686,363	$1,662,987	$1,542,064
Motive power.....	3,129,737	2,502,652	2,086,840
Maintenance of cars.....	891,527	870,311	684,330
Transportation and general..	4,703,847	4,268,837	3,665,923
Total oper. expenses.....	$10,411,474	$9,304,779	$7,979,157
Net earnings.....	$3,982,500	$3,903,083	$3,547,631
Per ct. oper. exp. to earn'gs..	(72·33)	(70·45)	(69·22)
From rent of tracks, &c.....	249,811	292,065	195,347
Total net income.....	$4,232,311	$4,195,148	$3,742,978
Taxes	567,163	$499,486	$529,970
Track, bridge rent., &c.....	825,717	599,521	490,127
Int'st on bonds and rentals..	2,691,495	2,694,545	2,694,545
Balance.....	sur.$147,936	sur.$401,496	sur.$28,336

President, O. D. Ashley, 195 Broadway, N. Y. (V. 70, p. 481, 688).

Wabash Chester & Western RR.—Chester, Ill., to Mt. Vernon, Ill., 65 miles. Stock $1,250,000; par, $100. Coupons due July, 1894, paid July, 1896. For year ending June 30, 1899, gross, $75,642; net, $12,023; interest, etc., $39,911; bal., def., for year, $27,888.

Warren RR., N. J.—New Hampton Junc. to Dela. Bridge, N. J., 18·8 m. Leased in perpetuity to Dela. L. & W. at 7% on stock and bonds. The $750,000 first 7s due Oct., 1900, will be refunded at a lower rate of interest, the new bonds to provide also for the $600,000 consols due Mar. 1, 1905.—V. 70, p. 477.

Washburn Bayfield & Iron River RR.—Washburn, Wis., to Bayfield and Iron River, 38 miles, completed in July, 1898, of which 23 miles built in 1897. Said to be built in the interest of the Great Northern. In 1896 filed a mortgage to secure $240,000 20-year gold bonds (5s); Milwaukee Trust Co. is trustee. V. 62, p. 187.

Washington Central Ry.—Owns road, Cheney to Coulee City, Wash., 108 miles. Reorganization of the Central Washington RR.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Washington Cent'l—1st M., g., $15,000 per mile.K	108	1898	500 &c.	$1,538,000	4 g.	Q.—M.	N. York, Knick. Tr. Co.	Mch. 1, 1948
Washington County—1st M., g., $2,320,000.Ce..c*	137	1898	1,000	2,142,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1948
Wash. & Columb. River—1st M., $2,500,000, g.F.c*	163	1895	1,000	2,500,000	4 g.	J. & J.	N.Y., Farmers' L.&T.Co.	July 1, 1935
Income bonds, non-cum , $2,500,000	....	1895	1,000	2,245,000	4	Payable	as earned. See text.	July 1, 1935
Wash. & Frank.—1st M., $225,000, g., int. rental.r	14	1899	1,000	150,000	5 g.	J. & J.	Philadelphia, Pa.	Jan. 1, 1939
West Chester—1st mort., int. guar. by Penn. RR...	5	1879	100 &c	75,000	5	M. & S.	Phila., Broad St. Stat'n.	Sept., 1919
West Jersey & Sea Shore RR.—Common stock.....	....	....	50	4,951,050	5 in 1899	M. & S.	Phila., Broad St. Stat'n.	Mch.15,'00,2½
Special guaranteed stock (West Jersey RR.).....	....	....	50	104,000	6	J. & D.	do do	Dec. 15'99,3%
Camd & Atl. con. M. ($650,000 5s; bal.6s coup.)	79	1881	1,000	1,000,000	5 & 6	J. & J.	do do	July 1, 1911
West Jersey Consol. mort. ($1,600 is scrip)...r	128	1879	500 &c.	750,000	6	M. & N.	do do	Nov. 1, 1909
Woodstown & Swedesboro 1st mortgage.....c*	11	1882	1,000	90,000	6	M. & N.	do do	May 1, 1912
W. Jersey & S. S., 1st consol. M., series "A," g.c*	310	1896	1,000	1,600,000	4 g.	J. & J.	do do	July 1, 1936
Gold, Series "B," $1,500,000, gold.....c*	310	1896	1,000	1,500,000	3½ g.	J. & J.	do do	July 1 1936
West Shore—1st M., gu. p.& i., end. by N.Y.C.&H.c&r	450	1885	1,000&c	50,000,000	4	J. & J.	N. Y., Gr. Cent. Station.	Jan. 1, 2361
West Virginia Central & Pittsb.—Stock, $10,000,000.	....	....	100	9,550,000	1 in 1899	Semi-an	Check from Co.'s office.	Mch. 14, '00, 1
1st M., gold, $3,600,000 (V. 52, p. 204).Mp...c*	132	1881	1,000	3,250,000	6 g.	J. & J.	N.Y., First N.Bk. & Balt.	July 1, 1911
Piedmont & Cumberl'd, 1st M., int. rental, gold.	29	1886	1,000	650,000	5 g.	F. & A.	Balt., Hambleton & Co.	Aug. 1, 1911
West Virginia & Pittsb.—1st M., gold.Me.Ba....c*	159	1890	1,000	a4,000,000	(5) 4 g.	A. & O.	... .	Apr. 1, 1990
West'n (Ala.)—1st M., g., gu. by C. Ga. and Ga. RR.c*	132	1888	1,000	1,543,000	4½g.	A. & O.	N.Y. Guaranty Trust Co.	Oct. 1, 1918
Western Maryland—1st M. and pref. 2d M. (end'd).	90	'58-'68	500 &c.	222,000	6	J. & J.	.....	1890 & 1895
4th mort., in return for City of Baltimore stock..	90	1872	.....	1,000,000	6	J. & J.	Balt., N. Mechanics' Bk.	Jan. 1, 1902
5th mortgage, held by City of Baltimore, sink'g f'd	90	1887	.....	1,704,000	3¼	J. & J.	do do	Jan. 1, 1927
City of Baltimore loan.....	....	....	.....	684,000	4	J. & J.	do do	July 1, 1925
New mort. in return for City of Balt. stock.text	....	1900	.....	1,875,000	3½	.....	.....	Jan. 1, 1950
LEASED LINES—See statement of each company.								

a $9.000 redeemed by sinking fund and held by trustee.
b Purchased Jan. 1, 1900, for City of Balt. sinking fund. V. 69, p. 1347.

sold in foreclosure Jan. 19, 1898. Leased in 1898 to Northern Pacific for 999 years at rental sufficient to pay interest on new 50-year gold 4s, to be issued at $15,000 per mile. (See full particulars V. 66, p. 953.) The Northern Pacific owns the entire $1,000,000 of capital stock and $282,000 bonds.—V. 67, p. 127, 691.

Washington & Columbia River Ry.—Owns road from Dayton, Wash., to Pendleton, Ore., 128 miles; branches, 35 miles; total, 163 miles. Stock is $3,000,000; par, $100. Additional first 4s may be issued for extensions at $20,000 per mile. (V. 61, p. 70.) In Feb., 1898, the Nor. Pac. Ry. purchased the entire capital stock and all of the income bonds. Interest paid on incomes: In 1898-9, $55,000.

EARNINGS.—Year ending June 30, 1899, gross, $354,725; net (over taxes), $189,476; other income, $1,849; int. on 1st mort. bonds, $100,000; int. on income bonds, $55,000; impts. and betterments, $40,657; balance, deficit for year, $4,332. V. 66, p. 426.

Washington County RR.—Owns Washington Junction, on the Maine Central Railroad, northeasterly to Calais, Me., 103 miles, with branch to Eastport, 15 miles, and Princeton, 19 miles, a total length of 137 miles. Road completed in Dec., 1898. Complete operation began Jan. 1, 1899. Stock, common, $1,500,000. The preferred, $500,000, 5 p. c. non-cum., is all owned by Wash. County. First coupon paid Jan. 1, 1899. (V. 68, p. 284.)
George A. Curran, Pres.; Frank E. Randall, Treas., 80 Broadway, N.Y.

Washington & Franklin Ry.—Hagerstown, Md., to Quinsonia, Pa., 14·37 miles (a consolidation with Hagerstown & State Line RR. June, 1899), was built in 1898 at a cost of $264,000, and in Sept., 1899, was being extended from Quinsonia to New Franklin, 4 miles. The expense was met by issue of 5 per cent stock and bonds, the line being leased to Western Md. at 5 p. c. on cost. Of the Wash. & Franklin 5s (Reading Trust Co., trustee), $150,000 were issued to construct the line from Hagerstown to Quinsonia, 14 miles, and the balance was reserved for extensions.—V. 68, p. 279; V. 69, p. 493; V. 70, p. 478.

Wellington Grey & Bruce Ry.—V. 68, p. 1228.

West Jersey RR.—
West Jersey & Atlantic RR.— See WEST JERSEY & SEA SH.

West Jersey & Sea Shore RR.—*(See Map Pennsylvania RR.)*—Owns all the lines of the Pennsylvania System in Southern New Jersey, including the line from Camden, opposite Philadelphia, to Atlantic City (59 m.), Camden to Cape May, 81 m., etc.; total owned, 312 m.; leases since Nov. 1, 1899. Delaware River RR, Woodbury to Penn's Grove, N. J., 20 miles; total 332 miles.

ORGANIZATION.—A consolidation in 1896 per plan V. 62, p. 366, 871.

STOCK.—Common stock authorized, $8,076,000, of which the Penn. RR. held Jan. 1, 1899, $1,692,950. V. 67, p. 188.

DIVIDENDS.—On *common* in 1896, 2½ p. c.; in 1897, 5 p. c.; 1898, 5 p. c.; in 1899, 5 p. c.; in 1900, March, 2½ p. c.

BONDS.—First consolidated mortgage is for $7,000,000, of which in Oct., 1899, $1,840,000 are reserved for prior lien bonds when due, and $2,0 0,000 for improvements, etc., V. 62, p. 1179. Mortgage trustee, Commonwealth Title Insur & Trust Co. Philadelphia.

GENERAL FINANCES.—In Feb., 1899, $1,500,000 consol. 3½s were sold to refund 6s and 7s. V. 68, p. 234, 431, 972.

EARNINGS.—2 mos., Jan. 1 to Feb 28. 1900.....Gross, $344,454; net, $21,888
1899.....Gross, 274,854; net, 8,388

Years end. Dec. 31.	1899.	1898.	1897.	1896.
Gross earnings.....	$3,114,192	$2,682,122	$2,550,940	$2,554,919
Net earnings.....	872,240	680,476	591,923	586,888

In 1899, other income, $25,217; interest on funded debt, rentals, taxes, etc., $595,566; balance for dividends, $301,891. Dividends at 5 p. c. on common (and 6 p. c. on special guaranteed) call for $235,650 per annum.—V. 68, p. 234, 431, 774, 972; V. 69, p. 907.

West Shore RR.—*(See Map N. Y. Central & Hudson River.)*—Line of road from Weehawken, N. J., opposite New York City, to Buffalo, N. Y., with branches to Albany City and Rochester City, 450 miles; Syracuse Ontario & New York (formerly leased and afterwards absorbed), Syracuse to Earlville, 45 miles; total, 495 miles. Successor in 1885 to the New York West Shore & Buffalo sold in foreclosure.

LEASE.—Leased in 1885 for 475 years to the New York Central & Hudson and all earnings, &c., included in that company's report. The $10,000,000 of stock is owned by the New York Central Company.

BONDS.—The West Shore mortgage is made to the Union Trust Company as trustee, and covers the line of road, Weehawken to Buffalo, with branches, 450 miles in all, and also the terminals at Weehawken by ownership of all the stock and bonds of the Terminal Company. The guarantee of the New York Central & Hudson is absolute as to interest and principal and is endorsed on each bond. Abstract of mort. in V. 42, p. 176. Syr. Ont. & N. Y. securities are owned. (V. 68, p. 332.)

West Virginia Central & Pittsburg Ry.—A coal and railroad company in West Virginia in the upper Potomac region—the Elk Garden Coal Field. Owns road in operation from junction near Piedmont, W. Va., to Belington, W. Va., 102 miles; Elkins Junction to Huttonsville, 17 miles; branches to Elk Garden, &c., 13 miles; total owned, 132 m. Leases Pied. & Cumb. RR. 29 m., under new lease of 1899, providing for interest on $650,000 5 per cent bonds, 5 per cent on $650,000 stock, etc. V. 69, p. 490. Total operated, 161 miles. Extension, Beverly, W. Va., to Huttonsville, 11 miles, included above, opened Feb. 5, 1899. In Dec., 1899, Coal & Iron Ry. Co. was incorporated to build from Elkins, W. Va., to the Forks of the Greenbrier River, in Pocahontas Co., W. Va., 43 miles, at a connection with a branch of the Ches. & Ohio building from Caldwell, and in April, 1900, contracts were about to be let.—V. 69, p. 490, 1302.

HISTORY.—Main line completed in 1889. Company owned 32,244 mineral rights on 5,407 acres more. See V. 60, p. 220. In Dec., 1899, by the acquisition of the $2,700,000 capital stock of the Davis Coal & Coke Co. the Railway Company acquired over 50,000 acres of excellent steaming and coking coal and 700 coke ovens; the mines are now producing 5,000 tons of coal and 1,000 tons of coke daily. In December a large controlling interest in the Railway was held by ex-Senator Henry G. Davis, his brother, Col. T. B. Davis, Senator S. B. Elkins, and Mr. R. C. Kerens of St. Louis, Mo.

STOCK.—Stock increased in Dec., 1899, from $6 000,000 to $10,000,000, to purchase Davis Coal & Coke Co., of which $450,000 in treasury; bills payable, $135,000.

DIVIDENDS.—1889 to 1894, 1 p. c. yearly; in 1895, 1½; in 1896, 1½; in 1897, 1½; in 1898, Aug., ½; in '99, Mar., ½; Oct., ½; in 1900, Mar., 1.

LATEST EARNINGS.—6 mos. July 1 to Dec. 31. 1899..Gross, $658,404; net, $212,981
1898 .Gross, 577,361; net, 185,097

ANNUAL REPORT.—Fiscal year changed to end June 30. The annual report for 1898-99 was in V. 69, p. 490. Earnings have been:

Year.	*Gross.*	*Net.*	*P.&O.RR.Net.*	*Prof.on Coal.*	*Tot. Net.*
1898-99...	$697,207	$274,209	loss $24,981	$70,881	$320,109
1897-98 ...	660,181	221,589	loss 15,415	78,457	284,631
1896-97...	604,348	191,204	sur. 5,159	77,665	274,028

From net in 1898-99, as above, deduct interest, $193,625; dividends $55,000; miscellaneous, $6,102; balance, surplus for year, $65,382.
Total coal and coke shipments for year 1898-99, 1,508,335 tons; 1,353,564 tons in 1897-98; 1,219,869 tons in 1896-97; 1,176,372 tons in 1895-96; 1,002,434 tons in 1894-95; 825,757 tons in 1893-94.
President, H. G. Davis, Elkins, W. Va. V. 69, p. 1148, 1248, 1302.

West Virginia & Pittsburg RR.—*(See Map Balt. & Ohio.)*—Clarksburg, West Va., to Camden-on-Gauley, West Va., 103 miles, with branch, 6 miles; also from Weston via Buckhannon to Pickens, 50 miles; total, 159 miles. Leased to reorganized B. & O. for 999 years from Sept. 1, 1899, per plan in V. 67, p. 1310, for four per cent on the mortgage, the bonds being stamped with an agreement reducing the interest from 5 to 4 per cent and the B. & O. having option to purchase bonds at par within five years on 60 days' notice.—V. 69, p. 439, 646.

STOCK—Com., $2,500,000; pref., 5 p.c., non-cum., $900,000; par, $100. B. & O. June 30, 1898, owned $1,250,000 common and $200,000 pref.

BONDS.—First mortgage covers besides the road and its equipment 134,842 acres of timber, coal and mineral lands in West Virginia. Loans and bills payable June 30, 1898, $260,689; equip. notes, $11,620 6s.

EARNINGS.—For year 1898-9, gross, $357,386; net, $116,128; for 1897-8, gross, $391,090; net, $173,003. Report for 1897-98 in V. 67, p. 948.—(V. 67, p. 948, 1310; V. 68, p. 87, 620; V. 69, p. 439, 646.)

Western Ry. of Alabama.—Selma to West Point, 132 m. Georgia RR. and Central RR. of Ga. each owns half the $3,000,000 stock.

DIVIDENDS.—In 1894, 2 p. c.; in 1895, 2 p. c.; in 1896, 2 p. c.; in 1897, 3 p. c.; in 1898, none; in 1899, June, 2 p. c.; Sept., 3 p. c.

EARNINGS.—8 months, July 1 to Feb. 28. 1899-00 ..... Gross, $515,523; net, $200,471
1898-99.....Gross, 454,439; net, 194,302

EARNINGS.—For year ending June 30, 1899, gross, $587,325; net, $156,493; other income, $81,110; interest, $69,435; dividends, $60,000; bal., surplus for year, $108,068.

Western Maryland RR.—ROAD—Baltimore to Williamsport, Md., etc., 93 miles. Leases—Baltimore & Cumberland Valley Railroad and extension, Edgemont to Shippensburg, Pa., 34 miles; Baltimore & Harrisburg Railroad, Emory Grove, Md., to Orrtanna, Pa., 59 miles, and branches, 6 miles; western extension, 15 miles; Potomac Valley RR., Williamsport to Cherry Run on the B. & O., 14 miles, and Porters to York, 17 miles; Washington & Franklin Ry., Hagerstown, Md., to Quinsonia, Pa., 14 miles; total, 253 miles main line.

STOCK.—Common stock is $684,950; par, $50; six per cent first preferred stock, $324,000. The company has been largely assisted by the city of Baltimore, which, Jan. 1, 1893, owned $200,000 of its common stock, $4,263,000 of its mortgages and $2,924,850 overdue coupons. Washington County, Md., also in October, 1892, owned $110,000 common and all the $324,000 preferred stock. Of the thirteen directors the city has appointed eight and the county two. V. 69, p. 1302.

PROPOSITION TO PURCHASE.—In Nov., 1899, a New York syndicate offered to purchase the interest of the city for $4,485,000. V. 69, p. 1043. In Jan., 1900, the city authorities deferred any sale of the property for the present year.

BONDS.—There are three Balto. & Cumb. Valley first mortgages on different pieces of road, and under the lease to the Western Maryland interest on the mortgages is provided by rental. In 1900 made a new $1,875,000 fifty-year 3½ per cent mortgage to the city of Baltimore as security for amounts necessary to take up subsidy loans due Jan. 1, 1900, and Jan. 1, 1902.—V. 70, p. 481.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Western N. Y. & Pennsylvania—Stock (see text).....	588	....	$50	$20,000,000	.....	.....	.....	.....
West. N. Y. & Penn. 1st M., ($10,000,000), gold.c*	588	1887	1,000	9,990,000	5 g.	J. & J.	N. Y., Continental Tr.	Jan. 1, 1937
General M., $10,000,000, gold, see text, U.....c*	588	1895	1,000	9,941,000	3-4 g.	A. & O.	do do	Apr. 1, 1943
Income bonds, $10,000,000, gold, non-cum. FPc*	....	1895	1,000	9,605,000	5	Nov. 1.	Office—When earned.	Apr. 1, 1943
Western Penn.—Stock.....	....	....	50	1,775,000	See text.	A. & O.	Philadelphia, Pa.	Apr.16,'00, 3%
Consol. M. ($5,000,000), gold, guar. p.&i. Pa.RR.c*	137	1888	1,000	4,000,000	4 g.	J. & D.	Phila., Broad St. Station	June 1, 1928
Wheeling Bridge & Terminal. Ry—First M., gold.c*	....	1889	1,000	2,000,000	6 g.	J. & D.	Dec. '91 coup. last paid.	Dec. 1, 1939
Second mortgage (income till March, 1892), gold	....	1890	1,000	1,500,000	6 g.	M. & S.	None paid.	Sept. 1, 1940
Wheeling & Lake Erie—Com. stock, $20,000,000...	....	....	100	19,000,000	.....	.....	.....	.....
1st pref. stock, 4 p. c., not cum , $5,000,000.....	....	....	100	2,950,000	.....	.....	.....	.....
2d pref. stock, 4 p. c., non-cum., $12,000,000	....	....	100	10,000,000	.....	.....	.....	.....
1st M., Lake E. Div., Bowerston to L. E., g., Me.c*	187	1886	1,000	3,000,000	5 g.	A. & O.	N. Y., Mercantile Trust	Oct. 1, 1926
1st M. Wheel'g Div., $ & £ (2d on 187 m.)g.Ce.c*	50	1888	1,000	1,500,000	5 g.	J. & J.	N. Y., Central Trust.	July 1, 1928
Toledo Belt Railway 1st mortgage, gold	5	1888	1,000	276,000	5 g.	M. & S.	do do	Part each year
Exten. and Impr. mort.($1,900,000), gold, Ce...c*	260	1889	1,000	1,624,000	5 g.	F. & A.	do do	Feb. 1, 1930
1st consol. mortgage, gold, $1,000,000.Me...c*	....	1899	1,000	5,600,000	4 g.	M. & S.	N. Y., Mercantile Trust	Sept 1, 1949
White Pass & Yukon—Stock £1,000,000.....	....	....	£10	£1,000 000	.....	.....	.....	.....
1st mort. debenture stock, subject to call at 110.	43	1898	£10 &c.	See text.	6	J. & J.	London.	Dec. 31, 1925
Wicnita Val.—1st M., int. red. to 3% for 5 yrs.g.c*&r	51	1890	$1,000	$769,000	3 (5)	J. & J.	N.Y. Mercantile Trust.	July 1, 1940
Wilkesbarre & scranton—Stock, 5 per cent rental..	5	....	50	500,000	5	Dec. 31	Phila., 108 So. 4th St.	Dec.30,'99, 5%
First mortgage gold, guar. p.&i. by L. C. & N. Co.	5	1888	1,000	500,000	4½g.	M. & N.	do do	May 1, 1938
Williamsport & No. Br.—1st M., $2,000,000 g., FPc*	45	1892	1,000	1,125,000	5 g	M. & S.	Phila., Fid. I., Tr.& S.D.	Sept. 1, 1922
Wm. Colum. & Aug.—See ATLANTIC COAST LINE	Co. OF	S. C.						
Wilmington & North—1st M., sub.to call in 1907...r	88	1887	500	354,000	5	J. & D.	Phila., Read'g Term'l.	1907-1927
General mort, $1,000,000, g, p. & i. guar., end..r	88	1892	1,000	396,000	5 g.	Q.—F.	do do	Aug. 1, 1932
Car trust certs., due $8,000 yearly. V. 66, p. 950	....	1897	1,000	62,000	5	Q.—F.	First N. Bk., Wilm., Del.	1900-1906

From July 1, 1892, the company has paid regularly interest on all its obligations except on 3d and 4th mortgages, which is paid by the City of Baltimore. First mortgage bonds overdue, $43,500; bills payable, $247,850; funded 6 p. c. certs. held by Baltimore, $226,530; unfunded coupons, $71,742, all as of Oct. 1, 1899.

LEASED LINES.—As to leased lines see SUPPLEMENT November, 1893. Potomac Valley RR. bonds are guaranteed by the Western Maryland and the Baltimore & Harrisburg. See Potomac Valley and V. 52, p. 121.

ANNUAL REPORT.—Report for 1898-9 was in V. 70, p. 414, 478.

Year end. Sept. 30.	*Gross earnings.*	*Net earnings.*	*Interest, rents, &c.*	*Div. on B.&H pref.*	*Bal., surp.*
1899.....	$1,535,934	$532,318	$449,145	$3,043	$80.130
189	1,39[illegible],395	408,266	444,949	3,043	def. 39,728

* Interest assumed by Baltimore City is not included.—V. 70, p. 481.

Western New York & Pennsylvania Ry.—Owns Buffalo to Emporium, Pa., 121 miles; Buffalo to Oil City, Pa., 136 miles; Oil City to Olean, 110 miles; Rochester to Hinsdale, 99 miles; Stoneboro to Mahoningtown 38 miles; branches, including proprietary lines, 84 miles; total owned, 588 miles, of which 14 are narrow gauge; leases, 45 miles.

ORGANIZATION.—Reorganization March 18, 1895 (per plan in SUPPLEMENT of January, 1895), of the *Railroad*, foreclosed Feb. 5, 1895.

On May 23, 1900, the directors recommended the acceptance of the offer of the Pennsylvania RR. to purchase the stock at $9 per share and the income bonds at $300 per bond, if accepted by a majority on or before May 26, 1900. See full statement in CHRONICLE of Apr. 28, 1900.

STOCK.—The voting power on $5,000,000 new capital stock issued to the old 2d mortgage bondholders expired in 1900.—V. 70, p. 585.

BONDS.—Abstract of Western N. Y. & Pa. 1st mortgage in V. 47, p. 109. The *general mortgage* carried interest till April 1, 1897, at 2 per cent, now till 1901 at 3 per cent and thereafter at 4 per cent. On June 30, 1899, $159,000 general mortgage bonds and $395,000 income bonds were in the treasury.

EARNINGS—8 months, } 1899-0.....Gross, $2,598,502; net, $729 671
July 1 to Feb. 28. } 1898-9.....Gross, 2,159,554; net, 664,764

ANNUAL REPORT.—Report for 1898-99 was given at length in V. 69, p. 848, 857. The interest on the new general mortgage bonds for 1896-97 amounts to $225,000, for 1897-98 $300,000 and 1898-99 $297,615. All betterments charged to expenses.

Years ending June 30.	1899.	1898.	1897.
Gross earnings.....	$3,291,412	$3,245,937	$2,954,774
Net earnings.....	1,018,466	1,103,133	911,828
Other income.....	27,768	8,391	54,611
Net income.....	$1,046,234	$1,111,524	$966,439
Interest charges on 1st mortgages.	$499,500	$499,500	$499,500
Int. on gen. mtg. (see above).....	297,615	300,000	225,000
Taxes.....	115,117	100,070	90,076
Int. on real est. and equip. notes..	35,985	21,446	25,613
Balance, surplus.....	$98,017	$190,508	$126,250

—(V. 70, p. 77, 231, 281, 330, 585.)

Western Pennsylvania RR.—Owns from Bolivar to Butler, 71 miles, and Butler Junction to Allegheny City, 27 miles, double track; branch, 39 miles; total, 137 miles. New lease of Jan. 1, 1897, to Pennsylvania RR. in place of lease of 1888 provides for fixed rental insuring 6 per cent dividends per annum. EARNINGS.—In year ending Dec. 31, 1896, gross, $1,543,070; net, $525,970. In 1898, rental $297,558; expenses and taxes, $31,058; interest, $160,000; balance, $106,500, being 6 p. c. dividend. Penn. RR. owns the $1,775,000 stock. Dividends in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 8; in 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, 6 p. c.; in 1900, Apr., 3 p. c.

Wheeling Bridge & Terminal Railway.—Owns a railway bridge at Wheeling, W. Va., completed in 1891, and about 10 miles of terminal track, connecting with the Cleveland & Pittsburg, Cleveland Lorain & Wheeling and Wheeling & Lake Erie on Ohio side, and Baltimore & Ohio, Ohio River Railway and Pittsburg Wheeling & Kentucky (Pennsylvania system) on the Wheeling side. STOCK.—$1,500,000; par, $100. C. O. Brewster is receiver. In Feb., 1900, Kuhn, Loeb & Co. of New York purchased a majority of each class of securities.—V. 70. p. 330. Sale has been set for May 22, 1900 For year ending Dec. 31, 1899, gross, $126,009; net, $47,245.—V. 70, p. 330.

Wheeling & Lake Erie RR.—(*See Map.*)—The system includes:

Lines owned.—	*Miles.*		*Miles.*
Toledo, O., to Martin's Ferry	217	Branches owned	43
Cleveland to Coshocton, O	115	Branches leased	8
Canton to Sherrodsville	42		
Toledo Belt Line	5	Total	436
Cleveland Belt & Terminal	6		

Also owns large interest in Wheel. L. E. & Pitts. Coal Co.

HISTORY.—Successor May 1, 1899, per plan in V. 66, p. 1142, of W. & L. E. *Railway*, sold in Feb., under foreclosure of consol. mortgage, subject to underlying 1st mortgages. V. 68, p. 830.

The Cleveland & Canton and the Cleveland Belt & Terminal were acquired by purchase in August, 1899, and the Coshocton & Southern, Coshocton to Zanesville, O., 30 miles, will be purchased on May 4, 1900, at foreclosure sale, and made ready for operation at an early date.—V. 70 p. 531, 632. Owns majority of the stock of the Wheeling Lake Erie & Pitts. Coal Co., leased in 1900 for ten years to other parties.—V. 70, p. 799, 741.

STOCK AND BONDS.—The stock was increased as above in June, 1899. V. 68, p. 1027; V. 69, p. 29. The stockholders on June 26, 1899, authorized a mortgage to secure $15,000,000 50-year gold 4s, of which $6,400, 00 to refund or retire the present bonded debt, $3,850,000 for the Cleveland Canton & Southern and Cleveland Belt & Term., $1,750,000 to retire equipment trusts, extensions and improvements, and $3,000,000 to be reserved in the treasury. V. 68, p. 1027; V. 69, p 29.

In Sept., 1899, $5,600,000 new consol. 4s were issued, of which $3,850,000 for Cleve. Canton & South'n and Clevel. Belt & Term., and $1,750,000 were sold to retire equipment trusts and for extensions and improvements. The company has arranged to refund the old 5s, the refunding plan to be issued early in 1900.

LATEST EARNINGS.—July 1, 1899, to Feb. 28, 1900, gross, $1,757,939; net $514,901. During year 1898-99 road carried 1,205,375 tons of bituminous coal, against 1,058.399 tons in 1897-98 and 204,156 tons of ores, against 249,679 tons in 1897-98.

Year ending June 30—	1898.	1897.	1896.	1895.
Gross earnings.....	$1,370,675	$1,138,954	$1,453,917	$1,353,825
Net earnings.....	.....	.....	354,262	318,888

DIRECTORS.—John Crosby Brown, A. W. Krech, George Coppell and W. E. Connor, of New York; Myron T. Herrick, Geo. A. Garretson, E. W. Oglebay, H. P. McIntosh, Robert Blickensderfer, Dan. R. Hanna and William G. Mather of Cleveland; Frank J. Hearne of Wheeling, W. Va., and C. M. Spitzer of Toledo, O.

OFFICERS —Chairman of Board, Myron T Herrick; President Robert Blickensderfer; V. P., A. W. Krech; Treasurer, James Parmelee, Cleveland, O., Sec'y, J. H. Dowland, Cleveland.—(V. 70, p. 383, 533.)

White Pass & Yukon Ry.—To own a narrow-gauge line 312 miles in length, extending from Skaguay Harbor, Alaska, to Fort Selkirk, on the Yukon. Also projected from Fort Selkirk, 145 or 150 miles, to Dawson, and to Atlin gold fields, etc. Of this, Skaguay to Lake Bennett, at the head of navigation on the Yukon Ry., 43 miles, was completed in July, 1899, and 71 miles from Bennett to White Horse to be opened about June 1, 1900. V. 68, p. 335; V. 67, p. 1162, 1138.

ORGANIZATION.—Incorporated under English Companies Act.

SECURITIES.—Capital stock authorized, £1,000,000. All the debenture stock is issued under the terms of the original trust deed, dated Sept. 26, 1898, being a first charge on the section in respect of which it is issued and a floating charge on the rest of the property. Of the deb. stock, £250,000 was issued on account of the first section from Skaguay to Bennett, 43 miles, and £300,000 was in Apr., 1900 being issued on account of the second section from Bennett to White Horse 71 miles. Pres., S. H. Graves, 1016 Chamber of Com. Bldg., Chicago, Ill.; Sec., F. C. Elliott, Treas., John W. Probert. (V. 69, p. 335, 542.)

Wichita Valley.—Owns from Wichita Falls to Seymour, Tex., 51 miles; completed in Sept., 1890. Stock, $6,000,000; outstanding, $1,020,000; par, $100. In 1898 interest was scaled to 3 per cent for 5 years, beginning with the Jan., 1898, coupon. V 67, p. 224. Year 1898-99, gross, $62,137; net, $35 110; charges $32,778; bal., sur. $2 332.

Wilkesbarre & Scranton Ry.—(*See Map Central RR. of N. J.*)—Owns from Scranton to Minooka Junction, Pa., 5 miles, of which 1½ miles is double track. Leased from May 1, 1888, to Lehigh Coal. & Nav. Co. (see "Miscellaneous Companies") during its corporate existence less one year, at $47,500 per annum and taxes. Lease assigned to Central of N. J. at 6 per cent on cost of road ($1,065,000) and taxes. In June, 1894, Lehigh Coal & Nav. Co. held all the stock.

Williamsport & North Branch RR.—Hall's to Satterfeld, Pa., and br. 45 miles. Stock (auth. $2,000,000) common, $925,362; pref., $300,000; par $50. Year ending June 30, '99, gross, $101,454; net, $30,678; int., $58,490; bal., deficit, $27,811. In 1897-98, gross, $92,910; net, $30,429. President, B. H. Welch, Hughesville, Pa.; Sec. and Treas., H. C. Adams, New York. V. 66, p. 812; V. 68, p. 979.

Wil. Col. & Aug. RR.—See Atlantic Coast Line RR. of S. C.

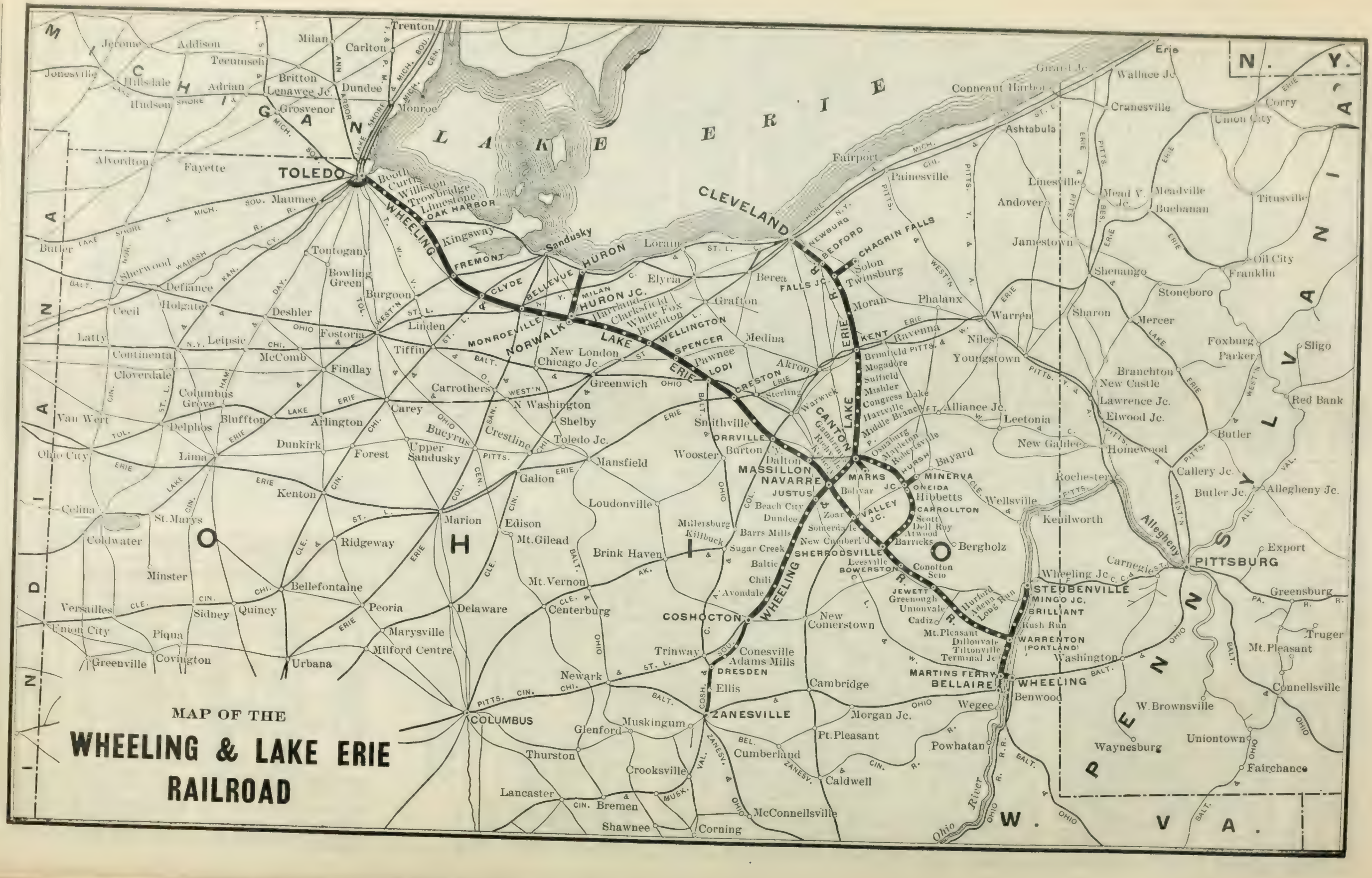
Wilmington & Northern RR.—Owns Wilmington, Del., to Highs Junction, Pa., 71 miles; branches, 17 miles; total owned, 88 miles; trackage to Reading, Pa., etc., 4 miles. Also controls by ownership of majority of capital stock the Westchester Electric Ry, 5·57 miles, from junction with W. & N. RR. at Lenape General mort. bonds are reserved to retire first mortgage indebtedness at maturity. STOCK authorized, $1,500,000; outstanding, $1,278,050; par, $50. The Phila. & Reading Ry. owns practically the entire capital stock, and leases the road for 999 years from Feb. 1, 1900. V. 70, p 127.

ANNUAL REPORT.—Report for 1898, in V. 68, p. 1021, showed:

Yr. end. Dec. 31	*Gross.*	*Net.*	*Interest.*	*Rental.*	*Bal., surp.*
1898.....	$454,783	$[illegible]9,509	$50,744	$9,329	$9,436
1897.....	435,736	60,652	48,094	5,125	7,433

—V. 68, p. 479, 1021; V. 69, p. 1302; V. 70, p 127.

Wilmington & Weldon RR.—ROAD—Owns Wilmington to Weldon, N. C., 162 miles, and from South Carolina State line to Contentnea, N. C., 116 miles; branches, Scotland Neck (Halifax to Kingston), 85 miles; Tarboro, Nashville, Newbern, etc., 250; Sanford, S. C., to Wilmington, N. C., with branch to Bennettsville, 174 miles (purchased in 1899); total owned, 787 miles. In April, 1900, consolidation was


MAP OF THE
WHEELING & LAKE ERIE
RAILROAD
LAKE ERIE
MICHIGAN
INDIANA
OHIO
PENNSYLVANIA
W. VA.
N. Y.
TOLEDO
CLEVELAND
COLUMBUS
ZANESVILLE
COSHOCTON
DRESDEN
MASSILLON
NAVARRE
SHERRODSVILLE
BOWERSTON
MARKS JC.
MINERVA
ONEIDA
CARROLLTON
VALLEY JC.
HUDSON
BEDFORD
CHAGRIN FALLS
FALLS JC.
HURON JC.
MILAN
NORWALK
MONROEVILLE
WELLINGTON
SPENCER
LODI
CRESTON
ORRVILLE
CANTON
KENT
NEWBURG
WHEELING
FREMONT
CLYDE
BELLEVUE
HURON
SANDUSKY
OAK HARBOR
TOLEDO
Trenton
Carlton
Milan
Jerome
Addison
Tecumseh
Britton
Lenawee Jc.
Dundee
Monroe
Adrian
Hillsdale
Jonesville
Hudson
Grosvenor
Alvordton
Fayette
Maumee
Booth
Curtis
Williston
Trowbridge
Limestone
Kingsway
Sandusky
Lorain
Berea
Elyria
Grafton
Medina
Akron
Ravenna
Warren
Niles
Youngstown
Sharon
Mercer
Foxburg
Parker
Sligo
Red Bank
Franklin
Oil City
Titusville
Meadville
Buchanan
Mead V. Jc.
Linesville
Andover
Jamestown
Ashtabula
Conneaut Harbor
Grand Jc.
Erie
Wallace Jc
Cranesville
Corry
Union City
Fairport
Painesville
Twinsburg
Solon
Moran
Phalanx
Brimfield
Mogadore
Suffield
Mishler
Congress Lake
Hartville
Middle Branch
Alliance Jc.
Leetonia
New Galilee
Homewood
Rochester
Wellsville
Kenilworth
Carnegie
Wheeling Jc.
Benwood
Washington
Waynesburg
Uniontown
Fairchance
Connellsville
Mt. Pleasant
Truger
Greensburg
Export
PITTSBURG
Allegheny Jc.
Butler Jc.
Callery Jc.
Butler
Branchton
New Castle
Lawrence Jc.
Elwood Jc.
Homewood
Bayard
Hibbetts
Scott
Del Roy
Atwood
Barricks
Bergholz
Conotton
Scio
Jewett
Greenough
Unionvale
Cadiz
Mt. Pleasant
Dillonvale
Tiltonville
Terminal Jc.
Hurford
Adena
Long Run
Rush Run
Brilliant
Mingo Jc.
Steubenville
Martins Ferry
Bellaire
Wegee
Powhatan
Morgan Jc.
Pt. Pleasant
Caldwell
Cumberland
Zanesv. & Ohio
Val.
Bel.
Cosh.
Ohio River
Wooster
Burton
Dalton
Smithville
Warwick
Sterling
Greenwich
Pawnee
Chicago Jc.
New London
Norwalk
Huron
Milan
Clyde
Bellevue
Fremont
Kingsway
Oak Harbor
Toledo
Booth
Curtis
Williston
Trowbridge
Limestone
Wheeling
Sherwood
Butler
Defiance
Holgate
Cecil
Latty
Continental
Cloverdale
Van Wert
Ohio City
Celina
Coldwater
Minster
Versailles
Union City
Greenville
Piqua
Covington
Urbana
Sidney
Quincy
Bellefontaine
Peoria
Marysville
Milford Centre
Delaware
Marion
Ridgeway
Kenton
Lima
Delphos
Bluffton
Columbus Grove
Findlay
McComb
Fostoria
Tiffin
Linden
Deshler
Bowling Green
Tontogany
Burgoon
Leipsic
Arlington
Carey
Dunkirk
Forest
Upper Sandusky
Bucyrus
Crestline
Carrothers
N. Washington
Shelby
Toledo Jc.
Galion
Mansfield
Loudonville
Edison
Mt. Gilead
Brink Haven
Mt. Vernon
Centerburg
Millersburg
Killbuck
Barrs Mills
Sugar Creek
Baltic
Chili
Avondale
Somerdale Jc.
New Cumberl'd
Beach City
Dundee
Zoar
Justus
Bolivar
Navarre
Massillon
Dalton
Orrville
Loudonville
Trinway
Newark
Glenford
Muskingum
Thurston
Crooksville
Lancaster
Bremen
Shawnee
Corning
McConnellsville
Ellis
Adams Mills
Conesville
Cambridge
New Comerstown
Harrisburg
Clarksfield
White Fox
Brighton
Orwell
Sullivan
Rittman
Doylestown
Chippewa Lake
Wadsworth
Seville
Medina
Grafton
Elyria
Berea
Lorain
Sandusky
Huron
Milan
Norwalk
Wellington
Spencer
Lodi
Creston
Orrville
Canton
Kent
Ravenna
Warren
Niles
Youngstown
Sharon
Mercer
Foxburg
Parker
Sligo
Red Bank
Franklin
Oil City
Titusville
Meadville
Buchanan
Mead V. Jc.
Linesville
Andover
Jamestown
Ashtabula
Conneaut Harbor
Grand Jc.
Erie
Wallace Jc
Cranesville
Corry
Union City
Fairport
Painesville
Twinsburg
Solon
Moran
Phalanx
Brimfield
Mogadore
Suffield
Mishler
Congress Lake
Hartville
Middle Branch
Alliance Jc.
Leetonia
New Galilee
Homewood
Rochester
Wellsville
Kenilworth
Carnegie
Wheeling Jc.
Benwood
Washington
Waynesburg
Uniontown
Fairchance
Connellsville
Mt. Pleasant
Truger
Greensburg
Export
PITTSBURG
Allegheny Jc.
Butler Jc.
Callery Jc.
Butler
Branchton
New Castle
Lawrence Jc.
Elwood Jc.
Homewood
Bayard
Hibbetts
Scott
Del Roy
Atwood
Barricks
Bergholz
Conotton
Scio
Jewett
Greenough
Unionvale
Cadiz
Mt. Pleasant
Dillonvale
Tiltonville
Terminal Jc.
Hurford
Adena
Long Run
Rush Run
Brilliant
Mingo Jc.
Steubenville
Martins Ferry
Bellaire
Wegee
Powhatan
Morgan Jc.
Pt. Pleasant
Caldwell
Cumberland
Zanesv. & Ohio
Val.
Bel.
Cosh.
Ohio River

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividends.
Wilmington & Weldon—Stock	....	....	$100	$3,000,000	See text.	M. & N.	Wilm., N.C. Co.'s Office.	Nov. 10,'99,4%
Gen. M. (for $4 000,000) $938,000 are 4s, S. Ba. g. c	468	1885	1,000	4,000,000	4 g. & 5 g.	J. & J.	N.Y., Balt. and Wilming.	July 1, 1935
Certifi. of indebt. for div'd in '87, non-cum., income.	....	....	100	2,500,000	7	A. & O.	do do	Irredeemable.
1st M., Tarboro branch	53	1894	.....	500,000	4	J. & J.	Wilmington, N. C.	1944
Yadkin Div., 1st mort., gold, $1,800,000. SBa. c*	177	1899	1,000	1,700,000	4 g.	J. & D.	Balt., S. Dep. & Tr. Co.	June 1, 1949
Wil. & N. R., 1st M., g. ass'd. SBa	....	1897	.....	500,000	4 g.	F. & A.	S. D. & Tr. Co., Balt'm'e	Aug. 1, 1947
Albermarle & Raleigh, 1st M., g., assumed SBa	....	....	.....	500,000	4 g.	J. & J.	S. D. & Tr. Co., Balt'm'e	Jan. 1, 1944
Wilm. & Weldon special trust certificates	....	....	.....	380,000	6	M. & N.	Wilmington, N. C.	1937
Winona Bridge—1st M., gold, s. f., r'd. at 110 aft. '98	1·03	1890	1,000	384,000	5 g.	M. & S.	N. Y., J. Walker & Son.	Sept. 1, 1915
Winona & Western—Stock, $2,000,000	....	....	100	100,000	.....	.....	.....	.....
1st mortgage, gold	....	1895	1,000	1,150,000	5 g.	J. & J.	July, '97, coup. last pd.	1945
Wisconsin Central Railway—SECURITIES TO BE ISSUED UNDER PLAN.								
Common stock, $17,500,000	....	....	100	15,638,800	.....	.....	.....	.....
Pref. stock, 4 per cent non-cum., $12,500,000	....	....	100	11,111,700	.....	.....	Div'nds from July 1,'99	.....
1st gen. M., gold, $27,000,000 Us	....	1899	1,000	22,500,000	4 g.	J. & J.	Int'st from July 1, '99	July 1, 1949
Underlying Securities not Exchanged.								
Chic. Wisconsin & Minn. 1st mortgage, gold. c*	122	1885	1,000	776,000	6	M. & S.	N.Y., Mait., Copp. & Co.	Mch. 1, 1916
Milw. & Lake Win. 1st mortgage, gold. c*	66	1882	1,000	604,000	6 g.	J. & J.	do do	July 1, 1912
Wis. Cent. RR. consol. M., 1st series, gold. c&r	416	1879	500 &c.	733,000	5 g.	J. & J.	.....	Jan. 1, 1909
Wisconsin & Mich.—1st M., g., $15,000 p. m. A	54	1895	1,000	951,000	5 g.	J. & J.	N. Y., Atlantic Tr. Co.	Jan. 1, 1945
Woonsocket & Pasc.—1st M., int. gu. City of Woon. c	9	1890	1,000	100,000	5	A. & O.	R. I. Hos. Tr. Co., Prov.	Oct. 1, 1910
Worcester Nashua & Rochester—Stock ($3,600,000)..	94	....	100	3,099,800	4½ in '99	J. & J.	Bos., Am. Loan & Tr. Co.	Jan. 1,'00, 2%
Wor. & Nas. { Wor. Nashua & Roch. RR. bonds. c*	47	1886	1,000	150,000	4	J. & J.	do do	July 1, 1906
1st M. of { do do do	47	1893	1,000	511,000	4	J. & J.	do do	Jan. 1, 1913
79 secures { do do do .. c*	47	1890	1,000	735,000	4	J. & J.	do do	Jan. 1, 1930
all equity. { do do do	47	1895	1,000	380,000	4	A. & O.	do do	Oct. 1, 1934
Wyoming & Bl. Hills Fy.—1st M., $1,000,000, gold	72	1899	1,000	None Ap.'99	5 g.	F. & A.	Boston.	Feb 15, 1924
York Southern—York & Peach Bottom "A" & "B".	40	1882	.....	249,950	5	Text.	Sec. T. & T. Co., York, Pa.	Apr. 1, 1932
York Southern 2d mortgage, gold	40	1894	.....	150,000	5 g.	M. & S.	do do	Sept 1, 1940

pending with Atlantic Coast Line RR., which see. Each share of stock, it was reported, will receive 2 shares of common and 2 shares of preferred in the new company. V. 70, p. 791.

Leases Central South Carolina (jointly with At. Coast Line of S. C.), 40 miles. Reaches Augusta, Ga., from Denmark, S. C., 57 miles, on South Carolina & Georgia RR.

BONDS.—Of the $1,800,000 Yadkin Div. 1st 4s, $100,000 were on June 30 1899, in the treasury. (V 69, p. 1297.)

ORGANIZATION.—Organized in 1836. Controlled by Atlantic Coast Line Co. (which see), which owned $2,000,000 stock June1, 1897.

DIVIDENDS. Per Cent.	1884-90	'91	'92	'93	'94	'95	'96	'97	'98	'99
	8, y'r'ly	12	4	3	3	6	6	7½	7	8

ANNUAL REPORT.—Report for 1898-99 was in V 69, p. 1297.

Year end'g June 30.	1899.	1898.	1897.	1896.
Gross earnings	$2,311,464	$2,179,081	$1,854,006	$1,803,196
Expenses and taxes	1,346,014	1,303,200	1,132,790	1,110,522
Net earnings	$965,450	$875,881	$721,216	$692,674

In 1898-99 total net income, $1,034,474; interest charges, $199,943; dividends, $240,000; bal., surplus, $594,531. In 1897-98 paid dividends amounting to $240,000; in 1896-7, $195,000.—(V. 65, p. 1127; V. 66, p. 79; V. 69, p. 1297; V. 70, p. 77.)

Winona Bridge Railway.—Owns bridge between Winona, Minn., and Buffalo, Wis., 1·03 mile, opened Sept. 1, 1891. Leased to Winona & Southwestern, Green Bay Winona & St. P. and Chicago Burl. & No. for 30 years. STOCK.—$400,000; par, $100. Year ending June 30, 1899, gross, $19,734; net $5,617. In 1897-98, gross, $20,774; net, $13,302; charges, $19,669; balance, deficit, $6,367.

Winona & Western Ry.—Owns from Winona, Minn., to beyond Osage, Iowa, 117 miles. Organized in October, 1894, and purchased the Winona & Southwestern, sold in foreclosure. V. 59, p. 836. In Feb., 1900, extension from Simpson to Rochester, Minn., about 7½ miles, was opened. Stock auth., $2,000,000; par, $100. In Mar., 1900, the Jan., 1898, coupon unpaid. Under arrangement with the security holders net earnings have been applied to improvements and extensions. Year 1898-99, gross, $184,254; net, $54,380; in 1897-98, net, $30,742.—V. 70, p. 634.

Wiscasset & Quebec RR.—V. 69, p. 233.

Wisconsin Central Railway.—*(See Map)*—SYSTEM extends from Chicago to Ashland, Wis., and Lake Superior iron mines, also to St. Paul and Minneapolis. By the extension to Manitowoc and the car ferry across Lake Michigan, connects with the Pere Marquette and has a short line to the East. V. 63, p. 117. The system includes:

Lines owned.—	*Miles.*	*Lines owned.*—	*Miles.*
Chicago to Ashland, Wis	428	Other branches	52
St. P. Jun. to Abbottsford, Wis	157	*Trackage* to Chic., Minn., etc.	26
Branch to Bessemer	34	Rugby to Milwaukee, etc.	29
Stevens Point to Portage City	71	Spurs to industries (54 miles unoperated)	149
Neenah to Manitowoc	45		

Grand total (including spurs operated 75 miles and unop. 54 m). 991

Traffic.—Of the 3,636,809 tons carried in 1898-99, 37 per cent was iron ore, 20 per cent lumber and forest products and 7 per cent ice; ton mile-rate, 0·732 of a cent.

ORGANIZATION.—Successor July 18, 1899, of Wisconsin Central Co. after foreclosure per plan V. 68, p. 725; has acquired by deed all the properties, including leased lines operated either separately or in part by the latter, including the Central Car Co., Chic. Wis. & Minn. RR., Milwaukee & Lake Win. RR., etc., purchased for cash under the plan. All the foregoing are covered by the new mortgage. V. 69, p. 29, 83, 133, 182. Uses Illinois Central terminals in Chicago. V. 69, p. 1148, 1249. See application in full to list securities.—V. 70, p. 433.

STOCK—VOTING TRUST.—Both classes of stock will be vested in the voting trustees, George Coppell, John Crosby Brown, William L. Bull, Fred. T. Gates and Francis R. Hart, for five years. The voting trustees may, however, deliver the stock at any earlier date. After 4 per cent dividends on both common and preferred shall have been paid in any year both shall participate equally in any further dividends for such year. After the termination of the voting trust the preferred is to have the right to elect a majority of the directors whenever for two successive years dividends upon the preferred at the rate of 4 per cent per annum shall not have been paid in cash.

BONDS—The new 1st gen. gold 4s ($27,000,000 authorized) are secured by a mortgage upon all the lines of railway, terminals, equipment and other property acquired thereby, and also by deposit of all securities owned or acquired under the plan; in Feb., 1900, $2,652,000 were reserved to retire underlying bonds still outstanding, and about $1,84[illegible],000 remained available for betterments, purchase of equipment, etc.

GENERAL FINANCES.—The reorganization provided $5,060,257 for new equipment, improvements, expenses of the reorganization, etc.

Position of the New Company.—This is stated as follows:

Net earnings of system for 1898, after paying taxes and terminal charges	$1,413,637
Fixed charges under plan, not to exceed	1,080,000
Surplus applicable to dividends on preferred stock	$333,637
Other Income (estimated)—	
Income from securities owned and from land department (royalties on iron mines, stumpage and proceeds of land sales), which, after acquiring Wisconsin Central RR. bonds, will become available	$75,000
Expected increase in net earnings to come from improvements and new equipment, about	250,000
Estimated surplus available for dividends	$658,637

EARNINGS.—For 8 months ending Feb. 28:

Year.	*Gross.*	*Net.*	*Oth. inc.*	*Interest, etc.*	*Bal., sur.*
1899-0	$3,765,789	$1,438,513	$11,985	$1,045,873	$404,625
1898-9	3,289,201	1,312,905	84,577	1,013,621	383,861

Years ending June 30—	1899.	1898.	1897.	1896.
Gross earnings	$5,118,019	$4,939,725	$4,179,971	$4,399,511
Net earnings	2,060,529	1,918,918	1,405,775	1,391,194
Other income	428,038	59,821	62,175	324,444
Total net	$2,488,567	$1,978,739	$1,467,950	$1,715,638

DIRECTORS.—George Coppell, John Crosby Brown, William L. Bull, Charles C. Beaman, Fred. T. Gates, Gerald L. Hoyt and James C. Colgate, New York; Francis R. Hart, Boston, and Henry F. Whitcomb and Howard Morris of Milwaukee.

OFFICERS.—Chairman of the Board, George Coppell; President, Henry F. Whitcomb, Milwaukee; General Counsel, Charles C. Beaman, New York; Auditor, Robert Toombs, Milwaukee; Treasurer, Frederick Abbott, Milwaukee; General Superintendent, Sumner J. Collins, Milwaukee. Office, 24 Exchange Place, N. Y.—(V. 69, p. 1249, 1298; V. 70, p. 231, 431.)

Wisconsin & Michigan Ry.—Owns from Faithorn Junction, Mich., on Minneapolis St. Paul & Sault Ste. Marie Railway, to Peshtigo, Wisc., 49 miles, with branch, 5 miles. Opened for traffic Jan. 1. 1895. From Peshtigo cars are taken by Lake Michigan Car Ferry Transportation Co. to Chicago. Extension to Menominee Iron Range proposed, of which 8 miles graded Oct., 1899, to cost about $575,000; bonds were to be issued. V. 66, p. 185. Stock authorized and issued, $951,500; par value, $100; equipment trusts (June 30, 1898), $118,526; other unfunded debt, $308,028. In 1897-8, gross, $110,374; net, $35,819; int., $53,307. Pres., S. M. Fischer, Chicago.—V. 66, p. 185.

Wisconsin Western RR.—Owns from Wauzeka, Crawford Co., to La Farge, Wis., 51·7 miles. Incorporated in Dec., 1899, as successor of the Kickapoo Valley & Northern RR., foreclosed. V. 69, p. 1148. Stock authorized, $600,000. No bonds had been authorized Dec. 31, 1899. For year ending June 30, 1899 (old Co.) gross, $36,225; def. under operating, $6,283. President, Horace A. J. Upham; V. P., Wm. E. Black; Sec., Charles E. McClure; Treas., Charles W. Norris. Office, Old Ins. Bldg., Milwaukee, Wis.—(V. 69, p. 1148.)

Woonsocket & Pascoag RR.—Owns road from Woonsocket, R. I., to Harrisville, 9 miles. Incorporated 1889. Leased to N. Y. & New England, but in July, 1896, the New England RR. purchased the entire capital stock—see V. 63, p. 698. Stock, $200,000; par, $100.

Worcester Nashua & Rochester RR.—Owns from Worcester via Nashua to Rochester, 94 miles. Leased for 50 years from Jan. 1, 1886, to the Boston & Maine; rental $250,000 and taxes. Mutual Life Insurance Co. in 1899 owned $2,015,000 (market value of the stock).

DIVIDENDS— Per cent.	1887-93.	'94.	'95.	'96.	'97.	1898.	1899.	1900.
	6 yearly	5	5	5	5	5¼	4½	Jan. 2

Total profit and loss deficit June 30, 1899, $394,565. Current liabilities Apr. 1, 1900, $89,500.—V. 60, p. 749.

Wrightsville & Tennille RR.—Tennille, Ga., to Hawkinsville 76 miles, of which Dublin to Hawkinsville, Ga., 40 miles, was former Oconee & Western RR., merged Feb. 1, 1899. V. 69, p. 189. Stock, common, $230,000; preferred, $70,000. Par of shares $25. Cent. of Ga. Ry. owns all the preferred and $104,300 of the common stock. Dividends (J. & J.) were paid on both stocks at rate of 7 p. c.; 1900, Jan., 3 p. c. For year to June 30, 1899, including Oconee & West. from Feb. 1, gross, $114,260; net, $38,666. In 1897-8, gross, $90,4[illegible]4; net, $29,788. Pres. and Supt., G. W. Perkins, Tennille, Ga. (V. 68, p. 189.)

Wyoming & Black Hills Ry.—Under construction in April, 1899, from Merino, Wyoming, to Deadwood and Belle Fourche in the Black Hills, South Dakota, and expected to be completed about August, 1899. Owns also 2,080 acres of coal lands. Stock, common; $3,000,000; outstanding, $1,500,000; par $100. Pres., Sam'l W. Snow, Sec., Edmund H. Noyes, 27 State Street, Boston, Mass.—V. 68, p. 726.

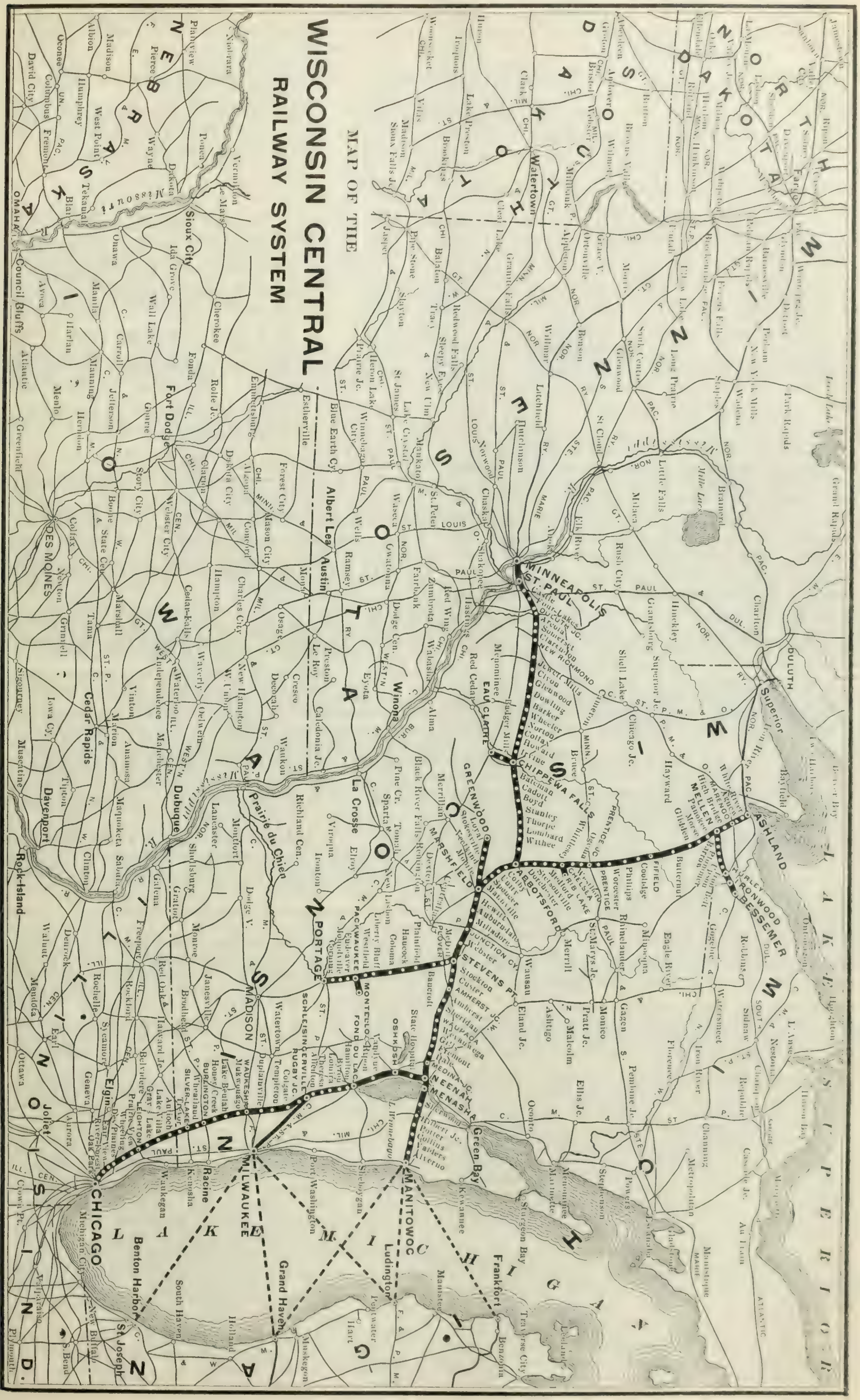
York Southern RR.—ROAD.—York to Delta and South Delta, 37 miles (standard gauge), with branch from Delta to Peach Bottom, Penn., 4 miles (gauge 3 ft.). In April, 1899, Sperry, Jones & Co. of Baltimore purchased a majority of the stock and bonds.—V. 68, p. 675.

STOCK AND BONDS.—Capital stock is $600,000 (par $50). York and Peach Bottom, Series "A" bonds are for $47,500, interest A. & O.; Series "B" bonds are for $202,450, interest M. & N.

EARNINGS.—8 months, July 1 to Feb. 28.		
1899-0	Gross, $58,845;	net, $19,892
1898-9	Gross, 47,254;	net, 13,579

For year ending June 30, 1899, gross earnings, $75,076; net, $22,160. In 1897-8, gross, $74,358; net, $28,045. President (April, 1900), Chas. H. Jones, Jr.—V. 68, p. 87, 675; V. 69, p. 956.

Zanesville & Ohio River Ry.—See Ohio & Little Kanawha Ry.


MAP OF THE
WISCONSIN CENTRAL
RAILWAY SYSTEM
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
IOWA
MINNESOTA
WISCONSIN
MICHIGAN
ILLINOIS
MINNEAPOLIS
ST. PAUL
DULUTH
SUPERIOR
ASHLAND
HURLEY
IRONWOOD
BESSEMER
WATERSMEET
MARENISCO
MELLEN
CHIPPEWA FALLS
EAU CLAIRE
GREENWOOD
MARSHFIELD
ABBOTSFORD
PRENTICE
FIFIELD
STEVENS PT.
PORTAGE
WAUPACA
NEENAH
MENASHA
OSHKOSH
FOND DU LAC
MONTELLO
PACKWAUKEE
SCHLEISINGERVILLE
RUGBY JC.
MADISON
MILWAUKEE
RACINE
CHICAGO
MANITOWOC
GREEN BAY
MARINETTE
MENOMINEE
ESCANABA
MANISTIQUE
NEWBERRY
MUNISING
MARQUETTE
NEGAUNEE
IRON MOUNTAIN
IRON RIVER
CRYSTAL FALLS
FLORENCE
WAUSAU
MERRILL
MONICO
ST. MARYS JC.
RHINELANDER
EAGLE RIVER
MINOCQUA
WOODRUFF
TOMAHAWK
PHILLIPS
PARK RAPIDS
WADENA
LITTLE FALLS
BRAINERD
ELK RIVER
ST. CLOUD
SAUK CENTRE
GLENWOOD
BENSON
WILLMAR
GRANITE FALLS
MONTEVIDEO
WATERTOWN
CLEAR LAKE
BROOKINGS
WATERTOWN
HURON
ABERDEEN
WATERTOWN
WATERTOWN
WATERTOW

MISCELLANEOUS COMPANIES.

The following pages (Nos. 156 to 169) contain the leading industrial companies. Some additional statements will be found on pages 170 to 174, while various gas companies are on page 175, and an index to still other industrials is on page 174.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Adams Express—Stock	....	$100	$12,000,000	See text.	J. & D.	New York, 59 Broadw'y	Dec. 10, '99, 2
Collateral trust mortgage, gold.....Me	1898	500 &c.	12,000,000	4 g.	M. & S.	N. Y., Merc. Trust Co.	Mch. 1, 1948
Amalgamated Copper—Stock, $75,000,000	....	100	75,000,000	See text.	Q.—J.	Checks mailed.	Apr.30,'00, 2%
Amer. Agricul. Chemical Co.—Stock, com., $20,000,000	....	100	17,000,000	.....	.....	.....	.....
Pref. 6 p. ct. cum. (as to assets and div.) $20,000,000	....	100	17,000,000	.....	A. & O.	N. Y., Office, 26 B'way.	Apr. 2, '00, 3%
American Bell Telephone—Stock, $50,000,000 auth. by law	....	100	25,886,300	15 in '99	Q.—J.	Boston, Comp'y's Office.	Apr.16,'00, 3%
Debentures—See Amer. Telephone & Telegraph Co.							
American Bicycle—Pref. stock, 7 p. c., cum., $10,000,000	....	100	10,000,000	.....	.....	.....	.....
Sinking fund debentures, gold, $10,000,000. **Usm** c*	1899	1,000	10,000,000	5 g.	M. & S.	New York.	Sept. 1, 1919
American Car & Foundry—Common stock, $30,000,000.	....	100	29,090,000	See text.	Q.—F.	N. Y., Guar. Trust Co.	See text.
Preferred stock, 7 per cent, non-cum., $30,000,000	....	100	29,090,000	7	Q.—F.	do do	May 1, '00, 1¾
American Cotton Oil—Common stock (see V. 54, p. 761)	....	100	20,237,100	4 in 1899	.....	N. Y., Winslow, L. & Co.	Dec. 1, '99, 4%
Pref. stock 6 per cent non-cum., sub. to call at 105	....	100	10,198,600	6 in 1899	J. & D.	do do	Dec. 1, '99, 3%
Debentures for $5,000,000, subject to call at 110, gold.c*	1890	1,000	3,068,000	8 g.	Q.—F.	do do	Nov. 1, 1900
American Express—Stock	....	100	18,000,000	6 in 1899	J. & J.	N.Y..Co.'s Of., 65 B'way	Jan. 2, '00. 3%
American Ice—Com. stock ($1,255,000 bonds, see text)	....	100	22,939,100	See text.	Q -F. 15	133 E. 23d St., by check	May 15, '00, 1
Pref. stock, 6 per cent, cum., $30,000,000	....	100	12,440,400	See text.	Q.-J. 15	do do	Apr.14,'00, 1½
Amer. Linseed—Pf. stock, 7 p. c., non-cum., $16,750,000.	....	100	16,750,000	.....	Q.—M.	By check from Chicago.	Mch 15,'00,1¾
American Malting.—Preferred stock (7 p. c. pref., cum.)	....	100	14,440,000	.....	.....	Check from Co.'s office.	Oct.15,'99, 1¾
1st M., $5,000 000, g., sink. fund, subj. to call at 105.c*	1899	1,000	4,000,000	6 g.	J. & D.	.....	Dec. 1, 1914
Amer. Smelting & Refining—Com. stock, $32,500,000.	....	100	27,400,000	.....	.....	.....	.....
Preferred stock, 7 per cent cumulative, $32,500,000	....	100	27,400,000	.....	Q —J.	N. Y., 71 Broadway.	April 0, 1900
American Steel Hoop—Pref. 7 per ct., cum., $14,000,000.	....	100	14,000,000	.....	Q —J.	N.Y., Manhattan Tr.Co.	Apr 30,'00, 1¾
Amer. Steel & Wire of N. J. Common stock, $50,000,000	....	100	50,000,000	7 in 1900	Q.—J.	.....	Apr. 2, '00, 1¾
Preferred stock, $40,000,000, 7 per cent, cumulative	....	100	40,000,000	7 in 1899	Q.—J.	Chicago Office, Rookery	Apr. 2, '00, 1¾
American Sugar Refining—Common stock, $37,500,000	....	100	36,968,000	See text.	Q.—J.	N. Y. Office, 117 Wall St.	Apr. 2, '00, 1½
Pref. stock, 7 p. c. cum. (not pref. as to assets)	....	100	36,968,000	7 in 1899	See text	do do	Apr. 2, 1900

Acetylene.—See Electro Gas, V. 61, p. 1107; N.Y. Carbide & Acet., V. 61, p. 1155; Un. Carbide, V. 66, p. 762.

Adams Express.—ORGANIZATION.—An association formed in 1854 but not incorporated, operating on about 28,000 miles of railroad, including Penn., C. B. & Q., Ches. & Ohio, N. Y. N. H. & H., etc.

BONDS.—In 1898 treasury securities were pledged with Mercantile Tr. Co. to secure (subject to prior indemnification of shareholders from any loss by reason of personal liability) $12,000,000 of 4 p. c. bonds. These last were then distributed as a 100-p. c. dividend. V. 66, p. 470.

DIVIDENDS.—For many years 8 p. c yearly, but reduced in 1898, on payment of 100 p. c. dividend in bonds, to 4 p. c. V. 66, p. 1235.

Albemarle & Ches. Canal.—See SUPPLEMENT of January, 1898.

Amalgam. Copper Co.—Am. Agric. Chem. Co.—See p. 170.

Am. Air Power—See Compressed Air Co., p. 170.

American Bank Note—American Beet Sugar.—See p. 170.

American Bell Telephone Co.—See Amer. Teleph. & Telgr. Co.

American Bicycle Co.—ORGANIZATION.—Incorporated in New Jersey on May 12, 1899, and acquired 45 concerns mentioned in V. 69, p. 177, 493, including Pope Mfg. Co. (Columbia bicycle), Crawford Mfg. Co., Western Wheel Works, Am. Saddle Co., (V. 68, p. 569), etc. In Nov., 1899, sold to the Rubber Goods Mfg. Co. control of the several rubber tire manufacturing plants. V. 69, p. 964, 1015.

Stock authorized and outstanding, common, $20,000,000; pref. 7 p. c., cum., $10,000,000 (all issued); bonds, see table above. In the event of a mortgage being made, holders of debentures may exchange them for new bonds secured by the mortgage or 105 in cash. See V. 69, p. 696, and adv. in CHRONICLE Sept. 30, 1899. Sinking fund retires $250,000 bonds yearly Sept. 1 at not over 105. Balance sheet Oct. 1, 1899.—V. 70, p. 684.

DIRECTORS, ETC.—R. L. Coleman, Pres't; A. L. Garford, Treas'r; C. W. Dickerson, Sec. Office, Park Row Bldg., N. Y.—V. 70, p. 177, 684.

Am. Bridge Co.—See page 170.

American Car & Foundry.—ORGANIZATION, ETC.—Incorporated in New Jersey on Feb. 20, 1899, as a consolidation of the Michigan-Peninsular Car, Ohio Falls Car Mfg. and other companies mfg. freight and passenger cars. V. 68, p. 377. Prospectus, V. 68, p. 280, 1029.

STOCK.—$910,000 each of common and preferred in treasury for improvements, etc. First dividend on pref., 1¾ p. c., paid July 1, 1899; Nov. 1, 1899, to May, 1900, both inclusive, 1¾ p. c. quar. (7 per an.)

EARNINGS, ETC.—Net earnings for year ending Feb. 28, 1900, $4,085,952; dividends on pref stock, (7 p. c.), $2,036,300; surplus, $2,049,652. Net earnings over dividends on preferred stock will be applied for the short time required to increase working capital from $5,000,000 to $9,000,000.—V. 70, p. 688 For 8 mos. ended Oct. 31, 1899, the business included: Freight cars, 41,526; passenger cars, 83; car wheels, 501,929, etc.—V. 69, p. 542.

OFFICERS.—Pres., William K Bixby; Chair. of Board & Treas., Wm. McMillan; Sec., Anthony Gref, 71 Broadway, N. Y.—V. 70, p. 232, 688.

Am. Cement—Am. Chicle—Am. Clay Mfg.—Am. Coal—See p. 170.

American Cotton (compressed bale).—See page 170.

American Cotton Oil.—ORGANIZATION.—Incorporated Oct. 12, 1889, under the laws of New Jersey, to succeed the American Cotton Oil Trust, of which it was a reorganization. Has extensive works in various southern cities, etc. for manufacture of crude and refined cotton oil, lard, soap, fertilizers, etc.

CAPITAL STOCK.—Common authorized, $20,237,100; preferred, $14,562,300. See pref. certificate in editorial of May, 1893, SUPPLEMENT.

DIVIDENDS, ETC.—Pref. stock June, 1892, to Dec., 1899, inclusive, 6 p. c. per an. On common, 3 p. c., Dec. 1, 1898; Dec., 1899, 4 p. c.

REPORT.—Report for 1898-9 at length in V. 69, p. 1009, 1016, showed profits $1,883,255, after meeting expenses of administ., interest, &c.; int. on deb. bonds, $245,440; balance, net income, $1,637,815; dividends on pref. (6 p. c.), $611,916; div. on common (4 p. c.), $809,484; bal., surplus for year, $216,415, against $95,192 in 1897-98. Profits: Year, in 1895-96, $886,431; in '96-97, $1,542,673; in '97-98, $1,559,661; in '98 99, $1,883,255. Pres., George A. Morrison; Vice-Pres., Robert F. Munro; Sec. and Treas., Justus E. Ralph. 27-29 Beaver St., N. Y. Executive committee: George A. Morrison, J. Fred'k Chamberlin, Robert F. Munro. Tranfer agents, Winslow, Lanier & Co., bankers, New York City.—(V. 69, p. 1009, 1013, 1016.)

American District Telegraph.—See page 170.

American Express.—An "Association" formed under the laws of New York State in 1859 and 1868. Not an incorporated company. Dividends, 6 p. c. per ann. since 1882. President, J. C. Fargo, N. Y., Treas., Charles G. Clark. Office 65 B'way, N.Y. City. (V. 56, p. 500, 578.)

Am. Fish.; Am. Hide & Leather; Am. Ice Co.—See p. 170.

American Linseed.—ORGANIZATION, ETC.—Incorporated on Dec. 5, 1898, under the laws of New Jersey, as a consolidation of the National Linseed Oil Co. with the ten leading outside linseed oil companies in the U. S., per plan in V. 67, p. 1161; V. 69, p. 697. For list of plants, etc., see official statement, V. 70, p. 631. Underlying bonds, about $210,000. Com. stock authorized, $16,750,000, all outstanding.

DIVIDENDS.—On pref., June 15, '99, to Mar., 1900, 1¾ p. c. quarterly.

REPORT.—Fiscal year was in Apr., 1900, proposed to be changed from Mar. 1, to Aug. 1. For year ending Mar. 1, 1900, gross business stated as over $14,000,000; net as about $2,000,000 above 7 p. c. requirement on preferred stock. V. 70, p. 330, 741.

OFFICERS.—President, Guy G. Major, Toledo, O.; Sec., G. E. Highley, General offices, Chicago.—(V. 70, p. 330, 631, 741.)

American Malting Co.—A consolidation incorporated Sept. 27, 1897, in N. J.—V. 65, p. 619; V. 70, p. 478.

STOCKS.—Authorized, $15,000,000 each common and preferred; issued, common, $14,500,000; preferred, as in table. *Dividends*—On pref.: Jan., 1898, to Oct., 1899, incl., 7 p. c. per an.; none since.

BONDS.—Of the bonds (Walter G. Oakman and Geo. R. Turnbull, trustees), $4,000,000 were issued in Dec., 1899, to retire the floating debt and for working capital. A sinking fund equal to one-half of the dividends on the preferred stock will retire bonds at or below 105. See V. 69, p. 956, 1195, and official circular, V. 69, p. 1013. On Dec. 31, '99, underlying mortgages, $371,000.

EARNINGS.—Report of investigating committee covering period from Oct. 11, 1897, to Dec. 31, 1899, with balance sheet, in V. 70, p. 478, showed: Net profits to Dec. 31, 1898, $688,386; net profits for year 1899 $177,564; total, $865,950; dividends paid ($877,800 in 1898 and $977,550 in 1899), $1,855,350; discount on bonds, $400,000; def., as per balance sheet Dec. 31, 1899, $1,389,400.

OFFICERS.—Pres't, Chas. A. Stadler; Sec'y, Edward Merrick; Sec., V.-P. and Treas., Jos. P. Ord. N. Y. office, 63d St. & E. R. V. 70, p. 478.

American Pneumatic Service.—See page 170.

American Radiator.—American Ship-building.—See p. 170.

American Smelting & Refining Co.—ORGANIZATION, ETC.—Incorporated April 4, 1899, under laws of New Jersey, V. 68, p. 668. Controls the Kansas City Smelting & Refining Co., the Omaha & Grant Smelting Co. and other plants. For list of plants, rights of stock, etc., see V. 68, p. 975.—V. 68, p. 471, 523; V. 70, p. 232, 281.

Net earnings, $3,240,000 in 1898. Omaha & Grant Smelt. 1st 6s, due March 1, 1911, $1,067,000; Con. Kansas City Smelting & Refining Co. 1st 6s, due May 1, 1900, $1,000,000, (the latter to be paid at maturity out of earnings), are the only outstanding bonds

DIVIDENDS on pref., 1¾ p. c., paid Oct. 10, 1899; in 1900, Jan., 1¾ p. c. Apr., 1¾ p. c., also 7/8 of one p. c. for 20 days to Apr. 30, 1899.

DIRECTORS.—E. W. Nash (President), Walter S. Gurnee, H. H. Rogers, Grant B. Schley, Leonard Lewisohn, A. R. Meyer, D. H. Moffat, M. D. Thatcher, J. B. Grant, Guy C. Barton, Dennis Sheedy, N. Witherell, R. S. Towne, A. Eilers and Barton Sewell. Secretary is Edward Brush. Office, 71 Broadway.—V. 70, p. 232, 281, 585, 741.

Amer. Snuff—Am. Soda Fount.—See p. 170.

Am. Sp. Mfg.—See DISTIL. Co.

Amer. Sheet Steel—American Steel Hoop.—See page 170.

American Steel & Wire Co.—Incorporated in New Jersey Jan. 13, 1899, and acquired American Steel & Wire Co. (V. 66, p. 615; V. 67, p. 632), Washburn & Moen Co., Cleveland Rolling Mill, and other properties named in statement, V. 69, p. 543, 646, 744; V. 70, p. 383.

STOCK.—As to rights see V. 68, p. 377; V. 70, p. 281, 383. Underlying bonds $101,656

DIVIDENDS.—On the pref., April, 1899, to April, 1900, both inclusive, 7 p. c. per annum (1¾ p. c. quarterly). Dividend declared on common, 7 per cent out of earnings of year 1899, payable 1¾ p. c. quarterly beginning Apr. 2, 1900.—V. 70, p. 232, 383.

REPORT.—Results for 1899, with balance sheet of Dec. 31, 1899, were in V. 70, p. 228, (see also p. 383), showing: Profits, including dividends and miscellaneous income, after allowing for depreciation and bad debts, $12,162,580; dividends, 7 p. c. each on preferred and common stock, $6,300,000; bal., sur., $5,862,530.

OFFICERS.—J. W. Gates, Chairman; John Lambert, President, A Clifford, Treasurer; T. P. Alder, Assistant Treasurer, New York; C. S. Roberts, Secretary; O. Owen, F. E. Patterson, Assistant Secretary, New York. V. 68, p. 128. General office, "The Rookery," Chicago, Ill. N. Y. office, 71 Broadway.—V. 70, p. 228, 232, 281, 383.

Am. Straw Board.—Stock, $6,000,000; par, $100. See page 170.

American Sugar Refining.—A N. J. corporation, successor in Jan., 1891, of the Sugar Refineries Co. organized in 1887; plan, V. 51, p. 609. Capital stock, originally $50,000,000, was increased in Jan., 1892, to $75,000,000 (half pref.) to acquire the capital stock of the four Philadelphia refineries and a controlling interest in the Baltimore refinery. Spreckels's refinery in California is under a lease for ten years to the "Western Sugar Refining Co.," of which the "trust" owns one-half the stock. Beet-sugar interest acquired in April, 1897, see V. 64, p. 841; coffee plants, V. 63, p. 1157; V. 64, p. 40; V. 70, p. 688.) As to beet sugar refineries in U. S., V. 66, p. 132; V. 68, p. 280; V. 69, p. 1249. In Aug., 1900, the sugar war was renewed, and in April the quarterly dividend on the common stock was reduced from 3 to 1½ p. c. See V. 70, p. 482, 634.

In November, 1899, officially stated to supply about 70 per cent of the output of refined sugar in the U. S., as against 90 p. c. formerly. —V. 64, p. 328; V. 65, p. 1069; V. 67, p. 637; V. 69, p. 1104.

DIVIDENDS.—P. ct.	1891.	1892.	1893.	1894 to Jan., 1900	Apr., 1900
Common	4	10½	21½	12 yearly (3 Q.-J.)	1½
Preferred	7 p. c. yearly to date; part Q.—J., part J&J.				

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
American Telegraph & Cable—Stock, 5 per cent rental....		$100	$14,000,000	5	Q.—M.	N. Y., West. Union Tel.	Mch.,'00, 1¼%
Am. Teleph. & Tel'gh—Coll. tr. M., cur. OB. V. 70, p. 40.c*	1899	1,000	5,000,000	4	J. & J.	New York, Co.'s office.	July 1, 1929
Am. Bell deben. OB. V. 67, p. 72, 1355; V. 70, p. 40.c*	1898	1,000	10,000,000	4	J. & J.	Bost., Nat. Bk. of Com.	July 1, 1908
Amer. Thread—1st coll. trust M., $6,000,000, g. or £.G.c*	1899	500 &c.	5,798,000	4 g. or £	J. & J.	N. Y., Guar. Trust Co.	Jan. 1, 1919
American Tin Plate Co.—Stock, common, $30,000,000...	....	100	28,000,000	.....	.....	.....	.....
Stock, preferred, 7 per cent, cumulative, $20,000,000.	....	100	18,325,000	7	Q.—J.	Chicago.	Apr.30,'00, 1¾
American Tobacco Co.—Com. stock, $56,000,000 auth....	....	50	54,500,000	See text.	Q.—F.	N. Y., Farm. L. & Tr. Co.	May 1, '00, 1½
Pref. stock, 8 p.c. non-cum.; pref. as to assets and divs..	....	100	14,000,000	8 in 1899	Q.—F.	do do	May 1, '00, 2%
Dividend scrip. See text.....	....	.....	3,024,490	6	M. & N.	N.Y. Farm., L. & Tr. Co.	May 1902
Amer. Waltham Watch Co.—Stock, $4,000,000.....	....	100	4,000,000	See text.	M. & S.	By company's check.	Mch.15'00, 4%
American Woolen—Pref. stock, 7 p. c., cum., $25,000,000	....	100	20,000,000	.....	Q.—J.15	N. Y., Guaranty Tr. Co.	Apr.16,'00, 1¾
Amer. Writing Paper—Pref. stock, 7% cum., $12,500,000	....	.....	12,500,000	.....	.....	.....	.....
1st M., s.f.,g.,$17,000,000, call. aft. July,'09, 105 OB.c*	1899	1,000	17,000,000	5 g.	J. & J.	Boston, Old Col. Tr. Co.	July 1, 1919
Asphalt Co. of America—Col. trust ctfs., $30,000,000,g...	1899	100 &c.	30,000,000	5 g.	A. & O.	Land Titl. & Tr., Phila.	April 1, 1949
Bay State Gas—Boston Un. Gas 1st M.,s.f.,call at 105,g.c*	1889	500 &c.	9,000,000	5 g.	J. & J.	N.Y., Mercl. Tr.& Lond.	Jan. 1, 1939
do do 2d M., gold ($4,000,000).....	....	1,000	3,000,000	5 g.	J. & J.	do do	Jan. 1, 1939
Boston Terminal Co.—See Railroads.							
Brooklyn Ferry—Consol. mortgage, $7,500,000. K .....c*	1898	1,000	6,500,000	5 g.	F. & A.	N.Y., H.B. Hollins & Co.	Aug. 1, 1948
Brooklyn Union Gas—Stock, $15,000,000....	....	100	15,000,000	6 in 1899	J. & D.	By check from Co.'s off.	Dec. 1, '99, 3%
1st con., $15,000,000, g.(for underlying bonds see text)	1895	1,000	14,210,000	5 g.	M. & N.	N. Y., Chase Nat Bank.	May 1, 1945
Brooklyn Wharf & Warehouse Co.—1st M., gold. Us..c*&r	1895	1,000	17,500,000	5 g.	F. & A.	See text.	Feb 1, 1945
Buffalo Gas Co.—1st M., $5,900,000, red. at 115, N.g....c*	1897	1,000	5,805,000	5 g.	A. & O.	NY,Emerson,McM.&Co	Oct. 1, 1947
Cambria Steel—Stock ($9 per share paid after May 1)...	....	50	16,000,000	.....	.....	.....	See text.
Cambria Iron—Stock (4 p. c. guaranteed).....	....	50	8,468 000	4 in 1899	A. & O.	Philadelphia.	Apr. 2,'00, 2%
Bonds, g., red. July 1,'02, p.& i. gu. V. 64, p. 753, 951.c*	1897	1,000	abt. 260,000	6 g.	J. & J.	do do	July 1, 1917
Celluloid Co.—Stock, $6,000,000 authorized.....	....	100	5,925,000	6 in 1899	Q.—J.	N. Y. Of., 30 Wash. Pl.	Apr. 1, '00, 1½
Central & South American Telegraph—Stock $8,000,000..	....	100	7,725,600	6 in 1899	Q.—J.	N. Y., Office, 37 Wall St	Apr 9, '00. 1½

REPORT.—No recent report. Annual meeting in 1900, see V. 70, p. 78.

BALANCE SHEET—	*Dec.* 31, '99.	*Dec.* 31, 98.	*Dec.* 31, '97.
Real estate and machinery.	$36,412,652	$37,285,545	$37,691,871
Cash and debts receivable.	15,306,596	27,563,965	25,882,504
Investm'ts in other comp's.	30,423,680	31,058,142	30,347,657
Sugar, raw and refined.....	20,340,609	22,243,224	22,489,384
Total assets.....	$102,483,537	$118,150,877	$116,111,416
Capital stock.....	$73,936,000	$73,936,000	$73,936,000
Debts.....	21,152,323	32,987,200	31,150,525
Reserves.....	7,395,214	11,227,677	11,024,891
Total liabilities.....	$102,483,537	$118,150,877	$116,111,416

DIRECTORS.—H. O. Havemeyer, Chas. H. Senff, Arthur Donner, Lowell M. Palmer, John Mayer, W. B. Thomas, John E. Parsons; Treasurer, Arthur Donner. N. Y. office, 117 Wall St.—(V. 70, p. 582, 634, 688.

American Telegraph & Cable.—Owns two cables between Nova Scotia and England. Leased until 1932 to Western Union—which see.

American Telephone & Telegraph Co.—ORGANIZATION.—Formerly controlled only the long-distance lines of the Amer. Bell Telephone Co. (which owned the entire capital stock), but on Mar. 27, 1900, the stockholders of the latter voted to turn over all of its assets to the A. T. & T. Co. See circular V. 70, p. 585. The character of these assets was indicated in V. 69, p. 826; see also V. 69, p. 907, 1149. On Jan. 20, 1900, 1,630,392 instruments were in use, against 1,157,075 on Jan. 20, 1899.

STOCK.—Authorized issue, $100,000,000 (par $100), of which two shares will shortly be given in exchange for every share of the $25,886,300 Bell stock. V. 68, p. 1178; V. 69, p. 1195, 1249. Dividends on American Bell Telephone stock were:

DIV., YEAR—	1888-91.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.	1900.
Per cent.	18 y'rly.	15	18	16½	15	15	15	15	15	Inc.Apr ,7½

BONDS.—The collateral trust mortgage of 1899 provides for the immediate needs of the company and for future extensions as required, and secures equally the collateral trust bonds and the $10,000,000 Amer. Bell debentures. The first issue of $7,625 000 coll. trust bonds (together with the Amer. Bell debentures) are secured by pledge of the securities mentioned in V. 70, p. 40. On deposit of additional collateral further bonds may be issued, but to an amount not exceeding 75 per cent of the estimated value of the collateral; and the issue at any time outstanding must not exceed the amount of the company's capital stock then paid up. V. 69, p. 1195, 1249; V. 70, p. 40. In Jan., 1900, the Co. sold $5,000,000 of the bonds, gave an option of $5,000,000 more and sold $2,000,000 of nine months' notes.—V. 70. p. 741.

REPORT.—Report of Amer. Bell Tel. Co. for 1900 in V. 70, p. 631.

Year ending Dec. 31.	1899.	1898.	1897.	1896.
Total gross earnings.....	$5,760,104	$5,448,701	$5,130,844	$5,547,429
Sur. over interest, ch'ges.	4,072,999	4,393,967	4,169,674	3,383,581
Paid dividends.....	3,882,945	3,882,945	3,682,948	3,361,233

President, John E. Hudson, N.Y. City. —V. 70, p. 232, 586, 635, 741.

American Thread.—See p. 170.

American Tin Plate.—ORGANIZATION, ETC.—Incorporated on Dec. 15, 1898, under the laws of New Jersey as a consolidation of about 95 per cent of the tin-plate mills of the United States, having a yearly capacity of nearly 10,000,000 100-pound boxes of tin. For list of mills acquired, mostly in Pennsylvania, Ohio and Indiana, see V. 67, p. 1261; V. 68, p. 329; V. 69, p. 1347. The company commenced business with $5,000,000 cash. Dividends on pref., April, 1899, to April, 1900, 1¾ p. c. quarterly (Q.-J.).

Balance sheet Dec. 31, 1899, V. 70, p. 125. Mortgages, $270,000. Profits for 1899, $3,575,487; divs. (7 p. c.) on pref. stock, $1,282,750; bal. for common stock (about 8 p. c.), $2,292,737. V. 70, p. 177. President, D. G. Reid; Secretary and Treasurer, E. G. Applegate. Main office, 21-24 State St, N. Y.—V. 70, p. 78, p. 125, 177, 688.

American Tobacco Company.—Organized in 1890 under laws of New Jersey to manufacture and sell tobacco.—See V. 64, p. 515. In Dec., 1898, sold its plug tobacco interests to the new Continental Tobacco Co., receiving therefor $30,274,200 preferred and common stock of the latter. V. 68, p. 820. See below. (V. 68, p. 128, 1138.) In Feb., 1899, acquired Union Tobacco Co., which acquired Blackwell's Durham Tobacco Co —V. 68, p. 1179; V. 69, p. 128; V. 70. p. 533.

Together with the Continental Tobacco Co. controls the American Snuff Co.—see statement below—of whose capital stock the American Co. was reported to own about $8,500,000. V. 70, p. 533.

STOCK.—See pref. certificate in editorial of May, 1893, SUP. In 1899 authorized $35,000,000 new common stock, making total $56,000,000, of which $21,000,000 was paid May 11, 1899, as a 100-per-cent stock dividend, $12,500,000 was issued to acquire Union Tobacco Co. and $1,500,000 balance is issuable for other purposes. V. 68, p. 426, 471, 617, 669, 925; V. 69, p. 25. Preferred authorized, $14,000,000

Dividend scrip issued in 1896 as scrip dividend and extended in 1899 was "payable in cash, or convertible into the common stock of the company at par, at the option of the company." The scrip bears interest at 6 p. c., payable "only out of the net earnings of the company left after the annual payment of 8 p. c. dividend on the pref. stock."

DIVIDENDS.—	'91 to '95.	1896.	'97.	'98.	'99.	1900.
Common.....	12% yrly.	6 & 20% scrip.	9	8	*7	Inc.May,3
Preferred..	8% yearly (2% quar.) to May, '00, inclusive. (V. 69, p. 25.)					

*Also 100 p. c. in common stock paid on common May 11, 1899.

ANNUAL REPORT for year ending Dec. 31, 1898, was in V. 68, p. 820:

12 *Mos.*	*Net Earns.*	*Div. on Pref.*	*Div. on Com.*	*Int. on scrip.*	*Surplus.*
1898..	$4,957,804	$1,007,020 (8%)	$1,612,300	$214,800	$2,123,684
1897..	4,179 460	969,360 (8%)	1,432,000	214,800	1,563,300

OFFICERS.—Pres., James B. Duke; Sec., Josiah Browne; Treas., Geo. Arents. N. Y. office, 111 Fifth Avenue. V. 69, p. 128; V. 70, 482.

Am. Type Founders.—Am. Waltham Watch.—See p. 170.

American Window Glass.—See page 171.

American Woolen Co.—ORGANIZATION.—Incorporated Mar. 29, 1899, under laws of New Jersey as a consolidation of the Washington Mills, Lawrence, Mass.; National Providence Mills, Providence, R. I., etc., see V. 68, p. 472; see also p. 617, and V. 69, p. 77.

STOCK.—Authorized by charter, common, $40,000,000; preferred 7 per cent cum., $25,000,000. Authorized by stockholders to acquire and finance properties above named and additional plants, $20,000,000 preferred and $30,000,000 common. Outstanding preferred, as in table; common, $29,001,100. Dividends on preferred, July, 1899, to April, 1900, both inclusive, 7 p. c. per annum (Q.-J. 15). Only liens are stated to be $40 ,000 bonds of National-Providence & Chase Mills, to be retired at maturity or earlier, if holders will accept payment.

EARNINGS.—Gross earnings for first 8½ months of new company stated to be about $26,500,000; estimated earnings for full year 1900, about $40,000 000. V. 70, p. 282. President, Frederick Ayer; Treas., W. M. Wood. Office, Ames Bldg., Boston, Mass.—V. 69, p. 232, 282.

American Writing Paper Co.—ORGANIZATION.—Incorporated in New Jersey on June 25, 1899, as a consolidation of fine writing paper mills, producing, it was stated, over 84 per cent of the output of New England States and over 76 per cent of that of the U. S. V. 69, p. 25, 128. See prospectus, V. 69, p. 128, 227. Net earnings of properties were reported to average $1,250,620 for the last ten years. Balance sheet Feb. 1, 1900. V. 70, p. 684. Common stock, $12,500,000; issued, $ 1,500,000; pref. stock and bonds as in table.

OFFICERS.—President, Elisha Morgan; Treasurer, George B. Holbrook; Secretary, R. F. McElwain. Springfield, Mass.—V. 70, p. 684.

Asphalt Co. of America.—See page 171.

Bay State Gas Co.—Stock, $100,000,000; par, $50. See p. 171.

Barney & Smith Car.—Incorporated in 1892 in West Virginia. Stock outstanding, common, $1,000,000; pref., 8 per cent, cum., $2,500,000; par, $100. Bonds, $1,000,000, 1st 50 year gold 6s, due July 1, 1942, interest J-J; subject to call at 110 after July 1, 1902. Dividends on com., in '93, 5 p. c.; on pref. 8 p. c. till Mar., '95: dividends resumed Dec. 1,189 ,when 2 p.c. was paid; 1900, Mar., 2. V. 70, p. 78

Beth. Steel.—See p. 171. **Boston El. Lt.**—V. 69, p. 281, 335.

Boston Term. Co.—See RRs. **Brooklyn Ferry.**—See p. 171.

Brooklyn Union Gas.—Incorporated in New York State Sept. 8, 1895. See plan V. 61, p. 831, and V. 62, p. 1141. Acquired Equity Gas, Jamaica G. L. and Woodhaven G. L. companies in 1897.

Contract.—Under five-year contract with city in 1897, city receives gas at $1 per 1,000 cubic feet for first year, and reduction of 2½ cents per 1,000 each year, paying 90 cents the last year. Private consumers begin at $1 20, with reduction of 5 cents yearly, to $1.—V. 64, p. 887.

DIVIDENDS.—In 1896, 6 p. c.; in 1897, 6; in 1898, 6; in 1899, 6.

BONDS.—Mortgage of 1895 is for $15,000,000 of bonds, subject to:

Bonds.	*Interest.*	*Outstanding.*	*Maturity.*
Citizens' Gas, con. (now 1st M.)	5% F. & A.	$376,000	Feb. 1, 1940
Union Gas L. con. (now 1st M.)	5% J. & J.	217,000	Jan. 1, 1920
Fulton Municipal Gas, 1st M...	6% J. & J.	197,000	July 1, 1900

Pres., James Jourdan; Treas., E. R. Chapman. (V. 70. p. 482, 471.)

Brooklyn Wharf & Warehouse.—Incorporated Jan. 21, 1895. Owns water frontage in Brooklyn 11,532 feet and leases 2,837 feet. V. 60, p. 927. Robinson Stores. V. 63, p. 115, 701.

RECEIVER.—On Feb. 5, 1900, the U. S. Mort. & Trust Co. of New York was appointed receiver. V. 70, p. 282.

REORGANIZATION COMMITTEE —Frederick P. Olcott, Chairman; Jas. N. Wallace, Secretary; U. S. Mort. & Trust Co., depositary. The Feb., 1900, interest was advanced to depositing bondholders. V. 70, p. 232, 432. In March, 1900, $15,506 000 of the $17,500 000 bonds had been deposited. V. 70, p. 533. In April, 1900, no plan issued.

STOCK.—Capital stock (par, $100); common, $5,000,000; prfd., series A, $2,500,000; prfd., series B, $5,000,000. Preferred stocks "A" and "B" are 6 p. c. cumulative, but carry no right to vote.

DIVIDENDS.—Pref. "A" in 1896, 6 p. c.; '97, 6; '98, 6; 1899, Mar., 0.

ANNUAL REPORT.—Report for year ending Jan. 31, 1899, was given in V. 68, p. 522; gross, $2,163,397; net, $1,379.994; interest, $875,000; taxes and rent, $535,942: balance, def., $68,727. Net earnings for year ending Jan. 31, 1900, were stated not to exceed $600,000. V. 70, p. 282. Pres., Gurdon B. Horton; Treas., Warren B. Nash; Sec., Sam'l Taylor, Jr., 66 Broad St., N.Y.—V. 70, p. 383, 431, 533.

Buffalo Gas.—See page 164. **Brunswick Co.**—See page 171.

Calumet & Hecla Mining.—Stock, $2,500,000; par $25. Dividends 1895-96, 100 p. c.; 1896 97, 120 p. c.; in 1897-98, 160 p. c.; in 1898-99, 280 p. c.; June 28, 1899, 80 p. c; Sept 29, 80 p. c.; Dec. 29, 80 p. c.; in 1900, March 30, 80 p. c.; V. 69, p. 226; V. 70, p. 282.

Cambria Steel—Central Foundry.—See p. 171.

Celluloid Company.—ORGANIZATION.—Incorporated Nov. 25, 1890, in N. J. Stock, $6,000,000; issued $5,925,000; par, $100.

DIVIDENDS.—	1892.	1893.	1894 to 1897.	1898.	1899.	1900.
Per cent.....	6	5½	4 yearly.	5	6	Apr., 1½

Factories at Newark, N. J.; office, 30 to 36 Washington Place, N. Y. President M. C. Lefferts; Vice President, J. A. Bartow; Treasurer, F. R. Lefferts; Secretary, J. R. Halsey.—V. 69, p. 1195.

Cent. & So. Am. Teleg.—Cent. Un. Teleph.—See p. 171.

Chesapeake & Del. Canal.—See SUP., Jan., 1898; V. 69, p. 26.

Chesapeake & Ohio Canal—SUP. 1890; V. 69, p. 1195, 1303.

Chicago Edison.—V. 69, p. 227, 796, 1149, 1347; V. 70 p. 40.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Junction Railways & Union Stock Yards—Stock..	....	$100	$6,500,000	8 in 1899	Q.—J.	N. Y., Office, 40 Wall St.	Apr 2, '00, 2%
Preferred, 6 per cent cumulative, pref. also as to assets.	....	100	6,500,000	6 in 1899	Q.—J.	N. Y., Office, 40 Wall St.	Apr. 2, '00, 1½
Collateral trust, gold, $ or £ ..... c*	1890	1,000	10,000,000	5 g.	J. & J.	N.Y., Cent. Tr.; London.	July 1, 1915
Mort. and collat. trust ref. gold bonds, $14,000,000....	1900	1,000	4,000,000	4 g.	A. & O.	New York.	Apr. 1, 1940
Claflin (H. B.) Company—Common stock.....	....	100	3,829,100	7 in 1899	Q.—J.	N.Y., Office—Church St	Apr. 14, '00, 2%
1st pref. 5 per cent, *gold*, cum.... } pref. as to princi-	....	100	2,600,300	5 in 1899	Q.—F.	do do	May 1, '00, 1¼
2d pref. 6 per cent, cumulative.... } pal and dividends.	....	100	2,570,600	6 in 1899	Q.—F.	do do	May 1, '00, 1½
Colorado Fuel & Iron—Col. Coal & Iron 1st M., g., ext..c*	1880	1,000	2,766,000	6 g.	F. & A.	N.Y., Knickerbocker Tr.	Feb. 1, 1902
Colorado Fuel Co's gen. mort., gold, s. f. red. at 110..c*	1889	1,000	880,000	6 g.	M. & N.	N. Y., Atlantic Trust Co.	May 1, 1919
Col. Fuel & Ir. gen. M. ($6,000,000) g.,s.fd., red. 105.c*&r	1893	1,000	2,303,000	5 g.	F. & A	N.Y., Chase Natl. Bank	Feb. 1, 1943
Grand River Coal & Coke 1st M., gold, not guar.....c*	1889	1,000	769,000	6 g.	A. & O.	N.Y., Knickerbocker Tr.	July 1, 1919
Col. Coal & Iron Devel., 1st M., g., gu., red. at 105.c*&r	1889	1,000	700,000	5 g.	J. & J.	New York.	July 1, 1909
Col. & Hock. Coal & Iron—1st M.g. (old 6s int. reduced) c.c*	1887	1,000	918,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1917
Commercial Cable—Stock ($15,000,000).....	....	100	1,333,300	8 in 1899	Q.—J.	N. Y., 253 Broadway.	Apr. 14, '00, 1¾
First mortgage, gold.....c&r } $20,000,000	1897	100 &c.	10,063,000	4 g.	Q.—J.	N.Y., F.L.& T.Co. & Off	Jan. 1, 2397
Do deben. stock £ (same lien as bonds.)	1897	£1 &c.	7,937,000	4 g.	Q.—J.	Off., London, England.	Jan. 1, 2397
Consol. Gas of Baltimore City—Stock.....	....	100	10,770,968	See text.	J. & D.	Baltimore.	Dec. 1, '99, 2%
Prior lien bonds, see text (2 issues) See V. 70, p. 794.c	....	500 &c.	4,600,000	6	Text.	First Nat. Bk., Balt.	1900 & 1910
Consol. 1st M., gold, $7,000,000. MeBa..... c*	1888	1,000	2,182,000	5 g.	J. & J.	do do	July 1, 1939
Consolidated Gas (N Y.)- Stock—$54,595,200	....	100	54,595,200	5½ in '99	Q.-M.15	N. Y., Office, 4 Irving Pl.	Mch.15'00, 1%
Metropolitan Gas Light Co. 1st mortgage.....c'	1881	500 &c.	624,500	6	F. & A.	N. Y., Farm. L. & Tr. Co.	Aug. 1, 1901
Debentures..... .....r	1888	1,000	1,477,000	5	M. & N.	N. Y., Office, 4 Irving Pl.	May 1, 1908
Consolidation Coal—Stock.....	....	100	10,250,000	2 in 1900	Feb. 1	N. Y., Guaranty Tr. Co.	Feb. 1, '00, 2%
1st M., $750,000, g., sink. fd., red. each Jan. at 105....G	1896	1,000	600,000	4½ g.	J. & J.	do do	Jan. 1, 1922
Continental Tobacco—Stock, common, $50,000,000.....	....	100	48,844,100	.....	.....	.....	.....
Stock, pf. (as to assets and div.) non-cum., $50,000,000	....	100	48,844,600	.....	Q.—J.	N.Y., Manhattan Trust.	Apr. 2, '00, 1¾

Chicago Junction Railways & Union Stock Yards.—Organization.—This company, incorporated in 1890 under the laws of New Jersey, has purchased 98 per cent of the stock of the Union Stock Yard & Transit Company of Chicago. The property thus controlled consists of 470 acres of land (with one mile of water front) containing in December, 1896, warehouses, sheds and pens to accommodate 75,000 cattle, 300,000 hogs, etc. See Chicago Junction Ry., in "Railroads."

Dividends.—On pref., 6 p. c. yearly. On common 1891, 10; 1892, to Apr., '00, incl., 8 p. c. yearly. Beginning Apr., 1900, dividends will be quarterly (Q-J).—V. 70, p. 328.

Bonds.—The *collateral trust* bonds are secured by deposit with the Central Trust Company, trustee, of over 90 per cent of the stock of the Union Stock Yard Transit Company. The *incomes* carry interest after payment of interest on the collateral trust bonds and 6 per cent on pref stock. See V. 54, p. 328; V. 66, p. 1043. Incomes.—*Coupons paid*—January, 1894, to Jan., 1900, inclusive.

In 1900 $14,000,000 collateral trust and refunding 4 per cent bonds were authorized to take up at maturity the existing $10,000,000 5s, due 1915, and for extensions and improvements.—V. 70, p. 533.

Annual Report.—Fiscal year changed in 1897 to end Dec. 31; annual meeting second Thursday in Feb. Report in V. 70, p. 278, 379.

	1899.	1898.	1897.
Dividends of U. S. Y. Co., &c.....	$1,768,485	$1,699,382	$1,705,796
Balance previous year.....	28,382	43,379	26,987
General expenses, rents, &c.....	66,768	64,756	56,378
Interest on bonds.....	646,050	649,625	633,025
Dividends.....	910,000	910,000	910,000
Depreciation.....	90,000	90,000	90,000
Balance, surplus.....	$84,049	$28,381	$43,380

Union Stock Yards & Transit Co.— (Year end. Dec. 31)	1899.	1898.	1897.	1896.
Gross earnings.....	$3,977,139	$3,731,542	$3,321,423	$3,313,578
Net earnings.....	*2,042.743	*2,023,386	1,932,231	1,984,267

*Includes Chic. Junc. Ry. in 1898 and 1899.

Directors.—Chauncey M. Depew (Chairman), W. Scott Fitz, Boston; National Thayer, Boston; W. J. Sewell, Camden, N. J.; F. H. Prince, Boston; Albert H. Veeder and P. A. Valentine, of Chicago; Wm. D. Guthrie and William C. Lane, of New York; George Peabody Gardner, Boston. N. Y. office, 40 Wall.—(V. 70, p. 379, 383, 533.)

Claflin (H. B.) Co.—See page 171.

Colorado Fuel & Iron.—*(See Map)*—A Colorado corporation formed in Oct., 1892, by consolidation [V. 55, p. 373, 639,] of Colorado Fuel and Colorado Coal & Iron companies. See V. 62, p. 461.

Stock.—Preferred is $2,000,000 8 per cent cumulative (par $100). On Sept. 25, 1899, the stockholders voted to increase the common stock from $11,000,000 to $23,000,000, for important additions and improvements, to be issued from time to time as required. Of the increased stock, $6,000,000 had been issued to March, 1900.—V. 69, p 494, 540, 6-7; see also circular in full, p. 652, 653, 794.

Bonds.—See application for listing bonds V. 62, p. 461. Col. Coal & Iron 6s were extended two years from Feb. 1, 1900.—V. 70 p. 40, 232.

Dividends.—	1893.	1894.	1895.	1896.	'97.	'98	'99.	1900.
Common.....	1¼ %	0	0	0	0	0	0	0
Preferred	8 (4 sc.)	4 sc.	0	8	4	0	0	See below.

Overdue on preferred in Apr., 1900, 20 p. c., $400,000. On Feb. 15 and Apr. 2, 1900, 8 p. c. each was paid on pref. and dividends are to be paid at short intervals as earnings warrant until all arrears are paid. V. 70, p. 127.

Latest Earnings.—For 8 mos. ending Feb. 28 in 1899-0, net, $1,506,432, against $641,828 in 1898-9. Report for 1898-9 in V. 69, p. 540,

	Gross		Net	
Year end'g June 30.	1899.	1898.	1899.	1898.
Fuel department.	$4,627,909	$3,931,865	$988,020	$832,761
Iron department.....	3,237,109	1,289,886	204,990	dr10,308
Retail dept., etc.....	336,374	267,364	56,624	24,990
Total.....	$8,201,392	$5,489,115	$1,249,634	$847,444
Bal. to inc. acct. aft. deduct'g gen. expenses....			$1,094,675	$711,543

Interest on bonds, $406,043; taxes, exchange, etc., $82,244; sinking fund, $328,868; balance, surplus for year 1898-99, $277,520.

Officers.—J. C. Osgood, President; John L. Jerome, Treas. Office, Denver, Col. New York office, 71 Broadway.—V. 70, p. 431, 635, 794.

Columbus Hocking Coal & Iron Co.—See page 171.

Commercial Cable Co.—Owns three cables from Nova Scotia to Ireland; one from Ireland to Havre, France; one from Ireland to Bristol, England; one Nova Scotia to New York and one to Rockport, Mass. &c. Jan. 1, 1897, Postal Telegraph Cable Co. was purchased and its stock of $15,000,000 mostly exchanged, $ for $, for 4 p. c. bonds. The first mortgage covers all the property and leases and also the stocks owned of the various companies controlled—see V. 64, p. 951. Postal Co. Dec. 31, 1899, had 156,543 miles of wire (land lines), 2,908 offices.

Stock.—In Dec., 1899, stock was increased from $10,000,000 to $15,000,000 and $3,333,300 subscribed by stockholders.—V. 69, p. 1195.

Dividends.—1889.	'90.	'91 to '96.	1897-'98.	'99.	1900.
Per cent.....	1½	6	7 yearly.	8	8 Including Apr., 4½

Annual Report.—Fiscal year ends Dec. 31. Report '99 in V. 70, p. 479.

Years.	*Gross.*	*Net.*	*Int., etc.*	*Div'ds.*	*Reserve.*
1899.....	$3,356,204	$2,343,601	$720,000	$800,000	$1,000,000
1898.....	3,031,838	2,028,013	707.808	800,000	592,761

Surplus on hand Dec. 31, 1898, $401,462; deficit in 1899, $176,399; balance Dec. 31, 1899, $228,063.

J. W. Mackay, President; Vice-President and General Manager, G. G. Ward; Office, 253 Broadway, New York.—(V. 70, p. 479, 635.)

Commonwealth Electric.—V. 69, p. 1149; V. 70, p. 635.

Compressed Air—Consolidated Car Heating—See page 171

Consolidated Gas of Baltimore City.—Incorporated May 5 1888 under the laws of Maryland. Stock.—Authorized $11,000,000.

Price of gas was ordered to be reduced in Feb., 1900, from $1 25 to $1 10 per 1,000 cubic feet, but company will contest the matter in the courts. V. 70, p. 431, 635, 794.

Dividends.—	1891.	1892.	1893 to 1896.	1897.	1898.	1899.
Per cent.....	3	4½	5 yearly.	4¼	4¼	4

Consols are reserved to retire following bonds assumed:
Consol. Gas Co. (of 1880) 6s. J. & J., due July 1, 1910, $3,600,000.
Chesapeake Gas Co. 6s, J. & D., due June 1, 1900, $1,000,000.

Earnings.—For year 1899, gross earnings were $1,672,284; net earnings, $826,066; fixed charges, $387,720; dividends (4 p. c.), $430,808; bal., sur., $7,538. Total surplus Jan. 1, 1900, $301,018. V. 70, p. 431.

Officers.—President, John W. Hall; Sec., N. T. Meginness; Treas. Jos. W. Clarke; office, 19 South St., Baltimore. V. 70, p. 635, 794.

Consolidated Gas of New York.—This company was organized Nov. 11, 1884, as a consolidation. Law regulating price of gas in N.Y. City, see V. 64, p. 1000. Dividends, formerly 6 per cent, were from June, 1893, to 1898, 8 p. c. yearly; in 1899, 5½ p. c.; 1900, March, 1 p. c. Balance sheet March 1, 1900, V. 70, p. 738.

In Mar., 1900, the stock was increased from $39,078,000 to $54,595,200, to acquire the entire $36,000,000 capital stock of the N. Y. Gas & Elec. Light, Heat & Power Co. All the electric-lighting business of Manhattan is therefore under the management of Consol. Gas. Co.—V. 70. p. 40, 127, 330. Office, 4 Irving Place.

Officers—President, Harrison E. Gawtry; Sec., O. F. Zollikoffer; Treas., G. W. Doane. Trustees—Wm. C. Whitney, H. E. Gawtry, Samuel Sloan, John P. Huggins, William Rockefeller, M. Taylor Pyne, Geo. F. Baker, James Stillman, S. S. Palmer, H. D. Auchincloss, F. A. Schermerhorn, A. N. Brady, T. F. Ryan. V. 70, p. 738, 741.

Consol. Gas of Pittsburg.—See Pittsburg in St. Ry. Supp.

Consol. Ice.—See Amer. Ice Co.—Page 170 and V. 69, p. 386.

Consol. Lake Super.—Con. Ry. El. L. & Equip.—See p. 171

Consolidated Rubber Tire Co.—Organization.—Incorporated in New Jersey in June, 1899. Stock, $5,000,000; pref. 6 p. c. cum., $5,000,000. of which $4,000,000 of each are outstanding. Dividends on preferred, Sept., 1899, to Mar., 1900, 1½ p. c. quarterly (Q. M.) Last div. paid Mar. 1, 1900. Checks are mailed. Secretary, Frederick A. Seaman. As to notice of protective committee and earnings for 6 mos. ending Dec. 31, 1899, see V. 70, p. 794. Office, Trenton, N. J. Emerson McMillin & Co. were interested.—V. 70, p. 794.

Consolidation Coal Co.—Incorporated in 1864. Baltimore & Ohio RR. owns $3,810,000 stock. Coal mined in 1899, 1,536,468 tons; in 1898, 1,435,418 tons. Owns $1,500,000 stock of Cumberland & Penn. RR. (which see) and guarantees its $1,000,000 bonds.

Dividends since 1883: for 1884 and 1885, 1; for 1886, ¾; for 1887, 1½; for 1888, 2¼; from 1889 to Feb., 1900, inclusive, 2 p. c. yearly.

Earnings.—Statement for 1899 in V. 70, p. 278, showed: Gross receipts of mines, RRs., &c., $2,264,322; net receipts, $567,646; total net income, $665,996; interest, including interest on guar. bonds (see above), taxes, etc., $195,640; balance, surplus for dividends, $470,356; dividends, $205,000. Royalty fund Dec. 31, 1899, $579,612, invested in interest-bearing securities. Pres., C. K. Lord; Sec. and Treas., T. K. Stuart, 44 South St., Baltimore, Md.—(V. 69, p. 1195; V. 70, p. 278).

Consol. Water Co. of Utica.—See page 171.

Continental Cotton Oil.—See Supplement for July, 1899.

Continental Tobacco Co.—Incorporated Dec. 9, 1898, under the laws of New Jersey. Acquired by purchase the entire business and assets of the P. J. Borg Co., Middletown, O.; Daniel Scotten Co., Detroit, Mich.; John Finzer & Bros. (incorporated), Louisville, Ky.; P. H. Mayo & Bro. (incorporated), Richmond, Va.; J. Wright Co., Richmond, Va.; Wright Bros. Tobacco Co., St. Louis, Mo.; Brown Tobacco Co., St. Louis, Mo.; Drummond Tobacco Co., St. Louis, Mo.; Liggett & Myers Tobacco Co., St. Louis, Mo.; Buchanan & Lyall, Brooklyn, N. Y.; and purchased the plug chewing tobacco business of Amer. Tobacco Co. and $3,000,000 common stock of P. Lorillard Co. See V. 69, p. 745.

The company offered until Apr., 1, 1900, to exchange the $2,000,000 Lorillard preferred stock at par for its 7 per cent gold debentures. V. 70, p. 331. Jointly with American Tobacco Co. controls the American Snuff Co.—see statement of latter on subsequent page—of whose capital stock it was reported to own about $4,500,000. V. 70, p. 533.

Stock.—Apr. 21, 1899, increased the common and preferred stocks from $37,500,000 to $50,000,000 each. V. 68, p. 670, 771.

Dividends.—On pref., Oct. 1899 to Apr., 1900, at 7 p. c. per annum.

Report.—Report for year ending Dec. 31, 1899, with balance sheet, was in V. 70, p. 738, showing: Net earnings, $2,032,756; div. on pref. (3½ p. c.), $1,709,561; bal., sur., for year, $323,195.

Officers.—President, James B. Duke; 1st Vice-Pres., Chas. E. Halliwell; 2d Vice-Pres., Frank H. Ray; 3d Vice-Pres., Oren Scotten; Treas., H. D. Kingsbury; Sec., C. C. Dula. N. Y. office, 111 Fifth Ave.—(V. 68, p. 771, 926; V. 69, V. 284, 387, 494, 745; V. 70, p. 330, 482, 738.)

Cramp (Wm.) & Sons Ship & Engine Bld. Co.—See p. 164.

Cumberland Telephone.—Sup. of Jan., 1900, and V. 70, p. 688

Denver Gas & Electric.—See p. 171.

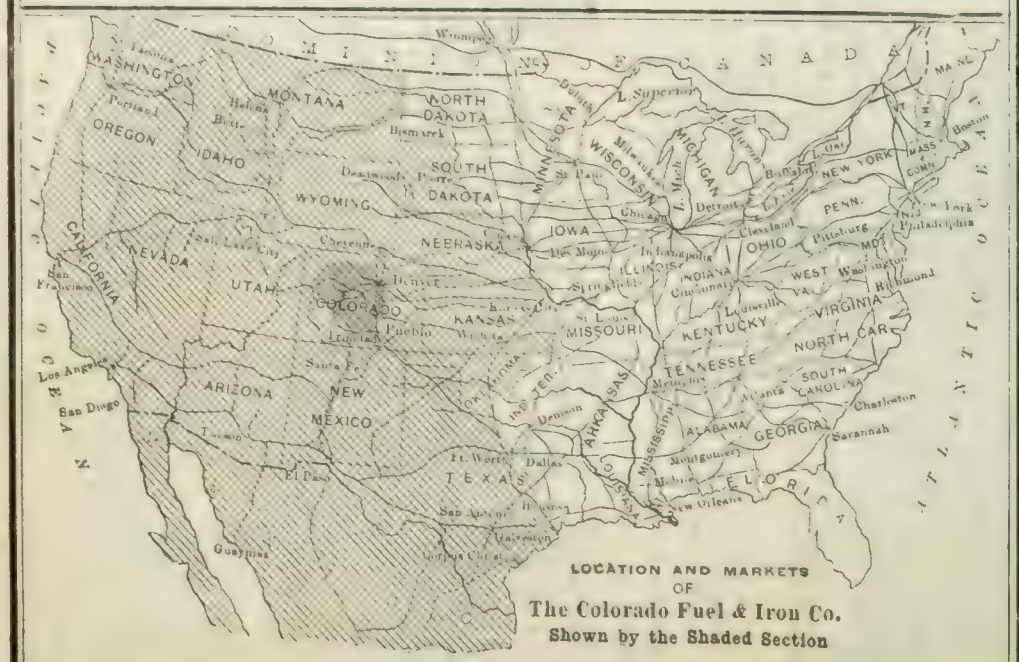
Denver Union Water Co.—Detroit City Gas.—See p. 172.

Detroit Union RR. Depot.—See Sup., Oct., 1897.—V. 69, p. 494

INDEX TO MAP—SHOWING LOCATION OF PROPERTIES.

The respective properties are indicated by a star and number, the latter corresponding to the number in this index.

0. General Offices.
1. Steam coal lands.
2. Dry-domestic-coal lands.
3. Elk Head Mountains, anthracite lands.
4. Domestic-coal lands.
5. Lignite lands.
6. Semi caking-steam and domestic-coal lands.
7. Semi-caking steam and domestic-coal lands.
8. Semi caking steam and domestic-coal lands.
9. Dry domestic and steam-coal lands.
10. Coke ovens.
11. Semi caking domestic-coal mines.
12. Coking-coal mines.
13. Coke ovens.
14. Coking-coal mines.
15. Iron lands.
16. Anthracite mine.
17. Anthracite mine.
18. Coking coal mine. Coke ovens.
19. Iron lands.
20. Iron mine.
21. Iron mine.
22. Iron lands.
23. Domestic-coal mines.
24. Steel works.
25. Limestone quarries.
26. Domestic-coal mine.
27. Domestic-coal mine.
28. Domestic-coal mine.
29. Domestic-and steam coal mine.
30. Domestic-and steam-coal mine.
31. Iron lands.
32. Domestic-coal lands.
33. Coking coal mine.
34. Coking-coal lands.
35. Coke ovens.
36. Coking coal mine.
37. Coke ovens.
38. Coking-coal mine.
39. Iron lands.



LOCATION OF PROPERTIES OF

THE COLORADO FUEL & IRON CO.

WITH REFERENCE TO

THE COAL FIELDS OF COLORADO.

MISCELLANEOUS. For explanation of column headings, &c., see notice on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Denver Union Water Co.—1st mortgage, $8,000,000, gold	1894	$100&c.	$7,000,000	5 g.	J. & J.	N.Y. Fourth Nat. Bank.	July 1, 1914
Detroit City Gas—Prior lien mort., $6,000,000, gold.Co.c*	1898	1,000	4,575,000	5 g.	J. & J.	N. Y., Emerson, McM.	Jan. 1, 1923
Detroit Gas, consol. 1st mort. for $4,500,000, gold..c&r	1893	1,000	397,000	5 g.	F. & A.	N. Y., Guaranty Tr. Co.	Feb. 1, 1918
Diamond Match.—Stock, $15,000,000, listed in Chicago..	....	100	14,750,000	10 in '99	Q.—M.	By check fr.Chicago off.	Mch.12,'00,2½
Distilling Co. of America—Common stock, $70,000,000..	....	100	44,202,665	.....	.....	.....	.....
Preferred stock, 7 per cent, cumulative, $55,000,000	....	100	29,283,831	.....	.....	.....	.....
Am. Spirits Mfg., 1st M., g., call at 105, s.f., 5%. Ma.c*	1895	1,000	1,899,000	6 g.	M. & S.	New York.	Sept. 1, 1915
Ky. Dist.&W. 1stM.,$5,000,000,g.coll. at 105 aft. 5 yrs. Ce	1900	.....	None Apr., '00	5 g.	J. & J.	.....	1920
Edison Electric Illuminat'g of Brooklyn—See KINGS CO. ELEC. LIGHT & POWER.							
Edison Electric Illuminating of New York—See N. Y. GAS & ELECTRIC LIGHT HEAT & POWER.							
Electric Storage Battery—(Stock, $5,000,000 pref.).....	....	100	16,875,000	.....	.....	.....	.....
Electric Vehicle Co.—Common stock, $7,000,000.	....	100	7,000,000	.....	..	N. Y., 100 Broadway.	Dec. 29,'99,2%
Preferred stock, 8 per cent, non-cum., $5,000,000.. ...	....	100	10,000,000	2 in April, 1900		do	Apr.16.'00, 2%
Equitable Ill. Gas L. Co. of Phila.—1st M g., red.at 105.N	1898	1,000	7,261,000	5 g.	J. & J.	N. Y. Security & Tr. Co.	Jan. 1, 1928
Erie Telegraph & Telephone—Stock ($15,000,000).	....	100	10,000,000	4¼ in '99	Q.—J.	Checks mailed.	Apr. 9,'00, 1¼
Col. trust gold bonds ($1,000,000) 10% red. y'ly aft.'99	1894	500 &c.	1,000,000	6	A. & O.	Boston, Old Colony Tr.	Apr. 1, 1909
do do ($4,000,000) s. f., not subj. to call.c*	1896	1,000	3,905,000	5 g.	J. & J.	do do	July, 1926
Debentures, gold, $5,000,000 c	1899	1,000	5,000,000	5 g.	J. & J.	do do	July 1, 1928-9
Federal Steel—Common stock, $100,000,000.....	....	100	46,484,300	See text.	.....	N.Y., Off., Empire Bldg.	Mch.20,'00,2½
Preferred stock (as to assets and 6% div.) non-cum....	....	100	53,260,900	do	Q.—J.	do do	Apr.20,'00,1½
Illinois Steel, convertible debentures, see text.....c*	1890	1,000	2,922,000	5	J. & J.	do do	Jan. 1, 1910
Non-convertible debentures for $7,000,000, A & B. c*	1893	500 &c.	6,900,000	5	A. & O.	do do	Apr. 1, 1913
Elgin Joliet & Eastern, 1st M.($10,000,000) gold.Ce.c*	1891	1,000	7,417,000	5 g.	M. & N.	do do	May 1, 1941
Duluth & Iron Range, 1st mortgage, Mp.....c&r	1887	1,000&c	6,732,000	5	A. & O.	do do	Oct. 1, 1937
2d mortgage, currency, red. at 105, $5,000,000.Ce.c*	1896	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1916
JohnsonCo.of Pa.,1st M ,red.$100,000 Sep.1,y'ly.Us. c	1894	1,000	1,500,000	6	M. & S.	N. Y., U. S. Trust Co.	To 1914

Diamond Match.—ORGANIZATION, ETC.—Organized in 1889 under laws of Illinois. Owns factories at Boston, Mass., Barberton, O., Detroit, Mich., Oshkosh, Wis., Oswego, N. Y., etc.; also store properties at Baltimore and Philadelphia, and saw mills at Green Bay, Wis.; Athol, Mass.; Keene, N. H., and Vicksburg, Miss., with extensive pine stumpage.

DIVIDENDS.—	1893.	1894.	1895.	1896 to Mar., 1900.
Since 1892, p. ct.	20	10	21⅛	10 (2½ quar.)

STOCK.—Increased from $7,500,000 to $9,000,000 in March, 1893, for new plant, etc.; in Feb., 1895, to $11,000,000 (V. 59, p. 1058); in 1899 to $15,000,000 to extinguish the $1,250,000 floating debt, increase the working capital and acquire Continental Match Co., etc.—V. 69, p. 592.

ANNUAL REPORT.—For 1899 in V. 70, p. 278, showed net, $1,513,767; in 1898, $1,155,997; in 1897, $1,274,918.

OFFICERS.—President, O. C. Barber; Treasurer, J. K. Robinson; Sec'y, R. E. Wirt; Auditor, H. C. Kranz. Chicago.—(V. 70, p. 278.

Distilling Co. of America.—ORGANIZATION.—Incorporated in New Jersey on July 11, 1899, under the laws of New Jersey, as a combination of the American Spirits Manufacturing Co., Kentucky Distilleries & Warehouse Co., Spirits Distributing Co. and Standard Distilling & Distributing Co. per plan in V. 68, p. 1224—V. 69, p. 150. Formal possession of the majority interest in the securities of the four companies deposited was taken July 13, 1899. A number of rye whiskey concerns, including Hannis Distilling Co of Philadelphia and Baltimore, acquired in July, 1899 (V. 69, p. 179, 494, 745). In Nov., 1899, it was claimed that three-fourths of the Kentucky whiskey product and about 85 per cent of the spirit product of the country were controlled. V. 69, p. 957. In Jan., 1900, a stockholders' committee, William L. Bull, Chairman, was investigating the condition of property. V. 69, p. 1347.

STOCK, ETC.—Stock authorized, common, $70,000,000; pref., 7 per cent, cum., $55,000,000; proposed to be reduced by cancellation to common $50,000,000 and preferred $35,000,000, of which $3,748,000 common and $3,750,000 preferred will be in the treasury, leaving the outstanding amounts $46,252,000 common and $31,250,000 preferred stock. Of these last-named amounts, $2,049,335 common and $1,966,169 preferred were unissued in April 1900, being held for exchanges of securities of constituent companies. V. 68, p. 1224; V. 70, p. 385, 794. For earnings of Standard Co. in 1898-9, see V. 69, p. 179.

BONDS.—In Jan., 1900, the Kentucky Distilleries & Warehouse Co. filed a mortgage to secure $5,000,000 twenty-year five per cent gold bonds, but subject to call after five years at 105, to develop the resources of that constituent company.—V. 70, p. 78.

DIRECTORS.—Samuel M. Rice, President; Thomas Dolan, Hugh J. Grant, R. A. C. Smith, Frederick Flower, Gen. G. E. P. Howard, E. H. Schley, Edson Bradley, George R. Sheldon, John M. Atherton and H. J. M. Cardeza; Secretary Thomas H. Wentworth. Office, 27 William St., N. Y. V. 69, p. 1347; V. 70, p. 40, 78, 383, 794.

Dominion Coal Co.—See V. 68, p. 1129; V. 69, p. 27, 79.

Dominion Iron & Steel.—See page 172.

Edison El. Ill. of Brooklyn.—See KINGS CO. EL. L. & POWER.

Edison Electric Illuminating Co. of New York.—See N. Y. GAS & ELECTRIC LIGHT, HEAT & POWER; also April, 1899, SUP.

Electric Boat—Electric Co. of America.—See page 172.

Electric Storage Battery.—Incorporated in 1888 under laws of New Jersey. Owns basic patents for storage batteries. In May, 1899, conveyed the exclusive license for the manufacture of storage batteries for automobile purposes to the newly-organized Columbia Automobile Co., of whose $3,000,000 capital stock it acquired $1,000,000 and the Pope Manufacturing Co. $1,000,000 (V. 69, p. 76.) Also acquired in 1899 about $4,000,000 stock of Electric Vehicle Co.—see below.

STOCK, ETC.—Common, auth., $13,000,000; outstanding, as in table. Preferred, 1 per cent cumulative, $5,000,000 (par $100). After 1 p. c. on preferred, common and preferred share equally. In Feb., 1899, pref. dividends were 4 p. c. in arrears. In 1899 increased the common stock from $8,500,000 to $13,000,000. $3,375,000 of the increased stock being allotted to the stockholders at par.—V. 69, p. 76.

REPORT.—Report for year ending Dec. 31, 1899, in V. 70, p. 632, showed: Gross shipments, $2,122,679, against $1,163,584 in 1898; net profits from manufacturing after deducting interest on bonds, etc., $609,085, against $260,151; add income from royalties and investments, $315,438, against $39,515; net income, $924,523 in 1899, against $299,670 in 1898. President, Geo. H. Day; office, 100 Broadway, New York.—V. 69, p. 87; V. 70, p. 175, 586, 632.

Electric Vehicle Co.—ORGANIZATION.—Incorporated in 1897 under the laws of New Jersey. Purchases the total output of the Columbia & Electric Vehicle Co. and sells the same to the various electric vehicle transportation companies throughout the country. V. 69, p. 76, 180. In May, 1899, transferred all its patents and inventions to Columbia & Electric Vehicle Co., of whose $5,000,000 capital stock the Electric Vehicle Co. owns half and the Columbia Automobile Co. half. The last-named company makes the storage batteries for the vehicles under arrangement with Electric Storage Battery Co. As to relations of companies, sources of income, etc., see V. 69, p. 850.

STOCK—After 8 per cent on common, dividends are to be divided pro rata between the common stock and the preferred stock outstanding. In 1899 the outstanding stock was increased, common from $5,000,000 to $7,000,000 and preferred from $1,000,000 to $5,000,000. Electric Storage Battery Co. in 1899 owned about $4,000,000 of stock

REPORT.—Report for 8 mos. ending Aug. 31, 1899, in V. 69, p. 850.

DIVIDENDS.—A dividend of 8 per cent on preferred and 2 per cent on common paid April 1, 1899, "out of net earnings for year 1899." In July, 1899, 2 p. c. on common: Oct., 2 p. c.; Dec. 29, 2 p. c. On preferred in 1900, April, 2 per cent.—V. 70, p. 586.

President, Robert Mc. A. Lloyd. Executive Committee, Isaac L. Rice, John Jacob Astor, Geo. H. Day and Martin Maloney. Office, 100 Broadway.—V. 69, p. 180, 228, 647, 796, 850; V. 70, p. 586.

Empire Steel & Iron.—See page 172.

Equitable Gas Light (of N. Y.)—SEE NEW AMSTERDAM GAS CO.

Equitable Ill. Gas Light of Phila.—See page 172.

Erie Telegraph & Telephone Co.—ORGANIZATION—Owns 74 per cent of the Cleveland Telephone Co., 80 per cent of the Northwestern Telephone Exchange Co., and 82 per cent of the Southwestern Telegraph & Telephone Co., operating in the States of Ohio, Minnesota, North and South Dakota, Texas and Arkansas, under licenses from Am. Bell Co. In 1899 acquired control of Michigan Telephone Co (V. 68, p. 40, 187) and Wisconsin Telephone Co., and in Jan., 1900, through the former, of the Detroit Teleph., New State Teleph. and other companies of Michigan. In Feb., 1900, the Telephone Telegraph & Cable Co. had obtained control through the purchase of 5,001 out of the 10,000 shares of stock. See V. 70, p. 432.—V. 68, p. 979, 1023, 1225; V. 70, p. 127, 178, 232, 283, 331.

STOCK.—Listed on N.Y. Stock Exchange in 1894; see V. 59, p. 701.

The stockholders on Dec. 15, 1899, voted to increase the capital stock from $5,000,000 to $15,000,000.

DIVIDENDS.. Per cent..	1888.	'89.	'90.	'91.	'92 to '98.	'99.	1900.
	4	4	4	1	4	4¼	Incl. Apr., 2½

REPORT.—Earnings of sub-companies for year ending Dec. 31, 1899, gross, $3,676,400, against $2,818,477 in 1898; net $1,314,162, against $820,502. V. 69, p. 1105. Report for 1898 in V. 68, p. 878, showed: Surplus over dividends, $21,706 for year; total surplus of subcos., Jan. 1, 1899, $234,367. For the same period E. T. & T. Co. proportion of dividends, $423,650; dividends paid by Erie (4 per cent) $198,000; expense account, $219,076; net surplus for year, $6,574. Office, Lowell, Mass. (V. 70, p. 78, 127, 178, 232, 282, 432, 534.)

Fort St. Union Depot (Detroit).—See SUP., April, 1897.

Federal Steel.—*(See Map.)*—ORGANIZATION.—Incorporated in N. J. Sept. 9, 1898, with liberal powers (V. 67, p. 530), to acquire by purchase (plan in V. 67, p. 483, 633,) the capital stocks of the Minnesota Iron Co. (and through it owning the entire stocks of the Duluth & Iron Range RR. Co. and Minn. SS. Co.), the Illinois Steel Co. and the Elgin Joliet & Eastern Ry. Co. The entire outstanding issues of the capital stocks of these companies have been acquired and are now owned by the Federal Steel Company; it has also acquired the entire capital stocks of the Lorain Steel Co. and the Johnson Co. of Pa.

STOCK, ETC.—Stock authorized, $100,000,000 each of common and 6 p. c. non-cumulative preferred. For amount issued see table above. Preferred stock is preferred both as to assets and dividends. See V. 67, p. 578, 1008.

The Federal Steel Company has no bonded debt. The companies whose entire capital stocks it owns have outstanding bonds and debentures as per schedule above. The Illinois Steel Co. convertible 5 per cent debentures of 1910 (original issue $6,200,000) were called for payment on May 3, 1899, but right to retire same was, for the present, waived by the company, provided bonds were presented for an endorsement thereon permanently waiving the right of exchanging same for stock; 2,922 bonds were thus endorsed; of the balance 3,271 have been redeemed and the remaining 7 will be paid on presentation. V. 68, p. 232, 282.

DIVIDENDS.—Preferred: 1½ p. c. April 5, 1899, 1½ p. c. Sept. 12, 1899; 1900, Jan., 3 p. c.; Apr., 1½ p. c. Common: 1¼ p. c., paid Jan. 20, 1900 (declared in July, 1899, but deferred to comply with legal decision); on Mar. 20, 1899, 2½ p. c., making 3¾ p. c. for 1899. V. 70, p. 331. Further dividends on common stock will probably not be paid until Jan., 1901, owing to legal reasons.—V. 70, p. 689.

OPERATIONS.—Report for year ending Dec. 31, 1899, in V. 70, p. 684 (balance sheet, p. 790), showed: Net receipts of Federal Steel Co. above expenses to Dec. 31, 1899, $5,111,038; div. on pref. stock (6 p. c.), $3,195, 41; dividends on common stock (3¾ p. c.), $, 43,162; balance, surplus, $172,335. In addition the surplus of constituent companies to Dec. 31, 1899, after payment of all expenses, depreciation, extraordinary displacements, dividends to Federal Steel Co., etc., was $4,407,307.

The production in 1899 of the several properties included:

Year.	Iron Ore Mined.	Pig Iron and Spiegeleisen.	Steel Ingots.	Steel Rails.
1899..	2,933,051 tons	1,569,277 tons	1,721,812 tons	755,203 tons

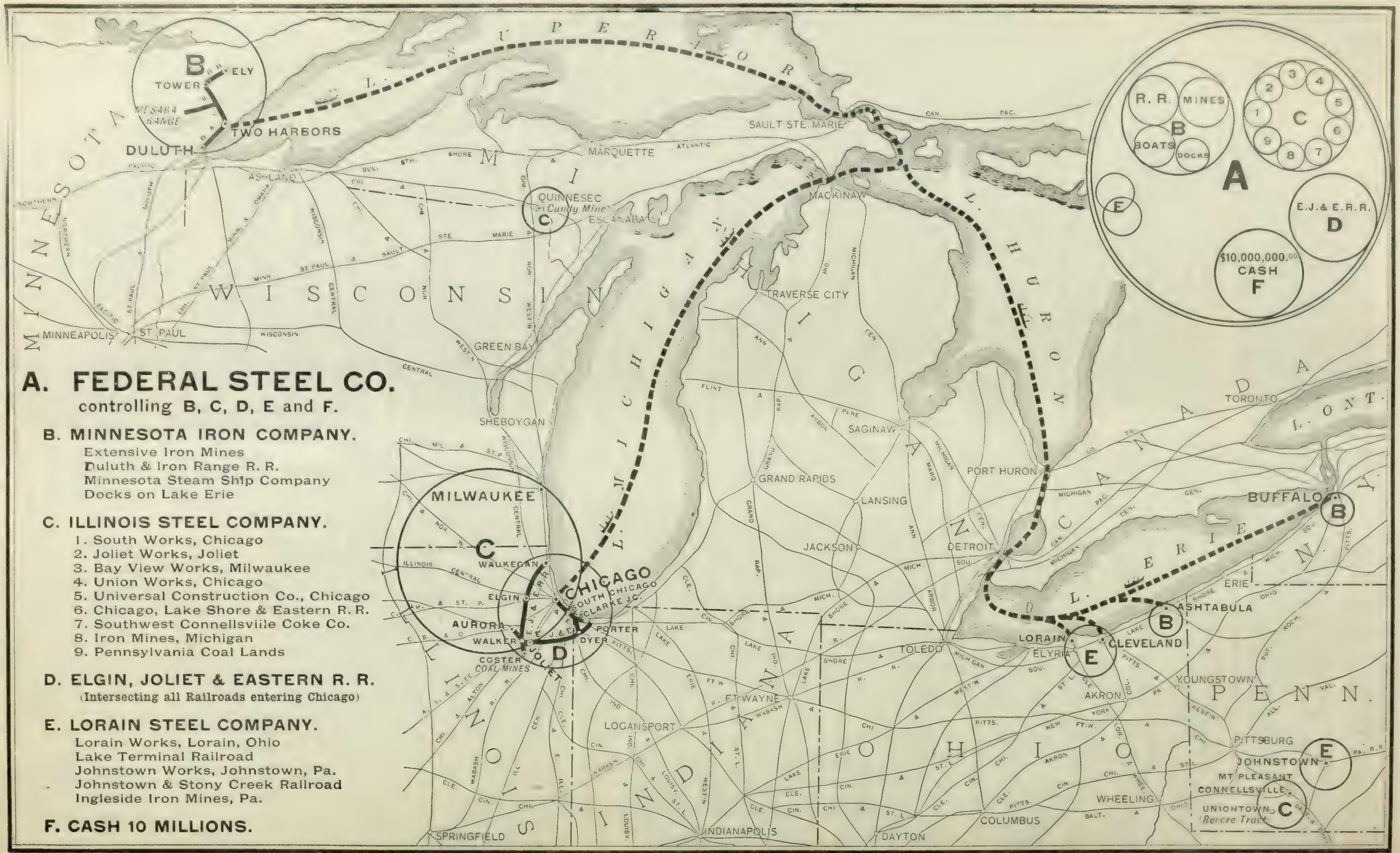
DIRECTORS.—H. H. Porter, E. H. Gary, H. H. Rogers, Nathaniel Thayer, Samuel Spencer, J. Pierpont Morgan, D. O. Mills, A. R. Flower, Marshall Field, Norman B. Ream, Samuel Mather, Robert Bacon, C. C. Cuyler, James Sim and Charles MacVeagh.

OFFICERS.—E. H. Gary, President and General Counsel; H. H. Porter, Chairman of Board; E. Shearson, assistant to President; Richard Trimble, Sec. and Treas.; Auditor, W. J. Filbert. 71 B'way., N. Y.—V. 70, p. 78, 232, 326, 331, 684, 689, 790.

Frank Jones Brewing Co., Limited.—V. 69, p. 227.

General Chemical Co.—ORGANIZATION, ETC.—Incorporated in New York on Feb. 15, 1899, as a consolidation of the Nichols Chemical Co., N. Y., James L. Morgan & Co., N. Y., and other companies mentioned in authoritative statement in V. 68, p. 571—which see.

REPORT.—First report, for 10 mos. ending Dec. 31, 1899, with balance sheet, in V. 70, p. 228, showed: Net profits, $959,696; extraordinary expenses of organization, $84,923; div., 6 p. c. on $8,088,700 preferred, $396,063; div., 4 p. c., on (say) $6,760,200 common, $270,408; bal., sur., $208,302.



A. FEDERAL STEEL CO.

controlling B, C, D, E and F.

B. MINNESOTA IRON COMPANY.

Extensive Iron Mines
Duluth & Iron Range R. R.
Minnesota Steam Ship Company
Docks on Lake Erie

C. ILLINOIS STEEL COMPANY.

1. South Works, Chicago
2. Joliet Works, Joliet
3. Bay View Works, Milwaukee
4. Union Works, Chicago
5. Universal Construction Co., Chicago
6. Chicago, Lake Shore & Eastern R. R.
7. Southwest Connellsville Coke Co.
8. Iron Mines, Michigan
9. Pennsylvania Coal Lands

D. ELGIN, JOLIET & EASTERN R. R.

(Intersecting all Railroads entering Chicago)

E. LORAIN STEEL COMPANY.

Lorain Works, Lorain, Ohio
Lake Terminal Railroad
Johnstown Works, Johnstown, Pa.
Johnstown & Stony Creek Railroad
Ingleside Iron Mines, Pa.

F. CASH 10 MILLIONS.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	Bonds—Principal, When Due. Stocks—Last Dividend.
General Chemical Co.—Common stock, $12,500,000.....	....	$100	$7,070,300	4 in 1900	Q.—M.	N. Y., 32 Liberty St.	Mar. 1, '00, 1%
Preferred stock, 6 per cent, cum., $12,500,000.....	....	100	8,126,400	6	Q.—J.	do do	Apr. 2, '00, 1½
General Electric—Common stock.....	....	100	18,276,000	.....	Q.-J., 15	Check from Co.'s office.	Apr. 14, '00, 1½
Pref. stock 7 per cent cum. (not pref. as to assets).....	....	100	2,551,200	7	J.—J. 31	do do	Jan. 31, '00, 3½
Debentures, g., convertible ($100 stk. for $120 bonds).c	1892	1,000	5,300,000	5 g.	J. & D.	N.Y., Guar. Trust & Bos.	Sept 1, 1922
Girard Point Storage—1st M., gu. p. & i. Pa. RR.....r	1890	1,000	2,214,000	3½	A. & O.	Philadelphia.	Sept. 1, 1940
Glucose Sugar Refining—Common stock, $26,000,000....	....	100	24,027,300	6 in 1899	Q.—M.	Chicago Of., Rookery.	Mar. 1, '00, 1½
Preferred, 7 per cent, cumulative, $14,000,000.....	....	100	13,638,300	7	Q.—M.	do do	Mar. 1, '00, 1¾
Henderson Bridge Co.—1st M., gold, drawn at 105.....c*	1881	1,000	1,678,000	6 g.	M. & S.	N. Y., 120 Broadway.	Sept. 1, 1931
Hoboken Ferry—See N. Y. & Hoboken Ferry.							
Illinois Steel—See Federal Steel Co.							
International Paper—Stock, common, $20,000,000.....	....	100	17,442,800	.....	.....	Checks mailed.	July 1, '99, 1%
Pref., 6 p. c., cum., $25,000,000	....	100	22,406,700	6	Q.—J.	do do	Apr. 2, '00, 1½
1st con. M., $10,000,000, g. Us. red. af. '07 at 105.conv.c*	1898	1,000	8,969,000	6 g.	F. & A.	N. Y., Met. Tr. Co.	Feb. 1, 1918
International Power Co.—Common.....	....	100	7,400,000	.....	.....	....	.....
Preferred, 3 per cent, cumulative.....	....	100	600,000	6 in Mar	.. 1900.	.....	Mch. 15, '00, 6
International Silver—Stock, common, $11,000,000.....	....	100	9,946,000	.....	.....	....	.....
Stock, preferred, 7 per cent, cumulative, $9,000,000...	....	100	5,111,500	....•	Q.—J.	N. Y., Cont. Trust Co.	Apr. 2, '00, 1¾
1st M., $4,500,000; s. f., called at 110, beg. 1901. Co.c*	1898	1,000	3,900,000	6 g.	J. & D.	N. Y., T. & P., 71 B'way.	Dec. 1, 1948
Internat'l Steam Pump Co.—Com. stock, $15,000,000....	....	100	15,000,000	.....	.....	.....	.....
Preferred stock, 6 per cent, cumulative, $12,500,000 .	....	100	8,850,000	.....	Q.-F.	N. Y., Of., 26 B'dway.	May 1, '00, 1½
Kings County Electric Light & Power—Stock, $2,500,000.	....	100	1,950,000	.....	.....	.....	.....
1st mortgage, gold, $2,500,000 .....Co..c	1897	1,000	2,500,000	5 g.	A. & O.	N. Y., Colonial Tr. Co.	Oct. 1, 1937
Purch. money M., gold, secured by Ed. stock, &c. Co..c*	1898	1,000	5,176,000	6 g.	A. & O.	N. Y., Central Trust Co.	Oct. 1, 1997
Edison El. Ill., 1st M., g. (to be paid at 110). Co ..c*&r	1890	1,000	1,104,000	5 g.	A. & O.	Brooklyn.	Oct. 1, 1900
do consol. mortgage, $10,000,000, gold. S.....c*	1898	1,000	2,495,000	4 g.	J. & J.	N. Y., State Trust Co.	Jan. 1, 1939
Laclede Gas Light—Common, $8,500,000.	....	100	7,500,000	3 in 1899	M. & S.	N. Y..H.B.Hollins; St. L.	Mch. 15, '00, 2

DIVIDENDS.—On pref., July, '99, to Apr., '00, both incl., 6 p. c. per an. On common, 1 p. c., payable quarterly on March 1, June 1, Sept. 1 and Dec. 1, 1900, out of earnings of 10 mos. ending Dec. 31, 1899.

OFFICERS.—President, William H. Nichols; Treasurer, James L. Morgan, Jr.; Sec., Albert Winter, N. Y. 32 Liberty St.—V. 70, p. 278.

General Electric.—ORGANIZATION.—Organized under a special charter of New York, April 15, 1892, and owns the Edison and other patents for electric lighting in the United States and many foreign countries, and grants exclusive franchises for specified territories to local companies. It also sells outfits for electric railways and all kinds of electrical supplies. In 1896 made agreement with Westinghouse Electric & Mfg. Co. V. 62, p. 502 635, 1040; V. 65, p. 151; V. 68, p 1024. In April, 1900, purchased practically all of the $2,000,000 stock of Siemens-Halske Co. of America, with plant at Cicero, Ill. (see V. 68, p. 927).—V. 70, p. 689.

STOCK.—Stock was reduced on Aug. 17, 1898, 40 p. c., viz., from $34,712,000 to amounts in table; 7 p. c. upon pref. and 6 p. c. upon common requires $1,275,144 yearly.—V. 67, p. 28, 125, 177, 319, 578, 634.

DIVIDENDS.—The accumulated dividends on old preferred to Aug. 13, 1898, aggregated $1,527,654. This amount was paid by March 8, 1899, and regular dividends at 7 per cent from Aug. 17, 1898, resumed on the preferred stock. V. 67, p 900, 1160. Dividends on reduced com., July 15, 1899, to Apr., 1900, 1½ p. c., quar. (6 p. c. per annum).

BONDS.—See terms in SUPPLEMENT of March, 1893, on page 3.

ANNUAL REPORT.—Fiscal year ends January 31. Annual meeting is held the second Tuesday in May. Report for 1899-00, with balance sheet of Jan. 31, 1900, was given at length in V. 70, p. 789, 795.

Year end. Jan. 31—	1900.	1899.
Income—Sales..	$22,3 9,464	$15,679,431
Royalties, etc.	8 8,707	792,591
Int. and div....	389,750	461,953
Sale of secur., &c.	768,146	526,884
Total.....	$24,406,067	$17,260,859

Deduct—	1900.	1899.
Op. exp. & taxes..	$18,573,603	$13,094,534
Int. on debent...	281,667	290,000
Patent expenses	353,354	269,440
Bal. for div., &c.	$5,197,463	$3,606,884

Balance 1899-00 as above, $5,197,463; div. on pref. stock (7%), $178,564; div. on com. stock (4½%), $822,420; patents, etc., written off, $2,000,000; bal., sur., Jan. 31, 1900, $2,196,459. Cash, same date, $1,537,072; notes and accounts receivable and work in progress, $7,852,129 securities owned valued $6,132,268; liabilities, $1,052,467.

OFFICERS.—President, C. A. Coffin; Treasurer, Henry W. Darling; Sec., M. F. Westover; N. Y. office, 44 Broad St.—(V. 68, p. 826, 1024; V. 70, p. 689, 789, 795.)

Glucose Sugar Refining Co.—Incorporated in N. J. Aug. 3, 1897, and purchased nearly all the glucose properties of importance in the country—see V. 65, p. 327, and application to list in V. 67, p. 1263. Bushels of corn ground during year 1898-99, 26,600,000, or 5,000,000 more than in preceding year. V. 69, p. 285. Grinding capacity August, 1899, 100,000 bushels daily. V. 69, p. 285.

STOCKS.—Common stock, ($26,000,000 authorized) entitled to 7 per cent per annum after the preferred stock has received 7 per cent, and thereafter to share equally with the preferred in all other dividends Preferred, authorized, $14,000,000. No bonds issued. *Dividends.*—On pref. Dec., 1897, to Mar., 1900, 1¾ p. c., quar. (7 p. c. per annum). On common, Dec. 1, 1898, to Mar., 1900, both inclusive, 1½ p. c., quar. (6 p. c. per an.)

EARNINGS.—Report for year ending July 31, 1899, was in V. 69, p. 541, showing: Profit (after writing off $772,490 for betterments and repairs), $2,047,589; 7 p. c. on pref., $883,351; 4½ p. c. on common, $1,081,228; surplus, $83,010. C. H. Matthiessen, President; Chas. L. Glass, Secretary and Treasurer. General office, The Rookery, Chicago.—(V. 69, p. 285, 494, 541, 853, 905; V. 70, p. 534.)

Gold & Stock Telegraph Co.—See WESTERN UNION TELEGRAPH

Gramercy Sugar Co.—See V. 68, p 232; V. 69, p. 909.

Gr. Rap. Gas-Lt.—Great Lakes Towing Co.—See page 172.

G. H. Hammond Co., Limited.—V. 67, p. 1107.

Harrison Brothers & Co.—V. 69, p. 130, 853; V. 70, p. 233.

Havana Commercial.—See page 172.

Hawaiian Commercial & Sugar Co.—V. 69, p. 281, 494.

Hecker-Jones-Jewell Milling Co.—See U. S. Flour Milling.

Hend. Bridge Co.—Herring-Hall-Marvin Co.—See p. 172.

Hoboken Ferry Co.—See N. Y. & Hoboken Ferry.

Hudson County Gas.—See p. 172.

Hudson Tunnel Ry.—V. 68, 1076, 1182.

Illinois Electric Vehicle Transportation.—See page 172.

Illinois Steel.—SEE FEDERAL STEEL CO.

International Navigation.—See p. 172.

International Packing Co.—V. 69, p. 957, 1147; V. 70, p. 78.

International Paper.—Incorporated Jan. 31, 1898, and took over by purchase twenty five of the principal pulp and paper mills of the U. S., producing from 75 to 90 per cent of all the newspaper manufactured east of Chicago. For list of properties acquired see official statement in V. 67, p. 42- and V. 69, p. 494; also applications to list in V. 67, p. 1359, and V. 68, p. 726. Daily output of finished paper about 1,600 tons. See prospectus in V. 66, p. 288 and V. 67, p. 177; also official statement V. 69, p. 281. In Apr., 1900, the Continental Paper Bag Co., a majority of whose $5,000,000 stock is owned, was building a factory at Rumford Falls, Me., its capacity, then over 3,600,000 paper bags daily, to be 10,000,000 on completion of the plant. V. 70, p. 742.—V. 69, p. 494, 908.

DIVIDENDS.—On pref., July, 1898, to Apr., 1900, inclusive, 6 p. c. yearly (1½ quar.) On Dec. 31, 1898, paid first dividend on common, 1 p. c.; in 1899, March, 1 p. c.; July, 1 p. c; Oct., 1899, none, owing to large cash requirements due to increased business. V. 69, p. 593, 957.

BONDS.—Of the $10,000,000 1st 6s, $1,301,000 were reserved to retire prior liens (of which in Sept., 1899, $271,000 had been exchanged and $184,000 were in the treasury. V. 67, p. 428. The new bonds are convertible at holder's option Aug. 1 of any year before 1910, into pref. stock. Underlying bonds Sept., 1899: $1,500,000 Hudson River Pulp & Paper Co. 6s, subject to call at 105, in whole or in part, Jan. 1 or July 1 of any year after 1907; $150,000 Ontario Paper Co. (Watertown, N. Y.), 6s, due Feb. 1, 1918; Glens Falls Paper Mill, $450,000; Otis Falls Pulp Co., $395,000; Falmouth Paper Co., $2,000; also Remington Paper Co. bonds, $316,000; E. R. Remington & Sons Co., $76,500; Olcott Falls Co. bonds, $389,000.—V. 67, p. 1359; V. 68, p. 726.

EARNINGS.—For fiscal year ending June 30, 1899, gross, $15,063,568; expenses, including cost of raw material, etc., $12,218,533; interest, taxes, etc., $596,595; dividends (6 p. c. on pref. and 3 p. c. on com.), $1,786,206; surplus, $462,234. Balance sheet, V. 69, p 281, 494. In Mar., 1900, floating debt had been reduced to about $800,000, and this it was hoped to wipe out within six months. V. 70, p. 482. Business in Mar., 1900, V. 70, p. 742.

OFFICERS.—President, Hugh J. Chisholm; First Vice-President and Treasurer, A. N. Burbank; Second Vice-Pres't, Wm. B. Dillon; Sec'y, E. W. Hyde. 30 Broad St., N. Y.—V. 70, p. 482, 742.

International Power.—See page 172.

International Silver.—ORGANIZATION, ETC.—Incorporated in Nov., 1898, under the laws of New Jersey and acquired control of silver-plating properties—see list in V. 67, p. 1160; also V. 68, p. 232, 334, 1024. Before Industrial Commission in November, 1899, President Dodd estimated the company's output as about 55 or 60 per cent of the total silver-plating output in the U. S. Also has a large sterling silver output. See application to list in V. 68, p. 334, as to rights of stock, location of plants, etc. V. 67, p. 1160; V. 68, p. 1024. First div. on pref., 1¾ p. c., paid April 2, 1900, V. 70, p. 233. Balance sheet Jan. 31, 1900, V. 70, p. 582. Underlying bonds, $127,600. President, Samuel Dodd; Treas., Samuel Thomas; Office, 11 Maiden Lane, N. Y.—(V. 68, p. 232, 331, 334, 1024; V. 70, p. 233, 582.)

International Steam Pump Co.—ORGANIZATION.—Incorporated on Mar. 24, 1899, under the laws of New Jersey as a consolidation of five companies estimated to do 90 per cent of the steam pump business of the country, exclusive of high duty engines. These companies taken over Apr. 15, 1899, include Henry R. Worthington Co. and Blake & Knowles Steam Pump Works, etc. See prosp., V. 68, p. 723.

STOCK.—Authorized, common, $15,000,000; pref., 6 per cent cum., $12,500,000. Dividends on pref.: Aug. 1, 1899, to May 1, 1900, both incl., 6 p. c. per annum. Pref. stock at par has been set apart to retire the $2,000,000 7 per cent cumulative preference shares of Henry R. Worthington Co. and $1,150,000 6 per cent debentures, and $500,000 8 per cent preference shares of the Blake & Knowles Co. Net earnings for last fiscal year of consolidated companies, $1,317,791. V. 69, p. 285. President, Charles C. Worthington; Treasurer, Max Nathan. Office, 26 Broadway, N. Y.—V. 68, p. 618, 723; V. 69, p. 285.

Iron Steamboat.—See SUPPLEMENT of Jan., 1898. V. 69, p. 1246

Jefferson & Clearfield Coal & Iron.—See Supp., Jan. 1898.

Kansas City (Mo.) Gas.—See page 172.

Kentucky Distill. & Warehouse. See Distilling Co. of Am.

Keokuk & Hamilton Bridge.—See Supp. of July, 1898.

Kings County Electric Light & Power.—This company, owns a new power station on the water front in Brooklyn, and other property in that borough, and acquired in 1898, per plan in V. 67, p. 482, the entire $5,000,000 capital stock of the Edison Electric Illuminating Co. of Brooklyn. The Kings County Co. therefore has control of all the electric-lighting business in Brooklyn—see V. 69, p. 177, 957. In Sept., 1899, a contract was made to provide the motive power for all the elevated trains of the Brooklyn Rapid Tran. system.—V. 69, p. 491. The Edison Co. operates entire combination. V. 70, p 483.

SECURITIES.—The $5,176,000 purchase money bonds are secured by deposit of $5,000,000 Edison stock in trust, by a second mortgage lien on the Kings County plant as now owned or hereafter acquired, and by $1,000,000 cash guaranty fund to be invested in securities approved by the committee—see V. 67, p. 482, 1309. As to Edison Co.'s consol. mortgage, see V. 67, p. 482, 842

EARNINGS.—Net earnings of combined properties for year ending Dec. 31, 1899, making allowance for income from the investment of guaranty fund, it is stated, amounted to about $625,000; fixed charges, $58 ,000; bal. for divs., about $38,000. Balance sheet of May 31, 1899, V. 69, p. 177. Pres., Anthony N. Brady; Treas., A. W. Dater; Directors, Jan., 1900, V. 70, p. 127, 483.

Knickerbocker Ice Co. of Chicago.—V. 70, p. 790.

Laclede Gas Light.—ORGANIZATION.—Incorporated in 1857, and in 1889 secured control of all the other gas companies in St. Louis. In 1896 the price of gas was reduced from $1 18 to $1 per 1,000 feet for illuminating and 80 cents for fuel gas. Suits V. 66, p. 760; V. 70, p 534.

STOCK.—The $1,000,000 new common stock, subscribed for in March, 1900 raising the amount to $8,500,000, will be issued from time to time as paid up until Sept. 15, 1901. V. 70, p. 636. The proceeds will retire the $500,000 coupon notes due 1901, remainder for improvements. V. 70, p. 178.

DIVIDENDS.—	'90.	'91.	'92.	'93.	'94.	'95 to Dec., '97.	'98.	'99.	1900.
Pref. 5% cum...	2½	0	5	5	6	7 (3½ semi-an.)	8	5	.....
Common, p. c..	0	0	0	0	0	0	3	3	Mar., 2

On common, in 1900, Mar., 2 p. c., semi annual.—(V. 70, p. 331.)

BONDS.—See application to Stock Exchange in V. 49, p. 657.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last. Dividend.
Laclede Gas Light—(Con.)—Pref. stock, 5%, cumulative.	....	$100	$2,500,000	5 in 1899	J. & D.	N.Y., H.B.Hollins; St.L.	Dec.15,'99, 2½
1st M., g. (There are also $125,000 Car. Gas 6s). Ce.c	1889	100 &c.	10,000,000	5 g.	Q.—F.	do do	May 1, 1919
Coupon notes, gold, $500,000, red. in 2 years	1896	100 &c.	500,000	5 g.	.....	.....	Feb. 1, 1901
Lehigh Coal & Navigation—Stock, $14,366,650	....	50	14,366,650	4 in 1899	M. & N.	Philadelphia, Office.	Nov.27,'99,2%
1st M., canal, 6,030 acres coal and 76 m. L. & S. RR...r	1864	Various	5,000,000	4½	Q.—J.	do do	July 1, 1914
1st m., g., Leh. & Sus. RR.(V. 64, p. 41,)gold.....F.P.r	1867	Various	1,992,833	4 g.	Q.—F.	do do	April 1, 1914
2d M. [1st M. Nant. RR.] (V. 65, p. 367,) gold.....c*	1867	500&c.	1,842,500	4 g.	J. & D.	do do	June 15, 1914
Cons. 3d M. Canal, Coal & 122 m. RR.; 2d M. 26 m. RR.r	1871	1,000	2,470,750	7	J. & D.	do do	June 1, 1911
General mortgage for $15,000,000, gold.....F.P..r	1884	1,000	3,686,000	4½ g.	Q.—F.	do do	May 1, 1924
Collateral trust for $1,500,000, gold.....c*	1895	1,000	1,500,000	4½ g.	M. & S.	do do	Sept. 1, 1905
Fund. & imp. M., $7,500,000, g (ser."A," $2,085,000).c*	1898	1,000	1,085,000	4 g.	J. & J.	do do	July 1, 1948
Lehigh & Wilkesbarre Coal—Real estate M. (ext. in '97)..	1867	500 &c.	500,000	.....	J. & D.	Phila., L.Coal & Nav.Co.	June 1, 1900
1st gen. mort. sterling loan, sink. fund, drawn at 100..c	1874	£200	162,600	6	M. & N.	New York and London.	May 1, 1899
Con. M.(see text); (coup's held by Cent. N. J.,$5,472,552)	1875	1,000	11,500,000	7	Q.—M.	do do	June 1, 1900
5s of 1912, sinking fund (not drawn).....c	1888	1,000	2,712,000	5	M. & N.	do do	Nov. 1, 1912
Louisville Bridge Co. and Louisv. & Jeffer. Bridge Co.—	SEE RAILROAD COMPANIES.						
Marsden Company—Common, $35,000,000	....	100	30,782,200	.....	.....	.....	.....
Preferred, 6 p. c. cumulative, $15,000,000	1897	100	1,530,000	.....	.....	.....	.....
Maryland Coal—Stock, preferred (no bonds)	....	100	1,885,005	4½ in '99	J. & J.	New York, 1 B'dway.	Dec.30,'99,3%
Mergenthaler Linotype—Stock	....	.....	10,000,000	20 in '99	Q.—M.	N.Y., 114 Tribune Bld'g	Mch 31,'00,5%
Mexican Telegraph—Stock	....	100	1,912,600	10 in '99	Q.—J.	N. Y., Office, 37 Wall St.	Apr 16,'00, 2½
National Biscuit—Common stock, $30,000,000	....	100	29,200,000	.....	Q.-J. 15	Chicago & New York.	Apr.16,'00,1%
Pref. stock, 7%, cum., $25,000,000. For bonds see text	....	100	23,200,000	7 in 1899	Q. F.	do do	Feb 28,'00, 1¾
National Lead Co.—Stock, common, $15,000,000 auth'd,.	....	100	14,905,400	1 in 1900	March.	N. Y., 100 William St.	Mch. 1,'00, 1%
Preferred stock (7 per cent, cum.) $15,000,000 auth....	....	100	14,904,000	7 in 1899	Q.—M.	do do	Mch.15,'00,1¾
National Starch Co. (new co.) - Com. stock, $5,000,000..	....	100	2,250,000	To be in trust till	July 1, 1901.		
Pref. stock, 6% cum., $4,500,000, div. from July, 1900.	....	100	4,171,000	To be in trust till	July 1, 1901.		

ANNUAL REPORT.—For year 1899 (including Carondelet Branch) net earnings were $999,153; in 1898, $939,180; in 1897, $883,059; in 1896, $782,213. For 3 mos. ending Mar 31, 1900, net, $268 078, against $266 105 in 1899. N .Y. office, 40 Wall St.—(V. 70, p. 483, 5 4, 636.)

Lake Superior Consolidated Iron Mines.—Incorporated in 1893, and owns or controls many important iron properties on the Missabe Range, Minnesota, also the Duluth Missabe & No. Ry. V. 69, p. 336.

STOCK.—Auth., $30,000,000. Issued $28,722,000; par $100. No bonds.

DIRECTORS.—George D. Rogers, Fred T. Gates, D. B. Searle, Edward B. Cary, George Welwood Murray, Lewis J. Merritt and Charles E. Scheide. Pres., Fred T. Gates; Sec. and Treas., Charles E. Scheide. Office, 26 Broadway, N. Y.—V. 66, p. 811; V. 69, p. 336, 908, 1064.

Lehigh Coal & Navigation.—Owns canal from Coalport to Easton, Penn., 48 miles, and leases Delaware Division Canal, 60 miles. Also owns Lehigh & Susquehanna Railroad, Phillipsburg, N. J., to Union Junction, Pa., 105 miles, with branches, 60 miles, and leases for 999 years Nesquehoning Valley Railroad, 17 miles; Trescow Railroad, 7 miles; other lines, 17 miles; total, 206 miles, of which 115 miles double tracks; but all these roads are leased for 999 years from 1871 to Central of New Jersey RR., rental being 33⅓ per cent of gross earnings, with a minimum rental of $1,414,400. *Delaware Div. Canal* is leased for 99 years from 1866 at interest on the bonds and 4 p. c. on stock, paid as rental. Controls Tamaqua & Lansford Street Ry. V. 70, p. 428.

BONDS.—General M. of 1884 covers, subj. to prior bonds, 7,460 acres coal land, 48 miles canal and 161 miles railroad; bonds are reserved to retire all prior issues. Ground rents and mortgages, $124,923.

As to collateral trust bonds of 1895, see full statement. (V. 61, p. 154.)

For full mort. of 1898, see V. 66, p. 1139 (under "Del. Div. Canal"), also V. 67, p. 125; $2,085,000 were issued July 1, 1898, by the trustee to retire $480.000 Del. Div. Canal 6s and for other purposes, but of these $1,000,000 in Jan., 1900, were reserved in the treasury to provide for floating debt and working capital. V. 70, p. 428.

Jointly and severally with Cent. RR. of N. J. guarantees $1,062,000 Leh. & Hud. River Ry. Gen. 5s, prin. and int. (V. 67, p. 788.)

Divs. since 1887...	'88	'89	'90	'91	'92	'93	'94	95	'96	'97	'98	'99
Per cent	4½	5	5	5	5½	6	4½	4	4	4	4	4

ANNUAL REPORT.—Report for 1899 was in V. 70, p. 428. Coal produced in 1899, 1,807,733 tons; 1898, 1,450,964 tons; 1897, 1,530,823.

Year ending Dec. 31.	1899.	1898.	1897.	1896.
From railroads	$1,878, 24	$1,504,200	$1,546,138	$1,550,625
Canals	7,403	6,089	11,433	loss 16,060
Net profit on Leh. Coal..	139,060	156,891	296,400	226,946
Miscellaneous	179,435	192,602	235,764	136,768
Total receipts	$2,204,123	$1,859,782	$2,089,735	$1,898,279
Int., rentals, taxes, &c..	1,299,610	1,300,432	1,329,601	1,339,730
Dividends	(4) 573 866	(4)573,866	(4)573,866	(4)573,866
Balance	sr. 330,647	def. 14,516	sr.186,268	def. 15,317
Sinking fund	83,802	87,709	92,295	95,816

—(V. 67, p. 125, 788; V. 68, p. 425, 568, 1025; V. 70, p. 428.)

Lehigh & Wilkesbarre Coal.—Controlled by Central RR. of New Jersey and owns 21,000 acres of anthracite coal lands and holds 3,000 additional acres under lease. It operates thirteen collieries and leases about 4,000 acres of its coal lands to various individual operators.

STOCK.—$10,000,000, of which $9,212,500 outstanding, $6,600,000 of this being owned by Central RR. of N. J. In 1897 mined 2,132,042 tons.

BONDS, ETC.—Of the *consolidated mortgage* seven per cent bonds only $54,000 are guaranteed by the Central RR. of N. J., the holders of the other bonds having freed that company from liability therefor, on condition that it shall not collect interest on the $6,116.000 consols which it holds prior to their maturity unless such interest is earned, this agreement being stamped on the bonds. A general refunding scheme is proposed, to be carried out about June, 1900, when the $11,500,000 consol. 7s mature. V. 70, p. 432.

GENERAL FINANCES.—The Central of N. J. on Jan. 1, 1898, owned $2,353,000 income B bonds and $5,900,672 consol. mort. coupons past due but not collectible, as above stated, till June, 1900. Bills payable outstanding were $3,400,224; "other indebtedness", $3,012,704.—See V. 64, p. 466.

ANNUAL REPORT.—Report for 1897 was given in V. 66, p. 808.

	Gross.	*Net.*	*Interest.*	*Sink. Fund.*		*Balance.*
1897.....	$7,698,128	$837,484	¶$735,379	$201,855	def.	$99,749
1896.....	8,385,447	524,508	¶745,828	227,662	def.	448,979
1893.....	11,088,211	1,435,630	—— $986,601 ——		sur.	449,029

¶ Interest charges in these years do not include int. on consols held by Central of N. J. RR., on which no interest has been paid since 1893.

President, J. Rogers Maxwell.—(V. 66, p. 805; V. 70, p. 432.)

Louisville Bridge Co.—Lou. & Jefferson Bridge.—See RRs.

Madison Square Garden.—See SUPP. of Jan., 1898; V. 68, p. 85.)

Manhattan Beach Hotel & Land Co.—See SUPP. of Jan., 1898

Marsden Company.—Incorporated in February, 1897, to manufacture products from cornstalks—see V. 65, p. 235, for uses of product. In Feb., 1899, the outstanding common stock was increased to $30,782,200. Report for year 1899 in V. 70, p. 381. Owns a majority of stock of the Internat. Smokeless Powder Co.—(V. 70 p 282, 381.)

Maryland Brewing Co.—V. 68, p. 331, 572; V. 69, p. 1192.

Maryland Coal Co.—Controls 6,000 acres of land in Alleghany and Garrett counties, Md. STOCK.—Preferred as in table, and in addition old common, $11,100, and treasury stock, $103,895. The last of the bonds was paid off in 1897. Coal produced was: 480,856 tons in 1899; 383,879 tons in 1898; 371,233 tons in 1897. Annual report for 1899, with balance sheet, was in V. 70, p. 685. Surplus earnings in 1899 over interest, etc., were $157 248; in 1898, $112,851; in 1897, $109,020; dividends in 1899 (5 p. c.) $94,230; surplus for year, $63,018. New pref., 1893, paid 2½ p. c.; 1894, 3½; 1895, 4½; 1896, 5; 1897, 4 p.c.; in '98, 4 p. c.; in '99, Jan., 2½ p. c.; in July, 2 p. c.; in 1900, Jan., 3 p. c., including 1 extra.—(V. 66, p. 383; V. 70, p. 686.)

Merganthaler Linotype.—Listed in 1898. Dividends in year 1897, 16½ p. c.; in 1898, 20 p. c.; in 1899, 20 p. c.; in 1900, Mar., 5 p. c. Last report in V. 69, p. 1009; statement as to rival co's, V. 67, p. 371.—(V. 68, p. 1182; V. 69, p. 1009.)

Mexican Telegraph.—Company organized in 1878 under laws of New York State. Has a cable from Galveston to Tampico and Vera Cruz, 738 miles; land line, Vera Cruz to Mexico City, 267 miles. Also direct cable from Galveston, Texas, to Coatzacoalcos, Mexico, 825 miles, duplicating the Mex. Tel. and Cen. & So. Am. Co.'s Gulf cable system. Owns 2,125 shares of the Central & So. Am. Telegraph Co., which see.

DIVIDENDS—In 1882 to 1886, inclusive, 8 per cent yearly; from 1887 to Apr., 1900, both inclusive, at rate of 10 per cent per annum

EARNINGS.—Gross earnings for year 1899, $422,553; net, $340,528; divs., $191,260. J. A. Scrymser, Pres., 37 Wall St., N. Y.—(V. 62, p. 682.)

Mil. & Chic. Breweries.—V. 67, p. 74, 1307; V. 68, p. 80.

Monongahela River Coal & Coke Co.—See page 172.

Mount Vernon-Woodberry Cotton Duck Co.—See page 172.

National Biscuit.—Organized in 1898 and consolidated New York Biscuit Co., Am. Biscuit & Mfg. Co., etc.—V. 66, p. 288, 901.

DIVIDENDS.—On pref., in 1898, 5¼ p. c.; 1899, to Feb., 1900, 7 p. c. yearly (1¾ Q-F). On common, 1 p. c., paid Oct. 15, 1899; 1900, Jan., 1 p. c.; Apr., 1 p. c.

BONDS.—These include N. Y. Biscuit first 6s (M&S.), due Mar., 1910, $1,084,000; Am. Biscuit & Man. 1st 6s (F&A.), due Aug., 1911, $545,000; do. $100,000 4½s, due Sept., 1900, and $60,000 purchase money 5s due $5,000 yearly in October.—V. 67, p 274.

ANNUAL REPORT.—Report for year ending Jan. 31, 1900, was in V. 70, p. 326, showing: Sales for year, $35,651,898; net profit, $2,303,155; dividends, 7 p. c. on pref. and 2 p. c. on common, $2,232,326; bal., sur., $1,069,829.

President, Benjamin F. Crawford; Vice-President, H. F. Vories; Secretary and Treasurer, C. E. Rumsey. (V. 70, p. 326.)

Nat. Carbon Co.—See p. 172. **Nat. Elec. Co.**—See Phila. Elec.

National Enamel. & Stamping.—Natl. Glass.—See page 172.

National Lead Company.—ORGANIZATION.—Organized under the laws of New Jersey on Dec. 7, 1891. It controls extensive plants in different States for manufacture of white lead and other products.

SECURITIES.—The preferred stock is entitled to 7 p. c. per annum cumulative. See editorial of May, 1893, SUPPLEMENT, and V. 60, p. 349.

DIVIDENDS.—	1892.	'93.	'94.	'95.	'96.	'97.	1898 to 1900.
Common, p. c..	0	2	3	1	0	0	1% yearly.
Preferred, p. c.	7 per cent yearly (1¾ Q-M to Mar., 1900, inclusive).						

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on 3d Thursday in February. The annual report for 1899 in V. 70, p. 326, gave the following statement: Net earnings, $1,373,906; dividends on preferred, $1,043,280; dividends on common, $149,054; balance for year, surplus, $181,572. In 1898, net, $1,241,830. In 1897, net, $1,532,376. The general balance sheet Dec. 31, 1899, showed:

Plant investment	$23,476,974	Capital stock	$30,000,000
Other investments	587,911	Surplus Dec. 31	1,324,841
Stock on hand	5,122,761	Mortgages	12,603
Treasury stock	190,600	Accounts payable	13,781
Cash in banks	313,116		
Notes receivable	198,619		
Accounts receivable	1,461,246		
Total assets	$31,351,225	Total liabilities	$31,351,225

DIRECTORS.—W. H. Thompson, E. C. Goshorn, F. W. Rockwell, L. A. Cole, R. R. Colgate, A. P. Thompson, D. B. Shipman, J. A. Stevens, George O. Carpenter, Edward F. Beale, J. L. McBirney R. P. Rowe and Charles F. Wells. Pres., L. A. Cole; J. L. McBirney, Treas.; Charles Davison, Sec. N. Y. office, No. 100 William St.—(V. 70, p. 326.)

Nat. Linseed Oil.—Sold to Am. Linseed Co. **Nat. Salt.**—See p. 172.

National Starch Co.—ORGANIZATION.—Being formed in Apr., 1900, under the direction of Charles R. Flint by the readjustment committee (Clark Williams, 59 Cedar St., New York, Secretary,) as a combination, per plan in V. 70, p. 742, of the Natl. Starch Mfg. Co., United Starch Co., U. S. Glucose Co. and U. S. Sugar Refinery. These companies own the most important factories in the United States manufacturing starch and have a capacity of over 45,000 bushels of corn daily, or more than double that of the Nat. Starch Mfg. Co. See list of plants, p. 742. For proposed capitalization see table above.

STOCK AND BONDS.—Of the debentures, $360,000 will be retained in the treasury of the new company; also $329,476 preferred stock and $2,750,000 of the $5,000 000 common stock (the latter to acquire the minority shares of the Glucose Company). All the capital stock will be deposited for one year from July 1, 1900, with the U. S. Mort. & Trust Co., N. Y., subject to the option of the stockholders to withdraw, but not sell, the certificates issued therefor, prior to July 1, 1901, or to direct the sale for their account of preferred stock at not less than 90 per cent and of com. stock at not less than 40 p. c. of par.

Debentures may be increased hereafter to provide for the acquisition at par of the $1,000 000 bonds of the old companies shown above. Earnings over interest on debentures, 2 per cent annual sinking fund and dividends on preferred stock may be used to purchase debentures or preferred stock.—V. 70, p. 742.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Nat. Starch—(Con)—Deb., g., s. f., $4,000,000, call at 105	1900	.....	See text	5 g.	J. & J	1st coup. due Jan. 1,'01	July 1, 1925
United States Sugar Refinery, 1st mortgage	....	.....	1,000,000	6	J. & D.	Boston, Int'l Trust Co.	1921
Nat'l Starch Mfg. Co., 1st mort., gold (sinking fund)	1890	1,000	a3,000,000	6 g.	M. & N.	N.Y.,Chase NationalBk.	May 1, 1920
National Steel—Stock, common, $32,000,000	....	100	32,000,000	.....	.....	.....	.....
Pref. stock, 7 p.c. cum. (as to ass'ts & div) $27,000,000	....	100	27,000,000	.....	Q.—J.	N.Y.,First N.Bk.& Chic.	Mch.31,'00,1¾
National Tube—Stock, common, $40,000,000	....	100	40,000,000	.....	.....	.....	.....
Pref. stock, 7 per cent, cumulative, $40,000,000	....	100	40,000,000	.....	Q.—J.	N. Y. office, or mailed.	Apr.2'00,1¾%
National Wall Paper.—Debenture stock, $8,000,000 8%	....	100	7,500,000	Text	See text	Checks mailed.	Jan. 2, '00, 2%
New Amsterdam Gas—Equit. Gas L. consol. (now 1st) M.	....	1,000	3,500,000	5 g.	M. & S.	N. Y., Central Trust Co.	Mch. 1, 1932
Debentures (call May 1, 1901	1896	100	500,000	5	M. & N.	do do	1901-1906
New York & East River Gas 1st mortgage, gold.....c*	1894	1,000	3,500,000	5 g.	J. & J.	N.Y.Guaranty Trust Co.	Jan. 1, 1944
1st consolidated mortgage ($5,000,000), gold.....c*	1895	1,000	1,500,000	5 g.	J. & J.	N. Y., Knick'b'r Tr. Co.	Jan. 1, 1945
New Amsterdam 1st cons. M., gold, $20,000,000..Ce.c*&r	1898	1,000&c	9,125,000	5 g.	J. & J.	New York Office.	Jan. 1, 1948
Central Union Gas, guar. p. & i., N. Y. & E. R....Ce.c*	1897	1,000	3,250,000	5 g.	J. & J.	N.Y.,H.B. Hollins & Co.	July 1, 1927
New Eng. Cotton Yarn Pf. stock, ($5,000,000, 7% cum.)	....	100	5,000,000	.....	.....	.....	Jan. 1, '00, 3¼
1st M., $6,500,000, gold. NB s. f. subj. to call at 110.c*	1899	1,000	5,700,000	5 g.	F. & A.	Bost., N. Shawmut Bk.	Aug. 1, 1929
New Engl'd Gas & Coke—1st mort., $17,500,000, gold.Ce.	1897	1,000	14,000,000	5 g.	J. & D.	New York.	Dec. 1, 1937
New Eng. Telephone & Telegraph—Stock to be $20,000,000	....	100	13,752,700	6 in 1899	Q.—F.	Boston, 125 Milk St.	May 15,'00,1½
Bonds, Ser. 3, 4 & 5, $500,000 ea., call aft. 10 yrs. at 102	1891-3	1,000	1,500,000	6	A. & O.	Boston.Bank of Repub.	Apr., 1906-7-8
Bonds, Series 6, 7, & 8, $500,000 each, not subj. to call	1895-9	1,000	1,500,000	5	A. & O.	Bost., Nat. Bk. Com'rce.	1915,'16 & '19
New bonds, $1,000,000 (see text)	1900	.....	400,000	4	.....	.....	1930
N. Y. Gas & El. L. H. & P. Co.—1st M., $15,000,000, g. S.c*&r	1898	1,000	11,500,000	5 g.	J. & D.	N. Y., State Trust Co.	Dec. 1, 1948
Pur. mon. M, $21,000,000, g., sec. by Ed stk., etc. Ce.c*	1899	1,000	20,191,000	4 g.	F. & A.	N. Y., Central Trust Co	Feb. 1, 1949
Mt. Morris Elec. Lt., 1st M., g., red. at 105 Oct. 1, 1900	1890	1,000	988,000	5 g.	M. & S.	N. Y., Cent. Trust Co.	Sept. 1, 1940
Bonds of Leading Proprietary Companies.							
Ed. El. Ill., N.Y., 1st M. g., red. at 110 aft. Sep. 1, 1900. c*	1890	1,000	4,312,000	5 g.	M. & S.	N. Y., Guaranty Tr. Co.	Mch. 1, 1910
First consol. mortgage, $15,000,000, gold.....c*	1895	1,000	2,188,000	5 g.	J. & J.	N.Y., State Trust Co.	July 1, 1995

National Steel Co.—ORGANIZATION, ETC.—Incorporated in New Jersey on Feb. 27, 1899, as a consolidation of the following plants, manufacturing soft steel outside of the Chicago and Pittsburg districts:

Ohio Steel Co. of Youngstown, Ohio; King, Gilbert & Warner, Columbus, Ohio; Ætna Standard Iron & Steel Co. of Bridgeport, Ohio Shenango Valley Steel Co., New Castle, Pa.; Buhl Steel Co., Sharon, Pa.; Union Iron & Steel Co., Youngstown, O., and the Bellaire Steel Co., Bellaire, Ohio.—V. 68, p. 283.

Estimated annual capacity of tin plate bars, sheet bars and steel billets, 1,800,000 tons; blast furnaces, 1,600,000 tons.—V. 68, p. 580.

In 1899 1,800 acres coking property in Connellsville district.—V. 68, p. 928. In July, 1899, acquired Chapin and Winthrop mines, expected to furnish about 1,250,000 tons of ore a year, thus affording about 80 p. c. of the Co.'s requirements of about 3,000,000 tons; also the Mutual Transportation Co. and Menominee Transit Co. of Cleveland, owning steel fleets having an aggregate capacity of 1,000,000 gross tons of ore per annum. See V. 69, p. 230. In Dec., 1899, the Nat. Mining Co., in which the Nat. Steel Co., Am. Steel Hoop Co. and Am. Tin Plate Co. are interested, purchased 7,000 acres of coal property.—V. 69, p. 1348. In Feb., 1900, a deal for the Spruce and Cloquet iron mines at Eveleth, Minn., was reported pending.—V. 70, p. 384.

STOCK.—Common, $32,000,000, preferred (as to assets and dividends), 7 per cent cum., $27,000,000; par of each, $100; banking capital upon organization, $9,000,000 cash; all outstanding. As to rights of stock, etc., see official statement, V. 68, p. 272.

DIVIDENDS.—On pref., June, '99, to Mch., 1900, 7% per an. (1¾ Q-M).)

BONDS.—Underlying bonds aggregate $2,561,000 (6s), consisting of $1,000,000 Ohio Steel Co., subject to call June 1, 1901; $330,000 Shenango Val. Steel, $100,000 due June 1, 1901; $150,000 due Oct. 1, 1902, and $80,000 due Sept. 1, 1902; $130,000 King, Gilbert & Warner Co., $100,000 due May 1, 1905, and $30,000 due Jan. 1, 1900; $600,000 Ætna Standard Iron & Steel Co., subject to call Jan. 1, 1901, due Jan. 1, 1908 $300,000 Bellaire Steel Co., subject to call March 2, 1901 due March 2, 1906, and $200,000 Buhl Steel Co. due Nov. 1, 1903.

REPORT.—Report for year ending Feb. 28, 1900, with balance sheet, in V. 70, p. 582, showed net earnings of $3,234,000, after charging off $3,617,329 for depreciation, interest on bonds and four quarterly dividends on preferred stock, about $1,872,500.

OFFICERS.—President, W. E. Reis; Vice-Presidents, Henry Wick, R. M. Gilbert; Secretary and Auditor, William H. Baldwin; Treasurer, F. S. Wheeler. Office, 21-24 State St., N. Y.—(V. 70, p. 582, 689.)

National Tin Plate & Stamped Ware.—See page 172.

National Tube Co.—ORGANIZATION.—Amended charter filed in New Jersey June 27, 1899, changing name from U. S. Tube Co. A consolidation, effected in July, 1899, of the leading wrought iron pipe and tube manufacturers. See application to list, V. 70, p. 744, giving balance sheet, properties owned, rights of preferred shares, etc.

The National Tube Co. is said to represent about 90 per cent of the entire industry of the country and to have an aggregate annual output of 1,000,000 tons, including all classes of tubular goods of wrought iron and steel. J. P. Morgan & Co. financed the consolidation.

STOCK.—Common, $40,000,000; pref. 7 per cent cum., $40,000,000, all issued. There is no mortgage lien and none can be created without the written consent of at least 80 per cent of both stocks.

DIVIDENDS.—On pref., Oct., '99, to April, 1900, 7% per an. (1¾ Q.-J.)

EARNINGS.—Net earnings for 6 months from July to Dec., 1899, inclusive, after allowing for depreciation, etc., $7,911,510; dividends on preferred (3½ per cent), $1,400,000; balance, surplus, $6,511,510. See official statement, V. 70, p. 384.

OFFICERS.—President, Edmund C. Converse; Chairman of the Board, Joshua Rhodes; Treasurer, Arthur F. Luke; directors see V. 70, p. 746. Financial headquarters 26 Cortlandt Street, N. Y.; manufacturing headquarters at Pittsburg.—V. 70, p. 384, 534, 743, 744.

National Wall Paper Co.—Organized July, 1892, and absorbed twenty-eight companies. In February, 1897, there were about 17 companies outside the National Co., and the National Wall Paper Co. did about 65 per cent. of the wall paper business; in 1896 turned out about 120,000,000 rolls of paper.—V. 64, p. 1088.

STOCK.—Common stock was originally $14,000,000, but has been increased to $30,000,000; issued $27,931,500 for good will, patents, etc.

Dividends.—Debent. stock, Oct.,'97, to Oct.,'98, none; Jan.,'99, 2 p. c; April, '99, 2 p. c.; July, '99, 2 p. c.; Aug., 2 p. c.; Oct. 2 p. c; 1900, Jan., 2 p. c. V. 69, p. 230. General balance sheet Jan. 1, 1900.—V. 70, p. 582.

N. Y. office, 418 Broome Street. (V. 66, p. 758; V. 69, p. 28, 582.)

New Amsterdam Gas.—Incorporated Nov. 1, 1897, and consolidated N. Y. & East River and Eq. Gas Light, per plan V. 66, p. 133.

SECURITIES.—The securities authorized are: $13,000,000 of common stock, $10,000,000 of 5 p. c. preferred cumulative after Nov. 1, 1900, and $20,000,000 of 1st consol. 5 p. c. bonds, of which $9,000,000 reserved against bonds of the old companies assumed by the New Amsterdam and shown in table above. New cor sol. 5s for $2,500,000, preferred stock $1,000,000 and common $854,300 in Sept., 1899, were in treasury available for future needs. Par of shares $100.

DIRECTORS.—James Jourdan, August Belmont, A. T. French, Harry Keene, Charles F. Dieterich, John C. Tomlinson, John Sloane, Charles F. Cutler, Anthony N. Brady, Frank S. Hastings, Emanuel Lehmann, H. B. Hollins and H. H. Rogers. (V. 70, p. 178, 432.)

Newark Consolidated Gas.—See p. 172.

New Central Coal—New Eng. Cotton Yarn.—See page 173.

New England Gas & Coke.—Formed in 1897, and contracted with the Dominion Coal Company, whose mines are in Nova Scotia, to supply it with a large amount of coal (800,000 tons or over per annum) at a very low rate. This coal it proposes to turn into coke, selling the gas, which would otherwise be a waste product, at an extraordinarily low price (14 cents per 1,000 feet) for heating as well as lighting purposes. In March, 1900, its 400 ovens at Everett, Mass., were in operation, net earnings for the month being $46,000, or $5,000 above fixed charges, on an output of about one-half the capacity of the works. V. 70, p. 798. The output in March, 1900, was between 4,000,000 and 5,000,000 cubic feet of gas daily. As to cost of making gas, contracts, etc., see V. 70, p. 483.

The new company purchased practically all the stock of the Brookline, Dorchester and Jamaica Plain Gas Light Companies, which purchase carries with it the control (through right to vote the stocks deposited as security for the Boston United Gas bonds—see Bay State Gas statement page 163 of Bay State Gas Co. of Mass., Boston Gas Light Co., South Boston Gas Light Co. and Roxbury Gas Light Co.; briefly, all gas companies in Boston. As to litigation with Bay State Gas Co., see V. 68, p. 1179. The Boston & Maine RR. will purchase for fuel 400,000 to 500,000 tons of coke annually.—V. 69, p. 336.

STOCK AND BONDS.—Capital stock authorized is $17,500,000; issued, $14,000,000, par $100. First mortgage is for $17,500,000 (redeemable at 105 after Dec. 1, 1902), of which $14,000,000 have been issued (V. 68, p. 85) and are secured by a mortgage on all the company's property (coke ovens, land, etc.), and by pledge of the following:

	Total Issued.	*Pledged.*
Brookline Gas Light stock	$2,000,000	$1,998,600
" certificates of indebtedness	1,615,000	1,615,000
Dorchester Gas Light stock	520,000	517,600
Boston United Gas bonds, 1st series	9,000,000	1,000,000
Jamaica Plain Gas Light Co	250,000	139,800
Massachusetts Pipe Line Co. (V.67, p. 275)	1,000,000	1,000,000

EARNINGS.—Companies controlled for 1898-99 in V. 69, p. 694.

Estimated net earnings from sale of products, $800,000; income from securities of gas companies owned, $412,500; income from other investments, $50,000; total net profits, $1,262,500.

TRUSTEES.—Trustees of N. E. Gas & Coke Co. are as follows: George G. Haven, Robert C. Pruyn, Stephen Peabody, W. L. Elkins, Jr., Willian Flinn, H. M. Whitney, Henry F. Dimock, Wm. L Elkins, A. N. Brady, Em. McMillin, R. W. Lord, Almeric H. Paget.—(V. 70, p. 798.)

New England Telephone & Telegraph.—This company does a telephone business in Maine, New Hampshire, Vermont and Massachusetts under license from the American Bell Telephone Co. On January 1, 1899, it had 46,323 stations in all, against 40,225 in 1898. In July, 1899, acquired the $600,000 8 per cent stock of the Southern Massachusetts Telephone Co., having 4,000 subscribers. (V. 69, p. 181.) Of capital stock $7,989,900 is owned by American Telephone & Telegraph (Bell) Co.—V. 70, p. 40.

STOCK AND BONDS.—The bonds are debentures, but are to be secured by any mortgage placed on the property.

Stockholders will vote May 7, 1900, upon increase of capital stock from $15,000,000 to $20,000,000.—V. 70, p. 743. In Jan., 1900, sold about $400,000 thirty-year 4 per cent debenture bonds, said to be part of a new $1,000,000 issue.—V. 70, p. 233.

DIVIDENDS.—	1886-93.	1894.	1895.	'96.	'97.	'98.	'99.	1900
Per Cent.	3½ yearly.	4	4½	5	5½	6	6	Incl. Apr., 3

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1898 was in V. 68, p. 973, showing gross earnings $3,425,858; net over interest, maintenance, taxes, etc., $690,264; dividends (6 p. c.) $677,610; balance, sur., for year, $12,654. (V. 69, p. 181; V. 70, p. 233, 743.)

New England Electric Vehicle & Trans.—See page 173.

Newport & Cincinnati Bridge Co.—See RAILROAD COS.

N. Y. Air Brake Co., N. Y. & East River Ferry Co.—See p. 173.

New York & East River Gas Co.—See NEW AMSTERDAM GAS CO.

N. Y. Electric Vehicle Transportation.—See page 173.

New York Gas & Electric Light, Heat & Power Co., New York City.—ORGANIZATION, ETC.—Incorporated in November, 1898, under the laws of New York. V. 67, p. 737. In 1898-99 acquired all, or practically all, the capital stock of the several companies controlling the electric-light and subway business of New York City and Yonkers. In Sept., 1899, contract was awarded for boilers for power plant located on 1st Ave., between 38th and 39th Streets.—V. 69, p. 704; V. 68, p. 1025; V. 70, p. 283, 482.

In Jan., 1900, Consol. Gas Co. purchased the entire $36,000,000 stock, and H. E. Gawtry, President, and L. B. Gawtry, of the Consolidated Gas Co., were elected directors.—V. 70, p. 40, 86, 330.

STOCK.—Increased from $25,000,000 to $36,000,000 in March, 1899.

BONDS.—The first 5s of 1898 (authorized issue $15,000,000) are secured by a first lien on all the company's property now or hereafter acquired and by pledge of various securities, for list see V. 68, p. 773, 824.

In 1899 the company, in order to purchase the $9,200,000 stock of the Edison Elec. Ill. Co. of New York, made a mortgage to secure $21,000,000 purchase money 4 per cent gold bonds, secured by deposit of that stock in trust, by a second mortgage lien on the Power Co. plant, and by $4,000,000 cash to be invested in extensions or improvements of the Edison plant and property. The 4s are subject to call at par at any time prior to Feb. 1, 1902. In Dec., 1899, about $8,900,000 Edison stock had been acquired. See V. 68, p. 129.

EARNINGS.—In Mar. 1900, the net earnings were "on a basis of 4 per cent upon the capital stock."

DIRECTORS.—Anthony N. Brady, President; Henry J. Hemmens (Treasurer); Nicholas F. Brady (V. P. and Sec.), Thomas E. Murray, Daniel H. Shea, F. S. Pearson and Thomas J. Regan. Office, Edison Bldg., Duane St., N. Y.—V. 69, p. 704, 1348; V. 70, p. 40, 86, 283, 331.

N. Y. & Hoboken Ferry—N. Y. Mut. Tel.—See page 173.

New York & New Jersey Bridge Co. N. Y.—(V. 66, p. 237.)

New York & New Jersey Telephone.—Operates telephone lines under perpetual license from the Bell Company in Staten Island, Long Island (including Brooklyn), in New Jersey in counties of Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	Bonds—Principal, When Due. Stocks—Last Dividend. %
N. Y. & Hoboken Ferry Co.—Stock	....	$.....	$3,300,000	Text.	.....	.....	Feb. 1, '00, 1%
Hoboken Fer.. 1st cons. M., red. at 110 ($4,500,000).c*	1896	1,000	4,100,000	5	M. & N.	N. Y., U. S. Mort. & Tr.	May 1, 1946
N. Y. & N. J. Ferry, two morts. ($600,000 are 1st 4s)..	1896	.....	1,000.000	4 & 5	J. & J.	N. Y., Cent. Tr. Co.	Jan. 1, 1946
N. Y. & Hoboken Ferry, gen. mort., gold, $4,000,000..	1898	1,000	3 300,000	5 g.	J. & D.	N. Y., U. S. Mort. & Tr.	May 1, 1946
N. Y. Mutual Tel.—Mutual Un. Tel. 1st M., g.,gu., not dr'n.c	1881	1,000	5,000,000	6 g.	M. & N.	N. Y., West. Union Tel.	May 1, 1911
New York & New Jersey Telephone—Stock, $8,000,000...	....	100	See text.	7 in 1899	Q.—J.15	Bklyn, 81 Willoughby St.	Apr. 14, '00, 1½
Gen. M. (now 1st) $1,500,000, g., s.f. $20,000 y'rly, not dr.c*	1890	100	1,; 64,000	5 g.	M. & N.	N. Y., Atlantic Tr. Co	May 1, 1920
N. Y. Telephone.—Met. T. & T., 1st M., g., s. f.....c&r	1888	1,000	1,925,000	5 g.	M. & N.	N. Y., 18 Cortlandt St.	May 1, 1918
Niagara Falls Power Co.—1st M., $10,000,000, g. Ce.c&r	1891	500, &c.	9,629,000	5 g.	Various	N. Y. Wins., Lan. & Co.	Jan. 1, 1932
Debentures, gold, convert., $3,000,000 (text). Mp....c	1900	.....	2,100,000	6 g.	A. & O.	.....	Apr. 1, 1910
North American—Stock for $50,000,000.....	....	100	39,776,300	.....	.....	.....	.....
Northern Union Gas (N. Y.)—1st M., $1,500,000, g. K.c*	1897	1,000	1,250,000	5 g.	M. & N.	N. Y., H. B. Hollins & Co.	Nov. 1, 1927
Northwestern Tel.—Stock, 6 p.c., guar. West. Un.....	....	50	2,500,000	6	J. & J.	N. Y., West. Un. Tel. Co.	July, 1900, 3%
1st mort., sink. fund, bonds not drawn, interest guar.c*	1874	500	1,180,000	7	J. & J.	do do	Jan. 1, 1904
Otis Elevator—Stock, pref., 6 p. c., non-cum, $4,500,000..	....	100	4,000,000	6	Q.-J.	N. Y. Off., 71 Broadway	Apr. 14, '00, 1½
Pacific Coast Co.—Stock, common, $7,000,000.....	....	100	6,7 8,800	2 in 1899	Q.—F.	N. Y., Manhat. Trust Co.	May 1, '00, 1%
1st preferred stock, $1,525,000, 5 p.c. non-cumulative.	....	100	1,502,800	1⅛ in '99	Q.—F.	do do	May 1, '00, 1¼
2d preferred stock, $4,000,000, 4 p. c. non-cumulative.	....	100	3,904,200	3⅓ in '99	Q.—F.	do do	May 1, '00, 1%
1st mortgage, $5,000,000, gold.....Ma.c*	1897	1,000	4,446,000	5 g.	J. & D.	New York.	June 1, 1946
Pacific Mail Steamship—Stock	....	100	20,000,000	3 in 1899	J. & D.	N. Y. Mercantile Trust.	Dec. 1, '99, 1½
Pennsylvania Canal—Gen. M., $5,000,000, int. guar...c*	1870	1,000	2,511,000	6	J. & J.	Phila., Broad St. Station	July, 1910
Pennsylvania Coal—Stock	....	50	5,000.000	16 in' 99	Q.—F.	New York, 1 Broadway.	May 1, '00, 4%
Pennsylvania Steel Co.—Old Penna. Steel 1st M., cur....r	1887	1,000	1,000,000	5	M. & N.	Philadelphia Office.	Nov. 1, 1912
Maryland Steel 1st mortgage, currency.....r	1892	1,000	2,000,000	5	F. & A.	do do	Feb. 1, 1927
Consol. mortgage, $7,000,000, gold..... c*	1895	500 &c.	3,472,500	6 g.	M. & S.	Girard L. I., A. & Tr., Phil.	Sept. 1, 1925
People's Gas Light & Coke (Chicago)—Stock, $30,000,000	....	100	28,668,800	6 in 1899	Q.—F.	N. Y., Central Tr. Co.	Feb. 26, '00, 1½
People's Gas Light & Coke 1st mortgage, gold, $ & £..c	1874	500	2,100,000	6 g.	M. & N.	N. Y., Cent. Tr. & Chic.	Nov. 1, 1904

Union. Its total stations on Jan. 1, 1900, were 28,073 (of which 12,163 in Long Island), 22,065 in 1899, 18,093 in 1898 and 14,336 in 1897.

STOCK.—Inc. from $5,000,000 to $8,000,000 auth. in 1898. V. 67, p. 737. Stockholders subscribed until Feb. 1, 1900, to 25 per cent in new stock, payment to be made in 25 per cent instalments on Feb. 1, May 1, Aug. 1 and Nov. 1, 1900, increasing the total issue from $6,165,600 to $7,707,000 of which $207,000 to be in treasury.—V. 70, p. 40.

BONDS.—On *general mortgage* of 1890 is now a *first lien*. Generals for $19,000 and $165,600 of stock were held in treasury on Jan. 1, 1900, for improvements, etc. Trustee gen. mort., Atlantic Trust Co. Bills payable Dec. 31, 1899, $290,000; real estate mortgages, $111,500.

DIVIDENDS.—Per Cent. 1892. 6; 1893. 6; 1894 to Apr., 1900, inclusive, 7% yearly (incl. 1% extra in Jan.)

EARNINGS.—Report for year ending Dec. 31, 1899, was in V. 70, p. 479, showing gross, $2,381,369; net, $763,177; interest, taxes, etc., $141,557; dividends, $398,850; balance, surplus, $222,770. In 1898, gross, $2,058,477.—(V. 68, p. 425; V. 69, p. 1150; V. 70, p. 40, 479.)

N. Y. & Q. Gas & Elec.—See page 173.

New York Suburban Gas.—See V. 68, p. 474; V. 69, p. 853, 964.

N. Y. Telephone.—P. 173. **N. Y. & Wilkes. Coal.**—SUP. Jan. '98

Niagara Falls Power.—Niles-Bement-Pond Co.—See page 173.

North American Company.—ORGANIZATION.—Organized in 1890 under laws of New Jersey, as successor to the Oregon & Trans-Continental Co. Is interested in street railway and electric enterprises.

ANNUAL REPORT.—Fiscal year ends May 31. Annual meeting is held in Jersey City on third Wednesday in June. Report for 1898-99 was in V. 68, p. 1223; V. 69, p. 24. Receipts from interest, dividends and commissions, $119,739; expenses and taxes, $31,446; bal., surplus, $85,293, agst. $13,639 in 1897-98. ASSETS.—Milwaukee Electric Ry. & Light stock, $5,651,104; Cin. Edison El. stock, $746,600; other stocks, etc., valued at $26,410; accounts rec., $608,580; cash, $217,015.

DIRECTORS.—Edward Q. Keasbey, John I. Beggs, C. W. Wetmore, S. W. Burt, J. Hobart Herrick, Wm. Nelson Cromwell, G. R. Sheldon, Edmund C. Converse, Henry C. Payne. President, C. W. Wetmore; Sec., Silas W. Burt; Treas., Geo. R. Sheldon. N. Y. Office, 30 Broad St. (V. 69, p. 24.)

Northern Union Gas Co. (New York City.)—V. 65, p. 621.

Northwestern Telegraph.—Owns 8,000 miles of wire and is leased to Western Union for 99 years, with guaranteed dividends, rising ⅛ per cent a year to 6 in 1897 and afterward.

Ohio & Indiana Natural Illuminat. Gas Co.—See page 173.

Omaha Water Co.—See page 173.

Oregon Improvement Co.—See PACIFIC COAST CO.

Osceola Consol. Mining Co.—V. 68, p. 425; V. 70, p. 531.

Otis Elevator Co.—Incorporated Nov. 28, 1898, under the laws of New Jersey and was to take over every standard elevator manufacturing company in the United States, about 13 in all, comprising about 85 per cent of the business. Stock authorized, $6,500,000 common and $4,500,000 non-cumulative 6 per cent preferred; $500,000 of each of which is retained in the treasury. Dividends on pref., Apr. 15, 1899 to Apr., 1900, both inclusive, 1½ p. c., quar. (6 per annum). No bonds. Office, 71 Broadway, New York.—V. 68, p. 525.

Pacific American Fisheries.—V. 68, p. 430, 673; V. 70, p. 636.

Pacific Coast Company.—This company controls the Pacific Coast Steamship Company (owning its entire capital stock) and operates five steamship lines running between San Francisco, Portland, Victoria, Sitka, Fort Bragg, San Diego, &c. Also owns all the securities of the Columbia & Puget Sound RR (now standard gauge), Seattle to Franklin, etc., with sidings, 57 miles, and its New Castle mine; the Pacific Coast Railway (narrow gauge), Port Harford, Cal., to Los Olivos, 80 miles; the Port Townsend Southern RR.; Port Townsend to Quilcene, Wash., 28 miles, and Olympia to Tenino, Wash., 15 miles; operates the Franklin Coal Co. owning the Franklin mine, with 3,050 acres coal lands at Franklin and 2,083 acres at New Castle. See V. 60, p. 954. For properties owned June 30, 1898, see V. 67, p. 949.

HISTORY.—Successor on Dec. 1, 1897, to the Oregon Improvement Co., sold in foreclosure and reorganized p. plan in V. 65, p. 412, 463.

BONDS.—New firsts for $554,000 are reserved for new steamships, etc., at not over $100,000 per ann. Acc'nts pay. June 30, '99, $54,036.

DIVIDENDS—	1898.	1899.	1900 (to May).
Com., per ct..	2	2	1 Q-F (4% per an.)
1st pref., p. c.	5	4⅛	1¼ Q F (5% per an.)
2d pref., p. c..	4	3⅓	1 Q-F (4% per an.)

Dividend period changed to Q-F in Nov., 1899. In 1900, on common, Feb., 1 p. c.; May, 1 p. c. on 1st pref.; Feb., 1¼ p. c.; May, 1¼ p. c.; on 2d pref., Feb., 1 p. c.; May, 1 p. c.

EARNINGS.—3 months, Dec. 1 to Feb. 28. 1899-0 ....Gross, $1,140,724; net, $227,953. 1898-9.....Gross, 1,013,353; net, 187 955

REPORT.—Report for year ending June 30, 1899, in V. 69, p. 1059, showed gross earnings of steamships and collier, $3,476,921; net; $640,290; rail lines, gross, $600,430; net, $268,344; coal department, gross, $816,132; net, $163,718. Detailed results for that period were:

Gross earnings.....	$4,893,483	Interest on bonds.....	$222,300
Op. expenses and taxes.	3,785,482	Depreciation, etc.....	185,078
		Div. on 1st pref. (2½%)..	38,125
Net earnings.....	$1,108,001	Div. on 2d pref. (5%).....	200,000
Interest and discount..	28,008	Div. on common (3%)....	210,000
Total net income.....	$1,136,009	Balance, surplus.....	$280,506

YEARS ENDING NOV. 30.	1897.	1896.	1895.
Gross earnings.....	$4,136,170	$3,221,621	$3,258,503
Net earnings.....	569,656	354,240	389,917

OFFICERS, ETC.—Chairman of the board, Henry W. Cannon; President, J. D. Farrell; Treasurer, John Kean; Secretary, H. H. Durand, Executive Committee: Henry W. Cannon, E. H. Harriman, Daniel S. Lamont, T. Jefferson Coolidge, Jr., and Grant B. Schley.—V. 68, p. 525; V. 69, p. 853, **1059**, 1065.

Pacific Mail Steamship.—An agreement made with the Panama RR. in December, 1895, for 3 years covers joint traffic between N.Y. and Central America and Mexico and the U. S. coast. (V. 63, p. 78.)

DIVIDENDS.—No dividends from 1887 until Dec., 1896, when 1 p. c. was paid; in '97, 2 p.c.; in '98, 2½ p. c.; in '99, June, 1½ p.c.; Dec., 1½ p.c. The company proposes for a time to invest surplus earnings in new vessels and improvements and suspend dividends for the present.—V. 70, p. 331.

LATEST EARNS.—9 mos., May 1 to Jan. 31. 1899...Gross, $2,958,706; net, $991,752. 1898.. Gross, 3,272,125; net, 1,251,115

ANNUAL REPORT.—Fiscal year ends April 30; report for 1898-99 with balance sheet, was in V. 68, p. 1073; V. 69, p. 127. On Apr. 30, 1899, current liabilities were $264,617; current assets, $2,072,452.

Year ending Apr. 30.	1899.	1898.	1897.	1896.
Steamships.....	$3,959,013	$3,668,477	$3,759,338	$3,856,878
Subsidies.....	15,707	55,917	69,333	74,060
Miscellaneous.....	165,994	339,827	311,478	292,000
Total earnings....	$4,140,713	$4,064,221	$4,140,149	$4,222,938
Net earnings.....	$1,116,336	$620,543	$714,258	$708,382

Dividends (2½ p. c.) in 1898-99, $500,000; deduct loss of SS. Starbuck, $298,012; bal., sur., $318,324.

DIRECTORS AND OFFICERS—Henry Hart, Isaac E. Gates, Edwin Hawley, Samuel Thomas, G. H. Macy, Geo. J. Gould, Russell Sage Collis P. Huntington, President; V. Pres. and Gen. Man., R. P. Schwerin; Jos. Hellen, Sec. and Treas., Mills Building, N. Y.—V. 70, p. 331.

Park Steel Co.—V. 68, p. 475, 525, 978.

Pennsylvania Coal.—Owns coal lands in Wyoming Valley, Pa.; Dividends since 1881—From 1882 to May, 1900, inclusive, 16 p. c. per an. In Feb., 1894, 4 p. c. extra and in Dec., 1896, 5 p. c. extra.—V. 69, p. 1061, 1102.

Pennsylvania Mfg. Light & Power.—See PHILADELPHIA ELEC

DIVIDENDS.—50c. Oct., 1898; April, 1899, 50c.; Oct., 15. 50c.

REPORT.—Report for 11 mos. ending Dec. 31, 1898, with balance sheet, was in V. 68, p. 328.—(V. 68, p. 328; V. 70, p. 283.

Pennsylvania Steel Co.—Chartered in Penn. in 1895; owns eight blast furnaces, with an annual capacity of 558,000 tons pig iron; a rail mill, capacity 480,000 tons and for 165,000 tons boiler steel, beams and other products, and a ship-building and a bridge-building plant, including plant at Steelton, Pa., with annual capacity of 175,000 tons; Bessemer Steel Works, capacity of 350,000 tons, and the Maryland Steel Co. plant at Sparrow Point, near Baltimore, having annual capacity of 300,000 net tons standard section steel rails. Owns a half interest in the Juragua (Cuba) Iron Co., Ltd. V. 62, p. 776.

STOCK.—Common, $5,000,000; par, $100; $4,750,000 outstanding. Preferred, 7 per cent, $1,500,000; par, $100, all outstanding. First dividend on preferred since reorganization, 1¾ p. c., paid Oct. 16, 1899; 1900, Jan. 15, 1¾ p. c.; Apr. 16, 1¾ p. c.

BONDS.—*Consolidated joint mortgage* (Girard Life Insurance Annuity & Trust Co. of Philadelphia, trustee) covers the plants at Steelton, Pa., and Sparrow Point, Md., all of the $1,000,000 stock of the Maryland Steel Co. and $697,500 of the $1,500,000 capital stock of the Juragua Iron Company. Consols for $3,000,000 are reserved to retire the prior liens. Interest, if not earned, was payable in scrip till Sept. 1, 1898. The 1898 coupons were paid in scrip.

ANNUAL REPORT.—Statement in V. 70, p. 582, showed surp. for year $1,372,374, agst. loss $51,019 in 1898.—(V. 68, p. 568, 975; V. 69, p. 647; V. 70, p. 582.)

Paterson & Passaic Gas & Electric Co.—See page 173.

Pennsylvania Electric Vehicle.—See page 173.

People's Gas Light & Coke (Chicago).—An absolute consolidation on Aug. 2, 1897, of the companies forming the old Chicago Gas Trust. The $25,000,000 Fidelity receipts, which previously represented the several properties, were exchanged dollar for dollar for stock of the People's Gas Light & Coke Co.—V. 64, p. 1088; V. 65, p. 230. Mutual Fuel was purchased in November, 1897, and early in 1898 consolidated, as was also the Hyde Park Co., with the People's Gas-Light & Coke Co. The Universal Gas Co (stock, $1,500,000) is controlled in the company's interest.—V. 67, p. 179; V. 68, p. 474. In Apr., 1900, a syndicate friendly to the People's Company purchased control of the Ogden Gas Co and the Cosmopolitan Electric Co., both owned by the same interests, the Ogden Company stockholders voting to issue $6,000,000 of the authorized $10,000,000 bonds, which it is understood will be guaranteed by the People's Company.—V. 70, p. 743, 798.

In Sept., 1898, all disputes with the Indiana Oil & Gas Co. were settled the People's Co. agreeing to expend not exceeding $1,500,000 in the next three years in exploiting natural gas in Chicago.—V. 67, p. 690; V. 68, p. 825, 1182.

PROPERTY.—In service January, 1900: Street mains, 1,706 miles; meters, 274,601; public lamps, 25,121.—See V. 66, p. 382.

DEALINGS WITH CITY.—In June, 1891, a settlement was reached by the several companies on the basis of the city getting 3·2 per cent of

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
People's Gas Light & Coke (Chic.)—(Con.)—2d mort.....c	1874	$500	$2,500,000	6 g.	J. & D.	N. Y., Cent. Tr. & Chic.	Dec. 1, 1904
P. G. L. & C. 1st consol. mort. for $10,000,000 gold...*c	1893	1,000	4,900,000	6 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1943
Equitable Gas Light & Fuel 1st mortgage.....c*	1885	1,000	2,000,000	6 g.	J. & J.	N. Y., Cent'l Tr. & Chic.	July 1, 1905
Chicago Gas Light & Coke 1st mortgage, g. .....(FP)c	1887	1,000	10,000,000	5 g.	J. & J.	do do	July 1, 1937
Consumers' Gas 1st mort., gold. See V. 66, p. 472.....c	1886	1,000	4,246,000	5 g.	J. & D.	do do	Dec. 1, 1936
Illinois L. H. & Power 1st mortgage.....c	1885	1,000	500,000	7	.....	Chicago, Chic. Nat. Bk.	Nov. 1, 1915
Lake Gas & Light 1st mortgage, gold..... IC	1885	1,000	300,000	6 g.	J. & J.	Ill. Tr. & Sav. Bk., Chic.	July 1, 1915
P. G. L. & C.—Refunding M., $40,000,000, g. F.....c*&r	1897	1,000	2,500,000	5 g.	M. & S.	New York.	Sept. 1, 1947
Mutual Fuel Gas 1st mort., $5,000,000, gold, assumed.	1897	1,000	5,000,000	5 g.	M. & N.	N. Y., Cent. Tr. & Chic.	Nov. 1, 1947
Hyde Park Gas, 1st mortgage, assumed.....	1884	500 &c	200,000	6	M. & S.	First Nat. Bk., Chicago.	Sept. 1, 1904
Calumet Gas Co. 1st mortgage, assumed.....	....	1,000	250,000	6 g.	J. & J.	Chicago Eq. Trust Co.	July 1, 1917
Ogden Gas Co., 1st mort., gold, to be guaranteed. F...	1900	.....	See text.	5 g.	.....	.....	1950.
Philadelphia Electric—Stock, $2 50 per share paid.....	....	25	25,000,000	.....	.....	.....	.....
Phila. Elec. Trust Ctfs., gold, $17,500,000 (see text)...	1899	.....	15,050,000	4 g.	A. & O.	Philadelphia.	Oct., 1949
Edison Elec. Trust Certificates, g. (Edison stock as coll.)	1896	100 &c.	1,994,300	5 g.	.....	Philadelphia.	Aft. Apr., 1946
Old Phila. Elec. Tr. Ctfs. (Penn. H. L. & P. stock as col.)	1898	1,000	ab. 11200000	5 g.	A. & O.	Land Tit. & Tr. Co., Phila.	Apr. 1, 1948
Pressed Steel Car Co.—Stock, common, $12,500,000.....	....	100	12,500,000	6	See text	N. Y., 71 Broadway.	May 21,'00, 1½
Pref. stock (as to assets), 7 p.c., non-cum., $12,500,000	....	100	12,500,000	7	See text	do do	May 28,'00, 1¾
Procter & Gamble.—Common stock.....	....	100	2,250,000	20 in '99	F&A, 15	Cincinnati, O., Co. Office.	Feb. 15,'00, 6%
Pref. stock (8 p.c., cum.). See terms in ed. May,'93, SUP.	....	100	2,250,000	8 in 1899	Q.—J.	do do	Apr. 14,'00, 2%
1st M., g., subject to call at 110 after July 1, 1900....c*	1890	1,000	2,000,000	6 g.	J. & J.	N. Y., Mercantile Nat. Bk	July 1, 1940
Pullman Company—Stock, $74,000,000.....	....	100	74,000,000	6½ in '99	Q.—F.	N. Y., Farm. L. & Tr. Co.	May 15,'00, 2%
Quicksilver Mining—Preferred stock, 7 p. c., not cum.....	....	100	4,291,300	.....	.....	N. Y., Of., 20 Nassau St.	May 5,'99, ½%
Republic Iron & Steel—Common stock, $30,000,000.....	....	100	27,352,000	.....	.....	.....	.....
Preferred, 7 per cent, cumulative, $25,000,000.	....	100	20,852,000	.....	Q.—J.	General Office, Chicago.	Apr. 2, '00, 1¾
Royal Baking Powder—Common stock, $10,000,000.....	....	100	10,000,000	.....	.....	.....	.....
Preferred stock, $10,00 ,000, 6 per cent, cumulative..	....	100	10,000,000	See text.	Q.—J.	Checks mailed.	Apr. 2, '00, 1½

the gross receipts, or at least $150,000 per annum, and paying $1 per 1,000 feet for its gas—the price of gas to other consumers to remain at $1 25 until 1893, when a reduction of five cents in the price must be made yearly until $1, the present price, was reached. See V. 52, p. 939.

STOCK.—In December, 1898, stock was increased $5,000,000 to $30,000,000 for exploitation of natural gas, extensions and improvements, of which $3,750,000 was allotted to stockholders at par, raising the outstanding amount to $28,668,800.—(V. 67, p. 1111.)

DIVS.—'89. '90. '91 '92. '93. '94. '95. '96. '97. to Feb.'00
Per cent. 4 3 3 5¼ 4½(1½sc.) 6 2½ 1½ 6 yearly
In 1899—February, 1½ p. c.; May, 1½ p.c.; Aug., 1½ p.c.; Nov., 1½ p.c.

BONDS, ETC.—Of the $40,000,000 issue of 1897 $26,546,000 bonds were reserved to retire prior bonds shown in table above, and can be issued bearing less than 5 per cent interest. The balance may be issued for additional property, improvements or betterments, but in no case to an amount exceeding the cost of the same.—V. 65, p. 572.

EARNINGS.—Report for year ending Dec. 31, 1899, in V. 70, p. 326:

YEARS ENDING DEC. 31.	1899.	1898.
Manufactured gas sold, cubic feet	6,879,419,985	6,114,587,380
Sales of manuf'd gas to private users	.....	5,374,846
Sales of manufactured gas to the city	.....	623,164
Sales of natural gas	.....	1,141,996
Other income	.....	125,520
Gross income	$8,096,320	$7,265,526
Net over operating expenses	$4,283,282	$3,470,225
Interest on bonds	1,857,300	1,842,300
Depreciation	464,409	...
Balance for stock	$1,961,573	$1,627,925

COMBINED BALANCE SHEET DEC. 31, 1899.

Real estate, franchise, tunnels, mains, etc.	$65,420,561	Capital stock	$30,000,000
Materials	467,657	Mortgage bonds	34,496,000
Securities	*1,475,956	Coupons	355,890
Accounts receivable	200,756	Accounts payable	348,386
Gas bills receivable	889,642	Dep. security for gas	77,820
City of Chicago	140,423	Bond interest	217,858
Cash	550,634	Profit and loss	3,649,574
	$69,145,629		$69,145,629

* Includes miscellaneous bonds, $114,528; Green Street property; $30,227; 13,312 shares of capital stock of People's Gas Light & Coke.

OFFICERS.—President, C. K. G. Billings; V.-P., A. N. Brady, 2d V.-P., Walton Ferguson; 3d V.-P., C. K. Wooster; Treas., W. S. McCrea; Sec., L. A. Wiley. Office, 54 Wall Street, N. Y.—V. 70, p. 692, 743, 798.

Philadelphia Company.—See Pittsburg, in STREET RY. SUP.

Philadelphia Electric Co.—ORGANIZATION.—Incorporated in New Jersey on Oct. 6, 1899, and acquired the Pennsylvania Manuf'g, Light & Power Co. (controling the Penn. Heat, Light & Power Co.—see SUPPLEMENT of Jan., 1898), and the National Electric Co. Controls nearly all of the electric-light properties of the city; also plants in West Philadelphia and Chester, adjacent to Philadelphia.

STOCK.—Authorized, $25,000,000; 10 per cent paid in.

BONDS.—Collateral trust 4 per cent gold fifty-year certificates, dated Oct. 16, 1899, amounting to $17,500,000 have been authorized, of which $15,050,000 were used to purchase so far as may be the $15,000,000 Penn. M'f'g. L. & P. stock (+1,500,000 paid in) and the $17,500,000 Nat. Elec. stock ($4,375 000 paid in), the balance to be retained to acquire other electric properties in Philadelphia and adjacent counties. See V. 69, p. 797, and official circular, p. 853. In Feb., 1900, about $2,000,000 old Phila. electric certificates had been purchased, reducing the amount outstanding to about $11,200,000.—V. 70, p. 331.

President, Joseph B. McCall; Vice-Pres., William F. Harrity; Secy. A. V. R. Coe; Treas., Wm. P. Conover, Jr. Office, N. E. cor. 10th and Sansom Sts., Philadelphia, Pa.—V. 70, p. 283, 331, 798.

Pillsbury-Washburn Flour Mills Co.—(V. 70, p. 229, 283.)

Pittsburg Coal Co.—Planters' Compress Co.—See page 173.

P. Lorillard Company.—Incorporated in New Jersey in 1891. In 1899, all com. stock acquired by Continental Tob. Co.—V 68, p 377. Holders of the $2,000,000 preferred stock were offered the right to April 1, 1900, to exchange their stock at par for 5-year 7 per cent Continental Tobacco gold debentures. V. 70, p. 331.

DIVIDENDS.—1892. 1893. 1894. 1895. 1896. 1897. 1898. Since.
Common, % 10 5 13 8 3 8 5 (?)
Preferred... 1892 to Apr., 1900, inclusive 8, yearly, pd. quarterly. —V. 70, p. 331, 636.

Postal Telegraph Cable.—See COMMERCIAL CABLE CO.

Pressed Steel Car Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 13, 1899, as a consolidation of the Fox Pressed Steel Equipment Co. of Joliet, Ill., and Schoen Pressed Steel Co. of Pittsburg. Prospectus in V 68, p. 188, 131. Capacity of the works about 100 cars a day of largest size. V. 69, p. 745.

STOCK.—Common, $12,500,000; pref., 7 p.c. non-cum., $12,500,000.

DIVIDENDS.—On pref: to Jan., 1900 1¾ p. c. paid quar. (7 per an.) Dividend period changed to Q.-F.; in May, 1900, 1¾ p. c. On common, 6 p. c. declared for year 1899, payable quarterly, first dividend 1½ p. c. being paid Feb. 9, 1900, and 1½ p. c. May 21, 1900.

REPORT.—Statement for year ending Dec. 31, 1899, in V. 70, p. 124, showed gross earnings $13,965,000; net, $2,237,000; div., 7 p. c. on pref., $875,000; 6 p. c. on com., $750,000; surplus for working capital, $612,000. President, Chas. T. Schoen. N. Y. Office, 71 Broadway. V. 70, p. 86, 124.

Procter & Gamble Co.—Formed in 1890 under laws of New Jersey to carry on the soap, candle, oils and glycerine business of Procter & Gamble. The mortgage covers about 67 acres of land adjoining the city of Cincinnati, together with 29 factory buildings. In Oct., 1899, the stockholders authorized the refunding of the $2,000,000 6s (subject to call in 1900) at 4 per cent interest. V. 69, p. 797.

DIVIDENDS..... 1891. 1892 to 1897 incl. 1898. 1899. 1900.
On common ..... 8 12 per cent. 20 20 Feb., 6
On preferred in full to Apr., 1900, incl. Office, Cincinnati. V. 59, p. 291.

(The) Pullman Co.—On Jan. 1, 1900, the Wagner Palace Car Co. sold its assets to The Pullman Company, representatives of the Vanderbilts entering the board of directors of the latter company, the capital stock being increased from $54,000,000 to $74,000,000, to retire the Wagner Company's $20,000,000 stock, the name also being changed from Pullman's Palace Car Co. to Pullman Co. See V. 69, p. 854; V. 70, p. 40. Dividend, reduced to 6 p. c. yearly in 1898, was restored to 8 p. c. in Nov., 1899.—V. 69, p. 909, 1197.

CASH DIVIDENDS.— 1877-80. 1881-83. 1884-98. 1899. 1900.
Since 1877—P. ct. 8 yearly. 9½ yearly. 8 yearly. 6½ Incl. May, 4

An extra cash dividend of 20 per cent paid Aug. 15, 1898, and stock increased in Nov., 1898, by $18,000,000, in order to distribute surplus assets—V. 67, p. 75, 789, 840, 902.

REPORT.—Report for 1898-99 was in V. 69, p. 905.

Years ending July 31.	1899.	1898.	1897.
Earnings from cars	$9,748,576	$8,598,837	$7,743,344
Patent royalties, manuf. profits, &c.	1,730,353	2,076,031	1,231,544
Total revenue	$11,478,929	$10,674,868	$8,974,888
Operating expenses	$4,559,808	$3,776,314	$3,511,868
Paid other sleeping-car associati'ns	693,716	831,634	812,169
Other expenses	780,390	793,036	.....
Dividends on capital stock	3,149,550	2,880,000	2,880,000
Net surplus for year	$2,295,465	$2,393,884	$1,770,851

Pres., Robert T. Lincoln, Chicago. N. Y., 15 Broad St.—V. 70, p. 743.

Quicksilver Mining.—See SUP. of Oct., 1897, and V. 68, p. 1077.

Quincy Mining.—V. 70, p. 381. **RR. Equip.**—V. 69, p. 28, 82.

Railway Equipment Co. of Minnesota.—V. 69, p. 177.

Rapid Transit Ferry.—SEE SUP., Oct., 1897; V. 68, p. 1134.

Republic Iron & Steel Co.—ORGANIZATION.—Incorporated in New Jersey on May 3, 1899, to consolidate 29 plants making bar and forge iron, being practically all the plants in the Central and Southern States west and south of Pittsburg. V. 68, p. 872. Also owns five blast furnaces, mining properties in the Mesaba range, in the Lake Superior region, extensive iron and coal lands, including those belonging to Pioneer Mining & Manufacturing Co. of Birmingham, Ala., and the coke plant of the Connellsville Coke Co. For list of properties merged see prospectus, V. 68, p. 674; V. 68, p. 1227; V. 69, p. 339, 850, 1151; official statement, V. 70, p. 228.

STOCK.—Common, $30,000,000; pref. (as to assets and dividends), 7 per cent cum., $25,000,000; of which in the treasury $2,243,000 common and $3,743,000 preferred to purchase additional properties. Estimated output of first year, 900,000 tons.—V. 68, p. 929, 1227.

DIVIDENDS.—On pref., Oct. 1, 1899, to April, 1900, 7 p. c. per annum (1¾ Q.-J.)

DIRECTORS.—August Belmont, Myron C. Wick, Grant B. Schley, Randolph S. Warner, George R. Sheldon, J. D. Caldwell, G. Watson French, Alexis W. Thompson, Geo. D. Wick, John F. Taylor, Harry Rubens, T. A. Meysenburg, L. E. Cochran, J. C. Corns, H. W. Hassinger, P. L. Kimberly, G. M. Bard, S. Thomas, S. J. Llewellyn, G. M. Clark.

EARNINGS.—Net earnings to Jan. 1, 1900, $2,714,500; div. (3½ p. c.) on pref., $720,069; bal., sur., $1,994,431. V. 70, p. 234.

OFFICERS.—President, Randolph S. Warner; Secretary, William B. Ridgely; Treasurer, John F. Taylor. Main office, Stock Exchange Bldg., Chicago. New York office, 66 B'way.—V. 70, p. 228, 234.

Rhode Island Perkins Horseshoe.—See page 173.

Riker Electric Vehicle.—See SUPP. for July, 1899.

Royal Baking Powder Co.—ORGANIZATION.—Incorporated in Feb., 1899, under the laws of New Jersey, and merged Cleveland Baking Powder Co., Royal Baking Powder Co., New York Tartar Co., Tartar Chemical Co. and Price Baking Powder Co.

DIVIDENDS.—On pref., to Apr., 1900, incl. 6 p. c. per an.—1½ Q.-J.

Pres., J. B. Rose; Vice-Pres., A. H. Porter, Jr.; Treas., John Morris; Sec., W. L. Garey. Office, 100 William St., New York.—V. 69, p. 181.

Rubber Goods Mfg. Co.—See page 173.

Safety Car Heat. & L.—See page 174.

Shelby Steel Tube.—See page 174.

Sloss-Sheffield Steel & Iron Co.—See page 174.

Southern Cotton Oil.—See SUP. of Jan., 1898; also V. 68, p. 1178.

Southern & Atlantic Telegraph.—Leased to Western Union (which owns $390,475 of stock) and stock guaranteed by rental 5 p. c.

South. New England Telephone.—V. 70, p. 381, 433, 692.

South Yuba Water Co.—See SUPPLEMENT of January, 1898.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.		*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Louis Ter. Cupples Sta. & P.—1st M. g., red. 102 aft. '02. c*	1897	$500&c.	$3,000,000	4½ g.	J. & D.	New York and London.		June 1, 1917
Southern Cotton Oil—Stock	....	50	2,000,000	6 in 1899	J. & D.	From Camden—by ch'ck		Dec. 15, '99, 2%
South Yuba Water Co.—1st mortgage bonds	1890	50	522,000	6	A. & O.	N.Y., Holland Trust.		Apr. 1, 1910
Consol. mortgage, gold, $1,500,000	1893	1,000	478,000	6 g.	J. & J.	N. Y. Farm. L. & Tr. Co.		July 1, 1923
Standard Gas Light—Com. stock authorized, $5,000,000.	....	100	5,000,000	See text.	Q.—J.	N. Y., 31 Nassau St.		Sept. 30 '99, 1%
Preferred stock authorized, $5,000,000	....	100	4,295,700	6 in 1899	J. & J.	do do		July 1, '99, 3%
1st mortgage $1,500,000, gold c	1890	1,000	1,362,000	5 g.	M. & N.	N. Y., Merc. Trust Co.		May, 1930
Stand. Oil—Com. stk., $100,000,000 ($10,000,000 pf. au.)	....	100	See text.	See text.	Q.—M.	N. Y., 26 Broadway.		Mch. 15, '00, 20
Stand. Rope & Twine—1st M., g., s. f., to call at 105. Ma. c*	1896	1,000	2,878,000	6 g.	F. & A.	N.Y., Manhattan Trust.		Aug. 1, 1946
Consol. M., non-cum., incomes, g., to call at par... Ce. c*	1896	1,000	7,500,000	5	.....	.....		Aug. 1, 1946
Susquehanna Coal.—1st M., gu. p. & i., s. f. not sub. to call. c	....	1,000	1,521,000	6	J. & J.	Phila. Co.'s Office.		Jan. 1911
Swift & Co.—Stock, $20,000,000	....	100	20,000,000	7 in 1899	Q - J.	.....		Apr. 2, '00, 1¾
1st M., $2,500,000, subj. to call at 105 after Jan., 1900	1885	.....	2,500,000	6	J. & J.	N.Y., N.Bk. of Rep. & Ch.		July 1, 1910
Teleph. Telegh. & Cable—Stk., $30,000,000. $5 p. sh. pd. in	....	50	(?)	.....	.....	.....		.....
Coll. trust, secured by Erie stock, $12,000,000, g., text	1900	.....	See text.	5 g.	A. & O.	.....		1930
Tenn. Coal I. & RR. Co.—Stock ($261,000 is 8% cum. pref.)	....	100	22,530,200	.....	.....	N. Y., Hanover Bank.		See text.
Consolidated mortgage	1881	1,000	5,000	8	M. & N.	do	do	Nov. 1, 1901
South Pittsburg Purchase, 1st mortgage	1882	1,000	120,000	8	F. & A.	do	do	Feb. 1, 1902
Pratt Coal & Iron Co., Ala., 1st M., s. f., not drawn.... c*	1883	1,000	612,000	7	M. & N.	do	do	Nov. 1, 1903
Birmingham, Ala., Div., con. M., g., s. f. 1%, not d'rn.. c*	1887	1,000	3,632,000	6 g.	J. & J.	do	do	Jan. 1, 1917
Tennessee Div. bds, gold, s.f. 1½% yearly, not dr'n... c*	1887	1,000	1,251,000	6 g.	A. & O.	do	do	Jan. 1, 1917
De Bard. M., g., assum., s. f., $30,000 y'ly, not dr'n. c*	1890	500 &c.	2,741,500	6 g.	F. & A.	do	do	Feb. 1, 1910
Ala. Steel & Shipbuilding, pref. 6 p. c. cum., guar	....	.....	440,000	6	J. & J.	do	do	Jan. 1, '00, 3%
1st mortgage, guaranteed, gold Ma	1898	1,000	1,100,000	6 g.	J. & J.	do	do	July 1, 1928
Cahaba 1st M., $1,100,000 gold, gu., s. f., red. at 110.. c*	1892	1,000	950,000	6 g.	J. & D.	do	do	Dec. 1, 1922
Union Bag & Paper—Stock, common, $16,000,000	....	100	16,000,000	.....	.....	.....		.....
Preferred stock, 7 per cent, cumulative, $11,000,000..	...	100	11,000,000	7	Q.—J.	N. Y., First Nat'l Bank		Apr. 2, '00, 1¾

Standard Gas Light.—Organized in 1886. Owns 160 miles of gas pipes north of 13th St., New York. In Jan., 1900, stockholders subscribed to $574,600 new preferred stock at par, raising the amount outstanding to $4,295,700.—V. 69, p. 1252. Stockholders' committee: E. A. McAlpin, Chairman, represents a majority of the stock which cannot be sold without first being offered at market price to the committee.—V. 70, p. 133.

DIVIDENDS—	1891.	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99.
Common %	..	..	..	..	1	4	5	8	5
Preferred %	3¾	1½	4	4	5½	4½	6	8	6

In 1899, *common*, Jan., 1½ p. c.; Apr., 1½ p. c.; July, 1 p. c.; Oct., 1 p. c. The Jan., 1900, dividends were passed. V. 69, p. 1197, 1252. Russell Sage, having sold a large part of his stock in Jan., 1900, retired from Presidency. Office, 3d Ave. and 49th St., N. Y.—V. 70, p. 40, 86, 180, 283, 384, 692.

Standard Oil.—ORGANIZATION.—This New Jersey corporation succeeded in June, 1899, to the Standard Oil properties, held by liquidating trustees, the holders of the $97,250,000 of old certificates and "assignments," receiving dollar for dollar in common stock of the New Jersey company and 2·68 per cent in cash to represent distribution of Ohio company. See SUPPLEMENT for April, 1899, and V. 68, p. 1227; V. 69, p. 28. Controls petroleum oil refineries in all the principal Northern cities of the United States, and produces about 65 per cent of the country's total output of refined oil; also controls oil wells in Pennsylvania, Ohio and West Virginia, and has pipe lines for transmitting its oil to tidewater. Properties, V. 66, p. 1239; V. 69, p. 745.

STOCK.—Stock authorized, common, $100,000,000; $10,000,000 non-cum. 5 per cent preferred in treasury for the present.

DIVIDENDS—	1891-95.	1896.	1897.	1898.	1899.	1900.
Per cent	12 a year.	31	33	30	33	Mar., 20

Dividends in 1899, March, 6 p. c.; June, 12 p. c; Sept., 5 p. c., Dec., 10 p. c; in 1900, March, 20 p. c.—V. 70, p. 283.

OFFICERS.—President, J. D. Rockefeller; Treasurer, W. H. Tilford; Secretary, C. M. Pratt. Office, 26 Broadway, N. Y.

DIRECTORS.—J. D. Rockefeller, William Rockefeller, H. M. Flagler, J. D. Archbold, H. H. Rogers, W. H. Tilford, C. M. Pratt, O. H. Payne, Paul Babcock, C. W. Harkness, T. C. Bushnell, A. M. McGregor and F. Q. Barstow.—V. 69, p. 28, 745, 1016; V. 70, p. 283, 538.

Standard Rope & Twine Co.—Incorporated Nov. 8, 1896, under laws of New Jersey. Successor after foreclosure of the United States Cordage Company, reorganized per plan in V. 60, p. 1012. For statement of property covered by the mortgages see V. 63, p. 1064. Union Selling Co. acts as selling agent.—V. 67, p. 484; V. 69, p. 644.

STOCK AND BONDS.—Capital stock is $12,000,000 (par $100). The first mortgage is for $3,000,000, yearly sinking fund 1 per cent of bonds outstanding; firsts purchased for sinking fund and canceled to July 31, 1899, $122,000. The consols are non-cumulative incomes, and entitled to one vote for each $100 of bonds.

REPORT.—Year ends July 31. Statement for 1898-9 in V. 69, p. 644, showed: Current assets July 31, 1899, were $3,447,030; current liabilities, $1,827,931. Previous reports showed:

Year.	*Proceeds of sales.*	*Net from oper.*	*Other income.*	*Charges, etc.*	*Balance, for year.*
1897-8.	$3,100,118	$473,428	.... ..	$239,865	sur. $223,563
1896-7.	3,542,353	def. 169,710	$96,376	264,212	def. 167,836

President, William G. A. Turner; Vice Prest., Alfred R. Turner, Jr.; Treas. and Sec., Joseph G. Taylor, 14-20 State St., N. Y. Directors: Wm. G. A. Turner, William Barbour, W. R. Potts, Sumner R. Stone, John Kean, A. R. Turner, Jr.; J. William Clark, John N. Kenney, J. C. Reiff.—(V. 67, p. 484, 840; V. 69, p. 339, 644.)

Standard Underground Cable Co.—V. 68, p. 568; V. 69, p. 82.

Street Ry. & Illum. Properties.—SUPP. Oct., '97; V. 67, p. 1056

Street's Western Stable Car Line.—V. 68, p. 229, 430.

Susquehanna Iron & Steel Co.—Stock, $1,500,000; par of shares, $5, full paid. Quarterly dividend 6 per cent, 30 cents per share, paid Oct. 16, 1899; Dec. 30, '99, 6 p. c.; 1900, April 16, 3 p. c. Statement for 9 months ending March 31, 1900, V. 70, p. 798.—V. 69, p. 1197; V. 70, p. 234, 587, 798.

Swift & Co.—ORGANIZATION.—Incorporated in Illinois April 1, 1885. Has packing plants at Union Stock Yards, Chicago; at South Omaha, Kansas City, East St. Louis, South St. Joseph and South St. Paul and branch houses for distribution of its goods in nearly every large city in the Union. V. 68, p. 87. In 1897 leased Minnesota Packing Co. plant at St. Paul for 999 years. Allied Swift enterprises, legally separate, are: Swift Refrigerator Transportation Co., owning 4,000 cars; Swift Live Stock Transportation Co., National Mfg. Co. Car Line, operating double decked hog cars.

STOCK AND BONDS.—Stock was increased in Jan., 1899, from $15,000,000 to $20,000,000. Dividends since 1889; '89 to '94, incl., 8 p. c.; '95 to July, '98, incl., 6 p. c.; Oct., '98 to Apr., 1900, 7 p. c.

REPORT.—Report for 1899, with balance sheet, was in CHRONICLE V. 70, p. 174, showing: Sales (over), $160,000,000, against $150,000,000 in 1898, and $121,598,670 in 1897. President, G. F. Swift; Treas.-L. A. Carton; Sec., D. E. Hartwell.—V. 70, p. 174, 538.

Tamarack Mining Co.—V. 68, p. 425; V. 70, p. 582.

Telephone Telegraph & Cable Co.—See page 174.

Tennessee Coal Iron & Railroad Company.—ORGANIZATION.—Owns blast furnaces, coal mines, iron mines, foundries, &c., in Tennessee and Alabama.—V. 55, p. 60, 463. Amalgamation with De Bardeleben Company was consummated in 1892. V. 63, p. 31.

On July 1, 1899, purchased for $850,000 the Sheffield (Ala.) Coal, Iron & Steel Co., including three furnaces, etc., and on July 5, 1899, the Ensley Land Co., owning 75,000 acres of land. With these acquisitions included, the Tenn. Coal, Iron & RR. Co. is the owner of 20 iron furnaces (several not in operation) of a total capacity of about 850,000 tons of iron annually, and also of coal and iron lands aggregating 450,000 acres.—V. 69, p. 82; V. 68, p. 1227; V. 70, p. 588.

On Nov. 30, 1899, the Alabama Steel & Shipbuilding Co. plant was opened at Ensley City. The plant will have ten open hearth furnaces of 50 tons each and a capacity of 1,000 tons of steel billets and slabs daily, and will be leased to the Tenn. C., I. & RR. Co., which will guarantee its $1,100,000 6 per cent bonds, and $440,000 6 per cent preferred stock. V. 70, p. 591. A rail mill will be added, for which in November, 1899, contracts had been let. The $50,000 common stock, all owned by the Tenn. C. I. & RR. Co., carries control of stock.—V. 66, p. 1002, 1235; V. 67, p. 127, 801.

On May 26, 1899, sold Birmingham Southern RR., in the vicinity of Birmingham, Ala., for $1,100,000 cash.—V. 68, p. 774, 1078.

DIVIDENDS.—On common in 1887, 1 per cent; in 1900, May, 2 p. c. V. 70, p. 587. On preferred, from 1889 to 1893 inclusive, 8 p. c. per annum; on May 1, 1900, balance on unexchanged preferred, 54 p. c., to April 1, 1900.

STOCK.—The stockholders voted on March 14, 1900, to increase the common stock from $20,000,000 to $23,000,000. Of the $3,000,000 new stock, $1,800,000 will be used to retire the $1,000,000 of 8 per cent preferred stock and 54 per cent accumulated dividends and the remaining $1,200,000 was sold at par to the stockholders to pay for three Sheffield furnaces acquired and other acquisitions and improvements.—V. 70, p. 382, 483, 589.

BONDS.—The two issues, known as the *Birmingham Division* and the *Tennessee Division* bonds, are each a lien on their own property, as described in the mortgage, and a second lien on the property of the other division. The total authorized issue of the Birmingham Div. loan is $5,000,000 [of which $540,000 bonds have been cremated] and $638,000 remain in trust to secure $628,000 Pratt Coal & Iron bonds; and of the Tenn. Div., $1,400,000, of which $149,000 are in the sinking fund. The *De Bardeleben mortgage* is for $3,000,000, of which $258,500 canceled by sinking fund. V. 68, p. 725. See V. 56, p. 604.

EARNINGS.—Jan. 1 to Feb. 28 in 1900, net, $628,181; $140,507 in 1899; chgs., $109,553, agt. $93,126; bal., sur., $518,628, agt. $47,381.

REPORT.—Report for 1899, at length in V. 70, p. 581, 588, showing output: Coal, 4,151,496 tons; coke, 1,182,286 tons; pig iron, 651,145 tons.

Year end. Dec. 31—	1899.	1898.	1897.	1896.
Tot. net profits	$1,865,705	$868,383	$623,823	$692,333
Int. on bonds, &c.	577,832	616,434	649,830	660,084
Bad debts, &c.	76,962	26,974	13,928	1,186
Balance for year	sr. $1,210,911	sr. $224,975	df. $39,935	sr. $31,063

DIRECTORS (Mar., '00)—Cord Meyer, James T. Woodward, W. S. Gurnee, Jr., B. F. Tracy, O. H. Payne, E. R. Chapman, James H. Smith, William Barbour, D. J. McComb, A. B. Boardman, F. S. Witherbee, B. Y. Frost and Henry S. Manning, of New York; A. M. Shook and N. Baxter, Jr., of Nashville; J. Bowron, of Birmingham; F. H. Benedict, of New York; President, N. Baxter, Jr.; Secretary, John F. Fletcher, Jr.; V. P. and Treasurer, Jas. Bowron, Birmingham, Ala. N. Y. office, 80 Broadway.—V. 70, p. 329, 382, 483, 581, 587, 588, 743.

Tidewater Steel Co.—V. 68, p. 826, 1136; V. 69, p. 133, 554.

Terminal RR. Association of St. Louis.—SEE RAILROADS.

Texas & Pacific Coal Co.—See SUPPLEMENT of Jan., 1898.

Texas Pacific Land Trust.—See SUPP. of Apr., 1897, page 154.

Trenton Gas & Electric.—See page 174.

Trenton Potteries Co.—Stock, $3,000,000. SUP. April, '97. Div. on pref., 2 p. c., paid April 10, 1900; last previous June 11, 1894.—V. 70, p. 592.

Trow Direct. Print. & B'kbind.—V. 67, p. 952; V. 69, p. 1060.

Union Bag & Paper Co.—ORGANIZATION.—Incorporated in New Jersey on Feb. 27, 1899, as a consolidation of over 90 p. c. of the paper bag business of country. V. 68, p. 430; V. 69, p. 182. For assets and list of properties see prospectus, V. 68, p. 333. Stock, common, $16,000,000; 7 per cent cum. pref. (as to assets and dividends), $11,000,000; par of each, $100, all outstanding. See V. 68, p. 675, as to rights of stock, etc. Balance sheet of March 1, 1900, was in V. 70, p. 632, showing $807,300 for common stock on the year's operations after deducting $770,000 for preferred dividends.

DIVIDENDS.—On pref., July, '99, to Apr., 1900, 7 per an. (1¾ quar.)

OFFICERS.—President, L. G. Fisher; 1st V.-P., C. A. Dean; 2d V.-P., A. M. Perrin; Sec. and Treasurer, Frank Washburn. General offices, Fisher Bldg., Chicago, Ill.—V. 69, p. 182; V. 70, p. 632.

Union Depot Co. of Columbus, O.—The P. C. C. & St. L. owns a half interest in this property.—V. 63, p. 117; V. 64, p. 804.

Union Ferry.—Operates five ferry lines between New York and Brooklyn. Capital stock is $3,000,000; par $100. The mortgage covers 19 ferryboats, real estate, etc. Dividends: In 1894, 4 p.c.; 1895, 4; in 1896, 4; in 1897, 4; in 1898, 3½; in 1899, 3; 1900 Jan., ½ p.c.; Apr., ½ p.c. Pres., Julian B. Fairchild.—V. 69, p. 757, 797.

Union Switch & Signal.—V. 69, p. 1348; V. 70, p. 428, 636.

Union Type Writer.—Organized in 1893. Stock is as follows:

Class.	*Outstanding.*	*Divs. When Pay.*	*Last Dividend.*
Common	$10,000,000	.....	.....
1st pref., 7 p. c.	4,000,000	A. & O.	Apr. 2, '00, 3½%
2d pref., 8 p. c.	4,015,000	A. & O.	Apr. 2, '00, 3½%

As to decision in July, 1899, see V. 69, p. 82. See also V. 69, p. 1305.

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Union Ferry—Stock	....	$100	$3,000,000	3 in 1899	Q.—J.	Co. office, Brooklyn.	Apr. 2, '00, 1½
1st M., gold, red. at 110 after Nov. 1, 1895	1890	100, &c.	2,200,000	5 g.	M. & N.	N. Y., 30 Broad Street.	Nov. 1, 1920
United Gas Improvement Co—Stock, to be $22,500,000	....	50	See text.	8	Q.-J.15	Philadelphia, Office.	Apr.15,'00, 2%
Debenture bonds, (currency) c*	....	500	1,000,000	6	J. & J.	Phila., First Nat. Bank.	July 1, 1902
United Shoe Machinery—Common stock $10,000,000	....	25	8,884,025	See text.	Q.—J. 15	Boston.	Apr 14,'00, 2%
Preferred stock, 6 per cent, cumulative	....	25	8,864,250	6	Q.—J. 15	do	Apr.14,'00, 1½
U. S. Cast Iron Pipe & Foun Co.—Stk., com., $15,000,000	....	100	12,155,447	.....	.....	.....	.....
Preferred stock, 7 per cent, non-cum., $15,000,000	....	100	12,500,000	7	Q.-M.	N. Y., Tho nas & Post.	Mch. 1,'00, 1¾
U. S. Envelope—Pref. stock, 7 p. c., cum., $4,000,000	....	100	3,750,000	7	Q.—M.	N. Y., Prod. Ex. Tr. Co.	Mch 1,'00, 1¾
1st M., $2,000,000, g., red. aft. 1908 at 104, s. f. y'rly	1898	1,000	2,000,000	6 g.	J. & J.	Boston, Old Col. Tr. Co.	Aug. 1, 1918
United States Express—Stock	....	100	10,000,000	3 in 1899	M. & N.	N. Y., Office, 49 B'way.	May 15,'00, 1½
United States Flour Milling—Stock, $5,000,000 is pref.	....	.....	8,500,000	.....	.....	.....	.....
1st M., g., $15,000,000, sub. to call at 110 aft. 10 yrs. Ce	1899	1,000	7,500,000	6 g.	M. & N.	N.Y., Prod. Exch. Tr. Co.	May 1, 1939
NEW SECURITIES ISSUABLE UNDER PLAN.							
Stock ($10,000,000 is pref. 6 per cent, non.cum.)	....	.... abt	13,500,000	.....	.....	.....	.....
First mortgage, gold, $9,500,000	1900	.... abt	8,500,000	5 g.	.....	.....	1930
United States Leather—Common stock, $64,000,000 Ce	....	100	62,854,600	.....	.....	.....	None paid.
Preferred stock, cumulative, 8 p. c., $64,000,000	....	100	62,254,600	5 in 1899	Q.—J.	Office, 26 Ferry St, N.Y.	Apr. 2, '00, 1½
Deb. $10,000,000, g., s. f., 4 p. c., sub. to call at 110. Ce.	1893	1,000	5,280,000	6 g.	M. & N.	N. Y., Park Bk.; Boston.	May 1, 1913
United States Mortgage & Trust—Stock	....	100	2,000,000	9 in 1899	J. & J.	N.Y., Office, 59 Cedar St.	Jan. 2, '00, 5%
1st mort. trust bonds. "D" gold, red. after 1901 c*&r	1896	100 &c.	1,000,000	4½g.	J. & J.	do do	Jan 1, 1916
1st mort. trust bonds. "E" & "F" g., red. after 10 yrs. c*&r	1897-8	1,000	2,000,000	4 g.	Various	do do	1917 & 1918
1st mort. trust bonds. "G" "H" "I" "J" g., red. af. 5 yrs. c*	1898-9	100 &c.	4,000,000	4 g.	Various	do do	1918 & 1919
United States Rubber—Common ($25,000,000 authorized)	....	100	23,666,000	2 in 1899	.....	Office, 9 Murray St. N.Y.	Apr.30,'00, 1%
Preferred ($25,000,000 authorized) 8 p. c. non-cum	....	100	23,525,500	8 in 1899	Q.—J.	do do	Apr.30,'00, 2%
Boston Rubber Shoe Co., gold, bonds	1898	1,000	5,000,000	5 g.	F. & A.	do do	Aug. 1, 1908

DIVIDENDS.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
1st preferred, p.c.	3½	7	7	7	7	7	7	Apr.. 3½
2d preferred, p. c.	0	0	6	6	8	8	8	Apr., 8

Overdue on 2d pref.—In Apr., 1900, 2d pref., 12 p. c.—V. 69, p. 82; V. 70, p. 592. Pres., Clarence W. Seamans; Treas., Phineas C. Lounsbury; Sec., Geo. K. Gilluly. Office, Jersey City, N. J.

United Electric Co. of New Jersey.—See SUPP. of Jan., 1900.

United Electric Securities Co.—See V. 67, p. **480**; V. 69, p. 231.

United Fruit.—See page 174.

(The) United Gas Improvement Co.—Organized 1882 in Pennsylvania; reorganized in 1885. Charter is perpetual and business is the building, leasing and operating of gas works. In 1900 operated in over 50 leading cities in the U. S. The stockholders voted on March 19, 1900, to increase the stock from $15,000,000 to $22,500,000, the $7,500,000 new stock being offered to stockholders at par, payable in equal instalments on May 1, June 1, July 1, Aug. 1 and Oct. 16, 1900, to pay for properties already acquired or about to be purchased.—V. 70, p. 87, 592.

Dec. 1, 1897, this company leased the Philadelphia city gas works until Dec. 31, 1927. See terms of lease in V. 65, p. 413, 926, 941. The United Improvement Co. assigned lease to the Equitable Illuminating Gas Light Co. of Philadelphia. See Eq. Ill. G. L. Co. and V. 66, p. 426; V. 67, p. 788. Owns a majority ($3,252,500) stock of the Essex & Hudson Gas Co. (V. 67, p. 1002, 1160); also a majority ($3,100,000) of the Paterson & Passaic Gas & Electric Co. (V. 68, p. 430), and also a majority of the stock of the United Electric Co. of New Jersey. V. 68, p. 922. In Oct., 1899, Jersey City gas companies were consolidated as the Hudson County Gas Co.—V. 69, p. 80, 132, 796. In April, 1900, the company was part of a syndicate which purchased the Bridgeport (Conn.) Traction and allied street railway and gas and electric properties and secured options on others. V. 70, p. 692, 748, 799.

DIVIDENDS—Since 1889, 8 p. c. per annum, payable quarterly. In Jan., 1896, paid extra dividend of 15 p. c. in convertible scrip.

REPORT for 1898, in V. 68, p. 924, showed profits of $1,864,130, a gain of $439,830 over 1897. Dividends, 8 per cent per annum.

President, Thomas Dolan; Secretary and Treas., Lewis Lillie, Broad & Arch Sts., Phila. (V. 69, p. 957; V. 70, p. 87, 538, 592, 692, 748, 799.)

United Lighting & Heating.—V. 68, p. 333.

United Shoe Machinery Co.—Incorporated in Feb., 1899, in N. J. V. 68, p. 333, 430. Stock, common, $12,500,000; par, $25; outstanding, $8,884,025; pref. cum., 6 p.c., $12,500,000; par, $25; outstanding, $8,864,250. Net earnings in 1898 of companies consolidated were in excess of $1,600,000; 6 p. c. on preferred stock will require $531,855; 8 per cent on common, $710,722; total, $1,247,577.

DIVIDENDS.—First dividend, ½ per cent on preferred and ⅔ per cent on common, paid April 15, 1899. V. 68, p. 525. On common, July, 1899, to Apr., 1900, inclusive, 8 p. c. yearly (2 Q-J). On preferred, July, 1899, to Apr., 1900, inclusive, at 6 p. c. per annum, payable quarterly.

President, Sidney W. Winslow of Boston; Treas. and Gen. Man., Geo. W. Brown of Boston. 111 Lincoln St., Boston, Mass.—V. 70, p. 487.

United States Cast Iron Pipe & Foundry Co—ORGANIZATION.—Incorporated in New Jersey on Mar. 3, 1899, to unite companies controlling the larger part of the cast-iron pipe business of the U. S. V. 68, p. 430. For list of properties see prospectus in V. 68, p. 233; V. 69, p. 757. First quarterly dividend on common, 1¾ per cent paid Dec. 1, 1899; Mar. 1, 1900, 1¾ p. c. V. 69, p. 1009.

BONDS.—Underlying bonds, American Pipe & Foundry Co., $1,199,000 6s (int. J. & J.); Anniston mortgage bonds, $122,500. Bills and accounts payable Sept. 30, 1899, $850,174.

EARNINGS.—Net earnings March 13 to Nov. 30, 1899, $759,386; div. on pref., 1¾ p. c., $218,750; bal., sur., $540,636. V. 70, p. 87. Balance sheet, Sept. 30, 1899, V. 69, p. 1009.

DIRECTORS.—Colgate Hoyt, A. C Overholt, B. F. Overholt, L E. Lemoine, George B. Hayes, C. E. Burge, E. C. Fuller, W. C. Proctor, B. F. Haughton, George J. Long, A. F. Callahan and F. C. Miller.

OFFICERS.—Pres., A. C. Overholt; Sec. and Treas., B. F. Haughton. N.Y. office, 80 Broadway.—V. 69, p. 82, 757, **1009**, 1017; V. 70, p. 87.

United States Envelope.—Incorporated in 1898 under the laws of Maine. Absorbed ten companies named in V. 66, p. 1003, producing over 90 per cent of the commercial envelopes in the United States. Output 17,000,000 daily; capacity over 20,000,000 daily. Stock, $1,000,000 com., issued $750,000; par, $100; pref., $3,750,000; par, $100. Bonds, $2,000,000. See V. 66, p. 1003; V. 67, p. 179. In Dec., 1898, paid 2 p. c. on pref.; Mar., 1899, to Mar., 1900, incl., 7 p. c. per annum (Q-M). Bal. sheet June 30, 1899, V. 70, p. 685.

OFFICERS.—President, C. H. Hutchins; Treas., R. W. Day, Springfield, Mass.; Sec., W. G. Morse, Springfield, Mass. (V. 68, p. 774; V. 70, p. **685**.)

United States Express.—An "association" organized under the laws of New York State in 1854; not incorporated. Operated April, 1899, on about 30,000 miles of railroad in the United States. In September, 1887, the stock was increased $3,000,000, raising it to $10,000,000, and the Baltimore & Ohio Express was purchased.

DIVIDENDS.	'88.	'89.	'90.	'91.	'92.	'93.	'94.	'95.	'96 to May, 1900.
Since '87, p.c.	5	5	4	2	2	4	2	0	3 yearly.

U. S. Flour Mill.—See p. 174.—**U. S. Glucose.**—See Nat. Starch.

United States Glue.—V. 68, p. 979.

United States Leather.—Incorp. Feb 25, 1893, in N. J.—V. 56, p. 757; V. 57, p. 23; V. 61, p. 114; V. 70, p. 40. Manufactures sole leather.

STOCK.—Wording of pref. certificate is in editorial in May 1, '93, SUPP.

DIVIDENDS.	1895.	1896.	1897.	1898.	1899.	1900.
Preferred, p. c.	6	1	4	4¾	5	Apr., 1½

Overdue on preferred: May 1, 1893, to Jan. 1900, 31 7/12 p. c.

BONDS.—The debentures were issued to furnish working capital. Sinking fund 4 per cent of issue yearly, the debentures to be purchased or drawn at 110. Debentures for $9,653,000 have been certified by the trustee, but on Dec. 31, 1899, only $5,280,000 outstanding. See adv. in CHRONICLE of May 6, 1893, and application to N. Y. Stock Exchange V. 57, p. 23.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1899, in V. 70, p. 428, gave merely balance sheet showing profit and loss surplus of $4,855,487 on Dec. 31, 1899. In 1898 surplus was $4,027,944.

OFFICERS—President, J. Horton, Goshen, N. Y.; Sec'y, Josiah T. Tubby, Brooklyn, N. Y.; Treasurer, James R. Plum, N. Y. City. N. Y. Office, 26 Ferry Street. (V. 70, p. 40, 332, **428**.)

United States Mortgage & Trust Co.—Chartered in 1871. Formerly *U. S. Mortgage Co.*; present name assumed Feb. 23, 1895.

STOCK.—Capital stock is $2,000,000; par, $100. Surplus, $2,250,000; undivided profits Jan. 1, 1900, $162,903. DIVIDENDS.—In 1894, 6 p. c.; in '95, 6; in '96, 6; in '97, 6; in '98, 6½.; in '99, 9; in 1900, Jan. 5.

BONDS.—The series of mortgage trust bonds, $1,000,000 each, are secured by deposit with trustee of first mortgages on improved city real estate "in amounts at least equal to the bonds outstanding." See application to list $5,000,000 bonds given in full in V. 67, p. 487; $1,000,000, series "C," were paid on Apr. 1, 1900. Jan. 1, 1900, were $26,334,412, including U. S. Government bonds, $2,307,411; dem. and time loans, $7,320,132; mortgages, $9,632,009, other stocks and bonds, $2,562,511; cash on hand and in bank, $3,123,454. Deposits, $13,785,350.

OFFICERS.—President, George W. Young; Treasurer, Clark Williams; Secretary, William P. Elliott.—V. 68, p. 189, 620, 829.

United States Oil.—V. 67, p. **1001**. Stock, $2,500,000; par $25. Dividend of $1 (of which 50 cents extra) per share paid April 1, July 1 and Oct. 1, 1899; 1900, Jan. 1, $1 25 (of which 50c. extra); Apr. 2, 50c. V. 70, p. 592. Pres., J. S. Ricker; Sec. and Treas., F. W. Batchelder, 8 Congress St., Boston.—V. 70, p. 180, 234, **327**, 592,

United States Pneumatic Horse Collar.—See page 174.

United States Rubber.—ORGANIZATION AND PROPERTY.—Organized under laws of New Jersey in October, 1892, for the manufacture of rubber boots and shoes, etc. Application to N. Y. Stock Exch. in 1892, in V. 55, p. 1039; also see V. 56, p. 539. In 1893 five additional concerns were acquired. In Sept., 1898, purchased the stock of the Boston Shoe Co. for $1,000,000 cash, $4,125,000 preferred and $3,500,000 common stock, the Shoe Co. having first issued $5,000,000 gold bonds to its stockholders; see V. 67, p. 905. V. 66, p. 691, 758, 802, 905. Companies outside trust in Mar., 1899, including the Banigan (acquired in April, 1899), see V. 68, p. 574, 675, 725. In 1899 sold rubber tire business to Rubber Mfg. Co.—V. 69, p. 1106.

STOCK.—Preferred stock has preference as to assets and earnings and no bonded or mortgage debt can be created without consent in writing of holders of three-fourths of each class of stock. Common is entitled to all surplus after eight per cent on preferred. See wording of pref. certificate in editorial of May, 1893, SUPPLEMENT.

Divs., p. ct.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
Common	0	0	2½	0	2	0	2	Incl. Apr., 2
Preferred	—8 p. c. yearly—				¶6	8	8	Incl. Apr., 4

¶ In 1897 paid on preferred in Jan., 4%; July, 2%.

Dividends on common stock were resumed in July, 1899, when 1 p. c. was paid. See official statement in V. 69, p. 83.

ANNUAL REPORT.—Fiscal year ends March 31. Earnings for year ending Mar. 31, 1900, in V. 70, p. 692, 743, were: Total sales, $30,100,000; net profits, $4,100,000; divs., 8 p. c. on preferred and 4 p. c. on com., $2,828,680; sur. for year, $1,330,320; sur. for 1898-9, $823,523; total surplus profits, including manufacturing companies controlled, March 31, 1900. $5,082,079. The annual statement for year ending March 31, 1899, was given in V. 68, p. 972.

	1899.	1898.	1897.
Gross income	$3,416,381	$2,256,324	$2,243,434
Rent, expenses, etc.	189,867	185,573	243,822
Balance	$3,226,514	$2,070,751	$1,999,612
Dividends on preferred	$1,882,040	$1,552,040	$1,552,040
Dividends on common	.....	.....	(2%)403,320
Balance for year	$1,344,474	$518,711	$44,252
Previous surplus	108,913	90,134	410,014
Depreciation and losses	629,864	499,932	364,130
Surplus April 1	$823,523	$108,913	$90,134

The "gross income" in 1899 was made up of results from operations of plants and dividends on investments, $2,519,231, and of net income from commission on sales of rubber boots and shoes, $897,150.

BALANCE SHEET APRIL 1, 1899.

Cash	$557,667	Preferred stock	$23,525,500
Notes, etc., receivable	1,799,156	Common stock	23,666,000
Merchandise	1,617,610	Accounts payable	1,711,263
Investments	46,910,509	Due companies	217,635
		Reserved for div.	941,020
		Surplus assets	823,523
Total assets	$50,884,942	Total liabilities	$50,884,942

DIRECTORS.—Samuel P. Colt, Harry Converse, James B. Ford, Charles R. Flint, J. Howard Ford, Robert M. Gallaway, J. D. Vermeule, Henry L. Hotchkiss, Charles Stewart Smith, Charles L. Johnson, M. C. Martin, Frederick M. Shepard, E. S. Converse, Samuel N. Williams, Geo. E. Weed. President, F. M. Shepard; Vice-Pres., James B. Ford; Sec., Samuel P. Colt; Treas., Charles R. Flint; Asst. Treas., H. M Sadler, Jr. N. Y. Office, 9 Murray St.—(V. 70, p. 284, 692, 743

MISCELLANEOUS. For explauation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Virginia-Carolina Chemical—Stock, com., $12,000,000.	....	$100	$9,000,000	See text.	Q.—M.	Richmond, Va.	Mch. 1,'00, 1%
Preferred, 8 per cent, cumulative, $12,000,000.	....	100	10,000,000	8 in 1899	Q—J. 15	do do	Apr.15,'00,2%
Virginia Iron Coal & Coke—Stock, com., $10,000,000...	....	100	10,000,000	.....	.....	.....	.....
1st mortgage, gold, $10,000,000 Ma..... .....e*	1899	1,000	10,000,000	5 g.	M. & S.	N. Y., Manhattan Tr. Co	Mch. 1, 1949
Wagner Palace Car Co.—Stock, $20,000,000.....	....	100	20,000,000	8 in 1898	M'thly.	N. Y. Office.	.....
Welsbach Commercial Co—Common stock, $3,500,000....	....	100	3,500,000	.....	.....	.....	.....
Preferred stock, 8 p. c. cumulative, $3,500,000.....	....	100	3,500,000	4 in 1899	Q.—M.	Checks mailed.	Mch.10,'00,1%
Welsbach Light Co.—Stock authorized, $525,125.....	....	5	515,932	Text.	Q.—M.	Checks mailed.	Mch.24,'00, 10
Wells, Fargo & Co. Express—Stock.....	....	100	8,000,000	6 in 1899	J. & J.	N. Y., Office, 63 B'way.	Jan.15,'00, 3%
Western Gas—Stock $4,000,000	....	100	4,000,000	6 in 1899	J. & J.	Checks mailed.	Jan 20'00, 3%
Collateral trust 1st M.,$4,000,000,gold,red.at 110.C..c*	1893	1,000	3,855,500	5 g.	M. & N.	N. Y., J. & W. Seligman.	May 1, 1933
Western Transit Co.—Bonds gu.p.&i.by N. Y. C. ext. in '94	1884	1,000	1,500,000	4½	F. & A.	N.Y., Grand Cent.Stat'n	Feb. 1, 1903
Western Union Telegraph—Stock.....	....	100	97,340,740	5 in 1899	Q.—J.	N. Y., Office, 195 B'way.	Apr.16,'00,1¼
Real est. bds., g., (lien on W.U.Bldg., N.Y.C.)s.f.(not.dr.).	1872	1,000	1,163,000	7 g.	M. & N.	N. Y., Union Trust Co.	May 1, 1902
Debentures, to be paid May 1, 1900. See text.....c&r	'75-'84	1,000	4,920,000	7	M. & N.	N.Y., Treasurer's Office.	May 1, 1900
Collateral Trust bonds.....c*	1888	1,000	8,502,000	5	J. & J.	N. Y., Office, 195 B'way.	Jan. 1, 1938
Fund'g and real estate mort., $20,000,000, gold. F.c&r	1900	1,000&c	10,000,000	4½ g.	M. & N.	New York.	May 1, 1950
Westinghouse Air Brake—Stock, $11,000,000.....	....	50	10,950,000	25 in' 99	Q.—J.	Pittsburg, Pa.	Apr 10,'00,7½
Westinghouse Electric & Manufactur'g.—Old com. stock...	....	50	95,400	.....	.....	.....	.....
Assenting stock.....	....	50	9,367,750	.....	Q —F.	N. Y., Office, 120 B'way	Feb.20,'00,1¼
First pref.($4,000,000) stock, 7 p.c., cum.(see remarks).	....	50	3,996,750	7 in 1899	Q.—J.	do do	Apr. 2,'00, 1¾
Debenture certificates, $3,500,000, gold. Me	1898	1,000	3,500,000	5 g.	J. & J.	N. Y. Merc. Trust Co.	1913
Walker Co. 1st mortgage (see text).....	....	.....	850,000	5	.....	.....	.....
Wheel. L. Erie & Pittsb. Coal—1st M., gold, red. at 105..c*	1889	1,000	846,000	5 g.	J. & J.	Jan., '97, coup. last p'd.	Jan. 1, 1919

Virginia-Carolina Chemical Co.—See page 174.

Virginia Iron, Coal & Coke Co.—See page 174.

Warwick Iron & Steel.—V. 69, p. 232, 797, 1066; V. 70, p. 799.

Wells, Fargo Express.—Welsbach Commercial.—See p. 174.

Welsbach Light.—Manufactures Welsbach lamps, and is controlled by Welsbach Commercial Co. Annual capacity 5,000,000 lights.

DIVIDENDS.—In June, 1893, 2 p. c.; in 1894, 16 p. c.; in 1895, 70 p. c.; in 1896, 80 p. c.; in 1897, 80 p. c.; in 1898, Mar., 20 p.c.; June, 20 p. c.; Sept., 20 p. c.; Dec. 23, 10 p. c.; in 1899, Mar., 10 p. c.; June, 10 p c. Sept., 10 p. c.; Dec., 10 p. c.; in 1900, March, 10 p. c.

EARNINGS.—Earnings for year 1898-99 in V. 69, p. 177; net, $410,417; depreciation, $66,476; four quarterly dividends, $257,965; total undivided profits, $205,441; patent accounts charged off, $49,578; balance, surplus, $155,863. President, W. E. Barrows, Broad and Arch Sts., Philadelphia.—(V. 67, p. 220; V. 69, p. 177.)

Western Gas Co. (Milwaukee).—Organized in 1893 under the laws of New York. Owns entire capital stock of Milwaukee Gas Light Co., this latter company being entirely free from encumbrances. See statement to N. Y. Stock Exchange in May, 1897, in V. 64, p. 1182. In 1900, Jan. 1 to Mar. 31 (3 mos.), net, $153,050, against $137,469 in 1899.

BONDS.—The bonds cover all the stock of Milwaukee G. L. Co.; unissued bonds for extensions and improvements.

DIVIDENDS.—1895, 4%; '96, 5; '97, 5; '98, 6; '99, 6; 1900, Jan., 3.

EARNINGS of Milwau. Gas L. Co.: In year 1899, net, $513,530; fixed charges, $195,447; 1898, net, $504,821. Prest., Emerson McMillin; New York; Sec. & Treas., Robert M. Murray.—V. 70, p. 692.

Western Transit Co.—Owns piers in Buffalo, N. Y., fleet of 13 steamers and also barges used on the Great Lakes. Has valuable real estate in Buffalo. The N. Y. Central owns its $1,000,000 capital stock.

Western Union Telegraph.—Organized under the laws of New York State as the N. Y. & Mississippi Valley Printing Telegraph Co., on April 2, 1851, and name changed to present title by Act of New York Legislature approved in April, 1856. On Jan. 19, 1881, was dated the grand consolidation, in which the Western Union raised its stock to $80,000,000, giving par, or $15,000,000, for the stock and bonds of the American Union, 60 per cent in new West. Un. for At. & Pac. stock and a stock distribution of 48½ p. c. to West. Union shareholders, 10 p. c. of which for A. & P. stock owned by W. U.

In October, 1892, the stockholders voted to increase the stock from $86,200,000 to $100,000,000, of which $8,620,148 was then paid as scrip div. to represent surplus earnings expended on the property.

In July, 1894, $550,000 stock was issued for purchase of American Rapid Tel. Co. lines, until then operated under lease. In June, 1897, $2,000,000 stock (making total $97,370,000) was sold for improvements, etc., made in 1893 to 1896 fiscal years—V. 64, p. 1139.

DIVIDENDS.— Since '86, p. c..	'87.	'88.	'89.	'90.	'91.	'92.	'93 to Apr.'00, incl.
	2	5	5	5¾	5	15 (10 sc.)	5% (1¼ Q—J.)

BONDS.—The collateral trust bonds of 1888 (trustee, Mercantile Trust Company) are issued to retire an equal amount of stock and bonds of various telegraph and cable companies for the interest or dividends on which the Western Union Company is liable, these when so retired to be held as security for the new bonds. On June 30, 1897, the following stocks (par value) were pledged for the collateral trust bonds: Gold & Stock Telegraph, $1,097,800; Internat. Ocean Tel., $1,961,500; N. Y. Mutual Tel., $2,385,700; and *bonds*, Mutual Un. Tel., 6s, $3,043,000.

The fund ing and real estate 4½s of 1900 will be secured upon real estate in New York and Ch cago and provide for the $6,800,000 of 6s and 7s due in 1900 and 1902, construction, etc. In the event of a mortgage being placed upon any part of the system, they will be given a prior lien thereunder. Of the $10,000,000 bonds issued (see V. 70, p. 384) $2,242,499 will be used to acquire new property and for construction of new lines from and after June 30, 1899.—V. 70, p. 284, 384.

LEASED COMPANIES.—Under leases the company aside from other rentals pays interest and dividends as below. On June 30, 1899, the company owned the following stocks of the several issues included below as outstanding: Franklin Tel., $632,900; Gold & Stock Tel., $1,443,800; Int. Ocean Tel., $23,100; Ill. & Mississippi Tel., $100,350; Pacific & At. Tel., $1,457,500; Southern & At., $390,475.

Company, &c.	*Lease expires.*	¶ *Amount.*	*Int. or div. %*	*Period.*	*Bonds mature.*
Am. Tel. & Cable stock.	1932	$14,000,000	5	Q—M	No bonds.
Empire & Bay State, st'k	1989	300,000	4	Q—M	No bonds.
Franklin Tel. stock.....	1975	a267,100	2½	M&N	No bonds.
Gold & Stock Tel. stock.	Jan.,1981	b2,444,400	6	Q—J	....
Bonds $500, not mort.		500,000	4½	M&N	May 1,1905
Illinois & Miss. Tel	perpetual.	c1,830,145	4	J&J	None.
Intern. Ocean Tel. stock.	Jan.,1981	d1,015,400	6	Q—J	No bonds.
N.Y.Mut.Tel.stock ($25)	Feb.,1982	e114,300	6	.....	....
Mutual Un. Tel. 1st ..		f1,957,000	6g.	M&N	May, 1911
Northw. Tel. stk. ($50).	My7,1980	2,500,000	6	J & J	....
1st mort. int guar ...		1,180,000	7	J & J	Jan., 1904
Pac. & Atl. stock ($25).	99 years	g542,500	4	J & J	No bonds.
Sou. & Atl. stock ($25)	999 years	h 58,400	5	A & O	No bonds.

¶ Exclusive of amounts owned by Western Union directly or through collateral trust, viz.: a $632,900; b $2,555,600; c $100,350; d $1,984,600; e $2,385,700; f $3,043,000; g $1,457,500; h $390,475.

LATEST EARNINGS.—Revenue for 9 months ending March 31, 1900:

9 *months*—	*Net revenue*	*Interest.*	*Dividend.*	*Balance.*
1899-0 (partly est.).	$4,496,054	*$ 82,351	$3,650 984	sur.$162,719
1898-9 (actual).....	4,216,003	672,819	3,650,959	def.107,775

* Includes $9,991 sinking fund.

Total surplus March 31, 1900 (estimated), $8,2?9,646.

ANNUAL REPORT.—Statement for 1898-99 was in V. 69, p. 794.

Year ending June 30.	1898-99. $	1897-98. $	1896-97. $	1895-96. $
Revenues for the year....	23,954,312	23,915,732	22,638,859	22,612,736
Oper.exp's,rent.,t'xes,&c.	18,085,579	17,825,581	16,906,657	16,714,756
Remainder	5,868,733	6,090,151	5,732,202	5,897,980
Dividends paid.....	4,867,949	4,867,911	4,792,855	4,767,805
Interest on bonds.....	897,092	896,555	895,510	893,967
Sinking funds.....	.....	9,991	39,990	39,991
Surplus.....	103,692	315,694	3,847	196,217

Year.	Miles of Poles&C'bl's.	Miles of Wire.	No. of Offices.	Messages.	Receipts.	Profits.
1866-67..	46,270	85,291	2,565	5,879,282	$6,568,925	$2,624,919
1879-80..	85,645	233,534	9,077	29,215,509	12,782,894	5,833,937
1892-93..	189,936	769,201	21,078	66,591,858	24,978,443	7,496,037
1896-97..	190,614	841,002	21,769	58,151,684	22,638,859	5,732,200
1897-98..	189,847	874,420	22,210	62,173,749	23,915,733	6,090,153
1898-99..	189,856	904,633	22,285	61,398,157	23,954.312	5,868,732

Office, 195 Broadway, New York City.—V. 70, p. 87, 692, 748, 799.

Westinghouse Air Brake.—ORGANIZATION, ETC.—A Pennsylvania corporation. V. 67, p. 843, 1065. Stock, formerly $5,000,000 (par $50) was increased to $10,000,000 in July, 1898, $5,000,000 being distributed among stockholders as a 100 per cent stock dividend (V. 67, p. 128; see also V. 66, p. 955; V. 67, p. 1044). Up to 1898 dividends of 20 per cent per annum had been paid for some years. In 1899, Jan., 5 p. c.; Apr., 5 p. c.; July, 5 p. c.; Oct., 10 p. c., in 1900, Jan. and April, 7½ p. c. each, incl. 5 extra. As to litigation with N. Y. Air Brake Co., see V. 69, p. 181, 442; V. 70, p. 636. Receipts for 2 years ending July 31, 1899, reported as $15,109,303; cost of operation, $7,499,087; net profit, $7,610,216.—(V. 70, p. 636.)

Westinghouse Electric & Manufacturing Co.—ORGANIZATION.—A Pennsylvania corporation manufacturing and selling a general line of appliances used in the commercial applications of electricity for lighting and power purposes. Statement to N. Y. Stock Exchange was in V. 54, p. 763. The company owns exclusive rights to the Tesla patents on alternating currents.—V. 61, p. 25, 153. In March, 1896, an agreement was made with the General Electric Co. for pooling patents. See V. 62, p. 502, 635, 1040; V. 68, p. 1024.

In Sept., 1898, purchased substantially entire capital stock and all but $850,000 of the $2,500,000 20-yr. bonds of Walker Co. By an arrangement then made, the $850,000 bonds are secured by a first and the $1,650,000 bonds held by the Westinghouse Co. by a second mortgage. V. 68, p. 87. As to British Westinghouse Electric & Manufacturing Co., Limited, see V. 69, p. 232, 802.

CAPITAL STOCK, ETC.—Stock authorized is $15,000,000, increased from $10,000,000 in June, 1896. The first preference stock carries cumulative dividends of 7 per cent per annum, with right to participate equally with other stock after the same shall have received 7 per cent, and preferential as to principal. See wording of preferred certificate in editorial of May, 1893, SUPPLEMENT.

Of the $3,500,000 15-yr. 5 p. c, gold debenture certificates about $3,000,000 were sold in Aug., 1898, to retire the floating and bonded debt, returning to the treasury as available assets stocks and bonds in various lighting and power companies yielding an annual income exceeding half the debenture interest charge and part of the remaining $500,000 were used in partial payment for stock and bonds of the Walker Co. V. 67, p. 324, 691. Sinking fund of $150,000 yearly from 1900 to pay off debentures at 105, to be drawn by lot. No lien is to be placed on present or future real estate or other assets without providing for debentures. V. 67, p. 1112.

DIVIDENDS.—On pref. Feb., 1892, to April, 1900, incl. 7 p. c. per an. First quarterly dividend on assenting stock, 1¼ p. c., paid Feb. 20, 1900. V. 70, p. 234.

ANNUAL REPORT.—Fiscal year ends March 31. Net earnings for 4 mos. ending July 31, 1899, $558,431. V. 69, p. 704. For year 1898-9, output of Pittsburg factory was $6 951,669; net profit about $1,240,000.—V. 69, p. 732. Report of March 31, 1897, in V. 64, p. 1222. Balance sheet July 31, 1899, showed: *Current liabilities*—Accounts payable, $926,841; bills payable, $1,226,000; *Current assets*—Cash, $745,175; bills receivable, $406,100; accounts receivable, $2,723,995; materials on hand, $3,029,584. (See V. 69, p. 694.)

DIRECTORS.—Brayton Ives (Chairman of the Board), Charles Francis Adams, Lemuel Bannister, August Belmont, A. N. Brady, N. W. Bumstead, B. H. Warren Marcellus Hartley, G. W. Hebard, James H. Hyde, Brayton Ives and George Westinghouse. President, George Westinghouse. 1st Vice-President, Lemuel Bannister; 2d Vice-President, B. H. Warren; 3d Vice-President and Treasurer, P. F. Kobbe. N. Y. office is at 120 Broadway.—(V. 69, p. 694, 704, 802, 1152; V. 70, p. 284.)

Westinghouse Machine Co.—ORGANIZATION, ETC.—A Pennsylvania corporation manufacturing gas engines, etc., under Westinghouse patents. Stock increased from $1,000,000 to $5,000,000 in Mar., 1899. Par value of shares, $50. V. 68, p. 431. Bonds.—On Dec. 14, 1899, the stockholders voted to issue $1,500,000 20 year 5 p. c. gold bonds, of which $350,000 to be reserved to retire an equal amount of existing bonds due 1914, interest J. & D., at Fidelity Title & Trust Co., Pittsburg, and balance to be used to build a steel foundry and forging plant at East Pittsburg, having a daily capacity of 80 tons of steel castings and forgings. V. 69, p. 854. See also V. 69, p. 802.) V. 69, p. 1252. President, George Westinghouse; Secy., T. J. Brown. Office, 25th St. and Liberty Ave., East Pittsburg, Pa.—V. 69, p. 1252.

Wheeling Lake Erie & Pittsburg Coal.—V. 70, p. 748, 799.

☞ *For Securities Outstanding see the tables on pages 156 to 169, inclusive.*

Amalgamated Copper Co.—Organization, Etc.—Incorporated on April 27, 1899, in New Jersey. Stock all issued, $75,000,000, all common (par $100), with which purchased in May, 1899, large interests in Anaconda Copper Co. (V. 67, p. 953), Parrott Silver & Copper Co., Washoe Copper Co., Colorado Smelting & Mining Co., etc. V. V. 68, p. 1022, 1233.

Dividends on pref., 1½ p. c., and ½ p. c. extra paid quarterly (Q.-J.), Oct., 1899, to April, 1900, both inclusive.—V. 69, p. 646, 696, 1303.

Officers.—President, Marcus Daly; Vice-Pres., Henry H. Rogers; Sec. and Treas., William G. Rockefeller. Directors, Wm. Rockefeller, A. R. Flower, F. P. Olcott, Robert Bacon, Jas. Stillman and A. C. Burrage. Office, 52 Broadway, New York.—(V. 70, p. 39, 281, 741.)

American Agricultural Chemical Co.—Organization.—Incorporated in May, 1899, in Connecticut, under special charter, and acquired control of fertilizer companies (including Listers' of New ark) named in prospectus in V. 68, p. 974. Stock, common, $20,000,000; pref. (as to assets and dividends), 6 p. c. cum., $20,000,000. Issued in Jan., 1900, $17,000,000 each. First dividend on preferred 3 p. c., paid Oct 1, 1899; in 1900, April, 3 p. c. Average annual profits of the 22 original concerns for five years amounted to $1,419,879. Net earnings for first 6 months of new company, 17 of the 29 companies, $1,045,529. V. 70, p. 585. President, John F. Gibbons, New York; Secretary, Albert French; Treasurer, William H. Grafflin. New York office, 26 Broadway.—V. 70, p. 39, 585.

American Air Power Co.—See Compressed Air Co.

American Alkali Co.—See Supp. of Jan., 1900.

American Bank Note Co.—Organization.—Incorporated in New York in 1858. Engraves and prints bank notes, bonds, stock certificates, bills of exchange, railroad tickets, etc. On Dec. 27, 1878, consolidated with National Bank Note Co. and Continental Bank Note Co. Stock, $3,600,000; par of shares, $50. No bonds.

Dividends—	1892 to 1894	1895 to Mar., 1900
Per cent	8 yearly	6 yearly (Q-M 31)

Officers.—President, James Macdonough; Vice-Pres., Augustus D. Shepard; Vice-Pres. and Treas., Theo. H. Freeland; Sec., John E. Currier. Office, 78 to 86 Trinity Place, N. Y.

American Beet Sugar Co.—Incorporated on March 24, 1899. Stock, common, $15,000,000, all outstanding; preferred, 6 per cent, non-cum., $5,000,000, of which $1,000,000 in treasury. Par of all shares, $100. Dividends from Oct., 1899, to April, 1900, both incl., 6 p. c. yearly (1½ Q.-J.) See prospectus in V. 68, p. 280, 616; "Beet Sugar" item, V. 69, p. 1249. President, Henry T Oxnard; Sec., G. W. Giddings; Treas., John E. Tucker; 32 Nassau St., N.Y.—V. 70, p. 40, 77.

American Bridge Co.—V. 69, p. 25, 696; Chron. of Apr 28, 1900.

American Cement.—A consolidation in 1899. Stock, $2,100,000; outstanding, $2,000,000; par of shares, $10. Bonds, $1,000,000 15 yr. 1st m. and col. tr. gold 5s, due Oct. 1, 1914, s. f. $30,000 yearly; int. A-O at Gir. Trust Co., Phila., trustee. See prospectus, V. 69, p. 1249. First div. for 4 mos. to Dec. 31, 1899, 3 p. c. (1 extra), paid Jan. 15, 1900. Dividends are paid semi-annually (J&J). Pres., Robert W. Lesley; Treas., Fred'k J. Jiggers; Sec., Harry B. Warner, 24 So. 15th St., Phila.—V. 69, p. 1303.

American Chicle Co.—Organization.—Incorporated in New Jersey on June 3, 1899, and consolidated all the leading chewing gum interests. V. 68, p. 1130. Stock, common, $6,000,000; preferred, 6 p. c. cum., $3,000,000. Dividends: On preferred, Oct., 1899, to April, 1900, 1½ p. c. qu. (6 per an.). Common 1½ p. c. Oct. 16, '99; Dec. 30, 2½ p. c.; 1900, Apr., 2 p. c. List of manufactories absorbed, see V. 68, p. 871. Annual profits of constituent companies, it is said, were in excess of $560,000. President, W. J. White, Cleveland; Vice-President, Dr. Beeman, Cleveland; Secretary, Jonathan P. Primley, Chicago; Treasurer, H. Rowley.—V. 68, p. 1021, 1150, 1223; V. 69, p. 796.

American Clay Manufacturing Co.—See V. 70, p. 383, 482, 688.

American Coal.—Mines at Barton and Lonaconing, Md. Stock, $1,500,000; par, $25. Dividends (M. & S.) 1894, 6½ p. c.; 1895, 7; '96, 8; '97, 8; '98, 9; '99, 10 p. c.; 1900, Mar., 5 p. c. No. 1 Broadway.

American Cotton Co.—Organization.—Makes and leases a patented machine for producing cylindrical bales of cotton, the lint cotton being formed by rubber rollers into a continuous sheeting and wound on a core. See V. 68, p. 821. In 1899 handled over 370,000 cylindrical bales. Stock, common, $4,000,000; pref., 8 per cent cum., $3,000,000 all outstanding. All accumulated dividends on preferred stock paid May 2, 1899; Nov., 4 p. c.; 1900, May 2, 4 p. c. Dividends are payable M-N at office, 27 William St., N. Y. Year ending Mar. 31, 1900, gross profits $522,142; net, $259,294. President, John E. Searles.—V. 70, p. 793.

American District Telegraph.—See Supplement of Jan., 1893. Annual report for year ending Dec. 31, 1899, was in V. 70, p. 228, showing gross, $629,752; net, $104,180; dividends (2¼ p. c.), $86,497. Stock, $4,000,000; outstanding, $3,844,700; par $100. No bonds.

Dividends.—	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899
Per cent.	1	2½	3½	1	3	1	2	2	2¼.

Office, 8 Dey St., N. Y. City.—V. 68, p. 229, 426; V. 70, p. 228.

Am. Elec. Heating Co.—See Supp., July, 1898, and V. 63, p. 793.

American Fisheries Co.—Incorporated at Trenton, N. J., Jan. 8, 1898, to consolidate menhaden oil factories; see V. 66, p. 132. Stock, $8,000,000 common and $2,000,000 pref., all outstanding. On April 9, 1900, Thomas Russell and Charles Hobbs, receivers, were authorized to sell the property to parties who will advance $200,000 cash to pay debts and $150,000 for temporary working capital and hold the same in trust for the stockholders, their advances being secured by a $500,000 mortgage. Reorganization pending.—(V. 70, p. 40, 482, 741.)

American Hide & Leather Co.—Organization.—Organized in New Jersey in 1899. V. 69, p. 493. In Jan., 1900, said to control about 75 per cent of the upper leather output of the country, including concerns mentioned in V. 68, p. 925 except Webster & Co. and R. Suhm L.Co. See V. 70, p. 77, and adv. in Chron. of Jan. 13, 1900.

Stock and Bonds.—Stock authorized, common, $17,500,000; pref., 7 per cent cumu., $17,500,000. Issued, common, $11,500,000; preferred, $13,000,000, of which $350 000 common and upwards of $700,000 preferred will be held in trust to acquire additional properties. V. 69, p. 646. Bonds, $10,000,000 20-year sinking fund gold 6s (present issue, $8,445,000), due Sept. 1, 1919, but subject to call at 115 on any interest day, $1,000 each c*, int M-S; Colonial Trust Co., N. Y., Trustee. A sinking fund of $172,500 will retire bonds Sept. 1 yearly, if purchasable at 115 or less, or if not will be invested in other securities. J. & W. Seligman & Co. financed the consolidation. President, Thomas W. Hall; Sec., Charles A. Haskell; Treas., C. W. Tidd, Boston, Mass. Office, 96 Cliff St., N. Y.—V. 69, p. 335, 493, 646, 697; V. 70, p. 77.

American Ice Co.—Organization.—Incorporated in New Jersey on March 11, 1899, and in October, 1899, had acquired most of the $10,000,000 stock of the Consolidated Ice Co of New York (see V. 65, p. 461) and the $10,000,000 stock of the Knickerbocker Ice Co. of Maine. For list of plants, balance sheet of August 31, 1899, etc., see official statement, V. 69, p. 793; V. 70, p. 585. Transacts a wholesale and retail business in New York, N. Y.; Philadelphia, Pa; Baltimore Md; Washington, D. C.; Camden, N. J.; Lakewood, N. J., and Atlantic City, N. J. Said to control ice privileges on Hudson, Kennebec and Penobscot rivers. Underlying bonds, $1,255,000.

Stock.—Common and preferred stocks, $30,000,000 each; outstanding as in table. Dividends on preferred Oct. '99, to April, 1900, 6 p. c. yearly, payable quarterly (Q.-J.). On com., 1 p. c., Nov. 15, '99; 1900, Feb. 15, 1 p. c.; May 15, 1 p. c.

Directors, Etc.—Charles W. Morse (President), Charles T. Barney, Frank K. Sturgis, William H. Gelshenen, H. H. Morse, Alfred W. Hoyt, all of New York; J. Manchester Haynes, of Augusta, Me.; D. W. Hunt, of Philadelphia; Wesley M. Oler, of Baltimore; C. B. Church, of Washington, D. C.; Jonn D. Schoonmaker, of Rondout. Treasurer is J. T. Sproull. Office, 133 East 23d St., New York.—V. 70, p. 585, 741.

American Pneumatic Service Co.—See Supp. of Jan., 1900, and V. 70, p. 482.

American Radiator.—Incorporated in New Jersey on Feb. 14, 1899. Stock, common, $5,000,000, outstanding, Dec. 31, 1899, $4,893,000 pref. 7 p.c. cum., $5,000,000, of which $2,000,000 in treasury. Par of all shares, $100. See prospectus in V. 68, p. 329. Dividends on preferred, 1¾ p. c., May 15, Aug. 15, and Nov. 15, 1899, and Feb. 15, 1900, paid at office, Lake & Dearborn Sts., Chicago. Report for year ending Jan. 31, 1900, with balance sheet, was in V. 70, p. 530, showing: Net profits, $657,162; three quarterly dividends on preferred, $157,500; balance, $496,662. Sec., C. M. Woolley.—V. 68, p. 821; V. 70, p. 530.

American Screw Co.—Statement 1898, V. 68, p. 572.

American Sheet Steel.—Incorporated in New Jersey on Mar. 28, 1900, to consolidate the leading sheet steel mills in the country. V. 70, p. 332, 634. Stock authorized, common, $26,000,000; pref., 7 per cent cum., $26,000,000. Present issues to be, common, $15,000,000; pref., $16 000 000. Affiliated with American Steel Hoop, American Tin Plate and National Steel companies.

Officers—D. G. Reid, President; J. G. Battelle, Vice-President; M. I. Arms, Vice-President; A. W. Brown, Vice-President; J. A. Topping, Vice-President; F. S. Wheeler, Treasurer; H. B Wheeler, Assistant Treasurer; H. B. Wheeler, Secretary; Mr. Scott, Auditor; R. J. Beatty, General Western Manager.—V. 70, p. 332, 634.

American Shipbuilding Co.—Organization.—Incorporated in New Jersey on March 16, 1899, to unite the shipbuilding and kindred interests of the Great Lakes. Stock, common, $15,000,000; preferred, 7 per cent, non-cum., $15,000,000; par of all shares, $100. Outstanding, $7,600,000 common and $7,600,000 pref. Dividend on pref., July, 1899, to Apr. 16, 1900, inclu., 7 p. c. per an. (1¾ Q-J.)

Officers.—President, W. L. Brown, Chicago; Vice-President, R. L. Ireland, Cleveland; Sec. and Treas., R. C. Wetmore.—V. 69, p. 853.

American Snuff Co.—Organization.—Incorporated in New Jersey on Mar. 12, 1900, in the interest of the American Tobacco and Continental Tobacco companies, whose snuff properties it acquired, and which, it was reported, own about $8,500,000 and $4,500,000 respectively of the capital stock. For list of properties merged, including those above named, Geo. W. Helme Snuff Co., Atlantic Snuff Co., etc., claimed to have an output of nearly $15,000,000 pounds of snuff yearly and to control about 95 per cent of the output of the country, see V. 70, p. 533, 634. Stock authorized, $12,500,000, common, and $12,500,000 six per cent non-cumulative preferred. Issued Mar., 1900, as reported, common, $11,000,000; preferred, $12,000,000.

Pres., Geo. W. Helme; Vice-Pres., Jonathan Peterson; Sec., Otis Smith; Treas., Geo. B. Wilson, 111 Fifth Ave., N. Y.—V. 70, p. 585, 634.

American Soda Fountain.—Formed in '91 in N.J.—V. 66, p. 382. Stock outstanding: Common, $1,250,000; 1st pref., 6 per cent, cum., $1,250,000; 2nd pref., 8 per cent, cum., $1,250,000; par, $100.

Dividends.—On preferredin full to Nov., 1896, incl.; none since. On common to 1895, inclusive, 10 yearly; 1896, 7¾; none since.

General Finances.—On Aug. 31, 1899, there were loans (unsecured) to the company by its managers of $158,425 and additional loans from the managers of $341,752, secured by customers' notes.

Annual Report.—Report for year ending Aug. 31, 1899, V. 69, p. 1060, showed profit on operations $10,084, against loss $134,933 for 1898, $37,394 for 1897 and $257,954 for year '96. Pres., James W. Tufts. N. Y. office, 449 First Ave.—(V. 67, p. 1053; V. 69, p. 1060.)

American Steel Hoop Co.—Organization.—Incorporated in N. J. on April 14, 1899. For list of plants absorbed, see V. 68, p. 870; V. 69, p. 852. Stock, common, $19,000 000; pref., as to assets and div. 7 p. c. cum., $14,000,000; all issued par of each, $100. As to rights of stock, see V. 68, p. 870. No bonds. Dividends on preferred July, 1899, to April, 1900, 1¾ p. c. quarterly (Q.-J.). Annual tonnage, 700,000 tons of finished product and 200,000 tons of pig iron.—V. 70, p. 77. Earnings for period from April 17 to Dec. 31, 1899 (8½ months), with balance sheet of Dec. 31, 1899, were in V. 70, p. 582, showing: Net profits, $3,029,032; div. on pref. stock (3½ p. c.), $490,000; balance, surplus, $2,539,032.

Officers.—President, C. S. Guthrie; First Vice-President, C. A. Painter; Treasurer, F. S. Wheeler; Secretary, F. L. Clark. Executive Committee, C. S. Guthrie, George E. Painter, Veryl Preston, W. B. Leeds, D. G. Reid, W. H. Moore, W. E. Reis and F. S. Wheeler. Office, Battery Park Building, New York.—V. 70, p. 70, 582.

American Straw Board.—Incorporated under the laws of Illinois. Stock, $6,000,000, par $100 Dividends in 1893, 4 per cent; Dec. 23, 1898, 1 p. c.—V. 67, p. 1108. See V. 62, p. 587. Bonds, 1st 10-20 year gold 6s, $630,000, due Feb. 1, 1911, int. F-A, at International Trust Co., Boston, reduced from $1,250,000 by sinking fund. Bonds are to be called Feb. 1, 1901, and refunded.—V. 70, p. 278.

Annual Report.—Report for 1899, in V. 70 p. 278:

	1899.	1898.	1897.	1896.
Profits	$242,544	$115,862	$89,703	$113,292
Per cent on stock	4·04	1·9	1·49	1·88

Bills payable Jan. 1, 1900, $398,234, total surplus Jan. 1, 1900, $342,388. President (in Feb., '00), R. F. Newcomb. General office, Old Colony Building, Chicago.—V. 69, p. 285, 441; V. 70, p. 127, 278.

American Thread Co.—Incorporated in N. J. March 10, 1898. (V. 67, p. 1158.) Allied to the English Sewing Co.; commenced business April 1, 1899.—V. 69, p. 494. Stock, $6,000,000 com. ($2 per share paid in); $6,000,000 five p. c. cum. pref. (gold or £); issued $4,890,475; par of shares, $5. First dividend, 2½ p. c. on pref., paid July 1, 1899; in 1900, Jan. 2, 2½ p. c. Dividends are paid at Guaranty Trust Co., N. Y. Bonds, see table, are secured by stocks acquired at a cost of $11,079,549. See application to list in full, V. 70, p. 179. Underlying bonds, £102,700 Kerr Thread 5s, due July 1, 1902, at 105 per cent. Pres., Lyman R. Hopkins; Sec. and Treas., Theo. M. Ives. Office, 260 W. Broadway, New York.—V. 70, p. 179, 741.

American Type Founders Co.—Incor'd in 1892 under laws of N. J. V. 55, p. 625 and adv. In 1896 decreased the $5,000,000 common and $4,000,000 pref. stock to $4,000,000 (par $100) common stock. V. 62, p. 682. Gold 6 per cent debenture bonds, $1,000,000; int. M-N by trustee, Mercantile Trust Co., N. Y. V. 69, p. 904. Bills payable Aug. 31, 1899, $545,000; in Dec., 1899, $272,000 bonds were sold.

Dividends on preferred: Oct., 1898, 1 p. c., first since reorganization; in 1899, 4 p.c. (paid Q-J); in 1900, Jan. 15, 1 p.c.; April 16, 1 p.c.

Annual Report.—Report for year ending Aug. 31, 1899, was in V. 69, p. 904. In 1898 9 gross profits after deducting expenses, $249,563; interest charges, $59,511; net, $190,052; divs. (4 p. c.) $160,000.

President, John E. Searles, 27 William St.—(V. 69, p. 904.)

American Waltham Watch.—Incorporated in Massachusetts in 1854; manufactures "Waltham" watches; factory situated at Wal-

☞ *For Securities Outstanding see the tables on pages 156 to 169, inclusive*

tham, Mass. Daily output of watch movements, 2,200. Capital stock, all common. $4,000 000; par $100. No bonded debt.

DIVIDENDS.—

	1879-95.	1896.	1897.	1898.	1899.	1900.
Per cent.	8 yearly.	7	6	6	24½	below.

In March, 1899, paid 3 p c.; in Sept., 1899, 5 p. c., and in Oct. 1899, an extra cash dividend of 16½ per cent, the stock being increased from $3,000,000 to $4,000,000 by sale to stockholders at par; in Mar., 1900, 4 p. c. Balance sheet Dec. 1, 1899. V. 70, p. 738.

American Window Glass.—ORGANIZATION.—Incorporated in Pennsylvania on Aug. 2, 1899, to consolidate window-glass plants, excluding plate glass Said to have 85 per cent of the capacity in the U. S. (V. 69, p. 335. 744, 1013.) Stock, all outstanding, common, $13,000,000; pref., 7 per cent cum., $4,000,000; par of shares, $100. First div. on pref., 3½ p. c., paid March 1, 1900. V. 70,p. 383.

OFFICERS.—James A. Chambers, President; E. I. Phillips, Secretary; W. G. McCandless, Treas. Office, Pittsburg, Pa.—(V. 70, p. 383.)

Asphalt Company of America.—Organized June 28, 1899, in N. J. Stock $30,000,000, par value, $50, all issued, and 10 per cent paid in cash See securities owned.—V. 69, p. 1104

There has also been issued by the Land Title & Trust Co. of Philadelphia, as Trustee, $30,000,000 of 5 per cent 50-year collateral gold certificates, principal and interest of which are secured by the deposit with the Trust Company, as trustee, of shares purchased. (V. 69, p. 335, 387, 1104.) President, Sidney F. Tyler; Sec. and Treas., Ellis A. Ballard, Land Title & Tr. Bldg., Phila.—V. 70, p. 530, 635.

Bay State Gas Co.—Incorporated in 1889 under the laws of Delaware, and acquired $995,000 of the $1,000,000 stock of the Bay State Gas Co. of New Jersey, which latter company owned substantially all the capital stock of the following companies supplying gas to the city of Boston: Bay State of Mass.; Boston Gaslight, Roxbury Gaslight and South Boston Gaslight. The stocks of these four operating companies were pledged to secure the bonds below mentioned, but their voting power was acquired in Nov., 1897, for New England Gas & Coke Co.—which see on a preceding page—also V. 65, p. 1221: V. 68. p. 1079.

STOCK.—Stock (par $50) increased from $5,000,000 to $15,000,000 in October, 1895, to acquire "certain gas properties." In Sept., 1897, increased to $50,000,000—see V. 65, p. 515, 570, 778, 1221. In Jan., 1899, further increased to $100,000,000. Vol. 68, p. 84, 1179. Authorized amount stated as $1,000,000,000.

BONDS.—The "Boston United Gas" mortgage of 1889 was issued by the B. S. Gas Co. of New Jersey and guaranteed by the Delaware company. The mortgage is for $12,000,000; Mercantile Trust Co., trustee; of the issue $2,000,000 is reserved for improvements. Each registered $1,000 bond is entitled to 5 votes. There is an annual sinking fund of one per cent of the entire issue, and bonds can be drawn at 105. All the bonds issued are deposited with the Trust Co., which issues its trust certs. therefor. V. 67, p. 221; V. 68, p. 84; V. 70,p. 688.

EARNINGS—Reports of six operating companies in V. 69, p. 694, show:

Year.	*Gross.*	*Net.*	*Other inc.*	*Dividends.*	*Bal., sur.*
1898-99.....	$2,954,806	$949,286	$107,310	$824,262	¶$17,714

¶After deducting interest, charges, etc.—V. 70, p. 688.

Bethlehem Iron Co.—See Bethlehem Steel Co.

Bethlehem Steel Co.—ORGANIZATION.—Incorporated in Pennsylvania April 17, 1899 (V. 68, p. 770), leasing The Bethlehem Iron Co. from May 1, 1899, at 6 per cent on its $7,500,000 stock, payable quarterly (Q.-F.), and will extend its operations. Capital stock $15,000,000, in shares of $50 each, on which to Jan., 1900, $1 had been paid up. Dividends, 50 cents per share, paid quarterly. Sept., 1899, to June, 1900, incl. For terms of lease, etc., see V. 68, p. 821, 975. Bethlehem Iron Co. has outstanding $1,351,000 1st 5 per cent bonds, dated 1886, due Feb. 1, 1907, int. F.-A. V. 69, p. 1250. President, Robert P. Linderman; Treas., C. O. Brunner.—V. 70, p. 330, 383.

Boston & Mont. Consol. Mining.—V. 68, p. 720; V. 70, p. 794.

Brooklyn Ferry.—ORGANIZATION.—Owns ferries from Roosevelt St., Grand St. and 23d St., New York, to Broadway, Brooklyn, and from Grand St., New York, to Grand St., Brooklyn; also leases Tenth & Twenty-third Street Ferry for 99 years from Dec., 1898, at 5 p. c. on $550,000 bonds and 5 per cent on $1,000,000 stock. V. 67, p. 1206. Statement to N. Y. Stock Exchange (V. 69, p. 1102) for 9 mos.; in 1899 gross, $1,045,717; net, $462,277; charges, $398,437; sur., $63,840.

SECURITIES.—Authorized issue of consols is $7,500,000, of which $1,000,000 held to retire an equal amount of 1sts due 1911 of former N. Y. & Brooklyn Ferry Co. Capital stock is $7,500,000, of which $1,000,000 retained in treasury. Mortgage covers real estate in Brooklyn and N.Y ,and 16 steel boats.—V. 68, p. 1022; V. 69, p. 1101, 1105.

Brunswick (Ga.) Dock & Improvement Co.—Successor to Brunswick Co. reorg. per plan in V. 65, p. 326; see also V. 66, p. 1043.

Stock, $5,000,000 (par $100); all listed in Aug. 1899—see application V. 66, p. 1043. President, Henry E. Howland, 35 Wall St.; Sec. and Treas., A. G. Kraetzer, Jr., 142 Pearl St., N. Y.—V. 68, p. 1022.

Buffalo Gas.—Organized in Oct., 1899, and consolidated the Buffalo City Gas Co and Buffalo Gas Light Co. The Buffalo Gas Co. owns entire stock and bonds of the Mutual Gas Light Co. and about 27,000 of 30,000 shares of stock and $1,980,000 of $2,100,000 bonds of People's Gas Light & Coke Co. (see V. 67, p. 1262). Stock, common, $7,000,000; preferred 6 p c. non cum., $2,000,000. Bonds, $3,000,000 5s, of which $5,900,000 are reserved to retire the $5,900,000 Buffalo City Gas 5s (but of which latter $95,000 in treasury, Dec., 1899), and balance, $1,100,000 can only be issued as junior securities. Year ending June 30, 1899, net, $295,598; int on bonds, $283,313; bal., sur., $12,285. V. 69, p. 129. A. C. Humphreys, 31 Nassau St., President.—V. 68, p. 1224; V. 69. p. 129,796, 1195.

Cambria Iron Co.—See Cambria Steel Co.

Cambria Steel Co.—Incorporated in Penn. in Nov., 1898, per plan in V. 67, p. 688, leasing the Cambria Iron Co for 999 years at 4 p. c. on its $8,468,000 stock. Stock, $16,000,000; $1 50 per share paid Dec. 1, 1898, $1 50 Dec. 1, '99, $1 50 Feb. 1, and $4 50 May 1, 1900, the last two payments being supplied by dividends named below V. 69, p. 697; V. 70, p 794. On May 15, 1899, a dividend of 40 cts. per share was paid; on Aug. 15, 1899, 60 cts. per share; on Nov. 15, 1899, $2 50 per share; on Feb. 1, 1900, extra dividend of $1 50, applicable only to payment of third instalment; Feb. 15, 1900, 50 cents per share in cash; May, 1900, 50 cents cash and $4 50 applicable for fourth instalment. V. 70, p. 794; V. 70, p. 78; V. 69, p. 697, 745. For terms of lease see V. 68, p. 128.—(V. 70, p. 78, 175, 794.)

Canton Company.—See SUPP. of April, 1897, and V. 70, 794.

Carnegie Steel.—V. 70, p. 78, 177, 330, 533, 586. 635, 688.

Central Foundry.—Incorporated in New Jersey on July 11, 1899, and acquired manufactories of soil pipe, said to control 95 per cent of the trade in the United States. V. 69, p. 178.

Stock, common, $7,000,000; pref., 7 per cent cum., $7,000,000. Bonds $4,000,000 20-year debenture 6s, subj. to call after two years at 105. President, John R. Reid; Secretary, G. Schumacher; Treasurer W. L. Rogers. Office, 100 B'way, New York.—V. 69, p. 129, 178, 228.

Central & South American Telegraph.—Owns cable line from Vera Cruz, Mexico, to Valparaiso, Chili, 4,750 miles, and land lines 350 miles, etc. Also the Trans-Andine telegraph lines, 1,200 miles, purchased in 1891, and connecting Valparaiso with Buenos Ayres. Connects at Vera Cruz with Mexican Telegraph Co., and owns an interest in cable between Galveston and Coatzacoalcos, 825 miles, etc

DIVIDENDS,

	1885.	'86.	'87.	'88-'96.	'97.	'98.	'99	1900.
Per cent.	4	4	6	7 y'rly	6¾	6	(6 Q-J)	Inc. Apr., 3

In 1890 20 p. c in stock. Year 1899, gross, $944,086: net, $598,971; dividends, $463,536. Office, 37 Wall St.—(V. 65, p. 666.)

Central Union Telephone (Chicago).—This company controls the Bell Telephone business in Indiana, in Ohio with the exception of Cleveland and Cincinnati, and in Illinois excepting Cook and four other counties. Capital stock is $6,605,300, of which 52 per cent is held by Amer. Bell Telephone Co. Subscribers Jan. 1, 1900, 59 810.

Of the $6,000,000 10-20-year gold consol. 5s, due Jan. 1, 1919, $1,500,000 were issued in 1899, $2,500,000 are reserved to retire 1st. 6s subject to call at 105 after July 1, 1906, and $2,500,000 for cost of future extensions and improvements. V. 68, p. 379, 472, 570. See also advertisement in CHRONICLE of Mar. 25, 1899. Report for 1899 given in V. 70, p. 175. President, W. A. Jackson.—V. 70, 175.

Claflin (H. B.) Company.—Incorporated under the laws of New Jersey in May, 1890, and deals in dry goods. Its premises have a frontage of 375 feet on Worth Street, and with all appurtenances are valued at $2,739,181, its total assets June 30, 1899, including merchandise, accounts receivable, etc., being put at $18,218,071. V. 64, p. 132.

DIVIDENDS.—1890-1892. 1893. 1894 to Apr.,'99. J'y.&O.,'99. 1900.

Common, p c..	8 yearly.	7½	6 (1½ Q.-J.)	2 each.	Jan., 2
Preferred stocks.	——In full to May, 1900. ——				

REPORT.—Report for half-year ending Dec. 31, 1899 (V. 70, p. 78): Net for dividends, $640,819, against $285,289 in 1898; interest on 1st and 2d pref., $142,125; dividend on common (4 p. c.), $153,164; balance, sur., $345,530.

Surplus reserve for com. stk. Dec. 31, 1899, was $809,322.

Profits for full calendar years before deducting any dividends have been: In 1899, $1,247,851; in 1898, $526,545; in 1897, $510,943; in 1896, $261,518; in 1895, $613,970. (V. 70, p. 78.)

Columbus & Hocking Coal & Iron Company.—Organized at Columbus, O., Jan 26, 1883, and owns large coal and iron properties (13,250 acres of land) in Ohio. See V. 44, p. 278; V. 63, p. 559.

ORGANIZATION.—Reorganized in 1898 without foreclosure per plan in V. 65, p. 976. The old firsts have been limited in amount to $930,000 and made to cover additional property, interest being reduced from 6 to 5 per cent.—V. 65, p. 367, 976; V. 67, p. 28—see end't on bond V. 66, p. 81. Stock $5,036,700, of which $336,700 is pref. First M. 30-year 5s outstanding, $930,000, due Jan. 1, 1917. int. J.-J. at Cent. Trust Co., N. Y. In 1899, management changed.—V. 68, p. 976.

REPORT.—Report for year ending Mar. 31, 1899, V. 69, p. 540:

Yr. to Mar. 31.	*Gross.*	*Net.*	*Charges.*	*Deprec., etc.*	*Bal., def.*
1898-99.....	$320,316	$35,983	$56,568	$15,902	$36,487

—(V. 68, p. 976; V. 69. p. 540.)

Compressed Air Co. of the Borough of Manhattan.—ORGANIZATION.—Incorporated in New York on April 9, 1900, as a consolidation of the American Air Power Co. of New York (see V. 69, p. 1060) and the Compressed Air Motor Co of Illinois (see V. 70, p. 635), to manufacture compressed-air vehicles, street and railroad cars, etc., V. 70, p. 741. Stock, authorized, $8,000,000, of which $755,000 preferred. Over $1,000,000 stock of the new company will remain in the treasury. In April, 1900, made a mortgage to the State Trust Co. of New York, as trustee, to secure $500,000 20-year 5 p c. gold bonds.

President, Henry D. Cooke; Vice-President, C. H. T Collis; Sec. and Treas., Henry A. Himely, 621 Broadway, N. Y. V. 70, p. 741.

Comstock Tunnel Co.—SUP. of April, 1897, p. 153; V. 69, p. 1149.

Consolidated Car Heating Co.—ORGANIZATION.—Supplies steam and hot water apparatus for heating railway trains and electric heaters for street cars, etc V. 70, p. 232. Stock, $1,250,000; outstanding, $1,150,400; par $100. Dividends Feb. 15 and Aug. 15.

DIV'S—

	1892	1893	1894	1895	1896	1897	1898	1899	1900
Per cent.	3	3	6	1	3½	1½	3	4	Feb., 2½ (1 ex.)

In 1899, Feb., 1½ p. c.; Aug., 2½ p. c. In 1900, 2½ p. c., including 1 p. c. extra. 413-423 North Pearl St., Albany, N. Y.—V. 70, p. 232.

Consolidated Lake Superior Co.—Has Connecticut charter, and has acquired and will develop the water-power, estimated at 200,000 hydraulic horse-power, at Sault Ste. Marie, Michigan, and Ontario. Owns all the capital stock of the following-named companies, capitalized as follows: Michigan Lake Superior Power Co., common stock $500,000, and 50-year 5 p c. first M. 5s (see V. 69, p. 336) $3,500,000; Lake Superior Power Co. of Ontario, preferred $500,000, common $1,500,000; Sault Ste. Marie Pulp & Paper Co. of Ontario, preferred $750,000, common $1,250,000; Tagona Water & Light Co. of Ontario, $200,000. See prospectus, V. 68, p. 1075. As to Ontario Lake Superior Co., see V. 69, p. 909; V. 70 p. 40.

STOCK, ETC.—Stock authorized, common, $14,000,000, all outstanding; pref., 7 p. c. non-cum., $6,000,000, of which $1,500,000 issued for properties and balance, $4,500,000, represented by Provident Life & Trust Co. of Philadelphia, receipts $15 paid; par of all stock, $50. The holders of the receipts may, at their option, pay the entire unpaid balance and receive full paid stock certificates. V. 70 p. 794.

Dividends on pref., September, 1899 to March, 1900, 7 p. c. per annum (1¾ p. c., Q.-M.). Checks are mailed. President, E. V. Douglas, Phila.; Sec., W. P. Douglas, Phila.; Treas., F S. Lewis Office, West End Trust Building, Phila., Pa.—V. 69, p. 1303; V. 70, p. 232, 794.

Consolidated Railway Electric Lighting & Equipment Co.—Incorporated in New Jersey on Jan. 8, 1900, to combine various concerns engaged in furnishing electric and gas-lighting apparatus and brakes for steam and electric cars, etc., viz.: Electric Axle Light & Power Co. (see SUPP., Jan., 1900); Columbian Electric Car Lighting & Brake Co.; European Railway Electric Lighting Co.; Lindstrom Brake Co.; Railway Triplex Ticket Co. (V. 70, p. 78, 178, 534.) Factory at Derby, Conn. In Mar., 1900, the lighting system was reported to be in use on 180 cars. Stock, all outstanding, $16,000,000, all common. No bonds. Pres., Isaac L. Rice V. 70, p. 78, 178, 534, 794.

Consolidated Water Co. of Utica, N. Y.—Incorporated in Nov, 1899, and by purchase of existing properties acquired control of practically all the water available for city of Utica, N. Y. V. 69, p. 956, 1084. Stock authorized: common, $1,500,000; pref., 5 p c non-cum., $1,000,000; par of shares, $100. Bonds, $2,500,000 30 yr. 1st gold 5s ($,000 each), dated Nov. 15, 1899, due Jan 1, 1930, int. J-J, at Contin. Trust Co., N. Y., trustee, of which $500,000 were reserved for extensions. Pres Geo. L. Record. V. 69, p. 1347.

(Wm.) Cramp & Sons' Ship & Engine Building Co.—Incorp in Penn. in 1871-72 Stock, $5,000,000; issued, $4,848,000; par, $100.

BONDS.—The $1,500,000 30-year gold 5s due March 1, 1928 ($1,475,000 outstanding), have a sinking fund to redeem at least $25,000 yearly and are subject to call at 110 for sinking fund purposes.—V. 67, p. 1110; V 68, p. 383

DIVIDENDS.—

	'92.	'93.	'94.	'95.	'96.	'97.	'98.	'99	'0.
Per cent....	8&20 sc.	10	18	7	None.		1½	3	Mar 1¼

Dividends payable Q.-M 15 at Philadelphia office.—(V. 67, p. 1112.)

REPORT.—Report for 1898-9 in V. 68, p. 1075, showed $1,500,000 gross, over 8 per cent ($400,067, against $275,000 in 1897-8) earned on stock, over $12,400,000 orders on hand. [illegible] paid $1,200, 2½ p c., surplus, $278,867.—V. 68, p. 383. V. 70, 1013.; V. 70, 636.

Denver Gas & Electric Co.—ORGANIZATION. Incorporated in Apr. 1899, as a consolidation of the Denver Consolidated Gas and Denver Consolidated Electric Companies. Stock, $8,000,000. Bonds, $5,500,000 1st 50-year consol mortgage gold 5s, interest M N, due May 1, 1949; Continental Trust Co., New York, trustee. The $2,650,-

☞ *For Securities Outstanding see the tables on pages 156 to 169, inclusive.*

000 outstanding stock and $2,400,000 bonds were issued to effect the consolidation and provide $250,000 working capital. Underlying bonds in 1900 aggregated $2,430,000 (see SUPPLEMENT of July, 1899.) For 12 mos. ending Feb 28, net, $407,286 in 1900; $363,441 in 1899. Dividend, 1½ per ct., paid Feb. 20, 1900.—V. 70, p. 127. Chairman, Emerson McMillin, 40 Wall St., N. Y. V. 69, p. 79, 127; V. 70, p. 330.

Denver Union Water.—A consolidation Oct., '94. Franchises run until 1910. Controls the water supply of the city of Denver, Col., and vicinity, and said to have about 400 miles of mains. Capital stock is $5,000,000 *common* and $2,500,000 of 5 p. c. non-cumulative *preferred*. Bonds $7,000,000. President, W. S. Chessman; Secretary, W. P. Miller; Treasurer, D. H. Moffat. (V. 69, p. 1014.)

Detroit City Gas.—Organized in March, 1898, and owns all the gas properties in Detroit, Mich. Has a contract till 1923 with the city.

STOCK.—Authorized, $5,000,000; $4,560,000 outstanding; par, $50. First dividend, 2½ per cent, paid Nov. 15, 1899,.—V. 69, p. 908.

BONDS.—The new prior lien mortgage is for $6,000,000, of which $1,000,000 retained for future extensions and improvements and $425,000 to retire the $397,000 old bonds not yet exchanged, and $28,000 income 5s. Prior lien bonds are subject to call at 110.

EARNINGS.—Jan. 1 to Feb. 28, 1900, net, $126,497, against $102,207; net for fiscal year ending Dec. 31. '99, $427,320, agst. $332,715 in '98.

OFFICERS.—President, Emerson McMillin, New York; Gen. Man., H. D. Walbridge, Detroit, Mich. (V. 69, p. 908.)

Detroit Mack. & Marq. RR.—V. 69, p. 1061; V. 70, p. 686.

Duluth-Superior Bridge.—SUPP. of July, 1898; V. 67, p. 1263.

Electric Axle Light & Power Co.—In 1900 consolidated with Consol. Ry. Elec. Lighting & Equipment Co.

Electric Boat Co.—ORGANIZATION.—Incorporated in New Jersey on Feb. 25, 1899, and has acquired all of the capital stock of the Electric Launch Co., the Holland Torpedo Boat Co., etc. V. 69, p. 897, 853. Stock, common, $5,000,000; pref., 8 p. c., non-cum., $5,000,000. Par, $100. Issued, common, $4,997,800; preferred, $1,190,000. Subscribers to preferred received 2 shares of common as bonus. V. 69, p. 697. In Apr., 1900, the U. S. Gov't purchased the submarine torpedo boat Holland. V. 70, p. 742. President, I. L. Rice, 20 Broad St.—V. 69, p. 853, 1064; V. 70, p. 178, 742.

Electric Co. of America.—ORGANIZATION.—A Philadelphia company. Incorporated in Jan., 1899, in New Jersey. V. 68, p. 85. In 1899 purchased the electric companies at Camden and Atlantic City, N. J., Jamaica and Long Isl. City, N. Y., Scranton and Altoona, Pa., Conshohocken, Pa., Wheeling, W. Va. See partial list, V. 69, p. 957; V. 70, p. 689. In Apr., 1900, acquired control of Scranton Light & Heat Co. V. 70, p. 689. Stock, $25,000,000; par $50; issued, it is said, $22,000,000, of which $7 50 paid in. (V. 69, p. 179). First dividend, 50 cents per share, July, 1899; Jan. 20, 1900, 50 cents. Office Land Title Bldg., Philadelphia.

OFFICERS.—President, A. Loudon Snowden; Vice-President, William J. Latta; Secretary, J. B. McCall; Treasurer, E. B. Boll. Directors—Martin Maloney, William L. Elkins, Thomas Dolan, William J. Latta, P. A. B. Widener, A. Loudon Snowden, Charles A. Porter, Joseph B. McCall and James E. Hays.—V. 70, p. 689.

Empire Steel & Iron Co.—ORGANIZATION.—Incorporated in New Jersey on March 14, 1899. V. 68, p. 524. STOCK, common, $5,000,000, as increased Jan. 1900; pref., 6 per cent cum., $5,000,000; par of shares, $100. Total stock issued April 1, 1900, common, $2,280,000; pref., $2,370,000. First dividend at the rate of 6 per cent per annum, paid July 1, 1899, at office, 71 Broadway; 1900, Jan., 2, 3 p. c. For list of properties acquired see V. 68, p. 926. President, Leonard Peckitt, Catasauqua, Pa.; Sec., Glen Wright, 71 Broadway, N. Y. Gen. Mgr. & Treas., W. L Sims. Exec. Com., Archer Brown, E. R. Chapman, W. L. Sims. New York office, 71 Broadway.—V. 70, p. 178.

Equitable Illuminating Gas Light Co. of Philadelphia.—See SUP. of Jan., 1900; V. 70, p. 232.

Grand Rapids Gas-Light Co.—Owns by purchase all property of the Grand Rapids Gas Co., with a capacity of 1,500,000 cubic feet per day.—V. 69, p. 662. Stock, $1,000,000; par, $50. First mort., $1,225,000 20-year gold 5s, due February 1, 1915, subject to call at 110, interest (F. & A.) at Em. McMillin & Co., 40 Wall St.; Cent. Tr. Co., trustee.

DIVIDENDS.—1895, 4 p. c.; '96, 5; '97, 5; '98, 5½; in '99, 6 (M. & N.); in 1900, May 19, 3.

EARNINGS.—Jan. 1 to Mar. 31, 1900. net, $48,282, agst. $39,186; net earnings year ending Dec. 31, 1899, $166,096, against $140,619.
Prest., Emerson McMillin.—V. 64, p. 662.

Great Lakes Towing Co.—ORGANIZATION.—Incorporated in New Jersey on July 6, 1899, as a consolidation of towboat companies along the Great Lakes. See V. 69, p. 79, 593. Stock authorized, common, $2,500,000; pref., 7 per cent non-cum., $2,500,000. Issued Oct., 1899, $1,675,000 each of common and preferred. Par of shares $100. Pres. and Treas., T. F. Newman, Cleveland, O.; Sec., M. H. Wardwell, Cleveland, O.—(V. 69, p. 1196.)

Havana Commercial Co.—ORGANIZATION.—Incorporated in New Jersey on March 4, 1899. V. 69, p. 453. Manufactures and exports Havana cigars and Cuban leaf tobacco (owning also tobacco lands), having absorbed various well-known cigar factories and brands; see list, V. 68, p. 926. Capacity said to exceed 100,000,000 cigars annually; present output, 65,000,000. Stock authorized, common, $12,500,000; pref., 7 per cent, cum., $7,500,000; outstanding common, $10,600,000; pref., $6,000,000; par, $100 per share. V. 69, p. 428, 926. First quarterly dividend on preferred, 1¾ per cent, paid Oct. 16. Dividends on pref., Oct., 1899, to April, 1900, 1¾ p. c. quarterly (Q.-J. 15). Last dividend paid April 16, 1900. Pres., H. B. Hollins, New York; Vice-Pres. and Resident Director, Francisco Garcia; Sec. and Treas., Ford Huntington, 32 Broadway, N. Y.—V. 69, p. 697.

Henderson Bridge Co.—Owns bridge across Ohio R. at Henderson, Ky., and 10 miles of road. Stock is $1,000,000 (par, $100), of which the Louisville & Nashville Co. holds $501,000; the Bridge Co. is guaranteed gross receipts of $200,000 per year by the several roads using it and dividends of 2½ p. c. are paid each F. & A. $373,000 bonds in sinking fund in Oct., 1899. For year 1898-9, gross $269,861; net, $239,726; charges, $177,111; dividends, $50,000. V. 69, p. 336.

Herring-Hall-Marvin Company.—ORGANIZATION, PROPERTY, ETC.—Organized in 1892. See adv. in CHRONICLE of May 14, 1892, Capital stock is $3,300,000, of which $1,800,000 cum. 8 p. c. pref.

RECEIVERSHIP.—On Dec. 24, 1897 W. D. Pownall and Geo. R. Gray were appointed receivers. V. 65, p. 1220. See statement of President. V. 66, p. 38. *Reorganization Committee*—Chairman, Otto T. Bannard, Robert C. McKinney, Gilbert A. Phillips, P. Hathaway, H. A. Tenney.—V. 68, p. 282. Plan of reorganization in V. 68, p. 232, and modification V. 70, p. 689; V. 68, p. 1225; V. 69, p. 745. V. 70, p. 432.

ANNUAL REPORT.—Fiscal year ends May 31. Report for 1896-97 showed loss on operations for year, $63,000. See V. 66, p. 38. N. Y. office, 54 and 56 Bleecker St.—V. 70, p. 432, 689.

Hudson County Gas.—ORGANIZATION—Incorporated in N. J. in Oct., 1899, as a consolidation of N. J. Gas L. Co., Peoples' Gas L. Co. of J. C., Hudson County Gas. L. Co., the Consumers' Gas Co. of J. C. and Bayonne & G. Gas L. Co.—V. 69, p. 80, 796. Stock, $10,500,000, mostly owned by Unit. Gas. Impt. Co. Bonds, $10,500,000 50-yr 1st gold 5s, due Nov. 1, 1949 ($100, $500 and $1,000 each c*), int. M-N at N. J. Title Guar. & Tr. Co., Jersey City, trustee. Of the 5s, $8,150,000 have been issued; $600,000 are reserved to take up May 1, 1904, Consumers' Gas Works 1st 6s; and $1,750,000 reserved for future requirements. President, E. F. C. Young; Vice-Pres., Sec., Robert W. Elliott; Treas., Lewis Lillie.—V. 69, p. 909, 957.

Illinois Electric Vehicle Transportation Co.—ORGANIZATION.—Incorporated in New Jersey on May 5, 1899, to operate electric vehicles of all kinds in Illinois. Controlled by the Electric Vehicle Co. See V. 68, p. 927; V. 70, p. 689. Stock, $2,500,000, all common; par $10. Issued $2,000,000; $5 per share has been paid in and $5 is to be paid on or before July 2, 1900. V. 70, p. 586, 689. President, Samuel Insull, 172 Michigan Avenue, Chicago. V. 70, p. 636, 689.

International Navigation Co.—ORGANIZATION, ETC.—Stock, common, $5,000,000, all issued; pref., 8 per cent non-cum., $10,000,000; outstanding, $9,205,000, all full paid. Bonds are $20,000,000 1st 30 year-gold 5s, due Feb. 1, 1929, $1,000 each c.,* int. F-A at company's office, New York; Fidelity Insurance Trust & Safe Deposit Co., Philadelphia, trustee; outstanding, $12,614,000, issued to retire old bonds, etc., balance being reserved for new property. They are subject to call at par after 1909 and a sinking fund of $250,000 to $500,000 will retire bonds annually, beginning May 1, 1905. See V. 68, p. 1076.—V. 68, p. 282, 331, 524, 671, 1024, 1076.

International Power Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 14, 1899, as the International Air Power, and name changed in Mar., 1899. In Feb. and Mar., 1899, purchased plants of Rhode Island Locomotive Works of Providence, R. I.; American Wheelock Engine Co. of Worcester, Mass., and Corliss Steam Engine Works of Providence, R. I. See V. 68, p. 671. Stock, common, $7,400,000; pref., 3 p. c., $600,000. A first mortgage for $225,000 was given as part payment for the Rhode Island Locomotive Works. First dividend on preferred 6 per cent for the year 1899 was paid March 15, 1900. See official statement, V. 70, p. 432. Pres., Joseph H. Hoadley, 253 Broadway, N. Y.—V. 68, p. 772; V. 70, p. 432.

Journeay & Burnham.—See V. 54, p. 192 and adv. Dividends on preferred stock to July, 1898, 8 p. c. yearly; none since.

Kansas City, Mo., Gas Co.—Organized in April, 1897, in Missouri and acquired all the property, franchises, etc., of the Kansas City Gas and Missouri Gas companies. Capacity of 4,000,000 cubic feet a day; 235 miles of main pipe; meters in use July 31, 1897, 20,280. Capital stock, $5,000,000; par, $100. Bonds outstanding, $3,750,000 gold 5s, due April 1, 1922, subject to call at 105. *Interest* is payable A. & O. at N. Y. office of Guaranty Trust Co. or M. & N. in London.
Net earnings May 1 to Apr. 30, 1899 (12 months), $281,320; interest, $188,920; sinking fund, $75,000; balance, $17,400. May 1 to Oct. 31, '98 (6 mos.), $128,460. President, M. J. Payne.—(V. 69, p. 127.)

Monongahela River Coal & Coke Co.—("River Coal Consolidation")—ORGANIZATION. Incorporated in Pennsylvania in 1899 to consolidate "Monongahela" coal interests. Controls 96 of the 102 working coal mines along the Monongahela River; 44 transportation companies, owning practically all the coal craft carrying coal between Brownsville, New Orleans, etc., including 200 steamers and 4,000 coal boats and barges, and coal elevators, etc. Owns between 36,000 and 37,000 acres of coal, exclusive of surface. Reported to have an agreement as to territory with Pittsburg Coal Co. ("Rail-Coal Consolidation")—which see. For full list of constituent concerns taken over Oct. 2, 1899, see V. 69, p. 1065. Stock, common, $20,000,000; preferred, 7 p. c., $10,000,000. Par of all shares, $50. Bonds, $10,000,000 50-year gold 6s. President, John B. Finley; Treasurer, Geo. I. Whitney, Pittsburg, Pa.—V. 69, p. 28, 336, 647, 745, 853, 1065.

Mount Vernon-Woodberry Cotton Duck Co.—See SUPP. of Jan., 1900; V. 70, p. 689.

National Carbon Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 16, 1899, uniting leading carbon interests in the United States. V. 68, p. 85, 130. Stock, all outstanding, common, $5,500,000; pref., 7 per cent non-cum., $4,500,000. Par of shares, $100. Dividends on pref. July 15, 1899, 1¾ p. c; Oct., 1¾ p. c.; 1900, Jan., 1¾ p. c.; March 15, 1¾ p. c. Dividend period changed in Feb., 1900, to Q.-F. 15; next to be payable May 15, 1900. V. 70, p. 432. Statement for year ending Jan. 31, 1900, in V. 70, p. 428, showed: Net earnings, $451,687; dividends (7 p. c.) on preferred, $315,000; additions, depreciations, etc., $100,742; bal., sur., $35,945.
Pres., W. H. Lawrence; Treas., H. E. Hackenberg; Sec., H. J. Davies. Main office, Cleveland.—V. 68, p. 977; V. 70, p. 428, 432.

National Enameling & Stamping Co.—ORGANIZATION.—Incorporated in New Jersey on January 21, 1899. See prospectus in V. 68, p. 187. V. 68, p. 474. Stock common, $20,000,000; pref., 7 p. c. cum., $10,000,000; outstanding Dec. 31, 1899, $14,038,100 common, and $7,358,400 pref. stock. Quarterly dividend on pref., 1¾ p. c. paid March 31, 1900.
Underlying mortgages, St. Louis Tin Plate, $400,000; American Stamping Co., $200,000; bills payable Dec. 31, 1899, $650,900 merchandise on hand $3,392,491; accounts receivable, $600,462. Net earnings from Feb. 1 to Dec 31, 1899, first 11 months, $1,322,374; dividends on pref., $490,497, leaving a surplus of $ 31,877. President, Fred'k G. Niedringhaus; Sec., Wm. H. Matthias; Treas., Jas. E. Ingram. N. Y. office, 81 & 83 Fulton St.—V. 70, p. 283, 790.

National Glass Co.—ORGANIZATION.—Incorporated in Pennsylvania on July 5, 1899, as a consolidation of tableware manufacturing interests. V. 69, p. 61. For list of 19 companies taken over Nov. 1, 1899, including the ten largest factories outside of the U. S. Glass Co., V. 69, p. 1015. Present capacity, 678 pots. For 8 outside concerns, capacity 280 pots, see V. 69, p. 1015. Stock, all common, $4,000,000, outstanding, $2,250,000; par of shares, $50 Bonds, $2,000,000 ten-year 1st M. gold 6s, dated Nov. 1, 1899, Union Tr. Co. of Pittsburg, Tr. ($1,000 each, c*), one-tenth payable yearly Nov 1, in numerical order beginning with number one; int., M. & N. at T Mellon & Sons' Bank, Pittsburg, Pa. Earnings in 1898 of properties consolidated, gross, $4,265,000; net, $407,238. See official statement, V. 69, p. 1304. President, H. C. Fry, Rochester, Pa.; Vice-Pres., C. J. Bockius, Marion, Ind.; Sec., Addison Thompson. Office, Pittsburg, Pa.—V. 68, p. 1182; V. 69, p. 81, 131, 593, 1015, 1065, 1304.

National Rice Milling.—See full statement V. 55, p. 49.

National Salt Co.—ORGANIZATION.—Incorporated in New Jersey on March 20, 1899. Stock, common, $7,000,000; pref. 7 p. c. non-cum., $5,000,000, all outstanding. Par of shares, $100. Div. on pref., 1¾ p. c., July 24, 1899, to Jan. 24, 1900, 1¾ p. c. quarterly; May 1, 1900, 1¾ p. c. First regular quarterly dividend on common 1½ p. c. and extra div. ½ p. c., payable Aug. 1, 1900. Checks mailed. See prospectus. V. 68, p. 524. Annual output increased Oct., 1899, from 6,300,000 to 10,800,000 barrels, claimed to be over 90 p. c. of total output of the U. S. V. 69, p. 853. Report showed earnings from Apr. 15 to July 1, 1899, of 7 p. c. on preferred and over 10 per cent on common stock. See V. 69, p. 230. Pres., A. S. White; Sec. and Treas., John Alvin Young; Asst. Sec., C. L. Paar. Office, 26 Broadway, N. Y.—V. 69, p. 230, 853; V. 70, p. 798.

National Tin Plate & Stamped Ware Co.—ORGANIZATION.—Incorporated in N. J. Jan. 26, 1899, in opposition to Nat. Enameling & Stamping Co.—see above. V. 68, p. 187, 474. Stock, common, $10,000,000; pref., 7 p. c., cum., $10,000,000.—V. 68, p. 474.

Newark Consolidated Gas.—ORGANIZATION. Incorporated in New Jersey on Nov. 30, 1898, and owns or controls all the gas plants tributary to Newark between Passaic and Elizabeth, N. J. Stock,

☞ *For Securities Outstanding see the tables on pages 156 to 169, inclusive.*

$6,000,000, all common. Bonds, $10,000,000 consol. 50-year gold 5s, due Dec. 1, 1948, int. J-D at Fidelity Trust Co., Newark, trustee ($1,000 each c*), of which $4,600,000 outstanding, $4,025,000 reserved to refund the $4,000,000 Newark Gas Co. 1st 6s and $25,000 Montclair Gas & Water Co. bonds, due July 1, 19[illegible]; and $1,375,000 for future improvements and extensions. Dividends increasing from ½ per cent per an. in 1900-01 to 5 p. c. in 1909-10, and thereafter are guaranteed on the $6,000,000 stock of the consolidated company. Price of gas reduced to $1 per 1,000 cubic feet, commencing April 1, 1900. V. 70, p. 534.

Leased for 999 years from Dec. 1, 1898, to United Gas Impt. Co. and lease assigned to Essex & Hudson Gas Co. ($4,325,000 stock of latter being owned by the U. G. Impt. Co.), but the U. G. Impt. Co. will for the first six years be directly responsible for all payments under lease. Terms of lease, dividends on stock, etc., see V. 67, p. 1002. Pres., T. A. Nevins; Sec. & Treas., U. H. McCarter.—V. 70, p. 534.

New Central Coal (Md.).—Owns coal lands in Allegheny County, Maryland. Tons mined in 1898, 203,677; 206,262 in 1897, 188,453 in 1896, 201,826 in 1895, and 151,002 tons in 1894; net profits, in 1898, $37,397; in 1897, $32,006; in 1896, $23,018; in 1895, $25,013. N. Y. office, 1 Broadway. In 1898 reduced the capital stock from $5,000,000 to $1,000,000 and the par value of shares from $100 to $20. V. 66, p. 901, 1140; V. 64, p. 515.

DIVIDENDS—	'86.	'87.	'88.	'89.	'90.	'91 to '94.	'95 to '97.	'98.	'99.	'00.
Since 1884 p.c.	1	1	1	0	0	1	0	2	4	Apr.,2

—V. 66, p. 901, 1140; V. 67, p. 29.

New England Cotton Yarn.—ORGANIZATION.—Incorporated in New Jersey on July 5, 1899, as a consolidation of 9 yarn mills of New Bedford, Fall River and Taunton.—V. 69, p. 28, 81, 181. In March, 1900, application was made for a charter in Massachusetts for the New England Cotton Yarn Co., to which it was proposed to transfer the New Jersey corporation. V. 70, p. 587. See V. 69, p. 1009.

SECURITIES.—Stock authorized, common, $5,000,000; pref. (as to assets and div. and subject to redemption after Jan. 1, 1900, at $140 per share), 7 p. c. cum., $6,500,000, outstanding, as in table. No further amounts are to be issued except for actual cost of property additions. Aggregate net earnings for year were $1,106,197.

DIVIDENDS.—First div. on pref., 3¼ p. c. for 5½ mos. from July 15 to Dec. 31, 1899, paid Jan. 1, 1900.—V. 69, p. 1196.

Pres., Andrew G. Pierce, New Bedford.—V. 70, p. 587.

New England Electric Vehicle Transportation Co.—ORGANIZATION.—Incorporated in New Jersey on March 22, 1899. Operates motor vehicles. Stock, $5,000,000 (par, $10); issued April, 1900, $2,250,000, full paid. See V. 70, p. 483, 534, 689. Bal. sheet March 1, 1900. V. 70, p. 689, 743. President, George von L. Meyer; Treas. and Sec., Thomas K. Cummins, Jr. Office, 15 Congress St., Boston.—V. 70, p. 483, 534, 685, 689, 743.

New York Air Brake.—Incorporated under laws of New Jersey Works are located at Watertown, N. Y., where plant has capacity for making 300 sets of car brakes a day. Capital stock, $6,250,000 (par $100) is on unlisted department of N. Y. Stock Exchange. In 1896 dividend of 6 p. c. was paid; in 1897 and 1898 none; Oct., 1899, to April, 1900, incl., 2 p. c. quar. (3 p.c. per an.). The stockholders voted Aug. 16, 1899, to increase the stock from $5,000,000 to $10,000,000. Of the new stock $1,250,000 was subscribed for by stockholders at par for immediate extension of business.—V. 69, p. 181, 388. In March, 1900, had no bonded or floating debt. As to favorable decision in July, 1899, in patent litigation with the Westinghouse Air Brake Co., see V. 69, p. 181, 442; V. 70, 636.

DIRECTORS.—President, C. A. Starbuck, 66 Broadway; Vice-Prest., Daniel Magone; Secy. and Treas., John C. Thompson; Asst.-Treas., C. H. Chaffer, Anson R. Flower, H. A. Rogers, J. C. Young and Anthony Brady. Transfers at office, 66 Broadway, N. Y.; Registrar, Knickerbocker Tr. Co., N. Y.—V. 69, p. 181, 388, 442, 647; V. 70, 636.

New York & East River Ferry.—Owns the "Astoria" Ferry between Astoria, L. I., and foot of 92d St., New York, and has three ferryboats. Capital stock, $750,000; dividends are payable Q.—M.: in 1895, 3 p. c.; in 1896, 4; in 1897, 4½; in 1898, 5; in 1899, 5; in 1900, Mar., 1¼. Bonds, $750,000 1st 30-year gold 5s due Nov. 1, 1922, int. M.-N., at Kings Co. Trust Co, Brooklyn. Directors—William A. Nash, Theo. F. Jackson, H. K. Knapp, Emanuel Lehman and Roswell Eldridge.

New York Electric Vehicle Transportation Co.—ORGANIZATION.—Incorporated in New Jersey on Feb. 23, 1899, and will operate cab service in New York under license from the Electric Vehicle Co., which will cease the operation of cabs and devote itself to the manufacturing of vehicles. Stock, $25,000,000; par, $10; of which $15,000,000 stated to be outstanding, $10 paid in. V. 68, p. 1025. President, Harry Payne Whitney; Vice-President, E. D. Morgan; Sec. and Treas., Arthur Phillips. Directors.—V. 69, p. 28, 1065; V. 70, p. 689.

New York & Hoboken Ferry Co.—Incorporated Nov. 10, 1898, under the laws of New Jersey as successor of the Hoboken Ferry Co., operating from Barclay Street, Christopher St. and West 14th St. to Hoboken. Stock, $4,000,000; outstanding, $3,300,000. Of the new $4,000,000 gen. 5s $700,000 were reserved for improvements. Bonds are redeemable at 110 on any interest day. First quarterly dividend, 1 p. c., paid Dec. 1, 1899; in 1900, March, 1 p.c.—V. 69, p. 1015.

New York Mutual Telegraph.—Successor to the Mutual Union Telegraph Company. The stock carries dividends of 6 per cent per annum under a lease for 99 years from February 15, 1883, to Western Union Telegraph. The Western Union gives its collateral trust bonds in exchange at par for the stock and bonds of this company.

New York & Queens Gas & Electric.—Incorporated in New York in June, 1899. Supplies Flushing, Newtown, College Point and Whitestone. See official statement in V. 69, p. 28. Stock, $1,000,000; all common; all outstanding; par, $100. Bonds, $1,000,000 50-year gold 5s, due Jan. 1, 1949, $49,000 reserved for future uses. Frank Tilford, President. New York office, 41 Wall St.—V. 69, p. 28.

New York Telephone.—In 1896 this company took over the business of the Metropolitan T. & T. Co, with exclusive rights under a perpetual license from the American Bell Telephone Co. to the telephone business in city of New York and suburbs.—V. 63, p. 229. In April, 1900, the directors, it was stated, decided to increase the authorized capital stock from $16,000,000 to $20,000,000.

Niagara Falls Power Company, The.—Organized in 1886 and has authority by special acts of New York State to use the water of Niagara River and also to transmit any power, heat or light developed from such water to practically any point in New York State. Its hydraulic works have been completed and include the building of 7,000 feet of tunnel, intake canal, wheel-pits, etc. The company has 1,071 acres of land. Tunnel first opened January 1, 1894. Electrical horse power in use, 25,000, and 8,000 delivered to and used in Buffalo.

Stock authorized by charter $10,000,000; by stockholders $6,000,000. Issued, $3,331,000. Mortgage $10,000,000 covers 1,071 acres in city of Niagara Falls, tunnels, franchises, etc. Coupon mort. bonds are $1,000 each, int. J & J; registered, $500 or multiples of $500, int. Q.-J. Debentures, dated April 1, 1900, are issuable for extensions, improvements, etc., being convertible into stock $ for $ at holders' option on or before April 1, 1905, stock having been authorized to be increased from $3,000,000 to $6,500,000 for that purpose. See circular V. 70, p. 689. President, D. O. Mills; First V.-P., Edward A. Wickes; Sec., V.-P. and Treas., William B. Rankine; Secy., F. L. Lovelace. N. Y. office, 15 Broad St.—(V. 68, p. 1133; V. 70, p. 689.)

Niles-Bement-Pond Co.—ORGANIZATION.—Incorporated in New Jersey on Aug. 11, 1899, as a consolidation of the Niles Tool Works Co., etc. Said to control the heavy machine trade of the country. V. 69, p. 388. Stock, common, $5,000,000; pref., 6 per cent cum. (subject to call in 1911 at 105), $3,000,000, of which $1,000,000 remains in the treasury to acquire the minority interest in the Niles Tool Works Co. Par of shares, $100. Constituent companies acquired free of bonds or other incumbrances. Div. on preferred, 1½ p. c., paid Nov. 29, 1899, and Feb. 20, 1900. For 4 mos. to Oct 31, 1899, earnings were $341,214. V. 69, p. 1065. Pres., R. C. McKinney; Treas., Chas. L. Cornell; Sec., E. M. C. Davis, 136 Liberty St., N. Y. V. 69, p. 1065.

Ogden Gas (Chicago).—SUPP. of Jan., 1898.—V. 70, p. 636, 743.

Ohio & Indiana Natural & Illuminating Gas.—ORGANIZATION.—A consolidation incorporated in N. J. on Dec. 6, 1899, per plan, V. 69, p. 1251. Stock to be $10,000,000, of which $1,000,000 to acquire new gas fields in Indiana, Virginia, West Virginia, or elsewhere. Working capital of new company, about $600,000 cash. First quarterly dividend of one p. c. paid March 1, 1900, at Corn Exchange Bank. V. 70, p. 331.

Underlying bonds, $820,000 Ind. Nat. Gas 6s (int. M-N), due 1908, $1,750,000 Logansport 6s, J-D, due 1925; $2,000,000 Fort Wayne, 6s, J-J, due 1925; $1,000,000 Lafayette 6s, M-N, due 1924; $2,000,000 Ohio & Ind. 6s (J-D), due 1926. Prest., Chas. A. Mead; Sec., Henry F. Southard; Treas., A. B. Proal, 45 Broadway, N. Y.—V. 70, p. 331.

Omaha Water Co.—ORGANIZATION.—Successor in 1896 of American Water-Works Co. of Illinois, per plan in V. 62, p. 1085. Stock authorized and outstanding: Common, $2,500,000; first pref., 5 p. c. non-cum., $750,000; second pref., 5 p. c. non cum., $1,000,000. Par of shares, $50. Preferred stocks are subject to call at par, dividends being paid at Farmers' Loan & Trust Co., New York. Dividends paid on first preferred: July 20, 1898, 2½ per cent; Feb. 10, 1899, 2½ p. c.; Aug. 10, 1899, 2½ p. c.; Feb. 10, 1900, 2½ p. c. On second pref. 1 p.c. paid Aug. 10, 1899; Feb. 10, 1900, 1 p. c.

Bonds: City water-works 6s, $188,000, due 1905, subj. to call in 1900; prior lien 20-year gold 5s, due July 1, 1916, int. J-J, subj. to call at 105, $1,500,000 ($484,000 outstanding), of which $206,000 were reserved to retire the old 6s; consol. 50-year gold bonds, due 1946, $6,000,000 ($3,579,000 outstanding, subject to call at 105, int. 2½ per cent to Jan. 1, 1899, 4½ per cent to July 1, 1901, thereafter 5 p. c. President, Theodore C. Woodbury, Portland, Me.; Sec., Harry Miguels Verrill; Treas., Stockton Heth, Omaha, Neb.—V. 69, p. 131.

Ontario & Lake Superior Co.—See V. 69, p. 909; V. 70, p. 40.

Paterson & Passaic Gas & Electric Co.—ORGANIZATION.—A consolidation in 1899. Has perpetual franchise, and is the only company supplying gas or electricity in Paterson, Passaic, etc.

Stock, $5,000,000 all outstanding (par, $100), of which large majority owned by United Gas Improvement Co. Bonds $5,000,000 50-year gold consol 5s, due March 1, 1949 (Paterson Safe Deposit & Trust Co., trustee), of which $3,317,000 outstanding, $1,065,000 reserved to redeem underlying bonds and $1,618,000 for improvements and acquisitions; int. M-S at First Nat. Bank, Paterson, N. J. President, William Barbour, Paterson, N. J.—V. 68, p. 430.

Pennsylvania Electric Vehicle—ORGANIZATION.—Incorporated in New Jersey as Philadelphia Motor Wagon Co. and name changed about March, 1899. Stock, common, $4,000,000 preferred, all outstanding; 6 per cent, cum., $2,000,000, 20 per cent paid in. Par of shares, $50. Has exclusive right under license from Electric Vehicle Co. to operate electric cabs and organize cab companies in Penn. Pres., W. W. Gibbs, Drexel Bldg., Phila.—V. 68, p. 430.

Pittsburg Coal Co.—("Rail Coal Consolidation.")—ORGANIZATION.—Incorporated in N. J. in Sept. 1899, and in Oct., 1899; acquired practically all the large coal mines tributary to railroads in the Pittsburg district, together with coal and ore docks, loading and unloading plants at Duluth, Chicago, Milwaukee, Cleveland, Painesville, Ashtabula and other lake ports, and five branch and connecting railroads at various points. Owns about 130 coal mines, with equipment, and about 1,000,000 acres of coal lands in, or within a radius of 40 miles of Pittsburg, most of the mines having modern electrical and compressed-air equipment, together with some 4,000 coal cars operating over railroads radiating from Pittsburg. The estimated tonnage for 1899 20,000,000 tons. Has arrangement for division of territory with Monongahela River Coal & Coke Co., which see.

STOCK.—Authorized, common, $32,000,000; preferred 7 per cent cumulative, $32,000,000. Par of each, $100 per share. Outstanding, March, 1900, common, $29,626,900; preferred, $29,124,200. Dividends on pref., 1¾ p. c., paid Jan. 25 and Apr. 25, 1900.

OFFICERS.—Francis L. Robbins, Chairman of the Board; President, Frank. M. Osborne; Vice-Pres., James C. Dysart; Treas., Upson A. Andrews; Sec., Charles W. Baine, 232 5th Av., Pittsburg.—V. 70, p. 40.

Planters' Compress Co.—ORGANIZATION.—Incorporated in West Virginia on July 19, 1897, to own the Lowry patents for compressing into cylindrical bales cotton and other substances. See V. 68, p. 573, 825, 872. In June, 1899, $15,000,000 stock trust certificates were issued to take up all outstanding securities, under agreement of May 19, 1899. Trustees, T. Jefferson Coolidge, Henry E. Howland, Stephen M. Weld, Walter Hunnewell and Robert Bacon.

Notes, $500,000 1-year 6 per cents, due Feb. 1, 1901, interest F.&A, with privilege of extension for one year, $236,000 issued to April 1, 1900. V. 70, p. 283. Stephen M. Weld, President, 183 Essex St., Boston.—V. 70, p. 283.

Rhode Island-Perkins Horse Shoe Company.—ORGANIZATION.—Manufactures horse shoes and toe calks at Valley Falls, R. I., 6 miles from Providence. V. 61, p. 1014. *Stock*—Common (or general) stock, $1,000,000; pref., 7 per cent cum., Q-J, $1,750,000; par, $100.

DIVIDENDS.—	1892.	1893-'95.	'96.	97.	98.	'99	1900.
Common, p.c.	12½	'10 yearly.	4½	....	....	....	....
Preferred, p.c.	——7 p. yearly.——			6¾	5	4	Inc.Ap.,2

Rubber Goods Manufacturing Co.—ORGANIZATION.—Incorporated in New Jersey on Jan. 26, 1899, and acquired 99¾ per cent of the stock of the Mechanical Rubber Co., 75 per cent of the stock of Morgan & Wright, Chicago, Ill.; the entire capital stocks of the Peerless Rubber Mfg. Co. of New York and of the India Rubber Co. of Akron, O., together with $1,427,820 cash; and later in 1899 the entire stocks of Sawyer Belting Co., Hartford Rubber Works Co., Indianapolis Rubber Co. and Peoria Rubber & Mfg. Co. V. 68, p. 189. See official statement in V. 68, p. 872. V. 68, p. 774. In Feb., 1900, had arranged to acquire the entire capital stock of the American Dunlop Tire Co. of Belleville, N. J.

STOCK.—Stock authorized, common, $25,000,000; pref., 7 per cent cum., $25,000,000; par $100. Outstanding, common, $15,134,600; pref., $7,621,300. Dividends on pref., June, 1899, to March, 1900, 7 p. c. per annum (Q.-J. 15), at Baring, Magoun & Co., N. Y., transfer agents. U. S. Mort. & Trust Co., N. Y., registrars. On common 1 p. c. will be paid quarterly, beginning June, 1900. V. 70, p. 1[illegible].

EARNINGS.—First report from Jan. 26, 1899, to Feb. 10, 1900, in V. 70, p. 327, showed: Net income, $798,438; dividends on preferred (5¼ p. c.), $340,770; bal. for common stock, $457,668.

OFFICERS.—Charles R. Flint, Chairman of the Executive Committee; Charles Stewart Smith, President; Ulysses D. Eddy, Vice-President; Wallace B. Flint, Treasurer, and W. A. Towner, Sec. and Assist. Treas.; W. M. Ivins, Gen. Counsel. Gen. office, New Brunswick, N. J. New York, care Ivins, Kidder & Melcher, 27 William St.—V. 70, p. 331.

☞ *For Securities Outstanding see the tables on pages 156 to 169, inclusive.*

Safety Car Heating & Lighting.—ORGANIZATION.—Incorporated in 1887 in New Jersey. Manufactures "Pintsch" light apparatus, which in 1899 was in use on 90,000 cars, 3,200 locomotives and 850 buoys in Europe and America. Stock, all common, $2,500,000 ($100 shares) was on Dec. 19, 1899, voted to be increased to $5,000,000, to provide additional plants to 45 already owned. Dividends: 1889 to 1892, 4 per cent yearly; 1893 to 1897, 6 per cent; 1898 and 1899, 8 p. c.; 1900, April 2, 2 p. c. Dividends are paid Q-M. No funded debt. Directors include: A. P. Hepburn, Thomas C. Platt, Edward Lauterbach, Austin Lathrop and Robert Andrews, of East Orange. Main Office, 160 Broadway, New York.—V. 70, p. 283.

St. Louis Term. Cupples Station.—See SUPP. for Jan., 1900.

Shelby Steel Tube Co.—ORGANIZATION.—Incorporated in New Jersey on Feb. 8, 1900, to take over the Shelby Tube Co. of Pennsylvania and most of the other principal manufacturers of hollow *seamless* steel tubing in the U. S., being "practically a reorganization and enlargement of the old Shelby Tube Co." See list in prospectus. V. 70, p. 331. Capacity of old Shelby Tube Co., 57,000,000 feet; of present company, about 100,000,000 feet. As to alliance with American Bicycle Co., see V. 69, p. 286; V. 68, p. 1026, 1183. Frank O. Lowden, of Chicago, promotes the new company.

STOCK.—Authorized, common, $9,000,000; preferred, 7 per cent cum., $6,000,000; present issued, common, $8,150,000; preferred, $5,000,000. No bonds. Earnings of old Shelby Tube Co. from Aug. 1, 1894, to Aug. 1, 1899, were stated as $1,786,674, an average of $357,334 yearly; dividends on the $5,000,000 stock of new company call for $350,000 yearly.

OFFICERS.—Pres., W. E Miller; Treas., W. S. Miller; Sec., H. H. Cockley. V. 70, p. 331. Headquarters, Cleveland, O. V. 70, p. 331.

Silver Bullion Certificates.—See SUPPLEMENT of Jan., 1898.

Sloss-Sheffield Steel & Iron Co.—ORGANIZATION.—Incorporated in New Jersey and in Nov., 1899, acquired several properties or shares of stock representing the same. See prospectus, V. 69, p 286. Stock authorized, common, $10,000,000; pref., 7 per cent non cum., $10,000,000. Of these $7,500,000 common and $6,700,000 preferred were issued to acquire properties and for working capital, etc., balance being reserved for the erection of a steel plant and future requirements. The Sloss Iron & Steel Co was taken over subject to $2,000,000 1st 6s, due 1917; also $1,835,000 general 4½s, subj. to call at par. First quarterly dividend on preferred, 1¾ p. c., paid April 4, 1900. V. 70, p. 534. Net profits for first quarter ending Feb. 28, 1900, $369,561; int. on bonds, taxes and other expenses, $61,049; div. on pref., 1¾ p. c., $114,000; bal., after charging off customary depreciation, etc., $194,512. V. 70, p. 534. Pres., S. Haas; Sec. & Treas., J. H. McQueen, Birmingham, Ala.—V. 69, p. 1100, 1151; V. 70, p. 384, 534, 692.

Susquehanna Coal.—See SUPPLEMENT of January, 1898.

Telephone Telegraph & Cable Co.—ORGANIZATION.—Incorporated in New Jersey on Nov. 9, 1899. V. 69, p. 1016. Has acquired various independent lines. V. 69, p. 1197. In Feb., 1900, also obtained control of the Erie (Bell) Telegraph & Telephone Co through the purchase of $5,000,100 of the $10,000,000 stock, and offered to purchase the minority stock, giving in exchange its collateral trust bonds. See BONDS below. V. 70, p. 432.

STOCK & BONDS.—Stock, $50 per share, of which $5 has been paid and $2 50 called for payment on May 1, 1900, See circular, V. 70, p. 538. Collateral trust bonds dated April 1, 1900, are secured by the majority holdings of Erie stock, and will be further secured by so much of the minority Erie stock as may be exchanged on the basis of $1,200 in bonds for $1,000 in Erie stock.

DIRECTORS.—Harrison E. Gawtry, Charles W. Morse, Francis M. Jencks, James E. Hays, William H. Gelshenen, John Jacob Astor, Henry R. Wilson, Frank Tilford, George Crocker, Daniel O'Day and Martin Maloney, New York; Oakes Ames; Z. S. Holbrook and Charles E. Adams, Boston; Joseph B McCall and William J. Latta, Philadelphia; Hugh J. McGowan, Indianapolis; J. Henry Cochran, Williamsport. Pres., William J. Latta. 100 Broadway, N. Y.—V. 70, p. 483, 538.

Trenton Gas & Electric Co.—ORGANIZATION, ETC.—A consolidation in Feb., 1899, controlling all the gas and electric-light plants in the city and suburbs of Trenton, N. J.—V. 68, p. 573.

Stock, $2,000,000, all outstanding in voting trust until Mar. 1, 1902; par, $100. Bonds, $2,000,000 1st 50-year gold 5s, due March 1, 1949 ($1,000 each), int. M.-S., Colonial Trust Co., N. Y., trustee, of which $1,500,000 issued and $500,000 reserved for extensions and improvements. Jan. 1 to March 31, 1900, net, $29,762. Pres., Henry C. Moore; Sec. & Treas., A. R. Kuser; Newark, N. J.—V. 69, p. 29.

United Fruit Co.—ORGANIZATION.—Incorporated in New Jersey on March 30, 1899, to control the tropical fruit business of the U. S. V. 68, p. 620, 979. For list of the properties acquired, see V. 68, p. 979, 1134; V. 69, p. 909, 1016. Stock authorized, $20,000,000; all common; par $100. Issued, $11,076,300. Coupon notes (6s), int. A.-O., issued for properties, $3,500,000, dated Oct. 1, 1899, one half due Oct 1, 1900, and one-half Oct. 1, 1901, are expected to be retired at maturity from earnings. V. 70, p. 87. Boston Fruit bonds, V. 70, p. 799. See also official statement, V. 69, p. 854. Dividends, October, 1899, to April, 1900, 10 per cent per annum (2½ Q.-J 15). Dividends paid at Boston, Mass. Balance sheet Aug. 31, 1899. V. 70, p. 738. Andrew W. Preston, Pres.; 1st V. P., Minor C. Keith; 2nd V. P., L. G. Burnham; Treas., Charles A. Hubbard; Sec., Bradley W. Palmer. Gen. offices 60 State St., Boston, Mass.—V. 69, p. 1016; V. 70, p. 87; 738, 799.

United States Flour Milling.—CONSOLIDATION.—Incorporated April 27, 1899, in New Jersey, as a consolidation of 19 mills in Duluth, West Superior, Milwaukee, Buffalo, Syracuse and New York.

Aggregate capacity, 39,000 barrels per day; storage and elevator capacity, 2,272,000 bushels. See prospectus, V. 68, p. 873, 929; V. 69, p. 29; official statement, V. 69, p. 1010.

RECEIVERS.—On Feb. 24, 1900, Samuel Thomas, Albert C. Loring and Charles E. Kimball were appointed receivers. V. 70, p. 433, 692.

REORGANIZATION COMMITTEE.—Samuel Thomas, Chairman; Metropolitan Trust Co., N. Y., depositary. A majority of all U. S. Flour Milling securities has been deposited. V. 70, p. 433.

PLAN.—The plan of Feb., 1900 (V. 70, p. 284), provides that a new company shall be organized under the laws of New Jersey to issue the securities shown in the table on page 168. Of the new 1st 5s, $2,261,000 is reserved to retire at par the $1,496,000 Hecker-Jones-Jewell 1st 6s and $765,000 Northwestern Consolidated Milling 1st 6s (see V. 70, p. 283). The sale of $2,900,000 new bonds, $1,800,200 preferred and *700,000 common stock to present security holders will provide the $2,899,000 cash requirements of the plan. The discharge of the floating debt, it is stated, will leave available cash assets of about $1,500,000 for working capital, which, with about $1,000,000 new bonds, it was thought, would be ample. The terms of exchange are:

Holders of old securities	*Pay Cash.*	*And receive* 1st M.	*Pref. stock.*	*Com. stock.*
1st M. per $1,000	$300	a $800	a $800	c $114
Pref. stock per $100	15	b 15	100	.....
Common stock per $100	10	b 10	.....	80

a Of this $300 as part consideration for the cash payment. b In return for the cash payment. c Part consideration for cash payment.

INTEREST CHARGE.—The interest charges of the new company will be $430,810, viz., $295,150 on $5,903,000 new first 5s and $135,660 on 1st M. 6s of H-J-J Co. and N. Con. M. Co. Expert accountants place the average net earnings of the three properties at over $1,100,000.—V. 70, p. 592, 692, 743, 799.

United States Pneumatic Horse Collar Co.—ORGANIZATION.—Owns basic patents for United States, Belgium and France for patent horse collar. V. 68, p. 930. Stock $1,000,000, full paid. (Par $1.) V. 68, p. 1078, 1134; V. 69, p. 83. Balance sheet Dec. 31, 1899. V. 70, p. 229. Office, 52 Broadway, New York.—V. 70, p. 229, 284.

Virginia-Carolina Chemical Co.—ORGANIZATION.—Incorporated on Sept. 12, 1895, and has acquired most of the successful manufactories of commercial fertilizers from Balt. to Atlanta and Savannah. V. 68, p. 431; V. 69, p. 232, 964; also adv. in CHRON. Mar. 4, 1899.

STOCK.—Authorized (as increased July, 1899), common, $12,000,000; pref. (as to assets and div.), 8 per cent cum., $12,000,000; outstanding March, 1900, common, $8,000,000; preferred, $10,000,000.

DIVIDENDS—(P.c.)	1896.	1897.	1898.	1899.	1900.
Common	Dec., 1	4	4	4	Mar., 1
Preferred, 8 p.c.	In full to April, 1900, inclusive (paid Q.-J. 15).				

OFFICERS. President, S. T. Morgan; Secretary, S D. Crenshaw; Treasurer, S. W. Travers, Richmond, Va.—V. 68, p. 431; V. 69, p. 232.

Virginia Iron Coal & Coke Co.—ORGANIZATION.—Owns furnaces at Roanoke, Pulaski, Buena Vista, Radford, Graham, Max Meadows and Reed Island, Va.; Bristol, Embreeville and Johnson City, Tenn., and Middlesborough, Ky.; Radford Pipe Works, Radford, Va.; Crescent Horseshoe Works, Max Meadows, Va.; steel works at Middlesborough, Ky., and certain foundry and machine works. Also owns about 132,000 acres of coal lands, and owns and controls about 209,000 acres iron ore and timber lands, together with all the bonds and all the capital stock of the Virginia & Southwestern Ry, Big Stone Gap to Doe Mountain, via Bristol and Elizabethton, about 135 miles.

Stock authorized, $10,000,000, all common; all outstanding, par, $100. Bonds, $10,000,000 1st 50-year gold 5s, due March 1, 1949, ($1,000 each), int. M.-S.; all outstanding; interest at Manhattan Trust Company, N. Y., trustee. President, Geo. L. Carter; Sec., T. F. Davis; Treas., Edward B. Craig. Offices, Bristol, Tenn., and 80 Broadway, N. Y.—V. 68, p 189, 479, 675; V. 69, p. 388, 758, 1252.

Wagner Palace Car Co.—See Pullman Company.

Wells, Fargo Express.—Incorporated under the laws of Colorado January 26, 1872. Dividends of 8 per cent yearly were paid for many years, but the semi-annual dividend paid in July, 1894, was reduced to 3 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; in 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, 6 p. c.; in 1900, Jan., 3.—(V. 63, p. 563.)

Welsbach Commercial Co.—Incorporated June 27, 1895. Organized to sell incandescent lamps manufactured for use in the United States. Controls Welsbach Light Co. by ownership of majority of its capital stock, 105,025 shares, par, $5 per share. Capitalization, $7,000,000 of stock, one-half preferred cumulative 8 p. c.; then common is to receive 8 p. c.; then both share pro rata

ANNUAL REPORT.—For year ending Aug. 31, 1898 (See V 67, p. 1158), gross, not reported; net, $287,727; dividends, $280,000; bal., surplus for year, $7,729. For 1896-7, gross, $427,315; net, $292,094.

DIVIDENDS.—*On preferred* in 1896, 8 p. c.; in 1897 8 p. c.; in 1898, 7 p. c.; 1899, to Mar., 1900, 4 p. c. yearly (1 p. c. Q.-M.). N. Y. office, 40 Wall St. (V. 67, p. 1065, 1158.)

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Schoenhofen (Peter) Brew. Co.	68	1077
Scott-Janney Electric Co.	69	854
Shillito (John) Co of Cincin.	69	229
Standard Chain	70	798
Standard Shoe Machinery	69	1151
Standard Underground Cable.	69	132
Stetson (John B.) Co	70	689
Sunday Creek Coal Co. of Col.	66	334
Tacoma Land & Improvem't.	69	132
Temple Iron	69	441
Tennessee Copper	69	132
Tripler Liquid Air	70	433
Union Brick Co. of New Eng.	70	86
Union Light & Power of Salt Lake City	70	234
Union Steel & Chain	70	538
U. S. Bobbin & Shuttle	69	964
United States Finishing	69	82
United States Glass	69	604
United States Printing	70	479
United States Vehicle	68	29
Whitebreast Fuel	69	1252
Wood's Motor Vehicle	69	758
Xelton Co.	CHR. Apr.,	1900
Yakima Investment Co.	69	83

N. Y. and Brooklyn Banks, Trust and Fire Insurance Co's. and Miscellaneous Gas Co's.

NEW YORK AND BROOKLYN BANKS. (* State banks.)

COMPANIES.	CAPITAL.		Surplus at latest dates.†	DIVIDENDS.				
	Par	Amount.		Period.	1898.	1899.	Latest.	%
New York	$	$	$					
America*	100	1,500,000	2,866,500	J. & J.	14	14	Jan.'00.	7
Am. Exch	100	5,000,000	2,823,100	M. & N.	7	7	May '00.	3½
Astor	100	350,000	211,500	.....	.....	.....	Org. Jan.	'98
Astor Place*	100	250,000	Cons'd wi	th Corn	Exch	. V. 6	8, p. 357,502	
Bowery*	100	250,000	682,500	J. & J.	14	6	Jan.'00.11	
Broadway	25	1,000,000	1,611,100	J. & J.	12	12	Jan.'00.	6
Butch's'&Dr	25	300,000	83,600	J. & J.	6	6	Jan.'00.	3
Central	100	1,000,000	491,200	J. & J.	8	8	Jan.'00.	4
Chase	100	1,000,000	1,705,900	J. & J.	10	11	Jan.'00.	6
Chatham	25	450,000	986,500	Q.—J.	16	16	Apr.'00.	4
Chemical	100	300,000	6,697,500	Bi-m'ly.	150	150	May '00.25	
Citizens'	25	600,000	383,900	J. & J.	7	7	Jan '00.	3½
City	100	10000000	5,073,700	M. & N.	15	15	May '00.	3
Colonial*	100	100,000	106,600	.....	None	None	Dec.'97.	5
Columbia*	100	300,000	201,400	J. & J.	8	8	Jan '00.	4
Commerce ‡	100	5,000,000	3,639,400	J. & J.	8	8	Apr.'00.10§	
Continental	100	1,000,000	506,200	J. & J.	6	6	Jan.'00.	3
Corn Exch.*	100	1,400,000	1,718,800	F. & A.	12	12	Feb.'00.	6
Dom. Exch	100	300,000	Organize	d Nov.,	1899.	V.69,	p.1038,1329	
East River	25	250,000	152,400	J. & J.	8	8	Jan.'00.	4
11th Ward*	25	100,000	130,100	J. & J.	8	8	Jan.'00.	4
Fifth	100	200,000	340,200	J. & J.	12	12	Jan.'00.	6
Fifth Ave*	100	100,000	1,257,400	Q.—J.	100	100	Apr.'00.25	
First	100	500,000	4,925,400	Q.—J.	100	100	Apr.'00.25	
Fourth	100	13000000	2,255,100	J. & J.	7	7	Jan.'00.	3½
14th Street*	100	100,000	55,000	M. & N.	6	6	Nov.'99.	3
Franklin	100	200,000	In liquid	n; V.69,	p. 11	2, 26	2; V.68, p.751	
Gallatin	50	1,000,000	1,798,700	A. & O.	12	12	Apr.'00.	6
Gansevoort*	50	200,000	12,800	F. & A.	None	None	Feb.'96.	2½
Garfield	100	200,000	1,015,800	Q.—M.	40	40	Mar.'00.10	
Germ'nAm.*	75	750,000	327,000	F. & A.	6	6	Feb '00.	3
Germ'n Ex.*	100	200,000	619,600	May.	10	10	Mar.'00.12	
Germania*	100	200,000	797,900	M. & N.	10	10	May '00.	8
Greenwich*	25	200,000	176,600	M. & N.	6	6	May '00.	3
Hamilton*	100	200,000	100,200	J. & J.	6	6	Jan.'00.	3
Hanover	100	1000000	2,846,400	J. & J.	10	10	Jan '00.	5
Hide&L'th'r	100	500,000	268,300	.....	.....	.....	.....	
Home*b	100	100,000	86,500	J. & J.	None	None	July'96.	3
Imp.& Trad.	100	1,500,000	5,900,700	J. & J.	20	20	Jan.'00.10	
Irving	50	500,000	419,900	J. & J.	8	8	Jan.'00.	4
Leather Mfr.	100	600,000	478,200	J. & J.	10	10	Jan.'00.	5
Liberty	100	500,000	478,100	.....	.....	.....	.....	
Lincoln	100	300,000	880,100	Q.—F.	12	18	May'00.	3
Manhattan*	50	2,050,000	2,098,200	F. & A.	8	8	Feb.'00.	5
Mkt & Fult.	100	900,000	980,600	J. & J.	10	10	Jan.'00.	5
Mechanics'	25	2,000,000	2,187,800	J. & J.	8	8	Jan.'00.	4
Mech. & Tr*	25	400,000	111,100	J. & J.	6	None	July'98.	3
Mercantile	100	1,000,000	1,150,800	J. & J.	6	6	Jan.'00.	3
Merchants'	50	2,000,000	1,144,200	J. & J.	7	7	Jan.'00.	3½
Merch. Ex.	50	600,000	186,700	J. & J.	6	6	Jan.'00.	3
Metropolis*	100	300,000	963,800	J. & D.	12	12	Dec.'99.	6
Mt. Morris*	100	250,000	54,000	J. & J.	None	None	July,'94.	3
Mutual*	100	200,000	134,100	.....	.....	.....	.....	
Nassau*	50	500,000	277,700	M. & N.	8	8	Nov.'99.	4
N. Amst'm*	100	250,000	393,700	.....	.....	.....	Jan.'00.	5
New York	100	2,000,000	2,003,700	J. & J.	10	10	Jan.'00.	5
N. Y. County	100	200,000	419,100	J. & J.	20	40	Jan.'00.25	
N. Y. N. Ex.	100	300,000	86,200	F. & A.	None	None	Feb.'97.	2
Ninth	100	750,000	181,700	J. & J.	4	4	Jan.'00.	2
Nine'th W'd*	100	100,000	44,500	J. & J.	None	None	Jan.'97.	3
N. America	10	1,000,000	610,300	J. & J.	6	6	Jan.'00.	3
Oriental*	25	300,000	396,700	J. & J.	10	10	Jan.'00.	5
Pacific*	50	422,700	495,700	Q.—F.	8	8	May'00.	2
Park	100	2,000,000	3,393,400	J. & J.	10	10	Jan.'00.	6
People's*	25	200,000	320,000	J. & J.	10	10	Jan.'00.	5
Phenix	20	1,000,000	248,900	J. & J.	6	6	Jan.'00.	3
Plaza*	100	100,000	158,900	.....	.....	.....	V. 67, p.	275
Prod. Exch.*	100	1,000,000	391,200	A. & O.	6	6	Apr.'00.	3
Republic	100	1,500,000	1,051,600	J. & J.	8	8	Jan.'00.	4
Riverside*	100	100,000	120,700	Q.—J.	6	6	Apr.'00.	2
Seaboard	100	500,000	674,400	J. & J.	6	6	Jan.'00.	3
Second	100	300,000	780,700	J. & J.	12	12	Jan.'00.	6
Seventh	100	300,000	203,100	J. & J.	None	3	Jan.'00.	3
Shoe & L'thr	100	1,000,000	195,000	Q.—J.	3	4	Apr.'00.	1
Sixth	100	200,000	In liquid	n; merg	ed wi	th As	tor Nat'l.	
State*	100	100,000	174,600	J. & J.	6	6	Jan.'00.	5
State of N.Y*	100	1,200,000	564,800	M. & N.	6	6	Nov.'99.	3
Tradesmens	40	750,000	See V. 67,	p. 738,	802;	V.68,	p. 1168.	
Twe'f. Ward*	100	200,000	51,400	J. & J.	6	6	Jan.'00.	3
23d Ward*	100	100,000	63,900	F. & A.	5	5	Feb.'00.	2½
Union‡	100	1,200,000	1,365,400	.....	.....	.....	Jan.'00.	5
Union Sq.*	100	200,000	334.500	J. & D	.....	6	Dec.'99,	3
U. States	100	500,000	Consolid	ated wi	th W	est'n	National.	
Western	100	2,100,000	1,440,300	.....	None	None	Jan.'94.	3
West Side*	100	200,000	393,800	J. & J.	12	12	Jan.'00.	6
Yorkville*	100	100,000	178,800	.....	.....	.....	.....	
Brooklyn								
Bedford*	100	150,000	115,980	J. & J.	8	8	Jan.'00.	4
Broadway*	100	100,000	151,722	J. & J.	8	10	Jan.'00.	5
Brooklyn*	50	300,000	161,635	J. & J.	7	7	Jan.'00.	3½
City	50	300,000	561,000	J. & J.	14	14	Jan.'00.	7
8th Ward*	100	100,000	41,180	.....	.....	.....	.....	
5th Avenue*	100	100,000	55,080	J. & J	5	5	Jan.'00.	2½
First	100	300,000	524,200	Q.—J.	16	18	Apr.'00.	4
Fulton*	40	200,000	Absorbed	by Mec	hanic	s'. Se	e V.68, p.650	
Hamilton*c	100	100,000	41,982	J. & J.	None	2½	July'99.	2½
Kings Co*	100	150,000	57,912	J. & J.	5	5	Jan.'00,	2½
Long Isl'd*	100	400,000	14,598	In liqui	datio	n.	July'96.	3
Manufac'rs'	30	252,000	450,700	J. & J.	8	10	Jan '00.	5
Mechanics'*	50	500,000	390,797	J. & J.	11	10	Jan.'00.	5
Mech.& Tra*	100	100,000	204,821	J. & J.	10	15	Jan '00.	5
Merch'nts'a	100	100,000	10,130	.....	.....	....	Estab. 1895.	
Nassau	100	300,000	616,700	J. & J.	12	12	Jan.'00.	6
North Side.*	100	100,000	115,700	J. & J.	6	6	Jan.'00.	3
Peoples'*	50	100,000	133,516	M. & N.	6	4	Nov.'99.	4
Scherme'h.*	100	100,000	64,051	.....	.....	.....	Op'd Oct.'94.	
17th Ward*	100	100,000	71,700	F. & A.	None	None	Aug.'95.	3
Sprague	100	200,000	226,100	J. & J.	6	6	Jan.'00.	3
26th Ward*	100	100,000	53,932	J. & J.	6	6	Jan.'00.	3
Union*c	100	100,000	55,285	J. & J.	None	None	July'97.	2
Wallabout*	100	100,000	40,017	J. & J.	5	5	Jan '00.	2½

† Feb. 13, 1900 for National, and March 10, 900, for state banks, and includes undivided profits. ‡ Nat. Bank of Commerce and Nat. Union Bank consolidated. See V. 70, p. 59, 150, 459, 508. § Special dividend. See V. 70, p. 508. ‖ Increase in capital to $3,000,000 and surplus to $5,000,000 proposed. See V. 70, p. 721. ¶ Reduced from $3,200,000 in January, 1899. *a* Title changed from German American in Nov., 1899. See V. 69, p. 990. *b* In March 1900, Home Bank merged with Corn Exchange Bank. See V. 70 p. 806, 509, 563. *c* Hamilton Bank consolidated with Union Bank in April, 1900. See V. 70, p. 563, 722.

NEW YORK AND BROOKLYN TRUST COMPANIES.
(For detailed statements see CHRONICLE of Feb. 3, 1900.)

COMPANIES.	CAPITAL.		Surplus & Undiv'ed Profits	DIVIDENDS paid in '98 and '99, and also last dividend.				
	Par	Amount.	Dec 31'99	Period.	'98.	'99	Last Paid.	%
Atlantic	100	1,000,000	396,045	Q.—J.	2	n'ne	Jan.,'98.	2
Bankers'	100	1,500,000	1,507,134	V.69,p.	262;	V.6	16, 473,8-4.	
Cent. R.B.& T.	100	1,000,000	581,20	See V.	68,	p. 9	09; V. p. 474.	
Central	100	1,000,000	10257566	Q.—J.	50	50	Apr.,'00.15	
Century*	....	2,000,000	1,000,000	V.70,p.	213,	263,	411, 666.	
City	100	1,000,000	1,181,277	See V	68,	p. 3	07.	
Colonial	100	1,000,000	935,467	See V.6	3, p.	28.	Jan.,'00.	5
Continental	100	500,000	607,386	Q.—J.	6	6	Apr.,'00.	1½
Farm. L. & Tr.	25	1,000,000	5,525,124	Q.—F.	30	30	May '00	10
Federal ‡	....	1,000,000	500,000	V. 69,	p.36	,57 5;	V.70, p.503	
Fifth Avenue	100	500,000	708,133	See V.	65,p.	82 4;	V.66, p. 81.	
Guar.Tr.,N.Y.	100	2,000,000	3,904,191	J. & J.	12	12	Jan.,'00.	6
Inter.B.& Tr.*	100	1,000,000	528,539	V.70,p.	213,	263,	411, 666.	
Knickerbock'r	100	1,000,000	957,884	J. & J.	6½	7	Jan.,'00.	3½
Manhattan	30	1,000,000	1,194,476	J. & J	5	5	Jan.,'00.	3
Mercantile	100	2,000,000	4,230,786	Q.—J.	12	16	Apr.,'00.	5
Merchants	100	500,000	1,000,000	See V.	69,	p. 1	151, 1227.	
Metropolitan	100	1,000,000	1,425,265	J. & J.	10	10	Jan.,'00.	5
Morton‡	100	1,000,000	1,549,538	V.69,p.	9, 2	09,	676.	
N.Y. Lf. I.& Tr.	100	1,000,000	3,432,713	J. & D.	40	40	Dec.,'99	20
N. Y. Sec. & Tr.	100	1,000,000	2,145,471	Q.—F.	10	10	May,'00.	5
No. American*	100	2,000,000	1,129,669	V.69,p.	421;	V. 7	0, p. 411,	666
Produce Exch.	100	2,500,000	2,641,466	V.69 p.	624.	127	7 July,'99.	35
Real Estate	100	500,000	483,62-	J. & J.	7	8	Jan.,'00.	4
Standard	100	1,000,000	251,180	....	.....	.....	See V.67, p.	180
State ‡	100	1,000,000	1,261,889	J. & J.	6	6	Jan.,'00.	3
Title Gu.& Tr.	100	2,500,000	2,876,656	Q.—J.	8	9	Apr.,'00.	2½
Tr. Co. of Am.	100	2,500,000	2,635,606	See V.	68,	p. 1	00.; V.69, p.9.	
Tr. Co. of N. Y.	100	1,000,000	1,000,000	V. 69, p	.726	,113	1; V. 70, p. 60	
Union	100	1,000,000	6,168,808	Q.—J.	32	32	Apr.,'00.	8
U.S.Mort.&Tr.	100	2,000,000	2,412,903	See Mi	scel	lane	ous Cos.	
United States	100	2,000,000	10738527	J. & J.	40	40	Jan.,'00.20	
Washington	100	500,000	683,253	J. & J.	8	9	Jan.,'00.	5
Brooklyn.								
Brooklyn	100	1,000,000	1,697,912	Q.—J.	16	16	Apr.,'00.	4
Flatbush	100	200,000	102.149	V.68,p.	105	6,11	13; V.69,p	112
Franklin	100	1,000,000	1,266,211	Q.—J.	8	10	Apr.,'00.	2½
Hamilton	100	500,000	654,861	Q.—F.	8	8	May,'00.	2
Kings County	100	500,000	941.548	Q.—F.	8	9½	May,'00.	2½
Long I. L.&Tr.	100	500,000	530.069	Q.—J.	8	8	Apr.,'00.	2½
Man'rs',Bklyn	100	500,000	737,907	Q.—J.	9	10	Apr.,'00.	2
Nassau	100	500,000	366,198	F. & A.	6	6	Feb.,'00	3
People's	100	1,000,000	1,360,791	M'thly.	10	10	May,'00.	1
Williamsburg	100	700,000	388,561	See V.	68,	p. 4	07.	

* Merger pending of the Century Trust Co. with the International Banking & Trust Co. which in turn is to be absorbed by the North American Trust Co. See V. 70, p. 13, 263, 411, 666. † Consolidation of Morton Trust Co. and state Tr. Co. pending. V. 70, p. 213, 360, 564, 614, 667. ‡ Abandoned. See V. 70 p. 508

NEW YORK AND BROOKLYN FIRE INSURANCE COMPANIES.

COMPANIES.	CAPITAL.		Net Surplus, Dec. 31, 1899.*	DIVIDENDS.				
	Par.	Amount.		1897.	1898.	1899.	Last Paid.	%
Citizens'	$20	$300,000	$108,805	7	8	8	Jan.,'00.	4
Com'nw'lth	100	500,000	288,146	9	6	6	Jan.,'00.	3
Continental	100	1,000,000	4,034,995	20	27½	25	Jan.,'00.	12½
Eagle	40	300,000	760,318	15	15	15	Apr.,'00.	5
Empire City	100	200,000	58,190	6	6	6	Jan.,'00.	3
German Am.	100	1,000,000	3,946,577	25	30	30	Jan.,'00.	15
Ger. Alliance	100	400,000	282,628	....	....	....	.....	
Germania	50	1,000,000	2,101,403	12	12	15	Jan.,'00.	7½
Greenwich	25	200,000	346,239	10	10	10	Jan.,'00.	5
Hamilton	15	150,000	50,396	6	6	6	Jan.,'00.	3
Hanover	50	1,000,000	618,819	8	10	10	Jan.,'00.	5
Home	100	3,000,000	4,631,936	10	10	10	Jan.,'00.	5
Kings Co	20	200,000	110,977	12	12	5	Dec.,'99.	5
Nassau	50	200,000	298,710	10	10	10	Jan.,'00.	5
New York	100	200,000	81,011	6	6	6	Feb.,'00.	3
Niagara	50	500,000	754,408	10	10	10	Jan.,'00.	5
North River	25	350,000	270,072	7	7½	8	Apr.,'00.	4
Pacific	25	200,000	162,026	10	10	10	Jan.,'00.	5
Peter Cooper	20	150,000	115,014	10	10	10	Feb.,'00.	5
Phenix	50	1,000,000	1,529,461	10	10	10	Jan.,'00.	5
Stuyvesant	25	200,000	24,165	6	6	6	Jan.,'00.	3
Unit'd States	25	250,000	174,713	8	8	8	Jan.,'00.	4
Westchest'r	10	300,000	1,194,160	10	10	16	Feb.,'00.	8
W'msb. City	50	250,000	1,089,654	20	20	24	Jan.,'00.	12

* Over all liabilities, including re-insurance, capital and scrip.

GAS COMPANIES.—SEE ALSO MISCELLANEOUS.

COMPANIES.	Par.	Securities afloat.	Period.	Dividends and Interest.			
				'98.	'99.	*Date.	%
Bingh. (N. Y.) G. W.	$100	$450,000	.....	....	1	Jan. 20,'00,	1
1st M. 5s, g.	1,000	475,000	A. & O.	5	5	April 1,	1938
Col'mb's(O.)G.L &H.	....	1,698,825	.....	....	1½	Feb., '00,	2
Pref., non cum	....	3,065,800	.....	....	6	Oct. 10,'99,	3
Con. Gas (N.J.) Stk.	100	1,000,000	.....	....	....	.....	
Con. M., gold....c*	1,000	880,000	J. & J.	5	5	Jan. 1,	1936
L. Br. L'g 1st M.6s.	1,000	15,000	J. & J.	6	6	Jan. 15,	1914
Indianapolis Gas	50	2,000,000	Q.—M.	8	8	Mar.,	1900, 2
1st mortgage	1,000	2,750,000	M. & N.	6	6	1920	
Jack.(Mich.) Gas Stk	50	250,000	M. & N.	3	4	Dec. 1,	'99, 2
1st M. 5s, g.	1,000	250,000	A. & O.	5	5	Mar. 1,	1937
Madison(Wis.)G.&E	100	400,000	J. & J.	4	4½	an. 20'00,	2½
1st M. 6s, g.	1,000	350,000	A. & O.	6	6	Apr. 1,	1926
Minneap. G. L., Stk.	50	800,000	J. & J.	8	8	Jan.,	1900, 4
1st mort. 6s.	1,000	600,000	M. & S.	6	6	Mar. 1,	1902
1st con. gold 6s.	1,000	2,232,000	M. & S.	6	6	1910-1930	
Mun'l Gas (Alb, N.Y)	100	2,000,000	Q.—F.	9	10	May 1,'00,	2½
1st mortgage, g.	1,000	500,000	J. & J.	6	6	July 1,	1906
New Orleans G. L.	100	3,750,000	J. & J.	5½	5	Jan.15'00,	2½
1st mortgage	1,000	32,000	J. & J.	5	5	Various.	
N. Y. Mut'l G.L.--St'k	100	3,500,000	J. & J.	8	7	Jan. 10,'00,	1
Roch'st'r G.& El.com	100	2,150,000	.....	n'ne	n'ne	.....	
Preferred	100	2,150,000	F. & A.	6	6	Feb. 1, '00,	3
1st cons. mort.	1,000	2,000,000	M. & N.	5	5	Nov. 1,	1912
2d mort	....	300,000	M. & S.	5	5	Mar. 15,	1918
M. 4½s, $1,000,000	1,000	(?)	M. & S.	....	....	.....	
St. Jos. (Mo.) Gas Stk.	100	1,000,000	M. & S.	....	2¾	Mar 20 '00	1½
1st Mort. 5s, g.	1,000	750,000	J. & J.	5	5	July 1,	1937
St. P. (Minn.) G.L.Stk.	100	1,500,000	Q.—F.	1	4	May 15, '00,	1
1st M., currency	1,000	650,000	J. & J.	6	6	July 1,	1915
Consol. M.	1,000	600,000	J. & J.	6	6	July 1,	1918
Gen. mort. gold	1,000	2,428,000	M. & S.	5	5	Mar. 1,	1944
Syr'c'se, N.Y. 1st M c	1,000	1,612,000	J. & J.	5	5	Jan. 1,	1946
Wash'n (D. C.) G. L.	20	2,600,000	Q.—F.	10	15	Nov. 1,'99,	2½
Reg., 6, Series A, g	Var's	300,000	J. & J.	6	6	J'ne 30,'02-27	
Reg. 6 Series B, g	Var's	300,000	J. & J.	6	6	Dec. 31,'04-29	

* This column shows last dividend on *stocks*, and maturity on *bonds*.

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STATE AND CITY

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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April 14, 1900.

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LOCAL INVESTMENT SECURITIES,

STATE AND CITY SUPPLEMENT

— OF THE —

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, APRIL 14, 1900.

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ASSESSMENT VALUATIONS IN RELATION TO DEBT LIMITS.

It is now a pretty general custom to limit the indebtedness of counties and municipalities, the limit being usually fixed either by the Constitution or by legislative enactment at a certain percentage of the assessed value of the property. The provision of course is a wise one, being a protection against excessive debt issues, which foster extravagance and often entail burdens beyond the ability of the tax-payers to bear. In such a contingency credit becomes impaired, making future borrowings correspondingly more costly; or maybe a readjustment of the debt is found necessary and the municipality is obliged to scale or reduce the principal of its obligations or to ask some other indulgence of its creditors, with the effect of bringing borrowing to an end for a term of years, even where needful improvements would justify the step. Of all forms of limitation, an indebtedness proportioned to property valuation seems best adapted to the purpose. Under it no rigid limit is set to the amount of the debt, which may be increased as the valuation expands. The basis is a fair one, too, for an expansion of property values implies (other things being the same) growth in wealth and in population, and hence in the ability to make larger contributions to the public treasury. Moreover, with the growth in the municipality's population there follows a corresponding growth in the needs for improvements in various directions. The plan possesses an element of flexibility, just as circumstances require, and allows an adjustment of the debt to the needs of the situation.

It is obvious, however, that in practical operation much depends upon the way the rule is applied. The methods of assessing values may vary widely, and they may be suddenly changed. Out of this, curious complications arise from time to time. Manifestly it makes a great deal of difference whether property is assessed for taxation at one half, one third or one quarter its value, or at its assumed full value. It will be readily seen, too, that there is wide room for the play of official or legislative discretion and design —that by departures in the basis of assessment the debt may be contracted or expanded as the case may be, even where there is a fixed percentage debt limit. In two Western States considerations arising out of such departures are at present engaging the attention of the people. We shall advert to them at length further below, for they present features which, though only of local bearing and application, are not without some degree of general interest.

In the past, questions as to the precise meaning to be given to the word debt have also at times arisen; but these questions have now become pretty well settled—legislative enactment or judicial construction aiding to that end—so that the meaning of the term is considered quite clearly defined. Doubt used to exist whether where the simple word debt or indebtedness was used it meant gross debt or net debt, the latter being the amount remaining after the deduction of sinking funds. That very point was raised, the reader will perhaps remember, in the case of the debt of this city, but in May 1886 the Court of Appeals decided, at the end of a litigation begun in July 1885, that the sinking fund was not a part of the city debt within the meaning of the provision of the Constitution limiting the creation of debt to 10 per cent of the assessed valuation of real estate—that is, that the sinking fund (which in the case of this city has always been large) was to be deducted in calculating the amount of the debt. More recently a similar question was raised with reference to the debt-creating power of Philadelphia, with the same result. That is to say, by a decision of the Supreme Court of Pennsylvania, filed May 31 1894, it is held that within the meaning of the word "Debt" in Section VIII., Article IX., of the Constitution of Pennsylvania, the real debt of the city is the authorized debt less the amount of the city certificates purchased and uncanceled in the sinking fund.

In several of the S ates, to leave no room for misunderstanding, a definition of the word "debt" is furnished in the statutes or the Constitution. In Massachusetts there is no constitutional provision restricting the incurring of debt, but there is a statutory limit, and in the law with regard to the same there is

a clause which explains how the debt is to be computed. The water debt is of course distinctly excluded (as in nearly every other case), and in addition it is provided that in determining whether the limitation fixed by the statute has been reached the sinking funds shall also be deducted from the total of the debt. In New Hampshire, likewise, the restriction as to amount of indebtedness is imposed by statute and not by the Constitution. The provisions are contained in what is called the Municipal Bond Act of 1895. These prohibit an increase in the *net* debt of any municipal corporation to an amount exceeding 5 per cent of the value of the taxable property therein. To ascertain the net debt all debts, it is stated, must be included except water debt, and the following deductions are permitted: "Cash and other means" in treasury and sinking funds applicable to the payment of the debt included. In the same State there is also a reference to the matter in the laws prescribing the investments of savings banks. The purpose in this last case is to define the meaning of "net indebtedness" as applied to municipalities of other States in whose obligations the savings institutions of New Hampshire are allowed to invest their funds. The provision bearing on the subject declares that the term "net indebtedness" shall be construed to denote the indebtedness of any city or town, omitting debt created for supplying the inhabitants with water and deducting the amount of sinking funds available for the payment of municipal indebtedness.

We will refer to only one other instance, namely the State of Maine. Here also the definition is found in the savings bank investment laws. In the case of counties the term net municipal indebtedness, it is declared, must be construed to include all bonds which are a direct obligation of the county, less the amount of any sinking fund available in the reduction of such debt. In the case of cities and districts it is to be construed to include not only all bonds which are a direct obligation, but also all bonds of the districts or boards within the same, exclusive of any such debt created for a water supply and of the amount of any sinking fund available in the reduction of such debt.

These illustrations make it clear that usage and judicial interpretations have established pretty definitely what constitutes debt within the meaning of statutory or constitutional limitations. On the other hand, as already indicated, questions keep arising as to the tax valuations, owing to differences in the methods of computing the assessments in determining such valuations. We have stated above that matters of this kind were engaging attention in two of the Western States. One of these States is Illinois, the other Iowa. The Illinois case is much the more important and prominent. There a decidedly interesting situation has developed out of a new assessment law placed on the statute books a short time ago, and which in its application to the city of Chicago is producing some curious complications.

The power of Illinois municipalities to create debt is plainly prescribed by the Constitution. The instrument now in force in that State is that of 1870. By Article 9, Section 12, of that Constitution it is provided that, "No county, city, township, school district or other municipal corporation shall be allowed to become indebted in any manner or for any purpose, to an amount, including existing indebtedness, in the aggregate exceeding five per centum on the value of the taxable property therein, to be ascertained by the last assessment for State and County taxes, previous to the incurring of such indebtedness." These provisions apply of course to Chicago the same as to other municipalities in the State. As the Constitution has been in force thirty years, it may no doubt be thought there has been time enough to establish its meaning. The difficulty and doubt which have now arisen are owing to the enactment of a law providing a new method for assessing property.

In Chicago valuations in the past have been on a notoriously low basis, many pieces of property being assessed at not more than 10 to 15 per cent of their actual worth. In February 1898 the Illinois Legislature passed what is known as the Revenue Law of 1898. This law provides for a Board of Assessors and a Board of Review in counties containing 125,000 or more inhabitants. It declares that the property assessed shall be valued at its fair cash value, estimated at the price it would bring at a fair voluntary sale in the due course of trade, which value was to be set down in a column to be headed *full value*, and one-fifth part thereof to be set down in another column which should be headed *assessed value*, and this one-fifth value of all property so ascertained and set down should be the assessed value for all purposes of taxation, limitation of taxation, and limitation of indebtedness prescribed in the Constitution or any statute. In stating the substance of this Revenue Law, we have used substantially the words employed by the Chicago City Comptroller, Mr. William D. Kerfoot, in his report under date of March 31 1900.

There was an increase in the assessed value of the property of Chicago as the result of this law, but not to the extent expected. The city's financial needs have long been urgent, and apart from that the fact that every large and growing city wishes to carry forward various improvements from year to year has made the city officials desirous of putting out additional bonds if it could legally be done. The new law unfortunately did not furnish the relief counted upon. In fact, if it had been allowed to stand in its entirety, the effect would have been just the other way. There was one section (Section 49) in it which made the limit of indebtedness for cities in the class to which Chicago would belong only 2½ per cent of the assessed value of the property. This section was on Jan. 12 1900, for a special reason, declared unconstitutional, the Court, however, allowing the rest of the Act to stand. As a result, the debt limit remains as it was before—that is the 5 per cent fixed by the State Constitution. The question now at issue is whether the 5 per cent is to be calculated on the basis of the *full* value of the property arrived at under the new law, or at the *assessed* value which, as we have seen, is only one-fifth the full value. The reading of the law would seem to favor the latter construction. The *assessed* value is only $345,196,419. The *full* value, allowing for certain deductions made, would be $1,786,110,125. If the computation is on the basis of assessed values, then the city has reached the debt limit and can create no further indebtedness. On the other hand if the computation is to be on the basis of the *full* value, then the city can issue bonds up to the amount of nearly $70,000,000, and would hence have a large debt margin for many years to come.

The matter is plainly one of great importance to the city. A test case, to obtain a legal determination of the question, is to be made of the $2,500,000 issue of bonds sold April 4, and a decision will be awaited

with much interest. The wisdom or expediency of permitting the creation of a debt up to 70 million dollars is not now under discussion. We may note, however, that Comptroller Kerfoot urges that in the event of an adverse construction, steps should be taken at the earliest moment to secure whatever action, by constitutional amendment or otherwise, may be necessary to enable the city to increase the debt to $70,000,000.

The case of Iowa is just the reverse of this. There the taxable value has been enlarged, and it is now proposed to reduce the debt limit to correspond with the change. The Constitution of Iowa prescribes 5 per cent as the limit of indebtedness, the taxable value of the property to be ascertained by the last State and County tax list previous to the incurring of the debt. The revenue laws of the State were revised in 1898, and under this revision it was provided that property must be listed at its actual cash value, 25 per cent of this to be taxation basis. It is claimed that as compared with the methods in vogue under the old revenue laws this means an increase of four or five fold in the taxable basis. Steps have accordingly been taken to contract the debt limit to conform to this change, a bill having passed the Legislature and been approved by the Governor providing that in the future the aggregate of municipal indebtedness shall not exceed 1¼ per cent of the actual value of property in cities or towns as returned by the last tax list.

STREET RAILWAY BONDS AS INVESTMENTS FOR SAVINGS BANKS.

The enlargement of the scope of the investment field of the savings banks is no longer seriously objected to by any one. Time was when suggestions of allowing these institutions to go outside of real estate mortgages and public funds (*i. e.*, Government bonds and State, city, county and town bonds, etc.,) for the employment of their moneys did not meet with much favor. The opposition came chiefly from municipal authorities who feared that as a result of opening the door wider, the banks would go so largely into the other and newer line of permissible investments that the demand for municipal securities would be curtailed, with the effect of obliging municipalities to pay a higher interest rate on their borrowings.

Originally the objections took a still narrower form, attempts having sometimes been made in the past to circumscribe the banks even in their choice of public funds, so as to oblige them to confine themselves mainly or exclusively to the issues of their own State. The motive in this case was the same as in the other, it being considered that such a policy was essential in the interests of municipal borrowing. But as municipal credit has steadily improved and the demand for obligations of that class has grown more rather than less active, notwithstanding the banks have been given authority to buy railroad and other new classes of securities, fears on that ground have disappeared.

The truth is, savings banks deposits are growing so fast that the addition of new lines of investment has been an absolute necessity. During the calendar year 1899 the deposits of the savings institutions of New York State increased $71,336,283, while in the fiscal year 1899 (ending Oct. 31) those of Massachusets increased $29,559,125 ; at the same time the deposits of the banks in New Jersey in the latest year were added to in amount of $5,860,824, those of Pennsylvania $10,533,342, those of Maine $3,156,829, those of New Hampshire $2,570,148, those of Vermont $2,455,023, those of Rhode Island $2,597,559, and those of Connecticut $10,652,696. Here is a total addition in one year in New England, New York, Pennsylvania and New Jersey of $138,721,834, and the aggregate of the deposits of those States now amounts to nearly two thousand million dollars—$1,959,647,640. On the other hand, the total of State, city, county and town bonds of all kinds issued during the calendar year 1899, according to the records kept by us, including the States whose bonds are not permissible investments, and also including bonds issued to refund existing obligations, was no more than $118,113,005. And the exhibit for 1899 is simply a repetition of the experience of other years.

Impelled by the necessity here indicated, the three most important States (from a savings bank standpoint), namely New York, Massachusetts and Connecticut, holding together an aggregate of $1,579,817,893 deposits, last year as outlined in these columns at the time, greatly extended the authority of the institutions to make investments in railroad securities. As a matter of fact, however, the process has been going on steadily for years. New York State, with the largest deposits of any State, clung most tenaciously to old traditions. Long after most of the other States had added new classes of investments to the savings bank list, New York still hung back. Prior to 1898 the institutions in this State could not buy railroad bonds of any kind. In the year mentioned authority was first given to invest in such bonds under closely-guarded restrictions. The enactment of that year, though, simply gave permission to invest in the first mortgage bonds of railroads the principal part of whose road is located within the State. The door having been opened, it was natural to go a step further, and in 1899 another enactment was passed, under which the institutions of this State are given a pretty extensive list of railroad bonds to choose from. At this year's session of our Legislature a slight further change was made in the law, consisting simply in the addition of the Chicago & Alton RR. to the list.

The purpose of this article is to discuss the practice with reference to including or excluding street railway bonds among the permissible investments. Timeliness is given to a discussion of the subject by a variety of circumstances. A short time ago a bill was introduced in the Massachusetts Legislature intended to extend the authority of the savings institutions of that commonwealth in making investments so as to include the first mortgage bonds of street railway companies in that State. Under existing statutes the banks in Massachusetts are prohibited from buying street railway securities—at least in the section of the law which confers the right to buy railroad bonds and notes, it is distinctly provided that street railway companies shall not be considered railroad companies within the meaning of the section. The bill which the Legislature was asked to enact read as follows:

SECTION 1. Savings banks are hereby authorized to invest their funds in first mortgage bonds of street railway companies incorporated under the laws of this State whose roads are located wholly or in part therein, and which have earned and paid a dividend of not less than three per centum per annum for two years next preceding such investment.

It is enough to say with reference to this proposed bill, that it failed of passage. As was recorded in the State and City Department of the CHRONICLE of March 31, the measure was, on the recommendation of the

Committee on Banks and Banking, rejected in both branches of the Legislature.

The action in this case makes it interesting to see what is the line of policy of other States with reference to street railway investments. Generally speaking, there are not many States that sanction such investments. If we take the States up in order, beginning with Maine, we shall find that that commonwealth *does* allow the savings institutions to hold street railway bonds, but that the power there is hardly enough restricted, hence inviting risk of loss where bank officers availing of the wide latitude allowed by the law fail to exercise sufficient vigilance and care in making selections of street railway investments. The weak point in the statute was brought to our notice about eight or nine months ago; and, rather singularly, demonstration of the defect came in the case of a street railway of Massachusetts, the very State which has now refused to allow its own institutions to invest in street railway issues of any kind. Some time last summer one of the smaller houses in Boston offered for sale an issue of bonds of a little electric railway in Massachusetts. There was nothing out of the ordinary in this offering except that at the bottom of the circular the announcement was made that the bonds were a legal investment for Maine savings banks. The statement seemed rather a surprising one, as the road was not alone of decidedly minor importance (it being less than twenty miles in length), but it had only just been opened for business, so there had been no demonstration of its earning capacity. Yet study of the Maine statutes makes it conceivable that the statement may have been correct. The Maine law declares (after enumerating the States in which railroads investments are permitted) that "no bonds of street railroads shall be purchased unless an amount of capital stock equal to thirty-three and one-third per cent of the mortgage debt shall have been paid in in cash and expendedupon the road, evidenced by a certificate of the Railroad Commissioners of the State where the road is located, filed in the office of the Secretary of State of Maine, that said percentage has been so paid in and expended in addition to the amount of the bonded debt." As the circular above mentioned declared that the Massachusetts Board of Railroad Commissioners had placed the total cost of the road in question, completed, at over $400,000, while the full authorized issue of bonds was to be only $200,000, it is easy to see that the requirement of the Maine law might have been fully complied with. Yet the road referred to in less than six months from the time the bonds were offered for sale went into the hands of a receiver. We make reference to the matter simply as disclosing an unguarded point of the law which might possibly lead to ill-advised investments; we can not discover that any savings institution was induced to buy the bonds of the road referred to.

At first sight such a proviso as that contained in the Maine statute would seem ample to safeguard the investment. The experience in this instance shows that there are cases where it is not. The considerations affecting investments in street railway bonds are in many respects quite different from those governing investments in steam roads. The only true test would appear to be earnings and dividends, a test also prescribed in most recent State legislation for steam roads. It is possible that as regards street railways even this test might not suffice when applied to the past, owing to the process of amalgamation and consolidation which has been going on in the street railway world, changing completely the character of many of the undertakings. It is likely that these consolidations, in providing large issues of bonds covering extensive systems, of stable and assured earning capacity, can ultimately be utilized to the advantage of the banks, but time will be needed to demonstrate that such combinations have been established on a basis safe beyond peradventure—and that, after all, is the condition indispensable above everything else.

The larger States have not favored street railway bonds as means for the employment of savings banks funds. Thus, the present law of this State in defining what railroad bonds the institutions may hold says that "street railroad corporations shall not be considered railroad corporations within the meaning of this subdivision." The Connecticut law says: "This Act shall not be held to authorize any investments in the bonds of any corporation operating its railroad exclusively by any means other than steam as a motive power, or in the bonds of any street railroad company." In Vermont the law does not give permission for railroad investments of any kind. The same is true of the general law controlling savings banks in Pennsylvania, though some of the banks organized under old special charters have authority to invest in any "good and valid securities." The provision in New Jersey makes it lawful for a bank "to invest its funds in first mortgage bonds of any railroad company which has paid dividends," &c., &c., evidently meaning steam roads. In Rhode Island there is no reference to either street roads or steam roads, but there is a clause permitting investments "in such corporate stocks or bonds as they (the institutions) may deem safe and secure." In fact, except in the case of Maine and New Hampshire, where any mention is made at all of street railways it is to declare that the general provisions of law with reference to railroads shall not be construed as applying to street railways. Of the two States named, which form exceptions to the rule, we have already referred to the provisions respecting street railways in Maine.

In New Hampshire there are several references to the subject. By Section 10 of the Investment law it is provided that "street railroads shall not be considered railroads within the meaning of this and the last preceding section"—that is, the sections allowing investments in the bonds of any railroad company incorporated under the authority of any of the New England States and of any State outside of New England. Furthermore, Section 15, allowing investments in the stock of railroad corporations, reads: "exclusive of street railways." On the other hand, Section 12 is entirely devoted to street railways and allows investments "in the bonds of street railway corporations located wholly or in part in cities of 50,000 inhabitants or more, situated outside of New Hampshire, whose net indebtedness at the time of such investment does not exceed its capital stock actually paid in and remaining unimpaired; provided, such corporation has earned and paid regular dividends on its capital stock for five years next preceding such investment, but not exceeding five per cent of the deposits shall be so invested." Here, it will be observed, the privilege is much more closely guarded than in the Maine case. The street railway (1) must be wholly or in part in cities of 50,000 inhabitants or more; (2) the net indebtedness must not exceed the capital stock actually paid in and remaining unimpaired; and (3) the company must have earned and paid regular dividends for five years preceding. The Maine statute obviously embodies some excellent features, but would it not be well to add the third condition of the New Hampshire law, as here enumerated, and thus make it more nearly perfect ?

United States Debt and Its History.

The following is a statement of the debt of the United States past and present. To add to its usefulness we give references to the laws authorizing each of the issues of bonds outstanding to-day, and likewise, so far as we deem it needful, citations from those laws.

All our figures, except when otherwise noted, represent the status at the close of business June 30 or the beginning of business on July 1 of each fiscal year. To conform to that feature and yet furnish information through which any reader can always have the data for a correct exhibit of the debt situation at any past or future day, and make an accurate comparison with previous years, we present, FIRST, the details as they stood at the close of the last fiscal year ending June 30 1899; SECOND, the changes in those details since June 30 1899 down to April 1 1900; THIRD, the items of interest-bearing debt, &c., at the beginning of each fiscal year since July 1 1876; FOURTH, we publish in the CHRONICLE every month—usually the first or second Saturday—the full detailed Government statement of the debt as reported by the Treasurer on the last day of the previous month; some months lack of space forces us to delay the publication to a later week.

With these data at his command, it would seem as if any inquirer could satisfy himself fully with reference to every point which might become of importance for him to know respecting the United States debt.

INTEREST-BEARING DEBT OUTSTANDING JUNE 30 1899.

Title of Loan.	*Authorizing Act.*	*Rate.*	*When Redeemable.*	*Interest Payable.*	*Amount Issued.*	*Outstanding*		
						Registered.	*Coupon.*	*Total.*
Funded loan of 1891..	July 14,'70, & Jan. 20,'71	4½ per cent / Cont'd@2%	Option U.S.	M,J,S&D.	$250,000,000	$25,364,500	.....	$25,364,500
Funded loan of 1907..	July 14,'70, & Jan. 20, '71.	4 per cent..	July 1, 1907.	J,A,J& O.	740,913,650	491,311,900	$68,340,400	559,652,300
Refunding certificates	February 26, 1879.....	4 per cent..	.....	J,A,J& O.	40,012,750	.....	.....	37,830
Loan of 1904.....	January 14 1875.....	5 per cent..	Feb. 1, 1904.	F,M,A&N	100,000,000	67,645,050	32,354,950	100,000,000
Loan of 1925.....	January 14 1875.....	4 per cent..	Feb. 1, 1925.	F,M,A&N	162,315,400	114,026,650	48,288,750	162,315,400
Ten-Twenties of 1898	June 13 1898.....	3 per cent..	Aft.A'g. 1,'08	F,M,A&N	198,678,720	98,092,940	100,585,780	198,678,720
Agg'ate of interest-bearing debt, excl. of U.S. bonds issued to Pac. RRs., as stated below					$1,491,920,520	$796,441,040	$249,569,880	$1.046.048.750

DEBT ON WHICH INTEREST HAS CEASED JUNE 30 1899.

Funded loan of 1891, matured September 2 1891.....	$112,850 00
Old debt matured at various dates prior to Jan. 1,'61,and other items of debt matured at various dates subsequent to Jan. 1,'61..	1,105,450 26
Aggregate June 30 1899 of debt on which interest has ceased since maturity.....	$1,218,300 26

DEBT BEARING NO INTEREST JUNE 30 1899.

	Authorizing Act.	
United States notes	Feb. 25 1862; July 11 1862; March 3 1863.....	$346,681,016 00
Old demand notes.....	July 17 1861; Feb. 12 1862.....	53,847 50
National Bank notes: Redemption account.	July 14 1890	35,817,381 50
Fractional currency....	July 17, '62; Mar. 3, '63; June 30, '64, $15,257,342 66; less $8,375,934 estim'd as lost or destroyed, Act of June 21, '79.....	6,881,408 66
Aggregate June 30 1899 of debt bearing no interest.....		$389,433,653 66

The foregoing shows that the Government debt on June 30 1899 was made up of (1) interest-bearing debt, $1,046,048,750, of (2) debt on which interest has ceased, $1,218,300 26, of (3) debt bearing no interest, $389,433,653 66, making total *gross* debt, $1,436,700,703 92; subtracting from the total the net cash balance in the Treasury ($281,380,468 73) at the same date (June 30 1899) we have the net debt as it stood at the close of the last fiscal year, $1,155,320,235 19. To bring down the *interest-bearing* debt to April 1 1900—which, as stated, was $1,046,048,750 on June 30 1899—we must add the $108,024,800 Loan of March 14, 1900, and deduct the following: from the Ten-Twenties of 1898 $29,984,080, from the Funded Loan of 1907, $71,126,600, from the Refunding Certificates $2,030 and from the Loan of 1904, $26,098,700 (a net deduction of $19,186,610), to reach the total of the interest-bearing debt April 1, 1900, which was $1,026,862,140.

For *later and future details of the debt, see the same* as issued every month in the CHRONICLE, the first or a later Saturday. We now add, *first*, references to and citations from the laws which are the authority for the debt as it stands to-day, including the new 2 per cent loan authorized March 14, 1900; *second*, the two tables on the next page, which exhibit all the particulars of the total debt of the United States on June 30 of each year from 1876 to 1899, and on April 1, 1900; *third*, the Pacific Railroad bonds, which are never included in the Treasury debt statements.

"FUNDED LOAN OF 1891" (Column 1) 4½ per cents, continued at 2 per cent. The bonds of this issue still outstanding were issued in exchange for the 4½ per cent funded loan of 1891 by mutual agreement between the Secretary of the Treasury and the holders, and were made redeemable at the pleasure of the Government. Amount issued was $25,364,500 and they are all outstanding to-day.

"FUNDED LOAN OF 1907" (Column 2) 4 per cents. The act of July 14, 1870, authorized the issue of 1,000 million dollars of bonds at 4 per cent, payable in coin of the present standard value, at the pleasure of the United States after thirty years; these bonds to be exempt from all taxes or duties of the United States, as well as from taxation in any form by or under State, municipal or local authority. Bonds to be sold at not less than par in coin, and proceeds to be applied to the redemption of outstanding 5-20s, par for par. Outstanding (April 1 1900), $488,525,700.

"REFUNDING CERTIFICATES" (Column 3).—Act of February 26 1879 authorized the Secretary of the Treasury to issue in exchange for lawful money of the United States certificates of deposit of the denomination of ten dollars, bearing interest at the rate of 4 per cent, and convertible at any time, with accrued interest, into the 4 per cent bonds described in the Refunding act; the money so received to be applied only to the payment of the bonds bearing interest at a rate not less than 5 per cent. On March 12 1879 the issue of these certificates and their exchange into 4 per cent bonds were authorized; the certificates were to draw 4 per cent interest from April 1 1879 and were convertible in sums of $50 or its multiples. The amount issued at the close of the fiscal year (June 30 1879) was $39,308,110, but they had been converted so rapidly that there were outstanding at that date only $12,848,210. On October 31 1879 the entire authorization had been reached, the maximum amount of the issue being $40,012,750. Of these there were still outstanding on April 1 1900 a total of $35,800.

"LOAN OF 1904."—(Column 4.) The act of January 14 1875 authorizes the Secretary of the Treasury to use any surplus revenues from time to time in the Treasury not otherwise appropriated, and to issue, sell, dispose of, at not less than par in coin, either of the descriptions of bonds of the United States described in the act of July 14 1870 for the purpose of redeeming on and after January 1 1879 in coin, at the office of the Assistant Treasurer of the United States at New York, the outstanding legal-tender notes when presented in sums of not less than fifty dollars. Under this authorization, and for the purpose mentioned, there were issued in February, 1894, payable in 10 years, $50,000,000 of 5 per cents and in November 1894 there were issued $50,000,000 more for similar bonds for the same purpose. There are now outstanding $73,901,300.

"LOAN OF 1925."—(Column 5.) Sales of bonds included under this designation were effected (1) in February 1895 to the amount of $62,315,400 and (2) in February 1896 to the amount of $100,000,000. In a message to Congress under date of February 8, 1895 (published in the CHRONICLE February 9 1895, page 244), President Cleveland stated in substance that in pursuance of Section 3700 of the Revised Statues the details of an arrangement have this day been concluded whereby bonds authorized under the act of July 14 1875, payable in coin at the pleasure of the United States after the first day of Feb., 1925, with interest at the rate of 4 per cent per annum, to the amount of $62,315,400, are to be issued for the purchase of gold coin amounting to a sum slightly in excess of $65,000,000, to be delivered to the Treasury of the United States, which sum added to the gold now held in our reserve will so restore such reserve as to make it amount to something more than $100,000,000. Such a premium is to be allowed to the Government upon the bonds as to fix the rate of interest upon the amount of gold realized at 3⅜ p. c. per annum. At least one-half of the gold to be obtained is to be supplied from abroad. Section 3700 of the Revised Statutes is as follows:

"Sec. 3700. The Secretary of the Treasury may purchase coin with any of the bonds or notes of the United States authorized by law at such rates and upon such terms as he may deem most advantageous to the public interest."

For a construction of the "Refunding Act of 1870" and of the "Resumption Act of 1875," see CHRONICLE, February 18 1893, page 265.

The issue in February 1896 was an ordinary offering, open to all bidders, of $100,000,000 of the same bonds as the foregoing—same in date, same in time of maturity, same in rate of interest and time of interest payments. Consequently both issues are called the "Loan of 1925," of which there are outstanding $162,315,400.

"TEN-TWENTIES OF 1898."—(Column 7.) The bonds included under this head are an issue of $200,000,000 3 per cents. They were authorized by Act of June 13 1898, and are known as the "War loan." The law provided that in allotting said bonds the individual subscriptions of the lowest amount must be first allotted. On the day the Act was signed a Treasury circular was issued (see circular in CHRONICLE of June 18 1898, page 1168,) inviting subscriptions for 32 days, from June 13 to July 14, for the amount of bonds stated, in both coupon and registered form, coupons in denominations of $20, $100, $500 and $1,000, and registered in denominations of same amounts, and also in $5,000 and $10,000, dated August 1 1898, redeemable in coin at the pleasure of the United States after ten years from date of issue, and due and payable August 1 1918. See circular for further details. Subscriptions reached the amount of $1,325,000,000. The amount now outstanding (April 1 1900) is $168,691,640.

"LOAN OF MARCH 14, 1900."—(Column 9.) Bonds (2 per cent payable at the pleasure of the Government after 30 years) authorized in "Act to define and fix the standard of value," etc. (for copy of Act see CHRONICLE, March 3, 1900, page 411), for the purpose of refunding (1) outstanding United States bonds bearing interest at 5 per cent payable Feb. 1, 1904; (2) bonds bearing interest at 4 per cent payable July 1, 1907, and (3) bonds bearing interest at 3 per cent payable August 1, 1908 (the "ten-twenties of 1898"). For details of arrangement see Secretary Gage's circular with reference to the operations for carrying out the refunding provisions of the bill in CHRONICLE, March 17, 1900, page 509. Of these 2 per cents there were outstanding April 1, 1900, according to debt statement, $108,024,800.

In April, 1895, we gave a table showing the debt of the United States on the first day of July 1856, and every subsequent year. It is not necessary to repeat all those figures. We have determined on this occasion to begin our statement with 1876, as that year antedates all of the issues now outstanding, and yet carries the record sufficiently far back to show the nature and extent of the Government securities when the refunding operations of that period began. It has the advantage, too, of giving separate and distinct each issue of bonds now outstanding. The statement is subjoined.

PRINCIPAL OF THE PUBLIC DEBT OF THE UNITED STATES FROM JULY 1, 1876 TO APRIL 1, 1900.

YEAR.	1. "Funded Loan of 1891," 4½ P. C. Contin'd at 2.	2. "Funded Loan of 1907," 4 Per Cents.	3. "Refunding Certificates," 4 Per Cents.	4. "Loan of 1904," 5 Per Cents.	5. "Loan of 1925," 4 Per Cents.	6. "Navy Pension Fund," 3 Per Cents.	8. Old 6s and 7s Converted into 4 and 4½ P. Cts.	10. Total Interest-Bearing Debt.
	$	$	$	$	$	$	$	$
1876, July 1	.....	.....	Maximum	.....	.....	14,000,000 00	1,696,685,450	1,710,685,450 00
1877	140,000,000 00	.....	issue was	.....	.....	14,000,000 00	1,557,888,500	1,711,888,500 00
1878	240,000,000 00	98,850,000 00	40,012,750 00	.....	.....	14,000,000 00	1,441,885,650	1,794,735,650 00
1879	250,000,000 00	728,673,790 00	12,848,210 00	.....	.....	14,000,000 00	792,121,700	1,797,643,700 00
1880	250,000,000 00	737,980,800 00	1,367,000 00	.....	.....	14,000,000 00	720,645,300	1,723,993,100 00
1881	250,000,000 00	738,659,000 00	688,800 00	.....	.....	14,000,000 00	636,219,950	1,639,567,750 00
1882	250,000,000 00	738,884,300 00	465,050 00	.....	.....	14,000,000 00	‡460,461,050	1,463,810,400 00
1883	250,000,000 00	737,586,300 00	355,900 00	.....	.....	14,000,000 00	‡32,082,600 †304204350	1,338,229,150 00
1884	250,000,000 00	737,661,700 00	290,000 00	.....	.....	14,000,000 00	†224,612,150	1,226,563,850 00
1885	250,000,000 00	737,719,850 00	240,600 00	.....	.....	14,000,000 00	†194,190,500	1,196,150,950 00
1886	250,000,000 00	737,759,700 00	207,800 00	.....	.....	14,000,000 00	†144,046,600	1,146,014,100 00
1887	250,000,000 00	737,800,580 00	175,270 00	.....	.....	14,000,000 00	†19,716,500	1,021,692,350 00
1888	222,207,050 00	714,177,400 00	138,050 00	.....	.....	14,000,000 00	.....	950,522,500 00
1889	139,639,000 00	676,095,350 00	119,640 00	.....	.....	14,000,000 00	.....	829,853,990 00
1890	109,015,750 00	602,193,500 00	103,860 00	.....	.....	14,000,000 00	.....	725,313,110 00
1891	50,869,200 00	559,566,000 00	93,920 00	.....	.....	7	9	610,529,120 00
1892	25,364,500 00	559,581,250 00	83,580 00	.....	.....	"10-20s of	"Loan of	585,029,330 00
1893	25,364,500 00	559,604,150 00	68,450 00	.....	.....	1898."	Mar. 14, 1900,"	585,037,100 00
1894	25,364,500 00	559,618,400 00	58,990 00	50,000,000	.....	(War Bonds),	2 Per Cent.	635,041,890 00
1895	25,364,500 00	559,625,750 00	54,110 00	100,000,000	31,157,700	3 Per Cents.		716,202,060 00
1896	25,364,500 00	559,636,850 00	47,140 00	100,000,000	162,315,400	.....	.....	847,363,890 00
1897	25,364,500 00	559,640,100 00	45,130 00	100,000,000	162,315,400	.....	.....	847,365,130 00
1898	25,364,500 00	559,646,050 00	41,520 00	100,000,000	162,315,400	.....	.....	847,367,470 00
1899	25,364,500 00	559,652,300 00	37,830 00	100,000,000	162,315,400	198,678,720	.....	1,046,048,750 00
1900, April 1	25,364,500 00	488,525,700 00	35,800 00	73,901,300	162,315,400	168,694,640	108,024,800	1,026,862,140 00

‡ Continued at 3½ per cent. † Continued at 3 per cent.

PUBLIC DEBT OF THE UNITED STATES, ETC. *(Continued.)*

YEAR.	11. Debt on which Interest has ceased.	12. Debt bearing no Interest.	13. Outstanding Principal.	14. Cash in the Treasury July 1.	15. Total Debt less Cash in Treasury.	16. Annual Interest Charge.
1876 July 1	$3,902,420 26	$137,125,796 89	$2,151,713,667 15	$90,788,326 70	$2,060,925,340 45	$96,104,269 00
1877	16,648,860 26	435,191,431 84	2,163,728,792 10	144,453,360 73	2,019,275,431 37	93,160,643 50
1878	5,594,560 26	363,231,082 27	2,163,561,292 53	164,179,012 08	1,999,382,280 45	94,654,472 50
1879	37,015,630 26	362,150,091 78	2,196,809,422 04	200,394,517 01	1,996,414,905 03	83,773,778 50
1880	7,621,455 26	353,826,945 37	2,085,441,500 63	166,114,752 88	1,919,326,747 75	79,633,981 00
1881	1,723,865 26	353,847,504 32	2,000,139,119 58	180,488,965 38	1,819,650,154 23	75,018,695 50
1882	16,260,805 26	353,787,958 77	1,833,859,164 03	158,835,689 78	1,675,023,474 25	57,360,110 75
1883	7,831,415 26	353,740,691 81	1,699,801,257 07	161,019,431 92	1,538,781,825 15	51,436,709 50
1884	19,656,205 26	353,719,517 31	1,599,939,572 57	161,396,577 18	1,438,542,995 39	47,926,432 50
1885	4,100,995 26	353,603,141 88	1,553,955,087 14	178,602,643 23	1,375,352,443 91	47,014,133 00
1886	9,704,445 26	397,692,548 52	1,509,411,093 78	227,265,253 34	1,282,145,840 44	45,510,098 00
1887	6,115,165 26	353,685,110 37	1,381,492,625 63	206,323,950 21	1,175,168,675 42	41,786,529 50
1888	2,496,095 26	353,660,467 32	1,306,679,062 58	243,674,167 85	1,063,004,894 73	38,991,935 25
1889	1,911,485 26	353,654,148 97	1,185,419,624 23	209,479,874 01	975,939,750 22	33,752,354 60
1890	1,815,805 26	353,648,559 47	1,080,777,474 73	189,993,104 20	890,784,370 53	29,417,603 15
1891	1,614,705 26	393,662,735 35	1,005,806,560 61	153,893,808 83	851,912,751 78	23,615,735 80
1892	2,785,875 26	380,403,635 37	968,218,840 63	126,692,377 03	841,526,463 60	22,893,883 20
1893	2,094,060 26	374,300,605 87	961,431,766 13	122,462,290 38	838,969,475 75	22,894,194 00
1894	1,851,240 26	380,004,686 42	1,016,897,816 68	117,584,436 13	899,313,380 55	25,394,385 60
1895	1,721,590 26	378,989,469 99	1,096,913,120 25	195,240,153 51	901,672,966 74	29,140,782 40
1896	1,636,890 26	373,728,570 14	1,222,729,350 40	267,432,096 70	955,297,253 70	34,387,265 60
1897	1,346,880 26	378,081,702 64	1,226,793,712 90	240,137,626 76	986,656,086 14	34,387,315 20
1898	1,262,680 26	384,112,912 64	1,232,743,062 90	205,657,570 76	1,027,085,492 14	34,387,408 80
1899	1,218,300 26	389,433,653 66	1,436,700,703 92	281,380,468 73	1,155,320,235 19	40,347,872 80
1900, April 1	1,207,600 26	390,979,613 41	1,419,049,353 67	306,792,995 55	1,112,256,358 12	37,458,766 20

NOTE 1.—The annual interest charge is computed upon the amount of outstanding principal at the close of the fiscal year, except in the case of April 1, for which the total is of that date, and is exclusive of interest charge on Pacific Railway bonds.

NOTE 2.—The figures for July 1 1879 were made up assuming pending funding operations to have been completed.

PACIFIC RAILROAD DEBT.—One other class of bonded debt must be referred to which has never been included in the total of Government debt—we mean the Pacific Railroad subsidy debt. To show the situation of this indebtedness we have to make compilations of our own, as the Treasury form comes short of indicating the existing situation. In the following we bring together the details respecting the issues to the Pacific Railroads, giving likewise in the statement the debt already paid and the balance due to the Government.

BONDS ISSUED TO PACIFIC RAILROADS—THEIR STATUS APRIL 1, 1900.

Name of Railway.	Railroad Liability.			Repaid by Companies.			Balance Due United States.
	Bonds Issued by Government.	Net Interest Paid by Government.	Total.	Through Sinking Fund.	Settlement with Government.	Total.	
	$	$	$	$	$	$	$
Central Pacific	25,885,120 00	36,604,385 29	62,489,505 29	9,100,452 55	53,389,052 74	62,489,505 29	.....
Kansas Pacific	6,303,000 00	6,607,458 34	12,910,458 34	.....	*12,910,458 34	12,910,458 34	.....
Union Pacific	27,236,512 00	31,211,711 75	58,448,223 75	18,194,618 00	40,253,605 75	58,448,223 75	.....
Cent'l Branch, Un. Pacific	1,600,000 00	2,152,346 94	3,752,346 94	.....	.....	.....	3,752,346 94
Western Pacific	1,970,560 00	3,453,102 86	5,423,662 86	.....	5,423,662 86	5,423,662 86	.....
Sioux City & Pacific	1,628,320 00	2,575,450 71	4,203,770 71	.....	.....	.....	4,203,770 71
Totals	64,623,512 00	82,604,455 89	147,227,967 89	27,295,070 55	111,976 779 69	139,271,850 24	7,956,117 65

* Government accepted principal of bonds—$6,303,000—in full payment of all indebtedness; but subsequently received an additional $821,898, as mentioned in the note below.

NOTE.—The Government has been reimbursed for $27,236,512 principal and $31,211,711 75 interest, being the total indebtedness of the Union Pacific Railroad Company to Nov. 1, 1897, and for the principal of the Kansas Pacific indebtedness, amounting to $6,303,000 Subsequently under the final decree for the distribution of the assets of the Union Pacific Railroad, made by Judge Sanborn at St. Paul, October 24, 1899, the United States received an additional $821,898 on its claim. Under settlement agreement of Feb. 1, 1899, twenty notes of the Central Pacific Railroad Company were delivered to the Treasurer of the United States, aggregating $58,812,715 60, which amount represented the unpaid balance of the total indebtedness of the Central Pacific and Western Pacific Railroad companies to the United States on February 1, 1899. On March 10, 1899, in pursuance of agreement, the first four of said notes, aggregating $11,762,543 12 (with accrued interest amounting to $35,771 02) were transferred in consideration of a full cash payment into the Treasury of the principal and interest thereon; another note which, with interest, amounted to $2,946,194 79 was paid in February, 1900, leaving the balance unpaid March 31, 1900, $44,109,536 70, and accrued interest, less transportation earnings.

Debts and Resources

OF THE

STATES, CITIES AND TOWNS

IN

NEW ENGLAND.

INDEX FOR THE NEW ENGLAND STATES, CITIES, Etc.

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NEW HAMPSHIRE—State, Cities, &c.....Pages 10 to 13
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State of Maine.

ITS

DEBT, RESOURCES, Etc.

Admitted as a State (Act March 3, 1820) - March 15, 1820
Total area of State (square miles) - - - - 33,040
State Capital - - - - - - - Augusta
Governor (term expires 1st Wed. Jan., 1901), Llewellyn Powers
Secretary of State (term expires *Jan., 1901), - Byron Boyd
Treasurer (term expires *Jan., 1901), - Francis M. Simpson
Legislature meets biennially in odd years on the first Wednesday in January, and there is no limit to length of sessions.

* Is chosen by Legislature.

HISTORY OF DEBT.—For history of Maine State debt up to 1889, see STATE AND CITY SUPPLEMENT of April, 1895, page 9.

The whole State debt matured in June and October, 1889, and all that was not paid was refunded into new loans, payable by instalments, part each year. The debt at present is as follows:

LOANS—NAME AND PURPOSE.	Interest. Rate.	Payable.	Outstand'g. When Due.	Principal.
Reissue Loan, 1889 "A." Original, 1864.	3	J & D	June 1, 1900-1901 $33,000 yearly.	$66,000
Do Class "B."	3	J & D	June 1, 1902-1911 $50,000 yearly.	500,00
Do Class "C."	3	J & D	June 1, 1912-1921 $50,000 yearly.	500,000
Do Class "D."	3	J & D	June 1, 1922-1929 $35,000 yearly.	280,000
Reissue Loan, 1889 "A." Original, 1869.	3	A & O	Oct. 1, 1900 to 1901 $17,000 yearly.	34,000
Do Class "B,"	3	A & O	Oct. 1, 1902 to 1911 $20,000 yearly.	200,000
Do Class "C."	3	A & O	Oct. 1, 1912 to 1921 $28,000 yearly.	280,000
Do Class "D."	3	A & O	Oct. 1, 1922 to 1929 $3,000 yearly.	24,000
Bonds to State College..	5	J & D	June 1, 1919	118,300
Do do do ..	4	J & J	July 1, 1917	100,000
Bond to Insane Hospital.	4	J & J	July 1, 1917	50,000
Loan of 1869, not presented for payment.....				700
Temporary war loan, 1899.....			Oct., 1901.....	50,000
do do 1900.....			July, 1901.....	100,000
Temporary loan, 1899			Feb., 1901.....	100,000
do do 1900			March, 1901.....	100,000

PAR VALUE.—The bonds are chiefly for $1,000 or multiples.

INTEREST is payable at the State Treasury, Augusta, Me.

TOTAL DEBT.—The subjoined statement shows Maine's total funded debt on each of the dates named. On January 1, 1900, the total resources of the State amounted to $1,242,290 78.

	Jan. 1, 1900.	Jan. 1, 99.	Jan. 1, '98.	Jan. 1, '97.
Bonded debt.....	$2,153,000	$2,203,000	$2,253,000	$2,303,000
Temporary loan.....	350,000	150,000	200,000	Nil.

ASSESSED VALUATION.—Valuations are taken only in even years

Years.	Assessed Valuation. Real.	Personal.	Total.	State tax per $1.000
1898.....	$260,841,021	$68,675,223	$329,516,244	$2·75
1896.....	257,389,047	71,111,947	328,500,994	2·25
1894	249,629,509	74,848,812	324,478,321	2·50
1892.....	236,135,199	78,194,982	314,330,181	2·75

POPULATION OF STATE.—The following statement shows the population by Census periods since 1790:

1890.....	661,086	1850.....	583,169	1810.....	228,705
1880.....	648,936	1840.....	501,793	1800.....	151,719
1870.....	626,915	1830.....	399,455	1790.....	96,540
1860.....	628,279	1820.....	298,269		

DEBT LIMITATIONS.—Constitutional and statutory limitations restricting municipal indebtedness have become quite a feature since the crisis of 1873. In the States where these limitations are provisions of the Constitution of course debts contracted in excess of such limitation are absolutely void. In Maine the amendment to the Constitution took effect January 2, 1878, and is in the following form and words: "Article XXII. Limitation of Municipal Indebtedness. No city or town "shall create any debt or liability which, singly or in the aggregate, "with previous debts or liabilities, shall exceed five per centum of the "last regular valuation of said city or town; *provided, however*, that "the adoption of this article shall not be construed as applying to any "fund received in trust by the said city or town, nor to any loan for the "purpose of renewing existing loans, or for war, or to temporary loans "to be paid out of money raised by taxation during the year in which "they are made."

SAVINGS BANKS' INVESTMENTS—POWERS AND RESTRICTIONS.—The provisions regulating the investments and loans of savings banks and institutions for savings in the State of Maine are contained in Public Laws 1895, Chapter 161, Public Laws 1893, Chapter 170, and Revised Statutes, Chapter 47, Sections 102 and 103.

All the provisions referred to above have been compiled by the Commissioners of Savings Banks, and we give their compilation below in full.

Maine Savings banks and institutions for savings are restricted to and hereafter may invest their deposits in manner following, to wit:

Public Funds.—*Aggregate of Investments Unlimited.*—

Public funds of the United States.

Public funds of the District of Columbia.

Public funds of any of the New England States.

Bonds of the cities, counties and towns of any of the New England States.

Public funds of the States of New York, Pennsylvania, Maryland, Ohio, Indiana, Kentucky, Michigan, Wisconsin, Minnesota, Iowa, Illinois, Missouri, Kansas and Nebraska.

Bonds of counties of twenty thousand inhabitants or more in said last-named States, when issued for municipal purposes and which are a direct obligation on all the taxable property therein, *except* when issued in aid of railroads, *provided* the net municipal indebtedness of such county does not exceed five per cent of the last valuation of the property therein for the assessment of taxes.

For meaning of "net municipal indebtedness of counties" see memoranda "A" further below.

Bonds of any city of ten thousand inhabitants or more in said last-named States, when issued for municipal purposes and which are a direct obligation on all the taxable property therein, *except* when issued in aid of railroads, *provided* the net municipal indebtedness of such cities does not exceed five per cent of the last preceding valuation of the property therein for the assessment of taxes.

For meaning of "net municipal indebtedness of cities" see memoranda "B" given below.

Bonds of the above-described cities and counties issued to take up at maturity bonds that were legal and constitutional when issued, *providing* the interest has been fully paid on the original bonds for at least five years last prior to such refunding, *provided* the net municipal indebtedness of such cities and counties does not exceed five per cent of the last preceding valuation of the property therein for the assessment of taxes.

Bonds and obligations of School District Boards, Boards of Education and other corporate bodies within said cities authorized to issue bonds payable primarily from taxes levied on all the taxable property in such districts, *provided* the population of the district is ten thousand or more and the population and assessed valuation of the district are equal to at least ninety per cent of the population and assessed valuation of the city itself, *provided* the net municipal indebtedness of such district does not exceed five per cent of the last valuation of the property therein for the assessment of taxes.

For meaning of "net municipal indebtedness of districts" see memoranda "B" below.

Bonds of cities and districts in said States having a population of seventy-five thousand or more, when issued for municipal purposes and which are a direct obligation on all the taxable property therein.

Railroad Bonds.—*Aggregate of Investments Unlimited.*—

Railroad bonds of Maine; but no bonds of street railroads excepting those already constructed in this State shall be purchased unless an amount of capital stock equal to thirty-three and one-third per cent of the mortgage debt shall have been paid in, in cash, and expended upon

the road, evidenced by a certificate of the Railroad Commissioners, filed, in the office of the Secretary of State, that said percentage has been so paid in and expended, in addition to the amount of the bonded debt.

First mortgage bonds of any completed railroad in New Hampshire Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Ohio, Indiana, Kentucky, Michigan, Wisconsin, Minnesota, Iowa, Illinois, Missouri, Kansas and Nebraska; but no bonds of street railroads shall be purchased unless an amount of capital stock equal to thirty-three and one-third per cent of the mortgage debt shall have been paid in, in cash, and expended upon the road, evidenced by a certificate of the railroad commissioners of the State where the road is located, filed in the office of the Secretary of State of Maine, that said percentage has been so paid in and expended, in addition to the amount of the bonded debt.

First mortgage bonds of the Central Pacific, Union Pacific and Northern Pacific railroads.

Mortgage bonds of any railroad leased to any dividend-paying railroad in New England, upon terms guaranteeing the payment of a regular stated dividend upon the stock of such leased road and the interest on its bonds.

Water Bonds.—*Aggregate of Investments Unlimited.*—Mortgage bonds of any water company in this State and New Hampshire actually engaged in supplying to any city or cities, town or towns, village or villages, or other municipal corporations, water for domestic use and for the extinguishment of fires, whenever such company is earning more than its fixed charges, interest on its debts and its running expenses.

Corporation Bonds.—*Aggregate of Investments Unlimited.* Bonds of any corporation (other than railroads and water companies) incorporated under authority of this State, which earns and is paying regular dividends of not less than five per cent a year.

Bank Stock.—*Aggregate of Investments Unlimited.*—Stock of any bank or banking association incorporated under authority of this State.

Holdings of the capital stock of any one bank limited. See memoranda "E."

Stock of any bank or banking association incorporated under authority of the United States, if located within the New England States.

Holdings of the capital stock of any one bank limited. See memoranda "E."

Railroad Stock.—*Aggregate of Investments Unlimited.*—Stock of any railroad in Maine unencumbered by mortgage.

Holdings of the capital stock of any one corporation limited. See memoranda "E."

Stock of any dividend-paying railroad in New England.

Holdings of the capital stock of any one corporation limited. See memoranda "E."

Stock of any railroad leased to any dividend-paying railroad in New England, upon terms guaranteeing the payment of a regular stated dividend upon the stock of such leased road and the interest on its bonds.

Holdings of the capital stock of any one corporation limited. See memoranda "E."

Corporation Stock.—*Aggregate of Investments Unlimited.* Stocks of any corporation (other than railroads and water companies) incorporated under authority of this State, which earns and is paying regular dividends of not less than five per cent a year.

Holdings of the capital stock of any one corporation limited. See memoranda "E."

Real Estate Investment.—*Not Exceeding Five Per Cent of Deposits.*—Real Estate in the city or town in which such bank or institution is located.

Real Estate Foreclosure.—*Holdings Acquired by Foreclosure, &c., Unlimited.*—Real estate acquired by foreclosure of mortgage thereon or upon judgment for debts or in settlements to secure debts.

Loans on Real Estate.—*Not Exceeding Fifty Per Cent of Deposits.*—First mortgages of real estate in this State and New Hampshire to an amount not exceeding sixty per cent of its value.

Loans on Collateral.—*Aggregate of Investments Unlimited.* Notes with a pledge as collateral of any public funds or bonds of any kind the bank or institution would by this statute be authorized to purchase.

Notes with a pledge as collateral of any stocks the bank or institution would by this statute be authorized to purchase.

Holdings of the capital stock of any one corporation limited. See memoranda "E."

Loans on Deposit Books.—*Aggregate of Investments Unlimited.*—Notes with a pledge as collateral of any savings bank-deposit book or books of any savings bank in this State.

Loans on Railroad Stock.—*Aggregate of Investments Unlimited.*—Notes with a pledge as collateral of the stock of any railroad or railroads mentioned in this section, but not over seventy-five per cent of the market value of such stock.

Holdings of the capital stock of any one corporation limited. See memoranda "E."

Loans to Municipalities.—*Aggregate of Investments Unlimited.*—To any county, city or town in this State.

Loans on Other Personal Property.—*Aggregate Unlimited.*—Notes secured by a pledge or mortgage of such other personal property as, in the judgment of the trustees, it is safe and for the interest of the bank to accept.

Loans to Corporations in Maine.—*Aggregate Unlimited.*—To any corporation having real estate and doing business in this State.

Deposits in Banks.—*Aggregate Unlimited.*—May deposit on call in banks or banking associations incorporated under authority of this State or the laws of the United States and receive interest thereon.

MEMORANDA.

A.

From Chapter 161, *Public Laws* 1895.

.....The term net municipal indebtedness of counties, as used in this section, shall be construed to include all bonds which are a direct obligation of the county, less the amount of any sinking fund available in the reduction of such debt.

B.

.....The term net municipal indebtedness of cities and districts, as used in this section, shall be construed to include in the case of either not only all bonds which are a direct obligation of the cities, but also all bonds of the districts or boards within the same, as above enumerated, exclusive of any such debt created for a water supply and of the amount of any sinking fund available in the reduction of such debt.

C.

.....The number of inhabitants of cities and counties shall be determined by the last previous official census thereof, as established by the United States or State census or city or county census taken in the same manner as United States or State census and duly certified to by the clerk or treasurer of such city or the auditor or treasurer of such county.

D.

.....All investments shall be charged and entered on the books of the bank at their cost to the bank or at par when a premium is paid.

E.

From Chapter 47, *Section* 102, *Revised Statutes.*

No such bank or institution shall hold by way of investment or as security for loans, or both, more than one-fifth of the capital stock of any corporation, nor invest more than ten per cent of its deposits, not exceeding sixty thousand dollars, in the capital stock of any corporation.

F.

From Chapter 165, *Public Laws*, 1889.

The trustees shall see to the proper investment of deposits and funds of the corporation in the manner hereinbefore prescribed.

G.

.....No loans shall be made directly or indirectly to any officer of the corporation or to any firm of which such officer is a member.

H.

From Chapter 47, *Section* 105, *Revised Statutes.*

Officers Not to Receive Gift, Fee, &c.—No gift, fee, commission or brokerage shall be received by any officer of a savings bank on account of any transaction to which the bank is a party under a penalty for each offence of one hundred dollars, to be recovered in an action of debt in the name and to the use of the State, provided that nothing herein contained applies to any expense of examining titles and making conveyances upon loans made by savings banks.

I.

Expense of Making Loans.—Parties making a loan from a savings bank shall pay all expenses incurred by reason thereof.

J.

From Chapter 47, *Section* 131, *Revised Statutes.*

Does Not Affect Investments Already Made.—But nothing herein affects the legality of investments already made.....And said securities are valid in favor of the bank pursuant to any law in force when such investments were made.

K.

Change of Investments.—And this chapter does not require the change of investments for those hereinbefore named, except as the same can be done gradually by the sale or redemption of the securities so invested in, in such manner as to prevent loss or embarrassment in the business of such corporation or unnecessary loss or injury to the borrowers on such securities.

L.

Investing in Securities Not Authorized, a Misdemeanor.—The investments in securities not named in section 100 is a misdemeanor on the part of the trustees authorizing or officers making the same, and such trustees or officers are subject to the prosecutions and punishments prescribed by law for that offense.

CITIES, COUNTIES AND TOWNS IN THE STATE OF MAINE.

NOTE.—*For places not given in alphabetical order among the following, see "Additional Statements" at end of this State.*

AROOSTOOK CO.—L. O. LUDWIG, Treas.

County seat is Houlton.

LOANS—	When Due.
REFUNDING BONDS—	
——, $19,000	Aug. 1, 1919
COURT HOUSE—	
4s, J&D, $40,000	June 1, 1915
RAILROAD AID (B. & A. RR.).	
4½s, M&S, $500,000	Sept. 1, 1912
4½s, J&J, 228,000	July 1, 1915
Bonded debt Jan., 1900	$787,000
Floating debt	26,500

Total debt Jan. 1, 1900	$813,500
Sinking fund	734,651
Net debt Jan. 1, 1900	78,849
Interest is payable in Boston.	
Tax valuation 1898	17,702,695
Assessment about ½ actual value.	
Tax rate (per $1,000) 1899	$3·55
Population in 1890 was	49,589
Population 1897 (local est.)	60,000

AUBURN—{P. H. WILSON, Mayor. E. G. EVELETH, Treasurer.

Auburn is in Androscoggin County.

LOANS—	When Due.
CITY BONDS—	
4s, J&J, $15,000	July 1, 1917
4s, J&J, 15,000	July 1, 1900
4s, J&J, 15,000	Jan. 1, 1902
4s, J&J, 25,000	July 2, 1903
4s, J&J, 23,500	July 1, 1904
4s, J&J, 15,000	July 1, 1905
4s, J&J, 18,000	July 1, 1906
4s, J&J, 10,000	July 1, 1907
4s, J&J, 14,000	July 1, 1909
CITY BONDS—Cont'd.	
4s, J&J, $13,000	July 1, 1910
4s, J&J, 13,000	July 1, 1911
4s, J&J, 4,000	Jan. 1, 1912
4s, J&J, 7,000	July 1, 1912
4s, J&J, 16,000	June 1, 1923
4s, J&J, 14,500	Jan. 1, 1925
CITY WATER BONDS—	
5s, J&J, $58,700	July 1, 1905
4s, J&J, 30,000	May 20, 1913

TOTAL DEBT, ETC.—Auburn's total bonded debt Jan. 1, 1900, not including the water debt, was $218,000; floating debt additional, $107,000; sinking fund assets, $75,000; net debt, $250,000; city water debt, $88,700; Water Commissioners' bonds outstanding, $226,000; value of water works owned by the city, $500,000.

ASSESSED VALUATION.—In 1899 the assessed valuation of real estate and personal property was $6,425,000; in 1892 it was $6,287,460. Tax rate (per $1,000) for 1899 was $22·50.

POPULATION.—In 1899 the population was about 12,000; in 1890 it was 11,253; in 1880 it was 9,556; in 1870 it was 6,166.

AUGUSTA—SAMUEL W. LANE, Mayor. This city is in Kennbec County.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $74,500	1898-1905
3½s, M&S, 40,000	Sept. 1, 1924
REFUNDING BONDS—	
5s, F&A, $9,000	Feb. 15, 1902
4s, J&J, 6,000	July 1, 1900
REFUNDING BONDS—Con.	
4s, F&A, $182,500	Feb., '97-'17
Bonded debt July 20, '99	$293,300
Float. debt (since funded)	40,000
Total valuation 1899	7,033,261
Tax rate (per M.) 1899	$23·00
Population in 1890 was	10,527

INTEREST and principal of all the 4 per cents payable at the Maverick National Bank of Boston, and of other bonds at City Treasury.

BANGOR.—H. O. PIERCE, Treasurer.

Bangor (City) is in Penobscot County.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
City debt "A" 1892	4	M & N	Nov. 2, 1912	$50,000
do "X" 1894	4	M & N	Nov. 1, 1914	100,000
Water loan, "L," 1875	6	J & J	July 1, 1905	500,000
do do 1899	3½	J & J	July, '04-'10	70,000
Trust funds				206,691

PAR VALUE OF BONDS.—The water bonds are for $500 and multiples; others, $1,000.

TAX EXEMPT.—The bonds of this city are not taxed.

INTEREST is payable either at the Merchants' National Bank in Boston or by the City Treasurer in Bangor.

TOTAL DEBT, SINKING FUND, ETC.—

	Jan. 1, 1900.	Apr. 1, 1899.
Total liabilities (including water debt)	$976,691	$934,191
Water debt, included in above total	570,000	500,000
Trust funds, included in above total	206,691	206,691
Floating debt, included in above total	50,000	77,500

ASSESSED VALUATION.—Bangor's assessed valuation (about 4-5 actual value) and tax rate have been as follows:

Years.	Real Estate	Personal Property.	Total Valuation	Rate of Tax per $1,000.
1899	$10,338,376	$4,071,158	$14,409,534	$22·50
1898	10,051,397	4,095,170	14,146,567	25·00
1897	9,755,795	4,201,201	13,956,996	19·00
1895	9,217,902	4,265,255	13,483,157	21·50
1890	7,151,830	3,158,288	10,310,118	22·50
1887	6,771,048	2,858,872	9,629,920	22·50

POPULATION.—In 1890 the population was 19,103; in 1880 it was 16,856; in 1870 it was 18,289; in 1900 it was estimated at 24,000.

BATH.—CHARLES E. HYDE, Mayor. O. C. ROGERS, Treasurer.

Bath is a shire town of Sagadahoc County.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Municipal bonds	4½	J & J	July 1, 1907	$100,000
do refunding.	4	J & J	June 1, 1921 / Opt. 1901-'11	374,200
Old Ladies' Home	6	J & J	1908-1978	14,000
Railroad Aid Bonds— Knox & Lincoln RR.	6	F & A	Feb. 1, 1902	138,500

INTEREST on all the bonds is payable in Boston with the exception of the interest on the Old Ladies' Home issue, which is payable in Bath.

TOTAL DEBT, SINKING FUND, ETC.—

	Feb. 1, 1900.	Feb. 1, '99.	Feb. 1, '98.	Feb. 1, '97.
Bonded debt	$626,700	$642,450	$776,100	$856,350
Floating debt	6,000	26,500	20,000	10,000
Total debt	$632,700	$668,950	$796,100	$866,350
Assets (see below)	244,800	249,800	376,800	452,800
Net debt	$387,900	$419,150	$419,300	$413,550

The assets as above given included on Feb. 1, 1900, bonds received from the Penobscot Shore Line RR. Co. for lease of Knox & Lincoln RR. and held for the redemption of the Knox & Lincoln bonds outstanding, $240,000, and bonds and scrip of the Bath Gas & Electric Company to the amount of $4,500. The value of city property not included in the foregoing statement of assets is over $150,000.

ASSESSED VALUATION, TAX RATE, ETC.—

Years.	Assessed Valuation. Real.	Personal.	Total.	Total Tax per $1,000
1899	$3,561,640	$2,338,917	$5,900,557	$23·50
1898	3,502,090	2,299,958	5,802,048	23·50
1897	3,503,010	2,376,340	5,879,350	22·50
1890	2,925,770	3,102,594	6,028,364	23·50
1880	2,693,750	3,881,469	6,575,216	25·00

POPULATION.—In 1890 was 8,723; in 1880 it was 7,874.

BELFAST.—L. H. MURCH, Clerk.

This city is in Waldo County.

LOANS—	When Due.
REFUNDING BONDS—	
4s, M&N, $113,000	Nov. 1, 1925
Subject to call after Nov. 1, 1905	
4s, F&A, $478,000	Aug. 15, 1918
Total debt Feb. 1, 1900	$591,000

Tax valuation 1899.....$2,786,913
Assessment about actual value.
Total tax (per $1,000) '99..$17·00
Population 1890.....5,294
Population 1899.....5,300

Belfast owns $500,000 of Belfast & Moosehead Railroad stock, of which 1,396 shares were preferred and 3,604 common.

INTEREST on the bonds is payable at Belfast and at the First National Bank, Boston, Mass.

BIDDEFORD.—CHAS. A. MOODY, Treasurer.

This city is in York County.

LOANS—	When Due.
4½s,	$25,000 May 1, 1900
4s,	25,000 July 1, 1901
4s,	50,000 May15, 1904
4s,	50,000 May 1, 1905
4s,	10,000 Sept. 1, 1906
4s,	10,000 July 1, 1907
4s,	25,000 May 1, 1915
4s,	45,000 July 1 1917

Bonded debt Feb. 1, 1900 $240,000
Floating debt.....157,800
Total debt Feb. 1, 1900.. 397,800
Total valuation 1899....6,653,582
Assessment abt. 60% actual value.
Tax rate (per $1,000) 1899..$25·00
Population in 1890 was.....14,443
Population in 1900 (est.)...16,000

BRUNSWICK.—JOHN P. WINCHELL, Treasurer.

This town is in Cumberland County.

LOANS—	When Due.
TOWN HALL BONDS—	
4s, J&J, $24,000	1900-1923
SCHOOL BONDS—	
4s, J&J, $29,000	1900-1928

Various loans.....$24,612
Town debt Feb. 1, 1900 . 77,612
Total valuation 1899....3,420,355
Assessment about actual value.
Tax rate (per $1,000) 1899..$15·00
Population 1890.....6,012

INTEREST is payable in Boston.

BUCKSPORT.—This town is in Hancock County.

LOANS—	When Due.
REFUNDING RR. BONDS—	
4s, J&J, $105,360	1899-1933
Town debt 1899	$105,360

Tax valuation 1899.....$932,381
Total tax (per $1,000) '99 ..$26·50
Population in 1890 was.....2,921
Population in 1880 was.....3,047

A certain amount of the above bonds becomes due each year to July 1, 1903, after which date the bonds are payable at the pleasure of the town until July 1, 1933.

INTEREST is payable at Boston, Mass., and at Bucksport.

CALAIS.—OLIVER S. TARBOX, Mayor.

This city is in Washington County.

LOANS—	When Due.
LOANS OF 1890 & '91—	
4s, F&A, $9,000	Aug. 1, 1900
4s, J&D, 101,000	1911
Optional after 1901	
4s, J&J, $10,000	July 1, 1915
Bond. debt Mar. 23, 1900.	$120,000

Floating debt.....$34,606
Total debt Mar. 23, 1900 154,606
Tax valuation 1899.....2,898,936
Assessment about ¾ actual value.
Tax rate in '99 (per $1,000).$23 50
Population in 1890 was.....7,290
Population in 1898 (estim'd) .8,000

INTEREST on the loans due in 1900 and 1911 is payable at the Globe National Bank of Boston; other interest in Calais.

DEERING.—In February, 1899, this city was annexed to the city of Portland, which see.

ELLSWORTH.—ARTHUR W. GREELEY, Mayor.

This city is in Hancock County.

LOANS—	When Due.
WAR DEBT—	
4s, ... $28,000	June 1, 1917
4s, ... 13,300	June 1, 1907
4s, ... 17,000	June 1, 1912
Outst'ding notes & orders.	$27,401

Total debt Feb. 12, 1900. $85,701
Uncollected taxes & cash. 23,950
Total valuation 1899.....1,823,052
Tax rate (per $1,000) '99...$24·00
Population in 1890 was.....4,804

HALLOWELL.—G. A. SAFFORD, Mayor. C. K. TILDEN, Treasurer.

This city is in Kennebec County.

LOANS—	When Due.
SCHOOL BONDS—	
4s, M&N, $5,000	Nov. 1, 1903
($1,000 due yearly) to	Nov. 1, 1907
REFUNDING 1893—	
4s, M&N, $15,000.	Nov., 1908 to '22
WATER BONDS—	
4s, J&J, g., $50,000	Jan. 1, 1918

Total debt Mar. 1, 1899.. $70,000
Sinking fund..... 500
Net debt Mar. 1, 1899.... 69,500
Tax valuation 1899.....1,482,780
Assessment same as actual value.
Total tax (per $1,000)'99..$19·00
Population 1890 was.....3,181
Population 1898 (est.).....3,500

The city owns property valued at $50,000.

INTEREST on the $5,000 4 per cent school bonds and refunding bonds is payable in Boston and Hallowell.

HOULTON.—This town is in Aroostook County.

LOANS—	When Due.
SCHOOL AND RR. BONDS—	
4s, J&D, $40,000	Dec. 15, 1910
Subject to call after Dec. 15, 1900.	
SCHOOL BONDS—	
4s, M&N, $4,000.	Nov., 1900 to '03
SCHOOL, BRIDGES, TOWN IMP. BDS.	
4s, A&O, $20,000	Apr. 1, 1917
REFUNDING BONDS—	
4s, A&O, $10,000	Oct. 1, 1918
Bonded debt Mar. 1, 1900..	$70,000

Floating debt..... $4,000
Total debt Mar. 1, 1900.. .. 74,000
Sinking fund, cash, etc.... 18,000
Net debt Mar. 1, 1900..... 56,000
Assessed valuation, real. 1,455,581
Assess'd valuat'n, pers'l. 718,655
Total valuation 1899....2,174,236
Assessm't abo't 75 p.c. actual value.
Tax rate (per $1,000) '99...$22·00
Population in 1890 was.....4,015
Population 1900 (estimated).5,300

LEWISTON.—W. E. WEBSTER, Treasurer.

This city is in Androscoggin County.

LOANS—	When Due.
CITY BONDS—	
6s, J&J, $185,000	July 1, 1901
4s, J&J, 100,000	Jan. 1, 1913
REFUNDING BONDS—	
4s, J&J, $80,000	July 1, 1924
4s, J&J, 51,000	Jan. 1, 1930
WATER BONDS—	
5s, A&O, $174,000	Oct. 1, 1907
5s, A&O, 200,000	Oct. 1, 1917
Refund'g 4s, A&O, 100,000	1927
RAILROAD AID BONDS—	
4s, J&J, $100,000	July, 1913
4s, J&J, 100,000	July, 1923

Bonded debt Mar. 1, '98 $990,000
Floating debt..... 220,750
Total debt..... 1,210,750
Sinking fund..... 226,474
Tax valuation 1899....12,625,796
Assessm't abt. 75 p.c. actual value.
Tax rate (per $1,000) '98...$22·00
Population in 1890 was....21,701
Population '98 (estimated)..24,000

INTEREST is payable in Boston at the National Bank of Commerce.

The city property, valued at $1,419,739, includes stock of the Lewiston & Auburn Branch Railroad to the amount of $225,000, and the water works, valued at $595,934. Bonds are not taxed.

OLD TOWN.—This city is in Penobscot County.

REFUNDING BONDS—	
4s, ... $14,500	July 1, 1918
Bonded debt	$60,600
Floating debt.....	17,778
Total debt, 1899.....	78,378

Tax valuation, real.....$1,350,279
Tax valuation, pers'l... 103,170
Total valuation 1899... 1,453,449
Tax rate (per $1,000) '99...$31·00
Population in 1890 was.....5,312

PORTLAND.—FRANK W. ROBINSON, Mayor. GEORGE H. LIBBY, Treasurer.

Portland (City) is in Cumberland County.

Of the debt of this city nearly one-half was incurred on account of the Portland & Ogdensburg RR., whose stock the city holds to the amount of $2,356,110. The railroad is leased for 999 years to the Maine Central RR. Company at 2 per cent on stock, payable quarterly. This rental aids the city considerably in meeting its interest charge.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g
Funded, 1893	4	M & S	Mch. 1, 1913	g$75,000
Funding, 1887 c&r	4	J & J	July 1, 1912	727,000
	Subject to call		July 1, 1902.	
Funding, 1894	4	M & S	Mch. 1, 1914	g64,000
do 1896	4	M & S	Mar. 1, 1916	48,000
Portland & Ogdensburg RR.	6	M & S	Sept. 1, 1907	1,200,000
Refunding 1895	4 g	M & S	Mar. 1, 1905	g100,000
do 1897	4	J & J	July 1, 1912	g450,000
Trust funds	4s&6s			87,083
Bonds matured, not presented for payment				2,000

CITY OF DEERING BONDS—Annexed Feb. 6, 1899.

LOANS—	When Due.
TOWN OF DEERING BONDS—	
4s, $6,750	June 1, 1907
4s, 17,000	Feb. 1, 1909
4s, 5,000	Aug. 1, 1910
4s, 5,000	Sept. 1, 1910
4s, 1,500	Oct. 1, 1910
4s, 2,500	Nov. 1, 1911
4s, 1,500	Dec. 1, 1911
SEWER BONDS—	
4s, $20,000	June 1, 1917
HIGH SCHOOL BONDS—	
4s, $16,000	Feb. 1, 1913
4s, 20,000	May 1, 1918
4s, 19,000	June 1, 1919
FOREST AVE. BONDS—	
4s, $15,000	Dec. 1, 1915
4s, 17,000	Feb. 1, 1919
REFUNDING BONDS—	
4s, $38,000	June 1, 1912
4s, 11,500	April 1, 1917
4s, 6,000	June 1, 1918

INTEREST on all the issues except the registered bonds is payable in Boston at the National Bank of Redemption and at the Merchants' National Bank in Portland.

TOTAL DEBT, SINKING FUND, ETC.—The subjoined statement shows Portland's total bonded debt and the sinking fund, etc.

	Mar. 7, 1900.	Apr. 1, '99.	Feb 1, '98.
Total debt	$2,986,198	$2,998,083	$2,716,383
Sinking fund and trust funds..	1,658,449	1,615,176	1,499,590
Net debt	$1,327,749	$1,382,907	$1,216,793

AVAILABLE ASSETS.—The city's available assets, amounting to $1,615,176, include gas company stock, $170,000 and Portland & Ogdensburg Railway stock, $1,178,055.

ASSESSED VALUATION.—The city's assessed valuation (about 80 per cent of cash value) and the tax rate for a series of years have been:

Years.	Real Estate.	Personal Property.	Total Valuation.	Rate of Tax per $1,000.
1899	*$30,534,120	*$13,499,302	*44,033,422	21·00
1898	26,448,850	12,659,700	39,108,550	21·00
1897	26,182,075	13,130,186	39,312,261	20·80
1895	24,974,900	12,232,125	37,207,025	20·00
1890	23,184,400	12,427,590	35,611,990	19·70
1888	22,120,000	11,952,405	32,702,405	20·00

* Includes city of Deering.

POPULATION.—In 1890 was 36,425; in 1899 (estimated), 55,000

ROCKLAND.—EDWIN SPRAGUE.

This city is in Knox County. Bonds of this city are not taxed. Bonds will hereafter be issued for refunding only.

LOANS—	When Due.
CITY BONDS—	
4s, J&J, $45,000	July 1, 1900
4s, J&J, 48,550	July 1, 1911
Optional at any time.	
4s, overdue, $2,000, not presented	
3½s, J&J, 18,300	July 1, 1901
LOANS—(Con.)	
3½s, J&J, $27,600	July 1, 1903
3½s, J&J, 12,400	July 1, 1904
3½s, J&J, 14,400	July 1, 1905
3½s, J&J, 24,100	July 1, 1906
3½s, J&J, 13,000	July 1, 1907

LOANS—	When Due
CITY BONDS—(Con.)	
3½s, J&J, $28,000	July 1, 1908
3½s, J&J, 21,500	July 1, 1909
3½s, J&J, 25,000	July 1, 1910
3½s, J&J, 13,000	July 1, 1912
3½s, J&J, 16,800	July 1, 1915
KNOX & LINCOLN RR. LOAN—	
6s, F&A, $35,100	Feb. 1, 1902

Interest is payable in Rockland.
Bond. debt Feb. 12, 1900. $344,750
Floating debt..... $130,610
Total debt Feb. 12, 1900 475,360
Resources..... 103,961
Net debt Feb. 12, 1900.. 371,399
Assessed val., real..... 3,816,462
Assessed val., personal 1,201,300
Total valuation 1899... 5,017,762
Assess't less than actual value.
Tax rate, 1899, (per $1,000). $22·00
Population in 1890 was.....8,174

AVAILABLE ASSETS.—The city's total assets, as given above, for February, 1900, included Penobscot Shore Line Railroad 1st mortgage 4 per cent bonds, due August, 1921, to the amount of $39,000.

SACO.—F. B. WIGGIN, Treasurer.

This city is in York County. The bonds of this city are not taxed.

LOANS—	When Due.
GENERAL EXPENSE—	
4s, J&J, $16,000	1901
REFUNDING BONDS—	
4s, J&J, $25,000	1907
4s, J&J, 30,000	1917
4s, J&D, 36,000	Dec., 1900 to '23
SEWER BONDS—	
4s, J&J, $20,000	1900
4s, J&J, 15,000	1909

Interest is paid in Boston.
Total debt Feb. 1, 1900.. $142,000
Tax valuation 1899.....3,851,746
Assess't about ⅔ actual value.
Tax rate (per $1,000) 1899. $20·00
Population in 1890 was.....6,075
Population in 1900 (est.).....6,200

WASHINGTON CO.—W. M. NASH, Co. Treasurer.

County seats are Machias and Calais.

LOANS—	When Due.
WASH. CO. RR. BONDS—	
4s, J&J, $25,000	Jan. 1, 1916
4s, J&J, 475,000	Jan. 1, 1928
(Subject to call after Jan. 1, 1923)	

INTEREST is payable at the Boylston National Bank of Boston.
Bond. debt. Jan. 1, 1900. $500,000
Tax valuation 1898...$13,205,839
State & co. (per $1,000) '99 $6·12
Population in 1890 was....44,482
Population in 1897 (est.)...43,000

WATERVILLE.—W. C. PHILBROOK, Mayor. F. AUGUST KNAUFF, Treasurer.

This city is in Kennebec County.

REFUNDING BONDS—	
3½s, M&S, $10,000...Sept. 1, 1924	
Bonded debt Jan. 1, 1900	$230,000
Floating debt.....	31,778
Total debt Jan. 1, 1900..	261,778

Assessed valuation '99. $4,902,767
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1899. $23·00
Population 1890.....7,107
Population 1899 (about).....9,000

WESTBROOK.—Dr. JACOB L. HORR, Mayor. C. S. EASTMAN, Treasurer.

Westbrook is in Cumberland County.

LOANS—	When Due.
CITY BONDS—	
4s, ..., $8,300	1900 to 1903
4s, ..., 15,000	June 20, 1911
REFUNDING BONDS—	
4s, J&D, $15,000	Dec. 10, 1905
4s, A&O, 20,000	April 1, 1907
4s, ..., 2,000	1909
4s, J&J, 4,000	Jan. 5, 1910
4s, J&J, 25,000	Jan. 1, 1915
4s, J&J, 20,000	Jan. 1, 1917
4s, ... 24,000	June 1, 1918

Bonded debt Feb, 1900.. $137,300
Long-time notes..... 36,200
Total debt Feb. 1, 1900. 173,500
Tax valuation, real.....3,161,840
Tax valuation, personal. 553,195
Total valuation 1899 ...3,715,035
Assessment is abt. 65% actual val.
Total tax rate (per M.) '99 ..$19·00
Population in 1890 was.....6,632
Population in 1900 (est.).....7,300

INTEREST on the refunding bonds is payable in Boston, Mass.; on all other bonds at Portland, Me.

ADDITIONAL STATEMENTS.

In the table following we give statistics regarding all minor civil divisions in the State of Maine which have an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We also give the population according to the Census of 1890.

Towns—	Total Debt. $	Assessed Valuation. $	Tax Rate. $	Population. 1890.
Albion, Kennebec Co	10,000	327,913	14·25	1,042
Androscoggin County	57,271	.....	.....	48,968
Anson, Somerset Co	77,170	565,035	32·50	1,444
Avon, Franklin Co	10,000	126,788	25·50	439
Benton, Kennebec Co	14,019	386,870	17·00	1,136
Berwick, York Co	15,500	946,922	15·40	2,294
Bethel (T.), Oxford Co	35,000	796,193	18·50	2,209
Boothbay Harbor, Lincoln Co	40,566	757,476	.....	1,699
Bremen, Lincoln Co	15,956	135,865	30·00	719
Brewer, Penobscot Co	47,000	1,543,630	22·50	4,193
Bridgton, Cumberland Co	20,700	1,272,125	15·50	2,605
Brownville, Piscataquis Co	16,888	372,768	23·50	1,074
Camden (T.), Knox Co	27,700	1,691,580	20·10	4,621
Canton, Oxford Co	38,980	327,515	29·00	1,303
Caribou, Aroostook Co	32,000	1,241,359	22·50	4,087
China, Kennebec Co	14,000	466,385	18·50	1,423
Cumberland, Cumberland Co	20,800	682,195	13·00	1,487
Cumberland County	74,380	....	.....	90,949
Damariscotta, Lincoln Co	32,749	409,680	28·50	1,012
Dixfield, Oxford Co	11,500	296,220	21·00	988
Eastport, Washington Co	50,500	1,730,796	25·00	4,908
Embden, Somerset Co	21,881	262,501	.....	.....
Fairfield, Somerset Co	43,623	1,273,770	18·00	3,510
Foxcroft, Piscataquis Co	50,000	555,800	26·25	1,726
Gardiner, Kennebec Co	91,811	3,504,500	.....	5,491
Hartland, Somerset Co	24,000	349,099	.....	974
Hollis, York Co	21,335	364,012	19·00	1,278
Industry, Franklin Co	10,198	97,955	30·00	545
Kennebec Co	30,000	26,961,384	.....	57,012
Kennebunk, York Co	27,198	2,049,856	16·00	3,172
Kennebunkport, York Co	25,000	1,182,950	17·30	2,196
Kingman, Penobscot Co	14,546	147,938	30·00	671
Lisbon, Androscoggin Co	11,219	1,845,717	16·00	3,120
Mechanic Falls, Androscoggin Co.	12,657	847,538	21·50	1,283
Milo, Piscataquis Co	14,134	361,839	16·80	1,029
Monson, Piscataquis Co	13,000	214,355	37·00	1,237
Mount Desert, Hancock Co	18,000	811,892	19·00	1,355
Newcastle, Lincoln Co	27,000	617,000	12·40	1,282
Newport, Penobscot Co	23,907	469,265	21·00	1,188
New Sharon, Franklin Co	13,907	360,741	21·00	1,064
Norridgewock, Somerset Co	45,488	549,220	22·50	1,656
Norway (T.), Oxford Co	15,640	1,181,339	20·00	2,665
Oakland, Kennebec Co	18,953	794,225	20·00	2,044
Old Orchard, York Co	18,500	880,752	18·00	877
Orono, Penobscot Co	24,854	600,672	30·00	2,790
Patten, Penobscot Co	15,000	405,727	20·00	936
Phillips, Franklin Co	14,048	494,998	26·00	1,394
Pittsfield, Somerset Co	18,151	1,118,085	20·00	2,503
Presque Isle, Aroostook Co	27,488	1,244,430	22·00	3,046
Rockport, Knox Co	15,450	1,031,709	19·50	1,484
Rumford (T.) Oxford Co	54,991	1,527,617	18·00	898
Scarborough, Cumberland Co	17,952	870,203	14·00	1,794
Skowhegan, Somerset Co	21,794	3,023,535	14·40	5,068
Somerville, Lincoln Co	30,000	65,346	38·20	453
Thomaston (T.), Knox Co	26,158	1,141,705	22·00	3,009
Topsham, Sagadahoc Co	12,939	833,592	15·80	1,394
Turner, Androscoggin Co	15,258	646,780	18·00	2,016
Union, Knox Co	27,000	494,293	22·00	1,436
Vassalboro, Kennebec Co	16,367	899,129	11·20	2,052
Vinalhaven, Knox Co	13,400	608,457	23·00	2,617
Waldoborough, Lincoln Co	44,691	878,850	26·00	3,505
Wiscasset, Lincoln Co	20,000	458,013	24·00	1,733
Yarmouth, Cumberland Co	47,000	1,245,276	17·00	2,098

New Hampshire.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - - - One of Original Thirteen
Total area of State (square miles) - - - - - - 9,305
State Capital - - - - - - - - - Concord
Governor (term expires 1st Wed. Jan., 1901), Frank W. Rollins
Secretary of State } Chosen by Legislature; } Edw. N. Pearson
Treasurer - - } term expires Jan., 1901. } Solon A. Carter
Legislature meets biennially in odd years on the first Wednesday in January, and length of session is not limited.

HISTORY OF DEBT.—New Hampshire's debt history is very brief. This State has always been extremely conservative, and no bonds were issued until after the breaking out of the Civil War. In 1866 New Hampshire reported her funded indebtedness at $4,169,818, contracted exclusively for war purposes. June 1, 1869, the total outstanding was $3,213,962 22, against which the Treasurer reported an asset of $77,082 89. The situation of the State debt now is as below:

LOANS NAME AND PURPOSE.	Interest. P. Cl.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Agricultural College 1893.	4	.....	July 1, 1913	$135,000
Library bonds of 1891....	4	J & J	July 1, 1911	175,000
Do do 1893....	4	.....	July 1, 1913	75,000
Municipal War loan.....	6	J & J	Jan. 1, '01 to 1905 $150,000 yearly.	750,000
do do (overdue)	-	....	.....	4,300
Loan of 1873 (overdue)...	..	....	.....	500
Trust funds.....	4&6	....	.....	734,749 45

Of the trust funds held June 1, 1899, $80,000 bear 6 per cent interest and $652,653 26 bear 4 p. c. interest, no interest being paid on $2,096 19.

PAR VALUE OF BONDS.—The bonds of this State are in $500 and $1,000 pieces.

INTEREST is payable at the Commonwealth Bank of Boston and at State Treasurer's office.

TOTAL DEBT.—The *net* debt on June 1, 1899, was $1,335,068 05. The subjoined statement shows New Hampshire's *total* debt on the dates named. Assets June 1, 1899, were $690,953; floating debt, $1,472.

	June 1, '99.	June 1, '98.	June 1, '97.	Jan. 1, '96.
Total funded debt....	$1,289,800	$1,436,800	$1,586,800	$1,740,400
Trust funds.....	734,749	699,843	676,505	653,818
Total debt.....	$2,024,549	$2,136,643	$2,263,305	$2,394,218

ASSESSED VALUATION.—The State's total assessed valuation (including taxable savings, bank savings and insurance capital) has been as follows:

Years.	Valuation.	Years.	Valuation.
1899	*$277,024,165	1894	$269,683,779
1898	252,490,075	1893	274,816,342
1897	255,742,099	1890	250,530,530
1896	259,116,800	1885	218,122,554
1895	not tabulated		

* The difference of nearly $70,000,000 in the valuation for 1899 as reported in the October SUPPLEMENT and that given above arises from the fact that the figures in the last SUPPLEMENT did not include the valuation of railroads, telephones, etc.

DEBT LIMITATION.—There is no restriction in the Constitution of New Hampshire upon the debt-making power of the people through the "General Court," *except* the following, which is the last clause of Article 5 of Part Second of that instrument.

Provided, That the General Court shall not authorize any town to loan or give its money or credit directly or indirectly for the benefit of any corporation having for its object a dividend of profits or in any way aid the same by taking its stocks or bonds.

The above is an amendment to the Constitution, which was ratified in 1877. The amendment would appear to be intended as a complete estoppel to municipal loaning of money or credit to railroad and industrial corporations. It is to be noticed, however, that by its terms the restriction does not specifically mention "cities," the words being "any town."

In addition to the foregoing is the "Municipal Bond Act of 1895." It tells in the matter of issuing bonds what a municipal corporation may do, what it must do, and what it cannot do. The law enacts: *Sec.* 1. The term "municipal corporation" means town, city, school district, village district and village precinct. *Sec.* 2. Bonds issued must be payable within 20 years, interest semi-annual, not exceeding 6 per cent, may be payable in gold coin. If made payable in less than 20 years, may be extended but never beyond 20 years from time of issue. *Sec.* 3. Bonds (except of cities) must be authorized by a vote of two-thirds of all voters present and voting at an annual meeting of such corporation, or at a special meeting if properly called, &c. (for which see act). Bonds must be signed by a majority of the Governing Board, countersigned by Treasurer and have seal of corporation. Time and place of payment and rate of interest, &c., may be delegated to Governing Board. *Sec.* 4. City bonds must be authorized by resolution of City Council passed by at least two-thirds of members elected to each branch taken by yeas and nays, signed by Mayor, countersigned by Treasurer, seal of city affixed. Place of payment, rate of interest and sale may be delegated to Treasurer. *Sec.* 5. Bonds shall be payable to bearer or to registered holder by name, and must be in form set out in act—which see. In case bonds be made subject to call they must contain statement to that effect as given in act. "The validity of any bonds shall not be affected by any variation from the forms herein prescribed." *Sec.* 6. Treasurer to keep a book in which he shall register bonds issued, &c. *Sec.* 7. "All bonds purporting to be issued by virtue of this act and signed and sealed as hereinbefore provided shall in favor of bona fide holders be conclusively presumed to have been duly and regularly authorized and issued in accordance with the

provisions herein contained, and no holder thereof shall be obliged to see to the existence of the purpose of the issue or to the regularity of any of the proceedings or to the application of the proceeds. All such bonds shall be negotiable in all respects and to the same extent as securities negotiable by the law merchant." *Sec.* 8. Annual tax must be levied and collected sufficient to pay interest and provide a sinking fund sufficient to pay principal within 20 years. *Sec.* 9. No bonds can be issued which shall increase the *net* debt of corporation to an amount exceeding 5 per cent of the value of the taxable property therein as last appraised for assessing taxes. To ascertain *net* debt, all debts must be included except the following, which must be deducted—water debt, "cash and other means" in treasury and sinking funds applicable to payment of debt so included; "but nothing contained in this section shall prevent the issue of bonds for the purpose of refunding an equal principal amount of other bonds of such corporation." *Sec.* 10, corporation seal. *Sec.* 11. Act to take effect on passage. Approved March 19, 1895.

POPULATION OF STATE.—Since 1800 the total population has been as follows.

1890	376,530	1860	326,073	1830	269,328
1880	346,991	1850	317,976	1820	244,022
1870	318,300	1840	284,574	1810	214,460

In 1870-80 increase was 28,691, or 9·01 per cent, and in 1880-90, 29,539, or 8·51 per cent. For earlier population figures see STATE AND CITY SUPPLEMENT of April, 1895, page 13.

SAVINGS BANKS' INVESTMENTS—PRIVILEGES AND RESTRICTIONS.—The laws in this State relating to savings banks investments were remodeled by the Legislature of 1895. The act referred to was approved on March 29, 1895, and went into effect on July 1 of the same year. It is as follows: [In 1899 certain changes were made in sections 4, 7, 8 and 15, which we have incorporated below.]

AN ACT to regulate the investments of savings banks.

Be it enacted by the Senate and House of Representatives in General Court convened:

Section 1. On and after July 1, 1895, savings banks shall make investments of their funds in the following classes of securities only:

1st. In notes secured by first mortgages of real estate situated in New Hampshire.

2d. In notes secured by first mortgages of real estate situated outside of New Hampshire, which at the time is improved, occupied, and productive; but not exceeding 25 per cent of the deposits shall be so invested.

3d. In notes secured by collateral in which the bank is at liberty to invest, of at least equal value; but the amount of any one class of securities so taken as collateral, added to that which the bank may own at the time, shall not exceed the total limit of that class of securities, and not exceeding 25 per cent of the deposits shall be so invested.

3½. In notes secured by collateral of securities which are listed on the Stock Exchanges of Boston and New York, the listed price of which shall at all times be at least ten per cent in excess of the face of the note; but not exceeding fifteen per cent of the amount of the deposits shall be so invested.

The capital stock of a State bank or trust company, and the guaranty fund of a guaranty savings bank, shall not be accepted by such institution as collateral.

4th. In notes of individuals or corporations, with one or more indorsers; but not exceeding five per cent of the amount of its deposits shall be loaned to any one person or corporation, and not exceeding twenty per cent of the deposits shall be invested in this class of security; but not exceeding twenty per cent shall be so invested if in notes of individuals or corporations resident outside of the New England States.

5th. In the public funds of the United States, or those for which the faith of the United States is pledged to provide for the payment of the interest and principal, including the bonds of the District of Columbia.

6th. In the bonds or notes of this State, or of any county, city, town, precinct, or district of this State.

7th. In the authorized bonds or interest-bearing obligations of any other New England State, or of the States of New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, Indiana, Illinois, Kentucky, Missouri, Michigan, Wisconsin, Minnesota, Iowa, Kansas, Nebraska, North Dakota, South Dakota, Colorado, California, Oregon, Montana, Wyoming, Washington, Utah, or the territories of Arizona and New Mexico.

8th. In the authorized bonds or notes of any county, city, town, school district, or other municipal corporation of any of the foregoing States, whose net indebtedness does not exceed 5 per cent of the last preceding valuation of the property therein for taxation, not issued in aid of railroads; and in the authorized bonds or notes of any city of 100,000 inhabitants of any of the foregoing States, whose net indebtedness does not exceed 7 per cent of the last preceding valuation of the property therein for taxation; *provided, however,* that the bonds or notes of any county of less than 10,000 inhabitants, or of any city, town, or other municipal corporation of less than 20,000 inhabitants, or of any school district of less than 2,000 inhabitants, of any of the foregoing States, shall not be authorized investments; but not exceeding 30 per cent of the deposits shall be so invested.

The term "net indebtedness" shall be construed to denote the indebtedness of any city or town, omitting debt created for supplying the inhabitants with water, and deducting the amount of sinking funds available for the payment of municipal indebtedness.

9th. In the bonds of any railroad company incorporated under the authority of any of the New England States whose road is located wholly or in part in the same, and which is in possession of and operating its own road, and has earned and paid regular dividends for the two years next preceding such investment, or in the bonds guaranteed or assumed by such railroad company, of any railroad company so incorporated whose road is thus located, or in the bonds or notes of any railroad company incorporated under the laws of this State; but not exceeding twenty-five per cent of the deposits shall be so invested.

10th. In the bonds of any railroad incorporated under the authority of any State outside of New England, which is in possession of and operating its own road, and has earned and paid regular dividends of not less than four per cent per annum on its capital stock for the five years next preceding such investment, *provided* said capital stock on which it pays dividends equals in amount one-third of the entire bonded indebtedness of said road, or in the bonds of any corporation guaranteed or assumed by said railroad; but not exceeding twenty per cent of the deposits shall be so invested. Street railroads shall not be considered railroads, within the meaning of this and the last preceding section.

11th. In the bonds of corporations of this State whose net indebtedness at the time of such investment does not exceed its capital stock actually paid in and remaining unimpaired; but not exceeding five per cent of the deposits shall be so invested.

12th. In the bonds of street railway corporations located wholly or in part in cities of 50,000 inhabitants or more, situated outside of New Hampshire, whose net indebtedness at the time of such investment does not exceed its capital stock actually paid in and remaining unimpaired, *provided* such corporation has earned and paid regular dividends on its capital stock for five years next preceding such investment; but not exceeding five per cent of the deposits shall be so invested.

13th. In the capital stock of any bank or trust company incorporated under the laws and doing business within this State; but the amount of such stock held by any savings bank as an investment and as collateral for loans shall not exceed one-tenth of the total capital stock of such bank or trust company, and not exceeding ten per cent of the deposits shall be so invested.

14th. In the stock of any national bank in the New England States and in the State of New York; but the amount of such stock held by any savings bank as an investment and as collateral for loans shall not exceed one-tenth of the total capital stock of such national bank, and not exceeding ten per cent of the deposits shall be so invested.

15th. In the stock of any railroad corporation, exclusive of street railways, situated in whole or in part in New England, New York, Pennsylvania, Ohio, Indiana, Michigan, and Illinois, that has earned and paid regular dividends of at least four per cent for five years previous to such investment; but not exceeding twenty per cent of its deposits shall be so invested.

16th. In the stock of any manufacturing company in the New England States that has earned and paid regular dividends for five years previous to such investment, and whose net indebtedness does not exceed the amount of its capital stock fully paid in; but not exceeding ten per cent of the deposits shall be so invested.

17th. Any savings bank may purchase and hold land and buildings suitable and actually used by it in part for its banking-rooms, the total cost of which shall not exceed 10 per cent of its deposits.

18th. Any savings bank may hold and lease real estate acquired by foreclosure of mortgages owned by the bank, but all taxes, foreclosure expenses, and cost of maintenance shall be paid out of the income of the bank.

19th. Deposits of cash on call or subject to check shall be made in some authorized banking or trust company incorporated under the laws of this State or the Commonwealth of Massachusetts, or in some national bank located in the New England States or in the City of New York.

Section 2. Whenever any person shall at the same time hold an office in both a national bank and a savings bank he shall give bond in double the amount required by existing law.

CITIES, COUNTIES AND TOWNS IN THE STATE OF NEW HAMPSHIRE.

NOTE.—*For debts of minor civil divisions not found among the statements given below, see "Additional Statements" at end of this State.*

BELKNAP CO.—MARK M. ROBINSON, Treas'r.

County seat is Laconia.

LOANS—	When Due.
COURT HOUSE BONDS 1893—	
4s, J&J, $30,000	July 1, 1913
REFUNDING BONDS—	
4s, J&J. $20,000	Jan. 1, 1915

Interest payable at Nat'l Bank of the Republic, Boston, Mass.
Bonded debt Jan., 1900. $50,000
Assessed valuation '99..9,207,422
Assessment about ⅓ actual value.
Population in 1890 was.....20,321

BERLIN.—A. H. EASTMAN, Treasurer.

This city is in Coos County.

LOANS—	When Due.
SCHOOL BONDS—	
4s, $8,000 ($1,000 yearly.)	1901-1908
IMPROVEMENT BONDS—	
4½s, $70,000	1913
FUNDING BONDS—	
4s, $50,000	1917
Total debt Mar. 20, 1900.	$128,000

Floating debt..... $25,000
Total debt Mar.20,1900. 153,000
Assets..... 21,500
Net debt Mar. 20, 1900.. 131,500
Assessed valuation, '99..2,824,478
Assessment ½ actual value.
Tax rate (per M.) 1899.....$24·00
Population 1890. 13,729
Population 1900 (est.).....11,000

CLAREMONT.—This town is in Sullivan County.

LOANS—	When Due.
TOWN HALL BONDS.	
4s, ..., $42,500 ($2,500 due yearly) to	1900 1916
REFUNDING BONDS—	
4s, J&J, $25,000	Jan. 1, 1909
4s, J&J, 50,000	Apr. 1, 1914
Bonded debt Feb. 15, '99.	$140,000
Floating debt.....	36,130

Total debt Feb. 15, '99... $176,130
Sinking fund assets..... 18,085
Net debt Feb. 15, 1899... 158,045
Total assessment 1899..3,223,905
Actual value (about).....4,400,000
Tax rate (per $1,000)'99. 22·20
Population in 1890 was.. 5,565
Population in 1899 (est.) 7,000

INTEREST is payable at Claremont, or at the National Bank of Redemption, Boston.

CONCORD.—JAMES H. MORRIS, Auditor.

Concord is the capital of the State and the county seat of Merrimack County. Its water works more than take care of the interest on the water bonds.

LOANS—	When Due.
BRIDGE BONDS—	
4s, J&J, $20,000. ($5,000 due yearly.)	July 1, '04 to '07
2¾s, ... $7,000	1901-1902
MEMORIAL ARCH BONDS—	
4s, J&J, $5,000	July, 1900
*POLICE STATION BONDS—	
4s, J&J, $17,000	July 1, 1903
*PUBLIC PARK BONDS—	
3½s, J&D, $25,000	June 1, 1914
SEWER BONDS—	
4s, J&J, *$12,000	July 1, 1904
3½s, J&D, 25,000	June 1, 1914
3½s, J&D, 9,000	Dec. 1, 1914
3½s, J&J, 25,000	July 1, 1917
WATER PRECINCT BONDS—	
3½s, M&N, $15,000.	Nov. 1, 1900
3½s, M&S, 20,000.	Mch. 1, 1922
4s, J&J, 100,000. ($10,000 due yearly to 1909 and $5,000 in 1910 and 1911.)	Jan., '01 to '11

WATER PREC'CT BONDS (Con.)
4s, J&J, $70,000. ($10,000 due yearly.) Jan., '13 to '19
4s, A&O, $45,000.... Oct. 1, 1912
4s, J&J. 400,000.... Jan. 1, 1922
*WIDENING PLEASANT ST. EX.—
4s, J&D $13,800..... June 1, 1905
†UNION SCHOOL DIST. BONDS—
4s, J&J, $45,000..... July 1, 1900
($15,000 due y'rly) to July 1, 1902
PENACOOK SEWER BONDS—
4s, F&A, $5,000..... Aug. 1, 1903
4s, F&A, 6,000..... Aug. 1, 1908
4s, M&N, *5,000..... May 1, 1913
Subject to call after May 1, 1908
4s, J&J, $3,000. ($500 due yearly.) July 1, '14 to '19
WEST CONCORD SEWER PREC'T—
4s, A&O, $17,000. Oct., 1902 to '12
EAST CONCORD SEWER PREC'CT—
4s, J&J, $2,000...1900-'05-'10-'15
Bonded debt Jan. 1, 1899. $915,300
Floating debt..... 6,400
Sinking funds..... 4,000

*Exempt from tax when owned by Concord residents. †Coupon bonds

EXPLANATORY OF BONDS.—The Penacook sewer bonds were issued on the city's credit for the Penacook sewer district, the interest and principal being payable from a special tax on that district. The school district bonds were issued under a special act of the State Legislature. The school districts have by their votes and by their agents bound themselves to repay the city all sums expended on account of the principal or interest of these bonds.

INTEREST is paid at city treasury and at Nat. Revere Bank, Boston.

CITY PROPERTY.—The city valued its buildings and other property on January 1, 1899, at $250,000, and besides this has water works valued at $900,000 which are the property of the "precinct."

ASSESSED VALUATION, TAX RATE, ETC.—

Years.	Total Assessed Valuation.	Tax.	Rate of Tax per $1,000.
1899	$11,218,886	.....	$19·70
1898	11,178,244	$222,333	20·00
1897	11,200,690	233,762	21·10
1896	11,228,515	260,589	24·00
1890	10,243,857	176,081	17·60
1880	10,150,586	172,831	.....

POPULATION.—In 1890 population was 17,004; in 1880 it was 13,843; in 1870 it was 12,241; in 1899 it was estimated at 18,000.

DOVER.—{CHAS. A. FAIRBANKS, Mayor. WM. K. CHADWICK, Treasurer.

This city is the county seat of Strafford County.

LOANS—	When Due.
REFUNDING LOANS—	
4s, J&J, $60,000	July 1, 1900-'05
CITY HALL BONDS—	
4s, A&O, $48,000	Apr. 1, '06-'09
4s, A&O, 22,000	Apr. 1, '10-'11
4s, A&O, 111,000	Apr. 1, 1912
FUNDING AND BRIDGE BONDS—	
4s, J&J, $85,000	July 1, 1900-'16
Water loan notes 4½s	$311,500

Bonded debt Jan. 1, 1900	$336,000
Water debt (additional)	311,500
Assessed valuation, real	5,810,165
Ass'd valuat'n, personal	2,694,101
Total valuation 1899	8,504,266
Assessment about ⅘ actual value.	
Tax rate (per M.) '99	$20·00
Population 1890	12,790
Population 1900 (est.)	14,000

INTEREST on refunding loan and city hall bonds payable at Boston.

CITY PROPERTY.—The city has assets, including water-works, to the value of $416,384.

EXETER.—C. W. PARKER, Treasurer.

This town is in Rockingham County.

Bonded debt Feb., 1900	$74,500
Assets	16,075
Net debt Feb. 15, 1900	58,425
Tax valuation, real	2,239,142
Tax valuation, pers'l	858,390
Total valuation 1899	$3,097,532
Assessment about ⅔ actual value.	
Total tax (per $1,000) 1899	$20·00
Population in 1890 was	4,284
Population in 1900 (est.)	5,000

The bonds all bear interest at the rate of 4 per cent, and are issued for street improvement, library and refunding purposes. They are nearly all held by local investors.

TAX FREE.—Bonds are tax exempt if owned by residents.

FARMINGTON.—This town is in Strafford County.

REFUNDING BONDS—	
4s, J&J, $56,500	Jan. 1, 1917
Subject to call Jan. 1, 1907	
Total debt Feb. 15, 1900	$56,500
Floating debt	8,992
Total debt Feb. 15, 1900	65,492

Sinking fund assets	$4,060
Net debt Feb. 15, 1900	61,432
Tax valuation 1899	1,163,032
Tax rate (per $1,000) '99	24·00
Population in 1890 was	3,064
Population in 1900 (est.)	3,000

FRANKLIN.—{RUFUS G. BURLEIGH, Mayor. FRANK PROCTOR, Treasurer.

This city is in Merrimack County.

LOANS—	When Due.
TOWN BONDS—	
4s, F&A., $30,000	Aug. 1, 1917
WATER BONDS 1891—	
4s, A&O, $80,000	Apr. 1, 1916
Subject to call after Apr. 1, 1901	
4s, A&O, $12,000	Apr. 1, 1914
REFUNDING BONDS—	
3½s, F&A., $40,000	Aug., '02-'09
Bonded debt Jan. 1, 1900	$162,000

Floating debt	$10,666
Total debt Jan. 1, 1900	172,666
Assets	12,632
Net debt Jan. 1, 1900	160,034
Tax valuation 1899	2,603,070
Assessment about ¾ actual value.	
Tax rate (per $1,000) 1899	$18·50
Population in 1890 was	4,085
Population in 1899 (est.)	5,500

INTEREST payable at First Nat. Bank, Boston or Treasurer's office

HILLSBOROUGH CO.—FRANK C. LIVINGSTON, Treasurer. County seat is Nashua.

LOANS—	When Due.
BUILDING BONDS—	
4s, June, $40,000	June 1, 1921
4s, March, $120,000	March, 1915
FUNDING BONDS 1894—	
4s, J&J, $117,000	Jan. 1, 1914
Optional after Jan. 1, 1894	
REFUNDING BONDS—	
4s, Sept., $35,000	Sept. 1910

Bonded debt Jan., 1900	$312,000
Floating debt Jan., 1900	39,854
Total debt Jan., 1900	351,854
Sink. fund & cash assets	31,674
Net debt Jan. 1, 1900	320,180
Tax valuation 1899	62,105,534
Population in 1890 was	93,247
Population 1899 (about)	100,000

KEENE—{AUSTIN A. ELLIS, Mayor. FRANK H. WHITCOMB, City Clerk.

This city is the county seat of Cheshire County.

LOANS—	When Due.
RAILROAD AID BONDS—	
4s, J&J, $60,000,	July 1, 1900
($15,000 yearly) to	July 1, 1903
4s, J&J, $10,000,	July 1, 1904
SEWER BONDS—	
4s, J&J, $60,000	July 1, 1905
($15,000 yearly) to	July 1, 1908
4s, J&J, $10,000	July 1, 1909
WATER BONDS—	
4s, A&O, $5,000	Oct. 1, 1913
4s, A&O, 40,000	Oct. 1, 1914
($10,000 yearly) to	Oct. 1, 1917
3½s, J&J, $7,000	Jan. 1, 1910

WATER BONDS—(Con.)—	
3½s, J&J, 30,000	Jan. 1, 1911
($10,000 yearly) to	Jan. 1, 1913
Demand loan 3s	$25,000
Bonded debt Jan. 1, 1900	222,500
Floating debt	24,543
Total debt Jan. 1, 1900	247,043
Cash and sinking fund	40,446
Net debt Jan. 1, 1900	206,597
Water debt (included)	82,000
Assessed valuation '99	6,285,466
Tax rate (per M.) 1899	13·50
Population 1890 was	7,446
Population 1899 (est.)	8,000

INTEREST on all issues is payable at the City Treasury, and on the water 4 per cents also in Boston.

CITY PROPERTY.—The city owns its water works, valued on January 1, 1899, at $200,000, and other property to the amount of $110,470. Water works are more than self supporting, the net income for 1899 being $19,433 76. The railroad loans were a gratuity to the Manchester & Keene RR., and are not offset by any railroad securities in the hands of the city.

LACONIA.—S. C. FRYE, Clerk.

Laconia (City) is in Belknap County.

LOANS—	When Due.
SEWER AND FUNDING BONDS—	
4s, J&J, $65,000	.....
4s, A&O, $117,000	.....
Coupon notes, 3½s	$10,000
Interest payable at Boston.	
Bonded debt Feb. 15, 1900	$214,000

Floating debt	$41,173
Total debt Feb. 15, 1900	255,173
Available assets	22,995
Net debt Feb. 15, 1900	232,178
Tax valuation 1899	4,373,750
Tot'l tax (per M.) '99	21·50
Population in 1890 was	6,143

LEBANON.—This town is in Grafton County.

LOANS—	When due
4s, M&N, $40,000	May 1, 1909
4s, A&O, 18,000. Apr. 1, 1901, to	
($3,000 due yearly.)	Apr. 1, 1906
Bonded debt Feb. 15, 1900	$61,000
Floating debt	3,690
Total debt Feb. 15, 1900	64,690
Sinking fund assets	15,400

Net debt Feb. 15, 1900	$49,290
Fire precinct debt (add'l)	47,464
Assessed valuation 1899	2,526,614
Assessment about actual value.	
Total tax rate (per M) '99	$16·97
Population in 1890 was	3,763
Population in 1900 (est.)	4,500

MANCHESTER.—{JAMES E. DODGE, Auditor. F. L. ALLEN, Treasurer.

This city is one of the county seats of Hillsborough County.

LOANS—	When Due.
BRIDGE BONDS—	
4s, J&J, $60,000	July 1, 1911
4s, J&J, 55,000. July 1, 1900-1901	
($25,000 in 1900, $30,000, '01.)	

IMPROVEMENT BONDS—	
4s, J&J, $100,000	Jan. 1, 1913
4s, A&O, 100,000	Apr. 1, 1914
4s, A&O, 100,000	Apr. 1, 1915
4s, A&O, 100,000	Apr. 1, 1916

LOANS—	When Due.
CEMETERY BONDS—	
5s, J&J, $50,000	July 1, 1913
FUNDING BONDS—	
4s, A&O, $50,000	April 1, 1905
4s, A&O, 50,000	April 1, 1907
4s, A&O, 50,000	April 1, 1909
4s, A&O, 5,000	April 1, 1911
3½s, A&O, 100,000	April 1, 1919
SCHOOL BONDS—	
4s, J&J, $160,000	July 1, '00-15
4s, J&J, 40,000	July 1, 1916

LOANS—	When Due.
WATER BONDS—	
6s, J&J, $100,000	Jan. 1, 1902
5s, F&A, 100,000	Aug. 1, 1913
4½s, M&N, 100,000	Nov. 1, 1913
4s, J&J, 100,000	Jan. 1, 1907
4s, J&J, 100,000	July 1, 1910
4s, J&J, 100,000	Jan. 1, 1912
4s, A&O, 50,000	Oct. 1, 1914
4s, J&J, 100,000	July 1, 1915
4s, J&D, 50,000	Dec. 16, 1915
4s, J&J, 100,000	Jan. 1, 1917

PAR VALUE.—The city's bonds are for $100, $500 and $1,000. They are mostly of the denomination of $1,000 each.

INTEREST on bridge bonds of 1881 and water bonds of 1872 is payable at Treasurer's office, Manchester; on all other issues at Suffolk Bank, Boston.

TOTAL DEBT.—

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, '98.	Jan. 1, '97.
Total bonded debt	$1,920,000	$1,855,000	$1,890,000	$1,917,250
Water debt (incl. above)	900,000	900,000	900,000	900,000

Sinking fund Jan. 1, 1900, $232,733 04.

VALUATION, TOTAL DEBT, ETC.—The assessed valuation (about 70 per cent of cash value) and the tax rate have been as follows:

	Assessed Valuation. Real.	Personal.	Total.	Tax Rate per $1,000.
1899	$25,595,943	$5,895,841	$31,491,784	$19·50
1898	26,265,034	4,723,454	30,988,488	19·50
1897	25,831,832	4,655,114	30,486,946	20·80
1896	25,031,116	4,412,552	29,443,668	18·60
1890	19,884,300	4,206,300	24,090,650	19·10
1880	.....	.....	17,735,990	.....

POPULATION.—In 1890 population was 43,983; in 1880 it was 32,630; in 1870 it was 23,536. Estimated population in 1899, 60,000.

MEREDITH FIRE DIST.—A. S. CLOUGH, Sec.

Meredith is in Belknap County.

LOANS—	When Due.
WATER BONDS 1893—	
4½s, J&J, $40,000	July, 1923-'26
4½s, A&O, 4,500	1902-1910
($500 yearly from Oct., 1902.)	

Interest is payable in Boston.

Bonded debt Feb. 1, 1900	$44,500
Tax valuation 1899	603,298
Assessment about ½ actual value.	
Tax rate (per $1,000) '99	$31·20
Population 1895 (about)	1,000

MERRIMACK CO.—FRANK L. GERRISH, Treas.

County seat is Concord.

LOANS—	When Due.
FUNDING BONDS—	
4s, A&O, $6,000	Oct. 1, 1901
4s, A&O, 85,000	Oct. 1, 1902
($5,000 ann. to 1906 and $6,000	
annually 1907 to 1916).	

Interest payable at Concord.

Tot. bond. debt Jan. 1, 1900	$91,000
Tax valuation 1899	26,046,392
Tax rate (per $1,000) '99	$18·00
Population 1900 (est.)	50,500
Population 1890 was	49,435

MILFORD.—F. W. SAWYER, Treasurer.

This town is in Hillsborough Co. Bonds are exempt from taxation.

LOANS—	When Due.
WATER BONDS OF '91 & '93.—	
4s, J & J	$65,000 July 1, 1921
Subject to call after	July 1, 1911
4s, J & J	$10,000 July 1, 1923
SCHOOLS AND FUNDING—	
4s, F&A, $45,000	Feb. 1, 1924
Interest on first loan is payable in Boston, on others in Milford.	
Bonded debt Feb. 9, '99	$120,000
Floating debt	2,500
Total debt	122,500

Sinking fund	$13,400
Net debt Feb. 2, 1899	109,100
Tax valuation, real	1,430,110
Tax valuation, personal	572,576
Total valuation 1898	2,002,686
Total valuation 1899	2,050,666
Assessment is 75 p. c. real value.	
Total tax (per $1,000) 1899	$19·00
Population in 1890 was	3,014
Population in 1880 was	2,398
Population 1898 (about)	4,000

NASHUA.—{JASON E. TOLLES, Mayor. A. A. HALL, City Clerk.

This city is in Hillsborough County.

LOANS—	When Due.
ENGINE HOUSE—(gold)—	
4s, g., J&D, $15,000g.	June 1, 1918
FUNDING FLOATING DEBT—	
6s, J&J, $75,000	July 1, 1901
4s, J&D, 200,000	1911-1915
($40,000 due yearly on June 1.)	
4s, g., M&N, $100,000g.	May 1, '15
4s, J&J, $42,508	Jan. 1, 1918

FLOATING DEBT, SCHOOL AND STREET—	
4s, g., J&D, $200,000g.	June 1, 1913
SCHOOL BUILDING—	
4s, F&A, $10,000	Aug. 1, 1900
4s, F&A, 10,000	Aug. 1, 1904
4s, A&O, 25,000 g.	Oct. 1, 1916

INTEREST on the funded floating debt bonds due from 1911 to 1915 is payable at the City Treasurer's office; on the school building bonds by Blake Bros. & Co., Boston; on the funded floating debt bonds due 1901 at the City Treasurer's office, or at the First National Bank, Boston; on all others at the City Treasurer's office, or at the National Bank of the Commonwealth, Boston.

TOTAL DEBT.—The city's bonded debt on January 1, 1900, was $677,508; floating debt, $46,988; total debt, $724,496; sinking fund, cash and uncollected taxes, $135,972; net debt, $588,524.

ASSESSED VALUATION.—Total assessed valuation (which is about 75 per cent of actual value) was in 1899 $14,127,615. Total tax per $1,000 in 1899 was $20·50.

POPULATION in 1899 (est.) 25,000; in 1890 was 19,311.

NEWPORT.—P. A. JOHNSON, Treasurer.

This town is in Sullivan County.

LOANS—	When Due.
6s, J&J, $84,300	1901
5s, F&A, 8,200	.....
6s, J&J, 10,000	.....
Town debt Feb. 15, 1900	$157,422

Water debt (included)	$51,000
Tax valuation 1899	1,428,008
Total tax (per $1,000) '99	$23·20
Population in 1890 was	2,623
Population 1900 (estimated)	3,000

PENACOOK.—WILLIS G. BUXTON, Treasurer.

Penacook is in Merrimack County.

LOANS—	When Due.
WATER WORKS—	
4½s, M&N, $70,000	July 1, 1922
Subject to call	July 1, 1907
Bonded debt Jan. 1, 1900	$70,000

Floating debt	$1,000
Total debt Jan. 1, 1900	71,000
Tax valuation 1899	629,000
Assessment from ⅔ to ¾ actual val.	
Total tax (per $1,000) '99	$22·30

INTEREST is payable at the office of E. H. Rollins & Sons, Boston.

PORTSMOUTH.—GEO. D. MARCY, City Clerk.

This city is one of the county seats of Rockingham County. The city issued $343,000 bonds in aid of the Portsmouth & Dover RR., and received in return stock of the par value of $344,000. This stock is now worth considerable more than its face value, and the city has been selling it and applying the proceeds to the payment of the railroad bonds. When all these bonds shall have been paid the city will still have on hand a considerable balance from the sale of the stock.

LOANS— NAME AND PURPOSE.		—Interest— P. Ct.	Payable.	—Principal— When Due.	Outstand'g.
Municipal bds. issued for sch'ls, sew'e's, etc.	1886	4	A & O	Apr. 1, 1901	$10,000
	1884	4	A & O	Oct. 1, 1904	47,000
	1889	4	J & J	Jan. 1, 1909	50,000
	1894	4	M & N	May 1, 1914	40,000
	1889	4	M & N	Nov. 1, 1914	57,000
	1896	4	J & J	July 1, 1916	175,000
	Optional after July 1, 1912.				
Ports. & Dov. RR ref.	1893	4	J & J	Jan. 1, 1913	160,000
Water bonds	1892	4	J & J	Jan. 1, 1907	160,000
do	1892	4	J & J	Jan. 1, 1912	165,000

INTEREST is payable in Boston and Portsmouth.

TAX FREE.—None of the above bonds are taxed in Portsmouth.

PAR VALUE.—Bonds are in $100, $200, $500 and $1,000 pieces none registered except $19,500 of the issue of 1884.

TOTAL DEBT on January 1, 1899, including the water debt, was $933,500; assets, $552,772; water debt (included), $325,000; net debt, $385,443. The city owns, in addition to the water-works and the Portsmouth & Dover RR. stock above mentioned, real estate, including schools, etc., which is valued at $185,700; personal property (including fire department) valued at $51,007. The par value of the Portsmouth & Dover stock held by the city on January 1, 1899, was $111,200; market value over $150,000.

ASSESSED VALUATION.—Assessed valuation in 1899 of real estate and personal property was $8,598,407 (estimated at about ¾ actual value); tax rate (per $1,000) $20 60.

POPULATION.—In 1890, 9,827; in 1880, 9,690; in 1870, 9,211; estimated in 1899 at more than 11,000.

ROCHESTER.—HORACE L. WORCESTER, Mayor. CHAS. W. BROWN, City Clerk.

This city is in Strafford County. Bonds are tax exempt.

LOANS—	When due.
SEWER BONDS—	
3½s, J&J, $110,200	Jan. 1, 1901
($6,500 due yearly.)	
WATER BONDS, 1892.—	
4s, J&D, $200,000	June 1, 1922
Bonded debt Jan. 1, 1900	$310,200
Floating debt	57,043

Total debt	$367,243
Sinking fund	29,096
Net debt Jan. 1, 1900	338,147
Tax valuation 1899	3,965,224
Assessment about ¾ actual value.	
Total tax (per $1,000) '99	$20·00
Population in 1890 was	7,396
Population in 1900 (est.)	8,000

INTEREST on sewer bonds is payable at city treasury, on water bonds in Boston, Mass.

ROCKINGHAM CO.—WM. H. C. FOLLANSBY, Treasurer. County seats are Exeter and Portsmouth.

LOANS—	When due.
COURT HOUSE BONDS, 1893.	
4s, J&J, $40,000	July 1, 1918
REFUNDING BONDS, 1893.	
4s, J&J, $20,000	July 1, 1903
4s, J&J, 12,500	July 1, 1905
COUNTY BONDS—	
4s, ... $20,000	Oct. 1, 1901
4s, ... 80,000	June 1, 1911

COUNTY BONDS - (Con.)	
3½s, A&O, $35,000	Apr., '06 to '10
Interest is payable in Exeter.	
Bond. debt Jan 1, '00	$207,500
Cash on hand Jan. 1, '00	15,943
Net debt Jan. 1, 1900	191,557
Tax valuation 1899	26,818,977
County property 1895	274,105
Population in 1890 was	49,650

SOMERSWORTH.—MARK A. KEARNS, Clerk.

This city is in Strafford County.

LOANS—	When Due.
GEN'L INDEBTEDNESS BONDS—	
4s, A&O, $118,000	Oct. 1, 1900 to Oct. 1, 1918
($2,000 yearly to 1909; $4,000 to '14; $5,000 to '17; $63,000 in '18.)	
WATER-WORKS BONDS—	
4s, A&O, $177,000	Oct. 1, 1903-'18
($2,000 yearly to 1907; $3,000 to '12; $4,000 to '17; $132,000 in '18.)	

Bonded debt Jan. 1, 1900	$295,000
Value of city property	438,513
Assessed valuation 1899	3,119,834
Assessment about actual value.	
Tax rate (per $1,000) '99	$20·90
Population in 1890	6,300
Population in 1899 (est.)	7,000
INTEREST is payable at Old Colony Trust Co., Boston.	

STRAFFORD CO.—GEORGE D. NOWELL, Treas.

County seat is Dover.

LOANS—	When Due.
FUNDING BONDS—	
4s, J&D, $10,000	Dec. 1, 1900
4s, J&D, 5,000	Dec. 1, 1901
4s, J&D, 70,000 g	Dec. 1, 1911
JAIL NOTE—	
4½s, A&O, $25.000	Oct. 19, 1908

Total debt Jan. 1, 1900	$110,000
Cash, etc	51,940
Net debt Jan. 1 1900	58,060
Tax valuation in 1899	20,757,412
Av. tax rate (p. $1,000) '99	$19·70
Population in 1890 was	38,442

INTEREST on the 4 per cent bonds is payable at the National Bank of Redemption, Boston, Mass.

WHITEFIELD.—This village is in Coös County.

LOANS—	When Due.
REFUNDING WATER BONDS—	
3½s, J&J, $60,000	
Total debt Apr. 1, 1900	$60,000
Tax valuation 1899	745,212

Assessment about ½ actual value.	
Tax rate (per $1,000) '99	$24·30
Population 1890 (Town)	2,041
Populat'n 1895 (Village) est.	1,500

INTEREST is payable at the Whitefield Bank & Trust Co.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding all minor civil divisions in the State of New Hampshire which have reported an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We add the population in 1890.

Location—	Total Debt. $	Assets. $	Assessed Valuat'n. $	Tax Rate. $	Population.
Alton, Belknap Co.	22,347	5,967	612,066	21·00	1,372
Antrim, Hillsborough Co.	50,147	5,784	615,274	21·60	1,248
Ashland, Grafton Co.	33,040	901	595,072	16·50	1,193
Barnstead, Belknap Co.	11,974	4,076	448,219	20·00	1,264
Barrington, Strafford Co.	51,556	7,600	432,210	25·00	1,408
Bethlehem, Grafton Co.	11,150	606	690,552	22·90	1,267
Boscawen (Tn), Merrimack Co	79,954	1,584	608,455	21·55	1,487
Campton, Grafton Co.	15,907	8,757	346,747	20·70	982
Canterbury, Merrimack Co.	13,197	3,734	424,801	16·00	964
Cheshire County	10,500	14,751	18,159,416	.....	29,579
Conway, Carroll Co.	19,801	1,208	919,899	16·40	2,331
Coös County	60,00	15,150	11,944,578	.....	23,211
Dalton, Coös Co.	19,611	4,406	163,384	32·60	596
Deerfield, Rockingham Co.	11,056	2,633	424,236	14·80	1,220
Derry, Rockingham Co.	27,415	9,085	1,243,335	21·11	2,604
Dorchester, Grafton Co.	16,194	3,095	97,970	28·50	379
Dublin, Cheshire Co.	19,315	20,023	611,339	10·80	582
Epping, Rockingham Co.	30,164	4,514	695,560	21·10	1,721
Goffstown, Hillsborough Co.	46,236	1,780	1,210,606	12·70	1,981
Gorham, Coös Co.	11,001	2,764	516,766	20·50	1,710
Grafton County	30,351	9,333	18,131,293	.....	37,317
Hanover, Grafton Co.	25,207	21,976	1,112,232	17·20	1,817
Harrisville, Cheshire Co.	16,017	3,791	342,641	15·00	748
Haverhill, Grafton Co.	77,373	11,141	1,264,923	22·10	2,545
Hillsborough, Hillsbor'h Co.	99,291	10,293	1,165,318	19·10	2,120
Hillsboro Bridge Fire Dist.	66,000	.....	757,926	2·35	*2,500
Lancaster, Coös Co	110,942	15,389	1,440,203	22·00	3,373
Lisbon, Grafton Co.	36,000	4,949	1,118,300	21·50	2,060
Littleton, Grafton Co.	126,742	23,618	1,676,579	25·00	3,365
Lyme, Grafton Co.	21,083	7,934	459,333	16·00	1,154
Meredith, Belknap Co.	48,816	8,751	603,398	24·50	1,642
Milton, Strafford Co.	60,242	61,718	599,915	17·25	1,640
New Boston, Hillsbor'gh Co.	14,045	1,322	597,133	15·80	1,067
Newcastle, Rockingham Co.	24,665	4,284	299,674	19·50	488
Nottingham, Rock'gham Co.	17,870	3,135	327,803	22·50	988
Pembroke, Merrimack Co.	12,450	1,649	1,195,872	16·00	3,172
Peterborough, Hillsboro' Co.	78,300	14,563	1,394,644	19·00	2,507
Pittsfield, Merrimack Co.	58,241	14,301	1,121,785	20·00	26·05
Plaistow, Rockingham Co.	21,529	2,248	344,974	18·00	1,085
Raymond, Rockingham Co.	32,556	1,812	425,182	18·30	1,131
Sandwich, Carroll Co.	17,245	1,866	440,550	21·20	1,303
Seabrook, Rockingham Co.	10,926	5,617	293,571	22·00	1,672
Springfield, Sullivan Co.	16,024	3,459	139,613	28·00	540
Stewartstown, Coös Co.	11,008	1,040	383,408	17·80	1,002
Strafford, Strafford Co.	10,239	5,031	448,107	21·10	1,304
Sullivan County	15,738	2,726	8,711,570	.....	17,304
Sunapee, Sullivan Co.	18,538	2,753	477,166	18·25	900
Thornton, Grafton Co.	11,937	6,346	180,798	29·10	632
Tilton, Belknap Co.	22,115	8,344	910,527	16·50	1,521
Walpole, Cheshire Co.	12,932	2,953	1,599,117	17·70	2,163
Warner, Merrimack Co.	38,585	1,335	637,710	18·80	1,383
Wilton, Hillsborough Co.	39,263	3,055	957,400	16·00	1,850
Winchester, Cheshire Co.	26,121	5,359	1,203,150	17·00	2,584
Wolfeborough, Carroll Co.	112,928	4,404	1,107,438	19·40	3,020
Woodstock, Grafton Co.	21,506	5,312	206,504	25·80	341

* Later estimate of population.

State of Vermont.

ITS

DEBT, RESOURCES, &c.

Admitted as a State (Act February 18 1791) March 4, 1791
Total area of State (square miles) - - - - 9,565
State Capital - - - - - - - - Montpelier
Governor (term expires Oct. 1900) - - Edw. C. Smith
Secretary of State, (term expires Oct. 1900) - Fred. A. Howland
Treasurer, (term expires Oct. 1900), - - John L. Bacon

Legislature meets biennially in even years the first Wednesday in October, and length of session is not limited.

HISTORY OF DEBT.—For a brief history of the Vermont State debt see STATE AND CITY SUPPLEMENT of April, 1895, pages 15 & 16.

The liabilities of the State on July 1, 1899, were as follows:

LOANS— NAME AND PURPOSE.	—Interest— Rate.	Payable.	—Principal— When Due.	Outstand'g.
Agricultural College Fund	6	J & D	June 1, 1910.	$135,500 00
Floating debt July 1, 1899	..	.....	.....	355,973 83
State school tax to be distrib'd	5	.....	.....	87,381 82
do highway do do	5	.....	.....	87,381 82

INTEREST is payable at the State treasury.

TOTAL DEBT, ETC.—The total debt of the State on July 1, 1899, was $666,237 47. On July 1, 1899, the total resources were $879,248 33, including cash on hand and in banks $133,632 91.

ASSESSED VALUATION.—The State's assessed valuation and tax rate have been as follows:

Years.	Assessed valuation. Real.	Personal.	Total.	Tax rate per $1,000
1899	$117,642,114	$57,969,558	$175,611,672	$2·00
1898	116,141,979	58,621,654	174,763,633	1·50
1897	114,994,441	59,396,708	174,391,149	2·50
1896	113,700,464	60,996,759	174,697,223	1·00
1895	112,099,284	61,700,471	173,799,755	2·20
1894	112,087,665	63,045,247	175,132,912	1·00
1893	110,787,989	65,263,376	176.051 365	2·50
1890	112,895,125	65,157,388	178,052,513	.....

The tax rate for 1899 was $2·00 per $1,000, which includes State school and State highway taxes of 50 cents each per $1,000, collected and re-distributed to towns on a basis of the number of schools and road mileage.

DEBT LIMITATIONS.—There appears to be nothing in the Constitution or in the Statutes of Vermont providing a general limit to the debt-making power of municipalities. Whatever in each case the Legislature authorizes, the city, town, county or other civil division can issue. Of course the purpose of the improvement must be of a public character. Railroad subscriptions by towns are authorized by Section 2760, chapter 132 of the Revised Statutes, the section being as follows:

SECTION 2760. A town may aid in the construction of a railroad organized under the general law by issuing bonds to and such railroad, by taking capital stock therein, or in such other manner as it directs-but the liability so assumed shall not exceed eight times the grand list of the town at the time. Such aid shall be given in the way provided in this chapter.

It will be noticed that this section contains a limit to the power granted of making subscriptions in aid of railroads—to wit: That the subscriptions shall not exceed eight times "the grand list." To evolve the "grand list" in Vermont, the authorities first prepare a schedule of all the property, real and personal, of each individual, with valuations entered at their real value in money, deducting debts owing; after this is done "the grand list" is made up by taking one per cent of that amount, according to Section 317, Chapter 25, of the Revised Statutes, which is as follows: "All taxable property shall be set in the list at one "per cent of its value in money on the first day of April of the year "in which the list is made."

Following Section 2760, above cited, which authorizes subscriptions in aid of railroads, are other sections describing the method in which

these subscriptions must be made, by calling a town meeting, voting, &c., &c. Then follows Section 2766, authorizing the issue of bonds.

SECTION 2766. Such town may issue bonds, with coupons payable semi-annually, at a rate of interest not exceeding seven per cent, to aid such road.

The only other *general* authority granted for the issue of bonds by municipal corporations in Vermont is that given for refunding outstanding bonds and notes. The Sections which grant this power are Sections 2769, 2775 and 2776, Chapter 132 of the Revised Statutes, Sections 2769 and 2776 are as follows:

SECTION 2769. A town which has outstanding and unpaid negotiable notes or bonds, issued to pay for stock subscribed to a railroad company, under any act of the general assembly, may issue other negotiable notes or bonds to pay or retire such outstanding notes or bonds.

SECTION 2,775. A town having outstanding and unpaid orders, notes, bonds or coupons, issued under any act of the Legislature, for the purpose of the erection of public buildings, or in aid of public improvements, or for the payment of soldiers' bounties, may issue other negotiable notes or bonds for the purpose of retiring the outstanding orders, notes, bonds and coupons, in the same manner that it may issue new notes or bonds to pay or retire outstanding notes or bonds issued in aid of a railroad; and the powers, restrictions, duties and liabilities of the town and town officers in the matter shall be the same as is provided by law in the case of the refunding by a town of town bonds issued in aid of a railroad; and the interest on such new notes or bonds shall be provided for in the same manner.

By Section 2776 municipal corporations other than towns have the same refunding powers granted them which are conferred upon towns by the two sections last above cited.

The only other section which we need quote is Section 2751 of Chapter 130, which names the objects for which towns may vote money. If money is appropriated for any other object, the Charter or a special statute must be looked to for the authority.

SECTION 2751.—Towns in town meetings may vote such sums of money as they judge necessary for the support of the poor; for laying out and repairing highways; for the prosecution and defense of the common rights and interests of the inhabitants, and for other necessary incidental town expenses.

POPULATION OF STATE.—According to the first census (1790) the population of Vermont was 85,425, of which 44,756 were males, 40,398 were females and 271 free colored. The total in 1800 was 154,465. Since that date each ten year aggregate is given below.

1890.....332,422	1860.....315,098	1830.....280,652
1880.....332,286	1850.....314,120	1820.....235,966
1870.....330,551	1840.....291,948	1810.....217,895

SAVINGS BANKS INVESTMENTS—PRIVILEGES AND RESTRICTIONS.—The provisions of law relating to savings banks are found in Chapter 174 of the Vermont statutes, Sections 4066 to 4131 inclusive, as amended from time to time. The first section having reference to investments is Section 4096, which treats of *real estate mortgages*. It authorizes the investment of 70 p.c. of the assets in such mortgages, one-sixth at least of which "shall be upon real estate in this State"—that is Vermont. A proviso adds that only 50 per cent of the assets may be invested in mortgages on real estate outside of Vermont. Sections 4097 and 4098 relate only to obtaining and paying for insurance. Section 4099 is as follows, and has reference to investment on *personal security*.

SECTION 4099—No loans or investments on personal security shall be made except upon at least two approved names, not less than two of whom reside in this State or within fifty miles of the institution making such investment, and such personal loans or investments shall not be for a longer time than one year; and not more than one-third of the assets of a savings bank, savings institution or trust company shall be invested in personal securities.

Section 4100 only covers a single point; that is to say it restricts to *five* per cent of the deposits the amount which a savings bank may invest in the lot and building for the transaction of its business, and adds that a revenue may be derived from portions of the building not required for the bank's use. The next section (Section 4101) covers the most important of the provisions relating to investments that are contained in the law. We give the section in full below. The separation into paragraphs and the figures in parenthesis which number and begin the paragraphs are our own.

SECTION 4101—With the foregoing exceptions, the moneys deposited in Savings' Banks, Savings' Institutions and Trust Companies, and the income therefrom, shall be invested only as follows:

(1.) In the public funds of the United States, or public funds for the payment of principal and interest of which the faith of the United States is pledged;

(2.) In the bonds or notes of the counties, cities, towns, villages and school districts of the New England States, New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois and Iowa;

(3.) In the stock of any national bank in the New England States, New York and the cities of Detroit, Chicago, St. Paul and Minneapolis; in the stock of any banking association or trust company incorporated under the authority of and located in this State;

(4.) In the municipal bonds, not issued in aid of railroads, of counties, cities and towns of five thousand or more inhabitants in the States of New Jersey, Wisconsin, Minnesota and Missouri, and in counties, cities and towns of ten thousand or more inhabitants in the States of Kansas, Nebraska, North Dakota, South Dakota, Oregon and Washington, but no investment shall be made in any of the counties, cities or towns in the States above named, except in cities of fifty thousand or more inhabitants, where the municipal indebtedness of such county, city or town *exceeds five per cent* of its assessed valuation, and when not issued in aid of railroads;

(5.) In the school bonds and independent school district bonds of New Jersey, Wisconsin, Minnesota and Missouri; and in the school bonds and independent school district bonds of school districts of two thousand or more inhabitants in the States of Kansas, Nebraska, North Dakota, South Dakota, Oregon and Washington, where the amount of such bonds issued does not exceed five per cent of the assessed valuation of the respective cities, towns and school districts.

(6.) In the public funds of any of the States named in this section; in notes with a pledge of any of the aforesaid securities, including deposit books or deposit receipts, issued by a savings bank, savings institution or trust company or banking association located in this State, as collateral, such notes not to exceed the par or market value of such security;

(7.) But no savings bank, savings institution or trust company shall hold, by way of investment or as security for loans, more than ten per cent of the capital stock of any one bank, nor invest more than ten per cent of its deposits, nor more than thirty-five thousand dollars in the capital stock of any one bank; and no such investments shall be made in the capital stock of any such banks, owned or loaned upon, to exceed in the aggregate one-fourth of the deposits of any savings bank, savings institution or trust company.

The amount of loan which can be made to one person or corporation, &c., is restricted by the next section, and we give it in full. It is as follows:

SECTION 4102—No savings bank, savings institution or trust company shall loan to any one person, firm or corporation, or the individual members thereof, more than five per cent of its deposits, nor more than thirty thousand dollars; nor shall such loan on personal security exceed ten thousand dollars.

We also give Section 4106 in full. It confers authority upon savings banks to make deposits on call in banks and trust companies in certain States and cities, and is as follows.

SECTION 4106.—The words "trust company" in this chapter shall be construed to include savings banks and trust companies. A savings bank, savings institution or trust company may deposit on call in banks, banking associations or trust companies in this State, or in the cities of New York, Boston or Chicago, or in national banks in the cities of St. Paul, Minneapolis and Kansas City, with or without interest, as may be agreed upon, sums not exceeding in the aggregate twenty per cent of the assets of such savings bank, savings institution or trust company.

Section 4107 enacts that savings banks may hold real estate acquired on foreclosure or otherwise taken to secure debt, but it must be sold within five years, &c. Section 4108 authorizes savings banks to demand and receive on loans 6 per cent interest.

CITIES, COUNTIES AND TOWNS IN THE STATE OF VERMONT.

NOTE.—*For places not given in alphabetical order among the following statements, see additional statements" at the end of this State.*

BARRE.—BURT H. WELLS, Treasurer.

This city is in Washington County.

LOANS—	When Due.
REFUNDING BONDS, 1896—	
4s, M&N, $15,000	May 1, 1906
4s, M&N, 15,000	May 1, 1911
4s, M&N, 15,000	May 1, 1916
4s, .., 57,500	1919
(Subject to call after 1914.)	
SEWER BONDS—	
4s, J&J, $75,000	July 1, 1909
SCHOOL BONDS—	
4½s, J&J, $18,000	July 1, 1911

WATER BONDS—	
4s, J&D, $165,000	
Temp'y loan July 1, 1900	$37,000
Total debt, 1900	338,444
Water debt (included)	165,000
Tax valuation 1899	3,550,102
Assessment about ⅔ actual value.	
Tax rate (per $1,000)	$26·70
Population in 1900 (est.)	8,300
Population in 1890	6,812

INTEREST on refunding bonds is payable at the National Bank of Redemption of Boston; on other bonds at National Bank of Barre.

BENNINGTON.—E. A. BOOTH, Clerk.

A shire town in Bennington County. (See "additional statements" for village of Bennington.)

LOANS—	When Due.
FUNDING NOTES—	
3¾s, ..., $30,000	April 3, 1902
REFUNDING BONDS—	
4s, J&J, $100,000	July 1, 1917
4s, ... 10,000	Jan. 1, 1901
Bonded debt Mch., 1900. $110,000	

Floating debt	$30,000
Assessed valuation, real	3,305,949
Assessed val't'n, pers'l	1,412,516
Total valuation, 1897	4,718,465
Tax rate (per M) 1899	$18·50
Population 1890	6,391
Population 1898 (est.)	8,000

BRATTLEBORO.—W. H. BRACKETT, Treas'r.

This town is in Windham County.

LOANS—	When Due.
BRIDGE BONDS—	
4s, J&J, $15,000	July 1, 1918
ROAD IMPV'T BONDS—	
4s, ... $4,000	1900-01
TOWN HALL BONDS—	
4s, J&J, $50,000	1909-19
Total debt Jan. 1, 1900	$69,000

Assessed valuat'ns, real	$2,822,210
Assessed valuations, p'l	1,763,875
Total valuations 1899	4,586,085
Assessment about ½ actual value.	
Total tax rate (per M) 1900	$17·60
Population in 1898 (est.)	7,000
Population in 1890	6,862

INTEREST on town-hall and bridge bonds is payable in New York; on other bonds in Brattleboro.

BURLINGTON.—{ROBERT ROBERTS, Mayor. L. C. GRANT, Treasurer.

This city is in Chittenden County.

LOANS—	When Due.
STREET IMPROVEM'T BONDS—	
4s, J&J, $20,000	July 1, 1915
4s, J&J, 40,000	July, 1917-'18
4s, J&J, 40,000	1914&1916
SCHOOL BONDS—	
4s, A&O, $37,000	Apr. 1, 1913
4s, J&J, 20,000	Jan. 1, 1914
4s, A&O, 25,000	Oct. 1, 1915
3½s, J&J, 85,000	July 1, 1923
3½s, J&D, 25,000	Dec. 1, 1924
REFUNDING BONDS—	
4s, J&J, $20,000	Jan. 1, 1913
4s, J&J, 15,000	Jan. 1, 1914
4s, A&O, 160,000	Apr. 1, 1931
(Subject to call after Apr. 1, 1911.)	

WATER BONDS—	
4s, J&J, $65,000	Jan. 1, 1919
REFUNDING WATER BONDS—	
4s, J&J, $160,000	Jan. 1, 1906
4s, J&J, 30,000	Jan. 1, 1914
Bond debt Feb. 1, '00.	$742,000
Floating debt	35,000
Total debt Feb. 1, 1900.	777,000
Sinking fund assets	196,359
Net debt Feb. 1, 1900	580,641
Assessed valuat'n '99	12,858,461
Assessm't about 80% actual value.	
Tax rate (per $1,000) 1899.	$15·00
Population in 1890 was	14,590
Population in 1900 (est.)	19,000

INTEREST on the refunding water bonds due in 1906 and on the refunding railroad bonds is payable at the Fourth National Bank, New York; on all other bonds at the office of the City Treasurer.

SINKING FUND—The sinking fund is invested in city bonds, and the interest amounts annually to about $6,000. In addition 5 per cent of the taxes, amounting to about $6,000, is annually appropriated to the sinking fund.

FAIR HAVEN.—Fair Haven is in Rutland County.

LOANS—	When Due.
WATER BONDS—	
4s, J&D, $24,000	1905
Subject to call after 1895.	

Bonded debt Feb. 1, 1900.	$22,000
Tax valuation 1899	1,187,600
Tax rate (per $1,000) 1899.	$19·50
Population in 1890 was	2,791

MIDDLEBURY.—Middlebury town, including the village of the same name, is situated in Addison County.

TOWN.

LOANS—	When Due.
4s, ..., $25,750	1900-1917
Bonded debt Feb. 1, 1900.	$25,750
Floating debt	5,861
Tax valuation, 1899	1,918,141
Total tax per $1,000 1899	$13·50
Population 1890	2,793

VILLAGE.

LOANS—	When Due.
Water 4s, $30,000	1921
Bonded debt Jan. 1, 1900.	$40,500
Floating debt	13,446
Tax valuation 1899	1,000,000
Tax rate (per $1,000) 1899.	$25·00
Population 1890	2,793

MONTPELIER.—

The city is situated in Washington County. On March 5, 1895, the town, village and school district were consolidated under a city charter.

LOANS—	When Due.
REFUNDING BONDS—	
3½s, ..., $40,000	Apr. 1, 1919
(Subject to call after 1904.)	
WATER BONDS—	
4s, J&J, $3,500	July 1, 1904
(Subject to call.)	
3s, A&O, $30,000	Subject to call.
4s, J&J, 17,000	1917
4s, J&J, 17,500	1917
4s, J&J, 15,000	1917

Bonded debt Feb. 1,'99.. $123,000
Floating debt..... 17,500
Total debt Feb. 1, 1899....140,500
Sinking fund assets.. 136,851
Tax valuation 1898.....4,606,947
Assessment about ¾ actual value.
Total tax (per $1,000) '98..$15·00
Value of water-wks. owned. 136,851
do real estate owned. 30,000
Population in 1890 was.....4,160
Population in 1899 (est.) 6,500

INTEREST on the $30,000 water loan is payable at Montpelier National Bank and upon the other loans at the Treasurer's office.

MORRISVILLE.—F. G. FLEETWOOD, Treasurer.

Is in Lamoille County.

LOANS—	When Due.
WATER & ELEC.-LIGHT BONDS—	
4s, F&A, $14,000	Feb. 1, 1905
4s, F&A, 10,000	Feb. 1, 1910
4s, F&A, 10,000	Feb. 1, 1915
4s, F&A, 10,000	Feb. 1, 1920
Bonded debt Jan. 1, 1900.	$49,000

Floating debt..... $4,700
Total debt Jan. 1, 1900... 53,700
Total valuation 1899 600,000
Assessment about ⅓ actual value.
Tax rate (per $1,000) '99. $18·50
Population in 1900 (est.). 1,609

INTEREST is payable at the Nat. Bank of Redemption, Boston.

PROCTOR.—This village is in Rutland County.

LOANS—	When Due.
4s, J&J, $49,000	Jan. 1, 1901-22
(Subject to call after 1900.)	
Bonded debt Feb. 1, 1900.	$49,000
Other debt.....	15,500
Total debt Feb. 1, 1900...	64,500

Tax valuation, real..... $940,000
Tax valuation, personal. 20,000
Total valuation 1899.... 960,000
Tot. tax rate (per $1,000) '99. $16·00
Population in 1897 (est.) 1,900
Population in 1890 was.....1,758

INTEREST is payable at Village Treasurer's office.

RUTLAND.—WILL. L. DAVIS, Treasurer.

This city is in a town and a county of the same name.

LOANS—	When due.
GENERAL DEBT—	
4s, J&J, $25,000	June, 1926
4g, M&N, 100,000*	May, 1924
4g, M&N, 50,000*	Nov., 1924
SCHOOL DEBT—	
5s, $2,000*	Dec. 1, 1900
4s, ..., $40,000*	1904 to 1919
($10,000 due every 5 yrs. in Nov.)	
4s, ..., $30,000*	May, 1925
4s, ..., 5,000	Nov., 1925
WATER DEBT—	
4g, M&N, $50,000*	May, 1924
4g, M&N, 65,000*	Nov., 1924
4s, ..., 2,000	Nov., 1925

LOANS—	When Due.
SEWER DEBT—	
4g, M&N, $25,000*	Nov., 1924
4g, M&N, 75,000*	May 1, 1926
REFUNDING WATER BONDS—	
3½s, ...$30,000*	Jan., 1929

Bonded debt Jan., 1900..$499,000
Floating debt..... 20,915
Total debt..... 519,915
Sinking fund, etc 37,909
Net debt, Jan. 1, 1900... 482,006
Total valuation 1899 ...7,152,837
Total tax rate (per M.), '99.$16·00
Population in 1890 was.... 8,239
Population in 1900 (est.)... 14,000

* Coupon.

INTEREST is largely payable at Nat. Bank of Redemption, Boston.

ST. ALBANS.—

This city is in Franklin County. This city was organized March 2, 1897, and comprises the most populous portion of the town of St. Albans. The town is a wholly separate municipality.

LOANS— NAME AND PURPOSE.	Interest. P. Ot.	Interest. Payable.	Principal. When Due.	Principal. Outstanding.
Town—Refunding bonds.	3½	J & J	$5,000 yearly on July 1.	$40,000
(The city's proportion is $35,221.)				
Town—Funding.... 1897	4	F & A	Feb. 1, 1908-14 $5,000 yearly.	35,000
City—Water bonds 1890	4	A & O	Oct. 1, 1900, to '09 $5,000 yearly.	50,000
do do '92	4	J & D	Dec., 1900-1907 $5,000 yearly.	58,000
do do '94		A & O	Oct. 1, 1900 '18. $2,000 yearly.	35,000
School Dist. bonds 1896	4	J & D	Dec. 30, 1900-'21 $1,000 yearly.	22,000

PAR VALUE.—The City 4s are for $500 and $1,000 each.

INTEREST is payable in Boston at National Bank of Redemption.

TOTAL DEBT, ETC.—City's total funded debt February 1, 1899, was $248,422; floating debt, $3,200; total debt, $251,422.

ASSESSED VALUATION.—City's assessed valuation (same as actual value) in 1898 was $3,502,901, including polls; tax rate (per $1,000) $22·00.

CITY PROPERTY.—The City owns its water works and two reservoirs, with a dual capacity of 240,000,000 gallons. In year 1898-99 cash water receipts were $16,984; operating expenses, $5,211

POPULATION.—Town's population in 1890 was 7,771; city's population 1899 (estimated), 6,500.

VERGENNES.—{DR. E. W. SHIPMAN, Mayor. J. A. HARRINGTON, Treasurer.

This city is situated in Addison County.

LOANS—	When Due.
WATER BONDS—	
4s, Aug. 1, $26,000	June 1, 1908
4s, Sept. 1, 20,000	Sept. 1, 1914
Floating debt.....	$20,000

Total debt Feb. 15, 1900. $66,000
Tax valuation, 1899..... 832,019
Assessment about ¾ actual value.
Tax rate (per $1,000) 1899. .16·50
Population in 1890 was.....1,773

Interest on bonds due in 1908 is paid by the City Treasurer; on those due in 1914 interest is paid in Boston.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding minor civil divisions in the State of Vermont having an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We add the population in 1890.

	Bonded debt.	Float'g debt.	Assessed valuation.	Tax rate.	Pop'l'n 1890.
Bennington, (V.) Benning. Co.	$40,000	$	$2,183,820	.....	3,971
Hardwick, (V.) Caledonia Co.	32,600	1,400	363,494	.....	600
Ludlow, (V.) Windsor Co.....	28,500	6,000	431,128	$21·50	1,081
Newport, (V.) Orleans Co....	40,000	12,000	1,022,653	12·50	1,730
Northfield, (V.) Wash'ton Co.	35,000	2,300	602,911	24·50	*1,500
Randolph, (V.) Orange Co...	17,000	....	1,000,000	11·00	1,634
Woodstock, (T.) Windsor Co.	11,700	14,208	2,869,856	15·50	2,545

* Later estimate of population.

State of Massachusetts.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - - - One of Original Thirteen
Total area of State (square miles) - - - - - 8,315
State Capital - - - - - - - - - Boston
Governor (term expires 1st Wed. Jan., 1901)-W. Murray Crane
Secretary of State (term exp. 3d Wed. Jan.. 1901) Wm. M. Olin
Treasurer (term expires 3d Wed. Jan., 1901) Edw. S Bradford
Auditor - - - - - - - - John W. Kimball

Legislature meets annually the first Wednesday in January, and sessions are not limited as to length of time.

HISTORY OF DEBT.—For history of the State debt see STATE AND CITY SUPPLEMENT of April, 1895, page 18. The debt at present is given in detail in the following table. All loans are payable, both principal and interest, in gold.

LOANS— NAME AND PURPOSE.	Interest. P. Ot.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Abolition of grade crossings..r	3½ g	M & N	Nov. 1, 1923	$1,000,000
do do c	3½ g	M & N	Nov. 1, 1923	3,500,000
do do r	3 g	M & N	Nov. 1, 1923	500,000
do do r	3½	M & N	May 1, 1928	1,500,000
do do r	3 g	M & N	May 1, 1929	1,500,000
Armory bonds, gold.....r	3 g	M & S	Sept. 1, 1918	830,000
do do do.....r	3 g	M & S	Sept. 1, 1920	55,000
do do do.....r	3 g	M & S	Sept. 1, 1921	95,000
do do do.....r	3 g	M & S	Sept. 1, 1922	100,000
do do do.....r	3 g	M & S	Sept. 1, 1923	110,000
do do do.....r	3 g	M & S	Sept. 1, 1925	150,000
do do do.....r	3	M & S	Mar., 1927	120,000
Fitchb. RR. securities, '93.c*&r	3½ g	F & A	Aug. 1, 1913	5,000,000
Harbor improvement.....	3½	.....	Jan., 1937	500,000
Highways, gold.....r	3½ g	A & O	Apr. 1, 1920	1,300,000
do do	3½	.....	April, 1927	700,000
do do	3½	A & O	Apr. 1, 1928	300,000
do do .....r	3 g	A & O	Apr. 1, 1929	400,000
Hospital loans. .....r	3 g	M & N	Nov. 1, 1925	10,000
do do .....r	3 g	M & N	Nov. 1, 1925	322,500
do do .....r	3 g	M & N	May 1, 1929	85,000
Medfield Insane Asylum, g, '94r	3½ g	A & O	Apr. 1, 1924	700,000
do do	3½ g	A & O	Apr. 1, 1915	300,000
do do	3½	.....	April, 1927	25,000
Massachusetts War loan '98-99	3	A & O	Apr. 1, 1928	1,175,000
Metropolitan sewer .....r	3 g	M & S	Jan. 1, 1930	5,835,000
do do	3 g	M & S	Mch. 1, 1935	500,000
do do	3½	.....	Jan., 1930	295,000
do do	3½	.....	Mar., 1935	335,000
do do .....r	3 g	M & S	July 1, 1939	1,000,000
do do .....r	3 g	M & S	Mar. 1, 1936	25,000
Parks (Metropolitan).....r	3½ g	J & J	Jan. 1, 1934	2,000,000
do do .....r	3½ g	J & J	Jan. 1, 1936	2,600,000
do do	3½	.....	Jan., 1937	2,400,000
do do	3½	J & J	July 1, 1938	1,100,000
do do ..1899.r	3 g	J & J	July 1, 1939	1,525,000
State House.....r	3 g	J & J	July 1, 1901	935,000
do .....r	3½ g	J & J	July 1, 1901	1,400,000
State House construction....r	3 g	A & O	Apr. 1, 1909	2,500,000
do do do ....r	3 g	A & O	Apr. 1, 1915	550,000
do do do ....r	3½g	A & O	Apr. 1, 1916	625,000
do do do	3	.....	April, 1917	125,000
do do do . r	3	.....	Apr. 1, 1918	50,000
Water loan (Metropolitan) '95	3½g	J & J	July 1, 1935	7,000,000
do do '97	3½g	J & J	July 1, 1935	6,000,000
do do '98	3½	J & J	Jan. 1, 1938	4,000,000
do do '99 .c	3 g	J & J	July 1, 1939	3,000,000
Temporary loan.....	3·10	.....	Nov. 15, 1900	1,000,000

PAR VALUE OF BONDS.—The coupon bonds are in $500 and $1,000 pieces and the registered $1,000 and upward.

INTEREST on all sterling bonds is payable by Baring Brothers, London; on all others at State Treasury, at Boston.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Massachusetts's total funded debt and the sinking fund.

	Mar. 15, 1900.	Jan. 1, 1900.	Jan. 1, '99.
Total funded debt.....	$63,877,500	$67,456,229	$59,786,229
Sinking funds, etc.....	12,687,238	15,767,137	15,194,152
Net debt.....	$51,190,262	$51,689,092	$44,592,076

ASSESSED VALUATION.—The State's assessed valuation has been as follows:

Years.	Real Estate.	*Personal Property.	Total.
1899.....	$2,247,094,547	$1,515,605,757	$3,762,700,304
1898.....	2,182,596,651	1,371,419,131	3,554,015,782
1897.....	2,117,888,637	1,340,093,517	3,457,982,154
1896.....	2,040,200,644	1,330,153,356	3,370,354,000
1895.....	1,964,834,106	1,304,518,417	3,269,352,523
1894.....	1,898,855,000	1,222,194,557	3,121,049,557
1893.....	1,839,663,813	1,072,007,533	2,911,671,346
1892.....	1,753,655,698	1,043,612,025	2,797,267,723
1890.....	1,600,137,807	1,013,077,330	2,613,215,137
1885.....	1,287,993,899	827,043,710	2,115,037,609
1880.....	1,111,160,072	816,695,358	1,927,855,430

* Includes, beginning with 1894, sundry small items not previously counted.

POPULATION OF STATE.—Massachusetts has the largest population of any of the New England States. In 1790 numbers were 378,787 and in 1800 422,845; in the next fifty years the increase was to 994,514, and the 1890 Census showed a total of 2,238,943.

1895.....	2,495,345	1870.....	1,457,351	1830.....	610,408
1890.....	2,238,943	1860.....	1,231,066	1820.....	523,159
1885.....	1,942,141	1850.....	994,514	1810.....	472,040
1880.....	1,783,085	1840.....	737,699		

DEBT LIMITATIONS.—There seems to be no provision in the Constitution of Massachusetts limiting the power of the Legislature to create State indebtedness, or limiting its power to authorize municipal indebtedness. Statutes general and special have, however, been passed on this subject with respect to Cities and Towns.

First among these Statutes needing mention we have Chapter 29 of the Revised or "Public Statutes." The important sections to be cited contained in Chapter 29 are as follows. We give only the substance of the sections, not the words.

SECTION 1—Provides that cities and towns shall not incur debt except in the manner and within the limitations prescribed in this chapter.

SECTION 2—Provides (as a preliminary for determining whether the limitation fixed by Section 4 has been reached by any municipality) that the water debt and the sinking funds shall be deducted from the total debt.

SECTION 3—Provides that the first 17 sections of chapter 29 shall not apply to debts incurred in aid of railroads, to water scrip issued under special statutes, or to indebtedness for a fire district.

SECTION 4—Provides that no city or town except as provided in the following section shall become indebted in an amount *which exceeds 3 per cent on the last preceding valuation* [but amended as noted below.]

SECTION 5—Provides that cities and towns which were indebted on the 13th day of June, 1875, to an amount not less than 2 per cent on valuation for that year may "increase such indebtedness to the extent "of an additional one per cent on that valuation and no more."

SECTION 6—Provides that cities, &c., "may by *ordinary vote* incur debts for tempory loans" in anticipation of the year's taxes and of the year's taxes next ensuing.

SECTION 7—Provides that other debts than those referred to in section 6 shall be incurred only by a vote of two-thirds of the voters present at a town meeting, of two-thirds of all the members of each branch of the city council, and approved by the Mayor; or if the Mayor disapproves, by another like vote after notice of such disapproval.

SECTION 8—Provides that debts incurred for water must be payable within 30 years; in constructing sewers within 20 years; all other debts within 10 years.

SECTIONS 9 to 17 inclusive, contain interesting provisions relating to sinking funds and other allied matters.

SECTION 18—Provides that any city which at a meeting of its voters has accepted by a two-thirds vote any act to supply said city with water, may by a vote of a majority of the members of each branch of the city council contract debts and issue bonds for the purpose.

SECTION 19—Provides that towns, &c., shall not increase their debt by subscriptions in aid of railroads beyond 3 per cent of valuation; *but the limitation* of this section shall not apply to temporary loans mentioned in Section 6.

SECTIONS 20 to 23, which are the final ones of Chapter 29, have no reference to the subject we are discussing and need not be cited.

As the reader has seen, the foregoing (Section 4, Chapter 29) fixes the *general* debt limitation for cities and towns *at 3 per cent.*

This general limitation was lowered by a later law. The provision is found in Chapter 312, Section 2 of the Laws of 1885, which provision reduces the general debt limitation of cities from 3 per cent to 2½ *per cent* on the average valuation for the preceding three years. Worcester, Lynn, Gloucester and Brockton are in the same Section exempted from the operation of the Section until January 1, 1889—later than 1889 the only exemptions we find in the Statutes are special in their purpose, not general. In 1893, however, authority was given for an addition of ½ per cent, to provide public playgrounds—that is to say, under Chapter 225, Laws of 1893, any town or city (except Boston) may incur an indebtedness of ½% of the assessed valuation beyond the limit of indebtedness for playgrounds.

The temporary loans provision, as it appears above in Section 6 (Chapter 29), is also changed by Section 4, Chapter 312, by omitting "and of the year next ensuing;" so that at present cities and towns by *ordinary vote* can incur debts for temporary loans in anticipation of the taxes of the year *only* in which such debts are incurred.

Temporary loans (for a term not exceeding one year) in anticipation of money to be derived from an issue of bonds or other form of indebtedness, duly authorized, are provided for by a statute approved June 14, 1898. The same Act states that the time within which said bonds etc., shall become due shall not be extended by reason of said tempor' ary loan.

The foregoing statements cover all the material facts general in their application passed with respect to debt limitation. In addition to these General Provisions there are various Special Laws which contain *exceptions* to the general law as to debt limitation, which apply to Boston, Cambridge, Lynn, Newburyport, Waltham, Worcester, &c., &c.

SAVINGS BANK INVESTMENTS—POWERS AND RESTRICTIONS.—The provisions regulating the investments and loans of savings banks and institutions for savings in Massachusetts are contained in Section 21, Chapter 317, acts of 1894, and amendments thereof. All the provisions have been compiled by the Commissioners of Savings Banks, and we cannot do better than to give their compilation, which we do below in full. In 1899 the authority to purchase railroad bonds was materially broadened. The amendment is included in the provisions below.

Massachusetts savings bank deposits and the income derived therefrom shall be invested only in manner following, to-wit:

Public Funds.—*Aggregate of Investments Unlimited.*—
Bonds of the United States.
Bonds of any of the New England States.
Bonds of the States of New York, Illinois, Pennsylvania, Ohio, Indiana, Iowa, Wisconsin, Michigan, Minnesota, Missouri and of the District of Columbia.
Bonds or notes of any county, city or town of this Commonwealth.
Bonds or notes of incorporated districts in Massachusetts whose net indebtedness* does not exceed five per cent of the last preceding valuation of the property therein for the assessment of taxes.
Bonds or notes of any city of the States of Maine, New Hampshire, Vermont, Rhode Island or Connecticut whose net indebtedness* does not exceed five per cent of the last preceding valuation of property therein for the assessment of taxes.
Bonds or notes of any county or town of the States of Maine, New Hampshire, Vermont, Rhode Island or Connecticut whose net indebtedness* does not exceed three per cent of the last preceding valuation of property therein for the assessment of taxes.
Bonds issued for municipal purposes, and refunding bonds issued to take up at maturity bonds which have been issued for other than municipal purposes, but on which the interest has been fully paid, of any city of the States of New York, Ohio, Illinois, Pennsylvania, Indiana, Michigan, Iowa, Minnesota, Missouri and Wisconsin, having at the date of such investment more than 30,000 inhabitants, as established by the last national or State census (or city census certified to by the city clerk or treasurer of said city, and taken in the same manner as a national or State census preceding such investment), and whose net indebtedness* does not exceed five per cent of the last preceding valuation of property therein for the assessment of taxes.

Railroad Bonds and Notes.—*Aggregate of Investments Unlimited*
First mortgage bonds of any railroad company incorporated under the authority of any of the New England States whose road is located wholly or in part therein, which is in possession of and operating its own road, and which has earned and paid regular dividends of not less than 3 per cent per annum on all its issues of capital stock for the two years next preceding such investment; or in the first mortgage bonds, guaranteed by such railroad company, of any railroad company so incorporated whose road is thus located.
First mortgage bonds of any railroad company incorporated under the authority of any of the New England States and whose road is located wholly or in part in the same, and has earned and paid regular dividends of not less than 3 per cent per annum for the two years next preceding such investment on all its issues of capital stock, notwithstanding the road of such company may be leased to some other railroad company.
Bonds or notes of any railroad company incorporated under the laws of this Commonwealth, whose road is located wholly or in part therein, unencumbered by mortgage, which has paid a dividend of not less than five per cent per annum for two years next preceding such investment.
Street railway companies shall not be considered railroad companies within the meaning of this section.
Bonds and notes of the New York New Haven & Hartford Railroad Company, issued according to law, notwithstanding the existence of a mortgage indebtedness not matured upon the whole or a part of the road of said railroad company.
Bonds or notes of the Old Colony Railroad Company, issued according to law, notwithstanding the mortgages on that part of its road formerly belonging to the Boston Clinton Fitchburg & New Bedford.
Bonds and notes of the Fitchburg Railroad, issued according to law.
Bonds and notes of the Boston & Lowell Railroad Corporation, issued according to law, notwithstanding the mortgages on that portion of its road formerly belonging to the Salem & Lowell and Lowell & Lawrence.
First mortgage bonds of the Concord & Montreal Railroad, notwithstanding such company be formed by the union of two or more companies only one of which has paid regular dividends for the two years next preceding such investment on all its issues of capital stock, and notwithstanding the mortgage indebtedness existing on that part of its road formerly belonging to the Boston Concord & Montreal Railroad: *provided, however,* that said bonds shall be issued in whole or in part to renew and refund said existing first mortgage indebtedness, and that an amount of such bonds equal at the par value to the amount of such existing mortgage indebtedness shall, by the terms of the mortgage securing the same, be made applicable exclusively to the payment of such existing mortgage indebtedness and, for the purpose of securing such payment at the maturity of the same, shall be deposited with and held by such trust company, incorporated under the laws of this Commonwealth and doing business in the city of Boston, as may be approved by the board of commissioners of savings banks.
In the bonds of the Maine Central Railroad Company known as consolidated mortgage bonds, notwithstanding the existence of a mortgage indebtedness not matured upon the whole or a part of the road of said railroad company: *provided, however,* that said bonds be issued in whole or in part to renew and refund said existing first mortgage indebtedness, and that an amount of such bonds equal at the par value to the amount of such existing mortgage indebtedness shall, by the terms of the mortgage securing the same, be made applicable exclusively to the payment of such existing mortgage indebtedness; and for the purpose of securing such payment at the maturity of the same, said bonds shall be deposited with and held by such trust company, incorporated under the laws of this Commonwealth and doing business in the city of Boston, as may be approved by the board of commissioners of savings banks.
Bonds or notes of the Boston & Maine Railroad, issued according to law, notwithstanding any mortgages on that part of its railroad, franchises and property formerly belonging to the Eastern Railroad Company, the Eastern Railroad in New Hampshire or the Portsmouth Great Falls & Conway Railroad.
Bonds of the New York & New England Railroad Company issued according to law, and for the payment of the principal and interest of which first mortgages, made as provided in chapter three hundred and one of the acts of the year eighteen hundred and eighty-eight are held as collateral security under an indenture of trust duly made and entered into for that purpose: *provided,* that the amount of the bonds so issued shall not exceed the amount of the mortgages so held in trust, and that no one of said mortgages shall exceed in amount sixty per cent of the value of the real estate thereby mortgaged; and no investment in said bonds shall be made by any such corporation except upon the report of not less than two members of the board of investment, who shall certify to the value of the premises covered by each of said mortgages according to their best judgment, and such report shall be filed and preserved with the records of the corporation.
When the first mortgage indebtedness to the amount of three hundred and fifty thousand dollars, now existing upon that portion of the railroad of the Boston Revere Beach & Lynn Railroad Company lying between Boston and Lynn in this Commonwealth, and maturing on the fifteenth day of July in the year eighteen hundred and ninety-seven, shall have been discharged, savings banks and institutions for savings in this Commonwealth may invest their deposits and the income derived therefrom, in the bonds of said company issued according to law, notwithstanding the existence of the present mortgage indebtedness, not matured, upon that part of its railroad, franchise and property, formerly belonging to the Boston Winthrop & Shore Railroad Company.
In the legally-authorized bonds of the New York Central & Hudson River Railroad Company, of the Michigan Central Railroad Company, of the Lake Shore & Michigan Southern Railway Company, of the Illinois Central Railroad Company, of the Pennsylvania Railroad Company, of the Delaware Lackawanna & Western Railroad Company, of the Chicago Burlington & Quincy Railroad Company, of the Chicago & North Western Railway Company and of the Delaware & Hudson Canal Company: *provided* that all such bonds shall be secured by a first mortgage of the whole or a part of the railroad and railroad property actually in the possession of and operated by such company; and provided further that each railroad whose bonds are hereby authorized for investment shall have earned and paid regular dividends on all its issues of capital stock of not less than four per cent each fiscal year for the ten years next preceding such investment, and that such capital stock shall equal or exceed in amount one-third of the par value of all its bonded indebtedness.
In the legally-authorized bonds of any railroad company incorporated under the authority of the States of New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois or Iowa, whose road is located wholly or in part in the same, and has earned and paid regular dividend of not less than four per cent per annum on all its issues of capital stock for the ten years preceding such investment: *provided* said bonds be secured by a first mortgage of the whole or a part of the railroad and railroad property of such company, and be guaranteed, both principal and interest, by one or more of the companies named in the first clause of this Act.

By the provisions of Section 4 of Chapter 516 of the Acts of 1896, incorporating the Boston Terminal Company, savings banks and institutions for savings were authorized to invest in the mortgage bonds of that company.

Bank Stock.—*Thirty-five per cent of deposits, both as loans and investments.*—Stock of any bank incorporated under the authority of this Commonwealth.
Stock of any national bank located in any of the New England States.
Stock of any trust company, or safe deposit and trust company, incorporated under the laws of and doing business within this Commonwealth, as provided for in chapter four hundred thirteeen of the acts of the year eighteen hundred eighty-eight, or of those trust companies, or safe deposit and trust companies, incorporated as such by special charters granted under the laws of and doing business within this Commonwealth, whose special charters require them to provide

the same security as prescribed in sections thirteen and fourteen of said chapter four hundred thirteen.

Holdings, by way of investment or as security for loans, in the stock of any one bank, trust company, or safe deposit and trust company not to exceed three per cent of deposits nor more than $100,000, *nor an amount exceeding one-quarter of the capital stock thereof.*

Real Estate for Banking Purposes.—*Five per cent of deposits but not exceeding* $200,000.—For the purpose of a site and the erection or preparation of a suitable building for the convenient transaction of its business.

Real Estate by Foreclosure.—May hold real estate acquired by foreclosure or otherwise; same to be sold within five years after the title is vested in the corporation. Commissioners may in certain cases, upon petition of the board of investment, grant an additional time within which such real estate shall be sold. See Chapter 77, Acts of 1886.

Loans on Real Estate.—*Seventy per cent of whole amount of deposits.*—First mortgages on real estate situated in this Commonwealth, to an amount not exceeding sixty per cent of the valuation thereof, no loan to be made except upon report of not less than two members of the board of investment, who shall certify to the value of the premises to be mortgaged, such report to be filed and preserved with the records of the corporation.

Loans on Personal Security.—*Thirty-three and one-third per cent of deposits and income.* Bonds or other personal securities, payable and to be paid at a time not exceeding one year, with at least two sureties, if principal and sureties are all citizens of and resident in this Commonwealth, provided that the total liabilities to any such corporation of any person, partnership, company or corporation for money borrowed upon personal security, including in the liabilities of a partnership or company the liabilities of the several members thereof, shall at no time exceed five per cent of such deposits and income.

Loans on Railroad Stock —*Aggregate of investments unlimited* —Notes of citizens of this Commonwealth, with pledge as collateral of the stock of any railroad company incorporated under the authority of any of the New England States whose road is located wholly or in part therein, which is in possession of and operating its own road, and which has earned and paid regular dividends of not less than five per cent per annum on all issues of its capital stock for five years next preceding the date of such note or notes or any renewal thereof, at no more than seventy-five per cent of the market value thereof, such note or notes to be made payable on demand and to be paid or renewed within one year of the date thereof.

Note or notes of any citizen of this Commonwealth, with a pledge as collateral of shares of the capital stock of the Boston & Lowell Railroad Corporation; of the Boston & Providence Railroad Company; of the Connecticut River Railroad Company, and of the Old Colony Railroad Company, notwithstanding the road of each of said companies may be leased to some other railroad company; such note or notes not to exceed in any case seventy-five per cent of the market value of the securities pledged, and to be made payable on demand, and to be paid or renewed within one year of the date thereof.

Street railway companies shall not be considered railroad companies within the meaning of this section.

Loans on Public Funds—*Aggregate of Investments Unlimited*—Notes of any citizen of this Commonwealth, with pledge of the bonds of the United States; any of the New England States; State of New York; bonds or notes of any city, county or town of this Commonwealth; bonds or notes of any city of the States of Maine, New Hampshire, Vermont, Rhode Island or Connecticut whose net indebtedness* does not exceed five per cent of the last preceding valuation of property therein for the assessment of taxes; bonds or notes of any county or town thereof whose net indebtedness* does not exceed three per cent of such valuation.

Loans not to exceed the par value of the securities pledged.

Notes of any citizen of this Commonwealth, with a pledge as collateral of the bonds of the States of Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Missouri and of the District of Columbia; of any city of the aforesaid States and the State of New York, issued for municipal purposes, and refunding bonds issued to take up at maturity bonds which have been issued for other than municipal purposes, but on which the interest has been fully paid, which has at the date of such investment more than 30,000 inhabitants, as established by the last national or State census, or city census taken in the same manner as a national or State census, whose net indebtedness* does not exceed five per cent of the last preceding valuation of the property therein for the assessment of taxes.

Loans not to exceed eighty per cent of the market value of the securities pledged.

Loans on Railroad Bonds.—*Aggregate of Investments Unlimited.* —Notes of any citizen of this Commonwealth, with a pledge as collateral of any of the following securities, viz.: First mortgage bonds of any railroad company incorporated by any of the New England States, whose road is located wholly or in part therein, which is in possession of and operating its own road, and which has earned and paid regular dividends of not less than 3 per cent per annum on all its issues of capital stock for two years next preceding such investment.

First mortgage bonds, guaranteed by such railroad company, of any railroad company so incorporated, whose road is thus located.

Bonds or notes of any railroad company incorporated under the laws of this Commonwealth whose road is located wholly or in part in the same, which is unencumbered by mortgage, and which has paid a dividend of not less than five per cent per annum for two years next preceding such investment.

First mortgage bonds of any railroad company incorporated under the authority of any of the New England States and whose road is located wholly or in part in the same, and has earned and paid regular dividends of not less than 3 per cent per annum for the two years next preceding such investment on all its issues of capital stock, notwithstanding the road of such company may be leased to some other railroad company.

Bonds and notes of the New York New Haven & Hartford Railroad.

Bonds or notes of the Old Colony Railroad Company.

Bonds or notes of the Fitchburg Railroad Company.

Bonds or notes of the Boston & Lowell Railroad Corporation.

First mortgage bonds of the Concord & Montreal Railroad, notwithstanding such company be formed by the union of two or more companies, only one of which has paid regular dividends for the two years next preceding such investment on all its issues of capital stock, and notwithstanding the mortgage indebtedness existing on that part of its road formerly belonging to the Boston Concord & Montreal Railroad: *provided, however*, that said bonds shall be issued in whole or in part to renew and refund said existing first mortgage indebtedness, and that an amount of such bonds equal at the par value to the amount of such existing mortgage indebtedness shall, by the terms of the mortgage securing the same, be made applicable exclusively to the payment of such existing mortgage indebtedness and, for the purpose of securing such payment at the maturity of the same, shall be deposited with and held by such trust company, incorporated under the laws of this Commonwealth and doing business in the city of Boston, as may be approved by the board of commissioners of savings banks.

In the bonds of the Maine Central Railroad Company known as consolidated mortgage bonds, notwithstanding the existence of a mortgage indebtedness not matured upon the whole or a part of the road of said railroad company: *provided, however*, that said bonds be issued in whole or in part to renew and refund said existing first mortgage indebtedness, and that an amount of such bonds equal at the par value to the amount of such existing mortgage indebtedness shall, by the terms of the mortgage securing the same, be made applicable exclusively to the payment of such existing mortgage indebtedness; and for the purpose of securing such payment at the maturity of the same, said bonds shall be deposited with and held by such trust company, incorporated under the laws of this Commonwealth and doing business in the city of Boston, as may be approved by the Board of Commissioners of Savings Banks.

Bonds or notes of the Boston & Maine Railroad, issued according to law, notwithstanding any mortgages on that part of its railroad, franchises and property formerly belonging to the Eastern Railroad Company, the Eastern Railroad in New Hampshire or the Portsmouth Great Falls & Conway Railroad.

First mortgage bonds of the Boston Terminal Company.

In the notes of any citizen of the Commonwealth with a pledge as collateral of any of the securities mentioned above under Railroad Bonds and Notes in the two paragraphs next to the last.

Loans not to exceed the par value of the securities pledged.

Loans on Bank Stock.—*Thirty-five per cent of deposits both as loans and investments.*—Notes of any citizen of this Commonwealth, with a pledge as collateral of the stock of any bank incorporated by this Commonwealth; or the stock of any national bank located in any of the New England States; or the stock of any trust company, or safe deposit and trust company, incorporated under the laws of and doing business within this Commonwealth, as provided for in chapter four hundred thirteen of the acts of the year eighteen hundred eighty-eight, or of those trust companies, or safe deposit and trust companies, incorporated as such by special charters granted under the laws of and doing business within this Commonwealth, whose special charters require them to provide the same security as prescribed in sections thirteen and fourteen of said chapter four hundred thirteen.

Loans to be made at no more than eighty per cent of the marketvalue of the stock pledged, and not exceeding the par value thereof.

Holdings, by way of investment or as security for loans, in the stock of any one bank, trust company, or safe deposit and trust company, not to exceed three per cent of deposits, nor more than $100,000, *nor an amount exceeding one-quarter of the capital stock thereof.*

Loans to Depositors—*Aggregate of Investments Unlimited.*—Personal notes of depositors in the corporation, but not exceeding one-half of the amount of his deposit to a depositor, with pledge of deposit and book of such depositor as collateral security.

Deposits in Banks.—*Aggregate of Investments Unlimited.*—May deposit sums of money, on call, in any bank incorporated under the laws of this Commonwealth, or in any national bank located in any of the New England States, or in any trust company, or safe deposit and trust company, incorporated under the laws of and doing business within this Commonwealth, as provided for in chapter four hundred thirteen of the acts of the year eighteen hundred eighty-eight, or in those trust companies, or safe deposit and trust companies, incorporated as such by special charters granted under the laws of and doing business within this Commonwealth, whose special charters require them to provide the same security as prescribed in sections thirteen and fourteen of said chapter four hundred thirteen, to an amount not exceeding five per cent of total deposits in any one such bank or company, but such deposits shall not exceed in amount twenty-five per cent of the capital stock and surplus of such depositary.

* The term "net indebtedness" used of city, town or district in any statute limiting or regulating the investment of the deposits in savings banks and trust companies, or other like funds, shall be construed to denote the indebtedness of such city, town or district omitting the debt created for supplying the inhabitants with water, and deducting the amount of sinking funds available for the payment of such indebtedness

CITIES, COUNTIES AND TOWNS IN THE STATE OF MASSACHUSETTS.

NOTE.—*For places not given in alphabetical order among the following statements, see "additional statements" at the end of this State.*

The gross interest-bearing debt of all municipalities of the State was $176,203,235 on May 1, 1899, at an average interest rate of about 4 per cent. The amount raised by taxation for interest alone in 1899 was estimated at $7,048,129.

The following table shows the aggregate assessed valuation as returned by the local assessors, the aggregate net debt of all the municipalities of the State, and the percentage of the same, for the years indicated:

Year.	Aggregate Valuation.	Aggregate Net Debt.	Percentage.
1899	$2,876,021,222	$128,051,487	4·4
1898	2,764,242,784	121,385,139	4·3
1897	2,702,328,054	115,798,889	4·2
1896	2,622,520,278	104,702,875	3·9
1895	2,542,348,993	98,511,920	3·8
1894	2,471,521,505	87,786,918	3·5
1893	2,428,339,029	80,125,652	3·2
1892	2,333,025,090	76,483,323	3·2
1891	2,245,042,273	73,066,660	3·2
1890	2,154,134,626	70,742,786	3·2
1885	1,782,349,143	63,306,213	3·5
1880	1,584,756,802	68,512,929	4·3
1875	1,840,792,728	71,784,006	3·8
1871	1,497,351,686	39,421,298	2·6

ABINGTON.—G. R. FARRAR, Treasurer.

This town is in Plymouth County.

LOANS—	When Due.
WATER LOAN—	
4s, May, $85,000	May 1, 1900 to
($5,000 due yearly)	May 1, 1916
4s, Jan., $16,000	Jan. 1, 1901 to
($1,000 due yearly)	Jan. 1, 1918
4s, M&N, $3,000	May 1, 1926
4s, May, 11,000	1917 to '25
4s, ..., 3,000	1928

Bonded debt Jan. 1, 1900	$125,000
Floating debt	34,910
Total debt Jan. 1, 1900	159,910
Tax valuation 1899	2,316,341
Prop'ty is assessed at actual value.	
Total tax (per $1,000) '99	$21·70
Population in 1900 (est.)	4,600
Population in 1890 was	4,260

INTEREST is payable in Boston at the National Bank of Redemption.

ADAMS.—This town is in Berkshire County.

NOTES—	When Due.
4s, A&O, $20,000	Oct. 3, 1902-05
....., 8,500	1900
....., 6,500	Oct. 1, 1901
....., 40,000	Oct 6, 1906
....., 7,000	Oct 3, 1907
ADAMS FIRE DIST. WAT. BONDS	
5s, A&O, $70,000	Oct., 1901-14
4s, A&O, 30,000	Oct., 1909-14

ADAMS FIRE DIST. WAT. BDS.—Con.	
4s, A&O, $7,500	Oct. 4, 1904
Town debt Mar. 1, 1900	$82,000
Fire district debt (add'l)	107,500
Tax valuation 1899	4,636,277
Total tax (per $1,000) 1899	$19·50
Population in 1895 was	7,837
Population in 1890 was	9,213

AGAWAM.—J. W. Hastings, Treasurer.

Agawam is in Hampden County.

LOANS—	When Due.
Town Notes for Schools, Roads, Bridges—	
6s, March, $2,000	On demand.
4s, J & D, 25,000	June 1, 1914
4s, J & D, 800	On demand.
4s, J & D, 5,000	1900-1904
($1,000 due yearly on June 1.)	
4s, J & D, $5,000	June 1, 1905
4s, J & D, 1,000	1909
Total debt Feb. 1, 1900	$38,800

Sinking fund	$6,034
Net debt Feb. 1, 1900	32,766
Tax valuation, real	1,177,990
Tax valuation, personal	169,710
Total valuation 1899	1,347,700
Property assessed at actual value.	
Tax (per $1,000), 1900	$15·20
Population in 1900 (est)	2,500
Population 1890 was	2,352
Population 1880 was	2,216

INTEREST on notes due in 1914 is paid in Boston; on those due on demand at Agawam; on all others at Springfield.

AMESBURY.—PORTER SARGENT, Treasurer. N. E. COLLINS, Clerk.

Amesbury township is in Essex County.

LOANS—	When Due.
Funding Bonds:	
4s, J&J, $71,000	1902-1912
($23,000 in 1902, $23,000 in 1907, $25,000 in 1912).	
T'l bond. debt Jan. 1,'00.	$141,000
Floating debt	30,000
Total debt Jan. 1, 1900	171,000
Sink. fund assets	84,000

Net debt Jan. 1, 1900	$87,000
Tax valuation, real	4,073,456
Tax valuation, personal	1,078,975
Total valuation, 1899	5,152,431
Assessment about 4/5 actual value.	
Total tax rate (per M.) 1899	$17·50
Population in 1900 (est.)	10,000
Population in 1890 was	9,798

AMHERST.—C. H. Edwards, Treasurer.

This town is in Hampshire County.

LOANS—	When Due.
Railroad Bonds—	
4½s, J&J, $13,000	Nov. 7, 1901
Refunding Bonds—	
4s, g., J&J, $50,000	Jan. 1, 1920

Total debt Feb. 15, 1899	$105,000
Total valuation 1899	3,176,043
Assessment about actual value.	
Total tax (per $1,000) 1899	$17·00
Population in 1895 was	4,794
Population in 1890 was	4,512

ANDOVER.—GEO. A. PARKER, Treasurer. ABRAHAM MARLAND, Clerk.

This town is in Essex County.

LOANS—	When Due.
Sewer Bonds—	
4s, J&D, $80,000	June 1, 1903
($10,000 in 1903, $20,000 in 1908 and 1913 and $30,000 in 1928.)	
3½s, A&O, $30,000	Oct. 1, 1904
Water Bonds—	
4s, M&N, $95,000 ($5,000 due yearly)	Nov. 1, 1900 to Nov. 1, 1918
4s, M&N, $15,000	Nov. 1, 1919
4s, J&D, 10,000	June 1, 1922
4s, J&D, 10,000	June 1, 1923

Water Bonds.—Con.	
4s, J&D, $15,000	June 1, 1925
4s, J&D, 5,000	June 1, 1928
Park Notes—	
— — $8,500	1901-1905
Bonded debt Jan. 1, 1900	$260,000
Floating debt	36,500
Total debt	296,500
Sinking fund	16,153
Net debt Jan. 1, 1900	280,347
Tax valuation 1899	5,110,982
Real valuation (est.)	5,500,000
Tax rate (per $1,000) 1899	$16·00
Population in 1895 was	6,148

INTEREST is payable at the Nat. Bank of Commonwealth, Boston.

ARLINGTON.—B. Delmont Locke, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
High School Loan—	
4s, M&N, $64,600	Nov. 1, 1913
4s, ... 30,800	Nov. 1, 1906
Sewer Bonds 1896—	
4s, J&D, $100,000	June 1, 1936
4s, ... 10,500	On demand
Water Works—	
4s, J&J, $91,000	Jan. 1, 1912
4s, J&J, 92,000	Jan. 1, 1922
4s, A&O, 92,000	Apr. 1, 1924
4s, A&O, $5,000	Oct. 1, 1926
4s, A&O, 15,000	Oct 1, 1928
4s, A&O, 10,000	Oct. 1, 1927
4s, A&O, 10,000	Oct. 1, 1925

Other debts	$6,416
Total debt Sept. 1, 1899	527,316
Tax valuation 1899	8,843,061
Tax rate (per $1,000) 1899	$17 70
(Assessment at actual value.)	
Population in 1899 (est.)	8,000
Population in 1890 was	5,629

ATHOL.—HENRIE C. FAY, Treasurer. GEORGE HARRIS FOYE, Clerk.

This town is situated in Worcester County.

LOANS—	When Due.
Old Debt—	
4½s, J&J, $22,500	Oct. 1, 1900
(Part due yearly) to Oct. 1, 1905	
School Loans—	
4s, A&O, $23,500	Oct. 1, 1900
(Part due yearly) to Oct. 1, 1904	
Sch., St. Imp. & F. Al'm Lo'n (Notes)	
4s, A&O, $8,400	Oct. 1, 1900
(Part due yearly) to Oct. 1, 1905	
Refunding Loan—	
3¾s, A&O, $9,250	1900-1908
3½s, ..., 9,550	Oct. '06 to '10

Sewer Loan (outside debt limit.)	
4s, J&J, $50,000	July 1, 1924
Engine House—	
4½s & 4s, A&O, $4,500	Oct. 1, 1900
($1,500 due yearly) to Oct. 1, 1902	
4s, A&O, $9,450	Oct. 1, 1900
($1,350 due y'ly) ....to Oct. 1, 1906	
Total debt Feb. 1, 1900	$152,150
Tax valuation 1899	4,133,795
Tax rate (per M) '99	$18·90
Population in 1895 was	7,360
Population in 1890 was	6,319

The sewer loan is secured by sinking fund.

INTEREST is payable in Boston, Worcester, Greenfield and Athol.

ATTLEBOROUGH.—J. T. Bates, Treasurer.

Attleborough, which is in Bristol County, was divided July 30, 1887, and the outstanding bonded debt of $100,000 was apportioned $62,930 (since paid) to Attleborough and $27,802 to No. Attleborough, which see.

LOANS—	When Due.
Town Bonds—	
4s, J&J, $50,000	Jan. 1, 1906
Water Bonds—	
7s, J&J, $40,000	Jan. 1, 1904
4s, A&O, 20,000	Oct. 1, 1902
4s, A&O, 20,000	Oct. 1, 1912
4s, M&S, 12,000	Sept. 1, 1915
4s, J&J, 20,000	Jan. 1, 1919
4s, J&J, 18,000	Jan. 1, 1921
4s, A&O, 25,000	Oct. 1, 1922
4s, J&J, 35,000	July 1, 1923
4s, J&J, 40,000	July 1, 1924
4s, J&J, 25,000	July 1, 1926
4s, J&J, 10,000	July 1, 1927
4s, J&J, 13,000	July 1, 1928

Water Bonds—(Con.)	
3½g, J&J. $15,000	July 1, 1929
Bonded debt Jan. 1, 1900.	$343,000
Floating debt	47,000
Total debt Jan. 1, 1900	390,000
Sinking fund assets	74,893
Net debt Jan. 1, 1900	315,107
Net water dbt (incl. above)	293,000
Water debt sinking fund (incl. above)	51,666
Tax valuation, real	5,055,937
Tax valuation, personal	1,335,031
Total valuation 1899	6,390,968
Total tax per $1,000 1899	$17·00
Population in 1895 was	8,288
Population in 1890 was	7,577

AYER.—E. D. Stone, Treasurer.

This town is situated in Middlesex County.

LOANS—	When Due.
School House Loan (Notes)—	
4s, var., $4,685	1900-1903
Water Debt (Notes)—	
4s, F&A, $6,000	1903
4s, F&A, 10,000	1908
4s, F&A, 15,000	1913
4s, F&A, 24,000	1918
Interest payable at Ayer.	

Tot. bond. debt Feb. 1, 1900.	$69,865
Water debt (incl above)	65,000
Assessed valuation 1898.	1,450,329
Total tax (per $1,000) 1899.	$15·40
Population in 1895 was	2,101
Population in 1890 was	2,148

BELMONT.—W. L. Chenery, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
Refund'g and School House—	
4½s, A&O, $5,000	Oct. 1, 1900
($2,500 due yearly) to Oct. 1, 1901	
School House and St. Bonds—	
4½s, A&O, $2,000	Oct. 1, 1900
($1,000 due yearly) to Oct. 1, 1901	
4s, M&S, $2,000	Mch. 1, 1901
($1,000 due yearly) to Mch. 1, 1902	
4s, J&D, $4,050	Dec. 1, 1900
($1,350 due yearly) to Dec. 1, 1902	
4s, J&D, $40,000	June 1, 1917
Sewer Loan—	
4s, M&N, $18,000	Nov. 1, 1924
4s, J&J, 9,000	July 1, 1926
4s, J&D, 6,000	June 1, 1927
Street & Fire Dept. Loan—	
4s, J&D, $3,300	June 1, 1900
($500 y'rly to 1905; $300 in 1906.)	
4s, A&O, $25,000	Oct. 1, 1908
4s, J&D, 5,'00	June, '00, to '09
Electric Light Bonds—	
4s, J&D, $14,000	June 1, 1928

Fire Dept. Bonds—	
4s, J&D, $9,000	June 1, '00, to '17
Water Loans—	
4s, F&A, $14,000	Aug. 1, 1900
($1,750 due y'rly) to Aug. 1, 1907	
4s, J&D, $5,000	June 1, 1900
($500 due yearly) to June 1, 1909	
4s, F&A, $8,000	Aug. 1, 1925
4s, J&J, 6,000	July 1, 1926
4s, J&D, 5,000	Dec. 1, 1926
4s, J&D, 7,000	June 1, 1929
Interest is payable in Boston.	
Bonded debt Jan. 1, 1900	$188,350
Water debt (included)	45,000
Tax valuation, real	3,749,545
Tax valuation, pers'l	1,319,235
Total valuation 1899	5,068,780
Assessment same as actual value.	
Total tax (per 1,000) '99	$16·40
Population in 1900 (est.)	3,500
Population in 1890 was	2,098

BERKSHIRE CO.—Geo. H. Tucker, Treas.

County seat is Pittsfield.

LOANS—	When Due.
New County Building Debt—	
4s, M&N, $60,000	Nov. 1, 1903
4s, J&D, 10,000	Dec. 31, 1900
4s, J&D, 10,000	Dec. 31, 1901
3½s, J&D, 5,000	On demand

Refunding Notes—	
3s, M&N, $25,000	Nov. 1902-1905
($10,000 in yrs. 1902 and 1904 and $5,000 in 1905.)	
Interest payable at Pittsfield.	
Total debt Jan. 1, 1900	$110,000
Tax valuation 1898	56,294,309
Population in 1895 was	86,262
Population in 1890 was	81,108

BEVERLY.—B. D. WEBBER, Mayor. C. F. LEE, Treasurer.

This city is in Essex County.

LOANS—	Interest.		Principal.	
Name and Purpose.	P. Ct.	Payable.	When Due.	Outstand'g.
Town bonds	4	J & J	July 1, 1911	$793,000
Town notes	6	.....	.....	20,000
Park bonds	....	.....	.....	25,000
Sewer bonds	4	J & J	$4,000 y'rly	40,000
Water bonds	4	F & A	Feb. 1, 1917	150,000
Water notes, 1896	.	.....	.....	20,000
School loan	5	.....	Dec., '00-05 $8,000 yr'ly	42,000

INTEREST is payable in Boston by the First National Bank.

BONDED DEBT on Jan. 1, 1900, was $1,090,000; floating debt $60,000, total debt $1,150,000, sinking fund $369,188 95. Water debt (included), $170,000, sinking fund, $44,039 71.

ASSESSED VALUATION in 1899 was: Real estate, $11,704,600; personal property, $4,493,250; total, $16,199,850; total tax rate (per $1,000), $16·00.

POPULATION in 1895 was 11,802; in 1890 was 10,821.

BOSTON.—THOMAS N. HART, Mayor. ALFRED T. TURNER, City Treasurer.

The county of Suffolk, in which Boston is situated, contains also the city of Chelsea and the towns of Revere and Winthrop. Boston, however, receives all the county income, pays all the county expenses, owns the county buildings, and is responsible for the county debt, which amounted on Jan. 31, 1900, to $3,533,000. The details of this county debt are included in the following financial report for this city.

LOANS—	When Due.
Bridge Bonds—	
4s, A&O, $160,000	Oct. 1, 1911
4s, J&J, 90,000	Jan. 1, 1912
3½s, A&O, 250,000	Oct. 1, 1917
3½s, A&O, 21,000	Oct. 1, 1918
3½s, J&J, 130,000	July 1, 1919
3½s, J&J, 500,000	Ju'y 1, 1937
3½s, J&J, 300,000	Jan. 1, 1938
3½s, J&J, 300,000	July 1, 1939
4s, A&O, 10,000	Oct. 1, 1934
4s, A&O, 10,000	Oct. 1, 1935
4s, ... 30,000	July 1, 1936
4s, A&O, 100,000	Oct. 1, 1936
3½s, A&O, 50,000	Oct. 1, 1918
3½s, J&J, 400,000	Jan. 1, 1940
Highways—	
4s, J&D, $50,000	June 1, 1901
4s, A&O, 25,800	Apr. 1, 1902
4s, J&J, 31,000	July 1, 1912
4s, A&O, 243,200	Oct. 1, 1912
4s, J&J, 150,000	Jan. 1, 1913
4s, J&J, 350,000	July 1, 1913
4s, A&O, 150,000	Oct. 1, 1913
4s, A&O, 500,000	Apr. 1, 1914
4s, J&J, 500,000	July 1, 1915
4s, J&J, 150,000	July 1, 1916
4s, ... 700,000	July 1, 1916
3½s, J&J, 500,000	Jan. 1, 1917
4s, J&J. 150,000	July 1, 1917
3½s, A&O, 200,000	Oct. 1, 1918
3½s, J&J, 825,000	July 1, 1919
3½s, J&J, 750,000	Jan. 1, 1928
3½s, J&J, 5,000	July 1, 1928
3½s, A&O, 606,000	Oct. 1, 1928
3½s, J&J, 650	Jan. 1, 1929
3½s A&O, 99,800	Apr. 1, 1929
3½s, A&O. 35,000	Oct. 1, 1929
3½s, J&J, 643,000	Jan. 1, 1930
Library Bonds—	
4s, J&J, $297,000	July 1, 1900
4s, A&O, 14,000	Oct., 1900
4s, A&O, 189,000	Jan. 1, 1901
4s, J&J, 44,000	Jan. 4, 1916
4s, A&O, 175,000	Oct. 1, 1922
4s, J&J, 200,000	Jan. 1, 1923
4s, A&O, 325,000	Oct. 1, 1923
4s, A&O, 100,000	Oct. 1, 1924
4s, A&O, 49,500	Jan. 1, 1925
4s, A&O, 150,500	Oct. 1, 1925
3½s, A&O, 100,000	Oct. 1, 1918
"Miscellaneous" Loans—	
4s, A&O, $670,000	Oct. 1, 1900
4s, J&J, 460,000	Jan. 1, 1901
4s, J&J, 25,000	Jan. 1, 1902
3½s, A&O, 1,275,000	Apr. 1, 1902
3½s, J&J, 300,000	Jan. 1, 1903
3½s, A&O, 100,000	Oct. 1, 1903

LOANS—	When Due.
"Miscellaneous Loans"—Con.	
3½s, J&J, $300,000	July 1, 1904
3½s, J&J, 300,000	Jan. 1, 1905
4s, A&O, 90,000	Oct. 1, 1906
4s, A&O 145,500	Oct. 15, 1906
4s, J&J, 606,000	Jan. 1, 1907
3½s, J&J, 833,000	July 1, 1907
3½s, A&O, 13,800	Oct. 1, 1907
3½s, J&J, 50,000	Jan. 1, 1908
3½s, J&J, 11,500	July 1, 1908
3½s, A&O, 250,000	Oct. 1, 1908
3½s, A&O, 178,400	Apr. 1, 1909
3½s, J&J, 209,600	July 1, 1909
3½s, A&O, 17,600	Oct. 1, 1909
3s, A&O, 92,000	Oct. 1, 1909
3½s, J&D, 13,200	Dec. 1, 1909
4s, A&O, 1,599,725	Apr. 1, 1912
4s, A&O, 1,164,100	Apr. 1, 1913
4s, A&O, 1,350,000	Apr. 1, 1913
4s, A&O, 599,800	Oct. 1, 1914
4s, A&O, 367,000	Apr. 1, 1915
4s, A&O, 401,500	Oct. 1, 1915
4s, J&J, 1,115,700	Jan. 1, 1916
4s, ... 589,500	July 1, 1916
4s, ... 3,000	Apr. 1, 1916
4s, A&O 192,500	Oct. 1, 1916
4s, ... 223,500	Nov. 30, 1916
4s, J&J, 32,000	Jan. 1, 1917
4s, J&J, 13,500	Jan. 1, 1917
4s, A&O, 3,000	Apr. 1, 1917
4s, J&J, 309,000	July 1, 1917
3½s, J&J, 203,500	July 1, 1917
4s, A&O, 169,000	Oct. 1, 1917
3½s, J&J, 155,800	Jan. 1, 1918
3½s, A&O, 274,000	Apr. 1, 1918
3½s, J&J, 80,000	July 1, 1918
3s, A&O, 18,000	Oct. 1, 1918
3½s, A&O, 228,100	Apr. 1, 1919
3½s, J&J, 531,700	July 1, 1919
3s, A&O, 8,000	Oct. 1, 1919
3½s, A&O, 10,000	Oct. 1, 1919
3½s, J&D, 43,500	Dec. 1, 1919
3½s, A&O, 25,000	Oct. 1, 1928
Park Bonds—	
4s, A&O, $200,000	Oct. 1, 1900
4s, J&J, 343,000	Jan. 1, 1913
4s, A&O 913,000	Apr. 1, 1913
4s, J&J, 500,000	Jan., 1914
4s, A&O, 75,000	Apr. 1, 1914
4s, A&O, 500,000	Oct. 1, 1914
4s, J&J, 1,000,000	Jan. 1, 1925
4s, A&O, 50,000	Oct. 1, 1927
3½s, A&O, 20,000	Apr. 1, 1916
3½s, A&O, 55,000	Oct. 1, 1916
3½s, J&J, 500,000	Jan. 1, 1927
3½s, J&J, 450,000	Jan. 1, 1928
3½s, A&O, 50,000	Apr. 1, 1928

LOANS—	When Due.
PARK BONDS—(Con.)—	
3½s, A&O, $450,000	Oct. 1, 1928
3½s, A&O, 29,000	Oct 1, 1915
3½s, J&J, 500,000	July 1, 1929
3½s, J&J, 561,000	Jan. 1, 1930
PARK CONSTRUCTION—	
4s, J&J, $450,000	Jan. 1, 1918
4s, A&O, 5,000	Apr., 1918
4s, J&J, 5,000	July, 1918
4s, A&O, 40,000	Oct., 1918
4s, J&J, 480,500	Jan. 1, 1919
4s, A&O, 16,000	Apr., 1919
s, J&J, 3,500	July, 1919
4s, J&J 439,500	Jan. 1, 1920
4s, J&J, 16,400	July, 1920
4s, A&O, 44,100	Oct., 1920
4s, J&J, 500,000	Jan. 1, 1921
3½s, A&O, 151,000	Apr. 1, 1929
3½s, J&J, 49,000	July 1, 1929
3½s, J&J 500,000	Jan 1, 1937
PARK LOAN OF MAY 20, 1891—	
4s, J&D, $700,000	June 1, 1921
4s, A&O, 200,000	Apr. 1, 1922
4s, A&O, 301,000	Oct. 1, 1922
4s, J&J, 250,000	Jan. 1, 1923
4s, J&J, 500,000	July 1, 1923
4s, A&O, 450,000	Oct. 1, 1923
4s, J&J, 99,000	Jan. 1, 1924
4s, A&O, 1,000,000	Oct. 1, 1924
PUB. INST'S AND CITY HOSPIT'L—	
3½s, J&J, $38,500	July 1, 1908
3½s, J&J, 8,000	July 1, 1909
3½s, J&D, 14,900	Dec. 1, 1909
4s, A&O, 136,500	Oct. 1, 1911
4s, J&J, 250,000	July 1, 1912
4s, A&O, 42,000	Oct. 1, 1912
4s, A&O, 15,000	Apr. 1, 1915
4s, A&O, 400,000	Oct. 1, 1915
3½s, J&J, 27,000	July 1, 1917
3½s, J&J, 101,000	Jan. 1, 1918
3½s, J&J, 23,000	July 1, 1918
3½s, J&J, 14,500	July 1, 1919
PARK LANDS—	
4s, J&J, $100,000	July 1, 1924
4s, A&O, 100,000	Oct. 1, 1924
4s, A&O, 50,000	Apr. 1, 1925
4s, A&O, 208,000	Oct. 1, 1925
4s, ... 11,300	July 1, 1926
3½s, J&J, 400,000	July 1, 1917
3½s, J&J, 600,000	Jan. 1, 1920
RAPID TRANSIT—	
4s, A&O, $50,000.	Oct. 1, 1934
4s, A&O 1,000,000	Apr. 1, 1935
3½s, J&J, 250,000	Jan. 1, 1936
3½s, ... 500,000	Apr. 1, 1936
3½s, A&O, 1,500,000	Oct. 1, 1936
3½s, J&J, 1,000,000	July 1, 1937
3½s, J&J, 200,000	Jan. 1, 1938
3½s, A&O, 200,000	Apr. 1, 1938
SCHOOL HOUSES & SITES—	
4s, A&O, $500,000	Apr. 1, 1911
4s, A&O, 250,000	Oct. 1, 1914
4s, J&J, 300,000	Jan. 1, 1917
3½s, A&O, 100,000	Oct. 1, 1917
4s, J&J, 500,000	July 1, 1926
4s, J&J, 150,000	July 1, 1927
3½s, J&J, 500,000	Jan. 1, 1928
3½s, A&O, 650,000	Oct. 1, 1928
3½s, J&J, 25,000	July 1, 1929
3½s, A&O, 300,000	Oct. 1, 1929
3½s, J&J, 475,000	Jan. 1, 1930
4s, J&J, 500,000	July 1, 1935
SEWERAGE BONDS—	
5s, A&O, $18,000	Oct. 1, 1900
4s, J&J, 24,000	Jan. 1, 1901
4s, A&O, 5,000	Apr. 1, 1901
4s, A&O, 10,000	Oct. 1, 1901
4s, J&J, 8,000	Jan. 1, 1902
4s, A&O, 317,000	Apr. 1, 1902
4s, A&O, 627,500	Oct. 1, 1902
4s, A&O, 22,500	Jan. 1, 1903
4s, A&O, 500,000	Apr. 1, 1903
4s, A&O, 251,000	Oct. 1, 1903
4s, J&J, 500,000	Jan. 1, 1904
4s, J&J, 247,000	July 1, 1904
3½s, J&J, 150,000	July 1, 1904
4s, J&J, 50,000	Oct. 1, 1904
3s, A&O, 100,000	Oct. 1, 1904
4s, J&J, 50,000	Jan. 1, 1905
4s, A&O, 51,500	Oct. 1, 1906
4s, A&O, 421,000	Oct. 1, 1911
4s, J&J, 250,000	Jan. 1, 1912
4s, J&J, 50,000	July 1, 1914
4s, A&O, 67,650	Apr. 1, 1915
4s, ... 35,000	July 1, 1916
3½s, J&J, 100,000	July 1, 1905
3½s, J&J, 50,000	Jan. 1, 1906
3½s, A&O, 359,000	Oct. 1, 1906
3½s, A&O, 25,000	Apr. 1, 1908
3½s, J&J, 500,000	July 1, 1919
3s, J&J, 309,000	July 1, 1905
4s, A&O, 41,000	Oct. 15, 1916
3½s, J&J, 500,000	Jan. 1, 1928
3½s, J&J, 500,000	July 1, 1928
3½s, A&O, 1,000,000	Oct. 1, 1928
3½s, J&J, 1,000,000	July 1, 1929
3½s, J&J, 100,000	Jan. 1, 1930
STONY BROOK, &C., IMP. BONDS—	
4s, A&O, $500,000	Oct. 1, 1917
STONY BROOK, &C., IM. BDS.—Con	
4s, A&O, $30,000	Oct. 1, 1913
4s, A&O, 100,000	Oct. 1, 1936
3½s, J&J, 300,000	July 1, 1937
3½s, J&J, 100,000	Jan. 1, 1938
3½s, J&J, 350 000	July 1, 1939
STREET, ETC., BONDS—	
5s, J&J, $1,000	Jan. 1, 1874
3½s, J&J, 22,000	Jan. 1, 1909
4s, A&O, 335,000	Oct. 1, 1911
4s, A&O, 25,000	Oct. 1, 1912
4s, A&O, 260,500	Apr. 1, 1913
4s, J&J, 50,000	Jan. 1, 1914
4s, J&J, 100,000	July 1, 1914
4s, A&O, 100,000	Oct. 1, 1914
4s, A&O, 50,000	Oct. 1, 1914
4s, J&J, 1,000,000	July 1, 1935
4s, J&J, 1,000,000	July 1, 1936
3½s, J&J, 50,000	Jan. 1, 1917
3½s, J&J, 500,000	Jan. 1, 1937
3½s, J&J, 181,480	July 1, 1918
3½s, A&O, 4,500	Oct. 1, 1918
3½s, J&J, 209,000	July 1, 1938
3½s, A&O, 541,000	Oct. 1, 1938
PUBLIC IMPROVEM'T BONDS—	
3½s, A&O, $616,000	Oct. 1, 1938
WATER DEBT -	
Cochituate Water—	
6s, J&J, $625,000	Jan. 1, 1901
6s, A&O, 688,000	Apr. 1, 1901
6s, J&J, 330,000	July 1, 1901
6s, J&J, 100,000	July 1, 1902
6s, A&O, 905,000	Apr. 1, 1903
6s, J&J, 8,000	Jan. 1, 1904
6s, A&O, 38,000	Apr. 1, 1904
6s, J&J, 161,000	Jan. 1, 1905
6s, A&O, 142,700	Apr. 1, 1905
6s, J&J, 44,000	July 1, 1905
6s, A&O, 6,000	Oct. 1, 1905
6s, J&J, 82,550	Jan. 1, 1906
6s, A&O, 8,750	Apr., 1906
6s, A&O, 4,000	Oct., 1906
6s, J&J, 8,000	Jan., 1907
6s, A&O, 5,000	Apr., 1907
6s, J&J, 1,000	July, 1907
5g, A&O, £399,500	Oct. 1, 1902
5g, A&O, $552,000	Apr. 1, 1906
5g, A&O, 1,000,000	Oct. 1, 1905
5g, A&O, 2,000,000	Oct. 1, 1906
5s, A&O, 1,000	Oct. 1, 1907
5s, A&O, 12,000	Apr., 1908
4½g, A&O, 268,000	Oct. 1, 1909
4s, A&O, 588,000	Apr. 1, 1908
4s, J&J, 82,000	July 1, 1909
4s, A&O, 280,000	Apr. 1, 1910
4s, A&O, 324,000	Apr. 1, 1912
4s, J&J, 111,000	July 1, 1913
4s, A&O, 336,000	Oct. 1, 1913
4s, J&J, 466,000	Jan. 1, 1914
4s, A&O, 18,500	Apr. 1, 1914
4s, A&O, 16,000	Oct. 1, 1914
4s, J&J, 50,000	Jan. 1, 1915
4s, A&O, 145,700	Apr. 1, 1915
4s, A&O, 23,000	Oct. 1, 1915
4s, J&J, 58,000	Jan. 1, 1916
4s, A&O, 128,500	Apr. 1, 1916
4s, A&O, 286,300	Oct. 1, 1916
4s, J&J, 21,000	Jan., 1917
4s, A&O. 161,000	Apr., 1917
4s, J&J, 7,000	July 1, 1917
4s, A&O, 160,700	Oct. 1, 1917
4s, J&J, 20,000	Jan., 1918
4s, A&O, 6,300	Apr., 1918
4s, A&O, 100,000	Oct. 1, 1918
4s, A&O, 200,000	Apr. 1, 1919
4s, A&O, 300,000	Oct. 1, 1919
4s, A&O, 384,000	Oct. 1, 1920
4s, A&O, 100,000	Apr. 1, 1921
4s, A&O, 162,500	Oct. 1, 1921
4s, J&J, 100,000	Jan. 1, 1922
4s, A&O, 75,000	Apr. 1, 1922
4s, A&O, 283,000	Oct. 1, 1922
4s, A&O, 576,275	Oct. 1, 1923
4s, A&O, 644,225	Oct. 1, 1924
3½s, A&O, 50,000	Apr. 1, 1915
3½s, A&O, 50,000	Oct. 1, 1915
3½s, J&J, 100,000	Jan. 1, 1916
3½s, J&J, 75,000	July, 1916
3½s, A&O, 25,000	Oct., 1916
3½s, A&O, 275,000	Apr. 1, 1917
3½s, J&J, 100,000	July 1, 1918
3½s, M&N, 130,000	Nov. 30, 1919
3½s, A&O, 145,000	Oct. 1, 1919
3½s, J&J, 220,000	Jan. 1, 1920
3½s, A&O, 150,000	Oct. 1, 1927
3½s, A&O, 200,000	Oct. 1, 1928
3½s, J&J, 435,000	July 1, 1929
3s, A&O, 200,000	Apr. 1, 1917
SUFFOLK COUNTY DEBT.	
Court House Bonds—	
4s, A&O, $700,000	Oct. 1, 1918
4s, J&J, 406,000	July 1, 1922
3½s, A&O, 800,000	Oct. 1, 1919
4s, A&O, 75,000	Oct. 1, 1923
4s, J&J, 40,000	July 1, 1924
3½s, A&O, 800,000	Apr. 1, 1937
3½s, J&J, 100,000	July 1, 1938
3s, A&O, 612,000	Oct. 1, 1900
($17,000 due yearly) to Oct. 1, 1935	
Temp. loan $1,500,000.	Nov. 1, 1900

INTEREST on the sterling loans is paid by Baring Brothers & Co., Limited, in London; on other issues by City Treasurer in Boston.

TOTAL DEBT.—The subjoined statement shows Boston's total debt, the items of which it is made up, and the sinking fund held by the city, against the same, on the dates indicated.

	Jan. 31, 1900.	Jan. 31, 1899	Jan. 31, 1898.
City debt proper	$66,127,305	$62,226,546	$58,050,636
Cochituate water debt	17,306,274	17,121,274	17,911,274
County debt	3,533,000	3,591,000	3,631,000
Total bonded debt	$86,966,579	$82,938,820	$79,592,910
Sinking funds, &c	27,697,062	27,854,648	27,579,370
Net debt	$59,269,517	$55,084,172	$52,013,540

The following table shows the amount of the gross funded debt, sinking funds and the net debt on Jan. 31 for the following years:

Years.	Gross Debt.	Sinking Funds.	Net Debt.
1900	$86,966,579 00	$27,697,062 00	$59,269,517 00
1899	82,938,820 00	27,854,648 00	55,084,172 00
1898	79,592,910 76	27,579,369 97	52,013,540 79
1897	$71,902,600 57	$25,367,587 13	$46,535,013 44
1896	65,665,774 64	24,324,566 93	41,341,206 71
1895	59,337,964 93	21,604,153 72	37,733,811 21
1894	54,418,535 00	20,482,297 00	33,936,238 00
1893	56,908,148 00	25,477,682 00	31,430,466 00
1890	53,930,095 22	22,505,598 72	31,424,496 50
1885	42,962,180 02	18,022,484 25	24,939,695 77
1881	40,949,332 18	14,511,849 19	26,437,482 99

DEBT LIMITATIONS.—The general provision as to debt limitation which applies only to Boston is found in the Supplement to the Public Statutes of Massachusetts, Laws of 1885, Chapter 178. The act is entitled "An act to limit the municipal debt of, and the rate of "taxation in, the city of Boston."

SECTION 1—Provides that the taxes exclusive of State tax and of sums required by law to be raised on account of the city debt shall not exceed in any one year $9 on every $1,000 of the average of the assessors' valuation for the preceding five years, the valuation year to year being first reduced by all abatements.

SECTION 2—Provides that the limit of indebtedness of the city of Boston shall hereafter be 2½ per cent until January 1, 1887, and thereafter shall be 2 per cent on the average valuation prescribed in section 1 of this act.

The foregoing limitation is of course exclusive of debts created for water supply, and further exceptions have been made from year to year by different legislatures, authorizing bonds outside of the debt limit for various purposes, especially enumerated.

It is proper to state that under Chapter 93, Acts of 1891, the city is authorized to *anticipate* its authority to borrow money within its debt limit for any current municipal year.

NEW LOANS AUTHORIZED.—The following is a summary of loans authorized but not issued as of Jan. 31, 1900:

Purpose of Issue—	Inside Debt Limit.	Outside Debt Limit.
Rapid transit	.....	$2,384,000
School houses	$300,000	300,000
South Union Station	450,000	.....
Laying out and construction of highways	.....	1,419,550
Bridges	100,000	.....
Play grounds	200,000	.....
Park	75,000	.....
Sewerage	.....	900,000
Miscellaneous	24,000	.....
Totals	$1,149,000	$5,003,550

In addition to above, loans have been authorized outside of debt limit without limit as to amount, for Charlestown Street improvement, Cambridge Bridge sewerage charges and Atlantic Avenue extension. The amounts issued to date on the first three mentioned were $165,000, $350,000 and $400,000, respectively.

BORROWING POWER.—The city's borrowing power Jan. 31 1900, is shown in the following statement:

Total debt, city and county		$86,966,578 98
Less special loans (outside of limit)	$36,566,450 00	
do county loans (outside of limit)	2,921,000 00	
do Cochituate water debt	17,306,273 98	
Total deductions		56,793,723 98
Total debt less above deductions		$30,172,855 00
Sinking funds, less $16,596,440 90 held for loans deducted as above (water loans, etc.)		11,100,621 52
Net debt, excluding debts outside of limit		$19,072,233 48
Two per cent on $1,007,017,424 (average valuation for five years, less abatements)		$20,140,348 48
Net debt, as above		19,072,233 48
Right to borrow Jan. 31, 1900, under chapter 178 acts of 1885		$1,068,115 00
Right to borrow Jan. 31, 1900, under chapter 93, acts of 1891, estimated		$2,474,255 40

Bonds to the amount of $1,149,000 inside of the debt limit have been authorized, but are not yet issued.

ASSESSED VALUATION.—The city's assessed valuation of real estate and personal property and tax rate have been as follows:

Years—	Assessed Valuation. Real.	Personal.	Total.	Rate of Tax per $1,000.
1899	$866,773,300	$233,034,820	$1,089,808,120	$13·10
1898	830,233,900	205,865,518	1,036,099,418	13·60
1897	803,360,550	208,721,659	1,012,582,209	13·00
1896	770,261,700	210,990,726	981,252,426	12·90
1895	744,743,550	206,618,969	951,362,519	12·80
1894	723,728,750	204,363,706	928,092,456	12·80
1893	707,762,275	216,331,476	924,093,751	12·80
1890	619,990,275	202,051,525	822,041,800	13·30
1880	437,370,100	202,092,395	639,462,495	15·20
1870	365,593,100	218,496,300	584,089,400	15·30

The tax rate for 1899 includes the State tax $0·55 per $1,000; the county tax, $0·95; the city tax proper, $11·60; total, $13·10.

POPULATION.—State census, 1895, was 494,205. In 1890 population was 448,477; in 1880 it was 362,839; in 1870 it was 250,526.

BRADFORD.—See City of Haverhill.

BRAINTREE.—B. F. DYER, Treasurer. HENRY A. MONK, Clerk.

This town is in Norfolk County.

LOANS—	When Due.
WATER BONDS—	
4s, J&J, $100,000	July 1, 1917
4s, J&D, 150,000	June 1, 1921
4s, ..., 6,000	Aug. 1, 1926
MUNICIPAL LIGHTING—	
4s, ..., $16,500	Apr. 1, 1917

Bonded debt Jan. 1, 1900	$272,500
Floating debt	99,000
Total debt Jan. 1, 1900	371,500
Sinking funds	$59,938
Cash on hand	20,551
Net debt Jan. 1, 1900	291,011
Total value town property, estimated	256,000
Tax valuation, 1899	4,496,450
Total tax (per $1,000) '99	20·40
Population in 1890 was	4,848
Population in 1895 was	5,310

BRISTOL COUNTY.—GEO. F. PRATT, Treas.

County seat is Taunton.

NOTES—	When Due.
4s, J&J, $100,000	Jan. 18, 1902
4s, ..., 60,000	Aug. 19, '00 02
4s, ..., 100,000	Apr. 22, 1901
4s, ..., 80,000	June 1, '01 02
5s, ..., 20,000	Aug. 21, 1901
4s, ..., 100,000	Sept. 1, 1901
5s, ..., 40,000	Nov. 25, 1901
4s, ..., 100,000	June 18, 1902
4s, ..., 10 000	Sept. 6, 1902
4s, ..., 160,000	Sept. 23, 1902
4s, ..., 40,000	July 15, 1903
4s, J&D, 20,000	Dec. 21, 1903
4s, ..., $40,000	Apr. 12, 1904
4s, ..., 20,000	Nov. 30, 1904
4s, ..., 20,000	May 5, 1905
4s, M&N, 40,000	Nov. 30, '03-04
4s, F&A, 100,000	Feb. 7, 1903
4s, M&S, 35,000	Sept. 6, 1905
4s, M&S, 25,000	Sept. 6, 1906

Bonded d'bt Jan. 1, 1900	$1,150,000
Tax valuat'n in 1898	179,041,277
Population in 1899 was	219,019
Population in 1890 was	186,465

BROCKTON.—{CHAS. H. COULTER, Mayor. W. H. EMERSON, Treasurer.

This city is in Plymouth County.

LOANS—	When Due.
CITY HALL—1891-2-3-4-5.	
4s, A&O, $68,000	1900-1916
($4,000 due yearly on Oct. 1.)	
4s, J&D, $23,000	1900-1922
($1,000 due yearly on June 1.)	
4s, J&D, $14,000	1900-1913
($1,000 due yearly on June 1.)	
4s, J&J, $2,500	1901-1905
($500 due yearly on Jan. 1.)	
4s, M&S, $17,500	1900-1904
($3,500 due yearly on Sept. 1.)	
4s, A&O, $41,400	1901-1923
($1,800 due yearly on April 15.)	
4s, M&N, $30,000	1903-1922
($1,500 due yearly on Nov. 1.)	
4s, M&N, $50,000	1903-1922
($2,500 due yearly on Nov. 1.)	
DRAINAGE BONDS—1888-1895.	
4s, J&J, $25,000	1900-1909
($2,500 due yearly on July 1.)	
4s, M&N, $22,000	1900-1919
($1,100 due yearly on Nov. 20.)	
4s, A&O, $500	Oct. 1, 1900
4s, J&D, 6,000	1900-1911
($500 due yearly on June 1.)	
4s, J&D, $4,600	1900-1922
($200 due yearly on June 1.)	
4s, M&S, $18,400	1900-1922
($800 due yearly on Sept. 1.)	
4s, F&A, $7,500	1900-1914
($500 due yearly on Aug. 1.)	
4s, J&J, $10,000	1900-1919
($500 due yearly on July 1.)	
4s, F&A, $3,000	1900-1902
($1,000 annually on Aug. 1.)	
3½s, M&N, $5,000	May, 1900-04
SEWERAGE BONDS—	
3½s, M&N, $10,000	May, 1900-19
FIRE DEPARTMENT—1890-4-5.	
4s, A&O, $6,000	1900-1905
($1,000 due yearly on Oct. 1.)	
HEALTH BUILDING—	
4s, J&D, $1,500	1900-1902
($500 due yearly on June 1.)	
PAVING BONDS 1891.—	
4s, J&D, $10,000	1900-1901
($5,000 due yearly on June 1.)	
POLICE—	
4s, J&J, $7,740	1900-1902
($2,580 due yearly on July 1.)	
SCHOOL BONDS—	
4s, J&J, $8,000	1900-1901
($4,000 due yearly on July 1.)	
4s, J&D, $5,400	1900-1902
($1,800 due yearly on June 1.)	
4s, J&J. $3,000	1900-1902
($1,000 due yearly on July 1.)	
4s, J&D, $5,200	1900-1903
($1,300 due yearly on June 1.)	
4s, A&O, $1,000	April 1, 1901

LOANS—	When Due.
SCHOOL BONDS—(Con.)—	
4s, J&J, $20,000	1900-1904
($4,000 due yearly on July 1.)	
4s, J&D, $24,000	1900-1905
($4,000 due yearly on June 1.)	
4s, J&D, $28,000	1900-1905
($4,000 due yearly on Dec. 1.)	
4s, J&J, $34,000	1900-1916
($2,000 due yearly on July 1.)	
4s, J&J, $5,000	Jan. 1, 1901
($1,000 due yearly) to Jan. 1, '05.	
4s, F&A, $8,000	1900-1907
($1,000 annually on Aug 1.)	
3½s, M&N, $33,000	May 1, 1900
$1,650 due yearly) to May 1, 1919	
SEWER BONDS—1892-3-5.	
4s, F&A, $11,000	1900-1922
($500 due yearly on Aug. 1.)	
4s, J&D, $36,000	1900-1923
($1,500 due yearly on June 1.)	
4s, J&J, $192,000	1900-1923
($8,000 due yearly on July 1.)	
4s, A&O, $168,000	1901-1924
($7,000 due yearly on April 1.)	
4s, A&O, $100,000	1904-1923
($5,000 due yearly on April 1.)	
4s, M&N, $28,000	1900-1927
($1,000 annually on May 1.)	
STREET IMP. BONDS—	
4s, J&J, $14,000	Jan. 1, 1901
($2,000 due yearly) to Jan. 1, '07.	
3½s, M&N, $50,000	May 1, 1900
($2,500 due yearly) to May 1, 1919	
WATER BONDS—1897.	
5s, A&O, $90,000	Apr. 15, 1910
4s, A&O, 50,000	Apr. 15, 1906
4s, J&J, 50,000	July 15, 1912
4s, M&N, 50,000	May 1, 1914
4s, M&N, 25,000	May 1, 1915
4s, M&N, 25,000	May 1, 1916
4s, ... 20,000	May 15, 1918
4s, ... 10,000	May 15, 1919
4s, ... 68,000	Apr. 1, 1920
4s, ... 5,000	Oct. 1, 1920
4s, ... 25,000	May 1, 1921
4s, ... 20,000	May 1, 1922
4s, M&N, 25,000	Mar. 1, 1923
4s, J&D, 62,000	Dec. 15, 1923
4s, ... 25,000	Apr. 1, 1924
4s, ... 25,000	Apr. 1, 1925
4s, ... 25,000	Oct. 1, 1925
4s, M&N 25,000	May 1, 1926
4s, M&N, 25,000	May 1, 1927
4s, F&A, 15,000	Aug. 1, 1927
4s, F&A, 10,000	Aug. 1, 1928
3½s, J&J, 50,000	July 1, 1916
3½s, M&N, 15,000	May 1, 1917
3½s, M&N, 10,000	May 1, 1929
3½s, M&N, 12,000	Nov. 1, 1929

The water bonds are coupon, all others registered.

PAR VALUE OF BONDS.—The bonds are mostly for $1,000 each.

INTEREST is paid at the office of the City Treasurer.

TOTAL DEBT, SINKING FUND, ETC.—

	Dec. 1, 1899.	Dec. 1, 1898.
Gross city debt	$1,964,540	$1,918,120
Bonds outside debt limit*	1,506,500	1,487,500
Bonded debt inside debt limit	$458,040	$430,620
Debt limit 2½% average 3-year valuation	636,664	607,123
Borrowing capacity	$178,624	$176,503

* Bonds outside of debt limit consist of $792,000 water, $552,500 sewer and part of City Hall debt to the amount of $162,000.

The city has no floating debt and the amount of sinking fund Dec. 1, 1899, $306,116, was all applicable to the payment of the water debt.

ASSESSED VALUATION.—The city's assessed valuation (which is ⅔ of actual value) and tax rate have been as follows:

Years—	Real Estate.	Personal Property.	Total Valuation.	*Rate of Tax per $1,000.
1899	$23,887,765	$3,439,981	$27,327,746	$21·60
1898	23,215,811	2,870,042	26,085,852	20·20
1897	22,659,616	2,981,756	25,641,372	20·70
1895	19,460,836	3,109,709	22,570,545	18·60
1890	14,997,605	2,497,997	17,495,602	15·20
1882	.....	.....	9,150,702	16·66⅔

* Including State, county and city levy.

POPULATION.—In 1899 population was 37,278; in 1890 it was 27,294; in 1880 it was 13,608; in 1870 it was 8,007.

BROOKLINE.—GEORGE H. WORTHLEY, Treas.

This town is in Norfolk County.

LOANS—	When Due.
BATH HOUSE—	
3½s, ...	$9,000 Nov. 1, 1900
($1,500 due yearly) to Nov. 1, 1905	
3 9/16s, ...	$17,500 July 1, 1900
($2,500 due yearly) to July 1, 1906	
BRIDGE NOTES—	
4s, J&J,	$1,000 Jan. 1, 1901
3 9/16s, ...	$22,500 Oct., 1900-1917
3 4/10s, ...	47,500 Mch., 1900-18
MISCELLANEOUS—	
4s, ...	$40,000 June 1, 1900
($20,000 due yearly) to June 1 1901	
4s, ...,	$38,600 Nov. 1, 1900
($9,650 due yearly) to Nov. 1, 1903	
5 9/16s, ...	$15,500 June 15, 1900
($1,700 due y'rly) to June 15, 1904	
3 9/16s, ...,	$139,500 June 15, 1900
($9,300 due y'rly) to June 15, 1914	
3 9/16s, ...,	$65,800 July 1, 1900
($9,400 due yearly) to July 1, 1906	
3·45s, ...,	$47,200 Mch., 1900-03
3·20s, ...,	67,500 Dec., 1900-08
PARK BONDS—	
4s, J&J,	$42,000 July 1, 1900
(Part due yearly) to July 1, 1911	
4s, M&S,	$8,000 Sept. 1, 1900
($4,000 due yearly) to Sept. 1, 1901	
4s, F&A,	$1,000 Aug. 1, 1900
4s, J&J,	1,000 Jan. 1, 1901

LOANS—	When Due.
PARK BONDS—(Con.)—	
4s, J&J,	$20,000 Aug. 1, 1900
(Part due yearly) to Aug. 1, 1910	
4s, J&J,	$13,000 Aug. 1, 1900
(Part due yearly) to Aug. 1, 1906	
4s, J&J,	$11,000 Jan. 1, 1901
($1,000 due yearly) to Jan. 1, 1911	
4s, ...,	$7,800 Mar. 1, 1900
($2,600 due yearly) to Mar. 1, 1902	
4s, ...,	$52,000 Mar. 1, 1900
($4,000 due yearly) to Mar. 1, 1912	
3½s, ...	$1,950 June 15, 1900
$650 due yearly) to June 15, 1902	
3½s, ...	$81,250 June 15, 1900
($6,250 due y'rly) to June 15, 1912	
3½s, ...,	$16,200 Jan. 1, 1901
($1,080 due yearly) to Jan. 1, 1915	
SEWER BONDS—	
4s, ...	$5,000 Feb. 1, 1901
($1,250 due yearly) to Feb. 1, 1904	
SCHOOL NOTES—	
4s, ...,	$22,400 June 1, 1900-03
4s, ...,	6,000 July 1, 1902-3
3½s, ...,	80,000 May 1, 1900
($5,000 due yearly) to May 1, 1915	
3½s, ...,	$15,000 Aug. 1, 1900
($2,500 due yearly) to Aug. 1, 1905	
3½s, ...,	$37,500 Jan. 1, 1901
($2,500 due yearly) to Jan. 1, 1915	
3½s, ...,	$24,000 May, 1900-15

LOANS—	When Due
PLAY GROUNDS—	
3½s, ...,	$2,400 May, 1900-'05
3½s, ...,	25,000 Nov. 1, 1918
3 10s, ...,	15,000 Mch. 1, 1904
3·10s, ...,	25,000 Mch. 1, 1919
WATER SCRIP—	
4s, ...,	$107,184 July 1, 1900
($4,466 due yearly) to July 1, 1923	
4s, F&A,	$21,000 Jan. 1, 1901
($1,000 due yearly) to Jan. 1, 1921	

LOANS—	When Due.
WATER SCRIP—(Con.)—	
3½s, ...,	$47,495 June 15, 1900
($2,065 due yearly) to June 15, 1922	
3 9/16s, $25,000	June 15, 1900
($1,000 due y'rly) to June 15, 1924	
3 9/16s, ...,	$12,750 Jan. 1, 1901
($750 due yearly to Jan. 1, 1917	
3½s, ...	$15,600 Aug. 1, 1900
($600 due y'rly) to Aug. 1, 1925	
3·35s, ...	$12,600 Jan. 1, 1901
($700 yearly)	to Jan. 1, 1918

TOTAL DEBT, SINKING FUND, ETC.—

	Feb. 1, 1900.	Feb. 15, 1899.	Feb. 15, 1898.
Total debt	$1,261,729	$1,424,740	$1,394,951
Sinking funds	.....	40,275	38,977
Net debt	$1,261,729	$1,384,465	$1,355,974
Deduct water debt	241,629	294,210	304,791
Net debt as defined by law	$1,020,100	$1,090,255	$1,051,183
Net debt allowed by law	2,235,900	1,995,810	1,925,076
Available balance	$1,215,800	$905,555	$873,893

TOWN PROPERTY.—The value of town property on Feb. 1, 1900, including buildings, parks, water works, etc., amounted to $4,259,450. The water works are valued at $953,500.

ASSESSED VALUATION and tax rate have been as follows:

Years—	Assessed Valuation—Real.	Personal.	Total.	Rate of Tax per $1,000.
1899	$52,541,900	$21,988,100	$74,530,000	$10·50
1898	49,947,300	16,579,700	66,527,000	11·80
1897	47,519,000	16,650,200	64,169,200	12·20
1896	45,782,700	15,129,300	60,912,000	12·40

POPULATION.—In 1900 population (est.) 21,500; in 1890, 12,103.

CAMBRIDGE.—{E. R. CHAMPLIN, Mayor. WILLIAM W. DALLINGER. Treasurer,

This city is in Middlesex County

LOANS—	When Due.
BRIDGE LOAN—	
4s, A&O,	$10,000 Oct. 1, 1917
4s, J&J,	100,000 July 1, 1918
4s, M&S,	100,000 Sept. 1, 1918
4s, M&S,	115,000 Mar. 1, 1919
4s, M&N,	5,000 Nov. 1, 1920
4s, J&J,	15,000 July 1, 1901
4s, J&J,	60,000 July 1, 1921
4s, F&A,	10,000 Aug. 1, 1923
3½s, J&J,	50,000 July 1, 1939
BUILDING LOAN—	
4s, M&N,	$20,000 May 2, 1902
4s, F&A,	118,000 Aug. 1, 1914
4s, A&O,	60,000 Oct. 1, 1915
4s, A&O,	103,000 Oct. 1, 1916
4s, M&N,	40,000 Nov. 1, 1903
MUNICIPAL BONDS—	
4s, F&A,	$52,000 Aug. 1, 1904
3½s, F&A,	4,900 Aug. 1, 1908
3½s, J&J,	45,000 July 1, 1909
3½s, M&N,	32,000 Nov. 1, 1909
PARK BONDS—	
4s, F&A,	$360,000 Feb. 1, 1924
4s, F&A,	100,000 Aug. 1, 1935
4s, F&A,	100,000 Feb. 1, 1936
4s, F&A,	100,000 Aug. 1, 1926
4s, A&O,	40,000 Oct. 1, 1926
3½s, M&S,	100,000 Sept. 1, 1937
3½s, M&N,	50,000 Nov. 1, 1937
3½s, F&A,	50,000 Aug. 1, 1938
3½s, J&D,	50,000 June 1, 1938
3½s, F&A,	100,000 Aug. 1, 1939
PAVING BONDS—	
4s, M&N,	$50,000 Nov. 1, 1902
3½s, A&O,	20,000 Oct. 1, 1907
SCHOOL BONDS—	
4s, M&N,	$100,000 May 1, 1900
4s, J&J,	100,000 Jan. 1, 1901
4s, J&J,	60,000 July 1, 1901
4s, M&N,	20,000 Nov. 1, 1902
3½s, J&J,	100,000 July 1, 1917
3½s, M&N,	9,500 Nov. 1, 1907
4s, A&O,	6,000 Oct. 1, 1916
3½s, F&A,	142,000 Aug 1, 1918
3½s, M&N,	100,000 May 2, 1918
3½s, J&D,	50,000 June 1, 1918
3½s, J&J,	42,000 July 1, 1919
3½s, M&N,	13,000 Nov. 1, 1919
SEWER BONDS—	
6s, J&J,	$136,000 July 1, 1903
6s, J&J,	295,000 July 1, 1904
6s, J&J,	144,000 July 1, 1905
4s, M&N,	30,000 Nov. 1, 1907
4s, M&N,	22,000 Nov. 1, 1909
4s, M&N,	15,000 May 1, 1910
4s, J&J,	15,000 July 1, 1911
4s, F&A,	75,000 Aug. 1, 1924

LOANS—	When Due.
SEWER BONDS—(Con.)	
4s, A&O,	$60,000 Oct. 1, 1925
4s, A&O,	75,000 Oct. 1, 1916
3½s, M&N,	42,000 Nov. 1, 1929
STREET LOAN—	
4s, M&N,	$55,000 May 2, 1902
4s, F&A,	30,000 Aug. 1, 1914
4s, A&O,	60,000 Oct. 1, 1915
4s, A&O,	137,000 Oct. 1, 1916
3½s, M&N,	11,000 Nov. 1, 1907
3½s, M&N,	15,000 May 2, 1918
3½s, M&N,	5,000 Nov. 1, 1919
STREET WIDENING BONDS—	
6s, J&J,	$10,000 July 1, 1903
6s, J&J,	90,000 July 1, 1904
6s, J&J,	14,000 July 1, 1905
CEMETERY—	
4s, F&A,	$65,000 Aug. 1, 1905
CLAY LAND LOAN—	
4s, J&J,	$50,000 July 1, 1911
3½s, M&N,	20,000 Nov. 1, 1912
3½s, F&A,	10,000 Aug. 1, 1913
3½s, J&J,	17,000 July 1, 1914
CHARLES RIVER IMP'T. BONDS—	
3½s, F&A,	$50,000 Aug. 1, 1938
WATER BONDS—	
4s, A&O,	$90,000 Oct. 1, 1907
4s, M&N,	22,000 Nov. 1, 1907
4s, J&J,	46,000 July 1, 1908
4s, F&A,	25,000 Aug. 1, 1908
4s, J&J,	20,000 July 1, 1909
4s, M&N,	288,000 May 1, 1910
4s, J&J,	75,000 July 1, 1910
4s, M&S,	125,000 Sept. 1, 1910
4s, J&J,	20,000 Jan. 1, 1911
4s, A&O,	35,000 Oct. 1, 1911
4s, J&J,	150,000 Jan. 1, 1912
4s, M&N,	75,000 May 2, 1912
4s, M&N,	45,000 Nov. 1, 1912
4s, F&A,	100,000 Feb. 1, 1913
4s, F&A,	50,000 Aug. 1, 1913
4s, A&O,	300,000 Apr. 1, 1924
4s, A&O,	200,000 Apr. 1, 1915
4s, F&A,	200,000 Aug. 1, 1915
4s, A&O,	100,000 Apr. 1, 1916
4s, J&J,	200,000 July 1, 1916
4s, F&A,	100,000 Aug. 1, 1916
4s, A&O,	265,100 Oct. 1, 1916
3½s, M&N,	43,000 Nov. 1, 1906
3½s, J&J,	100,000 July 1, 1917
3½s, A&O,	200,000 Apr. 1, 1917
3½s, M&N,	75,000 Nov. 1, 1917
3½s, J&D,	140,000 Dec. 1, 1917
3½s, M&N,	50,000 May 2, 1918
3½s, J&D,	60,000 June 1, 1918
3½s, M&N,	50,000 Nov. 1, 1918
3½s, M&N,	23,000 Nov. 1, 1919

INTEREST on bonds is payable at the Nat. Bank of Redemption, Bos.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Dec. 1, 1899.	Dec. 1, 1898.	Dec. 1, 1897.
Total bonded debt	$4,350,400	$4,012,400	$3,623,500
Sinking funds	930,734	780,362	714,974
Net municipal debt Dec. 1	$3,419,666	$3,232,038	$2,908,526
Water debt (additional)	$3,272,100	$3,249,100	$2,961,600
Sinking funds	465,584	545,397	464,138
Net water debt	$2,806,516	$2,703,703	$2,497,462
Net city and water debt	$6,226,182	$5,935,741	$5,405,988

The city has no floating debt. The borrowing capacity for 1900 for city purposes is $296,736.

The sinking fund for the ten-year loans receives yearly 8½ per cent of the amount of outstanding bonds, for fifteen year loans 5 per cent yearly, for the twenty-year loans 3½ per cent, for the thirty-year loans 2 per cent and for the forty-year loans 1¼ per cent.

CITY WATER WORKS.—The cost of the water works up to December 1, 1899, was $5,602 364, while the net debt on the same is $2,806,516. In year 1899 receipts from water rates were $303,767.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows, property being taken at cash value:

Years—	Assessed Valuation—Real	Personal	Total	Rate of Tax per $1,000.
1899	$74,556,200	$16,981,595	$91,537,795	$17·10
1898	72,908,100	16,642,990	89,551,090	16·40
1897	70,339,200	16,302,545	86,641,745	17·50
1895	64,303,700	16,607,360	80,911,060	15·70
1890	52,235,000	15,339,925	67,574,925	15·60
1885	42,588,300	12,758,255	55,346,555	15·50
1880	37,929,400	11,699,660	49,629,060	16·00

POPULATION.—In 1890 population was 70,028; in 1880 it was 52,740; in 1870 it was 39,634. According to State census population in 1895 was 81,643.

CANTON.—ROBERT BIRD, Treasurer. WALTER AMES, Clerk.

This town is in Norfolk County.

LOANS—	When Due.
WATER BONDS—	
4s, J&J, $90,000	1900 to 1917
($5,000 due yearly on July 1.)	
4s, J&J, $36,000	1918 to 1923
($6,000 due yearly on July 1.)	
4s, J&J, $14,000	1924 to 1925
($7,000 due yearly on July 1.)	
4s, J&J, $4,000	July 1, 1926

Bonded debt July 1, '98	$149,000
Tax valuation, real	2,632,840
Tax valuation, personal	1,294,218
Total valuation 1898	3,927,058
Assessment about ¾ actual value.	
Total tax rate (per M.) '98	$16·00
Population in 1890 was	4,538
Population in 1880 was	4,516
Population in 1896 (est.)	4,700

INTEREST is payable at the town treasury.

CHELSEA.—JAMES GOULD, Mayor. T. B. FROST, Treasurer.

The city is in Suffolk County. The city bonds at present outstanding will be refunded at maturity and the new bonds will be payable in 1911.

LOANS—	When Due.
CITY BONDS—	
4s, A&O, $150,000	Oct. 1, 1901
4s, A&O, 90,000	Oct. 1, 1903
4s, A&O, 70,000	Oct. 1, 1905
4s, A&O, 100,000	Oct. 1, 1907
REFUNDING BONDS—	
4s, A&O, $181,000	Oct. 1, 1911
4s, J&D, 276,500	Dec. 1, 1911
PARK LOAN—	
4s, A&O, $80,000	Oct. 1, 1936
PUBLIC IMPROVEMENT LOAN—	
4s, A&O, $40,000	Oct. 1, 1907
4s, A&O, 70,000	Oct. 1, 1927
SPECIAL LOANS—	
4s, J&D, $19,700	Dec. 1, 1902
4s, J&D, 10,000	Dec. 1, 1904
4s, J&D, 32,000	Dec. 1, 1911
WATER BONDS—1891—	
4s, g., J&J 15, $150,000	g. Jul., 1911
4s, g., J&J 15, 150,000	g. Jul., 1921

INTEREST is paid in Boston at National Bank of Redemption or by City Treasurer, Chelsea.

TOTAL DEBT, SINKING FUND, ETC.—The subjoined statement shows Chelsea's total municipal debt, the water debt, the special loans and the sinking fund held by the city, on the 1st of January of each of the last four years. Mr. Frost, the City Treasurer, informs us that *all the indebtedness of the city of Chelsea is now covered by special law*, and that hence the 2½ per cent limit on the indebtedness of Massachusetts cities does not apply.

	Jan., 1900.	Jan. 1, '99.	Jan. 1, '98.	Jan. 1, '97.
Loans and debt	*$1,119,200	*$1,109,700	*$1,109,700	$949,700
Sinking fund	253,228	208,044	158,088	165,059
Net debt	$865,972	$901,656	$951,612	$784,641
Water debt (addit'al)	$300,000	$300,000	$300,000	$300,000
do sinking fund	50,921	43,641	36,642	36,642
Net water debt	$249,079	$256,359	263,358	$263,358
Total net debt	$1,115,051	$1,158,015	$1,214,970	$1,047,999

* Including improvement loan.

CITY PROPERTY.—The city owns its water works, which in 1899 earned from water rates $99,000.

ASSESSED VALUATION.—The city's assessed valuation (the same as actual value) and tax rate have been as follows in the years named.

	Assessed Valuation—			Rate of Tax
Years—	Real	Personal.	Total.	per $1,000.
1899	$21,204,150	$2,238,827	$23,442,977	$17·40
1898	20,988,600	2,303,808	23,292,408	17·40
1897	20,751,100	2,304,827	23,055,927	17·60
1895	20,032,050	2,482,993	22,515,043	17·00
1890	18,187,500	2,613,439	20,801,139	17·60
1884	15,802,550	2,300,947	18,103,497	18·60

POPULATION.—In 1899 population was 33,000; in 1890 it was 27,909; in 1880 it was 21,782; in 1870 it was 18,547.

CHICOPEE.—DENIS MURPHY, Mayor. JOHN D. WHITE, Treasurer.

Chicopee is in Hampden Co., and was incorporated as a city in 1890.

LOANS—	When Due.
BRIDGE LOAN—	
4s, J&D, $53,000	June 1, 1904
ELECTRIC LIGHT BONDS—	
4s, J&D, $69,000	1900-1922
4s, J&D, 6,000	July 15, 1906
CITY NOTES—	
4½s, M&S, $5,500	Sept. 1, 1900
4½s, J&D, 2,000	Dec. 1, 1903
4½s, J&D, 550	On demand.
4s, J&D, 10,000	Oct. 1, 1905
4s, J&D, 2,800	Dec. 2, 1905
4s, J&D, 20,000	Aug. 29, 1900
4s, J&D, 23,500	June 1, 1902
4s, J&D, 6,500	Nov. 18, 1902
4s, J&D, 10,000	June 1, 1906
4s, J&D, 2,000	Dec. 1, 1901
4s, J&D, $26,000	June 1, 1907
3½s, J&D, 10,000	June 29, 1908
3¾s, J&D, 10,000	Aug. 9, 1902
3½s, J&D, 51,500	June 1, 1902
3½s, J&D, 2,000	Dec. 1, 1900
($1,000 yearly) to Dec. 1, 1901	
SCHOOL BONDS—	
3½s g, J&D, $23,000	July 1, 1909
WATER BONDS—	
4s, J&D, $280,500. $11,500 yearly.	

Total debt Dec. 1, 1899	$614,350
Water debt (included)	290,500
Tax valuation, real	6,925,880
Tax valuation, personal	2,324,950
Total valuation 1899	9,250,830
Tax rate (per $1,000) 1899	$18·00
Population in 1895 was	16,427

CLINTON.—CHARLES E. SHAW, Treasurer.

This town is in Worcester County. This town will fund its floating debt about July 1, 1900.

LOANS.—	When Due.
WATER BONDS—	
4s, A&O, $115,000	Oct. 1, 1901
235,000	
Bonded debt, Feb. 1, 1900	$350,000
Floating debt	155,021

Total debt Feb. 1, 1900	$505,021
Water Sinking Fund	87,309
Tax valuation 1899	7,468,309
Tax rate (per M.) '99	18·00
Population in 1899 was	13,500
Population in 1890 was	10,424

CONCORD.—JOHN O. FRIEND, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
WATER WORKS—	
4s, A&O, $45,000	Oct. 1, 1903
20,500	
SEWER BONDS—	
4s, ..., $70,000	1928
4s, ..., 25,000	1923
LIGHT BONDS—	
4s, F&A, $35,000	Aug. 1, 1929

Total debt Aug. 1, 1899	$162,600
Sinking funds	36,158
Tax valuation 1898	3,839,970
Tax rate (per $1,000) 1899	12·40
Population in 1890 was	4,427

DALTON FIRE DISTRICT.—JOHN D. CARSON, Treasurer.—In Berkshire County.

LOANS—	When Due.
WARER LOANS—	
4s, J&D, $50,000	1914
4s, ... 6,000	On demand
Bonded debt Jan. 15, 1900	$56,000
Floating debt	16,000
Total debt Jan. 15, 1900.	72,000

Tax valuation, real	$1,532,606
Tax valuation, personal	1,047,851
Total valuation, 1899	2,580,457
Assessment about ⅔ actual value.	
Town tax (per $1,000) '99	$14·50
Population 1895 (of town)	3,207
Population 1890 (of town)	2,885

There has never been any tax levied by the fire district, as water rents pay all expense and a balance of about $1,000 is appropriated yearly for improvements or sinking funds.

INTEREST on the bonds due in 1914 is payable at Boston and Pittsfield; on others at Pittsfield, Mass.

DANVERS.—A. P. LEAROYD, Town Treasurer. JULIUS PEALE, Clerk.

Th s town is in Essex County.

LOANS—	When Due.
TOWN HOUSE—	
4s, ... $26,150	1900-16
ELECTRIC LIGHT BONDS—	
.. ..$11,000	June 1, 1916
4s, ... 5,500	1928
3½s, .., 4,000	1929
SCHOOL BONDS—	
4s, M&N, $3,400.	1903
4s, J&D, 14,500	1899-1915
4s, ..., 10,000	1917
4s. ....., 8,500	1900 to 1905
4s, ..., 12,500	1906 to '17
ELECTRIC-LIGHT BONDS—	
4s, ..., $4,000	1917
WATER BONDS—	
5s, J&J, $150,000	July 1, 1906
WATER BONDS (Con.)—	
4s, J&D, $25,000	June 1, 1911
4s. J&D, 15,000	June 1, 1913
4s, A&O, 22,800	1919
4s, F&A, 12,515	1920 to 1926
.., ..., 14,000	June 1, 1926
.., ..., 2,993	Feb. 1, 1927
.., ..., 1,335	Feb. 1, 1928
4s, J&J, 2,800	1929

Bonded debt July 1, '99.	$346,053
Float'g debt (additional).	20,000
Sinking fund	78,880
Tax valuation 1899	5,109,540
Tax rate (per $1,000) '99	$15·60
Population in 1895 was	8,181
Population in 1890 was	7,454

DEDHAM.—E. A. BROOKS, Treasurer. DON GLEASON HILL, Clerk.

This town is in Norfolk County.

LOANS—	When Due.
TOWN NOTES—	
4s, ..., $124,225	1900-1917
SCHOOL LOAN—	
4s, ..., $79,750	1900-1917
Town debt Feb. 1, 1900	$124,225

Assessed valuat'n, real.	$7,098,975
Assessed valuat'n, pers'l	1,329,103
Total valuation 1899.	8,428,078
Tax rate (per $1,000) 1899.	$16·80
Population in 1890 was	7,123
Population in 1900 (est.)	7,200

EASTHAMPTON.—Jos. W. WILSON, Treas.

This town is in Hampshire County.

Water debt, 3½s & 4½s.	$31,500
Sewer debt, 4s & 4½s.	23,600
School loan, 4s.	16,000
Miscel. loans, 4s.	15,200
Bonded debt, Feb., 1900	86,300
Tax valuation, real	2,284,905
Tax valuation, person'l	$634,662
Total valuation 1899	2,919,567
Assessment about ¾ actual value.	
Tax rate (per $1,000) 1899.	$16·50
Population 1890	4,790
Population 1900 (est.)	5,000

EVERETT—CHAS. C. NICHOLS, Mayor. NATHAN NICHOLS, Treasurer.

Everett is in Middlesex County. It was formerly a part of the town of Malden, but was incorporated as the town of Everett on March 9, 1870. It became a city on Jan. 1, 1893.

LOANS—	When Due.
SEWER BONDS—	
4s, J&J, $50,000	Jan. 1, 1911
4s, J&J, 50,000	July 1, 1911
4s, J&J, 125,000	July 1, 1923
4s, M&S, 42,000	March 1, 1929
WATER BONDS—	
4s, J&J, $30,000	July 1, 1922
4s, J&J, 100,000	July 1, 1921
4s, J&J, 70,000	Jan. 1, 1924
CITY NOTES—	
3½s, 4s, & 4½s, $299,950.	1900-'24

INTEREST on the water bonds and sewer bonds is payable at the Winthrop Nat. Bank, Boston; on city notes by Treasurer's check.

TOTAL DEBT, SINKING FUNDS, ETC.

	Jan. 1, 1900.	Jan. 1, '99.	May 1, '98.	Jan. 1, '98.
Total debt	$766,950	$693,475	$664,450	$664,450
Sinking funds	108,693	90,620	73,743	74,070
Net debt	$658,252	$602,855	$590,707	$590,380
Water debt (incl'd'd)	$200,000	200,000	$190,000	$190,000

ASSESSED VALUATION.—The assessed valuation of real estate in 1899 was $16,730,150; personal property, $1,106,050; total, $17,836,200; total tax rate (per $1,000), '99, $16·50. Property is assessed at a fair cash value.

POPULATION—In 1900 about 22,500; in 1895 it was 18,578; in 1890 it was 11,068; in 1880 it was 4,159; in 1870 it was 2,220.

FALL RIVER.—DR. JOHN H. ABBOTT, Mayor. CHAS. P. BRIGHTMAN, Treasurer. HENRY W. CLARKE, City Auditor.

This city, which is in Bristol County, was incorporated in 1854.

LOANS—	When Due.
CITY HALL LOANS—	
3¾s, M&N, $1,750	Nov. 5, 1900
3¾s, M&N, 4,000	May 1, 1900
($2,000 due y'rly) to May 1, 1901	
CITY HOSPITAL LOAN—	
4s, F&A, $5,000	Feb. 1, 1901
($2,500 due yearly) to Feb. 1, 1902	
PUBLIC LIBRARY—	
4s, J&D, $75,000*	June 1, 1925
4s, J&D, 75,000*	Dec. 1, 1925
4s, J&J, 75,000*	Jan. 1, 1927
4s, M&N, 25,000	May 2, 1918
HIGHWAY LOANS—	
4½s, J&D, $10,000	June 1, 1900
($5,000 due y'rly) to June 1, 1901	
4½s, M&S, 40,000	Sept. 1, 1901
4½s, A&O, 10,000	Oct. 2, 1903
4s, F&A, 10,000	Feb. 1, 1901
($5,000 due y'rly) to Feb. 1, 1902	
4s, M&S. $102,000	Mch. 1, 1906
3¾s, M&S, $1,500	Sept. 15, 1900
4½s, J&D, $5,000	June 1, 1900
($2,500 due y'rly) to June 1, 1901	
3½s, J&D, $2,500	June 2, 1900
4s, M&N. 20,000	May 1, 1909
MUNICIPAL LOANS—	
4s, M&N, $28,500	May 1, 1900
($9,500 due yearly) to May 1, 1902	
4s, J&J, $97,500*	July 1, 1900
($7,500 due yearly) to July 1, 1912	
4s, M&S, $86,500	Mar. 1, 1903
4s, A&O, 21,000	Oct. 1, 1904
4s, F&A, 173,000	Feb. 1, 1905
4s, M&S, 190,000	Mch. 1, 1904
4s, J&J, 28,000	Jan. 1, 1906
3¾s, M&N, 1,500	Nov. 5, 1900
4s, M&S, 150,000	Mar. 1, 1907
4s, F&A, 205,000	Feb. 1, 1908
4s, F&A, 190,000	Mar. 1, 1904
4s, F&A, 15,000	Aug. 1, 1909
3½, F&A, 130,000	Feb. 1, 1910
WATER BONDS—	
6s, F&A, $300,000	Feb. 1, 1904
6s, F&A, 300,000	Aug. 1, 1905
6s, M&N, 100,000	Nov. 1, 1906
5s, M&N, 100,000	May 1, 1908
5s, F&A, 100,000	Feb. 1, 1909
5s, M&N, 100,000	May 1, 1909
4½s, J&D, 25,000	June 1, 1905
4s, F&A, 100,000	Aug. 1, 1900
4s, J&D, 75,000	June 1, 1923
4s, M&N, 25,000	Nov. 1, 1923
WATER BONDS—	
4s, M&N, $25,000	May 1, 1924
4s, M&N, 25,000	Nov. 1, 1924
4s, M&N, 25,000	May 1, 1925
4s, J&D, 50,000	June 1, 1925
4s, M&N, 25,000	Nov. 1, 1925
4s, M&N, 25,000	May 1, 1926
4s, M&N, 25,000	Nov. 1, 1926
4s, A&O, 25,000	Apr. 1, 1927
4s, M&N, 25,000	Nov. 1, 1927
4s, A&O 25,000	Apr. 1, 1928
4s, ... 25,000	Nov. 1, 1928
4s, M&N, 50,000	May 1, 1929
4s, F&A, 150,000	Aug. 1, 1929
3½s, M&N, 175,000	Nov. 1, 1929
3½s, F&A, 100,000	Feb. 1, 1930
WATER WORKS EXTENSION—	
3¾s, M&N, $1,000	Nov. 5, 1900
WATER TANK—	
4s, F&A, $3,000	Feb. 1, 1901
($1,500 due yearly) to Feb. 1, 1902	
SCHOOL LOANS—	
4½s, A&O, $150,000*	Oct. 2, 1913
4s, A&O, 60,000	Apr. 1, 1916
3½s, M&S, 5,000	May 5, 1900
4s, F&A, 100,000*	Aug. 1, 1917
4s, A&O, 70,000	Apr. 1, 1917
4s, F&A, 25,000*	Aug. 1, 1909
SEWER LOANS—	
4½s, J&D, $30,000	June 1, 1900
($2,500 due y'rly) to June 1, 1911	
4½s, A&O, $10,000	Oct. 2, 1913
4s, A&O, $30,000	Apr. 1, 1901
($2,500 due y'rly) to Apr. 1, 1912	
4s, M&N, $25,000	May 1, 1913
4s, A&O, 75,000	Apr. 1, 1926
4s, A&O, 18,000	Oct. 1, 1914
4s, F&A, 65,000	Feb. 1, 1925
4s, M&S, 25,000	Mch. 1, 1914
4s, J&J, 100,000*	July 1, 1926
3¾s, M&N, 125,000	May 1, 1905
3¾s, M&N, 5,500	Nov. 5, 1900
($500 due yearly) to Nov. 5, 1910	
3½s, M&N, $30,000	May 1, 1900
($3,000 due y'rly) to May 1, 1909	
3½s, A&O, $25,000	Apr. 1, 1901
($2,500 due y'rly) to Apr. 1, 1910	
4s, A&O, $50,000	Apr. 1, 1927
4s, A&O, 40,000	Apr. 1, 1928
4s, J&J, 100,000*	July 1, 1928
4s, F&A, 20,000	Feb. 1, 1929
4s, M&N, 40,000	May 15, 1929
4s, F&A, 25,000	Aug. 1, 1929

* Special loans.

INTEREST on most of the bonds is paid only at the office of the City Treasurer; on some small issues, in Boston

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan. 1, 1900.	*Jan.* 1, '99	*Jan.* 1, '98.
Municipal bonded debt	$2,919,250	$2,674,000	$2,578,750
Permanent loan, &c.	81,088	78,830	76,380
Total debt	$3,000,338	$2,752,830	$2,655,130
Sinking fund, &c.	682,935	533,457	549,160
Net city debt	$2,317,403	$2,219,373	$2,105,970
Special loans, less sinking f'ds.	$670,831	$671,879	$609,804
Net city debt, less spec'l loans.	$1,646,572	$1,547,494	$1,496,166
Water debt (additional)	$2,000,000	$1,950,000	$1,925,000
Water sinking funds	628,969	549,592	503,747
Net water debt.	$1,371,031	$1,400,408	$1,421,502
Tot. net debt, *less special loans.*	$3,017,603	$2,947,902	$2,817,502

ASSESSED VALUATION—The city's assessed valuation (about the same as real value) and tax rate have been as follows:

Years—	*Real Estate.*	*Personal Property.*	*Total Valuation.*	*Rate of Tax per* $1,000.
1899	$44,868,550	$26,773,770	$71,642,320	$17·80
1898	44,071,850	26,899,436	70,941,286	17·80
1897	43,363,900	27,928,463	71,292,363	17·20
1896	41,935,800	27,350,696	69,286,496	17·00
1895	40,043,050	25,195,128	65,238,178	17·20
1890	32,459,650	21,013,533	53,473,183	16·40
1885	.....	.....	43,820,005	18·80

POPULATION—In 1898 population was 97,517; in 1890 it was 74,398; in 1880 it was 48,961; in 1870 it was 26,766. In 1899, according to local figures, 102,281.

FITCHBURG.—SAMUEL ANDERSON, Mayor. GEORGE E. CLIFFORD, Treasurer.

This city is in Worcester County.

LOANS— *When Due.*

BRIDGE—
4s, M&N, $9,000 (reg.) Nov. 1, 1902

BURBANK HOSPITAL—
4s, J&D, $90,000 (reg.) Dec. 1, 1903

FIRE DEPARTMENT—
4s, A&O, $2,000 (reg.) 1900
4s, J&D, 35,000 (reg.) June 1, 1903
4s, ... 6,400 ..... June '00-07
3½s ..... 2,700 ..... June '00-08
3½s, J&J, 2,000 ..... June, 1900-'09

CITY BONDS—
4s, J&D, $200,000 (reg.) June 1, '13

GRADE CROSSING—
4s, J&D, $8,000 (reg.) Dec. 1, 1905

PAVING—
4s, M&N, 2,500 (reg.) Nov. 1, 1902
3½s, ..., 4,500 .... Dec. 1900-'08
3½s, ..., 19,000 ... July 1900-'09
3½s, ..., 3,000 .. Nov. 1900-'09

POLICE STATION—
4s, ... $7,000 (reg.) 1900 to 1903
4s, A&O, 32,000 (reg.) Apr. 1, 1904

SCHOOL—
4s, M&N, $20,000 (reg.) Nov. 1, 1902
3½s, J&J, 20,000 ... July, 1900-'09
4s, J&D, 25,000 ..... June 1, 1914
4s, M&N, 200,000 (c&r), May 1, 1923
4s, J&D, 50,000 (reg.) June 1, '25

SEWER—
4s, J&D, $2,000 .... Dec. 1, '00-'01

SEWER—(Con.)—
4s, M&N, $10,000 (reg.) Nov. 1, 1903
4s, M&N, 35,000 (reg.) Nov. 1, 1912
4s, J&J, 3,500 (reg.) .. 1900-1906
3½s, ... 9,000 .... June, 1900-'08
4s, J&D, 6,000 (reg.) Dec. 1, 1906
4s, ..., 12,000 .. Dec., 1900-1907
3½s, ..., 2,000 .. Dec., 1900-1901
3½s, ..., 10,000 .. Nov., 1900-1909

SIDEWALK—
4s, J&D, $1,500 .... Dec. 1, 1900
4s, ..., 5,600 .... Dec., 1900-'07
3½s, ..., 1,800 ... June, 1900-'08
3½s, ..., 7,000 (reg.) .... 1900-'09

STREET—
4s, A&O, $50,000 (reg.) Oct. 1, 1903
4s, J&D, 14,000 (reg.) J'ly 1, '00-'06
4s, ..., 4,000 1900-1907
3½s, ..., 9,000 ..... June, '00-'08
3½s, ..., 5,600 ..... Dec., '00-'08
3½s, ..., 14,000 (reg.) .... 1900-'09

WATER—
4s, J&J, $100,000 (reg.) July 1, 1901
4s, M&N, 11,000 (reg.) Nov. 1, 1902
4s, M&N, 25,000 (reg.) Nov. 1, 1903
6s, J&J, 80,000 (cou.) July 1, 1905
6s, J&J, 20,000 (cou.) July 1, 1906
4s, M&N, 100,000 (reg.) May 1, 1911
4s, A&O, 300,000 (reg.) Apr. 1, 1922
3½s, J&D, 12,000 (reg.) Dec. 1, 1922

PAR VALUE OF BONDS.—The bonds are for $1,000 each, part registered and part coupon.

INTEREST on coupon bonds is payable in Boston at Merchants' Bank. The interest on registered bonds is remitted by check.

TOTAL DEBT, SINKING FUNDS ETC.—

	Dec. 1, 1899.	Dec. 1, 1898.	Dec. 1, 1897.
Total city debt	$1,592,200	$1,530,200	$1,760,500
Sinking funds, cash, etc.	398,878	340,630	522,191
Net debt	$1,193,322	$1,189,570	$1,238,309
Water debt, included above.	$648,000	$636,000	$736,000

ASSESSED VALUATION AND TAX RATE.—

	Real Estate.	*Personal Property.*	*Total Valuation.*	*Rate of Tax per* $1,000
1899	$18,127,160	$4,983,091	$23,110,251	$18·00
1898	17,778,838	4,656,253	22,435,091	18·60
1897	16,603,260	4,652,016	21,255,276	19·20
1896	16,113,647	4,660,212	20,773,859	19·20
1895	15,328,719	4,526,755	19,855,474	18·10
1894	14,267,106	4,210,573	18,477,679	18·10
1893	13,855,603	4,419,556	18,275,159	18·00
1892	12,971,915	4,093,630	17,065,545	16·40
1890	11,885,080	3,591,126	15,476,216	16·40

POPULATION.—In 1899 population was about 2 ',438; in 1890 it was 22,037; in 1880 it was 12,429; in 1870 it was 11,260.

FRAMINGHAM.—This town is in Middlesex County.

LOANS— *When Due.*

SEWER BONDS—
4s, F&A, $140,000 .... Aug. 1, 1908

Interest is payable in Boston.

Total debt Mar. 1, 1900.. $341,737
Sinking funds 70,000
Net debt Mar. 1, 1900... 271,737
Tax valuation, real.....$7,162,690
Tax valuation, personal. 1,957,188
Total valuation 1899.....9,119,878
Total tax (per $1,000) '99 $16·00
Population in 1899 (est.) ...11,000
Population in 1895 was.....9,498
Population in 1890 was.....9,239

FRANKLIN CO.—E. A. NEWCOMB, Treasurer.

County seat is Greenfield

LOANS— *When Due.*

JAIL LOAN—
4s, J&J, $52,854 23 .... On demand

STATE HIGHWAY LOAN—
3s, ..., $16,863 74 1900-1905

Total debt Jan. 1, 1900 ... $70,845
Tax valuation 1898.....22,455,992
Tax rate (per M.) '99.. 9·57
Population in 1896 (est) 40,149
Population in 1890 was.....38,610

INTEREST on the jail loan is payable in Greenfield.

TAX FREE.—All bonds issued by this county are tax exempt.

GARDNER.—J. D. EDGILL, Treasurer.

This town is in Worcester County.

HIGH SCHOOL LOAN—
4s, J&J, $55,000 ... .1903 to 1924

Total debt Feb. 1, 1899..$177,000
Demand loans, included. 10,000
Sewer loans, included.... 44,000
Tax valuation in 1898.$5,192,981
Tax rate (per $1,000) '98....$22·00
Population in 1895 was.....9,183
Population in 1890 was.....8,423

INTEREST is payable at the First National Bank, Gardner, Mass.

GLOUCESTER.—GEORGE E. MERCHANT, Mayor. EDWARD DOLLIVER, Treasurer.

Gloucester is in Essex County.

LOANS— *When Due.*

CITY AND MUNICIPAL BONDS—
4s, J&J, $136,000 ... July 1, 1908
4s, J&J, 15,000 1903
4s, J&D, 12,000 1900-1905
4s, M&N, 28,000 1900-1906
4s, J&J, 19,232 1900-1907
4s, J&D, 27,200 .. Dec. 1, 1900-'07
4s, J&J, 73,125 .... July 1, '00, to ($1,875 due y'rly) July 1, 1938
4s J&D, $33,300 .. Dec. 1, 1900, to ($3,700 due y'rly) Dec. 1, 1908
3½s, J&J, $22,000 .. July, 1900-'09
4s, J&D, 70,000 ..... 1900-'09

HIGHWAY IMPROV. BONDS—
4s, J&J, $50,000 ..... July 1, 1901
4s, J&J, 50,000 ..... July 1, 1902

FIRE ENGINE-HOUSE NOTES—
4s, M&S, $2,000 1900-1901

LOANS— *When Due.*

IMPROVEMENT LOAN NOTES—
4s, J&D, $4,500 1903
4s, J&J, 6 000 1900

SCHOOL-HOUSE NOTES—
4s, M&S, $32,000 1900-1915
3½s, J&D, 30,000 .. June 1, 1900 to ($1,500 due yearly) June 1, 1919

DRAINAGE BONDS—
4s, &&O, $3,200 1900-1907

Bonded debt Dec., 1899. $540,432
Sinking fund 172,220
Net debt Dec., 1899.... 368,212
Park debt (additional). 73,125
Total valuation 1899...15,862,401
Assessment about ¾ actual value.
Tax rate (per $1,000) 1899..$17·40
Population in 1890 was.....24,651
Population in 1899 (est.)...29,000

INTEREST on the city bonds is payable at the First National Bank of Boston; on the city notes at City Treasury.

GRAFTON.—A. A. SIMMONS, Treasurer.

This town is in Worcester County.

LOANS— *When Due.*

FUNDING BONDS—
4s, A&O, $60,000 ..... Oct. 1, 1900
($1,500 due yearly) to Oct. 1, 1939

Total debt Apr. 1, 1899....$61,500
Tax valuation, real $1,763,155
Tax valuation, pers'l... 635,302
Total valuation 1898...$2,398,457
Tax rate (per $1,000) '98...$17·00
Population in 1890 was.....5,002
Population in 1899.....5,100

SCHOOL BONDS—
3½s, J&J, $45,000 ... 1900 to 1939

GREENFIELD.—WM. B. ALLEN, Treasurer.

This town is in Franklin County. The fire district is a municipal corporation within the town and has a distinct debt.

LOANS— *When Due.*

ABOLITION CLAY HILL CROSSING.
4s, J&D, 1886 ..... Oct. 15, 1900

BRIDGE LOAN—
4s, J&J, $8,000 ..... May 1, 1905

GENERAL LOAN—
4s, J&J, $10,925 ..... Oct. 15, 1905

RENEWAL RR. BONDS—
4s, J&J, $9,000 ..... Oct. 15, 1900
($3,000 due y'rly) to Oct. 15, 1902

SCHOOL LOAN—
4s, J&J, $1,700 ..... Oct. 15, 1900
4s, A&O, 10,000 ... Oct. 15, 1901-2
4s, A&O, 15,000 ... Oct. 15, 1903-4

SEWER LOAN—
4s, J&J, $12,000 ..... July 16, 1914

SETTLEMENT TOWN OF DEERFIELD.
4s, J&J, $10,000 ... Oct. 1, '06-'07
Interest is payable at Greenfield.
Tot. town d'bt Mar., 1900. $78,511
Fire Dist. debt, Mar., 1900 39,375
Tax valuat'n, real.....4,649,412
Tax valuation, personal. 1,261,313
Total valuation 1899.....5,910,725
Tax val'n, Fire Dis. 1899. 5,241,424
Assessment same as actual value.
Town total tax 1899..... $14·00
Fire District tax, 1899..... 0·50
Population in 1900 (est.).....8,000
Population in 1890 was.....5,252

TAX FREE.—All bonds issued by this town are tax exempt.

HAMPDEN CO.—M. WELLS BRIDGE, Treasurer.

County seat is Springfield.

LOANS— *When Due.*

COURT HOUSE NOTES—
7s, ..., $30,000 ..... Jan. 1, 1901
($10,000 due y'rly) to Jan. 1, 1903

JAIL & H. OF CORR. BONDS—
3s, F&A, $200,000 .... Aug. 1, 1905
Temp'y loan Nov. 5, 1900. $100,000

Funded debt Jan. 1. 1900. $230,000
Floating debt 18,218
Total debt Jan. 1, 1900. 248,218
Sinking fund and cash.. 73,051
Net debt Jan. 1, 1900.. 175,167
Tax valuation in 1899. 143,470,328
Population in 1890 was...135,713
Population in 1895 was...152,938

INTEREST on the jail and house of correction bonds is payable at the First National Bank of Bos on, Mass.; other interest payable at the Springfield Institute for Savings, Springfield, Mass.

HAVERHILL.—JOHN A. GLINES, Treasurer. ARTHUR E. LEACH, Auditor.

This city is in Essex County.

LOANS— *When Due.*

CITY BONDS—
4s, A&O, $120,000 ..... Oct. 1, 1900
4s, A&O, 70,000 ..... Oct. 1, 1901
4s, A&O, 55,000 ..... Oct. 1, 1903
4s, A&O, 90,000 ..... Oct. 1, 1904
4s, A&O, 50,000 ..... Oct. 1, 1921
4s, A&O, 60,000 ..... Oct. 1, 1902
4s, A&O, 110,000 ..... Oct. 1, 1905
4s, A&O, 25,000 .... Oct. 1, 1922
4s, A&O, 25,000 .... Oct. 1, 1923
4s, A&O, 65,000 .... Oct. 1, 1906
4s, M&S, 66,000 .... Mar. 1, 1907
4s, A&O, 36,000 ..... Oct. 1, 1909

LOANS— *When Due.*

WATER LOAN—
4s, J&D, $300,000 ..... Dec. 1, 1912
4s, J&D, 500,000 ..... Dec. 1, 1922
4s, J&D, 50,000 ..... Dec. 1, 1927

SCHOOL BONDS—
4s, ..., $25,000 .... Dec. 1, 1907
4s, A&O, 10,500 .... Apr. 1, 1908
4s, A&O, 10,000 ..... Oct. 1, 1909

STREET BONDS—
4s, A&O, $22,000 .... Apr. 1, 1908
4s, A&O, 50,000 ..... Apr. 1, 1909

SEWER BONDS—
4s, A&O, $2,000 ..... Apr. 1, 1908
4s, A&O, 5,000 ..... Apr. 1, 1909

INTEREST on the water bonds and on the $70,000, the $90,000 and the $50,000 lots of the city bonds is payable at National Bank of Redemption, Boston, and upon all other city bonds at Treasurer's office.

TOTAL DEBT.—The following statement shows the city's debt:

	Jan. 1, 1900.	*Jan.* 1, 1899.	*Jan.* 1, 1898.
Bonded debt	$956,000	$928,250	$927,429
Sinking funds	337,010	325,160	299,418
Net debt	$618,990	$603,090	$628,011
Net water debt (additional)	$839,693	$864,162	$837,413

The gross water debt on Jan. 1, 1900, was $961,000 and the water sinking fund $121,307.

ASSESSED VALUATION of the city and the tax rate have been as follows in the years indicated. Assessment about ¾ actual value.

Years.	*Assessment.—Real.*	*Personal.*	*Total.*	*Tax rate per* $1,000.
1899	$20,394,766	$5,209,468	$25,604,234	$17·80
1898	20,307,669	5,194,814	25,502,483	17·80
1897	19,804,497	5,137,599	24,942,096	16·80
1896	16,667,257	4,561,414	21,228,671	16·80
1895	16,058,448	4,734,556	20,793,004	16·70
1890	13,139,666	4,731,106	17,870,772	17·00

On January 4, 1897, Haverhill annexed the town of Bradford and assumed its indebtedness, which is as follows, and is included in above statement of "Total Debt."

LOANS— *When Due.*

BRIDGE BONDS—
4s, J&J, $6,300 ..... July 1, 1900
($1,050 due yearly) to July 1, 1905

SCHOOL HOUSE BONDS—
4s, A&O, $2,700 ..... Oct. 1, 1900
4s, J&J, 12,000 ..... Jan. 1, 1901
($1,000 due yearly) to Jan. 1, 1912

SEWER BONDS—
4½s, J&J, $6,000 ..... July 1, 1900
($500 due yearly) to July 1, 1911

LOANS— *When Due.*

IMPROVEMENT BONDS—
4s, J&J, $25,000 ..... Jan. 1, 1903
($2,500 due yearly) to Jan. 1, 1912

FUNDING BONDS—
4s, J&J, $6,000 ..... Jan. 1, 1901
($3,000 due yearly) to Jan. 1, 1902

Tot. bds. outst'd'g Jan. 1, '00 58,000
Water debt (additional) ... 111,000
Population in 1895 was.....4,735
Population in 1890 was.....3,720

POPULATION.—Population in 1890 was 27,412; in 1880, 18,472 in 1870, 13,092; in 1895, 30,209; in 1897, 34,944.

HOLBROOK.—George B. French, Treasurer.

This town is in Norfolk County.

LOANS—	When Due.
Water Works—	
4s, A&O, $30,000	Apr. 1, 1907
4s, A&O, 30,000	Apr. 1, 1912
4s, A&O, 40,000	Apr. 1, 1917
4s, ——, 35,000	July 1, 1922

Interest is paid in Boston.

Bonded debt Jan. 1, 1900. $135,000
Floating debt 19,342

Total debt Jan. 1, 1900. $154,342
Sinking fund assets..... 39,933
Net debt Jan. 1, 1900.... 114,409
Total value town prop'ty 177,251
Tax valuation in 1899...1,210,522
Tax rate (per $1,000) 1899..$20·00
Population in 1895 was.....2,298
Population in 1890 was.....2,474

HOLYOKE.—{ARTHUR B. CHAPIN, Mayor. PIERRE BONVOULOIR, City Treasurer.

This city is in Hampden County.

LOANS— Name or Purpose.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'ng.
Bridge bonds.....1891	4g.	M & S	Sept. 1, 1911	$85,000
" 1894	4g.	J & D	June 1, 1914	105,000
City bonds.....1894	4g.	J & J	July 1, 1904	190,000
" 1895	4g.	A & O	Apr. 1, 1905	150,000
" 1896	4g.	J & J	July 1, 1906	125,000
" 1897	4g.	J & D	June 1, 1907	166,000
" 1898	4g.	M & S	Sept. 1, 1908	90,000
" 1899	3½g	J & J	July 1, 1909	30,000
" 1899	4g.	M & N	May 1, 1909	7,000
School loan.....1895	4g.	J & D	June 1, 1915	150,000
" 1896	4g.	J & J	July 1, 1916	100,000
" 1897	4g.	M & S	Mar. 1, 1917	109,000
Sewer bonds.....1893	4g.	M & N	May 1, 1913	50,000
" 1893	4g.	A & O	Oct. 1, 1913	100,000
Water loan.....	6	J & J	July 1, 1900	250,000
" 1897	4g.	J & J	Jan. 1, 1927	250,000
Holyoke & Westf. RR. (ref.)	4g.	J & J	July 1, 1913	60,000
do do 1890	4g.	A & O	Oct. 1, 1910	166,000

INTEREST on the water bonds is payable at the City Treasury; on all other bonds at the National Hide & Leather Bank, Boston.

TOTAL DEBT, SINKING FUND, Etc.—

	Feb. 23, 1900.	Apr. 1, '99.	Jan. 1, '98.	Jan. 1, '97.
Total debt	$2,183,000	$2,447,000	$2,482,000	$2,038,000
Sinking fd. & RR. stk.	719,728	881,388	978,009	870,816
Net debt	$1,463,272	$1,565,612	$1,503,990	$1,167,184
Water debt, incl. above	$500,000	$500,000	$500,000	$250,000

CITY PROPERTY—Included in the city's sinking fund as given above for Feb. 23, 1900, is $226,500 Holyoke & Westfield RR. stock This railroad is leased to the New Haven & Northampton and has paid dividends since 1879. The value of all city property not including water-works is estimated at $1,488,390. The water-works of the city are valued at $1,100,000.

ASSESSED VALUATION AND TAX ROLL—

Years—	Assessed Valuation. Real	Personal	Total	Rate of Tax per $1,000.
1899	$28,703,800	$8 957,120	$37,660,950	16 00
1898	28,239,530	7,637,010	35,876,540	14·40
1897	25,057,810	7,414,450	32,472,260	15·80
1896	21,908,720	7,648,505	29,557,225	16·40
1895	20,578,390	7,126,235	27,704,625	16·80
1890	16,914,870	5,158,955	22,073,825	18·00

POPULATION—In 1890 population was 35,528; in 1880 it was 21,915; in 1870 it was 10,733; in 1899 (according to local figures) it was 40,322.

HUDSON.—{SAVILLIAN ARNOLD, Treasurer. D. W. STRATTON, Clerk.

This town is situated in Middlesex County.

LOANS—	Amount.
Town Notes	$70,400
Water Notes	109,200
Electric light notes	38,000
Total debt Jan. 1, 1900..	217,600
Cash & uncollected taxes	38,256

Net debt Jan. 1, 1900.... $179,344
Tax valuation in 1899...2,939,537
Total tax (per $1,000) 1899.$21·25
Population in 1895 was.....5,308
Population in 1890 was.....4,670
Population in 1880 was.....3,739

HYDE PARK.—{HENRY S. BUNTON, Treasurer. HENRY B. TERRY, Clerk.

This town is in Norfolk County.

LOANS—	When Due.
Town Bonds—	
4s, M&N, $8,000	Nov. 1, 1900
($2,000 due yearly) to	Nov. 1, 1903
Library Bonds—	
4s, M&N, $23,000.	May 1, 1900
($2,000 yearly) to	May 1, 1903
($1,000 yearly) to	May 1, 1918

Sewer Loan—
4s, M&N, $140,000.....1900-1927
($5,000 annually on May 1.)
Total debt Feb. 1, 1900... $171,000
Tax valuation, real.....9,285,875
Tax valuation, personal. 998,010
Total valuation 1899...10,283,885
Tax rate (per $1,000) 1899. $20·00
Population in 1895 was.....11,828
Population in 1890 was.....10,193

IPSWICH.—Thomas E. Condon, Treasurer.

This town is in Essex County.

LOANS—	When Due.
Water Bonds—	
4s, J&J, $136,000	July 1, 1924
Bonded debt Jan. 1, '00..	$138,000
Floating debt.....	27,940
Total debt Jan. 1, 1900..	165,940
Sinking fund.....	10,155
Net debt Jan. 1, 1900....	155,785

Tax valuation, real $2,360,811
Tax valuation, person'l 731,121
Total valuation 1899... 3,091,932
Assessment about ¾ actual value.
Tax rate (per $1,000) 1899.$14·00
Population in 1895 was.....4,720
Population in 1890 was.....4.439

INTEREST is payable in Boston at the Old Colony Trust Company.

LAWRENCE—{ARTHUR A. BAILEY, Treasurer. RICHARD J. SHEA, Auditor.

This city is in Essex County.

LOANS—	When Due.
School Bonds—	
4s, F&A, $160,000.	Aug. 1, 1900, to
($8,000 due yearly)	Aug. 1, 1919
Cemetery Bonds—	
4s, J&D, $10,400.	June, 1900-1903
City Debt of 1896—	
4s, M&N, $10,500.	Nov., 1900-1906
Municipal Debt Bonds—	
6s, F&A, $3,000	Feb. 1, 1905
4s, J&J, 262,000	July 1, 1924
4s, J&D, 90,000	1901-1909
3s, ... 45,000.	July, 1900-1909
Sewer Bonds—	
4s, J&J, $300,000	July 1, 1904
4s, M&S, 39,000.	Sept., 1900-1912

LOANS—	When Due
Sewer Bonds—(Con.)	
4s, J&D, $20,000.	Dec., 1900-1903
4s, J&D, 72,000.	June, 1900-1925
4s, M&N, 27,000.	Nov., 1900-1917
4s, J&D, 39,000	1900 to 1925
Public Building Bonds—	
4s, ..., $39,000.	Dec., 1900-1905
4s, ..., 21,000.	Nov., 1900-1906
4s, ... 52,500.	Dec., 1900 1906
4s, ..., 44,000.	Sept., 1900-1907
Water Bonds—	
6s, A&O, $100,000	Apr. 1, 1906
4s, J&J, 477,000	July 1, 1923
4s, A&O, 175,000 ..	Oct. 1, 1923
(Subject to call after Oct. 1, 1913.)	

LOANS—	When Due.
Bridge Bonds—	
4s, J&J, $65,000	July 1, 1902
Bonded debt Jan. 1, '00.	$2,287,097
Sinking funds & assets.	798,936
Net debt Jan. 1, 1900..	1,488,161
Net water debt (includ.)	840,707

Assessed val'ation, real. 29,783,100
Assessed val'ation, per'l 8,843,097
Total valuation 1899...38,626,197
Assessment about full value.
Tax rate (per $1,000) 1899.$15·60
Population in 1890 was.....44,654
Population in 1900 (est.)...59,000

INTEREST is paid at the Tremont (now Eliot) National Bank in Boston and by the City Treasurer.

CITY PROPERTY.—The city owns property valued at $2,602,298-21, including $1,220,890 70 for water works.

LEOMINSTER.—C. A. Joslin, Treasurer.

This town is in Worcester County.

LOANS—	When Due.
Water Works—	
4½s, M&S, $20,000	Sept. 1, 1900
...., ..., 21,000	.....
4s, M&N, 50,000	Nov. 17, 1900
4s, M&N, 40,000	May 17, 1900
4s, J&D, 25,000	June 1, 1900
4s, A&O, 103,000	Oct. 1, 1925
4s, ..., 10,000	1900 1901
($5,000 yearly on May 1)	
4s, ..., 49,000	Oct., 1923
Sewer Loans—	
4½s, M&N, $7,000	Nov. 1, 1903
4½s, J&D, 3,500	Dec. 1, 1901
4s, ..., 6,000	1904
4s, ..., 7,000	1905

LOANS—	When Due.
Town Hall and School—	
4½s, J&J, $13,900	July 1, 1918
...., 94,500	.....
4s, ..., 9,300	1914
Water debt.....	$318,000
Floating debt.....	122,550
Sewer debt.....	23,500
Town Hall & sch. h. debt.	117,700
Funds held in trust.....	22,414
Total debt Jan. 1, 1900..	604,164
Tax valuation, real.....5,919,705	
Tax valuation, personal. 1,038.410	
Tot'l valuation in 1899..6,958,115	
Total tax (per $1,000), 1899.$21·00	
Population in 1895 was.....9,214	

INTEREST on the water bonds is payable at the Boston Safe Deposit & Trust Co. of Boston; on the 4 per cent general debt loan at Leominster; on all other loans at Boston.

LEXINGTON.—{G. D. HARRINGTON, Treasurer. L. A. SAVILLE, Clerk.

This town is in Middlesex County.

LOANS—	When Due.
School House Notes—	
3⅜s, Var., $6,000	1900
Water Works Bonds—	
4s, M&N, $180,000	1916
($10,000 due yearly on Nov. 1.)	
4g, J&J, $7,000, g.	July 1, 1900-06
($1,000 due yearly.)	
4s, ..., $8,000 g.	Jan., 1901-1908
Refunding Water—	
4s, ..., $10,000 g.	Nov. 1, 1917
4s, ..., 10,000	Nov. 1, 1918

Bonded debt Jan. 1, 1900.$251,4(0
Floating debt..... 35,000
Total debt Jan. 1, 1900.. 286,4(0
Tax valuation, real..... 4,275,545
Tax valuation, personal 756,460
Tax valuation 1899..... 5,032,005
Assessment same as actual value.
Tax per $1,000 1899.....$16·00
Population in 1895 was.....3,497
Population in 1890 was.....3,197

LOWELL—{JEREMIAH CROWLEY, Mayor. CHARLES F. COBURN, Treasurer.

This city is in Middlesex County.

LOANS—	When Due.
Bridges—	
3⅞s, F&A, $30,000	1900 to 1904
($6,000 due yearly.)	
4s, F&A, $10,400	1901 to 1904
($2,600 yearly on Feb. 21.)	
4s, J&J, $37,500	1901 to 1905
($7,500 yearly on Jan 4.)	
4s, M&N, $8,080	1900 to 1907
($1,010 yearly on Nov. 24.)	
4s, ..., $27,090	Dec., 1900-1908
4s, ..., 31,500	July, 1900-1908
3½s, ..., 22,500	1900 to 1908
($2,500 yearly on Aug. 6.)	
C. H. & M. Building—	
4s, A&O, $7,500	1900 to 1904
($1,500 due yearly.)	
4s, A&O, $450,000	Oct. 1, 1920
Miscellaneous—	
4¼s, M&N, $62,000	1900 to 1903
($15,500 due yearly on Nov. 1.)	
4s, J&J, $3,500	July 16, 1900
4s, M&N, 4,600	Nov. 29, 1900
4s, M&N, 30,000.	Nov. 1, 1900-'02
4s, M&N, 17,500.	May, 1900 to '06
4s, M&S, 9,400	1900 to 1901
($4,700 due yearly on Sept. 14.)	
4s, M&N, $11,000	1900 to 1901
($5,500 due yearly on Nov. 28.)	
4s, M&N, $21,000	1900 to 1902
($7,000 due yearly on May 4.)	
4s, J&D, $15,960	1900 to 1903
($3,990 due yearly on June 7.)	
3½s, J&D, $25,500	1900 to 1904
($5,100 due yearly on June 29.)	
3½s, A&O, $50,000	1900 to 1904
($10,000 due yearly on Oct. 19.)	
4s, M&N, $60,000 (reg.)	1900 to 1905
($10,000 due yearly on Nov. 27.)	
4s, M&N, $35,000	1900 to 1906
($5,000 due yearly on Nov. 18.)	
4s, ..., $90,000	May, 1900-1908
4s, ..., 90,000	Nov., 1900-1908
3½s, .., 31,500	1900-1908
4s, .., 31,500	Mar., 1901 to '09
4s, .., 28,000	Sept., 1900 to '09
4s, .., 29,500	Aug., 1900 to '09
4s, .., 33,000	June, 1900 to '09
4s, .., 17,500	June, 1900 to '09
4s, .., 14,000	Dec., 1900 to '09
4s, .., 6,100	Nov., 1900 to '09
4s, .., 26,000	Nov., 1900 to '09
Park Bonds—	
3½s, F&A, $70,210	Feb. 19, 1904
Public Buildings—	
3½s, A&O, $3,500	1900 to 1904
($700 due yearly on Oct. 19.)	
4s, M&S, $13,300 (reg.)	1900 to 1906
($1,900 due yearly on Sept. 19.)	
4s, J&D, $13,500	1900 to 1902
($4,500 due yearly on June 3.)	
4s, ..., $32,400	Oct., 1900-1908

LOANS—	When Due.
Schools—	
4s, J&J, $12,000.	1900 to 1901
($6,000 due yearly on July 6.)	
4s, A&O, $3,800	1900 to 1901
($1,900 due yearly on Oct. 19.)	
4s, J&D, $10,500	1900 to 1902
($3,500 due yearly on June 3.)	
4s, F&A, $21,000	1900 to 1902
($7,000 due yearly on Aug. 31.)	
4s, A&O, $150,000	April 1, 1921
4s, J & J, 200,000	July 1, 1926
3½s, J&D, 12,500	1900 to 1904
($2,500 due yearly on July 12.)	
4s, ... $36,000	1900 to 1907
($4,500 due yearly on Aug. 10.	
State Aid—Spanish War—	
4s, ... $4,680	Aug., 1900-1908
Sewer Bonds—	
4s, A&O, $10,000	1900 to 1902
($5,000 due yearly on Apr. 9.)	
4s, A&O, $56,000	Oct. 2, 1902
4s, A&O, 94,000	Apr. 2, 1903
4s, J&J, 6,000	1901 to 1905
($1,200 due yearly on Jan. 4.)	
3½s, M&N, $25,000	1900 to 1904
($5,000 due yearly on May 4.)	
4s, F&A, $60,000	1900 to 1905
($10,000 due yearly on Aug 7.)	
4s, M&N, $10,000	1900 to 1901
($10,000 due yearly on May 16.)	
4s, J&D, $23,200	1900 to 1903
($5,800 due yearly on June 17.)	
4s, J&D, $48,800	1900 to 1903
($12,200 due yearly on Dec. 3.)	
4s, M&N, $12,000	1900 to 1907
($1,500) due yearly on Nov. 8.	
3⅝s, M&N, $52,500	1900 to 1906
($7,500 due yearly on May 5.)	
4s, M&N, $60,000	1900 to 1907
($7,500 due yearly on May 11.)	
4s, ..., $27,000.	Sept., 1900 to '08
4s, ..., 10,000 .	Dec., 1900 to '09
4s, ..., 30,000.	Aug. 1900 to '09
4s, ..., 30,000	June, 1900 to '09
Streets—	
4s F&A, $10,400	1901 to 1904
($2,600 due yearly on Feb 1.)	
4s, J&J, $37,500	1901 to 1905
($7,500 due yearly on Jan. 4.)	
4s, M&N, $17,500 (reg.)	1900 to '06
($2,500 due yearly on May 6.)	
4s, ..., $12,000.	July, 1900 to '09
Water Works—	
4s, M&S, $6,000	Mar. 9, 1901
4s, J&D, 30,000	1900 to 1902
($10,000 due yearly on Dec. 1.)	
4s, M&N, $75,000.	Nov. 1, 1911
4s, M&N, 1,000,000.	Nov. 1, 1920
3½s, F&A, 25,000	1900 to 1904
($5,000 due yearly on Aug. 6.)	
4s, F&A, $55,000	1900 to 1910
($5,000 due yearly on Aug. 7.)	
4s, M&N, $32,800	1900 to 1907
($4,100 due yearly on Nov. 8.)	

TOTAL DEBT, SINKING FUNDS, Etc.—

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, '98.
Total debt (incl. water debt)....	$3,876,820	$3,879,950	$3,775,350
Sinking funds.....	567,955	506,870	446,572
Net debt.....	$3,308,865	$3,373,080	$3,328,778
Water debt (included above)....	$1,229,800	$1,229,900	$1,290,000
Water debt s. f. do	$273,623	$246,916	$220,846

CITY PROPERTY.—The city owns real estate and personal property valued at $9,005,576 45.

ASSESSED VALUATION.—The city's assessed valuation (about actual value) and tax rate in different years have been as follows:

Years—	Assessed Valuation— Real Estate.	Personal.	Total.	Rate of Tax per $1,000.
1899	$55,878,355	$15,373,017	$71,251,372	$19·60
1898	55,622,880	15,318,363	70,941,243	18·00
1897	54,678,720	15,707,450	70,386,170	17·40
1896	53,935,960	15,965,987	69,901,947	15·00
1895	52,257,400	16,524,642	68,782,042	18·00
1890	45,316,150	17,037,462	62,353,612	17·00
1887	41,322,794	15,426,459	56,749,253	15·70

POPULATION.—In 1895 population was 84,359; in 1890 77,696.

LYNN.—{WILLIAM SHEPARD, Mayor. / WM. F. BRACKETT. Auditor.

This city is in Essex County. Lynn pays to the sinking fund yearly an amount of money sufficient, with the accumulations of interest on the sinking fund investments, to pay off the entire debt at maturity.

LOANS—	When Due.
CEMETERY LAND—	
4s, J&J, $25,000, r	Jan. 1, 1903
ENGINE HOUSE—	
4s, J&J, $15,000, r	July 1, 1901
4s, A&O, 10,000, r	Apr. 1, 1902
6s, J&J, 5,000, r	Jan. 1, 1904
4s,A&O, 10,500	Apr. 1, 1908
4s,A&O, 10,000	Apr. 1, 1916
FIRE APPARATUS LOAN—	
4s, J&J, $11,000, r	July 1, 1900
MUNICIPAL LOAN—	
4s,A&O, $2,000, r	Oct. 1, 1900
4s, J&J, 101,000, r	Jan. 1, 1903
4s, J&D, 29,000, r	Dec. 1, 1904
4s, J&J, 58,000	Jan. 1, 1904
4s, A&O, 54,000	Apr. 1, 1906
4s, J&J, 60,000	July 1, 1907
4s, A&O, 16,500	Apr. 1, 1908
4s, A&O, 35,500	Oct. 1, 1908
4s, J&J, 8,000	Jan. 1, 1909
4s, A&O, 61,000	Apr. 1, 1909
4s. A&O, 30,000	Jan. 1, 1919
PARK LOAN—	
4s, A&O, $12,000, r	Oct. 1, 1902
4s, J&J, 5,000, r	Jan. 1, 1903
4s, J&J, 30,000, c	July 1, 1919
4s, A&O, 6,000, r	Oct. 1, 1919
4s, A&O, 20,000, r	Apr. 1, 1920
4s, A&O, 5,000, r	Oct. 1, 1920
POLICE STATION LOAN—	
4s, J&J, $8,000, r	July 1, 1900
SCHOOL HOUSE LOAN—	
4s, A&O,$30,000, r	Oct. 1, 1900
4s, A&O, 55,000, r	Apr. 1, 1901
4s, A&O, 30,000, r	Oct. 1, 1901
4s, A&O, 20,000, r	Apr. 1, 1902
4s, J&J, 28,000, r	July 1, 1902
4s, J&J, 3,000, r	Jan. 1, 1903
4s, J&J, 10,000, r	July 1, 1903
4s, J&J, 5,000, r	Jan. 1, 1904
4s, A&O, 10,200, r	Oct. 1, 1904
4s,*A&O, 60,000, r	Apr. 1, 1909
4s,*A&O, 50,000, r	Oct. 1, 1910
4s,*A&O,140,000, c&r.	Apr. 1, 1911
4s, J&J, *5,500	Jan. 1, 1908
4s, A&O, *25,000	Jan. 1, 1918
4s, J&J, *35,000	Jan. 1, 1918
SEWER LOAN—	
4s, J&J, $10,000, r	Jan. 1, 1903
4s, J&J, 25,000, r	Jan. 1, 1914
4s, J&J, 30,000, r	July 1, 1904
4s, M&S, 25,000, r	Sept. 1, 1905
4s, J&J, 100,000, r	July 1, 1906
4s, M&N, 20,000, r	Nov. 1, 1906
4s, M&S, 10,000, r	Sept. 1, 1907
4s, M&N, 10,000, r	Nov. 1, 1907
4s, F&A, 10,000, r	Aug. 1, 1908
4s, M&S, 10,000, r	Sept. 1, 1908
4s, M&N, 10,000, r	Nov. 1, 1908
4s, J&J, 10,000, r	Jan. 1, 1909
4s,*A&O, 100,000, r	Apr. 1, 1909
4s, J&J, 35,000, r	July 1, 1910
4s, A&O, 10,000, r	Oct. 1, 1910
4s, J&J, 10,000, r	Jan. 1, 1911
4s, A&O, 50,000, r	Apr. 1, 1911
4s, J&J, 35,000, r	July 1, 1911
4s, A&O, 20,000, r	Apr. 1, 1912
4s, J&J, 20,000, r	July 1, 1912

LOANS—	When due.
SEWER LOAN—(Con.)—	
4s, J&J, $50,000, r	Jan. 1, 1913
4s, A&O, 40,000, r	Apr., 1916
3¾s, J&J, 10,000, r	July 1, 1904
4s, A&O, *20,000	Apr. 1, 1908
4s, J&J, 20,000, r	July 1, 1915
4s, A&O, 100,000, r	Apr. 1, 1927
STREET IMPROVEMENT—	
4s, A&O, $30,000	Apr. 1, 1902
4s, J&J, 50,000, r	Jan. 1, 1903
4s, A&O, 5,000, r	Oct. 1, 1903
4s, J&J, 30,000, r	Jan. 1, 1904
4s, J&J, 25,000, r	Jan. 1, 1904
4s, J&J. 50,000, r	July 1, 1905
4s, A&O, *35,000	Apr. 1, 1908
4s,*A&O, 125,000, r	Apr. 1, 1920
4s,*A&O, 25,000, r	Oct. 1, 1921
PUBLIC LIBRARY LOAN—	
4s, A&O, $35,000	Apr. 1, 1917
WATER LOAN—	
5s, J&J, $50,000,c&r	Jan. 1, 1900
5s, J&J, 50,000, c	Jan. 1, 1901
5s, J&J, 200,000,c&r	Jan. 1, 1905
4s, A&O, 10,000, r	Apr. 1, 1900
4s, M&S, 8,000, r	Mar. 1, 1903
4s, J&J, 150,000,c&r	Jan. 1, 1905
4s, M&N, 20,000, r	Nov. 1, 1913
4s, M&S, 50,000, r	Mar. 1, 1914
4s, J&D, 20,000, r	Dec. 1, 1914
4s, M&S, 10,000, r	Sept. 1, 1916
4s, A&O, 9,000, r	Oct. 1, 1916
4s, J&J, 7,500, r	July 1, 1917
4s, F&A, 5,000, r	Aug. 1, 1917
4s, A&O, 2,000, r	Oct. 1, 1917
4s, M&N, 6,500, r	Nov 1, 1917
4s, A&O, 15,000, r	Apr. 1, 1918
4s, J&D, 10,000, r	June 1, 1918
4s, J&J, 85,000, c&r	July 1, 1919
4s, A&O, 100,000, c&r	Apr. 1, 1919
4s, J&J, 75,000, r	July 1, 1919
4s, J&J, 35,000, r	Jan. 1, 1920
4s, A&O, 150,000, r	Apr. 1, 1920
4s, A&O, 50,000, r	Apr. 1, 1921
4s, A&O, 25,000, r	Oct. 1, 1921
4s, A&O, 50,000, r	Jan. 1, 1922
4s, J&J, 25,000, r	July 1, 1922
4s, A&O, 40,000, r	Apr. 1, 1923
4s, J&J, 165,000	July 1, 1925
4s, J&J, 50,000	July 1, 1926
4s, J&J, 25,000, r	July 1, 1927
4s, J&J, 25,000	July 1, 1928
4s, A&O, 10,000	Oct. 1, 1928
4s, J&J, 25,000	July 1, 1929
3¾s, M&N, 7,300, r	May 1, 1904
3¾s, M&N, 31,000, r	Nov. 1, 1913
3¾s, J&D, 6,000, r	Dec. 1, 1915
3½s, M&N, 66,500, r	May 1, 1905
3½s, J&D, 5,000, r	Dec. 1, 1905
3½s, A&O, 2,000, r	Apr. 1, 1916
3½s, M&N, 24,500, r	May 1, 1916
3½s, J&D, 3,500, r	June 1, 1917
3½s, F&A, 6,500, r	Feb. 1, 1917
4s, A&O, 100,000, r	on demand.
4s, —— 25,000,	1930
MISCELLANEOUS BONDS—	
4s, Var., $35,800, r	1902 to 1904
4s, A&O, 56,000	Oct. 1, 1907

(c) coupon, (r) registered.

* The loans marked thus (*) in the above table are authorized by special acts of Legislature in excess of the city's legal debt limit. The total amount of outstanding bonds thus authorized is $750,000.

PAR VALUE OF BONDS.—The bonds are $500 to $2,500 each.

INTEREST—WHERE PAYABLE.—Coupons are payable at the Bank of the Republic, Boston, or at the City Treasurer's office, Lynn; other interest is payable by City Treasurer only.

TOTAL DEBT, ETC.—

	Dec. 20, '99.	Dec. 20, '98.	Dec. 20, '97.
Funded debt (excl. of water)	$2,464,650	$2,391,650	$2,232,150
Sinking funds	680,750	583,273	448,176
Net debt	$1,783,900	$1,808,377	$1,783,974
Water debt (additional)	1,810,300	1,835,300	1,800,300
Water works sinking fund	449,054	426,141	367,360
Net water debt	1,361,246	1,409,159	1,432,940
Total net municipal debt	3,145,146	3,217,536	3,216,914

The funded debt as given above for Dec., 1899, includes loans to the amount of $750,000 in excess of debt limit and issued under authority of special acts of Legislature. Temporary loans amounting to $530,000 are not included in totals.

CITY PROPERTY AND WATER WORKS.—The city property, consisting of real estate, school buildings and public parks, amounts to $2,428,255. Total cost of water works to Jan. 1, 1900, $2,425,285

ASSESSED VALUATION.—Assessed valuation and tax rate, real estate being taken "at about three-fourth cash value," have been:

Years—	Assessed Valuation— Real	Personal	Total.	Rate of Tax per $1,000.
1899	$41,920,665	$9,171,283	$51,091,948	$17·80
1898	41,575,536	9,384,798	50,960,334	17·60
1897	41,157,046	9,724,857	50,881,903	17·40
1895	10,441,874	39,256,182	49,698,056	17·20
1890	29,390,332	11,340,046	40,730,378	15·00
1880	17,913,543	5,470,192	23,383,735	17·60
1870	14,277,212	6,649,903	20,927,115	17·20

POPULATION.—In 1895, 62,355; in 1890, 55,727; in 1880, 38,274.

MALDEN.—{CHAS. L. DEAN, Mayor. / HENRY A. WILDER, Auditor.

This city is in Middlesex County, and was incorporated Jan. 2, 1882.

LOANS—	When Due.
BRICK SIDEWALKS—	
4s, M&S, $2,000	Mar. 15, 1901
($1,000 due yearly) to	Mar. 15, 1902
4s, M&S, $4,000	Mar. 15, 1901
($1,000 due yearly to	Mar. 15, 1904
4s, J&D, $4,800	June 1, 1900
($800 due yearly) to	June 1, 1905.
4s, J&J, $7,000	July 1, 1900
($1,000 due yearly) to	July 1, 1906
4s, ..., $8,000	July 1, 1900
($1,000 annually) to	July 1. 1907.
4s, J&J, $4,000	June, 1900-1903
3½s, ... 5,000	1900-1904
FIRE DEPARTMENT—	
4s, M&N, $1,000	Nov. 1, 1900
4s, ..., 2,000	April, 1901
4s, ..., 7,000	Apr., 1902-08
4s, M&N, 1,200	Nov. 1, 1900
($300 due yearly) to	Nov. 1, 1903
4s, ..., $9,600	Nov. 1, 1900
($600 due yearly) to	Nov. 1, 1915
PUBLIC PARKS—	
4s, J&J, $80,000	July 3, 1944
4s, J&J, 10,000	July 3, 1945
4s, J&J, 10,000	July 3, 1947
4s, J&J, 20,000	July 3, 1924
SCHOOL HOUSE LOANS—	
4s, M&N, $1,600	May 15, 1900
4s, M&N, 1,800	Nov. 1, 1900
4s, J&J, 15,000	July 15,1900
($5,000 due y'rly) to	July 15,1902
4s, M&S, $11,000	Mar. 1, 1901
($5,500 due y'rly) to	Mar. 1, 1902
4s, M&N, $75,000	Nov. 1, 1900
($5,000 due yearly) to	Nov. 1, 1914
4s, J&J, $28,000	July 1, 1900
($1,750 due yearly) to	July 1, 1915
4s, J&J, $4,200	July 1, 1900
($700 due yearly) to	July 1, 1905
4s, J&D, $29,600	June 1, 1900
($1,850 due yearly) to	June 1, 1915
4s, F&A, $53,000	Aug., 1900-1917
4s, ..., 2,000	Apr. 1, 1901
($1,000 annually) to	Apr. 1, 1902.
4s, ..., $7,000	Aug. 1, 1900
($1,000 annually) to	Aug. 1, 1906.
4s, A&O, $3,000.	Apr., 1901 to 1903
3½s, ..., 4,000	1900 to 1903

LOANS—	When Due.
SEWERAGE—	
4s, M&N, $50,000	May 2, 1922
4s, M&N, 100,000	May 2, 1923
4s, M&N, 200,000	May 2, 1924
4s, M&N, 150,000	May 2, 1925
4s, ... 100,000	May 2, 1926
DRAINAGE BONDS—	
4s, J&J, $2,000	July, 1900-1901
4s, J&J, 2,000	June, 1900
3½s, ..., 10,000.	June,1900 to 1909
STREET LOANS—	
4s, M&N, $4,000	Mar. 15, 1901
($1,000 due yearly) to	Mar. 15, 1904
4s, M&N, $2,400	Nov. 2, 1900
($1,200 due yearly) to	Nov. 2, 1901
4s, J&D, $12,000	June 1, 1900
($2,000 due yearly) to	June 1, 1905
4s, J&J, $14,000	July 1, 1900
($2,000 due yearly) to	July 1, 1906
4s, J&J, $2,000	July 1, 1900
($1,000 due yearly) to	July 1, 1901
4s. J&J, $2,000	July 1, 1900
($1,000 due yearly to	July 1,1901)
4s, ..., $8,000	July 1, 1900
($1,000 annually) to	July 1, 1907
4s, ..., $3,000	Aug. 1, 1900
($1,000 annually) to	Aug. 1, 1902
4s, ..., $3,500	Nov. 1, 1900
($1,000 due y'rly) to	Nov. 1, 1903.
4s, J&J, $9,000.	June 1, 1900-1908
3½s, $10,000	June, 1900 to 1909
MISCELLANEOUS LOANS—	
4s, M&S, 6,000	Sept , 1900 '02
4s, J&D, 1,000	Dec., 1900
3½s, ..., 4,200	1900 to 1903
WATER CONSTRUCTION—	
4s, J&J, $15,000	Jan. 1, 1901
4s, J&J, 10,000	July 1, 1901
4s, J&J, 95,000	July 1, 1907
4s, J&J, 100,000	July 1, 1908
4s, J&J, 120,000	July 1, 1910
4s, J&J, 30,000	July 1, 1912
4s, J&J, 68,000	July 1, 1913
4s, J&J, 42,000	Jan. 1, 1914
4s, J&J, 10,000	Jan. 1, 1915
4s, J&J, 19,000	Jan. 1, 1916
4s, J&J, 15,000	July 1, 1916
4s, J&J, 36,000	July 1, 1919
3½s, J&J, 25,000	July 1, 1905

INTEREST is payable at the Nat. Bank of Redemption of Boston.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan. 1, 1900.	Jan. 1, 1899.	Jan. 1, 1898.	Jan., 1897
Total debt	$1,714,200	$1,706,550	$1,733,400	$1,626,000
Sinking fund, etc	258,776	236,722	201,659	130,316
Net debt	$1,455,424	$1,469,828	$1,531,741	$1,495,684
Water debt (includ'd)	$585,000	$571,500	$584,000	$549,000
Water sinking fund	$142,629	$134,163	$121,275	$77,330

CITY PROPERTY.—The city owns property valued at $1,560,102 not including the water works, which cost $1,040,805.

ASSESSED VALUATION.—Real estate is assessed at about 75% of its value:

Years—	Assessed Valuation— Real.	Personal.	Total.	Rate of Tax per $1,000.
1899	$23,639,200	$3,369,500	$27,008,700	$16·40
1898	22,975,000	3,172,460	26,147,660	16·50
1897	22,426,000	2,959,520	25,385,520	16·30
1896	21,299,200	2,500,360	23,799,560	16·00
1895	20,475,500	2,596,440	23,071,940	15·70
1890	15,165,800	2,172,650	17,338,450	15·10

POPULATION.—In 1895 population was 29,706; in 1890 it was 23,031; in 1880 it was 12,017. Present population (estimated), 32,831.

MANCHESTER.—EDWIN P. STANLEY, Treas.

This town is in Essex County.

LOANS—	When Due.
PARK BONDS—	
3½s g., $90,000	1900-1908
WATER BONDS—	
4s, M&N, $102,000.	Nov., 1900 to '16
($6,000 due yearly.)	
Bonded debt Feb., 1900..	$192,000

Tax valuation, real.....$4,267,745
Tax valuation, personal 4,091,833
Total valuation, 1899... 8,359,578
Tax rate (per M.) '99.... $8·00
Assessment is about actual value.
Population in 1890 was.....1,876

MARBLEHEAD.—E. PAINE, Treasurer.

This town is in Essex County.

LOANS—	When Due.
REFUNDING BONDS—	
4s, A&O, $32,000	1900-1906
($5,000 due yearly on Oct. 1.)	
TOWN NOTES—	
4s, J&D, $4,000	June 1, 1900
4s, ..., 3,500	Jan. 1, 1901
4s, ..., 6,000	Dec., 1901, to '03
4s, ..., 1,500	On demand

LOANS—	When Due.
ELECTRIC-LIGHT BONDS—	
4s, J&J, $50,000	July 1, 1924
WATER BONDS—	
4s, M&N, $59,000	Nov., 1900-'18
4s, M&N, 24,500	May, 1900-'19
4s, J&J, 26,500	Jan., 1901 to '20
4s, J&J, 56,000	July, 1900 to '21
4s, J&D, 34,000	Dec., 1900 to '21

INTEREST on the electric-light and water-works bonds is payable at Boston; on the refunding bonds at Boston and Marblehead; on town notes at Marblehead.

BONDED DEBT on Feb. 1, 1900, was $282,000; water debt (included), $200,000; floating debt, $15,000; total debt, $297,000; sinking fund, $5,413; net debt, $291,587.

TAX VALUATION (about the same as actual value) has been:

Years—	Assessed Valuation— Real.	Personal.	Total.	Rate of Tax per $1,000
1899	$5,106,250	$860,191	$5,966,441	$19·20
1898	4,886,000	753,000	5,639,000	19·20
1897	4,793,650	761,775	5,555,425	16·80
1896	4,735,600	800,068	5,535,668	20·20
1895	4,642,200	823,905	5,466,105	17·70
1891	4,213,800	832,032	5,045,832	21·40

POPULATION in 1895 was 7,664; in 1890 was 8,202.

MARLBOROUGH.—{EDW. J. PLUNKETT, Mayor. / GEO. S. HASKELL, Auditor.

This place is in Middlesex Co.; incorporated as a city in Jan., 1891.

LOANS—	When Due.
GENERAL LOANS—	
4s, J&D, $50,000	June 1, 1915
4s, M&S, 15,000	Sept. 1, 1905
4s, M&N, 1,000	May 1, 1900
4s, M&N, 2,000	May 1, 1901
4s, June, 20,700	June, 1900
4s, A&O, 1,000	Oct., 1900
4s, A&O, 600	Oct. 1, 1901
4s, M&S, 20,000	Mar., 1900-'10
5s, June, 25,000	June 1, 1900

LOANS—	When Due.
SEWER BONDS 1891—	
4s, A&O, $125,000	Apr. 1, 1911
4s, J&J, 100,000	July 1, 1911
4s, M&S, 28,000	Sept. 1, 1914
4s, J&J, 20,000	July 1, 1918
SCHOOL NOTES—	
4s, J&J, $59,000	1900 to 1917
($3,000 annually to 1912, and $4,000 annually 1913 to 1917.)	
4s, F&A, $2,600	Aug., 1900-'01
4s, June, 1,000	June, 1900
Trust funds, on demand	$12,456

LOANS—	When Due.
CITY NOTES—	
4s, A&O, $4,000	Oct. 1, 1900
($2,000 due yearly) to Oct. 1, 1901	
WATER BONDS—	
4s, J&J, $50,000	July 1, 1900
4s, M&N, 20,000	May 1, 1904
4s, M&S, 125,000	Sept. 1, 1912
4s, M&S, 75,000	Sept. 1, 1913
4s, M&S, 30,000	Sept. 1, 1921
4s. F&A, 150,000	Aug. 1, 1922
4s, M&S, 70,000	Sept. 1, 1924
4s, J&J, 48,000	July 1, 1926

INTEREST on bonds is payable at the Winthrop Nat. Bank, Boston.
WATER WORKS are self-supporting and the value of the city property is $1,403,570 58.

MARSHFIELD.—GEO. H. WEATHERBEE, Clerk.

This town is in Plymouth County. Bonds are tax exempt.

LOANS—	When Due.
RAILROADS, &c.—	
4s, F&A, $55,000	Feb. 12, 1901
Total debt Jan. 1, 1900..	$55,000
Sinking fund	26,823
Net debt Jan. 1, 1900	28,177
Float'g debt (additional)	4,500

INTEREST is payable by the Cambridge Savings Bank.

Tax valuation, real	$1,165,620
Tax valuation, personal	97,320
Total valuation 1899	1,262,940
Tax rate (per $1,000) '99	$18·20
Assess't is about actual value.	
Population in 1895 was	1,762

MAYNARD.—W. H. GUTTERIDGE, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
WATER BONDS.	
4s, J&J, $125,000	Jan. 1, 1919
Interest is payable in Boston.	
Bonded debt Jan. 1, 1900.	$125,000
Floating debt	7,000
Total debt Jan. 1, 1900	132,000
Sinking fund	12,016

Net debt Jan. 1, 1900	$119,984
Tax valuation, real	1,585,793
Tax valuation, personal.	550,635
Total valuation 1899	2,136,428
Tot.tax (per $1,000) 1899	14·00
Population 1895 was	3,090
Population 1890 was	2,700

MEDFORD.—L. H. LOVERING, Mayor. PARKER R. LITCHFIELD, Treasurer.

Medford is in Middlesex County.

LOANS—	When Due.
PLAY-GROUND BONDS—	
4s, J&J, $7,000	July 1, 1904
4s, J&D, 14,000	Dec. 1, 1914
PUBLIC BUILDING BONDS—	
4s, J&J, $45,000	July 1, 1913
4s, M&N, 56,000	Nov. 1, 1914
4s, J&D, 18,000	1901-1903
($6,000 due yearly n July 1.)	
4s, J&J, $4,000	July 1, 1904
4s, J&J, 4,000	July 1, 1907
4s, J&J, 21,000	July 1, 1908
4s, J&J, 26,000	July 1, 1909
4s, J&J, 26,000	July 1, 1911
4s, J&J, 26,000	July 1, 1912
4s, J&J, 18,000	July 1, 1915
4s, F&A, 90,000	Aug. 1, 1918
SEWER BONDS—	
4s, J&J, $20,000	July 1, 1905
4s, A&O, 10,000	Oct. 1, 1905
4s, J&J, 12,000	July 1, 1906
4s, A&O, 10,000	Oct. 1, 1906
4s, J&J, 12,000	July 1, 1907
4s, J&J, 10,000	July 1, 1915
4s, A&O, 10,000	Oct. 1, 1915
4s, F&A, 80,000	1916-1919
($20,000 due yearly on Aug. 1.)	
4s, F&A, $75,000	1920-1922
($25,000 due yearly on Aug 1.)	
4s. F&A, $30,000	Aug, 1, 1923
4s, J&J, 10,000	July 1, 1924
4s, A&O, 10,000	Oct. 1, 1924
4s, J&J, 20,000	July 1, 1925
4s, J&J, 41,000	July 1, 1926

LOANS—	When Due.
MUNICIPAL LOAN BONDS—	
4s, M&N, $200,000	May 1, 1917
4s, J&J, 100,000	Jan. 1, 1918
4s, M&S, 35,000	March, 1919
PARK BONDS—	
4s, F&A, $50,000	Feb. 1, 1930
WATER-WORKS BONDS—	
4s, J&J, $75,000	July 1, 1900
4s, J&J, 125,000	July 1, 1910
4s, J&J, 96,000	1900-1923
($4,000 due yearly on Jan. 1.)	
4s, A&O, $25,000	Oct. 1, 1914
4s, A&O, 25,000	Oct. 1, 1919
4s, J&D, 45,000	Dec. 1, 1922
4s, J&J, 6,000	July 1, 1916
4s, J&J, 6,000	July 1, 1917
4s, J&J, 11,000	July 1, 1918
4s, J&J, 15,000	July 1, 1920
4s, J&J, 15,000	July 1, 1921
4s, J&J, 36,000	July 1, 1923
4s, M&N, 16,000	May 1, 1923

Total debt Jan. 1, 1900.	$1,650,249
Sinking funds	361,343
Net debt Jan 1, 1900	1,288,906
Water debt (included)	496,000
Tax valuation, real	16,830,200
Tax valuation, person'l	2,577,800
Total valuation 1899	19,408,000
Assessment about market value.	
Tax rate (per $1,000) '99	$17·60
Population in 1890 was	11,079
Population in 1899 was	16,649

The Municipal Loan bonds were issued to take up the unfunded debt as it matures.

There is also a fund known as the Bradbury Fund, amounting to $11,252. This is invested in the Medford Savings Bank and is not included in estimating the city's indebtedness.

INTEREST on bonds is paid at the Nat. Bank of the Republic of Boston. All notes and interest on same are paid by City Treasury.

MELROSE.—EDWIN C. GOULD, Auditor. JOHN LARRABEE, Treasurer.

This city is in Middlesex County. The new city charter took effect Jan. 1, 1900.

LOANS—	When Due.
SEWER BONDS—	
4s, J&D, $100,000	June 1, 1924
4s, J&D, 100,000	June 1, 1925
4s, J&J, 50,000	July 1, 1926
4s, J&D, 25,000	June 1, 1907
4s. J&D, 25,000	June 1, 1912
4s. J&D, 50,000	June 1, 1917
SCHOOL BONDS—	
4s, F&A, $200,000	Feb. 24, 1916
TOWN HALL (renewal)—	
4s, M&S, $45,000	Sept. 1, 1912
WATER WORKS—	
4s, M&N, $37,000	Nov. 1, 1905
4s, M&N, 50,000	May 1, 1907
4s, J&J, 10,000	1900
4s, M&N, 25,000	May 1, 1912
4s, M&S, 37,000	Sept. 1, 1912

WATER WORKS—(Con.)	
4s, ..., $50,000	Oct. 1, 1913
4s, ..., 38,000	July 1, 1925
Bonded debt Jan , 1900.	$842,000
Floating debt	160,587
Total debt Jan. 1, 1900.	1,002,587
Total assets	221,195
Net debt Jan. 1, 1900	781,392
Water debt, included	247,000
Sewer debt, included	350,000
Total value town prop'ty.	572,225
Tax valuation, real	11,820,350
Tax valuation, personal.	845,085
Tax valuation 1899	12,665,435
Total tax (per 1,000) 1899	$17·00
Assessment same as actual value.	
Population in 1890 was	8,127
Population in 1899	12,625

INTEREST is payable at the Shoe & Leather Nat. Bank, the Eliot National Bank of Boston and the Melrose National Bank of Melrose.

METHUEN.—JOSEPH S. HOWE, Town Clerk.

This town is in Essex County.

LOANS—	When Due.
WATER BONDS—	
4s, M&N, $100,000	May 1, 1924
4s, F&A, 50,000	1904-1924
4s, A&O, 25,000	Oct. 1, 1925
4s, ...; 25 000	Feb.1, 1928
TOWN NOTES—	
6s, ..., $11,170	On demand.
4s, J&D, 3,309	Dec. 1, 1903
4s, M&N, 7,500	May 29, 1900
4s, J&J, 6,000	July 15, 1902
4s, J&J. 9,000	July 1, 1905
SCHOOL HOUSE NOTES—	
4s, F&A, $18,800	1906-1908
ENGINE HOUSE LOAN—	
4s, ..., $15,000	Aug. 1, 1909

BRIDGE NOTES—	
4s, F&A, $4,500	1908
Bonded debt Jan. 1,1900.	$200,000
Floating debt	83,279
Total debt	283,279
Sinking fund	13,642
Net debt Jan. 1, 1900	269,637
Tax valuation, real	3,388,235
Tax valuation, personal.	906,958
Total valuation 1899	4,295,193
Assessment about ¾ actual value.	
Total tax (per $1,000) '99	$18·00
Population in 1895 was	5,690
Population in 1890 was	4,814
Population in 1897 (est.)	6,400

INTEREST on the bonds is payable at the National Bank of Redemption, Boston; on the town notes, at the Treasurer's office.

MIDDLEBOROUGH.—A. H. EATON, Treas.

This town is in Plymouth County. The town of Middleborough and the Fire District of Middleboro are distinct organizations.

LOANS—	When Due.
LIGHT BONDS—	
4s, ..., $68,500	Nov. 1, 1900-'23
4s, ..., 3,500	Nov. 1, 1900-'06
...., ..., 10,000	Nov., '04-'05
RAILROAD LOAN—	
4s, M&N, $20,000	Nov. 1, 1918
($5,000 due yearly) to Nov. 1, 1921	

SEWER LOAN—	
4s, M&N, $5,000	Nov. 1, 1901
4s, M&N, 25,000	Nov. 1, 1907
($5,000 due yearly) to Nov. 1, 1911	
WATER BONDS (FIRE DISTRICT)—	
4s, M&N, $60,000	1900 to 1923
Int. paid by Middleboro Sav. Bank.	
Population in 1896 (est.)	7,000
Population in 1895 was	6,692
Population in 1890 was	6,065

TOTAL DEBT, ETC.—The net debt of the town Jan. 1, 1900, was $156,865.

The Fire District on Jan. 1, 1900, owed $60,000 on account of water works; sinking fund, $4,016.

ASSESSED VALUATION, ETC.—In 1899 the assessed valuation of real estate was $3,300,770; personal property, $684,860; total $3,985,630; total tax rate (per $1,000) $19·00.

Valuation of Fire District in 1899: Real estate, $2,353,630; personal property, $538,230; total, $2,891,860; tax rate, $1·70 per M., in 1899.

MIDDLESEX CO.—J. O. HAYDEN, Treasurer.

County seats are Lowell and Cambridge.

LOANS—	When Due.
BUILDING BONDS—	
4s, J&D, $70,000	Dec. 1, 1900
($10,000 due yearly to Dec. 1, '06.)	
4s, J&D, $170,000	1907-1924
4s, J&D, 60,000	1900 to 1905
($10,000 yearly on Dec. 1.)	
4s, J&D, $200,000	Dec. 1, 1906
($20,000 due yearly) to Dec. 1, '15.	
4s, J&D, $110,000.	Dec.,1916 to'21
SCHOOL & HOSPITAL NOTES—	
3½s, J&D, $12,000.	Dec., 1900-'03
3½s, J&D, 10,000.	Dec., 1900-'04

COURT HOUSE BONDS—1895—	
4s, J&D, $100,000	1923 to 1932
($10,000 yearly on Dec. 1.)	
4s, J&D, $60,000	1900-1905
($10.000 due yearly on Dec. 1.)	
Notes. 3½s, $18,000.	Dec.,1900-'02
Note 3 3-5s, 80,000	Dec. 21, 1901
Total debt Jan.1, 1900.	$1,030,000
Tax valuation 1898	492,304,679
County tax (per $1,000)	$0·81
Population in 1895 was	499,248
Population in 1890 was	431,167

INTEREST on the building and improvement notes is payable at the office of the County Treasurer; on the Court House bonds by the Beacon Trust Company, Boston.

MILFORD.—CLIFFORD A. COOK, Treasurer.

This city is in Worcester Co. Property assessed about actual value.

LOANS—	When Due.
REFUNDING (gold notes)—	
4½s, M&N, $22,800.	Sept. 15, 1900
($5,700 due y'rly) to Sept. 15, 1903	
4s, ..., $25,000	1904 to 1907
($6,250 annually.)	
SCHOOL (gold notes)—	
4s, A&O, $8,000.	Oct. 5, 1900
($2,000 due yearly) to Oct. 5, 1903	

Bonded debt Feb. 1, 1900	$58,800
Tax valuation, real	4,519,040
Tax valuation, personal.	1,060,083
Tax valuation 1899	5,579,123
Total tax (per $1,000) '99	$17·10
Population in 1900 (est.)	11,500
Population in 1890 was	8,780

INTEREST is payable at the Milford Savings Bank.

MONSON.—This town is in Hampden County.

LOANS—	When Due.
WATER-WORKS BONDS—	
4s, M&S, $3,000	1900-1902
($1,000 yearly on Sept. 1.)	
4s, M&S, $18,000	1903-1911
($2,000 yearly on Sept. 1.)	
4s, M&S, $33,000	1912-1922
($3,000 yearly on Sept. 1)	

Bonded debt Jan., 1900.	$54,000
Total valuation 1899	1,771,718
Assessment at "fair cash value."	
Tax rate (per $1,000) 1899	$16·00
Population in 1890 was	3,650
Population in 1899 (est,)	3,746

NATICK.—EDWARD CLARK, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
SEWER BONDS—	
4s, J&J, $17,000	July 15, 1926
218,000	1915-1927
Water bonds, $50,447	1899-1908

Total debt Mar. 11, 1898	$361,302
Tax valuation 1898	5,781,200
Total tax per $1,000 1898	$22·40
Population in 1895 was	8,814
Population in 1890 was	9,118

NEEDHAM.—LEVI LADD, Treasurer.

This town is in Norfolk County.

LOANS—	When Due.
WATER DEBT—	
2½s to 4s, $158,000	Various
Issued in anticipation of taxes.	
SCHOOL DISTRICT BONDS—	
3½s, ..., $25,000	1900-1916
($1,500 yearly.)	
Total debt Jan. 1, 1900..	$183,000

School district debt (incl.).	$25,000
Tax valuation, real	2,950,434
Tax valuation, personal.	547,969
Total valuation 1899	3,498,403
Assessment about ½ actual value.	
Total tax (per $1,000) '99	$17·00
Population in 1895 was	3,511
Population in 1890 was	3,035

NEW BEDFORD.—CHAS. S. ASHLEY, Mayor. JAS. H. HATHAWAY, Treas'r.

This city is in Bristol County.

LOANS—	When due.
CITY IMPROVMENT (reg. & cou.)—	
6s, A&O, $90,000	Oct. 1, 1900
($10,000 due yearly) to	Oct. 1, 1908
6s, A&O, 12,000	Oct. 1, 1909
6s, A&O, 28,000	Oct. 1, 1910
4s, A&O, 73,000	Apr. 1, 1901
4s, A&O, 50,000	Apr. 1, 1902
4s,g, A&O, 162,000g.	Apr. 1, 1903
4s, A&O, 89,000	Apr. 1, 1904
4s,c., A&O, 24,000	Apr. 1, 1905
4s,g, M&S, 172,000g.	Mar. 1, 1907
3½s,g. F&A, 62,000	Feb. 1, 1908
3½s,gF&A,108,000	Feb. 1, 1909
PARK BONDS (reg.)—	
4s, A&O, $100,000	Apr. 1, 1942
SEWER BONDS (reg.)—	
4s, A&O, $35,000	Apr. 1, 1908
4s, A&O, 43,000	Apr. 1, 1909
4s, A&O, 48,000	Apr. 1, 1910
4s, A&O, 57,000	Apr. 1, 1911
4s, A&O, 100,000	Apr. 1, 1912
4s, A&O, 108,000	Apr. 1, 1913
4s, A&O, 32,000	Apr. 1, 1914
4s, A&O, 58,000	Apr. 1, 1925
4s,g.,M&S, 69,000 g.	Mar. 1, 1927

LOANS—	When Due.
SEWER BONDS (reg.)—(Con.)—	
3·4s, A&O, $30,000	Apr. 1, 1906
3·4s, A&O, 30,000	Oct. 1, 1906
3½s, A&O, 15,000	Apr. 1, 1907
3½s,g,F&A,35,000	Feb. 1, 1928
3½s,g,F&A,33,000	Feb. 1, 1929
SCHOOL & PUBLIC BLDG. BONDS—	
4s.g.,M&S, $128,000 g.	Mar.1,1917
3½s,g.,F&A, 92,000	Feb. 1, 1918
3½s.g.,F&A, 30,000	Feb. 1, 1919
WHARF BONDS—	
4s, M&N, $52,000 g.	May 1, 1927
WATER LOAN (reg. & cou.)—	
7s, A&O, $100,000	Oct. 1, 1900
($10,000 due ye'rly) to	Oct. 1, 1909
6s, A&O, $100,000	Oct. 1, 1905
($20,000 due ye'rly) to	Oct. 1, 1909
5s, A&O, $100,000	Oct. 1, 1900
($20,000 due ye'rly) to	Oct. 1, 1904
4s, A&O, $20,000	Apr. 1, 1918
4s, A&O, 120,000	Apr. 1, 1924
4s, A&O, 200,000	Dec. 15,1924
4s, g, A&O, 400,000g.	Apr. 1, 1926
4s, g, J&J, 400,000 g.	Jan. 1, 1927
4s, g, J&J, 200,000 g.	Jan. 1, 1927

The 4 per cent improvement bonds due in 1903 and the water bonds due in 1926 payable in gold if demanded.

INTEREST on the 7 and 6 per cent water bonds is payable at Boston; on all others at the office of the City Treasurer.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Nov. 1, 1899.	Feb. 1, 1899.	Feb. 1, 1898.	Mar. 1, 1897.
Total debt	$3,630,000	$3,722 000	$3,696,000	$3,520,000
Sinking funds	736,180	651.979	530,217	463,175
Net debt	$2,893,820	$3,070,021	$3,165,783	$3,056,825
Water debt, incl. above	$1,640,000	$1,660,000	$1,780,000	$1,800,000
Park and wharf debt incl. above	$152,000	$152,000	$120,000	$100,000

The Park Loan of 1942 and the wharf bonds are authorized outside of debt limit.

The municipal sinking fund receives yearly about $90,400 and the water sinking fund $26,700.

CITY PROPERTY.—City's water-works valued at $1,300,000.

ASSESSED VALUATION.—The city's assessed valuation (which is the same as actual value) and tax rate have been as follows:

	Assessed Valuation.			Rate of Tax
Years.	Real.	Personal.	Total.	per $1,000
1898	$35,871,525	$21,480,601	$57,352,126	$19·20
1897	35,595,820	22,575,978	58,171,798	16·20
1896	33,920,700	22,360,417	*56,034,917	15·40
1895	31,984,150	20,658,583	52,642,733	15·40
1890	20,041,500	16,818,254	36,869,754	16·30
1880	13,138,400	13,137,519	26,275,919	15·70

* Less remittances by assessors.

POPULATION.—In 1895 population was 55,316; in 1890 it was 40,733; in 1880 it was 26,845; in 1899 it is estimated at 60,000.

NEWBURYPORT.—{THOS. HUSE, Mayor. / J. V. FELKER, Treasurer.

This city is in Essex County. The city has decided to purchase the water plant, and the Supreme Court has passed upon the purchase price. The water company, however, has appealed to the U. S. Supreme Court. Bonds will be issued after the controversy is settled.

LOANS—	When Due.
ARMORY BONDS—	
3½s, M&S, $6,200	$2,000 yearly
CITY BONDS—	
4s, J&J, $65,000	July 1, 1908
4s, J&J, 90,000	July 1, 1911
4s, A&O, 25,000	Apr. 1, 1913
SEWER BONDS—	
4s, M&S, $107,500	Sept. 1, 1919
SCHOOL BONDS—	
4s, M&S, $3,000	$1,500 yearly
Tem. loan, 3s, $$127,968	

Trust bonds, 4-4½s, $79,750..dem.
Bonded debt Jan., 1900. $504,482
Sinking funds, etc..... 214,916
Net debt Jan. 1, 1900.... 289,566
Assessed valuation, real. 7,292,400
Assessed valuation, per'l. 2,775,217
Total valuation 1899,..10,067,617
Assessment about ¾ actual value.
Tax rate (per $1,000) 1899..$15·50
Population in 1890 was.....13,947
Population in 1895 was.....14,554

PAR VALUE coupon bonds are for $1,000 each.

INTEREST on all bonds is payable at the City Treasury or at the First National Bank of Boston.

NEWTON.—{EDWARD B. WILSON, Mayor. / SETH A. RANLETT, Treasurer.

The city is situated in Middlesex County. Newton is one of the few Northern cities having tax-receivable coupons attached to any of its bonds. See below.

LOANS—	When Due.
BOULEVARD BONDS—	
4s, J&D, $100,000	June 1, 1914
4s, A&O, 80,000	Oct. 1, 1914
4s, A&O, 80,000	Apr. 1, 1915
4s, M&N, 100,000	Nov. 1, 1915
4s, J&J, 100,000	July 1, 1916
4s, M&N, 40,000	May 1, 1917
3½s, J&D, 15,000	June 1, 1919
CITY NOTES—	
4s, J&J, $9,250	July 8, 1903
4s, M&N, 14,000	Nov. 28, 1903
4s, J&D, 22,826	Nov. 28, 1903
DRAINS AND CULVERTS—	
4s, J&D, $13,687	June 16, 1904
4s, J&J, 10,000	July 7, 1904
4s, A&O, 11,000	Oct. 1, 1904
4s, M&N, 10,000	Nov. 30, 1904
4s, J&D, 13,000	Dec. 18, 1904
4s, J&D, 29,000	June 1, 1914
4s, A&O, 7,500	Apr 1, 1917
ENGINE HOUSE LOAN—	
4s, J&J, $10,500	July 1, 1906
HIGHWAY LOANS—	
4s, A&O, $16,500	Oct. 1, 1903
4s, F&A, 7,900	Feb. 16, 1904
4s, A&O, 5,800	Apr. 13, 1904
4s, A&O, 6,500	Oct. 1, 1905
4s, J&J, 4,600	Jan. 1, 1905
4s, F&A, 25,000	Feb. 1, 1915
4s, A&O, 52,000	Apr. 1, 1915
4s, J&D, 10,000	Dec. 26, 1915
4s, M&N, 80,000	May 1, 1936
HIGHWAY STABLE LOANS—	
4s, F&A, $13,000	Aug. 1, 1903
4s, F&A, 8,000	Feb. 16, 1904
MISCELLANEOUS LOANS—	
4s, M&S, $5,550	Mch. 1, 1900
4s, J&D, 9,000	Dec. 1, 1904
4s, M&N, 11,000	May 1, 1905
4s, J&D, 30,000	Dec. 1, 1907
4s, J&D, 10,000	June 1, 1908
4s, M&S, 5,000	Sept. 1, 1903
PARK BONDS—	
4s, A&O, $25,000	Apr. 1, 1908
SEWER NOTES—	
4s, J&D, $20,000	Dec. 2, 1925
4s, J&D, 98,000	Dec. 1, 1922
4s, J&D, 21,000	Dec. 15, 1922
4s, J&D, 50,000	Dec. 2, 1925

LOANS—	When Due.
SCHOOL LOANS—	
4s, J&D, $50,000	June 1, 1914
4s, J&J, 9,000	July 1, 1914
4s, A&O, 60,000	Apr. 1, 1915
4s, F&A, 75,000	Aug. 1, 1915
4s, J&D, 50,000	Dec. 1, 1916
4s, J&J, 100,000	Jan. 1, 1917
4s, M&S, 50,000	Sept. 1, 1917
4s, Jan., 15,000	July 1, 1918
4s, F&A, 35,000	Feb. 1, 1918
3½s, M&S, 82,950	Sept. 1, 1919
SEWER BONDS—	
4s, A&O, $5,000	Oct. 1, 1900
4s, A&O, 10,000	Oct. 1, 1901
4s, A&O, 20,000	Oct. 1, 1902
4s, A&O, 250,000	Apr. 1, 1911
4s, A&O, 200,000	Apr. 1, 1912
4s, F&A, 100,000	Aug. 1, 1923
4s, J&J, 100,000	Jan. 1, 1924
4s, A&O, 125,000	Oct. 1, 1924
4s, J&J, 70,000	July 1, 1926
4s, M&N, 100,000	May 1, 1927
4s, M&S, 50,000	Sept. 1, 1928
WATER LOANS—	
6s, J&J, $600,000	July 1, 1905
5s, J&J, 250,000	July 1, 1906
4s, A&O, 100,000	Oct. 1, 1910
4s, A&O, 100,000	Apr. 1, 1914
4s, A&O, 100,000	Oct. 1, 1917
4s, A&O, 100,000	Oct. 1, 1918
4s, A&O, 250,000	Oct. 1, 1920
4s, A&O, 100,000	Apr. 1, 1921
4s, A&O, 100,000	Apr. 1, 1922
4s, F&A, 50,000	Aug. 1, 1923
4s, A&O, 75,000	Apr. 1, 1924
4s, F&A, 60,000	Aug. 1, 1925
4s, J&J, 70,000	July 1, 1926
4s, J&J, 45,000	July 1, 1927
4s, M&S, 75,000	Mch. 1, 1928
WASHINGTON STREET LOAN—	
4s, F&A, $300,000	Aug. 1, 1935
4s, F&A, 200,000	Feb. 1, 1936
4s, J&J, 60,000	July 1, 1936
4s, J&D, 100,000	Dec. 1, 1936
4s, M&S, 100,000	Sept. 1, 1937
4s, J&D, 50,000	Dec. 1, 1937
4s, M&S, 50,000	Nov. 1, 1938
4s, J&D, 63,000	Dec. 1, 1939

PAR VALUE OF BONDS.—All the bonds are for $1,000.

INTEREST payable at Nat. Bank of the Commonwealth, Boston, or in Newton.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan., 1900.	Jan. 1, '99.	Jan. 1, '98.	Jan. 1, '97
Municipal debt	$3,659,563	$3,498,613	$3,272,113	$2,925,613
Water debt	2,075,000	2,075,000	2,000,000	1,955,000
Total debt	$5,734,563	$5,573,613	$5,272,113	$4,880,613
Sinking fund	1,409,878	1,279,812	1,099,407	888,446
Net debt	$4,324,685	$4,293,801	$4,172,706	$3,992,166

The sinking fund receives yearly about $130,000 and is all invested in the city's own securities.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows, real estate being at about market value:

	Assessed Valuation.			Rate of Tax
Years—	Real.	Personal.	Total.	per $1,000.
1899	$44,156,200	$12,225,120	$56,407,320	$15·40
1898	43,419,650	11,883,800	55,303,450	16·20
1897	41,550,350	10,471,650	52,022,000	16·20
1896	39,223,450	10,728,375	49,951,825	16·60
1895	36,887,950	10,513,394	47,401,344	14·60
1893	31,786,200	10,067,600	41,853,800	14·80
1880	17,718,270	7,481,830	25,200,100	14·00

Tax rate in 1899 included city tax proper, $14·23; State tax, $0·37; county tax, $0·80; total, $15·40 per $1,000.

TAX-RECEIVABLE COUPONS.—The water bonds and school, municipal, sewer, park and stable bonds for $1,377,000 carry tax-receivable coupons.

POPULATION.—In 1890 population was 24,379; in 1880 it was 16,995; in 1870 it was 12,825. By State Census in 1895 was 27,590.

NORFOLK COUNTY.—CHAS. H. SMITH, Treas.

Dedham is the county seat.

NOTES—	When Due.
3½s,	$75,000 1900-1904
($15,000 yearly on June 26)	
Total debt Feb. 1, 1900	$75,000

Assessed valuat'n '98..198,023,140
Population 1890.....118,950
Population 1898.....134,819

NORTH ADAMS.—{EDW. S. WILKINSON, Mayor. / JAS. W. HARDENBERGH, Treas.

This city is in Berkshire County.

REFUNDING LOANS.	When Due.
3¾s, g,	$20,000 Dec., 1900-01
3½s, g,	25,000 July, 1900-04
3·15s, g..,	65,083 33 1912-1920
3·15s,	14,916 64 Mar., 1920
3·15s,	15,616 69 Mar., 1921
SCHOOL LOANS—	
4s,	$10 000 Oct. 1, 1902
3½s, g,	2,500 July 1, 1908
3½s, g,	16,000 July 1, '09-12
4s,	3,000 July 1, 1905
3½s, g,	4,000 1900 to 1907
3·2s, g,	7,500 1900 to 1909
3½s, g,	55,000 1900 to 1909
SEWER LOANS—	
4s,	24,000 May 1, '00-11
3⅝s, g,	29,000 June 1, '00-28
3·2s, g,	21,000 1900 to 1929
SUNDRY LOANS—	
3½s, g,	$126,000 June 1, 1900-26
3 6/10s,	27,000 June 1, '00-26
3¼s, g,	186,666 68 Mar., 1900 27
3½s, g,	11,250 Aug., 1900-08

SUNDRY LOANS (Concl'd)	When Due.
3½s, g,	11 250 1900 to 1908
PERMAN'NT IMPROVEM'T LOANS—	
3½s, g, A&O,	$27,000 Oct., '00-02
3⅝s, g,	20,000 June, '00 03
3·2s, g,	15,000 1900 to '04
REFUNDING LOANS—	
3·15s, M&S,	$14,916 Mar., 1920
3·15s, M&S,	15,616 Mar., 1921
WATER LOANS—	
3½s,	$74,000 June, 1900-12
3¼s,	160,000 July, 1900-19
3½s, g,	117,000 July, 1900-36
3 6/10s, g,	36,000 July, 1900-36
3½s, g,	27,750 June, 1900-36
3 5/8s, g,	4,500 Jan, 1900-09
Bonded debt Dec. 1,'99.	$1,114,250
Water debt (inc.)	419,250
Tax valuation 1899	12,568,000
Tot. tax (per $1,000) 1899	$19·50
Population in 1899 (est.)	22,000
Population in 1890 was	16,074

INTEREST is payable in Boston and North Adams.

NORTHAMPTON.—{JOHN L. MATHER, Mayor. / GEO. W. CLARK, Treasurer.

This city is in Hampshire County.

LOANS—	When Due.
BRIDGE NOTES—	
4s, M&N, $26,750	May 15, 1901
RAILROAD LOAN—	
4s, M&N, $74,000	May 1, 1902
SCHOOL BONDS—	
4s, J&J, $50,000	July 1, 1915
4s, M&N, 15,000	Nov. 1, 1907
4s, J&J, 4,900	June 16, 1900
4s, J&J, 23,000	July 1, 1910
SEWER LOANS—	
4s, J&J, $156,000	July 1, 1902
WATER BONDS—	
4s, A&O, $50,000	April 1, 1900
4s, M&N, 100,000	May 1, 1909

Temp'y loan Oct. 5, 1900 $75,000
Total debt Jan. 1, 1900.. 504,895
Sinking fund assets..... 45,287
Net debt Jan. 1, 1900... 459,608
Water debt included..... 150,000
Assessed valuation, real. 9,447,520
Assessed valuat'n, pers'l. 2,459,346
Total valuation 1899...11,906,866
Assessm't about 80% actual value.
Tax rate (per $1,000) 1899. $17·00
Population 1890.....14,990
Population 1900 (est.).....17,000

NORTH ATTLEBOROUGH.—

This place is in Bristol County.

LOANS—	When Due.
ELECTRIC LIGHT BONDS—	
4s, J&J, $50,000	1924
WATER BONDS—	
4s, J&J. $227,000	1899 to 1923
Tot. bond. debt May 1,'98.	$276,000
Sinking fund	77,397

Net debt May. 1, 1898...$198,603
Interest payable in Boston.
Tax valuation in 1898. $3,819,860
Total tax per $1,000 1898..$21·40
Population in 1895 was.....6,576
Population in 1890 was.....6,727

NORTHBOROUGH.—CHAS. H. RICE, Treas.

This town is in Worcester County.

LOANS—	When Due.
WATER LOAN—	
4s, F&A, $50,000	Aug. 8, 1902
4s, fund. loan, $2,000.	Aug. 20, 1900
Interest is payable at Worcester.	
Bonded debt Feb. 1, 1900..	$52,000
Floating debt	1,000
Total debt	53,000

Sinking fund..... $30,348
Net debt Feb. 1, 1900.... 22,652
Tax valuation, real.....1,009,180
Tax valuation, personal. 247,779
Total valuation 1899....1,256,959
Total tax (per $1,000) 1899. $15·80
Population in 1899 (est) was 2,000
Population in 1890 was.....1,953

NORWOOD.—The town is in Norfolk County.

LOANS—	When Due.
WATER BONDS—	
4s, F&A, $55,000	Aug. 1, 1900
($10,000 each fifth yr. until paid.)	
4s, J&D, $23,000	June 1, 1901
($5,000 each fifth year until paid.)	
4s, J&D, $5,000	1918
4s,	7,000 1917
Int. paid by N. E. Tr. Co., Boston.	
Bonded debt Feb. 1, 1900.	$90,000

Floating debt.....$35,700
Total debt Feb. 1, 1900. 125,700
Sinking funds..... 22,812
Net debt Feb. 1, 1900.. 102,888
Tax valuation 1899 4,202,327
Tot. tax (per $1,000) 1899...$19·50
Assessment abt. 90% actual value.
Population in 1895 was.....4,574
Population in 1890 was.....3,733

ORANGE.—T. WESLEY BRIDGE, Treasurer.

This town is in Franklin County.

LOANS—	When Due.
WATER BONDS—	
4s, M&S, $133,000	$1,000 yearly.
SEWER BONDS—	
4s, M&N, $47,000	2,000 yearly.
REFUNDED DEBT—	
4s, F&A, $2,325	775 yearly.
SCHOOL HOUSE LOANS—	
4s, F&A, $44,246	part yearly.
Bonded debt Mar. 1900	$180,000

Floating debt..... $46,571
Total debt Mar. 1, 1900. 226,571
Water debt (incl. above) 133,000
Tax valuation, real..... 2,397,530
Tax valuation, pers'n'l. 476,835
Total valuation 1899 .. 2,874,365
Assessment about actual value.
Total tax (per $1,000) '99..$19·00
Population in 1900 (est.)....5,500
Population in 1890 was.....4,568

INTEREST on the water bonds is payable at the Orange National Bank and at the office of the Town Treasurer; on the sewer bonds at the National Hide & Leather Bank, Boston, and the Orange National Bank; on all other loans at the Town Treasurer's office.

PEABODY.—ELMER M. POOR, Treasurer.

This town is in Essex County.

LOANS—	When Due.
3½s, ..., $15,000	..1901 to 1907
ELECTRIC LIGHT BONDS 1892—	
4s, J&D, $40,000	.....June 1, 1922
REFUNDING WATER BONDS—	
4s, M&N, $44,000	1900-1910
($4,000 annually)	
Interest paid at City Treasury.	
Bonded debt Jan. 15, 1900	$84,000
Floating debt	$146,268
Total debt Jan. 15, 1900	230,268
Sinking fund and assets	128,020
Net debt Jan. 15, 1900	102,248
Tax valuation 1899	8,578,349
Total tax (per $1,000) '99	$18·40
Assesment same as actual value.	
Population in 1890 was	10,158
Population in 1900 (est.)	11,000

PITTSFIELD.—{HEZEKIAH S. RUSSELL, Mayor. E. H. KENNEDY, Treasurer.

Pittsfield is in Berkshire County. It became a city in 1890. The sewer debt, included in total below, is outside of the debt limit.

LOANS—	When Due.
WATER LOANS—	
4s, M&N, $45,000	.....Nov. 1, 1908
4s, M&N, 50,000	.....May 1, 1916
4s, M&S, 70,000g	..$5,000 yearly
4s, M&N, 80,000g	.May, 1900 to '07
Temporary notes	.....$16,000
SEWER BONDS—	
4g, J&D, $180,000, g	..June 1, 1900
($10,000 due y'rly) to June 1, 1917	
Temporary notes	.....$40,000
SCHOOL BONDS—	
4s, M&N. $180,000	1900-1917
($10,000 annually on May 15.)	
School notes, $105,500	..May, 1900
" " 3,500	..Jan., 1901
Temp. loan, 75,000	..Nov., 1900
Total debt Mar. 7, 1900	$780,000
Water debt (included)	261,000
Tax valuation, real	11,686,290
Tax valuation, personal	3,271,365
Total valuation 1899	...14,957,655
Total tax (per $1,000) 1899	$16·90
Population in 1898 was	 24,000
Population in 1890 was	 17,261

INTEREST on the water bonds due in 1908 is payable at Pittsfield; on all other bonds at Boston.

PROVINCETOWN.—SETH SMITH, Treasurer.

This town is in Barnstable County.

LOANS—	When Due.
SCHOOL BONDS—	
4s, J&D, $8,000.	June 1, 1900 to '03
($2,000 due yearly.)	
WATER BONDS—	
4½s, J&D, $48,000	Jne 1, 1900 to '23
($2,000 due yearly.)	
4s, A&O, $6,000	June 1, 1900 to '02
($2,000 due yearly.)	
Tot'l bond. debt Jan. 1, 1900	$66,000
Floating debt	$17,364
Total debt Jan. 1, 1900	83,364
Assets	15,141
Net debt Jan. 1, 1900	68,223
Water debt (included)	66,000
Tax valuation, real	1,174,790
Tax valuation, personal	684,433
Total valuation, 1899	...1,859,223
Tax rate (per $1,000) '99	....$18·40
Population in 1895 was	4,555

QUINCY.—{JOHN O. HALL, Mayor. H. WALTFR GRAY, Treasurer.

This city is in Norfolk County.

LOANS—	When Due.
Parks, g, $44,000	.....1900 to 1923
School 4s, 52,500	...1900 to 1906
($7,500 due yearly on July 1.)	
School 3½s, $40,000. Mar. '01 to '10	
Municipal, 1900 to '24	...$270,706
Sewer 4s, M&N $209,000. '00 to '37	
($5.500 due yearly.)	
Sewer 4s, A&O, $95,000	..1900-'37
($2,500 yearly on Oct. 1.)	
Sewer 3½s, A&O. $70,000.	1900-39
($2,000 yearly on Apr. 1 to 1929 and $1,000 yearly to 1939.)	
Water, $662,000	.....to 1927
do, 4s, M&N, $28,000.	'01 to '28
($1,000 annually on April 1.)	
Water 3½s, $30,000.	1900 to 1929
Total debt Jan. 1, 1900.	$1,472,706
Tax valuation, real.	17,202,050
Tax valuation, personal	2,302,069
Tax valuation 1899	19,504,119
Tax rate (per $1,000) 1899.	$19·20
Population in 1898 (est.)	... 25,000
Population in 1890 was	 16,723

INTEREST is payable at Nat. Bank of the Commonwealth, Boston.

RANDOLPH.—JOSEPH T. LEAHY, Treasurer.

This town is in Norfolk County.

LOANS—	When Due.
WATER WORKS—	
4s, A&O, $10,000	.....Apr. 1, 1902
4s, A&O, 20,000	.....Apr. 1, 1907
4s, A&O, 20,000	.....Apr. 1, 1912
4s, A&O, 40,000	.....Apr. 1, 1917
4s, M&N, 20,000	.....May 1, 1918
4s, J&J, 25,000	.....July 1, 1922
4s, J&J, 8,000	.....July 1, 1926
Interest payable at Boston.	
Bonded debt Jan. 1, 1900	$143,000
Floating debt and accid't	$45,078
Total debt	188,078
Sinking funds, etc	44,365
Net debt Jan. 1, 1900	143,713
Tax valuation, real	1,631,100
Tax valuation, personal.	259,750
Total valuation 1899	1,890,850
Assessment is about actual value	
Total tax (per ($1,000) '99	..$21·60
Population in 1895 was	3,694
Population in 1890 was	3,946

READING.—This town is in Middlesex County.

LOANS—	When Due.
ELECTRIC-LIGHT BONDS—	
4s, A&O, $5,000	.....Oct. 1, 1900
($1,000 due yearly) to Oct. 1, 1904	
4s, A&O, $40,000	.....Oct. 1, 1905
($2,000 due yearly) to Oct. 1, 1924	
4s, May, $9,800	.....May 1, 1900
($1,400 due yearly) to May 1, 1906	
SCHOOL BONDS—	
4s, F&A, $1,000	.....Aug. 1, 1900
4s, F&A, $16,000	....1901 to 1908
($2,000 yearly on Aug. 1.)	
4s, F&A, $21,000.	Aug. 1909 to '15
($3,000 due yearly.)	
4s, Mar., $5,000	.....Mar. 9, 1901
4s, May, $4,000	.....May 1, 190
($2,000 due yearly) to May 1, 1901	
WATER BONDS—	
4s, J&D, $112,000	..1900 to 1915
($7,000 yearly on June 1.)	
4s, J&D, $84,000	..1916 to 1922
($12,000 yearly on June 1.)	
4s, J&D, $10,000	.....June 1, 1923
4s, J&D, 10,000	.....June 1, 1924
Interest payable in Boston.	
Bonded debt Jan. 1, 1900	$328,300
Floating debt	38,766
Total debt Jan. 1, 1900	...367,066
Tax valuation, real	3,713,935
Tax valuation, personal.	709,800
Total valuation 1899	4,423,735
Assessment about actual value.	
Total tax (per $1,000) '99	...$17·50
Population in 1895 was	4,710
Population in 1890 was	4,088

REVERE.—G. ARTHUR TAPLEY, Treasurer.

This town is in Suffolk County.

LOANS—	When Due.
SCHOOL LOAN—	
4s, J&J, $101,500	.....1900 to 1916
SEWER LOAN—	
4s, F&A, $20,000	....1900 to 1919
4s, F&A, 6,100	1908
STREET LOAN—	
4s, F&A, $41,108	....1900 to 1908
TOWN HALL NOTES—	
4s, M&S, $103,000	....1900 to 1918
WATER LOAN—	
4s, J&D, $11,730	.....1902&1903
SUNDRY PURPOSES—	
4s, ... $6,600	.....1900 to 1901
Total debt Feb. 15, 1900.	$290,038
Tax valuation, real	10,047,000
Tax valuation, person'l.	400,680
Total valuation 1899	...10,447,680
Total tax (per $1,000) '99	...$17·40
Population in 1895 was	7,437
Population in 1890 was	5,668
Population in 1899 (est.)	8,000

INTEREST is payable in Boston at the Fourth National Bank.

ROCKLAND.—{J. S. GRAY, Treasurer. EZEKIEL B. STUDLEY, Clerk.

Town in Plymouth County.

LOANS—	When Due.
DEFICIENCY BONDS—	
3¾s, M&N, $2,000	.....May 1, 1900
FIRE ENGINE BONDS—	
4s, M&N, $3,000	1900-1902
($1,000 due yearly on May 1.)	
FUNDING NOTES—	
...., $14,000	.....May 1, '00 to '06
($2,000 due yearly.)	
SCHOOL BONDS—	
4s, M&N, $4,500	..May 1, '00-02
3½s, M&S, 3,600	..Sept. 10, '00-03
WATER WORKS—	
4s, M&N, $68,000	1900-1916
($4,000 due yearly on May 1.)	
4s, F&A, $17,000	1901-1917
($1,000 due yearly on Feb. 1.)	
Total debt Sept. 1, 1899.	$113,100
Floating debt	14,000
Tax valuation, real	....$2,524,522
Tax valuation, personal.	528,759
Total assessment 1899	..3,053,281
Tax rate (per $1,000) '99	$22·30
Population in 1890 was	5,213
Population in 1895 (census)	.5,511

INTEREST on the school bonds at the New England Trust Co., Boston; on the deficiency bonds at the State Treasury; on all other bonds at the office of the New England Trust Co., Boston.

SALEM.—{C. H. DANFORTH, Auditor. FRANK A. NEWELL, Treasurer.

This city is in Essex County.

LOANS—	When Due.
ARMORY BONDS—	
4s, M&S, $2,500	..Mar. 1, 1901 '05
CANAL STREET—	
4s, M&N, $12,000	.....May 1, 1900
($6,000 yearly) to May 1, 1901	
HIGH SCHOOL BONDS—	
4s, F&A, $29,400	.....Aug., 1900
($4,200 due yearly) to Aug., 1907	
IMPROVEMENT LOAN—	
4s, F&A, $27,000	.....Aug. 1, 1900
($9,000 due yearly) to Aug. 1, 1902	
4s, A&O, $20,000	.....Oct. 1, 1900
($5,000 due yearly) to Oct. 1, 1903	
4s, M&S, $36,000	.....Mar. 1, 1901
($9,000 due yearly) to Mar. 1, 1904	
4s, A&O, $13,500	.....Apr. 1, 1901
$2,500 due yearly) to Apr. 1, 1905	
MUNICIPAL LOAN—	
4s, J&D, $54,000	.....June 1, 1900
$3,000 due yearly) to June 1, 1917	
4s, J&D, $24,000	.....June 1, 1900
($6,000 due yearly) to June 1, 1903	
MUNICIPAL LOAN— (Con.)	
3½s, M&N, $4,000	.....Nov., 1900
3½s, F&A, 5,400	.....Aug., 1900
3½s, M&S, 8,000.	Sep., 1900 to '04
PUBLIC LIBRARY—	
6s, A&O, $25,000	.....Apr. 1, 1908
SEWER LOANS—	
4s, A&O, $40,000	.....Apr. 1, 1901
($2,000 due yearly to) Apr. 1, 1920	
WATER BONDS—	
5s, J&J, $398,500	....July 1, 1904
4s, J&D, 168,000	....June 1, 1900
($8.000 yearly) to June 1, 1920	
4s, F&A, $16,000	.....Feb. 1, 1901
($2,000 due yearly) to Feb. 1, 1908	
4s, F&A, $8,000 ($500 yr'ly)	Mar. 1
4s, M&S, 5,950	.....1900 1906
$850 due Aug. 1 yearly.	
3½s, A&O, $13,500	.....1901-'09
3½s, A&O, 22,500	..Apr. '01 to '09
3½s, A&O, 1,200	.....Oct., 1900

PAR VALUE OF BONDS.—The bonds are mostly in $1,000 pieces.

INTEREST is payable at the Merchants' National Bank, Boston.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Dec. 1, 1899.	Dec. 1, 1898.
Bonded debt (other than water)	$312,800	$363,100
Sinking fund	14,351	13,066
Net debt (other than water)	$298,449	$350,034
Water debt	638,650	625,300
Water sinking fund	203,548	174,602
Net water debt	$435,102	$450,698
Net funded debt of city	733,551	800,732
Other debt, floating, trust funds, &c	274,077	263,306
Total net debt of city	$1,007,628	$1,064,038

ASSESSED VALUATION.—

	Assessed Valuation.			Tax per
Years.	Real.	Personal.	Additional.	Total.	$1,000
1899..	$18,772,400	$10,664,100	.....	$29,436,500	$18·50
1898..	18,551,600	11,018,700	.....	29,570,300	16·80
1897	18,166,200	10,805,000	.....	28,971,200	17·30
1896..	17,542,700	10,100,000	.....	27,642,700	16·00
1895..	17,076,400	10,498,200	$9,000	27,583,600	18·50
1894..	16,463,200	11,853,500	43,500	28,360,200	16·80
1890..	14,289,500	11,888,690	20,700	26,198,890	17·00

POPULATION.—In 1895 population was 34,437; in 1890 it was 30,801; in 1880 it was 27,563.

SAUGUS.—{J. S. MEACOM, Treasurer. E. B. NEWHALL, Clerk.

This town is in Essex County.

LOANS—	When Due.
COUPON NOTES—	
4s, ..., $2,500	.....May 1, 1900
4s, ..., 12,000	.....Nov. 1, 1900
(Semi-annually to May 1, 1902.)	
4s, ..., $2,000	.....Nov. 1, 1902
4s, ..., 4,000	.....Oct. 19, 1908
WATER LOAN—	
4s, ..., $3,500	.....Dec. 1, 190
4s, ..., 4,000	..... Dec., 1901
4s, ..., 2,500	.....Dec., 1902
4s, ..., 15,000	.....1903 to 1907
($3,000 yearly in Dec.)	
4s, ..., $15,000	.....1910 to 1912
($5,000 yearly in Dec.)	
4½s, ..$10,000.	Dec., 1908 to 1909
4s, ..., 3,500	.....Dec., 1913
4s, ..., 5,000	 1914
4s, ..., 2,500	1915
SCHOOL-HOUSE LOAN—	
4s, ..., $6,800	.....1900 to 1903
($1,700 yearly on Dec. 1.)	
4s, ..., $1,800	.....1901 to 1904
($450 yearly on Mar. 7.)	
4s, ..., $36,000	.....1904 to 1915
($3,000 yearly on July 1.)	
3½s, ..., $25,000.	May, 1915 to '19
3½s, ..., 3,500.	May, 1900 to '09
Other debts	.....$99,000
Total debt Jan. 1, 1900	 254,050
Sinking fund	 71,760
Net debt Jan. 1, 1900	182,290
Assessed val'n, real	3,393,994
Assessed val'n, personal	174,214
Total valuation 1899	3,568,208
Total tax (per $1,000) '99	..$20·00
Population in 1890 was	3,673
Population in 1895 was	4,504

SOMERVILLE.—{GEO. O. PROCTOR, Mayor. JOHN F. COLE, Treasurer.

This city is in Middlesex County

LOANS—	When Due.
CITY BONDS—	
4½s, A&O, $48,000	...Oct. 1, 1900
($24,000 due y'rly) to Oct. 1, 1901	
4½s, A&O, $30,000	...Oct. 1, 1902
4½s, A&O, 35,000	...Oct. 1, 1903
4s, J&J, 10,000	....Jan. 1, 1901
4s, J&J, 45,000	...July 1, 1900
($9,000 due yearly) to July 1, 1904	
4s, J&J, $10,000	...July 1, 1900
4s, J&J, 18,000	...July 1, 1901
($9,000 due yearly) to July 1, 1902	
4s, J&J, $72,000	...July 1, 1903
($8,000 due yearly) to July 1, 1911	
4s, J&J, $35,000	...July 1, 1912
($7,000 due yearly) to July 1, 1916	
4s, J&J, $60,000	...July 1, 1905
($6,000 due yearly) to July 1, 1914	
4s, A&O, 15,000	...Oct. 1, 1901
($3,000 due yearly) to Oct. 1, 1905	
4s, A&O, $10,000	...Oct. 1, 1900
4s, A&O, 8,000	...Oct. 1, 1900
($4,000 due yearly) to Oct. 1, 1901	
4s, A&O, $6,000	.....Oct. 1, 1900
4s, J&J, 248,000	....1900 to 1915
(Due yearly: $18,000 to '05, $15,000 to '08, $14,000 to '12, $13,000 to '15).	
4s, J&J, $120,000	....1900 to 1917
(Due yearly $11,000 1900 to '01; $9,000 '02 to '07; $5,000 '08 to '11; $4,000 '12 to '17.)	
4s, ..., $140,000	 1900-1918
(Due yearly on July 1: $11,000 to 1900; $10,000 1901 to 1907; $9,000 1908; $5,000 1909 to '18).	
4s, J&J, $110.000	1900-1919
(Due y'rly on July 1: $8,000 to '05, $7,000 to '09, $4,000 to '14, $3,000 to '18, $2,000 in '19.)	
PAVING BONDS—	
4s, A&O, $65,000	...Oct. 1, 1900
($5,000 due yearly) to Oct. 1, 1912	
SEWER BONDS—	
4s, J&J, $15,000	...July 1, 1900
($1,000 due yearly) to July 1, 1914	
4½s, A&O, $12,000	....Oct. 1, 1900
($1,000 due yearly) to Oct. 1, 1911	
4s, J&J, $23,000	.....1900 to 1922
($1,000 due ann. on July 1.)	
4s, $84,000	1900-1925
($4,000 yearly on July 1 to 1905 and $3,000 yearly to 1925.)	
4s, ... $24,000	.....July 1, 1900
($1,000 yearly) to July 1, 1923	
WATER BONDS—	
5½s, J&J, $10,000	....July 1, 1906
5s, J&J, 12,500	....July 1, 1900
4s, A&O, 14,000	....Oct. 1, 1900
4s, J&J, 6,000	....July 1, 1901
4s, A&O, 20,000	....Oct. 1, 1901
4s, J&J, 17,000	....July 1, 1902
4s, A&O, 7,000	....Oct. 1, 1902
4s, J&J, 18,000	....July 1, 1903
4s, J&J, 10,000	....July 1, 1904
4s, J&J, 10,000	....July 1, 1907
4s, A&O, 42,000	....Oct. 1, 1900
($2,000 due ye'rly) to Oct. 1, 1920	
4s, J&J, $2,000	....July 1, 1900
($1,000 due ye'rly) to July 1, 1901	
4s, A&O, $10,000	....Oct. 1, 1900
($2,000 due ye'rly) to Oct. 1, 1904	
4s, A&O, $30,000	....Oct. 1, 1905
($3,000 due ye'rly) to Oct. 1, 1914	
4s, A&O, $10,000	....Oct. 1, 1915
($2,000 due ye'rly) to Oct. 1, 1919	
4s, J&J, $12,000	....July 1, 1907
($1,000 due ye'rly) to July 1, 1918	
4s, J&J, $9,000	....July 1, 1900
($1,000 due y'rly) to July 1, 1908	

PAR VALUE OF BONDS.—The bonds are mostly for $1,000 each.

TOTAL DEBT ETC.—	*Jan.* 1, 1900.	*Jan.* 1, 1899.	*Jan.* 1, 1898
Total debt	$1,492,500	$1,552,000	$1,548,000
Water debt (included above)	272,000	272,000	294,000

In place of an accumulating sinking fund, the city raises each year by taxation a sum of money which is applied to the redemption of bonds, which when paid are canceled. The floating debt on Jan. 1, 1900, was $310,000.

ASSESSED VALUATION.—The city's assessed valuation (about the actual value) and tax rate have been as follows:

Years.	*Assessed Valuation.* Real.	Personal.	Total.	*Rate of Tax per* $1,000.
1899	$46,507,300	$4,755,100	$51,262,400	$16·30
1898	47,015,775	3,723,925	50,739,700	17·90
1897	46,363,625	3,867,375	50,231,000	17·30
1896	45,224,800	3,788,250	49,013,050	15·40
1895	42,879,900	3,574,000	46,453,900	15·40
1890	29,981,700	2,575,800	32,557,500	14·00
1880	18,393,200	2,064,900	20,458,100	19·10

POPULATION.—In 1900 population was estimated at 62,000; in 1890 it was 40,152; in 1880 was 24,933; in 1870 was 14,685.

SOUTHBRIDGE.—JOHN A. HALL, Treasurer.

This town is in Worcester County. The $30,000 sewer bonds are outside of debt limit.

LOANS—	*When Due.*		
School-house notes 4s	$33,000	Total debt Mar. 1, 1900	$116,790
Sewer bonds	30,000	Tax valuation, real	2,929,420
Sewer notes	13,690	Tax valuation, pers'l	913,070
Sewer land loan	4,500	Total valuation 1899	3,842,490
Armory and engine-house notes 4s	31 000	Assessment about ⅔ actual value	
High School notes 4s	4,000	Tax rate (per $1,000) '99	$18·60
		Population in 1900 (est.)	10,000
		Population in 1890 was	7,655

SPENCER.—

This town is in Worcester county.

LOANS—	*When Due.*		
GENERAL DEBT BONDS—		Bonded debt Mar. 1, 1900	$269,000
4s, J&J, $12,000	July 1, 1900	Floating debt	81,700
SEWER BONDS—		Total debt Mar. 1, 1900	350,700
4s, J&J, $17,000	July 1, 1904	Assets	129,000
WATER BONDS—		Net debt Mar. 1, 1900	221,700
4s, J&J, $240,000	July 1, 1914	Population in 1895 was	7,614
		Population in 1890 was	8,747

INTEREST is payable by the Boston Safe Deposit & Trust Co.

ASSESSED VALUATION in 1899 was: Real estate, $2,808,265; personal property, $662,905; total, $3,471,170; total tax rate (per $1,000), $12·00. Property is assessed at about 65% its actual value.

SPRINGFIELD.—WILLIAM P. HAYES, Mayor. DWIGHT O. GILMORE,

This city is in Hampden County.

LOANS— NAME AND PURPOSE.		*Interest.* P.	Cl.	Payable.	*Principal,* When Due.	Outstand'g.
City buildings, g'd, 1892		4g	J	& J	July 1, 1902	$50,000
City notes engine house, '96.		4	M	& N	Nov. 1, 1900	5,500
do (fire apparatus, etc.)	1896.	3½	F	& A	Aug. 1, 1900	6,000
Engine house bonds	1891	4	M	& S	Sept. 1, 1901	20,000
Fire Dept. bonds, reg.	1894	4	J	& D	June 1, 1904	29,000
do do reg.	1894	4	M	& N	Nov. 1, 1904	6,000
School bonds, g'd, reg.	'93.	4 g	J	& J	June 1, 1903	25,000
do do g'd, reg.	'95.	4 g	A	& O	Oct. 1, 1915	35,000
do do g'd, reg.	'97.	4 g	J	& J	Jan. 1, 1927	370,000
do do g'd, reg.	'97.	4 g	J	& J	1900 to 1917 $4,500 annually.	81,000
do do g'd, reg.		3½ g	J	& J	July, 1900 1918 $8,700 yearly.	165,300
Sewer bonds	1891	4	J	& J	July 1, 1906	70,000
do do g'd,	1892	3½g	M	& N	May 1, 1907	35,000
Improvement bonds g.,	'97.	3½g	F	& A	Aug. 1, 1907	35,000
do do gold, reg.		3½g	J	& J	July, 1900-1908 $4,000 yearly.	36,000
Water bonds	1873-74	7	A	& O	Apr. 1, 1901 $25,000 yearly.	50,000
do do	1873-74	7	A	& O	Apr. 1, 1903	775,000
do do	1875	6	A	& O	Apr. 1, 1905	200,000
do do gold	1893	4 g	A	& O	Apr. 1, 1913	200,000
do do gold	1893	4 g	A	& O	Oct. 1, 1923	150,000
do do gold	1890	3½g	A	& O	Oct. 1, 1920	125,000
Temporary loan	1900	3·44½			Nov. 9, 1900	300,000

PAR VALUE OF BONDS.—The bonds are all for $1,000 each.

INTEREST payable at First Nat. Bank, Boston and City Treasury

TOTAL DEBT, SINKING FUNDS, ETC.—	*Dec.* 10, '99.	*Dec.* 10, '98.
Total bonded debt (including water debt)	$2,493,800	$2,547,000
Total indebtedness, includ'g current liabilit's	2,542,073	2,595,073
Sinking funds and other assets	921,076	864,369
Net debt	$1,620,997	$1,730,704
Water debt, included above	$1,525,000	$1,550,000,

CITY PROPERTY.—The city values its property at $5,597,122 including $1,985,047 for property of water department. In year 1899 water receipts were $235,060; payment for maintenance, $81,283, interest on water loans, $90,750; balance, to be credited to the sinking fund, $63,027.

ASSESSED VALUATION.—Real estate is taken at about 90 per cent cash value:

Years.	*Assessed Valuation* Real.	Personal.	Total.	*Tax per* $1,000
1899	$53,400,770	$16,469,077	$69,869,847	$13·60
1898	52,022,570	13,677,143	65,699,913	13·80
1897	50,344,460	14,553,919	64,898,319	13·00
1896	48,344,280	13,071,811	61,416,091	12·80
1895	46,063,460	12,969,681	59,033,141	12·20
1894	44,083,900	12,365,525	56,449,425	12·00
1890	33,795,860	10,697,773	44,493,633	12·40
1888	30,323,140	9,540,115	39,863,255	13·60

Taxation in 1899 included State tax, $0·35; county tax, $0·76; city tax, $12·49; total, $13·60 per $1,000.

POPULATION.—State census 1895 was 51,534. In 1890 population was 44,179; in 1880 it was 33,340; in 1870 it was 26,703.

STONEHAM.—F. E. NICKERSON, Treasurer. GEO. N. GREEN, Clerk.

This town is in Middlesex County.

LOANS—	*When Due.*		
ARMORY LOAN—		TOWN NOTES—	
4s, J&J, $5,000	July 18, '00 to '04 ($1,000 due yearly.)	4s, J&D, $5,000	June 10, 1900
SEWER BONDS—		4s, F&A, 5,000	Feb. 20, 1901
4s, J&D, $106,000	J'ne 1, '00 to '24 ($4,000 due yearly to 1917, then $5,000 yearly.)	4s, J&D, 10,000	June 9, 1902
		4s, J&D, 5,000	June 1, 1904
		4s, J&D, 5,000	Dec. 1, 1905
		4s, J&D, 5,000	Dec. 1, 1906
		4s, J&D, $5,000	June 1, 1907
		4s, J&D, 5,000	June 1, 1908
		4s, J&D, 5,000	June 1, 1909
		4s, J&D, 5,000	June 1,

LOANS—	When Due.
CITY BONDS—(COD.)—	
4s, J&J, $5,000	Jan. 1, 1907
4s, J&J, 1,000	July 1, 1907
4s, J&J, 4,000	Jan. 1, 1908
4s, J&J, 3,000	Jan. 1, 1918
PUBLIC PARK BONDS—	
4s, A&O, $20,000	Oct. 1, 1923
WATER BONDS—	
4s, J&J, $9,000	Apr. 1, 1906
4s, J&J, 6,000	Jan. 1, 1907
4s, J&J, 12,000	July 1, 1907
4s, J&J, 24,000	July 1, 1908
4s, J&J, 20,000	July 1, 1909
4s, J&J, 35,000	July 1, 1911
4s, J&J, 28,000	July 1, 1912
4s, J&J, 24,000	Jan. 1, 1913
4s, A&O, 125,000	Apr. 1, 1913
4s, J&J, 20,000	July 1, 1913
4s, A&O, 10,000	Apr. 1, 1914
4s, A&O, 10,000	Oct. 1, 1914
4s, A&O, 10,000	Apr. 1, 1915
4s, A&O, 10,000	Apr. 1, 1916
4s, A&O, 30,000	Apr. 1, 1917
4s, A&O, 33,000	Oct. 1, 1918

INTEREST is payable at the Boston Safe Deposit & Tr. Co., Boston.

LOANS—	When Due.
SURFACE DRAINAGE BONDS—	
4s, J&J, $85,000	Jan. 1, 1909
4s, J&J, 15,000	Jan. 1, 1910
4s, J&J, 10,000	July 1, 1912
4s, J&J, 4,000	Jan. 1, 1919
SEWER BONDS—	
4s, A&O, $60,000	1901-1902
($30,000 yearly on Apr. 1.)	
4s, A&O, $50,000	Oct. 1, 1911
4s, A&O, 50,000	Apr. 1, 1921
4s, J&J, 10,000	July 1, 1902
4s, J&J, 25,000	July 1, 1922
4s, J&J, 15,000	Dec. 31, 1922
4s, A&O, 10,000	Apr. 1, 1923
4s, A&O, 5,000	Oct. 1, 1923
4s, J&J, 7,000	Jan. 1, 1927
Bonded debt Jan., 1900	$1,192,600
Sinking funds	413,506
Net debt Jan. 1, 1900	779,094
Water debt (included)	448,000
Assessed valu'tion, real.	14,339,500
Assessed valu'tion, per'l	4,489,524
Total valuation 1898	18,829,024
Tax rate (per $1,000) '98	$16·00
Population in 1890 was	18,707
Population in 1898 was	22,000

WARE.—A. F. RICHARDSON, Treasurer.

This town is in Hamoshire County.

LOANS—	Amount.
High School loan, 4s	$16,000
Sewer loan, 4s	28,750
Macadam road loan	7,000
Misc. loans 4s	4,000
Water debt	44,100

Total debt, Feb. 1, 1900	$99,850
Tax valuation in 1899	4,136,835
Tax rate (per $1,000) 1899	$19·00
Population in 1897 was	7,651
Population in 1890 was	7,329

WATERTOWN.—CHAS. W. STONE, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
BRIDGE NOTES—	
4½s, J&J, $5,000	July 1, 1902
4½s, A&O, 5,000	Apr. 1, 1902
4½s, J&D, 5,000	Dec. 1, 1902
SCHOOL HOUSE NOTES—	
4s, M&S, $30,000	Sept. 1, 1900
($2,000 yearly) to Sept., 1914	
4s, M&S, $11,000	Sept. 1, 1904
4s, Ann., 36,000	1900 to 1908
SEWER NOTES—	
4½s, J&J, $10,000	July 1, 1900
(Part due yearly) to July 1, 1901	
4½s, J&J, 10,000	Jan. 1, 1901
4½s, J&D, 5,000	Dec. 1, 1901
4½s, J&J, 1,000	Jan. 1, 1903
4s, M&N, 70,000	Nov. 1, 1906
TOWN NOTES—	
4s, J&J, $5,000	July 1, 1904
4s, M&N, 11,000	Sept. 1, 1904

LOANS—	When Due.
TOWN NOTES—(Con.)—	
4s, A&O, $14,000	Apr. 1, 1905
4s, F&A, 21,000	1900 to 1906
($3,000 due yearly on Aug. 1.)	
4s, F&A, $30,000	Aug. 1, 1907
4s, F&A, 6,000	Dec. 1, 1907
4s, ..., 15,000	1908
3½s, F&A, 21,800	Aug. 1, 1909
4s, ..., 8,500	1910
WATER BONDS—	
3½s, J&J, $261,000	Jan 1, 1901 to
($9,000 due yearly)	Jan. 1, 1929
Total debt Feb. 1, 1900	$757,000
Water debt (included)	411,000
Tax valuation, real	8,819,200
Tax valuation, personal.	1,769,600
Total valuation 1899	10,588,800
Total tax (per $1,000) '99	$16·50
Population in 1895 was	7,788
Population in 1890 was	7,073

INTEREST is payable at the Fourth National Bank, Boston.

WAYLAND.—HENRY F. LEE, Treasurer.

This town is in Middlesex County.

LOANS—	When Due.
SCHOOL HOUSE BONDS—	
4s, M&N, $6,600	1901-1906
REFUNDING BONDS—	
4s, A&O, $11,000	1913
4s, A&O, 44,500	1918
Bonded debt Jan. 1, 1900.	$64,600
Floating debt	22,000

Total debt Jan 1, 1900	$86,600
Sinking fund assets	5,000
Net debt Jan. 1, 1900	81,600
Tax valuation in 1899	1,581,325
Assessment about ¾ actual value.	
Total tax (per $1,000) '99	$20 00
Population in 1895 was	2,026
Interest is payable in Boston.	

WELLESLEY—ALBERT JENNINGS, Treasurer.

This town is in Norfolk County.

LOANS—	When Due.
BUILDING ROAD, ETC.	
4s, J&D, $9,000	Dec. 1, 1900
4s, J&D, 5,000	Dec. 1, 1901
ELECTRIC-LIGHT PLANT—	
4s, M&S, $8,000	Sept. 1, 1900
($1,000 due y'rly) to Sept. 1, 1907	
4s, M&S, $5,000	1901-1905
($1,000 yearly on Mar. 1.)	
SCHOOL HOUSES—	
4s, J&D, $8,000	Dec. 1, 1902
4s, M&S, 4,000	Sept. 1, 1903
4s, M&S, 9,000	Sept. 1, 1904
($4,500 due y'rly) to Sept. 1, 1905	
4s, M&S, 14,000	Sept. 1, 1900
($2,000 due y'rly) to Sept. 1, 1906	
WATER WORKS—	
4s, J&D, $5,000	Dec. 16, 1907
4s, M&N, 5,000	Apr. 28, 1908
4s, A&O, 5,000	Apr. 1, 1909
4s, M&S, 10,000	Sept. 1, 1908-9
4s, M&N, 6,000	Nov. 12, 1910
4s, J&D, 6,000	Dec. 30, 1911
4s, M&S, 9,000	1900 to 1902
($3,000 annually.)	

LOANS—	When Due.
WATER WORKS—(Con.)	
4s, M&S, $20,000	1903 to 1912
($2,000 annually)	
4s, M&S, $15,000	1913-1920
($2,000 yearly to 1919 and $1,000 in 1920.)	
4s, A&O, $6,000	Oct. 1, 1912
4s, M&S, 18,000	Sept. 1, 1913
4s, M&S, 9,000	Mar. 1, 1914
4s, M&S, 140,000	Mar. 1, 1915
4s, M&S, 9,000	Mar. 1, 1916
Bonded debt, Jan. 1, '99.	$356,400
Water debt (included)	275,000
Floating debt	36,000
Total debt	392,400
Sinking fund assets	125,273
Net debt, Jan. 1, 1899	267,127
Tax valuation real	5,063,450
Tax valuation personal.	2,797,900
Total valuation 1898	7,861,350
Assessment ¾ actual value.	
Total tax (per $1,000) 1898.	11·00
Population in 1899 (est)	4,400
Population in 1890 was	3,600

INTEREST is payable by the Boston Safe Deposit & Tr. Co., Boston.

WESTBORO.—O. K. NEWTON, Treas.

This town is in Worcester County.

LOANS—	When Due.
MUNICIPAL DEBT—	
3⅝s to 4½s, var.	$27,300 '00 to 1901
4s, ...,	5,000 1904 & 1905
WATER BONDS—	
5s, M&S, $55,000	Sept. 16, 1908
4s, M&S, 35,000	Mar. 1, 1908
4s, M&S, 20,000	Sept. 16, 1916
4s, M&S, 2,000	Sept. 16, 1919
4s, ... 5,000	1920
4s, ... 9,000	1925
LIBRARY NOTES—	
4s, ... $5,000	1904-1905

LOANS—	When Due.
SEWER BONDS—	
4s, ... $31,000	1922
4s, ... 10,000	1926
3½s, M&N, $25,000	Nov. 1, 1928
(Interest payable in Boston.)	
Total debt Jan. 1, 1900.	$240,850
Water debt (included)	126,000
Sinking fund	56,610
Tax valuation 1899	2,872,891
Assessment is ⅘ actual value.	
Total tax (per $1,000) '99	$17·00
Population in 1896 was	5,235
Population in 1890 was	5,195

WESTFIELD.—C. N. OAKES, Town Treasurer.

This town is in Hampden County.

LOANS—	When Due.
ACADEMY BONDS—	
3½s, July, $4,000	July 1, 1900

LOANS—	When Due.
BRIDGE BONDS—	
4s, ... $10,800	Oct. 1, 1900-08
4s, ... 13,600	Oct. 1, 1901-08

LOANS—	When Due.
WATER BONDS—	
4s, A&O, $85,000	Jan. 1, 1909
4s, A&O, 15,000	Jan. 1, 1910
4s, A&O, 6,000	Oct. 1, 1900
4s, A&O, 49,500	Oct. 1, 1901
($5,500 due yearly) to Oct. 1, 1909	
4s, A&O, $21,000	Oct. 1, 1900
($2,500 due yearly) to Oct. 1, 1907	
4s, A&O, $92,000	Oct., 1900-22
SCHOOL NOTES—	
5s, ... $12,600	Sept. 1, 1900
($1,800 due yearly) to Sep. 1, 1906.	
4s, $18,400	Jan. 1901 to 1908
GAS AND LIGHT BONDS—	
3½s, J&D, $120,000	June 1, 1900
($1,000 due y'rly) to June 1, 1929	

GRADE CROSSING NOTES—	
4s, $18,000	Dec., 1902 to '07
SEWER NOTES—	
4s, A&O, $5,000	Jan. 1, 1908
3½s, A&O, 35,000	Oct. 1, 1900
($5,000 due y'rly) to Oct. 1, 1906	
4s, ..., $10,000	1908-1909
($5,000 due yearly.)	
4s, ..., $5,000	Dec. 15, 1910
3½s ..., 2,000	Sept. 17, 1911
Total debt Feb. 1, 1900	$142,000
Water debt (included)	188,500
Tax valuation 1899	8,108,405
Assessment about 9/10 actual value.	
Total tax (per $1,000) 1899.	$17·80
Population in 1895 was	10,659
Population in 1890 was	9,805

In place of a sinking fund the town pays off part of its debt yearly.
INTEREST on the water bonds is payable at Boston; on all other loans at Westfield.

WEST SPRINGFIELD—F. H. SIBLEY, Treas.

This town is in Hampden County.

LOANS—	When Due.
GENERAL PURPOSES—	
5s, $23,000	May 5, 1900
($1,000 due yearly) to May 5, 1922	
4s, A&O, $19,000	Oct. 1, 1900
($1,000, due yearly) to Oct. 1, 1918	
4s, $165,000	1927
REFUND'G SCH'L HOUSE & SEWERS	
4s, M&N, $50,000	May 1, 1928

LOANS—	When Due.
WATER BONDS—	
4s, g., $25,000	April 1, 1929
REFUNDING BONDS—	
4s, g., $25,000	May 1, 1929
Tax valuation 1899	4,860,703
Total tax (per $1,000) '99.	14·50
Population in 1895 was	6,122
Population in 1890 was	5,077

INTEREST on the $25,000 of bonds is payable by the N. Eng. Trust Co. Boston; on the $20,000 of bonds at the Third Nat'l Bank, Boston.

WEYMOUTH.—J. H. STETSON, Treasurer.

The town is in Norfolk County.

LOANS—	When Due.
TOWN DEBT—	
4-3½s, var., $46,500	1900 to 1905
SCHOOL BONDS—	
4s, J&J, $50,000	July 1, 1907
WATER BONDS—	
4s, M&N, $300,000	Nov. 1, 1914
4s, M&N, 50,000	Nov. 1, 1917
4s, M&N, 21,000	Nov. 1, 1919
4s, M&N, 29,000	Nov. 1, 1920
4s, M&N, 15,000	Nov. 1, 1921
4s, M&N, 13,000	May 1, 1924
4s, M&N, 4,000	May 1, 1925
4s, M&N, 5,000	May 1, 1927
4s, M&N, 8,000	May 1, 1926
4s, M&N, 3,000	May 1, 1929

Town debt, Jan. 1, 1900.	$101,500
School debt Jan. 1, 1900.	50,000
Water debt Jan. 1, 1900.	448,000
Total debt Jan. 1, 1900.	599,500
Sinking fund	137,053
Net debt Jan. 1, 1900.	462,447
Net water debt	319,090
Tax valuation, real	5,471,621
Tax valuation, personal.	923,360
Total valuation 1899	6,394,981
Property assessed at actual value.	
Tax rate (per $1,000) 1899.	$20·20
Population in 1895 was	11,285
Population in 1890 was	10,866

INTEREST on the town and school debt is payable at the Town Treasurer's office; on all other loans at the Nat. Bank of the Republic, Boston, Mass.

WHITMAN.—GEO. D. SOULE, Assessor.

This town is in Plymouth County.

LOANS—	When Due.
SO. ABINGTON WATER BONDS—	
4s, M&S, $100,000	1912
Interest payable in Boston.	
Bonded debt May 1, 1899.	$118,000
Floating debt	41,000
Total debt May 1, 1899	159,000
Sinking funds, etc	28,426

Tax valuation, real	$3,141,261
Tax valuation, person'l.	515,135
Total valuation 1899	3,656,396
Assessment same as actual value.	
Tax rate (per $1,000) '99	$19·20
Population in 1890 was	4,441
Population in 1899 was	6,039

WILLIAMSTOWN.—W. B. CLARK, Treas'r.

This town is in Berkshire County.

LOANS—	When Due.
REFUNDING NOTES—	
3¾s, F&A, $28,000	1900-1913
($2,000 yearly on Aug. 31.)	
3¾s, F&A, $31,000	Aug., 1907
Cemetery loan, 5s, $8,000.	On dem.
Bonded debt Feb. 1, 1900,	$59,000
Float'g debt Feb. 1, 1900,	8,000

Total debt Feb. 1, 1900.	$67,000
Tax valuation, real	2,534,435
Tax valuation, pers'l.	379,341
Total valuation 1899	2,913,776
Assessed valuation 85% actual val.	
Total tax (per $1,000) '99	$16·60
Population in 1895 was	4,886
Population in 1890 was	4,221

INTEREST is payable in Boston.

WINCHESTER.—THOMAS S. SPURR, Treasurer. G. H. CARTER, Clerk.

This town is in Middlesex County.

LOANS—	When Due.
PLAYGROUND BONDS—	
4s, ... $62,500	Dec 1, '15 to '24
SCHOOL LOANS—	
4s, ..., $10,000.	Nov., 1900 to 1901
($5,000 due yearly.)	
SEWER BONDS—	
4s, ... $30,000	1917-1922
($5,000 due yearly.)	
4s, ... $50,000	Dec. 1, '18 to '22
($10,000 due yearly.)	
4s, ..., $20,000	Dec. 1, '23-'24
($10,000 due yearly)	
HIGHWAY BONDS—	
4s, J&D, $14,000	1902-1904
($5,000 Dec. 1, 1902; $2,000 in 1903 and $7,000 in 1904.)	

4½s, J&D, $30,000.	Dec. 1905 to '09
($5,000 in 1905, $4,000 in 1906, $5,000 in 1907, $10,000 in 1908, $6,000 in 1909).	
WATER BONDS—	
4s, Var's, $318,000	1900 to 1926
(Part due each year.)	
4s, J&D, $33,000	June 1, '26-'28
Total debt Jan. 1, 1900.	$591,500
Water works, value	330,000
Tax valuation, real	7,130,499
Tax valuation, personal.	1,089,470
Total valuation 1899	8,219,969
Assessment about ¾ actual value.	
Tax rate (per $1,000) '99.	$16·30
Population in 1899 was.	7,200
Population in 1890 was.	4,861

WINTHROP.—This town is in Suffolk County.

LOANS—	When Due.
TOWN BONDS—	
5s, ... $34,500	1905
Funded debt Sept. 7, '99.	$179,567
Floating debt	45,550
Total debt Sept. 7, 1899.	225,117

Sinking fund assets	$23,433
Tax valuation 1899	6,676,455
Tax rate (per $1,000) '99.	$15·70
Population in 1896 was	3,889
Population in 1890 was	2,726

WOBURN.—W. T. DAVIS, Mayor. ALBERT P. BARRETT, Auditor.

This city is in Middlesex County.

LOANS—	When Due.
ALMSHOUSE AND COURT HOUSE—	
4s, M&N, $6,000	Sept. 1, 1900
($2,000 due y'rly) to Sept. 1, 1902	
FIRE DEPARTMENT LOAN—	
4s, J&J, $2,000	July 1, 1900
($500 due yearly to)	July 1, 1903
STREET LOAN—	
4s, A&O, $2,000	Oct. 1, 19 0
($1,000 due y'rly) to Oct. 1, 1901	

LOANS—	When Due.
MUNICIPAL LOANS—	
4s, A&O, $1,000	Oct. 1, 1900
4s, J&D, $2,500	Dec. 1, 1900
($500 due yearly to	Dec. 1, 1904
SCHOOLHOUSE LOANS—	
4s, A&O, $1,400	Oct. 1, 1900
4s, A&O, $4,000	Oct. 1, 1900
($2,000 due yearly) to	Oct. 1, 1901
4s, J&J, $7,500	June 1, 1900
($1,500 due y'rly) to	June 1, 1904

LOANS—	When Due.
PUBLIC PROPERTY LOAN—	
4s, ... $1,500	April 1, 1901
($500 due yearly) to	April 1, 1903
WATER DEBT—	
4s, A&O, $600	Oct. 1, 1900
4s, J&J, 60,000	July 1, 1900
($10,000 due y'ly) to	July 1, 1905
4s, ... $30,000	July 1, 1900
($6,000 due yearly) to	July 1, 1904
4s, ... $6,000	Apr. 1, 1905
4s, A&O, 40,000	Apr. 1, 1901
($10,000 due y'rly) to	Apr. 1, 1904
4s, A&O, $9,000	Apr. 1, 1904

LOANS—	When Due.
SEWER DEBT—	
4s, ... $1,500	Jan. 1, 1901
($500 due yearly) to	Jan. 1, 1903
4s, A&O, $20,000	Aug. 1, 1900
($2,000 due y'rly) to	Aug. 1, 1909
4s, M&S, $2,000	Sept. 1, '00-1903
($500 annually)	
PUBLIC PARK LOAN—	
4s, A&O, $700	Oct. 1, 1900
Tax valuation 1899	$10,107,625
Assessment same as actual value.	
Tax rate (per $1,000) '99	$19·10
Population in 1890 was	13,499

INTEREST on water 6s payable in Boston; on all others in Woburn.

TOTAL DEBT ETC.—The city's net debt on January 1, 1899, was $382,700, including water debt of $173,200. The floating debt evidenced by demand notes was $67,812, making a total debt of $450,512.

POPULATION. Population in 1895 was 14,176; in 1890 was 13,499; in 1880 was 10,931; in 1870 was 8,560.

WORCESTER.—

RUFUS B. DODGE, JR., Mayor.
FRED. W. WHITE, Treasurer.

This city is in Worcester County.

LOANS—	When Due.
FUNDED CITY LOANS—	
5s, A&O, $200,000 ..	Apr. 1, 1905
4s, A&O, 75,000	Apr. 1, 1901
4s, A&O, 500,000	Apr. 1, 1905
4s, A&O, 500,000	Apr. 1, 1905
4s, A&O, 135,000	Apr. 1, 1902
4s, A&O, 100,000	Apr. 1, 1903
4s, A&O, 260,000	Apr. 1, 1904
4s, A&O, 110,000	Apr. 1, 1905
4s, A&O, 125,000 ...	Apr. 1, 1905
4s, A&O, 50,000	Apr. 1, 1925
4s, A&O, 300,000	Apr. 1, 1906
4s, A&O, 100,000	Apr. 1, 1906
4s, A&O, 250,000	Apr. 1, 1926
4s, A&O, 200,000	Apr. 1, 1907
4s, A&O, 350,000	Apr. 1, 1927
4s, A&O, 40,000	Apr. 1, 1917
4s, ..., 200,000	Apr. 1, 1907
4s, ..., 100,000	Jan. 1, 1909
3½s, &O, 60,000	Apr. 1, 1909
4s, J&J, $160,000	July 1, 1908
3½s, A&O, 32,000	Apr. 1, 1909
3½s, J&J, 50,000	July 1, 1909
FUNDED PARK LOAN—	
4s, A&O, $250,000	Apr. 1, 1938
SCHOOL LOANS—	
4s, J&J, $177,000	July 1, 1919
3½s, J&J, 30,000	Jan. 1, 1920
FUNDED SEWER LOANS—	
4½s, A&O, $140,000	Apr. 1, 1905
4s, J&J, 55,000	Jan. 1, 1901
4s, J&J, 65,000	Jan. 1, 1903

LOANS—	When Due.
FUNDED SEWER LOANS—(Con.)—	
4s, J&J, $70,000	Jan. 1, 1904
4s, J&J, 180,000	Jan. 1, 1905
4s, J&J, 145,000	Jan. 1, 1906
4s, J&J, 75,000	Jan. 1, 1908
4s, J&J, 75,000	Jan. 1, 1910
4s, J&J, 80,000	Jan. 1, 1912
4s, J&J, 100,000	Jan. 1, 1916
4s, J&J, 200,000	Jan. 1, 1927
4s, J&J, 300,000	July 1, 1928
4s. J&J, 170,000	July 1, 1929
FUNDED WATER LOAN—	
5s, J&D, $100,000	Dec. 1, 1906
4s, A&O, 250,000	Apr. 1, 1914
4s, A&O, 100,000	Apr. 1, 1915
4s, A&O, 150,000	Apr. 1, 1918
4s, A&O, 200,000	Apr. 1, 1919
4s, A&O, 30,000	Apr. 1, 1920
4s, A&O, 70,000	Apr. 1, 1921
4s, A&O, 150,000	Apr. 1, 1922
4s, A&O, 50,000	Apr. 1, 1923
4s, A&O, 50,000	Apr. 1, 1924
4s, A&O, 100,000	Apr. 1, 1925
4s, J&D, 300,000	June 1, 1905
3½s, J&D, 150,000	June 1, 1905
4s, A&O, 100,000	Apr. 1, 1925
4s, A&O, 75,000	Apr. 1, 1926
4s, A&O, 300,000	Apr. 1, 1927
4s, A&O, 350,000	Apr. 1, 1928
4s, J&J, 25,000	Jan. 1, 1929
3½s, J&D, 700,000	June 1, 1929

PAR VALUE OF BONDS is $500 and multiples thereof.

INTEREST on most issues is payable, principally by check, at the Merchants' National Bank in Boston.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Feb. 1, 1900.	Dec. 1, '98.	Dec. 1, '97.	Dec. 1, '96.
Total bonded debt	$9,229,000	$8,045,000	$6,735,000	$5,315,000
Sinking funds	3,603,287	3,204,932	2,785,314	2,383,735
Net debt	$5,625,713	$4,840,068	$3,949,686	$2,931,265
Water & park debt (inc. above)	$3,500,000	$2,775,000	$2,225,000	$2,175,000

The sinking fund receives yearly a sum sufficient with accumulations of interest on sinking fund investments to retire entire debt at maturity. In 1899 $267,200 was paid into sinking funds other than the water bonds sinking fund.

CITY PROPERTY.—The city owned property in 1899 valued a $12,541,334, including water works costing $3,300,031. Receipts from water assessments in year 1898-99 were $283,531 40; interest on water loans, $101,750; paid to sinking fund, $21,750.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows, real estate being taken at "its full and fair cash value":

Years.	Real Estate.	Personal Property.	Total.	Rate of Tax per $1,000.
1899	$83,478,100	$28,857,999	$112,336,099	$16·00
1898	81,260,650	19,638,000	100,898,650	16·20
1897	78,501,750	18,843,450	97,345,200	14·80
1896	74,986,450	15,703,250	90,689,700	15·60
1895	71,104,650	16,939,866	88,044,516	15·40
1890	57,819,250	15,633,010	73,452,266	15·60

In 1899 tax rate includes: State tax, $0·26; county tax, $0·74; city tax, $15·00; total, $16·00.

Average assessed valuation for three years 1897 to 1899, inclusive, was $103,526,649, and for three years '96 to '98, inclusive, $97,109,100.

POPULATION.—Population in 1895 was 98,687; in 1890 was 84,655; in 1880 was 58,291; for 1900 is estimated at over 120,000.

ADDITIONAL STATEMENTS.

In the table below we give statements regarding all towns in the State of Massachusets which have reported an indebtedness of over $25,000, and which are not represented among the foregoing. We add the population according to the Massachusetts Census of 1895.

Location.	Total Debt.	Assessed Valuation.	Tax Rate.	Population.
Avon (T.) Norfolk Co	$82,062	$818,255	$19·60	*1,640
Billerica, Middlesex Co	150,160	1,841,914	16·80	2,577
Blackstone, Worcester Co	37,337	2,660,380	16·80	6,039
Bourne, Barnstable Co	50,485	1,996,200	13·20	1,580
Chatham (T.) Barnstable Co	25,000	855,895	18·00	1,809
Cohasset, Norfolk Co	52,500	4,797,620	9·85	2,474
Cottage City, Dukes Co	30,100	1,674,600	16·30	1,038
Deerfield, Franklin Co	47,043	1,298,110	11·50	3,007
Douglas, Worcester Co	28,122	1,058,861	17·50	2,026
Dracut, Middlesex Co	30,000	2,066,720	10·25	2,443
Duxbury (T.) Plymouth Co	38,803	1,562,667	14·00	1,966
Fairhaven (T.) Bristol Co	71,000	2,254,775	17·00	*3,500
Foxborough (T.) Norfolk Co	42,000	2,000,000	16·30	*3,200
Great Barrington, Berkshire Co.	65,968	3,418,954	12·50	4,612
Hadley (T.) Hampshire Co	76,355	985,612	16·50	1,669
Hamilton, Essex Co	29,450	1,910,155	7·30	1,356
Hampshire Co	77,615	31,358,318	.....	54,710
Hardwick, Worcester Co	30,000	1,523,885	14·00	2,655
Hatfield, Hampshire Co	50,000	1,027,449	13·00	1,262
Hingham (T.) Plymouth Co	46,000	4,021,732	14·50	4,819
Hinsdale, Berkshire Co	30,000	559,780	17·30	1,650
Holliston (T.) Middlesex Co	27,500	1,458,129	20·00	2,616
Hopkinton (T.) Middlesex Co	90,986	1,823,490	15·75	2,983
Hull, Plymouth Co	162,027	3,799,939	17·20	1,044
Kingston, Plymouth Co	40,000	1,389,235	10·00	1,746
Lancaster, Worcester Co	43,500	3,095,428	12·10	2,180
Leicester, Worcester Co	58,992	2,197,332	16·40	3,239
Lenox, Berkshire Co	25,000	3,623,690	15·40	2,872
Lincoln (T.) Middlesex Co	37,000	1,971,310	11·00	1,111
Long Meadow (T.) Hampden Co.	48,000	705,590	11·00	620
Mansfield, Bristol Co	39,700	1,922,406	21·00	3,722
Millbury, Worcester Co	49,600	2,266,301	19·00	5,220
Millis, Norfolk Co	45,000	753,415	16·60	1,006
Milton, Norfolk Co	221,428	19,722,490	9·00	5,518
Montague (T.) Franklin Co	50,000	3,737,756	20·20	6,054
Nahant, Essex Co	26,403	4,835,958	8·00	865
Northbridge, Worcester Co	30,200	3,198,566	12·40	4,603
North Brookfield	143,500	1,832,578	22·50	3,871
Palmer, Hampden Co	26,379	2,726,691	19 10	6,858
Pepperell (T.) Middlesex Co	40,000	2,210,247	14·00	2,348
Plymouth (T.) Plymouth Co	175,929	6,944,350	17·20	7,958
Rockport, Essex Co	138,000	2,706,690	18·50	5,289
Rutland, Worcester Co	37,500	574,821	16·50	980
Scituate, Plymouth Co	70,500	2,529,226	13·00	2,246
Sharon, Norfolk Co	72,100	1,810,575	12·00	1,717
South Hadley, Hampshire Co	59,727	2,080,964	19·00	4,463
Stoughton, Norfolk Co	265,000	2,954,849	20·00	5,272
Upton, Worcester Co	35,780	1,024,999	17·50	1,878
Uxbridge, Worcester Co	37,000	2,239,915	17·40	3,546
Webster (T.) Worcester Co	106,993	3,367,460	15·00	7,081
Westport, Bristol Co	43,204	1,550,150	18·80	2,678
Wilmington, Middlesex Co	29,600	1,064,851	14·00	1,420
Winchendon, Worcester Co	102,452	2,455,829	20·00	4,390
Wrentham, Norfolk Co	36,968	1,479,689	15·30	2,584
Yarmouth, Barnstable Co	29,000	1,583,571	11·50	1,655

*Later estimate of population.

State of Rhode Island.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - - - One of Original Thirteen
Total area of State (square miles) - - - - - 1,085
State Capital - - - - Newport and Providence
Governor (term expires last Tues. May, 1900), Elisha Dyer
Sec. of State (term exp. last Tues. May, 1900), C. P. Bennett
Treasurer (term expires last Tues. May, 1900), Walter A. Read

Legislature meets annually the last Tuesday in May at Newport, and holds an adjourned session the following January at Providence. There is no limit as to the length of session.

HISTORY OF DEBT.—For a brief history of the Rhode Island State debt see STATE AND CITY SUPPLEMENT of April 13, 1895, page 33. The bonds outstanding at present are described as follows:

LOANS— NAME AND PURPOSE.	Interest.— Rate.	Payable.	Principal.— When Due.	Outstand'g.
State House loan, 1894	3½g.	J & J	Jan. 1, 1904	$300,000
do do 1894	3½g.	J & J	Jan. 1, 1914	400,000
do do 1894	3½g.	J & J	Jan. 1, 1924	400,000
do do 1894	3½g.	J & J	Jan. 1, 1934	400,000
do do 1898.	3g.	A & O	July 15, 1938	800,000

PAR VALUE OF BONDS.—The bonds are for $1,000 each.

TAX FREE.—Bonds of the State House loan are tax exempt.

INTEREST is payable in Providence at the Rhode Island Hospital Trust Company on all loans except that due in 1938, which is payable at the Industrial Trust Co., Providence.

TOTAL DEBT, SINKING FUNDS ETC.—

January 1—	1900.	1899.	1898.	1897.
Total funded debt	$2,300,000	$2,300,000	$1,500,000	$1,517,000
Sinking funds	295,752	255,089	209,422	150,000
Net debt	$2,004,248	$2,044,911	$1,290,578	$1,367,000

The sinking fund is largely invested in city, town and district bonds and notes, and it is to receive $50,000 yearly.

TAX VALUATION.—The assessed valuation of real estate in Rhode Island in 1899 was $308,967,317; personal property, $81,945,263; total $390,912,580. Tax rate (per $1,000) in 1899 was $1·80.

POPULATION OF STATE.—In 1790, 68,825. Since then:

1895	384,758	1870	217,353	1830	97,199
1890	345,506	1860	174,620	1820	83,015
1885	304,284	1850	147,545	1810	76,931
1880	276,531	1840	108,830	1800	69,12[illegible]

MUNICIPAL INDEBTEDNESS LIMITATIONS.—There is nothing in the Constitution of Rhode Island limiting the amount of city debts. The following, however, are two sections taken from Title 7, Chapter 36 (page 157) of the Revised Statutes of the State of 1896. Since 1878 these provisions have been in force, and consequently 3 per cent of the taxable property has been the limit of the power of each town (which includes city) to create debt.

SECTION 20. "The outstanding notes, bonds and contracts of towns shall be paid and be fulfilled according to the tenor thereof, and all public works now authorized to be prosecuted shall be prosecuted, and all indebtedness now authorized to be incurred on account thereof may be incurred according to the tenor of the authority therefor.

SECTION 21. No town shall, *without special statutory authority therefor*, incur any debt in excess of three per centum of the taxable property of such town, including the indebtedness of such town on the tenth day of April, one thousand eight hundred seventy-eight, but the giving of a new note or bond, for a pre-existing debt, or for money borrowed and applied to the payment of such pre-existing debt, is excepted from the provisions of this section, and the amount of any sinking fund shall be deducted in computing such indebtedness."

A proposed new constitution, containing certain limitations as to State and other debts, failed of adoption at the November election in 1898, was again submitted to popular vote in 1899 and again defeated.

SAVINGS BANK INVESTMENTS AND RESTRICTIONS.—In the Revised Statutes of Rhode Island (which were revised in 1896), Sections 54, 55, 56, etc., of Chapter 178, Title 19 (on page 548), will be

found the provisions of law with reference to Savings Bank Investments. Section 54, which recites in detail the stocks, bonds, etc., these institutions are allowed to put their money in is as follows:

SECTION 54. Institutions for savings shall invest their receipts—
(1) In public stocks or bonds of any State or of the United States,
(2) Or in any bank stock, or in notes or bonds of any town or city,
(3) Or in notes of any school district or fire district in any New England State.
(4) Or in such corporate stocks or bonds as they may deem safe and secure.
(5) Or they may discount notes, bonds or drafts of individuals or corporations, with two other responsible endorsers, sureties or guarantors,
(6) Or the notes, bonds or drafts of individuals or corporations secured by the public notes, stocks or bonds of any State of the United States, or of any town or city or of any school district or fire district in any New England State, or by the stock or bonds of any corporation which may be deemed to be safe, or by mortgage on real estate.

Concerning Sections 55 and 56, the first appears to give savings institutions quite extensive powers as to making and keeping deposits in commercial banks. When so kept, however, they are to be kept "payable on demand whether drawing interest or not." The two sections are subjoined.

SECTION 55.—No such institution shall have an amount exceeding one-half of its receipts invested in notes, bonds or drafts of individuals or corporations, unless secured by some public notes, bonds or stocks as aforesaid, or by mortgage on real estate: but the preceding section shall not be so construed as to forbid any such institution from placing and holding on deposit in any bank such reasonable amount of their receipts as is customary and they may deem proper, payable on demand, whether drawing interest or not.

SECTION 56.—No money shall be loaned by any institution for savings to any trustee, director or other officer of such institution.

For the other provisions of the law as they now are we would refer our readers to the Revised Statutes of 1896.

CITIES, COUNTIES AND TOWNS IN STATE OF RHODE ISLAND.

BRISTOL.—GEO. H. PECK, Treasurer.

This town is the capital of Bristol County.

LOANS—	When due.
TOWN NOTES—	
4s, J&J, $101,350	1900-1902
Short term notes	$26,650
Total debt Feb. 1, 1900	128,000
Tax valuation, real	4,594,500
Tax valuation, personal	$1,247,300
Total valuation 1899	5,841,800
Assessment about 7/8 actual value.	
Town tax (per $1,000) 1899.	$11·60
Population in 1890 was	5,478
Population in 1895 was	6,730

INTEREST on all town loans is paid in Bristol, R. I.

BURRILLVILLE.—P. O. HAWKINS, Treasurer.

This town is situated in Providence County.

LOANS—	When Due.
FUNDING BONDS—	
3½s, g..., $60,000	Sept. 1, 1939
HIGHWAY IMP. BONDS—	
4s, g., J&J, $50,000 g.	Jan. 1, 1907
(Part due every five years) to	1922
Interest at 3d Nat. Bk., Boston.	
Bonded debt Feb. 1, 1900.	$110,000
Sinking fund assets	6,000
Tax valuation, real	2,450,174
Tax valuation, pers'l	894,750
Total valuation 1899	3,344,924
Tax rate (per $1,000) '99	$10·00
Population in 1890 was	5,492

CENTRAL FALLS.—E. EASTWOOD, Mayor; C. A. REYNOLDS, Treasurer.

This city, recently organized, assumed the debt of the old fire district (which is now a part of the city) and a part of the debt of the town of Lincoln. Property consisting of land, buildings, water and sewer equipment to the value of $596,150 is owned by the city.

Central Falls is in Providence County.

LOANS—	When Due.
FIRE DISTRICT BONDS—	
4½s, g., M&N, $80,000	'00 to 1919
($4,000 due yearly on May 15.)	
..., ..., $12,500	1900
TOWN OF LINCOLN BONDS—	
..., ..., $111,870 $3,390 each	J&J
CITY BONDS—	
4s, J&D, $220,000 g.	Dec. 1, '00 to '21
($10,000 due yearly.)	
Bonded debt Jan. 15, 1900	$424,370
Water debt (included)	100,500
Floating debt	20,000
Tax valuation, real	$6,731,090
Tax valuation, person'l	1,603,200
Total valuation 1899	8,334,290
Tax rate (per M.) '99	15·00
Population in 1895 was	15,828
Population 1897 (est.) over.	16,000

INTEREST is paid at Industrial Trust Company of Providence.

COVENTRY.—This town is in Kent County.

The town has no bonded debt.

Floating debt	$55,726	Total valuation, 1898	$3,797,045
Assessed valuat'n, real.	2,596,445	Tax rate (per M.), 1898.	5·00
Assessed val., personal.	1,200,600	Population 1890 was	5,068

CRANSTON.—This town is in Providence County.

LOANS—	When Due.
GOLD BONDS—	
4s, g, $150,000, g	1922
4s, g, 100,000, g.	Aug. 15, 1925
4s, g, F&A $135,000, g.	Aug. 1, 1929
4s, ... 150,000, g	1937
4s, M&N, 50,000	Nov. 1, 1939
Bonded debt Apr.. 1, '99	$535,000
Sinking fund Apr., 1899	$46,969
Assessed valuat'n, real	10,263,290
Assessed valuat'n, pers.	1,143,915
Total valuation 1900	11,407,205
Tax rate (per $1,000) 1899.	12·50
Population in 1895 was	10,575
Population in 1890 was	8,099

CUMBERLAND.—This town is in Providence County.

LOANS—	When Due.
FUNDING BONDS—	
4s, J&J, $60,000	Jan. 1, 1901
($5,000 due yearly) to	Jan. 1, 1912
TOWN HOUSE BONDS—	
4s, J&J, $28,000	July 1, 1900
($2,000 due yearly) to	July 1, 1914
Interest payable in Providence.	
Bonded debt Jan. 1, 1898.	$104,000
Floating debt	85,000
Total debt	189,000
Sinking fund	$7,000
Net debt Jan. 1, 1898	182,000
Tax valuation, real	5,424,000
Tax valuation, personal.	2,166,000
Total valuation 1897	7,590,000
Assessm't ab't 9-10 actual value.	
State tax (per $1,000)	$1·80
Town tax (per $1,000)	7·20
Population in 1895 was	8,507
Population in 1890 was	8,090
Population in 1880 was	6,445

EAST PROVIDENCE.—DAVID S. RAY, Treas.

This town is in Providence County.

LOANS—	When Due.
TOWN (COUPON) BONDS—	
4s, J&D, $95,000	$5,000 yearly
GOLD BONDS (reg.), 1893—	
4s, g., J&J, $25,000	July 1, 1923
4s, g., J&J, 60,000	July 1, 1933
4s, g., J&J, 60,000	July 1, 1943
GOLD FUNDING BONDS—	
4s, g, ..., $100,000	1922 & 1947
($50,000 in '22 and $50,000 in '47.)	
Bonded debt Mar. 1, 1900	$340,000
Other liabilities	76,612
Total debt Mar. 1, 1900	416,612
Sink. fund and other assets.	57,847
Valuation, real	7,617,902
Valuation, personal	723,815
Total valuation 1899	8,341,717
Tax rate (per $1,000) '99	$14·80
Population in 1895 was	10,170
Population in 1890 was	8,422

INTEREST on the town bonds is payable at Blake Bros. & Co., Boston; on gold bonds at the Rhode Island Hospital Trust Co., Providence.

EAST PROVIDENCE FIRE DISTRICT.—Providence Co'ty.

The water-works system of this district has been purchased by the East Providence Water Company, subject to the outstanding debt of the district.

LOANS—	When Due.
4½s, g., J&J, $15,000, g.	July 1, 1907
4½s, g., J&J, 35,000, g.	July 1, 1917
4½s, g., J&J, 50,000, g.	July 1, 1922
4½s, g., J&J, $100,000, g.	J'ly 1, 1932
Total debt Feb 1, 1899.	$200,000
Tax valuation	4,162,301
Real value (estimated).	5,250,000

INTEREST is paid by the Industrial Trust Co., Providence, R. I.

JOHNSTON.—HERBERT C. CALEF, Treasurer.

This town is in Providence County. On June 1, 1898, a portion of this town, representing about five-sevenths of the assessed valuation, was annexed to the city of Providence. The commission appointed to apportion the debt to be assumed by the city of Providence report that the city's share of the net debt is $255,720·64, leaving $101,677·48 as the town debt remaining. Bonds Nos. 1 to 100 and 151 to 191 (all inclusive) remain as an obligation of the town of Johnston, and interest will be paid, when due, by the Union Trust Co. as usual. The bonds given below are those remaining as an obligation of the town after division.

LOANS—	When Due.
GEN. IMP. & ROAD BONDS.—Gold.	
4s, g., F&A, $50,000 g.	Feb. 1, 1907
4s, g., F&A, 50,000 g.	Feb. 1, 1912
4s, g., F&A, 41,000 g.	Feb. 1, 1917
Bonded debt June 1, '99.	$141,000
Floating debt June 1, '99.	2,919
Total debt June 1, '99	143,919
Sinking fund, &c	59,834
Net debt June 1, 1899	$84,085
Tax valuation, real	1,689,280
Tax valuation, personal.	401,200
Total valuation 1899	2,090,480
Assessment about ¾ actual value.	
Town tax (per $1,000) '99.	$13·00
Population in 1895 was	11,203
Population in 1890 was	9,778
Population 1899 (est)	5,000

INTEREST is payable by the Union Trust Company, Providence.

LINCOLN.—ALFRED E. SHERMAN, Treasurer.

This town is in Providence County.

LOANS—	When Due.
4s, g. A&O, $125,000	Oct. 15, '28
Bonded debt May 1, 1899.	$181,350
Floating debt	10,000
Total debt May 1, 1899	191,350
Assessed valuat'n, real.	$3,235,980
Assessed valuat'n, per'l.	912,100
Total valuation 1898	4,148,080
Tax rate (per M.) '99	11·00
Population in 1895 was	8,350

NARRAGANSETT PIER.—E. S. TAYLOR, District Treasurer.—Narragansett Pier is in Washington Co.

LOANS—	When Due.
IMPROVEMENT BONDS—	
4s, M&N, $100,000	May 1, 1919
Interest payable in New York.	
Bonded debt Jan. 1, '99.	$100,000
Floating debt	73,500
Total debt Jan. 1, 1899.	$173,500
Town has no water debt.	
Tax valuation, real	3,409,765
Tax valuation, personal.	255,400
Total valuation 1898	3,665,165
Total tax (per $1,000) '98	7·50

NEWPORT.—PATRICK J. BOYLE, Mayor; JOHN S. COGGESHALL, Treasurer.

Newport is situated in the county of the same name.

LOANS—	When Due.
CITY HALL & IMP. BONDS—	
4s, M&N, $153,000	May 15, 1948
INDUSTRIAL SCH. AND CONSOL.—	
4s, M&N, $146,000	May 15, 1923
PARK BONDS—	
4s, ... $40,000	Feb 15, 1927
PUBLIC IMPROVEMENTS—	
4s, M&N, $100,000 g.	May 1, 1925
SCHOOL HOUSE—	
4s, M&S, $30,000	Mar. 1, 1905
4s, J&D, 16,000	Dec. 1, 1905
4s, J&J, 16,000	July 15, 1909
4s, J&J, 40,000	Jan. 1, 1928
SEWER BONDS—	When Due.
4s, M&N, $35,000	Nov. 1, 1916
4s, F&A, 98,000	Feb. 1, 1918
SEWER AND STREET IMPROVEM'T.	
4s, A&O, $70,000	Apr. 15, 1921
4s, g., F&A, 50,000	Aug. 1, 1929
Bonded debt Jan. 1, 1900	$794,000
Sinking fund	126,093
Net debt Jan. 1, 1900	667,907
Assessed valu'n, real	31,438,100
Assessed valu'n, pers'l.	6,683,200
Total valuation 1899	38,121,300
Assessment about actual value.	
Tax rate (per $1,000) '99	11·00
Population 1895	21,537
Population 1890	19,449

INTEREST is payable at Newport, except on the industrial School Loan, which is payable at the Bay State Trust Co., Boston.

CITY PROPERTY.—The city owns real estate valued by tax assessors at $488,022; other property, $183,398. Limit of indebtedness, 3 per cent of valuation.

NORTH PROVIDENCE.—J. OGDEN, Treas.,

Box 8, Geneva, R. I. This town is in Providence County.

LOANS—	When Due.
4s, ..., $50,000	Dec. 15, 1912
Bonded debt Feb. 1, 1900.	$50,000
Floating debt	50,000
Total debt Feb. 1, 1900	100,000
Sinking fund	9,500
Net debt Feb. 1, 1900	90,500
Assessed val'tion, real.	$1,346,410
Assessed val'tion, per'l.	334,200
Total valuation 1899	1,680,610
Assessment about actual value.	
Total tax (per $1,000) '99	$10 50
Population in 1895 was	2,084
Population in 1900 (est.)	3,000

PAWTUCKET.—JOHN FITZGERALD, Mayor; FRANK M. BATES, Treasurer.

Pawtucket is in Providence County.

LOANS—	When Due.
GENERAL DEBT BONDS—	
4s, J&J, $150,000 g.	July 1, 1915
4s, J&J, 300,000	July 1, 1904
($50,000 every 5 yrs) to	July 1, 1929
4s, A&O, $600,000 g.	Apr. 1, 1923
4s, J&J, 300,000 g.	July 1, 1934
4s, ..., 300,000 g.	July 1, 1936
4s, ..., 175,000 g.	May 1, 1937
SEWER BONDS—	
4s, A&O, $400,000 g.	Apr. 1, 1923
4s, J&J, 175,000 g.	July 1, 1934
4s, ..., 225,000 g.	May 1, 1937
STREET IMPROVEMENT BONDS—	
3½s, ... $100,000 g.	Apr. 1, 1939
SCHOOL BONDS—	
3½s, ... $50,000 g.	Apr. 1, 1939
WATER BONDS—	
4s, J&J, $600,000 g.	July 1, 1910
4s, J&J, 400,000	July 1, 1919
4s, J&J. 125,000 g.	July 1, 1934
4s, ... 100,000 g.	May 1, 1937
Population 1890 was	27,633
Population 1895 was	32,577

INTEREST is payable at Nat. Bank of Redemption, Boston.

TOTAL DEBT, ETC.—The bonded debt on October 1, 1899, was $4,000,500; floating debt, $622,931; total debt, $4,623,431; sinking fund, $372,325; net debt, $4,251,106. Of this amount $1,043,181 was for water.

ASSESSED VALUATION in 1899 of real estate was $28,528,660; personal property, $5,041,340; total, $33,570,000; tax rate per $1,000 for 1899 is $16·50. In 1882 the total valuation was $16,267,764.

PROVIDENCE.—WILLIAM C. BAKER, Mayor; D. L. D. GRANGER, Treasurer.

The city is situated in Providence County, which has no debt. On June 1, 1898, a portion of the town of Johnston, representing about five-sevenths of the assessed valuation, was annexed to the city of Providence, and the latter was to assume $255,720 64 of the net debt of the old town of Johnston.

LOANS— NAME AND PURPOSE.		Interest. Rate	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Davis estate loan	1891 c&r	4g.	J & J	July 1, 1909	$75,000
Park loan	1892 c&r	4g.	M & S	Mar. 1, 1922	500,000
do	1897 r	3½g.	M & N	May 1, 1947	674,000
Public improvement	1880 r	5	J & J	July 1, 1900	146,000
do do	1897 r	3½g.	M & N	May 1, 1937	640,000
do do	1899 c	3g.	M & N	May 1, 1929	84,000
School loan	1891 c&r	4g.	J & J	July 1, 1911	300,000
do	1895 r	4g.	M & N	May 1, 1925	300,000
do	1897 c&r	4g.	A & O	April 1, 1927	500,000
do	1899 c&r	3½g.	M & N	May 1, 1929	350,000
Sewer loan	1891 c&r	4g.	J & J	July 1, 1921	1,125,000
do	1892 c&r	4g.	M & S	Mar. 1, 1922	500,000
do	1893 c&r	4g.	A & O	April 1, 1923	500,000
do	1895 c&r	4g.	M & N	May 1, 1925	800,000
do	1896 c&r	4g.	J & D	June 1, 1926	500,000
do	1897 c&r	4g.	A & O	April 1, 1927	300,000
do	1898 c&r	3½g.	A & O	April 1, 1928	200,000
do	1899 c&r	3g.	M & N	May 1, 1929	250,000
Weybosset Brdge. ln.	1899 c&r	3½g.	M & N	May 1, 1929	270,000
Water loan	1871 c&r	6g.	J & J	July 1, 1900	820,000
do	1872 c&r	5g.	J & J	July 1, 1900	1,180,000
do	1874 c&r	5g.	J & J	July 1, 1900	2,000,000
do	1876 c&r	5g.	J & J	July 1, 1906	1,500,000
do	1886 c&r	3½g	M & S	Sept. 1, 1916	483,000
do	1893 c&r	4g.	A & O	Apr. 1, 1923	817,000
do	1896 r	4g.	J & D	June 1, 1926	200,000
do	1897 c&r	4g.	A & O	Apr. 1, 1927	250,000
Highway loan	1894 r	4g.	M & N	May 1, 1924	1,200,000
do do	1897 r	4g.	A & O	Apr. 1, 1927	500,000
Johnston annexat'n.	1899 r	3	M & S	Sept. 1, 1939	166,000
JOHNSTON BONDS—					
School Dist. No. 15.	1894 c	4s	A & O	Oct, 1, 1909,	25,000
do do "	1894 c	4s	A & O	Oct, 1, 1924,	30,000
School Dist. No. 1.	1897 c	4s	M & N	Nov. 1, 1927,	17,000
Town bonds,	1892 c	4s	F & A	Feb. 1, 1912,	50,000
do do	1892 c	4s	F & A	Feb. 1, 1917,	59,000

DENOMINATIONS OF BONDS.—The coupon bonds are for $1,000 the registered bonds for $1,000 and multiples of the same. All coupon bonds are transferable into registered bonds at the option of the holder.

INTEREST on the bonds is payable as follows:

Title of Loan	Interest, where payable.
Davis estate loan, due 1909	N. Y., Nat. City Bank, and Prov.
Park loan	N. Y., Nat. City Bank, and Prov.
Public improvement loans	Providence, City Treasury, and N. Y.
School loan, due 1911 and 1927	N. Y., Nat. City Bank, and Prov.
do due 1925 and 1929	Providence, City Treasury.
Sewer bonds	N. Y., Nat. City Bank, and Prov.
Water 6s, due 1900	Providence, City Treasury.
do 5s of 1872, due 1900	Boston, Eliot Nat. Bank, and Prov.
do 5s of 1874, due 1900	N. Y., Nat. City Bank and Prov.
Water 5s, due 1906	New York, Nat. City Bank, & Prov.
do 3½s, due 1916	do do
do 4s, due 1923 and 1927	do do
do 4s, due 1926	Providence, City Treasury.
Highway, due 1924 and 1927	do do
Johnston school bonds	Industrial Trust Co., Providence.
Johnston town bonds	Union Trust Co., Providence.
Johnston annexation bonds	Providence, City Treasurer.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows the total municipal debt of Providence (including that assumed by annexing a portion of Johnston), the sinking fund held by the city against the same, the water debt, and the city's floating debt on the dates given.

	Jan. 1, 1900.	July 1, 1898.	July 1, 1897.
Bonded debt (incl. water d't).	$17,311,000	$16,860,000	$16,860,000
Floating debt	646,264	1,070,387	451,692
Total debt	$17,953,264	$17,930,387	$17,311,692
Sinking funds, etc	3,955,261	4,104,021	3,687,981
Net debt	$13,998,003	$13,826,366	$13,623,711
Water debt (included above).	$7,300,000	$7,250,000	$7,250,000

The debt of the city of Providence, less the sinking fund and water debt, is 3·55 per cent of the assessed valuation of the city.

The notes representing the floating debt on Jan. 1, 1900, were all held by the Commissioners of the Sinking Funds, Dexter Donation and the trustees of the Public School Teachers' Retirement Fund, and were issued for and are chargeable to the following accounts:

Sewerage	$217,000
Special highway loan	300,000
Blackstone Park improvement loan	15,000
Casino	19,558
Water-works construction	50,000
Electric wires	19,705
Weybosset Bridge and river walls	25,000
Total	$646,264

SINKING FUNDS.—All sinking funds must be invested in bonds or notes of the city of Providence or in the following classes of bonds, viz.: United States, any of the New England States, Boston, Worcester, Cambridge, Springfield and Fall River, Mass.; New York, Albany, Rochester, Buffalo, New Haven, Hartford, Chicago, Detroit, Minneapolis, St. Paul and Baltimore.

The bonds of each of said cities shall be lawful investment of said sinking fund only so long as its indebtedness, less its water debt and sinking fund, shall not exceed 7 per cent of its assessed valuation.

The loans for the redemption of which sinking funds are held by the commissioners, and the amounts of the sinking funds Jan. 1, 1900, are shown by the following table:

Public improvement loan, due in 1900	$139,758 93
Public-improvement loan, due in 1929	2,123 20
Public improvement loan due in 1937	25,444 82
Water loans, due in 1900	1,297,532 16
Water loan, due in 1906	256,718 80
Water loan, due in 1916	104,420 28
Water loan, due in 1923	57,124 33
Water loan, due in 1926	32,733 72
Water loan, due in 1927	38,103 70
Davis estate loan, due in 1909	32,731 49
School loan, due in 1911	145,203 75
School loan, due in 1925	76,909 64
School loan, due in 1927	107,147 87
School loan, due in 1929	37,493 86
Sewer loan, due in 1921	268,331 68
Sewer loan, due in 1922	147,802 15
Sewer loan, due in 1923	112,778 77
Sewer loan, due in 1925	193,719 54
Sewer loan, due in 1926	118,028 68
Sewer loan, due in 1927	66,704 44
Sewer loan, due in 1928	24,088 11
Sewer loan, due in 1929	6,260 09
Park loan, due in 1922	149,027 02
Park loan, due in 1947	17,632 98
Highway loan, due in 1924	327,567 01
Highway loan, due in 1927	114,962 77
Weybosset Bridge loan, due in 1929	31,880 05
Johnston Annexation loan, due 1939	$2,671 78
Johnston School District No. 15, loan due in 1909	7,119 36
Johnston School District No. 15, loan due in 1924	3,340 68
Johnston School District No. 1, loan due in 1927	1,455 72
Johnston loan due in 1912 and 1917	8,444 47
Total sinking funds Jan. 1, 1900	$3,955,261 35

WATER WORKS.—The water works construction account to Oct. 1, 1899, amounted to $6,855,506 23. In year 1898-99 income from water rents, etc., was $545,330 85; cost of maintenance $92,247 32; interest on water loans, $352,123 89; surplus, $100,959 64.

ASSESSED VALUATION.—The valuation and tax rate have been as follows, real estate being assessed at "about two-thirds cash value:"

Years.	Assessed Valuation. Real	Personal	Total	Tax per $1,000.	Amount of Tax.
1899.	$146,701,900	$41,799,880	$188,501,780	16·50	$3,110,279 37
1898.	142,430,200	39,127,920	181,558,120	16·50	2,995,708 98
1897.	135,805,460	38,237,020	174,042,480	16·50	2,871,700 92
1896.	133,296,200	40,936,300	174,232,500	16·50	2,874,836 25
1895.	129,438,060	40,346,500	169,784,560	16·00	2,716,552 96
1890.	104,684,440	35,932,620	140,617,060	15·00	2,109,255 90
1880.	88,012,100	27,908,900	115,921,000	13·50	1,564,933 50
1870.	52,511,800	40,565,100	93,076,900	13·50	1,256,538 15
1860.	37,089,800	21,042,000	58,131,800	5·60	325,538 80

The tax rate in 1899 included State tax of $1·80 and city tax $14·70

POPULATION—The population for 1899 is estimated at 168,000 In 1890 it was 132,043; in 1880 it was 104,856; in 1870 it was 68,904.

SOUTH KINGSTOWN.—J. A. ALLEN, Treas.

This town is in Washington County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
4s, J&D, $121,000	Dec. 15, 1900
(part due yearly) to Dec. 15, 1921	
Bond. debt Feb. 1, 1900	$121,000
Floating debt	12,000
Total debt Feb. 1, 1900	133,000

Tax valuation, real	$2,968,680
Tax valuation, personal	2,028,420
Total valuation 1899	4,997,100
Assessment is 7-10 actual value.	
Total tax (per $1,000) '99	$7·00
Population in 1890 was	4,823
Population in 1880 was	5,114

The above bonds become due yearly in amounts of $5,000 and $6,000 alternately. On December 15, 1900, $5,000 will be taken up.

INTEREST is payable by the Rhode Island Hospital Trust Company and at the Town Treasurer's office.

TIVERTON.—This town is in Newport County.

LOANS—	When Due.
4s, M&S, $23,000	1900-1922
($1,000 annually on Sept. 1.)	
Bonded debt Sept. 1, '99	$23,000
Assessed valuation, real	1,810,624

Assessed valu. personal.	$867,700
Total assessed value, '99	2,678,324
Assessment at full value.	
Tax rate (per $1,000) '99	$8·00
Population 1895	2,964

WARREN.—CHARLES W. GREENE, Treasurer.

This town is in Bristol County.

LOANS—	When Due.
REFUNDING BONDS—	
4s, g., ..., $74,000	1900-1922
($3,000 yearly on Oct. 1 to 1917,	
and $4,000 yearly thereafter.)	
Bonded debt Feb. 1, 1900	$74,000
Assessed val'ation, real.	$2,202,250

Assessed val'tion, per'l.	$1,453,750
Total valuation 1899	3,656,000
Assessment abt. 80% actual value.	
Tax rate (per $1,000) 1899	$11·00
Population in 1890 was	4,489
Population in 1900 (est.)	5,000

INTEREST payable at the Massachusetts Loan & Trust Co., Boston.

WESTERLY.—JAMES M. PENDLETON, Treas.

This town is in Washington County.

LOANS—	When Due.
REFUNDING BONDS—	
4s, g, J&J, $30,000	Jan. 2, 1929
WATER LOAN—	
4s, M&S, $200,000	Sept. 1, 1927
3½, g, F&A, $73,000	Feb. 1, 1929
Bonded debt Feb. 1, 1900.	$303,000
Sinking fund	31,767
Net debt Feb. 1, 1900	271,233
Float'g debt (additional)	15,000
Water debt (included)	273,000
Tax valuation, real	5,411,100

Tax valuation, person'l.	$1,107,325
Total valuation 1899	6,518,425
Tax (per $1,000) 1899	14·70
Population in 1895	7,636
Population in 1890	6,813
School District No. 1.	
FUNDING BONDS—	
4½s, M&S, 35,000	1921
Subject to call after 1896	
Interest payable in Westerly.	
School tax (per $1,000) 1899.	$6·00

INTEREST is payable at the U. S. Mortgage & Trust Co., N.Y. City

WOONSOCKET.—{GEO. W. GREENE, Mayor. S. P. COOK, Treasurer.

Woonsocket is in Providence County. Aside from the following obligations Woonsocket endorses first mortgage bonds of the Woonsocket & Pascoag RR. to the amount of $100,000.

LOANS—	When Due.
FUNDING BONDS—	
4s, J&D, $40,000	1900 to 1903
4s, F&A, $200,000	Aug, 1, 1907
4s, g, A&O, $339,000	Apr. 1, 1924
4s, g, M&N, 350,000.	May 1, 1927
4s, g, F&A, $50,000.	Aug. 15, 1921
4s, g, F&A, 50,000	Feb. 15, 1921
4s, F&A, 50,000.	Feb. 15, 1925
4s, F&A, 50,000.	Aug. 15, 1925
WATER BONDS—	
4s, g, M&N, $92,000	Nov. 1, 1916
4s, g, M&N, 100,000	May 1, 1915
4s, g, M&N, 100,000	May 1, 1915
4s, g, M&N, 90,000	Nov. 1, 1916
REFUNDING WATER BONDS—	
4s, A&O, g., $150,000.	Apr. 1, 1919

Bond. debt Feb. 1, 1900.	$1,661,000
Floating debt	320,000
Total debt Feb. 1, 1900	1,981,000
Sinking fund	182,924
Net debt Feb. 1, 1900	1,798,076
Water debt (included)	532,000
Assessed val'n, real	12,723,950
Assessed val'n, pers'n'l.	2,472,350
Total valuation 1899	15,196,300
Assessment about ⅔ actual value.	
Tax rate (per $1,000) '99	$15·00
Population 1890	20,830
Population 1895	24,468
Population 1899 (est.)	27,000
Interest payable in Woonsocket.	

PAR VALUE OF BONDS.—Bonds are for $1,000 each.

CITY PROPERTY—The city owns real estate and personal property valued at $1,207,000.

State of Connecticut.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - -	One of Original Thirteen
Total area of State (square miles) - - - - - -	5,004
State Capital - - - - - - - - - -	Hartford
Governor (term expires Jan. '01) -	Geo. E. Lounsbury
Secretary of State (term expires Jan. '01) - -	Huber Clark
Treasurer (term expires Jan. '01) - -	Charles S. Mersick

Legislature meets biennially in odd years on the Wednesday following the first Monday in January. There is no limit on the length of the session.

HISTORY OF DEBT.—For a brief history of the Connecticut State debt see STATE AND CITY SUPPLEMENT of April, 1895, page 36. The condition of Connecticut's debt now is as follows:

LOANS— NAME AND PURPOSE.		—Interest.— Rate	Pay'le.	—Principal,— When Due.	Outstand'g.
War loan	1865	Ceased.		Oct. 1, 1885	$100
do renewal	1882 c & r	3½	J & J	Jan. 1, 1903	500,000
do do	1883 r	3½	J & J	Jan. 1, 1903	1,000,000
do do	1885	3	A & O	Oct. 1, 1910	1,740,000

PAR VALUE OF BONDS—The bonds are all for $1,000 or $10,000

INTEREST on all bonds is payable in Hartford, Conn.

TOTAL DEBT, ETC.—

	Oct. 1, 1899.	Oct. 1, 1898.	Oct. 1, 1897.	Oct. 1, 1896.
Total funded debt. ..	$3,240,100	$3,240,100	$3,240,200	$3,240,200
Civil list funds.....	682,884	463,891	123,028	290,734
Net debt.....	$2,557,216	$2,776,209	$3,117,172	$2,949,466

ASSESSED VALUATION.—Assessed value formerly about 50 per cent of actual value; now believed to be higher.

Years.	Tax valuation.	Years.	Tax valuation.
1898.....	$552,887,762	1894.....	$441,001,581
1897.....	534,465,257	1893.....	416,323,252
1896.....	529,621,165	1892.....	381,261,607
1895.....	452,863,714	1888.....	354,557,515

DEBT LIMITATION.—The Constitution of Connecticut contains but a single provision restricting the debt-making power. The provision is Article 25, adopted as an amendment in 1877, and is as follows:

No County, City, Town, Borough or other Municipality, shall ever subscribe to the capital stock of any railroad corporation, or become the purchaser of the bonds, or make donation to, or loan its credit in aid of, any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropiations of money or credit any railroad debt contracted prior to the adoption of this amendment.

The foregoing is explicit and comprehensive, covering every municipality. There are no general restrictions in the Revised Statutes; whatever restrictions have been made from time to time are contained in enabling acts and in city charters.

As to towns, we notice that there is a general law granting them unlimited power to issue bonds. According to section 140, chapter 23 of the Revised Statutes, "when any town shall have made appropriations "or incurred debts, or shall hereafter make appropriations or incur "debts exceeding ten thousand dollars, it may issue bonds, either regis- "tered or with coupons attached, or other obligations, payable at such "times and at such annual rate of interest not exceeding 6 per cent, "payable annually or semi-annually, as it shall determine," &c. Cities have had no such general authority conferred upon them.

Exemption from Taxation nas been accorded by general statute to certain bonds issued by cities and towns to aid in the construction of railroads; and this exemption has been extended to new bonds issued for the purpose of redeeming or providing a fund to redeem the railroad aid bonds above referred to. This exemption is found in Section 3,820, Chapter 241 of the Revised Statutes (last clause of Section), and the bonds there named are those "issued by any town or city in aid of the "construction of the railroads of the Connecticut Western Railroad "Company, the New Haven Middletown & Willimantic Railroad Com- "pany, the Shepaug Valley Railroad Company, the Connecticut Valley "Railroad Co., the Connecticut Central Railroad Company, or either of "them." All railroads which are in whole or in part in the State are taxed by the State under Section 3920, Chapter 244 of the Revised Statutes, so that the tax on these bonds is paid by the railroads.

Exemption from tax of new bonds issued to redeem or to provide a fund to redeem the railroad aid bonds, or to redeem or to provide a fund to redeem any reissue of the same, is conferred fully by an act approved June 19, 1889, and found in the "Public Acts" for that year.

POPULATION OF STATE.—Population has been as follows:

1890.....	746,258	1860.....	460,147	1830.....	297,675
1880.....	622,700	1850.....	370,792	1820.....	275,148
1870.....	537,454	1840.....	309,978	1810.....	261,942

SAVINGS BANKS INVESTMENTS—PRIVILEGES AND RESTRICTIONS.—At the session in 1899 material changes were made in the provisions regulating the investment of the deposits of the savings banks of Connecticut. We give below the law as thus amended. The Act of 1899 is entitled "An Act concerning Investments of Savings Banks", and is as follows. The separation into paragraphs and the figures in brackets which number and begin the paragraphs we have inserted so that those who need to refer to or use any particular portion of the section can more readily find the part desired; otherwise we give the section as it reads and was passed.

Section 1800 of the General Statutes, as amended by chapter CCXXIX of the Public Acts of 1893 and by chapter CCXVII of the Public Acts of 1897 is hereby amended to read as follows: Savings banks may invest—

(1) Not exceeding twenty per centum of their deposits and surplus in notes secured by the pledge of stocks or bonds as collateral security: *provided*, said stocks or bonds shall have paid dividends or interest of not less than three per centum per annum during the two years next preceding that in which the respective loan is made; or by the pledge of any stocks, bonds, or other obligations which, under the provisions of this act, can be purchased by savings banks; and may invest not exceeding twenty per centum of their deposits and surplus in notes, each of which shall be the joint and several obligation of two or more parties, all residents of this State.

(2) And may invest in the bonds of the United States, the District of Columbia, any of the New England States, or any of the States of New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, Kentucky, Michigan, Indiana, Illinois, Iowa, Wisconsin, Minnesota, Missouri, Nebraska, Kansas, California, Colorado, and Oregon;

(3) In the bonds of any city in the New England States, or in the State of New York; of Newark, Paterson and Trenton in the State of New Jersey; of Philadelphia in the State of Pennsylvania; of Cincinnati, Cleveland, Columbus, Dayton, and Toledo in the State of Ohio; of Louisville in the State of Kentucky; of Detroit in the State of Michigan; of Chicago in the State of Illinois; of Milwaukee in the State of Wisconsin; of St. Louis in the State of Missouri; of Omaha in the State of Nebraska;

(4) Or in the obligations of any of the counties, towns, cities, boroughs, and school districts in this State,

(5) Or in the capital stock of any bank or trust company located in this State, or in the city of New York in the State of New York, or in Boston in the State of Massachusetts;

(6) Or in the bonds of any other incorporated city located in any of the States mentioned in this act, having not less than twenty thousand inhabitants, as ascertained by the United States or State census, or any municipal census taken by authority of the State next preceding such investment; *provided*, the amount of the bonds of said city, including the issue in which such investment is made and its proportion (based on the valuations contained in the assessment for taxation next preceding such investment) of the county and town debt, after deducting the amount of its water debt, and the negotiable securities in the sinking funds which are available for payment of its bonds, does not exceed seven per centum of the valuation of property in said city as assessed for taxation next preceding such investment; *provided, always*, that the State or city issuing said bonds has not defaulted payment of any of its funded indebtedness or interest thereon within fifteen years next preceding the purchase of such bonds by the savings bank; but this act shall not be held to authorize the investment of any funds in any "special assessment bonds" or "improvement bonds", so called, which are not direct and primary obligations of the city issuing the same;

(7) Or in the bonds of any railroad company organized under the laws of any of the States mentioned in this Act, and which bonds are secured by a first mortgage (as the only mortgage security) given by said railroad company upon some portion of the railroad owned by it, or given by a railroad company (a majority of the capital stock in which is owned by the railroad company issuing said bonds), upon some portion of the railroad owned by it but leased or operated by the railroad company issuing said bonds, and which portion of said railroad in either case shall be located wholly or in part in one or more of the States mentioned in this Act, provided the entire railroad of said company is located wholly within the United States; or in the consolidated bonds of any railroad company incorporated by this State and authorized to issue such bonds to retire the entire funded debt of said company; *provided*, that in every case the railroad company in the bonds of which an investment is made shall have paid each year, for a period of not less than five years next previous to such investment, in addition to the interest on its funded indebtedness, dividends of not less than four per centum per annum upon its entire capital stock outstanding; and *provided, further*, that said outstanding capital stock at the time of such investment equals or exceeds in amount one-third of the entire outstanding issue of said bonds; also in the bonds of the following-named railroad corporations, viz:

Boston & Albany Railroad Company,
Boston & Lowell Railroad Company,
Boston & Maine Railroad Company,
Concord & Montreal Railroad Company,
Fitchburg Railroad Company,
Harlem River & Port Chester Railroad Company,
Maine Central Railroad Company,
New England Railroad Company,
New York & New England Railroad Company,
New York, New Haven & Hartford Railroad Company,
Old Colony Railroad Company,

and in any general or consolidated mortgage bonds issued by any of the following-named railroad corporations to retire all of the outstanding prior mortgage bonds secured upon the property covered by said general or consolidated mortgage:—

Chicago & North Western Railway Company,
Chicago, Burlington & Quincy Railroad Company,
Chicago, Milwaukee & St. Paul Railway Company,
Chicago, Rock Island & Pacific Railway Company,
Chicago & Alton Railroad Company,
Cleveland & Pittsburg Railroad Company,
Lake Shore & Michigan Southern Railway Company,
Michigan Central Railroad Company,
Morris & Essex Railroad Company,
New York Central & Hudson River Railroad Company,
Pennsylvania Railroad Company,
St. Paul, Minneapolis & Manitoba Railway Company,
Eastern Railway of Minnesota, Northern Division,

and in the mortgage bonds hitherto issued which the said consolidated or general mortgage bonds are to retire at maturity: *provided*, that at no time within five years next preceding the date of such investment shall such railroad corporation have failed regularly and punctually to pay the principal at maturity, (or as extended,) and interest of all its mortgage indebtedness, and in addition thereto regularly and punctually to have paid dividends upon all its outstanding capital stock during the preceding five years: further, that at the date of every such dividend the outstanding capital stock of such railroad corporation shall have been equal to at least one-third of the total mortgage indebtedness of such railroad corporation, including all bonds issued or to be issued under any mortgage securing any bond in which such investment shall be made, but this Act shall not be held to authorize any investment in the bonds of any corporation operating its railroad exclusively by any means other than steam as a motive power, or in the bonds of any street railroad company.

(8) All other investments shall consist of deposits in incorporated banks or trust companies located in this State or in the States of New York, Massachusetts, or Rhode Island,

(9) Or of loans secured by mortgage on unincumbered real estate situated in this State, worth double the amount of the loan secured thereon, provided that any savings bank in the towns of Putnam, Brooklyn and Killingly may loan on land located in the County of Providence in the State of Rhode Island; any savings bank in the town of Ridgefield may loan on land located in the County of Westchester in the State of New York; any savings bank in the town of Enfield or in the town of Stafford may loan on land located in the County of Hampden in the State of Massachusetts; and any savings bank in the town of Stonington may loan on land located in the County of Washington in the State of Rhode Island.

It would seem according to the foregoing amendment of section 1800 that only forty per cent of the deposits and surplus of any savings bank may be employed on personal security, but that no limit is placed upon the amount which may be invested in the other securities mentioned in the section.

The subjoined sections, 1803, 1804, 1805 and 1806, provide certain *restrictions* with reference to loans—section 1803 restricting loans on Mortgage Security to Manufacturing Corporations and Ecclesiastical Societies; section 1804 restricting amount of loans to one party on personal security; section 1805 forbidding loans on single names.

SEC. 1803. No loan shall be made by any savings bank to any corporation or association or ecclesiastical society, secured by mortgage upon their property, unless the same shall be accompanied by the individual guarantee of some responsible party or parties, or by other collateral security of equal value to the amount of the sum loaned, and the directors or trustees of any such bank consenting to any loan contrary to the provisions of this section shall be held individually responsible to the full extent of such loan.

SEC. 1804. No savings bank having more than twenty-five thousand dollars deposits shall loan on personal security to any one person, company, or interest, more than three per cent of its deposits at the time of making such loan.

SEC. 1805. No savings bank shall buy, or lend any money upon, any obligation on which only one person or firm shall be holden, without taking additional security for the same equivalent to the guaranty or indorsement of some other responsible party.

Besides the ordinary safeguards which are in all savings bank laws there is one of no little importance that ought to aid materially in preventing incautious loans. We refer to the provision below.

SEC. 1806.—When any loan or investment is made by any savings bank, the names of the directors or trustees consenting thereto shall be entered upon the records of said bank, and said record shall be at all times open to the inspection of the corporators and auditors of said bank and the Bank Commissioners, and be *prima facie* evidence of the truth of the statements therein contained.

TRUST FUNDS—HOW LOANED OR INVESTED—We find in Section 495 of the General Statutes the following liberal provisions providing that trust funds may be loaned or invested in the same securities savings banks are authorized to invest in.

SEC. 495.—Trust funds, unless it is otherwise provided in the instrument creating the trust, may be loaned on the security of mortgages on unencumbered real estate in this State, double in value the amount loaned, or may be invested in such mortgages or in the bonds or loans of this State, or of any town, city, or borough of this State, or in any bonds, stocks, or other securities which the savings banks in this State are or may be authorized by law to invest in, or may be deposited in savings banks incorporated by this State.

CITIES, COUNTIES AND TOWNS IN THE STATE OF CONNECTICUT

NOTE.—*For debts of minor civil divisions not found among the statements given below, see "Additional Statements" at the end of this State.*

The relation which the towns, cities and boroughs of this State bear to one another is peculiar, and requires a word of explanation. The State is divided into eight counties, and these counties are made up of towns, numbering in the aggregate 167. The towns are the civil unit, and on the assessed valuation (which is called the "Grand List of each town") is levied the tax for State purposes as well as the tax for town expenditures. Within the town is often situated a city or a borough, or both, all of which may at the same time have bonds outstanding. There are ten cities, each with one exception bearing the same name as the town in which it lies. Of late several towns and cities whose limits were about identical have been consolidated and the outstanding bonds of both town and city are reported together without distinction. This is the case with the city and town of Hartford, which previous to April, 1896, reported their debts separately. The city and town of New London have been consolidated and also Bridgeport city and town. On December 7, 1897, city, town and school district of New Haven were likewise consolidated.

The borough stands in about the same relation to the town as does the city. The grand list as determined for the town is used by both the city and the borough in levying taxes, the city, for instance, putting a tax of its own on its share of the total grand list of the town. This tax is additional to the town tax. In some instances the schools are in the charge of school districts, which also are empowered to issue bonds and to levy a tax, so that to cover the total tax paid by a city it is necessary to take into account the State, town, city and school district levies. In the statements which follow we give under one heading the town and city, wherever they bear the same name, for though distinct corporations, their debts are to a greater or less extent the debts of a single community.

ANSONIA.—LOCKWOOD HOTCHKISS, JR., Mayor. FRED M. DREW, Treasurer.

Ansonia is in New Haven County. By an act of the Connecticut Legislature of 1893 the borough, town and fire district of this name were consolidated to form the present city.

LOANS—	When Due.
TOWN OF ANSONIA BONDS—	
4s, g., J&J, $100,000, g.	Jan. 1, 1912
Subject to call after	Jan. 1, 1902
CITY OF ANSONIA BONDS—	
4s, g., M&N, $150,000, g.	May 1, '15
BOROUGH OF ANSONIA BONDS—	
3½s, A&O, $75,000	1908

Demand notes	$5,500
Total debt Feb. 1, 1900	330,500
Sinking fund	8,077
Tax valuation 1899	8,048,827
Assessment about actual value.	
Tax rate (per $1,000) 1899	$11·00
Population in 1890 was	10,342
Population in 1900 (est.)	14,000

BETHEL.—WILLIAM H. JUDSON, Treasurer.

This town is in Fairfield County.

LOANS—	When Due.
FUNDING BONDS—	
4s, M&N, $18,000	1900-1908
($2,000 yearly on May 1.)	
4s, A&O, $30,000	Oct. 1, 1919
Bonded debt Aug. 12, 1899.	$48,000
Floating debt	14,300

Total debt Aug. 12, 1899.	$62,300
Assessed valuation, real.	1,138,219
Assessed valuation, per'l.	69,545
Total valuation 1898	1,207,764
Assessment about ¾ actual value.	
Tax rate (per $1,000) 1898)	$15·00
Population in 1890 was	3,401

INTEREST payable at the Importers' & Traders' Nat. Bank, N. Y.

BETHEL.—H. H. WOODMAN, Treasurer.

This borough is in Fairfield County.

LOANS—	When Due.
WATER-WORKS BONDS—	
6s, M&S, $8,000	Sept. 1, 1903
6s, M&S, 9,000	Sept. 1, 1908
WATER BONDS, 1895—	
4s, A&O, 15,000	1915, '20, '25
($5,000 due each year on Oct. 1.)	
Bonded debt Feb. 1, '00.	$32,000

Floating debt	$7,000
Total debt Feb. 1, 1900.	39,000
Tax valuation 1898	1,038,782
Estimated actual value.	2,000,000
Borough tax rate (per $1,000)	$5·00
Population in 1890 was	2,335
Population in 1899 (est.)	3,000

INTEREST is payable at the Importers' & Traders' Nat. Bank, N. Y.

BLOOMFIELD.—F. L. GRUNGER, Clerk.

This town is situated in Hartford County.

Bonded debt Oct. 1, 1899.	$58,000
Floating debt	7,136
Total debt Oct. 1, 1899	65,136
Tax valuation, real	655,642
Tax valuation, personal	119,663

Total valuation 1899	$775,305
Assessment from ¾ to actual value.	
Tax rate (per $1,000) '99	$15·00
Population in 1895 was	1,264
Population in 1890 was	1,308

INTEREST is payable at the Mechanics' Savings Bank.

BRIDGEPORT.—BERNARD KEATING, Auditor.

This city is in Fairfield County. In 1889-90 the town and city of Bridgeport were consolidated, the city assuming the town's debt.

LOANS—	When Due.
CITY & FUNDING BONDS—	
7s, J&J, $150,000	July 1, 1900
5s, J&J, 150,000	July 1, 1908
3½s, J&J, 125,000	July 1, 1915
4s, J&J, 400,000	July 1, 1919
4s, ..., 500,000	1924
COURT HOUSE (TOWN BONDS)—	
4½s, J&J, $150,000	July 1, 1910
(Subject to call after July 1, 1900.)	
4½s, J&J, $150,000	June 1, 1918
(Subject to call after June 1, 1903)	

Bonded debt Apr. 1, '99	$1,625,000
Floating debt	14,500
Total debt Apr. 1, '99	1,639,500
Sinking fund	329,824
Net debt Apr. 1, 1899	1,309,676
Assessed valuat'n 1898.	59,877,580
Assessment about actual value.	
Tax rate (per $1,000) '99	$12·90
Value city property	1,991,996
Population 1890	48,856
Population 1899 (est.)	67,000

BRISTOL.—HARMON PAYNE, Treasurer.

This town is situated in Hartford County.

LOANS—	When Due.
FUNDING BONDS—	
4s, J&J, $12,000	Jan. 2, 1903
4s, J&J, 14,000	Jan. 2, 1908
4s, J&J, 100,000	July 1, 1927
HIGH SCHOOL BONDS—	
4s, J&J, $24,000	Jan. 1, 1901
($8,000 each 5th yr) to	Jan. 1, 1911
Interest paid at Bristol Nat. Bk.	
Bonded debt Jan. 1, '00.	$150,000

Floating debt	$103,503
Total debt	253,503
Sinking funds	35,753
Net debt Jan. 1, 1900	217,750
Tax valuation 1899	5,672,548
Assessment is ½ actual value.	
Town tax (per $1,000) '99	$10·00
Population in 1890 was	7,382
Population in 1900 (est.)	9,500

BROOKLYN.—THEODORE D. POND, Clerk.

This town is in Windham County.

LOANS—	When Due.
4s, M&M, $28,000	May 1, 1903 to May 1, 1928
($3,000 in 1903 and $5,000 in the years 1908-13-18 23-28.)	
Bonded debt Sept. 15, '99.	$28,000
Floating debt	420

Total debt Sept. 15, '99.	$28,420
Sinking fund	1,840
Net debt Sept. 15, 1899.	26,580
Total valuation 1899	1,263,433
Tax rate (per $1,000) 1899.	$10·00
Population in 1890 was	2,628

INTEREST is payable at Town Treasurer's office.

CANTON.—J. H. BIDWELL, Treasurer.

This town is in Hartford County.

LOANS—	When Due.
Notes, $5,000	4s, May 1, 1900
" 5,000	4s, May 1, 1905
" 5,000	4s, May 1, 1910
" 7,000	4s, May 1, 1915
Funded debt Sept. 15, '99.	$22,000
Floating debt	11,032
Total debt Sept. 15, 1899.	33,032

Sinking fund and cash.	$9,431
Net debt Sept. 15, 1899.	23,601
Assessed valuation 1898.	1,558,686
Assessm't about 65% actual value.	
Tax rate (Town) per M. 1899	$16·00
Population 1890	2,500
Population 1900 (est.)	3,500

CHATHAM.—A. H. CONKLIN, Auditor.

This town is in Middlesex County.

LOANS—	When Due.
RAILROAD AID BONDS—	
4s, J&J, $40,000	Jan. 1, 1911
3·75s, J&D, 35,000	June 1, 1910
3·65s, J&D, 37,000	June 1, 1909
Bonded debt Sept. 5, '99.	$112,000

Tax valuation, real	$536,332
Tax valuation, personal	224,372
Total valuation 1899	760,704
Assessm't from ⅔ to ¾ act. value.	
Tax rate (per $1,000) 99	$25·00
Population in 1890 was	1,949

OPTIONAL.—Ten thousand dollars of the 4 per cent bonds are subject to call after 10 years and $10,000 after 15 years.

TAX FREE.—All of the town's bonds are exempt from taxation.

INTEREST payable at Central National Bank, Middletown, Conn.

COLCHESTER.—W. B. OTIS, Treasurer.

This town is situated in New London County.

LOANS—	When Due.
4s, M&N, $35,000	May, 1900, to May, 1934
($1,000 due yearly)	
Town bonds and notes	$58,000
Floating debt	5,922
Total debt Sept. 1, 1899	63,922

Tax valuation 1898	$963,780
Assessment about ⅔ actual value.	
Tax rate (per $1,000) 1900.	$18·00
Population in 1890 was	2,988
Population 1899 (est.)	2,500

DANBURY.—CHARLES KERR, Mayor. MORRIS MEYERS, Treasurer.

The City of Danbury is situated in Danbury Town, Fairfield County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
4s, J&J, $155,000	Jan. 1, 1920
4s, J&J, 100,000	July, 1923
FUNDING BONDS—	
4s, M&N. $150,000	1927 to 1936
($10,000 annually and $50,000 in 1937, on May 1.)	
WATER BONDS—	
4½s, J&J, $28,000	July 1, 1900
4½s, J&J, 30,000	July 1, 1905
4½s, J&J, 30,000	July 1, 1910
4s, J&J, $75,000	July 1, 1900
(Payable $3,000 semi-an. to 1912.)	
4s, J&J, $45,000	Jan. 1, 1920

Bonded debt Feb., 1900.	$610,000
Floating debt	286,841
Total debt Feb. 1, 1900.	899,841
Water debt (incl. above).	208,000
Total valuation 1899	11,600,000
Assessment is ½ actual value.	
Value of city property	$600,000
Tax rate (per $1,000) 1899	$6·50
Population in 1890 was	16,552
Population in 1899 (est.)	20,000

INTEREST on the improvement bonds and on the water bonds of 1920 is payable at the National Park Bank, New York; on all other bonds at the Importers' & Traders' National Bank, New York.

DERBY—EDWARD J. CONDON, Mayor. CHARLES E. CLARK, Treasurer.

This city is situated in New Haven County. By enactment of the Legislature in 1893 the town of Derby, borough of Birmingham, and the school districts of the town, were consolidated under one form of government, assuming the name of the "City of Derby." The consolidation took effect on January 1, 1894, and the debts of the town, borough and school districts were assumed by the city.

LOANS—	When Due.
SEWER BONDS—	
3½s, g., J&J, $22,000.	July 1, 1914
(Subj. to call after July 1, 1900.)	
FUNDING BONDS—	
4s, A&O, $60,000	Oct. 1, 1908
4s, g., J&J, 102,000 g.	July 1, 1914
IMPROVEMENT BONDS—	
4s, ..., 10,000	July 1, 1906
Subject to call since July 1, 1897.	

Bonded debt Jan. 1, 1900.	$194,000
Floating debt	8,956
Total debt	202,956
Sinking fund and cash	26,653
Net debt Jan. 1, 1900	176,303
Interest is payable at Derby.	
Tax valuation 1899	$5,105,704
Assessment same as actual value.	
City tax (per $1,000) 1899	$9·00
Population (local estimate)	7,500
Population in 1890 was	5,969

EAST HADDAM.—M. H. Watrous, Clerk.

This town is in Middlesex County.

LOANS—	When Due.
Funding Bonds—	
3½s, ..., $9,900	Jan. 1, 1919
Refunding Bonds—	
3½s, ..., $34,100	Jan. 1, 1919
Bonded debt Jan. 1, 1899	$44,000

Assessed valuation, per'l. $366,968
Assessed valuation, real. 681,380
Total valuation 1898.... 1,048,348
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1898. $15·00
Population in 1890 was..... 2,599

EAST HARTFORD.—J. O. Goodwin, Clerk.

This town is in Hartford County.

LOANS—	When Due.
Bridge Bonds—	
3·6s, A&O, $39,600	Oct. 1, 1919
Subject to call after Oct. 1, 1899	
Bridge and Road Bonds—	
4s, A&O, $60,000	Apr. 2, 1904-'24
Bonded debt Feb. 1, 1900	$99,600
Floating debt.....	24,000

Total debt Feb. 1, 1900.. $123,600
Available assets 8,000
Tax valuation 1899..... 3,016,230
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1899. $15·00
Population in 1900 (est.)..... 6,700
Population in 1890 was..... 4,455

ENFIELD.—J. K. Bissland, Treasurer.

This town is in Hartford County.

LOANS—	When Due.
Town Bonds—	
4s, M&N, $50,000	May 1, 1904
4s, M&N, 25,000	Nov. 1, 1920
Subject to call.	
Bonded debt Feb. 1, 1900.	$75,000

Ass'd valuation 1899... $2,829,489
Assessment about ⅖ actual value.
Tax rate (per $1,000) 1899.. 15·00
Population 1890 was..... 7,199
Population 1880 was..... 6,755
Population 1899 (estimated). 7,000

INTEREST payable at the Thompsonville Trust Co.

ESSEX.—Thomas D Coulter, Clerk.

This town is in Middlesex County.

LOANS—	When Due.
Refunding Railroad Bonds—	
3·65s, A&O, $43,000.....	.....
Macadam Notes—	
..., ..., $8,000..	.....
Net debt Sept. 1, 1899.....	$51,000

Tax valuation 1899.... $1,050,105
Assessment is ⅔ actual value.
Tax rate (per $1,000) 1899. $15·00
Population 1890 was..... 2,035
Population 1899 (estimated). 2,300

INTEREST is payable at the Essex Savings Bank.
TAX FREE.—All bonds are exempt from taxation.

FAIRFIELD.—F. P. Sherwood, Treasurer.

This town is in Fairfield County.

LOANS—	When Due.
Town Bonds—	
4s, ..., $18,000	July, 1900-1905
4s, ..., 40,000.....	
Bonded debt Sept. 1, 1899.	$58,000
Floating debt.....	67,350

Total debt Sept. 1, 1899. $125,350
Tax valuation 1898..... 3,264,712
Tax rate (per $1,000) 1899... 11·00
Population 1890 was..... 3,868
Population 1880 was..... 3,748

FAIRFIELD CO.—{JOHN H. LEIGHT, Treasurer. {HENRY LEE, Secretary County Commissioners.

County seats are Bridgeport and Danbury.

LOANS—	When Due.
County Bonds—	
..s, ..., $45,000	1913
Subject to call	1903
Jail Bonds—	
3½s, J&J, $60,000	July 1, 1909
Subject to call after July 1, 1899	

Bond. debt Feb., 1900. $105,000
Tax valuation 1898... 130,235,714
Assessment about actual value.
Population in 1890 was.... 150,081
Population in 1880 was.... 112,042

GLASTONBURY.—O. R. Morgan, Treas.

This town is in Hartford County.

Funding Bonds—	
4s, J&J, $95,000	1903-1928
($15,000 in 5, 10, 15 & 20 years & $35,000 in 30 years.)	
Bonded debt Sept. 15, '99..	$95,000
Floating debt.....	400

Total debt Sept. 15, '99.. $95,400
Sinking fund. 6,112
Assessed valuation 1899. 1,718,711
Tax rate (per $1,000) '99... $16·00
Population 1890 was..... 3,457
Population in 1880 was..... 3,580

GREENWICH.—James R. Mead, Treasurer.

This town is in Fairfield County.

Town debt 1899.....	$317,020
Town valuation 1899....	8,347,429
Tax rate (per $1,000)....	13·00
Borough debt 1899	79,067

Borough valuation '98. $1,781,325
Borough tax rate (p $1,000). $9·00
Population in 1890 was..... 10,133

GROTON.—Nelson Morgan, Clerk.

Groton is in New London County.

LOANS—	When Due.
Refunding—	
4s, M&N, $40,000	May 1, 1901
($5,000 biennially) to May 1, 1915	
4s, M&N, $20,000	May 1, 1908
Bonded debt Sept. 1, 1899.	$60,000

Floating debt..... $32,247
Total debt Sept. 1, 1899.. 92,247
Total valuation 1899 2,300,000
Assessm't from ½ to ⅓ act'l value.
Total tax (per $1,000) 1899. $15·00
Population 1890 was..... 5,539

INTEREST on the 6s is paid by the Mystic River National Bank at Mystic; on the 4s by the Town Treasurer.

HARTFORD.—{MILES B. PRESTON, Mayor. {C. C. STRONG, Treasurer.

The town and city of Hartford were consolidated on April 1, 1896, and their debts are no longer reported separately.

LOANS— NAME AND PURPOSE.		Interest.— Rate	Interest.— Payable.	Principal.— When Due.	Principal.— Outstand'g.
Funding bonds	1893	4g,	J & J	July 1, 1918	$290,000
Park improvement.	1896	3½,g.	J & J	Jan. 1, 1926	150,000
do	1898	3½,g,	J & J	Jan. 1, 1926	150,000
Paving bonds.	1898-1899	3½,g,	J & J	Jan. 1, 1938	200,000
do	1899	3½	J & J	Jan. 1, 1930	20,000
Municipal bonds....	1898	3½,g,	J & J	Jan. 1, 1938	200,000
Police department..	1898	3½,g,	J & J	Jan. 1, 1923	75,000
Consolidated bonds*.	1889	3	J & J	July 1, 1909	750,000
Refunding bonds....	1897	3½g,	J & J	Jan. 1, 1922	800,000
do do	1897	3½g,	M & N	May 1, 1922	270,000
Improvement bonds.	1897	3½g,	J & J	Jan. 1, 1922	250,000
Water	1892	5	J & J	July 1, 1900	48,000
do	1893	4g.	J & J	July 1, 1918	475,000
do (Reservoir)	1893	4g.	J & J	July 1, 1918	200,000

(Subject to call after July 1, 1908.)

* Non-taxable.

INTEREST on all of the city bonds is payable at the city treasury

TOTAL DEBT, Etc.—

	Feb. 23, 1900.	Apr. 1, 1899.	Apr. 1, 1898
Total bonded debt	$3,878,000	$3,960,000	$3,960,000
Floating debt	233,405	282,211	121,455
Total debt	$4,111,405	$4,242,211	$4,081,455
Sinking fund	444,767	380,326	313,732
Water debt (included)	723,000	925,000	925,000

WATER DEPARTMENT is self sustaining, raising from water rents $30,000 to $40,000 each year above interest on its bonds and all ordinary expenses.

ASSESSED VALUATION AND TAX RATE—

Years.	Real Estate.	Personal Property.	Total.	Tax Rate.
1898.....	$46,265,130	$17,594,593	$63,859,723	*$17·50
1897.....	44,064,148	17,267,100	61,331,248	*17·00
1896.....	39,471,428	16,163,055	55,634,483	*17·00
1895.....	36,808,488	16,403,193	53,211,681	17·00
1890.....	30,596,238	16,629,086	47,225,324	20·50
1889.....	30,171,885	16,048,479	46,220,364	20·50
1888.....	27,847,349	19,500,122	47,347,471	20·50

* School tax (average $3 per $1,000) additional.

POPULATION.—In 1890 the population of Hartford was 53,230 in 1880 it was 42,553; 1899 estimated at 77,000.

Hartford "First School District."—George C. Bailey, Chairman of Commissioners.

LOANS—	When Due.
4s, ..., $100,000	May 1, 1927 (Subject to call after May 1, 1907)

Hartford "Arsenal School District."—G. H. Burt, Treasurer.

LOANS—	When Due.
4s, ..., $100,000	1917
4s, J&D, $20,000	June 1, 1917

HUNTINGTON.—J. Tomlinson, Treasurer.

This town is in Fairfield County. (P. O. Shelton.)

LOANS—	When Due.
4s, J&J, $75,000	July 1, 1917
Bonded debt Jan. 1, 1900.	$75,000
Floating debt.....	17,000

Total debt Jan. 1, 1900.. $92,000
Assessed valuation '98.. 4,019,470
Tax rate (per M.) '99 (town). $7·00
Population in 1890 was..... 4,004

KILLINGLY.—F. T. Preston, Treasurer.

This town is in Windham County.

LOANS—	When Due.
Funded Loan 1893—	
4s, M&N, $74,526	On demand
Total debt Jan. 1, 1899	$126,048

Tax valuation 1898.... $2,443,763
Tax rate (per $1,000) 1898. $15·00
Population 1890 was..... 7,027
Population 1880 was..... 6,921

The funded loan of 1893 is held by the Chelsea Savings Bank, Norwich, Conn. The town pays interest on this loan at the rate of 5 per cent, the additional 1 per cent being credited to a sinking fund.

LITCHFIELD.—G. M. Woodruff, Treasurer.

Litchfield Village is the county seat of Litchfield County.

LOANS—	When Due.
Railroad Bonds—	
4s, J&D, $20,000	On demand
4s, J&D, 20,000	June 1, 1901
6s, J&D, 20,000	June 1, 1906
6s, J&D, 20,000	June 1, 1911
Interest is payable in Litchfield.	
Bonds are all tax free.	

Floating debt, 4½ & 5s.. $14,000
Total debt Feb. 10, 1900 94,000
Tax valuation, real..... 2,318,068
Tax valuation, personal. 541,463
Total valuation 1899.... 2,859,531
Assessment about actual value.
Total tax (per $1,000) 1899.. $11·00
Population in 1890 was..... 3,304

Bonds are all subject to call five years before date of maturity.

MERIDEN.—{EDWARD E. WEST, Mayor. {HERMAN HESS, City Clerk.

The town and city of Meriden are situated in New Haven County. During the year 1896 the town of Meriden voted to consolidate the schools and assume the debt of all the school districts, amounting to $61,010 45.

CITY OF MERIDEN BONDS.

LOANS—	When Due.
Funding Bonds—	
4s, J&J, $50,000	July 1, 1914
Sewer Bonds—	
4s, M&N, $130,000	May 1, '00 to '12
4s, M&N, 5,000	May 1, 1913
Water Bonds—	
3½s, J&D, $20,000	June, 1900
4s, M&N, 200,000	May 1, '01 to '10

Water Bonds—(Cont.)—

4s, M&N, $10,000	May 1, 1911
4s, J&J, 50,000	July, '11 to '13
Bonded debt Dec. 1, '99	$165,000
Floating debt.....	83,000
Total debt Dec. 1, 1899.	548,000
Assessed valuation '99	12,124,377
Tax rate (per $1,000) '99...	$9·50
Population in 1890 was....	21,652

TOWN OF MERIDEN BONDS.—Herman Hess, Town Clerk.

LOANS—	When Due.
Funding Bonds—	
4½s, M&N, $130,000	May, 1900-'12
High School Bonds—	
4s, M&N, 80,000	May, 1900-07
Town Bonds—	
4s, M&N, 40,000	May, 1908-'11

Bonded debt, Sept. 1, '99. $250,000
Floating debt..... 58,900
Consolidation of schools. 37,784
Total debt Sept., 1899.... 346,684
Assessed valuat'n '98 $16,610,510
Tax rate (per $1,000) '98. $10·50
Population in 1890 was..... 25,423

INTEREST on the city's water and sewer and funding bonds is payable at the Importers' & Traders' National Bank, New York; on the improvement bonds at the Fourth National Bank, New York.

MIDDLETOWN.—{HENRY E. WEEKS, Mayor. {JAMES P. STOW, Treasurer.

Middletown City is situated in the town of Middletown, Middlesex County. The city and town are distinct corporations, and the debts of both are given below:

CITY OF MIDDLETOWN DEBT.

LOANS—	When Due.
Funding Debt Bonds—	
4s, A&O, $25,000	Oct. 1, 1909
4s, M&N, 25,000	Nov. 1, 1914
4s, A&O, 25,000	Oct. 1, 1914
(Subject to call after Oct. 1, 1904)	
Municipal Building—	
4s, M&N, $36,000	.....
(Subject to call after May 1, 1905)	
Sewer Bonds—	
6s, J&D, $53,000	Dec. 1, 1901
4s, M&S, 28,000	Mar. 1, '04 to '17
4s, M&N, 35,000	.....
(Subject to call after May 1, 1905)	

LOANS— When Due.

Water Bonds—

4s, M&N, $20,000	May 1, 1908
4s, F&A, 20,000	Feb., '00 to '09
3·65s, J&J, 55,000	July 1, 1915
4s, J&J, 200,000	July 1, 1922
Bonded debt Jan. 1, '98.	$56,000
Water debt (included)...	299,000
Water sinking fund.....	14,485
Assessed valuation '97..	6,201,743
City tax rate (per M.) '98....	$9·00
Population in 1890 was.....	9,018
Population in 1897 (est.)...	12,000

TOWN OF MIDDLETOWN DEBT.—W. C. Howard, Town Clerk.

Railroad Bonds—	
4s, F&A, $244,000	Aug. 1, 1910
4s, J&J, 160,000	Jan., '01 to '08
3·65s, J&D, 340,000	June 1, 1909

Bonded debt Jan. 1, '98.. $804,000
Assessed valuation '99.. 9,854,021
Population in 1890 was..... 15,205
Population in 1897 (est.)... 18,000

MILFORD.—Richard R. Hepburn, Clerk.

This town is in New Haven County.

LOANS—	When Due.
Town Bonds—	
5s, $3,000	.....
4s, J&J, $29,900	Jan. 1, 1915
4s, $45,600	.....
Int. payable at Treasurer's office.	
Bonded debt Sept. 22, '99	$78,500

Floating debt..... $2,262
Total debt Sept. 22, 1899 80,762
Assets..... 16,714
Net debt Sept. 22, 1899.. 64,048
Tax valuation 1899 1,751,123
Tax rate (per $1,000) '99... $15·00
Population in 1890 was..... 3,811

NAUGATUCK.—George T. Wigmore, Treas.

This borough is in New Haven County.

LOANS—	When Due.
4s, ... $35,000	Mar. 1, 1907
Refunding Bonds—	
4s, A&O, $100,000	April 1, 1912
Bonded debt Mar., 1900	$135,000
Floating debt	80,000

Total debt Mar. 1, 1900	$215,000
Tax valuation 1899	6,929,273
Tax rate (per $1,000) 1899	$13·00
Population in 1890 was	6,218
Population in 1900 (est.)	11,500

NEW BRITAIN.—MORRIS C. WEBSTER, Mayor. S. W. CLARK, Treasurer.

The city of New Britain is situated in Hartford County. The town and city have separate debts, as shown below.

City of New Britain Debt:

LOANS—	When Due.
City Bonds—	
4s, J&J, $15,000	July 1, 1913
School Bonds—	
4s, J&J, $160,000	Part yearly
Sewer Bonds—	
4s, ..., $15,000	July 1, 1913
4s, F&A, 100,000	Aug. 1, 1918
3s, J&J, 35,000	July 1, 1913
4s, F&A, 100,000	Aug. 1, 1925
(Subject to call after Aug. 1, 1910)	
3½s, J&J, $150,000	July 1, 1929
Street Bonds—	
4s, ..., $50,000	Aug. 1, 1925

LOANS—	When Due.
Water Bonds—	
4s, J&J, $30,000	July 17, 1908
4s, J&J, 20,000	Mar. 12, 1909
4s, F&A, 200,000	Aug. 1, 1918
Optional after Aug. 1, 1908	
4s, F&A, $250,000	July 1, 1927
Notes, 3½s, 42,000	Aug., 1900-04
Bond. debt Apr. 1, 1900	$1,004,500
Sinking funds	56,134
Net debt Apr. 1, 1900	948,366
Assessed valuation, '99	9,775,054
Tax rate (per M), 1899	$23·00

Town of New Britain Debt—August Voigt, Treas.

Park bonds, 1904-'24	$75,000	Sinking fund assets	$12,825
Fundingbonds, Jan. 1, 1911	100,000	Assessed valuat'n, '99	10,501,187
School bonds, 1900-'28	145,000	Tax rate (per M) 1899	$12·50
do do 3½s, 1914-'29	50,000	Population, 1890	19,007
Bonded debt, Dec. 1, 1899	370,000		

NEW CANAAN.—Francis M. Bliss, Treas.

New Canaan is in Fairfield County.

LOANS—	When Due.
Funding Bonds—	
3½s, M&S, $100,000	Sept. 15, 1929
Bonded debt, Feb. 1, 1900	$100,000
Tax valuation, real	1,774,718

Tax valuation, personal	$208,221
Total valuation 1899	1,982,939
Assessment about 4/5 actual value.	
Total tax (per $1,000) '99	$10·00
Population in 1890 was	2,701

INTEREST is payable at the U. S. Mortgage & Tr. Co., N. Y. City.

NEW HAVEN—C. T. DRISCOLL, Mayor. J. N. ROWE, Comptroller.

This city is the county seat of New Haven County. By an act of the General Assembly the city, town and school district of New Haven were consolidated December 7, 1897, under one government, and the city assumes the assets and liabilities of the other two governments.

New Haven City Bonds

Bridge Bonds—	When Due.
4s, $25,000	Oct. 1, 1914
4s, 40,000	Oct. '15 & '16
Boulevard Sewerage—	
3½s, J&D, $175,000	June, '02-'08
Paving Bonds—	
4s, $250,000. Oct. 1, 1901, to Oct. 1, 1916 ($62,500 due every 5 y'rs)	

Library Bonds*—	
4s, J&J, $100,000	Jan. 1,-'10-'19
City Sewerage—	
7s, A&O, †$250,000	Oct. 1, 1901
4s, A&O, 400,000	Apr. 1, 1910, to Apr. 1, 1925 ($25,000 due yrly).
4s, J&D, 100,000	1926 to 1929
3½s, F&A, 75,000	Feb. 1, '00-'04
Temp'ry loans due 1900	$1,030,000

Town of New Haven Debt.

Air Line RR. bonds	1889	3½	J & J	July 1, 1910 ($25,000 due yearly) to July 1, 1929	$500,000
East Haven, ref.	1887	4	M & N	1907	60,000
Funding		3½	J & J	July 1, 1909	200,000
		Subject to call after July 1, 1899			
Park bonds	1890	3½	J & J	1940	100,000
		Subject to call 1910			
do do		4	....	.....	100,000
Quinipiac bridge		4	M & N	 1902	25,000
		Subject to call.			
War loan		6	....	.....	18,200

* Exempt from taxation.
† Payment is provided for by sinking fund.
For School District Debt see separate statement further below.

New Haven City School District

LOANS—	When Due.
4s, F&A, $230,000	1909-19
($20,000 yearly on Aug. 1.)	

4s, M&N, $70,000	1921-1924
4s, F&A, 75,000	1925-1928
4s, M&N, 125,000	1929-1934

PAR VALUE OF BONDS.—The bonds are all for $1,000 each except the town war bonds, part of which are for $200 and $500.

INTEREST on all issues is paid at the City Treasury, except that interest on the school district bonds is payable at the New Haven County National Bank at present.

TOTAL DEBT, SINKING FUND, Etc.—

	Oct. 1, '99.	Oct. 1, '98.	Dec. 13, '97.
Total bonded debt of city	$1,415,000	$1,430,000	$1,445,000
Floating debt	231,029	.....	32,336
Total debt city	$1,646,029	$1,430,000	$1,477,336
Sinking fund	216,383	204,584	188,937
Net debt	$1,429,646	$1,225,416	$1,288,399
Total bonded debt of town	$1,003,200	$1,003,200	$1,006,200
Floating debt	.....	166,029	166,029
Total town debt	$1,003,200	$1,169,229	$1,172,229
Total debt of School District	$500,000	$500,000	$500,000
Floating debt	230,000	230,000	344,012
Total debt of School District.	$730,000	$730,000	$844,012
Total indebtedness of consolidated city	$3,162,846	$3,124,645	$3,304,640

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been approximately as follows, real estate being taken at "about 51 per cent actual value:"

Years.	Total Valuation.	Rate of Tax per $1,000.	Years.	Total Valuation.	Rate of Tax per $1,000.
1899	$66,041,453	$21·00	1895	$53,800,000	$21·00
1898	62,159,080	18·00	1893	54,500,000	21·00
1897	57,683,452	24·00	1891	51,995,329	19·50
1896	56,000,000	22·50	1890	52,171,131	19·50

The Grand List does not include property estimated as follows on October 1, 1899:

Yale College, estimated at	$6,500,000
School-houses, estimated with contents and land	1,500,517
Churches and institutions	2,150,000
State, county, town and city public property	850,000
Railroad property and other lawful exemptions	2,800,000
Total	$13,800,517

POPULATION.—In 1890 population of the city was 85,981; in 1880 it was 62,882; in 1899 it was estimated at 110,000.

NEW HAVEN CO.—Hiram Jacobs, Treasurer.

County seat is New Haven.

LOANS—	When Due.
3½s, g., M&N, $140,000, g.	Nov. 1, '15
Optional at 2 per cent premium.	

Bond. debt Feb., 1900.	$140,000
Tax valuation 1898	162,297,142
Population in 1890 was	209,058

NEW LONDON—C. G. BECKWITH, Mayor. JOHN McGINLEY, Treasurer.

The town and city are under one government and the following statement includes both.

LOANS—	When Due.
Annexation Bonds—	
3½s, ..., $11,500	1919
Floating Debt Bonds—	
7s, J&J, $100,000	Jan. 1, 1905
Park Bonds—	
4s, M&N, $25,000	1918
School Bonds—	
4s, J&J, $21,000	1919
4s, J&J, 63,000	1920
4s, J&J, 40,000	1924
4s, J&J, 60,000	1925
Sewer Bonds—	
4s, J&J, $10,000	1917

Sewer Bonds—(Con.)	
3½s, J&J, $35,000	July 1, 1911
3½s J&J, 20,000	July 1, 1919
Water Bonds—	
4s, J&J, $116,000	1919
4s, ..., 60,000	1924
3½s, J&J, 225,000	Jan. 1, 1920
Bonded debt Aug. 1, '99	$811,000
Water debt (included)	426,000
Assessed valuation '98.	9,676,981
Assessment about 2/3 actual value.	
Tax rate (per $1,000) 1898.	$16·00
Population 1890	13,757
Population 1899 (est.)	18,000

INTEREST on the bonds is payable at the office of the Treasurer.

NORWALK.—C. L. GLOVER, Mayor. H. D. PRICE, City Treasurer. HERBERT R. SMITH, Town Clerk.

The town of Norwalk, in Fairfield County, contains the city of Norwalk, whose debt is included below. The city of South Norwalk whose statement is given under its own name is also in this town.

Town Debt, Valuation, Etc.

LOANS—	When Due.
Funding Bonds—	
3½s, A&O, $300,000	Oct. 1, 1919
Town bonds, 100,000	1921
Bonded debt Feb. 1, 1900.	$400,000
Floating debt	10,000
Total debt Feb. 1, 1900	410,000

Sinking fund assets	$25,689
Net debt, Feb. 1, 1900	384,311
Tax valuation 1898	$14,043,806
Tax rate (per $1,000) '98	$7·00
Population 1900 (est.)	22,000
Population 1890 was	17,747

City Debt, Valuation, Etc.

LOANS—	When Due.
Refunding Funded Debt—	
3½s, J&J, $50,000	July 1, 1929
Subject to call after Jan., 1919.	
Sewer Bonds—	
4s, J&J, $75,000	July 1, 1907
4s, J&J, 75,000	July 1, 1908
Refunding Water Bonds—	
3½s, g, J&J, $200,000.	July 1, '29
Subject to call after Jan. 1919.	
Municipal Purposes—	
4s, g., J&J, $50,000, g.	May 1, 1935

Water Bonds—	
4s, g., J&J, $50,000	May 1, 1935
Bond. debt Mar. 1, 1900	$500,000
Floating debt	14,600
Total debt	514,600
Sinking funds and cash	43,931
Net debt Mar. 1, 1900	470,669
Water debt (incl)	250,000
Tax valuat'n 1899	5,074,438
Assessm't about 9/10 actual value	
City tax (per $1,000) 1900	$8·00

INTEREST on the gold bonds due in 1935 is payable at American Exchange National Bank; other interest payable in Norwalk.

NORWICH—H. W. Tibbits, Treasurer.

Norwich is in New London County. The city and town have separate governments, keep separate accounts and have separate debts.

LOANS— Name and Purpose.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
City of Norwich Debt.				
City debt bonds, ref., 1883	4	A & O	Oct. 1, 1913	$125,000
Court house	7	J & J	Jan. 1, 1905	164,000
Funding bonds	3½	J & D	June 1, 1925	166,000
Sinking fund bonds of 1877	5	A & O	Apr. 1, 1907	160,000
do do 1878	5	A & O	Apr. 1, 1908	50,000
Water fund bonds 1890	5	J & J	Jan. 1, 1910	50,000
do do	5	A & O	April 1, 1908	100,000
Refunding water bonds	3½	J & J	Jan. 1. 1923	150,000
Town of Norwich Debt Oct. 1, '99—Sam'l H. Freeman, Treasurer				
Court house bonds	7	semi-an.	1905	160,000
Refunding town debt bonds	3½s	A & O	1913	115,000

PAR.—The city's bonds are all for $1,000 each.

TAX FREE.—All the issues of city bonds are exempt from taxation.

INTEREST on city bonds is paid by city treasurer, and in some cases in Boston also.

TOTAL DEBT.—For a series of years city's debt has been:

	May 15,'98.	May 15,'97.	May 15,'95.
Total bonded debt of city	$965,000	$965,000	$799,000
Certificates outstanding	.....	.....	165,431
Total	$965,000	$965,000	$964,431
Balance in treasury	7,562	4,233	.....
Net debt	$957,438	$960,767	.....
Water debt included above	$366 000	$366,000	.....

The sinking fund receives yearly ½ mill on city and town list.

CITY PROPERTY.—The city owned property in 1898 valued at $1,073,995. This included buildings, fire department, etc., as well as water works, which were held at $800,000. In the year 1897-98 the regular receipts of the water works were $51,929 25; expenditures $21,303 24.

ASSESSED VALUATION.—Property assessed "at ¾ cash value."

Years.	Real Estate.	Personal Property.	Total.	City Tax per $1000.
1898	$11,519,558	$2,398,960	$13,918,518	$10·00
1895	11,073,162	2,757,937	13,831,099	10·00
1894	11,054,561	2,694,350	13,748,911	10·00
1893	8,062,744	1,999,476	10,062,220	10·00
1892	7,981,334	2,087,514	10,068,848	10 00
1891	7,857,924	2,023,101	9,881,025	10·00
1890	7,826,459	2,129,351	9,955,810	9·50
1880	7,438,097	2,976,028	10,414,125	8·00

The town grand list in 1898 was $13,940,553; tax rate (per $1,000) 1898, $6·50, this being additional to city tax as above given.

POPULATION.—In 1890 population of city was 16,156; in 1880 15,112. Population of town 1890, 23,048; 1880, 21,143.

ORANGE.—WALTER A. MAIN, 1st Selectman. JAMES C. HYDE, Treasurer.

This town is in New Haven County.

LOANS—	When Due.
Funding Bonds (Gold)—	
4s, g, J&J, $100,000 g.	Jan. 1, 1916
Bonded debt Jan. 1, 1900.	$100,000
Floating debt	40,000
Total debt Jan. 1, 1900	140,000

Tax valuation 1899	$3,482,952
Assessment is ½ actual value.	
Town tax (per $1,000) '99	$10·00
Population in 1890 was	4,537
Population in 1880 was	3,341
Population 1900 (est.)	8,000

PLAINFIELD.—S. L. Adams, Treasurer.

This town is in Windham County.

LOANS—	When Due.
4s, M&N, $5,000	
4s, M&N, 25,000	1906 to 1926
($5,000 every fifth year.)	

Bonded debt Feb. 1, 1900. $30,000
Floating debt $25,000
Total debt Feb. 1, 1900 55,000
Tax valuation 1899 1,962,520
Tax rate (per $1,000) 1899 13·00
Population 1890 4,582

INTEREST is payable at the Nat. Tradesmen's Bank, New Haven

PORTLAND.—Robert S. Mitchell, Clerk.

Portland is in Middlesex County.

LOANS—	When Due.
Refunding Bonds—	
4s, M&N, $100,000	Nov. 1, 1905
3·65s, J&J, $85,000	July 1, 1909
3½s, J&J, 90,000	

Interest payable at Town Treas'y.
Bonded debt Feb., 1900. $275,000
Tax valuation 1899 1,705,265
Assessment about ⅔ actual value.
Total tax (per $1,000) '99 $20·00
Population in 1890 was 4,687

TAX FREE.—The bonds of the town are exempt from taxation.

PRESTON.—Charles H. Barnes, Treasurer.

This town is in New London County.

LOANS—	When Due.
War and Bridge Bonds—	
6s, J&J, $50,000	July 1, 1900
4s, J&J, 40,000	Apr. 1, 1906

Total debt Jan. 1, 1900 $90,000
Tax valuation, real 815,568
Tax valuation, personal $63,922
Total valuation 1897 879,490
Tax valuation 1898 937,181
Assessment about ⅔ actual value.
Total tax (per $1,000) '99 $16·00
Population in 1890 was 2,555

INTEREST is payable at the Second National Bank, Norwich, Conn.

PUTNAM.—F. W. Seward, Treasurer.

This town is in Windham County.

The town has no bonded debt.
Floating debt Oct., 1899. $75,000
Tax valuation 1899 3,181,378
Assessment abt. 60% actual value.
Tax rate (per $1,000) '99 $8·00
Population in 1890 was 6,512
Population in 1900 (est.) 8,000

CITY INDEBTEDNESS—L. H. Fuller, Mayor.

Street Impt. Bonds—	
3½s, J&J, $20,000	July 1, 1929
Bonded debt Aug. 1, '99	$20,000
Floating debt	15,000

Total debt Aug. 1, '99 $35 000
Total valuation 1899 3,100,000
City tax (per M.) '99 6·50
Population 1899 (est.) 7,500

RIDGEFIELD.—H. K. Scott, Clerk.

This town is in Fairfield County.

LOANS—	When Due.
Funding Bonds—	
3½s, F&A, $60,000	Aug. 1, 1929
(Subject to call after Aug. 1, 1917.)	
Bonded debt Sept. 1, 1899	$60,000
Floating debt	6,610

Total debt Sept. 1, 1899 $66,610
Sinking fund assets 2,000
Tax valuation 1899 $1,840,589
Total tax (per $1,000) 1899 11·00
Population 1899 (est.) 2,500
Population 1890 2,235

ROCKVILLE.—Frank Grant, Treasurer.

This City is in Tolland County.

LOANS—	When Due.
Sewer Bonds—	
4s, J&J, $50,000	Jan. 1, 1925
Optional after Jan. 1, 1900.	
4s, J&J, $90,000	July 1, 1927

Tot. bond. debt Dec. 1, '99 $140,000
Interest payable at Treas'r's office.
Assessed valuation '99 $6,660,000
Assessm't in '98 about full value.
Tax rate (per $1,000) 1899 $30·00

SIMSBURY.—A. S. Chapman, Treasurer.

This town is in Hartford County.

LOANS—	When Due.
Railroad Bonds—	
4s, J & J	$18,000 July 1, 1900
($2,000 yearly) to July 1, 1908	
4s, J & J	$4,000 July 1, 1909
Bonded debt Jan. 1, 1900	$22,000
Floating debt	8,000

Total debt Jan. 1, 1900 $30,000
Tax valuation 1899 1,563,527
Assessment about ⅔ actual value.
Total tax (per $1,000) 1900 $14·00
Population in 1890 was 1,874
Population in 1900 (est.) 2,000

TAX FREE.—All bonds issued by this town are exempt from taxation.

INTEREST is payable at the Hartford National Bank.

SOUTHINGTON.—E. G. Lewis, Treasurer

This town is in Hartford County.

LOANS—	When Due.
4s, J&J, $90,000	1907-1927
($30,000 due every 10 years.)	
Total debt Feb. 1, 1900	$90,000
Sinking fund	10,184
Net debt Feb. 1, 1900	79,816
Water debt (included)	15,000

Assessed valuat'n, real $1,700,476
Assessed val't'n, pers'l 935,256
Total valuation 1899 2,635,723
Assessment 60% actual value.
Tax rate (per $1,000) 1899 $30·50
Population 1900 (est.) 6,000
Population 1890 5,501

SO. NORWALK.—Dr. C. G. BOHANNAN, Mayor. Dr. H. C. SHEVEN, Ch. F. Com.

This city is in Norwalk Town, Fairfield County.

LOANS—	When Due.
Electric Light Bonds—	
4s, ., $20,000	Apr. 1, 1928
Library Bonds—	
4s, ., $5,000	Apr. 1, 1928
Refunding Bonds—	
4s, J&J, $90,000	July 1, 1913
(Subject to call 1903.)	
Water Bonds—	
6s, J&J, $40,000	July 1, 1905
4s, J&J, 9,000	July 1, 1900
4s, J&J, 52,000	July 1, 1909
4s, J&J, 9,000	July 1, 1910

Water Bonds—(Con.)—
4s, J&J, $12,500 Apr. 1, 1910
4s, J&J, 47,500 Apr. 1, 1911
4s, J&J, 30,000 July 1, 1925
Bonded debt Jan., 1900 $315,000
Floating debt 33,500
Total debt Jan. 11, 1900 348,500
Water debt (included) 200,000
Assessed valuation '99 5,000,00
Assessment about actual value.
City & town tax (per M.) '99 $13·50
Population in 1899 (est.) 7,500
Pop. of town in 1890 was 17,747

INTEREST on refunding bonds is payable in South Norwalk and on water bonds in New York.

SPRAGUE.—Peter S. Cote, Treasurer.

This town is in New London County.

LOANS—	When due.
Town Bonds—	
6s, Mar., $45,000	Mar. 27, 1906
Bonded debt Sept. 15, 1899	$45,000
Floating debt	17,700
Total debt	62,700
Sinking funds	12,885

Net debt Sept. 15, 1899 $49,815
Town has no water debt.
Tax valuation 1898 605,946
Assessment about ⅔ actual value.
Total tax (per $1,000) '98 15·00
Population 1890 1,106
Population 1895 (estimated) 1,006

INTEREST is payable at Merchants' National Bank, Norwich, Conn.

STAMFORD (City).—H. V. Riker, Treasurer.

This city is in Fairfield County.

LOANS—	When Due.
Sewer Bonds—	
4s, M&N, $5,000	May 1, 1901
4s, M&N, 20,000	Nov. 1, 1901
4s, M&N, 5,000	May 1, 1906
4s, M&N, 20,000	Nov. 1, 1906
4s, J&J, 50,000	July 1, 1914
4s, M&N, 25,000	Nov. 1, 1914

Interest payable at Stamford.
Bonded debt Feb., 1900 $125,000
Floating debt 95,000
Total debt Feb. 1, 1900 220,000
Sinking fund 20,500
Net debt Feb. 1, 1900 199,500
Tax valuation 1899 16,000,000
Assessment abt. 75% actual value

The city's tax rate (per $1,000) in 1899 was $8·00 in one district, $6·50 in another and $7·00 in the third. The population in 1899 was estimated at 20,000.

STAMFORD (Town).—W. F. Waterbury, Tr.

This town is in Fairfield County.

LOANS—	When Due.
Town Hall, 1890—	
4s, A&O, $94,000	Oct 1, 1910
Schools and Bridges, 1893—	
4s, F&A, $96,000	Aug. 1, 1923
High School—	
4s, F&A, $75,000	Aug. 1, 1914-24
Interest is payable in Stamford.	
Funding Bonds—	
4s, F&A, $75,000g	Feb. 1, 1927

Bonded debt Feb., 1900. $240,000
Floating debt 101,000
Total debt 441,000
Sinking funds 67,300
Net debt Feb. 1, 1900 373,700
Tax valuation 1899 13,000,000
Assessment about ⅗ actual value.
Town tax (per $1,000) '99 $12·00
Population in 1890 was 15,700
Population in 1899 (est.) 20,000

STONINGTON.—E. B. Hinckley, Town Treas.

Stonington is in New London County. The debts of both town and borough are given below.

LOANS—	When Due.
Town Debt, Etc.	
War Bonds—	
4s, $28,000	1902
Bonded debt Sept. 7, '99	$28,000
Floating debt	24,303
Total debt	52,303
Cash on hand and taxes	13,180
Net debt Sept. 7, 1899	39,123

Tax valuation 1899 $2,724,212
Tax rate (per $1,000) 1899 12·50
Population (local est.) 1899 8,000
Population 1890 was 7,184
Borough Debt, Etc.
Total debt Feb. 1, 1900 $30,000
Tax valuation 1900 592,110
Boro'gh tax (per $1,000) '99 $10·00
Population 1899 (estimated) 2,000

SUFFIELD.—Wm. L. Loomis, Clerk.

This town is in Hartford County.

LOANS—	
Town note, 6%	$5,495
Town notes, 4½%	38,110
Town notes, 5%	7,000
Town notes, 4%	5,000
Town notes, 4½%	16,000

Total debt Dec. 11, 1899. $71,610
Assessed valuation 1900 2,500,000
Tax rate (per $1,000) 1900 $12·50
Population 1890 3,169
Population 1898 (est.) 3,200

THOMASTON.—Frank W. Etheridge, Clerk.

This town is in Litchfield County.

LOANS—	When Due.
Town Hall Bonds—	
4s, J&D, $50,000	Dec. 1, 1904
Interest payable at Treas'r's office.	
Bonded debt Jan. 1, 1900	$50,000
Floating debt	25,000
Total debt Jan. 1, 1900	75,000

Tax valuation, real $1,034,475
Tax valuation, personal 507,357
Tax valuation 1898 1,541,832
Assessment ⅓ to ½ actual value.
Total tax (per $1,000) '99 $15·00
Population in 1890 was 3,278
Population in 1900 (est.) 3,400

TORRINGTON.—Isaac W. Brooks, Treasurer. Wm. W. Bierce, Clerk.

This town is in Litchfield County.

Town debt Feb. 1, 1900 $122,000
Town valuation 1899 6,924,000
Town tax (per $1,000) '99 $12·00
Population in 1890 was 6,048
Population 1900 (est.) 13,000
Borough debt Feb. 1, 1900 $61,650
Borough assessm't '99 5,331,944
Borough tax (per $1,000) '99 $5·00
Population 1900 (est.) 10,000
Population in 1890 was 4,283

VERNON.—F. B. Skinner, Treasurer.

This town is in Tolland County (P. O. Rockville.) Railroad bonds are tax exempt.

LOANS—	When Due.
Railroad Bonds 1896—	
3s, J&J, $60,000	July 1, 1906
Memorial Hall, 1889—	
3½s, M&N, $125,000	Nov. 1, 1919
(Optional after Nov. 1, 1899.)	
High School, 1892—	
..., J&J, $50,000	July 1, 1922

Bonded debt Jan. 1, 1900 $235,000
Floating debt 54,000
Total debt Jan. 1, 1900 289,000
Tax valuation 1899 6,890,298
Assessment about ⅓ actual value.
Town tax (per $1,000) '99 $7·00
Population in 1890 was 8,808
Population in 1900 (est.) 9,000

INTEREST is payable at the Town Treasurer's office.

WALLINGFORD.—Wm. H. Newton, Town Treas. Chas. N. Jones, Boro. Treas.

The town and borough of Wallingford is situated in New Haven Co.

TOWN DEBT—	
4s, $30,000	1927
Refunding Bonds—	
3·65s, M&N, $60,000	1900 to 1929
Town debt Jan. 1, 1900	$90,000
Assess'd val'n, town, '99	3,962,838
Town tax (per $1,000) '99	$7·00
Population town 1890	6,584
Population town '99 (est.)	8,000
Funding Bonds—	
3½s, M&N, $50,000	Nov. 15, 1929

BOROUGH DEBT.	
Water Bonds—	
4s, J&J, $175,000	1903-1915
Sewer bonds 4s	$25,000
Improvement bonds 4s	45,000
Electric light 3½s	45,000
Borough bonded debt Jan. 1, 1900	340,000
Sinking fund	6,000
Asses'd valu'n Boro. '99	2,879,091
Tax rate (per $1,000), '99	7·50
Population in 1890	4,230
Population in 1899	6,500

INTEREST on the water bonds of Wallingford Borough is payable at the First National Bank of Wallingford.

Wallingford Central School District—W. H. Newton, Treasurer.

LOANS—	When Due.
4s, $18,000	1904
4s, , 40,000	1927
3½s, , 35,000	1901-1919
($3,000 due in odd years to 1917.)	

Bonded debt Feb. 1, 1900 $93,000
Assessed valuation 1899 2,900,000
Assessment ½ actual value.
Tax rate (per $1,000) 1899 $6·50
Population 1899 (est.) 6,500

WASHINGTON.—Wm. H. Fowler, Treasurer.

This town is in Litchfield County.

LOANS—	When Due.
Railroad Bonds—	
4s, J&J, 34,000	1900-1916
($2,000 due yearly on July 1.)	
Bonded debt Sept. 15, 1899	$34,000
Floating debt	5,764

Total debt Sept. 15, 1899 $39,764
Tax valuation '99 1,065,618
Assessment same as actual value.
Tax rate (per $1,000) '99 $15·00
Population in 1890 was 1,633
Population 1900 (est.) 2,000

INTEREST payable at Connecticut Savings Bank, New Haven.

WATERBURY.—{EDW. G. KILDUFF, Mayor. MICHAEL J. RYAN, Clerk.

This city is in New Haven County.

LOANS—	When Due.
FUNDING BONDS—	
3½s, J&J, $100,000, J'y 1,'05 to '14	
CITY HALL BONDS—	
7s, J&J, $10,000	1906
SEWER BONDS—	
4s, J&J, $60,000	1911
WATER BONDS—	
4½s, J&J, 35,000	1905
4s, J&J, 90,000	Jan. 1, 1901
($5,000 due yearly) to Jan. 1,	1918
4s, J&J, $400,000	Jan. 1, 1919
4s, J&J, 200,000	Jan. 1, 1927

Interest is payable in Waterbury.
Bonded debt, July 1, '99..$797,000
Floating debt (addit'nal). 127,500
Total valuation 1898...11,161,962
Assessment is ½ actual value.
Total tax (per $1,000) 1898..$37·00
Average school tax..... 13·00
Population in 1890 was.....28,646
Population 1899 (estimated)40,000

WATERBURY, CENTER SCHOOL DISTRICT.—

The district includes all of the city of Waterbury and part of the town of Waterbury.

LOANS—	When Due.
.., ..., $100,000	1901-1910
($10,000 annually.)	
FUNDING BONDS—	
4s, J&J, $200,000	1927-1946
($10,000 annually), (optional after July 1, '12, $10,000 annually).	

Total debt Mar. 20,'99. $379,850
Sinking fund..... 38,897
Net debt Mar.20, 1899. 340,953
Assessed valuat'n '96 . 11,325,523
Assessment ⅓ actual value.
Tax rate (per $1,000) '98...$13·00

WEST HARTFORD.—HENRY C. WHITMAN, Treasurer.—This town is in Hartford County.

LOANS—	When Due.
REFUNDING BONDS—	
4s, M&S, $28,000	1902
4s, M&S, 30,000	1920
Subject to call after 1910	
SCHOOL AND FUNDING NOTES—	
.... $35,000	1900-1907
($5,000 due yearly.)	
Interest payable in Hartford.	
ROAD BONDS—	
4s, M&S, $45,000	1920
Subject to call after 1910	

Bonded debt Oct. 1,'99.. $138,000
Floating debt Oct. 1,'99. 26,522
Total debt Oct. 1, 1899... 164,522
Tax valuation 1898 3,537,452
Assessment is ½ to ¾ actual value.
Town tax (per $1,000) '98...$12·00
Population in 1890 was.....1,930
Population in 1899 (est.).....2,750

WESTPORT.—H. E. SHERWOOD, Treasurer.

This town is in Fairfield County.

Total debt Feb. 1, 1900 $85,309
Tax valuation 1898.....2,533,304
Tax rate (per $1,000) '99...$10·00
Population 1890 was.....3,715

WILLIMANTIC.—{WILLIAM D. GRANT, Mayor. FRED. A. SANDERSON, Treas.

This city is situated in the town of Windham, Windham County.

LOANS—	When Due.
MUNICIPAL BONDS—(Coupon.)—	
4s, A&O, $100,000	Oct. 1, 1925
Optional after Oct. 1, 1910	
WATER BONDS—	
4s, A&O, $50,000	Oct. 1, 1904
4s, A&O, 50,000	Oct. 1, 1909
4s, A&O, 25,000	Oct. 1, 1914
4s, A&O, 75,000	Oct. 1, 1924
Bonded debt Nov. 1, '99. $300,000	

Floating debt..... $57,645
Total debt Nov. 1, 1899. 357,645
Water debt (included)... 200,847
Tax valuation 1899.....4,041,250
Interest payable at City Treasury.
Assessment about ½ actual value.
Tax rate (per $1,000) 1899..$12·00
Population in 1890 was.....8,648
Population in 1880 was.....6,608
Population in 1898 about....8,000

WINCHESTER. — J. E. SPAULDING (P. O. Winsted), Treas.

This town is in Litchfield County, and contains Winsted Borough.

LOANS—	When Due.
TOWN BONDS—1885-1891—	
4s, M&N, $54,000	Nov. 1, 1902
4s, M&N, 12,000	May 1, 1902
($6,000 due yearly) to May 1,	1901
Deposit fund and orders...$38,689	
Total debt Sept. 1, 1899...104,689	

Sinking fund, etc..... $4,892
Net debt Sept. 1, 1899... 99,797
Tax valuation 1899.....4,838,957
Assessment about actual value.
Tax rate (per $1,000) 1899..$10·00
Population in 1890 was.....6,183
Population in 1899 (est.).....8,500

WINDHAM COUNTY.—C. P. BACKUS, Tr.

Willimantic is the County seat.

LOANS—	When Due.
FUNDING BONDS—	
3½s, A&O, $15,000	April 10, 1902
3½s, A&O, 20,00	April 10, 19 4
3½s, A&O, 20,000	April 10, 1906
Bonded debt Dec. 1, 1899..$55,000	

Assessed valuat'n '99,$19,701,120
Assessment abt. 60% actual value.
County tax (per $1,000) '99..$1·00
Population in 1890 was.....45,158
Population in 1899 (est.)...50,000

WINDSOR LOCKS.—J. D. OUTERSON, Treas

This town is in Hartford County. All bonds are tax free.

LOANS—	When Due.
TOWN BONDS—	
4s, J&J, $35,000	Jan. 1, 1922
4s, J&J, $30,000	1909 '19 '29
($10,000 due Jan. 1.)	
Bonded debt Jan. 1, 1900$.65.000	

Tax valuation 1899.....$1,719,368
Assessment about ⅔ actual value
Tax rate (per $1,000) 1899..$10·00
Population in 1890 was.....2,758
Population in 1900 (est.).....3,000

WINSTED.—H. W. ROBINSON, Treas.

This borough is in Litchfield County.

Bonded debt 4s May 1,'99.$97,500
Floating debt..... 55,025
Total debt May 1,'99. ...152,525
Sinking fund, cash, &c.... 9,490
Net debt May 1, 1898.... $143,035
Assessed valuation '99...4,514,070
Population 1890 was..... 4,846

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding minor civil divisions in the State of Connecticut which have an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

Location.	Indebtedness.	Assessed Valuation.	Tax Rate.	Population
Avon, Hartford Co	$13,769	$447,205	$13·00	1,182
Barkhamsted, Litchfield Co	16,816	319,921	20·00	1,130
Berlin, Hartford Co	23,670	1,359,812	13·00	2,600
Branford, New Haven Co. (Town)	81,114	2,118,987	12·00	4,460
Bristol (Borough) Hartford Co..	75,000	4,023,648	3·00	.....
Canaan, Litchfield Co	21,000	460,119	12·50	870
Cheshire, New Haven Co	12,000	992,443	11·00	1,929
Chester, Middlesex Co	14,000	512,609	15·00	1,301
Clinton, Middlesex Co	17,444	761,276	10·00	1,384
Coventry, Tolland Co	14,500	649,653	17·50	1,875
Cromwell, Middlesex Co	40,276	1,002,672	13·00	1,987
Danbury (Town), Fairfield Co...	156,892	9,695,028	10·00	19,473
Danielson, Windham Co	15,000	800,651	10 00	.....
Darien, Fairfield Co	17,368	2,43 ,896	7·00	2,276
Eastford, Windham Co	11,500	153,824	16·00	561
East Lyme, New London Co	27,230	769,670	15·00	2,048
Easton, Fairfield Co	27,315	443,933	15·00	1,001
East Windsor, Hartford Co	45,650	1,353,651	15·00	2,890
Ellington, Tolland Co	14,000	762,911	12·50	1,539
Farmington, Hartford Co	46,000	2,034,606	12·00	3,179
Griswold, New London Co	52,149	1,762,275	10·00	3,113
Hamden, New Haven Co	34,650	1,993,585	10·00	3,882
Hartland, Hartford Co	12,624	199,630	23·00	565
Hebron, Tolland Co	41,466	418,307	14·00	1,039
Jewett City, New London Co	15,400	1,169,815	5·00	1,934
Lebanon, New London Co	16,679	838,843	12·00	1,670
Lisbon, New London Co	11,085	242,732	13·00	548
Lyme, New London Co	36,793	313,747	15·00	977
Madison, New Haven Co	17,800	1,030,710	10·00	1,429
Manchester, Hartford Co	95,420	5,299,813	15·00	8,222
Mansfield, Tolland Co	29,926	567,832	20·00	1,911
Meeting House School District.	50,000	3,000,000	.....	3,500
Middlebury, New Haven Co	10,000	473,143	12·00	566
Middlefield (T.) Middlesex Co...	35,508	419,744	18·00	1,002
Montville (T.), New London Co.	39,677	1,088,359	16·00	2,344
New Hartford, Litchfield Co	45,035	1,077,744	12·00	3,160
New Milford, Litchfield Co	48,000	1,977,466	15·00	3,917
Newtown, Fairfield Co	30,000	1,535,872	12·00	3,539
Norfolk, Litchfield Co	22,796	1,069,835	14·00	1,546
North Canaan, Litchfield Co	31,266	778,431	20·00	1,683
North Haven, New Haven Co	29,004	910,988	15·00	1,862
No. Stonington, New London Co.	25,503	523,819	13·00	1,463
Old Lyme, New London Co	21,100	508,804	16·00	1,319
Old Saybrook, Middlesex Co	27,922	599,446	15·00	1,484
Oxford (Town), New Haven Co.	15,000	313,514	18·00	902
Plainville, Hartford Co	31,000	966,829	15·00	1,993
Plymouth (Town), Litchfield Co.	11,263	973,410	15·00	2,147
Pomfret, Windham Co	11,313	978,293	12·00	1,471
Redding, Fairfield Co	32,000	557,332	15·00	1,546
Rocky Hill, Hartford Co	28,981	427,669	12·50	1,069
Roxbury, Litchfield Co	25,795	412,332	14·00	936
Salisbury, Litchfield Co	21,000	1,834,771	11·00	3,420
Saybrook, Middlesex Co	47,000	698,103	18·00	1,484
Seymour, New Haven Co	40,084	2,481,620	10·00	3,300
Southbury (Town), N. Haven Co.	16,300	489,704	12·00	1,089
Southington, Hart. Co. (Borough)	21,300	1,672,278	5·00	.....
So. Windsor (Town), Hartford Co.	15,000	1,179,169	15 00	1,736
Stafford, Tolland Co	27,766	1,598,892	20·00	4,535
Stafford Springs, Tolland Co	17,900	736,243	7·50	.....
Stratford, Fairfield Co	43,659	1,356,342	15·00	2,608
Trumbull, Fairfield Co	18,639	644,206	12·00	1,453
Voluntown (T.), New London Co.	12,284	251,219	20·00	1,060
Waterbury (Town) N. Haven Co.	130,000	23,093,953	6·00	33,202
Waterford, New London Co	51,883	1,209,170	15·00	2,661
Watertown, Litchfield Co	30,000	1,413,997	12·00	2,323
Westbrook, Middlesex Co	11,000	532,155	10·00	874
West Haven, New Haven Co	11,432	1,773,611	5·00	.....
Wethersfield, Hartford Co	39,074	1,452,012	10·00	2,271
Wilton, Fairfield Co	25,000	870,388	10·00	1,722
Windham, Windham Co	208,237	5,006,553	12·00	10,032
Windsor, Hartford Co	92,497	1,650,368	15·00	2,954
Woodbury, Litchfield Co	28,000	935,502	12·50	1,815
Woodstock, Windham Co	13,756	844,156	12·00	2,309

Debts and Resources

OF THE

STATES, CITIES AND TOWNS

IN THE

MIDDLE STATES.

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State of New York.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - -	One of Original Thirteen
Total area of State (square miles) - - -	50,203
State capital - - - - - - - - - -	Albany
Governor (term expires January 1, 1901) -	Theodore Roosevelt
Secret'y of State (term expires Jan. 1, 1901)	John T. McDonough
Treasurer (term expires Jan. 1, 1901) - -	John P. Jaeckel
Comptroller (term expires Jan. 1, 1901) -	William J. Morgan

Legislature meets annually the first Wednesday in January, and length of sessions is not limited.

HISTORY OF DEBT.—The historical details of New York's State debt from 1817 to 1894 will be found in the STATE AND CITY SUPPLEMENT of April, 1894, page 41.

During a period of eleven years ending in 1893 the State debt was paid at the average of $1,000,000 per year, and practically wiped out.

At the November election in 1895 the proposition to issue bonds of the State to the amount of $9,000,000, for the purpose of enlarging and improving the Erie Canal, the Champlain Canal, and the Oswego Canal, was submitted to the voters and carried. These bonds have all been issued to date, but nearly $500,000 have been paid off from the proceeds of the tax levied for a sinking fund, leaving outstanding Mar. 1, 1900, $8,500,660, which, with the $330,000 Comptroller's Certificates and $400,000 Adirondack Park Bonds and $900,000 Defense Bonds, a total of $10,130,660, constituted the State's indebtedness on Mar. 1, 1900.

LOANS— NAME AND PURPOSE.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Canal bonds, g., reg., 1896..	3g.	J&J	Jan. 1, 1906	$1,270,000
Do do do 1897..	3g.	J&J	Jan. 1, 1912	4,000,000
Do do do 1898..	3g.	J&J	Jan. 1, 1913	3,230,000
Do do past due.				660
Adirondack Pk. Bonds, 1898	3½	F&A	1907-1908	400,000
Public Defense Bonds, 1898	3½	M&N	{Nov. 1, 1902-'05 $100,000 yearly}	400,000
do do 1899	3½	M&N	{May 1, '02 to '06 $100,000 yearly}	500,000
Comptroller's Certificates..	....	....	1901 to 1906	*330,000

* Due $55,000 annually.

STATE DEBT FOR OVER FIFTY YEARS.—Below we give the amount of the State debt on Sept. 30 in the years named.

1899	$10,185,660	1889	$6,774,854	1863	$29,784,124
1898	9,340,660	1888	6,965,354	1858	33,735,668
1897	5,765,660	1883	8,473,854	1853	24,288,568
1893	660	1878	9,154,054	1848	23,937,248
1892	885,855	1873	36,530,406	1843	25,257,268
1891	2,927,655	1868	44,968,786	1838	11,256,152
1890	4,964,304				

TAX VALUATION, TAX RATE, ETC.—

Year.	Valuation. Real Estate.	Valuation. Personal.	Total Equalized Valuation.	State Tax. Rate per $1,000.	State Tax. Total Levied.
1899	$4,413,848,496	$662,548,328	$5,076,396,824	$2,49	$12,640,228
1898.	4,349,801,526	548,-09,493	4,898,611,019	2·08	10,189,111
1897.	4,041,826,586	465,159,108	4,506,985,694	2·67	12,033,652
1896.	3,908,853,377	459,859,526	4,368,712,903	2·69	11,751,358
1895.	3,841,582,748	450,499,419	4,292,082,167	3·24	13,906,346
1894.	3,761,679,384	438,202,694	4,199,882,058	2·18	9,155,742
1893.	3,626,645,093	411,413,856	4,038,058,949	2·58	10,418,192
1892.	3,526,645,815	405,095,684	3,931,741,499	1·98	7,784,848
1891.	3,397,234,679	382,159,067	3,779,393,746	1·37	5,196,666
1890.	3,298,323,931	385,329,131	3,683,653,062	2·34	8,619,748
1886.	2,899,899,062	324,783,281	3,224,682,343	2·95	9,512,812
1875.	1,960,352,703	407,427,399	2,367,780,102	6·00	14,206,680
1870.	1,532,720,907	434,280,278	1,967,001,185	7·26¼	14,285,976
1869.	1,418,132,885	441,987,915	1,860,120,770	5·62½	10,463,179
1859.	1,097,564,524	307,349,155	1,404,913,679	2·50	3,512,284

DEBT LIMITATION—STATE.—The new Constitution has in some measure modified the provisions of the fundamental law restricting the power of the Legislature over the issue of debt, &c These provisions are found in Article 7. We give the sections of that article (Article 7) below which have reference to the subject.

State credit not to be given.—SECTION 1. The credit of the State shall not in any manner be given or loaned to or in aid of any individual association or corporation.

State debts, power to contract.—SEC. 2. The State may, to meet casual deficits or failures in revenues, or for expenses not provided for, contract debts; but such debts, direct or contingent, singly or in the aggregate, shall not at any time exceed one million of dollars; and the moneys arising from the loans creating such debts shall be applied to the purpose for which they were obtained, or to repay the debt so contracted, and to no other purpose whatever.

State debts to repel invasions.—SEC. 3. In addition to the above limited power to contract debts, the State may contract debts to repel invasion, suppress insurrection, or defend the State in war; but the money arising from the contracting of such debts shall be applied to the purpose for which it was raised, or to repay such debts, and to no other purpose whatever.

Limitation of legislative power to create debts.—SEC. 4. Except the debts specified in sections two and three of this article, no debts shall be hereafter contracted by or on behalf of this State, unless such debt shall be authorized by a law, for some single work or object, to be distinctly specified therein; and such law shall impose and provide for the collection of a direct annual tax to pay, and sufficient to pay, the interest on such debt as it falls due, and also to pay and discharge the principal of such debt within eighteen years from the time of the contracting thereof. No such law shall take effect until it shall, at a general election, have been submitted to the people, and have received a majority of all the votes cast for and against it at such election. On the final passage of such bill in either house of the Legislature, the question shall be taken by ayes and noes, to be duly entered on the journals thereof, and shall be: "Shall this bill pass, and ought the same to receive the sanction of the people?" The Legislature may at any time, after the approval of such law by the people, if no debt shall have been contracted in pursuance thereof, repeal the same; and may at any time, by law, forbid the contracting of any further debt or liability under such law; but the tax imposed by such act, in proportion to the debt and liability which may have been contracted, in pursuance of such law, shall remain in force and be irrepealable, and be annually collected, until the proceeds thereof shall have made the provision hereinbefore specified to pay and discharge the interest and principal of such debt and liability. The money arising from any loan or stock creating such debt or liability, shall be applied to the work or object specified in the act authorizing such debt or liability, or for the repayment of such debt or liability and for no other purpose whatever. No such law shall be submitted to be voted on, within three months after its passage, or at any general election when any other law, or any bill, or any amendment to the Constitution, shall be submitted to be voted for or against.

Sinking Fund, how kept and invested.—SEC. 5. The sinking funds provided for the payment of interest and the extinguishment of the principal of the debts of the State shall be separately kept and safely invested, and neither of them shall be appropriated or used in any manner other than for the specific purpose for which it shall have been provided.

DEBT LIMITATION.—CITIES, COUNTIES, TOWNS AND VILLAGES.—The new Constitution of New York State puts a general and uniform limit to the power of all counties and cities of the State to contract and put out their obligations, leaving to the Legislature to fix the debt-making power of villages and towns only. These provisions are found in Article 8, Section 10. We give that section in full. The separation into paragraphs and the figures in parenthesis which number and begin the paragraphs are our own, we having inserted them so that those who need to refer to or use any particular portion can the more readily find the part desired. With that exception we give Section 10 of Article 8 as it reads, preserving even the punctuation.

(1) No county, city, town or village shall hereafter give any money or property, or loan its money or credit to or in aid of any individual, association or corporation, or become directly or indirectly the owner of stock in, or bonds of, any association or corporation; nor shall any such county, city, town or village be allowed to incur any indebtedness except for county, city, town or village purposes. This section shall not prevent such county, city, town or village from making such provision for the aid or support of its poor as may be authorized by law.

(2) No county or city shall be allowed to become indebted for any purpose or in any manner to an amount which, including existing

indebtedness, shall exceed ten per centum of the assessed valuation of the real estate of such county or city subject to taxation, as it appeared by the assessment rolls of said county or city on the last assessment for State or county taxes prior to the incurring of such indebtedness; and all indebtedness in excess of such limitation, except such as may now exist, shall be absolutely void, except as herein otherwise provided.

(3) No county or city whose present indebtedness exceeds ten per centum of the assessed valuation of its real estate subject to taxation, shall be allowed to become indebted in any further amount until such indebtedness shall be reduced within such limit.

(4) This section shall not be construed to prevent the issuing of certificates of indebtedness or revenue bonds issued in anticipation of the collection of taxes for amounts actually contained, or to be contained in the taxes for the year when such certificates or revenue bonds are issued and payable out of such taxes.

(5) Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water; but the terms of the bonds issued to provide the supply of water shall not exceed twenty years, and a sinking fund shall be created on the issuing of the said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity.

(6) All certificates of indebtedness or revenue bonds issued in anticipation of the collection of taxes, which are not retired within five years after their date of issue, and bonds issued to provide for the supply of water, and any debt hereafter incurred by any portion or part of a city, if there shall be any such debt, shall be included in ascertaining the power of the city to become otherwise indebted.

(7) Whenever hereafter the boundaries of any city shall become the same as those of a county, the power of the county to become indebted shall cease, but the debt of the county at that time existing shall not be included as part of the city debt. [At the November 1899 election an amendment to the Constitution was adopted changing this paragraph to read as follows: Whenever the boundaries of any city are the same as those of a county, or when any city shall include within its boundaries more than one county, the power of any county wholly included within such city to become indebted shall cease, but the debt of the county heretofore existing shall not, for the purposes of this section, be reckoned as a part of the city debt.]

(8) The amount hereafter to be raised by tax for county or city purposes, in any county containing a city of over one hundred thousand inhabitants, or any such city of this State, in addition to providing for the principal and interest of existing debt, shall not in the aggregate exceed in any one year two per centum of the assessed valuation of the real and personal estate of such county or city, to be ascertained as prescribed in this section in respect to county or city debt.

By the terms of the foregoing section, Paragraph (1), every "County, City, Town or Village" is included in the prohibition against (1) loaning "its money or credit," (2) in becoming "directly or indirectly the owner of stock in or bonds of any association or corporation," and (3) in incurring "any indebtedness except for County, City, Town or Village purposes." Most of the other paragraphs include only Counties and Cities.

According to Paragraph (6) it seems that "any debt hereafter incurred by any portion or part of a city, if there shall be any such debt, shall be included in ascertaining the power of the city to become other wise indebted."

We would also call special attention to Paragraph (7), declaring that [as amended in 1899] whenever the boundaries of any city may be the same as those of a county or when any city shall include within its boundaries more than one county, "*the power of any county wholly included within such city to become indebted shall cease*, but the debt of the county heretofore existing shall not * * be reckoned as a part of the city debt."

In May 1886 the New York Court of Appeals decided at the end of a litigation begun in July 1885 *that the sinking fund was not a part* of the city debt within the meaning of the above provision of the Constitution limiting the creation of debt to 10 per cent of the assessed valuation of the real estate.

Towns and Villages are not limited in their debt-making power by the Constitution. Those municipalities will be governed by general or special statutes.

The 1895 Legislature passed an act "for the protection of bona fide purchasers and holders of coupon bonds and of municipal corporations against misfeasance, malfeasance or negligence of public officers." The full text of this law was published in the CHRONICLE of June 8, 1895. V. 60, p. 1023.

EXEMPTION FROM TAXATION.—There is one general New York statute with reference to exemption from taxation "for town, county, municipal or State purposes" of a class of bonds "issued by any village, city, town or county" in the State, which seems to have a wider application than is generally known. As originally passed in 1881 the exemption applied only to bonds issued to pay up or retire bonds "created to aid in the construction of any railroad." A new law was passed in 1886 (Chapter 316) making the tax exemption apply to "new bonds" issued under the act to retire any of the then "*present* bonded indebtedness of any village, city, town or county in this State." With reference to such new bonds the third section of the act of 1886 says: "All new bonds issued by any village, city, town or county in this State under the provisions of this act *shall be exempt* from taxation for town, county, municipal or State purposes until the period when they are made payable." In 1893 still another law was passed making the statute cover any bonded indebtedness. The law as it now stands will be found in editorial on page 4 of the April, 1894, SUPPLEMENT.

In addition to the foregoing there are special laws authorizing special issues that are exempt, but which we have not room to quote here. For New York City there is a general statute which directs how any of its bonds may be made exempt from city and county taxation. That statute is subjoined.

SEC. 137. The Commissioners of the "Sinking Fund of the City of New York for the redemption of the city debt," when duly authorized by ordinance of the Common Council, may, by concurrent resolution, direct that the bonds and stocks of said city, issued pursuant to law, after June ninth, eighteen hundred and eighty, shall be exempt from taxation by said city and by the county of New York, but not from taxation for State purposes; and all bonds and stocks issued pursuant to such authority shall be exempt from taxation accordingly, provided that said bonds and stocks shall not bear interest exceeding the rate of four and one-half per centum per annum. The bonds and stocks of the city of New York issued pursuant to the provisions of this section shall express upon their face the fact that they are exempt from taxation by the city and county of New York, but not from State taxation, and shall refer to this section, and to the ordinance of the Common Council, and the resolution of the Commissioners of the Sinking Fund authorizing their issue.

SAVINGS BANK INVESTMENTS—POWERS AND RESTRICTIONS.—In 1898 the New York Legislature passed an amendment to paragraph 6, Sec. 116, of the Savings Bank law of 1892. The amendment extended investments of savings banks to first mortgage railroad bonds the principal part of whose railroad is located within this State, and in 1899 the field of railroad investments was still further enlarged. In 1900 the Chicago & Alton RR. was added to the list and other changes made in paragraph 6.

We give section 116 below as it stands with these amendments incorporated.

Sec. 116. *In what securities deposits may be invested.*—The trustees of any savings banks may invest the moneys deposited therein and the income derived therefrom only as follows:

1. In the stocks or bonds or interest-bearing notes or obligations of the United States, or those for which the faith of the United States is pledged to provide for the payment of the interest and principal, including the bonds of the District of Columbia.

2. In the stocks or bonds or interest-bearing obligations of this State, issued pursuant to the authority of any law of the State.

3. In the stocks or bonds or interest-bearing obligations of any State of the United States which has not within ten years previous to making such investment by such corporation defaulted in the payment of any part of either principal or interest of any debt authorized by the legislature of any such State to be contracted; and in the bonds or interest-bearing obligations of any State of the United States, issued in pursuance of the authority of the legislature of such State, which have, prior to the passage of this act, been issued for the funding or settlement of any previous obligation of such State theretofore in default, and on which said funding or settlement obligation there has been no default in the payment of either principal or interest since the issuance of such funded or settlement obligation, and provided the interest on such funded or settlement obligations has been paid regularly for a period of not less than ten years next preceding such investment.

4. In the stocks or bonds of any city, county, town or village, school district bonds and union free school district bonds issued for school purposes, or in the interest-bearing obligations of any city or county of this State, issued pursuant to the authority of any law of the State for the payment of which the faith and credit of the municipality issuing them are pledged.

5. In the stocks or bonds of the following cities: Boston, Worcester, Cambridge, Lowell, Fall River, Springfield and Holyoke, in the State of Massachusetts; St. Louis, in the State of Missouri; Cleveland, Cincinnati and Toledo, in the State of Ohio; Detroit and Grand Rapids, in the State of Michigan; Providence, in the State of Rhode Island; New Haven and Hartford, in the State of Connecticut; Portland, in the State of Maine; Philadelphia, Pittsburg, Alleghany, Reading and Scranton, in the State of Pennsylvania; Minneapolis and St. Paul, in the State of Minnesota; Des Moines, in the State of Iowa; Milwaukee, in the State of Wisconsin; Louisville, in the State of Kentucky; Paterson, Trenton, Newark and Camden, in the State of New Jersey; Baltimore, in the State of Maryland. If at any time the indebtedness of any of said cities, less its water debt and sinking fund, shall exceed seven per centum of its valuation for purposes of taxation, its bonds and stocks shall thereafter, and until such indebtedness shall be reduced to seven per centum of the valuation for the purposes of taxation, cease to be an authorized investment for the moneys of savings banks, but the superintendent of the banking department may, in his discretion, require any savings bank to sell such bonds or stocks of said city, as may have been purchased prior to said increase of debt.

6. In bonds and mortgages on unincumbered real property situated in this State, worth at least twice the amount loaned thereon. Not more than sixty-five per centum of the whole amount of deposits shall be so loaned or invested. If the loan is on unimproved and unproductive real property, the amount loaned thereon shall not be more than forty per centum of its actual value. No investment in any bonds and mortgage shall be made by any savings bank except upon the report of a committee of its trustees charged with the duty of investigating the same, who shall certify to the value of the premises mortgaged or to be mortgaged, according to their best judgment, and such report shall be filed and preserved among the records of the corporation. Also in the first mortgage bonds of any railroad corporation of this State, the principal part of whose railroad is located within this State; or of any railroad corporation of this and any other State or States connecting with and controlled and operated as part of the system of any such railroad corporation of this State, and of which connecting railroad at least a majority of its capital stock is owned by such a railroad corporation of this State, or in the mortgage bonds of any such railroad corporation of an issue to retire all prior mortgage debt of such railroad companies respectively; provided that at no time within five years next preceding the date of any such investment shall such railroad corporation of this State or such connecting railroad corporation respectively have failed regularly and punctually to pay the principal and interest of all its mortgage indebtedness, and in addition thereto regularly and punctually to have paid dividends upon all its outstanding capital stock during the preceding five years, at the rate of not less than four per centum per annum; and provided, further, that at the date of every such dividend the outstanding capital stock of such railroad corporation, or such connecting railroad company respectively shall have been equal to at least one-half of the total mortgage indebtedness of such railroad corporations respectively, including all bonds issued or to be issued under any mortgage securing any bond in which such investment shall be made. Also in the mortgage bonds of the following railroad corporations: The Chicago & North Western RR. Co., Chicago Burlington & Quincy RR Co., Michigan Central RR. Co., Illinois Central RR. Co., Pennsylvania RR. Co., Delaware & Hudson Canal Co., Delaware Lackawanna & Western RR. Co., New York New Haven & Hartford RR. Co., Boston & Maine RR. Co., Maine Central RR Co., the Chicago & Alton RR. Co. Provided that at the time of making such investment the said railroads shall have earned and paid regular dividends of not less than four per centum per annum in cash on all their issues of capital stock for the ten years next preceding such investment, and provided the capital stock of any of said railroad corporations shall equal or exceed in amount one-third of the par value of all its bonded indebtedness; and further provided that all bonds hereby authorized for investments shall be secured by a mortgage which is a first mortgage on either the whole or some part of the railroad and railroad property actually in the possession of and operated by such company; or that such bonds shall be mortgage bonds of an issue to retire all prior mortgage debt of such railroad company; also in the first mortgage bonds of the Fonda Johnstown & Gloversville RR. Co., or in the mortgage bonds of said railroad company of an issue to retire all prior mortgage debts of said railroad company, and provided the capital stock of said railroad company shall equal or exceed in amount one third of the par value of all its bonded indebtedness; and provided, also that such railroad be of standard gauge of four feet eight and one-half inches. Not more than twenty per centum of the whole amount of deposits of any bank shall be loaned or invested in railroad bonds, and not more than five per centum of the deposits of any bank shall be invested in the bonds of any one railroad. Street railroad corporations shall not be considered railroad corporations within the meaning of this subdivision.

[Under date of June 10, 1899, F. D. Kilburn, Superintendent of the State Banking Department, issued a circular naming the bonds in which savings banks may invest under the amendment of 1899. For list of such bonds see CHRONICLE, V. 68, p. 1111. In 1899, as above stated, the Chicago & Alton was added to the list.]

7. In real property subject to the provisions of the next section.

It will be noted that subdivision 7 (the last paragraph of the above) refers to the "next section" for the provisions applicable. This reference is to section 117 of the law of 1892; we omit that section as it relates only to real estate. Sections 118, 119 and 120 of the law of 1892 we subjoin.

SECTION 118. The trustees of every such corporation shall as soon as practicable invest the moneys deposited with them in the securities authorized by this article; but for the purpose of meeting current

payments and expenses in excess of the receipts, there may be kept an available fund not exceeding ten per centum of the whole amount of deposits with such corporation, on hand or deposit in any bank in this State organized under any law of this State or of the United States, or with any trust company incorporated by any law of the State; but the sum so deposited in any one bank or trust company shall not exceed twenty-five per centum of the paid-up capital and surplus of any such bank or company; or such available fund, or any part thereof, may be loaned upon pledge of the securities or any of them named in subdivisions one, two, three and four of the preceding section but one, but not in excess of ninety per centum of the cash market value of such securities so pledged. Should any of the securities so held in pledge depreciate in value, after making any loan thereon, the trustees shall require the immediate payment of such loan or of a part thereof, or additional security therefor, so that the amount loaned shall at no time exceed 90% of the market value of the securities pledged for the same.

SECTION 119. Every such corporation may also deposit temporarily in the banks or trust companies specified in the last section the excess of current daily receipts over the payments, until such time as the same can be judiciously invested in the securities required by this article. Whenever it shall appear to the superintendent of banks that the trustees of any such corporation are violating the spirit and intent of this provision by keeping permanently uninvested all or an undue proportion of the moneys received by them, he shall report the facts to the Attorney-General, who shall proceed against such corporation in the manner provided in section eighty-two of this chapter.

SECTION 120. The trustees of any savings bank shall not loan the moneys deposited with them or any part thereof, upon notes, bills of exchange, drafts or any other personal securities whatever. In all cases of loans upon real property, a sufficient bond secured by a mortgage thereon, shall be required of the borrower, and all the expenses of searchers,* examinations and certificates of title or appraisal of value, and of drawing, perfecting and recording papers, shall be paid by the borrower.

POPULATION OF STATE.—New York ranks first in population among the States of the Union. In 1892 the count showed 6,513,343. The following gives the U. S. Census figures:

1890	5,997,853	1860	3,880,735	1830	1,918,608
1880	5,082,871	1850	3,097,394	1820	1,372,111
1870	4,382,759	1840	2.428.921	1810	959.049

* So in the original.

CITIES, COUNTIES AND TOWNS IN THE STATE OF NEW YORK.

NOTE.—*For debts of civil divisions not found among the statements given below, see "Additional Statements" at the end of this State.*

ALBANY.—F. R. PALMER, Comptroller. C. H. BISSIKUMMER, Sec'y Sinking Funds.

Albany is in Albany County.

GENERAL BONDED DEBT.

LOANS— NAME AND PURPOSE.		Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
P. O. site	1874	7	M & N	May 1, 1904	b$115,000
Public Market	1888	4	J & J	Jan. '01 to 1908	a80,000
Public build'g bonds	1892	4	M & N	May 1 '01 to 1911 $5,000 yearly.	a60,000
do do	1892	4	M & N	May 1, 1912	a165,000
Public Bath bonds	1899	3½	F & A	Feb. 1, '01-'09	a27,000
City Hall	1882	4	J & J	July 1, '05 to '09 $25,000 yearly.	a125,000
do do	1882	4	J & J	July 1, 1910	a20,000
Sewer (Beaver Cr.)	1889	3	M & S	Mar. 1900-1909	a50,000
do do	1896	3½	M & N	Nov. 1, 1900-'17 $1,500 yearly.	a27,000
Improvement bonds	1899	4	M & N	Nov. 1, 1901	26,750
do do	1899	4	M & N	Nov. 1901 to '04	104,000
Washington Park	1870	7	M & N	Aug. 1, 1910	b50,000
do do	1871	7	M & N	May 1, 1911	b100,000
do do	1872	7	M & N	May 1, 1912	b100,000
do do	1874	7	M & N	May 1, 1914	b155,000
do do	1874	7	M & N	May 1, 1916	b49,000
do do	1875	6	M & N	May 1, 1915	b75,000
do do	1875	6	M & N	Nov. 1, 1917	b37,000
do do	1876	6	M & N	May 1, 1918	b38,000
do do	1877	6	M & N	May 1, 1919	b20,000
do do	1878	5	M & N	May 1, 1920	b40,000
do do	1880	4	M & N	May, 1920-1930 abt. $25,000 yr'ly	b295,000
do do	1881	4	M & N	May 1, 1921	a30,000
do do	1882	4	M & N	May 1, 1922	a28,000
do do	1882	4	M & N	Nov. 1, 1922	a24,000
do do	1885	4	F & A	Feb. 1, 1925	a10,000
do do	1894	2	J & D	June 1, 1934	a3,000
do do	1896	3½	M & N	May 1, 1936	a7,000
Hawk St. Viaduct	1889	3½	F & A	Feb. 1, 1901-1909 $5,000 yearly.	a45,000
Dudley Observatory	1892	2	J & D	June, 1900 1907 $1,000 yearly.	a8,000
Broadway widening	1898	3½	A & O	1900 1908 $5,000 yearly	a45,000
Beaver Park	1894	4	J & D	June, 1900 to '14, $18,000 yearly.	a270,000
do do	1895	4	J & J	June, 1900 to '14, $4,000 yearly.	a64,000
do do	1897	4	A & O	Oct. 1, 1900-1917 $1,250 yearly.	a22,500
do do	1898	3½	A & O	1900-1918 $700 yearly to '18	a13,300
do do	1899	3½	J & J	July, 1900 to '19 $1,500 yearly	30,000
Knox Street Viaduct	1897	4	J & D	1900-1906 $5,000 y'ly Dec. 1.	35,000

a Interest payable in Albany. b Interest payable in New York at the Merchant's National Bank.

STREET IMPROVEMENT BONDS

Principal and interest paid by holders of property benefitted.

LOANS— NAME AND PURPOSE.		Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Delaware Ave	1891	3½	M & N	1901	$8 700
Various streets	1896	4	M & N	1900-1911	249,700
do do		4	M & N	1900	12,500
do do	1897	4	M & N	Nov. 1899-1902 ($25,000 yearly.)	75,000
do do	1897	4	M & N	Nov. 1903-1907 ($17,600 yearly.)	88,000
Sewer Bonds	1897	4	M & N	1900-1917	50,000
do	1898	4	M & N	1900-1918	50,000
do	1899	4	M & N	1900-1919	50,000
do	1900	4	M & N	1900-1920	50,000
Water Bonds	1897	4	M & N	1900-1917	50,000
do	1898	4	M & N	1900-1918	50,000
do	1899	4	M & N	1900-1919	50,000
do	1900	4	M & N	1900-1920	50,000

LOANS— NAME AND PURPOSE.		Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Sewer improvem'ts	1896	4	M & N	1900-1901	$8,000
do do	1898	4	M & N	.....	3,200
Street improvem't	1898	4	M & N	Nov., '99-'08 ($39,000 yearly to 1903; $2,500, '04-'05; $3,000 to '08.)	170,000
Third Ave	March, 1896	..	M & N	1900	2,720

The total amount of street improvement bonds outstanding on Feb. 1, 1900, was $748,570.

WATER DEBT.

Water	Int't payable in New York.	1874	7	F & A	Feb. 1, 1901	$100,000
do		1874	7	F & A	Feb. 1, 1902	90,000
do		1874	7	F & A	Feb. 1, 1903	99,000
do		1876	6	F & A	Feb. 1, 1906	100,000
do		1876	6	F & A	Feb. 1, 1908	*50,000
do		1876	6	F & A	Feb. 1, 1909	50,000
do		1877	6	F & A	Feb. 1, 1911	50,000
do		1877	6	F & A	Feb. 1, 1912	50,000
do		1881	4	F & A	Feb. 1, 1900-1901 $50,000 yearly.	50,000
do		1887	4	F & A	Feb. 1, 1900-1907 $5,000 yearly.	35,000
do		1888	4	F & A	Feb. 1, 1900-1908 $7,500 yearly.	54,000
do		1889	4	J & D	June 1, '00-1908 $17,500 yearly.	157,500
do		1895	4	F & A	Feb. 1, 1900-1915 $7,000 yearly.	112,000
do	Interest is payable in Albany. June 1.	1895	4	F & A	Feb., 1901 1909	63,000
do	Dec.	1895	4	F & A	Feb., 1910 1915	42,000
do		1896	4	F & A	Feb. 1, 1913	20,000
do		1896	4	F & A	Feb. 1, 1914	20,000
do		1896	4	F & A	Feb. 1, 1915	10,000
do		1888	3½	M & N	May 1, 1900-1907 $10,000 yearly.	80,000
do		1894	3½	F & A	Feb. 1, 1900-1914 $2,500 due y'rly.	35,000
do		1897	4	M & N	May 1, 1900-1917 $5,000 yearly.	90,000
do		1898	3½	M & N	May 1, 1900-1918 $10,000 yearly.	190,000
do		1899	3½	M & N	May 1, 1900-1919 $5,000 yearly.	100,000
do		1900	3½	F & A	Feb. 1, 1901 to '20 $7,500 yearly	150,000

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Albany's general and water debt. The street improvement bonds, amounting to $748,570 on Feb. 1, 1900, are not included.

	Feb. 1, 1900.	*Sept.* 1, 1899.	*Nov.* 1, 1898.	*Nov.* 1, 1897.
General bonds	$2,329,800	$2,367,250	$2,415,250	$2,414,000
Water bonds	1,641,500	1,813,500	1,728,000	1,632,500
Total bonds	$3,971,300	$4,180,750	$4,143,250	$4,046,500
Sinking funds	1,533,814	1,548,230	1,394,260	1,168,263
Net debt	$2,437,486	$2,632,520	$2,748,990	$2,878,237

The sinking funds are invested mostly in the city's own bonds.

CITY PROPERTY.—Property owned by city November, 1899, was Real estate, $4,917,420; personal property $3,080,337; total $8,027,757

ASSESSED VALUATION.—Property is assessed about full value.

Years.	Assessed Valuation. *Real.*	*Personal.*	*Total.*	*Rate of Tax per* $1,000
1899	$59,418,890	$7,422,405	$66,841,295	$22·60
1898	59,159,515	7,525,425	66,684,940	20·60
1897	58,768,650	9,508,245	68,276,895	20·00
1895	58,548,720	6,426,995	64,975,715	20·00
1893	64,623,680	6,565,790	71,189,470	20·00
1890	63,380,046	6,282,525	69,662,571	19·00
1880	34,310,305	2,790,120	37,100,425	36·00
1870	24,981,511	5,954,825	30,936,336	45·70
1860	20,283,245	6,006,803	26,290,048	12·60
1850	9,430,100	3,171,589	12,601,689	15·70
1846	7,792,340	3.449.098	11,241.438	13·20

POPULATION.—In 1892 population was 97,120; in 1890 93,313; in 1880 90,758. The estimate for 1899 was 100,000.

ALBANY CO.—JOHN A. HOWE, JR., Treas.

County seat is the city of Albany.

LOANS—	*When Due.*
CITY HALL—	
3½s, A&O, $50,000	Oct. 1, 1901
3½s, A&O, 50,000	Oct. 1, 1902
3½s, A&O, 45,000.	Oct. 1, 1903
COUNTY COURT HOUSE—	
4s, semi-an., $105,000.	Feb. 15, 1911
WAR LOAN—	
4s, semi-an., $21,000.	Mar., '01-'03
4s, semi-an., 67,000	Mar., 1904
4s, semi-an., 111,000.	Mar., '05 '07
4s, semi-an., 66,000.	Mar., '08-'09
4s, semi-an., 35,000	Mar., 1910
4s, semi-an., 37,000	Mar., 1911
4s, semi-an., 18,000	Mar., 1912
4s, semi-an., 17,000	Mar., 1913
4s, semi-an., 16,000	Mar., 1914

LOANS—	*When Due.*
WAR LOAN—(Con.)	
4s, semi-an., $15,000	Mar., 1915
4s, semi-an., 36,000	Mar., 1916
4s, semi-an., 18,000	Mar., 1917
REFUNDING BONDS—	
4s, M&S, $36,000	Mar., '01 to '18 ($1,000 y'ly to '17 & $19,000 in '18)
4s, M&S, $38,000.	Mar. 1901 to '19 ($1,000 y'ly to '18 & $20,000 in '19.)
Total debt Mar. 1, 1900	$839,000
Ass'd valuation, real	91,066,799
Ass'd valuation, pers'l	9,562,940
Total valuation 1899	100,629,739
County tax (per M.) 1900	$6·40
Population in 1892 was	167,289
Population in 1890 was	164,555

INTEREST is payable at the County Treasurer's Office. The bonds are all registered.

AMSTERDAM.—This city is in Montgomery County.

LOANS—	*When Due.*
BRIDGE STR. IMP. BONDS—	
4½s, .., $11,356	May 15, 1900
FUNDING BONDS—	
3½s, . $10,000	Sept. 1, 1900-'01
SCHOOL BONDS, DIST. 8, 11 & 13—	
4s, ..., $13,000	Oct. 1, '00-'12
4s, ..., 9,000	Jan. 1, '01-'03
4s, ..., 9,000	Oct. 1, '00-'08
4s, ..., 9,000	Sept., '00-'08
SEWER BONDS—	
3s, ... $266,000	July 1, '99-'34
WATER BONDS—	
5s, ... 14,000	Oct. 1, 1901
5s, ... 42,000	Oct. 1, 1906
5s, ... 49,000	Oct. 1, 1911

LOANS—	*When Due*
WATER BONDS—(Continued)—	
5s, ... $59,000	Oct. 1, 1916
5s, ... 65,000	Oct. 1, 1921
3s, ... 25,000	Oct. 1, 1926
3s, ... 100,000	Mar. 1, 1910
Bonded debt Jan 1, '99	$702,856
Water debt (included)	354,000
Tax valuation, real	9,312,741
Tax valuation, personal	1,418,900
Total valuation 1898	10,731,641
Assessment ½ to ⅔ actual value	
Total tax rate (per M.) '98	$22·13
Population in 1899 (est)	22,000
Population in 1890 was	17,336
Population in 1880 was	9,466

INTEREST is paid at the National Park Bank of New York City.

AUBURN.—ORLANDO LEWIS, Mayor. J. P. JAECKEL, Treasurer.

This city is the county seat of Cayuga County. In 1894 the city purchased the plant of the Auburn W. W. Co. for $425,000. At the same time the city assumed the water company's bonds to the amount of $112,000, which were refunded in June, 1895.

LOANS—	When Due.
SEWER & LOCAL IMP'T BONDS-	
4, 4½s & 5s, $99,189	1900-09
SOUTHERN CENTRAL RR.—	
4s, M&S, $20,000	Mar. 1, 1910
3s, M&S, 20,000	Mar. 1, 1901
4s, M&S, 30,000	Sept. 1, 1902
4s, M&S, 30,000	Mar. 1, 1903
4s, M&S, 20,000	Mar. 1, 1904
3s, M&S, 20,000	Mar. 1, 1905
3s, M&S, 40,000	Mar. 1, 1906
3s, M&S, 40,000	Mar. 1, 1907

LOANS—	When Due.
SOUTHERN CENTRAL RR.—(Con.)	
3s, M&S, 25,000	Mar. 1, 1909
WATER WORKS CO.'s BONDS ASSUMED BY CITY—	
5s, $57,000	19 0-1905
(Part due yearly.)	
WATER BONDS 1894—	
3½s, J&D, $300,000	May 1, 1914
($25,000 due yearly) to May 1,'25	
Bonded debt Jan. 1, 1900.	$721,489
Water debt (included).	357,000

INTEREST on the railroad bonds is payable in New York City and Auburn; on water bonds at the office of the Mercantile Trust Co., N.Y.

ASSESSED VALUATION.—In 1897 property was assessed at actual value, against about 70 per cent previously.

Years.	Assessed Valuation.—Real.	Personal.	Total.	Rate of Tax per $1,000
1899	$12,229,710	$1,069,462	$13,299,172	$.1·40
1898	11,793,870	1,573,993	13,567,863	21·92
1897	11,782,405	1,661,501	13,443,906	19·84
1896	9,527,625	1,555,529	11,083,154	.....
1895	9,416,280	2,039,003	11,455,283	28·38
1890	8,963,530	2,057,810	11,020,340	25·30

POPULATION.—In 1892 population was 24,737; in 1890 it was 25,858; in 1880 it was 21,924. Estimated in 1899 about 34,000.

BINGHAMTON.—J. DE WITT, Mayor. S. D. KANE, Clerk.

This city is the county seat of Broome County. The water works are estimated to be worth $2,000,000.

LOANS—	When Due.
ALBANY & SUSQ. RR. BONDS—	
3½s, M&S, $23,000	1900 to 1907
($3,000 due yearly.)	
BRIDGE BONDS—	
4s, S-A, $1,500	1900 to 1902
($500 due yearly on Aug. 1,)	
4s, $33,000	1906
3s, S-A, 77,000	1929
3½s, 71,000	1930-1934
3½s, 4,000	Aug. 1, 1934
3½s, F&A, 40,000	Aug. 1, 1935
CITY HALL BONDS—	
4s, F&A, $25,000	Aug. 1,'15-'17
4s, F&A, 20,500	Aug. 1,'28-'29
4s, 50,000	1918-1922
($10,000 annually.)	
4s, F&A, 50,000	1923-1927
$10,000 yearly on Aug. 1.	
FIRE STATION BONDS—	
3½s, $25,000	1913-'14-'15
3½s, 7,000	1900-1906
($1,000 annually.)	

HOSPITAL BONDS—	
3½s, $25,000	1908-1912
($5,000 due yearly.)	
3½s, M&N, $5,000.	Nov. 1, 1907
SCHOOL BONDS—	
3½s, $30,000	
3½s, 20,000	1923-1926
($5,000 annually.)	
WATER BONDS—	
7s, F&A, $1,500	1900
7s, F&A, 7,000	Aug. 1, 1901
3s, F&A, 91,000	Aug. 1, 1907
3s, F&A, 62,000	Aug. 1, 1918
Bonded debt Feb. 1,'99	$634,500
Water debt (included)	164,000
Tax valuation, real	18,925,090
Tax valuation, personal	2,186,570
Included in above, but exempt from taxati'n	188,960
Total valuation 1899	20,922,700
Assessment about ¾ actual value.	
City rate (per M.), 1899	$15·00
Population in 1890 was	35,005
Population in 1899 (est.)	45,000

INTEREST.—On City Hall, water, $148,000 bridge and $8,000 fire station bonds in N.Y City. On remaining loans, City Treasurer's office.

BROOKLYN.—See New York City.

BROOME CO.—JOHN A. RIDER, Treasurer.

County seat is Binghamton.

LOANS—	When Due.
COURT HOUSE BONDS—	
4s, F&A, $50,000	1900 to 1904
($10,000 annually.)	
Bond. debt Feb. 1, 1900.	$120,000

Assessed val., real	$31,713,446
Assessed val ,personal	3,121,588
Total valuation 1899	34,835,034
Tax rate (per M.) 1899	23·90
Population 1890	62,973

BUFFALO. CONRAD DIEHL, Mayor. ERASTUS C. KNIGHT, Comptroller.

Buffalo is in Erie County, and the city's tax valuation is about 6/7 that of the entire county.

LOANS— NAME AND PURPOSE.		Interest.—Rate	Payable.	Principal.—When Due.	Outstand'g
1. CITY LOANS—VARIOUS PURPOSES:					
Municipal building	1890	3½	J & J	July 15, '00 to 1905	$30,000
Deficiency, ref.	1890	3½	M & S	Mar. 1900 to 1905	85,000
Swing bridge, ref.	1887	3½	J & J	Jan. 1, 1902	45,500
Market	1890	3½	A & O	Apr. 1, 1920	80,000
Plank road award	1890	3	J & D	June 2, 1910	115,000
Refunding bonds	1898	3½	J & D	June 1,'03-'07 1-5 yearly.	84,548
Grade crossing b'ds	1896	3½	F & A	Feb. 1, 1916	171,000
do do	1897	3½	.....	1917	577,927
do do	1898	3½	.....	Feb. & Mar., 1918	89,137
do do	1898	3½	A & O	Apr. 1, 1918	200,000
do do	1898	3½	M & N	Nov. 1, 1918	16,913
do do	1899	3½	M & S	March 1, 1919	18,703
do do	1899	3½	J & D	June 1, 1919	285,187
do do	1899	3½	J & J	July 1, 1919	182,716
do do	1899	3½	A & O	Oct. 2, 1919	75,455
do do	1899	3½	J & D	Dec. 1, 1919	335,772
Ref'd'g gde. crossing	1896	3½	J & J	July 1, 1916	83,000
8. Buff. flood bonds	1897	3½	.....	1926-1927	73,000
Chic. Fire Relief Fu'd*	1897	3½	A & O	1900-1917	45,000
Buffalo Charter loan	1891	3½	J & J	July 1, 1900 to 1901 $142,830 yearly.	285,660
City and County Hall	1872	7	F & A	Aug. 1, 1902	100,000
do do	1873	7	M & N	May 1, 1903	100,000
do do	1873	7	M & S	Sept. 1, 1905	150,000
do do	1874	7	J & J	July 1, 1907	200,000
do do	1875	7	M & S	Sept. 1, 1910	125,000
do do	1891	4	M & S	Nov. 1, 1911	50,000
Schools	1888	3½	F & A	Aug. 1,'00 to 1908 $12,500 yearly.	111,500
do	1889	3½	M & N	Nv. 1, 1900 to 1909 $7,500 yearly.	75,000
do	1892	3½	A & O	Apr. 1, 1912	150,000
do	1894	3½	F & A	Feb. 1, 1914	300,000
do	1895	3½	A & O	Oct. 1,'00 to 1915 $12,500 yearly.	200,000
do	1897	3½	J & J	Jan. 1, 1901-1917 $25,000 yearly.	425,000
do	1898	3½	M & N	May 2, 1900-1918 $5,000 yearly.	95,000
do	1898	3½	M & N	Nov., 1900-1918 $5 000 yearly.	95,000
do	1899	3½	M & S	Mar. 1901-1919	95,000
do	1899	3½	J & D	Dec. 1, 1900-1919 $10,000 yearly.	200,000
2. BONDS FOR PARKS:					
Park	1870	7	J & J	1915-'16-'17	$350,000
do	1871	7	J & J	Jan. 1, 1918	50,000
do	1871	7	J & J	July 1, 1919	100,000
do	1872	7	J & J	July 1, 1921	100,000
do	1873	7	J & J	Jan. 1, 1923	95,000
do	1873	7	J & D	Dec. 1, 1924	100,000
do	1874	7	J & J	Jan. 1, 1924	100,000
do	1875	7	J & J	Jan. 1, July 1, '25	200,000
do	1876	6	J & J	Jan. 1, 1924	100,000
do	1886	3	J & J	July, 1910-1926	80,000
do	1887	3½	F & A	Feb. 1, 1927	120,000
do	1890	3½	J & J	Jan. 1, 1925	50,000
do	1891	3½	J & J	July 1, 1921	200,000
Park	1894	3½	J & J	July 1, 1924 & '26	100,000
do	1886	3	J & J	July 1, 1910	50,000
do	1886	3	J & J	July 1, 1926	30,000
do	1897	3½	J & J	Jan. 1, 1901-1917 $2,750 yearly.	46,750
do	1897	3½	J & J	April 1, 1917	30,000
do	1897	3½	J & J	June 1, 1917	8,946
do	1897	3½	J & D	Dec. 1, 1900-1917 $2,750 yearly.	49,500
Refund'g Park Bonds.	1898	3½	J & J	J'ne 1, 1900-1918 $12,500 yearly.	237,500
3. RAILROAD LOANS:—					
Buff. & Jamestown RR.	1893	3½	J & J	Jan. 1, 1913	75,000
do do ref.,	1893	3½	F & A	Feb. 1, 1913	75,000
do do ref.,	1893	3½	J & D	June 2, 1913	75,000
do do ref.,	1895	3½	A & O	Oct. 1, 1915	77,000
Buff. N.Y. & Phil. RR.,	1884	4	A & O	Apr. 1, 1901	30,000
Buff. & Jamest'n RR.,	1884	4	M & N	Nov. 1, 1902	75,000
do do	1885	4	J & J	Jan. 1, 1904	75,000
Buff. N.Y. & Phil. RR.,	1885	4	J & J	Jan. 1, 1904	30,000
Buff. & Jamest'n RR.,	1888	3½	A & O	Apr. 1, 1902	75,000
do do	1886	3½	F & A	Feb. 1, 1904	75,000
do do	1894	3½	J & J	July 1, 1914	75,000
Buff. N.Y. & Phil. RR.,	1886	3½	J & J	Jan. 1, 1906	40,000
do do RR.,	1889	3½	A & O	Oct. 2, 1909	100,000
do do ref.,	1890	3½	J & J	July 1, 1910	100,000
do do ref.,	1890	3½	J & D	Dec. 15, 1910	100,000
do do ref.,	1891	3½	J & J	July 1, 1911	100,000
do do ref.,	1892	3½	J & J	July 1, 1912	100,000
4. SEWER LOANS:—					
Bird Avenue	1883	4	M & N	May 1, 1913	238,000
Buffalo Trunk	*1888-90	3½	F & A	Aug. 1, 1900 to '20 $15,000 yearly.	300,000
do	*1886-87	3	F & A	Aug. 1, 1900-1916 $10,000 yearly.	175,000
Babcock & Seneca St.	1886	3	M & N	May 1, 1911	30,000
do do		3	M & N	May 1, 1912	30,000
Bailey Avenue	1888	3½	J & J	July 1, 1918	200,000
Hertel Avenue	1887	3	F & A	Aug. 1, 1917	200.000
5. TAX LOANS:					
Tax loan	1880	4½	J & D	June 28, 1900	200,000
do	1895	3½	F & A	Aug. 1, 1900	359,332
do	1896	3½	F & A	Dec. 1, 1901	527,765
do	1897	3½	A & O	Oct. 1, 1902	571,946
do	1898	3½	F & A	Aug. 15, 1903	466,003
do	1899	3½	A & O	Oct. 2, 1901	192,748
6. WATER BONDS:					
Water	1873	7	M & S	Sept. 1, 1903	200,000
do	1874	7	A & O	Apr. 1, 1905	100,000
do	1874	7	J & J	July 1, 1906	100,000
do	1874-75	7	F & A	Aug., 1908-09	300,000
do	1874	7	A & O	Oct. 1, 1908	79,382
do	1880	4	J & J	July 1, 1904	50.000
do	1880	4	M & S	Sept. 1, 1904	100,000
do	1881	4	A & O	Apr. 25, 1900	100,000
do	1884	4	A & O	Apr. 1, 1901	90,000
do	1885	3½	J & J	July 1, 1905	100,000
do	1886	3½	A & O	Oct. 1, 1903	100,000
do	1887	3½	M & S	Mch. 1, 1906	100,000
do	1887	3½	A & O	Apr. 1, 1906	50,000
do	1888	3½	J & D	June 1, 1902	100,000
do	1888	3½	J & D	June 15, 1908	57,000
do	1888	3½	J & J	June 15, 1914	275,000
do	1888	3½	J & J	Dec. 1, 1908	100,000
do	1889	3½	M & N	May 1, 1919	225,000
do	1889	3½	A & O	Oct. 1, 1909	145,000
Water refunding	1890	3½	J & J	J & J 1910	150,000
do do	1891	3½	J & J	Jan. 1, 1911	100,000
do do	1891	3½	F & A	Aug. 1, 1911	50,000
do	1891	4	.....	Nov. 1, 1911	100,000
do do	1892	3½	A & O	Oct. 1, 1912	100,000
do do	1892	3½	J & D	Dec. 1, 1912	100.000
do do	1894	3½	J & J	July '00-1914	150,000
do do	1896	3½	J & J	Jan. 1, 1916	50.000
do do	1896	3½	J & J	July 1, 1916	100,000
do do	1897	3½	J & D	1900-1917. $20,000 yearly on June 1.	360,000
do do	*1898	3½	M & S	1900-1918.	47,500
do do	*1899	3½	A & O	Apr. 1901-'19	95,000

*FREEDOM FROM TAXATION.—The Buffalo trunk sewer, the Chicago fire relief bonds and the refunding water bonds of 1898 and 1899 are exempt from city taxation.

INTEREST—WHERE PAYABLE.—Interest on the bonds is payable by City Comptroller in Buffalo and by the Gallatin National Bank in New York, as follows:

In New York only—	INTEREST PAYABLE.	In both N. Y. & Buff.
Volunteer relief.	School bonds.	Buffalo Trunk sewer.
Sewer bonds—	Swing bridge.	City and County Hall.
Hertel Avenue.	Market bonds.	Grade crossing.
Babcock & Seneca St.	Plank road awards.	Park bonds.
Bird Avenue.	Municipal Court b'ld'g.	Railroad bonds.
Bailey Ave. sewer.	*In Buffalo only—*	Refunding bonds.
Buffalo Charter, 1891.	Deficiency loan.	School bonds.
	Monthly local work.	Tax loans
		Water loans.

TOTAL DEBT, SINKING FUNDS, ETC.—

	July 1, 1899.	July 1, 1898.	July 1, 1897.
Total bonded debt	$15,555,605	$16,079,628	$13,803,079
Sinking funds	1,371,089	1,257,845	537,043
Net debt	$14,184,516	$14,821,783	$13,266,036
Water debt (incl. above)	$3,791,882	$3,821,882	$3,515,882

The sinking funds are all invested in the city's own bonds. In addition to the indebtedness as given above, there was outstanding on July 1, 1899, $1,084,571 98 local warrants collectible by assessment.

CITY PROPERTY.—The city owns real estate estimated at $10,752,207; personal property valued at $9,776,608; total, $20,528,815. This total includes the water works, real estate, valued at $690,405 and personal property valued at $7,577,526. The total resources of the city on July 1, 1899, including the above property, were figured by the Comptroller at $23,554,040 and the total liabilities at $15,748,353, leaving $7,805,687 as the excess of resources over liabilities.

ASSESSED VALUATION.—"Assessment is made upon the nominal real value."

Years.	Assessed Valuation. Real.	Personal.	Total.	City Tax per $1,000.
1899	$218,517,915	$17,750,980	$236,268,895	$18·21
1898	230,425,520	15,249,110	245,674,630	18·04
1897	230,698,810	16,689,465	247,388,275	14·18
1896	225,485,795	13,486,550	238,972,345	15·02
1895	220,290,690	14,360,710	234,651,400	15·39
1890	151,356,325	11,003,125	162,359,450	14·68
1880	81,708,905	7,523,580	89,232,485	14·16

POPULATION.—In 1892 population was 278,796; in 1880 it was 255,664; in 1880 it was 155,134; in 1900 estimated at 400,000.

CANTON.—H. M. Barker, Clerk.

This village is in St. Lawrence County.

LOANS—	When Due.
Sewer Bonds—	
3½s, J&J, $35,000	July 1, 1919
Water Bonds—	
3½s, J&J, $40,000	July 1, 1909

Bonded debt Sept. 1, '99 .. $75,800
Sinking fund assets 6,000
Assess'd valuation 1899 .. 1,198,755
Total tax (per M.) 1899 .. 22·86
Population in 1898 was .. 2,746

CATSKILL.—J. H. Story, Treasurer.

This village is in the town of the same name in Greene County.

LOANS—	When Due.
Village Hall Bonds—	
3½s, J&J, $11,000	Jan. 1909-1919
Village Water Bonds— ($1,000 each.)	
4s, J&J, $142,000	$5,000 due y'rly
Town Iron Bridge Bonds—	
4s, J&D, $1,000	June 1, 1900
($2,000 due yearly) to J'ne 1, 1901	

Interest on village bonds is payable at the Catskill National Bank.
Village debt Mar., 1899 .. $142,000
Town debt June, 1899 4,000
Village tax valuat'n, '98 .. 2,877,630
Town tax valuation, '98 .. 4,376,507
Population of village, 1890 .. 4,915
Population of village 1897 .. 6,000

CATTARAUGUS CO.—Wm. Ely, Treasurer.

Little Valley is the county seat.

Refunding Bonds—	When Due.
4s, ..., $50,000	Mar., 1900 to '04

Bonded debt Feb. 1, 1900 .. $50,000
Assessed val'ation '99 .. $25,153,643
Population in 1890 was .. 60,866

CAZENOVIA.—W. W. RICE, President. A. E. FITCH, Village Clerk.

Cazenovia is in Madison County.

LOANS—	When Due.
Water Bonds—	
3½s, M&N, $41,000	Nov. 1, 1914
Sewer Bonds—	
4s, M&N, $31,000	May 1, 1915
Interest payable in New York.	
Total debt Feb. 1, 1900 ..	$72,000

Tax valuation, real $810,625
Tax valuation, personal .. 137,400
Total valuation 1899 948,025
Assessment about 60% actual val.
Total tax (per $1,000) '99 .. $26·40
Population in 1900 (est.) 1,945
Population in 1890 was 1,987

TAX FREE.—All bonds issued by this village are tax exempt.

CHESTER—J. E. NOONAN, Clerk. F. D JRLAND, Treasurer.

This village is in Orange County.

LOANS—	When Due.
Water Works—	
4s, J&D, $53,000	Dec. 1, 1917
Total debt Mar. 1, 1900 ..	$53,500
Tax valuation, real	343,375
Tax valuation, personal ..	142,280

Total valuation 1899 ..... $485,655
Assessment about ½ actual value.
Tax rate (per M.), '99 ..... $22·60
Population 1890 was 1,485
Population 1900 (est.) 1,300

INTEREST on the bonds is payable at the Chester National Bank.

COBLESKILL.—IRVING VAN VORIS, Mayor. A. C. KILMER, Treasurer.

This village is in Schoharie County.

LOANS—	When Due.
Sewer Bonds—	
4s, F&A, $11,500	Feb., 1901
($2,000 due yearly) to Feb. 1, 1906	
Water Works—	
3½s, F&A. $55,000	Feb. 1, 1900
(Part due yearly) to Feb. 1, 1917	
School Bonds—	
3½s, F&A, $9,000	1907-'11
($2,000 due yearly.)	

Total debt Jan. 1, 1900 .. $75,900
Village has no sinking fund.
Tax valuation 1899 .. $1,390,955
Assessment is ⅔ actual value.
State & Co. tax (per $1,000) .. $3·17
City and school tax, '99 .. $10·70
Population in 1890 was 1,822
Population in 1899 (est.) 2,600

INTEREST on sewer and school bonds is payable at First National Bank, Cobleskill, on the water bonds at the office of the State Comptroller, Albany.

COHOES.—Miller Hay, Chamberlain.

This city is in Albany County.

LOANS—	When Due.
Cemetery Bonds—	
4s, ..., $3,000	July 1, 1900
($5,000 due yearly) to July 1, 1905	
4s, J&J, $5,000	July 1, 1901
City Hall Bonds—	
4s, Ann., $30,000,	Dec. 15, 1909
($5,000 due yearly) to Dec. 15, 1914	
4s, ..., $70,000	Dec. 15, 1915
($5,000 due y'rly) to Dec. 15, 1928	
City Hospital Bonds—	
4s, ... $12,000	July 1, 1900
($1,000 due y'rly) to July 1, 1911	
4s, ... $5,000	July 1, 1912
Improvement Bonds—	
4s, J&J, $1,933	Jan. 1, 1905
3½s, J&J, 15,680	Jan., '29 to '31
4s, M&N, 6,000	July 1, '02 to '04
3½s, J&J, $40,245 88	1932-'39
($5,000 due yearly on Jan. 1.)	
3½s, J&J, $2,426 67	Jan. 1, 1937
School Bonds—	
4s, ..., $16,000	July 1, 1900
($1,000 due y'rly) to July 1, 1915	
4s, J&J, $15,000	July 1, '09 to '11
($5,000 due yearly.)	
4s, ..., $5,000	July 1, 1916

Fire Loan Bonds—
4s, J&D, $3,000 ..... Dec. 31, 1900
Water Bonds—
7s, J&J, $28,000 .... July 1, 1900
($2,000 due yearly) to July 1, 1913
7s, J&J, $11,000 .... July 1, 1900
($1,000 due yearly) to July 1, 1910
4s, J&J, $65,000 (c&r) July 1, 1918
Subject to call July 1, 1903.
4s, F&A, $25,000 .... Aug. 1, 1907
($5,000 due yearly) to Aug. 1, 1911
4s, J&J, $75,000 (reg.) July 1, 1920
Subject to call July 1, 1905.
4s, J&J, $14,000 .... July 1, 1923
4s, J&J, $25,000 ..... July 1, 1905
($5,000 due yearly) to July 1, 1909
4s, J&J, $14,000 ..... Jan. 1, 1901
($1,000 due yearly) to Jan. 1, 1914
Bonded debt Mar. 1, '98 .. $428,402
Water debt (included) 249,000
Tax valuation, real 11,575,360
Tax valuation, personal .. 1,064,850
Total valuation 1899 ... 12,640,210
City tax (per $1,000) '99 .... $12·00
State & co. tax (per $1,000) .. 6·60
Population in 1892 was 23,234
Population in 1890 was 22,509

INTEREST on 7 per cent water bonds is payable at the Nat. Bank of Cohoes; on $35,000 of 4% water bonds at the Manufacturers' Bank, Cohoes; on all other bonds by the Central Trust Company.

COLLEGE POINT—See New York City.

COLUMBIA CO.—George H. Macy, Treasurer.

County seat is Hudson.

LOANS—	When Due.
Refunding Bonds—	
4 & 3½s, $7,000	March 1, 1901
4&3½s, Mar. 1, $6,000	Mar. 1, 1902
3½s, Mar. 1, $35,000	1903-1909
($5,000 due yearly on Mar. 1.)	
3½s, Mar. 1, $12,500	Mar. 1, '10-'11
3½s, Mar. 1, 20,000	Mar. 1, 1912-3
3½s, Mar. 1, 24,100	Mar. 1, 1914-8
Armory Bonds—	
4s, M&S, $20,000	1903-1909
($3,000 yearly to Mar. 1, 1908)	

Funding Bonds—
4, M&N, $55,000 .. March, '09-'16
($5,000 yearly to '13, inc., $10,000 to '16.
Int. payable at County Treasury.
Bonded debt Mar. 1, 1900 .. $179,600
Tax valuation, real $22,192,934
Tax valuation, personal 2,914,828
Total valuation 1899 .. 25,107,762
Assessment is 4-5 actual value.
Population in 1892 was 45,205

CORNING.—F. J. Bantley, City Clerk.

This town, including the city of the same name, is in Steuben County.

LOANS—	When Due.
City Bridge Bonds—	
4s, F&A, $6,800	Feb., 1901-1908
($850 due yearly.)	
City Hall Bonds—	
4s, $3,000	Oct. 1, 1902
4s, 25,000	Oct. 1, 1903
($5,000 due yearly) to Oct. 1, 1907	
River Bonds 1896—	
4s, J&J, $100,000	July 1, '26 to '35
($10,000 due yearly.)	
4s, J&J, $35,000	1936-1939
($10,000 annually 1936-1938 and $5,000 1939.)	

City RR. Bonds—
7s, J&J, $34,000 ..... Jan., 1902
City Sewer Bonds—
7s, J&J, $50,000 .. Jan., 1908 to '17
School Bonds 1895—
4s, M&S, $26,000 .. Mar. 1, '18 to '30
($2,000 due yearly.)
4s, M&S, $500 ..... Mar. 1, 1931
Tot. city debt Jan. 1, '99 .. $225,550
Sinking funds 34,535
Tot. valuation of city '98 .. 5,861,240
Population, city, 1890 10,118
Population, city, 1897 (est.) .. 12,000
Population, town, 1893 (est.) .. 12,000

INTEREST is paid by the Knickerbocker Trust Co., New York.

CORTLAND.—Geo. Clark, Village Clerk.

This village, in the town of Cortlandville, is in Cortland County.

LOANS—	When Due.
Paving Bonds—	
4s, J&J, $23,800	Jan. 1, 1920
4s, J&J, 15,056	Jan., '01-'10
4s, .., 14,776.	10-20 years
Nor. School 4s .$14,000	.....

Union Sch'l 3½s 20,000 1902
Sewer bonds, 4s. 58,000 10-20 yrs
Bonded debt Mar. 1, 1900 $172,577
Assessed valua'n 1899 .. 6,000,000
Population in 1890 was 8,590

CORTLANDVILLE.—

This town, including Cortland village, is in Cortland County.

LOANS—	When Due.
Town Debt—	
Refunding Bonds—	
3½s, ..., $45,000	1900-1918
(Part annually.)	
4s, ..., $96,000	1900-1915
(Part annually.)	

Town debt Nov. 1, 1899 .. $141,000
Tax valuation, real 6,257,040
Tax valuation, personal .. 767,127
Total valuation, 1899 ... 7,024,167
Tax rate (per $1,000) '99 .. $8·17
Population of T'n 1892 was 11,733
Population of T'n 1890 was 11,451

DEER PARK.—Francis Marvin, Chairman Railroad Commissioners.

This town (P O. Port Jervis) is in Orange County.

LOANS—	When Due.
Refunding Railroad Bonds—	
3½s, F&A, $191,000	Feb.. '01-'29
($4,000 yearly to '05 $5,000 from '06 to '10, $6,000 from '11 to '15, $7,000 from '16 to '20, $8,000 from '21 to '23, $9,000 from '24 to '26, & $10,000 from '27 to '29.)	

Bonded debt Jan. 1, 1900 .. $195,000
Assessed valuation, real .. 2,252,131
Assessed valuation, per'l 124,700
Total valuation 1899 2,376,831
Assessment about ½ actual value.
Tax rate (per $1,000) '99 ... $13·00
Population in 1890 was. ... 11,483
Population in 1899 (est.) ... 13,500

DELHI.—This town is in Delaware County.

LOANS—	When Due.
N. Y. & Oswego Midl'd RR.—	
3½s, Ann., $36,000	1900-1908
($4,000 due yearly on May 1.)	
3½s, Ann., $30,000	1910-14
($6,000 due yearly on May 1.)	
3½s, Ann., $102,000	May 1, 1915
Interest is payable at Albany.	
3½s, Ann., $18,000	Feb. 1, 1901-9
($2,000 due yearly.)	

Water Loan—
4s, M&N, $60,000 .....
Total debt Feb. 1, 1900 .. $246,000
Assessed val'n, real $1,120,125
Assessed val'n, pers'l ... 142,375
Total valuation 1899 ... 1,162,500
Assessment about ½ actual value.
Total tax (per $1,000) '99 ... $20·48
Population in 1892 was 2,793
Population in 1890 was 2,908

TAX FREE.—The bonds are exempt from taxation,

DUNKIRK.—CHARLES J. WIRTNER, Mayor. W. C. BAUMGARTNER, Clerk.

This city is in Chatauqua County.

LOANS—	Amt. Outstand'g.
School bonds	$89,000
Street improvem't bonds.	64,608
Town bonds	2,000
Water bonds	123,600
Warrants	14,251

Total debt Jan. 1, 1900 .. $269,728
Total valuation 1898 3,211,024
Assessment same as actual value.
City tax (per $1,000) '98 ..... $6·45
Population in 1890 was 9,416
Population 1896 (local est.) .. 12,500

ELMIRA.—Dr. FRANK H. FLOOD, Mayor. GEO. W. WYCKOFF, City Clerk.

Elmira is the capital of Chemung County.

LOANS—	When Due.
Bridge Bonds—	
3½s, r, A&O, $90,000 g.	Oct. 1, 1922-3-4
($30,000 yearly.	
3½s, r, A&O, $25,000 g.	Oct. 1, '25
Cemetery Bonds—	
4s, ..., $4,500	1900-1902
($1,500 yearly.)	
4s, ..., $2,000	1903
City Hall Bonds—	
3½s, r, A&O, $5,000 g.	Oct. 1, '25
3½s, r, A&O, 60,000 g.	Oct. 1, '26-7
3½s, r, A&O, 10,000 g.	Oct. 1, 1928
4½s, M&S, 5,000	Sept. 1, 1929
4½s, M&S 30,000	Sept. 1, 1930
4½s, M&S, 10,000	Sept. 1, 1931
Fire Department—	
3½s, J&J, $12,000	Jan. 1, 1910
3½s, J&J, 1,500	Jan. 1, 1910
Funding Debt Bonds—	
4s, ..., $5,000	1900-1904
($1,000 yearly.)	
4s, ..., $21,000	1905
4s, M&N, 6,000 a	Nov. 1900-05
($1,000 yearly.)	
4s, M&N, $14,000 a	Nov. 1, 1906
3½s, r, M&N, 7,000 a,	Nov. 1900-06
($1,000 yearly.)	
3½s, r, M&N, $20,000 a.	Nov. 15, '07
4s, M&N, 8,000 a-	Nov. 1900-7
($1,000 due yearly.)	
4s, M&N, $8,000	Nov. 1, 1908
3½s, .., 9,000	Nov., 1900-'08

Funding Debt Bonds—Contin'd.
3½s, ..., $18,000 ..... Nov. 1, 1909
3½s. ..., 28,000 .... Oct. 1, '00-'27
($1,000 due yearly.)
3½s, ..., $28,000 .....
Pavement Bonds—
3½s, r, M&S, $20,000 g. Nov. 15, '28
3½s, r, M&N, 20,000 g. Nov. 15, '29
4½s, M&S, 20,000 Sept. 1, 1931
4s, M&S, 3,000 .. Sept. 1, 1932
4s, M&N, 27,00 .. Nov 1, 1932
Redemption Bonds—
3½s, ..., $235,000 .. 1912-'21
School Bonds—
4s, r, M&N, $10,000 July 1, 1902
4s, r, M&N, 20,000 July 1, 1903
4s, r, M&N, 28,500 July 1, 1904
4s, r, M&N, 30,000 a., Aug. 1, 1907-8-9
($10,000 yearly.)
4s, c, ..., $16,500 1911
3½s, r, M&N, 2,000 a. May 1, '11
4s, r, M&N, 20,000 g. May 1, '10
4s, r, M&N, 20,000 g. May 1, '11
4s, M&N, 4,000 May 1, '01
4s, M&N, 5,500 May 1, '02
4s, M&N, 8,000 May 1, '05
4s, M&N, 12,000 May 1, '07
4s, M&N, 21,000 May 1, '08
4s, M&N, 8,500 May 1, '09
Sewer Bonds—
3s, r, M&S, $20,000 a. Sept. 1, '00
3s, r, M&S, 20,000 a. Sept. 1, '01
3s, r, M&S, 10,000 a. Sept. 1, '02

a $1,000 each. b $500 each. f A single bond for $4,000. g $5,000 each. c Coupon. r Registered.

The only provision for paying the city's indebtedness as it matures is direct taxation, excepting the cemetery bonds, which are paid from cemetery funds.

TOTAL DEBT.—The subjoined statement shows Elmira's total bonded debt on the dates indicated:

	Feb. 1, 1900.	Feb. 1, '99.	Feb. 1, '98.	Feb. 1, '97.
Total bonded debt.	$ 1,008,500	$1,020,000	$1,026,000	$971,000

ASSESSED VALUATION.—Assessed valuation is about two-thirds actual value.

Years.	Real Estate.	Personal Property.	Total.	City Tax per $1,000
1899	$15,711,485	$1,530,726	$17,242,211	$16·95
1898	15,518,131	1,653,190	17,171,321	16·98
1897	15,515,855	1,818,690	17,334,545	16·98
1895	14,894,645	1,545,892	16,440,537	17·18
1890	12,258,494	1 116,200	13,374,694	14·15
1880	9,959,975	511,300	10,471,275	13·15

POPULATION.—In 1892 population was 29,911; in 1890 it was 29,708; in 1880 it was 20,541. In 1900, estimated, 42,000.

ERIE COUNTY.—

JNO. W. NEFF, Auditor.
WADSWORTH J. ZITTEL, Treas.

County seat is Buffalo

LOANS—	When Due.
COUNTY BONDS—	
7s, J&J, $276,000	July, 1900 to '07
7s, J&J, 100,000	July 1, 1910
6s, M&N, 100,000	Nov. 1, 1911-'14
4s, M&N, 17,500 ($2,500 yearly on July 1.)	1900-1904
4s, J&J, $12,000 ($6,000 yearly on July 1.)	1900-1901
4s, M&N, $70,000 ($7,000 yearly on Nov. 1)	1900-1909

LOANS—	When Due.
COUNTY BONDS—(Con.)	
4s, F&A, $30,000 ($10,000 every fifth year.)	Aug., '02 to '12

Total debt Oct. 1, 1899.. $604,500
Assess'd val'n, real .266,965,564
Assessed val'n, pers'l. 13,835,199
Total valuation 1899 280,800,763
State & Co. tax (per M.)'99...$4·95
Population in 1892 was...278,727
Population in 1890 was...322,981
Population '85 (police cen.)403,026

FAR ROCKAWAY.—See New York City.

FLATBUSH.—See New York City.

FLATLANDS.—See New York City.

FLUSHING.—See New York City.

FREDONIA.—

GEO. R. MOORE, Mayor.
H. L. CUMMING, Treasurer.

This village is in Chautauqua County.

LOANS—	When Due.
WATER BONDS (1884)—	
4s, F&A, $57,500 ($2,500 due y'rly) to Aug. 1, 1922	Aug. 1, 1900
4s, M&S, $20,000	Sept. 1, 1930
VILLAGE HALL BONDS—	
3½s, A&O, $25,000	1901-1925
SCHOOL BONDS—	
3½s, Oct., $6,000	Oct., 1900-1905

Bonded debt Jan. 1, 1900. $108,500
Floating debt..... 5,000
Tax valuation, real.....1,290,330
Tax valuation, personal 220,380
Total valuation 1899....1,510,710
Assessment abt. 80% actual value.
Total tax (per $1,000) '99..$22·00
Population 1890 was.....3,400
Population 1899 (estimated) 4,100

INTEREST on the water and hall bonds is payable in N. Y. City and on the school bonds at the Comptroller's office, Albany.

GENESEO.—W. W. KILLIP, Treasurer.

This village is in Livingston County.

LOANS—	When Due.
SEWER BONDS—	
3½s, J & J, $10,000	July 1, 1900
3½s, J & J, 10,000	July 1, 1910
WATER BONDS—	
3½s, M&N, $20,000	May 1, 1907
3½s, M&N, 25,000	May 1, 1917
4½s, M&N, 5,000	Nov., '00-'02
Total debt Dec. 1, 1899	$65,000

Sinking fund..... $5,000
Net debt Dec. 1, 1899.... 60,000
Tax valuation, real.....1,124,775
Tax valuation, personal. 1,108,200
Total valuation 1899....2,232,975
Assesment about 4/5 actual value.
Total tax (per $1,000) 1899.$7·79
Population 1900 (est.).....2,400
Population 1890 was.....2,286

Accrued interest on sinking fund not included in above figures.

INTEREST on the sewer bonds is payable in Schenectady; on the water bonds in New York City.

GLENS FALLS.—This village is in Warren County.

LOANS—	When Due.
SEWER BONDS—	
3½s, Sept., $167,000	20 years (Part due yearly) after 15 years
WATER BONDS—	
4s, J&J, 36,000	1899 to 1917 $2,000 yearly
4s, M&S, 80,000	1900 to 1914 $5,000 yearly

Interest payable in Glens Falls.
Bonded debt Jan. 1, 1899. $338,000
Tax valuation, real.....4,134,015
Tax valuation, personal. 1,692,381
Total valuation 1899....5,826,396
Assess. valuat'n abt. 4/5 actual value
Vil. tax (per $1,000) 1899..$10·62
Population in 1890 was 9,509
Population in 1899 (es..)....15,000

GLENS FALLS UNION FREE SCHOOL DISTRICT.—

LOANS—	When Due.
5s, ..., $35,000 ($5,000 annually on Dec. 1.)	1900 to 1906

Bonded debt Jan. 1, 1900.$35,000
Population 1899 (est.).....14,000

GLOVERSVILLE.—

O. L. EVEREST, Chamberlain.
M. V. B. STETSON, Clerk.

Gloversville, which is situated in Fulton County, was incorporated a city March 19, 1890, having theretofore formed part of the town of Johnstown.

LOANS—	When Due.
DEFICIENCY BONDS—	
4s, M&N, $28,000	May 1, 1922
LOCAL IMP. BONDS—	
4½s, Feb. 1, 5,600 $2,800 due yearly.	Feb. 1, '01-'02
3½s, ... $5,000	May 1, 1906
4½s, ... 2,700	1900-1903
4½s, Feb., 8,000	Feb., 1901-'04
4½s, Dec., 23,419 11 (V. 69, p. 1116, for maturity.)	1900 to '04
4½s, Feb., $2,400	1901 to 1905
RAILROAD BONDS—	
4s, A&O, $14,000	Apr. 1, 1915
3½s, A&O, 22,000	Apr. 1, 1911

LOANS—	When Due.
RAILROAD BONDS—(Con.)	
3½s, A&O, 23,000	Apr. 1, 1913
3½s, F&A, 27,000	Feb. 1, 1917
SCHOOL BONDS—	
4s, Oct. 1, $3,000	Oct. 1, 1900
3½s, A&O, 18,000	Oct. 1, 1900-'04
3½s, M&S, 16,000	Sep. 1, 1904-'07
WATER LOAN—	
6s, Sept. 1, $23,000	Sept. 1, 1902
6s, Sept. 1, 23,000	Sept. 1, 1907
5s, Jan. 1, 17,500	Jan. 1, 1909
3s, J&D, 55,000	June 1, 1910
3½s, J&D, 50,000	Dec. 1, 1917

INTEREST on the water bonds issued in 1885 and 1889 and on the school bonds is payable at the Fulton County National Bank of Gloversville; on all other issues at the Fourth National Bank, New York.

TOTAL DEBT, ETC.—The city's total debt on Feb. 1, 1900, was $366,619. Water debt (included) $168,500. The city has no sinking fund.

WORKS.—Net earnings from water works for eleven months ending December 31, 1899, were $15,492·21.

ASSESSED VALUATION was formerly 1/3 actual value, but in 1897 was greatly increased.

	Assessed valuation—			Tax rate
Years.	Real.	Personal.	Total.	per $1,000.
1899	$5,546,090	$6·7,600	$6,183,690	$23·60
1898	5,425,105	673,000	6,098,005	22·50
1897	5,429,663	748,500	6,178,163	20·60
1896	4,020,139	341,950	4,362,089	31·40
1895	3,933,335	446,000	4,379,335	31·20
1890	.....	.....	3,649,232	.....

State and county tax rate in 1899 was $6 80; city tax proper, $9·60; average school tax, $7·20; total, $23·60.

POPULATION, according to State census of 1892, was 14,694. The population in 1890 was 13,845; in 1880 it was 7,133; in 1870 it was 4,518. According to local estimate population in 1900 was 19,000.

GRAVESEND.—See New York City.

GREENBUSH.—In May, 1897, the name of Greenbush was changed to Rensselaer, which see for present amount of debt.

GREENE COUNTY.—JUDSON A. BETTS, Tr.

County seat is Catskill.

LOANS—	When Due.
WAR LOAN—	
3½s, M&S, $20,000.	Mar. 1, 1901
3½s, M&S, 115,000.	Mar. 1, 1902
Interest payable at Co'y Treasury.	
Total debt Mar. 1, 1900 .. $135,000	

Tax valuation, real....$11,820,751
Tax valuation, personal 1,609,040
Tax valuation 1899....13,429,791
Tax rate per ($1,000) '98.....$8·84
Population in 1900 (est.)...32,000
Population in 1890 was.....31,598

HAMDEN.—This town is in Delaware County.

LOANS—	When Due.
REFUNDING BONDS—	
3½s, Feb. 1, $8,400 ($600 due yearly on Feb. 1)	1901-1914
3½s, Feb. 1, $13,000	Feb. 1, 1915
3½s, May 1, 21,200 ($1,400 due yearly on May 1.)	1900-1914
3½s, May 1, $32,000	May 1, 1915

Total debt Jan. 1, 1898... $79,000
Tax valuation, real 527,471
Tax valua'n, personal 51,986
Total valuation 1898.....579,457
Total tax per $1,000 1898. 17·65
Population in 1892 was.....1,455
Population in 1890 was.....1,507

INTEREST is payable at the American Exch. Nat. Bank, N. Y. City

HEMPSTEAD.—Hempstead is in Queens County and the town originally included Far Rockaway, Hempstead, Inwood, Lawrence, Rockaway Beach and Seaford villages. On Jan. 1, 1898, that portion of the town lying "westerly of a straight line drawn from the southeasterly point of the town of Flushing through the middle of the channel between Rockaway Beach and Shelter Island, in the county of Queens, to the Atlantic Ocean," became part of New York City, under the Greater New York Charter. This boundary was changed by the Legislature in April, 1899, and the new boundary is that portion of the old town of Hempstead "bounded on the east and north by the east and north bounds of the former village of Far Rockaway, and on the east by a line drawn due north from the northwest corner of said village to the south line of the town of Jamaica, as it existed on the thirty-first day of December, 1897." The bonds given below are those remaining as a debt against the town after assigning to New York City the portion belonging to it according to a decision of the Supreme Court of the Third Judicial District at Albany Dec. 9, 1899. See V. 69, p. 1357.

LOANS—	When Due.
NORTON'S CREEK BRIDGE BONDS—	
..... $5,000	
ROAD BONDS—	
4s, J&J, $10,000	July 1, 1901
4s, J&J, $293,000	July 1, 1923
Bonded debt Mar. 1, 1900.	$308,000

Ass'd valuation, real..$10,241,723
Ass'd valuation, personal 396,550
Total valuation 1897...10,638,273
Tax rate (per $1,000) 1900.$17·60
Present population about..30,000
Population in 1892 was....23,991
Population in 1890 was....23,756

(For debts of Hempstead School Districts see "Additional Statements" at end of New York State.)

INTEREST on the road bonds due 1901 is payable at the Freeport Bank and on those due in 1923 at the First National Bank of Hempstead; other interest at the office of the Town Supervisor.

TOWN PROPERTY.—In addition to the Stewart fund ($400,000) derived from the sale of common lands to the late A. T. Stewart, the old town of Hempstead owned Long Beach and some thousands of acres of meadow land.

HERKIMER.—This village is in Herkimer County.

LOANS—	When Due.
ELECTRIC-LIGHT PLANT—	
4s, June, $14,000	1911
4s, ..., 13,500	.....
3½s, ..., 13,000	.....
SEWER BONDS—	
5s, ... $25,000	Aug. 1, 1903
3½s, ... 30,000	Aug. 1, 1913
SCHOOL BONDS—	
5s, ..., $16,000	1917

WATER WORKS—	
3½s, July 1, $50,000.	June 25, 1908
3½s, July 1, 7,000.	Mar. 7, 1904

Total debt Dec. 1, 1898..$142,000
Assessed valuat'n 1897.3,418,487
Assessm't is at actual value.
Tax rate (per $1,000) 1897.. $7·71
Population in 1897.....4,907

INTEREST on the electric-light bonds is payable in New York City; on the water bonds at the State Capital, Albany, N. Y,

HORNELLSVILLE.—M. B. SMITH, Clerk.

This city is in Steuben County.

LOANS—	When Due
SEWER BONDS—	
4s, M&N, $100,000 ($10,000 yearly on May 29.)	1917-1926
PARK BONDS—	
4s, an., $50,000	July 1, 1911
PAVING BONDS—	
6s, ..., $3,374	Nov. 20, 1900
6s, ann., 12,000 ($3,000 yearly on Oct. 3.)	1900-1903
6s, ..., $7,500 ($2,000 yearly on June 20.)	1900-1903

Bonded debt Feb. 1, '00. $172,874
Assessed valuation, real..4,068,175
Assessed valuation, per'l 382,074
Total valuation 1899 4,448,249
Assessment about actual value
Tax rate (per $1,000) 1899.$24·61
Population in 1890 was .. 10,996
Population in 1900 (est.)...14,000

HUDSON.—

ALEX. R. BENSON, Treasurer.
WM. S. HALLENBECK, Clerk.

The city of Hudson was incorporated in 1785. It is the county seat of Columbia County.

LOANS—	When Due.
CEMETERY BONDS—	
4s, F&A, $20,000.	Feb. 1, 1905-'14
4s, A&O, 10,000 ($2,000 yearly).	Feb. 1, 1912-'16
4s, M&N, $6,000 ($2,000 due yearly) to	May 1, 1918 May 1, 1920
DEFICIENCY BONDS—	
4s, Apr., $10,000	Apr. 1, 1901
4s, May, 10,000	May 1, 1902
4s, July, 25,000.	July 1, 1900-'12

LOANS—	When Due.
FUNDING BONDS—	
7s, F&A. $3,000.	Feb. 10, 1901-'12
STREET IMPROVEMENT BONDS—	
4s, F&A, $25,000	Feb. 1, 1904-'08
4s, F&A, 25,000	Feb. 1, 1909-'13
4s, Feb., 19,000	Feb. 1, 1914-'23
4s, M&S 25,000	Mar. 1, 1915-'27
3½s, Aug., 6,000	Aug. 1, 1908-'13
4s, F&A, 15,000.	Feb., 1914 to '16
4s, F&A, 10,000	Feb., 1917-'18

LOANS—	When Due.
REFUNDING WATER BONDS—	
4s, F&A, $10,000	Feb. 1, 1903
4s, F&A, 10,000	Aug. 22, 1908
4s, F&A, 10,000	Aug. 22, 1909
REFUNDING LOAN—	
4s, F&A. $7,000	Feb. 10, 1901-'04
SCHOOL BONDS—	
4s, Oct., $15,000	Oct. 1, '00-1901
4s, Feb , 4,000	Feb. 1, 1907
4s, F&A. 20,000	Feb 1, 1908-'11
3½s, Aug., 6,000	Aug. 1, 1905-'06

Bonded debt Feb. 1, 1900	$304,750
Sinking fund	4,(00
Net debt Feb. 1, 1900	300,150
Ass'd valuation, real	3,996,930
Ass'd valuation, pers'al	1,093,844
Total valuation 1899	5,090,774
Assessment about ⅝ actual value.	
Tax rate (per M.) 1899	$25·8152
Population 1890	9,970
Population 1899 (est.)	10,000

INTEREST is payable in Hudson at the office of the City Treasurer.

ILION.—This village is in Herkimer County.

LOANS—	When Due.
WATER BONDS—	
4s, J&J, $95,000	July 1, 1922
Subject to call after July 1, 1912	
SEWER BONDS—	
4s, ..., $16,000	1900 to 1915
3s, ..., 30,000	1914
4s, ..., 10,500	1908 to 1911
($2,500 yearly on July 1.)	

SCHOOL BONDS—	
4s, ..., $10,000	1906
Bonded debt Dec. 1898	$152,000
Tax valuation 1896	1,373,085
Real valuation	2,746,170
Tax rate (per $1,000) '99.	37·60
Population in 1890 was	4,057
Population in 1896 (est.)	5,000

ITHACA.—CHESTER C. PLATT, Clerk.

This city is in Tompkins County.

LOANS—	When Due.
BRIDGE BONDS—	
4s, ..., $20,000	1916 to 1926
($2,000 due yearly).	
SEWER BONDS—	
4s, g, J&J, $125,000.	July 1, '06 to '26
CITY AND TOWN RR. AID—	
7s, ..., $100,000	1901
School bonds	$44,000
Paving bonds	21,401

Miscellaneous bonds	$16,642
Total debt March 1, 1900.	227,046
Exempt valua'n, 1900.	10,212,500
Unexempt valu'n, 1900	7,500,000
Assessment about ⅔ actual value.	
Total tax rate (p. $1,000) '99.	$24·30
Population in 1892 was.	13,460
Population in 1890 was	11,079
For School District debt see Additional Statements end N.Y. State.	

JAMESTOWN.—{HENRY H. COOPER, Mayor. JOHN B. SHAW, Treasurer.

This city is in Chautauqua County.

LOANS—	When Due.
CITY HALL BONDS—	
4s, M&N, $65,000	May 15, 1925
ELECTRIC LIGHT BONDS—	
4s, J&D, $30,000	June 1, 1901
4s, J&D, 32,000	Dec. 1, 1903
FIRE DEPARTMENT BONDS—	
4s, J&D, $7,000	Dec. 1, 1903
PAVING BONDS—	
4s, A&O, $13,000	Oct. 1, 1905
4s, J&J, 3,000	Jan. 1, 1907
4s, A&O, 18,000	Apr. 1, 1909
3½s, A&O, 6,000	Oct. 9, 1907
3½s, J&D, 11,700	Nov. 1909
3½s, J&D, 6,100	Jan. 1910
SEWER BONDS—	
3½s, M&S, $50,000	Mar. 1, 1923
4s, J&D, 111,000	Dec. 1, 1923
4s, J&D, 50,000	May 1, 1917
4s, J&J, 20,000	Mar. 15, 1918

LOANS—	When Due.
3¾s, J&D, $5,400	Dec. 1901 to '09
4s, J&D, 61,500	Dec. 1901 to '09
4s, J&D, 14,700	Dec. 1900 to '10
PAVING CERTIFICATE FUND	
5s, ..., $3,000	1901-1902
5s, ..., 7,000	1901 to 1902
($5,000 yearly.)	
REFUNDING BONDS—	
5s, ..., $5,000	
SCHOOL BONDS—	
4s, J&D, $83,000	June 1, 1915
Bonded debt Feb. 1, 1900.	$539,700
Floating debt	10,000
Total valuation 1899	10,758,689
Assessment about actual value.	
Total tax (per $1,000) '99.	$22·71
Population (local authority).	26,000
Population in 1900 (est.)	28,000
Population in 1890 was	16,038

INTEREST on the Fire Department bonds, on the paving bonds due 1909 and on $10,000 paving certificates is payable at the Chase National Bank, N. Y., and balance of paving certificates at the Union Trust Co , Jamestown; on all other loans at the Treasurer's office in Jamestown.

JOHNSTOWN.—W. S. SAMMONS, Supervisor.

This is a town in Fulton County. The city of Gloversville was formed out of a portion of its domain in 1890 and the city of Johnstown was subsequently formed. The old town debt given below (namely, $26,000) must be divided between the present town of Johnstown and the city of Johnstown.

LOANS—	When Due.
REFUNDING BONDS—	
4s, F&A, $8,000	1901-1904
($2,000 due yearly on Feb. 1.)	
4s, F&A, $7,000	1901-1907
($1,000 due yearly on Feb. 1.)	
4s, F&A, $10,000	Feb. 1, 1901
4s, F&A, 1,400	Feb. 1, 1901
($200 due yearly) to Feb. 1, 1907	
4s, F&A, $3,000	Feb. 1, 1908
($500 due yearly) to Feb. 1, 1913	

NEW TOWN BONDS—	
....., $1,400	Feb., 1901-07
....., 3,000	Feb., 1908-13
Old town debt Nov. 1. '99.	$26,000
New town debt Nov. 1. 1889 (additional)	4,600
Bonds are tax exempt.	
Town's assess'd val'n '99.	1,059,241
Assessment about ¼ actual value.	
Total tax (per $1,000) '99.	$11·60
Population in 1890 was	10,959
Population in 1897 (est.)	20,000

INTEREST on the refunding bonds due in 1901 and those due from 1901 to 1907 in Johnstown.

JOHNSTOWN.—{JOSEPH A COLIN, Chamberlain. WM. W. CROUSE, Clerk.

This city is in Fulton County. [This city is responsible for part of the $26,000 debt of the old town of Johnstown. See separate statement of *town* debt above.]

LOANS—	When Due.
SCHOOL BONDS—	
4s, J&D. $22,500	June 15, 1914
($2,500 due y'rly) to June 15, 1923	
WATER BONDS—	
4s, ..., $40,500	1900-1918
6s, ..., 40,500	1903 & 1908

Bonded debt Feb. 1, 1900.	$265,000
Water debt (included)	163,000
Assessed valuation, real.	3,194,300
Assessed valuation, per'l.	725,350
Total valuation 1899	3,919,650
Tax rate (per M) 1899	22·60
Population in 1900 (est.)	11,000

INTEREST on school bonds payable at the Johnstown Bank.

KINGS CO.—See New York City.

KINGSTON.—JAMES E. PHINNEY, Mayor.

This city is the capital of Ulster County.

LOANS— NAME AND PURPOSE.	Interest.— Rate.	Payable.	Principal.— When Due.	Outstand'g
Deficiency	3·65	J & J	1900	$5,000
Refunding	4	J & J	Jan. 15, 1911	25,000
do	4	J & J	Jan. 15, 1912	25,000
do	3	J & J	Jan. 15, 1914	36,500
do	3	J & J	Jan. 15, 1915	31,500
Wallkill Valley RR.	7	J & J	Jan. 15, 1901	169,200
Water bonds, 1896	3½	semi-an.	1912 to 1936 ($24,000 yearly.)	600,000
do do 1897	4	semi-an.	1913 to 1937 $6,000 annually	150,000
Promissory notes, 1899	4	Mar.	March, '00-'04	1,085

All the refunding bonds are optional and are now subject to call.

TOTAL DEBT.—The total bonded debt on Sept. 1, 1897 (not including water bonds), was $348,200; no floating debt.

ASSESSED VALUATION in 1898 of real estate was $11,177,705; personal property, $2,135,725; total $13,313,430; tax rate (per $1,000) 1897, $17·366. Real estate is assessed at "about 80 per cent of its actual value." In 1880 total assessed valuatioon was $6,577,904.

POPULATION.—The population in 1890 was 21,261; in 1880 it was 18,344; in 1895 it was 21,565.

LANSINGBURG.—FRANK H. MITER, Clerk.

Lansingburg is in Rensselaer County.

LOANS— NAME AND PURPOSE.	Interest.— Rate.	Payable.	Principal.— When Due.	Outstand'g.
Water bonds	4	M & S	1904	$20,000
do	4	A & O	Oct. 1, 1910	15,000
do	4	M & S	1914	30,000
do	4	M & S	1924	40,000
do	4	M & S	1934	60,000
do	4	M & N	Nov. 1, 1938	25,000
do	4	J & J	July 1, 1939	10,000
do	4	F & A	Aug 1, 1949	60,000
Refunding	4	M & N	May 1, 1941	15,000
Sewer bonds	4½	A & O	$2,000 on Apr. 1 each y'r until p'd.	13,333
do ....1892.	4	.....	1904-1912 $5,000 yearly.	45,000
School bonds	4	.....	.....	24,000
Paving bonds....1898	4	M & N	Nov. 1, 1903	30,000
do do 1899	3½s	J & D	June 1, 1904	63,000

INTEREST on the water bonds due Oct. 1, 1910, is payable at the bank of D. Powers & Sons, Lansingburg; on the sewer and street bonds, at the Treasurer's office; all other bonds at Nat. Bank of Commerce, New York.

TOTAL DEBT.—The total bonded debt on Aug. 1, 1899, was $338,333, including water debt of $215,000.

ASSESSED VALUATION in 1897 was: Real estate, $6,130,620; personal property, $503,142; total, $6,633,762; tax rate (per $1,000) $7·35. The assessment is about 80 per cent of actual value. Total valuation for 1899 was $5,834,852.

POPULATION.—The population in 1892 was 11,048; in 1890 it was 10,550; in 1880 it was 7,432; in 1899 it was (estimated) 14,000.

LANSINGBURG UNION FREE SCHOOL DIST. NO. 1.—

W. J. Shelliday, Treasurer Board of Education.

LOANS.	When Due.
4s, J&D, $30,000	Dec. 1, 1900 to '14
$2,000 due yearly.	
4s, J&D, $34,000	1915 to 1931
($2,000 annually on Dec. 1.)	
Int. payable in New York City.	

Total debt Feb. 1, 1900.	$64,000
Tax valuation 1899	6,519,941
Assess't about 94 p. c. actual value	
School tax (per $1,000) '99.	$5·81
Value of sch. prop'ty '99.	$150,000
Population in 1900 (est).	13,000

LEWISTON.—This town is in Niagara County.

LOANS—	
RAILROAD AID BONDS—	
5s, ..., $15,000	
4½s, ..., 173,000	
Bonded debt Sep. 20, '98.	$188,000
Tax valuation, real	1,526,548

Tax valuation, personal.	$23,815
Total valuation 1898	1,550,363
Assessment about actual value.	
Tax rate (per $1,000), 1898.	$14·56
Population in 1890 was	2,577
Population 1898 (estimated).	2,500

INTEREST is payable at the Bank of New York, N. B. A.

LIBERTY.—This town is in Sullivan County.

LOANS—	When Due.
N. Y. & Os. MID. RR.—	
4s, J&J, $103,000	
$5,000 yearly after 1898.	
Bonded debt Aug. 1, '98.	$103,000
Assessed valuation	824,178

Assessed valuat'n, pers'l.	$161,319
Total valuation 1897	985,497
Tax rate (per $1,000) 1896.	$2·117
Assess't about 60 p.c. actual value.	
Population in 1890 was	3,357
Population in 1898 (est.)	4,000

TAX FREE.—All of the bonds issued by this town are tax exempt.
INTEREST is payable at Sullivan County National Bank, Liberty.

LITTLE FALLS.—{H. W. WARREN, City Clerk. CHAS. A. FOX, City Treasurer.

This city is in Herkimer County.

LOANS—	When Due.
SCHOOL BONDS—	
3½s, July, $65,000	July 1, 1903
($2,000 due yearly) to July 1, '35.	
School dist. loan 3½%	$15,000
($1,000 due annually on Nov 15.)	
Floating debt	6,000
($2,000 due annually.)	
WATER BONDS—	
——s, J&J, $12,000.	July 1900&'01
3½s, ..., 83,000	1906
3½s, ..., 40,000	1916

WATER BONDS—(Continued)	
3½s, ..., $105,000	1917
——, J&J, 30,000	1918
——, J&J, 50,000	1907 to 1916
Total debt Mar. 1, 1900.	$406,000
Water debt (included)	320,000
Total valuation 1899	4,741,970
Assessment is at actual value.	
Total tax rate (p. $1,000) '99.	$17·22
Population in 1890 was	8,181
Population in 1900 (est.)	11,000

LOCKPORT.—{T. N. VAN VALKENBURGH, Clerk. J. C. HARRINGTON, Treasurer.

This city is situated in Niagara County.

LOANS—	When Due.
FIRE, HIGHWAY & LIGHTING BDS	
4s, M&N, $7,250.	May 20, 1900
($1,450 yearly) to May 20, 1904.	
RAILROAD BONDS—	
7s, J&J, $10,000	Jan. 1, 1901
WATER BONDS—	
3½s, M&N, $18,666 66.	Nov. 1, 1900
($2,666 67 yearly) to Nov. 1, 1906	
4s, J&J, $8,000	1901-1908
($1,000 yearly on Jan. 1)	
UNION SCHOOL BONDS—	
3½s, M&N, $120,000.	Nov. 1, 1902
($10,000 due y'rly) to Nov. 1, 1913	
3½s, M&N, $5,000.	Nov. 1, 1914

INTERMEDIATE SCHOOL BONDS—	
4s, M&N, $10,000	Nov. 1, 1916
Interest payable at City Treasury.	
Bonded debt Dec. 9, '99.	$289,365
Sinking fund	24,450
Net debt Dec. 9, 1899	264,915
Total valuation 1899	7,396,930
City tax (per $1,000) '99.	15·40
Population in 1899 (est.)	19,500
Population 1890 was	16,038
Population 1880 was	13,522

In addition to the above the city has a debt of $99,448 98 for local improvements, which is payable by special assessment. The city owns $10,000 worth of stock of the Lockport Hydraulic Co.

LONG ISLAND CITY.—See New York City.

MAMAKATING.—C. W. PIPER, Supervisor.

This town (P. O. Wurtsboro) is in Sullivan County.

LOANS—	When Due.
REFUNDING RR. BONDS.	
4s, J&J, $28,000	July 1, 1900-'03
($7,000 due yearly.)	
4s, J&J, $24,000	July 1, 1904-'06
($8,000 due yearly.)	
4s, J&J, $27,000	July 1, 1907-'09
($9,000 due yearly.)	
4s, J&J. $40,000	July 1, 1910-'13
($10,000 due yearly.)	

LOANS—	When Due.
Total debt Mar. 1, 1900.	$119,000
Assessed valuation 1899	$663,290
Assessment abt. 80 p.c. of full value	
Total tax (per $1,000) 1899	$27·65
Population in 1892 was	3,504
Population in 1890 was	3,401
VILLAGE WURTSBORO WAT. BDS.	
4s, A&O, $7,000	Oct., 1902-'15

MARATHON.—Edw. H. Barnes, Treasurer.

This village is in Cortland County.

LOANS—	When Due.
Water Bonds—	
4s, $27,000	1900-1926
Bonded debt Aug. 20, '99	$35,000
Water debt (included)	33,000

Assessed valuation 1899 $609,775
Tax rate (per $1,000) 1899 $17·22
Population in 1890 was 1,198
Population in 1899 (est.) 1,200

MECHANICSVILLE.—N. T. Bryan, Treas.

Mechanicsville is in Saratoga Co.

LOANS—	When Due.
School Bonds—	
4s, Nov., $23,000	Nov. 1
($1,000 due yearly until paid.)	
Sewer Bonds—	
4s, A&O, $40,000	Nov. 1, 1925
Water-works Bonds—	
5s, F&A, $35,000	Aug. 1, 1903
4s, M&N, $23,000	May 1, 1912
4s, M&N, 30,000	May 1, 1917
4s, M&N, 52,000	May 1, 1922
Bonded debt Feb., 1900	$203,000
Water debt (included)	140,000
Tax valuation 1899	1,461,511
Population in 1890 was	2,679
Population in 1896 (est.)	5,000

INTEREST on the school bonds is payable at the First Nat. Bank, Mechanicsville; on others at the Hanover Nat. Bank, New York.

MIDDLETOWN.—CHAS. W. HILL, Treasurer. I B. A. TAYLOR, Clerk.

This city is in Orange County. Bonds issued jointly by this city and the town of Wallkill are included in the following statement.

LOANS— NAME AND PURPOSE.	Interest.—Rate.	Interest.—Payable.	Principal.—When Due.	Principal.—Outstand'g.
RR. bonds issued jointly by this city & town of Wallkill.	3½	April	$10,000 pd. y'rly	$70,000
School bonds, 1896	4½	.....	$12,000 yearly on Nov. 1.	12,000
Sewer bonds, Mar., 1881	4	M & S	Mar. 1, 1901	20,000
Water bonds, 1881	4	J & J	July 1, 1911	14,000
do 1891	4	F & A	Aug. 1, 1911	40,000
do 1893	3½	M & S	Mar. 1, 1913	12,000
do 1888	3½	J & J	July 2, 1918	100,000
Redeemable at pleasure of city July 2, 1898.				
do 1890	3½	M & N	Mch. 1, 1910	75,000
do 1893	3½	F & A	Feb. 1, 1913	10,000

INTEREST is paid at city treasury.

TOTAL DEBT, Etc.—The total bonded debt on February 1, 1900, excluding bonds issued jointly with town of Wallkill, was $283,000. Sinking fund payments are made annually towards retirement of the $14,000 water bonds of 1911.

ASSESSED VALUATION.—In 1899 the assessed valuation of real estate, about ⅓ of actual value, was $3,627,205; of personal property, $314,232; total, $3,941,437; total tax rate (per $1,000), $36·90.

POPULATION.—The population in 1890 was 11,977; in 1880 it was 8,494. In 1899 (estimated) 15,000.

MONROE CO.—J. B. Hamilton, Treas.

County seat is Rochester.

LOANS—	When Due.
Court House Bonds—	
3½s, F&A, $850,000	1904-1920
($50,000 due yearly on Feb. 1.)	
Total debt Feb., 1900.	$850,000
Assessed val., real	137,058,462
Assessed val'n, per'l	$10,217,432
Total valuation 1899	147,275,894
Assessment about 4-5 actual value.	
Tax rate (per $1,000) 1899	$4·88
Population in 1900 (est.)	200,000
Population 1890 was	189,586

INTEREST and principal payable at the Am. Ex. Nat. Bk., N. Y. City

MOUNT MORRIS.—JNO. T. DONOVAN, Supervisor. D. F. RUSSELL, Clerk.

This town is in Livingston County.

LOANS—	When Due.
Railroad-Aid Bonds—	
7s, A&O, $55,033	1901
4s, Feb., 11,000	1901-1911
($1,000 yearly on Feb. 1.)	
Bonded debt Dec. 1, 1899	$68,000
Sinking fund assets	11,000
Net debt, Dec. 1, 1899	57,000
Assessed valuat'n, real.	$1,794,657
Assessed val., personal	159,335
Total valuation 1899	1,953,992
Assessm't about 90% actual value.	
Tax rate (per $1,000) 1899	$10·87
Population 1890	3,761
Population 1899 (est.)	4,000

INTEREST is payable at the National Park Bank, New York City.

MOUNT VERNON.—EDWIN W. FISKE, Mayor. WM. N. HOYT, Clerk.

Mount Vernon is in Westchester County. The city received its charter on March 22, 1892.

LOANS—	When Due.
Assessment Bonds—	
5s, $278,000	1900-1902
5s, F&A, 50,000	Aug. 1, 1903
5s, M&S, 21,000	Mar. 1, 1904
5s, F&A, 40,000	Aug. 1, 1904
5s, M&N, 25,000	Nov. 1, 1904
5s, M&S, 35 000	Mar. 1, 1905
4s, 40,000	1905
Highway Bonds—	
4s, $10,000	Aug. 1, 1906-'07
4s, 320,000	1908-1939
($10,000 yearly.)	
4s, M&N, $40,000	Nov. 1, 1940-'43
4s, J&J, 30,000	July, 1944-'46
Sewerage Bonds—	
4s, J&D, $40,000	June, 1900-1907
4s, J&D, 110,000	June, 1908-1918
4s, J&D, 5,000	June 1, 1919
4s, A&O, 20,000	Apr. 1, 1919-'21
3½s, M&S, 30,000	Mar., 1922-1924
Tax Relief Bonds—	
5s, $32,000	Feb. 21, 1901
5s, 60,000	Sept. 1, 1900
5s, 22,000	Feb. 1, 1901
5s, M&S, 50,000	Sept. 1, 1901
5s, J&D, 29,000	Dec. 1, 1901
5s, M&S, 32,000	Mch. 1, 1902
5s, A&O, 60,000	Oct. 1, 1902
4s, J&J, 28,000	Jan. 2, 1903
Redemption Bonds—	
5s, F&A, $4,000	Aug. 1, 1905

LOANS—	When Due.
Water Bonds—	
5s, , $1,000	Oct. 1, 1900
Bond. debt Feb., 1900	$1,412,000
Sinking fund	138,641
Net debt Feb. 1, 1900	1,273,359
Board of Education bonds (additional)	270,800
Assessed valuat'n, real.	22,233,455
Assessed val., personal	1,366,170
Total valuation 1899	23,599,525
Tax rate (per $1,000) 1899	$13·68
Population in 1890 was	10,677
Population in 1900 (est.)	25,000
School Bonds City of Mt. Vernon—	
4s, J&J, $5,000	Jan. 2, 1905
4s, M&N, 45,000	May 1, 1909
($5,000 due yearly to May 1, 1917.)	
4s, J&J, $105,000	July 1, 1918
($5,000 due yearly to July 1, 1938.)	
3½s, F&A, $50,000	Feb., 1939-'48
School Bonds, District No. 5—	
4s, , $27,000	Mar. 1, 1901
($2,000 due yearly to Mar. 1, 1913.)	
4s, , $13,000	Aug. 1, 1900
($1,000 yearly to 1900 and $1,500 yearly to 1908.)	
School Bonds, District No. 4—	
4½s, , $26,300	Sept., 1900-'08

NASSAU CO.—H. M. W. Eastman, Treasurer.

Created Jan. 1, 1899, out of that portion of Queens County not included in the Greater New York. For debt, etc., prior to formation, see Queens County statement. Since organization the county has sold $100,000 3½ per cent 30-year gold court-house bonds, and has borrowed $24,000 for the payment of its estimated share of Queens County interest.

NEWBURGH.—JONATHAN D. WILSON, Mayor. D. J. COUTANT, Clerk.

This city is in Orange County. The interest on the water bonds is met by water rents. The Chambers Creek bridge bonds were issued jointly by the city of Newburg and town of New Windsor, to be paid in proportion to the taxable property of each.

LOANS—	When Due.
Almshouse Bonds—	
4s, , $8,000	1900 to 1904
Bridge (Chambers Creek)—	
4s, M&S, $10,000	Sep. 15, 1900-01
4s, M&S, 1,000	Sept. 15, 1902
City Hall—	
4s, A&O, $6,500	Apr. 1, 1901-13
($500 yearly.)	
4s, A&O, $7,500	Apr. 1, 1901-15
($500 yearly.)	
Fire Department	
4½s, M&N, $700	Nov. 1900
Globe Fund—	
3s, Ann., $25,170	Aug. 5, 1935
3s, Aug., 1,437	July 20, 1943
Park Bonds—	
4s, J&J, $7,500	June 1, 1900-'14
($500 yearly.)	
3½s, J&J, $10,000	July 1, 1915
3½s, M&N, 10,000	May 1, 1916
Paving Bonds—	
4s, M&N, $8,681	Jan. 1, 1901-05
($1,736 yearly.)	
4s, J&J, $10,453	Jan. 1, 1901-06
($1,742 yearly.)	
4s, J&J, $8,727	Jan. 1, 1901-06
($1,455 yearly.)	
Sewer Bonds—	
3½s, J&D, $125,406	Dec., 1900-16
($7,377 yearly.)	
School Bonds—	
3½s, J&J, $24,000	Jan. 1, 1901
($2,000 due yearly)	to Jan. 1, 1912
Improvement Bonds—	
3½s, , $31,000	1900-1909
3½s, M&S, 26,667	Sep. 1, 1900-09
3½s, M&N, 15,580	Nov., 1900-09
($1,558 due yearly.)	
Water Bonds—	
4s, M&S, $2,000	Sept. 1, 1900-03
($500 yearly.)	
4s, M&N, $6,000	May, 1900-11
($500 yearly.)	
4s, J&J, $10,000	July 1, 1900
4s, M&S, 20,000	Sept. 1, 1901
4s, M&S, 15,000	Sept. 1, 1902
4s, M&S, 7,000	Mar. 1, 1904
4s, M&N, 13,000	Nov. 1, 1905
4s, M&S, 20,000	Sept. 1, 1911
4s, F&A, 125,500	Feb. 1, 1912
4s, M&S, 44,000	Sept. 1, 1912
3½s, M&N, 45,500	Nov., 1900-23
($1,750 yearly.)	
3½s, M&S, $18,000	Sept. 1, 1907
3s, M&S, 20,000	Sept. 1, 1906
4s, M&N, 12,750	May 1, '00-'16
($750 yearly.)	
3½s, M&S, $9,000	Mar. 1, 1901-09
($1,000 yearly.)	
Refunding Water Bonds—	
3½s, , $62,000	1900 to 1917
($1,500 an. to '16, $35,000 in '17.)	

* Includes New Windsor's share, which is about one-eighth.

TOTAL DEBT, Etc.—The total bonded debt on March 1, 1900, was $757,973 54. The water debt (included) was $429,750.

WATER WORKS.—In 1899-1900 water rents amounted to $47,729 98.

ASSESSED VALUATION in 1899 was: real estate, $9,323,170 personal property, $1,589,100; total, $10,912,270; total tax rate (per $1,000), $24·60. Property assessed about one-half actual value.

POPULATION.—The population in 1890 was 23,263; in 1900, 25,000.

NEW LOTS.—See New York City.

NEW ROCHELLE.—M. J. DILLON, Mayor. A. J. SELZ, Clerk.

This city is in Westchester County.

LOANS—	When Due.
Fire Department Bonds—	
3½s, M&N, $12,000	Nov., 1904-15
City Hall Bonds—	
3½s, J&D, $13,000	June, 1904-'16
Street & Highway Impr'm't—	
5s, M&N, $50,000	May 1, 1898-04
3½s, , 25,000	1902-1926
3½s, J&D, 150,000	June, 1904-'33
Sewer Certificates—	
5s, A&O, $55,000	Optional
4s, , 12,000	1900-1902
(Optional after 1898.)	
5s, M&S, $26,122 20	before 1905
Sewer Bonds—	
4&5s, A&O, $195,000	Apr. 1, '08-'46
4s, A&O, 55,000	1947-1957
($5,000 annually on Oct. 1.)	
Judgment Bonds—	
3½s, J&D, $20,000	Jul., 1924-28
Certific's of Indebtedness—	
3½s, J&J, $29,750	July, 1904-32
6s, F&A, 69,752 86	1901-05
Bond. debt Mar. 1, 1900.	$652,122
Certif. of indebt. (add'l)	42,000
Assessed valuat'n 1899.	15,208,320
Population 1890 was	8,318
Population 1899 (est.)	15,000

Interest payable at New Rochelle and New York.

NEW UTRECHT.—See New York City.

NEW YORK CITY.—ROBERT A. VAN WYCK, Mayor. BIRD S. COLER, Comptroller.

The consolidation provided under the Greater New York Charter became effective January 1, 1898, and New York City now includes Kings County, Richmond County, and the following portions of Queens County, namely, Long Island City, the towns of Newtown, Flushing and Jamaica, and part of the town of Hempstead. The following statement shows all the indebtedness of the consolidated city on Dec. 31, 1899, excepting that portion of Queens County and the school districts lying therein located partly within and partly without the Borough of Queens:

Funded debt of New York City issued subsequent to Jan. 1, '98	$52,298,432 00
Funded debt of New York City issued prior to Jan. 1, 1898	216,402,944 96
Funded debt of corporations in the Borough of Brooklyn, including Kings County	77,680,225 93
Funded debt of corporations in the Borough of Queens	8,467,217 52
Funded debt of corporations in the Borough of Richmond	2,961,386 70
Total funded debt Dec. 31, 1899	$358,104,307 11
Temporary loan in anticipation of the collection of taxes	7,600 00
Total bonded debt Dec. 31, 1899	$358,111,907 11
Sinking funds	105,435,871 70
Net bonded debt Dec. 31, 1899	$252,676,035 41

The following table shows the assessed valuation of real estate in the consolidated city for the year 1899:

	Real Estate.	Pers'l Estate.	Total.	Tax Rate.
	$	$	$	$
Manhattan and The Bronx	2,178,605,905	490,482,930	2,669,088,835	24,804
Brooklyn	*609,822,267	45,270,713	*655,092,980	23,642
Queens	103,752,600	6,314,032	110,066,632	32,744
Richmond	40,264,692	3,838,890	44,103,582	24,237
Total	*2,932,445,464	545,906,565	*3,478,352,029	.....

* Includes $985,200 of property liable for State taxation only.

APPROPRIATIONS AND EXPENDITURES—The total appropriation for Greater New York in 1898 was $77,559,332 37. Expenditures therefrom to Dec. 1, 1899, $74,950,088 48. The appropriation for the year 1899 was $93,520,082 03, and the expenditures therefrom was $83,808,194 77. The appropriation for 1900 is $90,778,972 48.

POPULATION—The population of Greater New York is estimated at 3,654,594 as of July 1, 1009.

The tables which follow give full details regarding the indebtedness of the consolidated city and the various boroughs and other divisions forming part of it. We show first the bond issues made since the Greater New York Charter went into effect. Then we add statements reporting at length the indebtedness of the separate boroughs; all the districts, towns and other divisions being in each case grouped under the borough to which they belong:

GREATER NEW YORK BONDS.—*Bonds issued since consolidation.*

The loans marked (S. F.) are held wholly in the sinking fund. The paragraph mark (¶) indicates exempt from taxation except for State purposes.

LOANS— NAME AND PURPOSE.		Interest. Rate	Payable.	Principal. When Due.		Outstand'g
CORPORATE STOCK— *Greater N. Y. Charter, Sec. 169, Chap. 378, Laws 1897.*						
Armories	¶	3	M & N	1923	s.f.	$19,500
Am. Museum Nat. Hist.	¶	3½	M & N	Nov. 1, 1928		450,000
do do	¶	3½	M & N	1929		400,000
Awards for ch'ge of g'de.		3	M & N	1928	s.f.	115,480
Metropolitan Mus. Art.	¶	3½	M & N	Nov. 1, 1928		600,000
do do	¶	3	M & N	1929	s.f.	50,000
Botanical Museum	¶	3½	M & N	Nov. 1, 1928		200,000
do do	¶	3	M & N	Nov. 1, 1928	s.f.	160,000
Paving Jerome Ave.	¶	3½	M & N	Nov. 1, 1928		60,000
do do	¶	3	M & N	Nov. 1, 1928	s.f.	5,000
Repaving streets	¶	3½	M & N	Nov. 1, '28&29		550,000
do do	¶	3	M & N	Nov. 1, 1928	s.f.	310,000
do do	¶	3½	M & N	Nov. 1, 1940		2450,000
Dept. Correction bldgs.	¶	3½	M & N	1928&1929		950,000
do do	¶	3	M & N	1928	s.f.	40,000
Dept. Public Charities	¶	3	M & N	1929	s.f.	31,518
Dept. Street Cleaning	¶	3	M & N	1929	s.f.	100,000
do do	¶	3½	M & N	1929		300,000
Health Dept. bldgs	¶	3	M & N	1919	s.f.	44,287
Fire Dept. Bonds	¶	3½	M & N	1929		300,000
CourtHouse—Appellate	¶	3½	M & N	Nov. 1, '28&29		625,000
do do	¶	3	M & N	1929	s.f.	75,000
Criminal Court House	¶	3	M & N	1923	s.f.	20,000
New Hall of Records	¶	3	M & N	1929	s.f.	150,000
do do	¶	3½	M & N	1929		500,000
do do	¶	3½	M & N	Nov. 1, 1940		750,000
Docks and Slips, &c.	¶	3	M & N	1928	s.f.	2075,294
do do	¶	3½	M & N	Nov. 1, '28&29		4600,000
Imp. Wallabout Bas.	¶	3	M & N	1929	s.f.	100,000
Sch. Houses, Sites&bldg	¶	3½	M & N	Nov. 1, 1928		1820,785
do do	¶	3	M & N	Nov. 1, 1928	s.f.	1153,981
do do	¶	3½	M & N	Nov. 1, 1940		490,000
do do Bor M. & B.	¶	3	M & N	1909-1929	s.f.	2375,367
do do do	¶	3½	M & N	1929		1700,000
do do Boro. Brook.	¶	3	M & N	1929	s.f.	85,615
do do do	¶	3½	M & N	1929		1800,000
do do Bor. Queens.	¶	3	M & N	1909 1929	s.	17,650
do do do	¶	3½	M & N	1929		500,000
do do Boro. Rich.	¶	3	M & N	1909	s.f.	3,000
do do do	¶	3½	M & N	1929		100,000
High School & sites	¶	3	M & N	1929	s f.	245,352
New East Riv. Bridge	¶	3½	M & N	Nov. 1, '28-'29		2700,000
do do	¶	3	M & N	1929		1287,824
do do	¶	3½	M & N	Nov., 1940		1000,000
Con. & Imp. St. John's Pk	¶	3	M & N	1916	s.f.	50,000
East River Park Impt.	¶	3	M & N	1911	s.f.	65,000
Const'n & Imp. of Pkys.	¶	3	M & N	1914	s.f.	100,000
do do	¶	3	M & N	1923	s.f.	65,000
do do	¶	3½	M & N	1929		100,000
Imp. of Pub. Pks. & Pkys.		3	M & N	1909&1921	s.f.	146,500
do do	¶	3½	M & N	1918		15,000
Imp. Bronx Park	¶	3	M & N	1929	s.f.	63,000
Lib'ry Bdg., Bryant Pk.	¶	3½	M & N	1929		500,000
St and Park Openings.	¶	3	M & N	1914&1929	s.f.	2771,168
do do	¶	3½	M & N	Nov. 1, 1929		1849,107
Public Park 111th St.	¶	3½	M & N	Nov. 1, 1928		1738,362
do do	¶	3	M & N	Nov. 1, 1928	s.f.	170,033
Public Park—Houston St.		3	M & N	1920	s.f.	198,779
Bridge over Harlem R.	¶	3½	M & N	Nov. 1, 1928		1029,845
do do	¶	3	M & N	1919	s.f.	40,000
do do	¶	3½	M & N	1928		250,000
do do	¶	3½	M & N	1929		1000,000
Bdg. Con'g Pelham Bay		3	M & N	1919	s.f.	135,000
Bdg. over Bronx River	¶	3	M & N	1919	s.f.	10,000
Pub. Bldg. Crotona Pk.	¶	3½	M & N	Nov. 1, 1928		75,000
do do	¶	3	M & N	1914	s.f.	2,500
Hos. Bldg. Gouv'r Slip.	¶	3½	M & N	Nov. 1, 1928		50,000
Pub. Bath Rivington St.	¶	3½	M & N	Nov. 1, 1928		50,000
do do	¶	3	M & N	Nov. 1, 1928	s.f.	20,000
Pub. Pks. 28th-29th St.	¶	3	M & N	1921	s.f.	1,247
Pub. Park in 12th Ward.		3	M & N	1921	s.f.	29,495
do do	¶	3½	M & N	1929		1365,000
Pub. Park—Hester St	¶	3	M & N	1920	s.f.	31,908
Bdg. over tracks N.Y.C.	¶	3	M & N	1921	s.f.	33,000
do do	¶	3½	M & N	1921		50,000
Bdg. Pt. & M. Br.	¶	3	M & N	1921	s.f.	9,000
Bridge over E. River	¶	3	M & N	1928	s.f.	20,000
do do	¶	3	M & N	1928	s.f.	20,000
Riverside Drive Ext.	¶	3½	M & N	1928 & 1929		600,000
Imp., etc., Riverside Pk	¶	3	M & N	1921	s.f.	153,500
Imp., etc., Crotona Pk.	¶	3	M & N	1928	s.f.	30,000
Park, 54th Street	¶	3	M & N	1929	s.f.	941
New Pk., &c., 23,24 Wds	¶	2½	M & N	1909-29	s.f.	5,000
Melrose Ave. Viaduct	¶	3½	M & N	1928		140,000
Redemp. Brk. Water L'n	¶	3	M & N	1929	s.f.	1215,000
Red. Ass. Bds. Park Av.	¶	3½	M & N	Nov. 1, 1929		458,000
do do	¶	3	M & N	Nov. 1, 1929	s.f.	10,801
Soldiers Mem. Arch	¶	3	M & N	1929	s.f.	5,000
New Buildings	¶	3	M & N	1929	s.f.	1,000
Addition'l Water Sup'y	¶	3	M & N	1911	s.f.	23,000
do do	¶	3½	M & N	1919		250,000
New Aqueduct	¶	3½	M & N	Oct. 1, 1917		2000,000
do do	¶	3½	M & N	1918		1350,000
do do	¶	3	M & N	Nov. 1, '12-'18	s.f.	1150,000
San. Prot. of Water	¶	3½	M & N	Nov. 1, 1917		700,000
do do	¶	3	M & N	Nov. 1, '09-'17	s.f.	300,000
Laying Water Mains	¶	3½	M & N	Nov. 1, 1917		300,000
do do	¶	3	M & N	Nov. 1, 1917	s.f.	50,000
do do Brklyn	¶	3	M & N	1918	s.f.	100,000
Long Is. Water Plant	¶	3½	M & N	Nov. 1, 1918		570,000
Water M'ns & Pumping	¶	3	M & N	1918		105,343
Assessment Bonds—						
Assessment bonds	¶	3½	M & N	Nov. 1, 1908		500,000
Street Improvements	¶	3	M & N	1907	s.f.	350,000
Fort Wash. Road	¶	3	M & N		s.f.	29,939
Streets 26 Wd. Brook	¶	3	M & N		s.f.	50,000

BOROUGH OF MANHATTAN AND THE BRONX.

DEBT OF OLD CITY OF NEW YORK.

In the following statement loans wholly in the sinking fund are distinguished by **s. f.** prefixed to the amount outstanding. Loans exempt from taxation have a paragraph mark (¶) added to the title of the loan.

LOANS— NAME AND PURPOSE.		Interest. Rate	Payable.	Principal. When Due.	Outstand'g
a.—*Secured by Sinking Fund Preferred—*					
Add'l New Croton Aq. Stk		6	M & N	Aug. 1, 1900	$269,800
do do do		7	M & N	Aug. 1, 1900	1,004,500
do do do		5	M & N	Aug. 1, 1900	57,000
Croton Reservoir Bonds		6	Q—F	Aug. 1, 1907	20,000
Water Stock		6	M & N	Nov. 1, 1902	63,000
Water Stock		7	M & N	Nov. 1, 1902	412,000
b.—*Secured by Sinking Fund (Second Lien), Act of June 3, 1878—*					
Consolidated Stock, gold		5	M & N	Nov. 1, 1928	6,900,000
Consolidated Stock	¶	4	M & N	Nov. 1, 1910	2,800,000

Boroughs of Manhattan and the Bronx.—*(Con.)*

LOANS— NAME AND PURPOSE.		Interest. Rate	Payable.	Principal. When Due.		Outstand'g
c.—*Secured by Special Sinking Fund, Derived by Annual Taxation, Act of June 3, 1878—*						
Additional Water Stock	¶	3	A & O	Oct. 1, 1933		$100,000
do do do	¶	3½	A & O	Oct. 1, 1933		300,000
do do do	¶	3	A & O	Oct. 1, 1933	s.f.	45,000
do do do	¶	3½	M & N	Oct. 1, 1916		1,750,000
Armory bonds	¶	3	M & N	Aug. 15, 1904		200,000
do do		3	M & N	Nov. 1, 1907	s.f.	142,632
do do		3	M & N	Nov. 1, 1907		250,000
do do		2½	M & N	Nov. 1, 1907	s.f.	213,500
do do	¶	3	M & N	Nov. 1, 1909		442,000
do do		3	M & N	Nov. 1, 1910	s.f.	884,115
do do		3	M & N	Nov. 1, 1911	s.f.	249,450
do do		3 g	M & N	Nov. 1, 1914		270,500
Assessment Fund Stock		5	M & N	1903		500
City Park Improv't Stock.		5	M & N	1904	s.f.	11,000
CONSOLIDATED STOCK—						
City Improvement		5	M & N	1900	s.f.	13,616
N. Y. Bridge Bonds		3	M & N	Nov. 1, 1922	s.f.	330,000
do do		5	M & N	*May 1, 1926	s.f.	421,900
do do		5	M & N	*May 1, 1926		500,000
* Subject to call after Nov. 1, 1900.						
do do		5	M & N	1928	s.f.	300,000
do do		4	M & N	1928	s.f.	866,666
do do	Ser. "4."	3	M & N	1923	s.f.	100,000
do do		3	M & N	1925	s.f.	120,000
do do		3	M & N	1926	s.f.	30,000
Metropol. Museum of Art		3	M & N	1905	s.f.	25,000
do do do		3	M & N	1913	s.f.	727,000
do do do		2½	M & N	1913	s.f.	120,000
do do do		3	M & N	Nov. 1, 1912	s.f.	90,000
do do do		3	M & N	1907	s.f.	40,000
do do do		3½g.	M & N	1916		200,000
Amer. Mus. of Nat. His'y.		3	M & N	Nov. 1, 1913	s.f.	595,000
do do do		2½	M & N	Nov. 1, 1913	s.f.	205,000
do do do		3	M & N	Nov. 1, 1920	s.f.	474,103
do do do		3	M & N	Nov. 1, 1920		475,000
do do do		3	M & N	Nov. 1, 1925	s.f.	50,000
do do do		3½g.	M & N	Nov. 1, 1917		250,000
Temp'y bdg. ov. Bronx R.		3	M & N	1919	s.f.	5,000
Bridge over Bronx River		3	M & N	1920	s.f.	15,000
Brg ov. Bronx R. 177th St		3	M & N	1919	s.f.	30,000
Harlem R. Br. "Wash'n"		3	M & N	Nov. 1, 1906	s.f.	50,000
do do do		3	M & N	Nov. 1, 1907	s.f.	350,000
do do do		3	M & N	Nov. 1, 1907		900,000
do do do		3	M & N	Nov. 1, 1908	s.f.	800,000
do do do		3	M & N	Nov. 1, 1908		350,000
do do do		2½	M & N	Nov. 1, 1909	s.f.	385,100
do do do		3	M & N	Nov. 1, 1910	s.f.	16,650
do do do		3	M & N	Nov. 1, 1910		178,300
do do do		2½	M & N	1910	s.f.	14,500
do do do		3	M & N	1913	s.f.	17,175
do do do		3	M & N	1911	s.f.	89,508
do do do		3	M & N	1912	s.f.	60,078
do do do		3	M & N	1914	s.f.	45,590
Harlem R Br. "Wash'n"		3	M & N	1915	s.f.	39,325
do do "Ship Canal"		3	M & N	1914	s.f.	315,000
do do do		3	M & N	1915	s.f.	45,069
do do do		3	M & N	1919	s.f.	36,573
do do do		3 g	M & N	1920		80,000
do do Third Ave.		3	M & N	Nov. 1, 1914	s.f.	100,000
do do do		3	M & N	Nov. 1, 1915	s.f.	85,000
do do do		3	M & N	1916-1920	s.f.	219,037
do do do		3½g	M & N	1916-1920		1,050,000
do do do		3	M & N	1920	s. f.	655,980
do do do		3½g	M & N	1918		400,000
do do 155th St.		3	M & N	Nov. 1, 1916	s.f.	1,140,000
do do do		3	M & N	1917	s.f.	5,000
do do do		3 g	M & N	1920		100,000
do do First Ave.		3	M & N	1920	s.f.	180,000
Br. ov. H. Riv. E. of B'way		3	M & N	1919	s.f.	45,000
Br'k Av. bdg. N.Y. & H.RR.		3	M & N	1921	s.f.	50,000
Br. over H. RR., 153d St.		3	M & N	1919	s.f.	50,000
Grand & Walton Av. Bdg.		3	M & N	1922	s.f.	15,000
Gansevoort Market		3	M & N	1907	s.f.	120,000
do do		3	M & N	1908	s.f.	330,000
do do		3	M & N	1909	s.f.	53,715
Ward's Isl., &c., Build'gs.		3	M & N	Nov. 1, 1902	s.f.	496,800
Morningside Park		3	M & N	Nov. 1, 1907	s.f.	331,000
do do		2½	M & N	Nov. 1, 1907	s.f.	110,000
Central Park		3	M & N	1907	s.f.	163,000
do do		2½	M & N	1907	s.f.	45,000
City Improvement Stock.		3 g	M & N	1915		778,772
Castle Garden Imp. Aq'm		3	M & N	1912	s.f.	230,000
do do		3	M & N	1920		70,000
East River Park		3	M & N	Nov. 1, 1907	s.f.	7,000
do do		2½	M & N	Nov. 1, 1907	s.f.	3,500
do do		3	M & N	Nov. 1, 1911	s.f.	637,118
Mount Morris Park		3	M & N	1907	s.f.	34,500
do do		2½	M & N	1907	s.f.	5,000
Rutgers Slip Park		3	M & N	Nov. 1, 1911	s.f.	20,000
Riverside Park		3	M & N	1907-1921	s.f.	240,000
do do		2½	M & N	1907	s.f.	25,000
do do		3	M & N	Nov. 1, 1912	s.f.	1,500
do (Women's Cottage)		3	M & N	Nov. 1, 1912	s.f.	7,000
New Parks, 23d & 24th W.		2½	M & N	1909	s.f.	466,100
do do	¶	2½	M & N	1909		9,357,000
Van Cortlandt Park		3	M & N	Nov. 1, 1909	s.f.	237,500
do do		2½	M & N	Nov. 1, 1909	s.f.	12,500
Fifth Dist. Police Court		3	M & N	1911	s.f.	75,000
do do do		3	M & N	1912	s.f.	75,000
do do do		3	M & N	1913	s.f.	39,189
Seventh Dis. Police Court.		3	M & N	1916-1917	s.f.	88,121
do do do		3 g	M & N	1920		199,000
Repaving	¶	3	M & N	Nov. 1, 1909	s.f.	105,000
do		2½	M & N	Nov. 1, 1909	s.f.	895,000
do	¶	3	M & N	Nov. 1, 1910		1,000,000
do		3	M & N	Nov. 1, 1911	s.f.	1,000,000
do		3	M & N	Nov. 1, 1913	s.f.	1,500,000
do	¶	3	M & N	Nov. 1, 1913		500 000
do		3	M & N	Nov. 1, 1916		500,000
do		3	M & N	1920	s.f.	525,000
do		3 g	M & N	1920		700,000
do		3½g	M & N	1916		475,000
do		3½g	M & N	1917		600,000
do		3½g	M & N	Nov. 1, 1918		1,400,000
do 3d Ave.		3	M & N	Nov. 1, 1923	s.f.	176,308
Columbus Celebration		3	M & N	1903	s.f.	28,500
Mosholu Parkway		3	M & N	Nov. 1, 1912	s.f.	4,000
Public Driveway		3	M & N	Nov. 1, 1918	s.f.	1,700,000
do do		3 g	M & N	1920		800,000
do do		3½g	M & N	1916		250,000
Awards, Change of Grade		3	M & N	1907	s.f.	616,865
do do do		3½ g.	M & N	1910-1911		385,000
New Municipal Building.		3	M & N	1912	s.f.	8,300
Washington Bridge Park		3	M & N	1915	s.f.	36,778
do do do		3 g	M & N	1920		640,000

Boroughs of Manhattan and the Bronx.—(Con.)

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal,— When Due.		Outstand'g.
CONSOLIDATED STOCK—(Con.)—					
Gore of Land 135th St...	3	M & N	1916	s.f.	$183,509
Ward's Island Purchase..	3	M & N	Nov. 1, 1913	s.f.	147,359
do do do ..	3	M & N	Nov. 1, 1913		672,409
Br. Approaches, Macomb	3	M & N	1916	s.f.	69,388
do do do	3 g	M & N	1920		274,181
ParkImp (N.Y.City&Pel)	3	M & N	Nov. 1, 1919	s.f.	690 000
do do do	3 g	M & N	Nov. 1, 1920		310,000
Corlears Hook Park.. ...	3	M & N	1912	s.f.	47,500
do do do	3	M & N	1913		1,870,421
do do do	3 g	M & N	1914		124,500
El'zone Plant Riker's Is.	3	M & N	1913	s.f.	37,000
Cathedral Parkway.....	3	M & N	Nov. 1, 1912	s.f.	5,000
do do	3 g	M & N	1914		195,000
Mulberry Bend Park....	3 g	M & N	1924		1,584,371
do do do	3 g	M & N	1920		100,000
Crotona Pk., Pub. Bldg..	3 g	M & N	1914	s.f.	5,000
do do do ..	3 g	M & N	1914		60,000
do do do ..	3	M & N	1920	s.f.	65,111
Fire Department.....	3 g	M & N	1914		108,015
do do	3	M & N	1915	s.f.	150,000
do do	3	M & N	Nov. 1, 1916	s.f.	300,000
do do	3	M & N	Nov. 1, 1916	s.f.	300,000
Street & Park Opening.¶	3½g	M & N	Nov. 1, 1918		1,868,867
Street Cleaning Dept....	3	M & N	1914	s.f.	130,115
do do	3½	M & N	1912		133,000
do do ..¶	3½g	M & N	Nov. 1, 1916		150,000
College of N. Y. City.....	3 g	M & N	1914		47,000
do do	3½g	M & N	1914		204,250
do do ....¶	3	M & N	Nov. 1, 1915	s.f.	350,000
High School Bonds.....	3	M & N	1916	s.f.	5,000
New Hall of Records.....	3	M & N	1923	s.f.	105,100
Bldgs for Botan'l Mus'm	3	M & N	1921	s.f.	125,000
Riverside Park & Drive.	3 g	M & N	1914		380,000
do do do .	3½g.	M & N	1912		200,000
Repaving 3d Av., 23d Wd.	3 g	M & N	1920		50,000
do Avenue A.....	3	M & N	1912	s.f.	45,000
do Avenue A.....	3 g	M & N	1920		100,000
do 23d&24th Wds.	3	M & N	1920-1921	s.f.	413,425
do do	3½g	M & N	1917		185,000
Paving Jerome Avenue..	3	M & N	1922	s.f.	125,000
Improv'nt of Parkways..	3 g	M & N	1914	s.f.	700
do do	3 g	M & N	1914		65,000
do do	3	M & N	1914	s.f.	100,000
Fire Hydrant.....	3 g	M & N	1925		50,000
do do	3½g	M & N	1925		50,000
do do	3	M & N	1907		25,000
Police Department.....	3 g	M & N	1925		60,549
do do	3½g	M & N	1925		100,000
do do	3	M & N	Nov. 1, 1918	s.f.	14,000
do do	3½g	M & N	Nov. 1, 1918		20,000
New East River Bridge..	3	M & N	1920	s.f.	137,325
do do do ..	3½g	M & N	1917		100.000
do do do ..	3½g	M & N	1918		300,000
Public Park (St. John's)..	3½g	M & N	1916		554,565
St. John's Pk. construct'n	3	M & N	1916	s.f.	35,000
Public Park, 111th St...	3	M & N	1917-1918	s.f.	88,690
do do 12th Ward..	3	M & N	1921	s.f.	66,307
Fort Washington Park.¶	3½g	M & N	Nov. 1, 1918		867,310
Depression RR. Tracks..	3½g	M & N	1910		300,000
do do do ..	3½g	M & N	1911		85,000
Extension Kings Bdg.Rd.	3	M & N	1919	s.f.	2,000
Improv'nt Pk.&Parkw's.	3½g	M & N	1917		123,000
do do do ..	3½g	M & N	1918		175,000
do do do ..	3	M & N	1921	s.f.	102,000
do do do ..	3	M & N	1918	s.f.	37,000
State Tax for Insane.....	3½g	M & N	1916		1,200,000
do do	3½g	M & N	1915		177,000
Redemption of Bonds	3½g	M & N	1922		7,000,000
Red. Rev. Bnds, ParkAve	3	M & N	1920	s.f.	100,000
Pub. Pk., St. Nicholas Av.	3	M & N	Nov. 1, 1911	s.f.	43,074
Croton Water Main.....	3	M & N	1918	s.f.	250.000
do do	3½	M & N	Nov. 1, 1918		400,000
Public Park, 11th Ward.	3	M & N	1920	s.f.	23,709
Harlem R. Br. (145th St.)	3	M & N	1918	s.f.	4,000
do do do	3	M & N	1919	s.f.	96,000
Pelham Bay Bridge.....	3	M & N	1916-1919	s.f.	35,000
Public Park, 28th St.....	3	M & N	1921	s.f.	16,096
Public Park, Hester St..	3	M & N	1923	s.f.	16,561
Viaduct, Riverside Drive	3	M & N	1914	s.f.	65,000
Imp. Sp'ten Duyv. Pkway	3	M & N	1923	s.f.	55,000
Melrose Ave. Viaduct....	3	M & N	1922	s.f.	25,000
Depart. of Correction....	3	M & N	1921	s.f.	50,000
do do	3½g	M & N	Nov. 1, 1918		250,000
Depart. of Charities.....	3	M & N	1921	s.f.	418,175
do do	3½g	M & N	Nov. 1, 1918		350,000
Ambulance Station.....	3	M & N	1916	s.f.	50,000
Hospital Building Gouverneur Slip.....	3	M & N	1916	s.f.	65,000
Bldgs. for Public Health and Comfort.....	3	M & N	1919	s.f.	25,000
Public Bath, Rivingt'n St.	3	M & N	1919	s.f.	30,000
Board of Health.....	3	M & N	1919	s.f.	38,027
CourtHouse—Appel'teDiv.¶	3½g	M & N	Nov. 1, 1918		389,431
do do do	3	M & N	1919	s.f.	64,593
Criminal Court-House Bds.	3	M & N	1908	s.f.	1,845,000
do do do	2½	M & N	1908	s.f.	35.000
Croton Water Main Stock..	5	M & N	1900	s.f.	110,000
do do do ..	5	M & N	1906	s.f.	585,000
do do do ..	4	M & N	Nov. 1, 1906	s.f.	15,000
Dock Bonds.....	5	M & N	1908	s.f.	225,000
do	5	M & N	Nov. 1, 1909	s.f.	300,000
do	5	M & N	Nov. 1, 1909		200,000
do	5	M & N	1910	s.f.	520,000
do	5	M & N	1911	s.f.	191,000
do	4	M & N	1911	s.f.	672,000
do	4	M & N	1912	s.f.	1,080,000
do	4	M & N	1913	s.f.	820,000
do	4	M & N	1914	s.f.	175,000
do	3	M & N	Nov. 1, 1914	s.f.	270,000
do ....¶	3	M & N	Nov. 1, 1914		355,000
do ....¶	3½	M & N	Nov. 1, 1915		1,150,000
do ....¶	3	M & N	1916-1918		1,500,000
do ....¶	3	M & N	1918	s.f.	500,000
do	3	M & N	1919		1,000,000
do ....¶	2½	M & N	1919	s.f.	50,000
do ....¶	2½	M & N	1920	s.f.	400,000
do	3	M & N	1920		1,050,000
do	3	M & N	1921	s.f.	450,000
do	3	M & N	1921		1,250,000
do	3	M & N	1922	s.f.	2,480,000
do	3	M & N	1922		20,000
do	3	M & N	1923	s.f.	1,660,000
do	3	M & N	1923		865,000
do	3	M & N	1924	s.f.	960,000
do	3	M & N	1924		1,125,000
do	3½	M & N	1924		500,000
do	3	M & N	1925	s.f.	30,000

Boroughs of Manhattan and the Bronx.—(Con.)

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.		Outstand'g.
Dock Bonds—(on.)—					
do .....¶	3½g	M & N	Nov. 1, 1927		$3,000,000
do .....¶	3½g	M & N	Nov. 1, 1928		1,750,000
do	3	M & N	1928	s.f.	250,000
do	3 g	M & N	1925		1,160,000
do	3½g	M & N	1926-1927		2,000,000
Museum of Art & Nat. His.	5	M & N	1903	s.f.	31,000
do do do .	4	M & N	1903	s.f.	2,000
School-House Bonds.....	3	M & N	Nov. 1, 1908	s.f.	25,023
do do	3	M & N	Nov. 1, 1908		3,575,945
do do	2½	M & N	1908	s.f.	9,500
do do .....¶	3	M & N	Nov. 1, 1911	s.f.	1,336,872
do do .....¶	3	M & N	Nov. 1, 1911		897,205
do do	3½	M & N	Nov. 1, 1912		542,553
do do	3	M & N	Nov. 1, 1913		754,560
do do	3 g	M & N	1914	s.f.	77,621
do do	3 g	M & N	1914		809,013
do do	3	M & N	1914		27,000
do do	3½g	M & N	1911		806,502
do do	3½g	M & N	1914		84,694
do do	3½g	M & N	1915		1,925,141
do do	3	M & N	Nov. 1, 1916	s.f.	2,542,784
do do	3½g	M & N	Nov. 1, 1916		3,691,269
do (Sanit. Imp.)	3	M & N	Nov. 1, 1914		42,000
do do	3½g	M & N	1916		102,849
do do	3 g	M & N	1914	s.f.	959
do do	3 g	M & N	1914		87,871
do do	3½	M & N	Nov. 1, 1916	s.f.	9,209
do do	3	M & N	1911	s.f.	450,000

d.—*Secured by Special Sinking Fund Derived from Annual Taxation Under the Provisions of the Constitutional Amendment Adopted November* 4, 1884—

Add'l Croton Water Stock..	3	M & N	Nov. 1, 1904	s.f.	$2395000
do do ..	2½	M & N	Nov. 1, 1904	s.f.	300,000
do do ..	3	M & N	1905	s.f.	182,000
do do ..	3 g	M & N	1914		200,000
do do ..	3½g	M & N	1911		400,000
Additional Water Stock....	3	M & N	1912		175,000
do do ..¶	3½	A & O	Oct. 1, 1904		1,500,000
do do .¶	3	A & O	Oct. 1, 1904		5,000,000
do do ..¶	3	A & O	Oct. 1, 1904	s.f.	1,000,000
do do ..¶	3	A & O	Oct. 1, 1905		5,000,000
do do ..¶	3	A & O	Oct. 1, 1907		8,200,000
do do ..¶	3	A & O	Oct. 1, 1907	s.f.	4,350,000
do do ..¶	2½	A & O	Oct. 1, 1907	s.f.	950,000
do do	3	M & N	1912	s.f.	4,569,500
Additional Water Stock....	3	M & N	1912		250,000
do do	3½g	M & N	1915		3,030,500
do do	3½g	M & N	1916		1,750,000
do do	3 g	M & N	Nov. 1, 1912	s.f.	1,383,500
do do	3	M & N	1914		391,500
Water Main Stock.....	3	M & N	1912	s.f.	245,000
do do	3	M & N	1913	s.f.	5,000
do do	3 g	M & N	1914		250,000

Payable from Taxation, or from Sinking Fund, if Approved by Commissioners, Provided Such Payment Shall Not in Any Way Impair the Preferred Claims Thereon.—(Section 6, *Chapter* 383, *Laws of* 1878)—

Assessment Fund Stock....	7	M & N	Nov. 1, 1903		$336,600
do do	6	M & N	Nov. 1, 1903	s.f.	156,100
do do	6	M & N	Nov. 1, 1910	s.f.	364,850
do do	6	M & N	Nov. 1, 1910		535,600
City Pks. Imp't Fund Stk..	7	M & N	Dec. 23, 1901		200,000
do do do ..	6	M & N	Dec. 23, 1901	s.f.	1,371,500
do do do ..	6	M & N	Dec. 23, 1901		266,500
do do do ..	6	M & N	Sept. 3, 1902	s.f.	685,000
do do do Con.	6	M & N	Jan. 1, 1902		862,000
do do do ..	7	M & N	Sept. 3, 1902		465,000
do do do ..	6	M & N	July 1, 1903	s.f.	704,000
do do do ..	6	M & N	July 1, 1903		100,000
do do do ..	7	M & N	July 1, 1903		446,000
do do do ..	6	M & N	July 1, 1904	s.f.	125,000
do do do ..	6	M & N	July 1, 1904		100,000
do do do ..	5	M & N	July 1, 1904	s.f.	325,000
Consol. Stock—City.....	6 g	J & J	July 1, 1901		4,252,500
do County.....	6 g	J & J	July 1, 1901		8,885,500
Croton Water Main Stock..	7	M & N	Nov. 1, 1900	s.f.	44,000
do do ..	7	M & N	Nov. 1, 1900		2,184,000
do do ..	6	M & N	Nov. 1, 1900	s.f.	972,000
do do ..	6	M & N	Nov. 1, 1900		284,000
do do ..	5	M & N	1900	s.f.	138,000
do do ..	5	M & N	1906	s.f.	691,000
do do ..	5	M & N	1906		173,000
Dock Bonds.....	6 g	J & J	July 1, 1901		1,000,000
do	7	M & N	1901		500,000
do	7	M & N	1902		750,000
do	6	M & N	1902	s.f.	250,000
do	6	M & N	1904	s.f.	976,000
do	7	M & N	1904		348,800
do	6	M & N	Nov. 1, 1905	s.f.	321,200
do	6	M & N	Nov. 1, 1905		744,000
do	6	M & N	1906	s.f.	150,000
do	5	M & N	1906	s.f.	278,000
do	5	M & N	1907	s.f.	460,800
do	5	M & N	1908	s.f.	147,000
do	5	M & N	1908		169,200
Museum of Art, &c.....	6	M & N	May 1, 1903	s.f.	665,000
do do	5	M & N	May 1, 190	s.f.	260,000
N.Y.Br.Bds.(Consol Stk.)..	6	M & N	Nov. 1, 1905	s.f.	1,252,000
do do do ..	6	M & N	Nov. 1, 1905		248,000
do do do ..	5	Q—F	May 1, 1926		500,000

Subject to call on or after Nov. 1, 1900

e.—*Payable from Assessments or from the Sinking Fund, if the Commissioners Thereof Approve, Provided Such Payments Shall Not in Any Way Impair the Preferred Claims Thereon.—(See Section* 6, *Chapter* 383, *Laws of* 1878.)—

Assessment Bonds.....	3	M & N	On or aft. 1888	s.f.	$75,000
do do	2½	M & N	do 1890	s.f.	30,000
do do	3	M & N	do 1890	s.f.	650,000
do do	3	M & N	do 1891	s.f.	35,000
do do	3	M & N	do 1893	s.f.	1,639,000
do do	2½	M & N	do 1893	s.f.	5,000
do do	3	M & N	do 1894	s.f.	125,000
do do	3	M & N	do 1895	s.f.	1,602,542
do do	3	M & N	do 1896	s.f.	1,180,387
do do	3	M & N	do 1897	s.f.	113,018
do do	3	M & N	1899	s.f.	350,000
do do	3	M & N	1899		250,000
do do	3 g	M & N	1899		250,000
do do	2½	M & N	1899	s.f.	518,000
do do	3	M & N	1900	s.f.	975,000
do do	3	M & N	1901	s.f.	1,450,000
do do	3 g	M & N	1901		200,000
do do	3	M & N	1903		950,000

Boroughs of Manhattan and the Bronx.—(Con.)

LOANS— NAME AND PURPOSE.	Rate.	Interest. Payable.	When Due.	Principal. Outstand'g.
ANNEXED TERRITORY BONDS.				
Town of Morrisania—				
Central Av. construction	7	Ann'ly	1900 to 1915 $1,000 yearly.	16,500
Central Av. construction	7	semi-an	1916-1980 $1,000 yearly.	64,000
St. Ann's Av. construct'n	7	M & S	1900 to 1910 $1,000 yearly.	11,000
Town of West Farms—				
Central Av. construction	7	An'ly & s'mi-an.	1900 to 2147 $1,000 yearly.	247,000

These bonds mature $1,000 yearly, except in the years 1916 and 1917 when in each year $1,500 mature; in 1949 and 1975, none; in 1950, $2,000; in 1959 and 2147, each $500. Interest on about one-half the bonds is paid annually, on the remainder semi-annually.

Town of West Farms—				
So. Boulevard constr't'n.	7	M & S	1900 to 1909 $10,000 yearly.	$88,500
Village of Williamsbridge....			Highway imp..... $131,000 Sewers..... 175,000	306,000
Town of Westchester.....			Improvement..... 240,000 School district..... 74,000	314,000
Village of Wakefield, highway improvements.....				78,800
Town of Eastchester, school district bonds.....				14,000

a, b, c, d, e —These letters indicate on which sinking fund the bonds are a lien, as more fully explained below.

PAR VALUE OF BONDS.—The denominations of the bonds and stock of the city of New York are not fixed. Certificates are issued for any amount in even hundreds, with $500 as the minimum.

INTEREST—WHERE PAYABLE.—Coupon interest is payable at Knickerbocker Trust Company; registered interest at office of City Chamberlain; interest on the gold coupon bonds of 1901 and 1902 is payable also at Messrs. Rothschilds in London.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows the *old* city's debt, etc.:

	Jan. 1, 1900.	*Jan.* 1, 1899.	*Jan.* 1, 1898.
Total funded debt..	$216,402,045	$221,916,334	$223,018,034
Sink'g f'nd, inc. cash	102,110,089	95,731,053	86,170,758
Net funded debt..	$114,291,956	$126,185,281	$136,847,276
Revenue bonds....	7,600	7,600	5,069,245
Total net debt....	$114,299,556	$126,192,881	$141,916,521

The annexed table shows the *old* city's net funded debt as it was on the first day of January of each of the following years:

1900.....	$114,291,956	1893.....	$98,995,651	1885....	$93,648,100
1899.....	126,185,281	1892.....	97,550,036	1881....	106,066,240
1898.....	136,847,276	1891.....	98,064,418	1876....	116,773,721
1897.....	120,710,525	1890.....	98,663,072	1871....	73,373,552
1896.....	112,450,020	1889.....	91,313,135	1866....	35,973,597
1895.....	105,777,854	1888.....	93,300,581	1862....	20,087,310
1894.....	101,428,481				

SINKING FUNDS.—The total sinking fund assets of the *old* city (Manhattan and the Bronx) on Jan. 1, 1900, were $102,110,089. Of this amount $18,486,190 was held in a special sinking fund (sinking fund redemption No. II.) for account of certain water bonds and $83,623,899 (sinking fund redemption No. I.) was held for certain other sinking fund issues. The character of the assets of the two sinking funds here referred to is evident from the following:

	Sinking Fund Redemption I.	*Sinking Fund Redemption II.*	*Total.*
N. Y. City bonds (par value).	$80,642,953	$17,920,863	$98,573,816
Cash.....	2,980,946	555,327	3,536,273
Total.....	$83,623,899	$18,486,190	$102,110,089

The totals of the various issues having a lien on these sinking funds, and the order of their lien, are shown in the following; the letter prefixed in each case being the same as that used in the table of bonds above to designate the issues having such lien.

a Total issues having a first lien on sink. f. redemp. No. I...	$1,865,900
b Total issues having a second lien on sinking fund redemption No. I.....	9,700,000
c Consolidated stock, etc., having a lien on special fund derived from taxation and from sink. f. redemp. No. I .	112,130,395
d Total issues payable from sinking fund redemption No. II.	41,977,000
e Consolidated stock (new parks) payable from sinking fund redemption No. I in accordance with act of authorization.....	9,823,100

ASSESSED VALUATION.—The *old* city's assessed valuation and tax rate have been as follows:

Years.	*Real Estate.*	*Personal Estate.*	*Total Assessed Valuation.*	*Rate of Tax per* $1,000.
1899.....	$2,178,605,905	$490,482,930	$2,669,088,835	$24·804
1898.....	1,856,467,923	509,022,449	2,365,490,372	20·10
1897.....	1,787,186,791	381,449,065	2,168,635,856	21·00
1896.....	1,731,509,143	374,975,762	2,106,484,905	21·40
1895.....	1,646,028,655	370,919,007	2,016,947,662	19·10
1894.....	1,613,057,735	390,274,302	2,003,332,037	17·90
1893.....	1,562,582,393	370,936,136	1,933,518,529	18·20
1892.....	1,504,904,603	323,359,672	1,828,264,275	18·50
1891.....	1,464,247,820	321,609,518	1,785,857,338	19·00
1890.....	1,398,290,007	298,688,383	1,696,978,390	19·70
1889.....	1,331,578,291	272,260,822	1,603,839,113	19·50
1888.....	1,302,818,879	250,623,552	1,553,442,431	22·20
1887.....	1,254,491,849	253,148,814	1,507,640,663	21·60
1886.....	1,203,941,065	217,027,221	1,420,968,286	22·90
1885.....	1,268,443,137	202,673,866	1,371,117,003	24·00

POPULATION OF THE BOROUGHS OF MANHATTAN AND THE BRONX.—Estimated by Health Department, as of July 1, 1900, was 2,181,611. In 1892 the population was 1,801,739; in 1890 it was 1,515,501; in 1880 it was 1,206,299; in 1870 it was 942,292.

BOROUGH OF BROOKLYN.

CITY OF BROOKLYN.

The old city of Brooklyn covered the entire area of the county of Kings, the county government being consolidated with that of the city on January 1, 1896, under the provisions of Chapter 954 of the Laws of 1895. Under the provisions of this act "the debt of the said county shall not be deemed to be or be included as a part of the debt of the City of Brooklyn, within the meaning of the provision of the Constitution of the State of New York limiting the power of cities to incur indebtedness." [See CHRONICLE, vol. 62, p. 49.] The towns of Flatbush, New Utrecht and Gravesend were annexed to the City of Brooklyn in 1894 and the town of Flatlands became a ward of the city on the first day of January, 1896.

Debt city of Brooklyn, including annexed towns, and debt of Kings County, as constituted prior to consolidation on January 1, 1898:

	Jan. 1, 1900.
Payable from sinking funds	$18,112,567 41
" " water revenue	14,132,749 76
" " assessments	6,422,343 00
" " taxation	39,012,565 76
Total	$77,680,225 93
Less sinking fund—	
Investments	$6,524,055 69
Cash	273,261 46
	$6,797,317 15
Net debt	$70,882,908 78

LOANS NAME AND PURPOSE.	Rate.	Interest. Payable.	When Due.	Principal. Outstand'g.
Arrearage 10-40s.....	4	J & J	July 1, 1923	$1,650,000
do 10-40s.....	3½	J & J	May 1, 1924	700,000
		Subject to call.		
do county taxes...	4	J & J	July 1, 1924	549,000
Asphalt repaving bonds...	4	J & J	July 1, 1905	43,000
BRIDGE BONDS—				
Brooklyn City bonds for completion of bridge.	7	J & J	July 1, 1905	405,000
	7	J & J	July 1, 1906	400,000
	7	J & J	July 1, 1907	345,000
BRIDGE BONDS—				
Brooklyn City bonds for completion of bridge.	7	J & J	July 1, 1908	100,000
	6	J & J	July 1, 1908	260,000
	6	J & J	July 1, 1909	400,000
do do	6	J & J	July 1, 1910	440,000
do do	6	J & J	July 1, 1911	400,000
do do	6	J & J	July 1, 1912	400,000
do do	6	J & J	July 1, 1914	350,000
do do	6	J & J	July 1, 1916	300,000
do do	5	J & J	July 1, 1917	500,000
do do	5	J & J	July 1, 1918	250,000
do do	5	J & J	July 1, 1919	810,000
do do	5	J & J	July 1, 1920	319,000
do do	4	J & J	July 1, 1921	371,000
do do	4	J & J	July 1, 1922	400,000
do do	4	J & J	July 1, 1923	200,000
do do	4	J & J	Jan. 1, 1925	257,000
do do	4	J & J	July 1, 1927	300,000
do do	4	J & J	July 1, 1928	356,000
New York Bridge	7	J & J	July 1, 1900	50,000
do do	7	J & J	July 1, 1901-'04 $100,000 year.y	400,000
do do	7	J & J	July 1, 1905	71,000
do do	7	J & J	July 1, 1906	128,000
do do	7	J & J	July 1, 1907	101,000
do do	7	J & J	July 1, 1908	50,000
do do	7	J & J	July 1, 1909	100,000
do do	7	J & J	July 1, 1910	100,000
do do	7	J & J	July 1, 1911	50,000
do do	7	J & J	July 1, 1912-'16 $100,000 yearly.	500,000
do do	7	J & J	July 1, 1917	91,000
do do	7	J & J	July 1, 1918	105,000
do do	7	J & J	July 1, 1919	104,000
do do	7	J & J	July 1, 1920	200,000
do do	7	J & J	July 1, 1921	181,000
do do	7	J & J	July 1, 1922	154,000
do do	7	J & J	July 1, 1924	65,000
do do	3½g	J & J	Jan. 1, 1936	112,000
do terminal improv's....	3½	J & J	Jan. 1, 1922	40,000
do do	3½	J & J	Jan. 1, 1926-31 $100,000 y'rly.	600,000
do do Con. g. stk.	3½	J & J	July 10, 1925	100,000
do do	3½g	.....	Mar. 12, 1926	60,000
do do	3	J & J	Jan. 1, 1922-'25	360,000
		Of this loan $60,000 is in the sinking fund.		
do Approach.....	4	J & J	July 1, 1925-'27	275,000
do do	3½	J & J	Jan. 1, 1923-'27	982,000
		Of this loan $82,000 is in the sinking fund.		
do do	3½	J & J	July 1, 1923-27	500,000
do do Con.g.stk.	3½	J & J	Jan. 1, 1928	100,000
do do Con.g.stk.	3½	J & J	Jan 1, 1929	70,000
New E.R. Bdg.con.g. stk.	3½	J & J	Jan. 1, 1935	25,000
do do	3½g	J & J	Jan. 1, 1936	150,000
do do	3½g	J & J	Jan. 1, 1937	332,000
New East River Bdge....	3½	F & A	Jan. 1, 1937	30,325
CERT. OF INDEBTEDNESS. .	3½g	J & J	1900-1902 $5,000 yearly on Nov. 10.	20,000
do do	3½g	J & J	1901	24,000
do do	3½g	J & J	Jan. 1, 1901	30,000
do do	3½g	J & J	May 1, 1901	16,000
do do	3½g	J & J	Oct 4, 1902	80,000
COUNTY DEFICIENCY—				
Con. gold stock.....	3½g	J & J	Jan. 1, 1926	48,000
do do	3½g	J & J	Jan. 1, 1936	700,000
IMPROVEMENT BONDS.—Various purposes.				
City Hall impts.....	3½g	J & J	Jan. 1, 1920	95,000
do do	3½g	J & J	Jan. 1, 1920	s.f. 35,000
do do	3½g	J & J	Jan. 1, 1921	25,000
Gravesend Local impts.	3½g.	J & J	July 10, 1932-'34 $100,000 yearly.	300,000
do do ...	3½	J & D	Dec. 17, 1925	s.f. 13,000
do do ...	3½	J & J	May 21, 1925	8,500
Int. due on Grav. bonds.	3½g	J & J	Jan. 1, 1936	21,242
Local improvement.....¶	4	J & J	1920 to 1921	108,000
do do	3	.....	Feb. 13, 1904-'16 $100,000 yearly.	1,300,000
do do fund, ...	3	J & J	Jan. 1, 1916-'24 $100,000 yearly.	900,000
		Of this loan $500,000 is in the sinking fund.		
do do	3½	J & J	1918 to 1921	340,000
		Of this loan $140,000 is in the sinking fund.		
do do	3	J & J	Jan. 1, 1921	s.f. 7,000
do do Laws of '94	4	J & J	Jan. 1, 1920-'22 $100,000 yearly.	300,000
do do	4	J & J	Jan. 1, 1925-'28 $100,000 yearly.	400,000
do do	4	J & J	Jan. 1, 1929	35,000
do do	3½	J & J	Jan. 1, 1923-24	s.f. 200,000
do do	3½g	J & J	Jan. 1, 1930	100,000
do do Laws of '95¶	g	J & J	Jan. 1, 1914	200,000
do do	½g	J & J	Jan. 1, 1915	100,000
do do	3½g	J & J	Jan. 1, 1916	300,000
do do Laws of '96	3½g	J & J	Jan. 1, 1917	150,000
do do	3½g	J & J	Jan. 1, 1917	250,000
do do	3½g	J & J	Jan. 1, 1937	37,000
Eighth ward improv....¶	3	J & J	July 1, 1905-'10 $100,000 yearly.	600,000
do do		J & J	July 1, 1911	50,000
School improvement....¶	3	J & J	Jan. 21, 1917-'20 $100,000 yearly.	400,000
do do	3	J & J	Jan. 1, 1916-'23 $100,000 yearly.	800,000
		Of this loan $758,000 is in the sinking fund.		
Museum Arts & Sciences.	3½g.	J & J	Jan. 1, 1925-26	200,000
do do	3½	J & J	Jan 1, 1927	92,000
do do	3½	J & J	Jan. 1, 1928	25,000
Memorial bonds.....	3½g.	J & J	Oct. 4, 1917	7,000
PARK BONDS—				
East Side Park.....	4	J & J	Jan. 1, 1914	50,000
Prospect Park.....	7	J & J	July 1, 1915	6,561,000
do do	7	J & J	July 1, 1916	134,000

Borough of Brooklyn—City of Brooklyn.—(*Con.*)

LOAN— NAME AND PURPOSE	Interest. P.	Cl.	Payable.	Principal, When Due.	Outstand'g.
PARK BONDS.—(*Con.*)—					
Prospect Park	7	J & J		Jan. 1, 1917	$500,000
do do	7	J & J		Jan. 1, 1918	410,000
do do	6	J & J		July 1, 1924	1,092,000
Park purchase bonds	3	J & J		Jan. 1, 1912-'18	650,000
Park improvement	4	J & J		Jan. 1, 1909-'10	100,000
do do	3½	J & J		Jan. 1, 1911-'12	s.f.100,000
do do	3½g	J & J		July 1, 1913	s.f.40,000
Road bonds	3½g	J & J		Jan. 1, 1917	s f. 105,000
Public Library	3½g	J & J		Jan. 1, 1937	5,000
Re-indexing Bonds—					
Con. gold stock	3½	J & J		Jan. 1, 1927	s.f.52,500
do do	3½g	J & J		Jan.1,'11-'12	134,500
do do	3½	J & J		Jan. 1, 1927	s.f.84,000
SEWER BONDS:					
Sewerage fund	3½g	J & J		May 1, 1901	24,000
Sewer	3½g	J & J		Aug. 6, 1916	s.f.40,000
do Con. g. stock	3½	J & J		Jan. 1, 1925	250,000
do	3½	J & J		Jan. 1, 1936	75,000
do	3½g	J & J		Jan. 1, 1936	100,000
do	3½	F & A		Jan. 1, 1937	50,000
Sewerage, Flatb. S. Ases. ¶	3½	J & J		Aug. 1, 1900	s.f.10,000
do do ¶	3½g.	F & A		Aug 1, 1900-'06 $5,000 yearly.	35,000
Of this loan $15,000 is in the sinking fund.					
do do	3½	F & A		Aug.1, 1907-'10 $10,000 yearly.	40,000
do do Bonds ¶	3½	F & A		Aug. 1, 1910-'11	2,000
do do ¶	3½	F & A		Aug. 1, 1912-13	12,000
do do ¶	3½	F & A		Aug. 1, 1914-19	30,000
do do ¶	3½	F & A		Aug. 1, 1920	6,000
do do	3½g.	F & A		Aug.1,1911-1914 $7,000 yearly.	35,000
do do	3½g	F & A		Aug.1,1921-1928 $9,000 yearly.	70,000
Sew'e fund Knick. Av. se'r	3½	J & J		July2,'00,to 1905 $29,000 yearly.	169,000
do do	3	J & J		July1,1906 & '07	49,161
Main sewer relief, etc.	3	J & J		July 1, 1908	s.f.90,000
do do	3	J & J		July 1, 1922	s.f.117,000
Main sewer relief, etc.	3½	J & J		1933	s.f. 50,000
do do	3	J & J		July1,1923,to '26 $100,000 yearly.	400,000
do do	3½	J & J		1922 to 1927	643,000
Of this loan $250,000 is in the sinking fund.					
do do	4	J & J		1931 & 1932	200,000
Auxiliary (con. g. stk.)	3½	J & J		Jan. 1, 1925	50,000
do do	3½g.	J & J		Jan. 1, 1936	168,000
do do	3½g	J & J		Jan. 1, 1936	50,000
Twenty-sixth and adjacent wards	4	J & J		1917-'19	250,000
do do	4	J & J		1920-'23	400,000
do do	4	J & J		Jan. 1, 1926	100,000
do do	3½	J & J		Jan. 1, 1915-'16	200,000
do do	3½g.	J & J		Jan. 1, 1918	45,000
do do 1892	3½	J & J		Jan. 1, '24-'25	150,000
do do	3½	J & J		Jan. 1, 1925	50,000
do do	3½g.	J & J		Jan. 1, 1927	100,000
do do	3g.	J & J		Jan. 1, 1914	149,000
SITE AND BUILDING LOANS:					
Fourth Precinct station	3	J & J		Jan.1,'01, to 1903 $5,000 yearly.	sf.20,000
Memorial monument	3½g.	J & J		Jan. 1, 1924 to '27 $10,000 yearly.	40,000
do Warren Pedestal	3½g.	J & J		Jan. 1, 1906	s.f.4,000
Municipal site	3	J & J		July1,1914-'15&'16	sf.265,000
Public market	4	J & J		Jan.1,1920,to '23	1,209,000
do do	3½g.	J & J		Jan. 1, 1924	90,000
do do ¶	3	J & J		Jan. 1, 1917,'18 &'19	750,000
Public site and const'ct'n	3	J & J		July1,1920,to '24 $100,000 yearly.	500,000
Of this loan $370,000 is in sinking fund.					
School building	4	J & J		Jan 1, 1920	100,000
do do	4	J & J		Jan. 1, 1920 to '22	250,000
do do 1892 ¶	3½	J & J		Jan. 1, 1918	100,000
do do 1892 ¶	3½	J & J		Jan. 1, 1919	100,000
do do	3½	J & J		Jan. 1, 1923	40,000
do do	3½	J & J		Jan. 1, 1923-'24	s.f.200,000
do do	3½	J & J		Jan. 1, 1925	s.f.18,000
do do 1894	3½g.	J & J		Jan. 1, 1925	32,000
do do 1894	3½g.	J & J		Jan. 1, 1924-26	250,000
do do 1895	3½g.	J & J		Jan. 1, 1935	218,000
do do	3½g.	J & J		Jan. 1, 1936	232,000
do do 1895	3½g.	J & J		Jan. 1, 1936	s.f.100,000
do do ¶	3	J & J		1917-1921	266,000
Of this loan $162,000 is in the sinking fund.					
do do	3½g.	J & J		Jan. 1, 1937	250,000
do do	3½g.	J & J		Jan. 1, 1937	90,000
Sold'rs' and sail'rs' mon't	3	J & J		1901-1905 20,000 to 1905.	sf 100,000
do do	4	J & J		June, 1925	100,000
Station house	4	J & J		Sept. 14, 1904	50,000
do do	3½	J & J		Jan. 21, 1905	s.f.14,000
do do	3½	J & D		Dec. 17, 1905	s.f.1,000
do do	3½	J & J		Mar. 16, 1906	s.f.10,000
do do	3½g.	J & J		May 1, 1906	39,000
do do	3½g.	J & J		Oct. 29, 1906	s.f.4,000
WALLABOUT MARKET—					
do Con. stock.	3½	J & J		Jan. 1, 1903	s.f.10,000
do Con. stock.	3½	J & J		Jan. 1, 1925	s.f.25,000
do do	3½g.	J & J		Jan. 1, 1925	15,000
do do bonds.	3½g.	J & J		Nov. 10, 1921	25,000
do do	3½g.	J & J		Oct. 4, 1917	20,000
WALLABOUT BONDS—					
do do	3½g.	J & J		Jan. 1, 1925	s.f.70,000
do do	3½g.	J & J		Jan. 1, 1926	65,000
do do	3½g.	J & J		Jan. 1, 1926	190,000
Con. g. Leonard St. imp. stk.	3½g.	J & J		Jan. 1, 1937	70,000
WATER BONDS—					
Water bonds	7	J & J		Jan. 1, 1904	287,000
do do	7	J & J		Jan. 1, 1906	60,000
do do	7	J & J		Jan. 1, 1909	87,000
do do	7	J & J		July 1, 1909	100,000
do do	7	J & J		Jan. 1, 1910	341,000
do do	7	J & J		July 1, 1910	97,000
do do	7	J & J		July 1, 1912	97,000
do do	6	J & J		Jan. 1, 1902	1,229,000
do do	6	J & J		Jan. 1, 1904	260,000
do do	6	J & J		Jan. 1, 1906	30,000
do do	6	J & J		Jan. 1, 1907	445,000
do do	6	J & J		Jan. 1, 1909	100,000
do do	4	J & J		1910 to 1914	4,094,000
do do 1892	3½	J & J		Jan. 1, 1911	400,000
do do 1892	3½	J & J		Jan. 1, 1912	1,500,000
do do	3½g	J & J		1913	30,000
do do	3½g	J & J		Mar., 1916	205,855

Borough of Brooklyn.—City of Brooklyn.—(*Con.*)

LOANS— NAME AND PURPOSE.	Interest. Rate	Payable.	Principal. When Due.	Outstand'g.
WATER BONDS—(Con.)				
do do	3½g	J & J	Aug. 6, 1916	$10,000
do do Con. g. stk.	3½	J & J	Jan. 1, 1925	350,000
do do	3½	J & J	May 21, 1917	16,500
do do	3½	J & J	Jan. 1, 1937	375,000
do do	3½	J & J	Jan. 1, 1936	350,000
do do	3½g	J & J	Jan. 1, 1937	750,000
do do	3	J & J	Jan. 1, 1905 & '06	1,000,000
do do	3	J & J	July 1, 1908	500,000
do do	3	J & J	Jan. 1, 1909	600,000
do do	3	J & J	Jan. 1, 1912	125,000
do do	3	J & J	Jan. 1, 1913	420,000
do do Con. g. stk.	3½	J & J	Jan. 1, 1937	110,000

SINKING FUND.—The sinking fund is invested in Brooklyn's own bonds, those issues marked with "s. f." in the table above being held entirely by this fund.

TAX FREE.—Certain loans of the city of Brooklyn are exempt from taxation, and where the fact is known to us we have added a paragraph mark (¶) to the title of the loan.

INTEREST.—Interest is payable by the city of New York. Registered interest at the office of the Chamberlain and coupons at the Nassau National Bank, Brooklyn.

ASSESSED VALUATION.—(Old city of Brooklyn.) There was no assessment or tax in 1898.

Years.	Assessed Valuation. Real.	Personal.	Total.	Rate of Tax per $1,000.
1899	$609,822,267	$45,270,713	$655,092,980	$23·6424
1897	570,107,742	33,688,721	603,796,463	28·31
1895	540,359,686	23,627,446	563,987,132	27·40
1890	430,911,794	21,846,807	452,758,601	25·80
1885	311,308,060	19,375,702	330,683,762	29·00
1880	223,620,197	11,215,794	234,835,991	26·90

POPULATION.—In 1892 population of the old city of Brooklyn was 957,163; in 1890 it was 806,343; in 1880 it was 566,653. In 1900 (estimated) as of July, 1,267,158.

GRAVESEND.

Gravesend was annexed to the city of Brooklyn in 1894.

LOANS—	When Due.
SEWER BONDS—	
5s, J&J, $236,000	May 20, 1906
4½s, J&J, 66,000	1918-1927
($6,600 yearly on Jan. 2.)	
3·65s, J&J, $20,000	1918-1927
($2,000 yearly on Oct. 4.)	
3½s, J&J, $83,000	1919-1928
(Part yearly on July 2.)	
5s, J&J, $60,000	1921-1930
($6,000 yearly on July 2)	
5s, J&J, $30,000	1922-1931
($3,000 yearly on July 2.)	
5s, J&J, $70,000	1923 1932
($7,000 yearly on July 2.)	
5s, J&J, $280,000	1921-1930
($28,000 yearly on July 2.)	
SEWER BONDS—(Con.)—	
5s, J&J, $21,000	1922-1931
5s, J&J, 40,000	1923-1931
($5,000 yearly on July 2.)	
IMPROVEMENT BONDS—	
5s, J&J, $330,000	July 1, 1933
5s, J&J, 127,000	Jan. 1, 1934
5s, J&J, 300,000	July 1, 1939
SCHOOL BONDS—	
6s, Jan., $16,000	1901-1904
($4,000 yearly on Jan. 6.)	
6s, Sept., $6,000	1900
(Part yearly on Sept. 15.)	
Bonded d't Jan.1,1900	$1,689,000

FLATBUSH.

Flatbush was annexed to the city of Brooklyn in 1894.

LOANS—	When Due.
SCHOOL BONDS—	
6s, Mar., $4,000	1901-1904
($1,000 yearly on Mar. 10.)	
ASSESSMENT BONDS—	
3½s, M&N, $45,000	1900-1909
($5,000 yearly on Nov. 1.)	
4s, M&N, $200,000	1900-1909
($20,000 yearly on Nov. 1.)	
SEWER BONDS—	
3½s, J&J, $120,000	1900-1911
($10,000 yearly on July 15.)	
3½s, J&J, $75,000	1912-1928
(Part yearly on July 15.)	
SEWER BONDS—(Con.)	
4s, J&J, $261,000	1900-1928
($9,000 yearly on July 15.)	
3½s, M&N, $50,000	1900-1909
($5,000 yearly on Nov. 1.)	
4s, M&N, $100,000	1900-1909
($10,000 yearly on Nov. 1.)	
4s, M&N, $10,000	1900-1909
($1,000 yearly on Nov. 1.)	
3½s, F&A, $3,500	1900-1904
($500 yearly on Aug. 1, except in 1901 & 1904, when $1,000 mature.)	
Bonded debt Jan. 1, 1900	$874,500

FLATLANDS.

This town was annexed to the city of Brooklyn on January 1, 1896.

LOANS—	When Due.
POLICE BONDS—	
5s, M&N, $15,300	May 29, 1903
Bonded debt Jan. 1, 1900	$19,800

NEW LOTS.

New Lots was annexed to the city of Brooklyn in 1894.

LOANS—	When Due.
4s, J&J, $500,000	1906-1925
($25,000 yearly on July 15.)	
Bonded debt Jan. 1, '99	$500,000

NEW UTRECHT.

New Utrecht was annexed to the city of Brooklyn in 1894.

LOANS—	When Due.
FLAGGING BONDS—	
5s, J&J, $1,405	July 25, 1900
5s, F&A, $6,400	1900-1901
($3,200 yearly on Aug. 15.)	
5s, M&S, $4,938	1900-1902
($1,646 yearly on Sept. 20.)	
5s, J&D, $12,600	1900-1904
($2,520 yearly on June 20.)	
SCHOOL BONDS—	
5s, Feb. , $1,800	Feb. 1, 1901
5s, J&J, $5,400	1900-1902
($1,800 yearly on July 1.)	
6s, Mar. , $1,000	Mar. 28, 1901
STREET IMPROVEMENT BONDS—	
5s, J&J, $500,000	1905-1954
($10,000 yearly on Jan. 1.)	
SEWER BONDS—	
5s, J&J, $35,600	1900 1904
($7,120 yearly on July 10.)	
5s, J&J. $4,544	1901-1908
($568 yearly on Jan. 15.)	
IMPROVEMENT BONDS—	
5s, J&J, $30,000	1901-1906
($5,000 yearly on Jan. 5.)	
5s, J&J, $17,500	1901-1907
($2,500 yearly on Jan. 5.)	
Bonded debt Jan., 1900	$632,055

COUNTY OF KINGS.

Kings County and the city of Brooklyn were consolidated on Jan. 1, 1896. [See V. 62, p. 49.]

LOANS—	When Due
BUILDING IMPROVEMENT—	
4s, ... $250,000	May 1,'10 to '19
($25,000 due yearly.)	
COUNTY FARM—	
4s, $175,000	May 1, 1903
4s, 325,000	" 1904
4s, 32,000	" 1905
4s, 32,000	" 1906
4s, 119,000	" 1907
4s, 119,000	" 1908
4s, 115,000	" 1909
4s, 115,000	" 1910
4s, 119,000	" 1911
4s, 119,000	" 1912
4s, 119,000	" 1913
3½s, 100,000	" 1901
3½s, 325,000	" 1902
3½s, 325,000	" 1903
3½s, 325,000	" 1904
COUNTY FARM—(Con.)—	
3½s, $325,000	May, 1905
3½s, 100,000	" 1906
3½s, 100,000	" 1914
3s, 200,000	" 1900
DRIVEWAY & PARKWAY—	
4s, ... $1,500,000	July 1,'00 to '14
($100,000 due yearly.)	
4s, ... $50,000	July 1, 1915
4s, ... 1,800,000	July 1,'16 to '33
($100,000 due yearly.)	
4s, ... $250,000	Jan.1,'01 to '05
($50,000 due yearly.)	
HALL OF RECORDS—	
4s, $54,000	May 1, 1900
4s, 54,000	" 1901
PARK FUND LOAN—	
4s, ... $60,000	May 1, 1905

Borough of Brooklyn.—County of Kings—*(Con.)*

LOANS—	When Due.
PARK FUND LOAN—(Con.)—	
4s, 1,950,000	May 1,'06 to'44
($50,000 due yearly.)	
4s, 400,000	July 1,'33 to'40
REFUNDING LOAN—	
4s, $121,000	May 1, 1900
4s, 121,000	" 1901
4s, 119,000	" 1902
4s, 119,000	" 1903
4s, 197,000	" 1905
4s, 197,000	" 1906
4s, 100,000	" 1907
4s, 100,000	" 1908
REFUNDING LOAN—(Con.)—	
4s, $204,000	May 1, 1909
4s, 204,000	" 1910
3½s, 121,500	" 1902
3½s, 121,500	" 1903
3½s, 130,000	" 1918
3s, 180,000	" 1915
STATE TAX LOAN—	
4s, $119,000	May 1, 1904
STREET IMPROVEMENTS—	
4s, $500,000	July 1,'15 to '19
($100,000 due yearly.)	
4s, $1,050,000	July 1,'20 to'26
($150,000 due yearly.)	

CERTIFICATES OF INDEBTEDNESS.

LOANS—	When Due.
ARMORY—(13th Regiment.)	
4s, $10,000	May 1, 1900
4s, 60,000	" 1901
4s, 10,000	" 1902
4s, 60,000	" 1903
4s, 10,000	" 1904
4s, 60,000	" 1905
4s, 10,000	" 1906
4s, 60,000	" 1907
4s, 80,000	" 1909
ARMORY—(14th Regiment.)	
4s, $240,000	May 1, 1909 to 1907
($30,000 due yearly.)	
4s, $60,000	May 1, 1908
COUNTY RECORDS—	
4s, $18,000	Nov. 1, 1905
4s, 25,000	Jan. 1, 1900
4s, 35,000	Jan. 1, 1905
4s, 99,000	July 1, 1907
4s, 9,393	Jan. 1, 1901

TOTAL DEBT, ETC.—The subjoined statement shows the total county debt in each of the years named.

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, '98.	Mar. 26, '97.
Total debt	$14,307,393	$14,575,393	$14,851,893	$15,103,393

BOROUGH OF QUEENS.

	Assessed Valuation.			
	Real.	Personal.	Total.	Tax Rate.
1899	$103,752,600	$6,314,032	$110,066,632	$32·7445

POPULATION—In 1900 was estimated at 136,559 as of July 1.

COUNTY OF QUEENS.

The debt of the county of Queens is reported under the county's own name on a subsequent page; the amount of this debt which will be chargeable to the city of New York has not yet been judicially determined, although the referee, ex-Judge Brown, has decided that the division of the debt should be on the basis of the assessed valuation of Nassau County and Queens Borough. This division makes New York City responsible for $3,822,346 and Nassau County for $985,653 of the old county's debt. The decision was confirmed, but an appeal has been taken.

LONG ISLAND CITY.

This was formerly a city in Queens County.

LOANS—	When Due.
NEWTOWN (refunded debt)—	
7s, F&A, $64,000	Feb. 1,'08-'11
($16,000 yearly.)	
6s, F&A, $112,500	Feb. 1,'13-'19
(Part each year.	
4s, F&A, $16,000	Feb. 1, 1920
WATER LOAN (funded)—	
7s, M&S, $89,000	Sept.1,'00-'04
($20,000 yearly.)	
REFUNDING WATER LOAN—	
6s A&O, $47,000	Oct. 1,'11-'14
(Part each year.)	
5s, M&S, $37,500	Sept.1,'18-'19
($15,000 each year)	
5s, ..., $37,500	'23-'25
4s, M&S, 45,000	Sept. 1, 1920
WATER LOAN—	
3½s, M&N, $21,500	May 1, 1920
3½s, ..., 18,500	
4½s, ..., 19,000	Oct. 7, 1915
FIRE DEPARTMENT BONDS	
7s, M&S, $20,000	Sept. 1, 1902
4½s, ..., 35,000	1924
SURVEY & MAP BONDS (ref'd'g)	
5s, J&J, $66,000	July 1,'18-'25
PUBLIC SCHOOL BONDS—	
4½s, M&S, $220,000	1908-1910
4½s, M&S, 122,000.	1912
ENGINE HOUSE BONDS—	
5s, J&D, $16,000	June 1, 1909
FUNDED DEBT BONDS—	
4½s, A&O, $112,000.	1913
4½s, ..., 102,000.	1903
STATION HOUSE BONDS—	
5s, ..., $15,000	
GENERAL IMPROVEM. BONDS—	
4½s, M&S, $50,000	Sept. 1, 1905
4½s, M&S, 50,000	Sept. 1, 1906
4½s, M&S, 50,000	Sept. 1, 1909
4½s, M&S, 190,000	Sept. 1, 1914
4½s, M&S, 343,000	1915 to 1921
($50,000 due yearly.)	
4½s, ..., 319,500	
4½s, ..., 49,500	Dec. 31, 1907
STREET IMPROVEM. BONDS—	
4½s, M&N, $99,500.	May, 1911
4½s, M&N, 236,000	Nov.,1900-'02
($81,500 due yearly.)	
4½s, M&N, $130,500	Mar. 1, 1913
PARK AWARD BONDS—	
..., ..., $78,000	1917
REVENUE BONDS*—	
4½s, J&J, $80,000	July 1, 1902
4s, M&N, 77,000	May 1, 1910
4½s, ..., 43,000.	1903
4½s, ..., 50,000.	1904
4½s, A&O, 10,000	Apr. 1, 1904
4s, J&D, 20,500	June 1, 1900
5s, M&S, 50,000	Sept. 1, 1901
Recognized bonded debt Jan. 1, 1900, $3,144,500.	

(r) The 7 per cent survey and map bonds are registered and all held by savings banks. All other issues are coupon bonds.

(*) The principal and interest of the revenue bonds are payable from the outstanding taxes and water rents

PAR VALUE.—Bonds are in $1,000 and $500 pieces.

INTEREST is payable by the city of New York—registered interest at the Chamberlain's office and coupons at the office of the Comptroller of New York City.

TOWN OF FLUSHING.

LOANS—	When Due.
ROAD BONDS—	
4s, $50,000	1900 to 1999
4s, 29,000	1907 to 1921
5s, 19,000	1900 to 1918
DRAINAGE BONDS—	
5s. ....., $4,000	1900 to 1903
BRIDGE BONDS—	
5s, ..., $4,500	1900 to 1902
5s, ..., 10,000	1900 to 1909
4s, ..., 12,500	1901 to 1906
CAUSEWAY BONDS—	
4s, ..., $9,000	1900 to 1908

TOWN OF FLUSHING SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
5s, ..., $100	1899
5s, ..., 200	1900 to 1901
5s, ..., 1,700	1901 to 1902
5s, ..., 3,500	1903 to 1906
DISTRICT NO. 2—	
5s, ..., $6,000	1900 to 1903
5s, ..., 16,000	1901 to 1916
DISTRICT NO. 3—	
5s, ..., $3,500	1900 to 1906
DISTRICT NO. 4—	
5s, ..., $5,000	1901 to 1910
5s, ..., 2 500	1911 to 1915
DISTRICT NO. 5—	
4s, F&A, $93,500	1907 to 1925
($5,000 annually to 1924 inc. and $3,500 in 1925.)	
4s, M&S, $1,000	Sept. 30, 1907
4s, M&S, 44,000	Sept. 30, 1908
($2,000 yearly to Sept. 30, 1929.)	
7s, A&O, $17,000	1900-1907
($2,000 payable y'rly on Sept. 30.)	
4s, M&S, $10,000.	Sept. 30, 1930 to
(part due y'rly)	Sept. 30, 1934.
DISTRICT NO. 7—	
4s, ..., $50,000	1917 to 1936
4s, ..., 20,000	1937 to 1941

VILLAGE COLLEGE POINT—TOWN OF FLUSHING.

LOANS—	When Due.
IMPROVEMENT BONDS—	
3½s, ..., $115,000	1902-1926
($4,600 annually.)	
4s, ..., $45,000	1902-1916
($3,000 yearly Dec.)	
WATER BONDS—	
7s, J&J, $159,000	1900-1913
($11,000, due yearly on July 1.)	
4s, J&J, 22,000	1914-1915
4s, J&J, 11,000	July, 1916
4s, J&J, 11,000	July, 1917
4s, ..., 25,000	1937
Bonded debt Jan. 1,1900. $388,000	

Borough of Queens.—*(Con.)*

VILLAGE OF FLUSHING—TOWN OF FLUSHING.

LOANS—	When Due.
ASSESSMENT BONDS—	
5s&6s, $26,000	Part yearly
FUNDING BONDS—1892-3-4—	
4s, $8,000	1900-1915
4s, A&O, 13,000	1900-1912
($1,000 due yearly on April 1.)	
4s, A&O, $20,000	1900-1919
STREET BONDS—	
4s, M&N, $4,000	Nov. 1, 1900
4s, M&N, 36,000	Nov. 1, 1901
($4,000 due y'rly)	to Nov. 1, 1909
STREET BONDS—(Con.)—	
4s, M&N, $34,000	May 1, 1910
($1,000 due yearly)	to May 1, 1918
4s, A&O, 120,000	Oct. 1, 1919
($4,000 due yearly)	to Oct. 1, 1948
WATER BONDS—	
7s, A&O, $125,000	1903
5s, A&O, 23,000	1909
5s, A&O, 20,000	1914
4s, J&D, 33,000	1900-1932
($1,000 annually.)	

VILLAGE OF WHITESTONE—TOWN OF FLUSHING.

LOANS—	When Due.
WATER BONDS—	
4½s, ..., $30,000	1922
4½s, ..., 20,000	1912
4½s, ..., 22,000	1922
4½s, ..., 7,500	1924
4½s, ..., 3,000	1913 to 1918
4½s, ..., 3,500	1906 to 1912
SEWER BONDS—	
..... $27,234	1900-1907
ACCR'D INDEBTEDNESS BONDS—	
4s, , $5,000	1902 to 1911
FIRE DEPT. BONDS—	
6s, ..., $1,500	1900 to 1904
IMPROVEMENT BONDS—	
5s, ..., $50,000	1906 to 1921
5s, ..., 50,000	1911 to 1926

TOWN OF HEMPSTEAD.

The bonds of the old town of Hempstead which have been assumed by New York City are given below. The rest of the bonded debt of the old town will be found under the town's own name in its proper place elsewhere.

LOANS—	When Due.
ROAD BONDS—	
4s, J&J, $10,000	July 1, 1900
4s, J&J, 127,000	July 1, 1923

Bonded debt Jan. 1, 1900. $137,000

As stated above, the amount of the outstanding bonds of the school districts contained in the town of Hempstead (except those below) which will be chargeable to the city of New York has not yet been judicially determined.

TOWN OF HEMPSTEAD SCHOOL DISTRICTS.

(See note above under Hempstead.)

LOANS—	When Due.
DISTRICT NO. 18—	
5s, ..., $7,000	1913
5s, ..., 5,000	1918
5s, ..., 22,000	1917 to 1938
DISTRICT NO. 27—	
5s, ..., $17,000	1917 to 1933
DISTRICT NO. 23—	
5s, ..., $13,000	1900 to 1912
5s, ..., 80,000	1900 to 1979
5s, ..., 65,000	1937 to 1949

For other Hempstead School Districts see "Additional Statements" at the end of New York State.

VILLAGE OF ARVERNE-BY-THE-SEA—TOWN OF HEMPSTEAD.

LOANS—	When Due.
DRAINAGE BONDS—	
5s, ..., $5,000	1915 to 1919
5s, ..., 3,000	1920 to 1921
5s, ..., 3,000	1921 to 1922
5s, ..., 3,000	1921 to 1922
BUILDING BONDS—	
5s, ..., $8,000	1917 to 1924
IMPROVEMENT BONDS—	
5s. ....., $40,000	1920 to 1927
5s, ..., 60,000	1920 to 1923
5s, ..., 4,000	1920 to 1923
5s, ..., 40,000	1920 to 1923

VILLAGE OF FAR ROCKAWAY—TOWN OF HEMPSTEAD.

LOANS—	When Due.
IMPROVEMENT BONDS—	
5s, J&J, $61,000	Jan. 1, 1922
5s, J&J, $22,000	1900 to 1921
($1,000 annually.)	
5s, J&D, $12,000	1900 to 1911
($1,000 annually.)	
4s, J&J, $15,000	1902 to 1916
($1,000 annually on Jan. 1.)	
IMPROVEMENT BONDS—(Con.)	
4s, ..., $18,000	1900 to 1917
4s, ..., 15,000	June 1, 1918
SEWER BONDS—	
5s, J&J, $75,000	Jan. 1, 1916
5s, J&J, 35,000	Jan. 1, 1917
3½s, J&J, 50,000	1901-1925
($2,000 yearly on Jan. 1.)	

VILLAGE OF ROCKAWAY BEACH—TOWN OF HEMPSTEAD.

Street Improvement Bonds—5s. ....., 1902 to 1920 ..... $57,000

TOWN OF JAMAICA.

LOANS—	When Due.
ROAD BONDS—	
4s, ..., $150,000	1926

VILLAGE OF JAMAICA—TOWN OF JAMAICA.

LOANS—	When Due.
SEWER BONDS—	
..., ..., $150,000	1917
STREET BONDS—	
..., ..., $400,000	1917-1936

TOWN OF JAMAICA SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
4½s, ..., $50,000	1927 to 1976
DISTRICT NO. 2—	
5s, ..., $25,000	1905 to 1924
DISTRICT NO. 3—	
5s, ..., $14,000	1904 to 1914
DISTRICT NO. 4—	
4s, ..., 100,000	1900 to 1949
5s, ..., 10,000	1900 to 1919
DISTRICT NO. 5—	
4s, ..., $9,000	1900 to 1908
DISTRICT NO. 6—	
6s, ..., $5,750	1900 to 1922
5s, ..., 12,000	1917 to 1928
5s, ..., 4,000	1930 to 1933
DISTRICT NO. 7—	
4s, ..., $5,583	1900 to 1904
4s, ..., 38,000	1900 to 1937
DISTRICT NO 7—(Con.)	
4s, ..., $25,000	1900 to 1924
4s, ..., 20,000	1910 to 1929
5s, ..., 88,000	1910 to 1953
5s, ..., 125,000	1950 to 1974
DISTRICT NO. 8—	
5s, ..., $1,500	1900
5s, ..., 20,000	1909 to 1918
4s, ..., 18,000	1919 to 1927
5s, ..., 75,000	1930 to 1954
DISTRICT NO. 9—	
6s, ..., $750	1900 to 1902
DISTRICT NO. 10—	
5s, ..., $5,500	1900 to 1910
5s, ..., 1,500	1911 to 1913
5s, ..., 2,000	1925 to 1928
5s, ..., 5,000	1914 to 1923
DISTRICT NO. 11—	
5s, ..., $7,000	1900 to 1913

VILLAGE OF RICHMOND HILL—TOWN OF JAMAICA.

LOANS—	When Due.
STREET AND SIDEWALK BONDS—	
4s, ..., $50,000	1926 to 1935
4s, ..., 70,000	1937 to 1950
4s, ..., 50,000	1916 to 1925
4s, ..., 150,000	1952 to 1981
VILLAGE HALL BONDS—	
4s, ..., $10,000	1916 to 1925
FIRE BONDS—	
4s, ..., $5,000	1921 to 1925

TOWN OF NEWTOWN

LOANS—	When Due.
ROAD BONDS—	
4½s, ..., $20,000	1927
4s, ..., 47,000	1913 to 1917
4½s, ..., 600,000	1927
BRIDGE BONDS—	
5s, ..., $4,500	1900 to 1902
4s, ..., 2,500	1901
4s, ..., 10,000	1902 to 1906
FLUSHING AVE. IMP.—	
4s, ..., $47,000	1913-'17
CAUSEWAY BONDS—	
4s, ..., $10,000	1906
REFUNDING BONDS—	
6s, ..., $20,000	1901 & 1902
5s, ..., 160,000	1903 to 1914
5s, ..., 35 000	1908
4s, ..., 88,000	1909 to 1912
4s, ..., 16,000	1900 to 1914

NEWTOWN SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
4s, ..., $53,000	1901 to 1927
4s, ..., 15,000	1913 to 1927
DISTRICT NO 2—	
5s, ..., $1,500	1900 to 1902
5s, ..., 6,000	1901 to 1903
DISTRICT NO. 2—(Con.)	
5s, ..., $15,000	1904 to 1918
5s, ..., 15,000	1904 to 1918
5s, ..., 6,000	1919 to 1924
DISTRICT NO. 3—	
5s, ..., $9,750	1900 to 1914
5s, ..., 8,000	1910 to 1917

BOROUGH OF QUEENS.—(*Con.*)

LOANS—	When Due.
DISTRICT NO. 4—	
5s, ..., $10,800	1900 to 1926
DISTRICT NO. 5—	
5s, ..., $5,500	1900 to 1910
4½s, ..., 4,000	1910 to 1913
.., ... , 50,000	1903 to 1927
DISTRICT NO. 6—	
5s, ..., $900	1900 to 1901
DISTRICT NO. 7—	
5s, ..., $2,800	1900 to 1913
DISTRICT NO. 9—	
5s, ..., $21,000 ..	1900 to 1920
DISTRICT NO. 10—	
5s, ..., $30,000	1902 to 1921
5s, ..., 35,000	1908 to 1927
5s, ..., 19,500	1907 to 1926
DISTRICT NO. 11—	
.., ..., $10,000	1905 to 1914
DISTRICT NO 12—	
5s, ..., $9,000	1905 to 1922
DISTRICT NO. 13—	
5s, ..., $12,950	1900 to 1912
DISTRICT NO. 14—	
5s, ..., $10,500	1900 to 1920
4½s, ..., 6,500	1900 to 1911
5s, ..., 35,000	1911 to 1928

BOROUGH OF RICHMOND.

	Assessed Valuation			
	Real.	Personal.	Total.	Tax Rate.
1899.....	$40,264,692	$3,838,890	$44,103,582	$24·2377

POPULATION.—In 1900 is estimated at 69,.66 as of July 1.

COUNTY OF RICHMOND.

LOANS—	When Due.
COUNTY BONDS—	
4½s, J&J, $99,000	July 31, 1900
3½s, A&O, 40,000	Apr. 1, 1902
3½s, F&A, 50,000	Aug. 1, 1904
3½s, J&J, 63,000	July 31, 1905
3½s, F&A, 50,000	Aug. 1, 1906
3½s, F&A, 40,000	Apr. 1, 1908
3¼s, J&J, 58,000	Jan. 31, 1901
3s, A&O, 50,000	Aug. 1, 1909
3s, F&A, 58,000	Aug. 1, 1910
FUNDING BONDS 1894—	
4s, g., J&D, $95,000	1914
ROAD BONDS—	
5s, g., J&D, $90,000	June 1, 1919
3½s, F&A, 100,000	Aug. 1, 1915
4½s, F&A, 150,000	Aug. 1, 1916
3½s, M&N, 45,000	Nov. 1, 1917
4s, g., $35,000, g	June, 1920
4s, g., 100,000, g	Aug., 1920
4s, g., J&D, $168,000	June 1, 1921
4s, g., J&D, 202,000	June 1, 1922
4s, g., A&O, 230,000	Oct. 1, 1922
Total debt Jan. 1, 1900. $1,723,000	

CASTLETON SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
6s, ..., $70,000	1900 to 1913
DISTRICT NO. 2—	
5s, ..., $2,000	1900
DISTRICT NO. 3—	
5s, ..., $69,000	1900 to 1922
DISTRICT NO. 4—	
5s, ..., $24,000	1900 to 1911
DISTRICT NO. 5—	
4½s, ..., $5,738 ..	1900 to 1916

VILLAGE OF EDGEWATER—TOWN OF CASTLETON.

Village Hall Bonds—4s, ... 1904.....$15,000

VILLAGE OF PORT RICHMOND—TOWN OF CASTLETON.

Boulevard Certificates of Indebtedness—6s, 1900 to 1902.....$6,509

VILLAGE OF TOTTENVILLE—TOWN OF CASTLETON.

LOANS—	When Due.
WATER BONDS—	
3½s, ..., $5,000	1902 to 1926
3½s, ..., 25,000	1902 to 1926
SEWER BONDS—	
3½s, ..., $20,000 ..	1902 to 1926
ROAD BONDS—	
3½s, ..., 12,000	1902 to 1924

TOWN OF MIDDLETOWN.

LOANS—	When Due.
REFUNDING BONDS—	
4s, ... $26,000	1900 to 1925
ROAD BONDS—	
6s, ..., $2,500	1900
5s, ..., 130,000	1927

MIDDLETOWN SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
5s, ..., $40,500	1900 to 1917
DISTRICT NO. 2—	
5s, ..., $92,000	1918 to 1944

TOWN OF NORTHFIELD.

Road Improvement Bonds—5s, ..., 1927 .....$150,000

NORTHFIELD SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 3—	
4⅞s, ..., $2,947 36	1900 to 1915
DISTRICT NO. 4—	
6s, ..., $2,150	1900 to 1904
DISTRICT NO. 5—	
5s, ..., $20,000	1900 to 1920
DISTRICT NO. 6—	
5s, ..., $3,000	Nov. 1, 1900
DISTRICT NO. 6—(Con.)	
5s, June, $43,000	1901 to 1922
($2,000 annually to 1921 and $1,000 in 1922 on June 1.)	
DISTRICT NO. 7—	
6s, ..., $2,800	1900 to 1915
DISTRICT NO. 8—	
4¾s, ..., $1,260	1900 to 1905
5s, ..., 6,300	1900 to 1916

TOWN OF SOUTHFIELD.

LOANS—	When Due.
REFUNDING BONDS—	
4s, ..., $25,800	1899 to 1932
ROAD BONDS—	
5s, ..., $140,000	1927
5s, ..., 115,000	1927

SOUTHFIELD SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
5s, ..., $11,900	1900 to 1916
DISTRICT NO. 2—	
5s, ..., $9,000	1900 to 1914
DISTRICT NO. 3—	
5s, ..., $6,600	1900 to 1921
DISTRICT NO. 3—(Con.)	
5s, ..., $750	1901
DISTRICT NO. 4—	
5s, ..., $2,000	1900 to 1907
DISTRICT NO. 6—	
5s, ..., $3,375	1900 to 1914

TOWN OF WESTFIELD.

LOANS—	When Due.
ROAD BONDS—	
4s, ..., $35,000	1920
ROAD BONDS—(Con.)	
5s, ..., $80,000	1922

WESTFIELD SCHOOL DISTRICTS.

LOANS—	When Due.
DISTRICT NO. 1—	
6s, ..., $3,400	1900 to 1916
DISTRICT NO 2—	
6s, ..., $3,333	1900 to 1907
DISTRICT NO. 5—	
6s, ..., $10,000	1900 to 1919
DISTRICT NO. 6—	
5s, ..., $9,375	1900 to 1914
DISTRICT NO. 7—	
4½s, ..., $4,000	1900 to 1907

NIAGARA FALLS.—{M. B. BUTLER, Mayor. FRANK J. SULLIVAN, Clerk.

This city is in Niagara County. All bonds are tax exempt

LOANS—	When Due.
SCHOOL BONDS—	
4½s, A&O, $10,000	1900-1909
4s, semi-an, 91,000	1910-1927
REFUNDING SCHOOL BONDS—	
4s, M&N, $2,500	Nov. 1, 1918
WATER BONDS—	
7s, J&J, $6,000	1901-1902
5s, J&J, 51,000	1903-1916
4s, J&J, 95,000	1901-1918
3¾s, J&J, 38,000	1915
4½s, J&J, 6,000	1911-1912
SEWER BONDS—	
5s, J&J, $20,000	1901-1910
4s, semi-an. 613,000	1901-1917
4s, M&N, 15,000	May 1, 1919
MISCELLANEOUS BONDS—	
4s, J&J, $9,000	1914
3¾s, J&J, 9,000	1915
CERTS. OF INDEBTEDNESS.—	
5s, Var., $33,444	1900-1905

Interest payable in New York.

Total debt Feb. 1, 1900	$998,944
Water debt (included)	196,000
Ass'd valuation, real	14,487,879
Ass'd valuation, pers'l	521,500
Total valuation 1899	15,009,379
Assessment about ⅔ real value.	
Total tax (per $1,000) '98	$23·933
Population in 1899 (est.)	22,000

NO. HEMPSTEAD.—This town is in Nassau County.

LOANS—	When Due.
4s, J&J, $52,000	Dec. 1900 1925
4s, J&J, 10,000	July 1900-1909
4s, J&J, 4,500	July 1, 1910-1914
4s, J&J, 53,000	July 1, 1 00-1926
($1,000 yearly to 1925 and $27,000 in 1926.)	

Bonded debt July 31, '97	$127,500
Assessed valuation 1898	4,994,885
Tax rate (per M) 1900	$20·40
Population in 1897 (est.)	9,000
Population in 1890	8,134

NO. TONAWANDA.—{W. COOK OILLE, Mayor. H. M. STOCUM, Treasurer.

This city is in Niagara County.

LOANS—	When Due.
PAVING BONDS—	
6s, J&D, $14,850	1900 to 1902
($4,950 due yearly on Dec. 27.)	
5s, M&S, $27,600	1900-1905
($4,600 due yearly on Sept. 15.)	
SEWER BONDS—	
5s, M&S, $60,000	1907-1918
($5,000 due yearly on Sept. 25.)	
4s, J&J, $78,000	1901-1926
($3,000 due yearly on Jan. 1.)	
4s, J&J, $19,000	Jan. 1901-1919
WATER BONDS.	
4s, A&O, $275,000	Apr. 1, 1924
4½s, A&O, 125,000	Aug. 1, 1926

Bonded debt Aug. 5, '99	$675,000
Water debt, included	400,000
Tax valuation 1899	6,173,032
Assessment about ½ actual value.	
Total tax (per $1,000) '99	$22·31
Population in 1890 was	4,793
Population in 1899	10,500

INTEREST on all bonds except paving 5s is payable at the Chase National Bank; on the paving 5s at the Bank of America, N. Y. City.

NORTH TONAWANDA SCHOOL DISTRICT NO. 1.—A portion of the city's territory.

LOANS—	When Due.
4s, J&J, $50,000	Jan. 1902-1931
($1,000 y'rly to '11; $2,000 to '31.)	
4s, J&J, $11,000	Jan 1901-1911
4s, J&J, $85,000	Jan., '15 to '35
($5,000 in 1915 and $4,000 y'rly.)	

Bend. debt Feb. 1, 1900	$146,000
Assessed valuat'n '99	5,328,424
School tax (per $1,000) '99	$6·54
Population in 1900 (est.)	10,000

OGDENSBURG.—{EDGAR A. NEWELL, Mayor. WM. M. STEPHENS, Treasurer.

This city is in St. Lawrence County.

LOANS—	When Due.
HIGHWAY BONDS 1893—	
4s, A&O, $8,000	1900-1903
($2,000 due yearly on May 1.)	
4s, A&O, $2,000	May 1, 1904-5
4s, A&O, 36,000	1906 to 1923
($2,000 due yearly on May 1.)	
3½s, A&O, $2,000	May 1, 1904-5
SCHOOL BONDS—	
4s, J&J, $31,500	1900-1917
($1,750 annually on July 1.)	
WATER-WORKS BONDS—	
3½s, M&N, $27,000	1900-1908
($3,000 due yearly on May 30.)	
3½s, M&N, $40,000	1909-1918
($4,000 due yearly on May 30.)	
WATER WORKS BONDS—(Con.)	
3½s, F&A, $22,000	Aug. 1, '00-'10
4s, J&J, 36,000	July 1, '00 '17
($2,000 yearly.)	
4s, J&J, $31,500	July 1, 1900
($1,750 due yearly) to July 1, 1917.	

Total debt Feb. 8, 1900	$236,000
Water debt (included)	156,500
Tax valuation, real	3,431,915
Tax valuation, personal.	783,200
Total valuation 1899	4,215,115
Assessment about 3-5 actual value.	
Total tax (per $1,000) '99	$24·24
Population in 1900 was	13,000
Population in 1890 was	11,662

INTEREST is payable at New York and Ogdensburg.

TAX FREE.—All bonds are exempt from city taxes.

OLEAN.—{J. H. WARING, Mayor. CHAS. KEENAN, Clerk.

Olean is in Cattaraugus County and was incorporated as a city April 25, 1893, succeeding the village of Olean.

LOANS—	When Due.
CITY BUILDING—	
4½s, A&O, $8,000	1901-1908
($1,000 due yearly on Oct. 1.)	
PAVING BONDS—	
5s, July, $5,000	1901-1904
($1,250 due yearly on July 1.)	
5s, Nov. $21,500	1900-1904
($4,300 due yearly on Nov. 1.)	
4s, F&A, $23,400	1901-1906
($3,850 yearly on April 15.)	
4s, F&A, $13,300	1901-1907
($1,900 due yearly on Feb. 1.)	
SEWER BONDS—	
5s, J&J, $2,300	July 2, 1901
4s, J&J. 35,000	1912-1918
($5,000 due yearly on Jan. 1.)	
WATER WORKS BONDS—	
4½s, J&J, $30,000	1901-1903
4½s, J&J, 12,500	1909-1914

Total debt Mar. 1, 1900	$192,900
Water debt (included)	71,100
Total valuation 1899	3,569,505
Assessment about actual value.	
Total tax (per $1,000) '99	$10·00
Population in 1899 (est.)	11,600
Population in 1890 was	7,358

For debts of Olean School Districts see "Additional Statements" at end of New York State.

INTEREST on the city building bonds is payable at the National Park Bank, New York; on all other bonds at Farmers' Loan & Trust Co., New York, and Seaboard National Bank, New York.

ONEONTA.—This village is in Otsego County.

LOANS—	When Due.
4s, ..., $6,000	Jan. 1, 1901
($1,000 due y'rly) to Jan. 1, 1906	
3½s, ..., *20,000	July 13, 1900
($1,000 due y'rly to July 13, 1919	
5s, ..., $1,500	Aug. 1, 1900
($500 due yearly) to Aug. 1, 1902	
5s, ..., $6,000	May 1, 1904
5s, ..., 4,500	May 1, 1906
4s, ..., 5,000	Mar. 1, 1904
3·65s, J&J, $15,000	July 1, '03-'17
3½s, ..., 15,000	1903-1918

Bonded debt Nov. 1, '99.	$49,900
Float'g debt (additional)	6,600
Assessed valuation, real.	1,465,300
Assessed valuation, per'l	218,200
Total valuation 1897	1,683,500
Population in 1890 was	6,272
Population in 1898 (est.)	8,000

ONONDAGA CO.—IRVING COONLEY, Treas.

County seat is Syracuse.

LOANS—	When Due.
PENITENTIARY BONDS—	
3s, J&J, $170,000	July, 1900-'29
($5,000 y'rly to '19; $7,000 to '29.)	
Interest is payable at Syracuse.	

Total debt Mar. 1, 1900.	$170,000
Tax valuation, real	103,248,881
Tax valuation, person'l.	15,124,626
Total valuation 1899.	118,373,508
Population in 1892 was	91,944
Population in 1890 was	146,247

OSWEGO.—T. F. GLEASON, City Chamberlain.

This city is in Oswego County.

LOANS—	When Due.
CITY BONDS—	
4s, A&O, $8,652 60	1900-1905
($1,442 10 annually.)	
7s, J&J, $12,000	1902
SCHOOL BONDS—	
3½s. $9,000	1900-1902
$3,000 yearly on Oct. 1.	
IMPROVEMENT BONDS—	
4s, A&O, $18,658	Oct., '99.'06
4s, A&O, 47,739·94	
RAILROAD BONDS—	
3½s, J&D, $444,000	1900-1918
($24,000 due yearly.)	
3½s, A&O, $129,000	1900-1917
($8,000 due yearly.)	

Assessed valuat'n '99	$10,203,500
Tax rate (per $1,000) '98	29·20
Population 1899 (est.)	25,000

INTEREST is payable at the Am. Exch. Nat. Bank of New York.

TOTAL DEBT, ETC.—The total bonded debt February 1, 1899, was $607,000. The interest and principal of railroad bonds when due are met by the tax levy of Oswego County.

OSWEGO COUNTY.—Thomas Moore, Treas.

County seats are Oswego and Pulaski.

LOANS—	When Due.
County Bonds—	
3½s, ..., $20,000	1901-1905
($4,000 due yearly on Mch. 1).	
Funding Floating Debt—	
3½s, M&S, $60,000	1900-1905
($10,000 due yearly).	

Total debt Feb. 13, 1900	$13,000
Valuation, real	24,586,324
Valuation, personal	2,613,402
Total valuation 1899	27,199,726
State & Co tax (per M.) '98.	6·40
Population in 1892 was	70,970
Population in 1890 was	71,883

INTEREST on the funding bonds is payable New York City.

OVID.—D. P. Seeley, Clerk.

This town is in Seneca County.

LOANS—	When Due.
Penn. & Sodus Bay RR.—	
7s, M & S, $60,000	Aug. 31 1901
Interest is payable in N. Y. City.	
Total debt Dec. 1, 1899	$60,000
Sinking fund	17,744
Net debt Dec. 1, 1899	42,256

Tax valuation, real	$1,119,145
Tax valuation, personal	212,200
Total valuation 1899	1,331,345
Assessment same as actual value.	
Total tax (per $1,000) '99	$9·54
Population in 1890 was	3,651
Population 1894 (est.)	3,725

TAX FREE.—All bonds are exempt from town taxes.

OYSTER BAY.—This town is in Nassau County.

LOANS—	When Due.
4s, ..., $650,000	Dec. 1, 1917
Bonded debt Mar. 20, '98	$668,000
Assessed val't'n, real	8,509,015

Assess. val., personal	$757,120
Total valuation 1898	9,266,135
Tax rate (per M.) 1900	17·00
Popu ation 1890	13,870

(For debt of School District No. 5 see "Additional Statements" end of New York State.)

PEEKSKILL.—Chas. R. Swain.

This village is in Westchester County.

LOANS—	When Due.
Water Bonds—	
7s, ..., $150,000	1904
3·70s, J&J, 40,000	July 1, 1922
3½s, ..., 1,500	$500 yearly
3½s, ..., 8,000	1929
3·95s, ..., 2,500	$500 yearly
Bonded debt Aug. 1, '97	$191,500

Floating debt	$14,000
Total debt Feb. 1, 1900	216,000
Sinking fund	33,000
Net debt Feb. 1, 1900	183,000
Tax valuation 1899	5,754,555
Total tax (per $1,000)	$22·50
Population in 1897 (est.)	12,500
Population in 1890 was	9,676

PLATTSBURG.—Clinton County.

LOANS—	When Due.
Renewal Bonds—	
4s, ..., $5,000	1900 to 1904
School Bonds¶—	
3½s, ..., $8,300	
Water Bonds—	
4s, ..., $29,000	1900 to 1928

Total debt Jan. 1, 1899	$190,000
Assessed valuation, real	1,761,895
Ass'd valuation, person'l	466,553
Total valuation 1898	2,207,498
Tax rate (per $1,000) '98	23·00
Population 1890	7,010
Population 1892	10,022

¶ Exempt from taxation.

PORT CHESTER.—{JOHN W. McCARTY, President. {NICHOLAS DUFFY, Treasurer.

This village is in Westchester County.

LOANS—	When Due.
Street-Improvem't Bonds—	
3½s, A&O, $41,000	Oct. 1, 1903
($2,000 due yearly) to	Oct. 1, 1923
Sewer bonds	$22,114
Park bonds	2,500
Building bonds	750

Bonded debt Feb. 1, 1900.	$68,847
Assessed valuation '99	5,316,410
Assessm't about 60% actual value.	
Tax rate (per $1,000) '99	$17·17
Popul ation in 1890 was	5,274
Population in 1898 (est.)	7,250

PORT JERVIS.—John Kinsila, Jr., Vil. Cl'k.

Port Jervis is in Orange County.

LOANS—	When Due.
Sewer Bonds—	
4s, F&A, $50,000	Aug. 1, 1911
4s, F&A, 35,000	Aug. 1, 1911
Interest payable at National Bank, Port Jervis, N. Y.	

Total debt Feb. 1, 1900	$85,000
Total valuation 1899	1,970,625
Assessment about ⅓ actual value.	
Tax rate (per $1,000) 1899	$23·64
Population in 1890 was	9,327
Population in 1898 was	9,572

POUGHKEEPSIE.—{ISAAC W. SHERRILL, Mayor. {C. S. HOWLAND Chamberlain.

This city is the county seat of Dutchess County.

LOANS—	When Due.
Water Bonds—	
7s, M&N, $364,000	May 1, '00-'13
4s, ... 67,000	
3½s, ... 98,000	
3s, ... 14,000	
Railroad Bonds—	
7s, M&N, $45,000	May 1, 1900-08
7s, F&A, 273,000	Feb 1, 1902
4s, ... 6,000	
3s, ... 10,000	
3s, ... 50 000	
Fallkill Improvem't Bonds—	
7s, F&A, $58,000	Aug. 1, 1909-'10
Deficiency Bonds—	
7s, M&N, $83,000	May 1, 1914
Sewer Bonds—	
4s, F&A, $15,000	Feb, 1, 1902
4s, F&A, 6,000	Feb. 1, 1903
4s, F&A, 20,000	Aug. 1, 1903
4s, F&A, 20,000	Aug. 1, 1904
4s, F&A, 10,000	Feb. 1, 1904
4s, F&A, 10,000	Feb. 1, 1905
3½s, ... 10,000	
4s, ... 94,000	

Sewer Bonds—(Con.)—	
3½s, F&, $20,000	Aug. 1, 1905
3½s, ... 30,000	
3s, F&A, 20,000	Feb. 1, 1906-'07
3s, F&A, 39,000	Aug. 1, 1906-'07
3s, ... 99,000	
High School Bonds—	
5s J&J, $3,000	July 1, 1906
Bounties—	
5s, M&S, $16,000	1900
5s, M&S, 8,000	1909
4½s, M&S, 17,000	1901
4s, M&S, 17,000	1902
4s, M&S, 20,000	1903
4s, M&S, 18,000	1904
4s, M&S, 20,000	1905
3s, M&S, 20,000	1906
3s, M&S, 20,000	1907
Asylum Bonds—	
3s, M&S, $15,000	1908
3s, M&S, 32,000	1909-1910
Refunding Bonds—	
3s, ..., $75,000	Oct., 1900-'29
($2,000 yearly to 1928 and $19,000 in 1929.)	

INTEREST is payable at Fallkill National Bank, Poughkeepsie.

TOTAL DEBT, SINKING FUNDS, Etc.—

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, '98.
Tot. funded debt (incl. water debt)	$1,688,000	$1,701,000	$1,714,000
Water debt, included above	538,000	558,000	575,000

CITY PROPERTY.—The city owns buildings valued at $200,000.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows, real estate being assessed at about two-thirds of cash value:

Years—	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per $1,000.
1899	$11,539,175	$1,855,700	$13,394,875	$24·50
1898	11,512,170	1,879,100	13,391,270	23·40
1897	11,721,675	2,055,600	13,777,275	23·44
1896	10,799,170	1,890,050	12,689,050	25·10
1891	10,556,320	2,379,850	12,436,170	23·44
1890	9,718,890	3,813,850	13,532,740	23·44

POPULATION.—In 1892 population was 23,196; in 1890 it was 22,206; in 1880 it was 20,207; in 1870 it was 20,080

QUEENS CO.—Chas. L. Phipps, Treasurer.

County seat is Long Island City. A good part of the county is now included in the Greater New York, and a bill changing name to Nassau County has become a law. Act took effect January 1, 1899. The amount of the outstanding bonds of this county which will be chargeable to the city of New York has not yet been judicially determined: although the decision of ex-Judge Brown, as referee, placing it at $3,822,346 was confirmed, the matter is still in the courts on appeal. New York City is now paying ·79495664771 of the interest of the debt of Queens County as constituted prior to Jan. 1, 1899, Nassau County paying ·20504335229—all payments being subject to the final decision of the courts.

LOANS—	When Due.
Flushing Highway—	
4s, semi-an., $45,000 (gold)	1902
Gold Bonds	
4s, J&J, $110,000	.....
4g, J&J, $151,000g	July 1, 1916
Funding Bonds—	
4s, J&D, $260,000	Dec. 1, 1927
4s, J&D, 50,000	Dec. 15, 1917
Building Bonds—	
4s, J&D, $10,000	Dec. 27, 1902
4s, J&D, 120,000	Dec. 15, 1927
Road Bonds—	
4s, A&O, $340,000	Oct. 15, 1917
4s, M&N, 375,000	Nov. 15, 1917
4s, J&D, 55,000	Dec. 27, 1917
4s, J&D, 1,239,000	Dec. 1, 1917

Road Bonds—(Con.)	
4s, J&D, $50,000	Dec. 15, 1917
4s, J&D, 240,000	Dec. 15, 1917
4g, J&J, 400,000	May 1, 1922
4s, M&N, 275,000 g.	Nov. 1, 1916
4s, A&O, 618,000	Apr. 1, 1917
4s, A&O, 135,000	Oct. 1, 1917
Other Bonds—	
4s, J&J, $135,000	1900
($15,000 due yearly) to	1907
4s, J&J, $100,000	Jan. 1, '10-'19
Total debt Dec., 1897	$4,823,000
Tot. val. inside N.Y.	81,519,513·50
Tot. val. outside N.Y.	21,026,347·00
(Valuations are for 1898.)	
Population in 1892 was	141,807
Population in 1890 was	128,059

RENSSELAER.—C. W. Riley, Treasurer.

This city, formerly the village of Greenbush, was incorporated April, 1897, and is in Rensselaer County.

LOANS—	When Due.
Broadway Bonds—	
4½s, J&D, $19,000	June 1, 1905
Paving Bonds—	
4s, Sept. 11, $5,000	Sept. 11, 1901
4s, Sept. 11, 56,000	Sept. 11, 1911
4s, Oct. 20, 2,000	Oct. 20, 1901
4s, Oct. 20, 32,000	Oct. 20, 1911
4s, Dec. 15, 72,000	Dec. 15, 1911
4s, A&O, 30,000	Oct. 11, 1912

Sewer Bonds—	
4s, J&J, $10,000	July 2, 1901
4s, J&J, 5,000	July 2, 1902
4s, J&J, 10,000	July 2, 1903
Total debt Jan. 1, 1900.	$241,000
Assessed valuation '99	3,277,962
Total tax (per $1,000) '99	$25·00
Population in 1899 (est.)	8,000
Population in 1890 was	7,301

INTEREST on the sewer bonds is payable at the National Commercial Bank, Albany; on all other bonds at the Albany County Bank.

RENSSELAER CO.—Elias P. Mann, Treas.

County seat is Troy.

LOANS—	When Due.
Court-House Bonds (reg.)—	
3½s, A&O, $60,000	1901-1910
($6,000 due yearly on April 1.)	
3½s, A&O, $120,000	1911-1930
($6,000 due yearly on April 1.)	
3½s, A&O, $105,000.	Apr. 1, '31-'45
($7,000 due yearly.)	
3½s, A&O, $25,000	1941 to 1945
($5,000 yearly on April 1.)	
House of Industry Bonds—	
4s, F&A, $40,000	Feb. 1, 1901
Sinking Fund Bonds—	
3½s, A&O, $70,000.	Apr. 1, 1901
($10,000 due yearly) to	Apr. 1, '07)
3½s, A&O, $150,000.	1908 to 1917
($15,000 yearly on April 1.)	
War Bonds (renewal)—	
4s, F&A, $16,000	Feb. 1, 1901
4s, F&A, 9,000	Feb. 1, 1902
4s, F&A, 13,000	Feb. 1, 1903
4s, F&A, 7,000	Feb. 1, 1904

War Bonds (renewal)—	
4s, F&A, $30,000	Feb. 1, 1905
4s, F&A, 30,000	Feb. 1, 1906
4s, F&A, 20,000	Feb. 1, 1907
4s, F&A, 27,000	Feb. 1, 1908
4s, F&A, 5,000.	Feb. 1, 1901-'05
($1,000 due yearly.)	
4s, F&A, $1,000	Feb. 1, 1901
4s, F&A, $3,000.	Feb. 1, 1901-'03
($1,000 due yearly.)	
4s, F&A, $32,000.	Feb. 1. 1901-'16
($2,000 due yearly.)	
3½s, F&A, $30,000	Feb. 1901-'30
Refunding Bonds—	
3½s, F&A, $21,000	Feb. 1, 1901, to
($1,000 due yearly)	Feb. 1, 1921
Bonded debt Jan. 1, 1900.	$766,000
Tax valuation, real	71,302,808
Tax valuation, pers'l	7,551,432
Total valuation, 1899.	78,854,240
Population in 1892 was	128,923
Population in 1890 was	124,511

INTEREST on the court-house bonds is payable at the office of the County Treasurer; on all other bonds at National State Bank, Troy.

RICHFIELD SPRINGS.—A. Monroe Freeman, Treasurer.—This village is in Otsego County.

LOANS—	When Due.
Sewer Bonds—	
5s, ..., $19,500	1925
(Subject to call after 1905)	
5s, ... $5,500	1925
Water Bonds, Refunding—	
4s, ..., $500	1900
4s, ..., 19,000	1901 to 1919
($1,000 yearly.)	
5s, ... $20,000	Dec., 1900

Water Bonds—	
5s, ..., $7,000	
Total debt Feb. 1, 1900	$76,000
Water debt (included)	48,000
Tax valuation, real	1,207,230
Tax valuation, personal.	129,200
Total valuation, 1899	1,336,430
Assessment about ½ actual value.	
Total tax rate (per M.) '99	$26·00
Population in 1890 was	2,192
Population in 1894 (est.)	2,500

INTEREST is payable at the First Nat. Bank of Richfield Springs.

TAX EXEMPT—The water bonds of 1894 are tax exempt.

RICHMOND CO.—See New York City.

ROCHESTER.—{GEO. A. CARNAHAN, Mayor. {S. B. WILLIAMS, Treasurer.

Rochester is the county seat of Monroe county.

LOANS— NAME AND PURPOSE.		Interest— Rate.	Payable.	Principal— When Due.	Outstand'g.
*Bridge bonds	r	3	J & J	Jan. 1, 1920	$100,000
Subject to call after Jan. 1, 1900.					
*Bridge bonds	r	3½	J & J	July 1, 1922	100,000
Subject to call after July 1, 1902.					
*Bridge bonds	r	3¼	J & J	Sept. 1, 1921	100,000
Subject to call after Sept. 1, 1901.					
†City Hall commission	c	7	J & J	Jan. 1, 1902	335,000
*Consolidated loan	r	3½	F & A	Aug. 1, 1912	100,000
*East side trunk sewer	r	4	J & J	{Jan. 1, 1922-'27 {$25,000 yearly.	150,000
Subject to call after 20 years.					
do do	r	3½	J & J	{Jan. 1, 1902-'21 {$25,000 yearly.	500,000
Subject to call after 20 years.					
do do		3½	J & J	{Jan. 1, 1928-'37 {$25,000 yearly.	250,000
Subject to call after 20 years.					
†Funding, 1875	r	7	J & J	Jan. 1, 1905	410,000
Local imp't bonds, 1899		3½	F & A	Oct. 2, 1919	500,000
†Park bonds, 1888	r	3	J & J	July 1, 1928	300,000
Subject to call on and after July 1, 1898.					
†do 1896		3½	J & J	1936	60,000
Subject to call after Feb. 28, 1906.					
Railroad loans—					
†Refunding RR	c	7	J & J	{Jan. 1, '01 to 1902 {$4,000 yearly.	8,000
†Refunding RR	c	7	J & J	Jan. 1, 1903	72,000

LOANS— NAME AND PURPOSE.		Interest— P. Cl.	Pay'e.	Principal— When Due.	Outstand'g.
*Refunding RR., 1893..r		3½	F & A	Feb. 1, 1913	745,000
Subject to call after Feb. 1, 1903					
†Water w'ks, 1873-76..r&c		7	J & J	Jan. 1, 1903	3,182,000
†do	do r	4	F & A	Feb. 1, 1943	300,000
Subject to call after 20 years.					
†do	1892 r	3½	F & A	Feb. 1, 1942	500,000
Subject to call after Feb. 1, 1912.					
†do	1894..r	3½	F & A	Feb. 1, 1944	950,000
Subject to call Feb. 1, 1914					
*do	.....	3½	F & A	Feb. 1, 1914	250,000
*Water shed bonds...	1898	3½	F & A	Aug. 1, 1918	200,000

* $5,000 each. † $1,000 each.

INTEREST—With the exception of the City Hall Commissioners' loan, which is payable at the office of the City Treasurer, all bonds and interest are payable at the office of the Union Trust Co. of New York.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Rochester's total bonded debt, including the water debt.

	Aug. 1, 1899	*Aug.* 1, '98.	*Jan.*, 1898.	*Jan.*, 1897.	*Jan.*, 1896.
Bonded debt.	$8,616,000	$8,420,000	$8,420,000	$8,424,000	$8,443,000
Water debt...	5,792,000	5,592,000	5,592,000	5,342,000	3,592,000

On August 1, 1899, the city had a sinking fund of $543,319 44. In addition to the above debt the city had on August 1, 1899, a floating debt of $1,533,825, consisting of outstanding notes and "contractors' acceptances," payable largely by assessments."

Genesee Valley Railroad refunding loan, due from 1900 to 1903, is provided for by excess of receipts from lease to N. Y. L. E. & W. RR. after interest on the loan is paid.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows, real estate being assessed at from 60 to 80 per cent of actual value.

Years.	*Real Estate.*	*Personal Property.*	*Rate of Tax per* $1,000
1899	$102,153,875	$8,107,820	.....
1898	101,827,725	10,966,015	$15·90
1897	101,065,200	5,113,050	16·18
1896	100,054.350	5,692,304	20·37
1895	99,389,050	6,081,200	16·19
1890	88,053,750	5,937,950	15·20
1880	34,408,725	1,430,144	23·86

POPULATION.—In 1892 population was 144,834; in 1890 it was 133,836; in 1880 it was 89,366; in 1870 it was 62,386. The population in 1895, according to local figures, was 160,000.

ROCKLAND CO.—W. J. RANDOLPH, Treas.

New City is the county seat.

LOANS—	When Due.
COUNTY ROAD BONDS—	
5s, ..., $5,500.....	Mar. 1, 1901
5s, ..., 10,000.....	Mar. 1, 1902
4½s, ..., 19,500...	Mar. 1, '03-'05
COUNTY BONDS—	
5s, ..., 48,000....	Mar. 1, '06-'13

Bonded debt Mar., 1900 $83,000
Assessed val'ation, real. 16,810,870
Assessed val'ation, per'l 932,172
Total valuation, 1899..17,743,042
Population in 1890 was....35,162

ROME.—A. S. WHITE, Mayor. J. H. CARROLL, Chamberlain.

This city is in Oneida County

LOANS—	When Due.
CITY HALL BONDS—	
4s, J&J, $5,000.....	Nov. 1, 1900
($1,000 due y'rly) to	Nov. 1, 1904
4s, J&J, $6.000...	Jan., 1901 to '06
($1.000 yearly.)	
SEWER BONDS—	
4s, J&J, $150,000.	Apr. 15, 1907-21
($5,000 y'ly to 1920; bal. due 1921)	
4s, J&J, $37,000....	Apr. 15, 1921
WATER BONDS—	
3½s, J&J, $160,000.	Sept. 15, 1911

LOANS—	When Due.
SCHOOL BONDS—	
4s, F&A, $58,500.....	Feb. 1, 1901
($3,250 yearly) to	Feb. 1, 1918

Total debt Aug. 20, '99.. $427,750
Water debt (included).... 160,000
Assessed valuation, real. 6,434,961
Assessed valuation, per'l 804,641
Total valuation 1899 7,239,602
Total tax (per $1,000) '97.....21·06
Population 1899 (est.).....17,000
Population 1890 was.....14,991

The total tax rate given above includes State, county and town tax, $8·29; city tax, $8·40; school tax, $4·37.

PAR VALUE.—The water and sewer bonds are for $1,000 each; all others $500 each.

ST. JOHNSVILLE.—HARRY WALRATH, Prest. H. F. STICHEL, Clerk.

St. Johnsville is in Montgomery County.

LOANS—	When Due.
WATER BONDS—	
4½s, ..., $21,000.....	1900-1920
($1,000 yearly on Aug. 1.)	
4s, ..., $15,000.....	1910-1924
($1,000 yearly on Sept. 2.)	
..., ..., $8,200.....	1905-1916
4s, ... 12,000.....	1903 to 1924
(Part yearly.)	

Bonded debt Apr. 1, '99. $47,200
Total valuation 1899.... 794,675
Assessment is about ½ actual value.
Tax rate (per $1,000) '99...$16·50
Population in 1890 was.....1,263
Population in 1880 was.....1,072
Population 1899 (estimated). 2,100

INTEREST is payable at St. Johnsville and Kingston.

ST. LAWRENCE CO.—M. H. FLAHERTY, Tr.

County seat is Canton.

LOANS—	When Due.
COURT HOUSE BONDS—	
4s, M&S, $55,000.....	1901-1911
($5,000 due yearly on Mar. 1)	
JAIL BONDS—	
4s, ... $25,000.....	Mar. 1, 1913
($5,000 due y'rly) to	Mar. 1, 1917
Total debt Mar. 1, 1900. $88,000	

Assessed val., real....$34,811,770
Assessed val., person'l 3,958,965
Total valuation 1899.. 38,770,735
Assessm't is 85% of act. value.
Population in 1892 was.....86,254
Population in 1890 was.....85,048
Population 1894 (estimated) 86,673

INTEREST is payable at County Treasurer's office, Massena.

SALINA.—G. BAXTER, Supervisor.

This town is in Onondaga County

LOANS—	When Due.
SYRACUSE NORTH. RR BONDS—	
4s, M&S, $133,200.	Sept. 1, 1900 to
($3,600 due yearly)	Sept. 1, 1936
Total debt Jan. 1, 1900.. $133,200	

Total valuation 1899...$1,417,497
Assessm't about 70 p. c. real value.
Total tax (per $1,000) '99..$10·00
Population in 1892 was.....3,493
Population in 1890 was.....3,490

INTEREST is payable by the Union Trust Co., New York City.

SARATOGA CO.—B. B. GRIPPIN, Treasurer.

County seat is Ballston.

LOANS—	When Due.
COUNTY BONDS—	
4s, F&A, $12,000.....	Feb. 1, 1901
4s, F&A, 13,000.....	Feb. 1, 1902
4s, F&A, 14,000.....	Feb. 1, 1903
4s, F&A, 15,000.....	Feb 1, 1904
4s, F&A, 16,000.....	Feb. 1, 1905
4s, F&A, $17,000.....	Feb. 1, 1906
4s, F&A, 18,000.....	Feb 1, 1907
4s, F&A, 18,000.....	Feb. 1, 1908

Total debt Aug. 1, 1899. $135,000
Tax valuation, real.....23,508,405
Tax valuation, person'l. 1,761,365
Total valuation 1899..$25,269,770
Assessm't is nominally full value.
State tax (per $1,000) '97 $2·48
County tax (per $1,000) '97.. 4·68
Population in 1892 was.....57,301
Population in 1890 was.....57,663

The foregoing bonds are coupon bonds for $1,000 each.

INTEREST is payable at the Co. Treasurer's office, Saratoga Springs.

SARATOGA SPRINGS.—JAS. D. MCNULTY, Clerk.—This village is in Saratoga County.

LOANS—	When Due.
FLOATING DEBT BONDS—	
5s, ..., $5,000.....	Sept 1, 1901
SEWER BONDS—	
5s, M&S, $5,000.....	1900-1904
($1,000 due yearly on Sept. 1.)	
5s, M&S, $24,000.....	1905-1908
($6,000 due yearly on Sept. 1.)	
5s, M&S, $3,000.....	1909-1911
($1,000 due yearly on Sept. 1.)	

LOANS—	When Due.
VILLAGE HALL BONDS—	
4s, ..., $95,000.....	1902-1920
($5,000 due yearly on Aug. 1.)	
WATER BONDS—	
6s, M&S, $5,000.....	Sept. 1, 1910
5s, M&S, 35,000.....	1911-1917
($5,000 due yearly on Sept. 1.)	
5s, M&S, $10,000.....	Sept. 1, 1900
5s, M&S, 19,000.....	1901-1905
4s, M&S, $105,000.....	1900-1917
(Part due yearly on Sept. 1.)	

(For debt of Saratoga Springs "town," see additional statements end of New York State.)

TOTAL DEBT, ETC.—The bonded debt of the village on Feb. 1, 1900, was $301,000; floating debt, $5,000; total debt, $306,000; water debt (included in total), $174,000.

ASSESSED VALUATION—In 1899 the assessed valuation of real estate was $6,116,005; personal property, $402,870; total valuation, $6,518,875. Property is assessed at about ¾ of its actual value.

POPULATION—The population in 1890 was 11,975; in 1880 it was 8,421; in 1900 (estimated) 12,000. Summer population 35,000 to 50,000.

SCHENECTADY.—JACOB W. CLUTE, Mayor. JOS. H. BERNARDI, Treasurer.

This city is situated in the county of the same name, and was incorporated in 1798.

LOANS— NAME AND PURPOSE.		Interest— Rate.	Payable.	Principal— When Due.	Outstand'g.
School	1889	3	F & A	Feb. 11, 1910-15 $5,000 yearly.	$30,000
do	1890	3	F & A	Feb. 1, 1916 to '19 $5,000 yearly.	20,000
do	1898	4	F & A	Aug. 1, '00 to '03 $3,000 yearly.	12,000
do	1899	4	A & O	April, 1920-1923 $3,000 in '20, then $5,000 yearly.	18,000
Fire loan	1900	4	F & A	Feb., 1905-14	10,000
Sewer	1884	4	A & O	Oct. 1, 1904	5,000
do	1884	4	A & O	1905-1907 $10,000 yearly.	30,000
do	1891	4	A & O	Oct. 1, 1920	10,000
do	1892	4	A & O	Oct. 1, 1921	10,000
do	1894	4	F & A	Aug. 1, 1922	15,000
do	1896	4	J & J	July 15, 1923	5,000
do	1886	3	A & O	Oct. 1, 1901	10,000
do	1887	3	F & A	Aug. 1, 1904	5,000
do	1889	3	A & O	Oct. 1, 1908	5,000
do	1890	3	F & A	Aug. 1, 1910	13,000
do	1890	3	F & A	Aug. 1, 1911	10,000
do	1898	4	J & D	June 1, 1924	15,000
do	1899	4	J & J	July 1, 1925	15,000
Street improvements,	1895	4	.....	1900 to 1903	122,550
Water	1885	4	M & N	Nov. 1, 1902	5,000
do	1885	4	M & N	Nov. 1, 1903	5,000
do	1885	4	M & N	Nov. 1, '08 to '15 $10,000 yearly.	80,000
do	1894	4	F & A	Aug. 1, 1911	13,000
do	1894	4	F & A	Aug. 1, 1912-13 $8,000 each year	16,000
do	1893	4	F & A	Aug. 15, 1911-'13	28,000
do	1895	4	M & N	May 15, 1911	15,000
do	1895	4	M & N	May 15, 1912	40,000
do	1895	4	M & N	May 15, 1913	40,000
do	1895	4	M & N	May 15, 1914	60,000
do	1895	4	M & N	May 15, 1915	60,000
do	1896	4	J & J	July 15, 1916	30,000
do	1886	3	M & N	Nov. 1, 1902	3,000
do	1886	3	M & N	Nov. 1, 1903	4,000
do	1889	3	F & A	Feb. 1, 1907	13,000
do	1889	3	F & A	Feb. 1, 1908	15,000
do	1889	3	F & A	Feb. 1, 1909	15,000
do	1886	3	M & N	Nov. 1, 1916	10,000
do	1898	4	J & D	June, 1917-1918	32,000
do	1899	4	J & J	July 1, 1919	15,000
Promissory notes	1898	4s	May 14	May 14, '00-'02 $2,251 26 yrly	6,753
do do	1898	4s	Feb. 9	Feb. 9, '01-'03 $4,747 yearly	14,241
do do	1900	4s	Feb. 24	Feb. 24, '01-'04 $2,368 yearly	9,472
do do	1900	4s	May 10	1901 to 1904	40,741

Temporary loan for street improvements, $8,824.

PAR VALUE OF BONDS.—These bonds are all in $1,000 pieces.

INTEREST is payable at the office of the City Treasurer.

TOTAL DEBT, ETC.—The city's total bonded debt on Jan. 4, 1900, was $737,000. Water debt (included), $512,000; sinking fund, $91,007.

ASSESSED VALUATION.—The city's assessed valuation (from ½ to ⅔ actual value) and tax rate have been as follows:

Years.	*Real Estate.*	*Personal Property.*	*Total Assessed Valuation.*	*Rate of Tax per* $1,000.
1899	$10,429,100	$1,570,900	$12,000,000	.....
1898	9,423,800	1,253,575	10,677,375	19·50
1897	9,159,500	1,181,736	10,341,236	19·50
1896	8,973,800	1,058,036	10,031,436	.....
1895	8,872,750	1,110,036	9,982,786	.....
1890	7,636,700	567,970	8,204,670	17·30
1880	2,933,400	460,010	3,393,410	.....

POPULATION.—In 1892 population was 22,858; in 1890, 19,857 in 1880, 13,655; in 1870, 11,026.

SENECA FALLS.—G. W. PONTIUS, Supervisor.

This town is in Seneca County.

LOANS—	When Due.
REFUNDING BONDS:	
5s, J&J, $100,000....	July 1, 1903
5s, J&J, 119,500....	July 1, 1913
5s, J&J, 4,000....	.....
(Being paid $2,000 yearly.)	
Total debt Feb. 1, 1900...$223,500	

Assess'd valuation, real $3,387,480
Assess'd valuat'n, pers'l. 327,750
Total valuation 1899....3,715,230
Assessment about actual value.
Total tax (per $1,000), '99.$10·29
Population in 1897 (est.)... 7,400
Population in 1890 was.... 6,961

INTEREST is payable by the Metropolitan Trust Co., N. Y. City.

SING SING.—This village is in Westchester County.

LOANS—	When Due.
Improvement Bonds—	
4s, M&N, $8,692	1900-1908
4s, A&O, 8,076 05	1900-1909
Water Bonds—	
4s, A&O, $16,000	Oct. 1, 1900
($2,000 due yearly) to	Oct. 1, 1907
4s, A&O, $30,000	Oct. 1, 1908
($3,000 due yearly) to	Oct. 1, 1917
4s, A&O, $100,000	Oct. 1, 1918
4s, A&O, 30,000	Oct. 1, 1919

Total debt Feb. 1, 1900 ..$176,000
Int. pay. at 1st Nat. Bk. Sing Sing.
Tax valuation 1899....$5,669,110
Population in 1890 was..... 9,352
Population in 1898 was.... 8,160

SODUS.—W. J. Toon, Clerk Bd. Supervisors.

This town is in Wayne County.

LOANS—	When Due.
Sodus Point & So. RR.	
7s, M&S, $74,600,	Sept. 1, 1900
Rome Watert'n & Ogd. RR.—	
5s, F&A, $90,000 Feb. 1	1902
($10,000 due yearly) to	1910
5s, F&A, $12,000 Feb. 1	1911

Interest is payable in N. Y. City.
Total debt Dec. 1, 1899...$176,600
Sink. f'd assets Dec. 1,'99 $84,525
Net debt Dec. 1, 1899.... 92,075
Assessed valuation, real..1,946,747
Assessed valuation, pers'l..289,415
Total valuation 1899....2,236,162
Assessment said to be full value.
Total tax (per $1,000) '99.. $14·25
Population in 1900 (est.).... 5,600
Population in 1890 was 5,157

SPRINGVILLE.—This village is in Erie County.

LOANS—	When Due.
School bonds	$1,250
Electric Light Bonds—	
...., ..., $7,000	.....
4s, J&J, 16,500	1903-1927
($660 yearly on Jan. 1)	
4s, J&J, $4,850	1903 to 1927
($194 due yearly on July 1.)	
Water Bonds—	
4s, $28,000	1927

Total debt Feb. 1, 1900....$56,350
Assessed valuation 1899..738,100
Tax rate (per M) 1899.....$6·30
Population 1899 (est.).....2,100
Population 1890.....1,883

SYRACUSE.—JAMES K. McGUIRE, Mayor. J. H. SAUNDERS, City Clerk. E. F. ALLEN, City Treasurer.

Syracuse is situated in Onondaga County. The village of Elmwood was annexed on Jan. 1, 1900.

LOANS— NAME AND PURPOSE.			—Interest.— Rate.	Payable.	—Principal.— When Due.	Outstand'g.
Refunding RR. Bonds		1899	4	J & D	Dec. 30, 1929	$915,000
Collegiate bonds			4	J & D	Dec. 1, 1926	100,000
Local improvem't bonds		1896	4	J & D	Dec. 15, 1900	80,000
do	do	1897	4	M & S	Sept. 1900 to '01 $25,000 yearly.	50,000
do	do	1898	4	F & A	Feb. 1, 1901-'02 $33,000 yearly.	66,000
do	do	1898	4	A & O	Oct. 1, 1900-'02	15,000
do	do	1899	4	J & J	Jan. 1, 1901-'08 $22,000 yearly	176,000
do	do	1899	4	J & J	July, 1900-'08	135,000
do	do	1899	4	J & D	Dec. 1900 to '03	279,000
Temporary loans (advances to contractors)						455,193
Refunding bonds		1894	4	F & A	Feb. 1, 1901-'03 $1,000 yearly.	3,000
do	do	1894	4	F & A	Feb. 1, 1904	28,500
School bonds			4	J & J	July 1, 1900	20,000
do	do	1896		J & D	Dec., 1900-'06 $5,000 yearly.	35,000
do	do		4	J & J	Jly 1, '01 to '05 $20,000 yearly	100,000
City Hall bonds		1889	3	F & A	Aug. 1, 1909	300,000
Water loan		1894	4	J & J	Jan. 1, 1920	500,000
do		1892	3½	J & J	July 1, 1920	500,000
do		1892	3½	J & J	July 1, 1920	500,000
do		1893	3½	J & J	July 1, 1920	500,000
do		1894	3½	J & J	July 1, 1920	500,000
do		1895	3½	J & J	July 1, 1920	300,000
do		1890	3	J & J	July 1, 1920	500,000
do		1891	3	J & J	July 1, 1920	500,000
do		1897	3½	J & J	Jan. 1, 1927	100,000
do		1898	3½	J & J	Jan. 1, 1928	100,000
Temporary loans			3·75		Sept. 28, 1900	100,000
do	do		3·67		Aug. 23, 1900	100,000
do	do		3·70		Oct. 28, 1900	30,000

PAR VALUE OF BONDS.—The bonds are in $1,000, $3,000 and $5,000 pieces.

TAX FREE—The local improvement bonds are exempt from taxation.

INTEREST on the water bonds is payable at the office of the Metropolitan Trust Company, New York; on all other bonds at the office of the United States Mortgage & Trust Company, New York.

TOTAL DEBT, Etc.—The total bonded debt on Feb. 2, 1900, was $6,623,693 54, including water debt, $4,000,000, local improvement bonds, $666,000. The city has no floating debt and no sinking fund.

ASSESSED VALUATION.—In 1899 the assessed valuation of real estate was $68,524,851; of personal property, $12,234,383; total, $80,759,234; total tax rate 1899 (per $1,000) $19·33. Property is assessed at "about 75 per cent of its actual value."

POPULATION.—The population in 1890 was 88,143; in 1880 51,792; in 1900, estimated, 135,000.

TARRYTOWN.—This village is in Westchester County.

LOANS—	When Due.
Sewer Bonds—	
4s, M&S or J&D	$44,000. 1900 to 1914
($3,000 due yearly).	
..., ..., $6,000	1915-1916
Water Bonds—	
4s, J&D, $55,000	1900
($3,000 due yearly) to	1918
4s, $130,000	June 1, 1926
4s, J&D, $65,000	June 1, 1919
4s, J&D, 65,000,	1926

Total debt Mar. 1, 1898...$368,000
Includ'g temporary loan of 14,000
Assessed valuation, real.8,968,645
Ass'd valuation, pers'al..3,506,945
Total valuation 1897...12,475,590
Tax rate (per $1,000) 1898..$5·00
Population in 1890 about....4,500
Population in 1898 was.....4,674

Interest on sewer bonds is payable at the Tarrytown Nat. Bank.

THOMPSON.—This town is in Sullivan County.

LOANS—	When Due.
Railroad Bonds—	
5s, M&S, $72,000	Sept. 1, 1903
4½s, M&S, 163,000	Sept. 1, 1903

Total debt Aug. 1, 1899..$235,000
Assessed valuation, real.5,908,198
Assessed valuat'n, pers'l.$336,618
Total valuation 1899....6,244,816
Total tax (per $1,000) '99 $36·24
Population in 1892 was..... 3,428
Population in 1890 was..... 3,462

INTEREST is paid at the Fourth National Bank of New York.

TICONDEROGA.—This village is in Essex County.

LOANS—	When Due
Water Bonds—	
4s, F & A $8,000	Aug. 1, 1902
4s, F & A 10,000	Aug. 1, 1907
4s, F & A 15,000	Aug. 1, 1912
4s, F & A 17,000	Aug. 1, 1917
4s, F & A 20,'00	Aug. 1, 1922

Bonded debt Jan. 1, '99... $70,000
Assessed valuation, real.. 674,510
Assessed valuation, pers'l 72,100
Total valuation 1898.....$746,610
Tax rate (per $1,000) 1898.$27·00
Village population 1890.....2,267
Village population 1899 (est.)3,500

TONAWANDA.—

This village is in Tonawanda Town, Erie County.

VILLAGE LOANS—	When Due.
Sewer Bonds—	
4s, J&J, $126,000	July 1, 1902-9
Water Bonds—	
4s, J&J, $150,000	July 1, 1912
5s, J&J, 65,000	July 1, 1914
Street Bonds—	
6s, J&J, $40,000	July 1, '00-1903

Total debt (last returns). $479,556
Tax valuation 1899..... 4,114,375
Assessment is ⅔ actual value.
Population 1890 was.....$7,145
Population 1897 (estimated) 10,000
Town Debt—J. K. Patton, Sup.
Town debt Jan. 1, 1900.. $10,000
Town debt in litigation.. 202,000
Town valuation 1898....6,562,254
Town tax (per $1,000) 1894..21.36
Town population 1890. 7,636

INTEREST is payable at the Seaboard Bank, New York City

Tonawanda Union Free School District No. 3.—E. G. Riesterer, Treasurer.

LOANS—	When Due.
4s, 1892, $30,000	1913 to 1922
4s, 1897, 42,000	1938 to 1947
4s, 1898, 12,000	1919 to 1922

Total debt Feb. 1, 1900... $84,000
School tax (per M.) 1899.....$8 97
Assessment ⅔ actual value.
Population in 1897.....7,580

TROY.—FRANCIS J. MOLLOY, Mayor. LEROY RICKERSON, Comptroller.

Troy is situated in Rensselaer County.

LOANS— NAME AND PURPOSE.			—Interest.— Rate.	Payable.	—Principal.— When Due.	Outstand'g.
Bonds (funding)		 c	4	J & D	Jne 2,'00 to '1904	b115,000
Maturing $20,000 or $25,000 each year.						
do	do	r	3½	F & A	Aug. 12, 1900	4,000
do	do	r	3½	F & A	Aug. 12, 1905-'07 $10,000 yearly.	c30,000
do	do	1887 r	3½	J & J	July 14, 1907	c10,000
City hall bonds		1876 c	6	J & J	July 1, 1900-'01	a6,000
Maturing $3,000 each year.						
Park bonds		1894	3½	M & N	May 1, 1909	a3,000
do		1894	3½	A & O	Oct. 1, 1910	a5,000
do		1895	3½	J & D	June 1, 1911	a4,000
do		1895	3½	J & D	June 1, 1912-'13	a2,000
do		1895	3½	J & D	June 1, 1914	a4,000
Public building,		....1884 r	4	M & S	Sept. 20,'00--1909 $10,000 yearly.	b100,000
do	do	r	4	M & S	Sept. 20, 1910	b15,000
do	do	1886 r	4	M & N	Nov. 20, 1911	ad11,500
do	do	..1893	4	A & O	Oct. 16, 1904	8,000
do	do	..1893	4	A & O	Oct. 16, '05 to '08	40,000
($10,000 due yearly.)						
do	do	..1895	3½	F & A	Aug. 1, 1905-'07 $8,000 yearly.	24,000
do	do	..1895	3½	F & A	Aug 1, 1908	c10,000
do	do	1889r	3	A & O	Oct. 19, 1900--'02 $6,000 yearly.	18,000
do	do	1891.	3	F & A	Feb. 17, 1901	2,605
do	do	1891.	3	J & D	June 1, 1910	6,000
do	do	1891.	3	J & D	June 1, 1911	6,000
do	do	1898.	3½	M & N	Nov., 1909-'13 $10,000 yearly	52,000
do	do	1899.	3	F & A	Feb. 1905-1914	b107,000
($10,000 in '05, '06, '08, '10-'14; $12,000 in '07, and $15,000 in '09.)						
Market House bonds		.....	3½	F & A	Aug. 15,'01-12 $2,000 yearly	a25,000
High school site b'ds.		1898.	3½	M & N	1900-1908	53,250
Public Improvem'nt,		1893.	4	A & O	Oct. 16, 1912	15,000
do	do	1893.	4	A & O	Oct, 16, 1913	40,000
do	do	1893.	4	A & O	Oct. 16, 1914	40,000
do	do	1891.	3½	J & D	Dec. 1, 1910	15,000
do	do	1891.	3½	J & D	Dec. 1, 1911	20,000
do	do	1891.	3½	J & D	Dec. 1, 1912	30,000
do	do	1892.	3½	J & D	Dec. 15, 1905-'11 $10,000 yearly.	c70,000
do	do	1892.	3½	J & D	Dec. 15, 1912	b5,000
do	do	1894.	3½	F & A	Aug. 1, 1909-'14 $10,000 yearly.	c60,000
do	do	1895.	3½	J & J	Jan. 10, 1913	c10,000
do	do	1895.	3½	J & J	Jan. 10, 1914	8,000
do	do	1895.	3½	F & A	Aug. 1, 1915	cd25,000
do	do	1890.	3	M & S	Sept. 1, 1900	c10,000
do	do	.....	3	M & S	Sept. 1, 1901	c10,000
do	do	.....	3	M & S	Sept. 1, 1902	20,000
do	do	.....	3	M & S	Sept. 1, 1903	20,000
do	do	.....	3	M & S	Sept. 1, 1904	16,000
do	do	.....	3	J & D	Dec. 1,1905-'08 $10,000 yearly	c40,000
do	do	1891.	3	J & D	June 15, 1908	c10,000
do	do	1891.	3	J & D	June 15, 1905	c10,000
do	do	1891.	3	J & D	June 15, 1906	c10,000
do	do	1890.	3	J & D	Dec. 1, 1909	8,000
do	do	1890.	3	J & D	Dec. 1, 1909	750
do	do	1891.	3	M & S	Sept, 1, 1908	c10,000
do	do	1891.	3	M & S	Sept. 1, 1909	20,000
do	do	1896.	3½	J & D	Dec. 1, 1915-'16 $24,000 yearly.	48,000
do	do	1897.	3½	J & D	Dec. 15, 1916	23,500
do	do	1898.	3½	J & D	Dec. 15, 1915-20 $10,000 yearly.	c60,000
Rensselaer St. imp.		.1895	3½	M & N	Nov. 1, 1900-'04 $5,000 yearly.	25,000
Water Works Bonds:—						
Issue of May 1, 1879.		....c*	5	M & N	May 1, 1900-'02	a20,000
Maturing $10,000 each even year.						
do	Aug. 1, 1879.	c*	4½	F & A	Aug. 1, '01-1904	a15,000
Maturing $7,500 every third year from 1901 to 1904.						
do	do	c*	4½	F & A	Aug. 1, 1907--'19	a40,000
Maturing $8,000 every third year from 1907 to 1919.						
do	do	c*	3½	A & O	Apr. 1, 1901	b10,000
do	August 1, 1881.	c*	3½	F & A	Aug. 1, 1900	b5,000
do	May, 1883.	c.*	3½	M & N	May 1 1910 to '19 $5,000 yearly.	b50,000
do	June 2, 1884.	r	4	J & D	June 1, 1903	b5,000
do	do	r	4	J & D	June 1. 1904	b5,000
do	do	r	4	J & D	June 1, 1905-'09	c 40,000
Maturing $10,000 yearly, omitting 1907.						
Issue of Novem. 2, 1885		r	3½	M & N	Nov. 1, 1911	a$5,000
do	do	r	3½	M & N	Nov. 1, 1912	a5,000
do	do	r	3½	M & N	Nov. 1, 1914	a7,500
do	do	r	3½	M & N	Nov. 1, 1915	a7,500
do	do	r	3½	M & N	Nov. 1, 1917	a1,000
do	of Feb., 1896	.....	3½	F & A	Feb. 1, 1903	a5,000
do	do		3½	F & A	Feb. 1, 1907	a5,000

a Bonds for $1,000 each. b Bonds for $5,000 each. c Bonds for $10,000 each. d Bonds for $500, etc. y Bonds for $1,000 and $10,000

INTEREST is paid at office of City Chamberlain.

TOTAL DEBT, SINKING FUND, ETC.—

	Jan. 1, 1900.	Mch. 1, '99.	Mch. 1, '98.	Mch. 1, '97.
Total municipal debt.	$1,340,605	$1,393,606	$1,172,265	$1,193,265
Sink. funds, cash, etc.	23,259	47,981	66,489	71,385
Net municipal debt...	$1,317,346	$1,345,625	$1,105,776	$1,121,880
Water debt additional	236,000	246,000	273,500	283,500
Sinking funds, etc..	54,112	42,962	51,268	42,194
Net water debt.....	$181,888	$203,038	$222,232	$241,306

WATER BONDS.—The interest and principal of the water works bonds are provided for by the Water Commissioners from water rents.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows, property being assessed at about full value.

Years.	Assessed Valuation. Real.	Personal.	Total.	Total Tax per $1,000.
1899	$42,622,125	$5,004,673	$47,626,798	$11·30
1898	42,494,633	5,282,425	47,777,058	18·09
1897	42,411,511	5,368,077	47,779,588	17·26
1896	42,535,685	5,133,025	47,668,710	19·48
1895	42,566,736	5,392,051	47,958,787	19·86
1890	41,851,392	5,198,587	48,049,979	18·45
1888	42,454,445	5,598,427	48,052,872	17·20

The tax rate for 1898 includes State and county tax $5·59 and city tax $12·50.

POPULATION.—In 1892 population was 64,986; in 1890 it was 60,956; in 1880 it was 56,747; in 1898 estimated 67,000.

TRUXTON.—JOHN O'DONNELL, Supervisor.

A town in Cortland County.

LOANS— *When Due.*
N. Y. & Os. MID. RR. BONDS—
4s, J&J, $112,200....July 15, 1912
Subject to call after July 15, 1902
Bonded debt Feb. 1, 1900. $112,400
Tax valuation, real..... 396,015
Tax valuation, pers'l $23,400
Total valuation 1899.....419,415
Assessment about ¾ actual value.
Total tax (per $1,000) 1899. $23·60
Population in 1900 (est.).....1,300
Population in 1890 was.....1,328

INTEREST on the railroad bonds is payable at the First National Bank of Cortland; on other bonds at the Cortland Savings Bank.

TAX FREE.—Bonds are tax exempt.

ULSTER CO.—GEO. DEYÓ, Treasurer.

County seat is Kingston.

LOANS— *When Due.*
COURT HOUSE BONDS, 1895, (ref.)
4s, M&S, $63,000.....1901-1920
($3,000 due yearly on Mar. 1.)
4s, M & S, $66,000....Mar. 1, 1901
($3,000 due yearly) to Mar. 1, 1922
4s, M&S, $32,000.....Mar. 1, 1923
COUNTY BONDS—
4s, M&S, $69,000...Mar., 1901-'23
($3,000 yearly)
3s, $50,000..... Mar. 1, 1901
3s, 10,000.....Mar. 1, 1902
4s, 140,000.....Mar. 1, 1904
4s, 500,000.....Mar. 1, 1905
4s, M&S, $95,000..Mar. 1, 1901 to
($5,000 due yearly) Mar. 1, 1919
JAIL BONDS—
4s, M&S, $50,000.....Mar. 1, 1925
REFUNDING BONDS—
4s, M&S, $14,000. .....Mar., 1924
4s, M&S, 50,000.Mar. 1901 to '25
Bonded debt Nov. 1, '99 $713,000
Assessed valuat'n, real 26,665,270
Assessed val'n, pers'l. 2,892,425
Total valuation 1899.. 29,557,695
Population in 1898 (est'd)..85,000
Population in 1890 was.....87,062
Population in 1880 was.....85,838

TAX FREE—The court house bonds are exempt from taxation.

UTICA.—R. W. SHERMAN, Mayor. JOHN A. CANTWELL, City Clerk.

This city is in Oneida County.

LOANS— *When Due.*
ACADEMY AND SCHOOL BONDS—
4s, ..., $130,050....1900 to 1916
4s, ..., 38,000..Jan., 1901-'19
4s, ..., 19,000..Jan., 1901-'19
4s, ... , 10,000..... 1900
RAILROAD AID BONDS—
7s, ... $200,000.. .July 1, 1901
4s, ann., 27,005.....1900-1904
($5 annually.)
VOTING MACHINE BONDS—
4s, $10,000 ..Jan. 1. 1901 & 1902
PUBLIC IMPROVEMENT—
4s, ... $178,700....part yearly.
BRIDGE BONDS—
4s, ...,$ 3,000.....1900-1902
4s, ..., 8,000.....1900-1907
4s, ..., 3,000.....Nov., 1900-'02
LOCAL ASSESSMENTS—
4s, ... $122,495....part yearly.
Total debt Feb. 1, 1900..$570,550
TOWN BONDS—
5s, ..., $20,000.....1900
5s, .. , 20,000.....Feb. 1, 1901
Town debt Feb. 1, 1900. $245,000
Assets, railroad stock... 200,000

Utica holds against its railroad bonds an equal amount of railroad stock, which returns dividends of 5 per cent.

INTEREST is payable in Utica at the City Treasurer's office.

DEBT LIMITATION.—The city is restricted by law to the issuance of temporary loan bonds in anticipation of city tax.

ASSESSED VALUATION.—Assessment about full value since 1897; previously about 70 per cent.

Years.	Real Estate.	Personal Property	Total Assessed Valuation.	Rate of Tax per $1,000.
1899	$28,576,331	$9,219,307	$37,795,638	$22·72
1898	28,472,140	9,222,004	37,694,144	19·62
1897	32,014,624	8,642,398	40,657,022	16·17
1896	16,437,262	2,613,826	19,051,088	22·02
1895	16,548,046	2,630,263	19,178,309	20·81
1890	16,461,052	2,330,606	18,791,658	27·23
1880	16,998,760	2,476,800	19,475,560	.....

POPULATION.—In 1892 population was 46,608; in 1890 it was 44,001; in 1880 it was 33,914; in 1870 it was 28,804. Population 1899 (estimated), 60,340.

WALTON.—H. S. SEWELL, Supervisor.

This town is in Delaware County.

LOANS— *When Due.*
RR. AID BONDS (reg.)—
4s, F&A, $78,000.....Feb. 1, 1901
($6,000 due yearly) to Feb. 1, 1913
3½s, F&A, $30,000....Feb. 1, 1909
($6,000 due yearly) to Feb. 1, 1913
Total debt Jan. 1, 1898.. $126,000
Tax valuat'n, real.....$1,095,304
Tax valuat'n, per'l 324,725
Total valuation 1898... 1,420,029
Total tax (per M.) 1898.. $12·88
Population in 1890 was.....4,543
Population in 1880 was.....3,544

The four per cents are payable to the Union Dime Savings Bank, N.Y

WALTON SCHOOL DISTRICT.—ALBERT D. PEAKE, President Board of Education

LOANS— *When Due.*
BUILDING BONDS—
4s, J&J, $16,000..July 1, 1900-'02
REFUNDING BONDS—
4s, J&J, $16,000.....July 1, 1911
($2,000 due yearly) to July 1, 1918.
Total debt Feb. 1, 1900.. $32,000
Ass'd valuation, real.....1,[illegible]00,000
Assessed val'n, personal. 150,000
Total valuation 1899 1,150,000
Assessment abt. 40% actual value.
Population in 1900 (est'd.) 3,900

Six thousand dollars of the building bonds matures in 1900 and $5,000 each year in 1901 and 1902.

INTEREST is payable at the Chase National Bank, New York City.

WARSAW.—WM. E. WEBSTER, President. FRED. LESTER, Treasurer.

The town of Warsaw, containing the village of the same name, is situated in the county of Wyoming.

LOANS— *When Due.*
RAILROAD AID LOAN—
3½s, J&J, $84,000.....July 1, 1902
(Subject to call.)
VILLAGE WATER BONDS—
4s, J&J, $75,000.....1910 to 1925
$15,000 in 1910, 1915 and 1925, $30,000 in 1920.
Town debt Feb. 15, 1900. $84,000
Village debt Feb. 15, 1900 75,000
Total valuation 1899.....1,947,777
Assessment about 4-5 actual value.
Total tax (per $1,000) 1899..$9·49
Population in 1890 was.....4,468
Population in 1892 was.....4,811
Population in 1896 was.....4,443

TAX FREE.—Railroad bonds exempt by statute from any taxation.

INTEREST on the railroad bonds is payable at the Union Trust Co., New York, and on the water bonds at Dime Savings Bank, New York.

WATERTOWN.—FRANK WALTS, Treasurer.

This city is in Jefferson County.

LOANS— *When Due.*
CITY BONDS—
3⅜s, 40,000 .....1905 1914
4s, 77,000 1900-1925
CITY HALL, 1896—
4½s, ..., $40,000....1926 to 1930
($8,000 due yearly.)
FUNDING BONDS—
3½s .... $120,000. Feb. 1, 1901-'24
($5,000 due yearly.)
WATER BONDS—
5s, M&S, $37,000...1901 to 1906
4s, M&S, 70,000...1901 to 1906
WATER BONDS (Con.)—
3½s, M&S, $83,000...1906 to 1920
3s, M&S. 45,000...1902 to 1910
Total debt Mar. 20, 1900..$512,000
Water debt (included)... 235,000
Tax valuation, real..... 7,638,385
Tax valuation, pers'l... 2,073,530
Total valuation 1900... 9,711,915
Tax rate (per M) 1900.... $21·11
Assessment about ¾ actual value.
Population 1900 (est.) 25,000
Population in 1890 was.....14,725

INTEREST on water bonds is payable at New York; on all others at Watertown.

WATERVLIET.—JAS. H. BOYLAND, Chamb'n.

This city is in Albany County.

LOANS— *When Due.*
a PAVEMENT BONDS—
4s, A&O, $262,000...1900 to 1914
(Part due yearly on Oct. 1.)
SEWER BONDS—
4s, M&S, $69,000.....1899 to 1906
(Part due yearly on Sept. 1.)
SCHOOL BONDS—
4s, J&D, $48,000 ..... June, 1900
($5,000 due y'ly) to June, 1908.
ELECTRIC LIGHT BONDS—
4s, ..., $8,000.....July 1, 1900
($4,000 due y'rly) to July 1, 1901
Bonded debt Aug. 1, '99..$387,000
City has no floating debt.
Tax valuation, real.....$4,463,182
Tax valuation, personal 133,500
Total valuation 1899... 4,596,682
Assessment about actual value.
Total tax (per $1,000) '99..$24·90
Population in 1890 was.....12,967
Population in 1899 (est.)...15,500

a $1,000 each.

INTEREST is payable at City Chamberlain's office.

WAWARSING.—W. KELLEY SHOOK, Superv'r.

Wawarsing is a township of Ulster County in which the village of Ellenville is situated.

LOANS— *When Due.*
Town Debt.
RAILROAD AID LOAN—
3½s, F&A, $120,000....1900 to '10
Village Debt.
WATER LOAN—
3½s, M&N, $15,000...Nov. 1, 1907
Now subject to call.
Town debt Mar. 1, 1900. $120,000
Village debt Feb. 20, 1900 15,000
Assessed val'tion, real...1,135,440
Assessed val'tion, pers'l.. 109,680
Total valuation 1899....1,245,120
Assessment about ¾ actual value.
Total tax (per $1,000) '99...$28·96

INTEREST on town bonds is payable at the Home Bank of Ellenville.

POPULATION—The population in 1892 of town and village was 7,866; in 1890 it was 7,758; in 1880 it was 8,547; in 1870 it was 8,151. Population of village in 1890 was 2,881; in 1900 (est.), 3,000.

WEST CHESTER.—See New York City.

WESTCHESTER CO.—FRANCIS M. CARPENTER, Treasurer.—County seat is White Plains.

LOANS— *When Due.*
WARBURTON AVE. BONDS—
4s, J&D, $64,978.....June 1, 1900
($10,000 due y'rly) to June 1, 1905
COUNTY JAIL BONDS—
4s, J&J, $51,000.....1906-1911
($10,000 yearly on July 1.)
GENERAL PURPOSES—
3·60s, J&D, $12,000..June 1, 1900
3½s, J&D, 25,000..June 1, 1901
3½s, J&D, 10,000..June 1, 1902
3¾s, J&D, 15,000..June 1, 1903
3½s, ..., 10,000..June 1, 1902
3½s, J&D, 25,000..June 1, 1904
3½s, J&D, 20,000..June 1, 1905
GENERAL PURPOSES—(Con.)—
4s, J&D, $25,000.....June 1, 1911
($10,000 due yearly) to June 1, '13
4s, J&D, $20,000 ....June 1, 1915
REFUNDING BONDS—
3½s, ..., $22,000. June, 1900-'04
($5,000 due yearly to 1903).
Bond. debt Jan. 1, 1900 $339,978
Tax valuation, real....168,665,920
Tax valuation, pers... 17,938,719
Total valuation 1899..186,604,639
Assessment at about actual value.
Population in 1892 was...145,106
Population in 1890 was.. .146,772

INTEREST is payable by County Treasurer at White Plains.

WHITEHALL.—

This village is in the town of Whitehall and in Washington County.

LOANS— *When Due.*
REFUNDING WATER BONDS—
3½s, ..., $23,000. May 1, 1900-22
($1,000 due yearly on May 1.)
WATER BONDS—
4s, A&O, $25,000....Apr. 15, 1904
4s, A&O, 25,000....Apr. 1, 1914
Bonded debt Apr. 1, 1898. $72,000
Floating debt 3,379
Total debt Apr. 1, 1898.... 75,379
Sinking fund, etc..... $2,000
Net debt Apr. 1, 1898..... 73,379
Tax valuation, real.....684,740
Tax valuation, personal....198,230
Total valuation 1897.....882,970
Assessment about ⅗ actual value.
Total tax (per $1,000).....$47·50
Population in 1890 was.....4,434
Population in 1880 was.....4,270
Population 1898 (estimated) .4,577

INTEREST is payable at the Fourth National Bank, New York.

WHITE PLAINS.—HOWARD E. FOSTER, Treas.

This village is in Westchester County.

LOANS— *When Due.*
PAVING BONDS—
4s, ..., $15,000...June, 1926-'28
REFUNDING BONDS—
4s, ..., $14,000. Nov. 1, 1900-'13
WATER BONDS—
4s, F&A, $130,000, Aug. 1, 1914-28
($4,000 in 1914 & $9,000 yearly to Aug. 1, 1928.)
4s, J&D, $25,000...June, 1926-'29
($4,000 in 1926; $7,000 to 1929.)
3½s, ..., 60,000,.....1929
Total debt Sept. 18, '99. $521,000
Tax valuation 1899.....11,000,000
Population 1898 (estimated) .9,000
TOWN OF WHITE PLAINS BONDS—
3½s, semi-an., $78,000.....1929

WILLIAMSBRIDGE.—See New York City.

YONKERS.—LESLIE SUTHERLAND, Mayor. JOHN H. KEELER, JR., Deputy Clerk.

Yonkers is in Westchester County.

LOANS— *When Due.*

ASSESSMENT BONDS—
4s, ..., $60,000...Feb. 1, 1901
3½s, F&A, 7,500...Feb. 1, 1901
3½s, ..., 43,000...Feb. 1, 1902
4s, ..., 30,000...Feb. 1, 1902
3½s, ..., 17,000...Feb. 1, 1902

CONSOLIDATION BONDS—
7s, A&O, $70,000...Apr. 1, 1901-2

CREMATORY BONDS—
4s, A&O, $4,500.....1901-1905
($1,000 due yearly on Apr. 1.)
4s, ..., $3,600 ....Apr. 1906-'09

FIRE DEPARTMENT—
4s, A&O, $5,000.....Apr. 1, 1901
4s, ..., 17,000. Apr. 1, 1902 to '95
($5,000 due yearly).

PARK BONDS—
3½s, ..., $150,000. May, '10 to '24

PAVING BONDS—
4s, ..., $34,764...Mar. 1, 1900-05
4s, ..., 60,000...Mar, 1, 1901-06
4s, ..., 267,458...Apr. 1. 1900-25
4s, ..., 10,000..... Apr. 1, 1927

REDEMPTION BONDS—
4s, ..., $60,000...Feb. 1, 1901
4s, F&A, 125,000....Feb. 1, 1902
3½s, F&A, 80,000....Feb. 1, 1903

LOANS— *When Due.*

PUBLIC BATH BONDS—
4s, ..., $20,000. 1900, '05, '10, '15
($5,000 each payment.)

PUBLIC BUILDING AND DOCK—
4s, A&O, $32,200..Apr. 1, 1900-12
4s, F&A, 120,000. Apr., 1902 to '13
($10,000 due yearly.)

SCHOOL BUILDING—
3½s, A&O, $248,800. Apr., 1900-81
4s, ..., 210,500. Apr. 1, '13--55

STREET IMPROVEMENT—
4s, ..., $20,000.....1900-1901
($10,000 due yearly.)

TAX RELIEF—
4s, ..., $150,000.....May 1, 1900
4s, ..., 200,000.....May 1, 1901

WATER WORKS—
7s, .., $625,000. Apr. 1, 1903 to '14
5s, .., 30,000. Apr. 1, 1909 to '12
4s, .., 775,000. Apr. 1, 1912 to '22
3½s, .., 20,000. .....Apr. 1, 1917

NORTH BROADWAY BONDS—
4s, A&O, $20,000. Apr. 1, 1900-'03
($5,000 each year.)

SCHOOL DISTRICT BONDS—
3½s, A&O, $25,000..Apr., 1908-10

PAR VALUE OF BONDS.—The consolidation and water bonds are for $1,000 each.

INTEREST is paid at City Treasury.

BONDED DEBT, ETC.—The bonded debt of the city on Feb. 1, 1900, was $3,555,322, sinking fund assets, $283,953; net debt, $3,271,369. Tax relief bonds raised by taxation (included above), $350,000.

CITY PROPERTY.—The city owns its water works, which prior to December 1, 1893, had cost it $1,154,417 48.

ASSESSED VALUATION.—The city's assessed valuation has been:

Years—	*Real Estate.*	*Personal Property.*	*Total Assessed Valuation.*	*Average Rate of Tax per* $1,000
1898	$32,283,460	$3,205,860	$35,489,320	$21·82
1897	30,711,880	3,155,974	33,867,854	22·2998
1896	29,545,945	334,235	29,880,180	25·3486
1890	22,574,226	398,240	22,972,466	17·3902
1880	10,024,677	430,295	10,454,972	.....

POPULATION.—In 1892 the population was 31,419; in 1890 it was 32,033; in 1880 it was 18,892; in 1898 (estimated) 43,000.

EXPLANATORY OF BONDS.—The redemption bonds were issued for purchase of lands bid in by the city at sales of property for non-payment of taxes and assessments, and the bonds are to be paid out of money received for redemption of lands so purchased.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding civil divisions in the State of New York which have an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

	Total Debt.	*Interest.*	*Maturity.*	*Assessed Val'ation.*	*Population 1890.*
	$			$	
Alexandria (T.), Jeffers'n Co.	52,100	7	1900	1,508,815	3,300
Ancram (T.) Columbia Co...	30,000	7	1900	821,018	1,332
Andes (T.), Delaware Co....127,500		3½	1900-'26	636,036	2,264
Andover (V.) Allegheny Co.	18,800	..	.....	241,916	.....
Angelica (T.), Allegany Co..	35,000	4	'99-'25	689,750	1,749
Angelica (V.), Allegany Co	30,000	4	1927	225,006	953
Antwerp (T.), Jefferson Co..	15,000	3½	'07-'21	1,477,165	3,095
Arcadia (T.), Wayne Co 114,400		7	....	3,043,801	6,310
Attica (Town), Wyoming Co.	23,000	3½	1902-09	1,561,874	3,002
Ballston Spa (V.), Sar'ga Co.108,500		..	.....	1,650,000	2,527
Berlin (T.), Rensselaer Co..	17,000	5	'00-'15	388,169	1,704
Bradford (T.), Steuben Co...	14,000	7	1902	316,050	765
Canandaigua (V.), Ontario Co.130,000		4	1915	3,825,905	8,229
Cattaraugus (Village), Cattaraugus Co.....	28,000	4	1900-14	....	878
Champion (T.) Jefferson Co.	34,636	7	1900	943,795	2,191
Champlain (V.), Clinton Co..	20,000	4½	'22-'26	.....	1,275
Charlotte (V.), Monroe Co..	56,000	4½	1925	800,000	930
Chautauqua (Town), Chautauqua Co.....	20,000	..	'99-'02	2,021,020	3,259
Cherry Creek (Town), Chautauqua Co.....	49,000	4	'09 '27	472,596	1,481
Cherry Valley (T.), Otsego Co.	46,000	3¼&3½	'99-'15	804,014	1,803
Cherry Valley (V.), Otsego Co.	21,000	4	1902-'16	.....	685
Cincinnatus (T.), Cortland Co	38,000	4	1900-37	299,075	936
Clifton Spgs (V.), Ontario Co.	50,000	4	1916	662,800	1,046
Clinton County	14,000	4	'00-'02	6,830,317	46,437
Columbus (T.), Chenango Co.	16,000	4	.....	522,566	1,109
Covert (Town), Seneca Co...	50,000	7	1901	1,383,514	1,963
Coxsackie (V.), Greene Co..	71,000	.	.....	1,145,502	1,611
Cuba (V.) Allegany Co.....	34,000	3½	1900-09	719,645	1,386
Cuyler (T.), Cortland Co	56,500	3½	1900-37	368,722	1,095
Deer Park Sch. Dist. No. 1..	22,000	4	'99-'09	1,931,435	*10,000
Depew (V.) Erie Co.	83,200	4	1902-21	1,850,850	*2,860
De Ruyter (T.), Madison Co.	50,000	4	.....	603,055	1,500
Diana (T.), Lewis Co..	19,400	4&5	.....	467,519	2,395
Eastchester (T.), Westches. Co	156,020	4&5	'99-'25	3,814,396	15,442
Eaton (T.), Madison Co	80,000	4	.....	1,291,022	3,121
Ellenville (V.), Ulster Co....	13,500	3½	1907	300,000	*2,998
Elmira Heights (Village), Chemung Co.....	17,000	4	'98-'13	.....	.....
Enfield (T.), Tompkins Co...	25,000	..	1901	609,161	1,363
Erin (T.), Chemung Co.....	13,700	7	Feb 1900	328,961	1,289
Frankfort (V.), Herkimer Co.	73,000	3½&4½	'99-'28	.....	2,291
Franklinville (Village), Cattaraugus Co.....	29,000	4	'98-'10	.....	1,021
Freeport (V.), Queens Co....	55,750	5	'99-'19	.....	.....
Gainesville (T.), Wyoming Co.	12,000	4½	1900-02	1,043,048	2,166
Geneva (City), Ontario Co..230,000		4	'16&'26	5,707,173	7,557
Geneva (Town), Ontario Co..	12,977	7	'00-'01	962,874	8,877
Geneva Classical School District, Ontario Co.....	32,500	4&5	'00-'09	.....	.....
German Flatts (Town), Herkimer Co	34,750	6&7	1901	.....	7,255
Gilbertsville (V.), Otsego Co.	14,000	3½	'01-'25	.....	.....
Gouverneur (V.) St. Lawrence Co.....	61,000	3½	1910	1,681,005	3,500
Gowanda (V.), Cattaraugus Co	17,000	4	1900-16	.....	.....
Greenburg (Town), Westchester Co.....168,200		4&4½	'99-'14	27,542,114	11,613
Groton (V.), Tompkins Co...	29,000	3½	1928	.....	1,280
Groton (T.), Tompkins Co...	15,000	7	1900	1,593,596	3,572
Guilford (T.), Chenango Co.	25,000	4	.....	1,206,253	2,736
Hamilton Co.....	26,000	..		3,276,719	4,762
Hancock (T.), Delaware Co.	63,000	4	.....	1,219,064	4,745
Harrison (T.), Westches. Co.	22,000	4	'99-'12	3,767,902	1,485
Hastings (T.), Oswego Co...	23,000	4	.....	803,632	2,364
Hempstead S. D. No. 1.....	10,000	4	.....	.....	.....
Hempstead S. D. No. 15.....	27,000	5&6	'00-'12	1,300,000	.....
Hempstead S. D. No. 20.....	14,200	5	'00-'27	.....	.....
Hempstead S. D. No. 21.....	32,400	4	'97-'20	.....	.....
Hempstead S. D. No. 22.....	15,000	4½	'05-'18	.....	.....
Hempstead S. D. No. 24.....	10,000	5	'03-'12	.....	.....
Herkimer (T.), Herkimer Co.	10,141	5	'99-'01	4,448,018	4,666
Herkimer Co.....	144,000	..	.....	26,277 592	45,608
Hoosick (T.), Rensselaer Co.	18,000	3½	'01-'09	4,436,106	10,471
Hoosick Falls (V.) Rensselaer Co.....	48,225	3½&4	1900-11	2,123,004	7,014
Horseheads (T.), Chemung Co	50,000	4	1911 15	1,751,979	3,482
Hounsfield (T.), Jefferson Co.	88,000	4	1900-12	1,289,110	2,651
Hunter (T.), Greene Co.....	11,900	4	'01-'10	878,184	357
Irvington (Village), Westchester Co.....101,000		3·15-4	1900-28	3,617,800	2,599
Islip S. D. No. 1, Suffolk Co.	30,000	4	'04-'29	2,000,000	*2,290
Ithaca S. D., Tompkins Co...	15,000	4	1908	....	.....
Jefferson County.....	10,400	4	1900 01	36,879,429	68,806
Keeseville (V.), Clinton Co..	16,000	5	'99-'14	728,639	2,103
Lebanon (T.), Madison Co...	51,700	4	.....	665,870	1,277
Lestershire (V.) Broome Co.	57,900	..	.....	744,570	.....
Lewis Co.....	12,300	..	.....	10,168,030	29,806
Liberty (V.), Sullivan Co.....	32,500	..	.....	353,650	700
Lincklaen (T.), Chenango Co.	11,500	4	.....	182,565	726
Little Falls (T.), Herkim'r Co.	17,000	4	'99-'15	541,293	7,512
Little Valley (Village), Cattaraugus Co.....	20,000	4	'08 &'15	.....	698
Livingston County.....	25,000	4½	1900-04	26,208,175	37,801
Lowville (T.), Lewis Co.....	20,000	3½	1900-20	2,479,450	3,684
Lyons (T.), Wayne Co.....	21,500	4	....	2,890,429	6,228
Lysander (T.) Onondaga Co.	25,000	3½	1901-25	3,156,029	5,163
Madison (T.), Madison Co...	20,000	..	.....	246,035	2,316
Mamaroneck (Village), Westchester Co.....	26,000	4	'00-'12	4,972,215	3,729
Manheim Sch. Dist. No. 2, Herkimer Co.....	15,000	3	'99-'13	.....	.....
Manlius (T.), Onondaga Co..	102,900	3½	1900-29	2,468,770	5,453
Middlebury (T.), Wyoming Co.	18,000	4½	.....	848,117	1,781
Middleville (V.), Herkim'r Co.	20,000	3½	1924	.....	.....
Milford (V.), Otsego Co.....	14,400	4	1905	.....	2,051
Mohawk (V.), Herkimer Co..	64,500	4	'99-'32	.....	1,806
Montgomery Co.....	27,287	..	.....	27,708,003	45,699
Morris (V.), Otsego Co.....	13,000	4	.....	.....	601
Naples (Town), Ontario Co..	50,000	7	1902	750,956	2,455
Naples (V.), Ontario Co.....	24,000	4	1915	336,310	1,266
Nelson (T.), Madison Co.....	42,250	3½	.....	632,024	1,350
New Berlin (T.), Chenango Co.	49,500	4	.....	1,082,765	2,427
Newfane (T.), Niagara Co..	70,000	5	'00-'23	1,349,474	3,170
Newfield (T.), Tompkins Co.	52,000	7	1901	754,654	2,214
Newport (V.), Herkimer Co..	10,000	4	1914	.....	659
Newport (T.), Herkimer Co.	11,500	4	'14-'18	803,342	1,835
New Rochelle (T.), West. Co..	34,000	4	'99-'16	14,890,489	9,057
Niagara Co.....	52,500	..	.....	43,651,862	62,491
No. Greenbush Sch. Dist. No. 6, Rensselaer Co.....	25,000	4	'01-'08	.....	.....
North Olean (Village), Cattaraugus Co.....	16,000	5	1900-15	.....	.....
Northville (V.), Fulton Co...	32,000	3½	'06-'21	.....	792
Norwich (T.), Chenango Co.	30,000	4	'99-'01	2,818,455	6,524
Nunda (T.), Livington Co...	19,000	4&4½	.....	1,195,897	2,426
Nyack (V.), Rockland Co....305,000		..	.....	2,786,300	*4,300
Olean (Town), School Dist. No. 1, Cattaraugus Co.....	65,500	4-4½	1900-04	.....	.....
Oneonta S. D. No. 5, Otsego Co.	20,500	4	1900-11	3,041,362	7,700
Ontario (T.), Wayne Co.....	53,400	4	.....	929,891	.....
Ontario County	10,000	4	'00-'01	29,639,311	8,453
Oswegatchie (T.), St. Law. Co.	42,500	4, 5&6	.....	1,551,582	2,346
Oswego Falls School Dist. No. 2, Oswego Co.	41,000	4	1900-19	798,000	*3,000
Otsego (T.), Otsego Co.....113,500		3½-4-7	1900-10	2,565,242	4,917
Otselic (T.), Chenango Co...	59,400	4	at call	409,356	1,284
Owego (Town), Tioga Co....	44,000	4	1900-06	4,991,220	9,008
Oyster Bay Sch. Dist. No. 5..	36,500	4&5	'98-'40	.....	.....
Parish (Town), Oswego Co..	22,000	3½	.....	383,020	1,770
Patchogue (V.), Suffolk Co..	23,000	4	1900-12	2,570,878	2,600
Perry (Town), Wyoming Co	69,900	7	1900	1,829,072	2,928
Persea School Dist. No. 1, Cattaraugus Co.....	16,000	4	1904-16	.....	.....
Phelps (Town), Ontario Co..	30,500	4&7	'00-'17	.....	5,086
Philadelphia (Town), Jefferson Co.....	25,000	7	1900	1,145,000	1,662
Philmont (V.), Columbia Co.	51,000	3·65&4	'02-'25	1,025,088	1,818
Pittsfield (T.), Otsego Co....	15,000	4	1900-08	459,311	1,218
Plattsburgh (T.), Clinton Co.	15,000	7	'99-'01	2,207,498	9,500
do do Sch. D No. 1.	17,800	4&5	'99-'08	.....	.....
Plymouth (T.), Chenango Co.	41,000	4	'99 '11	380,825	1,156
Port Leyden (V.), Lewis Co.	16,000	3½	'02-'26	.....	462
Portville (V.) Cattaraug. Co.	12,000	4	1900-11	.....	.....
Potsdam (V.) St. Lawr'ce Co.	59,500	4	1900-12	1,719,860	3,961
Randolph (Village), Cattaraugus Co.....	22,000	4	'00 '20	.....	1,201
Renssel. Sch. D. Nos. 1 & 2..	36,000	4½&5	'00-'16	.....	.....
Richland (T.), Oswego Co...	50,000	3½	.....	1,738,885	3,771
Richmondville (V.), Schoharie Co.....	28,000	3½	1925	.....	663
Ridgeway Sch. Dist. No. 5, Suffolk Co	31,000	4	99-'18	1,341,904	2,200
Ridgeway and Shelby School District, Orleans Co.....	18,000	6	'99-'18	.....	.....
Riverhead School Dist No. 5, Suffolk County.....	31,000	4	'99 '18	1,341,904	2,200
Rockville Centre (Village), Queens Co.....	31,500	4	'99 '25	....	.....
Rossie (T.), St. Lawrence Co.	12,800	4	1901-18	375,680	1,493
Rouses Pt. (V.), Clinton Co. .	38,000	4	'09-'12	.....	1,856
Rutland (T.), Jefferson Co .	15,249	4	1900-09	980,100	1,798
Rye (T.), Westchester Co ...	14,485	4	'00-'01	13,755,789	9,477
Salamanca (Town), Cattaraugus Co.....	16,000	5	1901-08	1,101,735	4,572
Saranac Lake, Franklin Co..	44,000	5	'26-'34	600,000	768
Saratoga (T.), Saratoga Co .	77,500	4½	.....	1,405,745	3,855
Saratoga Springs (Town), Saratoga Co.....	64,000	4&5	.....	7,202,340	13,171
Scarsdale (T.), Westches. Co.	23,000	5	'02-'24	1,625,267	633
Schoharie (T.), Schoharie Co.	13,500	..	1900-08	1,361,265	2,944
Schroeppel (T.), Oswego Co.	38,500	5&7	.....	1,352,898	3,026
Sea Cliff (V.), Queens Co....	54,000	5	'01-'21	844,570	*1,450
Seneca (Town), Ontario Co..	12,022	7	'99-'01	1,677,288	2,690
Sharon (T.), Schoharie Co...	36,000	3½&3½	.....	1,229,870	2,202
Sharon Springs (V.), Schoharie Co.....	36,000	3½	'02-'31	.....	622
Shawangunk (T.) Ulster Co.	15,468	4 & 5	.....	548,880	2,456
Sherburne (V.), Chenango Co.	41,000	3½&4	Part yr'ly.	569,215	960
Sidney (T.) Delaware Co....	59,500	3½&4	Part yrly	1,034,494	3,122
Smithtown (T.) Suffolk Co..	50,000	7	1901	2,339,935	3,357

	Total Debt.	Interest.	Maturity.	Assessed Valuation.	Population in 1890.
	$			$	
Smyrna (T.), Chenango Co..	35,900	4	1906	600,280	1,396
Solon (T.), Cortland Co.....	79,900	4	1900-'39	219,535	687
Somerset (T.), Niagara Co...	52,500	5	....	1,038,811	1,962
So. Nyack (V.) Rockland Co.	12,000	3½	1901-06	1,342,420	*1,200
Stockbridge(T.),Madison Co.	90,000	..	.....	733,175	1,845
Suffolk County.....	52,000	..	.....	48,828,641	62,491
Taylor (T.), Cortland Co ...	30,000	4	1900-'19	257,934	815
Theresa (T.), Jefferson Co...	54,300	..	1900	1,051,530	2,391
Tompkins County.....	27,500	5	1901	17,627,133	32,928
Trumansburg (V.)Tompkins County	15,000	4	.....	.....	1,211
Ulster (T.) Ulster Co.....	28,015	.	.. .	1,184,573	3,222
Ulysses (T.), Tompkins Co. .	75,000	7	1901	1,455,353	2,954
Unadilla Sch. D., Otsego Co.	11,000	6	1900-'10	.....	.....
Valatie (V.), Columbia Co...	29,000	5	'00-'24	....	1,437
Van Buren(T.)Onondaga Co.	27,000	3½	1901-27	2,254,955	*4,000
Venice (T), Cayuga Co ..	55,000	4	.....	783,250	1,672
Vienna (T.), Oneida Co.....	27,000	4	.....	545,180	2,220
Volney (Town), Oswego Co.	159,000	3½-4-5	.....	2,796,774	6,527
Wallkill (T.), Orange Co.....	75,000	3½	'00-'08	1,224,419	2,755
Warren Co.....	12,000	..	.....	9,289,528	27,866
Warrensburg Sch. D, No. 1, Warren Co.....	19,000	5	1900-'18	377,000	*1,700
Watertown(T.),Jefferson Co.	153,000	..	1900-'11	784,690	1,215
Wayne (Town), Steuben Co..	29,000	7	.....	362,035	889
Webb (T), Herkimer Co	23,000	6	'99-'21	.....	.....
Wellsburg(V.),Chemung Co.	10,500	5	'99-'20	.....	.....
Wheatland (T.), Monroe Co..	41,000	4	'99 '14	1,452,824	2,400
Wilson (Town), Niagara Co.	91,000	5	.....	1,205,029	2,978
Winfield School District No. 4, Herkimer Co.....	12,500	4	'99-'23	.....	.....
Wolcott (T.), Wayne Co.....	83,000	5	'99-'10	1,135,099	3,216
Yates (T.) Orleans Co.....	64,000	5	1901-14	1,069,065	1,969

*Population estimated

State of New Jersey.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - -	One of Original Thirteen
Total area of State (square miles) - - - - -	7,815
State Capital - - - - - - - - -	Trenton
Governor(term exp. Mon. bef. 2d Tues. Jan.'02)	F. M. Voorhees
Secretary of State (term expires Apr. 1, 1902) -	Geo. Wurts
Treasurer (term expires April 2, 1903) - -	George B. Swain
Comptroller (term expires April 2, 1903) -	Wm. S. Hancock

Legislature meets annually the second Tuesday of January, and there is no limit to the length of the session.

HISTORY OF DEBT.—New Jersey has always been a conservative State; there are consequently no facts out of which to construct a history of debt issues. In a report made in 1838 the financial officer of the State affirmed that New Jersey had put out no obligations of any kind or loaned its credit to any company. The Constitution of 1844 forbade the creating of a State debt exceeding one hundred thousand dollars *except* for purposes of war, &c., as will more fully appear in the item below with respect to "debt limitation." This exception, under which it was allowable to exceed the hundred-thousand-dollar limit became operative on the occasion of the breaking out of our Civil War. Quite a debt was created at that period and what the State now owes is the remnant of those war issues. The details are as follows.

LOANS— NAME AND PURPOSE.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
War loan.....	6	J & J	Jan. 1, 1902	71,000

INTEREST is payable in Jersey City and Trenton.

TOTAL DEBT.—The total bonded debt of the State on January 1, 1900, was $71,000. At previous dates it was:

Nov. 1, 1899.....	$71,000	Nov. 1, 1895.....	$660,400
Nov. 1, 1898.....	194,000	Nov. 1, 1894.....	735,400
Nov. 1, 1897.....	394,000	Nov. 1, 1880.....	1,996,300
Nov. 1, 1896.....	593,400		

On Nov. 1, 1899, the cash balance on hand was $1,253,153 42.

ASSESSED VALUATION.—The assessed valuation, etc., has been

1899.....	$866,030,048	1892.....	$742,759,082	1880....	$518,617,518
1898.....	844,354,193	1890.....	649,979,700	1878....	531,851,849
1897.....	812,609,090	1888.....	603,676,953	1876....	596,833,707
1896.....	794,428,048	1886.....	573,256,303	1874....	619,057,903
1895.....	786,998,070	1884.....	554,828,114		
1894.....	774,398,332	1882.....	534,917,876		

In addition to the above the valuation of railroad and canal property in 1900 was $222,216,534.

DEBT LIMITATIONS.—The provisions of law limiting and regulating the debt-making power in New Jersey will be better understood and the information will be made more serviceable to the investor if arranged in accordance with the civil divisions to which the provisions apply.

(1) *THE STATE* is restricted as to its debt-making power by the State Constitution. In Article IV, Section VI, paragraphs 3 and 4, the whole subject is disposed of. The third paragraph forbids a loan of the State's credit, and the fourth paragraph forbids the creation of debt. These provisions are as follows.

3. The credit of the State shall not be directly or indirectly loaned in any case.

4. The Legislature shall not in any manner create any debt or debts, liability or liabilities of the State, which shall singly or in the aggregate with any previous debts or liabilities at any time exceed one hundred thousand dollars, except for purposes of war, or to repel invasion, or to suppress insurrection, unless the same shall be authorized by a law for some single object of work, to be distinctly specified therein; which law shall provide the ways and means, exclusive of loans, to pay the interest of such debt or liability as it falls due, and also to pay and discharge the principal of such debt or liability within thirty-five years from the time of the contracting thereof, and shall be irrepealable until such debt or liability and the interest thereon are fully paid and discharged; and no such law shall take effect until it shall, at a general election, have been submitted to the people, and have received the sanction of a majority of all the votes cast for and against it at such election; and all money to be raised by the authority of such law shall be applied only to the specific object stated therein, and to the payment of the debt thereby created. This section shall not be construed to refer to any money that has been, or may be, deposited with this State by the Government of the United States.

According to the foregoing (4th paragraph), the power of the State for making debt is limited to $100,000, except (1) for purposes of war etc., and (2) when the authorization is for some single object of work specified therein, etc. In the latter case the mode of procedure is, as will be seen, given in the same paragraph of the Constitution.

(2) *CITIES, COUNTIES, TOWNS, Etc.*, are also restricted in the making of certain kinds of debt by Article I, paragraphs 19 and 20, of the Constitution. We give the paragraph in full.

19. No county, city, borough, town, township or village shall hereafter give any money or property, or loan its money or credit, to or in aid of any individual, association or corporation, or become security for or be directly or indirectly the owner of any stock or bonds of any association or corporation.

20. No donation of land or appropriation of money shall be made by the State or any municipal corporation to or for the use of any society, association or corporation whatever.

It will be noted that the above prohibition relates to the giving of money, property or credit of cities, &c., to individuals, associations, or corporations, &c., and that the prohibition is absolute, forbidding the doing of such acts in any form, shape or manner. There is one other restriction of the State Constitution, and that is found in Article IV. Section VII., paragraph 11, which forbids the Legislature passing any *special* laws "regulating the internal affairs of *towns and counties*"; in this and in all other cases in which according to the judgment of the Legislature general laws are feasible, the Constitution states that general laws must be provided.

In compliance with this last provision the Legislature has passed many general laws covering bonded indebtedness of cities, towns, etc. They are so numerous they cannot be cited here. We would refer the reader to the Revised Statutes of New Jersey published in 1896 under the heading "Municipal Bonds" pages 693 to 716 both inclusive; and also to the same heading ("Municipal Bonds") pages 2220, etc.

TAX EXEMPTION.—The State of New Jersey passed in 1893 a general statute which exempts from taxation the bonds, securities and other evidences of indebtedness of municipal corporations; the provision covers not only the bonds, etc., to be hereafter issued, but those as well that have been heretofore issued. It is a sweeping statute, and one which is of decided interest to the holders of the municipal securities of the State. The full text of it may be found in the STATE AND CITY SUPPLEMENT for October, 1898, page 58.

POPULATION OF STATE.—Population has been as follows.

1890.....	1,444,933	1860.....	672,035	1830.....	320,823
1880.....	1,131,116	1850.....	489,555	1820.....	277,426
1870.....	906,096	1840.....	373,306	1810.....	245,562

SAVINGS BANKS' INVESTMENTS—POWERS AND RESTRICTIONS.—The last *general* savings bank law of New Jersey was passed in 1876. Since then the legislative tendency in the matter of investments has been in the direction of allowing the management of these institutions a wider choice and a larger discretion. In 1878 the limits of the 1876 law were broadened in several particulars by a new act of two sections, the first taking the place of section 26 of the act of 1876. In 1886 still another law was passed in place of the first section of the law of 1878. Again in 1889 an act was passed extending materially the provisions of section two of the law of 1878, which covered the same subject matter contained in section 29 of the original law of 1876, and thereby section 26 of the law of 1876 was superseded by the law of 1886, and section 29 was superseded by the law of 1889. In 1896 a supplement approved March 30, 1896 (Chapter 139, laws of 1896) to the law of 1876, making school district bonds an authorized investment, went into effect. In 1897 an act was passed (approved April 9) authorizing investments in bonds issued by commissioners appointed by the Supreme Court of the State. In 1899 a further supplement extending the permissible line of municipal investments so as to include the bonds of townships and boroughs was approved March 24. An attempt to add such securities to the list was made in 1898, but the measure then failed to receive the approval of the Governor. The 1899 law is as follows:

SECTION 1. It shall be lawful for any savings bank in this State to invest its funds in the bonds of any city, county, town or township of this State issued pursuant to the authority of any law of this State, or in the bonds of any borough or village or school district of this State issued pursuant to the authority of any law of this State; *provided*, such borough, village or school district shall not, within the ten years next preceding, have defaulted in the payment of any part of either principal or interest of any legal debt or obligation thereof; *and provided further*, that the total indebtedness of any such borough or village does not exceed ten per centum of its assessed valuation, and such school district bonds are by law charged upon all the property of the inhabitants of such district, or in any interest-bearing obligation (other than obligations commonly known as improvement certificates) issued by the city, county, town, township, borough or village in which such bank or institution is situated.

The following is the law of 1897 (approved April 9, 1897):

"Sec. 1. It shall be lawful for any bank, trust company, savings bank or savings institution * * * incorporated under the laws of this State, to invest moneys belonging to or deposited with any such companies in any bonds authorized by the laws of this State to be issued by any commission appointed by the Supreme Court of this State by virtue of any law of this State."

We omit the law of 1896 with reference to school district bonds because its provisions are included in the laws of 1899, quoted above.

Next we give the leading provisions of the general law as to investments.

SECTION 1. That the first section of the act of which this is a supplement be and the same is hereby amended so as to read as follows:

That it shall not be lawful, from and after the passage of this act, for any savings bank or other savings institution, whether chartered or incorporated under a general or special act of the legislature of this State, and any provision contained in the charter, or any supplement thereto, of such savings bank or savings institution to the contrary, to invest the moneys deposited with the same in any manner, except as follows, to wit:

I. In the stocks or bonds or interest-bearing notes or obligations of the United States, or those for which the faith of the United States is distinctly pledged to provide for the payment of the principal and interest thereof;

II. In the interest-bearing bonds of this State;

III. In the bonds of any State in the Union that has not, within ten years previous to making such investment by any such bank or institution, defaulted in the payment of any part of either principal or interest of any debt authorized by any legislature of such State to be contracted.

IV. In the stocks or bonds of any city, town, county or village of this State, issued pursuant to the authority of any law of this State, or of the cities of New York, Brooklyn and Philadelphia, or in any interest-bearing obligations (other than those commonly known as improvement certificates) issued by the city, town or borough in which such bank or institution shall be situated; *(See below for provision including the bonds of* certain cities and counties of *any* State in the U. S).

V. In bonds secured by mortgages which shall be a first lien on real estate situate in this State, and worth at least double the amount

loaned thereon, but not to exceed eighty per centum of the whole deposits shall be so loaned or invested; but in case the loan is on unimproved or unproductive real estate, the amount loaned thereon shall not be more than thirty per centum of its actual value; and no investment in any bond and mortgage shall be made by any savings bank, except upon the report of a committee of at least three of the managers, directors or trustees of any such bank or institution, and a majority of which committee shall certify to the value of the premises mortgaged, or to be mortgaged, according to their best judgment; such report shall be filed and preserved among the records of the institution;

VI. In real estate strictly in accordance with the following provisions.

We do not reprint the real estate provisions, as they cover a matter not germane to our present subject. It is sufficient to say that they are two in number, marked *(a)* and *(b)*, and may be summarized as below:

(a) authorizes the holding of a plot for erection of a banking building or buildings, portions of which may be rented, but the cost of lot and buildings must not exceed 50% of the net surplus of the corporation;

(b) all purchases under foreclosure sales upon mortgages owned by the corporation or sales under judgments or decrees obtained for debts due, etc.; and all such real estate must be sold within five years unless, on application to the State Board having supervision of Savings Banks, time shall be extended.

But the character of permissible investments was further greatly enlarged by the law of 1886, which is as follows:

SECTION 1. That it shall be lawful for any savings bank or savings institution, incorporated under any law of this State, to invest moneys deposited with it in the bonds of any city or county of any State of the United States of America, which have been or may be issued pursuant to the authority of any law of any such State; *provided*, no such city or county has, within ten years previous to making such investment by any such savings bank or savings institution of this State, defaulted in the payment of any part of either principal or interest of any debt authorized by law of such State to be contracted; *and provided, further*, that the total indebtedness of any such city or county is limited by law to ten percentum of its assessed valuation.

By another act the banks also have the right to *invest in railroad bonds* under certain restrictions. The authorization was given by Section 2 of an act approved February 22, 1888. Subsequently (April 27, 1888,) this Section 2 was repealed. On March 27, 1889, however, it was again re-enacted. The section is as follows:

SECTION 2. That it shall be lawful for any savings bank in this State to invest its funds in first mortgage bonds of any railroad company which has paid dividends of not less than four per centum per annum regularly, on their entire capital stock, for a period of not less than five years next previous to the purchase of such bonds, or in any consolidated mortgage bonds of any such company authorized to be issued to retire the entire bonded debt of such company.

The other law referred to above passed in 1889 amending section 2 of the law of 1878 is as below. It relates to *loans on collaterals*:

SECTION 2. That hereafter it shall not be lawful for any saving institution in this State to loan the money on deposit with the same, or any part thereof, upon notes, bills of exchange or drafts, excepting upon the additional pledge of collateral security or securities, which collateral security or securities shall be of the same nature and character as those in which the money deposited may be invested, as directed in the first section of this act, or the capital stocks of national and State banks, or other corporations of this State, which have not defaulted in the payment of interest dividends within two years next preceding the time of such loan, and then only to the extent of *eighty* per centum of the *market* value of such collaterals; *provided*, that the total amount of such loans shall not exceed fifteen per centum of the total deposits held by such institution.

In addition to the foregoing (according to section 27 of the general law of 1876) the managers can keep on hand or on deposit in any bank in the State, or in any trust or safe deposit company in New Jersey, New York or Pennsylvania, an available fund of not exceeding ten per cent of the whole amount of deposits with such corporation, or loan the same on pledge of the securities named in the first section cited above. Also (according to section 28 of the general law of 1876) they can deposit temporarily in banks the excess of current daily receipts over payments until such time as they may be judiciously invested.

CITIES, COUNTIES AND TOWNS IN THE STATE OF NEW JERSEY.

NOTE.—*For places not given in alphabetical order among the following statements, see "Additional Statements" at the end of this State.*

ASBURY PARK—{FRANK L. TEN BROECK, Mayor. WM. C. BURROUGHS, Clerk.

This city is in Monmouth County.

LOANS—	When Due.
FIRE BONDS—	
5s, A&O, $10,000	Oct. 1, 1915
4s, J&J, 6,000	Jan. 1, 1915
WATER BONDS—	
5s, J&D....$60,000	June 1, 1915
Subject to call after June 1, 1900	
5s, J&D, $10,000	June 1, 1917
5s, J&D, 50,000	June 1, 1924
5s, J&D, 48,000	Dec. 1, 1926
4s, semi an., 22,000	1927
Road bonds	$25,500
School bonds	60,500
Interest payable at Treas. office.	
Bonded debt Apr. 18,'99.	$276,000
Floating debt (addit'al).	59,703
Tax valuation, real	3,328,400
Tax valuation, personal.	392,700
Total valuation 1899	3,721,100
Assessment ⅓ to ½ actual value.	
Total tax (per $1,000) '98	$24·14
Population of township 1890.	8,333
Population of township 1880.	4,187

ASBURY PARK SCHOOL DISTRICT.

This district is in Monmouth County and includes Asbury Park, Ocean Grove, Bradley Beach, West Asbury Park, and all of Neptune Township. That portion, however, of the debt belonging to Asbury Park has now been assumed by that city and is included in its debt.

LOANS	When due.
SCHOOL BONDS—	
5s, semi-ann., $65,000	1910-1942
($2,000 due yearly on June 20.)	
Total debt Feb. 1, 1899.	$91,000
Tax valuation 1896	$5,840,390
Assess. is about 50% actual value.	
Tax rate (per $1,00)	$22·50
Population 1896 (est.)	12,000

ATLANTIC CITY.—{FRANKLIN P. STOY, Mayor. A. M. HESTON, Comptroller.

This city is in Atlantic County.

LOANS—	When Due.
CITY BONDS—	
5s, M&N, $3,331	1904
4s, F&A, 15,000	1901
CITY IMPROVEMENT BONDS—	
5s, M&S, $33,000	1901
($11,000 due every 5 yrs.)	to 1911
4½s, M&N, $40,000	1906
4½s, M&N, 40,000	1911
4½s, M&N, 50,000	1916
4½s, A&O, 25,000	1918
4½s, M&N, 10,000	May 1, 1914
ROAD CONSTRUCTION BONDS—	
4½s, J&D, $5,000	June 1, 1902
CITY HALL BONDS—	
4½s, J&D, $14,000	1900
CREMATORY BONDS—	
4½s, g., J&J, $40,000	July 1, 1918
4½s, g., J&J, 16,000	Jan. 1, 1920
WATER BONDS—	
5s, J&J, $6,500	1906
5s, J&D, 775,000	1925
4½s, M&S, 100,000	1926
4½s, J&J, 12,000	1917
4½s, J&J, 5,000	1909
PARK BONDS—	
4½s, g., J&J, $100,000	July 1, 1929
LOANS—	When Due.
PAVING BONDS—	
4½s, g., J&D, $100,000	Nov. 1, 1908
4s, M&N, 119,000	Nov. 1, 1919
Bond. debt Feb. 1, 1900.	$1,377,831
Floating debt	15,000
Total debt Feb. 1, 1900	1,392,831
Sinking fund, etc	130,157
Net debt Feb. 1, 1900.	1,262,674
Tax valuation, real	$13,547,582
Tax valuation, person'l	1,873,861
Total valuation 1899	15,421,443
Value of exemptions.	109,050
Assessment about ½ actual value.	
Tot. tax rate (p. $1,000) '99.	$28·80
Population in 1895 was	18,329
Population in 1890 was	13,055

The permanent population, according to local figures, is 25,000, increased in summer months to 150,000.

ATLANTIC HIGHLANDS.—PETER S. CONOVER, JR., Mayor; N. H. ROBERTS, Treasurer.

This Borough is in Monmouth County.

LOANS—	When Due.
REFUNDING WATER—	
4½s, J&J, g., $60,000.	July 1, 1928
REFUNDING SEWER—	
4s, J&J, g., $39,000	July 1, 1928
ELECTRIC-LIGHT BONDS—	
5s, M&N, $15,000	May 15, 1906
Tot. bor'h debt Feb., 1900.	$114,000
Bonds are exempt from taxation.	
Assess'd valuation, real.	$1,285,700
Assessed valuat'n, pers'l.	205,125
Total valuation 1899	1,490,825
Tax rate (per $1,000) 1899.	$22·70
Population in 1890 was	945
Population in 1899 was (est.).	2,000
SCHOOL DISTRICT BONDS—	
5s, $30,000	1905 to 1919
($2,000 due yearly.)	

Borough owns water and light plants, which yield a revenue in excess of interest charges. The assessed valuation of real estate and buildings connected therewith and owned by borough is $17,000.

BAYONNE.—{EGBERT SEYMOUR, Mayor. W. C. HAMILTON, Clerk.

This city is in Hudson County. The city issued since May 1, '98, $50,000 4 per cent street improvement bonds due in 1904 and $100,000 4½ per cent school bonds due in 1918, $50,000 4% 6-year gold improvement bonds, $100,000 4% 10-year gold tax bonds $14,000 4% 20-year bonds and $75,000 4% 6-year improvement bonds. We are unable to obtain from the city officials any statement of the city's debt, but take the following from a report made May 1, 1899, to the New Jersey State authorities.

FINANCIAL STATEMENT.

LOANS—	Amount.
City of Bayonne bonds	$481,500
Funded assessm't bonds.	118,000
Funded road const'n bds	40,000
Funded tax bonds	165,000
Improvement bonds	320,000
Refunded assess't bonds.	337,000
Road bonds	39,000
Township bonds	500
Water bonds	147,000
Bonded debt May 1, '99.	1,648,000
Floating debt	$111,135
Total debt	1,759,135
Sinking funds	124,389
Net debt May 1, 1899	1,634,746
Tax valuation, real	12,356,970
Tax valuation, personal.	780,875
Total valuation 1899	13,137,845
Assessment about ⅘ actual value.	
Total tax (per $1,000)	$23·50
Population in 1890 was.	19,033
Population in 1896 (est)	25,000

Of the bonded debt, $4,000 bears 6 per cent; $1,261,000 bears 5 per cent; $258,500 bears 4½ per cent; $124,000 bears 4 per cent; $500, no interest. This debt was and is due as follows: in 1899, $50,000; in 1900, $100,000; in 1901, $39,000; in 1902, $167,000; in 1903, $101,000; in 1904, $75,000; in 1905, $3,000; in 1906, $5,000; in 1907, $20,500; in 1908, $49,000; in 1911, $340,000; in 1912, $23,000; in 1913, $41,000; in 1914, $13,000; in 1915, $48,000; in 1916, $158,500; in 1917, $30,500; in 1918, $214,000; in 1919, $121,000; in 1925, $33,000; in 1928, $16,000; $500 on demand.

BELLEVILLE.—This township is situated in Essex Co.

LOANS—	When Due.
SIDEWALK BONDS—	
4½s, ..., $8,500	1915
4½s, ..., 11,000	1907
WOODSIDE (TWP.) BONDS—	
6s, J&D, $8,500	June 1, 1900
(Subject to call at any time.)	
IMPROVEMENT BONDS—	
4s, J&D, $50,000	Dec. 1, 1919
(Subject to call after Dec. 1,1909)	
4s, $65,000	July 1, 1925
Subject to call after July 1, 1915	
WATER BONDS—	
4½s, ..., $15,000	1915
4½s, ..., 5,000	1909
Total debt Apr. 1, 1899.	$163,000
Water debt (included)	20,000
Sinking fund	19,467
Net debt Apr. 1, 1899	143,533
Floating debt (add't'l)	8,981
Tax valuation, real	1,865,700
Tax valuation, personal	217,427
Total valuation 1899	2,083,127
Assessment is ½ to ⅔ actual value.	
Total tax (per $1,000) '98	$26·60
Population 1890 was	3,487
Population 1899 (estimated).	5,500

INTEREST on the Woodside bonds is payable at the Newark City National Bank; on the $50,000 of improvement bonds at the Security Savings Bank, Newark, N. J.; on the $65,000 of improvement bonds at the Howard Savings Institution, Newark, N. J.

BERGEN COUNTY.—{W. V. A. BLAUVELT, Clerk. JAS. H. COE, Collector.

The county seat is Hackensack.

LOANS—	When Due.
BOUNTY BONDS ($500)—	
7s, Jan., $60,000	1901 to 1905
($12,000 due yearly on Jan. 1)	
Total debt Mar. 1, 1900	$60,000
Tax valuation, real.	$40,063,019
Tax valuation, person'l	3,211,221
Total valuation 1899.	43,294,240
Population in 1890 was.	47,226
Population in 1900 (est.)	75,000

INTEREST is payable at the Hackensack Bank, Hackensack, N. J.

BERNARDS.—JOHN A. LAYTON, Treasurer.

This township is in Somerset County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, $112,400. $5,000 y'ly from	1900
Total debt Feb. 1, 1900.	$112,400
Tax valuation, real.	2,339,397
Tax valuation, personal.	$235,588
Total valuation 1899	2,574,985
Tax rate (per $1,000) '99	17·00
Population in 1890 was.	2,558
Population in 1880 was.	2,622

BLOOMFIELD.—WM. L. JOHNSON, Clerk.

This township is in Essex County.

LOANS—	When Due.
SEWER BONDS—	
5s, M&N, $35,000	Nov. 1, 1900
($2,500 due y'ly) to	Nov. 1, 1913
4s, F&A, $50,000	Feb., 1930
4s, ..., 60,000	Feb., 1910
(optional any interest date.)	
STREET IMPT. BONDS—	
4s, J&D, $75,000	June, '19 to '29
($5,000 in '19; $7,000 y'r'ly to '29)	
Bonded debt Feb. 1, 1900.	$160,000
Floating debt	$30,000
Total debt Feb. 1, 1900.	190,000
Total valuation 1899	3,854,440
Assessment is ⅖ actual value.	
Total tax (per $1,000) 1899	$29 60
Population in 1890 was.	7,708
Population in 1899 (est.)	10,000
SCHOOL DIST. NO 7 BONDS—	
4s, M&N, $108,000	1900-1926
4s, J&J, 50,000	1905-1930
($1,000 y'rly to '26; $7,000, '27-30)	

TAX FREE.—All of the above bonds are exempt from taxation.

INTEREST is payable at the Bloomfield National Bank and Fidelity Trust Co., Newark.

BRIDGETON.—{GEORGE HAMPTON, Mayor. S. H. HITCHNER, City Treasurer.

This city is situated in Cumberland County.

LOANS—	When Due.
PUBLIC BUILDING BONDS—	
4s, J&J, $20,000	July 30, 1928
(Subject to call after 1903)	
SCHOOL BONDS—	
4½s, M&S, $4,000	1905
4½s, M&S, 21,000	1906 to 1912
4s, A&O, 15,000	Apr., '14-'18

LOANS— *When Due..*
WATER BONDS—
6s, F&A, $41,000.....Aug. 1, 1900
($3,000 due yearly) to Aug. 1, 1913
Interest payable at Bridgeton.
Total debt Aug. 1, 1899..$101,000
Assessed valuat'n, real. 4,591,975
Assessed valuat'n,pers'l$1,355,345
Total valuation 1899... 5,949,320
Assessment is ½ actual value.
Total tax (per $1,000) '99..$17·00
Population in 1890 was.....11,424
Population in 1897 (est..)..13,300

BURLINGTON.—This city is in Burlington County.

LOANS— *When Due.*
CITY BONDS (refunding)—
4s, M&S, $22,500.....Sept. 1, 1904
MEADOW DRAINAGE—
4s, J&J, $10,000.....July 1, 1901
4s, J&D, 14,000.....Dec. 1, 1921
Subject to call after Dec. 1, 1901
PAVING BONDS—
4s, ..., $10,000..... 1906
STEAM FIRE ENGINE—
4s, ... , $6,800.....1907
4s, ..., 7,000.....1908
TOWNSHIP BONDS—
4s, ..., $1,000.....1904

WATER BONDS—
4s, M&N, $25,500.....Nov 1, 1916
4s, J&J, 28,000.....July 1, 1904
Interest is payable in Burlington.
Bonded debt Jan. 2, '99 $123,800
Sinking fund..... 7,000
Net debt Jan. 2, 1899.. 116,800
Assessed valuat'n, real. 2,187,990
Assessed valuat'n,pers'l 320,228
Total valuation 1899... 2,508,218
Total tax (per $1,000) '99...$21·30
Population in 1890 was.....7,264
Population in 1880 was.....6,090
SCHOOL DISTRICT BONDS—
4s, M&S, $28,500.Sep.. 1900 to '28

TAX FREE.—All bonds issued by thiscity are exempt from taxattion.

CAMDEN.—COOPER B. HATCH, Mayor. R. R. MILLER, Treasurer.

This city, which is in Camden County, in March, 1899, annexed the town of Stockton.

LOANS— NAME AND PURPOSE.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Bounties loans, 1864	6	J & J	July 1, 1900	$25,000
do do 1898	4	J & J	July 1, 1928	9,000
City hall, 1874	7	J & J	Jan. 1, 1903	75,000
Fire department, 1889	4	A & O	Oct 1, 1909	15,000
do do 1899	4	J & J	July 1, 1919	25,000
Floating debt, 1872	7	J & J	July 1, 1902	75,000
do 1876	7	M & N	May 1, 1906	130,800
do 1881	4	J & J	July 1, 1911	218,000
do 1883	4	J & J	Jan. 1, 1934	34,000
School Bonds, 1898	4	J & D	June 1, 1918	85,000
Paving Bonds, 1898	4	A & O	Apr. 1, 1928	200,000
do 1899	4	M & N	May 1, 1929	50,000
Funding, 1886	4	J & D	June 1, 1916	40,000
do 1872	4	J & D	Dec. 1, 1902	35,000
Interest account, 1873	7	J & J	Jan. 1, 1904	25,000
do 1875	7	J & J	Jan. 1, 1905	25,000
Park bonds, 1897	4	J & J	July 1, 1921	75,000
Pay bonds, 1877	7	J & J	Jan. 1, 1907	25,000
Water bonds, 1872	7	J & J	July 1, 1900	100,000
do 1887	4	J & J	July 1, 1917	50,000
do 1887	4	J & J	July 1, 1917	50,000
do 1890	4	J & D	Dec. 31, 1920	95,000
do 1892	4½	.....	July 1, 1922	95,000
do 1893	4½	J & J	Jan. 1, 1923	95,000
do 1896	4	J & D	May 31, 1926	600,000
STOCKTON BONDS—				
Refunding, 1895	5	M & S	Oct. 1, 1905	$16,000
do 1897	4½	F & A	Aug. 26, 1907	24,000
Gen. improvement, 1895	5	M & S	Oct. 1, 1905	20,000
do do 1896	5	M & S	Oct. 1, 1906	34,000
do do 1897	5	F & A	Aug. 26, 1907	26,000
do do 1898	5	A & O	Oct. 1, 1908	50,000
School Bonds, 1897	4	J & J	July 1, 1917	10,000
do do 1898	4½	A & O	Oct. 1, 1901	7,500
Wrightsville School Bonds	5	M & N	Nov. 1, 1900	600
do do	5	M & N	Mar. 1, 1902	500
do do	5	M & S	Mar. 1, 1903	600
do do	5	J & J	July 1, 1911	6,500
Rosedale School Bonds	5	J & J	Jan. 1, 1902	1,000
do do	6	A & O	Oct. 1, 1906	7,000

TOTAL DEBT, SINKING FUND, ETC.—

	Feb. 1, 1900.	*May* 31, 1898.	*May* 1, 1896.	*May* 1, 1895.
Tot. bonded debt.	$2,455,000	$1,897,800	$1,254,800	$1,217,000
Floating debt	69,505	30,000	30,000	30,000
Sinking fund	89,733	30,000	.....	.....

The city water works, city hall and other property was valued in 1900at $4,090,645 45.

ASSESSED VALUATION—

Years.	*Assessed valuation— Real.*	*Personal.*	*Total.*	*Rate of Tax per* $1,000.
1899	$24,618,462	$1,881,700	$26,500,126	$22·00
1898	21,965,630	1,766,300	23,731,930	21·00
1897	22,889,309	1,928,950	24,818,259	22·00
1896	22,550,702	1,761,350	24,312,052	22·00
1895	24,616,920	1,744,200	26,361,120	19·00
1891	17,141,770	1,416,610	18,558,380	24·50
1886	13,701,474	1,592,210	15,293,684	26·50
1880	9,908,235	1,657,850	11,566,080	22·00

The assessments since 1893 have been made at full cash value.

POPULATION—In 1890 population was 58,313; in 1880 it was 41,659; in 1870 it was 20,045. The population in 1895, according to State census, was 63,467.

CAPE MAY.—THOMAS W. MILLET, Mayor. H. F. DOUGLASS, Recorder.

This city is in Cape May County.

LOANS— *When Due.*
GENERAL IMPROVEM,T BONDS—
5s, ..., $10,000....June 1, 1915
5s, M&N, 13,000.....May 1, 1916
5s, J&J, 12,000.....Jan, 1, 1918
SEWER BONDS—
5s, J&D, $12,000.....June 1, 1921
REDEMPTION, ETC.—1890—
5s, J&J, $15,000.....Jan. 1, 1910
REFUNDING BOND —
5s, M&N, $15,000.....May 1, 1910
5s, J&J 4,300.....Jan. 1, 1905
5s, A&O, 13,000.....April, 1, 1924

REFUNDING BONDS—(Con.)
4s, A&O, $17,000.....Oct. 1, 1929
Interest is payable at Cape May.
Total debt Oct. 1, 1899 . $123,300
Sinking fund..... 2,700
Net debt Oct. 1, 1899... 120,600
Ass'd valuation, real 1,544,600
Ass'd valuation, pers'l... 173,000
Total valuation 1899 1,717,600
Assessment is ¾ actual value.
Tax rate (per $1,000) 1899.$23·00
Population in 1890 was.....2,136
Population in 1895 was (est.).2,700

CUMBERLAND CO.—WILLIAM O. GARRISON, County Collector. Bridgeton is the county seat.

LOANS— *When Due.*
ASYLUM BONDS—
4½s, J&J, $75,000.Jan. 1902 to '16
4½s, J&J, 5,000 ...1903 to1907
JAIL BONDS—
4½s, M&N, $15,000..Nov. 1, 1906
BRIDGE BONDS—
4½s, F&A, $9,000.Feb.1901 to '03

Bond'd debt Feb.1, 1900. $104,000
Assessed valuation '99 16,694,777
Assessment abt. 66% actual value.
County tax rate (per M) '99 $5·09
Population in 1890 was ...45,4·8
Population in 1899 (est.)...49,000

INTEREST is payable at County Collector's office.
TAX FREE.—Bonds are all tax exempt.

EAST ORANGE.—EDWARD E. BRUEN, Mayor. ALONZO DURKEE, Auditor.

This place, located in Essex County, became a city in Dec., 1899.

LOANS— *When Due.*
SCHOOL BONDS—
5¾s, ..., $1,200.....1900-1903
($300 due yearly.)
5½s, ..., $3,000.....1900-1901
($1,500 due yearly.)
5s, ..., $12,000.....1900-1902
($4,000 due yearly.)
5s, ..., $3,000.....1901-1903
($1,000 due yearly.)
5s, ..., $8,500 .....Feb. 1901
TOWN HALL BONDS—
4s, M&N, $28,500.....May 2, 1900
($1,500 due yearly) to May 2, 1918
SEWER BONDS—
4s, ..., $52,500..1900 to 1906
5s, ..., 60,000..1900 to 1907
5s, ..., 10,000..1901 to 1908
4s, ..., 20,250..1900 to 1908
4s, ..., 10,000..1900 to 1909
4½s, ..., 22,000..1900 to 1910
5s, ..., 6,500 .1900 to 1912
5s, ..., 8,400 .1900 to 1913
5s, ..., 7,000..1901 to 1914
5s, ..., 8,000..1900 to 1916
4½s, ..., 16,000..1900 to 1915
4½s, ..., 20,400..1900 to 1916
5s, ..., 18,000..1901 to 1918
4½s, ..., 9,500..1900 to 1918
4s, ... , 30,000 1900 to 1919

LOANS— *When Due.*
TAX ARREARAGE BONDS—
4s, J&J, $84,000.....July 1, 1914
FUNDING BONDS—
4s, ..., $200,000...Jan. 1, 1929
(Subject to call $50,000 in 1909 and $75,000 in 1919.)
DRAIN BONDS—
5s, ..., $46,000.....Nov. 1903
TIDEWATER SEWER BONDS—
4s, ..., $200,000 June1900to'24
STREET IMP'T BONDS—4¾, 5 & 6%

Due		Due	
1900.	$19,905 11	1906.	$13,188 58
1901.	32,165 68	1907.	12,068 62
1902.	25,843 31	1908.	7,893 04
1903.	20,257 45	1909.	6,522 78
1904.	15,676 80	1910.	3,760 78
1905.	14,641 33		
Total			$171,923 48

Bonded debt Mar. 1900.$1,055,323
Sinking fund..... 84,000
Net debt Mar. 1, 1900.. 971,323
Ass'd valuation, real...14,417,900
Ass'd valuation, pers'l . 1,740,600
Total valuation 1899...16,158,500
Tax rate (per $1,000) '99...$26·20
Population in 1890 was.....13,282
Population in 1897 (est.)...20,000

ELIZABETH.—WILLIAM A. M. MACK, Mayor. A. B. CARLTON, Comptroller.

This city got into financial difficulties through making extensive local improvements. Interest was defaulted February 1, 1879, and a compromise was finally effected with the bondholders, by which new 4 per cent bonds dated July 1, 1882, were issued in exchange for the old 7 per cent bonds turned in at 50 per cent of their face value.
Elizabeth is in Union County.

LOANS— NAME AND PURPOSE.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Adjustment bonds, 1882	4	J & J	July 1, 1922	$3,129,140
School bonds	5	....	1900 to 1905	63,500
do 1900	4	J & J	Jan. 1, 1910	45,000

A sinking fund of about $75,000 per annum is applied to redemption of outstanding bonds.

INTEREST is paid by the Mercantile Trust Company of New York.

TOTAL DEBT ETC.—Total bonded debt Feb. 1, 1900, was $3,235,640. Bonds are all exempt from city tax.

ASSESSED VALUATION, TAX RATE, ETC.—

Years.	*Assessed valuation— Real.*	*Personal.*	*Total.*	*Rate of Tax per* $1,000.
1899	$15,595,500	$1,900.200	$17,495,700	$29 60
1898	15,391,400	1,759.700	17,151 100	28·60
1897	15,119,100	1,797,200	16,916,300	28·60
1896	14,796,650	1,780,300	16,576,950	28·80
1895	14,710,750	1,744,800	16,455,550	29·80
1893	14,248,950	1,719,918	15,968,868	29·80

The tax rate in 1899 includes State tax, $2·71; county tax, $5·53; city tax, $21·36; total, $29·60 per $1,000.

POPULATION—In 1895 was 43,765; in 1890 population was 37,764; in 1880 it was 28,229; in 1870 it was 20,832.

ESSEX COUNTY.—THOS. McGOWAN, Director. H. L. KEEPERS, Collector.

The county seat is Newark.

LOANS— *When Due.*
ROAD BONDS—
5s, A&O, $4,588.....Apr. 30, 1901
5s, A&O, 82,715 69.....1902-1906
4s, ..., 107,000.....1901 to 1910
PARK BOND —
3·65s, F&A, $1,000,000.Au.1,'15-35
($200,000 every 5 years.)
4s, F&A, $1,500,000..Aug. 1, 1926
4s, F&A, g, 1,000,000.Aug. 1, 1938
REFUNDING BONDS—
4s, A&O, $105,000...1901 to 1905
($21,000 due yearly on Apr. 1.)
BRIDGE BONDS—
4s, ..., $150,000.....July 1, 1917
REFUNDING WAR BONDS—
4s, A&O, g., $300.000.Apr. 1, 1919
Total debt May 10, '99 $3,623,303
Sinking funds..... 248,818
Net debt May 10, 1899 3,374,485
Tax valuation, real...170,699,433
Tax valuation,person'l 35,224,315
Total valuation 1899..205,923,748
County tax (per $1,000) '99.$6·606
Population in 1890 was....256,090
Population in 1898 was...345,540

Principal and interest of the park bonds are payable in gold.

INTEREST on the million dollar issues of park bonds is payable by the United States Mortgage & Trust Company, New York City; on the $1,500,000 issue of park bonds at the office of J. & W. Seligman & Co. of New York City and Seligman Bros. of London; on all other bonds at the Manufacturers' National Bank, Newark.

FRANKLIN.—This township is in Essex County.

LOANS— *When Due.*
ROAD BONDS—
4s, reg., $40,000.....April 1, 1901
($2,000 due yearly) to.....1920
WATER BONDS—
4s. coup., $47,000.....1925
5s. reg., 5.000....Nov. 1, 1906
WOODSIDE BONDS—
5s, reg., $6,000.....1906
SIDEWALK BONDS—
4½s, ..., $3,000....Feb. 1, 1910
Optional aft r Feb 1, 1905
Bonded debt Mar. 1, '99..$112,000
Water debt (included) ... 52,000
Tax valuation, real.....1,302,760
Tax valuation, personal.. 59,575
Total valuation 1899....1,362,335
Total tax (per $1,000) '99.. $27·80
Population in 1890 was..... 2,007
Population in 1896 (est.)... 3,027

FREEHOLD.—DAVID D. DENISE, Commiss'r.

This town is in Monmouth County.

LOANS— *When Due.*
SCHOOL BONDS—
4s, J&J, $15,000.....1905-1909
($1,000 due yearly on Jan. 1.)
SEWER BONDS—
5s, J&J, $25,125 ($1,775 yearly)
WATER BONDS—
4s, J&J, $46,500.....Part yearly.
Bonded debt Feb. 1, '99... $71,625
Floating debt..... $3,275
Total debt Feb. 1, '99..... 74,900
Assessed valuation, real.2,830,850
Ass'd valuation, pers'l..1,342,840
Total valuation, 1899....4,173,690
Assessment about ¾ actual value.
Total tax (per $1,000) '99..$27·80
Population in 1890 was.....2,932
Population 1899 (estimated) 3,500

The total tax as given above includes State, county and township tax, $12·68; town tax, $5·00.
The school bonds noted above were issued by the township and not by the town of Freehold

INTEREST payable at Treasurer's office.
TAX FREE—All of the town's bonds are exempt from taxation.

GLEN RIDGE.—ROBERT S. RUDD. Mayor. NATHAN RUSSELL, Clerk.

This borough is in Essex County.

LOANS—	When Due.
ROAD IMPT. BONDS—	
4½s, F&A, $60,000	1902-1925
($2,000 yearly to 1915 and $3,000 yearly to 1925.)	
SEWER BONDS—	
4s, J&D, $37,000	June 1, 1909-27
($2,000 due yearly.)	
5s, J&D, $40,000	June 1, 1914
(Subject to call after June 1, 1900.)	

Bonded debt June 1, '99 .$137,000
Assess'd valuation, real .1,490,000
Ass'd valuation, pers'l . 115,000
Total valuation 1899.. .1,605,000
Tax rate (per M.) 1899 . ...$25·00

SCHOOL DISTRICT BONDS—
4s, M&S, $30,000..Sept. 1914 to '28
4s, M&S, 50,000.....Sept. 1, 1929

GLOUCESTER CITY.—JOHN BEASTON, Mayor. G. W. DICKENSHEETS, Treasurer.

This city is in Camden County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
4½s, ..., $8,000	Aug. 1, 1904
4½s, ..., 5,000	Nov., 1905
4½s, ..., 5,000	Nov., 1908
3½s, ..., 100,000	1919
WATER BONDS—	
6s, ..., $20,000	1914 to 1923
($2,000 due yearly.)	
5s, ..., $10,000	1924 to 1928
($2,000 due yearly.)	
5s, ... , $8,000	1929 to 1932
($2,000 due yearly.)	

4s, ..., $25,000....1901 to 1913
($2,000 due yearly.)
Bond. debt Feb. 12, 1900 $81,300
Floating debt..... 5,000
Water debt (included)... 63,000
Tax valuation, real.....1,598,585
Tax valuation, personal. 265,500
Total valuation 1899 1,864,085
Total tax (per $1,000) '99...$19·00
Population in 1890 was.....6,564
Population in 1900 (est.).....6,500

GLOUCESTER CO.—E. G. MILLER, Director.

County seat is Woodbury.

LOANS—	When Due.
ROAD BONDS—	
4s, ..., $12,000	1900 to 1907
($1,500 yearly)	
4s, M&N, $12,000 ($2,000 y'rly)	
Interest payable in Woodbury.	
Total debt May, 1899.....$39,500	

Floating debt.....$39,000
Tax valuation, real.....12,507,042
Tax valuation, personal 3,712,778
Total valuation 1899...16,219,820
County tax (per $1,000) '99..$5·20
Population in 1890 was.....28,649
Population in 1898 was.....32,721

TAX FREE—All of the county's bonds are exempt from taxation.

GUTTENBERG.—JOHN ZELLER, Ch. of Council.

This town is in Hudson County.

LOANS—	When Due.
SCHOOL BONDS—	
5s, ..., $25,000	May '02, 1926
REFUNDING BONDS—	
5s, A&O, $90,000	Apr. 16, 1903
($10,000 every 5 yrs. to Apr. 16, '13, and $60,000 April 16, 1918.)	

Total debt Mar., 1899.....$101,356
Tax valuation, real..... 793,000
Tax valuation, personal. 47,240
Total valuation 1899..... 840,240
Tax rate (per $1,000) '99. 14·60
Population in 1890 was.....1,947
Population in 1898 was.....4,500

HACKENSACK.—This village is in Bergen County.

LOANS—	When Due.
ROAD BONDS—	
5s, ..., $40,000	Feb., 1901-1908
SEWER BONDS—	
4s, g., $52,000	Feb. 1, 1901 to
($4,000 due yearly)	Feb. 1, 1913.
Bonded debt Mar., 1899..$111,000	
Floating debt..... 65,508	

Total debt Mar., 1899... $176,508
Assessed valuat'n, real..2,453,400
Assessed valuat'n, pers'l 329,475
Total valuation 1898....2,782,875
Assesm't about 30% actual value.
Town tax rate (per M.) '99..$18 20
Population 1897 (est.)..... 9,000

HACKETTSTOWN.—DR. A. E. MARTIN, Mayor. O. A. MATTISON, Clerk.

This town is in Warren County.

LOANS—	When Due.
Town bonds, 1902 to 1908.	$13,000
Renewal water bonds.....	$20,500
($3,000 yearly)	
Renewal 4s, $2,000	1909
Const'n water b'ds, $12,000	1905-6
do do 13,500.	1911

Bonded debt Feb. 1, 1900.$61,000
Assessed valuat'n, real.. 997,665
Assessed valuat'n, pers'l 319,614
Total valuation 1899....1,317,279
Tax rate (per $1,000) 1899..$14·00
Population 1890.....2,410
Population 1898 (est.).....2,800

HARRISON—EDW. J. RICE, President. E. J. GRACE, Treasurer.

This town is in Hudson County.

LOANS	When Due.
SCHOOL BONDS—	
5s, May, $21,000	1898 to 1903
4½s. ...., 14,000	1928
STREET IMPROVEMENT BONDS—	
4½s, ..., $66,300	1928
FIRE BONDS—	
4½s, ..., $14,000	1928
TOWN HALL BONDS—	
5s, J&J, $16,000	July 1, 1913
REFUNDING BONDS.	
4s, ..., $300,000	1929

Bonded debt Jan. 1, 1899 $404,800
Total debt Jan. 1, 1899.. 407,300
Sinking fund..... 13,425
Net debt Jan. 1, 1899.... 393,875
Tax valuation, real.....3,217,100
Tax valuation, personal. 370,050
Total valuation '99 3,587,150
Assessment about actual value.
Total tax (per $1,000) 1899.$25·40
Population in 1890 was..... 8,338
Population in 1896 (est.)...10,000

HOBOKEN.—LAWRENCE FAGAN, Mayor. FRED. KAUFMANN, Comptroller.

Hoboken is in Hudson County.

LOANS— NAME AND PURPOSE.		Interest.—Rate.	Interest.—Payable.	Principal.—When Due.	Principal.—Outstand'g.
A	City Loan. 1898...c	4	J & D	Dec. 1, 1918	$312,000
A	Judgment, 1875....r	7	F & A	Feb. 1, 1905	54,000
A	Library bonds, 1897	4	J & J	Mch 1, 1917	50,000
B&C	School-house, 1887.r	4½	F & A	Aug. 1, 1907	45,000
A&B	do 1890.c&r	4	J & J	July 1, 1910	100,000
A	do 1897....c	4	J & J	Mch 1, 1917	90,000
A	do 1898.....	4	J & D	June 1, 1918	13,000
A	Sewer bonds, 1897...c	4	J & J	1917-1926	100,000
D	Water bonds, 1882....r	6	A & O	Oct. 2, 1902	9,500
D	do 1883....r	5	A & O	Apr. 12, 1903	5,000
D	do 1890....r	4½	M & N	Nov. 1, 1910	20,000
C	Engine house. 1892.r	6	M & N	Nov. 1, 1902	15,000
B	do 1897.r&c	4	.....	Oct 1, 1917	25,000
A	Fire house, 1892...r	4½	M & N	Nov. 1, 1907	13,000
	do 1893...r	4½	F & A	Aug. 1, 1908	7,000
B	do. 1894...r	4	.....	Aug. 1. 1909	10,000
C	Volunt'r b'nty, ser. I.c	5	M & N	Nov. 15, 1901	196,000
A	Refunding, 1899...	4	.....	1919	75,000
A	City Hall, 1880..c&r	5	M & S	Sept. 1, 1910	60,000
A	Police Dept., 1892. c	4½	M & N	Nov. 1, 1912	24,000
Repaving bonds.....		4	M & N	May 1, 1928	150,000
Paving bonds.....		4	.....	1928	50,000

"c," coupon bonds; "r," registered bonds.

PAR VALUE OF BONDS—A is $1,000; B is $5,000; C is $10,000; D is $500.

INTEREST on registered bonds is payable at the City Treasurer's office. Coupons are payable by the First National Bank of Hoboken and interest on water bonds at Water Registrar's office.

TOTAL DEBT, ETC.—

	May 1, 1899.	May 2, 1898.	May 3, 1897.	May 4, 1896.
Total bonded debt....	$1,458,500	$1,285,000	$1,264,000	$1,038,000
Sinking funds.....	68,251	37.464	36,029	8,551
Net debt.....	$1,390,249	$1,247,536	$1,227,971	$1,029,449
Floating debt.....	$115,800	$117,421	.....	$130,101

The sinking fund receives yearly a portion of the license fees and moneys collected from assessment after certificates are paid.

CITY PROPERTY—The city owns parks, public buildings, a water system and other assets amounting to over a million dollars.

ASSESSED VALUATION—The city's assessed valuation (about 66 per cent of the cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per $1,000
1899.....	$26,138,800	$1,999,300	$28,048,100	$24·30
1898.....	25,513,700	1,855,010	27,368,720	24·80
1897.....	25,138,500	1,634,390	26,772,890	24·20
1896.....	24,828,600	2,884,640	27,713,240	22·00
1895.....	22,124,400	2,242,480	24,366,880	24·20
1890.....	17,275,600	1,622,862	18,898,462	24·70
1887.....	15,621,100	1,491,300	17,112,400	25·36
1880.....	13,575,600	1,284,447	14,860,047	21·81

POPULATION—In 1890 population was 43,648; in 1880 it was 30,999; in 1870 it was 20,297; in 1898 (est.) 55,000.

HUDSON CO.—FRANK MCNALLY, Director Board of Freeholders. MAURICE J. STACK, Co. Clerk.

This county contains the cities of Jersey City, Hoboken and Bayonne. The county seat is Jersey City.

LOANS—	When Due.
ARMORY BONDS—	
4s, J&J, $2,000	Jan. 1,'01-'02
SIDEWALK BONDS—	
4s, A&O, $50,000	Oct. 1, 1901
4s, M&N, 127,000	May 1, 1902
BRIDGE BONDS—	
5s, J&J, $31,000..c.	Nov. 1, 1901
4½g, M&S, 100,000g c.	Sept. 1, 1918
4s, J&J, 106,000 r.	Jan. 1, 1917
4s, J&J, 24,000	Jan., 1901-12
LUNATIC ASYLUM BONDS—	
4½s, J&J, $100,000..r.	Jan. 1, 1911
($10,000 due yearly)	to Jan. 1, 1920
4s, J&J, $100,000..r.	Jan. 1, 1901
($10,000 due yearly)	to Jan. 1, '10
3s, J&J, $16,000..r.	Jan. 1, 1901
($2,000 due yearly)	to Jan. 1, '08
3s, J&J, $1,000..r.	Jan. 1, 1909
PUBLIC ROAD BONDS—	
4½s, M&N, 100,000..r.	Nov. 1, 1922
4½s, J&J, 500,000..c&r.	Jan. 1, 1923

LOANS—	When Due.
PUBLIC ROAD BONDS—(Con.)	
4½s, J&J, $250,000c&r.	Jan. 1. 1923
4½g, J&J, 500,000g.c&r.	Jan. 1, '24
4½s, J&J, 600,000.g..c	Jan. 1, '25
4g, J&J, 150,000g, r.	Jan. 1, 1926
4s, A&O, 24,000 r....	Oct. 1, 1902
4s, J&J, 48,000 c ..	July 1, 1903
4s, A&O, 38,000 r....	Oct. 1, 1903
4s, A&O, 38,000 r....	Oct. 1, 1904
4s, M&N, 200,000....	May 1, 1927
4s, g, M&S, 44,000....	Mar. 1, 1928
3½s, ... 50,000....	July 1, 1919
PURCHASE BONDS—	
4½s, M&N, $73,000 r..	Nov. 2, 1911
TAX ARREARS BONDS—	
6s, J&J, $250,000 c&r.	Jan. 1, 1905
5s, J&J, 318,000 c&r.	May 19, 1901
WAR RENEWAL BONDS—	
5s, M&S, $854,000 c&r.	Sep. 1, 1905
JUDGMENT BOND—	
4s, J&J, $5,000....	Jan. 1, 1901

INTEREST is payable by the First National Bank, Jersey City, N.J.

TOTAL DEBT, ETC.—The bonded debt Dec. 1, 1899, was $4,732,024 floating debt, $65,300: total debt, $4,797,324; sinking fund, $1,116,436; net debt, $3,680,888. The net debt in 1897 was $3,591,106.

ASSESSED VALUATION and tax rate have been as follows:

Years.	Assessed Valuation—Real.	Personal.	Total.	Tax rate per $1,000.
1899.....	$147,617,758	$12,672,206	$160,289,964	$5·98
1898.....	145,979,101	12,333,782	158,312,887	5·48
1897.....	144,038,741	12,135,498	156,174,239	.....
1896.....	137,687,292	12,261,922	159,949,214	.....
1894.....	135,386,022	11,921,881	147,307,903	5·80
1893-94.....	130,209,003	11,382,210	141,591,212	.....
1891-92.....	123,387,636	10,107,418	133,495,054	5·60

POPULATION.—The population in 1890 was 275,126; in 1880 was 187,944; in 1870 was 129,067. Population in 1898 was 359,850.

JERSEY CITY.—EDWARD HOOS, Mayor. ROBERT S. JORDAN, Comptroller.

Jersey City formerly suffered greatly from difficulty in collecting taxes and assessments. Under the Martin Act, however, passed some years ago by the Legislature, arrears of taxes are made liens on the property, and if not paid within three years the property can be sold to satisfy them. The city has also succeeded in adjusting the taxes with the railroads, and the latter now pay into the treasury about $225,000 annually. On Feb. 13, 1900, the citizens authorized the purchase of a water plant (now building) for the sum of $7,595,000. V. 70, p. 344. Jersey City is in Hudson County.

LOANS— NAME AND PURPOSE.	Interest.—Rate.	Interest.—Payable.	Principal.—When Due.	Principal.—Outstand'g.
Armory bonds.....1895...r	4½	J & J	Jan. 1, 1901	$1,000
Refund. assess. b'ds, 1893.c&r	5g.	M & S	Sept. 1, 1923	700,000
do do 1894...c&r	5g.	M & N	May 1, 1924	600,000
City government, 1872.....r	7	J & J	July 1, 1913	a550,000
City Hall, 1891.....part c&r	5	F & A	Feb.10,'01 to '12	120,000
($10,000 due yearly to Feb. 10, 1912.)				
do 1894.....r	5g.	J & J	Jan. 1,'13 to'22	200,000
($20,000 due yearly.)				
do 1894.....c&r	5g.	J & J	Jan. 1, 1923	350,000
do 1896.....r	4	F & A	Jan. 1, 1901	10,000
do 1896.....r	4	F & A	1902 to 1904	30,000
(Part due yearly on Feb. 1.)				
do 1897.....r	4	F & A	Feb.1,1905-'07	30,000
Refunding, 1897.....	4g.	M & N	May 1, 1927	450,000
do 1900.....	3½	J & J	.....	255,000
Park, 1897.....	4g.	M & N	May, 1927	100,000
City of Jersey City, 1884..c&r	6	A & O	Apr. 1, 1904	†1,000,000
Fire Engine House, Police Station, etc., Bonds—				
Engine house, 1893.....r	4½	J & J	July 24, 1901	8,000
do do 1894...r	4½	M & S	Sept.10, 1902	8,000
do do 1896...r	4½	J & J	Dec. 28, 1903	4,000
Fire Department....1897...r	4	J & J	June 1, 1909	12,000
Police H'd-Quar., 1890.....r	4	J & J	1901-1902	s10,000
($5,000 due yearly Jan 1, 1900, to 1902.)				
Police stations, 1890.....r	4½	A & O	Oct. 1, 1903-4	10,000
do do 1892.....r	5	J & J	Jan. 1, 1909	20,000
do do 1891.....r	4½	J & J	Jan. 1,1905-7	15,100
do do 1897.....r	5	J & J	Feb. 15, 1910	7,500
Funding Loans to Fund—				
Assessment bonds, 1875.c&r	7	J & D	June 1, 1905	600,000
do 1876.c&r	7	J & J	Jan. 1, 1906	300,000
do 1891....r	5	A & O	Apr. 1, 1916	†1,469,000
Floating debt, 1879.c&r	6	F & A	Feb. 1, 1909	†1,353,000
Maturing bonds, 1880....r	6	J & D	June 1, 1910	†450,000
do do 1892.c&r	5	J & J	Jan. 2, 1922	†200,000
Differences, &c., 1881....r	5	A & O	Apr. 1, 1911	†150,000
Street lighting.....1897....r	4	J & J	1900-1907, $3,800 yearly on July 1.	30,400
Joint outlet sewer..1897....r	4	J & J	Jan. 1, 1901	96,710
Public library bonds 1898..c	4g.	A & O	Apr. 1, 1928	150,000
Funding Loans to Fund—				
Tax arrearages, 1897...c&r	4	J & J	Jan. 1, 1903	800,000
do 1898.....	4	J & J	1900	182,000
do 1898.....	4	A & O	Oct. 1, 1900	245,000
do C. RR. of N. J..	4	.....	Dec. 1900-'03	340,672
Improvements, 1874.....r	7	J & J	Jan. 3, 1906	60,000
Morgan St. dock, 1870. ..c&r	7	J & J	June 8, 1900	a125,000
Property purchased.....r	4	with bond optional		548.443
School Bonds, including Bergen, etc., issues—				
Pub. schools 1897.....g	4	F & A	Aug. 2, 1927	200,000
do 1898.....c&r	4g.	F & A	Aug. 1, 1918	100,000

LOANS— NAME AND PURPOSE.		Interest. Rate.	Interest. Payable.	Principal. When due.	Principal. Outstand'g.
Streets and Sewers Assessment Bonds—					
Streets and sewers, 1892	c&r	5	J & J	Jan. 2, 1922	†z$548,000
Water loan, 1870	c&r	7	J & J	Jan. 1, 1902	a375,000
do 1872	c&r	7	A & O	Apr. 1, 1902	a800,000
do 1872	c&r	7	M & S	Sept. 1, 1902	a500,000
do 1874	c&r	7	J & J	Jan. 1, 1904	a250,000
do 1876	r	7	J & J	Jan. 1, 1906	a60,000
do 1876	r	7	M & N	Nov. 1, 1906	a61,000
do 1878	r	7	M & S	Mch. 26, 1908	a47,000
do 1873	c&r	7	M & N	May 1, 1913	a500,000
do 1877	c&r	6	J & J	July 1, 1907	a255,000
do 1879	c&r	6	F & A	Feb. 1, 1909	a50,000
do 1879	c&r	6	J & J	July 1, 1909	a50,000
do 1883	c&r	5	F & A	Feb. 1, 1913	†a525,000
do 1891	c&r	5	A & O	Apr. 1, 1916	†586,000
do 1891	c&r	5	J & D	June 1, 1921	350,000
do 1892	c&r	5	J & J	Jan. 2, 1922	†248,000
do 1893	c&r	5	J & J	Jan. 2, 1923	†200,000
do 1895	r	4½	J & J	Jan. 2, 1925	179,000
Past due, not presented for payment—					
Streets and sewers...various		7	.....	June 1, 1894	1,000
Improvements		7	.....	.....	1,750
Funded debt		4	.....	May 1, 1897	5,000

a $1,000 each. † Secured by special sinking fund.
s Wholly in sinking fund. z These are assessment bonds
*Principal and interest paid by a special tax levy.

INTEREST is paid by the Merchants' Exch. Nat. Bank of New York.

TOTAL DEBT, ETC.—The city's total bonded debt. on Dec. 1, 1899, was $18,510,747, which amount included $4,218,000 of assessment bonds and $5,136,000 of water bonds. The floating debt at that date was $535,970.

	Dec. 1, 1899.	Dec. 1, 1898.
General account debt	$8,271,072	$9,143,979
Assessment account debt	4,218,000	4,218,000
Temporary loans	535,970	430,663
Improvement certificates	876,960	799,411
Other accounts	9,000	9,000
Total liabilities (excluding water debt)	$13,911,002	$14,601,053
Cash in City Treasury	$636,055	$923,072
Cash and bonds held in sinking funds	2,762,027	2,746,793
Taxes due and unpaid	3,769,419	3,734,134
Assessments due and unpaid	2,601,445	2,570,520
City property	4,147,190	3,700,000
Other items	498,155	621,625
Total resources	$14,414,291	$14,296,144
Water debt (sinking funds not deducted)	$5,136,000	$5,136,000

SINKING FUNDS—The sinking funds, all of which are invested in the city's bonds and certificates, on Dec. 1, 1899, were as follows:

	Cash.	Securities.	Total.
General sinking funds	$100,867	$2,107,313	$2,208,180
Water sinking funds	30,737	523,110	553,847
Total	$131,604	$2,630,423	$2,762,027

ASSESSED VALUATION.—

	Assessed Valuation. Real.	Personal.	Total.	Tax Rate per $1,000.
1899	$83,900,055	$8,121,041	$92,021,096	$28·40
1898	82,934,859	7,510,141	90,445,000	28·60
1897	82,415,220	7,547,541	89,962,761	28·90
1895	81,968,790	7,370,832	89,349,622	27·50
1890	73,059,265	5,898,150	78,957,415	26·40
18[illegible]	61,894,739	4,985,200	66,879,939	29·40
18[illegible]	54,122,875	5,343,815	59,466,690	28·00

POPULATION.—In 1890 population was 163,003; in 1880 it was 120,722; in 1870 it was 82,546; in 1899 it was estimated at 200,000.

KEARNY.—This town is in Hudson County.

LOANS—	When Due.
IMPROVEMENT—	
5s, F&A, $25,000	Aug. 1, 1901
5s, F&A, 2,000	Aug. 1, 1903
5s, F&A, 500	Aug. 1, 1903
5s, F&A, 4,000	1900
5s, M&S, 5,000	Mar. 1, 1902
4s, F&A, 55,000	Feb., 1901-'06
($10,000 yearly to 1905.)	
FIRE DEPARTMENT—	
5s, F&A, $7,000	1900 to 1906
($1,000 annually on Aug. 1.)	
REDEMPTION RR. BONDS—	
5s, J&D, $94,000	June 1, 1902
5s, J&D, 6,000	June 1, 1903
5s, J&D, 48,800	June 1, 1904
SCHOOL BONDS—	
5s, J&D, $1,000	Dec. 16, 1900
5s, F&A, 500	Feb. 1, 1907
5s, M&S, 8,000	1900 to 1901
($4,000 yearly on Sept. 1.)	
5s, J&D, $10,000	1900 to 1904
($2,000 yearly on June 1.)	
5s, J&D, $2,000	June 1, 1906
5s, M&N, 3,000	1900 to 1902
($1,000 yearly on May 1.)	

LOANS—	When Due.
SCHOOL BONDS—(Con.)	
5s, M&S, $4,000	Sept. 1, 1906
5s, J&D, 1,000	Dec. 16, 1906
4½s, M&S, 6,000	Sept. 1, 1908
SEWER BONDS—	
5s, M&S, $25,000	Sept. 1, 1901
5s, M&S, 75,000	Mar. 1, 1903
REFUNDING BONDS—	
4s, ..., $7,000	Sept. 1, 1909
WATER BONDS—	
6s, A&O, $58,000	Oct. 1, 1917
5s, A&O, 30,000	Oct. 1, 1917
5s, M&S, 2,000	Oct. 1, 1917
5s, A&O, 13,000	Oct. 18,'19 & '20
5s, A&O, 11,000	Oct. 1, 1919-20
4s, F&A, 10,000	Feb. 1, 1929
Bonded debt Mar. 1, '99	$574,800
Floating debt (add'al)	146,226
Sinking fund assets	147,095
Tax valuation, real	3,734,225
Tax valuation, personal	376,300
Total valuation 1899	4,110,525
Tax rate (per $1,000) '99	28·00
Population in 1890 was	7,064
Populat'n'95 (State census)	10,467

INTEREST on the redemption bonds is payable by the Central Trust Company, New York; on the street improvement bonds by the National Newark Banking Company; on the sewer bonds due Sept. 1, 1901, and on $5,000 due annually at the German National Bank; on all others at the Essex County National Bank.

LONG BRANCH.—Long Branch is in Monmouth County.

Bond. debt. May 1, '99	$89,000
Floating debt	32,144
Total debt May 1, '99.	121,144
Tax valuation, real	9,579,050
Tax valuation, person'l.	970,240
Total valuation 1897	$10,549,290
Tax rate (per $1,000) '99.	30·00
Population in 1890 was	7,231
Population in 1880 was	3,833

MADISON.—This borough is in Morris County. Bonds are tax exempt.

LOANS—	When Due.
ELECTRIC-LIGHT BONDS—	
Subject to call 15 years prior to maturity.	
5s, A&O, $15,000	Jan. 1, 1911
5s, A&O, 5,000	Oct. 1, 1911
5s, A&O, 15,000	Apr. 1, 1913
ROAD BONDS—	
4½s, F&A, $29,000	1900 to 1909
($2,000 due yearly.)	
SCHOOL BONDS—	
5s, ..., $15,000	1917-1931

LOANS—	When Due.
REFUNDING BONDS—	
4s, ..., $20,000	
WATER BONDS—	
Subject to call 20 years before maturity.	
5s, A&O, $60,000	Aug., 1920
5s, A&O, 10,000	Oct., 1921
5s, A&O, 10,000	Apr. 1, 1923
Total debt in Mar., 1899	$161,000
Floating debt	25,000
Assessed valuat'n, real	1,851,225
Assessed valuat'n, pers'l.	$321,295
Total valuation 1899	2,172,520
Assessment is ½ actual value.	
Total tax (per $1,000) 1899.	$23·70
Population in 1890 was	2,469

INTEREST is payable at the First National Bank of Madison.

MERCER CO.—JOSIAH JONES, Director.

County seat is Trenton.

LOANS—	When Due.
BRIDGE BONDS—	
5s, ..., $90,000	Feb. 1, 1901
(Part due yr'ly) to Feb. 1, 1909	
ROAD IMPT. BONDS—	
4s, ..., $70,000	Dec. 1, 1900
($10,000 due yearly) to Dec. 1, '06	
DEFICIENCY BONDS—	
4s, ..., $25,000	June 8, 1903
Bonded debt May, 1899	$195,000
Floating debt	$303,000
Total debt May, 1899	498,000
Sinking fund	268,000
Net debt May, 1899	230,000
Assessed valuat'n, real	35,681,272
Assessed valuation, per.	11,594,921
Total valuation 1899	47,276,193
Tax rate (per $1,000) 1899	$6·03
Population 1890 was	79,978
Population in 1900 (est.)	90,000

MIDDLESEX CO.—ASBURY FOUNTAIN, Director. DAVID SERVISS, Collector.

County seat is New Brunswick.

LOANS—	When Due.
BRIDGE BONDS—	
7s, A&O, $1,050	Apr. 1, 1901
4, J&J, $30,000	Jan. 1, 1901
($10,000 due ye'ly) to Jan., 1903	
RENEWAL BONDS—	
4s, J&J, $26,500	Jan., 1901-1903
4s, J&J, 10,000	Jan. 1, 1910-'11
4s, J&J, 40,000	1904-1911
($5,000 due yearly on Jan. 1.)	
4s, J&J, $10,000	Jan. 1, 1908-'09
Bonded debt Feb. 1900.	$98,600
Floating debt	23,000
Total debt Feb. 1, 1900	121,600
Total valuation 1899	27,312,101
State & Co. tax (per M.) '99.	$10·43
Population 1890 was	61,754
Population 1895	75,038

INTEREST is payable at the Co. Collector's office, New Brunswick
TAX FREE.—All bonds issued by this county are tax exempt.

MILLVILLE.—EDWARD H STOKES, Treasurer.

This city is in Cumberland County.

LOANS—	When Due.
SCHOOL BONDS—	
5s, ..., $24,000	Aug. 1, 1900-'11
REFUNDING BONDS—	
4s, J&J, $31,000	July 1, 1909-'28
Bonded debt, Aug. 1, '99	$55,000
Assessed valuation, '99.	4,150,385
Tax rate (per $1,000), '99	17·50
Population, 1899 (est.)	10,002

MONTCLAIR.—JOHN H. PARSONS, Chairman. SILAS STUART, Treasurer.

This town is situated in Essex County.

LOANS—	When Due.
RAILROAD BONDS—	
5s, M&N, $100,000	1900-1909
($10,000 due yearly on Nov. 1.)	
5s, M&N, $135,000	1910-1918
($15,000 due yearly on Nov. 1.)	
SCHOOL BONDS	
5s, J&J, $2,000	1900-1901
($1,000 due yearly on July 1.)	
5s, J&J, $112,000	July 1, 1902
5s, F&A, 2,000	1900-1901
($1,000 due yearly on Aug. 1.)	
5s, M&N, $26,000	1900-1921
(Part due yearly.)	
5s, F&A, $1,000	Aug. 1, 1900
4s, g., M&S, $36,000, g.	1900-1911
($3,000 due yearly on Sept. 1.)	

LOANS—	When Due
SCHOOL BONDS—(Con.)	
3½s, g. J&J, $12,000.	July 1, '02-'13
SCHOOL MORTGAGES—	
5s, var., $28,500	
SEWER BONDS—	
5s, M&N, $150,000	May 1, 1913
4s, J&D, $60,000	June 1, 1905
Bonded debt Mar. 1, 1900.	$664,500
Tax valuation, real	8,031,550
Tax valuation, personal.	1,062,700
Total valuation 1899	9,094,250
Assessment about 2/5 actual value.	
Tax rate (per $1,000) 1899.	$30·60
Population in 1890 was	8,656
Population in 1900 (est.)	14,000

INTEREST on the railroad bonds is payable at the office of the Mutual Benefit Life Insurance Co., Newark, N. J.; on the $150,000 of sewer bonds at the National Shoe & Leather Bank of New York City; on all other issues at the Bank of Montclair, Montclair, N. J.
TAX FREE.—All bonds are exempt from taxation.

NEPTUNE TOWNSHIP SCHOOL DISTRICT.—Situated in Neptune Township, Monmouth Co.

LOANS—	
School bonds, 5s	$96,300
Bonded debt Oct. 15, '99.	96,300
Assessed valuation, real.	2,469,049
Assess. valua., personal.	113,560
Total valuation 1896	$2,582,609
Assessment about 2/3 actul value.	
Tp. tax rate (per $1,000) '96.	$19·70
School tax (per $1,000) '96.	4·09
Population 1897 (est.)	8,000

NEWARK.—JOHN S. GIBSON, Comptroller.

Newark is situated in Essex County.

LOANS— NAME OR PURPOSE.		Interest. Rate.	Interest. Payable.	Principal. When Due	Principal. Outstand'g.
Annexation	1886	4	M & S	Mch. 1, 1906	$126,000
City improvement refunding		4	M & S	Mch., 1923	1,500,000
City tax	1886	4	M & S	Mch. 1, 1906	158,000
Corporate	1878	6	F & A	Aug. 1, 1908	700,000
do	1880	5	J & D	June 1, 1910	500,000
Intercepting sewer	1888	4	A & O	Apr. 10, 1908	620,000
School bonds		4	.....	1899-1900	101,000
do do (high)	1897	3·35	.....	1917	200,000
do do	1898	4	.....	.....	100,000
do do	1899	3½	J & D	Dec. 1, 1929	300,000
Sewer	1879	6	M & S	Mch. 1, 1909	180,000
do	1893	4	M & S	Mch. 1, 1907	30,000
Street improvement	1879	6	M & S	Mch. 1, 1909	270,000
do do and sewer	1886	4	M & N	May 10, 1906	500,000
Street opening		4	1915	1915	100,000
Tax arrearage	1890	4½	J & J	1900	28,000
do	1891	4	.....	1901	34,000
do	1892	4	.....	1902	33,000
do	1893	4	.....	1903	31,000
do	1894	..	.....	1904	53,000
do	1895	..	.....	1905	66,000
do	1896	..	.....	1906	66,000
do	1897	..	.....	1907	86,000
do	1898	.	.....	1908	88,000
Public Library	1897	4	J & J	June 1, 1927	300,000
Water debt		7	F & A	Aug. 1, 1906	50,000
do	1875	7	M & N	May 1, 1905	500,000
do	1879	5	M & N	May 1, 1909	100,000
do	1891	5	.....	1911	70,000
do	1885	4½	M & N	May 1, 1915	215,000
do	1888	4½	M & S	Mch. 6, 1918	20,000
do	1888	4	J & D	Dec. 2, 1908	20,000
do	1890	4	J & D	1910	20,000
do	1884	4	M & N	May 1, 1914	30,000
do	1886	4	M & N	May 1, 1916	12,000
do	1887	4	A & O	Apr. 1, 1917	15,000
do	1892	4	F & A	Feb. 1, 1922	6,450,000
do	1892	4	.....	1912	20,000
do	1893	4	.....	1913	55,000
do	1895	4	.....	1915	40,000
do	1896	..	.....	1916	40,000
do	1897	4	.....	1927	100,000
Market	1891	4	.....	1911	335,000

INTEREST is payable at office of City Treasurer and at local banks.
TAX FREE.—The city's bonds are all exempt from taxation.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan. 1, 1900.	Jan. 1, 1899.	Jan. 1, 1898.
Tot. bond. debt (incl. water dbt)	$14,429,000	$14,113,000	$14,086,000
Sinking funds	3,857,519	3,345,039	3,028,225
Net bonded debt	$10,571,481	$10,677,961	$11,057,775
Water debt (included above)	.....	$7,757,000	$7,757,000
Temporary loans (additional)	.....	.....	$738,000

The sinking fund receives each year an amount equal to about 3 per cent of the bonds outstanding.

Temporary loan bonds are only issued against such assets as unpaid taxes of the last two years which are not applied to the payment of tax-arrearage bonds, and unpaid assesments for street paving and sewer improvements.

DEBT LIMITATION.—The city's debt is limited by law to 15 per cent of the total valuation.

ASSESSED VALUATION.—Property is assessed at about 70 per cent of actual value:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Total Tax per $1,000.
1899	$116,585,525	$29,072,213	$145,657,738	$.....
1898	111,979,904	27,798,994	139,778,898	21·00
1897	111,273,650	27,275,414	138,549,064	19·80
1896	108,872,790	26,130,716	133,483,311	19·60
1895	106,012,950	25,587,787	*130,085,787	19·80
1890	88,729,905	25,265,475	113,995,425	18 20
1880	65,733,315	17,631,095	83,364,410	.....

* Less indebtedness sworn off.

POPULATION.—In 1890 population was 181,830; in 1880 it was 136,508; in 1895, according to the State census, it was 215,807.

NEW BRUNSWICK.—

N. WILLIAMSON, Mayor.
J. B. KIRKPATRICK, Tr.

This city is situated in Middlesex County.

LOANS—	When Due.
REVENUE BONDS—	
4s, M&N, $18,000	———
SINKING FUND BONDS—	
6s, M&S, $11,000	Sept. 1, 1902-3
6s, M&S, 41,000	1901, '02 & '03
6s, J&J, 141,500	1905 & 1906
5s, M&S, 22,000	Sept. 1, 1901-2
5s, M&S, 25,000	Sept. 1, 1902-3
5s, J&J, 15,000	Jan. 1, 1905-6
4½s, M&N, 12,000	May 1, 1907-8
4½s, A&O, 95,000	Oct. 1, 1919
4½s, ..., 65,000	.....
4s, ..., 10,000	.....
4s, M&N, 65,000	1907 & 1908
4s, M&S, *10,000	Mar., 1907-8
3s, M&N, *10,000	Nov. 1, 1908-9
3s, M&S, *40,000	Sept. 1, 1917-18
4s, M&N, 62,000	Nov. 1, 1923
STREET AND SEWER BONDS—	
6s, M&N, $15,000	1900
STREET & SEWER BONDS—(Con.)	
6s, M&N, $19,500	1900 & 1901
6s, M&N, 18,500	1901 & 1902
6s, M&N, 24,000	1902 & 1903
6s, M&N, 37,000	1903 & 1904
6s, M&N, 500	1904 & 1905
6s, M&N, 4,500	1905 & 1906
6s, M&N, 1,000	1906 & 1907
6s, M&N, 11,500	1907 & 1908
WATER BONDS—	
7s, M&N, $50,000	Mch. 1, 1903-4
7s, M&N, 3,500	Nov., 1900
REFUNDING BONDS—	
4s, M&N, $151,000	May 1, 1922
4½s, M&N, 68,000	Nov. 1, 1926
4s, M&N, 110,000	May 1, 1923
3½s, J&J, 22,000	Jan. 1, 1924
3½s, M&S, 48,000	Mar. 1, 1924
3½s, F&A, 5,300	Feb. 1, 1925

* The bond issues marked thus (*) are all held by the sinking fund.

TAX FREE.—The city's bonds are exempt from taxation.

INTEREST on all bonds payable at the National Bank of New Jersey, New Brunswick, where principal will be payable at maturity.

TOTAL DEBT, SINKING FUND, ETC.—

	Apr. 1, 1899.	Apr. 1, 1898.	Apr. 1, 1897.
Total municipal debt	$1,286,400	$1,293,600	$1,570,600
Sinking funds and cash assets	268,440	225,230	441,994
Net debt	$1,017,960	$1,068,370	$1,128,606
Water debt, included above	68,500	132,500	190,500
Floating debt (included above)	30,900	6,500	9,500

CITY PROPERTY.—The city owns public buildings, steam fire engines, etc., and water works which cost $493,000. The gross earnings from the water-works for 1898 were $61,676, including rental of fire hydrants; the construction and expense account was $17,400.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows:

Year.	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per $1,000.
1899	$8,032,911	$1,988,020	$10,020,931	$25·60
1898	8,319,286	1,981,956	10,301,241	24·00
1897	8,574,176	2,042,375	10,616,551	26·00
1895	8,120,000	2,105,000	10,225,000	26·00
1890	7,900,000	2,150,000	10,050,000	24·60
1886	4,062,455	1,325,850	5,388,305	41·40
1880	4,173,000	1,243,000	5,416,000	35·81

POPULATION.—In 1890 population was 18,603; in 1880 it was 17,166; in 1870 it was 15,058; Police census, 1894, 20,338.

ORANGE.—

HENRY STETSON, Mayor.
DANIEL A. DUGAN, City Clerk.

Orange is situated in Essex County. None of the city's bonds can be retired before maturity.

LOANS—	When Due.
POOR HOUSE BONDS—	
5s, J&D, $1,000	Dec. 1, 1900
SCHOOL HOUSE BONDS—	
5s, ..., $1,800	1903
5s, ..., 8,000	1900-1901
5s, J&D, 3,000	Dec. 1, 1902
5s, J&D, 5,000	Dec. 1, 1903
4½s, ... 40,000	1900 to 1907
($5,000 due yearly.)	
4½s, J&J, $60,000	1913 to 1918
($10,000 yearly on July 1.)	
SEWER BONDS—	
5s, ..., $57,000	1929 to 1933
5s, J&D, 5,000	June 1, 1922
5s, J&D, 250,000	June 1, 1923
($25,000 due yly) to June 1, 1932	
5s, J&J, $30,000	Jan. 1, 1904
($5,000 due y'rly) to Jan. 1, 1909	
5s, J&J, $16,000	Jan. 1, 1910-11
SEWER BONDS—(Con.)—	
5s, J&J, 20,000	Jan. 1, 1913-14
5s, J&J, 60,000	Jan. 1, 1915
($15,000 due y'rly) to Jan. 1, 1918	
5s, J&J, $80,000	Jan. 1, 1919
($20,000 due y'rly) to Jan. 1, 1922	
5s, J&J, $50,000	Jan. 1, 1923
($5,000 due y'rly) to Jan. 1, 1932	
4½s, ..., $125,000	1915 to 1921
4½s, ..., 150,000	1904 to 1914
4s, J&D, 50,000	June 1, 1919
($10,000 due y'rly) to June 1, 1922	
4s, ... 60,000	———
TAX AND ASSESSMENT ARREARS—	
4½&5s, ..., $96,500	1900 1908
4½&5s, ..., 32,100	1900-1908
4s, semi-an., 70,000	1901-1910
WATER BONDS—	
5s, A&O, 344,000	Oct. 1, 1912

INTEREST is payable at the United States National Bank, N. Y., or at the Orange National Bank or Second National bank of Orange.

TOTAL DEBT, ETC.—

	May 1, '99.	May 16, '98	May 1, 1897.	May 13, '96
Total municipal debt	$1,562,900	$1,515,200	$1,571,000	$1,618,800
Sinking funds and other assets	384,441	349,038	128,759	92,674
Net debt	$1,178,459	$1,166,162	$1,442,241	$1,526,126
Water debt (included above)	$344,000	$344,000	$344,000	$354,000
Floating debt	.....	20,000	.....	$20,000

The sinking fund receives yearly about $24,000, raised by taxation and from the water-works and other sources. The available assets consist of unpaid taxes ($118,526), assessments in arrears ($92,347), and cash in treasury ($28,823) and sinking fund of $144,745.

CITY PROPERTY is valued at $2,558,000.

ASSESSED VALUATION.—The city's assessed valuation (about one-half of the cash value) and tax rate for a series of years have been as follows:

Years.	Real Estate.	Personal Property.	Indebtedness to be deducted.	Total Assessed Valuation.	Tax Rate per $1,000
1899	$9,132,483	$963,838	$88,482	$10,007,839	.....
1898	8,967,540	976,179	76,385	9,943,719	$27·60
1897	8,816,819	1,020,637	87,447	9,750,000	25·00
1895	7,630,600	907,800	112,500	8,425,000	28·80
1890	5,950,000	782,000	137,920	6,732,000	27·00
1887	4,917,300	732,700	92,050	5,650,000	27·40
1880	3,919,700	529,100	.....	4,448,800	21·00

POPULATION.—The estimated population in 1899 was 25,000; in 1890 it was 18,844; in 1880 it was 13,207; in 1870 it was 9,348.

PASSAIC.—This city is in the county of the same name.

LOANS—	When Due.
CITY BONDS—	
5s, J&D, $20,000	June 1, '00 '19
5s, J&J, 23,500	Jan. 2, 1902
5s, ..., 12,000	1900-1914
5s, ..., 11,500	1918
5s, ..., 25,000	Nov., 1900-'24
4½s, ..., 7,500	1906
5s, ..., 27,500	1901 to 1911
($2,500 yearly on Mar. 1.)	
5s, J&D, 5,000	Sept. 1, 1904
4½s, F&A, 7,500	Aug. 1, 1919
PUBLIC IMPROVEMENTS—	
5s, ..., $65,000	1900-1912
PUBLIC PARK BONDS—	
5s, J&J, $33,000	1905
($3,000 due yearly) to 1915	
SCHOOL HOUSE BONDS—	
5s, J&J, $7,000	1900 to 1906
4½s, J&D, 35,000	1913 to 1917
($7,000 yearly on Dec. 1.	
5s, ..., $9,000	1912
5s, ..., 16,000	1900-1915
4½s, ..., 46,000	1899-1914
SCHOOL HOUSE BONDS—(Con.)—	
4½s, J&D, $22,000	Nov., '16-17
SEWER BONDS—	
..s, ..., $60,000	.....
STREET IMP. BONDS—	
4½s, ..., $50,000	1913-1917
($5,000 yearly to July 1, 1913, and 1914, $10,000 in 1915, $15,000 in 1916 and 1917.)	
TAX BONDS—	
..s, ..., $17,000	.....

Bonded debt Jan. 1, '99.	$502,418
Floating debt	220,019
Total debt Jan. 1, 1899	722,437
Sinking fund and cash	177,035
Net debt Jan. 1, 1899	545,402
Tax valuation, real	7,735,255
Tax valuation, personal	1,114,550
Total valuation 1899	8,849,805
Assessment is 2/5 actual value.	
Total tax (per $1,000) '99	$27·80
Population in 1890 was	13,028
Population in 1880 was	6,532
Population in 1899 was	22,000

INTEREST is payable at Passaic National Bank, Passaic, N. J.

PASSAIC CO.—

GEORGE W. BOTBYL, Clerk.
P. H. SHIELDS, Collector.

County seat is Paterson.

LOANS—	When Due.
BRIDGE BONDS—	
5s, A&O, $13,000	Oct. 1, 1905
5s, J&J, 33,000	———
5s, F&A, 12,000	Feb. 1, 1904
ROAD BONDS—	
5s, M&S, $15,000	Mar. 1, 1901
5s, M&N, 25,000	1901
5s, J&J, 20,000	———
COURT HOUSE BONDS—	
4s, J&J, $100,000	Jan. 1, '02-'03
4s, F&A, 100,000	Feb. 1, '08-'09
4s, F&A, $100,000	Feb., 1910 & '11
REBUILDING BRIDGE BONDS—	
5s, M&S, $24,000	1905
5s, M&S, 40,000	1906

Interest is payable in Paterson.

Total debt July 1, '99	$406,000
Tax valuation, real	54,591,857
Tax valuation, personal	9,644,792
Total valuation 1899	64,236,649
Assessment about 1/3 actual value.	
Population in 1890 was	105,046
Population in 1899 (est.)	160,000

PATERSON.—JAMES PARKER Comptroller.

This city is in Passaic County.

LOANS—	When Due.
CITY HALL BONDS—	
5s, M&N, $115,000	May, '97-1907
5s, A&O, 155,000	part yearly
4½s, M&N, 120,000	———
4s, J&J, 100,000	———
4s, ..., 30,000	1908
SEWER BONDS—	
6s, J&D, $3,000	1902
5s, J&D, 16,000	1902
5s, M&S, 30,000	1902
4s, ..., 18,000	1913
SCHOOL BONDS—	
7s, J&D, $7,000	1900
7s, J&D, 20,000	1901 to 1904
5s, J&J, 50,000	1907
5s, F&A, 50,000	Aug. 1, 1908
4½s, A&O, 25,000	Oct. 1, 1910
4½s, A&O, 25,000	Oct. 1, 1911
4s, A&O, 50,000	1913-15
($25,000 on April 1.)	
4s, ..., $15,000	1918
4s, ..., 50,000	———
STREET IMPT. BONDS—	
4s, ..., $97,000	July 1, 1908
4s, ..., 150,000	1909
FUNDED DEBT—	
6s, J&D, $5,000	1900
WAR BOUNTY BONDS—	
7s, J&D, $21,500	1900
RENEWAL BONDS—	
6s, M&N, $30,000	1901
6s, F&A, 60,000	1903 to 1904
6s, J&D, 20,000	1905
6s, M&S, 14,500	1903
5s, A&O, 9,500	.....
4s, J&D, 23,000	.....
4½s, J&D, 47,000	1904
4½s, J&D, 58,000	1906
4½s, J&D, 42,000	1906
5s, J&D, 41,000	1907
4s, J&D, 100,000	1908 to 1916
4s, J&D, 32,400	1909 to 1911
4s, J&D, 34,500	1913
4s, J&D, 85,000	1914
4½s, ..., 59,000	1917
4s, ..., 20,000	1908
4s, J&D, 22,000	Dec. 1, 1909
SEWER APPROPRIATIONS—	
4s, J&D, $65,500	1900 to 1905
4½s, J&D, 36,000	1909
5s, J&D, 67,000	.....
5s, M&N, 14,000	.....
PARK BONDS—	
4s, A&O, $125,000	1908 to 1921
4s, J&D, 20,000	1921
5s, J&D, 15,000	1901
5s, J&D, 15,000	1911

PAR VALUE OF BONDS—Most of the bonds are for $500 each.

INTEREST is payable at the City Treasurer's office.

TOTAL DEBT.—

	Jan. 17, 1900.	Mar. 20, '99.	Mar. 20, '98.	Mar. 20, '96.
Total bonded debt	$2,927,500	$2,713,000	$2,548,000	$2,551,000
Bills payable, certificates, &c.	343,428	597,388	623,898	416,572
Total debt	$3,270,928	$3,310,388	$3,171,898	$2,967,572

FREEDOM FROM TAXATION—The city taxes none of its bonds.

ASSESSED VALUATION—The city's assessed valuation (about three-fourths of the cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Val.	Rate of Tax per $1,000.
1899	$39,704,725	$7,858,367	$47,563,092	$24·60
1898	37,934,677	7,445,959	45,380,636	25·00
1897	37,223,438	7,207,981	44,431,419	25·00
1896	36,320,148	7,243,536	43,563,684	25·00
1895	33,383,259	6,837,093	40,220,352	25·00
1890	23,981,681	4,947,009	28,928,690	25·00
1880	16,348,608	3,544,517	19,893,125	21·10

POPULATION—In 1890 population was 78,347; in 1880 it was 51,031; in 1870 it was 33,579; in 1895 it was 97,344.

PERTH AMBOY.—

JAMES L. COMPTON, Mayor.
GARRET BRODHEAD Treas.

This city is in Middlesex County.

LOANS—
SCHOOL BONDS—
4s, g., M&S, $25,000..Sept. 1, 1918
4s, ..., 10,000.....1919
PAVING BONDS—
4s, g, $2,000.....1908
TAX ARREARAGE BONDS—
4s, F&A, $40,000.....Aug. 1, 1909
REFUNDING WATER BONDS—
4½s, $17,000.....Jan., 1929

School bonds..... $54,000
Assessment bonds, etc... 185,300
Bonded debt Mar. 1, '99. 573,300
Sink. fund and cash..... 131,862
Water debt (included).... 307,000
Tax valuation, real.....3,513,045
Tax valuation, personal. 234,750
Total valuation 1899.....3,747,795
Total tax (per $1,000) '99.....$24·90
Population in 1890 was..... 9,512
Population in 1897 (est.)...15,000

PHILLIPSBURG.—ROWLAND FIRTH, Mayor.

This town is in Warren County.

STREET AND SEWER BONDS—
4s, A&O, $60,000.....Oct. 3, 1917
4s, A&O, 9,500.....1906 & 1914
Total debt May 1, 1899..$150,411
Tax valuation, real.... 2,941,537
Tax valuation, personal 829,543

Total valuation 1899...$3,771,080
Assessment about ¾ actual value.
Tax rate (per $1,000) '99...$18·80
Population in 1890 was.....8,644
Population 1898 (est'd).....10,500

PLAINFIELD.—GEO. W. ROCKFELLOW, Mayor.

This city is in Union County.

Sewer 4s,1900-1927..... $116,000
Floating debt..... 18,215
Total debt Jan. 1,1899.. 134,215
Assessed valuation.....7,070,940
Assessed valuation..... 1,132,910

Total valuation 1899...$8,203,850
Assessment about ½ actual value.
Total tax (per $1,000) '98...$24·20
Population in 1890 was.....11,267
Population in 1895 was.....13,629

RAHWAY.—CHAS. B. HOLMES, Mayor. R. VANDERHOVEN, Treasurer.

This city, of Union County, was declared bankrupt in 1882, and a compromise of the debt exclusive of the water debt ($185,000) was forthwith agreed to with most of the leading creditors at 35 cents on the dollar, the debt, exclusive of water debt, then amounting to about $1,200,000. This settlement was completed in 1894, and interest is now paid promptly on the new bonds. The water bonds were renewed in 1891 at 4 per cent, an agreement having been made in 1890 by which all accrued interest at 7 per cent was adjusted at the 35 per cent rate. Interest on the water bonds is also promptly paid.

LOANS— *When Due.*
ADJUSTMENT BONDS 1882—
4s, M&N, $590,090...Nov. 1, 1922
Subject to call at any time.
SCHOOL BONDS—
4½s, J&J, $35,000...Mar. 1, 1918
WATER BONDS RENEWED——
4s, J&J, $185,000. July 1, 1932
Total debt July 1, 1899...$625,090

Water debt additional.. $185,000
Floating debt (addit'al) 18,000
Assessed valuation..... 2,854,300
Assessed valuation..... 382,400
Total valuation 1899... 3,236,700
Total tax (per $1,000) '98 ..$27·90
Population in 1890 was.....7,105
Population in 1880 was.....6,455
Population in 1895 was.....7,945

Interest payable at Mercantile Trust Co., New York City.
All bonds are exempt from taxation when held in New Jersey.

RED BANK.—E. O. DAVIS, Chief Commissioner.

This town is in Monmouth County.

LOANS— *When Due.*
WATER-WORKS BONDS—
5s, ..., $60,000..... 1914
4s, ..., 25,000..... 1919
Bonded debt Feb. 1,1900..$85,000

Assessed valuat'n '99..$2,886,676
Tax rate (per M.) '99..... 6·00
Population in 1890 was 4,145
Population in 1898 (est.)....6,000

RUTHERFORD.—EDWARD J. TURNER, Mayor JOSEPH W. BURGESS, Clerk.

Is in Bergen County. The bonds are exempt from taxation

LOANS— *When Due.*
ROAD AND SEWER BONDS—
4½s, J&J, $75,000....July 1, 1922
Bonded debt Feb. 1, '99.. $75,000
Floating debt..... 73,922
Total debt Feb. 1, 1899.. 148,922

Tax valuation, real.....$3,431,010
Tax valuation, personal. 294,730
Total valuation 1899.. .3,725,740
Assessment about ⅓ actual value.
Total tax (per $1,000) '99..$19·10
Population in 1890 was.....2,293

INTEREST is payable in gold at the Nat. Bank of the Republic, N.Y.

SADDLE RIVER.—W.H. ACKERMAN, Ch'rman.

This township is in Bergen Co.

LOANS— *When Due.*
HIGHWAY BONDS—
5s, F&A, $85,000. Aug. '99 to 1923
Bonded debt Feb., 1899. $85,000
Floating debt..... 4,713

Total debt Feb., 1899... $89,713
Bonds are exempt from taxation.
Tax valuation 1899..... 978,170
Total tax (per M.) '98.. $27·90
Population in 1890 was 2,197

INTEREST at People's Bank & Trust Co., Passaic, N. J.

SOMERSET CO.—W. J. LOGAN, Director. E. B. ALLEN, Collector.

County seat is Somerville.

LOANS— *When Due.*
COUNTY NOTES.
4s, var.....$82,175....On demand
Total debt May 10, '99. $82,175
Tax valuation, real.....16,200,658

Tax valuation, person'l.$5,473,809
Total valuation 1899...21,674,467
County and school tax '98....$5·40
Population in 1898 was.....31,737
Population in 1890 was.....28,311

INTEREST payable at County Collector's office.

SOUTH AMBOY.—JOSEPH F. FULTON, Clerk.

This borough is in Middlesex County.

LOANS— *When Due.*
WATER-WORKS BONDS—
5s, ..., $24,000.....1900-1911
DOCK BONDS—
5s, ..., $24,000. Oct. 1, 1900-1923
Bonded debt July 1,1899. $51,000
Sinking fund..... 4,283

Net debt July 1, 1899... $46,717
School Dist. debt (add'l). 8,300
Assessed valuation, '99.1,345,000
Assessm't about 75% actual value.
Tax rate (per $1,000), 1898.$15·60
Population 1890.....4,330
Population 1898 (est.).....7,000

SOUTH ORANGE.—E. V. CONNETT, Pres. JOHN R. WEEKS, Treas.

This village is in Essex County.

LOANS— *When Due.*
REFUNDING BONDS—
4s, g., J&J, $58,000 .Jan 1, 1930
(Subject to call 1920.)
SEWER BONDS—
5s, F&A, $25,000.... Aug. 1, 1922
Bonded debt Mar. 31, 1899.$85,000

Tax valuation, real.....$3,115,000
Tax valuation, personal. 352,000
Total valuation 1899....3,467,000
Total tax (per $1,000), '99..$20·00
Population in 1890 was.....3,106
Population in 1899 (est.)....4,500

Principal and interest of bonds are payable in gold.

SUMMIT.—GEO. WILCOX, Mayor, DANIEL C. DAY, Clerk.

This city is in Union County.

LOANS— *When Due.*
SCHOOL BONDS—
5s, semi-an., $9,000..Jan. 1, 1901
($1,500 due yearly) to Jan. 1, 1906
SEWER BONDS—
5s, semi-an., $50,000..Jan. 1, 1901
($10,000 due y'rly) to Jan. 1, 1905
Interest payable at Summit.
Bonded debt Feb. 1, 1899. $70,500

Floating debt (additional) $7,283
Sinking fund..... 10,093
Tax valuation, real..... 2,108,850
Tax valuation, personal 258,650
Tax valuation 1899..... 2,367,500
Tax rate (per $1,000) 1899..$29·40
Average school tax..... 2·60
Population in 1895 was.....4,819
Population in 1890 was.....3,502

TRENTON.—W. J. B. STOKES, Treasurer.

Trenton is in Mercer County. The sinking funds are well maintained and the water works are much more than self supporting.

LOANS— NAME AND PURPOSE.		*Interest.* Rate.	Payable.	*Principal.* When Due.	Outstand'g.
Alms House	1894	4	.....	1904	$1,700
City Hall Improv't	1897	4	.....	1907	2,000
Contingent bond	1897	..	.....	Nov. 22, 1907	2,000
do do	1899	4	F & A	1909	2,000
Coupon bonds	1895	4	F & A	Aug. 1, 1900 to '09 ($7,900 due y'rly.)	79,000
Fire Department	1892	4	.....	1912	45,000
do do	1898	4	A & O	1908	2,880
Funding	1881	4	J & J	July 1, 1911	170,000
do	1885	4	M & N	May 1, 1905	130,000
do	1898	3½	.....	1908	50,000
High School	1899	3½	M & N	Nov. 1, 1929	25,000
Park improvement	1891	5	.....	Dec. 1, 1916	5,000
do do	1888	4	J & D	June 15, 1913	69,000
do do	1891	4	.....	May 1, 1916	25,000
do do	1892	4	.....	July 1, 1917	5,000
do do	1893	4	.....	1918	27,000
do do	1899	3½	F & A	Aug. 21, 1929	15,500
Pavem., Clinton Ave.	1896	4	.....	1906	4,000
do do	1898	4	J & J	1928	6,160
Police Department	1890	4	.....	Dec. 15, 1910	18,000
do do	1895	4	.....	1905	6,000
Poor emergency	1892	4	.....	Feb. 15, 1902	3,200
Poor, alms h. & print'g.	'95	4	.....	1905	5,700
Poor bonds	1897	4	.....	1907	2,000
do	1889	4	F & A	1900	1,500
do	1899	3½	F & A	Feb. 28, 1901	1,500
School house	1891	5	.....	Aug. 1, 1901	14,000
do do	1890	4	.....	Dec. 15, 1900	6,000
do do	1891	4	.....	Feb. 16, 1911	22,000
do do	1893	4	.....	May 15, 1913	18,000
do do	1892	4	.....	Oct. 1, 1917	9,000
do do	1893	4	.....	Jan. 16, 1918	6,000
do do	1894	4	.....	1914	18,000
do do	1896	4	.....	1916	21,000
do do	1897	4	.....	1917	8,000
do do	1897	4	.....	Jan., 1918	14,500
do do	1899	3½	.....	1929	25,000
Special school-h. loan.	1888	4	J & J	July 1, 1908	12,000
do do do	1888	4	A & O	Oct. 1, 1908	8,000
Sewer bonds	1891	5	.....	Dec. 1, 1901	22,600
do	1892	4	.....	Aug. 1, 1902	28,000
do	1892	4	.....	Sept. 1, 1902	26,000
do	1893	4	.....	Jan. 14, 1903	39,000
do	1893	4	.....	Aug. 1, 1903	45,000
do	1894	4	.....	1904	101,000
do	1895	4	.....	1905	240,800
do	1896	4	.....	1906	158,400
do	1897	4	.....	1907	51,600
Sewer Commission'rs.	1897	4	.....	1907	17,100
do do	1898	4	J & D	1908	1,800
Volunteers, 1864		6	J & D	June 16, 1900-'03 $5,000 yearly.	15,000
Refunding Bonds,	1897	..	.....	Apr. 16, 1907	26,500
do do	1897	..	.....	Aug. 13, 1907	29,000
do do	1897	..	.....	Nov. 10, 1907	8,200
do do	1898	..	.....	1908	45,000
do do	1898	4	M & S	Sept. 5, 1908	72,000
do do	1899	3½	F & A	1909	50,900
do do	1899	3½	M & S	Sept. 11, 1909	52,000
do do	1900	3½	F & A	Feb. 24, 1910	43,100
CHAMBERSBURG BONDS, ASSUMED:					
Parks, 1888		5	A & O	Apr. 20, 1913	13,000
		Subject to call in 1898.			
Redemption, etc.	1885-6	5	Semi-an.	1905 & 1906	36,000
		Subject to call after 10 years.			
WILBUR BONDS, ASSUMED:					
School	1893	5	A & O	1900-1914	15,000
do	1898	5	M & S	1900-1913	11,000
Improvement	1893	5	J & J	1913	15,000
do	1895	5	F & A	1915	15,000
LOANS PAYABLE BY SPECIAL ASSESSMENT:					
Assessed upon city—					
Street improvement	1891	5	.....	1901	5,421
do do	1893	5	.....	1903	7,185
do do	1891	4	.....	Feb. 16, 1901	2,275
do do	1892	4	.....	Aug. 1, 1902	2,483
do do	1894	4	.....	1904	3,801
do do	1895	4	.....	1905	12,625
do do	1896	4	.....	1906	4,196
do do	1897	4	.....	1907	4,769
do do	1898	4	M & N	1908	29,418
Assessed upon property benefited—					
Pavement	1893	5	.....	Nov. 15, 1903	22,815
do	1891	4-5	.....	1901	46,504
do	1892	4	.....	Aug. 1, 1902	15,517
do	1894	4	.....	1904	19,898
do	1895	4	.....	1905	27,875
do	1896	4	.....	1906	29,504
do	1897	4	.....	1907	27,431
do	1898	4	M & N	1908	5,567
WATER LOANS REPORTED SEPARATELY:					
City water	1893	4	.....	May 15, 1913	75,000
do	1897	4	J & J	Jan. 1, 1917	175,000
do	1898	4	J & J	Jan. 1, 1927	175,000
Chambersburg water,	1885	5	.....	1905	11,000
do do	1886	5	F & A	Feb. 5, 1906	5,000
do do	1886	5	J & J	July 1, 1906	7,000
do do	1887	5	J & J	1907	20,000
do do	1896	4	.....	1906	45,000

INTEREST is payable at Treasurer's office in Trenton.

TOTAL DEBT, ETC.—

	Mar. 1, 1900.	*Mar.* 1, '99.	*Mar.* 1, '98.	*Mar.* 1, '97.
Total bonded debt	$2,966,566	$3,001,165	$2,730,950	$2,422,700
Sinking funds	1,167,919	1,028,555	886,506	518,192
Net debt	$1,798,647	$1,972,610	$1,844,444	$1,904,507
Water debt inc. above	$515,500	$795,504	$343,500	$343,500

CITY PROPERTY.—The total value of property owned by the city is estimated at $2,967,200, including water works, $2,000,000.

ASSESSED VALUATION.—Property assessed "at about one-half actual value."

Years.	Real Estate.	Personal Property.	Deductions.	Net Valuation.	Rate of Tax per $1,000.
1899....	$25,421,305	$6,684,498	$1,403,768	$30,702,035	$21·50
1898....	25,321,405	6,271,361	1,321,551	30,271,215	21·50
1897....	23,992,680	6,227,132	1,360,142	28,859,670	.....
1896....	23,646,407	6,500,000	1,449,692	28,696,715	21·50
1895....	22,940,786	5,496,217	.....	28,437,003	20·00
1890....	20,199,162	6,981,643	1,484,959	25,695,846	.....

POPULATION.—In 1890 population was 57,458; in 1880 it was 29,910. In 1899 it was estimated at 73,000.

UNION.—This town is in Hudson County.

LOANS— *When Due.*

SCHOOL HOUSE BONDS—
5s, ... $43,000.....1902-1915

SEWER BONDS—
5s, ... $40,000.....Jan. 1, 1901
($5,000 due y'rly) to Jan. 1, 1908
5s, ... $15,000.....Jan. 1, 1913
5s, J&J, 140,000.....Jan. 1, 1901
($10,000 due yearly) to Jan. 1, 1914

TOWN HALL CONSTRUCTION—
5s, ... $18,000.....July 1, 1900
($2,000 due y'rly) to July 1, 1908
Bonded debt Mar., 1899.. $311,000
Floating debt..... 24,124
Total debt Mar., 1899.... 335,124
Total valuation 1899....3,914,500
Tax rate (per $1,000) 1898.$24·60
Population 1890 was.....10,643
Population 1898 was.....93,174

UNION CO.—{J. F. HUBBARD, Director. E. M. WOOD, Collector.

County seat is Elizabeth.

LOANS— *When Due.*

DEFICIENCY BONDS (freshet)—
5s, J&J, $9,000.....May 1, 1900
6s, J&J, 42,000.....1901 to 1907

ROAD BONDS—
4s, J&J, $350,000....1901 to 1910
Subject to call after ten years.

WAR BONDS—
.....$26,000.....1907 to 1909

Sheridan House Pur. bds..$28,000
Interest payable at Elizabeth.
Total debt May 9, 1899. $463,000
Tax valuation, real.....35,508,215
Tax valuation, person'l. 5,261,085
Total valuation 1899...40,769,400
Assessment about $^3/_5$ actual value.
County tax (per $1,000) 1899.$5·40
Population in 1890 was.... 72,467
Population 1898..... 90,000

All bonds issued by this county are exempt from taxation.

WEEHAWKEN.—THOMAS CARROLL, Clerk.

This township is in Hudson County. (P. O. Station 1, Hoboken.)

LOANS— *When Due.*

ROAD AND SEWER BONDS—
5s, semi-an., $29,000.....1905

SCHOOL BONDS—
5s, semi-an., $25,000.....1904
5s, semi-an., 20,000.....1911

SEWER NOTES—
6s, ..., $9,762.....

Bonded debt Mar. 15, '99 $74,000
Sinking fund..... 6,000
Net debt Mar. 15, '99.... 68,000
Tax valuation, real.....2,504,600
Tax valuation, personal. 194,400
Total valuation 1899....2,699,000
Tax rate (per $1,000) 1898.$17·00
Population in 1890 was.....1,943

WESTFIELD.—CHAS. D. REESE, Clerk.

This town is in Union County.

LOANS— *When Due.*

SCHOOL BONDS—
5s, ..., $15,000.....Nov., 1910
5s, ..., 10,000.....Nov., 1920

SEWER BONDS—
4s, J&J, $30,000.....July 1, 1927
(Optional after July 1, 1917.)
4½s, J&J, $24,000...1900 to 1907
($3,000 yearly on July 1.)

Bond. debt Feb. 15, 1900. $82,000
Assessed valuation, real.1,578,500
Ass'd valuation, pers'l.. 129,850
Total valuation 1899....1,708,350
Tax rate (per $1,000) '99...$25·60
Population 1900.....5,000
Population 1890.....2,739

WEST HOBOKEN.—{F. A. SCHWARTZ, Treasurer. JOHN P. McMAHON, Clerk.

This town is situated in Hudson County.

LOANS— *When Due.*

ASSESSMENT BONDS—
6s, J&J, $24,000.....July 1, 1900

SCHOOL BUILDING & SITES—
5s, J&J, $52,500 ... July 1, 1900
($5,500 due yearly) to July 1, 1909
4s, M&S, $45,000..Mar. 1, 1902 to
($1,500 due yearly) Mar. 1, 1931

REDEMPTION BONDS—
5s, M&N, $50,000.....Nov. 1, 1904
5s, J&J, 25,000.....Jan. 1, 1906

REDEMPTION BONDS—(Con.)
4½s, J&J, $24,750.....Jan. 1, 1908
5s, J&J, 30,000.....Jan. 1, 1902

STREET IMPROVEM'T BONDS—
4s, J&J, $75,000.....Jan. 1, 1910

ASSESSM'T & RENEWAL BONDS—
6s, ...$21,500.....Jan. 1, 1905
6s, ... 27,000.....July 1, 1910
6s, ... 9,000.....Jan. 1, 1911
6s, ... 7,000.....July 1, 1911
5s, A&O, 20,000.....Apr. 1, 1901
4½s, J&J, 1,200.....July 1, 1903

INTEREST is payable at the First National Bank of Hoboken and Hudson Trust & Savings Institution.

TOTAL DEBT, ETC.—The total bonded debt on Nov. 15, 1899 was $346,950; floating debt, $95,000; total debt, $441,950; sinking fund and cash assets, $16,100.

ASSESSED VALUATION in 1899 of real estate was $5,263,750; of personal property, $401,250; total, $5,667,000; total tax rate (per $1,000), $25·00.

POPULATION.—The population in 1890 was 11,665; in 1880 it was 5,441; in 1870 it was 4,132; in 1899 (estimated) 27,000.

WEST ORANGE.—{DR. WM. M. BRIEN, Chairman. JOS. McDONOUGH, Clerk.

This town is situated in Essex Co.

LOANS *When Due.*

REDEMPTION BONDS—
4½s, J&J, $25,000....July 1, 1916

ROAD BONDS—
7s, J&D, $74,000.....June 1, 1902

Bonded debt Feb. 20, 1900. $99,000
Assessed valuation, real. 3,328,025
Ass'd valuation, pers'l... 306,875
Total valuation 1899 3,634,900
Assessment about ½ actual value.
Tax rate (per $1,000) '99...$28·80
Population in 1890 was.....4,358
Population in 1900 (est.) 6,700

SCHOOL DISTRICT BONDS—
4s, g., A&O, $50,000....1913-1922
($5,000 yearly on April 1.)
4s, F&A, $15,000...Feb., '10 to '12

INTEREST is payable at the Orange National Bank, Orange, N. J.

TAX FREE—All of the West Orange bonds are exempt from taxation.

WOODBURY.—{SAMUEL H. LADD, Mayor. D. T. MATHERS, Clerk.

This city is in Gloucester County.

LOANS— *When Due.*

CITY BONDS—
4s, Dec., $5,000.....Dec., 1900-'04

WATER BONDS—
4s, F&A, $50,000.....Feb. 1, 1901
($10,000 ev'ry 5 yrs.)to Feb. 1, 1921
4s, F&A, $12,000.....Feb. 1, 1926
Total debt Jan. 1, 1900....$67,000
Sinking fund, etc..... 10,000

Net debt Jan. 1, 1900.... $57,000
Assessed val'tion, real...1,873,450
Ass'd valuation, pers'l... 420,250
Total valuation 1899....2,293,700
Assessm't 65 to 70 p. c. act value.
Total tax (per $1,000) '99..$16·40
Population in 1890 was.....3,911
Population in 1880 was.....2,298
Population 1900 (estimated) 4,000

TAX FREE.—All of the above bonds are exempt from taxation.

ADDITIONAL STATEMENTS.

In the table below we give statements regarding all minor civil divisions in the State of New Jersey which have reported an indebtedness of over $10,000, and which are not represented among the foregoing detailed returns. We add in each case the population from the Census of 1890.

Place—	Total Debt.	Assessed Valuation.	Tax rate per $1,000.	Population in 1890.
Allendale (Boro.), Bergen Co...	$10,000	$244,425	$19·70	.....
Allenhurst, Monmouth Co.....	60,000	1,069,950	15·00	.....
Anglesea (Boro.),Cape May Co.	17,502	186,000	30·00	161
Atlantic County.....	37,500	20,409,036	.....	28,836
Avalon (Boro.), Cape May Co..	10,000	183,155	27·00	.....
Beach Haven (Boro.),Ocean Co.	17,000	316,822	19·80	.....
Belmar (Boro.), Monmouth Co.	130,000	1,188,050	19 70	.....
Beverly (City),Burlington Co.	11,250	881,170	25·00	1,957
Bordent'wn (City),Burl'gt'n Co.	24,077	1,239,558	9·60	4,232
Bordent'n (Townsh.), Burl. Co.	10,869	1,577,613	13·80	858
Bound Br'k (Bor.), Somers't Co.	23,275	1,215,695	18·50	1,462
Bradley Beach (Bor.), Mon. Co.	27,500	485,100	32·00	.....
Brigantine, Atlantic Co.....	30,000	222,947	.....	.....
Camden County.....	26,000	37,163,518	8·10	87,687
Cape May County.....	14,000	6,777,000	.....	11,268
Carlstadt (Boro.) Bergen Co..	40,500	678,028	24·00	1,549
Chatham (Boro'gh), Morris Co.	46,900	338,150	22·70	2,136
Chester (Twp.), Burlington Co.	40,000	2,780,913	17·60	3,768
Cranford (Twp.), Union Co....	157,000	1,294,200	29·80	1,717
Deckertown (Bor.), Sussex Co.	59,000	685,617	15·80	.....
Delford (Boro.), Bergen Co....	19,000	963,915	11·30	.....
East Newark (Bor.),Hudson Co	103,000	1,834,200	14·80	.....
E. Rutherford (Bor.), Bergen Co	22,904	1,043,744	21·80	.....
Ewing (Twp.), Mercer Co.....	16,250	1,574,616	13·10	3,129
Franklin (Twp.), Bergen Co...	75,000	860,225	10·10	2,307
Freehold (Tp.), Monmouth Co	15,000	4,173,690	11·43	5,097
Frelinghuysen (Tp.),Warren Co	82,003	624,048	9·50	879
Garfield (Bor.), Bergen Co....	37,619	586,885	27·60	1,028
Glassboro (Tp.), Gloucester Co.	10,000	1,031,620	17·40	2,642
Hamilton (Twp.), Mercer Co..	10,500	2,256,898	11·00	4,163
Hammonton (T'n), Atlantic Co.	13,000	976,775	11·40	3,833
Hasbr'k Heights (B.), Berg. Co.	35,549	837,515	19·10	.....
Hawthorne (Bor.), Passaic Co.	19,000	582,850	15·70	.....
Hightstown (Bor.), Mercer Co..	20,000	992,596	15·60	1,875
Holly B'ch (Bor.),Cape May Co.	31,600	205,857	37·50	217
Irvington (Town), Essex Co...	41,401	1,834,775	22·50	.....
Keyport (Town), Monmc'th Co.	68,000	1,344,158	9·64	3,411
Lodi (Boro.), Bergen Co.....	24,000	355,965	21·80	998
Matawan (Twp.), Monmo'th Co.	15,000	726,701	15·56	3,183
Maywood (Boro.), Bergen Co..	19,000	599,360	13·10	400
Merchantville (Bor.),Camd. Co.	44,500	698,725	26·50	1,225
Midl'nd Park (Bor.),Bergen Co.	21,050	317,825	19·40	.....
Millburn (Twp.), Essex Co.....	42,500	1,584,450	20·00	2,437
Monmouth Co.....	243,650	52,971,772	7·84	69,128
Morris County.....	400,000	28,174,366	16·10	.....
Mt. Arlington (Bor.), Morris Co.	23,500	411,985	20·17	.....
Neptune (T'wn), Monmouth Co.	28,000	2,534,525	15·43	8,333
Neptune City (Bor.), Mon. Co.	32,000	635,745	21·55	.....
Newton (Town), Sussex Co....	117,000	2,767,960	19·20	3,003
Northampton (Tp.),Burlmg.Co.	28,500	2,274,997	18·00	5,376
No. Bergen (Twp.), Hudson Co.	42,829	3,826,680	14·10	5,715
No. Plainfield (B.),Somerset Co.	36,500	2,549,180	22·00	.....
Ocean City, Cape May Co.....	69,793	1,776,500	19·00	452
Orvil (Twp.), Bergen Co.....	26,065	431,800	18·20	1,690
Palmyra (Tp.), Burlington Co.	35,161	539,180	22·60	1,903
Pompton Lake (B.), Passaic Co.	14,546	307,445	29·00	2,153
Princeton (Bor'gh), Mercer Co.	31,628	2,790,116	17·50	3,422
Raritan (Town), Somerset Co.	13,786	.....	13·40	.....
Ridgewood (Twp.), Bergen Co.	25,000	1,447,930	27·60	1,841
Rockaway (Boro.), Morris Co..	25,000	423,875	28·20	.....
Roselle (Boro.), Union Co.....	20,500	918,250	22·40	.....
Salem (City), Salem Co.....	36,500	3,737,935	12·90	5,516
Salem County.....	33,207	16,240,023	3·40	25,151
Sea Isle City (B.),Cape May Co.	41,916	476,412	32·00	766
Somerville (T'n), Somerset Co.	18,495	.....	.....	3,861
Spri'g Lake (Bor.),Monm'th Co	74,000	797,050	23·30	.....
Union (Twp.), Bergen Co.....	52,141	749,250	18·00	.....
Vailsburgh (Boro.), Essex Co.	51,432	904,820	15·40	786
Wallington (Bor.), Bergen Co.	39,204	499,520	20·00	.....
Warren County.....	20,000	20,424,175	6·40	.....
Weehawken School District...	60,000	2,699,000	17·00	*5,000
W. New York (T'n), Hudson Co.	18,500	2,667,700	15·10	*8,000
Wildwood (Bor.),Cape May Co.	15,700	182,006	30·00	.....
Woodbridge (Tp.),Middlesex Co.	24,000	2,380,615	24·00	4,665
Woodstown (Boro.), Salem Co.	39,000	1,154,400	12·70	556

* Later estimate of population.

State of Pennsylvania.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - -	One of Original Thirteen
Total area of State (square miles) - - - - -	45,215
State Capital - - - - - - - - -	Harrisburg
Governor (term expires 3d Tues. Jan,, 1903) -	Wm. A. Stone
Secretary of State* (term expires Jan. 1903) -	W. W. Griest
Treasurer (May 1, 1900) - - - - -	James S. Beacom
Treasurer (after May 1, 1900) - -	James E. Barnett

Legislature meets biennially in odd years on the first Tuesday in January, and there is no limit to the length of the sessions.

* Appointed by Governor, and holds his office at Governor's pleasure.

HISTORY OF DEBT.—For a history of Pennsylvania's State debt from 1789 to 1893, see the STATE AND CITY SUPPLEMENT of 1893, page 63 and 64. The details of the debt as it now exists are subjoined.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstanding.
Agricultural College b'ds, '72.r	6	F & A	Feb. 1, 1922	$500,000
Funding loan, 1881.....r	4	F & A	Feb. 1, 1912	4,521,250
do 1881.....r	3½	F & A	Feb. 1, 1912	1,642,900
Proceeds of farm sale, 1887...	6	Quar.	Held in State Treasury.	17,000
Unfunded debt.....	Has ceased.		Past due.	134,149

PAR VALUE OF BONDS.—These bonds are in pieces of $50, $100 and multiples of $100.

INTEREST on the Agricultural College loan is payable at the State Treasurer's office in Harrisburg; on all other bonds at Farmers' & Mechanics' Bank in Philadelphia.

TOTAL DEBT, ETC.—The subjoined statement shows Pennsylvania's total public debt, the sinking fund held by the State against the same, and the State's unfunded debt, on the dates indicated.

	Dec. 1, 1899.	*Dec.* 1, 1898.	*Dec.* 1, 1897.
Total public debt	$6,815,299	$6,815,299	$6,815,305
Sinking funds	5,750,088	5,789,317	5,540,638
Net debt	$1,065,211	$1,025,982	$1,274,667
Unfunded debt (incl'd above).	134,149	134,149	134,155
Amount of debt redeemed	.....	6	.....

The sinking fund on December 1, 1899, held the following securities: Allegheny Valley Railroad bonds, $1,000,000; interest on same, $20,833; United States 4 per cent consols, at 112, $2,775,000, and cash, $1,954,255; total, $5,750,088.

The unfunded debt mentioned in the above table consists of relief notes in circulation, interest certificates unclaimed, interest certificates outstanding, and bonds past-due upon which interest has ceased.

ASSESSED VALUATION has been as follows:

	Assessed Valuation.		
Years.	*Real.*	*Personal.*	*Total.*
1899	$2,728,163,336	$859,979,331	$3,588,142,667
1898	2,685,199,712	846,751,853	3,431,951,565
1897	2,531,568,640	826,134,137	3,357,702,777
1896	2,499,661,995	831,026,331	3,330,688,326
1895	2,471,018,204	770,049,820	3,241,068,024
1894	2,389,232,748	658,341,105	3,047,573,853
1892	2,308,767,431	591,007,558	2,899,774,989
1888	1,840,433,540	.....	.....

The above does not include valuation of railroad property.

DEBT LIMITATION—In Pennsylvania the limit to the indebtedness of the State, and to the indebtedness of the cities and minor civil organizations in the State, is fixed by the State Constitution.

1. *State indebtedness.*—With regard to the State, the regulations controlling and governing debt creation, payment, &c., are found in Sections 4, 5, 6, 11, 12, 13 and 14 of Article IX of the Constitution, and are as follows.

ARTICLE IX, Sec. 4. No debt shall be created by, or on behalf of, the State except to supply casual deficiencies of revenue, repel invasions, suppress insurrection, defend the State in war, or to pay existing debt; and the debt created to supply deficiencies in revenue shall never exceed, in the aggregate at any one time, one million of dollars.

SECTION 5. All laws authorizing the borrowing of money by, and on behalf of, the State shall specify the purpose for which the money is to be used, and the money so borrowed shall be used for the purpose specified and no other.

SECTION 6. The credit of the Commonwealth shall not be pledged or loaned to any individual, company, corporation or association, nor shall the Commonwealth become a joint-owner or stockholder in any company, association or corporation.

SECTION 11. To provide for the payment of the present State debt, and any additional debt contracted as aforesaid, the General Assembly shall continue and maintain the sinking fund sufficient to pay the accruing interest on such debt, and annually to reduce the principal thereof by a sum not less than two hundred and fifty thousand dollars; the said sinking fund shall consist of the proceeds of the sales of the public works, or any part thereof, and of the income or proceeds of the sale of any stocks owned by the Commonwealth, together with other funds and resources that may be designated by law, and shall be increased from time to time by assigning to it any part of the taxes or other revenue of the State not required for the ordinary and current expenses of government, and unless in case of war, invasion or insurrection, no part of the said sinking fund shall be used or applied otherwise than in the extinguishment of the public debt.

SECTION 12. The moneys of the State, over and above the necessary reserve, shall be used in the payment of the debt of the State, either directly or through the sinking fund, and the moneys of the sinking fund shall never be invested in or loaned upon the security of anything except the bonds of the United States or of this State.

SECTION 13. The moneys held as necessary reserve shall be limited by law to the amount required for current expenses, and shall be secured and kept as may be provided by law. Monthly statements shall be published, showing the amount of such moneys, where the same are deposited, and how secured.

SECTION 14. The making of profit out of the public moneys, or using the same for any purpose not authorized by law, by any officer of the State, or member or officer of the General Assembly, shall be a misdemeanor, and shall be punished as may be provided by law; but part of such punishment shall be disqualiffcation to hold office for a period of not less than five years.

State loans in Pennsylvania, whether created for original indebtedness or authorized to fund existing indebtedness, are usually negotiated through the Governor and Commissioners of the sinking fund.

The last act of the Pennsylvania Legislature authorizing a public loan was the act of June 8, 1881, when a thirty-year loan was effected to fund existing indebtedness at a lower rate of interest.

The earliest date at which the last of the existing indebtedness of Pennsylvania will mature is February 1, 1912, and under existing arrangements the accumulations in the sinking fund will at that time pay the total State indebtedness.

(2) *County and Municipal Indebtedness.*—Under the laws of Pennsylvania the power to create county loans is in the Board of County Commissioners, which consists in each county of three persons, elected tri-ennially under the minority system of voting, by which the minority party in each County usually has one member of the Board.

In cities and boroughs the power to create indebtedness is vested in councils, municipal debts being created by ordinance.

The creation of county, city and other municipal indebtedness is subject to the following constitutional limitations.

ARTICLE IX, Sec. 7. The General Assembly shall not authorize any county, city, borough, township or incorporated district to become a stockholder in any company, association or corporation, or to obtain or appropriate money for, or to loan its credit to, any corporation, association, institution or individual.

SECTION 8. The debt of any county, city, borough, township, school district, or other municipality or incorporated district, except as herein provided, shall never exceed seven per centum upon the assessed value of the taxable property therein, nor shall any such municipality or district incur any new debt, or increase its indebtedness to an amount exceeding two per centum upon such assessed valuation of property, without the assent of the electors thereof at a public election in such manner as shall be provided by law; but any city the debt of which now exceeds seven per centum of such assessed valuation may be authorized by law to increase the same three per centum, in the aggregate at any one time, upon such valuation.

SECTION 9. The Commonwealth shall not assume the debt, or any part thereof, of any city, county, borough or township, unless such debt shall have been contracted to enable the State to repeal invasion, suppress domestic insurrection, defend itself in time of war, or to assist the State in the discharge of any portion of its present indebtedness.

SECTION 10. Any county, township, school district or other municipality incurring any indebtedness shall, at or before the time of so doing, provide for the collection of an annual tax sufficient to pay the interest, and also the principal thereof within thirty years.

(3) *Townships and School Districts.*—In the various school districts of the State the school directors have the power to create loans, subject to the limitations of Section 10 above quoted, to provide for the redemption of the same within thirty years.

In townships, the only authority, except that of the school directors to borrow money, is in the road supervisors, who have no power to create bonded indebtedness, but simply to make a temporary loan for necessary expenses, which must be provided for by an assessment of sufficient township tax rate, known as road tax.

POPULATION OF STATE.—The population of Pennsylvania has been reported as follows in the years named.

1890	5,258,014	1860	2,906,215	1830	1,348,233
1880	4,282,891	1850	2,311,786	1820	1,047,507
1870	3,521,951	1840	1,724,033	1810	810,091

SAVINGS BANKS INVESTMENTS—POWERS AND RESTRICTIONS.—Philadelphia is, we believe, entitled to the distinction of starting the first savings institution in the United States. The name this association bore was the "Philadelphia Savings Fund Society," and it still exists, bearing the same name. Originally the bank was not incorporated, but was a voluntary organization, such societies in Great Britain being at that time of a like character. The date of the organization was November 27, 1816, and the bank was opened for business December 2, 1816. Mr. Hutchinson, who, now holds the office of President, states that the oldest ledger of the company goes back to the time of opening, and shows a deposit on that day (December 2, 1816) of five dollars. The company was not incorporated until February 25, 1819.

It is surprising that Pennsylvania, although engaged in such an early venture in the department of savings institutions, should have made so little progress in the same department since. Indeed, the second organization does not bear date until 1847, and we think there had only been 10 mutual savings institutions organized in the whole State from 1816 down to the early part of 1890. We may assume, however, that this slow development was in no measure due to a lack of desire for savings banks on the part of the people of that common wealth. That such institutions were sought and needed is sufficiently evident from the fact that nine of the ten companies referred to above reported in 1890 that they held $63.957,341 of deposits. In 1889 a general law, facilitating the incorporation of savings banks, was passed by the Legislature. Since then there has been a small addition to the number of institutions, the total doing business in the State on Nov. 29, 1899, being 16, with deposits aggregating $99,261,413.

The provisions of the special charters are all liberal as to investments. A law passed in 1885, and a supplement of the same passed in 1889, authorizing the extension for twenty years of special charters, contains the following.

"*Provided also*, that no * * * Savings Institution or Savings Bank having no capital stock, renewing or extending its charter, corporate rights and franchises, under the provisions of this act, shall thereafter be allowed the privileges of a bank of discount, nor be allowed to loan any money received on deposit, EXCEPT first mortgage or lien upon real estate within this commonwealth, upon the bonds or securities of the United States or of this State, or upon county, city, borough, township or school bonds of any county, city, borough, township or school district within this commonwealth, *or any other good and valid securities.*"

Authority to loan on any "good and valid security "appears to confer about as broad a discretion upon the managers as could be expressed in a statute.

It was not until 1889, as already stated, that a general law facilitating the organization of savings institutions was passed. That law of 1889 is indeed well adapted not only for facilitating, but for stimulating, the growth of the system. Its influence in the latter direction would seem to be assured under the liberality of the provisions respecting investments. The following is section 17, which contains the investment limitations; we would especially direct attention to subdivision four of this section:

SECTION 17.—It shall be lawful for the trustees of any savings bank to invest money deposited therein only as follows:

(1.) In the stocks or bonds or interest-bearing notes or the obligations of the United States, or those for which the faith of the United States is pledged to provide for the payment of the interest and the principal.

(2) In the stocks or bonds of the Commonwealth of Pennsylvania bearing interest.

(3) In the stocks or bonds of any State in the Union that has not within ten years previous to making such investments, by such corporation, defaulted in the payment of any part of either principal or interest of any debt authorized by any Legislature of such State to be contracted.

(4) In the stocks or bonds of any city, county, town or village of any State of the United States, issued pursuant to the authority of any law of the State, or in any interest-bearing obligations issued by the city or county in which such bank shall be situated.

(5) In bonds and mortgages on unincumbered, improved real estate, situated in this State.

It will be noted that according to the foregoing (sub-division four), Pennsylvania savings banks are allowed to invest their deposits in the bonds and stocks of any city, county town or village in any of the United States. Furthermore, by the fifth subdivision bonds and mortgages are left to the discretion of the trustees in all purchases, except that they must be first mortgages on improved real estate in Pennsylvania. The next section (18) relates to the temporary deposit of funds in banks and trust companies. It makes it lawful to deposit temporarily in banks or trust companies the excess of current daily receipts over the payments until such time as the same can be judiciously invested in the securities named above.

CITIES, COUNTIES AND TOWNS
IN THE
STATE OF PENNSYLVANIA.

NOTE.—*For debt of counties not mentioned below see "Additional Statements" at the end of this State.*

ABINGTON.—This township is in Montgomery County.

LOANS— *When Due.*
IMPROVEMENT BONDS—
5s, M&N $15,000.....May 1, 1903
Subject to call at any time.
LOAN OF 1893—
5s, Class A, $7,200. ....
Now subject to call
5s, Class B, $10,100. ....
Subject to call after May 1, 1898
5s, Class C, $18,000. ....
Subject to call after May 1, 1903

LOANS OF 1893—(Con.)—
5s, Class D, $35,000. ....
Subject to call after May 1, 1908
LOAN OF 1894—
4½s, Class E, $8,000.aft. May, '95
4½s, Class F, 18,000.aft. May, '00
4½s, Class G, 20,000. ....
Total debt Mar. 29, 1899.$109,100
Tax valuation 1898.....4,187,900
Population in 1890 was.....2,703

INTEREST is payable at the National Bank of Jenkintown, Pa.
TAX FREE.—The loan of 1893-94 are exempt from State taxes.

ALLEGHENY.—JAMES G. WYMAN, Mayor. JAMES BROWN, Comptroller.

Allegheny is situated in the county of the same name.

LOANS— NAME AND PURPOSE.			*Interest.* Rate.	Payable.	*Principal.* When Due.	Outstand'g.
City park bonds		1886	4	J & J	July 1, 1906	$15,000
do	do	1890	4	A & O	April 1, 1910	25,000
Electric-light bonds	A.	1891	4	A & O	April 1, 1921	160,000
do	do B.	1893	4	A & O	Oct. 1, 1923	14,000
do	do C.	1894	4	J & J	July 1, 1924	86,000
Municipal bonds (renew).		1886	4	J & J	July 1, 1906	13,000
do	do	1891	4	A & O	Apr. 1, 1911	150,000
Renewal bonds		1890	4	J & J	Jan. 1, 1910	117,000
SEWER BONDS:—						
Renewal		1883	4½	J & J	Jan. 1, 1903	8,000
Refunding renewal		1880	4½	M & N	Nov. 1, 1900	20,000
Renewal		1881	4	J & J	Jan. 1, 1901	18,500
do		1881	4	J & J	July 1, 1901	62,000
Refunding renewal		1881	4	M & N	Nov. 1, 1901	8,000
Renewal		1882	4	J & J	July 1, 1902	20,000
do		1883	4	J & J	July 1, 1903	50,000
Refunding renewal		1883	4	M & N	Nov. 1, 1903	7,000
Renewal		1884	4	J & J	Jan. 1, 1904	75,000
Sewerage bonds		1887	4 g	J & J	July 1, 1917	50,000
Sewer	A.	1893	4	A & O	Oct. 1, 1923	55,000
do	B.	1894	4	A & O	Apr. 1, 1924	100,000
do	C.	1894	4	J & J	July 1, 1924	145,000
do		1895	4	J & J	July 1, 1900-'20 ($33,000 every five years.)	165,000
do		1895	4	J & J	July 1, 1925	35,000
STREET IMPROVEMENT BONDS:—						
McClure Ave. renewal,		1880	4½	J & J	July 1, 1900	13,000
do	do	1881	4	J & J	July 1, 1901	13,000
do	do	1883	4	J & J	July 1, 1903	13,000
do	do	1884	4	J & J	July 1, 1904	13,000
California Avenue		1891	4	A & O	Apr. 1, 1911	23,000
do	do	1899	4	J & J	Jan. 1, 1904	44,628
Charles Street renewal,		1880	4½	J & J	July 1, 1900	18,000
do	do	1881	4	J & J	July 1, 1901	18,000
do	do	1884	4	J & J	July 1, 1904	13,000
Highway improvement		1895	4	J & J	July 1, 1900-25 ($50,000 every five years.)	300,000
Clifton Ave. bonds		1899	4	J & J	Jan. 1, 1904	6,000
Street improvement		1895	4	J & J	July 1, 1900-25 ($50,000 every five years.)	300,000
Ley Street		1897	4	J & J	Jan. 1, 1902	1,000
Street Improvement		1891	4	A & O	Apr. 1, 1911	75,000
do	do A.	1893	4	A & O	Oct. 1, 1923	200,000
do	do B.	1894	4	A & O	Apr. 1, 1924	200,000
do	do C.	1894	4	J & J	July 1, 1924	200,000
do	do	1897	4	J & J	1902-1927, $66,000 every five years.	400,000
do	do	1895	4	J & J	1900-1925 ($66,000 every five years.)	400,000
Water bonds		1883	4	J & J	July 1, 1903	64,000
do		1886	4	J & J	July 1, 1906	20,000
do		1884	4	A & O	Apr. 1, 1914	132,000
do		1887	4	J & J	July 1, 1917	100,000
do		1889	4	J & J	Jan. 1, 1919	175,000
do	(renewal)	1893	4	J & J	July 1, 1923	150,000
do	(renewal)	1890	4	J & J	July 1, 1910	100,000
do	(renewal)	1892	4	J & J	July 1, 1912	100,000
do	do	1895	4	J & J	June1, 1900-25 ($100,000 every five years.) Subject to call June1, 1913.	600,000
do		1895	4	J & D	June 1, 1900-'20 ($108,000 every fifth year.)	540,000
do		1895	4	J & D	June 1, 1925	110,000
do		1896	4	J & D	Dec. 1, '01-'16 $66,000 every five years.	264,000
do		1896	4	J & D	Dec. 1, '21-'26 $68,000 every five years.	136,000
Wharf renewal bonds		1887	4	J & J	July 1, 1907	28,000

INTEREST is payable at the office of T. Whelen & Co., Philadelphia and in Allegheny, and checks will be mailed to holders of bonds when requested.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Feb. 28, 1900.	*Feb.*28, '99.	*Feb* 28, '98.	*Feb.* 28, '97.
Total bonded debt	$5,968,763	$6,022,558	$5,949,295	$5,655,295
Sinking funds	1,472,309	1,211,970	989,797	862,146
Net debt	$4,496,454	$4,810,588	$4,959,498	$4,793,149
Water debt (incl. above)	$2,491,000	$2,491,000	$2,491,000	$2,531,000

TAX FREE.—All bonds of this city are exempt from taxation.

CITY PROPERTY.—The estimated value of all the city's property is $8,000,000, including water property valued at $3,439,333.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as below: (Actual valuation 1896, $85,000,000.)

Years.	*Total Assessed Valuation.*	*City Tax per M.*	*Years.*	*Total Assessed Valuation.*	*City Tax per M.*
1899	$81,601,300	$3·00	1896	79,843,625	.....
1898	80,861,875	15·00	1895	74,500,000	9·30
1897	80,604,975	.....	1890	50,299,550	13·77

POPULATION.—In 1890 population was 105,287; in 1880 it was 78,682; in 1870 it was 53,180. The population for 1897 (est.) is 125,000.

ALLEGHENY SCHOOL DISTRICTS—GEO. W. GERWIG, Sec. Board of School Comptrollers.

We give below the bonded indebtedness of the various school districts of Allegheny, together with the value of school property for each.

Districts.	*Bonded Debt.*	*Val. of Property.*	*Districts.*	*Bonded Debt.*	*Val. of Property.*
Board of Cont'l.	$34,000	$170,000	9th Ward	$21,000	$50,000
1st Ward	None	70,000	10th Ward	92,200	112,000
2d Ward	202,000	426,275	11th Ward	92,500	116,000
3d Ward	329,000	375,000	12th Ward	24,500	51,000
4th Ward	None	160,000	13th Ward	38,000	55,000
5th Ward	45,000	169,000	14th Ward	9,600	4,000
6th Ward	115,000	250,000			
7th Ward	40,000	80,000			
8th Ward	6,000	34,643	Total	$1 49,000	$2,122,918

ALLEGHENY CO.—THOS. G. McCLURE, Treas. W. E. THOMPSON, Comptroller.

Pittsburg is the county seat.

LOANS— *When Due.*
COMPROMISE BONDS—
5s, J&J, $1,200,375...Jan. 1, 1940
Subject to call after Jan. 1, 1913
COURT HOUSE BONDS—(Reg.)
4s, J&J, $300,000....Jan 1, 1908
3½s, A&O, 497,500...Oct. 1, 1906
INSANE ASYLUM BONDS—
3½s, J&J, $250,000..July 1, 1908
RIOT BONDS—
4s, J&J, $1,113,500...Jan. 1, 1906
Subject to call.

Bond.debt Aug.10,'99. $3,389,876
Floating debt..... 183
Total debt..... 3,390,059
Sinking fund assets... 24,988
Net debt Aug. 10, 1899 3,365,071
Tax valuation, real ..473,186,175
Tax valuation, pers'n'l 45,593,000
Total valuation 1899.518,779,175
Assessment about 4/5 actual value.
State & Co. tax (per M). '99 .$6·75
Population in 1890 was.....551,959

PAR VALUE.—Bonds are for $500, $1,000 and $10,000.

INTEREST on the compromise bonds is payable at the Commercia National Bank, Philadelphia; on the 4 per cent riot bonds by the County Treasurer and at the office of Townsend, Whelen & Co., Philadelphia; on the Insane Asylum bonds at the Pittsburg Trust Co.; on all other bonds by the County Treasurer only.

TAX EXEMPT.—Of the compromise bonds, $1,054,000 are tax free

ALLENTOWN.—JAMES L. SCHAADT, Mayor. A. L. REICHENBACH, Treasurer.

Allentown is the county seat of Lehigh County.

LOANS— *When Due.*
CITY BONDS—
4s, A&O, $8,500 .....Jan. 1, 1901
4s, J&J, 30,800 .....Jan. 1, 1902
4s, J&J, 35,200 .....Jan. 1, 1903
4s, J&J, 57,900 .....Jan. 1, 1904
4s, J&J, 35,400 .....Jan. 1, 1907
4s, F&A, 30,000 .....Aug. 1, 1926
4s, J&J, 46,500 .....Jan. 1, 1927
4s, F&A, 28,000 .....Aug. 1, 1927
(Subject to call) after Aug. 1, 1902
REFUNDING WATER BONDS—
3½s, A&O, $60,000...Oct. 1, 1929

Interest payable by City Treasurer
Bonded debt Feb.,1900. $272,300
Water debt (additional) 60,000
Sinking fund assets..... 27,948
Net debt Feb. 1, 1900... 304,352
Tax valuation, real.....20,500,000
Tax valuation, personal 200,000
Total valuation 1899...20,700,000
Assessment about 3/5 actual value.
City tax prop. (per M.) '99.. $3·79
School tax (per $1,000) '99.. 5·50
Population in 1890 was.....25,228
Population in 1900 (est.)....40,000

TAX FREE.—All bonds issued by this city are exempt from taxation.

ALTOONA.—

This city is in Blair County.

LOANS— *When Due.*
IMPROVEMENT BONDS—
4s, J&J, $150,000 ....1901 to 1906
4s, J&J, 280,000, g..... 1925
Subject to call after 1905.
WATER BONDS—
4s, J&J, $259,000 ....1901 to 1906
4s, J&J, 220,000, g..1904 to 1924
Total debt Mar. 1, 1899. $909,000

Sinking fund..... $52,000
Net debt Mar. 1, 1899.. 857,000
Water debt (included).. 479,000
Tax valuation, real, '98.15,962,305
Personal property not assessed.
Assessment about 2/3 actual value.
Total tax (per $1,000) '99.. $18·50
Population in 1890 was.... 30,337
Population in 1899 (est.).. 42,000

The population in 1893, as taken from the city directory, was 33,756.

TAX FREE.—The bonds of this city are exempt from taxation.

INTEREST on the bonds due from 1901 to 1906 is paid by Townsend Whelen & Co., Philadelphia, Pa.; on others at the City Treasurer's office

CITY PROPERTY.—The estimated value of real estate and personal property owned by the city Aug. 1, 1898, was $1,150,000.

ALTOONA SCHOOL DISTRICT—J. E. WALLACE, Sec'y.

Bonds of 1886..... .. $19,000
Bonds of 1888..... 14,500
Bonds of 1894..... 37,000
Refunding bonds of 1900. 80,500

Total debt Jan. 1, 1900 $181,000
Interest payable in Altoona.
Tax valuation 1899...$15,922.145
School tax (per M.) 1899.....$6·00
Population 1900 (est.).....43,000

ASHLAND.—JOHN A. STIEF, Burgess. GEORGE F. RENTZ, Town Clerk.

This borough is in Schuylkill County.

LOANS— *When Due.*
COMMON BONDS—
4s, Jan. 3, $26,000....Jan. 3, 1913
(Subject to call after 1903.)
WATER BONDS—
4s, A&O, $41,700....Sept. 1, 1916

Int. payable in Ashland.
Bonded debt Feb.1,1900. $67,700
Tax valuation 1898.....1,202,695
Total tax (per $1,000)'99 26·00
Population in 1890 was.....7,346
Population in 1900 (est.). .. 7,500

The borough owns its water works, valued (1896) at $97,953, and other property to the value of $21,625.

STATE TAX FREE.—Bonds are free from State tax.

AVALON.—ANDREW M. KERKER, Ch. Fin. Com.

This borough is in Allegheny County.

LOANS—
Street bonds of 1890 ..... $8,000
do do 1891 12,000
do do 1893.....10,000
Sewer bonds of 1898.....26,000
Mortgage on hall 200
Bonded debt Feb. 1, 1900...56,200

Floating debt.....$7,500
Sinking fund assets. 8,109
Assessed valuation '99.$1,440,465
Assess't about 65% of actual value.
Total tax (per M.) 1899 .. $18·65
Population 1899 (est.)..... 3,000

BEAVER FALLS.—J. E. McCLURE, Sec'y.

This borough is in Beaver County.

LOANS— *When Due.*
GENERAL IMPROVEM'T BONDS—
6s, J&D, $4,250..... 1903 & 1906
Subject to call.
4s, M&S, $20,600.....1901 to 1909
STREET IMPROVEMENT BONDS—
5s, Oct., $3,500. Oct., 1900 to 1906
5s, Sept., 44,000. Sept. 1900 to 1921
5s, June, 11,500. June, 1900 to '22

4s, J&J, $6,000. Jly 1, 1900 to 1905
Interest payable in Beaver Falls.
Total debt Mar. 1, 1900.. $109,939
Tax valuation 1900.....4,274,650
Tax rate (per M.) 1899 ....$20·00
Assessment about 2/3 actual value.
Population in 1899 (est.).... 12,000
Population in 1890 was.... 9,735

BELLEFONTE.—This borough is in Centre County.

LOANS— *When Due.*
REFUNDING BONDS—
3½s, $100,000..... .....
Interest payable in Philadelphia.
Bonded debt Sept. 24, '98 $100,000

Floating debt..... $10,000
Total debt Sept. 24, 1898. 110,000
Total valuation 1898....1,586,575
Total tax (per $1,000)'97 27·00
Population in 1890 was 3,946

BELLEVUE.—J. M. SIMERAL, Sec. of Council.

This borough is in Allegheny County.

LOANS—
6s, ..., $6,500.....
5s, ..., 13,000.....
4½s, ..., 20,000.....
4½s, .. , 36,000.....
SEWER BONDS—
4s, ..., $48,000....1907 to 1924
(Due $1,000 yearly to 1920; $8,000 '21-'23, and $10,000 in 1924).
4s, J&D, $40,000..Dec. 1925 to '28

Bonded debt Jan., 1900,.$123,500
Assessed valuation 1899.2,650,000
Assessment about 50% act'l value
Tax rate (per $1,000) '99.. $15·50
Population in 1890 was.....1,418
Population 1900 (estimated).4,500

BETHLEHEM.—H. A. GROMAN, Secretary.

This borough is in Northampton County.

Bond. debt Jan.18,1900..$218,500
All 4% borough bonds.
Assessed valuation '99.$3,752,141

Tax rate (per $1,000) 1899..$14·40
Population in 1890 was.....6,762
Population in 1899 was.....9,000

BLAIR CO.—{M. H. FAGLEY, Pres. Board Commissioners. W. S. HOSTLER, Clerk.

County seat is Hollidaysburgh.

LOANS— *When Due.*
COUNTY BONDS—
3·65s, J&J, $34,000...Jan. 1, 1918
4s, ..., 123,000.....
Interest payable at Co. Treas. office

Bond. debt Sept.1, 1899 $157,000
Tax valuation 1899....31,349,037
County tax (per $1,000) '99.$5·00
Population in 1890 was.....70,860
Population in 1880 was 52,746

BLOOMSBURG.—FRANK A. IKELER, Mayor.

This town is in Columbia County.

LOANS— *When Due.*
CITY HALL AND SEWER BONDS—
4½s&5s, F&A, $37,500.....Aug. 1, 1896 to 1912
4s, ..., $15,000....Aug. 1, 1917
Interest at office of Town Treas.
Total debt Aug. 1, 1897....$60,000

Tax valuation 1897.....$2,329,814
Assessment about ⅓ actual value.
Town tax (per $1,000)..... $9·00
Population in 1897 (est.).....7,000
Population in 1890 was.....4,635
Population in 1880 was.....3,702

BRADDOCK.—GEO. A. TODD, City Treasurer.

This borough is in Allegheny County.

LOANS—
Street impt., 4·9s, J&D....$79,000
Reservoir, 4½s, M&S..... 98,000
Sewer, 4·8s, M&N..... 38,500
Refund. street, 4½s, J&J.. 9,500
Impt. bonds, 4½s, A&O... 8,000

WATER BONDS—
5s, J&J, $38,500.....Jan. 1, 1904
Total debt Jan. 1, 1900..$343,500
Tax valuation 1899.....5,500,000
Assessment about ¾ actual value.
Population in 1890 was.... 8,561
Population in 1900 (est.)...20,000

BRADFORD.—This city is in McKean County.

LOANS— *When Due.*
BUILDING BONDS—
6s, M&N, $5,000.....1900-1904
($1,000 due yearly on May 1.)
4s, ..., $30,000.....1906-1926
($10,000 due every 10 years.)
WATER WORKS BONDS—
6s, J&D, 25,000.....Dec. 1, 1903
Bonded debt Mar. 1, 1900.$60,000

Tax valuation 1899....$1,130,000
Assessment is about ⅔ actual value
Total tax rate (per M.) '99..$40·25
Population in 1890 was 10,514
Population in 1899 (est.)...20,000
SCHOOL DISTRICT BONDS—
6s, J&J, $60,700.....Part yearly
Tot. sch. debt Mar.20,'98 21,200

TAX FREE.—School bonds and city bonds when held outside the State are exempt from taxation.

INTEREST on the water works bonds is payable at the Seaboard National Bank, N. Y.; on the building bonds at the Bradford National Bank; on the school district bonds by City Treasurer.

BRADFORD CO.—FINLEY H. HUBBARD, Treas.

Towanda is the county seat.

LOANS— *When Due.*
COURT HOUSE BONDS—
4s, J&J, $50,000.....Jan. 1, 1902
4s, J&J, 100,000.....Jan. 1, 1907
Bond. debt Feb. 1, 1900. $150,000
Assessed val'ation,real.20,150,820

Assessed val'ation,per'l $1,164,054
Total valuation 1899...21,314,874
County tax (per M) 1899....$3·50
Population in 1890 was.....59,233
Population in 1900 (est.)...75,000

CARLISLE.—THOMAS E. VALE, Burgess.

Carlisle is in Cumberland County. The borough owned in 1900 gas, water and electric-light stock valued at $42,150, besides a borough market from which a revenue of $5,000 a year is derived., and other property, total assets being $105,920.

LOANS— *When Due.*
GENERAL PURPOSES—
3·6s, A&O, $1,700....Apr. 1, 1907
4s, A&O, 12,000....Apr. 1, 1907
4s, A&O, 16,500....Apr. 1, 1908
4s, J&J, 25,000....Jan. 1, 1909
4s, J&J, 20,000....July 1, 1909
4s, J&J, 5,500....July 1, 1911
4s, J&J, 15,000....July 1, 1913
Int. paid by Carlisle Deposit Bank.

Bonded debt Mar. 1, 1900 $95,700
Sinking fund..... 3,101
Net debt Mar. 1, 1900... 92,599
Floating debt (addit'nal) 10,240
Total valuation 1899 5,005,033
Assessment is ⅔ actual value.
Total tax (per ($1,000).....$13·50
Population in 1890 was.....7,620
Population in 1900 (est.)... 11,000

OPTIONAL.—All bonds are subject to call on 60 days' notice.

TAX FREE.—The bonds are all exempt from taxation.

CARNEGIE.—

This borough, which is in Allegheny County, was formed in 1894 by the consolidation of the boroughs of Chartiers and Mansfield.

LOANS— *When Due.*
SCHOOL BONDS—
4½s, $40,000.....1918 to 1928
4s, 40,000 1929
CHARTIERS BOROUGH BONDS—
$16,500.....1900-1910
MANSFIELD BOROUGH BONDS—
$15,500.....1899-1910
CARNEGIE BONDS—
$22,000.....1911-1921

IMPROVEMENT BONDS 4½s—
$75,000.....1906-1928
Bonded debt Mar. 1, '98. $60,300
Floating debt..... 5,765
Total debt Mar. 1, 1898. 66,065
Assessed valuation '98..3,500,000
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1898.$14·00
Population in 1898 (est.)...10,000

TAX EXEMPT.—Bonds are free of tax.

CHAMBERSBURG.—E. J. BLACK, Treasurer.

This borough is the capital of Franklin County.

LOANS— *When Due.*
REFUNDING BONDS—
3·8s, J&J, $107,000..July 1, 1929
($10,000 subject to call after 1900 and the remaining bonds after '09)
Total debt Jan. 1, 1900.. $107,000
Total valuation 1898....2,373,908

Assessment is ⅔ actual value.
County tax (per $1,000) 1899.$4·00
Bond tax (per $1,000)..... 4·00
Borough tax (per $1,000).... 5·00
School tax (per $1,000)..... 6·00
Population in 1890 was.....7,863

CHESTER.—{WM. J. OGLESBY, Comptroller. FRANK W. HARRISON, Clerk.

Chester is situated in Delaware County.

LOANS— *When Due.*
CITY BONDS—
4s, S-A, $58,500.....1901
4s, S-A, 20,000.....1903
4s, S-A, 70,000.....1904
4s, S A, 21,500.....1905
4s, S-A, 50,000.....1907
4s, S-A, 10,000.....1908
4s, S-A, 26,000.....1909
4s, S-A, 30,000.....1914
4s, S-A, 10,000.....1917
4s, S-A, 7,000.....1918
4g, M&S, 80,000 g... 1926
Optional after 1906.

CITY BONDS—(Con.)
4s, ..., $25,000... July 1, 1927
(Subject to call after 1906.)
4s, J&J, $80,000. ....Jan. 1, 1929
(Subject to call after 1909.)
REFUNDING BONDS—
3½s, . ., $176,000.....1929
Bonded debt Jan. 1, 1900.$664,000
Sinking fund..... 29,019
Net debt Jan. 1, 1900.. 634,981
Tax valuation 1899....14,807,852
Total tax (per $1,000) 1899.$19·50
Population in 1890 was.... 20,226
Population in 1900 (est.)... 35,000

CHESTER CO.—H. SMITH WORTH, Treasurer.

The county seat is West Chester.

LOANS— *When Due.*
COUNTY CERTIFICATES—
4s, A&O, $77,000..... .....
Total debt March 1, 1899. $77,000

Tax valuation 1900...$52,464,708
State & Co. tax (per M.) 1898.$6·50
Population in 1890 was....89,377

CLINTON CO.—JOHN NOBLE, Treasurer.

County seat is Lock Haven.

LOANS— *When Due.*
REFUNDING BONDS—
3½s, J&D, $49,000...June 1, 1919
Total debt Jan. 1, 1900.. $159,000
Assessed valuation, real.6,089,788
Assessed valuation, per.. 594,519

Total valuation 1899...$6,684,309
Tax rate (per $1,000) 1899
(State and County.).....$11·00
Population in 1899 (est.)... 29,000
Population in 1890.....28,685

COATESVILLE.—W. A. P. THOMPSON, B'rgess.

This borough is in Chester County.

LOANS— *When Due.*
REFUNDING BONDS—
4s, J&J, $76,980.....1911
Subject to call after.....1901
REPAVING STREETS—
4½s, J&J, $15,800. Within 23 years
WATER BONDS—
4s, J&J, $23,000.....Jan. 1, 1927
(Subject to call) after July 1, 1898
4s, J&J, $2,500.....1926

FUNDING BONDS—
4s, J&J, $9,900.....1926
(Subject to call after 1906.)
Bonded debt Mar 7, 1898 $128,180
Total valuation 1898....2,165,364
Assessment is ¾ actual value.
Total tax (per $1,000) '95...$14·50
Population in 1890 was.....3,680
Population 1896 (estimated).4,500

TAX FREE.—All bonds issued by this borough are tax exempt.

INTEREST on the refunding bonds is payable by Townsend, Whelen & Co., Philadelphia; on the street repairing bonds at the National Bank of Chester Valley, Coatesville, on the funding and water bonds at the Boro' Treasurer's office.

WATER WORKS.—The borough owns its water works; cost of construction, $60,000.

COLUMBIA.—A. G. BEALTIE, Burgess.

Columbia is in Lancaster County.

LOANS— *When Due.*
REFUNDING BONDS—
3½s, A&O, $158,900..Apr. 1, 1929
(Subject to call after Apr. 1, 1909.)
FUNDING BONDS—
3½s, A&O, $11,100...Apr. 1, 1929
(Subject to call after Apr. 1, 1909.)

Total debt Apr. 1, 1899. $170,000
Tax valuation 1898.....3,027,225
Assessment nearly ½ actual value.
Total tax (per $1,000).....$14·50
Population in 1890 was.....10,599
Population in 1899 (est.)...14,000

OPTIONAL.—Bonds are subject to call 5 years from date of issue.

INTEREST is payable at the Centra. National Bank.

CORRY.—{R. P. DAWSON, Mayor. O. S. WILSON, Comptroller.

This city is in Erie County.

LOANS— *When Due.*
REFUNDING BONDS
4s, M&N, $100,300..... May 1, '29
(Subject to call after May 1, 1904.)
Bonded debt Apr. 1, '99. $100,300
Tax valuation 1898 1,724,286

Assessment about ⅔ actual value.
Total tax (per $1,000).....$34·00
Population 1898 (local authority) 7,000
Population in 1890 was.....5,677
Population in 1880 was.....5,277

CRAWFORD CO.—ELBERT SMITH, Treasurer.

County seat is Meadville.

LOANS— *When Due.*
COUNTY BONDS
4s, Dec. 31, $99,000.....Optional.
Interest payable in Meadville.
Bonded debt Aug.10,1899.$99,000

Floating debt..... $38,000
Total debt Aug. 1, 1899 137,000
Tax valuation 1898....20,828,797
County tax (p. $1,000).1899 $6·00
Population in 1890 was....65.324

Bonds are exempt from taxation. Property is assessed at about ⅓ of its actual value.

DANVILLE.—HARRY ELLENBOGEN, Treasurer.

This borough is in Montour County.

LOANS— *When Due.*
WATER BONDS—
4s, J&J, $91,700..... ....At call
BOROUGH BONDS—
4s, M&N, $13,700....Nov. 1, 1912
Subject to call at any time.
Interest payable in Danville.

Bonded debt Jan. 1, 1900. $99,300
Floating debt (additional) 4,500
Total valuation 1898.... 845,768
Assessment about ⅓ actual value.
Total tax (per M) 1898.....$47·00
Population in 1890 was.....7,998
Population in 1896 (est.).....8,500

DAUPHIN CO.—A. C. KNISELY, Treasurer.

County seat is Harrisburg.

LOANS— *Amount.*
Bonded debt Feb. 1, 1900.$252,000
Floating debt..... 35,000
Total debt Feb. 1, 1900. 287,000

Tax valuation 1899....$51,543,653
St. & Co. tax (per M) 1899...$8·00
Population in 1890 was.... 96,977
Population in 1900 (est.)..120,000

DELAWARE CO.—County seat is Media.

LOANS— *When Due.*
WAR DEBT—
3½s, A&O, $400,000..Oct. 6, 1906
Subject to call after 1900.
Interest payable in Media.

Bonded debt Sept.,'98.. $400,000
Tax valuation in 1898..49,505,845
Assessment about ⅔ actual value.
Population in 1890 was 74,683
Population in 1880 was 56,101

DU BOIS.—This borough is in Clearfield County.

Bonded debt Jan. 30, '99.$114,800
Floating debt..... 60,738
Total debt Jan. 30, 1899. 175,538
Sinking fund assets..... 64,353
Net debt Jan. 30, 1899... 111,185

Assessed valuat'n '98..$2,276,621
Assessment about ½ actual value.
Tax rate (per $1,000) '98...$31·60
Population in 1890 was.... 6,149
Population in 1899 (est.)...10,000

EASTON.—{DR. B. RUSHFIELD, Mayor. JAMES R. BUTZ, Treasurer.

Easton is situated in Northampton County. South Easton has been annexed.

LOANS—	When Due.
CITY LOAN—	
4s, semi-an., $212,700	y'rly to 1925
3½s, A & O, 120,200	Apr. 1, 1928

Interest payable by City Treasurer.
Total debt Aug. 1, '99.. $375,000
Sinking fund..... 5,000
Net debt Aug. 1, 1899.. 370,000

School Dis. d'bt Jan. 1900. $183,000
Tax valuation 1899....14,500,000
Assessment is ¾ actual value.
Tax rate (per M.), '99..... $19·10
Population 1890 was.....14,481
Population 1880 was.....11,924
Population in 1899 (est.)...25,000

TAX FREE.—All bonds of this city are exempt from taxation.

CITY PROPERTY—The city owns its electric-light plant.

ERIE.—{W. W. GINGRICH, Comptrolle / T. HANLON, City Clerk.

This city is situated in the county of the same name.

LOANS— NAME AND PURPOSE.	Interest.—Rate	Interest.—Payable.	Principal,—When Due.	Principal,—Outstand'g.
Refunding, 1887.....	4	J & J	Jan. 1, 1907	$256,500
do 1889.....	4	M & S	Mch. 1, 1909	50,000
do 1894.....	4g	J & J	Jan. 1, 1914	500,000

All bonds issued by this city are free from State tax to the holders.
Refunding bonds of 1887 are subject to call after Jan. 1, 1897.

PAR VALUE OF BONDS.—Bonds are for $1,000 and $500.

INTEREST on the 1887 loan is payable at the City Treasurer's office, and at the Importer's and Traders' Bank, N. Y.; on the loan of March 1, 1889, at the City Treasurer's office and at the First National Bank, N. Y.; on the 1894 loan at the First National Bank, N. Y.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Feb. 1, 1900.	Sept. 1, 1899.	Sept. 1, 1898.
Total bonded debt.....	$806,500	$806,500	$806,500
Water debt (included above)...	517,012	517,012	517,012

The city has no floating debt.

The sinking fund receives yearly a certain sum from the tax levy, not exceeding 3 mills and not less than ¼ of a mill on a dollar; on Feb. 1, 1900, the fund amounted to $166,918 30.

CITY PROPERTY.—The city owns real estate and personal property amounting to $2,873,073 as follows:

Fire property.....	$118,749	Other real estate.....	$100,700
Water property.....	1,622,412		
City Hall.....	149,662	Total.....	$2,873,073
School property.....	881,550		

ASSESSED VALUATION.—The city's assessed valuation (about two-thirds of the cash value) and tax rate have been as follows:

Years.	Total Assessed Valuation.	Total of Tax per $1,000.	Years.	Total Assessed Valuation.	Total of Tax per $1,000
1899.....	$19,297,624	$24·00	1895.....	$17,424,774	$24·75
1898.....	19,158,588	24·00	1894.....	16,184,312	24·00
1897.....	17,949,389	24·50	1890.....	14,214,195	26·50
1896.....	17,602,361	24·50	1880.....	11,518,904	23·00

POPULATION.—In 1890 population was 40,634; in 1880 it was 27,737; in 1870 it was 19,646; in 1899 estimated at 58,000.

ERIE SCHOOL DISTRICT.—W. J. FLYNN, C'k B'd Ed.

LOANS—	When Due,
4s, M&N, $22,500.....	1900-1902
($10,000 yearly on Nov. 1, 1900 and 1901 and $2,500 in 1902.)	
4s, A&O, $34,000	1901-1908
($4,000 yearly in Apr. to 1907 and $6,000 in 1908.)	
4s, A&O, $55,000.....	1900-1909
($5,000 ann'ly in Oct. except 1902 when $10,000 will mature.)	
4s, J&J, $10,000...	June 1900-'09

Bonded debt Feb 1, 1900. $125,500
School tax (per M.) '99.....$8·00
(For valuation, population, &c., see city of Erie.)

FAYETTE CO.—O. R. BROWNFIELD Com. Clerk.

County seat is Uniontown.

LOANS— COURT HOUSE BONDS—	When Due.
4s, M&N, $140,900.....	1900
($9,000 due yearly) to 1915	
4s, J&D, $16,000.....	$5,000 y'rly

Interest payable in Uniontown.

Total debt Aug. 10, '99. $160,800
Total valuation 1899.. 33,911,800
Assessment ¼ to ⅔ actual value.
State tax (per $1,000) 1899..$4·00
County tax (per $1,000) '99.. 4·00
Population in 1890 was.....80,006

HARRISBURG.—{HENRY W. GOUGH, Comptroller. / CHAS. A. MILLER, City Clerk.

Harrisburg, the capital of the State, is situated in Dauphin County.

LOANS— NAME AND PURPOSE.	Interest.—Rate	Interest.—Payable.	Principal.—When Due.	Principal.—Outstand'g.
Water bonds.....	6	J & J	July 1, 1903	$101,400
do	6	J & J	Jan. 1, 1904	91,000
do	6	J & J	July 1, 1904	7,500
do	4	J & J	Jan. 1, 1913	130,500
do	4	J & J	Jan. 1, 1914	26,700
do	4	J & J	Jan. 1, 1915	265,000
do	4	J & J	Jan. 1, 1916	77,700
City bonds.....	6	J & J	Jan. 1, 1903	14,900
do	6	J & J	July 1, 1904	10,000
do	5	J & J	July 1, 1900	14,000
do	4	J & J	Jan. 1, 1901	60,000
do	4	J & J	July 1, 1920	65,000
do	4	.....	1918	34,700
do	4	.....	1917	5,400
do	4	.....	1919	20,100

TAX FREE.—All bonds are exempt from taxation.

INTEREST is payable at the office of the City Treasurer.

TOTAL DEBT.—The city's bonded debt on Apr. 3, 1899, was $926,100; sinking fund assets, $137,21076; net debt, $788,889 24, not including $96,900 improvement bonds, payable by assessments. The net debt in 1895 was $990,800; in 1892 it was $1,020,031.

The sinking fund receives yearly appropriations sufficient to pay interest on the city's debt and 5 per cent of the principal.

CITY PROPERTY.—The city owns a water works and other available assets amounting to $2,299,985.

ASSESSED VALUATION.—The city's assessed valuation (estimated to be about the full value) and tax rate have been as follows:

Years.	Total Assessed Valuation.	Rate of Tax per $1,000.	Years.	Total Assessed Valuation.	Rate of Tax per $1,000
1898.....	$25,538,741	.....	1890.....	$20,412,135	.....
1896.....	23,500,000	$22·50	1889.....	21,396,240	.....
1894.....	22,500,000	18·833	1880.....	5,384,629	.....

The city's tax rate for 1899 is $7·00 per $1,000.

POPULATION.—In 1890 population was 39,385; in 1880 it was 30,762; in 1870 it was 23,104. The population at present, according to local estimate, is over 60,000

HARRRISBURG SCHOOL DISTRICT.—D. D. HAMMELBAUGH, Secretary.—

This district, comprising the city of the same name, is in Dauphin County.

LOANS—	When Due.
4s, ..., $600....	*Oct. 1, 1901
4s, A&O, 75,000.....	Jan. 1, 1906
4s, A&O, 12,000....	June 1, 1908
4s, A&O, 1,000...	*April 1, 1910
4s, A&O, 30,000...	†Oct. 1, 1921
4s, A&O, 20,000...	†April 1, 1922
4s, A&O, 70,000...	†Oct. 1, 1922
4s, A&O, 85,000...	‡Oct. 1, 1914
4s, A&O, 25,'00.	‡April 1, 1916
4s, A&O, 57,500....	Oct. 1, 1916
4s, ..., 63,000....	Jan. 1, 1917

Bonds are free from all tax except State.
Bonded debt Jan. 1, 1900..$439,100
Floating debt..... 13,000
Total debt Jan. 1, 1900.. 452,100
Sinking fund assets 20,921
Net debt Jan. 1, 1900.... 431,179
Ass'd valuation, real...24,241,690
Ass'd valuation, pers'l. 2,961,075
Total valuation 1899..27,202,765
Assessment about actual value.
School tax (per $1,000), '99..$6·00

OPTIONAL—Bonds are subject to call as follows: *At any time; †10 years before maturity, and ‡15 years before maturity.

HOLLIDAYSBURG.—{JOHN T. AKERS, Burgess. / W. L. BALDRIGE, Treasurer

This borough is the county seat of Blair County.

LOANS—	When Due.
BOROUGH BONDS—	
5s, A&O, $5,000.....	Optional
4½s, A&J, 2,200.....	Optional
WATER BONDS—	
4½s, M&S, $2,500	Optional.
4½s, J&D, 45,000..	Opt. after 1913

Bond. debt Feb. 15, 1900 $54,700
Tax valuation (real) '98..1,148,315
City tax rate (per $1,000)....$4·00
Population in 1890 was.....2,975
Population in 1897 (est.) 3,000
SCHOOL DISTRICT BONDS—
3½s, ..., $13,300.....1919

INTEREST on the borough bonds and on the $2,500 of water bonds is payable at Hollidaysburg; on the 4½s of 1913 at Philadelphia, Pa.

HOMESTEAD.—{R. KENNEDY, Burgess. / LOUIS ROTT, Treasurer.

This borough is in Allegheny County.

LOANS—	When Due.
STREET AND SEWER BONDS—	
5·4s, J&D, $44,000	y'rly' to 1914
5·4s, J&D, 22,000	y'rly to 1918
5·4s, M&S, 5,000	Sept. 1, 1905
5·4s, M&S, 20,000	Sept. 1, 1915
5s, M&S, 10,000.	Mar. 1, '01 to '10
5·4s, M&S, 9,000	1899 to 1912
5·4s, A&O, 2,500...	1900 to 1904
5·4s, J&J, 20,000....	Jan. 1, 1917
Optional after 1902	
5·4s, J&J, 25,000...	Jan. 1, 1918
4s, J&J, 15,500....	Jan. 1, 1919
WATER BONDS—	
5·4s, M&S, $15,000..	Yearly to '09
5·4s, M&S, 14,000..	Sept. 1, 1910
5·4s, A&O, 25,000..	Yearly to '16
5s, A&O, 54,000..	Oct. 1, '98 '16

SCHOOL DISTRICT BONDS—
5·4s, M&S, $28,000.....Part yearly
4½s, ..., 9,000.....1908
4·3s, J&D, 25,000..June 20, 1910
5s, J&D, 5,000..... 1906
4s, M&N, 35,000 ...May 1, 1919
Overdue bonds.....$1,000
Bonded debt Feb. 15, 1900 278,500
Water bonds (incl. above). 108,000
School bonds (additional) 102,000
Tax valuation 1899.....4,460,000
Assessment about ⅖ actual value.
Borough tax (p'r $1,000) '99.$15·00
County tax (per $1,000)..... 2·00
School tax (per $1,000) 1899. 8·00
Population in 1890 was.....7,911
Population in 1897 (est.)....10,000

HUNTINGDON.—{CHAS. C. BREWSTER, Burgess. / J. R. PATTON, Secretary.

This borough is the county seat of Huntingdon County.

LOANS—	When Due.
STREET IMPROVEMENT BONDS—	
4s, J&J, $4,700...	July, 1900-1904
4s, J&J, 17,500....	July, 1900-1909
4s, J&J, 19,000....	July, 1900-1910
FUNDING BONDS—	
4s, ..., $12,700...	July 1900-1910

Bonded debt Mar. 5, 1900..$53,900
Tax valuation 1899.....1,636,000
Assessment about ⅓ actual value.
Total tax rate (per M.) '98..$29·25
Population in 1890 was.....5,729
Population in 1899 (est.).....6,000

INTEREST on the bonds is payable at Huntingdon.

TAX FREE.—All bonds of this city are exempt from taxation.

HUNTINGDON CO.—County seat is Huntingdon.

LOANS—	When Due.
BRIDGE BONDS—	
4s, {J&J, / A&O,} $56,000	{1900 to '02 / part yr'ly.
5s, A&O, $19,500.....	1902 to 1906
(Payable part yearly.)	

Interest paid by County Treas.
Bonded debt Jan. 1, 1900..$75,500

Floating debt..... $24,586
Total debt Jan. 1, 1900.. 100,086
Sinking fund assets 19,304
Net debt Jan. 1, 1900 ... 80,782
Tax valuation 1899.....7,755,419
Assessment about ⅓ actual value.
St. & Co. tax (per M.) '99...$12·00
Population in 1890 was....35,751

INDIANA CO.—PHIL. M. SUTTON, Treasurer.

County seat is Indiana.

LOANS—	When Due.
REFUNDING BONDS—	
3·4s, J&J, $18,000.....	1902-1903
Optional ½ in 1901, ½ in 1902.	
COUNTY BONDS—	
4·4s, ... $40,000.....	1901

Interest payable in Indiana.

Total debt Jan. 1, 1900....$66,587
Tax valuation 1898.....$8,516,512
Co. tax rate (per $1,000). 6·00
Population in 1890 was.....42,175
Population in 1880 was.....40,527

JOHNSTOWN.—This city is in Cambria County.

LOANS—	When Due.
FIRE ALARM—	
4s, J&J, $8,000	Jan. 1, 1924
Subject to call after 10 years.	
HIGHWAY & BRIDGE BONDS—	
5s, J&D, $93,500.....	June 1, 1921
Subject to call after June 1, 1901	
RIVER IMPROVEMENT BONDS—	
5s, M&N, $26,300.....	May 1, 1921
Subject to call after May 1, 1896	
STREET IMPROVEMENT—	
4½s, M&S, $17,500...	Sept. 1, 1923
Subject to call after Sept. 1, 1903	

STREET IMPT. BONDS—(Con.)
4½s, F&A, $50,000...Aug. 1, 1924
Subject to call after Aug. 1, 1904
4s, A&O, $20,000.....Oct. 1, 1926
Interest payable in Johnstown.
Total debt Oct. 20, '99.. $225,100
Sinking fund..... 4,648
Net debt Oct. 20, 1899. 220,452
Tax valuation 1899.....13,384,841
Assessment is ¾ actual value.
Tax rate (per $1,000) 1899.$15·45
Population in 1890 was.....21,805
Population 1899 (est.).....42,000

JUNIATA CO.—JOHN F. EHRENZELLER, Treas.

County seat is Mifflintown.

LOANS—	When Due.
COUNTY BONDS—	
3s & 4s, $126,689.	.....

Interest payable by County Treas.
Total debt Jan. 1, 1899...$126,829
Sinking fund..... 29,620

Tax valuation, real.....$4,534,642
Tax valuation, personal. 840,736
Total valuation 1899....5,375,378
State & Co tax (per M.) '99..$10·00
Population in 1890 was....16,655

LACKAWANNA CO.—C. F. WAGNER, Clerk.

County seat is Scranton.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, J&D, $100,000..	Dec. 1, 1904
Bonds all optional after 2 years.	
COURT HOUSE BONDS—	
4s, J&D, $115,000	.....

Interest payable by County Treas.

Total debt Aug. 10, 1899.$215,000
Valuation, real..... 21,239,094
Valuation, personal... 3,317,812
Tax valuation 1899... 34,556,906
Assessment about ½ actual value.
State & Co. tax (per M) '99. $11·00
Population 1890 was.....142,088

TAXES on the above securities are paid by the County.

LANCASTER.—{DR. H. E. MUHLENBERG, Mayor. J. H. RATHFON, Treasurer.

This city is the capital of Lancaster County.

LOANS— NAME AND PURPOSE.	Interest. Rate.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Judgment bonds, 1895.	4	A & O	Oct. 1, 1925	$120,000
	Optional after 1915.			
Relief fund.....	6	Jan.	Perpetual.	14,000
School bonds, 1895.....	4	.....	1915	100,000
do do 1897.....	4	.....	.....	10,000
Water loan (reg.).....	5	A & O	Apr. 1, '99, to 1901	41,400
do do	6	.....	.....	208,558
do do	4	A & O	1918	306,500
do do	4	J—Q	Apr. 1, '99, to 1905	120,000
do do	4	J & J	Jan. 1, '00, to 1918	125,000
do (coupon).....	4	J—Q	Apr. 1, 1905 to '20	169,500
do 1892	4	J & J	1922	150,000

INTEREST is payable in Lancaster.

BONDED DEBT.—The city's bonded debt on Jan. 1, 1900, was $1,134,958; sinking funds, $540,458.

TAX FREE—All bonds of this city are exempt from taxation.

CITY PROPERTY—The city owns its water works valued at $750,000 and other buildings and available assets, besides the sinking fund mentioned above, in all amounting to $1,022,461.

ASSESSED VALUATION—In 1899 the total valuation was $15,910,873. Real valuation about $26,000,000. In 1889 total assessed valuation was $13,451,038; in 1880 it was $12,449,480. In 1899 the city tax rate per $1,000 was $9 and the total rate $17.

POPULATION—The population in 1890 was 32,011; in 1880 it was 25,769; in 1870 it was 20,233. In 1895 (estimated) 40,000.

LANCASTER CO.—JACOB STONER, Treas.

County seat is Lancaster.

LOANS— *When Due.*

COUNTY BONDS—
4s, A&O, $170,800....Apr. 1, 1901
Subject to call at any time,
3½s, $50,000 .....
COURT HOUSE BONDS—
3½s, $50,000 1918
(Subject to call after 1908.)

Bonded debt Feb. 1, 1900. $270,800
Interest payable at Co. Treas.'office.
Tax valuation 1898....$82,998,734
State & co. tax per $1,000 '90. $6·50
Population in 1890 was....149,095
Population in 1880 was...139,447

TAX FREE.—All bonds of this county are exempt from taxation.

LEBANON.—GEO. B. MARQUART, Treasurer.

This city is in Lebanon County.

LOANS— *When Due.*

CITY BONDS—
4s, A&O, $44,700.....1923
Subject to call at any time.
WATER BONDS—
4s, A&O, $141,250....Apr. 1, 1902
Subject to call at any time.
Interest paid at City Treas'r office.
Total debt Feb. 1, 1900...$185,950
Water debt (included)..... 141,250

Sinking fund and cash... $43,611
Net debt Feb. 1, 1900.... 142,339
Tax valuation, real 8,738,666
Tax valuation, personal. 212,280
Total valuation 1899 8,950,946
Assessment about 90 p. ct. actual.
Total tax (per M.) '99.....10.00
Population in 1890 was.....15,000
Population in 1899 (est.)...17,800

LOCKHAVEN.—{WM. F. ELLIOTT, Mayor. JOS. HABERSTROH, Treasurer.

This city is in Clinton County.

LOANS— *When Due.*

CITY BONDS—
6s, ..., $25,000.....Nov. 1, 1910
5s, ..., 10,000.....Oct. 1, 1903
4s, ..., 25,000.....Jan. 1, 1907
4s, ..., 25,000.....May 1, 1915
WATER LOANS—
5s, ..., $10,000.....Oct. 1, 1903
5s, ..., 84,500.....May 1, 1904
4s, ..., 19,500.....July 1, 1914

REFUNDING BONDS—
4s, ..., $25,000.....Dec. 1, 1918
(Subject to call after 1908.)
Total debt Jan. 1, 1900..$224,000
School bonds (addit'nal). 8,000
Total valuation 1899....1,700,000
Assessment about ⅓ actual value.
Population in 1890 was.....7,358
Population in 1896 (est.).....8,000

LUZERNE CO.—FRED. C. KIRKENDALL, Treas.

The county seat is Wilkes-Barre.

LOANS.— *When Due.*

COUNTY BONDS—
4s, F&A, $37,500, g...Feb. 1, 1903
4s, ..., 80,000.....1900 to 1907
Int. is payable in Wilkes-Barre.
Total debt Feb. 1, 1900. $117,500
Tax valuation, real.... 28,444,897

Tax valuation, person'l. $2,306,571
Total valuation. 1899..30,751,468
Assesment abt. 10 p. c. of act'l val.
County tax (per $1,000),'99. $7·50
Population in 1890 was...201,203
Population in 1900 (est.)..300,000

TAX FREE.—All bonds of this county are exempt from taxation to holders. The county pays a State tax of 4 mills.

LYCOMING CO.—County seat is Williamsport.

LOANS.— *When Due.*

REFUNDING BONDS
3½, M&N, 235,000..Nov. 1, '08 '13
($40,000 yearly.)

Total debt Jan. 1, 1900.. $430,350
Tax valuation 1898....20,696,197
Population in 1890 was....70,579
Population in 1896 was....75,000

MAHANOY CITY.—{M. J LAENARD, Burgess. ABNER I. MORRIS, Sec. Coun'l

Borough in Schuylkill County.

LOANS— *When Due.*

BOROUGH BONDS—
4s, M&S, $2,500.....Sept. 1, 1908
4s, F&A, 10,000..... Aug. 1, 1909
4s, J&J, 10,000..... 1916
4s, ..., 17,000..... 1922
(Subject to call after 1907.)
4s, J&J, $45,000.....Jan. 1, 1928
(Subject to call Jan. 1, 1908.)
Total debt Mar. 3, 1900.. $84,500

Floating debt..... $2,103
Total debt Mar. 3, 1900. 86,603
Tax valuation 1899.....2,177,082
Assessment is ⅔ the actual value.
Total tax (per $1,000).....$17·00
Population 1890 was.....11,286
Population 1880 was..... 7,181
Population in 1899 (est)....15,000
Interest payable at Treasury.

The bonds, except where otherwise stated, are all 5-15-year bonds and are exempt from taxation.

McKEESPORT.—R. A. HITCHENS, Comptroller.

This city is in Allegheny County and has annexed the borough of Reynoldton, assuming a bonded debt of $25,500.

LOANS— *When Due.*

FUNDING BONDS—
4½s, J&J, $42,000...July 1, 1920
4s, M&S, $121,000 serially to Sep, '17
RR. COMPROMISE BONDS—
6s, J&J, $104,600...July 1, 1906
REYNOLDTON BONDS—
Water 4½s, $9,500.....1910
Impt. 5·4s, 16,000.....1899-1914
WATER BONDS—
5s, J&J, $75,000*..July 1, 1911
5s, J&J, 27,000...July 1, 1904
Interest payable by City Treasurer.

Bonded debt Apr. 3, 1899. $395,100
Water debt (included) ... 102,000
Floating debt..... 73,753
Total debt Apr. 3, 1899.. 468,853
Sinking fund..... 140,998
Net debt Apr. 3, 1899 ... 327,855
Ass'd valuation 1899 ..15,337,575
Assessment about ½ actual value.
City & sch. tax (p. $1,000)'98. $13·50
Total tax (per $1,000)..... 16·50
Population 1890 was.....20,741
Population 1899 (est.).....35,000
School District Bonds—
3½s, ..., $100,000.....1930

* The water bonds due in 1911 are subject to call on 60 days notice.

TAX FREE.—The Railroad Compromise bonds are tax exempt.

McKEESPORT SCHOOL DISTRICT—D. P. SMITH, Sec'y.

This district is located in Allegheny County.

LOANS— *When Due.*

3½, ..., $100,000. part y'rly to '27
Bonded debt Feb. 1, 1900. $252,000
Sinking fund 50,564
Net debt Feb. 1, 1900.... 201,436

Asses'd valuation '99. $15,337,575
School tax (per M.) 1899.....6·00
Population in 1890 was....22,000
Population in 1900 (est.)...40,000

MEADVILLE.—A. M. GUNDAKER, Comptroller.

This city is in Crawford County.

*LOANS— *When Due.*

WATER WORKS BONDS—
4s, A&O, $153,000.....Oct. 1, 1928
(Subject to call after Oct. 1, 1903.)
CITY BONDS—
4·4s, J&J, $18,000....July 1, 1907
4s, J&J, 18,800.....July 1, 1901
4s, J&J, 12,000.....Jan. 1, 1907
4s, J&J, 7,000.....Apr. 1, 1907
4s, M&S, 7,900.....Mar. 1, 1916

Interest is payable at City Treas'y.
Bonded debt Apr. 3, '99.. $227,700
Sinking fund..... 26,272
Net debt Apr. 3, 1899.... 201,428
Total valuation 1899...$2,950,623
Assessment abt. 50% actual value.
City tax (per $1,000)'99. $11·00
Population 1890 was.... 9,520
Population 1898 (est.)... 11,000

All bonds are subject to call. Bonds of 1907 and '16 free of State tax.

MEDIA.—{C. D. M. BROOMHALE, Treasurer. W. H. TRICKER, Clerk.

This borough is in Delaware County.

LOANS— *When Due.*

REFUNDING & WATER BONDS—
3½s, M&N, $100,000.1904 to 1929
(On May 1, $5,000 in 1904, $10,000 in 1909, $15,000 in 1914, $20,000 in 1919 and 1924 and $30,000 in 1929.)

Int. payable by Borough Treas.
Total debt May 1, 1899..$100,000
Tax valuation 1899.....2,334,577
Tot. tax (per $1,000) '99. 17·25
Population in 1890 was.....2,736

MILLVALE.—W. A YOUNG, Burgess.

This borough is in Allegheny County.

Bonded debt Feb. 1, 1900. $85,800
Floating debt..... 9,200
Total debt Feb. 1, 1900.. 95,000
Total valuation 1899....2,170,480

Assessment abt. 70% actual value.
Boro. tax (per $1,000) 1899. $17·00
Population in 1890 was.....3,809
Population in 1900 (est.).....9,500

MONONGAHELA.—Jos. A. BRYAN, Mayor.

Monongahela is in Washington County

LOANS— *When Due.*

REFUNDING BONDS—
3½s, $59,000.....1909 to '28
($2,000 in '09; $3,000 yearly to '28)
Bond. debt Aug. 1, 1899 .$59,000

Total valuation 1899...$1,495,357
Assessment about ⅔ actual value.
Total tax (per $1,000) '99..$23·00
Population in 1890 was.... 4,096
Population in 1899 (est.)... 6,000

MONROE CO.—{FRED, EILENBERGER, Treasurer. S. L. MOSIER, Clerk.

County seat is Stroudsburg.

LOANS— *When Due.*

COURT HOUSE BONDS—
4s, M&S, $66,600.....1909
Subject to call.
Interest payable at Co. Treasury.
Bonded debt March 1, 1900. $66,600

Total valuation 1898.. $6,735,263
Assessment same as actual value.
Total tax (per $1,000) '98...$14·00
Population in 1890 was.....20,111
Population in 1895 (est.)...21,000

MONTGOMERY CO.—D. H. HITNER, Clerk.

County seat is Norristown.

LOANS— *When Due.*

REFUNDING COUNTY BONDS—
3½s, A&O, $75,000...Apr. 1, 1920
Subject to call after 1, 1910.

Total debt Apr. 1, 1900....$75,000
Tax valuation 1899.....80,135,275
State and Co. tax (per M.),'99..6·00
Population 1890 was.. 123,290

MONTOUR CO.—JNO. C. PEIFER, Clerk.

County seat is Danville.

LOANS— *When Due.*

COUNTY BONDS—
4s, Nov. 1, $25,000.....
$4,000 due yearly.
Total debt Jan. 1, 1900 $25,000
Tax valuation, real.....1,836,309

Tax valuation, personal. $64,991
Total valuation 1899....1,901,300
Assessment about ⅓ actual value
State and Co. tax (per M),'99 ...$11
Population in 1890 was.....15,645
Population in 1880 was.....15,468

TAX FREE.—All bonds are exempt from taxation.

NEW CASTLE.—{CHARLES WARNEROCK, Mayor. WM. E. MARSHALL, Clerk.

This city is the capital of Lawrence County. In 1897 the boroughs of West New Castle and Mahoning town were annexed to the city.

LOANS— *When Due.*

CITY FUNDING BONDS—
4s, F&A, $24,000.....Aug. 1, 1906
Subject to call at any time.
SEWER BONDS—
4s, F&A, $15,000.....Aug. 1, 1911
Subject to call after 1906.
STREET IMPROVEMENT BONDS—
4s, F&A, $40,000.....Aug. 1, 1904
Subject to call at any time.
4s, F&A, $40,000.....Aug. 1, 1916
Subject to call after 1906.
4s, M&S, $25,000....Sept. 1, 1917
4s, F&A, 35,000.....Aug. 1, 1918
(Subject to call after Aug. 1, 1903.)

Interest payable at city treasury.
Total debt April 1, 1898. $136,500
Total valuation, 1898....8,822,471
Assessment about ¾ actual value.
County tax (per $1,000).....$3·50
City tax (per $1,000) '99..... 8·60
School tax (per $1,000) 1899. 6·40
Population 1890 was.....11,600
Population 1898 (estimat'd. 27,000
SCHOOL DISTRICT BONDS—
3½s. ..... $56,000.....1919
(Subject to call after 1909.)

TAX FREE.—Bonds are exempt from taxation.

NORRISTOWN.—EDWIN METCALF, Treas'r.

This borough is the capital of Montgomery County.

LOANS— *When Due.*

BOROUGH BONDS—(reg.)
4s, J&J, $29,400.....July 1, 1904
Subject to call at any time.
4s, J&D, $8,800.....Dec. 1, 1908
Subject to call at any time.
4s, J&J, $62,500.....Jan. 1, 1913
Optional after Jan. 1, 1898
3½s, ..., $200,000..Oct. 1, 1927
(Subject to call after 1902.)
4s, J&J, $59,500.....Jan. 1, 1915

Bonded debt Mar. 1, 1900. $360,200
Tax valuation 1899 9,488,430
Assessment about ⅔ actual value.
State & Co. tax (per M.), '99. 14·00
Population 1890 was.....19,791
Population 1900 (est.)... ..26,000
School District Bonds—
3½s, ..., $100,000 1919
(Subject to call after 1909).

INTEREST is payable at the Borough Treasurer's office

NORTHAMPTON CO.—F. J. MAYERS, Treas.

Easton is the county seat

LOANS—
4s, A&O, $100,000 ....10-20-years
Interest payable semi-annually at the County Treasurer's office.
Bonds are tax exempt.
Bonded debt Jan. 1, 1900. $100,000

Floating debt..... $50,000
Total debt Jan. 1, 1900.. 150,000
Sinking fund..... 31,621
Net debt Jan. 1, 1900... 118,379
Tax valuation, real ...39,789,047
Tax valuation, person'l 7,850,695

Total valuation 1899..$47,639,742 | Population in 1890 was....84,220
State & Co. tax (p.$1,000)'99.$6·60 | Population in 1900 (est.)..125,000

OIL CITY.—{JOHN M. REED, Mayor. / W. H. WISE, Treasurer.

This city is in Venango County.

LOANS—	When Due.
CITY BUILDING BONDS—	
4s, M&S, $15,000..Sept. 1, 1900 to	
($1,000 due yearly) Sept. 1, 1914	
CITY BONDS—	
4s, M&S, $4,000....Sept. 15, 1903	
WATER BONDS—	
5s, M&S, $6,000...Sept. 1, 1900 to	
($3,000 due yearly) Sept. 1, 1901	
5s, M&S, $36,000.....Sept. 1, 1902	

Total debt Jan. 1, 1900.. $61,000
Sinking fund assets..... 30,940
Water debt (included)... 42,000
Tax valuation, real 2,429,185
Total valuation, person'l. 208,100
Total valuation 1900 2,637,285
Assessment is ⅓ actual value.
Total tax (per $1,000) '99...$37·00
Population in 1890 was.....10,932
Population in 1900 (estim.).14,000

INTEREST on the Water 5s is payable by Townsend, Whelen & Co., Philadelphia.

PERRY CO.—New Bloomfield is the county seat.

Bonded debt Jan. 1, 1899 $124,143 | Total valuation 1899. $7,857,722
Assets, &c..... 26,329 | Assessment about actual value.
Net debt Jan. 1, 1899.... 97,814 | State and county tax (per
Assessed valuation, real.7,081,268 | $1,000) 1898.....$9·00
Assessed valuation, per'l 776,454 | Population in 1890 was.....26,276

PHILADELPHIA.—{S. H. ASHBRIDGE, Mayor. / JOHN M. WALTON, Comptrol'r.

Philadelphia, co-extensive with the county of the same name, is the third city of the United States, has an area of over 130 square miles, and includes a number of places which have almost the character of separate towns. The county is under city control and has no separate debt. In the following table the various issues of bonds under the general heads, Taxed City Loan and Untaxed City Loan, are given in the order of their dates of maturity.

The long-continued litigation over the issuance of the $11,200,000 bonds voted Nov. 7, 1897, was concluded May 15, 1899, by a decision of the Supreme Court confirming their validity. One-half the bonds was issued July 1, 1899. An issue of $12,000,000 was authorized at the election held Nov. 7, 1899, for the improvement of the water supply. At this date (April 1, 1900), none have yet been offered for sale.

LOANS— NAME AND PURPOSE.	Interest—Rate	Interest—Payable	Principal—When Due.	Outstand'g.
New funding loan, series 8 to Y.....1879	4	J & J	Dec.31'00to 1904 {$400,000 yearly.}	$2,000,000
Three p. ct. loan,1890-91, series A to T.....	3	M & N	Nov.1,1900 to'19 {$230,000 yearly.}	4,600,000
Serial loan.....1893	3	J & J	Dec. 31, 1903-'17 {$175,000 yearly.}	2,625,000
do ..... do	4	J & J	Dec. 31, 1918-'22 {$175,000 yearly.}	875,000
do 1894	3½	J & J	Dec. 31, 1904-'23 {$205,000 yearly.}	4,100,000
do 1895	3	.....	Dec. 31, 1905-'24 {$120,000 yearly.}	2,400,000
do 1896	3½	J & J	Dec. 31, 1905-24 {$100,000 yearly.}	2,000,000
do 1899	3½	J & J	Dec. 31, 1908-17 {$560,000 yearly.}	5,600,000
do 1898	3	J & J	Dec. 31, 1908-'27 {$65,300 yearly.}	1,306,000
Refunding loan....1894	3½	.....	Dec. 31, 1904-'23 {$136,000 due yrly}	2,720,000
Subway loan..... do	3½	.....	Dec. 31, 1904-'10	2,084,000
do do do	3	.....	Dec. 31, 1904	16,000
do do 1897	3½	.....	Dec. 3, 1911-1918 {$300,000 yearly.}	2,400,000
do do 1898	3½	J & J	Dec. 31, 1919-'21 {$300,000 yearly.}	900,000
Refunding loan....1895	3½	.....	Dec. 31, 1905-'23 {$50,000 yearly.}	950,000
do do do	3½	.....	Dec. 31, 1924	44,000
do do do	3¼	.....	Dec. 31, 1924	5,000
do do do	3⅛	.....	Dec. 31, 1924	1,000
do do 1897	3½	.....	1907-1926, $32,500 {annually on Dec. 1.}	650,000
Reservoir loan, series A to T. 1892.....	3	J & J	Dec. 31, '02 to '21 {$50,000 yearly.}	1,000,000
TAXED CITY LOAN—				
Consolidated.....	6	J & J	Jan. 1, 1904	31,100
do	6	J & J	July 1, 1904	1,400
UNTAXED CITY LOAN—				
Park, No. 2	6	J & J	July 1, 1900	1,999,600
South St. Bridge, No. 38.	6	J & J	July 1, 1900	1,001,700
Water, No. 37	6	J & J	July 1, 1900	996,300
Fairm't Bridge, No. 44.	6	J & J	Jan. 1, 1901	700,000
House of Corr't'n, No. 45	6	J & J	Jan. 1, 1901	500,000
School, No. 3.....	6	J & J	Jan. 1, 1901	500,000
Water, No. 46.....	6	J & J	Jan. 1, 1901	2,122,000
Guaranteed gas, No. 7.	6	J & J	Jan. 1, 1902	500,000
Police & culv'ts, No. 48.	6	J & J	Jan. 1, 1902	425,000
Fairm't Bridge, No. 49.	6	J & J	July 1, 1902	200,000
School, No. 50.....	6	J & J	July 1, 1902	1,000,000
Fire purposes, No. 53..	6	J & J	Jan. 1, 1903	200,000
Girard Av., Bdge, No. 51	6	J & J	Jan. 1, 1903	2,138,000
Park, No. 3.....	6	J & J	Jan. 1, 1903	1,800,000
Water, No. 54.....	6	J & J	Jan. 1, 1903	970,000
Centennial, No. 55.....	6	J & J	Jan. 1, 1903	500,000
Ice boat, No. 56.....	6	J & J	July 1, 1903	225,000
House of Corr'n, No. 57.	6	J & J	Jan. 1, 1904	450,000
School, No. 58.....	6	J & J	Jan. 1, 1904	1,000,000
Guaranteed gas, No. 8.	6	J & J	Jan. 1, 1905	1,000,000
Bridge, No. 60.....	6	J & J	July 1, 1905	335,000
Sewers, No. 61.....	6	J & J	July 1, 1905	499,400
UNTAXED CITY LOAN—				
Bridges, No. 60.....	6	J & J	July 1, 1905	335,000
Sewers, No. 61.....	6	J & J	July 1, 1905	499,400
Registered loans overdue and yet outstanding.....				18,125
Non-registered loans overdue and yet outstanding.....				40,520
Non-registered coupons overdue and yet outstanding.....				14,000

PAR OF BONDS—Bonds are in pieces of $25, $50, $100 and $1,000.

INTEREST payable by Farmers' & Mechanics' Nat. Bank, Phila., Pa.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Philadelphia's total municipal debt, and the sinking fund held by the city against the same, on the dates mentioned. [By a decision of the Supreme Court of Pennsylvania, filed May 31, 1894, it is held that, within the meaning of the word "Debt" in Section VIII, Article IX, of the Constitution of Pennsylvania, the real debt of the city is the authorized debt less the amount of the city certificates purchased and uncanceled in the sinking fund.]

	Jan. 1, 1900.	Jan. 1, 1899.	Jan. 1, 1898.
Bonded debt.....	$55,443,145	$51,241,295	$56,872,795
Outstanding warrants.....	1,329,085	1,216,787	1,235,133
Total debt.....	$56,772,230	$52,458,082	$58,107,928
City loans held in sink. fds.	15,561,200	16,078,000	18,933,575
Net debt on dates named..	$41,211,030	$36,380,082	$39,174,353

The city sinking fund held on Jan. 1, 1900, in addition to the loans given above, assets amounting to $2,958,928 96. The cash on hand in the city treasury on that date was $9,045,842 28.

The sinking fund holds the following securities: City loan, at par, $15,561,200 and United States loan, at par, $413,000. The amount of bonded debt redeemed by the Sinking Fund Commission during the year 1899 was $1,402,800. Among the assets held by the city are 22,500 shares of Sunbury & Erie Railroad stock, par value $100 per share, or 45,000 shares of Philadelphia & Erie Railroad stock, par value $50 per share, market value $20 per share.

CITY PROPERTY—The real estate owned by the city is valued at $57,353,944, an increase over the appraisement of Jan. 1, 1899, of $1,378,450.

ASSESSED VALUATION, ETC.—The following shows the annual payments to the sinking fund, amount of bonded debt and outstanding warrants, assessed value of property, and the tax rate, for years indicated. Property in this city is assessed at about 80% of its actual value.

Years.	Paym'ts to Sink. Fund.	Total Municipal Debt Jan. 1.	Assessed real and Personal Valuat'n.	Tax rate per $1,000.
1900.....	$1,022,114	$55,443,145	$880,935,265	18·50
1899.....	775,192	52,458,082	864,516,035	18·50
1898.....	794,556	58,107,928	842,330,700	18·50
1897.....	368,860	55,054,930	818,827,549	18·50
1895.....	419,260	55,168,028	782,677,694	18·50
1890.....	602,590	56,777,370	688,713,518	18·50
1885.....	660,986	64,131,362	597,785,428	18·50
1880.....	806,605	72,264,595	536,667,834	20·00
1875.....	785,899	64,390,463	575,283,968	21·50
1870.....	519,197	45,093,247	479,776,643	18·00
1865.....	329,340	32,763,899	159,119,928	28·00
1860.....	173,737	21,356,759	155,697,669	20·00
1855.....	81,665	.....	.....	15·00

POPULATION.—In 1898 was estimated at 1,240,000; in 1890 was 1,046,964; in 1880 it was 847,170; in 1870 it was 674,022.

PHOENIXVILLE.—HORACE LLOYD, Treas'r.

This borough is in Chester County.

LOANS—	When Due.
WATER BONDS—	
4·4s, A&O, $169,000..Apr. 1, 1914	
Subject to call after Apr. 1, 1899	
Interest payable at Phœnixville.	

Total debt Feb. 1, 1900.. $173,500
Tax valuation 1899.....3,000,000
Assessment about ⅗ actual value.
Total tax (per $1,000) 1899..12·00
Population in 1890 was.....8,514
Population in 1900 (est.)....9,000

PITTSBURG.—{WILLIAM J. DIEHL, Mayor. / JOS E. LEWIS, Comptroller.

This city is situated in Allegheny County.

LOANS— NAME AND PURPOSE—	Interest—Rate.	Interest—Pay'ble.	Principal—When Due.	Outstand'g
City building bonds, refun.c&r	5	A & O	Apr. 1, 1910	$170,000
Free bridge bonds.....c or r	4	M & N	1925	*1,350,000
Subject to call 1-10 every 3 years.				
Funded debt bonds.....c	7	J & J	July 1, 1909	142,000
do do .....r	7	J & J	July 1, 1909	358,000
do do .....r	7	J & J	Jan. 1, 1912	121,000
Funded debt improv. bonds.c	5	J & J	June 1, 1913	88,000
do do do r	5	J & J	June 1, 1913	1,315,000
do do do .r	5	J & D	June 1, 1912	77,000
City bonds, loan of 1900.....	3¼	A & O	Apr. 1, '03-30 $700.000 every 3 years	7,000,000
Improvement bonds.....c	4	J & D	Dec. 1, 1915	53,000
do do .....r	4	J & D	Dec. 1, 1915	3,681,700
Market bonds, refunded.....r	5	A & O	Apr. 1, 1910	25,000
Municipal consol. bonds.....r	6g	A & O	Oct. 1, 1904	g.210,000
Public Park bonds.....c or r	4	M & N	1925	*1,575,000
Subject to call 1-10 every 3 years.				
Public Safety bonds.....c or r	4	M & N	1925	*450,000
Subject to call 1-10 every 3 years.				
Boulevard bonds.....c or r	4	M & N	1925	*400,000
Subject to call 1-10 every 3 years.				
Railroad scrip.....4&5		.....	.....	502
Railroad compromise bonds..c	5	J & J	Jan. 1, 1913	868,000
do do do ..r	5	J & J	Jan. 1, 1913	961,400
do do do ..c	4	J & J	Jan. 1, 1913	217,000
do do do ..r	4	J & J	Jan. 1, 1913	136,300
Water bonds.....c	6	J & J	Jan. 1, 1908	300,000
do .....c or r	4	M & N	1925	*1,800,000
Subject to call 1-10 every 3 years.				
Refund. Water extension loan	3½	.....	1901-1909, $90,000 y'rly Apr. 1.	783,000
East Birmingham funded.....	4	.....	Mar. 15, 1918	62,000

(c) Coupon bonds. (r) Registered bonds. (g) Payable in gold.
* These issues form parts of the $6,250,000 loan authorized in 1895, and the amounts here given represent the portion thus far issued.

PAR VALUE OF BONDS.—Bonds are for $100 and multiples.

TAX FREE.—All issues of this city's bonds are exempt from taxation except the refunding water extension loan.

INTEREST is payable at the City Treasurer's office in Pittsburg, at the Bank of America in New York and at the Pittsburg Trust Co.

TOTAL DEBT, SINKING FUND, ETC.—

	Jan. 1, 1900.	Feb. 1, 1899.	Feb. 1, 1898.	Feb. 1, 1897.
Total bonded debt (incl. water bonds)	$15,236,701	$15,331,202	‡$16,962,902	$14,928,202
Sinking funds.....	4,584,867	4,058,245	5,391,222	4,707,369
Net debt.....	10,651,834	11,272,956	11,571,680	10,220,833

‡Including $7,000 still outstanding.
The sinking fund receives yearly $500,000 from appropriations and investments.

DEBT LIMITATION.—Pittsburg's debt is limited by State Constitution to 7 per cent of the assessed value of real estate.

ASSESSED VALUATION.—The city's assessed valuation (estimated at about cash value) and tax rate have been as follows:

Year.	Assessed Valuation—Real.	Personal.	Total.	City Tax per $1,000.
1900.....	$319,778,905	$1,917,645	$321,696,550	.....
1899.....	315,521,713	1,821,878	317,343,591	$15·00
1898.....	310,576,437	1,902,284	312,478,721	15·00
1897.....	293,368,242	1,948,020	295,316,262	13·00
1896.....	286,497,437	1,988,985	288,486,422	12·00
1893.....	273,390,506	2,259,660	275,650,166	11·00
1890.....	198,580,267	1,873,359	200,453,626	15·00
1885.....	108,530,608	3,000,000	111,530,608	13·00
1884.....	105,404,720	1,838,258	107,342,978	16·00

For the year 1899 the assessed valuation of real estate includes the valuation of property to the amount of $117,072,073 which paid a rural tax (two-thirds of full tax), and $10,450,591 which paid a so-called agricultural tax, or one-third of the full tax rate. The *taxable* valuation of all property for 1899, after making some slight deductions for exemptions, was estimated at $271,552,506.

POPULATION.—In 1890 population was 238,617; in 1880 it was 156,389; in 1870 it was 86,076. Estimated 1900, 305,000

PITTSBURG SCHOOL DISTRICTS—CHAS. REISFER, JR, Sec. Central B'd of Education.

The various sub-school districts of Pittsburg have an indebtedness entirely separate from that of the city proper. We give below their bonded debt on February 1, 1899, aggregating $1,423,500, and the assessed valuation of each for 1899.

	Bonded Debt.	Assessed Valuation 1899.
Allen Sub School District—31st Ward	$56,000	$2,296,487
Beltzhoover Sub-School District—38th Ward	13,000	90,625
Brushton Sub-School District—37th Ward	51,500	2,351,579
Colfax Sub-School District—22d Ward	36,500	6,435,048
Forbes Sub-School District—6th Ward	21,000	6,223,112
Franklin Sub-School District—7th & 8th Wards	80,000	6,234,920
Hiland Sub-School District—19th Ward	84,000	20,236,828
Homewood Sub-School District—21st Ward	50 000	7,847,727
Howard Sub-School District—16th Ward	118,000	6,765,469
Liberty Sub-School District—20th Ward	65,000	34,221,667
Lincoln Sub-School District—21st Ward	87,000	8,489,603
Luckey Sub-School District—35th Ward	39,000	1,859,927
Minersville Sub-School District—13th Ward	127,500	8,333,933
Moorhead Sub-School District—11th Ward	23,500	5,257,301
Mt. Albion Sub-School District—18th Ward	60,000	7,176,047
Mt. Washington Sub-School District—32d Ward	45,000	4,228,595
Oakland Sub School District—14th Ward	145,000	22,308,170
Peebles Sub-School District—23d Ward	120,000	8,873,051
Riverside Sub-School District—34th Ward	23,000	1,310,527
Sterret Sub-School District—22d Ward	66,000	12,321,653
St. Clair Sub-School District—27th Ward	45,000	3,340,447
Stevens Sub-School District—36th Ward	43,000	1,699,502
Washington Sub-School District—17th Ward	10,000	8,487,671
Wickersham Sub-School District—24th Ward	14,500	3,806,168

PITTSTON.—R. E. HANKEE, Treasurer.

This city is in Luzerne County.

LOANS— *When Due.*
PAVING AND SEWER BONDS—
4½s, J&J, $33,300...Jan. 15, 1915
Subject to call after Jan. 15, 1900
BOROUGH BONDS—
4s, ..., $14,000.....
Bonded debt Mar. 1, 1900..$47,300
Floating debt..... 7,300

Total debt Mar. 1, 1900. $54,600
Sinking fund..... 12,500
Net debt Mar. 1, 1900... 42,100
Tax valuation 1899.....1,388,720
Assessment about ¼ actual value.
Total tax (per $1,000) 1899.$56·50
Population 1890 was.....10,302
Population 1900 (estimat'd)15,000

TAX FREE—All bonds exempt from taxation.

INTEREST is payable at the Treasurer's office, Pittston.

POTTSTOWN.—JNO. W. HEALY, Treasurer

This borough is in Montgomery County.

LOANS— *When Due.*
3½s, A&O, $55,000....Oct. 2, 1929
(Subject to call part each 5 years.
V. 68, p. 819.)
Bonded debt Oct. 2, 1899..$55,000

Assessed valuat'n 1899.$5,500,000
Assessment about ⅔ actual value.
Tax rate (per M.) 1899..... $14·00
Population 1890 was.....13,285
Population 1900 (est.) 17,000

POTTSVILLE.—S. M. MORTIMER, Treasurer.

This borough is in Schuylkill County.

LOANS— *When Due.*
FUNDING BONDS—
4s, A&O, $8,000.....Oct. 1, 1900
4s, M&N, 33,000.....May 1, 1911
4s, ..., 5,000 1913
4s, ., 2,500 1904
REFUNDING BONDS—
3½s, ..., $54,000 1929
(Subject to call after 1909.)

BRIDGE BONDS—
4s, J&D, $8,000.....1901-1908
Int. is payable at Boro' Treas'y.
Bonded debt Feb. 1,1900. $110,500
Sinking fund..... 1,890
Tax valuation 1899.....6,338,114
Assessment about ½ actual value.
Total tax (per $1,000) '99..$21·50
Population in 1890 was.....14,117
Population in 1900 (est.) ...16,000

The bonds due in 1911 and 1914 are subject to call after five years from date of issue; those due in 1913 after 10 years. All are exempt from local taxation.

PUNXSUTAWNEY.—IRA J. CAMPBELL, Burg's. J. R. LOWRY, Secretary.

This borough is in Jefferson County.

LOANS— *When Due.*
SEWER BONDS—
4s, ..., $4,000.July, 1903 to '20
PAVING BONDS—
4s, J&J, $8,000.....Jan. 1, 1927
(Optional after Jan. 1, 1905.
4s, F&A, $5,000.....Aug. 1, 1927
(Optional after Aug. 1, 1905.)
4s, J&D, $9,000...June 1904-1924
STREET IMPROVEMENT BONDS—
4s, J&D, $15,000.....1903-1921

REFUNDING BONDS—
4s, J&J, $14,000.....Jan. 1, 1928
(Optional after Jan. 1, 1903.)
Bonded debt Mar. 1, 1900.$55,000
Floating debt..... 3,387
Total debt Mar. 1, 1900.. 58,387
Sinking fund..... 2,611
Net debt Mar. 1, 1900... 55,776
Total valuation 1900....1,453,181
Assessment about ⅔ actual value.
Total tax (per M.) 1900.....$17·00
Population in 1890 was.....2,792
Population in 1900 (est.)....5,500

VALUE of city property, $9,773.

INTEREST on paving bonds payable at Borough Treasurer's office and on the refunding bonds at the First National Bank, Punxsutawney

READING.—ADAM H. LEADER, Mayor. E. L. LINDEMUTH, City Clerk.

This city is the County seat of Berks County.

LOANS— *When Due.*
FUNDING BONDS—
4s, A&O, $99,000 .....Apr. 1, 1903
REFUNDING BONDS—
4s, A&O, $200,000....Apr. 1, 1918
Subject to call af'r Apr. 1, 1898
4s, A&O, 100,000...April 1, 1913
Optional after April 1, 1903.
WATER BONDS—
4s, J&J, $75,000 .....Jan. 1, 1902
4s, J&J, 75,000 .....Jan. 1, 1912
REFUNDING WATER BONDS—
4s, J&J, $125,000.....Jan. 1, 1919

LOANS— *When Due*
REF'D'G WATER B'DS—(Con.)
Subject to call after Jan. 1, 1904
4s, J&J, $200,000.....July 1, 1920
PAVING BONDS—
4s, ..., $200,000....1902 to 1922
($40,000 ev'ry fifth year on Feb. 1.)
4s, A&O, $100,000.....1903-1923
($20,000 every fifth year on Apr. 1)
4s, J&J, $100,000.....1902-1923
($20,000 every fifth year on July 1.)
4s, A&O, $100,000.....1904-1924
($20,000 every fifth year on Apr. 1.)

INTEREST is payable at the office of the City Treasurer.

TOTAL DEBT.—

	Jan. 1, 1900.	Apr. 3, '99.	Apr. 4, '98.
Bonded debt (including water debt)	$1,355,000	$1,471,500	$1,371,500
Sinking funds	139,133	146,063	82,928
Net debt	$1,215,867	$1,325,437	$1,288,572
Net water debt (included above)	$486,000	$513,500	$532,500

TAX FREE.—All issues of the city's bonds are exempt from taxation.

CITY PROPERTY.—The city owns its water works, valued at $1,776,086, real estate worth $612,900, and other property to the amount of $93,000; making a total of $2,481,986.

ASSESSED VALUATION.—The city's assessed valuation (about two-thirds of cash value) and tax rate have been as follows:

Years.	Total Ass'd Valuation	Rate of Tax per $1,000.
1899	$42,575,845	$14·50
1898	43,000,000	... ..
1894	42,000,000	12·50
1891	40,130,240	14·50
1890	$26,527,133	9·45
1889	24,047,503	.....
1880	17,969,908	.....

POPULATION.—In 1890 population was 58,661; in 1880 it was 43,278; in 1870 it was 33,930; in 1900 (estimated), 94,655.

READING SCHOOL DISTRICT.—A. R. Hoover, Treas.

This district, comprising the city of the same name, is in Berks County.

LOANS— *When Due.*
4s, F&A, $22,000.....1901
4s, A&O, 25,000.....1903
3½s, F&A, 35,000.....1929
3½s, A&O, 65,000. April 1, 1930
(Subject to call after April 1, 1905.)

Bonded debt Apr. 1, 1900. $147,000
School tax (per $1,000) '99 ..$4·00
For assessed valuation, population, &c., see city of Reading.

SCHUYLKILL CO.—HARRY MULDOON, Cont'ller. G. A. DOERFLINGER, Treas.

County seat is Pottsville.

LOANS— *When Due.*
4s, ... $142,000....Apr. 1, 1914
Optional after Apr. 1, 1899
4s, A&O, $75,000.....Oct. 1, 1916
3s, J&J, 274,100....July 1, 1919
3s, M&S, 32,600....Sept. 1, 1921
All bonds exempt from taxation.
Interest payable in Pottsville

To. bond. debt Mar., 1900. $523,700
Floating debt... 201,256
Total debt Mar. 1, 1900. 724,956
Total valuation 1899....51,896,368
State & Co. tax (per $1,000) '99. $8·00
Assessment abt. 60 p.c. actual val.
Population in 1890 was...154,163
Population in 1900 (est.)...165,000

SCRANTON.—JAMES MOIR, Mayor. E. HOWELL, Comptroller. C. A. HARTLEY, Deputy Comptroller.

This city is in Lackawanna County.

NAME AND PURPOSE.		Interest. Rate.	Payable.	Principal. When Due.	Outstand'g.
Bridge loans	1894	4½	J & D	June 1, 1904	$90,000
do do	1894	4½	J & D	June 1, 1909	50,000
do do	1894	4½	J & D	June 1, 1914	50,000
do do	1894	4½	J & D	June 1, 1915	60,000
City improvement	1886	4	J & J	July, '00 to 1906 $2,000 yearly.	14,000
do do	1886	4	J & J	July 1, 1907-'16 $3,500 yearly.	35,000
City improvement	1891	4½	J & D	Dec. 1, 1901	22,000
do do	1891	4½	J & D	Dec. 1, 1906	23,000
do do	1891	4½	J & D	Dec. 1, 1911	22,000
do do	1891	4½	J & D	Dec. 1, 1916	23,000
Funding loan	1886	4	J & J	July 1, 1901	15,000
do do	1886	4	J & J	July 1, 1906	15,000
Municipal building	1890	4	F & A	Feb. 1, 1900	20,000
do do	1890	4	F & A	Feb. 1, 1905	25,000
do do	1890	4	F & A	Feb. 1, 1910	30,000
Park bonds	1900	4	J & J	Jan 1, 1908	10,000
Redemption bonds	1893	4½	J & D	June 1, 1903	34,000
do do	1893	4½	J & D	June 1, 1908	34,000
do do	1893	4½	J & D	June 1, 1913	38,000
do do	1893	4½	J & D	June 1, 1918	38,000

TAX FREE.—All bonds issued by this city are tax exempt.

TOTAL DEBT—The subjoined statement shows Scranton's indebtedness on the dates mentioned.

	Nov. 1, '99.	Apr. 4, '99.	Apr. 4, '98.	Apr. 5, '97.
Total bonded debt	$638,000	$640,000	$642,000	$644,000
Floating debt	209,185	37,005	32,412	34,479
Total municip. debt	$847,185	$677,005	$674,412	$678,479
Less sinking funds, &c.	248,541	170,903	142,701	98,940
Net debt	$598,644	$506,102	$531,711	$579,539

The above-stated assets, on Nov. 1, 1899, consisted of bonds of the redemption loan series of 1893, amounting to $104,000, $129,666 cash in the sinking fund and $14,875 cash in the city treasury.

ASSESSED VALUATION—The city's assessed valuation (about one-third cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per $1,000.
1899	$21,645,212	$1,348,965	$22,994,177	$41·30
1898	20,423,078	1,714,605	22,137,683	.....
1897	19,529,803	*1,347,300	20,877,103	33·80
1896	.....	.....	20,186,713	.....
1895	18,597,764	1,021,540	19,619,304	34·60
1892	17,545,388	1,067,385	*18,612,773	27·63
1890	15,196,294	*1,189,540	16,385,834	.....
1880	4,582,871	97,934	4,680,805	.....

*This amount includes occupations as well as other personal property.

POPULATION—In 1890 population was 75.215; in 1880 it was 45,850; in 1870 it was 35,092; in 1899 (local estimate) it was 108,000.

SEWICKLEY.—J. C. CHAPLIN, Chairman Fin. Com. J. A. KNOX, Clerk.

Sewickley is in Allegheny County.

LOANS— *When Due.*
STREET IMP. BONDS—
4½s, F&A, $3,500.....Var.
(Subject to call at any time)
STREET AND SEWER BONDS.
4-9s, ... $20,000.....1903
WATER BONDS—
5s, A&O, $60,000....Apr. 1, 1903
4s, A&O, 15,000..... 1905

Bonded debt Apr. 1, '99.. $98,500
Water debt (included).... 75,000
Floating debt 7,128
Total debt Apr. 1, 1899. 105,628
Tax valuation 1898.....3,080,800
Assess't ab't ⅔ actual value.
City tax (per $1,000) 1898...$5·50
Population in 1890 was.....2,750
Population in 1897 (est.)....3,500

INTEREST is payable at the First National Bank of Sewickley.

CITY PROPERTY.—The borough owns a water plant and other available assets amounting to about $150,000.

SHAMOKIN.—WILLIAM THOMAS, Burgess.

This borough is in Northumberland County.

LOANS— *When Due.*
BOROUGH PURPOSES—
4½s, M&S, $10,000...Sept. 9, 1905
4s, A&O, 65,000.Oct. 15, 1900 to
($2,000 yearly to '08, Oct. 15, '28
$2,200 to '18, and $2,500 to '28.)
FUNDING BONDS—
4½s, M&N, $6,000...May 18, 1903
4½s, M&S, 1,000...Sept. 9, 1905
4s, M&N, 6,000...Nov. 16, 1904
4s, M&S, 2,500...Sept. 9, 1905

REFUNDING BONDS—
4s, J&J, $2,500....Jan. 23, 1904
4s, M&N, 4,000....Nov. 9, 1904
4s, M&N, 10,000....May 1, 1905
Total debt Jan. 1, 1899.. $134,000
Tax valuation 1898.....1,644,133
Assessm't about 10% actual value.
Total tax (per $1,000).....$72·00
Population in 1890 was.....14,403
SCHOOL DISTRICT BONDS—
3½s, ..., $12,000.....1911
(Subject to call after 1904.)
3½s, semi-an., $21,500.....1930
(Subject to call after 1905.)

TAXES on the above securities are all paid by the borough.

OPTIONAL—All of the borough's bonds except the $65,000 issue are subject to call after five years from date of issue.

INTEREST is payable at the office of the borough treasurer.

SHARON—Malin Ewing, Secretary.

This borough is in Mercer County.

LOANS—	When Due.
Refunding—	
4s, M&N, $95,000	Nov. 1, 1915
Bonds are tax exempt.	
Total debt Jan. 1, 1900	$95,000

Tax valuation 1899 $2,694,440
Assessment is ¾ actual value.
Boro' tax (per $1,000) '99 $12·00
Population in 1890 was 7,459
Population in 1900 (est.) 10,000

OPTIONAL.—All bonds subject to call at the option of the Council.

SHARPSBURG.—H. S. Ayers, Treasurer.

This borough is in Allegheny County.

LOANS.	When due.
Water Bonds—	
5s, M&S, $33,000	$2,500 yearly
Sewer Bonds—	
4s, A&O, $62,000	1907-1919
($5,000 annually.)	
Street Improvement—	
4s, A&O, $60,000	Oct., '08.'19
(Subject to call after 1908.)	

Electric Lights—
5s, M&N, $11,000 $1,000 yearly
Total debt Apr. 1, '99 $157,500
Total valuation 1898 3,325,000
Assessm't about 60% actual value.
Total tax (per M.) '98 $13·25
Population in 1890 was 4,898
Population 1899 (estimated) 7,500

INTEREST on the water bonds is payable in Philadelphia; on the electric bonds in Pittsburg.

TAX FREE.—All bonds are exempt from taxation.

SHENANDOAH.—

Shenandoah is in Schuylkill County.

LOANS—	When Due.
Refunding Bonds—	
4s, J&J, $20,000	1926
Water Bonds—	
5s, J&J, $140,000	1923 1924
Total debt Jan. 1, 1900	$160,000

Water debt (included) $135,000
Tax valuation 1898 2,464,937
Assessm't about 30 p. c. actual val.
Total tax (per $1,000) $35·00
Population in 1880 was 10,147
Population in 1900 (estim'd) 18,000

OPTIONAL.—All above bonds are subject to call at any time.

TAX FREE.—All bonds free of tax to holders.

SHERADEN.—H. M. Langworthy, Treasurer.

This borough is in Allegheny County.

LOANS—	When Due.
5s, F&A, $40,000	Aug., 1900-16
(Various amounts yearly.)	
4s, A&O, $30,000	1902-1927
For amount due yearly see V. 67, p. 550.	

Bonded debt Jan. 1, 1900 $50,000
Floating debt (additional) 12,000
Assessed valuation '99 1,621,410
Assessm't about 75% actual value.
Tax rate (per $1,000) 1899 $12·50
Population in 1900 (est.) 3,500

SOUTH BETHLEHEM.—Thos. Ganey, Clk.

This borough is in Northampton County.

LOANS—	When Due.
Permanent Street Imp. Bonds.	
4s, A&O, $15,000	Apr. 1, 1919
4s, A&O, 15,000	Apr. 1, 1920
4s, J&J, 5,000	July 1, 1921
4s, J&J, 15,000	July 1, 1922
Redemption Bonds—	
4s, F&A, $69,500	Aug. 1, 1916

Market Building Bonds—
4s, J&D, $15,000 June 1, 1909
4s, J&D, $24,000 June 1, 1909-19
Bonded debt Mar. 14, '99 $158,500
Tax valuation 1898 5,964,518
Assessment abt. 66 p. c. act. value.
Total tax (per $1,000) '98 $18·10
Population 1890 was 10,302

OPTIONAL.—The $15,000 of market building bonds are subject to call ten years from date of issue, at the option of the borough; all other issues fifteen years.

SUNBURY.—T. E. DRUMHELLER, Chief Burgess. I. T. C. DISSINGER, Clerk.

This borough is the county seat of Northumberland County. The borough of East Sunbury was annexed March 3, 1896.

Bonded debt May 1, '99 $53,900
Assessed valuation '98 1,350,000
Assessment about ⅕ actual value.
Tax rate (per $1,000) '98 $52·00
Population in 1890 was 5,930
Population in 1899 was 12,000

TAMAQUA.—Samuel Beard, Clerk.

This town is in Schuylkill County.

LOANS—	When Due.
Funding & Refunding Bonds—	
3½s, A&O, $47,000	Oct. 1, 1929
(Subject to call after Oct. 1, 1904.)	

Bonded debt Feb. 1, 1900 $37,000
Floating debt 5,500
Assessed valuation 1899 1,661,249
Tax rate (per $1,000) 1899 $20·00
Population 1899 (est.) 7,500

TARENTUM.—F. A. Ready, Clerk.

This borough is in Allegheny County.

LOANS—	When Due.
Building Bonds—	
6s, M&S, $3,300	
Electric-Light Bonds—	
5s, M&S, $43,000	1922
(Subject to call.)	
Sewer Bonds—	
5s, M&S, $15,000	Sept. 1, 1928
(Subject to call Sept. 1, 1908.)	

Paving Bonds—
5s, M&S, $9,000 Sept. 1, 1928
(Subject to call Sept. 1, 1908.)
5s, . . $10,000
Bonded debt Mar. 1900 $79,300
Assessed valuation '99 1,729,150
Assessm't about 70% actual value.
Total tax (per $1,000) '99 $23·50
Population in 1890 was 4,627
Population in 1900 (est.) 5,500

INTEREST is payable at the National Bank of Tarentum.

TIOGA COUNTY.—Richard H. Smith, Treas.

County seat is Wellsboro.

LOANS—	When Due.
County Bonds—	
4s, J&J, $112,000	Jan. 1, 1923
Optional at any time.	
Bonded debt Jan. 1, 1900	$112,000
Interest is payable at Wellsboro.	

Tax valuation, real $13,786,419
Tax valuation, pers'nal 1,186,125
Total valuation 1898 14,972,544
State & co. tax (per M.), '98 $10·00
Population in 1890 was 52,313
Population in 1898 was 52,000

TITUSVILLE.—Jules A. C. Dubar, Compt'r.

This city is in Crawford County.

LOANS—	When Due.
Refunding Bonds—	
3s, F&A, $25,000	Aug. 1, 1919
(Subject to call Aug. 1, 1909.)	
3½s, $80,200	Jan. 1, 1920
(Subject to call Jan. 1, 1910.)	

Bonded debt Jan. 1, 1900 $105,200
Tax valuation 1899 2,200,000
Tax rate (per $1,000) '99 15·00
Population in 1890 was 8,073
Population in 1898 (est.) 9,000

INTEREST is payable by the City Treasurer.

CITY PROPERTY.—The city owns a water works and electric light plant, and other property and assets amounting to about $278,992.

Titusville School District.—

Tot. bds., 3½s, Jan. 1, 1900	$22,400
Tax valuation 1899	2,200,000

Tax rate (per $1,000), '99 $12·00

TURTLE CREEK.—This borough is in Allegheny Co.

LOANS—	When Due.
Borough Bonds—	
4½s, A&O, $20,000	1925
4½s, M&N, 50,000	1925
4s, A&O, 42,000	1904-1929
School Bonds—	
4½s, ..., $46,000	

Borough debt Jan. 1, '99 $70,000
Assessed valuation '99. 1,634,580
Assessment about ¾ actual value.
Tax rate (per $1,000) '98 $16·70
Population 1897 (est.) 3,000

INTEREST on the borough bonds is payable at the Chemical National Bank, New York City, and on the school bonds at the Citizens' Bank of Turtle Creek.

WASHINGTON.—

This borough is in Washington County.

LOANS—	When Due.
Paving Bonds—	
4s, A&O, $60,000	1908-1912
3·6s, J&J, 75,000	Oct. 1, 1913
($15,000 due yearly) to Oct 1, 1917	
Bonded debt June 16, '98	$121,300

Floating debt $5,954
Total debt June 16, '98 127,254
Tax valuation 1898 4,863,927
Tax rate (per $1,000) 1898 $21·00
Population in 1890 was 7,063
Population in 1898 8,000

WASHINGTON CO.—Geo. E. Lockhart, Clerk County Commissioners.

Washington is the county seat.

LOANS—	When Due
Court-House & Jail Bonds—	
4s, F&A, $500,000	Aug. 1, 1901-26
(Various amounts yearly.)	

Bonded debt Feb. 1900 $500,000
Assessed valuation '98 46,712,431
Population in 1890 was 71,155
Population in 1898 (est.) 90,000

WEST CHESTER.—W. S. Underwood, Treas.

This borough is the capital of Chester County.

LOANS—	When Due.
Street Improvement Bonds—	
3s, A&O, $15,000	1929
(Optional on 60-days' notice.)	
Water Bonds—	
3½s, J&J, $45,500	1927
Redemption Bonds—	
3½s, A&O, $71,500	1927
Int. payable by Borough Treas.	
Total debt Jan. 1, 1900	$128,200

Sinking fund $4,000
Net debt Jan. 1, 1900 124,200
Tax valuation, real 6,800,485
Tax valuation, personal 448,525
Tax valuation 1899 7,249,010
Assessment about actual value.
Total tax (per $1,000) '99 $11·50
Population 1890 was 8,028
Population 1900 (est.) 10,200

All taxes on bonds are paid by the borough.

WATER WORKS, Etc.—The borough in 1899 owned water works, school houses and other buildings valued at $275,000.

WESTMORELAND CO.—W. D. Reamer, Commissioner.—County seat is Greensburg.

LOANS—	When Due.
County Bonds—	
4s, ..., $25,000	1920
(Now subject to call.)	
Total debt Jan. 1, 1900	$25,000

Tax valuation 1898 $61,356,015
State & Co. tax (per M.) '98 $7·00
Population 1890 was 112,819
Population 1899 (est.) 160,000

WILKES-BARRE.—Frank Deitrick, Clerk.

Wilkesbarre is in Luzerne County.

LOANS—	When Due.
Improvement Bonds—	
3½s, F&A, $100,000	Aug. 1905-'29
Refunding Bonds—	
4½s, ..., $100,000	1902 to 1927
4½s, M&N, 50,000	1904-1924
($10,000 due every 5 yrs. on May 1.)	
4s, M&S, $20,000	Mar. 1, 1908
(Subject to call after 1903.)	
4s, M&S, $40,000	Mar. 1, 1908
3½s, F&A, 210,000	1905-1929

($8,000 yearly on Feb. 1 to 1919 & $9,000 yearly to 1929.)
4s, M&S, $150,000 Mar. 1, 1928
(⅓ subject to call after 1908 and ⅓ after 1918.)
Tax valuation 1899 $8,857,782
Actual valuation 35,000,000
Total tax (per $1,000) '99 $49·00
Tax valuation 1880 2,822,931
Population 1890 was 37,718
Population 1899 (est.) 55,000

TOTAL DEBT, Etc.—The city's bonded debt on July 19, 1899, was $419,100; floating debt, $89,082; total debt, $508,182. The city has no water debt.

CITY PROPERTY.—The city owns property valued at $246,721.

Wilkes-Barre School Dist.—Dr. G. W. GUTHRIE, Pres. A. W. MOSS, Clerk.

Building Bonds—	
5s, F&A, $35,000	1910-1914
Bonded debt Feb. 1, 1900	$152,000

Assessed valuation '99 $8,857,782
School tax (per $1,000) '99 $15·00
Population 1899 (est.) 55,000

WILKINSBURG.—James G. Storer, Secy.

This borough is in Allegheny County.

LOANS—	Amount.
Sewer Bonds—	
4½s, M&S	$140,000
Street Bonds—	
4½s, J&J	$40,000
4½s, J&D	108,000
4s, ..., $14,000	1901-1915
(1 bond in '01 & '03 and then ann.)	

4s, ..., $30,000 1918
Total debt Jan. 1, 1900 $285,438
Tax valuation 1898 8,046,965
Assessment abt. 75 % actual value.
Total tax (per $1,000) '99 $12·40
Population in 1890 was 4,662
Population in 1899 (estim'd) 15,000

TAX FREE—The sewer bonds are exempt from taxation.

INTEREST is payable at the First National Bank of Wilkinsburg.

WILLIAMSPORT.—S. N. WILLIAMS, Mayor. EDWARD L. TAYLOR, Treas.

This city is the capital of Lycoming County. Bonds all tax exempt.

LOANS—	When Due.
City Bonds—	
4s, M&S, $86,000	Mar. 1, 1925
Subject to call after Mar. 1, 1905.	
City Hall Bonds—	
4s, M&N, $70,000	May 1, 1923
Subject to call after May 1, 1903.	
Refunding Bonds—	
3½s, M&S, $500,000	Sept. 1, 1929
(Subject to call after Sept. 1, 1909)	

Interest is paid by City Treasurer.
Bonded debt Feb. 1, 1900 $656,000
Sinking fund 25,000
Net debt Feb. 1, 1900 631,000
Tax valuation 1899 9,200,000
Assessm't abt. 50% actual value.
City tax (per $1,000) 1899 $14·80
Population 1890 was 27,132
Population 1900 (est.) 33,000

TAX FREE.—All bonds are exempt from taxation.

WILMERDING.—C. C. Cowell, Clerk.

This borough, organized in 1890, is in Allegheny County.

LOANS—	When Due.
Building Bonds—	
5½s, M&S, $5,000	Mar. 1, 1902
School Bonds—	
5s, A&O, $26,000	Apr. 1, 1911
Street Improvement Bonds—	
5s, A&O, $61,000	Oct. 1, 1915
5s, A&O, $32,000	Oct. 1, 1926

Total debt Feb. 1, 1900 $123,000
Total valuation 1899 2,100,000
Actual value (est.) 3,000,000
Total tax (per $1,000) '99 $23·00
Population in 1890 was 419
Population in 1900 (estim'd) 4,000

TAXF REE. The street improvement bonds are free from taxation.

YORK.—{CHAS. W. BRANT, Mayor. HENRY W. EISENHART, Comptroller.

York is the capital of York County.

LOANS—	When Due.
HIGHWAY IMP. BONDS—	
4s, J&J, $21,000	July 1, 1914
4s, A&O, 39,000	Oct. 1, 1912
4s, A&O, 30,000	Oct. 1, 1916
4s, A&O, 40,000	Apr. 1, 1917
4s, F&A, 17,000	Feb., 1910
4s, M&S, 10,000	Sept. 1, 1915
4s, A&O, 27,000	Oct. 1, 1911

Interest is payable at York, Pa. (Subject to call before maturity.)

Bonded debt Oct. 1,'99..	$184,000
Street-pav. loan (add'l).	104,636
Total debt Oct. 1, 1899..	288,636
Sinking fund assets....	14,509
Tax valuation 1899...	12,453,000
Assessment about ⅔ actual value.	
Total tax (per $1,000) '99...	$20·50
Population in 1890 was.....	20,793
Population in 1880 was.....	13,940
Population in 1899 (est.)...	30,000

TAX FREE.—All of the above securities are exempt from taxation.

CITY PROPERTY.—The city in 1899 owned public buildings and available assets amounting to $115,386 21.

YORK SCHOOL DISTRICT.—JOHN F. RUDISILL, Sec'tary.

4s, J&D, $165,000... June 1906-'28 ($5,000 yearly to 1906, $6,000 1907 to '23, $9,000 1924 to '26, and $13,000 yearly therafter.)	Bonded debt Jan. 1, 1900. $203,000
	Assessed valuation '99 $11,600,000
	Assessment ¾ actual value.
4s½, M&S, $38,000 ....1905-7-9-11 (Subject to call before maturity.)	School tax (per M.) 1899.....$5·00
	Population 1900 (est.).....25,000

ADDITIONAL STATEMENTS.

In the first table below we show the outstanding debt and the assessed value of property of such counties in the State of Pennsylvania as are not included among the foregoing returns. We add in each case the population from the Census of 1890. In the second table we give the indebtedness of other civil divisions of the State, not included among the foregoing.

Name of County.	Total Debt.	Assessed Valuation.	Population.
Adams	$5,029	$11,767,794	33,486
Armstrong	78,222	9,525,505	46,747
Beaver	9,000	25,771,470	50,077
Bedford	15,500	8,869,386	38,644
Berks	124,754	78,732,244	137,327
Bucks	No debt.	38,435,245	70,615
Butler	32,000	14,361,356	55,339
Cambria	No debt.	26,683,390	66,375
Cameron	41,500	932,949	7,238
Carbon	117,000	5,662,694	38,624
Centre	8,352	11,588,352	43,269
Clarion	No debt.	8,631,340	36,802
Clearfield	141,000	18,452,317	69,565
Columbia	128,162	11,808,128	36,832
Cumberland	No debt.	22,363,498	47,271
Elk	22,700	3,721,001	22,239
Erie	No debt.	42,785,984	86,074
Forest	35,000	2,324,767	8,482
Franklin	5,000	17,791,374	51,433
Fulton	3,673	2,179,850	10,137
Greene	No debt.	14,500,000	28,935
Jefferson	33,200	12,468,136	44,005
Lawrence	No debt.	19,482,096	37,517
Lebanon	34,100	30,548,623	48,131
Lehigh	No debt.	40,460,116	76,631
McKean	10,000	6,807,364	46,863
Mercer	No debt.	23,000,000	55,744
Mifflin	61,975	3,436,370	19,996
Northumberland	160,000	12,004,654	74,698
Pike	3,000	1,267,642	9,412
Potter	No debt.	10,177,116	22,778
Snyder	2,073	4,741,342	17,651
Somerset	4,500	11,024,500	37,317
Sullivan	54,496	1,687,513	11,620
Susquehanna	No debt.	4,292,705	40,093
Union	25,000	7,368,055	17,820
Venango	No debt.	13,000,000	46,640
Warren	96,500	10,136,972	37,585
Wayne	21,858	4,511,940	31,010
Wyoming	40,000	3,689,005	15,891
York	200,000	43,504,074	99,489

Cities, Boroughs, etc.	Total Debt.	Assessed Valuation.	Tax Rate.	Population.
Ambler (Bor.), Montgomery Co...	$29,600	$1,032,100	$20·00	1,077
Aspinwall (Bor.), Allegheny Co.	55,000	850,000	15·90	*1,067
Canton Township Sch. Dist.....	20,500	1,148,317	.....	*1,750
Carlisle School District.....	56,050	3,250,000	6·00	*10,000
Catasauqua (City), Lehigh Co....	39,883	1,524,005	18·00	3,704
Clifton H'ights (Bor.), Delaw'e Co	30,140	839,856	15·50	1,820
Conshohocken (Bor.), Montg. Co..	42,000	2,500,000	12·00	5,470
Coraopolis (Bor.), Allegheny Co..	82,000	1,500,000	10·00	962
Crafton (Bor.), Allegheny Co.....	48,000	1,582,000	12·25	.....
Duquesne (Bor.), Allegheny Co...	198,000	3,897,425	19·75	.....
Edgewood (Bor.), Allegheny Co..	49,500	1,502,345	8·00	616
Elizabeth (Boro.), Allegheny Co..	9,500	700,675	20·75	1,804
Elwood City (Bor.), Lawrence Co.	34,000	637,627	.....	*3,500
Etna (Bor.), Allegheny Co.....	97,500	2,080,290	17·00	3,767
Franklin (City), Venango Co.....	25,000	1,873,000	33·00	6,221
Greensburg (Bor.), Westm'l'd Co.	93,261	4,363,080	.....	*7,500
Greenville (Bor.), Mercer Co.....	29,884	1,543,637	.....	*6,500
Jenkintown (Bor.), Montg. Co....	36,900	1,222,050	14·50	1,609
Kennett Sq. (Bor.), Chester Co..	40,000	826,505	14·00	1,326
Landsdale (Bor.), Montg'ry Co...	38,390	1,200,000	13·50	1,858
Mechanicsb'g (Bor.), Cumber. Co..	31,700	1,538,338	14·50	3,691
Mt. Carmel (Bor.), Schuylkill Co.	62,255	897,976	.....	333
North East (Bor.), Erie Co.....	41,250	823,369	16·00	1,538
Oxford (Bor.), Chester Co.....	39,500	995,880	15·00	1,710
Plymouth (Bor.), Luzerne Co....	27,277	870,687	19·00	9,344
Rankin (Bor.), Allegheny Co.....	78,000	1,569,000	9·00	.....
Renovo (Bor.), Clinton Co.....	46,000	636,676	17·00	4,154
Rockledge (Bor.), Montgom. Co..	20,000	304,350	10·50	.....
Scottdale (Bor.), Westmorel'd Co..	75,500	1,735,671	17·50	*5,000
Shippensburg (Bor.).....	28,800	838,365	17·50	*4,000
Souderton (Bor.), Montgom. Co..	23,325	470,000	11·00	679
So. Washington (Bor.) Wash. Co..	13,500	577,813	16·00	.....
Steelton, Dauphin Co.....	50,000	4,072,990	25·75	9,250
Tarentum School District.....	59,500	1,705,584	11·00	*6,000
Tyrone (Bor.), Blair Co.....	27,400	1,500,000	19·75	4,705
Warren (Bor.), Warren Co.....	45,000	2,194,314	25·00	4,332

*Population estimated.

State of Delaware.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State . - - One of Original Thirteen
Total area of State (square miles) - - - - - - 2,120
State Capital, - - - - - - - - - Dover
Governor (term expires Jan., 1901) - - Ebe W. Tunnell
Secretary of State (term expires with Gov.) James H. Hughes
Treasurer - - - - - - - Lewis H. Ball

Legislature meets biennially in odd years on the first Tuesday in January, and pay is limited to 60 days.

HISTORY OF DEBT.—The historical details of Delaware's State debt from 1865 to 1894 will be found in the STATE AND CITY SUPPLEMENT of April, 1894, page 72. The present extent and condition of the debt and resources of the State are given below, showing that Delaware now holds good assets more than equaling its liabilities.

LOANS— NAME AND PURPOSE.	Interest.—Rate	Interest.—Payable.	Principal,—When Due.	Principal,—Outstand'g.
Bond iss. to school fund 1881.	6	July	July 1, 1906	$156,750
Cer. to Delaware College 1877	6	J & J	perpetual	83,000
Hospital improvement 1895..	3½	J & J	July 1, 1915	35,000
Subject to call on or after July 1 1906.				
Part of ser. "B" refund. 1887	3	J & D	June 1, 1907	$250,000
Subject to call on or after June 1, 1897.				
Refunding, 1897.....	3	J & D	Dec. 1, 1927	245,000
Subject to call after 1922.				

INTEREST.—On a part of the bonds of series "B" and of the Refunding bonds of 1897 is payable at the Philadelphia National Bank in Philadelphia.

TOTAL DEBT, ETC.—The total liabilities on March 1, 1900, were $769,750. The assets on Mar. 1, 1899, were $934,743; assets in excess of liabilities $164,993. The total assets include bank stocks $308,450; mortgages on railroads $385,000, and bonds, $161,750.

ASSESSED VALUATION.—The total assessed valuation of the State in 1890 was $74,134,401; in 1897 it was $77,632,079.

DEBT LIMITATION.—Neither the new Constitution (adopted June 4, 1897,) nor the old Constitution nor the State statutes contain any general provisions authorizing bond issues or limiting the debt-making power, *except* that the new Constitution—

(1) Forbids the State (Article 8, Sec. 3) to borrow money or create debt, "but pursuant to an Act of the General Assembly passed with the concurrence of three-fourths of all the members elected to each House, except to supply casual deficiencies, repel invasion, suppress insurrections, defend the State in war or pay existing debts."

(2) Forbids any county, city, town or other municipality (Article 8, Sec. 8) to "lend its credit or appropriate money to, or assume the debt of, or become a shareholder or joint owner in, or with, any private corporation or any person or company whatever."

(3) Forbids any corporation (Article 9, Sec. 1) to be created, etc., by special act, "but only by or under general law"; "but the foregoing provisions shall not apply to municipal corporations, banks," etc.

The above indicates that the authority as regards municipalities [except as already specified in number (2)] rests with the General Assembly, and the General Assembly always passes special acts to provide for special occasions and needs.

POPULATION OF STATE.—The population of Delaware has been as follows in the years mentioned:

1890	168,493	1860	112,216	1830	76,748
1880	146,608	1850	91,532	1820	72,749
1870	125,015	1840	78,085	1810	72,674

CITIES, COUNTIES AND TOWNS IN THE STATE OF DELAWARE.

KENT COUNTY.—County seat is Dover.

LOANS—	When Due.
COUNTY BONDS—	
4s, semi-an., $40,000	Optional
CERTIFICATES—	
6s, semi-an., $9,800	Optional
5s, semi-an., 5,000	Optional
4½s, semi-an., 12,500	Optional

Bonded debt Jan. 1,'98..	$40,000
Floating debt certifs...	27,300
Total debt Jan. 1, '98...	67,300
Tax valuation 1897....	14,282,672
Co. tax, per $1,000 '97..	$4·70
Population in 1890 was.....	32,664
Population in 1896 (est.)...	33,000

NEWARK.—GEORGE W. WILLIAMS, Treasurer.

Newark is in New Castle County.

LOANS	When Due.
ELECTRIC-LIGHT BONDS—	
5s, J&D, $2,500	1903
REFUNDING WATER BONDS—	
4s, ..., $37,000	1926
(Subject to call after 1906.)	
Bonded debt Feb. 1, 1900. $39,500	

Tax valuation, real.....	$700,000
Tax valuation, personal..	40,000
Total valuation 1899.....	740,000
County tax (per $1,000) '99..	$6·00
Town tax (per $1,000) '99...	10·00
Population 1890 was.....	1,191
Population 1880 was.....	1,148

INTEREST is payable at the National Bank of Newark, Delaware

NEW CASTLE CO.—County seat is Wilmington.

LOANS—	When Due.
REFUNDING COURT H. LOAN—	
3½s, J&J $69,000..	July 1, 1914 to July 1, 1920
($10,000 due yearly)	
BRIDGE BONDS 1893—	
5s, M&N, $100,000, g.	Sept. 1, 1904
$10,000 due yearly to	Sept. 1, 1913
FUNDING DEBT—	
5s, J&J, $78,000	$10,000 yearly
5s, M&N, 60,000, g.....	1904-1909
($10,000 due yearly.)	
REFUNDING BONDS—	
4s, ... $150,000	1910-1924
($10,000 yearly on Dec. 1.)	
WORK HOUSE BONDS—	
3½s, J&J, $100,000.	July 1, 1919
(Subject to call after July 1, 1904)	

Total debt July 1, 1899.	$666,000
Total valuation '99.....	46,196,481
Assessment ½ to ⅓ actual value.	
County tax (per $1,000) '99..	$6·00
Population 1890 was.....	97,182
Population 1880 was.....	77,716

Payments on loans for benefit of Trustees of Poor are now being made.

TAX FREE.—All bonds issued by this county exempt from taxation

INTEREST is payable by County Treasurer, Wilmington.

SUSSEX COUNTY.—Georgetown is the county seat.

LOANS—		When Due.
6s,	$17,500	
4½s,	12,500	
4s,	12,500	

Total debt Mar. 20, 1900. $67,000
Assessed valuation '97. 10,576,232
Population 1890. 38,647

WILMINGTON.—DR. JOHN C. FAHEY, Mayor. WILLIAM L. HAMANN, Treasurer.

The city of Wilmington is in New Castle County.

LOANS— NAME AND PURPOSE.			Interest— P. Ct.	Interest— Payable.	Principal— When Due.	Principal— Outstand'g.
Funding loan	No. 29		4½	M & N	Nov. 1, 1900-'04 $7,000 yearly.	$35,000
Park loan	No. 33		3½	A & O	1915 to 1917 part each year.	150,000
do			4	A & O	A & O 1, 1924	50,000
do			4	A & O	1925	25,000
do		1898	4	A & O	Apr. 1, 1926	20,600
do		1898	4	A & O	Oct. 1, 1926	29,400
Crematory loan			4	.....	1901 to 1907 $1,500 y'ly in Apr.	10,500
Street and sewer bonds			4½	A & O	Apr. 1, 1921	45,400
do	do		4½	A & O	Oct. 1, 1921	50,950
do	do		4½	A & O	Apr. 1, 1922	52,500
do	do		4½	A & O	Oct. 1, 1922	1,150
do	do		4	A & O	Oct. 1, 1918	12,150
do	do		4	A & O	Apr. 1, 1919	43,900
do	do		4	A & O	Oct. 1, 1919	45,250
do	do		4	A & O	Apr. 1, 1920	46,600
do	do		4	A & O	Oct. 1, 1920	48,050
do	do		4	A & O	Apr. 1, 1921	4,050
do	do	1896	4	A & O	Oct. 1, 1924	67,000
do	do	1896	4	A & O	Apr. 1, 1925	62,650
do	do	1896	4	A & O	Oct. 1, 1925	1,650
do	do	1897	..	A & O	1925-1926	75,000
Water loan (reser.)		No. 25	6	J & J	July 1, 1900-'08 $6,000 yearly.	50,000
do	(reser.)	No. 26	6	M & S	Sept. 1900 to '11 $3,500 yearly.	41,000
do		No. 31	4½	A & O	var. 1913-1914	60,000
do		No. 32	4	A & O	Oct. 1, 1919-'23	25,000
do		No. 32	3½	A & O	var. 1914-1915	60,000
Sinking fund loan			4, 4½, etc.		Various.	702,050
do	do		4	A & O	1910 to 1913	176,000

TAX FREE.—All bonds of this city are exempt from taxation.

INTEREST on all bonds payable at the office of the City Treasurer.

TOTAL DEBT, ETC.—The subjoined statement shows Wilmington's total municipal debt and the water debt on the dates named.

	Jan. 1, 1900.	Jan. 1, 1899.	Jan. 1, 1898.
Total bonded debt	$1,965,100	$2,034,450	$2,018,000

The net indebtedness of the city in 1880 was $1,372,450.

ASSESSED VALUATION.—The assessed valuation of real estate for 1899 was $29,737,037; in 1891 it was $33,813,543. Property is assessed at about ⅘ its actual value. Personal property is not taxed. For 1898 the tax rate per $1,000 was $20·00.

POPULATION.—In 1890 population was 61,431; in 1880 it was 42,478; in 1870 it was 30,841; in 1899 it was (estimated), 75,000.

State of Maryland.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - - -	One of Original Thirteen
Total area of State (square miles) - - - - -	12,210
State Capital - - - - - - - - -	Annapolis
Governor (term expires 2d Wed. Jan., 1904) -	John W. Smith
Sec'ry of State (term expires with Gov'r) -	Wilfred Bateman
Treasurer (term expires Jan., 1902) - -	Murray Vandiver
Comptroller (term exp. Jan., 1902) -	Dr. Joshua W. Hering

Legislature meets biennially in even years on the first Wednesday in January, and sessions are limited to 90 days.

HISTORY OF DEBT.—The historical details of Maryland's State debt from 1824 up to 1893 will be found in the STATE AND CITY SUPPLEMENT of April, 1893, pages 72 and 73.

LOANS— NAME AND PURPOSE.	Interest— Rate	Interest— Payable.	Principal— When Due.	Principal— Outstand'g.
Exchange loan of 1888	3	.....	1903	$7,400
Insane Asylum, 1896	3½	J & J	1911	100,000
	Optional after July 1, 1906.			
Penitentiary loan, 1896	3½	J & J	1911	500,000
	Optional after July 1, 1906.			
Consolidat. loan of 1899	3	J & J	Jan. 1, 1914	5,401,926
	(Subject to call after Jan. 1, 1909.)			

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Maryland's total State debt, and the sinking fund held by the State against the same on the dates named.

	Jan 1, 1900.	Sept. 30,'99.	Sept. 30,'98.	Sept. 30,'97.
Total funded debt	$6,009,326	$5,709,326	$9,284,986	$9,284,986
Sinking funds, &c.	3,121,283	*3,112,283	6,251,958	6,335,908
Net debt	$2,888,043	$2,597,043	$3,033,028	$2,949,078

* The $3,112,283 included in "sinking funds, &c.," on Sept. 30, 1899, above was composed of $1,500,000 mortgage bonds of the Northern Central Ry., $974,813 stocks, bonds and cash in the various sinking funds, $550,000 stock of the Baltimore & Ohio Railroad, and stock in various other companies amounting to $87,470.

For the balance of $2,597,043 Sept. 30, 1899, the State had as an offset her unproductive stocks, amounting to $8,099,627, and $695,992 due from accounting officers and incorporated institutions.

The receipts of the State for the year ending Sept. 30, 1899, amounted to $3,791,299; balance in treasury Sept. 30, 1898, $566,351; total, $4,357,650; disbursements, $3,649,724. The cash balance in the treasury on September 30th, 1899, amounted to $707,926.

ASSESSED VALUATION, ETC.—The following table shows the total funded debt, available assets, assessed valuation and tax rate.

Years.	Total Funded Debt.	Available Assets.	Total Assessed Val.	Tax Rate per $1,000.
1899	..	.....	$611,539,646	$1·77½
1898	$9,284,986	$6,251,958	603,326,096	1·77½
1897	9,284,986	6,335,908	607,965,272	1·77½
1896	9,284,986	5,946,433	540,461,747	1·77½
1895	8,684,986	5,679,733	534,930,476	1·77½
1894	8,684,986	5,303,233	529,138,103	1·77½
1893	8,684,986	6,025,414	524,056,241	1·77½
1892	8,684,986	5,602,699	515,137,528	1·77½
1890	10,691,124	6,278,907	482,184,824	1·77½
1884	10,965,934	3,992,851	469,593,225	1·87½
1880	11,277,110	3,649,442	459,187,408	1·87½

DEBT LIMITATION.—There is nothing in the Constitution of Maryland limiting the power of the Legislature to authorize bond issues either by the State or by its municipalities. No general limit for cities and towns has been fixed by the Legislature, nor is there any general authorization to be found in the statutes under which cities and towns can issue bonds. This power is lodged in the Legislature, and is delegated to the municipalities from time to time for specific purposes as the occasion may arise. It is necessary, therefore, for the investor to study the law in each case on this as well as on other points affecting the loan with respect to which he may need information.

POPULATION OF STATE.—

1890	1,042,390	1860	687,049	1830	447,040
1880	934,943	1850	583,034	1820	407,350
1870	780,894	1840	470,019	1810	380,546

Of the total population in 1880 22·49 per cent was colored and in 1890 20·92 per cent. In number, blacks were 165,091 in 1850; 171,131 in 1860; 175,391 in 1870; 210,230 in 1880; and 218,004 in 1880.

SAVINGS BANKS INVESTMENTS.—There are in this State general banking laws under which savings banks may be organized, and yet we notice that even in 1890 a special charter was granted incorporating the Germania Savings Bank of Baltimore. However, in both the general and special laws there appears to be a pretty general authority granted for investing the deposits. The general law states that—

Any savings institution incorporated under this article shall be capable of receiving from any person or persons, or bodies corporate or politic, any deposit of money *which shall be invested or loaned out on good security in the discretion of the directors;* provided that *no part* of the funds of said corporation *shall be loaned to any officer or director* of such corporation.

In the special law passed in 1890, which we have referred to above, the power to loan the deposits is made a little more definite. The section referring to that subject states that the "corporation shall have "power to borrow money, receive money on deposit, loan money '*taking such security therefor, either real or personal, as the Board of* '*Directors may deem sufficient;* provided that *no part* of the funds of "said corporation *shall be loaned to an officer or director* thereof."

We cannot discover any marked difference in the two provisions cited, except that the enactment in the case of the new Baltimore bank states distinctly that the security can be either real or personal. But as much as that would, we think, be assumed as authorized under the general provision, since no limit is made and loaning on bond and mortgage is always a legitimate part of the business of savings banks.

CITIES, COUNTIES AND TOWNS IN THE STATE OF MARYLAND.

NOTE.—*For debts of civil divisions not found among the statements given below, see "Additional Statements" at the end of this State.*

ALLEGANY CO.—WM. J. MILLER, Clerk.

County seat is Cumberland.

LOANS—	When Due.
COURT HOUSE BONDS—	
4s, A&O, $100,000	1915-1934
($5,000 due yearly.)	
SCHOOL HOUSE BONDS—	
4s, A&O, $70,000	1901-1914
($5,000 due yearly.)	
4s, ..., $50,000	1925
Subject to call after 1915.	

Bond. debt Feb. 20, 1900. $225,000
Tax valuation 1899 .. 20,739,540
State tax (per $1,000) .. $1·775
County tax (per $1,000) '99.. $8·70
Population in 1890 was..... 41,571
Population in '99 (est.) was. 44,000

OPTIONAL.—All of the county's bonds are subject to call.

INTEREST on court house bonds is payable by Hambleton & Co. Baltimore; on insane asylum and school house bonds at Cumberland.

TAX FREE.—All bonds are exempt from county taxation.

ANNAPOLIS.—WM. H. RULLMAN, Collector and Treasurer.

This city is the county seat of Anne Arundel County.

LOANS—	When Due.
5s, J&D, $30,000	June 1, 1903
($5,000 every 5 yrs.)	to June 1, 1928
City bonds	$13,000
Bonded debt Jan. 1, 1900..	43,000
Sinking fund	8,794

Net debt Jan. 1, 1900..... $34,206
Floating debt (additional) 23,562
Assessed valuat'n, 1898. 2,950,000
Tax rate (per $1,000) '99.. $18,075
Population in 1890 was.... 3,902
Population in 1900 (est.)... 10,000

ANNE ARUNDEL CO.—R. TILLMAN BRICE, Treasurer.—County seat is Annapolis.

LOANS—	When Due.
COUNTY BONDS—	
5s, J. & J., $20,000	July 1, 1902
($5,000 every 5 yrs.)	to July 1, 1917
SCHOOL HOUSE BONDS—	
5s, J&J, $10,000	July 1, 1900
($2,000 every 2 yrs.)	to July 1, 1909
5s, J&J, $37,000. '08-08-13-18-23-28	
($7,000 due each 5 yrs. and $2,000	
in 1928.)	
Bonded debt Mar. 1, 1899..	$40,000

Floating debt..... $30,000
Total debt 70,000
Sinking fund assets 4,000
Net debt Mar. 1, 1899. 66,000
School bonds, addition'l 74,000
Tax valuation 1899....12,033,838
Assessment is ¾ actual value.
State tax (per $1,000) '99... $1·77
County tax (per $1,000) '99. $6·30
Average school tax '99..... $2·50
Population 1890 was.....34,094

TAX FREE.—All bonds are exempt from county and State tax.

BALTIMORE.—THOMAS G. HAYES, Mayor. GEO. N. NUMSEN, City Register.

A new charter for Baltimore was enacted by the Legislature March 22, 1898.

LOANS— NAME AND PURPOSE.		Interest— Rate.	Interest— Payable.	Principal— When Due.	Principal— Outstand'g.
City Hall, 1874	r	6	Q—J	Mch. 7, 1902	$500,000
Refunding		3½	J & J	July 1, 1936	x1,453,300
Four million	1895..	3½	M & S	Mch. 1, 1945	x3,592,500
Consolidated refund.	1890.r	3½	J & J	†July 1, 1930	x5,000,000
Funding loan	1870.r	6	Q—J	†July 1, 1900	800,000
Funding loan of	1878.r	5	M & N	†July 1, 1916	x1,000,000
Conduit loan of	1899..	3½	J & J	Jan. 1, 1922	350,000
Refunding	1900..	3½	J & J	Jan. 1, 1940	3,500,000

LOANS— NAME AND PURPOSE.		Interest. P. Ct.	Payable.	Principal. When Due.	Outstand'g.
Harford Run Improvement	r	4	J & J	†Jan. 1, 1920	x$250,000
do do Sewer	r	4	J & J	Nov. 3, 1904	x350,000
Internal Improvement	r	3½	J & J	July 1, 1928	x4,850,000
McDonogh Extension, 1893		5	M & S	Sept. 1, 1916	x280,000
Patterson Park	r	4	Q—J	Oct. 1, 1920	x200,000
Paving 1881	r	4	M & N	†Nov. 1, 1920	x500,000
Public Improvements 1893		3½	J & J	Jan. 1, 1940	x6,000,000
Water	r	5	M & N	†July 1, 1916	x5,000,000
do	r	4	M & N	†Nov. 1, 1922	x500,000
do	r	4	M & N	†Nov. 1, 1926	x1,000,000
Western Maryland 1872	r	6	J & J	Jan. 1, 1902	1,000,000
do do 1882	r	4	J & J	July 1, 1925	x684,000
do do 1887	r	3¼	J & J	Jan. 1, 1927	1,704,000
‡Bonds Guaranteed—					
Refund. West. Md. RR., 3d M.		3½	M & S	Mar. 1, 1950	875,000
Overdue stock, no interest allowed					7,883

† Payable on or after this date at option of city.
x Exempt from State of Maryland taxes.

PAR VALUE, ETC.—Bonds are all registered and for $100 or multiples of same.

INTEREST on the City Hall loans, consolidated loan of 1890, West. Maryland RR. loan of 1887, Patterson Park loan due 1920, and on funding loan of 1870, is payable at the American National Bank of Baltimore; on the refunding 1936, the four-million-dollar loan of 1945 and McDonough Extension loan of 1893, at the National Exchange Bank of Baltimore; on the remaining Western Maryland bonds at the National Bank of Baltimore; on internal improvement loan, Harford Run loans, paving bonds of 1881 and the funding loan of 1878, at the Farmers' & Merchants' National Bank of Baltimore; on water loans at the National Mechanics' Bank of Baltimore.

TAX EXEMPT.—The issues marked with an x above are exempt from State of Maryland taxes. Holders residing in other States are exempt on all issues. None of the bonds are liable for city taxes.

TOTAL DEBT, SINKING FUND, ETC.

CITY OF BALTIMORE, MD.

	Dec. 31, '99.	Dec. 31, '98.	Dec. 31, '97.
Gross water debt	$8,300,000	$7,930,000	$7,198,000
Water sinking fund	1,420,732	1,124,482	847,440
Net water debt	$6,879,268	$6,805,518	$6,350,560
Bond. debt (oth. than water)	$30,840,182	$29,640,683	$28,972,576
Sink. fund (oth. than water)	4,791,344	4,175,247	3,528,958
Net general debt	$26,048,838	$25,465,436	$25,443,618
Total bonded debt	$39,140,182	$37,570,683	$36,170,576
Total sinking funds	6,212,076	5,299,729	4,376,398
Net general & water debt	$32,928,106	$32,270,954	$31,794,178

Against the net debt of $32,928,106 on Dec. 31, 1899, the city reports productive assets amounting to $12,302,519; $12,300,000 of this representing the cash price of the water works.

On Dec. 31, 1899, besides the above assets, the city held unproductive assets to the amount of $9,360,307, consisting of stock and mortgages, with accrued interest thereon, of the Western Maryland RR. Co.; also stock of the Valley Railroad Co. The value of city property was $11,500,000.

INTEREST CHARGE.—Of total debt Dec., 1899, ($39,140,182) interest was payable from taxation on only $25,576,800.

ASSESSED VALUATION, ETC.—City's assessed valuation (about 80 per cent cash value), and tax rate have been as follows:—

Years—	Assessed Valuation. Real.	Personal.	Total.	Rate of Tax per $1,000.
1899	$238,145,991	$121,844,980	$359,990,871	$21·575
1898	232,500,000	130,000,000	362,500,000	24·27
1897	233,872,443	126,554,055	360,426,498	21·77½
1895	250,797,556	80,975,572	331,773,128	17·50
1890 (about)	209,000,000	65,000,000	274,000,000	20·25
1886	200,775,614	64,784,338	265,559,953	17·87½
1880	187,040,624	65,106,367	252,122,991	15·57½

POPULATION.—In 1890 population 434,439; in 1880 it was 332,313; in 1870 it was 267,954. Population 1899 (local authority) was 560,000.

CUMBERLAND.—{GEO. A. KEAN, Mayor. HOWARD M. FULLER, City Clerk.

Cumberland is the capital of Allegheny County. The bonded debt of this city on June 1, 1898, was $533,000. For details of bonded debt, valuations, &c., see STATE AND CITY SUPPLEMENT for October, 1899. Bonds are tax free.

FREDERICK.—{W. F. CHILTON, Mayor. E. A. GITTINGER, City Register.

The county seat of Frederick County.

LOANS—	When Due.
Refunding Bonds—	
4s, J&J, $512,500	July 1, 1918
Subject to call after July 1, 1903	
Reservoir Bonds—	
4s, J&J, $35,000	July 1, 1924
Subject to call after July 1, 1904	
Water Works Impt. Bonds—	
4s, J&J, $35,000	July 1, 1929
(Subject to call July 1, 1909.)	

Interest payable in Frederick.

Bonded debt May 1, '99..$547,500
Sinking funds 43,652
Net debt May 1, 1899 503,848
Tax valuation 1898 3,665,299
Assessment about 4/5 actual value.
City tax (per $1,000) '99 $10·00
Total tax (per $1,000) '98..20·175
Population in 1890 was 8,193
Population in 1899 (est.) 9,000

FROSTBURG.—{C. F. NICKLE, Mayor. ROBERT P. MASON, Clerk.

This city is in Allegany County.

LOANS—	When Due.
Refunding Water Bonds—	
4s, J&J, $55,000	1929
(Subject to call after 1904.)	

Interest payable in Frostburg.
Bonded debt Feb., 1900... $55,000

Floating debt $11,100
Tax valuation 1899 1,922,297
Tax rate (per $1,000) 1899 $15·40
Assessment about 2/3 actual value.
Population in 1890 was 3,565
Population in 1899 was 7,000

HAGERSTOWN.—{JOHN M. RECHER, Clerk. Lieut. M. R. HAWKEN, Tax Col.

This city is the county seat of Washington County.

LOANS—	When Due.
Improvement Bonds—	
4s, J&J, $70,000	Part yearly
Exempt from city and county tax.	
Paving Bonds—	
4s, J&J, $3,200	1901 to 1916
4s, J&J, 4,400	1901 to 1911
($400 annually.)	
4s, ..., $5,500	

4s, J&J, $2,100.. July 1, '02 to '12
Interest payable in Hagerstown.
Bonded debt Mar. 1, 1900 $88,500
Tax valuation 1899 6,693,358
Assessment about 2/3 actual value.
Total tax (per $1,000) '99.$14·77½
Population in 1890 was 10,118
Population 1894 (es'mated).15,000

MONTGOMERY CO.—W. W. WELSH, Clerk.

County seat is Rockville.

LOANS—	When Due.
County Bonds—	
5s, July 1, $5,000	July 1, 1903
5s, July 1, 10,000	July 1, 1908
Court House Bonds—	
5s, J&J, $80,000	July 1, 1922

Total debt Mar. 1, 1900 $56,500
Tax valuation, real 10,242,150
Tax valuation, person'l. 2,239,550
Total valuation 1899... 11,481,700
Assessment about 3/4 actual value.
State & Co tax (per M) '99..$10·20
Population in 1890 was 27,185
Population in 1900 (est.) ...28,000

LOANS—	When Due.
Court House Bonds—	
4s, A&O, $32,000	1900 to 1915
($2,000 due yearly on Oct. 1.)	
Turnpike Bonds—	
4s, J&J, $24,500	Jan. 1, 1901
($500 yearly) to Jan. 1, 1949	

TAX FREE—The above issue of bonds is exempt from taxation.

INTEREST is payable at the Montgomery Co. Nat. Bank, Rockville

PRINCE GEORGE'S CO.—R. N. RYON, Tr.

County seat is Upper Marlborough.

LOANS—	When Due.
County Bonds—	
5s, July 1, $5,000	July 1, 1903
5s, July 1, 10,000	July 1, 1908
Court House Bonds—	
5s, J&J, $80,000	July 1, 1922

School Bonds—	
5s, ..., $8,000	1903-1923
($1,600 every 5 years.)	

Total debt Feb. 1, 1897.. $100,000
Total valuation 1899...10,524,735
Assessment is 2/3 actual value.
County tax (per $1,000)1900.$9·20
Population 1890 was 26,080

INTEREST is payable at the National Bank of Baltimore.

TAX FREE—All of the bonds issued by this county are tax exempt.

TALBOT COUNTY.—CHARLES F. STEWART, Clerk.—County seat is Easton. All bonds are tax exempt.

LOANS—	When Due.
Court House Bonds—	
4s, A&O, $9,000	Oct. 1, 1900
($1,000 due y'rly) to Oct. 1, 1908	
Railroad Bonds—	
5s, A&O, $33,000	Apr. 1, 1912
Subject to call after April 1, 1902	
School Bonds ($500)—	
4s&5s, A&O, $4,000	Oct. 1, 1900
($1,000 due yearly) to Oct. 1, 1903	

4½s, F&A, $13,000...Aug. 1, 1924
Subject to call after Aug. 1, 1914
Total debt Feb. 1, 1899.. $61,000
Sinking fund 9,788
Net debt Feb. 1, 1899.... 51,212
Total valuation 1899 8,093,409
State & Co. tax (per M) '99.$10·77½
Population in 1890 was.... 19,736
Population in 1880 was.... 19,065

WASHINGTON CO.—M. F. SMITH, Clerk.

Hagerstown is the county seat.

LOANS—	When Due.
Refunding Railroad Bonds—	
4s, J&J, $187,500	July 1, 1918
4½s, court-house bonds	$66,000
4s, school house bonds	16,000
4s, insane asylum bonds	15,000
Bonded debt Jan. 1, 1899.	$284,500

Assets—RR. & Turnp. Stk. $607,640
Assessed val'ation '99.$20,736,555
Assessment about 2/3 actual value.
State & Co. tax (per M.) '99.$8·77½
Population in 1890 was 39,782
Population in 1880 (est.)...41,000

TAX EXEMPT.—Refunding bonds are exempt from county and municipal taxes.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding civil divisions in the State of Maryland which have an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We add the population from the U. S. census of 1890.

Place—	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax rate per $1,000.	Population.
Cecil County	$10,000	.....	$13,140,922	$8·00	30,000
Laurel (c), Pr. Geo. Co.	38,000	.....	1,025,000	14·225	1,984
Somerset Co	40,000	.....	4,469,700	12·575	24,155

District of Columbia.

(INCLUD'G THE LATE CORPORATION OF WASHINGTON.)

On July 1, 1878, the duties of the Sinking Fund Commissioners of the District of Columbia were transferred to the Treasurer of the United States, and since that date Congress has appropriated annually a sum sufficient to pay not only the interest on the District's bonds but also, it is believed, sufficient to extinguish the entire debt of the District upon the maturity of the 3·65 per cent loan, in 1924. Bonds are tax exempt.

LOANS— NAME AND PURPOSE.		Interest. P. Ct.	Payable.	Principal. When Due.	Outstand'g.
District of Columbia—					
*Fifty-yr. funding 1874	c & r	3·65	F & A	Aug. 1, 1924	$14,224,100
Water stock 1871	c	7	J & J	Oct. 1, 1901	320,000
do 1873	c	7	J & J	July 1, 1903	14,000
Late Corporation of Washington—					
Thirty-year funding 1872	c	6g	M & N	Nov. 1, 1902	534,100
Overdue bond, not presented		7·3 int. ceased			100

*The faith of the United States was pledged to secure the payment of the interest on these bonds and to maintain a sinking fund sufficient to redeem them all by maturity. The issue is limited to $15,000,000 and is exempt from taxation by Federal, State or municipal authority. The coupon bonds are for $50 and $500 each, the registered bonds $1,000 and $5,000 each.

INTEREST on the bonds is paid at the United States Treasury in Washington and at the Sub-Treasury in New York.

TOTAL DEBT.—The subjoined statement shows the District's total debt on the dates named:

	Apr. 1, 1900.	Jan. 1, 1900.	Jan. 1, 1897.	Jan. 1, 1896.
Total fund. debt.	$15,092,300.	$15,112,800	$16,933,000	$17,532,600

On July 1, 1878, when the duties of the Sinking Fund Commissioners of the District were transferred to the Treasurer of the United States the total debt was $22,106,650.

On April 1, 1900, stock and bonds to the amount of $3,270 on which interest has ceased were still outstanding; funds for the payment of principal and interest are deposited in the United States Treasury.

ASSESSED VALUATION.—The District's assessed valuation and tax rate at different periods have been as follows:

Year.	Real Estate.	Personal Property.	Total Ass'd. Valuation.	Rate of Tax per $1,000.
1899	$176,567,549	$14,391,438	$190,958,987	$15·00
1898	181,256,284	9,780,658	191,036,942	15·00
1897	180,376,908	9,532,851	189,909,759	15 00
1896	188,922,343	10,971,737	199,894,080	15·00
1895	192,555,046	11,719,308	204,274,354	15·00
1890	137,626,419	11,023,167	148,649,586	15·00
1885	93,502,464	12,795,934	106,298,398	15·00

Debts and Resources

OF THE

STATES, CITIES AND TOWNS

IN THE

WESTERN MIDDLE STATES.

INDEX FOR THE WESTERN MIDDLE STATES CITIES, Etc.

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State of Ohio.

ITS

DEBT, RESOURCES, Etc.

Admitted as a State (Act April 30, 1802) - Feb. 19, 1803
Total area of State (square miles) - - - - - 41,060
State Capital - - - - - - - - - - Columbus
Governor (term exp. 2d Mon. Jan. 1902) - George K. Nash.
Secretary of State (term ends 2d Mon. Jan. '01) Charles Kinney.
Auditor (term exp. 2d Mon. Jan. 1904) - W. D. Guilbert.
Treasurer (term exp. 2d Mon. Jan. 1902) Isaac B. Cameron.

Legislature meets biennially in even years, on the first Monday in January. There is no limit to length of sessions.

HISTORY OF DEBT.—The historical details of Ohio's State debt from 1825 to 1894 will be found in the STATE AND CITY SUPPLEMENT of April, 1894, page 75. The present State debt is as follows:

LOANS— NAME AND PURPOSE.		—Interest.— P. Ct.	Payable.	—Principal.— When Due.	Outstand'g.
Sinking fund loan	1887	3	J & J	July 1, 1900	$300,000
do do	1896	3	J & J	July 1, 1901	250,000
do do	1897	3	J & J	July 1, 1902	250,000
War loan	1898	3	J & J	July 1, 1903	200,000
Domestic loan	Interest ceased.				1,665

TOTAL DEBT, Etc.—The total bonded debt on Nov. 15, 1899 was $1,001,665; in 1898 it was $1,241,665; in 1897 $1,291,665; in 1896 $1,541,665 in 1895 $1,791,665; in 1894, $2,041,665; in '93, $1,791,665; in 1892, $2,041,665; in 1891, $2,291,665; in 1889, $2,796,665; in 1887 $3,340,000; in 1885, $3,720,229; in 1880, $6,476,805.

COMPARATIVE STATEMENT OF THE STATE AND LOCAL DEBTS IN 1899 AND 1898.

	1899.	1898.
Funded State debt (loans)	$1,001,665	$1,241,665
Irreducible State debt (trust funds)	4,678,716	4,679,228
Local Debts—		
Debts of counties		$11,002,159
Debts of cities, first and second class		69,053,693
Debts of incorporated villages		8,540,268
Debts of townships		838,286
Debts of special school districts		7,568,180
Total local debts		$97,002,588

ASSESSED VALUATION.—The assessed valuation of real and personal property in the State has been as follows:

Years.	*Real Estate.*	*Personal Property*	*Total.*
1899	$1,256,524,330	$530,034,260	$1,786,559,069
1898	1,244,817,473	515,439,970	1,760,257,443
1897	1,236,911,871	511,096,768	1,748,008,639
1896	1,226,988,666	514,039,771	1,741,028,437
1895	1,214,928,085	527,589,429	1,742,517,514
1894	1,200,364,474	542,297,641	1,742,662,115
1890	1,232,305,312	545,833,165	1,778,138,477
1885	1,160,165,882	509,913,986	1,670,079,868
1880	1,102,049,931	456,166,134	1,558,215,965
1875	1,062,915,044	535,660,818	1,598,575,862
1870	707,846,636	459,684,861	1,167,731,697
1860	639,894,311	248,408,290	888,302,601
1850	341,389,838	98,487,502	439,876,340
1840	85,287,291	27,038,895	112,326,156
1830	50,086,250	14,589,335	64,675,578

The State tax (per $1,000) for 1898 was $2·84 and the same for 1899.

DEBT LIMITATION.—Ohio has very carefully guarded the debt-making power of the State. This could not be said while the Constitution of 1802 was in force; for under that instrument it was competent for the Legislature to construct works of internal improvement on behalf of the State, or to aid in their construction by subscribing to the capital stock of corporations created for that purpose, or to authorize in other ways the creation of debt in unlimited amounts. But since the adoption of the Constitution of 1851 the whole situation in these particulars has changed, the legislative power with respect to the State having been limited. The same is in large measure true also of the municipalities.

FIRST, As to the State's power to contract debt, this is regulated under the first five sections of article 8 of the Constitution. Section 1 limits the power to the supply of "casual deficits in revenues or to meet expenses not otherwise provided for," but in the aggregate debts for even the purposes named cannot exceed $750,000. Section 2 contains an *exception* to the foregoing; it grants the power to contract debt in case of invasion, of insurrection, of war or of the redemption of the then existing indebtedness. Section 3 reaffirms the limit, except as above specified. Section 4 forbids the loaning of the State credit. Section 5 further forbids the assumption of debts by States. We insert these five sections in full.

SECTION 1. [*Debt limited to seven hundred and fifty thousand dollars*]. The State may contract debts to supply casual deficits or failures in revenues or to meet expenses not otherwise provided for; but the aggregate amount of such debts direct and contingent whether contracted by virtue of one or more acts of the General Assembly, or at different periods of time, shall never exceed seven hundred and fifty thousand dollars; and the money arising from the creation of such debts shall be applied to the purpose for which it was obtained or to re-pay the debts so contracted and to no other purpose whatever.

SECTION 2. [*Additional and for what purpose.*] In addition to the above limited power the State may contract debts to repel invasion, suppress insurrection, defend the State in war, or to redeem the present outstanding indebtedness of the State; but the money arising from the contracting of such debts shall be applied to the purpose for which it was raised, or to re-pay such debts, and to no other purpose whatever; and all debts incurred to redeem the present outstanding indebtedness of the State shall be so contracted as to be payable by the sinking fund hereinafter provided for as the same shall accumulate.

SECTION 3. [*The State to create no other debt.*] Except the debts above specified in Sections 1 and 2 of this article, no debt whatever shall hereafter be created by or on behalf of the State.

SECTION 4. [*Credit of State; the State shall not become joint owner or stockholder.*] The credit of the State shall not in any manner be given or loaned to or in aid of any individual association or corporation whatever; nor shall the State ever hereafter become a joint owner or stockholder in any company or association in this State or elsewhere formed for any purpose whatever.

SECTION 5. [*No assumption of debts by the State.*] The State shall never assume the debts of any county, city, town or township, or of any corporation whatever, unless such debt shall have been created to repel invasion, suppress insurrection or defend the State in war.

The foregoing sections complete the limitation as to State debt and credit. Sections 7, 8, 9, 10 and 11 of Article 8 cover the matter of sinking funds referred to in Section 2 above. But they need not be published here.

SECOND, As to Cities, Towns, Counties, &c., so far as the Constitution affects the power of the Legislature to authorize these municipalities to create debt, the limitations are found in section 6 of article 8 and in sections 1, 2 and 6 of article 13. (1) Section 6 of article 8 forbids the General Assembly to authorize cities, &c., to become stockholders in or to raise money or loan credit to aid corporations, &c. (2) Sections 1 and 2 of article 13 forbid the passing of special acts and require general acts for conferring corporate powers. (3) Section 6 of article 13 provides that the General Assembly make provision for the organization of cities, &c., by general laws and restrict their debt-making power. These sections are as follows:

ARTICLE 8, Section 6. [*Counties, cities, towns or townships not authorized to become stockholders, &c.*] The General Assembly shall never authorize any county, city, town or township, by vote of its citizens or otherwise, to become a stockholder in any joint stock company, corporation or association whatever; or to raise money for, or loan its credit to, or in aid of, any such company, corporation or association.

ARTICLE 13, Section 1. [*Corporate powers*]. The General Assembly shall pass no special act conferring corporate powers.

Section 2. [*Corporations how formed*]. Corporations may be formed under general laws; but all such laws may from time to time be altered or repealed.

Section 6. [*Organization of cities, &c.*] The General Assembly shall provide for the organization of cities and incorporated villages by general laws and restrict their power of taxation, assessment, borrowing money, contracting debts and loaning their credit, so as to prevent the abuse of such power.

One at first sight would infer from section 6 article 8 above cited that cities could not subscribe to the stock of or loan money to railroads, as railroads are corporations and joint-stock companies. That, however, is not a correct conclusion, as was decided in the case of Walker *vs.* The City of Cincinnati, a case which arose under an act of the General Assembly of Ohio entitled "An Act relating to cities of the first class," authorizing any such city to construct a line of railroad therefrom to any other terminus in that State or in any other State. In pursuance of the authority that act purports to give, Cincinnati undertook to build the Cincinnati Southern Railroad. To test the legality of that proceeding this action was brought. The Court's opinion is very full and explicit, the conclusion being that from "the language "of the section it is quite evident that it *was not intended to prohibit "the construction of railroads nor indeed to prohibit any species of "public improvements.* The section contains no direct reference to "railroads nor to any other special classes of improvements or enter- "prises. The inhibitions are directed only against a particular manner "or means by which under the Constitution of 1802 many public im- "provements had been accomplished."

In compliance with section 6, article 13 (cited above), which provides for the organization of cities etc. by general law, the Legislature has made an elaborate classification of municipal corporations. First they are divided into cities, villages and hamlets. Then cities are divided into two classes, the first class being subdivided into three grades and the second class being subdivided into four grades, the grade being determined by population according to the last Federal Census.

Cities in the FIRST CLASS—First grade includes all cities of more than 200,000 inhabitants; second grade all less than 200,000 and more than 90,000 inhabitants; third grade all less than 90,000 and more than 31,500 inhabitants.

Cities in the SECOND CLASS—First grade includes all cities of less than 31,500 and more than 30,500 inhabitants; second grade all less than 30,500 and more than 20,000 inhabitants; third grade all less than 20,000 and more than 10,000 inhabitants; fourth grade all less than 10,000 and more than 5,000 inhabitants.

VILLAGES—Of the first class include all having less than 5,000 and more than 3,000 inhabitants; the second class includes all having less than 3,000 and more than 200 inhabitants.

HAMLETS—According to section 1550 of the Revised Statutes all existing corporations organized as "incorporated villages for special "purposes shall be hamlets until advanced to villages."

It is impossible to make any satisfactory generalization with regard to the bonding power the Legislature has granted these municipalities. There are a few sections of the Revised Statutes authorizing bond issues which have a universal application, such as the provision granting power to issue bonds in anticipation of special assessments, but most of the laws for that purpose cover only one class of cities, and many of them are so worded as to apply only to one city, and granting an issue of bonds for a specific purpose. No general laws limiting the powers of municipalities to incur indebtedness have been passed, although section 6, article 13, appears to require it. And yet is it not a question whether that section calls for any legislation of a general nature except a general law "for the *organization* of cities, &c."?

POPULATION OF STATE—The population of Ohio has been as follows in the years named.

1890	3,672,316	1860	2,339,511	1830	937,903
1880	3,198,062	1850	1,980,329	1820	581,295
1870	2,665,260	1840	1,519,467	1810	230,760

CITIES, COUNTIES AND TOWNS IN THE STATE OF OHIO.

NOTE.—*For places not given in alphabetical order among the following statements, see "Additional Statements" at end of this State.*

ADAMS COUNTY.—J. M. WITTENMYER, Aud.

County seat is West Union.

LOANS—	When Due.
FUNDING BONDS—	
4s, ..., $50,000	1917
JAIL BONDS—	
4s, ..., $15,000	1900-1914
REDEMPTION BONDS—	
4s, ..., $15,000	1902-1904
TURNPIKE BONDS—	
4s, ..., $20,000	Sept. 2, 1905
4s, ..., 20,000	1910-1911

Total debt Jan. 15, 1900. $190,000
Tax valuation 1899.....4,743,475
State & Co. tax rate (per M) '99 21·92
Population in 1890 was.....26,093

AKRON.—W. E. YOUNG, Mayor. CHAS. H. ISBELL, City Clerk.

Akron is the county seat of Summit County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, semi-an., $55,300	.....
5s, semi-an., 18,000	1900-1908
($2,000 due yearly on June 16.)	
5s, semi-an., $20,000	Sept. 7, 1905
SEWER BONDS—	
5s, semi-an., $32,050	1899-1901
..... $45,850	1899-1904
STREET IMPROVEMENT BONDS—	
5s, semi-an., $194,300	1899-1906
STREET IMP. BONDS—(Con.)—	
5s, semi-an., $41,600	1899-1904
4s, ..., 10,000	1900-1904
5s, M&S, 120,000	Mar. '01-'06
4s, A&O, 5,500	Oct. 1900-'04
REFUNDING BONDS—	
4s, J&D, $13,000	June 1, 1907

Bonded debt Apr. 9, 1900. $461,400
Population in 1890 was.. 27,601
Population in 1900 (est.). 50,000

INTEREST is payable at the office of the City Treasurer in Akron and at the National Park Bank in New York.

ASSESSED VALUATION.—The city's assessed valuation (which is 50 per cent of actual value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per $1,000
1899	$11,748,080	$4,804,580	$16,552,660	$24·20
1898	11,748,080	4,804,580	16,552,660	24·20
1897	.....	.....	16,816,450	24·20
1896	11,475,550	5,104,450	16,580,000	23·20
1895	11,176,540	5,831,360	17,007,900	22·00
1890	7,103,520	4,513,480	11,617,000	25·40
1889	6,886,790	4,002,260	10,889,050	12·00

AKRON SCHOOL DISTRICT.—F. W. Shirer, Clerk Board of Education.

REFUNDING BONDS—	When Due.
5s, M&N, $10,000	Nov. 18, 1902
5s, J&J, 10,000	July 29, 1903
4s, M&N, 5,000	May 22, 1904
4s, J&J, 10,000	July 29, 1905
SCHOOL CONSTRUCTION BONDS—	
6s, M&N, $10 000	May 22, 1900
5s, J&J, 10,000	July 29, 1900
5s. J&J, 20,000	July 29, 1901

Total debt Feb. 23, 1900.. $75,000
School tax (per $1,000) '99..$8·10

ALLIANCE.—FRANK V. CASSADY, Treasurer.

This city is in Stark County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
5s & 6s, $195,550	1896-1906
Payable by special assessment.	
5s, J&D, $16,000	June 1, 1900
($4,000 due yearly) to June 1, 1903	
5s, F&A, $7,800	Aug. 1, 1900
($1,800 due y'rly) to Aug. 1, 1903	
4s, J&D, $40,000	1900 to 1906
REFUNDING BONDS—	
6s, semi-an., $8.000	1900
5s, M&N, $8,500	Nov. 25, 1902
4s, ... 9,000	
SEWER BONDS—	
5s, J&D, $6,000	June 1, 1900
$3,000 yearly to June 1, 1901.	
WATER WORKS BONDS—	
4s, F&A, $81,000 Feb. 20, 1920-'29	
($8,000 due yearly.)	

Total debt Mar. 15, '99.. $287,510
Tax valuation 1898.....3,020,680
Total tax (per $1,000) '98..$26·80
Population in 1890 was.....7,607
Population 1896 (est.).....9,000

ASHLAND.—W. O. HELTMAN, Mayor.

This village is the county seat of Ashland County.

LOANS—	When Due.
Water-works construct'n.	$39,000
Center St. imp. (special)..	2,000
Claremont Ave. impt (sp'l.)	4,500
Res. & water-works ext...	3,500
Main St. imp, (special)....	25,000
Cottage St. impt. (special)	13,000

Bonded debt May 1, '99. $87,000
Floating debt..... 1,000
Assessed valuation '98..1,275,000
Real value about.....2,500,000
Population in 1890 was.....3,566
Population in 1899 (est.)....4,000

ASHLAND COUNTY.—C. W. McCOOL, Aud'r.

County seat is Ashland.

LOANS—	When Due.
INFIRMARY BONDS—	
6s, J&J, $28,000	July, 1900-1907
($2,000 each Jan. 1 and July 1.)	

Bonded debt Feb. 20, 1900. $28,000
Assessed valuation '99. 11,439,320
Assessment about ⅓ actual value.
Population 1890..... 22,223

ASHTABULA.—FRANK W. WAGNER, Clerk.

The city and school district of Ashtabula are in Ashtabula County.

LOANS—	When Due.
REFUNDING ELECTRIC BONDS—	
5s, A&O, $10,000	Apr. 1, 1911
($1,000 every A&O) to Oct. 1, 1915	
Net City debt Mar. 10, '99	$219,297
School debt, (add'l).....	20,000

Valuation (City) 1898..$3,461,430
Valuat'n (Sc. D.) included. 678,970
Tax rate (City) '99.....$35·40
Tax rate (School Dist.) '99... 37·40
Population (City) 1890 was..8,338
Population (City) '99 (est.)..15,000

ATHENS.—O. E. DAVIS, Mayor. W. B. GOLDEN, Clerk.

This village is the county seat of Athens County.

LOANS—	When Due.
REFUNDING BONDS—	
6s, ..., $10,000	Sept. 1, 1903
6s, ..., 80,000	1913 '18-2'3-'25
($20,000 on May 1 each year)	
5s, ..., $20,000	Jan. 1, 1926
5s, M&S, 10,000	Sept. 1, 1900
($1,000 each M&S) to Mar. 1, 1905	
IMPROVEMENT BONDS—	
5s, ..., $4,500	1907

Bonded debt Sept. 1, '98. $114,500
Total valuation 1898....1,086,535
Assessment about ⅓ actual value.
Tax rate (per $1,000) 1898..$35·20
Population in 1890 was..... 2,620
Population in 1898 (est.)....3,000

ATHENS CO.—WILBUR F. SCOTT, Auditor.

County seat is Athens.

LOANS—	When Due.
COUNTY BONDS—	
5s, M&S, $90,000	1900-1908
($10,000 yearly on Sept. 1.)	
ROAD IMPROVEMENT BONDS—	
5s, M&S, $200,000.	1929 and 1939
DEFICIENCY BONDS—	
6s, ..., $7,500	Sept. 1, 1903
CITY HALL IMPROV. BONDS.	
5s, ..., $5,000	.....

Bonded debt Sept. 1, '98. $313,500
Total valuation 1898....8,243,185
Assessment abt. 3-5 actual value.
Total tax rate (p. $1,000 '96) $12·30
Population in 1890 was....35,194
Population in 1896 (est.)...37,000

AUGLAIZE CO.—G. A. ORPHAL, Auditor. D. A. CLARK, Treasurer.

County seat is Wapakoneta.

LOANS—	When Due.
BRIDGE BONDS—	
6s, ..., $4,000	1900-1901
5s, J&J, 17,000	July 1, 1900
($1,000 due y'rly) to July 1, 1916	
COURT HOUSE BONDS—	
6s, ..., $65,000	1898-1905
5s. ...., 110,000	1897-1909

Bonded debt Sept. 1, '98..$200,000
Spec'l ass't bonds (add'l). 46,900
County has no floating debt.
Tax valuation 1898...$10,480,018
Assessm't 40 to 60 p. c. actual value
Tax rate (per $1,000) '97...$11 00
Population in 1890 was.....28,100
Population in 1880 was.....25,444

AVONDALE.—See the city of Cincinnati.

BARNESVILLE.—H. E. DEMENT, Clerk.

Village is in Belmont County.

LOANS—	Amt. Outstand'g.
Fire department bonds 6s..	$3,000
Street opening bonds 6s....	2,000
Street paving bonds.....	10,308
STREET IMP. BONDS—	
6s, ..., $13,728	1898 to 1912
4½s, ..., 18,000	.....
5s, M&N, 2,557	1899-1913

Bonded debt Mar. 3, '99. $49,603
Floating debt..... 1,500
Total debt Mar. 3, 1899. 51,103
Tax valuation 1898.....1,105,760
Tax rate (per $1,000) '98.. $26·00
Population in 1890 was.....3,207
Population in 1897 (est,)....3,800

BELLAIRE.—ISAAC FREEZE, Mayor. F. A. JACKSON, City Clerk.

This city is in Belmont County.

LOANS—	When Due.
CITY NOTES—	
6s, M&S, $20,741	part yearly.
SEWER BONDS—	
..... $3,600	.....
STREET PAVING BONDS—	
6s, M&S., $7,555	1900-1909
(Part due yearly.)	
WATER BONDS—	
6s, semi-ann. 15,500	Sept. 1, 1900
($2,000 due yearly) to Sept. 1, 1905	
5s, A&O, $50,000	Oct. 1, 1900
WATER BONDS—(Con.)—	
5s, A&O, $50,000	Oct. 1, 1910

Total debt Mar. 1, 1900.. $147,396
Sinking fund..... 16,686
Net debt Mar. 1, 1900.... 130,710
Tax valuation 1900.....3,021,268
Assessment less than ⅓ actual val.
Total tax (per 1,000) '99...$24·50
Population in 1890 was.....9,934
Population in 1899 was.....10,000
Interest is payable at Bellaire.

BELLEFONTAINE.—M. J. Nichols, Clerk.

This village is in Logan County.

LOANS—	When Due.
Electric Light and Paving—	
6s, ..., $16,800	1900-1919
6s, ..., 17,773	1900-1909
Refunding Bonds—	
6s, J&J, $85,000	1905-1916
Water Works—	
6s, var., $67,000	1900-1937

Fire Department Bonds—
6s, Sept., $1,500.... 1900 to 1904
5s, July, $5,000...July 1905 to '14
Total debt Feb. 23, 1900. $193,073
Tax valuation 1899.....2,385,850
Assessment about ⅓ actual value.
Total tax (per $1,000) '99..$32·20
Population in 1890 was.....4,245
Population in 1900 (est.)....8,000

INTEREST on the water-works bonds is payable at Bellefontaine.

BELMONT CO.—Madison Aldredge, Auditor.

County seat is St. Clairsville.

LOANS—	When Due.
County Bonds—	
5s, M&S, $24,000	June 1, 1901
4s, M&S, 30,000	1911 to 1913
($12,000 due in 1911 and 1912.)	
Bridge Bonds—	
5s, M&S, $36,000	March 4, 1901
5s, M&S, 50,000	Sept. 1, 1905
5s, ..., 16,000	March 1, 1907
Court House and Jail—	
5s, M&S, $92,500	1898-1903

LOANS—	When Due.
Refunding Bonds—	
4½s, M&S, $40,000	1907-1910
($10,000 annually.)	

Total debt Sept. 1, 1898 $258,500
Tax valuation in 1898..20,901,099
Assessm't about 60% actual value.
Population in 1890 was....57,413
Population 1896 (estim'd)..67,000

BEREA. —{T. J. QUAYLE, Mayor. E. S. LOOMIS, Clerk.

This village is in Cuyahoga County.

LOANS—	When Due.
Water Bonds—	
4s, M&N, $30,000	May 1, 1905 to
($1,000 every 6 mos.)	Nov. 1, 1919
Electric Light Bonds—	
4s, M&N, $12,000	May 1, 1902 to
($500 each M&N)	Nov. 1, 1913.
Council Hall Bonds—	
5s, M&N, $2,500	1900-1904

5s, refunding bonds.....$3,700
5s, sewer bonds..... 7,000
5s, paving bonds.....18,350
Bonded debt Mar. 1, 1900. 66,150
Assessed valuation 1899..575,000
Tax rate (per $1,000) '99...$27·30
Population in 1890 was.....2,533
Population in 1900 (est.)....3,200

INTEREST is payable at the Bank of Berea Co.

BOWLING GREEN.—{A. R. CAMPBELL, Mayor. ALEX. WILLIAMSON, Clerk

This village is in Wood County.

LOANS—	When Due.
Gas, Town Hall, Etc.—	
6s, ..., $56,000	Sept. 1, 1912
Refunding Bonds—	
5s, M&S, $10,000	1908-1917
($500 every M&S.)	
4s, M&S, $10,000	May 1, 1908, to
($500 each M&S)	Sept. 1, 1917.

Street Improvement Bonds—
5s, M&N, $4,000.....Sept. 1, 1900
($500 every 6 mos.) to Sept. 1, 1903.
Total debt Sept. 1, 1898. $86,340
Tax valuation in 1898 ..1,383,310
Tax rate (per $1,000) 1898.$37·00
Population in 1890 was.....3,460
Population in 1897 (about)..6,000

BRIDGEPORT.—This village is in Belmont County.

LOANS—	When Due.
Sewer 5s	$25,000
Water 5s	31,000
Street Improvement 4s....	75,000

Bonded debt April 1, '99..131,000
Assessed valuation '98..1,178,732
Population 1890 was.....3,369

BUCYRUS.—{C. F. BIRK, Mayor. W. A. BLICKE, Clerk.

This city is the county seat of Crawford County

LOANS—	When Due.
6s, J&D, $9,000	Dec. 1, 1908
School Bonds—	
6s, M&S, $10,000	Sept. 1, 1904
Street Improvement Bonds—	
6s, J&J, $6,000	July 1, 1900
6s, M&S, 2,000	Sept. 1, 1901
6s, M&N, 1,500	May 1, 1902
6s, J&D, 2,400	June 1, 1902
6s, M&S, 10,500	Sept. 1, 1902
6s, M&S, 7,500	Sept. 1, 1908

6s, A&O, $10,052.....Oct. 1, 1904
Refunding Bonds—
6s, M&S, $11,000.....Mar. 4, 1910
6s, A&O, 6,000.....Apr. 1, 1901
($1,000 yearly) to April 1, 1906.
Total debt Mar. 1, 1900 . $65,952
Tax valuation 1899.....2,865,120
Assessment about 40% act. value.
Total tax (per $1,000) 1899.$31·00
Population in 1890 was.....5,974
Population in 1900 was.....7,000

INTEREST on the street improvement bonds due in 1900 is payable at New York City; on all other bonds at Bucyrus.

BUTLER COUNTY.—Henry C. Gray, Aud.

County seat is Hamilton.

LOANS—	When Due.
Bridge Bonds—	
4½s, J&J, $35,000	1908
4½s, J&J, 30,000	1910-'11-'13
($10,000 due each year.)	
4½s, J&J, $15,000	1915
4½s, J&J, 10.000	1917
4½s, J&J, 15,000	1919
4½s, J&J, 10,000	1921
4½s, J&J, 20,000	1924
4½s, J&J, 60,000	July 1, 1900
($10,000 due y'rly)	to June 1, 1905
4½s, J&J, $6,000	Jan. 1, 1901
($2,000 due yearly)	to Jan. 1, 1903
4½s, J&J, $21,000	July,'02-'05-'08
County Fund—	
4½s, M&N, $20,000	1902
4½s, M&N, 20,000	1903
4½s, M&N, 20,000	1904-'06-'09
4½s, M&N, 20,000	'12-'14-'16-'18
($5,000 due each year.)	

Court House Bonds—
5s, M&N, $15,000.....Dec. 1, 1900
4s, M&N, $100,000.....May 6, 1901
($20,000 due yearly) to May 6, 1905
4½s, J&J, $20,000...July 10, 1906
4½s, J&J, 25,000...July 10, 1907
Agricultural Society Bonds—
4s, J&J, $20,000...July, '00 to '09
Jail Bonds—
6s, F&A, $10,000... ..1901-'03
Road Improvement—
4½s, M&S, $25,000.....1906
Interest payable at Hamilton.
Bond. debt Sept. 1,'98.. $541,117
Assessed valuat'n, real*21,139,870
Assess. valuat'n, pers'l. 9,385,786
Total valuation 1899...30,525,656
Assessment about 40% act'l value.
County tax (per $1,000) '99...$5 96
Population in 1890 was.....48,597
Population in 1895 (est.)....55,000

*The Miami University lands (22,529 acres), appraised at $1,096,750, are exempt from all State taxes except those for school purposes.

CAMBRIDGE.—T. R. Deselm, Clerk.

This city is located in Guernsey County.

LOANS—	Amount.
Chair Factory—	
6s, A&O, $1,000	Oct. 1, 1900
Sewer Bonds—	
4½s, M&S, $9,000	Sept. 1, 1923
4s, J&J, 17,000	July 1, 1919
5½s, Oct., 6,311	yearly to 1908
Funding, Etc.—	
6s, M&S, $5,000	Mar. 1, 1902
($1,000 due yearly)	to Mar. 1, 1906
Street Bonds—	
4½s, M&S, $9,000	Sept. 1, 1923
4½s, A&O, 21,110	Oct.,1900 to '08
4s, J&J, 8,000	July 1, 1919
Rolling Mill—	
6s, J&J, $14,000	Jan. 1, 1900
(due semi-annually)	to July 1, 1903

LOANS—	When Due.
Refunding Bonds—	
4½s, A&O, $5,000	Apr. 1, 1908
Water Bonds—	
4½s, A&O, $6,000	Apr. 1, 1910
4½s, J&J, 60,000	1905 1934
($1,000 due in Jan. and July.)	
Cemetery Bonds—	
4s, J&J, $7,000	Jan. 1, 1919

Bonded debt Sept. 1, '99.$161,421
Water debt (included)... 65,000
Tax valuation 1899.....1,669,101
Assessment 50 to 60% actual value.
Total tax (per $1,000) '99..$33·80
Population in 1890 was.....4,361
Population in 1899 (est.).....8,000

INTEREST on the rolling mill loan is payable in New York and on other loans in Cambridge.

CANTON.—Louis N. Ley, Clerk.

This city is the county seat of Stark County.

LOANS—	When Due.
Current Expense Bonds—	
5s, ...,$142,102	Various
4½s, ..., 30,000	1900 to 1910
Fire Department Bonds—	
5s, ..., $3,600.	June, '00 to '02
5s, ..., 3,000	Feb., '01-'03
Market House Bonds—	
5s, J&D, $26,000	June 1, 1909
5s, ..., 3,000	Sept. 1, 1903
Refunding—	
4s, M&S, $13,933	Mch. 1, 1908
5s, M&S, 10,000	Mar. 1, 1909
3½s, F&A, 25,000	Aug. 1, 1909
3½s, M&S, 12,500	Sept. 1, 1914
4½s, F&A, 40,000	1912-'15-'18
Sewer Bonds—	
5s, M&N, $12,000	May 20, 1901
5s, M&N, 13,000	May 20, 1902
5s, F&A, 12,000	Aug. 20, 1902
5s, F&A, 13,000	Aug. 20, 1903
5s, ..., 44,000	Feb. 1, 1904 '05
5s, J&J, 25,000	June 15, 1904
($5,000 yearly)	to June 15, 1908
5s, ..., $17,000	Various

LOANS—	When Due.
Street Improvement Bonds—	
4s, ..., $15,000	Sept. 1, 1908
3½s, , 15,000	Feb. 1, 1909
5s, ..., 36,000	Various to 1907
4s, M&S, 4,000	1902 & 1904
5s, M&S, 13,000	1901 to 1910
5s, M&S, 3,600	1901 to 1905
4s, .. , 7,000	1901 to 1910
Water Works Bonds—	
5s, J&J, $10,000	July 14, 1901
5s, J&J, 10,000	July 14, 1900
5s, ..., 12,000	1900-1902
4½s, ..., 30,000	Dec. 1900-1910
5s, F&A, 30,000	Aug. 20, 1904
($10,000 due y'rly)	to Aug. 20, 1906
5s, J&J, 15,000	July 15, 1903
($5,000 due y'rly)	to July 15, 1905
Refunding Water Bonds—	
4s, semi-an., $38,000	Sept. 1, 1907
4s, M&S, 15,000	Sept. 1, 1908
3½s, F&A, 15,000	Feb. 1, 1909
Park Bonds—	
5s, A&O, $4,000	June, 1900-1903
5s, A&O, 20,000	July, '04 & '06

INTEREST is paid in part by Kountze Brothers, New York, and in part in Canton.

TOTAL DEBT Etc.—The city's total debt on Mar. 18, 1899, was $667,532, including water bonds $190,000, street improvement bonds $67,696 and current expense bonds $185,035.

ASSESSED VALUATION in 1898 $11,368,330; real valuation estimated at $40,000,000; city tax rate (per $1,000), $12·00; total tax rate (per M.) in 1899, $29·90. In 1891 it was$ 12,000,000, real value being about $26,000,000.

POPULATION in 1895 was 38,627; in 1890 was 26,189; in 1880 was 12,258; in 1870 was 8,660. Population in 1898 (est.), 40,492.

Canton School District.—Helen L. Perkins, Clerk Board of Education.

Bonded debt Feb. 15, '99.$209,000
Assessed valuat'n 1898.11,751,560
School tax, 1899.... .. ..$9·00
Population 1899 (est.).....40,000

CELINA.—{EDWARD SANDFAIR, Mayor. L. BLOND, Clerk.

Celina is in Mercer County.

LOANS—	When Due.
Street Improvement Bonds—	
6s, ..., $10,000	Aug. 15, 1903
4s, May, 25,000	May, '09 to '13
Water-Works Bonds—	
6s, ..., $50,000	Oct. 15, 1931
Int. payable at Village Treasury.	

Total debt Feb. 1, 1899... $60,000
Assessed valuation, real.. 476,000
Assessed valuation, pers'l 352,735
Total valuation 1898..... 828,735
Total tax (per $1,000) '98.. $34·50
Population in 1890 was.....2,702
Population in 1895 (est'd)...3,500

CHICAGO JUNCTION.—Louis Simmermacher, Clerk.—This village is in Huron County.

LOANS—	When Due.
...., $25,000	1901-1925
Water Bonds—	
5s, F&A, $10,000	1926-1935

Bonded debt Jan. 2, 1899. $35,000
Assessed valuation 1898..457,494
Tax rate (per $1,000) 1898.$33·80
Population in 1890 was.....1,299

CHILLICOTHE.—{P. WHITE BROWN, Mayor. W. A. WALLACE, Clerk.

This city is in Ross County.

LOANS—	When Due.
School Dist. Bonds—(1897)—	
6s, ..., $9,000	1900-1917
Refunding Bonds (Gold)—	
4½g, J&D, $100,000 g.	Dec. 1, 1916
Street Improvement Bonds—	
5s, ..., $22,000	Aug. 15, 1913
(Subject to call part yearly.)	
4s, July, $48,600	July, 1914
(Subject to call after 1900.)	

Sewer Bonds—
5s, ..., $8,000 .....Oct. 4, 1913
(Subject to call after July 1, 1900)
Total debt Mar. 1, 1900..$175,500
Total valuation 1899....5,400,000
Assessment about ½ actual value.
Total tax (per $1,000) 1899.$28·40
Population in 1890 was.....11,288
Population in 1899 (est.)....16,000

OPTIONAL.—The refunding bonds may be redeemed six each year for seven years beginning Dec. 1, 1902, seven each year for six years beginning Dec. 1, 1909, and eight on Dec. 1, 1915.

INTEREST is payable by the Farmers' Loan & Trust Co., N. Y.

CINCINNATI.—{JULIUS FLEISCHMANN, Mayor. PAUL M. MILLIKEN, Auditor.

Cincinnati is situated in Hamilton County.

In 1895 the villages of Avondale, Clifton, Linwood, Riverside and Westwood were annexed to Cincinnati and their indebtedness was assumed by that city. The Legislature of 1900 passed a bill providing for the annexation of a number of surrounding villages, subject to a vote of the places affected.

The city Sinking Fund Trustees entered into an agreement with a New York firm in 1898 looking to the refunding of the Cincinnati Southern Railway bonds. This agreement was set aside by Judge Spiegel on Aug. 18, 1898, and upon appeal the State Supreme Court affirmed that ruling. See Chronicle, V. 67, p. 189 and 442; V. 68, p. 1143. The Board of Trustees of the Cincinnati Southern Railway has also twice advertised for proposals to refund these bonds, first on Dec. 20, 1898 (see Chronicle, Nov. 26, 1898, p. 1122), all bids then received being rejected. They again called for proposals July 19, 1899 (V. 68, p. 1236), but only a small portion had been offered for extension when litigation again blocked further refunding operations. This suit was dismissed on Sept. 7, 1899, by Judge Davis, of the Common Pleas Court, and the case is now (April, 1900,) pending in the State Supreme Court on appeal. By agreement made in March, 1900, between the two boards the Board of Trustees will have until July, 1901, to extend time of payment of these bonds, and if refunding is not accomplished by that time the Sinking Fund Trustees will undertake the operation.—V. 70, p. 495.

LOANS— NAME AND PURPOSE.	Interest. Rate.	Payable.	Principal. When Due.	Outstand'g.
Bowlder pavement.....	1893 4	J & D	June 1, 1912	*$144,000
	Subject to call after		June 1, 1902	
Cincinnati South. R'y..	1872 7	J & J	July 1, 1902	*494,000
do do	1872 7·3	J & J	July 1, 1902	7,644,000
do do	1876 6g.	M & N	May 1, 1906	2,890,000
do do	1876 7·3	M & N	May 1, 1906	1,865,000
do do	1878 7	M & N	Nov. 1, 1908	835,000
do do	1879 6	F & A	Aug. 1, 1909	895,000
City hall 10-20s.....	1892 4	J & D	June 1, 1911	*325,000
	Subject to call after		June 1, 1901	
Con. sink. fund 30-50s,	1880 5	M & N	May 1, 1930	1,332,000
	Subject to call after		May 1, 1910	
do do	1881 4	J & J	July 1, 1931	967,000
	Subject to call after		July 1, 1911	
do do	 4	J & J	July 1, 1941	77,000
do do R'f'g	1897 3·65	F & A	Feb. 1, 1937	**3,600,000

LOANS— NAME AND PURPOSE.	Interest. Rate.	Interest. Payable.	Principal, When Due.	Principal, Outstand'g.
Funding.....1874	7	M & N	May15, 1904	$992,000
Hospital, 1876, Letter S3 ...	7	M & N	May 1, 1906	50,000
Liberty Street viaduct.....	4	J & D	June 1, 1939	*68,000
House of Refuge bonds,'96.	4	J & J	July 1, 1926	34,000
Mc Lean Ave. sewer, Let.U2	6	M & N	Nov. 1, 1904	35,000
do do do	5	M & N	May 1, 1909	*35,000
Madisonville Ave.bonds,'96	4	J & D	June 1, 1915	16,000
Orphan asylum, registered..	6	M & S	Mar.17, 1908	100,000
Pavement.....	4	J & D	June 1, 1910	*150,000
	Subject to call June 1, 1900			
do	4	J & D	June 1. 1911	*449,500
	Subject to call June 1, 1901			
do	4	J & D	June 1, 1912	*445,500
	Subject to call June 1, 1902			
do	4	J & D	June 1, 1914	*200,000
	Subject to call June 1, 1904			
do	3½s	J & D	Dec. 1, 1917	140,000
	Subject to call Dec. 1, 1907.			
Trunk sewer.....	4	J & D	June 1, 1929	*50,000
	Subject to call after June 1, 1919			
do 1893	4	J & D	June 1, 1932	300,000
	Subject to call after June 1, 1922			
University, Letter H2.....	4	J & J	July 1, 1918	*100,000
Waterworks, Letter F.....	6	A & O	Oct. 15, 1900	93,000
do Letter K.....	6	J & D	June15, 1900	70,000
do .....1891.	4	J & D	June 1, 1911	*199,000
	Subject to call after June 1, 1901			
do .....1898.	3½	F & A	Aug. 1, 1938	*540,900
	Subject to call after Aug. 1, 1918			
do 1899	3	F & A	Aug. 1, 1939	*1,000,000
	Subject to call after Aug. 1, 1919.			
Viaduct bonds.....	4	J & D	June 1, 1922	*350,000
	Subject to call after June 1, 1912			
Workhouse imp., 1893.....	4	J & D	June 1, 1923	*100,000
Avenue bonds.....	4	J & D	June 1, 1912	55,000
AVONDALE—				
Sewer loan.....	5	Various	1904-1917	$57,500
Sidewalk bonds.....	5	J & J	July 1, 1913	2,500
Street improvement.....	4	Various	1921-1925	230,000
Fire and police impt.....	5	Various	1914-1923	74,500
Turnpike & improvem't.....	5	M & N	May 1, 1914	25,000
Water loan.....	5	J & J	Jan. 1, 1907	75,000
CLIFTON—				
Gen. improvement bonds....	4½	J & J	July 1, 1918	$99,500
do do	4½	M & N	May 1, 1920	50,000
Sewer bonds.....	4½	J & J	July 1, 1917	50,000
Water bonds.....	5	J & J	Jan. 1, 1906	20,000
do	4½	A & O	Apr. 15, 1922	12,000
LINWOOD—				
Water-works & elec.-lgt bds.	6	A & O	April 1, 1904	$3,000
do do	5	A & O	Aug. 1, 1923	29,000
do do	5	A & O	Feb. 1, 1923	40,000
RIVERSIDE—				
Street and sewer improve't.	5	Various	1902-1922	11,000
do do	5	J & D	Dec. 1, 1912	19,000
WESTWOOD—				
Town-hall bonds.....	6	J & J	July 1, 1908	**$11,300
do do	6	F & A	Feb. 1, 1909	**2,400

PAR VALUE OF BONDS.—The bonds in the above table marked thus * are, in whole or in part, $500 pieces. Bonds marked thus ** are in whole or in part, $100 pieces, or uneven amounts. All others, $1,000.

INTEREST on bonds is payable at the American Exchange National Bank of New York and the Third National Bank of Cincinnati, which are the authorized agents of the trustees of the sinking fund.

TOTAL DEBT, SINKING FUND ETC.—

	Jan., 1900.	Jan., 1899.	Jan., 1898.	Jan., 1897.
Tot. bonded debt.	$27,371,600	$27,185,700	$27,451,800	$28,526,000
Sinking fund.....	1,825,143	2,016,168	1,969,341	2,574,751
Net debt.....	$25,546,457	$25,169,532	$25,482,459	$25,951,249
Water debt (incl'd)	$2,081,900	.....	.....	$1,409,500

There were outstanding on Jan. 1, 1900, street bonds to the amount of $1,206,157·46 payable by special assessment and not included in the above statement of total debt. Of this amount bonds to the amount of $1,045,128·99, together with $92,500 bonds of the Board of Education, were held by the sinking fund, these, and the cash on hand amounting to $687,514·58, being applicable to the payment of the general bonds.

CITY PROPERTY.—The city owns the Cincinnati Southern Railroad. The rental received for the road is $1,090,000 till 1901 and then $1,250,000 till 1906, when lease expires. A proposition to sell the road to the Cincinnati Hamilton & Dayton Railway and the Southern Railway was voted on August 3, 1896, and defeated—V. 63, p. 153, 228. The State Legislature in 1898 passed a bill permitting an election to vote to extend the lease beyond 1906 (V. 66, p. 900), but at this date (April, 1900,) no proposition has yet been submitted. The waterworks pay the interest and sinking fund on all water bonds.

ASSESSED VALUATION, ETC.—The net debt on Dec. 31, assessed valuation and tax rate, have been as follows.

Years.	Net Debt.	Assessed Val'n.	Tax per $1,000
1899.....	$25,546,456	$197,020,800	$25·74
1898.....	25,169,552	196,141,670	25·30
1897.....	25,482,459	196,818,200	26·18
1896.....	25,951,249	198,536,580	26·40
1895.....	25,465,867	188,484,880	28·32
1890.....	24,723,068	177,773,240	26·66
1885.....	24,468,405	170,086,968	26·86
1880.....	23,953,981	167,535,356	31·00

POPULATION.—In 1890 population was 296,908; in 1880 it was 255,139; in 1870 it was 216,239. Population in 1899 about 435,000.

CINCINNATI SCHOOL DISTRICT—

Bonded debt Sept. 1, '99.	$613,200	Asses'd valuat'n '99.	$203,115,320
Sinking fund assets.....	101,200	School tax (per $1,000) 1899.	$4·48
Net debt Sept. 1, 1899..	512,000		

CIRCLEVILLE.—CHAS. NAUMANN.

The city is situated in Pickaway Co.

LOANS—	When Due.
HALL AND LIBRARY—	
6s, $10,000.....Sept. 1, 1905	
REFUNDING BONDS—	
6s, $34,000.....Sept. 1, 1911	

Total debt Mar. 8, 1900 $46,000
Tax valuation, 1899... 3,014,606
Total tax, per $1,000 1899. $29·50
Population in 1890 was.....6,556

CLERMONT COUNTY.—JOHN W. DAVIS, Auditor.—County seat is Batavia.

LOANS—	When Due.
DEFICIENCY BONDS—	
5s, ..., $109,500.....	
JAIL BONDS—	
6s, ..., $11,000.....	
BRIDGE BONDS-1897—	
5s, ..., $20,00.0.....	1906

Total debt Apr. 1, 1900. $122,200
Assessed valuat'n, real. 7,877,350
Assessed valuat'n, p'snl 2,590,230
Total valuation 1899.. 10,467,580
Tax rate (per $1,000), '99.. 11·64
Population in 1890 was.....33,553
Population in 1900 (est.)...37,000

CLEVELAND.—JOHN H. FARLEY, Mayor. CHARLES P. SALEN, Auditor.

Cleveland is situated in Cuyahoga County. [$3000,000 water bonds are offered for sale May 1, 1900.]

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&D, $125,000....June, 1907	
4s, A&O, 150,000...Oct. 1, 1904	
4s, J&D, 150,000....June, 1903	
5s, J&D, 232,000....June, 1904	
4s, J&J, 175,000....Jan., 1901	
4s, M&N, 60,000....May, 1901	
4s, A&O, 100,000....Oct., 1902	
4s, J&J, 100,000....Jan., 1903	
4s, J&D, 75,000....June, 1903	
5s, A&O, 20,000.....Oct., 1900	
5s, A&O, 285,000.....Oct., 1903	
4s, M&N, 30,000,.....May, 1900	
4s, A&O, 60,000.....Oct., 1900	
4s, A&O, 30,000.....Oct., 1902	
4s, A&O, 25,000....Oct. 1, 1903	
4s, A&O, 45,000...April 1, 1906	
4s, A&O, 90,000....Oct. 1, 1907	
4s, A&O, 90,000...Apr. 1, 1926	
4s, A&O, 249,000....Oct. 1, 1926	
4s, A&O, 65,000....Oct. 1, 1900	
4s, A&O, 100,000...Oct. 1, 1911	
4s, A&O, 100,000...Oct. 1, 1912	
CANAL BONDS—	
5s, A&O, $150,000.....Oct., 1903	
FIRE DEPARTMENT—	
5s, A&O, $100,000....Oct., 1902	
5s, A&O, 147,000....Oct., 1903	
PARK BONDS—	
4s, A&O, $500,000...Oct. 1, 1923	
4s, A&O, 500,000.. Apr. 1, 1924	
4s, A&O, 600,000...Apr. 1, 1927	
4s, A&O, 400,000..Apr. 1, 1928	
4s, A&O, 500,000 ..Oct., '29&'31	
4s, A&O, 500,000..Oct., '33&'35	
FUNDED DEBT—	
5s, A&O, $156,000....Oct., 1900	
5s, A&O, 39,000....Oct., 1901	
5s, M&N, 100,000....Nov., 1901	
4s, A&O, 227,000....Oct., 1902	
4s, A&O, 46,000....April, 1902	
4s, A&O, 100,000..Apr. 1, 1904	
4s, A&O, 276,000..Oct. 1, 1916	
4s, A&O, 225,000..Oct. 1, 1908	
4s, A&O, 265,000..Oct. 1, 1909	
POLICE STATION—	
5s, M&N, $20,000.....May, 1901	
4s, A&O, 100,000.....Oct., 1917	
RIVER AND HARBOR BONDS—	
4s, A&O, $500,000...Oct. 1, 1926	
4s, A&O, 250,000..Oct. 1, 1928	
4s, A&O, 100,000...Oct. 1, 1919	
GIDDINGS BROOK BONDS—	
4s, A&O, $50,000...Oct, 1, 1918	
PUBLIC LIBRARY BONDS—	
5s, A&O, $250,000....Oct. 1, 1918	
SEWER BONDS—	
5s, A&O, $106,000..Oct. 1, 1900	
4s, A&O, 30,000..Apr. 1, 1901	
4s, A&O, 56,000..Oct. 1, 1902	
4s, A&O, 31,000..Oct. 1, 1901	
5s, A&O, 37,000..Oct. 1, 1901	
5s, A&O, 6,000..Oct. 1, 1902	
4s, A&O, 51,000..A&O, 1903	
4s, A&O, 20,000..Apr. 1, 1904	
4s, A&O, 23,000..Oct. 1, 1905	
4s, A&O, 78,000..Apr. 1, 1906	
4s, A&O, 29,000..Oct., 1906	
4s, A&O, 262,000..Oct. 1, 1907	
4s, A&O, 295,000..Oct. 1, 1908	
4s, A&O, 291,000..Apr. 1, 1909	
4s, A&O, 23,000..Oct. 1, 1916	
4s, A&O, 30,000..Oct. 1, 1917	
4s, A&O, 200,000..Oct. 1, 1921	
4s, A&O, 110,000..Oct. 1, 1926	
4s, A&O, 240,000.Sept. 30, 1926	
GARBAGE PLANT BONDS—	
4s, A&O.100,000.....Oct. 1, 1916	
STREET IMPROVEMENT BONDS—	
6s, M&S, $11,130..Sept., 1900	
6s, M&S, 13,130..Sept., 1901	
6s, M&S, 10,750..Sept., 1902	
6s, M&S, 4,000..Sept., 1903	
6s, M&S, 4,000..Sept., 1904	
6s, M&S, 2,800..Sept., 1905	
STREET OPENING BONDS—	
4s, A&O, $5,000..Oct. 1, 1900	
STREET IMPROVEMENT NOTES—	
5s, M&N, $1,161,085 1904	
BROOKLYN BONDS—	
6s, M&S, $1,700..Sept., 1900	
6s, M&S, 1,850..Sept., 1901	
WATER WORKS—	
6s, J&J, $12,000..July, 1903	
4½s. A&O, 400,000..Apr., 1902	
4s, J&J. 100,000..Jan., 1903	
4s, A&O, 200,000..Apr., 1903	
4s, A&O, 200,000.Oct. 1, 1905	
3-65s M&S, 100,000..Sept., 1902	
4s, M&S, 275,000.Mar. 1, 1910	
4s, A&O, 500,000.Apr. 1, 1917	
4s, A&O, 600,000..Oct. 1, 1926	

PAR VALUE.—All bonds are for $1,000 each.

INTEREST is payable at American Exchange Nat. Bank, New York.

TOTAL DEBT, SINKING FUNDS, ETC.—

Bonds and notes Jan. 1, 1900.....		$13,142,445 00
Water debt included in above.....	$2,387,000 00	
All sinking funds.....	1,965,994 04	4,352,994 04
Net debt Jan. 1, 1900.....		$8,789,450 96
Cleveland debt limit (7 p. c. of ass. val.).		$10,155,038 95
Reserve under Ohio (Cleveland) debt limit		$1,365,587 99

WATER WORKS.—The city owns its water works. The income from water rents and fees in 1899 amounted to $715,554 21.

ASSESSED VALUATION ETC.—Assessed at about 35 per cent of its actual value.

Years.	Assessed Valuation.	Tax Rate per $1,000.
1899.....	$145,071,985	$29·40
1898.....	142,290,775	29·55
1897.....	141,915,430	29·30
1895.....	134,562,905	28·50
1890.....	$99,614,055	$29·30
1885.....	88,285,845	26·00
1880.....	73,647,194	26·30

POPULATION.—In 1890 population was 261,353; in 1880 it was 160,146; in 1870 it was 92,829. Population in 1900 (local est.), 400,000.

CLEVELAND SCHOOL DISTRICT.—CHAS. P. SALEN, Auditor; CHAS. H. CURRAN, Deputy Auditor.

LOANS—	When Due.
6s, M&S, $30,000.Sep.1902 to'16	
5s, J&D, 100,000.June 1, 1905	
5s, J&D, 100,000.June 15, 1906	
4½s, M&S, 300,000.May 1, 1902	
4½s, J&D, 175,000.June 1, 1902	
4s, J&D, 190,000.Dec. 1, 1901	
4s, M&N, $300,000....May 1, 1908	

Total debt Jan. 1, 1900. $1,195,000
Tax valuation 1898...145,000,000
Real valuation (est.)..500,000,000
Population in 1899 (est.)..400,000
PUBLIC LIBRARY BONDS—
5s, A&O, $250,000....Oct. 1, 1918

CLIFTON.—See the City of Cincinnati.

CLYDE.—CHAS. T. HURD, Clerk.

This village is in Sandusky County.

LOANS—	Amount outstand'g.
Refunding 5s, M&S, 1922..	$19,000
Street 6s, F&A, 1913.....	25,500
Rf'd'g water 5s, F&A, 1910.	5,500
Water-works 6s, M&S, '07.	8,000
Sewer 6s, M&S, 1902-1909	3,600
Interest paid at 4th Nat. Bk., N.Y.	

Bond debt Mar. 15, 1900...$61,600
Floating debt (additional) 6,387
Water debt included above 15,400
Assessed valuation 1898..693,525
Assessment about 3/10 actual value.
Total tax (per $1,000) '98..$32·80
Population in 1897 (est.)....3,000

COLLEGE HILL.—JOHN E. BRUCE, Mayor.

This village is in Hamilton County.

WATER BONDS—	
3½s, M&N, $50,000...May 1, 1929	
Bonded debt Jan. 1, 1900.	$78,500
Assessed valuation '99..	1,838,450

Tax rate (per $1,000) 1899. $30·64
Population in 1900 (est.)....1,250

COLUMBIANA CO.—J. F. ADAMS, Auditor.

Lisbon is the County seat.

LOANS—	When Due.
DEFICIENCY BONDS—	
5s, A&O, 40,000.Apr. 23, 1904	
BRIDGE BONDS—	
5s, ..., $8,000	1900-'07
REFUNDING BONDS—	
4s, J&J, $55,000 July 20, '01-'11	

Bonded debt Feb. 20, 1900. $103,000
Assessed valuat'n, real. 15,123,660
Ass'd valuation, pers'l. 8,401,840
Total valuation 1898...23,525,500
Assessment abt. 25% actual value.
State & Co. tax (per M), '99..$8·00
Population in 1890 was.....59,029
Population 1899 (estimat'd) 75,000

COLUMBUS.—SAMUEL J. SWARTZ, Mayor. M. A. GEMUENDER, Clerk Trust S. F.

This city is in Franklin County.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
City Hall refunding..1886	4	J & D	June 1, 1906	$16,000
do do 1889	4	M & S	Mar. 1, 1909	125,000
City Prison refunding 1888		M & N	Nov. 1, 1908	35,000
Deficiency—				
Gas and light.....1890	5	M & N	Nov. 1, 1900	70,000
Police and fire....1890	5	M & N	Nov. 1, 1910	150,000
Police 1888	4	J & J	July 1, 1908	42,000
do 1893	5	A & O	Apr. 1, 1913	60,000
Fire Dep. and gas.1888	4	M & S	Sept. 1, 1908	43,000
Poor Fund.....1898	4	J & D	June 1, 1918	50,000
Fourth St. Bridge....1890	4	M & N	May 1, 1905	130,000
do do 1891	5	M & N	July 1, 1906	30,000
Franklin Park.....1893	5	J & J	July 1, 1908	100,000
Front St. Viaduct.....1894	4½	M & S	Mar. 1, 1914	50,000
High St. Viaduct.....1891	5	J & J	Jan. 1, 1911	5,000
do do 1892	4½	J & J	July 1, 1902	95,000
do do 1892	4½	M & N	Nov. 1, 1902	400,000
do do 1894	4½	J & J	July 1, 1909	150,000
Levee.....1884	4	A & O	Apr. 1, 1904	2,000
do	4	A & O	Oct. 1, 1918	50,000
Market House 1888	4	J & J	July 1, 1908	9,000
do 1889	4	F & A	Aug. 1, 1909	15,000
Steam Fire Dep't.....1890	5	M & N	Nov. 1, 1910	150,000
do do 1893	5	J & D	June 1, 1904	100,000
do do 1896	4	J & D	June 1, 1916	100,000
Electric light.....1897	4	J & D	Dec. 1, 1927	68,000
Sewer farm claim.....1898	4	J & D	Dec. 1, 1902	26,000
Refunding bonds.....1900	4	A & O	Apr. 1, 1920	160,000

Subject to call after April 1, 1910

LOANS—	When Due.
SEWER BONDS—	
6s, M&S,	$4,000....Sept. 1, 1902
6s, J&D,	20,000....June 1, 1904
6s, J&J,	17,000....July 1, 1904
5s, J&D,	10,000....Dec. 1, 1900
5s, J&J,	48,500....July 1, 1902
5s, M&N,	40,000....Nov. 1, 1910
5s, J&D,	10,000....Dec. 1, 1910
5s, J&J,	200,000....Jan. 1, 1911
5s, M&S,	1,500....Mar. 1, 1911
5s, J&J,	30,000....July 1, 1912
5s, M&S,	100,000....Sept. 1, 1913
4½s, M&S,	250,000....Sept. 1, 1921
4s, J&J,	4,500....July 1, 1901
4s, M&N,	165,000....May 1, 1903
4s, M&N,	29,000....May 1, 1904
4s, J&D,	118,000....Dec. 1, 1905
4s, J&D,	25,000....June 1, 1906
4s, F&A,	45,000....Aug. 1, 1906
4s, A&O,	10,000....Oct. 1, 1906
4s, J&J,	17,000....July 1, 1907
4s, J&D,	8,000....Dec. 1, 1907
4s, F&A,	12,000....Feb. 1, 1908
4s, J&D,	5,000....June 1, 1908
4s, J&J,	20,000....July 1, 1908
4s, F&A,	47,000....Aug. 1, 1909

LOANS—	When Due.
SEWER BONDS—(Con.)—	
4s, M&S,	$15,000....Sept. 1, 1909
4s, M&N,	43,000....Nov. 1, 1909
4s, A&O,	300,000....Apr. 1, 1910
4s, J&D,	10,000....June 1, 1918
WATER BONDS—	
5s, J&D,	$400,000....Dec. 1, 1901
5s, A&O,	150,000....Apr. 1, 1907
5s, M&N,	175,000....Nov. 1, 1910
4s, J&J,	30,000....July 1, 1901
4s, J&J,	100,000....July 1, 1912
4s, J&J,	50,000....July 1, 1903
4s, M&N,	100,000....Nov. 1, 1908
4s, M&N,	57,000....Nov. 1, 1909
4s, J&J,	50,000....July 1, 1918
4s, J&D,	75,000....June 1, 1928
STREET IMPROVEMENT BONDS, payable by assessment—	
6s,	var., $1,509,000.....
5s,	...., 11,600.....
4½s,	...., 605,400.....
4s,	...., 126,100.....

All of the street improvement bonds are subject to call one year from date of issue.

INTEREST on police deficiency bonds of 1888, the main trunk sewer bonds of 1898, the Boston loan, the sewer farm loan, the Poor fund loan, the Scioto River Dam loan and on assessment bonds is payable at the City Treasurer's office; other interest at the National Park Bank, New York City.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Oct. 1, '99.	Jan. 1, '99.	Jan. 1, '98.	Jan. 1, '97.
Total bonded debt....	$7,324,600	$7,407,800	$7,405,200	$7,524,200
Sinking funds..... ..	1,908,713	2,056,895	1,809,500	1,716,246
Net debt.....	$5,415,887	$5,350,905	$5,595,700	$5,807,954
Waterdebt(inc.above)	1,187,000	1,177,000	1,112,000	1,112,000
Floating debt.....	*26,481	*74,794	.....	16,567

* Contingent liability to contractors.

The total bonded debt as given for October 1, 1899, included street improvement bonds payable by special assessment to the amount of $2,252,100. The sinking fund receives yearly about $125,000, which does not include assessments for street improvement bonds.

ASSESSED VALUATION, ETC.—The city's net debt on December 31, assessed valuation (about ½ of actual) and tax rate have been:

Years.	Net Debt.	Asses'd Val.	Tax p. $1,000
1899	$5,415,887	$	$27·50
1898	5,350,905	63,203,920	27·50
1897	5,595,700	62,685,080	27·00
1896	5,824,521	62,130,350	27·00
1895	6,082,947	61,086,700	27·00
1894	6,575,859	59,939,040	29·00
1890	4,351,090	43,663,270	24·00
1885	1,896,400	35,279,170	22·50

POPULATION.—In 1890 population was 88,150; in 1880 it was 51,647; in 1870 it was 31,274; in 1899 (est.) 140,000.

COLUMBUS SCHOOL DISTRICT.—J. A. Williams, Clerk.

LOANS—	When Due.
5s, A&O,	$85,000...Apr. 1, 1901
5s, J&D,	85,000...Dec. 1, 1906
5s, A&O,	110,000...Oct. 1, 1912
5s, M&S,	110,000...Sept. 1, 1913
5s, A&O,	40,000...Oct. 1, 1914
4½s, F&A,	25,000...Aug. 1, 1916
4s, M&S,	75,000...Mar. 1, 1917

LOANS—	When Due.
4s, M&S,	$65,000.....Mar. 1, 1918
4s, M&S,	65,000.....Mar. 1, 1919
Bonded debt Mar., 1900.	$710,000
Sinking fund.....	59,200
Assessed valuation '99.	64,344,990
School tax (per M.) 1899.....	$6·60
Population 1899 (est.).....	135,000

COSHOCTON.—FRED. WAGNER, Clerk.

This village is in Coshocton County.

LOANS—	When Due.
STREET-PAVING BONDS—	
6s, M&S, $22,500....	Sept. 1, 1900
($1,500 due yearly) to	Sept. 1, 1914
6s, M&S, $1,500.....	Sept., '00-'14
6s, M&S, 27,000...	Sept. 1, 1901 to
($1,800 due yearly)	Sept. 1, 1915
BRIDGE REPAIR BONDS—	
5s, ..., $10,000....	———
SEWER BONDS—	
6s, ..., $2,900.....	Part yearly
6s, M&N, 3,000.....	1900-1905
6s, M&S, 2,700....	Sept., 1901-'06

WATER WORKS—	
6s, M&S, $46,500. ($2,500 y'rly).	'00
SCHOOL HOUSE—	
6s, M&S, $5,000.....	1901-1903
CEMETERY BONDS—	
6s, M&S, $2,000.....	1900-1903
($500 yearly.)	
Total debt Sept. 1, 1899.	$119,000
Tax valuation 1898.....	1,759,250
Assessment about ½ actual value.	
Total tax (per $1,000) '98..	$33·50
Population in 1890 was.....	3,672
Population in 1899 (est.).....	8,000

CRESTLINE.—Situated in Crawford County.

LOANS—	When Due.
BUILDING BONDS—	
5s, M&S, $9,000...	Sept. 1, 1905-08
GEN'L IMPROVEMENT BONDS—	
6s, A&O, $10,000.	Apr. 1, 1901-'02
STREET IMPROVEM'T BONDS—	
6s, J&J, $13,800.	Jan. 1, 1899-'07
6s, Nov., 5.100..	Nov. 1, 1900-'02
WATER-WORKS IMPROVEMENT—	
6s, Dec., $2,000..	Dec. 16, 1903-04
6s, June, 3,000..	June 10, 1903-04

LOANS—	When Due.
SEWER BONDS—	
6s, J&J, $2,600.....	1899-'01
6s, M&S, 1,400.....	Sept., 1900-'01
Total debt Sept. 1, '98..	$67,200
Tax valuation, real, '97	638,410
Tax valuation, pers. '97.	444,900
Total valuation 1898...	1,077,280
Assessment about ⅔ actual value.	
Tax rate (per $1,000) '98...	$25·60
Population in 1890 was.....2,911	
INTEREST on general improvement bonds is payable in N.Y. City; on remaining issues in Crestline.	

CUYAHOGA CO.—W. E. CRAIG, Auditor. M. A. LANDER, Treasurer.

County seat is Cleveland. The State Supreme Court has declared illegal an Act passed April 27, 1893, authorizing the issuance of bonds by a county containing a city of the first class, second grade, for the purpose of building an armory in such city. Under this decision the armory bonds included below are illegal, but under a law passed by the General Assembly in 1899 the holders of bonds may bring suit for reimbursement. See CHRONICLE, V. 69, p. 1025. Suit was brought and resulted adversely to the complainants.—V. 70, p. 241.

LOANS.	When Due.
ARMORY BONDS.—	
5s, M&N, $225,000.	July 1, 1918
Optional after July 1, 1903.	
BROOKLYN BRIDGE—	
5s, A&O, $82,500.	Apr. 1, 1901-'03
CHAGRIN RIVER BRIDGE—	
5s, A&O, $50,000.....	Oct. 1, 1905
5s, A&O, 10,000.....	Apr. 1, 1906
SO. ROCKY RIVER BRIDGE—	
5s, M&N, $150,000...	Nov. 1, 1904
Total debt Mar. 1, 1900..	$545,000
Tax valuation, real...	123,056,120
Tax valuation, pers'al	44,088,295
Total valuation 1899.	167,144,415
Assessment about ⅖ actual value.	
State & Co. tax (p. $1,000) '99.	$6·60
Population in 1890 was...	309,970
Population in 1900 (est.)..	400,000

DARKE CO.—GEORGE W. SIGAFOOS, Auditor.

County seat is Greenville.

INFIRMARY BONDS—	When Due.
6s, ... $20,000.....	1900
DITCH BONDS—	
6s, ... $3,500.....	Aug. 22, 1902
6s, ... 27,500..	Aug., 1900-'01
($12,500 in 1900; $15,000 in 1901)	
Bonded debt Mar. 1, 1900..	$51,000
Tax valuation, real...	$13,712,180
Tax val'tion, personal...	7,490,070
Total valuation 1899...	21,202,250
Assessm't about 70 p. c. actual val.	
State & Co., tax (per M), '99..	$8·04
Population in 1890 was....	42,961
Population in 1900 (about).	45,000

DAYTON—JESSE R. LINDEMUTH, Mayor. ROBERT H. FERGUSON, Comptroller.

This city is the county seat of Montgomery County.

LOANS—	When Due.
BRIDGE BONDS—	
5s, M&S, $8,000.....	Sept. 1, 1900
($4,000 due y'rly.) to	Sept. 1, 1901
5s, M&S, $5,000....	Sept. 1, 1902
5s, M&S, 5,000....	Sept. 1, 1903
5s, A&O, 12,000....	Oct. 1, 1904
CITY HALL BONDS—	
4s, M&S, $71,000.	Sept. 26, 1902
EXTENDING INDEBTED. BONDS—	
5s, J&D, $18,000.....	June 1, 1900
($6,000 due ye'rly) to	June 1, 1902
5s, J&D, $72,000.....	June 1, 1903
($12,000 due y'rly) to	June 1, 1908
5s, J&D, $15,000.....	June 1, 1909
5s, J&D, 15,000.....	June 1, 1910
FUNDED DEBT BONDS—	
5s, M&N, $25,000	Nov. 1, 1901
4s, M&S, 65,000.	Sept. 26, 1902
5s, A&O, 120,000.	Apr. 1, 1901
($15,000 due y'rly to	Apr. 1, 1908.)
GENERAL STREET IMP'T BONDS—	
5s, A&O, $50,000.....	Apr. 1, 1903
($10,000 due y'rly) to	Apr. 1, 1907
PARK STREET SEWER BONDS—	
4s, J&D, $6,000.....	June 1, 1900
($3,000 due y'rly) to	June 1, 1901
4s, J&D, $5,000.....	June 1, 1902
4s, A&O, 7,000.....	Oct. 1, 1900
4s, A&O, 24,000.....	Oct. 1, 1901
($8,000 due y'rly) to	Oct. 1, 1903
4s, M&S, $6,000.....	Sept. 1, 1900
SEWER BONDS—	
5s, A&O, $25,000.....	Apr. 1, 1912
5s, A&O, 25,000.....	Apr. 1, 1914
5s, A&O, 50,000.....	Apr. 1, 1915
5s, A&O 25,000.....	Apr. 1, 1916
5s, A&O, 25,000.....	Apr. 1, 1918
4s, A&O, 50,000.....	Oct. 1, '08 to
($10,000 due yearly.)	Oct. 1. 1912
POLICE DEFICIENCY BONDS—	
5s, M&S, $16,000.....	Sept. 1, 1900
($4,000 due y'rly) to	Sept. 1, 1903
STREET PAVING BONDS—	
5s, F&A, $25,000..	Aug. 1, 1906
5s, A&O, 300,000..	Apr. 1, 1911
($50,000 due y'rly) to	Apr. 1, 1916
5s, A&O, $75,000..	Apr. 1, 1917
($25,000 due y'rly) to	Apr. 1, 1919
5s, M&N, 25,000..	Nov. 1, 1913

STREET PAVING BONDS—(Con.)—	
5s, M&N, $25,000..	Nov. 1, 1915
5s, M&N, 25,000..	Nov. 1, 1917
3½s, J&D, 10,000..	Dec. 1, 1918
5s, M&N, 25,000..	Nov. 1, 1919
6s, ... 681,000..	1900 to 1909
FIRE DEPARTMENT BONDS—	
5s, M&S, $9,000.....	Sept. 1, 1900
($3,000 due y'rly) to	Sept. 1, 1902
GARBAGE CREMATORY BONDS—	
5s, F&A, $12,000.....	Feb. 1, 1901
($4,000 due yearly) to	Feb. 1, 1903
5s, F&A, $5,000	Feb. 1, 1904
5s, F&A, 4,000.....	Feb. 1, 1905
STREET IMPROVEMENT BONDS—	
5s, J&D, $18,000.....	June 1, 1900
($6,000 due y'rly) to	June 1, 1902
5s, J&D, $72,000.....	June 1, 1903
($12,000 due y'rly) to	June 1, 1908
5s, J&D, $15,000.....	June 1, 1909
5s, J&D, 15,000.....	June 1 1910
SOUTHWESTERN SEWER BONDS—	
4s, M&S, $3,000.....	Sept. 1, 1900
WATER-WORKS BONDS—	
4s, M&N, $505,000....	May 1, 1905
WATER-WORKS IMPR'V'T BONDS—	
5s, F&A, $30,000...	Aug. 1, 1900
($5,000 due y'rly) to	Aug. 1, 1905
5s, M&S, $20,000...	Sept. 1, 1900
($5,000 due y'rly) to	Sept. 1, 1903
5s, A&O, $100,000...	Apr. 1, 1906
($25,000 due y'rly) to	Apr. 1, 1909
4½s, F&A, $15,000..	Aug. 20, 1900
($3,000 due ye'rly) to	Aug. 20, 1904
4s, A&O, $6,000..	Oct. 1, 1900
($3,000 due y'rly) to	Oct. 1, 1901
4s, A&O, $20,000..	Oct. 1, 1901
($4,000 due y'rly) to	Oct. 1, 1906
4½s, F&A, $5,000..	Aug. 20, 1905
LEVEE BONDS—	
5s, A&O, $15,000.....	Oct. 1, 1904
4s, A&O, 150,000.....	1907-1918
($10,000 yearly on Oct. 1, 1912; $15,000 yearly to 1918.)	
WOLF CREEK IMPR'V'T BONDS—	
4s, M&N, $21,000.....	May 1, 1900
($7,000 due y'rly) to	May 1, 1902
SEWER DISTRICT BONDS—	
6s, ..., $75,000.....	1900 to 1903

TOTAL DEBT, ETC.—The subjoined statement shows Dayton's municipal debt, the tax rate levied for all purposes (State, county, city and school), etc.

Years.	Total Debt Mar. 1.	Assessed Val.	Tax p. $1,000
1900	$2,310,000	$42,565,200	$25·60
1899	2,385,000	41,796,180	24·60
1898	2,263,000	41,785,530	23·80
1897	2,339,000	41,873,440	26·40
1895	2,497,000	41,048,210	26·00
1890	1,497,160	30,723,730	22·40
1885	1,160,500	25,473,980	22·40
1880	1,099,000	19,816,640	22·50
1875	1,011,200	19,939,970	22·20
1870	357,617	16,254,760	20·50

The total debt March 1, 1900, was $2,310,000, including a water debt of $701,000. In addition to the total general debt there were outstanding on March 1, 1900, special assessment bonds to the amount of $756,000; principal and interest payable from assessments upon abutting or benefited property. All of said bonds are due and payable in from one to ten years.

The sinking fund assets on March 1, 1900, amounted to $618,707 38.

The actual valuation of property is estimated at about $100,000,000.

PAR VALUE OF BONDS.—The bonds are all for $1,000 each, interest payable at the American Exchange National Bank, New York City.

POPULATION.—According to a local census taken in February, 1896, it was 79,331; in 1890 it was 61,220; in 1880 it was 38,678.

DAYTON SCHOOL DISTRICT.—William G. Haevssler, Clerk Board of Education.

DEFICIENCY BONDS—	When Due.
4s, J&J, $83,000.....	1911-12
($3,000 July 1, 1911, and $50,000 July 1, 1912.)	
4s, J&J, $30,000.....	July 20, 1909
4s, J&J, 27,000.....	Jan. 15, 1910
SCHOOL BONDS.	
4s, M&N, $50,000.....	May 1, 1918
Bonded debt May 1, '99.	$685,000
Assessed val'ation, real.	31,000,000
Assessed val'tion, per..	11,000,000
Total valuation 1898..	42,000,000
School tax (per $1,000) '97...	$7·80
Total tax (per $1,000).....	23·80

DEFIANCE.—J. J. MALLEY, Clerk.

County seat of Defiance County.

LOANS—	When Due.
LIBRARY BOND—	
5s, ... $1,000	1902
ELECTRIC LIGHT BONDS—	
4½s, M&S, $25,000	Mar., 1904 to
($1,000 each M&S)	Mar., 1916
REFUNDING BONDS—	
4½s, ..., $25,000	1917
5s, ..., 25,000	Mar. 1, 1902
5s, ..., 29,000	1899 to 1912
4½s, M&S, 20,000	Sept.1,'10 to
($1,000 each M&S.)	Mar. 1, 1920
4s, M&S, $21,000	Mar. 1, 1910 to
($1,000 each M&S.)	Mar. 1, 1920
SEWER BONDS—	
5½s, ..., $1,000	

LOANS—	When Due.
SEWER BONDS—(Con.)—	
5s, ..., 5,400	
STREET IMPROVEMENT BONDS—	
6s, ..., $49,400	
5½s, ..., 6,000	
5s, ..., 58,000	
4½s, ..., 13,000	Mar., 1901-'10
Bonded debt Nov. 1, '99	$240,800
Assessed valuation '99	2,241,490
Tot. tax rate (per $1,000) '98	$38·00
Population in 1890 was	7,694
Population 1899 (est.)	10,000

Interest is mostly payable at City Treasury, but on the 6 per cent bonds in New York.

EAST LIVERPOOL.—W. C. DAVIDSON, Mayor. J. N. HANLEY, Clerk.

This city is in Columbiana County.

LOANS—	When Due.
STREET IMPROVEMENT BONDS—	
5·86s, ..., $79,312	
4s, M&N, $15,000	May 1, 1903
($1,000 due yearly) to	May 1, 1917
5s, M&S, $14,000	Sept. 1, 1900 to
($1,000 due yearly.)	Sept. 1, 1913
4s, M&N, $15,000	1900-1914
6s, Sept., 26,045	Sept., 1900-'04
6s, Mar., 26,329	1901 to 1905
See V. 70, p. 243, for maturities.	
LIBRARY BONDS—	
4s, J&D, $20,000	Dec. 1, 1919
REFUNDING—	
6s, J&D. $6,000	June 1, 1900
($1,000 due yearly) to	June 1, 1905
5s, M&S, $33,000	Sept. 1, 1924
Optional after	Sept. 1, 1914

LOANS—	When Due.
WATER BONDS—	
4s, M&N, $24,000	May 24, 1937
Optional after	May 24, 1917
WATER BONDS—	
5s, A&O, $15,000	April 1, 1918
Optional after	April 1, 1898
5s, J&J, $90,000	July 1, 1920
Optional after	July 1, 1900
5s, J&D, $18,500	June 1, 1923
Total debt Jan. 1, 1899	296,813
Sinking fund	18,675
Net debt Jan. 1, 1899	276,138
Water debt (included)	147,500
Tax valuation 1898	3,205,320
Total tax (per $1,000) '99	$31·80
Population in 1890 was	10,956
Population in 1899 was	16,000

EAST LIVERPOOL SCHOOL DISTRICT.—W. B. HILL, Clerk.

SCHOOL BONDS—	
5s, A&O, $18,000	Oct , 1900-1908
5s, J&D, 50,000	June 1909-1933
6s, J&J, 4,000	Jan. 1, 1901-'02
4s, M&S, 6,000	Sept., 1903-1905
4s, A&O, 6,000	Oct., 1906-1908
4s, F&A, $25,000	Aug., 1911-1923
Total debt Feb. 27, 1900.	$109,000
School tax (per $1,000)	$9·00
Assessed valuation, '99	3,331,980
Population in 1890 was	10,956
Population 1897	15,957

ELYRIA CITY.—W. H. PARK, Clerk.

This city is situated in Lorain County.

LOANS—	When Due.
CITY HALL BONDS—	
6s, J&J, $6,000	Sept., 1909
SEWER BONDS—	
6s, ... $5,400	
6s, an'ly, 500	Sept. 1, 1900
6s, M&M. 3,000	May. 1900-1905
STREET IMPROVEMENT BONDS—	
6s, Various, $33,294	1898-1901
Part due yearly.	
6s, A&O, $3,000	Oct., 1900-'04
WATER WORKS BONDS—	
4½s, J&J, $150,000	July 1, 1909
($10,000 yearly) to	July 1, 1923

LOANS—	When Due.
4½s, J&J, $45,000	July 1, 1924
($10,000 yearly) to	July 1, 1928
Interest payable at Elyria City.	
Bonded debt Mch., 1900.	$82,626
Floating debt	14,000
Total debt Mch. 1, 1900.	96,626
Sinking fund assets	12,528
Water debt (addt'l)	195,000
Total valuation 1900	2,850,000
Assessment about ⅓ actual value.	
Tax rate (per $1,000) 1900	$32·50
Population in 1890 was	5,611
Population in 1899 (est.)	10,000

ELYRIA SCHOOL DISTRICT.—J. C. HILL, President.

LOANS—	When Due.
6s, J&J, $9,500	1900-1918
($500 due yearly) on July 1).	
6s, F&A, $18,000	Aug., 1900-06
($1,500 each F&A).	
Bonded debt Apr. 1, 1900.	$27,500
Assessed valuation '99	2,900,000
Assessment about ⅓ actual value.	
School rate (per M.) 1899	$10·00
Population in 1899 (est.)	10,000

EVANSTON.—WM. H. KRAPP, Clerk.

This village is in Hamilton County.

LOANS—	When Due.
Water bonds	$11,000
Cement walk & light bonds.	6,976
Fire bonds	1,000
Street and sewer assessment bonds	55,962
Total debt Jan. 2, 1900	$74,938
Assessed valuation 1899.	400,000
Assessment abt. 40% actual value.	
Total tax rate (per M.) '99	23·80
Population in 1900 (est.)	2,000

FAYETTE CO.—JOHN CRAIG, Auditor.

County seat is Washington C. H.

LOANS—	When Due.
REFUNDING DEBT—	
6s, M&S, $15,000	Sept. 1, 1903
6s, J&D, 15,000	Dec. 1, 1905
6s, M&S, 15,000	Sept. 1, 1908
ROAD AND DITCH BONDS—	
6s, ...$4,000	Oct. 1, 1901
6s, ..., 16,600	Jan. 1, 1903
Bonded debt Apr. 1, 1900.	$65,000
Sinking fund assets	8,301
Net debt Apr. 1, 1900	$56,699
Floating debt (additional).	26,231
Tax valuation, real	9,618,920
Tax valuation, person'l	3,580,565
Total valuation 1899	13,199,485
Assessment is abt. ½ actual value.	
State & Co. tax (per M.)'99	$8·80
Population in 1890 was	22,309
Population in 1899 (est.)	25,000

INTEREST payable at Auditor's office.

FINDLAY.—GEO. NEMEYER, Mayor. A. W. RAY, Clerk.

This city is the county seat of Hancock County.

LOANS—	When Due.
CITY BONDS—	
4½s, ... $9,000	1901-1908
4¾s, ... 7,500	1900-1910
6s, ... 10,000	1903-1912
GAS BONDS—	
6s, ... $60,000	1900-1907
5s, ... 20,000	1901 & 1906
STREET IMPROVEMENT BONDS—	
6s, ..., $97,130	1900-1909
WATER BONDS—	
6s, ... $50,000	1907 & 1922
6s, ... 13,000	Aug., 1922

LOANS—	When Due.
WATER BONDS—(Con.)	
5s, ... $150,000	Mar. 1, 1908
5s, ... 25,000	Apr. 1, 1914
5s, ... 25,000	Apr. 1, 1919
5s, A&O, 25,000	Oct. 1, 1921
SEWER, ETC.—	
6s, ..., $35,125	1900 to 1909
Total debt Mar. 1, 1900	$521,755
Water debt (included)	283,000
Tax valuation 1899	6,342,350
Tax rate (per $1,000) '99	$32·00
Population in 1890 was	18,553
Population in 1895 (est.)	21,500

INTEREST is payable at the Fourth National Bank, New York City.

CITY PROPERTY.—The city owns its water works and gas plant.

FOSTORIA.—J. M. SCHATZEL, Clerk.

This city is in Seneca County.

LOANS—	When Due.
SEWER BONDS—	
6s, ..., $259,000	1899-1910
STREET IMPROVEMENT—	
6s, ..., $112,473	1899-1911

LOANS—	When Due.
REFUNDING BONDS—	
6s, ..., $14,000	1900-1906
4s, M&S, 29,734	Mar. 1,'18-'19
4½s, M&S, 9,867	Sept. 1, 1918
4s, M&S, 50,000	Sept. 1, 1919
WATER WORKS BONDS—	
5s, ...$150,000	
Total debt Aug. 1, '99	623,074
Water debt (included)	$200,000
Tax valuation 1898	2,442,430
Real valuation 1898	4,000,000
Tax rate (per $1,000) '98	$36·80
Population in 1890 was	5,885
Population in 1899 (est.)	10,000

Interest on Water 5s due 1910 is payable at the Shoe & Leather Bank New York City.

FRANKLIN.—This village is in Warren County.

LOANS—	When Due.
WATER W'RKS & VILLAGE DEBTS—	
5s, $62,000	1901-1923
Bonded debt Sept. 1, '98	$62,000
Cash on hand	3,620
Net debt Sept. 1, 1898	$58,380
Tax valuation 1898	978,001
Total tax (per $1,000) '98	$28·90
Population in 1890 was	2,729
Population in 1880 was	2,385

FRANKLIN CO.—W. H. HALLIDAY, Auditor. NELSON A. SIMS, Treasurer.

County seat is Columbus.

LOANS—	When Due.
BRIDGE EMERGENCY NOTES—	
5s, M&S, $120,000	M&S 1901-03
($20,000 each M & $30,000 each S)	
DEFIC'Y & BRIDGE BONDS—	
5s, M&S, $25,000	Sept. 1, 1903
4½s, ... 400,000	
6s, J&D, 15,000	1900-1902
($5,000 yearly on Dec. 1.)	

DEFIC'Y & BRIDGE BDS.—(Con.)	
5s, M&N, $114,000	1900 to 1918
($6,000 yearly on May 1.)	
6s, ..., $259,000	
4s, A&O, $114,000.	Apr. 1, 1901-'19
Total debt Apr. 1, '99	$919,000
Tax valuation, 1898	84,289,620
Assessment about ½ actual value.	
State & Co. tax (per M.),'99	$8·69
Population in 1890 was	124,087

FREMONT.—C. F. BELL, Clerk.

This city is in Sandusky County.

LOANS—	When Due.
Street Improv. 5s, $66,100	1916
do do 6s, 78,700	1914
do do 4s, 2,500	1900-'04
do do 5s, 5,000	'99-1905
do do 4s, 16,000.	Apr.1,'09
(part subject to call after 1899.)	
4s, A&O, $11,500	Oct., 1900, to
($500 each A&O.)	Oct., 1911
Water 5s	$71,000 1904
Water 4s, $4,000	April, 1906

REFUNDING BONDS—	
4s, ..., $7,950	
4s, ..., 10,700	Apr., 1900-'08
4s, A&O, 13,800	Apr. 1, 1903 to
($1,000 each A&O.)	Oct. 1, 1909)
Total debt Nov. 28, 1900.	$232,300
Water debt (included)	61,500
Tax valuation 1899	2,352,875
Total tax (per $1,000) '98	$33·40
Population in 1890 was	7,141
Population in 1900 (est.)	9,000

GALION.—J. R. HOMER, Mayor.

This city is in Crawford County.

LOANS—	When Due.
Elec. light 5 & 6s, $35,000	'04-'06
Judgment 5s	8,000 1906
Refunding 6s	87,000 1912
Total debt Feb. 1, 1900	$131,800
Tax valuation 1899	2,500,000
Actual value (est.) 1898.	5,000,000
Tax rate (per $1,000) '99	$31·00
Population in 1890 was	6,326
Population in 1900 (est.)	9,000
School District Bonds—	
4½s, M&S, $15,000	Mar. 1, 1904 to
($500 each M&S.)	Sept. 1, 1918

INTEREST on bonds due January 1, 1906, is payable at Galion.

GALLIA CO.—JAMES T. HANSON, Auditor.

County seat is Gallipolis.

LOANS—	When Due.
TURNPIKE BONDS—	
5s, ... $40,000	1905-09-11-15
$10,000 due each year on Jan. 15	
5s, ... $5,000	Jan. 15, 1913
5s, ... 30,000	1914 & 1916
$15,000 due each year on Jn. 15	
4s, F&A, $60,000	Aug. 17, 1917
5s, ... 65,000	July 1, 1900
($3,500 to 1902; $4,000, 1903-'05;	
$4,000 to 1907; $5,000 to 1909;	
$5,500 in 1910; $6,000 in 1911 &	
1912, and $6,500 in 1913.)	
5s, A&O, 40,000	Apr. 6, 1918
5s. J&J, 60,000	July 28, 1919
Interest paid by County Treasurer.	
Bonded debt Mar. 1, 1900.	$325,500
Tax valuation 1899	6,522,418
Real valuation	15,000,000
Tax rate (per M.) 1899	4·00
Population in 1890 was	27,005
Population in 1899 (est.)	33,000

GALLIPOLIS.—M. F. MERRIMAN, Mayor. T. E. BRADBURY, City Clerk.

This city is in Gallia County.

LOANS—	When Due.
WATER BONDS 1894—	
5s, ..., $85,000	Feb. 25, 1914
5s, M&N, 2,000	Nov. 1, 1916
REDEMPTION BONDS—	
6s, ..., $26,000	1899-1904
(Various amts. in 99-'00 & '04.)	
5s, ..., $11,000	1906-1907
5s, ..., 61,000	1910-1916
(Various amounts each F&A.)	
5s, F&A, $10,500	Aug. 25, 1917
5s, F&A, 9,000	Feb. 25, 1918
5s, F&A, 7,000	Aug 1, 1918
5s, F&A, 13,000	Aug. 25, 1919
5s, F&A, 6,000	Feb. 25, 1920

STREET IMPROVEMENT—	
5s, ..., $17,000	1910-1912
(Part due each F&A.)	
5s, F&A, $31,500	Aug 25, 1900-'08
5s, F&A, 13,500	Aug. 25, 1909
Total debt Jan. 15, 1900.	$275,000
Interest payable at City Treas'ry.	
Assessed valuation, real	$1,068,390
Ass'd valuation, pers'l	816,212
Total valuation 1899	1,884,602
Assessment about ⅗ actual value.	
Total tax (per $1,000) '99	$31·20
Population in 1890 was	4,498
Population 1897, about	6,885

The street improvement bonds have been declared unconstitutional, but interest is being paid promptly upon all the bonds.

GLENVILLE.—IRA. C. FARLEY, Clerk.

This village is in Cuyahoga County.

LOANS—	When Due.
SEWER BONDS—	
6s, A&O, $8,500	Oct., 1900, to
($500 each A&O)	Oct., 1908
FIRE, WATER, LIGHTING, ETC.	
4½ to 6, $136,200	1899 to 1917
5s, A&O, 21,000	Oct. 1, 1919
Bonded debt Sept. 1, '98	$136,200
Sinking fund assets	29,170
Net debt Sept. 1, 1898.	107,030
Assessed valuation '98.	1,200,000
Tax rate (per $1,000) '98	35·60
Population 1899 (est.)	5,000

GLENVILLE SCHOOL DISTRICT.—CHESTER L. ARTHUR, Clerk Board of Education.

[$30,000 bonds are offered for sale April 4, 1900.]

LOANS—	When Due.
5s, A&O, $31,000	Oct., 1900-30
Bonded debt Jan. 1, 1900.	$31,000
Assessed valuation '98.	$1,200,000
School tax (per M.) 1899	14.00
Population in 1900	6,000

GREENFIELD.—JNO. W. CASE, Treasurer.

This village is in Highland County.

LOANS—	When Due.
Water 5s, $35,000	1911
Electric 6s, 20,000	1911
Improvement 6s, $15,700	
Total debt Feb. 25, 1900	$72,200
Tax valuation 1899	$1,106,565
Total tax rate (per M.) '99	$34·00
Population in 1890 was	2,464
Population in 1880 was	2,100
Population in 1896 (est.)	4,500

GREENVILLE.—ELIOT M. MILLER, City Clerk.

This city is in Darke County.

LOANS— *When Due.*
4s, Jan., $66,000....Jan., 1901-'15
WATER WORKS BONDS—
5s, ... $19,000....Dec. 12, 1917
5s, ... 5,000....Oct. 27, 1902
5s, ... 56,000....Dec. 12, 1918
SEWER BONDS—
4s, M&S, $3,000.....Mar., 1918
4s, M&S, 70,000...Mar., 1919-1928
NATURAL GAS REFUND. BONDS—
6s, ... $60,000.....1900-1905
($10,000 yearly on June 1.)
Total debt Mar. 1, 1900.. $206,000
Sinking fund assets..... 10,000
Tax valuation 1899.....2,850,090
Total tax (per $1,000) '99..$24·74
Population in 1890 was.....5,473
SCHOOL DISTRICT BONDS—
6s, semi-an., $5,000...1901 & 1902

HAMILTON.—R. S. WOODRUFF, Clerk.

This city is in Butler County.

LOANS— *When Due.*
DEFICIENCY BONDS—
4½s, ..., $63,000.....1899-1911
ELECTRIC-LIGHT BONDS—
5s, M&S, $100,000.July 1,'04 to '18
GAS WORKS BONDS—
5s, F&A, $135,000.Feb. 1,'01 to '18
(Subject to call after Feb. 1, '09.)
REFUNDING BONDS—
5s-6s, ..., $36,000..1900 to 1905
SEWER BONDS—
4½s, ..., $95,551.....1899-1911
4s, ann., 8,510.....1899-1915
($500 yearly to 1914.)
4s, ..., 13,025.....1899-1924
4s, ..., 8,200.....1900-1909
4½s, ..., 4,200.. ...1900-1913
REFUNDING SEWER BONDS—
4½s, F&A, $2,250..Aug. 1, 1900
($250 yearly) to Aug. 1, 1908.
4½s, ..., 1,160.....1900-1908

LOANS— *When Due.*
ASSESSMENT BONDS—
4½s, sewers, $68,818...1899-1913
6s, sundry, 13,918...1899-1905
STREET IMPROVEMENT BONDS—
4½s, ... $50,284... ..1899-1913
4s, ..., 17,000.....1899-1908
WATER WORKS BONDS—
5s, J&J, $290,000.....1899-1915
5s, ..., 4,000..... 1900-1907
6s, ..., 2,000.....1900-1901
Total debt Jan. 1, 1899.. $902,607
Bonds owned by city.... 16,045
Net debt Jan. 1, 1899. .. 886,562
Water debt (included)... 297,500
Total valuation 1898....8,197,847
Assessm't about 2-5 actual value.
Total tax (per $1,000) '98..$28·35
Population in 1895 was.... .20,306
Population in 1890 was.....17,565

INTEREST on water bonds is payable at First National Bank, New York City, and upon all other bonds at city treasury.

HAMILTON SCHOOL DISTRICT.—W. N. ANDREWS, Clerk Board Education.

LOANS— *When Due.*
3½s, ..., $3,000..... ...1902
3½s, ..., 14,000....1903 to 1909
BUILDING BONDS—
6s, Feb. 24, $8,000..Feb. 24, 1901
($4,000 due yearly)to Feb.24,1902
5s, Apr. 8, $4,000....April 8, 1901
5s, Mar. 2, 40,000....Mar. 2, 1903
($4,000 due yearly)to Mar. 2, 1912
5s, Oct. 9, $20,000..Oct. 9, 1913
($4,000 due yearly) to Oct. 9, '17
3½s, ... $16,000.....1923-1928
4½s, July 7, $30,000..July 7, 1905
($3,000 due yearly)to July 7, 1914

LOANS— *When Due.*
BUILDING BONDS—(Con.)—
4s, J&D, $10,000....June '19&'24
4s, ..., 6,000.....19 0-1911
REFUNDING BONDS—
4s, ... $13,500.....1908-1934
($500 yearly.)
Bonded debt Feb., 1900. $143,500
Assessed valuat'n 1899.8,761,657
School tax (per $1,000) '99..$7·00
Interest payable at First National Bank, Hamilton, O.
Population in 1900 (est.)...25,000

HAMILTON CO.—{EUGENE L. LEWIS, Auditor. TILDEN R. FRENCH, Treasurer.

County seat is Cincinnati.

LOANS— *When Due.*
ARMORY BONDS—
4s, A&O, $15,000...Apr. 30, 1919
4s, J&D, 100,000...Dec. 1, 1937
Subject to call after Dec. 1, 1917
BRIDGE BONDS—
4s, M&S, $58,000..Sept. 1, 1901
4s, M&N, 46,000..Nov. 1, 1902
4s, Feb. 7, 20,000..Feb. 7, 1904
4s, Feb. 28, 75,000..Feb. 28, 1904
4s, J&J. 17,000..July 11, 1904
4s, A&O, 15,000..Oct. 1, 1905
4s, J&D, 25,000..June 16, 1916
4s, M&N, 79,500..Nov. 25, 1916
4s, F&A, 107,000...Aug. 10, 1918
4s, A&O, 99,000...Oct. 26, 1918
5s, M&N, 14,000...May 6, 1900
4s, J&J. 31,000...July 8, 1919
3½s, F&A, 4,750...Aug. 26, 1919
3½s, M&N, 10,000....Nov. 4, 1919
COURT HOUSE—
5s, F&A, $50,000...Aug. 1, 1934
Subject to call aft. Aug. 1, 1914
5s, J&D, $35,000...Dec. 1, 1934
Subject to call aft. Dec. 1, 1914
4s, J&D, $15,000...June 1, 1934
Subject to call aft. June 1, 1914
4s, M&N, $350,000..May 1, 1935
Subject to call aft. May 1, 1915
4s, J&D, $125,000...June 15, 1936
Subject to call aft. June 15, 1916
COUNTY BONDS—
5s, J&D, $150,000... Dec. 16, 1914
Subject to call aft. Dec. 16, 1904
4s, M&N, 260,000..May 15, 1916
DIST. ASSESSORS' RELIEF—
4s, J&J, $20,000...Jan. 15, 1901
FAIR GROUNDS EXT. & IMP.—
5s, July 16, $10,000.July 16, 1902
LONGVIEW IMPROVEMENT—
5s, A&O, $25,000...Oct. 1, 1916
Subject to call aft. Oct. 1, 1906
5s, J&D, $50,000...Dec. 1, 1917
Subject to call aft. Dec. 1, 1907
5s, A&O, $25,000...Nov. 1, 1918
Subject to call aft. Nov. 1, 1908
4s, J&D, $30,000...Dec. 12, 1921
Subject to call aft. Dec. 12, 1911
4s, F&A, $30,000...Feb. 6, 1922
Subject to call aft. Feb. 6, 1912
AQUEDUCT BONDS—
4s, F&A, $25,000....Aug. 22, 1916
Subject to call aft. Aug. 22, 1906

LOANS— *When Due.*
AQUEDUCT BONDS—(*Con.*)—
4s, J&J, $60,000....Jan. 27, 1917
Subject to call aft. Jan. 27, 1907
3½s, M&S, $15,000...Mch. 4, 1919
Subject to call after Mch. 4, 1909
REAL ESTATE RECORD—
5s, Var., $30,000...Various, 1915
Subject to call after 1905
5s, Var., $5,500.Jan. & Feb., 1916
Subject to call after 1906
5s, M&S, $4,500...Mar. 1, 1917
Subject to call aft. Mar. 1, 1907
TAX DUPLICATE—
5s, M&N, $65,000...May 1, 1915
Subject to call aft. May 1, 1905
4s, J&J, $12,280...Jan. 22, 1903
4s, F&A, 8,000...Feb. 13, 1904
4s, F&A, 24,500...Feb. 1, 1919
Subject to call aft. Feb. 1, 1909
4s, J&D, $15,000..June 1, 1922
Subject to call aft. June 1, 1912
ROAD AND AVENUE BONDS—
5s, Mar. 14, $11,000. Mar. 14, '02-'04
4s, Oct. 20, 6,500...Oct. 20, 1901
4s, July 1, 13,500.. 1900-1902
4s, Feb. 7, 16,000....Feb. 7, 1901
($4,000 due y'rly) to Feb. 7, 1904
4s, J&D, 30,000...Dec. 12, 1911
4s, J&D, 70,000...June 1, 1912
4s, M&N, 45,000 ..Nov. 1, 1913
4s, J&D, 13,000...June 30, 1914
4s, A&O, 29,000.....Oct. 1, 1914
4s, Oct. 25, 90,000...Oct. 25, 1913
Subject to call aft. Oct. 25, 1903
4s, F&A, $36,000.....Aug. 7, 1900
($6,000 due yearly)to Aug. 7, 1905
TURNPIKE BONDS—
5s, Sept. 16, $12,000.Sept. 16, 1903
4s, J&D, 20,000...Dec. 12, 1911
4s, J&D, 31,000...Dec. 24, 1912
4s, M&N, 14,400...May 31, 1913
4s, M&S, 27,000...Sept. 1, 1919
Subject to call aft. Sept. 1, 1909
Total debt Sept. 1, 1899.$2,660,430
Tax valuation, real....200,000,000
Tax valuat'n, personal. 38,000,000
Total valuation 1900..238,000,000
State & Co. tax (per M.) 1899 $7·02
Population in 1890 was....374,574
Population in 1896 (est.)..500,000

HANCOCK COUNTY.—SURREL P. DE WOLFE, Auditor. County seat is Findlay.

LOANS— *When Due.*
4½s, F&A $50,000.. } Aug. 1, 1900
($2,000 y'rly to 1912; } to
$3,000 thereafter.) } Aug. 1, 1920
COURT HOUSE BONDS—
5s, ...,$105,000.....1909-1918
4½s, ..., 60,000.....1900-1905
DITCH BONDS—
6s, ..., $38,000.....1898-1901
5s, F&A, 13,500.Aug.1900 to '05

Total debt Sept. 1, '98.. $227,000
Tax valuation, real.....14,941,066
Tax valuation, personal 6,218,750
Total valuation 1898...21,159,816
Assess't abt. 40 per cent. act'l val.
County tax (per 1,000) 1899 $6·70
Population in 1890 was.....42,562
Population in 1880 was.... 27,784

HARDIN CO.—JAMES BASTABLE, Auditor.

County seat is Kenton.

LOANS— *When Due.*
ARMORY BONDS—
6s, ..., $19,500.....1900-1908
DITCH BONDS—
6s, A&O, $67,500....July, 1900-08
(Payable by special assessment.)
PIKE BONDS—
6s, A&O, $30,000....July, 1900-03
BRIDGE BONDS—
6s, ..., $39,500.....1900 to 1908

POOR BONDS—
6s, $5,000..... .....1900 to 1908
Interest is payable in N. Y. City.
Total debt Jan. 1, 1900 $161,500
Total valuation 1899...11,777,000
Assessment abt. ⅔ actual value.
State & co. tax (per M.) '99.$12·00
Population in 1890 was.....28,939
Population in 1900 (est.)....40,000

INTEREST is payable at the Hanover Nat. Bank, New York, and at the County Treasurer's office.

HENRY COUNTY.—DAVID F. COE, Auditor.

County seat is Napoleon.

LOANS. *When Due.*
REFUNDING BONDS—
5s, ..., $30,000.....April 1, 1904
4s, J&J, 65,000.....July 1, 1905
(Subject to call before maturity.
TOWNSHIP ROAD IMP. (Special) –
5s, J&J $26,000.....July 1, 1905
5s, J&J 9,000.....July 1, 1905
5s, J&J 11,000.....July 1, 1906
5s, J&J, 8,000.....July 1, 1907
5s, ..., 13,000.....Nov. 1, 1907

DITCH BONDS—
5s, J&J, $10,000.....J&J, 1900-02
Total debt Mch. 1, 1900. $172,000
Township debt (included) 77,000
Sinking fund..... 98,000
Net debt Mch. 1, 1900 .. 74,000
Total valuation 1899....6,815,560
Assessment about ⅓ actual value.
State & co. (per tax M.) '99.$13·24
Population 1890 was... 25,080
Population in 1900 (est.)...30,000

HIGHLAND CO.—GEO. W. SHAFFER, Auditor.

County seat is Hillsborough.

LOANS— *When Due.*
COUNTY BONDS—
6s, ..., $26,000.....Mar. 1, 1908
5s, ..., 10,000.....Sept. 1, 1901

5s, ..., $28,500.....Mar. 1, 1904
Total debt Sept. 1, 1898.. $80,500
Tax valuation 1898....11,195,077
Population in 1890 was....29,048

IRONTON.—{A. M. COLLETT, Mayor. GEO. H. DAVIES, City Clerk.

County seat of Lawrence County.

LOANS— *When Due.*
MEMORIAL HALL.
5s, M&S, $20,000.....Sept. 1, 1910
5s, M&N, 3,500.....May 1, 1914
REFUNDING BONDS—
5s, M&S, $30,000.....Sept. 1, 1915
REFUNDING WHARF BONDS -
5s, J&J, $6,500. ..July 11, 1908
Subject to call after July 11, 1903.
SEWERS, ETC.—
5s, J&D, $25,000.....June 1, 1912
STREET BONDS—
5s, J&D, $25,000.....June 1, 1912
WATER BONDS.
5s, J&J, $90,000.....Jan. 1, 1906
5s, M&S, 18,000.....Mar. 1, 1911
4s, J&J, 27,000....July 1, 1906

LOANS— *When Due.*
WATER BONDS—(Con.)
4s, J&J, $20,000 00..July 1, 1907
STREET IMPROVEMENT.
Payable by special assessment.
6s, ..., $21,570 70. ..1900-1904
TEMPORARY LOAN BONDS—
4s, ..., $17,800..... .....
Bonded debt Mar.1,1900. $265,000
Water debt (included)... 155,000
Spec. asst. debt (add'n'l). 21,570
Temporary loans (add'n'l) 17,800
Tax valuation 1899.....3,125,811
City tax (per $1,000) 1899..$10·10
Total tax (per $1,000) 1899 30·20
Population in 1890 was.....10,939
Population 1900 (est.).....15,000

INTEREST on the wharf bonds, on the special assessment bonds, and on the temporary loan bonds, is payable at the City Treasury; on all other bonds at the National Park Bank, N. Y. City.

JACKSON CO.—O. P. SCHELLENGER, Auditor.

Jackson is the county seat.

LOANS— *When Due.*
TURNPIKE BONDS—
5s, semi.an..$20,000.....
4s, semi-an 180,000.....
Bonded debt, May 20,'99. $200,000
Assessed valuation, real. 4,000,000

Assessed val., personal. $2,500,000
Total valuation, 1899.. 6,500,000
Assessment about ½ actual value.
State & Co. tax (per M.) '98..$12·54
Population 1890 was.....28,408
Population 1899 (est.).....35,000

JEFFERSON CO.—GEO. P. HARDEN, Auditor.

County seat is Steubenville.

LOANS— *When Due.*
TURNPIKE BONDS—
5s, J&D, $115,000....June 1, 1902
5s, J&D, 116,500....June 1, 1910
Subject to call June 1, 1905
5s, J&D, $87.000.....June 1, 1911
Subject to call June 1, 1899
5s, A&O, $75,000.....Apr. 1, 1913
6s, F&A, 44,000. Feb. 20, '01-'11
Interest payable at County Treas.

Total debt Feb. 10, 1900 $393,500
Sinking fund..... 70,000
Net debt Feb. 20, 1900. 323,500
Tax valuation, real.....11,911,780
Tax valuation, pers'l... 6,122,100
Total valuation 1899...18,033,880
Assessment is ⅗ actual value.
State & Co. tax (per M.) '99..$19·80
Population in 1890 was.....39,415

KENT.—W. H. BUSHNELL, Treasurer.

This city is situated in Portage County.

LOANS— *When Due.*
IMP. AND PARK BONDS—
6s, M&S, $80,000.....1922

Total debt Sept. 1, 1899. $80,000
Total valuation 1898....1,400,806
Tax rate (per $1,000) 1898.$23·40
Population in 1890 was.....3,501

These bonds have been repudiated by the City Council on the ground that they were illegally issued. The interest due September 1, 1896, was not paid. In 1900, however, the United States Circuit Court of Appeals affirmed the validity of the bonds.

KENTON.—C. W. FAULKNER, Clerk.

This city is in Hardin County.

LOANS— *When Due.*
REFUNDING BONDS—
4s, $58,000.....1907-1925
SEWER BONDS—
6s, A&O, $7,000.....1899-1902
STREET IMPROVEM'T BONDS—
6s, ..., $25,982.....1899-1903
WATER WORKS BONDS—
5s, ..., $84,000.....1900-1919
4s, ..., 15,000.....1903-'07.'09

Total debt Feb. 4, 1899.. $174,982
Tax valuation 1898.....2,153,400
Total tax (per $1,000) 1898.$36·20
Tax valuation 1891....$1,827,170
Population in 1890 was.....5,557
Population in 1899 (est.).....8,500
SCHOOL DISTRICT BONDS—
6s, A&O, $10,000..Oct.,1916-'17

LAKE CO.—E. D. HEARTWELL, Auditor.

Painesville is the county seat.

LOANS— *When Due.*
BRIDGE BONDS—
5s, J&J. $46,000.....1900-1916
4s, J&D, 15,000..June, 1900-'09
4s, J&D, 20,000..June, 1910-'19
4s, ..., 15,000..1903, '07 & '09

Bonded debt June 1, '99. $81,000
Assessed valua'n 1889.13,045,910
Population 1890.....18,235
Population 1899 (est.).....20,000

LANCASTER.—GEO. H. MILLER, Treasurer.

This city is in Fairfield County.

LOANS— *When Due.*
CITY HALL BONDS -
6s, F&A, $45,000.....1900 to 1904
($10,000 yearly).
FIRE IMPROVEMENT BONDS—
5s, J&J, $7,000.....$2,000 yearly

STREET IMPROVEMENT BONDS—
6s, J&D, $9,910 .....June 1, 1901
6s, J&D, 5,229 .....June 1, 1906
6s, M&S, 15,900 .....Mar. 1, 1908
6s, M&S, 900 .....Mar. 1, 1901
6s, F&A, 5,500 .....Aug. 1, 1905
6s, F&A, 780 .....Aug. 1, 1908

LOANS—	When Due.
WATER WORKS—	
5s, M&N, $23,000	$2,000 yearly
Bonded debt Mar. 20, 1900	$90,909
Str't assessm't bds. (add'l)	24,610

Total valuation 1899...$3,185,960
Assessment about $^3/_5$ actual value.
Total tax (per $1,000) 1899.$23·00
Population in 1890 was..... 7,555
Population in 1899 (est.) ...11,000

The city owns its natural gas plant, from which is derived a net income of about $25,000 per annum.

LAWRENCE CO.—H. R. BROWN, Auditor.

County seat is Ironton.

LOANS—	When Due.
POOR BONDS—	
6s, ..., $1,000	$1,000 semi-an.
TURNPIKE BONDS—	
5s, M&S, $235,000	Sept. 1,'00-'23
($5,000 due semi-annually.)	
4½s, ..., $6,500	
4s, M&S, 20.000	Mar 1, 1904, to
($1,000 due M&S.)	Sept. 1, 1913

Bonded debt Sept. 1, '98. $244,500
Tax valuation, real.....5,040,740
Tax valuation, personal.2,4 0,900
Total valuation 1899....7,471,640
Assessment is ½ actual value.
Total tax (per $1,000), '99..$12·90
Population in 1890 was.....39,556
Population in 1899 (est.)...42,000

INTEREST on $50,000 of the turnpike bonds is payable at the Park Bank, N. Y.; on all other bonds at the office of the County Treasurer.

LEIPSIC.—A. A. KOBER, Clerk.

This village is in Putnam County.

LOANS—	When Due.
WATER BONDS—	
5s. ....., $24,000	1911 to 1920
STREET-IMPROVEMENT BONDS—	
6s, ..., $36,400	
Bonded debt Mar. 1, 1900	.$60,400

Assessed valuation 1898 $350,000
Assessment about ⅓ actual value.
Tax rate (per $1,000) '98..$32·50
Population in 1890 was.. 1,353
Population in 1899 was.....3,000

LICKING CO.—ANTHONY R. PITZER, Auditor.

County seat is Newark.

LOANS—	When Due.
BRIDGE & ROAD REPAIR BONDS—	
5s, J&J, $50,000	July 1, 1905
($10,000 due yearly)	to July 1,1908
COUNTY BUILDING BONDS—	
6s, J&J, $52,000	1900-1907
REFUNDING BONDS—	
6ss, J&J, $10,000	1903 & 1904

Total debt Feb. 1, 1900. $112,000
Assessed val'n, real ...15,937,870
Assessed val'n, pers'l.. 7,398,541
Total valuation, 1899..23,336,411
Assessment about 65% actual val
State & co.tax (per $1,000)'99.$8 20
Population in 1890 was.....43,279
Population in 19 00 (est.)...47,500

INTEREST is payable at Newark, Ohio.

LIMA.—{H. S. PROPHET, Mayor. C. E. LYNCH, Clerk.

This city is the county seat of Allen County.

LOANS—	When Due.
SEWER BONDS—	
4s, A&O, $50,000	Apr. 1, 1901 to
(2,000 each A&O)	Apr. 1, 1913
PAVING BONDS—	
6s, J&J, 34,000	1900 to 1907
5s, ..., 69,900	1900-1908
(Part yearly.)	
6s, July, $2,500	July 1,1900-'03
5s, J&J, 12,000	1899-1908
(Various amounts every 6 months)	
5s, J&J, $44,000	July, 1900-1908
($2,000 every J&J to 1903 inclus.; $3,000 ev'ry J&J from 1904 to '08.)	
5s, J&J, $40,000.	Jan., 1901-1910
($2,000 every 6 months J&J.)	
5s, J&J, $56,000	July, 1900 to
($2,000 each J&J)	Jan.1, 1909
5s, J&J, $4,500	July 1,'08-1909
($2,000 due in 1908.)	
4s, J&J, $130,000	1900-1909
(Part due each J&J)	
5s, J&J, $29.900	Jan. 1, 1900 to
(Part each J&J.)	July 1, 1909
REFUNDING BONDS—	
3½s, A&O, $100,000	Apr.1,1930
(Subject to call after Apr. 1, 1925.)	
REFUNDING WATER BONDS—	
3½s, M&S, $150,000	Mar. 1, 1925
(Subject to call after Mar. 1, 1920.)	
WATER WORKS—	
5s, M&S, $50,000	Mar. 1, 1906
($10,000 duey'rly)	to Mar. 1, 1910
5s, M&S, 138,000	Apr. 1, 1916
Bonded debt Mar.1,1900.	$817,200
Floating debt	35,000
Total debt Mar. 1, 1900...	852,200
Water debt (included)	338,000
School bonds (additional)	35,000
Assessed valuation 1899.	6,054,180
Total tax (per $1,000) '99	$27·60
Assessm't about ⅔ actual value.	
Population in 1890 was	15,981
Population 1899 (est.)	25,000
SCHOOL DIST. BDS—A. Catt, Clerk.	
5s, M&N, $15,000.	Sept.1900 to '14
5s, M&S, 15,000.	Sept.1901 to '15

INTEREST on the water bonds is payable by Winslow, Lanier & Co., N. Y.; on all other bonds at the City Treasurer's office.

LOGAN.—This City is in Hocking County.

LOANS—	When Due.
GAS, WATER & SEWER BONDS	
6s, ..., $4,500	Jan. 1, 1906
5s, J&D, 60,000	1900-1929
($2,000 due yearly on June 1.)	

Total debt Sept. 1, 1898.. $64,500
Tax valuation 1898..... 959,702
Total tax (per $1,000) '98..$34·64
Real valuation 1894.....2,500,000
Population in 1890 was.....3,119
Population 1895 (estimated) .3,500

INTEREST is payable at the Western German Bank, Cincinnati, O.

LOGAN CO.—FRANK E. MILLIGAN, Auditor.

County seat is Bellefontaine.

LOANS—	When Due.
BRIDGE BONDS—	
4s, J&J, $10,000	Jan. 1, 1905
4s, M&S, 15,000	Jan. 1, 1910
5s, J&J, 4,500	Jan.1, 1904 to
($500 each J&J)	Jan. 1, 1908
PIKE BONDS—	
5s, J&J, $5,000	July 1, 1900 to
($500 each J&J)	Jan. 1905
DITCH BONDS—	
6s, ..., $30,000	Part yearly
DITCH BONDS—(Con.)—	
6s, J&J, $20,000	1900 to 1903
4s, J&J, 17,500	July, 1900, to
($2,500 each J&J.)	July 1, 1903
BUILDINGS AND ROAD IMP'TS—	
6s, ..., $12,000	1900-1903

Total debt. Aug.15, 1899 $66,000
Tax valuation, real.....9,473,690
Tax valuation, personal.3,952,680
Total valuation 1898...13,426,370
Population in 1890 was.....27,386

LORAIN.—{GEO. L. GLITSCH, Mayor. G. A. RESEK, Clerk.

This city is in the county of the same name.

LOANS—	When Due.
REFUNDING BONDS—	
6s, ..., $4,000	1900-1903
($1,000 due yearly on Oct. 28.)	
6s, ..., $30,000	1903-1912
($3,000 due yearly on Aug. 1.)	
4s, M&S, $15,000	Sept. 1, 1919
IMPROVEMENT BONDS—	
5s, J&J, $75,000	July 15, 1918
($5,000 due yearly)	to July15,1932
5s, ..., $100,000	1914-1933
($5,000 due yearly on Sept. 15.)	
WATER-WORKS BONDS—	
5s, ..., 90,000	Nov. 1, 1914
5s, ..., 125,000	Aug. 24, 1915
PAVING BONDS—	
6s, ..., $48,000.	Part due yearly
SEWER BONDS—	
6s, ..., $36,500.	Part due yearly
4s, M&S, 46,000.	Mch. 15, '01 to
	Sept. 15, 1910
($2,000 each, M&S, to 1904.)	
($2,500 each, M&S, to 1910.)	

Total debt Oct. 1, 1899.. $524,500
Water debt (included)... 230,000
Spec. assess. bds. (incl.). 84,500
Tax valuation 1899.....3,071,140
Assessment about ⅛ actual value.
Tax rate (per $1,000) 1898..$31·50
Population in 1890 was..... 4,863
Population in 1899 (est.)...17,000

LORAIN CO.—G. H. LEWIS, County Auditor.

Elyria is the county seat.

LOANS—	When Due.
CHILDREN'S HOME BONDS—	
4½s, F&A, $33,000.	Aug. 15, 1900
($3,000 due y'rly)	to Aug. 15, 1910
BRIDGE BONDS—	
4s, ...$160,000.	Sept. 1, 1900, to
($5,000 every 6 mos.)	Mar. 1, 1916

Bonded debt Apr. 2, 1900.$200,957
Asses'd valuation, real..12,034,010
Asses'd valuation, per'l. 7,528,349
Total valuation 1899..19,562,359
Assessm't about 35% actual value.
State & Co. tax (per M) 1899 $8·80
Population in 1890 was 40,295
Population in 1900 (est.) ...60,000

INTEREST is payable at the County Treasurer's office.

LUCAS COUNTY.—{WM. M. GODFREY, Auditor. JOSEPH L. YOST, Treasurer.

County seat is Toledo.

LOANS—	When Due.
ARMORY BONDS—	
4½s, var., $73,000	1941-1942
BRIDGE BONDS—	
5s, ..., $10,000	1900
BUILDING BONDS—	
5s, M&N, $15,000	1901
CHILDREN'S HOME—	
5s, F&A, $49,000	1901
($7,000 due yearly)	to 1907
5s, ... 12,000	1908
4½s, ... 10,000	1905-1906
COURT-HOUSE—	
4s, M&S, $500,000*	1944
Subject to call 1924.	
GENERAL BONDS—	
4½s, M&S, $20,000	.1903
($4,000 due yearly)	to 1907
ROAD BONDS—	
5s, ..., $26,500	1900-1906
ROAD BOODS—(Con.)	
5s, M&S, $15,000	1911
4½s, ..., 22,500	1901-1908
4½s, ..., 50,000	1901
($5,000 due yearly)	to 1911
4s, A&O, 29,000.	1901 to '10
DITCH BONDS—	
5s, M&N, $3.912	1904
4½s, A&O, 23,726 16.	1901 to 1904
DITCH REDEMPTION BONDS—	
5s, M&N, $1,000	1901

Interest payable at Co. Treasury.
Total debt Mar. 1, 1900. $880,412
Tax valuation, real. .. 44,155,970
Tax valuation, person'l.15,263,296
Total valuation 1899...59,419,266
Real valuation about..180,000,000
State and co. tax (per M.) '99.$8·50
Population in 1890 was...102,296
Population '99 (estimated).150,000

*$220,000 coupon; $280,000 registered.

MADISON COUNTY.—B. A. TAYLOR, Aud.

County seat is London.

LOANS—	When Due.
CHILDREN'S HOME BONDS—	
6s, ..., $23,000, part y'rly	to 1911
COURT HOUSE AND JAIL—	
6s, ..., $110,000, part yrly	to 1906
DITCH IMPROVEMENT—	
6s, ..., $29,729, part y'rly	to 1904
5s, F&A, 8,680, part ½ y'ly	to '09
REFUNDING BONDS—	
5s, M&S, $35,000.	Mar., 1901 to '07
ROAD IMPROVEMENT—	
6s, ..., $7,180, part y'rly	to 1901
6s, M&N, 13,760	Mar., 1900-1903
($1,720 due each M&N.)	

Total debt Mar. 1, 1900 $215,350
Tax valuation 1898....13,063,830
Population in 1890 was.....20,050

Ditch and road improvement bonds payable by special assessment.

MADISONVILLE.—BENNETT CARTER, Clerk.

Madisonville is in Hamilton County.

LOANS—	When Due.
ELECTRIC-LIGHT AND WATER-WORKS BONDS—	
5s, ..., $15,000	1923
5s, ..., 10,000	1924
STREET IMPROV. BONDS—	
6s, ..., $46,975	Part due y'rly
ASSESSMENT BONDS—	
6s, M, $5,950 40	1900 to 1907
($743 80 annually.)	
6s, J&J, $8,417	1900 to 1909
($541 70 yearly on July 1.)	
6s, semi-an., $9,773 20	'01 to '10
SUBWAY BONDS—	
4½s, M&N, $11,500	Nov. 1, 1928
(Subject to call after 1918.)	
TOWN HALL BONDS—	
6s, ..., $5,500	$500 ann.
5s, ..., 4,000	1910
SCHOOL BONDS—	
5s, J&D, $2,500	June 30,'01 to'05
($500 due yearly.)	
5s, ..., 6,000	1925
WATER-WORKS BONDS—	
5s, ..., $15,000	1922
4½s, ..., 15,000	1922

Bonded debt Sept. 1, '98..$126,718
Tax valuation 1897..... 912,340
Total tax (per $1,000) '99...$32·22
Population in 1890 was.....2,214
School District Bonds—
4s, M&S, $65,000 Mar. 30, 1930

MAHONING CO.—WM. R. LEONARD, Auditor.

County seat is Youngstown.

LOANS—	When Due.
BRIDGE BONDS—	
5s, M&S, $47,500	1900 to 1909
($5,000 annually.)	
4½s, M&S, $90,000	Sept. 1, 1900
($5,000 yearly)	to Sept. 1, 1917.
4½s, M&S, 180,000	1900 to 1917
($5,000 to 1909, $15,000 to 1915, $20.000 to 1916, $25,000 in '17.)	
4½s, M&S, $25,000	Sept. 1, 1901
	to Sept. 1, 1918
($1,000 y'rly to '11; $2,000 to '18.)	
COUNTY & ROAD BONDS—	
5s, Sept., $50,500	Sept., 1900
ROAD BONDS—	
5s, Sept., $8,000	Sept., 1906
CHILDREN'S HOME—	
4½s, M&S, $25,000	Sept. 1, 1900
($1,000 in '00, $2,000 yearly.)	to Sept. 1, 1916
INFIRMARY BONDS—	
5s, M&S, $87,500	1901 to 1917
($5,000 in 1901 and $5,000 annually thereafter.)	
4½s, M&S, $54,000	Sept. 1, 1900
($3,000 due yearly.)	to sept. 1, '17

Int. payable at Youngstown, O.
Total debt July 1, 1899. $533,400
Tax valuation, real....17,777,130
Tax valuation. pers'l... 7,515,850
Total valuation 1898...25,292,980
Assessm't about ½ actual value.
Population in 1890 was.....55,979
Population 1899 (est.).....70,000

MANSFIELD.—{HUNTINGTON BROWN, Mayor. F. M. REMY, City Clerk.

This city is in Richland County.

LOANS—	When Due
GENERAL IMPROVEM'T BONDS—	
6s, Nov., $9,000.	Nov. 1,1900 to'02
STREET IMPROVEMENT BONDS—	
6s, ..., $37,950	1900 to 1902
6s, ann., 19,560	June.1900-1903
6s, ann., 17,760	July..1900-1903
6s. ann., 8,000	Aug..1900-1903
.., ..., 4,000	
WATER-WORKS BONDS—	
5s, July, $25,000	July 1,'00-1904
5s, A&O, 16,000.	Oct.23,1900-1915
($1,000 due yearly on Oct. 23.)	
DEBT EXTENSION BONDS—	
6s, Dec., $10,000	Dec., 1900

Interest is payable at City Treas'y
Total debt Oct. 1, 1899 . $162,000
Water debt (included).. 42,000
Tax valuation, real..... 4,629,960
Tax valuation, personal 2,167,530
Total valuation 1898... 6,797,490
Assessment about ½ actual value.
Total tax (per $1,000) '98 ..$29·50
Population in 1890 was.....13,473
Population in 1899.....17,934
SCHOOL DISTRICT BONDS—
4s, J&J, $13,500..... 1900 to 1906

MARIETTA.—CARL BECKER, Clerk.

This city is in Washington County.

LOANS—	When Due.
CITY HALL IMPROVEMENT—	
5s, F&A, $2,500	1900-1904
($500 due yearly on Aug 1.)	
These are owned by sinking fund.	
VILLAGE OF HARMON—	
6s, J&J, $5,000	$500 semi-an.
STREET IMP.& ELEC.L'T BONDS—	
4½s, M&S, $7,500	Mar. & Sept.
($500 due semi-annually.)	
5s, ..., $15,000	1927
PAVING AND SEWERS—	
5s, F&A, $20,000	Aug., 1912
5s, J&D, 20,000	June, 1913
5s, F&A, 10,000	Aug., 1900
($1,000 due yearly.)	
5s, ..., $15,000	1906-1926
5s, F&A, 10,000	Aug. 1, 1927
(Subject to call after 1907.)	
REFUNDING BONDS—	
4½s, F&A, $74,000	Aug., 1912

LOANS—	When Due.
REFUNDING WATER BONDS—	
3½s, A&O, $90,000	Jan. 1, 1920
BRIDGE BONDS—	
5s, J&J, $70,000	July 1, 1901 to
($1,500 every J&J)	July 1, 1923
WATER WORKS BONDS—	
5s, J&D, $10,000	June,'02 to '12
4½s, M&S, 10,000	Sept., 1921
SPECIAL ASSESSMENT BONDS—	
6s, semi-an., $98,855	1900-1907
(Part due semi-annually.)	

Interest is payable in Marietta.

Bond. debt Mar. 1,1900	$452,855
Special assess. b'ds (incl.)	98,855
Sinking fund	24,260
Net debt Mar. 1, 1900	428,595
Tax valuation 1899	4,250,000
Assessment about ½ actual value.	
Total tax (per $1,000)'99	$28·00
Population in 1890 was	8,273
Population 1900 (est.)	15,000

MARION.—This city is in Marion County.

LOANS—	When Due.
STREET IMPROVEMENT BONDS—	
6s & 5s, $334,713	Sept. 1, 1917
Bonded debt Sept. 1,'98.	$334,713
Cash on hand	37,545

Tax valuation 1898	$4,603,110
Total tax (per $1,000) 1898.	$27·60
Population in 1894 was	10,297
Population in 1890 was	8,327
SCHOOL DISTRICT BONDS—	
4½s, J&D, $18,000	June, 1903-20
($500 each J&D.)	

INTEREST on the street imp't bonds is payable at the City Treasury.

MASSILLON —{JACOB WISE, Mayor. THOS. H. SEAMAN, City Clerk.

This city is in Stark County.

LOANS—	When Due.
PUBLIC LIBRARY BONDS—	
6s, Apr., $4,000	to 1906
ENGINE HOUSE BONDS—	
6s, , $3,000	to 1903
STREET IMPROVEMENT BONDS—	
5s & 6s, , $4,580	to 1902
SEWER BONDS—	
4½s & 5s, , $11,460	to 1904

GENERAL IMPROVEMENT—	
6s, $55,500	to 1911
Bonded debt Apr. 5, 1900	$81,740
Floating debt	2,000
Total debt Apr. 5, 1900..	83,740
Cash assets	1,390
Net debt Apr. 5, 1900	82,350
Tax valuation 1899	4,118,200
Total tax (per $1,000) 1899.	$28·80
Population in 1890 was	10,092

MEIGS CO.—CLINTON A. ROBERTS, Auditor.

County seat is Pomeroy.

LOANS—	When Due.
BRIDGE BONDS—	
5s, $2,000	1901 to 1902
DEFICIENCY BONDS—	
5s, $16,000	1906 to 1916
FUNDING BONDS—	
4½s, J&D, $35,000	1917
4s, M&S, 12,000.	Mar.1903 & '04
4s, M&S, 5,000	Mar. 1, 1905

JAIL BONDS—	
5s, $14,000	1900 to 1902
Bonded debt Apr.5, 1900.	$84,000
Tax valuation 1899	6,346,838
State and Co. tax (per M)'99.	$12·40
Population in 1890 was	29,813
Population in 1895 (est.)	38,000

MERCER CO.—CHAS. A. KLOEB, Auditor.

County seat is Celina.

LOANS—	When Due.
DITCH BONDS—	
6s, J&J	$8,500
6s, M&S, $2,500	Sept. 1, 1900-'04
ROAD IMPROVEM'T BONDS—	
6s, J&J, $63,500	
6s, M&S, 4,500.	Sept. 1, 1900-'08
6s, J&J, 18,000	1900-1904
6s, J&J, 2,500	1900-1904
4s, M&S, 12,000	Sept. '00 to '04
4s, M&S, 1,500.	Sept., '01, '03, '04

COUNTY FAIR BONDS—	
6s, J&J, $6,000	
PIKE REPAIR BONDS—	
6s, J&J, $8,000	
Interest payable at Co. Treasury.	
Total debt Mar. 1, 1900..	$96,000
Tax valuation, real	6,091,330
Tax valuation, person'l	2,832,730
Total valuation, 1899	8,924,060
Assessment is ⅓ actual value.	
Total tax (per $1,000) 1899.	18·50
Population in 1890 was	27,220
Population in 1898 (est.)	32,000

MIAMI COUNTY.—J. T. BARTMESS, Auditor

County seat is Troy.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, , $161,000	1900 to 1907
DITCH BONDS—	
6s, J&J, $27,500	July 1, 1904
6s, , 34,700	1900 to 1904
BRIDGE BONDS—	
5s, J&J, $52,000	July 1, 1900
($4,000 every 6 mos.)	to July 1, '08
5s, J&J, $20,000	July 1, 1904
PIKE BONDS—	
6s, , $800	July 1, 1900
5s, J&J, 9,600	1900 to 1904

Interest payable at Treas. office.	
Total debt Mar. 1,1900.	$259,600
Tax valuation, real	15,280,380
Tax valuat'n, personal.	6,987,829
Total valuation 1899	22,268,209
Assessment is ½ actual value.	
State tax (per $1,000) 1899.	$2·84
County tax (per $1,000) '99..	6·70
Population in 1890 was	39,754
Population in 1899 (est.)	45,000

MIAMISBURG.—{A. R. STOCKER, Mayor. A. C. SCHELL, Clerk.

Located in Montgomery County.

LOANS—	Amt. Outst'd'g.
Electric-light 5s, 1910	$8,000
Fire and light imp. 5s, 1902	1,500
General improvement 5s	35,000
Street imp. 6s, 1900-'07	7,224
Total debt Mar. 1, 1900	51,724

Tax valuation, real	$845,070
Tax valuation, pers'l	904,370
Total valuation 1899	1,749,440
Tax rate (per $1,000)1899.	$24·20
Population in 1890 was	2,952
Population in 1899 (est.)	3,600

INTEREST on general improvement bonds is payable at the Hanover National Bank of New York; on remaining issues at Miamisburg.

MIDDLEPORT.—{JAMES H. WILLIAMS, Mayor. E. P. CARTWRIGHT, CLERK.

This village is situated in Meigs County.

LOANS—	When Due.
FUNDING BONDS—	
4s, $7,000	
SEWER BONDS—	
6s, M&S, $14,000.	Sept. 15, '00-'13
6s, M&S, 30,000.	Sept. 15, '00-'14

Interest payable at Middleport.	
Bonded debt Mar. 1, '99	$52,000
Total valuation 1898	624,000
Assessment about ½ actual value.	
Tax rate (per $1,000) '98	$34·60
Population in 1890 was	3,211

MIDDLETOWN.—{FRANK STEVENS, Clerk. HENRY ERB, Treasurer.

This city is in Butler County.

LOANS—	When Due.
PARK BONDS—	
3½s, J&D, $25,000	Dec. 1, 1919
4s, F&A, 75,000	Feb. 1, 1930
(Subject to call after Feb. 1, 1920.)	
REFUNDING BONDS—	
4s, J&J, $49,500	part yearly
PAVING BONDS—	
5s, M&S, $6,590 80.	Mar. 30, 1901
($823 85 due y'rly)	to Mar. 30, '08

Sewer 5s, $46,000	part y'rly
Bonded debt Dec. 1, '99	$151,000
Water bonds (included)	68,500
Tax valuation 1899	4,312,045
Total tax (per $1,000) 1898.	$26·50
Population in 1890 was	7,681
Population in 1899 (est.)	10,700

MONTGOMERY CO.—ALFRED G. FEIGHT, Auditor.

County seat is Dayton.

LOANS—	When Due.
INFIRMARY BONDS—	
4s, M&N, $11,000.	May 1900 to '06
($1,000 in 1900, $1,500 to 1904, $2,000 to 1906.)	
4s, M&S, $10,000.	Mar. 1902 to '07
BRIDGE BONDS—	
4s, M&S, $71,000	Sept. 1, 1901
($18,000 due y'rly)	to Sept 1, 1904
COUNTY DEFICIENCY—	
5s, M&S, $20,000	Sept. 1, 1900
BUILDING BONDS—	
5s, , $18,000.	Sept., 1900-'01

LEVEL BONDS—	
4s, M&S, $120,000	Mar.1902 to '09
DITCH BONDS—	
4s, M&S, $13,500.	Mar. 1902 to '05
Total debt Apr. 1, 1900.	$275,500
Tax valuation, real	46,000,000
Tax valuation, personal.	18,000,000
Total valuation 1899	64,000,000
Assessment is ⅗ actual value.	
State tax (per $1,000) 1898	$2·84
County tax (per $1,000) '99	2·56
Population in 1890 was	100,852
Population in 1900 (est.)	150,000

MT. VERNON.—{L. G. HUNT, Mayor. H. J. SANDERSON, City Clerk.

This city is in Knox County.

LOANS—	When Due.
DEFICIENCY BONDS—	
6s, J&J, $2,000	1901 to 1902
PAVING BONDS—	
6s, Sept., $13,000	1900 to 1902
($4,500 due yearly.)	
SEWER BONDS—	
6s, Oct., $7,000	$1,000 due y'rly
6s, , 6,375	July 1900-1908
($375 each J & J.)	
STREET IMPROVEMENT—	
6s, , $3,800	1899-1916

WATER BONDS—	
6s, J&J, $24,000	Jan. 1, 1902
Subject to call.	
6s, , $15,000	July 1, 1901
Interest is payable at City Treas'y.	
Total debt Aug. 10, 1899	$68,490
Tax valuation 1898	2,462,415
Assessment is abt. ½ actual value.	
Total tax (per $1,000) 1898.	$28·50
Population in 1898 (est.)	8,000

MUSKINGUM CO.—J. L. STARKEY, Auditor.

County seat is Zanesville.

Bonded debt Aug. 11, '99.	$438,000
(Interest at 5 per cent.)	
Floating debt	25,000
Total debt Aug. 11, 1899.	463,000
Sinking fund	17,000
Net debt Aug. 11, 1899	446,000

Asses'd valuation '98.	$22,090,094
Real valuation (est.)	35,000,000
State & Co. tax (per M) '99.	$10·00
Population in 1890 was	51,210
Population in 1899 (est.)	60,000

NELSONVILLE—JAMES SHARP, Clerk.

This village is in Athens County.

LOANS—	When Due.
6s, F&A, $6,300 Aug.	1900 to 1909
($350 each F&A.)	
STREET IMPROVEMENT BONDS—	
6s, F&A, $5,000	Aug, 1900 to
($250 each F&A)	Feb. 1, 1910
WATER WORKS & SEWERAGE—	
6s, , $60,000	Sept. 1, 1924

Total debt Aug. 1, 1899	$69,000
Tax valuation 1899	796,000
Real valuation (est.)	4,000,000
Total tax (per $1,000) 1899.	$43·30
Population in 1890 was	4,558
Population in 1880 was	3,095
Population 1899 (estimated)	5,500

NEWARK.—HERBERT ATHERTON, Mayor.

County seat of Licking County.

LOANS— NAME AND PURPOSE.	When Due.
ENCAMPMENT BONDS—	
6s, , $3,000	1900-1902
REFUNDING LIGHT BONDS—	
5s, , $33,000	1900-1932
PAVING BONDS—	
6s, , $2,000	1900
5s, , 5,000	1898-1901
5s, , 33,000	1900-1902
5s, , 4,500	1899-1904
5s, , 33,299	1898-1905

SEWER BONDS—	
5s, , $5,000	1898-1900
5s, , $29,000	1900-1905
REFUNDING BONDS—	
5s, , $25,000	Aug. 1, 1901
5s, , 16,000	Jan. 1, 1906
REFUNDING SEWER BONDS—	
5s, , $5,000	1900-1904
Total debt Sept. 1, 1898.	$224,500
Sinking funds, &c	5,974
Net debt Sept. 1, 1898	218,526
Total valuation 1898	6,027,803
Tax rate (per $1,000) 1898.	$28·20
Population in 1890 was	14,270

INTEREST on all bonds is payable at the City Treasury, Newark, O.

NEW PHILADELPHIA.—{C.H.ACKEY, Mayor I.A.CORRELL, Clerk

This city is in Tuscarawas County.

LOANS—	When Due.
PAVING BONDS—	
6s, , $6,096 80.	June 1900 to '07
CEMETERY BONDS—	
6s, J&J, $6,000.	Nov. 1, 1905-'07
GENERAL IMPROVEMENT—	
6s, J&J, $5,000.	Jan. 1901 to '03
6s, M&N, 15,000.	May 1908 to '15
5½s, M&N 15,000	Nov. 1, 1900 '04

SEWER BONDS—	
6s, A&O, $28,000.	Apr. 1, 1901-'14
Bonded debt Mar. 1, 1900	$77,096
Tax valuation, real	1,369,530
Tax valuation, personal.	565,450
Total valuation 1899	1,934,980
Assessment ⅓ to ½ actual value.	
Total tax (per $1,000)'99	$29·60
Population in 1890 was	4,456
Population 1900 (est.)	7,000

INTEREST on cemetery and sewer bonds is payable at New Philadelphia, Ohio; on improvement bonds of 1900-1903, at Cleveland, Ohio; on remaining bonds at New York.

NILES.—{LEONARD HOLLOWAY, Mayor. JOHN L. McDERMOTT, City Clerk.

This city is in Trumbull County.

Sewer bonds	$12,000
Miscellaneous bonds	11,000
Imp't bonds (about)	18,000
Water debt (additional)	70,000
Tot. debt Mar. 6,'99 (abt.)	104,600

Tax valuation 1898	$1,320,000
Total tax (per $1,000) 1898.	$31·80
Population in 1890 was	4,289
Population 1899 (local est.)	8,000

NORWALK.—T. P. KELLOGG, Clerk.

This city is in Huron County.

LOANS—	When Due.
WATER BONDS—	
5s, , $129,500	1899 to 1928
6s, , 2,000	1899 to 1902
PAVEMENT IMPROVEMENTS—	
6s, , $5,800	1899 to 1903
5s, , 13,615	1899 to 1903
5s, , 9,787	1900 to 1909

BRIDGE BONDS—	
5s, M&S, $11,000	Mar. 1, 1904
($500 each M&S)	to Sept. 1, 1914
Funded debt July 13, '99.	$160,015
Unfunded debt	11,492
Total debt 1899	171,507
Assessed valuation 1899.	2,676,559
Population 1890	7,195
Population 1899 (est.)	8,500

NORWOOD.—{CHARLES E. PRIOR, Mayor. W. E. WICHGAR, Clerk.

This village is in Hamilton County.

LOANS—	When Due.
ELECTRIC LIGHT BONDS, 1895—	
5s, semi-an., $27,000	1900-1926
($1,000 due yearly on Oct. 1.)	
EXTENSION BONDS—	
6s, , $25,568	Oct. 1, 1906
FIRE AND GEN. PURPOSE, 1894—	
5s, , $25,000	Aug. 15, 1914
GEN. PURPOSE BONDS, '92-4-5—	
5s, , $25,000	Sept. 1, 1915
STREET IMPROVEMENT BONDS—	
6s, , $3,306	1899 1908
6s, , 5,686	1898-1907
5s, , 20,000	Nov. 15, 1917
6s, , 11,490	1899-'08
4½s, , 86,362 70	1900-1909
4s, , 14,490.	Oct., 1900 to '09
PUBLIC BUILDING BONDS, 1890—	
5s, , $1,800	July 1, 1901

SIDEWALK BONDS—	
5s, , $61,000	1897-1925
5s, , 3,000	Oct. 1, 1908
SEWER BONDS—	
6s, , $31,457	1899-1908
6s, , 5,754 44	1900-1909
REFUNDING BONDS—	
5s, , $24,293	Sept. 1, 1908
WATER WORKS BONDS, 1893-4—	
5½s, , $68,000.	$3,500 due y'rly
5s, , 40,000	1897-1914
4½s, , 15,000	Mar. 1, 1915
5s, , 5,000	Sept. 1, 1917
Bonded debt Sept. 1, '98.	$717,310
Tax valuation 1897	2,625,710
Total tax (per $1,000) '99.	$30·38
Population of towns'p 1890.	8,422

OBERLIN.—Geo. C. Prince, Treasurer.

This village is in Lorain County.

LOANS—	When Due.
District Sewer Bonds, 1893—	
6s, ann., $780	July 1, '00-'02
Paving Bonds, 1895-1897 —	
6s, s.-an., $11,500	1900-1903
6s, F&A, 3,500	Aug. 15, 1904
Sewerage & Drainage, 1892—	
4½s, semi-an., $10,000	June 13,'12
Subject to call at any time.	
6s, F&A, $1,600	1900-1904
Water Works, 1886-'93-'95—	
4½s, A&O, $47,000	Aug. 1, 1916

Water-Works Bonds—(Con.)	
5½s, A&O, $2,000	1900-1901
($1,000 yearly on Ju e 1.)	
Total debt Mar. 1, 1900.	$80,200
Sinking funds	3,553
Net debt Mar. 1, 1900	76,647
Water debt (included)	49,000
Tax valuation 1899	1,300,000
Assessment about ⅘ actual value.	
Total tax (per $1,000) '99	$31·50
Population in 1890 was	4,376
Population in 1900 (est.)	4,500

OTTAWA.—F. H. Rothman, Clerk.

This township is in Putnam County.

LOANS—	When Due.
5s, ..., $43,000	1899-1901
Total debt Feb. 20, 1899	$43,000
Sinking fund assets	2,132

Tax valuation 1898	$1,372,073
Tax rate (per $1,000) 189	$31·89
Population in 1890 was	3,381
Population in 1899 (est.)	3,700

OTTAWA COUNTY—E. A. Powers, Auditor.

The county seat is Port Clinton.

LOANS—	
Bridge 5s, June, '07 '18	$12,000
Bridge 6s, 1900-1917	39,000
Court House 5s, 1900 '18	46,500
Ditch 6s, 1901 to 1902	4,000
Ditch 5s, 1903	14,500
Creek 6s, 1900-1902	16,000
River 6s, 1901	500

Total debt Mar. 1, 1900.	$132,500
Assessed valuat'n 1899	7,361,933
Assessment ⅓ actual value.	
State and Co. tax (per M)'99.	$9.00
Population 1890	21,974
Population 1900 (est.)	25,000

PAULDING CO.—Floyd Atwill, Auditor.

County seat is Paulding

LOANS.	When Due.
Bridge and Jail Bonds—	
5s, Feb., $12,000	Feb. 1, 1907
5s, J&D, 40,000	June 1, 1900
($6,000 due y'rly) to	June 1, 1906
Court House Bonds—	
5s, Feb., $16,000	Feb. 1, 1904
Ditch and Road Bonds—	
5s & 6s, $76,000	1903
5s, ..., 63,600	1900-1905
5s, ..., 39,500	1900-1906

5s, M&S, $47.600	1901 to 1907
5s, J&D, 3,175	1900 to 1904
5s, F&A, 26,600	Aug., 1900 to '06
Expense and Poor—	
5s, J&D, $21,000	June, '00 to '06
Total debt Feb. 17, 1900.	$277,985
Total valuation 1899	4,905,868
Assessment about ⅓ actual value.	
County tax (per $1,000) '99.	$16·66
Population in 1890 was	25,932
Population in 1900 (est.)	32,000

PERRYSBURG.—T. M. Franey, Corporation Clerk.—This village is in Wood County.

LOANS—	When Due.
Natural Gas Bonds—	
6s, ..., $16,500	1901-1911
($2,000 yearly).	
Refunding Bonds—	
4s, F&A, $5,500	Aug. 15, 1913
Interest payable in New York.	
Library Endowment—	
4s, M&S, $15,000	Sept. 1, 1917

Interest payable at Perrysburg.	
Bonded debt Feb. 1, 1900.	$39,000
Sinking fund	5,000
Assessed valuation 1899	350,000
Assessment about ⅖ actual value.	
Tax rate (per M.) '99	$42·00
Population 1890	1,747
Population 1900 (est.)	2,000

PICKAWAY CO.—B. F. Yates, Auditor.

County seat is Circleville.

LOANS—	When Due.
Bridge Bonds—	
6s, M&S, $9,710	Sept. 1, 1900
County Bonds—	
6s, ..., $10,350	1900-1904
Court House Bonds—	
6s, M&S, $116,390	Sept. 1, 1907
Jail Bonds—	
6s, M&S, $19,460	Sept. 1, 1907
Pike Bonds—	
8, M&S, 7,690	Sept. 1, 1900

Total debt Sept. 1, '98	$165,670
Sinking funds	12,011
Tax valuation, real	11,929,230
Tax valuation, personal	4,274,493
Total valuation, 1898	16,203,723
Assessment about ⅔ actual value.	
Total tax rate (per $1,000)	$8·64
Population in 1890 was	26,959
Population in 1897 (est.)	27,000

INTEREST is payable at Treasurer's Office.

PIKE CO.—Philip P. Hammon, Auditor.

County seat is Waverly.

LOANS—	When Due.
Refunding Bonds—	
5s, A&O, $30,000	Apr., '05 & '06
Turnpike 6s, $36,000	1900-1903
Total debt Apr. 1, 1899	$66,000
Tax valuation, real	2,694,820

Tax valuation, personal	$1,168,335
Total valuation 1898	3,863,155
Assessment is ½ actual value.	
Tax rate (per $1,000)	$24·00
Population in 1890 was	17,482
Population in 1896 about	18,000

OPTIONAL.—Several of the turnpike bonds are optional.

INTEREST on bonds due 1902 is payable at Co. Treasurer's office.

PIQUA.—Seth McColloch, Clerk.

This city is in Miami County.

LOANS—	When Due.
4s, ..., $40,000	
Imp. & Refunding Bonds—	
6s, ..., $132,400	1909
School Bonds—	
6s & 5s, ..., $84,000	1910-1913
5s, F&A, 15,000.	Aug. 1, 1913
Street Improvement—	
5s, ..., $120,000	1905
Water-Works Bonds—	
5s, J&J, 65,000	July 1, 1905

Water-Works Bonds—(Con.)	
5s, M&S, $50,000	Sept. 1, 1909
5s, F&A, 11,500	Aug. 1, 1911
Interest payable in New York.	
Total debt Feb. 23, 1900.	$537,000
School bonds (addition'l)	99,000
Tax valuation 1899	4,691,000
Assessm't is about ½ actual value.	
Total tax (per $1,000) '99	$30·30
Population in 1890 was	9,090
Population in 1900 (esti.)	15,000

POMEROY.—Abe A. Massar, Clerk.

Pomeroy is in Meigs County.

LOANS—	When Due.
Street Paving Bonds—	
5s, ..., $5,130	Sept., 1900-1907
($342 due each M&S.)	
5s, ..., $10,000	Sept., 1900-1909
($500 every M&S.)	
4½s, $3,235	1900 to 1909
Refunding Bonds—	
4½s, M&S, $7,000	Sept. 1, 1917
6s, M&S, 8,000	Sept. 1, 1904
6s, M&S, 8,000	Sept. 1, 1908
6s, M&S, 93,000	Sept. 1, 1914
6s, M&S, 6,000	Sept. 1, 1915

LOANS—	When Due.
Refunding Bonds—(Con.)	
6s, M&S, $6,000	Sept. 1, 1916
5s, M&S, 4,000	Sept. 1, 1907
5s, M&S, 24,000	Sept. 1, 1917
4½s, M&S, 7,000	Sept. 1, 1918
Total debt Feb. 6, 1899	$169,156
Tax valuation 1898	1,128,545
Assessment about ½ actual value.	
Total tax (per $1,000) '98	$3·60
Population in 1890 was	4,726
Population in 1899 (est.)	6,000

INTEREST on the 5% refunding bonds due 1907 and on the street paving bonds is payable at Pomeroy; on all others in New York.

PORT CLINTON.—Geo. F. Meyer, Jr., Clerk.

This village is in Ottawa County.

LOANS—	When Due.
Emergency Bonds—	
5s, M&S, $1,200	Sept. 1, 1900, to
($200 each M&S)	March 1, 1903
Water-Works and Street Improvement—	
5s & 6s, $77,770	To 1929
Sewer Bonds—	
5s, M&S, $3,000	1900-1909

Street Improvement Bonds—	
5s, M&S, $7,400.	Sept, 1901 to '20
5s, M&S, 2,500.	Sept., 1901 to '20
Total debt Sept. 1, 1898.	$77,770
Tax valuation 1898	473,478
Real valuation (est.)	1,400,000
Total tax (per $1,000) 1898	$33·40
Population in 1890 was	2,049
Population in 1894 (est.)	3,000

PORTSMOUTH.—E. K. Walsh, City Clerk.

Portsmouth is the county seat of Scioto County.

LOANS—	When Due.
City Bonds—	
5s, ..., $40,000	Aug. 1, 1900
($5,000 due yearly) to	Aug. 1, 1907.
5s, ..., $20,000	June 1, 1916
Water Works—	
5s, ..., $33,000	May 1, 1906
4s, M&N, 50,000	May 1, 1901
4s, M&N, 50,000	May 1, 1906
4s, M&N, 50,000	May 1, 1916
Street Improvement Bonds—	
6s, ..., $14,000	May 1, 1900
($7,000 due yearly) to	May 1, 1901.
5s, ..., $9,300	Sept 1, 1900
($3,100 due yearly) to	Sept. 1, 1902
4s, .., 30,000	Sept., 1900 to '09

LOANS—	When Due.
Refunding Bonds—	
5s, M&N, $20,000	June 27, 1918
Sewer Bonds—	
4s, M&S, $20,000	Mar. 1, 1920
Refunding Sewer Bonds—	
4s, ..., $15,000	Aug. 1, 1917
5s, ..., 35,000	July 1, 1923
Interest payable in New York.	
Bonded debt Mar., 1900.	$366,300
Water debt (included)	183,000
Floating debt (additional)	63,553
Tax valuation, 1898	5,156,590
Assessment about ⅗ actual value.	
Total tax (per $1,000) 1898.	$30·00
Population in 1890 was	12,394
Population in 1898 (est.)	17,000

PREBLE COUNTY.—Oscar A. Gale, Aud'r.

Eaton is the county seat.

LOANS—	When Due.
Bridge and Building Bonds—	
6s & 4s, ..., $18,750.	July, 1900-'14
6s & 4s, ..., 32,800	1900-1914
County Bonds—	
6s, ..., $6,500.	May, 1900 to '06
Ditch and Road Bonds—	
6s & 4s, ..., $16,200.	1900-1902
6s, $3,000	1900-1902

Bonded debt Mar. 15, 1900.	$74,250
Ditch bonds (included)	16,200
Assessed valuat'n real.	$9,934,200
Assessed valuat'n, per.	5,251,533
Total valuation 1898	15,185,733
Assessm't about 75% actual value.	
State & Co. tax rate (p.M.) '99.	$7·60
Population in 1890 was	23,421
Population in 1900 (est.)	23,000

INTEREST is payable at County Treasurer's office.

PUTNAM COUNTY.—Louis N. Welde, Aud.

County seat is Ottawa.

LOANS—	When Due.
Bridge Bonds—	
5s, ..., $10,000	1905-1906
4½s, semi-ann., $10,000	1907-'08
Jail Bonds—	
5s, semi-an., $16,000,	July 18, 1900
($4,000 due yearly) to	July 18, 1903
Ditch Improvement—	
5s & 6s, $33,989	1897-1911
Funding Bonds—	
5s, M&N, $10,000	May 1, 1904

Road Improvement—	
5s & 6s, $54,296	1898-1911
Total debt Jan. 1, 1900.	$102,700
Tax valuation, real	7,357,075
Tax valuation, personal	2,700,116
Total valuation, 1898	10,057,191
Assessment is ⅖ actual value.	
Total tax (per $1,000) '97	$10·04
Population in 1890 was	30,188
Population in 1880 was	23,713
Population in 1896 (est.)	31,180

RAVENNA.—Ravenna is situated in Portage County.

LOANS—	When Due.
Street Improvement—	
6s, F&A, $13,376	Aug., 1900
$704 due each F&A) to Feb.,	1909
Park Improvement Bonds—	
6s, J&D, $100,000	1902
($5,000 due yearly) to	1921
Water Works Extens. Bonds—	
6s, J&D, $1,000	1900
Water Works Construc. B'ds—	
5s, M&S, $56,000	Mar. 15, 1901
($4,000 yearly) to	Mar. 15, 1914

Bonded debt Feb. 24, 1900	$172,672
Water debt (included)	60,000
Sinking fund	4,362
Net debt Feb. 24, 1900	168,310
Floating debt (addit'l)	4,500
Tax valuation, real	1,081,510
Tax valuation, personal.	773,740
Total valuation 1899	1,855,250
Assessment is ⅔ actual value.	
Total tax (per $1,000) '99	$27·00
Population in 1890 was	3,417

INTEREST on the park improvement and water-works construction bonds is payable at the Chemical National Bank, New York; on the water-works extension and street-improvement bonds in Ravenna.

RIDGE TOWNSHIP.—J. R. Morris, Clerk.

This township is in Van Wert County.

LOANS—	When Due.
Road Bonds—	
5s, A&O, $100,000	1903-1918
Total debt Feb. 1, 1899	$100,000

Tax valuation 1897	$464,110
Total tax (per $1,000) 1897.	$26·70
Population in 1890 was	1,627
Population in 1880 was	1,587

RIVERSIDE.—See the City of Cincinnati.

ROSS COUNTY.—Harry S. Adams, Auditor.

County seat is Chillicothe.

LOANS.	When Due
County Bonds—	
6s, ..., $5,000	July 15, 1900
6s, ..., 28,000	Jan. 15, 1901
($5,000 each J&J) to	July 15, 1903
Bonded debt Mar. 1, 1900.	$33,000

Floating debt	$41,660
Total debt March 1, 1900.	74,660
Tax valuation 1898	18,140,653
State & Co. tax (per M) '99	$9·84
Population in 1890 was	39,454
Population 1894 (estim't'd).	40,000

SALEM.—{J. D. FOUNTAIN, Mayor. / GEO. HOLMES, Clerk.

This city is in Columbiana County. The railroad-aid bonds have been declared unconstitutional but are included in the total debt.

LOANS—	When Due.
Street Bonds—	
6s, ..., $4,400	1900 to 1907
($550 due yearly.)	
6s, ..., $2,000	1900-1903
($500 annually.)	
5s, $42,560	1900-1918
6s, 2,015	1899-1908
6s, 5,047	Sept. 1899-1908
5s, Apr., $144,193 20	part yearly.
Special Assessment Bonds—	
..., ..., $15,000	Due yearly
School Bonds—	
6s, M&S, $2,000	1900
5s, J& D, 5,700.	June 15,'01 to '20
Sewer Bonds—	
6s, ..., $1,286·10	1900-1902
($428·70 annually.)	
Refunding Bonds—	
4s, Mar., $22,000.	Aug., 1900 to '21

LOANS—	When Due
Sewer Bonds—Con.	
6s, ..., $12,160	1900-1907
($1,520 yearly.)	
6s, ..., $1,558 50	1900-1902
($519·50 yearly.)	
6s, ..., $2,320	1901-1908
($290 yearly on Apr. 1)	
5s, Nov., $1,300	Nov. 1900 to '04
Railroad Aid—	
6s, M&S, $125,000	1918
Subject to call after Sept. 1, 1896.	
Total debt Nov. 1, '99	$318,642
Tax valuation 1898	2,541,500
Assessment about ⅓ actual value.	
Total tax (per $1,000) '98	$29·60
Population in 1890 was	5,780
Population in 1880 was	4,041
Population 1899 (estimated)	8,000

INTEREST on the railroad first mortgage bonds is payable in New York City; on others at Salem, Ohio.

SANDUSKY.—{CHRISTIAN ZIMMERMAN, Mayor. / A. W. MILLER, Clerk.

This city is situated in Erie County on Sandusky Bay.

[$10,000 refunding bonds are offered for sale April 25.]

LOANS—	When Due.
DOCK IMPROVEM'T BONDS—	
5s, F&A, $24,000	Aug. 1, 1900
($2,000 due yearly) to	Aug. 1, 1911
5s, F&A, $45,000	Aug. 1, 1912
($3,000 due yearly) to	Aug. 1, 1926
REFUNDING BONDS—	
5s, ..., $55,000	June 1900-1910
5s, ..., 7,500	Sept. 1, 1911
5s, ..., 6,500	Sept. 1, 1912
5s, ..., 1,500	Oct. 15, 1912
4s, J&J, 10,000	Jan. 1, 1902-'06
SEWER BONDS—	
5s, ..., $69,500	Various
5s, ..., 15,000	May 1, 1900
($3,000 due yearly) to	May 1, 1904
4½s, ..., $14,000	Various
STREET PAVING BONDS—	
5s, ..., $48,000	Feb. '01-'08
5s, ..., 18,000	Dec. '00-'05
5s, ... 45,500	Sept. '00-'06
5s, ..., 3,500	July '00 '06
STREET PAVING BONDS—(Con.)—	
5s, ... , $20,000	July '00 '07
5s, ..., 3,000	July 1, 1900
5s, ..., 6,300	Various
4½s, M&N, 30,000	May 1, 1900
($6,000 due yearly) to	May 1, 1904
4s, M&S, $50,000	March 1, 1901 to
($5,000 due yearly)	March 1, 1910
WATER BONDS—	
5s, A&O, $50,000	Apr. 15, 1901
($10,000 due y'rly) to	Apr. 15, 1905
5s, A&O, $4,000	Apr. 2, 1901
($4,000 due y'rly) to	Apr. 2, 1901
5s, ..., $4,000	May 1, 1902
5s, ..., 18,000	July1,1900-1905
5s, ..., 10,000	May 1, 1906
4½s, ..., 45,000	July 15, 1900
($5,000 due y'rly) to	July 15, 1908
REFUNDING WATER BONDS—	
5s, ..., $14,000	1906-1910
($3,000 y'rly, beginning	Apr.1,'06)
4s, A&O, $10,000	Apr. 15, 1909

INTEREST on the water bonds and on the dock improvement bonds is payable in New York City; on the $15,000 of sewer bonds, due from 1900 to 1904, in Boston, Mass.; on all other bonds by the City Treasurer.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Mar.20,'99.	Aug.1'98.	Mar.15'97.	Nov.15'96.
Total bonded debt	$630,000	$645,000	$690,000	$641,300
Sinking funds	.....	.....	24,239	49,712
Net debt	$630,000	$645,000	$665,761	$591,588
Water debt(includ'd above)	$185,000	$185,000	$211,000	$206,000

ASSESSED VALUATION.—The city's assessed valuation (about 40 per cent of the cash value) and tax rate have been as follows.

Years—	Real Est.	Personal.	Total.	Tax rate.
1899	.....	.....	.....	$20·40
1898	$4,778,270	$2,193,200	$6,971,470	30·00
1897	4,721,060	2,296,830	7,017,890	30·60
1896	4,646,580	2,271,300	6,917,880	30·20
1895	.....	.....	6,903,070	31·50
1893	4,603,060	2,420,000	7,023,060	28·00
1890	3,926,000	2,464,000	6,391,000	27·60
1887	.....	.....	5,866,940	30·00
1883	.....	.....	5,293,469	33·60

POPULATION.—In 1890 population was 18,471; in 1880 it was 15,838; in 1870 it was 13,000. The population (est) in 1899 was 25,000.

SANDUSKY COUNTY.—SAMUEL J. HIRT.

County seat is Fremont.

LOANS—	When Due.
DEFICIENCY BONDS—	
5s, ... $20,000	Jan. 1, 1902
(Semi-annually until 1901.)	
DITCH IMPROVEMENT BONDS—	
6s, J&J, $2,380	1900
(Semi-annually until 1902.)	
6s, ..., $8,905	1904
6s, ..., 8,500	1900
JAIL BONDS—	
5s, ..., $11,000	Jan. 1, 1901
5s, J&J, 7,200	1900
(Semi-annually until 1903.)	

Interest paid by County Treasurer.
Total debt Sept.1,1898. $52,825
Tax valuation, real..... 9,601,250
Tax valuation, personal 5,287,600
Total valuation 1898...14,888,850
Assess. about 35% of actual value.
Total tax rate (per $1,000)..$9·29
Population in 1890 was....30,617
Population in 1897 (est.).. 35,000

SCIOTO COUNTY.—M. H. SHUMWAY, Auditor.

County seat is Portsmouth.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $12,000	Jan. 1, 1901
($6,000 due yearly) to	Jan. 1, 1902
5s, J&J, $19,500	July 1, 1900
($6,500 due yearly) to	July 1, 1902
Bonded debt Sept. 1, '99	$37,500

Tax valuation, real.....$7,127,080
Tax valuation, personal 3,196,401
Total valuation 1899..10,323,481
Assessment about ⅔ actual value.
Av.tax rate (per $1,000) '99.$24·00
Population 1899 (est.)..... 41,000
Population in 1890 was... 35,377

INTEREST is payable at the Fourth National Bank of New York.

SHELBY.—W. F. SONNANSTINE, Clerk.

This village is in Richland County.

LOANS—	When Due.
STREET IMPROVEMENT BONDS—	
5s, J&D, $53,000	June 1900-14
($3,500 to '13, $4,000 in '14.)	
5s, J&D, $9,000	June, 1900-14
5s, J&D, $8,000	June, 1900-14
($500 yearly to '13, $1,000 in '14.)	
ELECTRIC LIGHT BONDS—	
6s, ..., $11,000	1900-1910
SEWER BONDS—	
4½s, A&O, $20,000	1912-1931
($1,000 yearly on April 1.)	

SEWER BONDS—
5s, A&O, $19,800.....Oct. '99-'03
REFUNDING BONDS—
....., $19,000.....
SCHOOL BONDS—
....., $14,000.....
Bonded debt Apr. 1,'99.. $84,800
Assessed valuation 1898.1,432,000
Tax rate (per M.) 1898.. 30·00
Population 1890..... 1,977
Population 1899 (est.)... 5,000

SIDNEY.—BEN. B. AMANN, Treasurer.

This city is in Shelby County.

LOANS—	When Due.
Improvement 6s,	$100,000 1920
Water 5s,	70,000 1917
Water & Str., 6s,	16,500 1909

Total debt Mar. 1, 1900.. $186,500
Tax valuation 1899.....2,255,990
Tax rate per $1,000 1899...$35·10
Population in 1890 was.....4,850

SPRINGFIELD.—JOHN M. GOOD, Mayor. PHILIP HUONKER, Clerk.

This city is in Clark County.

LOANS—	When Due.
BRIDGE BONDS—	
5s, M&S, $18,000	1900 to 1902
5s, M&S, 5,000	1903
($2,000 March, $3,000 Sept.)	
5s, M&S, $3,000	Mar. 1, 1904
CEMETERY AND PARK BONDS—	
5s, ... $5,000	1904 & 1905
MARKET HOUSE & CITY B'LD'G—	
4½s, M&S, $225,000	Sept. 1, 1907
($15,000 yearly) to	Sept. 1, 1921
PARK IMPROVEMENT BONDS—	
5s, M&S, $10,000	Sept., 1918-1919
5s, ... 17,000	1915 to 1917
5s, M&S, 10,000	Sept., 1920&'21
WATER BONDS—	
5s, M&S, $110,000	Sept.,1900-1905
($10,000 M&S of each year.)	
5s, M&S, $202,000	1906 to '17
(Part M&S of each year.)	

LOANS—	When Due.
IMP. STREETS, GRADING, ETC.—	
5s, ..., $30,000	To 1919
5s, M&S, 7,000	Mar. 1, 1920
(Payable by special assessment.)	
6s, ... $65,631	1899 to 1908
6s, M&S, 6,526 35	June, 1900-'04
STREET IMP'MT (City's share)—	
5s, M&S, $35,000	Sept.,1900 to'06
SEWER BONDS—	
6s, M&S, $13,000	Sept.,1900 to '01
6s, J&J, 2,100	Jan., 1901 to '05
6s, J&J, 1,764·68	Jan., 1901 to '05

Total debt Mar. 2, '99 . $769,721
Tot. water debt (incl'd). 362,000
Tax valuation 1898....17,216,051
Assessment about ½ actual value.
Total tax (per $1,000) '98..$22·80
Population in 1898 (est.)....38,000
Population in 1890 was....31,895

INTEREST is payable at Springfield and New York.

SPRINGFIELD SCHOOL DISTRICT.—O. H. MILLER, Clerk.

LOANS—	When Due.
BUILDINGS AND SITES—	
5s, A&O, $7,000	Apr. 22, 1902
5s, A&O, 8,000	Apr. 22, 1903
5s, A&O, 8,000	Apr. 22, 1904
5s, J&D, 11,000	June 8, 1905
5s, J&D, 11,000	June 8, 1906
5s, J&D, 11,000	June 8, 1907
5s, M&S, 11,000	Mar. 1, 1908
5s, M&S, 11,000	Mar. 1, 1909
5s, ..., 15,000	June,'02 to '04
Ref. 5s, ., 10,000	1911

FLOATING DEBT—
5s, M&S, $12,000.Mar. 1, 1910
5s, A&O, 10,000.Apr. 9, 1900
5s, A&O, 10,000.Apr. 9, 1901
Interest payable at New York.
Bond. debt Feb.23,1900 $125,000
Floating debt about.... 45,000
Total debt Feb.23,1900 170,000
Tax valuation 1899....17,434,848
Assessment about ⅔ actual value.
Total tax (per $1,000) 1900.$22·60
Population 1900 (est.).....35,000

STARK COUNTY.—W. M. REED, Auditor.

County seat is Canton.

LOANS—	When Due.
COURT-HOUSE BONDS—	
5s, ..., $100,000	1904-1913
REFUNDING BONDS—	
5s, ... , $95,000	1903-1912
GENERAL FUND BONDS—	
5s, ..., $25,000	1902-1913
POOR RELIEF BONDS—	
5s, ..., $10,000	Mar., 1901-02
INFIRMARY BONDS—	
5s, ..., $12,000	1901

WORK HOUSE BONDS—
5s, F&A, $15,000....Aug. 1, 1900
5s, F&A, 20,000....Aug. 1, 1901
Interest is payable at Canton.
Total debt Mar. 5, 1900. $277,000
Tax valuation 1899....41,150,000
Assessment is ½ actual value.
Population in 1890 was 84,170
Population in 1880 was ...64,031
Population in 1899 (est.)..108,500

STEUBENVILLE.—GEO. P. MCCRACKEN, Cl'k.

This city is in Jefferson County.

LOANS—	When Due.
Various 5s	$12,000
Water 5s	150,000
Total debt March 1, 1900	162,000
Floating debt	19,431
Total debt March 1, 1900	181,431
Sinking fund	1,801

Net debt March 1, 1900...$179,630
Tax valuation 1899.....5,547,650
Assessment about ⅓ actual value.
Total tax (per $1,000) '99..$25·80
Population in 1890 was....13,394
Population in 1880 was....12,093
Population in 1900 (est.)...14,500

TIFFIN.—J. B. EHRENFRIED, Clerk.

This city is in Seneca County.

LOANS—	When Due.
EXTENDING INDEBTEDNESS—	
6s, ..., $150,500	1897 to 1907
6s, M&S, 9,500	Mar. 1, 1908
6s, M&S, 25,000	Sept. 1, 1908
STREET IMP'T BONDS.—	
6s, ..., *$240,400	1897-1907
6s, ..., 11,500	1899-1905
4½s, M&S, 2,400	Sept., 1900-'01
4½s, M&S, 8,500	Sept., 1900-'04
NATURAL GAS—	
6s, ..., $141,400	1900-1906
PARK BONDS—	
6s, ..., $50,000	1897-1900

LOANS—	When Due.
REFUNDING BONDS—	
6s, ..., $53,200	1900-1906
4½s, M&S, 40,000	Mar. 1, 1909
4s, M&S, 80,000	Sept. 1, 1919
SEWER BONDS—	
6s, ..., *$30,155	1897-1907

Total debt Mar. 24, '99.. $725,300
Sinking fund assets 8,000
Net debt Mar. 24, 1899.. 717,300
Tax valuation 1898.....4,007,960
Total tax (per $1,000) '98..$40·90
Population in 1890 was.....10,801

The street improvement bonds (marked thus *) and sewer bonds are payable by special assessment.

TOLEDO.—GEO. U. ROULET, Auditor.

Toledo is situated in Lucas County. An issue of 3¼% bonds has been made to refund the $432,000 railroad bonds maturing May 4, 1900.

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&J, $19,000	Jan. 2, 1911
Subject to call after	Jan. 2, 1901
4½s, M&N, $21,000	May 1, 1908
4½s, J&D, 10,000	June30,1908
4½s, M&S, 15,000	Sep. 10,1911
4½s, A&O, 32,000	Oct. 1, 1913
4½s, J&D, 43,000	Dec. 1, 1914
4s, F&A, 200,000	Feb. 1, 1925
FIRE DEPARTMENT—	
4½s, J&J, $30,000	July 1, 1912
4½s, M&S, 30,000	Sept. 1, 1912
GENERAL FUND DEFICIENCY -	
4½s, A&O, $40,000	Oct. 10, 1903
GENERAL FUND REFUNDING—	
5s, A&O, $92,000	Oct. 1, 1901
5s, A&O, 100,000	Apr. 1, 1905
4½s, J&D, 100,000	Dec. 1, 1900
4½s, M&N, 70,000	May 1, 1908
4½s, M&N, 90,000	Nov. 1, 1911
4½s, M&N, 60,000	May 26,1911
4½s, J&J, 110,000	July 1, 1912
4½s, M&N, 69,000	May 15,1914
4s, A&O, 190,000	Apr.30,1906
4s, J&D, 57,000	Dec. 1, 1906
4s, J&J, 70,000	July 1, 1917
4s, J&J, 190,000	July 1, 1919
3s, J&D, 15,000	Dec. 1, 1919
STREET INTERSECTION—	
5s, M&N, $100,000	May 1, 1911
5s, M&N, 91,850	Nov. 2, 1911
5s, J&J, 93,000	Jan.20, 1912
5s, M&N, 75,000	Nov. 1, 1913
4½s, M&S, 30,422	Sept. 4, 1910
4½s, M&S, 25,000	Sept. 1, 1912
4½s, J&J, 20,000	Jan.15, 1913
4½s, M&S, 50,000	Mar. 1, 1914
4½s, M&N, 10,000	May 1, 1915
4½s, ..., 6,000	Dec. 1, 1906
4½s, J&J, 10,500	Jan. 1, 1907
4½s, J&D, 2,900	June 1, 1907
4½s, M&S, 5,000	Sept. 1, 1907

LOANS—	When Due.
STREET AND SEWER IMPROVEM'T—	
4½s, ..., $5,346	May 29, 1907
4s, ..., 9,600	Mar. 1, 1908
4s, ..., 19,500	Oct. 10, 1908
4s, ..., 55,642 88	part yearly
TOLEDO & WOODVILLE RY.—	
7 3/10s, M&N, $432,000	May 4, 1900
FIRE DEPARTMENT BONDS—	
4s, J&J, $50,000	July 1, 1908
WATER WORKS EXTENSION—	
5s, ... $30,000	Jan. 1, 1901
WATER WORKS REFUNDING—	
5s, J&D, $497,000	June 1, 1903
4½s, M&S, 500,000	Sept. 20, '14
PARK BONDS—	
4s, J&J, $200,000	J'ly 1,'22 '44
4s, J&J, 400,000	July 1, 1942
4s, A&O, 150,000	Apr. 1, 1919
SANITARY BONDS—	
4½s, M&S, $10,000	Sept. 1, 1901
NATURAL GAS—	
4½s, A&O, $100,000	Oct. 1, 1904
4½s, A&O, 150,000	Oct. 1, 1909
4½s, A&O, 150,000	Oct. 1, 1914
4½s, J&J, 100,000	July 1, 1917
4½s, M&N, 75,000	May 10,1919
4½s, A&O, 175,000	Oct. 1, 1919
NATURAL GAS JUDGMENTS—	
4½s, A&O, $300,000	Oct. 2, 1903
SCHOOL BONDS—	
4s, ..., $90,000	May 20, 1923&28
4s, ..., 20,000	Aug. 31, 1908
IMPROVEMENT DEFICIENCY—	
4½s, A&O, $70,000	Apr.20, 1914
MEMORIAL HALL—	
5s, A&O, $40,000	Apr. 1, 1905
REFUNDING UNIVERSITY BONDS—	
5s, M&N, $20,000.	Nov. 16, 1905
MARKET, PATROL AND DREDGING	
5s, M&S, $7,000	Mar. 1, 1906
4½s, M&N, 10,000	May 15,1911
4½s, J&J, 8,000	July 15,1912

INTEREST.—All bonds and semi-annual interest coupons are payable at the Importers' & Traders' National Bank, New York City—excepting the Memorial Hall and University bonds, which are payable at the office of the Trustees of the Sinking Fund, Toledo, O.

BONDED DEBT, ETC.—The city debt has been as follows:

	Jan. 1, '99.	Jan. 1, '98.	Feb. 1, '96.
Total bonded debt	$6,387,946	$6,496,827	$5,469,184
Sinking funds	607,814	517,000	337,000
Net debt	$5,780,132	$5,979,827	$5,132,184
Water debt (included above)	$1,090,000	.....	$1,120,000
Spec. assess't debt (included)	$375,827	.....	.....

The sinking fund is invested in city bonds.

CITY PROPERTY.—The city owns its water works, the original cost of which was $1,000,000.

EQUALIZED VALUATION.—The city's assessed valuation and tax rate have been as follows:

Years.	Real Estate.	Personal.	Total.	Tax Rate.
1899	....	....	.....	$33·00
1898	$38,409,750	$12,488,920	$50,898,670	33·20
1897	37,530,070	12,116,210	49,646.280	29·80
1896	.....	.....	47,583,050	31·20
1895	35,396,600	10,767,430	46,164,030	29·00
1894	34,764,240	10,691,000	45,455,240	28·60

The actual valuation in 1898 was estimated at $175,000,000.

POPULATION.—In 1890 the population was 81,434; in 1880 it was 50,137; in 1870 it was 31,584. In 1898 the population, according to local figures, was 141,000.

TORONTO.—E. E. FRANCY, Mayor. D. O. AULT, City Clerk.

This village is in Jefferson County.

LOANS—	When Due.
WATER WORKS—	
5s, J&D, $50,000	1909 to 1930
(Part due every 10 yrs.)	
REFUNDING WATER BONDS—	
4s, J&J, $16,000	Jan. 1, 1929

Total debt Mar. 1, 1900.. $82,000
Total valuation 1899.... 792,000
Assessment is ½ actual value.
Total tax (per $1,000) '99...$29·00
Population in 1890 was.....2,536
Population in 1900 (est.) 4,000

INTEREST on the water-works bonds is payable at New York.

TAX FREE.—All bonds are exempt from taxation.

TROY.—JOHN W. MORRIS, Mayor. P. J. GOODRICH, City Clerk.

Troy is the county seat of Miami County.

LOANS—	When Due.
5s, M&S, $1,500	Sept. 1, 1901
5s, M&S, 6,000	Sept. 1, 1908
4½s, ..., 15,000	1908
CITY HALL REFUNDING—	
5s, M&S, $6,000	1906-1911
5s, M&S, 3,000	1912-1914
5s, M&S, 3,000	1915-1916
($1,000 each March 1 and Sept. 1.)	
IMPROVEMENT BONDS—	
6s, M&S, $6,000	Mar., 1922
5s, M&S, 20,000	1917-1920
5s, M&S, 11,000	1920-1921
5s, M&S, 10,000	1923-1924
5s, M&S, 15,000	Mar. 1, 1905
4½s, A&O, 10,000	Apr. 1, 1908
ELECTRIC LIGHT BONDS—	
4½s, J&J, $18,000	Jan. 1, 1918
5s, M&S, 2,000	Mar. 1, 1903

LOANS—	When Due.
REAL ESTATE—	
5s, M&S, $10,000	1901-1910
REAL ESTATE REFUNDING—	
5s, M&S, $6,000	1900-1905
WATER BONDS.	
5s, M&S, $74,000	Sept. 1, 1900
($4,000 due yearly) to Sept., 1918	
5s, M&S, $4,000	1911-1914
5s, M&S, 6,000	Sept., 1920

Total debt Mar.1, 1900. $227,500
Floating debt..... 7,000
Total debt Mar.1, 1900. 234,500
Interest payable at Troy.
Water debt (included)... 84,000
Tax valuation 1899..... 2,741,727
Assessment is ¼ actual value.
Total tax (per $1,000) '99..$29 90
Population in 1890 was.....4,494
Population 1899 (est.) 6,000

TRUMBULL CO.—L. W. SANFORD, Treasurer.

Warren is the County seat.

LOANS—	When Due.
COUNTY BONDS—	
4s, A&O, $164,000	1900-1920
Bonded debt Jan. 1, 1900.	$164,000
Assessed val'tion, real..	11,055,200

Assessed valuation, per. $8,304,893
Total valuation 1899...19,360,313
State & co. tax (per M.) '99..$8·00
Population in 1890 was....42,373
Population 1900 (est.).....46,000

UHRICHSVILLE.—R. W. WALTON, Clerk.

This village is in Tuscarawas County.

LOANS—	
Fire and imp'm't bds., 6s	$13,000
C. L. & W. RR. bonds, 6s	13,500
Pav and sewer bds., 5s&6s.	42,480
Refunding bonds, 5s	35,000
Bonded debt Mar. 1, 1900.	103,980

Total valuation 1898.....$900,000
Assessment about ½ actual value.
Tax rate (per $1,000) 1898.$37·00
Population in 1890 was.....3,842
Population in 1899 (est.)....5,000

UPPER SANDUSKY.—T. P. SYLVAN, Mayor. O. A. HALBEDEL, Clerk.

Upper Sandusky is in Wyandot County.

LOANS—	When Due.
REFUNDING BONDS—	
6s, A&O, $10,000	Apr. 1, 1901
6s, A&O, 8,000	Apr. 1, 1902
6s, A&O, 6,000	Apr. 1, 1903
6s, A&O, 8,000	Apr. 1, 1904
6s, A&O, 7,000	Apr. 1, 1905
6s, A&O, 6,000	Apr. 1, 1906
6s, A&O, 8,000	Apr. 1, 1907

Total debt Mar. 1, 1899.. $60,000
Sinking fund assets..... 7,000
Net debt Mar. 1, 1899... 53,000
Total valuation 1899....1,306,350
Assessment about 2-5 actual value.
Total tax (per $1,000) '98..$33·00
Population in 1890 was.....3,572
Population in 1899 (est.).....4,000

INTEREST is payable at the Ninth National Bank, New York.

VAN WERT.—JAMES B. SMITH, Mayor. H. C. REDRUP, Village Clerk.

County seat of Van Wert County.

LOANS—	When Due.
5s, J&J, $2,200	Jan., '01-'02
CITY HALL BONDS—	
5s, J&D, $9,000	June, 1900
($2,000 due yearly) to June, 1904	
CURBING BONDS, SPCL. IMP.—	
5s, J&J, $1,550	July, 1900-'04
STREET-IMPROVEMENT BONDS—	
4½s, M&S, $44,000	May, '01 '10
($5,200 due yearly.)	
MACADAMIZING BONDS, SPCL. IMP.—	
6s, June, $405	June, 1900
6s, M&S, 1,350	Sep. 25, 1900-'05
5s, J&D, 2,190	June, 1900-'03
5s, A&O, 5,230	Oct. 10, 1900-'03
5s, J&J, 700	July 1, 1900-'04
PAVING BONDS, SPCL. IMP.—	
6s, M&S, $3,225	Sept. 25, 1900-'02
5s, J&D, 10,000	June, 1900-'03
6s, M&S, 1,875	Sept., 1900-'02

LOANS—	When Due.
5s, J&D, $160	June 4, 1900
5s, F&A, 13,320	1900-1905
($2,220 annually on Aug. 14.)	
5s, F&A, $2,240	1900-1913
($160 annually on Aug. 14.)	
REFUNDING BONDS—	
4½s, J&J, $7,000	Jan. 1, 1907
WATER BONDS—	
5s, A&O, $50,000	Apr. 1, 1921
Subject to call after Apr. 1, 1911	
5s, A&O, $70,000	Apr. 1, 1941
Subject to call after Apr. 1, 1911	
5s, J&D, $5,000	June, 1905
4½s, M&S, 5,000	March, 1910

Bond. debt Mar 1, 1900. $235,685
Floating debt 10,745
Tax valuation 1899.....1,853,270
Total tax (per $1,000) '99... 37·50
Assessment about ⅓ actual value.
Population in 1890 was.....5,512

INTEREST on $5,000 of water bonds due 1910 is payable at the First National Bank, New York; all other interest by Village Treasurer.

WAPAKONETA.—JOSEPH MYERS, Clerk.

This village is in Auglaize County

LOANS—	When Due.
BUILDING BONDS—	
6s, ..., $2,000	1899-1901
ELECTRIC-LIGHT BONDS—	
6s, ..., $14,000	1900-1906
5s, ..., 1,000	1900
5s, J&D, 5,000	June 1, 1901
($500 each J&D) to Dec. 1, 1905	
STREET IMPROVEMENT BONDS—	
5s, M&S, $35,000	1907-1920
WATER WORKS BONDS—	
5s, semi-an., $3,500	Mar. 1, 1901
($500 due semi-an.) to Sept. 1, 1903	

5s, semi-an., $4,000	Mar. 1, 1904
($1,000 due semi-an.) to Sep. 1, 1905	
5s, semi-an., $12,000,	Mar. 1, 1906
($1,500 due semi-an. to Sep. 1, 1909	
5s, semi-an., $20,000.	Mar. 1, 1910
($2,000 due semi-an.) to Sep. 1, 1914	
5s, semi-an., $20,000.	Mar. 1, 1915
($2,500 due semi-an.) to Sep. 1, 1918	

Total debt Feb. 4, 1899 $120,000
Tax valuation 1898.....1,149,246
Total tax (per $1,000) '98....33·50
Population in 1890 was.....3,616
Population 1899 (est.).....4,800

WARREN CO.—GEO. W. SMITH, Auditor. JOHN A. THOMPSON, Treas.

County seat is Lebanon.

LOANS—	When Due.
BRIDGE BONDS—	
4½s, A&O, $42,500.	Oct., 1900-'08
($2,500 each April and October.)	
Interest is payable at Lebanon.	
Total debt Aug. 15, 1899..	$47,500
Sinking fund.....	6,877
Net debt Aug. 15, 1899....	40,623

Tax valuation, real.....$9,590,500
Tax valuation, personal 5,592,828
Tot. valuation in 1899..15,183,328
Assessment about ⅔ actual value.
State & Co. tax (p. $1,000)'99.$7·80
Population in 1890 was.....25,468
Population in 1880 was.....28,392
Population in 1899 (est.)...25,500

TAX FREE.—Bonds are exempt from taxation if owned by parties not residing in the State.

WASHINGTON C. H.—J. BLACKMORE, Mayor. H. L. ROBINSON, Clerk.

This city is the county seat of Fayette County.

LOANS—	When Due.
EXTENDING CITY DEBT-	
6s, M&S, $3,000.	Sept. 15, Mar. 15, '01
($500 due semi-an) to Mar. 15, 1903	
5s, M&S, $4,500	Sept. 1, 1900
($500 due semi-an) to Sept. 1, 1904	
STREET IMP., SPEC. ACT—	
5s, M&S, $40,000	March 1, 1910
($4,000 due yearly) to Sept. 1, 1919	
IMPROVING STREETS—assessed on property benefited.	
5s, ..., $15,920	
6s, ..., 5,900	

REFUNDING STREET IMP.—	
5s, M&S, $12,500	Sept. 1, 1900
($3,000 due yearly) to Sept. 1, 1904	
Interest payable at City Treasury.	
Bond. debt Mar. 19, 1900	$83,020
Total valuation 1898	2,608,874
Assessment is ¾ actual value.	
Total tax (per $1,000) 1899.	$30·00
Population in 1890 was.....	5,742
Population in 1897 (est.).....	6,500

The sinking fund receives over $3,500 yearly from the tax levy.

WELLSTON.—T. P. WANGLER, Clerk.

This city is in Jackson County.

LOANS—	When Due.
WATER-WORKS IMPROV'T BDS.—	
5s, A&O, $15,000	Mar. 1, 1926
($1,000 every 6 mos.) to Mar. 1, '33	
Water 5s,	$42,000. 1900-1920
Water 5s,	10,000. 1921-1925
Elec. Light 5s,	17,000. 1900-1916
Improve'nt 6s,	7,000. 1900-1906

Improve'nt 5s,	$6,741 44. 1900-'08
do 5s,	9,424 30. 1900-'09
do 5s,	10,702 80. 1901-'10
Total debt Oct. 1, 1899....	$98,490
Tax valuation 1898.....	$1,226,768
Total tax (per $1,000) '99....	34·00
Population in 1890 was.....	4,377
Population in 1899.....	10,000

WELLSVILLE.—T. R. ANDREWS, Treasurer. D. A. DAVIDSON, Clerk.

This city is in Columbiana County.

LOANS—	When Due.
CEMETERY BONDS—	
6s, Jan., $7,000	1900 to 1906
FLOATING DEBT REDEMPTION—	
5s, J&J, $15,000	Jan. 15, 1920
SCHOOL BUILDING—	
5s, J&J, $11,000	1900 to 1911
REFUNDING BONDS—	
5s, M&S, $30,000	Mar. 15, 1902
4s, M&S, 30.000	May, 1900-'09
SEWER BONDS—	
4s, Oct., $25,000.	Oct., 1912 to '20
($3,000 due yearly.)	
4s, Oct., $25,000.	Oct. 16, 1912-'20
($3,000 yearly to 1919.)	

LOANS—	When Due.
4s, Feb., $75,000	Feb. 3, 1913-'27
($5,000 due yearly)	
STREET IMPROVEMENT—	
6s, var., $7,500	1900 to 1906
WATER-WORKS BONDS—	
4s, Mar., $12,000.	Mar., 1909-1914
WATER-WORKS EXTENSION—	
5s, J&J, $5,000	Jan. 15, 1920

Total debt Jan. 1, 1900..$120,500
Water debt (included)... 64,000
Tax valuation 1899.....1,744,780
Assessment about ⅓ actual value.
Total tax rate (per M.) '98..$27·40
Population in 1890 was.....5,247

INTEREST on the bonds is payable at the office of the City Treas.

WILLIAMS CO.—JNO. F. VON BEHREN, Aud'r.

County seat is Bryan.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, $65,000	1899-1909

Total debt Sept. 1, 1898. $65,000
Tax valuation 1898.....8,941,880
Population in 1890 was.....24,897

WOOD COUNTY.—G. W. GAGHAN, Auditor.

County seat is Bowling Green.

LOANS—	When Due.
COURT HOUSE—	
5s, $10,000	Sept. 1, 1902
JAIL BONDS—	
5s, A&O, $3,000	To 1902
($500 every 6 mos.)	
ROAD BONDS—	
5s, M&S, $28,000	M&S, 1901-'05
5s, M&S, 14,000	M&S, 1901-'05
BRIDGE BONDS—	
5s, M&S, $20,000.	Mar. 1, 1903
($2,000 each 6 mos.)	to Sep. 1, 1907

Bonded debt Sept. 1, '99...$97,000
Sinking fund..... 14,241
Net debt Sept. 1, 1899.....72,759
Tax valuation, real.... 12,634,940
Tax valuation, pers'l. 7,946,180
Total valuation 1898.. 20,581,120
Co. tax (per $1,000) '99.....$9·70
Real valuation '99 abt. $60,000,000
Population in 1890 was.....44,392
Population in 1894 (est.)...50,000

WOOSTER.—R. J. SMITH, Mayor. WESTON T. PECKINPAUGH, Clerk.

This city is the county seat of Wayne County.

LOANS—	When Due.
CITY HALL BONDS—	
5½s, Mar., $20,000.	Mar. 16, 1913
Subject to call after Mar. 16, 1903	
5s, Feb., 40,000.	Feb. 14, 1912
Subject to call after Feb. 14, 1902	
REFUNDING BONDS—	
5s, ..., $19,000	Oct., 1908
5s, ..., 10,000	July, 1909
5s, ..., 14,000	Sept. 1, 1911
5s, ..., 5,000	Oct., 1912
4½s, .., 5,200	Oct., 1913
REDEMPTION & REFUNDING—	
5s, ..., $5,000	Oct., 1909
SPECIAL ASSESSMENT BONDS—	
6s, ..., $1,000	April, 1901
6s, ..., 11,000	Sept., 1900-1903
6s, ..., 1,575	June, 1900-1904
5s, ..., 22,500	Oct., 1905
5s, ..., 1,870	Sept., 1899-1901
4s, J&J, 1,900	1900-1909

LOANS—	When Due
SPEC. ASSESSMENT BDS.—(Con.)	
5s, ..., $4,500	Sept., 1900-1902
5s, ..., 900	Oct., 1900-1902
5s, ..., 7,150	June, 1899-1904
5s, ..., 800	Oct., 1899-1904
5s, ..., 25,500	April, 1899-1905
5s, ..., 453	July, 1900
5s, ..., 6,000	1900-1906
5s, ..., 795	June, 1903

Interest payable at City Treasury.
Bonded debt Mar., 1899. $218,621
Assessment bonds (incl.) 98,121
Tax valuation, real.....1,444,800
Tax valuation, personal. 968,298
Total valuation 1895....2,413,098
Total valuation 1898....2,436,770
Assessment about $^{3}/_{10}$ actual value.
Total tax (per $1,000) 1898.$24·00
Population in 1890 was.....5,901
Population in 1896 (est.).....7,000

XENIA.—C. W. LINKHART, Mayor. C. F. LOGAN, Clerk.

This city is in Greene County.

LOANS—	When Due.
FRESHET BONDS—1887-1892.	
4½s, ..., $10,000	July 1, 1907
REFUNDING BONDS—1892-94.	
4½s, J&J $89,200	1902-1912
Subject to call 1902	
5s, ..., $6,000	
FUNDING & REFUNDING BONDS—	
4½s, J&J, $26,500	July 1, 1917
(Subject to call after July 1, 1907)	

STREET IMPROVEMENT—	
5s, ...$5,750	
Past due bonds.....	$8,026
Bonded debt Mar. 20, '99..	138,450
Total valuation 1898....	3,597,096
Interest payable in New York.	
Assessment is $^{3}/_{5}$ actual value.	
Total tax (per $1,000) 1898.	$26·50
Population in 1890 was.....	7,301
Population in 1899 (est.)...	10,000

YOUNGSTOWN.—FRANK BROWN, Mayor. WM. I. DAVIES, City Clerk.

Youngstown is in Mahoning County.

LOANS— *When Due.*

FIRE DEPARTMENT—
5s, A&O, $36,000..Oct. 1, 1900 to '17

SEWER BONDS—
5s, A&O, $15,000..Oct. 1, '00 to '02
5s, ... 1,100.. 1900 to 1903
($300 yearly.)
5s, ..., $3,700.....1900 to 1901
($1,700 on Oct. 1 to 1900.)
5s, ..., $1,350,.....1900 to 1902
($450 yearly on Oct. 1.)
5s, ..., $8,800.....1900 to 1903
($2,200 yearly on Oct. 1.)
5s, J&D, $2,800...Oct., 1900-1903
5s, J&J, 8,275...Oct., 1899-1908
5s, A&O, 950...Oct., 1900-1903
5s, J&J, 1,000...Oct., 1900-1903
5s, M&N, 7,800...Oct., 1900-1904

SCHOOLS—
6s, ..., $94,000...Sept. 1,'99 to '02
5s, M&S, 28,000...Sept. '05 to '06

STREET IMPROVEMENT—
6s&5s, .., $217,677.Oct. 1,'98 to '06
5s, ..., 2,400.....1900
....., 3,000.....1900-1902
5s, ..., 1,400.....1900-1901
($800 yearly.
5s, J&J, $3,500..Oct. 1900 to '02

STREET IMPROVEMENT—(Con.)
5s, ..., $560....Oct. 1, 1902
5s, ..., 1,200.....1900-1901
5s, ..., 200..... 1900-1901
5s, ... , 1,200.....1900
5s, ..., 1,000.Oct., 1900-'01
5s, A&O, 20,000.... ..Oct. 1, 1900
($2,000 due yearly) to Oct. 1, 1909
5s, A&O, 16,250...Oct., 1900-1904
($3,250 due yearly.)

GARBAGE DISPOSAL BONDS—
5s, F&A, $12,000.....1900-1903
($3,000 yearly on Aug. 1.)

WATER BONDS—
6s, M&N, $100,000...Sept. 1, 1901
5s, A&O, 120,000.May 1,'00 to '11
($10,000 due yearly.)

Bonded debt Mar. 15,'99..$523,288
Floating debt..... 27,000
Total debt..... 550,288
Tax valuation, real.....10,084,640
Tax valuation, personal 3,153,970
Total valuation 1898...13,238,610
Assessm't about 40 p.c. actual val.
Total tax (per $1,000) '98...$32·70
Population in 1890 was.....33,220
Population in 1900 (est.)....55,000

INTEREST on the water-works bonds of 1901 is payable at the Park National Bank, New York City; on all other bonds at the office of the City Treasurer.

YOUNGSTOWN SCHOOL DISTRICT.—W. N. ASHBAUGH, Clerk.

LOANS— *When Due.*
5s, ..., $28,000....Sept. 1907-08
Bonded debt Sept. 1,'99..$133,500
Assessed val'tion '99..$14,300,000
Assessment about 1/3 actual value.
School tax (per $1,000) '99.$10 00
Population 1900 (est.).....55,000

ZANESVILLE.—C. N. BAINTER, City Clerk.

This city is the capital of Muskingum County.

LOANS— *When Due*

CEMETERY BONDS—
5s, semi-an., $10,000.July 1, 1908

REFUNDING BONDS—
4s, A&O, $79,000.....Oct. 1, 1915
3½s, A&O, 30,000....Oct. 1, 1919
Subject to call after Oct. 1, 1909
4s, M&S, $10,000.....Mar. 1, 1910

WATER W'RKS BONDS (refund'g).
5s, semi-an. $25,000....July 1, 1913
4½s, A&O, 30,000....Apr. 1, 1906
4½s, J&J, 60,000....July 1, 1907
4½s, A&O, 20,000....Oct. 1, 1909
4½s, A&O, 70,000....Apr. 1, 1913
4½s, J&J, 50,000....May 1, 1916

REFUNDING WATER BONDS—
4s, A&O, $125,000....Oct. 1, 1915

ZANESVILLE RAILWAY (refund'g).
4½s, J&J, $25,000....July 1, 1905
4½s, J&J, 14,000....Jan. 1, 1910

LOANS— *When Due.*

NATURAL GAS, ETC. (refunding).—
4½s, M&N, $40,000....May 1, 1905

SPECIAL ASSESSM'T BONDS (1890).
6s, M&S, $70,000.. Sept. 1, 1897
(Part due yearly) .to Sept. 1, 1905

STREET PAVING BONDS—
6s, ..., $28,010.....1898 to '02
5s, M&S, 17,400.....Mar., '00-'04
5s, M&S. 13,200...Sept. 1900-'09
5s, Oct., 17,558..... 1900-1904
5s, M&S, 11,500....Sept., 1900-09
5s, M&S, 1,800....Mch., 1901-05
Bonded debt Mar. 24,'99. $558,000
Tax valuation 1898.....9,073,811
Assessment about 1/3 actual value.
Total tax (per $1,000) '98...$27·30
Population in 1890 was.....21,009
Population 1899 (est.) abt. 25,000

INTEREST is paid at Nassau Bank, N. Y. C. ,or at Treasurer's office.

ADDITIONAL STATEMENTS.

In the table below we give statements regarding all minor civil divisions in the State of Ohio which have reported an indebtedness of over $25,000 and which are not represented among the foregoing detailed reports. We have added in each case the population from the Census of 1890.

Place—	*Total Debt.*	*Interest Rate.*	*Maturity.*	*Assessed Valuation.*	*Population in 1890.*
Ada, Harden Co.....	40,000	6	'99-'01	438,070	2,079
Ada S. D., Harden Co.....	34,000	5 & 6	'99-'12	.....	.....
Bellevue, Huron & Sandusky Counties.....	63,400	5 & 6	'98-'12	696,954	3,052
Blanchard (Tp.) Putn. Co..	35,000	3½	'00-'11	800,000	1,688
Blanchester, Clinton Co..	34,000	6	'06-'25	375,842	1,196
Bluffton, Allen Co.....	25,000	5 & 6	'00-'15	313,262	1,290
Bryan, Williams Co.....	63,800	5 & 6	'99-'20	930,700	3,068
Cambridge S.D , Guern.Co.	35,000	5	'99-'08	.....	.....
Canal Dover, Tuscar Co....	64,000	5	'99-'02	1,398,640	3,470
Canal Dover S. D., Tuscarawas Co.....	47,000	5 & 6	'99-'17	.....	.....
Carey, Wyandot Co.....	35,000	6	'99-'13	507,540	1,605
Carrollton, Carroll Co.....	28,000	5 & 6	'03-'23	426,070	1,228
Chagrin Falls, Cuyaho. Co.	35,000	6	'01-'22	150,100	1,243
Columbiana, Colum. Co....	35,000	5	1914	440,310	1,112
Conneaut, Ashtabula Co...	48,000	5	'06-'18	1,196,740	1,163
Cranberry Tp., Crawf'd Co.	25,000	6	'98-'08	537,360	1,662
Crane, Wyandot Co.....	45,000	6	'99-'07	884,000	4,903
Defiance County.....	43,500	6	'99-'05	7,763,123	25,769
Delaware, Delaware Co...	27,510	6	1906	3,473,620	8,224
Delphos, Allen & Van Wert Counties.....103,000		5 & 6	'00-'26	1,151,077	4,516
Dennison (V.), Tuscarawas Co..... ...	40,000	6	'99-'22	770,000	3,780
East Cleve., Cuyahoga Co .	60,000	4	1918	683,570	.....
E. Cleve. S.D., C'yaho'a Co..	33,000	5	'99-'16	.....	.....
East Palestine, Columb.Co.	32,600	5 & 6	'98-'18	447,000	1,816
Eaton, Preble Co.....	55,000	6	'99-'14	1,785,963	2,934
Erie County.....	40,000	4½ & 5	1900-04	14,920,590	35,462
Fern Bank, Hamilton Co...	26,521	6	'99-'17	.....	367
Findlay, U. S. D. ,Hancock County 122,000		5 & 6	'01-'25	.....	.....
Geneva S. D,, Ashta'la Co.	30,000	4	'00-'19	940,970	*3,000
Germant'n, Montgom'y Co.	29,000	9	1899	852,570	1,437
Gibsonburg, Sandusky Co.	38,750	6	'04-'11	261,110	585
Guernsey Co.....	30,000	5	'99-'04	8,609,331	28,645
Hartwell, Hamilton Co....	72,125	5 & 6	'99-'27	1,030,080	1,507
Hartw'll S.D., H'milton Co.	30,400	6	'98-'21	.....	.....
Hicksville (V.) Defiance Co.	45,000	..	1900-20	500,000	*3,200
Hillsboro, Highland Co....	88,500	5 & 6	'05-'33	1,700,951	3,620
Hillsb'ro S. D., Highl'd Co.	35,000	5	1939	.....	.....
Huron (V.) Sandusky Co..	41.000	6	.....	.....	.....
Ironton S. D., Lawrence Co	36,000	5	'99-'12	.....	.....
Jackson Tp., Crawford Co.	30,500	6	'11-'20	234,200	3,248
Kenton, U.S.D., Hardin Co.	42,500	6	'99-'15	.....	.....
Lakewood, Cuyahoga Co..	44,225	5 & 6	'98-'16	1,266,845	.....
Lebanon, Warren Co.....	71,765	5	'00-'22	1,481,353	3.050
Lebanon S. D., Warren Co.	25,000	5	'98-'08	.....	.....
Leetonia, Columbiana Co..	36,500	5 & 6	yearly.	646,890	2,826
Lima U. S. D., Allen Co....	25,000	5	'99-'07	.....	.....
Lisbon, Columbiana Co....	68,300	6	'99-'21	796,160	.....
Lorain, S. D., Lorain Co...	67,500	5 & 6	1916	.....	.....
Loudon Twp., Seneca Co..	20,000	4	'00-'20	903,000	1,321
Marietta S. S. D., Wash. Co	32,000	5	1914	.....	.....
Marion U. S. D., Marion Co.	70,000	5½	1916	.....	.....
Martin's Ferry, Belm't Co.	204,000	5, 5½, 6	'99-'25	2,050,253	6,250
Martin's F'y S.D., B'lm't Co.	73,300	5 & 6	'00-'44	.....	.....
Maumee, Lucas Co.....	77,000	5	'16-'28	.....	1,645
Mechan'sv. S.D., Ch'mp. Co	26,000	5	'00-'22	.....	.....
McConnellsv., Morgan Co.	25,700	5 & 6	'99-'12	835,521	1,771
Medina, Medina Co.....	30,500	5 & 6	'99-'17	896,729	2,073
Middlet'n S.S. D., Butler Co	68,000	5 yearly to '16		.....	.....
Monroeville, Huron Co....	34,500	5 & 6	'00-'30	425,040	.....
Montpelier, Williams Co...	33,000	6	'00-'33	281,150	1,293
Mt. Vernon S. D., Knox Co..	25,000	6	yearly.	.....	.....
Napoleon, Henry Co.....	95,000	5 & 6	yearly.	729,860	2,764
Nelsonv. S. D., Athens Co..	50,500	5	'08-'13	796,040	.....
Newark City S. D., Licking Co.....	33,500	5	'99-'05	.....	.....
Newark Tp., Licking Co...	50,000	6	'99-'12	917,259	15,286
Newcomerstown, T'scar Co	39,000	6	'99-'14	527,510	1,241
Oxford, Butler Co.....	56,000	4½-5-6	ye'ly to '34	728,965	1,922
Painesv. S. D., Lake Co..	52,500	4½-5	'03-'21	.....	.....
Painesv. Vill'ge, Lake Co.	171,500	5 & 6	'99-'26	2,511,140	4,755
Paulding, Paulding Co....	53,000	6	1909	372,631	1,879
Piqua S. S. D., Miami Co..	97,000	5 & 6	'99-'13	.....	.....
Pleasant, Putnam Co.....	35,000	6	'03-'23	658,301	3,286
Pleasant Ridge, Ham. Co.	112,731	5 & 6	'99-'19	427,410	1,027
Polk, Crawford Co.....	45,000	6	1907	495,990	7,200
Pultney Twp., Belmont Co	120,000	5	'06-'17	938,652	12,857
Reading, Hamilton Co....	49,000	5	'98-'37	682,200	.....
Riley (T'w'p), Putnam Co.	33,000	5½ & 6	'05-'10	634,803	1,566
Ripley, Brown Co.....	53,850	5	1905	802,142	2,483
St. Mary's S. D., Augl. Co.	36,500	6	'99-'13	.....	.....
St. Mary's Vill'ge, Aug. Co.	122,500	5 & 6	'99-'30	986,770	3,000
Salem S. D., Columb. Co..	67,000	5 & 6	'99-'21	.....	.....
Salineville, Columbiana Co	40,800	6	1922	374,950	2,369
Sharon Tp., Richland Co..	25,000	6	'03-'23	655,770	2,963
Shelby County.....	74,650	6	'99-'06	11,513,400	24,707
Smithfield & Portland Pike Dist., Jeff. Co.....	61,000	5	1900	.....	.....
Tiffin Sch. Dis., Seneca Co.	41,000	6	'99-'03	.....	.....
Tippecanoe, Miami Co....	27,686	6	1912	650,970	1,465
Tippecanoe, S. D., Mia. Co.	27,000	5 & 6	'06-'13	.....	.....
Toledo Board of Educat'n, Lucas Co.....570,000		4-4¼-4½	'04-'29	.....	.....
Troy S. D., Miami Co.....	26,794	5	1902	.....	.....
Union County.....	40,000	..	.....	10,400,000	22,860
Urbana S. D., Champ'n Co.	42,000	5 & 6	'99-'15	.....	.....
Urbana City, Champ'n Co.	293,000	4½-5-6	'99-'11	3,465,732	6,510
Van Buren, Putnam Co...	40,000	6	1902	610,262	3,444
Van Wert County.....	67,000	5	'01-'18	9,317,320	29,169
Vinton County.....	29,000	6	'99-'02	3,215,098	16,045
Warren City, Trumbull Co.	105,000	4½-5	1905	3,179,015	5,973
Warren City S.D., Trum. Co.	$37,000	4-4½-5	1920	.....	.....
Wauseon, Fulton Co.....	25,600	6	'99-'24	$492,510	2,060
Wayne County.....	27,950	6	'99-'03	20,950,222	39,005
West Liberty School Dist.	19,800	4	1901-17	400,000	*1,500
Willoughby, Lake Co.....	33,300	5	'99-'15	609,770	1,219
Wilmington, Clinton Co...	47,000	5	'00-'18	1,787,196	3,079
Winton Place, Hamilton Co.	54,132	5 & 6	'98-'15	555,840	.....
Wyandot County.....118,750		6	'98-'17	11,259,020	21,722
Wyoming, Hamilton Co...	61,940	5 & 6	'98-'02	1,172,790	1,454
Zanesv. S. D., Muskin. Co.	80,000	4	'14-'15	.....	.....

* Estimated.

State of Indiana.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act May 7, 1800) - July 4, 1800
Admitted as a State (Act Apr. 19, 1816) - - Dec. 11, 1816
Total Area of State (square miles) - - - 36,350
State Capital - - - - - - Indianapolis
Governor (term exp. 2d Monday, Jan., 1901) - James A. Mount
Secretary of State (term expires Jan., 1901) - - Union B. Hunt
Auditor (term expires Jan., 1901) - - - W. H. Hart
Treasurer (term expires Feb., 1901) - - Leopold Levy

Legislature meets biennially in odd years on the Thursday after the first Monday in January, and sessions are limited to sixty-one days.

HISTORY OF DEBT.—The historical details of Indiana's State debt from 1832 up to 1894 will be found in the STATE AND CITY SUPPLEMENT of April, 1894, pages 85 and 86.

Indiana's credit stands high now, about all of its debt being in 3 and 3½ per cent bonds; the details of the State's outstanding obligations are as follows:

FOREIGN DEBT.

LOANS— NAME AND PURPOSE.	*Interest.* P. Ot.	*Interest.* Payable.	*Principal.* When Due.	*Principal.* Outstand'g.
School fund refunding.....r.	3	J & D	June 18, 1909	$3,430,000
		Optional after June 18, 1899		
Stock certificates.....	int.	ceased	past due	3,470
Do do	int.	ceased	past due	2.145
Temporary loan (refunding).	3½	A & O	Apr. 1, 1915	585,000
		Optional after Apr. 1, 1910		
Do do (refunding)..	3½	M & N	May 1, 1915*	500.000
		Optional after May 1, 1910.		

DOMESTIC DEBT—NON-NEGOTIABLE.

Held by Purdue University..	5	Q.—J.	.....	$340.000
Held by Indiana University..	5	M & N	.....	144.000

INTEREST and principal of foreign debt bonds are payable at the office of Winslow, Lanier & Co., New York. Interest on the $144,000 at Bloomington, Ind.

TOTAL DEBT, ETC.—The following statement shows Indiana's total debt, the foreign and domestic debt, and the annual interest, etc.

	Mar. 1, 1900.	Mar. 1, '99.	Mar. 1, '98.	Nov 1, '97.
Foreign debt	$4,520,615	$4,916,615	$5,510,000	$5,716,615
Domestic debt	484,000	484,000	484,000	484,000
Total debt	$5,004,615	$5,400,615	$5,994 000	$6,200,615
Int. on foreign debt	$140,875	$152,725	$170,725	$176,725
Int. on domestic debt	24,200	24,200	24,200	24,200
Total annual int	$165,075	$176,925	$194,925	200,925

ASSESSED VALUATION.—The following table shows the total valuation of real and personal property and the State tax rate (per $1,000) *for the general fund* for the years indicated.

Years.	*Valuation.*	*State tax.*	*Years.*	*Valuation.*	*State tax*
1899	$1,342,831,161	$0·90	1885	793,526,079	$1·20
1898	1,311,508,008	0·90	1880	$728,944,231	1·20
1897	1,295,965,056	0·90	1875	897,739,783	1·50
1896	1,292,641,237	0·90	1870	662,283,178	1·50
1895	1,286,050,531	0·90	1865	567,381,553	2·00
1894	1,295,106,415	1·00	1860	455,011,378	1·50
1893	1,302,310,250	1·00	1855	301,858,474	2·00
1891	1,255,256,038	1·20	1850	138,362,085	2·50
1889	843,483,466	1·20			

The total tax rate (per $1,000) for 1899 was $2·96⅔, including Benevolent Institution tax $0·50, school tax $1·10, State debt sinking fund tax $0·30, and Educational Institution tax $0·16⅔, in addition to the general fund tax of $0·90 as given above.

DEBT LIMITATION.—In the present Constitution of Indiana, which went into effect November 1, 1851, superseding the Constitution adopted in 1816, there are explicit provisions limiting the power of both the State and its municipalities to contract debt.

FIRST, as to the State, Section 5 of article 10 provides that no debt except to meet casual deficits in revenue, to pay interest, to repel invasion &c. can be contracted. The section in full is subjoined.

CREATION OF DEBT FORBIDDEN.—No law shall authorize any debt to be contracted on behalf of the State except in the following cases: To meet casual deficits in the revenue; to pay interest on the State debt; to repel invasion, suppress insurrection, or, if hostilities be threatened, provide for the public defense.

In the sixth section of the same article the last clause prohibits the assumption by the State of the debts of any municipality or corporation. The clause referred to reads as follows.

Nor shall the General Assembly ever on behalf of the State assume the debts of any county, city, town or township, nor of any corporation whatever.

SECOND, as to municipalities, the provision contained in the Constitution seems to be equally clear and emphatic, and, as will be found, fixes the limit at 2 per cent of the valuation. It is article 13 of that instrument which relates to this subject, and we give the article in full below.

LIMITED—EXCESS VOID.—No political or municipal corporation in this State shall ever become indebted in any manner or for any purpose to an amount in the aggregate exceeding two per centum on the valuation of the taxable property within such corporation, to be ascertained by the last assessment for State and County taxes previous to the incurring of such indebtedness; and all bonds or obligations in excess of such amount given by such corporation shall be void; *Provided,* That in time of war, foreign invasion, or other great public calamity, on petition of a majority of the property owners in number and value, within the limits of such corporation, the public authorities in their discretion may incur obligations necessary for the public protection and defense to such an amount as may be requested in such petition.

It should be said in connection with the above that several laws have been enacted since the foregoing constitutional limit was adopted (March 14 1881), and bonds have been issued by counties thereunder *beyond the 2 per cent limit,* for the construction of "free gravel, stone or other macadamized roads." Several such laws were passed at the 1899 session of the Legislature. But in the case of Strieb vs. Cox, Treas., 111 Ind., the Supreme Court of Indiana held that gravel road bonds are not properly indebtedness of the county—hence do not come within the inhibition of Section 13 of the Constitution. (See editoria in STATE AND CITY SUPPLEMENT for October, 1899, page 3.) In 1899 the State Supreme Court, in the case of Wilcoxon versus City of Bluffton, ruled that bonds issued by a city at the request of the School Trustees must be counted in determining whether the city is indebted to the constitutional limit of 2 per cent.

THIRD, counties (but no other kind of municipality) are prohibited from subscribing for any stock in a corporation unless paid for at time of such subscription. The section which covers this subject is section 6 of article 10, and is as follows.

Counties cannot take stock. No county shall subscribe for stock in any incorporated company unless the same be paid for at the time of such subscription; nor shall any county loan its credit to any incorporated company, nor borrow money for the purpose of taking stock in any such company; nor shall the General Assembly ever on behalf of the State assume the debts of any county, city, town or township, nor of any corporation whatever.

The prohibition which this section contains applies, as already stated, only to counties. Consequently the Legislature was at liberty to authorize cities to subscribe to the stock of railroads, as it did by a general law passed in 1867 granting the power to subscribe to the stock of any railroad running into or through any city or near its corporate limits. Other laws of a somewhat similar character have been passed at other dates. We notice one law too which authorizes counties bordering on the State line to subscribe for railroad stock and to issue bonds for the purpose of paying the subscription. In view of the above section this grant of power extended to counties would seem to be at least questionable.

COUNTIES are apparently restricted by statute to a lower than the Constitutional limit of 2 per cent in the matter of creating certain kinds of debt. For instance, Section 5749 of the Revised Statutes authorizes any county to issue bonds when necessary to construct, complete or epair court house, jail or other county buildings, or to fund existing debt; in those cases county commissioners may borrow for that purpose not exceeding 1 per cent on assessed valuation and issue bonds therefor.

Limit of one per cent may be exceeded in counties for funding purposes in certain cases where the aggregate indebtedness in 1879 exceeded one per cent (see Revised Statutes, Section 816); also for temporary loans (see Revised Statutes, Section 5818).

Also (if the laws that have been passed are constitutional), the limit *of 2 per cent* may be exceeded for the purpose of making gravel roads (see above), the Supreme Court having decided that gravel road bonds are not properly an indebtedness of the county.

In addition to the foregoing, general statutes have been passed by the Legislature granting general powers to cities and towns of fifteen thousand inhabitants or over to issue bonds for legitimate corporate purposes, subject, however, to the Constitutional limit of 2 per cent on valuation. But we have not the space to set out here the details, or the details of the other legislation applicable to cities of larger and smaller population, and covering specific purposes, such as water works, &c.

POPULATION OF STATE.—The population of Indiana has been as follows in the years named.

1897.....2,867,036	1860.....1,350,428	1830.....343,031
1890.....2,192,404	1850..... 988,416	1820.....147,178
1880.....1,978,301	1840..... 685,866	1810..... 24,520
1870.....1,680,637		

Between 1860 and 1870 the increase was 330,209, or 24·45 per cent, between 1870 and 1880 297,664, or 17·71 per cent, and between 1880 and 1890 214,103, or 10·82 per cent.

CITIES, COUNTIES AND TOWNS IN THE STATE OF INDIANA.

NOTE.—*For reports not found in alphabetical order among the following, see "Additional Statements" at the end of this State.*

ADAMS CO.—JONAS NEUENSCHWANDER, Treas.

County seat is Decatur.

LOANS—	*When Due.*	
Bonded debt Jan. 1, 1900	$45,000	Total valuation 1899 $10,516,810
Floating debt	38,278	Total tax rate (per M.) '99 $9·70
Cash and sinking fund	8,390	Population in 1890 was 20,181

INTEREST on the redemption bonds is payable at New York.

ALEXANDRIA.—This city is in Madison County.

Total debt Mar. 1, 1900 $91,500	Tax rate (per M.) '99 $28·60
Tax valuation 1899 2,000,000	Population in 1890 was 715
Real valuation 4,000,000	Population in 1900 (est.) 12,000

ALLEN COUNTY.—WM. MEYER, Jr., Audit'r.

County seat is Fort Wayne.

LOANS—	*When Due.*	
COURT HOUSE BONDS.		Tax valuation, real $35,597,800
4s, $525,000	1906-'35	Tax valuation, person'l. 8,370,515
COURT H'SE & POWER STA'N BDS.		Total valuation 1899 $43,968,315
3½s, M&N, $200,000	Nov. 1, 1919	Assessment abt. 60% actual value.
Bond. debt Feb. 23, 1900 $725,000		State & Co. tax (per M.) 1900 $8·10
		Population in 1890 was 66,689

INTEREST is payable in New York City.

ANDERSON.—M. M. DUNLAP, Mayor. FRANK G. EPPLY, City Clerk.

This city is the county seat of Madison County.

LOANS—	*When Due.*	
FUNDING BONDS—1879-1893—		REFUND. WATER B'DS.—(Con.)—
6s, semi-an., $26,000.	Feb. 14, 1913	5s, J&J, $5,000 July 1, 1917
6s, semi-an., 27,000.	Nv.15,1900-'08	..s, ... , 60,000 Aug. 1, 1918
($3,000 due yearly.)		Total debt Mar. 1, '99 $151,500
5s, M&N $4,000	May 1, 1917	Tax valuation 1897 7,070,340
SCHOOL BONDS—1890—		Actual valuation 24,000,000
6s, semi-an., $20,500.	Aug. 1, 1910	City tax rate (per M.), '98 $13·00
REFUNDING BONDS,		Population in 1890 was 10,741
4½s, , $7,000	July 1, 1919	Population in 1899 (est.) 27,000
REFUNDING WATER BONDS—		
5s, J&J, $9,000	July 1, 1917	

OPTIONAL.—The school bonds, and the funding bonds due in 1913, are subject to call ten years from date of issue.

INTEREST is payable at Fourth National Bank of New York City

BARTHOLOMEW CO.—SAMUEL W. FITCH, Auditor. County seat is Columbus.

LOANS—	*When Due.*	
COUNTY FUNDING BONDS—		Gravel road bonds (additional) $44,979
5½s, J&D, $8,000	1900	Total valuation 1899 16,043,924
BRIDGE FUNDING BONDS—		Assessment about actual value.
5s, M&N, $25,000	1901 to 1905	County tax rate (p. $1,000) $10·30
$5,000 due yearly.		Population in 1890 was 23,867
Total debt Jan. 1, '99 $41,000		

INTEREST on 5½ per cent bonds is payable at Nat. Branch Bank of Madison and on 5s at First Nat. Bank of Columbus, Ind.

BLACKFORD CO.—J. P. RAWLINGS, Treas.

County seat is Hartford City.

LOANS.	*When Due.*	
COURT HOUSE BONDS.		Bonded debt Mar., 1900 $119,000
5s, J.&J., $60,000	1903 to 1907	Total valuation 1899 7,330,860
(Part due yearly.)		Assessment is ¾ actual value.
5s, A&O, $59,000	1907 to 1913	State & Co. tax (per M) 1899 $5·50
(Part due yearly.)		Population in 1890 was 10,461
		Population in 1900 (est.) 20,000

INTEREST is payable by Winslow, Lanier & Co., New York.

BRAZIL.—HOMER M. BAILY, Mayor. JOSEPH W. WILLIAMS, City Clerk.

This city is in Clay County.

LOANS—	*When Due.*	
SCHOOL HOUSE—		REFUND'G WATER W'KS—(Con.)—
6s, M&N, $10,000	Nov. 1, 1901	..s, M&S, $6,000 Sept. 1, 1906
6s, M&N, 15,000	1910-1915	Bonded debt Feb. 1, 1900 $86,500
6s, M&N, 8,000	Nov. 1, 1917	Floating debt 13,351
6s, M&N, 4,500	Nov. 1, 1918	Total debt Feb. 1, 1900 99,851
6s, , 4,000	1910	Water debt (included) 42,000
REFUNDING SCHOOL.		Tax valuation, real 1,900,000
4s, J&J, $3,000	July 1, 1915	Tax valuation, personal. 841,930
WATER-WORKS—		Total valuation 1899 2,741,930
6s, J&J, $4,000	July 1, 1904	Assessm't about 7/10 actual value.
6s, M&N, 25,000	1905-1910	Tax rate (per $1,000), '99 $14·30
4s, J&J, 3,000	Jan. 1, 1906	Population in 1890 was 5,905
REFUNDING WATER WORKS—		Population in 1900 (est.) 12,500
6s, J&J, $4,000	July 1, 1905	

TAX FREE.—All bonds are exempt from taxation since 1893.

CLARK CO.—Herman H. Heaton, Auditor.

County seat is Jeffersonville.

LOANS—	When Due.
Funding Bonds—	
5s, J & D, $90,000	1900 to 1908
($10,000 due yearly on June 1)	
Interest is payable in New York.	
Total debt Jan. 1, 1900.	$90,000
Tax valuation, real	8,075,929
Tax valuation personal	$4,835,358
Total valuation 1899	12,911,287
Assessment about ¾ actual value.	
State & Co. tax (per M.) '99	$6·50
Population in 1890 was	30,259
Population in 1900 (est.)	36,000

CLAY CO.—Samuel M. Stigler, Auditor.

County seat is Brazil.

LOANS—	When Due.
Gravel road bonds, 4½s	$29,930
do do do 5s	275,004
do do do 6s	25,000
Ditch bonds	16,200
Jail bonds	5,000
Funding bonds	20,000
Total debt Feb. 25, 1900	$371,134
Total valuation 1899	12,059,614
Assessment about ½ of actual value	
State & Co. tax (per M.) '99	$7·166
Tax rate (per $1,000)	14·50
Population in 1890 was	30,536
Population in 1899 (est.)	40,000

INTEREST is payable at the Third Nat. Bank, New York.

COLUMBUS.—This city is in Bartholomew County.

LOANS.	When Due.
Consol. Funding, Series A & B.	
5s, J&J, $7,000	Jan. 1, 1907
Funding Bonds—	
5s, J&J, $8,000	Sept. 3, 1915
Refunding Bonds	
4s, ..., $44,000	Jan. 1, 1909
Water-Works Bonds—	
5s, J&J, $15,000	Sept. 3, 1915
Interest payable in New York.	
Bonded debt June 1,'99.	$70,000
Floating debt	$2,000
Total debt June 1, 1899.	72,000
Sinking fund	4,833
Net debt June 1, 1899	67,167
Tax valuation, real	2,703,330
Tax valuation, person'l	1,722,715
Total valuation 1898	4,426,045
Assessment about ⅓ actual value.	
Total tax rate (per M.) '98	$22·61
Population in 1890 was	6,719
Population 1899 (estim't'd)	11,000

All bonds are subject to call after 10 years from date of issue.

INTEREST on the consol. funding bonds is payable at Winslow Lanier & Co., New York.

CRAWFORDSVILLE.—N. B. Wangh, Treas.

This city is in Montgomery County.

LOANS—	When Due.
General City Bonds—	
3½, semi-an., $20,000	
Electric-Light Bonds—	
4½s, semi-an., $35,000	
Bonded debt Feb. 1, 1900.	$55,000
Floating debt	9,500
Total debt Feb. 1, 1900	64,500
Tax valuation, real	$2,422,570
Tax valuation, person'l	1,523,895
Total valuation 1899	3,946,465
Assessment about ¾ actual value.	
Tax rate (per $1,000) '99	$21·70
Population in 1890 was	6,089
Population 1900 (est.)	11,000

DAVIESS COUNTY.—County seat is Washington.

$10,000 of the debt given below will be paid off Apr. 15, 1900.

LOANS—	When Due.
Total debt Apr. 1, 1900.	$35,000
Assessed val'n 1899	11,288,065
State & Co. tax (per M.),'99	7·00
Population in 1890 was	26,227

DEARBORN CO.—C. M. Beinkamp, Auditor.

County seat is Lawrenceburgh

LOANS—	When Due.
Funding Bonds—	
Bonds of '95, $30,000.	Nov. 1, 1915
Tot. bond. d'bt Feb. 25, 1900	$30,000
Floating debt	15,500
Tax valuation, real	$4,591,220
Tax valuation, person'l	$3,884,000
Total valuation 1899	8,475,220
Actual valuation (est.)	14,000,000
Population in 1890 was	23,364
Population in 1880 was	26,671

DECATUR.—W. H. Niblick, Chairman Fin. Com.

This city is in Adams County.

LOANS—	When Due.
Street Impt. Bonds—	
6s, Dec., $10,400	1900-1907
($1,300 on May 1.)	
Tot. gen. debt Jan. 1, '99	$20,000
Water debt (additional)	46,000
Elec.-Light Plant (add'l)	13,000
School debt (additional)	21,000
Assessed valuat'n, real.	$844,670
Assessed val'n, pers'l	684,410
Total valuation 1898	1,529,086
Tax rate (per $1,000) '99	$19·60
Real valuation	$5,000,000
Population in 1890 was	3,142
Population in 1880 was	1,905
Population 1898 (estimated)	5,500

DECATUR CO.—D. C. Elder, Treasurer.

County seat is Greensburgh.

LOANS—	When Due.
Court House Bonds—	
5s, ..., $35,500	1910
Total debt June 1, 1899.	$38,500
Total valuation 1900.	$11,756,505
Assessment is ¾ actual value.	
State & Co. tax (per M.), '99.	$6·866
Population in 1890 was	19,2.7
Population in 1880 was	19,779
Population in 1899 (est)	20,000

DELAWARE CO.—Chas. F. Koontz, Treas.

County seat is Muncie.

LOANS—	When Due.
Bridge Bonds—	
6s, A&O, $25,000	Oct. 1, 1913
Court House Bonds—	
5s, M&N, $121,000.	May 15, 1900-'08
($12,000 due yearly, 1900-'03; $15,000, '04-'07, and $13,000 in '08.)	
Interest is payable in New York.	
Bonded debt Jan. 1, 1900	$146,000
Sinking fund	$29,521
Net debt Jan. 1, 1900	116,479
Tax valuation, real	13,966,900
Tax valuation, person'l	7,666,000
Total valuation 1899	21,632,900
Assess. about ⅔ of actual value.	
State & Co. tax (per M.) '99	$5·90
Population in 1890 was	30,131
Population 1900 (est.)	60,000

INTEREST is payable at the National City Bank, New York City.

DELPHI.—H. Kerlin, Mayor. Jas. M. Ramey, Treasurer.

This city is in Carroll County.

LOANS—	When Due.
Railroad Bonds—	
7s, g. A&O, $22,000 g.	April 1, 1908
School Bonds—	
5s, M&N, $10,000 g.	Nov. 1, 1907
Water Bonds—	
7s, g. J&J, $15,000 g.	July 1, 1911
Subject to call on 60 days' notice.	
Bond. debt Feb. 25, 1900.	$32,000
Water debt (additional).	15,000
Tax valuation, real	757,065
Tax valuation, personal.	445,705
Total valuation 1899	1,202,770
Assessm't is about ¾ actual value.	
Total tax per $1,000 1899	$27·80
Population in 1890 was	1,923

TAX FREE—All of the city's bonds are exempt from taxation.

INTEREST on the railroad and school bonds is payable at Delphi; on the water bonds at Chicago.

DUNKIRK.—B. P. Hunt, Treasurer.

This city is in Jay County.

LOANS—	When Due.
Purchasing and Street Bds.—	
6s, J&J, $1,414	1903-4
6s, A&O, 1,900	1903
(Part due yearly.)	
School Bonds—	
6s, M&S, $1,500	$500 biennially
6s, J&J, 8,000	500 annally
6s, M&S, 4,500	1915
($500 due yearly.)	
Water-Works Bonds—	
6s, M&S, $12,000	1915
($500 due yearly.)	
Bonded debt Aug. 15, '99.	$28,479
Floating debt about	500
Total debt Aug. 15, 1899.	29,279
Tax valuation 1899	767,055
Assessment is 2·5 actual value.	
Total tax rate (per M.) '99	$31·50
Population in 1890 was	1,024
Population in 1899 (est.)	5,000

INTEREST on $13,000 school bonds is payable at Dunkirk; on all others at New York.

ELKHART.—Porter Turner, Mayor. P. P. Abel, Treasurer.

This city is in Elkhart County.

LOANS.	When Due.
Funding Bonds—	
5s, M&N, $12,000	1900-1903
($3,000 due yearly on May 1)	
5s, M&S. $20,000	1903-1907
($4,000 due yearly on Sept. 1)	
4½s, J&D, $25,000	Dec. 1, 1915
School Bonds—	
5s, J&J, $12,000	1900-1905
($2,000 due yearly on July 1)	
4s, A&O, $15,000	Oct. 1, 1919
Bond. debt Feb. 23, 1900.	$84,000
City has no floating debt.	
Tax valuation, real	$3,917,240
Tax valuation, personal	1,329,805
Total valuation, 1899	5,247,045
Assessment about ⅝ actual value.	
Total tax (per $1,000) '99	$25·20
Population in 1890 was	11,360
Population 1900 (estimat'd)	17,500

INTEREST on the funding bonds of 1915 is payable in New York City; on all other bonds at the Treasurer's office.

TAX FREE—All city bonds are exempt from taxation.

ELKHART CO.—Peter D. Berkey, Auditor.

County seat is Goshen.

LOANS—	When Due.
County Bonds—	
4½s, ..., $30,000	Feb. 1, 1901
($10,000 due y'rly) to	Feb. 1, 1903
Funding Bonds—	
5s, M&S, $50,000	Mar. 1, 1904
($5,000 due y'rly) to	Mar. 1, 1913
Bonded debt Jan. 1, 1900	$80,000
Tax valuation 1899	21,996,580
State & Co. tax (per M) '99.	$13·20
Real valuation (est'd).	50,000,000
Population in 1890 was	39,201
Population 1899 (estimat'd)	52,000

INTEREST on funding bonds is payable at County Treasurer's office.

ELWOOD.—William A. Hupp, Treasurer.

This city is in Madison County.

Bond. debt Jan. 1, 1900.	$102,500
Sinking fund assets	17,170
Net debt	85,330
Assessed valuation, real.	2,725,645
Assessed valuat'n, per'l.	1,089,980
Total valuation 1899	$3,815,625
Assessment about ⅔ actual value.	
Tax rate (per $1,000) 1899.	$25·80
Population in 1900 (est.)	16,000

EVANSVILLE.—Wm M. Akin, Jr., Mayor. Andrew C. Richardt, Comp.

Evansville is the County seat of Vanderburgh County. This city has entered into a contract to refund the bonds maturing in 1912, provided that *all* of these issues may be secured by the contracting firm. At this date (Mar. 1, 1900) no bonds have been refunded.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Series A	5	J & J	Jan. 1, 1912	$648,000
Do. B	4½	J & J	Jan. 1, 1912	326,000
Do. C	4	J & J	July 1, 1912	694,000
Water bonds	6	J & J	July 1, 1912	400,000
Refunding school bonds	5	J & D	1907	50,000
Old bonded debt	7	.....	.....	1,000
do do	6	.....	.....	36,000

INTEREST is payable by Winslow, Lanier & Co., New York.

TOTAL DEBT, Etc.—The total bonded debt February 26, 1900, was $2,118,000, including water debt of $400,000. In addition to this there is outstanding an old bonded debt of $37,000. The city has no floating debt and the sinking fund amounts to $11,500.

ASSESSED VALUATION (total) in 1899 was $25,370,060, including $18,574,210 for real estate and $6,795,850 for personal property; the city tax rate (per $1,000) was $10·00.

TAX-RECEIVABLE COUPONS.—All issues of Evansville city bonds carry tax-receivable coupons.

POPULATION.—The population in 1890 was 50,756; in 1880 was 29,280; in 1900 (estimated) 65,000.

FLOYD CO.—County seat is New Albany.

Total debt June 1, 1898	$83,743
Total valuation 1899	$11,882,305
Population in 1890 was	29,458

FORT WAYNE.—Henry P. Scherer, Mayor. Henry C. Berghoff, Compt'r.

This city is the county seat of Allen County. The $15,800 of water-works bonds due in 1914 were issued by the town of South Wayne and assumed by the city upon annexation of the town.

LOANS—	When Due.
Refunding Railroad Loans—	
4½s, A&O, $299,000.	Oct. 10, 1913
Refunding Water Bonds—	
3½s, M&N, $240,000.	May 15, 1919
Ref'd'g Water Bonds—(Con.)—	
3½s, M&N,	$30,000. May 15, 1909
3½s, M&N,	50,000 May, 1900-'09
Water Works—	
6s, J&J,	$15,800. July 10, 1914

INTEREST is payable in New York—on 5% funding bonds at the Third National Bank; on all other bonds at U. S. Mortgage & Trust Co.

TOTAL DEBT, SINKING FUNDS, Etc.—The subjoined statement shows municipal debt on dates named.

	Jan. 1, 1900.	Jan. 1, '99.	July 1, '98.	Jan. 1, '98.
Total bonded debt	$634,800	$669,800	$673,800	$673,800
Sinking funds	6,599	29,763	32,700	21,966
Net debt	$628,201	$640,037	$641,100	$651,834
Water debt (included above)	.....	$286,000	$281,800	$285,800

The sinking fund receives yearly about 5 per cent of the taxes collected. The city has no floating debt.

ASSESSED VALUATION.—The city's assessed valuation (about two-thirds of actual value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Tax Rate per $1,000.
1899	$17,817,130	$6,609,265	$24,426,395	$21·70
1898	17,830,775	5,008,585	22,839,360	21·10
1897	17,709,520	4,873,605	22,583,125	20·30
1895	17,459,060	5,316,880	22,775,940	18·70
1890	15,890,460	3,739,080	19,629,540	23·40
1880	11,408,600	2,041,475	13,450,075	.....

The tax rate for 1899 includes county tax, $5·30; city tax, $9·40; school tax, $3·40; township tax of ·80c. and State tax of $2·80.

POPULATION.—In 1890 population was 35,393; in 1880 it was 26,880; in 1870 it was 17,718. In 1899 it was estimated at 52,000.

FRANKFORT.—This city is in Clinton County.

LOANS—	When Due.
HIGH SCHOOL BONDS—	
5s, A&O. $33,000	Oct., 1900-'10
SEWERAGE BONDS—	
4½s, A&O, $22,000	Oct. 1, 1909
Total debt Feb. 25, 1900	$58,000

Tax valuation, real	$2,315,765
Tax valuation, person'l.	1,736,375
Total valuation 1899	4,052,140
City tax (per $1,000) '99	$9·50
Population in 1890 was	5,913
Population 1900 (est.)	12,000

INTEREST is payable at the First Nat. Bank, New York City.

FULTON COUNTY.—N. R. STONER, Treas.

Rochester is the county seat.

Court-house bonds, 5s	$121,500	Assessed valu'n, pers'l.	$3,279,095
Refunding bonds, 5s	35,000	Total valuation 1899	9,826,560
Bonded debt Jan. 1, 1899	156,500	State & co. tax (per M.) '99	$7·966
Assessed valuation, real.	6,547,465	Population 1890	16,746

GOSHEN.—I. D. WOLFE, City Clerk.

This city is in Elkhart County.

Bonded debt Sept. 1, '99.	$54,000	Assessment about ¾ actual value.	
Floating debt	36,107	City tax (per $1,000) '99	$10·00
Total debt Sept. 1, 1899.	90,107	Population in 1890 was	6,033
Assessed valuation '99	3,479,000	Population in 1900 (est.)	10,500

GRANT COUNTY.—County seat is Marion.

Tot. gen. debt Jan., 1900	$60,000	State & Co. tax (per M) '99	$8·00
Gravel r'd bonds (addit'l)	77,000	Population 1890 was	31,493
Tax valuation 1899	22,853,760	Population 1900 (estim'd)	75,000

GREENE COUNTY.—C. C. BALLARD, Treas.

County seat is Bloomfield.

LOANS—	When Due.
ASSESSMENT BONDS—	
6s, J&J, $19,000	Jan. 1. '00-04
6s, J&D, 4,000	Dec. 15,'00-03
6s, J&J, 7,750	Jan. 21,'00-04
6s, J&J, 3,000	July 1, 1900
6s, Nov., 4,900	Nov. 15, 1900
6s, J&D. 12,500	Dec. 13,'98-03
COUNTY BONDS—	
6s, M&S, $20,000	Sept. 15, 1905
(Subject to call after ten years.)	

GRAVEL ROAD BONDS—	
4-5-6s, $258,460	
4½s, 32,000	to 1919
Gross debt Sept. 20, 1899	$74,000
(Gravel road bonds not included.)	
Total valuation 1899	10,455,930
State & Co. tax (per M.) '99	$7·30
Population 1890 was	24,379
Population 1897	30,735

INTEREST is payable at the Continental Nat. Bank, New York City

GREENFIELD—S. A. CURRY, City Treasurer.

Greenfield is in Hancock County.

Net debt Feb. 23, 1900	$66,000	Tax rate (per M.) '99	$23·10
Water debt (included)	33,000	Population in 1890 was	3,100
Tax valuation 1899	2,000,000	Population in 1899 (est.)	6,500

HAMILTON COUNTY.—SAMUEL CRAIG, Treasurer.—County seat is Noblesville.

LOANS—	When Due.
FUNDING BONDS—	
6s, Aug., $20,000	Aug. 26, 1903
5s, Jan., 20,000	Jan. 2, 1906
5s, ..., 35,000	Aug. 6, 1912
GRAVEL ROAD BONDS—	
5s, A&O, $12,000	1902 to 1905
(Subject to call after 1901.)	

Bonded debt Feb. 23, 1900.	$87,000
Total valuation 1899.	$15,582,885
Assessment is about ⅔ actual val.	
Av. tax rate (per M.) '99	$12·30
Population in 1890 was	26,123
Population in 1900	35,000

INTEREST on $40,000 funding bonds is payable at Indianapolis; on $35,000 at Noblesville.

HAMMOND.—This city is in Lake County.

Total debt 1896	$148,768	Real valuation	$15,000,000
Water debt (included)	25,000	Population in 1890 was	5,428
Tax valuation 1896	5,000,000	Population in 1896 about	12,000

HARRISON CO.—County seat is Corydon.

LOANS—	When Due.
GRAVEL ROAD BONDS—	
5s, NOV., $8,451	1900 to 1909
FUNDING BONDS—	
5s, M&N, $7,000	Sept. 26, 1903
REFUNDING BONDS—	
4s, M&N, $24,000	1900 to 1911
Bonded debt Jan. 1, 1900.	$39,451

Sinking fund	$6,208
Net debt Jan. 1, 1900	33,243
Total valuation 1899	5,542,517
Assessment is ⅔ actual value.	
Total tax (per $1,000) 1899.	$9·40
Population 1890 was	20,786
Population 1900 (estim'd)	25,000

HOWARD COUNTY.—JOHN A. MORRISON, Treasurer.—County seat is Kokomo.

GRAVEL ROAD BONDS—		Total valuation 1899.	$14,906,530
4½s, M&N, $25,720		Assessment is 4-5 actual value.	
Bonded debt 1900	$78,640	State & Co. tax (per M) '99)	$6·00
Assessed valuat'n, real.	9,622,750	Population in 1890 was	26,186
Ass'd valuation, pers'l.	5,283,780	Population 1900 (est.)	30,000

HUNTINGTON—Huntington is in Huntington County.

Net debt Aug. 5, 1899	$35,900	Population in 1890 was	7,328
Tax valuation, 1899	3,995,055	Population in 1893 was	11,550
Real valuation	15,000,000		

HUNTINGTON CO.—W. F. SWAIM, Auditor. JACOB W. JOHN, Treasurer.

County seat is Huntington.

Bonded debt Mar. 1, 1900,	$37,000	Assessm't ½ to ¾ of actual value	
Sinking fund Mar. 1, 1900.	8,400	State & Co. tax (per M.) '99.	$6·50
Total valuation 1899.	$15,403,180	Population 1890 was	27,644

INDIANAPOLIS.—THOMAS TAGGART, Mayor. E. M. JOHNSON, Comptroller.

Indianapolis is the county seat of Marion County.

LOANS—	When Due.
BRIDGE BONDS—	
3½s, J&J, $150,000	Jan., '05-'14
FUNDING BONDS—	
4s, J&J, $45,000	Jan. 1, 1910
IMPROVEMENTS—	
4s, J&J, $30,000	Jan. 1, 1901
($10,000 due y'rly)	to Jan. 1, 1903
PARK IMPROVEMENT BONDS—	
4s, J&J, $350,000	Jan. 1, 1927
STATION HOUSE BONDS—	
4s, J&J, $150,000	Jan. 1, 1927
REFUNDING BONDS—	
4s, J&J, $200,000	July 1, 1915
4s, J&J, 109,500	Jan. 26, 1924
4s, J&J, 600,000	Mar. 1, 1924

REFUNDING BONDS—(Con.)	
4s, J&D, $300,000	June 30, 1924
3½s, J&J, 110,000	Jan. 1, 1909
ANNEXED DIST. BONDS—	
BRIGHTWOOD WATER B'DS—	
6s, F&A, $18,000	1900-1915
HOUGHVILLE SCHOOL B'DS—	
6s&5s, $14,800	1900-1915
MT. JACKSON SCHOOL B'DS—	
6s, M&S, $500	($100 y'rly)
WEST INDIANAPOLIS SCHOOL BONDS—	
6s, J&J. $32,000	1900-1912
FUNDING BONDS—	
6s, ..., $43,000	1902-1917

PAR VALUE OF BONDS.—Bonds are in pieces of $500 and $1,000.

INTEREST is payable by Winslow, Lanier & Co., New York.

TOTAL DEBT, ETC.—

	Jan. 1,1900.	Jan. 1,'99.	Jan. 1, '98.	Jan. 1,1897
Total funded debt	$2,044,500	$1,904,500	$1,914,500	$1,424,500
Debt assu. by annex'n	108,300	112,900	116,000	.....
Total liabilities	2,152,800	2,017,400	2,030,500	.....

The city has no sinking fund.

CITY PROPERTY.—The value of city property on Jan. 1, 1900, was $2,027,861 60.

ASSESSED VALUATION.—The city's assessed valuation (about 60 per cent of cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Total Tax per $1,000
1899	$88,875,345	$34,420,495	$123,295,840	$18·00
1898	86,783,715	33,072,965	119,856,680	18·50
1897	85,160,245	32,586,425	117,746,670	17·30
1896	77,922,520	30,363,395	108,285,915	16·50
1895	74,454,630	31,183,230	105,637,860	16·50
1890	69,694,230	24,006,960	93,701,190	15·55
1887	35,765,855	14,719,765	50,485,620	18·20
1886	39,069,305	19,136,585	58,205,890	13·50
1880	.....	.....	48,099,940	16·00

POPULATION.—In 1890 population was 105,436; in 1880 it was 75,056; in 1870 it was 48,244; in 1899 was estimated at 195,000.

INDIANAPOLIS SCHOOL DISTRICT—FRANK L. REISSNER, Asst. Sec. Bd. of Sch. Com.

This district includes the whole of the city of Indianapolis and reports the same assessed valuation. In addition to the bonds below, $100,000 school bonds were sold on Jan. 31, 1900, but their issuance is being resisted in the courts at this date (April 9, 1900). It is claimed that the debt of city and school district should be added together in computing debt limit.

LOANS—	When Due.
BUILDING, REFUNDING, &C.—	
5s, J&J, $100,000.	July 1, 1902-11
4½s, J&J, 20,000	July 1, 1900
4s, J&J, 500,000	1902 to 1926
(Various am'nts y'rly except in '11)	
BUILDING NOTES—	
5s, ..., $44,542 47	M&N, 1900
COUPON NOTES—	
6s, J&J, $79,467.	July, 1900-02

COUPON NOTES—(Continued)—	
4½s, J&J, $40.000	Jan. 1, 1903-13
4½s, M&N, 60,000.	Nov. 1, 1910-24
4s, F&A. 40,000	Feb. 1, 1911
4s, M&S, 8,000	Mar. 31, 1918
Total debt Mar. 1, 1900.	$972,009
Library, school & compulsory education tax rate (per $1,000) 1899	$5·00
Population 1899 (est.)	195,000

JACKSON CO.—J. D. DURMENT, Auditor.

County seat is Brownstown.

LOANS—	When Due.
BRIDGE FUNDING BONDS—	
5s, A&O, $30,000.	Oct. 15, 1900-05
$5,000 due yearly.	
GRAVEL ROAD BONDS—	
6s, M&N, $6,300	Nov. 15, 1900
($1,050 due y'rly)	to Nov. 15, 1905
4s, M&N, $115,000	1900-1919

Total debt Mar. 1, 1900.	$50,000
Gravel road bonds (add'l)	160,000
Total valuation 1899.	$10,710,360
Assessment is about actual value.	
State & Co. tax (per $1,000)	$20·00
Population in 1890 was	24,139
Population in 1899 (estim.)	35,000

The gravel road bonds are not properly a county debt, the townships being responsible for these loans.

INTEREST on all bonds is payable at the office of the County Treasurer, Brownstown, Ind.

JAY COUNTY.—A. C. MANOR, Auditor.

County seat is Portland.

LOANS—	When Due.
COUNTY BONDS—	
5s, y'rly, $70,000.	Dec. 1,'99, to '07
(5 M y'rly to '02; 10 M '03 to '06.)	
5s, ..., $15,000.	July, 1900 to '02
ROAD BONDS—	
6s, y'rly, $4,500	
6s, ..., 2,500	1901 to 1905

JAIL BONDS—	
3½s, ..., $24,000.	April, '08, to '10
Bonded debt June 1, '99	$124,000
Assessed valuation '99.	11,363,425
State and Co. tax (per M) '99.	$7·46
Population in 1890 was	23,478
Population 1899 (est.)	33,000

JEFFERSONVILLE.—THOS. B. RADER, Mayor. WALTER B. HASSAN, Clk.

This city is in Clarke County. The $87,000 of bonds due Aug. 1, 1896 (since refunded), were declared illegal by the Supreme Court. The city obtained permission from the Legislature to refund them, and the legality of this Act has been affirmed by the Supreme Court.

LOANS—	When Due.
REFUNDING CITY BONDS—	
3½s, ..., $87,000	1900-1924
(See note at head of statement.)	
6s, J&D, $50,000	Dec. 15, 1900
6s, F&A, 50,000	Feb. 1, 1901
5s, J&J, 34,900	Jan. 1, 1906
5s, A&O, 54,000	Apr. 1, 1922
5s, J&J, 73,500	July 1, 1922
Bonded debt Jan. 1, 1900	$349,400

Floating debt	$46,477
Total debt Jan. 1, 1900.	395,877
Tax valuation, real	2,678,306
Tax valuation, personal.	706,609
Total valuation 1899.	3,384,915
Assessment is ½ actual value.	
Total tax (per $1,000) 1899.	$29·70
Population in 1890 was	10,666
Population in 1880 was	9,357
Population in 1900 (estim.)	15,000

INTEREST is payable at the City Treasurer's office, and at the Fourth National Bank and U. S. National Bank, New York City.

TAX FREE.—All of the above bonds are exempt from city tax.

KNOX COUNTY.—SAMUEL A. JORDAN, Auditor. W. H. VOLLMER, Treasurer.

County seat is Vincennes.

LOANS—	When Due.
DRAINAGE BONDS—	
6s, ..., $80,994	Feb., '97-'11
6s, ..., 41,578	Mar., '97-'10
6s, ..., 6,926	Dec., '98-'07
6s, ..., 7,211	1900-1907
6s, F&A, 27,718	Aug. '01 to '10
GENERAL PURPOSES—	
5s, M&S, $45,000.	Mar. 15, '00-'08
Bonded debt Jan. 1, '99	$50,000

Floating debt	$1,140
Total debt Jan. 1, 1899.	51,140
Sinking fund	12,625
Net debt	38,515
Drainage bonds (add'l).	157,155
Tax valuation 1899.	16,534,340
Assessment about 65% act. value.	
State & Co. tax (p. $1,000) '99	$6·50
Population in 1898 (est.)	36,000
Population in 1890 was	28,044

INTEREST on $50,000 bonds is payable at the Hanover National Bank, New York; on ditch bonds at the National Park Bank, New York.

KOKOMO.—W. S. ARMSTRONG, Mayor. J. A. BURKHALTER, Treasurer.

This city is in Howard County.

LOANS—	When Due.
BUILDING BONDS—	
6s, M&N, $25,000	May 1, 1908
FUNDING BONDS—	
6s, J&J, $25,000	Jan. 1, 1902
6s, M&S, 10,000	Sep. 1, 1902
4s, A&O, 14,000	Apr. 1, 1905
REFUNDING BONDS—	
4s, J&J, $10,000	July 15, 1904
SCHOOL BONDS—	
6s, J&J, $12,000	July 1, 1900
6s, M&S, 3,000	Sept. 1, 1909

6s, J&J, $17,000	July 1, 1912
Subject to call after 1907.	
Interest payable at New York.	
Bonded debt Feb. 1, 1900.	$116,000
Tax valuation, real	4,898,885
Tax valuation, personal.	1,328,830
Total valuation 1899.	6,227,715
Assessment is about ¾ actual val.	
Total tax (per $1,000), '99.	$26·30
Population in 1890 was	8,261
Population in 1899 (est.)	13,000

LAFAYETTE.—NOAH JUSTICE, Mayor. FRANK DU TEIL, Treasurer.

This city is the county seat of Tippecanoe County.

LOANS—	When Due.
REFUNDING WATER BONDS—	
4½s, J&D, $225,000	June 1, 1920
Subject to call after June 1, 1915.	
4½s, J&D, $75,000	June 1, 1921
(Subject to call after June 1, 1916.)	
Interest payable at New York.	
Tot. dbt. (wat.) Feb., 1900	$300,000

Tax valuation, real.....$7,855,520
Tax valuation, person'l 4,128,820
Total valuation 1899...11,984,340
Assessment about ⅖ actual value.
Tax rate (per $1,000) 1900.$22·90
Population in 1890 was.....16,243
Population 1898 (estim.)....25,000

LA PORTE.—W. W. HANS, Clerk.

This city is the county seat of La Porte County.
The water bonds are free from city tax when held in the city.

LOANS—	When Due.
SCHOOL BONDS—	
5s, M&N, $22,000	May 1, '00-1910
($2,000 due yearly.)	
WATER BONDS (REFUNDING)—	
5s, M&N, $15,000	May 1, 1900
($5,000 yearly) to May 1, 1902	
WATER-WORKS BONDS—	
3½s, ..., $30,000	1919
Int. payable at city treas. or in N. Y.	

Total debt Aug. 5, 1899... $37,000
Water debt (included)... 15,000
Tax valuation, real.....2,214,470
Tax valuation, personal.1,427,210
Total valuation 1899....3,641,680
Assessment about ½ actual value.
Total tax (per $1,000) 1899.$23·50
Population in 1890 was.....7,196
Population in 1899 (est.)....9,500

LA PORTE CO.—County seat is La Porte.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, Apr. 15, $66,000	Apr. 15, 1901
($22,000 due y'rly) to Apr. 15, 1903	
5s, Feb. 1, $80,000	1904
($20,000 due yearly) to 1907	
Total debt June 1, 1899	$168,000

Tax val'ation '99 (est.).$17,003,728
Assessment is ½ actual value.
State tax (per $1,000)..... $2·97
County tax (per $1,000) 1899 3·33
Population in 1890 was.....34,445
Population in 1880 was.....30,985
Population in 1895 about...35,000

INTEREST on $110,000 court house bonds is payable at the First Nat. Bank of Chicago, Ill.; on others at the Chemical Nat. Bank, N.Y.

LAWRENCEBURG.—JOS. F. FRAZER, Clerk.

This city is in Dearborn County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, A&O, $10,000	1913
AGRICULTURAL BONDS—	
5s, Nov., $2,000	Nov., 1901
REFUNDING BONDS—	
4½s, J&D, $40,000	1914

Interest payable at City Treasury.
Total debt Jan. 1, 1900. $52,000
Tax valuation, real..... 697,270
Tax valuation, personal. 589,040
Total valuation 1899....1,286,310
Total tax (per $1,000) '99 27·91
Population in 1890 was.....4,284

INTEREST is payable by Winslow, Lanier & Co., N. Y.

LOGANSPORT.—A. D. FANSLER, Clerk.

This city is in Cass County.

LOANS—	When Due.
FUNDING BONDS—	
4s, M&N, $235,000	Nov. 1, 1915
Optional after Nov. 1, 1905	
Int.—N. W. Harris & Co., N. Y.	
Water-works certif....s...	$15,250
School bonds..	50,000
Pratt charitable fund....	5,000
City orders outstand'g...	47,077

Total debt May. 1, 1899. $352,327
Assessed valuation, real.5,417,420
Assessed valuation, per'l.1,944,610
Total valuation 1898....7,362,030
Tax rate (per $1,000) 1898.$11·70
Population in 1890 was .. 13,328
Population in 1880 was .. 11,198
Population 1897 (est.) 17,500

MADISON.—ELLISON D. McGUIRE, Mayor. GEORGE F. HARPER, City Clerk.

Madison is the county seat of Jefferson County.

LOANS—	When Due
FUNDING "D"—	
4s, M&N, $8,000	Nov. 1, 1907
4s, M&N, 8,000	Nov. 1, 1908
4s, M&N, 8,000	Nov. 1, 1909
4s, M&N, 8,000	Nov. 1, 1910
4s, M&N, 3,000	Nov. 1. 1911

REFUNDING BONDS, "E"—
4s, M&N, $84,000 | Nov. 1, 1900, to (($6,000 due yearly) Nov. 1, 1913
WATERWORKS FUNDING BONDS—
4½s, F&A, $58,200 | Aug. 1, 1900 ($7,000 due yearly) to Aug. 1, 1909

TAX FREE.—Bonds are all exempt from city tax.

PAR VALUE.—These bonds are in pieces of $100, $500 and $1,000.

INTEREST on the water-works funding bonds is payable at the National Branch Bank of Madison; all other bonds by City Treasurer.

TOTAL DEBT, SINKING FUND, ETC.—

	Mar. 1, 1900.	Aug. 1, '99.	Aug. 1, '98.	Feb. 1, '97.
Total bonded debt	$186,200	$183,200	$190,200	$195,000
Sinking funds	12,000	12,500	11,500	15,000
Net debt	$174,200	$170,700	$178,700	$180,000
Water debt (included above).	58,200	58,200	65,200	81,000
Floating debt	.....	5,000	3,000	19,347

The sinking fund receives yearly about $15,000.

ASSESSED VALUATION.—The city's assessed valuation (supposed to be actual value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Tax Rate per $1,000
1899	$2,372,755	$1,588,632	$3,961,387	$21·80
1898	2,542,195	1,559,135	4,101,330	24·90
1897	2,532,245	1,645,525	4,177,770	24·60
1896	2,516,135	1,777,020	4,293.155	20·60
1890	2,477,340	1,434,905	3,912,245	24·60
1888	1,865,940	1,337,300	3,203,240	....

POPULATION.—In 1890 the population was 8,936; in 1880 it was 8,945; in 1870 it was 10,709. Estimate for 1900, 10,000.

MADISON CO.—OTIS P. CRIM, Auditor.

County seat is Anderson.

LOANS—	When Due.
COUNTY BONDS—	
6s, Sept., $10,000	Sept. 17, 1900
6s, June, 15,000	June 29, 1901
6s, Sept., 16,000	Sept. 1, 1902
6s, Sept., 17,000	Sept. 1, 1907
GRAVEL ROAD BONDS—	
6s, Sept., $4,950	Aug. 1900-'01
6s, Sept., 825	Sept., '00, to '02

Total debt July 1, 1899. $64,250
Gravel Road Bonds (add) 8,525
Total valuation 1899...30,306,890
Assessment abt. ¾ actual value.
State & Co. tax (per M.) 1899.$6·50
Population in 1890 was.....36,487
Population in 1899 (est.)...70,000

INTEREST on $10,000 county bonds of 1900 is payable at the Fourth Nat. Bank of New York City; on all other bonds in Anderson.

TAX FREE.—Bonds are all exempt from taxation.

MARION.—This city is in Grant County.

LOANS—	Amount.
IMPROVEMENT BONDS—	
6s, ..., $20,000	1908
Electric-light 6s	$33,000
Funding 5s and 6s	61,000
Funding 4½s	18,000
School 6s	3,000
Water-works 5s and 6s	16,500
Interest payable in New York.	

Bonded debt Jan. 1, '98..$122,500
Sinking fund..... 3,392
Net debt Jan. 1, 1898.... 119,108
Tax valuation 1897.....6,494,005
Water debt (included)... 16,500
Assessment is ½ actual value.
Total tax rate (p. $1,000) '99.$26·60
Population in 1890 was..... 8,769
Population in 1897 (est'd)..20,000

MARION COUNTY.—HARRY B. SMITH, Aud'r.

County seat is Indianapolis.

LOANS—	When Due.
COUNTY BONDS—	
5s, J&J, $100,000	July 1, 1901
5s, J&D, 200,000	June 1, 1908
4½s, J&D, 200,000	June 1, 1900
4½s, J&D, 200,000	June 1, 1905
4s, J&D, 300,000	July, '00, to "29
REFUNDING BONDS—	
4s, ..., $200,000	1927

Bond. debt Jan. 1, 1900 $1,200,000
Tax valuation 1899...145,632,860
Assessment about ¾ actual value.
State and Co. tax (per M) '99.$6 70
Population in 1890 was...141,156
Population in 1900 (est.)..226,000

MICHIGAN CITY.—G. S. VAN DEUSEN, Mayor. CHAS. H. MILLER, Treasurer.

Michigan City is in La Porte County.

LOANS—	When Due.
5s, July, $20.000	1904-1919
SCHOOL BONDS—	
6s, Nov., $5,000	Nov. 1, 1903
5s, May, 34,000.	May 1, 1916
5s, June, 7,000	1900 to 1904
($1,400 annually on June 1.)	
Interest payable at Treas'r's office.	
Bonded debt Mar. 1, 1900	$65,000

Sinking fund..... $2,284
Net debt Mar. 1, 1900.... 62,716
Tax valuation, real.....2,495,213
Tax valuation, personal.1,011,274
Total valuation 1899.....3,508,487
Assessment is 50 p.c. actual value.
City tax (per $1,000) 1900..$12·50
Population 1890 was.....10,776
Population 1900 (est.).....18,000

MONROE CO.—JOHN P. HARRELL, Treasurer.

County seat is Bloomington. Gravel road bonds not included in total debt.

LOANS—	When Due.
BUILDING AND REFUNDING—	
6s & 5½s, J&J, $36,000.	July, '00-'08
($4,000 due yearly.)	
Subject to call.	
ROAD BONDS—	
5s, Nov., $17,500	Nov. 15, 1900
($2,500 due yearly) to	Nov. 15, 1906
5s, ..., $51,872	

ROAD BONDS—(Con.)
5s, ...$69,954 | 1898-1907
4s, ..., 3 .600 | 1900-1919
Bonded debt Feb. 1, 1900 . $69,500
Total valuation 1899....6,988,932
Assessment nearly actual value.
Total tax (per $1,000) '99....$7·50
Population in 1890 was....17,673
Population in 1898 (est.)...24,000

INTEREST is payable at the office of Winslow, Lanier & Co., N. Y

MORGAN COUNTY.—County seat is Martinsville.

LOANS—	When Due.
BRIDGE BONDS—	
6s, ..., $25,000	1900 to 1902
($5,000 payable yearly Dec. 1.)	
Interest payable at the Merchants' Nat. Bank, Indianapolis.	

Bonded debt June 1, '98 $35,000
Total valuation 1899 .. 9,669,630
Assessment about ¾ actual value.
Total tax (per $1,000)....$30·16⅔
Population in 1890 was....18,643
Population in 1896 (est.)...21,000

MT. VERNON.—FRANK SMITH, City Clerk.

This city is the county seat of Posey Coounty.

LOANS—	When Due.
FUNDING:	
5s, J&D, $10,000	June 1, 1904
5s, J&D, 10,000	June 1, 1909
Bonded debt Jan. 15, 1900.	$20,000
Sinking fund.....	1,002

Net debt Jan. 15, 1900.. $18,998
Total valuation 1899....1,517,672
Assessment about ⅔ actual value.
City tax (per $1,000) '99....$12·00
Population in 1890 was.....4,705
Population in 1900 (est.)....7,000

INTEREST is payable at the office of the City Treasurer.

MUNCIE.—This city is the county seat of Delaware County.

LOANS—	When Due.
GENERAL CITY DEBT—	
5s, M&N, $15,000	May 15, 1901
5s, J&D, 10,000	Dec. 15, 1906
5s, Var., 23,000	Feb. & Dec. '09
5s, J&D, 15,000	Dec. 15, 1911
5s, A&O, 25,000	Apr. 15, 1912
5s, F&A, 10,000	Feb. 15, 1913
5s, F&A, 20,000	Feb. 1, 1914

Total general city debt
Sept. 1, 1897..... ..... $118,000
Tax valuation, real.....4,815,340
Tax valuation, personal.1,999,795
Total valuation 1897....6,815,135
Assessment abont ½ actual value.
Total tax (per $1,000) '97..$12·60
Population 1890 was.....11,345
Population 1897 (est.).....25,527

INTEREST is payable in New York.

NEW ALBANY.—EDWARD CRUMBO, Mayor. T. M. McCULLOCH, Clerk.

This city is the county seat of Floyd County. Of the $50,000 maturing May, 1900, $25,000 will be refunded at 3% and $25,000 paid from sinking fund.

LOANS— NAME AND PURPOSE.	Interest. P.	Ct.	Payable.	Principal. When Due.	Outstand'g
Funding Bonds.....1893	5		A & O	Oct. 15, 1908	$40,000
Improvement Bonds.....1880	6		M & N	May 21, 1900	50,000
Refund. Air Line RR. Bonds..	5		J & J	July 1, 1915	291,000
Kent'y & Ind. Bridge Bonds*.	5		M & S	....., 1902	250,000

* The Kentucky and Indiana bridge bonds were issued by the bridge company and are endorsed by the city of New Albany.

INTEREST on the railroad bonds and on the funding bonds of 1893 is payable in New York; on all others by the City Treasurer.

TOTAL DEBT, ETC.—

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, '97.	Jan. 1, '96.
Total bonded debt	$381,000	$381,000	$383,000	$383,000
Sinking funds, etc.	31,090	24,000	20,571	20,478
Net debt	$349,911	$357,000	$362,429	$363,522

TAX-RECEIVABLE COUPONS.—All issues of New Albany bonds carry tax-receivable coupons.

ASSESSED VALUATION.—The city's assessed valuation (from ½ to ¾ cash value) and tax rate have been as follows.

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	City Tax per $1,000
1899	$7,614,105	$1,966,550	$9,580,655	$13·00
1898	7,394,665	1,977,745	9,372,410	13·00
1897	7,413,575	2,301,775	9,715,350	11·00
1896	7,359,810	2,328,020	9,687,830	12·50
1895	7,382,650	2,812,385	10,195,035	13·00
1891	7,669,950	3,613,915	11,283,865	11·50
1890	5,325,010	3,112,190	8,437,200	14·40
1880	.....	.....	3,725,390	.....

POPULATION.—In 1890 population was 21,059; in 1880 it was 16,423; in 1870 it was 15,396.

PERRY COUNTY.—JOHN CONWAY, Treasurer A. P. FENN, Auditor.

County seat is Cannelton. [$60,000 funding bonds are to be sold April 25.]

Total debt Mar. 1, 19 0..$100,480
Tax valuation, real 2,131,685
Tax valuation, person'l..1,009,875
Total valuation 1899....3,141,360

Assessment is 3 5 actual value.
State & Co. tax (per M) '99.$11·516
Population in 1890 was....18,240
Population in 1900 (est.)...22,500

PERU.—{ANDREW WEY, Treasurer. JESSE HORAN, Clerk.

This city is in Miami County.

LOANS—	When Due.
REFUNDED DEBT BONDS—	
5s, J&J, $10,000	1901-1910
($1,000 yearly on Jan. 1.)	
ROAD BONDS—	
6s, M&N, $5,000	1900-1904
($1,000 due yearly on May 1.)	
SCHOOL CITY BONDS—	
6s, M&N, $15,000	Nov. 1, 1910
Subject to call after Nov. 1, 1900	
4½s, J&J, $15,000	Jan. 1, 1913
REF'D'G WATER WORKS BONDS—	
4s, J&J, $60,000	July 1, 1900
($5,000 due y'rly) to July 1, 1911	

Total debt Mar. 1, 1900	$105,000
Sinking fund	10,816
Net debt Mar. 1, 1900	94,184
Total water debt (incl.)	60,000
Tax valuation, real	1,806,200
Tax valuation, personal	916,275
Total valuation 1899	2,722,475
Assessment about ⅓ actual value.	
Total tax (per $1,000) '99	$59 50
Population in 1890 was	7,028
Population in 1898 about	11,000

INTEREST is payable in New York on all bonds except gravel road bonds, which is payable in Peru.

TAX FREE.—All bonds of this city are exempt from taxation.

PORTER CO.—JOHN RITTER, Treasurer.

County seat is Valparaiso.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, Aug., $39,000	Aug. 1, 1900
*GRAVEL ROAD & CO. BONDS—	
1897, $23,000	
4s, ..., 90,000	May, 1900, to
($2,250 each M&N)	Nov. 1919
Interest payable at Valparaiso.	

Bond. debt Jan 1, 1900	$39,000
Sinking fund	14,000
Net debt Jan. 1, 1900	25,000
Total valuation 1899	15,400,995
Assessment is ¾ actual value.	
State & co. tax (per M.) '99	$6·60
Population in 1890 was	18,052
Population in 1900 (est.)	24,000

* Not properly county debt.

PORTLAND.—E. R STANTON, ——.

This city is the county seat of Jay County.

Bonded debt Feb. 1, 1900	$81,500
Floating debt	10,000
Total debt Feb. 1, 1900	91,500
Sinking fund	14,000
Net debt Feb. 1, 1900	77,500
Assessed valuation, real	1,134,210
Assessed valuat'n, per'l	$528,170
Total valuation 1899	1,662,380
City tax (per $1,000) 1899	$13·00
Population in 1890 was	3,725
Population in 1900 (est.)	7,000

PULASKI COUNTY.—County seat is Winamac.

LOANS—	When Due.
Court house 4½s, $68,000	1900-'07
Interest payable at Chicago.	
Bonded debt June 1, 1899	$68,000
Ass'd valuation, real	3,154,185
Ass'd valuation, pers'l	1,034,515

Railroad	$1,341,535
Total valuation 1899	4,188,700
Assessment about ½ actual value.	
Total tax (per $1,000) '99	$10·63
Population in 1890 was	11,233
Population in 1899 (est.)	18,000

RICHMOND.—{WM. W. ZIMMERMAN, Mayor. GEO. J. KNOLLENBERG, Clerk.

This city is the county seat of Wayne County.

LOANS—	When Due.
CITY BONDS—	
4s, ..., $5,400	Feb., '01-'09
5s, ..., 30,000	Feb. 1, 1902
IMPROVEMENT BONDS—	
6s, ..., $72,400	Var. to 1908
6s, semi-an., 9,000	1901 to 1910
PARK BONDS—	
6s, ..., $4,500	July 1, 1900
($500 due yearly) to July 1, 1908	
4s, ..., $10,000	Apr. 1, 1915
(Subject to call after 1905)	

PARK BONDS—(Con.)—	
4s, ..., $15,000	July 1, 1915
Total debt May 1, 1899	$139,400
Street Impt. bonds (incl'd)	72,400
Total valuation 1899	11,406,880
Assessment about ½ actual value.	
Population 1890 was	16,608
Population 1895 was	20,334

INTEREST is payable in New York City.

SOUTH BEND.—W. A. RUTHERFORD, Treas.

This city is the county seat of St. Joseph County.

LOANS—	When Due.
GENERAL IMPROVEMENTS—	
4s, M&S, $5,000	Sept. 15, 1909
REFUNDING BONDS—	
4s, M&S, $6,500	Sept., 1903
4s, M&S, 5,000	Sept. 20, 1909
STREET AND SEWER BONDS—	
6s, F&A, $10,000	Aug., '00 to '09
5s, F&A, 10,000	Aug., '00 to '09
WATER BONDS—	
4s, J&J, $5,000	July 1, 1918
4s, J&J, 5,000	Jan. 2, 1919
4s, Oct., 10,000	Oct. 15, 1909

Total debt Jan. 1, 1899	$263,500
Water debt (included)	226,000
Sinking fund	22,500
Net debt Jan. 1, 1899	241,000
City's proportion of county debt	90,000
Assessed valuat'n 1898	13,758,540
True valuation (est.)	25,000,000
City tax rate (per M) 1899	$12·50
Population 1899 (est.)	35,000
Population 1890	21,819

SPENCER COUNTY.—J. G. RIMSTIDT, Aud'r.

County seat is Rockport.

FUNDING BONDS—	
3½s, J&J, $105,000	Jan., '03-'16
(See V. 70, p. 246, for maturities.)	
Bonded debt Mch., 1900	$105,000

Total valuation 1899	$7,314,100
State and Co. tax (per M) '99	$8·00
Population in 1890 was	22,060

SULLIVAN COUNTY.—J. R. RIGGS, Aud'r.

County seat is Sullivan.

Gravel road bonds	$309,579
Ditch and levee	68,000
County bonds	5,000
Bonded debt Mar. 1900	382,579
Floating debt (addit'al)	30,462

Tax valuation 1899	$12,215,250
Actual valuation abt.	25,000,000
State and Co. tax (per M) '99	8·00
Population in 1890 was	21,877
Population in 1898 (est.)	33,000

TERRE HAUTE.—W. A. RUTHERFORD, Treas.

This city is the county seat of Vigo County.

LOANS—	When Due.
FUNDING BONDS (1890-1895)—	
4½s, J&J, $140,000	1900-1909
($14,000 due yearly.)	
4s, M&N, $123,000	May 1, 1915
REFUNDING BONDS—	
4s, M&N, $40,000	1916
(Subject to call after 1906.)	
SEWER BONDS—	
4s, A&O, $70,000	1917
STREET IMPROVEMENT BONDS—	
6s, J&J, $110,466 62	Part yearly
6s, ..., 7,000	1900-1909
6s, ..., 2,446 80	1901 to 1910
STREET RY. BONDS—	
6s, J&J, 18,702 80	Part yearly

WATER BONDS—	
4s, Oct., $10,000	Oct. 5, 1909
Interest payable in New York.	
Bonded debt Jan. 1, 1900	$373,000
Street impt. bonds (add'l)	119,913
Street Ry. bonds (add'l)	18,702
Tax valuation, real	14,973,910
Tax valuation, personal	6,170,225
Total valuation 1899	21,144,135
Assessment is ⅔ actual value.	
State & Co. tax (per M) '99	$14·00
City tax (per $1,000) 1899	11·80
Population in 1890 was	30,217
Population in 1900 (est.)	41,000

TIPPECANOE CO.—G. A. JAMISON, Auditor.

County seat is Lafayette.

LOANS—	When Due.
COURT HOUSE REFUND. BONDS—	
5s, M&N, $175,000	May 20, 1903
GRAVEL ROAD BONDS—	
5s & 6s, $12,500	1900-1901
Total debt Mar. 28, 1900	$187,500
Sinking fund assets	87,484

Tax valuation, real	$21,849,310
Tax valuation, person'l	6,611,095
Total valuation 1900	28,460,405
Assessment is ⅔ actual value.	
State & Co. tax (per M) 1900	$7·00
Population 1890 was	35,078
Population 1900 (est.)	46,000

INTEREST on the court house bonds is payable in New York; on the gravel road bonds at the County Treasury.

TIPTON COUNTY.—E. PERRY, Auditor.

County seat is Tipton.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, J&J, $170,000	1904
Part due every 5 years.	
Floating debt	$25,000
Total debt Feb. 23, 1900	$195,000

Gravel road bonds (add'l)	$5,900
Asses'd valuation 1899	9,811,580
State & co. tax (per M.) '99	$5·20
Real valuation (est.)	12,000,000
Population in 1899 was	20,000

INTEREST is payable at the Third National Bank, New York.

UNION CO.—County seat is Liberty.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, M&N, $5,000	May 1, 1900
5s, Feb., 50,000	Feb. 1, 1910
Subject to call Feb. 1, 1900	
Total debt June 1, 1899	$55,000
INTEREST is payable at Liberty.	

Tax valuation, real	$3,658,475
Tax valuation, personal	1,390,005
Total valuation 1899	5,048,480
Assessment is 60 p. c. actual value.	
Total tax (per $1,000) 1899	$7·70
Population in 1890 was	7,673
Population in 1880 was	7,006

VALPARAISO.—This city is the county seat of Porter County.

REFUNDING BONDS—	
4s, ..., $51,000	1918
(Part subject to call after 10 and 15 years.)	
Bonded debt Apr. 22, '98	$71,400
Floating debt	11,949
Total debt Apr. 22, '98	83,349

Sinking Fund	$30,000
Net debt Apr. 22, '98	53,349
Tax valuation 1897	2,337,645
Real valuation	10,000,000
Population in 1890 was	5,090
Population in 1897 (est.)	7,000

VANDERBURGH CO.—L. H. LEGLER, Aud.

County seat is Evansville.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, J&J, $100,000	Jan. 1, 1910
5s, J&J, 220,000	Jan. 1, 1918
FUNDING BONDS—	
5s, J&J, $175,000	1907
REFUNDING BONDS—	
3½s, M&N, $80,000	May 1, 1914
Bonded debt Feb., 1900	$575,000

Tax valuation, real	$23,800,000
Tax valuation, person'l	9,300,000
Total valuation, 1899	33,100,000
Assessment about ¾ actual value.	
State tax (per $1,000) 1899	$2·96
County tax (per $1,000) '99	5·93
Av'ge school tax (per $1,000)	5·90
Population 1890 was	59,809
Population 1899 (est.)	75,000

INTEREST is payable in New York.

VIGO COUNTY.—County seat is Terre Haute.

LOANS—	When Due.
COURT HOUSE (Ser. A, B & C)—	
5s, M & N, $80,000	1894 to 1911
5s, M & S, 70,000	1900 to 1906
Tot. bond. debt Feb. 1, '99	$280,000

Floating debt	$75,000
Total valuation 1899	33,930,155
Tax rate (per M) 1899	$13·80
Population in 1890 was	50,195
Population in 1899 (est.)	65,000

INTEREST is payable by the Central Trust Company, New York.

VINCENNES.—CHAS. LAUGEL, Clerk.

This city is in Knox County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, ..., $12,000	
4½s, semi-an., 16,000	Aug. 1, '13
4s, J&J, 16,000	July 1, 1913
CITY HALL BONDS—	
4s, ..., $8,000	
SCHOOL BONDS—	
5s, ..., $36,000	
Bond. debt Feb. 1, 1900	$84,000

Floating debt	$15,480
Total debt Feb. 1, 1900	99,480
Sinking fund assets	5,052
Net debt Feb. 1, 1900	94,428
Assessed valuation, real	2,960,350
Assessed val'ation, per'l	1,851,000
Total valuation 1899	4,851,350
Assessment about ⅔ actual value.	
City tax rate (per M.) 1899	$12·60
Population in 1900 (est.)	15,000

INTEREST on City Hall 4s payable in Vincennes; all others in New York.

WARRICK CO.—C. P. MCCLARY, Treasurer.

County seat is Booneville.

ROCK ROAD BONDS—	
4½s, ..., $51,746 60	May 1900-39
Float'g debt Sept. 20, '99	$22,000
Total valuation 1899	8,391,250
Assessment is at cash value.	

State tax (per $1,000) 1899	$2·96
County tax (per $1,000) 1899	6·80
Population 1890 was	21,161
Population 1899	24,000

WASHINGTON.—T. G. UNDERDOWN, Treas'r.

This city is in Daviess County.

STREET, SHOP, ETC.—	
6s, M&N, $8,000	1901-1905
6s, J&J, 8,500	July 1, 1908
6s, J&J, 10,000	1900-1901
6s, ... 9,000	1900 1908
REFUNDING BONDS—	
.., ..., $3,000	Jan. 2, 1903
SCHOOL BONDS—	
.., ..., $10,000	1903-1904
.., ..., 20,000	
Total debt Feb. 23, 1900	$59,500

Tax valuation, real	2,000,920
Tax valuation, pers'l	1,103,990
Total valuation 1899	3,104,910
Total tax (per $1,000) '99	$13·00
Population 1899	12,500
Population in 1880 was	4,323

INTEREST is payable in New York City.

TAX FREE—All bonds are exempt from taxation.

WAYNE CO.—ALEX. S. REID, Auditor.

County seat is Richmond.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, semi-an., $125,000	1905-1909
($25,000 due yearly on July 1.)	
5s, semi-an., $100,000	1910-1913
($25,000 due yearly on Dec. 1.)	
4½s, semi-an., 38,000	1902-1904
($25,000 due yearly on Aug. 1.)	
REFUNDING BONDS—	
4½s, semi-an., $80,000	May '03-'16
($10,000 in 1903 & 1904; $20,000 in 1914, '15 & '16.)	

Bonded debt Jan., 1900	$343,000
Sinking fund	15,000
Net debt Jan. 1, 1900	328,000
Tax valuation, real	16,711,270
Tax valuation, pers'l	8,073,070
Total valuation 1899	24,784,340
Assessment about actual value.	
State & Co. tax (per M) 1899	$6·10
Population in 1890 was	37,628
Population in 1900 (est.)	40,000

WELLS CO.—GEO. W. STUDABAKER, Auditor.

County seat is Bluffton.

FUNDING BONDS—	
4s, J&D, $30,000	Dec., 1902-04
4s, J&D, 5,000	Dec. 1, 1901

Bonded debt Oct. 1, '99	$103,000
Other debt Oct. 1, 1899	35,000
Assessed valuat'n '99	12,500,000
Population in 1894 (est.)	25,000

WEST INDIANAPOLIS.—Marion County.

This city has been annexed to Indianapolis and debt assumed by it.

WHITLEY CO.—W. A. Ball, Dep Treasurer.

County seat is Columbia City.

LOANS—	When Due		
Funding Bonds—		Tax valuation, pers'l...	$4,361,395
5s, ... $6,000	..... Jan. 1902-'03	Total valuation 1899...	10,954,215
5s, 16,000	.....Jan. 1904-'07	State & Co. tax (per M.) 1899.	$7·10
Bonded debt Feb. 23, 1900.	$22,000	Population in 1890 was.....	17,768
Tax valuation, real.....	6,592,820	Population in 1899 (est....	20,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding minor civil divisions in the State of Indiana which have an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports.

Location.	Bonded Debt.	Float'g Debt.	Sinking Fund Cash.	Free Gravel Rd. B'ds.	Population. (1890)
Bluffton (City), Wells County.	$37,500	$8,688	$1,681	.....	3,589
Boone County.....	35,000	.....	39,900	.....	26,572
Brookville (Town) Fran'n Co.	15,800	.....	.....	.....	2,028
Cannelton, Perry Co.....	10,000	9,000	.....	.....	1,991
Carroll County	92,500	23,809	4,630	2,000	20,021
Cass County.....	100,000	.....	.....	.....	31,152
Cicero, Hamilton Co	23,000	.....	2,000	.....	1,500
Coal Creek (Twp) Mont'y Co.	15,000	600	1,500	.....	2,159
Connersville (City) Fay'te Co.	55,500	7,000	2,828	.....	4,548
Crawford County.....	41,000	16,000	8,000	.....	13,941
Crown Point (T'wn), Lake Co.	*35,500	4,200	663	.....	1,907
Danville, Hendricks Co.....	17,000	3,000	.....	.....	1,569
Dekalb County.....	.....	42,358	19,055	.....	24,307
Fairmount (Town) Grant Co.	26,800	7,000	.....	.....	1,462
Fayette County.....	56,000	20,320	.....	.....	12,630
Fountain County.....	25,000	9,000	.....	.....	19,558
Hancock County.....	238,000	.....	.....	2,000	17,829
Hendricks County.....	7,000	5,883	.....	5,296	21,498
Hobart Township, Lake Co..	.....	.....	.....	89,581	2,197
Jasper County.....	152,500	4,614	.....	60,500	16,000
Jefferson County.....	.....	.....	.....	38,240	24,507
Jennings County.....	55,000	.....	.....	73,070	14,608
Johnson County.....	60,000	.....	11,909	.....	19,561
Kendallville (City) Noble Co.	7,500	5,650	.....	298	2,960
Kosciusko County.....	30,000	.....	.....	.....	28,645
Lagrange, Lagrange Co.....	20,000	.....	.....	.....	1,784
Marshall County.....	10,000	.....	5,807	.....	23,818
Martin County.....	55,000	.....	.....	.....	13,973
New Castle, Henry Co.....	25,000	2,500	.....	.....	2,697
North Vernon (City) Jen's Co.	15,000	.....	.....	.....	2,012
Orange County.	11,000	2,765	.....	60.114	14,678
Owen County.....	.....	3,000	.....	126,920	15,040
Parke County.....	8,000	.....	3,803	31,116	20,296
Perry (Twp) Vanderburgh Co.	13,500	1,000	.....	.....	995
Pike County.....	28,000	10,000	.....	.....	18,544
Princeton (City) Gibson Co ..	46,375	3,500	.....	.....	3,076
Randolph County.....	48,000	.....	.....	.....	28,085
Ripley County.....	24,000	6,000	5,000	.....	19,350
Rush County.....	260,000	1,500	4,371	.....	19,034
St. Joseph County.....	143,000	.....	.....	.....	42,457
Salem, Washington Co	19,000	.....	.....	.....	1,975
Scott County	14,500	15	.....	5,000	7,833
Seymour, Jackson Co.....	25,000	2,000	4,630	.....	5,337
Shelby County.....	80,000	5,000	.....	.....	25,454
Shelbyville, Shelby Co.....	40,000	.....	4,500	.....	5,451
Starke County.....	102,000	1,062	390	.....	7,339
Switzerland County.....	2,000	.....	.....	41,528	12,514
Tipton (City) Tipton Co.....	84,909	5,000	8,000	.....	2,697
Union City, Randolph Co	67,000	.....	3,000	.....	2,681
Warren County.....	.....	11,068	.....	.....	10,955
Warsaw (C.), Kosciusko Co..	42,000	.....	.....	.....	.....
Washington County.....	10,000	875	1,270	103,255	18,619
White County.....	70,000	.....	2,857	37,100	15,671

* This includes $34,500 water debt.

State of Illinois.

ITS

DEBT, RESOURCES, &c.

Organized as a Territory (Act Feb. 3, 1809) - March 1, 1809
Admitted as a State (Act April 18, 1818) - - Dec. 3, 1818
Total area of State (square miles) - - - - 56,650
State Capital - - - - - - - - - Springfield
Governor (term ends 2d Monday Jan. 1901) - John R. Tanner
Sec. of State (term ends 2d Mon. Jan. 1901) - James A. Rose
Treasurer (term ends 2d Mon. Jan. 1901) Floyd W. Whittemore
Legislature meets biennially in odd years on the Wednesday after the first Monday in January, and there is no limit to length of sessions.

HISTORY OF DEBT.—The historical details of the State debt of Illinois from 1829 to 1870, when the debt was all paid off, will be found in the State and City Supplement of April 1894, page 91.

BONDED DEBT.—This State had on January 1, 1900, no bonded debt, except $18,500 bonds which have ceased to draw interest, but have not yet been surrendered for payment.

EQUALIZED VALUATION.—The total equalized valuation has been as follows in the years named. The tax rate for 1899 was $4·20.

Years.	Equalized Val.	Years.	Equalized Val.	Years.	Equalized Val.
1899....	$953,099,574	1891....	$822,109,429	1883....	$817,904,721
1898....	778,474,910	1890....	808,892,782	1882....	809,995,895
1897 ..	799,695,853	1889....	792,197,542	1881....	799,813,566
1896....	816,679,620	1888....	784,911,874	1880....	786,616,394
1895....	833,188,469	1887....	796,752,888	1879....	784,632,550
1894....	824,651,628	1886....	793,563,498	1878....	857,235,762
1893....	847,191,516	1885....	798,482,823	1873....	1,355,401,317
1892....	831,310,306	1884....	809,169,803		

Under a law passed Feb. 25, 1898, there will be a general assessment of real estate but once in every four years instead of annually; personal property will be listed every year. The law also provides that property shall be appraised at full value but assessed at only one-fifth of such value.

DEBT LIMITATION.—No State has developed a greater repugnance to the creating of debt than Illinois, if we may judge from the provisions of its present Constitution. We say developed, because this antagonism has apparently been progressive. Nothing of it is to be found in the Constitution of 1818. The Constitution of 1848 contains no reference to municipalities, but has in it stringent restrictions limiting to $50,000 the power of the Legislature to create State debt, except in case of war, invasion, etc., unless the law proposing the issue of bonds is submitted to a vote of the people. But turning to the Constitution of 1870 we find the whole subject of debt-making most thoroughly considered and its basis settled.

FIRST, as to the State, the provisions are not very unlike the provisions of the Constitution of 1848, except that as to the limit for casual deficits and failures of revenue, the aggregate which can be created is very properly raised to $250,000. But with that exception and with the further exception for the purpose of repelling invasion etc. no debt can be contracted unless the law is submitted to a vote of the people at a general election, which law must contain a provision for the payment of interest as it accrues, and previous notice of the election be given by publication for three months prior to such election. These last two restrictions as to interest and notice of election are only found in the 1870 Constitution. The sections which cover these matters are as follows; we omit the first portion of Section 18, which relates only to appropriations and payment of appropriations out of funds belonging to the State:

Section 18. * * * * * *Provided*, the State may, to meet casual deficits or failures in revenues, contract debts never to exceed in the aggregate $250,000, and moneys thus borrowed shall be applied to the purpose for which they were obtained, or to pay the debt thus created, and to no other purpose; and no other debt except for the purpose of repelling invasion, suppressing insurrection or defending the State in war (for payment of which the faith of the State shall be pledged), shall be contracted, unless the law authorizing the same shall a general election have been submitted to the people, and have received a majority of the votes cast for members of the General Assembly at such election The General Assembly shall provide for the publication of said law for three months at least before the vote of the people shall be taken upon the same; and provision shall be made at the time for the payment of the interest annually as it shall accrue, by a tax levied for the purpose or from other sources of revenue; which law providing for the payment of such interest by such tax, shall be irrepealable until such debt be paid: *And provided further*, that the law levying the tax shall be submitted to the people with the law authorizing the debt to be contracted

Section 20. The State shall never pay, assume or become responsible for the debts or liabilities of, or in any manner give, loan, or extend its credit to or in aid of any public or other corporation, association or individual.

Nothing needs to be added in explanation of the foregoing. The provisions seem to be explicit and to guard most wisely the creation of State debt

SECOND, municipal indebtedness is regulated only in the Constitution of 1870. In that instrument the subject is dealt with in all its phases *First* is a provision in Article 8, Section 3, forbidding the General Assembly and every municipality from making any appropriation in aid of any sectarian purpose. *Second* is a "separate section" forbidding any such municipality from becoming a subscriber to the stock of any railroad, &c., or to loan its credit. *Third* is the board and general provision Section 12, Article 9, which limits the indebtedness of all municipalities to 5 per cent "on the value of the taxable property therein," &c We give these sections below:

Article 8, Section 3. Neither the General Assembly nor any county city, town, township, school district, or other public corporation, shall ever make any appropriation, or pay from any public fund whatever, anything in aid of any church or sectarian purpose, or to help support or sustain any school, academy, seminary, college, university, or other literary or scientific institution controlled by any church or sectarian denomination whatever; nor shall any grant or donation of land, money or other personal property ever be made by the State, or any such public corporation, to any church or for any sectarian purpose.

Article 9, Section 12. No county, city, township, school district or other municipal corporation shall be allowed to become indebted in any manner or for any purpose, to an amount, including existing indebtedness, in the aggregate exceeding five per centum on the value of the taxable property therein, to be ascertained by the last assessment for State and county taxes, previous to the incurring of such indebtedness. Any county, city, school district or other municipal corporation incurring any indebtedness as aforesaid shall before, or at the time of doing so, provide for the collection of a direct annual tax sufficient to pay the interest on such debt as it falls due, and also to pay and discharge the principal thereof within twenty years from the time of contracting the same. This section shall not be construed to prevent any county, city, township, school district, or other municipal corporation, from issuing their bonds in compliance with any vote of the people which may have been had prior to the adoption of this Constitution in pursuance of any law providing therefor.

Separate Sections. [Municipal subscriptions to railroads etc.] No county, city, town, township or other municipality shall ever become subscriber to the capital stock of any railroad or private corporation, or make donation to or loan its credit in aid of such corporation, *provided, however*, that the adoption of this article shall not be construed as affecting the right of any such municipality to make such subscriptions where the same have been authorized, under existing laws, by a vote of the people of such municipalities prior to such adoption.

The foregoing limitation to 5 per cent is general, as will be seen—that is, it applies to all municipalities. With this limitation preserved the Legislature has passed general laws authorizing the city council in cities and the board of trustees in villages to issue bonds for corporate purposes, for refunding and consolidating debt, for water works, etc.; and the county board of any county has been authorized by general statute to issue, when it deems it necessary, county bonds, after submitting the matter to the legal voters of the county at a general election, at which a majority vote is required as a prerequisite of the issue. Recently an attempt was made to limit "any county, city, township, school district or municipal corporation" in counties containing 125,000 or more inhabitants to 2½ per cent of the assessed value, but Jan. 12, 1900, the State Supreme Court ruled that this was an arbitrary

and unnatural classification of municipalities which could not be sustained. See Vol. 70, page 242.

IMPROVEMENT BONDS.—There is a kind of improvement bond authorized in some cases which is made a special lien on the land benefitted and to which the 5 per cent limit has no reference. We refer to cases which come under the law entitled "To divide cities and villages subject "to overflow into improvement districts." This statute provides that any such city or village or part thereof may be laid off into an improvement district for the purpose of draining, raising the grade of the streets and improving the district; that after the cost for the work has been ascertained and been assessed, the assessment may be paid in instalments or otherwise and such city or village may issue bonds sufficient to pay the assessment. In that case the bonds are a lien on the lots, blocks or parts thereof which shall be designated therein; but before the issue the owner of the lots, etc., to be charged must endorse upon the back of such bond his consent, under seal, in substance as follows: "I hereby indorse the within bond "and consent that the lot or lots or parts thereof therein designated "shall become liable for the interest and principal therein named and "the same shall be a lien upon said property from this date until paid "off and discharged." The bond when executed by the city or village and so endorsed by the owner shall be recorded in the recorder's office in the county, and such record shall be a notice of the lien created to the same extent as the record of mortgages is a notice.

We have room to give only this very brief and imperfect outline of this statute. The whole law will be found in the Revised Statutes of Illinois, the 1889 edition, page 303. To understand the real cause and occasion for all this machinery, one should study also the previous statute (page 99, &c.) which authorizes cities, &c., to protect themselves from overflow and inundation and control private levees, &c. After having read the two laws it will be found that the district improvement bond has been devised as a relief measure, and that it affords a wise and ingenious method for helping those in more moderate circumstances who have been taxed for a very necessary improvement to pay the tax by instalments.

POPULATION OF STATE.—The population of Illinois has been reported as follows in the years named.

1890	3,826,351	1860	1,711,951	1830	157,445
1880	3,077,871	1850	851,470	1820	55,162
1870	2,539,891	1840	476,183	1810	12,282

CITIES, COUNTIES AND TOWNS IN THE STATE OF ILLINOIS.

NOTE—*For reports not found in alphabetical order among the following, see "Additional Statements" at the end of this State.*

ALEXANDER CO.—County seat is Cairo.

The bonds below described are registered with the Auditor. The $31,000 railroad bonds are in litigation.

LOANS— NAME AND PURPOSE.	Interest. P.	Ct.	Payable.	Principal. When Due.	Outstand'g
Cairo & Vincennes RR.	8	J & J	July 1, 1892		$31,000
Funding.	6	J & J	July 1, 1915		55,000

Debt October 1, 1898, $55,000, plus $31,000 in litigation.

INTEREST on bonds due in 1915 is payable in New York; on others by the State Treasurer, Springfield.

ASSESSED VALUATION of real estate in 1899 was $1,332,514; personal property, $486,870; total, $1,819,384. Property is assessed at about one-fifth of its actual value.

POPULATION in 1890 was 16,563; in 1880 it was 14,808.

ALTON.—{ANTHONY W. YOUNG, Mayor. A. J. GOSSRAN, Comptroller.

This city is in Madison County.

LOANS.—	When Due.
REFUNDING BONDS—	
4s, J&J, $14,000	July 1, 1909
4s, F&A, 6,000	Aug. 1, 1910
4s, ... 2,000	July 1, 1911
4s, ... 23,500	June 1, 1916
4s, ... 5,500	July 1, 1916
4s, ... 5,000	Aug. 1, 1917
4s, ... 4,500	Aug. 1, 1918

Interest payable at Alton.

Total debt Mar. 1, 1900..	$60,500
Impt. bonds (additional)	7,200
Total valuation 1899	1,907,540
Total tax per $1,000 1899	$49·70
Population in 1890 was	10,294
Population in 1900 was	15,000
School District Bonds—	
4s, Mar., $8,000	Mar., 1905-08

AMBOY.—A. J. TOMPKINS, Supervisor.

This township is in Lee County. The bonds described are registered with the State Auditor.

LOANS—	When Due.
REFUNDING BONDS—	
4s, ..., $93,500	1900-1911
Net debt July 1, 1899	$93,500
Tax valuation, real	236,758
Tax valuation, personal	$194,104
Total valuation 1899	430,862
Tax rate (per $1,000) '99	$71·00
Population in 1890 was	3,139
Population 1900 (est.)	3,000

INTEREST is payable by State Treasurer, Springfield.

AURORA.—Aurora is in Kane County.

LOANS—	When Due.
*b*WATER BONDS—	
5s, F&A, $46,000	Feb. 1, 1905
5s, F&A, $30,000	Aug. 1, 1914

b $1,000 coupon bonds.

INTEREST on water bonds is payable at First Nat. Bank, New York

TAX EXEMPT.—All bonds are free from taxation.

TOTAL DEBT ETC.—The total city debt in January, 1897, was $168,000; sinking fund assets, $5,755; net debt, $162,245. Total township debt (last returns) $48,000.

ASSESSED VALUATION.—In 1896 the city's total assessed valuation was $3,732,268; total tax (per $1,000), '99, $61·11; in '91 it was $3,608,463. The township's assessed valuation of real estate in 1891 was $3,093,375; of personal property, $1,143,061; total, $4,236,436.

BONDS ILLEGALLY ISSUED.—"Many years ago bonds were issued by the town to the Ott. Os. & Fox Valley R. R. Co. which were declared illegal by the Supreme Court of the United States in a suit instituted by the town of Ottawa, which issued similar bonds under the same act of the Legislature of the State of Illinois, and of course town could not legally levy a tax to pay them."

POPULATION.—The population in 1890 was 19,688; in 1880 was 11,873; in 1870 was 11,162. Population 1897 (estimated), 27,000.

AURORA SCHOOL DISTRICT NO. 4.—

LOANS—	When Due.
SCHOOL BONDS—1895.	
5s, J&J, $10,000	1903-1907
($2,000 due yearly on July 1.)	

Interest payable in New York.

Total debt July 1, 1899..	$23,000
Tax valuation 1898	1,287,270
School tax (per 1,000), '99..	$20·00
Population in 1899 (est.)	8,500

BEARDSTOWN.—W. G. SMITH, Clerk.

This city is situated in Cass County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $77,500	Jan. 1, 1902
WATER BONDS—	
6s, A&O, $15,500	Apr. 1, 1908
Subject to call.	

Bonded debt Aug. 1, 1899..$92,500

Sinking fund, cash, etc....	$6,379
Net debt Aug. 1, 1899	86,121
Tax valuation 1899	500,000
Assessment is 1/5 actual value.	
Total tax (per $1,000) '98	$92·10
Population in 1890 was	4,226
Population in 1899 (est.)	6,000

INTEREST on the refunding bonds is payable by the State Treasurer; on the water bonds at the First National Bank of Beardstown.

BELLEVILLE.—F. W. PREDERER, Comptroller.

This city is in St. Clair County.

LOANS.—	When Due.
REFUNDING BONDS—	
4s, M&S, $84,000	Sept. 2, 1909
Subject to call after Sept. 2, 1899	
4s, J&J, 40,000	Jan. 1, 1910
Subject to call after Jan. 1, 1900	
Interest payable at Belleville.	

Total debt Aug. 1, 1899..	$124,000
Ass'd valuation, real....	1,564,625
Ass'd valuation, pers'l..	650,922
Total valuation 1899	2,215,547
Total tax (per $1,000) '99	$61·20
Population in 1890 was	15,361
Population in 1880 was	10,683
Population in 1899 (est.)	21,000

TAX FREE.—All of the bonds issued by this city are tax exempt.

BELLEVILLE SCHOOL DISTRICT NO. 4.—H. D. UPDIKE, Secretary Board of Education.

LOANS—	When Due.
6s, July. $1,000	July, 1901
6s, Sept., 13,000	Sept., 1901
6s, Oct., 2,000	Oct., 1901
5s, F&A., 20,000	Aug. 31, 1903
4s, M&S, 12,000	Sept. 1, 1918
4s, F&A, 5,500	Feb. 1, 1919
REFUNDING BONDS—	
4s, M&N, $12,000	Nov. 1, 1919

Bonded debt Sept. 9, 1899.	$65,500
Assessed valuation 1899.	2,128,971
Total tax rate (per M.) '97..	$67·16
Population 1899 (est.)	19,000

BEMENT.—This township is in Piatt County. The bonds described are registered with the State Auditor.

LOANS—	When Due.
FUNDING BONDS—	
6s, July 1, $27,000	Past due.

Bonded debt Oct. 1, 1898..$27,000
Population in 1890 was.... 2,487
Population in 1880 was.... 2,030

SCHOOL DISTRICT NO. 2 BONDS—
4s, ..., $11,700 ..... May 1, 1914
(Subject to call after May 1, 1906

INTEREST is payable by the State Treasurer, Springfield.

BIG LAKE SPECIAL DRAINAGE DISTRICT.—This district is in Jackson County.

LOANS—	When Due.
6s, J, $6,000	July 1, 1902
6s, J, 7,000	July 1, 1903
6s, J, 8,000	July 1, 1904
6s, J, 8,000	July 1, 1905
6s, J, $5,000	July 1, 1906
6s, J, 25,500*	July 1, 1906
6s, F, 9,000*	Feb. 1, 1907

Total debt Mar. 1, 1900...$68,500

*Redeemable at any time after five years from date of issue.

BLOOMINGTON.—{LEWIS B. THOMAS, Mayor. C. C. HASSLER, Treasurer.

This city is in McLean County. The city owns its water works and electric-light plant.

LOANS—	When Due.
RAILROAD BONDS issued to St. L. Jack. & Chic. R. R.—	
5s, A&O, $20,000	1907
but subject to call after 1897	
IMPROVEMENT BONDS—	
4s, ... $20,000.	
PAVING BONDS—	
4s, Nov., $13,500	Nov., 1900-'09
FUNDING BONDS—	
4s, A&O, $25,000	Oct. 1, 1907
FUNDING BONDS—(Con.)—	
4s, J&J, $20,000	July 1, 1908

Bonded debt Oct. 3, 1898..	$90,000
Floating debt	12,566
Total debt Oct. 3, 1898..	102,566
Tax valuation, real	2,960,243
Tax valuation, personal.	1,202,330
Total valuation 1899	4,162,573
Total tax (per $1,000) 1899.	$60·20
Population in 1890 was	20,484
Population 1898 (est.)	25,000

INTEREST on railroad bonds is payable in New York by the Am. Ex. National Bank; on water works bonds by City Treasurer.

BLOOMINGTON SCHOOL DISTRICT.—E. R. MORGAN. Treasurer Board of Education.

LOANS—	When Due.
BUILDING AND IMPROV. BONDS—	
6s, J&D, $5,000	Dec. 2, 1900
5s, Sept., 10,000	Sept. 2, 1905
5s, Sept., 5,000	Sept. 2, 1906
5s, J&D, 5,000	June 1, 1906
5s, J&D, 10,000	June 1, 1907
4s, ... $35,000	1909-1912
($10,000 yearly on Oct. 1.)	
5s, J&D, $10,000	June 1, 1908

Bonded debt Jan. 1, 1900..	$80,000
Tax valuation 1898	3,251,505
Population '99 (sch. census).	25,000

BRIMFIELD.—W. L. WILEY.

This township is in Peoria County. The bonds described are registered with the State Auditor.

LOANS—	When Due.
FUNDING BONDS—	
5s, J&J, $23,000	1900-1904
($5,000 due in even years and $4,000 in odd years on July 1.)	
5s, J&J, $25,000	July 1, 1905
($5,000 yearly) to July 1, 1909	

Bonded debt Mar. 1, 1900.	$53,000
Total valuation 1898	507,598
Population in 1890 was....	1,589

INTEREST is payable by the State Treasurer, Springfield.

CAIRO.—J. S. REARDEN, Comptroller.

This city is in Alexandria County.

The railroad bonds due in 1892 and street bonds due in 1894 are subject to compromise at the rate of fifty cents on the dollar after adding due coupons and interest on them to date of compromise. In making up debt statement they are given that valuation.

LOANS—	When Due.
REFUNDING RAILROAD BONDS—	
6s, J&J, $55,700	Jan. 1, 1914
RAILROAD BONDS—	
8s, J&J, $3,000	1892
STREET BONDS—	
8s, F&A, $1,000	Aug. 2, 1894

Bonded debt Jan. 1, 1900..$63,028

Floating debt	$21,632
Total debt Jan. 1, 1900..	84,660
Tax valuation, real	1,069,942
Tax valuation, personal.	469,596
Total valuation 1899	1,539,538
Total tax (per $1,000) '99.	$72·50
Population in 1890 was	10,324
Population 1900 (est.)	16,500

INTEREST on reg. bonds is paid by State Treasurer, Springfield.

CHAMPAIGN.—This city is in Champaign County.

LOANS—	When Due.
SEWER BONDS—	
5s, ... , $15,000	1901-1906
IMPROVEMENT BONDS—	
5s, ..., $15,000	1902
5s, ..., 5,000	1900
5s, F&A, 3,000	Aug. 1, 1900
5s, F&A, 5,000	Aug. 1, 1908
5s, ..., 5,000	Aug. 1, 1908

Bonded debt Aug. 5, '99. $43,000
Floating debt 500
Total debt Aug. 5, 1899. 43,500
Tax valuation 1899.....1,080,000
Assessment about 1/5 actual value.
Tax rate (per $1,000).....$73·33
Population in 1890 was.....5,839
Population in 1880 was.....5,909
Population '99 (estimated)..10,500

CHARLESTON.—C. O. SKIDMORE, Mayor of City. J. K. RARDIN, Supervisor of Town.

This city is in Coles County and is part of the town of Charleston. The bonds described are registered with the State Auditor.

LOANS—	When Due.
WATER WORKS (CITY) BONDS—	
City 5s, ..., $20,000	.....
TOWN REFUNDING BONDS—	
Township 4½s, ... $56,000	...1917

5s, ..., $17,000 1900-1916
Town debt Mar. 24, 1900...$73,000
Assessed valuation 1898..715,214
Population in 1890 was.....4,135
Population (town) in '99 was.9,000

INTEREST is payable by the State Treasurer, Springfield.

CHICAGO.—CARTER H. HARRISON, Mayor. WILLIAM D. KERFOOT, Comptroller.

This city is in Cook County. Besides the issues below some new issues were in contemplation as the SUPPLEMENT was going to press (April 1), but the matter hinged on the interpretation to be given to the new assessment law. See V. 70, p. 600.

LOANS—	When Due.
CITY BONDS, E. & K.—	
4s, J&J, $843,450	Apr. 1, 1901
4s, J&J, 60,000	Jan. 1. 1914
RIVER IMPROVEMENT BONDS—	
4s, J&J, $250,000	Jan. 1, 1911
4g, J&J, g249,000	July 1, 1912
4s, J&J, 500,000	July 1, 1913
4s, g, J&J, 343,500	July 1, 1914
4s, g, J&J, 1,263,000	July 1, 1915
SCHOOL BONDS (R)—	
4s, J&J, $65,000	Apr. 1, 1907
4s, J&J, 81,000	Jan. 1, 1908
4s, J&J, 138,000	July 1, 1908
3½s, J&J, 135,000	July 1, 1910
4s, J&J, 348,000	July 1, 1911
4s, J&J, 128,000	Jan. 1, 1911
SEWERAGE BONDS—	
4½s, J&J, $488,600	July 1, 1900
4s, J&J, 458,000	July 1, 1904
4s, J&J, 25,000	July 1, 1908
4s, J&J, 369,000	Jan. 1, 1911
4s, J&J, 490,000	July 1, 1912
4s, g, J&J, 782,500	July 1, 1914
TUNNEL BONDS (P)—	
4s, J&J, $100,000	July 1, 1916
REFUNDING BONDS—	
3½s, J&J, $100,000	Jan. 1, 1918
3½s, g. J&J, 98,000	July 1, 1918
3½s, g. A&O, 100,000	Oct. 1, 1918
REFUNDING BONDS—(Con.)	
3½s, g. J&J, $98,000	Jan. 1, 1919
3½s, g. J&J, 529,000	July 1, 1919
3½s, g. J&J, 228,000	Sept. 1, 1919
WATER BONDS—	
4s, J&J, $150,000	July 1, 1908
4s, J&J, 159,500	July 1, 1911
4s, J&J, 821,000	July 1, 1912
4s, J&J, 130,000	Jan. 1, 1914
4s, g, J&J, 446,000	July 1, 1914
4s, g, J&J, 1,485,000	July 1, 1915
3·65s J&J, 332,000	July 1, 1902
3½s, J&J, 225,000	July 1, 1909
3½s, J&J, 103,500	July 1, 1910
HYDE PARK—WATER BONDS—	
5s, J&J, $50,000	Jan. 1, 1904
WORLD'S FAIR BONDS—	
4s, J&J, $4,517,000	Jan. 1, 1921
WATER CERTIFICATES—	
4s, ... *500,000	Dec. 1, 1900
4s, ... *500,000	Dec. 1, 1901
3½s, ... *500,000	 1902
4s, ... *500,000	June 1, 1903
5s, ... 500,000	June 1, 1904
LAKE VIEW WATER BONDS—	
5s, J&J, $23,000	July 1, 1904
4s, J&J, 50,000	July 1, 1907
TOWN OF LAKE WATER BONDS—	
5s, A&O, $30,000	Apr. 1, 1901
($15,000 due ye'rly)	to Apr. 1, 1902

*Not included in city's debt.

Bonds of 1893 and all subsequent issues are payable in gold.

INTEREST.—Interest on the Chicago city bonds is paid in New York by the American Exchange National Bank.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan. 1, 1900.	Jan. 1, 1899.	Jan. 1, 1898.	Jan. 1, 1897.
Tot. bonded debt.	$16,825,050	$16,922,450	$17,018,450	$17,078,950
Sinking funds ...	2,296,008	1,817,814	1,569,035	1,205,952
Net debt.....	$14,529,042	$15,104,636	$15,449,415	$15,872,998

The floating debt on Jan. 1, 1899, was $2,535,454. Judgments amounting to $2,481,578 were standing against the city on Jan. 1, 1900. The city's water debt (excluding the water certificates) on Jan. 1, 1900, was $4,020,000 and is included in above total.

CITY PROPERTY—The city owns buildings and real estate of the value of $67,230,742, including water works which cost $28,216,399, and an electric-light system.

EQUALIZED VALUATION AND TAX RATE.—

Years.	Real Estate.	*Per. Property.	*Total Val.	City Tax Rate.
1899.....	‡$260,265,058	‡$84,931,361	‡$345,196,419	.....
1898.....	178,801,172	42,165,275	220,966,447	55·24
1897.....	184,632,905	47,393,755	232,026,660	55·90
1896.....	195,684,875	48,672,411	244,357,286	.....
1895.....	192,498,842	50,977,983	243,476,825	.....
1894.....	190,163,364	56,462,078	†246,625,442	47·60
1893.....	189,299,120	56,491,231	245,790,351	46·08
1890.....	170,553,854	48,800,514	219,354,368	43·52
1888.....	123,292,358	37,349,369	160,641,727	35·63

*Includes valuation of railroad property, which for 1899 was $13,650,820. †Assessed valuation. ‡Valuation on a new basis, beginning with 1899, see page 95.

The tax rate above given is that for city purposes only. In addition to this the three districts of which the city is composed are assessed for their proportion of State and county taxes, and for certain improvements, the city in its corporate capacity not being assessable for these purposes.

CITY'S GROWTH.—The city's growth in population, wealth and indebtedness appears from the following:

Year.	Population.	Valuation.	City tax raised.	Bonded debt.
1899.....	$2,000,000	$345,196,419	$13,359,270	$16,825,050
1898.....	1,950,000	220,966,447	12,207,906	16,922,450
1897	1,928,000	232,026,660	12,939,333	17,018,450
1896	1,778,960	244,357,286	12,290,145	17,078,950
1895	1,616,635	243,476,825	14,239,685	17,188.950
1893 (est.) ..	1,700,000	245,790,351	11,810,969	18,431,450
1890.....	1,099,850	219,354,368	9,558,334	13,545,400
1880.....	503,185	117,133,643	3,899,126	12,752,000
1870.....	306,605	275,986,550	4,139,799	11,041,000
1860.....	109,206	37,053,512	573,315	2,336,000
1850.....	28,269	7,220,249	25,270	93,395

CHICAGO SANITARY DISTRICT.—F. M. BLOUNT, Treas.

This district was organized in 1889 and it includes practically the city of Chicago and the greater part of the towns of Lyons and Cicero.

LOANS—	When Due.
5s, M&N, $1,300,000.	Nv. 1900 to '12
($100,000 due yearly)	
5s, J&J, $2,100,000.	Jan. 1901 to '14
($150,000 due yearly.)	
5s, J&J, $2,250,000.	July, '00 to '14
($150,000 due yearly.)	
4½s, J&J, $3,000,000.	Ja. 1901 to '15
($200,000 due yearly.)	
4½s, J&J, $610,000.	Ja. 1, 1901-'16
($40,000 due yearly.)	
4½s, J & J, $680,000.	1901 to 1917
($40,000 yearly on Jan. 1.)	
3½s, J&J, $190,000..	Jan. 1, 1919
3½s, J&D, 200,000.	June 30, 1918
4s, J&J, 1,000,000..	1901 to 1920
($50,000 yearly on Jan. 1.)	

Total debt Mar. 1, 1900 $11,360,000
Tax valuation 1899...338,674,447
District tax (per M.) 1900.. $5·00
Population 1900 (est.)...2,000,000

LINCOLN PARK BONDS.—Located in towns, North Chicago and Lake View.

5s, A&O, $300,000.....Oct. 1, 1907	Total debt Apr. 1, 1900...$500,000
5s, F&A, 160,000 ... Oct. 1, 1911	Interest payable at State Bank,
5s, J&J, 40,000.....Oct, 1, 1918	of Chicago.

SOUTH PARK BONDS.—EDWARD G. SHUMWAY, Treas.

Located in towns, South Chicago, Hyde Park and Lake. The 6s will be paid April 12.

5s, ..., $300,000..... 1911	Total debt Feb. 1, 1900..$350,000
6 per cent bonds due 1898.$50,000	Interest payable at Chic. Nat. Bank

WEST CHICAGO PARK BONDS —

5s, ..., $870,000.....July 1, 1911	Special ass'mt warrants..$285,100
5s, ..., 600,000.....July 1, 1915	Warr'nts agst. '99 tax levy. 408,151
5s, ... , 300,000.....July 1, 1917	Total debt Apr. 1, 1900..2,463,551
(Subject to call after July 1, 1902.)	Interest payable at Chicago National Bank.

WEST CHICAGO TOWN BONDS.—

Refunding 4s, $438,000..July, '10	Town debt April 1, 1900.$438,000
(Subject to call.)	

CLARK COUNTY.—HENRY H. KNIPE, Treas.

County seat is Marshall.

LOANS—	When Due.
FUNDED BONDS—	
6s, May, $30,000	May 1, 1900
MARSHALL TOWNSHIP BONDS—	
6s, July, $12,000	Optional

Bonded debt Mar. 23, 1900. $35,000
Sinking fund assets..... 18,393
Tax valuation 1899.....2,666,331
State & Co. tax (per M.) '99..11·70
Population in 1890 was....21,899

INTEREST on funded and township bonds is payable at the State Treasurer's office; on all other bonds at the County Treasurer's office.

COOK CO.—J. C. IRWIN, President Board of Commiss'ers. SAMUEL B. RAYMOND, Treasurer.

Cook County contains the City of Chicago.

LOANS—	When Due.
FUNDING BONDS—	
4s, M&S, $400,000	Mar. 1, 1901
($50,000 due y'rly)	to Mar. 1, 1908
REFUNDING BONDS—	
4½s, M&N, $1,158,500.	May 1, 1900
4s, M&N, $500,000 ..	May 1, 1905
4s, M&N, 877,500	May 1, 1900
($67,500 due y'rly)	to May 1, 1912
4s, g., J&J, $712,500.	Jan. 1901 to
($37,500 due yearly)	Jan., 1919

INTEREST.—Interest on all bonds is payable in Chicago.

TOTAL DEBT.—The total debt on Mar. 1, 1900, was $3,648,500. The debt per capita in 1890 was $3·93, against $7·70 in 1880.

EQUALIZED VALUATION in 1899 of real estate was $288,342,107; personal property, $74,993,700; railroads, $18,410,108; total, $381,745,915.

POPULATION.—The population in 1890 was 1,191,922; in 1880 607,524. In 1900 estimated at about 2,000,000.

CRAWFORD CO.—CHAS. O. HARPER, Clerk.

County seat is Robinson. The bonds are all registered with the State Auditor.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal,— When Due.	Outstand'g.
Refunding	6	Jan. 1	Jan. 1, 1902	$100,000

INTEREST is payable at State Treasury, Springfield.

TOTAL BONDED DEBT Oct. 1, 1898, was $100,000.

ASSESSED VALUATION in 1899 was $2,028,523. In 1898 the assessed valuation of real estate was $1,364,322; personal property, $321,228; total, $1,685,550. Total tax rate (per $1,000) in 1891, $5·80, including State tax, $3·30 and county tax, $5·50. In 1897 the tax rate was $2·27. Property is assessed at 1/5 of its actual value.

POPULATION in 1890 was 17,283 in 1880 was 16,197.

DANVILLE.—M. B. BAILEY, Mayor. R. E. LLOYD, Clerk.

This town is in Vermillion County. The refunding bonds below are registered with the State Auditor.

LOANS—	When Due.
BRIDGE AND PARK BONDS—	
5s, June, $3,000	June 1, 1900
5s, F&A, 2,500	Feb. 1, 1901-'05
SEWER BONDS—	
5s, A&O, $10,500	Apr. 1, '01-'09
4½s, M&S, 21,500.	Sept. 1, 1900-'10
4½s, J&D, 15,000..	June 10, '02-'11

Total debt Mar. 20, 1900. $52,500
Total valuation 1899....2,328,771
Assessment is 1/5 actual value.
Total tax (per $1,000) '98..$73·65
Population in 1890 was.....11,491
Population 1899 (estimat'd) 18,000

INTEREST on the park bonds due in 1900 and on sewer bonds due from 1902 to 1911 is payable at the City Treasurer's office; on other bonds at the First National Bank of Chicago.

DECATUR.—GEORGE A. STADLER, Mayor. H. F. ROBBINS, Comptroller.

Decatur is the county seat of Macon County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, A&O, $20,000	Oct. 1, 1904
WATER WORKS BONDS—	
5s, J&J, 40,000	Jan. 1, 1913
(Subject to call after Jan. 2, 1903)	
Bonded debt Feb. 1, 1900. $60,000	

Floating debt..... $15,000
Total debt Feb. 1, 1900.. 75,000
Sinking fund..... 23,000
Net debt Feb. 1, 1900... 52,000
Total tax (per $1,000) '99 .$57·45
Population 1890 was 16,841

INTEREST on water-works bonds is paid by J. Millikin & Co., Decatur; and on refunding bonds of 1904 by N. W. Harris & Co., Chicago.

DIXON.—Dixon is in Lee County.

LOANS—	When Due.
REFUNDING BRIDGE BONDS—	
4s, ..., $43,000	July 1, 1903
Bonded debt Jan. 1, 1900. $43,000	

Floating debt..... $13,904
Tax valuation 1899.....1,748,967
Total tax (per $1,000) '99..$57·20
Population in 1890 was.....5,161

DRUMMER.—AMOS BALL, Assessor.

This township, including Gibson City, is in Ford County.

5s, $49,500	1901-1912
Bonded debt, Feb. 15, 1900. $49,500	
Assessed valuation, real...590,985	
Assess. valua., personal....134,344	

Total valuation 1899.... $725,329
Assessment 1/3 actual value.
Population 1890.....2,997
Population 1900 (est.).....4,100

EAST LINCOLN.—This township is in Logan County.

The bonds described are registered with the State Auditor.

LOANS—	When Due
REFUNDING BONDS—	
4s, $69,000, July 1, 1900	to 1917
($3,000 due yearly to July 1, 1908;	

$4,000 due yearly to July 1, 1911; $5,000 due yearly to July 1, 1917.)
Bonded debt Feb. 20, 1900. $69,000
Population in 1890 was.....4,480

INTEREST is payable by the State Treasurer, Springfield.

EAST OAKLAND.—C. C. ASHMORE, Sup'v'r.

This township is in Coles County. The bonds below have been declared illegal by the courts.

LOANS— *When Due.*
RAILROAD AID BONDS—
10s, Mar. 1, $75,000.... past due

No legal bonded debt.
Population in 1890 was.....2,243
Population in 1898 was.....3,500

EAST ST. LOUIS.—{M. M. STEPHENS, Mayor. G. H. KEMPER, Treasurer.

This city is in St. Clair County.

LOANS— NAME AND PURPOSE.	—Interest.— P. Ct.	Payable.	—Principal.— When Due.	Outstand'g.
Refunding bonds, 1888.....	5	Sept. 1	Sept. 1, 1908	$650,000
Street-improv't bonds, 1898..	6	June 1	1899-1902	220,300
do do 1899..	6		1900-1903	116,800

INTEREST on refunding bonds is payable by the State Treasurer at Springfield, Ill., and by the American Exchange National Bank of New York City.

TOTAL DEBT—The total bonded debt of East St. Louis on Jan. 1, 1899, was $650,000. The street improvement bonds are an obligation against the property fronting on the streets improved, and not on the city as a whole.

ASSESSED VALUATION in 1898 of real estate was $4,253,442; personal property, $731,278; total, $4,984,720; total tax (per $1,000) $56·00.

POPULATION.—The population in 1890 was 15,169; in 1880, 9,185; in 1899 (local estimate) 40,000

EAST ST. LOUIS SCHOOL DISTRICT.—

St. Clair County.

Total debt (last returns). $107,000
Tax valuation 1893.....2,524,721

Real valuation $15,000,000
Population 1894 (estim'd)..25,000

ELGIN.—WM. F. SYLLA, Clerk.

This city is in Kane County.

LOANS— *When Due.*
WATER WORKS BONDS—
5s, J&J, $106,000.....
Bonded debt Jan. 1,1900 $106,000
Sinking fund assets..... 3,212
Net debt Jan. 1, 1900... 102,788
Assessed val'n, real.....2,585,911

Assess'd valuat'n, persl.$1,387,915
Total valuation 1899....3,973,826
Assessment about 1/5 actual value.
Total tax (per $1,000) '99..$67·00
Population in 1890 was.....17,823
Population in1900 (est.)....22,000

ELGIN SCHOOL DISTRICT.—H. L. Given, Treas.

This district is in Kane County.

LOANS— *When Due.*
SCHOOL BONDS—
5s, ..., $5,000.....1900
5s, ..., 135,000.....1901-1911
5s, J&J, 16,000.....1903-1905
Bonded debt Mar 1,1900.$156,000
Tax valuation, real..... 2,258,000

Tax valuation, person'l.$1,382,000
Total valuation 1899... 3,640,000
Assessment about 1/5 actual value.
School tax (per M.) '99.....$31 00
Population in 1890 was.....17,823
Population in 1899 (est.)....22,000

INTEREST on the bonds above described is payable at Elgin.

ELMWOOD.—This township is in Peoria County. The bonds described are registered with the State Auditor.

LOANS— *When Due.*
FUNDING BONDS—
5s, ..., $15,000. July 1, part yearly
5s, J&J, $80,000.....July 1, 1909

Bonded debt Oct. 1, 1898..$95,000
Equalized valuat'n 1899..512,555
Total tax (per $1,000) 1900.$81·60
Population in 1890 was.....2,451

INTEREST is payable by the State Treasurer, Springfield.

EVANSTON.—{THOMAS BATES, Mayor. GEORGE RHODES, Comptroller.

Evanston is in Cook County.

LOANS— *When Due.*
PUBLIC IMPROVEMENT BONDS—
5s, ..., $40,000.....
4s, A&O, 27,000.....1902-1918
($3,000 in even years on April 1.)
REFUNDING BONDS—
4s, ..., $70,000.....1900-1913
($5,000 yearly on July 1.)
JUDGMENT BONDS—
4s, F&A, $6,000. Feb. 1, 1901 to '06

Bonded debt Jan. 1, 1899. $144,000
Floating debt..... 10,000
Total debt Jan. 1, 1899.. 154,000
Sinking fund assets..... 14,058
Tax valuation, real.....5,913,328
Tax valuation, personal. 927,150
Total valuation 1899....6,840,478
Tax rate (per $1,000), '99..$62·40
Population in 1890 was.... 13,059
Population in 1899 (est.)...25,000

EVANSTON SCHOOL DISTRICT.—Homer H. Kingsley, Superintendent.

LOANS— *When Due.*
4s, semi-an., $4,000..Apr. 1, 1911
4s, semi-an., 29,000..Apr. 1, 1912
($4,500 due y'rly) to Apr. 1, 1917
4s, semi-an., $4,000. .....
REFUNDING BONDS—
4s, A&O, $21,000 ..Apr. 1, 1901
($4,500 due y'rly) to Apr. 1, 1903

($2,000 Apr. 1, 1909, and $4,500 on Apr. 1, 1910 and $1,000 in '11.)
4 1/2s, ..., $25,000. July, '04 to '13
Bonded debt Mar., 1900. $85,500
Total valuation 1899 ... 3,915,143
School tax (per M.), '99 ... 20·30
Population in 1900 (est.)...11,000

FORD COUNTY.—W. B. FLORA, Clerk.

County seat is Paxton. Bonds are registered with the State Auditor.

LOANS— *When Due.*
FUNDING BONDS—
5s, J&J, $90,000.....July 1, 1900
($7,000 yearly to 1901; $15,000 1902 to 1905; $16,000 1906.)

Total debt Feb. 1, 1900.. $90,000
Total valuation 1899....5,285,271
State & Co. tax (per M.) '99...7·20
Population in 1890 was.....17,035

INTEREST is payable by the State Treasurer, Springfield.

FRANKLIN CO.—County seat is Benton.

The bonds below described are registered with the State Auditor. The U. S. Supreme Court has declared $100,000 of Belleville & Eldorado RR. bonds null and void, and they are not included in total below.

LOANS— *When Due.*
BELLEVILLE & ELDORADO RR.—
8s, J&J, $149,000....Nov. 13, 1897
FUNDING BONDS—
4 1/2s, $40,000.....1918
(Subject to call after 1903.)

Interest payable by State Treas'r.
Total debt 1898..... $40,000
Assessed valuation '98..1,020,528
Population in 1896 was.... 17,138
Population in 1880 was.... 16,129

FREEPORT.—{ALBERT BAUMGARTEN, Mayor. GEO. H. TANDY, Clerk.

Freeport is in Stephenson County.

LOANS— *When Due.*
CITY HALL BONDS—
5s, M&S, $34,000. 1918
REFUNDING BONDS 1890—
4 1/2s, F&A, $62,000...Aug. 2, 1910
4 1/2s, ..., $4,500..... Oct. 1, 1907
Int. payable at City Clerk's office.

Total debt Feb. 26, 1900.$100,500
Tax valuation, real.....1,360,243
Tax valuation, personal. 807,689
Total valuation 1899....2,167,932
Assessment is 1/5 actual value.
Total tax (per $1,000), '99. $67·64
Population in 1890 was.....10,189
Population 1899 (estimat'd) 16,000

TAX FREE—All of the city's bonds are exempt from taxation.

GALENA.—{JAMES B. GINN, Mayor JOHN B. FRENCH, Clerk.

This city is in Jo Daviess County.

LOANS— *When Due.*
REFUNDING BONDS—
4s, Aug., $37,050.....Part yearly

Total debt Apr. 1, 1900...$37,050
Assessed valuation 1899...955,321
Population in 1890 was.... 5,635
Population in 1899 (est.).. 6,000

INTEREST and principal are payable by the City Treasurer.

GALESBURG—E. B. RHOADES, Treasurer.

This city is in Knox County.

LOANS— *When Due.*
STREET IMPROVEM'T BONDS—
6s, ... , $12,000..Apr., 1901-1903
WATER BONDS—
5s, A&O, $43,000....Oct. 1, 1900
5s, A&O, 43,000....Oct. 1, 1910
5s, M&N, 25,000....Nov. 1, 1903
5s, M&N, 25,000....Nov. 1, 1913
Bonded debt Mar. 1, '98. $136,000

Floating debt..... $7,000
Total debt..... 143,000
Sinking fund..... 35,800
Net debt Mar. 1, 1898... 107,200
Tax valuation 1897.....3,038,866
Assessment is 1/5 actual value.
Total tax (per $1,000) '98..$64·40
Population in 1890 was.... 15,264
Population 1897 (est.).....20,000

INTEREST is payable at the Chemical National Bank, New York

GALLATIN CO.—MARSH WISEHURT, Treas.

County seat is Shawneetown. The bonds below described are registered with the State Auditor.

LOANS— *When Due.*
FUNDING BONDS—
6s, J&J, $190,000.....July 1, 1905
(Subject to call at any time.)
Bonded debt Mar. 1, 1900. $190,000

Interest is payable in New York.
Assessed valuation '99..$1,541,349
State & Co. tax (per M.), '99.11·70
Population in 1890 was.... 14,935
Population in 1900 (est)...20,000

GREEN RIVER SPECIAL DRAINAGE DISTRICT.—JOHN F. WALTER, County Treasurer.—Bureau County.

LOANS— *When Due.*
GREEN RIVER BONDS—
6s, Jan., $57,000.....1904

UNION BONDS—
6s, Sept., $19,000.....1901
Bonded debt Feb. 20, 1900. $76,000
Tax valuation 1899... $8,889,011
Population in 1897 was....46,519

GROSSDALE.—E. T. BEHRENS, Clerk.

Grossdale is in Cook County. Bonds to the amount of $57,000, issued in 1895 for street improvements, have been declared valid by the Supreme Court.

Total debt Feb. 1, 1900.. $113,200
Assessed valuation 1899..$300,000

Population in 1900 (est.).....1,800

Of the above debt, $100,000 bonds were issued for sewer and street purposes, payable by special assessment on property benefited. They bear 6% interest, payable annually at the First Nat. B'k of Chicago.

HANCOCK COUNTY.—County seat is Carthage.

LOANS— *When Due.*
ROCKF'D & R. I. RR. (renewal)
5s, ..., $10,000.....July, 1900
Total debt Apr. 1, 1900.... $10,000
Total valuation 1899.....6,340,004

Assessment is about 1/5 actual value
State & co. tax (per M.)'99...$9·30
Population in 1890 was.... 31,907
Population in 1900 (est.).. 35,000

INTEREST is payable by the State Treasurer, Springfield.

JACKSONVILLE.—SAM'L B. STEWART, Clerk.

This city is in Morgan County.

LOANS— *When Due.*
FUNDING BONDS—
5s, J&J, $99,000...Apr. 27, 1905
REFUNDING BONDS—
4s, J&J, $137,500.....July 1, 1919
(Part subject to call yearly.)
The bonds are registered with the State Treasurer.

Total debt July 1, 1899..$236,500
Total valuation 1899 . 2,729,956
Total tax (per $1,000) '98..$73·70
Population in 1890 was.....12,935
Population in 1899 (est.)...15,000

INTEREST is payable at State Treasury and in New York City

JASPER COUNTY.—County seat is Newton. The bonds described below are registered with the State Auditor.

LOANS— *When Due.*
FUNDING BONDS—
5s, Oct. 1, $35,000.....Oct. 1, 1899
(Part due yearly) to Oct. 1, 1907

Bonded debt Feb. 23, 1900 $35,000
Ass'd valuation 1899....,1,625,526
Population in 1890 was.. 18,188

INTEREST is payable by the State Treasurer, Springfield.

JEFFERSON COUNTY.—

County seat is Mount Vernon. The $57,000 funding bonds are registered with the State Auditor, the $25,000 bonds with the County Treasurer.

LOANS— *When Due.*
FUNDING BONDS—
5s, J&J, $57,000... yearly to 1907
...., ..., $25,000.....1908-1913
(Part yearly.)

Bonded debt Feb. 1, 1900 $87,000
Assessed valuation 1899.2,122,180
State & co. tax (per M.) 99...11·70
Population in 1890 was.. 22,590
Population in 1880 was.. 20,680

INTEREST on $57,000 bonds is payable by State Treasurer, and on $25,000 bonds by First National Bank, Chicago.

JOLIET.—{W. H. CLARE, Treasurer. W. F. MCMASTERS, Clerk.

This city is in Will County.

LOANS— *When Due.*
IMPROVEMENT BONDS—
4 1/2s, ... $58,800..Oct. 10, 1904
REFUNDING BONDS—1895.
4 1/2s, June, $14,000 .....June 1900
4 1/2s, June, 15,000.....June, 1905
4 1/2s, June. 20,000.....June, 1910
WATER BONDS—
5s, ... $50,000.....July 30, 1904

Bonded debt Feb., 1900 $157,800
Tax valuation, real.....2,310,475
Tax valuation, personal. 994,715
Total valuation 1899....3,305,190
Assessment 1/5 of actual value.
Total tax (per $1,000) '99...$91·00
Population in 1890 was.....23,264
Population in 1900 (est.)...37,000

INTEREST on the refunding bonds is paid by the City Treasurer.

KANKAKEE CO.—J. S. GARRETT, Treasurer.

County seat is Kankakee.

LOANS. *When Due.*
FUNDING BONDS—
5s, July 1, $53,000....July 1, 1904
Bonded debt Feb. 20, 1900. $53,000

Tax valuation 1899.....$4,616,846
Assessment about 15% actual value.
Total tax (per $1,000) '99....$8·32
Population in 1890 was 28,732

INTEREST is payable by the State Treasurer, Springfield.

KANKAKEE SCHOOL DISTRICT.—JOHN F. LUETH, Treasurer.

LOANS— *When Due.*
5s, ... $15,000.....Part yearly.
5, J&J, 12,500.....July 1, 1900
($2,500 due yearly) to July 1, 1904

Total debt Jan. 1, 1899. $30,000
Tax valuation 1898.....1,020,000
Real valuation (est.)...10,000,000
Population 1898 (est.)..... 12,000

LINCOLN.—{WM. O. JONES, Mayor. DONALD DANKEN, Clerk.

This city is in Logan County.

LOANS—	When Due.
REFUNDING BONDS—	
4s, $42,000	1900-1914
($3,000 yearly on July 1.)	
Bonded debt Mar. 20, 1900	$42,000
Sinking fund	3,000
Net debt	39,000
Floating debt	9,000

Total debt Mar. 20, 1900. $48,000
Tax valuation, real..... 480,130
Tax valuation, personal. 228,944
Total valuation 1898..... 709,074
Tax rate (per M.) '99.... 66·90
Population in 1890 was.....6,725
Population 1900 (estimated) 11,000

INTEREST is payable by the City Treasurer.

MACOMB.—{T. B. SWITZER, Mayor. C. V. CHANDLER, Treasurer.

This city is the county seat of McDonough County.

LOAN	When Due.
6s, Jan., $2,000	1901
6s, A&O, 20,000	1903
5s, F&A, 3,000	1904
4½s, .. ., 10,000	1912

Total debt Apr. 1, 1900.. $35,000
Total valuation 1899 722,896
Taxation (per 1,000) '99....$64·90
Population in 1890 was..... 4,052
Population in 1899 (est.)..... 6 000

MACON CO.—J. M. DODD, County Clerk.

County seat is Decatur. The bonds described below are registered with the State Auditor.

LOANS—	When Due.
COURT HOUSE BONDS—1893.	
5s, ..., $7,000	1901
5s, ..., 66,000	1902-1912
($6,000 due yearly.)	
Interest is payable at New York.	

Total debt Feb. 10, 1900. $73,000
Assess'd valuation, real. 8,179,109
Ass'd valuation, pers'l...1,934,176
Total valuation 1900...10,113,285
State & Co. tax (per M.) 1900. $11·70
Population in 1890 was....38,038

MACOUPIN CO.—O. C. HARTLEY, Clerk.

County seat is Carlinville. The bonds below described are registered with the State Auditor.

REFUNDING BONDS—	When Due.
4½s, J&J, $660,000	July 1, '00 to July 1, 1910
($60,000 due yearly.)	
Bonded debt Feb., 1900.	$660,000
Assessed val'tion, real.	4,586,573
Assessed val'tion, pers'l.	1,252,074

Total valuation 1899...$5,852,647
Assessment about ⅕ actual value.
State & co. tax (per M.) '99..$13·10
Population in 1890 was.....40,380
Population in 1899 (est.)... 48,000

MASON AND TAZEWELL (Special Drainage Districts).—J. S. MCCULLOUGH, Auditor (P. O. Springfield.)

The bonds described below are registered with the State Auditor.

LOANS— NAME AND PURPOSE.	Interest.— P. Cl. Payable.	Principal.— When Due.	Outstand'g.
Drain. district bonds, 1886	7 July 1	July 1, 1900	$27,000
Do. do. 1886.....	7 July 1	Apr. 1, 1901	18,000

TOTAL BONDED DEBT registered and unpaid on Mar. 2, 1900, was $72,000.

MATTOON CITY.—W. T. AVEY, Comptroller.

This city is in Coles County. Since Sept., 1899, the special improvement debt has been materially reduced.

LOANS—	When Due.
REFUNDING BONDS—	
6s, Mar., $15,000	Mar. 22, 1920
RAILROAD AID BONDS—	
6s, Mar., $21,000	Mar. 22, 1915
6s, May, 25,000	May 1, 1910
Total debt Mar. 1, 1900	$61,000
Spec. imp. bds. (ad'l) S'pt. '99	86,023

Assessed valuat'n 1899. $1,057,317
Total tax (per $1,000) '99..$88·10
Population in 1890 was.. .. 6,837
Population in 1880 was.....5,733
Population in 1900 (est.)...12,000
SCHOOL DISTRICT NO. 1 BONDS—
4s, J&J, $28,000 ..... July 1, 1919
(Subject to call after July 1, 1919.)

MATTOON TOWNSHIP.—This township is in Coles County. The bonds described are registered with the State Auditor. Refunding bonds have been sold to pay off those due May 1, 1900.

LOANS—	When Due.
FUNDING BONDS—	
6s, May 1, $50,000	May 1, 1900
5s, July 1, 46,000	July 1, 1911

Bonded debt Feb. 19, 1898. $96,000
Assessed valuation '98. $1,163,963
Population in 1890 was..... 7,790
Population in 1897 was.....11,106

INTEREST is payable by the State Treasurer, Springfield.

MELROSE PARK.—G. F. GEHOKE, President.

Melrose Park is in Cook County.

Bonded debt Feb. 15, 1899. $1,500
Water debt (additional)....46,50)
(Water debt payable by special assessment.)

Assessed valuation 1898 $100,000
Assessment abt. 10% actual value.
Tax rate (per $1,000) '98. $100·00
Population in 1899 (est.)....2, 00

MOLINE.—CHAS. G. CARLSON, Clerk.

This city is in Rock Island County.

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&J, $1,000	July 15, 1900
5s, M&S, 3,000	Nov. 1, 1906
STREET IMPROVEMENT—	
4½s, M&S, $15,000	Sept. 1, 1914
Subject to call after	Sept. 1, 1909
4½s, J&J, $10,000	Jan. 2, 1917
WATER WORKS EXTENSION—	
4½s, F&A, $10,000	Aug. 1, 1914
Subject to call after	Aug. 1, 1904

WATER WORKS—
4½s, M&S, $40,000...Sept. 1, 1900
($10,000 due y'rly) to Sept. 1, 1903
Total debt Mar. 1, 1900.. $79,000
Tax valuation, real.....1,205,778
Tax valuation, personal. 696,812
Total valuation 1899....1,902.590
Total tax (per $1,000) '99..$90·70
Population in 1890 was.... 12,000
Population in 1900 (est.)....22,000
SCHOOL DISTRICT NO. 3 BONDS—
4s, J&J, $30 000. July 1. '14 to '19

INTEREST on $3,000 bridge bonds is payable in New York City. on all other bonds in Moline.

TAX FREE.—All bonds of this city are exempt from taxation.

MORGAN CO.—{HENRY J. RODGERS, Treasurer. FRANK J. HEINL, Clerk.

County seat is Jacksonville. The bonds below described are registered with the State Auditor.

LOANS—	When Due.
REFUND'G COURT HOUSE -1887.	
4s, June 15, $100,000.	June 15, 1907
Subject to call aft.	June 15, 1897
Total debt Mar. 1, 1900..	$100,000

Equal. valuation 1899. $8,614,936
State tax (per $1,000) '99....$4·20
County tax (per $1,000) '99.. 7·50
Population in 1890 was.....32,636

INTEREST on bonds is payable at New York City.

MOULTRIE CO.—LOUIS K. SCOTT, Co. Clerk.

County seat is Sullivan.

The bonds below described are registered with the State Auditor.

LOANS.	When Due.
FUNDING BONDS 1882—	
5s, July 1, $52,000	July 1, 1902
Subject to call at any time.	
Total debt Apr. 1, 1900..	$52,000
Assessed valuation, real.	2,536,760
Assessed val'tion, pers'l.	493,367

Assessed val., railroads.. $419,026
Total valuation 1899.....3,449,153
Assessment about ⅕ actual value.
State tax (per $1,000) '99....$4·20
County tax (per $1,000) '99.. 6·60
Population in 1890 was.....14,481
Population in 1897 (est.)...18,000

INTEREST is payable at State Treasury, Springfield.

OREGON.—FRANK E. THAYER, Clerk.

This township is in Ogle County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, July, $40,000	1908-1917
Bonded debt Feb. 20, 1900.	$40,000
Tax valuation, real	265,277

Tax valuation, personal.. $91,347
Total valuation 1899..... 356,624
Population in 1890 was.....1,951
Population in 1900 (est.).....2,500

INTEREST is payable at the First National Bank, Chicago.

PANA.—(City.)—T. J. SMITH, City Clerk.

This city is in Christian County.

LOANS.	When Due.
R'F'D'G WATER WORKS BONDS—	
4s, Mar., $37,500	Mar., 1901-'19
($2,000 due yearly)	
Total debt Oct. 4, 1899...	$37,500

Total valuation, 1899.... $887,668
Total tax (per $1,000) '99.. $57·83
Population in 1890.....5,077
Population 1900 (estimated). 8,000

PANA.—(Township.)—This township is in Christian Co.

The bonds below described are registered with the State Auditor.

LOANS—	When Due.
REFUNDING BONDS—1898—	
4s, July 1, $102,000	July 1, 1918
Subject to call after	July 1, 1908.
6s, July 1, $36,000	July 1, 1907
Subject to call after	July 1, 1897

Total debt Feb. 1, 1898.. $138,000
Tax valuation, real..... 827,333
Tax valuation, personal. 182,497
Total valuation 1897....1,009,832
Population in 1890 was.....6,143
Population in 1897 (est.) 7,200

INTEREST on bonds is payable by State Treasurer, Springfield.

PARIS.—Z. T. BAUM, Mayor.

This city is in Edgar County. The bonds are registered with the State Auditor. The railroad-aid bonds issued by the township have been declared illegal by the United States Court.

LOANS—	When Due.
RR. AID (Township) BONDS—	
7s, Mar. 1, $50,000	Invalid
WATER (CITY) BONDS—	
5s, F&A, $7,000	1905
5s, F&A, 10,000	1910
City bond. d'bt	Mar. 1, 1900. $17,000

Sinking fund..... $2,000
Net debt Mar. 1, 1900... 15,000
Total valuation 1899.....856,261
Total tax (per $1,000) '99..$67·50
Population in 1890 was.....6,260
Population in 1900 was.....7,500

INTEREST is payable by National Park Bank, N. Y. City.

PEKIN.—This city is in Tazewell County. The bonds described below are registered with the State Auditor.

LOANS—	When Due.
REFUNDING BONDS—	
5s, ..., $75,500	July 1, 1915
Subject to call after	July 1, 1905

4½s, ..., $53,000 ..... Dec. 1, 1907
Total debt Mar. 25, 1897. $128,500
INTEREST on registered bonds is payable at State Treasury.

ASSESSED VALUATION.—The total assessed valuation in 1896 was $956,425. Tax rate (per $1,000) $45·70.

POPULATION.—The population in 1890 was 6,347; in 1880 was 5,993. In 1895 it was 9,651.

PEORIA.—{HENRY W. LYNCH, Mayor. J. R. CONWAY, Comptroller.

This city is in Peoria County.

LOANS—	When Due.
BOUNTY BONDS—	
4½s, M&S, $21,000	Mch. 1, 1902
4½s, M&S, 21,000	Mch. 1, 1903
PEORIA & ROCK. IS. RY. BONDS—	
4½s, J&J, $100,000	July 1, 1908
SCHOOL BONDS—	
4½s, M&N, $8,000	May 1, 1908
4½s, J&D, 10,500	June 1, 1910
SCHOOL BONDS—(Con.)—	
4s, M&S, $39,000	Sept. 1, 1907
REFUNDING SCHOOL BONDS—	
4s, June 1, $20,000	June 1, 1918
SPECIAL ASSESSMENT BONDS—	
6s, ..., $234,300	1900 to '08
WATERWORKS BONDS—	
5s, M&N, $50,000	May 15, 1901
4½s, J&D, 195,000	June 1, 1908

INTEREST—Interest on refunding school bonds is payable in Peoria; on all other bonds at the Mercantile National Bank, New York.

TOTAL DEBT ETC.—The city's bonded debt on Jan. 1, 1900, was $464,500, of which $245,000 was water debt; floating debt, $211,000; total debt, $664,500. $150,000 of the floating debt is for new city hall and will be paid $50,000 yearly. The special assessment debt of $234,300 is not included in the total bonded debt.

WATER WORKS.—The water works bonds, $245,000, were assumed by the Peoria Water Co. when the city water works was sold to them. The city holds first mortgage on the new works for the payment of them, which would make the city's net bonded debt $219,500 January 1st, 1900.

ASSESSED VALUATION.—In 1899 the assessed valuation of real estate was $6,159,238; of personal property, $2,521,782; total $8,681,020. Total tax rate (per $1,000) 1899, $84·50.

POPULATION.—The population in 1890 was 41,024; in 1880 was 29,259; in 1900 (estimated) 60,000.

PEORIA CO.—J. F. KNUPP, Treasurer.

This county, by paying off its bonds as they matured, has reduced its debt to small proportions. The county seat is Peoria.

LOANS—	When Due.
ALMS HOUSE BONDS—	
4½s, July, $40,000	July 2, 1903
Bonded debt Feb. 1, 1900	$40,000
Floating debt	180,500
Total debt Feb. 1, 1900	220,500
County has no sinking fund.	

Ass'd valuation, real $12,765,981
Ass'd valuation, pers'l. 3,460,924
Ass'd valuation, rail'ds. 1,637,698
Total valuation 1899...17,864,603
Assessment about ⅕ actual value.
State and co. tax (per M.) '99. $14·20
Population in 1890 was... 70,378
Population in 1899 (est.)..100,000

INTEREST is payable at Am. Ex. Nat. Bank, New York City.

PERRY COUNTY.—J. G. TAFFER, Clerk.

County seat is Pinckneyville.

The bonds below described are registered with the State Auditor. The United States Supreme Court has established the validity of Chester & Tamaroa railroad-aid bonds of this county and has declared the $100,000 B. & S. S. railroad-aid bonds invalid.

At the November (1899) election, a proposition to issue bonds to refund the Chester & Tamaroa bonds together with accrued interest, amounting in all to about $190,000, was voted upon and defeated. Since then the county has been mandamused to pay indebtedness to the amount of about $162,000 as follows: all interest due and accrued up to June 1, 1900, and 10% of principal to be paid in 1900. Interest and 15% of the remaining principal in 1901; interest and 20% of principal then remaining in 1902; interest and 25% outstanding principal in 1903; interest and 30% principal in 1904; interest and 50% principal in 1905, and the remaining amount due in 1906. Principal and accrued interest to the amount of about $30,000 has not yet at this date (Mar. 1, 1900) been put into judgments. The bond proposition may again be voted upon.

LOANS—	When Due.
RAILROAD AID BONDS (ILLEGAL)—	
7s, J&J, $100,000	
CHESTER & TAMAROA AID BONDS.	
...., ... $100 000	

Tot. debt Mar. 1, 1900 (abt.) $190,000
Equalized val'tion, '99 $1,781,737
Assessment about 1/5 actual value.
Population, 1890 17,529
Population, 1894 (est.) 25,000

PIKE COUNTY.—

County seat is Pittsfield. Bonds are registered with State Auditor

County has no bonded debt.

Floating debt Mar. 1, 1900. $50,000
Tax valuation, 1899 .... $4,406,902
State & Co. tax (per M) '99 .. $11·70
Population in 1890 was 31,000

PONTIAC.—

This township is in Livingston County. The bonds below described are registered with the State Auditor.

LOANS—	When Due.
SCHOOL BONDS—	
5s, $11,000	1903-1913
6s, Aug., $27,000	
REFUNDING BONDS—	
5s, July, 12,000	July 1, '00-1903

Bond. debt Aug., '98, abt. .. $48,500
Assessed valuation, real. . $717,021
Assessed valuation, pers'l. 186,056
Total valuation 1897 903,077
Total tax (per $1,000) ..... $78·40
Population in 1890 was 4,066

INTEREST is payable by the State Treasurer, Springfield.

PRAIRIE TOWNSHIP.—WM. FREDE, Clerk.

This township is in Shelby Co. and includes the town of Stewardsen.

LOANS—	When Due.
5s, ..., $50,000	Sept 1, 1917
(Subject to call after Sept. 1, 1907).	
6s, ..., $9,000	1903
(Now subject to call).	
Bonded debt Feb. 1, 1899.	$59,000

Assessed valuation, real. $336,521
Assessed valuation, per'l. 43,032
Total valuation 1897 379,553
Population in 1890 was 2,267
Population in 1897 was 3,000

INTEREST is payable at the State Treasurer's office.

PULASKI CO.—E. W. MCCLELLAND, Clerk.

County seat is Mound City. The bonds described are registered with the State Auditor. The $29,000 C. & V. RR. bonds have been in litigation for some years. The bonds were first declared void by the United States District Court, but the decision was reversed on a rehearing of the case.

LOANS—	When Due.
FUNDING BONDS—	
6s, Jan. 1, $5,910	May 1, 1900
CAIRO & VINCENNES RR.—	
8s, $45,000 (p. & int.)	in judgment

Assessed valuation '99 .. 1,034,143
Population in 1890 was 11,355
Population in 1897 was 14,243

INTEREST is payable by the State Treasurer, Springfield.

QUINCY.— {JOHN A. STEINBACH, Mayor. {L. J. HARRIS, Comptroller.

Quincy is in Adams County.

The sinking fund is now so arranged that it will be ample to meet the indebtedness as it matures and do away with any future refunding.

LOANS—	When Due.
c MISS. & MO. RIV. A. L. R. R.—	
6s, J&J, $37,500	July 1, 1900
b REFUNDING BONDS—	
5s, Sep. 1, $35,400	Sept. 1, 1902
4½s, July 1, 150,000	July 1, 1906
4½s, July 1, 184,000	July 1, 1908
4½s, July 1, 115,000	July 1, 1910
4s, July 1, 1,000	July 1, 1917

LOANS—	When Due
b REFUNDING BONDS—(Con.)	
4½s, ..., $314,000	1911 to 1911
($50,000 yearly to 1916, inclusive, $14,000 in 1917.)	
4s, ... , $300,000 ..	July 1, 1909
(Due yearly on July 1—$40,000 in 1909, $20,000 from 1911 to 1916, $60,000 in 1917 and $80,000 in 1918.)	

a $1,000 each; b $100, $500 and $1,000 each; c $500 each.

INTEREST on all bonds registered with the State Treasurer (*i. e.* on all issues excepting the Miss. & Mo. River Air Line bonds) is paid either at the State Treasury in Springfield or at the American Exchange National Bank of New York. Interest on the Miss. & Mo. River Air Line bonds is payable at the Ricker National Bank, Quincy, Ill.

TOTAL DEBT.—The subjoined shows Quincy's total debt, &c.

	Mar. 10, 1900.	Aug. 11, '99.	Feb. 6, '99.	Feb. 23, '98.
Total funded debt	$1,131,900	$1,199,400	$1,234,400	$1,285,400
Sinking funds	50,000	62,500	50,000	50,000
Net debt	$1,081,900	$1,136,900	$1,184,400	$1,235,400

ASSESSED VALUATION.—The city's assessed valuation ("about 20 per cent of actual value") and tax rate have been as follows:

Years.	Real Estate.	Per. Property.	Total Ass. Val.	Tax Rate.
1899	$3,070,162	$1,550,191	$4,620,353	$77·20
1898	*2,988,512	*1,266,639	*4,255,151	82·70
1897	3,530,132	1,166,320	4,696,452	72·80
1895	3,820,932	1,212,386	5,033,318	70·08
1894	3,497,664	1,287,935	4,785,599	68·75
1893	4,427,565	1,410,774	5,838,339	68·75
1890	3,476,451	1,403,505	4,879,956	64·80

*Equalized valuation.

THE POPULATION in 1890 was 31,494; in 1880 it was 27,268. The population in 1898 was estimated at 45,000.

RICHLAND CO.—WM. PARKER, Treasurer.

County seat is Olney. The bonds described below are registered with the State Auditor.

LOANS—	When Due.
REFUNDING RR. BONDS—	
6s, July 1, $21,000	Jan. 1, 1904
Subject to call at any time.	

Total debt Aug. 10, 1899. $21,000
Assessed valuation 1899 1,440,142
State & co. tax (per M.) '98 .. $14·10
Population in 1890 was 15,019

INTEREST is payable by State Treasurer, Springfield.

ROCKFORD.— {E. W. BROWN, Mayor. {H. C. SCOVILL, Clerk.

This city is in Winnebago County.

LOANS—	When Due.
CITY BONDS—	
5s, ... $14,000	July 1, 1900
5s, ... 13,000	Nov. 1, 1901
5s, ... 12,000	Nov. 1, 1902
5s, ... 10,000	Nov. 1, 1903
5s, ... 20,600	June 1, 1903-4
4½s, ... 27,700	July 1, 1905
4½s, ... 36,200	June 1, 1906
4½s, M&S, 43,900	Mar. 1, 1907
4½s, ... 17,000	Aug. 20, 1907
4½s, ... 28,500	Dec. 15, 1908
REFUNDING BONDS—	
4s, F&A, $5,000	Aug. 1, 1907
4s, s. an., 12,000	Sept. 15, 1910

REFUNDING BONDS.—(Con.)—	
4½s, ... $40,000	Feb. 1, 1909
4s, ... 11,900	Sept. 16, 1911

Interest payable by City Treasurer.
Bonded debt Jan. 1, 1900. $291,800
Water debt (included) ... 93,600
Equal'd valuation, real .. 4,115,060
do do personal. 2,020,344
do do railroads 182,547
Total valuation 1899 6,317,951
Assessment 1/5 actual value.
Tax rate (per $1,000) '99 .... $60·24
Population in 1890 was 23,584
Population in 1900 (est.) 35,000

ROCK ISLAND.— {T. J. MEDILL, JR., Mayor. {A. D. HUESING, City Clerk.

In Rock Island County.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
Refunding bonds	4½	M & S	Sept. 1, 1917	$170,000
($120,000 subject to call 1907 and $50,000 after 1912.)				
Waterworks bonds	5	F & A	Feb. 1, 1902	25,000
do do	6	.....	Feb. 1, 1902	30,000
do do	4	.....	Dec. 1, 1905-'10	30,000
Municipal bonds	6	Aug.	Aug., 1900-'01	10,000

INTEREST on bonds is payable in Chicago at the First National Bank and on water 5s at the office of Winslow, Lanier & Co.

TOTAL BONDED DEBT on Oct. 1, 1899, was $205,000; water debt, included, $25,000. The city's debt is limited by the general corporation law of the State to 5 per cent of the assessed valuation.

ASSESSED VALUATION in 1899 of real estate was $1,759,740; personal property, $774,625; total, $2,534,365; total tax rate (per $1,000) 1899, $79·00. Assessed valuation is 1/5 actual value.

POPULATION.—The population in 1890 was 13,634; in 1880 was 11,659. School census 1891, 15,211. In 1898 the population, according to local figures, was 23,000.

ROCK ISLAND SCHOOL DISTRICT—R A. DONALDSON, Clerk.

Bonded debt Feb. 20, 1900. $65,000
Floating debt 6,000
Total debt Feb 20, 1900 .. 71,000
Assessed valuation, real. 1,712,025
Assessed valuat'n, per'l. $635,102
Total valuation 1899 2,347,127
School tax 1899 ..... $3·55
Population (estimated) '99 .. 25,000

ROCK ISLAND COUNTY.—PLEASANT F. Cox, Treasurer.—County seat is Rock Island.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, M&S, $88,000.	*Mar. 1, 1901-'07
Interest payable in Chicago.	
Bonded debt Aug. 23, '99.	$100,000
Floating debt	60,000
Total debt Aug. 23, '99 ..	160,000

Sinking fund $5,489
Net debt Aug. 23, 1899 .. 154,511
Ass'd valuation 1899 7,464,173
Assessment 1/5 of actual value.
State & co. tax (per M.) '99. $18·10
Population in 1890 was 41,917
Populat'n in 1899 (est.) 50,000

* Thirteen thousand dollars of the county's bonds are payable in 1901, $12,000 in 1902 and so on alternately until paid.

PRINCIPAL and INTEREST are payable at the First National Bank of Chicago, Ill.

SALINE COUNTY.—P. J. WALKER, Treas.

County seat is Harrisburg. The bonds are all registered with the State Auditor. Of the bonds below $16,000 issued in 1872 have been canceled.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
Cairo & Vincennes RR.	6	July	Mar. 20, 1914	$31,000
do do	6	Jan.	Jan. 1, 1917	64,000
Louisville & Nashville R. R. '85	6	July 1	July 1, 1905*	75,000
*Subject to call.				
Belleville & Eldorado R. R.	6	.....	.....	25,000

INTEREST is payable by State Treasurer, Springfield.

TOTAL DEBT Jan. 1, 1900, was $195,000; floating debt, $25,000; a total debt of $220,000. Sinking fund assets, $19,000; net debt, $201,000.

ASSESSED VALUATION in 1899 was $1,398,707; total tax rate (per $1,000) 1898, $29·40.

POPULATION in 1890 was 19,342; in 1880 was 15,940.

SANGAMON CO.—CHARLES E. OPEL, Clerk.

County seat is Springfield. The $25,000 due July 1 will be paid out of tax collections.

LOANS—	When Due.
FUNDING BONDS—	
$5, an., $75,000	July 1, 1902
($15,00 · due y'rly) to July 1, 1906	
REFUNDING BONDS—	
4s, J&J, $25,000	July 1, 1900
4s, J&J, 27,000	July 1, 1901

Interest is payable in Springfield.
Total debt Feb. 1, 1900. $127,000
Total valuation 1899 ... 16,516,846
Assessment about 1/5 actual value,
state & co. tax (per M.) '99 .. $13·76
Population in 1890 was 61,195
Population in 1899 (est.) 80,000

SANTA ANNA.—J. F. CASE, Clerk.

This township (P. O. Farmer City) is in Dewitt County.

LOANS—	When Due.
RAILROAD AID BONDS—	
6s, July 1, $20,000	1900-1903
($5,000 due yearly on July 1.)	

6s, July 1, $12,000 .. July 1, 1904-5
6·, July 1, 7,000 ..... July 1, 1906
Total debt Sept. 15, 1898 .. $43,000
Assessed valuation 1897 .. 368,628
Population in 1890 was 2,181

INTEREST is payable by the State Treasurer, Springfield.

SCHUYLER CO.—ISAAC LEWIS, Clerk.

County seat is Rushville. Bonds are registered with State Auditor.

LOANS—	When Due.
FUNDING BONDS—	
5s, J&J, $40,000.	J'y 1, '99, '03 & '08
Bonded debt Feb. 20, 1900.	$40,000

Assessed valuat'n, '99 .. $2,532,800
State tax (per $1,000) '99 .... $4·20
County tax (per $1,000) '99 .. 7·50
Population in 1890 was .. 16,013

INTEREST is payable at National Park Bank, New York City.

SEVEN HICKORY.—This township is in Coles Co.

LOANS—	When Due.
FUNDING BONDS—	
6s, July 10, $55,000.	July 10, 1904
Total debt Oct. 1, 1898	$55,000
Assessed valuation, real ...	379,041

Ass'd valuation, personal .. $43,634
Total valuation 1897 422,675
Total tax (per $1,000) ..... $21·70
Population in 1890 was 1,456

INTEREST is payable at the First National Bank Chicago, Ill.

SHAWNEETOWN.—This city is in Gallatin County.

The bonds are registered with the State Auditor.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $37,000	July 1, 1918
(Subject to call after July 1, 1903.)	
Bonded debt Feb. 20, 1899.	$37,000

Floating debt $13,216
Total debt Feb. 20, 1899 .. 50,216
Assessed valuation 1898 .. 186,020
Population in 1890 was 1,851

INTEREST is payable at the Amer. Exch. Nat. Bank, New York.

SNY ISLAND LEVEE DRAINAGE DISTRICT.—Situated in Adams, Pike and Calhoun Cos.

This district has no bonds outstanding. A levee district was organized in 1870 and $650,000 of bonds were issued, which the Supreme Court of Illinois has declared illegal, and this decision has been affirmed by the United States Circuit Court of Appeals, which Court has denied a rehearing. See CHRONICLE, V. 64, p. 343; V. 69, p. 1192 and V. 70, p. 494.

SPRINGFIELD.—{LOREN E. WHEELER, Mayor. WM. H. CONKLING, Comptroller.

This city is in Sangamon County. All the 5s are Registered with the State Auditor. No further indebtedness of any description will be incurred by this city until the valuation exceeds $18,000,000, or the present debt is largely reduced by payment.

LOANS—	When Due.		
REFUNDING—			
5s, Sept. 1,	$207,900	Sept. 1, 1900	
5s, Sept. 1,	294,600	Sept. 1, 1901	
5s, Sept. 1,	17,700	Sept. 1, 1902	
5s, Sept. 1,	155,800	Sept. 1, 1903	
5s, Sept. 1,	3,100	Sept. 1, 1904	
5s, Sept. 1,	$128,000	Sept. 1, 1905	
5s, Sept. 1,	75,000	Sept. 1, 1906	
5s, Sept. 1,	17,000	Sept. 1, 1907	
SCHOOL BONDS—			
5s, annual,	$1,000	Mar. 1, 1900	

INTEREST on the refunding bonds is paid at the State Treasury in Springfield; on the school bonds at the City Treasury.

TOTAL DEBT.—The subjoined statement shows the city's total bonded debt on the first of March of the years named:

	Mar., 1900.	Mar., 1899.	Mar., 1898.	Mar., 1894.
Total bondeddebt.....	$899,100	$902,350	$902,350	$902,350

On March 1, 1900, the city had a floating debt, consisting of certificates of indebtedness, warrants, etc., amounting to $157,153 57.

CITY PROPERTY.—The estimated value of city property on March 1, 1900, was $1,620,050.

EQUALIZED VALUATION.—The city's equalized valuation (about one-fifth cash value) and the tax rate have been as follows:

Years.	Real Estate.	Per. Property.	Total Valuation.	Tax Rate.
1899.	$4,529,208	$1,987,615	$6,516,863	$60·02
1898.	3,671,224	1,087,727	4,758,951	69 66
1897.	3,525,390	1,080,784	4,606,174	.....
1896.	3,783,064	1,203,017	4,986,081	.....
1895.	3,628,288	1,040,110	4,668,398	.....
1893	3,590,572	1,239,131	4,829,703	.....
1890	3,269,984	1,354,469	4,624,453	.....
1888	.....	.....	4,334,781	.....

POPULATION.—In 1890 population was 24,963; in 1899, 33,000.

TAZEWELL CO.—County seat is Pekin.

The bonds below described are registered with the State Auditor.

LOANS— NAME AND PURPOSE.	Interest.— P.	Cl.	Principal.— When Due.	Outstand'g.
Refunding RR. bonds.....	4	July 1	July 1, 1910*	$194,900

* But subject to call on and after July 1, 1901, to the amount of $20,000 annually until paid.

INTEREST is payable at the Am. Ex. Nat. Bank of New York City.

TOTAL DEBT on Aug. 1, 1899, was $194,000.

ASSESSED VALUATION of real estate in 1898 was $5,463,124; personal property, $1,124,254; total, $6,587,378. Total valuation in 1899 was $6,676,797. State tax (per $1,000), $5·50; county tax (per $1,000), $7·50.

POPULATION in 1890 was 29,556; in 1880 was 29,666. In 1897, according to local figures, the population was 35,000.

URBANA.—{F. E. ENBELING, Supervisor. F. A INGALLS, Clerk.

This town is situated in Champaign County.

Total debt Mar. 1, 1900....$50,000	Tax rate (per $1,000) 1899..$65·00
Tax valuation 1899.....977,161	Population in 1890 was.....4,488
Assessment about 1/5 actual value.	Population in 1899 (est).....7,500

WADE TOWNSHIP.--J. C. VANDERHOOF, Town Clerk.

This township is in Jasper County and includes Newton City.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, July 1, $22,000	'00 to 1914
$1,500 due yearly on July 1.	
Bonded debt Feb. 10, 1900.	$22,000
Interest on the bonds is payable at the Chase Nat. Bank, N. Y. C.	

Tax valuation, real.....	$339,826
Tax valuation, pers'l.....	80,806
Total valuation 1899.....	420,632
Tax rate (per $1,000) 1899.	$58·76
Newton City tax (per M)'99	22·50
Population in 1890 was.....	3,915

WASHINGTON CO.—H. F REUTER, Co. Clerk.

County seat is Nashville. The bonds below described are registered with the State Auditor.

LOANS—	When Due.
RAILROAD BONDS—	
6s, Mar., $90,000	Mar. 1, 1901
$10,000 due yearly)	to Mar. 1, 1909
Total debt Apr. 1, 1899.	$100,000
Assessed valuation, real.	2,417,885

Assess. valuation, pers'l	$543,124
Total valuation 1899...	2,280,047
State & Co. tax (per M) '98.	$16·80
Population in 1890 was.....	19,262
Population in 1899 (est.)....	20,000

WEST LINCOLN.—OSCAR M. KIEST, Clerk.

This township is in Logan County.

LOANS.	When Due.
FUNDING BONDS—	
5s, July 1, $30,000	July 1, 1910
Subject to call at any time.	

Bonded debt Mar. 20. 1900.	$30,000
Assessed valuation 1897..	505,715
Population in 1890 was.....	4,086
Population in 1880 was.....	3,488

INTEREST is payable by the State Treasurer, Springfield.

WHITE CO.—W. A. RAGLIN, Treasurer.

County seat is Carmi. The bonds are all registered with the State Auditor.

The Cairo & Vincennes Railroad bonds have been in litigation for some time, but the matter has been compromised by the county agreeing to pay $16,500 in three annual instalments, to be accepted in full for both principal and overdue interest.

LOANS—	When Due.
CAIRO & VIRCENNES RR.—	
8s, J&J, $17,500	1892
FUNDING BONDS—	
4½s, J&J, $266,000.	July, 1900-'18

Bonded debt Jan. 1, 1900.	$266,000
Assessed valuation, '99..	2,250,000
Population in 1890 was. ...	25,005
Population in 1880 was....	23,087

INTEREST is payable by State Treasurer.

WHITESIDE COUNTY SCHOOL DISTRICT NO. 21.—A. R. HENDRICKS, Treas.

P. O. Sterling.

LOAN—	When Due.
4½s, $40,000	1902 to 1909
($5,000 annually.)	
Bonded debt Mar. 1, 1900.	$40,000

Assessed valuation '99.	$2,036,914
School tax.....	$3·50
Population 1897 (est.).....	10,000

WINDSOR.—A. A. RICKETS, Mayor.

This township is in Shelby County.

LOANS.	When Due.
REFUNDING BONDS—	
5s, ..., $52,000	1899-1918
Bonded debt Aug. 15, '98..	$63,000
Sinking fund.....	11,000

Assessed valuation, real..	$214,196
Assessed val., personal ..	53,011
Total valuation 1897.....	267,207
Population in 1890 was.....	1,926

INTEREST is payable by the State Treasurer, Springfield.

ADDITIONAL STATEMENTS.

In the table below we give statements regarding all civil divisions in the State of Illinois which have registered according to the acts of Feb. 13, 1865, and amendments, and April 16, 1869, and June 27, 1895, an indebtedness of over $25,000, and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

Place.	Bonds Registered.	Interest Rate.	Maturity.	Population.
Arcola Twp., Douglass Co.	$100,000	10	Past due.	3,198
Aurora Twp., Kane Co.	48,000	10	Various.	22,258
Blue Ridge Twp., Piatt Co.	28,100	7	Var. to 1905	1,925
Bourbon Twp., Douglass Co.	35,000	10	.....	1,665
Bowdre Twp., Douglass Co.	30,000	10	.....	1,896
Bruce Twp., La Salle Co.	28,000	10	Past due.	12,261
Bushnell Twp., McDonough Co.	30,000	5	1918	2,712
Capital Twp., Sangamon Co.	66,000	4	1900 & 1911	24,963
Concord Twp., Iroquois Co.	25,000	10	Past due.	1,086
Delavan Twp., Tazewell Co.	38,000	5 & 5½	1900-1910	2,140
Elwood Twp., Vermilion Co.	30,000	5¼	July 1, 1902	2,748
Embarras Twp., Edgar Co.	25,000	10	.....	1,729
Essex Twp., Stark Co.	27,500	6	Var. to 1909	1,210
Estabrook Special Drainage District, McLean Co.	72,000	7	Past due.	.....
Ganeer Twp., Kankakee Co.	27,500	5 & 6	Var. to 1916	1,471
Goose Creek Twp., Piatt Co.	33,000	5	Var. to 1909	1,610
Johnson County	33,500	8	Past due.	15,013
Kansas Twp., Edgar Co.	30,000	7	Jan. 1, 1900	1,983
Kendall County	45,000	10	Various.	12,106
Lacey Levee and Drainage District, Fulton Co.	46,000	6	1903-1916	.....
Lee Co., Inlet Swa'p. Dr'n. Dis.	49,500	6	1906-1912	.....
Little Beaver Special Drainage Dis., Iroquois & Kankakee Co.	30,000	6½	1899-1911	.....
Lowe Twp., Moultrie Co.	30,000	10	Past due.	1,470
Marshall Twp., Clark Co.	26,000	6	Optional.	2,931
Meredosia Levee District, Rock Island and Whiteside Cos.	27,500	6	1899-1906	.....
Momence Twp., Kankakee Co.	36,000	5	Dec. 1, 1917	1,545
Monroe County	100,000	4½	†1897-1913	12,948
Mt. Morris Twp., Ogle Co.	96,900	5 & 10	Var. to 1910	1,875
Mt. Vernon Twp., Jefferson Co.	25,000	6	July 1, 1907	4,696
Ohio Twp., Bureau Co.	59,400	6	Aug. 21, 1901	1,197
Onargo, Douglass & Danforth Twps., S. D. D. No. 1, Iroq. Co.	50,000	6	July 1, 1901	.....
Oquawka City, Henderson Co.	32,356	6	Past due.	.....
Osceola Twp., Stark Co.	40,000	6	Var. to 1909	1,484
Oswego Twp., Kendall Co.	50,000	10	Various.	1,538
Ottawa Twp., La Salle Co.	150,000	10	Various.	9,464
Peoria Twp., Peoria Co.	98,000	5	†1900 1910	43,254
R. & W. Twp. 4, S., Randolph Co.	50,000	8	Past due.	.....
Richland Twp., Shelby Co.	95,000	6 & 10	.....	1,241
Robinson Twp., Crawford Co.	30,000	6	Sept. 1, 1904	2,990
Shelbyville Twp., Shelby Co.	25,000	6	Apr. 1, 1900	1,058
Toulon Twp., Stark Co.	28,500	6	Var. to 1908	2,579
Union Co.	50,000	8	Past due.	21,549
Wabash Co.	35,000	6	Var. to 1901	11,866

INDEBTEDNESS OF OTHER PLACES.

	Bonded debt.	Float'g Debt.	Assessed valuation.	Tax Rate per M.	Population.
Aroma Twp., Kankakee Co.	$18,000	$1,000	$233,268	$47·50	1,093
Blue Island, Cook Co.	25,000	.....	507,000	.....	2,521
Canton Sch. D., Fulton Co.	38,000	.....	941,761	.....	*10,000
Champaign Tp., Champaign County	77,000	.....	1,957,470	.....	6,619
Clinton County.	17,000	.....	2,529,911	11·70	17,411
De Kalb, De Kalb County.	29,000	300	648,473	66·70	5,161
Effingham City, Effing. Co.	24,000	.....	.....	.....	3,260
Freeport Sch. Dist.	46,500	.....	2,279,000	.....	*15,000
Gibson City, Ford Co.	20,000	1,200	234,424	49·80	1,803
Hamilton County	255,000	.....	1,210,393	.....	17,800
Kane County	135,000	.....	56,153,680	9·00	65,061
Lawrence County	2,500	13,500	.....	14·20	*16,000
Litchfield City, Montgom'y County	31,000	2,000	469,900	21·11	5,811
Rushville, Schuyler Co.	14,000	.....	329,491	.....	2,031
Streator Sch. Dist. No. 6.	16,000	.....	1,184,000	38·00	.....
Warsaw (City), Hancock Co.	23,000	.....	271,461	....	2,721
Waverly, Morgan Co.	26,000	.....	179,144	20·10	2,819
Whitehall (City), Greene Co.	13,200	.....	264,699	.....	*2,500
Wild Cat Spec. Drain. Dist. Champaign Co.	25,000	.....	.....	.....	.....
Williamson Co.	80,000	.....	1,668,948	7·50	22,226

† Subject to call at earlier date. * Later estimate.

State of Michigan.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act Jan. 11, 1805) -	June 30, 1805
Admitted as a State (Act June 15, 1836) -	Jan. 26, 1837
Total Area of State (square miles) - - - -	58,915
State Capital - - - - - - - -	Lansing
Governor (term expires Jan., 1901) -	Hazen S. Pingree
Secretary of State (term ex's Jan., 1901)	Justus S. Stearns
Treasurer (term expires Jan., 1901) - -	Geo. A. Steel

Legislature meets biennially in odd years the first Wednesday in January, and there is no limit to the length of sessions, excepting special sessions, in which the pay of members is limited to 20 days.

HISTORY OF DEBT.—The historical details of Michigan's State debt will be found in the STATE AND CITY SUPPLEMENT of April, 1894, page 98. In 1864 the State Treasurer reported the funded debt at $3,880,399, and $1,450,472 additional "Trust fund debt." The bonded debt July 1, 1899, consisted of $500,000 war loan bonds (1898) and $19,000 of "past-due part paid $5,000,000 loan bonds" adjustable at $578·57 per $1,000, amounting to $10,992·83, which have never been presented for payment and bear no interest. These latter bonds must be presented for payment prior to May 31, 1900, or be forfeited to the State. The "Trust fund debt" on the same date amounted to $6,120,003 56.

LOANS.		—Interest— P. ct.	Payable.	—Principal— When Due.	Outstanding.
War loan	1898	3½	M & N	May 1, 1908	$208,700
	Subject to call after May 1, 1903				
do do	1898	3	M & N	May 1, 1908	291,300
	Subject to call after May 1, 1903				

EQUALIZED VALUATION.—Since 1856 the equalized valuation has been determined only once in five years. The following shows the equalized valuation and tax rate for State purposes for every fifth year since 1846.

Year.	Equalized Val.	Tax Rate.	Year.	Equalized Val.	Tax Rate.
1896	$1,105,100,000	$1·41	1866	$307,965,843	$1·889
1891	1,130,000,000	1·277	1861	172,055,809	2·697
1886	945,450,000	1·272	1856	137,663,009	0·472
1881	810,000,000	1·411	1851	30,976,270	3·421
1876	630,000,000	1·144	1846	29,369,065	2·50
1871	630,000,000	1·201			

In 1896 the *assessed valuation* of real estate was $805,553,976; personal property, $140,455,965; total valuation, $946,009,941.

DEBT LIMITATION.—Michigan, as noted in our history of the State's debt, started its career as a State in January 1837, when the whole land was buoyant over its inflated enterprises carried on at public expense. So to be abreast with the times, instead of putting any limit on the power of the State to create debt, it put into its Constitution a notice to the Legislature to go to work at once and make provision for "ascertaining the proper objects of improvement in relation to roads, "canals and navigable waters," that the money might be raised and these improvements might be prosecuted with as little delay as possible.

That was the spirit which ruled and the condition which prevailed in 1837. In 1850 Michigan made and adopted another Constitution. During the years which intervened the people had gained a wide experience and had evidently profited by it. Hence we find them at the latter date showing a purpose to make an instrument in its financial features about as dissimilar from the one it was to supplant as it could well be. Nothing will illustrate this change in spirit and purpose more clearly than the following limitations respecting the creation of State indebtedness which were inserted. These sections are all found in article 14 of the 1850 Constitution, which Constitution is still in force.

SECTION 3. The State may contract debts to meet deficits in revenue. Such debts shall not in the aggregate at any one time exceed fifty thousand dollars. The moneys so raised shall be applied to the purposes for which they were obtained or to the payment of the debts so contracted.

SECTION 4. The State may contract debts to repel invasion, suppress insurrection or defend the State in time of war. The money arising from the contracting of such debts shall be applied to the purpose for which it was raised or to pay such debts.

SECTION 6. The credit of the State shall not be granted to or in aid of any person, association or corporation.

SECTION 7. No scrip, certificate, or other evidence of State indebtedness shall be issued except for the redemption of stock previously issued or for such debts as are expressly authorized in this Constitution.

SECTION 8. The State shall not subscribe to, or be interested in the stock of any company, association or corporation.

SECTION 9. The State shall not be a party to, or interested in, any work of internal improvement, nor engage in carrying on any such work except in the expenditure of grants to the State of land or other property.

The foregoing sections appear to cover every branch and phase of the subject; and compared with the Constitution of 1837 what a contrast they afford!

Cities and villages, however, were left by the 1850 instrument to the discretion of the Legislature in the matter of restrictions upon their borrowing power. The provision which relates to this subject is found in Article 15, Section 13, and is as follows:

SECTION 13.—The Legislature shall provide for the incorporation and organization of cities and villages, and shall restrict their powers of taxation, borrowing money, contracting debts and loaning their credit.

In the exercise of the power granted by this section the Legislature has passed general laws governing the incorporation, taxation and bonding of cities and villages. With regard to cities the chief provisions with respect to taxation and bond issues will be found in the second volume of the 1890 revision of Howell's Annotated Statutes of Michigan. Chapter 22, on "Finance and Taxation," pages 629 to 702, Sections 2693 to 2730. The sections which mainly cover these points are the following—we give the substance not the words of the section:—

Taxes, *And in what amount they can be laid,* are defined in Section 2697 to Section 2701.

Section 2697 provides that the maximum amount which the council may raise by general tax for all general purposes (except schools and school house purposes and except as otherwise provided below) shall not exceed in any one year –

In cities having a population not over 6,000 .....1¼ per cent
In cities larger than 6,000 but not over 9,000.....1½ per cent
In cities larger than 9,000 but not over 14,000.....1¾ per cent
In cities having more population than 14,000.....2 per cent

SECTION 2698 provides that the council may also raise in each street district not exceeding one fourth of one per cent.

SECTION 2699 provides that in addition to above the council may raise by special assessment in sewer and in special assessment districts for improving streets and constructing sewers (chargeable on lands in district according to frontage or benefits) not exceeding in one year 5 per cent.

SECTION 2700 provides that a tax of not more than two dollars per year may be levied upon each lot or premises drained by a private sewer or drain leading into a public sewer or drain.

SECTION 2701 provides that the council may also raise such further sum, not exceeding three mills on the dollar of assessed valuation, as may be necessary to provide an interest and sinking fund to pay funded debt.

Loans, *When allowed and amount indicated.*

SECTION 2,709. Provides that no public work shall be contracted or commenced until a tax shall have been levied to pay cost.

SECTION 2,710. Instead of levying a tax for whole amount authorized by this act in any year for the general and street district funds, the council may raise part by tax and part by loan—the aggregate of both not exceeding amount for which tax might have been levied in the year.

SECTION 2,711. Council also authorized to raise moneys by loan in anticipation of receipts from special assessments.

SECTION 2,712. If any greater amount is required for erecting public buildings, or for purchase of ground for same, or for other public improvements or purposes than can be raised by the council under the foregoing provisions, such amount may be raised by tax or loan or partly by tax and partly by loan *if authorized by a majority vote of the electors voting upon* the question at an annual city election. The amount that may be so raised in any year shall not exceed two per cent of assessed valuation.

SECTION 2,713. The proposition to raise such additional amount must be submitted by an ordinance distinctly stating the purpose of proposed expenditure, the amount proposed, and whether to be raised by tax or loan. Such ordinance shall be passed, published in one newspaper of city, and copies posted in five most public places in each ward of city, at least two weeks before the election—vote shall be by ballot.

SECTION 2,717. No loans made exceeding amounts prescribed in this act. For loans lawfully made bonds of the city may be issued bearing a legal rate of interest. Record to be kept by city clerk. When deemed necessary by council new bonds may be issued in place of former bonds falling due. Each bond shall show upon its face the class of indebtedness to which it belongs and from what fund payable.

The foregoing provisions apply to cities. The law relating to villages with reference to the same subject is so nearly of a like character as not to need reciting.

POPULATION OF STATE.—The population of Michigan has been as follows in the years named:

1894	2,241,000	1860	749,113	1830	31,639
1890	2,093,889	1850	397,654	1820	8,765
1880	1,636,937	1840	212,267	1810	4,672
1870	1,184,059				

From 1860 to 1870 increase was 434,946, or 58·06 per cent; from 1870 to 1880, 452,878, or 38·25 per cent; from 1880 to 1890, 456,952, or 27·92 per cent.

CITIES, COUNTIES AND TOWNS IN THE STATE OF MICHIGAN.

NOTE—*For places not given in alphabetical order among the following statements, see "Additional Statements" at the end of this State.*

ALBION.—Albion is in Calhoun County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
..., ..., $14,000	1900 to 1906
($2,000 due yearly.)	
WATER BONDS—	
5s, J&J, $50,000	July 1, 1919
5s, Oct., 5,000	Oct. 25, 1903
(Part due yearly) to 1905	

Total debt Mar. 1, 1900.. $69,000
Water debt included..... 55,000
Assessed valuation 1899. 1,850,000
Assessment about ⅔ actual value.
Tax rate (per $1,000) '99...$29·00
Population in 1900 (est.).....5,000
Population in 1890 was.....3,763

INTEREST on land bonds payable in Chicago; water bonds of 1919 in New York; water bonds of 1903, etc., in Albion.

TAX FREE.—All of the bonds are exempt from taxation.

ANN ARBOR.—J. E. HARKINS, Clerk.

The city is in Washtenaw County.

LOANS—	When Due.
SEWER BONDS—	
5s, ..., $18,000	Dec. 1, 1900
($2,000 yearly.)	to Dec. 1, 1908
5s, ... , 10,324	Mar. 1, '99 '01
PAVEMENT BONDS—	
5s, $30,239	March, 1899-1902

Bonded debt Jan. 1, '99.. $73,064
Assessed valuation '98..7,136,620
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1898..$14·62
Population in 1890 was..... 9,431
Population in 1899 (est.)...15,000

INTEREST is payable in Ann Arbor.

OPTIONAL—All bonds are subject to call.

BATTLE CREEK.—GEO. W. HAMM, Recorder.

This city is in Calhoun County.

LOANS—	When Due.
SEWER BONDS—	
5s, M&N, $10,000	May 1, 1907
5s, ... 10,000	Oct. 16, 1908
5s, M&S, 10,000	Sept. 1, 1909
5s, ... 10,000	Oct. 10, 1910
4s, ... 10,000	Sept. 1, 1911
3½s, ... 10,000	Sept. 1, 1913
PAVING BONDS—	
5s, M&S, $30,000	1918 to 1920
($10,000 annually on Sept. 1.)	
WATER WORKS BONDS—	
5s, M&S, $30,000	Sept. 1, 1915
($10,000 due y'ly) to Sept. 1, 1917	
WATER WORKS BONDS—(Con.)	
4½s, F&A, $60,000	Sept. 1, 1900
($10,000 due y'ly) to Sept. 1, 1905	

Total debt Sept. 1, 1899. $180,000
Water debt (included)... 110,000
Tax valuation, real 3,983,942
Tax valuation, persona'l.1,016,058
Total valuation 1896....5,000,000
Assessment about ½ actual value.
Total tax (per $1,000).....$29·60
Population in 1894 was....15,522
Population in 1890 was....13,197

INTEREST on the 4½ per cent water bonds is payable in Detroit and on the 5 per cent water bonds at the National Park Bank, New York; on sewer bonds in New York.

BAY CITY.—GEO. F. AMBROSE, Comptroller.

Bay City is in Bay County. The debt was principally incurred for water, but the water revenue does not fully meet the interest on the water bonds.

LOANS—	When Due.
CITY HALL BONDS—	
5s, M&N, $25,000	May 1, 1909
4s, J&D, 25,000	June 1, 1907
4s, J&D, 25,000	June 1, 1912
4s, J&D, 25,000	June 1, 1922
4s, J&J, 25,000	July 1, 1925
4s, J&J, 25,000	July 1, 1930
4s, ..., 35,000	July 1, 1928
BRIDGE BONDS—	
5s, M&S, $25,000	Sept. 1, 1920
4s, J&J, 48,000.	July 1, 1904 to
($12,000 every five years)	1919
LOCAL IMPROVEMENT BONDS—	
5s, ..., $30,000	1900 to 1902
($10,000 annually on July 1.)	
5s, June, $49,500	June 1, 1901
($16,500 due y'rly) to June 1, 1903	
4s, ..., $49,500	July 1, 1902-'04

LOANS—	When Due
WATER-WORKS BONDS—	
8s, M&S, $60,000	Mar. 1, 1901
($20,000 due yea'ly to Mar. 1, 1903	
8s, F&A, $19,000	Feb. 16, 1904
8s, F&A, 80,000.	Feb. 16, 1905 to
($10,000 due yea'ly)	Feb. 16, 1912
8s, A&O, $20,000	Apr 15, 1913
5s, M&N, 25,000	May 1, 1906
5s, M&N, 25,000	May 1, 1911
5s, M&N, 12,500	May 1, 1917
5s, M&N, 12,500	May 1, 1918
4s, A&O, 20,000	Oct. 1, 1925
4s, A&O, 20,000	Oct. 1, 1921
4s, , 20,000	Oct. 15, 1927
REFUNDING WATER BONDS—	
4s, Oct., $18,000	Oct. 1, 1928
4s, Mar., 20,000	Mar. 1, 1930

INTEREST on the 8 per cent water bonds is payable at the City Treasury; on all other bonds at New York City.

TAX FREE.—All bonds issued by this city are exempt from taxation.

TOTAL DEBT, ETC.—Total bonded debt Jan. 1, 1900, was $699,500; water debt, included in total debt, $352,000. The city has no floating debt.

ASSESSED VALUATION.—In 1899 the assessed valuation (which is 70 per cent of actual value) of real estate was $8,350,960; personal property, $2,141,623; total, $10,492,583; total tax rate (per $1,000), '98, $25·47. The value of city property in '99 was $1,458,594.

POPULATION.—The population in 1890 was 27,839; in 1880 it was 20,693. Population in 1894, 30,043.

BAY CO.—W. D. RICHARDSON, Deputy Clerk. CHAS J. SMITH, Treasurer.

County seat is Bay City.

LOANS—	When Due.
BRIDGE BONDS—	
..., ..., $75,000	1903
..., ..., 60,000	1906
COUNTY BONDS—	
5s, J&D, $38,000	Dec. 15, 1907
5s, J&D, 38,000	Dec. 15, 1908
5s, J&D, 39,000	Dec. 15, 1909
STONE ROAD BONDS—	
..., Aug., $60,000	1903
4s, Refund'g, $50,000	Aug. 1, 1922
4s, do 50,000	Aug. 1, 1927

Total debt Feb. 20, 1900 $410,000
Tax valuation, real..... 16,345,997
Tax valuation, personal 2,711,348
Total valuation 1899... 19,057,345
Assessment about ⅔ actual value.
State & Co. tax (per M) '98. 6·02
Population in 1894 was..... 61,304
Population in 1899 (est.)... 64,000

BIG RAPIDS.—The city of Big Rapids is in Mecosto Co.

LOANS—	When Due.
NEW WATER BONDS—	
4½s, J&J, $30,000	Jan. 1, 1903
BRIDGE BONDS—	
5s, F&A15, $15,000	Aug. 15, 1904
5½s, M&S, 15,000	Sept. 1, 1907
RAILROAD BONDS—	
5s, Feb. 1, $15,000	Feb., 1908
EXP. & IMP. BONDS—	
5s, ..., $9,000	

GENERAL EXPENSE BONDS—
4½s, J&J, $5,000..... Jan. 1, 1911
Total debt Jan. 1, 1898.. $84,000
Water debt included..... 30,000
Tax valuation, real..... 994,502
do personal..... 171,125
Total valuation 1897.... 1,165,627
Assessment abt. ⅔ & ⅓ value.
Total tax per $1,000..... 32·90
Population in 1897..... 5,529
Population in 1890 was..... 5,303

INTEREST on water-works bonds is payable in Detroit, on bridge bonds in Chicago and Boston, on railroad bonds in New York, on improvement bonds in Toledo, and on general expense bonds in Cleveland.

CHEBOYGAN.—JAMES F. MALONEY, Mayor. GEORGE N. CASE, Clerk.

This city is in Cheboygan County.

LOANS—	When Due.
SCHOOL BONDS—	
..... $30,000	
WATER WORKS BONDS—	
5½s, A&O, $4,500	Oct. 1, 1900
5s, A&O, 6,000	Oct. 1, 1902
5s, A&O, 6,500	Oct. 1, 1906
5s, J&D, 7,000	1908
5s, Aug. 1, 33,000	July 2, 1914

REFUNDING WATER B'DS—
5s, ..., $5,000..... 1911
Total debt Feb. 17, 1899 $91,000
Water debt included..... 61,000
Tax valuation, real..... 1,097,115
Tax valuation, personal. 378,975
Total valuation 1896.... 1,476,099
Actual valuation (est.)... 2,800,000
Population in 1890 was..... 6,235
Population in 1894 was..... 6,956

INTEREST on the water-works bonds is payable in New York, Detroit and Sheboygan.

CHIPPEWA CO.—WM. M. SNELL, Clerk.

County seat is Sault de Ste. Marie.

ROAD BONDS—	
...., $100,000	June 15, 1910
REFUNDING BONDS -	
...., $35,000	Apr. 15, 1904
5s, J&D, $40,000	June 1, 1912

Bond. debt, Mar. 1, 1900. $175,000
Assessed valuation '99. $6,701,014
State & Co. tax (per M) '99. $10·94
Population in 1890 was..... 12,019
Population in 1900 (est.)... 20,000

COLDWATER.—P. H. SWEENEY, Clerk.

This city is in Branch County.

LOANS—	When Due.
ELECTRIC LIGHT BONDS	
5s, F&A, $6,000	Aug. 1, 1900
($3,000 due yearly) to	Aug. 1, 1901
SCHOOL BONDS—	
5s, May 1, $6,500	Mar. 1, 1901
($3,000 due yearly) to	Mar. 1, 1902
WATER BONDS—	
5s, A&O, $70,000	Oct. 1, 1901
($7,000 due yearly) to	Oct. 1, 1910

Bonded debt Jan. 1, 1900 .$85,500
Water debt, included.... 70,000
Valuation, real..... 2,077,055
Valuation, personal..... 927,045
Total valuation 1899.. 3,004,100
Total tax (per $1,000) '99.. $21·19
City tax proper..... 9·10
School tax..... 6·02
Population in 1890 was..... 5,247
Population in 1900 (est.)..... 6,500

DETROIT.—WILLIAM C. MAYBURY, Mayor. FRANCIS A. BLADES, Comptroller.

Detroit is situated in Wayne County.

LOANS—	When Due.
BOULEVARD IMP. BONDS—	
4s, J&J, $200,000	July 1, 1921
4s, M&S, 200,000	Sept. 1, 1922
4s, M&N, 100,000	Nov. 1, 1923
PARK AND BOULEVARD BONDS—	
4s, M&S, $100,000	Sept. 1, 1921
4s, J&J, 105,000	July 15, 1922
4s, F&A, 25,000	Aug. 1, 1924
PARK IMPROVEMENT BONDS—	
4s, M&S, $100,000	Mar. 1, 1920
4s, A&O, 100,000	Apr. 1, 1921
4s, F&A, 100,000	Aug. 1, 1922
4s, J&J, 100,000	Jan. 9, 1924
3½s, M&S, 150,000	Mar. 1, 1930
PUBLIC IMPROVEMENT BONDS—	
3·65s, J&J, $100,000	Jan. 1, 1918
3½s, F&A, 30,000	Feb. 1, 1911
3½s, J&D, 100,000	Dec. 1, 1916
3½s, J&D, 270,000	Dec. 31, 1916
4s, J&J, 50,000	July 1, 1926
PUBLIC BUILDING BONDS—	
4s, A&O, $38,000	Apr. 1, 1929
PUBLIC LIGHTING BONDS—	
4s, J&J, $600,000	Jan. 2, 1924
4s, J&J 50,000	July 1, 1926

SCHOOL BONDS—
4s, A&O, $450,000... Apr. 2, 1924
4s, F&A, 150,000... Feb. 1, 1925
3½s, J&J, 156,000.... July 1, 1929
PUBLIC SEWERS—
4s, J&D, $200,000.. June 1, 1918
4s, A&O 260,000.. Oct. 1, 1919
4s, J&J, 240,000.. July 1, 1920
4s, A&O, 500,000.. Apr. 1, 1922
4s, M&S, 150,000.. Mar. 3, 1924
4s, J&J, 100,000.. July 2, 1924
4s, F&A, 160,000.. Feb. 1, 1925
4s, M&S, 90,000.. Mar. 2, 1926
3½s, A&O, 100,000.. Oct. 1, 1906
WATER BONDS issued by Commissioners on city's credit—
7s, F&A, $50,000.... Aug. 1, 1902
7s, F&A, 50,000.... Aug. 1, 1903
7s, F&A, 41,000.... Feb. 1, 1904
7s, F&A, 244,000.... Aug. 1, 1904
7s, J&D, 149,000.... June 1, 1905
6s, J&D, 199,000.... June 1, 1906
4s, J&J, 100,000... Jan. 10, 1925
REFUNDING WATER BONDS—
3½s, g, F&A, $200,000. Feb. 1, 1930

INTEREST is payable in New York City at the current official bank or at the office of the City Treasurer.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Mar. 1, 1900.	July 1, '99.	July 1, '98.	July 1, '97.
General bonded debt	$5,074,000	$4,868,000	$4,830,000	$4,837,000
Sinking funds.....	1,529,851	1,571,598	1,483,144	1,347,277
Net general debt..	$3,464,149	$3,296,402	$3,346,856	$3,489,723
Net special debt.....	303,178	320,763	298,042	304,812
Total net debt....	$3,767,327	$3,617,165	$3,644,898	$3,794,535
Water debt (add'n'l)..	$1,033,000	$1,033,000	$1,033,000	$1,033,000

The sinking fund consists of cash and city bonds.

Month and Year.	Gross Debt.	Sinking Fund.	Net Debt.
1900, Mar. 1.....	$5,074,000	$1,529,851	$3,464,149
1899, July 1.....	4,868,000	1,571,598	3,296,402
1898, July 1.....	4,830,000	1,483,144	3,346,856
1897, July 1.....	4,837,000	1,347,277	3,489,723
1896, July 1.....	4,915,000	1,376,516	3,538,483
1895, July 1.....	4,825,000	1,223,203	3,601,796
1890, July 1.....	1,634,500	745,274	889,225
1880, July 1.....	1,360,400	528,627	831,772
1875, Feb. 1.....	1,081,900	121,285	960,614
1870, April 1.....	704,283	37,252	667,030

CITY PROPERTY.—The city owns property free from all encumbrance which was valued on July 1, 1899, at $21,684,539 43.

ASSESSED VALUATION.—The city's assessed valuation (about ¾ actual value) and tax rate have been as follows in the years named:

	Assessed Valuation.			Tax Rate
Years.	Real.	Personal.	Total.	per $1,000.
1899..	$171,343,730	$45,627,270	$216,971,000	$16·33*
1898..	169,087,260	38,549,600	207,636,860	15·99*
1897..	165,836,780	40,989,090	206,825,870	17·68*
1895..	162,554,510	47,031,820	209,586,330	15·70
1890..	123,391,610	38,436,960	161,828,570	15·73
1885..	87,536,645	28,713,300	116,249,945	10·77
1880..	64,556,085	19,867,705	84,363,790	11·83

* Average.
The tax rate includes that for city, school, police and highway.

DEBT LIMIT—The charter limit of bonded debt is 2% of asses. val

POPULATION.—In 1894 the population was 237,778; in 1890 it was 205,876; in 1880 it was 116,340; in 1870 it was 79,577. Population in 1899 (estimated) was 350,000.

ESCANABA.—The city of Escanaba is in Delta County.

LOANS—	When Due.
SCHOOL BONDS—	
5s, ann., $21,000	July 1, 1920
5s, J&J, 15,000	1909, '14 & '19
Interest payable at Escanaba.	

Tax valuation 1894.... $1,111,250
Real valuation..... 3,500,000
Population in 1894 was..... 8,124
Population in 1890 was..... 6,808
Population in 1880 was..... 4,335

GLADSTONE—D. C. MCINTYRE, Clerk.

This city is in Delta County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, ..., $35,000	May 1, 1919
Water 6s, 3,000	.....
School 5s, 15,000	20-year
Elec. light 6s, 7,000	20-year
Judgment 6s, 14,000	20-year
Other issues 5,000	.....

Bonded debt Feb. 24, 1900. $79,000
Water debt (included)..... 38,000
Assessed valuation 1900.. 357,110
Tax rate (per $1,000) 1899. $84·00
Population in 1890 was..... 1,337
Population in 1900 was..... 3,500

GRAND HAVEN.—THOS. E. KIRBY, Clerk.

This city is in Ottawa County.

LOANS—	When Due.
ELECTRIC LIGHT BONDS—	
5s, ..., $10,000	.....
RAILROAD AID BONDS—	
5s, A&O, $15,000	June 1, 1900
5s, A&O, 17,000	June 1, 1905
WATER BONDS—	
5s, J&J, $,000.	Jan., 1901 & 1902
5s, J&J, 4,000	Jan. 1, 1903

WATER BONDS—(Con.)—
5s, A&O, $1,508..... Apr. 1, 1904
Total debt Jan. 10, 1900. $53,508
Sinking fund..... 15,000
Total valuation 1899.... 1,107,870
Assessment abt. ½ actual value.
Total tax (per $1,000) '99.. $32·30
Population in 1894 was..... 5,270
Population in 1896 (est.)..... 5,000

INTEREST on the railroad bonds is payable at New York; on the court-house bonds at Grand Haven; on $1,508 of the water bonds at Grand Haven and on the remaining $10,000 at New York.

GRAND RAPIDS.—LEO A. CARO, Comptroller. ISAAC F. LAMOREAUX, Clerk.

The city of Grand Rapids is in Kent County.

LOANS—	When Due.
CITY HALL BONDS—	
5s, J&J, $150,000	July 1, 1904
FUNDING BONDS—	
4s, M&N, $150,000	May 1, 1905
MARKET SITE BONDS—	
4s, ..., $75,000	May 2, 1916
SCHOOL BONDS—	
5s, Var., $37,000	1900 to 1904
4½s, J&D, 25,000	June 1, 1906
4½s, J&D, 25,000	June 1, 1908
4½s, J&D, 23,000	June 1, 1909
4½s, J&D, 12,000	June 1, 1910
4½s, A&O, 55,000	Oct. 1, 1911
4½s, J&D, 28,000	June 1, 1912
4s, ..., 60,000	1906-1910

ELECTRIC LIGHT BONDS—
4s, ..., $125,000..... May, 1917
STREET IMPROVEMENT—
5s, M&N, $100,000... 1900 to 1901
($50,000 annually on May 1.)
5s, M&N, $150,000.... May 1, 1900
($50,000 due yearly) to May 1, 1902
4s, M&N, $200,000.. May, '00 to '04
WATER BONDS—
5s, M&S, $150,000.... Sept. 1, 1908
5s, M&N, 80,000.... May 1, 1909
4½s, J&J, 300,000.... Jan. 1, 1912
4½s, A&O, 225,000.... Oct. 1, 1913
4s, J&D, 100,000.... June 1, 1915

INTEREST on the water bonds, city hall bonds, electric-light bonds and funding bonds is payable at New York; on other bonds at Grand Rapids.

TOTAL DEBT, ETC.—The total bonded debt on Aug. 1, 1899, was $2,097,500, of which $855,000 was water debt. The city has no floating debt. Sinking fund, $151,000.

TAX FREE.—All bonds of this city are exempt from taxation.

ASSESSED VALUATION of real estate in 1899 was $22,079,095; personal property, $5,692,092; total, $27,771,186; total tax rate (per $1,000) '99, $31·70. In 1896 the total assessed valuation was $27,735,535 and in 1893 it was $24,000,000. Property is assessed at about ¼ of its actual value.

POPULATION.—The population in 1894 was 79,438; in 1890, 60,278; in 1880, 32,016; in 1870, 16,507; in 1899 (estimated), 100,000.

HIGHLAND PARK.—J. WILLIAM BRENKERT, Clerk.—This village is in Wayne County.

Water bonds..... $22,500
Electric-light bonds..... 2,500
Sewer bonds..... 60,000
Bonded debt Mar. 26, 1900. 105,000
Floating debt (addit'nal). $3,000
Assess'd valuation '99.... 2,207,000
Village tax (per $1,000) '98.. $5·50
Population in 1898 (est)..... 550

HOLLAND.—GERM. W. MOKMA, Mayor. WM. O. VAN EYCK, City Clerk.

This city is in Ottawa County.

FIRE DEPT. BONDS—	
5s, Ann., $2,500	Feb. 1, 1909
WATER BONDS—	
5s	$18,000 Feb. 1, 1908
Additional water bonds..	$40,950
Electric-light bonds.....	24,000
Tot. bond. debt Feb., 1900	85,450

Tax valuation 1899.... $1,429,156
Assessm't abt. 45 p. c. actual value.
Total tax (per $1,000) '99.. $35·00
Population in 1898 (est.)..... 9,000
Population in 1890 was..... 3,945

TAX FREE.—All bonds of this city are exempt from taxation.

IRON MOUNTAIN.—This city is in Dickinson County.

LOANS.	When due.
SCHOOL BONDS—	
6s, M&S, $3,000	May 1, 1900
6s, M&N, 16,000	May 1, 1912
6s, J&D, 15,000	June 1, 1916
6s, ..., 13,500	.....

CITY BONDS—	
6s, July, $10,000	1901
..s, ... 20,000	1906
Total debt 1897	$71,000
Population in 1890 was	8,599
Population in 1894 was	7,640

INTEREST is payable at the city treasury and in New York City GOLD.—School bonds payable in gold.

IRONWOOD.—This city is in Gogebic County.

LOANS—	When Due.
CITY BONDS—	
6s, J&J 5, $10,000	Jan., 1901
Bonded debt Mar. 1, 1900.	$10,000
Floating debt	67,886
Total debt Mar. 1. 1900	77,886

Assessed valua'on real	$4,089,107
Assessed valuation per.	154,680
Total valuation 1899	4,243,787
Tax rate rate (per M) '99	$36·38
Population in 1890 was.	7,745
Population in 1899 (est.)	9,800

ISHPEMING.—This city is in Marquette County.

Bonded debt Mar 23, '99.	$128,500
Ass'd valuation 1899	3,570,230
Population in 1899 was	13,000
Population in 1890 was	11,197

JACKSON.—W. J. CALDWELL, Recorder.

This city is the capital of Jackson County.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Public building bonds	5	M & S	Nov. 15, 1907	$65,000
Paving bonds	4½	July 15	July 15, 1900-'03 $2,600 yearly.	10,400
do do	4½	J & J	July 15, 1913	8,500
Waterworks bonds	8	M & S	Sept. 1, 1900	10,000
Water works bonds, &c.	5	M & S	Sept. 1, 1904	75,000
Water extension, 1892	5	J & J	1908-1911	70,000
do do 1898.	4½	J & J	July 15, 1914	10,000
Water ext'n and connect'n.	5	M & S	Sept. 1, 1912	20,000
Refunding water bonds	5	M & S	1901 to 1904 $10,000 on Sept. 1.	40,000
Intersection bonds	5	.....	Sept. 1901-2-3	15,000

INTEREST on the water bonds due in 1904 is payable in N. Y. and Detroit; on all other issues in New York.

TOTAL DEBT, ETC.—The total bonded debt on Mar. 1, 1899, was $324,040, of which water debt was $235,000. Special assessment debt (additional), $20,740.

TAX VALUATION in 1899 of real estate was $5,934,885; of personal property, $1,054,660; total, $6,989,545. Property is assessed at about one-third of its actual value. The total city tax per $1,000 for 1899 is $19·00.

POPULATION.—The population in 1890 was 20,798; in 1880 was 16,105; in 1870 was 11,447; in 1899 estimated at 28,000.

LANSING.—CHAS. J. DAVIS, Mayor. HIRAM C. HEDGES, Treasurer.

Lansing, the capital of Michigan, is in Ingham County.

LOAN—	When Due.
BRIDGE BONDS—	
5s, J&D, $10,000	July 1, 1903
5s, J&D, 15,000	July 1, 1908
5s, M&S, 25,000	1906-1914
Optional after 1906.	
4s, J&J, $25,000	1911-1915
CITY HALL—	
5s, M&S, $75,000	1909 1914
Optional after 1906.	
4s, J&J, $50,000	1910-1916
ELECTRIC-LIGHT BONDS	
5s, J&D, $60,000	July 1, 1913
($20,000 ev'y 5 yrs.) to	July 1, 1923

LOANS	When Due.
PAVING BONDS—	
5s, Oct., $20,000	1900-'01
($10,000 due yearly)	
4½s, Jan., $10,000	Jan. 15, 1903
4½s, Jan., 20,000	Jan. 15, 1905
SCHOOL BONDS—	
5s, A&O, $30,000	1900-1905
WATER WORKS BONDS—	
4½s, J&J, $25,000	May 1, 1905
4½s, J&J, 25,000	May 1, 1910
4½s, J&J, 25,000	May 1, 1915
4s, J&J, 25,000	May 1, 1900
4s, J&J, 25,000	July 1, 1920

INTEREST on the water bonds due in 1920 and $5,000 electric bonds due in 1913 is payable at Lansing; on all other bonds at N. Y.

TOTAL DEBT, ETC.—The total bonded debt on Feb. 20, 1900, was $435,000, of which water debt was $125,000. The floating debt on Feb. 20, 1900, was $12,800, but has since been paid off.

ASSESSED VALUATION in 1898 of real estate was $6,386,849; personal property, $1,083,565; total, $7,470,414; total tax rate (per $1,000), $23·76. Property is assessed at about ¾ of its actual value.

POPULATION.—The population in 1890 was 13,102; in 1880 was 8,319; in 1870 was 8,319; in 1895 (State census) was 15,847.

LUDINGTON.—JAS. C. MUSTARD, Clerk.

This city is in Mason County.

WATER BONDS—	When Due.
4s, Oct., $100,000	1909-1928
4s, Oct., 10,000	1904-1908
Liquidation 5s, $2,000.	Dec. 31, 1900
Street 6s, $1,200	Dec. 31, 1900
Funding 5s, $10,000	1905-1914
Refunding 4s, $8,000	1901-1904

Bonded debt Dec. 1, 1899.	$137,400
Sinking fund	7,500
Assessed valuation '99	1,154,811
Total tax rate (per M.) '99.	50·50
Population in 1890 was	7,517
Population in 1900 (est.)	9,500

MANISTEE.—HENRY TAYLOR, City Clerk

This city is the county seat of Manistee County.

LOANS—	When Due.
5s, ..., $73,000	.....
WATER BONDS—	
4s, ..., $130,000.	Oct. 1900 to '12
Bonded debt Dec. 1, '99.	$203,000

Assessed valuation '99.	$2,705,711
Assessment about ⅓ actual value.	
Tax rate (per $1,000)	$52·20
Population in 1890 was	12,812
Population in 1899 (est)	16,000

MARQUETTE.—JOS. F. NEIDHART, Mayor. FRANKLIN E. BAY, Comptroller.

This city is in Marquette County.

LOANS—	When Due.
CITY HALL BONDS—	
5s, F&A, $50,000	Aug. 15, 1903
ELECTRIC LIGHTING—	
5s, J&J, $20,000	July 1, 1900
5s, J&J, 10,000	July 1, 1901
5s, M&S 25,000	Sept. 1, 1912
5s, F&A, 10,000	Aug. 1, 1913
WATER WORKS—	
5s, ..., $7,500	Past due.
5s, J&J, 35,000	Jan. 1, 1901
5s, J&J, 25,000	July 1, 1901

LOANS—	When Due.
REFUNDING BONDS—	
4s, J&J, $5,000	July 1, 1903
4s, J&J, 5,000	July 1, 1904
4s, J&J, 20,000	Jan. 1, 1910
REFUNDING SCHOOL BONDS—	
4s, M&S, $30,000	Sept. 1, 1909
REFUNDING WATER BONDS—	
4s, J&J, $21,500	Jan. 1, 1910

INTEREST is payable at Marquette.

TOTAL DEBT, ETC.—The total bonded debt on February 15, 1900, was $255,500, of which water debt was $80,500; sinking fund, $10,000; net debt, $245,500. The city has no floating debt.

ASSESSED VALUATION in 1899 of real estate was $2,102,275; personal property, $335,805; total, $2,438,080; total city tax rate (per $1,000), $22·10. Property is assessed at two-fifths of its actual value.

POPULATION in 1894 (State Census) was 9,724; in 1890 (U. S. Census), 9,093; in 1880 was 4,690. According to local figures the population in 1899 was about 13,000.

MENOMINEE.—WM. HOLMS, Mayor. J. H. WALTON, City Clerk

This city is in Menominee County.

LOANS—	When Due.
SEWER BONDS—	
6s, M&N, $17,000	May 1, 1900
(Part due yearly) to	May 1, 1911
GENERAL IMPROVEMENT—	
6s, M&N, $13,000	May 1, 1900
($1,000 due yearly) to	May 1, 1912
6s, M&N, $10,000	May 1, '12&'13

REFUNDING BONDS.	
5s, A&O, $47,500	Apr. 1, 1914
Bonded debt Mar., 1900	$117,500
Spec. assess. bonds (add'l)	4,700
Tax valuation 1899	2,460,777
Assessment is ⅖ actual value.	
Total tax (per $1,000) '99	$53·90
Population in 1890 was	10,630
Population in 1899 (est.)	14,000

INTEREST on the special assessment bonds is payable in Menominee and on all others at the office of N. W. Harris & Co., New York

MENOMINEE SCHOOL DISTRICT.—This school district is co extensive with the city, and has a separate debt.

LOANS—	When Due.
SCHOOL BONDS—	
6s, Mar. 1, $10,000	Mar. 1, 1901
($5,000 due yearly) to	Mar. 1, 1902
6s, Apr. 1, $45,000	Apr. 1, 1903
($5,000 due yearly) to	Apr. 1, 1911

Total debt Mar. 1, 1900.	$55,000
Tax valuation 1899	2,460,777
School tax (per $1,000) '99.	$18·30
Assessment ⅖ actual value.	

INTEREST on the school bonds is payable in Menominee.

MENOMINEE CO.—H. J. WOESSNER, Clerk. FRED S. NORCROSS, Treasurer.

County seat is Menominee.

LOANS—	When Due.
COUNTY BONDS, 1894 5—	
5s, ann., $45,000	1901-1909
($5,000 due yearly on April 1.)	
5s, Apr., $10,000	Apr. 1, 1905
Interest payable by County Treas.	
Total debt Mar. 1, 1900	$60,000
Sinking fund	5,000

Net debt Mar. 1, 1900.	$55,000
Tax valuation, real	3,446,890
Tax valuation, pers'l	1,034,435
Total valuation 1899	4,481,325
Real valuation about	10,000,000
State & co. tax (per M.) '99.	$15·00
Population in 1890 was	33,639
Population in 1900 (est)	*27,500

* Decrease in population owing to division of county in 1891.

MUNISING.—This village is in Alger County.

WATER WORKS BONDS—	
5s, M&N, $30,000	1907 to 1917
($10,000 every 5th year.)	
Assessed valuation real	$315,600

Assessed valuation, per.	$184,000
Total valuation in 1897.	499,600
Assessment, ⅓ actnal value.	
Population in 1897 (est.)	3,000

MUSKEGON.—P. P. MISNER, Recorder.

This city is in a county of the same name.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Bridge	5	J & J	1910	$8,500
Contingent fund bonds	5	J & J	1907	10,000
do do	5	J & J	1908	4,000
Interest and sink. fund bds.	5	J & J	1909	10,000
do do	5	J & J	1910	6,000
Loan extension bonds	5	J & J	1901	10,000
Public parks.....1893	5 g.	J & J	July 1, 1926	100,000
do	5	J & J	1905	5,000
Sewer Extension	5	J & J	1905 to 1910 $5,000 yearly.	30,000
Water works	8	.....	.....	10,000
do	5	J & J	1903	10,000
do 1890	5	J & J	1901 to 1925 $10,000 yearly.	250,000
do	5	.....	.....	10,000
do	4	.....	.....	10,000

INTEREST on 8% water bonds is payable at Fourth Nat. Bank, N.Y City, on the 1893 issue of park bonds at Western Nat. Bank, N. Y. City and on all other bonds at Bank of the Republic, N. Y. City.

TOTAL DEBT, ETC.—The bonded debt on Feb. 1, 1900, was $473,500, including the water debt of $290,000; floating debt $33,265; making a total debt of $506.765

ASSESSED VALUATION in 1899 of real estate, $3,148,480; personal property, $1,056,930; total, $4,205,410. Total tax (per $1,000) for 1899 was $45·43. Assessment is about 40 p. c. of the actual value.

POPULATION.—The population in 1894 was (State census) 20,224; in 1890 it was 22,702; in 1880 it was 11,262. Population in 1900 (estimated) 25,000.

OWOSSO.—THOMAS KERWIN, Mayor. JOHN L. ASH, Clerk.

This city is in Shiawassee County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
5s, semi-an., $10,000	1900 1901
WATER-WORKS BONDS—	
..., ..., $40,000	1914
(Subject to call after 1899.)	
..., ..., $15.000	1920
..., ..., 20,000	1910
..., ..., 20,000	1924
PAVING BONDS—	
4s, semi-an., $2[illegible],000	1900-1903
4s, May, $15,000	1900 to 1904
BRIDGE BONDS—	
4s, semi-an., $15,000	1909-1913

LOANS—	When Due.
SEWER BONDS—	
4s, semi-an., $1,000	1904
GENERAL FUND BONDS—	
4s, J&D, $15,500	1905
Bonded debt July 1, '99.	$184,500
Floating debt	10 500
Total debt July 1, 1899.	195,000
Assessed valuation, real.	1,299,460
Assessed valuation, per'l.	318,290
Total valuation 1899	$1,617,750
Assessment abt. 30% actual value.	
Tax rate (per $1,000) 1898.	$40·69
Population in 1890 was	6,564
Population in 1899 (est.)	11,000

PETOSKEY.—JAMES E. NILES, Clerk.

This city is in Emmet County.

LOANS—	When Due.
WATER BONDS—	
5s, Oct., $15,000	Oct. 1, 1912
(Optional after Oct. 1, 1902.)	
5s, June, $12,000	June 1, 1914
(Optional after June 1, 1909.)	
4s, Mar., $16,000	Mar. 1, 1928
(Optional after Mar. 1, 1918.)	
IMPROVEMENT BONDS—	
5s, June, $8,000	June 1, 1914
(Optional after June 1, 1904.)	
BRIDGE BONDS—	
5s. June, $9,000	June 1, 1916
(Optional after June 1, 1911.)	
JUDGMENT BONDS—	
6s, Apr., $2,000	Apr. 9, 1902

LOANS—	When Due.
ELECTRIC-LIGHT BONDS—	
4s, J&D. $16,000	1918
4s, M&N, 12,000	May 1, 1919
(Subject to call after 1909.)	
Bondeddebt Feb., 190[illegible]	$90,000
Sinking fund	3,200
Net debt Feb. 23, 1900	86,700
Water debt (included)	43,000
Floating debt (additional),	10,124
Assessed valuation 1899.	806,580
Assessment about ⅓ actual value.	
Tax rate (per $1,000) 1898.	$35·20
Population in 1890 was	2,872
Population in 1900 (est.)	5,500

PONTIAC.—W. A. BREWSTER, Mayor.

This city is in Oakland County.

LOANS—	When Due.
SEWER BONDS—	
5s, M&S, $25,000	Sept. 2, 1915
WATER BONDS—	
4½s, var. $90,000	Yearly $5,000 each year until paid.
PAVING BONDS—	
5s, ... $25,00[illegible]	
Int. pay'le in N. Y. City and Pontiac.	
Total debt Mar. 1, 1900. $140,000	

Tax valuation, real	$2,279,145
Tax valuation, personal.	618,917
Total valuation 1899	2,898,062
Assessment about 3-5 actual value	
Total tax (per $1,000) 1899	$29·21
Population in 1890 was	6,200
Population in 1900 (est.)	10,000
School District Bonds—	
5s, ..., $12,000 .. 1900 to 1911 ($1,000 due yearly)	

PORT HURON.—HERMAN W. STEVENS, Mayor. E. A. CADY, Comptroller.

City of Port Huron is in St. Clair County.

LOANS—	Am't Outstand'g
Bridge bonds	$45,915
Contingent bonds	8,475
General road bonds	22,925
Park bonds	1,000
Public building bonds	18,700
Public improvem't bonds	7,679
Street openings	4,200
Refunding bonds	250,000
Repaving bonds	25,175
School bonds	53,000
Sewer bonds	8,507

Sidewalk assessment	$16,380
Water bonds	41,000
Total debt Mar. 10, 1900.	506,956
Assessed valuation, real.	5,416,370
Assessed valuat'n, pers'l	785,800
Total valuation, 1899	6,202,170
Assessment about ½ actual value.	
Tax rate (per $1,000) 1899.	$29·00
Population in 1894 was	18,147
Population in 1890 was	13,543
Population in 1899 (est.)	20,000

INTEREST MATURITY.—Bonds mature from 1900 to 1927 inclusive, and bear interest as follows: $25,000 at 6 per cent, $316,066 at 5 per cent, $156,890 at 4 per cent and $9,000 at 3 per cent.

SAGINAW.—ARTHUR F. LEWIS, Comptroller.

The cities of Saginaw and East Saginaw, in the county of the same name, were consolidated in 1890, forming the present city.

LOANS—	When Due.
CITY HALL—	
4½s, F&A, $110,000	Feb. 1, 1901
($10,000 yearly) to	Feb. 1, 1911
4½s, F&A, $15,000	Feb. 1, 1912
4s, ..., 40,000	Aug. 1, 1908
($10,000 due yr'ly) to	Aug. 1, 1911
4s, ..., $5,000	Aug. 1, 1912
GENESEE STREET IMPROV.—	
4½s, ..., $20,000	1915
BRIDGE BONDS—	
4s, A&O, $60,000	1918-1923
($10,000 yearly on April 1.	
3½s, F&A 8,000	Aug. 15, 1909
REFUNDING WATER BONDS—	
4s, ..., $5,000	Mar. 1, 1906
4s, ..., 30,000	Apr. 15, 1907
4s, M&N, 18,000	May 1, 1913
4s, M&S, 10,000	Mch. 10, 1917
4s, M&S, 10,000	Mar. 10, 1920
COURT HOUSE—	
5s, J&D, $80,000	Dec. 1, 1900
($10,000 yearly) to	Dec. 1, 1907
SEWERS—	
4-5s, var., $66,990	1899-1918
5s, J&D, 50,000	June 1, 1904
($10,000 yearly) to	June 1, 1908
4-5s, .., $20,510	1900-1908
3½s, F&A, 4,000	Aug., 1900-'09
3½s, M&S, 2 000	Sept, 1900-'09
3½s, M&S, 5,000	Sept., 1900-'09
3½s, ..., 3,000	1900-1909

STREET IMPROVEMENTS—	
4-5s, ..., $204,000	1900-1908
4s, M&S, 9,000	Sept., '00-08
3½s, F&A, 70,000	Aug. 1, '00-'09
3½s, M&S, 7,000	Sept. 1, '00-'09
3½s, ..., 9,520	1900-1909
WATER BONDS—	
5s, M&N, $25,000	May 1, 1900
5s, M&N, 25,000	May 1, 1901
5s, M&N, 50,000	May 1, 1902
5s, M&N, 70,000	May 1, 1905
4½s, M&N, 31,500	May 1, 1903
4½s, M&N, 50,000	May 1, 1900
4½s, ..., 14,000	May 1, 1906
4½s, J&J, 12,000	July 18, 1914
4s, ..., 12,000	1915
4s, ..., 25,000	1916
4s, ..., 10,000	1915
5½s, M&N, 25,000	Nov. 1, 1913
5s, M&N, 10,000	Mch. 10, 1902
5s, M&N, 10,000	Mch. 10, 1903
4½s, M&N, 20,000	Mch. 10, 1900
($10,000 yearly) to	Mch. 10, 1901
4½s, ..., 10,000	Mar. 10, 1904
4½s, ..., 7,000	Mch. 10, 1905
4½s, ..., 20,000	1914
4½s, ..., 10,000	1916
6s, June, 5,000	June 1, 1918
4s, J&D, 15,000	Dec. 1, 1919
REFUNDING SEWER BONDS—	
4s, ... $21,000	1909 to 1912
3½s, M&M, 18,500	May 1, 1920
3½s, M&S, 10,000	Mch, 10, '20
3½s, J&D, 8,000	July 1, 1919

INTEREST is payable at the City Treasurers' office or at the officia bank in New York.

TOTAL DEBT, ETC.—The following statement shows Saginaw's total bonded debt, the sinking funds, &c.:

	Mar. 1, 1900.	Jan. 1, '99.	Mch. 1, '98.	Mch. 1, '97.
Bonded debt	$1,347,780	$1,330,830	$1,223,650	$1,230,000
Sinking funds	63,000	55,000	51,500	49,117
Net debt	$1,284,780	$1,275,830	$1,172,150	$1,180,883
Water debt (incl. above)	$548,000	$552,000	$539,000	$539,000

Assessment bonds, issued for sewers and street improvements, are included in the above-mentioned figures of bonded debt. On Mar. 1, 1900, they amounted to $330,780.

CITY PROPERTY.—The total value of corporate property is $2,753,407, including the city water works, which have cost $864,000.

ASSESSED VALUATION.—In 1898 the assessed valuation of real estate was $12,632,625; of personal property $2,304,050; total, $14,936,675; total tax rate (per $1,000) 1897 was $27·01. In 1899 the assessed valuation was $15,019,925.

POPULATION.—The population in 1890 was 46,322; in 1880 was 29,541; in 1894 (State census) was 44,641; in 1900 (estimated) 55,000.

SAGINAW CO.—R. CROFOOT, Clerk. JAMES CREEN, Treasurer.

County seat is Saginaw.

LOANS—	When Due.
RIVER IMPROVEMENT—	
5s, A&O, $40,000	Apr. 1, 1901
($10,000 yearly) to	Apr. 1, 1904
Int. paid by Central Trust Co., N. Y.	
Total debt Apr. 1, 1900.	$40,000
Tax valuation, real	19,722,723

Tax valuation, person'l	$2,326,700
Total valuation 1899	22,637,357
Prop'y ass'd at about ⅔ actual val.	
State and co. tax (per $1,000)	$5·09
Population in 1890 was	82,273
Population in 1880 was	59,095
Population in 1896 (est.)	90,000

ST. JOHNS.—HENRY PALMER, President. M. MCDONALD, Clerk.

This village is in Clinton County.

LOANS—	When Due.
ELECTRIC-LIGHT PLANT—	
5s, J&J, $8,000	1911-1914
($2,000 due yearly on July 15.)	
5s, J&J, $27,000	1915-1923
($3,000 due yearly on July 15.)	
SEWER BONDS—	
5s, A&O, $22,000	1900-1910
($2,000 due yearly on Oct. 1.)	
WATER WORKS BONDS—	
5s, A&O, $15,000	Oct. 1, 1900
5s, A&O. 45,000	Oct. 1, 1914

Total debt Mar. 1, 1900.	$117,000
Water debt (included)	60,000
Tax valuation, real	926,000
Tax valuation, personal.	498,930
Total valuation 1899	1,424,930
Assessment is ½ actual value.	
Total tax (per $1,000)	$22·80
Population in 1894 was	3,440
Population in 1890 was	3,127
Population in 1880 was	2,370

INTEREST on the electric light bonds and on the sewer bonds, due from 1906 to 1910, is payable at the Third National Bank, New York; on the water-works bonds, due in 1914, at the Wayne County Savings Bank, Detroit; on the water-works bonds, due in 1900, at the Mechanics' Bank, Detroit; on the sewer bonds due from 1901 to 1905, at the Liberty National Bank, New York.

SAULT STE. MARIE.—J. A. LAWRIE, City Engineer.

This city is in Chippewa County.

LOANS—	When Due.
GENERAL STREET IMPROVEM'T—	
6s, M&S, $29,000	Sept. 15, 1908
5s, F&A, 30,000	Aug. 1, 1917
PAVING BONDS—	
6s, F&A, $3,483.	Aug. 1, 1898-'04
5s, F&A, 20,000	1901-1908
($2,500 yearly on Feb. 1.)	
5½s, J&J, 13,594·42.	Jan. 1, 1901
($1,500 due yearly.) to	Jan. 1, 1909
REFUNDING BONDS—	
6s, M&S, $11,000	Sept. 15, 1908
5s, A&O, 30,000	Apr. 1, 1917
5s, M&S, 18,000	Sept. 1, 1917
WATER BONDS—	
6½s, F&A, $20,000	Aug. 1, 1900
($4,000 due yearly) to	Aug. 1, 1904
6s, J&J, $20,000	July 1, 1911

WATER BONDS—(CON.)—	
6s, M&N, 30,000	Nov. 1, 1913
CITY WORK BONDS—	
4s, ..., $13,000	1904 to 1909
Interest payable in New York.	
Bonded debt Jan. 1, 1900.	$209,000
Sinking fund	2,483
Tax valuation, real	4,410,364
Tax valuation, personal.	652,550
Total valuation, 1899	5,062,914
Assessment about actual value.	
Total tax per $1,000 '99	$15·90
Population in 1890 was	5,760
Population in 1894 was	7,246
Population in 1900 (est.)	10,000
SCHOOL DISTRICT BONDS—	
4½s, J&J, $22,000	July 1, 1909

TAX FREE.—All the bonds of this city are exempt from taxation.

WAYNE CO.—WM. H. MCGREGOR, Clerk. CHAS. A. BUHRER, Treasurer.

County seat is Detroit.

LOANS—	When Due.
COUNTY BONDS—	
4s, M&N, $1,500,000	May, 1910
Int. payable in New York City.	
4s, Dec., $50,000	Dec., 1902
3½s, ..., 700,000	May 1, 1914
Total debt Aug. 15, '99.	$2,250,000

Sinking fund	$25,701
Net debt Aug. 15, 1899.	2,224,299
Total valuation 1899	250,933,650
Assessment is ¾ actual value.	
State & Co. tax (per M) '99.	$2·75
Population in 1897 (est.)	330,000
Population in 1890 was	257,114

WEST BAY CITY.—PETER LIND, Mayor. A. J. BOTHE, Treasurer.

This city is in Bay County.

LOANS—	When Due.
SEWER BONDS—	
4s, June, $60,000	1918
STREET BONDS—	
6s, J&J, $14,000	1900-1901
BRIDGE BONDS—	
5s, M&S, $12,000	1904
5s, J&J, 5,000	1911
SCHOOL BONDS—	
5s, A&O, $12,000	1901
5s, J&J, 15,000	1908
5s, J&J, 50,000	1920
ELECTRIC-LIGHT BONDS—	
5s, F&A, $20,000	1917

REFUNDING BONDS—	
5s, J&J, $58,000	1925
5s, J&J, 16,000	1927
WATER BONDS—	
4s, J&J, $140,000	July 1, 1929
Bonded debt Mar. 1, 1900	$431,000
Floating debt (additi'al)	11,000
Tax valuation, real	2,684,500
Tax valuation, personal	277,970
Total valuation 1899	2,962,470
Assessment about ½ actual value	
Total tax (per $1,000) '99	$30·19
Population in 1899 (est.)	14,000
Population in 1890 was	12,981

YPSILANTI.——. —. ALLEN, Mayor. JAS. MCGREGOR, City Clerk.

A city in Washtenaw County.

LOANS—	When Due.
WATER WORKS BONDS—1889—	
4s, J&J, $75,000	July 1, 1919
4s, M&N, 50,000	Oct. 7, 1919
PUBLIC IMPT. ORDERS—	
5s, Aug., $1,889	Aug. 31, 1900
Total debt May 1, 1899.	$136,000

Water debt (included)	$125,000
Tax valuation, real	2,334,450
Tax valuation, personal.	625,498
Total valuation 1897	2,959,948
Assessment about ¾ actual value.	
Av. city tax (per $1,000)	$8·25
Population in 1897 (est.)	6,150
Population in 1890 was	6,129

INTEREST on the refunding bonds is payable at Detroit, Mich.; on all others at Ypsilanti.

ADDITIONAL STATEMENTS.

In the table below we give statements regarding minor civil divisions in the State of Michigan which have reported an indebtedness of over $10,000, and which are not represented among the foregoing detailed returns. We add in each case the population from the Census of 1890.

	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Popula'n 1890.
Bessemer (C.), Gogebic Co.	$43,200	$.....	$1,081,210	$42·45	2,566
Delray, Wayne Co	50,000	2,000	2,50[illegible],000	4·00	*3,000
Dickinson Co	25,600	.....	4,090,725	15·79	6,808
Eaton Rpds. (C.), Eaton Co	25,000	5,000	.....	.....	1,970
Gogebic Co	24,000	.....	6,748,000	12·98	13,166
Grand Traverse Co	35,000	.....	4,777,000	5·83	13,385
Hillsdale (C.), Hillsdale Co.	45,000	.....	1,950,000	17·50	3,915
Hudson (C.), Lenawee Co.	34,000	.....	1,092,344	17·87	2,178
Ionia (City), Ionia Co	42,000	.....	2,000,000	.....	*5,100
Ironwood Sch. Dist	43,000	.....	3,500,000	.....	*10,000
Kalamazoo (C.), Kal'zoo Co	30,000	.....	9,500,000	30·22	17,853
Marquette Sch. Dist., No. 1	30,000	.....	2,438,080	12·67	*13,000
Mason Co	21,000	.....	2,996,823	12·80	16,385
Midland Co	46,077	.....	2,472,365	13·55	10,657
Muskegon Co	135,000	.....	6,484,679	.....	40,013
Muskegon Sch. Dist	37,500	15,000	4,205,000	45·60	*25,000
Ontonagon, Ontonagon Co.	40,000	2,000	205,000	67·50	*1,200
Portland (V.) Ionia Co	38,500	.....	550,000	.....	*2,000

* Later estimate of population.

Debts and Resources

OF THE

STATES, CITIES AND TOWNS

IN THE

WESTERN STATES.

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State of Wisconsin.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act. Apr. 20, 1836) - July 3d, 1836
Admitted as a State (Act. Aug. 6, 1846) - May 29th, 1848
Total area of State (square miles) - - - - 56,040
State Capital - - - - - - - - - Madison
Governor (term expires 1st Monday in Jan.1901), Edw. Scofield
Secretary of State (1st Mon. Jan. 1901), - W. H Froehlich
Treasurer (1st Monday Jan. 1901) - - - J. O. Davidson

Legislature meets bi-ennially in odd years on the second Wednesday in January, and there is no limit to length of sessions.

HISTORY OF DEBT. For a brief history of the Wisconsin debt see STATE AND CITY SUPPLEMENT of April, 1895.

At present the State has no indebtedness except the trust funds, as follows:

Certificates of indebtedness,		School Fund	$1,563,700
Do	do	Normal School Fund	515,700
Do	do	University Fund	111,000
Do	do	Agricultural College Fund	60,600
Total			$2,251,000

DEBT LIMITATION.—The constitutional provisions of Wisconsin restricting debt-making are very rigorous, plain and comprehensive. Since the amendment adopted in 1874, cities &c., as well as the State, are definitely limited by that instrument. We will give the provisions first which relate to the State and after that those which have reference to cities, &c.

(1) *STATE indebtedness is confined within* very close bounds. It seems as if the framers of the Constitution must have taxed to the extreme their ingenuity for forms in which to express their determination to inhibit debt-making. The sections which cover the subject are sections 3, 4, 6, 7, 9 and 10 of Article 8. We give them in full below.

SECTION 3. *Credit of State, for what not given.* The credit of the State shall never be given or loaned in aid of any individual, association or corporation.

SECTION 4. *Contracting debts.* The State shall never contract any public debt, except in the cases and manner herein provided.

SECTION 6. *Limitation on public debt.* For the purpose of defraying extraordinary expenditures, the State may contract public debts (but such debts shall never in the aggregate exceed one hundred thousand dollars). Every such debt shall be authorized by law, for some purpose or purposes to be distinctly specified therein; and the vote of a majority of all the members elected to each House, to be taken by yeas and nays, shall be necessary to the passage of such law; and every such law shall provide for levying an annual tax sufficient to pay the annual interest of such debt, and the principal within five years from the passage of such law, and shall specially appropriate the proceeds of such taxes to the payment of such principal and interest; and such appropriation shall not be repealed, nor the taxes be postponed, or diminished, until the principal and interest of such debt shall have been wholly paid.

SECTION 7. *State may borrow money, when.* The Legislature may also borrow money to repel invasion, suppress insurrection or defend the State in time of war; but the money thus raised shall be applied exclusively to the object for which the loan was authorized, or to the repayment of the debt thereby created.

SECTION 9. *Evidences of debt.* No scrip, certificate, or other evidence of State debt, whatsoever, shall be issued, except for such debts as are authorized by the sixth and seventh sections of this article.

SECTION 10. *Internal improvements—avails of grants.* The State shall never contract any debt for works of internal improvement, or be a party in carrying on such works, but whenever grants of land or other property shall have been made to the State, especially dedicated by the grant to particular works of internal improvement, the State may carry on such particular works, and shall devote thereto the avails of such grants, and may pledge or appropriate the revenues derived from such works in aid of their completion.

(2) *CITIES, counties, towns, villages, &c.*, were unrestricted except by legislative enactment until 1874. Since that amendment was adopted *five per cent* on the value of the taxable property has been the extreme amount of debt permissible for any municipality. Not only is that the case, but, as will be seen, the municipality is required before or at the time when it incurs any indebtedness, to make provision for an annual tax sufficient to pay the interest and also sufficient to pay the principal within twenty years from the time of contracting the debt. We give below the amendment referred to in full.

Limitation of Municipal Indebtedness—Adding to Section 3, Article 11, the words:

No county, city, town, village, school district, or other municipal corporation, shall be allowed to become indebted in any manner or for any purpose, to any amount, including existing indebtedness in the aggregate exceeding five per centum on the value of the taxable property therein, to be ascertained by the last assessment for State and county taxes previous to the incurring of such indebtedness. Any county, city, town, village, school district, or other municipal corporation incurring any indebtedness, as aforesaid, shall before or at the time of doing so provide for the collection of a direct annual tax sufficient to pay the interest on such debt as it falls due, and also to pay and discharge the principal thereof within twenty years from the time of contracting the same.

On April 20, 1893, a new law passed by the Legislature of Wisconsin was approved by the Governor which gives general authority for the issuance of bonds to cities operating under special charters granted by the State, and containing a population of three thousand or more inhabitants, as follows. *This authority is of course subject to the foregoing provisions of the Constitution.*

For the erection and construction of a city hall and the purchase of a site for the same.

For the construction and extension of water works or the purchase of the same, and for constructing sewers, and for the improvement and maintenance of the same.

For the erection, construction and completion of school buildings and the purchase of school sites.

For the purchase of sites for engine houses, for fire engines and other equipments of the fire department, and for the construction of engine houses.

For the purchase of sites for police stations and for the construction if buildings thereon for the use of the police department.

For the construction of viaducts, bridges, and for repairs of the same.

For the erection and construction of library and museum buildings and the purchase of sites for the same.

For the establishment of public baths and hospitals and the purchase of sites for the same.

For the purchase of lands for public parks and improvements thereof and for the payment of purchase money and interest thereon which may be or become due for park lands already acquired or contracted for.

For permanently improving streets in such city, and for creating a fund out of which to advance the cost of repairs to sidewalks in anticipation of the collection of special assessments for such cost of repairs by the Treasurer of such city.

For the construction or purchase of electric or gas light plants for lighting streets and public buildings.

For refunding existing indebtedness.

The law further provides that bonds issued under this act shall bear interest, payable annually or semi-annually, at a rate not exceeding 6 per cent per annum; that the Common Council shall annually levy a tax upon all the taxable property sufficient to pay the annual interest thereon, and to provide a sinking fund each year equal to 5 per cent on the principal of said bonds; that no bonds shall be issued so that the amount thereof, together with all the other indebtedness of the city, shall exceed 5 per cent of the assessed valuation of the city and also that the bonds *shall show on their face the amount of indebtedness* of the city issuing the same, the annual amount of the assessment of the taxable property therein for the five years next preceding the issue, and the average amount there of, and they shall not be sold for less than their par value and accrued interest.

No system could be devised better adapted for keeping municipal debt at a minimum than the foregoing amendment establishes.

ASSESSED VALUATION.—The total assessed valuation of the State, as determined by the State Board of Assessors, and the tax rate for State purposes, have been as follows for the years named below:

Year.	Real Estate. $	Personal Property. $	Total Valuation. $	State Tax Rate. $	Taxes Raised. $
1899..	.....	.....	625,000,000	.....	.....
1898..	482,283,031	117,716,769	600,000,000	2·487616666	1,492,570
1897..	519,990,522	108,513,489	628,504,011	3·32511667	1,995,070
1896..	519,669,155	110,066,353	629,735,508	1·999178	1,195,070
1895..	482,799,128	120,674,398	603,473,526	2·276472636	1,372,713
1894..	466,455,903	133,544,117	600,000,000	.....	.....
1890..	464,782,237	128,108,482	592,890,719	1·50392035	891,660
1880..	344,788,721	94,183,030	438,971,751	.....	.....

POPULATION of Wisconsin has been as follows:

1895.....	1,937,915	1870.....	1,054,670	1840.....	30,945
1890.....	1,686,880	1860.....	775,881		
1880.....	1,315,497	1850.....	305,391		

CITIES, COUNTIES AND TOWNS IN THE STATE OF WISCONSIN.

For reports not given in alphabetical order among the following, see "Additional Statements" at end of this State.

APPLETON.—M. K. GOCHNAUER, City Clerk.

The city is the county seat of Outagamie County.

LOANS—	*When Due.*
BRIDGE BONDS—	
4s, M&S, $30,000	Oct., 1900-1914
($2,000 payable yearly.)	
PUBLIC BUILDINGS & ST. BOND—	
3½s, A&O, $47,500	April 1, 1901 to
($2,500 due yearly)	April 1, 1919
Bond. debt April 1, 1900	$77,500

Assessed valuat'n, real.	$3,540,855
Assessed valuation, per'l.	829,005
Total valuation 1899	4,369,860
State, co., city tax rate '99.	$26·32
School tax (per M.)	$10·50 to $12·75
Population in 1890 was	11,869
Population in 1900 (est.)	16,500

INTEREST is payable in Appleton. Bonds are tax exempt.

ASHLAND.—THOMAS BARDON, Mayor. FINLEY WHARTON, Clerk.

County seat of Ashland County.

LOANS—	*When Due.*
CITY BONDS—	
5s, J&J, $100,000	Nov. 1, 1909
5s, J&J, 5,000	July 1, 1910
5s, J&J, 25,000	Oct. 1, 1912
FUNDING BONDS—	
5s, J&J, $22,000	July 1, 1912
PAVING BONDS—	
6s, J&J, $67,000	Jan. 3, 1900
6s, A&O, 31,000	Apr. 2, 1901
IMPROVEMENT BONDS—	
5s, J&J, $25,000	Oct. 1, 1911
5s, J&J, 75,000	July 1, 1912

LOANS—	*When Due.*
*JUDGMENT BONDS.	
5s, J&J, $66,050	Jan. 1, 1918
Bond. debt Mar. 20, 1900.	$460,000
Floating debt	15,000
Total debt Mar. 20, 1900.	475,000
Sinking fund	40,000
Net debt Mar. 20, 1900.	435,000
Total assessment 1899.	3,892,081
Assessment about	1/5 actual value.
Total tax (per $1,000) '99.	$41·00
Population in 1899 (est.)	14,000

* $120,000 of these bonds were authorized, of which $$110,900 have so far been exchanged for judgments.

INTEREST on the judgment bonds is payable at the Chase Nat. Bank, N. Y.; on all other bonds at Nat. Bank of Repub., New York City.

TAX FREE—All bonds of this city are exempt from taxation.

ASHLAND CO.—THEO. R. YANKEE, Clerk.

County seat is Ashland.

LOANS—	*Amount.*
RAILROAD AID BONDS—	
5s, J&J, $75,000	July 1, 1901
JAIL AND POOR-HOUSE BONDS—	
5s, J&J, $60,000	Oct. 1, 1913
Bonded debt Jan. 1, 1900.	$200,000
Floating debt	70,000

Total debt	$270,000
Sinking fund	5,500
Net debt Jan. 1, 1900	264,500
Equal. valuation 1899.	4,858,985
Total tax (per $1,000) 1899.	$24·36
Population in 1890 was	20,063
Population in 1895 was	17,242

BARABOO.—FRANK AVERY, Mayor. J. S. WORTHMAN, Cferk.

This city is in Sauk County.

LOANS—	*When Due.*
BRIDGE BONDS—	
5s, Feb. 1, $1,000	Feb. 1, 1901
5s, Feb. 1, 500	Feb. 1, 1901
5s, Feb. 1, 7,500	Feb. 1, 1902
($1,500 due yearly)	to Feb. 1, 1906
CITY HALL BONDS—	
5s, Feb. 1, $12,000	Feb. 1, 1902
($2,000 due yearly)	to Feb. 1, 1907
SCHOOL BONDS—	
5s, Feb, 1, $12,000	Feb. 1, 1901
($2,000 due yearly)	to Feb. 1, 1906
5s, Feb. 1, $15,000	Feb. 1, 1906
(part due yearly)	to Feb. 1, 1912

LOANS	*When Due.*
SEWER BONDS—	
5s, Feb. 1, $1,500	Feb. 1, 1901
5s, Sept. 1, $4,800	1900 to 1907
$600 due yearly on Sept. 1.	
Bond. debt Mar. 1, 1900.	$54,300
Sinking fund	600
Tax valuation, real.	1,733,990
Tax valuation, personal	622,323
Total valuation 1899.	2,356,313
Assessment about	⅔ actual value.
Total tax (per $1,000) '99.	$23·82
Population 1890 was	4,605
Population in 1899 (est.)	6,000

BAYFIELD CO.—JNO. FROSITH, Co. Clerk.

Washburn is the County seat.

LOANS—	*When Due.*
RAILROAD-AID BONDS—	
5s, A&O, $185,000	.....
Total debt Mar. 1, 1900.	$185,000
Tax valuation, real.	3,633,735

Tax valuation, person'l.	$847,731
Total valuation 1899.	4,481,467
Assessment about	1/3 actual value.
Population in 1890 was	7,390
Population in 1899 (est.)	14,000

INTEREST payable at Ill. Trust & Savings Bank, Chicago.

BROWN CO.—ANDREW REIS, Treasurer.

County seat is Green Bay.

LOANS—	*Amount.*
RAILROAD BONDS—	
5s, ..., $72,862	1911
Total debt Jan. 1, 1900.	$72,862
Tax valuation, real	7,342,811

Tax valuat'n, pers'l.	$1,773,715
Total valuation 1899.	9,116,526
Total tax (per $1,000), '99.	$9·488
Population in 1895 was	45,623
Population in 1900 (est.)	50,000

BURLINGTON UNION SCHOOL DISTRICT.—M. G. PRASCH, Treasurer. C. A. JONES, Clerk.

This district is in Racine County.

LOANS—	*When Due.*
SCHOOL BONDS—	
5s, annual, $12,500	1901-1905
($2,500 due yearly on Feb. 1.)	
5s, annual, $12,500.	Feb. 1, 1906

Total debt Feb. 1900.	$25,000
Tax valuation 1899.	920,289
Real valuation	2,500,000
School tax rate (per M.) '99.	$13·63
Population 1899 (estimated)	3,400

INTEREST is payable at the Chase National Bank, New York.

CHIPPEWA CO.—County seat is Chippewa Falls.

LOANS—	*When Due.*
COUNTY BONDS—	
5s, ... $12,700	1902
CERTIFICATES OF IND'TEDNESS—	
5s, Jan. 1, $47,894	Jan. 1, 1900
Part due yearly to Jan. 1, 1914	
Bonded debt Feb. 20, 1900.	$12,700
Floating debt	47,894
Total debt	60,594

Sinking fund.	$35,000
Net debt Feb. 23, 1900.	25,594
Tax valuation, real.	5,883,658
Tax valuation, personal.	1,575,827
Total equalized val., '99.	7,459,485
Assessment about	½ actual value.
Total tax (per $1,000) '98.	$20·00
Population 1890 was	25,143
Population in 1900 (est.)	32,000

INTEREST on all bonds is payable in New York City.

CHIPPEWA FALLS.—W. J. MCDONALD, City Clerk.

This city is the county seat of Chippewa County.

LOANS—	*When Due.*
REFUNDING BONDS—	
4s, J&J, $74,000	July 15, 1919
(Subject to call July 15, 1909.)	
Bonded debt Apr. 1, '99.	$137,169
Floating debt	9,200
Total debt Apr. 1, 1899.	146,369

Assessed valuat'n, real	$2,295,950
Assessed valuat'n, per'l.	788,082
Total valuation 1898.	3,084,032
Assessment abt. 75% actual value.	
Total tax (per $1,000) '98.	$30·00
Population in 1890 was	8,670
Population in 1899 (est.)	9,500

DOOR COUNTY.—JAS. S. HALSTEAD, Clerk. J. G. DALEMONT, Treasurer.

County seat is Sturgeon Bay.

LOANS—	*Amount.*
REFUNDING RAILROAD BONDS—	
3½s, ..., $60,000	1900 to 1919
($3,000 payable yearly.)	
Total debt Mar. 1, 1899.	$60,000
Tax valuation, real.	2,033,228

Tax valuation, personal.	$563,201
Total valuation 1898.	2,596,429
Equal. valuation 1899.	2,799,469
Assessment about	¼ actual value.
Population in 1890 was.	15,682
Population in 1899 about	18,000

EAU CLAIRE.—DAVID DOUGLAS, Mayor. T. P. COCHRANE, City Clerk.

Eau Claire is in Eau Claire County.

LOANS—	*When Due.*
BRIDGES—	
6s, J&J, $50,000	Jan. 1, 1903
6s, J&J, 25,000	Jan. 1, 1905
5s, J&J, 25,000	Jan. 1, 1907
4s, J&J, 10,000	Jan. 1, 1919
REFUNDING—	
5s, J&J, $25,000	Jan. 1, 1907
5s, J&J, 35,000	Jan. 1, 1917
4½s, J&J, 50,000	Jan. 1, 1912

4½s, J&J, $30,000	Jan. 1, 1912
Total debt Feb. 1, 1900.	$250,000
Tax valuation, real.	4,489,275
Tax valuation, personal.	1,826,785
Total valuation 1899.	6,316,060
Assessment about	⅔ actual value.
Total tax (per $1,000) '99.	$36·72
Population in 1890 was	17,415
Population in 1899 (est.)	22,000

INTEREST is payable in New York by the Central National Bank.

FOND DU LAC.—FRANK B. HOSKINS, Mayor.

Fond du Lac is situated in Fond du Lac County.

LOANS—	*When Due.*
PARK BONDS—	
5s, Ann., $2,400	1901 to 1903
($600 due yearly.)	
4s, S.-ann., $3,500.	Opt. after 1900
REFUNDING R.R. AID—	
4s, Mar., $60,000)	Mar. 1, 1917
Subject to call after 1906.	
Interest payable at Milwaukee Nat. Exchange Bank.	
SCHOOL BONDS—	
5s, July 1, $10,000	July 1, 1904
5s, July 1, $10,000	July 1, 1914

LOANS—	*When Due.*
STATE LOAN—	
4s, Jan., $19,000.	1901-1916
($1,000 yearly on Jan. 1).	
Int. payable at City Treas. office.	
Bond. debt Feb. 23, 1900.	$101,900
Tax valuation, real.	3,018,000
Tax valuation, personal.	860,984
Total valuation 1899.	3,878,984
Tax rate (per M.) '99.	30·00
Population in 1890 was.	12,024
Population in 1900 (est.)	20,000

GREEN BAY.—SIMON J. MURPHY, Mayor. W. L. KERR, City Clerk.

Green Bay in in Brown County.

LOANS—	*When Due.*
BRIDGE BONDS—	
5s, ... $7,000	1901-'02-'03
($2,000 y'rly 1901-'02, $3,000 '03.)	
BRIDGE AND SCHOOL BONDS—	
..... $25,000	
RAILROAD AID BONDS—	
6s, J&J, $5,000	Jan. 1, 1901
7s, ... 2,000	1900 to 1901
REFUNDING BONDS—	
5s, ... $24,000	1901 to 1916
($1,500 due yearly Jan. 1.)	
4½s, $9,900	1901 to 1918
($550 yearly on Jan. 1.)	
4s, J&J, $6,000	Jan., 1901-'12
5s, ... 9,350	1901 to 1917
($550 due yearly Jan. 1.)	

LOANS—	*When Due.*
SCHOOL BONDS—	
5s, ..., $7,500	1900 to 1904
($1,500 due yearly Aug. 1.)	
4s, J&J, $14,000	Jan., 1901-14
DEBT CERTIFICATES, HIGH SCHOOL	
4½s, Jan. 1, $35,000.	Jan. 1, 1902
Bonded debt Sept. 1, '99.	$156,850
Tax valuation, real.	3,492,061
Tax valuation, personal.	987,825
Total valuation 1897.	4,479,886
Total valuation 1898.	4,769,594
Assessment about	½ actual value.
Total tax (per $1,000) '99.	$32·50
Population 1890 was	9,069
Population in 1898 (est.)	22,000

TAX FREE—Bonds issued are exempt from taxation.

INTEREST on bridge and refunding bonds is payable in Green Bay; on railroad bonds in New York City; on certificates at Madison.

HUDSON.—GEO. P. DELONG, Mayor. M. HERRICK, City Clerk.

This city is the county seat of St. Croix County.

LOANS—	*When Due.*
CITY HALL BONDS—	
4s, Feb. 1, $4,000	1902 to 1909
($500 yearly Feb. 1.)	
HIGH SCHOOL—	
4½s, Feb., $10,000.	Feb. 1900-1902
WATER WORKS—	
4½s, Feb., $24,000.	Feb. 1, 1907-'08
Interest payable in Hudson.	

Total debt Feb. 1, 1900.	$38,000
Tax valuation 1899.	996,713
Assessment is ¾ of actual value.	
Tax rate (per $1,000) '99.	$21·00
Population 1890 was.	2,885
Populat'n '95 (State census)	3,340

IRON COUNTY.—County seat is Hurley.

LOANS—	When Due.
County Bonds—	
5s, J&J, $43,329	
Jail Bonds—	
5s, Jan., $34,000	19 years.
(Part due yearly on Jan. 20.)	
Bonded debt Jan. 1, 1898	$81,536

Floating debt	$12,634
Total debt Jan. 1, 1898	94,170
Tax valuation, real	1,007,407
Tax valuation, personal	420,505
Total equalized val., '98	1,427,912
Equal. valuation 1899	1,756,100
Population 1890 was	7,391
Population in 1897 was	5,338

INTEREST on the county bonds is payable at Ashland; on the jail bonds at New York.

JANESVILLE.—{VICTOR P. RICHARDSON, Mayor. / JAS. A. FATHERS, Treasurer.

Janesville is situated in Rock County.

LOANS—	When Due.
High School Building—	
5s, Nov. 1, $45,000	1900-1912
(Part due yearly on Nov. 1.)	
Street Improvement Bonds—	
6s, Nov. 1, $1,259	Jan. 23, 1905
Total debt Jan. 1, 1900	$46,259

Tax valuation, real	$3,359,275
Tax valuation, pers'l	1,177,701
Total valuation 1899	4,536,976
Assessment is ½ actual value.	
Total tax (per $1,000) '99	$26·42
Population in 1890 was	10,836
Population in 1900 (est.)	13,000

INTEREST is payable at the office of the City Treasurer.

KENOSHA.—{JAMES GORMAN, Mayor. / GUS JACOB, Clerk.

Kenosha is situated in Kenosha County.

LOANS—	When Due.
Improvement Bonds—	
6s,	$12,832 1900 to 1902
($4,277 due annually.)	
Refunding Railroad Aid—	
3½s, J&J, $170,000	July 1, 1919
(Subject to call after 1909.)	
Total debt Feb. 25, 1900.	$170,000

Tax valuation, real	$1,388,116
Tax valuation, personal	348,430
Total equaliz'd val. 1899	1,736,546
Assessment ¼ to ⅕ actual value.	
Total tax (per $1,000) '99	$50·00
Population in 1890 was	6,532
Population in 1899 was	11,049

INTEREST is payable at the First National Bank, Milwaukee, and in Kenosha.

LA CROSSE.—{W. A. ANDERSON, Mayor. / L. W. GOSNELL, Clerk.

La Crosse is in La Crosse County.

LOANS—	When Due.
School Bonds—	
5s, J&D, $18,000	June 15, 1911
Optional after June 15, 1901	
5s, $10,000	June 1, 1912
Optional after June 1, 1902	
5s, $20,000	June 1, 1913
Optional after June 1, 1903	
5s, $12,500	May 1, 1914
Optional after May 1, 1904	
5s, M&N, $20,000	May 1, 1915
Optional after May 1, 1905.	
3½s, J&J, $20,000	July 1, 1919
Optional after July 1, 1909.	
3s, J&J, $5,000	July 15, 1900
Optional at any time.	
Water Bonds—	
5s, J&D, $25,000	Dec. 1, 1911
Optional after Dec. 1, 1901	
5s, $25,000	Dec. 30, 1912
Optional after Dec. 30, 1902	
5s, J&D, $75,000	June 1, 1915
Optional after June 1, 1905	
3s, J&J, $22,000	July 15, 1916
Optional after July 15, 1899	
Street Bonds—	
3½s, M&S, $25,000	1919
Subject to call after 1909.	

LOANS—	When Due.
Refunding Bonds—	
4s, J&J, $25,000	July 1, 1918
Subject to call after 1908.	
3½s, A&O., $52,000	Oct. 1, 1919
3½s, J&J, 42,000	Jan. 15, 1920
Sewer, Water & School B'ds—	
5s, J&J, $60,000	July 1, 1915
Optional after July 1, 1905	
Bridge Bonds—	
5s, J&J, $43,000	Jan. 15, 1910
Optional after Jan. 15, 1900	
City Hall Bonds—	
5s, M&S, $40,000	Mar. 16, 1911
Optional after Mar. 16, 1901	
Sewer and Water Bonds—	
5s, J&J, $10,000	Oct. 1, 1916
Optional after Oct. 1, 1906	
3½s, J&J, $25,000	July 15, 1919
Optional after July 15, 1909.	
Bonded debt Jan., 1900.	$574,500
Sinking fund	131,594
Net debt Jan. 1, 1900	442,906
Assessed valuat'n, real.	9,828,617
Assessed val., personal	2,461,589
Total valuation 1899	12,290,206
Tax rate per $1,000, '99.	$22·50
Population 1890	25,090
Population 1900 (est.).	32,000

INTEREST on all recent issues is paid in La Crosse; on the water 5s (due 1915) in New York at State Trust Company.

LIMIT OF INDEBTEDNESS.—The limit of indebtedness prescribed by the Constitution of the State of Wisconsin is 5 per cent of the total valuation, or $614,510, leaving a margin Jan. 1, 1900, of $171,604.

LA CROSSE CO.—County seat is La Crosse.

LOANS—	Amount.
Bonded debt Feb., 1900	$50,000
County has no floating debt.	
Tax valuation, real	$12,343,831

Tax valuation, person'l.	$3,004,141
Total valuation 1899	15,349,972
Population in 1890 was	38,801
Population in 1896 was	43,610

MADISON.—{MATTHEW J. HOVEN, Mayor. / O. S. NORSMAN, Clerk.

Madison is situated in Dane County.

LOANS—	When Due.
Special Improvement Bonds—	
6s, Apr. 1, $95,850	Apr. 1, 1901
($10,650 due yearly) to	Apr., 1909
Street Repair Bonds—	
4½s, Jan. 1, $15,000	Jan. 1, 1913
Subject to call after Jan. 1, 1903	
4½s, Jan. $15,000	Jan. 1, 1917
Subject to call after 1907.	
Sewer Bonds—	
4s, July 1, $37,000	July 1, 1918
Subject to call after 1908.	
4s, Apr. 1, $40,000	Apr. 1, 1919
Subject to call after 1909.	
Water Bonds—	
5s, A&O, $8,000	Apr. 1, 1902
Subject to call at any time.	
4½s, Jan. 1, $10,000	Jan. 1, 1913
Subject to call after Jan. 1, 1903	

LOANS—	When Due.
Refunding Bonds of 1884—	
5s, A&O, $105,000	Apr. 1, 1904
Subject to call at any time.	
Interest is payable at City Treas'y	
Bonded debt Feb., 1900.	$336,500
B'd of Ed. debt.	35,000
Total debt Feb. 1, 1900.	371,500
Sinking fund	31,700
Net debt Feb. 1, 1900	339,200
Water debt (included)	18,000
Tax valuation, real	6,542,980
Tax valuation, personal	1,571,871
Total valuation 1899	8,114,851
Assessment about ½ actual value.	
Total tax (per $1,000) '99	$20·00
Population in 1890 was	13,426
Population in 1900 (est)	18,000

The city's debt must not exceed 5 per cent of the assessed valuation.

TAX-RECEIVABLE COUPONS.—The water bonds carry tax-receivable coupons.

MANITOWOC.—{WILLIAM RAHR, Mayor. / ARTHUR REICHERT, Clerk.

Manitowoc is in Manitowoc County.

LOANS—	When Due.
Bridge Bonds—	
5s, Nov., $25,000	Nov. 1, 1900
($5,000 due yearly) to	1904
Harbor Bonds—	
4½s,	$15,000 Jan. 15, 1906
Drainage Bonds—	
4s, J&J, $8,000	1907-'09-'11-'13
($2,000 due Jan. 2, in years named)	
Refunding Bonds—	
5s, J & J, $2,000	Jan. 2, 1901

Refunding Bonds—(Con.)—	
5s, Nov., $35,000	Nov. 1, 1902
4s, J&J, 7,000	Jan. 2, 1907
Total debt Feb. 25, 1900	$92,000
Tax valuation, real	2,494,540
Tax valuation, person'l	684,320
Total valuation 1899	3,178,860
Assessm't from 40 to 50% act. value	
Total tax (per $1,000) '99	$35·00
Population in 1890 was	7,710
Population in 1895 was	9,400

MANITOWOC CO.—A. H. Zander, Co. Clerk.

County seat is Manitowoc.

LOANS—	When Due.
Refunding Bonds—	
4s, J&J, $87,000	July 1, 1900-'05
Bond. debt Jan. 1, 1900	$87,000
Tax valuation, real	9,948,834
Tax valuat'n personal	1,541,485

Total valuation 1899	$11,490,119
Assessment about ⅔ actual value.	
State & Co. tax (per M) '99	$8·00
Population in 1890 was	37,831
Population in 1895 was	40,802

INTEREST is payable at State Treasurer's Office, Madison.

MARATHON CO.—Anton Mehl, Treasurer.

County seat is Wausau. As the $4,000 due yearly on bonds mentioned below will be paid by the asylum, the county is practically without debt.

LOANS—	When Due.
Asylum Bonds—	
5s, J&D, $76,000	June '00 to '18
($4,000 due yearly)	
Interest payable in Wausau.	
Total debt Feb. 25, 1900	$76,000

Tax valuation, real,	$3,688,871
Total valuation pers'l	1,214,018
Total valuation 1899	4,092,889
Assessment about ½ actual value.	
Population in 1890 was	30,369
Population in 1899 (est.)	40,000

MARINETTE.—{FRANCIS A. BROWN, Mayor. / D. W. JOHN, Treasurer.

This city is in Marinette County.

LOANS—	When Due.
Bridge Bonds—	
6s, Oct.,	$11,000 Oct. 1, 1904
5s, March,	8,000 Mch. 1, 1901
($2,000 due y'rly) to	Mch. 1, 1903
School Bonds—	
5s, Feb.,	$4,000 Feb. 1, 1901
($2,000 due y'rly) to	Feb. 1, 1902
——, ——,	$15,000
Sewer Bonds—	
5s, Aug., $37,500	Aug. 1, 1900
($2,500 due y'rly) to	Aug. 1, 1916

Refunding Bonds—	
——, ——,	$43,500
Bonded debt Mar. 1, 1900.	$126,000
Tax valuation, real	2,583,003
Tax valuation, pers'l	1,220,604
Total valuation 1899	3,803,607
Assessment 60% actual value.	
Total tax (per $1,000) '99	$35·00
Population in 1890 was	11,523
Population in 1900 (est.)	16,000

INTEREST on the bridge and sewer bonds is payable in New York; on the school bonds in Milwaukee.

TAX FREE.—All bonds of this county are exempt from taxation.

MILWAUKEE.—{DAVID S. ROSE, Mayor. / JOHN R. WOLF, Comptroller.

This city is situated in Milwaukee County.

LOANS—	When Due.
Bath Bonds—'88-'93—	
5s, J&J, $14,000	July 1, 1900 to
($1,000 called y'rly).	July 1, 1913
4s, J&J, $11,000	July 1, 1900 to
($1,250 called y'rly).	July 1, 1908
Bridge Bonds—	
4s, J&J, $15,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1902
4s, J&J, $16,000	July 1, 1900 to
($3,750 called y'rly).	July 1, 1903
4s, J&J, $22,500	Jan. 1, 1901 to
($2,500 called y'rly).	Jan. 1, 1910
5s, J&J, $55,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1911
5s, J&J, $130,000	July 1, 1900 to
($10,000 cal'd y'rly).	July 1, 1912
5s, J&J, $42,000	July 1, 1900 to
($3,000 called y'rly).	July 1, 1913
5s, ——, $60,000	Jan. 1, 1901 to
($3,750 called y'rly.)	Jan. 1, 1916
City Hall Bonds—	
4s, J&J, $27,000	Mar. 1, 1901 to
($3,000 called y'rly).	Mar. 1, 1910
5s, J&J, $120,000	July 1, 1900 to
($10,000 called y'ly).	July 1, 1911
5s, J&J, $130,000	July 1, 1900 to
($10,000 called y'ly).	July 1, 1912
5s, ——, $150,000	July 1, 1900 to
($10,000 called y'ly).	July 1, 1914
5s, ——, $240,000	July 1, 1900 to
($15,000 called y'ly).	July 1, 1915
Fire Department Bonds—	
5s, J&J, $35,000	July 1, 1900 to
($2,500 called y'rly).	July 1, 1913
Flushing Tunnel—	
5s, J&J, $108,000	July 1, 1900 to
($6,000 called y'rly).	July 1, 1917
General City Bonds, 1871-'86—	
7s, J&J, $23,900	Jan. 1, 1901
4s, J&J, 44,000	July 1, 1900
($7,500 called y'rly).	July 1, 1905
4s, J&J, $51,000	July 1, 1900 to
($7,500 called y'rly).	July 1, 1905
Hospital Bonds—	
5s, J&J, $35,000	July 1, 1900 to
($2,500 called y'rly).	July 1, 1913
Library Bonds—	
4s, J&J, $27,000	Jan. 1, 1901 to
($3,000 called y'rly).	Jan. 1, 1910
Library & Museum Bonds—	
5s, J&J, $60,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1911
5s, J&J, $97,500	July 1, 1900 to
($7,500 called y'rly).	July 1, 1912
5s, ——, $112,500	July 1, 1900 to
($7,500 called y'rly.)	July 1, 1914
5s, M&N, $170,000	July 1, 1901 to
($10,000 called y'ly).	July 1, 1917
5s, J&J, $108,000	July 1, 1900 to
($6,000 called y'rly).	July 1, 1917
Mil. River Dam Bonds—	
4s, J&J, $25,000	July 1, 1900 to
($2,500 called y'rly).	July 1, 1909
Park Bonds—	
4s, J&J, $55,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1910
5s, J&J, $91,000	July 1, 1900 to
($8,000 called y'rly).	July 1, 1911
5s, J&J, $45,500	July 1, 1900 to
($5,000 called y'rly).	July 1, 1912
5s, J&J, $70,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1913
5s, J&J, $75,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1914
5s, ——, $80,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1915
5s, ——, $102,000	July 1, 1900 to
($6,000 called y'rly).	July 1, 1916
5s, J&J, $90,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1917
Refunding Bonds—	
5s, ——, $85,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1916

School Bonds—	
5s, J&J, $65,000	July 1, 1900 to
($5,000 called yr'ly).	July 1, 1912
5s, J&J, $175,000	July 1, 1900 to
($12,500 due y'rly).	July 1, 1913
5s, J&J, $26,250	July 1, 1900 to
($1,750 called y'rly).	July 1, 1914
5s, ——, $75,000	Jan. 1, 1901 to
($5,000 called y'rly).	Jan. 1, 1915
5s, ——, $120,000	July 1, 1900 to
($7,500 called y'rly).	July 1, 1915
5s, ——, $187,000	July 1, 1900 to
($11,000 called y'ly).	July 1, 1916
5s, J&J, $126,000	July 1, 1900 to
($7,000 called y'rly).	July 1, 1917
4s, J&J, $90,000.	July 1, 1900 to
($10,000 called y'ly).	July 1, 1907
4s, J&J, $125,000	July 1, 1900 to
($12,500 called y'ly).	July 1, 1909
4s, ——, $120,000	July 1, 1900 to
($10,000 called y'ly).	July 1, 1911
Sewer Bonds—	
5s, J&J, $21,000	July 1, 1900 to
($1,500 called y'rly).	July 1, 1913
5s, J&J, $37,500	July 1, 1900 to
($2,500 called y'rly).	July 1, 1914
5s, ——, $16,000	July 1, 1900 to
($1,000 called y'rly).	July 1, 1915
5s, ——, $34,000	July 1, 1900 to
($2,000 called y'rly).	July 1, 1916
5s, J&J, $90,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1917
5s, J&J, $72,000	Jan. 1, 1901 to
($4,000 called y'rly).	Jan. 1, 1918
Sewer Bonds—(Intercepting.)	
4s, J&J, $27,000	July 1, 1900 to
($3,000 called y'rly).	July 1, 1907
Street Bonds—	
5s, J&J, $77,000	July 1, 1900 to
($5,500 called y'rly).	July 1, 1913
5s, ——, $80,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1915
5s, ——, $136,000	July 1, 1900 to
($8,000 called y'rly).	July 1, 1916
5s, J&J, $72,000	July 1, 1900 to
($4,000 called y'rly).	July 1, 1917
3½s, J&J, $160,000.	July 1, 1900, to
($8,000 called y'rly)	July 1, 1919
3s, J&J, $160,000	Jan. 1, 1901 to
($8,000 called y'rly)	Jan. 1, 1920
Viaduct Bonds—	
5s, J&J, $30,000	July 1, 1900 to
($2,500 called y'rly).	July 1, 1911
5s, J&J, $97,500	July 1, 1900 to
($7,500 called y'rly).	July 1, 1912
5s, J&J, $75,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1914
Water Bonds—	
7s, J&J, $174,000	Jan. 1, 1901 to
($80,000 called y'ly).	Jan. 1, 1902
5s, J&J, $87,500	July 1, 1900 to
($6,250 due yearly).	July 1, 1913
5s, J&J, $32,500	July 1, 1900 to
($2,500 called y'rly).	July 1, 1912
5s, ——, $75,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1914
5s, ——, $85,000	July 1, 1900 to
($5,000 called y'rly).	July 1, 1916
4s, J&J, $32,000	July 1, 1900 to
($7,500 called y'rly).	July 1, 1903
4s, J&J, $75,500	Jan. 1, 1901 to
($12,500 called y'rly).	Jan. 1, 1906
4s, J&J, $88,500	Jan. 1, 1901 to
($12,500 called y'ly).	Jan. 1, 1907
4s, J&J, $225,000	Jan. 1, 1901 to
($25,000 called y'ly).	Jan. 1, 1910
4s, J&J, $50,000	Jan. 1, 1901 to
($5,000 called y'rly).	Jan. 1, 1910
4s, J&J, $30,000	July 1, 1900 to
($7,500 called y'rly).	July 1, 1903
4s, J&J, $38,000	July 1, 1900 to
($7,500 called y'rly).	July 1, 1904

PAR VALUE OF BONDS.—The bonds are mostly for $1,000 each.

INTEREST is payable in New York and Milwaukee.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Milwaukee's total municipal debt, the sinking fund, &c

	Jan. 1, 1900.	*Jan.* 1, '99.	*Jan.* 1, '98.	*Jan.* 1, '97.
Total bonded debt	$6,060,750	$6,266,000	$6,728,000	$6,352,250
Sinking funds	574,237	565,850	520,250	484,250
Net debt	$5,486,513	$5,700,150	$6,207,750	$5,868,000
Water debt (included)	$1,123,000	$1,298,750	$1,474,500	$1,654,250

SINKING FUND.—The sinking fund receives yearly a sum equal to 5 per cent of the original issue of bonds, and it is required by law that this amount of the debt shall be annually retired.

CITY PROPERTY.—The city owns its water works, and receives from water rates a larger sum yearly than the total interest charges on its debt. The total valuation of corporate property on January 1, 1900, was $20,620,237.

ASSESSED VALUATION.—The city's assessed valuation (about one-half cash value) and tax rate have been:

Years.	*Real Estate.*	*Personal Property.*	*To'l Assessed Valuation. p'r*	*Tax Rate* $1,000
1899	$124,703,830	$27,268,073	$151,971,903	$22·07
1898	122,258,668	24,970,760	147,229,428	23·02
1897	121,156,090	23,527,326	144,683,425	23·12
1896	119,441,715	24,329,904	143,771,619	23·69
1895	118,184,040	24,365,973	142,550,013	20·45
1890	.....	.....	105,484,055	21·50
1880	41,646,373	14,229,596	55,875,969	.....

POPULATION.—In 1890 population was 204,468; in 1880 it was 115,702; in 1870 it was 71,440; in 1895 it was 249,270; in 1900 (estimated), 300,000.

MILWAUKEE CO.—H. F. SCHULTZ, Treas.

County seat is Milwaukee.

LOANS—	*When Due.*
5s, M&S, $100,000	Sept. 1, 1903
5s, J&J, 75,000	July 1, 1907
5s, M&N, 50,000	Nov. 1, 1909
Bonded debt Feb., 1900 . $225,000	

County has no floating debt.
Equal'd valu'n 1899. $143,193,213
Total tax (per $1,000) '98.. $10·99
Population in 1890 was...236,101
Population in 1895 was...287,932

INTEREST is payable at the office of the County Treasurer.

NEENAH.—{THOMAS HIGGINS, Mayor. {S. M. SYKES, City Clerk.

LOANS—	*When Due.*
WATER WORKS BONDS—	
5s, J&J, $60,000	1903-'08 '13
Total debt Feb. 24, 1900. 60,000	
Tax valuation, real.....$1,442,201	
Tax valuation, personal. 383,329	

Tot. equalz'd valu't'n '99 $1,825,530
Assessm't is about ½ actual value.
Total tax (per $1,000), '99 $33·00
Population in 1890 was.....5,083
Population in 1899 (est.).....6,500

INTEREST on water bonds is payable at New York.

TAX FREE.—All bonds issued by this city are exempt from taxation.

OCONOMOWOC.—OTTO C. PETERS, Clerk.

This city is in Waukesha County.

LOANS—	*When Due.*
WATER-WORKS BONDS—	
4s, Feb. 1, $42,000.	Feb. 1, 1905-19
(For amounts due each year, see V. 68, p. 123s.)	
ELECTRIC LIGHT BONDS—	
4s. Feb. 1, $34,000	Feb. 1901-17
Bonded debt Feb. 1, 1900. $76,000	

Assessed valuat'n, real. $1,101,810
Ass'd valuation, per'l.. 550,415
Total valuation 1899.. 1,652,225
Assessment about ½ actual value,
Tax rate (per $1,000) 1899. $16·87
Population in 1890 was.....2,729
Population in 1900 (est.)....3,500

OCONTO.—D. G. CLASSON, Mayor.

This city is in Oconto County.

Total debt Feb. 18, 1898. $45,500
Tax valuation 1898..... 989,762
Total tax rate (per M.) '99....41·00
Real valuation..... 2,500,000

Population in 1890 was.....$5,219
Population in 1880 was.....4,171
Population in 1895 was.....6,017

OSHKOSH.—DAN WITZEL, Clerk.

Oshkosh is situated in Winnebago County.

LOANS—	*When Due.*
BRIDGE BONDS—	
4½s, June, $50,000	1902-11
($5,000 due yearly.)	
CITY HALL BONDS—	
5s, Feb. 15, $14,000	1901 to 1907
($2,000 due yearly in Feb.)	
FUNDING BONDS—	
4s, A&O, $91,000.	Aug. 1, 1918
IMPROVEMENT BONDS—	
..... $7,754	

LOANS—	*When Due.*
LIBRARY BONDS—	
4s, ..., $50,000	1918
PARK BONDS—	
....., $42,000	
SCHOOL BONDS—	
4½s, Sept., $8,000	
4s, A&O, 15,000	Aug. 1, 1918
4s, ... 36,000	
REFUNDING BONDS—	
4s, ..., $75,000	1918

INTEREST on the railroad bonds is payable in New York at National Bank of Commerce; on the city hall bonds at Madison, Wis., by State Treasurer; on all other bonds at Oshkosh.

OPTIONAL—The bridge, park and sewer bonds are all subject to call after five years from date of issue.

BONDED DEBT October 1, 1899, was $354,754; floating debt, $21,500; total debt, $376,254.

ASSESSED VALUATION in 1899 was $9,279,993; total tax rate (per $1,000), $28·50. Assessed valuation in 1898 was $9,279,993.

POPULATION in 1890 was 22,836; in 1897 was 30,545.

OUTAGAMIE CO.—County seat is Appleton.

LOANS—	*Amount.*
COUNTY BONDS—	
5s, A&O, $50,000	1901-1910
($5,000 due yearly on April 1).	
Interest is payable by Co. Treas'r.	
Total debt Jan. 1, 1900.. $60,000	
Tax valuation, real.....9,686,747	

Tax valuation, person'l $1,650,075
Total valuation 1899.. 11,336,822
Assessment about ¼ actual value.
Total tax (per $1,000) '98. $13·529
Population in 1890 was.....38,690
Population in 1895 was.....44,404

PORTAGE CO.—County seat is Stevens Point.

LOANS—	*When Due.*
BUILDING RAILROAD—	
5s, Jan., $100,000	Jan. 1, 1912
4s, J&J, $95,000	Jan. 1, 1901
Interest on the 4s payable at the Nat. Exchange Bank, Milwaukee; on the 5s by the County Treasurer.	
Total debt Jan. 1, 1899.. $195,000	
Tax valuatio n,real..... 5,849,907	

Tax valuation, person'l $994,712
Total valuation 1898... 6,844,619
Equalized valu'n 1899.. 5,654,788
Real valuation about...10,000,000
State & Co. tax (per $1,000). $11·00
Population in 1890 was.....24,798
Population in 1880 was.....17,731
Population in 1895 was.....28,531

RACINE.—{MICHAEL HIGGINS, Mayor. {HENRY J. SCHROFF, City Clerk.

Racine is situated in Racine County.

LOANS—	*When Due.*
ADJUSTMENT BONDS—	
5s, Apr., $98,000	Apr. 1, 1912
GENERAL IMPROVEMENT	
5s, M&N, $25,000	May 1, 1914
5s, ..., 40,000	1916
Optional after 10 years from date.	
SCHOOL HOUSE—	
5s, ..., $23,000	1900 to 1917
($1,000 yearly on Sept. 1).	
5s, J&J, $7,000	Jan. 1, 1914
4s, F&A, 15,000	Aug. 1, 1910
4s, J&D, 50,000	June 1, 1913
4s, July 1, 32,000	Mch. 1, 1901, to Mch. 1, 1919
$1,000 yearly. 1901 to 1909; $2,000 yearly, 1910 to 1918; $5,000 Mch. 1, 1919.	
3½s, July 1. $17,000	July 1, 1919
5s, ..., $17,000	1916
Optional after 10 years from date.	

LOANS—	*When Due.*
PAVING BONDS—	
5s, M&N, $25,000	May 1, 1914
Optional after 10 years from date.	
5s, ..., $20,000	1916
SEWER BONDS—	
5s, ..., $12,000	1901
5s, Apr., 12,000	Apr. 1, 1903
Optional after 5 years from date.	
Interest is payable at Racine.	
Total debt Jan. 1, 1900..$394,000	
Sinking fund 40,350	
Net debt Jan. 1, 1900 ... 353,650	
Tax valuation, real 8,369,460	
Tax valuation, personal. 2,092,045	
Total valuation 1899...10,461,505	
Assessm't abt. 65 p.c., actual value.	
City tax (per $1,000), '99...$17·25	
Total tax (per M.) '99. .....25·683	
Population in 1890 was.....21·014	
Population in 1899 (est.)....30,000	

RACINE COUNTY.—County seat is Racine.

LOANS—	*When Due.*
ASYLUM AND JAIL BONDS—	
5s, F&A, $47,000	$5,000 yearly.
Int. is payable at County Treasury	
Total debt Feb. 15, 1900 ..$47,000	

Tax valuation, real....$14,955,529
Tax valuat'n, person'l.. 3,087,954
Total valuation 1899...17,943,483
Population in 1890 was.....36,268
Population in 1895 was.....41,110

REEDSBURG.—{JOHN CROOK, Mayor. {PATRICK DALY, Clerk.

This city is in Sauk County.

LOANS—	*When due.*
WATER AND ELECTRIC LIGHT—	
5s, J &J., $28,000	Jan. 1, 1901-10
$2,000 due yearly, 1901-04, and $3,000 yearly, 1905 to 1910.	

Total debt Jan. 1, 1900....$28,000
Tax valuation 1899 781,308
Assessment about ½ actual value
Total tax (per $1,000), 1899. $24·95
Population in 1890 was..... 1,737

RHINELANDER.—

Rhinelander is the county seat of Oneida County.

LOANS—	*When Due.*
FUNDING BONDS—	
5s, A&O, $24,000	Feb. 1, 1901
($3,000 due yearly to Feb. 1, 1908)	
Bonded debt Feb. 7, '99.. $27,000	
Tax valuation real..... 920,165	

Tax valutation, person'l $719,743
Total valuation 1898... 1,639,908
Total valuation 1899....1,707,249
Total tax (per $1,000) '98..$28·00
Population in 1890 was.....2,658
Population in 1899 (est.).....5,500

INTEREST is payable at Chemical National Bank, New York City.

RIVER FALLS.—ALLEN P. WELD, Clerk.

This city is in Pierce County.

LOANS—	*When Due.*
WATER BONDS—	
5s, semi-an., $25,000.	May 1, 1914
Bonded debt Jan. 1, 1900. $25,000	
Sinking fund..... 4,500	
Net debt Jan. 1, 1900..... 20,500	

Assessed valuation, real. $441,395
Assessed valuation, per'l. 121,512
Total valuation 1899..... 563,107
Assessment abt. 60% actual value.
Tax rate (per $1,000) 1899. $25·24
Population in 1900 (est.).....2,000

INTEREST payable at Minnesota Loan & Trust Co., Minneapolis.

SHEBOYGAN. — This city is in Sheboygan County.

LOANS—	*When Due.*
BRIDGE & VIADUCT BONDS—	
4½s, A&O, $11,000	Apr. 1, 1901
IMPROVEMENT BONDS—	
6s, ..., $3,000	Jan. 2, 1904
Subject to call after 1902.	
6s, ..., $1,700	July 2, 1904
Subject to call after 1902.	
6s, J&D, 20,600	Dec. 2, 1902
RAILROAD AID BONDS—	
5s, M&S, $50,000	Mar. 1, 1902
REFUNDING BONDS—	
4½s, M&N, $120,000	May 1, 1909
4½s, M&N, 28,000	May 1, 1911

SCHOOL BONDS—	
4s, M&S, $40,000	Mar. 1, 1918
Subject to call after 1908.	
Bonded debt Mar. 10, '98. $253,902	
Cash on hand..... 7,069	
Net debt Mar. 10, 1898.. 246,832	
Tax valuation, real.....5,436,254	
Tax valuation, personal. 1,113,075	
Total valuation 1899....6,549,329	
Assessment is abt. ½ actual value.	
Total tax (per $1,000) '97..$25·19	
Population in 1890 was.... 16,359	
Population in 1895 was.... 21,130	

INTEREST on the railroad aid bonds is payable by the Mutual Life Insurance Company, Milwaukee; on the refunding bonds at the Fourth National Bank, N. Y. City; on the improvement bonds due in 1902 at the City Treasury; on others at the Bank of Sheboygan or at the German Bank, Sheboygan, Wis.

SOUTH MILWAUKEE.—This place is in Milwaukee County.

LOANS—	*Amt. Outstand'g.*
School bonds.....	$15,000
Sewer bonds.....	15,000
Water bonds.....	40,000
Total debt Feb. 20, 1900.	70,000

Sinking fund..... $10,500
Net debt Feb. 20, 1900 59,500
Tax valuation 1899.....1,449,297
Real valuation (about)..5,000,000
Population in 1899 (est.).....3,401

SUPERIOR.—

This city is situated in Douglas County. Most of the special street and sewer bonds, issued at 6%, have been extended or exchanged for 5s due in 1908, and the balance will probably be extended or exchanged on the same basis within a short time.

LOANS—	*When Due.*
BRIDGE BONDS—	
6s, F&A, $50,000	Aug. 1, 1910
VILLAGE HALL BONDS—	
6s, A&O, $10,000	Apr. 21, 1908
Subject to call since Apr. 21, 1898	
FIRE PROTECTION BONDS—	
6s, F&A, $20,000	Aug. 1, 1910
SCHOOL BONDS—	
5s, J&J, $166,000	Jan. 2, 1912
5s, J&J, 45,000	July 2, 1912
..... 2,500	
SEWER BONDS—	
6s, F&A, $200,000	Aug. 1, 1910
6s, F&A, 150,000	Aug. 1, 1911
6s, M&N, 50,000	Nov. 1, 1911

Special Assessment Loans—	
HARBOR IMPROVEMENTS—	
6s, J&D, $54,119	1900-1902
(Part due yearly.)	
6s, J&D, $8,311	1900-1903
(Part due yearly June 1.)	
6s, J&D, $37,720	1899-1904
(Part due yearly on Dec. 1.)	
6s, J&D, $390	1900-1905
(Part due yearly on June 1.)	
6s, J&D, $8,224	1899-1907
(Part due yearly.)	
STREET IMPROVEMENT BONDS—	
6s, 5s, ..., $703,288	1908
SEWER IMPROVEMENT BONDS—	
6s, 5s, ..., $101,965	1908

INTEREST on Village Hall bonds is payable in New York at the National Park Bank; on harbor improvement bonds at the National Bank of North America in New York City; on school bonds, partly in New York at the National Park Bank and partly in Superior. All other interest in New York at Nat. Bank of Republic.

TOTAL DEBT, ETC.—The total debt on January 1, 1900, was $1,616,418; sinking funds, $228,699; net debt, $1,387,719.

ASSESSED VALUATION.—The city's assessed valuation (about ⅓ of actual value) and tax rate have been as follows in the years named:

	Assessed Valuation.			*Tax rate,*
	Real.	*Personal.*	*Total.*	*per* $1,000
1899	$9,496,214	$1,107,936	$10,604,150	$4·50
1898	.....	.....	10,380,430	49·00
1896	11,763,503	781,626	12,545,129	32·70
1895	.....	.....	17,122,495	29·60
1894	18,384,044	1,295,058	19,679,102	20·70
1890	22,794,915	687,560	23,482,475	20·00

POPULATION in 1895 according to State census was 26,176; in 1890 according to U. S. Census it was 11,983; in 1899, estimated, $35,000.

WAUKESHA.—This city is the county seat of Waukesha County.

LOANS—	When Due.
SEWER BONDS—	
5s, J&J, $2,000	1900 to 1901
5s, Feb., 30,000	1910
PUBLIC BUILDING BONDS—	
5s, J&J, 10,000	1902 to 1911
SCHOOL BONDS—	
5s, Feb., $3,000	1900
5s, Feb., 3,500	1899 to 1901
5s, Feb., 10,250	1899 to 1904
4s, J&J, 35,000	1899 to 1918

STREET IMPT. BONDS—	
6s, M&S, $8,613 96	March '99-'08
Bond. debt Jan. 1, '99	$97,750
Sinking fund	5,050
Net debt Jan, 1, 1899	92,700
Assessed valuation, real.	2,565,130
Assessed valuation, per'l	734,150
Total valuation 1899	3,299,280
Assessment about ½ actual value.	
Tax rate (per $1,000) 1899	$25·80
Population in 1899 (est)	8,000
Population in 1890 was	6,321

INTEREST payable at office City Treasurer.

WAUSAU.—Wausau is situated in Marathon County.

LOANS—	When Due.
REFUND'G MUNICIPAL BONDS—	
5s, M&S, $25,000	Sept. 18, 1906
($5,000 due y'rly) to Sept. 18, 1910	
SCHOOL HOUSE BONDS—	
5s, M&S, $30,000	Sept. 18, 1900
($5,000 due y'rly) to Sept. 18, 1905	
SEWER BONDS—	
5s, A&O, $7,500	1900 to 1902
($2,500 payable yearly on Oct,15.)	

WATER WORKS BONDS—	
5s, A&O, $90,000	Apr. 1, 1905
Bonded debt Feb.25,1900.	$152,500
Water debt (included)	90,000
Tax valuation, real	2,356,535
Tax valuation, personal.	953,899
Total equal. val. 1899..	3,310,434
Assessment is ⅔ actual value.	
Total tax (per $1,000) '99	$32·19
Population in 1890 was	9,253
Population in 1899 was	13,500

WINNEBAGO CO.—M. J. ROUNDS, Treas.

Oshkosh is the county seat.

LOANS—	When Due.
ASYLUM BONDS—	
4½s, ..., $66,000	... ...
JAIL NOTES	
3s, Apr. 1, $20,000	Apr. 1, '01-'04
($2,000 due 1900—$5,000 yearly 1901 to 1904.)	
Bonded debt Feb. 26,1900.	$66,000

Floating debt	$22,000
Total debt Feb. 25, 1900.	88,000
Tax valuation, real	15,202,769
Tax valuation, pers'l	3,858,985
Total valuation 1899	19,107,021
Assessment abt. 3-5 actual value	
Population in 1890 was	50,097
Population in 1900 (est.)	60,000

Bonds are exempt from taxes. Interest is payable in New York City.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding all counties in Wisconsin and of other civil divisions which have reported an indebtedness of over $20,000 and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890. Valuation figures are for 1899.

Counties—	Bonded debt.	Total debt.	Equalized valuation.	Population.
Dunn	$35,000	$35,000	$4,495,109	22,664
Eau Claire	20,000	20,000	10,033,406	30,673
Iowa	30,000	30,000	5,209,930	22,117
Monroe	.....	50,000	4,052,207	23,211
Oneida	.....	26,000	3,367,512	5,010
Price	49,000	49,000	2,108,340	5,258
Richland	25,000	25,000	3,970,106	19,121
Rock	90,000	90,000	20,496,354	43,220
St. Croix	.....	125,000	6,353,294	23,139
Taylor	19,000	19,000	1,749,134	6,731
Vernon	24,500	25,500	4,373,721	25,111
Washburn	14,250	46,500	695,204	2,926
Cities, Towns, &c.—				
De Pere, Brown County..	32,500	32,500	843,563†	*4,293

* Population in 1895. † Tax rate, per $1,000, for 1899 was $32·00.

State of Minnesota.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act March 3, 1849) - March 3, 1849
Admitted as a State (Act Feb. 26, 1857) - - May 11, 1858
Total Area of State (square miles) - - - - 83,365
State Capital - - - - - - - - St. Paul
Governor (term expires 1st Monday 1901) - - John Lind
Secretary of State (1st Monday Jan. 1901) - - Albert Berg
Treasurer (1st Monday Jan. 1901) - - August T. Koerner
Auditor (1st Monday Jan. 1903) - - - R. C. Dunn

Legislature meets biennially in odd years on the Tuesday after the first Monday in January, and sessions are limited to ninety days.

HISTORY OF DEBT.—For the history of Minnesota's debt see STATE AND CITY SUPPLEMENT, April, 1893, page 103. The details of Minnesota's debt are given in the following statement:

LOANS.— NAME AND PURPOSE.	Interest. Rate.	Payable.	Principal. When Due.	Outstand'g.
State funding bonds	3½	J & J	July 1, 1921	$1,279,000
Subject to call at any time (limit, $150,000 yearly.)				
Certificates of indebtedness	4	J & J	July 1, 1900	50,000
do do	4	J & J	July 1, 1902	50,000
do do	4	J & J	July 1, 1903	250,000
do do	3	J & J	July 1, 1903	50,000
do do	3	J & J	July 1, 1908	100,000

INTEREST on the bonds is payable in New York; on the certificates of indebtedness at the office of the State Treasurer.

TOTAL DEBT.—On February 1, 1900, the total bonded debt of the State was $1,279,000, of which $399,000 was held in various Minnesota State funds.

TAXABLE VALUATION.—The taxable valuation, total tax levied and the rate of State tax have been as follows for the years named.

	Taxable Valuation. Real.	Personal.	Total.	Total Taxes Levied.	State Tax p. $1,000.
1899	$492,275,174	$92,808,154	$585,083,328	$14,539,285	$1·70
1898	489,803,334	89,448,796	579,252,130	13,847,896	1·80
1897	484,974,679	85,624,134	570,598,813	14,084,405	1·80
1896	478,451,788	85,493,875	563,945,663	13,595,943	1·80
1895	556,135,887	85,114,394	641,250,281	14,770,864	1·80
1893	543,956,153	98,947,498	642,903,651	14,645,741	2·20
1892	546,496,309	91,043,649	642,539,958	14,214,938	2·60
1889	463,943,397	95,418,115	559,361,512	12,243,956	1·90
1887	391,823,360	94,846,604	486,669,964	10,796,483	1·90
1885	319,008,864	82,720,902	401,729,766	8,383,696	1·80
1880	203,473,637	54,581,906	258,055,543	4,191,811	1·80
1875	173,693,276	45,162,467	218,855,743	3,892,482	2·10
1870	67,221,348	19,912,525	87,133,673	2,783,756	5·00
1861	33,350,057	5,914,683	39,264,740	658,358	4·00

Besides the State tax of $1·70 for 1899 there is a tax of $1·23 for school and university purposes.

DEBT LIMITATION.—Minnesota has protected the State from extravagant expenditures through restrictions which its Constitution puts on every kind of debt making. That instrument fixes the limit at $250,000 "for the purpose of defraying extraordinary expenditures;" and an amendment, ratified in 1879, extended this power to $250,000 additional "for erecting and completing buildings for the insane, a deaf, dumb and blind asylum, and State prison." Besides the foregoing, it is also provided that the State credit shall not be loaned, &c. With regard to the debt of municipalities there is but one section in the Constitution which relates to that subject, and that has reference to making railroad debt.

FIRST, as to State indebtedness, the sections which treat of the subject are in article 9, sections 5, 6, 7, 8 and 14.

SECTION 5. *(Public debt may be contracted.)* For the purpose of defraying extraordinary expenditures, the State may contract public debts, but such debts shall never, in the aggregate, exceed two hundred and fifty thousand dollars; every such debt shall be authorized by law for some single object, to be distinctly specified therein; and no such law shall take effect until it shall have been passed by the vote of two-thirds of the members of each branch of the Legislature, to be recorded by the yeas and nays on the journals of each House, respectively; and every such law shall levy a tax, annually, sufficient to pay the annual interest of such debt, and also a tax sufficient to pay the principal of such debt within ten years from the final passage of such law, and shall specially appropriate the proceeds of such taxes to the payment of such principal and interest; and such appropriation and taxes shall not be repealed, postponed, or diminished, until the principal and interest of such debt shall have been wholly paid. The State shall never contract any debts for works of internal improvement, or be a party in carrying on such works, except in cases where grants of land or other property shall have been made to the State, especially dedicated by the grant to specific purposes; and in such cases the State shall devote thereto the avails of such grants, and may pledge or appropriate the revenues derived from such works in aid of their completion.

SECTION 6.—*(Public debt how contracted.)* All debts authorized by the preceding section shall be contracted by loan on State bonds of amounts not less than five hundred dollars each, on interest, payable within ten years after the final passage of the law authorizing such debt; and such bonds shall not be sold by the State under par. A correct registry of all such bonds shall be kept by the Treasurer in numerical order, so as always to exhibit the number and amount unpaid and to whom severally made payable.

SECTION 7.—The State shall never contract any public debt, unless in time of war, to repel invasion or suppress insurrection, except in the cases and in the manner provided in the fifth and sixth sections of this article.

SECTION 8.—*(Appropriation of money received from loan or State bonds.)* The money arising from any loan made, or debt or liability contracted, shall be applied to the object specified in the act authorizing such debt or liability, or to the repayment of such debt or liability, and to no other purpose whatever.

SECTION 14.—*(State debt for public buildings).* For the purpose of erecting and completing buildings for a hospital for the insane, a deaf, dumb and blind asylum, and State prison, the Legislature may by law increase the public debt of the State to an amount not exceeding two hundred and fifty thousand dollars, in addition to the public debt already heretofore authorized by the Constitution, and for that purpose may provide by law for issuing and negotiating the bonds of the State and appropriate the money only for the purpose aforesaid; which bonds shall be payable in not less than ten nor more than thirty years from the date of the same, at the option of the State.

SECOND, as to city, county or other municipality the only restriction on the debt-making power in the Constitution is the following, found in article 9, section 15.

SECTION 14.—*(Municipal debts in aid of railroads.)* The Legislature shall not authorize any county, township, city or other municipal corporation to issue bonds or to become indebted in any manner to aid in the construction or equipment of any or all railroads to an amount that shall exceed five per centum of the value of the taxable property within such county, township, city, or other municipal corporation; the amount of such taxable property to be ascertained and determined by the last assessment of said property made for the purpose of State and county taxation previous to the incurring of such indebtedness.

The foregoing was adopted as an amendment in 1879. Before its adoption the section read so as to authorize municipal corporations to issue bonds in aid of railroads to *ten per cent* of valuation. Hence the amendment consisted in simply changing the word *ten* and making it *five.*

This is all the Constitution contains with reference to the debts of municipalities. The Legislature, however, has made some general provisions governing bond issues, which will be found in the STATE AND CITY SUPPLEMENT for October, 1899, and in previous numbers of that publication.

POPULATION OF STATE.—The population of Minnesota has been as follows in the years named:

1895	1,573,350	1880	780,773	1860	172,023
1890	1,301,826	1870	439,706	1850	6,077

CITIES, COUNTIES AND TOWNS IN THE STATE OF MINNESOTA.

NOTE.—*For reports not found in alphabetical order among the following, see "Additional Statements" at end of this State.*

ALBERT LEA.—T. W. WILSON, Mayor.

Albert Lea is situated in Freeborn County. The debt as below given includes the debt of the township and the school districts.

Bonded debt Oct. 1, 1899. $95,000
Total debt Oct. 1, 1899... 99,000
Tax valuation, real..... 755,928
Tax valuation, personal.. 318,620
Total valuation 1899....1,076,548

Assessment is 1/3 actual value.
Total tax (per M.) '99.....$35·40
Population in 1899 was.....5,000
Population in 1890 was.....3,305

AUSTIN.—T. M. Foster, Recorder.

This city is the county seat of Mower County

LOANS— *When Due.*
City Bonds
6s, M&S, $10,000.....Mar. 1, 1909
Railroad Aid Bonds—
6s, M&N, $16,000.....Nov. 1, 1904
Refunding Bonds—
6s, J&J, $14,000...July 1, 1903
5 1/2s, M&S, 4,000...Sept. 1, 1905
Water Bonds—
6s, M&N, $25,000.....Nov. 1, 1902

Bonded debt Mar. 1, 1900..$69,000
Tax valuation, real.....753,751
Tax valuation, personal...220,975
Total valuation 1899.....974,726
Assessment is about 1/3 actual val.
Total tax (per $1,000) '99. $43·20
Population in 1895 was.....5,082
Population in 1890 was.....3,901
Population in 1899 (est.)....7,500

INTEREST on city 6s due 1909 and water 6s due 1902 is payable in New York by the American Exchange National Bank; on railroad 6s due 1904 in New York by Farmers' Loan & Trust Company; on the refunding 6s due 1903 in New York by the Chemical National Bank, on other loans in Austin.

BECKER CO.—L. M. Stevens, County Auditor.

County seat is Detroit City.

LOANS— *When Due.*
Funding Bonds—
6s, Mar. 15, $25,000.Mar. 15, 1907
6s, June 15, 16,000.Mar. 28, 1909
6s, May 15, 16,000.May 15, 1911
Court House and Jail Bonds—
7s, July 1, $18,000...June 1, 1904
Bonded debt Feb. 1, 1900.$76,500
Floating debt..... 198
Total debt.....76,698
Sinking fund..... 19,047

Net debt Feb. 1, 1900... $57,651
Tax valuation, real..... 2,118,838
Tax valuation, personal 429,485
Total valuation 1899... 2,548,323
Assessment about 1/4 actual value.
State tax (per $1,000) 1899..$2·93
County tax (per $1,000)1899.10·40
Average school tax 1899.....15·00
Population in 1890 was.... 9,401
Population in 1895 was....11,054
Population in 1900 (est.)...20,000

INTEREST on the 7 per cent bonds is payable by the Corbin Banking Co., New York City; on all other loans at the County Treasury.

BRAINERD.—J. H. KOOP, Mayor. H. W. LINNEMAN, Treasurer.

Brainerd is in Crow Wing County.

LOANS— *When Due.*
Refunding Bonds—
5s, ..., $25,000..... Oct. 1, 1917
Electric Light Bonds—
6s, J&J, $40,000.....Jan. 1, 1908
6s, M&S, 20.000.....Mar. 1, 1909
Refunding Jail Bonds—
..., ..., $4,000..... .....
Sewer Bonds—
6s, A&O, $15,000.....Apr. 1, 1907
Bonded debt Jan. 1, '99. $104,000

Floating debt..... $18,000
Total debt Jan. 1, 1899 . 122,000
Sinking fund..... 874
Net debt Jan. 1, 1899.... 121,125
Tax valuation, real.....1,297,042
Tax valuation, personal. 276,134
Total valuation 1898.. 1,573,134
Assessment about 5/8 actual value.
Total tax (per $1,000) 1898.$47·50
Population in 1890 was.....5,703
Population in 1899 (est.)....8,500

INTEREST on the bridge and sewer bonds is payable in Brainerd, on the electric light and jail bonds in New York City.

Brainerd School District.—John F. Hurley, Treasurer.

Total debt Feb., 1, 1898..$100,000
Tax valuation 1897.....1,601,835

Assessment about 2/3 actual value.
School tax (per $1,000) '97.$16·51
Population 1897 (est.).....8,000

CLAY COUNTY.—O. J. Kittelsrud, Auditor.

County seat is Moorhead.

LOANS.— *When Due.*
Court House & Jail Bonds—
6s, Apr. 16, $37,000..Apr. 16, 1903
Refunding Bonds—
6s, A&O, $30,000. ....Apr. 1, 1905
Funding Bonds—
5s, June 1, $40,000...June 1, 1915
Total debt Jan. 1, 1900...$107,000

Tax valuation, real.....$4,139,752
Tax valuation, personal. 988,404
Total valuation 1899. ...5,128,156
Ass'nt about 1/3 to 1/2 actual value.
Aver. tax rate (per M.) '99.$30·53
Population in 1895 was.....15,154
Population in 1890 was 11,517

INTEREST on the 6 per cent bonds is payable in New York City and on the 5s at the County Treasurer's Office.

CROOKSTON.—William A. Lanctot, Clerk.

This city is the county seat of Polk County.

LOANS— *When Due.*
Water-Works Bonds—
7s, ..., $33,000....June 1, 1912
Funding Bonds—
7s, ..., $16,000....May 1, 1908
Bridge and Funding Bond —
7s, ..., $30,000....June 1, 1915
Impovement Bonds—
5s, ..., $24,000....Dec. 1, 1918
Bonded debt Jan. 1, 1900.$103,000

Sinking fund assets..... $8,845
Net debt Jan. 1, 1900.... 94,155
Assessed valuation,real. 696,492
Assessed valuation,per'l. 404,755
Total valuation 1899....1,101,247
Assessment abt. 1/3 of actual value.
Tax rate (per $1,000) 1899.$57 00
Population in 1890 was.....3,457
Population in 1900 (est.).....5,500

INTEREST is payable at the Hanover Nat. Bank, N. Y. City.

CROW WING CO.—County seat is Brainerd.

Funding Bonds—
4s, June 28, $55,000..June 30, '19
Bonded debt (last returns).$99,000
Floating debt..... 9,827
Assessed valu'n, real.....2,121,239

Assessed valuat'n, pers'l $463,041
Total valuation 1898....2,584,280
Aver. tax rate (per M.) '98.$42·90
Population in 1895 was.....11,561
Population in 1890 was.....8,852

DULUTH.—T. W. HUGO, Mayor. H. W. CHEADLE, Clerk.

This city is in St. Louis County.

LOANS— *When Due.*
General Fund Bonds—
6s, J&J, $85,000..July 1, 1901
5s, J&J, 100,000..July 1, 1907
5s, M&N, 100,000..Nov. 1, 1912
5s, M&S, 185,000..Sept. 1, 1918
5s, M&N, 200,000..Nov. 1, 1923
4 1/2s, J&J, 100,000..Jan. 1, 1920
4 1/2s, M&N, 100,000..Nov. 1, 1922
4 1/2s, M&N, 500,000..May 1, 1914
Permanent Improvement—
5s, J&J, $100,000....July 1, 1907
Park Bonds—
4s, J&J, $70,000.....July 1, 1920
4s, J&J, 242,000.....Jan. 1, 1921
Refunding Bonds—
6s, J&J, $138,250.....Jan. 1, 1908
6s, ... 32,890..... .....

LOANS— *When Due.*
4 1/2s,g. J&J, $250,000.July 1, 1926
4s, A&O, 45,000.....1928
Village Sewer Bonds—
5s, J&J, $25,000.....July 1, 1902
($5,000 due yearly) to July 1, 1906
Fond du Lac Bonds.
7s, ..., $10,000.....Oct. 1, 1903
New Duluth Bonds.
6s, ..., $47,000.....Mar. 1, 1914
West Duluth Bonds.
6s, ..., $30,000.....Feb. 1, 1910
6s, ..., 115,000.....July 15, 1911
6s, ..., 20,000.....June 13, 1913
Water and Light Bonds—
5g, J&J, $1,106,000g.July 1, 1926
4s, A&O, 955,000. Apr. 1, 1928
Dul. Gas & Water Co. (assumed.)
6s, ..., $295,000....May 1, 1906

INTEREST is payable at American Exchange National Bank, N. Y.

TOTAL DEBT, Etc.—The subjoined statement shows Duluth's total bonded and total floating debt on each of the dates named.

	Aug. 1, '99.	*Apr.* 1, '98.	*Feb.* 15, '97.	*Feb.* 10, '96.
†Total bonded debt	$2,100,250	$2,055,250	$1,942,250	$1,917,250
Floating debt	589,603	*666,423	763,606	1,135,552

* Includes $138,949 of special assessment certificates.
†Not including water debt, which amounted Aug. 1, 99, to $2,356,000. The city had a sinking fund on Aug. 1, 1899, of $106,537.
The $138,250 of 6 per cent refunding bonds are not strictly a liability of the city, as they were issued by the village of Duluth under a special Act of the Legislature which provides that the County Commissioners of St. Louis County shall levy a special tax to pay the interest on them and provide a sinking fund to meet them at maturity.

ASSESSED VALUATION.—The city's assessed valuation (estimated at 50 per cent of actual value) and tax rate have been as follows:

Years.	*Real Estate.*	*Personal Property.*	*Assessed Valuation.*	*Tax Rate per* $1,000
1899	$22,716,258	$3,442,777	$26,159,035	$24·90
1898	22,779,274	4,142,669	26,921,943	28·10
1897	26,112,865	4,178,754	30,291,619	31·40
1896	26,037,311	4,438,844	30,476,155	31·40
1895	36,157,713	4,855,550	41,013,263	27·90
1894	35,848,886	4,914,577	40,763,463	28·30
1890	19,385,553	4,381,100	23,766,653	....

POPULATION.—In 1895 population was 59,396; in 1890 it was 37,979; in 1880 it was 838; in 1899 (estimated) 65,000.

Duluth School District.—C. A. Bronson, Clerk Board of Education.

LOANS— *When Due.*
Build'g and Purchas'g Sites—
5s, M&N, $20,000.....May 1, 1903
6s, M&N, 12,000.....May 1, 1909
5s, J&J, 15,000.....July 1, 1905
5s, J&J, 15,000.....July 1, 1906
5s, ..., 45,000....Sept. 1, 1907
5s, M&N, 50,000.....Nov. 1, 1913
5s, F&A, 200,000.....Aug. 1, 1921
5s, M&S, 100,000.....Sept. 1, 1922
5s, M&N, 200,000.....May 1, 1923
Build'g & Purch. Sites—(Con.)
5s, J&D, 150,000.....June 1, 1924
4 1/2s, J&J, $150,000...Jan. 1, 1921
Other Bonds—
7s, J&D, $1,000.....Dec. 3, 1900
5s, J&J, 20,000.....Jan. 15, 1904
Total debt Mch. 1, 1900..$978,000
Tax valuation (see city of Duluth)
School tax rate (per M.) '99.$4·30
Population 1900 (est.).....61,549

INTEREST on the 7 per cent bonds is payable at the First National Bank, Duluth; on all others at Amer. Exch. Nat'l Bank, New York.

FARIBAULT.—R. A. Mott, Mayor.

Faribault is in Rice County.

LOANS— *When Due.*
City Bonds—
5s, J&J, $20,000....July 1, 1903
4 1/2s, J&J, 10,000....July 1, 1903
RR. bonds, $40,000..part each year
School b'ds, 20,000.. do do
Bonded debt April 1, '99.$157,000

Floating debt $35,000
Total debt April 1, 1899...192,000
Sinking fund 10,000
Tax valuation 1898....$3,371,710
Tax rate (per $1,000) '98...$28·50
Population in 1895 was.....7,616
Population in 1890 was.....6,524

FERGUS FALLS.—G. A. Ericson, C ty Clk.

Fergus Falls is in Otter Tail County.

LOANS.— *When Due.*
Building and Imp. Bonds—
6s F & A, $26,000...Aug. 1, 1912
Subject to call after Aug. 1, 1902
City Hall, &c., Bonds—
6s A&O, $10,000.....Oct. 17,1908
Electric Light Bonds—
5s, J&D, $25,000.....Dec. 1, 1905

Refunding Bonds—
4 1/2s, ..., $10,000.....July 1, 1905
Total debt Feb. 1, 1900....$71,000
Tax valuation, real.....730,895
Tax valuation, personal...261,220
Total valuation 1899.....992,115
Total tax (per $1,000) 1899.$45·71
Population in 1895 was.....4,497
Population in 1900 (est.)....5,700

HASTINGS.—N. B. Gergen, Treasurer.

Hastings is in Dakota County.

LOANS— *When Due.*
Asylum Bonds —
4s, M&N, $8,000.....May 1, 1919
Optional after May 1, 1909.
High Wagon Bridge Bonds—
5s, J&J, $40,000.....July 1, 1924
Refunding Bonds—
5s, J&J, $20,000.....July 1, 1914
St. P. & C. Ry. Co.—
6s, Mar. 1, $16,000...Mar. 1, 1902

School Bonds—
4s, J&J, $30,000..July 1, 1909-'19
$1,000 due yearly 1909-1918.
$20,000 due 1919.
Bonded debt Mch. 1, 1900.$84,000
The city has no floating debt.
Tax valuation, real.....$632,398
Tax valuation, personal.. 176,706
Total valuation 1899..... 809,104
Total tax (per $1,000), '99..$31·20
Population in 1890 was.....3,705
Population in 1900 about....4,000

INTEREST on the refunding bonds of 1914 is payable in Hastings; on all other bonds in New York City.

HENNEPIN CO.—A. W. Hastings, Treasurer.

County seat is Minneapolis.

LOANS— *When Due.*
Ct. House & City Hall B'ds—
4 1/2s, J&J, $335,000..July 1, 1917
4 1/2s, J&J, 315,000..July 1, 1921
4 1/2g, A&O, 600,000..Apr. 2, 1924
4 1/2s, A&O, 400,000...Apr. 1, 1925
4s, J&J, 100,000..Jan. 1, 1920
Bridge Bonds—
4 1/2s, M&S, $75,000...Sept. 1, 1917
4 1/2s, M&S, 35,000...Sept. 1, 1919
Other Bonds—
4 1/2s, J&D, $15,000...Dec. 1, 1919

Bond'd debt Mar., 1900 $1,875,000
Sinking fund..... 319,105
Net debt Mar. 1, 1900 1,555,895
Tax valuation, real.... 97,476,277
Tax valuation, pers'l.. 20,502,830
Total valuation 1899..117,979,107
Assessment about 3/5 actual value.
State & co. tax (per M.) '99...$6·90
Population 1890 was.....185,294
Population in 1899 (est.)..237,000

TAX FREE.—All bonds are tax exempt.
INTEREST is payable at the National Park Bank in New York City.

LAKE CO.—John Olson, Auditor.

County seat is Two Harbors.

LOANS— *When Due.*
Court House and Jail Bonds—
5s, July, $3,000.....1900-1902
($1,500 due yearly on July 1.)
Road and Bridge Bonds—
6s, Mar., $10,000....Mar. 15, 1907
6s, Apr., 10,000....Apr. 1, 1908
6s, ..., $20,000.....1912 to 1916
($4,000 due yearly on July 12.)
Total debt Mch. 1, 1900... $42,500

Sinking fund..... $8,527
Net debt Mch. 1, 1900... 33,972
Tax valuation, real.....2,359,988
Tax valuation, personal. 72,834
Total valuation 1899....2,432,822
Assessm't less than 1/3 actual value
Total tax rate(p. $1,000)'99.$32·21
Population in 1890 was.....1,219
Population in 1895 was.....2,211
Population in 1900 (est.).... 3,000

INTEREST on the 6s due in 1907 is payable in Minneapolis; on the 6s due 1912 to 1916 at the National Park Bank, New York City; on others in St. Paul.

TAX FREE.—All bonds of this county are exempt from taxation.

MANKATO.—F. M. CURRIER, Mayor. C. P. WILLIAMS, Treasurer.

Mankato is situated in Blue Earth County.

LOANS— *When Due.*
Bridge Bonds—
5s, M&S, $7,000.....Mar. 1, 1910

LOANS— *When Due.*
Park Bonds—
6s, M&S, $15,000.....Sept. 1, 1907

LOANS—	When Due.
RAILROAD AID BONDS—	
5s, J&J, $3,500	Jan. 1, 1907
REFUNDING BONDS—	
5s, M&N, $67,000	Nov. 1, 1914
4s, J&J, 12,000	Jan. 1, 1919
3½s, F&A, $15,000	Aug. 1, 1919
3½s, A&O, 8,000	Oct. 1, 1919
SEWER BONDS—	
5s, M&S, $10,000	Sept. 1, 1907
WATER BONDS—	
5s, M&N, $20,000	May 1, 1908
5s, M&N, 40,000	Nov. 1, 1909

Bonded debt Feb. 1, '99	$197,500
Water debt (included)	87,000
Floating debt	25,000
Total debt	222,500
Sinking fund	8,000
Net debt Feb. 1, 1899	214,500
Tax valuation, real	2,741,092
Tax valuation, personal	794,155
Total valuation 1898	3,535,247
Assessment 30 to 40% actual value.	
Total tax (per $1,000) '98	$27·00
Population in 1898 (est.)	12,000
Population in 1895 was	10,173

INTEREST is payable in New York City and Mankato.

MILLE LACS CO.—County seat is Princeton.

LOANS.—	When Due.
RAILROAD BONDS:	
5s, July, $47,000	July 1, 1906
Interest is payable in St. Paul.	
Total debt (last returns)	$66,280
Sinking fund	22,717
Net debt	43,563
Assessed valuation, real	894,334

Assessed valuation, per'l	$234,405
Total valuation 1898	1,128,739
Assessment is ⅓ actual value.	
Aver. tax rate (per M.) '98	$45·90
Average school tax	15·00
Population in 1895 was	5,129
Population in 1890 was	2,845
Population in 1880 was	1,501

MINNEAPOLIS.—{JAMES GRAY, Mayor. JOSHUA ROGERS, Comptroller.

Minneapolis is situated in Hennepin County.

LOANS—	When Due.
BRIDGE BONDS—	
8s, M&N, $50,000	May 1, 1905
4½s, A&O, 76,000	Apr. 1, 1912
Subject to call after April, 1902	
4s, J&J, $110,000	July 1, 1915
4s, F&A, 390,000	Feb. 15, 1917
4s, M&S, 30,000	Mar. 15, 1919
CITY HALL, etc.—	
4½s, J&J, $250,000	July 1, 1917
4½s, J&J, 250,000	July 1, 1921
4½s, J&J, 50,000	Jan. 1, 1922
4s, J&J, 200,000	Jan. 1, 1920
COURT-HOUSE CERTIFICATES OF INDEBTEDNESS—	
4s, J&J, $175,000	Jan. 1, '01-'04
$50,000, 1901; $50,000, 1902; $50,000, 1903, and $25,000, Jan 1, '04	
LIBRARY FUND—	
4½s, J&D, $60,000	Dec. 1, 1915
4s, J&D, 40,000	Dec. 15, 1916
PARKS—	
4½s, J&J, $200,000	July 1, 1913
4½s, J&J, 100,000	Jan. 1, 1914
4½s, J&J, 223,000	July 1, 1914
4s, M&N, 100,000	May 1, 1919
4s, M&N, 65,000	Nov. 1, 1919
4s, A&O, 40,000	Apr. 30, 1922
4s, J&J, 20,000	Jan. 1, 1924
SCHOOLS—	
4s, J&J, $80,000	July 1, 1915
4s, A&O, 50,000	Oct. 15, 1917
4s, M&N, 125,000	May 15, 1919
4s, A&O, 75,000	Oct. 15, 1919
4s, J&J, 50,000	Jan. 15, 1920
4s, J&J, 100,000	July 1, 1925
4s, J&J, 100,000	July 1, 1926
4s, J&J, 200,000	Jan. 1, 1927
3½s, J&J, 200,000	Jan. 1, 1929
SEWERS—	
8s, J&J, $15,000	July 1, 1900
7s, J&J, 25,000	July 1, 1902
4½s, J&J, 50,000	July 1, 1906
4s, J&J, 90,000	Aug. 1, 1918
CITY HOSPITAL—	
4s, J&J, $25,000	July 1, 1922
4s, J&J, 75,000	July 1, 1923
RAILROAD AID BONDS—	
7s, M&N, $125,000	Nov. 1, 1901
RESERVOIR BONDS—	
4s, J&J, $200,000	Jan. 1, 1925
PERMANENT IMPROVEMENTS—	
4½s, J&J, $40,000	July 1, 1908
4½s, A&O, 165,000	Apr. 1, 1912
Subject to call after Apr. 1, 1902	
4½s, A&O, 134,000	Apr. 2, 1913
4½s, J&J, 45,000	July 2, 1913
4½s, M&S, 75,000	Mar. 15, 1914
4½s, M&N, 270,000	May 1, 1915
4s, J&J, 35,000	July 15, 1916
4s, A&O, 320,000	Apr. 1, 1917
4s, F&A, 100,000	Aug. 15, 1917
4s, J&D, 50,000	Dec. 1, 1917
4s, M&S, 170,000	Mar. 15, 1919
4s, M&N, 125,000	May 15, 1919
4s, J&D, 100,000	June 20, 1919
4s, J&J, 55,000	Jan. 15, 1920
4s, J&J, 187,000	July 1, 1922
PERM. IMP. REV. FUND—	
4½s, J&J, $245,000	July 1, 1921
4s, A&O, 150,000	Apr. 1, 1917
4s, F&A, 155,000	Aug. 1, 1918
4s, J&D, 50,000	Dec. 15, 1918
4s, F&A, 100,000	Feb. 1, 1919
4s, M&N, 50,000	May 15, 1919
4s, J&J, 50,000	Jan. 15, 1920
4s, J&J, 200,000	Nov. 1, 1920
VIADUCTS, etc.—	
4½s, M&S, $100,000	Mar. 15, 1914
WATERWORKS—	
8s, J&J, $25,000	July 1, 1900
7s, J&J, 40,000	July 1, 1902
4½s, J&J, 280,000	July 2, 1913
4½s, A&O, 125,000	Apr. 1, 1912
Subject to call after Apr. 1, 1902	
4½s, M&N, 30,000	May 1, 1915
4s, J&J, 120,000	July 15, 1916
4s, A&O, 330,000	Apr. 1, 1917
4s, F&A, 170,000	Aug. 1, 1918
4s, J&J, 50,000	Jan. 15, 1920
4s, J&D, $15,000	June 13, 1920
GENERAL PURPOSES—	
7s, J&J, $20,000	July 1, 1902

PAR VALUE OF BONDS.—A few of the older bonds are of denominations other than $1,000. All late issues however (*i. e.* all bearing less than 5 per cent interest) are for $1,000 each.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan., 1900.	*Jan.* 1, '99.	*Jan.* 1, '98.	*Jan.* 1, '97.
Bonded debt	$8,415,000	$8,315,000	$8,215,000	$7,840,000
Sinking funds	1,736,317	1,659,255	1,393,245	1,342,907
Net debt	$6,678,683	$6,655,745	$6,821,755	$6,497,093
Water debt (incl.)	$1,770,000	$1,830,000	$1,830,000	$1,430,000

SINKING FUND.—It is provided by the city's charter that in addition to raising a tax sufficient to pay the interest on all its bonds the city shall levy a tax of one mill on each dollar of the assessed valuation to provide for the principal of the bonds when due. The maintenance of this sinking fund for the payment of the principal of the bonds is "declared to be part of the contract with the holder of any bonds of the city that may hereafter be issued and shall be kept inviolate." In accordance with this provision there was raised by taxation for the sinking fund in 1899 $120,499. The sinking fund is invested in city of Minneapolis 4 and 4½ per cent bonds.

BOND LIMIT.—The city of Minneapolis is restricted in all legislative acts authorizing the issue and sale of bonds, and is required to keep within the following limit: From the total issue of all city bonds shall be deducted the total amount of funds and securities in the sinking fund, and this balance shall not exceed 5 per cent of the aggregate value of the taxable property of the city as assessed and determined for the purpose of taxation.

WATER RECEIPTS.—The receipts from water in 1899 were $259,377; current expenses for water works, $190,904.

VALUATION AND INDEBTEDNESS.—The city's assessed valuation (property being assessed about ½ of its actual value) tax rate and bonded debt have been as follows on December 31 of the years given:

Years.	*Tax Valuation.*	*Tax Rate, per* $1,000.	*Total Bonded Debt.*
1899	$106,729,265	$26 15	$8,415,000
1898	107,227,385	23 00	8,315,000
1897	109,654,337	25 00	8,215,000
1896	109,316,247	23 25	7,840,000
1890	136,944,372	19 30	7,080,500
1885	77,468,267	19 60	2,461,000
1879	23,415,733	14 50	1,101,000

In 1899 the valuation of real estate was $87,654,550, and of personal property $19,074,715.

The tax rate in 1899 included city tax, $14 52; State tax, $3 73; county tax $3 00 and school tax $1 90.

POPULATION.—In 1895 population was 192,833; in 1890 it was 164,738; in 1880 it was 46,887; in 1870 it was 13,066; in 1900 (estimated), 220,000.

MOORHEAD.—GEO. L. HALL, City Recorder.

County seat of Clay County.

Bonded debt Mch., 1900	$138,000
Floating debt	36,065
Total debt	174,065
Cash on hand	5,553
Net debt March 1, 1900	168,512
Tax valuation 1899	$800,000
Tax rate (per $1,000) 1800	38·50
Population in 1890 was	3,290
Population in 1899 (est.)	4,500

OTTER TAIL CO.—STEVE BUTLER, Treasurer.

County seat is Fergus Falls. Bonds are exempt from taxation.

LOANS—	When Due.
JAIL BONDS—	
6s, M&N, $30,000	May 1, 1905
REFUNDING BONDS—	
5s, J&J, $200,000	July 1, 1904
Interest payable in New York.	
Total debt Aug. 1, 1899	$230,000

Tax valuation, real	$4,377,338
Tax valuation, personal	1,369,615
Total valuation 1898	5,746,953
Real valuation	20,000,000
Average tax (p. $1,000) '98	$31·50
Population in 1890 was	34,232
Population in 1895 was	40,002

POLK COUNTY.—JOHN GLEASON, Auditor.

County seat is Crookston. This county was divided in 1896, a portion being taken to form Red Lake County. Part of the debt has been assumed by the new county. The ditch bonds are payable by special assessment, and are not considered as part of the county debt.

LOANS—	When Due.
DITCH BONDS—	
5½s, July $36,000	July 15, 1907
5s, June, 15,000	June 15, 1904
6s, June, 20,000	June 1, 1908
6s, July 1, 24,000	July 1, 1908
6s, Aug. 1, 20,000	Aug 1, 1908
FUNDING BONDS—	
7s, Jan., $15,000	Jan. 2, 1902
6s, May, 40,000	May 14, 1913
5s, Mar., 20,000	Mar. 8, 1919
ROAD AND BRIDGE BONDS—	
6s, Apr., $2,500	Apr. 10, 1915
6s, June, 8,000	June 1, 1915
ROAD & BRIDGE BONDS (Con.)—	
6s, Sept., $3,000	Sept. 1, 1917

Bonded debt Aug. 1, '99	$88,500
Sinking fund	20,968
Net debt Aug. 1, 1899	67,532
Assessment bonds add'l	115 000
Tax valuation, real	4,925,723
Tax valuation, personal	1,336,211
Total valuation 1898	6,261,934
Assessment about ⅓ actual value.	
State & Co. tax (per M.) '98	$9·50
Population in 1895 was	39,171
Population in 1890 was	30,192
Population in 1897 (est.)	40,000

POPE COUNTY.—P. I. RONNING, Auditor.

County seat is Glenwood.

LOANS—	When Due.
RAILROAD BONDS—	
8s, July, $65,000	July 1, 1906
Int. payable at St. Paul, Minn.	
Total debt Mar. 1, 1900	$65,000
Sinking fund	12,465
Net debt Mar. 1, 1900	52,535

Tax valuation, real	$2,160,479
Tax valuation, personal	472,994
Total valuation 1899	2,633,473
Assessment is ¼ actual value.	
State & Co. tax (per M) '99	$13·30
Population in 1895 was	11,627
Population in 1900 (est.)	14,000

RAMSEY CO.—

Ramsey County includes the City of St. Paul (which is the county-seat), its assessed valuation being but slightly in excess of that of the city. Certain of the bonds below described have the faith and credit of both St. Paul and the county pledged for their payment, principal and interest.

LOANS—	When Due.
BRIDGE—	
4½s, F&A, $75,000	Aug. 1, 1917
COURT HOUSE AND CITY HALL—	
5s, J&J, $50,000	Jan. 1, 1915
4½s, J&J, 100,000	Jan. 4, 1916
4½s, M&N, 200,000	May 2, 1917
4½s, J&J, 150,000	July 2, 1918
FUNDING FLOATING DEBT—	
4½s, M&N, $75,000	May 2, 1907
4s, M&S, 50,000	Mar. 1, 1915
REFUNDING BONDS—	
3½s, M&S, $50,000	Sept. 2, 1908
3½s, M&N. 18,000	May 1, 1909
RENEWAL BONDS—	
5s, A&O, $7,000	Apr. 1, 1901
5s, A&O, 7,000	Apr. 1, 1902
5s, A&O, 31,000	Apr. 1, 1903
STREET BONDS—	
8s, $2,460	Past due.

Total debt Jan. 1, 1899	$815,460
Net debt Feb. 1, 1900	$59,000
Assessed valuation, real	2,799,372
Assessed valuat'n, pers'l	573,358
Total valuation 1899	3,372,730
Assessment is ⅓ actual value.	
State tax (per $1,000) 1899	$2·93
County tax (per $1,000) 1899	5·27
Population in 1895 was	8,597
Population in 1890 was	6,817
Population in 1898 (est.)	10,500

INTEREST is mostly payable in New York at the Nat. Park Bank

ASSESSED VALUATION in 1898 of real estate was $81,896,288; personal property, $15,518,941; total, equalized, $97,580,257. Total valuation 1899 was $97,533,725. The tax rate per $1,000 in 1898 was: State tax, $3·03; county tax, $3·07.

POPULATION in 1895 was 147,537; in 1890 it was 139,796; in 1880 it was 45,890; in 1898 (estimated), 175,000.

RED WING.—{E. N. BLODGETT, Mayor. W. E. TAYLOR, Clerk.

Red Wing is situated in Goodhue County.

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&J, $60,000	July 1, 1902
($5,000 due yearly) to July 1, 1913	
MINN. CENT. RR. BONDS—	
6s, J&J, $10,000	July 1, 1900
($5,000 due yearly) to July 1, 1901	
R. W. & IOWA RY. BONDS—	
4s, Jan. 1, $18,000	Jan. 1, 1909
REFUNDING BONDS—	
4s, J&J, $5,000	July 1, 1918
WATER WORKS—	
5s, J&J, $80,000	July 1, 1902
($5,000 due yearly) to July 1, 1917	

Interest payable at Red Wing.	
Total debt Feb. 1, 1900	$178,000
Tax valuation, real	1,405,945
Tax valuation, personal	551,861
Total valuation 1899	1,957,806
Assessment about ½ actual value.	
City tax (per $1,000) 1899	$12·25
Population in 1896 about	7,600
Population in 1890 was	6,294

The city's assets on Feb. 1, 1900, amounted to $299,250, including the water-works, valued at $110,000, and stock in the Red Wing & Trenton Transit Co., valued at $25,000.

REDWOOD CO.—J. R. LANKERD, Treasurer.

County seat is Redwood Falls.

LOANS—	When Due.
JAIL BONDS—	
5s, J&J, $9,000	$1,000 yearly.
REFUNDING RAILROAD BONDS—	
4s, J&J, $29,000	1900-1908
($3,000 yearly to 1904 inc., $4,000 to 1907 inc. and $5,000 1908.)	
Int. is payable at St. Paul, Minn.	

Total debt Jan. 1, 1900	$38,000
Assessed valuation, real	4,192,716
Assessed valuat'n, pers'l	784,785
Total valuation 1898	4,977,501
Total valuation 1899	5,206,608
Assessment is ½ actual value.	
State & Co. tax (per M) '99	$8 08
Population in 1895 was	13,632
Population in 1890 was	9,386

ROCK COUNTY.—County seat is Luverne.

LOANS—	When Due.
COURT HOUSE AND JAIL BONDS—	
4½s, Aug., $5,000	Aug. 5, 1907
4½s, Aug, 5,000	Aug. 5, 1909
4½s, Aug., 5,000	Aug. 5, 1911
5s, Apr., 15,000	1913-'15-'17
($5,000 due each year on Apr. 20.)	
REFUNDING BONDS—	
5s, ... $20,000	July 1, 1908
Total debt Feb. 1, 1900	$60,000
Sinking fund	1,000

INTEREST on the 4½ per cent bonds is payable at St. Paul; on the refunding bonds at the office of the County Treasurer, Luverne; on all others at New York.

ST. CLOUD.—J. M. ROSENBERGER, Treasurer.

This city is located in Benton, Stearns and Sherburne counties.

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&J, $80,000	
FUNDING BONDS—	
5½s, J&J, $10,000	
5s, F&A, 15,000	
WATER POWER BONDS—	
6s, A&O, $100,000	

RIGHT OF WAY BONDS—
6s, July, $15,000
Bonded debt Mar., 1900. $220,000
Assessed valuation '99 2,151,584
Assessment abt. 40% actual value.
Tax rate (per $1,000) 1899. $34·50
Population in 1890 was ... 7,686
Population in 1900 (est.)...10,000

FREE OF TAX.—Bonds of this city are tax exempt.

ST. JAMES.—W. P. REMPEL, Mayor. M. J. ARMSTRONG, Treasurer.

St. James is in Watonwan County.
Bonded debt Jan. 1, 1900..$30,000
The village has no floating debt.
Total valuation 1899.....$436,535
Assessment about ⅓ actual value.
Total tax (per $1,000) '99...$41·10
Population in 1895 was.....1,874
Population in 1890 was.....939
Population in 1900 (est.).....3,000

ST. LOUIS CO.—L. H. WHIPPLE, Treasurer.

County seat is Duluth.

LOANS—	When Due.
RAILROAD AID BONDS—	
5s, Oct., $250,000	1923
REFUNDING—	
6s, J&J, $91,150	1907
County bonds outstanding..$1,000	
ROAD AND BRIDGE BONDS—	
5s, J&J, $40,000	1908
4½s, J&J, 30,000	1909
4½s, J&J, 50,000	1910
4½s, J&J, 30,000	July 1, 1911
4s, J&J, 150,000	1916

Bonded debt Feb., 1900 $641,150
Sinking fund..... 111,722
Net debt Feb. 20, 1900. 529,428
Tax valuation, real.....38,080,381
Tax valuat'n, person'l.. 4,143,790
Total valuation 1899...42,224,171
Assessment fr. 40 to 60% act. value
State and co. tax (per M.) '99..$5·90
Population in 1890 was 44,862
Population in 1899 (est.) ...85,000

INTEREST is payable in New York at American Exchange National Bank and at the Farmers' Loan & Trust Co.

ST. PAUL.—A. R. KIEFER, Mayor. J. J. McCARDY, Comptroller.

St. Paul is in Ramsey County, and its valuation is only slightly less than the valuation of the entire county. Some of the Ramsey County bonds have the faith and credit of both county and city pledged for their payment, principal and interest.

LOANS—	When Due.
ABUTMENTS—R.R. CROSSINGS—	
4½s, J&J, $50,000	Jan. 1, 1916
ALMS AND WORK HOUSE—	
5s, A&O, $25,000	Apr. 2, 1913
5s, M&S, 25,000	Mar. 1, 1914
4s, F&A, 30,000	Aug. 1, 1906
BOARD OF EDUCATION—	
5s, A&O, $50,000	Apr. 2, 1903
5s, M&N, 50,000	May 2, 1915
4½s, J&J, 50,000	July 1, 1902
4½s, F&A, 50,000	Feb. 1, 1916
4½s, M&N, 150,000	May 2, 1917
4½s, J&J, 150,000	July 2, 1918
4½s, M&N, 100,000	May 1, 1919
4s, J&J, 100,000	Jan. 15, 1920
COUNCIL APPROPRIATIONS—	
4½s, M&N, $100,000	May 2, 1917
FIRE DEPARTMENT—	
4½s, J&J, $50,000	Jan. 1, 1916
4½s, M&N, 100,000	May 2, 1917
HOSPITAL—	
4½s, M&N, $50,000	May 2, 1917
4½s, F&A, 50,000	Aug. 1, 1921
4s, F&A, 50,000	Aug. 1, 1919
LEVEE—	
5s, A&O, $20,000	Apr. 2, 1903
LAKE COMO BONDS—	
4½s, M&S, $25,000	Sept. 1, 1921
PARKS—	
7s, J&J, $100,000	July 1, 1903
5s, A&O, 25,000	Apr. 2, 1913
4½s, J&J, 25,000	Jan. 1, 1916
4½s, M&S, 225,000	Sept. 1, 1917
4s, M&N, 45,000	May 1, 1920
RAILROAD AID—	
6s, J&D, $100,000	Dec. 15, 1900
6s, A&O, 75,000	Apr. 1, 1904
5s, F&A, 45,000	Aug. 1, 1904
REFUNDING BONDS—	
4s, M&N, $50,000	May 15, 1920
4s, M&S, 100,000	Mar. 1, 1907
4s, M&S, 50,000	Sept. 1, 1907
3½s, M&N, 260,000	Nov. 1, 1908
STREETS—	
5s, A&O, $5,000	Apr. 1, 1909
5s, A&O, 40,000	Apr. 2, 1913
5s, F&A, 35,000	Aug. 1, 1913
4s, J&J, 25,000	Jan. 1, 1920

LOANS—	When Due
COURT HOUSE AND CITY HALL—	
5s, J&J, $50,000	Jan. 1, 1915
4½s, J&J, 100,000	Jan. 1, 1916
4½s, M&N, 200,000	May 2, 1917
4½s, J&J, 150,000	July 2, 1918
BRIDGE LOANS—	
5s, A&O, $5,000	Apr. 2, 1908
5s, M&N, 200,000	May 1, 1915
4½s, J&J, 100,000	July 1, 1916
4½s, M&N, 214,000	May 2, 1917
4½s, M&N, 50,000	Nov. 15, 1917
4½s, J&J, 300,000	July 2, 1918
4½s, F&A, 16,000	Aug. 1, 1918
4s, F&A, 5,000	Aug. 1, 1906
4s, J&D, 26,000	J'ne 1, 1907
4s, J&J, 34,000	July 1, 1919
4s, J&J, 250,000	Jan. 1, 1920
4s, M&N, 55,000	May 1, 1920
SEWERAGE—	
7s, M&N, $27,000	May 1, 1903
7s, M&S, 500	Sept. 1, 1903
7s, J&J, 4,000	Jan. 1, 1904
6s, M&N, 3,000	Nov. 1, 1904
5s, M&N, 9,600	May 1, 1905
5s, M&S, 95,000	Mar. 1, 1909
5s, A&O, 100,000	Apr. 2, 1908
5s, A&O, 200,000	Apr. 1, 1915
4½s, J&J, 100,000	July 1, 1916
4½s, M&N, 200,000	May 2, 1917
4½s, J&D, 200,000	Dec. 1, 1918
4s, F&A, 20,000	Aug. 1, 1906
4s, F&A, 250,000	Aug. 1, 1919
4s, M&N, 150,000	May 1, 1920
WATER—	
5s, A&O, $500,000	Apr. 1, 1909
5s, F&A, 150,000	Aug. 1, 1913
5s, A&O, 100,000	Apr. 1, 1914
5s, A&O, 400,000	Apr. 1, 1915
4½s, M&N, 200,000	May 2, 1917
4½s, M&S, 300,000	Mar. 1, 1918
4½s, J&J, 100,000	Jan. 1, 1919
4½s, J&J, 160,000	Jan. 1, 1919
4½s, M&N, 100,000	May 1, 1919
4s, J&D, 350,000	June 1, 1912
4s, M&N, 100,000	May 1, 1920
WEST ST. PAUL—	
4s, M&N, $45,000	May 1, 1920
REDEMPTION—	
5s, A&O, $22,000	Apr. 1 1906

TAX LEVY CERTIFICATES (See CHRONICLE, V. 63, p. 847).

LOANS— NAME AND PURPOSE.	Interest.—Rate.	Interest.—Payable.	Principal,—When Due.	Principal,—Outstand'g
Department funds	3½	Var.	June, 1900	$1,095,000
do do	3	Var.	July, 1901	300,000

PAR VALUE.—The bonds are all, or nearly all, for $1,000 each.

INTEREST on all bonds of this city is payable at the Hanover National Bank, New York.

TOTAL DEBT, ETC.—

	Jan. 1, 1900.	Jan. 1, 1899.
Total bonded debt (including water bonds),..	$8,121,100	$8,211,100
Tax levy certificates of indebtedness.....	1,095,000	1,081,000
Total city debt	$9,216,100	$9,292,100
Less sinking funds.....	631,387	569,019
Net debt.....	$8,584,713	$8,723,081
Water debt included in the above total...	$2,460,000	$2,460,000

CITY PROPERTY.—The water works owned by St. Paul are self-sustaining and cost $6,478,751. The water debt is to be met by the Board of Water Commissioners, who, according to the city charter, "shall establish such water rates as will at all times insure to the city a sufficient income to pay interest and to provide a fund to pay principal upon all the bonds, etc., issued for water purposes." The real estate held by the city is valued (in 1900) at $10,661,096, and personal property at $401,258.

VALUATION AND INDEBTEDNESS.—The city's assessed valuation, said to be about 60 per cent of actual value, &c., have been:

Years.	Assessed Valuation.—Real.	Personal.	Total.	Tax Rate per $1,000.	Total City Bonds. Dec. 31.
1899...	$78,918,440	$14,977,140	$93,895,580	$22·20	$8,121,100
1898...	78,523,015	14,509,467	93,032,482	21·00	8,211,100
1897...	79,265,736	14,631,830	93,897,566	21·40	8,324,600
1896...	79,065,041	14,042,700	93,107,741	21·40	8,332,100
1895...	109,494,303	13,149,400	122,643,703	20·30	8,332,100
1893...	109,710,896	16,904,398	126,615,294	20·00	8,442,100
1890...	106,204,133	16,895,335	122,000,000	20·00	7,579,965
1885...	50,512,212	14,291,946	64,804,158	19·50	3,815,640
1882...	30,000,000	10,026,777	40,026,777	21·00	1,959,910
1880...	.....	.....	27,955,387	18·00	.....

All the valuation figures are as reported after deducting exemptions.

POPULATION.—In 1890 population was 133,156; in 1880 it was 41,473; in 1870 it was 20,030; in 1899 (est.) 175,000.

ST. PETER.—JOSEPH MASON, Mayor. HENRY N. BENSON, City Clerk.

A city in Nicollet County.

LOANS—	When Due.
REFUNDING BONDS—	
5½s, M&S, $5,000	Sept. 1, 1901
5½s, M&S, 5,000	Sept. 1, 1906
5½s, M&S, 5,000	Sept. 1, 1911
5s, M&S, 2,000	Sept. 1, 1900
5s, M&S 7,000	Sept. 15, 1907
5s, M&S, 5,000	Sept. 1, 1909
IMPROVEMENT BONDS—	
6s, Sept., $9,000	Sept. 1, 1903

IMPROVEMENT BONDS—(Con.)—
6s, Sept., $9,000.....Sept. 1, 1908
Bonded debt Mar. 1, 1900. $47,000
City has no floating debt.
Tax valuation, real..... 468,386
Tax valuation, personal...311,559
Total valuation 1899.....779,895
Total tax (per $1,000) '99. 30·00
Population in 1890 was.....3,671
Population in 1900 (est.) 4,500

INTEREST on the improvement bonds is payable at the City Clerk's office; on other bonds at the Chase National Bank, New York City.

SOUTH ST. PAUL.—C. W. CLARK, Recorder.

South St. Paul is situated in Dakota County.

The $75,000 of bridge bonds recently in litigation have been declared valid by the United States Court of Appeals.

LOANS.—	When Due.
BRIDGE BONDS—	
6s, J&D, $75,000	1921
CITY HALL BONDS:	
6s, J&D, $10,000	June 1, 1914
6s, J&D, 5,000	Dec. 1, 1920
IMPROVEMENT BONDS:	
6s, J&D, $50,000	June 1, 1919
6s, M&S, $11,000	Sept. 15, 1922
EDUCATIONAL BONDS.	
6s, J&D, $20,000	June 1, 1914
6s, J&D, 1,000	Dec. 2, 1907
6s, M&S, 1,000	Sept. 15, 1914
6s, J&D, 3,000	Dec. 2, 1919

FIRE DEPARTMENT BONDS:
6s, J&D, $5,000.....June 1, 1914
6s, M&S, 3,000.....Sept. 15, 1917
6s, J&D, 3,000.....June 1, 1920
6s, J&J, 3,000.....Dec. 1, 1920
GENERAL BONDS—
6s, J&D, $5,000.....Dec. 2, 1907
Bonded debt, Feb. 1, 1900. $195,000
Bridge bonds int. (addit'al) .19,000
Sinking fund..... 2,475
Net debt Feb. 1, 1900.. ...211,524
Assessed valuation 1899..1,010,091
Tax (per M.) 1899. $39·00 to $41·00
Population in 1890 was.....2,242
Population in 1900 (est.) 2,400

INTEREST is payable by the Amer. Exchange Nat. Bank, N. Y. City.

STEVENS CO.—N. R. SPERR, Auditor.

County seat is Morris.

LOANS—	
L. F. & D. Ry. bonds.....	$50,000
Court-house bonds.....	30,000
Seed-grain bonds.	2,237
Warrant-, etc.....	111

Total debt Jan. 1, 1900.. $82,349
Tax valuation, real.....2,024,935
Tax valuation, personal. 413,364
Total valuation 1899....2,438,299
Population in 1895 was.....6,543
Population 1900 (est.).....10,000

STILLWATER.—J. H. WARD, Clerk.

This city is situated in Washington County.

LOANS—	When Due.
CURRENT FUND BONDS, 1882—	
5s, F&A, $20,000	Feb. 15, 1912
REFUNDING BONDS, 1891—	
5s, J&J, $25,000	Jan. 1, 1921
PERMANENT IMPROVEMENT—	
5s, M&S, $50,000	Sept. 1, 1906
5s, M&S, 100,000	Sept. 1, 1911
5s, M&S, 50,000	Sept. 1, 1912
5s, A&O, 60,000	Oct. 1, 1917
5s, J&J, 60,000	July 1, 1921

City has no floating debt.

Bonded debt Mar. 1, 1900. $365,000
Sinking fund..... 14,465
Net debt Mar. 1, 1900.... 350,595
Tax valuation, real..... 2,940,295
Tax valuation, personal 1,048,345
Total valuation 1899.. 3,988,640
Assessment is 3-5 actual value.
Tot. tax (per $1,000) '99.....$31·00
Population in 1895 was.....12,004
Population in 1890 was.....11,260
Population 1899 (est.).....14,000

INTEREST is payable at Fifth Avenue Bank, New York.

TODD COUNTY.—County seat is Long Prairie.

LOANS—	When Due.
COURT HOUSE—	
7s, J&J, $25,000	May 13, 1913

Total debt Aug. 1, 1899...$25,000
Tax valuation, real..... 2,676,728
Tax valuation, personal...651,749
Total valuation 1899.. $3,328,477
Assessment about ⅔ actual value.
State & Co. tax (per m.) '99..$8·43
Population in 1895 was.....17,674
Population in 1890 was.....12,930
Population in 1899 (est.)....22,000

INTEREST on the bonds is payable at National Park Bank, N. Y.

TRACY.—W. O. MUSSER, City Treasurer.

Tracy is in Lyon County.

Total debt Feb. 1, 1900....$43,000
Sinking fund..... 2,000
Net debt Feb. 1, 1900.....41,000
Tax valuation 1899 363,185
Assessment about ²⁵ actual value.
Total tax (per $1,000) '99..$51·43
Population in 1895 was.....1,687
Population in 1900 (est.) 2,050

WADENA.—A. MURRAY, Treasurer.

County seat of Wadena County.

LOANS—	When Due.
WATER-WORKS BONDS—	
5½s ....., $12,000	1917
(Optional after 1900.)	
ELECTRIC-LIGHT BONDS—	
4s, ..., $8,000	1917
(Optional after 1900.)	

Bonded debt Feb. 1, 1900. $20,000

Floating debt $5,000
Total debt Feb. 1, 1900.. 25,000
Tax valuation, real..... 204,698
Tax valuation, personal.. 144,177
Total valuation 1898..... 348,875
Assessment about ½ actual value
Total tax (per $1,000) '98..$31·40
Population in 1890 was..... 895
Population in 1899 (est.).....1,700

WINNEBAGO CITY—E. C. MOULTON, Township Clerk.

This township is in Faribault county.

LOANS—	When Due.
RAILROAD-AID BONDS—	
7s, ..., $13,000	Dec., 1900
REFUNDING RR.-AID BONDS—	
5s, ..., $25,000	Jan., 1921
5s, ..., 10,000	July, 1918

Bonded debt Jan. 1, 1900..$48,000

Assessed valuation, real .$506,597
Assessed valuation, per'l..122,370
Total valuation 1899..... 628,967
Assessment about ⅓ actual value.
Tax rate (per $1,000) 1898...$6.20
Population in 1890 was..... 486
Population in 1899 (est.)....2,700

WINONA.—{E. K. TARBELL, Mayor. PAUL KEMP, City Recorder.

This city is the county seat of Winona County.

LOANS—	When Due.
FERRY ROAD & BRIDGE BONDS—	
5s, J&J, $23,500	Jan. 1, 1903
HIGH WAGON BRIDGE—	
5s, Jan. 1, $100,000	Jan. 1, 1919
(Payable $10,000 yearly.)	
SEWER BONDS—	
5s, J&J, $19,000	July 1, 1917-'18
WINONA S. W. RY.—	
5s, J&J, $100,000	Jan. 1, '08 to '17
(Payable $10,000 yearly.)	
WATER-WORKS BONDS—	
5s, J&J, $60,000	July 1, 1902
5s, J&J, $25,000	July 1, 1919
(Payable $5,000 yearly.)	to 1923
4½, J&J, $40,000	July 1, '04 to '11
(Payable $5,000 yearly.)	

Bonded debt Feb. 1, 1900	$367,500
Water debt (included)	125,000
School bonds (additional)	90,000
Tax valuation, real	5,174,226
Tax valuation, personal	1,639,900
Total valuation 1899	6,814,126
Assessment about 40 p. c. actual.	
City tax (per $1,000) '99	$33·40
Population in 1890 was	18,208
Population in 1900 (est.)	25,000

INTEREST is payable at the Park National Bank, New York City.

WINONA COUNTY.—{GEO. F. CRISE, Treas. HERMAN WEIBEL, Aud'r.

County seat is Winona.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, J&J, $15,000	July 1, 1900
($5,000 due yearly)	to July 1, 1902
4¾s, J&J, $10,000	July 1, 1903
Total debt Feb. 1, 1900	$25,000
Assessed valuation, real	9,749,750
Assessed valuat'n, pers.	$2,319,229
Total valuation 1899	12,068,979
State tax (per $1,000)	$2·93
County tax (p. $1,000)	4·48
Population in 1895 was	37,134
Population in 1899 (est)	42,000

INTEREST is payable at the National Park Bank, N. Y.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding minor divisions in the State which are not represented among the foregoing detailed reports:

Location.	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Population 1890.
Blue Earth	$36,000	.....	$769,085	.....	1,662
Blue Earth Co	35,000	.....	11,782,728	.....	29,210
Fairmont (c), Marin Co.	8,000	.....	409,144	$46 78	1,205
Grand Rapids, Itasca Co.	35,000	.....	229,677	.....	*1,800
Le Sueur (c), Le Sueur Co.	40,000	.....	379,596	37·00	2,007
Little Falls, Morrison Co.	25,000	$12,000	1,099,580	.....	2,354
Morrison County	120,000	.....	3,195,731	34·00	13,325
New Ulm, Brown Co.	44,000	.....	970,000	.....	*5,500
New Ulm Sch. District	20,000	.....	907,738	16·00	*5,000
Ortonville (c), Bigstone Co.	19,000	7,500	225,000	30·00	768
Pipestone (c), Pipestone Co.	25,000	.....	450,801	44·00	1,234
Pipestone School District	40,000	.....	.....	.....	1,232
Redwood Falls	30,000	.....	400,080	32·31	1,238
Rochester, Olmstead Co.	20,000	.....	1,800,000	30·00	5,321
Wells (v), Faribault Co.	30,000	4,500	408,430	30·00	1,208
Wheaton, Traverse Co	14,500	3,847	151,903	38·00	*1,200
Willmar, Kandiyohi Co.	50,000	.....	610,000	.....	*3,500

* Later estimate of population.

State of Iowa.

ITS

DEBT, RESOURCES, &c.

Organized as a Territory (Act June 12, 1838) - July 3, 1838
Admitted as a State (Act August 4, 1846) - - Dec. 28, 1846
Total Area of State (square miles) - - - - - 56,025
State Capital - - - - - - - - - Des Moines
Governor (term expires Jan. 1903) - - - Leslie M. Shaw
Secretary of State (1st Monday Jan. 1901) - - G. L. Dobson
Treasurer (1st Monday Jan. 1901) - - John Herriott
Auditor (1st Monday Jan. 1901) - - F. F. Merriam

Legislature meets biennially in even years, the 2d Monday in January, and there is no limit to length of sessions.

HISTORY OF DEBT.—For history of Iowa's debt see STATE AND CITY SUPPLEMENT of April 1894, page 110.

TOTAL DEBT.—Iowa has a bonded debt of only $10,900. On July 1, 1899, there were no warrants outstanding and the State had cash on hand amounting to $445,002 and a claim on the United States Government for war expenses amounting to $51,000.

EQUALIZED VALUATION.—The equalized assessed valuation has been as follows in the years named:—

	Lands.	Personal Property.	Railroads.	Telephone & Telh. Cos.	Total.
	$	$	$	$	$
1899	391,944,989	90,229,004	44,736,070	1,028,845	527,682,750
1898	411,556,521	88,084,467	44,606,794	931,938	545,179,720
1897	414,223,421	95,509,523	44,494,024	834,306	555,061,274
1896	413,970,588	96,765,721	44,532,125	706,315	555,984,549
1895	413,970,588	100,493,479	44,521,225	665,532	559,650,824
1894	408,053,626	106,865,954	45,063,782	659,984	560,643,346
1893	408,053,626	112,816,334	44,987,839	672,172	566,529,971
1890	374,753,112	105,543,264	42,902,608	663,874	523,862,858
1885	353,614,837	103,372,905	31,672,339	293,046	488,953,127
1880	303,381,498	82,638,655	23,646,161	152,706	409,819,020
1875	294,313,368	79,032,896	22,076,876	.....	395,423,140
1870	222,561,061	71,971,191	.....	.....	294,532,252

TAX RATE.—The State tax (per $1,000) for 1899 was $2·90.

DEBT LIMITATION.—Iowa's Constitution restricts the creating of debt, both State debt and municipal debt.

FIRST, as to State debt, the limitation made is not absolute, for it permits other debt if authorized by some law for some single specified work. But this permission is very safely guarded—(1) the law must provide for the collection of a direct annual tax sufficient to pay the interest regularly and discharge the debt in twenty years; and (2) the law cannot take effect until it has been submitted to the people at a general election, and has received a majority of the votes cast. All the debt provisions relating to the State we give below.

ARTICLE 7, Section 1. [*Limitation of State indebtedness.*] The credit of the State shall not in any manner be given or loaned to, or in aid of, any individual, association, or corporation; and the State shall never assume, or become responsible for, the debts or liabilities of any individual, association or corporation, unless incurred in time of war for the benefit of the State.

SECTION 2. [*Same.*] The State may contract debts to supply casual deficits or failures in revenues, or to meet expenses otherwise provided for; but the aggregate amount of such debts, direct and contingent, whether contracted by virtue of one or more acts of the General Assembly or at different periods of time, shall never exceed the sum of two hundred and fifty thousand dollars; and the money arising from the creation of such debts shall be applied to the purpose for which it was obtained, or to repay the debts so contracted, and to no other purpose whatever.

SECTION 4. [*For what other purposes State may contract debt.*] In addition to the above limited power to contract debts, the State may contract debts to repel invasion, suppress insurrection, or defend the State in war; but the money arising from the debts so contracted shall be applied for the purpose for which it was raised, or to repay such debts, and to no other purpose whatever.

SECTION 5. [*Other debts to be authorized.*]—Except the debts hereinbefore specified in this article, no debt shall be hereafter contracted by or on behalf of this State, unless such debt shall be authorized by some law for some single work or object, to be distinctly specified therein; and such law shall impose and provide for the collection of a direct annual tax sufficient to pay the interest on such debt as it falls due, and also to pay and discharge the principal of such debt within twenty years from the time of contracting thereof; but no such law shall take effect until at a general election it shall have been submitted to the people, and have received a majority of all the votes cast for and against it at such election; and all money raised by authority of such law shall be applied only to the specific object therein stated, or to the payment of the debt created thereby; and such law shall be published in at least one newspaper in each county, if one is published therein, throughout the State, for three months preceding the election at which it is submitted to the people.

ARTICLE VIII, Section 3. [*State not to be a stockholder.*]—The State shall not become a stockholder in any corporation, nor shall it assume or pay the debt or liability of any corporation, unless incurred in time of war for the benefit of the State.

There can be but little fear that a State or city will ever create debt in any larger amount than it can easily pay where the law, as in the above case, requires a tax to be levied at the time of its creation sufficient to pay the interest annually and the principal when due.

SECOND, as to municipal indebtedness, the limit is fixed absolutely in the Constitution. The provisions covering the subject are as follows:

ARTICLE VIII, Section 4. [*Corporation not to be a stockholder.*] No political or municipal corporation shall become a stockholder in any banking corporation, directly or indirectly.

ARTICLE XI, Section 3. [*To what amount county may become indebted.*] No county or other political or municipal corporation shall be allowed to become indebted in any manner, or for any purpose, to an amount in the aggregate exceeding five per centum on the value of the taxable property within such county or corporation—to be ascertained by the last State and county tax list previous to the incurring of such indebtedness.

The above (section 3 of article XI) covers cities, counties, towns and every other kind of political or municipal corporation. The Supreme Court of Iowa has decided that even a school district is such a corporation and subject to the 5 per cent limit. [A bill is now (April 1, 1900), under consideration in the Legislature which fixes the limit of indebtedness of municipalities at only 1¼ per cent of the actual value of property in cities or towns as returned by the last tax list. This change is proposed because, under a revision of the Revenue Law made in 1898, property is now listed for taxation on a much higher basis than formerly.]

POPULATION OF STATE.—The population of Iowa has been as follows in the years named:

1895	2,058,069	1870	1,194,020	1850	192,214
1890	1,911,896	1860	674.913	1840	43,112
1880	1,624,615				

CITIES, COUNTIES AND TOWNS IN THE STATE OF IOWA.

NOTE.—*For reports not given in alphabetical order among the following, see "Additional Statements" at the end of this State.*

BOONE SCHOOL DISTRICT.—J. J. SNELL, Secretary.—This district is in Boone County.

REFUNDING BONDS—	When Due.
5s, J&J, $27,000	July 1, 1905
5s, J&D, 13,000	Dec. 15, 1901
Bonds optional 5 years from date.	

Total debt Feb. 1, 1900	$43,000
Tax valuation 1898	1,131,587
Real valuation (est.)	3,250,000
Population 1900 (est.)	10,500

INTEREST is payable in Boone and at the First Nat. Bank of Chicago.

BURLINGTON.—P. C. NAUMANN, Mayor.

Burlington is in Des Moines County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, A&O, $120,000	Oct. 1, 1900
($20,000 due y'rly)	to Oct. 1, 1905
5s, A&O, $33,000	Oct. 1, 1907
4s, M&N, 50,000	June 1, 1906
Subject to call after 1901.	
BURL. WATER CO. 1ST MORTGAGE BONDS, INTEREST ASSUMED—	
6s, M&N, $160,000	Nov. 1, 1902

INTEREST on bonds is payable in New York at Chemical National Bank and in Burlington.

BONDED DEBT on April 1, 1899, was $223,000; floating debt. $79,800; total debt, $302,800; sinking fund, $14,200; net debt, $288,600. The water bonds are not included in the total funded debt, as they are the obligations of a private company. The city, however, in return for use of water agrees to pay the interest on these bonds directly to the bondholder, and to pay $2,000 yearly to a sinking fund for their redemption.

ASSESSED VALUATION in 1898 of real estate was $2,913,261; personal property, $966,838; total, $3,880,099; total tax rate (per $1,000) in 1898 was $69·00, including State tax, $3·30, county tax, $6·00; city tax, $37·00; school tax, $22·70. In the water district, which includes about one-half the city, the water tax (per $1,000) is $50·00. Property is assessed at "about 25 per cent of its actual value."

POPULATION in 1890 was 22,565; in 1880 it was 19,450; in 1899 (estimated), 30,000.

BURLINGTON INDEPENDENT SCHOOL DISTRICT.—H. A. KELLEY, Secretary.

SCHOOL BONDS—	When Due.
4½s, M&N, $15,000	July 1, 1907
Subject to call at any time.	
4s, M&N, $35,000	Sept. 30, 1907
Subject to call after 1902.	
Bonded debt Mar. 1, 1900	$50,000

Tax valuation, real	$2,666,083
Tax valuation, personal	1,067,863
Total valuation 1899	3,733,946
School tax (per $1,000) '99	$22·70
Population in 1890 was	22,565
Population in 1900 (est.)	30,000

CASS COUNTY.—T. W. Brown, Treasurer.

County seat is Atlantic.

LOANS—	When Due.
Refunding Bonds—	
4s, J&J, $45,000	Feb. 8, 1920

Interest payable at Atlantic.
Bonded debt Jan., 1899. $45,000
Tax valuation, real.....3,823,405
Tax valuation, personal. 916,740
Tax valuation, railroads $426,282
Total valuation 1899....5,166,427
State and Co. tax (p. M.)'99.$14·25
Assessment about ¼ actual value.
Population in 1890 was.....19,645
Population in 1900 (est.)...24,000

CEDAR RAPIDS.—Cedar Rapids is in Linn County.

LOANS—	When Due.
6s, M&N, $2,000	May 1, 1900

Subject to call at any time.

5s, F&A, $14,000	Feb. 1, 1901

Subject to call at any time.

4s, J&J, $100,000	July 1, 1916

Redeemable in 1915.

Funding Bonds—	
4s, ..., $205,000	...1901 to 1919

$10,000 yearly on July 1, 1901, to 1918; $25,000 July 1, 1919.
Bonded debt Mar. 14,'98.$120,000
Floating debt..... 192,548
Total debt.....$312,548
Sinking fund,prop'ty, etc. 195,607
Net debt Mar. 14, 1898. 116,941
Tax valuation, State & county purposes..... 3,881,990
Total valuation 1897...13,518,226
Assessment for Co. about ⅓ and for city about actual value.
City & co. tax (per M.).'97..$43·50
Population in 1895 was....22,555
Population in 1890 was....18,020
Population in 1897 (est.)...28,000

INTEREST on $100,000 of bonds due in 1916 is payable at the Farmers' Loan & Trust Co. of New York City; on remaining bonds at City Treasury.

TAX FREE.—All of the bonds are exempt from taxation.

Cedar Rapids School District.—E. M. Scott, Treas.

LOANS—	When Due.
Refunding Bonds—	
4½s, M&N, $7,000	May 2, 1901

Subject to call at any time.

4½s, J&D, $45,000	June 1, 1905
4½s, J&J, 5,000	July 1, 1905
4s, J&J, 73,000	July 5, 1908

Subject to call after 1903.
3½s, M&N, $10,000...May 1, 1909
Subject to call after May 1, 1901
Total debt Feb. 25, 1900..$140,000
Tax valuation 1899.....3,925,972
Assessment about ¼ actual value.
School tax (per $1,000).....$25·00
Population in 1900 (est.)... 27,000

INTEREST is payable at the Treasurer's office.

CERRO GORDO CO.—J. J. Long, Auditor.

Mason City is the county seat.

LOANS—	When Due.
Court House Bonds—	
3½s, A&O, $75,000	Apr. 1, 1910

Subject to call after Apr. 1, 1905
Bonded debt Apr. 1, 1900 $75,000
Assessed valuation 1899.5,310,899
Population in 1890 was. .. 14,864
Population in 1900 (est.)...21,000

INTEREST is payable at the office of the County Treasurer.

CHARLES CITY.—W. S. PROUTY, Mayor. J. A. CASE, Treasurer.

Charles City is in Floyd County.

LOANS—	When Due.
Refunding Water Bonds—	
4s, J&J, $19,000	July 1, 1918

(Subject to call after 1903.)

Water Bonds—	
5s, ..., $10.000	1907

Interest payable in Charles City.
Bonded debt Feb. 15, 1900.$29,000
Sewerage warrants..... 6,000
Total debt Feb. 15, 1900..$35,000
Tax valuation, real & RR.$455,086
Tax valuation, personal...253,563
Total valuation 1899.....708,649
Assessment about ¼ actual value.
Total tax (per $1,000) '99. $48·30
Population in 1890 was.....2,802
Population 1900 (estimated.)5,500

School District Bonds—	
4s, ..., $33,000	1905-1910

CLINTON.—Clinton is in Clinton County.

Net debt (last returns).. $73,575
Tax valuation 1890.... 1,900,000
Tax rate (per $1,000)... 65·00
Population in 1890 was.....13,619
Population in 1897 (est.)...25,000

Clinton School District.—

LOANS—	When Due.
Building Bonds—	
5s, J&D, $10,000	

Subject to call at any time.

Refunding Bonds—	
5s, J&D, $28,500	Dec. 1, 1903
5s, J&D, 10,000	June 1, 1905

Refunding Bonds - (Con.)	
4½s M&N, $50,000	May 1, 1906

Bonded debt Jan. 1, '98.. $98,500
Tax valuation 1896.....2,456,140
Assessment bet. 1/5&1/6 actual value.
Total tax (per $1,000).....$68·00
Population 1897 (est.).....18,000

OPTIONAL.—All refunding bonds are subject to call after five years from date of issue.

INTEREST on all bonds is payable in New York.

COUNCIL BLUFFS.—VICTOR JENNINGS, Mayor. F. L. EVANS, Auditor.

Council Bluffs is in Pottawattamie County.

Regular Bonded Debt.	
Fire Bonds—	
7s, J&J, $8,000	July 1, 1901
Loans of 1878 and 1880—	
7s, J&J, $4,900	July 1, 1900
Refunding 1883—	
6s, F&A, $18,500	Aug. 1, 1903

Subject to call at any time.

4½s, A&O, $30,000	Oct. 1, 1918

Subject to call after 1903.

Special bonds (all 10-20s).	
Intersection Imp., 10 20s—	
6s, ..., $3,500	1906
6s, ..., 1,000	1907
6s, ..., 46,000	1908
6s, —, $34,000	1909
6s, —, 36,500	1910
6s, —, 11,000	1911
6s, —, 7,500	1912
6s, —, 4,000	1913
6s, —, 10,500	1914
6s, —, 2,500	1915
Intersection Improv.—(5-20s.)	
4½s, —, $40,000	1915
Special assessment bonds.	
6s, —, $7,400	1900
6s, —, 7,700	1901
6s, —, 3,300	1903
6s, —, 200	1902 & 1904

INTEREST on all the bonds is payable in New York City at the National Park Bank; also at City Treasury.

TOTAL DEBT, ETC.—

	March 1, 1899.	March 1, 1898.	March 1, 1897.
Total bonded debt under 5 p. c. limit.	$61,400	$101,400	$101,400
Special bonds	223,000	223,000	262,000
Special assessment bonds	44,900	74,100	101,500
Bonded debt	$329,300	$398,500	$464,900

The special assessment bonds are secured by property certificates issued and held in trust for bondholders.

In addition to the bonded debt the city had outstanding on March 1, 1899, general fund warrants to the amount of $141,056; water fund warrants to the amount of $76,875, and special fund warrants to the amount of $4,768. For the purpose of funding the warrants the City Council has authorized the issuance of $150,000 bonds. The issuance of these bonds has been prevented by litigation, a decision handed down in 1899 by Judge Towner declaring that the general city bonds, and the intersection, sewer, grading and paving bonds constitute the indebtedness of the city; hence that the city was in excess of its debt limit. See Chronicle, March 25, 1899. Judge Smith, however, in the District Court on October 7, 1899, held that the city of Council Bluffs had the legal right under and by virtue of Section 905 of the Code of Iowa to issue its bonds and *exchange* them for the outstanding general and water fund warrants of said city issued during the fiscal years of 1896, 1897 and 1898, provided said bonds when so issued are *actually exchanged* for said warrants by mutual exchange.—See V. 69, p. 817. A tax levy of $5·00 (per $1,000) is made each year for water purposes.

The sinking funds accumulated on the straight city bonds on March 1, 1899, amounted to $2,843, and on the inter-section improvement bonds to $24,748, and on the warrants $53,905, making a total of $81,496.

ASSESSED VALUATION.—The city's assessed valuation has been as given below in the years named. The noticeable decrease in 1899 is due to a change in the law. Property was formerly assessed at from 30 to 40 per cent of its value, but under the new law all real estate is assessed at 25 per cent of its actual value.

Years.	Real Estate.	Personal Property.	Railroads.	Total.
1899	$2,457,616	$416,910	$438,645	$3,313,171
1898	.....	.....	.....	4,455,090
1897	.....	.....	.....	4,580,096
1896	.....	.....	.....	5,000,000
1894	.....	.....	.....	5,357,265
1890, (partly est.)	4,475,159	1,007,432	433,006	5,915,597
1881	2,266,802	659,406	149,325	3,075,535

TAX LEVY.—The total tax for 1899 (per $1,000) is $80·75.

POPULATION.—In 1890, 21,474; in 1880, 18,063; in 1895, 20,189.

Council Bluffs School District.—D. L. Ross, Sec.

This district is co-extensive with Kane Township and the city of Council Bluffs.

LOANS—	When Due.
Funding Bonds—	
5s, $10,000	Oct. 17, 1904
4½s, 40,000	June 1, 1905
4½s, 25,000	Mar. 15, 1907
4½s, 77,000	June 1, 1907
School-House Bonds—	
4½s, $5,000	May 1, 1906

School-House Bonds.—(Con.)	
4½s, 5,000	June 1, 1907

All bonds are subject to call

4s, J&J, $67,000	July 1, 1909

(Optional after July 1, 1904.)
Total debt Mar. 1, 1900.. $229,000
Assessed valuation 1898.4,703,849
Real valuation (est.)..$18,000,000
Population 1898 (est.).....35,000

CRESTON.—Creston is situated in Union County.

LOANS—	When Due.
Refunding Bonds—	
5s, F&A, $17,000	Apr. 1, 1917

Subject to call after Apr. 1, 1907

4½s, F&A, $12,000	Aug. 1, 1917
4½s, ... 9,000	 1908

Subject to call after 1903.

School Bonds—	
4½s, ..., $35,000	

Bonded debt Mar. 20, 1900.$38,000
Floating debt..... 5,000
Total debt Mar. 20, 1900.. 43,000
Tax valuation, real..... 60 ,000
Tax valuation, personal. 200,000
Total valuation 1899....9,800,000
Assessment is 2/5 actual value.
Total tax (per $1,000) 1899.$86·00
Population in 1890 was.....7,200
Population in 1900 (est.).....8,500

INTEREST on the bonds is payable in Creston and in New York.

DAVENPORT.—GEO. T. BAKER, Mayor. A. J. SMITH, Clerk.

This city is in Scott County.

LOANS.	When Due.
Refunding Bonds—	
4½s, F&A, $275,000	1909
Improv't Paving Bonds—	
6s, J&J, $13,000	1902
6s, A&O, 30,000	1903
Improvt Sewer Bonds—	
6s, M&N., $9,000	1900
Total debt Mch. 1, 1900..$275,000	

Improvem't bonds (ad.) $52,000
Assessed val'tion, real. 8,321,945
Ass'd valuation, pers'l. 5,635,070
Total valuation 1899...13,957,015
Assessment is ½ actual value.
City tax (per $1,000) '99 ...$14·50
Population in 1890 was....26,872
Population in 1880 was....21,831
Population in 1899 (est.)...38,000

INTEREST is payable at the Imp. & Traders' Nat. Bank, N. Y. City.

OPTIONAL—The special improvement bonds are subject to call.

TAX FREE All of the city's bonds are exempt from taxation.

DES MOINES.—J. J. Hatenbower, Mayor.

Des Moines is situated in Polk County.

LOANS—	When Due.
Funding Bonds—	
4s, J&J, $323,000	July 1, 1915
4s, M&N, 300,000	May 1, 1916
3½s, J&D., 60,000	Dec., '05-'16
4s, M&N, 35,000	May 1, 1917

LOANS—	When Due
Refunding Bonds—	
4s, F&A, $56,000	Aug. 1, 1908

Subject to call at any time.

Annexed Town Bonds—	
6s, ..., $1,000	.....

INTEREST is payable at City Treasury.

BONDED DEBT on Jan. 1, 1900, was $775,000; floating debt, $59,596; total debt, $834,596; cash in various funds, $207,193.

ASSESSED VALUATION.—The total assessed valuation for 1898 was $16,634,480 and the city tax rate (per $1,000) 1898 was $23·25. Real estate is assessed at 20 per cent of its actual value.

POPULATION.—The population in 1890 was 50,093; in 1880 was 22,408; in 1870 was 12,035; in 1899 (est.), 75,000.

DUBUQUE.—C. H. BERG, Mayor. F. B. HOFFMAN, Auditor.

Dubuque is situated in Dubuque County.

LOANS—	When Due.
Refunding Bonds—	
4s, ..., $96,000	Feb. 1, 1916
4s, ..., 105,000	Apr. 1, 1916
4s, ..., 120,000	Jan. 1, 1917
4s, ..., 240,000	Feb. 1, 1917
4s, J&J, 34,132	Jan. 1, 1919
4s, M&S, 63,900	Mar. 1, 1919
4s, J&J, 13,500	Jan. 2, 1920
Stocking Bonds—	
5s, ..., $26,500	Dec. 1, 1911
Street Imp. & Pav'g Bonds—	
5s, M&S, $167,011 78	

(Subject to call.)

Interest is payable by the City Treasurer and in New York.
Bonded debt Mar.1,1900.$686,027
Floating debt..... 194,759
Total debt Mar. 1, 1900.. 880,786
Ass'd valuation, real. .16,224,143
Ass'd valuation, pers'l. 7,717,332
Total valuation 1899..23,941,475
Assessment about actual value.
City tax rate (per M.) 1899.$10·00
Population in 1890 was....30,311
Population in 1899 (est.)...45,000

DUBUQUE CO.—F. N. Schroeder, Treasurer.

County seat is Dubuque.

LOANS—	When Due.
Court House Bonds—	
4s, J&J, $125,000	Jan. 1, 1916

Total debt Mch. 1, 1900. $125,000
Ass'd valuation, real... 9,473,557
Ass'd valuation, pers'l. 2,733,626
Ass'd valuat'n, railroad 626,534
Total valuation 1899..$12,833,718
Assessment about ¼ actual value.
State & Co. tax (per M.)'99..$16·00
Population in 1890 was.... 49,848
Population in 1895 was....60,117
Population in 1900 (est.)....65,000

FORT DODGE.—S. J. Bennett, Mayor.

This city is in Webster County.

LOANS—	When Due.
Water Works Bonds—	
5s, J&J, $16,000	1914
Subject to call 1904.	
Refunding Bonds—	
4s, M&S, $36,000	Mar. 1, 1918
Optional after 1908.	
Bond. debt Feb 25, 1900	$52,000
Floating debt	10,000
Total debt Feb. 25, 1900	62,000

Tax valuation, real	$1,016,000
Tax valuation, pers'l	380,000
Assessed valuation, RR.	35,000
Total valuation 1899	1,431,000
Assessment is ¼ actual value.	
Total tax (per $1,000) '99	$50·00
Population in 1890 was	4,871
Population in 1880 was	3,586
Population '99 (estimated)	12,000

FORT MADISON.—Samuel Atlee, Mayor.

County seat of Lee County.

LOANS—	When Due.
Refunding Bonds—	
4½s, ..., $120,000	July 1, 1917
Subject to call after 1902.	
4s, ..., $22,000	

Bonded debt Mch., 1900.	$142,000
Assessed val'tion 1897	1,750,000
Real valuation (est.)	7,500,000
Population in 1890 was	7,901
Population in 1897 (est.)	11,000

IOWA CITY.—W. J. Freeman, Clerk.

Iowa City is in Johnson County.

LOANS—	When Due.
Funding Bonds—	
4½s, ... $5,000	1901 to 1905
$1,000 due yearly.	
4¼s, ...$12,000	1908-'09-'10
($4,000 due yearly.)	
Special Assessment Bonds—	
Macadam Bonds.	
5s, Oct., $2,500	Oct. 1, 1899
Paving Bonds.	
6s, Apr., $11,059.	1900 to 1905
6s, Apr., 6,592 90	1899 to 1904
6s, Dec., 855 33.	1903
6s, Jan., 1,619 63	1904

Sewer Bonds.	
6s, Apr., $471 06	1900 to 1905
6s, Apr., 1,708 85	1899 to 1904
6s, Apr., 885 31	1899 to 1905
Interest payable in Iowa City.	
Refunding Bonds—	
4¼s, J&D, $32,000	June 1, 1917
(Opt. $4,000 each year on June 1.)	
Bonded debt Mar. 27, 1900	$69,692
Special ass't bonds (includ.)	25,692
Tax valuation 1899	6,429,997
Assessm't is 25 p.c. actual value.	
Total tax (per $1,000) 1899.	$58·80
Population 1890 was	7,016
Population in 1899 (est.)	10,000

TAX FREE.—All bonds issued by this city are exempt from taxation.

JEFFERSON COUNTY.—David Hopkirk, County Treasurer.

Fairfield is the county seat.

LOANS—	When Due.
Court-House Bonds—	
6s, ..., $16,500	
Poor-House Bonds—	
5½s, ..., $13,500	
Bonded debt Aug. 1, 1899	$30,000

Tax valuation, real	$3,011,357
Tax valuat'n, personal.	767,359
Tax valuat'n, railroad.	562,261
Total valuation 1899	4,340,977
Assessment about ¼ actual value.	
Population in 1890 was	15,184

JOHNSON CO.—A. R. Cheny, County Treas.

Iowa City is the county seat.

LOANS—	When Due.
Court-House Bonds—	
3½s, ..., $100,000. part y'rly	Apr. 1
($40,000 in 1904, $10,000 in 1905, '06&'07, $15,000 in 1908&'09.)	
Bonded debt Feb., 1900	$100,000
Assessed valuation, real.	5,607,237

Assessed valuat'n, RR.	$520,133
Assessed valuat'n, per'l.	1,332,382
Total valuation 1899	7,459,752
Assessment about ¼ actual value.	
State & Co. tax (per M) '99.	$13 00
Population in 1890 was	23,082
Population in 1900 (est.)	26,000

KEOKUK.—

Keokuk is in Lee County. Its debt, which amounted to over $600,000 some years ago (caused by the wild issue of bonds in aid of proposed railroads, few of which were built), was in 1900 $256,000, and is being reduced at the rate of $4,500 per annum.

LOANS—	When Due.
Graduated Bonds—	
5s, A. & O., $56,000	Part yearly
Refunding Bonds:	
5s, J. & J., $100,000	Jan. 1, 1906
5s, J. & J., 100,000	July 1, 1914
Bonded debt Apr., 1900	$256,000
City has no floating debt.	

Assessed valuation, real	$3,625,920
Assessed valuation, per'l.	833,425
Total valuation 1899	4,459,345
Assessment abt. 2-5 actual value.	
City tax rate (p. $1,000) '99.	20·00
Population in 1890 was	14,101
Population in 1899 (est.)	18,000

INTEREST is payable in New York City.

DEBT LIMIT.—City debts in this State are limited by provisions of the State Constitution (see State of Iowa), but the debt of Keokuk was created before Constitutional inhibition took effect.

LEE COUNTY.—Wm. F. Kiel, Dep. Treasurer.

County seat is Fort Madison.

LOANS—	When Due.
Compromise Bonds—	
4½s, A&O, $571,000	Mar. 1, 1915
Subject to call after Mar. 1, 1900	
Total debt Jan. 1, 1900	$571,000
Sinking fund	10,592
Net debt Jan. 1, 1900	560,408
Assessed valuat'n, real.	5,607,012

Assess. valuat'n, pers'l	$1,338,210
Assessed valuat'n, RRs.	809,564
Total valuation 1899	7,754,816
Assessment about ¼ actual value.	
State & Co. tax (per M.) '99.	$20·00
Population 1890 was	37,715
Population in 1900 was	40,000

MARSHALLTOWN.—F. G. PIERCE, Mayor. J. G. TROTTER, Clerk.

This city is situated in Marshall County.

LOANS—	When Due.
Refunding Bonds—	
4s, ..., $34,000	Jan. 1, 1920
Water-Works Ref'd'g Bonds—	
4½s, J&J, $37,000	July 1, 1916
Total debt Jan. 1, 1900	$71,000
Floating debt	1,200

Tax valuation, real	$1,226,594
Tax valuation, personal	425,513
Total valuaion 1900	1,652,107
Assessment is ¼ actual value.	
Total tax (per M.) 1900	$66 00
Population 1890	8,914
Population 1895	10,025
Population in 1900 (est.)	12,500

INTEREST on all bonds is payable in Chicago, Ill.

MASON CITY.—Geo. W. Brett, Mayor.

Mason City is situated in Cerro Gordo Co

LOANS—	When Due.
Water Bonds—	
6s, A&O, $26,000	June 1, 1905
Subject to call.	
Total debt Jan. 1, 1900	$36,000

Sinking fund	$8,500
Net debt Jan. 1, 1900	27,500
Total valuation 1897	1,080,463
Population in 1890 was	4,007
Population in 1898 (est.)	7,500

INTEREST is payable at the Chemical National Bank, New York.

MITCHELL CO.—H. S. Houg, Auditor.

Osage is the county seat.

LOANS—	When Due.
Bridge Bonds—	
4s, M&N, $23,000	Nov. 1, 1908
(Subject to call at any time)	
Bonded debt Feb. 1, 1900	$23,000
Floating debt	6,052

Total debt Feb. 1, 1900	$29,052
Assessed valuation '99	3,816,825
Assessm't about 25% actual value.	
State & Co. tax (per M) '99.	$12·50
Population in 1890 was	13,299
Population in 1900 (est.)	15,200

INTEREST payable at office of County Treasurer.

MONROE CO.—A. C. Pabst, Treasurer.

Albia is the county seat.

LOANS—	When Due.
4s, M&S, $26,000	Sept. 15, 1901 to Sept. 15, 1907
($2,000 in 1901 and $4,000 yearly.)	
Bonded debt Jan. 1, 1900	$36,000
Floating debt	5,800
Total debt	41,800

Sinking fund	$8,500
Net debt Jan. 1, 1900	33,500
Tax valuation 1899	3,067,135
Assessment about ¼ actual value.	
State & co. tax (per M.) '99.	$15 00
Population in 1890 was	3,666
Population 1900 (est.)	17,000

INTEREST is payable at office of County Treasurer.

MUSCATINE.—Muscatine is situated in Muscatine County.

LOANS—	When Due.
Refunding Bonds—	
4½s, A&O., $277,500	1900-1919
($7,500 due semi-an Ap. 1 & Oct. 1)	
Interest is paid in New York.	
Bonded debt Jan. 1, '98.	$337,600
Sinking fund	37,600
Net debt Jan. 1, 1898	300,000

Tax valuation, real	$1,892,931
Tax valuation, personal.	501,643
Total valuation, 1899.	2,394,547
Assessment about ¼ actual value.	
Total tax (per $1,000), '96	$50·00
City tax (per $1,000)	25·00
Population in 1890 was	11,454
Population in 1895 was	12,689

O'BRIEN COUNTY.—L. T. Aldinger, Treas.

County seat is Pringhar.

LOANS—	When Due.
Refunding Bonds—	
4s, M&S, $98,000	Sept. 15, 1913
Subject to call after 5 years.	
Interest payable at County Treas.	
Total debt Jan. 1, 1900	$98,000
Assessed valuat'n, real.	3,248,979

Assessed valuat'n, pers'l	$615,893
Assessed valuation RR.	419,600
Total valuation 1899	4,284,562
Assessm't not over ⅓ actual value.	
State & Co. tax (per M.) '99.	$15·00
Population in 1890 was	13,060
Population in 1900 (est.)	18,000

TAX FREE.—The county's bonds are exempt from taxation.

OTTUMWA.—T. J. PHILLIPS, Mayor. W. A. STEVENS, Auditor.

Ottumwa is in Wapello County.

LOANS—	When Due.
Funding Bonds—1897—	
4½s, ..., $35,000	Mch. 1, 1917
Optional after 1912.	
...., ..., $30,000	
Paving Bonds—	
6s, J&D, $14,000	Dec. 1, 1900
Railroad Aid Bonds—	
4s, A&O, $9,000	1900-1903
($3,000 due yearly on Oct. 5.)	
4s, F&A, $34,000	Feb. 10, 1906

Refunding Bonds—(1897)—	
4½s, ..., $30,000	Mar. 1, 1917
Optional after 1912.	
Bonded debt Aug. 1, '99	$155,000
Floating debt	8,476
Total debt Aug. 1, '99	163,476
Tax valuation 1899	3,018,345
Assessment about ¼ actual value.	
Total tax (per $1,000) '99	$65·00
Population 1890	14,001
Population 1899 (est.)	22,000

The street paving bonds mentioned above are a special lien against abutting property.

OPTIONAL—All bonds are optional after five years from date.

INTEREST on the railway bonds and on the paving bonds of 1900 is payable at Ottumwa; on the funding and refunding bonds, at the First National Bank Chicago, Ill.

POTTAWATTAMIE CO.—Wm. Arnd, Treas.

County seat is Council Bluffs

LOANS—	When Due.
Refunding Bonds—	
4½s, M&N, $30,000	1901-'02-'03
$10,000 yearly on May 1.	
4½s, M&N, $40,000	1904-'05
$20,000 yearly on May 1.	
Bonded debt Feb. 1, 1900	$70,000
Sinking fund	10,000

Net debt Feb. 1, 1900	$60,000
Assessed valuat'n, real.	8,623,551
Assessed val., personal.	1,755,415
Assessed val., railroads	1,424,335
Total valuation 1899	11,803,301
Assessment is ⅓ actual value.	
Total tax (per $1,000) '99	$16·00
Population in 1900 (est.)	50,000

RED OAK.—Red Oak is situated in Montgomery County.

LOANS—	When Due.
Water Works Bonds—	
5s, J&J, $14,000	Jan. 1, 1914
Subject to call after Jan. 1, 1904	
Refunding Bonds—	
4½s, J&D, $16,000	
School District Debt—	
High School Bonds—	
4½s, ..., $15,000	1908
$5,000 optional any time.	
$10,000 optional after 1903.	

LOANS—	When Due.
Refunding Bonds—	
4s, ..., $17,000	1908
Subject to call 1903.	
Total debt June 15, 1898.	$30,000
Total valuation 1898.	697,179
Assessment is ⅓ actual value.	
Total tax (per $1,000)	$56·20
Population in 1890 was	3,321
Population in 1898 (est.)	5,000

INTEREST on the bonds due in 1914 is payable by N. W. Harris & Co., N.Y.; on the $16,000 ref'ding bonds by the First Nat. B'k, Chicago.

SHELDON SCHOOL DIST.—O'Brien County.

LOANS—	When due.
Building Bonds—	
5s, A&O, $1,000	10 years
Subject to call.	
Refunding Bonds—	
4s, J&D, $23,000	1910
Subject to call.	

Total debt Feb. 1, 1900	$24,000
Tax valuation 1899 (abt.)	425,000
Assessment is ⅕ actual value.	
Total tax (per $1,000) 1899.	$68·00
Population 1900 (estimated)	3,000

INTEREST on the building bonds is payable at the American Exchange National Bank, N. Y.; on the refunding bonds at National Bank of Republic, Chicago.

SIOUX CITY.—A. H. Burton, Mayor.

Sioux City is situated in Woodbury County.

LOANS—	When Due.
Refunding Bonds—	
5s, ... $95,000	Oct. 1, 1917
Subject to call after 1915.	
5s, ... 125,000	Nov. 1, 1917
Subject to call after 1915.	
4½s, ... 375,000	May 1, 1906
($25,000 yearly)	to 1920
4½s, ... $40,100	Jan. 1, 1916
Subject to call after 1906.	

Refunding Bonds—Con.—	
4½s, ... $159,900	Aug., 1920
Improvement Bonds—	
6s, ... $11,100	1907 to 1913
5s, ... 36,500	Oct., 1917
Subject to call after 1907.	
Funding Bonds—	
4s, J&J, $235,000	Jan. 1, 1919
Subject to call after 1914.	

ASSUMED INDEBTEDNESS (NOT CITY OBLIGATIONS.)

LOANS—	When Due.
Library Bonds—	
6s, ..., $47,000	July 1, 1901
Subject to call $20,000 yearly.	
Police Station Mortgage—	
7s, ..., $25,000	May 1, 1902

LOANS—	When Due.
Water Bonds—	
6s, ..., $65,000	May 1, 1904
Subject to call in part.	

INTEREST is payable in New York City.

TOTAL DEBT.—The city's bonded debt on February 1, 1900, was $1,077,600; floating debt, $78,000; total debt, $1,155,600; sinking fund and cash assets, $68,000; net debt, $1,087,600. This amount includes $300,000 water debt, but not the $137,000 of assumed indebtedness, which is not considered city debt.

ASSESSED VALUATION in 1899 of real estate was $4,512,355; personal property, $1,075,028; railroads, $235,865; total, $5,823,248. Property is assessed at 25 per cent of its actual value. In 1899 the total tax rate (per $1,000) was $67·50, which included State tax $3·00, county tax $11·50, city tax $31·50, and school tax, $21·50.

POPULATION.—In 1890 it was 37,806; in 1900 (estimated) 48,344.

Sioux City Independent School District.—R. M. Dott, Secretary.

LOANS—	When Due.
REFUNDING BONDS—	
4s, J&J, $344,000	Jan. 2, 1909
Subject to call after Jan. 2, 1904	
Total debt Feb. 1, 1900.. $344,000	

Assessed valuat'n 1900. $5,583,032
Assessment about ¼ actual value.
School tax (per $1,000) '99. $21·50
Population in 1900 (est.) ... 45,000

INTEREST is payable at Fourth National Bank, New York City.

WAPELLO CO.—John H. Spry, Treasurer.

County seat is Ottumwa.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, J&J, $30,000	July 1, 1900
($15,000 due y'rly) to July 1, 1901	
REFUNDING BONDS—	
4½s, A&O, $50,000. Part y'rly	Oct. 1.
$10,000 in 1900 (and $20,000 in 1901 and 1902.)	
FUNDING BONDS—	
4½s, ... $20,000	1901 to 1907
($5,000 yearly on Oct. 1.)	
4½s, ... $14,000	1908-1909
($7,000 yearly on Oct. 1.)	

Bonded debt Feb., 1900. $114,000
Floating debt 5,000
Total debt Feb. 1, 1900.. 119,000
Tax valuation, real 4,120,171
Tax valuation, personal. 676,525
Tax valuation, railroads. 949,809
Total valuation 1899 5,746,505
Assessment about ⅓ actual value.
State & co. tax (per M.) 1899. $7·00
Population in 1890 was 30,426
Population in 1900 (est.) ... 35,000

WATERLOO.—J. W. KRAPFEL, Mayor. H. C. SCHULTZ, City Clerk.

County seat of Black Hawk County.

LOANS—	When Due.
FUNDING & REFUNDING BONDS—	
4½s, ..., $59,000	May 1, 1917
Subject to call after 1902-'07 '12.	
Interest at Nat. Park Bank, N.Y.C.	
Bonded debt Feb. 25, 1900	$59,000
Floating debt	8,000

Total debt Feb. 25, 1900 $67,000
Tax valuation, real 1,542,571
Tax valua'n, personal 629,174
Total valuation, 1899 ... 2,171,765
Assess't is about ¼ actual value.
Tot. tax (p. $1,000), '99 ..... $46·30
Popula'n in 1899 (est.) 12,000

WEBSTER CITY.—This city is the county seat of Hamilton County.

LOANS—	When Due.
ELECTRIC LIGHT BONDS—	
6s, J&D, $10,000	
CONSOLIDATED AND FUNDING BONDS—	
6s, J&D, $13,000	
5s, M&N, 15,000	Nov. 1, 1912
Interest payable in N. Y. City.	

Bonded debt Jan. 1, 1900. $38,000
Floating debt 2,000
Total debt Jan. 1, 1900 ... 40,000
Assessed valuation 1899.. 809,149
Assessment about ¼ actual value
Total tax (per $1,000) '99.. $53·00
Population 1890 2,829
Population 1899 (est.) 6,000

WEBSTER CO.—County seat is Fort Dodge.

Bond'd debt Jan. 1, 1899.. $42,000
County has no floating debt.
Assessed valuati'n, real $4,868,675
Assessed val., person'l. 947,657
Assessed val., railroads 732,375

Total valuation 1899 ... $6,518,707
Assessment is ¼ actual value.
State & Co. tax (per M), '99. $14·00
Population in 1890 was 21,582
Population 1898 (est.) 30,000

WOODBURY CO.—J. A. Magoun, Jr., Treas.

County seat is Sioux City. [$175,000 judgment bonds were offered for sale April 5, 1900, V. 70, p. 655.]

LOANS—	When Due.
FUNDING BONDS—	
5s, ... $13,000	July 1, 1901
4½s, J & D, 238,000	June 15, '05
4½s, ... 65,000	July 1, 1906
REFUNDING BONDS—	
3½s, ..., $150,000	May 1, 1914
Bonded debt Jan. 1, 1900.	$466,000
Floating debt	194,021
Total debt Jan. 1, 1900....	660,021

Assessed valuat'n, real. $8,396,738
Assessed val., personal. 1,817,213
Assessed val., railroads. 608,576
Total valuation 1899.. 10,822,517
Assessment is ¼ actual value.
State & Co. tax (per M), '99.. $17·50
Population 1890 was 55,632
Population 1880 was 14,996
Population 1900 (est.) 60,000

INTEREST is payable at the office of the County Treasurer.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding places in Iowa which have reported a bonded indebtedness of over $10,000 and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Population '90.
Emmet Co.	$20,000	$3,500	$2,085,570	$13·60	*8,000
Hamburg, Fremont Co	18,466	.....	218,963	50·00	1,634
Hampton Sch. Dist.	18,000	.....	371,102	75·75	*3,000
Knoxville Sch. Dist.	26,000	.....	820,625	21·00	*3,500
Marion Sch. Dist.	26,500	.....	656,471	.....	*5,000

* Later estimate of population.

State of Missouri.

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act June 4, 1812) - Dec. 7, 1812
Admitted as a State (Act March 6, 1820) - Aug. 10, 1821
Total area of State (square miles) - - - - - 69,415
State Capital, - - - - - - - - - Jefferson City
Governor (term expires Jan., 1901), - - Lon. V. Stephens
Sec'y of State (term expires Jan., 1901), Alex. A. Lesueur
Treasurer (term expires Jan., 1901), - - Frank L. Pitts
Auditor (term expires Jan,. 1901) - - James M. Seibert

Legislature meets biennially in odd years on the first Wednesday after the first Monday of January, and there is no limit to length of sessions; but after the first seventy days members can draw only a dollar a day for their services, except every tenth year, when the statutes are revised, at which session members are allowed $5·00 per day for 120 days. A session of this kind was held in 1899.

HISTORY OF DEBT.—The interesting details of Missouri's eventful history in debt-making and debt-paying will be found on page 111 of the STATE AND CITY SUPPLEMENT for April, 1893. The details of the debt on Jan 1, 1899, were as follows:

LOANS—	When Due.
STATE FUNDING 5-20s—	
3½s, J&J, $5,000	July 1, 1907
Subject to call at any time.	
3½s, J&J, $700,000	Oct. 1, 1907
Subject to call at any time.	
3½s, J&J, $2,937,000.	Jan. 1, 1908
Subject to call at any time.	

Cert's of indebt. to State fund—		
SCHOOL FUND:		
6 p. c., July 1,	$2,909,000..	1911
5 p. c., semi-an.,	249,000..	.....
Total	.....3,158,000..	
SEMINARY FUND:		
6 p. c., Jan. 1,	$122,000..	1911
5 p. c., J&J,	463,881..	.....
5 p. c., J&J,	646,958..	1941
Total	.....$1,235,839	

PAR VALUE OF BONDS.—The bonds are for $1,000 each.

INTEREST is payable at the Amer. Exchange Nat. Bank, N. Y. City.

TOTAL DEBT, Etc.—The subjoined statement shows Missouri's total debt on dates named.

	Jan., 1900.	Jan. 1, 1899.	Apr. 1, 1898.
Total bonded debt	$2,847,000	$3,642,000	$4,200,000
School & sem'ry certific's	4,393,839	4,393,839	4,369,839
Total debt	$7,240,839	$8,035,839	$8,569,839

Under a provision of the State Constitution at least $250,000 of State indebtedness must be retired annually. The total debt, including accrued interest, &c., on Jan. 1, 1865, was $36,094,908.

ASSESSED VALUATION.—The State's assessed valuation (about one-fourth actual value) and tax rate have been as follows. This valuation does not include valuation of railroads, bridges and telegraphs, which amounted in 1898 to $89,759,694, or of machinery, tools, merchandise, etc., as taxed on "merchants' and manufacturers tax books," which amounted in 1898 to $55,125,824.

Years.	Assessed Valuation	Tax Rate.
1898	$971,935,839	$2·50
1897	976,754,152	2·50
1896	952,576,356	2·50
1895	938,202,003	2·50
1894	931,853,800	2·50
1893	861,426,560	2·50
1892	853,754,205	2·50
1891	826,141,721	3·00
1890	805,668,844	3·00

Years.	Assessed Valuation.	Tax Rate
1889	$756,283,894	$3·00
1888	738,421,083	4·00
1885	684,446,002	4·00
1880	532,692,043	4·00
1875	556,444,456	4·50
1870	559,082,559	5·00
1865	262,354,932	....
1863	198,602,216	....
1860	296,552,806	....

DEBT LIMITATION.—Missouri has made provision in its Constitution restricting the creation of debt both on behalf of the State and of its municipalities.

FIRST, with respect to the State, the regulations are full and specific. They are found in article 4, sections 44, 45 and 46, which we subjoin.

ARTICLE 4, Section 44. *(General Assembly not to contract debts except as herein.)* The General Assembly shall have no power to contract or to authorize the contracting of any debt or liability on behalf of the State, or to issue bonds or other evidences of indebtedness thereof, except in the following cases:

First, In renewal of existing bonds, when they cannot be paid at maturity out of the sinking fund or other resources.

Second, on the occurring of an unforeseen emergency, or casual deficiency of the revenue, when the temporary liability incurred, upon the recommendation of the Governor first had, shall not exceed the sum of two hundred and fifty thousand dollars for any one year, to be paid in not more than two years from and after its creation.

Third, on the occurring of any unforeseen emergency, or casual deficiency of the revenue, when the temporary liability incurred or to be incurred shall exceed the sum of two hundred and fifty thousand dollars for any one year, the General Assembly may submit an act providing for the loan, or for the contracting of the liability, and containing a provision for levying a tax sufficient to pay the interest and principal when they become due (the latter in not more than thirteen years from the date of its creation), to the qualified voters of the State, and when the act so submitted shall have been ratified by a two-thirds majority, at an election held for that purpose, due publication having been made of the provisions of the act for at least three months before such election, the act thus ratified shall be irrepealable until the debt thereby incurred shall be paid, principal and interest.

SECTION 45. *(State's credit not to be loaned.)* The General Assembly shall have no power to give or to lend, or to authorize the giving or lending of the credit of the State in aid of or to any person, association or corporation, whether municipal or other, or to pledge the credit of the State in any manner whatsoever, for the payment of the liabilities, present or prospective, of any individual, association of individuals, municipal or other corporation whatsoever.

SECTION 46. *(Public money, grant of prohibited.)* The General Assembly shall have no power to make any grant, or to authorize the making of any grant of public money or thing of value to any individual, association of individuals, municipal or other corporation whatsoever. *Provided*, That this shall not be so construed as to prevent the grant of aid in a case of public calamity.

The foregoing sections cover all phases of State indebtedness and so restrict action as to put the State beyond the chance of future debt embarrassment.

SECOND, with regard to cities and other municipalities, the provisions are in like manner full and wisely constructed. There are three—section 47 in article 4, section 6 in article 9 and section 12 in article 10. We give them complete below.

ARTICLE 4, Section 47. *(Municipalities, loaning credit of.)* The General Assembly shall have no power to authorize any county, city, town or township, or other political corporation or sub-division of the State now existing, or that may be hereafter established, to lend its credit, or to grant public money or thing of value in aid of or to any individual, association or corporation whatsoever, or to become a stockholder in such corporation, association or company.

ARTICLE 9, Section 6. *(Municipalities not to subscribe to capital stock of corporations.)* No county, township, city or other municipality shall hereafter become a subscriber to the capital stock of any railroad or other corporation or association, or make appropriation or donation, or loan its credit to or in aid of any such corporation or association, or to or in aid of any college or institution of learning or other institution, whether created for or to be controlled by the State or others. All authority heretofore conferred for any of the purposes aforesaid by the General Assembly, or by the charter of any corporation, is hereby repealed: *Provided, however,* That nothing in this Constitution contained shall affect the right of any such municipality to make such subscription where the same has been authorized under existing laws by a vote of the people of such municipality prior to its adoption, or to prevent the issue of renewal bonds, or the use of such other means as are or may be prescribed by law for the liquidation or payment of such subscription, or of any existing indebtedness.

ARTICLE 10, Section 12. *(Municipal indebtedness, limit of.)* No county, city, town, township, school district or other political corporation or sub-division of the State shall be allowed to become indebted in any manner or for any purpose to an amount exceeding in any year the income and revenue provided for such year, without the assent of two-thirds of the voters thereof voting at an election to be held for that purpose; nor in cases requiring such assent shall any indebtedness be allowed to be incurred to an amount, including existing indebtedness, in the aggregate exceeding five per centum on the value of the taxable property therein, to be ascertained by the assessment next before the last assessment for State and county purposes, previous to the incurring of such indebtedness: *Provided,* That with such assent any county may be allowed to become indebted to a larger amount for the erection of a court-house or jail. *And provided further,* That any county, city, town, township, school district, or other political corporation or sub-division of the State, incurring any indebtedness, requiring the assent of the voters as aforesaid, shall, before or at the time of doing so, provide for the collection of an annual tax sufficient to pay the interest on such indebtedness as it falls due, and also to constitute a sinking fund for payment of the principal thereof, within twenty years from the time of contracting the same.

It is scarcely necessary to add anything to the foregoing. The sections given make clear (1) that a municipality cannot loan its credit; (2) that it cannot subscribe to the capital stock of corporations; (3) that it cannot get into debt unless two-thirds of the voters voting at an election favor it, and then only to an aggregate of 5 per cent of valuation, *except* that with such assent any county may be allowed to become indebted in a larger amount for the erection of a court house or jail, and finally (4) that before or at the time of getting the assent of the voters an annual tax must be provided sufficient to pay interest and form a sinking fund to pay the debt within 20 years. These provisions are certainly very conservative.

POPULATION OF STATE.—The population of Missouri has been as follows in the years named.

1890	2,679,184	1860	1,182,012	1830	140,455
1880	2,168,380	1850	682,044	1820	66,557
1870	1,721,295	1840	383,702	1810	19,783

The proportion of the colored population was 6·70 per cent in 1880 and 5·75 per cent in 1890. In number blacks were 90,040 in 1850; 118,503 in 1860; 118,071 in 1870; 145.350 in 1880, and 154,131 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF MISSOURI.

NOTE.—*For reports not given in alphabetical order among the following see "Additional Statements" at end of this State.*

The American Exchange National Bank has been appointed the State's fiscal agents in New York City.

ADAIR CO.—W. R. HALLOWAY, Co. Clerk.

County seat is Kirksville.

LOANS— *When Due.*
COURT HOUSE & JAIL BONDS—
5s, ... $50,000.....1902
Interest payable by St. L. Nat. Bk.
Total debt Jan. 1, 1900.. $50,000

Tax valuation 1899.....$4,959,125
Assessment is ½ actual value.
State & Co.tax (per M.) '99...$9·50
Population in 1890 was.....17,417
Population in 1880 was.....15,190
Population in 1900 (est.)....24,000

BENTON CO.—W. L. MORGAN, Co. Clerk.

County seat is Warsaw. A sinking fund for redemption of the bonds is provided by a tax of $2·00 per $1,000 on the assessed valuation.

LOANS— *When Due.*
REFUNDING BONDS—
5s, Feb., $287,500....July 1, 1912
Subject to call after July 1, 1902
Total debt July 1, 1899.. $287,500
Sinking fund 13,831
Tax valuation, real.....2,258,775

Tax valuation, pers'l....$1,082,628
Tax valuation RR.. abt. 101,665
Total valuation 1899... 3,443,068
Assessment is ⅔ actual value.
Total tax (per M) '99 about $18·00
Population 1890 was..... 14,973
Population 1899 (est.).....18,500

INTEREST is payable in St. Louis at National Bank of Commerce.

BLOOMINGTON.—This township is in Buchanan Co.

LOANS— *When Due.*
REFUNDING BONDS—
5s, $35,000.....1900-'15

Bonded debt Jan., 1899.. $35,000
Taxable wealth 1896.... 300,000
Population in 1890 was.....1,357

BLUE.—T. T. CRITTENDEN, JR., County Clerk.

This township is in Jackson County.

LOANS— *When Due.*
RR. AID $1,000 BONDS—
7s, J&J, $100,000.....July 1, 1903

Total debt Apr. 1, 1900.. $100,000
Tax valuation 1899.....5,620,871
Population in 1890 was 10,533

INTEREST at Ninth National Bank, New York City.

BUCHANAN CO.—R. M. NASH, Clerk.

The county seat is St. Joseph.

LOANS. *When due.*
COMPROMISE R. R. BONDS—
5&6s, Aug. 1, $354,300. Aug. 1, 1901
Interest payable in New York at American Exchange Nat. Bank.

Total debt Aug. 1, 1899. $354,300
Sinking fund..... 85,000
Net debt Aug. 1, 1899.. 269,300
Assessed valu'n, real...20,000,000
Assessed valu'n, pers'l.. 5,000,000
Assessed val'n, RR., etc. $2,500,000
Ass'd val., mer. and man. 2,300,000
Total valuation 1899...29,800,000
Assessment is ½ actual value.

State & Co. tax (per M.) '98..$7·00
Population in 1890 was.... 70,100
Population in 1899 (est.)....85,000

TAX FREE.—Bonds issued by this county are exempt from taxation.

BUFFALO.—This is a township in Pike County.

LOANS— *When Due.*
REFUNDING BONDS—
5s, Jan., $10,500.....Jan. 1, 1909
All b'ds optional since Jan. 1, 1899

Valuation, etc.—
Total debt July 1, 1899... $19,500
Tax valuation 1899.....2,186,550
Population 1890 was.....7,889
Population 1899 (est.).....10,000

INTEREST payable by Merch.-Laclede Nat. Bank, St. Louis, Mo.

BUTLER COUNTY.—G. C. ORCHARD, Clerk.

County seat is Poplar Bluff.

LOANS— *When Due.*
REFUNDING BONDS—
5s, Mar., $30,000.....Mar. 1, 1920
Bonds optional after 1900.
COURT HOUSE BONDS—
6s, F&A, $2,300.....Feb. 1, 1907
Subject to call.
Total debt.....$54,518
Bonded debt Feb. 23, 1900.$32,300

Floating debt 22,218
Sinking fund..... 9,761
Net debt Feb. 23, 1900.... 44,757
Tax valuation 1899....$3,850,000
Assessment about ⅔ actual value.
State & Co. tax (per M) 1900. $8·50
Population in 1890 was....10,164
Population in 1900 (est.) ...16,000

CALLAWAY CO.—The county seat is Fulton.

LOANS. *When due.*
* REFUNDING RR. BONDS—
5s, Aug., $53,500.....Aug. 1, 1907
Subject to call at any time.
4s, M&N, $150,000.....1917
($100,000 subject to call after 1902; balance after 1904.)
Total debt Sept. 15, 1898. $233,500
Sinking fund..... 5,000

Net debt Sept. 15, 1898.. $228,500
Assessed valu'n, real....4,055,440
Assessed valu'n, pers'l. 1,852,345
Assessed valu'n, RR., etc. 868,323
Total valuation 1898.....6,776,108
Assessm't abt. 50 p. c. actual val.
Total tax (per $1,000).....$16·70
Population in 1890 was.....25,131
Population in 1895 (est.)...27,000

*5 bonds of $500 each; the remainder $1,000 each.

INTEREST on the 5s is payable at Nat. Bk. of Commerce, N. Y., and Fulton, Mo.; on the 4s at the Union Trust Co., St. Louis, Mo.

CALUMET.—This is a township in Pike County.

LOANS— *When Due.*
REFUNDING BONDS—
5s, Feb. $10,500.....Jan. 1, 1909
Subject to call.
5s & 4s, $30,000.....Apr. 1, 1928
(Subject to call 1908.)

REFUNDING BONDS—
3½s, F&A, $40,000.....
Total debt Aug. 1, 1899.. $84,500
Taxable wealth '99 (abt) 2,225,000
Population in 1890 was.....4,096
Population in 1898.....6,000

INTEREST on 5s & 4s payable at Merchants' Laclede Nat'l Bank; on 3½s at the Mississippi Valley Trust Co., St. Louis, Mo.

CAMP BRANCH.—GEO. A. DUNN, Co. Clerk.

This township is in Cass County.

LOANS— *When Due.*
REFUNDING BONDS—
5s, ... $50,000....Nov. 19, 1917
Subject to call Nov. 19, 1907
Bonded debt Feb. 1, 1900 $50,000

Tax valuation 1899 .....$567,125
Tax rate (per $1,000), '99 24·00
Population in 1890 was.....1,713
Population in 1900 (est.) 2,000

CAPE GIRARDEAU—

This city is in Cape Girardeau County.

LOANS— *When Due.*
FUNDING—
5s, M&S, $47,000.....Mch. 1, 1910
Subject to call in 1900 & 1905
NORMAL SCHOOL—
8s, J&J. $41,500.....Jan. 1, 1905
Subject to call.
Total debt July 1, 1898.. $89,000

Tax valuation, real.....$713,610
Tax valuation, personal.. 195,425
Total valuation 1896..... 909,035
Assessment is ⅓ actual value.
Total tax (per 1,000).....$30·50
Population in 1890 was.....4,297
Population in 1880 was.....3,889
Population 1897 (estimated) .5,000

INTEREST on the funding bonds is payable at New York; on the Normal School bonds at St. Louis, Mo.

CAPE GIRARDEAU.—

This township is in Cape Girardeau County.

LOANS— *When Due.*
COMPROMISE RR. BONDS:
4s-5s, May, $139,000.May 1, 1909
Subject to call.
4 per cent before 1899—after 5.
Interest is payable at St. Louis.

Bonded debt July 1, '98. $144,000
Tax valuation 1898.....1,329,700
Assessment about 2-5 actual value.
Total tax per $1,000 '97.....$12·00
Population in 1890 was.....6,014
Population in 1880 was.....5,791

CARROLLTON.—W. A. KINSEY, Clerk.

This city is the county seat of Carroll County.

LOANS— *When Due.*
SEWER AND PAVING BONDS—
4s, F&A, $50,000.....1900 to 1919
($2,500 due yearly on Feb. 1.)
Bonded debt Apr. 1, 1900.$50,000

Asses'd val., 1899 (abt.)$2,300,000
Total tax (per M.), 1899.....17·50
Population 1890 was.....3,878
Population 1900 (est).....7,000

CARTHAGE.—{CHAS. O. HARRINGTON, Mayor. R. LUNDY, Clerk.

This city is in Jasper County.

Bonds have been sold to refund the $14,000 funding bonds maturing May 10, 1900.

LOANS— *When Due.*
FUNDING BONDS—
5s, M&N, $14,000....May 10, 1900
REF'D'G COURT HOUSE BONDS—
4s, F&A... 25,000...Aug. 1, 1911
(Optional, $3,000 yearly after 1903 and $10,000 after 1908.
ELECTRIC LIGHT BONDS—
5s, M&N, $25,000 . May 1, 1919
($10,000 optional after 1904, $10,000 after 1909 and $5,000 after 1914.)

COURT HOUSE BONDS—
5s, F&A, $8,500.....Aug. 1, 1911
Subject to call at any time.
Interest is payable at St. Louis.
Bonded debt Feb., 1900 . $72,000
Tax valuation, real.....1,632,800
Tax valuation, personal. 785,257
Total valuation 1899....2,418,057
Assessment about ⅓ actual value.
Total tax (per $1,000) '99..$32·00
Population in 1890 was..... 7,981
Population 1900 (local est.)..14,000

CASS COUNTY.—GEO. A. DUNN, Clerk.

The county seat is Harrisonville.

LOANS— *When Due.*
REFUNDING BONDS—
4s, ..., $150,000.....April 1, 1919
4s, Jan., 420,600.....Jan. 1, 1913
Subject to call from '03 to '08.
Bonded debt. Feb., 1900. $570,600
Assessed val'n, real.....6,023,762
Assessed val'n, pers'l. 1,654,981

Val'tion, railroads, etc. $1,597,508
Total valuation 1898... 9,276,251
Total valuation 1899... 9,526,250
Assessment is ⅓ actual value.
Total tax (per $1,000) '99...$24·00
Population in 1890 was.....23,301
Population in 1900.....32,340

INTEREST on the 4 per cent bonds is payable at St. Louis, Mo.
Interest is paid on the refunding bonds only.

CHARITON.—A. J. Furr, Co. Treasurer.

This township is in Howard County.

LOANS—	When Due.
Redemption Bonds—	
5s, Feb. 1, $15,000	Feb. 1, 1909-'19
Subject to call at any time.	
Refunding Bonds—	
4s, F&A, $25,000	Feb. 1, 1920
Subject to call after Feb. 1, 1905.	

Bonded debt Feb. 2, 1900..$40,000
Tax valuation 1900(abt.)1,050,000
Assessment about ⅓ actual value.
Total tax (per M.) 1899.....$15·20
Population in 1890 was.....3,654
Population in 1900 (est.).....4,500

INTEREST on redemption bonds payable at National Bank of Commerce, NewYork; on the refunding bonds at the Miss. Valley Trust Co., St. Louis.

CHILLICOTHE.—J. E. Watkins, City Clerk.

This city is in Livingston County.

LOANS—	When Due.
Refunding Bonds—	
4s, $30,000	1905 to 1920
$5,000 due Jan. 1, 1905, $5,000 in 1910, $10,000 in 1915 and $10,000 in 1920.	
Interest payable at City Treasury.	
Total debt Aug. 1, 1899....$30,000	
Tax valuation 1899.....1,419,105	
Assessment is ⅓ actual value.	

Total tax rate (per M.), '99..$30·00
Population in 1890 was.....5,717
Population 1896 (city census)7,800
Population 1899 (est.).....9,552
School District Bonds—
6s, ..., $25,000 ....
Subject to call at any time.
School tax rate (per M.),'99.$10·00

CLARK CO.—Geo. E. McHugh, Treasurer.

The county seat is Kahoka.

LOANS—	When Due.
Compromise RR. Bonds—	
4½s, Aug., $61,000	Aug. 10, 1905
(⅓ subject to call 1908; ⅓, 1913)	
6s, Apr., 107,500	Apr. 1, 1901
Subject to call.	
6s, Jan., $50,000	Jan. 1, 1915
Subject to call Jan. 1, 1905	

Total debt Feb. 24, 1900.$212,500
Tax valuation, real.....2,838,495
Tax valuation, personal.. 859,210
Tax val'tion, RRs., etc.. 748,710
Total valuation 1898....4,446,415
Population in 1890 was.....15,126
INTEREST on 6s is payable in New York at Nat. Bk. of Commerce.

CLINTON COUNTY.—E. McWilliams, Clerk.

County seat is Plattsburg.

LOANS—	When Due.
Court House and Jail, 1896—	
5s, J&J, $15,000	Jan. 1, 1906
Subject to call after Jan. 1, 1901	
Railroad Aid Bonds—	
6s, July 8, $19,000	July 8, 1905
Subject to call at any time.	
Refunding Bonds—	
4s, ..., $25,000	

Bonds are exempt from taxation
Interest payable in Plattsburg.
Total debt July 1, 1899. $59,000
Tax valuation 1898..... 6,962,249
Tax rate (per $1,000) 1899..$7·50
Population in 1890 was.....17,138
Population in 1880 was.....16,073
Population in 1899 (est.)...22,000

COLE COUNTY.—L. D. Gordon, Co Treas.

The county seat is Jefferson City.

LOANS.	When due.
Funding Bonds—	
5s, Jan., $11,000	Jan. 1, 1908
Subject to call after 1903.	
Court House Bonds—	
4s, J&D, $60,000	June 1, 1916
Optional after 1906.	
Refunding Bonds—	
4s, ..., $25,000	Jan. 1, 1918
Subject to call after 1908.	

Interest payable at Jefferson City.
Bonded debt Mar. 1, 1900. $96,000
Sinking fund..... 6,000
Net debt Mar. 1, 1900.... 90,000
Assessed valuation 1899.4,166,628
Assessment about ¼ actual value.
State & Co. tax (per M.) '99. $9·00
Population in 1890 was.....17,281
Population in 1880 was.....15,515
Population in 1900 (est.)...23,000

DADE CO.—C W. Montgomery, Clerk.

The county seat is Greenfield.

LOANS.	When due.
Compromise RR. Bonds—	
5s, Apr. 1, $185,000	June 1, 1914
Subject to call after June 1, 1904.	
4s, Feb. 1, $90,000	July 1, 1919
Subject to call July 1, 1909.	
Bonded debt Feb. 1, 1900 $275,000	

Sinking fund..... .. $24,000
Net debt Feb. 19, 1900 . 251,000
Tax valuation 1899.. ...4,056,184
State & Co. tax (per M.)'99.$11·50
Population in 1890 was.....17,526
Population 1900 (est.) over 22,000

INTEREST is payable in St. Louis, Mo. On the 5s at the Merchants' Laclede Nat. Bank; on the 4s at the Mississippi Valley Trust Co.

DALLAS CO.—B. F. Johnson, County Clerk.

County seat is Buffalo.

A judgment was granted in 1893 by the U. S. District Court against Dallas County for $710,000 of unrecognized railroad bonds. Issues given below are in litigation, and no interest is paid on them. A settlement has been arranged on the basis of a new issue of $248,000 by the county and the building by the bondholders of the railroad from Eldon to Springfield.—V. 69, p 1074.

LOANS—	When Due.
Railroad Aid Bonds—	
10s, J&J, $81,000	———
7s, J&J, 148,000	———

Total valuation 1899...$1,800,534
St.,Co. & sch.tax (per M)'99.$13·00
Population in 1890 was.....12,647
Population in 1900 (est.) . .15,000

FRANKLIN CO.—County seat is Union.

LOANS—	When Due.
Compromise Road Bonds—	
6s, Feb., $199,000	Feb. 1, 1901
Bonded debt July 1, '98	$199,000
Sinking fund.....	89,700
Net debt July 1, 1898....	109,300

Assessed valuat'n 1898.$7,359,561
Assessment is ⅓ actual value.
State & co. tax (per M.)'98..$11 50
Population in 1890 was.....28,056
Population in 1898 (est.)...33,000

INTEREST is payable at St. Louis (Third National Bank) and at Washington, Mo.

GALLATIN.—

City in Daviess County. Arrangements are being made to pay off the floating debt.

LOANS—	When Due.
Water & Light Bonds—	
4½s, J&D, $25,000	Dec. 27, 1917
Optional after 1902	
Bonded debt Jan. 1, 1899.$27,500	

Floating debt..... $2,000
Total debt Jan. 1, 1899 ... 29,500
Assessed valuation 1897..687,783
Population in 1890 was.....1,480
Population in 1897 (est.)....2,300

INTEREST is payable at the Boatmen's or Merchants' Laclede National Bank, St. Louis.

GRAND RIVER.—Geo. A. Dunn, Co. Clerk.

This is a township in Cass County.

LOANS—	When Due.
Compromise Bonds—	
5s, Feb. 1, $150,000	Nov. 1, 1917
Subject to call after Nov. 1, 1907	
5s, Feb. 1, $12,000	Feb. 1, 1909
Subject to call after Feb. 1, 1899	
Int. at Nat. Bank of Republic, N. Y.	

Valuation, etc.—
Bonded debt Feb., 1900. $162,000
Tax valuation 1898 1,940,008
Assessment about ⅓ actual value.
Tax rate (per $1,000) '93...$16·10
Population in 1890 was..... 3,169
Population in 1880 was..... 3,038

GREENE COUNTY.—H. Ingram, Treasurer.

County seat is Springfield.

LOANS—	When Due.
Funding Bonds—	
5s, May 1, $303,000	1902-1907
(Part due every 5 years on Aug. 1).	
Bonded debt Mar., 1900..$303,000	
Floating debt..... 4,700	
Total debt..... 307,700	
Sinking fund..... 28,000	

Net debt Mar. 1, 1900.. $279,700
Tax valuation, real..... 9,590,790
Tax val., pers., RR,, &c. 4,635,000
Total valuation 1900...14,225,790
Assessment about ½ actual value.
State & Co. tax (p.$1,000)'99.$9 50
Population in 1890 was....48,616
Population in 1900 about.....60,000

INTEREST is payable at the Merchants' Laclede Nat. Bk, St. Louis.

GRUNDY CO.—J. W. Schooler, Co. Clerk.

County seat is Trenton.

LOANS—	When Due.
Refunding Bonds—	
5s, July 1, $70,000	1908-10
(Subject to call.)	
Bonded debt July 1, '99...	$70,000
Floating debt.....	20,000
Total debt July 1, '99 ..	90,000
Sink. fd. & other assets.	69,500

Tax valuation, real.....$3,557,043
Tax valuation, person'l. 1,426,031
Tax val., railroads, &c. 658,477
Total valuation 1898. 5,641,551
Assessment about ½ actual value.
Tax rate (per $1,000) '97 ....$5·50
Population in 1890 was.....17,876
Populrtion in 1899 (est.) . 23,000

INTEREST is payable at the Nat. Bank of Commerce, N. Y. City.

HANNIBAL.—C. F. Shepherd, Clerk.

Hannibal is situated in Marion County.

LOANS—	When Due.
Compromise Bonds of 1868—	
....., $2,100.	———
Sewer Bonds—	
5s, M&S, $16,000	Mar. 1, 1910
Subject to call at any time.	
Interest is payable at Hannibal.	
Electric Light—	
6s, April, $6,000	Apr. 15, 1901
($1,000 due y'rly) to Apr. 15, 1906	
5s, J&J, $17,000	July 30, 1912
Subject to call at any time.	
4s, A&O, $8,000	Oct, 1, 1917
Subject to call after 1907.	

Total debt Feb. 1, 1900... $51,506
Sinking fund..... 10,701
Net debt Feb. 1, 1900... 40,804
Tax valuation, real.....2,325,833
Tax valuation, personal.1,371,458
Total valuation 1899....3,707.291
Assessment about ⅓ actual value.
Total tax (per $1,000) 1899.$21·50
Population in 1890 was.....12,857
Population 1900 (estimat'd) 15,000
Hannibal School District—
6s, $20,000.....1900
School tax (per $1,000) '99.$10·00

HENRY CO.—Wm. L. Pinkston, Treasurer.

The county seat is Clinton.

LOANS.—	When Due.
Court House Bonds—	
5s, M&S, $32,000	Mar. 1, 1912
Subject to call at any time.	
Refunding—	
5s, July, $105,000	July 1, 1907
Subject to call after 1902.	
5s, July, $104,000	1907
4½s, $180,000	Sept. 1, 1915
Subject to call after Sept 1, 1905	
4s, M&S. $117,000	Oct. 1, 1917
Subject to call after 1907.	

Total debt Jan. 1, 1900.. $552,000
Sinking fund.....14,000
Net debt Jan. 1, 1900.....538,000
Tax valuation, '99(abt.).8,000,000
Assessment is ⅓ actual value.
State tax (per $1,000) '99....$2·50
County tax (per $1,000)..... 7·70
Average school tax..... 5·00
Population in 1890 was.....28,235
Population in 1880 was.... 23,906

INTEREST on the Court House bonds is payable at the County Treasurer's office; on the 4½ per cent refunding bonds at the Merchants' Laclede National Bank, St. Louis; on others in New York at National Bank of Commerce.

HIGGINSVILLE.—This city is in Lafayette County.

LOANS—	When Due.
Electric-Light Bonds—	
6s, gold, $14,000	1913
City-Hall Bonds—	
5s, ..., $9,000	Jan. 3, 1918
(Optional after Jan. 3, 1903.)	
Bonded debt Jan. 1, 1900..$23,000	
Sinking fund..... 3,500	

Net debt Jan. 1, 1900.... $19,500
Assessed valuation, real. 320,000
Assessed valuation, per'l..230,000
Assessed valuation 1899..550,000
Assessment about ⅖ actual value.
Total tax (per $1,000) '99.....25·75
Population in 1890 was.....2,342
Population in 1900 (est.) 4,000

INDEPENDENCE SCHOOL DISTRICT.—R. D. Wirt, Secretary.—In Jackson County.

This district is a distinct corporation, embracing all the territory within the limits of the city of Independence and some outside. Property valued at $110,000 is owned by the district.

LOANS—	When Due.
Building Bonds—	
4s, A&O, $30,000	Apr. 1, 1918
Subject to call after Apr. 1,1903	
4s, ... $9,000	.....
Total debt Jan. 1, 1900...	$39,000

Sinking fund. $3,000
Net debt Jan. 1, 1900.... 36,000
Assessed valuation '99..2,923,784
Assessment about ⅖ actual value.
School tax rate (per $1,000).$7·00
Population in 1899 (est.)....10,000

INTEREST is payable at Kansas City or at Independence, Mo.

JACKSON CO.—T. T. Crittenden, Jr., Clerk.

County seat is Independence.

LOANS—	When Due.
Court House Bonds—	
4s, J & J, $225,000	Jan. 1, 1901
($25,000 due y'rly.) to Jan. 1, 1909	
Interest payable at Independence.	
Total debt Mar. 1, 1900..$225,000	
Tax valuation, real.....65,601,868	

Tax valuation, pers'l.*$24,844,933
Total valuation 1899.. 90,446,801
Assessment about ⅖ actual value.
Sta.& Co.tax (per $1,000) '99.$6·00
Population in 1890 was...160,510
Population in 1880 was... 82,325
Population 1897 (estim'd).250,000

* Personal property includes railroads, manufacturers, merchandise and banks.

JEFFERSON CITY.—

Jefferson City is situated in Cole County.

LOANS—	When Due.
Refunding Bonds—	
4½s, J&J, $54,000	July 1, 1907
Sewer Bonds—	
5s, J&J, $10,000	July 1, 1915
Subject to call after 1900.	
5s, J&J, $10,000	July 1, 1916
Subject to call after 1901.	
5s, ..., $10,000	July 1, 1917
Subject to call after 1902.	

Street Improvement Bonds—
5s, ..., $6,000 ..... July 1, 1918
Subject to call after 1903.
Total debt Feb. 1, 1899 . $84,000
Tax valuation real.....1,498,160
Tax valuation, personal. 488,712
Total valuation 1898....1,986,872
Assessment is ⅓ of actual value.
Tax rate (per $1,000) 1898.$10·00
Population in 1890 was.....6,742
Population 1895 (estim'd)..10,000

Jefferson City School Dist.—A. M. Hough, Sec'y.

LOANS—	When Due.
Refunding Bonds—	
5s, J&J, $48,500	July 1, 1908
Subject to call.	

Total debt July 15, 1899. $28,500
Tax valuation 1898.....1,986,735
Tax rate per $1,000.....$5·50

INTEREST is payable in St. Louis at St. Louis Trust Company.

JOPLIN.—J. H. SPENCER, Mayor. E. C. H. SQUIRE, Clerk.

Joplin is in Jasper County. $12,000 of the refunding bonds are owned by the city.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&D, $30,000	June 28, 1908
Subject to call after 1903.	
SEWER BONDS—	
6s, J&J, $5,000	July 1, 1900
Subject to call at any time.	
ELECTRIC LIGHT BONDS—	
5s, ... $30,000	1919
Subject to call after 1904	
Bond. debt Jan. 1, 1900.	$65,000
Floating debt (water)...	18,333
Total debt	83,833
Sinking fund	6,240
Net debt Jan. 1, 1900...	77,093

Tax valuation, real	...$1,914,395
Tax valuation, personal.	813,992
Total valuation 1899	2,728,387
City tax rate (per $1,000)'99	15·00
Population in 1890 was	9,943
Population in 1900 (est.)	...30,000
Joplin School District —	
6s, A&O, $10,000	1913
Optional after 1903	
4s, J&D, $20,000	1919
Optional after 1904	
REFUNDING BONDS—	
4s, F&A, $29,000	Feb. 1, 1920
Subject to call Feb. 1, 1910.	

KANSAS CITY.—JAMES M. JONES, Mayor. HANS LUND, Comptroller.

Kansas City is situated in Jackson County. On Feb. 1, 1898, Kansas City annexed the city of Westport and assumed the latter's debt of $106,900. The park fund certificates are not considered a city debt, being payable by special assessment on property in the park district.

LOANS—	When Due.
CITY HALL AND SEWER—	
4s, A&O, $150,000	Apr. 1, 1910
4s, J&D, 150,000	June 1, 1910
RENEWAL—	
6s, J&J, 50,000	Jan. 1, 1901
SEWER BONDS—	
4s, ..., $100,000	Apr. 1, 1910
4s, ..., 100,000	July 1, 1910
WATER-WORKS—	
4½s, g., J&J, $3,071,000 g.	July 1, '15

SPECIAL ASSESSMENT BONDS—	
Park Fund Certifs., Ser. B & C—	
7s, $620,711	1898 to 1917
7s, 247,892 Ser. D&E	1918
7s, 550,000	1900 to 1919
WESTPORT BONDS—	
WATER-WORKS BONDS—	
5s, ... $75,000	July 1, 1916
BUILDING BONDS—	
5s, ... $20,000	July 1, 1916
FUNDING BONDS—	
5s, ... $11,900	Oct. 1, 1917

INTEREST on the Kansas City water-works bonds is payable at the National Bank of the Republic, New York City; on all other Kansas City bonds at the Ninth National Bank, New York; on the Westport water and building bonds by N. W. Harris & Co., N. Y., and on the Westport funding bonds by the New York Security & Trust Co., N. Y. C.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Feb. 1, 1900.	Aug. 1, '99.	Feb. 1, '99.	Aug. 15, '98.
Total bonded debt	$3,718,900	$3,727,900	$3,727,900	$3,767,900
Sinking funds	343,000	312,900	228,497	227,900
Net debt	$3,375,900	$3,415,000	$3,499,503	$3,540,000

The figures of total debt include the water debt, amounting in 1900 to $3,062,000.

The city has no floating debt and the surplus income received by it from the water works, after paying all operating expenses and the annual interest on the entire city debt, is now about $152,000.

A sinking fund is provided by the laws of Missouri calculated to extinguish the total debt of the city in about 20 years without reducing the amount appropriated for current expenses and improvements and without increasing taxation.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows:

Year.	Real Estate.	Personal Property.	Merchants, Banks, etc.	Total	*City Tax per $1,000.
1899	$52,709,790	$13,709,665	$4,642,690	$71,062,145	$12·00
1898	50,454,365	13,216,725	4,138,495	67,809,585	12·00
1897	.....	.....	.....	59,972,978	.....
1896	44,150,790	10,924,120	3,954,950	59,029,860	13·00
1895	44,312,230	11,069,280	.....	55,381,510	12·50
1890	61,010,327	13,155,900	8,319,330	82,485,557	12·50
1885	24,027,440	5,040,560	2,610,520	31,678,520	15·00
1880	9,389,560	2,354,580	1,634,810	13,378,950	22·00

* This is the city tax proper. Property is assessed at from 30 to 40 per cent of its actual value.

POPULATION.—In 1890 the population was 119,668; in 1880 it was 55,785; in 1870 it was 32,260. Population in 1899 (estimated), 180,000.

KANSAS CITY SCHOOL DISTRICT—R. L. Yeager, President of Board of Education. W. E. Benson, Secretary.

This district is a distinct and separate corporation, having no connection whatever with the city or county governments.

LOANS—	When Due.
BUILDING BONDS—	
5s, ..., $60,000	July 1, 1905
4s, ..., 75,000	July 1, 1906
4s, ..., 100,000	July 1, 1907
4s, ..., 200,000	July 1, 1909
4s, ..., 150,000	July 1, 1910
4s, ..., 100,000	June 1, 1912
4s, g....., 250,000 g.	July 1, 1916
3½s, g., J&J, 400,000.	July 1, '19
LIBRARY BONDS—	
4s, g. J&J, $200,000 g.	July 2, 1914

LOANS—	When Due.
RENEWAL BONDS—	
6s, ..., $35,000	July 1, 1900
5s, ..., 50,000	July 1, 1901
Total debt Mar. 1, 1900.	$1,620,000
Sinking fund	41,860
Net debt Mar. 1, 1900..	1,578,140
Tax valuation 1899	65,000,000
Assessment abt. 2/5 actual valuat'n	
School tax (per $1,000) '99	..$8·00
Population in 1900 (est.)	..200,000

INTEREST is payable at the Ninth Nat'l B'k and Kountze Bros., N.Y.

DISTRICT PROPERTY.—The value of property owned by the district (unencumbered) is $2,100,000.

KAW TOWNSHIP.—T. T. CRITTENDEN, JR., County Clerk.—Kaw is in the County of Jackson, and is nearly co-extensive with Kansas City.

LOANS.—	When Due.
RAILROAD AID BONDS:	
7s J&J, $150,000	May 20, 1903
Interest is payable in New York.	
Total debt Apr. 1, 1900	$150,000
Tax valuation, real	50,792,134

Tax valuation, p'rson'l	..$5,231,215
Total valuation 1899.	57,309,830
Assessment 30% to 40% actual val.	
Total tax (per $1,000) '98	..$14·50
Population in 1890 was	...132,716
Population in 1897 (est.)	..160,000

LACLEDE CO.—J. A. SHIELDS, Clerk.

County seat is Lebanon.

LOANS—	When Due.
REDEMPTION BONDS—	
5s, ann., $5,000	June 30, 1908
Subject to call.	
REFUNDING BONDS—	
4s, M&N, $55,000	Feb. 1, 1918
Optional after Feb. 1, 1903.	
Bonded debt Mar. 1, 1900	$60,000
Floating debt (about)	15,000
Total debt	75,000

Sinking fund (about)	$2,000
Net debt Mar. 1, 1900	73,000
Ass'd valuation, real	...$1,684,015
Ass'd val't'n, pers'l & RR.	1,115,000
Total valuation 1899	2,799,015
Assessment about 1/3 actual value.	
State & Co. tax (per M) '99	...$7·50
Population in 1890 was	14,701
Population 1900 (est.)	 18,000

INTEREST on the redemption bonds is payable at the Third Nat. Bank and on the refunding bonds at the Union Trust Co, St. Louis.

LAFAYETTE CO.—F. THORNTON, Clerk.

County seat is Lexington. The bonds were issued in aid of railroads, for funding county warrants, and to pay interest on debt.

LOANS.—	When Due.
COUNTY BONDS OF 1876:	
6s, J&J, $571,800	Jan. 1, 1901
Total debt July 1, 1899	...$571,800

Tax valuation, 1898	...$10,543,418
Tot. tax (per $1,000) 1897	...$8·50
Population in 1890 was	30,184
Population in 1880 was	25,710

INTEREST is payable in New York City at the Bank of America.

LEXINGTON.—F. THORNTON, Co. Clerk.

This township is in Lafayette County.

LOANS—	When Due.
REFUNDING BONDS—	
3½s, F&A, $37,500	Aug. 1, 1919
Optional $9,000 in 1904; $9,000 in 1909; $9,000 in 1914, and $10,500 in 1919.	
5s, F&A, $21,000	Aug. 1, 1910
Optional after Aug. 1, 1900.	

FUNDING BONDS—	
6s, J&J, $42,500	July 1, 1910
Optional after July 1, 1900.	
6s, J&J, $66,200	July 1, 1910
Bonded debt Aug. 1, '99.	$167,200
Tax valuation 1899	2,464,764
Total tax (per $1,000) '99	..$18·00
Population in 1890 was	7,968

INTEREST on the 3½s is payable in St. Louis, Mo.; on the other bonds at the office of the County Treasurer.

LINCOLN CO.—County seat is Troy.

LOANS—	When Due.
REFUNDING BONDS (1888)—	
5s, Feb., $49,000	May 15, 1908
(Subject to call at any time.)	
5s, Feb., $100,000	May 15, 1908
(Subject to call May 15, 1903.)	
4s, ..., $75,000	1919
(Subject to call after 1914.)	
4s, ..., $25,000	1919
(Subject to call after 1909.)	

Total debt Feb. 1, 1900.	$250,000
Sinking fund	21,884
Tax valuation, real	3,773,220
Tax val'n, pers'l, RR. &c.	1,111,380
Total valuation 1900	4,884,600
State & Co. tax (per M) '99	..$11·50
Population in 1890 was	18,346
Population in 1899 (est.)	...22,480

INTEREST on 5% bonds is payable in New York by National Bank of Commerce. On the 4% bonds in St. Louis at the Union Trust Co.

LOUISIANA.—HARRY POUCHER, City Clerk.

This city is in Pike County.

LOANS—	When Due.
REFUNDING BONDS OF 1889—	
4s, ..., $75,000	Apr. 1, 1919
$25,000, optional 1909; $25,000, optional 1914; $25,000, due 1919.	
5s, Jan., 50,000	Mar. 1, 1909
Bonded debt Mar. 1, 1900.	$125,000
Tax valuation, real	782,545
Tax valuation, personal.	422,280

Total valuation 1899	...$1,204,825
Assessment is 2/3 actual value.	
State & co. tax (per M.) '99.	$15·00
City tax (per $1,000)	15·00
Population in 1890 was	5,090
SCHOOL DISTRICT BONDS.—	
4s, ..., $5,500	1919
Subject to call after 1909.	

All of the bonds are exempt from city tax.

INTEREST is payable at St. Louis.

MACON.—County seat of Macon County.

LOANS—	When Due.
RENEWAL FUNDING—	
5s, M&N, $25,000	May 1, 1906
Total debt July 1, '98	.... $32,500

Assessed valuation	.....$1,100,000
Real valuation (est.)	3,400,000
Population in 1890 was	3,371
Population in 1897 (est.)	..., 4,500

MACON COUNTY.—P. J. BURTON, Clerk.

County seat is Macon City. The bonds described below are all in litigation.

LOANS—	When Due.
M. & M. R. R. AID—	
10s, J&J, $57,000	Jan. 1, 1882
8s, M&N, 175,000	May 2, 1882
7s, Feb., 14,000	1879-'80
6s, ... 29,550	1873
6s, Nov., 17,000	Nov. 1, '72
6s, Sept., $19,350	Sept. 16, '72

Total bonds Mar. 1, 1900.	$311,900
Tax valuation, 1899	6,996,691
State, Co., & b'd tax (p. M.) '99,	$8·00
Population in 1890 was	30,575
Population in 1900 (est.)	...40,000

MARION.—S. A. STUCKEY, Co. Clerk.

This township is in Jasper County.

LOANS—	When Due.
FUNDING BONDS 1891—	
5s, M&N, $33,000	Nov. 2, 1911
$16,500 subject to call after Nov. 2, '01. $16,500 after Nov. 2, '06.	

Bonded debt Mar. 1, 1900	$33,000
Tax valuation 1899	3,517,632
Total tax (per $1,000) '99	..$25·00
Population in 1890 was	9,323
Population in 1880 was	5,316

INTEREST is payable at the Nat. Bank of Commerce, New York.

MASON.—WM. B. DRESCHER, Presiding Judge of Marion County.—This township is in Marion County.

LOANS—	When Due.
RAILROAD BONDS—	
5s, April, $12,000	Part yearly
Subject to call at any time.	
REFUNDING BONDS 1898—	
4s, Apr., $125,000	Jan., 1918
($40,000 optional 1903, and $85,000 optional 1908.)	

Total debt Apr. 1, 1900..	$137,000
Tax valuation, real	5,565,635
Tax valuation, personal.	2,108,965
Total valuation 1899	7,674,600
State, Co., & ro. tax (per M.) '99.	$6·50
Population in 1890 was	 13,720
Population in 1897 (est.)	.. 15,000

All bonds are payable at the Boatmen's Bank, St. Louis.

MOBERLY.—Moberly is in Randolph County.

LOANS.	When due.
REFUNDING BONDS—	
6s, F&A, $500	Aug. 1, 1903
(Subject to call.)	
5s, J&J, $75,000	July 1, 1905
Floating debt	$6,994
Total debt Jan. 1, 1899..	82,494

Tax valuation, real	....$1,027,435
Tax valuation, person'l.	347,530
Total valuation 1898	1,374,965
Tax value is 1/3 of the actual value.	
Tax rate (per $1,000)	$23·00
Population 1890 was	8,215
Population in 1898 (est.)	10,000

INTEREST is payable in St. Louis at State and Third Nat. Banks.

MORGAN CO.—County seat is Versailles.

LOANS.	When due.
RAILROAD BONDS—	
5s, M&N, $116,500	May 1, 1924
Subject to call.	
Total debt Aug. 1, 1898..	$135,200
Tax valuation, real	1,697,115

Tax val., per. and RRs	... $976,491
Total valuation 1898	2,673,606
Assessment is 3/4 actual value.	
Total tax (per $1,000) '96	...$12·50
Population in 1880 was	10,132
Population in 1890 was	12,311

MT. PLEASANT.—This township is in Bates County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, ..., $140,000	1902-1917

Bonded debt Feb. 25, 1900.	$141,000
Tax valuation 1898	1,969,000
Population in 1890 was	3,831

INTEREST is payable at State Bank, St. Louis.

PETTIS CO.—R. H. Gray, County Clerk.

County seat is Sedalia.

LOANS—	When Due.
Refunding, 1898—	
4s, ..., $270,000	May 1, 1918
Optional 45,000 1903, $100,000 1908 and $125,000 1913.	
Total debt Jan. 1, 1900	$270,000
Sinking fund	60,000
Net debt Jan. 1, 1900	210,000

Tax valuation, real.....$8,182,900
Tax valuation, personal 3,600,224
Total valuation 1900...11,783,124
Assessment is ⅓ actual value.
State & Co. tax (per M) '99...$9·50
Population 1890 was.....31,151
Population 1900 (local est.).40,000

INTEREST is payable at New York City.

PIERCE CITY.—This city is in Lawrence County.

LOANS—	When Due.
Refunding Bonds—	
5s, M&S, $15,000	Sept. 15, 1917
(Subject to call after 1907.)	
Bonded debt Jan. 1, 1899	$15,000
Assessed valuation, real	250,000

Assessed valuation, per'l $202,700
Total valuation 1898..... 452,700
Assessment about 2/5 actual value.
Tax rate (per $1,000) 1898..$26·50
Population in 1890 was.....2,511
Population in 1899 (est.)....3,000

INTEREST is payable at the National Bank of Commerce St. Louis.

PLATTE COUNTY.—J. C. Hatton, Treas.

County seat is Platte City.

LOANS—	When Due.
Refunding Bonds—	
5s, Jan. 1, $48,502	Oct. 1, 1908
Subject to call at any time.	
Interest payable by County Treas.	
Bonded debt Jan. 1, '1900	$48,502
Floating debt	13,343
Total debt Jan. 1, 1900	61,846

Tax valuation, real.....$3,113,660
Tax valuation, personal.1,288,560
Total valuation 1899....4,790,810
Assessment about ⅓ actual value.
State & Co. tax (per M.) '99..$10·50
Population in 1890 was.....16,248
Population in 1898 (est.)...20,000

PLEASANT HILL.—Geo. A. Dunn, Co. Clk.

This township is in Cass County.

LOANS—	When Due.
Railroad Aid Bonds—	
5s, Jan., $74,000.	Jan. 1, 1913
Subject to call before maturity.	
Bonded debt Feb. 1, 1900	$74,000

Total valuation 1900....$609,525
Total tax (per M.) 1900 .. $25·00
Population in 1890 was.....2,780
Population in 1900 (est.)....4,000

POLK.—Geo. A. Dunn, County Clerk.

Polk Township is in Cass County.

LOANS—	When Due.
Railroad Aid Bonds—	
5s, Jan., $48,000....	Jan. 1, 1913
Subject to call before maturity	
Total debt Feb. 1, 1900	$48,000
Assessed valuation 1900	420,006

Assessment is ⅓ actual value.
Tax rate (per $1,000) 1900..$25·00
Population in 1890 was.....1,267
Population in 1880 was.....1,499
Population in 1900 (est.) 2,000

OPTIONAL.—Thirteen thousand dollars of the township's bonds are subject to call each year on January 1, 1903 and 1908.

INTEREST is payable at the Franklin Bank, St. Louis, Mo.

POPLAR BLUFF.—This city is in Butler County.

LOANS—	When Due.
Bridge and Sewer Bonds—	
6s, F&A, $5,500	1909
Subject to call.	
6s, A&O, $1,400	1903
Subject to call 1898.	
School Bonds—	
5s, ..., $20,000	1918
Subject to call after 1908 and 1913	

Water Bonds
6s, A&O, $20,000.....Apr. 2, 1913
Optional after Apr. 2, 1903
Total debt July 1, 1898... $26,900
Total valuation 1897 783,804
Assessment is ¼@½ actual value.
City tax (per $1,000) '97....$9·20
Population in 1890 was.....2,187
Population in 1898 (est.).....6,000

INTEREST on the water bonds is payable at St. Louis; on others at the Bank of Poplar Bluff.

PUTNAM CO.—G. E. McCutchen, Treasurer.

County seat is Unionville.

LOANS—	When Due.
Railroad Bonds—	
5s, May, $3,500	Oct., 1907
Subject to call at any time.	
4½s, ..., $40,000	Nov., 1917
Total debt Feb 1, 1900	$53,500
Sinking fund	30,000
Net debt Feb. 1, 1900	23,500
Tax valuation, real	2,386,815

Tax valuation, personal $1,257,831
Tax valu'n, railroads, etc. 273,299
Total valuation 1898.....4,156,626
Total valuation 1899....4,406,000
Assessment about 2-5 actual value.
State & Co. tax (per M.) '99..$9·30
Population in 1890 was.....15,365
Population in 1900 (est.)...18,000

TAX FREE.—Bonds are exempt from taxation.

INTEREST is payable in St. Louis on the $3,500 at the Third National Bank and on the $40,000 at the Continental National Bank.

RALLS COUNTY.—J. S. Briscoe, Clerk.

County seat is New London.

LOANS—	When Due.
Refunding Bonds—	
5s, Feb., $28,000	Feb. 1, 1909
Subject to call at any time.	
4s, Feb., $300,000	Feb 1, 1918
($75,000 opt. after 1903, $125,000 opt. after 1908 and $100,000 opt. after 1913.)	
Total debt Mar. 1, 1900	$328,000

Tax valuation, real.....$2,980,045
Tax valuation, person'l.. 977,490
Tax val'n, RR. & merch. 583,774
Total valuation 1899.....4,541,309
Assessment about 40% actual val.
Total tax (per $1,000) .....$16·50
Population in 1890 was....12,294
Population 1900 (est.).....17,500

INTEREST on the 5s is payable at Boatman's Bank, St. Louis; on the 4s at the Mississippi Valley Trust Co, St. Louis.

ST. CLAIR CO.—J. D. Glinn, Treasurer.

County seat is Osceola. All the bonds of this county are in litigation, and no interest is paid.

Tebo & Neosho R.R. Aid Bonds—	
10s, ..., $231,000	July 1, 1890
Bonds are for $1,000 each.	

Assessed valuation, '98.$4,100,557
Population in 1890 was. 16,747
Population in 1880 was. 14,125

ST. JOSEPH.—J. F. Johnson, Comptroller.

St. Joseph is the county seat of Buchanan County. The city has no water debt but pays an annual rental for water purposes of $33,000.

LOANS—	When Due.
Funding—	
6s, F&A, $718,700	Aug. 1, 1903
4s, F&A, 394,650	Feb. 1, 1901
Past-due bonds not presented	$5,600
Bonded debt Feb. 1, 1900	1,118,950
Floating debt	6,647
Total debt	1,125,597

Sinking fund..... $16,867
Net debt Feb. 1, 1900... 1,108,729
Tax valuation, real....14,764,430
Tax valuation, person'l 7,150,480
Total valuation 1899...21,914,740
Assessment about ½ actual value.
Tax rate (per $1,000) '99 $28·00
Population in 1890 was....52,324
Population in 1900 (est.)....82,000

INTEREST is payable in New York at National Bank of Commerce.

St. Joseph School Dist.—H. H. Smith, Secy.

The School District bonds are not a part of the municipal debt; interest is paid from county levy. The value of the school property in January, 1900, was $625,000

LOANS— (Subject to call at any time.)	When Due.
4s, A&O, $187,000	Apr. 2, 1914
4s, J&J., 50,000	July 1, 1919
Optional after 1909.	
Renewal Refunding Bonds—	
4s, M&S, $96,500	Mar. 1, 1918
Subject to call, $21,500 after Mar. 1, 1903; $25,000, 1908, and $25,000, 1913.	
4s, ..., $15,000	Feb. 1, 1920

Bond. debt Feb. 23, 1900 $378,500
Tax valuation, real....14,883,700
Tax valuation, personal 6,217,005
Total valuation 1899..21,100,705
School tax (per $1,000) 1899..$6·00
Population 1900 (est.).....75,000

ST. LOUIS.—HENRY ZIEGENHEIN, Mayor. ISAAC H. STURGEON, Comptroller.

The city and county were merged in 1877, the city assuming the county's debt.

LOANS—	When Due.
Gas Co. Judgment—	
4s, g, J&D, $950,000 g.	June 1, 1905
Purchase Block 121—	
6s, A&O, $245,000	Apr. 10, 1906
Renewals—	
4s, g. A&O, $1,559,000 g.	Ap. 10, 1908
4s, g. M&N, £513,200 g.	Nov. 2, 1911
4s, g. M&N. $1,155,000 g.	Nov. 1, 1912
4s, g. A&O, £257,000 g.	Oct. 1, 1913
4s, g. J&D, $2,000,000 g.	June 1, 1914
4s, g. J&J, 1,985,000 g.	July 1, 1918

LOANS—	When Due.
Renewals—(Con.)—	
3-65s, g. J&D, .$2,844,100 g	J'e 25, '07
3-65s, g. M&N, 975,000 g.	May 1, 1915
3-50s, g. J&D, 593,000 g.	June 1, 1918
3-50s, g. F&A, 275,000 g.	A'g. 1, 1919
3-50s, g. J&D, 12,000 g.	J'ne 2, 1920
3-50s, J&D, 675,000	Dec. 1, 1909
ST. LOUIS COUNTY BONDS ASSUMED.	
Park Purposes—	
6s, g. A&O, $1,900,000 g.	Apr. 1, 1905

GOLD BONDS.—All the city's bonds are payable, principal and interest, in gold, except the $245,000 6s issued for purchase of Block 121.

INTEREST on all bonds is payable in New York City—on the Purchase of Block 121 6s, at the National Bank of the Republic; on the Park bonds at the National Bank of Commerce. Interest on the bonds payable in £ sterling, on those maturing in 1912, 1914 and 1915 and on the 3½s of 1909 and 1918, is payable at the National Bank of Commerce, New York, or at the National Bank of Scotland (Limited), London, at the rate of $4·8665 per pound sterling. Interest on all other bonds is payable at the National Bank of Commerce, N. Y., or at the office of J. S. Morgan & Co., London, at the option of the holder.

TOTAL DEBT, SINKING FUNDS, Etc.—The subjoined statement shows St. Louis's total municipal debt and the water debt, &c.

	Jan. 2, 1900.	April 10, 1899.	April 13, 1896.
Total bonded debt	$18,916,278	$19,392,278	$20,647,711
Water, debt included	5,808,000	5,808,000	5,808,000

Note.—Under the charter the Municipal Assembly must appropriate $1,200,000 annually with which to pay debt and the interest thereon. That portion of each annual appropriation not required for the payment of the interest constitutes the sinking fund for redemption of the debt existing April 7, 1890, and bonds issued in renewal thereof. On the basis of renewing the city's bonded debt at 4 per cent, the debt for which this sinking fund was established will be extinguished in 1927.

CITY PROPERTY.—The city owns its water works, the revenue from which for water rates, permits, etc., for the fiscal year 1898-99 was $1,379,361 and net operating expenses and cost of collecting water rates were $521,250. In addition to the water works the city owns its hospitals, insane asylums and poor house, city hall, court house, jail, house of correction and work house, engine houses, markets, police stations, parks, etc.

ASSESSED VALUATION.—The city's assessed valuation (about 3-5 cash value) and tax rate have been as follows:

Years.	Real Estate and Personal Property.	City tax per $1,000—New Limits.	New limit Increased	Old Limits	Bonded. Debt in April.
1899	$373,561,953	$9 00	$12 80	$12 80	$19,392,278
1898	353,988,510	10 00	13 80	13 80	19,732,278
1897	339,088,780	10 00	13 80	13 80	20,352,278
1896	341,087,650	10 00	13 80	13 80	20,647,711
1895	324,375,000	10 00	13 80	13 80	21,024,711
1893	284,260,790	10 00	13 80	13 80	21,376,021
1890	245,834,850	9 00	15 00	15 00	21,873,100
1886	214,427,690	5 00	10 00	17 50	22,942,000
1884	211,480,710	5 00	.....	17 50	22,507,000
1879	165,263,970	5 00	.....	17 50	22,604,000

POPULATION.—In 1890 population was 451,770; in 1880 it was 350,518; in 1870 it was 310,864.

SCHUYLER CO.—J. W. Payton, Clerk.

County seat is Lancaster.

LOANS—	When Due.
Refunding RR.—	
5s, M&S, $136,500	1902-1912
($44,125 due every 5 years.)	
Total debt Mar. 1, 1900	$136,500
Tax valuation, real	1,693,635

Tax valuation, personal. $874,427
Total valuation 1900....*2,568,250
Assessment is ⅓ actual value.
School & Co. tax (per M) 1900.$12·50
Population in 1890 was 11,240
Population in 1900 (est.)...13,000

* These figures do not include merchants' or railway valuations.

INTEREST is payable in St. Louis at the Continental National Bk.

SCOTLAND CO.—County seat is Memphis.

LOANS—	When Due.
Refunding Bonds—	
4½, J&D, $340,000	1902 to 1917
Bonded debt, July 1, '98	$340,000
Tax valuation 1898	4,119,915

Assessment about ¼ actual value.
State tax (per $1,000) 1897..$2·50
County tax (per $1,000).....11·50
Average school tax..... 4·10
Population in 1890 was ...12,674

SEDALIA.—Sedalia is in Pettis County.

LOANS—	When Due.
Park Bonds—	
4s, A&O, $21,500	April 1, 1918
Refunding—	
4½, J&J, $178,500	July 1, 1927
Subject to call, $25,000 after 1902 and balance after 1907.	

Revenue Bonds—	
6s, F&A, $8,000	Past due.
6s. ....., 10,000	Past due
Sewer Bonds—	
7s, A&O, $9,000	Past due

GOLD.—All the bonds are payable in gold.

TAX FREE.—All bonds issued are exempt from taxation.

INTEREST is payable in New York.

TOTAL DEBT, Etc.—City's bonded debt on Feb. 1, 1900, was $252,000.

ASSESSED VALUATION in 1897 of real estate was $3,588,815; personal property, $1,199,527; total, $4,788,342; city tax (per $1,000), 1899, $8·50. Property is assessed at about 45 per cent of its actual value. The total valuation in 1899 was $3,928,976.

POPULATION.—The population in 1890 was 14,068; in 1880 was 9,561; in 1870 was 4,560; in 1897 (estimated) 22,000.

SEDALIA SCHOOL DISTRICT.—B. W. Zimmerman, Treasurer.—School property is valued (1900) at $225,000.

LOANS—	When Due.
BUILDING BONDS—	
6s, ..., $25,000	1905
(subject to call.)	
5s, ..., $30,000	July 1, 1915
(Subject to call 1905.)	
4s, ..., $8,000	1917
4s ....., 15,000	1918
(subject to call.)	
REFUNDING BONDS—	
4½s, ..., $23,000	1919
4s, ..., 30,000	June 1, 1919

REFUNDING BONDS—(Cont.)—	
4s, ..., $17,000	
(Optional $3,000 yrly. 1901, 1903 and 1905 and $4,000 in 1902 & 1904.)	
Bond. debt Feb. 24, 1900.	$148,000
Floating debt	10,000
Total debt Feb. 24, 1900.	158,000
Cash and sinking fund	10,693
Assessed val. 1900 (abt.)	5,000,000
Assessment abt. 50% actual value.	
School tax (per M) 1900	$10·00
Population in 1900 (est.)	20,000

SNI-A-BAR.—F. THORNTON, County Clerk.

This township is in Lafayette Co.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $5,000	Aug. 1, 1910
Subject to call at any time.	
3½s, F&A, $29,000	Aug. 1, 1919
(Due, $7,000 in 1904, $7,000 in '09, $7,000 in '14 and $8,000 in '19.)	

Bonded debt Aug. 1, 1899.	$34,000
Tax valuation 1899	775,270
Total tax (per $1,000) '99	$18·00
Population in 1890 was	2,698
Population in 1880 was	1,637

SPRINGFIELD.—G. W. HACKNEY, Clerk.

Springfield is in Greene County.

LOANS—	When Due.
SEWER BONDS—	
4½s, M&N, $50,000	May 1, 1911
Subject to call May 1, 1901	
4½s, J&J, $50,000	July 1, 1911
Subject to call July 1, 1901	
4½s, A&O, $31,000	Oct. 1, 1911
Subject to call Oct. 1, 1901	

LOANS—	When Due.
FUNDING—	
4½s, ..., $25,000	June 15, 1905
Interest is payable in New York.	
Total debt Jan. 1, 1900.	$156,000
Tax valuation 1899	8,093,660
Total tax (per $1,000) '98	$23·00
Population in 1890 was	21,850

SULLIVAN CO.—C. B. PFEIFFER, Clerk.

County seat is Milan.

LOANS—	When Due.
RR. REFUNDING BONDS—	
5s, Feb., $5,000	July 1, 1908
Subject to call at any time.	
4s, Feb., $150,000	Feb. 1, 1918
Subject to call, $50,000 1903, $50,000 1908, $50,000 1913.	
Total debt Feb. 1, 1900.	$155,000

Sinking funds	$65,000
Net debt Feb. 1, 1900	90,000
Tax valuation, real	2,814,734
Tax valuation, personal.	1,874,184
Total valuation 1899	4,688,918
Assessment is ⅓ actual value.	
State & Co. tax (per M) '99	$6·50
Population in 1890 was	19,000

INTEREST on all bonds is payable in New York.

TRENTON—{C. H. COOK, Mayor. J. P. WARD, City Clerk.

This city is in Grundy County.

LOANS.	When due.
IMPROVEMENT BONDS—	
5s, F&A, $14,000	Aug. 1, 1913
REFUNDING BONDS—	
4½s, A&O, $14,000	Jan. 1, 1918
$10,000 optional after 1907 and $10,000 after 1912.	
Total debt Jan. 1, 1900.	$53,000
Sinking fund	1,192

Tax valuation real	$907,965
Tax valuation personal.	321,050
Tax valuation, merch'ts.	80,000
Total valuation, 1899	1,308,745
Assessment ½ actual value.	
City tax (per $1,000) 1899	$9·00
Population in 1890 was	5,039
Population in 1900 (est.)	7,000

INTEREST on the refunding bonds is payable at the New York Security & Trust Co., New York City.

VERNON CO.—{R. J. McGOWAN, Co. Clerk. R F. LANCASTER, Treasurer.

County seat is Nevada. The $4,000 of 8 per cent railroad bonds are past due, but have never been presented for payment, and the Treasurer has been unable to trace them.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, M&S, $140,000	1908-1918
($40,000 due Sept., 1908, and $100,000 in Sept., 1918.)	
8s, J&J, 4,000	Past due
Interest is payable in New York.	
Bonded debt Feb. 1, 1900.	$140,000
Floating debt	50,000

Total debt	$190,000
Sinking fund	17,000
Net debt Feb. 1, 1900	173,000
Assessed valuation '99.	10,382 127
Assessment about ⅓ actual value.	
State & co. tax (per M.) '99	$6·50
Population in 1890 was	31,505
Population in 1900 (est.)	43,500

WARRENSBURG SCHOOL DIST.—

This district is situated in Johnson County.

LOANS—	When Due.
4½s, ..., $27,500	1918
(Subject to call 1908.)	
Bonded debt Mar. 1, 1900.	$39,500

Assessed valuation '99.	$1,727,915
Assessment about ⅔ actual value.	
School tax (per $1,000) '99	$7 20
Population in 1900 (est.)	8,000

WASHINGTON.—This township is in Franklin County.

LOANS—	When Due.
FUNDING BONDS—	
4s, F&A, $17,500	Sept. 1, 1912
Subject to call at any time.	
Total debt Mar. 20, 1900.	$17,500

Tax valuation 1899	$690,800
Assessment about ⅓ actual value.	
Tax rate (per M.) '99	$29·00
Population in 1890 was	2,725

WASHINGTON.—F. THORNTON, Co. Clerk.

This township is in Lafayette County.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $16,000,	July 1, 1910
(Optional July 1, 1900.)	
6s, J&J, $30,000	July 1, 1910
REFUNDING BONDS—	
5s, F&A, $15,000	Aug. 1, 1910
Subject to call after Aug. 1, 1900	

3½s, F&A, $14,000	Aug. 1, 1919
(Opt'nal, $3,500 in 1904, $3,500 in 1909, $3,500 in 1914 and $3,500 due 1919.)	
Bonded debt Aug. 1, '99.	$75,000
Tax valuation, 1899	1,127,237
Population in 1890 was	3,048
Population in 1899 (est.)	3,600

WORTH CO.—{W. P. SPILLMAN, Clerk. A. O. MASON, Treasurer.

Grant City is the county seat.

LOANS—	When Due.
COURT-HOUSE & JAIL BONDS—	
5s, J&D, $25,000	Dec. 1, 1917
(Subject to call after 1902.)	
Bonded debt Jan. 1, 1900.	$25,000
Floating debt	10,000
Total debt	35,000

Sinking fund	$2,500
Net debt Jan. 1, 1900	32,500
Assessed valuation '99.	3,000,000
Assessment about 40% actual val.	
State & Co. tax (per M.) '99.	$6·50
Population in 1890 was	8,738
Population in 1897 was,	10,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding all minor civil divisions in the State of Missouri which have reported an indebtedness of over $10,000 and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

Location.	Bonded Debt.	Assessed Valuation.	Rate of Int.	Population.
	$	$	%	1890
Albany, Gentry Co	19,000	$521,617	6	*3,000
Aurora, Lawrence Co	14,500	441,033	5&6	6,000
Austin Township, Cass Co	68,000	575,000	5	1,395
Bates County	140,000	9 544,890	4½	32,223
Bethany, Harrison Co	35,000	.....	5,6,8	1,105
Bolivar, Polk Co	12,000	459,273	5	*3,000
Boonville, Cooper Co	10,000	1,387,700	5	*4,200
Brookfield, Linn Co	35,500	1,044,326	6&8	*6,062
Brunswick, Chariton Co	10,000	.....	6	1,748
Caldwell County	13,000	5,594,902	6	15,152
Cameron, Clinton Co	14,000	650,000	5 & 6	*3,100
Canton, Lewis Co	11,500	363,268	5	*2,650
Clarksville, Pike Co	31,500	237,574	5	1,186
Clinton, Henry Co	18,000	1,418,530	5	*7,000
Coldwater Township, Cass Co	26,000	400,000	5	788
Columbia, Boone Co	12,000	2,161,780	5	*5,000
Dent County	15,000	1,963,124	6	12,149
Dexter, Stoddard Co	10,000	258,385	6	*1,000
Dolan Township, Cass Co	47,000	1,000,000	5	1,141
Everett Township, Cass Co	25,000	265,000	5	934
Fulton, Callaway Co	22,000	1,199,040	5&6	*5,000
Grant City, Worth Co	10,000	250,000	5	*1,250
Harrisonville, Cass Co	12,000	526,538	5	*2,500
Holden, Johnson Co	12,000	597,858	5	*2,800
Independence, Jackson County	75,000	2,430,010	4	*8,000
Jeddo Township, Knox Co	11,000	330,000	5	571
Kirksville, Adair Co	60,000	1,276,338	5	*7,000
LaBelle Township, Lewis Co	33,500	797,041	6	2,201
Lamar, Barton Co	30,000	800,000	5	*3,000
Lathrop, Clinton Co	15,300	204,436	5	*1,200
Malden, Dunklin Co	10,000	257,975	6	*2,200
Memphis, Scotland Co	15,000	565,000	5	*2,500
Milan, Sullivan Co	18,000	410,526	4½	*1,800
Mineral Township, Jasper Co	39,000	2,420,670	6	2,145
Monett, Barry Co	14,800	.....	7	1,699
Mound City, Holt Co	14,000	350,500	6	*2,000
Mount Vernon, Lawrence Co	19,000	261,818	6	*1,500
Nevada, Vernon Co	31,000	1,750,000	5	10,204
Oregon, Holt Co	25,000	474,960	5	948
Pierce Township, Lawrence Co	49,400	607,933	5&6	3,718
Peno Township, Pike Co	19,000	1,500,000	5	2,204
Pilot Grove Township, Cooper Co	10,000	373,327	5	1,788
Plattsburg, Clinton Co	21,100	536,880	5&6	*2,000
Princeton, Mercer Co	16,500	444,669	5	*2,000
Ripley County	20,000	2,060,34	4	8,000
Salt Pond Township, Saline Co	29,000	1,264,500	4½	2,843
Sarcoxie Township, Jasper Co	31,500	599,2 0	6	2,532
Shelby County	10,000	5,421,970	6	15,642
Slater, Saline County	18,500	.....	5	33,762
Stanberry, Gentry Co.	17,000	456,773	6	*3,000
Unionville, Putnam County	18,000	.....	5	1,118
Van Buren Township, Jackson Co	37,000	546,553	4	2,020
Vernon Township, Clark Co	21,300	85,600	6	682
Warrensburg (City), Johnson County	22,500	.....	4½	4,706
Warrensburg Township, Johnson Co	90,000	2,437,312	4	6,096
Wright County	10,000	2,640,491	6	14,484

* Estimate for 1897, of local authorities.

State of North Dakota.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act March 2, 1861) - March 2, 1861
Admitted as a State (Act Feb. 22, 1889) - Nov. 2, 1889
Total area of State (square miles) - - - - 70,795
State Capital - - - - - - - - - Bismarck
Governor (term exp. 1st Tues. Jan. 1901) - F. B. Fancher
Secretary of State (term ends 1st Tues. Jan. 1901) - Fred. Falley
Treasurer (term ends 1st Tues. Jan. 1901) - D. W. Driscoll

Legislature meets biennially in odd years on the first Tuesday after the first Monday in January, and sessions are limited to sixty days.

HISTORY OF DEBT.—For history of State debt see STATE AND CITY SUPPLEMENT of April, 1894, page 118.

LOANS—	When Due.
CAPITOL BUILDING BONDS—	
4s, ..., $50,000	July 1, 1923
FUNDING BONDS—	
4s, M&N, $106,000.	Mar. 20, 1921
HOSPITAL BONDS—	
4½s, M&N, $153,000.	May 1, 1902
4s, J&J, 50,000	July 1, 1914
REFUNDING BONDS—	
4s, J&J, $38,600	July 1, 1915
4s, M&N. 113,000	May 15, 1920
4s, F&A, 20,000	Aug. 1, 1911
4s, J&J, 30,000	July 1, 1914
4s, J&J, 112,000	May 1, 1927

REVENUE BONDS—	
4½s, A&O, $150,000.	Apr. 25, 1905
University of No. Dak.	
4s, M&N, $22,700	May 1, 1909
Subject to call after May 1, 1899.	
CERTIFICATES OF INDEBTEDNESS.	
6s, ..., $57,000	Nov. 1, 1904
Debt of State Institutions—	
INSANE HOSPITAL, JAMESTOWN—	
4s, ..., $50,000.	1919
INDUSTRIAL SCHOOL, ELLENDALE.	
.., ..., $15,000	

INTEREST and principal of the above bonds are payable at the Chemical National Bank in New York.

TOTAL DEBT.—The following shows the State's bonded debt floating debt and sinking fund on the dates named:

	Mar. 1, 1900.	July 1, '99.	Jan. 1, '98.	Nov. 1, '95.
Bonded debt	$845,300	$845,300	$845,300	$845,807
Floating debt	61,000	141,000	90,000	130,000
Sinking fund	.....	.....	.....	20,000

ASSESSED VALUATION.—The State's assessed valuation (about ⅓ actual value) has been as follows:

Years.	Real Estate.	Personal Property.	Total Ass'd Valuation.	State tax per $1,000.
1899	$72,010,059	$41,626,240*	$113,636,299	$4·50
1898	65,458,290	35,672,726*	101,131,016	.....
1897	63,778,231	29,693,262*	93,471,493	4·30
1896	64,722,092	28,676,886*	93,398,978	4·30
1895	69,006,738	25,785,584	94,792,322	4·50
1894	.....	.....	83,630,553	4·50
1893	.....	.....	82,351,987	4·50

*The assessed valuation of personal property for 1899 as given

above includes railroad property to the amount of $16,985,084; for 1898 it was $12,742,395 for 1897 $8,772,703 and for 1896 $7,886,030.

DEBT LIMITATION.—The limitations to the debt-making power of the State and municipalities of North Dakota are found in Article XII of its Constitution. The provisions with reference to the matter are complete and stringent, and will be found on page 121 of the STATE AND CITY SUPPLEMENT of April, 1895.

POPULATION OF STATE.—The population of North Dakota has been as follows in the years named.

1890...182,719 1880...36,909 1870...*14,181 1860...*4,837

The population in 1897 was estimated at 230,000.

* This is total for both North and South Dakota.

CITIES, COUNTIES AND TOWNS IN THE STATE OF NORTH DAKOTA.

NOTE.—*For reports not given in alphabetical order among the following, see "Additional Statements" at the end of this State.*

BARNES CO.—County seat is Valley City.

Bonded debt July 1, 1899. $53,500	Total valuation 1899...$4,680,096
Cash in county funds..... 26,515	Assessment about ½ actual value.
Assessed valuation, real.3,222,064	State & Co. tax (per M.) '98..$16·50
Assessed valuation, pers. 748,416	Population 1890 was..... 7,045
Asses'd valuat'n, railro'd..709,616	Population in 1899 (est.)...10,000

BISMARCK.—Bismarck is situated in Burleigh County.

The bonds issued by the city are all exempt from taxation.

LOANS—	When Due.
FUNDING—	
8s, M&N, $9,000.....May 1, 1901	
Interest payable in Bismarck.	
SCHOOL—	
4s, J&J, $25,000.....July 1, 1908	
4s, J&J, 4,000.....July 1. 1909	
Interest payable in Bismarck.	
Bonded debt July 1, 1899..$38,000	

Floating debt (water) ...	$20,000
Total debt.....	58,000
Sinking fund.....	6,500
Net debt July 1, 1899....	51,500
Tax valuation 1898.....1,167,616	
Total tax (per $1,000)'98	$35·50
Population 1890 was....	2,168
Population in 1899 (est.)	3,100

BURLEIGH CO.—W. S. MOREHOUSE, Auditor.

County seat is Bismarck.

LOANS—	When Due.
REFUNDING BONDS—	
4s, ..., $71,000.....June 1, 1918	
Bonded debt Jan.1,1900. $157,000	
Floating debt..... 28,612	
Total debt..... 185,612	
Cash in county funds 9,741	

Assessed val'tion, real..$2,164,632	
Assessed valu'n, persn'l. 771,350	
Assessed val., railroads. 257,981	
Total valuation 1899....3,193,963	
State & co. tax (p'r M.)'99....$18·50	
Population in 1890 was.....4,247	
Population in 1900 (est.).....8,000	

TAX EXEMPT.—Bonds are free from taxation.

CASS COUNTY.—D. C. ROSS, Treasurer. O. J. OLSON, Auditor.

County seat is Fargo.

LOANS—	When Due.
REFUNDING BONDS—	
5s, ..., $15,000.....	
DRAINAGE REF'D'G BONDS—	
6s, F&A, $24,000.....Feb. 1, 1905	
HOSPITAL & POOR FARM—	
5s, A&O, $15,000....Oct. 15, 1910	
Bonded debt July 1, '99. $54,000	
Floating debt 1,570	
Cash in county funds..... 64,643	

Assessed valu'n, real...$8,903,087	
Assessed valu'n, pers'l. 2,327,200	
Assessed valu'n, railr'ds.1,613,742	
Total valuation, 1899..12,844,029	
Assessment about ⅓ actual value.	
State & Co. tax (per M.) '98..$13·60	
Population 1890 was.....19,613	
Population 1880 was..... 8,998	
Population 1899 (local est.).30,000	

EMMONS CO.—EDWARD BRADDOCK, Auditor.

County seat is Williamsport.

LOANS—	When Due.
REFUNDING BONDS—	
7s, J&J, $20,000.....July 1, 1902	
6s, M&S, 25,000.....Sept. 1, 1907	
Int. paid by Chem. Nat'l B'k, N. Y., and Chase National Bank, N. Y.	
Bonded debt July 1, 1899..$45,000	
Floating debt..... 25,527	
Total debt July 1, 1899.. 70,527	
Cash in county funds..... 8,286	

Tax valuation, real.....	$842,958
Tax valuation, personal .	389,666
Tax valuation, railroads.	77,132
Total valuation 1899....1,309,756	
Assessment about ½ actual value.	
State & Co. tax (per M.) '99..$24·90	
Population 1890 was.....1,971	
Population in 1895 was.....3,500	
Population in 1900 (est.)....4,000	

TAX FREE.—All bonds of this county are exempt from taxation.

FARGO—J. M. ROWE, Auditor.

Fargo is situated in Cass County.

LOANS—		When Due.
Bridges,	$20,000.....	1903
Bridges, &c.,	9,000.....	1904
Funding,	34,000.....	1901
Refunding	25,000.....	1913
Sewers,	19,000.....	1903
do	8,000.....	1902
Streets,	9,000.....	1901
Water,	10,000.....	1901
Water,	10,000.....	1906
Water,	60,000.....	1911
Water&sewer	30,000.....	1915

Bonded debt Mar. 1, '99.. $234,000	
Floating debt.....	106,139
Total debt Mar. 1, 1899..	340,139
Sinking funds.....	55,291
Net debt Mar. 1, 1899 ...	284,848
Tax valuation real.....1,837,8(8	
Tax valuation, personal.	501,316
Total valuation 1898....2,339,184	
Assessment about ⅓ actual value.	
Total tax (per $1,000) '97..$60·30	
Population in 1890 was.....	5,664
Population 1898 (local est.).13,000	

In addition to the above there are outstanding $40,000 water bonds which were assumed by the city upon purchasing the works. These are to be paid from water rents and not by general taxation.

GRAND FORKS—JOHN DINNIE, Mayor. F. A. BROWN, Auditor.

This city is situated in Grand Forks County.

LOANS—	When Due.
BRIDGE BONDS—	
7s, Mar., $50,000.....Mar. 1, 1909	
FILTRATION BONDS—	
6s, M&S, $40,000.....Sept. 1, 1914	
FUNDING BONDS—	
6s, A&O,$51,000.....Oct. 1, 1910	
REFUNDING BONDS—	
6s, ...,$30,000.....1917	
SEWER BONDS—	
6s, J&J, $7,000.....July 1, 1900 ($2,000 due yearly) to 1901	
6s, J&J, $30,000.....July 1, 1902 (3,000 due yearly) to 1911.	
WATER WORKS—	
7s, June,$15,000.....June 1, 1905	
7s, Nov., 18,000.....Nov. 5, 1905	

The sewer bonds in the above table are payable by special assessment on property benefited, and are subject to call.

INTEREST on the bridge bonds is payable in Grand Forks; on the city hall bonds in St. Paul, and on all other issues in New York.

BONDED DEBT on March 1, 1899, was $243,000, including a water debt of $86,000; sinking fund, $20,000; net debt, $223,000. The city owns its water works, valued in 1892 at $160,000, and other property amounting to $96,000; total city property 1892, $256,000.

ASSESSED VALUATION in 1898 was $2,093,881. Assessment is about 25 per cent of actual value. Tax rate ($1,000) in 1898 was $53·50.

POPULATION in 1890 was 4,979; in 1880, 1,705; in 1899 (estimated), 12,000.

GRIGGS CO.—IVER UDGARD, Treasurer.

County seat is Cooperstown.

LOANS—	When Due.
COURT HOUSE & JAIL—(refund'g)	
6s, M. & S, $30,000....Mar. 1, 1904	
REFUNDING WARRANTS—	
6s, F&A, $20,000....Feb. 10, 1903	
Bonded debt July 1,1899. $50,000	

County has no floating debt.	
Cash in county funds.....$32,438	
Total valuation 1899 2,118,008	
Assessment about ½ actual value.	
Aver. tax (per $1,000) '97...$33·40	
Population 1890 was.....2,817	

INTEREST on the court house and jail refunding bonds is payable at the First National Bank, New York; on the seed-wheat bonds by Gilman Son & Co., New York, on the refunding warrants at the First National Bank, St. Paul, Minn.

JAMESTOWN.—

Jamestown is situated in Stutsman County.

LOANS—	When Due.
CITY BONDS—	
4s, ..., $4,000	1919
SCHOOL BONDS—	
7s, July 1, $50,000...May 25, 1907	
SEWER BONDS (1894)—	
7s, Semi-an., $3,750.... 1904-1914 ($1,250 due every 5 years).	

ARTESIAN WELL BONDS—	
..., ..., $7,500.....	
Interest payable at Jamestown.	
Total debt Mar. 1, 1899....$17,500	
School debt (additional).. 50,000	
Tax valuation 1898..... 889,797	
Assessment same as actual value.	
Total tax rate (per M.) '97..$39·00	
Population in 1890 was.....2,296	

KIDDER COUNTY.—County seat is Steele.

LOANS—	When Due.
FUNDING BONDS—	
7s, M&N, $17,000.....May 2, 1902	
6s, J&J, 9,000.....July 1, 1911	
6s, J&D, 20,000....Dec. 15, 1914	
Bonded debt July 1, 1899. $52,000	
Floating debt..... 6,867	
Total debt..... 58,867	
Cash in coun y funds..... 3,976	

Assessed valuation, real $729,071	
Assessed valuation, pers. 140,798	
Assessed valuation, RR. 202,188	
Total valuation 1899....1,072,057	
Assessment is ⅓ actual value.	
Aver. tax (per $1,000) '97..$33·60	
Population in 1890 was..... 1,211	
Population in 1880 was..... 89	

INTEREST on the funding bonds due in 1902 is payable at the Nat. Park Bank, New York; on those due in 1911 at the Merchants' Exchange Nat Bank, St. Paul; on those due in 1914 at the Chase Nat. Bank, N. Y.

MANDAN.—This city is the county seat of Morton county.

LOANS—	When Due.
REFUNDING BONDS—	
5s, g., ... $15,000	1913
5s, g., M&N, 8,000....May 1, 1914	
Water-wks, 10,000 ...Feb. 1, 1910	
do 5,000...Dec. 30, 1913	
Bonded debt May 1, 1898..$39,000	

Floating debt.....	$414
Total debt May 1, 1898....	39,414
Sinking funds.....	4,617
Net debt May 1, 1898.....	34,797
Assessed valuation 1897 .	525,022
Assessment about ⅘ actual value.	
Population in 1880 was.....1,328	

MORTON COUNTY.—P. B. WICKHAM, Treas.

County seat is Mandan.

LOANS—	When due.
REFUNDING BONDS—	
5s, June, $25,000.....June 1, 1913	
COURT HOUSE BONDS—	
7s, J&J, $35,000.....July 1, 1905	
Interest payable in New York.	
All issues exempt from taxation.	
Bonded debt July 1, '99. 60,000	

Floating debt.....	$36,016
Total debt July 1, 1899..	96,016
Cash in county funds....	14,656
Assessed valuation 1899.4,127,193	
Assessment about ⅗ actual value.	
Average tax (per M.) '97....$33 30	
Population 1890 was.....4,728	
Population in 1898 (est.) 7,500	

NELSON CO.—E. O. ENGESATHER, Treasurer.

County seat is Lakota.

LOANS—	When Due
COUNTY BONDS—	
7s, A&O, $10,000.....Apr. 1, 1904	
6s, J&J, 16,000.....July 1, 1914	
REFUNDING BONDS—	
6s, J&D, $20,000.....June 1, 1915	
Bonded debt Apr. 1, 1900..$46,000	

Assessed valuation, real $1,636,900	
Asses'd val., pers. & RR. 617,936	
Total valuation 1899.....2,254,836	
Assessment is ¾ actual value.	
State & Co. tax (per M) '99..$12·70	
Population in 1890 was.....4,293	
Population in 1900 (about)..7,000	

TAX FREE.—All the bonds issued are exempt from taxation.

INTEREST on the county bonds due in 1904 is payable at St. Paul, Minn.; on all others at New York.

RAMSEY CO.—EMIL S. EICH, Auditor.

County seat is Devil's Lake.

LOANS—	When Due.
FUNDING BONDS—	
6½s, M&S, $18,000...Sept. 1, 1902	
6s, M&S, 5,000...Mar. 20, 1910	
... M&N, 18,000...May 1, 1915	
4½s, M&S, 5,000...Mar. 19, 1919	
REFUNDING BONDS—	
4½s, M&S, $30,000..Mar. 19, 1919	
Bonded debt Mar. 20, 1900.$76,000	
Floating debt..... 3,887	

Total debt.....	$79,887
Assessed valuat'n, real..1,763,954	
Assessed valuation, pers.	630,699
Assessed val'n railroads.	318,730
Total valuation 1899....2,713,323	
Assessment about ⅗ actual value.	
State & Co. tax (per M) '99 $17·60	
Population 1890 was.....4,418	
Population 1880 was.....	281
Population 1900 (est.) 11,000	

INTEREST on the funding bonds is payable at St. Paul, Minn.; on other bonds at Devil's Lake.

SARGENT COUNTY.—A. C. DEWEY, Treas.

County seat is Forman.

LOANS—	When Due.
FUNDING—	
6s, J&D, $38,000.....Dec. 1, 1915	
Int. paid at Chase Nat'l B'k, N. Y.	
Total debt July 1, 1899.. $38,134	
Cash in county funds 23,093	

Assessed valuat'n, real.$1,068,306	
Ass. valuat'n, pers. & RR.1,039,865	
Total valuation 1899....2,108,170	
Assessment about ⅔ actual value.	
State & Co. tax (p. $1,000) '98..$10·10	
Population 1890 was.....	5,076
Population 1898 about.....	7,000

STUTSMAN CO.—County seat is Jamestown.

LOANS—	When due.
ROAD AND BRIDGE BONDS—	
6s, g. J&J, $36,500 g. July 1, 1903	
COURT HOUSE AND JAIL BONDS—	
6s, g..J&J, $27,000 g. July 1, 1909	
Subject to call July 1, 1899.	
Interest payable in New York.	
Bonded debt July 1, 1899..$63,500	
Floating debt..... 407	
Total debt July 1, 1899.... 63,907	

Cash in county funds.....$20,948	
Assessed valuation, real.3,012,375	
Asses'd val., pers. & RR.1,562,704	
Total valuation 1899....4,575,079	
Assessment about ½ actual value.	
State & Co. tax (per M) '98..$12·00	
Population 1890 was.....5,266	
Population 1880 was.....1,007	
Population 1899.....8,000	

TOWNER CO.—D. K. Brightbill, County Auditor.

Cando is the county seat. Bonds are all tax exempt.

LOANS—		When due.
7s, g., Apr.	$4,300	1902
6s, g., Apr.	10,000	1912
6s, g., July	21,000	1914
5s, g., Dec	8,000	1918
Total debt Mar. 1, 1900	$43,300	
Sinking fund	4,867	
Net debt Mar. 1, 1900	38,433	

Assessed valuation, real	$7[illegible]5,010
Assessed val'n, per'l & RR	616,998
Total valuation 1899	$1,352,008
Assessment abt. 50% actual value.	
State & Co. tax (p r M.) '99	$20·40
Population in 1890 was	1,450
Population in 1899 (est.)	7,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding all places in North Dakota which have reported a bonded indebtedness of over $10,000 and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

Location.	Cash in Treasury.	Total Debt.	Assessed Valuation. 1899.	Aver'ge Tax Rate. 1897.	Population. 1890.
	$	$	$	$	
Benson County	6,0[illegible]6	21,212	1,752,931	34·80	2,460
Bottineau County	3,297	38,282	1,224,919	30·50	2,893
Cavalier County	32,351	64,412	2,222,925	30·90	6,471
Devil's Lake, Ramsey Co.	8,723	20,000	†430,262	†56·40	846
Eddy County	4,772	11,704	1,175,962	35·90	1,377
Foster County	6,050	21,021	1,561,036	19·10	1,210
Grafton, Walsh Co	.....	30,000	†533,790	.....	1,594
Grand Forks County	.....	26,456	8,668,044	36·10	18,357
Lisbon, Ransom Co	.....	22,714	.....	.....	935
Logan County	3,861	25,270	717,919	28·30	597
McHenry County	10,[illegible]53	32,479	1,325,795	31·60	1,584
McIntosh County	4,635	34,048	958,021	26·70	3,248
McLean County	3,207	32,927	734,748	36·10	860
Mercer County	808	31,464	309,989	37·60	428
Pembina County	36,457	20,099	5,033,423	35·00	14,334
Pierce County	5,693	16,281	670,412	30·60	905
Ransom County	27,559	40,950	2,420,163	38·70	5,393
Richland County	56,594	40,691	8,674,039	26·40	10,751
Rolette County	6,536	48,320	1,019,290	30·70	2,427
Starke County	5,658	25,712	1,885,978	27·10	2,304
Steele County	23,824	20,185	2,841,641	22·10	3,777
Valley City, Barnes Co.	530	28,000	†399,097	*5·00	1,089
Wahpeton, Richland Co.	.....	43,000	.....	.....	1,510
Walsh County	43,290	34,588	5,457,620	30·60	16,587
Ward County	18,238	23,371	1,757,702	34·40	1,681
Wells County	30,292	53,103	2,332,870	27·50	1,212
Williams County	12,189	21,893	956,043	.....	109

* City tax rate. † For 1898.

State of South Dakota.

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act March 2, 1861) - March 2, 1861
Admitted as a State (Act Feb. 22, 1889) - Nov. 2, 1889
Total area of State (square miles) - - - - 76,620
State Capital, - - - - - - - - - - Pierre
Governor (till Tues. aft. 1st Mon. Jan. 1901) Andrew E. Lee
Sec'y of State (till Tues. aft. 1st Mon. Jan. 1901) Wm. H. Roddle
Treasurer (till Tues. aft. 1st Mon. Jan. 1901) - John Shamber

Legislature meets biennially in odd years on the Tuesday after the 1st Monday in January, and sessions are limited to 60 days.

HISTORY OF DEBT.—For history of State debt see State and City Supplement of April, 1894, page 120.

LOANS—	When Due.
Settlement Bonds—	
4s, J&J, $50,000	Mar. 1, 1910
4s, ..., 20,000	Jan. 15, 1911
4½s, J&J, 35,800	May 1, 1902
4½s, J&J, 84,500	May 1, 1907
Deficiency Bonds—	
4½s, $98,000	Apr. 1, 1905
Refunding Bonds—	
4s, J&J, $107,500	Sept. 16, 1909
4s, ..., 25,000	July 1, 1910
4s, ..., 15,000	Jan. 1, 1912
3½s, ..., 135,000	July 1, 1910
3½s, J&J, 92,500	Nov. 1, 1912
Soldiers' Home Bonds—	
4s, J&J, $45,000	May 1, 1909

INTEREST on the Constitutional and Settlement bonds is payable at the Seaboard Nat. Bank in N. Y.; on the 3½ per cent refunding bonds at the Chase National Bank in New York; and on all other bonds at the Chemical National Bank in New York.

TOTAL DEBT (all bonded) Jan. 1, 1900, $708,300; sinking and other funds available for payment of debt, $242,389; net debt Jan. 1, 1900, $465,911. State has taxes due and unpaid to an amount estimated at $600,000, which when collected will be available for the payment of bonded indebtedness as well as for current expenses.

ASSESSED VALUATION.—The State's valuation has been as follows:

Year.	Valuation.	Year.	Valuation.
1899	$158.330,111	1895	$121,751,151
1898	118,580,496	1894	128,046,765
1897	120,175,431	1893	136,032,840
1896	119,391,156	1892	127,389,992

TAX RATE.—In 1899 the tax rate (per $1,000) was $2·20.

DEBT LIMITATION.—South Dakota has incorporated into its Constitution very stringent provisions limiting the debt-making power of the State and its municipalities. All these provisions are found in Article XIII., and are as follows.

Section 1. Neither the State nor any county, township or municipality shall loan or give its credit or make donation to or in aid of any individual, association or corporation, except for the necessary support of the poor, nor subscribe to or become the owner of the capital stock of any association or corporation, nor pay or become responsible for the debt or liability of any individual, association or corporation; provided, that the State may assume or pay such debt or liability when incurred in time of war for the defense of the State. Nor shall the State engage in any work of internal improvement.

Sec. 2. For the purpose of defraying extraordinary expenses and making public improvements, or to meet casual deficits or failure in revenue, the State may contract debts never to exceed with previous debts in the aggregate $100,000, and no greater indebtedness shall be incurred except for the purpose of repelling invasion, suppressing insurrection, or defending the State or the United States in war, and provision shall be made by law for the payment of the interest annually, and the principal when due, by tax levied for the purpose, or from other sources of revenue; which law providing for the payment of such interest and principal by such tax tax or otherwise shall be irrepealable until such debt is paid; provided, however, the State of South Dakota shall have the power to refund the Territorial debt assumed by the State of South Dakota by bonds of the State of South Dakota.

Sec. 3. That the indebtedness of the State of South Dakota, limited by section 2 of this article, shall be in addition to the debt of the Territory of Dakota, assumed by and agreed to be paid by South Dakota.

Sec. 4. The debt of any county, city, town, school district, or other subdivision, shall never exceed *five per centum* upon the assessed value of the taxable property therein. In estimating the amount of indebtedness which a municipality or subdivision may incur, the amount of indebtedness contracted prior to the adoption of this Constitution shall be included.

Sec. 5. Any city, county, town, school district or any other subdivision incurring indebtedness shall, at or before the time of so doing, provide for the collection of an annual tax sufficient to pay the interest and also the principal thereof when due, and all laws or ordinances providing for the payment of the interest or principal of any debt shall be irrepealable until such debt be paid.

POPULATION OF STATE.—The population of South Dakota has been reported as follows in the years named.
1895.330,975 1890.328,808 1880.98,268 1870.*14,181 1860.*4,837

* This is the total for both North and South Dakota.

Cities, Counties and Towns

IN THE

STATE OF SOUTH DAKOTA.

For reports not given in alphabetical order among the following, see "Additional Statements" at end of this State.

ABERDEEN.—C. J. HUTE, Mayor. J. A. SCHLUETER, City Auditor.

This city is situated in Brown County.

LOANS—	When Due.
City Hall Bonds—	
5s, ..., $15,000	July 1, 1919
Funding Bonds—	
7s, J&J, $10,000	Jan. 1, 1909
Refunding Bonds—	
6s, J&J, $20,000	Jan. 1, 1915
5s, A&O, 22,000	One bond yearly
Sewer Bonds—	
6s, ... $10,000	July 1, 1909
Bonded debt Mch. 1, 1900	$77,000

Floating debt	$12,895
Total debt Mch. 1, 1900.	89,895
Cash on hand, &c.	12,171
Net debt Mch. 1, 1900	77,724
Tax val'ation, real & RR.	780,900
Tax valuation, pers'l	331,800
Total valuation 1899	1,112,700
Assessment about 3/5 actual value.	
Total tax (per $1,000) '99	$14·25
Population 1890 was	3,182
Population in 1900 (est.)	5,000

INTEREST is payable at the Chemical National Bank, New York.

BEADLE CO.—F. A. Munson, Auditor.

Huron is the county seat.

Bonded debt Jan. 1, 1900	$43,000
Floating debt	3,791
Total debt	46,791
Sinking fund	1,205
Net debt Jan. 1, 1900	45,586
Assessed valuation, real.	3,032,909
Assessed valuation, RR.	545,187
Assessed valuat'n, pesr'l	$814,113
Total valuation, 1899	4,392,229
Assessment about actual value.	
State & co. tax (per M.) '99.	$11·00
Population in 1890 was	9,586
Population in 1899 (est.)	10,000

BONHOMME CO.—Joseph Zitka, Treasurer.

Tyndall is the county seat.

LOANS—	When Due.
6s, A&O, $52,400	1911
Subject to call 1901	
Bonded debt Jan. 1, 1900	$52,400
Floating debt	12,400
Total debt	64,800
Sinking fund	10,000
Net debt Jan. 1, 1900	54,800
Assessed valuat'n, real.	$3,458,452
Assess. valuat'n, pers'l.	761,320
Total valuation 1899	4,219,772
Assessment abt. 40% actual value.	
Tax rate (State and county) (per $1,000)	$9·00
Average tax rate in County.	25·00
Population in 1890 was	9,057

INTEREST is payable at the Portland National Bank.

CHAMBERLAIN.—Geo. F. Pilger, Auditor.

Chamberlain is in Brule County.

LOANS—	When Due.
Artesian Well and Bridge—	
6s, J&J, $8,500	J. & J. 15, 1911
Funding Bonds—	
6s, J&J, $19,500	Jan. 15, 1911
Refunding Water Bonds—	
6s, M&S, $15,000	Sept. 1, 1913
5s, ..., 6,000	Sept., 1919
Total debt Jan. 1, 1900	$49,000
Water debt (included)	21,000

Tax valuation, real	$120,000
Tax valuation, personal	40,195
Total valuation 1899	160,199
Assessment on real estate about actual value; on personal property from 50% to 85%.	
Total tax (per $1,000) '99	$56·80
Population in 1890 was	939
Population in 1890 (est.	1,100

INTEREST on $5,000 of bridge bonds due July 15, 1911, is payable at Chamberlain; on the refunding water 5s at Chicago; on all other bonds at New York.

CUSTER COUNTY.—W. A. Smith, Auditor.

County seat is Custer.

LOANS—	When Due.
6s, , $26,569	1920
Subject to call after 1910.	
Funding Bonds—	
6s, M&N, $20,000	May 10, 1906
Refunding Bonds—	
6s, M&N, $20,000	May 10, 1901
Interest payable at Custer.	
Bonded debt July 1, 1899	$66,569

Floating debt	$106,481
Total debt	173,050
Sink'g f'ds and oth. assets	169,086
Net debt July 1, 1899	3,964
Tax valuation 1899	1,098,099
Assessment about 1/2 actual value.	
State & co. tax (per M.) '99	$23·20
Population 1895 was	3,326
Population 1899 (est.)	4,600

DAVISON CO.—H. B. Anderson, Auditor.

County seat is Mitchell.

LOANS—	When Due.
Refunding Bonds—	
6s, M&N, $28,000	Nov. 1, 1914
6s, A&O, 20,000	Oct. 1, 1915
Bonded debt Jan. 1900.	$48,000
Tax valuation, real	1,682,099
Tax val., pers'l and RR.	854,643

Total valuation 1899	$2,536,742
Assessment about 2/5 actual value.	
State & Co. tax (per M.) '99	$6·80
Population 1895 was	5,934
Population 1890 was	6,814
Population 1900 (est.)	9,000

INTEREST on the 7 per cent bonds and on the 6s of 1914 is payable at the County Treasurer's office; on the 6s of 1915, by N. W. Harris & Co., New York City.

OPTIONAL—All bonds are subject to call; the 7s at any time and the 6s ten years before maturity.

GRANT COUNTY—J. E. TRURAN, Auditor.

County seat is Millbank.

LOANS—	When Due.
FUNDING BONDS—	
5½s, $94,000	Apr. 6, 1916
Optional after Apr. 6, 1906.	
Bonded debt Jan., 1900.	$94,000

Tax valuation 1899	$3,574,871
Assessment about ½ actual value.	
State & co. tax (per M.) '99	$7·60
Population 1895 was	7,682
Population 1899 (est.)	10,000

LAWRENCE CO.—WM. A. ZINK, Auditor.

County seat is Deadwood.

REFUNDING BONDS—	
5s, $513,050	July 1, 1919
Subject to call July 1, 1909	
Bonded debt Mch., 1900	$570,050
Less Meade Co. proport'n	103,500
Net debt Mch. 1, 1900	466,550
Bonds are exempt from taxation.	
Tax valuation, real	$4,145,303
Tax valuat'n, personal.	$1,115,436
Tax valuat'n, railroads	322,196
Total valuation 1900	5,582,935
Assessment about ¼ actual value.	
State & Co. tax (p. M.) 1900.	$20·00
Population 1890 was	11,673
Population 1899 (est.)	26,000

TAX FREE—Bonds of this county are exempt from taxation.

MARSHALL CO.—GEO. C. DUNTON, Treasurer.

County seat is Britton.

LOANS—	When Due.
REFUNDING BONDS—	
6s, $9,000	July 1, 1907
5s, 20,000	1920
Bonded debt Jan. 1, '99	$34,500
Floating debt	27,000
Total debt Jan. 1, 1899	61,500

Sinking fund	$3,500
Net debt Jan. 1, 1899	58,000
Total valuation 1899	1,911,450
Real valuation	5,000,000
Total tax (per $1,000) '99	$10·20
Population in 1890 was	4,544
Population in 1899 (est.)	6,000

MEADE COUNTY.—W. A. MCMICHAEL, A'd'r.

County seat is Sturgis.

LOANS—	When Due.
REFUNDING BONDS—	
5s, M&N, $107,500	May 1, 1907
Subject to call at any time.	
5s, $24,500	1919
Interest on 5s of 1909 is payable at Fourth National Bank, N. Y.	

Bonded debt July 1, '99.	$132,000
Floating debt	84,267
Sinking funds	8,436
Net debt July 1, 1899	207,831
Tax valuation 1899	1,981,805
State & Co. tax (per M.) '99.	$18·20
Population 1898 (est.)	6,500
Population 1890	4,640

MILLBANK.—J. E. TRURAN, City Auditor.

This city is in Grant County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, $10,000	1909
(Subject to call after 1904.)	
5s, $13,000	1914
(Subject to call after 1909.)	
Bonded debt Jan. 1, 1900.	$23,000

Floating debt	$4,500
Total debt Jan. 1, 1900	27,500
Assessed valuation 1899	295,216
Assessment about ⅓ actual value.	
Tax rate (per $1,000) 1899	$35·60
Population in 1890 was	1,207
Population in 1900 (est.)	2,000

MINNEHAHA CO.—H. W. SMITH, Auditor.

County seat is Sioux Falls.

LOANS—	When Due.
COURT HOUSE BONDS—	
4½s, A&O, $40,000	Apl. 1, 1904
4½s, A&O, 40,000	Apl. 1, 1909
Interest payable in New York.	
Bonded debt Jan. 1, 1900.	$89,360
Sinking fund	26,360
Net debt Jan. 1, 1900	63,000

Tax valuation, real	$6,834,815
Tax valuation, person'l.	1,541,925
Tax val'tion, RRs., etc.	665,420
Total valuation 1899	9,042,160
Assessment is ⅖ actual value.	
State & Co. tax (per M.) '99.	$10·20
Population 1890 was	21,879
Population 1900 (est.)	27,000

INTEREST on the court-house bonds is payable by Messrs. Farson, Leach & Co., New York City.

MITCHELL.—THOMAS FULLERTON, Mayor. H. R. KIBBEE, Treasurer.

Mitchell is situated in Davison County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, F&A, $19,500	Feb. 1, 1919
Subject to call Feb. 1, 1909	
REFUNDING WATER BONDS—	
4s, $30,000	1920
Subject to call after 1909.	
Interest payable at City Treasury.	

Total debt Mar. 1, 1900	$62,500
Water debt (included)	$43,000
Total valuation 1899	820,196
Real valuation	2,500,000
Total tax (per $1,000) 1899	$34·80
Population in 1895 was	2,579
Population in 1890 was	2,217
Population in 1900 (est.)	4,000

PENNINGTON CO.—H. CROCKETT, Auditor.

County seat is Rapid City.

LOANS—	When Due.
FUNDING BONDS—	
7s, July, $19,400	July 1, 1903
6s, M&S, 20,000	Mar. 1, 1907
REFUNDING BONDS—	
4s, $18,500	July 5, 1909
Bonded debt Jan. 1, 1900	$57,900
Floating debt	139,159
Total debt Jan. 1, 1900	197,060

Cash in treasury	$10,521
Tax valuation, real	1,779,607
Tax valuation, person'l.	1,163,936
Total valuation in 1899	2,943,543
Assessment same as actual value.	
State and Co. tax (per M) '99.	$19·70
Population in 1890 was	6,540
Population in 1900 (est.)	9,000

INTEREST on the funding bonds due in 1903 is payable at the Co Treasurer's office; on other bonds by Kountze Bros., N. Y.

RAPID CITY.—A. W. GIRD, Auditor.

Rapid City is situated in Pennington County. The city owns property valued (March, 1900,) at $130,000; City Hall, waterworks, etc.

LOANS—	When Due.
REFUNDING WATER BONDS—	
5s, M&S, $51,000	Sept. 18, 1919
Subject to call Sept. 18, 1909	
7s, J&J, $40,000	Aug. 1, 1906
6s, M&N, 5,000	May 1, 1911
Bonded debt Sept. 1, 1899.	$96,000
Water debt (included)	51,000
Floating debt	47,000

Total debt Sept. 1, 1899	$143,000
Tax valuation, real	694,354
Tax valuation, personal.	221,003
Tax valuation, railroads.	9,933
Total valuation 1898	925,290
Assessment ½ actual value.	
Total tax (per $1,000) '99	$27·20
Population 1890 was	2,128
Population 1899 (est.)	2,500

INTEREST on the 6 per cent bonds is payable at the Hanover Bank, New York City; on others at Rapid City, S. D.

ROBERTS CO.—J. F. SCHWANTES, Auditor.

Wilmot is the county seat.

LOANS—	Amount.
7% funding bonds	$20,000
6% refunding bonds	12,000
Bonded debt Jan. 1, 1900.	32,000
Floating debt	18,715
Total debt	50,715
Sinking fund	1,702
Net debt Jan. 1, 1900	49,013

Tax valuation, real	$1,090,426
Tax valuation, RR., &c.	161,867
Tax valuat'n, personal.	755,341
Total valuation 1899	2,007,634
Assessment about ⅓ actual value.	
State & co. tax (per M.) '99.	$10·20
Population in 1890 was	1,997
Population in 1900 (est.)	15,000

SIOUX FALLS.—

Sioux Falls is situated in Minnehaha County.

LOANS—	When Due.
BRIDGE BONDS—	
7s, Nov., $12,000	Nov. 1, 1903
6s, July, 8,000	July 1, 1906
FUNDING BONDS—	
7s, July, 35,000	July 2, 1903
7s, Jan., 10,000	Jan. 1, 1904
7s, Aug., 17,500	Aug. 1, 1905
5s, J&J, 178,500	Jan. 1, 1910

RAILROAD AID BONDS—	
7s, Mch., 60,000	Mar. 9, 1907
Bonded debt Apr. 1, '98.	$321,000
Tax valuation, real	1,710,333
Tax valuation, personal.	492,405
Total valuation 1898	2,202,738
Assessment about ¼ actual value.	
Tot. tax rate (per $1,000) '99.	$48·40
Population in 1895 was	9,002
Population in 1890 was	10,177

INTEREST on 7 per cent funding bonds due in 1903 is payable at the City Treasurer's office; on the 5 per cent funding bonds at Seaboard National Bank, New York, and on all other bonds at the Chemical National Bank, New York.

WATERTOWN.—J. J. CLUTTON, Mayor.

This city is in Codington County.

LOANS—	When Due.
HIGH SCHOOL BONDS—	
6s, J&J, $30,000	1909
CITY HALL BONDS—	
6s, J&J, $15,000	1909
FUNDING BONDS—	
3s, Dec. 1, $60,100	1915
Subject to call after Oct. 1, 1900	
INTEREST on funding bonds is payable in Watertown; on other bonds in New York City.	

Bonded debt Jan. 1, 1900.	$105,100
Floating debt	24,726
Total debt	129,826
Sinking fund	3,956
Net debt Jan. 1, 1900	125,870
Tax valuation, real	865,769
Tax valuat'n, personal.	341,718
Total valuation 1899	1,207,487
Total tax rate (per M.) '99.	$34·00
Population in 1890 was	2,672
Population in 1900 (est.)	4,500

YANKTON.—A. M. ENGLISH, Mayor. L. M YEATMAN, Clerk.

This city is the county seat of Yankton County.

LOANS—	When Due.
PARK BONDS—	
6s, $6,000	1902
6s, 31,000	1913
WATER BONDS—	
6s, $18,000	1903
SCHOOL BONDS—	
5s, $10,000	1912
5s, 10,000	1917
5s, A&O. 10,000	1917
Optional after 10 years.	
Bonded debt Jan. 1, '99.	$142,000

Sinking fund	$3,500
Nebt debt Jan. 1, 1899	138,500
Water debt (included)	21,000
Assessed valuation, real.	888,905
Assessed valuation, personal	177,200
Total valuation 1898	1,066,105
Assessment about ⅓ actual value.	
Total tax (per $1,000) 1899	$36·00
Population in 1890 was	3,670
Population in 1899 (est.)	5,000

YANKTON CO.—H. ELLERMAN, Treas.

County seat is Yankton.

LOANS—	When Due.
RAILROAD BONDS—	
4s, M&N, $200,000	May, 1909 & '19
4½s, M&N, 93,700	May 1, 1913
Subject to call at any time.	
Total debt Apr. 1, 1900.	$293,700
Sinking fund	17,500
Net debt Apr. 1, 1900	276,200

Floating debt (additional).	$11,000
Assessed valuation '99.	7,659,485
Assessment about ⅓ actual value.	
State & co. tax (per M.) '99.	$11·50
Population in 1895 was	11,305
Population in 1890 was	10,444
Population in 1899 (est)	14,000

INTEREST is payable at the Chemical National Bank, New York.

ADDITIONAL STATEMENTS.

We give below the bonded debt, warrants outstanding, and cash in treasury on July 1, 1898, the assessed valuation for the year 1899, and the population according to the State census of 1895, of all counties in South Dakota reporting a debt of $10,000 or over, which are not included among the foregoing.

Location.	Bonded Debt. $	Warrants Outstand'g. $	Cash in Treas'y. $	Assessed Valu'n. $	Population.
Butte County	14,848	24,130	3,781	1,578,886	1,575
Campbell County	28,500	8,925	7,104	1,171,532	4,303
Codington County	35,000	19,056	23,943	4,064,845	7,096
Day County	15,000	15,400	20,636	4,107,322	10,561
Douglas County	19,000	25,368	13,710	1,698,600	4,758
Edmunds County	31,000	330	12,822	1,746,955	3,740
Fall River County	40,000	121,096	12,185	1,607,654	4,168
Hanson County	20,000	8,182	10,330	2,355,822	4,606
Hughes County	167,000	24,720	13,769	2,413,619	3,180
Hyde County	23,000	10,974	10,318	1,019,469	1,333
Lake County	30,000	.....	26,160	3,931,719	7,680
McCook County	20,000	1,257	20,161	3,899,838	7,206
Miner County	10,000	.....	17,090	2,315,579	5,015
Potter County	10,000	4,462	16,185	1,251,279	2,464
Sully County	10,000	.....	11,125	1,383,311	1,641
Turner County	20,000	.....	42,202	5,015,414	11,837
Union County	15,000	1,127	34,963	4,000,954	10,515
Walworth County	10,000	4,387	2,429	986,556	2,480

State of Nebraska.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act May 30, 1854)	May 30, 1854
Admitted as a State (Act April 19, 1864)	March 1, 1867
Total area of State (square miles)	76,840
State Capital,	Lincoln
Governor (term exp. Th. aft. 1st Tu. Jan. '01)	Wm. A. Poynter
Secretary of State (till Thur. aft. 1st Tues. Jan. 01')	W. F. Porter
Treasurer (till Thurs. after 1st Tues. Jan.'01)	John B. Meserve.

Legislature meets biennially in odd years on the 1st Tuesday of January, and sessions "shall *not be less* than sixty days," but are not otherwise limited. Members of the Legislature "shall not receive pay for more than 60 days at any one sitting, nor more than 100 days during their term."

HISTORY OF DEBT.—For history of the State debt see STATE AND CITY SUPPLEMENT of April, 1894, page 122.

On Mar. 1, 1900, the State bonded debt was $35,000 and the general fund warrants outstanding amounted to $1,800,000. The cash in the treasury on the same date was $669,443.

TOTAL DEBT, ETC—The subjoined statement shows Nebraska's total bonded debt on each of the dates named. All of the bonds are now held in the school fund.

Bonds outstanding.	*Mar.* 1, 1900.	*Dec.* 1, '99.	*Dec.* 1, '98.	*Dec.* 1, '97
Held in school fund..	$35,000	$55,000	$153,267	$261,267

PERMANENT SCHOOL FUND.—In addition to the $35,000 of State bonds mentioned above, the school fund held Mar. 1, 1900: cash, $212,839; United States bonds, $15,000; sundry State of Nebraska county and school district bonds, $3,002,496; general fund warrants, $804,191; total of all, $4,069,526.

ASSESSED VALUATION.—The total assessed valuation (about 25 per cent of true value) and tax rate per $1,000 have been:

Years.	*Total Assessed Valuation.*	*Tax rate per* $1,000	*Years.*	*Total Assessed Valuation.*	*Tax rate per* $1,000
1899	$169,105,905	....	1888	$176,012,820	$7 50
1898	167,830,822	....	1887	160,506,266	8 12½
1897	165,193,736	....	1886	143,932,570	7 62½
1896	167,078,270	$7 11	1884	126,615,886	7 69½
1895	171,468,207	....	1883	110,543,644	7 40
1894	183,717,498	6 84	1882	98,537,475	....
1893	194,733,124	6 49	1881	93,142,456	....
1892	186,432,376	7 00	1880	90,499,618	....
1890	184,770,304	6 24	1870	75,467,398	....
1889	182,763,538	6 50			

DEBT LIMITATION.—Nebraska has carefully provided in its Constitution against creating State indebtedness, but has left city and other municipal indebtedness chiefly in the care of the Legislature.

STATE indebtedness is restricted to $100,000 to meet casual deficits in revenues, except in case of invasions, &c., while the loaning by the State of its credit is prohibited. The sections of the Constitution which have reference to these matters will be found in the STATE AND CITY SUPPLEMENT of April, 1895, pages 124 and 125.

POPULATION OF STATE.—The population of Nebraska has been as follows in the years named:

1890	1,058,910	1870	122,993
1880	452,402	1860	28,841

CITIES, COUNTIES AND TOWNS IN THE STATE OF NEBRASKA.

Messrs. Kountze Brothers of New York City are fiscal agents for the State of Nebraska and pay interest on all city, town, county and school district bonds.

ADAMS COUNTY.—WILL BROOKLEY, Treas.

County seat is Hastings.

LOANS— *When Due.*
COURT HOUSE AND JAIL—
5s, ..., $32,000 ..July 1, 1909
Subject to call since July 1, 1899
RAILROAD BONDS—
5s, ..., $125,000 ..May 1, 1908
Total debt Feb. 24, 1900.$157,000

Sinking fund $67,000
Net debt Feb. 24, 1900.. 90,000
Total valuation 1899... 2,689,445
State & Co. tax (per M.) '99.17·87
Population in 1890 was.....24,303
Population in 1900 (est.)...25,000

BEATRICE.—T. H. BURKE, City Clerk.

Beatrice is the county seat of Gage County.
The K. C. & B. RR. bonds are in litigation.

LOANS— *When Due.*
FUNDING BONDS—
6s, M&S, $8,000 .....Sept. 7, 1905
Subject to call at any time.
CURBING BONDS—
6s, ann., $18,959.....1896-1901
K. C. & B. RR. BONDS—
6s, M&N, $50,000 ....Nov. 1, 1909
Subject to call at any time.
SEWER BONDS—
6s, Jan., $8,500.....Jan. 1, 1910
Subject to call at any time.
6s, Jan., $16,000.....Jan. 2, 1911
Subject to call at any time.
PAVING BONDS—
6s, J&D, $20,000 .....June 1, 1909
Subject to call at any time.
6s, J&J, $12,000.....Jan. 1, 1910
Subject to call at any time.
6s, J&J, $19,000.....July 1, 1910
Subject to call at any time.
6s, F&A, $5,000.....Aug. 1, 1910
Subject to call at any time.
6s, M&N, $4,000.....Nov. 1, 1911
Subject to call at any time.

PAVING BONDS (Con.)—
6s, F&A, $3,000.....Aug. 1, 1912
Subject to call at any time.
6s, ann., $15,000.....Aug. 1, 1900
6s, ann., 6,160.....Sept. 1, 1900
6s, ann., 24,138.....June 1, 1901
6s, ann., 7,200.....Dec. 1, 1901
WATER WORKS BONDS—
6s, Mar., $80,000 .....Mar. 9, 1906
Subject to call at any time.
6s, July, $10,000 .....July 1, 1910
Subject to call at any time.
5s, M&N, $35,000.....Nov. 2, 1911
Subject to call at any time.
BEATRICE SCHOOL DIST. BONDS.
6s, J&D, $18,000.....Dec. 1, 1900
($1,000 due yearly) to Dec. 1, 1917
6s, ..., $6,000.....Oct. 1, 1900
($500 due yearly)... to 1911
6s, ..., $20,000 ....Aug. 1, 1900
($1,000 due y'rly) to Aug. 1, 1919
6s, M&S, $15,000.....Sep. 1, 1901
($1,000 due yearly) to Sep. 1, 1915

INTEREST is payabl by Kountze Bros., New York City.

TOTAL bonded debt February 1, 1899, was $394,673; floating debt, $28,196; judgments, $2,832; total debt, $425,702, of which water debt was $125,000: total bonded debt of the school district on April 1, 1898, which is entirely separate from the city debt, was $67,000, and the floating debt, $15,000. Tax rate of school district in 1897 was $26·00.

POPULATION in 1890 was 13,836; in 1880 was 2,447.

BLAIR.—{JOHN McQUARRIE, Mayor. HENRY MENCKE, City Clerk.

County seat of Washington County.

LOANS— *When due.*
COURT HOUSE BONDS—
6s, J&J, $5,000.....July 1, 1909
Subject to call at any time.
WATER WORKS BONDS—
7s, Aug., $20,000....Aug. 10, 1905
Subject to call at any time.
Total debt Feb. 1, 1900....$25,000

Tax valuation, real.....$153,830
Tax valuation, personal.. 75,274
Total valuation 1899..... 229,104
Assessment ⅕ actual value.
State, Co. & city tax (p. M.)'99.$42·87
Population 1890 was.....2,069
Population 1880 was.....1,317
Population 1900 (estimated).3,750

INTEREST is payable in New York by Kountze Brothers.

TAX FREE.—Bonds of this city are exempt from taxation.

BLAIR SCHOOL DISTRICT.—H. W. McBride, Sec'y.

LOANS— *When Due.*
$10,000 1903
32,000.....1919-1920
Subject to call 1909-1910.

Bonded debt Sept. 1, '99..$42,000
Sinking fund..... 5,000
Tax valuation.....442,848
Population in 1899 was.....4,000

BOONE COUNTY.—County seat is Albion.

LOANS— *When Due.*
COURT HOUSE BONDS—
5s, May, $25,000.....May 1, 1916
Subject to call after 1906.
RAILROAD BONDS—
8s, Jan., $33,000.....Jan. 7, 1901
Interest is payable in New York.
Total debt Jan. 1, 1898....$58,000
Sinking funds..... 11,000

Net debt Jan. 1, 1898.... $47,000
Tax valuation, real.....1,051,403
Tax valuation, personal. 326,082
Tax valuation, railroads. 180,959
Total valuation 1897 1,558,444
Total valuation 1898....1,617,378
Total tax (per $1,000)... 28·875
Population in 1890 was..... 8,683
Population in 1898 (est.)...13,000

The assessed valuation of property is not to exceed 15 per cent of the actual value.

BUFFALO COUNTY.—C. F. BODINSON, Treas.

County seat is Kearney. 3½ per cent refunding bonds have been offered to refund the court-house 5s, but not sold up to Mar. 30, 1900.

LOANS— *When Due.*
COURT HOUSE BONDS—
5s, J&J, $45,000..... Jan. 1, 1910
Subject to call.
FUNDING BONDS—
7s, M&N, $19,000.....May 1, 1900
REFUNDING BONDS—
3·60s, .., $54,000.....July 1, 1919
Subject to call after 1909.

Bond. debt Jan. 1, 1900. $118,000
Cash in various funds... 35,580
Tax valuation 1899. 2,754,130
Assessment about ⅑ actual value.
State & Co. tax (per M) '99..$26·25
Population in 1890 was 22,160
Population in 1899 (est.)...25,000

INTEREST is payable at Kearney, Neb.

BURT COUNTY.—JOHN G. ASHLEY, Treas.

County seat is Tekamah.

LOANS— *When Due.*
FUNDING BONDS—
5s, J&J, $105,000.....July 1, 1901
Total debt Mar.. 1900... $105,000
Tax valuation, real.....1,693,950
Tax valuation, personal. 738,420

Total valuation 1899...$2,432,370
Assessment is ⅓ actual value.
Total tax (per $1,000) '99..$19·17
Population 1890 was.....11,069
Population 1900 (est.).....16,000

INTEREST is payable by Kountze Bros., New York City.

BUTLER CO.—J. J. GRAHAM, County Clerk.

County seat is David City.

LOANS— *When Due.*
COURT HOUSE BONDS—
5s, J&J, $25,000.... July 1, 1909
REFUNDING BONDS—
5s, J&J, $89,000.....Jan. 1, 1912
Total debt Feb. 25, 1900..$114,000

Total valuation 1899...$2,199,101
Assessment abt. 15 p. c. actual val.
State & co. tax (per M) '99..$25·875
Population 1890 was.....15,454
Population 1900 (est.).....17,500

TAX FREE.—All bonds of this county are exempt from taxation.

CASS COUNTY.—J. L. BARTON, Treasurer.

County seat is Plattsmouth.

LOANS— *When Due.*
COURT HOUSE BONDS,
5s, Jan., $65,000.....Jan. 1, 1910
Subject to call.
Bonded debt Jan. 1, 1900..$65,000
Sinking fund..... 1,000

Tax valuation, real.. ..$2,855,281
Tax valuation, per'l..... 1,889,910
Total valuation 1899... 4,755,191
Assessment about ⅕ actual value.
State & co. tax (per M.) '99.$24·50
Population in 1890 was....24,080

INTEREST on all county bonds is payable in New York.

COLUMBUS.—WM. BECKER, Clerk.

Columbus is in Platte County.

LOANS— *When Due.*
BRIDGE BONDS—
6s, May 1, $8,000.....May 1, 1909
6s, Dec. 1, 30,000.....Dec. 1, 1917
REFUNDING BONDS—
4½s, M&S, $37,500...Mch. 1, 1919
Subject to call after Mch. 1, 1909

Total debt Feb. 25, 1900...$75,500
Tax valuation 1899.....374,200
Assessment about ⅛ actual value.
Total tax (per $1,000) '99. $53·00
Population 1890 was..... 3,134
Population in 1899 (est.).. 4,200

CUMING CO.—H. KOCH, Treasurer.

West Point is the county seat.

LOANS— *When Due.*
REFUNDING BONDS—
4½s, A&O, $65,000....Oct. 1, 1910
Subject to call after 1900.
WEST PT. PRECINCT BONDS, (ref.)
6s, J&J, $30,000.....July 1, 1915
Subject to call after July 1, 1905

Bond. debt Jan. 1, 1900. $65,000
Precinct bonds (add'l).. 30,000
Total valuation 1899....2,209,961
Assessm't abt. ⅕ to ⅐ act'l value.
State & co. tax (per M) '99..$23·75
Population 1899 (est.).....15,500
Population 1890 was.....12,265

DAKOTA CO.—GEO. C. BILLE, County Clerk.

County seat is Dakota.

Bonded debt Jan. 1, 1900.$125,000
Floating debt..... 10,000
Total debt Jan. 1, 1900... 135,000
Tax valuation 1899.....1,502,622

Assessment about ¼ actual value.
State & Co. tax (p. M.) '99...$27·12
Population in 1890 was 5,386
Population in 1900 (est.)....10,000

INTEREST is payable at Farmers' Loan & Trust Co., New York, and at State Treasurer's office, Lincoln, Neb.

DODGE COUNTY.—GEO. A. MURRELL, Clerk.

County seat is Fremont.

LOANS— *When Due.*
BRIDGE BONDS—
7s, Mar. 1, $10,000 ...Mar. 1, 1902
REFUNDING COURT HOUSE—
4s, M&S, $26,000 .....Sept 1, 1919
Subject to call Sept. 1, 1909.
REFUNDING—
5s, J&J, $100,000.....July 1, 1910
subject to call after July 1, 1900

4½s, J&D, $55,000..Dec. 15, 1910
Total debt Feb. 25, 1900.$191,000
Total valuation 1899....3,065,938
Ass'ment real ⅙ pers'al ¼ act. val.
State & Co. tax (per M)'99.$28·62½
Population 1890 was.....19,260
Population 1880 was.....11,263
Population 1899 (est) 25,000

INTEREST is payable by Kountze Bros., New York City.

DOUGLAS CO.—{D. M. HAVERLY, Clerk. G. F. ELSASSER, Treasurer.

The county seat is Omaha.

LOANS— *When Due.*
EXPOSITION BONDS—
4½s, J&J, $100,000...Jan. 1, 1918
FUNDING BONDS—
4½s, J&J, $180,000...Jan. 1, 1918
ROAD IMPROVEMENTS—
4½s, J&J, $150,000...July 1, 1912
REFUNDING BONDS—
5s, J&J, $268,000.....July 1, 1907
5s, J&J, 158,000.....July 1, 1911
4½s J&J, 119,000.....July 1, 1915
Subject to call after July 1, 1905

Interest payable in New York City.
Bond. debt Jan. 1, 1900. $975,000
Tax valuation, real.....17,275,793
Tax valuation, personal 3,350,717
Total valuation for Co. purposes 1899.....20,626,510
Assessment about ⅛ actual value.
State & co. tax (per M.) '99.$24·77½
Population 1890 was.....158,008
Population 1897 (est.).....160,000

FAIRBURY.—

This city is the county seat of Jefferson County.

LOANS— *When due.*
RAILROAD BONDS—
6s, July, $10,000.....July 1, 1907
6s, J&J, 11,000.....Sept. 1, 1912
Subject to call.
Fairbury Precinct—
RAILROAD AID—
6s, ..., $16,000.....Jan. 1, 1907
Subject to call.

Total city debt Mar. 1, 1900$21,000
Tax valuation, real.....187,608
Tax valuation, personal... 73,738
Total valuation 1899.....261,346
Assessment about ⅙ actual value.
Population of city 1890 was. 2,630
Population of city 1899 abt. 5,000

INTEREST on city bonds is payable by Kountze Bros., N. Y. City.

FALLS CITY.—

County seat of Richardson County. The school bonds given below are not a city debt, the school district, which includes the city and other territory, being responsible.

LOANS—	When Due.
ELECTRIC LIGHT—	
5s, Jan., $6,000	July 1, 1910
Subject to call at any time.	
REFUNDING WATER WORKS—	
4s, A&O, $31,000	Oct. 1, 1919
Optional $2,000 yearly	1904
to 1907; $2,500, 1908-'11; $3,000	
1912-'15, and $1,000, 1916.	
Total debt Feb. 1, 1899	$37,000
Sinking fund	1,000

SCHOOL BONDS—	
5s, J&J, $25,000	July 1, 1907
Subject to call.	
Tax valuation 1898	$357,451
Assessment about 1/5 actual value.	
Tax rate (per $1,000) '99	$37·50
School tax (additional)	21·00
Population 1890 was	2,102
Population 1897 (about)	4,000

INTEREST on school bonds is payable by the Treasurer of Richardson County; on city bonds at Kountze Bros., New York.

FREMONT.— { FRED. W. VAUGHN, Mayor. J. C. CLELAND, Treasurer.

This is the county seat of Dodge County.

LOANS—	When Due.
REFUNDING BONDS—	
4½, ann., $209,000	Mch. 1, 1919
Subject to call after Mch 1, 1904	
Fremont Precinct—	
REFUNDING BONDS—	
4s, ..., $44,000	Sept. 1, 1919
Subject to call Sept. 1, 1909.	

School District No. 1—M, E. Reynolds, Secretary.	
5s, ..., $30,000	Aug. 1, 1909
5s, ..., 18,000	June 1, 1912
..., ..., 39,000	Dec., 1919
Subject to call Dec., 1909.	

The *Precinct and School District* bonds in the above table are not included in the city's total debt, as they are not payable from the city tax proper.

INTEREST on the refunding bonds is payable at the Nebraska Fiscal Agency, New York.

BONDED DEBT on Feb. 25, 1900, was $209,000; water debt (included), $89,000. The city has at present no floating debt and no sinking fund.

ASSESSED VALUATION in 1899 was $791,750; in 1898 was $823,689; in 1897 of real estate was $602,635; of personal property, $189,333; total, $791,968; total tax rate (per $1,000), 1899, $82·62½, including State tax, $7·87½; County tax, $20·75; city tax, $22·00, and school tax, $28·00. Assessment is about 1/8 actual value.

POPULATION in 1890 was 6,747; in 1880 it was 3,013. According to local figures the population in 1899 is 10,000.

GRAND ISLAND.— { W. H. PLATT, Mayor. W. R KING, Treasurer.

County seat of Hall County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $151,000	1918
Subject to call after 1903.	

GRAND ISLAND SCHOOL DISTRICT REFUNDING BONDS—	
5s, J&J, $23,500	July 1, 1918
Subject to call after July1, 1903.	
4s, J&J, $23,000	July 1, 1919

INTEREST is payable by Kountze Bros., New York City.

BONDED DEBT, ETC.—The city's bonded debt on Feb. 16, 1900, was $151,000; water debt (included), $70,000; floating debt, additional, $4,910; sinking fund, about $6,443. The school district debt on Oct. 1, 1899, was $46,500.

ASSESSED VALUATION (about 15 per cent of actual value) in 1899 of real estate, $575,677; personal property, $170,335; railroad, $40,280; total, $786,292; tax rate per $1,000, in 1899 was $70·37½, this including State tax $6·87½, county tax $15·50, city tax $25·00, and school tax, $23·00.

POPULATION in 1890 was 7,536; 1880 was 2,963. Population in 1898 (about) 10,000.

HASTINGS.— { JACOB FISHER, Mayor. E. A. FRANCIS, Clerk.

Hastings is the county seat of Adams County.

LOANS—	When Due.
WATER BONDS—	
5s, M&N, $10,000	May 21, 1914
Subject to call.	
ELECTRIC-LIGHT BONDS—	
4s, J&D, $20,000	Dec. 1, 1919
Subject to call 1909.	

RAILROAD AID—	
5s, M&N, $20,000	May 1, 1908
REFUNDING BONDS—	
4½s, J&J, $225,000	Jan. 1, 1919
Subject to call Jan. 1, 1909.	

INTEREST payable on all bonds in New York City at Nebraska's fiscal agency—Kountze Brothers.

TOTAL BONDED DEBT Dec. 1, 1899, was $275,000; sinking fund, $28,607; net debt, $246,393; water debt (included in total debt) $110,000. The water plant owned by the city yields a revenue of over $11,000 a year.

ASSESSED VALUATION—In 1899 of real estate was $454,443; of personal property, $168,290; of railroads, etc., $62,755; total, $685,488; city tax rate (per $1,000) 1899, $40·00. Real estate is assessed at about "one eighth its actual value." personal property at about one twelfth.

POPULATION in 1890 was 13,584; in 1880 was 2,817; in 1899 (est.), 14,500.

HEBRON.— { J. A. BOWDLE, Treasurer. B. A. YOUNG, Clerk.

Hebron is in Thayer County. Hebron precinct and school district includes considerable territory outside of the city.

LOANS—	When Due.
WATER WORKS—	
5s, A&O, $24,000	Oct. 1, 1910
Subject to call at any time.	
Hebron Precinct—	
RAILROAD AID—	
6s, ..., $11,000	Jan. 1, 1907
Subject to call at any time.	
School District Bonds—	
5s, ..., $9,000	1909

Town debt Mar. 1, 1900	$24,000
Precinct debt	11,000
School district debt	9,000
Tax valuation 1899	134,815
Assessment about 1/5 actual value.	
Total tax (per $1,000), '99	$47·70
Population (precinct), 1890	2,265
Population (town), 1890	1,502
Population (town), 1899 (est.)	1,600

HOWARD COUNTY.—CHRIS. APPEL, Treas.

County seat is Saint Paul.

LOANS—	When Due.
BRIDGE BONDS—	
6s, J&J, $3,000	Jan. 1, 1905
RAILROAD BONDS—	
6s, J&J $20,000	Jan. 1, 1906
REFUNDING BONDS—	
6s, J&J, $11,500	Jan. 1, 1906
Subject to call after Jan. 1, 1901	

FUNDING BONDS—	
7s, J&J, $45,000	Jan. 1, 1901
Total debt Feb. 1, 1900	$79,500
Total valuation 1898	1,293,944
Assessment about 1/5 actual value.	
State & co. tax (per M.) '99	$27·50
Population 1890 was	9,430
Population in 1899 (est.)	10,000

INTEREST is payable in New York, except on bridge 6s.

JEFFERSON CO.—E L CLINE, Co. Clerk.

The county seat of this county is Fairbury. Of the Court House bonds mentioned below $50,000 will be refunded at the optional date.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, J&J, $58,000	July 1, 1910
Subject to call after July 1, 1900	
Total debt Mar. 1, 1900	$58,000
Sinking fund	8,000
Net debt, Mar. 1, 1900	50,000

Tax valuation, real	$1,514,301
Tax valuat'n, pers. & RR.	985,098
Total valuation 1899	2,499,399
Assessment about 1/8 actual value.	
State & co. tax (per M.) '99	$25·75
Population 1890 was	14,850
Population in 1900 (est.)	17,000

KEARNEY.—This city is in Buffalo County.

LOANS—	When due.
CANAL AND WATER—	
7s, J&J, $30,000	July 1, 1902
5s, M&N, 60,000	May 1, 1914
CITY HALL—	
5s, Sept., $25,000	Sept. 1, 1908
SEWER BONDS—	
6s, Jan., $70,000	Jan. 1, 1910
KEARNEY SCHOOL DISTRICT—	
6s, J&J, $14,400	Jan. 1, 1901
6s, J&J, 18,000	July 1, 1905
6s, A&O, 10,000	Oct. 1, 1908
Subject to call at any time.	
5s, F&A, $60,000	Feb. 12, 1912
(Subject to call.)	

Bonded debt Jan 1, '98	$287,400
Floating debt	10,500
Total debt	297,900
Sinking fund	2,300
Net debt Jan. 1, 1898	295,600
Tax valuation, real	530,032
Tax valuation, personal	163,192
Total valuation, 1897	693,224
Assessment is 1/7 actual value.	
Total tax (per $1,000)	$98·37
Population in 1890 was	8,074
Population in 1897 (est.)	7,000

INTEREST on the school bonds is payable at the office of the County Treasurer or by Kountze Bros., New York; on all other bonds at the City Treasurer's office.

LANCASTER CO.—The county seat is Lincoln.

LOANS—	When Due.
FUNDING BONDS—	
4s, J&J, $350,000	Mar. 1, 1914
($35,000 opt. y'ly after 1904).	
M. P. 2d ISSUE—	
5½s Jan., $100,000	Jan. 1, 1903
Total debt Mar. 20, 1899	$585,000
Sinking fund assets	42,000
Net debt Mar. 20, 1899	543,000

Tax valuation, real	$6,886,792
Tax valuat'n, per. & RR.	2,250,399
Total valuation 1898	9,137,191
Total valuation 1899	8,851,143
Assessment 1/6 of actual value.	
State tax (per $1,000) '99	$8·25
County tax (per $1,000) '97.	17·60
Population 1890 was	76,395
Population in 1895 (est.)	70,000

INTEREST is payable at County Treasury.

LINCOLN.— { H. J. WINNETT, Mayor. M. I. AITKEN, Treasurer.

Lincoln is the county seat of Lancaster County.

LOANS—	When Due.
CHI. R. I. & PAC. RR.—	
5s, J&J, $50,000	Oct. 1, 1900
DISTRICT PAVING BONDS—	
6s, ..., $200,000	Various.
5s, .., 25,000	1900 to 1910
(Payable $2,500 yearly.)	
FR. ELK. & MO. VAL. RR.—	
5s, J&J, $50,000	July 1, 1906
Subject to call at any time.	
FUNDING BONDS—	
6s, Sept., $118,000	Sept. 1, 1912
Optional after Sept. 1, 1902	
6s, ann., $90,000	Jan. 1, 1914
Subject to call after Jan. 1, 1904	
INTERSECTION PAVING—	
5s, J&J, $100,000	Aug. 1, 1910
Subject to call Aug. 1, 1900	
5s, J&J, $50,000	July 1, 1912
Optional after July 1, 1902	

MISSOURI PACIFIC RR.—	
5s, J&J, $50,000	Nov. 1, 1905
5s, J&J, 20,000	Jan. 1, 1906
REFUNDING BONDS—	
5s, ..., $26,000	1917
(Subject to call after 1907.)	
4½s, ..., $139,500	Aug. 1, 1918
Optional after 1908.	
4s, M&S, $402,000.	Mar. 1, 1910, to
($40,200 due yearly)	Mar. 1, 1919
All subject to call after Mar. 1, '09.	
WATER BONDS—	
5s, ann., $26,600	Dec. 1, 1904
($2,660 due y'rly) to	Dec. 1, 1913
5s, A&O, 47,000	Oct. 1, 1912
Optional after Oct. 1, 1902	
SCHOOL BONDS—	
5s, J&D, $50,000	Dec. 1, 1914
Subject to call after Dec. 1, 1904	
5s, M&N, $25,000	May 1, 1917
Subject to call May 1, 1907	

EXPLANATORY OF BONDS.—Many of the bonds are subject to call before maturity, certain of these being indicated in the table above. All are exempt from taxation.

PAR VALUE.—Bonds are mostly for $1,000 each.

INTEREST.—Interest is payable in New York at Kountze Bros.

TOTAL DEBT.—The bonded debt on Feb. 15, 1900, was $1,169,100, including the water debt; district paving bonds, not considered part of the city debt, $225,000; floating debt about $20,000. School debt on same date was $75,000.

TOTAL ASSESSED VALUATION in 1898 was $5,017,957; total tax rate (per $1,000) $75·30. Assessment at one-tenth actual value. City tax rate (per $1,000) in 1899, $38·00.

POPULATION.—In 1890, 55,491; in 1880, 13,003; in 1898 (est.), 60,000.

NEBRASKA CITY.—I. N. PHIFER, Treas.

County seat of Otoe County.

LOANS—	When due.
FUNDING BONDS—	
7s, M&N, $44,000	May 1, 1903
Subject to call at any time.	
REFUNDING BONDS—	
5s, $237,000	1919
$87,000 subject to call after	1904
Bonded d't Feb. 23, 1900	$281,000
Tax valuation 1897	750,765

Assessment 1/7 to 1/10 actual value.	
Total tax (per $1,000) '97	$80·00
Population in 1890 was	11,494
Population in 1897 (est.)	12,00—
School District—H. R. Young, Sec.	
REFUNDING BONDS—	
4s, ..., $20,000	1905 to 1919
($1,000 due yearly 1905 to 1914	
and $2,000 yearly 1915 to 1919.)	

INTEREST is payable in New York at Kountze Brothers.

The total debt given above does not include School District bonds.

NORFOLK.— { J. E. SIMPSON, Mayor. J. C. STITT, City Clerk.

This city is in Madison County.

LOANS—	When Due.
FIRE DEPARTMENT—	
6s, J&J, $7,000	Sept. 15, 1902
6s, F&A, 7,500	Aug. 24, 1911
FUNDING BONDS—	
6s, F&A, $7.500	Aug. 24; 1911
SEWER BONDS—	
6s, J&J, $8,000	Sept. 15, 1907
REFUND'G WATER BONDS—	
4½s, M&S, $38,000	Mar. 1, 1919
Subject to call after 1909.	
Int. is payable at New York City.	

Bonded debt Aug. 12, '99.	$68,000
Floating debt	1,960
Total debt	69,960
Sinking fund	3,632
Net debt Aug. 12, 1899	66,328
Tax valuation, real	234,702
Tax valuation, personal	86,630
Total valuation 1899	321,332
Assessment about 1/7 actual value.	
City tax (per $1,000) 1900	$29·50
Population in 1890 was	3,038
Population in 1900 (est.)	5,000

OMAHA.—AUGUST H. HENNINGS, Treasurer.

Omaha is situated in Douglas County.

LOANS—	When Due.
*CITY HALL BONDS—	
5s, M&S, $25,000	Mar., 1908
5s, A&O, 100,000	Oct., 1909
5s, J&D, 100,000	June, 1911
5s, F&A, 175,000	Feb., 1912
4½s, J&J, 100,000	July, 1910

LOANS—	When Due
*FIRE ENGINE—	
4½s, J&J, 50,000	July 1, 1910
PAVING BONDS—	
5s, M&N, $100,000	May, 1903
5s, J&J, 100,000	July, 1904
5s, F&A, 50,000	Aug., 1905

LOANS—	When Due.
PAVING BONDS—(Con.)	
5s, J&J, $50,000	Oct., 1906
5s, A&O, 50,000	Jan., 1906
5s, M&S, 75,000	Sept., 1907
5s, M&N, 100,000	May, 1908
5s, A&O 75,000	Apr., 1909
5s, M&N, 50,000	May, 1912
5s, F&A, 100,000	Aug., 1913
4½s, J&J 75,000	July, 1910
4½s, A&O, 25,000	Oct. 1, 1917
4s, A&O, 25,000	April 1, 1918
4s, J&J, 25,000	July 1, 1919
*LIBRARY BONDS—	
5s, M&N, $100,000	May, 1912
FUNDING BONDS—	
7s, M&N, $66,100	Nov., 1900
5s, J&D, 100,000	June, 1905
4s, M&S, 300,000	Mar. 1, 1918
*PARK BONDS—	
5s, J&D, $400,000	June, 1912
RENEWAL—	
5s, A&O, $100,000	Apr., 1909
SEWER BONDS—	
6s, M&S, $100,000	Sept., 1901
6s, J&D, 100,000	June, 1903
5s, J&J, 70,000	July, 1904
5s, M&S, 100,000	Sept., 1907
5s, M&N, 100,000	May, 1908
5s, A&O, 100,000	Apr., 1909
5s, M&N, 50,000	May, 1912
5s, F&A, 100,000	Aug., 1913
4½s, J&J, 50,000	July, 1910
4½s, F&A, 100,000	Aug., 1906
4s, J&J, 25,000	July 1, 1919
4s, J&D 25,000	Dec. 1, 1919
SPECIAL ASSESSMENT BONDS—	
Street improvem't, etc.	$1,344,000

INTEREST is payable in New York by Kountze Bros.

TOTAL DEBT, ETC.—

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, 1898.	Jan., 1897.
Total bonded debt	$3,436,100	$3,361,100	$3,036,100	$3,011,100

In addition to the above the assessment bonds maturing part yearly (payable by special assessment) on Jan. 1, 1900, amounted to $1,344,000.

*DEBT LIMITATION.—The city debt is limited by law to $2,500,000. The city hall bonds, fire engine bonds, library bonds, park bonds, the $300,000 of 4 p. c. funding bonds and special assessment bonds are excluded from this limitation.

ASSESSED VALUATION.—The assessed valuation, for (city purposes "about ⅓ cash value") and tax rate have been as follows:

Years.	Assessed Valuation. Real.	Personal.	Total.	Tax Rate per $1,000.
1900	$29,066,985	$6,625,372	$35,692,357	$28·00
1899	28,788,815	6,118,584	34,907,399	25·00
1898	27,673,935	5,375,568	33,049,503	24·00
1897	14,440,142	2,975,806	17,415,948	54·00
1892	16,740,898	3,690,861	20,431,759	41·00
1890	16,303,131	3,697,045	20,000,176	41·50
1889	16,642,831	4,083,848	20,726,679	48·00
1887	12,798,119	3,716,625	16,514,744	23·25

Valuation of railroads, banks, etc., for 1900 (included in personal property) amounted to $1,131,559.

POPULATION.—In 1890 it was 140,452; in 1880 it was 30,518; in 1870 it was 16,083.

OMAHA SCHOOL DISTRICT.—A. H. Hennings, Treas.

The district includes all of the city of Omaha.

LOANS—	When Due.
5s, ..., $200,000	1908
5s, ..., 385,000	1912
4s, J&J, 250,000	Jan. 1, 1919
Int. pay. at fiscal agency, N.Y.City.	

Bonded debt Jan. 1, 1900	$835,000
Floating debt	141,940
Value of school prop'ty	1,629,165
For assessed valuation and popul'n see statem'nt City of Omaha	

A sinking fund is provided for payment of bonds at maturity.

OTOE COUNTY.—H. R. YOUNG, Co. Clerk.

County seat is Nebraska City.

LOANS—	When Due
FUNDING BONDS—	
5s, A&O, $28,000	Apr. 1, 1909
Subject to call at any time.	
REFUNDING BONDS—	
6s, M&N, $85,000	May 1, 1906
Subject to call at any time.	
5s, J&J, $78,000	July 1, 1909
4s, J&J, $77,000	July 1, 1914
Subject to call after July 1, 1904	
4s, ..., $100,000	1918
4½s, .., 55,000	1918
Subject to call after 1913.	

SINKING FUND BONDS—	
4½s, ..., $40,000	Dec. 1, 1915
Subject to call after Dec. 1, 1905	
Bonded debt Mar. 1, 1900	$463,000
Sinking fund assets	15,000
Tax valuation, real	3,390,499
Tax valuation, personal	1,313,268
Total valuation 1898	4,703,767
Total valuation 1899	4,673,727
Assessment is ⅕ actual value.	
State & Co. tax (per M.) '99.	$28·50
Population in 1890 was	25,403
Population in 1899 (est.)	28,000

INTEREST is payable at the office of the County Treasurer.

TAX FREE—All the county's bonds are exempt from taxation.

PAWNEE CITY.—C. E. PIERCE, City Clerk.

This village is in Pawnee County.

LOANS—	When Due.
ELECTRIC LIGHT BONDS—	
7s, Aug., $4,000	Due in 20 years
REFUNDING WATER WORKS—	
4s, J&J, $4,000	July 1, 1904
(Subject to call one bond yearly.)	
4s, J&J, $23,000	July 1, 1919
($8,000 subject to call a ter 1904 and $15,000 after 1909)	
Total debt Mar. 1, 1900	$33,500

Sinking fund	$1,000
Net debt Mar 1, 1900	32,500
Total valuation 1899	242,500
Assessment about 1-5 actual value.	
Tax rate (per $1,000) 1898.	$67·37
PAWNEE CITY PRECINCT—	
Railroad loan—	
4½s, ..., $9,000	July 1, 1906
Population of village 1890	1,550
Population in 1900 (est.)	2,500

PLATTE COUNTY.—G. W. PHILLIPS, Clerk.

County seat is Columbus.

LOANS—	When Due.
REFUNDING—	
4½s, J&J, $86,000	July 1, 1910
Subject to call after July 1, 1900	
Total debt Jan. 1, 1900	$86,000
Sinking fund	3,554

Net debt Jan. 1, 1900	$82,446
Tax valuation 1899	2,337,534
State & Co. tax (per M.) '99.	$22·23
Population 1890 was	15,437
Population in 1900 (est.)	19,000

INTEREST payable at County Treasury.

PLATTSMOUTH.—F. M. RICHEY, Mayor. E. W. COOK, Treasurer.

This city is the county seat of Cass County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, F&A, $21,000	Aug. 1, 1905
5s, J&D, 103,000	1900 to 1918
Optional $2,000 yearly 1901 to 1918 and $67,000 on June 1, 1919.	

OMAHA SOUTHERN RR.—	
6s, May, $40,000	May 1, 1910
subject to call after May 1, 1905	
RAILROAD REFUNDING BONDS—	
6s, Jan., $25,000	Jan. 1, 1901
6s, ..., 10,000	July 1, 1910
subject to call.	

BONDED DEBT Oct. 1, 1899, was $199,000; floating debt, $12,000; total debt, $211,000.

ASSESSED VALUATION in 1899 of real estate was $465,086; of personal property, $106,800; total, $571,886; total tax rate (per $1,000), $101·00. Property is assessed at about ¼ to ⅙ of its value.

POPULATION.—In 1890 was 8,392; in 1880 was 4,175. In 1899 according to local figures, the population was 8,500.

SAUNDERS CO.—J. L. COLEMAN, Treasurer.

County seat is Wahoo.

LOANS—	When Due.
RAILROAD BONDS—	
4½s, J&J, $100,000	Jan. 1, 1907
Subject to call about Jan. 1, 1902	
Interest is payable at Lincoln.	
Total debt Jan. 1, 1900	$105,000
Sinking fund	30,000

Net debt Jan. 1, 1900	$75,000
Total valuation 1899	3,223,554
Assessm't about 1-10 actual value.	
State & co. tax (per M.) '99.	$28·00
Population 1890 was	21,577
Population 1899 (est.)	25,000

SEWARD.—WM. REDFORD, Mayor. H. A. GRAFF, Treasurer.

This city is the county seat of Seward County.

LOANS—	When Due.
RAILROAD BONDS—	
6s, July, $15,000	July 1, 1907
WATER WORKS—	
6s, Sept., $30,000	Sept. 16, 1909
Subject to call at any time.	
Total debt Oct. 1, 1899	$45,000

Tax valuation, real	$133,997
Tax valuat'n, pers'l & RR.	54,111
Total valuation 1897	188,108
Assessm't less than ⅕ actual value.	
Total tax (per $1,000)	$75·125
Population in 1890 was	2,108
Population in 1899 (est.)	2,500

SHERMAN CO.—JOHN MINSHULL, Clerk.

County seat is Loup City.

LOANS—	When Due.
RAILROAD BONDS—	
6s, ..., $33,000	Sept. 1, 1906
REFUNDING BONDS—	
5s, ..., $20,000	Sept. 27, 1908
4s, ..., 89,000	Sept. 1, 1912
Total debt Feb. 1, 1900	$142,900
Tax valuation, real	$552,240

Tax valuation, personal	$139,167
Tax valua'n railroads, etc.	185,820
Total valuation 1899	877,227
Assessment about 1-5 actual value.	
State & co. tax (per $1,000).	$23·50
Population 1890 was	6,399
Population 1898 (est.)	7,000

SOUTH OMAHA.—T. H. ENSOR, Mayor. F. A. BROADWELL, Treasurer

This city is in Douglas County.

LOANS—	When Due.
PAVING BONDS—	
6s, J&D, $50,000	June 1, 1901
REFUNDING BONDS—	
6s, ..., $47,000	1903-1908
5s, ..., 70,000	
SEWER REFUNDING BONDS—	
5s, J&D., $62,000	June 1, 1915

VIADUCT BONDS—(Ref).	
5s J&D, $78,000	June 1, 1915
STREET IMPROVEMENT BONDS—	
Curbing 6s	$14,773
Grading 6s	57,604
Paving 6s	184,766
Sewer 6s	4,600

INTEREST is payable by Kountze Bros., New York.

TOTAL BONDED DEBT on September 1, 1899, was $307,000; Street improvement bonds (additional) $236,880. The street improvements will be redeemed by special assessment and are not considered as part of the city debt.

ASSESSED VALUATION in 1899 was $1,821,665; city tax rate (per $1,000) 1899, $42; in 1898 the city tax rate was $ 6; total tax (per $1,000) 1896, $88·625. Property is assessed at one-fifth of its actual value.

POPULATION in 1890 was 8,062. In 1895, according to local figures, the population was 15,000.

SUPERIOR.—This city is in Nuckolls County.

RAILROAD AID—	
7s, ..., $13,000	July 1, 1907
6s, ..., 5,400	Sept. 1, 1908
WATER WORKS—	
5s, M&N, $25,000	Nov. 1, 1908
Subject to call at any time.	
Total debt Jan. 21, 1898.	$43,400
Sinking fund	2,170
Net debt Jan. 21, 1898	41,230

Tax valuation, real	$116,170
Tax valuation, personal.	42,295
Total valuation, 1898	162,465
Assessment about 1-5 act. value.	
SUPERIOR SCHOOL DISTRICT—	
6s, ..., $12,000	Aug. 1, 1909
Population 1890 was	1,614
Population 1880 was	458
Population 1895 (est.)	2,000

TECUMSEH.—C. E. SMITH, Clerk.

This city is the county seat of Johnson Co.

[$9,400 4¼ p. c. refunding city hall and electric-light bonds were offered for sale Apr. 3, 1900, but all bids were rejected.]

LOANS—	When Due.
REFUNDING WATER WORKS—	
4½s, May 1, $21,000	May 1, 1919
Subject to call May 1, 1909.	
Total debt Feb. 24, 1900	$31,500

Tax valuation 1899	$1,150,000
Total tax rate (per M.) '99	71·75
Population in 1890 was	1,654
Population in 1900 (est.)	2,300

WASHINGTON CO.—W. GAULDRIE, Clerk.

County seat is Blair. The District Court on Sept. 6, 1899, declared illegal bonds issued in aid of the Sioux City & Pacific RR. The matter is still (Feb. 20, 1900) in the courts.—(V. 69, p. 661.)

LOANS—	When due.
COURT HOUSE—	
6s, J&J, $35,000	July 1, '07 & '09
RAILROAD BONDS—	
8s, July, $75,000	
REFUNDING BONDS—	
5s, A&O, $150,000	Apr. 1, 1910
Bonded debt, Mar., 1899.	$260,000

Floating debt	$4,000
Total debt Mar. 1899	264,000
Total valuation 1898	2,329,838
Assessment abt. 1-6 actual value.	
State & co. tax '99 (per M.)	$22,875
Population 1890 was	11,869
Population 1880 was	8,631
Population 1897 (est.)	15,935

INTEREST on the 8 per cent bonds is payable at the office of the County Treasurer; on others at the State Fiscal Agency, New York.

YORK.—N. V. HARLAN, Mayor. GEO. S. NEUMAN, Clerk.

This is the county seat of York County. Bonds described below will probably be refunded in the near future.

LOANS—	When Due.
CITY HALL BONDS—	
6s, J&J, $7,000	Jan. 1, 1909
FUNDING BONDS—	
6s, J&D, $4,600	Dec. 1, 1909
Subject to call after Dec 1, 1899	
RAILROAD AID—	
6s, July, $10,000	July 1, 1907
6s, Oct., 13,000	Oct. 1, 1907

Total debt Mar. 19, 1900	$34,600
Sinking fund	2,644
Net debt Mar. 19, 1900	31,956
Tax valuation, real	202,593
Tax valuation, personal	83,024
Total valuation, 1899	285,617
Assessment about ⅒ actual value,	
Total tax (per $1,000) '99	$87·00
Population 1890 was	3,405
Population in 1899 (est.)	5,000

INTEREST on all bonds is payable in New York City.

TAX FREE.—All bonds are exempt from taxation.

YORK COUNTY.—H BEHLING, Treasurer.

County seat is York.

LOANS—	When Due.
REFUNDING BONDS—	
6s, F&A, $36,000	Aug. 1, 1905
Subject to call at any time.	
Total debt Jan. 1, 1900	$36,000

Tax valuation 1899	$2,278,792
Assessment about ¼ actual value.	
State & Co. tax (per M.) '99.	$22·87½
Population in 1890 was	17,279
Population in 1900 (est.)	19,000

INTEREST is payable in New York City.

ADDITIONAL STATEMENTS.

In the table below we present statistics regarding certain minor divisions of the State which are not given in detail among the foregoing statements.

	Total debt.	Floating Debt.	Assessed valuation.	Tax rate.	Population '90.
Aurora (c) Hamil'n Co.	$28,000	.....	.....	$29·71	1,862
Boyd County	20,000	$40,000	$295,693	27·12	*7,500
Central Cy., Merrick Co.	28,500	.....	175,000	79·00	1,368
Richardson County	19,720	.....	3,324,086	25·00	†23,000
Seward County	90,000	.....	2,455,727	21·28	16,140
Wayne, Wayne Co	22,500	.....	183,512	....	1,178
Wayne County	25,000	.....	1,240 347	21·00	6,169
Wymore, Gage Co	50,000	....	300,000	9 00	2,420

*Later estimate of population. †Estimated, 1900.

State of Kansas.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act May 30, 1854) - May 30, 1854
Admitted as a State (Act Jan. 29, 1861) - Jan. 29, 1861
Total area of State (square miles) - - - - - 81,318
State Capital - - - - - - - - - Topeka
Governor (term exp. 2d Mon. Jan. 1901) - - W. E. Stanley
Secretary of State (term ends 2d Mon. Jan. 1901) - G. A. Clark
Treasurer (term ends 2d Monday Jan. 1901) - - F. E. Grimes

Legislature meets biennially in odd years on the 2d Tuesday in January. There is no limit to length of sessions, but members can receive pay for only 50 days services in the aggregate.

INCIDENTS IN STATE ORGANIZATION, ETC.—See STATE AND CITY SUPPLEMENT of April, 1893, page 124, for the facts and statements heretofore given under this head.

HISTORY OF DEBT.—When Kansas was admitted into the Union as a State (in 1861) it had a bonded debt of $150,000. The Constitution of 1859 limited the debt-making power to one million dollars (with certain restrictions and exceptions), as more fully described below. In 1866 the bonded debt was $630,775, of which the State owned $28,650. In 1878 the total bonded debt was $1,181,975, of which the State owned $713,600. The bonded debt Sept. 1, 1898, was $632,000, all held by State funds. At present the debt is:

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
* Funding, 1888	4	J & D	Dec. 1, 1908	$18,000
* Do 1889	4	J & J	July 1, 1909	85,000
*Refunding, 1897	4	J & J	July 1, 1902	150,000
* Do 1898	4	J & J	July 1, 1903	220,000
* Binding twine bonds	4	Semi-an.	1900-'01-'02	110,000

* All in School Fund.

PAR VALUE OF BONDS.—The bonds held by the public are all for $1,000 each.

INTEREST is payable in New York at the Nat. Bk. of the Republic.

ASSESSED VALUATION.—The State's assessed valuation (about 33 per cent of actual value) and tax rate have been as follows:

Years.	Total Assessed Valuation.	State Tax p. $1,000	Years.	Valuation.	State Tax
1899	$327,175,107	....	1893	$356,621,818	$3·80
1898	325,889,747	$4·10	1890	348,459,943	4·25
1897	325,370,432	4·10	1885	248,846,811	4·15
1895	329,939,031	4·25	1880	160,570,761	5·50
			1876	133,832,216	5·50

DEBT LIMITATION,—Kansas has by its Constitution given the State power to contract public debts for the purpose of defraying extraordinary expenses and making public improvements in an amount not to exceed $1,000,000. This limit, however, has two exceptions. *First*, the next section provides that it may be exceeded if the proposed law for creating such debt shall be submitted to a vote of the electors, and if the proposed law be ratified by a majority of the votes cast. *Second*, the section following provides that the State may borrow money to repel invasion, &c. We give these sections in full and also the subsequent one which forbids the State being a party to internal improvements.

Debts, annual tax; proceeds. For the purpose of defraying extraordinary expenses and making public improvements, the State may contract public debts; but such debts shall never, in the aggregate, exceed one million dollars, except as hereinafter provided. Every such debt shall be authorized by law for some purpose specified therein, and the vote of a majority of all the members elected to each House, to be taken by the yeas and nays, shall be necessary to the passage of such law; and every such law shall provide for levying an annual tax sufficient to pay the annual interest of such debt and the principal thereof when it shall become due; and shall specifically appropriate the proceeds of such taxes to the payment of such principal and interest; and such appropriation shall not be repealed nor the taxes postponed or diminished until the interest and principal of such debt shall have been wholly paid.

Other debts. No debt shall be contracted by the State except as herein provided, unless the proposed law for creating such debt shall first be submitted to a direct vote of the electors of the State at some general election; and if such proposed law shall be ratified by a majority of all the votes cast at such general election, then it shall be the duty of the Legislature next after such election to enact such law and create such debt, subject to all the provisions and restrictions provided in the preceding section of this article.

Borrow money. The State may borrow money to repel invasion, suppress insurrection or defend the State in time of war; but the money thus raised shall be applied exclusively to the object for which the loan was authorized, or to the repayment of the debt thereby created.

Internal improvements. The State shall never be a party in carrying on any works of internal improvement.

MUNICIPAL indebtedness is not restricted by the Constitution at all. The only provision for the regulation of such matters contained in that instrument is the following, requiring the Legislature to make general laws and restricting the power to make debt in the case of cities, towns and villages.

Cities. Provision shall be made by general law for the organization of cities, towns and villages; and their power of taxation, assessment, borrowing money, contracting debts and loaning their credit, shall be so restricted as to prevent the abuse of such power.

Under the foregoing the legislation of Kansas has become so extensive that our limited space here does not admit of even a brief digest. The reader will, however, find the ground very fully covered in a series of articles which were published in the CHRONICLE, Vol. 53, pages 854 and 942, and Vol. 54, pages 42 and 128.

POPULATION OF STATE.—The population of Kansas has been as follows in the years named. Population in 1899 est. at 1,425,112.

1890	1,427,096	1870	364,399
1880	996,096	1860	107,206

The proportion of the colored population was 4·33 per cent in 1880 and 3·59 per cent in 1890. In number blacks were 627 in 1860; 17,108 in 1870; 43,107 in 1880, and 51,251 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF KANSAS.

NOTE.—*For reports not given in alphabetical order among the following see "Additional Statements" at end of this State.*

The National Bank of the Republic of New York City has been appointed fiscal agent for the State of Kansas, and all bonds or coupons of minor civil divisions of the State, which by their terms are payable in New York, will be paid at the above-named bank.

ABILENE.—P. H. HALLOCK, Mayor. C. E. RUGH, City Attorney.

Abilene is in Dickinson County. Bonds all optional.

LOANS— When Due.
REFUNDING BONDS—
5s, ..., $12,000.....Jan. 1, 1918
5s, ..., 3,000.....1900 1902
($1,000 yearly.)
5s, ..., 35,000.....Jan. 1. 1918

Bonded debt Feb. 1, 1900.$50,000
Total tax valuation '99....460,000
Assessment is about ¼ actual val.
Tax rate (per $1,000)' 97...$22·50
Population in 1895 was.....3,400
Population in 1899 (est.)....3,700

INTEREST on all bonds is payable at the State treasury. All bonds are owned by the State school fund.

ALLEN COUNTY.—C. A. FRANK, Clerk.

County seat is Iola.

LOANS— When Due.
REFUNDING RR. AID BONDS—
5s, ..., $119,000..... — —
Bond. debt Mar. 1, 1900. $119,000
Total valuation, 1899....4,069,373

Assessment about ½ actual value.
State & Co. tax (p.M.)'99. $14·50
Population, 1890..... 13,509
Population, 1900 (est.)... 20,000

INTEREST is payable at the State Fiscal Agency, New York.

ANDERSON CO.—J. W. SHIELDS, Treas.

County seat is Garnett.

LOANS— When Due.
L. L. & G. RR. (funded):
6s ....., $119,000. ..Jan. 1, 1906
6s ....., 70,000. ..July 1, 1907
6s ....., 29,000. ..Jan. 1, 1906
REFUNDING BONDS.—
4½s, ..., $50,000 .. .1914-'19-'29
(Due $10,000 in 1914, $20,000 in 1919 and $20,000 in 1929.)
Total debt Feb. 1, 1900.. $268,000

Sinking fund..... $6,213
Net debt Feb. 1, 1900... 261,787
Tax valuation, real.....2,175,780
Tax valuation, personal. 499,430
Tax valuation, railroad.. 714,937
Total valuation 1899....3,390,147
Assessment is 35 p.c. actual value.
Total tax (per $1,000) '99...$38·60
Population in 1900 (est.).. 14,243
Population in 1895 was.....13,457

ANTHONY CITY.—JOHN D. BROWN, Mayor. L. G. JENNINGS, City Clerk.

This city is in Harper County. $4,000 of stock bonds due in 1902 have been declared illegal by the State Supreme Court.

LOANS— When Due.
GEN. IMP. BONDS—
6s, J&J, $4,000.....July 1, 1902
RAILROAD BONDS—
6s, J&J, $35,000.....July 1, 1908
6s, M&N, 20,000.....May 1, 1920
REFUNDING BONDS—
6s, A&O, $40,500.....Oct. 1, 1918

Bonded debt July 1, '99.. $99,500
Floating debt..... 27,174
Total debt, July 1, 1899.. 126,674
Assessed valuation 1899. 135,311
Assessment about ⅔ actual value.
Total tax (per $1,000)1899.$93·00
Population in 1899 (est.)....1,190
Population in 1890 was.....1,806

TAX FREE.—All above bonds are exempt from taxation in Kansas

ARGENTINE.—C. W. GREEN, Mayor. J. C. LONG, Clerk.

Argentine is in Wyandotte County.

LOANS— When Due.
BOARD OF EDUCATION BONDS—
6s, ..., $15,000.....June 2, 1910
6s, ..., 15,000.....July 1, 1911
CITY HALL AND VIADUCT—
6s, J&J, $13,000.....July 1, 1910
FUNDING BONDS—
6s, J&J, $29,334 .... July 2, 1914
REFUNDING BONDS—
6s, F&A, $4,000.....Aug. 1, 1902
6s, F&A, 4,500.....Aug. 1, 1903
SPECIAL IMPROVEMENT BONDS—
6s, var., $112,?52....1899 to 1905

Bonded debt July 1, '98..$194,086
Tax valuation, real.....505,525
Tax valuation, personal...162,635
Total valuation 1898.....668,160
Assessment is ¼ actual value.
City tax (per $1,000)... .. $21·00
School tax (per $1,000)..... 20·00
Population in 1890 was.....4,732
Population in 1898 was 6,341

TAX FREE.—All bonds issued by this city are exempt from taxation.

INTEREST is payable at the Kansas Fiscal Agency, New York City.

ARKANSAS CITY.—F. G. HESS, Mayor. C. D. RUSHMORE, City Clerk.

Arkansas City is situated in Cowley County.

LOANS— When Due.
CITY BUILDING—
7s, M&S, $6,000.....Sept. 1, 1906
Subject to call at any time.
FUNDING BONDS—
6s, ... $12,000 .....May 1, 1906
INTERNAL IMPROVEMENT—
7s, ..., $20,000.....part y'rly.
RAILROAD AID—
6s, M&N, $11,000.....Nov. 6, 1915
Subject to call at any time.
RAILROAD AID—(Con.)—
6s, F&A, $7,500.....Aug. 1, 1914
Subject to call at any time.
REFUNDING BONDS—
6s, M&N, $24,000....Nov. 1, 1921
SEWER BONDS—
7s, ..., $1,000..... 1901
WATER BONDS—
6s, F&A, $40,000 ...Sept. 18, 1901

PAR VALUE OF BONDS.—The bonds are all for $1,000, except the RR. Aid 6s due in 1914, the water 6s due 1901 and the funding bonds due 1906, which are for $500.

INTEREST is payable at the City Treasurer's office or at the Kansas Fiscal Agency, New York.

TOTAL DEBT.—Bonded debt on Aug 1, 1899, was $100,500 sinking fund, $2,000. The city has no floating debt. This total does not include the internal improvement bonds, amounting to $20,000 or $1,000 sewer bonds payable by special tax on property adjoining.

ASSESSED VALUATION in 1899 of real estate was $519,080; personal property, $138,389; railroads, $93,384; total, $750,803; total tax per $1,000 1898 was $70·25. In 1893 the total valuation was $1,131,086. Real estate is assessed at about ⅕ and personal property at about ⅓ of actual value.

POPULATION in 1890 was 8,347; in 1880 was 1,012; in 1895 it was 6,904; in 1899 (estimated), 8,000.

ATCHISON.—W. T. F. DONALD, Mayor. A. C. TRUEBLOOD, City Clerk.

Atchison is in Atchison County.

LOANS.— When Due.
REFUNDING BONDS—
5s, J&J, $50,0 0.....1901 to 1921
$10,000 payable every 5 years.
4s, J&J, $266,950....July 1, 1913
4s, J&J, 135,400....July 1, 1915
4s, J&J, 49,150....July 1, 1919
4s, J&J, 192,450 ... July 1, 1928
Subject to call after 1918.
BOARD OF EDUCATION BONDS—
Building Loans—
6s, M&S, $10,000.....Sept. 1, 1909
6s, A&O, 5,000.....April 1, 1910
6s, J&J, 45,000.....July 1, 1913
6s, J&J, 5,000.....July 1, 1916
REFUNDING BONDS—
4s, J&J, $40,000.....July 1, 1923

INTEREST is payable in New York City and Atchison.

TOTAL DEBT, ETC.—The total bonded debt in January, 1899, was $693,450, not including the Board of Education bonds. The sinking fund on the same date was $6,000.

ASSESSED VALUATION.—In 1898 the assessed valuation (which is about ¼ of the actual value) of real estate was $1,456,690; personal property, $371,450; railroads, $114,030, making a total valuation of $1,942,170. The tax rate (per $1,000) in 1899 was as follows: State tax, $6·60; county tax, $14·70; city tax, $26·00, and school tax, $14·50; total, $61·80; the total tax rate (per $1,000) for 1898 was $70·50.

POPULATION.—The population in 1890 was 13,963; in 1880 it was 15,105; in 1870 it was 7,054; in 1899 it was 16,617.

ATCHISON CO.—S. S. KING, Clerk.

County seat is Atchison.

LOANS.—	When Due.
REFUNDING BONDS—	
4s, J&J, $231,000	July 1, 1929
Subject to call July 1, 1914	
5s, J&J, $68,000	July 1, 1916
Total debt Jan. 6, 1900	$299,000
Tax valuation, personal	659,818
Tax valuation, real	3,343,662
Tax valuation RRs	$812,974
Total valuation 1899	4,816,454
Assessment about ¼ actual value.	
State tax (per $1,000) '99	$6·60
County tax (per $1,000)	14·70
Population 1890 was	26,758
Population 1880 was	26,668
Population in 1899 was	30,363

INTEREST is payable at the Kansas State Fiscal Agency, N.Y. City.

BARBER COUNTY.—County seat is Medicine Lodge.

LOANS.—	When Due.
COURT HOUSE AND JAIL—	
6s, J&D, $25,000	June 24, 1916
REFUNDING—	
6s, J&J, $15,900	July 1, 1910
6s, J&J, 77,400	July 1, 1911
6s, J&J, 20,000	July 1, 1913
6s, J&J, 80,500	July 1, 1914
6s, J&J, 94,000	Jan. 1, 1916
6s, J&J, 24,000	July 1, 1917
Interest is payable in New York.	
Bonded debt July 1, '98	$346,200
Total valuation 1898	1,762,685
Assessment is ⅓ actual value.	
State tax (per $1,000) '95	$3·75
County tax (per $1,000)	13·25
Average school tax	8·00
Population in 1895 was	5,145
Population 1890 was	7,973
Population 1898 was	5,159

BOURBON CO.—M. B. HART, Treasurer.

County seat is Fort Scott.

LOANS—	When Due
REFUNDING RR. BONDS:	
6s, J&J, $219,200	July 1, 1909
Total debt Feb. 15, 1900	$219,200
Sinking fund	67,287
Net debt Feb. 15, 1900	151,912
Tax valuation, real	4,945,331
Tax valuat'n, personal	$848,440
Total valuation 1899	5,793,771
Assessment is 35 p. c. actual value.	
State & Co. tax (per M.) '99	$18·60
Population in 1895 was	25,849
Population in 1899 was	25,494

INTEREST is payable in New York at the Kan. State Fiscal Agency.

BROWN COUNTY.—J. D. WELTMER, Clerk.

County seat is Hiawatha.

LOANS—	When Due.
REFUNDING RAILROAD BONDS—	
4s, J&J. $50,000	1901 to 1910
$5,000 due yearly on Jan. 1.	
Total debt Jan. 1, 1900	$50,000
Tax valuation, real	3,368,931
Tax valuation, pers'l	$1,812,399
Total valuation 1899	5,181,330
State & Co. tax (per M.) '99	$15·10
Population 1890 was	20,319
Population 1899 was	20,991

Real estate is assessed at about one-fifth of its actual value; personal property one-third.

INTEREST is payable at Hiawatha, Kansas.

CHANUTE.—J. F. ROE, Mayor. P. HURT, City Clerk.

Chanute is in Neosho County.

LOANS—	When Due.
GAS BONDS—	
6s, F&A, $5,000	1919
REFUNDING—	
5s, J&J, $14,000	Apr. 1, 1905-10
WATER WORKS BONDS—	
6s, F&A, $39,500	June 1, 1905
6s, F&A, 4,000	Aug. 1, 1914
Total debt Mar. 1, 1900	$62,500
Tax valuation, real	$259,537
Tax valuation, per. & RR.	144,747
Total valuation 1899	404,284
Assessment about ⅓ actual value.	
Total tax (per $1,000) '99	$54·90
Population in 1895	3,551
Population in 1890 was	2,826
Population in 1900 (est)	5,000

INTEREST is payable at the Kansas Fiscal Agency, New York City.

CHAUTAUQUA CO.—T. L. HARGROVE, Cl'k.

County seat is Sedan.

LOANS—	When Due.
RAILROAD BONDS—	
6s, Jan., $140,000	Jan. 1, 1917
Interest payable at New York.	
Bonded debt July 1, '98	$140,000
Floating debt	3,278
Total debt July 1, 1898	143,278
Sinking fund	7,842
Tax valuation, real	1,243,916
Tax valuation, personal.	$274,630
Tax valuation, railr'ds.	436,463
Total valuation 1896	1,995,009
Total valuation 1898	2,129,027
Assessment is ⅖ actual value.	
Total tax (per $1,000) '97	$45·884
Population 1890 was	12,297
Population 1895 was	10,208
Population 1898 was	11,167

CHETOPA.—CARL J. SIMONS, Clerk.

This city is in Labette County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, ..., $52,500	Jan. 1, 1917
Total debt Feb. 24, 1900	$52,500
Sinking fund	1,100
Net debt Feb. 24, 1900	51,400
Assessed valuation 1900	$206,491
Assessment about ⅓ actual value.	
Tax rate (per $1,000) '99	$76·75
Population in 1890 was	2,265
Population in 1900 (est.)	3,000

INTEREST payable at the Kansas Fiscal Agency in New York City.

CLARK COUNTY.—J. W. ROBISON, Treasurer.

County seat is Ashland.

LOANS—	When Due.
COURT HOUSE:	
6s, M&S, $9,000	Mar. 1, 1908
JAIL BONDS:	
6s, ..., $2,000	Feb. 21, 1910
RAILROAD AID:	
6s, A&O, $121,300	Apr. 10, 1919
REFUNDING:	
6s, F&A, $25,000	Feb. 21, 1907
($5,000 every 2 y'rs) to Feb. 21, '15	
Bonded debt Jan. 1, 1900	$157,300
Sinking fund	2,792
Net debt Jan. 1, 1900	154,508
Tax valuation, real	579,635
Tax valuation, personal	571,882
Total valuation 1899	1,151,517
State & Co. tax (per M.), '99	$11·90
School tax (per $1,000)	$12·72
Population 1890 was	2,357
Population 1900 was	1,672

CLAY CENTRE.—P. M. CONRAD, Mayor. WALTER PUCKEY, Clerk.

This place is in Clay County.

LOANS—	When due.
REFUNDING RAILWAY BONDS—	
5s, ..., $15,000	Oct. 20, 1929
(Subject to call $1,000 yearly.)	
WATER BONDS—	
6s, M&S, $35,000	Mar. 20, 1913
Total debt Jan. 1, 1900	$50,000
Tax valuation, real	$280,890
Tax valuation, personal.	90,344
Total valuation 1899	371,234
Total tax (per $1,000) '99	$65·50
Population in 1890 was	2,802
Population in 1898 was	3,483

CLAY COUNTY.—J. H. KERBY, Co. Clerk.

County seat is Clay Centre.

LOANS—	When Due.
BRIDGE BONDS:	
7s, J&J, $10,000	Aug. 4, 1905
6s, J&J, 15,000	Jan. 1, 1906
5s, J&J, 9,000	Dec. 1, 1907
FUNDING BONDS—	
6s, J&J, $38,000	July 6, 1911
RAILROAD AID BONDS—	
7s, J&J, $13,000,	Jan. 16, 1902
REFUNDING RR. BONDS—	
5s, J&D, $95,000	
Total debt Feb. 24, 1900	$180,000
Sinking fund	13,000
Net debt Feb. 24, 1900	167,000
Tax valuation, real	2,042,265
Tax valuation, per. & RR.	995,298
Total valuation 1899	3,037,563
Assessment is ¼ actual value.	
State & Co. tax (per M.) '99	$22·00
Population in 1890 was	16,164
Population in 1900 (est.)	16,300

INTEREST is payable in N. Y. by the Nat. Bank of the Republic.

CLOUD COUNTY.—A. R. MOORE, Clerk.

County seat is Concordia.

LOANS—	When Due.
COURT HOUSE—	
5s, J&J, $26,500	Jan. 1, 1908
Subject to call.	
FUNDING—	
6s, J&J, $2,500	July 1, 1903
6s, J&J, 5,000	July 1, 1906
POOR HOUSE—	
6s, J&J, $2,500	July 1, 1901
RR. AID—	
8s, Jan., $70,000	Jan. 1, 1908
Total debt July 1, 1899	$106,500
Sinking fund	3,741
Net debt July 1, 1899	102,759
Tax valuation, real	2,503,287
Tax valuation, per. & RR.	1,193,227
Total valuation 1899	3,696,514
Assessment is ⅓ actual value.	
State and County tax (per $1,000) 1899	$14·55
Population in 1890 was	19,295
Population in 1899 was	17,511

INTEREST on the court house bonds is payable at Topeka; on the funding bonds at New York and Topeka; on others at New York.

COFFEY CO.—C. WILSON, Treasurer. W. M. PALEN, County Clerk.

County seat is Burlington.

LOANS.—	When due.
BRIDGE BONDS:	
6s, Aug., $10,000	Aug. 15, 1901
RR. AID BONDS:	
7s, Mar., $86,000	Mar. 31, 1907
Total debt Feb. 1, 1900	$96,000
Sinking fund	10,000
Net debt Feb. 1, 1900	$86,000
Tax valuation 1899	3,581,635
Assessment is ⅓ actual value.	
County tax (per $1,000) '99	$16·40
Population 1890 was	15,856
Population 1880 was	11,438
Population 1899 was	15,800

COFFEYVILLE.—MISS ROSE BELL, Clerk. JOHN F. CLOSSEN, Treasurer.

This city is in Montgomery County.

LOANS—	When Due.
ELECTRIC-LIGHT BONDS—	
6s, ..., $17,000	1908
Road bonds	$3,573
Improvement bonds	4,152
Funding bonds	7,500
Railroad-aid bonds	2,500
Water-works bonds	49,000
Sewer bonds	20,511
Bonded debt Jan. 15, 1898	$87,236
Floating debt	13,576
Total debt Jan. 15, 1898	100,812
Sinking fund assets	1,901
Net debt Jan. 15, 1998	98,911
Total valuation 1897	373,508
Assessment about ⅕ actual value.	
Population in 1890 was	2,282
Population in 1898 (est.)	6,000

COMANCHE CO.—H. E. CRUMMER, Treasurer.

The refunding bonds to the amount of $133,000 were issued to pay fraudulent bonds and interest due. The fraud was committed by or through the negligence of State officials, and the county expects to have the State assume the debt, this having been recommended by the Court. County seat is Coldwater.

LOANS—	When Due.
FUNDING BONDS	
6s, J&J, $30,000	Jan. 1, 1912
JAIL BONDS—	
6s, J&J, $3,000	Sept. 1, 1919
REFUNDING BONDS—	
6s, J&J, $133,000	July 1, 1920
Bonded debt April, 1900	$166,000
Tax valuation 1898	542,698
State & Co. tax (per M.) '98	$35·00
Population in 1890 was	2,549
Population in 1900 (est.)	1,500

Real estate is assessed at about its actual value.

INTEREST is payable at the Kansas Fiscal Agency, New York.

CONCORDIA.—W. M. PECK, Treasurer.

This city is in Cloud County.

Water bonds, 5s	$45,000
Funding bonds, 6s	12,500
Total debt Jan. 1, 1900	57,500
Total valuation 1898	414,605
Tax rate (per 1,000) 1898	$50·25
Population in 1890 was	3,184
Population 1900 about	3,800

COWLEY CO.—S. J. NEER, County Clerk. F. H. CONKRIGHT, Treasurer.

County seat is Winfield.

LOANS—	When Due.
K. C. L. & So. K. RR.—	
7s, ..., $29,500	Jan. 1, 1910
REFUNDING BONDS—	
5s, ..., $22,000	June 30, 1920
Subject to call after June 30, 1900	
4½s, ..., $100,000	Feb. 2, 1928
Subject to call after Feb. 2, 1913.	
4s, ..., $100,000	Aug. 1, 1929
Subject to call Aug. 1, 1909.	
4s, ..., $97,000	Sept. 1, 1929
Subject to call Sept. 1, 1909.	
Total debt Jan., 1900	$348,500
Sinking fund	26,850
Net debt Jan., 1900	321,650
Tax valuation, real.	3,101,699
Tax valuation, personal	2,267,850
Total valuation, 1899	5,369,549
State & Co. tax (per M.) '99	$16·50
Assess., real ⅕, per. ⅓, act'al. value.	
Population 1890 was	34,478
Population 1900 (est.)	30,055

DICKINSON CO.—R. B. JACOBS, Co. Clerk.

County seat is Abilene.

LOANS.—	When Due.
REFUNDING BONDS—	
5s, J&J, $276,000	Jan. 1, 1928
Interest payable in New York.	
Bonded debt July 1, '99	$276,000
County has no floating debt.	
Tax valuation, real	$2,884,469
Tax valuation, pers'l.	$747,733
Tax val., r'rds, tel., etc.	1,013,930
Total valuation 1899	4,646,132
State & co. tax (per M.) '99	$17·50
Population 1890 was	22,273
Population 1899 was	21,868

Real estate is assessed at one-fourth of its actual value; personal property one-third.

DODGE CITY.—JOHN J. SUMMERSBY, Mayor. S. GALLAGHER, Clerk.

This city is in Ford County.

Bonded debt Jan. 1, 1898	$53,500
Floating debt	56,500
Total debt Jan. 1, 1898	110,000
Total valuation 1897	$319,925
Population in 1890 was	1,857
Population in 1897 was	3,687

DONIPHAN CO.—A. R. GRAVES, Treas'r.

County seat is Troy.

LOANS.—	When Due.
RAILROAD BONDS—	
6s, J&J, $20.500	July 1, 1909
5s, J&J, 471,000	July 1, 1922
Subject to call.	
Bonded debt Jan. 1, '99	$491,500
Tax valuation 1898	$3,474,891
Assessment abt. 3-10 actual value.	
State & Co. tax (per M.) '98	$14·00
Population 1890 was	13,535
Population 1895 was	13,995
Population 1898 was	15,664

INTEREST on the 6 per cent bonds is payable at Troy, Kans., and on the 5 per cent bonds at New York City.

DOUGLAS CO.—John Games, Treasurer.

County seat is Lawrence.

LOANS.	When Due.
Railroad Aid Bonds:	
6s, J&J, $34,200	July, 1909
6s, J&J, 295,400	June 1, 1902
Interest is payable in New York.	
Total debt Jan. 1, 1900	$323,700
Sinking fund	14,000
Net debt Jan. 1, 1900	$309,700
Total valuation 1899	4,826,907
Assessment is ¼ actual value.	
State & Co. tax (per M.) 1899	$23·50
Population 1890 was	23,961
Population 1899 was	25,349

EDWARDS CO.—A. F. Aderhold, Clerk.

County seat is Kinsley.

LOANS—	When Due.
Bridge Bonds—	
7s, ..., $2,000	July 5, 1901
7s, ..., 6,000	Jan. 1, 1901
($1,000 due yearly) to	Jan. 1, 1906
Court House and Jail—	
7s, ..., $20,000	Oct. 10, 1905
Refunding Bonds—	
6s, ..., $15,000	July 1, 1908
6s, ..., $7,000	July 1, 1918
RR. Aid—C. K. & W. RR.	
6s, A&O, $33,000	Aug. 1, 1916
6s, F&A, 55,000	Feb. 1, 1921
Bonded debt July 1,'98	$140,000
Tax valuation, 1898	1,475,384
Assessment is ⅓ actual value.	
Total tax (per $1,000) '97	$38·00
Population 1890 was	3,600
Population 1880 was	2,409
Population 1898 was	3,134

ELLSWORTH.—R. W. LONG, Mayor. L. H. SEAVER, Attorney-at-Law.

County seat of Ellsworth County. The G. A. R. bonds mentioned below were declared valid by the Federal Court at Wichita, March 17, 1900.

LOANS—	When due.
G. A. R. Grounds:	
6s, ..., $9,000	Feb. 16, 1919
Kansas Mid. RR. Aid Bonds:	
6s, J&D, $25,500	Dec. 30, 1917
Refunding Bonds.	
6s, ..., $10,000	July 1, 1907
Sewer Bonds:	
6s, A&O, $3,000	Oct. 1, 1900
Water Works Bonds—	
4s, Jan., $40,000	Sept. 1, 1905
4s, J&J, 7,000	Apr. 1, 1908
Bonded debt Feb. 24, 1900	$94,500
Tax valuation 1899	212,183
Assessment about ⅓ actual value.	
Total tax (per $1,000) '99	$78·00
Population 1890 was	1,600
Population 1895 was	1,415
Population in 1899	1,698

EMPORIA.—H. B. Thomas, City Clerk.

County seat of Lyon County.

LOANS—	When Due.
Funding—	
5s, Mar., $5,800	March, 1904
5s, July, 15,000	July 1, 1910
Refunding—	
5s, Feb., $43,000	Feb. 1, 1928
Water Works—	
4½s, ..., $50,000	Dec. 30, 1929
Subject to call Dec. 30, 1919.	
4½s, ..., $162,000	1929
Subject to call 1919.	
Bonded debt Mar. 1, 1900	$275,800
Floating debt	$7,000
Total debt	282,800
Sinking fund	2,000
Net debt Mar. 1, 1900	280,800
Tax valuation, real	1,603,340
Tax valuation, personal.	358,580
Tax valuation, railroad.	78,366
Tax valuation 1899	2,040,286
Assessment is ¼ actual value.	
Total tax (per $1,000) 1899	$42·50
Population in 1890 was	7,551
Population in 1899 (est.)	11,000

INTEREST on the water-works bonds and on the funding bonds due in 1910 is payable in New York; and on the funding bonds due in 1904 and on the refunding bonds at Topeka, Kans.

FORD COUNTY.—S. P. Reynolds, Clerk.

County seat is Dodge City. The bridge bonds included in the following statement were issued originally by various townships, but have been assumed by the county.

LOANS—	When Due.
Bridge Bonds—	
7s, J&J, $5,000	Jan. 1, 1906
6s, J&J, 8,900	Jan. 1, 1908
Funding Bonds—	
6s, J&J, $20,000	May 15, 1901
4½s, J&J, 55,000	July 1, 1919
Subject to call July 1, 1904	
Refunding—	
6s, J&J, $4,000	July 1, 1911
6s, J&J, 29,000	July 1, 1918
4½s, J&J, 93,000	July 1, 1919
Subject to call July 1, 1909.	
Int. payable at Fiscal Agency, N. Y.	
Bond'd debt Mar. 12, 1900	$209,900
Tax valuation, real	1,259,691
Tax val'n, personal & RRs.	889,836
Total valuation 1900	2,145,527
Assessment about ⅓ actual value.	
State & Co. tax (per M) '98	$24·50
Population in 1890 was	5,308
Population in 1900 (est.)	4,800

FORT SCOTT.—

Fort Scott is the county seat of Bourbon County.

LOANS—	When Due.
Improvement Bonds—	
6s, ... $15,000	Jan. 1, 1904
6s, ... 11,000	July 1, 1907
Refunding (RR.)—	
5s, J&J, $114,800	July 1, 1909
5s, J&J, 30,000	July 1, 1920
5½s, F&A, 21,000	July 1, 1920
Railroad Aid—	
5s, J&J, 40,000	July 1 1916
Refunding (McAdam)—	
6s, J&J, $3,000	Jan. 1, 1914
6s, J&J, 6,000	Jan. 1, 1915
Terminal Facility—	
6s, J&J, $20,000	Jan. 1, 1927
Board of Education Bonds—	
6s, J&J, $20,000	July 15, 1904
6s, J&J, 17,000	July 1, 1907
6s, J&J, 33,100	July 1, 1909
6s, J&J, 500	July 1, 1911
5½s, J&J, 10,000	July 1, 1920

INTEREST on city bonds is payable in New York.

TOTAL DEBT, Etc.—The total bonded debt on Feb. 1, 1898, was $234,800; sinking fund assets, $41,215; net debt, $193,584.

ASSESSED VALUATION—In 1896 the assessed valuation was $1,930,353; in 1890 the total assessed valuation was $2,301,000; tax rate (per $1,000), $34·28½, this including State tax, $4·28½; county tax, $10; city tax proper, $20. Real estate is assessed at "about one-fourth its actual value."

POPULATION—The population in 1890 was 11,946; in 1880 it was 3,372. In 1897 it was estimated at 12,040.

FRANKLIN CO.—J. A. Davenport, Co. Clerk.

County seat is Ottawa.

LOANS—	When Due.
K. C. & S. Fe Ry.—	
6s, J&J, $56,900	Jan. 1, 1910
Refunding RR. Aid Bonds—	
6s, J&J, $16,000	July 1, 1900
6s, J&J, 5,000	July 1, 1905
6s, J&J, 177,700	Jan. 1, 1910
Bonded debt Apr., 1900	$255,600
Tax valuation 1898	4,810,746
Assessment about ¼ actual value.	
State & co. tax (per M) '99	$16·50
Population in 1890 was	20,279
Population in 1880 was	16,797
Population in 1900 (est.)	24,000

GARDEN CITY.—E. DAVIS, Mayor. J. F. CROCKER, Clerk.

County seat of Finney County.

LOANS—	When Due.
Sewer ext. 6s, $4,100	Dec. 1, 1902
Water, 6s, 49,100	Mar. 1, 1902
Bonded debt Feb. 1, 1900	$55,100
Floating debt, about	6,000
Total debt Feb., 1900 abt.	$61,100
Tax valuation 1898	244,521
Assessment about ½ actual value.	
Total tax (per $1,000) '98	$40·20
Population 1896	1,650

GEARY CO.—W. B. Spurlock, County Clerk.

County seat is Junction City.

LOANS—	When Due.
Court House and Jail Bonds—	
4s, ..., $35,000	1919
Railroad Aid Bonds—	
7s, J&D, $17,000	Dec. 7, 1902
6s, J&J, 3,000	July 1, 1900
($3,000 due yearly) to	July 1, 1901
6s, J&J, $58,000	July 1, 1911
Subject to call after July 1, 1901	
Total debt June 1, 1899	$116,000
Tax val'tion, real & RR.	1,879,404
Tax valuation, personal.	349,380
Total valuation 1898	2,228,784
Assessment about ⅓ actual value.	
State & Co. tax (per M.), '98	$15·00
Population in 1890 was	10,423
Population in 1898 was	10,093

INTEREST is payable at the Kansas Fiscal Agency, N. Y. City.

GRAHAM COUNTY.—R. B. Garnett, Clerk.

County seat is Hill City.

LOANS—	When Due.
Refunding Bonds—	
6s, ..., $26,000	July 1, 1915
6s, ..., 41,000	July 1, 1918
6s, ..., 7,000	July 1, 1920
Total debt Jan. 1, 1900	$74,000
Sinking fund	4,000
Net debt Jan. 1, 1900	70,000
Tax valuation, real	$1,364,248
Tax valuation, personal	92,000
Total valuation. 1899	1,456,248
Assessment about ½ actual value.	
State & Co. tax (p. $1,000)	$15·50
Population in 1890 was	5,029
Population in 1895 was	3,825
Population in 1900 (est.)	5,000

GRANT COUNTY.—C. D. Hickok, Clerk.

County seat is Ulysses.

LOANS—	When Due.
Funding—	
6s, ..., $9,200	Feb. 1, 1906
6s, J&J, 10,400	1906
6s, J&J, 40,000	July 1, 1919
6s, J&J, 20,000	Jan. 1, 1920
6s, J&J, 7,600	Sept. 1, 1920
6s, J&J, 11,000	May 1, 1921
Bonded debt July 1, 1899	$98,200
Past due coupons (add't'l)	25,000
Tax valuation 1898	269,959
Assessment is ¾ actual value.	
Total tax (per $1,000) '98	35·00
Population in 1890 was	1,308
Population in 1898 was	419

INTEREST is payable at the Kansas Fiscal Agency in New York.

GRAY COUNTY.—C. A. Tabb, County Clerk.

County seat is Cimarron.

LOANS—	When Due.
Refunding—	
6s, $29,500	Dec. 1, 1908
6s, J&J, 14,500	Nov. 1, 1909
6s, J&J, 1,000	Jan. 1, 1910
6s, J&J, 23,500	June 1, 1920
6s, J&J, 20,000	June 1, 1921
Bonded debt July 1, 1899	87,000
Floating debt	45,000
Total debt	$132,080
Sinking fund	3,277
Net debt July 1, 1899	128,803
Tax valuation 1899	915,299
Assessment is ¼ actual value.	
State tax (per $1,000) 1898	$5·50
County tax (per $1,000) '99	24·50
Population in 1890 was	2,415
Population in 1899 was	1,150

GREENWOOD CO.—Perry Clemans, Clerk.

County seat is Eureka.

LOANS—	When Due.
Refunding Bonds—	
5s, J&J, $247,000	Jan. 1, 1916
Interest payable at State Treasury.	
Total debt Jan. 1, 1900.	$247,000
Tax valuation 1899	$3,990,426
Assessment about ¼ actual value.	
State & co. tax p. $1,000 '99	$12·30
Population in 1890 was	16,309
Population in 1899 was	15,600

HAMILTON CO.—N. J. Sawyer, Treasurer.

County seat is Syracuse. Some of the bonds mentioned below are the subject of litigation.

LOANS—	When due.
Funding and Refunding—	
6s, J&J, $9,000	July 1, 1905
6s, ..., 11,400	1906
6s, ..., 3,500	1916
6s, J&J, 38,000	Oct. 1, 1917
6s, M&S, 9,000	Mar. 15, 1918
6s, J&J, 5,000	July 1, 1920
6s, ..., 14,800	1926
Bonded debt July 1, 1898	$92,600
Total debt	117,700
Total valuation 1898	1,139,421
Assessment about ¼ actual value.	
State tax (per $1,000) '97	$3·00
County tax (per $1,000)	$13·00
Population in 1890 was	2,027
Population in 1898 was	1,453

INTEREST is payable at the Kansas Fiscal Agency, New York.

HARPER CITY.—DR. W. G. MUIR, Mayor. H. G. PERT, Treasurer.

This city is in Harper County.

LOANS—	When Due.
Refunding Bonds—	
6s, F&A, $30,000	Aug. 1, 1906
O. H. & S. W. RR. Bonds	
6s, M&N, 20,000	May 1, 1920
Bonded debt July, 1899	$50,000
Floating debt	18,753
Total debt July 1, 1899	$68,753
Tax valuation 1899	98,733
Assessment about ⅓ actual value.	
Total tax (per $1,000)	$85·50
Population in 1898 (est.)	1,300
Population in 1890 was	1,579

HASKELL COUNTY.—S. E. Cave, Co. Cl'k.

County seat is Santa Fe.

LOANS—	When Due.
Court House Bonds—	
6s, ..., $5,000	July 1, 1913
Refunding Bonds—	
6s, J&J, $51,000	July, 1918
6s, J&J, 11,000	Jan. 1, 1920
6s, J&J, 12,000	July 1, 1920
Bonded debt Jan. 1, 1900	$79,000
Floating debt	$16,126
Total debt Jan. 1, 1900	95,126
Tax valuation 1899	444,024
Tax valuation is ⅔ of actual value.	
State & Co. tax (per M.) '99	$14·00
Population 1890 was	1,077
Population 1895 was	595
Population 1900 (est.)	900

INTEREST is payable at the Kansas Fiscal Agency. New York.

HODGEMAN CO.—S. S. Kiehl, Clerk.

County seat is Jetmore.

LOANS—	When Due.
C. K. & N. RR.—	
6s, M&S, $50,000	Sept. 1, 1917
Court House—	
6s, A&O, $9,000	Apr. 1, 1906
Poor Farm—	
6s, ..., $3,000	July 1, 1919
Refunding—	
6s, ..., $12,000	July 1, 1912
6s, ..., 19,000	Feb. 26, 1917
6s, ..., 9,000	Jan. 1, 1917
6s, ..., 6,000	Aug. 1, 1917
Refunding.—(Con.)	
6s, ..., $4,000	Nov. 1, 1917
6s, J&J, 6,000	July 1, 1918
6s, J&J, 4,000	July 1, 1919
Total debt Jan. 1, 1900	$122,000
Sinking fund	5,641
Net debt Jan. 1, 1900	116,359
Tax valuation 1899	797,109
State & Co. tax (per M.) '99	$21·50
Population 1890 was	2,395
Population 1895 was	1,792
Population in 1900 (est.)	2,000

HUTCHINSON.—H. E. Holiday, City Clerk.

County seat of Reno County.

LOANS—	When Due.
Railroad Bonds—	
7s, J&J, $37,000	Sept. 15, 1906
6s, F&A, 25,000	Aug. 1, 1907
6s, J&J, 12,000	Mar. 1, 1917
Funding Bonds—	
6s, F&A, $35,000	Aug. 1, 1903
6s, F&A, 55,000	Aug. 1, 1917
Refunding Bonds—	
6s, J&D, $20,000	June 1, 1919
5s, J&D, 9,000	Jan. 1, 1915
Interest payable in New York.	
Sewer Bonds—	
6s, F&A, $5,400. $600 y'rly	Aug. 1
Bonded debt Feb. 8, '99	$193,000

Floating debt..... ... $2,700
Total debt Feb. 8, 1899....195,700
Sewer debt (additional)... 11,200
Total valuation 1898....1,425,194

Assessment is ⅓ actual value.
Total tax (per $1,000) 1898.$63·00
Population in 1890 was.....8,682
Population 1899 (est.).....8,500

INDEPENDENCE.—Miss ALICE RAY, Clerk

This city is the county seat of Montgomery County.

CITY LOANS— *When Due.*
SEWER BONDS—
5s, ..., $1,900.....1901 to 1919
$100 due yearly.
S. K. RR. BONDS—
7s, ..., $12,400.....Jan. 1, 1902
V. V. I. & W. RR.
7s, ..., $35,000....Aug. 26, 1916
Bonded debt Mar., 1900. $49,300
Floating debt..... 1,725

Total debt..... $51,025
Sinking fund..... 1,663
Net debt Mar. 1, 1900... 49,361
Tax valuation, real..... 296,575
Tax valuation, personal. 114,035
Total valuation 1899.... 410,610
Assessment about ¼ actual value.
Total tax (per $1,000) 1899.$79·00
Population 1890 was.....3,127
Population 1900 (est.).....4,500

INDEPENDENCE TOWNSHIP LOANS—
When Due.
V. V. I. & W. RR.—
7s, ..., $20,000 ....Oct. 7, 1916
Tot. t'np. debt July 1,'96 $57,400

Assessment about ¼ actual value.
Total tax (per $1,000).....$39·70
Population 1890 was.....1,859
Population 1895 was.....1,544

JACKSON COUNTY.—A. D. ABEL, Treasurer.

Holton is the county seat. The 7 per cent bonds were called for payment March 31, 1900.

LOANS— *When Due.*
REFUNDING RR.—
5s, A&O, $100,000..Apr. 15, 1918
KANSAS CENTRAL—
7s, J&J, $43,000..... Jan. 1, 1902
Total debt Jan. 1, 1900.. $143,000
Sinking fund..... 16,000

Net debt Jan. 1, 1900.... $127,000
Tax valuation 1899.....4,123,664
Assessment about ⅓ actual value.
State & Co. tax (per M.) '99.$15·20
Population 1890 was.....14,626
Population 1898 was.....18,836

INTEREST on all bonds is payable in New York City.

JOHNSON COUNTY.—J. G. RUDY, Clerk.

County seat is Olathe.

LOANS— *When due.*
KAN. CITY & SANTA FE RR—
5s, J&J, $105,000.....July 1, 1920
REFUNDING BONDS—
4½s, ... , $100,000.....1928
($10,000 optional y'rly from 1918)
Total debt Mar. 1, 1899..$205,000

Tax valuation, real.....$2,724,844
Tax val'tion, per.& RR. 1,556,660
Total valuation 1898....4,281,504
Assessment is ⅕ to ⅓ actual value.
State & Co. tax (per M.) '98.$15·85
Population 1890 was... 17,385
Population 1899 (est.).....18,000

INTEREST on the railroad bonds is payable at the State Fiscal Agency, Topeka, Kan.; on the refunding bonds at the New York Fiscal Agency.

JUNCTION CITY.— J. V. HUMPHREY, Mayor. T. W. DORN, Clerk.

This city is in Geary County.

LOANS— *When Due.*
CITY BUILDING—
7s, F&A, $6,000....Aug. 16, 1900
FUNDING BONDS—
6s, M&N, $7,000.....May 1, 1909
5s, ... 4,000.....1913
FUNDING TERMINAL BOND—
6s, M&S, $30,000.....Mar. 1, 1920
6s, M&S, 5,000.....Mar. 1, 1909

WATER WORKS—
6s, M&S, $50,000.....Mar. 1, 1917
Total debt Mar. 1, 1900..$102,000
Water debt (included).... 50,000
Tax valuation 1899 760,774
Assessment ¼ to ⅓ actual value.
Total tax (per $1,000) '99...$50·25
Population 1890 was..... 4,502
Population 1899 was..... 5,417

KANSAS CITY.— R. L. MARSHMAN, Mayor. GEO. E. YEAGER, City Clerk.

This city is in Wyandotte County.

LOANS— *When Due.*
INTERNAL IMPROVEMENT—
6s, ... $40,000....Aug. 1, 1900
6s, ... 14,000....Feb. 1, 1901
6s, ... 17,500...Aug. 1, 1901-3
6s, ... 5,500... Feb. 1, 1902-3
6s, F&A, 21,204...1901 to 1909
(Psrt due yearly.)
REFUNDING BONDS—
6s, ... $80,000.....Oct. 1, 1915

LOANS— *When Due.*
REFUNDING BONDS—(Con.)
6s, ... $40,000..... 1927
5s, ... 25,000....Feb. 1, 1913
(Optional after 1908.)
5s, ... 125,000 1913
(Optional after 1908.)
K. C. W. & N. W. Ry—1887—
5s, ..., $30,000.... Jan 1, 1917
5s, ..., 30,000....July 1, 1917

TOTAL DEBT ETC—The bonded debt on Sept. 1, 1898, was $335,000; sinking fund, $30,000; net debt, $305,000. This does not include the internal improvement bonds, which are payable by special assessment, and which on July 1, 1898, amounted to $782,276, or the Board of Education bonds, which amounted to $205,871.

ASSESSED VALUATION as equalized by the State Board for 1898 was $9,050,776. city tax rate (per $1,000) 1899, $21 50. Property is assessed at one-third of its actual value.

POPULATION in 1890 was 38,316; in 1880 was 3,200. The population in 1895 was 40,676; in 1898 (est.), 46,028.

KINGMAN.— I. P. CARPER, Mayor.

Kingman is in Kingman County.

LOANS— *When Due.*
CITY HALL, IMP., ETC.—
5s, F&A, $6,000 .Aug. 1, 1909
4s, ..., 2,000 April 1, 1903
RAILROAD BONDS—
5s, J&J, $4,500..July 1, 1904
5s, J&J, 20,000..Aug. 31, 1919

Bonded debt Mar. 1, 1900..$32,500
Sinking fund 422
Tax valuation 1899.....188,929
Total tax (per $1,000) 1899.$70·00
Population in 1890 was.....2,390
Population in 1899 (est.).....2,250

INTEREST is payable at the Kansas Fiscal Agency, New York City.

KINGMAN CO.—C. R. FURROW, Clerk.

County seat is Kingman.

LOANS— *When Due.*
FUNDING BONDS—
6s, ..., $2,500...Jan. 1, 1903
6s, ..., 8,000...July 1, 1903
6s, ..., 7,100. .July 1, 1909
6s, ..., 5,800..Jan. 6, 1910
6s, ..., 1,100..Apr. 13, 1910
6s, ..., 10,000...July 1, 1911
6s, ..., 7,500...Jan. 1, 1912
6s, ..., 20,000 ..Apr. 11, 1917

REFUNDING BONDS—
5s, ..., $43,000...Mar. 5, 1926
4½s, ..., 107,000...Aug. 2, 1926
Total debt July 1, 1899...$244,245
Sinking fund..... 5,623
Tax valuation 1899.....2,727,541
Assessment about ⅓ actual value.
Aver. tax (per $1,000) '98..$35·80
Population 1890 was..... 11,823
Population 1898 was..... 10,104

KIOWA CO.—MARGARET KANE, Treasurer.

County seat is Greensburg.

LOANS— *When due.*
C. K. & N. RR—
6s, A&O, $41,000.....Oct. 1, 1917
COURT HOUSE—
6s, J&J, $2,000.....Feb. 4, 1902
FUNDING—
6s, F&A, $79,000.....Feb. 15, 1919
6s, J&J, 3,000....Oct. 1, 1919

K. P. & W. RR—
s, July, $60,000.. Aug. 4, 1917
6s, Oct., 25,000.....Oct. 3, 1917
Total debt Feb. 1, 1900 . $210,000
Tax valuation 1898.... 763,457
Total tax (per $1,000) 1897.$34·97
Population 1890 was.....2,873
Population 1898 was.....1,878

LANE COUNTY.—T. O. FREEMAN, Co. Clerk.

County seat is Dighton.

LOANS— *When Due.*
REFUNDING BONDS—
6s, J&J, $124,000.....Jan. 1, 1918
Subject to call.
Bonded debt July 1, 1899.$124,000
Floating debt..... 7,824
Total debt July 1, 1899. 131,824
Sinking fund..... 14,400

Net debt July 1, 1899. .. $117,424
Total valuation 1899 924,915
Assessment is ½ actual value.
State & co. tax (per M.) '99.$40·22
Population 1890 was.....2,060
Population 1895 was.....1,490
Population in 1899 (est.) 1,600

INTEREST is payable at National Bank of Republic, New York City

LAWRENCE.— GEO. R. GOULD, Mayor. S. P. ANDREWS, City Clerk.

County seat of Douglas County. $100,000 of bonds issued by this city in 1871 are now in litigation and are not included in the total debt. This issue was for the purpose of building a State University, and the city, it is claimed, was to be relieved after paying interest to the amount of the principal. The interest has been paid.

LOANS— *When Due.*
REFUNDING RAILROAD—
6s, J&J, $1,800*.....July 1, 1909
Subject to call at any time.
6s, ..., 1,800*.....
6s, J&J, $29,000.....July 1, 1913
Subject to call at any time.
5s, J&J, $130,000.....July 1, 1916
Subject to call after July 1, 1906

REFUNDING RAILROAD—(Con.)—
5s, J&J, $42,000.....July 1, 1923
BOARD OF EDUCATION—
5s, ..., $35,000..July 1, 1905-09
4s, g., $25,000 . ....1913 to 1919
($3,000 due yearly, 1913 to 1915, and $4,000 yearly, 1916 to 1919.
* Held in City Cemetery Fund.

BONDED DEBT on Feb. 23, 1900, was $204,600. School debt (additional), $60,000.

ASSESSED VALUATION in 1899 of real estate was $1,331,912; personal property, $439,790; railroad $93,070; total, $1,864,562; total tax rate (per $1,000), $60·00. Real estate is assessed at one-fourth of its actual value and personal property at one-third.

POPULATION.—In 1890 it was 9,997; in 1880 it was 8,510; in 1870 it was 7,268. In 1895 it was 10,084; in 1899 it was 11,437.

LEAVENWORTH.— S. F. NEELEY, Mayor. O. C. BEELER, Treasurer.

Leavenworth is the county seat of Leavenworth County.

LOANS— *When Due.*
RIVERSIDE COAL CO. BONDS—
6s, J&J, $10,000.....Apr. 1, 1917
SERIES J. AND O. BONDS—
5s, J&J, $3,400.....July 1, 1904
IMPROVEMENT BONDS—
6s, $15,308.....Part yearly
6s, F&A, $55,842.....
($5,584 due yearly.)
BRIDGE BONDS—
5s, J&J, $30,000.....Jan. 1, 1924
GAS WELL BONDS—
5s. J&J, $5,000.....July 1, 1917

LEAV. NOR. & SO. RR.—
5s. J&J, $50,000.....July 1, 1917
LEAV. & OLATHE RR.—
6s, J&J, $15,000.....Jan. 1, 1917
PARK BONDS—(ref.)
5s, J&J, $50,000.....Apr. 1, 1915
30-YEAR FUNDING BONDS—
5s, J&J, $58,800.....July 1, 1909
4s. J&J, 320,400.....July 1, 1914
BOARD OF EDUCATION BONDS—
6s, J&J, $54,512..July 1, 1909-'11

OPTIONAL.—All bonds issued by the city are subject to call.

INTEREST on the 30-year funding bonds, due in 1909, and on the bonds of series J and O, and on the Board of Education bonds, is payable in Leavenworth; on all other bonds at the Kansas Fiscal Agency, New York City.

TOTAL DEBT SINKING FUNDS ETC.—

	*Mar.*1,1900.	*Apr.*1,'99.	*Apr.*1,1898.	*Apr.*1,'97.
General bonded debt.....	$542,704	$546,704	$546,600	$546,704
Improvement bonds.....	71,150	20,270	51,545	56,370
Total city debt.....	$613,854	$566,974	$598,149	$603,074

ASSESSED VALUATION.—The city's assessed valuation (about one-third cash value) and tax rate have been as follows:

	Assessed Valuation.			*Tax Rate*
	Real	**Personal*	*Total*	*per* $1,000.
1899.....	.....	.....	$5,659,527	$47·40
1898.....	.....	.....	5,713,460	50·10
1897.....	$4,719,516	$1,019,894	5,739,400	43·30
1896.....	4,713,060	1,027,220	5,740,280	43·30
1895.....	4,704,580	991,620	5,696,200	45·50
1894.....	4,629,740	960,100	5,589,840	45·55
1891.....	4,591,110	879,600	5,470,710	46·35

*Including railroads.

The tax rate for 1897 as above includes State tax $4·10; county tax, $15·00; city tax $14·70; school tax $9·50; total $43·30.

POPULATION.—In 1890 was 19,768; in 1880 it was 16,546; in 1870 it was 17,873; in 1895 it was 20,822; in 1899 (est.), 22,657.

LEAVENWORTH CO.—J. W. NIEHAUS, Cl'k.

County seat is Leavenworth.

LOANS— *When Due.*
REFUNDING BONDS—
6s, J&J, $319,600 ....July 1, 1909
5s, J&J, 720,200 ....July 1, 1915
Bond. debt Feb. 1, 1900..$1,039,800
Tax valuation, real.....7,109,580

Tax valuation, personal $2,251,260
Total valuation, 1899.. 9,360,840
Valuation about ⅓ actual value.
State & co. tax (per M.) '99.$21·20
Population 1890 was 38,485
Population 1899 was 35,631

LINCOLN CO.—W. B. MCBRIDE, Treas.

County seat is Lincoln.

LOANS— *When due.*
REFUNDING BONDS—
6s, ..., $9,500....Mar. 1, 1904
6s, ..., 11,000....July 1, 1904
S. L. & W. RAILROAD—
6s, ..., $50,000....Oct. 1, 1916

Total debt July 1, 1898... $140,500
Sinking fund..... 27,078
Tax valuation in 1898...1,9-3,509
Total tax (per $1,000) '97,..$17·20
Population 1890 was.....9,709
Population 1897 was.....9,205

LINCOLN TOWNSHIP.—A. R. MOORE, Co. Ck.

The township is in Cloud County.

LOANS— *When Due.*
RAILROAD BONDS—
6s, ..., $15,000.....Jan. 1, 1918
REFUNDING BONDS—
5s, ..., $10,000 1908-1918
5s, ..., 23,000 1921

Total debt Feb. 1, 1899....$49,000
Tax valuation 1898.....200,399
State & co. tax (per $1,00).$10·65
Township tax (per $1,000). 8·50
Population in 1890 was.....460
Population in 1898 was.....380

LYON COUNTY.—H. E. PEACH, Clerk.

County seat is Emporia.

LOANS *When Due.*
REFUNDING BONDS—
4½s, ... , $167,000..July 1, 1919
Subject to call July 1, 1909.
4s, ... $25,000..July 1, 1919
Subject to call July 1, 1904.
Total debt Jan. 1, 1900 ..$215,000
Interest payable at State Treasury

Tax valuation, real.....$5,200,145
Tax valuat'n, personal. 2,136,258
Total valuation 1899... 7,336,403
Assessment about ½ actual value.
State & Co. tax pr. $1,000,'99.$12·00
Population in 1890 was.....23,196
Population in 1900 (est.)...25,159

TAX FREE.—All bonds of this county are held by State school fund and are exempt from taxation.

LYONS.—This city is in Rice County. Formerly included in Atlanta Township; the city is responsible for part of township debt.

LOANS—	When Due.
FUNDING BONDS—	
7s, ...$1,000	1902
MIDLAND RR. BONDS—	
7s, ...$35,000	1907
REFUNDING BONDS—	
6s, ...$10,000	1909
WATER WORKS BONDS—	
7s, ...$35,000	1900 to 1907 (Part payable yearly.)

Bonded debt July, 1898...$81,000
School Dist. debt (addit'n'l) 18,250
Atlanta Tp. bonds (add).... 11,000
Total debt Jan., 1898.....110,250
Tax valuation 1897.....207,403
Tax rate (per $1,000) '97.. 85·10
Population in 1890 was.....1,651
Population in 1897 was.....1,426

MANHATTAN TWP.—{S. F. GOHEEN, Trustee. W. A. WHITNEY, Treas.

This township is in Riley County.

LOANS—	When Due.
REFUNDING BONDS—	
6s, F&A, $61,500	Feb. 1, 1910

Bonded debt Mar. 1, 1900..$61,500
Township has no floating debt.

Tax valuation 1899 .....$906,220
Assessment is ⅓ actual value.
Population in 1890 was.....995
Population in 1895 was.....913
Population in 1900 (est.).....1,000

INTEREST on the bonds is payable in Kansas and in New York City.

MARION CO.—I. S. STIRLING, County Clerk.

County seat is Marion.

LOANS—	When Due.
FUNDING BONDS—	
5½s, Jan., $185,000	July 1, 1922
Subject to call after 1912.	
KANSAS & NEBRASKA RR.—	
7s, ..., $6,000	May 1, 1902
REFUNDING BONDS—	
5½s, J&J, $125,000	May 1, 1920

Total debt Jan. 1, 1900.. $316,000
Tax valuation, real.... 2,673,286
Tax valua'n, pers & RR's 1,467,061
Total valuation 1899 .. 4,140,347
Assessment about ¼ actual value.
State & co. tax (per M.) '99..$12·00
Population in 1890 was.....20,539
Population in 1900 (est.)...20,750

MARSHALL CO.—JAS. MONTGOMERY, Clerk.

County seat is Marysville.

LOANS—	When due.
REFUNDING RR. AID BONDS—	
5s, J&J, $46,000	July 1, 1926
Subject to call at any time.	

Bonded debt Jan. 1, 1900 ..$46,000

Tax valuation 1899....$4,896,500
Total tax (per $1,000) '99... $41·90
Population in 1890 was.... 23,912
Population in 1900 (est.)... 25,200

MEADE COUNTY.—E. F. RIEMAN, Clerk.

County seat is Meade.

LOANS—	When Due.
RAILROAD BONDS—	
6s, M&S, $115,000	Mar. 15, 1908
Subject to call.	
REFUNDING—	
6s, J&J, $30,000	Jan. 1, 1917
6s, J&J, 23,000	July 1, 1919

Bonded debt Jan. 1, 1900. $168,000
Tax valuation 1899 788,000
Assessment about ⅓ actual value.
Total tax (per $1,000) '99.. $55·00
Population in 1890 was.... 2,542
Population in 1900 (est.)... 1,600

MEDICINE LODGE.—Medicine Lodge is in Barber Co.

LOANS—	When Due.
WATER WORKS BONDS—	
6s, ..., $50,000	July 1, 1908-'09

Bonded debt July 1, 1898..$50,000
Tax valuation, real.....$97,678
Tax valuation, personal... 14,708

Tax valuation, railroads..$10,260
Total valuation 1896.....122,646
Total tax (per $1,000).....$99·50
Population in 1890 was.....1,095
Population in 1895 was..... 659

Personal property is assessed on a basis of 40 per cent of actual value. Much of the real estate is assessed above selling price.

MIAMI COUNTY.—G. W. SEAVER, Treasurer.

County seat is Paola.

LOANS—	When Due.
M. K. & T. RR.—	
7s, J&J, $75,000	July 1, 1901

Bonded debt Feb. 20, 1900.$75,000
Sinking fund..... 20,000
Net debt Feb. 20, 1900.... 55,000
Tax valuation, real.....3,176,684

Tax valuation, personal. $930,635
Tax valuat'n, railroads.. 649,849
Tax valuation 1899..... 4,757,168
Assessment is ⅓ actual value.
St. & co. tax (per $1,000) '99.$19·00
Population in 1890 was.... 19,614
Population in 1900 (est.)...20,542

INTEREST is payable at the Fiscal Agency, New York.

MONTGOMERY CO.—E. B. SKINNER, Treas.

County seat is Independence.

LOANS—	When Due.
L. L. & G. RR.—	
7s, J&J, $136,319	July 2, 1900
(Part due yearly) to July 2, 1907	
Bonded debt, July 1, '99.$136,314	
Floating debt.....60,315	
Total debt July 1, 1899...$196,629	

Tax valuation, real.....$2,541,507
Tax valu't'n, per. & RR..,1,441,273
Total valuation 1899... 3,982,780
Assessment is ¼ actual value.
Tax rate (per $1,000) '99...$22·00
Population in 1890 was.....23,104
Population in 1900 (est.)....29,000

INTEREST is payable at the State Fiscal Agency, New York.

MORRIS COUNTY.—F. T. BEHRING, Treas.

County seat is Council Grove.

LOANS—	When Due.
REFUNDING BONDS—	
6s J&J, $100,000	July 1, 1911

Total debt Jan. 1, 1900.. $100,000
Tax valuation 1899.....2,966,254

State & Co. tax p. $1,000,'99.$13·00
Assessment bet. ¼ & ⅓ act'l value.
Population in 1890 was.....11,381
Population in 1895 was.....10,948
Population in 1899 was.....11,408

MORTON COUNTY.—E. W. WILSON, Clerk.

County seat is Richfield.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, J&J, $25,000	July 1, 1908
REFUNDING BONDS—	
6s, J&J, $28,000	July 1, 1918
6s, J&J, 5,000	July 1, 1919

Bonded debt Mar. 1, 1900..$58,000

Floating debt $3,000
Total debt Mar. 1, 1900... 61,000
Tax valuation 1899.....415,742
State & Co tax (per M)'99. 13·50
Population in 1890 was.....724
Population in 1880 was..... 9
Population in 1899 was.....305

INTEREST is payable at the Kansas Fiscal Agency, New York.

NEODESHA.—A. L. HILL, Clerk.

This city is in Wilson County.

LOANS—	When Due.
GAS BONDS—	
6s, F&A, $13,000	March, 1908 (Now subject to call.)
WATER BONDS—	
6s, J&J, $15,000	June, 1913
(Subject to call after June, 1903)	
Bonded debt Dec. 15, 1899.$29,300	

Floating debt..... $8,946
Total debt Dec. 15, 1899.. 38,246
Assessed valuation 1899..170,000
Assess't about 25% actual value.
Tax rate (per $1,000), '99..$75·00
Population in 1890.....1,528
Population in 1900 (est.)....1,800

NESS COUNTY.—LORIN TERRELL, Clerk.

County seat is Ness City.

LOANS—	When due.
FUNDING BONDS—	
6s, ..., $13,500	July 1, 1913
6s, ..., 30,000	July 15, 1918
REFUNDING CH. KAN. & W. RR—	
5s, ..., $75,000	

Total debt Mar. 1, 1900 $118,500
Tax valuation 1899.... 1,308,939
Assessment is ½ actual value.
Av. tot'l tax (per $1,000) '99.$83·00
Population 1890 was.....4,944
Population 1898.....4,039

INTEREST payable in N. Y. is paid at the Nat. Bank of the Republic

NEWTON.—This city is in Harvey County.

LOANS—	Amt. Outstand'g.
Fund'g bonds, 5s, 1902-7	$27,000
Mining bonds, 6s, 1902	5,000
Railroad bonds, 6s, 1915	40,000
Water bonds, 6s, 1905-07	125,000

Bonded debt July 1, 1898 $197,000
Tax valuation 1897.... 941,489
Real valuation..... 5,000,000
Population in 1890 was.....5,605
Population in 1897 (est.).....5,273

NORTON COUNTY.—Norton is the county seat.

LOANS—	When Due.
6s, ... $26,000	Apr. 1, 1909
6s, ... 20,000	May 2, 1925
All subject to call 5 years after issue.	

Bonded debt July 1, '99...$46,000

Total valuation 1898..$2,177,175
Assessment about ⅓ actual value.
State & co. tax (per M.) '97.$13·10
Population in 1890 was.....10,617
Population in 1898 was 10,045

OSAGE COUNTY.—WM. H. THOMAS, Co. Clk.

County seat is Lyndon.

LOANS—	When Due.
LAUR. & CARB. RR—	
7s, J&J, $50,000	July 1, 1902

Total debt Sept. 1, 1899... $50,000
Tax valuation, real.....$2,431,515
Tax valuation, person'l 649,100

Tax valuation, railr'ds. $957,721
Total valuation 1899... 4,038,336
Assessment is abt. ¼ actual value.
State & co. tax (per M. '99..$20·50
Population in 1890 was.....25,062
Population in 1899 (est.)....24,000

INTEREST is payable at Fiscal Agency in New York.

OSBORNE CO.—F. A. DAWLEY, County Clerk.

County seat is Osborne.

LOANS—	When Due.
COUNTY BONDS—	
6s, J&J, $50,000	July 1, 1915
6s, J&J, 3,500	Apr. 1, 1905
Interest payable at Inter-State National Bank, N. Y.	

Total debt July 1, 1898. $53,500
Tax valuation, 1898.....2,439,142
Assessm't about 2-5 actual value.
Total tax (per $1,000) '97...$37·50
School tax (per $1,000).....15·00
Population in 1898 was.....11,015

OSWEGO.—SCOTT TAYLOR, City Treasurer.

This city and township are in Labette County. The city is liable for 66⅔ per cent of the amount of the township funding bonds described below. Township refunding bonds to the amount of $78,000, which were in litigation, have been declared valid.

LOANS—	When Due.
M. & W. RR. BONDS—	
6s, J&J, $18,600	July 1, 1902
TOWNSHIP FUNDING BONDS—	
6s, Jan. 1, $48,000	Jan. 1, 1905
6s, Jan. 1, 25,500	Jan. 1, 1905
6s, J&J, 46,000	Aug. 1, 1907
6s, J&J, 20,000	Jan. 1, 1908
6s, J&J, 6,000	Aug. 1, 1910

Total city debt Mar. 1, 1900.$19,600
Township debt Jan. 1, 1900.100,000
Interest is paid in New York.
Tax valuation, real.....$137,519
Tax valuation, personal.. 42,956
Total valuation 1899. 180,475
Assessment about ⅓ actual value
Total tax (per $1,000) '99.$127·00
Population in 1890 was.....2,574
Population in 1900 (est.)....2,500

OTTAWA.—{A. DOBSON, Mayor. W. K. BOLTWOOD, Clerk.

County seat of Franklin County.

LOANS—	When Due.
REFUNDING BONDS—	
7s, J&J, $15,500	Jan. 1, 1902
6s, A&O, 25,000	Oct. 1, 1902
6s, A&O, 1,334	Oct. 1, 1902
6s, M&N, 5,000	May 1, 1906
SEWER BONDS—	
6s, J&J, $27,000	July 1, 1900
($3,000 due yearly) to July 1, 1908	
BRIDGE BONDS—	
6s, J&D, $11,000	June 8, 1902

Total debt July 1, '98... $87,834
School debt (additional) 23,000
Total valuation, 1897...1,153,855
Assessment about ¼ actual value.
Tot. tax rate p. $1,000, '95..$48·00
Population 1890 was.....6,248
Population 1897 was..... 8,050

INTEREST is payable in New York at the State fiscal agency.

OTTAWA CO.—W. M. TRUITT, Clerk.

County seat is Minneapolis.

LOANS—	When Due.
CHIC. KAN. & WEST. RR.—	
6s, ..., $76,000	Jan. 1, 1918
SOLOMON RR.—	
8s, ..., $50,000	July 1, 1908
8s, ..., $50,000	Oct. 1, 1909

Total debt Mar. 1, 1900. $176,000
Tax valuation 1899 2,595,343
Population in 1890 was.....12,581
Population in 1899 was.....10,662

PAOLA CITY.—JOHN W. TATHAM, Clerk.

This city is in Miami County.

LOANS—	When Due.
RAILROAD-AID BONDS—	
7s, ..., $10,000	July 1, 1901
6s, ..., 20,000	Feb. 10, 1917
GAS WELL BONDS REFUNDING—	
6s. ....., $15,000	July 1, 1907
REFUNDING BONDS—	
4s, J&J, $15,000	July 1, 1929
Optional after 1909.	

SPECIAL ASSESSMENT BONDS—
5s, ..., $2,643 ..... 1901 to 1905 $528·67 each year.
Bonded debt Feb. 1, 1900.$60,000
Sinking funds..... 3,000
Net debt Feb. 1, 1900..... 57,000
Assessed valuation 1899 609,177
Total tax (per $1,000) '99..$57·00
Population in 1890 was.....2,943
Population in 1900 (est.)....3,400

INTEREST is payable at the State Fiscal Agency in New York.

PARKER TWP.—O. T. ROENIG, Treasurer.

This township is in Montgomery County.

LOANS—	When Due.
RAILROAD BONDS—	
6s, ..., $26,000	Oct. 1, 1916
6s, ..., 25,000	Feb. 1, 1917

Bonded debt July 1, 1898.$100,000
Tax valuation, real (abt.) 350,000

Tax valuat'n, pers'l (abt.)$100,000
Total valuation '98 (abt.). 450,000
Assessment about ¼ actual value.
Total tax (per $1,000) '98..$76·50
Population in 1890 was.....3,139
Population in 1898 (est.).....5,300

PARSONS.—{C. ROCKHOLD, Mayor. G. W. HAWK, Treasurer.

This city is in Labette County.

LOANS—	When Due.
RAILROAD BONDS—	
6s, F&A, $37,000	Aug. 1, 1916
6s, F&A, 20,000	June 1, 1917
PARK BONDS—	
5s, ..., $10,000	Mar. 1, 1908

Bonded debt Jan. 1, 1900..$67,000
Floating (incl. water) debt. 63,000
Total debt Jan. 1, 1900....130,000

Sinking fund..... $5,000
Net debt Jan. 1, 1900.... 12,000
Tax valuation, real 914,418
Tax valuation, personal. 188,857
Total valuation 1899....1,003,275
Assessment is ⅓ actual value.
Total tax (per $1,000) 1899.$60·00
Population in 1890 was..... 6,736
Population in 1900 (est.)....10,000

INTEREST is payable by the Kansas Fiscal Agency.

PAWNEE CO.—G. W. LAWRENCE, Treasurer.

County seat is Larned.

LOANS—	When Due.
BRIDGE BONDS—	
7s, J&J, $4,000	July,'00 to 1903
COURT HOUSE—	
6s, J&J, $4,000	July,'00 to 1903
REFUNDING RR. BONDS—	
4½s, ..., $37,000	.....
Total debt Feb. 24, 1900. $45,000	

Sinking fund.....	$4,000
Net debt Feb. 24, 1900..	41,000
Tax valuation 1899. 1,622,374	
Assessment is ½ actual value.	
State & Co. tax (per M) '98.	$11·50
Population in 1890 was.....5,204	
Population 1895 was.....4,797	
Population in 1900 (est.).....5,020	

PITTSBURG.—{C. A. FISCHER, Mayor. / ED. ANDERSON, City Clerk.

This city is in Crawford County. The private improvement bonds mentioned below are not strictly a city debt, certain districts only being liable for the payment of the yearly instalment.

LOANS—	When Due.
FUNDING BONDS—1887 & 1891—	
6s, Jan., $17,000	Jan. 1, 1901
RAILWAY-AID BONDS—'88 & '93.	
6s, Apr., $6,000	Apr. 1, 1908
5s, Sept., 20,000	Sept. 13, 1913
5s, Dec., 20,000	Dec. 1, 1913
PRIVATE IMPROV. BONDS—	
6s, Nov., $27,000	1901
($5,000 yearly Nov. 1.)	
SEWER BONDS—	
6s, July, $5,000	July 1, 1902
6s, ..., 2,750	July 15,' 06

City bond. dbt. July 1,'98.	$75,750
Private imp. bds. (add.).	27,000
Tax valuation, real & RR.	967,884
Tax valuation, personal.	174,925
Total valuation 1896....1,142,809	
Assessment about ⅓ actual value.	
City tax rate (per $1,000)..$24·10	
School tax (per $1,000).....	20·00
Total tax (per $1,000) '96..	56·60
Population in 1890 was....	6,697
Population in 1895.....10,170	

INTEREST is payable at the Kansas Fiscal Agency, New York City.

PRATT COUNTY.—JAS. A. PORTER, Treas.

County seat is Pratt.

LOANS—	When Due.
KING. PRATT. & W. RR—	
6s, ..., $96,000	Dec. 15,1916
6s, ..., 24,000	June 1, 1917
COUNTY BONDS—	
6s, ..., $4,500	June 1, 1908
6s, ..., 1,000	July 21, 1912
6s, ..., 8,800	Apr. 25, 1913
6s, ..., 4,500	Apr. 11,1913
6s, ..., 23,500	Jan. 1, 1915
6s, ..., 24,500	July 1, 1917

6s, ..., $12,000	July 1, 1918
6s, A&O, 5,000	Oct. 1, 1918
6s, ..., 46,500	Jan. 1, 1920
6s, ..., 47,000	Feb. 1, 1920
6s, ..., 25,000	May 1, 1920
Total debt Aug. 1, 1899..	$322,300
Tax valuation 1899.....1,415,825	
State & co. tax (per M.)'99....	8·50
Population 1895 was.....6,583	
Population 1890 was.....8,118	
Population 1899 (est.).....6,341	

RENO COUNTY.—CHAS. RYKER, Treasurer.

County seat is Hutchinson.

LOANS—	When due.
REFUNDING—	
5½, J&J, $129,000	Jan. 1, 1919
Subject to call.	
5s, ..., $45,000	Feb. 1, 1916
4½s, ..., 55,000	Mar. 1, 1928
Subject to call after 1918.	
4½s, .., $39,000	Dec'. 1, 1928
4s, ..., 76,000	1919 to 1929

Bond. debt Feb. 1, 1900..	$360,000
Sinking fund and cash..	51,136
Net debt Feb. 1, 1900...	308,864
Total valuation 1898....6,023,624	
Assessment about ¼ actual value.	
State and Co. tax (per M)'99.	$19·30
Population 1890 was 27,079	
Population 1899 (est.).....27,000	

RICE COUNTY.—THEO. GODSHALK, Treasurer.

County seat is Lyons.

LOANS—	When Due.
SAL. STEN. & EL P. RAILWAY—	
6s, Mar, $12,000	Mar. 1, 1917
REFUNDING RAILWAY BONDS	
6s, Jan, $88,000	Jan. 1, 1920
Total debt July 1, 1899..	$100,000
Tax valuation, real, '99.	$1,792,744

Tax valuation, personal.	$424,925
Tax valuation RR.....	895,304
Total valuation 1899....3,112,973	
Assessm't is 15 to 20% act'l value.	
State and co. tax (p. $1,000).	$14·40
Population 1890 was.....14,451	
Population 1899 was.....14,235	

RILEY COUNTY.—C. M. BREESE, Co. Clerk.

County seat is Manhattan.

LOANS—	When Due.
REFUNDING BONDS—	
5s, ..., $91,000	July 10, 1925
(Subject to call at any time.)	
5s, ..., $95,000	Jan. 1, 1928
Subject to call after 1908.	
Bonded debt Apr. 1, 1900.	$186,000

Tax valuation, 1899....$3,547,487	
Assessment is 1-5 actual value.	
State & Co. tax (per M.) '99.	$18·00
Population 1890 was.....13,183	
Population in 1900 (est.)...13,000	

ROOKS CO.—J. J. JOHNSON, County Clerk.

County seat is Stockton.

LOANS—	When Due.
RAILROAD BONDS—	
6s, J&J, $60,000	July 1, 1917
REFUNDING BONDS—	
6s, J&J, $20,000	July, 1903
6s, J&J, 11,500	July 1, 1906
6s, ..., 4,000	Oct., 1908
6s, ..., 5,000	July 1, 1916

Total debt Feb. 26, 1900.	$100,000
Sinking fund.....	3,600
Net debt Feb. 23, 1900...	96,400
Tax valuation 1899.....2,256,116	
Assessment is ⅓ actual value.	
State & Co. tax (per M) '99..	$15·00
Population in 1890 was.....8,018	
Population in 1900 (est.).....7,593	

RUSH COUNTY.—W. J. HAYES, County Clerk.

County seat is La Crosse.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, J&J, $20,000	July 1, 1908
FUNDING BONDS—	
6s, J&J, $26,700	1908 to 1911
REFUNDING BONDS.—	
6s, J&J, $67,000	May 1, 1918
5s, ..., 45,000	July 1, 1918
Bonded debt Jan. 1, 1900	$158,700
County has no floating debt.	

Tax valuation, real.....$1,180,110	
Tax valuation, personal	126,397
Tax valuation, railroads	315,327
Total valuation 1899...	1,621,834
Assessment is ⅓ actual value.	
Total tax (per $1,000) '99..	$39·97
Population in 1890 was.....5,204	
Population in 1899 was.....5,677	

ST. MARYS TOWNSHIP.—This township is in Pottawatomie County.

LOANS—	When Due.
REFUNDING BONDS—	
6s, ——, $55,000,	Aug. 1, 1905
(Now subject to call).	
Bonded debt Jan 10, 1898.	$55,000
Floating debt.....	1,800
Total debt Jan. 10. 1898..	56,800

Assessed valuation, real.	$215,000
Assessed valuation, per'l.	165,000
Total valuation in 1898..	380,000
Valuation about ¼ actual value.	
Population in 1890 was.....2,163	
Population in 1898 (est.)....2,800	

SALAMANCA TOWNSHIP AND CITY OF COLUMBUS.—OLIVER CARR, Township Trustee.

Salamanca Township and the city of Columbus are in Cherokee County.

LOANS—	When Due.
RAILROAD BONDS—	
10s, Jan., $12,000	.....
Subject to call.	
FUNDING BONDS—	
6s, J&J, 166,500	Jan. 1, 1916
Subject to call.	
Total debt Jan. 1, 1900..	$175,000
Tax valuation, real.....	122,000

Tax valuation, per. & RR.	$89,000
Tot. val. 1899 (township)	211,000
Tax valuation, real.....	194,000
Tax val., personal & RR.	69,000
Tot. valuation, '99 (city)	263,000
Assessment is ¼ actual value.	
Total tax (per $1,000) '99.	$65·00
Population 1890 was (city)	2,160
Population 1899 (twp.) was	1,000
Population 1899 (city) was	2,500

INTEREST is payable at the Fiscal Agency, New York.

SALINA.—{T. W. ROACH, Mayor. / A W. GODFREY, City Clerk.

This city is the county seat of Saline County.

LOANS—	When Due.
GENERAL IMPROVEMENT—	
6s, J&J, $16,000	Jan. 1, 1906
FUNDING BONDS—	
6s, M&S, $7,000	Mar. 1, 1908
6s, J&J, 16,000	July 1, 1908
6s, J&D, 20,000	Nov. 29, 1909
PAPER CO. AID—	
6s, M&N, $11,000	May 1, 1912
REFUNDING BONDS—	
6s, M&S, $27,000	Jan. 1, 1913
5s, ..., 44,000	July 1, 1914
4s, ..., 10,000	July 1, 1909
Interest payable at New York.	

LOANS—	When Due.
SALINE BOARD OF EDUCATION—	
5s, ..., $10,000	July 1, 1902
5s, ..., 5,000	July 1, 1907
City debt Mar. 1, 1900...	$151,000
Tax valuation, real.....	804,410
Tax valuation, personal.	251,180
Tax valuation, railroads	106,446
Total valuation 1899....1,162,036	
Assessment is ⅓ actual value.	
Total tax (per $1,000) '99..	$52·25
Population in 1890 was.....6,149	
Population in 1899 about....7,000	

SALINE COUNTY.—H. H. EBERHARDT, Treas.

County seat is Salina.

LOANS—	When Due.
K. & C. RR.—	
6s, M&S, $55,000	Sept. 1, 1916
MO. PACIFIC R'Y—	
6s, J&J, $84,000	Jan. 1, 1916
REFUNDING RAILROAD BONDS—	
4½s, ..., $100,000	1907 to 1915

Total debt Feb. 1, 1900..	$239,000
Tax valuation 1899.....4,101,682	
Total tax (per $1,000), '99..	$18·00
Assessment about ⅓ actual value.	
Population 1890 was.....17,442	
Population in 1898.....16,020	

TAX FREE—Bonds are exempt from taxation.

SCOTT COUNTY.—

County seat is Scott. The validity of the railroad 6s having been established in the U. S. Circuit Court, they must be paid at maturity.

LOANS—	When Due.
RAILROAD AID—	
6s, ..., $153,000	Aug. 27, 1917
REFUNDING BONDS—	
6s, ..., $23,000	May 1, 1919
6s, ..., 2,000	May 1, 1920

Bonded debt July 1, '98.	$178,000
Tax valuation 1898.....	577,278
Total tax (per $1,000) '95..	$39·20
Population 1890 was.....	1,262
Population 1880 was.....	43
Population 1898 was.....	1,013

SEDGWICK CO.—JOHN CHAIN, Clerk.

County seat is Wichita.

LOANS—	When due.
COURT HOUSE, ETC. BONDS—	
5s, J&J, $200,000	June 1, 1908
5s, J&D, 50,000	June 1, 1909
FUNDING BONDS 1895—	
5s, $50,000	July 1, 1925
REFUNDING BONDS—	
5¾s, ..., $140,000.	Feb. 1, 1910

Total debt Mar. 1, 1900	$440,000
Tax valuation, real....	8,916,813
Tax valuation, pers'nal	1,122,312
Tax valuation 1899....10,039,125	
Assessment is $^{3}/_{10}$ actual value.	
State & co. tax (per M.) '99.	$14·50
Population 1890 was.....43,626	
Population 1899 (est.).....40,379	

INTEREST is payable in New York at the Nat. Bank of the Republic.

SEWARD COUNTY.—County seat is Liberal.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $39,000	July 1, 1917
6s, J&D, 31,000	June 1, 1919
6s, J&J, 37,000	Jan. 1, 1919
6s, J&J, 34,800	June 1, 1923
Bonded debt Mar. 1, 1900.	$141,800

Floating debt.....	$7,390
Tot. debt Mar. 1, 1900.....	149,190
Tax valuation 1899.....	525,017
Assessment is ⅓ actual value.	
Total tax (per $1,000),'99..	$43·90
Population in 1890 was.....	1,503
Population in 1900 (est.).....	800

INTEREST is payable in New York at the Bank of the Republic.

SHAWNEE CO.—J. M. WRIGHT, Co. Clerk.

County seat is Topeka.

LOANS—	When Due.
ATCH. TOP. & SANTA FE RR.—	
7s, June, $68,000	June 1, 1902
COURT HOUSE BONDS—	
4s, M&N, $149,000	May 1, 1924
FUNDING BONDS—	
4s, J&J, $50,000	July 1, 1909
KAN. AVE. BRIDGE BONDS—	
5s, Jan., $149,000	Jan. 1, 1916
K. N. & D. RR.—	
6s, July, $75,000	July 1, 1906

REFUNDING RR. BONDS—	
5½s, June, $125,000	June 1, 1907
5s, ..., 6,000	Mar. 1, 1901
Total debt July 1, 1899.	$631,000
Total valuation 1899...15,239,086	
Assess. real. ⅓; pers'l, ½ act'l val.	
State & co. tax (per M.) '98.	$13·00
Population in 1890 was.....49,172	
Population in 1898 was.....50,582	

INTEREST on the 7 per cent railroad bonds and on the 4 per cent funding bonds is payable at the County Treasurer's office; on all other bonds at the Kansas Fiscal Agency, New York City.

STAFFORD CO.—{FRANK MAXON, Treasurer. / J. B. KAY, County Clerk.

County seat is Saint John.

LOANS—	When Due.
FUNDING BONDS—	
6s, F&A, $5,000	Aug. 1, 1902
6s, J&D, 2,500	Dec. 1, 1903
6s, ..., 20,000	Apr. 1, 1908
RAILROAD AID BONDS—	
6s, July, $128,000	July 1, 1916

Total debt Mar. 1, 1900..	$155,500
Tax valuation 1899.....1,654,931	
Assessment is 2-5 actual value.	
County tax (per $1,000) '99.	$12·00
Population in 1890 was.....8,520	
Population 1898 was.....8,231	

INTEREST is payable at the Kansas Fiscal Agency, N. Y. City.

STANTON CO.—C. E. VAN MITER, Clerk.

County seat is Johnson.

LOANS—	When Due.
REFUNDING BONDS—	
6s, J&J, $51,000	1918, '19, '20
Bonded debt July 1, 1899..	$61,000
Floating debt.....	10,949
Total debt July 1, 1899....	71,949

Tax valuation 1899.....	$334,560
Assessment at about actual value.	
Total tax (per $1,000) '98...	$35·12
Population in 1890 was.....1,031	
Population in 1899 was.....	294

INTEREST is payable by the Kansas Fiscal Agency.

STEVENS CO.—J. S. Stout, County Clerk.

County seat is Hugoton.

LOANS—	When Due.
Refunding Bonds—	
6s, J&J, $52,000	1918, '19, '20
6s, J&J, 31,388	July 1, 1913

Interest is payable in New York.
Bonded debt Jan. 1, 1900..$83,388
Floating debt..... 12,000
Total debt Jan. 1, 1900....$95,388
Total valuation 1899.....459,110
Assessment is ½ actual value.
State & Co. tax (per M.) '98.$12·50
Average school tax.....16·50
Population in 1890 was.....1,418
Population in 1899 (est)..... 600

SUMNER COUNTY.—W. H. Maddy, Treas.

County seat is Wellington.

LOANS—	When Due.
C.S. & Ft. S. RR.—	
6s, J&J, $75,000	Sept. 30,1909
6s, A&O, 65,600	Aug. 3,1910
Refunding RR. Bonds—	
5½s, J&J, $145,000	Jan. 1, 1920

Total debt Mar. 1, 1900.. $285,600
Sinking fund about..... $19,803
Net debt Mar. 1, 1900... 265,797
Tax valuation 1899..... 6,489,337
Assessment is ⅓ actual value.
State & Co. tax (per M.) '99.$15·00
Population 1890 was.....30,271
Population 1899 (est.)..... 25,300

THOMAS COUNTY.—H. M. Thiel, Clerk.

County seat is Colby. The railroad-aid bonds will be refunded by an issue of $49,000 5s, due June 1, 1914.

LOANS—	When Due.
Jail Bonds—	
6s, M&N, $4,000	Nov. 10, 1918
Railroad Aid Bonds—	
6s, F&A, $52,000	Aug. 15, 1908
Refunding Bonds—	
6s, J&J, $17,000	Jan. 1, 1909

Total debt Mch. 24, 1900 $70,000
Sinking fund..... 6,130
Total valuation, 1899...2,130,849
Assessment is ½ actual value.
State & co. tax (per M.) '99..$16·00
Population in 1890 was.....5,538
Population in 1900 (est.)....4,000

TOPEKA.—J. H. Squires, City Clerk.

This city is in Shawnee County.

CITY LOANS—	When Due.
City Hall Bonds—	
.., ..., $60,000	1929
Coal Prospecting—	
6s, J&J, $12,000	Apr. 20,1906
Refunding Bonds—	
6s, J&J, $14,000	July 20, 1905
5s, J&J, 14,000	July 2, 1906
5s, J&J, 79,000	July 15,1910
5s, J&J, 100,000	Aug.10, 1912
5s, J&J, 74,000	Nov. 8, 1913
Refunding Bonds—(Con.)—	
5s, J&J, $3,500	Sept. 1, 1915
3¾s, J&J, 13,000,g	Jan. 15, 1919
Internal Improvem. Bonds— (payable by special assessment.)	
Paving and Sewers—	
6s, ..., $143,512	Part due yearly
5s, ..., 150,000	1900 to 1909
Board of Education Bonds—	
Various.... $293,158	Various

INTEREST is payable in New York at the fiscal agency of the State.

TOTAL DEBT, Etc.—The total general city debt Feb. 1, 1899, was $319,500; Internal Improvement Bonds, $143,512; Board of Education Bonds, on Feb. 1, 1900, amounted to $293,158.

ASSESSED VALUATION of real estate in 1899 was $7,082,335; personal property, $1,454,240; railroad property, $351,067; total $8,857,642 Real estate is assessed at "about 50 per cent of its actual value." The total tax rate (per $1,000) in 1898 was $42·00, including State tax $3·70; county tax $9·30; city tax $19·00; school tax $10·00.

POPULATION.—In 1890 was 31,007; in 1880 was 15,452; in 1870 was 5,790; in 1895 it was 30,151; in 1898 it was 32,651.

WABAUNSEE CO.—B. Buchli, Clerk.

County seat is Alma.

LOANS—	When Due.
Railroad Aid Bonds—	
7s, July 1, $138,700	July 1, 1910
Township Refunding Bonds—	
5s, F&A, $83,000	Aug. 28, 1929
Subject to call after 1909.	

Total debt July 1, 1899... $138,700
Tax valuation, real.....$1,658,961
Tax valuation, personal.1,011,400
Total valuation 1899.....2,779,022
State, Co., & Twn'p. tax (per M.) 1899..... $29·90
Population 1890 was.....11,720
Population 1899 (est.).....12,329

ASSESSMENT.—Real estate is assessed on a basis of ⅕ actual value and personal property on ⅓.

WASHINGTON CO.—S. T. Yoder, Co. Clerk.

County seat is Washington.

LOANS—	When Due.
Refunding Bonds—	
5½s, J&J, $9,000	July 1, 1903
5s, J&J, 35,000	July 1, 1920

Total debt Mar. 1, 1900....$44,000
Total valuation 1899...$4,083,469
Assessment about 1-5 actual value.
State & Co. tax (per M.) '99..$12·50
Population in 1890 was.....22,894
Population in 1900 (est.)....22,000

INTEREST is payable at the Kansas Fiscal Agency, New York.

WELLINGTON.—{S. N. BROWN, Mayor. A. B. CHEEVER, Clerk.

This city is the county seat of Sumner County. As we go to press the city is offering for sale (April 10) $50,000 5% water bonds and $14,000 5% electric-light bonds running 20 years.

CITY LOANS—	When Due.
RR. Aid Bonds—	
7s, J&J, $10,000	July 1, 1910
Refunding Bonds—	
5s, J&J, $3,000	July 1, 1919
Optional after July 1, 1904.	
4½s, J&J, $5,000	July 1, 1919
Optional after July 1, 1909.	
4s, J&J, $29,000	July 1, 1919
Optional at any time.	
BOARD OF EDUCATION LOANS.	
6s, July, 3,500	July 1, 1900-'2
6s, J&J, $9,000	July 1, 1903
Subject to call.	
5s, July, 14,000	July 1, 1907
5s, Jan., 30,000	July 1, 1910

Total city debt Mar., 1900.$47,000
School debt (additional)... 56,500
Tax valuation real.....406,248
Tax valuation, personal...220,131
Total valuation 1899.....626,379
Assessment is ⅓ actual value.
Total tax (per $1,000) 1899.$56·00
Population 1890 was.....4,391
Population in 1900 (est.).....4,500

INTEREST is payable at the State Fiscal Agency in New York.

WICHITA.—Amos McClain, City Clerk.

County seat of Sedgwick County.

CITY LOANS—	When Due.
RAILROAD BONDS.	
Chic. Kan. & Neb. RR.—	
6s, F&A, $3,000	Aug. 1, 1907
St. Louis Ft. S. & Wich. RR.—	
6s, J&J, $40,000	July 1, 1903
Wichita & Colorado RR.—	
6s, J&J, $40,000	Feb. 1, 1906
Refunding Bonds—	
6s, ... $122,000	1915
6s, ... 74,000	June 1, 1921
5s, J&J, 50,000	Jan. 1, 1921
5s, ..., 25,287	July 1, 1917
5s, ..., 25,000	1918
5s, ... 50,000	Jan., 1929
Subject to call after 1919.	
....., $14,000	

CITY LOANS—(Con.)—	
City Hall Site Bonds—	
5s, J&J, $100,000	Jan. 1, 1910
LOANS—	When Due.
Special Assessment Bonds—	
6s, Var, $159,853	1899 to 1903
(Part due each year)	
BOARD OF EDUCATION BONDS.	
5s, J&J, $25,000	July 1, 1905
Subject to call.	
5s, J&J, $45,000	July 1, 1909
Subject to call at any time.	
5s, F&A, $50,000	Feb. 15, 1910
5s, J&J, $17,500	July 1917

INTEREST on the Board of Education bonds is payable by the New York Fiscal Agency, with the exception of bonds due in 1909 and 1917 interest on which is payable in Topeka; the refunding bonds of 1917 are also payable in Topeka.

TOTAL DEBT, Etc.—The total general debt on January 1, 1899, was $518,287; special assessment debt, $159,853. The total school debt on the same date was $137,500.

TOTAL ASSESSED VALUATION in 1898 was $4,561,835, and the city tax rate (per $1,000) was $24 00. Assessment is about one-third actual value.

POPULATION.—The population in 1890 was 23,853; in 1880 was 4,911; population in 1895 was 20,841; in 1899 (est.) 24,000.

WILSON COUNTY.—County seat is Fredonia.

LOANS—	When Due.
St. L. & W. RR.—	
7s, ... $93,000	Nov. 26, 1909
Court House Bonds—	
5s, ... $8,000	.....

Bonded debt Oct. 1, '99..$100,000
Sinking fund..... 33,804
Net debt Oct. 1, 1899.... $66,196
Tax valuation 1899.....2,753,321
Assessment is ¼ actual value.
State & Co. tax (per M) '98...$15·60
Population 1890 was.....15,286
Population in 1899 was....15,150

WINFIELD.—E. S. Bedilion, City Clerk.

County seat of Cowley County.

LOANS—	When Due.
Park Bonds—	
6s, M&N, $11,000	Sept. 15, 1911
Railroad Bonds—	
6s, M&S, $3,000	Sept. 1, 1916
6s, Nov., 8,000	Nov. 1, 1917
6s, J&D, 20,000	May 19, 1915
5s, ... 45,000	Jan. 1, 1918
5s, ..., 10,000	1918
Subject to call 1908.	
Bridge Bonds—	
6s, F&A, $4,500	Aug. 25, 1916

Interest payable in New York.
Bonded debt Aug. 15, '98..$97,000
City has no floating debt.
Total valuation 1898.....793,494
Total tax (per $1,000) '98. 35·00
Population in 1890 was.....5,184
Population in 1898 (est.).....6,000

Real estate assessed at ⅕ actual value and pers'l property at ⅓ actual.

WYANDOTTE CO.—John Caskey, Treas.

County seat is Kansas City.

LOANS—	When due.
Bridge—	
6s, ... $13,000	Sept. 1, 1903
6s, ... 35,000	Aug. 1, 1905
5½s, ... 67,500	July 1, 1907
5s, ... 60,000	July 1, 1919
Funding Bonds—	
5½s, ..., $50,000	July 1, 1903
5½s, ..., 44,000	July 1, 1918
5½s, ..., 75,000	Jan. 1, 1919
Jail Bonds—	
5s, ..., $40,000	July 1, 1919

Total debt Feb. 1, 1899. $384,500
Sinking fund.....18,082
Net debt Feb. 1, 1899.....366,418
Tax valuation 1898....11,681,026
Assessment about ¼ actual value.
State & Co.tax (per M.). '98.$18·10
Population 1890 was 54,407
Population in 1899.....65,563

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding all minor civil divisions in the State of Kansas which have an indebtedness of over $25,000 and which are not represented among the foregoing detailed reports. *For places having less than* $25,000 *debt see* CHRONICLE *of March* 25, 1899, pages 586, 587 and 588.

Location.	*Bonded Debt.* $	*Rate of Interest.* %	*Date of Maturity.*	*Population.* (1895.)
Agency Township, Osage Co	26,000	6	July 1, 1916	1,277
Alma Township, Wabaunsee Co	29,000	6	May 7, 1907	1,533
Anthony Township, Harper Co	45,567	6, 7	1905, 08, 20	1,942
Barton Co	30,500	6	Feb. 1, 1908	12,888
Belle Plaine T'p, Sumner Co	26,500	6	Oct. 1, 1916	1,280
Belleville Township, Republic Co.	30,000	6, 7	1904, 07	2,114
Beloit Board of Ed., Mitchell Co.	26,500	6	1904-1914	.....
Beloit, Mitchell Co	26,500	6	1916	2,039
Blue Mound Township, Linn Co	43,000	6, 7	1912, 16	1,161
Burrton Township, Harvey Co	26,000	6	Dec. 1, 1917	1,088
Caldwell Township, Sumner Co	29,000	6	July 1, 1916	1,988
Center Township, Ness Co	30,000	6	1917, 19	511
Center Township, Norton Co	28,000	6	1906, 08	1,383
Center Township, Pratt Co	28,000	6	Mar. 20, 1907	1,620
Center Township, Wilson Co	56,500	6, 7	1910, 16	2,384
Centre Township, Jewell Co	36,000	6, 8	1907, 10	1,240
Chase Co	80,000	6	Nov. 1, 1922	7,227
Cherry Township and Cherryvale Montgomery Co	31,000	6	1909, 11	3,218
Cimarron, Gray Co	55,000	6, 7	1902, 08	224
Clyde, Cloud Co	42,000	6	1907, 16, 17	1,129
Coldwater T'p, Comanche Co.	25,000	6	Sept. 1, 1907	*904
Conway Township, Sumner Co	31,000	6, 7	1905, 16	1,085
Coolidge, Hamilton Co	34,000	4, 7	1902, 27	198
Council Grove, Morris Co. (Township and City)	80,500	6	Various.	2,577
Crawford Township, Crawford Co.	25,000	6	1912	4,249
Decatur Co	43,500	5, 6	1903, 5, 7, 8	6,953
Delaware T'p, Jefferson Co	80,000	7	1902, 11	2,817
El Dorado, Butler Co	53,000	5, 6, 7	1901, 3, 5, 7	3,518
El Dorado Township, Butler Co	47,000	6	1913, 15	4,079
Elk Township, Cloud Co	35,000	6, 8	1901, 08	1,693
Ellis Co	47,000	5, 6, 7	1906 to 1913	7,478
Empire Township, Ellsworth Co.	25,000	6	Nov. 1, 1917	748
Erie Township, Neosho Co	30,000	6	1917	2,274
Eureka Township, Greenwood Co.	28,000	6, 7	1902, 06	2,828
Finney Co	40,000	6	1917, 1919	†3,553
Franklin T'p, Jackson Co	28,000	6	Mar. 1, 1916	3,774
Garnett, Anderson Co	30,000	6	1910	2,145
Girard, Crawford Co	33,000	6	1905, 08, 13	2,703
Goodland, Sherman Co	24,000	6	1909	988
Grant Township, Neosho Co	22,500	6	July 22, 1917	1,234
Grant Township, Reno Co	34,000	6	July 1, 1917	2,136
Great Bend City, Barton Co	58,000	6	1907, 18	2,113
Great Bend Township, Barton Co.	48,000	6	1904, 16, 17	2,561
Greeley Co	62,500	6	1919, 21	1,035
Greenleaf, Washington Co	25,000	6	1907	827
Greensburg, Kiowa Co	45,500	6, 7	1907, 8, 11	387
Guilford Township, Wilson Co	32,000	7	Aug. 2, 1916	605
Harper Co	22,000	6	July, 1912	9,238
Haven Township, Reno Co	25,000	7	July 1, 1906	1,345
Herington, Dickinson Co	53,500	6	1900, 7, 9, 18	1,446
Hiawatha, Brown Co	60,000	..	.....	3,062
Humboldt, Allen Co	30,000	6	$1,000 y'rly	1,474
Illinois Township, Sumner Co	19,000	7	July 1, 1904	451
Iola City, Allen Co	26,500	6	.....	1,565
Iola Township, Allen Co	46,500	7	1901	2,477
Jefferson Township, Jefferson Co.	25,000	7	1902	1,910
Junction Township, Osage Co	24,000	6	July 1, 1916	1,247
Kearny Co	30,400	6	1911, 25	1,159
Kinsley, Edwards Co	49,000	4	1915-19	703
Kiowa Township, Barber Co	25,000	7	1907	521
Le Roy Township, Coffey Co	48,100	6, 7	1910, 16, 17	1,233
Liberty Township, Linn Co	25,000	6	Jan., 1919	1,460
Lindsborg, McPherson Co	27,000	6	.....	1,305
Logan Co	30,500	5, 6	1904, 14, 21	2,071
Longton Township, Elk Co	30,000	6, 7	1909, 1917	1,074

Location.	Bonded Debt. $	Rate of Interest. %	Date of Maturity.	Population. (1895.)
Louisburg T'p, Montgomery Co.	45,000	7	1909-1916	2,027
McPherson, McPherson Co.	85,000	5, 6, 7	1907 to 16	2,666
McPherson T'p, McPherson Co.	37,000	6, 7	1907, 10, 16	610
Manhattan, Riley Co.	78,000	6	1907, 19, 17	2,980
Maple Hill T'p, Wabaunsee Co.	27,000	6	1907	931
Marion, Marion Co.	34,993	5 to 7	1899 to 01, 09	2,077
Marmaton Township, Allen Co.	40,000	4, 7	1901, 19	1,457
Medicine Lodge T'p, Barber Co.	25,000	6, 7	1915, 16	1,195
Mission Township, Neosho Co.	80,000	8, 10	1902, 10	1,982
Mitchell Co.	50,000	8	1908	13,327
Monroe Township, Anderson Co.	39,000	6	1916	2,920
Mound City, Linn Co.	32,000	6, 7	Jan. 1, 1906	780
Mound City Township, Linn Co.	39,500	5	1919, 30	1,689
Neodesha Township, Wilson Co.	35,000	7	Aug. 2, 1916	2,640
Neosho Falls, Woodson Co.	30,000	5	1917	952
Ness City, Ness Co.	27,500	6	1917, 19	420
Newbury T'p, Wabaunsee Co.	27,000	5	May 1, 1907	1,381
Norton, Norton Co	47,200	6, 10	1900, 08	914
Olathe, Johnson Co.	49,000	4½, 5	.....	3,456
Osage, Osage Co.	37,500	6	1905, 17	4,273
Osawatomie City & T'p, Miami Co.	35,000	6	1910, 18	3,614
Oskaloosa T'p, Jefferson Co	49,000	6	1911, 17	2,136
Ozark Township, Anderson Co.	26,000	7, 6	1916, 22	985
Phillipsburg, Phillips Co.	40,700	6	1907, 10, 18	916
Phillips Co.	20,000	4½	1915	11,712
Pratt, Pratt Co.	96,900	6	1901, 08	1,330
Quindaro T'p, Wyandotte Co.	33,000	6	July, 1916	1,955
Rock Creek Township, Coffey Co.	29,000	6	Oct. 6, 1916	1,541
Rock Creek T'p, Nemaha Co.	25,000	6	1907	2,181
Scott Township, Scott Co.	27,000	6	1922	272
Seneca, Nemaha Co.	50,000	6	1917, 1925	1,961
Sherman Co.	26,000	6	Jan. 1, 1919	3,883
Smith Centre, Smith Co.	43,000	6	1907, 09	704
Smoky Hill T'p, McPherson Co.	29,740	6, 7	1909, 18	2,022
South Haven T'p, Sumner Co.	28,000	6, 7	1910, 16	1,198
Sterling, Rice Co.	34,000	6	Mar. 1, 1907	1,815
Stockton, Rooks Co.	46,000	7	1907, 09	789
Superior Township, Osage Co.	33,100	6	Jan. 1, 1917	1,322
Syracuse, Hamilton Co	42,032	5, 6, 7	1902, 08	413
Tonganoxie T'p, Leavenworth Co.	30,000	6	Jan. 1, 1917	2,328
Ulysses, Grant Co.	37,000	6	1918, 19, 21	*198
Union Township, Jefferson Co.	30,000	5, 6	1912, 29	1,359
Union Township, Rice Co.	30,000	6, 7	1910, 16	810
Wallace Co.	42,800	6	1909, 20	1,592
Wamego T'p, Pottawatomie Co.	35,000	6	Jan. 1, 1917	1,779
Wamego (City), Pottawatomie Co.	28,000	5	1919	1,410
Washington T'p, Washington Co.	26,000	10	Jan. 1, 1907	2,135
Wichita County	109,000	6	1918, 20, 22	1,438
Yates Center, Woodson Co.	52,000	6, 7	1916, 18	1,599

* Population in 1890. † Population in 1894.

State of Montana.

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act May 26, 1864) - May 26, 1864
Admitted as a State (Act of Feb. 22, 1889) - - Nov. 8, 1889
Total area of State (square miles) - - - - - 146,080
State Capital - - - - - - - - - - Helena
Governor (term expires 1st Mon. Jan. 1901) - Robert B. Smith
Secretary of State (term exp. 1st Mon. Jan. 1901) - T. S. Hogan
Treasurer (term expires 1st Monday Jan. 1901) - T. E. Collins
Auditor (term exp. 1st Mon. Jan., 1901) T. W. Poindexter, Jr.

Legislature meets biennially in odd years on the first Monday in January, and sessions are limited to 60 days.

SITUATION AS TO DEBT, Etc.—For facts with reference to the history of Montana's State debt see STATE AND CITY SUPPLEMENT for April 1893, page 130. The loans described below are not strictly State debts, the bonds being issued on land grants; the State has no bonded indebtedness, and is not liable for these loans.

LOANS— NAME AND PURPOSE.	Interest. P. C.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Agricultural College	6	.....	July 1, 1920	$100,000
		Optional after 1905		
Capitol Bonds	6	.....	1928	350,000
		Optional after 1913		
Normal School	6	.....	July 1, 1920	50,000
		Optional after 1905		
University	6	.....	July 1, 1927	100,000
		Optional after 1917		
Deaf and Dumb Asylum..	6	.....	July 1, 1927	40,000
		Optional after 1912.		

ASSESSED VALUATION.—In 1899 the assessed valuation of real estate was $72,514,960; personal property, $54,610,006; railroads, $14,992,689; total, $142,117,655 in 1899 the State tax (per $1,000) was $2·50. Property is supposed to be assessed at full cash value.

DEBT LIMITATION.—The Constitution of Montana was adopted by popular vote October 1, 1889. Article XIII. contains the Sections which regulate the debt-making powers of State, county and city, and we gave those sections in full on page 135 of the STATE AND CITY SUPPLEMENT of April, 1895. It may be mentioned that the restrictions and limitations are distinctly and fully stated.

POPULATION OF STATE.—The population of Montana has been as follows in the year named:

1890.....132,159 | 1880.....39,159 | 1870.....20,595

In 1870-80 the increase was 18,564, or 90·14 per cent; in 1880-90 93,000, or 237·49 per cent.

Cities, Counties and Towns

IN THE

STATE OF MONTANA.

For reports not given in alphabetical order in the following see "Additional Statements" at end of this State.

BEAVER HEAD CO.—G. G. Taylor, Co. Clk.

County seat is Dillon.

LOANS— *When Due.*
REFUNDING BONDS—
5s, J&J, $20,000.....Jan. 1, 1919
Subject to call after Jan. 1, 1909.
4s, J&J, $60,000.....Jan. 2, 1919
Subject to call Jan. 2, 1909.

Bonded debt Dec. 1, 1899 $80,000
Tax valuation 1899.....3,931,723
State & Co. tax (per M.) '99...$18·56
Population in 1890 was.....4,650
Population in 1900 (est.).....6,250

BOZEMAN.—{GEORGE D. PEASE, Clerk. JOHN MAXEY, Treasurer.

Bozeman is in Gallatin County.

LOANS— *When Due.*
CITY HALL FUNDING BONDS—
5s, ...$7,000.....1918
Optional after 1908.
DUMP GROUND BONDS—
6s, J&J, $3,000.....July 1, 1912
Subject to call after July 1, 1902
WATER-WORKS BONDS—
5s, J&J, $165,000.....Jan. 1, 1919
Subject to call after Jan. 1, 1909.
PUBLIC BUILDING BONDS—
6s, J&J, $25,000.....July 1, 1909
Subject to call.
6s, M&N, $10,000.....Nov. 1, 1910
Optional after Nov. 1, 1900

Bonded debt Jan. 1, 1900. $205,000
Floating debt (abt.).....$14,000
Net debt.....219,000
Sinking fund (abt.)..... 7,000
Net debt Jan. 1, 1900.....212,000
Tax valuation 1899.....2,026,022
Assessment about ⅔ actual value.
City tax rate (per $1,000) '99 $12·00
Total tax (per $1,000) '99.. 35·50
Population in 1890 was.....2,143
Population in 1900 about....5,000

INTEREST on 6s due July 1, 1908 and 1912, at New York; on 6s due Nov. 1, 1908, at Bozeman, and on the water bonds in Bozeman or New York.

BUTTE.—Butte is in Silver Bow County.

LOANS— *When Due.*
BUILDING BONDS—
6s, J&J, $20,000.....Oct. 1, 1910
Subject to call Oct. 1, 1900
PUBLIC LIBRARY BONDS—
6s, J&J, $50,000.....Oct. 1, 1912
Subject to call Oct. 1, 1902
SEWER—
6s, J&J, $26,000.....Apr. 1, 1909
6s, J&J, 50,000.....Oct. 1, 1910
Subject to call Oct. 1, 1900

Interest is payable in New York.
Bonded debt Jan. 1, '99. $146,000
Floating debt..... 379,863
Total debt..... 525,863
Sinking fund and cash.. 89,972
Net debt Jan. 1, 1899.. 435,891
Tax valuation 1898....15,000,000
Assessment about ⅔ actual value.
Total tax (per $1,000) '98..$27·75
Population in 1890 was.....10,723
Population in 1899 (est.)....65,000

TAX FREE—All bonds of this city are exempt from taxation.

THE SINKING FUND receives yearly a sum amounting to 5 per cent of the total bonded debt.

DEBT LIMITED by law to 5 per cent of assessed valuation.

BUTTE SCHOOL DISTRICT NO. 1.—Thos. Richards, Clerk Board of Education.

This is one of the school districts into which Silver Bow County is divided. District No. 1 not only includes the entire city of Butte but the larger portion of the taxable property of the county outside of Butte and contains about 9/10 of the school population of the county. The bonded debt of the district is as given below.

LOANS— *When Due.*
6s, ...$50,000.....1913
Optional after 1903
Bond. debt Feb. 1, 1900. $50,000
Sinking fund..... 2,000

Net debt Feb. 1, 1900... $48,000
Tax valuation '99 (abt.) 27,000,000
School tax (per $1,000) '99..$7·50
Population 1900 (est.).....60,000

TAXES for the payment of principal and interest on these bonds are levied and collected by the County officials, and payment is made by the County Treasurer.

CASCADE CO.—W. H. Gelsthorpe, Treasurer.

County seat is Great Falls.

LOANS— *When Due.*
BRIDGE BONDS—
7s, J&J, $110,000.....July 1, 1911
COURT HOUSE SITE—
7s, J&J, $20,000.....July 1, 1911
FUNDING BONDS—
6s, J&J, $60,000.....Jan. 1, 1900
(part each year) 1904 and 1909
6s, J&J, $150,000.....Jan. 1, 1912

Total debt Feb. 1, 1900. $340,000
Cash and sinking fund. 90,408
Tax valuation, real..... 9,784,304
Tax valuation, person'l 3,021,323
Total valuation 1899...12,805,627
Assessment is ⅖ actual value.
State & Co. tax (per M.) '99.$13·00
Population in 1890 was..... 8,755
Population in 1900 (est.) ...22,500

CHOTEAU CO.—E. Frank Sayre, Co. Clerk.

County seat is Fort Benton.

LOANS— *When Due.*
COUNTY BONDS—
6s, semi-an., $108,000.July 1, 1911
6s, J&J, $92,000.....July 1, 1917
Subject to call after July 1, 1912
Int. payable at Co. Tr. & N. Y. City.
Bonded debt Dec. 1, '99..$200,000
Cash in County funds.... 97,403
Net debt Dec. 1, 1899.... 102,597

Tax valuation, real..... $960,145
Tax valuation, personal.3,427,426
Tax valuation, RR 1,442,819
Total valuation 189·....5,830,390
Assessment about ⅗ actual value.
State & Co. tax (per M) '99 $27·62½
Population in 1890 was.....4,741
Population 1899 (estimated) 6,000

CUSTER CO.—A. H. Swerdfiger, Clerk.

County seat is Miles City.

LOANS— *When Due.*
REDEMPTION BONDS—
6s, g, J&J, $274,000.July 1, 1915
Subject to call July 1, 1905.
Bonded debt. Dec. 1, '99.$274,000
Floating debt..... 48,019
Total debt..... 322,019

Resources.....$148,452
Net debt Dec. 1, 1899.... 173,567
Total valuation 1899 ...6,337,414
Assessment about ½ actual value.
State & Co. tax (per M.) '99.$26·60
Population 1890 was.....5,308
Population 1898 (estimated).9,000

INTEREST is payable at the office of Kountze Bros., New York City.

DAWSON CO.—County seat is Glendive.

LOANS— *When Due.*
FUNDING BONDS—
7s, Dec., $11,000.....Dec. 1, 1903
Subject to call at any time.
REFUNDING BONDS—
6s, g, $50,000.....1915
Optional 10 years after issue.
BRIDGE BONDS—
6s, g., J&e, $39,000....July 1, 1915
Subject to call after 1905.
Interest is payable in Glendive and New York.

Bonded debt Dec. 1, 1898. $100,000
Floating debt..... 14,484
Total debt..... 114,484
Sinking fund..... 23,763
Net debt Dec. 1, 1898... 90,721
Total valuation 1898....2,182,213
Assessment is ⅔ actual value.
State & Co. tax (per M.) '98..$28·50
Population in 1890 was.....2,056
Population 1899 (local est.)..1,700

DEER LODGE CO.—P. D. Twohy, Treasurer.

County seat is Anaconda.

LOANS	When Due.
Court House & Jail Bonds—	
5s, ..., $100,000	Jan. 1, 1919
(Optional after Jan. 1, 1909)	
Refunding Bonds—	
5s, J&J, $150,000	July 1, 1910
Bonded debt Dec. 1, 1899. $250,000	

Tax valuation, real .. $5,126,609
Tax valuation, pers'nal .. 3,938,917
Total valuation 1898 8,065,526
Assessment about ¾ actual value.
Total tax (per $1,000) '98 .. $23·50
Population in 1890 was 15,155
Population in 1898 (est.) 20,000

FLATHEAD CO.—Michel Therriault, Clerk.

County seat is Kalispell. Bonds are exempt from county tax.

LOANS.	When Due.
Funding Bonds—	
6s, J&J, $100,000	Mar. 1, 1914
Floating debt	$19,575
Total debt Dec. 1, 1899	149,575

Cash in County funds $64,979
Net debt Dec. 1, 1899 84,595
Tax valuation 1899 3,807,194
State & Co. tax (per M)' 99. $21·50
Population in 1900 (est.) 11,000

GALLATIN CO.—E. V. Blankenship, Clerk.

County seat is Bozeman.

Funding Bonds—	
4½s, J&J, $137,000	Oct. 15, 1919
Bonded debt Dec. 1, '99.	$232,000
Floating debt	5,063
Total debt	237,063
Sinking funds	89,786

Net debt Dec. 1, 1899 .... $147,277
Tax valuation 1899 6,533,044
State & Co. tax (per M) '99. $16·50
Population in 1890 was 6,246
Population in 1900 (est.) 8,500

GREAT FALLS.—John Roberts, Treasurer.

Great Falls is in Cascade County.

LOANS—	When Due.
Funding Bonds—	
6s, J&J, $50,000	July 1, 1911
Subject to call after July 1, 1901	
6s, J&J, $30,000	1912
Subject to call 1902	
Park and Sewer Purposes—	
6s, J&J, $70,000	1912
Subject to call 1902	

Water Bonds—	
5s, ..., $375,000	1908-'13-'18
($125,000 payable each year)	
Bonded debt Mar. 1, 1900.	$525,000
Special assessment debt.	23,454
Total valuation 1899	5,464,881
City tax rate (per M) 1899	$10·00
Special water tax 1899	1·00
Assessment is ⅔ actual value.	
Population in 1890 was	3,979
Population 1900 (est.)	13,000

INTEREST is payable at the City Treasurer's office and in New York

Great Falls School Dist. No. 1.

Comprises about one-fourth of the entire county, and includes the city of Great Falls with all its suburbs.

LOANS—	When Due.
Building and Furnishing—	
7s, J&D, $10 000	July 1, 1908
Subject to call	
6s, M&N .. 50,000	May 1, 1911
Subject to call after May 1, 1901	
6s, M&S, $90,000	Mar. 1, 1915
Subject to call after Mar. 1, 1905	

6s, J&J, $19,000 .... July 1, 1916
Total debt Mar. 1, 1900.. $169,600
Sinking fund 1,409
Net debt Mar. 1, 1900 168,190
Tax valuation 1899 8,346,276
Population 1900 (est.) 12,000
INTEREST payable by County Treasurer and in New York.

HELENA.—{F. J. EDWARDS, Mayor. H. F. TILTON, Treasurer.

Helena is the county seat of Lewis and Clark County. On Jan. 18, 1900, this city voted to extend its limit of indebtedness to 5% over and above the 3% of the assessed valuation as provided for in the State Constitution.

LOANS—	When Due.
Sewer Bonds—	
5s, ..., $150,000	
Funding Bonds—	
6s, ..., $100,000	June 1, 1911
5s, ..., 162,000	Jan. 1, 1916
Subject to call after 1903.	
Refunding Bonds—	
4s, J&J, $130,000	July 1, 1919
Int. payable in New York & Helena.	

Bonded debt Mar. 8, '99. $542,000
Floating debt *275,000
Total debt Mar. 8, 1899 817,000
Tax valuation 1898 11,000,000
Assessment about full value.
Tax rate (per $1,000), 1898. $24·50
Population 1899 (est.) 14,000

*The floating debt mentioned above represents outstanding warrants issued subsequent to Sept. 12, 1893, and accrued interest thereon at 7 per cent, which have been declared illegal by the State Supreme Court. The Union Bank & Trust Co. of Helena has been appointed agent for the city to exchange *illegal* 3 per cent bonds for the warrants. The city intends to preserve the warrants, to be returned to the original owners in the event that the city is enjoined from paying the interest on these bonds.

Helena School District No. 1.—Thomas E. Goodwin, Clerk.—This district is in Lewis and Clark Co.

LOANS—	When Due.
School Bonds—	
5s, J&J, $100,000	July, 1910
Subject to call after July, 1900	
6s, g. J&J, $150,000	July 10, 1911
Subject to call after July 10, 1901	
Par value of bonds	$1,000

Total debt March 1, 1900. $250,000
Tax valuat'n 1899 11,048,434
Assessment is about actual value.
Total tax (per $1,000) 1895 $22·00
Value of school property .. 409,000
Population 1890 (about) 15,000
Population 1900 (est.) 15,000

JEFFERSON CO.—Chas. Scharf, Clerk.

County seat is Boulder. Broadwater County was partly formed from a portion of this (Jefferson) County.

LOANS—	When Due.
County Bonds—	
6s, g., J&J, $60,000	1903 to 1907
Refunding Bonds—	
4½s, J&J, $75,000	1904-'14-'19
Total debt Dec. 1, '99	$135,366
Cash in funds.	43,667
Net debt Dec. 1, 1899	91,698

Tax valuation, real $2,550,103
Tax valuation, person'l 994,751
Total valuation 1899 3,554,854
Assessment about ½ actual value.
State & co. tax (per M.) '99. $14·00
Population 1890 was 6,026
Population in 1900 (est.) 8,000

LEWIS & CLARK CO.—Dr. W. L. Steele, Tr.

County seat is Helena.

LOANS—	When Due.
Refunding Bonds—	
5½s J&J, $190,000.	July 1, 1901-'15
Part payable yearly.	
Total debt Feb. 15, 1900	$190,000
County has no floating debt or sinking fund.	

Tax valuation, real .. $13,369,462
Tax valuation, person'l 3,490,819
Total valuation 1900 .. 16,860,281
Assessment about ⅗ actual value.
State & co. tax (per M.) '99. $15·50
Population 1890 was 19,145
Population 1900 (est.) 25,000
INTEREST payable at Hanover National Bank, New York City.

MADISON CO.—Henry E. Steffens, Co. Clerk.

County seat is Virginia City.

Bonded debt Dec. 11, '99. $100,000
Floating debt 2,697
Total debt 102,697
Cash in County funds 39,745
Tax valuation, real 1,732,431
Tax valuation, person'l. $1,926,330
Tax valuation, RR 257,074
Total valuation 1899 .. 3,915,835
Total tax (per $1,000) 1899. $22·35
Population 1890 was 4,692

MEAGHER CO.—{GEO. WALLWORK, Treasurer. ALLEN PIERSE, Clerk.

County seat is White Sulphur Springs. In 1897 a portion of the county of Meagher was detached and annexed to other counties, thus greatly diminishing assessed values. The 1899 valuation and population below relate to the county in its new form. As to the apportionment of the debt, the county holds warrants in payment of the portions segregated, but these are not included in the sinking fund assets below

LOANS—	When Due.
Funding Bonds—	
7s, J&J, $50,000	Jan. 1, 1902
6s, J&J, 50,000	July 1, 1902
6s, J&J, 25,000	July 1, 1914
Subject to call after July 1, 1904	
Refunding Bonds—	
6s, J&J, $63,000	Jan. 1, 1913
Optional after Jan. 1, 1903	

Bonded debt Dec. 1, '99 .. $188,000
Floating debt 5,997
Sinking fund 54,252
Net debt Dec. 1, 1899 133,747
Total valuation 1899 .. 3,068,595
Assessm't same as actual value.
State & co. tax (per M.) '99. $24·60
Population in 1890 was 4,749
Population in 1899 (est.) 2,500

INTEREST on the funding bonds is payable at the Fourth National Bank, N. Y.; on refunding bonds at the National Park Bank, N. Y.

MISSOULA.—

Missoula is the county seat of Missoula County.

LOANS—	When Due.
Bridge Bonds—	
6s, M&N, $38,000	Nov. 1, 1911
Subject to call after Nov. 1, 1901.	
Sewer Bonds—	
6s, M&N, $55,000	Nov. 1, 1911
Subject to call after	Nov. 1, 1901.
Bonded debt Dec. 1, 1898	$93,000

Floating debt $67,814
Total debt Dec. 1, 1898 160,814
Tax valuation 1897 2,302,628
Assessment about ½ actual value
Total tax (per $1,000) '98 .. $32·50
Population 1890 was 3,426
Population 1899 (local est.) . 6,500

INTEREST is payable by the Mercantile Trust Company, N. Y.
TAX FREE—All bonds of this city are exempt from taxation.

MISSOULA CO.—County seat is Missoula.

LOANS—	When Due.
Jail Bonds—	
7s, F&A, $13,000	Mar. 1, 1909
County Bonds—	
7s, F&A, $50,000	Feb. 1, 1901
5s, J&J, 1,600	1900
Funding Bonds—	
6s, J&J, 150,000	Jan. 1, 1912
Refunding Bonds—	
6g, J&J, 40,000g	July 1, 1916
Bonded debt Dec. 1, '98.	$257,450

Floating debt $125,449
Total debt 382,899
Sinking fund 10,415
Net debt Dec. 1, 1898 372,484
Tax valuation, real 4,825,932
Tax valuation, personal. 1,501,628
Total valuation 1898 6,327,560
Assessment about ½ actual value.
State & co. tax (per M.) '98. $17·00
Population 1890 was 14,427
Population in 1899 (est.) 13,500

INTEREST on jail bonds and warrants due 1912 is payable at New York; all other warrants at Missoula.
TAX FREE.—Bonds issued by this county are exempt from taxation.

PARK CO.—Chas. Angus, County Clerk.

County seat is Livingston. By act of the Legislature of 1896 this county was divided into three parts, forming Park, Sweet Grass and Carbon counties; the old debt is corrected to the date given below:

LOANS—	When Due.
Funding Bonds—	
7s, J&J, $70,000	Jan. 1, 1908
Subject to call after 15 years.	
7s, J&J, $10,000	Jan. 1, 1910
Subject to call after Jan. 1, 1905	
6s, J&J, $75,000	July 1, 1913
6s, J&J, 45,000	July 1, 1914

Total debt Dec. 1, 1899 .. $200,000
Cash in county funds 35,261
Tax valuation 1899 3,524,458
Assessment abt. 65% actual value.
State & co. tax (per M.) '99 $18·00
Population in 1890 was 6,881
Population 1900 (est.) 6,000

INTEREST is payable at New York and at Livingston, Mont.

SILVER BOW CO.—J. G. Holland, Treas.

County seat is Butte.

LOANS—	When Due.
Funding Bonds—	
5s, J&J, $125,000	July 1, 1917
Subject to call after July 1, 1907	
Interest payable at County Treas'y.	
Bonded debt Feb. 1, 1900.	$125,000

Tax valuation 1899 ... $27,368,130
Assessment is ¾ actual value.
State & Co. tax (per M.) '99. $24·50
Population in 1890 was 23,744
Population in 1898 was 65,000

YELLOWSTONE CO.—County seat is Billings.

LOANS—	When Due.
Refunding Bonds—	
5s, g. J&J, $91,500	July 1, 1918
Subject to call after 1908.	
Funding Bonds—	
6s, g, $59,000	Oct. 1, 1911
Subject to call after Oct. 1, 1901	
Bond. debt Apr. 4, 1909	$150,500
Sinking fund	8,751

Net debt Apr. 4, 1900 .. $141,749
Tax valuation, real 1,989,193
Tax valuation, personal 1,921,199
Tax valuation, railroads 782,200
Total valuation 1899 4,692,592
Assessment about ¾ actual value.
State & co. tax (per M.) '99. $18·50
Population in 1890 was 2,065
Population in 1898 (est) 4,000

The county's debt is limited to 4 per cent of the assessed valuation.
INTEREST is payable in New York at the Nat. Bank of the Republic.
TAX FREE.—Bonds issued by this county are free from taxation.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding all cities and counties in Montana which have reported an indebtedness of over $10,000 and which are not represented among the foregoing detailed reports. We add the population from the U. S. Census of 1890.

	Bonded Debt.	Assessed Valuation.	Tax Rate (per M.)	1890. Population.
	$	$	$	
Anaconda, Deer Lodge Co	59,000	.....	.....	3,975
Billings, Yellowstone Co	25,000	.....	.....	836
Broadwater County	62,000	1,842,722	23·10	.....
Carbon County	57,000	2,206,000	.....	.....
Fergus County	103,000	4,568,028	24·50	3,514
Fort Benton, Choteau Co	12,500	.....	.....	624
Kalispell, Flathead Co	20,000	.....	.....	.....
Livingston, Park Co	10,000	1,300,000	10·00	2,850
Miles City, Custer Co	17,000	.....	.....	956
Ravalli County	75,000	2,529,458	25·25	.....
Sweet Grass County	95,000	2,414,721	16·50	.....
Teton County	60,000	2,739,881	20·75	.....
Valley County	67,000	2,070,384	32·10	.....
White Sulp. Springs, Meagher Co	30,000	444,315	9·00	640

State of Wyoming.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act of July 25 1868) - July 25, 1868
Admitted as a State (Act of July 10 1890) - July 10, 1890
Total area of State (square miles) - - - - - 97,890
State Capital - - - - - - - - - - Cheyenne
Governor (term expires 1st Mon. Jan. '03) De Forest Richards
Secretary of State (term ends 1st Mon. Jan. 1903) F. Chatterton
Treasurer (term expires 1st Monday Jan. 1903) Geo. E. Abbott

Legislature meets biennially in odd years on the 2d Tuesday in January, and sessions are limited to 40 days.

DEBT HISTORY.—All the necessary data respecting the State's debt will be found in the following statement.

LOANS— NAME AND PURPOSE.	Interest. P. & C.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Capitol Building Bonds....	6	Jan. 1	Jan. 1, 1902-1911 $15,000 yearly.	$150,000
Insane Asylum Bonds.....	6	Jan. 1	Jan. 1, 1913-1922 $3,000 yearly.	30,000
Public Building Bonds....	6	July 1	July 1, 1919-1928 $9,000 yearly.	90,000
University Building Bonds	6	Jan. 1	Jan. 1, 1902-1911 $5,000 yearly.	50,000

INTEREST on the public building bonds is payable at the Fourth National Bank, New York; on all others at the State Treasurer's office, or at the Mercantile National Bank, New York.

TOTAL DEBT, ETC.—The total debt on Feb. 1, 1900, was $320,000, all bonded.

ASSESSED VALUATION.—The following statement shows the assessed valuation of property in Wyoming for the years indicated.

Years.	Valuation.	Years.	Valuation.	Years.	Valuation
1899	$35,578,806	1894	$29,198,041	1888	$33,338,541
1898	30,789,291	1893	32,356,802	1885	30,717,249
1897	30,300,462	1891	32,536,400	1880	11,857,344
1896	30,028,694	1890	30,665,498	1875	9,493,638
1895	29,838,938	1889	31,431,495	1870	6,924,357

TAX RATE—The total State tax (per $1,000) in 1899 was $6·25.

DEBT LIMITATION.—In Wyoming the provisions of the Constitution with respect to debt contraction and limitation are quite voluminous. They are all found in Article 16 of that instrument, and indicate that the State is determined to preserve with care the conservative reputation which it enjoyed as a Territory. Citations from the laws of the State respecting debt limitation will be found on page 137 of the STATE AND CITY SUPPLEMENT of April, 1895.

POPULATION OF STATE.—Wyoming's population has been as follows in the years indicated:

1890.....60,705 | 1880.....20,789 | 1870.....9,118

In 1870-80 increase was 11,671, or 128·00 per cent, and in 1880-90 39,916, or 192·01 per cent.

CITIES, COUNTIES AND TOWNS IN THE STATE OF WYOMING.

ALBANY COUNTY.—CHAS. REALS, Treas.

County seat is Laramie.

LOANS— *When Due.*
FUNDING BONDS—
6s, J&J, $142,000...Nov. 16, 1901
(part yearly) to Nov. 16, 1910
Interest payable in New York.
Bonded debt Feb. 18,'99..$142,000
County has no floating debt.
School debt (additional).. $23,000
Tax valuation 1899.....4,414,982
Assessment about ½ actual value.
Total tax (per $1,000) '98.. $19·00
Population in 1890 was.....8,865
Population in 1897 (est).....9,000

TAX FREE.—All bonds issued by this county are tax exempt.

BUFFALO.—T. P. HILL, Mayor. THOS. MILLAR, Clerk.

Buffalo is in Johnson County.

LOANS— *When Due.*
6s, Jan., $40,000.....Jan. 1, 1903
Subject to call after Jan. 1, 1903
Interest payable in New York.
Total debt Jan. 1, 1900... $40,000
Sinking fund..... 18,000
Net debt Jan. 1, 1900..... 22,000
Tax valuation, real.....$197,247
Tax valuation, personal.. 134,600
Total valuation 1899..... 331,847
Assessment about ⅓ actual value.
Total tax (per $1,000) 1899.$34·10
Population in 1890.....1,087
Population in 1900 (est.).....1,120

TAX FREE.—All of the above-mentioned bonds are tax exempt.

CARBON COUNTY.—F. M. BAKER, Treas.

County seat is Rawlins.

LOANS.— *When Due.*
FUNDING BONDS—1890—
6s, J&J, $144,000.....1900-1909
($14,400 due yearly on July 1.)
Total debt Feb. 1, 1900.. $144,000
Total valuation 1899....4,653,487
Tax valuation, real.....1,270,012
Tax valuation, person'l.$1,364,065
Tax valuation RR. & telg. 874,401
Total valuation 1898....3,508,478
Assessment about ½ actual value.
County tax (per $1,000) '99..$5·70
Population in 1890 was.....6,857
Population in 1898 (est.).....8,000

INTEREST is payable at the National Park Bank, New York.

CHEYENNE.—W. R. SCHNITGER, Mayor. D. S. SWAN, Treasurer.

Cheyenne is situated in Laramie County.

LOANS— *When Due.*
REFUNDING BONDS 1898—
5s, Jan. 3, $127,500..Jan. 3, 1909
($6,375 due y'rly) to Jan. 3, 1929
VIADUCT BONDS 1891—
6s, Jan. 1, $60,000...Aug. 1, 1902
($3,000 due y'rly) to Aug. 1, 1921
WATER EXTENSION BONDS 1891—
6s, Jan., $65,000.....Aug.1, 1902
($3,250 due yearly) to Aug.1, 1921
Total debt Jan. 1, 1900... $252 500
Water debt included.... 192,500
Tax valuation 1899.....2,907,985
Assessment is ½ actual value.
State, county and school tax
(per $1,000), 1899.....$15·00
City tax (per $1,000) 1899...$7·00
Population in 1890 was.....11,690
Population 1900 (est.).....12,000

INTEREST on the refunding bonds is payable in New York; on the water extension bonds in Hartford, Conn.; on the viaduct bonds in New York and Hartford.

OPTIONAL.—Bonds of 1891 are subject to call after 1901; those of 1898 after 1909.

CONVERSE CO.—A. D. COOK, Clerk.

County seat is Dougas.

LOANS— *When due.*
FUNDING BONDS—
6s, J&J, $60,000.....July 1, 1909
Interest is payable in New York.
Bonded debt Apr. 5, 1900..$60,000
Sinking fund assets..... 6,000
Tax valuation 1899....$1,887,853
Assessment about ½ actual value.
Total tax (per $1,000), '99..$24·25
Population in 1890 was.....2,738
Population in 1900 (est.)....4,300

CROOK CO.—J. G. BUSH, Treasurer.

County seat is Sundance.

LOANS— *When Due.*
COURT HOUSE AND JAIL BONDS—
6s, J&J, $16,000 .....July 1, 1900
($1,000 due yearly) to July 1, 1915
FUNDING BONDS—
6s, J&J, $55,000.....May 1, 1901
($5,500 due yearly) to May 1, 1911
Interest is payable in New York.
Bond. debt Mar. 1, 1900. $70,000
Floating debt about..... 15,000
Total debt Mar.1,1900... 85,000
Total valuation 1899....1,487,704
Total tax (per $1,000),'98..$22·00
Assessment about ½ actual value.
Population in 1890 was.....2,338
Population in 1898 (est.)....4,000

All of the above issues are free from taxation.

EVANSTON.—Evanston is situated in Uinta County.

LOANS— *When Due.*
WATER BONDS—
6s, M&S, $20,000.....1900
($2,000 yearly) to 1910
6s, ann., $6,000.....1926
Subject to call after 1906
Total debt Jan. 1, '99.....$26,000
Total valuation 1898.....602,706
Assessment is 3-5 actual value.
City tax (per $1,000).....$5·00
Population in 1890 was.....1,995
Population in 1899 (est.)....2,300

INTEREST is payable in Chicago or Evanston.

TAX FREE.—All bonds issued by this town are tax exempt.

JOHNSON CO.—JOHN W. PETERSON, Clerk.

County seat is Buffalo. A portion of this county was detached in 1897 to form the new county of Big Horn.

LOANS— *When Due.*
FUNDING BONDS—
6s, J&J, $74,000.....1901
($7,400 yearly) to 1910
Total debt Mar. 1, 1900.. $74,000
Tax valuation, real..... 491,643
Tax valuation, personal. $825,510
Tax valuation 1899.....1,317,153
Assessment is ½ actual value.
State & Co. tax (per M),'99..$22·25
Population in 1890 was.....2,357
Population in 1900 (est.).....1,800

INTEREST is payable in New York.

LARAMIE.—The city of Laramie is situated in Albany Co.

LOANS— *When Due.*
FUNDING BONDS—
6s, J&J, $46,400. ...Aug. 31, 1925
Subject to call after 1905.
SEWER BONDS—
7s, J&J, $40,000.....July 1, 1917
Bonded debt Feb. 1,'1900 $86,400
Tax valuation 1899.....1,776,707
City tax (per $1,000) '99. $6·00
Population in 1890 was.....6,388
Population in 1880 was.....2,696
Population in 1898 (est.)....7,000

LARAMIE COUNTY.—J. SCHUNEMAN, Tr.

County seat is Cheyenne.

Total debt Feb. 1, 1900. $400,000
Tax valuation, real.... 4,018,010
Tax valuation, pers'l.. 1,833,655
Total valuation 1899... 5,851,665
Assessment is ⅖ actual value.
State & Co. tax (perM) '99..$15·00
Population in 1890 was.....16,777
Population in 1900 (est.)...18,000

SHERIDAN.—This town is in Sheridan County.

LOANS— *When Due.*
WATER WORKS BONDS—
6s, Jan. 1, $75,000 ...Aug. 1, 1923
Subject to call after Aug. 1, 1903
Bonded debt 1898. .... $75,000
Tax valuation 1894 .....$728,277
Assessment is ⅓ actual value.
Tax rate (per $1,000)..... $3·00
Population in 1890 was..... 281
Population in 1894 (est.).... 1,800

INTEREST is payable at the Chemical National Bank, New York.

SWEETWATER CO.—County seat is Green River

LOANS— *When Due.*
FUNDING BONDS—
6s, J&J, $40,000.Mar.1,1902 to '11
($4,000 due yearly.)
5½s, J&J, $53,000.Nov.,1902 to '11
($5,300 due yearly.)
Bonded debt Mar. 1, '98. $93,000
Sinking fund..... 10,455
Net debt Mar. 1, 1898... 82,545
School Dist. debt (add'l) 13,700
Sinking fund..... 7,047
Net S. D. debt Mar. 1,'98 $6,653
Tax valuation, real.....1,332,344
Tax valuation, pers'l.... 970,005
Railroads and telegr'ph.1,447,769
Total valuation 1898....3,750,118
Total valuation 1899....3,850,463
Assessment about $^{7}/_{10}$ actual value.
State & Co. tax (per M.) '98.$18·00
Population in 1890 was.....4,941
Population in 1898 (est.)....6,000

INTEREST on 6s is payable at Chemical National Bank, N. Y.; on 5½s, at Green River, Wyoming.

TAX FREE.—All bonds of this county are exempt from taxation.

UINTA CO.—J. L. FLEMING, Treasurer.

County seat is Evanston.

LOANS— *When Due.*
REFUNDING BONDS—
4½s, J&J, $90,000...1909 to 1919
($9,000 due yearly.)
Interest payable at Evanston.
Total debt Feb. 27,1900. $99,500
Assessed val'tion, real..$2,895,136
Assessed val'tion, pers'l.2,190,026
Total valuation 1899.. ..5,085,162
Assessment is ½ actual value.
State & Co.tax (per M)1900.$16·95
Population in 1890 was.....7,881

TAX FREE.—The county's bonds are exempt from taxation.

State of Idaho.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act March 3, 1863) - March 3, 1863
Admitted as a State (Act July 3, 1890) - - - July 3, 1890
Total Area of State (square miles) - - - - - 84,800
State Capital - - - - - - - - - - - Boise
Governor (term ends 1st Monday Jan. '01) Frank Steunenberg
Secretary of State (term ends 1st Mon. Jan. 1901) - M. Patrie
Treasurer (term expires 1st Mon. Jan. 1901) - - L. C. Rice
Auditor (term expires 1st Mon. Jan. 1901) - B. Sinclair

Legislature meets biennially in odd years on the Monday after the 1st of January, and the length of sessions is limited to 60 days.

DEBT HISTORY.—Idaho as a Territory always kept its debt within moderate limits. When it became a State the bonded debt of the Territory was $146,715 06. Of that amount $46,715 06 was issued to pay floating debt, $80,000 to pay for Capitol building and $20,000 for an asylum. The condition of the State's debt now is set out with all the details below.

LOANS— NAME AND PURPOSE.		Interest. P. Ot.	Payable.	When Due.	Principal. Outstandi'g.
Asylum improvem't	....	5	J & J	July 1, 1905-'15	$25,000
Normal School	....	5	J & J	July 1, 1905-'15	75,000
do do	1899	5	.....	1919	7,500
(Subject to call after 1909.)					
Refunding	1891-2	6	J & D	June 1, 1901-'11	108,000
Wagon road	1890	..	J & J	July, 1900-10	11,000
do	1891	6	J & J	July 1, 1901-'11	29,000
do	1892	6	J & J	July 1, 1902-'12	8,000
do	1893	6	J & J	Jan. 1903-'13	2,000
do	1893	5	J & J	May 1, 1903-'13	20,000
do	1893	5	J & J	July 1, 1903-'13	65,000
do	1894	5	J & J	June, 1904-'14	50,000

INTEREST on the asylum improvement and normal school bonds is payable at the Chase National Bank, New York; on the 6 per cent wagon-road bonds by Wells, Fargo & Co., New York; on the refunding bonds at the office of the State Treasurer.

TOTAL DEBT, ETC.—The total bonded debt on Jan. 1, 1900, was $425,500.

ASSESSED VALUATION.—In 1899 the total assessed valuation was $46,548,313; in 1898 was $30,423,671; in 1893, $33,431,841, property being assessed at about ⅓ of its estimated true value. The tax rate per $1,000 in 1899 was $15·00; in 1893 it was $8·50.

DEBT LIMITATION.—Idaho has placed limits in its Constitution upon the debt-making power both of the State and its municipalities. Though the provisions have a conservative tendency, they are not quite as strict as the Constitutional limitations of most of the other new States. For a digest of the laws respecting debt limitation in Idaho, see STATE AND CITY SUPPLEMENT of April, 1895, pages 138 and 139.

POPULATION OF STATE.—The population of Idaho has been as follows in the years named:

1890.....84,385 | 1880.....32,610 | 1870.....14,999

In 1870-80 increase was 17,611, or 117·41 per cent, and in 1880-90 51,775, or 158·77 per cent. The population in 1899, estimated, 150,000.

CITIES, COUNTIES AND TOWNS IN THE STATE OF IDAHO.

ADA COUNTY.—CHAS. S. KINGSLEY, Auditor.

County seat is Boise City. Canyon County, created from part of Ada Co., is liable for 35·8 per cent of the bridge and court-house bonds debt.

LOANS— When Due.
COURT HOUSE BONDS—
7s, ... $21,000.....1900 to 1906
($3,000 due yearly.)
BRIDGE BONDS—
7s, ... $4,000.....1900 to 1901
($2,000 due yearly.)
FUNDING BONDS—
5s, g., J&J, $109,300.1910 to 1919
($1,093 due yearly.)
Bonded debt Oct. 1, 1899..$21,000
Tax valuation 1899.....5,191,271
Assessment about 40% actual val.
State&Co.tax (p.$1,000)'99.$20·00
Population in 1890 was.....8,368
Population in 1898 (est.)....12,000

ALTURAS COUNTY.—County seat was Hailey.

LOANS— When Due.
COURT HOUSE BONDS.
6s, Jan., $40,000..... ——
FUNDING BONDS—
7s, J&J, $158,900.....1900
($22,700 yearly) to 1906
7s, J&J, $36,000.....1900
($4,500 yearly) to 1907
6½s, J&J, $13,300.....1900
($1,900 yearly) to 1906
Bonded debt Jan. 1, 1896.$231,000
Floating debt..... 140,000
Total debt..... 371,000
Sinking fund..... 36,000
Net debt Jan. 1, 1896.... 335,000
Tax valuation 1895.....1,250,000
Assessment is ⅓ actual value.
State & Co. tax (per $1,000).$11·25
Population in 1890 was.....2,629
Population in 1896 about....4,500

INTEREST on 6s paid in Hailey; on all other bonds in New York.

The above shows the debt for which Alturas County was primarily held, the bonds having been issued by Alturas County before the creation of Elmore and Logan counties and before the annexation of a part of Alturas to Bingham. When the Legislature parcelled out Alturas County it failed to provide for an apportionment of the debt.

The amount which Alturas County will be required to pay is only about one-fifth of above amount, because the bonds pledged the taxable property of the county as constituted at the time of issue, and before the division of Alturas. Elmore, Logan and part of Bingham County were taken from Alturas County in 1889.

BANNOCK COUNTY.—

County seat is Pocatello.

LOANS— When Due.
FUNDING BONDS—
6s, J&J, $125,000..Jan. 1, 1906-16
Bond. debt Jan. 1, 1900. $125,000
Tax valuation, real.....2,494,805
Tax valuation, personal. 814,884
Tax valuation, 1899....$3,309,689
Assessment about ⅖ actual value.
State tax (per $1,000)'99.....$3 00
County tax (per $1,000)....$11·50
Population in 1900 (est.)...14,000

BINGHAM CO.—GEO. F. GAGON, Co'y Auditor.

County seat is Blackfoot.

LOANS— When Due.
BONDS—
8s, J&J, $28,000.....
7s, J&J, 34,800.....
6s, J&J, 26,700.....
Bonded debt Jan. 1, 1900.$102,200
Floating debt..... 62,809
Total debt $165,009
Sinking funds..... 71,016
Net. debt Jan. 1, 1900.... 93,962
Tax valuation 1899.....1,475,000
State & co. tax (per M.)'99..$22·50
Population in 1890 was.. 13,575
Population in 1900 (est.). 12,000

BOISE CITY.—DEAN PERKINS, City Clerk.

The County seat of Ada County.

LOANS— When Due.
CITY HALL BONDS—
6s, ... $40,000.....July 1, 1911
Subject to call after July 1, 1901
FUNDING BONDS—
6s, ..., $71,000.....July 2, 1914
Subject to call after July 2, 1904
5s, J&J, $55,000.....1919
Subject to call after 1909.
SEWERAGE BONDS—
6s, ..., $50,000.....July 1, 1911
Subject to call after July 1, 1901
Total debt Sept. 1, 1899. $216,000
Tax valuation, real.....1,619,484
Tax valuation, personal. 323,861
Total valuation 1897.....1,943,345
Real valuation.....5,684,000
Tax rate (per $1,000),'99. $12·50
Population in 1890 was.....2,311
Populat'n '95 (local census).7,124
Population in 1899 was.....7,500

CANYON COUNTY.—

County seat is Caldwell.

Bonded debt July 1, '98. $11,098
Floating debt..... 44,229
Total debt July 1, 1898.. 55,127
Tax valuation 1898.....2,161,596
Actual valuation about $5,000,000
Total tax (per $1,000) 1897.$30·00
Population in 1895 about....5,000

CUSTER COUNTY.—County seat is Challis.

LOANS— When Due.
FUNDING BONDS—
7s, J&J, $22,500.....Jan. 1, 1901
($2,500 due yearly) to Jan. 1, 1909
7s, J&J, $50,000.....Jan. 1, 1903
($5,000 due yearly) to Jan. 1, 1912
7s, $21,307.....1909-1912
Bonded debt Feb. 1, '99....$96,307
Total debt..... $96,307
Sinking fund..... 1,360
Net debt Feb. 1, 1899.... 94,947
Tax valuation 1898..... 460,194
Assessment is nearly actual value.
Total tax (per $1,000) '98..$60·00
Population in 1890 was.....2,176
Population in 1899 (est.)....3,500

INTEREST is payable at New York.

FREMONT CO.—A. M. CARTER, County Clerk.

County seat is St. Anthony.

Float'g debt Mar. 1, 1900.$104,343
County has no bonded debt.
Tax valuat'n real & per$1,914,802
Tax valuat'n RR. & tel. 617,487
Total valuation 1899...$2,532,289
Assessment about ½ actual value.
State & Co. tax (per M.) '99.$28·00
Population in 1900 (est.)....11,000

IDAHO COUNTY.—County seat is Mount Idaho.

Floating debt Feb. 1, 1900$.50,000
County has no bonded debt.
Tax valuation, 1899 (abt) 2,000,000
Tax rate (per $1,000) 1899..$29·35
Population in 1890 was.....2,955
Population in 1899 (est.)....5,000

KOOTENAI CO.—W. J. MCCLURE, Treas.

County seat is Rathdrum.

LOANS— When Due.
FUNDING BONDS—
7s, J&J, $7,000.....Jan. 1, 1901
($1,000 due yearly) to Jan. 1, 1907
6s, J&J, $80,000..May 2, '02 to '11
($8,000 due yearly.)
6s, J&J, $19,000.....
6s, J&J, 30,000.....1906 to 1915
(Part due yearly on Jan. 1.)
ROAD BONDS—
8s, J&J, $5,400 .....June 1, 1900
$600 y'rly June 1) to June 1, 1908
Bonded debt Jan. 9, 1900.$141,400
Floating debt..... 39,211
Total debt..... 180,611
Sinking fund and cash... 13,987
Net debt Jan. 9, 1900.... 166,623
Tax valuation, real..... 809,555
Tax valuation, personal.2,378,959
Total valuation, 1899...3,188,514
State & co tax (per M.)'99 $19 45
Population in 1890 was.....4,108
Population in 1900 (est.)....10,000

INTEREST on funding 7s and road bonds is payable at Chemical National Bank, New York; on funding 6s at Kountze Bros., New York.

LATAH COUNTY.—OSCAR LARSON, Auditor.

County seat is Moscow.

Bonded debt Jan. 6, 1900..$20,000
Floating debt 51,083
Total debt..... 71,083
Cash on hand 3,266
Net debt Jan. 6, 1900... $67,817
Tax valuation 1899 4,038,907
State & co. tax (per M.) '99...25·00
Population in 1890 was.....9,173

LEMHI COUNTY.—J. P. CLOUGH, Auditor.

County seat is Salmon City.

LOANS— When Due.
REFUNDING BONDS—
8s, J&J, $16,800.....July 1, 1900
($2,800 due yearly) to 1905
Bonded debt Jan. 5, 1900..$19,000
Floating debt..... 45,012
Total debt..... 64,012
Cash on hand $6,851
Net debt Jan. 5, 1900 57,160
Tax valuation 1899..... 1,200,238
Assessment about ⅔ actual value.
State & co. tax (per M.) 1899.$25·00
Population in 1890 was.....1,915
Population in 1900 (est.)....6,000

INTEREST is payable in New York

LOGAN COUNTY.—County seat was Bellevue.

The county of Logan is not now in existence, part having been taken to complete Blaine County, and the remainder is now called Lincoln County. The statement below is for Logan County prior to division.

Bonded debt (last ret'ns).$148,258
Floating debt..... 50,888
Total debt..... 199,146
Cash on hand 34,538
Net debt (last returns)...$164,608
Tax valuation 1894.... 1,752,947
Total tax (per $1,000).. 30·00
Population in 1890 was.....4,169

MOSCOW.—Moscow is the county seat of Latah County.

LOANS— When Due.
CITY BONDS—
6s, J&J, $8,000. .....July 1, 1913
6s. ....., 35,000. 1913
FUNDING BONDS—
6s, J&J, $15,000.....Oct. 15, 1911
WATER BONDS—
7s, Nov., $16,000.....Nov. 1, 1909
6s, J&J, 25,000.....Oct. 15, 1911
Bonded debt (last ret'ns) $99,000
Average school tax.....12·00
Population in 1890 was.....2,861

INTEREST on the funding bonds is payable at the Chemical National Bank, New York; on the water bonds at the Importers' & Traders' National Bank, New York

NEZ PERCES CO.—

County seat is Lewiston. This county was divided in 1889, the county of Latah being set off, leaving only the unsettled portion of the country in the county of Nez Perces. $50,000 of 5 p. c. funding bonds were offered for sale on Jan. 11, 1900, but up to date of going to press have not been sold.

LOANS—	When Due.
5s, ..., $50,000	1919
Subject to call after 1909.	
COURT HOUSE BONDS—	
8s, Nov., $27,000	
Bonded debt Jan. 1, 1900	$112,000
Floating debt (about)	60,000
Total debt, Jan. 1, 1900	172,000

Tax valuation, real	$1,264,961
Tax valuation, pers'l	441,893
Total valuation 1898	1,706,854
Total valuation 1899	3,042,000
Assessment about ⅓ actual value.	
State & co. tax (per M.) '99	$26·00
Population in 1890 was	2,847
Population in 1900 (est.)	15,000

ONEIDA COUNTY.—County seat is Malad City.

LOANS—	When Due.
8s, J&J, $30,000	1904
6s, J&J, 30,000	———
Bonded debt 1899	$42,000

Tax valuation 1899	$2,076,629
Assessm't about 65% actual value.	
Population in 1890 was	6,819

INTEREST on 8s is payable at New York; on 6s at option of holder.

OWYHEE CO.—E. L. BALLARD, Auditor.

County seat is Silver City.

FUNDING BONDS—	
6s, J&J, $61,000	1907 to 1917
($6,100 yearly on Jan. 1.)	
Bonded debt Oct. 1, '99	$61,000
Floating debt	83,335
Total debt Oct. 1, 1899	144,335
Sinking fund assets	39,608

Net debt Oct. 1, 1899	$104,727
Tax valuation 1899	1,506,818
Assessment about ½ actual value.	
State & Co. tax (per M) '99	$21·00
Population in 1890 was	2,021
Population in 1899 (est.)	6,000

SHOSHONE CO.—H. M. DAVENPORT, Audi'r.

County seat is Wallace. No litigation is now pending concerning the validity of the bonds given below. All suits affecting the legality of these issues have been dismissed by order of the County Board.

LOANS—	When Due.
COUNTY BONDS—	
7s, semi-an., $28,000	1902
7s, semi-an., 252,000	1903-1912
($25,200 due yearly.)	
Bonded debt Jan. 1, 1900	$280,000
Floating debt	78,648
Total debt	358,648
Cash on hand	67,412

Net debt Jan. 1, 1900	$291,236
Tax valuation real	1,830,576
Tax valuation personal	321,297
Total valuation 1899	2,151,873
State & county tax	$42·50
Population in 1890 was	5,382
Population in 1880 was	469
Population in 1899 (est.)	12,000

WASHINGTON CO.—County seat is Weiser.

Bonded debt Jan. 3, '98	$41,435
Floating debt	12,959
Total debt	54,394
Cash on hand	12,797
Net debt Jan. 3, 1898	41,596
Tax valuation, real	1,101,200

Tax valuation, person'l	$99,447
Tax valuation 1897	1,200,643
Total valuation 1898	1,299,112
Total tax (per $1,000) '97	$32·50
Population in 1890 was	3,836
Population in 1896 about	4,500

State of Colorado.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act Feb. 28, 1861)	Feb. 28, 1861
Admitted as a State (Act March 3, 1875)	Aug. 1, 1876
Total area of State (square miles)	103,925
State Capital	Denver
Governor (term expires Jan. 8, 1901)	Chas. S. Thomas
Secret'y of State (term expires Jan. 8, 1901)	Elmer F. Beckwith
Treasurer (term expires Jan. 8, 1901)	John H. Fessler

Legislature meets biennially in odd years on the first Wednesday in January, and sessions are limited to 90 days.

HISTORY OF DEBT.—For history of State debt see STATE AND CITY SUPPLEMENT of April, 1895, p. 140. The present debt is as follows:

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Capital bonds	3½	.....	Jan. 1, 1905	$300,000
do	4	.....	Jan. 1, 1907	300,000
Casual defic'ncy bonds 1893-4	4	.....	1910	100,000
Insurrection, Cripple Cr'k, bds.	4	.....	1910	70,500
Do. Leadville.	4	.....	1922	223,000
		Optional after 1912		

INTEREST is payable at the Treasurer's office, Denver.

TOTAL DEBT, ETC.—The following shows the gross debt of the State and the cash offsets thereto on the dates named.

	Dec. 1, 1898.	Dec. 1, 1897.	Dec. 1, 1896.
Outstanding warrants	$1,979,470	$2,067,242	$1,916,787
Certs. of indebtedness	42,452	15,830	70,268
Capitol building bonds	600,000	600,000	600,000
Casual deficiency bonds	100,000	100,000	100,000
Insurrection bonds	293,500	293,500	70,500
Other indebtedness	562,520	400,000	399,953
Total	$3,877,942	$3,476,573	$3,157,509
Net assets	849,275	778,933	865,197
Net debt	$2,728,667	$2,697,640	$2,293,312

DEBT AND TAX VALUATION.—The following shows the State's total assessed valuation, the State tax per $1,000, and the total State debt for the years named:

Nov. 30—	Total Assessed Valuation.	State Tax (per $1,000).	Total Debt Nov. 30.
1899	$212,202,886 00	$4·30	$
1898	192,243,080 00	4·10	3,877,942 00
1897	198,000,000 00	4·10	3,476,573 00
1896	206,598,561 00	4·00	3,157,509 00
1895	202,584,334 00	.....	.....
1894	208,905,279 00	.....	3,088,288 00
1893	238,722,417 00	.....	.....
1892	236,884,449 00	4·00	2,411,477 00
1890	220,544,064 62	4·00	1,647,900 61
1885	115,420,193 90	5·56	814,494 66
1880	73,698,746 29	5·00	213,484 76
1877	43,453,946 36	5·60	227,709 18

In addition to the tax rate as above there is a poll tax of $1·00 per capita. Prior to 1880 this poll tax was 50 cents per capita.

DEBT LIMITATION.—Colorado's Constitutional provisions with reference to the creation of debt are of considerable length, and strike one at first as quite elaborate. After a brief study of the provisions their good qualities stand out so plainly as wholly to disarm criticism. No State has placed the debt-making power on a more reasonable basis. All the regulations with reference to public indebtedness are found in article 11 of the Constitution. See STATE AND CITY SUPPLEMENT of April, 1895, pages 140 and 141.

POPULATION OF STATE.—The population of Colorado has been as follows in the year named: in 1897 it was estimated at 500,000:

1890	412,198	1870	39,864
1880	194,327	1860	34,277

CITIES, COUNTIES AND TOWNS IN THE STATE OF COLORADO.

NOTE.—*For debts of minor civil divisons not found among the statements given below, see "Additional Statements" at end of this State.*

ARAPAHOE CO. SCHOOL DISTRICT NO. 2.—HENRY NIENHISER, Secretary.

This district forms part of the city of Denver.

LOANS—	When Due.
REFUNDING BONDS—1897.	
4½s, M&N, $163,000	Jan. 1, 1917
Subject to call after 1907.	
4½s, M&S, $75,000	Sept. 1, 1910
(Subject to call Sept. 1, 1900.)	

Bond. debt Mar. 1, 1900.	$238,000
Assessed valuation '98	6,000,000
Assessed about 25% actual value.	
School tax (per $1,000) '99.	$20·00
Population in 1899 (est.)	35,000
Value of sch'l prop. (est.)	$600,000

BOULDER—This is the county seat of Boulder County.

LOANS—	When Due.
PARK BONDS—	
6s, A&O, $20,000	Apr. 20, 1913
Optional after 1908.	
WATER BONDS—	
6s, J&D, $30,000, g	Dec. 1, 1908
6s, J&D, 20,000, g	June 1, 1906
5s, J&D, 80,000, g	June 1, 1905

Bonded debt Feb. 10, '99.	$150,000
Floating debt	18,316
Total debt Feb. 10, 1899.	168,316
Tax valuation 1898	1,343,757
Assessment is ⅓ actual value.	
Total tax (per $1,000) '98	$55·70
Population in 1890 was	3,330
Populat'n '98 (local estimate)	8,000

The bonds are all optional after 10 years from their date.

INTEREST on 5s, and 6s due 1906 is payable at the Chemical Nat. Bank, N. Y.; on 6s due 1908 at Am. Ex. Nat. Bank, New York.

TAX FREE.—All issues of this city's bonds are exempt from taxation.

CANON CITY.—F. E. THOMAS, Mayor. A. E. RUDOLPH, Treasurer.

This is the county seat of Fremont Co.

LOANS—	When Due.
FUNDING BONDS—	
6s, $40,000	July 1, 1903
(Subject to call.)	
REFUNDING WATER BONDS—	
6s, M&S, $60,000	Mar. 16, 1926
WATER WORKS BONDS—	
6s, J&J, $10,000	Oct. 15, 1909
(Subject to call in 10 years.)	

Total debt Mch. 1, 1900	$110,000
Water debt (included)	70,000
Tax valuation 1899	767,742
Assessment is ⅓ actual value.	
State & Co. tax (per M,) '99.	$23·30
Population in 1890 was	2,825
Population in 1900 (est.)	7,000

TAX FREE.—All bonds of this city are exempt from taxation.

INTEREST on the water bonds is payable at Canon City and in New York.

CHAFFEE CO.—C. F. JOHNSON, Treasurer.

County seat is Buena Vista.

LOANS—	When Due.
FUNDING BONDS—	
6s, A&O, $224,500	Dec. 2, 1923
Optional after Oct. 1, 1903.	
JUDGMENT BONDS—	
5s, ..., $43,000	Dec. 1, 1919
Subject to call Dec. 1, 1909	

Total debt Feb. 1, 1900	$267,500
Tax valuation 1899	2,279,341
Assessment about ⅓ actual value.	
State & co. tax (per M.) '99.	$29·92½
Population 1900 (estimat.)	12,003

SCHOOL DISTRICT, No. 7.—

6s, ..., $24,000	Mar. 1, 1918
Subject to call after Mar. 1, 1908.	
Total debt Feb. 1, 1900	$24,000
Tax valuation 1899	621,373

Real valuation (about)	$3,000,000
School tax (per $1,000) '99	17·00
Population in 1900 (est.)	5,003

COLORADO SPRINGS.—I. S. HARRIS, City Clerk.

This city is situated in El Paso County.

LOANS—	When Due.
BRIDGE & VIADUCT BONDS—	
6s, J&J, $10,000	July 1, 1905
6s, F&A, 30,000	Aug. 1, 1906
SEWER BONDS—	
6s, J&J, $40,000	July 1, 1903
6s, J&J, 25,000	July 1, 1905
5s, A&O, 20,000	Oct. 1, 1909
5s, J&J, 15,000	July 1, 1910
WATER-WORKS—	
6s, J&J, $25,000	July 1, 1905
5s, A&O, 70,000	Oct. 1, 1906
5s, A&O, 50,000	Oct. 1, 1905
5s, J&J, 50,000	Jan. 1, 1906
5s, M&S, 60,000	Mar. 1, 1909
5s, A&O, 75,000	Oct. 1, 1909
5s, J&J, 65,000	July 1, 1910
5s, M&S, 170,000	Mar. 2, 1911
4½s, ... 40,000	Nov. 1, 1912
4½s, ... 35,000	Nov. 1, 1912

WATER WORKS—(Con.)—	
4s, M&S, 50,000	Mar. 1, 1914
(Subject to call March 1, 1909.)	
4s, g., J&J, $60,000	Jan. 2, 1915
Subject to call Jan. 2, 1910	
REFUNDING WATER BONDS—	
4s, M&S, $85,000	Mar. 1, 1929
(Subject to call March 1, 1914.)	
4s, g., J&J., $80,000	Jan. 2, 1930
Subject to call Jan. 2, 1915	
REFUNDING BONDS—	
4½s, ... 25,000	Nov. 1, 1912
(Subject to call after 1902.)	

Total debt Mar. 1, 1900.	$1,080,000
Water debt (included)	940,000
Tax valuation 1899	10,752,650
Assessment about ⅓ actual value.	
City tax (per $1,000) 1899.	$13·50
Population in 1890 was	11,140
Population in 1900 (est.)	25,000

ALL BONDS subject to call 10 years before maturity (except where noted) and are secured by a sinking fund.

COLORADO SPRINGS SCHOOL DISTRICT No. 11.—O. E. COLLINS, Secretary.

LOANS—	When Due.
5s, M&N, $20,000	May 1, 1911
Subject to call after	May 1, 1901
4½s, A&O, $51,000	Apr. 1, 1913
Subject to call after	Mar. 31, 1903
4s, g., $32,000	1915
(Subject to call after 1905.)	
REFUNDING BONDS—	
5s, M&S, $38,000.	Sept. 1, 1914
Subject to call after	Sept 1, 1904
4s, g., $25,000	1920
(Subject to call after 1910.)	
4½s, M&N, $90,000	Nov. 1, 1917
Subject to call after	Nov. 1, 1907

Bonded debt Mch., 1900 $256,000
Assessed valuat'n 1900.11,808,000
Assessment about ⅓ actual value.
School tax (per $1,000) '90.$10 00
Population in 1900 (est.)...25,000

DENVER.—HENRY V. JOHNSON, Mayor. PAUL J. SOUR, Treasurer.

Denver is situated in Arapahoe County. The towns of South Denver, Highland, Barnum and Harman have been annexed to the city, and the city has assumed their indebtedness. See statement below. At the November (1899) election $4,700,000 water-works bonds were authorized, of which $200,000 were offered for sale Feb. 23, 1900, but were not sold; $400,000 Auditorium bonds sold Aug. 10, 1899, were declared invalid by the District Court on Feb. 5, 1900.

LOANS—	When Due.
PUBLIC IMPROVEMENT—	
5s, J&J, $400,000	Ser. B, 1906
Subject to call	July 1, 1901
4s, M&N, $400,000	Ser. C, 1908
Optional after	Nov. 1, 1903
4s, M&S, $304,000	Ser. A, 1904
Subject to call	Sept. 1, 1899
4s, J&J, $320,000	Ser. A, 1907
Subject to call after	Jan. 1, 1902.
4s, ..., $400,000	1914
Subject to call after	1909.
HIGHLAND SEWER AND BUILDING BONDS—	
6s, J&J, $30,000	July 1, 1904
6s, J&J, 22,000	July 1, 1905
6s, J&J, 14,000	July 1, 1906
6s, J&J, 13,000	July 1, 1907
REFUNDING WARRANTS—	
4s, J&J, $20,500	1903

LOANS—	When Due.
SOUTH DENVER WATER BONDS—	
6s, J&J, $157,000	Jan. 1, 1904
6s, F&A, 3,000	Feb. 4, 1906
6s, M&N, 100,000	May 1, 1906
PUBLIC BUILDING BONDS—	
6s, M&N, $60,000	May, 1906
BARNUM BONDS—	
5s, J&J, $5,000	July 1, 1901
5s, J&J, 3,000	July 1, 1903
HARMAN WATER, B'LDG & BRIDGE	
8s, ..., $5,800	1899-1906

Bond. debt Sept. 1, '99..$1,836,800
Sinking fund..... 155,953
Net debt Sept. 1, 1899... 1,680,846
Improvm't bonds (add.) 760,200
Tax valuati'n '98 (abt.).61,443,210
Assessm't about ⅓ actual value.
City tax (per $1,000) '99...$15·00
Population in 1890 was....106,713
Population in 1899 (est.)..165,000

INTEREST is payable at the Mercantile Trust Co., New York.

SPECIAL BONDS.—Bonds and warrants amounting on Jan. 10 1899, to $2,783,450 (principal and interest) issued for paving, sidewalks and sewers are payable by special assessments.

A SINKING FUND of $1·90 per $1,000 of assessed valuation was provided in 1894 by special assessment.

CITY PROPERTY—On Jan. 1, 1899, the city possessed real estate, park and other property valued at $5,936,053.

DURANGO.—

This city is the county seat of La Plata County.

LOANS—	When Due.
REFUNDING FLOATING DEBT—	
..., ..., $33,000	
WATER WORKS BONDS—	
7s, ..., $15,000	
REFUNDING WATER BONDS—	
6s, M&N, $105,500	Nov. 1, 1912
(Optional after 1902.)	

Bonded debt May 1, '99.. $153,500
Floating debt..... $9,864
Total debt May 1, '99..... 163,364
Tax valuation 1898.....1,146,833
Real valuation (est.).....3,625,000
Total tax (per $1,000) 1898..$49·85
Population in 1890 was.....2,726
Population in 1899 (est.).....6,000

EAGLE COUNTY—A. S. LITTLE, Treasurer.

County seat is Red Cliff.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&D, $100,000	Dec. 1, 1919
Subject to call	Dec. 1, 1909

Bonded debt Jan. 1, 1900.$103,900
Floating debt..... 3,995
Total debt..... 107,895
Sinking fund and cash... $1,930
Net debt Jan. 1, 1900.... 105,965
Tax valuation 1899.....1,218,254
Assessment about ½ actual value.
State & Co. tax (per M.) '99..$34·50
Population in 1890 was.....3,725

INTEREST is payable at the County Treasury and in New York.

TAX FREE.—Bonds of this county are exempt from taxation.

FORT COLLINS.—L. C. MOORE, City Treas'r.

This city is in Larimer County.

LOANS—	When Due.
REFUNDING WATER BONDS, '95—	
5s, M&N, $105,000	Aug. 1, 1915
Subject to call after	Aug. 1, 1900

Bonded debt Apr., 1900..$105,000
Floating debt..... 3,000
Total debt April, 1900...$108,000
Tax valuation 1899..... 879,547
Assessment is ⅓ actual value.
Total tax (per $1,000) '99..$51·00
Population in 1890 was.....2,011
Population in 1900 (est.).....3,500

Interest is payable at Fort Collins or in New York.

GARFIELD CO.—C. J. S. HOOVER, Co. Clerk.

County seat is Glenwood Springs. County is endeavoring to refund $81,700 7s into 4½ per cent 10-20-year bonds. Securities offered Jan. 2, 1900, but no bids received.

LOANS—	When Due.
JUDGMENT BONDS—	
7s, A&O, $197,700	Various
REFUNDING BONDS—	
6s, A&O, $28,000	.....

Bonded debt Jan. 1, 1900..$225,900
Tax valuation 1899.....2,284,000
Assessment about ⅓ actual value.
Population in 1890 was.....4,478
Population in 1900 (est.).....6,000

INTEREST on the county bonds is payable at the Chemical National Bank, New York; on the refunding bonds at the Chemical National Bank, New York, or at the County Treasurer's office.

GRAND JUNCTION.—M. O. DELAPLAIN, City Clerk.

This city is the county seat of Mesa County.

LOANS—	When Due.
WATER WORKS BONDS—	
6s, M&N, $65,000	May 1, 1912
(Subject to call after	May 1, 1907.)
5s, ..., $22,000	1915
Subject to call	1910.

Bonded debt Oct. 1, '99.. $65,000
Floating debt (about)..... $16,500
Total debt Oct. 1, '99 (about) 81,500
Tax valuation 1896..... 626,000
Real valuation (est.).....2,225,000
Tax rate (per $1,000) '96. 17·00
Population in 1890 was.....2,030
Population in 1897 (est.).....4,700

GREELEY.—M. P. HENDERSON, Clerk.

This city is in Weld County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, ..., $25,000	1914
Subj. to call $2,000 y'rly after	1904.
4½s, ..., $40,000	1929.
Subj. to call $4,000 y'rly after	1914.

SEWER BONDS—
6s, ..., $10,000 ..... July 1, 1906
Subject to call July 1, 1901.
Total debt Mar. 1, 1900....$75,000
Tax valuation 1898.....734,378
Tax rate (per $1,000) '98...$55·00
Population in 1890 was.....1,268
Population in 1897 (est.)....3,500

GUNNISON CO.—J. E. BROTHERS, Co. Clerk.

Gunnison is the county seat. In Nov., 1899, $100,000 refunding bonds were authorized to take up warrants and bonds declared legal. (See Vol. 69, page 1116) Up to Jan. 1, 1900, $321,000 had been issued.

LOANS—	When Due.
REFUNDING BONDS—	
4s, ..., $321,000	1919
Subject to call	1909.

Bonded debt Jan. 1, 1900..$322,000
Floating debt (about).... 12,000
Total debt Jan. 1, 1900...$334,000
Assessed valuation '99. 2,120,000
Assessment about ⅓ actual value.
State & Co. tax (per M.) '99..$34·20
Population in 1890 was.....4,359
Population in 1900 (est.).....5,300

HIGHLANDS.—Arapahoe County. See Denver.

HINSDALE CO.—J. P. HIX, County Clerk.

County seat is Lake City. This county had outstanding in 1899 $43,000 8 per cent and $65,000 5 per cent funding bonds, which are to be exchanged for $108,000 4 per cent bonds, the holders of the old bonds to waive all claims for overdue interest, amounting to about $60,000 Up to Mar. 1, 1900, $70,000 had been so exchanged—see V. 70, p. 496

LOANS—	When Due.
JUDGMENT BONDS—	
8s, F&A, $44,000	Aug. 12, 1911
Subj't to call after	Aug. 12, 1901
REFUNDING BONDS—	
4s, ..., $70,000	Jan. 1, 1920
Subject to call	Jan. 1, 1910.

Bonded debt Feb. 1, '99..$152,000
Floating debt..... 40,000
Total debt Feb. 1, '99 (abt.) 192,000
Tax valuation 1899..... 455,018
Assessment about ½ actual value.
Total tax (per $1,000) '97...$24·00
Population in 1890 was..... 862
Population in 1880 was.....1,487

INTEREST is payable at the office of the County Treasurer or at the office of Kountze Bros., New York.

LAKE COUNTY.—N. S. GRE

County seat is Leadville. About $60,000 of outstanding bonds of this county, which have been in litigation, have been declared valid by U. S. Court of Appeals.

Floating debt Jan., 1900. $7,000
Total debt Jan. 1900, abt. 240,000
Tax valuation 1899.....4,240,856
Assessment about ⅓ actual value.
State & Co. tax (per m.) '99..$28·50
Population in 1890 was.....14,663
Population in 1880 was.....23,563

LA PLATA CO.—

County seat is Durango. The payment of $30,491 of bonds originally issued by La Plata County has been assumed by Montezuma County, which was organized in 1889.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $80,669	Apr. 6, 1908
Subject to call at	any time.
JUDGMENT BONDS—	
8s, J&J, $18,600	Dec. 30, 1911
Subject to call	Dec. 30, 1901
8s, M&S, $11,900	Sept. 1, 1911
Subject to call	Sept. 1, 1901
8s, A&O, $5,250	Apr. 27, 1912
Subject to call after	Apr. 27, 1902

ROAD AND BRIDGE BONDS—	
8s, Apr., $13,360	Apr. 1, 1903

Bonded debt Feb. 1, '99.. $129,779
Floating debt..... 4,315
Total debt Feb. 1, 1899.. 134,094
Tax valuation 1899.....2,257,380
State & co. tax (per M.) '98..$27·85
Assessment about ⅓ actual value.
Population in 1890 was.....5,509
Population in 1898 (est.).....8,000

SCHOOL DISTRICT BONDS—	
5s, ..., $12,000	1904-1914
5s, ..., 26,000	1909-1919

INTEREST on the funding bonds is payable at the office of Kountze Bros., New York, and in Durango; on the judgment bonds at the Chemical National Bank, New York, and in Durango; on the road and bridge bonds in Durango only.

LAS ANIMAS CO.—County seat is Trinidad.

LOANS—	When Due.
COUNTY BONDS—	
5s, A&O, $119,500	1914
6s, A&O, 51,200	1910

Bonded debt Jan. 1, '99. $170,700
Floating debt..... 2,868
Total debt Jan. 1, 1899.. 173,568
Cash on hand..... 38,940
Net debt Jan. 1, 1899.... $134,628
Tax valuation 1898.....5,259,824
Assessment is ½ to ⅓ actual value.
State tax (per $1,000) 1896..$4·00
County tax (per $1,000).....14·05
Population in 1890 was.....17,208
Population in 1895 (about).20,000

OPTIONAL.—Bonds are all subject to call.

INTEREST on the 6 per cent bonds is payable at the Chemical National Bank, New York; on the 5 per cent bonds at the First National Bank, New York.

LEADVILLE.—J. F. McDONALD, Mayor. H. D. CURTIS, Treasurer.

County seat of Lake County. This city has no bonded debt.

LOANS—	When Due.
Floating debt Feb. 1, 1900.	$219,567
Cash on hand.....	7,744
Net debt Feb. 1, 1900....	211,823
Total valuation 1899....2,076,705	
Assessment about ⅓ actual value.	
City tax (per $1,000) 1899..$20·00	

Total tax (per $1,000) '99..$60·00
Population in 1890 was 10,384
Population in 1900 (est.)...16,000

LEADVILLE SCH. DIST. NO. 2—	
5s, ..., $45,000	1914
Subject to call	1904.

INTEREST is payable by Kountze Bros., New York City, and at City Treasury.

LONGMONT.—F. J. MILLER, Mayor. G. H. STONEX, Clerk.

This town is in Boulder County.

LOANS—	When Due.
REFUNDING WATER BONDS—	
6s, F&A, $70,000	Aug. 1, 1916
Subject to call after	Aug. 1, 1902.
Interest payable at Treas'rs office.	
Total debt Feb. 1, 1900...	$70,000

Sinking fund..... $3,000
Tax valuation 1899..... 600,000
Assessment about ⅖ actual value.
Total tax (per $1,000) '98 ..$46·50
Population 1890 was.....1,543
Population 1900 (about).....2,500

LOVELAND.—This town is in Larimer County.

LOANS—	When Due.
WATER WORKS BONDS—	
5s, M&N, $40,000 g.	Nov. 1, 1927
(Subject to call after	1912.)
Total debt Mar. 1, 1900..	$40,000

Tax valuation 1899..... $210,640
Assessment about ⅓ actual value.
Total tax (per $1,000) '99...$34·50
Population in 1890 was.....1,100
Population in 1899 (est.).....2,000

INTEREST on the bonds is payable at the Chemical National Bank, New York, or at office of the Town Treasurer.

MANITOU.—Manitou is in El Paso County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, M&N, $25,000	Nov. 1, 1929
Subject to call Nov. 1, 1914.	
Bonded debt Jan. 1, 1900	$85,000
Water debt (included)	74,000
Floating debt (about)	14,000

Total debt Jan. 1, 1900	$99,000
Tax valuation 1899	665,245
Assessment about ½ actual value.	
Total tax (per $1,000) '99	$39·00
Population in 1890 was	1,613
Population in 1900 (est.)	1,500

MESA COUNTY.—H. NICHOLS, County Clerk.

County seat is Grand Junction. On Jan. 2, 1900, $59,000 refunding 4s were offered for sale, but all bids were rejected.

LOANS—	When Due.
BRIDGE BONDS—	
8s, Apr., $8,900	April, 1905
FUNDING BONDS—	
6s, J&J, $64,500	Jan. 2, 1908
Subject to call after 1898	
Total debt Jan. 1, 1900	$73,052

Tax valuation, real	$1,317,389
Tax valuation, personal	1,287,086
Total valuation 1899	2,604,475
Assessment is ¼ actual value.	
State & Co. tax (per M.) '99	$29·10
Population in 1890 was	4,260
Population 1900 (local est.)	12,000

INTEREST is payable at Grand Junction and New York.

MONTROSE CO.—T. W. MONELL, Co. Clerk.

County seat is Montrose.

LOANS—	When Due.
FUNDING BONDS—	
6s, ..., $26,000	Jan. 3, 1913
Subject to call after Jan. 3, 1903.	
REFUNDING BONDS.—	
4½s, M&S, $125,300	Mar. 1, 1920
Subject to call after Mar. 1, 1910.	
Bonded debt Feb 7, 99	$154,300

Sinking fund	$2,000
County has no floating debt.	
Tax valuation 1899	1,274,906
Assessment about ⅓ actual value	
Aver. tax (per $1,000) '98	$50·00
Population in 1890 was	3,980
Population in 1899 (est.)	6,000

INTEREST is payable at the County Treasurer's office.

PITKIN COUNTY.—

County seat is Aspen. The County is offering for sale $185,300 of 10-20-year refunding bonds.

LOANS—	When Due.
FUNDING BONDS—	
8s, J&J, $192,200	July 1, 1906
Subject to call.	
JUDGMENT BONDS—	
8s, A&O, $9,700	Oct. 1, 1910
Subject to call.	
8s, A&O, $239,900	Oct. 1, 1911
Subject to call after Oct. 1, 1901	

Total debt Jan. 1, 1899	$441,800
Sinking fund	4,000
Net debt Jan. 1, 1899	437,800
Total valuation 1899	2,215,705
Assessm't about 1-5 actual value.	
State & co. tax (per M.) '98	$52·60
Population in 1890 was	8,980

INTEREST is payable by Kountze Brothers, New York City, and at County Treasurer's office, Aspen, Colo.

PUEBLO.—WM. D. LATSHAW, Auditor.

Pueblo is situated in Pueblo County. The city of Bessemer was annexed to Pueblo in January, 1894.

LOANS—	When Due.
BUILDING BONDS—	
6s, ...	$35,000 June 1, 1902
BRIDGE BONDS—	
6s, ...	$50,000 Dec., 1906
5s, ...	10,000 Sept., 1907
DEFICIENCY BONDS—	
6s, ...	$80,000 June, 1906
PARK BONDS—	
5s, g., J&J, $70,000	g. Jan. 1, 1912
5s., g., M&N, 10,500	Nov. 20, 1914
Subject to call Nov. 20, 1909.	
SEWER BONDS—	
6s, ...	$34,000 June, 1904
6s, ...	36,000 Oct., 1904
* WATER WORKS BONDS—	
4½s, g, J&J, $118,000	Jan. 2, 1914
* REFUNDING WATER BONDS—	
4½s, g, J&J, $42,000	Jan. 2, 1914
(Subject to call after '04,'05 &'06.)	

LOANS—	When Due.
* REFUND. WATER BDS.—(Con.)	
4½s, g, A&O, $150,000	Apr. 1, 1914
(Subject to call part y'rly aft. '06.)	
Interest payable in New York.	
Bonded debt Apr. 1, 1900	$235,000
Floating debt (6% int.)	185,000
Total debt	420,000
Park bonds, additional	80,500
Water debt*	310,000
Tax valuation 1899	7,980,327
Assessment about ⅓ actual value.	
Tax rate (per $1,000) 1899—	
Northside	$69·25
Southside	62·75
Bessemer	59·87
Population in 1890 was	24,558
Population 1900 (local est.)	43,000
*Issued by Board of Water Works Trustees and not incl'd in city debt.	

OPTIONAL.—All bonds are subject to call.

PUEBLO SCHOOL DISTRICT NO. 1.—

LOANS—	When Due.
REFUNDING BONDS—	
5s, g., A&O, $140,000.	Oct. 15, 1917
Subject to call 1907.	
Bonded debt July 1, '97	$198,000

Floating debt	$44,168
Total debt July 1, '97	242,168
Assessed valuation '96	6,429,022
Real valuation (est.)	22,000,000
Population of district 1897	18,000

INTEREST on bonds is payable at County Treasurer's office, or at First National Bank, New York City.

PUEBLO COUNTY.—J. M. MEALES, Clerk.

County seat is Pueblo.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, J&J, $350,000	Jan. 1, 1917
Subject to call Jan. 1, 1907	
Bonded debt July 1, 1899	$350,000
Floating debt	45,000

Total debt July 1, 1899	$395,000
Tax valuation 1899	3,087,852
Real valuation (est.)	55,000,000
State & Co. tax (per M) '98	$23·00
Population in 1890 was	31,491
Population in 1899 (est.)	60,000

PUEBLO COUNTY SCHOOL DISTRICT NO. 20.—Chas. E. Saxton, District Treasurer.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, ..., $138,000	1917
(Subject to call after 1907.)	
Bonded debt July 1, '99	$166,000
Floating debt	29,448
Total debt	195,448

Sinking fund & assets	$9,000
Net debt July 1, 1899	186,448
Assessed valuation '98	4,346,617
Assessment ⅓ actual value.	
School tax (per $1,000) '98	$9·50
Population in 1899 (est.)	20,605

RIO BLANCO CO.—County seat is Meeker.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $37,000	Jan. 2, 1920
Subject to call Jan. 2, 1910.	
COUNTY BONDS—	
7s, A&O, $41,000	Oct. 1, 1909
Optional ten years from date.	
COUNTY WARRANTS—	
8s, var., $8,600	1912

Bonded debt July 1, 1899	$49,600
Tax valuation 1899	790,412
Assessment is ⅔ actual value.	
State & Co. tax (per M) '99	$32·00
Population in 1890 was	1,200
Population in 1897 (est.)	1,500

INTEREST is payable at the County Treasurer's office, or at the Chemical Bank, New York.

TAX FREE.—All bonds of this county are exempt from taxation.

RIO GRANDE CO.—W. O. STATTON, Treas.

Del Norte is the county seat.

LOANS—	When Due.
FLOATING DEBT BONDS—	
7s, J&J, $15,000	Jan. 1, 1912
Subject to call after Jan. 1, 1902.	
FUNDING & REFUND. BONDS—	
5s, F&A, $180,000.	Aug. 1, 1919
Subject to call after Aug. 1, 1909.	
4s, F&A, $29,300	Aug. 1, 1919
Subject to call after Aug. 1, 1909.	

Bonded debt Nov. 20,'99	$225,000
Assessed valuation, real.	1,190,732
Assessed valuat'n, per'l.	345,745
Total valuation 1899	1,536,477
Assessment about ⅓ actual value.	
State & Co. tax (per M) '99.	$25·80
Population in 1890 was	3,451
Population in 1899 (est.)	5,175

SALIDA.—F. W. ARENBURG, Mayor. E. W. HIVELY, Treasurer.

Salida is in Chaffee County.

Bonded debt Mar. 3, 1900.	$49,000
Floating debt	17,513
Total debt Mar. 3, 1900	66,513

Assessed valuation 1899.	$564,245
Population in 1890 was	2,586
Population in 1900 (est.)	5,000

SAN JUAN CO.—B. W. LOCKHART, Co. Clerk.

County seat is Silverton.

LOANS—	When due.
FUNDING BONDS—	
8s, ..., $1,700	Feb. 1, 1904
8s, ..., 2,500	Jan. 6, 1911
8s, ..., 41,800	Feb. 1, 1912
8s, ..., 17,700	May 1, 1913
REFUNDING BONDS—	
6s, J&J, $97,000	Jan., 1919
Subject to call after Jan., 1909.	

Total debt Jan. 1, 1900	$166,068
Cash in treasury	37,922
Net debt Jan. 1, 1900	128,146
Tax valuation 1899	1,344,535
Total tax rate (per M), '99.	$35·00
Population in 1890 was	1,572
Population in 1900 (est.)	3,500

SAN MIGUEL CO.—H. L. SERVIS, Clerk.

County seat is Telluride. All bonds are exempt from taxation.

LOANS—	When Due.
FUNDING BONDS—	
7s, J&J, $57,000	1906
Subject to call.	
JUDGMENT BONDS—	
8s, Var., $54,400	1912
SCHOOL BONDS—	
7s, ... $29,500	1912
7s, ... 1,600	Sept. 24, 1914
Subject to call Sept. 2, 1904	

Bonded debt Jan. 1, 1900.	$111,400
School dist. bonds (add.).	31,100
Floating debt	716
Total debt	143,216
Cash on hand	33,182
Net debt Jan. 1, 1900	110,034
Tax valuation 1899	1,369,201
State & Co. tax (per M) '99.	$42·30
Population in 1890 was	2,909
Population in 1900 (est.)	4,500

INTEREST on the bonds of this county is paid in New York or at the County Treasurer's office in Telluride, Col.

SOUTH DENVER—Annexed to Denver February 7, 1894. See Denver.

TRINIDAD.—Trinidad is situated in Las Animas County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, g., J&J, $80,000	1914
Subject to call 1909.	
WATER-WORKS BONDS—	
5s, A&O, $323,000	Apr. 1, 1912
Subject to call after 1907.	

Total debt Sept. 1, 1899.	$403,000
Water debt (included)	323,000
Tax valuation 1898	1,602,668
Assessment is ¼ actual cost.	
Total tax (per $1,000) 1898.	$54·43
Population in 1890 was	5,523
Population in 1899 (est.)	9,000

INTEREST on the water-works bonds is payable at the First Nat. Bank, New York City, and at the City Treasurer's office; on all other bonds at Chemical National Bank, New York.

VICTOR.—DENNIS KELLY, Treasurer.

This city is in Teller County.

Total debt Jan. 1, 1900	$175,000
Tax valuation 1899	641,000
Real value, about	2,000,000

Tax rate (per $1,000) 1899.	$40·00
Population in 1899 (est.)	10,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several civil divisions in Colorado not included in the foregoing.

	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Population 1890.
	$	$	$	$	
Arap. Co. Sch. Dist. No. 21.	57,000	.....	1,065,540	16·00	*6,000
Bent County	33,000	.....	1,061,879	50·00	1,313
Boulder County	26,000	.....	5,819,540	21·40	14,082
Conejos County	60,000	68,000	1,794,989	34·00	7,193
Delta, Delta Co	22,000	.....	250,000	.....	470
Florence, Fremont Co	148,000	.....	470,000	72·00	*4,000
Goldfield, Teller Co	25,000	5,500	237,845	61·60	*3,500
Jefferson Co.	16,000	70,924	3,474,635	29·80	8,450
Saguache County	36,000	.....	2,034,913	22·10	3,313

* Later estimate.

State of Utah.

ITS

DEBT, RESOURCES, &c.

Organized as a Territory (Act Sept. 9, 1850)	Sept. 9, 1850
Admitted as a State	Jan. 4, 1896
Total area of State (square miles)	84,970
State Capital	Salt Lake City
Governor (term expires 1st Monday Jan., 1901)	Heber M. Wells
Secretary (term expires 1st Monday Jan., 1901)	J. T. Hammond
Treasurer (term expires 1st Monday Jan., 1901)	Jas. Chipman

Legislature meets biennially in odd years on the second Monday in January, and sessions are limited to 60 days.

LOANS— NAME AND PURPOSE.		Interest.— P. Ct.	Payable.	Principal,— When Due.	Outstand'g.
Building bonds		5	J & J	July 1, 1910	*$300,000
Subject to call after July 1, 1900					
Refunding bonds	1898	3½	M & S	Sept. 1, 1918	150,000
State bonds, 1896 (gold)		4	J & J	July 1, 1916	*200,000
Territorial bonds	1892	5	J & J	July 1, 1912	*250,000

* This loan non-taxable.

PAR VALUE.—Bonds are in pieces of $1,000 each.

INTEREST on the bonds of 1892 is payable in Salt Lake City, or at the office of Wells, Fargo & Co., New York; on the bonds of 1896 and 1898 at the U. S. Mortgage & Trust Co., New York City, or the State Bank of Utah, Salt Lake City; on all other bonds in Salt Lake City or at the American Exchange National Bank in New York.

DEBT LIMITATION.—The indebtedness of this State is limited by its Constitution (Article XIV., Sections 1 and 2) to $200,000 over and above the Territorial indebtedness assumed by the State, except "to repel invasion, suppress insurrection, or to defend the State in war."

BONDED DEBT on Feb. 1, 1900, was $900,000.

TAX VALUATION.—In 1898 the total assessed valuation was $100,241,331; in 1897 it was $102,437,183; in 1896 it was $107,508,076. The State tax rate (per $1,000) in 1899 was $5·00.

POPULATION.—The population of Utah has been as follows in the years named.

1897	250,000	1880	143,963	1860	40,273
1890	207,905	1870	86,786	1850	11,380

Cities, Counties and Towns in the STATE OF UTAH.

CACHE COUNTY.—

County seat is Logan.

LOANS—	When Due.
FUNDING & IMPROVEM'T (gold)—	
5s, F&A, $25,000	Aug. 1, 1912
Subject to call Aug. 1, 1902	
Interest payable in New York.	
Bonded debt Feb. 1, 1900	$60,000
County has no floating debt.	
Sinking fund	$6,502

Net debt Feb. 1, 1900	$53,497
Tax valuation, real	4,222,152
Tax valuation, personal.	910,036
Equalized valuat'n 1899.	5,132,188
Assessment about ¾ actual value.	
State & co. tax per $1,000 '99.	$12·25
Population in 1890 was	15,500
Population in 1900 (est.)	20,000

LOGAN.—This city is in Cache County.

LOANS—	When Due.
LIQUIDATION BONDS—	
5s, Jan. 31, $40,000	Jan. 31, 1907
WATER WORKS—	
5s, J&D, $40,000	Dec. 31, 1912
Total debt Jan, 1, 1899	$85,000

Tax valuation '98 (abt.)	$1,891,675
Assessment is ⅔ of actual value.	
City tax rate (per $1,000), '98	$5·50
Population 1897 about	6,000
Population in 1890 was	4,565

OGDEN.—M. S. BROWNING, Mayor. JOHN V. BLUTH, Recorder.

This city is in Weber County. [$50,000 gold 4 per cent refunding bonds are offered for sale April 16, 1900.]

LOANS—	When Due.
SEWER BONDS—	
6s,	$2,000 Feb. 1. 1902
5s,	50,000 March 1, 1910
(Subject to call after 1900.)	
GENERAL IMPROVEMENT—	
6s,	$100,000. June 1, 1911
(Subject to call after 1901.)	
6s,	50,000 Feb. 1, 1912
5s,	50,000 April 1, 1912
5s,	50,000 Dec. 1, 1912
5s, semi-an.,	100,000 May 1, 1913

REFUNDING BONDS—	
4½2s, F&A, $100,000.	Aug. 15, 1918
Optional after 1908.	
Bonded debt Jan. 1, 1900	$502,000
Floating debt	65,221
Total debt	567,221
Sinking funds	32,508
Net debt Jan. 1, 1900	534,713
Tax valuation 1899	7,515,706
City tax rate (per $1,000)	$8·00
Total tax (per $1,000), '99	$32·00
Population in 1890 was	14,889
Population in 1900 (est.)	20,000

PROVO.—THOS. N. TAYLOR, Mayor. J. U. BUCHI, Recorder.

This city is the county seat of Utah County.

LOANS—	When Due.
WATER BONDS—	
6s, M&N, $116,000, g.,	Oct. 1, 1911
Subject to call Oct. 1, 1901	
Total debt Jan. 1, 1899	$116,000

Tax valuation 1899	$1,926,230
Assessment same as cash value.	
City tax (per $1,000) 1899	$7·00
Population in 1890 was	5,159
Population in 1897 (est)	6,000

TAX FREE.—All of the city's bonds are exempt from taxation.

INTEREST is payable in *gold* at the Chemical National Bank, New York, or at the First National Bank of Provo.

SALT LAKE CITY.—EZRA THOMPSON, Mayor. A. C. REISER, Auditor.

This city is situated in Salt Lake County

LOANS—	When Due.
CITY BONDS—1888-1891—	
5s, Jan., $500,000	Jan. 1, 1911
Subject to call after Jan. 1, 1901	
5s, July, $200,000	July 1, 1911
Subject to call after July 1, 1901	
GENERAL FUND—	
5g., M&N, $800,000	May 1, 1914

LOANS—	When Due.
PUBLIC IMPROVEMENT, 1892—	
5s, J&J, $548,000	July 1, 1912
Subject to call after July 1, 1902	
REFUNDING BONDS—	
4s, M&S, $500,000	Sept. 1, 1918
Total debt Mar. 9, '1900.	$2,548,000
Water debt (included)	548,000

INTEREST on the bonds due in 1918 is payable at Wells, Fargo & Co., New York City, or in Salt Lake City, at option of bondholder; on those due in 1911 at the Importers' & Traders' Nat. Bank, New York, or Union Nat. Bank, Salt Lake City, at option of bondholder; on those due 1912 at the office of Wells, Fargo & Company, New York; on those due in 1914 at the National Bank of the Republic, New York, and by McCormick & Co., Salt Lake City.

TAX FREE.—All bonds of this city are exempt from taxation.

AVAILABLE ASSETS.—City lands and buildings are valued at $1,500,000; water works at $3,000,000. The annual income from the water works is about $75,000.

TAX VALUATION in 1899 was $30,690,204, including real estate $15,983,337 and personal property $14,706,867; in 1898 the total valuation was $31,901,157, and in 1889 it was $16,611,752. Assessment is about 60 per cent of actual value. City tax proper 1899 (per $1,000), $7·50; total tax rate (per $1,000), was $27 90.

POPULATION.—The population in 1890 was 44,843; in 1880 was 20,768; in 1895 was 48,076; in 1898 (est.) 74,412.

SALT LAKE CO.—S. H. Lynch, Co. Treas'r.

Salt Lake City is the county seat.

LOANS—	When Due.
COUNTY BONDS—	
5s, ..., $350,000	1906 to 1916
FUNDING BONDS—	
5s, J&J, $120,000	July 1, 1917
Subject to call after 1907.	
Total debt Jan. 1, 1900	$470,000
Cash in county funds	16,000

Tax valuation, real	$27,239,966
Tax valuat'n, personal.	7,724,870
Tax valuat'n, RRs., etc.	1,954,418
Total valuation 1899	36,919,254
Total tax (per $1,000) '99	$27·90
Population in 1890 was	58,457
Population in 1900 (est.)	70,000

WEBER CO.—C. R. Hollingsworth, Auditor.

County seat is Ogden.

LOANS—	When Due.
IMPROVEMENT AND FUNDING—	
5s, J&J, $150,000	June 14, 1912
Subject to call after	June 14, 1902
Bonded debt Jan. 1, 1900	$150,000
Floating debt	37,000
Total debt	187,000
Cash on hand	50,000

Net debt Jan. 1, 1900	$137,000
Tax valuation, real	7,424,357
Tax valuation, personal.	3,001,964
Total valuation 1899	10,426,321
Assessment ½ to ⅗ actual value.	
State & Co. tax (per M.) '99.	$14·50
Population 1890 was	22,723
Population 1900 (est.)	30,000

INTEREST is payable at the County Treasury or at the Chemical National Bank, New York City.

Territory of New Mexico

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act Sept. 9, 1850)	Dec. 13, 1850
Total area of Territory (square miles)	122,580
Territorial Capital	Santa Fe
Governor (term expires June 7, 1901)	Miguel A. Otero
Secretary (term expires June 7, 1901)	George H. Wallace
Treasurer	J. H. Vaughn

Legislature meets biennially in odd years the third Monday of January, and sessions are limited to 60 days.

REFUNDING BILL.—In 1899 a general refunding bill, applicable alike to the Territory and the counties and municipalities therein passed the Legislature—see CHRONICLE of March 18 and 25, 1899.

The bonded debt at present is as follows:

LOANS— NAME AND PURPOSE.	Interest.— P.	Cl.	Payable.	Principal,— When Due.	Outstand'g.
Capitol build. bonds, '84 & '85.	7	M & S		1904 & 1905	$200,000
Capitol contingent bonds, '87.	6	J & J		Apr. 1, 1902	50,000
Capitol rebuilding bonds, '95..	5	M & N		M & N 1925	75,000
$25,000 due May 1 and $50,000 due Nov. 1, 1925, subject to call after 1915.					
Capitol rebuilding bonds, '99..	4	M & N		May 1, 1929	60,000
Subject to call May 1, 1919					
Casual deficit bonds, 1893.....	5	J & J		May 1, 1923	101,800
Subject to call May 1, 1903					
Current exp. bonds of '87 & '88	6	ann'lly		1907 & 1908	150,000
Subject to call since 1897 and 1898					
Insane Asylum, 1891.....	6	J & J		Oct. 1, 1921	25,000
Subject to call after Oct. 1, 1911					
do do 1895.....	5	J & J		Jan. 1, 1925	30,000
Subject to call after 1915					
Military Institute bonds, 1895	5	J & J		July 1, 1925	15,000
Subject to call after 1905					
Normal School bonds, 1897...	5	.....		1927	10,000
Subject to call after 1917					
Penitent'ry refund'g bonds.'94	6	M & S		1924-1925	81,000
Subject to call after July 1, 1914-'15					
Provisional debt bonds, 1889.	6	M & S	M & S	1919	200,000
Subject to call after 1909					
Refunding bonds, 1893.....	6	J & J		July 1. 1923	104,000
Subject to call July 1, 1913					
Territorial Institut'n b'nds, '95	5	J & J		July 1, 1925	35,000
Subject to call after 1905					
Certificates of indebtedness...	6	M & S		Mch. 1, '01-'04	98,500
Subject to call after Mch. 1, 1900					

INTEREST on the Military Institute fives is payable at the Western National Bank, New York City; on all other bonds at the National Bank of Commerce, New York City.

TOTAL DEBT.—The total bonded debt on March 20, 1900, was $1,225,300. In addition to the bonded debt there are outstanding about $600,000 of old militia warrants.

ASSESSED VALUATION.—The assessed valuation (about ⅓ cash value) in 1898 was $38,808,040 and the tax rate $10·80.

POPULATION OF TERRITORY.—The population of New Mexico has been as follows in the years named:

1898 (est.)	267,839	1880	119,565	1860	*87,034
1890	153,593	1870	91,874	1850	61,547

* Not including population of Arizona Terr., then forming part of New Mex., but subsequently detached and organized as a separate Territory.

Cities, Counties and Towns in the TERRITORY OF NEW MEXICO.

BERNALILLO CO.—Jas. A. Summers, Probate Clerk. County seat is Albuquerque.

As we go to press the county is offering for sale $178,500 4 per cent 20-30 year bonds for the purpose of refunding $78,000 court-house 7s, $22,500 funding 6s of 1884, $38,000 funding 6s of 1889 and $40,000 current expense bonds of 1889.

LOANS—	Amt. Out'g.
6s, Funding bonds,	1884. $22,500
6s, do	1889. 38,000
5 9-10s, do	1891. 17,000
6s, do	1895. 64,900
6s, do	1897. 50,100
7s, Court-house,	1885. 78,000

6s, Cur'nt expenses,	1889. $40,000
6s, do	1892. 7,000
6s, Bridge bonds,	1892 30,000
Bonded debt Mar. 1,	1899. 347,500
Tax valuation 1898	5,719,261
State & Co. tax (per M.) '98	$26·35
Population in 1890 was	20,913

COLFAX CO.—Springer is the county seat.

Total debt Sept. 1, 1898.	$54,400
Tax valuation 1898 abt.	2,818,050
Population in 1890 was	7,974

DONA ANA CO.—County seat is Las Cruces. A portion of this county has been taken to help form Otero county.

LOANS—	When Due.
COUNTY BONDS—	
--s, ..., $73,100	
Floating debt (last returns)	$2,358
Sinking fund	33,254

Tax valuation 1898	$2,399,784
Tax rate (per $1,000) 1898.	$25·40
Population in 1890 was	9,191
Population in 1880 was	7,612

EAST LAS VEGAS.—This town is in San Miguel Co

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $10,000	Jan. 2, 1925
Subject to call after Jan. 2, 1905	
City hall bonds	$17,000
School house bonds	15,000

Total debt Jan., 1895	$42,000
Tax valuation 1898	1,020,451
City tax (per $1,000) 1898	$10·00
Estimated act'l valu'n.	$3,000,000
Population in 1894 (est.)	3,000

INTEREST on the funding bonds is payable at the Chemical National Bank, New York.

GRANT CO.—County seat is Silver City.

LOANS—	When Due.
CURRENT EXPENSES—	
6s, J&J, $27,000	July 1, 1919
Subject to call after July 1, 1899	
6s, J&J, $82,500	July 1, 1919
Subject to call after July 1, 1899	
RAILROAD BONDS—	
7s, J&J, $17,000	July 1, 1903
7s, J&J, 20,000	July 1, 1904
7s, J&J, 20,000	July 1, 1905

REFUNDING BONDS—
6s, J&J, $33,000 ..... July 1, 1919
Subject to call after July 1, 1899
Bonded debt Jan.1, 1900.$218,000
Floating debt (about).... 30,000
Total debt Jan.,1900(abt.) 248,000
Tax valuation 1898.... 3,770,372
Assessment about 1/3 actual value.
State & Co. tax (per M.)'98.$29·00
Population in 1890 was.....9,657

In addition to above tax rate is a Silver City tax of $16 per $1,000.

LAS VEGAS.—H. G COORS, Mayor. CHAS. TAMME, Clerk.

This city is the county seat of San Miguel County. $150,000 of water bonds are in litigation.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $24,946	Aug. 2, 1917
Subject to call after 10 years.	
SCHOOL HOUSE BONDS.	
7s, J&J, $15,000	July 1, 1905
Subject to call after 10 years.	

INTEREST is payable in New York City.

CITY HALL BONDS.
6s, J&J, $7,000 ..... July 1, 1921
Subject to call after 10 years.
..s, ..., $10,000 ... July 1, 1922
Total debt Feb. 1, 1900.. $56,946
Tax valuation in 1899...1,564,812
City tax (per $1,000) '99...$10·00
School tax (per $1,000) '99. 5·00
Population in 1890 was.....2,385
Population in 1900 (est.).....8,000

MORA CO.—

County seat is Mora. A portion of this county was cut off and added to Union County, thus reducing valuation after 1893.

LOANS—	When Due.
COURT HOUSE BONDS.—	
6s, J&J, $70,000	July 1, 1919
Subject to call after 10 years.	
FUNDING BONDS—	
6s, ..., $8,000	Aug. 1, 1917

Interest on court-house bonds payable in New York; on funding bonds at office of County Treas.
Total debt Feb. 1,'98, abt. $78,000
Tax valuation 1898. ....1.016,120
Total tax (per $1,000) 1899.$35·25
Population in 1890 was.....10,618

SAN MIGUEL CO.—M. ROMERO, Treasurer.

County seat is Las Vegas. New bonds are now being offered in exchange for the past due funding bonds of 1884. Suit has been brought against the county for the amount of interest in default to Dec. 31, 1898. The interest due in 1899 has nearly all been paid and enough funds are in reserve now to meet all interest due in 1900

FUNDING & COURT HOUSE BONDS. 1884—	
6s, $1,000	Past due.
10s, 24,500	Past due.
FUNDING BONDS, 1889—	
6s, $213,500	1919
REFUNDING BONDS, 1892&1895—	
6s, $18,000	1922
5s&6s, 113,000	1925

Bonded debt Apr., 1900 $370,100
Interest past due..... 90,000
Total debt Apr. 1, 1900. 460,100
Tax valuation 1899.... 3,775,034
County tax (per $1,000) '99.$37·40
Population in 1890 was.....24,204
Population in 1900 (est.).....33,000

SANTA FE CO.—FREDERICK MULLER, Treas.

County seat is Santa Fe. A committee of citizens has been appointed to adjust the bonded and other indebtedness of the county on the basis of 25 cents on the dollar. See CHRONICLE, V. 70, p. 242.

COUNTY DEBT JULY 1, 1899.	
Santa Fe Co. bonds	$681,039 00
Unpaid coupons	188,156 42
Floating debt	11,385 90
Interest on same	4,278 72
School Dist's—Cerillos and city of Santa Fe.	29,333 70
Interest	700 00
Total	$914,893 74

Tax valuation, real..... $996,940
Tax valuation, personal. 890,100
Total valuation 1899....1,886,940
Ter.& co.tax (p.$1,000) '99.$33·025
Population in 1890 was.....13,562

SOCORRO CO.—

County seat is Socorro. A portion of this county has been taken to help form Otero County.

LOANS—	When Due.
CURRENT EXPENSE BONDS:	
6s, J&J, $6,000	July 1, 1919
Subject to call after July 1, 1899	
FUNDING BONDS:	
6s, Jan. $103,500	Jan. 1. 1904
Subject to call at any time.	

FUNDING BONDS—(Continued.)
6s, J&J, $48,700 ..... July 1, 1919
Subject to call after July 1, 1899
Total debt Jan. 1, 1897.. $158,200
Sinking fund assets..... $5,700
Tax valuation 1898.....4,455,044
Population in 1890 was.....9,595

INTEREST is payable in New York City

VALENCIA COUNTY.—County seat is Las Lunas.

Bonded debt Jan. 1, '98. $97,300
County has no floating debt.
Sinking fund..... 5,000
Net debt Jan. 1, 1898... 92,300
Tax valuation 1898.... 2,186,509

Assessment about 35 p. c. actual.
Total tax (per $1,000) '98..$45·00
Population in 1890 was.....13,876
Population in 1880 was.....13,095
Population 1897 (est.).....15.200

Arizona Territory.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act. Feb. 24, 1863) - Feb. 24, 1863
Total area of Territory (square miles) - - 113,020
Territorial Capital - - - - - - - - Phœnix
Governor (term expires Sept. 1, 1901) - - N. O. Murphy.
Secretary (term expires July 1, 1901) - - Chas. H. Akers
Treasurer - - - - - - - - - T. W. Pemberton

Legislature meets biennially in odd years the third Monday in January, and sessions are limited to 60 days.

In 1891 arrangements were perfected through an act of Congress to fund all the Territorial, county and municipal indebtedness of this Territory at five per cent, and as fast as any portion of the debt matures it is to be replaced by a five per cent loan.

LOANS— NAME AND PURPOSE.	—Interest.— P. Ct.	Payable.	—Principal.— When Due.	Outstand'g.
Capitol Building bonds...1898	5	Semi-an.	June, 1948	$100,000
Subject to call after 1918.				
Funding Bonds....1888	6	Jan.	Jan. 15, 1912	140,000
do do 1892	5	J&J	July 15, 1942	2,000,000
Subject to call after July 15, 1912.				
do do 1896	5	....	Jan. 15, 1946	300,000
Gila Bridge bonds.....1885	8	May	May 15, 1900	8,000
Insane Asylum bonds.....1885	7	Jan.	July 1, 1905	74,000
Subject to call July 1, 1895.				
University bonds.....1887	7	Jan.	Jan. 1, 1907	12,000
Subject to call July 1, 1897.				
Wagon road and bridge...1885	8	Nov.	Nov. 1, 1900	12,000
World's Fair bonds.....1892	5	July	July 1, 1912	30,000

INTEREST is payable in gold at the office of the Territorial Treasurer and at the Guaranty Trust Co., New York City.

TOTAL DEBT, ETC.—The total debt July 1, 1899, was $2,812,338, including a floating debt of $136,338; deduct amount of county, city and school district indebtedness, $1,634,027; net Territorial debt, $1,178,311; cash in general fund July 1, 1899, $152,837.

TAX FREE.—The bonds issued by Arizona are exempt from taxation.

ASSESSED VALUATION.—The Territory's assessed valuation in 1899 was $32,509,520; in 1897 it was $30,613,702, and tax rate $7·20. Actual value 1896 (official estimate), exclusive of mines, was $64,000,000. Territorial tax rate (per $1,000) 1899, $8·50.

POPULATION OF TERRITORY.—Population of Arizona has been as follows in the years mentioned.

1900 (est.).100,000 1890.59,620 188.40,440 1870.9,658 1860.*6,482

* This was population when Arizona was simply a county of New Mexico.

CITIES, COUNTIES AND TOWNS IN THE TERRITORY OF ARIZONA.

APACHE COUNTY.—J. T. PATTERSON, Cl'k.

This county has been divided and Navajo County has been formed from a part of its territory. The indebtedness set apart for Navajo County is deducted below in reporting the net debt of Apache County.

County seat is St. John's.

LOANS—	When Due.
FUNDING BONDS—	
7g, July 15, $60,000g	1900-1905
(10,000 due yearly on July 15.)	
TERRITORIAL BONDS (funding)—	
5g, J&J, $43,439g	Jan. 1, 1913
Bonded debt Jan. 1, 1900.$103,439	

Navajo Co. debt..... $50,000
Net debt Jan. 1, 1900.... 53,439
Tax valuation 1899.....1,040,000
Assessment is 1/2 actual value.
Total tax (per $1,000) '99..$40·00
Population 1899 about.....2,500
Population in 1890 was.....4,281

INTEREST on $33,000 of the 7 per cent bonds is payable at Chemical National Bank, New York; on the remaining $27,000 of 7 per cent bonds at Bank of British Columbia, San Francisco; on Territorial bonds at Phœnix, Ariz. Both interest and principal payable in gold.

TAX FREE.—All bonds of this county are exempt from taxation.

COCHISE CO.—A. WENTWORTH, Treasurer.

County seat is Tombstone.

LOANS—	When Due.
COUNTY BONDS—	
7s, Jan. 15, $76,000	Jan. 15, 1901
($7,070 yearly to Jan. 15, 1906.)	
7s, Jan. 15, $61,000	1900 to 1908
($4,760 yearly.)	
Interest payable in Tombstone.	

Bonded debt Mar. 1, 1900.$137,000
All bonds are exempt from taxa'n.
Tax valuation 1899.....$3,016,854
Assessm'nt is about 2/5 actual value.
Total tax per $1,000 1899..$42·50
Population in 1890 was.....6,938
Population in 1897 (est.)...10,000

COCONINO CO.—GEO. HOXWORTH, Treasurer.

County seat is Flagstaff. The debt represented by the Territorial bonds was created by Yavapai County previous to 1891, when this county was formed, and on January 15, 1894, was funded into 5 per cent 50-year Territorial bonds.

LOANS—	When Due.
TERRITORIAL BONDS (refunding)	
5s, J&J, $159,000	Jan. 15, 1943
Subject to call Jan. 15, 1914.	
COURT HOUSE BONDS—	
5s, J&J, $15,000	July 28, 1904
Interest payable in N. Y. City.	

Total debt Jan. 1, 1900.. $174,000
Tax valuation, real..... 998,247
Tax valuation, personal. 863,624
Total valuation 1899....1,861,871
Assessment about 1/2 actual value.
State & Co. tax (per M) '99..$39·70
Population in 1900 (est)....4,500

TAX FREE.—All of the county's bonds are exempt from taxation.

GRAHAM CO.—County seat is Solomonsville.

Bonded debt Jan. 1, '99..$147,000
Tax valuation 1899.....2,495,662
State & co. tax (per M.)'98...$4·00

Population in 1890 was.....5,670
Population 1898 about.....12,000

MARICOPA CO.—John Gray, Clk. B'd of S'p.

County seat is Phœnix. On Jan. 1, 1900, Maricopa County owned property valued at $231,020. School property in addition was valued at $225,540.

LOANS—	When Due.
Asylum & Road Bonds—	
7s, Jan. 2, 3,500	May 21, 1900
7s, ..., 3,000	Nov. 4, 1900
M. & P. RR. Bonds—	
7s, ..., $2,000	Apr. 2, 1915
School Dist. Bonds—	
7s, var., $61,000	1912 to 1919
6s, ..., 30,000	1913
6s, ..., 30,000	1917
Subject to call after 1907.	
Refunding Bonds—	
7s, Jan. 15, $15,000	Dec. 3, 1903

Refunding Bonds—(Con.)	
5s, ..., $229,253	1942
5s, ..., 38,383	1943
Bonded debt Jan. 1, 1900.	$291,136
School debt (additional)..	121,000
Floating debt.....	71,722
Total debt Jan. 1, 1900..	483,858
Cash in treasury.....	163,923
Tax valuation 1899.....	9,312,482
State & co. tax (per M) 1899.	$26·00
Population in 1890 was....	10,989
Population in 1897 (est.)..	15,000

INTEREST on the refunding bonds is payable at San Francisco; on others at Phœnix, Ariz.

MOHAVE CO.—A. Cornwall, Treasurer.

County seat is Kingman.

LOANS—	When Due.
County Bonds—	
5s, J&J, $105,363	June, 1940
Interest is payable at Phœnix.	
Total debt Jan. 1, 1899.	$105,363

Total valuation 1899..	$1,228,033
Total tax (per $1,000) '98..	$29·50
Population in 1890 was.....	1,444
Population in 1880 was.....	1,190
Population in 1897 (est.)....	2,000

PHŒNIX.—{E. GANZ, Mayor. {W. B. LOUNT, Treasurer.

Phœnix is the county seat of Maricopa County.

LOANS—	When Due.
City Hall and Fire Dep. Bonds—	
7s, June 20, $15,000	June 20, 1917
6s, J&D, 15,000	June 1, 1919
Refunding Bonds—	
5s, g., $10,000.....	1913
Optional $2,000 yearly after 1908.	

Total debt Mar. 1, 1900.	$79,500
Tax valuation 1899.....	3,658,708
Assessment about ¾ actual value.	
City tax (per $1,000) '99.....	$8·90
Population in 1890 was.....	3,152
Population in 1900 (est.)..	15,000

TAX FREE.—Bonds of this city are exempt from taxation.

PIMA CO.—H. A. Drachman, Treasurer.

County seat is Tucson. Railroad-aid bonds of this county were declared illegal by the Territorial Supreme Court, but this decision was recently reversed by the United States Supreme Court, which remanded the case for further proceedings. The case is now before a referee. A portion of this county has been taken to form the new county of Santa Cruz. The debt as given below is for the county before partition.

LOANS—	When Due.
Redemption Bonds—	
7s, Jan., $22,000	June 30, 1901
7s, Jan., 125,000	June 30, 1902-6
($25,000 due yearly.)	
7s are subject to call.	
Territorial Funding Bonds—	
5s, J&J, $210,240	1942

Bonded debt Jan. 1, 1900	$357,240
Total valuation 1899....	3,376,512
Assessment abt. 7-10 actual value.	
State & co. tax (per M.) '99..	$29·00
Population 1890 was.....	12,673
Population 1899 (est).....	22,000

INTEREST on the 7 per cent bonds is payable at First National Bank, New York City; on the 5 per cent bonds at Phœnix, Ariz.

PINAL CO.—W. G. Price, Treasurer.

County seat is Florence.

Total debt Jan. 1, 1900..	$146,508
Tax valuation, real.....	1,171,697
Tax valuation, personal.	473,606
Total valuation, 1899....	1,645,303
State & co. tax (per M.), '99,	$30·50
Population in 1880 was.....	3,044
Population in 1890 was.....	4,251

PRESCOTT.—Prescott is situated in Yavapai County.

LOANS—	When Due.
City Hall and Water-Works—	
5s, J&J, $88,000	1943-4-5
Interest payable at New York.	
Water and Sewer Bonds 1898—	
5s, g., $150,000	1948

Total debt Apr. 1, 1898....	$88,000
Tax valuation 1897.....	1,194,175
Assessment about ½ actual value.	
City tax per ($1,000).....	$7·50
Population in 1890 was.....	1,759
Population in 1897 (est.)....	4,000

TOMBSTONE.—County seat of Cochise County.

Total debt Jan. 1, 1899..	$13,812
Tax valuation, real.....	52,781
Tax valuation, personal..	57,522
Total valuation 1898.....	110,303
Assessment abt. 15% actual value	
Total tax (per $1,000) 1898.	$10·00
Population in 1890 was.....	1,875
Population in 1898 (est).....	800

TUCSON.—{G. A. HOFF, Mayor. {C. T. CONNELL, Recorder.

County seat of Pima County.

LOANS—	When Due.
City Hall, Jail, Etc., Bonds—	
5g., J&J, $16,000, g.	1943
Optional after 1903.	
Funding Floating Debt—	
8g., J&D, $12,000, g..	June 1, 1903
Water-Works Bonds—	
5s, g., A&O, $100,000.	Oct. 1, 1948
Interest is payable at Tucson and Phœnix. Bonds are all tax exempt.	

Total debt Jan. 1, 1900..	$28,000
Total valuation 1899....	2,052,075
About ⅓ actual value.	
City tax (per $1,000) '99.....	10·00
Population in 1890 was.....	5,150
Population in 1898 (est.)..	10,000

YAVAPAI CO.—

County seat is Prescott. Railroad-aid bonds have recently been declared valid by the U. S. Supreme Court. See Chronicle Jan. 10, 1900, and Nov. 11, Sept. 30 and Aug. 12, 1899.

LOANS—	When Due.
Redemption Bonds—	
7s, $143,000	Jan. 1, 1908
Territorial Bonds—	
5s, $52,163.....	.....
Bonded debt Jan. 1, 1898.	$195,163
Floating debt.....	71,991

Total debt Jan. 1, 1898..	$267,154
Cash in treasury & funds	71,167
Assessed valuation 1899.	4,230,738
Total tax (per $1,000) '97....	34·00
Population in 1890 was....	8,685
Population in 1898 (est.)...	16,000

YUMA COUNTY.—W. E. Marvin, Recorder.

County seat is Yuma.

LOANS—	When Due.
County Bonds, '87 & '93—	
7s, g., Jan. 1, $58,500	....
5s, g., J&J, 88,770	....
School Bonds—	
7s, g., Oct. 1 $4,000	....
7s, g., Jan. 1, 1,500	1910

Bonded debt, Feb. 1, '98..	$147,270
School debt (additional)..	5,500
Total valuation 1899.....	893,000
Assessment abt. 30% actual value.	
Tax rate (per $1,000) '99...	$50·00
Population in 1890 was.....	2,671
Population in 1900 (est.)....	5,000

INTEREST on the county 7s is payable in New York and San Francisco; on the 5s at Phœnix, and on the school bonds at Yuma.

Debts and Resources

OF THE

STATES, CITIES AND TOWNS

IN THE

PACIFIC STATES.

INDEX FOR THE PACIFIC STATES, CITIES, Etc.

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State of California.

ITS

DEBT, RESOURCES, Etc.

Admitted as a State (Act of Sept. 9, 1850) - Sept. 9, 1850
Total area of State (square miles) - - - - - 158,360
State Capital - - - - - - - - - Sacramento
Governor (term ex. 1st Mon. after Jan.1,1903), Henry T. Gage
Sec. of State (term ex. 1st Mon. aft. Jan. 1, 1903), C. F. Curry
Treasurer (term ex. 1st Mon. aft. Jan.1,1903), Truman Reeves
Comptroller (term ex. 1st Mon. aft. Jan. 1, 1903), E. P. Colgan
Legislature meets biennially in odd years on the first Monday after January 1, and sessions are not limited, though members can draw pay for only 60 days.

HISTORY OF DEBT.—For history of the State debt see STATE AND CITY SUPPLEMENT of April, 1894, page 142.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g
Funded debt bonds, 1873, g...	6	J & J	.....	$2,277,500
Depot bonds, 1893.....	4	J & J	Jan. 1. 1912	600,000
Civil bonds of 1857.....Interest ceased.				3,500
Do 1860.....	do	do		500

PAR VALUE OF BONDS.—The bonds are for $100, $500 and $1,000.

INTEREST is payable at the office of the Treasurer in Sacramento.

TOTAL DEBT.—The total bonded debt of the State on Sept. 1, 1899, was $2,281,500. The $600,000 of Depot bonds, being in the nature of a loan to the Harbor Commissioners, are not included in the total indebtedness of the State; these bonds are payable out of a sinking fund receiving its revenue from moneys collected by the San Francisco Harbor Commissioners; $200,000 of this issue is held by the State in trust for the State School Fund.

Of the interest bearing debt $2,277,500 was held (Sept. 1, '99) as follows:

In trust for the State School Fund (bonds).....$1,526,500
In trust for the University Fund (bonds)..... 751,000

ASSESSED VALUATION.—The following statement shows the total assessed valuation and the tax rate (per $1,000) for the years indicated.

Years.	*Valuation.*	*Tax rate.*	*Years.*	*Valuation.*	*Tax rate.*
1899....	$1,193,764,673*	$6·01	1887....	$956,740,805	$6·08
1898....	1,132,230,221	4·88	1886....	816,446,700	5·60
1897....	1,089,373,316	5·10	1885....	859,512,384	5·44
1896....	1,266,593,065	4·29	1880....	666,399,985	6·40
1895....	1,133,282,013	6·85	1875....	618,083,315	6·05
1894....	1,205,918,403	4·93	1870....	277,538,134	8·65
1891....	1,239,647,063	4·46	1865....	183,534,312	11·15
1890....	1,101,137,290	5·80	1860....	148,193,540	6·00
1889....	1,111,950,979	7·22	1855....	103,887,193	6·00
1888....	1,107,952,700	5·04	1850....	57,670,689	5·00

* Includes railroad property which in 1899 amounted to $46,394,275.

DEBT LIMITATION.—Municipal indebtedness as well as State debt is carefully regulated in the Constitution of California. The section which relates to the bonding of counties, cities, towns, etc., has been amended, the amendment having been adopted February 25, 1891. Nothing in explanation of the provisions needs to be said, as the sections of the Constitution treating of this subject are all very plain and comprehensive; they will be found in the STATE AND CITY SUPPLEMENT of April, 1895, page 146.

POPULATION OF STATE.—The population of California has been as follows in the years named.

1890	1,208,130	1870.....	560,247	1850.....	92,597
1880	864,694	1860.....	379,994		

In 1860-70 increase was 180,253, or 47·44 per cent; in 1870-80 304,447, or 54·34 per cent; and in 1880-90 343,436, or 39·72 per cent The number of Chinese in the population was 71,681 in 1890 and 75,132 in 1880.

CITIES, COUNTIES AND TOWNS IN THE STATE OF CALIFORNIA.

NOTE.—*For debts of civil divisions not found among the statements given below, see "Additional Statements" at the end of this State.*

Many of the counties in this State levy a special tax on property outside incorporated cities and towns for making, repairing and sprinkling of roads, and the tax rate as given below under these counties is made up of the State tax rate and the county tax rate *including* special road tax.

ALAMEDA.—B. F. Lamborn, City Clerk.

This city is in Alameda County.

LOANS— *When Due.*
CITY HALL—
5s, March, $13,750...1900 to 1910 ($1,250 due yearly.)
5s, ..., $46,250.....
ELECTRIC LIGHT PLANT—
5s, March, $13,750...1900 to 1910 ($1,250 due yearly.)
FIRE DEPARTMENT—
5s, March, $19,250...1900 to 1910 ($1,750 due yearly.)
SCHOOL—
5s, March, $27,500...1900 to 1910 ($2,500 due yearly.)
SCHOOL—(Con.)—
5s, ..., $37,925.....
SEWER—
5s, F&A, $33,000.....1901-1911 ($6,000 due Feb.1 of each odd year)
Interest is payable in Alameda.
Bond'd debt July 1, '98. $215,175
Total valuation 1899...10,587,450
Assessment about 2/3 actual value.
State & Co. tax (per M.) '98.$15·30
City tax (per $1,000) '98.... 11·12
Population in 1890 was.....11,165
Population 1898 (local est.) 16,278

TAX FREE.—Bonds of this city are exempt from taxation.

ALESSANDRO IRRIGATION DISTRICT.

—This district is in Riverside county. Bonds of the district are in litigation. The Superior Court of Riverside County has declared the bonds illegal, and the case has been appealed to the State Supreme Court for final action. No decision had been rendered up to March 1, 1900.

Bonded debt April, 1900..$765,000 | Tax valuation 1898....$2,000,000

BERKELEY.—M. L. Hanscom, Town Clerk.

Berkeley is in Alameda County.

LOANS— *When Due.*
SCHOOL BONDS—
5s, g. Ann., $30,000..1901 to 1912 $2,500 payable yearly on Jan. 2.
Electric-light bonds.....$13,500
Sewer bonds..... 16,800

Bonded debt Feb.1, 1900 $60,300
Tax valuation 1899.....8,593,005
City tax (per $1,000) '99....$10·00
Total tax (per $1,000) 1899. 23·40
Population in 1890..... 5,101
Population in 1900 (est.)...14,000

BUTTE CO.—H. D. Lausen, Clerk.

County seat is Oroville.

LOANS— *When Due.*
REFUNDING BONDS—
5s, J&J, $38,000..... 1911
Subject to call at any time.
Bonded debt July 1, '99 $38,000
Floating debt..... 8,372
Total debt July 1, '99.. 46,372

Tax valuation, real. ..$10,738,825
Tax valuat'n, personal. 1,905,289
Tax valuation, RR.'s.. 876,823
Total valuation 1899.. 13,520,937
Assessment about 90 p.c. act. val.
State & Co. tax (per M.) '99..$18·50
Population in 1890 was.....17,939

EL DORADO CO.—A. S. Bosquit, Clerk.

County seat is Placerville.

LOANS— *When Due.*
COUNTY BONDS—
5s, J&D, $86,000, g..June 1, 1907
Subject to call.
Total debt July 1, '99.... $87,000
Tax valuation, real.....3,164,000
Tax valuation, personal. 594,795

Tax valuation, railroads. $274,950
Total valuation 1899....4,033,745
State tax (per $1,000) '99....$6·01
County tax (per $1,000) '99..18·99
Population in 1890 was..... 9,232
Population in 1880 was.....10,683
Population in 1899 (est.)...14,000

FRESNO.—J. W. Shanklin, City Clerk.

This is the county seat of Fresno County.

LOANS—	When Due.
FIRE DEPARTMENT—	
5s, Aug., $5,000	Aug. 1, 1900
($625 yearly) to Aug. 1, 1907	
OVERFLOW—	
5s, Aug., $5,000	Aug. 1, 1900
($625 yearly) to Aug. 1, 1907	
SCHOOL—	
5s, Aug., $20,000	Aug. 1, 1900
($2,500 yearly) to Aug. 1, 1907	
School district bonds	$75,000
SEWER—	
5s, Dec., $40,000	Dec. 3, 1900
($5,000 yearly) to Dec. 3, 1907	
5s, J&J, $36,000	1900 to 1935
($1,000 yearly)	

Interest is payable in Fresno.
Bonded debt Jan. 1, 1899. $115,250
Sinking fund..... 8,623
Net debt Jan. 1, 1899..... 106,627
Tax valuation, real.....5,494,199
Tax valuation, personal.. 704,117
Total valuation, 1898....6,198,316
Assessment about ½ actual value.
Total tax (per $1,000), 1898. $26·50
Population in 1890 was.....10,818

The bonds of this city are all payable in gold.

FRESNO CO.—{T. G. HART, Clerk. H. E. BARNUM, Auditor.

County seat is Fresno.

LOANS—	When Due.
BRIDGE BONDS—	
6s, J&J, $80,000	1905

Total debt July 1, 1899...$82,500
Tax valuation, real ..$23,067,809
Tax valuation, pers'l.. 2,821,405
Total valuati'n, railr'ds. $2,455,207
Total valuation 1899...28,344,421
Assessment about ¾ actual value.
State & co. tax (per M) '99..$17·00
Population in 1890 was.....32,026
Population in 1897 (est.)...45,000

GLENN COUNTY.—{W. H. SALE, Clerk. J. H. GRAVES, Auditor.

County seat is Willow.

LOANS—	When Due.
COURT HOUSE AND JAIL—	
4½s, J&J, $52,000.	July, 1900-1913
($2,000 each Jan. 1 and July 1.)	

Principal and inter't pay'le in gold.
Total debt Jan. 1, 1900.. $53,000
Tax valuation, real.....,8,362,800
Tax valuat'n, personal. $835,802
Tax valuation, RRs... 411,300
Total valuation 1899.. 9,609,902
Assessment about 7/10 actual value.
State & co. tax (per M.) '99..$16·50
Population 1898 (est.)..... 8,500

TAX FREE.—All bonds of this county are exempt from taxation.

GRASS VALLEY.—W. D. HARRIS, Clerk.

This city is in Nevada County.

SEWER BONDS.	When Due.
7s, Feb., $39,000.	Feb., 1901 to '39

Bonded debt Mar. 1, 1900. $39,000
Assessed valuation, real. 1,098,968
Assessed valuat'n, pers'l. 197,071
Total valuation, 1899..$1,296,039
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1899. $29·30
Population in 1900 (est.).....8,500

HEALDSBURG.—C. H. POND, Clerk.

This city is in Sonoma County.

LOANS—	When Due.
WATER-WORKS BONDS—	
5s, J&J, $78,000	1900 to 1939

Bonded debt Feb. 23, 1900. $78,000
Assessed valuation 1899..781,000
Assessment about ¾ actual value.
City Tax (per $1,000) 1899. $12·50
Total tax (per $1,000) ..... 30·20
Population in 1890 was.. 1,485
Population in 1900 (est.)....3,000

HOLLISTER.—J. H. SHAW, Town Clerk.

County seat of San Benito County.

LOANS—	When Due.
SEWER BONDS—	
6s, g., semi-an., $33,250 g.	'00 to '37
($875 due yearly on June 1.)	

Total debt Aug., 1899... $33,250
Tax valuation 1899.....834,080
Real valuation..... ....$2,000,000
State and county tax (per $1,000) 1899.....$15·00
Town tax (per $1,000) '98.. 7·00
Population in 1890 was.....1,234
Population in 1899 (est.) 2,500

INTEREST payable at office of the Town Treasurer.

INYO COUNTY.—W. T. BUNNEY, Co. Treas.

County seat is Independence.

LOANS—	When Due.
REFUNDING BONDS—	
5s, M&S, $60,000	1910
Subject to call.	

Floating debt..... $990
Total debt Jan. 1, 1900.. 60,990
Tax valuation, real..... 1,252,407
Tax valuation, pers'n'l... $431,366
Tax valuation, railr'ds... 82,791
Total valuation 1899....1,766,564
Assessment about ½ actual val.
State & co. tax (per M.) '99. $22·50
Population in 1890 was.....3,544
Population in 1896 (est.).....3,900

KERN COUNTY.—{I. L. MILLER, Clerk. B. A. HAYDEN, Auditor.

County seat is Bakersfield.

LOANS—	When Due.
IMPROVEMENT BONDS—	
7s, M&N, $7,000	Nov. 1, 1900
REFUNDING BONDS—	
4½s, J&D, $235,000.	1908 to 1918
$2,350 due yearly on Dec. 1.	

Bond. debt Feb. 1, 1900 $242,000
Sinking fund..... 7,000
Net debt Feb. 1, 1900. 235,000
Tax valuation, real.,..$10,663,711
Tax valuation, pers'l... 2,107,008
Tax valuations, RRs.. 1,806,954
Total valuation 1899.. 14,577,673
Assessment about ½ actual value.
State & co. tax (per M.) '99..$18·50
Population in 1890 was..... 9,808
Population in 1900 (est.)....20,000

TAX FREE.—All bonds are exempt from taxation.

LAKE COUNTY.—{H. W. BREWER, Clerk. P. T. BOONE, Treasurer.

County seat is Lakeport.

LOANS—	When Due.
ROAD AND IMP'T. BONDS—	
5s, A&O, $47,800	Oct. 7, 1907
Subject to call at any time.	

Int. payable at County Treasury.
Total debt Feb. 1, 1900. $47,800
Tax valuation, real.....1,503,153
Tax valuation, personal. $376,753
Total valuation 1899.....2,879,906
Assessment about ¾ actual value.
State and Co. tax (per $1,000) 1899 .....$23·80
Population in 1890 was.....7,101
Population in 1900 (est.).....7,000

TAX FREE.—Bonds of this county are exempt from taxation.

LINDA VISTA IRRIGATION DISTRICT, SAN DIEGO CO.—J. FROELICH, Sec.

Total bonded debt April 1, 1898, $176,000.

LOS ANGELES.—{FRED EATON, Mayor. W. A. HARTWELL, Treasurer.

This is the county seat of Los Angeles County. On Dec. 4, 1899, $2,090,000; 3¾% 1-40 year serial water bonds were offered for sale but no award was made. Friendly suits have been filed to test the validity of these bonds and also of $200,000 3¾% school bonds sold Oct. 23, 1899.

LOANS—	When Due.
BRIDGE BONDS—	
4s, J&J, $22,425	1900 to 1938
($575 due yearly.)	
FIRE DEPARTMENT BONDS—	
4s, J&J, $146,250	1900 to 1938
($3,750 due yearly.)	
PARK BONDS—	
4s, F&A, $9,750	1900 to 1938
($250 due yearly.)	
REFUNDING BONDS—	
4s, J&D, $256,500 g.	1900 to 1910
($20,000 yearly on June 1.)	
BONDS OF 1897—	
7s, J&J, $8,000	July 1, 1901
SCHOOL IMPROVEMENT, 1889&'95	
5s, A&O, $100,000	1900-1910
(Part due yearly on Oct. 1.)	
4½s, J&J $275,400	1901 to 1935
(Part due yearly.)	
POLICE STATION, 1895—	
4½s, J&J $36,000	1900 to 1935
($1,000 yearly.)	
SEWER BONDS 1892—	
5s, M&N, $255,000	1900-1912
(Part due yearly in Nov.)	
TUNNEL BONDS, 1898—	
4s, F&A, $156,000	1900 to 1938
($4,000 due yearly.)	
WATER WORKS BONDS, 1895—	
4½s, J&J, $27,000	1900 to 1935
($750 due yearly.)	

INTEREST and principal of all bonds is payable at the office of the City Treasurer.

TOTAL DEBT.—The city's bonded debt on Feb. 26, 1900, was $1,539,025; water debt (inc.), $27,000; sinking fund, $156,296; net debt, $1,382,728. The city has no floating debt.

DEBT LIMITATION.—The city charter limits its debt to the amount of $2,000,000, exclusive of loans for water works and sewers.

ASSESSED VALUATION in 1899 of real estate was $62,316,406; personal property, $3,156,080; total, $65,472,486; city tax rate (per $1,000) was $13·10. Property is supposed to be assessed at about 60 per cent of its actual value.

POPULATION in 1900 (estimated) was 120,000; in 1890 it was 50,395; in 1880 it was 11,183.

LOS ANGELES CO.—T. E. NEWLIN, Clerk.

County seat is Los Angeles.

LOANS—	When Due.
COUNTY BONDS—	
6g, J&J, $10,000 g.	Jan. 1, 1902
6g, J&J, 31,500 g.	July 1, 1904
5g, J&J, 220,000 g.	July 1, 1910
4½g, J&J, 218,000 g.	July 1, 1905
4½g, J&J, 117,000 g.	Jan. 1, 1907
Int. paid by County Treasurer.	

Total debt Jan. 1, 1900. $596,500
Tax valuation, real.....86,641,670
Tax valuation, pers'l....12,320,667
Tax valuation, RR..... 2,542,870
Total valuation 1899. 98,505,207
Assessment is ⅗ actual value.
State & Co. tax (per M.) '99 $14·00
Population in 1890 was....101,454
Population in 1898 (est.)..175,000

OPTION.—All bonds subject to call at any time on 40 days notice.

MARIN CO.—{T. S. BONNEAU, Clerk. T. J. FALLON, Treasurer.

County seat is San Rafael.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $22,000	1902
5s, J&J, 12,000	1905
4s, J&J, 160,000	1916
Bond'd debt July 1, '99	$177,500

Tax valuation, real....$10,069,605
Tax valuation, personal 1,024,449
Tax valuation, railroads 772,269
Total valuation 1899.. 11,866,323
State & Co. tax (per M.) '99 .17·00
Population in 1890 was.....13,072

MENDOCINO CO.—HALE MCGOWEN, Clerk.

County seat is Ukiah.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, J&D, $20,000	1902
COUNTY BONDS—	
4s, J&J, $63,000	Jan. 1, 1901
RAILROAD BONDS—	
5s, J&J, $4,000	1906
6s, J&J, $11,500	1921
Bonded debt July 1, '99	$98,500
Floating debt.....	7,350

Total debt July 1, '99.. $105,850
Assessed valu'n, real... 8,589,838
Assessed valu'n, pers'l.. 1,568,577
Assessed valu'n, RRs.... 328,789
Total valuation 1899...10,487,204
Assessment about ½ actual value.
State & Co. tax (per M) '99..$22·00
Population in 1890 was.....17,612
Population in 1896 (est.)...20,000

MERCED COUNTY.—{W. B. CROOK, Clerk. W. H. COOK, Auditor.

County seat is Merced.

LOANS—	When Due.
BONDS OF 1883—	
5s, semi-ann., $26,000	1903
BONDS OF 1887—	
4½s, F&A, $102,900	1907
(Subject to call at any time).	

Total debt Oct. 1, 1899. $128,900
Tax valuation, real....10,647,401
Tax valuation, person'l. $1,229,683
Tax valuat'n, railroads. 1,455,841
Total valuation 1899...13,332,925
Assessment is ⅘ actual value.
State & co. tax (per M) '99..$18·00
Population in 1890 was.....8,085
Population in 1900 (est.)....10,000

TAX FREE.—The bonds of 1883 are exempt from taxation.

INTEREST on the bonds of 1887 is payable in Merced.

MONROVIA.—{CHAS. C. ROGERS, Mayor. W. A. WALKER, City Clerk.

Monrovia is in Los Angeles County. [Twenty thousand dollars 6 per cent water bonds were offered for sale April 7.]

LOANS—	When Due.
6s, g., $20,000	1901 to 1910
($2,000 yearly on March 10.)	
6s, g., $36,000	1900 to 1934
($1,000 yearly on July 1.)	
WATER WORKS BONDS—	
6s, July, $24,375	1900 to 1938
$625 yearly on July 1.	

Total debt Feb. 1, 1900. $81,375
Tax valuation 1899..... 725,000
Real valuation.....1,500,000
City tax (per $1,000) 1899. $17·60
Population in 1890 was..... 907
Population in 1900 (est.)....2,000

MONTEREY CO.—{N. HARTWELL, Treasurer. GEO. S. MILLER, Auditor.

County seat is Salinas.

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&J, $78,000, g.	1908
COURT HOUSE & JAIL BONDS—	
7s, J&J, $60,000, g.	1903
Bonded debt 1899	$134,000
Floating debt.....	7,900

Total debt 1899..... $141,900
Tax valuation, real... 14,520,512
Tax valuation, pers'l.. 1,413,222
Tax valuation, RRs... 1,497,361
Total valuation 1899.. 17,431,095
State & Co. tax (per M.) '99. $16·00
Population in 1890 was.....18,637

NEVADA CITY.—T. H. CARR, City Clerk.

County seat of Nevada County. The income from the water-works pays the interest and principal as it matures.

Bonded debt Jan. 1, 1900..$82,000
Water debt (included)..... 54,000
No floating debt.
No sinking fund.
Tax valuation, real 855,000
Tax valuation, personal... 85,000
Total valuation, 1899.....940,000
Assesment about ½ actual value.
City tax rate (per M.) 1899. $7·50
Population in 1890 was... 2,524
Population in 1900 (est.).. 4,500

OAKLAND.—{R. W. SNOW, Mayor. A. H. BREED, Auditor.

Oakland is the county-seat of Alameda County.

LOANS—	When Due.
FUNDED DEBT BONDS, 1872—	
8s, Q—J, $32,000	June 18, 1903
Subject to call at any time.	
FUNDED DEBT, 1874—	
8s, Q—J, $59,000	June 9, 1905
Subject to call at any time.	
SCHOOL BONDS, 1892—	
5s, J&J, $260,000	July 15, 1900
($20,000 due y'rly to July 15, 1912	
REFUNDING BONDS, 1897—	
4s, ... $133,000 g.	Sept. 1, 1900
$3,500 payable y'ly to Sep. 1, 1937	

TOTAL DEBT.—The city's total debt on March 1, 1900, was $487,500. The interest on the bonded debt for the year ending July 1, 1900, is $25,740. A special tax is levied for the redemption of each issue of this city's bonds.

CITY PROPERTY.—The following is an inventory of real estate belonging to the city of Oakland:

Real estate belonging to School Department	$336,250
do do Fire Department	15,900
do do Public Parks	643,000
Land occupied by Wharf	50,000
Land for Pumping Station	1,000
Total value of real estate belonging to city	$1,046,150

ASSESSED VALUATION.—The assessed valuation and tax rate (per $1,000) have been as follows for the years indicated:

Years.	*Valuation.*	*Tax Rate.*	*Years.*	*Valuation.*	*Tax Rate.*
1899	$43,586,181	$11·70	1894	$44,821,230	11·20
1898	42,067,675	12·10	1890	39,453,392	10·50
1897	48,334,650	11·20	1885	29,217,050	9·80
1896	46,446,798	10,00	1881	28,238,631	10·10
1895	45,382,330	11·20			

POPULATION in 1890 was 48,682; in 1880 it was 34,555; in 1900 (estimated), 85,000.

PASADENA.—Heman Dyer, Clerk.

This city is in Los Angeles County.

LOANS—	*When Due.*
Fire and Sewer Bonds—	
5s, Feb., $76,800	1901 to 1908
$9,600 yearly on Feb. 1.	
Library Bonds—	
7s, Feb., $4,250	1901 to 1910
$425 yearly on Feb. 1.	
Interest payable at city treasury.	
Bonded debt Feb. 1, 1900	$81,050
Floating debt (about)	5,000
Total debt	$86,050
Sinking fund	1,250
Net debt Feb. 1, 1900	84,800
Tax valuation, real	8,049,830
Tax valuation, personal	778,572
Total valuation '99-1900	8,828,402
Assessment abt. 65% actual value.	
Total tax rate (per M)	$27·00
Population in 1890 was	4,882
Population in 1900 (est.)	12,000

Pasadena City School District—E. A. Walker, Secretary.

Includes the City of Pasadena and North and East Pasadena.

LOANS—	*When Due.*
School Bonds—	
6s, ..., $30,000	1900-1905
($5,000 due yearly Sept. 2.)	
Total debt Feb. 1, 1900.	$30,000
Assessed valu't'n 1899.	7,248,095
Est'm'd value of prop'y.	14,000,000
Population in 1900 (about).	12,500

PLACER COUNTY.—J. B. Landis.

County seat is Auburn.

LOANS—	*When Due.*
County Bonds—	
5s, A&O, $60,000	1900-1914
($4,000 yearly in October.)	
Bonded debt July 1, '99.	$64,000
Tax valuation, real	6,282,718
Tax valuation, personal	$915,984
Tax valuation, railr'ds.	1,989,143
Total valuation 1899	9,187,845
Total tax (per $1,000) '99	$21·50
Population in 1890 was	15,101

PLUMAS COUNTY.—{H. C. FLOURNOY, Clerk. H. P. McBeth, Treasurer.

County seat is Quincy City.

LOANS	*When Due.*
Refunding Bonds—	
4s, A&O, $35,100	1934
Subject to call.	
Bonded debt Oct. 1, 1899	$35,100
Tax valuation, real	$1,761,058
Tax valuation, personal.	$360,066
Total valuation 1899	2,121,124
Assessment about ¾ actual value.	
St. & Co. tax (p. $1,000), '99.	$25·00
Population in 1890 was	4,933
Population in 1880 was	6,180

INTEREST is payable in gold at County Treasurer's office.

TAX FREE.—Bonds of this county are exempt from taxation.

REDLANDS.—L. W. Clark, Clerk.

This city is in San Bernardino County.

LOANS-	*When Due.*
City Bonds (gold)—	
6s, M&N, $65,000	May 1, 1900
($5,000 pay. y'rly)	to May 1, 1912
Interest at Chase Nat. Bank, N. Y.	
Total debt Feb., 1900	$65,000
Valuation, etc.—	
Tax valuation 1899	$3,311,497
Total tax (per $1,000) 1899.	$33·60
Assessment about ⅓ actual value.	
Population in 1890 was	1,904
Population in 1898 (est.)	5,000

RIVERSIDE.—C. R. Stibbens, City Clerk.

This city is the county seat of Riverside County.

Bonded debt Feb. 1, 1900.	$117,000
Assessed valuation, real.	4,621,280
Assessed valuat'n, pers'l	502,330
Total valuation 1899	5,123,610
Assessm't abt. 40 p. c. actual val.	
Tax rate (per $1,000) 1899.	$34·50
Population 1890 was.	4,683
Population 1900 (est.)	9,000

SACRAMENTO.—A. L. Frost, Treasurer.

This city is the county seat of Sacramento County and the capital of the State. The original debt was a little less than $1,600,000, being four series of 6 per cent bonds, issued in 1858, and falling due in 1888, 1893, 1898 and 1903 The flood of 1861-1862 destroyed half of the property values, and the coupons had been delinquent for a dozen years. In 1872 a Funded Debt Commission (abolished by Legislative Act of 1899) was created and received from the city a gift, or capital, of $212,080 80. With this it bought bonds and coupons, and collected from the city as other creditors did and re-invested in more bonds and coupons. In 1899 the Commission was ordered by decree of Court to cancel $1,411,167 60 of the bonds and coupons at par.

	Mar. 1, 1900.
Past-due bonds	$7,500
Due in 1903	79,600
Levee bonds	40,000
($5,000 due yearly.)	
Total debt Mar. 1, 1900	$127,100
Sinking fund	$28,000
Net debt Mar. 1, 1900	99,100
Assess. valuation 1900	16,000,000
Tax rate (per $1,000) 1900.	$29·00
Population in 1890 was	26,386
Population in 1900 (est.)	32,000

SACRAMENTO CO.—{W. B. HAMILTON, Clerk. A. S. GREENLAW, Treas.

County seat is Sacramento.

LOANS—	*When Due.*
Refunding Bonds—	
6s, Jan., $23,700	Feb. 1, '01-'03
4½s, J&J, 175,000	July 1, 1912
4½s, J&J, 58,000	July 1, 1913
4½s, J&J, 77,000	July 1, 1905
4s, J&J, 80,000	Jan. 1, 1908
Total debt July 1, 1899	$429,500
County has no floating debt.	
Tax valuation, real	$27,189,840
Tax valuat'n, person'l	4,467,400
Equalized val., RRs	1,165,315
Total valuation, 1899.	32,822,555
State & co. tax (per M.) '99	$17·00
Population in 1890 was	40,339
Population 1898 (about)	48,000

INTEREST is payable at Sacramento.

OPTIONAL.—All of the county's bonds, excepting the 6 per cent issue, are subject to call on forty days' notice.

SAN DIEGO.—{E. M. CAPPS, Mayor. R. V. DODGE, Treasurer.

This is the county seat of San Diego County.

LOANS—	*When Due.*
Refunding Bonds—	
4½s, J&J, $247,000	1938
($6,500 due yearly Jan. 3.)	
School Bonds—	
5s, J&D, $32,000	1900 to 1907
$4,000 due yearly on Dec. 1.	
Interest payable in San Diego.	
Total debt Mar. 1, 1900	$279,000
Tax valuation, real	11,400,988
Tax valuation, personal	1,106,757
Tax valuation 1899	12,507,745
Assessment about 9/10 actual value.	
City tax (per $1,000) '99	$10·00
Population in 1890 was	16,159
Population in 1900 (est.)	24,000

SAN DIEGO CO.—W. H. Holcomb, Clerk.

County seat is San Diego. Several irrigation districts have been organized in this county which have separate debts of their own.

LOANS—	*When Due.*
Funding Bonds—	
5s, J&J, $59,500	Jan. 1, 1909
4½s, J&J, 79,000	July 1, 1906
Road & Bridge Bonds—	
5s, J&J, $52,000	Jan. 1, 1908
Total debt Feb. 1, 1899	$190,500
Sinking fund	5,650
Net debt Feb. 1, 1899	$184,850
Tax valuat'n, real	16,004,384
Tax valuat'n, personal.	2,170,526
Equal. valuation, RRs.	1,547,600
Total valuation 1899	19,722,510
State & co. tax (per M), '99.	$21·00
Population in 1890 was	34,987
Population in 1899 (est.)	35,680

INTEREST is payable at San Diego.

OPTIONAL.—All bonds are subject to call on forty days notice.

SAN FRANCISCO—{JAMES D. PHELAN, Mayor. JOHN A. RUSSELL, City Clerk.

San Francisco is in San Francisco County, and the financial statement given below is for both county and city. At an election held Dec. 27, 1899, the following bonds were authorized: $4,550,000 3½ per cent 20-year park bonds; $4,600,000 3 per cent 40-year sewer bonds; $475,000 3 per cent 40-year hospital bonds, and $1,400,000 3 per cent 40-year school bonds.

LOANS -	*When Due.*
Park Bonds—	
6g., A&O, $250,000, g.	Apr. 1, 1904
Judgment Bonds—	
7g., A&O, $1,000, g.	Oct. 1, 1887
LOANS—	*When Due.*
Old Claims Never Presented for Payment.—	
6g., J&J, $1,500, g.	Jan. 1, 1888

Special bonds made payable by statute from taxes on lands benefited:
Montgomery Avenue bonds have been declared null and void.
Dupont Street bonds, 7s, amount outstanding $305,000
The Dupont Street bonds have long been involved in litigation, but many issues have recently been settled, and the bonds are being redeemed.

PAR VALUE OF BONDS—Bonds are in denominations of $1,000 and $500.

INTEREST is payable in gold in San Francisco.

TOTAL DEBT, SINKING FUNDS, Etc.—The subjoined statement shows San Francisco's total funded debt and the sinking fund held by the city against the same on the following dates:

	Oct. 1, '99.	*Jan.* 1, '99.	*Sept.* 19, '98.	*July* 1, '97.
Total bonded debt	$252,500	$291,000	$291,000	$544,000
Sinking funds	205,361	222,984	195,543	409,519
Net debt	$47,138	$68,015	$95,457	$134,451

CITY PROPERTY.—The following is a description of the property owned by the City and County of San Francisco, as transmitted to the State Controller by direction of the Board of Supervisors in October, 1899. The water, gas and electric-light plant are not owned by the city.

Park reservations and public squares	$12,000,000
Fire department, lots and improvements	1,656,000
Fire alarm and police telegraph, apparatus, etc.	100,000
City halls, county jails, hospitals, almshouses, House of Correction, Industrial School, lots and improvements	7,500,000
Cemetery reservation	580,000
Sundry lots	260,000
Channel-Street lots from Ninth to Eighteenth streets	110,000
School lots, improvements, libraries, furniture, &c.	5,415,200
Total	$27,621,200

ASSESSED VALUATION.—The following table gives the assessed valuation of real estate and personal property and the tax rate.

Years.	*Assessed Valuation.* Real.	Personal.	Total.	*Total Tax Rate per* $1,000.
1899-'00	$285,305,370	$119,806,245	$405,111,615	$16·30
1898-'99	282,769,730	69,574,331	352,344,061	18·06
1897-'98	278,157,865	69,796,965	347,954,830	16·954
1896-'97	275,334,295	82,251,831	357,586,126	13·98
1895-'96	265,031,325	62,814,017	327,845,342	22·50
1894-'95	261,809,115	63,299,903	325,109,018	14·93
1893-'94	276,457,420	66,186,759	342,644,179	16·06
1892-'93	277,346,008	68,884,698	346,224,706	14·34
1889-'90	241,119,410	64,920,995	306,040,405	17·22
1884-'85	164,495,888	59,013,672	223,509,560	15·77
1879-'80	166,429,845	51,057,229	217,487,074	19·95
1874-'75	162,466,177	101,763,267	264,229,444	20·99
1869-'70	69,776,603	44,982,907	114,759,510	30·80
1864-'65	47,345,973	35,851,652	83,197,725	29·80
1861-'62	.....	.....	41,870,811	28·70

The tax rate for city and county purposes for 1899-00 was $10·29 and for State purposes $6·01 per $1,000 of valuation.

The amount of taxes levied in 1898-99 for city and county purposes (exclusive of railroads assessed by the State Board of Equalization, $189,454) was $4,643,894; for State purposes was $1,719,439; total amount of taxes, $6,363,333. The estimated revenue for city and county purposes from other sources than taxation was $1,443,515.

POPULATION in 1890 was 298,997; in 1880 it was 233,959; in 1870 it was 149,473. For 1898 the population is estimated at 350,000.

SAN JACINTO AND PLEASANT VALLEY IRRIGATION DISTRICT.—Jas. D. McDiarmid, President.

This district is in Riverside County. The courts have declared that this district was illegally organized. The $228,000 6 per cent bonds issued by this district, maturing Jan. 1, 1902, are therefore invalidated.

SAN JOAQUIN CO.—{OTTO GRUNSKY, Clerk. OTTO VON DETTEN, Aud'r.

County seat is Stockton.

LOANS—	*When Due.*
Court House Bonds—	
4s, J&J, $100,000	July 1, 1907
Hospital Bonds—	
5s, J&J, $34,000	Jan. 1, 1913
Jail Bonds—	
5s, J&J, $27,000	July 1, 1911
All above bonds are subject to call at any time on 40 days' notice.	
Bonded debt Oct. 1, '99	$161,000
Tax valuation, real	25,125,046
Tax valuation, personal	4,055,733
Tax valuation, railroad	1,988,096
Total valuation 1899	31,168,875
Assessment about ¾ actual value.	
State & co. tax (per M.) '99	$17·50
Population in 1890 was	28,629
Population in 1897 (est.)	28,629

Principal and interest on all bonds payable in gold.
INTEREST is payable at Stockton.
TAX FREE.—All the above bonds are free from taxation.

SAN JOSE.—{C. J. MARTIN, Mayor. / J. W. COOK, Clerk.

This city is in Santa Clara County.

LOANS—	When Due.
BRIDGE BONDS—	
5g., Jan., $5,250, g.	$750 yearly
CITY HALL BONDS—	
5g., Jan., $52,500, g.	7,500 yearly
HIGH SCHOOL BONDS-	
4½, J&D, $71,250	1900-1937 ($1,875 yearly on June 1.)
LOANS—	When Due.
PARK BONDS—	
5g., Jan., $17,500, g.	$2,500 yearly
SEWER BONDS—	
6g., Jan., $99,750, g.,	$14,250 y'rly
4½, J&D, $38,000	1900-1937 ($1,000 yearly on June 1.)

INTEREST is payable at the office of the City Treasurer and both interest and principal are payable in gold.

TOTAL DEBT on Feb. 1, 1899, was $312,125. The city then had no sinking fund and no floating debt.

ASSESSED VALUATION of real estate for 1898 was $14,335,165; personal property, $1,707,530; total, $16,042,695. The total tax rate (per $1,000) in 1898 was $23·85. Property is assessed at about ⅔ its actual value.

POPULATION in 1890 was 18,060; in 1880 was 12,567. In 1897 the population was 20,475.

SAN LUIS OBISPO CO.—J. WHICHER, Clk.

County seat is San Luis Obispo.

LOANS—	When Due.
COUNTY BONDS—	
6s, J&J, $42,000	1905
5s, F&A, 20,000	1902
5s, M&S, 20,000	1911
Total debt Mar. 1, 1899..	$90,500
Sinking fund	7,345
Net debt Mar. 1, 1899....	83,154

Tax valuation, real.....$9,616,477
Tax valuation, perso'l.. 1,174,460
Equal. valuat'n, rail'ds. 856,649
Total valuation 1899...11,647,586
State & co.tax (p. $1,000)'99.$18·50
Population in 1890 was.....16,072
Population in 1895 (est.) ...15,500

SAN MATEO CO.—{M. H. THOMPSON, Clerk. / GEO. BARKER, Auditor.

County seat is Redwood City.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, annually, $48,000.	1908
Interest payable at Redwood City.	
Total debt Jan. 1, 1900.	$48,000
Tax valuation, real	12,242,595

Tax valuation, personal.$1,536,800
Total valuation 1899...13,779,395
Assessment 66 p. c. actual value.
State & co.tax (p. $1,000)'99.$18·20
Population in 1890 was.....10,087
Population in 1900 (est.)...16,000

SANTA ANA.—EDWARD TEDFORD, Clerk.

This city is the county seat of Orange County.

LOANS—	When Due.
SEWER BONDS—	
4½s, g.,	$65,000
WATER BONDS—	
	$39,000

Assessed valuation '97.$2,251,000
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1897.$25·00
Population in 1890 was.....3,628
Population in 1898 (est.)....5,300

SANTA BARBARA.—W. R. KEARNEY, Tr.

Santa Barbara is in Santa Barbara County.

LOANS—	When Due.
BOULEVARD BONDS—	
5s, Mar., $49,386	Mar. 25, 1899 (part due yearly) to Mar. 25, 1912
OUTFALL SEWER BONDS—	
5s, Oct., $11,987	Oct. 22, 1899 (part due yearly) to Oct. 22, 1911
Bonded debt Mch. 1, 1900.	$56,900
Sinking fund	6,360

Net debt Mch. 1, 1900... $50,540
Tax valuation, real.....4,280,063
Tax valuation, pers'l.... 490,945
Total valuation 1899....4,774,008
Assessment is ⅗ actual value.
Total tax (per $1,000) '99..$35·50
Population in 1890 was.....5,864
Population in 1900 (est.).....9,000

INTEREST on the boulevard bonds is payable at the Chemical National Bank, New York; on sewer bonds at Santa Barbara.

SANTA CLARA CO.—{JOS. A. LOTZ, Treas. / H. A. PFISTER, Clerk.

County seat is San Jose.

LOANS—	When Due.
REFUNDING BONDS.	
4½s, A&O, $23,000	Apr. 13, 1905
4½s, J&J, 24,000	July 1, 1910
4s, F&A, 30,000	Aug. 19, 1905
4s, A&O, 23,000	Oct. 23, 1905
Total debt Mch. 1, 1900	$100,000
Tax valuation, real	45,957,095

Tax valuation, person'l.$4,444,075
Tax valuation, railr'ds. 1,208,292
Total valuation 1899...51,589,462
Assessment about 3-5 actual value.
State & Co. tax (per M.) '99.$15·00
Population in 1890 was 48,005
Population in 1896 (est.)....53,964

INTEREST is payable at County Treasurer's office.

TAX RATE inside cities and incorporated towns, 1899, $11·00; and $15·00 in the country, including road tax.

OPTIONAL.—All bonds are subject to call,

SANTA CLARA COUNTY SCHOOL DISTRICT.—

8s, Jan., $1,000	Jan. 1, 1902
7½s, July, 400	July 1, 1903
7s, var., 19,600	1900 to 1907
6s, var., $57,100	1902 to 1918
Total debt Mch. 1, 1900....	$81,800

SANTA CRUZ.—

This city is in Santa Cruz County. The city has been in litigation over its 5 per cent refunding bonds (issued April 16, 1894), which it refused to pay, they having been purloined, but on Sept. 28, 1898, the United States Circuit Court held the entire issue of $360,000 bonds invalid as between the city of Santa Cruz and purchasers of the bonds *having notice of the facts constituting their invalidity*, but also held that the city was estopped by recitals contained in the bonds, from denying their validity in the case of innocent purchasers for value. Upon this ground the court rendered judgment against the city for the amount of principal and interest due upon such bonds as were purchased upon the *faith of recitals* contained therein and without notice or knowledge of their invalidity. The municipality received no consideration whatever for these bonds. The United States Circuit Court of Appeals, however, on Dec. 5, 1899, declared that the entire issue was void, on the ground that there was a flaw in the bonds themselves which the purchasers should have investigated before buying. V. 69, p. 1260. The city is in litigation also over $225,000 5 per cent water bonds issued Jan. 16, 1889, but in this case having received value for the bonds has been disposed to pay maturing principal and interest, notwithstanding their supposed invalidity. This payment, however, is resisted by certain tax payers.

Recognized debt Oct '98.$155,293 | Population in 1890 was.....5,596

TAX FREE.—Bonds of this city are exempt from taxation.

SANTA CRUZ CO.—{H. H. MILLER, Clerk. / W. H. BIAS, Treas.

County seat is Santa Cruz.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, J&D, $80,000	1905
Subject to call.	
SCHOOL DIST. BONDS—	
6s, 7s, 8s, Jan., $74,500	
Total debt Feb. 1, 1900.	$154,500
School Dist. debt (incl.)	74,500

Tax valuation, real.....$8,983,010
Tax valuat'n, personal. 1,123,795
Tax valuation, railr'ds. 567,208
Total valuation 1899 ..10,674,013
Assessment about ½ actual value.
State & co.tax (p.$1,000)'99.$22·00
Population 1890 was.....19,270
Population 1898 (local est.).21,250

INTEREST is payable at Santa Cruz. Bonds are owned by the State.
TAX FREE—All bonds issued by this county are tax exempt.

SANTA ROSA.—{J. W. JESSE, Mayor. / C. L. MOBLEY, City Clerk.

This city is in Sonoma County. The contract between the Council and the water works company has been the subject of litigation. See CHRONICLE, Dec. 16, 1899, and Jan. 8, 1898.

LOANS—	When Due.
WATER BONDS—	
4s, Dec., $140,750, g.	Dec., '00 to '33 ($4,125 due yearly.)
Total debt Jan. 1, 1898	$148,500
Sinking fund	2,017

Net debt Jan. 1, 1898 .. $146,483
Tax valuation 1898.....3,737,055
Assesment about ⅘ actual value.
Total tax (per $1,000) '99..$20·00
Population in '97 8,000 to 10,000
Population in 1890 was.....5,220

SHASTA CO.—{W. O. BLODGETT, Clerk and Auditor. / L. M. DENNIS, Treasurer.

County seat is Redding.

LOANS—	When Due.
COUNTY BONDS—	
7s, J&J. $4,000	1900
COURT HOUSE & JAIL—	
5s, F&A, $47,000	Feb. 15, 1909
Subject to call at any time.	
Interest is payable at Redding.	

Total debt Jan. 1, 1900.. $51,000
Tax valuation 1899.....8,078,293
Assessment same as actual value.
State & Co. tax (per M.) '99..$24·00
Population in 1890 was....12,133
Population in 1880 was.... 9,492
Population 1899 (local est.).20 000

SISKIYOU CO.—{R. H. DE WITT, Treasurer. / ROBERT RANKIN, Clerk.

County seat is Yreka.

LOANS—	When Due.
COUNTY BONDS—	
6s, J&J, $43,200	Jan. 1, 1904
6s, J&J, 13,000	June 1, 1910
Bonds are subject to call.	
Total debt Apr. 1, 1900..	$56,200
Tax valuation, real	5,756,706

Tax valuation, pers'l...$1,3 2,947
Tax valuation, railr'ds. 1,453,752
Total valuation 1899... 8,543,405
Assessment about ½ actual value.
Total tax (per $1,000) '99 ..$16·50
Population 1890 was.....12,163
Population 1900 (est.).....13,000

TAX FREE.—All bonds are exempt from taxation.

SONOMA CO.—{S. B. FULTON, Clerk. / E. F. WOODWARD, Treasurer

County seat is Santa Rosa.

LOANS—	When Due.
RAILROAD BONDS—	
4½s, A&O, $137,000	April, 1906
Subject to call at any time.	
Bonds are exempt from taxation.	
Bonded debt 1899	$143,000
Tax valuation, real	20,747,961

Tax valuation, pers'l...$3,021,338
Tax valuation, railr'ds. 1,813,622
Total valuation 1899...25,582,921
Assessment about ⅗ actual value.
State & Co. tax (per M.) '99..$16·50
Population in 1890 was... .32,721
Population in 1897 (est.)...37,500

STOCKTON.—{W. B. HARRISON, Mayor. / I. H. ROBINSON, Clerk.

Stockton is in San Joaquin County.

LOANS—	When Due.
REFUNDING CITY BONDS OF 1883	
6s, J&J, $61,000.	July 1,'00 to '03 ($19,000 due yearly July 1.)
SEWER & IMP. BONDS OF 1890—	
5s, M&S, $131,250..	Sept. 10, 1900
($11,750 yearly) to	Sept. 10, 1910

Interest is payable at Stockton.
Total debt Feb. 1, 1900. $192,250
Total valuation 1899...12,179,260
Assessment about ½ actual value.
City tax (per $1,000) 1899 $16·70
Population in 1890 was.....14,424
Population in 1900 (est.)...20,000

* The bonds of this city are all payable in gold.
TAX FREE.—Bonds of this city are exempt from taxation.

TEHAMA CO.—{WM. A. FISH, Clerk. / H. C. SWAIN, Treasurer.

County seat is Red Bluff.

LOANS—	When Due.
FUNDING BONDS—	
4s, J&J, 45,000	Jan. 2, 1915
Total debt Jan. 1, 1899..	$45,000
Sinking fund	2,000
Net debt Jan. 1, 1899....	43,000
Tax valuation, real	7,867,855

Tax valuation, persona l$1,711,425
Tax valuation, RRs..... 864,135
Total valuation 1899..$10,443,415
Assess'ent about 7-10 actual value.
State & co. tax (per M.) '99..$16·50
Population in 1890 was.....9,916
Population in 1899 (est.)...12,000

INTEREST is payable at County Treasurer's office.

TRINITY CO.—{R. L. CARTER, Clerk. / R. W. STILLER, Treasurer.

County seat is Weaverville.

LOANS—	When Due.
COUNTY BONDS—	
5s, F&A, $24,500	1908
Subject to call.	
Total debt Jan. 1, 1900	$24,500
Floating debt	1,008
Total debt	25,508
Sinking fund	3,107

Net debt Jan. 1, 1900.... $22,400
Tax valuation, real.....1,190,120
Tax valuation, personal. 287,034
Total valuation 1899....1,468,154
Assessment about ½ actual value.
State & Co. tax (per M.)'99..$31·00
Population in 1890 was.....3,719
Population in 1900 (est.).....6,500

TAX FREE—Bonds issued by this county are exempt from taxation.
INTEREST is payable at Weaverville.

TULARE.—D. S. WOODRUFF, City Clerk.

Tulare is in the county of the same name. The bonds described in the following are issued by the Tulare Irrigation District, consisting of 45,000 acres of land, of which the city forms part.

LOANS—	When Due.
TULARE IRRIGATION DISTRICT BONDS—	
6s, Jan. 1, $500,000	1902
($50,000 due yearly) to	1911
Interest payable at Tulare in gold.	

Total debt Jan. 1, 1900. $500,000
Tax valuation 1899.... 327,796
Tax rate (per $1,000 1899 $10·00
Assessment is ⅓ actual value.
Population 1890 was 2,697
Population 1897 (local est.)..3,000

TAX FREE—All of the above bonds are exempt from taxation except as personal property when held by local parties.

VALLEJO.—{J. A. McINNIS, Chairman Fin Committee. / T. V. COLLINS, Treasurer.

This city is in Solano County.

LOANS—	When Due.
REDEMPTION BONDS—	
5s, April, $28,000	Apr. 1, 1901 ($800 due yearly.)
Interest payable in Vallejo.	
WATER BONDS, 1892-	
6s, $162,500	1900 to 1912
($12,500 due yearly on Dec. 1.)	
Bonded debt Mar. 1, '98.	$217,900

Tax valuation, real. ...$1,677,895
Tax valuation, personal 300,390
Total valuation 1897. 1,987,285
Assessment about ½ actual value.
State, county and school tax (per $,000) 1897 .....$16·40
City tax (per $1,000) '97.... 17·50
Population 1890 was 6,343
Population in 1897 (est.).....8,000

Vallejo's bonds are subject to call at the option of the city.

WHITTIER.—Walter E. Butler, City Clerk.

City is in Los Angeles County.

LOANS—	When Due.
Water-Works Bonds—	
5s, J&J, $39,000.g	1900 to 1939
($1,000 due yearly on Jan. 1.)	
5s, M&S, $5,000	1901 to 1941
($125 due yearly on March 1.)	
Interest payable in Whittier.	

Total debt Mar. 1, 1900....$44,000
Tax valuation 1899.....311,894
Assessment about ½ actual value.
Total tax (per $1,000) '99..$33·50
Population in 1890 was..... 585
Population in 1900 (est.).....2,000

WOODLAND.—Jas. C. Harlan, Treasurer.

This city is in Yolo County.

LOANS—	When Due.
Refunding Bonds –	
5s, g., A&O, $78,000	1900 to 1939
($1,950 due yearly in Oct.)	
Total debt Oct. 2, 1899....$78,000	

Tax valuation 1899....$2,528,015
City tax (per $1,000) 1899..$10·00
Population in 1890 was.....3,069
Population in 1880 was.....2,257
Population in 1900 (est.).....4,500

INTEREST payable at office of City Treasurer.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several counties and other civil divisions in California which have reported an indebtedness of over $10,000 and are not represented among the foregoing.

	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Population 1890
Alameda County	.....	$41,628	$86,371,526	$16·90	93,864
Alpine County	.....	17,497	279,780	22·50	667
Colton, San Bern'dino Co.	$74,450	.....	600,000	25·00	1,315
Coronado Sch. Dist., San Diego Co.	18,500	.....	8,710,933	.....	*1,100
Elsinore (C.) Riverside Co.	19,000	.....	184,000	32·50	*600
Hanford (C.) Kings Co.	21,000	.....	750,000	30·80	942
Humboldt County	18,000	.....	15,803,097	17·50	23,469
Kings County	32,000	.....	6,618,227	16·00	*10,000
Mariposa County	12,000	.....	2,353,760	28·00	3,787
Marysville, Yuba Co.	27,500	412	1,921,827	38·50	3,991
Modesto (C.) Stanislaus Co	55,2·0	.....	1,222,561	26·00	2,402
San Benito County	19,000	.....	5,731,946	17·50	6,412
Santa Monica (T), Los Angeles County	38,000	.....	1,799,545	17·80	1,627
Sutter County	11,000	.....	6,283,t01	17·50	5,460

* Later estimate of population.

State of Oregon.

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act Aug. 14, 1848) -	Aug. 14, 1848
Admitted as a State (Act Feb. 14, 1859) -	Feb. 14, 1859
Total area of State (square miles) - - - - -	96,030
State Capital - - - - - - - - - -	Salem
Governor (term ex. 2d* Monday Jan. 1903), -	T. T. Geer
Secretary of State (term ex. 2d Mon. Jan. 1903),	F. I. Dunbar
Treasurer (term ex. 2d Mon. Jan. 1903) -	C. S. Moore

* The Legislature does not always canvass the vote for Governor immediately upon its meeting, and the Governor's term runs until his successor is declared elected.

Legislature meets biennially in odd years on the second Monday in January, and there is no limit to length of sessions; but members of the Legislature can draw pay only for 40 days' services in the aggregate.

HISTORY OF DEBT.—For history of Oregon's State debt see State and City Supplement of April, 1894, page 147.

To-day Oregon practically has no debt. There are some little left-over lots that go by that name, in the aggregate amounting to $1,829·79, which the State is ready and would be very glad to pay, but cannot get them in. Interest on these ceased prior to December 31, 1896.

On January 1, 1900, $12,809 of general fund and $32,946 of Scalp County fund warrants were outstanding, in addition to which there are $36,344 of swamp land warrants, payable out of the proceeds of sales of swamp lands, redeemable on call of the Treasurer. On Jan. 1, 1900, the amounts held in the irreducible trust funds was as follows: School fund, $3,199,302; Agricultural College fund, $140,694, and University fund, $101,398.

VALUATION.—The gross valuation according to the returns of the county boards of equalization for 1899 was $128,373,108; exemptions, $8,090,229; net taxable valuation, $120,282,879. State tax rate (per $1,000), 1899 was $6·30.

DEBT LIMITATION.—Oregon framed and adopted its Constitution in 1857. It is quite a notable fact that the people of the State are to-day living under that instrument in the precise form in which it was originally adopted, for there never has been an amendment made to it. The provisions with respect to debt limitation will be found on pages 150 and 151 of the State and City Supplement of April, 1895.

POPULATION OF STATE.—The population of Oregon has been as follows in the years named:

1890	313,767	1870	90,923	1850	13,294
1880	174,768	1860	52,465		

Cities, Counties and Towns in the STATE OF OREGON.

Note.—*For places not given in alphabetical order among the following statements, see "additional statements" at the end of this State.*

ASTORIA.—Astoria is in Clatsop County.

LOANS—	When Due.
Electric Light Bonds –	
..s, ..., $10,000	.....
Funding Bonds—	
6s, ..., $90,000g	Apr., 1917
Refunding Bonds—	
6s, M&S, $23,000	Sept. 1, 1910
6s, M&S, 6,000	Sept. 5, 1902
6s, ... 50,000	Nov. 2, 1911

Street Bonds—
..... $23,260..... .....
Water Bonds—
5g, J&J, $300,000 g..Jan. 1, 1925
Bond. debt Jan. 1, 1900. $179,050
Street bonds (addit'l)... 21,931
Water bonds (addit'l)... 300,000
Warrants (additional)... 28,592
Cash on hand..... 11,681
Total valuation 1898...$1,554,000
Tax valuation about ½ actual val.
City tax (per M.,) '99.....$10·00
Total tax (per $1,000).....$57·20
Population in 1890 was.....6,184
Population in 1895 (est.)...10,000

BAKER CITY.—W. H. Bentley, Auditor.

County seat of Baker County. The city is advertising for sale on May 1, 1900, $100,000 5% 20-year water bonds.

Bonded debt Apr. 1, 1900. $60,000
Water debt (included).... 60,000
Tax valuation 1899.....1,350,000
Total tax (per $1,000) 1898.$47·00
Population in 1890 was.....2,604
Population in 1900 (est.).....7,000

CLACKAMAS CO.—Jacob Shade, Treasurer.

Oregon City is the county seat.

County has no bonded debt.
Floating debt Oct. 1, '99.$122,243
Cash and other assets.... 35,726
Net debt Oct. 1, 1899.... 86,517
Assessed valuat'n 1899.$4,365,830
Tax rate (per $1,000) '99...$28·00
Population in 1890 was.....15,233
Population in 1898 (est.)...27,000

CLATSOP CO.—Astoria is the county seat.

County has no bonded debt.
Floating debt Jan. 1, 1900.$106,630
Cash in various funds ... 11,542
Tax valuation 1899. .. $2,566,165
State, Co. & Sch. tax (p. M) '99.$38·50
Population in 1890 was 10,016

JACKSON CO.—Gus Newbury, Clerk.

Jacksonville is the county seat.

Total debt ct. 1, 1899.. $141,012
Assessed valuation '99 3,371,766
Assessment about ½ actual value.
State & Co. tax (per M.) '98.$20·75
Population in 1890 was....11,455
Population in 1895 was ...13,017

KLAMATH CO.—{C. H. WITHROW, Clerk. {H. VAN VALKENBURG, Treasurer.

County seat is Klamath Falls (Linkville).

Float'g debt Oct. 1, 1899. $67,426
Interest, additional..... 16,700
Tax valuation, 1899.....1,477,973
Assessment about ⅓ actual value.
State tax (per $1,000) 1899..$6·55
County tax (per $1,000).....$13·45
Average school tax..... 5·00
Population in 1890 was.....2,444
Population in 1900 (est.).....3,500

LAKE COUNTY.—County seat is Lakeview.

County has no bonded debt.
Floating debt Oct. 1, '99 ..$60,524
Tax valuation 1899.....1,465,617
Assessment about ½ actual value.
State & Co. tax (per M.) '98..$25 70
Population in 1897 (est.....2,300
Population in 1890 was.....2,604
Population in 1895 was.....2,197

MULTNOMAH CO.—W. H. Pope, Auditor.

County seat is Portland.

County has no bonded debt.
Float'g debt Jan. 1, 1900.$388,420
Cash on hand..... 101,451
Net debt Jan. 1, 1900.... 286,969
Assessed valuat'n '99.$31,659,771
State & Co. tax (per M.) '99.$16·70
Co. school tax (per $1,000) ..$5·00
Population in 1890 was.... 74,884
Population in 1900 (est.)..100,000

OREGON CITY.—{C. D. LATOURETTE, Mayor. {BRUCE C. CURRY, Recorder.

This city is situated in Clackamas Co.

LOANS—	When Due.
City Bonds—	
6s, g., M&N, $30,000g.	May 1, 1901
5s, g., M&N, 20,000g.	May 1, 1904
Water-Works Bonds—	
6s, g., J&J, $10,000g..	Jan. 1, 1904
Bonded debt Jan. 1, 1900.	$60,000
Floating debt.....	2,800

Total debt Jan. 1, 1900.. $62,800
Tax valuation, real..... 867,000
Tax valuation, personal. 280,000
Total valuation 1897....1,147,000
Assessment is ⅓ actual value.
Total tax (per $1,000) 1898.$41·00
Population in 1890 was.....*3,062
Population in 1880 was 1,263

*Oregon City's limits have recently been enlarged and the population in 1898 was estimated at 5,000.

INTEREST on the city bonds is payable at Oregon City; on the water bonds in New York.

POLK COUNTY.—H. L. Fenton, Treasurer.

County seat is Dallas. County has no bonded debt.

Float'g debt Feb. 1, 1900. $111,020
Tax valuation, real.....3,417,233
Tax valua'n, pers. & RRs. 932,326
Tax valuation '98.. 4,349,559
Total valuation 1899...$4,400,640
Sta e & Co. tax (per M) '99..$11·30
County school tax (per M).. 9·70
Population in 1899 was.... 9,193

PORTLAND.—A. N. Gambell, Auditor.

Portland is the county-seat of Multnomah County. The cities of Portland, East Portland and Albina were consolidated in June, 1891.

LOANS—	When Due.
Boulevard Bonds—	
6s, J&D, $50,000	June 1, 1921
Bridge Bonds—	
5s, J&J, $500,000	Jan. 1, 1922
5s, A&O, 200,000	Apr. 1, 1925
City Hall Bonds—	
5s, J&J, $175,000	Jan. 1, 1920
5s, J&J, 500,000.	Jan. & J'ly 1922
Ferry Bonds—	
5s, J&J, $50,000	Apr. 1, 1923
Funding Bonds—	
5s, J&D, $430,000	1928
Light Bonds—	
6s, M&N, $50,000	May 1, 1921

LOANS—	When Due
Improvement Bonds—	
6s, Var., $31,969	1905
6s, Var., 58,601	1906
6s, Var., 37,932	1907
6s, Var., 38,334	1908
6s, ..., 25,000	1910
Park Bonds—	
6s, J&J, $50,000	June 1, 1921
Water Bonds—	
6s, M&N, $250,000	May 1, 1921
5s, J&J, *700,000	Jan. 1, 1917
5s, J&J, *2,200,000	July 1, 1923
General Bonds—	
6s, F&A, $10,000	Aug. 1, 1910
6s, J&D, 40,000	June 1, 1921
6s, M&N, 56,500	May 1, 1901

* These bonds are payable, principal and interest, from the water rates, not from taxation.

INTEREST on the general bonds due in 1910 is payable by Blair & Co., New York; on the general bonds due June 1, 1921, the boulevard bonds and the park bonds, at the Chemical National Bank, New York; on the light bonds in New York; on the water bonds due in 1921 in Chicago; on all other bonds in Portland.

GOLD PAYMENT.—Both principal and interest are payable in gold.

TOTAL DEBT—The city's bonded debt on Jan. 1, 1900, was $5,428,306, including the water debt of $3,150,000; sinking fund, $55,714; net debt, $5,372,622.

DEBT LIMITATION.—Portland's charter limits the city's debt to the present debt, and floating or warrant debt is prohibited.

ASSESSED VALUATION in 1899 was $28,567,611, property being assessed at about 30 per cent of its actual value; city tax (per $1,000) was $8·00; total tax (per $1,000) $36·00.

WATER WORKS.—The water works are self-sustaining. The amount invested in the entire plant to Jan. 1, 1900, was $3,906,818.

POPULATION.—The population in 1890 was 46,385; in 1880 was 17,577. The total population of Portland, East Portland and Albina in 1890 was 62,046; in 1895 it was 81,342. In 1900 (est.) 90,000.

PORTLAND SCHOOL DISTRICT.—H. S. ALLEN, Clerk.

LOANS—	When Due.		
6s, ..., $20,000	1902	6s, ..., $10,000	1916
6s, ..., 100,000	1913	Bonded debt Jan. 10, 1900.	$130,000
(Option 1902.)		School tax (per $1,000) 1900.	$4·80

PORT OF PORTLAND.—C. RANDOLPH, Cl'k.

The Port of Portland was incorporated in 1891 and given authority to issue bonds to the amount of $500,000 for river and harbor improvements. Its limits include the consolidated City of Portland and all but about one-tenth of the territory in Multnomah County. The debt Aug. 1, 1899, was as follows.

LOANS—	When Due.		
RIVER IMP. BONDS (gold)—		Tax valuation 1899...	$42,684,674
5s, J&J, $350,000.....	Jan. 1, 1922	Assessm't 35 to 40 p. c. act'l value.	
Interest is payable at Portland.		Port tax (per $1,000) 1899...	$1·50
Total debt Aug. 1, 1899..	$350,000	Population 1899 (est.).....	97,000

SALEM.—This city is in Marion County.

LOANS—	When Due.		
FUNDING BONDS (gold)—		Bonded debt Mar. 1, 1900	$220,181
...., semi-an., $60,000.....	1914	Floating debt.....	13,000
4s, A&O, 65,000..	Oct., 1909	Total debt Mar. 1, 1900..	233,181
(Subject to call before maturity.)		Tax valuation 1898.....	1,961,801
STREET IMPROVEMENT BONDS—		Total tax (per $1,000) '99...	$38·00
6s, ..., $6,181.....		Population in 1890 was....	10,000
		Population 1899 (est.)	13,000

THE DALLES.—

The Dalles (corporate name, Dalles City) is in Wasco County.

LOANS—	When Due.		
CITY BONDS—		Total debt Mar. 1, 1900..	$157,000
6s, ..., $57,000.....	May 1, 1920	Water debt (included)...	100,000
WATER BONDS—(Gold)—		Cash in treas'y Mar 1, '00 (abt)	11,000
6s, ..., $75,000.....	1905-1915	Tax valuation 1899.....	1,102,476
($25,000 due every 5 yrs. in Mar.)		Real valuation....	3,500,000
REFUNDING BONDS—		Total tax (per $1,000) '98..	$32·90
4s, g. M&S, $25,000.....	Mar., 1920	Population in 1890 was.....	3,029
		Population in 1900 (est.)	5,000

UMATILLA CO.—B. S. BURROUGHS, Clerk.

County seat is Pendleton.

County has no bonded debt.		Total tax (per M) 1898.....	$20·00
Floating debt Jan. 1, '98.	$185,000	Population in 1890 was.....	13,381
Tax valuation 1899.....	6,889,038	Population in 1897 (est.)...	13,609

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several counties and other civil divisions in Oregon which have reported an indebtedness of over $10,000 and are not represented among the foregoing.

	Bonded debt.	Floating debt.	Assessed valuat'n.	Tax rate.	Popula'n 1890.
Corvallis (city) Benton Co.	.....	$17,000	$553,000	$32·00	1,527
Heppner, Morrow Co..	$20,000	.....	366,508	.....	*1,200
Klamath Falls, Klam. Co.	10,000	4,800	122,364	40·00	600
Medford, Jackson Co....	20,000	25,000	360,000	40·00	1,196

* Later estimate of population.

State of Washington.

ITS

DEBT, RESOURCES, &c.

Organized as a Territory (Act March 2, 1853) - March 2, 1853
Admitted as a State (Act. Feb. 22, 1889) - Nov. 11, 1889
Total area of State (square miles) - - - - - 69,994
State Capital - - - - - - - - - - Olympia
Governor (term ends Wed. after 2d Mon. Jan. '01) - J. R. Rogers
Secretary (term ends Wed. aft. 2d Mon. Jan. '01) W. D. Jenkins
Treasurer (term ends Wed. aft. 2d Mon. Jan. '01) C. W. Young

STATE DEBT.—The Washington State debt is described in detail below. The North American Trust Co. is now (1900) the New York fiscal agent for the State of Washington.

LOANS NAME AND PURPOSE.	—Interest.— P. Ot. Payable.	—Principal.— When Due.	Outstand'g.
Funding, April 1, 1890, gold.	3½g. Apr. 1	Apr. 1, 1905	$220,000
School fund bonds, 1899.....	3½	1919	500,000

All bonds subject to call at any time.

INTEREST is payable at the office of the State Treasurer in Olympia.

TOTAL DEBT.—The total bonded debt on March 1, 1900, was $220,000 (not including the $500,000 bonds issued for investment of the Permament School Fund), and the floating debt on July 1, 1899 was $1,472,983.

ASSESSED VALUATION.—The assessed valuation, equalized by State board, for 1899 of real estate was $172,129,311; personal property, $36,507,245; railroads, $20,500,983; total, $229,137,539. The following statement shows the total assessed valuation of the State for the years indicated. The tax rate (per $1,000) for 1899 was $6·65, including $3·75 for school purposes.

Years.	Assessment.	Years.	Assessment
1899.....	$229,137,539	1891.....	$273,642,099
1898.....	226,996,294	1890.....	217,595,739
1897.....	226,130,784	1885.....	50,484,437
1896.....	204,677,668	1880.....	23,708,587
1895.....	204,190,377	1875.....	14,569,156
1894.....	212,430,511	1870.....	10,642,863
1893.....	284,078,122	1860.....	4,394,735
1892.....	319,016,341		

DEBT LIMITATION.—Like so many of the younger States, Washington has taken a conservative position with respect to State and municipal indebtedness. The provisions of the Constitution with reference to creating debt are so comprehensive and plain that it is necessary to do no more than copy the sections relating to the subject.

FIRST, with reference to the State, there are three sections; the first limits the debt, the second names exceptions to the limit and the third provides the method in which additional debt may be created. These sections are all found in article 8, and were given in the STATE AND CITY SUPPLEMENT of April, 1895; page 152.

SECOND, Counties, Cities, Towns &c. are more rigorously guarded. The whole system as to municipalities is found in section 6 of article 8, though section 7 is also important, as it forbids counties, cities &c. giving money or loaning credit to any corporation &c. Sections 6 and 7 will be found on page 152 of the April, 1895, SUPPLEMENT.

POPULATION OF STATE.—The full record of population of Washington as far back as it goes is given in the following.

1899 (est.).....	450,000	1890.....	349,390	1870.....	23,955
1892.....	395,589	1880.....	75,116	1860.....	11,594

CITIES, COUNTIES AND TOWNS IN THE STATE OF WASHINGTON.

NOTE.—*For places not given in alphabetical order among the following statements, see "Additional Statements" at the end of this State.*

ANACORTES.—J. W. LOWMAN, Treasurer.

This city is in Skagit County.

LOANS—	When Due.		
Warrants outstanding.....	$89,000	Population in 1890 was.....	1,131
Total debt Feb. 1, 1900....	89,000	Population in 1900 (est.).....	1,600
Tax valuation 1899.....	475,000	*School District Debt—*	
City tax (per $1,000) 1899.	$10·00	Bonded debt Feb. 1, 1900.	$40,000
Total tax (per $1,000).....	$44 00	Floating debt.....	20,000
		Total debt.....	60,000

BALLARD.—F. M. DE MOSS, Treasurer.

Ballard is in King County.

LOANS—	When Due.		
WATER AND LIGHT BONDS—		Tax valuation 1899 (abt.)	$800,000
6s, g, J&J, $46,000, g.	Jan. 1, 1915	Real valuation (about).	2,000,000
Total debt Jan. 1, 1900...	$70,500	Population in 1890 was.....	1,173
		Population in 1900 (est.).....	4,500

CHEHALIS COUNTY.—C. N. WILSON, Treas. J. A. SELLS, Auditor.

County seat is Montesano.

LOANS—	When Due.		
FUNDING BONDS—		Tax valuation, pers'l...	$1,006,267
6s, Nov., $85,000.....	Nov. 1, 1911	Tax valuat'n, railroads.	403,440
Bonded debt Jan., 1900.	$85,000	Total valuation 1899...	5,462,931
Floating debt.....	38,692	State & Co. tax (per M.) '99.	$19·20
Total debt Jan. 1, 1900..	123,692	Population in 1892 was.....	9,538
Tax valuation, real.....	4,053,224	Population in 1890 was.....	9,249

INTEREST is payable at the Chemical National Bank, New York.

TAX FREE.—Bonds of this county are exempt from taxation.

CLALLAM CO.—THOS. T. ALDWELL, Auditor.

County seat is Port Angeles.

LOANS—	When Due.		
FUNDING BONDS—		Cash on hand.....	$13,740
7s, Dec. 31, $14,000..	Dec. 31, 1912	Net debt July 1, 1899....	307,418
ROAD BONDS—		Tax valuation, real.....	2,114,533
6s, M&N 15, $90,000 g.	May 15, 1911	Tax valuation, personal.	190,905
6s, J&D, 10,000 g.	June 1, 1912	Total valuation 1899.....	2,305,433
Subject to call 1901 and 1902.		Assessment abt. 45% actual value.	
Bonded debt July 1, '99..	$114,000	State & co. tax (per 1,000) '99.	30·10
Floating debt.....	207,158	Population in 1890 was.....	2,771
Total debt.....	321,158	Population in 1880 was.....	638
		Population in 1898 (est.)....	7,000

TAX FREE.—All bonds are exempt from taxation.

CLARKE CO.—A. J. COOK, County Auditor.

County seat is Vancouver.

LOANS.—	When Due.		
COURT HOUSE BONDS—		Total debt July 1, 1899..	$197,264
6s, May 15, $40,000..	May 15, 1911	Cash on hand.....	36,194
Subject to call after 10 years.		Net debt July 1, 1899....	161,040
FUNDING BONDS—		Tax valuation, real.....	3,534,640
6s, J&D, $45,000.....	Dec. 1, 1909	Tax valuation, personal.	509,400
Subject to call after 10 years.		Tax valuation, railroads	38,400
6s, g., J&D, $10,000 g.	Dec. 1, 1901	Total valuation 1899....	4,082,440
6s, g., J&D, 15,000 g	Dec. 1, 1906	State & co. tax (per M.) '99..	$12·00
6s, g., J&D, 25,000 g.	Dec. 1, 1911	Population in 1892 was.....	11,526
6s, g., J&D, 61,000 g.	Dec. 1, 1916	Population in 1890 was.....	11,709
		Population in 1897 about...	14,000

INTEREST on Court House bonds is payable in Olympia; on the funding bonds due 1909 in Chicago, and on all others in New York City.

TAX FREE.—All the above bonds are exempt from taxation.

COLFAX.—H. H. MCCORD, Clerk.

Colfax is in Whitman County. The city owns property valued on January 1, 1899, at $74,770.

LOANS—	When Due.		
MUNICIPAL PURPOSES—		Total debt.....	$99,803
6s, F&A, $30,000.....	Feb. 1, 1912	Cash on hand.....	5,406
WATER WORKS—		Net debt Jan. 1, 1899.....	94,397
6s, F&A, $47,000.....	Feb. 1, 1912	Tax valuation 1898.....	844,730
Bonded debt Jan. 1, 1899	$77,000	State & Co. tax (per M.) '98.	$14·00
Floating debt.....	22,803	City tax (per $1,000) '98....	$11·00
		Population in 1890 was.....	1,649
		Population in 1899 was.....	2,800

COLUMBIA CO.—H. E. GILHAM, Auditor.

County seat is Dayton.

Bonded debt July 1, '99..	$38,000	Tax valuation, personal.	$891,755
Floating debt.....	48,855	Tax valuation, railroads	290,690
Total debt.....	86,855	Total valuation 1899....	3,910,755
Sinking fund assets.....	27,812	Tax rate (per $1,000) 1899..	$21·54
Net debt July 1, 1899....	59,043	Population in 1890 was.....	6,709
Tax valuation, real.....	2,728,130	Population in 1900 (est.)	8,500

COWLITZ CO.—J. H. WOOD, Auditor.

County seat is Kalama.

LOANS—	When Due.		
COUNTY BONDS—		Tax valuation, real.....	$2,787,119
6s, ..., $56,000.....	1917	Tax valuation, personal	292,285
Subject to call after 1907.		Tax valuation, railroads	190,512
Bonded debt July 1, 1898	$56,000	Total valuation 1899....	3,269,916
Floating debt.....	3,369	State & co. tax (per M.) '97.	$23·85
Total debt.....	59,369	Population in 1892 was.....	6,751
Cash on hand.....	2,825	Population in 1890 was.....	5,917
Net debt July 1, 1898...	56,544	Population in 1897 about....	9,000

EVERETT.—JAMES E. BELL, Mayor. J. HUNSAKER, Treasurer.

This city is in Snohomish County.

LOANS—	When Due.
SEWER BONDS—	
5s, g.. F&A, $60,000	Feb. 1, 1920
Bonded debt Feb., 1900.	$111,500
Floating debt (about)....	29,000
Total debt Feb. 22, 1900.	$140,500
Cash in treasury.....	36,000
Tax valuat'n, 1899 (abt.)	2,000,000
Total tax (per $1,000) 1899.	$32·00
Population in 1900 about....	9,500

FAIR HAVEN.—{L. N. GRIFFIN, Mayor. H. L. MERRILL, Clerk.

This city is in Whatcom County.

LOANS—	When Due.
MUNICIPAL BONDS—	
6s, J&J, $225,000, g..	July 1, 1911
Int. payable at Chase Nat. B'k, N.Y.	
Bonded debt Mar. 10, '97.	$225,000
Floating debt.....	141,252
Total debt.....	366,252
Taxes, etc., due.....	$174,336
Net debt Mar. 10, 1897..	191,916
Total valuation 189	2,152,795
Total tax rate (per $1,000).	$32·00
Population in 1890 was.....	4,076
Population in 1896 about....	4,000

TAX FREE.—All bonds are exempt from taxation.

JEFFERSON CO.—M. M. SMITH, Auditor.

County seat is Port Townsend. This county has entered into an agreement with its bondholders whereby the interest on bonds outstanding was reduced from 6 per cent to 4 per cent for a term of five years from January 1, 1898.

LOANS—	When Due.
COURT HOUSE & ROAD—	
6s, Jan., $225,000....	Jan. 1, 1911
Bonded debt July 1, 1899.	$225,000
Floating debt.....	210,028
Total debt.....	435,028
Cash on hand.....	81,782
Net debt July 1, 1899.....	353,246
Equal'd valuation, real	$2,273,886
Equal'd valuation, pers.	277,950
Equal'd valuation, RR..	80,210
Total valuation, 1899..	2,632,046
State and County tax (per $1,000) 1898.....	18·96
Population in 1892 (est).....	7,400
Population in 1890 was.....	8,368

KING COUNTY.—CHAS. F. WHITTLESEY, Treas.

County seat is Seattle.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, J&J, $200,000.....	July 1, 1929
Subject to call after July 1, 1909	
FUNDING BONDS—	
5s, M&S, $113,000....	Mar. 1, 1919
Subject to call after Mar. 1, 1909	
State & co. tax (per M.) '98.	$11·00
Bonded debt July 1, 1899.	$313,000
Floating debt.....	413,426
Total debt.....	$726,426
Cash on hand.....	55,167
Net debt July 1, 1899..	671,259
Tax valuation real.....35,809,599	
Tax valuation pers'al..	7,013,383
Tax valuation, railroad	2,205,760
Total valuation 1899...	45,026,742
State & co. tax (per M.) '99.	$12·50
Population in 1890 was.....	63,989
Population in 1899 (est.)...	85,000

INTEREST is payable at the Nat. Park Bank, N. Y. and at Seattle.

KITTITAS CO.—S. P. FOGARTY, Auditor.

County seat is Ellensburg.

LOANS—	When Due.
COUNTY BONDS, 1895—	
6s, ..., $117,000.....	1915
Subject to call after 1905	
FUNDING BONDS, 1892—	
6s, ann., $78,000.....	Mar. 1, 1912
Subject to call after Mar. 1, 1902	
Total debt Mch. 1, 1900.	$195,000
Tax valuation, real.....	2,694,735
Tax valuation, person'l.	1,201,262
Tax valuation, railroads.	752,144
Total valuation 1899....	4,648,142
State & Co. tax (p. M.) '99.	$16·00
Population in 1890 was.....	8,777
Population in 1900 (est.) ...	10,000

KLICKITAT CO.—JAS. W. BUTLER, Auditor.

County seat is Goldendale.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $68,200 g....	1900 to 1916
Payable part yearly on Jan. 1.	
6s, J&J, $25,000, g...	July 1, 1916
Bonded debt July 1, '99...	$93,200
Floating debt.....	6,100
Total debt.....	99,300
Cash on hand	$26,463
Net debt July 1, 1899....	72,837
Tax valuation, real.....1,662,148	
Tax valuation, person'l..	705,721
Total valuation 1899....2,367,869	
Total tax rate (per M.) '99..	$19·00
Population in 1890 was.....	5,167
Population in 1899 about....	8,000

LEWIS COUNTY.—J. M. TRAUGHBER, Aud'r.

County seat is Chehalis.

LOANS—	When Due.
COUNTY BONDS—	
5½s, J&J, $100,000.....	1903-1912
($10,000 due yearly on Jan. 1.)	
Bonded debt Jan. 1, 1900.	$100,000
Floating debt.....	121,426
Total debt.....	221,426
Cash in treasury.....	$17,762
Net debt Jan. 1, 1900....	203,663
Ditch debt (additional)..	18,594
Tax valuation 1899.....	4 961,972
Sta. & co. tax (p. $1,000). '97.	$20·00
Population in 1890 was	11,499
Population in 1897 about..	16,000

LINCOLN CO.—J. W. ANDERSON, Auditor.

County seat is Davenport.

LOANS—	When Due.
FUNDING BONDS—	
6s, Sept., $60,000....	June 1, 1912
6s, Sept., 20,000....	Sept. 1, 1912
Interest payable at New York.	
Bonded debt July 1, '99.	$80,000
Tax valuation, real.....3,887,779	
Tax valuation, pers'l...	$1,752,485
Tax valuation, railr'ds.	777,305
Total valuation 1899...	6,417,569
State & Co. tax (per M) '99	$14·00
Population in 1890 was.....	9,312
Population in 1898 (est.)...	14,000

MASON CO.—A. L. BELL, Auditor.

County seat is Shelton. County has no floating debt.

Bonded debt July 1, '99.	$28,000
Tax valuation, real.....	1,382,884
Tax valuation, personal.	122,752
Total valuation 1899....	1,505,636
State & co. tax (per M.) '99..	$24·27
Population in 890 was.....	2,826
Population in 1900 (est.)....	3,500

NEW WHATCOM.—{E. E. HARDIN, Mayor. FRANK WILSON, Auditor.

This is the county seat of Whatcom County.

LOANS—	When Due.
GENERAL MUNICIPAL BONDS—	
6s, Var., $237,000 g....	1911-12-13
FUNDING BONDS—	
5s, M&N, $57,000.....	May 1, 1912
WATER BONDS 1893—	
5½g, A&O, $183,000 g.	Apr. 1, 1913
Bonded debt Feb. 1, 1900.	$477,000
Floating debt.....	$40,000
Total debt Feb. 1, 1900..	517,000
Tax valuation 1899.....	2,875,000
City tax rate (per M) '99....	$15·75
Total tax rate (per $1,000)..	28·49
Population in 1890 was	4,059
Population in 1900 (esti'd)..	10,000

OPTIONAL.—The $183,000 of water-works bonds are optional at the rate of $25,000 yearly after ten years from date.

INTEREST is payable in New York City.

TAX FREE.—All bonds are exempt from taxation.

NORTH YAKIMA.—W. H. REDMAN, Mayor.

This city is situated in Yakima County. All bonds issued by the city are exempt from taxation.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&D, $30,000.....	Dec. 1, 1915
SEWERAGE SYSTEM—	
6s, M&N, $60,000....	Nov. 2, 1911
Interest payable in New York.	
Bonded debt Mar. 1, 1900 .	$90,000
Floating debt.....	3,000
Tax valuation 1899.....	1,004,740
Total tax (per $1,000) '99..	$41·00
Population in 1890 was.....	1,535
Population in 1900 (est.).....	4,000

OKANOGAN CO.—FRED. PFLAEGING, Auditor.

County seat is Conconully.

County has no bonded debt.	
Floating debt July 1, '99..	$137,052
Cash in treasury.....	14,535
Net debt July 1, 1899....	123,517
Equal'd valuation, real...	327,109
Equal. valuation, pers'al.	$587,849
Equal. valuation, railr'ds.	101,617
Total valuation 1899....1,016,575	
State & co. tax (p. $1,000) '99.	$23·00
Population in 1890 was.....1,467	

OLYMPIA.—C. S. REINHART, Mayor.

Olympia is situated in Thurston County.

LOANS—	When Due.
FUNDING BONDS—	
6s, J&J, $45,000, g...	July 1, 1920
Subject to call after July 1, 1910	
6s, A&O, $155,000, g.	Oct. 1, 1911
Interest is payable in New York.	
Bonded debt Aug. 17, '98	$200,000
Floating debt.....	$73,000
Total debt Aug. 17, 1898.	273,000
Tax valuation 1897.....2,102,000	
Total tax (per $1,000) '97	27·00
Population in 1888 was.....1,232	
Population 1890 was.....4,698	
Population 1898 (est.).....4,800	

TAX FREE.—All bonds issued by this city are exempt from taxation.

PACIFIC CO.—J. H. DALTON, Auditor.

County seat is South Bend.

LOANS—	When Due.
REFUNDING BONDS—	
6s, Nov., $33,000.....	Nov. 1, 1901
Subject to call before maturity.	
Bonded debt Mar. 1, 1900.	$33,000
Floating debt.....	$35,000
Total debt Mar. 1, 1900..	68,000
Tax valuation 1899.....2,127,712	
State & Co. tax (per M) '99.	$22·00
Population in 1900 about....6,500	

INTEREST is payable at the Bank of North America.

PIERCE CO.—W. D. C. SPIKE, Auditor.

The county seat is Tacoma. [The floating debt below has all been called for payment.]

LOANS—	When Due.
FUNDING BONDS, GOLD—	
6g, Apr. 2, $293,000, g.....	1914
Optional after 1904.	
6s, June, $200,000....	June 1, 1911
Subj't to call after June 1, 1901	
FUNDING BONDS, GOLD—(Con.)—	
5s, May, $200,000.....	May 2, 1912
6s, June, 25,000.....	Dec. 1, 1910
6s, June, 23,000.....	Dec. 1, 1911
Subject to call after 10 years.	
Bond. debt Jan. 1, 1900.	$741,000
Floating debt.....	56,266
Total debt Jan. 1, 1900.	797,266
Tax valuation, real.....25,109,995	
Tax valuation, personal	3,981,474
Tax valuation, railroad	1,307,454
Total valuation 1899 ..	30,398,873
State & Co. tax (per M) '99.	$13·10
Population in 1890 was.....	50,940
Population 1895 (est.).....	69,385

INTEREST and principal are payable at the Chase National Bank, New York.

TAX FREE.—Bonds are exempt from taxation when held by parties not residing in the State.

PORT ANGELES.—J. A. SMITH, City Clerk.

County seat of Clallam County. About $100,000 of street grading and other warrants heretofore included in floating debt have been declared illegal.

Bonded debt Jan. 1, 1900..	$86,000
Floating debt.....	130,716
Total debt.....	216,716
Sinking fund.....	15,000
Net debt Jan. 1, 1900.....	201,716
Tax valuation, real.....	565,558
Tax valuation, personal...	$54,554
Total valuation 1898	620,112
City tax (per $1,000) '99...	$22·50
Total rate (per $1,000) '98..	48·30
Population 1899 about.....	2,500

PORT TOWNSEND.—{F. W. HASTINGS, Mayor. T. S. SMITH, Clerk.

This city is situated in Jefferson County.

LOANS—	When Due.
CITY BONDS—	
6s, J&J, $85,000 g....	July 1, 1911
FUNDING BONDS—	
6s, M&N, 13,500.....	Dec. 1, 1915
Int. paid by Laidlaw & Co., N. Y.	
Bonded debt Mar. 1, 1900	$106,000
Floating debt.....	49,000
Total debt Mar. 1, 1900..	$155,000
Total valuation 1896....	1,663,000
City tax (per $1,000).....	$7·80
Average school tax.....	3·00
Total tax (per $1,000) '98....	30·95
Population in 1890 was.....	4,558
Population in 1899 (est.).....	6,000

SEATTLE.—{T. J. HUMES, Mayor. FRANK H. PAUL, Comptroller.

Seattle is situated in King County.

LOANS—	When Due.
CONDEMNATION AWARD BONDS—	
5s, g, A&O, $220,000 g.	Apr. 1, 1912
FUNDING BONDS—	
5s, J&J, $460,000.....	July 1, 1911
5s, g, A&O, $135,000 g.	July 1, 1913
5s, g, J&J, $495,000 g.	July 1, 1913
GENERAL BONDS—	
5s, g, A&O, $240,000 g.	Apr. 1, 1912
JUDGMENT BONDS—	
5s, g, A&O, $275,000 g.	Apr. 1, 1912
SEWER BONDS—	
5s, g., J&J, $190,000 g.	July 1, 1912
5s, g., J&J, 250,000 g.	July 1, 1913
SEWER TUNNEL BONDS—	
5s, g., J&J, $95,000 g.	July 1, 1913
WATER BONDS—	
5s, g, J&J, $205,000 g.	July 1, 1912
WATER AND SEWER BONDS—	
5g, J&J, $955,000 g...	July 1, 1910

INTEREST is payable in New York, and also at the office of the City Treasurer in Seattle. All interest is provided for by special tax levy.

TAX FREE.—All the bonds issued by this city are tax exempt.

TOTAL DEBT.—The following statement shows Seattle's bonded debt, including the water debt, the floating debt and the total city debt on each date named. The bonded debt Sept. 1, 1899, was $3,520,000.

	Jan. 1, 1900	Jan. 1, 1899.	Jan. 1, 1898.
Bonded debt.....	$3,520,000	$3,525,000	$3,530,000
Floating debt (judgments).	16,712	.....	.....
Total.....	$3,536,712	$3,525,000	$3,530,000
Water debt (included).....	$1,050,000	$1,050,000	$1,050,000

ASSESSED VALUATION.—The city's assessed valuation and total tax rate has been as follows.

	Assessed Valuation.			Tax rate
Years.	Real.	Personal.	Total.	per $1,000
1899.....	$26,563,955	$5,699,337	$32,263,292	$27·50
1898.....	26,087,663	5,479,054	31,566,717	22·50
1897.....	25,890,887	4,823,241	30,714,128	24·50
1896.....	27,026,055	4,106,579	31,132,634	26·85
1895.....	26,988,114	3,979,724	30,967,838	33·10
1891.....	38,386,755	6,239,740	44,626,495	.....
1890.....	.....	.....	26,340,000	.....

CITY TAX rate (per $1,000) for 1899 in the "old limits" was $9·00; in the "new limits" it was $7·50. The total tax given above for 1899 is for the "old limits."

POPULATION.—The population in 1890 was 42,837; in 1880 was 3,533; in 1900 (estimated) 95,000.

SEATTLE SCHOOL DISTRICT NO. 1.—

This school district is in King County and includes the city of Seattle.

Bond. debt Feb. 23, 1900	$750,000
Tax valuation, 1899....	32,263,292
School tax (per $1,000) '99..	$6·00
Value of school prop'ty	$750,000
Population 1900 (est'd)	85,000

SKAGIT COUNTY.—Grant Neal, Auditor.

County seat is Mount Vernon.

LOANS—	When Due.
Funding Bonds—	
6s, Dec., $100,000	Dec. 1, 1913

Subject to call after 10 years.
Interest is payable in New York.

Bonded debt July 1, '99	$100,000
Floating debt (net)	57,361
Total debt	157,361
Tax valuation, real	$3,964,606
Tax valuation, personal	704,368
Tax valuation, railroads	680,590
Total valuation 1899	5,349,564
Real valuation (about)	18,000,000
Total tax (per $1.000) '98	$17·00
Population in 1890 was	8,747
Population in 1898 (est.)	12,000

SNOHOMISH CO.—T. E. Headlee, Auditor.

County seat is Everett.

LOANS—	When Due.
Funding Bonds—	
6s, ..., $115,000, g.	Feb. 1, 1902
($11,500 due yrly) to Feb. 1, 1911	
6s, ..., $35,000, g.	Mar. 1, 1914
Road and Bridge Bonds—	
5s, ..., $80,000, g.	

Bonded debt July 1, '99	$230,000
Floating debt	199,368
Total debt July 1, 1899	429,368
Cash on hand	$21,790
Net debt July 1, 1899	407,578
Tax valuation, real	5,006,420
Tax valuation, pers'l	1,308,375
Tax valuation, railr'ds	1,340,189
Total valuation 1899	7,654,984
State & co. tax (per M.) '98	$18·00
Population in 1890 was	8,514
Population in 1896 (est.)	20,000

SPOKANE.—Victor M. Smith, Comptroller.

This city is situated in Spokane County.

LOANS—	When Due.
Funding Bonds—	
6s, A&O, $700,000	Oct. 1, 1911
5½s, F&A, 300,000	Feb. 1, 1918
Park Bonds—	
5s, F&A, $10,000,	Aug. 1, 1908
Water Bonds—	
6s, ..., $70,000	Dec. 1, 1908
6s, A&O, 500,000	Oct. 1, 1911
5s, ..., 50,000	Sept. 1, 1914
Water Warrants—	
6s, J&J, $333,000	1900 to 1917
(Part due yearly on Jan. 1.)	

Bond. debt Jan. 1, 1900	$1,630,000
Floating debt	335,176
Total debt	$1,965,176
Sinking fund	10,000
Cash on hand	105,4 5
Net debt Jan. 1, 1900	1,849,741
Improvem't bonds (ad'l)	*68,133
Water warrants (addit'l)	323,000
Tax valuation, real	14,685,875
Tax valuation, pers'l	2,864,·72
Total valuation 1899	17,550,747
City tax rate (p. $1,000) '99	*11·00
Total tax rate (per $1,000)	35·00
Value of water-works	$1,000,000
Population in 1890 was	19,922
Population in 1900 (est.)	46,000

*Improvement bonds are not considered city debt, being payable by special assessment. Cash on hand for payment of these bonds amounted Jan. 1, 1900, to $22,113.

INTEREST and principal of the bonds are payable in gold at the office of the United States Mortgage & Trust Co., New York.

SPOKANE CO.—H. H. Hubbard, Auditor.

County seat is Spokane. [An issue of $200,000 4½s to fund outstanding warrants is being advertised.]

LOANS—	When Due.
Court House & Jail Bonds—'93	
6s, Nov., g., $250,000	Nov. 1, 1913
Funding Bonds—1892-3—	
6s, Jan., g., $183,000	Jan. 1, 1912
6s, Nov., g., 50,000	Nov. 1, 1913
Interest is payable in Spokane.	

Bonded debt July 1, '99	$483,000
Floating debt	234,253
Total debt July 1, '99	717,353
Total valuation 1899	25,614,294
State & co. tax (per M.) '99	$17·00
Population in 1890 was	37,487
Population in 1899 (est.)	44,000

SPRAGUE.—M. Clinton, Treasurer.

Sprague is in Lincoln County. The reduction in the assessed valuation of this town is on account of the destruction of the Northern Pacific RR. shops. Instead of re-building in Sprague the new shops were located at Spokane

LOANS—	When Due.
Electric-Light and Water—	
6s, J&J, $35,000	July 1, 1912

Bonded debt April 1, 1899	$35,000
Water debt (included)	17,500
Floating debt	20,000
Total debt April 1, 1899	$85,000
Total valuation 1895	507,683
Total valuation 1898	188,000
Total tax 1896 (per $1,000)	$32·66
Population in 1890 was	1,689
Population in 1899 (est.)	500

INTEREST is payable in Boston, Mass.

STEVENS CO.—D C. Ely, Auditor.

County seat is Colville. A portion of this county has been taken to form the new Ferry County.

LOANS—	When Due.
Current Exp. and Funding—	
6s, ..., $55,000	20 years

Bonded debt July 1, 1899	$55,000
Floating debt	142,912
Total debt July 1, 1899	197,912
Cash in various funds	20,586
Net debt July 1, 1899	177,326
Tax valuation, real	$1,441,596
Tax valuation, personal	798,093
Tax valuation, railr'ds.	625,943
Total valuation 1899	2,865,632
State, county, school and road tax (per $1,000) 1899	$30·00
Population in 1890 was	4,341
Population in 1900 (est.)	9,000

TACOMA.—{JOHNSON NICKEUS, Mayor. ALFRED LISTER, Compiroller.

Tacoma is the county seat of Pierce County. About $1,000,000 of city warrants (principal and interest) which have been in litigation have been declared legal. See Vol. 69, p. 92. $1,200,000 of 20-year gold refunding bonds were offered for sale on Feb. 14, 1900, but up to the time of going to press (April 9) had not been awarded. Negotiations however, were practically concluded at that time with Seymour Bros. & Co. of New York City. These bonds are not included in the statement of indebtedness below.

LOANS—	When Due.
Bridge Bonds—	
5g., J&D, $100,000, g.	June 1, 1913
City Hall Bonds—	
6g., A&O, $200,000, g.	Apr. 15, 1911
Funding Bonds—	
6g., A&O, $350,000, g.	Apr. 15, 1911
Local Improvement Bonds—	
8s, Oct. 4	$5,747 59 Oct. 4, 1900
(Payable 1/5 yearly.)	
7s, Dec. 11,	$58,107 07 Dec. 1900-09
7s, Dec. 11,	12,458 29. Dec. 1900-04
8s, June 17,	$4,482 18. June 17, 1908
(Payable $498 yearly.)	
Water and Light Bonds—	
5g., J&D, $2,080,000, g.	J'ne 1, 1913

PAR VALUE.—Bonds are for $1,000 each, except local improvement bonds, which are for $50 each.

INTEREST on the City Hall and funding bonds is payable at the office of the Mercantile Trust Company, New York. on the water and light bonds at the American Exchange Bank, N. Y., on the bridge bonds at the National Union Bank, N. Y.; on the improvement bonds at the office of the City Treasurer.

TOTAL DEBT.—The following statement shows Tacoma's total bonded debt, the floating debt, the sinking funds held by the city, and the net debt, on each of the dates indicated. The local improvement bonds, not included in the totals, are not city obligations but liens on the property benefited.

	Jan. 1, 1900.	*Jan.* 1, '99.	*Sept.* 1, '97.	*July* 1, '96.
Bonded debt	$2,730,000	$2,730,000	$2,730,000	$2,730,000
Floating debt	1,249,926	843,745	870,601	761,246
Total debt	$3,979,926	$3,573,745	$3,600,601	$3,491,246
Sinking fund assets	36,400	21,406	21,406	21,414
Net debt	$3,943,526	$3,552,339	$3,579,195	$3,469,832
Water debt (included in total)	$2,080,000	$2,080,000	$2,080,000	$2,080,000

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows:

Years.	*Assessed Valuation.* Real.	Personal.	Total.	*City Tax* Per $1,000
1899	$19,490,553	$3,059,287	$22,549,840	$11 50
1898	19,834,635	3,301,812	23,136,447	12 00
1897	24,209,775	2,490,658	26,700,433	11 00
1896	24,052,086	2,453,145	26,505,231	11 00
1895	22,849,490	3,603,322	26,452,812	13 50
1894	36,693,986	.....	.....	5 00
1893	37,553,445	4,070,030	41,623,475	10 00

The total tax rate for 1899 was $27 10 per $1,000, and includes State tax, $6 95; county tax, $6 15; city tax proper, $11 50, and school tax, $2 50. The uncollected taxes for the years 1892 to 1899, inclusive, amount to $277,606 50.

POPULATION.—The population in 1890 was 36,006; in 1880 it was 1,098. According to local estimate the population for 1899 was 55,000.

Tacoma School District No. 10.—G. F. Whitty, Secretary.

LOANS—	When Due.
Building Bonds—Gold:	
6s, F&A, $86,000	Aug. 1, 1911
Funding Bonds—Gold:	
6s, F&A, $64,000	Aug. 1, 1911
6s, ..., 60,000	Oct. 1, 1913
Refunding Bonds—	
4½s, F&A, $100,000	Feb. 1, 1920

Bond. debt Feb. 1, 1900	$310,000
Floating debt	138,000
Total debt Feb. 1, 1900	448,000
Tax valuation 1899	22,800,000
Tax rate (per $1,000) 1899	$2·50

THURSTON CO.—R. A. Graham. Auditor.

County seat is Olympia. Total debt on July 1, 1899, was $357,825, of which $225,000 was bonded. For details of debt, valuations, &c., see State and City Supplement October, 1899.

VANCOUVER.—{A. B. EASTMAN, Mayor. E. M. SCANLON, Treasurer.

This city is situated in Clark County.

LOANS—	When Due.
Gold Bonds—	
6s, M&S, $55,000	Mar. 2, 1911
6s, ..., 20,000	1915

Total debt Mar. 1, 1900	$75,000
Cash assets	13,500
Net debt Mar. 1, 1900	$61,500
Tax valuation '99 about	2,000,000
City tax rate (per M.) '99	$7·00
Population in 1890 was	3,545
Population in 1900 (est.)	5,000

Interest is payable in New York.
Both principal and interest of these bonds is payable in gold.

WALLA WALLA CO.—{J. W. McGHEE, Jr., T'r. C. N. McLEAN, Aud.

County seat is Walla Walla.

LOANS—	When Due.
Funding Bonds—	
5s, Ann., $80,000	1910
(Subject to call after 1900.)	
Interest payable at Walla Walla.	

Bonded debt Jan. 1, 1900	$80,000
Floating debt	19,996
Total debt Jan. 1, 1900	99,996
Cash in funds	$5,007
Net debt Jan. 1, 1900	94,989
Tax valuation, real	6,113,517
Tax valuation, personal	2,134,435
Total valuation 189	8,247,952
State & co. tax (per M), '99	$15·00
Population in 1890 was	12,224
Population in 1900 (est.)	16,000

WHATCOM CO.—Alex. Van Wyck, Auditor.

County seat is New Whatcom. Total debt July 1, 1899, was $562,934, of which $211,500 was bonded. For details see October (1899) State and City Supplement.

WHITMAN CO.—John F. Corner, Auditor.

County seat is Colfax. The county is now on a cash basis, floating debt having been paid off.

LOANS—	When Due.
Funding Bonds—	
5s, g., Apr. 1, $200,000, g.	Apr. 1, '12
Optional after Apr. 1, 1902	
Interest payable in New York City.	

Total debt July 1, 1899	$200,000
Cash in treasury	99,808
Tax valuation real	$7,889,389
Tax valuation, personal	3,23[illegible],009
Tax valuation, railr'ds.	1,532,525
Total valuation 1899	12,658,923
State & co. tax (per M.) '99	$19·00
Population in 1898 (est.)	30,000
Population in 1890 was	19,109

YAKIMA COUNTY—E. E Kelso, Auditor.

County seat is North Yakima.

LOANS—	When Due.
County Bonds—1892.	
5½s, Sept., $75,000	Sept. 1, 1912
Subject to call after ten years.	
Redemption Bonds—1888.	
6s, J&J, $80,000	Oct. 1, 1908
Subject to call after ten years.	
Interest is payable in New York and San Francisco.	

Bonded debt Jan. 1900	$155,000
Floating debt	$71,507
Total debt Jan. 1, 1900	226,507
Tax valuation, real	4,196,122
Tax valuation, personal	1,199,717
Tax valuation, railroads	1,051,259
Total valuation 1899	6,447,098
State & co. tax (per M) 1899	$18·00
Population in 1890 was	4,429
Population in 1900 (est.)	15,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several counties and other civil divisions in Washington which have reported an indebtedness of over $10,000 and are not represented among the foregoing.

	Bonded Debt	*Floating Debt.*	*Assessed Valuation.*	*Tax Rate.*	*Pop'n 1890.*
Adams County	$20,000	$400	$2,420,420	$11·00	2,098
Asotin County	25,000	23,154	910,068	40·00	1,580
Douglas County	30,000	....	2,[illegible]33,511	14·70	3,161
Garfield County	.....	36,443	1,7[illegible]9,460	21·[illegible]0	3,897
Island County	20,000	11,116	1,018,693	17·67	1,787
Kitsap County	.....	31,678	1,537,550	20·19	*5,124
San Juan Co.	13,000	407	930,250	18·00	2,072

State of Nevada.

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act March 2, 1861)	March 2, 1861
Admitted as a State (Act March 21, 1864)	Oct. 31, 1864
Total area of State (square miles)	112,090
State Capital	Carson City
Governor (till Tues. aft. 1st Mon. Jan. 1903)	R. Sadler
Secretary of State (till Tues. aft. 1st Mon. Jan. '03)	E. Howell
Treasurer (till Tues. aft. 1st Mon. Jan. '03)	D. M. Ryan

Legislature meets biennially in odd years on the third Monday in January, and sessions are limited to sixty days.

HISTORY OF DEBT.—For history of State debt see STATE AND CITY SUPPLEMENT of April, 1894, page 150. The details of the debt are as given below.

LOANS— NAME AND PURPOSE.		Interest. P. Ct.	Payable.	Principal. When Due.	Outstand'g
School bonds*	Apr. 1, 1879....	5	J & J	Irredeemable	$380,000
do	Sept. 1, 1891....	4	J & J	Sept. 1, 1901	15,000
do	Nov. 1, 1891....	4	J & J	Nov. 1, 1901	20,000
do	Sept. 30, 1893....	4	J & J	Sept. 30, 1903	10,000
do	Oct. 31, 1893....	4	J & J	Oct. 31, 1903	10,000
do	Apr. 1, 1895....	4	J & J	Apr. 1, 1915	35,000
do	Sept. 2, 1895....	4	J & J	Sept. 2, 1905	20,000
do	Oct. 31, 1895....	4	J & J	Oct. 31, 1905	20,000
do	Nov. 30, 1895....	4	J & J	Nov. 30, 1905	8,000
do	Apr. 7, 1897....	4	J & J	Apr. 7, 1917	11,764
do	June 21, 1897....	4	J & J	June 21, 1917	5,000
do	Aug. 1, 1897....	4	J & J	Aug. 1, 1907	25,000
do	Aug. 1, 1897....	4	J & J	Aug. 9, 1917	3,000
do	Sept. 1, 1897....	4	J & J	Sept. 1, 1917	1,000
do	Oct. 31, 1897....	4	J & J	Oct. 31, 1907	10,000
do	Nov. 30, 1897....	4	J & J	Nov. 30, 1907	3,000
do	Nov. 30, 1897....	4	J & J	Nov. 30, 1917	3,000
University bonds, †	June 11, '90	4	J & J	June 11, 1900	10,000
do	Nov. 11, 1890	4	J & J	Nov. 11, 1900	3,000
do	1893.....	4	J & J	1903	4,000
do	1894.....	4	J & J	1904	2,000
do	Oct. 1, 1895	4	J & J	Oct. 1, 1905	5,000
do	Apr. 1, 1896	4	J & J	Apr. 1, 1906	3,000
do	May 7, 1897	4	J & J	May 7, 1907	1,000
do	June 21, 1897	4	J & J	June 21, 1907	1,000
State University fund, 1893-4.		4	J & J	1903-1904	11,000
do	do Mar. 30, '95	4	J & J	Mar. 30, 1905	3,000
do	do June 1, '95	4	J & J	June 1, 1905	5,000
do	do Oct. 1, '95	4	J & J	Oct. 1, 1905	1,000
do	do July 1, '96	4	J & J	July 1, 1906	2,000
do	do May 7, '97	4	J & J	May 7, 1907	1,000
do	do June 21, '97	4	J & J	June 21, 1907	600
do	Jan. 22, 1898.	4	J & J	Jan. 22, 1908	10,000

* These various bonds are all held by the State School Fund.
† These various bonds are all held by the University Fund 90,000 Acre Grant.

PAR VALUE OF BONDS.—Bonds are in pieces of $1,000 each.

TOTAL DEBT, ETC.—The subjoined statement shows the total debt of the State (exclusive of the irredeemable bond for $380,000) and the cash in the State Treasury applicable to the payment of the same on January 1 of the following years:

	Jan. 1, 1900.	Jan. 1,'99.	Jan. 1,'98.	Jan. 1,'97.
The total debt (exclusive of $380,000 bond).	$291,739	$287,364	$292,274	$227,000
Cash in treasury.	.....	136,099	.....	134,746
Net debt.	.....	$151,265	.....	$92,254

ASSESSED VALUATION.—The following statement shows the assessed valuation of real and personal property in the State and the net proceeds of mines for the years indicated:

Years.	Real Estate.	Personal Property.	Net Proceeds of Mines.	Total Assessment.
1899	$15,862,249	$7,704,209	$126,251	$23,692,709
1898	16,364,656	6,822,555	330,034	23,517,245
1897	16,639,662	6,408,534	449,050	23,497,248
1896	16,932,837	6,173,296	352,334	23,106,134
1895	15,586,644	7,969,077	167,739	23,723,561
1890	16,934,721	7,728,663	686,709	25,350,093
1885	17,062,944	9,400,344	939,336	27,402,624
1880	17,742,714	9,855,944	4,496,738	32,095,396
1875	15,502,392	13,737,472	17,003,869	46,243,733
1870	11,320,113	8,377,995	5,910,398	25,608,506
1865	.....	.....	3,286,672	21,984,947

The State tax rate (per $1,000) for 1898 was $9·20.

DEBT LIMITATION.—Nevada has in its Constitution limited the *State* to a nominal indebtedness, except for the purpose of "defraying extraordinary expenses" arising from invasion, war, etc.; and in such cases the law shall provide an annual tax sufficient to pay the interest semi-annually and the principal within twenty-years. Further the State is forbidden ever to assume the debt of any county, city, etc., or to donate or loan its money or credit, or to subscribe to the stock of any company, etc.

Counties, cities, towns etc. cannot become stockholders in any company, or loan their credit, etc. But other than that the Constitution omits to put any limit on county, city, etc., debts; but provides that the Legislature shall make general laws restricting their borrowing power. The Constitutional provisions referred to are as follows:

ARTICLE IX., SECTION 3. [*State debt limited.*] For the purpose of enabling the State to transact its business upon a cash basis from its organization, the State may contract public debts, but such debts shall never in the aggregate, exclusive of interest, exceed the sum of three hundred thousand dollars, except for the purpose of defraying extraordinary expenses, as hereinafter mentioned. Every such debt shall be authorized by law for some purpose or purposes, to be distinctly specified therein, and every such law shall provide for levying an annual tax sufficient to pay the interest semi-annually and the principal within twenty years from the passage of such law, and shall specially appropriate the proceeds of said taxes to the payment of said principal and interest; and such appropriation shall not be repealed, nor the taxes be postponed or diminished, until the principal and interest of said debts shall have been wholly paid. Every contract of indebtedness entered into or assumed by or on behalf of the State, when all its debts and liabilities amount to said sum before mentioned, shall be void and of no effect, except in cases of money borrowed to repel invasion, suppress insurrection, defend the State in time of war, or, if hostilities be threatened, to provide for the public defense.

SECTION 4. [*State prohibited from assuming debts of cities, &c.*] The State shall never assume the debt of any county, town, city, or other corporation whatever, unless such debts have been created to repel invasion, suppress insurrection or to provide for the public defense.

ARTICLE VIII., SECTION 9. [*State shall not loan its money or credit &c.*] The State shall not donate or loan money or its credit, subscribe to or be interested in the stock of any company, association or corporation, except corporations formed for educational or charitable purposes.

ARTICLE XVII., SECTION 7. [*State to assume debts of the Territory.*] All debts and liabilities of the Territory of Nevada lawfully incurred, and which remain unpaid at the time of the admission of this State into the Union, shall be assumed by and become the debt of the State of Nevada *Provided*, That the assumption of such indebtedness shall not prevent the State from contracting the additional indebtedness, as provided in section 3 of article 9 of this Constitution.

ARTICLE VIII., SECTION 10. [*County, city, town &c. not to be stockholders, &c.*] No county, city, town, or other municipal corporation, shall become a stockholder in any joint-stock company, corporation or association whatever, or loan its credit in aid of any such company, corporation or association, except railroad corporations, companies or associations.

SECTION 8. [*Cities and towns to be restricted by general laws*]. The Legislature shall provide for the organization of cities and towns by general laws; and restrict their powers of taxation, assessment, borrowing money, contracting debts, and loaning their credit, except for procuring supplies of water.

POPULATION OF STATE.—Though Nevada has some good grazing land, the mining industry, more particularly silver mining, has had chief attention, and with the decline of this, population has also declined, the Census of 1890 showing a total of only 45,761 persons, against 62,266 in 1880. The famous Comstock lode is located within Nevada, but the silver production of the State has greatly fallen off in recent years. The full record of population is as follows:

1890 .....45,761 | 1880 .....62,266 | 1870.....42,491 | 1860.....6,857

CITIES, COUNTIES AND TOWNS IN THE STATE OF NEVADA

HUMBOLDT CO.—J. J. HILL, Auditor.

The county seat is Winnemucca.

LOANS—	When Due.
COURT HOUSE BONDS—	
7s, J&J, $50,000	Dec. 31, 1913
Subject to call after 3 years.	
Bonded debt Jan. 1, 1900.	$50,000
Floating debt	4,864
Total debt Jan. 1, 1900	54,864
Cash in treasury	42,017

Tax valuation, real	$2,432,185
Tax valua., personal	1,167,530
Total valuation 1899	3,599,715
Assessment about $^{3}/_{5}$ actual value.	
Total tax (per $1,000) '99	$23·00
Population in 1890 was	3,434
Population in 1880 was	3,480
Population in 1899 (est.)	5,200

INTEREST is payable at Winnemucca.

TAX FREE.—The county's bonds are exempt from taxation.

LANDER COUNTY.—T. H. DALTON, Treas.

The county seat is Austin.

LOANS—	When Due.
RAILROAD BONDS—	
6s, April, $52,000	
(Subject to call.)	
Floating debt	$2,134
Total debt Jan. 1, 1900	54,134

Cash in treasury	$27,844
Tax valuation, real	973,922
Tax valuation, personal	287,975
Total valuation 1899	1,261,897
Total tax (per $1,000) '99	$36·50
Population in 1890 was	2,266

INTEREST is payable at German American Bank, New York

LINCOLN COUNTY.—J. A. NESBITT, Treas.

The county seat is Pioche.

Bonded debt Jan. 1, 1899.	$583,135
Floating debt	18,306
Total debt Jan. 1, 1899	601,441
Cash in treasury	15,640
Tax valuation, real	370,382
Tax valuation, personal	$109,313
Total valuation 1899	479,695
Total tax (per $1,000), '97	$39·00
Population in 1890 was	2,466
Population 1896 about	3,800

LYON COUNTY.—A. J. LOFTUS, Treasurer.

County seat is Dayton. Bonds are tax exempt.

LOANS—	When Due.
$5\frac{1}{2}$s, ... $20,000	1919
Subject to call after 1904.	
Bonded debt Jan. 1, 1900.	$20,000
Floating debt	200
Total debt Jan. 1, 1900	20,200
Cash in treasury	19,046

Tax valuation, real	$825,725
Tax valuation, personal.	337,680
Total valuation 1899	1,163,405
State & Co. tax (per M) '99.	$28·50
Population in 1890 was	1,987
Population in 1900 (est.)	2,000

NYE COUNTY.—T. WARBURTON, Treasurer.

Belmont is the county seat.

Total debt Jan. 1, 1900	$28,001
Cash in treasury	6,724
Tax valuation, real	174,894
Tax valuation, personal	193,997
Total valuation 1899	$368,891
Assessment is $^{3}/_{4}$ actual value.	
Total tax (per $1,000) '99	$40·00
Population in 1890 was	1,290
Population in 1880 was	1,875

OPTIONAL.—Bonds are subject to call.

RENO.—D. B. BOYD, Treasurer, Washoe County.

Reno is governed by the Board of Washoe County Commissioners.

LOANS—	When Due.
SCHOOL BUILDING—	
6s, J&J, $3,000	1901-1903
($1,000 due yearly on Jan. 1.)	
6s, Jan. 1, $4,000	1901-1905
($1,000 due yearly on Jan. 1.)	
SEWER BONDS—	
6s, Dec. 30, $9,000	1900-1908
($1,000 due yearly on Dec. 30.)	
6s, Dec., $3,000	1900-1905
($500 due yearly in Dec.)	
PARK FUND—	
5s, Dec., $1,000	Dec. 1, 1900
UNIVERSITY BUILDING—	
6s, J&J, $11,000	1900-1911
($1,000 due yearly on Jan. 1.)	

Total debt Feb. 27, 1900	$31,000
Sinking fund.	1,000
Net debt Feb. 22, 1900.	30,000
Tax valuation 1899	1,940,000
City tax (per $1,000) '99	$8·50
Population in 1890 was	3,563
Population in 1900 (est.)	5,000

All bonds are payable in gold, except the school 6s of 1905, which are payable in "lawful money."

INTEREST AND PRINCIPAL of all bonds is payable at the office of the County Treasurer.

BONDS of Reno are exempt from taxation if held outside the State.

ASSESSMENT.—Real estate is assessed at about $^{7}/_{10}$ actual value, and personal property at about 4-5.

WHITE PINE CO.—J. B. WILLIAMSON, Treas.

The county seat is Ely.

LOANS—	When Due.
REDEMPTION BONDS—	
6s, July 1, $54,900	Jan. 1, 1913
Interest payable at Ely, Nevada.	
Bonded debt Mar. 1, 1900.	$53,200
Floating debt	20,000
Total debt Mar. 1, 1900	73,200

Cash in treasury Jan. 1, 1900.	$4,751
Tax valuation, real	264,020
Tax valuation, personal	257,575
Total valuation 1899	521,595
State & Co. tax (per M) '99.	$38·50
Population in 1890 was	1,721
Population in 1900 (est.)	2,100

OPTIONAL.—Bonds are subject to call whenever there is $1,000 in the sinking fund.

TAX FREE.—All bonds issued by this county are tax exempt.

Debts and Resources

OF THE

STATES, CITIES AND TOWNS

IN THE

SOUTHERN STATES.

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State of Virginia.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State	One of Original Thirteen
Total area of State (square miles)	42,450
State Capital	Richmond
Governor (term expires Dec. 31, 1901)	J. Hoge Tyler
Secy. of C'wealth (term exp. *1902)	J. T. Lawless
Auditor of Pub. Acc. (term exp. Jan. 1, 1902)	Morton Marye
Treasurer (term expires *Jan. 1, 1902)	A. W. Harman, Jr.
Second Auditor (term exp. Jan. 1, 1902)	Josiah Ryland, Jr.

Legislature meets biennially in odd years on the first Wednesday in December, and sessions are limited to 90 days, but may be extended for a further period not exceeding 30 days, provided three-fifths of the members elected to each house concur.

* These officials are elected by the General Assembly and hold office for two years.

STATE DEBT.—For a detailed report of the Virginia debt as it stood prior to 1892, and for the history of the debt settlement made by and between the Virginia Debt Commission and the Bondholders' Committee, see the STATE AND CITY SUPPLEMENT of April, 1893, pages 151 and 152. Other items of interest with reference to the Virginia debt will be found in the CHRONICLE as follows: Vol. 56, p. 636, 802; V. 57 p. 155, 190, 565, 733, 950, 1053; V. 58, p. 232, 274, 315, 357.—V. 66, p. 392.—V. 67, p. 333.—V. 68, p. 196, 241.

On Oct. 1, 1899, Virginia's debt stood as shown below:

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
Riddleberger Bonds, Act of 1882	3	J & J	July 1, 1932 Subject to call after 1900.	$6,329,554
Century bonds, dated 1891..2&3		J & J	July 1, 1991	18,002,083

NOTE.—Since Oct. 1, 1899, $345,000 century bonds have been purchased by the Sinking Fund.

The interest on the Century bonds is 2 per cent for the first 10 years (or until July 1, 1901,) and 3 per cent thereafter. Both issues are exempt from taxation.

Total amount of bonds issued under act of Feb. 20, 1892:	
To Bondholders' Committee	$16,359,860
Deposited with Commissioners of sinking fund	1,645,580
	$18,005,440
Canceled	3,357
Total	$18,002,083
Total Act of Feb. 14, 1882	6,329,554
Total debt Oct. 1, 1899	$24,331,637

The Virginia Legislature re-enacted the Funding Act of Feb. 20, 1892, and under its provisions all old Virginia bonds were allowed to be brought in and funded into new Century bonds, upon the same terms as the Olcott settlement, provided they were presented for funding prior to December 31, 1896. By the Act of January 25, 1898, however, another opportunity to fund the bonds was given. By this Act bondholders had until July 1, 1898, to come in and accept the terms, and power was given the Commissioners of the Sinking Fund to extend the time until Dec. 31, 1898. By Act of Feb. 3, 1900, the time has again been extended, this time to July 1, 1900, with authority to still further extend it to Jan. 1, 1901. Bonds were to carry interest from the semi-annual period next preceding the date of funding. Under the old law coupon bonds once converted into registered certificates were not re-convertible into coupon bonds, but the 1892 Act makes coupon and registered bonds interchangeable.

WEST VIRGINIA CERTIFICATES.—In the settlement of 1871 it was assumed that West Virginia should provide for one-third the principal and interest of the then existing debt, that is $15,239,370 out of the total debt of $45,718,112. To represent, therefore, West Virginia's share of bonds funded "deferred certificates" were issued. All efforts, however, to induce West Virginia to take recognition of these certificates have thus far been unavailing. In 1885 the holders of about $8,000,000 certificates united for the purpose of obtaining a compromise, and deposited their holdings with the Farmers' Loan & Trust Company, which gave its trust receipts therefor. This attempt came to nothing, and in 1890 Messrs. C. Satterthwaite & Sons, of No. 30 Throgmorton Street, London, E. C., started another movement to bring about a settlement.

An adjustment company, with the Mercantile Trust & Deposit Company of Baltimore at its head, was formed late in 1893 for the purpose of making an attempt at the settlement of the West Virginia certificates. See CHRONICLE, Vol. 57, page 819; Vol. 58, pages 51, 314 and 444.

In August, 1898, another movement was started, this time under the leadership of Messrs. Brown Bros., with the same object in view, and that movement is now being vigorously pushed. The plan provides for ascertaining the exact amount of the old Virginia debt with which West Virginia is justly chargeable (subject to certain limitations), and then compromising that amount at the same percentage at which Virginia compromised the two-thirds of the original Virginia debt, namely, 60 per cent for principal and 30¼ per cent for interest. (See the editorial article in STATE AND CITY SUPPLEMENT for April, 1899.) The Legislature of Virginia in March, 1900, passed a bill authorizing the State Debt Commission to take such action and institute such proceedings as may be deemed proper to protect the State's interests and to bring about a settlement with West Virginia. (V. 70, p. 494.) The purpose of this Act was to enable Virginia to bring suit against West Virginia in the U. S. Supreme Court.

After about three-fourths of the old Virginia bonds had been surrendered, and "deferred certificates" been given to represent West Virginia's one third, under the acts of 1871 and 1879, these acts were repealed. The remaining bonds were refunded under other laws. These laws required a certificate to represent one-third the *principal* of the old bonds brought in for funding, but gave "non-interest-bearing certificates" to represent one-third the *interest* on old bonds. The following shows the amounts of each issue:

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstand'g.
"Def'd certs." of 1871 and 1879	6	J. & J.	Contingent.	$12,961,530*
Interest-bearing certs. of 1882	..	.....	.....	1,031,551
Non-int.-bearing certs. of 1882	..	.....	.....	744,970
Interest-bearing certs. of 1892	..	.....	.....	283,425
Non-int.-bearing certs. of 1892	..	.....	.....	316,308

* It is estimated that about $475,000 were issued under the act of 1879.

ASSESSED VALUATION.—The State's assessed valuation and tax rate have been as follows in the years indicated below.

Years.	Assessment of Real Estate.	Assessment of Personal Property.	Total.	Tax Rate per $1,000.
1899	$311,385,460	$102,886,723	$414,272,183	.....
1898	308,761,367	100,046,014	408,807,381	.....
1897	306,036,001	99,198,824	405,224,825	$4·00
1896	304,204,590	94,341,046	398,545,636	4·00
1895	313,182,340	83,132,476	396,314,816	.....
1893	306,200,638	93,838,414	400,039,052	4·00
1890	272,312,274	90,110,467	362,422,741	.....
1885	256,916,140	84,884,270	341,800,410	4·00
1880	234,272,951	70,391,018	304,663,969	.....

POPULATION—The population of Virginia has been as follows:

1890	1,655,980	1860	*1,596,318	1830	*1,211,405
1880	1,512,565	1850	*1,421,661	1820	*1,065,116
1870	1,225,163	1840	*1,239,797	1810	*974,600

*This includes population of the section now forming the State of West Virginia. Without West Virginia population was 1,219,630 in 1860; 1,119,348 in 1850; 1,015,260 in 1840; 1,034,481 in 1830; 928,348 in 1820; 869,131 in 1810; 801,608 in 1800 and 691,737 in 1790.

The proportion of the colored population was 41·76 per cent in 1880 and 38·70 per cent in 1890. In number blacks were 526,861 in 1850 and 548,907 in 1860, both including West Virginia; 512,841 in 1870, 631,616 in 1880, and 640,867 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF VIRGINIA.

ALEXANDRIA.—E. F. PRICE, City Auditor.

This city is the county seat of Alexandria County.

LOANS—	When Due.
REGISTERED COUPON BONDS, 1872.	
6s, J&J, $37,500	July 1, 1902
REGISTERED COUPON BONDS, 1879	
3·65s, J&J, $760,800	July 1, 1909

INTEREST is payable in Alexandria and all the bonds carry tax-receivable coupons.

TOTAL DEBT, ETC.—The subjoined statement shows Alexandria's total bonded debt, and the sinking fund, &c.

	Sept. 1,'99.	Sept 1,'98.	Jan 1,'98.	Jan. 1,'97.
Total bonded debt	$798,300	$798,300	$798,300	$798,300
Sinking funds	15,900	11,400	10,600	5,235
Net bonded debt	$782,400	$786,900	$787,700	$793,065

The city has no water debt. Sinking fund receives about $4,500 yearly.

ASSESSED VALUATION.—The city's assessed valuation (about ⅔ of its actual value) and tax rate have been as follows:

Year.	Real Estate.	Personal Property.	Total Assessed Valuation	City Tax per $1,000
1899	$4,166,925	$1,341,942	$5,508,867	.....
1898	4,171,584	1,024,625	5,196,210	.....
1897	4,098,000	1,025,000	5,123,000	$17·10
1896	4,154,000	1,013,000	5,167,000	17·10
1895	4,060,000	1,036,000	5,096,000	17·10
1891	3,560,000	913,000	4,473,000	18·00

DEBT LIMITATION.—The Legislature in 1879 limited the city debt to amount existing when funded in 1879.

TAX FREE.—All bonds issued under the act of February 29, 1879, are exempt from city taxation.

POPULATION (about 67 per cent white and 33 per cent colored) in 1890 was 14,339; in 1880 was 13,659; in 1897 (estimated) 16,500.

ALLEGHANY CO.—J. J. HOBBS, Clerk.

Covington is the county seat.

LOANS—	When Due.
REFUNDING BONDS—	
5s, Jan., $18,000 ($2,000 yearly on June 1.)	1900-1908

Interest payable by County Treas.
Bonded debt Feb. 20, 1900. $20,000

Total valuation 1899...$3,008,365
State & Co. tax (per M)'99. $11·00
School tax (per $1,000) '99. 2·00
Population in 1890 was. ... 9,283
Population in 1900 (est.)...13,500

AMHERST CO.—H. C. JOYNER, Treasurer.

County seat is Amherst C. H.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, J&J, $40,700	1918

Total debt Jan. 1, 1900.. $40,700
Tax valuation, real.....1,536,729
Tax val'tion, pers. & RR. 783,747

Total valuation 1899...$2,320,476
Assessment about ¾ actual value.
State & Co. tax (per M.)'99. $11·00
Population in 1890 was.....17,551
Population in 1900 (about). 20,000

INTEREST is payable at the Knickerbocker Trust Co., New York.

BEDFORD CITY—J. L. CAMPBELL, Mayor. J. M. DANIEL, Recorder.

(formerly Liberty).—In Bedford County.

LOANS—	When Due.
MARKET AND IMPROV'T BONDS—	
6s, M&N, $29,500	1921-1924
Subject to call after May 1, 1901.	
6s, A&O, $10,000	
Subject to call after Oct. 1, 1901.	
WATER BONDS—	
6s, J&J, $40,000	July 1, 1931
Subject to call after 1907.	
ELECTRIC LIGHT BONDS—	
5s, F&A, $3,500	1907
Subject to call after Feb., 1901.	
REFUNDING BONDS—	
5s, M&N, $60,000	May 1, 1929
Subject to call after 1909.	

Bonded debt Jan. 1, 1900. $143,500
Floating debt..... 1,000
Total debt Jan. 1, 1900 .. 144,500
Water debt (included)... 100,000
Assessed valuation, real. 660,440
Assessed val'tion, pers'l. 144,848
Total valuation 1899..... 805,288
Total tax (per $1,000) '99..$17·70
Population in 1890 was.....2,897
Population in 1900 was.....3,000

INTEREST on the refunding 5s is payable in Lynchburg; on all other bonds in Bedford. Coupons are tax receivable

TAX EXEMPT.—The bonds are exempt from municipal tax.

BERKLEY.—JOHN WHETSTONE, Chairman Finance Committee.—A town in Norfolk County.

LOANS—	When Due.
6s, J&D, $50,000	June 1, 1927
IMPROVEMENT BONDS—	
6s, J&J, $25,000	July 1, 1928
5s, ..., 25,000	1930

Int. payable at Norfolk Nat. Bk.
Total debt Jan. 1, 1899....$75,000

Sinking fund..... $3,000
Net debt Jan. 1, 1899.. 72,000
Tax valuation 1898.... 1,520,458
Real valuation (est.)... 5,000,000
Total tax (per $1,000) 1898. $19·00
Population in 1890 was.....3,899
Population in 1899 (est.).....6,000

BOTETOURT CO.—J. B. BUHRMAN, Treasurer. J. W. MATHENY, Clerk.

County seat is Fincastle.

LOANS—	When Due.
BRIDGE BONDS—	
5s, Mar. 1, $8,000	Mar. 1, 1908
REFUNDING BONDS—	
5s, Jan., $50,000	Jan. 1, 1925
Sub. to call, $10 000 at any time, $12,500 after 10 years, $17,500 after $15 years, and $10,000 after 20 years.	

Int. payable at Co. Treas. office.

Total debt Feb. 15, 1900..$58,300
Sinking fund..... 6,000
Net debt Feb. 15. 1900.. 52,300
Tax valuation, real.....2,229,933
Tax valuation, personal. 750,456
Tax valuation, RR. &c .1,182,448
Total valuation 1899....4,162,837
Assessment about ⅔ actual value.
State & co. tax (per M.) '99..$12·00
Population in 1890 was.....14,854
Population in 1900 about...15,000

BRISTOL.—E. F. JONES, Chairman Finance Committee.

Bristol is in Washington County.

LOANS—	When Due.
FUNDING BONDS—	
5s, .. $15,000	1928
Subject to call after 1908.	
GENERAL IMPROVEMENT—	
6s, M&N, $50,000	1921
6s, M&N, 20,000	1922
WATER WORKS:	
6s, J&J, $35,000	1923
Subject to call.	

Total debt Feb. 1, 1900.. $120,000
Water debt (included)... 35,000
Tax valuation, real..... 983,374
Tax valuation, pers'l.... 412,500
Total valuation 1899....1,395,874
Assessment about ⅓ actual value.
Value of city property.. 106,000
City tax (per $1,000) 1899..$15·00
Population in 1890 was.....2,902
Population 1899 (est.).....5,500

INTEREST on the water-works bonds is payable at Lynchburg, Va., on the general improvement bonds at New York City.

CAMPBELL CO.—JOHN W. CLAY, Treasurer. S. C. GOGGIN, Clerk.

County seat in Rustburgh.

The figures for valuation and population given below are exclusive of the city of Lynchburg, which does not pay county taxes.

LOANS—	When Due.
LYNCHBRG & DUR'M RR. BONDS.—	
4½s, M&S, $97,000	1937
Subject to call after Sept. 1, 1917	

Total debt Jan. 1, 1900.. $97,000
Tax valuation, real ... 2,986,714

Tax valuation, pers'l...$1,244,519
Total valuation 1899... 4,251,233
Total tax (per $1,000) 1899. $11·00
Population 1890 was about. 23,000
Population in 1900 (est.)...25,000

INTEREST is payabe in Baltimore, Md.

CHARLOTTESVILLE.—W. T. JONES, Treas.

Charlottesville is the county seat of Albemarle County.

LOANS—	When Due.
C. & O. REFUNDING BONDS—	
5s, ..., $13,000	Jan. 1, 1925
FUNDING BONDS—	
6s, M&N, $11,500	May 1, 1928
Subject to call.	
REFUNDING BONDS—	
5s, ..., $142,000	Jan, 1, 1936
Subject to call after 1906.	
SCHOOL BONDS—	
5s, ... $25,000	Nov. 1, 1914
SEWERAGE BONDS—	
5s, ..., $80,000	Sept. 1, 1914
STREET BONDS—	
5s, ..., $16.000	Nov. 1,'1914
WATER BONDS—	
5s, ... $12,000	Apr. 1, 1938
Subject to call after 1908.	

Bonded debt Jan. 1, '99 $299,500
Floating debt..... 2,300
Total debt Jan. 1, '99..... 301,800
Water debt (included)... 91,000
Total valuation 1899....2,420,090
Assessment about ⅔ actual value.
Tax rate (per $1,000) 1898. $17·25
Population in 1890 was.... 5,591
Population in 1898 (est.)...10,000

INTEREST is payable in Charlottesville, Baltimore and New York.

CLARKE CO.—WM. A. BRADFORD, Treasurer.

County seat is Berryville. The bonded debt given below will probably be refunded.

LOANS.—	When Due.
REFUNDING RAILROAD BONDS—	
5s, J&J, $70,000	June 1, 1900

Interest payable at Co. Treasury.
Total debt Feb. 22, 1900.. $70,000
Sinking fund..... 6,908
Net debt Feb. 22, 1900.... 63,091

Tax valuation, real.....$2,083,298
Tax valuation, personal. 450,005
Total valuation 1899... 2,533,303
Assessment about ½ actual value.
Total tax (per $1,000) '99...$10·00
Population in 1890 was 8,071
Population in 1900 (est.).....8,000

DANVILLE.—GEO. P. GEOGHEGAN, Treasurer. ROBERT BRYDON, Auditor.

Danville is in Pittsylvania County. Neapolis (North Danville) was annexed to Danville July 1, 1896.

LOANS*—	When Due.
CITY BONDS—	
10s, J&J, $2,000	1905
8s, J&J, 25,000	1903
8s, J&J, 26,000	1905
8s, J&J, 74,500	1905
8s, J&J, 25,500	1906
8s, J&J, 20,000	1907
8s, J&J, 40,000	1911
6s, A&O, 17,000	1912
6s, J&J, 10,000	1912
6s, J&J, 10,000	1913
6s, J&D, 30,000	1924
5s, J&D, 10,000	1913
5s, J&J, 10,000	1914
5s, A&O, 50,000†	1916
5s, M&N, 100,000†	1917
CITY BONDS (Continued)—	
5s, M&S, 50,000†	1920
5s, A&O, 10,000	1922
5s, J&J, 25,000	1923
5s, M&S, 7,500	1924
5s, J&J, 100,000	1925
4s, J&J, 100,000	July 1, 1929
REFUNDING BONDS—	
4½s, M&S, $100,000	Mar. 1, 1928
RAILROAD BONDS—	
6s, J&J, $10,000	1899
6s, J&J, 50,000	1910 to 1914
6s, F&A, 60,000	1912
6s, M&N, 30,000	1914
5s, J&J, 150,000	1920

* All the 5 per cent bonds (with the exception of $50,000 due in 1916) are subject to call ten years after their date of issue.
† The 5 per cent bonds due in 1916, 1917 and 1920 are tax exempt.

INTEREST is payable in Danville, and all coupons are tax-receivable.

TOTAL DEBT, ETC.—The city's bonded debt on Oct. 1, 1899, was $1,142,500. including $60,000 debt of Neapolis assumed upon annexation. The sinking fund receives yearly an amount equal to 1 per cent of the bonded debt of the city.

DEBT LIMITATION—The debt is limited by charter to $1,210,000.

ASSESSED VALUATION in 1899 of real estate was $6,817,305; personal property, $3,342,509; total, $10,159,814. Property is assessed at about 75 or 80% of actual value. Tax rate (per M.) in 1899 was $17·50.

POPULATION (about ½ white) in 1890 was 10,305; in '98 was 20,000.

FRANKLIN CO.—County seat is Rocky Mount.

Total debt (last returns) $163.000
Tax valuation, real..... 1,609,364
Tax valuation, personal. 387,911

Total valuation 1899 ..$2,011,684
Population in 1890 was.....24,985
Population in 1894 (est.)...28,000

FREDERICKSBURG.—A. P. ROWE, Mayor. J. P. CORBIN, Clerk.

This city is in Spottsylvania County.

LOANS—	When Due.
BRIDGE BONDS*—	
6s, J&J, $25,000	Jan., 1926
Subject to call after July, 1900	
FUNDING BONDS—	
7s, M&N, $119,420	May, 1906
REFUNDING GAS WORKS BONDS—	
4s, ..., $25,000	Jan. 1, 1920
WATER BONDS—	
6s, J&J, $30,000	Jan., 1909

Total debt July 1, 1899.. $199,420
Sinking fund. 8,873
Net debt July 1, 1899... 190,546
Water debt (included)... 30,000
Tax valuation, real.....1,377,963
Tax valuation, personal. 502,969
Total valuation 1899....1,880,932
State & city tax (per M.) '98 $15·50
Population in 1890 was.....4,528
Population in 1899 (est.) ...5,000

* These bonds are secured by a deed of trust on the iron bridge across the Rappahannock River at Fredericksburg.

INTEREST.—The coupons of the funding bonds are tax receivable.

TAX FREE.—The bridge bonds are exempt from taxation.

WATER WORKS.—The water works owned by the city are valued at $40,000. The city also owns the gas works.

HALIFAX COUNTY.—R. W. WATKINS, Chairman Board of Supervisors.

County seat is Houston.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, J&J, $140,000	Jan. 1, 1928
Subject to call after 1918.	
Interest is payable in Lynchburg	
Bonded debt Jan., 1900	$140,000
Sinking fund	1,500

Net debt Jan. 1, 1900	$138,500
Total valuation 1899	6,000,000
Assessm't about ¾ of actual value	
State & Co. tax (per M.) '99	$9·50
Co. school tax (per $1,000)	2·00
Population in 1890 was	34,424
Population in 1899 (est.)	35,000

HARRISONBURG.—D. M. SWITZER, Mayor. D. S. LEWIS, Treasurer.

This place is in Rockingham County.

LOANS—	When Due.
FUNDING BONDS—	
5s, J&J, $70,000	July 1, 1924
Subject to call July 1, 1914	
WATER BONDS—	
5s, M&N, $48,000	Nov. 1, 1927
Subject to call after 1917.	
Interest payable at Harrisonburg.	
Total debt Jan. 1, 1900	$120,000
Sinking fund	2,000

Net debt Jan. 1, 1900	$118,000
Water debt (included)	73,000
Tax valuation, real	753,209
Tax valuation, personal	428,946
Total valuation 1899	1,182,155
Assessment is ⅔ actual value.	
Total tax (per $1,000) '99	$19·80
Population in 1890 was	2,792
Population in 1896 (census)	3,666
Population in 1900 (est.)	3,900

LEXINGTON.—S. O. CAMPBELL, Treasurer.

County seat of Rockbridge County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $79,000	July 1, 1924
Subject to call after July 1, 1904	
REFUNDING WATER SUPPLY—	
4s, A&O, $9,000	Oct. 1, 1903
(Part subject to call every 6 mos.)	
Total debt Oct. 6, '99	$88,000

Water debt (incl.) about	$50,000
Tax valuation, real	854,792
Tax valuation, personal	408,975
Total valuation 1899	1,263,767
Assessm't abt. 70 or 75 p.c. act. val	
Total tax (per $1,000) '99	$16·80
Population in 1890 was	3,059
Population in 1880 was	2,771

TAX FREE.—The refunding bonds are exempt from corporation tax.

INTEREST on all bonds payable at Lexington.

LYNCHBURG.—G. W. SMITH, Mayor. JOHN M. OTEY, Auditor.

Lynchburg is situated in Campbell County.

LOANS—	When Due.
FUNDED INTEREST—1866 & 1871.	
6s, J&J, $1,050	1900
8s, J&J, 46,240	1904-1905
GENERAL EXPENSES—1871.	
8s, J&J, $50,000	1905
3½s*, J&J, 30,000	July 1, 1928
LYNCHBURG & DAN. RR.—1871.	
6s, J&J, $186,500	1901
LYNCH. H. & N. C. RR.—1871.	
5s,* J&J, $26,000	1921
Subject to call.	
MARKET HOUSE AND GROUNDS.	
8s, J&J, $18,443	1905
8s, J&J, 22,000	1907
PUBLIC IMPROVEMENTS—1892.	
5s,* J&J, $101,800	1926
Subject to call in 1902.	

LOANS—	When Due.
PERMANENT IMPROVE'NTS—1896	
5s,* J&J, $10,000	1930
REDEMPTION BONDS—1879—	
5s,* J&J, $160,700	1914
REFUNDING BONDS—	
4½s, $425,000	1927
SCHOOL BONDS—1871 and 1880.	
8s, J&J, $19,000	1905
TAXATION BONDS—1866.	
6s, J&J, $43,600	1903
VA. & TENN. RR. BONDS—	
6s, J&J, $110,100	1915
WATER BONDS—	
6s, J&J, $27,000	1904
6s, J&J, 35,000	1912
5s,* J&J, 99,000	1915

* Exempt from taxation.

INTEREST on the Lynchburg & Danville RR. and on the refunding bonds is payable in Baltimore; on all other bonds interest is payable at the office of the City Treasurer, Lynchburg.

TOTAL DEBT- SINKING FUNDS, ETC.—

	Feb. 1,'99.	Feb. 1,'98.	Feb. 1,'97.	Feb. 1,'96.
Total funded debt	$1,411,434	$1,395,989	$1,403,789	$1,720,342
Sinking funds	.....	.....	15,000	318,282
Net debt Feb. 1	$1,411,434	$1,395,989	$1,388,787	$1,402,060

CITY PROPERTY.—The real and personal property of this city, as charged on the city's books, is valued as follows:

Property of Fire Department	$28,404
School property	102,537
Property of Water Department	402,654
Miscellaneous city property, real estate, etc.	184,494
Total	$718,628

DEBT LIMITATION.—The city's debt is limited by its charter to 16 per cent of the taxable values as shown by the books of the Commissioner of the Revenue.

ASSESSED VALUATION.—The city's assessed valuation (about 90 per cent of cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Tot. Assessed Valuation.	City Tax p. $1,000.
1899	$7,598,625	$4,194,645	$11,793,270	.....
1898	7,847,655	2,806,490	10,654,155	$15·00
1897	7,800,565	2,400,000	10,200,565	15·00
1896	7,689,715	2,475,285	10,165,000	15·00
1895	8,575,495	2,748,325	11,321,826	15·00
1891	8,109,723	2,573,412	10,683,135	16·00
1881	5,237,635	1,617,640	6,855,275	15·00

POPULATION.—In 1890 population was 19,709; in 1880 it was 15,959; in 1870 it was 6,825; in 1899 estimated at 25,000.

MANCHESTER.—H. A. MAURICE, Mayor. J. W. BRONAUGH, JR., Treasurer

Manchester is situated in Chesterfield County.

LOANS—	When Due.
ALMS HOUSE AND JAIL—	
5s, J&J, 2,000	Jan. 1, 1927
FUNDING BONDS—	
5s, J&J, 15,000	Jan. 1, 1928
SEWER BONDS—	
5s, M&N, $65,000	May 1, 1929
STREET IMPROVEMENT—	
8s, M&S, $2,500	Sept. 1, 1911
6s, F&A, 2,000	Aug. 1, 1910
5s, J&J, 125,000	Jan. 1, 1924
5s, J&J, 15,000	July 1, 1925
REFUNDING BONDS—	
5s, $75,000	1931
Subject to call after 1907.	
5s, J&J, $40,000	July 1, 1927
5s, J&J, 37,000	July 1, 1932

WATER BONDS—	
6s, J&D, $60,000g	Dec. 1, 1918
5s, J&J, 62,000	July 1, 1928
Bonded debt Feb. 1, 1900.	$500,500
Floating debt	11,040
Total debt	511,540
Sinking funds	5,162
Net debt Feb. 1, 1900	506,377
Tax valuation, real	2,875,940
Tax valuation, personal.	695,250
Total valuation 1899	3,571,190
Assessment is 4-5 actual value.	
State tax (per $1,000) '99	$4·00
City tax (per $1,000) '99	13·50
Average school tax	2·00
Sewer tax	2·00
Population in 1890 was	9,246
Population 1900 (local est.)	12,000

OPTIONAL.—All of the above bonds are subject to call ten years after date of issue excepting the 8s due 1911 and $60,000 of water bonds and $2,000 due in 1910.

TAX EXEMPT—All bonds are free from taxation.

INTEREST on the water bonds due in 1918 is payable at Baltimore, Md.; on all other bonds at the office of the City Treasurer.

DEBT LIMITATION.—The city's charter limits its debt to 20 per cent of the assessed valuation of real estate.

MECKLENBURG CO.—G. N. WELLS, Treas.

County seat is Boydton.

LOANS—	When Due.
ATLANTIC & DANVILLE RR.—	
4s, Sept. 1, $139,000	Sept. 1, 1899
(part each year) to	Sept. 1, 1940
Interest payable in Boydton, Va.	
Total debt Sept. 1, 1899.	$139,000

Tax valuation, real	$1,535,576
Tax valuation, personal	815,627
Total valuation 1899	2,351,203
State & Co. tax (per M.) '98	$11·50
Population in 1890 was	25,359
Population in 1880 was	24,690

NEAPOLIS (NORTH DANVILLE).—

Neapolis was recently annexed to Danville, which see.

NEWPORT NEWS.—J. A. MASSIE, Clerk.

This city is in Warwick County.

LOANS—	When Due.
BRIDGE BONDS—	
4½s,	$40,000 1928
Subject to call after 1918.	
COURT-HOUSE BONDS—	
6s, M&N, $25,000	
EMERGENCY & SCHOOL BONDS—	
5s, A&O, $100,000.	1902 to 1911
($10,000 due yearly on Apr. 1.)	
IMPROVEMENT BONDS—	
4s, F&A, $90,000	1929
(Subject to call after 1919.)	

LOANS—	When Due.
SEWER, SCHOOL & JAIL BONDS—	
4½s, ..., $140,000	Apr. 1, 1928
(Subject to call Apr. 1, 1918.)	
FIRE DEPARTMENT BONDS—	
5s, J&J, $10,000	1906
Bonded debt Apr. 1, 1900.	$105,000
Assessed valuation, real.	4,824,449
Assessed valua'n, per'l	885,153
Total valuation 1899	5,709,602
Assessment about ⅓ actual value.	
City tax rate (per M) 1899	$12·50
Population in 1890 was	4,449
Population in 1900 (est.)	25,000

INTEREST is payable at the City Treasurer's office; on the $140,000 bonds it is also payable at the Bank of New York, N. B. A., and on the $10,000 bonds at the First National Bank of Newport News.

NORFOLK.—H. S. HERMAN, Treasurer.

This city is in Norfolk County.

LOANS—	When Due.
GENERAL PURPOSES—	
5s, A&O, $115,000	Apr. 1, 1923
($98,000 coup. and $17,000 reg.)	
5s, M&N, $100,000 (cou.)	Nov., '24
4s, ..., 50,000 (reg.)	June, '26
5s, M&S, 5,000 (reg.)	Sept., 1926
5s, M&S, 24,500 (cou.)	Sept, 1926
4s, M&N, 544,000	Nov. 1, 1929
MARKET HOUSE B'LD'G & SITE—	
5s, M&S, $75,000	Sept., 1919
($45,000 coup. and $30,000 reg.)	
5s, M&N, $70,000	Nov., 1920
($66,500 coup. and $3,500 reg.)	
4s, M&N, $40,000 (cou.)	Nov. 1, '28
($38,000 coup. and $2,000 reg.)	
PARK BONDS—	
5s, A&O, $114,000 (cou.)	Oct. 1922
RENEWAL BONDS—	
6s, A&O, $298,000 (cou.)	Oct., 1914
5s, A&O, 320,000	Apr., 1911
($295,500 cou. and $20,500 reg.)	
5s, J&J, $91,000	Jan., 1912
($70,500 cou. and $20,500 reg.)	
5s, J&D, $110,000	June, 1913
($104,000 cou. and $6,000 reg.)	
5s, M&S, $101,500 (c&r.)	Mar., 1922
5s, J&D, 189,000	June 1, 1923
($171,000 coup. and $18,000 reg.)	
5s, J&D, 105,000 (c&r.)	Dec., 1923
4s, M&N, 77,000 (cou.)	Nov. 1, '28
WARD BONDS—	
5s, M&S, $7,000 (cou.)	Sept., 1919
5s, M&N, 4,000 (reg.)	Nov., 1920
5s, J&J, 20,000	May, 1921
($15,000 cou. and $5,000 reg.)	
5s, F&A, 20,000 (cou.)	Feb., 1922

LOANS—	When Due.
WARD BONDS—(Contin'd)—	
5s, A&O, $15,000 (cou.)	Oct., 1922
5s, M&S, 20,000 (cou.)	Sept., 1922
5s, J&J, 34,000 (cou.)	Jul. 1, 1922
5s, ..., 20,000 (cou.)	Feb., 1924
5s, ..., 5,000 (cou.)	July, 1924
5s, ..., 20,000 (c&r.)	Sept. 1924
5s, ..., 6,000 (reg.)	June, 1926
4s, ..., 52,000 (c&r.)	Nov., 1928
4s, ..., 180,000 (cou.)	Dec. 1, '28
($163,000 coup. and $17,000 reg.)	
PAVING AND GEN. PURPOSES—	
6s, M&S, $202,700 (cou.)	Sept., 1900
5s, J&J, 40,000 (cou.)	Jan., 1914
5s, A&O, 30,000 (cou.)	Oct., 1914
5s, M&N, 55,000	May, 1916
($42,500 coup. and $12,500 reg.)	
5s, J&D, $14,000 (cou.)	June, 1916
5s, M&S, 37,500	Sept., 1917
($27,500 coup. and $10,000 reg.)	
5s, J&D, $35,000	Dec., 1917
($15,000 coup. and $20,000 reg.)	
5s, J&D, $70,000	June, 1919
($31,000 coup. and $39,000 reg.)	
5s, M&N, $79,000	Nov., 1920
($65,500 coup. and $13,500 reg.)	
5s, M&S, $140,500 (cou.)	Mar., 1922
WATER BONDS—	
8s, M&N, $500,000	May, 1901
($489,000 cou. and $11,000 reg.)	
5s, M&N, $90,000	May, 1914
($69,500 cou. and $20,500 reg.)	
5s, M&N, $50,000 (cou.)	May, 1915
5s, J&J, 60,000 (cou.)	July, 1921
4s, M&N, 250,000 (cou.)	Nov. 1, '28

PAR VALUE.—The bonds are for $500 and $1,000.

TAX FREE.—All bonds are exempt from city tax.

INTEREST on $500,000 of 8 per cent water bonds, which are secured by a mortgage on the city water works, is payable in New York; on $573,700 coupon bonds in Baltimore; on all others in Norfolk.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Mar. 21, '99.	Feb. 10, '98.	Feb. 10, '97.
Total bonded debt	$4,095,150	$3,573,150	$3,570,700
Sinking funds	378,000	340,000	310,000
Net debt	$3,717,150	$3,233,150	$3,260,700
Water debt (included above)	$950,000	$700,000	$700,000

CITY PROPERTY.—The city owns real estate valued in 1899 at $878,603 and also its water works valued at over 1¼ millions.

DEBT LIMITATION.—The city's debt is limited by its charter to 20 per cent of the assessed valuation of real and personal property.

ASSESSED VALUATION.—The city's assessed valuation (about ¾ of its cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Tot. Assessed Valuation.	Total Tax p. $1,000.
1899	$21,178,710	$3,937,320	$25,116,030	.....
1898	21,686,000	3,877,370	25,563,370	$21·00
1897	21,509,910	3,223,580	24,733,490	21·00
1896	21,220,090	*3,980,180	25,200,270	21·00
1895	20,062,930	2,531,540	22,594,470	21·00
1891	17,089,810	2,234,170	19,224,680	21·00
1887	12,094,205	1,642,820	13,737,025	21·00

*Included fiduciary funds since moved out of the State.

POPULATION.—In 1890 population was 34,871; in 1880 it was 21,966; in 1870 it was 19,229; in 1899 (est.), 65,000.

PAGE COUNTY.—County seat is Luray.

LOANS	When Due.
REFUNDING BONDS OF 1893—	
5s, May 1, $79,000	May 1, 1913
Subject to call in 1903.	
Interest is payable at Luray.	

Bonded debt Feb. 1, 1900.	$79,000
Total valuation 1899	2,418,300
Assessment ½ to ⅔ actual value.	
Total tax (per $1,000)	$120·000
Population in 1890 was	13,092

PATRICK CO.—CHAS. R. MARTIN, Clerk.

County seat is Stuart.

Total debt Oct. 1, 1899.	$117,000	Total valuation 1899	$1,063,119
Tax valuation, real	756,023	Total tax (per M.) 1899	$15·30
Tax valuation, personal.	270,176	Population in 1890 was	14,147

PETERSBURG.—J. M. PLEASANTS, Mayor. G. B. GILL, Auditor.

Petersburg is in Dinwiddie County.

LOANS—	When Due.
APPOMATTOX RIVER—	
6s, J&D, $165,000	June 1, 1911
CENTRAL LUNATIC ASYLUM—	
6s, F&A, $15,000	Aug. 1, 1902

CITY FUND & FLOATING DEBT—	
8s, M&N, $150,000	Nov. 1, 1903
5s, M&S, 55,000	Mar. 1, 1923
FUNDING BONDS—	
5s, M&N, $58,000	May 1, 1936

LOANS— *When Due.*

RAILROAD BONDS—
6s, F&A, $71,000....Aug. 1, 1905
6s, J&J, 135,000....July 1, 1914
5s, F&A, 297,500....Aug. 1, 1929

REFUNDING BONDS—
5s, J&J, $194,500....Mar. 1, 1935

SCHOOL BUILDING—
8s, A&O, $40,000....Mar. 1, 1903

WATER IMPROVEMENT—
5s, F&A, $80,000....Feb. 1, 1936

The bonds all carry tax-receivable coupons.

INTEREST on the refunding 5s is payable in Baltimore; on all other bonds in Petersburg.

BONDED DEBT on February 1, 1900, was $1,261,000; sinking fund, $308,326; net debt, $952,674; water debt (included) $80,000. The sinking fund receives yearly about $13,220.

TAX FREE.—All bonds are exempt from city tax.

DEBT LIMITATION.—The city's debt is limited by law to 22 per cent of its assessed valuation.

ASSESSED VALUATION.—The city's assessed valuation (about actual value) and tax rate have been as follows:

Years.	*Real Estate.*	*Personal Property.*	*Total Assessed Valuation.*	*City Tax per* $1,000
1899	$6,342,580	$3,426,875	$9,769,435	$16·00
1898	6,292,305	3,225,475	9,517,780	16·00
1897	6,121,300	2,396,900	8,518,200	.....
1896	6,200,515	3,338,330	9,538,545	20·00
1894	6,218,855	3,980,575	10,199,430	19·00
1890	5,926,810	3,884,190	9,811,000	16·00
1889	6,593,300	3,816,700	10,410,000	16·00
1887	5,708,600	3,537,535	9,246,135	16·50

POPULATION.—In 1890, population 22,680; in 1880, 21,656; in 1900, estimated, 25,000.

PITTSYLVANIA CO.—G. H. VADEN, Treas.

County seat is Chatham. Interest payable in N. Y. City.

LOANS— *When Due.*

REFUNDING BONDS—
6s, M&S, $76,000.....Mar. 1, 1916
Total debt Feb. 1, 1900....$76,000

Total valuation 1899...$4,166,548
Total tax (per $1,000),'98..$13·00
Population in 1890 was....59,941
Population in 1880 was....52,589

PORTSMOUTH.—GEO. A. TABB, Treasurer.

Portsmouth is the county seat of Norfolk County.

LOANS— *When Due.*

ATLANTA & DANVILLE RR., 1890—
5s, J&J, $150,000.....Jan. 1, 1920

BUILDING BONDS.
5s, M&S, $35,000.....Sept. 1, 1924

CEMETERY BONDS—
5s, A&O, $15,000.....Apr. 1, 1912
Subject to call at any time.
5s, A.&O, $5,000.Apr. 1, 1913 & 15
Subject to call at any time.

CITY BONDS—
7·3s, J&J, $141,400...Jan. 1, 1900

FERRY BONDS—
5s, J&J, $25,000.....July 1, 1927

FLOATING DEBT, JAIL & STREET.
5s, J&D, $43,000.....June 1, 1922

PAVING BONDS*—
6s, J&D, $15,000....June 1, 1900
6s, J&D, $12,000....June 1, 1901

LOANS— *When Due.*

PAVING BONDS—(Con.)
6s, J&D, 13,500....June 1, 1902
5s, M&S, 24,000....Sept. 1, 1904
5s, J&D, 20,000....Dec. 1, 1906

REDEMPTION BONDS—
6s, J&J, $82,800.....July 1, 1918
5s, J&D, 14,500.....June 1, 1922
5s, M&N, 65,000.....May 1, 1924
5s, J&D, 22,000.....June 1, 1926
5s, J&D, 29,000 ....June 1, 1928
5s, J&D, 25,000....June 1, 1929
4s, J&J, 140,000.....Jan. 1, 1930

SCHOOL BONDS—
5s, F&A, $10,000.....Aug. 2, 1927
5s, J&J, 3,000.....Jan. 1, 1928

SEWER BONDS—
5s, M&S, $100,000 ...Sept. 1, 1924
5s, J&D, 15,000 ...Dec. 1, 1926

* A special tax amounting to ⅔ the cost of the work is levied on property benefitted by paving, and the money thus collected is set aside for the redemption of the paving bonds.

INTEREST is payable in Portsmouth.

TAX FREE—All bonds issued by this city are exempt from city tax.

DEBT LIMITATION.—The city's debt is limited by law to 17 per cent of the real estate valuation and 15 per cent of the personal.

CITY PROPERTY—The city owned property valued on July 1, 1898, at $106,475.

TOTAL DEBT, ETC.—The bonded debt on July 1, 1899, was $842,600; on July 1, 1898, the bonded debt was $846,100; floating debt, $21,000; total debt, $867,100; sinking fund and cash, $9,968; net debt, $857,032.

TAX VALUATION in 1899 of real estate was $5,203,925; personal property, $962,193; total, $6,166,118; estimated real valuation $9,003,167. The total tax rate for 1898 (per $1,000) was $21·50, including State tax, $4·00, city tax, $15·50, and school tax, $2·00.

POPULATION in 1890 was 13,268; in 1880 was 11,390. In 1898 the population was 18,544.

RADFORD.—JOHN G. OSBORNE. Ch. Fin. Com.

Radford is in Montgomery County.

TOWN BONDS—
6s, A&O, $21,000.....Jan. 1, 1923

CITY BONDS—
6s, J&J, $41,500.....1923
Bonded debt Jan., 1900. $62,500
Sinking fund assets..... 4,600
Tax valuation, real.....1,302,336

Tax valuation, personal..$155,187
Total valuation 1899....1,457,523
Assessment is ½ actual value.
Tax rate (per $1,000) 1899..$16 00
Population in 1890 was.....2,060
Population in 1900 (est.).....5,000

RICHMOND.—{RICHARD M. TAYLOR, Mayor. EDWARD J. WARREN, Auditor.

Richmond is the county seat of Henrico County.

LOANS— *When Due.*

BONDED DEBT—
8s, J&J, $161,600.....July, 1904
($18,500 coupon and $143,100 reg.)
8s, A&O, $100,000.....Oct., 1904
($61,000 coupon and $39,000 reg.)
8s, J&J, $600 (reg.).Jan., 1906
8s, J&J, 800 (reg.).July, 1906
8s, J&J, 351,200.....Jan., 1907
($13,000 coupon and $338,200 reg.)
8s, J&J, $63,500.....July, 1907
($1,000 coupon and $62,500 reg.)
8s, J&J, $28,200 (reg.).Jan., 1908
8s, J&J, 289,800.....July, 1908
($5,000 coupon and $284,800 reg.)
8s, J&J, $184,000.....Jan., 1909
($2,000 coupon and $182,000 reg.)
6s, J&J, $601,735.....Jan., 1904
($4,000 coupon and $597,735 reg.)
6s, J&J, $94,940.....July, 1904
($34,000 coupon and $60,940 reg.)
6s, J&J, $54,900.....Jan., 1905
($5,000 coupon and $49,900 reg.)
6s, J&J, $173,020 (reg.).July, 1905
6s, J&J, 261,080 (reg.).Jan., 1906
6s, J&J, 110,050.....July, 1906
($1,000 coupon and $109,050 reg.)
6s, J&J, $124,760.....Jan., 1907
($4,000 coupon and $120,760 reg.)
6s, J&J, $126,900.....July, 1907
($15,000 coupon and $111,900 reg.)
6s, J&J, $6,372 (reg.)..Jan., 1908
6s, J&J, 75,200.....Jan., 1909
($1,000 coupon and $74,200 reg.)
6s, J&J, $9,800 (reg.)..July, 1909

LOANS— *When Due*

BONDED DEBT—(Cont.)—
6s, J&J, $66,600 (reg.)..Jan., 1910
6s, J&J, 19,900 (reg.)..Jan., 1911
6s, J&J, 12,000 (reg.)..Jan., 1912
6s, J&J, 6,000 (reg.)..July, 1913
6s, J&J, 10,000 (reg.)..Jan., 1914
5s, J&J, 5,500 (reg.)*..Jan., 1920
5s, J&J, 261,700 (reg.)..Jan., 1921
5s, J&J, 38,850 (reg.)..July, 1921
5s, J&J, 140,000 (reg.)..Jan., 1922
5s, J&J, 396,500 (reg.)..July, 1922
5s, A&O, 1,000 (reg.)..Oct., 1923
4s, J&J, 101,000 (reg.)..Jan., 1920
4s, J&J, 175,000 (reg.)..July, 1920
4s, J&J, 128,300 (reg.)..Jan., 1921
4s, J&J, 24,400 (reg.)..July, 1921
4s, J&J, 6,000 (reg.)..Jan., 1922
4s, J&J, 44,025 (reg.)..July, 1922
4s, J&J, 242,000 (reg.)..Jan., 1922
4s, J&J, 52,500 (reg.)..July, 1923
4s, J&J, 127,000 (reg.)..Jan., 1924
4s, J&J, 555,500 (reg.)..July, 1924
4s, J&J, 93,050 (reg.)..Jan., 1925
4s, J&J, 177,150 (reg.)July 1, 1925
4s, J&J, 439,450 (reg.)Jan. 1, 1926
4s, J&J, 140,000 (reg.)..July, 1926
4s, J&J, 13,000 (reg.)..Jan., 1927
4s, J&J, 200,000 (reg.)..July, 1927
4s, J&J, 255,000 (reg.)..Jan., 1928
4s, J&J, 496,500 (reg.)..Jan., 1929
4s, J&J, 150,000 (reg.)..July, 1929
4s, J&J, 31,000 (reg.)..Jan..1930
Total debt Feb. 1, 1900. 7,227,447
Sinking fund Feb.1, 1900. 370,778

The 5 per cent bonds marked thus (*) in the above table are subject to call ten years after their date of issue.

PAR VALUE OF BONDS.—The bonds are in multiples of $100.

INTEREST is payable in Richmond.

CITY PROPERTY.—The estimated value of the property owned by the city was (in 1896) $7,140,273. This includes the water works system, valued at $2,100,000; gas works, $1,000,000; markets, $262,000.

TAX FREE.—All bonds are exempt from taxation by the city.

DEBT LIMITATION.—The city's debt is limited by its charter to 18 per cent of the assessed valuation of real estate.

ASSESSED VALUATION and tax rate have been as follows:

Years.	*Assessed Valuation. Real.*	*Personal.*	*Total.*	*City Tax per* $1,000
1899.....$45,185,779	$24,367,042	$69,552,821	$14·00
1898..... 45,065,155	23,194,093	68,259,248	14·00
1897..... 44,969,062	22,799,222	67,993,284	14·00
1896..... 44,715,822	21,972,559	67,088,381	14·00
1895..... 44,454,901	19,700,482	64,155,383	14·00
1890..... 35,341,652	16,640,637	51,982,289	14·00
1885..... 32,348,000	13,752,000	46,200,000	14·00

POPULATION in 1890 was 81,388; in 1880 it was 63,600; in 1870 it was 51,038. The estimated population at the present time is 90,000

ROANOKE.—W. E. THOMAS, City Clerk.

Roanoke is situated in the county of the same name.

LOANS— *When Due.*

BRIDGE BONDS—
6s, J&J, $30,000 .....July, 1920
Subject to call July, 1905

COURT HOUSE, JAIL, &C.—
6s, J&J, $15,000 .....July, 1921
Subject to call July, 1906

FIRE DEPARTMENT—
6s, J&J, $21,000 .....July, 1921
Subject to call July, 1906
6s, J&J, $6,000.....July 1, 1922
Subject to call July 1, 1907

OFFICIAL MAP—
6s, J&J, $15,000 .....July, 1921
Subject to call July, 1906

RAILWAY—
6s, J&J, $100,000.....July, 1921
Subject to call July, 1906
6s, J&J, $100,000.....July, 1918
Subject to call July, 1903

SCHOOL BONDS—
6s, J&J, $75,000.....July 1, 1921
Subject to call July, 1906
6s, J&J, $15,000.....July 1, 1905

REFUNDING BONDS—
4s, A&O, $15,000 .....Apr. 1, 1929
Subject to call after April 1, 1914.

SEWER BONDS—
6s, J&J, $150,000 .....July, 1921
Subject to call July, 1906

STREET IMPROVEMENT—
6s, J&J, $150,000 .....July, 1921
Subject to call July, 1906

PUBLIC BUILDING BONDS—
6s, A&O, $60,000.....July 1, 1914

SCHOOL AND SEWER BONDS—
6s, J&J, $60,000.....July 1, 1918
Subject to call July 30, 1903
Bonded debt Jan. 1, 1900. $812,000
Sinking fund and cash.....100,954

INTEREST is payable in Roanoke

DEBT LIMITATION by charter is 10 per cent of assessed valuation.

ASSESSED VALUATION in 1899 of real estate was $6,619,779; personal property and railroads, $4,900,902; total, $11,520,681. State tax rate in 1899 (per $1,000) $4; city tax rate, $10; school tax, $2·50. In 1892 real estate was $7,508,010; personal property, $3,361,305; total, $10,869,315. Property assessed at about ⅔ actual value.

POPULATION.—In 1890 was 16,159; in 1900 (estimated), 23,000.

ROCKBRIDGE CO.—S. R. MOORE, Treasurer.

The county seat is Lexington.

LOANS— *When Due.*

COURT HOUSE BONDS—
5s, A&O, $16,000.....Oct. 1, 1916
Subject to call after Oct. 1, 1906
5s, ..., $4,000..... Nov.1, 1917
(Subject to call after 1907.)

REFUNDING RR. BONDS—
5s, J&J, $31,000.....Jan. 1, 1903
Subject to call at any time.
5s, J&J, $150,000....July 1, 1922
Subject to call after July 1, 1902.

Total debt Feb. 1, 1900.. $201,000
Tax valuation, real.....3,982,323
Tax valuation, personal..1,282,602
Total valuation 1899.....5,264,926
Total tax (per M.) '99.....$12.27
Assessment about ⅔ actual value.
Population in 1890 was.....23,062
Population in 1900 (est.)...23,000

Sinking fund receives an annual appropriation of about $14,000.

INTEREST on bonds is payable by the County Treasurer through the banks of Lexington.

TAX EXEMPT.—The Court House bonds are free from county tax.

ROCKINGHAM CO.—J. S. MESSERLEY, Clerk.

The county seat is Harrisonburg.

LOANS— *When Due.*

COUNTY BONDS—
5s, J&J, $35,000.....1926-1927
Subject to call $40,000 July 1, 1916, and $45,000 Jan. 1, 1917.

RAILROAD BONDS—
5s, J&D, $95,000.....June 1, 1911
Subject to call after June 30, 1901.

Interest payable at County Treas'y.
Total debt Jan. 1, 1900.. $180,000
Tax valuation, real..... 7,346,839
Tax valuation, pers'nal. 2,501,499
Total valuation 1899... 9,848,338
Assessment about ⅖ actual value.
Total tax (per $1,000) '99.. $11·00
Population in 1890 was.....31,299
Population in 1900 (about).35,000

STAUNTON.—{A. H. FULTZ, Mayor. ARISTA HOGE, Treasurer.

This is the county seat of Augusta County.

LOANS— *When Due.*

CITY BONDS—
4½s, M&N, $99,000...May 1, 1927
(Subject to call after May 1, 1917.)

COLD STORAGE AND SMALL POX—
5s, ... $10,000†.....Jan. 1, 1925
Subject to call after Nov. 1, 1905
5s, ... $10,000.....May 1, 1925
Subject to call after May 1, 1905

LAND PURCHASE BONDS—
6s, J&J, $2,700 (F.)..July 1, 1905

MARKET HOUSE BONDS—
6s, J&J, $16,500 (N.).July 1, 1922
Subject to call at any time.
5s, ..., $3,500†.....Nov. 1, 1924
Subject to call Nov. 1, 1904.

REDEMPTION BONDS—
5s, ..., $148,500...Nov. 1, 1924
Subject to call after Nov. 1, 1904
5s, ..., $37,500...Jan. 1, 1925
Subject to call after Jan. 1, 1916
4½s, ..., $26,000...July 1, 1926
4½s, ..., 10,000...July 1, 1926
4s, ..., 18,000...Jan. 1, 1928
(Subj. to call after Jan. 1, 1918.)

LOANS— *When Due.*

REDEMPTION BONDS—(Con.)—
3½s, ..., $11,700...Jan. 1, 1929
Subject to call Jan. 1, 1909.
3½s, ..., $10,500.....1929
Subject to call after 1909.
3s, ..., $10,000...Jan. 1, 1928

REFUNDING BONDS—
3½s, ..., $25,000.....——

SCHOOL BONDS -
6s, J&J, $1,000(C.S.B.)July 1, 1918
Subj. to call after Nov. 27, 1898
6s, J&J, $3,000(C.S.B.)July 1, 1918

STREET IMPROVEM'T BONDS—
3½s, $25,000.....July 1, 1928
Subject to call after 1918.
5s, ..., $15,000.....May 1, 1926
Subject to call after May 1, 1901

STREET IMP. & MARKET HOUSE.
6s, ..., $25,000.....July 1, 1924
Subject to call after July 1, 1900

WATER BONDS—
8s, M&N. $80,000*..Nov. 1, 1905

* The $80,000 water bonds due Nov. 1, 1905, are exempt from taxation. † All in sinking fund.

INTEREST is payable in Staunton, except on the 8 per cent water bond, interest on which is payable in Baltimore. The coupons are all receivable in payment for the city taxes and dues.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Apr.1,'99.	Apr.1,'98.	Apr.1,'97.	Apr.1,'96.	Apr.1,'95.
Total fund. debt.	$528,900	$539,400	$503,900	$589,900	$540,000
Sinking funds...	50,987	67,437	59,255	152,483	139,120
Net debt.....	$477,913	$471,963	$444,645	$437,413	$400,880

The city has no floating debt.

On April 1, 1899, the sinking fund held $60,860 of the city's bonds and it receives yearly 1 per cent of the city's debt.

CITY PROPERTY.—The total value of all property owned by the City of Staunton, as assessed by the commission appointed by the City Council on June 2, 1891, was $281,400, including the water works, valued at $173,000. Since June 2, 1891, the city has acquired property valued at $45,700, making the total value of city property on April 1, 1899, $327,100.

DEBT LIMITATION.—The city's debt is limited by law to 15 p. c. of the assessed valuation of real estate and 17 p. c. of personal property.

ASSESSED VALUATION.—The city's assessed valuation (about 80 per cent of cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Tot. Assessed Valuation.	City Tax p. $1,000.
1899	$2,162,230	$909,234	$3,071,464	.....
1898	2,149,780	888,092	3,037,872	.....
1897	2,165,750	997,554	3,163,304	.....
1894	2,248,343	1,226,605	3,474,948	.....
1891	1,996,525	2,106,455	4,102,980	$12·50
1889	1,844,034	1,462,927	3,306,961	12·50
1887	1,796,284	1,186,673	2,982,957	12·50

POPULATION in 1890 was 6,975; in 1880 it was 6,664.

SUFFOLK.—{R. L. BREWER, JR., Mayor. / JOHN F. LOTZEA, Treasurer.

This town is the county seat of Nansemond County.

LOANS—	When Due.
5s, J&J, $55,000	
Bonded debt June 1, '98	$55,000
Assessed valuation, real.	1,679,237
Assessed valuation, per'l	736,347
Total valuation 1899..	$2,415,584
Assessment about 2/3 actual value.	
Tax rate (per $1,000) '97	$17·20
Population in 1890 was	3,354
Population in 1898 (est.)	5,000

TAX EXEMPT.—Bonds are exempt from town taxation.

WINCHESTER.—G. H. KINZEL, Treasurer.

Winchester is in Frederick County.

LOANS—	When Due.
CITY BONDS—	
5s, J&J, $78,000	30 years
Subject to call in 10 years.	
5s, ..., $9,000	
CITY HALL BONDS—	
4s, A&O, $19,000	1925
Interest is payable at Winchester.	
Total debt Mar. 1, 1900	$87,000
Sinking fund	$1,000
Value of city property	160,000
Tax valuation, real	1,654,117
Tax valuation, personal.	735,096
Total valuation 1898	2,389,213
Assessment 2/3 to 3/4 actual value.	
State & City tax (per M.) '98.	$11·00
Population in 1890 was	5,196
Population in 1900 (est.)	6,000

WYTHEVILLE.—W. L. STANLEY, Agent.

This town is in Wythe County.

LOANS—	When Due.
REFUNDING BONDS—	
4 1/2s, J&J, $82,000	Jan. 1, 1933
Subject to call after Jan. 1, 1909.	
WATER BONDS—	
4 1/2s, M&N, $3,000	Nov. 1, 1932
Subject to call after Nov. 1, 1908	
Bonded debt Apr. 1, 1900.	$85,000
Assessed val'n, real	432,620
Assessed val'n, personal.	244,630
Total valuation 1898	677,250
Assessment about 1/2 actual value.	
Tax rate (per $1,000) '98	$15·00
Population in 1890 was	2,570

INTEREST and principal of the general improvement bonds are payable in Wytheville; on the light and water bonds at the Mercantile Trust & Deposit Co., Baltimore, Md.

TAX FREE.—The water and light bonds are tax exempt.

State of West Virginia.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State (Act Dec. 31, 1862) -	June 20 1863
Total area of State (square miles) - - - -	24,780
State Capital - - - - - - - - -	Charleston
Governor (term expires March 4, 1901) -	G. W. Atkinson
Secretary of State* (term exp. Mar. 1901)	Wm. M. O. Dawson
Treasurer (term expires March 4, 1901) -	M. A. Kendall
Auditor (term expires March 4, 1901) -	L. M. La Follette

Legislature meets biennially in odd years on the second Wednesday in January; sessions are limited to 45 days, but may be extended provided two-thirds of the members elected to each house concur.

* Secretary of State is appointed by the Governor.

TOTAL DEBT.—This State has no debt. In the settlement of the Virginia debt one-third was set apart as the share belonging to West Virginia, but this has never been recognized by the latter State. Various movements to secure recognition have been started from time to time, and one such movement is now in progress; for details see remarks under State of Virginia.

The permanent school fund on January 1, 1900, amounted to about $950,000.

ASSESSED VALUATION.—The following table gives the assessed valuation of real estate, personal property and railroad property.

Years.	Real Estate.	Personal Property.	Railroad Property.
1898	$147,058,218	$53,101,906	$22,028,362
1897	149,425,049	48,060,785	22,323,066
1896	141,925,633	51,307,197	22,437,102
1895	147,673,069	53,905,180	22,447,495
1890	121,202,365	48,725,222	17,237,766
1885	119,982,350	46,707,755	13,268,229
1880	105,000,358	34,622,399	7,368,983
1875	111,864,323	38,606,277	6,648,044
1870	95,388,047	38,032,395	7,362,844
1867	86,894,702	32,597,938	6,568,103

TAX RATE—The State tax rate (per $1,000, in 1899 was $2·50; school tax (per $1,000) was $1·00.

POPULATION OF STATE.—The population of West Virginia has been as as follows in the years named:

1890	762,794	1860	376,688	1830	176,924
1880	618,457	1850	302,313	1820	136,768
1870	442,014	1840	224,537	1810	105,469

The proportion of the colored population was 4·19 per cent in 1880 and 4·39 per cent in 1890. In number blacks were 17,980 in 1870, 25,886 in 1880 and 33,508 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF WEST VIRGINIA.

BERKELEY CO.—I. L. BENDER, Clerk.

County seat is Martinsburg.

LOANS—	When Due.
MARTINSBURG & POTOMAC RR.—	
4s, J&J, $105,000	1911
Total debt Feb. 1, 1900...	$105,000
Tax valuation, real	4,438,419
Tax valuation, person'l.	$1,201,400
Total valuation 1899	5,639,819
State & Co. tax ((per M.) '99	$8·00
Population in 1890 was	18,702
Population in 1900 (est)	20,000

BLUEFIELD.—{DR. G. C. HALLAND, Mayor. / A. H. LAND, Treasurer.

Bluefield is in Mercer County.

LOANS—	When Due.
STREET, SEWERS, ETC.—	
8s, Jan. 1, $25,000	Aug. 22, 1912
Interest payable in Bluefield.	
Bonded debt Aug. 1, 1899.	$25,000
Tax valuation, real	674,229
Tax valuation, personal.	$422,636
Total valuation, '99 (abt.)	1,096,865
Assessment about 1/3 to 1/2 act. val.	
City tax (per $1,000), 1899.	$10·00
Population in 1890 was	1,775
Population in 1899 about	7,000

TAX FREE.—The bonds described above are exempt from taxation.

BRAXTON CO.—County seat is Sutton.

LOANS—	When Due.
RR. AID BONDS—	
6s, June 1, $60,000	June 1, 1919
Subject to call after June 1, 1899	
Total debt Aug. 1, 1899	$60,000
Sinking funds	12,000
Net debt Aug. 1, 1899..	$48,000
Tax valuation 1899	2,200,000
State and Co. tax rate (per $1,000) 1899	12·50
Population in 1890 was	13,928
Population in 1899 about	19,000

Property is assessed at about 1/2 its actual value in this county.

INTEREST is payable at the Weston Bank, Weston, W. Va.

BROOKE COUNTY.—G. W. MCCORD, Clerk.

County seat is Wellsburgh. The sinking fund receives $7,330 annually out of the county levy to pay the interest and principal of the bonded debt.

LOANS—	When Due.
REFUNDING BONDS—1893—	
4s, semi-ann., $106,000	1913
Subject to call after 1903.	
Bonded debt June 1, '99.	$106,000
Floating debt	1,789
Total debt	107,789
Sinking fund	11,561
Net debt June 1, 1899...	$96,228
Tax valuation, real	2,403,366
Tax valuation, personal.	604,060
Tax valuation, railroads.	599,477
Total valuation 1899	3,606,803
Assessment about 3/4 actual value.	
State & Co. tax (per M.) '99.	$10·00
Population in 1890 was	6,660
Population 1900 (estimated)	8,000

CHARLESTON.—E. A. REID, Treasurer.

This city is in Kanawha County.

LOANS—	When Due.
STREET AND SEWER BONDS—	
6s, Jan., $3,000	Jan. 19, 1904
6s, June, 30,000	June 18, '09
Subject to call after 1899.	
4s, Ann., $50,000	1919
Subject to call after 1904.	
HOSPITAL BONDS—	
4s, Sept., $25,000	Sept. 25, 1915
4s, ... , 15,000	1909
Bond. debt Mar. 1, 1900.	$123,000
Floating debt (est.)	$35,000
Total debt	158,000
Sinking fund	23,000
Net debt Mar. 1, 1900...	135,000
Tax valuation, real	3,101,325
Tax valuation, personal.	1,539,365
Tax valuation, 1899	4,640,690
Assessment about 1/3 actual value.	
Total tax rate (per M.) '99.	$32·00
Population in 1890 was	6,742
Population in 1899 about	15,000

TAX FREE.—All bonds are exempt from taxation.

CHARLESTON INDEPENDENT SCHOOL DISTRICT.—JOHN L. DICKINSON.

LOANS—	When Due.
BUILDING BONDS—	
6s, ..., $20,000	1927-28
Optional 1902-1903.	
REFUNDING BONDS—	
4 1/2s, ..., $111,000	1929
Optional 1919.	
Bonded debt Aug. 1.' 99.	$131,000
Tax valuation 1899	4,557,821
Assessm't about 30 p.c. actual val.	
School tax (per $1,000) '99.	$10·00
Population in 1899 (est.)	15,00

GRAFTON.—{W. O. BOYD, Mayor. / A. E. N. MEANS, Clerk.

This city is in Taylor County. West Grafton has been annexed to this city, the assessed valuation of which was about $400,000.

LOANS—	When Due.
ELECTRIC LIGHT BONDS—	
5s, Sept. $10,000	Sept. 1, 1918
Subject to call after Sept. 1, 1908	
STREET IMPROVEMENT BONDS	
5s, May, $10,000	May 1, 1916
Subject to call after 1906.	
WATER-WORKS BONDS—	
5s, July, $40,000	July 1, 1914
Subject to call after July 1, 1904	
5s, Sept., $10,000	Sept. 1, 1917
Subject to call after 1907	
Interest is payable at Grafton.	
Bonded debt Mar. 1, 1900.	$70,000
Floating debt	900
Total debt	70,900
Sinking fund	28,000
Net debt Mar. 1, 1900...	42,900
Tax valuation, real	970,820
Tax valuation personal.	483,839
Total valuation 1899	1,454,659
Assessment about 1/2 actual value.	
City tax (per $1,000) 1899..	$9·50
Population in 1890 was	3,159
Population in 1900 (est.)	7,500

HUNTINGTON.—This city is in Cabell County.

LOANS—	When Due.
PAVING AND SEWER BONDS—	
6s, Oct. 1, $82,000	Oct. 1, 1921
6s, July 1, 75,000	Oct. 1, 1923
SCHOOL BONDS—	
5s, Aug. 7, $10,000	Aug. 7, 1901
Subject to call at any time.	
6s, Annu., $15,000	1927
(Subject to call after 1907.)	
Total debt Jan. 1, '99.	$167,000
Sinking fund	$17,370
Net debt Jan. 1, 1899	149,630
Tax valuation, real	3,842,505
Tax valuation, personal.	1,268,447
Total valuation, 1898	5,110,952
Assessment is 2/5 actual value.	
Total tax (per $1,000) '98.	$27·50
Population in 1890 was	10,108
Population in 1899 (loc'l est.)	16,000

The school bonds as set out above were not issued by the city of Huntington, and, strictly speaking, do not constitute a municipal debt; but the school district covers the same territory and embraces the same subjects of taxation as the city.

INTEREST on the 5 per cent school bonds is payable in Huntington; on all other bonds interest is payable in New York.

JEFFERSON CO.—W. F. Alexander, Clerk.

County seat is Charlestown.

LOANS—	When Due
Railroad Aid Bonds—	
5s, A&O, $19,600	
Subject to call.	
5s, A&O, $106,000	
Subject to call after Apr. 1, 1908.	

Refunding Bonds—
4s, A&O, $80,000...April 1, 1930
Subject to call after April 1, 1908
Bond. debt Mar. 1, 1900. $205,600
Total valuation 1899 ...7,328,709
Assessment 2/3 to 3/4 actual value.
State & Co. tax (per M.) '99..$6·50
Population in 1890 was.....15,553

INTEREST is payable in Baltimore and by the County Treasurer.

TAX FREE.—All bonds issued by this county are exempt from county, municipal or district taxes, but not from State taxes.

MARTINSBURG.—

Martinsburg is the county seat of Berkeley County.

LOANS—	When Due.
Water Works & Streets—	
5s, J&J, $76,100	Jan. 1, 1905
Total debt Mar. 1, 1900...$76,100	

Tax valuation 1899....$2,152,250
Assessment about 2/3 actual value
Total tax (per $1,000) '99...$21·65
Population in 1890 was..... 7,226
Population 1899 (estim.)....10,000

INTEREST is payable at National Park Bank in New York and at National Bank of Martinsburg.

TAX FREE.—These bonds are exempt from City tax.

DEBT LIMITED by law to $100,000.

OHIO COUNTY.—County seat s Wheeling.

LOANS—	When Due.
4 1/2s, ..., $185,000	10-30 yrs.
4 1/2s, ..., 71,000	5-30 yrs.
Bonded debt Apr. 1, 1900	$256,000
Floating debt	49,000
Total debt Apr. 1, 1900	305,000

Tax valuation, real....$16,158,450
Tax valuation, pers'l.... 6,050,495
Tax valuation 1899 22,208,946
State & Co. tax (per M.) '98..$8·50
County tax (per $1,000) '99...$5·00
Population in 1890 was.....41,557

COUNTY PROPERTY.—The county owns (1900) $20,000 of Ohio River Railroad stock; $100,000 of Pittsburg Wheeling & Kentucky Railroad stock; $300,000 of Wheeling Bridge & Terminal Railway stock, and real estate and furniture valued at $130,895.

PARKERSBURG.—CHAS. H. TURNER, Mayor. FRANK GOOD, Clerk.

This city is in Wood County.

LOANS—	When Due.
Hospital Bonds—	
5s, Sept. 1, $15,000	Sept. 1, 1917
Improvement Bonds—	
5s, July, $65,000	July 1, 1914
Park Bonds, Ser. F—	
5s, June, $25,000	June 1, 1916
Refund. Bonds, Ser. B & D—	
6s, F&A, $20,000	Aug. 1, 1912
5s, J&D, 10,000	July 1, 1909
Water Works (Refunding)—	
5s, F&A, $40,000	Aug. 1, 1916
Subject to call before maturity.	

Street Pav. & Sewer'e B'ds.—
5s, June, $50,000....June 1, 1910
Special Sewer Bonds—
5s, Sept. 1, $15,000..Sept. 1, 1917
Interest payable at City Treasury.
Total debt Sept. 1, '99...$250,000
Water debt (included).... 40,000
Total valuation 1898....5,424,819
Assessment about 1/2 actual value.
Total tax (per $1,000)'98...$11·00
Population in 1890 was.... 8,408
Population in 1898 (est.)...16,500

WHEELING.—A. T. SWEENEY, Mayor. ALEX. H. FORGEY, City Receiver.

Wheeling is the county seat of Ohio County.

LOANS—	When Due.
Bridge Bonds—	
6s, Nov. 1, $69,500	Nov. 1, 1924
Subject to call after Nov. 1, 1901	
4 1/2s, July, $30,500	July 1, 1924
5s, July, 218,000	July 1, 1915
4 1/2s, Nov., 84,500	Nov., 1911
Compromise Bonds—	
3s, J&J, $82,000	1900
Electric-Light Bonds—	
6s, $16,000	Oct., 1901

Water Bonds—
6s, ..., $175,000.... Jan., 1907
Bonded debt Jan. 1, 1900 $505,500
Water bonds (add't'l)... 175,000
Total valuation 1899...23,750,000
Assessment about 2/3 actual value.
City & school tax (per M)'99.10·40
Population in 1890 was.....34,522
Population in 1899 (est.)...42,000

The water bonds are not considered part of the city debt, being payable out of revenues from the water works.

OPTIONAL.—All of the city's bonds are subject to call.

TAX FREE.—Bonds issued by this city are exempt from city tax.

State of Kentucky.

ITS

DEBT, RESOURCES, Etc.

Admitted as a State (Act Feb. 4, 1791)	June 1, 1792
Total area of State (square miles)	40,400
State Capital	Frankfort
Gov'r (term exp. 5th Tues. aft. Nov. Election, 1903)	Contested
Secretary of State (term exp. 1st Mon. Jan. 1904)	Contested
Treasurer (term exp. 1st Mon. Jan. 1904)	Contested

Legislature meets biennially in even years on the Tuesday following the first Monday in January, and sessions are limited to 60 days exclusive of Sundays and legal holidays.

LOANS— NAME AND PURPOSE,	—Interest.— P. Ct.	Payable.	—Principal, When Due.	Outstand'g
Military bonds, 1866	6	J & J	.....	$165,000
Cer. of Indebtedness 1885	4g	J & D	June 1, 1905	500,000
Educational bonds	6	semi-an.	Irredeemable	2,312,596
Past-due bonds			.....	6,394
Funding bonds	4	J & J	1907	500,000

PAR VALUE OF BONDS—$1,000 each.

INTEREST on the 6s is payable at Frankfort and in New York, and on the 4s in New York at the United States National Bank.

TOTAL DEBT, SINKING FUNDS, Etc.—The subjoined statement shows Kentucky's bonded debt on the following dates.

	July 1,'99.	Jan. 1, '99.	Jan. 1, '98.
Tot. bonded debt (exclusive of bonds held by the Board of Education)	$1,171,394	$1,171,394	$1,171,394

The educational bonds are not, strictly speaking, a debt of the State. They are irredeemable; the fund is inviolate, and the six per cent semi-annual interest drawn by them is provided for out of the revenue placed to the credit of the sinking fund annually. The amounts are as follows: State bonds, issued Jan. 1, 1870, $1,327,000; county bonds, issued Jan. 1, 1885, $378,946; new school bonds, issued March 12, 1892, $606,650.

There was also outstanding on February 1, 1899, a floating debt of $764,000; sinking fund, $698,000; net floating debt, $66,000.

ASSESSED VALUATION—The State's assessed valuation has been as follows:

Years.	Real Estate.	Personal Property.	Railroads.
1899	$447,681,753	$115,646,933	$46,027,613
1897	444,000,000	109,000,000	42,000,000
1891	391,630,294	145,241,945	.....
1890	374,926,668	135,512,766	45,921,192
1887	351,157,053	132.334,637	35,571,631

Note.—The total equalized valuation for the year 1899, not including railroads, was $563,328,686; for 1898 was $552,957,768; for 1897 it was $549,419,980; for 1896 it was $570,926,762; for 1895 it was $573,206,978.

TAX RATE—In 1899 the State tax rate (per $1,000) was $5·25.

POPULATION OF STATE.—The population of Kentucky has been as follows in the years named:

1890	1,858,635	1860	1,155,684	1830	687,917
1880	1,648,690	1850	982,405	1820	564,135
1870	1,321,011	1840	779,828	1810	406,511

The proportion of the colored population was 16·47 p. c. in 1880 and 14·69 p. c in 1890. In number blacks were 220,992 in 1850; 236,167 in 1860; 222,210 in 1870; 271,451 in 1880; and 272,981 in 1890.

Cities, Counties and Towns

IN THE

STATE OF KENTUCKY.

For additional statements not given in alphabetical order below, see "Additional Statements" at end of this State.

ALLEN COUNTY.—W. N. Cook, Treasurer.

County seat is Scottsville

LOANS—	When Due.
Refunding Railroad Bonds—	
6s, J&J, $45,000	July, 1900
6s, J&J, 117,000	July, 1907
6s, J&J, 17,000	July, 1908
Interest payable at Scottsville.	

Total debt Jan. 1, 1900 ..$179,000
Equal'd valuation '99..$1,218,400
Assessment about 65% actual val.
State & co. tax (per M) '99..$17·25
Population in 1890 was.....13,692
Population in 1900 (est)....17,000

ASHLAND.—R. C. Richardson, City Clerk.

This city is in Boyd County.

LOANS—	When Due.
6s, ..., $6,000	
5s, .. , 24,000	
4s, ..., 5,000	
Total debt Jan. 1, 1900...	$35,000

Sinking fund..... $3,000
Net debt Jan. 1, 1900.... 32,000
Assessed valuation 1899.3,500,000
Tot. tax rate (per M.), 1899.$22·70
Population in 1890 was.....4,195

BELLEVUE.—S. B. STEWART, Mayor. GEO. EMIG, Jr., Clerk.

This city is in Campbell County.

LOANS—	When Due.
Street Improvement Bonds—	
6s, ..., $54,600	
Total debt Feb. 17, 1900.	$54,600
Tax valuation, real	1,875,045

Tax valuation, per. & rr. $103,475
Total valuation 1899....1,943,475
City tax rate (per $1,000)'99.12·50
Population in 1890 was.....1,460
Population in 1899 was.....7,012

CARROLL CO.—County seat is Carrollton.

LOANS—	When Due.
6s, ..., $22,000	
5s, ..., 10,000	
4s, ..., 25,000	
Bonded debt Feb. 19, 1900.	$57,000

Floating debt about..... $10,000
Total debt Feb. 19, 1900. 67,000
Assessed valuation 1899.3,600,000
State & Co. tax (per M.) '99..$5·00
Population in 1890.....9,266

CHRISTIAN CO.—County seat is Hopkinsville.

LOANS—	When Due.
Refunding Bonds—	
5s, $100,000	July 1, 1917
Subject to call after 1902.	
Interest payable at City Bank, Hopkinsville, Ky.	

Total debt Feb. 1, 1900.. $100,000
Equal'd valuation 1899.8,631,652
County tax (per $1,000) '99..$4·25
Population in 1890 was.....34,112
Population in 1880 was.....31,688

CLARK COUNTY.—J. H. Evans, Co. Judge.

County Court.—County seat is Winchester.

LOANS—	When Due.
Railroad Aid Bonds—	
6s, J&J, $37,000..$7.000 per year.	
Turnpike Bonds—	
6s, J&J, $82,000	1907
4s, ..., 50,000.	1923-1928
Due $10,000 yearly, 1923 to 1928	

Refunding Bonds—
4s, J&D, $14,000...June 1, 1917-8
Total debt Jan. 1, 1900...$183,000
Tax valuation 1900.. 8,914,597
State & Co. tax (per M.) 1900.$10·20
Population in 1890 was.....15,434
Population in 1900 was.....21,000

INTEREST is payable at Winchester.

COVINGTON.—JOSEPH L. RHINOCK, Mayor. J. H. KIRTLEY, Auditor.

This city is in Kenton County.

LOANS—	When Due.
Asphalt Bonds—	
5s, May, $47,700	1900 to 1903
($11,890 due yearly May 18.)	
4s, F&A, $142,600	Aug. 1, 1931
Brick Bonds—	
5s, Feb. 1, $5,460	1901-1905
($740 due yearly Feb. 1.)	
5s, Feb. 1, $6,310	1901-1905
($890 due yearly Feb. 1.)	
Bridge Bonds—	
4s, J&J, $33,000	July 1, 1926
Casparis Judgment Bonds—	
4s, M&S, $103,500	Mar. 1, 1923
Cov. W. Cov. & Lud. Highway—	
4s, F&A, $7,900	Aug. 1, 1923
Subject to call.	
Funding Bonds—	
5s, F&A, $281,000	Aug. 1, 1920
Subject to call 1910.	

LOANS—	When Due.
Redemption Bonds—	
4s, F&A, $73,200	Aug. 1, 1920
Subject to call 1910.	
4s, F&A, $106,300	Aug. 1, 1922
Reservoir & Water Works Bds.—	
4s, J&J, $520,000	Jan. 1, 1927
4s, J&J, 371,000	Jan. 1, 1928
4s, J&J, 23,000	July 1, 1928
4s, J&J, 111,000	July 1, 1930
Water Works Redemption—	
4s, J&J, 190,700	Jan. 1, 1930
Refunding Bonds—	
4s, J&J, $51,300	July 1, 1934
Sewer Bonds—	
5s, F&A, $28,500	1900 to 1902
($9,500 due yearly Aug. 1.)	
School District Bonds—	
4s, J&J, $20,000	July 1, 1905

INTEREST on the 8 per cent bonds, on the 5 per cent asphalt bonds, on sewer bonds, on brick bonds, and on the Covington West Covington and Lud. highway bonds, payable in Covington; on others in New York.

TAX FREE.—All bonds are exempt from taxation.

TOTAL DEBT, SINKING FUND, ETC.—

	Jan. 1, 1900.	Jan. 1, '99.	Jan. 1, '98.	Jan. 1, '97.
Total bonded debt	$2,104,100	$2,197,300	$2,265,600	$2,364,700
Water debt, incl. above	$1,215,700	.....	.....	$1,229,400

ASSESSED VALUATION.—The city's assessed valuation in 1898 was $24,126,035. The tax rate per $1,000 for 1897 was $26·25. The property is assessed at about actual value.

POPULATION in 1890 was 37,371; in 1880 it was 29,720; in 1897 (estimated) 45,000.

DANVILLE.—J. B. FISHER, Mayor.

County seat of Boyle Co.

LOANS—	When Due.
WATER WORKS BONDS	
5s, J&J, $30,000	July 1, 1914
Optional after 1904.	
5s, J&J, $20,000	July 1, 1914
Optional after 1909.	
5s, J&J, $20,000	1914

Total debt Apr. 1, 1900	$70,000
Sinking fund	18,500
Net debt Apr. 1, 1900	51,500
Assessed valuation '99	2,300,000
Assessment about 3/5 actual value	
Total tax (per $1,000) 1899	$15·70
Population in 1900 about	5,500

DAYTON.—CHAS. A. BIRD, Mayor. C. B. HAYWARD, City Clerk.

Dayton is in Campbell County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, F&A, $134,000	Aug. 1, 1915
*STREET IMPROVEMENT BONDS—	
6s, semi-an., $81,450	Part yearly
Total debt Jan. 1, 1900	$134,000
Sinking funds	3,877

Net debt Jan. 1, 1900	$130,123
Assessment bonds (add.)	81,450
Tax valuation 1899	2,138,700
Assessment is 3/4 actual value.	
Total city tax (p. $1,000) '99	$13·50
Population in 1890 was	4,264
Population in 1900 (est.)	7,000

* These bonds are payable by special assessment, and the city has the right to redeem any of them upon payment of one year's interest.

TAX FREE—The bonds are all exempt from city tax.

INTEREST on the refunding bonds is payable at the German National Bank of Newport, Ky., or First National Bank, New York City; on the street improvement bonds at the German National Bank, Newport.

FRANKFORT.—W. S. DEHONEY, Mayor. BEN. MARSHALL, Clerk.

This is the capital of the State and the county seat of Franklin County.

LOANS—	When Due.
BRIDGE BONDS—	
6s, M&S, $50,000	July 1, 1923
Subject to call after 1903.	
FUNDING BONDS—	
6s, J&J, $25,000	*July 1, 1904
6s, J&J, 35,000	June 15, 1906
6s, J&J, 10,000	*Jan. 1, 1911
b LOTTERY BONDS—	
6s, J&J, $50,000	*July 1, 1905
REFUNDING BONDS—	
4½s, ..., $120,000	Sept. 1, 1927
(Subject to call after Sept. 1, 1917)	
a SCHOOL BONDS—	
6s, J&J, $10,000	*July 1, 1904

a $500 each. *b* $1,000 each.

LOANS—	When Due.
a SEWER BONDS—	
6s, J&J, $10,000	July 1, 1906
Bonded debt Jan. 1, 1900	$310,000
Floating debt	22,000
Total debt Jan. 1, 1900	332,000
Water debt (additional)	125,000
Tax valuation 1899	3,038,000
Real valuation (est.)	5,000,000
State & Co. tax (p. $1,000) '99	11·50
City tax (per $1,000)	14·50
Population in 1890 was	7,892
Population in 1880 was	6,958
Population in 1899 (est.)	10,000

* These loans are held by the sinking fund for the benefit of the school fund; principal is not payable and interest is used for the support of the public schools.

TAX EXEMPT.—All bonds of this city are exempt from city taxes.

INTEREST is payable on the refunding bonds and the bridge bonds at the Bank of America, N. Y. City; on all other bonds at the Bank of Kentucky, Frankfort.

FRANKLIN CO.—County seat is Frankfort.

LOANS—	When Due
REFUNDING BONDS—	
4s, ..., $140,000	1914
4½s, ..., 62,000	1918

Bonded debt Apr. 1, 1898	$212,000
Equal'd valuation 1899	5,547,913
Real valuation (est.)	12,000,000
Population in 1890 was	21,267
Population in 1897 (est.)	24,000

GRANT COUNTY.—County seat is Williamstown.

LOANS—	When Due.
BRIDGE REFUNDING—	
4½s, M&N, $25,000	1900 to 1917
(Part due yearly on Nov. 10.)	
TURNPIKE REFUNDING—	
4½s, M&N, $35,000	1901 to 1917
(Part due yearly on Nov. 10.)	
6s, J&J, 17,000	Aug. 10, 1906
Int'st payable at Co. Treas. office.	

Bonded debt Apr. 1, 1898	$77,000
Equalized valu'n 1899	3,481,300
Assessment is 70 p. c. actual value.	
State tax (per $1,000) 1897	$4·25
County tax (per $1,000)	5·00
Population in 1890 was	12,671
Population in 1880 was	13,083
Population in 1897 (est.)	13,000

GREEN COUNTY.—P. F. MARSHALL, Clerk.

County seat is Greensburgh.

LOANS—	When Due.
RAILROAD AID BONDS—	
6s, ..., $250,000	Past due
Bonded debt Apr. 1, 1900	$250,000
Tax valuation, real	748,339

Tax valuation, personal	$400,640
Assessed valuation '99	1,148,979
State tax (per $1,000) 1899	$4·25
County tax (per $1,000) '99	5·00
Population in 1890 was	11,463

HARRISON CO.—County seat is Cynthiana.

LOANS—	When Due.
COUNTY BONDS—	
4s, ..., $50,000	1912 to 1927
Due, $12,500 Jan. 1, 1912; $12,500 Jan. 1, 1917; $12,500 Jan. 1, 1922, and $12,500 Jan. 1, 1927.	
TURNPIKE BONDS—	
6s, J&J, $52,500	1900-1902-1907
Part due in January each year.	

Bonded debt Aug. 12, '99	$102,500
Floating debt	27,200
Total debt Aug. 12, '99	129,700
Equalized valuat'n 1899	6,332,933
Assessment about 3/4 actual value.	
State & Co. tax (per M.) '99	$10·20
Population in 1890 was	16,914
Population in 1897 (est.)	20,000

HENDERSON—C. T. STARLING, Treasurer.

This city is the county seat of Henderson county.

LOANS—	When Due.
REFUNDING BONDS—	
4s, M&N, $369,000	1927
(Subject to call after 1913.)	
Bonded debt Jan. 1, 1900	$369,000

Total valuation 1899	$5,271,000
Assessment abt. 80% actual value.	
Total tax (per $1,000) '98	$21·25
Population in 1890 was	8,835
Population in 1899 (est.)	17,000

HOPKINSVILLE.—F. W. DABNEY, Mayor.

Hopkinsville is in Christian Co.

LOANS—	When Due.
RAILROAD AID BONDS—	
5s, A&O, $64,000	Oct. 1, 1921
Subject to call after Oct. 1, 1901	
Total debt Feb. 1, 1900	$64,000
Tax valuation, real	1,538,756
Tax valuation, personal	694,808

Total valuation 1898	$2,233,564
Assessment is 65% of actual value.	
State & co. tax (per M) 1899	$9·25
City & sch. tax (per M) 1899	12·50
Population in 1890 was	5,833
Population in 1898 (est.)	8,000

INTEREST is payable by Latham, Alexander & Co., New York City.

TAX FREE.—All of the bonds are exempt from city tax.

LEXINGTON.—L. A. STANDEFORD, Mayor. L. E. PEARCE, Auditor.

This city is in Fayette County.

LOANS—	When Due.
BRICK STREET BONDS—	
6s, M&N, $5,000	May 20, 1901
6s, var's, 5,266	var., 1921
6s, A&O, 2,469	Oct. 1, 1932
4½s M&N, 75,570	Nov. 1, 1934
4½s & 6s, 152,317	part yearly
FUNDING BONDS—	
5s, F&A, $50,000	Aug. 1, 1918
REFUNDING BONDS—	
4½s, F&A, $105,000	Aug. 1, 1932
4½s, F&A, 45,000	Aug. 1, 1924
4½s, J&D, 81,000	June 1, 1933
4s, J&J, 25,000	Jan. 10, 1935

SCHOOL BUILDING BONDS—	
5s, A&O, $30,000	Apr. 1, 1918
RAILROAD-AID BONDS—	
5s, J&D, $100,000	June 1, 1918
4½s, M&S, 150,000	Sept. 1, 1920
4½s, F&A, 15,000	Aug. 1, 1932
Bonded debt Jan. 1, '99	$841,623
Sinking fund	81,930
Assessm't bonds (incl.)	152,317
Tax valuation 1899	16,434,149
Assessment is 1/2 actual value.	
City tax (per $1,000), 1899	$7·50
Population 1890 was	21,507
Population 1899 (estim'd)	30,000

INTEREST on the funding and refunding bonds and on the railroad-aid bonds due 1918 is payable in New York City; on the railroad-aid bonds due in 1920 and 1932, on the school building bonds and special assessment bonds, at Lexington

LINCOLN CO.—W. M. BRIGHT, Treasurer.

Stanford is the county seat.

LOANS—	When Due.
TURNPIKE BONDS—	
6s, July, $17,000	
5s, Sept., 10,000	
4s, M&S, 52,000	
Bonded debt Aug. 1, 1899	$79,000
Sinking fund	3,602
Net debt Aug. 1, 1899	75,398

Assess'd valuation, real	$3,543,490
Ass'd valuation, pers'l	2,816,874
Total valuation 1898	6,360,364
Equalized valuat'n 1899	4,981,293
Assessment ab't 80% actual value.	
Tax rate (per $1,000) '98	$16·50
Population in 1890 was	15,962
Population in 1899 (est.)	18,000

LOGAN CO.—County seat is Russellville.

LOANS—	When Due.
RAILROAD AID BONDS—	
6s, J&J, $256,000	1901
Interest payable at Russellville.	
Total debt Apr. 1, 1898	$256,000
Sinking fund	40,000

Net debt Apr. 1, 1898	$216,000
Equalized valuat'n 1899	5,361,409
Assessment 70 p. c. actual value.	
State tax (per $1,000) 1897	$4·75
Population in 1890 was	23,812
Population in 1898 (est.)	28,000

LOUISVILLE.—CHAS. P. WEAVER, Mayor. STUART R. YOUNG, Treasurer.

Louisville is the county seat of Jefferson County. [City is offering for sale, April 30, $490,000 3½ per cent 40-year refunding funds.]

LOANS—	When Due.
b CITY HALL—	
7s, A&O, $200,000	Apr. 1, 1903
REFUNDING BONDS (gold)—	
4s, ..., $500,000	Sept. 15, 1910
4s, J&J, 457,000	July 1, 1937
a MUNICIPAL IMPROVEMENTS—	
4s, J&J, $1,495,000	July 1, 1923
4s, Q-M, 1,500,000	Dec. 1, 1928
PARK BONDS—	
4s, J&J, $600,000	July 1, 1930
b RECONSTRUCTION, 1873—	
7s, J&J, $600,000	July 1, 1903

LOANS—	When Due.
b OLD LIABILITIES, 1871-1880—	
7s, A&O, $119,000	Apr. 1, 1901
5s, M&N, 490,000	May 1, 1920
Subject to call after May 1, 1900	
5s, F&A, $499,000	Aug. 1, 1911
b RAILROAD AID LOANS—	
(1) Eliz. & Pad. RR., 1873—	
7s, J&J, $998,000	Jan. 1, 1903
(4) Road Bed (L. C. & L. RR.)—	
7s, J&J, $150,000	July 1, 1901
7s, J&J, 200,000	July 1, 1903
SEWER BONDS, 1868-71—	
7s, J&D, 423,000	June 1, 1901

a $100, $500 and $1,000. *b* $1,000.

PAR VALUE OF BONDS.—The bonds are mostly for $1,000.

TAX FREE.—Bonds are exempt from all taxation except State tax.

INTEREST.—Coupons are mostly payable in New York City at the National Bank of the Republic, the exceptions to this being the old liability 7s due 1901, which are payable in Louisville at the sinking fund office.

BONDED DEBT on January 1, 1900, was $8,237,000. The sinking fund assets amounted on January 1, 1900, to $1,450,510, including $1,274,600 stock of the Louisville Water Co. The sinking fund owns the entire stock of the Louisville Water Co., with the exception of five shares valued at $500. The assets of the Water Company amount to $5,628,146 25 and the liabilities, including bonded debt, $955,816 85.

ASSESSED VALUATION, TAX RATE, ETC.—

Years.	Real Estate.	Personal Property.	Total.	Total Tax per $1,000
1900	$89,200,000	$31,800,000	$121,000,000	$22·65
1899	89,636,587	30,059,360	119,695,947	.....
1898	87,633,149	31,223,204	118,856,353	23·65
1897	87,585,184	30,125,334	117,710,518	22·75
1895	87,239,581	29,000,000	116,239,581	23·05
1893	84,600,000	5,725,000	90,325,000	23·05

In 1900 the city tax proper was $13·10, school tax $3·30, State and county tax $6·25. Assessment is about 80 per cent of actual value.

POPULATION.—Population in 1890 was 161,129; in 1880 was 123,758; in 1870 was 100,753; in 1900 (estimated Jan. 1) 225,000.

McCRACKEN CO.—County seat is Paducah.

LOANS—	When Due.
REFUNDING BONDS 1892—	
5s, A&O, $500,000	Mar. 1, 1933
Subject to call in part at var. times.	
Total debt Apr. 1, 1898	$500,000
Equal'd valuation, real.	6,191,534

Equal'd valuat'n, pers'l.	$1,798,498
Tot. equ. valuat'n 1899.	7,990,032
Assessm't ab't 1/2 to 3/4 actual value.	
State & Co. tax per M.) '98	$11·55
Population in 1890 was	21,051
Population in 1895 (est.)	33,000

MADISON CO.—County seat is Richmond.

LOANS—	When Due.
REFUNDING RAILROAD BONDS	
4s, J&J, $112,000	1909-1929
$12,000 due Jan. 1, 1909, and $5,000 yearly thereafter.	
TURNPIKE BONDS—	
4½s, ..., $70,000	1904 to 1918
Interest is payable at Louisville.	
Bonded debt Feb. 1, 1899	$182,000

Tax valuation, real	$6,943,110
Tax valuation, personal	1,972,610
Total valuation 1898	8,915,720
Equalized valuat'n, 1899	8,621,412
Assessment is 4/5 actual value.	
State tax (per $1,000)	$4·75
County tax (per $1,000)	6·25
Population in 1890 was	24,348
Population in 1897 (est'd)	26,000

MAYSVILLE.—County seat of Mason county.

LOANS—	When Due.
FUNDING BONDS—	
5s, F&A, $28,000	Aug. 1, 1908
($7,000 due y'rly to Aug. 1, 1911)	
RAILROAD BONDS—	
5s, F&A, $48,000	Aug. 1, 1900
($6,000 due yearly) to Aug. 1, 1907	

Interest is payable at Maysville.	
Total debt April, 1898	$109,000
Tax valuation 1898	3,450,000
Assessment about 1/2 actual value.	
Total tax (per $1,000)	$20·00
Population in 1890 was	5,358
Population 1898 (est.)	8,800

MERCER COUNTY.—GEO. BOHON, Treas.

County seat is Harrodsburgh.

LOANS—	When Due.
REFUNDING BONDS—	
4s, ..., $145,000	1928
Subject to call after 1903	

Total debt Sept., 1899	$145,000
Equalized valuat'n 1899	4,727,938
Population in 1890 was	15,034

MIDDLESBOROUGH.—Middlesboro'h is in Bell Co.

LOANS—	When Due.
FUNDING BONDS—	
6s, A&O, $31,500	Apr. 1, 1906
GENERAL BONDS—	
6s, semi-an., $150,000	Apr. 1, 1921
Tot. debt Apr., 1900 (abt)	$250,000

Total valuation 1899 $700,000
Assessment is ¾ actual value.
Tax rate (per $1,000) 1899 $32·50
Population in 1890 was 3,271
Population in 1895 was 3,185

TAX FREE.—All the bonds issued by this city are tax exempt

MONTGOMERY CO.—County seat is Mt. Sterling.

LOANS—	When Due.
FUNDING DEBT—	
6s, J&J, $73,000	Jan., 1903
(Subject to call 1903.)	
TURNPIKE BONDS—	
4s, ..., $50,000	1928
Subject to call after 1918.	
Bonded debt Jan. 1, 1900	$104,000
Floating debt	12,000
Total debt Jan. 1, 1900	116,000
Sinking fund	3,000

Net debt Jan. 1, 1900 $113,000
Tax valuation, real 3,845,739
Tax valuation, personal 768,247
Tax valuation, railroads 300,000
Total valuation 1898 4,913,986
Total valuation 1900 5,222,588
Assessment ½ to ⅔ actual value.
State tax (per $1,000) 1900 $4·25
County tax (per $1,000) 6·00
Population in 1890 was 12,367
Population in 1900 (est.) 15,000

INTEREST on funding bonds is payable in New York at National Park Bank; on other bonds at Mount Sterling, Ky.

MUHLENBERG CO.—County seat is Greenville. Efforts are being made to compromise the railroad bonds mentioned below on a basis of 20 per cent.—V. 70, p. 546.

LOANS—	When Due.
RAILROAD BONDS—	
..., ... $800,000	Over-due
Floating debt	$10,000
Total debt Apr. 1, '98, abt.	810,000

Sinking funds $10,000
Equalized valuat'n 1899 1,936,493
County tax (per $1,000) $10·00
Population in 1890 was 17,995
Population in 1895 (est.) 20,000

NEWPORT.—R. W. NELSON, Mayor. JOHN ZOLLEIS, Auditor.

Newport is in Campbell County.

LOANS—	When Due.
BRIDGE BONDS—	
5s, J&J, $37,000	1911
FLOOD BONDS—	
5s, J&J, $50,000	1904
FUNDING BONDS—	
5s, A&O, $52,500	1913
PUBLIC LANDING BONDS—	
8s, Aug., $5,000	1900
8s, J&D, 30,000	1900
REDEMPTION BONDS—	
5s, J&J, $81,500	1906
REFUNDING BONDS—	
5s, F&A, $10,000	1914
STREET IMPROVEMENT—	
5s, var., $124,600	1919
WATER BONDS—	
7³⁰⁄₁₀₀s, M&N, $224,000	1901
7³⁰⁄₁₀₀s, M&N, 188,000	1902
7³⁰⁄₁₀₀s, M&N, 180,000	1903
5s, M&N, 92,000	1914
Total debt Apr. 1, 1900	$1,074,600
Sinking fund assets	17,000
Net debt Apr. 1, 1900	1,057,600
Tax valuation 1900	10,798,939
Tax rate (per $1,000) 1900	$23·35
Population in 1890 was	24,918
Population in 1899 (est.)	30,000

NICHOLAS COUNTY.—S. A. RATLIFF, Clerk.

Carlisle is the county seat.

LOANS—	When Due.
TURNPIKE BONDS—	
4s, J&J, $40,000	Jan. 1, 1904
($8,000 every 5th yr.)	to Jan. 1, '24
(All bonds subject to call after '14.)	
Bonded debt Jan. 1, 1900	$40,000
Floating debt	6,000
Total debt	46,000
Sinking fund	3,000

Net debt Jan. 1, 1900 $43,000
Tax valuation, real 2,995,825
Tax valuation, personal 984,200
Total valuation 1899 3,980,025
Assessment abt. 70% actual value.
State & Co. tax (per M) '99 $10·25
Population in 1890 was 10,764
Population in 1900 (est.) 13,000

OWEN COUNTY.—W. P. SWOPE, Clerk.

County seat is Owenton.

LOANS—	When Due.
COUNTY BONDS—	
5s, M&S, $100,000	Sept. 1, 1916
Optional at any time.	
REFUND. BRIDGE & TURNPIKE—	
6s, F&A, $30,000	Feb. 1, 1917
Optional after Feb. 1, 1912	
6s, ..., $30,000	1902
Bonded debt Jan. 1, 1900	$130,000
Floating debt	17,500

Total debt $147,500
Turnpike debt (add't'l) 30,000
Sinking fund 16,000
Total debt Jan. 1, 1900 131,500
Tax valuation 1899 2,987,190
Assessment about ½ actual value.
Total tax (per $1,000) $14·25
Population in 1890 was 17,676
Population in 1899 20,000

INTEREST is payable at the U. S. National Bank, New York City.
TAX FREE—Bonds are all exempt from taxation.

OWENSBORO.—

This is the county seat of Daviess County.

LOANS—	When Due.
RAILROAD BONDS—	
4s, M&N, $62,500	Nov. 1, 1919
Subject to call.	
Interest is payable at Owensboro.	
Bonded debt Aug. 12, 1899	$62,500
Floating debt	1,500
Total debt	64,000

Sinking fund $4,000
Net debt Aug. 12, 1899 60,000
Tax valuation 1899 5,000,000
Assessment about ⅔ actual value.
Total tax (per $1,000) '99 $22·75
Population 1890 was 9,837
Population 1899 (est.) 16,000

PADUCAH.—J. M. LANG, Mayor. W. H. PATTERSON, City Clerk.

This is the county seat of McCracken County. As an offset to the bonded debt, the city owns (Feb. 1, 1900), railroad stock of the par value of $220,000.

LOANS—	When Due.
CHBS. OHIO & S. W. R.R.—	
5s, F&A, $20,000	Aug. 1, 1903
CH. ST. L. & P. R.R.—	
4½s, J&D, $100,000	Dec. 1, 1918
Subject to call after 1898.	
REFUNDED N. O. & O. RR.—	
4½s, ..., $66,000	
4½s, ..., 45,000	Aug. 1, 1928
P. T. & A. R.R.—	
4s, A&O, $100,000	Oct. 1, 1920
P. & M. GRAVEL ROAD—	
4s, J&J, $2,400	July 1, 1909
4s, J&J, 1,600	Jan. 10, 1914
Bonded debt Jan. 1, 1900	$335,000
Tax valuation 1899	7,000,000
Assessment about ⅔ actual value.	
City tax (per $1,000) '99	$9·00
Population in 1890 was	12,797
Population in 1899 was	20,000

INTEREST on the Chicago St. Louis & Paducah 4½s and on the refunded N. O. & O. RR. bonds is payable in New York City; on all other bonds in Paducah.

PARIS.—BENJ. PERRY, Mayor. GEO. ALEXANDER, Treasurer.

This is the County seat of Bourbon County.

LOANS.—	When Due.
SCHOOL BONDS—	
5s, M&S, $25,000	Sept. 1, 1912
Subject to call after 10 years.	
Interest is payable in New York.	
REFUND'G AND FUND'G B'DS '98.	
4½s, ..., $66,000	1900 to 1932
$2,000 due yearly.	

Total debt Feb. 1, 1900 $91,000
Sinking fund 13,000
Net debt Feb. 1, 1900 78,000
Tax valuation 1899 3,000,000
Assessment is ¾ actual value.
City tax (per $1,000) '99 $14·00
Population in 1890 was 4,218
Population in 1895 (est.) 7,000

PENDLETON CO.—C. H LEE, JR., Treasurer.

County seat is Falmouth.

LOANS—	When Due.
FUNDING BONDS—	
5s, J&J, $75,000	July 1, 1912
TURNPIKE BONDS—	
6s, J&J, $20,000	July 1, 1908
6s, J&J, 15,000	July 1, 1903
6s, J&J, 3,000	July 6, 1906

5s, J&J, $40,000 July 1, 1910
Bond. debt Feb. 1, 1899 $153,000
Floating debt 1,500
Total debt Feb. 1, 1899 154,500
Equal'd valuation, 1899 3,398,046
Assessment is ½ actual value.
Population in 1890 was 16,346

INTEREST on the 6 per cent turnpike bonds due 1906 is payable at Falmouth; on the funding bonds at the Chase National Bank, N. Y., on all others at the Bank of America, N. Y.

SCOTT COUNTY.—D. P. EWING, Treasurer.

County seat is Georgetown.

LOANS—	When Due.
TURNPIKE BONDS—	
4s, J&D, $46,000	1904 to 1913
$5,000 due y'rly '04 to '11, Jan. 1;	
$3,000 due y'rly '12 and '13, Jan. 1.	
REFUNDING BONDS—	
4s, ..., $100,000	
Bonded debt Jan. 1, 1900	$146,000
Floating debt	4,000

Total debt $150,000
Sinking fund 5,000
Net debt Jan. 1, 1900 145,000
Tax valuation, real 7,454,136
Tax valuation, personal 514,723
Total valuation 1900 7,968,859
State & co. tax (per M.) 1900 $10·40
Population in 1890 was 16,546
Population in 1900 (est.) 17,000

SPENCER COUNTY.—County seat is Taylorsville.

LOANS—	When Due.
COUNTY BONDS—	
6s, A&O, $84,000	Apr. 1, 1901-'11

Total debt Apr. 1, 1898 $93,000
Equal'ed valuat'n 1899 1,688,699
St. & co. tax (per $1,000) '91 $14·25
Population in 1890 was 6,760

INTEREST payable at Bank of Ky. and Union Nat. B'k, Louisville.

WARREN CO.—Bowling Green is the county seat.

LOANS—	When Due.
TURNPIKE & REFUNDING BONDS—	
4s, semi-ann., $140,000	Jan 2, '29
Subject to call, $35,000, 1909; $35,000, 1914; $35,000, 1919, and $35,000, 1924.	

Bonded debt Feb. 1, '99 $140,000
Equal'd valuation 1899 8,539,147
Co. tax (per $1,000) '98 $4·25
Population in 1890 was 30,158
Population in 1898 about 33,000

WOODFORD CO.—JAMES W. SMITH, Treas.

County seat is Versailles.

LOANS—	When Due.
COUNTY BONDS—	
4s, M&S, $50,000	.....
Subject to call after 1903.	
TURNPIKE BONDS—	
4s, ..., $40,000	1904 to 1920
$2,500 due yearly on Jan. 1.	
Total debt Feb. 1, 1900	$90,000

Tax valuation, real $6,200,280
Tax valuation, person'l. 2,125,497
Total valuation 1900 8,034,527
Assessment same as actual value.
State & Co. tax (per M), 1900 $5 60
Population in 1890 was 12,380
Population in 1900 (est.) 15,000

INTEREST on county bonds is payable in New York.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several counties and other civil divisions in Kentucky which have reported an indebtedness of over $10,000 and are not represented among the foregoing.

Place.	Total Debt.	Int. Rate.	Tax Valuation.	Popular'n
Boyd Co.	$25,000	4	$4,153,286 ('99)	14,033
Caldwell Co.	100,000	6	2,621,077 ('99)	3,163
Franklin, Simpson Co.	19,000	5	700,000	2,320
Garrard Co.	33,000	4	4,452,697 ('99)	11,138
Grayson Co.	27,200	6	2,183,000 ('99)	18,688
Ludlow, Kenton Co.	72,700	....	1,406,606 ('95)	4,000
Ohio Co.	24,000	4	4,068,143 ('99)	22,946
Shelby Co.	95,000	5	8,090,123 ('99)	16,521

State of Tennessee.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act May 26, 1790) - May, 26 1790
Admitted as a State (Act June 1, 1796) - - June 1, 1796
Total area of State (square miles) - - - - 42,050
State Capital - - - - - - - - - Nashville
Governor (term expires Jan. 15, 1901) - Benton McMillin
Secretary of State (term exp. Feb. 12*, 1901) - Wm. S. Morgan
Treasurer (term expires Feb. 1*, 1901) - - - -
Comptroller (term expires Feb. 1, 1901) - Thos. F. King

Legislature meets biennially in odd years on the first Monday in January and sessions are not limited, "but no member shall be paid for more than 75 days of a regular session."

* Constitution says term of office shall be computed from the 15th of January, but these officials being elected by the Legislature are usually allowed to serve a full term from the date of their appointment.

The debt on which the State is paying interest is as follows.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Interest. Payable.	Principal. When Due.	Principal. Outstanding.
Redemption	4	A & O	Oct. 1, 1907	$469,000
New settlement bonds (subject to call at 100)	3	J & J	July 1, 1913	13,710,200
Penitentiary bonds	4½	A & O	Oct. 1, 1913	600,000
Redemption bonds	4½	A & O	Oct. 1, 1913	1,000,000
Old bonds and certfs. of indebtedness held by State institutions	5 & 6	....	1896 to 1914	676,000

PAR VALUE OF BONDS.—Settlement bonds are $100 and $1,000.
INTEREST on the new settlement bonds is payable in Nashville or by Messrs. Latham, Alexander & Co., New York City.
TOTAL DEBT, ETC.—The subjoined statement shows Tennessee's total new settlement debt in February, 1899.

Total interest-bearing debt $16,455,200
Estimated amount of bonds yet to be funded 895,000

ASSESSED VALUATION.—The following statement shows the character and valuation of all taxable property in the State.

Year.	Acres. $	Town Lots. $	Other Property. $	Total Value. $	Aver. p. Acre. $	Rate of Tax per $1,000. $
1899	158,370,112	112,651,614	37,693,230	308,714,956	6·15	3·50
1898	159,421,612	110,995,984	35,698,751	306,116,297	6·18	3·00
1897	162,920,056	111,732,170	36,720,503	311,372,729	6·34	3·00
1895	165,883,997	111,906,412	38,271,204	316,061,613	6·42	2·00
1892	182,041,338	120,521,975	50,153,219	352,716,532	7·04	3·00
1890	172,340,180	120,530,633	54,637,292	347,508,105	6·54	3·00
1885	143,198,948	57,898,552	25,651,808	226,749,308	5·60	3·00
1880	148,999,550	46,635,550	16,133,338	211,768,438	6·00	1·00
1875	183,228,365	57,578,261	37,213,908	278,020,534	6·74	4·00
1871	205,386,777	72,518,243		287,905,020	8·39	6·00
1867	155,245,178	59,039,406	11,108,826	225,393,410	6·72	4·50

POPULATION.—The population of Tennessee has been as follows.

1890	1,767,518	1860	1,109,801	1830	681,904
1880	1,542,359	1850	1,002,717	1820	422,771
1870	1,258,520	1840	829,210	1810	261,727

The proportion of the colored population was 26·14 per cent in 1880 and 24·57 per cent in 1890. In number blacks were 245,881 in 1850; 283,019 in 1860; 322,331 in 1870; 403.151 in 1880; 434,300 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF TENNESSEE.

BRISTOL.—JOHN C. ANDERSON, Mayor. T. J. BURROW, Recorder.

Bristol is in Sullivan County. The $25,000 railroad aid bonds due in 1920 are in litigation and are not included in the total debt given below.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, g., J&D, $10,000	Feb. 1, 1922
FUNDING BONDS—	
6s, M&S, $19,500	Mar. 1, 1925
KING COLLEGE BOND—	
6s, F&A, $8·15	Feb. 1, 1916
MARKET HOUSE BONDS—	
6s, g., J&D, $10,000	Feb. 1, 1922
RAILROAD AID BONDS—	
6s, F&A, $40,000	Aug. 5, 1912
6s, J&J, 25,000	July 1, 1920
SCHOOL BUILDING BONDS—	
6s, g., J&J, $12,000	July 1, 1922
STREET IMPROVEMENT BONDS—	
6s, g., J&J, $25,000	July 1, 1920
6s, g., J&D, 30,000	Feb. 1, 1922

Bonded debt Mar. 1, 1900. $150,315
(City has no water debt.)
Floating debt 500
Total debt Mar. 1, 1900 150,815
Total valuation 1899 800,000
Assessment is ⅓ actual value.
Total tax (per $1,000), 1899. $30·00
Population in 1890 was 3,324
Population in 1900 (est.) 5,000

CHATTANOOGA.—J. WASSMAN, Mayor. J. GILLESPIE, Treasurer.

Chattanooga is the County seat of Hamilton County.

LOANS.—	When Due.
CINCINNATI SOUTHERN RR.	
6s, M&S, $100,000	Sept. 1, 1900
FUNDING BONDS.	
6s, June, $81,000	June 1, 1911
SEWER BONDS.	
6s, M&S, $50,000	Sept. 1, 1917
6s, A&O, 125,000	Apr. 15, 1909
6s, A&O, $75,000	Apr. 15, 1911
STREET AND SEWER BONDS.	
5s, A&O, $250,000	Apr. 15, 1920
5s, A&O, 250,000	Apr. 15, 1921

INTEREST on the funding 6s due in 1917 is payable in Chattanooga; on all other bonds in New York City.

BONDED DEBT March 1, 1900, was $931,000; sinking fund assets, $102,500; net debt, $828,500; cash in treasury, $35,000.

ASSESSED VALUATION in 1899 of real estate and personal property was about $12,500,000; tax rate (per $1,000), $16·00. Real estate is assessed at "about ½ its actual value."

POPULATION.—In 1890 was 29,100; in 1880 it was 12,892; in 1899 (estimated) 38,000.

CLARKSVILLE.—W. B. YOUNG, Mayor. H. D. PETTUS, Treasurer.

County seat of Montgomery County.

LOANS—	When Due.
REFUNDING BONDS—	
6s, J&J, $28,300	July 1, 1915
6s, J&J, 21,300	July 1, 1916
6s, A&O, 22,600	July 1, 1917
SEWER BONDS—	
5s, J&J, $22,500 (Optional after five years.)	July 1, 1925
5s, J&J, $10,000 (Optional.)	July 1, 1915
WATER BONDS—	
6s, F&A, $32,000	Feb. 1, 1909
6s, J&J, 28,000	July 1, 1923
(Optional after July 1, 1903)	
5s, J&J, 20,000	1927
(Optional after 1907).	
4s, J&J, $20,000 (Optional after 1909.)	1929

INTEREST is payable at Clarksville.

TOTAL BONDED DEBT on Aug. 1, 1899, was $204,700; sinking fund, $3,500.

ASSESSED VALUATION in 1898 was $3,398,800, including real estate, $2,767,100; personal property, $631,700; tax rate (per $1,000), 1897, $19·00, including State tax, $3·00; county tax, $5·00; city tax, $11·00. City tax rate for 1898 was $11·50. Property is assessed at about ⅝ of its actual value.

POPULATION in 1890 was 7,924; in 1898 estimated at 12,000.

HAMILTON CO.—SETH M. WALKER, Co. Judge.

County seat is Chattanooga.

LOANS—	When Due.
BRIDGE BONDS—	
5s, A&O, $200,000	Oct. 1, 1909
FUNDING BONDS—	
5s, A&O, $150,000	Apr. 1, 1905

Interest is payable in New York.

Total debt Mar. 1, 1900. $350,000
Tax valuation 1899 17,909,425
Assessment is ⅗ actual value.
Total tax (per $1,000) 1899. $12·50
Population in 1890 was 53,482
Population in 1899 (est.) 65,000

HARRIMAN.—C. E. HENDRICK, Treasurer.

This city is in Roane County.

LOANS—	When Due.
WATER, ELECTRIC LIGHT, ETC.—	
6s, F&A, $106,000	Aug. 1, 1923
Subject to call after Aug. 1, 1903	
Bonded debt Feb. 26, 1900	106,000
Floating debt	7,000

Total debt Feb. 26, 1900. $113,000
Tax valuation 1899 918,000
Estimat'd real valuat'n. 5,000,000
Total tax (per $1,000) '99. $35·00
Population in 1890 was 716
Population, '99, (local est.) 5,000

INTEREST is payable at Manufacturers' National Bank, Harriman.

HAYWOOD CO.—J. H. ESTES, Chairman

County seat is Brownsville.

LOANS—	Amount.
RAILROAD BONDS—	
6s, May, $121,700	May 1, 1914

Total debt Feb. 6, 1899. $121,700
Tax valuation 1898 2,560,618
Assessment is ⅔ actual value.
State & co. tax (per $1,000). $13·50
Population in 1890 was 23,558
Population in 1880 was 26,053
Population in 1899 (est.) 25,000

JACKSON.—THOS. TATE, Chr. Finance Com.

This city is in Madison County. Jackson owns its water-works plant, valued at $400,000, from which the city derives a yearly revenue of $18,000.

LOANS—	When Due.
IMPROVEMENT BONDS—	
6s, $55,000 (Optional after 1911.)	1921
5s, 68,000	1920
SCHOOL BONDS—	
5s, F&A, $22,000	Aug. 1, 1917
(Optional after Aug. 1, 1907).	
WATER WORKS BONDS—	
6s, $75,000	1914
4s, 25,000 (Optional after 1914.)	1929
TENN. MID. RY. BONDS—	
6s, $125.000	1909

Bonded debt Mar. 1900. $370,000
Floating debt 20,466
Total debt Mar. 1, 1900. 390,466
Tax valuation, 1898 3,250,000
Actual valuation about. 8,000,000
Tot. tax (p. $1,000), '99. $26 50
Population in 1890 was 10,039
Population in 1899 (est.) 17,000

INTEREST on the 6 p. c. improvement bonds is payable at the Importers' & Traders' National Bank, on the 5s at the Hanover National Bank, and on the Tenn. Mid. bonds at the First National Bank, New York City; on the school bonds and water bonds in Jackson.

JOHNSON CITY.—G. W. SITTON, Chr. Finance Committee.—Washington County.

LOANS—	When Due.
*CHARL. CIN. & CHIC. RR.	
6s, M&N, $20,000	May 1, 1910
FUNDING JUDGMENT BONDS—	
6s, F&A, $5,000	1903 to 1907
($1,000 due yearly on Feb. 1.)	
SCHOOL AND STREET BONDS—	
6s, F&A, $48,500	Feb. 1, 1911

Bonded debt Sept. 1, '99. $73,500
Floating debt 1,500
Total debt Sept 1, 1899. 75,000
Total valuation 1899 700,000
Assessment is ⅗ actual value.
Total tax (per $1,000) '99. $31·50
Population in 1890 was 4,161
Population in 1899 (est.) 5,000

*Of the $75,000 issued to the Charleston Cincinnati & Chicago Railroad Company, $55,000 have been declared illegal by the Tennessee Supreme Court, and the balance, $20,000, is now in litigation.

PAR VALUE OF BONDS.—School and street bonds are $500 each.

INTEREST is payable in New York—on school and street bonds by the Hanover National Bank.

KNOX COUNTY.—G. L. MALONEY, Co. Judge.

County seat is Knoxville.

LOANS—	When Due.
FUNDING BONDS—	
4s, semi a., $50,000	1919
(Optional after 1909.)	
3½s, semi-an., $50,000	1919
NEW BRIDGE BONDS—	
5s, A&O, $15,000	April 1, 1901
5s, A&O, 25,000	April 1, 1906
5s, A&O, 35,000	April 1, 1911
5s, A&O, 40,000	April 1, 1916
5s, A&O, 45,000	April 1, 1921
5s, A&O, 55,000	April 1, 1926
OLD BRIDGE BONDS—	
6s, $100,000 $20,000 on Oct. 1, 1901, 1906, 1911, 1916 and 1921.	1901 to 1921
RAILROAD BONDS—	
6s, semi-a., $81,900	1904 to 1924

Due $17,400 on July 1, 1904, $15,000 July 1, 1909, $15,500 July 1, 1914, $14.000 July 1, 1919 and $20,000 July 1, 1924.

Bonded debt Jan. 1, 1900. $496,900
Floating debt 22,942
Total debt Jan. 1, 1900 519,842
Tax valuation, real 16,569,034
Tax valuation, personal 1,923,740
Total valuation 1899 18,722,231
Assessment about ⅔ actual value.
State & Co. tax (per M.), '99. $13·00
Population in 1890 was 59,557
Population in 1899 (est.) 75,000

KNOXVILLE.—WM. RULE, Mayor. J. A. McMILLAN, Comptroller.

Knoxville is the county seat of Knox County. In 1897 the people of Knoxville, North Knoxville and West Knoxville voted in favor of consolidation. The statement below is for the consolidated city.

LOANS—	When Due.
FUNDING BONDS—	
6s, $9,600	1905
6s, g., 95,000, g	1915
6s, g., 95,000, g	1917
4s, g., $34,000, g	1920
HOSPITAL BONDS—	
4s, J&D, $30,000	1929
MARKET & SCHOOL BONDS—	
5s, A&O, $50,000	1907-1927
(Part due every 10 yrs. on Apr. 1.)	
IMPROVEMENT BONDS—	
5s, A&O, $500,000	Oct. 1, 1921
K. S. RAILROAD BONDS—	
5s, $275,000	1910
FUNDING & REFUNDING BONDS	
4s, J&D, $100,000	June 1, 1929
NORTH KNOXVILLE BONDS—	
5s, M&S, $100,000	Sept., 1919
WEST KNOXVILLE BONDS—	
6s, J&D, $75,000	June 1, 1919
5s, J&D, 37,000	June 1, 1922

Bond. debt Jan., 1900. $1,400,600
Certs. of indebt. (add'l). 13,000
Sinking fund 20,253
Tax valuation, real 9,391,871
Tax valuation, personal 1,420,805
Total valuation 1899. 10,812,676
Assessment about ½ actual value.
City tax (per $1,000) '99. $12·50
Population '90 (local census) 27,709
Population (consol'ed) abt. 50,000

The city's total resources on Jan. 23, 1900, were $484,699 43, including $161,500, the value of school buildings, and $186,100, the value of other public buildings.

TAX FREE.—Bonds due 1906 are free from taxation.

MEMPHIS.—JOS. J. WILLIAMS, Mayor. W. B. ARMOUR, Secretary.

Memphis is the County seat of Shelby County. A yellow fever epidemic in 1878 rendered the city unable to meet its obligations, and in 1879 the city's charter was repealed and the Taxing District of Shelby County was organized for the purpose of securing a compromise with the bondholders on such terms as the city felt able to make. The courts, however, held that the Taxing District was liable for the entire debt of the city, and a compromise at 50 per cent was then arranged for under the act of March 1883. This act was amended in 1885. The old debt has been all retired and interest payments on the new issues are promptly made. In 1891, by an act of the Legislature, this district was again incorporated as a city.

LOANS—	When Due.
CITY BONDS—	
5s, $60,000	1917-'22-'27
TAXING DISTRICT OF SHELBY CO.	
STAMPED FLIPPINS—	
6s, J&J, $747,000	1907
TAXING DIST. OF SHELBY CO.—Con	
LOANS OF 1883 AND 1885—	
4½s, J&J, $1,247,000	1926
6s, J&J, $986,000	1915

PAR VALUE OF BONDS.—The 6s due 1915 and the stamped Flippins are $1,000 each.

INTEREST—Interest is payable in New York and Memphis. The Flippin bonds carry tax-receivable coupons.

FREEDOM FROM TAXATION.—Bonds are free from local tax.

TOTAL DEBT, ETC.—The city's bonded debt on January 1, 1900, was $3,040,000; sinking fund, $72,293; net debt, $2,967,707.

An annual tax of $1·00 per $1,000 is levied for the retirement of the bonds. A tax sufficient to meet the interest is also required by law.

The funding act of 1883 provides that every part thereof shall be considered a contract between the State, the Taxing District and the bondholders, and no part material to the rights of the bondholders shall be modified while the bonds remain outstanding.

ASSESSED VALUATION.—The assessed valuation and tax rate have been as follows, the assessment for 1894 being about ⅗ actual value:

Years.	Real Estate.	Personal Property.	Tot. Assessed Valuation.	Rate of tax per $1,000.
1898.....	.....	.....	$37,788,944	.....
1898.....	.....	.....	39,855,401	.....
1894.....	$27,282,302	$8,212,375	35,494,677	$26·80
1893.....	30,010,210	9,627,740	39,637,950	17·50
1890.....	32,731,850	10,452,080	43,183,930	25·30
1870.....	.....	.....	24,783,190	.....

The tax rate (per $1,009) for 1899 in the old limits of the city was $19·90; in the new limits $14·70.

POPULATION in 1890 was 64,495; in 1880 it was 33,592; in 1870 it was 40,226; in 1898 (estimated), 100,000.

MEMPHIS SCHOOL DISTRICT.—A. B. HILL, Secretary.

LOANS—	When Due.
6s, ..., $19,000	July 1, 1901
6s, ..., 25,000	July 1, 1906
6s, ..., 25,000	July 1, 1911
4s, J&D, 30,000	July 1, 1919

Bonded debt July 1, '99....$99,000
Sinking fund.....15,000
Net debt July 1, '99.....84,000

MORRISTOWN.—R. MCFARLAND, Mayor. W. F. HODGE, Treasurer.

Morristown is in Hamblen County.

LOANS—	When Due.
SCHOOL HOUSE—	
6s, J&J, $20,000	July 1, 1921
STREET BONDS—	
6s, M&S, $10,000 (Subject to call.)	Sept. 1, 1911
WATER WORKS BONDS—	
6s, ..., $40,000	July 15, 1925
(Subject to call after July 15, 1905)	
Bonded debt Jan. 1, 1899	$70,000

Floating debt.....$6,226
Total debt.....76,226
Sinking fund.....3,300
Net debt Jan. 1, 1899.....72,926
Water debt included.....40,000
Tax valuation 1898.....883,284
Assessment about 7/10 actual value.
City tax (per $1,000) '98...$11·50
Population 1890 was.....1,999
Population 1899 (estimated).4,500

INTEREST on school house bonds is payable at the Hanover Nat. Bank, New York; on street bonds at Morristown.

NASHVILLE.—J. M. HEAD, Mayor. J. P. BYRNE, City Recorder.

Nashville is the capital of the State and the county seat of Davidson County.

LOANS—	When Due.
BRIDGE BONDS—	
5½s, A&O. $200,000	Oct. 1, 1905
4s. J&J, 100,000	Oct. 1, 1918
CENTENNIAL BONDS—	
4½s, J&J, $100,000	Jan. 1916
HAY MARKET BONDS—	
5s, M&S, 50,000	Mar., 1922
IMPROVEMENT BONDS 1892—	
4½s, J&J. $160,000	July 1, 1922
OLD CITY BONDS—	
Series of 1877, 1879 and 1881, etc.	
6s, J&J, $75,000	July, 1900
6s, J&J, 75,000	July, 1901
REFUNDING BONDS—	
6s, J&J, $86,000	July, 1903
6s, J&J, 85,000	July, 1905
5s, J&J, 80,000	July, 1906
5s, J&J, 25,000	July 1, 1908
4½s, J&J, 110,000	July 1, 1926

LOANS—	When Due
REFUNDING BONDS—(CON.)—	
4s, J&J, $150,000	Apr. 1, 1918
4s, J&J, 25,000	July, 1919
3½s, J&J, 70,000	July 1, 1920
SEWER BONDS—	
5s, J&D, $100,000. g.	June, 1911
4½s, A&O, 400,000	April 1, 1923
WATER BONDS—	
6s, M&N, 450,000 (($50,000 due yearly) to May 1915	May, 1907
5s, J&D, 150,000 g.	June 1921
4½s, J&J, 300,000	July, 1918
4½s, J&J, 47,000	July, 1920
4½s, J&J, 100,000	July, 1922
4s, J&J, 300,000	July, 1919
FUNDING BONDS—	
4½s, J&J, $168,000	July, 1907
PAST DUE BONDS—	
., ..., $7.500	.....

INTEREST is payable in New York and Nashville—in New York by the Merchants National Bank. All coupons are tax receivable.

TAX FREE.—All bonds issued by this city are exempt from city tax.

TOTAL DEBT, SINKING FUNDS, ETC.—The city's bonded debt on Jan. 1, 1900, was $3,413,500, including a water debt of $1,497,000. The city has no floating debt. Beginning this year (1900) 10 per cent of all revenues collected by the city, except for schools, will be set aside to form a sinking fund (Act of General Assembly 1899).

WATER WORKS.—The city owns its water works, on which it has expended $1,500,000. By act of Legislature the net revenue derived from sales of water must be applied to interest on the water bonds.

DEBT LIMITATION.—New bonds can be issued only with permission of the Legislature and the vote of the people.

ASSESSED VALUATION AND TAX RATE.—

	Assessed Valuation.			Total
Years.	Real.	Personal.	Total.	Tax Raised.
1899.....	$28,927,790	$7,011,600	$35,939,290	$539,089
1898.....	28,684,240	6,715,150	35,399,390	601,878
1897.....	28,445,020	7,160,030	35,605,650	530,498
1895.....	28,264,447	6,808,000	35,072,475	522,456
1894.....	29,128,600	5,871,350	34,999,950	521,364
1893.....	30,194,650	7,326,850	37.521.500	559,059
1890.....	24,079,400	9,486,325	33,565,725	500,010
1888.....	20,236,700	8,391,750	28,628,456	426,537
1881.....	.....	.....	15,249,575	.....

The city tax rate (per $1,000) in 1899 was $15·00; the total tax (per $1,000), $24·50.

POPULATION in 1890 was 76,168; in 1880 was 43,350; in 1870 was 25,865; in 1900 (estimated), 120,000.

NORTH KNOXVILLE.—See Knoxville.

PARIS.—J. L. LEMONDS, Mayor. G. L. TRYER, Recorder.

This city is in Henry County.

LOANS—	When Due.
RAILROAD BONDS—	
5s, ..., $15,000	1911
Subject to call at any time.	
WATER & LIGHT BONDS—	
5s, ..., $45,000	1915
Subject to call after 1900.	

Interest payable in New York.
Total debt Feb. 24, 1900...$60,000
Tax valuation 1899 748,529
Tax rate (per $1,000) '99....$10·00
Population in 1890 was.....1,917
Population in 1900 (estim'd).4,500

SEVIER CO.—JOHN CHANDLER, Clerk.

Sevierville is the county seat.

LOANS—	When Due.
COURT HOUSE BONDS—	
5s, ..., $20,000	1906
Subject to call.	
PIKE BONDS—	
5s, ..., $35,000	1915
Bonded debt Dec. 19, '98.	$65,000
Floating debt	20,000
Total debt Dec. 19, '98	85,000

Sinking fund..... $500
Net debt Dec. 19, 1898.. 84,500
Assessed valuat'n, real.. 1,434,283
Assessed valuat'n per'l.. 114,784
Total valuation 1898.. .1,548,567
Assessm't about 60% actual value.
State & Co. tax (per M.)'98.$13·50
Population in 1890 was 18,761
Population in 1898 (est.)...23,000

SHELBY COUNTY.—R. A. SPEED, Clerk

County Court.—County seat is Memphis.

LOANS—	When Due.
RAILROAD BONDS—	
6s, ..., $391,000	.....
Tax valuation 1899	$39,523,507

State & co. tax (per M.)'98.$10·80
Population in 1890 was...112,740
Population in 1897 (est.)..150,000

SUMNER COUNTY.—HARRIS BROWN, Clerk.

County seat is Gallatin.

LOANS—	When Due.
CUMB. & O. RR. AID BONDS—	
6s, J&J, $60,000	Jan. 1, 1913
Total debt Mar. 1, 1900	$60,000
Tax valuation, real	3,174,310
Tax valuation, personal.	469,096

Total valuation 1899...$3,643,406
Assessment about 3-5 actual value.
State and co. tax (p. M.) '99..$14·00
Population in 1890 was....23,668
Population in 1880 was....23,625

INTEREST is payable by county trustee.

OPTIONAL.—All bonds are subject to call at option of county.

UNION CITY.—W. H. GARDNER, Mayor.

This city is in Obion County.

LOANS—	When Due.
CEMETERY BONDS—	
6s, ... $3,500	1903-1913
WATER AND ELECTRIC LIGHT—	
6s, M&S, $8,000	Sept. 1, 1921
Subject to call after Sept. 1, 1901	
6s, M&S, $20,000	Sept. 1, 1921
Subject to call after Sept. 1, 1911	
6s, M&S, $30,000	Sept. 1, 1921
Interest is payable in New York.	

Total debt Jan. 1, 1900....$59,000
Assessed valuation, real...702,180
Assessed val'n, personal..163,055
Total valuation 1899.....865,235
Assessment is 65 p.c. actual value.
State & co. tax (per M.)1900.$11·00
City & sch'l tax (per M.) 1900.11·50
Population in 1890 was.....3,441
Population in 1900 (est.).....5,000

TAX FREE.—All of the above bonds are exempt from taxation.

WEST KNOXVILLE.—See Knoxville.

WILSON CO.—H. L. COE, Dep. Co. Clerk.

County seat is Lebanon.

LOANS.	When Due.
REFUNDING BONDS—	
6s, M&N, $70,000	1900 to 1904
($14,000 yearly on May 1.)	
Total debt Mar. 1, 1900	$70,000

Sinking fund..... $15,000
Tax valuation 1899.... 4,405,101
State & co. tax (per M.) '99..$13·50
Population in 1890 was....27,148
Population in 1899 (est.)...30,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding certain other civil divisions in the State of Tennessee which have reported an indebtedness of over $10,000 and which are not represented among the foregoing.

	Bonded debt.	Assessed valuation.	Tax rate.	Pop'n 1890.
Anderson County	$10,000	$1,483,821	$10·50	15,128
Carter County	20,000	1,397,580	9·50	13,389
Columbia, Maury County	50,000	2,500,000	12·50	5,370
Davidson County	450,000	48,879,000	7·00	108,174
Greeneville, Greene County	12,000	.....	11·50	1,779
Hamblen County	15,000	2,007,435	8·50	11,418
Henry County	11,754	2,891,200	8·50	21,670
McMinnville, Warren County	30,000	810,000	10·00	1,677
Marshall County	30,000	2,657,680	12·50	18,986
Martin, Weakley County	25,000	532,000	9·00	.....
Milan, Gibson County	16,000	...	12·00	1,546
Newbern, Dyer County	15,000	275,768	10·50	1,236
Pulaski, Giles County	200,000	777,387	10·00	2,274
Roane County	100,000	3,000,000	11·20	17,418
Springfield, Robertson County	10,000	800,000	9·00	1,372
Tipton County	58,827	2,480,487	21·50	23,668

State of North Carolina.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State	One of Original Thirteen
Total area of State (square miles)	52,250
State Capital	Raleigh
Governor (term expires Jan. 1, 1901)	D. L. Russell
Secretary of State (term exp. Jan. 1, 1901)	Cyrus Thompson
Treasurer (term expires Jan. 1, 1901)	W. H. Worth

Legislature meets biennially in odd years on the Wednesday after the first Monday in January, and there is no limit to length of sessions, but if sessions are continued longer than 60 days members "shall serve without compensation."

STATE DEBT.—The old debt, excepting such as is not recognized, has mostly been funded under the funding laws of 1879, the time prescribed for the exchange having been extended to January 1, 1901. These laws provided for the issue of (1) consolidated 4 p. c. bonds due in 1910 to fund old ante-war bonds at 40 per cent of face value, "New" railroad bonds recognized as valid at 25 per cent, and bonds of 1866 and 1868 at 15 per cent, nothing being given for overdue coupons; and (2) for new consolidated 6 per cent bonds due in 1919, for which the North Carolina RR. construction bonds were made exchangeable at par, holders of construction bonds abating $240 of overdue interest on each $1,000 bond. The new bonds, both 4s and 6s, carry tax-receivable coupons, and are exempt from "all State, county or corporate taxation or assessment, direct or indirect, general or special."

An amendment to the State Constitution passed by the Legislature in 1879 and ratified by popular vote in 1880, forbids the General Assembly to pay or recognize as valid the following bonds: Special tax bonds $11,366,000; bonds to Chatham RR., 1868, $1,030,000, and to Williamston & Tarboro RR., $150,000; Penitentiary bonds of 1868 $44,000. The special tax bonds are in 3 classes, class 1 bearing the coupon of April 1869 and since; class 2 bearing the coupon of Oct. 1869; class 3 bearing the coupon of April, 1870 Holders of the special tax bonds brought suit to establish the validity of their bonds and the case was decided in favor of the State.

The recognized debt which had been adjusted up to Dec. 1, 1899, stood as follows:

LOANS— NAME AND PURPOSE—	Interest. P. Ct.	Payable.	Principal. When Due.	Outstand'g.
Construction bonds	c 6	A & O	Apr. 1, 1919	$2,720,000
Renewal bonds	c 4	J & J	July 1, 1910	3,379,450
Bonds of 1889—				
P ison debt bond, 4s	....	J & J	Jan. 1, 1909	110,000
Prison farm bonds, 4s	....	J & J	Jan. 1, 1909	60,000

PAR VALUE OF BONDS.—The consolidated 4s are $50, $100, $500 and $1,000; the consolidated 6s $1,000 each. The prison bonds are for $100, $500 and $1,000 each.

INTEREST on the consolidated 4s and 6s is payable in New York at the National Bank of the Republic and in Raleigh.

TOTAL DEBT RECOGNIZED AND TOTAL ADJUSTED.—The funding act of March 4, 1879, was extended to Jan. 1, 1901. The recognized fundable debt which has been funded and the recognized fundable debt which has *not* been funded are as follows:

	Funded.	*Not funded*
Consols 6 per cent	$2,720,000	$25,000
Consols 4 per cent	3,379,450	232,320

To the foregoing we should add the further fact that the State does not have to raise money for the interest on the six per cent bonds for the reason that the lease of the North Carolina Railroad provides a fund for the payment of the interest thereon, and the State holds three millions in the stock of the road, which if sold will much more than pay the principal.

ASSESSED VALUATION.—The State's assessed valuation (about 60 per cent of cash value) and tax rate have been as follows. The total valuation for 1899, not including railroads, was $252,891,827:

Years.	*Real Estate.*	*Personal.*	*Railroads.*	*Total.*	*Tax Rate.*
1898.	$155,280,169	$76,967,160	$33,619,868	$265,867,197	$4·30
1897.	153,858,554	75,995,995	29,157,099	259,011,508	4·30
1896.	153,835,584	77,025,547	26,576,096	257,437,227	4·30
1894.	158,088,064	76,391,837	25,084,549	259,564,450	4·13⅓
1891.	155,079,648	87,370,243	19,726,760	262,176,651	4·33⅓
1890.	141,817,026	74,946,718	18,438,298	235,202,042	2·50
1885.	126,955,679	82,613,417	.....	209,569,096	2·50
1881.	104,742,911	62,995,728	.....	167,738,639	2·80

POPULATION OF STATE.—The population of North Carolina has been as follows:

1890	1,617,947	1860	992,622	1830	737,987
1880	1,399,750	1850	869,039	1820	638,829
1870	1,071,361	1840	753,419	1810	555,500

The proportion of the colored population was 37·95% in 1880 and 35·05% in 1890. In number blacks were 316,011 in 1850; 361,522 in 1860; 391,650 in 1870; 531,277 in 1880, and 567,170 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF NORTH CAROLINA.

NOTE.—*For debts of minor civil divisions not found among the statements given below, see "Additional Statements" at end of this State.*

ASHEVILLE.—W. A. BLAIR, Mayor. M. W. ROBERTSON, Clerk.

County seat of Buncombe County.

LOANS—	*When Due.*
CITY HALL AND MARKET HOUSE—	
5s, J&J, $20,000	Oct. 1, 1920
5s, J&J, 20,000	July 1, 1921
FLOATING DEBT BONDS—	
5s, A&O, $90,000	Apr. 1, 1924
SCHOOL BONDS—	
5s, J&J, $25,000	July 1, 1921
SEWER & WATER BONDS—	
6s, J&J, $100,000	July 1, 1918
5s, J&J, $100,000	July 1, 1921
STREET BONDS—	
6s, J&J, $20,000	July 1, 1902
5s, J&J, $300,000	July 1, 1921
WATER BONDS—	
6s, J&J, $20,000	July 1, 1902
6s, J&J, $100,000	July 1, 1916

Bonded debt Feb., 1900..$795,000
Water debt (included).... 220,000
Population in 1890 was.....10,235
Population in 1880 was..... 2,616
Population 1900 about.....15,000

INTEREST on the street improvement and water-works bonds due in 1902 is payable at Asheville; on the floating debt bonds at Baltimore; on all other bonds at New York City.

TAX FREE.—All bonds issued by this city are exempt from city tax

DEBT LIMITATION.—Bonds can be issued only by vote of the people.

ASSESSED VALUATION of real estate and personal property for 1899 was $4,725,355; city tax in 1899 (per $1,000), $10·00; total tax, $19·50. Real estate is assessed at "about 60 p. c. of its actual value."

BUNCOMBE COUNTY.—County seat is Asheville.

On Jan. 26,'98, the County Court decided that the $98,000 bonds were illegal; recently the decision was affirmed by the State Supreme Court, but later it was reported the county officials would take action to legalize the issue.

LOANS—	*When Due.*
REFUNDING BONDS—	
5s, J&J, $98,000	July 1, 1925

Tax valuation 1899....$9,612,591
County tax rate (per M.) '99.$9·00
Population in 1890..... 35,266

CHARLOTTE.—FRED. NASH, Treasurer.

County seat of Mecklenburg County.

LOANS—	*When Due.*
CITY HALL BONDS—	
5s, ..., $40,000	30 years
FUNDING BONDS—	
5s, J&J, $10,000	July 1, 1920
STREET AND SEWER BONDS—	
5s, J&J, $50,000	Jan. 1, 1918
5s, J&J, 75,000	July 1, 1920
5s, J&J, 250,000	Jan. 26, 1929
5s, J&J, 50,000	Apr. 1, 1929

Total debt Feb. 20, 1900. $475,000
Tax valuation 1898.....5,984,290
Assessment about ½ actual value.
City tax (per $1,000), 1899.$10·00
County tax (per M.) 1899... 11·66
Population in 1890 was 11,557
Population in 1899 (est.)...27,000

INTEREST is payable in New York or Charlotte and coupons are receivable for city taxes.

DEBT LIMITATION.—Chartered limit of bonded debt is $500,000.

CHEROKEE CO.—County seat is Murphy.

LOANS—	*When Due.*
6s, Apl. 1, $10,500	Apl. 1, 1920
6s, Apl. 1, 26,500	Apl. 1, 1921
6s, Apl. 1, 1,000	Apl. 1, 1922
6s, ..., 16,000	1928

Bonded debt Apr. 1, '98...$54,400
Floating debt..... 3,026

Total debt Apr. 1, 1898.. $57,426
Tax valuation 1899.....1,580,778
Actual value (est,).....3,000,000
County tax (per M.) 1899.$11·33⅓
Population in 1890 was.....9,976
Population in 1880 was.....8,182

INTEREST on bonds due 1921 is payable at New York; on all others at Murphy.

CLEVELAND CO.—County seat is Shelby.

LOANS—	*When Due.*
JAIL BONDS—	
6s, J&J, $3,300	1901
Subject to call $1,000 yearly.	
RAILROAD AID—	
6s, J&J, $75,000	1905, '10, '15
($25,000 each year.)	

Interest payable in Shelby, N. C.
Total debt Mar. 30, 1898. $78,300
Total valuation 1899 3,476,800
County tax rate (p. M.) '99.$8·66⅔
Population in 1890 was.....20,394
Population in 1898 (est.)...37,000

CRAVEN COUNTY.—County seat is New Berne.

LOANS—	*When Due.*
FUNDING BONDS—	
6s, July 1, $46,025	1909
REFUNDING BONDS—	
5s, g., J&D, $87,300	June 1, 1927
Subject to call on 6 months' notice.	

Interest is payable in New Berne.
Total valuation 1899...$3,047,887
Assessment about ⅔ actual value.
State & co. tax (per M.) '99..$10·16
Population in 1890 was.....20,533
Population in 1899 (est)...25,000

DURHAM.—GEO W. WOODWARD, Clerk.

This is the county seat of Durham County.

LOANS—	*When Due.*
RAILROAD BONDS—	
6s, J&J, $100,000	Jan. 2, 1928
6s, Jan., 50,000	July 1, 1918
PUBLIC SCHOOL BONDS—	
6s, J&J, $25,000	Sept. 1, 1921
Subject to call.	
5s, J&J, $16,000	July 1. 1907
Subject to call after 1904.	
Interest payable in Durham.	

Bonded debt May 1, 1899.$175,000
Floating debt..... 22,438

Total debt..... $197,438
Sinking fund and cash... 40,428
Net debt May 1, 1899.... 157,010
Total valuation 1898....5,278,944
Tax valuation, real.....1,548,527
Tax valuation, personal.3,645,649
Total valuation 1897...*5,194,176
Assessment abt. ⅔ of actual value.
Total tax (per $1,000).....$17·00
Population in 1890 was..... 5,485
Population in 1895 was.....11,699

* For particulars in regard to assessed valuation, see vol. 64, p. 480.

FORSYTH CO.—County seat is Winston.

LOANS—	*When Due.*
COURT HOUSE BONDS—	
6s, May 1, $19,000	May 1, 1901
6s, May 1, 18,000	May 1, 1906
6s, May 1, 18,000	May 1, 1911

Bonded debt Feb. 18, '98 $55,000
Tax valuation 1899.... 7,690,763
Real valuation about...16,000,000
County tax rate (p. M.) '99..$7·66
Population in 1890 was 28,430
Population in 1880 was 18,070

GREENSBORO.—Z. V. TAYLOR, Mayor.

County seat of Guilford County.

LOANS—	*When Due.*
BUILDING BONDS—	
5s, g., A&O, $35,000	Apr. 1, 1930
IMPROVEMENT BONDS, 1887—	
6s, J&J, $100,000	Jan. 1, 1917
6s, ..., 11,000	Part yearly
SCHOOL LOCATION—	
6s, J&J, $30,000	Jan. 1, 1922
6s, J&J, 20,000	1923

Interest paid in Greensboro.
Total debt Feb. 1, 1900.. $161,000
Tax valuat'n 1898 (abt.)3,000,000
City tax rate (per M.) 1899.$13·00
Total tax (per $1,000), '99..$20·90
Population in 1895 (est.) ...10,000
Population in 1900 (est.)...16,000

TAX FREE.—All of the bonds are exempt from taxation.

HENDERSON CO.—W. J. DAVIS, Treasurer.

County seat is Hendersonville. Sinking fund receives $1,000 yearly.

LOANS—	*When Due.*
REFUNDING BONDS—	
6s, M&N, $97,000	May 1, 1925

Bonded debt Mar. 1, 1900.$97,000
Sinking fund..... 3,000

Net debt Mar. 1, 1900... $94,000
Tax valuation 1899.....2,165,000
Assessment ¾ to ⅘ actual value.
County tax (per $1,000) '99.$10·00
Population in 1890 was.....12,589

MECKLENBURG CO.—E. H. WALKER, Treas.

County seat is Charlotte.

LOANS—	*When Due.*
RAILROAD AID—	
6s, M&N, $300,000	Nov. 1, 1920
Floating debt	$50,000
Total debt Jan. 1, 1900.	350,000
Tax valuation, real	6,876,120

Tax valuat'n, pers'l, '98.$5,446,221
Total valuation 1899...12,322,341
Assesssment is abt. ½ actual value.
State & Co. tax (per M) '99.$9·86⅔
Population in 1890 was 42,673
Population in 1900 (est.) ...80,000

On Jan. 1, 1900, the county had real estate and other assets to the amount of $90,000.

INTEREST is payable in Charlotte, N. C., and at the American Exchange National Bank, New York.

RALEIGH.—A. M. POWELL, Mayor. JOSEPH G. BROWN, Treas.

Raleigh is the county seat of Wake County.

LOANS—	*When Due.*
CONSOLIDATED DEBT BONDS—	
5s, J&J, $67,500	July 1, 1919
CURRENT EXPENSE BONDS—	
5s, M&N, $20,000	1900 to 1903
($5,000 payable yearly on May 1.)	
FUNDED DEBT—	
6s, J&J, $41,500	July 1, 1907
PUBLIC IMP. BONDS—	
5s, J&J, $75,000	July 1, 1929
4s, J&J, 100,000	July 1, 1929
STREET BONDS—	
5s, J&J, $25,000	July 1, 1929
5s, A&O, 50,000	Oct. 1, 1927

INTEREST on the funded debt bonds is payable in Raleigh; all other interest payable in Baltimore. Coupons are all tax-receivable.

TOTAL DEBT, ETC.—The bonded debt on March 1, 1900, was $384,000 floating debt, $8,329; total debt, $392,329; sinking fund assets, $34,873; net debt, $357,456.

TAX FREE.—The bonds are all exempt from city taxation.

ASSESSED VALUATION in 1899 of real estate was $3,770,419; of personal property, $1,462,544; total, $5,232,963; city tax rate (per $1,000), $12·33⅓; total tax rate (per $1,000), $19·00. Real estate is assessed at "about ⅔ actual value."

POPULATION.—The population in 1890 was 12,678; in 1880 it was 9,265; in 1900 (estimated), 20,000.

REIDSVILLE.—C. N. EVANS, Treasurer.

In Rockingham County.

LOANS—	*When Due.*
IMPROVEMENT BONDS—	
6s,g, J&J, $27,500	July 1, 1921
5s,g, May, 25,000	May 1, 1929
Interest payable at the Importers' & Traders' Nat. Bk., New York.	

Total debt May 3, 1899... $75,000
Tax valuation 1899.....1,052,553
Tax rate (per $1,000) 1899..$7·50
Population in 1890 was.....2,971
Population in 1899 (est.).....5,000

RUTHERFORD CO.—County seat is Rutherfordton.

LOANS—	*When Due.*
RAILROAD BONDS—	
6s, Oct. 1, $100,000	Oct. 1, 1905
6s, M&N, $27,300	Nov. 1, 1906
Interest payable at Rutherfordton.	
Bonded debt Jan. 1, 1900. $127,300	

Tax val't'n, real $1,938,332
Tax valuation, personal. 559,776
Total valuation 1899....2,498,108
Assessment about ⅔ actual value.
County tax (per M.) 1899.$11·266
Population in 1890 was.... 18,770

SALISBURY.—T. C. LINN, Mayor. D. A. ATWELL, Treasurer.

This city is the county seat of Rowan County.

LOANS—	*When Due.*
STREET BONDS—	
5s, June 1, $15,000	June 1, 1901
5s, June 1, 15,000	June 1, 1911
5s, June 1, 20,000	June 1, 1921
5s, A&O, 25,000	1920
Interest is payable in N. Y. City.	
Bonded debt Feb., 1899....$50,000	
Sinking fund..... 10,000	

Net debt Feb. 1, 1899.... $40,000
Tax valuation, real 1,583,005
Tax valuation, personal. 395,750
Tax valuation 1899 1,978,755
Total tax (per $1,000) 1899 $16·00
Population in 1890 was.....4,418
Population in 1896 (est.).....5,300

SALISBURY TOWNSHIP.—J. S. McCUBBINS, JR., Treas.—This township is in Rowan County.

5s, J&J, $50,000 .....Due 1930
Bonded debt Jan. 1, 1900 $50,000
Tax valuation 1899.....3,500,000
Tax rate (per $1,000) 1899.$16·00
Population in 1890 was.....6,411
Population in 1899 (about) 11,000

STANLY COUNTY.—

County seat is Albemarle. In August, 1899, the bonds mentioned below were declared illegal by the U. S. Circuit Court of Appeals.

LOANS—	When Due.
RAILROAD AID BONDS—	
6s, July, $100,000	1920

Interest payable at Salisbury.

Total debt Apr. 1, 1898.. $113,000
Tax valuation 1899.....1,936,128
Actual valuation.....3,000,000
County tax (per $1,000) '99.$7·50
Population in 1890 was....12,136

STATESVILLE.—County seat of Iredell County.

LOANS—	When Due.
WATER & SEWER—	
5½s, A&O, $52,000	Oct. 15, 1927
Bonded debt July 1, '99	$79,500
Tax valuation, real	667,500

Tax valuation, personal..$351,346
Total valuation 1899....1,018,846
Total tax (per $1,000) 1899.$20·50
Population in 1890 was.....2,318
Population in 1899 (est.).....4,500

WILKES COUNTY.—J. H. JOHNSON, Sheriff.

Wilkesboro is the county seat. The county has refused to pay the interest on the bonds given below on the grounds that the railroad company has not complied with its contract. The case is now in the U. S. Supreme Court.

LOANS	When Due.
RAILROAD AID BONDS—	
6s, semi-an., $100,000	1900
Bonded debt Jan. 1,1900.	$100,000
Floating debt	4,000
Total debt	104,000

Sinking fund..... $19,000
Net debt Jan. 1, 1900.... 85,000
Total valuation 1899....1,900,962
Assessment about ⅔ actual value.
State and Co. tax (per M) '99.$10·00
Population in 1890 was.....22,675

WILMINGTON.—A. M. WADDELL, Mayor. B. F. KING, Treasurer.

Wilmington is the county-seat of New Hanover County.

LOANS—	When Due.
FUNDING—(Gold) 1892.	
5s, J&J, $332,400	Jan. 1, 1922
C. F. & Y. RR.—	
5s, ..., $150,000	Jan, 1, 1919
FUNDING BONDS—	
5s, Jan., $25,000	1901-1905
W. O. & E. C. RR.—	
6s, ..., $100,000	Jan. 1, 1918
REFUNDING BONDS—	
4s, g., J&J, $148,000	July 1, 1929

INTEREST on bonds is payable in Wilmington and New York Coupons are tax-receivable.

TOTAL DEBT—The city's bonded debt Mch. 1, 1900, was $755,400; sinking fund, $41,615; net debt March 1, 1900, was $713,785. The sinking fund receives yearly 3 cents on each $100 of the city's assessed valuation.

ASSESSED VALUATION—The city's assessed valuation and tax rate have been as follows, the assessment being about ⅔ actual value.

Years.	Real Estate.	Personal Property.	Total.	City Tax (per $1,000
1899	$5,488,226	$1,750,540	$7,238,766	$17·50
1898	5,137,215	1,666,695	6,803,910	17·50
1894	5,538,755	1,610,285	7,149,040	17·50
1892	5,243,569	2,421,382	7,664,951	17·50
1885	3,397,505	1,762,146	5,159,651	17·50

The total tax rate (per $1,000) in 1899 was $26·80, including State tax $2·50, county tax $5·00, city tax $17·50 and school tax $1·80.

POPULATION in 1900 was 20,056; in 1900 (est) 27,500.

WILSON.—P. B. DEAMS, Mayor. JOHN R. MOORE, Clerk.

Wilson is in Wilson County.

LOANS—	When Due.
WATER AND LIGHT BONDS—	
5s, A&O, $74,500	Jan. 1, 1912
SEWER BONDS—	
6s, g., Jan. 15, $17,000	1916
Bonded debt Jan 1,1900..	$91,500
Floating debt	4,642
Total debt Jan. 1, 1900...	96,142
Water debt (included)....	60,000
Tax valuation, real	810,590

Tax valuation, personal. $793,061
Total valuation 1899....1,603,651
Assessment about ⅔ actual value.
State tax (per $1,000) '99..$2·40
County tax (per $1,000).... 2·36⅔
City tax (per $1,000)..... 6·00
Average school tax..... 4·80
Population in 1890 was.....2,126
Population in 1900 (est.)....6,000

INTEREST on the water and light bonds is payable at the Chemical Nat. Bank, New York; on the sewer bonds at the Nat. Park Bank, N. Y.

WINSTON.—JOHN F. GRIFFITH, Mayor. W. E. FRANKLIN, Secretary and Treasurer

Winston is the county seat of Forsyth County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
5s, F&A, $100,000	Aug. 15, 1910
5s, M&N, 100,000	May 1, 1911
RAILROAD BONDS—	
6s, M&N, $40,000	Nov. 15, 1909
WATER WORKS AND OTHER PURPOSES—	
5s, M&S, $160,000	Sept. 1, 1924

Bonded debt Mar. 1, 1900.$400,000
City has no sinking fund.
Tax valuation, real.....1,739,210
Tax valuation, personal..2,032,904
Total valuation 1899....3,772,114
Assessment about ⅓ actual value.
City tax (per $1,000) 1899...13·50
Population in 1890 was..... 8,018
Population in 1900 (est.)...16,000

Principal of all except the railroad bonds is payable in gold.

TAX FREE.—All of the city's bonds are exempt from taxation.

INTEREST on the railroad bonds is payable at Winston; on others at Baltimore, Md.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several civil divisions in North Carolina not included in the foregoing.

	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Population 1890.
Cumberland Co	$106,000	.....	$3,073,482	.....	27,326
Durham Co	65,000	.....	9,932,261	$7·60	18,041
Fayetteville, Cumberland Co	49,500	.....	1,250,000	20·00	4,222
Wake Co	33,000	14,885	10,542,544	6·66⅔	29,207

State of South Carolina.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State - - - One of Original Thirteen
Total area of State - - - - - - - - 30,570
State Capital - - - - - - - - Columbia
Governor (term expires Jan. 18, 1901) - - M. B. McSweeney
Secretary of State (term expires Jan. 18, 1901) - M. R. Cooper
Treasurer (term expires Jan. 18, 1901) - W. H. Timmerman

Legislature meets annually on the second Tuesday in January, and after the session of 1899 the term will be limited to forty days.

HISTORY OF DEBT.—For history of South Carolina's debt from 1794 to 1893 see the STATE AND CITY SUPPLEMENT of April, 1893, pages 163 and 164. The State debt on January 1, 1899, consisted of the following items:

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
B'nds to ref. brown consols '92	4½	J & J	Jan. 1, 1933 Optional after Jan. 1, 1913.	$5,573,626
Blue bonds 1887	4½	J & J	July 1, 1928	400,000
Consols 1873-8-9	6	.....	.....	270,779
Agricul. Col. Scrip—two pieces	6	.....	irredeemable	191,800
Clemson College stock, 1891.	6	J & J	irredeemable	58,539
BONDS FUNDABLE INTO BROWN CONSOLS—				
Various old bonds	6		principal fundable	350,208

PAR VALUE OF BONDS—The brown consols, the brown bonds exchangeable for the same and the blue bonds are all for $500 and $1,000.

INTEREST is payable in New York at the National Park Bank; in Columbia, South Carolina, at the State Treasury; and in Charleston at the South Carolina Loan & Trust Company.

TOTAL DEBT.—The total valid bonded debt on January 1, 1900, was $6,844,967, including $350,208 yet to be funded, and much of which may never be presented.

ASSESSED VALUATION.—The State's assessed valuation and tax rate at different periods are shown in the table below.

Years.	Real Estate.	Personal Property.	Railroads.	Total.	Tax per $1,000.
1899.	$101,070,141	$50,471,760	$24,805,918	$176,347,819	$5·00
1898.	100,719,716	47,859,385	24,658,004	173,237,105	5·00
1897.	102,088,325	47,641,516	24,142,341	173,872,182	5·00
1896.	100,976,705	45,838,607	23,940,162	170,755,474	....
1895.	100,157,179	45,494,110	23,797,652	169,448,941	....
1894.	100,415,856	49,403,984	23,944,796	173,764,636	....
1890.	88,416,367	44,280,171	17,905,913	150,602,451	5·25
1880.	76,583,666	36,574,858	7,392,900	120,551,624	4·75

STATE PROPERTY.—The State owns valuable deposits of phosphates, but its revenue from the mining of them, after increasing from $196,698 in 1886 to $237,149 in 1890, fell to $23,522 in 1898.

POPULATION OF STATE.—The population of South Carolina has been as follows in the years named:

1890	1,151,149	1860	703,708	1830	581,185
1880	995,577	1850	668,507	1820	502,741
1870	705,606	1840	594,398	1810	415,115

The proportion of the colored population was 60·70 per cent in 1880 and 60·16 per cent in 1890. In number blacks were 393,944 in 1850, 412,320 in 1860; 415,814 in 1870; 604,332 in 1880; 692,503 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF SOUTH CAROLINA.

ANDERSON.—JOHN K. HOOD, Mayor.

This place is in Anderson County,

LOANS—	When Due.
CITY HALL BONDS.—	
4½s, A. & O. $8,000	Apr. 1, 1919
SAVANNAH VALLEY RR.—	
7s, March, $20,000	Mar. 1, 1901
($2,000 due yearly) to	Mar. 1, 1910
SCHOOL BONDS—	
6s, Sept. 1, $20,000	10 to 30 yrs.
($1,000 due yearly.)	

Total debt Mar. 1, 1900. $48,000
Tax valuat'n, real & RRs. 643,168
Tax valuation, personal. 900,921
Total valuation 1899....1,544,089
Assessment is ⅖ actual value.
City tax (per $1,000) '99...$12·00
Total tax (per $1,000).....$26·50
Population in 1890 was.....3,018
Population in 1900 (est.).....6,000

INTEREST payable at Anderson. Coupons are tax receivable.

TAX FREE.—The bonds issued by this city are exempt from taxation

OPTIONAL.—All of the bonds are subject to call.

CHARLESTON.—J. O. LEA, Treasurer.

Charleston is the county seat of Charleston County. In consequence of the War the city's bonds became overdue, principal and interest. The conversion bonds were issued to settle this indebtedness.

LOANS—	When Due.
CONVERSION BONDS—	
3s, A&O, $50,000	Oct. 1, 1922
5s, A&O, 56,000	Oct. 1, 1923
5s, A&O, 62,500	Oct. 1, 1924
5s, A&O, 90,000	Oct. 1, 1925
5s, A&O, $55,000	Oct. 1, 1926
5s, J&J, 23,000	in 99 years
4s, J&J, 3,361,700	J.&J. 1909
4½s, A&O, 90,000	Apr. 1, 1928
4½s, A&O, 10,000	Oct. 1, 1928

PAR VALUE OF BONDS.—The 4 p. c. bonds are for $100, $500 and $1,000, the 4½s for $500 and the 5s for $500 each.

INTEREST.—Interest is payable at Charleston City Treasury; coupons are all tax-receivable.

TOTAL DEBT.—The subjoined statement shows Charleston's debt on the first of January of each of the years named:

	Jan. 1, 1900.	Jan. 1, 1899.	Jan. 1, 1898.	Jan. 1, 1897.
T'l bonded debt.	$3,798,200	$3,798,200	$3,807,700	$3,827,700

DEBT LIMITATION.—The city can issue bonds only when authorized by a two-thirds vote of its citizens at a popular election held in accordance with a two-thirds vote of both the City Council and the State Legislature. Under the new Constitution the debt cannot be increased, the limitation being 8 p. c. of the assessed valuation.

ASSESSED VALUATION.—The city's assessed valuation (about 40 per cent of cash value) and tax rate have been as follows:

Years.	Assessed Valuation. Real.	Personal.	Total.	City Tax per $1,000	Total Tax per $1,000
1899	$12,391,298	$4,899,160	$17,293,458	$25·50	$38·12½
1898	12,357,348	5,004,063	17,361,411	25·50	37·62½
1897	12,995,113	5,380,722	18,375,835	2··00	37·50
1896	12,887,709	5,789,097	18,676,806	27·00	38·00
1895	16,630,364	6,112,472	22,742,836	21·.0	31·00
1894	16,685,232	6,636,770	23,322,002	21·00	31·00
1890	14,800,000	6,586,539	21,386,539	23·00	.....
1888	14,527,350	7,042,205	21,569,555	23·50	33·75

Total tax rate in 1899 included State and county tax, $10·62½; city tax, $26·50; school tax, $1·00; total, $38·12½.

POPULATION.—In 1890 population was 54,955; in 1880 it was 49,984. According to local figures the population in 1899 was 67,000.

COLUMBIA.—

Columbia is the capital of the State and the county seat of Richland County. In 1880 the city funded the entire amount of its debt (principal and overdue interest) into the first issue of bonds below described. The water bonds, secured by first mortgage on water works costing over $400,000, were issued in 1891 for improvements.

LOANS— NAME AND PURPOSE.	Interest. P. Ct.	Payable.	When Due.	Outstand'g.
New city funded debt, 1880..	3-4	J & J	July 1, 1910	$852,186
Water bonds (1st mort.), 1891.	6	J & J	Jan. 1, 1921	75,000

PAR VALUE OF BONDS is $100, $500 and $1,000.

INTEREST.—The bonds bore 2 per cent interest till July 1, 1891, and will bear 3 per cent till July 1, 1900; thereafter 4 per cent. This interest is payable at the City Treasury. The coupons are tax-receivable except for water rents.

BONDED DEBT at the date of our last returns was $852,186.

DEBT LIMITATION.—The city cannot create a debt in excess of one-eighth the assessed valuation of city property.

ASSESSED VALUATION.—The city's assessed valuation (about ½ cash value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Ass'd Valuation.	Tax per $1,000.
1892	$3,254,105	$1,703,196	$4,957,301	....
1888	2,755,752	1,245,639	4,001,391	...

POPULATION.—In 1890 was 15,353; in 1880, 10,036.

GREENVILLE.—J. F. Richardson, Chairman Finance Committee.

This city is the county seat of Greenville County.

LOANS—	When Due.
BRIDGE BONDS—	
6s, M&N, $8,500	May 1, 1905
FLOATING DEBT BONDS—	
6s, J&J, $10,000	July 1, 1906
PAVING BONDS—	
6s, M&S, $15,000	Sept. 1, 1913
RAILROAD BONDS—	
7s, J&J, $11,600	July 1, 1903
7s, Jan. 10,500	Jan. 1, 1905
7s, Jan. 5,000	Jan. 1, 1910
6s, J&J, 5,000	Jan. 1, 1901
5s, J&J, 10,000	Jan. 1, 1912
REFUNDING BONDS—	
4½s, J&J, $9,500	Jan. 1, 1920
SCHOOL BONDS—	
6s, F&A, $18,000	Feb. 1, 1908
6s, F&A, 7,000	Feb. 1, 1911
SEWER BONDS—	
6s, J&J, $75,000	July 1, 1922

Coupons are all tax-receivable.
Bonded debt Jan. 1, '99...$195,000
Tax valuation real.....1,606,315
Tax valuation personal.. 865,640
Total valuation 1895....2,471,955
Assessment is 40% actual value.
City tax (per $1,000)... $12·93⅓
Population 1890 was 8,607
Population 1895 (estim.) ...10,000

TAX FREE.—All bonds of this city are exempt from city tax.

GREENVILLE CO.—County seat is Greenville.

LOANS—	When Due.
ATL. & CHAR. AIR LINE RR.—	
7s, ..., $55,000	1903 & 1907
6s, ..., 25.000	1915
FUNDING BONDS—	
4s, J&J, $32,000	July 1. 1919
GREENVILLE & LAURENS RR.—	
7s, ..., $45,000	1900 to 1909

Bonded debt Jan. 1, '99..$125,000
Tax valuation, real.... 4,196,245
Tax valuation, personal 2,066,670
Tax valuation, railroad 674,135
Total valuation 1898... 6,937,050
State & Co. tax (per M) '99..$10·12½
Population in 1890 was.....44,310

GREENWOOD.—D C. Dupree, Mayor.

This town is in Greenwood County.

LOANS—	When Due.
COURT-HOUSE & JAIL BONDS—	
6s, ..., $21,000	
WATER BONDS—	
6s, ..., $40,000	1937

Interest payable in New York.
Bonded debt Jan. 1, 1899 $61,000
Sinking fund..... ..... $1,000
Net debt Jan. 1, 1899.... 60,000
Ass'd valuation '98 (abt)1,000,000
Assessment about ⅓ actual value.
City tax (per $1,000) 1898...$7·00
Population in 1890 was.....1,326
Population in 1899 (est.)....5,500

KERSHAW CO.—W. R. Hough, Treasurer.

County seat is Camden.

LOANS—	When Due.
RAILROAD BONDS—	
7s, J&J, $50,000	Oct. 21, 1912
7s, J&J, 50,000	Jan. 24, 1913

Total debt Jan. 1, 1900... $100,000
Tax valuation, real.....1,865,395
Tax valuation, personal. $921,567
Total valuation 1899....2,786,962
Assessment abt. ⅔ actual value.
Total tax (per $1,000) '99 ..$14·50
Population in 1890 was.....22,361
Population in 1900 (est.)....28,000

TAX FREE.—Bonds are exempt from taxation.

LANCASTER CO.—W. C. Cauthen, Treas.

County seat is Lancaster. The statement below includes two townships.

LOANS—	When Due.
CHERAW & CHESTER RR.—(Co.)	
6s, Feb., $92,700	Apr. 26, 1905
CHAR. CIN. & CHIC. RR.—(Twp.)	
7s, July, $71,000	July 1, 1913

County debt Apr. 1, 1900..$92,700
Township debt (add'l).... $71,000
Tax valuation 1899.... 2,274,950
Assessment about ⅔ actual value.
State & Co. tax (per M) '99..$10·00
Population in 1890 was.....20,761
Population in 1900 (est.)....24,000

INTEREST is payable at Lancaster Court House.

LAURENS CO.—County seat is Laurens C. H.

LOANS—	When Due.
GREEN. LAURENS & SPART. RR.—	
7s, Jan., $60,000	30 years
GREENVILLE & LAURENS RR.—	
7s, Dec., $74,500	30 years
REFUNDING BONDS—	
6s, Dec., $15,000	1912

Total debt Mar. 1, 1898..$149,500
Tax valuation 1898.....4,891,208
State & Co. tax (per M) '99...$7·50
Population in 1890 was.....31,610

NEWBERRY.—County seat of Newberry County.

LOANS—	When Due.
REFUNDING BONDS—	
4½s, ..., $22,000	1919
WATER & ELEC. LT. BONDS—	
6s, Jan., $42,000	Jan. 1, 1937

Coupons tax receivable.
Total debt Jan. 1, 1899...$64,000
Tax valuation, real..... $779,500
Tax valuation, personal. 701,737
Tax valuation 1895.....1,481,237
Assessment abt. 60% actual value.
Total tax (per $1,000).....$21·25
Population in 1890 was.....3,020
Population in 1898 (est.).....5,000

INTEREST on town bonds is payable at Newberry; on water and electric-light bonds at Carolina Savings Bank, Charleston.

TAX FREE.—The above bonds are exempt from taxation.

SPARTANBURG CO.—L. P. Epton, Aud.

County seat is Spartanburg. A part of this county has been taken to help make the new county of Cherokee. The new county will assume responsibility for about one-sixth of the debt as given for Spartanburg County.

LOANS—	When Due.
RAILROAD AID BONDS—	
7&6s...$216,000	1899-'02-'05

Sinking fund re'ires $10,000 y'ly.
Bonded debt Jan. 1, 1899..$216,000
Floating debt..... 33,000
Total debt Jan 1, 1899 $249,000
Tax valuation 1898 10,737,119
Assessment about 3-5 actual value
State & co. tax (per M) '99..$11·00
Population in 1890 was.....55,385
Population in 1897 about.. 75,000

UNION—W. D. Arthur, Clerk and Treasurer.

County seat of Union County.

LOANS—	When Due.
6s, ..., $40,000	1937
5s, annu. 50,000	1940

Subject to call 1920.
Bonded debt Mar. 10, 1900..$90,000
Tax valuation 1899....$1,300 000
Estimated real value.. 2 000,000
Town tax (per $1,000) '99..$10 00
Population in 1890 was.....1,609
Population in 1900 (est.).....7,000

UNION COUNTY.—J. H. Bartles, Treasurer.

County seat is Union. A portion of this county has been taken to help form the new county of Cherokee, and $12,157 of the debt of the old county was transferred to the new.

LOANS—	When Due.
REFUNDING RR. BONDS 1895—	
6s, J&J, $104,400	July 1, 1925

Subject to call July 1, 1915.
Interest payable in New York.
Total debt Jan. 1, 1900..$104,400
Sinking fund..... 10,000
Net debt Jan. 1, 1900..... 94,400
Tax valuation, real.....$1,755,000
Tax valuation, person'l 1,935,000
Total valuation 1899.. 3,690,000
Assessment is ½ actual value.
Total tax (per $1,000) '99..$15·00
Population in 1890 was.....25,363
Population in 1896 (est.)...30,000

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding the counties (besides other civil divisions) in the State of South Carolina which have an indebtedness of over $10,000 and which are not represented among the foregoing detailed reports.

	Bonded Debt.	Interest.	Maturity.	Tax Rate.	Population '90
Abbeyville, Abbeyville Co...	$54,300	6&7	'21-'37	$12·00	1,696
Aiken, Aiken County.....	71,000	6&7	'12-'37	8·00	2,362
Bamberg, Bamberg Co.....	29,250	6	....	6·00	696
Camden, Kershaw Co.....	17,500	5&7	1903-10-16	10·00	3,533
Cane Creek, (Twp.) Lan. Co..	19,000	7	1913	4·00	2,706
Catawba, (Twp.) York Co....	60,000	7	past due	3·00	6,678
Cherokee Twp. No.1 Cher.Co.	23,400	7	1911	.....	.....
Chester, Chester Co.....	80,000	6	1937	.....	2,703
Chester County.....	75,000	6	1905	14·50	26,660
Clinton, Laurens Co	10,000	6	1911	4·00	1,021
Conway, (Twp.) Horry Co ...	18,500	6	1905	4·00	677
Dorchester County.....	20,000	6	1905	13·75	.....
Dunklin, (Twp.) Green'le Co.	11,900	7	1902	.....	2,269
Florence, Florence Co.....	54,000	7	'09-'19	15·00	3,395
Gaffney, Cherokee Co	12,000	6	1917	8·00	.....
Georgetown, George'wn Co..	79,000	7	1903	15·00	2,895
Gill Creek, (Twp.) Lan. Co...	39,000	7	1913	4·00	3,578
Laurens, Laurens Co	17,000	7	1910	4·00	2,245
Marion, Marion Co	15,000	6&7	'02-'05	5·00	1,640
Newberry, (Twp.) New'y Co.	50,000	6&7	'06&'12	13 00	4,865
Orangeburg, Orangeburg Co.	55,500	5&6	'25&'38	11·10	2,964
Pickens County	20,000	7	1919	12·50	16,389
Pleasant Hill, (Twp.) Lan. Co.	15,000	7	1913	3·00	3,649
Sullivan, (Twp.) Laurens Co.	13,000	7	1906	....	2,218
Sumter, Sumter Co.....	44,000	6	'04&'14	10·00	3,865
Sumter County..	15,000	6	1906	.....	43,605
York, (Twp.) York Co.....	56,000	7	past due	4·33	5,267

State of Georgia.

ITS

DEBT, RESOURCES, Etc.

Admitted as a State - -	One of the Original Thirteen
Total area of State (square miles) - - - - -	59,475
State Capital - - - - - - - - - -	Atlanta
Governor (term expires *Oct. 1900) - -	Allen D. Candler
Secretary of State (term expires *Oct. 1900) - -	Philip Cook
Treasurer (term expires *Oct. 1900) - -	William J. Speer
Comptroller (term expires *Oct. 1900) -	William A. Wright

Legislature meets annually in October, and sessions are limited to fifty days.

*Section 49 of the Code says: "The Governor-elect shall begin the discharge of his duties from the time of his inauguration. The ceremony of inauguration shall take place during the first week of the session of the General Assembly next after the election, and on such day of that week as the General Assembly by joint resolution appoints. On failure of appointment, it takes place at 12 o'clock, meridian, on Saturday of that week, unless prevented by providential causes." Article V., section 2, paragraph 1 of the Constitution says that the Secretary of State, Comptroller-General and Treasurer shall "hold their offices for the same time as the Governor."

HISTORY OF DEBT.—The details of Georgia's early history in debt-making will be found in the STATE AND CITY SUPPLEMENT for April, 1893, pages 165 and 166. The debt of the State is now being steadily reduced, $100,000 being devoted each year to that purpose. Moreover the State Constitution adopted in December, 1877, provides against the creation of any bonded debt "except to repel invasion, suppress insurrection, or defend the State in time of war," $200,000 being made the limit for floating indebtedness which may be temporarily incurred in case of deficiency in the revenues.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
Redemption bonds, 1892.....	4½	J & J	Jan. 1, 1922	$207,000
do do 1896.....	4	J & J	July 1, 1926	230,000
Refunding bonds—Act of 1884	4½	J & J	July 1, 1915	3,392,000
Refunding bonds—Act of 1887	4½	J & J	Jan., 1901-16	1,600,000
$100,000 payable each year.				
Refunding bonds—Act of 1889	3½	J & J	Jan.,1917-'35	1,833,000
$100,000 payable yearly, 1917 to 1934, and $33,000 in 1935.				
Refunding bonds—Act of 1894	3½	M & N	May 1, 1915	287,000
State University bonds.....	7	J & J	1932 to 1946	282,500

State University bonds fall due as follows: $3,000 July, 1932; $61,000 April, 1933; $1,000 May, 1933; $96,000 April, 1934; $86,000 June, 1935; $6,000 July, 1935; $1,000 January, 1936; $1,000 April, 1936; $15,000 February, 1939; $3,000 October, 1940; $2,500 July, 1942, and $7,000 in July, 1946.

PAR VALUE OF BONDS.—Bonds are in pieces of $500 and upwards.

INTEREST on the university bonds is payable at the State Treasury in Atlanta, and all others at Atlanta, Ga., and at the National Park Bank, New York City.

TAX FREE.—All of the above-mentioned bonds are tax exempt.

BONDED DEBT.—The valid bonded debt of the State of Georgia on March 1, 1900, was $7,836,000, of which $7,831,500 was interest-bearing and $4,500 was past due and non-interest bearing. The contingent liabilities of the State on the same date were $464,000 of South Georgia & Florida RR. bonds, indorsed by the State of Georgia.

STATE PROPERTY.—The State owns the Western & Atlantic RR., extending from Atlanta, Ga. to Chattanooga, Tenn., 138 miles, and has leased it for 29 years from December 27, 1890, to the Nashville Chattanooga & St. Louis RR. Company at a rental of $420,012 per annum.

DEBT LIMITATION.—"The bonded debt of the State shall never be increased except to repel invasion, suppress insurrection or defend the State in time of war." (Constitution of 1877, Art. IV, Sec. 12, Par. 1.

COUNTIES, CITIES, &c. The State Constitution of 1877, Article VII, Section VII, limits the indebtedness to seven per cent of the assessed valuation. The paragraph reads as follows: "The debt hereafter incurred by any county, municipal incorporation or political division of this State, except as in this constitution provided for, shall not exceed seven per centum of the assessed value of all taxable property therein, and no such county, municipalities or division, shall incur any new debt, except for a temporary loan or loans to supply casual deficiencies of revenue, not to exceed one-fifth of one per centum of the assessed value of taxable property therein, without the assent of two-thirds of the qualified voters thereof, at an election for that purpose to be held as may be prescribed by law; but any city the debt of which does not exceed seven per centum of the assessed value of the taxable property at the time of the adoption of this Constitution may be authorized by law to increase, at any time, the amount of said debt, three per centum upon such assessed valuation."

MUNICIPAL BOND ISSUES.—In December, 1897, a very important law governing issues of bonds by counties, municipalities and other civil divisions in Georgia was passed. This law provides for having the Superior Court determine the validity of proposed bond issues, and judgment in the affirmative having been given, the bonds thereafter can never be called in question. See CHRONICLE of January 15, 1898.

ASSESSED VALUATION.—The State's assessed valuation (which is not over 50 p. c. of actual value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Railroads.	Total.	Tax Per $1,000.
1899....	$235,410,751	$137,516,326	$43,933,866	$416,860,943	$5·36
1898....	236,068,322	133,050,081	42,695,508	411,813,911	6·21
1897....	236,086,309	133,948,605	42,286,457	412,321,369	5·21
1893	253,754,634	156,890,119	41,355,247	452,644,907	4·61
1892.....	258,877,830	162,271,679	42,604,025	463,753,534	4·85
1891.....	.....	.....	42,383,287	444,969,755	5·08
1890.....	225,054,915	152,311,869	38,462,161	415,828,945	3·96
1885.....	179,946,059	119,200,739	22,548,818	321,695,616	3·50
1880.....	139,657,250	99,276,876	12,490,525	251,424,651	3·50
1875.....	261,755,884		.....	261,755,884	....
1870.....	226,119,519		.....	226,119,519	....

* Including railroads.

POPULATION.—The population of Georgia has been as follows:

1890.....	1,837,353	1860.....	1,057,286	1830.....	516,823
1880.....	1,542,180	1850.....	906,185	1820.....	340,985
1870.....	1,184,109	1840.....	691,392	1810.....	252,433

The proportion of the colored population was 47·02% in 1880 and 47·01% in 1890. In number blacks were 384,613 in 1850; 465,698 in 1860; 545,142 in 1870, 725,133 in 1880 and 863,716 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF GEORGIA.

ALBANY.—S. B. BROWN, Mayor.

This city is in Dougherty County.

LOANS—	When Due.
WATER-WORKS AND SEWERAGE—	
6s, g., Jan., $72,000	1901 to 1918
$4,000 due yearly on Jan. 15.	
5s, g., J&J, $12,500	1921
ELECTRIC LIGHT BONDS—	
5s, g., M&N, $25,000	1923
REFUNDING BONDS—	
6s, ..., $9,000	Jan. 15, 1921
Total debt Apr. 1, 1900	$118,500
Total valuation 1899	2,272,044
Total tax (per M.), '99	$18·50
Population 1890 was	4,008
Population in 1900 (est.)	8,000

INTEREST is payable at the Mercantile Nat. Bank, New York City.

AMERICUS.—This city is in Sumter County.

LOANS—	When Due.
BUILDING BONDS—	
6s, A&O, $30,000, g.	Apr. 1, 1920
SEWER BONDS—	
6s, A&O, $35,000, g.	Apr. 1, 1919
IMPROVEMENT BONDS 1898—	
4½s, Jan. 1, $35,000 g.	Nov. 15, '27
WATER BONDS—	
6s, Jan. 1, $16,000	Jan. 1, 1902-18
$2,000 due every 2 years.	
6s, A&O, $25,000, g.	Sept. 1, 1920
Total debt Aug. 1, 1899	$143,000
Tax valuation, real	1,516,353
Tax valuation, personal	1,331,413
Total valuation 1898	2,847,816
Actual valuation	3,000,000
State & co. tax (per $1,000)	$10·00
City tax (per $1,000) 1899	12·50
Population in 1890 was	6,398
Population in 1896 (estim'd)	8,000

INTEREST on the $18,000 water bonds and on the $35,000 improvement bonds is payable at New York or at Americus; on all other bonds by Hambleton & Co., Baltimore, Md.

TAX FREE.—All of the city's bonds are exempt from taxation.

ATHENS.—E. I. SMITH, Mayor. W. W. TURNER, Treasurer.

Athens is the county seat of Clark County. This city has never failed in the payment of principal or interest of its debt. On January 1, 1900, the corporation owned property valued at $278,500.

LOANS—	When Due
COLLEGE BONDS 1873—	
5s, J&J, $15,000	1900 to 1902
($5,000 due yearly July 1.)	
SCHOOL BONDS 1886—	
5s, J&J, $20,000	July 1, 1916
SEWER BONDS 1891—	
5s, J&J, $25,000	July 1, 1921
STREET IMPROVEMENT BONDS—	
4s, J&J, $100,000	1900 to 1928
Due $3,000 yearly on July 1.	
WATER BONDS 1892—	
5s, M&N, $23,000	Nov. 1, '99 to '21
($1,000 due yearly.)	
5s, M&N, $96,000	Nov. 1, 1922

INTEREST on water works bonds payable at N. Y. and Athens; on all other bonds at Athens. All coupons are receivable for city taxes.

BONDED DEBT Jan. 1, 1900, was $279,000.

DEBT LIMITED by State Constitution to 7 p. c. of assessed valuation.

TAX FREE.—All the bonds are exempt from city taxation.

ASSESSED VALUATION in 1899 of real estate and personal property was $5,248,283. Real estate is assessed at its actual value. The city tax rate (per $1,000) for 1899, was $10·00; total tax (per $1,000) $20·00.

POPULATION in 1890 was 8,639; in 1899 (estimated), 12,000.

ATLANTA.—JAMES G. WOODWARD, Mayor. J. H. GOLDSMITH, Comptroller.

Atlanta is the county seat of Fulton County. In 1893 the city of West End was annexed and $52,000 of bonds assumed.

LOANS—	When Due.
CAPITOL—	
6s, J&J, $55,500	Jan. 1, 1914
FLOATING DEBT—	
8s, J&J, $100,000	Jan. 1, 1902
GEORGIA WESTERN RR.—	
8s, J&J, $300,000	July 1, 1902
REDEMPTION—	
8s, J&J, $18,000	Jan. 1, 1902
5s, J&J, 68,500	July 1, 1911
5s, J&J, 52,000	Sept. 1, 1915
4½s, J&J, 116,000	July 1, 1916
4½s, J&J, 22,000	Jan. 1, 1917
4½s, J&J, 21,500	Jan. 1, 1918
4½s, J&J, 25,000	Jan. 1, 1919
4½s, gJ&J, 289,000g.	Jan. 1, 1922
4½s, J&J, 36,000	Jan. 1, 1923
REDEMPTION—(Con.)—	
4½s, gJ&J, $46,000g.	Dec. 31, 1924
4s, J&J, 124,000	Jan. 1, 1920
4s, J&J, 36,000	Jan. 1, 1921
4s, g., J&J, 36,000g.	Jan. 1, 1923
4s, g., J&J, 46,000g.	Jan. 1, 1926
4s, g., J&J, 74,000g.	Jan. 1, 1927
4s, g., J&J, 275,000	Dec. 31, 1928
WATER—	
7s, J&J, $399,000	Jan. 1, 1904
7s, J&J, 28,000	Jan. 1, 1907
4½s, gJ&J, 500,000g.	Jan. 1, 1922
4s, J&J, 46,000	Jan. 1, 1902
4s, J&J, 18,000	Jan. 1, 1907
4s, g., J&J, 182,000g.	Jan. 1, 1923
WEST END BONDS (assumed)—	
5s, A&O, $50,000	Apr. 1, 1910

PAR VALUE.—Bonds are in pieces of $100 and multiples of same.

INTEREST is payable in Atlanta and at the Fourth Nat. Bank and Nat. Park Bank, in New York. All issues carry tax-receivable coupons.

TOTAL DEBT, SINKING FUNDS, ETC.—

	Jan. 1, 1900.	Jan. 1, 1899.	Aug. 1, '98.	Jan. 1, 1896.
Total bonded debt	$2,927,500	$2,927,500	$2,952,500	$2,956,000
Water debt (included)	1,173,000	1,173,000	1,173,000	1,127,000

On Jan. 1, 1900, the city's sinking fund amounted to $124,590.

The city charter requires that bonds to the amount of $3,500 be purchased annually by the sinking fund and retired. In addition to this requirement a sinking fund has been established consisting of money set aside from taxes of $40,000 per annum.

CITY PROPERTY.—The city owns its water works, which are valued at $3,000,000, and other property valued at $2,573,650.

DEBT LIMITATION.—Charter forbids increase of city's debt.

TAX FREE.—All the above bonds are exempt from the city tax.

ASSESSED VALUATION.—The city's assessed valuation (about ½ actual value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	City Tax per $1,000.
1899.....	$40,940,077	$12,245,588	$53,185,665	$12·50
1898.....	41,906,514	10,614,568	52,521,082	12·50
1896.....	43,522,967	11,608,230	55,131,197	12·50
1895.....	42,230,380	11,913,165	54,143,545	15·00
1891.....	35,502,618	14,405,332	49,907,950	15·00
1888.....	25,590,681	9,003,517	34,594,198	15·00

The total tax rate (per $1,000) for 1899 was $23·60½, being made up of the State and county tax, $11·15, and city tax proper, $12·50.

POPULATION in 1900 was 65,533; in 1880 it was 37,409. The estimated population in 1900 was 120,000.

AUGUSTA.—PHILIP S. NORTH, Treasurer.

Augusta is the county seat of Richmond County. Incorporated as a city Jan. 31, 1798. The city has never failed in the payment of principal or interest of its debt.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
Bonds lettered F B 1876.....	7	M & N	Nov. 1, 1901	$65,500
do R B 1877.....	7	J & D	Dec. 1, 1901	23,800
do R B 1878.....	7	J & J	Jan. 1, 1902	85,500
do R B 1878.....	7	J & J	Jan. 1, 1903	56,000
do W W 1880.....	6	J & J	Jan. 1, 1904	106,600
do A A 1880.....	6	J & D	Dec. 1, 1905	148,400
do B B 1882.....	6	F & A	Feb. 1, 1906	39,000
do F I 1883.....	6	M & N	Nov. 1, 1913	200,000
do D 1885.....	6	F & A	Feb. 1, 1915	45,000
do R B 1889.....	5	F & A	Feb. 1, 1919	25,000
do C B 1891.....	5	M & N	May 1, 1921	105,000
do E E 1886.....	4½	A & O	Oct. 1, 1916	24,500
do R R 1892.....	4½	J & D	Dec. 1. 1922	115,000
do 1893.....	4½	M & S	Mar. 1, 1923	98,000
Refunding bonds 1894.....	4½	M & N	May 1, 1924	104,000
do do 1895.....	4½	A & O	Apr. 1, 1925	88,000
do do 1896.....	4½	A & O	Apr. 1, 1926	56,000
do do	4	A & O	Apr. 1, 1927	62,000
do do 1898.....	3½	M & S	Mar. 1, 1928	100,000
do do 1899.....	3½	J & D	June 1, 1929	48,000
do do 1899.....	3½	M & N	Nov. 1, 1929	66,000
do do 1900.....	3½	A & O	Apr. 1, 1930	82,000
Bonds past due but not yet presented for payment.....			....	9,000

PAR VALUE OF BONDS.—The bonds of this city are in pieces of $100, $250, $500 and $1,000 each.

TAX FREE.—All of the city's bonds are exempt from city tax.

OPTIONAL.—None of the bonds are payable before maturity.

INTEREST is payable in Augusta, and all coupons are tax-receivable

TOTAL DEBT, ETC.—The city has no floating debt. The following statement shows Augusta's total bonded debt (including the water debt) on the first of January of each of the years mentioned except 1897, which is for May 1.

Years.	Bonded debt.	Years	Bonded debt.	Years.	Bonded debt.
1900.....	$1,752,300	1894.....	$1,750,800	1880.....	$2,039,000
1899.....	1,749,800	1893.....	1,750,800	1877.....	2,014,750
1898.....	1,750,800	1892.....	1,751,300	1872.....	1,383,750
1897.....	1,749,800	1891.....	1,748,800		
1895.....	1,752,800	1883.....	2,061,000		

DEBT LIMITATION.—The Constitution of the State of Georgia adopted in 1877, limits municipal indebtedness in this State to 7 per cent on the amount of taxable property. Augusta's debt at that time was in excess of that limitation and still is. Therefore under no circumstances can the debt of the city be increased. No bonds can be lawfully issued except for the purpose of retiring old issues as they fall due. No obligation of this city has ever been repudiated or scaled.

CITY PROPERTY.—The city owns its water works, valued in 1900 at $1,000,000, the Augusta Canal, valued at $2,000,000, and $300,000 in other good real estate within city limits. The net annual income from water rents (canal and water works) was reported in 189 - as $95,588·52 and increases yearly from new industries and new extensions of water mains.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as given below. In 1897 the assessed valuation of all real estate was reduced 10 per cent and in 1899 and in 1900 5 per cent was deducted.

Years.	*Real Estate.*	*Personal Property.*	*Total Assessed Valuation.*	*City tax. per* $1000
1900	$13,063,301	$5,493,097	$18,556,398	$12·50
1899	13,536,602	5,243,474	18,780,076	12·50
1898	14,321,235	5,076,043	19,397,278	12·50
1897	14,146,688	5,050,010	19,196,698	12·50
1896	15,940,612	5,370,849	21,311,461	12·50
1895	16,588,350	5,931,832	22,520,182	12·50
1891	16,041,973	5,309,326	21,351,299	12·50
1880	9,010,960	5,028,107	14,039,067	15·83⅓

The total tax rate in 1899 was $24·76 per $1,000. This includes State tax, $5·36; county tax, $4·70; school tax, $2·20, and city tax proper, $12·50.

POPULATION.—In 1890 population was 33,300; in 1880 it was 21,891; in 1900 (Board of Health estimate), 57,000.

BRUNSWICK.—County seat of Glynn County.

LOANS—	*When Due.*
SEWER BONDS—	
5s, J&J, ...	Jan. 1, 1921

Interest payable in Brunswick, and New York City.

The sinking fund receives annually $1,000

Total debt Apr. 1, 1899.. $330,000
Tax valuation, 1899.....4,364,602
City tax (per $1,000) 1899..$12·50
Population in 1890 was.....8,459
Population in 1898 (est.)...12,500

CHATHAM CO.—J. W. McINTIRE, Clerk of Board of Commissioners. County seat is Savannah.

LOAN—	*When Due,*
COURT HOUSE BONDS—	
5s, J&J. $95,000.....July 1, 1901	
$5,000 due yearly to July 1, 1919.	
Total debt Feb. 1, 1899..$100,000	

Tax valuation, 1899..$30,173,148
Assess. about 40 p. c. actual value.
State & co. tax (per M.) '99.$12·70
Population in 1890 was 57,740

COLUMBUS.—L. H. CHAPPELL, Mayor. M. M. MOORE, Clerk.

County seat of Muscogee County

LOANS—	*When Due.*
REDEMPTION BONDS—	
5s, J&J, $356,000.....Jan. 1, 1901	
(Part each year) to 1909	

REDEMPTION BONDS:	*When Due.*
4½s, J&J, $55,000....Jan. 1, 1927	
4½s, J&J, 50,000....Jan. 1, 1928	

PAR VALUE $500 and multiples of the same. All issues carry tax-receivable coupons.

INTEREST is payable at the office of the City Treasurer.

TOTAL DEBT, all bonded, on Jan. 1, 1900, was $461,500. The city has assumed the payment of $4,000 of 6 per cent Chappel College bonds, due in 1903, in addition to the above.

TAX FREE.—The city's bonds are exempt from taxation.

CITY PROPERTY.—The city owns real estate and improvements valued at $256,500.

TAX VALUATION (about 80 % actual value) in 1900 of real estate was $6,964,620; in 1899 it was $6,372,015; personal property, $3,501,678; total (1899), $9,873,693. The city and school tax (per $1,000) in 1900 was $11·00; State and county tax, $6·30. The valuation of personal property assessed in 1890 was only $201,060.

POPULATION in 1890 was 17,303; in 1880 it was 10,123. According to local figures the population for 1900 was estimated at 20,000.

FLOYD COUNTY.—J. B. HILL, Treasurer.

County seat is Rome.

LOANS—	*When Due.*
BRIDGE BONDS—	
6s, J&J, $10,000.....1901-1904	
($2,500 due yearly Jan. 1.)	
6s, J&J, $30,000.....1901-1912	
($2,500 due yearly Jan. 1.)	
Interest payable at Rome, Ga.	

Bonded debt Feb. 1, 1900 $40,000
Floating debt..... 40,000
Total debt Feb. 1, 1900.. 80,000
Tax valuation 1899.....8,234,096
State & Co. tax (per M.), '99..$10·00
Population in 1890 was.....28,391
Population in 1900 about...40,000

GAINESVILLE.—G. P. BOONE, Clerk.

County seat of Hall County. In July, 1897, the city refused to pay the interest on the $20,000 of railroad bonds due in 1901, on the ground that the bonds were issued illegally. The matter was investigated, with the result that the city authorities became satisfied of the legality of the issue, and then the coupons were all paid off with interest from the date they became due.

LOANS—	*When Due.*
RAILROAD BONDS—	
7s, J&J, $30,000.....1900	
7s, J&J, 20,000.....1901	
SCHOOL BONDS—	
7s, J&J, $2,200.....1903	
WATER AND LIGHT BONDS—	
6s, J&J, $40,000.....1920	
Bonded debt Jan. 1, 1900 $92,200	

Floating debt..... $6,500
Total debt Jan. 1, 1900.. 98,700
Tax valuation, real..... 1,301,245
Tax valuation, personal 771,895
Total valuation 1899... 2,073,140
Assessment is about actual value.
City tax (p. $1,000)'99.....$8.00
Population in 1890 was.....3,202
Population in 1900 (est.) 5,015

INTEREST on water and light bonds is payable in New York; on all others in Gainesville.

TAX EXEMPT.—All bonds are exempt from city tax.

GRIFFIN.—W. D. DAVIS, Mayor. THOS. NALL, Clerk and Treasurer.

Situated in Spalding County.

LOANS—	*When Due.*
ELECTRIC LIGHT BONDS—	
6s, g, Jan., $16,000 g...1901-1916	
($1,000 due yearly on Jan. 1.)	
WATER BONDS—	
6s, g, F&A, $5,000, g....1904-1908	
($1,000 due yearly on Feb. 1.)	
6s, F&A, $30,000.....1909-1923	
($2,000 due yearly on Feb. 1.)	
SCHOOL BONDS—	
6s, J&J, $10,000.....1901-1910	
($1,000 due yearly on Jan. 1.)	

Total debt Mar. 1, 1900.. $61,000
Tax valuation, real.....1,468,910
Tax valuation, personal. 681,472
Total valuation 1899....2,150,382
Assessm't on reality at full value, on per. at about ⅔ actual value.
Citytax (per $1,000) 1899..$11·00
Population in 1890 was.....4,503
Population in 1900 (est.)....6,500

INTEREST on railroad and school bonds is payable in Griffin; on electric-light and water bonds in Griffin and at the office of N. W. Harris & Co., New York City.

MACON.—BRIDGES SMITH, Mayor. A. R. TINSLEY, Treasurer.

Macon is the County seat of Bibb County. In 1878 the interest on some of the city's bonds was passed and in 1880 the entire debt was funded into sixes. Since that date interest has been promptly paid.

LOANS—	*When Due.*
DEFICIENCY BONDS* —	
4½s, g., Q—J, $50,000..Oct. 1, 1926	
FUNDED DEBT BONDS.	
6s, Q.—J, $545,800....Jan. 1, 1910	

MARKET HOUSE BONDS.†	
5s, Q—J, $20,000....Jan. 1, 1917	
PAVING BONDS—	
4½s, g., Q-J, $130,000 g. Oct. 1, 1926	
SEWER BONDS*—	
5s, g., Q-J, $130,000 g.. July 1, '23	

† The market house bonds are all held in the sinking fund. * Of the $200,000 of sewer bonds authorized, only $150,000 were issued and taken by the bond commission (which body buys for the sinking fund) and $20,000 has since been paid off. The deficiency bonds were also taken by the bond commission.

INTEREST is payable in Macon and coupons are tax-receivable. On sewer and paving bonds interest is payable in gold.

TAX FREE.—All of the bonds are exempt from city tax.

BONDED DEBT on Jan. 1, 1900, was $870,800; floating debt, $20,000; sinking fund, $290,000; net debt, $605,800. The City Treasurer appropriates $50,000 yearly for interest on the funded debt bonds and the creation of a sinking fund for the payment of bonds in 1910.

ASSESSED VALUATION in 1900 of real estate was $8,928,400; personal property, $5,301,159; total valuation, $14,229,559; the total tax rate (per $1,000), 1899, was $26·30, including State and county tax, $13·80, and city tax, $12·50. Property is assessed at from 66 per cent to 75 per cent of its actual value.

CITY PROPERTY.—In 1897 the estimated value of public buildings owned by the city was $125,000.

POPULATION.—The population in 1890 was 22,746; in 1880 it was 12,749. According to local figures the city's population in 1900 was 28,000; that of the suburbs 14,344.

MADISON.—W. L. CARBINE Mayor. S. F. BECKHAM, Clerk and Treasurer.

Madison is in Morgan County.

LOANS—	*When Due.*
SCHOOL BONDS—1895.	
6s, June 1, $13,000...June 1, 1915	
Subject to call after June 1, 1900	
6s, June 1, $12,000...June 1, 1915	
Subject to call after June 1, 1905	
Interest is payable in New York.	
Total debt Apr. 5, 1900.. $25,000	

Tax valuation 1899.....$1,300,000
Assessment about 4/5 actual value.
State & Co. tax (per $1,000)$11·50
City tax (per $1,000) 1899.. 2.70
School tax (per $1,000) '99 3·80
Population in 1890 was.....2,131
Population in 1899 (est.).....2,500

NEWNAN.—Col. A. R BURDETT, Mayor. W. P. NIMMONS, Clerk.

This city is in Coweta County.

LOANS—	*When Due.*
SCHOOL BONDS—	
6s, J&J, $13,000....Jan. 1, '99-'09	
SEWER BONDS.	
4s, J&J, $20,000 .....1923 to 1929	
$2,000 yearly 1923 and 1924,	
$3,000 yearly 1925 to 1928,	
and $4,000 in 1929.	
WATER BONDS—(Gold)—	
6s, J&J, $50,000....Jan. 1, '03-'23	

Total debt Mar. 1, 1900 . $83,000
Tax valuation, real..... 996,920
Tax valuation, personal. 812,763
Tax valuation, railroads 52,071
Total valuation 1899....1,861,754
Assessment about ¾ actual value.
State & Co. tax (per M) '97...$8·06
City tax (per $1,000).....$5·00
Population in 1890 was.....2,859
Population in 1880 was.....2,006

INTEREST on the water bonds is payable at the Fourth National Bank. New York City, and at the Treasurer's office, Newnan.

TAX FREE.—All bonds are exempt from city tax.

ROME.—JOHN J. SEAY, Mayor. HALSTED SMITH, Clerk.

Rome is the county seat of Floyd County.

LOANS—	*When Due.*
FUNDING BONDS—	
5s, J&J, $36,000.....Jan., 1912	

REFUNDING BONDS—	
4½s, ... $168,000....July 1, 1926	
WATER BONDS—	
6s, J&J, $84,600.....Jan., 1909	
5s, ..., *17,000.....Apr. 1, 1906	

* The $17,000 water bonds are secured by mortgage on water works

INTEREST is payable in New York and Rome, and the coupons are tax-receivable. Interest has been promptly paid since 1876, when the city made an adjustment of her debt.

BONDED DEBT on Feb. 1, 1900, was $305,600, including the water debt. The bonded debt in 1891 was $304,200.

The sinking fund receives yearly $5,000.

WATER WORKS owned by the city are valued at $200,000; the earnings yield a surplus of $4,000 per annum over expenses.

DEBT LIMITATION.—No liabilities can be created by this city until its present debt is paid.

ASSESSED VALUATION of real estate in 1898 was $3,268,910 personal property, $1,582,434; total, $4,851,344; city tax rate (per $1,000), 1899, $11·00; State and county tax, $10·00. The city's charter limits taxation for all purposes to $12·50 per $1,000.

POPULATION in 1890 was 6,957; in 1880 was 3,877; in 1895 the population was 12,000.

SAVANNAH.—HERMAN MYERS, Mayor. C. S. HARDEE, Treasurer.

Savannah is the county seat of Chatham County. Prior to the year 1876 the city's bonds were all 7s, but since that date a compromise has been made with the bondholders, and all but $3,300 of the old bonds have been exchanged for new ones bearing 5 per cent tax-receivable coupons. The city of Savannah is prohibited by law from issuing any bonds in addition to those already outstanding.

LOANS— NAME AND PURPOSE.		*—Interest.— P. Ct.*	*Payable.*	*—Principal.— When Due.*	*Outstand'g.*
Redemption bonds.....	1879	5	Q.—F.	Feb. 1, 1909	$2,990,400
do do	1883	5	Q.—J.	July 1, 1913	285,250
Old bonds.....		--	.....	.....	3,300

PAR VALUE OF BONDS.—Bonds are for $50, $100, $300, $500 and $1,000.

INTEREST is payable in Savannah, and in New York at the American Exchange National Bank. Coupons are tax receivable.

TAX FREE.—All bonds are exempt from taxation by the city.

TOTAL DEBT.—	*Jan.* 1,1900.	*Jan.* 1, '99.	*Jan.* 1, '98.	*Jan.* 1, '96.
Total bonded debt....	$3,234,450	$3,278,950	$3,322,950	$3,412,700

The city has no floating debt. No sinking fund is held by the city, but $46,000 of its own bonds are purchased annually and canceled.

WATER WORKS.—The water works owned by the city were built in 1853–4, and subsequently improved at a total cost of $1,000,000.

DEBT LIMITATION.—The city is debarred by State law from issuing more bonds.

ASSESSED VALUATION.—The city's assessed valuation (about ¾ of its cash value) and tax rate have been as follows:

Years.	*Real Estate.*	*Personal Property.*	*Total Ass. Valuation.*	*Tax Rate per* $1,000.
1899....	$25,820,795	$10,660,052	$36,480,847	$14·50
1898....	24,920,795	10,560,052	35,488,847	14·50
1897....	24,430,678	10,629,258	35,059,936	14·50
1896....	24,370,237	10,446,432	35,499,512	15·00
1895 ...	24,766,336	9,161,362	33,927,698	15·00
1890....	20,000,000	11,800,000	31,800,000	15·00
1885....	13,055,969	8,112,997	21,168,966	21·25

The total tax rate (per $1,000) in 1899 was $27·20, including State and county tax $12 70 and city tax $14·50. The above tax rate is the gross rate; 10 per cent rebate is allowed on city taxes if paid within a certain time.

POPULATION in 1890 was 43,189; in 1880 it was 30,709; in 1896 it was estimated at 63,980.

SUMMERVILLE.—S. W. PARIS, Treasurer.

Village in Richmond County.

LOANS—	When Due.
WATER & SEWER BONDS—	
5s, M&N, $49,000	Nov. 1, 1927
Total debt July 1, 1899. $49,000	

Assessed valuation '99.$1,495,422
Real valuation (est.)....3,000,000
Village tax (per M.), '97.....$2 00
Population 1898 (est.).....2,500

VALDOSTA.—C. B. PEEPLES, Mayor. M. ASHLEY, Clerk.

This city is in Lowndes County.

LOANS—	When Due.
SANITARY SEWER BONDS—	
5s, g. J&J, $35,000	1929
Subject to call.	
WATER WORKS AND CITY HALL—	
6s, J&J, $44,000	Jan. 1, 1924

Total debt Feb. 1, 1900.. $80,500
Sinking fund 2,000
Tax valuation 1899.....2,200,000
Assessment is ¾ actual value.
City & sch. tax (per M.) '99..$7·00
Population in 1890 was.....2,854
Population in 1900 about....6,000

INTEREST payable in New York or Valdosta.

TAX FREE.—All bonds of this city are exempt from taxation.

WAYCROSS.—R. P. BIRD, Clerk of Council.

This city is the county seat of Ware County.

LOANS—	When Due.
SEWER BONDS—	
5s, J&J, $50,000	Jan. 1, 1930
Water 6s, 30,000g	1920
Academy 6s, 25,000g	1924
Bonded rate Jan. 1, 1899.$55,000	

Floating debt..... $11,000
Total debt Jan. 1, 1899. 66,000
Assessed valuation '98..1,750,000
Tax rate (per $1.000) 1898.$21·00
Population in 1890 was.....3,364
Population in 1899 (est.).....6,000

Interest on the sewer bonds is payable in New York.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding minor civil divisions in the State of Georgia which have reported an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We add the population in 1890.

Location—	Total Debt.	Assets.	Assessed Valuat n.	Tax Rate.	Popu-lation.
	$	$	$	$	
Cartersville, Bartow Co,...	45,000	1,800	1,300,000	8·00	6,508
Dublin, Laurens Co.....	49,000	1,000	800,000	20·50	3,015
Elbert County.....	38,500	....	2,237,849	12·50	15,376
Fitzgerald, Irwin Co.....	45,958	21,608	600,000	25·00	4,000
Quitman, Brooks Co.....	19,500	...	957,718	15·60	1,868
Washington, Wilkes Co....	18,000	....	1,200,000	16·50	2,631

State of Florida.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act March 30 1822) - March 30 1822
Admitted as a State (Act March 3 1845) - March 3 1845
Total area of State (square miles) - - - - - 58,680
State Capital - - - - - - - - - Tallahassee
Governor (term exp. Tu. aft. 1st Mon. Jan. 1901) W. D. Bloxham
Secret'y of State (till Tu. aft. 1st Mon. Jan. 1901) J. L. Crawford
Treasurer (ad interim term till Jan. 1, 1901) - J. B. Whitfield

Legislature meets biennially in odd years on the Tuesday after the first Monday in April, and sessions are limited to 60 days.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct. Payable.	Principal,— When Due.	Outstand'g.
Consol. bonds of 1871.....c	7 Jan. 1	Jan. 1, 1901	$350,000
Consol. gold bonds of 1873...c	6g J & J	Jan. 1, 1903	925,000

INTEREST is payable in New York at National Park Bank; also in Tallahassee. Coupons are tax receivable.

TOTAL DEBT, ETC.—The total bonded debt on January 1, 1900, was $1,275,000. Of the 7s of 1901 $82,300 are in the State sinking fund and $205,800 are in State school funds, and of the 6s $160,200 are in the sinking fund and $504,200 in the school funds, leaving $322,500 bonds in the hands of individuals, and for the latter the Legislature of 1899 passed a bill providing for refunding at maturity.

ASSESSED VALUATION.—The tax valuation of real estate (including railroads and telegraphs), personal property, total valuation and State tax rate per $1,000, are given below for the years indicated:

Years.	Real Estate, RR. & Tel'gh.	Personal Property.	Total.	State Tax per $1,000
1899.....	$78,188,998	$15,338,355	$93,527,353	$3·50
1898.....	78,660,9·1	15,239,892	93,900,823	3·00
1897.....	79,369,887	15,747,269	95,117,156	3·50
1896.....	79,323,644	16,066,322	95,389,966	2·50
1894.....	86,679,656	17,464,949	104,144,605	3·25
1892.....	65,391,271	32,976,743	98,368,014	5·50
1890.....	75,831,345	16,152,122	91,983,467	....
1887.....	66,908,163	19,357,499	86,265,662	4·50
1886.....	.....	.....	76,611,409	4·00

Tho State tax rate (per $1,000) in 1899 was $5·50.

The present law requires property to be assessed at "full cash value." Valuation of railroads in 1898 was $18,547,535; in 1892, $17,061,479; in 1890 $14,877,014; in 1888 $14,007,150.

POPULATION OF STATE.—The population of Florida has been as follows in the year named:

1895.....	464,639	1870.....	187,748	1840.....	54,477
1890.....	391,422	1860.....	140,424	1830.....	34,730
1880.....	269,493	1850.....	87,445		

The proportion of the colored population was 47·01 per cent in 1880 and 42·58 per cent in 1890. In number blacks were 40,242 in 1850; 62,677 in 1860; 91,689 in 1870; 126,690 in 1880; and 166,678 in 1890

CITIES, COUNTIES AND TOWNS IN THE STATE OF FLORIDA.

DUVAL CO.—County seat is Jacksonville.

LOANS—	When Due.
RIVER IMPROV. BONDS 1892—	
6s, J&J, $50,000	July 1, 1932
Optional after 1912.	
5½s, M&N, $225,000	Nov. 1, 1932
Optional after	1912
Total debt Aug.1, 1899. $300,000	
Tax valuation, real.....6,309,660	

Tax valuation personal.$1,111,800
Tax val., RRs. & teleg...1,098,178
Total valuation 1899.... 8,519,938
Assessment about ⅓ actual value.
Tax rate (per $1,000) '97...$17·50
Population in 1890 was....26,800
Population in 1895 was.. .34,766

INTEREST is payable at New York and Jacksonville.

JACKSONVILLE.—J. E. T. BOWDEN, Mayor.

This is the capital of Duval County.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct. Payable.	Principal.— When Due.	Outstand'g.
Water works & imp. bds., g. 5g	M&N15	May 15, 1924	$1,000,000

INTEREST is payable in Jacksonville or New York, and both interest and principal are payable in gold.

ASSESSED VALUATION in 1897 of real and personal property, $13,242,640; city tax rate (on ¾ actual value of property) in 1899 was $15·20 per $1,000.

POPULATION in 1890 was 17,201; in 1880 was 7,650; in 1870 was 6,912. In 1898 it was estimated at 30,000.

KEY WEST.—County seat of Monroe County.

LOANS—	When Due.
STREET BONDS—	
5s, May 1, $95,000	May 1, 1920
Subject to call.	
WATER BONDS—	
6s, ..., $100,000	Jan. 1, 1920
Subject to call after 1905.	
Interest payable in New York.	

CITY HALL, ETC.—
8s, ..., $60,000.....1902
Total debt Jan., 1899.....$255,500
Tax valuation 1895 3,458,040
Assessm't from 60 to 65% act. val.
State & Co. tax (per $1,000).$14·50
City tax (per $1,000..... 11·50
Population in 1890 was.... 18,080
Population in 1895..... 16,502

TAX FREE.—Bonds are exempt from city tax.

ORLANDO.—J. B. PARRAMORE, Mayor. JAMES K. DUKE, Clerk.

County seat of Orange County.

LOANS—	When Due.
FLOATING DEBT—	
7s, J&D, $10,000	Dec. 1, 1908
Subject to call at any time.	
GENERAL REVENUE—	
7s, J&J, $5,000	July 1, 1917
Subject to call after 15 years.	
PUBLIC IMPROVEMENT—	
7s, M&N, $15,000	Nov. 1, 1911
7s, J&J, 15,000	July 1, 1917
Subject to call after 15 years.	
SCHOOL PURPOSES—	
7s, J&D, $15,000	Dec. 1, 1908
Subject to call at any time.	

Interest is payable at the Hanover National Bank, N. Y. City.
Bonded debt Mar.,1900. $60,000
Tax valuation, real..... 377,880
Tax valuation, personal 131,110
Tax valuation, railroad. 42,326
Total valuation 1899....1,051,316
Assessment same as actual value.
City tax (per $1,000) '99...$15·00
Population in 1890 was.....2,856
Population in 1895 was.....2,993

PALATKA.—T. B. ANDERSON, Clerk.

This city is the county seat of Putnam County.

LOANS—	When Due.
*BONDS TO RETIRE INDEBTEDNESS	
7s, Jan., $44,000	Jan. 1, 1909
Subject to call at 110.	
Bonded debt Oct. 1, 1899	$44,000
Floating debt..... ...	4,340
Total debt Oct. 1, 1899..	48,340
Sinking fund.....	712

Net debt Oct. 1, 1899..... $47,628
Assessed valuation, real.. 994,189
Assessed val., personal.. 171,195
Total valuation 1899....1,165,384
Assessment about ⅓ actual value.
Total tax (per $1,000) '99..$28·50
Population 1890 was... 3,039
Population in 1900 (est.).....4,500

* Exempt from town tax.

INTEREST is payable in Palatka and New York.

PENSACOLA.—J. M. HILLIARD, Mayor. GEO. T. MORGAN, Comptroller.

This city is in Escambia County.

LOANS—	When Due.
COMPROMISE BONDS.	
*5s, M.&N., $246,800.	May 1, 1911
Bonded debt Jan. 1,1900.	$246,800
Floating debt.....	32,400
Total debt.....	279,200
Sinking funds.....	62,000
Net debt Jan. 1, 1900....	217,200

Tax valuation, real.....$2,269,680
Tax valuation, personal 889,416
Tax valuation 1899.... 3,159,096
Assessment about 35 p. c. act. val.
Total tax (per $1,000) '99..$37·50
Population in 1890 was....11,750
Population in 1900 (est.)...20,000

* After Nov. 1, 1901, the bonds of this city bear 6 per cent interest and the city has no option to redeem them before 1911.

ST. AUGUSTINE.—P. S. ARNAU, Clerk.

County seat of St. John's County.

LOANS—	When Due.
5s, M&N, $85,000g	May 15, 1927
Total debt Feb. 1, 1899....	$85,000
Assessed valuation '98..	1,618,365

Real valuation (est.)....$6,000,000
Tax rate (per $1,000) '98....$17·50
Population in 1890 was.....4,742
Population in 1897 (est.).....6,001

TAMPA.—JOHN J. WILBER, Auditor.

Tampa is the county seat of Hillsborough County.

LOANS—	When Due.
MUNICIPAL IMPROVEMENT—	
6s, g., J&J, $300,000 g..	Jan. 1, 1921

REFUNDING BONDS—
5s, g., J&D, $100,000.June 1, 1929
5s, g., J&J, 170,500.July 1, 1929

BONDED DEBT on Jan. 1, 1900, was $570,500.

ASSESSED VALUATION in 1899 was $5,515,794, real value being estimated at $14,000,000. Tax rate (per $1,000), $20·00.

POPULATION in 1890 according to the United States Census was 5,532; population in 1895, State census, was 15,634; in 1900 (est.), 26,000.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding several civil divisions in Florida not included in the foregoing.

	Bonded Debt.	Floating Debt.	Assessed Valuation.	Tax Rate.	Popu-lation
	$	$	$	$	1890.
Bartow, Polk Co.....	30,000	.....	659 902	10·00	1,386
Fernandina, Nassau Co.	26,000	14,298	881,241	12·00	2,803
Jefferson County.....	50,700	.....	1,478,865	.....	15,757
Sanford, Orange Co.....	45,000	.....	616,340	.....	2,165

State of Alabama.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act March 3, 1817) - *Aug. 15, 1817
Admitted as a State (Act March 2, 1819) - Dec. 14, 1819
Total area of State (square miles) - - - - - 52,250
State Capital - - - - - - - - Montgomery
Governor (term expires Dec.† 1900) - - Jos. F. Johnston
Secretary of State (term expires Dec.† 1900). R. P. McDavid
Treasurer (term expires Dec.† 1900) - - Geo. W. Ellis

Legislature meets biennially in even years on the Tuesday after the second Monday in November, and sessions are limited to 50 days.

* This is date when the Mississippi Constitutional Convention completed its labors, the Act establishing the Territorial Government of Alabama having provided that the Act was to commence and go into force when the Constitutional Convention of Mississippi had "formed "a Constitution and State Government for that part of the Mississippi "Territory lying west of the territory herein described."
† Term is two years from time of installation in office.

HISTORY OF DEBT.—For history of Alabama's State debt see STATE AND CITY SUPPLEMENT of April, 1894, page 168. An Act of the State Legislature approved Feb. 18, 1895, and amended Feb. 16, 1899, authorizes the Governor to refund the bonds outstanding with new securities bearing such rates of interest as may be deemed best, and maturing in not more than 50 years from date of issue. By another Act, also approved Feb. 18, 1895, all bonds authorized to be exchanged under the Act approved Feb. 23. 1876, were barred if not exchanged by July 1, 1896; on October 1, 1898, the amount thus barred was $185,400.

LOANS— NAME AND PURPOSE.	—Interest.— P. Ct.	Payable.	—Principal,— When Due.	Outstand'g.
Sub'n bonds, Class "A" 1876	5	J & J	July 1, 1906	$6,859,600
do Class "B" 1876	5	J & J	July 1, 1906	578,000
do Class "C" 1876	4	J & J	Jan. 1, 1906	966,000
Fu'd. b'ds to retire 6s of 1880	4	J & J	Jan. 1, 1920	954,000

PAR VALUE OF BONDS—Class A bonds are $100, $500 and $1,000 Classes B and C bonds $1,000, and the funding 4s $500 and $1,000.

INTEREST—Interest is payable in New York at the American Exchange National Bank and in Montgomery.

TOTAL DEBT.—Total bonded debt March 1, 1900, $9,357,600.

ASSESSED VALUATION.—The following table shows the valuation of property, rate of taxation and amount of taxes, &c.

Year.	Valuation of Property.	Tax Rate.	Amount of Taxes.
1899	$258,960,487·00	5½ Mills	$1,424,295 00
1898	256,256,295·00	5½ do	1,410,191·00
1897	251,390,134·00	5½ do	1,384,171·00
1896	242,341,796·21	5½ do	1,333,539·74
1895	241,338,024·99	5½ do	1,328,817·39
1893	260,172,590·16	5 do	1,302,473·96
1890	258,979,575·41	4 do	1,042,618·03
1885	172,528,933·32	6 do	1,041,897·74
1880	139,077,328·22	6½ do	908,678·55
1876	135,535,792·00	7½ do	1,016,518·44

POPULATION OF STATE.—Population of Alabama has been as follows in the years named:

1890	1,513,017	1860	964,201	1830	309,527
1880	1,262,505	1850	771,623	1820	127,901
1870	996,992	1840	590,756	1810	9,046

The proportion of the colored population was 47·53% in 1880 and 45·04% in 1890. In number, blacks were 345,109 in 1850; 437,770 in 1860; 475,510 in 1870; 600,103 in 1880; and 681,431 in 1890.

CITIES, COUNTIES AND TOWNS IN THE STATE OF ALABAMA.

ANNISTON.—O. Z. HENDERSON, Mayor. P. B. BROWN, Treasurer.

Anniston is in Calhoun County. The city defaulted in the payment of interest on the bonds now outstanding. A majority of the bond holders, having united and brought suit in the United States District Court, secured a judgment against the city for the payment of the overdue coupons. The Mayor and the Chairman of the Finance Committee were appointed a committee to arrange for an adjustment on the basis of a reduction of interest, and it is stated an agreement has been reached whereby new 20-year bonds will be issued to refund the old bonds, together with the interest accrued thereon. The new bonds will bear 2% interest for the first five years, 3% for the next five years, 5% for the third five years and 6% for the remaining five years.

LOANS—	When Due.
FUNDING BONDS 1893—	
6s, J&D, $45,000	Dec. 1, 1913
PUBLIC BUILDINGS, &c.—	
6s, J&D, $100,000	June 1, 1917
SEWERS, SCHOOLS, CEMETERY, &c.—	
6s, J&D., $150,000	J&D, 1919

Interest is payable in New York and Anniston.

TOTAL DEBT on Mar. 1, 1899, was $295,000. All bonds of this city are exempt from taxation.

ASSESSED VALUATION in 1899 of real estate was $2,845,042; personal property, $1,036,178; total, $3,881,220; tax rate (per $1,000) was $16·00, of which $11·00 for State and county tax. Property is assessed at about its full actual value.

POPULATION.—In 1890 was 9,998; in 1899 (est.), 12,000.

BESSEMER.—Situated in Jefferson County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
6s, g., A&O, $50,000 g.	Apr. 1, 1922
6s, g., J&J, 29,000 g.	July 1, 1939

Interest payable in New York.
Bond. debt July 1, 1899...$79,000
Sinking fund assets..... 500
Net debt July 1, 1899... 78,500

Tax valuation, real..... $998,408
Tax valuation, personal. 449,111
Total valuation, 1898....1,447,519
Assessment about ⅗ actual value.
Total tax (per $1,000) '98..$16·50
Population in 1890 was.....4,544
Population in 1899 (est.) 6,000

BIRMINGHAM.—F. V. EVANS, Auditor. GEORGE EUSTIS, Treasurer.

Birmingham is in Jefferson County. In 1899 an amendment to the State Constitution was passed permitting an increase of one-half per cent in the tax rate, the proceeds to be applied exclusively to the payment of interest on the city's bonds and for the creation of a sinking fund. Accordingly the interest (previously paid one-half in cash) has since Jan, 1900, been paid in full. See CHRONICLE, Vol. 69, p. 194.

LOANS—	When Due.
FUNDING BONDS—	
7g, J&D, $60,000 g.	1916
IMPROVEMENT BONDS (Pref.)—	
6g, J 15 & J, $150,000 g.	1924
PUBLIC IMPROVEMENT—	
6g, M&S, $300,000 g.	1919
6g, M. 15 & S., 200,000 g.	1921
6g, J. 15 & J., 150,000 g.	1922
6s, July 15, 45,000	J'ly 15, 1909
5g, A&O, 200,000 g.	1920
5g, M. 16 & S., 100,000 g.	1921
MARKET HOUSE—	
7s, July 1, $5,000	1900
Optional at any time.	
7s, M 15 & N., $5,000	1915
SANITARY BONDS—SERIES I.-IV.—	
8s, A&O, $30,000	1905
(Optional at any time.)	
SANITARY BONDS, 1887—	
6g, A. 30 & O., $50,000 g.	1917
SANITARY & BUILDING—	
6g, M. 10 & S., $50,000 g.	1917
6g, M. 15 & S., 50,000 g.	1918
REFUNDING & IMPROVEM'T—	
6g, F. 13 & A., $140,000 g.	1923
TOWN OF HIGHLANDS (ass'med)—	
6g, M. 15 & N., $75,000, g.	1921
SCHOOL BONDS—	
7s, July 1, $20,000	1915
Optional after July 29, 1900	
6g, J&D, $25,000 g.	1918

Bond. debt Jan. 1, 1900. $1,610,000
Assessed valuation '99. 19,800,000
Assessment abt. 50% actual value.
Tax rate (per $1,000) '99...$10·00
Population in 1890 was....26,178
Population in 1900 (est.)...76,437

INTEREST on Sanitary bonds due in 1905 is payable in Birmingham, on all others in New York, at the Hanover National Bank. Coupons are all tax receivable.

DISBURSEMENTS.—The total disbursements for the year ending Dec 31, 1899, were $294,976 37 and the cash on hand at the close of that year $38,637 17. Bills and accounts payable on that date were $19,712 16. Total receipts for 1899 were $309,504 88, and it is estimated that the receipts for 1900 will exceed these figures by $43,857 95.

ASSETS.—The total assets of the city Dec. 31, 1899, were $1,982,749 98.

BREWTON.—W. H. STRONG, Mayor.

County seat of Escambia County.

LOANS—	When Due.
WATER AND LIGHT BONDS—	
6s, semi an., $15,000 g.,	Feb. 1, 1929
..... 22,000	.....
SCHOOL BONDS—	
.....$15,000.....	

Total debt Febt. 1, 1899. $52,000
Tax valuation 1898..... 560,000
Real value (estimated)...1,000,000
Population in 1890 was.....1,500
Population in 1898 (est.)....2,000

INTEREST payable at Continental National Bank, New York.

CALHOUN CO.—H. B. GLOVER, Treasurer.

County seat is Jacksonville.

LOANS—	When Due.
FUNDING BONDS—	
6s, A&O, $75,000	June 1, 1917
Bonded debt Aug. 1, 1899..	75,000
Tax valuation 1898....	8,497,774

Real valuation (est.)..$20,000,000
State & co. tax (per M.) '97..$11·00
Population in 1890 was.....33,119
Population in 1897 (est.)...35,000

INTEREST is payable at the Hanover Nat. Bank of New York City

COLBERT COUNTY.—G. M. DRISDALE, Treas.

County seat is Tuscumbia.

LOANS—	When Due.
ROAD BONDS—	
6s, semi-an., $100,000.	1923 & 1933
5s, J&D, *100,000	June 1, 1932
Bonded debt Apr. 1, '99..	$200,000

Tax valuation, real.....$2,262,561
Tax valuat'n, personal. 1,437,528
Total valuation 1898... 3,587,021
Population in 1890 was.... 20,189

DALLAS COUNTY.—P. G. WOOD, Prob. Judge.

County seat is Selma.

LOANS—	When Due.
BRIDGE BONDS—	
4s, J&J, $65,000	Jan. 1, 1919
Optional, $5,000 y'rly aft.	Jan. 1, '01
Total debt Apr. 1, 1900..	$65,000
Tax valuation, real.....	5,341,885

Tax valuation, personal $3,384,865
Total valuation 1898.... 8,726,750
Total valuation 1899... 8,532,531
Co. tax rate (per $1,000) '99..$4·50
Population in 1890 was.....49,350

INTEREST is payable at City National Bank, Selma, Ala.

ETOWAH CO.—J. H. LOVEJOY, Probate Judge.

Gadsden is the county seat.

LOANS—	When Due.
6s, ..., $75,000	1921
CURRENT EXPENSE WAR'TS—	
6s, A&O, $10,000	July 5, 1905
Bonded debt Jan. 1, 1900..	$85,000
Floating debt.....	42,000

Total debt Jan. 1, 1900.. $127,000
Assessed valuation '99...4,253,830
Assessment about ½ actual value.
State & Co. tax (per M) '99. $15.50
Population in 1890 was.....21,926
Population in 1900 was.....30,000

FLORENCE.—J. B. WEAKLEY, Mayor. J. B. WHITE, Clerk.

County seat of Lauderdale County.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $100,000	1919
Total debt Jan. 1, 1900..	$100,000
Tax valuation 1899... ...	1,720,754

Assessment about ¾ actual value.
State & co. tax (per $1,000) .$14·00
City tax (per $1,000)..... 5·00
Population 1890 was..... 6,012
Population 1900 (local est.).10,000

INTEREST is payable in New York at National Park Bank.

HUNTSVILLE.—ALFRED MOORE, Mayor. S. S. FLETCHER, Clerk.

This is the county seat of Madison County.

LOANS—	When Due.
MUNICIPAL BONDS—	
6s, ..., $42,200	.....
6s, J&J, 40,000.	1927
WATER BONDS (1st mort.)—	
6s, ..., $15,000	1907
Subject to call at any time.	
5s, F&A, $20,000	Feb. 1, 1929
SEWER BONDS—	
6s, J&D, $10,000	Dec. 1, 1917

Bonded debt Apr. 10, '99 $107,200
Tax valuation, real..... 1,743,730
Tax valuation, personal 679,089
Total valuation 1894... 2,422,819
Actual value "about $3,500,000."
City tax per $1,000 '99.....$5·00
Population 1890 (local cen.) 7,995
Population 1895 (local est.)12,000
Coupons are all tax receivable.

INTEREST on the 5 p. c. water bonds is payable at Mechanics' National Bank, New York City.

JEFFERSON CO.—K. F. HAWKINS, Treas.

County seat is Birmingham.

LOANS—	When Due.
COURT HOUSE AND JAIL—	
6s, J&D, $200,000	Dec. 1, 1917
6s, M&S, 200,000	Mar. 1, 1919
ROAD BONDS—	
6s, M&N, $50,000	Nov. 1, 1919
5s, J&J, 50,000	July 15, 1920
6s, A&O, 100,000	Oct. 1, 1921
Total debt Feb. 1, '98.....	$625,000

Tax valuation, real...$19,319,034
Tax valuat'n, person'l 14,495,817
Total valuation 1898.. 33,814,851
Assessment is ½ actual value.
State tax (per $1,000) '97.. $6·00
County tax (per $1,000) '97. 5·50
Population 1890 was.....88,501
Population 1880 was.....23,272

INTEREST on all the bonds is payable in New York; on 6s due 1905 and 5s due 1920 at Hanover National Bank; on 6s due 1917 at National Park Bank; on 6s due 1919 at First National Bank.

TAX FREE.—All bonds issued by this county are tax exempt.

MADISON CO.—G. D. KINNEY, Treasurer.

County seat is Huntsville.

LOANS—	When Due.
ROAD BONDS—	
5s, J&J, $50,000	Jan. 1, 1919
Optional after Jan. 1, 1909	
5s, J&J, $50,000	Jan. 1, 1929
Optional after Jan. 1, 1919	
5s, ..., $22,500	1920
5s, ..., 25,000	1925
Optional after 1915	
5s, ..., $25,000	1935
Optional after 1925	

Total debt Jan. 1, 1900..$172,500
Tax valuation, real.....5,086,541
Tax valuation, personal.2,961,246
Total valuation 1899....5,050,787
Assessment about ⅔ actual value.
St. & Co. tax (per $1,000)'99.$13·50
Population in 1890 was.....38,119
Population in 1899 (est)....55,000

TAX FREE.—All the bonds are exempt from county and city tax.

MOBILE.—J. CURTIS BUSH, Mayor.

Mobile is the county seat of Mobile County. This city has paid its interest regularly since the compromise with its bondholders in 1881.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Interest.— Payable.	Principal.— When Due.	Principal.— Outstand'g.
Funding bonds of 1881.....	4-5	J & J	Jan. 1, 1906 Subject to call at 100.	$2,255,787
Water and sewer bonds 1898..	4½	J & J	Jan. 2, 1939	750,000

PAR VALUE OF BONDS—The bonds are for $500 each.

INTEREST is payable in New York City at the Mercantile National Bank; also in Mobile at the First National Bank. The bonds bear 4 per cent to Jan. 1, 1901; thereafter 5 per cent.

TOTAL BONDED DEBT Feb.15, 1900, was $2,255,787, not including the water bonds. Of the funding bonds of 1881 about $250,000 stand better in the market than the rest because they are endorsed with the statement that they represent the purchase money for certain wharf property and are secured by a vendor's lien on said property. An Act of the Legislature requires the city to levy a tax of ¾ of one per cent on its valuation to provide for the payment of principal and interest of the bonds of 1881. After the payment of interest the surplus remaining from this tax is applied to the redemption of the bonds, after drawing by lot, at par, bonds so redeemed being canceled.

ASSESSED VALUATION for 1899 of real estate $11,306,461, personal property, $4,876,443; total, $16,182,904; 1897 was $15,716,922; for 1896, of real estate, was $10,303,555, of personal property, $4,252,872; total, $14,556,427. The total tax rate (per $1,000) for 1899 was $17·50, including State tax $5·50, county tax $5·00, city tax $6·00 and school tax $1·00.

POPULATION—The population in 1890 was 31,076; in 1880 was 29,132; in 1870 was 32,034. In 1899 it was estimated at 45,000.

MOBILE COUNTY.—G. E. STONE, Treasurer.

County seat is Mobile.

LOANS—	When Due.
TO PAY DEBT—	
8s, F&A, $25,000	Feb. 1, 1909
REFUNDING—	
6s, M&S, $143,000	Mar. 1, 1908
5s, J&D, 169,000	June 1, 1911
Total debt Feb. 6, 1899. $337,000	

Tax valuation, real....$13,244,100
Tax valuation, personal 7,142,487
Total valuation, 1899...20,386,587
Assessment full value.
Total tax (per ($1,000) '99.$13·50
Population 1890 was 51,587

INTEREST is payable at First National Bank of Mobile.

TAX FREE.—The county's 5 per cent bonds are exempt from taxation by special law; all others actually.

MONTGOMERY.—{E. B. JOSEPH, Mayor. C. P. HARDAWAY, Clerk.

Montgomery is the County seat of Montgomery County.
Interest has been paid promptly since the compromise in 1877.

LOANS—	When Due.
a COMPROMISE RR. BONDS—	
5s, J&J, $468,100	Jan. 1, 1907
b MARKET HOUSE BONDS—	
5s, J&J, $80,950	July 2, 1907
c SANITARY SEWERAGE—	
6s, J&J, $150,000	May 1, 1918
..., J&J, 20,0 0	
d STREETS, SCHOOLS, &C.—	
6s, J&J, $95,000	Jan. 1, 1921
4½s, J&J, 55,000	June 1, 1929
d STR'TS, SCHOOLS, ETC.—(Con.)	
..., J&J, $10,000	
d PAVING BONDS—	
5s, M&N, $150,000	1927
e SPECIAL TAX PAVING BONDS—	
6s, ..., $97,200	
d CITY BONDS—	
6s, J&J, $250,000	Jan. 1, 1924
d WATER WORKS BONDS—	
4½s, A&O, $600,000	Apr. 1, 1928

a $50, $500 and $1,000. *b* $50 and $500. *c* $500 and $1,000. *d* $500 and $1,000. *e* $100 and $500.

INTEREST is payable in New York. Coupons are tax receivable.

TAX FREE—All bonds issued by this city are exempt from taxation.

TOTAL BONDED DEBT Oct. 1, 1899, $1,976,250. The city owns $48,000 South & North Alabama RR. bonds.

ASSESSED VALUATION.—In 1898 of real estate, $9,059,209; personal property, $4,219,333; total, $13,278,542. The city tax rate (per $1,000) in 1898 was $11·25. Total tax rate in 1896 (per $1,000), $21·25, including State tax, $5·00; county tax, $5·00; city tax proper, $11·25. Property assessed at from ⅔ to ¾ of its actual value.

POPULATION.—In 1890 it was 21,883, in 1880 it was 16,713; in 1897 (local estimate), 35,000.

MONTGOMERY CO.—{C. A. ALLEN, Clerk, W. D. BROWN, President of Board of Revenue.

County seat is Montgomery.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, A&O, $35,000	April 1, 1907
ROAD & BRIDGE BONDS—	
5s, A&O, $300,000	1935
(Total authorized issue $300,000)	
Bonded debt Oct. 14, '99	335,000

Tax valuation, real....$13,934,558
Tax valuation, pers'l.. 6,822,858
Total valuation 1898.. 20,757,416
State & Co. tax (per M.) '98..$10·00
Population in 1890 was.....56,175
Population in 1880 was.....52,352
Population in 1898 (est.)...85,000

SELMA.—Selma is in Dallas County.

LOANS—	When Due.
REFUNDING BONDS	
4s, J&J, $345,550	July 1, 1919
Interest payable at Selma.	
Bonded debt Mch., 1900.	$345,550
Floating debt about.....	15,000
Total debt Mch. 1, 1900..	360,550

Tax valuation, real.....$2,778,715
Tax valuation, personal 1,631,334
Total valuation 1899... 4,410,049
Assessment is ¾ actual value.
City tax (per $1,000), '99...$11·00
Population in 1890 was.....7,622
Population in 1899 (est.)...15,200

TAX FREE—All bonds are exempt from city and county tax.

TALLADEGA.—

Talladega is the county seat of Talladega County.

A majority of the holders of bonds of this city have agreed to accept 3 and 3½ per cent interest on their bonds for five years.

LOANS—	When Due.
BUILDING BONDS—	
6s, J&J, $20,000	Jan. 1, 1932
IMPROVEMENT BONDS—	
6s, J&J, $10,000	Jan. 1, 1908
Bonded debt Feb. 1, '99.	$77,000
Floating debt	1,500
Total debt	78,500
Tax valuation 1896.....	950,000

LOANS—	When Due.
SCHOOL BONDS—	
7s, J&J, $12,000	July 1, 1906
SEWER BONDS—	
6g, M&N, $35,000 g,	May 1, 1920
Real valuation (about)	3,000,000
Total tax (per $1,000), '98.	$15·00
Population in 1890 was	2,063
Population in 1899 (est.)	5,000

INTEREST is payable at Nat. Park Bank New York City.

TROY.—JOHN GAMBLE, Clerk and Treasurer.

County seat of Pike County.

LOANS—	When Due.
ELECTRIC LIGHT—	
6s, F&A, $20,000	Feb. 1, 1911
IMPROVEMENT BONDS—	
6s, J&J, $30,000	Feb. 1, 1924
RAILROAD AID—	
5s, Mar., $19,500	Mar. 1, 1901
SCHOOL BONDS—	
6 g., M&S, $20,000 g.,	Mar. 1, 1925

LOANS—	When Due.
WATER BONDS—	
6s, semi-ann., $50,000.	Feb. 1, 1924
Total debt Apr. 1, 1898..	$139,500
Tax valuation, 1897	1,100,000
Real valuation (about)	2,500,000
Population 1890 was	3,449
Population 1880 was	2,294
Population in 1898 (est.)	4,000

INTEREST on 6s is payable in New York; on 5s in Troy.

The railroad aid bonds are provided for by a levy and collection of special tax for that purpose.

The city owns the electric light plant, but the revenue derived from incandescent lighting does not defray expenses of running.

ADDITIONAL STATEMENTS.

In the table following we give statistics regarding minor civil divisions in the State of Alabama which have an indebtedness of over $10,000, and which are not represented among the foregoing detailed reports. We also give the population according to the Census of 1890.

	Bond. Debt. $	Float'g Debt. $	Assessed Valuation. $	Tax Rate. $	Population. 1890.
Cullman, Cullman Co.	35,000	.....	370,830	16·50	1,017
Decatur, Morgan Co	*50,000	4,900	850,000	5·00	2,765
Eufaula (C.), Barbour Co.	134,050	.....	1,540,013	10·00	4,394
Gadsden (City), Etowah Co.	40,000	.....	265,000	.....	6,056
Marion (City), Perry Co.	25,000	.....	418,685	.....	1,982
Ozark (City), Dale Co	20,000	.....	450,000	17·75	1,195
Sheffield, Colbert Co.	78,900	.....	1,328,952	15·50	2,731
Tuscaloosa (City), Tusc. Co.	112,000	.....	2,000,000	.....	4,215
Union Springs, Bullock Co.	48,000	.....	664,000	21·50	2,049

* Decatur bonds contested by the city on account of irregularity of issue.

State of Mississippi.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act Apr. 7 1798) -	*Apr. 7, 1798
Admitted as a State (Act March 1 1817) - -	Dec. 10, 1817
Total area of State (square miles) - - -	46,810
State Capital - - - - - - - -	Jackson
Governor (term exp. January 1904) - -	A. H. Longino
Secretary of State (term exp. January 1904) -	J. L. Power
Treasurer (term expires January 1904) - -	J. R. Stowers

Legislature meets quadrennially in leap years the Tuesday after the first Monday in January, with a special session the second year following the leap year. Regular or quadrennial sessions are not limited, but special sessions are limited to 30 days, unless the Governor by proclamation shall extend the sitting, and only revenue and appropriation bills can be considered, "except such other matters as may be acted upon at an extraordinary session called by the Governor."

*This is the date of the organization of the old Mississippi Territory, which was divided up into two parts when the State was created. In January, 1900, the State Legislature passed a bill authorizing an issue of $1,000,000 bonds for a new State House.

HISTORY OF DEBT.—For history of the State debt of Mississippi see STATE AND CITY SUPPLEMENT of April 1894, page 170.

LOANS— NAME AND PURPOSE—	Interest.— P. Ct.	Interest.— Payable.	Principal.— When Due.	Principal.— Outstand'g.
State Bonds, 1886	6	Jan.	Jan. 1, 1907	$500,000
Do do 1880	4	Jan.	Jan. 1, 1919	103,000
Do do 1896	5	J. & J.	Jan. 1, 1906 Optional after Jan. 1, 1901.	400,000

INTEREST is payable in Jackson.

TOTAL DEBT.—Mississippi's total indebtedness on Oct. 1, 1899 (including $1,635,102 of debt for school funds, &c., on which interest alone has to be paid), was $2,666,048, and of this amount a large proportion was held by various State funds.

The Constitution of the State interdicts the payment of the so-called "Union Bank" and "Planters' Bank" bonds.

ASSESSED VALUATION.—The State's assessed valuation and tax rate have been as follows. The valuation of railroads, telegraphs, etc., included in total valuation, for 1899 was $26,347,353; for 1898 it was $25,224,507, and for 1897 it was $24,682,876.

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Tax rate per $1,000
1899	$113,210,931	$48,258,651	$187,816,935	$6·50
1898	113,210,931	47,181,205	185,616,643	6·50
1897	113,210,931	44,994,791	182,888,594	6·50
1896	.....	.....	177,312,169	6·00
1893	113,409,358	47,540,169	160,949,527	5·00
1890	116,079,457	49,767,877	165,847,334	4·00
1888	90,985,697	42,721,082	133,706,779	4·00

POPULATION OF STATE.—The population of Mississippi has been as follows in the years named:

1890	1,289,600	1860	791,305	1830	136,621
1880	1,131,597	1850	606,526	1820	75,448
1870	827,922	1840	375,651	1810	31,306

The proportion of the colored population was 57·47 p. c. in 1880 and 57·98 p. c. in 1890. In number blacks were 310,808 in 1850; 437,404 in 1860; 444,201 in 1870; 650,291 in 1880 and 747,720 in 1890.

CITIES, COUNTIES AND TOWNS
IN THE
STATE OF MISSISSIPPI.

For reports not given in alphabetical order in the following see "Additional Statements" at end of this State.

ADAMS CO.—JOHN F. JENKINS, Clerk.

County seat is Natchez.

BRIDGE BONDS—
5s, ..., $21,500
Bond. debt Feb. 10, 1900 $225,200
Floating debt 5,500
Total debt 230,700
Sinking fund 8,420
Net debt Feb. 10, 1900 222,280

Tax valuation, real. ...$3,372,967
Tax valuation, personal 1,562,806
Total valuation 1899....4,935,773
State & Co. tax (per $1,000).$16·00
Population 1890 was.....26,031
Population in 1900 (est.)...32,000

BOLIVAR COUNTY.—County seat is Rosedale.

LOANS— *When Due.*
RAILROAD BONDS—
6s, May, $150,000...May 15, 1918
Tax valuation, real.....$2,497,592

Tax val'n, pers'l & RR..$1,660,171
Total valuation 1899... 4,157,763
State & co. tax (per M.) '99 $16·25
Population 1890 was.....29,980

COLUMBUS.—{COL. W. D. HUMPHRIES, Mayor. H. M. LANIER, City Marshal.

County seat of Lowndes County.
The courts have decided that the bonds which were voted to the Columbus Fayette & Decatur RR., and afterward transferred to the Georgia Pacific RR. Co., are a valid debt of the city.

LOANS— *When Due.*
RAILROAD AID BONDS—
6s, F&A, $98,000....Sept. 1, 1902
Subject to call.
Interest payable at Columbus.
WATER AND SEWER BONDS—
4½s, Apr., $70,000.....1919

Total debt Jan. 1, 1900.. $98,000
Tax valuation, real.....1,565,026
Tax valuation, personal. 461,665
Total valuation 1899....2,026,691
Assessment about ¾ actual value.
Total tax (per $1,000) 1899.$21·70
Population 1890 was.....4,559
Population in 1900 (est.)....7,500

GREENVILLE.—J. M. LEE, Clerk.

This city is in Washington County.

LOANS— *When Due.*
RAILROAD AID BONDS—
8s, Mar. 1, $47,500..Sept. 1, 1907
6s, May 1, 25,000...May 1, 1908
6s, Feb. 10, 50,000..Feb. 10, 1915
REFUNDING BONDS—
6s, J&J, $50,000...Jan. 1, 1928
SEWER BONDS—
5s, ..., $65,000.....1920
WATER WORKS BONDS—
6s, ..., $55,000..... 1916

Bond. debt Apr. 1, 1900..$302,500
Tax valuation, real.....2,283,080
Tax valu., pers. & banks 831,785
Tax valuation, railroads.. 51,507
Total valuation 1899.....3,166,372
Assessment 60% actual value.
Total tax (per $1,000) '99..$30·00
Population in 1890 was..... 6,658
Population in 1899 (est.)...11,000

INTEREST on all bonds is payable in New York.
TAX FREE.—The above-mentioned bonds are exempt from city tax.
CITY PROPERTY.—The water works are valued at $200,000.

GRENADA.—A. G. BELL, Mayor.

This town is the county seat of Grenada County.

LOANS— *When Due.*
ELECTRIC LIGHT, WATER, LIGHT AND SEWER—
6s, s.-a., $40,000.....July 1, 1916
6s, s.-a., 15,000.....Dec. 1, 1916
All bonds subject to call in 1902
Interest payable at the Hanover National Bank, New York.

Bonded debt Mch. 1, 1900.$55,000
Tax valuation 1900 945,321
Assessment about ¾ actual value.
Tax rate (per $1,000) 1900.$26·00
Population in 1890.....2,416
Population in 1900 (est.) 3,000

JACKSON.—OLIVER CLIFTON, Clerk.

County seat of Hinds County and State capital.

LOANS— *When Due.*
SCHOOL BONDS—
6s, Jan., $24,300.....Jan. 1, 1909
Subject to call after 5 years.
6s, ..., $15,000.....Aug. 1, 1917
COLORED PUBLIC SCHOOL—
6s, Dec., $7,500.....Dec. 31, 1915
Subject to call after 5 years.
SEWER BONDS—
5s, Apr. 1, $99,500.....1901-1919
$500 due yearly on Apr. 1, '01-'18
90,500 due Apr. 1, 1919.
Subject to call after 1904.

SCHOOL & BRIDGE BONDS—
6s, ..., $20,000.....1919
Total debt Feb. 23, 1900.$166,800
City has no sinking fund.
Tax valuation, real.....$2,446,440
Tax valu't'n, pers. & RR. 1,598,059
Total valuation 1899... 4,044,499
Assessment is ¾ actual value.
City tax (per $1,000) 1899.$13·25
City school tax (per $1,000).$2·75
State & co. tax (per $1,000).11·25
Population 1890 was..... 5,920
Population 1900 about.....14,000

INTEREST is payable at Jackson, Miss.
TAX FREE.—All of the city's bonds are exempt from taxation.

MCCOMB.—J. DOCK HARRELL, Clerk.

This city is in Pike County.

LOANS— *When Due.*
WATER WORKS BONDS—
6s, ..., $35,000.....Oct. 5, 1918
Bonded debt Mch. 2, 1900.$44,000
Floating debt 1,000
Total debt Mch. 2, 1900... 45,000

Assessed valuation, real.$652,894
Assess'd valuation, per'l. 197,025
Total valuation 1899.... 849,919
Assessm't about 75% actual value.
Tax rate (per $1,000) '99...$21·78
Population in 1890 was 2,383
Population in 1899 was.....5,650

INTEREST is payable at McComb.

MADISON COUNTY.—J. F. PUCHARD, Treas.

County seat is Canton.

LOANS— *When Due.*
RAILROAD AID BONDS—
6s, J&D, $73,000.....June 1, 1922
(Optional after June 1, 1903.)
Interest is payable at Canton.
Total debt Jan. 1, 1900.. $73,000
Tax valuation, real.....2,702,840

Tax val., per., RR. & tel.$1,481,511
Total valuation 1899... 4,184,351
Assessment about ⅗ actual value.
State & Co. tax (per M.) '99..$13·50
Population in 1890 was.....27,321
Population in 1897 (est.)...30,000

MERIDIAN.—{E. H. DIAL, Mayor. J. C. LLOYD, Clerk.

This is the county seat of Lauderdale County.

LOANS— *When Due.*
FUNDING BONDS—
4½s, .. , $60,000....1910 to 1930
$3,000 yearly on May 1.
MARKET BONDS—
5s, J&J, $7,300.....
($700 yearly.)
PAVING BONDS—
6s, A&O, $25,000.....Apr. 1, 1916
6s, A&O, 80,000.....Apr. 1, 1926
6s, A&O, 20,000.....Apr. 1, 1928

SCHOOL HOUSE BONDS—
6s, J&J, $30,000.....Jan. 1, 1908
6s, May 1, 15,000.....May 1, 1914
SEWER BONDS—
6s, May 1, $100,000..May 1, 1924
Total debt Mar. 1, 1900. $337,300
Tax valuation 1898.... 4,981,018
Actual valuation 1898 7,000,000
Tax rate (per $1,000)'98....$15·00
Population in 1890 was.....10,624
Population 1899 (local est.).17,000

INTEREST is payable at the National Park Bank, New York City.

MISSISSIPPI LEVEE DISTRICT.—W. E. MONTGOMERY, Secretary and Treasurer.

The State Legislature in Feb., 1900, passed a bill authorizing the issuance of $250,000 certificates to be used in high-water emergency.

LOANS— *When Due.*
LEVEE CONSTRUCTION—
6s, J&J, $500,000.....Apr. 1, 1931
Subject to call after Apr. 1, 1911
6s, J&J, $200,000.....May 1, 1924
REFUNDING BONDS—
5s, M&S, $450,000... Mar. 1, 1924
Subject to call after 1909.

Bond. debt Apr. 1, 1900.$1,150,000
District has no sinking fund.
Tax valuation '97 abt.$16,500,000
Assessment is ½ actual value.
Total tax (per $1,000) '97...$15·00

The valuation given above is on property behind the public levy and does not include anything in front on the river side.

TAX FREE. The bonds due in 1918 and 1920 are tax exempt.

NATCHEZ.—{WILLIAM G. BENBROOK, Mayor. FRED. J. MAHER, Treas.

Natchez is the county seat of Adams County.

LOANS. *When Due.*
CITY IMP. BONDS—
6s, Jan., $37,000.....in 20 years
Subject to call after 5 years

N. O. & N.W. RR. BONDS—
6s, May, $320,000....May 1, 1920
INTEREST.—Interest is payable at City Treasury.

BONDED DEBT Feb. 1, 1900, was $357,000; floating debt. $17,239 total debt, $374,239.

ASSESSED VALUATION in 1899 was $4,214,290; in 1897 of real estate was $2,916,705; personal property, $1,430,000; total, $4,346,705; city tax (per $1,000), 1899, $17·50. Property is assessed at about 66 per cent of its actual value.

POPULATION.—In 1890 it was 10,101; in 1880 it was 7,058; in 1898 it was estimated at 14,000.

PORT GIBSON.—MAURICE COHN, Clerk.

This city is the county seat of Claiborne County.

LOANS— *When Due.*
FUNDING BONDS—
6s, ..., $7,960.....
WATER AND ELEC. LIGHT BONDS
6s, ..., $23,000.....Aug. 2, 1917
Bonded debt Aug. 10, '99..$23,000
Floating debt 7,500
Total debt Aug. 10, 1899.. 30,500

Assessed valuation, real.$357,895
Assessed val. personal.... 366,226
Total valuation 1898..... 724,121
Assessment about ¾ actual value.
City & sch. tax (per M.) 1898.$9·25
State & Co. tax (per M.) 1898.15·00
Population 1890.....1,524
Population 1899 (est.).....2,500

SUNFLOWER CO.—J. W. WELCH, Treasurer.

County seat is Indianola.

LOANS— *When Due.*
COURT HOUSE BONDS—
5s, ..., $20,000.....1923
Subject to call after 1903.
JAIL BONDS—
5s, Semi-annual, $10,000 ... 1924
Subject to call after 1924.
RAILROAD BONDS—
7s, J&J, $74,000.....Jan. 1, 1901

Total debt Mar. 1, 1900..$104,000
Sinking fund..... 3,000
Net debt Mar. 1, 1900... 101,000
Tax valuation 1899.....2,212,958
Assessment about ⅗ actual value.
State & county tax ((per M.). $16·00
Assessment about ½ actual value.
Population in 1890 was.....9,384
Population in 1900 (est.)....20,000

INTEREST on court house and railroad bonds payable in New York on the jail bonds in Indianola.

TAX FREE.—Bonds of this county are exempt from taxation.

SINKING FUND.—A levy of 50 cents per $1,000 is to be made hereafter as sinking fund.

VICKSBURG.—{W. L. TROWBRIDGE, Mayor. H. J. TROWBRIDGE, Clerk.

Vicksburg is the county seat of Warren County.
By the provisions of its charter the city is obliged to levy a tax to meet the interest on its bonds, and to apply any surplus of the sum so raised, after payment of interest, to purchase of bonds at or below par.

LOANS— *When Due.*
COMPROMISE BONDS—
5s, F&A, $325,650 1921
Redeemable $10,000 yearly.

L. N. O. & T. RR. BOND INTE'ST—
5s, F&A, $100,000 1916
SCHOOL BONDS—
5s, ..., $15,000 1917
Redeemable $1,000 yearly.

INTEREST is payable in Vicksburg. All coupons are tax-receivable.

TAX FREE.—The bonds are all exempt from taxation.

BONDED DEBT on Jan. 1, 1900, was $425,650; floating debt, $80,879; total debt, $506,529.

ASSESSED VALUATION in 1899 of real estate was $4,333,775; of personal property, $1,580,034; total, $5,913,809; total tax rate (per $1,000), $20·00. Property is assessed at ⅔ of its actual value.

POPULATION in 1890 was 13,373; in 1880 was 11,814; in 1870 was 12,443. The population in 1897 is estimated at 16,000.

WASHINGTON CO.—H. MILLER, Treasurer.

County seat is Greenville.

LOANS— *When Due.*
COURT HOUSE BONDS—
7s, Feb. 1, $100,000..June 1, 1911
FUNDING BONDS—
7s, J&J, $22,500.....July 2, 1914
Subject to call after July 2, 1904
RAILROAD BONDS—
6s, Feb. 10, $100,000.Mar. 6, 1915
Bonded debt Aug. 1, '99..$222,500

County has no floating debt.
Tax valuation, real....$4,509,435
Tax valuation, per. & rr. 2,424,064
Total valuation 1899.. 6,933,499
Assessment about ⅘ actual value.
State & Co. tax (per M.) '99.$14·00
Population in 1890 was....40,414
Population in 1880 was....25,367
Population in 1895 (est.)...43,000

Principal of all the county's bonds is payable in gold.

INTEREST on the railroad bonds is payable in New York; on other bonds at Greenville.

TAX FREE.—The above bonds are exempt from county tax.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding civil divisions in Mississippi not included in the foregoing.

	Bonded Debt.	*Floating Debt.*	*Assessed Valuation.*	*Tax Rate.*	*Popul'n, 1890.*
Coahoma County	$80,000	.....	$3,484,732	.....	18,342
Hinds County	180,000	.....	8 701,384	6·00	59,279
Starkville, Oktibbeha Co.	45,200	.....	592,000	11·75	*1,900
West Point, Clay Co.	77,000	.....	800,000	.....	2,762

* Estimated 1899.

State of Louisiana.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act Mch. 26, 1804*) - Oct. 1, 1804
Admitted as a State (Act Feb. 20, 1811) - - April 30, 1812
Total area of State square miles) - - - - - 48,720
State Capitol, - - - - - - - - Baton Rouge
Governor (term exp. 3d Mon. May 1900) - Murphy J. Foster
Sec. of State (term exp. 3d Mon. May 1900) - John T. Michel
Treasurer (term exp. 3d Mon. May 1900) - A. V. Fournet

Legislature meets biennially in even years on the second Monday in May, and sessions are limited to 60 days.

*Further provision for the Government of the Territory, then known as the Territory of Orleans, was made by the Act of March 2, 1805, the duration of the Act of March 26, 1804, having originally been confined to the period of one year from October 1, 1804, "and to the end of the next session of Congress which may happen thereafter."

HISTORY OF DEBT.—For history of the State debt of Louisiana see STATE AND CITY SUPPLEMENT of April 1894, pages, 171 and 172.

Debt on which the State is paying interest is about as follows:

LOANS— NAME OR PURPOSE,	—Interest.— P. Ct. Payable.	—Principal.— When Due.	Outstand'g.
Consol. 7 per cent bonds of 1874, stamped 4 per cent....	4s J & J	Jan. 1, 1914	$12,300
New bonds (act. of '92).....	4s J & J	Jan. 1, 1914	10,763,800
Consolidated (constitutional) bonds of 1880.....	4s J & J	Jan. 1, 1914	101,700

DEBT LIMITATIONS STATE, AND MUNICIPAL.—For debt limitations under the Constitution adopted May 12, 1898, see editorial columns of the State and City SUPPLEMENT for October, 1898. The limitation for municipalities is 10 per cent upon the assessed value of the property of the municipal corporation, parish or drainage district.

PAR VALUE OF BONDS—The consolidated 7s, stamped 4 per cent are for $100, $500 and $1,000. The Constitutional bonds for $5, etc. See CHRONICLE, Vol. 68, p. 987.

INTEREST is payable by Winslow, Lanier & Co., New York City and by Louisiana National Bank, New Orleans.

FISCAL AGENTS.—The fiscal agents of the State are the New Orleans Nat. B'k, the Louisiana Nat. B'k and the Hibernia Nat. B'k at New Orleans, and the Bank of Baton Rouge at Baton Rouge.

TOTAL DEBT—The subjoined statement shows Louisiana's total bonded debt on April 1, 1899.

	April 1, 1899.
Total bonded debt bearing interest.....	$10,877,800
Floating Debt—	
Baby bonds and certificates (act of 1880) exclusive of coupons.....	914,397

The baby bonds are 3 per cents and were due in 1886. They were issued to fund certain obligations of charitable institutions. No interest has been paid on them since January, 1885, but provision has been made to pay the principal of the bonds at not more than 50 p. c.—See CHRONICLE, Vol. 68, p. 987.

In September, 1889, it was discovered that a number of bonds had been fraudulently issued. Part of these were subsequently recovered, but $373,600 consols so issued ($303,600 being consols of 1874 and $70,000 Constitutional bonds) are still outstanding. The State considers them "null and void," and they are therefore not included in the amount outstanding above. There are also $421,935 fraudulently issued baby bonds outstanding.

There are moreover old bonds not recognized, and hence not fundable, amounting to $3,953,000. These include New Orleans Mobile & Texas 8 per cent bonds, endorsed, $875,000; 8 per cent State bonds issued to said road, $2,500,000; 8 per cent bonds issued to the N. O. Mobile & Chattanooga RR. $70,000; 7·30 per cent bonds issued to the Mississippi & Mexican Gulf Ship Canal Co. $260,000, etc., etc.

ASSESSED VALUATION—The assessed valuation is estimated at about 37 per cent of the actual value. The State tax (per $1,000) for 1898 was $6·00:

Years.	Total Assessed Valuation.	Years.	Total Assessed Valuation.
1899.....	$267,723,052	1885.....	$212,725,564
1898.....	261,545,868	1875.....	195,904,419
1897.....	259,798,213	1870.....	253,371,890
1896.....	251,911,316	1860.....	435,787,265
1895.....	249,621,419	1850.....	233,998,764
1890.....	234,350,791		

POPULATION OF STATE.—The population of Louisiana has been as follows in the years named:

1890.....	1,118,587	1860.....	708,002	1830.....	215,529
1880.....	939,946	1850.....	517,762	1820.....	152,923
1870.....	726,915	1840.....	352,411	1810.....	76,556

For 1898 the population is estimated at 1,250,000. The proportion of the colored population was 50·32 p. c. in 1890 against 51·46 p. c. in 1880. In number blacks were 562,893 in 1890; 483,655 in 1880; 364,210 in 1870; 350,373 in 1860; 262,271 in 1850.

CITIES, COUNTIES AND TOWNS IN THE STATE OF LOUISIANA.

ATCHAFALAYA BASIN LEVEE DIST.

A. D. BARROW, Secretary. Port Allen, Post Office.

An agreement has been made with New York parties to refund the bonded debt on the optional date with an issue of 50-year 5s. The bonds will be subject to call $100,000 yearly after 40 years. See CHRONICLE Vol. 68, p. 145.

LOANS—	When Due.
CONSTRUCTION BONDS—	
6s, A&O, $850,000.....	1910
(Subject to call Oct. 8, 1900.)	
6s,....$65,000.....	
Assessed valuati'n '99.	$13,000,000
Actual value about...	20,000,000
Levee tax (per $1,000) '99.	$10·00

District contains ten parishes. In addition to the levee taxes the District receives annually $47,855 from the acreage tax of 2½ cents per acre and about $50,000 from a tax on produce.

INTEREST payable at the office of the State Auditor, Baton Rouge

BATON ROUGE.—M. CHAMBERS, Treasurer.

Capital of the State and county seat of East Baton Rouge County.

LOANS—	When Due.
IMPROVEMENT BONDS—	
4s, J&J, $64,000	July 1, 1939
Subject to call, $4,516 66 yearly after 1909.	
Bonded debt Mar. 1, 1900.	$202,900
Floating debt.....	24,392
Total debt Aug. 1, 1899...	26,292
Tax valuation, real.....	1,600,000
Tax valuation, personal.	$501,970
Total valuation 1897	2,101,970
Total valuation 1899....	2,200,000
Assessment about ⅔ actual value.	
Total tax (per $1,000) 1898.	$26·00
Population 1890 was.....	10,478
Population 1898 (est.).....	15,000

FRANKLIN.—L. B. TARLETON, Mayor.

County seat of St. Mary Parish.

LOANS—	When Due.
WATER WORKS BONDS—	
6s, J&J, $25,000.....	July 1, 1907
ELECTRIC LIGHT BONDS—	
6s, ..., $8,000.....	1900 to 1909
Due part yearly.	
Total debt Sept., 1898...	$25,000
Tax valuation 1898.....	450,000
Real valuation.....	1,300,000
Population in 1890 was.....	2,127
Population in 1898 (est.).....	3,000

LAFOURCHE BASIN LEVEE DISTRICT.—Donaldsonville, Post Office.

LOANS—	When Due.
CONSTRUCTION & MAINT.—	
6s, J&J, $275,000.....	1903-1913
Int. payable Whitney Nat. Bk., N.O.	
Assessed valuation '95.	$8,463,495
Tax rate (per $1,000).....	$10·00

This district comprises portions of the following parishes: Ascension, Assumption, St. James, St. Johns, St. Charles, Jefferson, Plaquemines and Lafourche.

LAKE BORGNE LEVEE DISTRICT.—

JOHN DYMOND, President, N. H. NUNEZ, Secretary, New Orleans, Post Office. } Board of Commissioners.

LOANS—	When Due.
CONSTRUCTION & MAINT.—	
6s, M&N, $100,000...	Dec. 1, 1912
Subject to call 1/10 yearly after 1902	
Interest payable at State Treasury, Baton Rouge.	
Assessed valuation—	
St. Bernard Parish.....	$1,080,342
Plaquemines Parish (east bank)	570,136
Total valuation 1896....	1,650,478
Population in '90 was abt..	10,326

MONROE,—A. A. FORSYTHE, Mayor.

County seat of Ouachita Parish.

LOANS—	When Due.
GENERAL IMPROVEM'T BONDS—	
5s, J&D, $95,000.....	1900 to 1939
Various amounts due y'rly June 1.	
All subject to call June 1, 1924.	
Total debt Mar. 1, 1900..	$95,000
Tax valuation, 1899.....	1,981,000
Assessment about ½ actual value.	
Population in 1890 was.....	3,256
Population in 1899 (est.).....	7,500

NEW ORLEANS. } PAUL CAPDEVIELLE, Mayor. } WILLIAM S. DOUGLAS, Compt'r.

New Orleans is co-extensive with the parish of Orleans. An amendment to the Louisiana Constitution authorizing the city to refund its debt at a lower rate of interest was adopted in 1892, and up to July 1, 1899, the city had issued 4 per cent 50-year bonds to the amount of $9,008,500, thus enabling it to pay all its maturing loans and all those upon which it had option. The amendment provides that the interest tax collected in excess of requirements shall be divided between city schools and city improvements. The new Louisiana Constitution, in effect May 12, 1898, confirms these arrangements. On June 6, 1899, the city voted a special tax of 2½ mills for water, sewer and drainage purposes, intended to provide for an issue of from 12 to 16 millions bonds. As this requires an amendment to the State Constitution, the Legislature, in special session, passed a bill for its submission to a vote of the people of the State at the election to be held April 17, 1900.

LOANS—	When Due
CARROLTON BOND—	
8s, ..., $50.....	Nov. 1, 1902
CONSTITUTIONAL BONDS—	
4s, J&J, $9,008,500 ..	July 1, 1942
FLOATING DEBT BONDS.—	
4s....$220,000.....	Oct. 1, 1948
GOLD BONDS, D. S. & G. S.—	
7s, J&J, $117,000.....	July 1, 1922
PREMIUM BONDS, 1875—	
5s, J&J, $4,937,940.....	As drawn
STREET IMPROVEMENTS, '71, Q.—	
7·3s, F&A, $10,000...	Feb. 1, 1911

INTEREST is payable at City Hall by Board of Liquidation City Debt and in New York City.

TOTAL DEBT.—The subjoined statement shows New Orleans's debt on the dates named.

	Jan. 1, 1900.	July 1, '99.	Jan. 1, '99.	Jan. 1, '98.
	$	$	$	$
Total bonded debt....	14,293,490	14,360,470	14,420,330	14,444,390
Floating debt.....	263,225	591,878	411,193	783,579

PREMIUM BONDS.—The premium bonds ($20 each) receive no interest till drawn by lot for payment, and then they receive principal with simple interest from July 15, 1875. They also get a premium if they happen to draw a prize, 2,352 prizes aggregating $100,000 being distributed yearly among the drawn bonds. From 1892 to 1895 inclusive 21,000 bonds (par value $420,000) were paid each year, in two instalments of 10,500 bonds each, on January 15 and July 15; since 1895 bonds to the number of 10,000 are paid semi-annually—20,000 bonds annually. There are two drawings to determine the bonds payable July 15 in each year, and they take place January 31 and April 15 next preceding. The drawings to determine the bonds payable January 15 take place July 31 and October 15.

The drawings to determine which bonds shall receive prizes (ranging from $20 to $5,000) occur just before the bonds are paid. Drawn premium bonds are receivable by the city for all dues, licenses, taxes and debts of any description at their face value and interest.

ASSESSED VALUATION, TAX RATE, ETC.—

Years.	Real Estate.	Personal Property.	Total Ass. Valuation.	Rate of Tax p. $1,000.
1899.....	$103,000,000	$38,000,000	$141,000,000	.....
1898.....	102,316,105	36,874,678	139,190,783	$27·00
1897.....	102,025,922	38,797,559	140,823,481	27·00
1895.....	98,597,760	42,056,715	140,654,475	26·80
1890.....	87,625,430	44,289,627	131,915,057	20·20
1885.....	86,149,320	37,778,273	123,927,593	25·40
1881.....	73,288,955	24,063,450	97,352,405	17·84
1870.....	116,056,581	23,791,623	139,848,204	26·25

Tax rate in 1898 includes: State tax, $6·00; county tax (levee), $1·00; city tax, $20·00. In 1899 city tax was $20·00; special tax, $2·00.

POPULATION.—In 1890 population was 242,039; in 1880 it was 216,090; in 1870 it was 191,418. Population in 1898 (est.) 275,000.

NEW ORLEANS DRAINAGE DIST.—A. SCHREIBER, Sec.

The district is authorized to issue $1,500,000 of bonds.

5s, M&N $1,450,000...May 1, 1937, subject to call after Nov. 1, 1899.

SHREVEPORT.— } R. N. MCKELLAR, Mayor. } N. B. MURFF, Comptroller.

Shreveport is the county seat of Caddo County.

LOANS— NAME AND PURPOSE.	—Interest.— Rate.	Payable.	—Principal.— When Due.	Outstand'g
Funding.....	5	J&J	Jan. 1, 1916	$157,500
Street paving.....	5	Jan. 1	Jan. 1, 1919	40,000

BONDED DEBT on Jan. 1, 1899, was $197,500; sinking funds $32,000; making the total net debt, $165,500.

TAX FREE—All bonds of this city are exempt from taxation.

ASSESSED VALUATION in 1897 of real estate was $2,797,720; personal property $937,800; total valuation $3,735,520; the total tax rate for 1897 (including State tax $6, parish or county tax $14 and city tax $18·50) was $38·50 per $1,000. The assessment is about 30 per cent of the actual value.

POPULATION in 1890 was 11,979; in 1898 (est.) 20,000.

LEVEE DISTRICTS.

The bonded debt and also the amount of bonds authorized for the levee districts named is as follows:

DISTRICT—	*Bonds Authorized.*	*Bonds Outstanding.*
Bossier Levee District	$250,000	$199,100
Buras Levee District	35,000	25,000
Caddo Levee District	200,000	199,800
Fifth Louisiana Levee District	500,000	460,000
Orleans Levee District	.....	270,000
Pontchartrain Levee District	1,000,000	786,000
Red River, Atchafalaya and Bayou Bœuf Levee District	250,000	250,000
Tensas Basin Levee District	150,000	83,000

State of Arkansas.

ITS

DEBT, RESOURCES, Etc.

Organized as a Territory (Act of March 2, 1819) - July 4, 1819
Admitted as a State (Act of June 15, 1836) - June 15, 1836
Total area of State (square miles) - - - - 53,850
State Capital - - - - - - - - Little Rock
Governor (term expires Jan. 1901) - - Daniel W. Jones
Secretary of State (term exp. Jan. 1901) - - Alex. C. Hull
Treasurer (term expires Jan. 1901) - - Thomas E. Little

Legislature meets biennially in odd years on the 2d Monday in January, and sessions are limited to 60 days, unless by a two-thirds vote of the members a longer time is decided on.

HISTORY OF DEBT.—For history of the Arkansas State debt see STATE AND CITY SUPPLEMENT of April, 1894, page 173. By Act of Congress approved April 29, 1898, a compromise was effected between the United States and the state. In accordance with the terms of this settlement the United States authorities on May 27, 1898, delivered to the State Arkansas bonds and coupons amounting to $1,505,160, and carrying besides a large sum of overdue interest. This operation wiped out the entire debt of the United States against the State except $160,000, which has since been reduced to $105,000, and this latter is the amount of bonds now held by the United States.

REFUNDING.—Under the Legislative Act of 1899 the entire debt (except that due the United States) is being refunded by an issue of 3 per cent 30-year bonds, denominations $500 and $1,000.

Up to Aug. 18, 1899, $1,222,500 new bonds had been exchanged for the holdings of the Permanent School Fund (including the Sixteenth Section fund) and for the holdings of private parties and the Arkansas Industrial University. Of this total only $45,000, principal and interest, represents the amount of the bonds held by individuals which had been funded up to that date.

The funding bonds of 1875 ("Loughboroughs") re-issued since 1885 had all been refunded under this Act before August 18, 1899. Since then all but $17,000 of the blue-numbered non-Holfords of 1869 have been refunded and all but $9,000 of the red-numbered non-Holfords of 1870.

Under notice of the Governor all bonds not exchanged must be presented before May 8, 1900.

The $160,000 of bonds held by the United States at the time of settlement were to be paid off, one-half on or before Sept. 1, 1900, and the other half Sept. 1, 1901. Up to April 1, 1900, $55,000 had been paid, leaving $105,000 outstanding.

TOTAL DEBT, Etc.—The following statement shows the debt of the State as it stood *prior* to the refunding of the recognized debt under the Act of 1899. In 1898, under a compromise made by Act of Congress, as noted above, a large amount of bonds and coupons held by the United States was delivered up, which accounts for the reduction shown October 1, 1898.

	Oct. 1, '98.	Oct. 1, '96.	Oct. 1, '94.	Oct. 1, '90.
Total bonded debt	$882,000	$1,576,000	$1,805,000	$2,092,100
Overdue interest	683,580	2,642,752	3,018,022	2,884,897
Total debt	$1,565,580	$4,218,752	$4,823,022	$4,976,997

In addition to the above indebtedness there was outstanding on Oct. 1, 1898, State scrip to the amount of $375,264 and sinking fund notes $105,022, making the total State indebtedness $2,045,866. All this scrip was called for payment Aug. 1, 1899, (to be barred if not presented for payment within six months), and the amount so barred on Feb. 1, 1900, was about $374,000. The *bonded debt* on Oct. 1, '98, was held as follows: by the United States $160,000 principal, $2,400 interest; permanent school fund, $275,000 principal, $193,785 interest; Sixteenth Section fund, $338,000 principal, $318,450 interest; Arkansas Industrial University, $42,000 principal, $44,970 interest; individual investors, $67,000 principal, $123,975 interest.

DEBT NOT RECOGNIZED, HOLFORDS, Etc.—A summary or the unrecognized debt appears below. To aid in distinguishing the Holfords from the valid bonds of the State it should be said that under the act of April 6, 1869, two series of funding bonds were issued. One was dated July 1, 1869, and numbered from 1 to 1,000, inclusive. All of this series are printed in blue ink and are non-Holfords—in other words, are recognized obligations. The second series were dated January 1, 1870, numbered from 1 to 2,050, inclusive, and are printed in red ink. Of this series numbers 491 to 1,860, both inclusive, are the Holfords which constitute part of the unrecognized debt. The unrecognized debt is as follows:

LOANS— NAME AND PURPOSE.	—*Interest.*— *P. Ct.*	*Payable.*	—*Principal.*— *When Due.*	*Outstand'g.*
Holford funding bonds of 1870	6	J & J	Jan. 1, 1900	$1,370,000
Levee bonds	7	J & J	1900	1,986,773
Little Rock & Fort Smith RR	7	A & O	1900	1,000,000
Memphis & Little Rock RR	7	A & O	1899	1,200,000
Little R'k Pine Blf. & N. O. RR.	7	A & O	1900	1,200,000
Miss. Ouachita & Red River RR.	7	A & O	1900	600,000
Arkansas Central RR	7	A & O	Apr. 1, 1900	1,350,000

ASSESSED VALUATION.—The State's assessed valuation and tax rate at different periods have been as follows:

Years.	*Real Estate.*	*Personal Property.*	*Total Assessed Valuation.*	*Tax rate. per $1000*
1899	$119,980,700	$59,191,298	$179,171,998	$5·50
1897	117,873,253	59,552,873	177,426,126	4·75
1895	.....	.....	173,758,764	....
1893	100,809,742	72,716,742	173,526,484	5·00
1892	102,449,430	72,379,406	174,828,836	....
1890 (est.)	.....	.....	185,000,000	5·00
1889	108,407,462	64,001,035	172,408,497	5·00
1886	85,750,633	54,152,058	139,902,691	....
1876	61,892,881	39,971,308	101,864,189	10·00
1870	63,102,304	31,426,539	94,528,843	....
1860	63,254,740	116,956,590	180,211,330	....

POPULATION.—The population has been as follows; in 1900 (estimated) 1,420,000:

1890	1,128,179	1860	435,450	1830	30,388
1880	802,525	1850	209,897	1820	14,255
1870	484,471	1840	97,574	1810	1,062

The proportion of the colored population was 27·59% in 1890 against 26·25% in 1880. In numbers blacks were 311,227 in 1890; 210,666 in 1880; 122,169 in 1870; 111,259 in 1860; 47,708 in 1850.

Cities, Counties and Towns IN THE STATE OF ARKANSAS.

BENTONVILLE.—County seat of Benton County.

LOANS— WATER WORKS BONDS—	*When Due.*	
6s, ..., $27,000	1902-1917	Tax valuation, personal..$250,000
Total debt Mar. 1, 1900... $27,000		Total valuation 1898..... 517,000
Tax valuation, real..... 267,000		Total tax (per $1,000), 1898.$17·50
		Population in 1890 was.....1,677
		Population in 1897 (est.)....2,200

CHICOT COUNTY.—County seat is Lake Village.

LOANS— COUNTY BONDS—	*When Due.*	
.....$200,000.....		Tax valuation, real.....$992,536
Total debt (last returns) $200,000		Tax valuation, personal. 266,771
		Total valuation 1897....1,259,307
		Population 1890 was.....11,419

HELENA.—JOS. C. BARLOW, Mayor. J. O. BAGWELL, City Clerk.

This is the county seat of Phillips County.

LOANS— NAME AND PURPOSE.	—*Interest.*— *P. Ct.*	*Payable.*	—*Principal.*— *When Due.*	*Outstand'g.*
Compromise Funding Bonds..	6	J & J	July 1, 1904	$158,350
do do	5	J & J	.....	12,000

INTEREST is payable at the National Park Bank, New York City.

TOTAL BONDED DEBT on January 1, 1900, was $170,350.

ASSESSED VALUATION in 1897 of real estate was $1,290,420-personal property, $412,067; total, $1,702,487; City tax rate (per $1,000), $12·00; school tax, $5·00; State tax, $5·00; county tax, $7·00; total (1898), $29·00. In addition to the foregoing, part of the real estate is liable for a levee tax of $14 per $1,000. Real estate is assessed at "about ⅓ its actual value."

POPULATION in 1890 was 5,189; in 1898 (estimated) 7,000.

JEFFERSON CO.—J. Y. Saunders, Treas.

County seat is Pine Bluff.

Bonded debt Mar.1,1900..	$59,000	Total valuation 1899...$7,620,000	
Floating debt.....	10,000	Assessment about ½ actual value.	
Sinking fund.....	3,000	State & co. tax (per M.) '99.$20·50	
Net debt Mar. 1, 1900.....	66,000	Population in 1890 was.....40,881	
Tax valuation, real.....4,945,000		Population in 1900 (est.) ...52,000	
Tax valuation, personal.2,675,000			

LEE COUNTY.—W. Cotter, Clerk.

County seat is Marianna.

LOANS— REFUNDING BONDS—	*When Due.*	
5s, F&A, $60,000.....Aug. 1, 1915		Tax valuation, person'l.. $699,460
Bonded debt Feb. 1, '99..	$60,000	Total valuation 1898....2,520,010;
Floating debt.....	13,000	Assessment about ⅓ actual value.
Total debt Feb. 1, 1899..	73,000	State tax (per $1,000)..... $4·75
Sinking fund.....	3,500	County tax ((per $1,000).... 6·00
Tax valuation, real.....1,820,550		Population 1890 was.....18,886
		Population 1880 was.....13,288
		Population 1899 (est.).....22,000

INTEREST is payable at the National Bank of Commerce, New York.

LITTLE ROCK.—J. A. WOODSON, Mayor. W. R. DULEY, City Clerk.

This is the capital of the State and the county seat of Pulaski County.

LOANS— REFUNDING BONDS 1889—	*When Due.*	
5s, Aug., $117,500....July 1, 1909		Tax valuation, real....$10,055,749
Interest is payable by City Treas.		Tax valuation, personal.3,691,725
Bonded debt Jan. 1,'98..	$118,500	Total valuation 1898...13,747,474
Judgment debt.....	63,768	Assessment about ⅓ actual value.
Floating debt.....	67,896	State tax (per $1,000) '98....$4·75
Total debt.....	250,164	County tax (per $1,000) '98. 7·25
Cash on hand	7,335	City tax (per $1,000) '98..... 6·00
Net debt Jan. 1, 1898....	242,829	Average school tax '98..... 5·00
		Population in 1890 was. . 25,874
		Population in 1898 (est.)...40,000

The city has a sinking fund and each year purchases about $5,000 of the above-mentioned bond issue of 1889.

PHILLIPS CO.—Jas. C. Rembert, Clerk.

County seat is Helena.

LOANS— REFUNDING BONDS—	*When Due.*	
5s, M&N.... $100,000	20 years	Total valuation 1898.. $3,831,503
Bonded debt Feb. 1, '99..	100,000	Assessment about ⅓ actual value.
Tax valuation, real.....2,918,282		Total tax per $1,000 '98....$16·75
Tax valuation, personal. 913,221		Population 1890 was.....25,341
		Population in 1899 (est.)...30,000

INTEREST is payable in New York City. Bonds are tax exempt.

PULASKI CO.—Chas. F. Martin, Clerk.

County seat is Little Rock. The floating debt given below consists principally of warrants issued in payment for a bridge across the Arkansas River, built in 1897 at a cost of $377,762, payable $25,000 annually.

LOANS— COUNTY BONDS—	*When Due.*	
6s, July, $345,000....1907 to 1917		Tax valuation, person'l.$3,456,905
Floating debt.....	$311,000	Total valuation 1898....15,256,905
Total debt Aug. 1, 1899	656,359	Assessment about ⅓ actual value.
Tax valuation, real.....11,800,000		State & co. tax (per M.) '98...$12·00
		Population 1890 was.....47,329
		Population 1898 (est.).....65,000

Property is assessed at about one-third of its actual value.

INTEREST is payable at Union Trust Co., New York City

SEARCY COUNTY.—

County seat is Marshall. County has no bonded debt.

Float'g debt Mar. 1, 1898..$35,000	Assessment same as actual value.
Tax valuation, real.....550,564	Total tax (per $1,000) 1897..$9·75
Tax valuation, pefsonal...415,555	Population in 1890 was.....9,664
Total valuation 1897.....966,119	Population in 1898 (est.)...11,000

WASHINGTON CO.–R. O. HANNAH, Co. Judge

County seat is Fayetteville.

LOANS—	When Due.
UNIVERSITY BONDS—	
8s, J&J, $100,000.....Jan. 1, 1902	
Total debt Jan. 1, 1900.. $100,000	
Sinking funds..... 100,000	
Tax valuation, real.....2,989,164	
Tax valuation, person'l.$1,516,305	
Total valuation 1899... 4,505,469	
Assessment is $^2/_5$ actual value.	
Total tax (per $1,000) '99..$12·00	
Population 1890 was.....32,024	
Population in 1899 (est.)...45,000	

INTEREST is payable at Union Trust Co., New York.

Territory of Oklahoma.

ITS

DEBT, RESOURCES, ETC.

Organized as a Territory (Act May 2, 1890) - May 2, 1890
Total area of Territory (square miles) - - - - 39,000
Territorial Capital - - - - - - - - - Guthrie
Governor (term expires May 12, 1901) - - C. M. Barnes
Secretary (term expires June 7, 1901) - Wm. M. Jenkins
Treasurer, - - - - - - Frank M. Thompson
Auditor - - - - - - - - - S. N. Hopkins

Legislature meets biennially in odd years on the second Tuesday in January, and legislative sessions are limited to sixty days.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal.— When Due.	Outstand'g.
School bonds	6	.....	30 years.	$48,000

Subject to call in 10 years.

The bonds were issued for the erection of the Territorial University, Territorial Normal School and Agricultural and Mechanical College.

TOTAL DEBT.—The bonded debt of the Territory on July 1, 1899, was $48,000; floating debt (warrants) $290,036; total debt, $338,036.

ASSESSED VALUATION for 1899 was $42,982,414; tax rate (per $1,000) was $5·20. Property is assessed at about 50 per cent of its actual value.

POPULATION.—The population of the Territory in 1890 was 61,834. The last census, taken in 1894, showed a population of 212,000. According to an official estimate the population had increased in 1898 to 311,400.

CITIES, COUNTIES AND TOWNS IN THE TERRITORY OF OKLAHOMA.

CLEVELAND CO.—D. B. WYNNE, Clerk.

County seat is Norman.

LOANS—	When Due.
6s, A&O, $23,500 g...1916 to 1925	
REFUNDING BONDS—	
5s, ..., $45,000 ... 1920 to 1929	
$4,500 due yearly on Aug. 1.	
UNIVERSITY BUILDING BONDS—	
5s, J&J, $8,000.....July 1, 1911	
Total debt Feb. 1, 1900.. $76,500	
Sinking fund..... 3,500	
Net debt Feb. 1, 1900.... 73,000	
Tax valuation 1899.....1,775,142	
Real valuation (about)..5,000,000	
State & Co. tax (p. $1,000)'99.$22·20	
Population in 1900 (est.)....16,500	

GARFIELD CO.—County seat is Enid.

LOANS.	When Due.
FUNDING BONDS—	
6s, A. & O. $30,000...Apr. 25, 1916	
($3,000 due yrly) to Apr. 25, 1925	
Bonded debt Jan. 1, 1900..$46,000	
Tax valuation 1899....$2,027,914	
Real valuation (about).30,000,000	
State & co. tax (per M.) '99.$29·20	
Population in 1898 was.....16,228	

INTEREST on the funding bonds is paid by the Western National Bank of New York City.

GUTHRIE.—CHAS. J. LAUX, City Clerk.

Guthrie is in Logan County.

LOANS—	When Due.
REFUNDING BONDS—	
6s, ... $20,000.....	
WATER WORKS BONDS—	
7s, M&N, *50,000.....May 1, 1912	
Bonded debt Jan. 1, 1900...$70,000	
Floating debt..... 10,817	
Sinking fund..... $6,601	
Net debt Jan. 1, 1900.... 74,216	
Tax valuation 1899.....1,750,400	
Assessment about $^2/_5$ actual value.	
City tax (per $1,000), '99...$12·00	
Population in 1890 was..... 2,788	
Population in 1900 (est.) ...12,000	

LOGAN COUNTY—F. RITTENBUSCH, Treas'r.

County seat is Guthrie.

LOANS—	When Due.
REFUNDING BONDS—	
5s, J&J, $80,000.....July 1, 1919	
Optional July 1, 1909.	
Total debt July, 1899....$158,398	
Sinking fund..... 7,000	
Net debt July 1, 1899... $151,398	
Tax valuation 1899.....4,131,921	
Assessment about $^1/_2$ actual value.	
State & Co. tax (per M.) '99..$15·20	
Population in 1899 (est.)...24,000	

OKLAHOMA CITY.—G. W. SPENCER, Clerk.

This city is the county seat of the county of the same name.

LOANS—	When Due.
7s, M&S, $17,500.....	
6s, F&A, 50,000.....1906 to 1915	
6s, J&D, 31,000.....1917 to 1926	
SCHOOL BONDS—	
6s, J&J, $45,500.....Jan. 1, 1914	
Int. at Chemical Nat. Bk., N.Y. City.	
Total debt Feb. 1, 1900...$98,500	
Sinking fund..... $2,500	
Net debt Feb. 1, 1900.. 96,000	
Tax valuation 1899.... 1,775,745	
Real valuation (about). 6,000,000	
City tax (per $1,000) '99...$10·50	
Population in 1890 was 4,151	
Population in 1900 (est.)....15,000	

INTEREST on the 7s is payable at the Seaboard National Bank, New York; on the 6s at the Western National Bank, New York.

OKLAHOMA COUNTY.—

County seat is Oklahoma City.

LOANS—	When Due.
6s, J&J, $35,000.....Dec., 1904	
Subject to call at any time.	
..., ..., about $15,000..... 1926	
Subject to call at any time.	
COURT HOUSE BONDS—	
5s, ..., $22,000.....1920-1929	
REFUNDING BONDS—	
5s, ..., $77,600.....1920-1929	
Bond. debt July 1, 1899. $136,900	
Tax valuation 1899 4,421,699	
Assessment is $^1/_2$ actual value.	
State & Co. tax (per M., '99)$14·20	
Population in 1894 was.... 20,523	
Population in 1898 was.... 20,324	

INTEREST on the bonds due in 1904 is payable at the Chemical National Bank, New York.

ADDITIONAL STATEMENTS.

We give below the bonded debt, assessed valuations and tax rate for 1899 and population for 1898 for all counties in the Territory reporting a debt of over $10,000, and which are not included among the fore going detailed returns.

Counties—	Bonded Debt.	Assessed Valuation.	Co. Tax per $1,000.	Popula't'n, 1898.
Beaver.....	$17,500	$1,341,267	$9·20	2,548
Blaine.....	38,000	505,711	39·00	8,527
Canadian.....	58,500	4,356,858	21·00	18,336
Custer.....	40,500	1,051,638	28·00	6,482
Grant.....	29,000	1,820,615	26·70	14,319
Kay.....	35,000	2,194,097	12·00	18,000
Kingfisher.....	35,000	2,086,002	17·50	16,044
Lincoln.....	67,000	1,835,070	20·70	21,884
Noble.....	35,000	1,576,576	21·50	10,421
Pawnee.....	32,000	2,000,000	20·50	10,795
Payne.....	78,000	2,300,000	12·50	17,386
Pottawatomie.....	51,500	1,784,448	22·00	22,594
Washita.....	15,500	892,953	19·00	9,468
Woods.....	47,200	2,321,394	20·70	24,414
Woodward.....	25,000	1,883,864	19·50	4,206

Indebtedness of other places—	Bonded Debt.	Floating Debt.	Assessed Valuation.	Popul'n 1898.
El Reno, Canadian County.....	$17,300	$.....	$966,817	6,000
El Reno School District.....	35,000	.....	1,044,497	6,500
Norman, Cleveland County.....	21,600	.....	543,100	3,000
Perry, Noble County.....	20,000	22,000	379,589	3,200

State of Texas.

ITS

DEBT, RESOURCES, ETC.

Admitted as a State (Act March 1, 1845) - - December 29, 1845
Total area of State (square miles) - - - - - 265,780
State Capital - - - - - - - - - - Austin
Governor (till 2d Tu. after 1st Mon. Jan. '01). Joseph D. Sayers
Secretary of State (term exp. with Governor), D. H. Hardy
Treasurer (2d Tues. after 1st Mon. Jan. '01), John W. Robbins
Comptroller, - - - - - - - R. W. Finley

Legislature meets biennially in odd years on the Tuesday after the first Monday in January, and sessions are limited to 30 days at $5 per day and $2 per day thereafter without limit.

HISTORY OF DEBT.—For history of the State debt see STATE AND CITY SUPPLEMENT of April, 1894, pages 174 and 175.

LOANS— NAME AND PURPOSE.	Interest.— P. Ct.	Payable.	Principal,— When Due.	Outstand'g.
Floating debt bonds, 1874, gold	7g	J & J	Jan. 1, 1904	$288,000
Frontier defense, 1870, gold..	7g	M & S	Aug. 5, 1910	298,000
do do refunding..	5	M & S	1919	201,000
Redemption State debt, 1876, g.	6g	J & J	July 6, 1906	1,647,000
Retiring outstanding bonds, 1879.....	5	J & J	July 1, 1909	1,068,900
Refunding bonds 1893.....	5	J & J	Optional.	152,000
do do 1893.....	4	J & J	1933	334,500

PAR VALUE OF BONDS.—The 5 per cent bonds for retiring outstanding bonds are $100 and multiples; the other bonds are nearly all $1,000 each.

INTEREST is payable in New York and at the State treasury.

TOTAL DEBT, ETC.—The subjoined statement shows the State's total debt on each of the dates indicated.

	Sept. 1, '99.	Sept. 1, '98.	Sept. 1, '97.
Total bonded debt.....	$3,989,445	$3,992,030	$3,992,030
Of which held in State funds...	3,261,200	3,254,040	3,245,040
Leaving amount outstand'g..	$728,245	$737,990	$746,990

ASSESSED VALUATION.—The State's assessed valuation and tax rate at different periods have been as follows:

Years.	Real Estate.	Pers. Prop.	Total.	Tax p. $1,000
1899*.....	.....	.....	$887,847,100	$3·80
1898.....	$575,065,505	$279,553,860	854,619,365	3·80
1897.....	585,224,536	269,670,239	854,894,775	3·80
1896.....	587,560,471	262,748,775	850,309,246	3·80
1895.....	599,127,433	261,783,134	860,910,567	2·50
1893.....	607,941,700	278,233,695	886,175,395	.....
1890.....	499,522,828	282,589,055	782,111,883	3·25
1885.....	375,890,594	245,121,395	621,011,989	2·25
1880.....	197,167,630	114,303,106	311,470,736	.....
1874.....	149,793,361	94,717,197	244,510,558	.....

* Valuation for 1899 includes franchise valuations to the amount of $38,138,070, not heretofore taxed.

MUNICIPAL AND COUNTY BOND LAW.—A State law approved in 1893 has done much to widen the market for new Texas municipal loans. At present before any bond can be issued by a municipality or county it must receive the certificate of the Attorney-General that it is a lawful obligation. It must then be registered in the office of the State Comptroller, and when the bond is so issued its validity cannot be questioned except on the grounds of fraud or forgery. The text of the law will be found in the STATE AND CITY SUPPLEMENT of April, 1895, page 178.

Where the fact is known to us we have marked with a star (*) in the returns below the issues put out *prior* to the enactment of the above law.

A law went into effect Aug. 26, 1899, compelling counties and incorporated towns and cities to submit propositions for the issuance of

bonds (all except "funding bonds issued or to be issued of any valid outstanding bonds of said county, town or city;" also excepting bond issues for less than $2,000, when "issued for the purpose of repairing buildings or structures, for the building of which bonds are allowed to be issued,") to a vote of the qualified taxpayers before the issue can be submitted to the Attorney General for approval as required by the law of 1893—V. 69, p. 509.

POPULATION.—The population of Texas has been as follows:

1890.....2,235,523	1870.....818,579	1850.....212,592
1880.....1,591,749	1860.....604,215	

Of the total population in 1890 492,837 were blacks, which compares with 393,384 in 1880, 253,475 in 1870, 182,931 in 1860 and 58,558 in 1850. It will be observed that the proportion of the colored race has greatly diminished, the ratio for 1890 being only 22·04 per cent, against 24·71 per cent in 1880 and larger percentages in previous decades.

CITIES, COUNTIES AND TOWNS IN THE STATE OF TEXAS.

NOTE.—*For statements not given in alphabetical order, see "Additional Statements" at the end of this State.*

AUSTIN.—{JNO. D McCALL. / JOHN O. JOHNSON, Treasurer.

This is the capital of the State and the county seat of Travis County. $40,000 of street-improvement bonds issued in 1884 are in litigation. See CHRONICLE, Vol. 69, p. 51. The January interest on the water and light bonds was not paid when due. See CHRONICLE, V. 70, p. 46.

LOANS—	When Due.
SCHOOL BONDS—	
5s, F&A, $35,000	Aug. 1, 1919
(Optional $10,000 Aug. 1, 1904 and $25,000 Aug. 1, 1909.)	
REFUNDING BONDS—	
6s, J&J, $12,500*	1901
6s, J&J, 40,000*	July 1, 1904
REFUNDING BONDS—(Con.)	
6s, J&J, $72,500	1925
WATER AND LIGHT GOLD (1890)—	
5 g., Q.—J., $1,327,000*	July 1,'30
Subject to call after June 30, 1910, in numerical order.	
6s, J&J, $200,000*	1935

PAR VALUE OF BONDS.—Most of the bonds are $1,000 each.

INTEREST on water and light bonds is payable at the Nat. City Bank New York City. Interest on other bonds in New York and Austin.

TOTAL BONDED DEBT Aug. 1, 1899, was $1,620,000; sinking fund, $18,320; net debt, $1,601,680. The city has no floating debt.

ASSESSED VALUATION.—The city's assessed valuation (about 2/3 actual value) has been as follows in the years indicated.

	Assessed Valuation.—			Tax Rate.
Years.	Real.	Personal.	Total.	per $1,000
1899.....	.....	.....	$10,844,471	.....
1898.....	$8,111,680	$2,643,160	10,754,843	$19·13⅓
1896.....	8,325,759	3,759,748	12,085,507	17·73⅓
1895.....	8,521,659	2,863,075	11,384,734	18·13⅓

Tax rate (per $1,000) in 1898 included city tax proper $15·70. School tax, $3·33⅓; in 1899 city tax was $19·70, school tax $3·33⅓.

POPULATION in 1890 was 14,575; in 1899 (est.) 27,000.

BEAUMONT.—R. D. SIMONTON, Treasurer.

County seat of Jefferson County.

LOANS—	When Due.
WATER WORKS & PAV. BONDS—	
6s, ..., $7,000*	Feb. 1, 1918
Subject to call.	
6s, ..., $4,500*	Oct. 6, 1921
Subject to call aft. Oct. 6, 1901.	
5s, ..., $15,000	Aug. 1, 1928
Subject to call aft. Aug. 1, 1908.	
SCHOOL BONDS—	
6s, ..., $4,000*	July 3, 1918
Subject to call aft. July 3, 1898.	
6s, ..., $4,000*	Jan. 3, 1919
Subject to call aft. Jan. 3, 1899.	
SCHOOL BONDS—(Con.)	
6s, ..., $5,000*	Oct. 6, 1921
Subject to call aft. Oct., 1901.	
SEWERAGE BONDS—	
6s, ..., $9,000	Oct. 6, 1921
Subject to call after Oct. 6, 1901	
Bonded debt Mar. 1, '99.	$44,500
Tax valuation, 1898	1,786,650
City tax rate (per M) '99	$13·50
Population in 1890 was	3,296
Population in 1895 (est.)	7,500

BELL COUNTY.—W. L. WILSON, Treasurer.

Belton is the county seat.

LOANS—	When Due.
BRIDGE BONDS—	
5s, Apr., ——, $41,000*	1908
4s, ..., $12,000	Aug. 18, 1919
Subject to call Aug. 18, 1901.	
COURT HOUSE BONDS—	
4s, ..., $8,000	Aug. 18, 1919
Subject to call Aug. 18, 1901.	
REFUNDING BONDS—	
5s, A&O, $53,000	1938
Subject to call after 1908.	
Bonded debt Oct. 1, '99.	$114,000
Total valuation 1899	12,416,107
Assessm't 30% actual valuation.	
State and co. tax (per M.) '99.	$8·50
Population in 1890 was	33,377
Population in 1898 (est.)	45,000

INTEREST payable at the St. Louis National Bank, St. Louis.

BEXAR CO.—{FRANK McC. NEWTON, Clerk. / JOHN W. TOBIN, Treasurer.

The county seat is San Antonio.

LOANS.	When Due
BRIDGE BONDS—	
6s, Apr. 10, $60,000	May 15, 1934
Subject to call after May 15, 1904	
6s, Apr. 10, $25,000	Feb. 16, 1935
Subject to call after Feb. 16, 1905.	
5s, Apr. 10, $50,000	Apr. 10, 1910
Subject to call Apr. 10, 1900.	
5s, ..., $,000	Feb. 17, 1938
4s, ..., 8,000	Aug. 14, 1919
Subject to call 1909.	
COURT HOUSE BONDS—	
6s, Apr. 10, $94,000	May 11, 1911
Subject to call at any time.	
6s, Apr. 10, $115,000	Aug. 18, 1933
Subject to call after Aug. 18, 1903	
6s, Apr. 10, $64,000	Feb. 16, 1934
Subject to call after Feb. 16, 1904	
5s, Apr. 10, $82,000	Nov. 14, 1935
Subject to call after Nov. 14, 1905	
5s, ..., $25,000	Feb. 17, 1938
JAIL BONDS—	
5s, ..., $26 000	Feb. 17, 1938
REFUNDING BONDS—	
5s, ..., $240,000	Nov. 8, 1937
Subject to call after Nov. 8, 1907.	
5s, ..., $240,000	Jan. 10, 1919
Subject to call after 1909.	
4½s, ..., $41,500	1939
Subject to call after 1909.	
MEX. GULF RR. REFUNDING—	
4s, ... , $23,500	Aug. 1, 1919
Subject to call 1909.	
Bond. debt May 22, '99.	$1,102,000
Floating debt	75,0 0
Total debt May 22, 1899	1,177,000
Total valuation 1899	33,310,3 2
Tax valuation, real	24,812,240
Tax valuation, pers'l	6,960,547
Total valuation 1898	31,772,7?7
Assessment about ½ actual value.	
State & Co. tax (per M) '99.	$10·00
Population in 1890 was	49,266

INTEREST on the Mex. Gulf RR. subsidy bonds is payable at San Antonio; on all other loans at San Antonio and New York.

BRAZORIA CO.—E. M. CREWS, Clerk.

County seat is Angleton.

LOANS—	When Due.
COURT HOUSE BONDS—	
6s, ... , $14,500	Feb., 1915
6s, ..., 26,500	Mar. 1, 1937
5s, ..., 18,000	Mar. 1, 1919
Subject to call after 1902.	
ROAD AND BRIDGE BONDS—	
5s, ..., $22,000*	Mar. 1, 1919
4s, ... , 3,990*	Aug. 31, 1919
5s, Aug , 14,450*	Aug., 1937
Subject to call after 1907.	
Interest is payable in Angleton.	
RAILROAD BONDS—	
8s, Mar., $70,000	Mar. 1, 1903
JAIL BONDS—	
5s, Apr., $7,848*	Apr., 1937
Subject to call after 1902.	
Bonded debt	$208,798
Floating debt	14,964
Total debt	223,762
Sinking fund and cash	49,670
Net debt Feb. 1, 1899	174,092
Tax valuation 1898	6,292,510
Assessment about ½ actual value.	
State & Co. tax (per M.) '99	$11·60
Population in 1890 was	11,506
Population in 1897 (est.)	17,000

* Issued prior to the law of 1893, which requires approval and registration by State officials.

OPTIONAL.—The road and bridge bonds due April 10, 1913, are subject to call at the option of the county; the court house bonds are subject to call after five years from date of issue.

COLORADO CO.—J. J. MANSFIELD, Co. Judge.

County seat is Columbus.

LOANS—	When Due.
BRIDGE BONDS—	
4s, A& , $30,000	Oct. 10, 1939
Subject to call after Oct. 10, 1909	
REFUNDING COURT HOUSE AND JAIL BONDS—	
5s, A&O, $48,000	July 10, 1927
(Subject to call after 1902.)	
REFUNDING BRIDGE BONDS—	
5s, A&O, $14,000	July 10, 1927
(Subject to call after 1902.)	
Bonded debt Mar., 1900.	$62,000
Assessed valuation, '99	5,468,580
Assessment about ⅔ actual value.	
State & Co. tax (per M.) '99	$9·30
Population 1890	19,512
Population 1897 (est.)	22,438

CORPUS CHRISTI.—Corpus Christi is in Neuces Co.

Bonds all issued under new municipal law.

LOANS—	When Due.
FUNDING WATER WORKS BONDS.	
4-5s, g., F&A, $90,000g.	Aug. 1,'38
(Subject to call after Aug. 1, 1908)	
Int. payable at Fourth Nat. Bk., N.Y.	
Bonded debt Oct. 1, 1899	$90,000
Floating debt	11,491
Total debt Oct. 1, 1899	101,491
Tax valuation, real	$1,153,681
Tax valuation, person'l	393,274
Total valuation 1899	1,546,955
Assessment about ½ actual value.	
City tax (per $1,000) '99	$8·75
Population 1890 was	4,387
Population 1900 (est.)	5,000

Interest at 4 p. c. until 1908 and 5 p. c. thereafter.

TAX FREE.—Bonds of this city are exempt from taxation.

CORSICANA.—J. H. WOODS, Mayor

County seat of Navarro County.

LOANS—	When Due.
CITY HALL BONDS—	
8s, ..., $10,000	1905
6s, ..., 20,000	1907
SEWER BONDS—	
5s, J&J, $20,000	July 1, 1919
SCHOOL BONDS—	
8s, ..., $10,000	1901
5s, ..., $7,500	1919
a STREET IMPROVEMENT BONDS—	
5s, J&J, $30,000	July 1, 1920
Bonded debt Mar., 1900.	$97,500
Floating debt	10,726
Total debt Mar. 1, 1900.	108,226
Tax valuation 1899	3,089,020
Total tax (per $1,000)	20·70
Population in 1890 was	6,285
Population in 1900 (est.)	12,000

a $500 each.

INTEREST on all the bonds is payable in New York.

CORYELL CO.—W. B. WOODWARD, Clerk.

Gatesville is the county seat.

LOANS—	When Due.
COURT HOUSE & JAIL BONDS—	
5s, ..., $85,000	Apr. 10, 1937
(Subject to call after 1902.)	
Total debt Feb. 1, 1900	$87,100
Sinking fund	6,661
Net debt Feb. 1, 1900	$80,439
Tax valuation 1899	5,142,600
State & Co. tax (per M.) '99.	$9·30
Population in 1890 was	16,873
Population in 1899 (est.)	25,000

DALLAS.—{JOHN H. TRAYLOR, Mayor. / C. G. MORGAN, Auditor.

This is the county seat of Dallas County. Preparations have been made to refund $100,000 of general improvement bonds and $100,000 of water works bonds of 1882. See CHRONICLE V. 69, p. 351.

LOANS—	When Due.
FUNDING BONDS—	
8s, M&S, $27,000*	Sept., 1904
6s, A&O, 100,000*	Apr., 1917
5g, J&J, 197,000* g.	July, 1931
SEWERAGE IMPROVEMENT GOLD BONDS 1890-1891—	
5s, J&J, $150,000*	July 1, 1920
5s, J&D, $150,000*	June, 1931
STREET IMPROVEMENT BONDS—	
5g, F&A, $167,000*	Aug., 1928
5s, J&J, 185,000*	July, 1929
TEXAS & PACIFIC RR. 1874—	
7s, A&O, $62,000*	Apr., 1904
WATER SUPPLY 1884-'91—	
6s, J&D, $95,000*	Dec., 1914
WATER SUPPLY—(Con.)	
5s, J&J, $99,000*	July, 1917
5s, J&J, 200,000*	July 1, 1920
5g, J&J, 66,000* g.	Jan., 1921
5s, J&D, 100,000*	June, 1931
REFUNDING BONDS—	
3½s, g., F&A, $198,000	Aug. 1, 1939
Former city of East Dallas.	
CONSTRUCTION & IMPROVEMENT BONDS—	
6s, J&J, $15,000*	July, 1916
6s, J&J, 40,000*	July, 1918
6s, J&J, 8,000*	July, 1919
PUBLIC SCHOOL BUILD'G BONDS—	
6s, J&J, $13,000*	July, 1916

INTEREST on the T. & P. bonds is payable at Austin, Texas, by State Treasurer; on the East Dallas bonds due in 1916, at the Laclede Bank, St. Louis, Mo.; on the street improvement 5s due in 1928 and 1929 and the sewerage improvement due in 1920, at the Seaboard National Bank, New York; on all other bonds by the New York Security & Trust Company.

TOTAL DEBT, ETC.—The subjoined statement shows the city's bonded debt, etc., on the dates named.

	Aug. 10, '99.	*Feb.* 15, '99.	*Aug.* 15, '98.
Bonded debt	$1,967,000	$1,905,000	$1,905,000
Floating debt	26,013	.....	13,807
Total debt	$1,993,013	$1,905,000	$1,918,807
Sinking fund cash assets	155,519	163,454	78,491
Net debt	$1,837,494	$1,741,546	$1,840,316
Water debt (included above)	$658,000	$658,000	$658,000

The city owns property valued at $1,500,000.

DEBT LIMITATION.—The bonded debt of the city of Dallas is limited to $2,000,000 by special act of the State Legislature, effective Aug. 26, 1899.

WATER WORKS.—In the year 1898 the revenue from water works was $69,795.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Assessed Valuation.	Rate of Tax per $1,000
1898	$17,119,100	$5,111,900	$22,231,000	$23·70
1897	17,184,100	4,301,850	21,485,950	25·00
1895	16,904,125	4,723,800	21,627,925	25·00
1894	16,780,700	4,174,200	20,954,900	22·83
1893	17,887,875	5,243,725	23,131,600	23·35
1890	.....	.....	33,000,000	23·25
1889	.....	.....	23,000,000	.....

* Issued prior to the law of 1895, which requires approval and registration by State officials.

POPULATION.—In 1890 population was 38,067; in 1880 it was 10,358. The estimated population of 1895 was 65,000, which included several adjacent suburbs recently annexed.

DALLAS COUNTY.—Ed. Prather, Treas.

County seat is Dallas. Bonds all issued under new municipal bond law.

LOANS—	When Due.
Court House Bonds—(Ref.)—	
5s, A&O, $200,000	Apr. 10, 1906
3s, ..., 37,000	1919
Subject to call after 1909.	
Total debt Mar. 1, 1900.	$237,000

Tax valuation 1899 ..$32,439,690
Assessment abt. ⅓ to ½ act. value.
State tax (per $1,000) '99....$3·80
County tax (per $1,000)..... 5·00
Population in 1890 was.....67,042
Population in 1898 (est.)..100,000

Eight thousand dollars of the county's bonds are owned by the permanent school fund.

INTEREST is payable in New York.

OPTIONAL.—One hundred thousand dollars of the county's bonds are optional after 1900 and $100,000 after 1905.

DENISON.—

This city is in Grayson County.

LOANS—	When Due.
Funding Bonds 1884 & 1894—	
6s, J&J, $30,000	1904
5s, J&J, 25,000	1914
School Bonds 1888 & 1892—	
6s, J&J, $15,000	1904
5s, J&J, 32,000	1920
Sewer Bonds 1890 & 1892—	
5s, J&J, $60,000	1920
5s, J&J, 25,000	1922
Street Improv. Bonds 1892—	
5s, J&J, $25,000	1922

Total debt Nov. 25,1899.$212,000
Sinking fund..... 36,534
Net debt Nov. 25, 1899.. 175,466
Tax valuation 1896.....4,500,000
Assessment about ½ actual value.
Total tax (per $1,000) 1896.$23·10
Population in 1890 was. ...10,958
Population in 1880 was.....3,975
Population in 1898 (est.).. 17,500

This city has no water debt but pays a hydrant rental of $2,456 25 per quarter. The corporation owns property valued at about $450,000.

INTEREST is payable by the Ninth National Bank of New York City

OPTIONAL.—The funding bonds of 1894 are subject to call 1904.

TAX EXEMPT.—All bonds are free from taxation.

DENTON CO.—W. T. Bailey, Treasurer.

Denton is the county seat. $15,000 of the court-house bonds will be called for payment June 1, 1900.

LOANS—	When Due.
Court House Bonds—	
5s, A&O, $90,000	June 1, 1935
(Subject to call after 1900.)	
5s, A&O, $25,000	Aug. 10, 1936
(Subject to call after 1906.)	
5s, A&O, $32,000	Feb. 10, 1937
(Subject to call after 1907.)	
6s, jail bonds*	$392
6s, bridge bonds*	12,500

Bonded debt Feb.10,1900$159,892
Sinking fund..... 22,292
Net debt Feb. 10, 1900.. 137,600
Assessed valuation, real.5,414,205
Assessed valuation, per'l2,623,413
Total valuation 1899....8,037,618
Assessment about ½ actual value.
State and co. tax (per M) '99.$9·40
Population in 1890 was....21,289
Population in 1900 (est.)...31,000

INTEREST on all bonds payable at the office of the State Treasurer. Interest on bonds maturing 1935 will also be paid at the National Park Bank, New York City, and on those maturing in 1937 at the National Bank of Dallas.

DE WITT CO.—H. E. Dahlman, Treasurer.

County seat is Cuero. $7,000 of the court-house bonds will be called for payment May 2, 1900.

LOANS—	When Due.
Court House Bonds—	
6s, ... $30,000	May, 1935
Subject to call after 1900.	
6s, ... $10,000	Jan., 1936
Subject to call after 1901.	
5s, ... $22,000	Aug., 1936
Subject to call after 1901.	
Refunding Bonds—	
5s, ..., $28,000	1940
Subject to call 1905.	

LOANS—	When Due.
Bridge Bonds—	
6s, ... $9.385*	

Total debt Feb. 15, 1900. $99,385
Sinking fund..... 8,500
Net debt Feb. 15, 1900 ..90,885
Tax valuation 1899.....6,341,941
Assessment about ⅓ actual value.
Tax rate (per $1,000) 1899..$8·47
Population in 1890 was....14,307
Population in 1900 (est.)...15,000

INTEREST on Court House bonds is payable at New York City and Austin, Tex.; on remaining bonds at Cuero.

EL PASO.—{JOSEPH MAGOFFIN, Mayor. B. S. CATLIN, Clerk.

This is the county seat of El Paso County.

LOANS.—	When Due.
Sewer Bonds—	
7s, J&J, $10,000*	July 1, 1907
6s, J&J, 15,000	July 1, 1938
Subject to call after July 1, 1913	
5s, F&A, $20,000	Feb. 1, 1930
Subject to call Feb. 1, 1920.	
City Hall and Jail Bonds—	
6s, J&J, $30,000	July 1, 1938
Subject to call July 1, 1913	
5s, F&A, $10,000	Feb 1, 1929
Subject to call after Feb. 1, 1914.	
5s, F&A, $10,000	Feb. 1, 1930
Subject to call Feb. 1, 1920.	
School and Funding Bonds—	
6s, A&O, $50,000*	Apl. 1, 1920

LOANS—	When Due.
School & Fund'g Bonds—Con.	
5s, F&A, $30,000	Feb. 1, 1929
Subject to call after Feb. 1, 1914	
Water Compromise Bonds—	
5s, Feb. 1, $11,000	Feb. 1, 1919
Subject to call after Feb. 1, 1909	

Bonded debt Jan.25,1900.$156,000
Sinking fund..... 13,613
Net debt Jan. 25, 1900... 132,387
Interest payable at New York.
Tax valuation 1899.....$6,062,302
Assessment about ¾ actual value.
Population in 1890 was.....10,338
Population in 1900 (est.)...23,000

EL PASO CO.—Park W. Pitman, Clerk.

County seat is El Paso.

LOANS—	When Due.
Jail Bonds—	
5s, ..., $10,000*	1938
Refunding Court H. Bonds -	
5s, ..., $78,000	1938
5s, ..., 49,000	1939
Interest payable at Austin.	
Bonded debt Sept. 1, '99.	$137,600
Floating debt.....	93,397

Total debt..... $230,997
Cash assets..... 11,220
Net debt Sept. 1, 1899... 229,776
Tax valuation 1899 ...10,236,681
Assessment at nearly full value.
State & Co. tax (per M.) '99.$10·00
Population in 1890 was.....15,678
Population in 1880 was..... 3,845
Population in 1898 (about).30,000

FANNIN CO.—M. C. Sadler, Treasurer.

County seat is Bonham.

LOANS—	When Due.
Court House Bonds—	
5s&6s, Apr. 10,	$36,000* Apr. 10, '04
Road and Bridge Bonds—	
6s, Apr. 10,	$156* ..... Part yearly.
Total debt Mar. 1, 1900...	$36,456

Total valuation 1899..$10,516,355
Assessment about ⅓ actual value.
State tax (per $1,000) 1899..$3·80
County tax (per $1,000) 1899 7·70
Population in 1890 was....38,709
Population 1899 (about)....55,000

OPTIONAL.—All of the county's bonds are optional after ten years.

BONDS.—The Fannin County permanent school fund owns all of above listed bonds.

FAYETTE CO.—R. T. Bradshaw, Treasurer.

County seat is La Grange.

LOANS—	When Due.
Road and Bridge Bonds—	
5s, Apr. 10, $41,500*	Apr. 10, 1902
5s, Apr. 10, 10,000*	Apr. 10, 1904
5s, Apr. 10, 11,000*	Apr. 10, 1906
5s, Oct. 10, 13,000..	Oct. 10, 1938
Subject to call after 1908.	
Refunding Bonds 1895.	
5s, A&O, $75,000	May 15, 1935
Subject to call after May 15, 1905	
Interest payable in New York.	

Total debt Feb. 1, 1899.. $158,122
Sinking fund..... 23,492
Net debt Feb. 1, 1899 ... 134,630
Tax valuation 1899.....8,414,460
Assessment about ⅓ actual value.
State & Co.tax (p.$1,000)'99..$8·80
Population in 1890 was.....31,481
Population in 1880 was.....27,996
Population, 1899 (est.),over.40,000

All bonds except the $75,000 of refunding bonds are tax exempt.

The road and bridge bonds are all owned and held by the Permanent School Fund of Fayette County and are non-negotiable.

FORT WORTH.—{B. B. PADDOCK, Mayor. J. J. NUNNALLY, Auditor.

This city is the county seat of Tarrant County. The validity of some of the city bonds was the subject of litigation, but a recent decision of the Court of Civil Appeals confirms their legality. See Vol. 66, p. 775 and Vol. 67, p. 1072. The city failed to pay its interest due in September and November, 1899 (see V. 60, p. 711), but in January, 1900, paid all arrears.

LOANS—	When Due.
Funding & Imp. Bonds—	
5s, J&J, $275,000*	Jan. 1, 1920
6s, J&J, 175,000*	Jan. 1, 1922
High School—	
5s, J&J, $90,000*	Jan. 1, 1920
Redemption Bonds—	
6s, M&N, $158,000*	May 1, 1923
Subject to call after May 1, 1903	

b Sewer Bonds	
5, M&N, $125,000*	May 1, 1940
Street and Sewer Bonds—	
7s, M&S, $96,000*	Sept., 1904
General Impovement—	
5 M&S, $300,000*	Mch. 1, 1921
b Water Bonds—	
5, M&N, $100,000*	May 1, 1920
6, F&A, 650,000*	Feb. 1, 1922
7s, J&J, 150,000*	Jan. 1, 1903

b $1,000 each.

PAR.—Recent loans have been issued in $1,000 pieces.

INTEREST is payable in New York City.

GOLD BONDS.—All bonds are payable in gold.

TOTAL DEBT, Etc.—The city's bonded debt on Feb. 1, 1900, was $2,119,000; sinking fund, investment and cash, $200,000; net debt, $1,919,000; water debt (included in the above total), $800,000.

The city owns property valued in 1896 at $1,153,357.

DEBT LIMITATION.—The city's debt is limited by the city's charter of April 1, 1899 to 5 per cent on the taxable values.

ASSESSED VALUATION.—The city's assessed valuation (which is 80 per cent of actual value) and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Valuation.	Tax Rate per $1,000.
1899	$11,119,470	$4,310,790	$15,430,260	$25·30
1898	11,131,895	3,967,825	15,099,720	25·30
1897	15,790,000	.....	.....	15·00
1894	15,239,230	4,864,738	20,103,968	15·50
1892	14,023,103	7,837,225	21,860,388	21·75
1890	16,502,625	4,804,160	21,306,785	20·55
1889	11,243,727	4,715,143	15,958,870	21·55

The tax rate in 1899 includes city tax proper, $12·50; county tax, $6·50; State tax, $2·00; school tax, State $1·80, city $2·50; total, $25·30.

POPULATION.—In 1890 it was 23,076—as returned by the city enumerator, 30,000; in 1880 it was 6,663; in 1900 (estimated), 40,000.

GAINESVILLE.—W. W. Howeth, Mayor.

This is the county seat of Cooke County.

LOANS—	When Due.
Funding Bonds—	
6s, A&O, $5,000	Mar. 1, 1906
Subject to call at any time.	
Improvement Bonds—	
6s, Aug. 1, $3,000	Aug., 1901 to Aug., 1903
School Bonds—	
6s, J&J, $25,000	Jan. 1, 1942
Subject to call after Jan. 1, 1912	
Refunding School Bonds—	
5s, ..., $17,000	Oct. 1, 1938
Sewerage & Street Imp.—	
6s, A&O, $7,000	Apr. 1, 1919
Subject to call after Apr. 1, 1908	

LOANS—	When Due.
Street Imp. Bonds—	
6s, A&O, $26,500	Oct. 1, 1940
Subject to call after Oct. 1, 1910	
6s, J&J, $10,000	July, 1934
Subject to call after July, 1904	

Interest is payable in St. Louis Mo., and Gainesville, Tex.
Bonded debt June 1,1899.$90,500
Total valuation 1898....3,462,220
Assessment is ⅔ actual value.
City tax (per $1,000) 1898.$11·50
Population in 1880 was.....2,667
Population in 1890 was.....6,594
Population in 1897 (est.)...12,000

OPTIONAL.—All bonds are subject to call in from 5 to 20 years.

GALVESTON.—{W. C. JONES, Mayor. THEO. K. THOMPSON, Auditor.

Galveston is the county seat of Galveston County. The $300,000 sewer bonds are in litigation and are not included in the total debt.

LOANS—	When Due.
Funding Bonds—	
5s, M&N, $200,000	1905-1915
5s, A&O, 200,000	Oct. 1, 1937
Subject to call after Oct. 1, 1917	
Limited Debt Bonds 1881—	
5s, ..., $1,300,000*	1921-1927
Limited Debt Bonds 1891—	
5s, ..., $1,195,000	1932-1936

Purchase Block 321—	
8s, M&S, $7,000.	Mar..1901 to '02
($3,500 due each year.)	
Water, Str., Imp. & City Hall Bonds—	
5s, ..., $660,000*	1928-1936
5s, ..., 58,000	1936
School House Bonds—	
5s, ... $25,000	1937
Sewerage Bonds—	
5s, F&A, $300,000	Aug. 1, 1939

*Issued prior to municipal bond law of 1893.

PAR VALUE OF BONDS.—The limited debt bonds are $100 and multiples thereof.

INTEREST is payable in New York and Galveston. All coupons are tax receivable.

TOTAL DEBT, ETC.—The subjoined statement shows Galveston's total bonded debt, including the water debt, the floating debt, etc.

	Jan. 22, 1900.	Jan. 1, '99.	Feb. 28, '98.	Feb. 28,'97.
Total bonded debt	$3,648,500	$3,652,000	$3,647,500	$3,426,000
Floating debt	88,146	79,129	82,154	198,970
Total debt	$3,636,646	$3,731,129	$3,729,654	$3,624,970
Sinking fund, &c	1,037,553	923,787	773,107	686,153
Net debt, less cash in various funds	$2,699,093	$2,807,342	$2,852,217	$2,860,713

In addition to the sinking fund, as given above, the city owned in 1899 $560,000 of wharf company stock and $30,000 of City Railroads stock (the income of both pledged to secure its Limited Debt 5 per cent bonds), a water works plant valued at about $1,550,000, an electric-light plant, etc., etc., the total value of its public property being $3,261,000.

The sinking fund receives yearly an amount equal to 2 per cent of the outstanding bonds.

DEBT LIMITATION.—The city can issue bonds only with legislative authority and is forbidden to make loans for railroad aid.

* Issued prior to the law of 1893, which requires approval and registration by State officials.

ASSESSED VALUATION.—The city's assessed valuation "for real estate 60 p. c. and personal property 40 p. c.," and tax rate have been as follows:

Years.	Real Estate.	Personal Property.	Total Ass'd Valuation.	City Tax per $1,000
1898	$22,424,494	$4,582,477	$27,006,971	$15·70
1897	22,554,618	4,722,036	27,276,654	15·00
1895	19,848,056	5,543,496	25,391,552	15·00
1890	15,970,935	5,062,899	21,033,834	15·00
1881	.....	.....	17,625,862	.....

The total tax rate (per $1,000) in 1898 was $29·50, including, State tax, $3·80; county tax, $3·00; city tax, $15·70 and school tax, $2·00.

POPULATION in 1890 was 29,084; in 1880 it was 22,248; in 1870 it was 13,818. Population in 1899 (estimated), 60,000.

GALVESTON CO.—Jas. S. Waters, Treas.

County seat is Galveston.

LOANS—	When Due.
Bridge Bonds—	
5s, Apr. 10, $185,000*.	Jan. 10, 1913
Subject to call after Jan. 10, 1903	
Court House & Jail Bonds—	
5s, A&O, $250,000	Feb. 9, 1937
Subject to call after Feb. 9, 1907.	
Gulf Col. & S. Fe RR.—	
6s, M&N, $273,000*	May 1, 1902
Bonded debt Mch., 1900	$708,000
Coupons and interest due	19,229
Floating debt	163,911

Total debt Mar. 1, 1900.	$891,140
Sinking fund	264,715
Net debt Mar. 1, 1900	626,425
Tax valuation, real.	22,610,384
Tax valuation, pers'al.	3,948,560
Tax valuation 1899	26,558,944
Assessment about ½ actual value.	
State & co. tax (per M.) '99.	$10·36
Population in 1890 was	31,476
Population in 1880 was	24,121
Population in 1895 (est.)	42,234

INTEREST on the 6 per cent bonds is payable at New York or Galveston; on the 5 per cent bonds at Galveston.

GOLIAD CO.—Emil Bergman, County Treas.

County seat is Goliad.

LOANS—	When Due.
Bridge Bonds—	
6s, Apr. 10, $2,000*	Apr. 10, 1907
6s, Apr. 10, 2,000*	Apr. 10, 1910
6s, Apr. 10, 6,500*	Apr. 10, 1911
6s, Apr. 10, 6,000*	Apr. 10, 1912
Ref'd'g Court H. Bonds—	
5s, Apr. 10, $63,000	Mar. 10, 1919

Total debt Apr. 1, 1900.	$79,500
Total valuation 1899	3,367,020
Assessment about ½ actual value.	
State & co. tax (per M.) '99.	$10·10
Population in 1890 was	5,910
Population in 1899 (est.)	6,500

INTEREST on the Court House bonds is payable at Austin, Tex., and at the Hanover National Bank, New York City; on the bridge bonds at Austin; on both issues at Goliad, also.

OPTIONAL.—All bridge bonds are subject to call at the option of the county; Court House bonds optional $2,000 yearly 1901 to 1908, balance after 1909.

GONZALES CO.—County seat is Gonzales.

LOANS—	When Due.
Ref'd'g Court H. Bonds—	
5s, ..., $50,000	1901-1906
Optional—$10,000 after 1901, $5,000 yearly 1902 to 1906, balance any time thereafter.	
Jail Bonds—	
6s, Apr. 10, $10,000.	Nov. 10, 1901
Subject to call.	

Interest is payable at Gonzales.

Bonded debt Oct., 1899	$63,000
Total valuation 1899	6,135,828
Assessment about ⅔ actual value.	
State & co. tax (per M.) '99	$9·40
Population in 1890 was	18,016
Population in 1898 was	25,000

GREENVILLE.—D. W. H. Taylor, Treas.

This city is in Hunt County.

LOANS—	When Due.
6s, ..., $7,000	Oct. 1, 1920
6s, ..., 11,000	May 1, 1923
School Bonds—	
8s, ..., $7,000	Aug. 7, 1915
8s, ... , 2,000	Nov. 5, 1916
6s, ..., 12,000	July 10, 1920
Electric Light Bonds—	
6s, ..., $15,000	1921
Engine-House and City Hall—	
6s, ... $5,000	Sept. 2, 1919
Water-Works Bonds—	
6s, ... , $15,000	July 5, 1919

Bonded debt Apr. 1, '99.	$81,100
Tax valuation 1898	2,097,999
Real value about	3,000,600
City tax rate (per $1,000) '98.	$9·00
Population in 1890 was	4,330
Population in 1899 (est.)	10,000

HARRIS COUNTY.—John Farmer, Treas.

County seat is Houston.

LOANS—	Amount.
Jail Bonds.—	
5s, A10&O10, $100,000	Oct. 10. 1935
Subject to call Oct. 10, 1905.	
Court House Bonds—	
6s, ..., $13,000	1914-1918
Funding Bonds—	
6s, ..., $9,000	1908-1909
Road and Bridge Bonds—	
6s, ..., $8,000	1909-15-16

Bonded debt Feb. 1, 1900.	$130,000
Floating debt	51,154
Total debt	181,154
Sinking fund	35,130
Net debt Feb. 1, 1900	146,024
Tax valuation, real	23,771,035
Tax valuation, personal	7,314,715
Total valuation 1899	31,085,750
State & Co. tax (per M) '99.	$9·80
Population in 1890 was	37,249
Population in 1900 (est.)	75,000

INTEREST on the jail bonds is payable at the Chemical National Bank, New York, on all other bonds in Austin.

HARRISON CO.—R. P. Littlejohn, Treas'r.

County seat is Marshall.

LOANS—	When Due.
Court House Bonds—	
4s, ..., $75,000	Apr. 16, 1939
(Optional $10,000, 1900; $10,000, 1904 and $55,000 in 1909.)	
RR. Subsidy Bonds (not compromised)—	
7s, ..., $2,700	Apr. 11, 1904
Funding Bonds—	
6s, Apr. 1, $23,370	Apr. 1, 1910

Total debt Aug. 17, '99	$120,320
Sinking fund	8,200
Net debt Aug. 17, 1899.	112,100
Tax valuation 1899	4,208,115
Assessment about ½ actual value.	
State & co. tax (per M) 1899.	$14·80
Population in 1890 was	26,721
Population in 1899 (est.)	29,000

INTEREST and sinking fund payments on compromise railroad bonds are made by State Comptroller.

OPTIONAL.—All bonds are subject to call.

TAX FREE.—The bonds are all exempt from taxation.

HILLSBORO.—{F. QUICKENSTEDT, Mayor. W. M. WILLIAMS, Treasurer.

Hillsboro is in Hill County.

LOANS—	When Due.
City Hall Bonds—	
7s, J&J, $5,000*	Sept. 1, 1905
School House Bonds—	
6s, J&J, $2,000*	July 1, 1909
6s, J&J, 2,500*	Sept. 1, 1911
6s, J&J, 4,000*	July 2, 1924
Well (Artesian) Bonds—	
6s, A&O, $7,000*	Oct. 1, 1911
Water Works & Sew. Bonds—	
5s, g., J&J, $19,000 g.	Jan. 1, 1935
5s, g., M&S, 8,000 g.	Sept. 3, 1935
5s, g., ..., 15,000	Jan., 1937

Total debt Feb. 1, 1900.	$62,500
Sinking fund	7,500
Net debt Feb. 1, 1900	55,000
Water debt (included)	42,000
Tax valuation, real	1,362,205
Tax valuation, personal.	617,915
Total valuation, 1899	1,980,120
Assessment about ⅔ actual value.	
City tax (per $1,000), 1898.	$9·00
Population in 1890 was	2,541
Population in 1900 (est.)	9,700

HOUSTON.—{S. H. BRASHEAR, Mayor. W. M. BAUGH, Secretary.

This city is in Harris County.

LOANS—	When Due.
Bridge Bonds, 1896—	
5s, M&N, $39,000	May 1, 1936
Compromise Bonds—	
6s, J&J, $500,000	July 1, 1918
5s, J&J, 503,000	July 1, 1918
Consolidated Bonds—	
6s, J&J, $12,800	July 1, 1906
Funding Bonds—	
6s, J&J, $524,000	Jan. 1, 1912
Paving and Sewer Bonds—	
5s, J&J, $250,000	July 1, 1937
Subject to call after 1917.	
Paving & Sewer Bonds—(Con.)	
5s, J&J, $100,000	Jan. 1, 1938
5s, J&J, 100,000	Jan. 1, 1939
Sewer and Sanitary Bonds—	
5s, M&N, $300,000	Nov. 15, 1939
Refunding Bonds—	
5s, J&J, $109,000	Jan. 1, 1937
School Bonds—	
6s, M&N, $100,000	May 1, 1924
5s, ..., 50,000	Dec. 1, 1937
5s, ..., 60,000	Jan. 1, 1923

GOLD—All bonds, according to a city official, are payable in gold.

INTEREST on the compromise 5s and 6s and on the paving and sewer bonds is payable at the Union Trust Company, New York City on the funding 6s at the American Exchange National Bank, New York City; others also in New York City.

TOTAL BONDED DEBT Feb. 3, 1900, was $2,648,800; floating debt, $33,893; total debt, $2,682,693.

ASSESSED VALUATION (about ⅗ actual value) in 1899 was $25,141,369; city tax (per $1,000) in 1899 was $20·00.

POPULATION in 1890 was 27,557; in 1900, estimated, 65,000.

JONES COUNTY.—G. W. Castles, Treasurer.

County seat is Anson. The validity of the funding bonds has been questioned.

LOANS—	When Due.
Court House Bonds—	
5s, ..., $28,350	May 10, 1937
Sinking Fund Bonds—	
5s, ..., $8,271	Aug. 26, 1909
Bridge Bonds—	
6s, Apr. 10, $4,500	Nov. 14, 1911
6s, Apr. 10, 2,500	Nov. 16, 1912

Bonded debt June, 1899.	$43,621
Tax valuation 1899	58,461
Assessment same as actual value.	
State & co. tax (per M.) '99.	$10·30
Population 1890 was	3,797
Population 1897 (est.)	5,000

OPTIONAL.—Bonds are all subject to call at any time.

INTEREST on the funding bonds is payable in Houston; on the bridge bonds in Austin; on all other bonds in St. Louis, Mo.

KNOX COUNTY.—County seat is Benjamin.

LOANS—	When Due.
Refunding Bonds—	
.....	$59,500
Interest payable at Benjamin.	Apr. 10, 1938
Total debt Apr. 1, 1899	$59,500

Tax valuation 1899	$1,632,617
State & co. tax (per M.) '99.	$10·30
Population in 1890 was	1,134
Population in 1897 (est.)	2,000

LAMAR CO.—Frank D. Mallory, Treas.

County seat is Paris Bonds all issued under municipal bond law of 1893.

LOANS—	When Due.
5s, A&O, $90,000	Apr. 10, 1935
Subject to call after 10 years.	
5,s, A&O, $44,000	Aug. 10, 1937
Interest payable at Paris, Tex.	
Subject to call after 1907.	
Total debt Sept. 1, 1899	$134,000
Sinking funds	12,000
Net debt Sept. 1, 1899	122,000

Total valuation 1899.	$10,306,530
Tax valuation, real.	6,658,204
Tax valuation, pers'l.	3,160,044
Total valuation 1898.	9,818,248
Assessment about ⅖ actual val.	
State tax (per $1,000) 1899.	$3·80
County tax (per $1,000) 1899.	4·70
Population in 1890 was	37,302
Population in 1898 (est.)	50,000

MATAGORDA CO.—D. P. Moore, Treasurer.

Bay City is the county seat.

Bonded debt Aug. 14, '99	$43,820
Floating debt	3,591
Total debt	47,411
Sinking fund assets	4,716
Net debt Aug. 14, 1899.	42,695
Total valuation 1899	3,024,496
Assessed valuation, real.	2,098,560
Assessed valuation, per'l	$860,621
Total valuation 1898	2,959,181
Assessment abt. 75% actual value.	
State and county tax (per $1,000) 1899	$8·90
Population in 1890 was	6,000

McKINNEY.—J. M. Pearson, Mayor.

This city is the county seat of Collin County.

LOANS—	When Due.
School House Bonds—	
6s, J&J, $7,000*	1909
Water Bonds—	
5s, J&D, $29,000	June 1, 1938
(Subject to call after June 1, 1918)	
Railroad Bonds—	
6, Feb., $3,600, g.	1904

Bonded debt Feb. 1, 1900	$39,600
Sinking fund	1,455
Net debt Feb. 1, 1900	38,145
Assessed valuation '99.	1,622,810
Assessment about ¾ actual value.	
City tax rate (per $1,000)	$9·70
Population in 1890 was	2,489
Population in 1900 (est.)	6,000

INTEREST on water bonds payable at National Bank of Republic, New York; on the school bonds in New York and on the railroad bonds in McKinney.

McLENNAN CO.—F. W. Burger, Treasurer.

County seat is Waco. An election will be held Apr. 28, 1900, to vote on the question of issuing $250,000 court-house and jail bonds and $100,000 bridge bonds.

LOANS—	Amt. Outsig.	When Due.
Bridge bonds, due	$80,000	1909*
do do do	5,750	1911*
Court House do do	3,500	1900*
Jail do do	13,000	1901*
do do do	6,000	1907*
Bonded debt Mar. 1, 1899.	$108,250	

Floating debt	$941
Total debt Mar. 1, 1899.	109,191
County funds	72,259
Tax valuation 1899	22,194,805
State & Co. tax (per $1,000) '99	$7·80
Population in 1890 was	39,204
Population in 1895 (est.)	45,000

MILAM COUNTY.—

Cameron is the county seat. Bonds are all held by the county school fund.

LOANS—	Amt. Outs'g.
Court House bonds	$73,500
Jail bonds	20,000
Road and bridge bonds	65,872
Total debt June 1, 1899	159,372

Tax valuation 1899.	$7,667,810
State & Co. tax (per M.) '98	$10·60
Population in 1890 was	24,773
Population in 1898 (est.)	38,000

NUECES CO.—H. E. Luter, Co. Clerk.

County seat is Corpus Christi.

LOANS—	Amount.
Refunding Bonds—	
4½s, ..., $28,000	Apr. 10, 1939
Optional $500 y'rly 1900 to 1909 balance at any time thereafter.	
Bridge Bonds—	
6s, , $7,445	1914
Total debt Feb. 2, 1900.	$35,445

Sinking fund	$2,000
Net debt Feb. 2, 1900.	33,445
Total valuation 1899.	5,307,281
Assessment about ¾ actual value.	
State & Co. tax (per M.) '99.	$9·00
Population in 1890 was	8,093
Population in 1899 (est.)	10,000

*Issued prior to the law of 1893, which requires approval and registration by State officials.

PALESTINE.—{A. L. BOWERS, Mayor. L. GOOCH, Treasurer.

Palestine is the county seat of Anderson County.

LOANS—	When Due.
CITY HALL AND PRISON BONDS—	
5s, ..., $24,000	Nov. 1, 1938
SCHOOL HOUSE BONDS—	
6s, J&J, $6,000	1914
Subject to call after 1899.	
6s, J&J, $16,000	1918
Subject to call at any time.	
5s, M&N, $12,000	1936
Subject to call after 1906.	
Bonded debt 1899	$70,000
Total valuation, 1898	2,326,390
Assessment about ¾ actual value.	
City school tax (p. M.) '96	11·00
Population in 1890 was	5,838
Population in 1897 (est.)	10,600

INTEREST on the 6 per cent bonds is payable in Palestine; on the 5s in New York City.

PARIS.—{J. C. GIBBONS, Mayor. SION S. RECORD, Secretary.

This is the county seat of Lamar County. The city owns property valued at $188 000.

LOANS	When Due.
CITY PRISON & FIRE DEP.—	
6s, J&J, $10,000	Nov. 10, 1938
Subject to call after Nov. 10, 1898	
FUNDING BONDS—	
6s, J & J, $5,000	
.., ..., 20,000	
STREET IMPROVEMENT—	
5s, J&J, $50,000	Oct. 1, 1929
Subject to call after Oct. 1, 1909	
5s, J&J, $25,000	June 2, 1930
CITY DEBT BONDS—	
6s, J&J, $10,000	Feb. 1, 1912
Subject to call after Feb. 1, 1902	
WATER WORKS BONDS—	
6s, J&J, $60,000	Apr. 1, 1937
Subject to call after Apr. 1, 1912	
6s, J&J, $23,000	Oct. 15, 1937
Subject to call after Oct. 15, 1912	
5s, J&J, $65,000	Jan., 1938
Total debt June 1, 1898	$210,000
Sinking Fund	12,639
Net debt June 1, 1898	245,361
Water debt (incl'd above)	148,000
Tax valuation 1898	4,380,787
Assessment about ⅗ actual value.	
Tax rate (per $1,000) '96	$19·70
Population in 1890 was	8,254

INTEREST is payable at the Fourth National Bank, New York City on January and July 10.

RED RIVER CO.—J G. WRIGHT, Clerk.

County seat is Clarksville.

LOANS.—	When Due.
JAIL BONDS—	
6s, ..., $11,500	Aug. 10, 1903
($3,000 Mar. 2, 1904; $2,500 May 13, 1904; $3,000 June 13, 1905; $3,000 Apr. 10, 1906.)	
BRIDGE BONDS—	
6s, $9,000	Aug. 5, 1909
Total debt Aug. 1, 1899	$40,500
Sink. fds. and cash in treas.	3,500
Tax valuation 1899	4,735,557
Assessment about ½ actual value.	
State & Co. tax (per M.) '99.	$10·30
Population 1890 was	21,452
Population 1880 was	17,194
Population in 1899 (est.)	35,000

OPTIONAL.—All the loans are subject to call before maturity.

INTEREST is payable partly in St. Louis, Austin and Paris.

RUNNELS COUNTY.—County seat is Ballinger.

LOANS—	When Due.
BRIDGE BONDS—	
6s, A&O, $34,500	1925
COURT HOUSE BONDS—	
6s, ..., $35,500	1915
JAIL BONDS—	
6s, ..., $9,000	1901
Total debt June, 1899	$79,000
Tax valuation 1899	2,937,150
State & Co. tax (per M.) '99	$7·80
Population 1890 was	3,193
Population in 1898 (est.)	4,000

INTEREST on bridge bonds due in 1910 (now in litigation) is payable at the St. Louis Nat. Bank; on court house bonds, in Austin, Tex.

SAN ANTONIO.—{MARSHALL HICKS, Mayor. W. W. JOHNSON, City Clerk.

This is the county seat of Bexar Co. The bonded debt on Sept. 1, 1899, was $1,971,000 and the floating debt $90,000. For details of bonds, valuations, etc., see STATE AND CITY SUPPLEMENT for Oct., 1899.

SHERMAN.—{A. A. FIELDER, Mayor. E. M. KEARNEY, Secretary.

Sherman is the county seat of Grayson County.

LOANS—	When Due.
TEXAS & PACIFIC RY.—	
8s, Feb. 12, $9,000	Feb. 12, 1904
HOUSTON & TEXAS CENTRAL REF'D'G BONDS—	
6s, A&O, $19,000	1912
($1,500 payable yearly.)	
FUNDING BONDS—	
6s, M&O, $31,000	1930
($1,000 payable yearly.)	
IMPROVEMENT BONDS—	
6s, M&N, $20,000	Nov. 1, 1932
Subject to call after 1902	
IMPROVEMENT BONDS (Con.)—	
6s, J&J, $4,000	Jan. 15, 1934
Subject to call after 1914	
6s, A&O, $18,000	1935
($500 payable yearly.)	
5s, F&A. $39,000	Feb. 1, 1939
$1,000 payable yearly.	
WATER WORKS BONDS—	
6s, A&O, $59,000	July, 1936
Subject to call in 1906.	

INTEREST on the water bonds is payable at the National Bank of the Republic, New York City; on the Texas & Pacific Railroad bonds by State Comptroller at Austin; on all other bonds at the National Park Bank, New York City.

TOTAL DEBT, ETC.—The total bonded debt on Feb. 1, 1900, was $229,000; water debt (included) $59,000; cash and bonds in treasury, $12,000. The net debt on Feb. 1, 1900, was $217,000.

ASSESSED VALUATION in 1899 was $4,858,020; in 1890 it was $2,817,000. Total tax rate (per $1,000) in 1898 was $13·85. Valuation is about ¾ actual value.

POPULATION in 1890 was 7,335; in 1899 about 13,000.

SMITH CO.—J. C. TARBUTTON, Treasurer.

Tyler is the county seat.

LOANS—	When Due.
RAILROAD SUBSIDY BONDS—	
5s, ..., $109,200	Aug., 1927
Subject to call after Aug., 1902	
COURT HOUSE BONDS—	
.., ..., $10,700	
Bond. debt Mch. 1, 1900	$119,900
Sinking fund	$3,900
Net debt Mch. 1, 1900	116,000
Total valuation 1899	5,785,500
Assessment ⅔ actual value.	
State & Co. tax (per M) '99.	$10·00
Population in 1890 was	28,320
Population in 1900 (est.)	40,000

TARRANT CO.—JNO. P. KING, County Clerk.

County seat is Fort Worth.

LOANS—	When Due.
BRIDGE BONDS—	
6s, —, $1,500†	Feb. 10, 1911
6s, —, 6,000†	Nov. 10, 1911
5s, —, 14,000	Apr. 10, 1936
Subject to call after 1906.	
COURT HOUSE BONDS—	
5s, A&O, $38,000	Apr. 10, 1935
Subject to call after Apr. 10, 1905	
REFUNDING BONDS—	
4s, ..., $420,000	Feb. 1, 1919
Bonded debt Aug. 1, '99.	$489,000
Tax valuation 1899	19,672,3·5
Real valuation (est.)	45,000,000
State & co. tax (per M.) '99.	$10·30
Population in 1890 was	41,142
Population in 1880 was	24,671
Population in 1898 (est.)	55,000

† Held in sinking fund.

* Issued prior to municipal bond law of 1893.

INTEREST on the Court House bonds and on the bridge bonds of 1936 is payable at the Chemical National Bank, New York; on the Refunding bonds at the Mechanics' National Bank, New York; and on the others at office of County Treasurer.

TERRELL.—D. J. ANTHONY, Mayor.

This city is in Kaufman County.

LOANS—	When Due.
WATER-WORKS BONDS—	
7s, ..., $22,000	1934
Optional after 1914	
8s, A&O, $12,000	Apr. 1, 1938
Bonded debt Jan. 1, 1900	$33,000
Floating debt	5,000
Total debt	38,000
Sinking fund	$5,000
Net debt Jan. 1, 1900	33,000
Assessed valuation '99	1,400,000
Real value (about)	2,000,000
Total tax (per $1,000) '99	$18·00
Population in 1890 was	2,988
Population in 1900 (est.)	6,500

TRAVIS COUNTY.—Z. P. JOURDAN, Treas.

County seat is Austin. Bonds of this county to the amount of $47,000 have been declared invalid by the U. S. Supreme Court. Bonds below issued under new Municipal Bond law.

LOANS—	When Due.
REFUNDING BONDS—	
4s, Apr., $133,000	Apr., 1940
Subject to call after April, 1905.	
Total debt July, 1899	$163,500
Tax valuation, 1899	$15,926,230
State & Co. tax (per M.)'99	$8·30
Population in 1890 was	36,322
Population in 1897 (est...)	65,000

UVALDE COUNTY.—W. W. COLLIER, Treas.

County seat is Uvalde. Bonds below issued under new municipal bond law.

LOANS—	When Due.
JAIL BONDS—	
4s, ..., $11,000	July 10, 1919
(Optional 1902.)	
REFUND. COURT HOUSE BONDS—	
4s, April 10, $28,000	April 10, '35
Int. payable at Austin, Tex.	
Total debt Mar. 1, 1900.	$39,000
Sinking fund	$10,000
Net debt Mar. 1, 1900	29,000
Tax valuation, 1899	3,170,000
Assessment about ⅔ actual value.	
State & Co. tax (per M) '99	$9·00
Population in 1890 was	3,804
Population in 1900 (est.)	6,000

VICTORIA CO.—C. A. LEUSCHNER, Treas.

Victoria is the county seat.

LOANS—	When Due.
BRIDGE BONDS—	
7s, ..., $2,000	Aug., 1901
6s, ... , 4,050	1913&1914
5s, ..., 12,000	Jan., 1936
JAIL BONDS—	
5s, ..., $5,000	March, 1936
COURT-HOUSE BONDS—	
5s, , $66,000	1936
Bond. debt Mar. 1, 1900	$90,050
Tax valuation 1899	8,201,630
State & Co. tax (per M) '99	$8·80
Population in 1890 was	8,737
Population in 1900 (est.)	15,000

INTEREST payable at Austin, Texas.

OPTIONAL.—Bonds are subject to call 5 years after date of issue

TAX FREE.—Bonds are exempt from taxation.

WACO.—{C. C. McCULLOCH, Mayor. R. W. JABLONOWSKI, City Secretary.

This city is in McLennan County.

LOANS—	When Due.
CITY HALL BONDS—	
6s, A&O, $35,500*	Oct. 1, 1907
Optional at any time.	
FUNDING BONDS—	
5s, J&J, $25,000*	July 1, 1909
5s, J&J, 33,000*	July 1, 1921
5s, A&O, 14,000	Oct. 1, 1923
PUBLIC WORKS BONDS—	
6s, M&S, $20,000*	Sept. 1, 1924
SCHOOL BONDS—	
5s, A&O, $15,000	Oct. 1, 1923
SEWER BONDS—	
6s, J&J, $10,000*	Jan. 15, 1907
Now subject to call.	
SEWER BONDS—(Con.)—	
5s, J&J, $33,000*	July 1, 1921
5s, J&J, 24,000	July 1, 1923
STREET IMPROVEMENT BONDS—	
6s, J&J, $13,000*	Jan. 15, 1907
Optional after 10 years.	
6s, M&S, $20.000	Sept. 1, 1924
5s, A&O, 114,000*	Oct. 1, 1919
5s, M&S, 78,000*	Sept. 1, 1920
5s, J&J, 124,000*	July 1, 1921
5s, A&O, 59,000	Apr. 1, 1924
WACO & N.W. RR.—	
6s, J&J, $41,000	July 1, 1912

* Issued prior to municipal bond law of 1893.

GOLD.—All bonds are payable in gold.

INTEREST on street improvement 6s due in 1907 and on sewer 6s is payable at Waco; on all other bonds at New York.

TOTAL BONDED DEBT on April 16, 1898, was $658,500; floating debt, $28,172; total debt, $686,672; sinking fund assets, $57,527; net debt, $629,044. The bonded debt in 1899 was $630,000 Total value of property owned by city, including public schools, $772,356.

DEBT LIMITATION.—Bonded debt is limited by Charter to 8 per cent of assessed valuation.

TOTAL ASSESSED VALUATION in 1898 was $10,709,965, of which $7,673,404 was for real estate and $3,036,561 for personal property. City tax rate (per $1,000) 1899 was $19·25. Property is assessed at 50% actual value.

POPULATION.—The population in 1890 was 14,445; in 1880 was 7,295. According to local figures in April, 1897, it was 29,500.

WALLER CO.—DIXON S. CUNEY, Treasurer.

County seat is Hempstead. Bonds all issued under new municipal bond law.

LOANS—	When Due.
BRIDGE BONDS—	
6s, Apr., 22,000	Aug. 14, 1935
COURT HOUSE BONDS—	
4½s, Apr., $31,000	Nov. 17, 1918
Optional, $2,000 Nov. 17, 1901	
$2,000 1903 and $2,000 1905.	
6s, Apr., 3,000	May 14, 1924
JAIL BONDS—	
6s, Apr., $10.000	Apr. 10, 1936
Bonded debt Mar. 1, 1899	$66,000
Floating debt	3,000
Total debt	69,000
Total valuation 1899	3,467,389
Assessment about ⅘ actual value.	
State & Co. tax (per M.) '99.	$10·30
Population in 1890 was	10,888
Population in 1897 (est.)	15,000

INTEREST on the bonds of 1907, 1923 and 1924 is payable at Austin, Tex.; on the bonds of 1935 in New York City, and on the jail bonds at Hempstead, Tex.

TAX FREE.—The above bonds are exempt from taxation.

OPTIONAL.—The bridge bonds are subject to call ten years after date, and all other bonds five years after date.

WAXAHACHIE.—H. E. PICKETT, Mayor.

This city is the county seat of Ellis County. About $43,000 of the bonded debt issued in 1876 is now in litigation in U. S. courts.

LOANS—	When Due.
REFUNDING BONDS—	
4s, May, $45,000	Nov. 1, 1939
Subject to call Nov. 1, 1909.	
City Hall bonds of 1892.	*$14,000
School bonds of '89 '92	*27,500
Water & sewer of '92* 4-6.	15,500
Bonded debt Feb. 1, 1899.	97,800
Floating debt	500
Total debt Feb. 1, 1899	$97,800
Sinking fund	7,580
Net debt Feb. 1, 1899	90,220
Assessed val'ation, real.	$1,238,325
Assessed val'ation, per'l	793,735
Total valuation 1898	2,032,060
Assessment about ⅔ actual value.	
Tax rate (per $1,000) 1898	$18·30
Population in 1899 (est.)	6,000

Optional, all bonds are subject to call 10 years after date of issue.

INTEREST at 6% is payable at the National Park Bank, N. Y. City.

* Issued prior to the law of 1893, which requires approval and registration by State officials.

WILBARGER CO.—J. B. Crawford, Treas'r.

Vernon is the county seat. $77,000 of old bonds, part of which had been declared illegal, have been surrendered for $46,726.

LOANS—	Am't. Outst'd'g.
Jail bonds	$4,042
Bridge bonds 4s, due 1939.	46,000
Fund. bonds 6s, due 1911.	17,980
Total debt Apr. 4, 1900	82,000

Tax valuation 1899	$3,324,312
State & co. tax (per M.) '99.	9·80
Population in 1890 was	7,092
Population in 1899 (est.)	7,500

WILLIAMSON CO.—S. K. P. Jackson, Treas.

County seat is Georgetown. As we go to press $20,000 3½ per cent 2-40-year bonds are about to be sold.

LOANS—	When Due.	Amount.
Refunding Bonds—		
5s, Mar., $54,000	March, 1938	
Subject to call after 1908.		
Interest payable at State Treasury.		
Bonded debt Feb. 1, 1900.		$54,000
Floating debt		820
Sinking funds		7,231

Net debt Feb. 1, 1900	$47,588
Total valuation 1899	12,351,020
Assessment is ⅗ actual value.	
State tax (per $1,000) 1900	$3·46
County tax (per M) 1900	3·45
Population in 1890 was	25,909
Population in 1900 (est.)	34,000

TAX FREE.—The jail and court-house bonds are tax exempt.

* Issued prior to the law of 1893, which requires approval and registration by state officials.

ADDITIONAL STATEMENTS.

In the table below we give statistics regarding the counties (besides a few other civil divisions) in the State of Texas which have an indebtedness of over $10,000 and which are not represented among the foregoing detailed reports. We add the estimated population for 1895, taken from State reports.

	Bonded Debt.	Tax Valuation.	City or Co. Tax Rate per $1,000.	Population 1895.
Abilene, Taylor County	$36,500	‡$2,200,350	$9·00	4,500
Alvarado, Johnson County	11,000	†418,040	('90)	1,543
Anderson County	19,000	4,738,520	4·80	22,000
Aransas County	36,180	1,937,853	5·00	2,346
Archer County	41,626	2,136,350	8·50	3,786
Armstrong County	19,950	1,237,628	6·50	1,272
Atascosa County	29,500	2,344,560	6·00	7,842
Austin County	18,000	4,059,276	4·50	20,000
Baird, Callahan Co	10,000	365,136	3·50	1,150
Ballinger, Runnells Co	16,500	.....	5·00	500
Bandera County	13,115	1,250,683	7·00	4,164
Bastrop County	83,000	5,668,721	5·40	24,500
Bastrop, Bastrop Co	20,000	.....	10·00	2,000
Baylor County	55,428	2,427,204	5·30	3,000
Bee County	43,110	3,459,815	4·50	5,500
Belton, Bell Co	40,000	.....	11·50	3,695
Blanco County	24,500	1,399,686	6·00	5,916
Bonham, Fannin Co	61,000	1,826,069	11·00	6,000
Borden County	23,014	648,074	7·60	594
Bosque County	24,000	4,752,380	6·20	16,188
Bowie County	59,000	4,586,880	6·00	23,718
Brazos County	69,000	3,920,196	5·20	20,532
Brenham, Washington Co	40,000	.....	11·50	8,000
Brewster County	39,000	3,779,297	5·00	600
Brown County	38,900	4,287,705	5·50	16,000
Brownwood, Brown Co	61,500	1,509,907	8·00	6,000
Bryan, Brazos County	28,000	†1,333,400	10·00	4,000
Burleson County	31,000	3,496,117	5·40	18,558
Burnet County	18,000	3,864,819	3·60	11,500
Calahan County	12,793	2,814,975	4·50	7,050
Caldwell County	69,391	4,510,070	6·10	15,769
Caldwell, Burlison Co	11,000	.....	10·00	1,250
Calhoun County	21,000	1,633,646	5·00	2,500
Calvert, Robertson Co	26,000	†1,008,030	11·00	('90) 2,632
Cameron County	34,000	3,360,954	5·00	19,524
Cameron, Milam Co	25,000	.....	9·75	3,000
Castro County	12,000	634,794	6·00	396
Cherokee County	21,000	3,126,462	5·00	24,000
Childress County	56,870	1,786,188	6·60	2,322
Clarksville, Red River Co	11,500	.....	7 00	2,500
Clay County	43,000	4,710,970	6·50	12,000
Cleburne, Johnson Co	70,000	.....	11·25	7,500
Coke County	29,250	1,550,587	7·50	2,713
Coleman County	36,046	4,962,674	4·70	8,112
Coleman, Coleman Co	13,000	599,606	5·00	906
Collingsworth County	23,000	1,018,700	6·50	1,194
Columbus, Colorado Co	10,000	700,000	14·70	2,500
Comal County	56,500	2,216,063	7·20	8,000
Comanche County	49,500	4,199,572	4·60	18,500
Comanche, Comanche Co	15,000	700,000	10·00	2,300
Commerce, Hunt Co	12,500	432,000	9·00	('90) 810
Concho County	37,000	1,807,134	4·30	1,196
Cooke County	13,500	8,078,805	5·00	26,266
Cottle County	27,000	1,625,395	6·50	822
Crockett, Houston Co	12,000	.....	6·50	4,000
Cuero, De Witt Co	39,500	1,585,667	8·75	2,442
Dallam County	15,000	763,420	5·50	250
Deaf Smith County	17,000	956,830	6·50	300
Decatur, Wise Co	30,000	729,000	12·50	1,748
Delta County	46,000	2,377,630	5·10	12,000
Denton, Denton Co	25,000	1,500,000	12·20	5,000
Dickens County	40,000	1,434,898	8·00	55
Dimmit County	25,800	1,415,574	6·20	1,100
Donley County	24,000	1,736,459	5·20	2,050
Dublin, Erath Co	16,000	700,000	2·50	('90) 2,025
Duval County	29,465	1,983,092	6·00	('90) 7,598
Eastland County	47,036	3,645,296	6·00	10,373
Edwards County	34,940	1,763,960	8·50	2,400
Ellis County	187,000	14,364,390	5·50	37,500
Ennis, Ellis Co	53,000	1,500,208	12·50	8,000
Erath County	39,500	5,145,155	5·50	25,300
Falls County	24,000	8,075,186	5·20	('90) 20,760
Farmersville, Collin Co	11,500	.....	5·00	2,500
Foard County	11,000	1,323,890	6·50	1,800
Ft. Bend County	91,000	5,630,274	5·30	13,000
Freestone County	25,900	2,894,555	5·10	18,000
Frio County	21,030	1,977,385	5·10	4,000
Gonzales, Gonzales County	15,500	987,222	7·30	('90) 1,641
Grayson County	25,500	18,374,319	4·30	70,000
Gregg County	33,000	1,686,372	7·70	9,500
Grimes County	31,000	3,930,701	4·00	25,000
Groesbeck, Limestone Co	14,500	‡479,000	5·00	('90) 663
Guadalupe County	27,000	4,633,456	5·00	17,000
Hale County	11,000	1,029,725	6·00	1,200
Hall County	36,950	1,473,213	6·50	1,800
Hallettsville, Lavaco Co	18,950	629,000	6·50	2,500
Hamilton County	14,000	3,439,834	6·00	12,000
Hansford County	14,000	533,070	6·50	150
Hardeman County	$58,000	$2,124,873	$6·50	3,588
Hardin County	11,496	1,383,857	6·50	5,000
Hartley County	14,000	1,036,237	7·50	500
Haskell County	52,480	1,917,625	6·50	1,800
Hays County	33,000	3,309,555	6·00	('90) 11,352
Hemphill County	13,000	1,236,597	6·50	1,000
Hempstead, Waller Co	14,600	.....	10·00	2,400
Henderson County	15,839	2,776,402	6·50	16,000
Henrietta, Clay County	29,000	‡1,100,000	10·00	2,000
Hico, Hamilton Co	11,500	528,500	10·00	1,200
Hidalgo County	24,825	2,116,841	6·50	5,000
Hill County	159,000	10,506,862	5·00	34,500
Honey Grove, Fannin Co	34,000	‡1,165,000	..	('90) 1,828
Hood County	47,500	2,126,671	7·20	9,000
Hopkins County	97,000	4,907,680	5·70	('90) 20,572
Houston County	40,463	3,172,340	5·00	23,000
Howard County	17,500	1,427,692	6·00	2,600
Hubbard, Hill Co	12,500	505,365	8·50	894
Huntsville, Walker County	17,000	680,000	9·00	('90) 1,509
Itasca, Hill Co	12,500	405,324	10·00	548
Jack County	28,000	2,987,131	6·50	10,400
Jackson County	48,050	3,059,773	7·30	5,500
Jasper County	19,987	1,509,594	6·50	7,000
Jefferson County	112,000	5,685,120	5·20	9,000
Jefferson, Marion Co	74,500	460,515	10·00	3,072
Johnson County	55,000	7,987,600	5·10	30,500
Karnes County	75,780	3,529,385	6·20	4,500
Kaufman County	30,087	8,060,994	5·00	23,000
Kaufman, Kaufman Co	10,000	775,280	6·50	1,282
Kent County	38,000	1,073,205	6·00	750
Kerr County	21,500	2,045,156	4·80	5,400
Kimble County	21,172	1,322,859	5·80	2,300
King County	26,000	1,032,745	8·20	173
Ladonia, Fannin Co	14,000	474,046	10·00	12,500
La Grange, Fayette Co	28,000	846,000	6·50	3,000
Lampasas County	43,500	3,145,960	5·00	7,000
Lampasas, Lampasas Co	17,700	811,615	9·50	3,000
Laredo, Webb County	102,000	2,017,020	12·50	13,000
La Salle County	46,925	1,741,033	4·00	3,100
Lavaca County	111,600	5,483,061	5·40	25,000
Lee County	38,000	3,018,000	4·80	15,300
Leon County	18,666	2,117,230	6·00	16,600
Liberty County	35,757	3,041,511	6·50	6,900
Limestone County	64,755	7,449,100	4·00	27,000
Live Oak County	20,750	1,673,419	5·00	3,000
Llano County	74,500	2,842,035	5·20	8,500
Longview, Gregg Co	15,500	.....	5·50	3,500
Lubbock County	16,000	755,166	4·00	500
Lubbock, Lubbock Co	16,000	.....	9·80	46
Lufkin, Angelina County	10,000	335,600	.....	('90) 529
McCulloch County	46,100	1,826,594	5·70	3,600
Madison County	24,000	1,344,655	6·50	10,000
Marion County	380,000	1,029,037	18·50	13,000
Marlin, Falls Co	23,500	1,263,856	11·50	3,000
Marshall, Harrison Co	55,000	1,918,579	6·50	9,000
Martin County	21,500	612,986	5·00	700
Maverick County	18,902	2,213,268	4·50	5,000
Medina County	33,000	2,844,344	6·10	7,000
Menard County	13,790	1,250,837	5·00	2,500
Mills County	21,000	2,232,992	4·20	7,000
Mitchell County	74,550	2,328,647	6·50	2,500
Montgomery County	21,000	3,107,090	6·30	15,000
Motley County	15,000	1,532,629	6·50	608
Navarro County	43,500	11,000,279	4·90	42,000
Navasota, Grimes Co	21,500	.....	8·20	4,000
New Braunfels, Comal Co	21,300	†783,440	8·00	('90) 1,608
Nolan County	31,000	1,930,451	6·50	2,000
Oak Cliff, Dallas County	45,500	1,307,050	11·50	('98) 4,500
Oldham County	11,000	771,686	6·40	380
Orange County	35,000	2,233,886	6·80	5,500
Orange, Orange County	25,000	†905,102	9·00	('90) 3,173
Palo Pinto County	37,811	3,431,647	6·50	9,500
Parker County	17,712	6,382,745	4·50	25,000
Pittsburg, Camp Co	12,000	491,557	5·00	('90) 1,203
Plano, Collin Co	12,000	.....	11·50	2,000
Potter County	30,000	1,534,286	6·00	1,800
Presidio County	86,000	2,694,478	6·50	5,250
Quanah, Hardeman Co	15,000	622,992	9·00	1,500
Rains County	10,500	1,291,948	6·50	6,500
Randall County	18,000	1,016,527	6·50	1,000
Reeves County	29,750	2,630,985	4·70	4,000
Robertson County	57,660	5,465,735	4·60	38,000
Rockdale, Milam Co	32,000	‡805,490	.....	2,500
Rockport, Aransas Co	30,000	.....	8·50	1,800
Rockwall County	17,500	2,085,265	5·80	8,000
San Augustine County	18,600	957,269	6·50	7,000
San Jacinto County	16,000	1,448,653	6·20	8,250
San Marcos, Hays Co	13,000	882,000	6·50	3,000
San Patricio County	40,300	1,935,352	6·60	4,000
San Saba County	16,700	3,015,986	6·50	7,277
Scurry County	19,000	1,198,843	5·00	1,700
Seguin, Guadalupe County	23,000	†774,060	6·50	('90) 1,716
Shackelford County	59,500	2,117,065	6·50	3,000
Shelby County	38,317	2,339,080	8·00	15,500
Starr County	16,000	2,054,831	6·50	11,790
Stephens County	20,000	2,376,610	3·60	7,000
Stonewall County	43,740	1,194,272	6·50	1,144
Sulphur Springs, Hopkins Co	20,000	.....	8·75	4,500
Sutton County	22,000	1,521,119	5·20	1,600
Sweetwater, Nolan Co	10,000	353,662	6·50	800
Taylor County	48,000	4,494,408	4·30	9,000
Taylor, Williamson Co	46,000	.....	11·00	5,000
Temple, Bell Co	60,500	.....	11·50	('90) 4,047
Texarkana (City), Bowie Co	43,000	.....	8·75	6,380
Throckmorton County	39,000	1,764,815	8·50	1,700
Titus County	30,000	1,633,226	6·50	10,500
Tom Green County	40,000	3,855,015	5·00	7,100
Tyler County	26,000	1,881,461	6·50	13,200
Tyler, Smith Co	169,000	2,648,268	15·00	10,000
Upshur County	31,500	1,776,913	6·50	15,000
Uvalde, Uvalde Co	10,000	.....	5·00	2,500
Val Verde County	30,000	3,563,511	5·00	5,000
Van Zandt County	82,000	3,529,844	6·20	20,000
Victoria, Victoria Co	46,000	1,942,000	6·50	3,046
Walker County	30,980	2,462,400	6·00	14,500
Ward County	17,500	1,017,000	8·50	750
Weatherford, Parker Co	33,000	1,941,130	9·00	7,000
Wharton County	86,000	4,889,408	6·50	10,000
Wheeler County	29,312	813,117	6·50	1,250
Whitesboro, Grayson Co	10,000	..	10·00	1,500
Wichita County	56,850	3,231,940	6·50	7,500
Wichita Falls, Wichita Co	27,000	1,200,000	11·50	3,000
Wilson County	20,000	4,023,481	5·20	14,000
Wise County	12,500	6,446,385	6·00	28,000
Yoakum, De Witt Co	24,500	.....	11·00	767
Young County	34,000	2,745,885	5·20	6,500

‡ Valuations for 1897; † for 1898; all others for 1899.

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STREET RAILROAD PROBLEMS.

Among the questions in electric street railroad management uppermost to-day in the minds of operating officers, are those which relate to transportation problems and the relations of the companies to the public, through the service they perform as carriers. This signifies, for one thing, that a second stage has arrived in the progress of the industry. Inevitably any business which is a producing agency must at first be concerned with the features which go to regulate the cost of production. When these have reached a certain stage of satisfactory development the possible savings in distribution may be profitably taken up. In street railroad operations the great problems of the past have related, first of all, to economy in the generation and distribution of the electric current—the distinguishing feature of the system. Therefore the design and construction of operating machinery, the economy of power-houses, motors, etc., have absorbed attention; and, secondly, track construction and equipment. If these matters cannot be definitely regarded as settled they can at least be said to have reached such a period of development that their main features may probably be regarded as fixed.

The development of the future will be along the lines already arrived at, and not revolutionary changes, as many of those of the past have been. The problems now engaging the largest share of discussion are not fundamental and of an engineering character, as those just referred to, but relate more to questions of management, as the regulation of car service to traffic requirements, the proper basis for comparative operating systems, the standardizing of accounts, the relation of the companies to their employees and of the latter to passengers, the utility of parks and other means to develop travel, etc. The most interesting of all these is undoubtedly the adjustment of car service, because this relates to the reason for the existence of the street railways. They are created to furnish transit for the people. The service given is the one matter of electric railroad operation with which the people are concerned.

HEAVY ELECTRIC TRACTION CONSTRUCTION.

The assurance that active construction work will shortly begin on the underground railroad in New York City brings up questions relating to the electrical equipment of the line. This, necessarily, will be of the heaviest character and of the most advanced type, while a good deal of it will represent pioneer work. In this country there is no installation which will be of service in giving experience which may be applied to the equipment of the rapid transit tunnel in New York. Although the development of electric traction was practically first taken up in the United States, and thousands of miles of electric lines have been built in the past ten years, no work of the nature called for by the rapid transit tunnel requirements has been accomplished. Strangely enough, Switzerland, which has been backward in electric traction, now affords the best examples of the application of electricity to heavy traction work, and it is in the operation of several of its lines that the best available experience applicable to the conditions in New York must be found.

Electric railroad construction in the United States has been chiefly overhead construction. This is successful for light traction purposes, as the operation of cars on city streets or country highways. Overhead wires furnish the current for operating the great 90-ton electric locomotives used for hauling freight trains through the short Baltimore tunnel, but this is a special application, and the conditions there have no application elsewhere. The third rail, which is used in various parts of the country, particularly on elevated railroads and sections of steam lines which have been electrically equipped, is unsuited, with its exposed rail carrying a live current, for tunnel work. The underground trolley conduit, which has been recently developed and is working satisfactorily on a number of lines in New York City, is out of the question for heavy trains running at fast speeds, which are proposed in the rapid transit tunnel. These are the only systems of electric traction used in this country; with insurmountable objections to each of them in the proposed tunnel at New York, it will be seen that it is necessary to turn to Europe for experiences.

The new London underground railroads may be suggested as prototypes for the new rapid transit tunnel in New York, but there are good reasons why their equipment will not be followed. As they are the only underground railroads operated by electricity, some reference may be made to them. Two lines are in successful operation, the City & South London and the Waterloo & City Railway; a third line, the Central London Electric Railway, a more extensive project than either of the others, is shortly to be undertaken. All three are standard gauge, but the tunnel of the Waterloo & City does not permit the use of standard-size rolling stock. It operates trains of four cars, of which the two end ones are each fitted with four motors, so that the train can be driven with either set of four motors. The City & South London uses separate electric locomotives, each drawing three passenger cars. The Central London will have locomotives weighing 35 tons, each with four gearless motors, and they are to draw a train of seven cars with a seating capacity of over 330 passengers. Continuous currents are used to furnish power for all these lines, the current being taken from a third rail on the surface with the return current through the other rails, which are copper bonded. Continuous currents are no longer regarded as suitable for such heavy work, particularly when the current has to be transmitted long distances.

Under these circumstances alternating currents are coming into more general use because of their greater economy in transmission. On the Central London Railway, already mentioned, although continuous current motors will be used, the power is transmitted through three-phase currents, which are then transformed by rotary converters. Switzerland, however, as already stated, possesses the latest development in heavy electric railroad designing, particularly in the installation of the Burgdorf-Thun Railway. This line is 26 miles long, of the heaviest construction, so that steam locomotives drawing ordinary rolling stock can use the line. It is operated by three-phase alternating currents taken from two overhead conducting wires, with the rails used as the third conductor. The electric rolling stock is of two classes: independent motor cars, used singly or in pairs, and locomotives of 300 tons each, for hauling trains of cars. The three-phase system of electric current which has been used on this line seems best adapted for electric traction work of the heavy character now being proposed, and of which the New York Rapid Transit Tunnel is an interesting example. The continuous current is economical and satisfactory for ordinary traction purposes, and in fact is particularly suitable for light and short railways, and for city lines with a traffic constantly changing and requiring many stops, but it is not applicable to the heaviest work.

MOTORMEN AND THE WASTE OF POWER.

Very little experience and observation in street car riding is necessary to enable passengers to appreciate that there is a wide difference in the amount of comfort (or discomfort) in the journey over the same division of a line in different cars. Those who have occasion to frequently travel on railroad trains between the same points—suburban passengers, for instance—have similar experiences. The different degrees of comfort or inconvenience met with are altogether apart from the condition of the roadway or the equipment, but are brought about by the differences in the capacity of the motormen or the engine drivers, as the case may be. If the passengers, whether on street cars or on railroad trains, have occasion to realize that the control of the movement of the car in which they are riding has a good deal to do with the celerity and ease with which they are carried, it is also true in an even more emphatic way that the railroad manager has reason to realize how widely different is the efficiency of the human element on which he is dependent to move his cars over the road. The differences are important and marked by dollars and cents in a very material way. It has been estimated that there is often a difference of 50 per cent in the amount of power consumed in the trip run of a car operated by various motormen.

Considering the number of men operating cars employed by even a small electric line and the number of trips made, it will be seen that the losses through the waste of power by motormen become serious. This leakage is not only going on all the time, but is practically unchecked. Few companies have undertaken to remedy it in any systematic manner. A readjustment of the matter means the instruction and discipline of the whole force of motormen, a work so difficult and delicate, not to say thankless, that managers are disposed to overlook the waste of power in the operation of cars by careless motormen. It is assumed that the charge on expenses which it causes can be made up by savings elsewhere. But economy in the use of power by motormen would not interfere with the practice of any other savings that an intelligent and careful manager might be able to enforce. Indeed, some of the most promising opportunities for the exercise of economy in street railroad practice seem to be in reducing the cost of distributing power, and the training of the motormen to be economical in the use of the electric current is an important phase of that problem.

Well-trained, careful motormen can usually manage to use the current for but a comparatively small part of a trip, unless the grades are heavy, or other peculiar conditions exist, and still keep within the schedule time. It is more important to maintain the limits of time than to attempt to conserve power. Appreciating to some extent the difference in the capacities of men, the writer has still been surprised to notice in making regular trips on the New York electric lines to what an extent motormen vary in using power for practically identical work. Some handle the controller so that over half the trip is usually made with the power shut off and the car drifting under its own momentum. Slow-downs or stops are made with little use of the brakes; the speed at which cars approach switches is so regulated that cars drift over them; after stops the car is got under way quickly, but with proper use of the lever, so that the full advantages of the series-parallel controller are obtained; that in a general way is how a careful motorman will operate his car; he not only helps to keep down the cost of power, but he minimizes the discomforts of riding.

Unfortunately the careful motorman is the exceptional one, not the average. So it happens that riding in electric cars, especially in the very long and heavy types, now so generally used, nearly approximating in size steam cars, is commonly an uncomfortable experience. Starts and stops are so abruptly made that passengers are thrown against one another, and the pleasures of riding become a delusion. That

is one side; the other is that the poorly-trained and incompetent motorman, who is inconveniencing passengers, is running up the railroad's bill for power and repairs. By his carelessness he is wasting power in every possible way. While he is jolting his passengers, he has, say, started his car off at sudden full speed, throwing his controller around all the notches; he has hardly started before he has to slow down for a crossing or a switch, and this requires the brake to be jammed to avoid a possible accident; perhaps this stops the car on the crossing, and the current has to be turned on to get the car across; whereas a careful motorman would have regulated his speed to drift across without applying brakes, jolting the car or wasting power.

It is hardly necessary to pursue the comparison further. It is apparent that efficiency in this respect is most noticeable and important in making stops and in starting cars. It is estimated that at least 75 per cent of the energy consumed by a car per mile run is in getting a car up to speed or in accelerating after each stop, leaving but a fourth of the power to be accounted for in keeping the car in motion. Motormen who manipulate the controller so as to give a prompt start or stop, which is distinct from sudden jolting in starting and stopping, is using power in the most economical way, because his prompt acceleration to full speed makes possible an early shutting off of the current, so that the car can drift without power. Moreover, the electric motors are thus used at their highest efficiency under heavy loads for short periods, instead of being used at their lowest efficiency under light loads for a long time, as when a car is slowly started and the current is kept on after the speed has been attained, either because of carelessness or because the acceleration was too deliberate to give momentum enough to permit drifting.

With the importance of training motormen in the proper use of the controller so obvious, it may seem strange that more deliberate efforts are not made by managers to effect savings in the cost of operation by attention to this matter. The development of the electric machinery and power-house efficiency has diverted interest from the subject, but the time seems to have arrived when managers recognize the considerable savings that can be made in more careful instruction of their motormen, uninteresting and discouraging as such work always is. The savings in power which can be obtained are large and certain. Experience has seemed to demonstrate that it is between a fifth and one-half. Such economy is worth striving for.

POLYPHASE CURRENTS FOR ELECTRIC TRACTION.

The building of long suburban and interurban electric railroad lines in this country has become one of the notable features of electric traction work. Where such roads extend long distances from the power houses the problem of the transmission of power without enormous losses becomes a serious one. Most of the lines built in this country are operated by continuous currents, but on account of inability to transmit this current over long distances without too serious loss of voltage, attention has been recently given to the development of alternating currents; these can be carried many miles at very high potentials to the distributing points with little loss. Polyphase systems, with the alternating current, have been used to a considerable extent in Europe, but heretofore to only a limited extent in this country. There are now various indications that American railroad managers operating long distance interurban lines will look more favorably upon the polyphase system than they have heretofore.

In Washington the new company, in undertaking the reconstruction of some of its divisions, has discarded the use of continuous currents for a polyphase alternating system. In cities, and in thickly populated sections, continuous currents are likely, not only to maintain their present ascendency, but to continue to be almost exclusively depended upon for electric traction power. Alternating distributions, although their development is comparatively new, and was retarded in its earliest stages by many prejudices, have demonstrated such notable advantages in certain railroad work that a considerable extension in their use may reasonably be looked for. Besides the Washington work already referred to, the system has been used very satisfactorily on the Chicago & Milwaukee line, one of the longer roads in this country; among other places where it has either been adopted, or its adoption is proposed, may be mentioned Toledo and Dayton, Ohio, and Oshkosh, Wis. One of the earliest installations of the system was in Lowell, Mass. Tests of this plant, which was naturally experimental in large degree, showed an economy of fully 30 per cent in the cost of power as compared with that of a separate direct current power station.

At Lowell use was made of the water power, and the best advantages of the system are obtained when a cheap water power is available at any practicable distance from the line of road where the electric current is to be delivered. The reduction in cost of power obtainable under such circumstances is so great as to preclude the use of a direct current system with the development now reached in polyphase current installations. Probably it is not at all too sanguine to expect this system to be almost exclusively used on all roads running out into the country for 15 miles in length and upwards from the power-house, just as the direct current system seems likely to continue to monopolize the equipment of short city lines of heavy traffic.

Considerable objection has been made to the use of high potential alternating currents, because in existing plants it has to be transformed so many times. Ususally such currents are generated at one central station, which may be located at whatever appears to be the most advantageous point for economy or other substantial reason, as the cost of transmission to the railroad is not material. If this generating station is at a considerable distance from the line, the current may be raised to 5,000 or to 6,000 volts. These high potential currents are carried to the distributing stations along the railroad, and the voltage reduced by step-down transformers, and then changed from alternating to direct current by means of rotary transformers, the current fed to the trolley wire being usually about 550 volts. This operation, it will be seen, involves three transformations of the current between its generation and distribution to the trolley feed wires. It may seem that the leakage of current would be excessive. This, however, is by no means the case at present, inasmuch as very economical machinery has been devised. The efficiency of large plants is especially marked, and the whole loss in all the transformations,

it has been carefully estimated, may safely be taken as about 10 per cent. Even if the leakage were greater, the loss would still not equal the drop in voltage on long lines operated by direct current. There is, moreover, the important saving in copper, one of the heavy items in electric railroad expenses, to be credited to the use of polyphase transmission.

With a reduction in the number of transformations of the current now necessary, it is obvious that the efficiency of the system would be improved and its extension encouraged. Indeed, a well-known electrical authority has stated that the chief problem remaining to be settled in electric traction work was the possibility of using polyphase currents without the necessity of transforming by rotary converters to direct current. In this matter, as in so many others connected with the higher scientific development of electric power, it is necessary to turn to Europe for such experience as there has been. In Switzerland several lines are in successful operation, using the alternating current without passing through the rotary converters to be changed into direct current. This is accomplished by the use of induction motors on the cars, and the method promises an important development.

SURFACE CONTACT ELECTRIC TRACTION.

The equipment of nearly fifty miles of electric lines in Paris to be operated by the surface contact system calls attention to a method of electric traction not used anywhere in the United States. There has, indeed, been only limited experience with such roads, even in Europe, and only a few installations which can be regarded as successful have been operated any considerable length of time. The equipment of such a large number of miles of line as is now being done in Paris would indicate that the objections which have heretofore been raised to the use of the system have been done away with or overcome. The new work is modeled after the construction at Tours, France, a small plant, which is reported to have been quite successful. As the Paris lines are being built by the originators of the Tours road, the experience gained in the development and operation of that system will be available, and altogether the results obtained promise to be among the most interesting developments of the near future in the electric railroad field. With a practicable surface contact system developed, to be suitable for all the many conditions which have to be met in the streets of a busy city, very important modifications in electric railroad building, at least in the larger cities of the world, may be expected.

In this country the progress made recently with the underground conduit or slot system has been so marked as to promise that it would be generally used where the conditions prevented the introduction of the unsightly overhead wires. The conduit system is, indeed, so expensive to construct that it can be built only in the busiest streets of large cities, where the traffic is regularly very heavy. While it does away with the overhead wires, which are so objectionable for a variety of reasons, some criticism may be raised to it, in that it disturbs the pavement of the street, both by the building of the slot, with its heavy supporting iron yokes, and the iron man-holes which have to be built at brief intervals. The drainage question is also a difficult one, and in New York City has been one of the most perplexing to overcome, causing many interruptions of traffic and troublesome break-downs. This is a matter which can usually be remedied, but when it means additional cost in construction for a system which at best is exceedingly expensive, it will be seen that it limits its extension, however desirable it may be in other respects. Another objection which does not apply on the lines in New York City, but which may be of considerable force at other places where the building of an underground conduit line might be under consideration, is that the equipment of the cars prevents them being used on extensions into the country districts where overhead wires and trolley poles are used. In this respect a practicable surface contact system would have considerable advantage, for the same cars that run over the city lines could be fitted with trolley poles and be operated on the suburban lines without inconvenience. In these days, when the electric lines are being pushed out in all directions into the country, this would be a consideration which would have weight in most cities.

What is of most importance, however, is that the first cost of building would be materially less in the case of the contact system as compared with the underground conduit. Incidental points in its favor are that it interferes little with the roadway and entails no problem of drainage. The objection to it, so far as developed, is that it is rather complicated in its operation, a criticism which has been fatal to a good many devices which otherwise have seemed to admirably perform the functions for which they were intended. The details of the Paris installation under this system will be of particular interest in the extent that the details of the plans have been simplified. The experience already had for several years in what has been practically experimental work in Paris, and in the several other lines in smaller towns of France, ought to have contributed a good deal in this direction. While experimental work with this system has been confined practically to France, no work at all having been done with it in the United States, a number of English inventors, of whom the well-known electrical authority, Prof. Sylvanus P. Thompson, may be named, have devoted time to developing the system. Prof. Thompson and his associates have built a short experimental line, and express themselves as confident of the success of the system where it is impracticable to use overhead wires.

The system gets its name of surface contact because the power is transmitted through a series of feeders, etc., to a treadle laid along the side of the track rail, and which is pressed down by the flange of the wheel as the car passes over the track. The depression of the treadle, acting on a series of plungers and levers, completes the electrical connection with the main feeder, and the current flows through the contact bars, which are raised and press against the collecting bar carried on the bottom of the cars. Weights prevent any body less heavy than a car pressing the rail treadle sufficiently to complete the electrical connection, and they also assure the contact bars falling back into normal position when the car wheels leave the treadle. The contact bars are thus "alive" only when the car wheels raise them, for they only then carry current. It will be seen from this brief outline that with so many connections necessary there is a great liability of something getting out of order.

STREET RAILWAYS.

SECURITIES AND REPORTS.

This is one of our four SUPPLEMENTS. In using the series it is to be remembered that they are inter-dependent publications, complete only as a whole. If utilized together, and with the fresh items of news the CHRONICLE contains from week to week, the investor will have all the information he needs in seeking a safe and remunerative lodgment for his money.

Street Railways forcibly illustrate this inter-dependence. Such roads obviously rely for their income, and therefore in great part for the value of their securities, upon the population and activity of the country they serve. Hence constant reference to our STATE AND CITY SUPPLEMENT will be found necessary by those wishing to purchase the stocks and bonds of street roads. Population, assessed valuation, tax rate, total debts of the counties, cities and minor municipalities are given at length in that publication, every one of which items is an essential fact contributing more or less to any correct estimate of the amount of suburban travel a given road commands.

The ABBREVIATIONS used in our Street Railway statements will be found explained in a table immediately following the last statement in this SUPPLEMENT.

A full INDEX which shows where each railway will be found is also given on the closing pages.

AKRON, OHIO.

POPULATION 1890 WAS 27,601; IN 1880 WAS 16,512; AND IN 1870 WAS 10,006.

NORTHERN OHIO TRACTION—Trolley.

Incorporated in Ohio July 1st, 1899, and is a consolidation of the Akron Traction & Electric and of the Akron Bedford & Cleveland. The Akron Traction & Electric was successor to the Akron Street Ry. & Illuminating Company sold at foreclosure March 28, 1899, and then purchased by Henry A. Everett, of Cleveland, as preliminary to the present consolidation. Mr. Everett is also President of the Cleveland Electric Railway, known as the "Big Consolidated," with which system close relations will be maintained.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Common stock, par $100	.....	.....	$2,000,000	.....
Pref. stock, 5 p. c. cum., par $100, $1,000,000..	.....	.....	500,000	Feb. 1, 1900, 2½%
Ak. Bed. & Clev. 1st M., $300,000 ($1000); mort. covers 274/10 miles.....	1895	5 g. M&S	300,000	Sept. 1, 1915
	Central Tr. Co., N. Y., trustee, pays interest.			
Further bond issue limited to $10,000 per mile of new track.				
Ak. Bed. & Clev. gen. M. ($1,000).....	1898	5 A&O	$700,000	Oct. 1, 1918
	Dime Savings Bank, Cleveland, trustee.			
Mort. g., $3,000,000.....	1899	5 g.	2,500,000	1919
	Central Trust Co. trustee.			

BONDS—Of the $3,000,000 Northern Ohio Traction bonds, $500,000 are reserved for future betterments.

PLANT—The old Akron Traction & Electric comprised about 20 miles of track in the city of Akron, Ohio, and suburbs, its line extending to Cuyahoga Falls and Silver Lake. It has 19,000 incandescent lights. The Akron Bedford & Cleveland comprised 36 miles of track, its line extending from Akron to Cleveland. Combined mileage of Northern Ohio Traction, 56 miles.

LATEST EARNINGS—Seven months to Jan. 31:

1900..Gross,$228,058; net,$86,282 | 1899..Gross,$209,753; net,$67,579

For year ending June 30, 1899, combined earnings of the separate roads consolidated were $344,103 gross and $106,408 net.

Dividends—On preferred stock 2½ p. c., Feb. 1, 1900.

OFFICERS—President, Henry A. Everett, Cleveland, Ohio; Vice-Pres., Will Christy; Treasurer, J. R. Nutt; Secretary, C. F. Moore; Manager, L. E. Beilstein. General offices, Akron.—V. 68, p. 425, 616, 869, 1074; V. 69, p. 131, 230, 334; V. 70, p. 176.

AKRON & CUYAHOGA FALLS RAPID TRANSIT—A trolley road.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k,$1,000,000,$100	....	.....	.....	$1,000,000	.....
1st mtge., $600,000..	23	1895	6 p. c.	400,000	Sept. 1, 1915

West End Trust & Safe Deposit Co. (trustee), Philadelphia.

ROAD—23 miles. Rails 66 lb. T. Pres. and Gen. Man., T. F. Walsh.

ALBANY, N. Y.

POPULATION 1890 WAS 93,313; IN 1880 WAS 90,758; AND IN 1870 WAS 69,422.

ALBANY & SCHOHARIE VALLEY RAILWAY—To be a trolley road.

ORGANIZATION, ETC.—Chartered Nov. 15, 1895, under name of Albany Helderberg & Schoharie Electric Ry., to build a road from Albany over the Helderburg Mountains to Middleburg and Schoharie, with a branch to Clarksville, making altogether 45 miles. On Aug. 26, 1899, name changed to Albany & Schoharie Valley Railroad Co. Is also to carry freight. Stock authorized was increased from $300,000 to $1,250,000 in March, 1899; par $100. Road was to have been constructed during spring of 1899, but now is not expected to be in operation until July, 1900. The Albany Construction Co. (93 State Street, Albany), which is building the road, increased its stock from $5,000 to $250,000 in April, 1899. In Aug., 1899, N. Y. Railroad Commission gave authority to the road to issue $1,200,000 5 per cent bonds, $1,000 each, interest A&O, with City Trust Co. of N. Y. as Trustee.

OFFICERS—President, Henry W. Burgett, Boston; Treasurer, Charles E. Bibber, 49 Federal Street, Boston; Secretary, W. H. Ervin.—V. 69, p. 383, 439.

UNITED TRACTION.—A trolley road.

ORGANIZATION.—Chartered Dec. 30, 1899, as a consolidation of the Albany Ry. [chartered in 1863], the Watervliet Turnpike and RR. and the Troy City Ry. [chartered Jan. 31, 1866]. See V. 69, p. 1147, 1300; V. 70, p. 77. Stock was first $4,000,000, but increased to $5,000,000 in Feb., 1900. The additional $1,000,000 will go to provide equipment and improvements and take up $399,300 of Troy City debentures; the latter are omitted in the statement below. V. 70, p. 330.

In Sept., 1899, the old Albany Ry. entered into contract with Hudson River Power Transmission Co. of Mechanicsville for supply of power sufficient for operating consolidated system.—V. 69, p. 541, 909.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last div., &c*
Stock (par $100) $5,000,000..	.....	.....	$4,000,000	.....

SECURITIES OF OLD ALBANY RAILWAY.

1st Mortgage.....	1865	5 J.-J.	$29,000	Jan. 1, 1905
4th Mortgage.....	1880	6 M.-S.	11,500	Mch. 1, 1905
5th Mortgage.....	1888	5 M.-S.	32,000	Sept. 1, 1913
Consol. M. ($500,000), c* gold $1,000)	1890	5 g J.-J.	428,000	Jan. 1, 1930
	Interest at Central Trust Co., New York.			
Gen. M. $750,000, gold.	1897	5g.J.-D.	474,000	June 1, 1947
Leased line securities—				
Wat.T.&RR.—St'k $100.	.....	½ p. c.	240,000	.....
1st M. int. guar.....	1889	6 M.-N.	350,000	May 1, 1919
2nd M., p. & i. guar.....	1890	6 M.-N.	150,000	May 1, 1919

The Albany Ry. general mortgage of 1897 was for $750,000, of which $474,000 has been issued and $276,000 reserved.

SECURITIES OF OLD TROY CITY RAILWAY.

	Date.	*Interest.*	*Outstand'g*	*Maturity.*
Troy & Lansb. mort...	1888	5 A-O	$34,000	Apr. 1, 1903
Troy City 1st con.M., g.,$2,000,000..c*&r	1892	5 g. A-O	1,966,000	Oct. 1, 1942
	Interest paid by Trustee, Central Trust Co., N.Y.			

The Troy City leased roads include Troy & Cohoes, stock $50,000, dividends under lease 7 per cent; Lansingburg & Cohoes, stock $15,000, dividends under lease, 7 p. c.; Troy & Lansingburg, stock $700,000, owned by Troy City Ry.; total, $765,000. The Waterford & Cohoes RR., $25,000 stock, receives 7 p. c. yearly under lease.

ROAD—The Albany Railway in June, 1899, operated 42 miles of track in city of Albany and suburbs, extending also to Troy, Cohoes, Rensselaer and Watervliet. The Troy City operated 32 miles of track, including (besides the track in Troy) lines to Lansingburg, Green Island, Cohoes and Waterford. Total track, 74 miles.

ANNUAL REPORT—Years ending June 30th. (See V. 67, p. 951.)

OLD ALBANY RAILWAY.

	1899.	1898.		1899.	1898.
Gross earns.....	$680,480	$627,586	Interest.....	$46,484	$41,795
Net.....	238,084	228,091	Tax,ren'ls,etc.	61,212	59,424
Other income..	1,424	8,232	Dividends.....	126,875	122,500
Net income.....	239,508	236,324	Bal.for yr....	sur.4,937	sur.12,604

OLD TROY CITY RAILWAY.

Yr. end. June 30. 1899	1898.		1899.	1898.
Gross earn'gs..$560,784	$526,066	Int., taxes,etc.	$145,164	$142,316
Net..... 237,848	247,679	Dividends.....	20,000	80,000
Other income.. 6,924	4,744	Bal., sur. year	79,608	30,107

OFFICERS—Pres., Robert C. Pruyn, Albany; Vice-Pres., Francis N. Mann, Jr., Troy; Sec. and Treas., John W. McNamara, Albany. Principal office, Albany.—V. 67, p. 951, 954; V. 69, p. 383, 541, 851, 909, 1147, 1300; V. 70, p. 77, 126, 330.

ALEXANDRIA, VA.

POPULATION 1890 WAS 14,339; IN 1880 WAS 13,659 IN 1870 WAS 13,570.

WASHINGTON ALEXANDRIA & MT. VERNON RY.—Underground trolley in Washington; overhead outside.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000 (par $50)	.....	.....	$1,000,000	.....
1st mort., $750,000, gold..	1895	5 g. F.-A.	700,000	Aug. 1, 1925

Trustee, Real Estate Trust of Phila., pays interest.

ROAD.—Operates from Washington, D. C., (13½ St. & Pennsylvania Ave.) to Mt. Vernon, 17 miles; extensions to Arlington Cemetery and Rosslyn, Va., etc., 8 miles; total track, 25 miles; T rails.

OFFICERS.—President and General Manager, Griffith E. Abbott, Secretary, Frank K. Hipple; Treasurer, J. K. Swartz; Supt., J. Colvin. Office, Alexandria, Va., and Washington D. C.—V. 61, p. 474.

ALLENTOWN, PA.

POPULATION 1890 WAS 25,228; IN 1880 WAS 18,063; AND IN 1870 WAS 13,884.

LEHIGH VALLEY TRACTION—A trolley road.

ORGANIZATION.—All the lines in and around Allentown were on Nov. 17, 1899, merged in a new company called the Lehigh Valley Traction. These lines were formerly operated by the Allentown & Lehigh Valley Traction and comprised the following companies:

Allentown & Bethlehem Rapid Transit,	Bethlehem & S. Bethlehem St. Ry.,
Allentown & Emaus Street Ry.,	Catasauqua & Northern St. Ry.,
Allentown Passenger Ry.,	Lehigh Valley Traction.,
Bethlehem & Allentown St. Ry.,	South Bethlehem & Hellertown Street Ry.

The Allentown Electric Light & Power and the Rittersville Hotel Co. & Park are also understood to be owned.

In Feb., 1900, it was stated the Bethlehem & Nazareth Street Ry. (10 miles) and the Bethlehem Electric Light Co. had been bought.

The outstanding securities on the property are as follows:

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $3,000,000, par $100	....	.....	$3,000,000	.....
Allentown & Leh. Valley Traction, 1st M., gold..c*	1893	5g. M-S	750,000	Sept. 1, 1913
	Int. at N. Y. Security & Tr., N. Y., trustee.			
Allent'n & Beth. Rap. Tr.. 1st M. $500,000, gold..c*	1891	6g. J-J	$500,000	July 1, 1911
	Subject to call at 110 on July 1, 1896. Int. payable at Old Colony Trust Co. (Boston) trustee.			
Leh. Val. Tr. M., $3,000,000..	1899	4 J & D	(?)	1929

BONDS—The new mortgage for $3,000,000 is intended to provide for the ultimate retirement of all the underlying liens, but we have been unable to ascertain how much is to be issued at present.

ROAD—In July, 1899, the Allentown & Lehigh Valley Traction owned and operated 29½ miles of road (43 miles of track) in the Lehigh Valley; gauge, 4 ft. 8½ in.; 60 and 70 lb. T and girder rails; 70 motor cars.

ANNUAL REPORT.—For year ending June 30, 1899, Allentown & Lehigh Valley Traction earned, gross, $258,450; net, $113,554; interest, taxes, etc., $94,703; balance over charges for year, $18,851. In 1896-7, gross, $214,845; net, $98,830.

GENERAL BALANCE SHEET JUNE 30, 1899, OF ALLENTOWN & LEHIGH VALLEY TRACTION RAILWAY.

Assets.		*Liabilities.*	
Road and equipment	$1,958,829	Capital stock	$4,000,000
Stocks other companies	1,957,082	Funded debt	1,183,000
A. & B R. T. leases and real estate	2,500,000	Loans	960,705
Electric Light Co.	38,802	Purchase account	201,596
Accts. rec. and supplies.	20,592	Accounts payable, etc.	104,976
Disc'nt & suspense acc't	105,304	Int. due and accrued.	11,442
Cash on hand	7,208	Profit and loss	126,098
Total	$6,587,817	Total	$6,587,817

OFFICERS—President, Albert L. Johnson, 71 Broadway, New York; Vice-Prest., Tom L. Johnson; Secretary, J. E. Kenny.—V. 65, p. 1218; V. 68, p. 976; V. 69, p. 794, 954, 1103; V. 70, p. 229.

ALTON, ILL.

POPULATION IN 1890 WAS 10,294; IN 1880 WAS 8,975; AND IN 1870 WAS 8,665.

ALTON RAILWAY, GAS & ELECTRIC—

ORGANIZATION—This company was organized in 1899 to operate street railways in Madison and St. Clair counties (Ill.) and to furnish gas, electricity, steam and water, for light, fuel, power and district heating, and to operate parks and pleasure resorts. On Aug. 7, 1899, company was consolidated with the Alton Railway & Illuminating Company. See V. 68, p. 1178 and V. 69, p. 282. Also bought from the bondholders of the old Alton Gas & Electric Light Co. the property of that concern sold at foreclosure July 1, 1899.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100	.....	.....	$500,000	.....
Alton Improv. Asso. 1st M., cur.	1889	5 M-S	20,000	Sept., 1904-'09
	Interest at Alton Savings Bank.			
Alton Ry. & Ill. 1st M., $250,000, g., $1,000..c*	1895	5 g. A-O	225,000	Oct. 1, 1915
	Interest at Manhattan Trust, New York.			
Alton Ry. Gas & Elec. Co., M., c., $500,000..	1899	5 g. A-O	400,000	Oct. 1, 1939
	Int. at International Bkg. & Tr. Co., trustee.			

The new mortgage for $500,000 is to retire existing debt and for other purposes.

ROAD AND PROPERTY—Owns ten miles of single track equipped with overhead trolley, and serving Alton, Upper Alton and North Alton. *Cars*—13 electric-motor cars and 2 trail cars. In November, 1899, construction of crosstown and cemetery extension of 3 miles under way; also extension to East Alton, 3 miles, proposed. Owns "Rock Spring Park" of 22 acres, with lagoon, pavilion and green houses and "Athletic Park" of 5 acres, with track and ball grounds; also owns 135 open arc and 75 enclosed arc lights, 8,000 incandescent lights and 175 H. P. motors.

EARNINGS—For years ending Sept. 30, earnings of Alton Railway & Illuminating Co. have been:

Earnings—	1899. $	1898. $	1897. $	1896. $
Railway	52,311 64	48,888 12	44,222 49	34,705 43
Electric Light & Power	28,230 86	28,261 94	27,714 38	27,030 32
Other earnings	271 53	436 50	1,258 55	.....
Total	80,814 03	77,586 56	73,195 42	61,735 75
Operating expenses	39,187 04	36,759 84	36,872 49	29,907 21
Net earnings	41,626 99	40,826 72	36,322 93	31,823 54
Legal expenses, &c.	1,695 27	5,545 53	398 33	.....
	39,931 72	35,281 19	35,924 60	31,828 54
Taxes	2,338 63	2,624 84	1,962 11	1,664 90
	37,593 09	32,656 35	33,962 49	30,163 64
Interest	14,391 37	15,047 78	16,581 57	11,956 29
Net, surplus	23,201 72	17,608 57	17,380 92	18,207 35

OFFICERS—President and Treasurer, J. F. Porter; Vice-President O. S. Stowell: Secretary, H. S. Baker, all of Alton.—V. 66, p, 615; V 68, p. 1178; V. 69, p. 282, 332, 1344.

ALTOONA, PA.

POPULATION 1890 WAS 30,337; IN 1880 WAS 19,710; AND IN 1870 WAS 10,610.

ALTOONA & LOGAN VALLEY ELECTRIC RAILWAY—A trolley road.

In September, 1899, Turner A. Beall, representing a New York and Philadelphia syndicate, purchased control of this company and also of the Altoona Gas, paying, it is reported, $62·50 per $50 share for Electric Ry. stock and $33·33 per $20 share of gas stock.

ORGANIZATION—Incorporated Dec. 12, 1892, and April 17, 1893, acquired by purchase $170,000 of the capital stock of the *City Passenger Ry. Co.*; also owns 18·7 miles constructed under its own charter. Road opened June 15, 1893. Controls Lakemont Park Co., stock $65,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outsta'g.	Last Div., etc.
Stock, $500,000, $50	.....	.....	.....	$380,350	In '98-'99 none
1st M. $500,000 gold $500 and $1,000..c.	16½	1893	5 g. J-J	480,000	July 1, 1923
	Sink. fd. 1 p. c. yearly; bds. subj'ct to call at 105. Int. at Cassatt & Co., Phila., and 1st Nat. Bk., Altoona				
Bills payable June 30, 1899, $34,057.					
City Passenger Ry.—					
Stock, par $50	.....	.....	.....	See text.	(?)
1st mortg'e $50,000, $1,000.....r.	7½	1892	5 J-J	50,000	Jan. 15, 1912
	Interest by Treasurer, Altoona.				

Capital stock of Passenger Railway is $200,000, of which on June 30, 1896, $174,550 was owned by Altoona & Logan Valley Electric Ry.

Bonds—Sink. fd. on *Altoona & Logan Valley Electric Ry. Co.* 1st M. 5s commenced July 1, 1894; not less 1 p. c. par value of outstanding bonds must be appropriated out of net earnings to retire bonds at or below 105 and accrued interest.

Dividends—In 1896 paid 2½ per cent; in 1896-97 paid 2½ p. c.; in 1897-98 and 1898-99 none.

ROAD—In 1899 was operating 26·2 miles of track (of which 7½ miles owned by City Passenger Ry.) connecting Altoona, Bellwood and Hollidaysburg.

ANNUAL REPORT.—For years ending June 30, on 19 miles owned:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross earnings	$81,782	$79,334	Taxes, etc.	$4,142	$4,741
Net earnings	46,911	40,105	Sinking fund	6,375	5,000
Interest paid	25,000	25,275	Other expenses		.....
			Bal. for year	sur. 11,394	sr. 5,089

The City Passenger Ry. for year ending June 30, 1899, had, gross $71,466; net, $20,587; surplus over charges, $9,856. Paid in dividends, $10,000.

OFFICERS—President, John Lloyd; Secretary and Treas., C. A. Buch. —V. 69, p. 590.

AMHERST, MASS.

POPULATION IN 1890 WAS 4,512; IN 1880 WAS 4,298; AND IN 1870 WAS 4,035.

AMHERST & SUNDERLAND STREET RY.—

ORGANIZATION.—Chartered in 1896. Plans provide for about 8 miles of single track from Amherst, Mass.; Feb. 1, 1900, road not yet entirely completed. Road in Amherst (about 4·5 miles) opened in July, 1897. Stock authorized, $500,000; outstanding, $22,000. First mortgage bonds for $21,500 issued Feb. 1, 1898, and used as collateral for bills payable, also a note for $2,500, making total debt, $24,000. Gross earnings from operation for year ending Sept. 30, 1899, $11,214; net, $2,479; taxes, int., &c., $1,636; bal., sur., $843. In 1898 gross, $10,601; deficit from operation, $1,749. President, W. D. Cowls; Clerk, Chas. H. Edwards; Supt. and Gen. Man., L. N. Wheelock.

AMSTERDAM, N. Y.

POPULATION 1890 WAS 17,336; IN 1880 WAS 9,466; AND IN 1870 WAS 5,426.

AMSTERDAM STREET RR.—A trolley road.

ORGANIZATION—Chartered Feb. 5, 1873.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $250,000 ($100)	.....	.....	$250,000	.....
1st mort., $200,000, gold..c*	1898	4-5g. A-O	159,000	Oct. 1, 1920
	State Trust Co., N. Y., trustee.			
Accts. payable (Dec. 31, '99)	.....	.....	1,994	.....
Loans payable do	.....	.....	10,800	.....

BONDS.—In Oct., 1898, the mortgage debt was re-arranged, the old 6s being retired and new mortgage bonds being issued in their stead. Of the new 1st mortgage bonds $50,000 are 5s and $109,000 4s, the latter to receive 3½ per cent additional interest, if earned, to equalize the sacrifice of 1 per cent on the interest rate. For back interest from October, 1893, $20,000 1st income and $30,000 2d income 5s, due 1920, interest J. & J., were given. No back interest on incomes paid to February, 1900.

ROAD.—Owns 4·7 miles of track. Rails 48 lbs.

EARNINGS—For year ending November 30, 1899, gross, $58,520; net, $15,307. In 1897-8, gross, $53,905; net, $14,043. In 1896-97; gross, $49,264; net, $11,048. In 1895-96, gross, $49,021; net, $10,168.

OFFICERS—President, John S. Wise; Secretary and Treasurer, R. G. Day; Manager and Purchasing Agent, E. F. Seixas. Office, 20 Broad St., N. Y. City.

ANDERSON, IND.

See Muncie, Marion, Elwood.

POPULATION IN 1899 (LOCAL ESTIMATE) WAS 25,000; IN 1890 WAS 10,741; IN 1880 WAS 4,126 AND IN 1870 WAS 3,126.

Population of district served 150,000 *to* 175,000, *exclusive of Indianapolis* (200,000).

UNION TRACTION CO. OF INDIANA. *See Map, Page 10.*—A trolley road.

ORGANIZATION.—The Union Traction Company of Anderson was chartered Sept. 3, 1897, and commenced operations Jan. 1, 1898. In July, 1898, it absorbed Anderson Elec. Street Ry. and in Jan., 1899, the Elwood Electric Street Ry., and in June, 1899, the Marion City Ry. In June, 1899, was consolidated with the Muncie Anderson & Indianapolis Street Railway [organized to own the franchises in Muncie and build a line from Muncie to Indianapolis] under the title of the Union Traction Co. of Indiana. V. 69, p. 82. The purpose is to combine the electric lines of the Indiana gas belt. The Citizens' Street Railway of Muncie, Ind., has also been absorbed.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g*	*Maturity*
Stock, $4,000,000, common	.....	.....	$4,000,0 0	.....
Anderson Elec. St. 1st M., g. ($1,000 each) assumed....c	1892	6g. J-J Int. at Farm. L. & T. Co., Trus., N.Y.C.	150,000	July 1,'12
Citizens (Muncie) 1st mortg., $250,000.....c* S. f. subject to call at $105, denom. $500 and $1,000...	1897	6g. J-D Interest at Guar. Trust & Safe Deposit Co., Philadelphia, trustee.	244,000	Dec. 1, '27
Marion City 1st M., $400,000. gold ($1,000).....c	1895	6g. M-N Interest at Nat. Broadway Bank, N. Y. Mortgage trustee, Francis A. Palmer	400,000	May 1, 1915
New mortgage, $5,000,000, gold.....	1899	5 g. J&J Int. at City Trust Co., N. Y., trustee.	3,440,000	July, 1919

BONDS—Of the $5,000,000 new mortgage, $300,000 are reserved for underlying bonds, $3,440,000 have been issued to acquire properties and for the improvements now under way, and $760,000 are held for future needs.

ROAD—At present embraces about 100 miles. Besides the city lines in Marion, Anderson, Muncie and Elwood, operates an interurban road from Anderson (via Linwood, Alexandria, Summitville, Fairmount, Jonesboro, Gas City and Soldiers' Home) to Marion, with a branch from Alexandria (via Orestes and Dundee) to Elwood. The interurban lines aggregate about 44 miles out of the 100 miles operated.

Additional mileage at present under construction and expected to be completed by July 1, 1900, is 63 miles as follows: From Anderson east to Muncie, 17 miles (via Chesterfield, Daleville and Yorktown), and from Anderson southwest to Indianapolis, 36 miles (via Pendleton, Ingalls, Fortville, McCordsville, Oaklandon, Lawrence and the State Fair Grounds). Also 5 miles Frankton Branch and 5 miles Middletown Branch. Construction of these lines and of a large central power station, with necessary storage batteries at Anderson, to be operated on a three-phase system, with sub-stations likewise equipped with storage batteries is approaching completion. The new station will replace the stations in the various cities and towns. The bonds above mentioned will provide for these extensions, and also for the new power station; $1,000,000 cash for new construction is on hand.

EARNINGS—The following earnings are on the 100 miles of completed road only. It should be noted that the reconstruction of the power house and lines interfered not only with traffic but also with the economical operation of the road.

Six months ending Dec. 31, 1899:

Gross earnings	$222,895 02
Operating expenses, including taxes	112,640 48
Net earnings	$110,254 54
Other income	20,439 02
Total	$130,693 56
Interest on $4,234,000 bonds as above, being total issue outstanding, except those reserved for future needs	109,820 00
Surplus	20,873 56

OFFICERS—President, Philip Matter, Marion, Ind.; Vice-President, Jas. A Van Osdol, Anderson; Secretary and General Manager, Charles L. Henry, Anderson, Ind.; Treasurer, George F. McCulloch, Muncie, Ind. Directors, the foregoing and Randal Morgan, Philadelphia, Frederick Strauss, New York, Wm. C. Sampson, Muncie. General offices, Anderson; transfer offices, Company's office Anderson, Indiana, and Real Estate Trust Co., Philadelphia.—V. 67, p. 224, 372; V. 68, p. 1227; V. 69, p. 82, 334.

ANN ARBOR, MICH.

POPULATION 1890 WAS 11,071; IN 1880 WAS 8,061; AND IN 1870 WAS 7,363.

ANN ARBOR & YPSILANTI ELECTRIC RY.—Absorbed in May, 1898, by Detroit Ypsi. & Ann Arbor. See Detroit.

ANNISTON, ALA.

POPULATION 1890 WAS 9,998; IN 1880 WAS 942.

ANNISTON ELECTRIC & GAS CO.—

ORGANIZATION—Incorporated in 1899 under New Jersey laws, with a capital stock of $250 000, to take over the Anniston Electric Co. (operating the Noble Street line), and the Oxford Lake Line, sold at foreclosure August, 1899; also acquired at receiver's sale the Anniston Gas and Light Co.

OFFICERS.—President, H. W. Sexton.—V. 68, p. 928; V. 69, p. 283.

ASBURY PARK, N. J.

POPULATION OF TOWNSHIP 1890 WAS 8,333; IN 1880 WAS 1,640.

ATLANTIC COAST ELECTRIC RY.—See under LONG BRANCH, N. J. Controls the Seashore Electric Ry.

ASBURY PARK & SEA GIRT ELECTRIC RR.

ORGANIZATION—Successor of the Asbury Park & Belmar Street Ry., purchased at foreclosure sale in March, 1898, in interest of Atlantic Coast Electric Ry., which, since Sept., 1898, has operated cars over it under 99 years' lease, rental being interest on bonds and 6 per cent on stock.—V. 66, p. 616. Owns 2½ miles of track. Stock, $100,000; par, $100; dividends, J-J, first dividend, being payable Jan. 1, 1899. Bonds are 20-year $50,000 gold coupon 5s, dated March 1, 1898, interest, M-S, being guaranteed and payable at Monmouth Trust Co., Asbury Park, trustee. Bonds are subject to call at 105 at any time.

OFFICERS—President, J. E. Comins; Secretary and Treasurer, H. B. Perine.

INDEX—V. 66, p. 616.

SEASHORE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered in 1888, and has franchise to operate a double-track street railway in borough of Asbury Park for 50 years, with provisions for renewal at end of that time. Owns 5·7 miles of track. Leased in 1896 for 50 years to Atlantic Coast Electric Railway—which owns $150,000 of the stock and operates this road as part of its system—see under Long Branch. Dividends in 1898 5 per cent.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock issued and paid in..	.....	.....	$200,000	.....
1st M., $200,000, auth.., gold, guar.....	1892	6 g J J Subject to call at 105 in 1897 Int. is payable at First Nat. Bk., Asbury Park	200,000	1917

Atlantic Coast Electric first mortgage 5s for $200,000 are reserved to retire the above 6s.—V. 63, p. 152.

ASHEVILLE, N. C.

POPULATION 1890 WAS 10,235; IN 1880 WAS 2,616; AND IN 1870 WAS 1,400.

ASHEVILLE STREET RAILWAY—Trolley road

ORGANIZATION—J. E. Rankin is Receiver.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, common.....	.....	.....	$100,000	.....
Pref. stock, 6 p. c. cum...	.....	.....	200,000	.....
1st M., $50,000 ($500)....	1888	6 J-J Interest at Atlantic Trust, New York City.	26,500	July 1, 1918
Mortgage.....c*	1893	6 J-J	73,500	July 1, 1903

ROAD—Operates between 6 and 7 miles of track.

EARNINGS.—In year 1898 gross earnings from passengers were $38,451. Including other income, $3,158, total net was $7,663.

ASHLAND, WIS.

POPULATION 1890 WAS 9,956, AND IN 1880 WAS 951.

ASHLAND LIGHT, POWER AND STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in February, 1896, as successor to Ashland Lighting & Street Ry. Owns exclusive electric light and gas rights in city, and bonds cover lighting plant. Population in 1895 said to be 12,690.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $300,000 ($100)..	.....	.....	$150,000	.....
1st M., $150.000, gold ($1,000), s.f., red. 104.c	1896	5g. J.-J. Interest at Old Colony Tr., Boston, trustee.	10,000	Jan. 2, 1916

EARNINGS—For year ending October 1, 1899, gross, $46,492. Year ending Oct. 1, 1898, gross, $39,638. The gross earnings of the old company for the year ending Sept. 1, 1894, were $64,446.

ROAD—Operates 6 miles of trolley track.

OFFICERS—Pres., G. W. Harrison; Sec. and Treas., G. F. Merrill.

ASHTABULA, OHIO.

POPULATION 1890 WAS 8,338; IN 1880 WAS 4,445; AND IN 1870 WAS 1,999.

ASHTABULA RAPID TRANSIT—

ORGANIZATION—Chartered Oct. 7, 1890. According to company's official statement, population of city in 1895 was 12,240.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock.....	....	.....	.....	$150,000	.....
1st M., $75,000, gold, 1,000.....c*	....	1891	6 g. J-J Int. at Central Trust Co., Trustee, N. Y. City.	75,000	July 1, 1911

ROAD—Operates 5 miles of track on 5 miles of street.

OFFICERS—President, F. B. Wagner; Vice-Pres., F. J. Wottach; Treas., E. W. Savage

ASTORIA, OREGON.

POPULATION 1890 WAS 6,184; IN 1880 WAS 2,803; AND IN 1870 WAS 639.

ASTORIA STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Nov. 12, 1887.

On Dec. 18, 1899, the Security Savings & Trust Co. of Portland, Ore., brought foreclosure suit on the $25,000 6 p. c. mortgage of 1892, on which 3 years' interest was due. C. A. Coolidge of Portland was appointed receiver.—V. 69, p. 1344.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $200,000	.....	.....	.....	$55,000	.....
1st M., $25,000, gold.	3	1892	6 g. M-N	25,000	May 2, 1912

Interest is payable at the office of the Security Savings & Trust Co. (trustee), Portland Ore. From 1899 to 1906 one bond must be called yearly at par; from 1907 to 1909 three bonds yearly, and in 1910 and 1911 four bonds yearly.

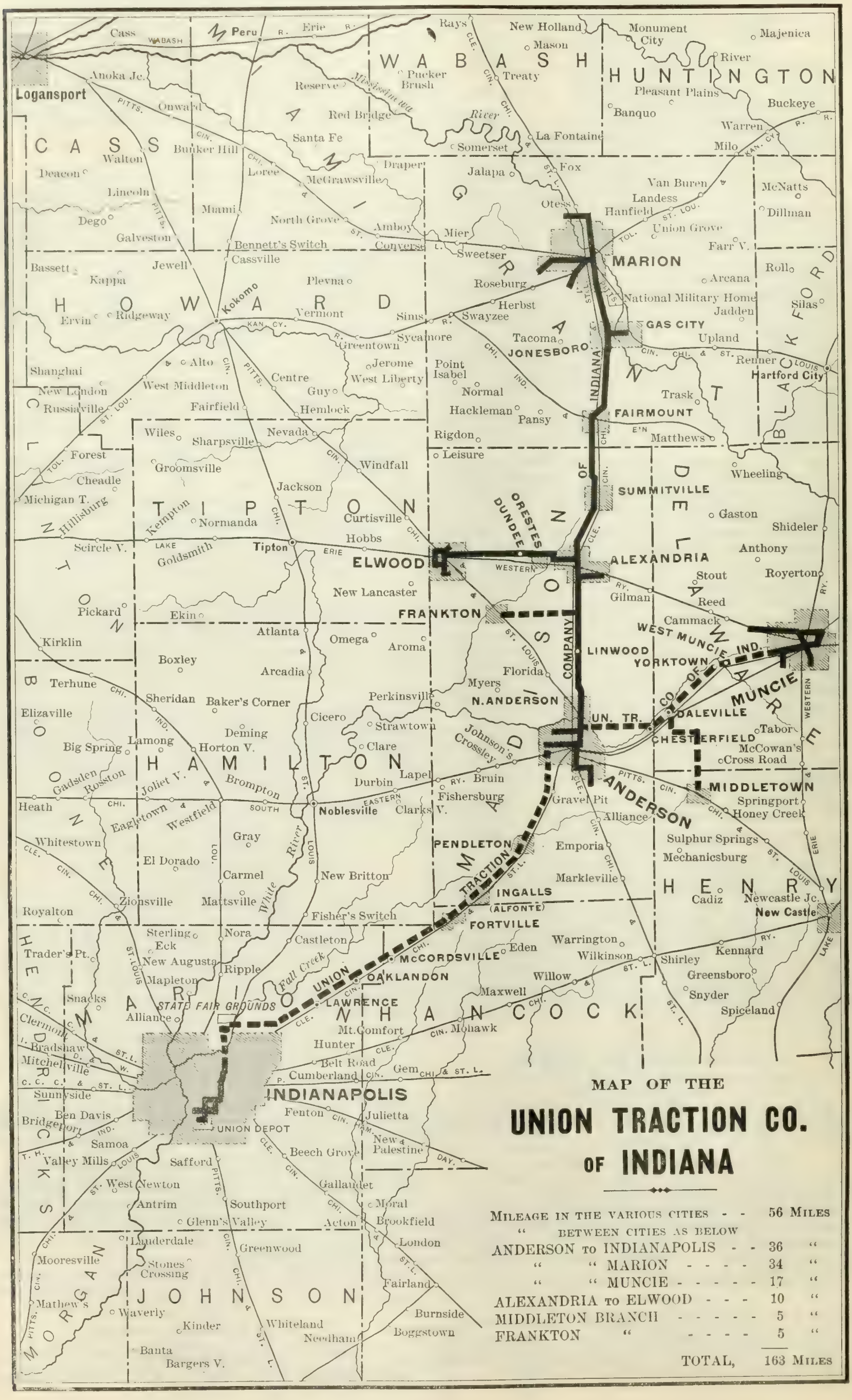
ROAD—Operates 3 miles of track.

OFFICERS—President, J. W. Conn; Vice-President, W. A. Sherman; Secretary and Superintendent, F. W. Newell; Treasurer, F. R. Stokes.—V. 69, p. 1144.

ATCHISON, KANSAS.

POPULATION 1890 WAS 13,963; IN 1880 WAS 15,105; IN 1870 WAS 7,054.

ATCHISON RAILWAY, LIGHT & POWER—


Logansport
Peru
Cass
Anoka Jc.
Onward
Bunker Hill
Santa Fe
Reserve
Pucker Brush
Treaty
Rays
New Holland
Mason
Monument City
Majenica
River
Pleasant Plains
Buckeye
Banquo
Warren
Milo
La Fontaine
Somerset
Red Bridge
Mississinewa River
Draper
Jalapa
Fox
Otess
Van Buren
Landess
Hanfield
McNatts
Dillman
Union Grove
Farr V.
Loree
McGrawsville
Amboy
Converse
Mier
Sweetser
Bennett's Switch
Cassville
Walton
Deacon
Lincoln
Dego
Galveston
Miami
North Grove
Bassett
Kappa
Jewell
Plevna
Roseburg
Herbst
Swayzee
Sims
Vermont
Kokomo
Ervin
Ridgeway
Sycamore
Greentown
Tacoma
Arcana
Rollo
Silas
National Military Home
Jadden
Upland
Renner
Hartford City
Shanghai
New London
Russiaville
Alto
West Middleton
Centre
Guy
Jerome
West Liberty
Point Isabel
Normal
Trask
Fairfield
Hemlock
Hackleman
Pansy
Wiles
Sharpsville
Nevada
Rigdon
Leisure
Matthews
Forest
Groomsville
Windfall
Cheadle
Michigan T.
Hillisburg
Jackson
Wheeling
Kempton
Normanda
Curtisville
Hobbs
Scircle V.
Goldsmith
Tipton
Gaston
Shideler
Anthony
Royerton
Stout
Gilman
Reed
Cammack
New Lancaster
Pickard
Ekin
Kirklin
Atlanta
Omega
Aroma
Boxley
Arcadia
Florida
Myers
Terhune
Sheridan
Baker's Corner
Perkinsville
Elizaville
Cicero
Strawtown
Deming
Big Spring
Lamong
Horton V.
Clare
Johnson's Crossley
Gadsden
Rosston
Joliet V.
Brompton
Durbin
Lapel
Bruin
Heath
Eagletown
Westfield
Noblesville
Clarks V.
Fishersburg
Gravel Pit
Alliance
Springport
Honey Creek
Sulphur Springs
Mechanicsburg
Whitestown
El Dorado
Gray
Carmel
New Britton
Emporia
Markleville
Zionsville
Mattsville
Royalton
Fisher's Switch
Cadiz
Newcastle Jc.
New Castle
Sterling
Eck
Nora
Castleton
Eden
Warrington
Wilkinson
Shirley
Kennard
Trader's Pt.
New Augusta
Ripple
Mapleton
Willow
Greensboro
Snyder
Maxwell
Snacks
Alliance
Spiceland
Clermont
Bradshaw
Mitchellville
Mt.Comfort
Hunter
Belt Road
Cumberland
Gem
Sunnyside
Ben Davis
Bridgeport
Fenton
Julietta
Samoa
New Palestine
Beech Grove
Valley Mills
Safford
West Newton
Antrim
Southport
Glenn's Valley
Acton
Brookfield
Gallandet
Moral
London
Lauderdale
Greenwood
Mooresville
Stones Crossing
Fairland
Mathew's
Waverly
Kinder
Whiteland
Needham
Burnsside
Boggstown
Banta
Bargers V.
WABASH
HUNTINGTON
CASS
HOWARD
MARION
BLACKFORD
GRANT
JONESBORO
GAS CITY
FAIRMOUNT
INDIANA
TIPTON
ELWOOD
ALEXANDRIA
SUMMITVILLE
DELAWARE
ORESTES
DUNDEE
FRANKTON
LINWOOD
YORKTOWN
MUNCIE
N. ANDERSON
UN. TR.
DALEVILLE
CHESTERFIELD
ANDERSON
MIDDLETOWN
PENDLETON
TRACTION
INGALLS
(ALFONTE)
FORTVILLE
McCORDSVILLE
OAKLANDON
UNION
LAWRENCE
STATE FAIR GROUNDS
HENDRICKS
MORGAN
JOHNSON
HAMILTON
BOONE
MADISON
HANCOCK
HENRY
INDIANAPOLIS
UNION DEPOT
COMPANY OF
WEST MUNCIE IND.
Wabash
Erie
Pitts.
Cin.
Chi.
Cle.
Kan. Cy.
St. L.
Tol.
St. Lou.
Ind.
Lake
Eastern
South
Western
Ry.
Day.
Ham.
Ind.
W.
D. & W.
C. C. C. & St. L.
C. & E. I.
T. H. & I.
P. C. C. & St. L.
Chi. & St. L.
Chi. Ind. & L.
Chi. & E'n Ill.
Cin. Chi. & St. L.
Cin. Ham. & Day.
Cin. Ind. St. L. & Chi.
Cin. Mohawk & Chi.
Cle. Cin. Chi. & St. L.
Cle. Cin. & Chi.
Pitts. Cin. & St. L.
Pitts. Ft. W. & Chi.
Pitts. Cin. Chi. & St. L.
St. L. & Pitts.
St. L. & S. F.
St. L. & Chi.
St. Louis & Pitts.
Ind. & Lake
Ind. & Western
Ind. & Eastern
Ind. & Chi.
Ind. & Cin.
Ind. & St. L.
Ind. & Tol.
Ind. & Ill. Cen.
Ind. & Ill. Cen. & Chi.
Ind. & Ill. Cen. & Cin.
Ind. & Ill. Cen. & Cle.
Ind. & Ill. Cen. & Pitts.
Ind. & Ill. Cen. & St. L.
Ind. & Ill. Cen. & Tol.
Ind. & Ill. Cen. & Western
Ind. & Ill. Cen. & Ry.
Ind. & Ill. Cen. & Day.
Ind. & Ill. Cen. & Ham.
Ind. & Ill. Cen. & Ind.
Ind. & Ill. Cen. & Lake
Ind. & Ill. Cen. & Eastern
Ind. & Ill. Cen. & South
Ind. & Ill. Cen. & Erie
Ind. & Ill. Cen. & Kan. Cy.
Ind. & Ill. Cen. & Louis
Ind. & Ill. Cen. & Pitts.
Ind. & Ill. Cen. & Cin.
Ind. & Ill. Cen. & Chi.
Ind. & Ill. Cen. & Cle

ORGANIZATION—Controls electric railway, lighting and gas properties of Atchison. Successor in 1895 to the Atchison Railway, Electric Light & Power Co. In 1897 purchased Forest Park and other property for $125,000. Population, local census of 1898 was 17,108

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stk. $300,000, pr. $100	....	....	...	$300,000	.....
1st M., gold, $1,000, int. at Exch. Nat. Bank, Atchison.....	....	1895	6 g., J&J	150,000	July 1, 1915
Consol. mortgage. ..	....	1897	....	(?)	.....

Trustee of 1st mortgage, Mercantile Trust Co., N. Y.

ROAD—Operates 8½ miles of track on 8 miles of road.

In 1899 (estimated), gross, $81,346; net, $39,310; in 1898, gross, $76,000; net, $33,450.

OFFICERS—President, J. P. Pomeroy: Vice-President, W. P. Waggener; Treasurer, C. S. Hetherington.

ATHENS, GA.

POPULATION 1890 WAS 8,639; IN 1880 WAS 6,099; AND IN 1870 WAS 4,251.

ATHENS ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Purchased road at foreclosure sale in June, 1894. New charter granted June, 1895. Has contract to furnish arc lights to city; also incandescent lamps to private parties. Uses water power for generating electricity.

STOCK & BONDS—Capital stock, $50,000, fully paid. Bonds, first mortgage, gold, $100,000; outstanding Jan. 1; 1900, $93,000; denomination $500, 6 per cent coupon J. & J.; dated July 1, 1896, due July 1, 1916. Columbus Savings Bank of Columbus, Ga., trustee. Interest payable in Columbus or Athens.

PLANT—Owns 6 miles of track; 40-lb. and 70-lb. T rails and 70 lb. girder; 10 motor cars; lighting and power plant, 700 horse power; 55 miles copper wire on 15 miles of poles.

EARNINGS—In 1899 earnings were $15,263 gross and $7,896 net from railway, $13,458 gross and $10,726 net from light and power, and $4,936 gross and $2,581 net from city lighting. Total for 1899, $33,657 gross and $21,203 net, against $30,680 gross and $18,775 net for 1898.

OFFICERS—President, J. Y. Carithers; Vice-President, W. S. Holman; Secretary and Treasurer, W. T. Bryan; Gen. Manager and Purchasing Agent, C. D. Flanigen. Supt., H. M. Hughes.

ATHOL, MASS.

POPULATION 1890 WAS 6,319; IN 1880 WAS 4,307; AND IN 1870 WAS 3,517.

ATHOL & ORANGE STREET RAILWAY

A trolley road.

ORGANIZATION—This company May 1, 1899, owned 7 miles of electric railway, extending from town of Athol to centre of Orange, Mass. Completed Oct. 1, 1894. Its securities, etc., are shown below.

		Earnings years end. Oct. 1:	1899.	1898.
Stock (par $100)	$74,500 f. p.	Gross	$29,555	$29,339
1st M. ($1,000), gold, '94	$60,000	Net	10,096	10,853
5g., J&J, (no option) Jan. 1, 1915		Int., taxes, etc..	3,271	5,003
Int. at Old Col. Tr. Co, Boston		Dividends	4,800	4,800
Cur. liabilities Sep. 30, '99.	$2,000			
" assets Sept. 30, '99...	3,314			

In Nov., 1899, Mass. RR. Commissioners gave permission to increase stock $14,500 to $74,500. Stock sold at $125 per share.

DIVIDENDS—In 1895, 5 p. c.; in 1896, 1897, 1898 and in 1899 8 p. c.

OFFICERS—George D. Bates, President, Athol, Mass., Wm. D. Luey, Treasurer and Corporation Clerk, Athol, Mass.

ATLANTA, GA.

POPULATION 1890 WAS 65,533; IN 1880 WAS 37,409; AND IN 1870 WAS 21,789.

ATLANTA RAILWAY & POWER—A trolley road.

ORGANIZATION—This is the old Atlanta Consolidated Street Railway, incorporated in 1891 and name changed as above July 1, 1899. A consolidation with the Atlanta Railway and the other street car lines in Atlanta had been arranged under the new name; but injunctions prevented the consummation of the plan, and in Jan., 1900, the scheme was abandoned.—V. 70, p. 125.

The Trust Company of Georgia (Joel Hurt, Prest.) owns both the Atlanta Railway & Power and the Atlanta Railway.

A sharp contest was in progress in 1899 between the Atlanta Railway & Power Co., representing the consolidated lines of Atlanta, and the Collins Park & Belt RR., which latter was seeking franchises covering the principal streets of Atlanta. In August, 1899, the Collins Park road was successful in obtaining its franchises.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100).	.....	.....	$2,000,000 paid in.	.....
Atlanta St. RR. first gold $1,000.	1890	6 g. J.-J.	225,000	July 1, 1920
	Interest is payable in New York at 4th Nat. Bk.			
Atl Cons. St. Ry 1st cons. M., $2,000,000,g,($1,000 each) Subj. to call after 5 years at 107½....c*	1899	5 g. J.-J	2,025,000	July 1, 1939.
	Interest payable in N. Y. at N. Y. Sec & Tr. Co.; also at Merc. Tr. & Dep. Co. of Balt., Trustee.			

New refunding mortgage.—Of the 5s of 1899, $2,025,000 were used to retire an equal amount of 6s issued in 1891, $225,000 are reserved to retire the 6s maturing July 1, 1920, and $250,000 for improvements and new equipment.—V. 67, p. 1345; V 68, p. 84.

ROAD—Operates 52 miles of main track and 13 miles of sidings and second track. In 1899 important extensions were contemplated.

LATEST EARNINGS—12 mos. Jan. 1 to Dec. 31. 1899, gross, $491,563; net, $254,710; fixed charges, 129,485; surpl's, 125,225.

ANNUAL REPORT—Fiscal year ends Dec. 31, changed in 1897 from April 30. For year ending Dec. 31, 1898, gross receipts were $408,397; net, $185,956; interest and taxes, $119,115; balance, surplus, $66,841.

BALANCE SHEET—On Dec. 31, 1899, the balance sheet showed:

Assets.		*Liabilities.*	
Materials on hand.....	$40,773	Capital stock.....	$2,000,000
Cash items.....	179,907	Bond account	2,250,000
Miscellaneous	2,599	Miscellaneous items....	37,457
Plant..... .	4,566,047	Profit and loss, sur.....	501,869
Total.....	$4,789,326	Total.....	$4,789,326

OFFICERS—President, Ernest Woodruff; Vice-Pres., T. K. Glenn; Treas., R. J. Lowry; Supt., H. N. Hurt; Supt. of Construct'n, W. H. Glenn.—V. 63, p. 27; V. 67, p. 72, 1355; V. 68, p. 84, 770, 1179; V. 69, p. 77, 491, 1010; V. 70, p. 125.

ATLANTA ELECTRIC RY.—A trolley road.

ORGANIZATION—Operated by Atlanta Railway & Power for a division of receipts. Stock was $100,000 and first mortgage gold coupon bonds $30,000, due in 1906; miles of track, 3, and leases Lakewood Park. Sold at foreclosure in 1898, but in Nov., 1899, a re-sale was ordered. In Feb., 1900, no date for sale had yet been appointed.

ATLANTA RAILWAY.—A trolley road.

ORGANIZATION—This company was a reorganization July 1, 1895, of Atlanta City St. Ry. and the *Atlanta Traction Co.*, foreclosed in 1895.

In Nov., 1898, a Baltimore syndicate, headed by Middendorf, Oliver & Co., purchased entire stock and bonds; subsequently this syndicate sold their interest to parties identified with the Atlanta Consolidated Street Railway. In Jan., 1900, however, plan for consolidation with Atlanta Railway & Power abandoned.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $300,000, par $100.	.....	.....	$300,000	.....
1st mortgage, $350,000, gold, $500.....	1895	5 g. M-S	300,000	Sept. 1, 1925
	Trustee, Baltimore Tr. & Gu. Co., Balt., Md.			

BONDS—$50,000 held by Trustee in escrow for future improvements.

ROAD—Owned about 19 miles of track on 18 miles of street in city of Atlanta, Ga., and environs. Also owned 23 acres of unimproved real estate, 23 motor cars and 10 trailers. Power is supplied by the Georgia Electric Light Co.

EARNINGS—For years ending June 30 have been:

Years.	*Gross.*	*Expenses.*	*Net.*	*Charges.*	*Surplus.*
1898-9.....	$95,466	$64,976	$30,490	$15,000	$15,490
1897-8.....	93,204	73,918	19,286	15,000	4,286

—V. 60, p. 927, 1143; V. 67, p. 1054; V. 68, p. 770, 821, 1179; V. 69, p. 491.

COLLINS PARK & BELT.—An electric road.

ORGANIZATION—Owns 10 to 15 miles of track in the vicinity of Atlanta. Much new mileage projected. Constitutes an opposition line to the old roads, namely the Atlanta Railway & Power and the Atlanta Railway. In August, 1899, was granted a franchise by Atlanta City Council. See V. 69, p. 491. Franchise provides that in case of consolidation with another road both companies are to pay 5 per cent of gross receipts to city. Construction is well under way, including the new power house; it is expected that part of the system will be operating inside of 60 days. Change of name contemplated to Atlanta Rapid Transit Co. President, H. M. Atkinson.—V. 69, p. 491, 905.

AUBURN, N. Y.

POPULATION 1890 WAS 25,858; IN 1880 WAS 21,924; AND IN 1870 WAS 17,225.

AUBURN CITY RAILWAY—A trolley road.

ORGANIZATION—Chartered Oct. 1, 1886. In 1895 the old lines were re-built and extensions made. The company owns Lake Side Park, about 33 acres on Lake Owasco. Population of Auburn in 1895 was said to be about 30,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100) $300,000.....	.....	.....	$300,000	.....
1st M., $300,000 ($1,000) c* red. Aug 1, 1905, at 105..	1895	6g. F-A	300,000	Aug. 1, 1925
	Int. at W. End Tr. & S. D. Co., Phila., tr.			
Bills payable June 30, 1899.....	.....	.....	52,855	.....

Profit and loss deficit June 30, 1899, $23,265.

ROAD—Owns 13+ miles of track extending along Seward Avenue, North Street, etc. and from Genesee Street to foot of Lake Owasco.

EARNINGS—For years ending June 30:

	Gross.	*Net.*	*Taxes.*	*Interest.*	*Balance.*
1898-9.....	$70,481	$31,400	$3,419	$18,000	sur. $9,981
1897-8.....	62,572	26,977	2,364	20,805	sur. 3,808

OFFICERS—President, C. D. Beebe; Secretary and Acting Treasurer, A. M. Michael. INDEX—V. 61, p. 749.

AUGUSTA, GA.

POPULATION IN 1890 WAS 33,300; IN 1880 WAS 21,891; AND IN 1870 WAS 15,389.

AUGUSTA RAILWAY & ELECTRIC CO.—A trolley road.

ORGANIZATION—A reorganization in 1896 of the Augusta Railway the Augusta Light Co. and the Thomson-Houston Co. Some of the bonds are held in London, and coupons on these are paid by the North American Trust Company at its London office, 95 Gresham St., E. C.

Stockholders were to vote on a proposition Feb. 19, 1900, to increase stock and create a new mortgage.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$600,000	.....
1st mort., $500,000, gold,	1896	5 g J-J	448,000	1916

Trustee is No. Amer. Trust Co., N. Y. Bonds subject to call at 105.

LATEST EARNINGS.—For 4 months, August 1 to November 30, 1899, $60,398, against $56,817 in 1898.

ANNUAL REPORT—For years ending Dec. 31 earnings were:

	1898.	1897.		1898.	1897.
Gross earnings.	$174,178	$164,887	Balance for divs.	$53,950	$45,170
Net earnings...	76,350	67,195	Dividends (3%)...	18,000	.....
Int. on bonds..	22,400	22,025	Balance, surplus..	35,950	.....

ROAD—Operates 26½ miles of track; 15 miles of street.

OFFICERS—Pres., D. B. Dyer; Secy., C. O. Simpson; Supt., W. E. Moore.

INDEX—V. 60, p. 391; V. 61, p. 793; V. 62, 820, 907; V. 63, p. 115; V. 70, p. 175.

AUGUSTA, ME.

POPULATION 1890 WAS 10,527; IN 1880 WAS 8,665; AND IN 1870 WAS 7,808.

AUGUSTA HALLOWELL & GARDINER RAILROAD—An electric road.

ORGANIZATION—Organized March 18, 1889, under laws of Maine.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $150,000—$100	.....	.....	$120,000	Text.
1st mortgage for $100,000	1890	6 J-J	100,000	July 1, 1910

Interest payable in Boston; International Trust Co., *Trustee.*

Consol. mortgage	1891	4½ J-J	$50,000	July, 1911

Interest is payable at Maine Trust & Banking Company, Gardiner, Me.

BONDS—The consol. bonds were originally 6 per cents, subject to call after 1896, but on Jan. 1, 1899, they were called in and re-issued at 4½ per cents.

Dividends, 1894-95, 2 p. c.; in 1895-96, 3½; in 1896-97, 4; in 1897-8, 4; in 1898-9, 4 p. c.

ROAD—Operates from Augusta to Gardiner, 7 miles.

ANNUAL REPORT—For years ending June 30th earnings were:

	1899.	1898.		1899.	1898.
Gross earnings	$39,770	$40,620	Taxes, etc	$393	$388
Net earnings	16,524	18,548	Bal. for divs	7,506	9,160
Interest on bonds	8,625	9,000	Dividends	4,800	4,800

OFFICERS—Prest., J. Manchester Haynes, Augusta, Me.; Sec., H. G Staples; Treas. and Pur. Agent, G. E. Macomber; Bookkeeper, E. H. Morrill.

AURORA, ILL.

POPULATION 1899 (ESTIMATED) WAS 27,000; IN 1890 WAS 19,688; IN 1880 WAS 11,873; AND IN 1870 WAS 11,162.

AURORA STREET RAILWAY.—An electric road.

ORGANIZATION—Chartered in September, 1890. Successor by purchase to Aurora City Railway. Franchise (extended in 1896) running till 1916 without exclusive rights. The Aurora & Geneva is controlled in the same interest.

STOCK & BONDS—	Date.	Interest.	Ou'st'd'g	Maturity.
Stock ($300,000 authorized)	.....	.....	$300,000	.....
1st M. for $300,000, gold, not subject to call ..... c*	1890	6 g. A-O	300,000	Oct. 1, 1910

Interest at Cent. Tr. Co., Trustee, N.Y.C'y

Bonds—The trustee holds 2,988 shares of Aurora City Ry. stock for benefit of the bonds.

ROAD—Operates 18 miles of track, including 2 miles second track.

EARNINGS—Including the Aurora & Geneva, earnings of the two companies for the year ending March 31, 1899, were: Gross, $95,067; operating expenses, $68,849; net earnings, $26,218; taxes, $3,366; balance net, $22,852.

OFFICERS—President & Treasurer, R. B. Dodson, 2 Wall St., N. Y.; Vice-Pres., H. C. Tinker; Gen. Man. and Purch. Agent, D. A. Belden.

AURORA & GENEVA RY.—ORGANIZATION—Chartered July 29, 1896, to build from Aurora to Batavia and Geneva (10 miles), connecting with the Elgin City Carpentersville & Aurora. Line Aurora to Batavia, etc., 8 miles in operation. Is controlled in the same interest as the Aurora Street Railway. A final decision has lately been given by the Illinois Supreme Court in favor of the Aurora & Geneva in its effort to condemn a route through private property to make connection with the Elgin City Carpentersville & Aurora Interurban line.

STOCK—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100,000 authorized)	.....	.....	$88,000	.....

Officers—President, William Fahnestock; Treasurer, R. B. Dodson, 2 Wall St., N. Y.; Sec'y and General Manager, D. A. Belden, Aurora, Ill.

AUSTIN, TEX.

POPULATION 1890 WAS 14,575; IN 1880 WAS 11,013; AND IN 1870 WAS 4,428.

AUSTIN RAPID TRANSIT RY.—A trolley road.

ORGANIZATION—Chartered in 1890. Ira H. Evans appointed receiver February 23, 1897. Interest is in default.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	....	.....	$350,000	.....
1st mortgage	1891	6 M-S	343,000	Sept. 1, 1921

International Trust Co., mortgage trustee, Boston.

ROAD—Operates 13·34 miles of track on 10·27 miles of road.

OFFICERS—President, F. H. Watriss.—V. 64, p. 422.

BABYLON, N. Y.

POPULATION IN 1890 WAS 6,035; IN 1880 was 4,739.

BABYLON RR.—Chartered April 15, 1871.

ORGANIZATION.—Owns and operates 1·53 miles, extending from State Dock on Great South Bay to L I. RR. Depot. Extension contemplated of ⅜ mile to the village limits, to connect with Babylon & North Shore RR. Operated since July 31, 1898, by Kinetic stored steam motors. Stock, $25,000; par, $25; all issued. Bonds, 1st mortgage 30-year gold 5s, $1,000 each, dated June 1, 1898; authorized, $150,000; outstanding, $27,000; interest at Metropolitan Trust Co., Trustee. Earnings for 3 mos. ending Sept. 30, 1899, $689; operating expenses, $1,390; fixed charges, $371. Net loss, $1,072. President, Arthur P. Dodge; Secretary and Treasurer, Francis J. Oppenauer. N. Y. Office, 27 William Street.

BABYLON & NORTH SHORE RR.—To be operated by Kinetic power.

ORGANIZATION.—Projected from Babylon to Northport, 16 miles. but in August, 1899, the N. Y. Board of Railroad Commissioners refused permission to build the road. Stock authorized, $160,000; par, $100. President, Charles L. Easton; Secretary and Treasurer, Francis J. Oppenauer. N. Y. Office, 27 William St.

BALLSTON SPA, N. Y.

POPULATION IN 1890 WAS 3,527; IN 1880 WAS 3,011.

BALLSTON TERMINAL RR.—A trolley road.

ORGANIZATION—Chartered March, 1896.

On Jan. 27, 1900, Frederick H. Beach was appointed receiver, pending the adjustment with the contractors who are building the extension.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	.....	$300,000	.....
1st mort., gold ($500 and $1,000 each) $300,000c*	1896	5g. J-D	250,000	June 1, 1926

Int. at Atlantic Trust Co., N. Y., trustee.

ROAD—12½ miles; 2½ miles additional are projected, to provide for which $50,000 1st 5s have been reserved. Connects, by standard gauge railroad, the many manufacturing establishments of Ballston Spa and vicinity with the Delaware & Hudson RR., thus affording transportation of freight to all parts of the country without breaking bulk. Traffic, about 600 tons a day, heretofore carried by teams.

EARNINGS.—Year ending June 30, 1899: Gross receipts, $11,502; operating expenses, $12,000; deficit, $498.

In Nov., 1899, was reported to have leased for $4,000 a year the Saratoga-Schuylerville 12-mile branch of the Fitchburg RR. The Terminal was expected to extend its line to Saratoga to connect with this branch.

OFFICERS—President, F. H. Beach; Secretary and Treasurer Geo. A. McOmber, Ballston Spa, N. Y. V. 67, p. 369; V. 70, p. 229.

BALTIMORE, MD.

POPULATION IN 1897 BY POLICE CENSUS WAS 613,965. BY U. S. CENSUS IN 1890 WAS 434,439; IN 1880 WAS 332,313; AND IN 1870 WAS 267,954.

Street Railways of Baltimore pay a Park Tax of 9 per cent of gross earnings within old City Limits, and are required to pave between tracks and two feet on each side.

UNITED RAILWAYS & ELECTRIC CO. OF BALTIMORE.—(*See Map Page 13.*) Trolley road.

ORGANIZATION—Incorporated at Annapolis March 4, 1899, to consolidate the Baltimore Consolidated Railway Co. and the Baltimore City Passenger Railway, which consolidation was effected the same day. Comprises all the passenger railways in Baltimore City and Baltimore County and lines extend into Anne Arundel County and Howard County. Through the consolidation of the two roads named and various prior consolidations with those roads, embraces the following:

- Baltimore Catonsville & Ellicotts Mills Passenger RR.
- Baltimore City Passenger Ry. Co.
- Baltimore Consolidated Ry. Co.
- Baltimore & Curtis Bay Ry.
- Baltimore Gardensville & Belair Electric Ry.
- Baltimore & Northern Elec. Ry. Co.
- Central Railway Company.
- Gwynn's Falls Railway of Baltimore City.
- Maryland Traction.
- Pimlico & Pikesville RR.
- Shore Line Electric Ry.
- Walbrook Gwynn-Oak & Powhatan.

Also owns all the bonds of the Baltimore Middle River & Sparrows Point RR. The latter company is in default, and the United Railways & Electric Co., as owner of the bonds, is pressing foreclosure proceedings.

The company also controls by ownership of stock the York Road Turnpike, the Charles Street Avenue Turnpike, the Hartford Turnpike and the Baltimore & Jerusalem Turnpike.

Organized by a syndicate headed by Alexander Brown & Sons, see Vol. 68, p. 230, and Vol. 68, p. 476.

The United Electric Light & Power Co., of Baltimore, comprising the electric-lighting plants of Baltimore, acquired by the same syndicate, is a separate concern, but in November, 1899, the United Rys. & Electric Co. issued 2,000,000 common stock in exchange for the $,000,000 common stock of the Light & Power Co. See statement of the Power Co. below.

STOCK & BONDS—	Date.	Interest.	Outst'nd'g.	Div. or Matu'y.
Common stock, $24,000,000, par, $50	....	.....	$15,000,000	.....
Preferred, cum., $14,000,000, par, $50	....	4	477,306	Dec., '99, 2½ less ¼ p. c.
Inc. M., g., $14,000,000, cum., tax free, Maryland Tr. Co.	1899	4 g. J. & J.	13,522,694	1949
1st con. M., g., $38,000,000 ($1,000); Continental Tr. Co., Baltimore, trustee. c*	1899	4g. M-S	a20,054,000	March 1, 1949

Payable at option after March 1, 1949 Int. at Alex. Brown & Sons, Baltimore.

Interest at Alex. Brown & Sons, Baltimore.

UNDERLYING SECURITIES.

Balt. Traction—1st ($1,000) M., Tr. Mercantile Tr. & Deposit Co. c	1889	5 M-N	1,500,000	Nov. 1, 1929
Do Exten. & imp. ($1,000) 6s, g. Trus., Mer. Tr. & D. Co. c	1891	6g. M-S	1,250,000	Sept. 1, 1901
Do N. B. Div. 1st ($1,000) 5s, g. Trus., Mer. Tr. & Dep. Co. c	1892	5 g. J-D	1,750,000	June 1, 1942
Do Collateral trust 1st M., $750,000, $1,000, tax free, gold, subject to call at 105.	1895	5 g, J-J	750,000	Jan. 1, 1900
Do Conv'tible g. bonds (not M.) $800,00 red. aft. May 1, 1901, at par ($1,000) .. c*	1896	5 g, M-N	566,000	May 1, 1906
City & Suburban Ry. bonds—1st mortgage, g., ($1,000)	1892	5 g. J-D	3,000,000	June 1, 1922
Balt. Catonsv. & Ellicott's Mills 1st M., $500,000 prin. g.	1896	5 J-J	500,000	July 1, 1916
Lake Roland Elevated—1st M., gold ($1,000) ..... c*&r	1892	5 g. M-S	1,000,000	Sept. 1, 1942
Balt. City Pass.—1st mort., $1,000, gold ..... c*	1891	5g. M-N	2,000,000	Nov. 2, 1 11
Baltimore City Pass.—Certs. of indebt., $500,000, g. ($500 - $1,000)	1897	4½g. M-N	$500,000	Nov. 2, 1911
Central Ry.—1st M., $800,000, sink. fd., currency ...	1882	6 J-J	41,000	July 1, 1912

Trustee Baltimore Safe Dep. & Trust Co. Int. at Nat. Mech. Bk., Balt.

Int. at National Mechanics' Bank, Baltimore.

Int. at National Mechanics' Bk., Balt.

Int. at National Mechanics' Bk., Balt.

Int. at Alex. Brown & Sons, Baltimore. Trustee, Maryland Trust Co., Baltimore.

Trustee, Mercantile Trust & Deposit Co., Baltimore. Int. Nat. Mech Bk., Balt.

Int. at Alex. Brown & Sons, Baltimore. Safe Deposit & Trust Co., Balt., Trustee.

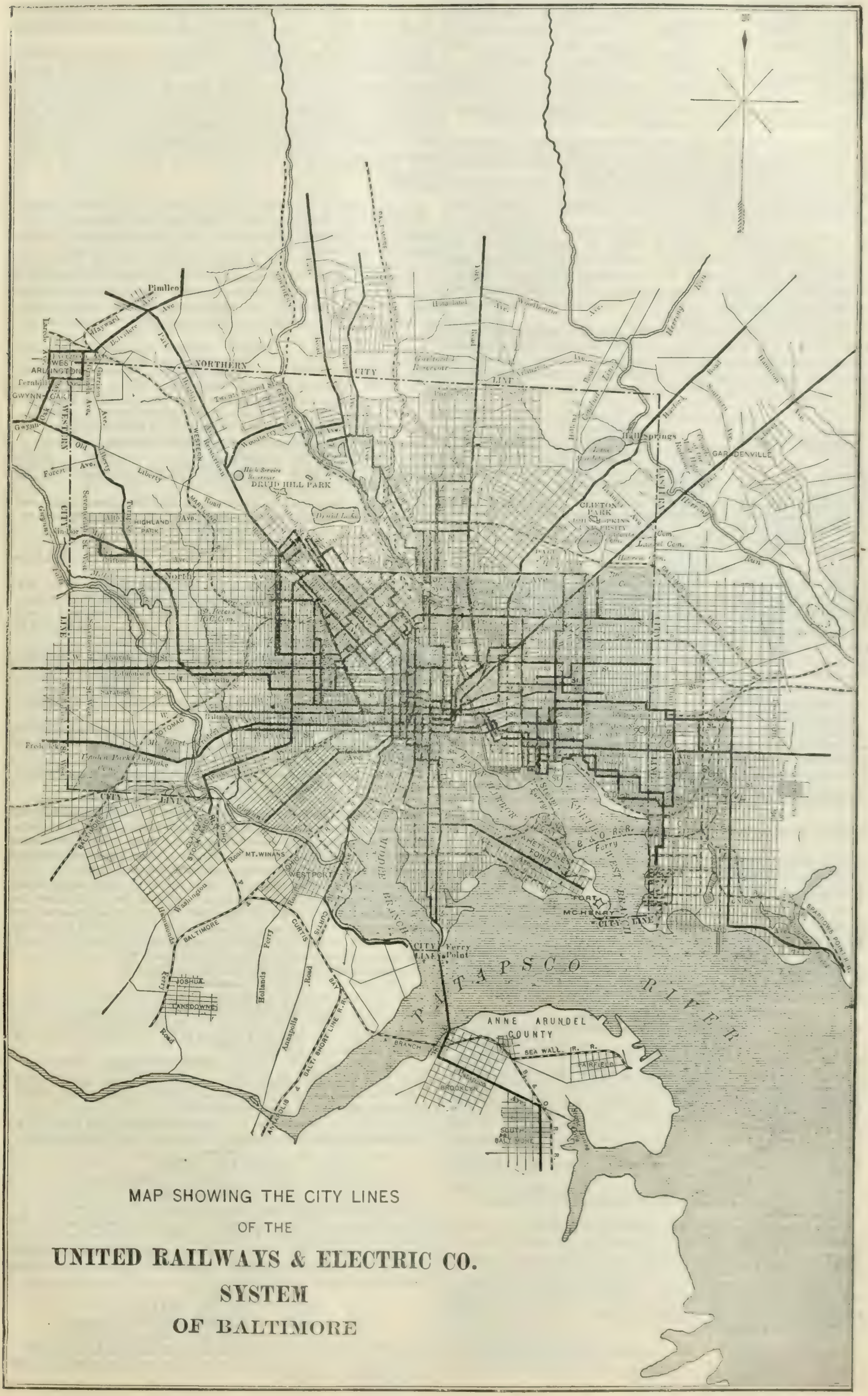
Trustee, Safe D. & Tr. Co., Balt. Int. at National Mechanics' Bk., Balt.

Int'st at Alex. Brown & Sons, Baltimore Baltimore Trust & Guaranty Co., Trustee

Interest at Nat. Mechanics' B'k, Balt Safe Deposit & Trust Co., of Balt., Trustee.

Interest at Nat. Mechanics' B'k, Balt.

Subj. to call at 100 in certain am'ts y'rly.



MAP SHOWING THE CITY LINES

OF THE

UNITED RAILWAYS & ELECTRIC CO.

SYSTEM

OF BALTIMORE

UNDERLYING SECURITIES (Continued).

STOCK & BONDS—	Date.	Interest.	Outst'nd'g.	Div.or Matu'y.
Central Railway (Con.)— Consol. mort., $700,000, gold ($1,000)	1892	5g. M-N	$659,000	May 1, 1932
	Int. at National Mechanics' Bk., Balt. Mercantile Tr. & Dep.Co. of Balt.,Trustee.			
Ext. and Imp. 1st mort. $600,000, g., ($1,000)	1897	5g. M-S	600,000	Mar. 1, 1932
	Trustee is Balt. Tr. & Guar. Co., Balt. Int. at National Mechanics' Bk., Balt.			
b *Balt.Mid. Riv.& Spar. Pt.*— 1st Mtg., $300,000, gold ($1,000) c*	1895	5 g. J-J	300,000	July 1, 1925
	Trustee, Maryland Trust Co.			
Balt. & North. Elec.—1st M., $1,250,000, gold ($1,000)	1897	5g.	*1,250,000	Nov. 1, 1947
	Maryland Trust, Baltimore, trustee.			

*Of these only $11,000 are still outstanding; of the remainder $1,111,000 have been canceled, having been exchanged for the United Railways & Electric Co.'s 4 per cent bonds, while $128,000 are held in the treasury of the latter to be exchanged at pleasure.

a This shows amounts authorized, *less* amounts reserved for underlying bonds, acquisitions, improvements, etc.

b In treasury of City Passenger Ry., and mortgage will probably be foreclosed and bonds canceled.

SECURITIES—Of the $38,000,000 of 1st consolidated bonds, $18,000,000 were offered for sale in March, 1899, by Alexander Brown & Sons, Baltimore, Brown Bros. & Co., New York, Phil., & Boston, and the Mercantile Trust & Deposit Co., of Baltimore; of the remainder $15,366,000 were set aside for the retirement of underlying securities, and $4,634,000 reserved to provide for betterments, improvements, extensions and expenses of consolidation.

The plans originally provided for the issue of $14,000,000 of preferred stock, but it was arranged that at the option of the holders the same could be converted into income bonds, bearing 4 per cent if earned and payable at the option of the company after March 1, 1949. The option of conversion has been exercised to the extent indicated above.

BALANCE SHEET NOV. 1ST, 1899.

Assets—		*Liabilities*—	
Construction, real estate, etc.	$59,559,049	Stock, common	$15,000,000
Cash	71,987	Stock, preferred	477,306
Materials	87,449	1st consolidated 4s, c.	19,304,000
Accounts receivable	222,012	Income 4 p. c. bonds	13,522,694
Open accounts	10,212	Bonds, etc., of constituent companies (see above)	14,255,000
Duplicate machinery	6,431	Accounts payable	92,768
Stocks and bds. (at par)	*1,398,000	Int., etc., account	408,906
United Electric Light & P. Co. stock (par)	2,000,000	Profit and loss	364,091
Miscel. securities	69,625		
Total	$63,424,765	Total	$63,424,765

* Balto. & Curtis Bay Ry. 1st 5s, $350,000; Balt. Middle River S. Pt. 1st M. 5s, $270,000; Pimlico & Pikesville Ry. 1st M. 5s, 350,000; Shore Line Electric Ry. 1st M. 5s, $200,000; Balt. & Northern Ry. 1st M. 5 p. c. bonds, $128,000; Walbrook G. Oak & P. Ry. Co. 1st 5s, $100,000.

DIVIDENDS.—Dividends of ½ of 1 per cent were paid in June, 1899, and 2½ p. c. in Dec., 1899, on both the income bonds and the preferred stock, the payment on the stock (but not on the bonds) being subject to a deduction of one quarter of one per cent for taxes.

ROAD—Miles of track, 354·07; cars, 1,459, of which 1,143 motor cars, 163 trail cars, and 153 grip and miscellaneous.

EARNINGS—The combined earnings and expenses of the constituent companies for the 12 months ending Dec. 31, 1898, were: Gross earnings, $4,062,358; operating expenses, including taxes and licenses, $2,304,826; net, $1,757,532.

For *eight* months to October 31, 1899, the new company earned—

Gross earnings, eight months to October 31, 1899	$2,967,517
Operating expenses, taxes, etc., and fixed charges	2,562,823
	$404,694
Interest on income bonds and dividends on preferred stock	373,333
	$31,361
Surplus earnings of the United Electric Light & Power Company for *six* months	29,397
Surplus	$60,758

DIRECTORS—Alexander Brown, Henry A. Parr, Geo. R. Webb, Nelson Perin, Geo. C. Jenkins, Wm. P. Harvey, E. L. Bartlett, Col. Walter S. Franklin and Seymour Mandelbaum.

OFFICERS—President, Nelson Perin; Vice-President, Col. Walter S. Franklin; Gen. Manager, William A. House; Treasurer, Briggs C. Keck; Secretary, H. C. McJilton.—V. 68, p. 185, 30, 333, 476, 574, 620, 725, 1228; V. 69, p. 493, 744, 956, 1104, 1148, 1194, **1246.**

(1) UNITED ELECTRIC LIGHT & POWER (of Baltimore)—

ORGANIZATION—Consolidation in April, 1899, of the Edison Electric Illuminating Co. with the Brush Electric. Also owns all the bonds and all the stock of the Northern Electric Co., thus embracing practically all the electric light companies doing business in Baltimore.

Is controlled by the United Railways & Electric Co. of Baltimore, which owns all the Light & Power Co.'s common stock of $2,000,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Dividends,&c.
Com. stock, $2,000,000	....	.....	$2,000,000	.....
Pref. stock cum., $1,000,000, par $50	....	5 cum.	700,000	Nov.,'99,2½%
Bonds Edison Co. and Brush Co.	....	prior liens.	267,500	1910 to 1924
1st consol. mtg. g. $4,500,000 c* ($1,000)	1899	4½ g. M. & N.	3,232,500	May 1, 1929.
Int. at Alex. Brown & Sons, Baltimore..	Trustee, Maryland Trust Co., Baltimore.			

Of the new mortgage for $4,500,000, $267,500 are reserved to take up underlying liens, and $1,000,000 remain for future requirements. Messrs. Alex. Brown & Sons offered some of the bonds for sale in November, 1899, and also some of the preferred stock.

EARNINGS—For six months ending Sept. 30, 1899, gross was $311,285; net, $141,716. Proportionate fixed charges for six months, $95,500; 2½ p. c. dividend on preferred stock, $17,500; bal., $28,716. —V. 69, p. 956, 1104, 1246.

WASHINGTON WESTMINSTER & GETTYSBURG RAILROAD—To be a steam road. See INVESTORS' SUPPLEMENT for July, 1898.

BANGOR, ME.

POPULATION 1890 WAS 19,103; IN 1880 WAS 16,856 AND IN 1870 WAS 18,289.

BANGOR HAMPDEN & WINTERPORT RAILWAY—To be a trolley road.

ORGANIZATION—Incorporated in 1897 to build a road from the south line of Bangor through Hampden to Winterport. Bonds, 1st mortgage, dated 1897, $300,000 ($1,000 each), 5 per cent, due Sept. 15, 1917, Old Colony Trust Co., Boston, trustee; $40,000 outstanding in July, 1899. Stock, $500,000; outstanding, $60,000. Entire projected line, 54 miles; of this Bangor to Hampden 6·13 miles, operated since 1898. Hampden to Winterport and Frankfort, about 10 miles, was expected to be built in 1899. Earnings year ending June 30, 1899, gross, $22,584; net, $3,049, President, H. L. Mitchel; Treas'r, C. D. Stanford.

BANGOR STREET RAILWAY.—An electric road.

ORGANIZATION—Organized Oct., 1889. The now bankrupt Public Works Co. was formed by the union of the Street Railway Co. and the Bangor Electric Light & Power, Penobscot Water & Power and Brewer Water companies. F. A. Wilson, of Bangor, Maine, Hon. A. P. Wiswell, of Ellsworth, Maine, and Charles A. Stone, of Boston, recommended consolidation of the several companies above named into a new corporation with $600,000 stock and $600,000 bonds. See V. 61, p. 795. In February, 1900, completion of reorganization was presently expected.

STOCK & BONDS—	Interest.	Author'd	Outstand'g.	Maturity.
Stock, $100	.....	.....	$200,000	.....
1st mortgage, gold, 1889	6 F-A	200,000	200,000	Aug. 1, 1909

The bonds have been in default since 1893. Of the total issue of $200,000, $42,000 were exchanged for 5 per cent bonds of the Public Works Company. Mortgage trustee International Trust Co. of Boston.

ROAD—Owns road in Bangor to Brewer, etc., 9 8 miles of track.

ANNUAL REPORT—For years ending June 30 earnings have been:

Yr. end. June 30.	1899.	1898.		1899.	1898.
Gross earnings	$63,674	$65,291	Surplus	$1,694	def.$1,660
Net earnings	14,575	11,127	Tot. def. Sept. 30	9,343	11,039
Interest, etc.	12,881	12,788			

OFFICERS—President, C. F. Woodard, Bangor, Me.; Sec., Treas. and Gen. Man., J. H. Cutler; Purch. Agent, J. W. Cartwright, Jr..—V. 61, p. 795.

BANGOR ORONO & OLD TOWN RAILWAY—A trolley road.

ORGANIZATION—This company began operations in July, 1895. Its cars run over the Bangor Street Railway to a point on State Street, and thence over its own line through the villages of Veazie and Orono past the State College to Old Town, a distance of 14½ miles, 2 miles in Bangor; total, 16·2 miles of road and 16·7 miles of track.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $125,000 (par $100)	....	See text.	$100,000	see text.
1st M., $125,000, gold	1895	6 g. semi an.	125,000	1915
Bills payable June 30,'99.		....	37,500	.....

DIVIDENDS—From April 20, 1896, to June 30, 1898, 1 p. c. monthly; in 1897-98, 8 p. c.; in 1898-99, none.

EARNINGS—Year ending June 30, 1899, gross, $49,183; net $13,515; interest, taxes, etc., $9,165; surplus, $4,350; previous year's bills paid off, $4,217; balance, $133. In 1897-98, gross, $63,676.

President, Elias Milliken, Augusta, Me.; Treasurer, John Cassidy, Bangor, Me.; Superintendent, Wm. G. Rice, Bangor, Me.

PENOBSCOT CENTRAL RY.—To be an electric road.

ORGANIZATION—Incorporated in Dec., 1896, to construct from Bangor to Charleston and Kenduskeag to Garland, Me. Stock, $250.000; par, $100. Bonds are gold 5s, dated July 1, 1898, redeemable after 5 years at 102; $150,000 reported issued in November, 1899.

ROAD—Bangor to Charleston and Kenduskeag to Garland, 40 miles, of which Bangor to Charleston, 26 miles, graded Nov., 1899, and 20 miles of track laid, Bangor to East Corinth. The latter piece has not been opened for business as yet, although the company is hauling freight daily over the road. Patton gasoline motor system to be used.

OFFICERS—Pres. and Gen. Mgr., F. O. Beal; Treas., F. H. Small; Clerk and Legal Adviser, H. M. Heath, Augusta, Me.

BARRE, VT.

POPULATION 1890 WAS 4,146; IN 1880 WAS 1,025.

BARRE & MONTPELIER TRACTION & POWER CO.—A trolley road.

STOCK & BONDS—	Date.	Interest,	Outstand'g.	Maturity.
Stock, $135,000, par $100	.....	.....	$120,000	.....
1st M., gold, $100,000 ($500 each), not subj. to call c*	1897	5 g. M-N	100,000	Nov. 1, 1917
	Int. at Am. Loan & Tr. Co., Boston, Trust.			

Floating debt Jan. 1, 1899, was $25,000.

ROAD—Barre to Montpelier, Vt., 9½ miles, opened about June, 1898.

President, F. C. Kennedy, Burlington, Vt.; Sec., H. K. Bush, Barre, Vt.

BATH, ME.

POPULATION 1890 WAS 8,723; IN 1880 WAS 7,874; AND IN 1870 WAS 7,371.

BATH STREET RAILWAY.—A trolley road.

ORGANIZATION—Chartered May 5, 1891. Franchise perpetual. On July 1, 1898, the Lewiston Brunswick & Bath Railway Company assumed possession under a 999-year lease, paying the $100,000 stock 4 per cent per annum, semi-annually. Earnings and operations merged with those of lessee, which see.

BAY CITY, MICH.

POPULATION 1890 WAS 27,839; IN 1880 WAS 20,693; AND IN 1870 WAS 7,064.

BAY CITIES CONSOLIDATED RAILWAY

A trolley road. Combined population of territory supplied in 1898 (estimated) about 45,000.

No coupon on the $381,000 1st consols has been paid since that for Sept. 1, 1895. The bondholders' committee, of which M. P. Heraty is Chairman, represents about 80 per cent of the outstanding issue. The committee stated that a large expenditure of money was necessary to make needed improvements, that as the stockholders were unable to supply this money, it would have to be furnished by the bondholders either through the further surrender of coupons for a series of years or by direct contribution.

RECEIVERSHIP.—In July, 1899, the property was placed in the hands of M. P. Heraty of Philadelphia and J. C. Weadlock of Bay City, as receivers.—V. 69, p. 128. Court has authorized the issue of $178,000 receivers' certificates; the road is to be virtually rebuilt; contracts have been let for a new power-house and machinery.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock (par $100)	.....	.....	.....	$950,000	.....
Bay City 1st mortgage	.....	.....	6	119,000	.....
Bay Cities consol. 1st con M.$500,000,g.c.	.....	1893	6 g M-S	381,000	Mar.1, 1918
				Trustee, Phila. Securities Co., Phila.	
New mort., $50,000	.....	1896	6 M-S	$50,000	1906
				Trustee, Phila. Securities Co., Philadelphia.	

LATEST EARNINGS—7 months, Jan. 1 to July 31. 1899...Gross, $49,589; net, $13,289. 1898...Gross, 48,625; net, 15,911.

For the 12 months ending Dec. 31, 1898, gross income, $87,802; net, $28,900. In 1897 gross income, $81,449; net, $27,000. In 1896 gross income, $90,552; net, $29,939.

ROAD—Owns 25 miles of track (length of line 17 miles).

OFFICERS—President, Michael P. Heraty, Phila., Pa.; Gen. Manager, E. S. Dimmock; Auditor, W. W. Dimmock; Supt., William Luxton.—V. 68, p. 473; V. 69, p. 128.

BEATRICE, NEB.

POPULATION 1890 WAS 13,836; IN 1880 WAS 2,447.

BEATRICE ELECTRIC COMPANY.—

ORGANIZATION—Incorporated in November, 1895, with authorized capital stock $100,000, to acquire the property of the Rapid Transit & Power Co., 7½ miles of track, foreclosed July 26, 1895 (V. 61, p. 195), the Beatrice Electric Light Co. and also water-power facilities. Funded debt $60,000 of 6 per cent bonds due in 1915. Operates 7 of trolley.—V. 61, p. 195; V. 69, p. 78.

RECEIVERSHIP.—In July, 1899, Eugene J. Sullivan was appointed receiver and up to Feb. 2, 1900, he was still in charge of the property.

OFFICERS—President, D. W. Merrow; Secretary, E. J. Sullivan; Treasurer, Paul W. Horbach.

BEAVER FALLS, PA.

POPULATION 1890 WAS 9,735; IN 1880 WAS 5,104; AND IN 1870 WAS 3,112.

BEAVER VALLEY TRACTION—A trolley road.

ORGANIZATION—Incorporated in perpetuity June 29, 1891, and owns entire capital stock of *Beaver Valley St. Pass. Ry. Co.* and of *Central Elect. St. Ry. Co.*, purchased Aug. 8, 1891, operating them as one road under 999-year lease.

In July, 1899, a syndicate was said to be negotiating for control.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock ($300,000) par $50.	.....	.....	$300,000 f.p.	.....
1st mortgage, $150,000, gold...c	1891	6 g. J-J	150,000	July1, 1911
		Int. at Union Trust Co., *trustee*, Pittsb'g, Pa.		
2d mortgage,gold,($500), $100,000...c*	1895	6 g. A-O	100,000	Oct. 1, 1915
		Int. at Union Trust Co., *trustee*, Pittsburg.		
Bills payable July 1, 1899	.....	.....	19,273	.....

ROAD—Owns 6½ miles of track and leases 6·6 miles owned by the companies whose stock it holds. Rail 45 to 72 lbs., girder and T.

EARNINGS—Year ending June 30, 1899: Gross, $70,840; operating expenses, $42,296; net earnings, $28,544; taxes, $1,895; interest, $16,346; balance, surplus for year, $10,303. Calendar year 1897, gross, $68,555; net, $30,576; taxes, $2,637; interest, etc., $17,773; net, $10,166.

OFFICERS—Annual meeting first Monday in February. President, J. M. Buchanan, Beaver, Pa.; Treasurer, S. P. Stone, Beaver, Pa.

BELLEVILLE, ILL.

POPULATION 1890 WAS 15,361; IN 1880 WAS 10,683; AND IN 1870 WAS 8,146.

BELLEVILLE ELECTRIC RAILWAY—

This road has been absorbed by the St. Louis & Belleville Traction. See the latter under St. Louis

BENNINGTON, VT.

POPULATION IN 1890 WAS 3,971; ESTIMATED LOCAL POPULATION IN 1896 WAS 7,000.

BENNINGTON & WOODFORD ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION, ETC.—Chartered Nov. 28, 1894; operated from July 27, 1895. A summer road, and included in plant are a power house, theatre and other buildings and lands, representing $22,500 of the capitalization. Stock, $100,000, authorized; issued, $55,000. Bonds, authorized, $100,000. Dividends on stock in 1897, 9 per cent.

In April, 1899, E. D. Bennett, Superintendent of the Bennington & Rutland, was appointed receiver. The road was badly damaged by freshets in October, 1898, and has not been in operation since then.

ROAD—From Bennington & Rutland RR. depot, Bennington, to Glastonbury, 9 miles. Also proposed in streets of Bennington and from Bennington through North Bennington to Hoosick, N. Y.—V. 68, p. 870.

BIDDEFORD, ME.

POPULATION 1890 WAS 14,443; IN 1880 WAS 12,651; AND IN 1870 WAS 10,282.

BIDDEFORD & SACO RR.—An electric road.

ORGANIZATION—Incorporated Feb. 19, 1887. Owns 5·7 miles road (and 0·3 mile sidings) between Saco, Biddeford and Old Orchard Beach.

STOCK & BONDS—	*Date.*	*Int'st.*	*Outstand'g.*	*Maturity.*
Stock (par $50) ($100,000 auth.)	.....	.....	$40,000	.....
1st mortgage ($90,000)	1888	6 J-J	90,000	1908
	Int. at 1st Nat. Bk., Biddeford, Me.			
Notes payable June 30, 1899	.....	.....	20,800	.....

Yrs.end.June 30.	*Gross.*	*Net.*	*Interest, etc.*	*Balance.*
1898-9	$30,656	$14,275	$7,047	sur.$7,228
1897-8	24,958	8,227	7,009	sur.1,217
1896-7	26,383	6,076	6,863	def.787

OFFICERS—President, E. H. Banks; Sec. and Treas., C. H. Prescott.

BINGHAMTON, N. Y.

POPULATION 1890 WAS 35,005; IN 1880 WAS 17,317; AND IN 1870 WAS 12,692.

BINGHAMTON RAILROAD—A trolley road.

ORGANIZATION—Chartered August 11, 1892. Formed in 1893 by consolidation of all the street railways in the city.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $900,000, par $100	.....	.....	$396,370	.....
Bing. Street RR. 1st M.	1890	6 A-O	200,000	Apr. 1, 1910
Binghamton RR. Co. M., $900,000, g. $1,000..c* (See text) Interest at Atlantic Trust Co., N. Y., Trustee.	1893	5 g J-J	50,000 ($5,000 due yearly Mar. 1.)	1908-1917
			50,000 ($10,000 due yearly Mar.1)	1918-1922
			$500,000 due Mch. 1, '23	
Bing. Lest. & Un. 1st M. gold, prin. and int. guar. Binghamton Trust Co., trustee.	1895	5 g J-D	$125,000	June 1, 1925
	Interest at Atlantic Trust, New York.			

Of the *bonds of 1893*, $100,000 mature in installments as indicated in the table, and the remaining $800,000 mature Mar. 1, 1923. Of the $900,000 authorized $200,000 are reserved to retire the 6s of 1910 at maturity. Jan. 1, 1898, $100,000 were sold for improvements, leaving $100,000 to be issued at not exceeding 85 per ct. of new construction and equipment; provided the road shows net earnings equal to twice the interest on the bonds outstanding, including those which it is proposed to issue.

ROAD—Operates 36 miles of track, including the Binghamton Lestershire & Union Railroad, 7 miles long, opened in 1896.

LATEST EARNINGS—6 mos., July 1 to Dec. 31. 1899.....Gross, $93,689; net, $45,415. 1898.....Gross, 90,128; net, 49,925.

ANNUAL REPORT—Figures for years ending September 30 were:

Years end. Sept.30—	*Gross.*	*Net.*	*Int., taxes, etc.*	*Bal., sur.*
1898-99 (yr. J'e 30)	$162,925	$72,181	$57,089	$15,092
1897-98	160,061	70,504	52,881	17,623
1896-97	146,574	60,616	45,492	15,124
1895-96	141,339	62,326	40,285	22,041

OFFICERS—President, G. T. Rogers; Vice-President, J. B. Landfield; Secretary, J. M. Johnson; Treasurer, John B. Rogers; General Manager and Purchasing Agent, J. P. E. Clark. Office, Binghamton, N. Y. —(V. 61, p. 151; V. 62, p. 360; V. 63, p. 878.)

BIRMINGHAM, ALA.

POPULATION 1890 WAS 26,178; AND IN 1880 WAS 3,086.

BIRMINGHAM RAILWAY & ELECTRIC—

In August, 1899, a syndicate headed by James T. Woodward, President of the Hanover National Bank of New York, obtained control. In Sept., 1899, company acquired the entire capital stock ($50,000) of the Birmingham Traction (after the latter had previously secured the dummy line of the Highland Avenue Belt RR.) thus bringing under one control all the street railways of Birmingham and vicinity V. 69, p. 590.

On Feb. 14, 1900, stockholders voted on a proposition to create a consolidated mortgage for $3,000,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Common stock, par $100.	.....	.....	$500,000	.....
Pfd.st'k,6p.c.cum.,par$100	.....	.....	1,000,000	.....
1st M. gold, $1,250,000, $1,000	1890	5g. J-J	1,250,000	July 2, 1920
	Interest at Central Trust Co., New York.			

Mortgage trustee is Birmingham Trust & Savings Co.

ROAD—In 1899 was operating 63 miles of track in city of Birmingham and extending also to Bessemer, Pratt City and Ensley; steam, 22 miles; electric, 41 miles. Rails 60-70 lb. T and 58 lb. girder.

OFFICERS—President, A. M. Shook; Vice-President, Robert Jemison, and Gen'l Manager, J. B. McClary.—V. 69, p. 333, 590; V. 70, p. 229.

BIRMINGHAM TRACTION.—A trolley road.

In 1899 the Birmingham Railway & Electric acquired the entire capital stock, $50,000.

ORGANIZATION—A reorganization of the East Birmingham Land & Railroad, sold in foreclosure May 31, 1897.—V. 64, p. 843. Length of road, 7 miles; branches, (North Birmingham Street RR.) leased, 3·75 miles; total, 10·75 miles. Transformed from steam to electric road in 1898. The company in 1899 also acquired the steam-dummy line (7 miles) of the Highland Ave. & Belt RR. recently foreclosed, and have since changed it into an electric road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
1st M. gold, $500,000, temporary mort....	1-99	5 g. F&A	$500,000	1919
	City Trust Co. of New York, Trustee.			

—V. 69, p. 491, 590.

BLOOMINGTON, ILL.

POPULATION 1890 WAS 20,484; IN 1880 WAS 17,180; AND IN 1870 WAS 14,590.

BLOOMINGTON & NORMAL STREET RY.—A trolley road.

ORGANIZATION—Incorporated in June, 1898, as successor of Bloomington City Ry., foreclosed and sold May 31, 1898.—V. 66, p. 1088, 1187.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g.*	*Maturity.*
Stock, $250,000; par, $100.	.....	.....	$250,000	.....
Bloomington & Normal 1st M., $250,000($500 & $1,000)subj to call af. 10 yrs.	1898	5g. J-J	250,000	July 1, 1923
Int. at Ill. Tr. & Sav. Bk., Chicago, Trustee, and Chase Nat. Bk., N.Y.				

The first mortgage bonds of 1898 are redeemable 10, 15 or 20 years from date. The stock is owned one-half by A. E. DeMange and local associates, and one-half by John Graham of the Wilkesbarre & Wyoming Valley Traction, Wilkesbarre, Pa., and Judge Biddle of Carlisle, Pa., and their associates.

ROAD—13 miles of trolley track.

OFFICERS—President, A. E. DeMange, Bloomington; Vice-President, John Graham, Wilkesbarre, Pa.; Secretary, Willis E. Gray; Treasurer, J. F. Evans.—V. 66, p. 1088, 1187; V. 67, p. 318.

BOSTON, MASS.

POPULATION 1890 WAS 448,477; IN 1880 WAS 362,839; AND IN 1870 WAS 250,526.

BOSTON ELEVATED RR.—

ORGANIZATION—The bill chartering this company was signed by the Governor of Massachusetts June 10, 1897. A portion of the elevated road must be built within three years (see V. 64, p. 329) upon the locations originally asked for, and thereafter the Aldermen may grant additional locations. The bill provides for an extensive system of free transfers. In addition to regular street railway taxes the company is to pay on all lines owned, leased or operated by it ⅞ of 1 per cent of gross income and a sum equal to the excess of the dividends over 6 per cent. On the other hand, its charter is understood to "grant it exemption from reduction of fares, and also other immunities."—(See Mass. RR. Commission, V. 65, p. 1223.) In August, 1898, the plans had been approved by the Massachusetts Railroad Commissioners, cars to be run with electricity by the "third rail" system.—V. 67, p. 318. Ground was broken early in 1899, and elevated road expected to be completed late in 1900.

Lease of West End.—The West End Street Ry. is leased until June 10, 1922, at 7 per cent per annum on its common and 8 per cent on the preferred stock, in addition to all interest, rentals, etc. Possession of West End was taken Jan. 1, 1898. See lease in V. 65, p. 1223.

COST—Engineer Kimball (of the company) estimated the average cost per mile of construction, including foundation, rails, &c., but not including stations or electrical equipment, at $296,949, and the total cost of construction covering a distance of 10·29 miles was figured at $3,055,605; equipment, terminals, stations, etc., at $3,890,000; land damages at a maximum of $5,039,786, minimum estimate $3,120,491.

STOCK—Capital stock is $10,000,000 (shares $100), on which in Feb., 1900, $75 per share had been paid in, represented by receipts, no certificates having been issued; the remaining $25 is to be called on April 16, making the full issue of $10,000,000, all paid in. First dividend, 2¼ per cent, was paid August 15, 1898.—V. 67, p. 221. In 1899, January, 2¼ p. c. was paid and in August 3 p. c. In 1900, Feb., 2¼ p. c.

The company has no direct bonded debt.

ANNUAL REPORT—Report of Boston Elevated Ry. for year ending Sept. 30, 1899, V. 69, in p. 1146; V. 70, p. 228, compared with the two previous years, shows earnings as follows:

	1898-99.	1897-98.	1896-97.
Passengers carried	191,023,224	181,321,295	172,554,513
Car miles run	34,594,224	32,209,150	29,953,591
Gross earnings	$9,671,440	$9,179,096	$8,719,031
Net earnings	2,844,290	2,612,512	2,505,323
Interest on deposits	84,696	78,156	.....
Total net	$2,928,986	$2,690,668	$2,505,323
Deductions—			
Interest on West End debt	$495,725	$498,600	$493,219
Taxes, West End	500,575	435,860	372,460
Taxes, Boston Elevated	172,795	86,049	.....
Compensation tax	84,625	80,317	.....
Rental of subway	204,538	106,134	.....
Dividends on West End stock	1,147,950	1,147,950	1,193,375
Other rentals	9,180	9,180	14,695
Balance	$313,598	$326,577	$431,572
Dividend	(5¼%) 262,500	(2¼%) 112,500	.....
Surplus for year	$51,098	$214,077	.....

OFFICERS—Chairman of Board, William A. Gaston; President, William A. Bancroft; 2d Vice-President, Chas. S. Sergeant; Treasurer, William Hooper; Secretary, John T. Burnett; Auditor, H. L. Wilson. Annual meeting is held the first Monday of January.

DIRECTORS—William A. Gaston, F. H. Peabody, J. Phillips, Jr., William S. Spaulding, Samuel Carr, Frederick Ayer, Nehemiah W. Rice, James M. Prendergast, T. Jefferson Coolidge, Jr., W. A. Bancroft, Robert Winsor, Walter S. Swan.—V. 67, p. 221, 318, 528, 1107; V. 69, p. 25, 1010, 1146, 1300; V, 70, p. 228.

Companies Controlled by Boston Elevated RR. Co.

(1) WEST END STREET RAILWAY—A trolley road.

ORGANIZATION—Leased to Boston Elevated RR. until June 10, 1922, at 7 per cent per annum on common and 8 per cent on the preferred shares of the West End Co. in addition to the payment of its rentals, interest and other charges. Boston Elevated assumed possession Jan. 1, 1898. See terms of lease in V. 65, p. 570.

In December, 1896, leased the right to use the subway at 4⅞ per cent of the net cost of subway, stated approximately as $5,786,000 in September, 1898, when the third and last section was opened. Entire length is 1⅔ miles, with a trackage of about 5 miles. See V. 63, p. 1065, 1117; V. 67, p. 528.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g*	*Last div., &c.*
Common stock ($50)	....	7 A.-O.	$9,085,000	Oct. 2,'99,3½
Preferred stock (par $50)	....	8 J.-J.	6,400,000	Jan.,'00, 4%
Gold bonds of 1892	1892	5 g. M.-N.	3,000,000	Nov. 1, 1902
Gold bonds of 1894	1894	4½ g. M.-S.	2,000,000	Mch. 1, 1914
Gold bonds of 1896, $2,275,000, not mort.	1896	4 g. M.-N.	815,000	May 1, 1916
Gold bonds of 1897, $2,700,000 not mort. c	1897	4 g. F.-A.	2,700,000	Feb. 1, 1917
Metropolitan RR. (plain)	1883	5 J.-D.	500,000	Dec. 15, 1903
Middlesex RR. (plain)	1884	5 J.-J.	200,000	July 1, 1904
Highland St., plain	1882	5 M.-N.	300,000	May 1, 1902
Boston Consol. St. plain	1887	5 J.-J.	500,000	Jan. 1, 1907
South Boston, plain	1883	5 M.-N.	200,000	May 1, 1905
Cambridge 1st M*	1883	5 A.-O.	420,000	Apr. 1, 1903
Charles River 1st M.	1884	5 A.-O.	150,000	Apr. 1, 1904

* Cambridge bonds are redeemable $30,000 yearly at 105.

Interest is payable in Boston by the American Loan & Trust Co. except on Cambridge 5s payable at New England Trust Company.

ROAD—Sept. 30, 1899.	*Miles.*		*Miles.*
Main line, 1st track	164	Trackage	2
do 2d track	134	Total operated Sept. 30, '99	338
Sidings, &c	38	Electrically equipped	328
Total owned	336		

Weight of girder rail is 70 to 100 lbs. Cars, 2,971; horses, 315; electric motors, 3,668; snow plows, 244; snow sleds, 391; miscellaneous vehicles, 515.

INDEX—V. 65, p. 1021, 1026, 1073, 1223; V. 66, p. 38, 80; V. 67, p. 905.

(2) SOMERVILLE HORSE RR.—Owns 8·04 miles of track. Leased to West End Street Railway for $9,180 yearly, 6 p. c. on $153,000 stock. Dividends are payable (M&N) in Boston.

MASSACHUSETTS ELECTRIC COMPANIES.—Electric light and street railways.

ORGANIZATION—Formed in May, 1899. Is not an incorporated company, but a voluntary association managed by a board of fifteen trustees, who hold the title to its assets. Messrs. E. Rollins Morse & Bro. and Tucker, Anthony & Co. of Boston, who promoted the combination, in June, 1899, in offering some of the stock for public subscription [$1,000 of preferred and $500 common was offered for $1,050], stated that "the Declaration of Trust contains strict provisions against the creation of any indebtedness whereby any shareholder or trustee can be held to any personal liability." The following is a list of the companies controlled when the undertaking was formed. For details regarding their earnings and condition, see statements below. A good many of these separate companies have since ceased to exist, having been amalgamated with others in accordance with the plan of the management to combine the various properties into a few large companies. Roads already merged are designated by an asterisk (*) prefixed to the name.

Beverly & Danvers,	Nashua Street Railway,
Boston Milton & Brockton,	*Needham & Boston,
*Braintree Street Railway,	Newport & Fall River,
Brockton Bridgewater & Taunton,	Newport Street Railway,
Brockton Street Railway,	Newport Illuminating Co.
Brockton & East Bridgewater,	*Norfolk Central,
Dighton Rock Park Corporation.	*Norfolk Suburban,
Dighton Somerset & Swansea,	North Woburn Street Railway,
Globe Street Railway (Fall River),	Providence & Taunton,
*Gloucester Essex & Beverly,	Quincy & Boston,
Gloucester Street Railway,	*Reading & Lowell,
Gloucester & Rockport,	*Rockport Street Railway,
Hyde Park Electric Light Co.,	*Salem & Wakefield,
Lowell Lawrence & Haverhill,	Taunton & Brockton,
†Lowell & Suburban,	Taunton Street Railway,
Lynn & Boston,	Wakefield & Stoneham,
*Mystic Valley,	West Roxbury & Roslindale,
	*Woburn & Reading.

† Under contract to lease.

The foregoing comprise electric street railway lines in Eastern Massachusetts and Rhode Island. The companies given cover the greater part of the street railway mileage north of Boston as far as Nashua, N. H., and Newburyport and Gloucester, Mass., and south as far as Fall River, Mass., and Newport and Providence, R. I., connecting directly with the street railway system of Boston. Various electric lighting companies doing business in the same section are also included. It is stated that "the majority and in most instances practically all the stock" of the companies in the above list is held.

STOCK & BONDS.—The association has no direct bonded debt. Its share capital is represented by certificates of participation, which will give the owners a proportionate interest in the shares held by the trustees. The prospectus says: "These certificates will represent practically the entire capital stock of the above-named companies, as well as sufficient cash to take up the floating debts and provide needed improvements." Both classes of shares are reported exempt from taxation in Massachusetts.

	Date.	*Rate.*	*Outstand'g.*	*Dividends.*
Common, par $100 ($12,000,000)	.....	.....	$12,000,000	.....
Pref., par $100 ($12,000,000) 4 p.c. cum	.....	.....	12,000,000	Dec.1,'99,2%

EARNINGS.—Net income of properties absorbed for latest completed fiscal year, after payment of charges, is reported $733,233. For three months to Dec. 31 gross earnings are given as $1,041,104 in 1899, against $924,568 in 1898.

PLANT.—The street railways controlled have 647·41 miles of track, and own and operate 1,426 cars, of which 618 are closed and 808 open cars; power stations, 18, with a capacity of 28,423 horse-power.

DIVIDENDS—First dividend on preferred stock, namely, 2 per cent, will be paid Dec. 1, 1899.

OFFICERS.—President, Amos F. Breed; Vice-President, Charles E. Cotting; Secretary, Everett W. Burdette; Treasurer, J. H. Goodspeed, Gen. Man., P. F. Sullivan. Executive Committee: Messrs. Gordon Abbott, Charles Francis Adams, 2d, E. N. Foss, Percy Parker and Philip L. Saltonstall. Office, 15 Kilby St., Boston.—V. 68, p. 977, 1226; V. 69, p. 80, 333, 704, 955, 1148, 1301; V. 70, p. 76.

Companies Controlled by Massachusetts Electric Companies.

(1) BEVERLY & DANVERS STREET RAILWAY.—Electric.

Controlled by Massachusetts Electric Companies through Lynn and Boston RR. Stock, $12,000; bonds, $40,000; miles of track, 4½.

(2) BOSTON MILTON & BROCKTON.—A small electric road controlled by Massachusetts Electric Companies. It is to be consolidated with the Brockton Street Railway. Stock, $120,000; bonds, $100,000.

(3) BRAINTREE STREET RAILWAY.—A trolley road.

Acquired by the Massachusetts Electric Companies and has since been consolidated with the Quincy & Boston Street Ry., also controlled by the Massachusetts Electric Companies.

(4) BROCKTON BRIDGEWATER & TAUNTON STREET RAILWAY.—A trolley road. Now part of Massachusetts Elec. Companies and will be consolidated with the Brockton Street Railway.

ORGANIZATION, ETC.—Organized in 1880. Capital stock, $225,000. The first mortgage is for $200,000 5 per cent 20-year gold bonds, $1,000 c*, due Aug. 1, 1917; interest F.&A., at American L. & T. Co., Boston, trustee; issue authorized for building and equipping road.

ROAD—Owns 22·00 miles of track, mostly 56-lb rail; 24 cars.

(5) BROCKTON & EAST BRIDGEWATER STREET RAILWAY.—Is to be merged in the Brockton Street Ry. A trolley road Commenced operation July 3, 1897; owns line 4·26 miles in length; sidings, 17; trackage, 4·96; total, 9·39. Stock, $50,000, full paid. Bonds, 1st 20 year gold 5s, $30,000, due Feb. 1, 1918; interest F. & A. at American Loan & Trust Co., Boston, Trustee.

(6) BROCKTON STREET RAILWAY.—A trolley road. Has passed into the possession of Massachusetts Electric Companies. Feb. 1, 1900, arrangements had been about completed for consolidating the Brockton Street Ry. with the Boston Milton & Brockton, the Brockton Bridgewater & Taunton, the Brockton & East Bridgewater and the Taunton & Brockton. The consolidated system will have about 100 miles of track and $1,195,000 stock.

ORGANIZATION—Incorporated in 1880. A consolidation of the Brockton Street Railway, East Side, Brockton & Holbrook and Whitman street companies.

STOCK & BONDS		Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100), $700,000		....	6 Q - J	$700,000	Jan.,'00,1¾
Brockton St.Ry. bonds.	All equally secured.	1885	4½ A - O	10,000	Apr.1,1905
Bonds	All equally secured.	1886	4½ A - O	27,000	Apr.1,1906
Bonds	All equally secured.	1890	4½ A - O	37,000	Apr.1,1910
Bonds, gold	All equally secured.	1892	5 g. J - J	16,000	Jan.1,1912
Brockt.(Consol.)St.Ry. 1st M. $750,000 g	All equally secured.	1894	5 g.A - O	660,000	Oct.1,1924
		Subject to call at 105 and interest. Int. at State St. Safe Deposit & Tr. Co			

ROAD—Operated in 1899 37·16 miles in Brockton and suburbs extending to Avon, Randolph, Holbrook and Whitman, etc.; second track, 6·20 miles; sidings, 1·92 miles; total track, 45·28 miles.

Dividends.—Rate 1892 to 1896 inclusive was 6 p.c.; in 1897, 6 p.c.; in 1898, 6 p. c.; in 1899, Jan., 1½; Apr., 1½; July, 1½; Nov., 3½; in 1900, Jan., 1¾.

EARNINGS—For the years ending Sept. 30 earnings have been:

Years ending Sept. 30—	1899.	1898.	1897.
Road operated, miles	45·28	37·16	34·89
Passengers carried	.....	6,787,425	6,676,255
Gross earnings	$362,942	$336,054	$332,256
Net earnings	166,398	123,618	125,101
Interest, rents, taxes	100,530	71,799	68,362
Dividends paid	54,440	35,760	35,760
Balance, surplus for year	$11,427	$16,059	$20,979
Total surplus Sept. 30	$61,852	$50,425	$42,816

—V. 65, p. 1022; V. 68, p. 672.

(7) DIGHTON SOMERSET & SWANSEA STREET RAILWAY.—A trolley road. In May, 1899, became part of Massachusetts Electri Companies.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Last Div
Stock, $175,000 (par $100).	.....	.....	$175,000	1898-99 nil
1st M., $125,000, gold, s.f., ($1,000), red. 105 after June 1, 1901.....r	1896	5 g. J-D	125,000	Dec. 1, 1915
	Interest at International Trust Co., Boston, Trustee. Sinking fund is $3,000 a year.			

Owns 12·76 miles of track; trackage, 4·60; total, 17·37.

Gross earnings for year ending September 30, 1899, 61,829; net, $15,950; charges, $15,799; surplus, $171.

(8) GLOBE STREET RAILWAY.—A trolley road.

In May, 1899, was acquired by Massachusetts Electric Companies.

ORGANIZATION—Incorporated April 16, 1880; in 1898 purchased the Fall River Street Ry., 2¾ miles.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $100 par	....	See text	$700,000	See text.
1st M., $750,000, gold, $1,000 each.....c*	1892	5g. A-O	750,000	April 1, 1912
	Redeemable at 105 and int.after April 1, 1902. Int. is payable by trus., Mass. L. & T. Co., Bost.			
Debentures, g. ($1,000).c	1892	5g. J-J	550,000	July 1, 1912
Debentures,g. ($1,000).c	1894	5g. M-S	125,000	Mar. 1, 1910

Interest on debentures is payable in New York at N. Y. Security & Trust Co.

Dividend—In 1894-95 paid 2½ p. c.; 1895-96 paid 3 p. c.; 1896-7, 2 p. c.; in 1897-8, none.

ROAD—Oct. 30, 1898, owned main track 20½ miles; second track 8½; sidings, 2; total track, 31 miles. Connects with the Dartmouth & Westport for New Bedford, Newport & Fall River for Newport, and with the Dighton Somerset & Swansea for Taunton.

ANNUAL REPORT—For years ending Sept. 30 earnings were:

	1898.	1899.		1898.	1899.
Gross earnings	$318,339	$337,161	Dividends	none	none
Net earnings	119,009	138,689	Balance, surp.	$39,596	$32,785
Int., taxes, &c.	79,414	105,904	Tot. sur. Sept.30	*17,241	50,026

* $40,000 depreciation charged off in 1897-8.

(9) GLOUCESTER STREET RAILWAY.—A trolley road.

Has passed into control of the Massachusetts Electric Companies. In Jan,, 1900, the Massachusetts Railroad Commissioners gave permission to absorb the Gloucester Essex & Beverly Street Ry. and the Rockport Street Ry., with authority to increase stock to $530,000 for that purpose.

ORGANIZATION—Incorporated December 29, 1885.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Divid's, etc.
Stock, par $100	....	See below.	$530,000	See text.
Glou'ster St Ry. 1st mort.	1887	5 M - S	60,000	Apr. 1, 1907
Interest is payable at American Loan & Trust Co., Boston.				
Gloucester Essex & Beverly bonds, $125,000 ($1,000), gold, c*	1896	5 g J-D	125,000	Dec. 1, 1916
	Int. at Amer. L. & T. Co., Boston, trustee.			

Dividends on old stock in years ending Sept. 30, 1892 to 1895, inclusive, were 3 per cent per annum; in 1896 paid 6 p.c.; in 1897, 6 p.c.; in 1898, 6 p. c.; in 1899, 5 p. c.

ROAD—Consolidated road operates about 45 miles of track.

(10) GLOUCESTER & ROCKPORT STREET RY.—Electric.

Leased to Gloucester Street Ry. Stock, $30,000. Loans, $10,000.

(11) GLOUCESTER ESSEX & BEVERLY RR.—An electric road opened Aug. 21, 1895. After purchase by Massachusetts Electric Companies was in Jan., 1900, consolidated with the Gloucester Street Railway.

(12) LOWELL LAWRENCE & HAVERHILL STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered April 29, 1892. Controlled by Massachusetts Electric Companies.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,900,000 ($100).	.....	See text.	$1,500,000	f.p. Jan.'00,1¼
do $400,000(5 p.c. pd.)	.....	.....	20,000	.....
Merrimack Valley Street Railway 1st mort. gold.	1891	5g.A-O	350,000	Apr. 1, 1911
	Interest at Inter. Tr. Co., trustee, Boston.			
Lowell Law. & Haverhill consol. M., $1,900,000, gold, $1,000.....c*	1893	5g.J-D	$1,030,000	June 1, 1923
	Subj. to call for the sink. fund. at 105 & int Interest at Am. L. & T. Co., trustee, Boston.			
People's St. Ry. of Amesbury, Mass, 1st mortgage bonds, assumed...	.....	5 J-J	$64,000	.....
	Interest at State Street Trust Co., Boston.			

Consols of 1893 are reserved for Merrimack Valley bonds when due.

DIVIDENDS.—In 1897, July, 1 p. c.; Oct., 1 p. c.; in 1898, April, 1 p. c.; July, 1 p c.; Oct., 1 p. c.; in 1899, Jan., 1 p.c.; Apr., 1 p.c.; July, 1 p.c.; Oct., 1 p. c.; in 1900, Jan., 1¼ p. c.

ROAD—Connects Lowell, Lawrence, Haverhill, etc.

	Miles.		Miles.
First track	54·4	Trackage rights	1·8
Second track	8·6		
Sidings	1·5	Total of all Sept. 30, 1898	66·3
Total owned in fee	64·5		

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	Gross	Net.	Interest, tax., etc.	Dividends.	Balance.
1898-9	$504,611	$218,416	$137,115	$75,000	sur. $6,301
1897-98	452,444	199,865	109,625	60,000	sur. 30,239
1896-97	428,010	168,656	84,928	30,000	sur. 53,728
1895-96	410,000	162,209	86,872	.....	sur. 75,337

—V. 65, p. 1022; V. 68, p. 672, 1133.

(13) LOWELL & SUBURBAN STREET RAILWAY.—A trolley road.

ORGANIZATION—A consolidation May 1, 1891. Is under contract of lease to Massachusetts Electric Companies.

STOCK & BONDS—	Miles.	Par.	Interest.	Outstand'g	Last Div., etc.
St'k auth.,$1,200,000	....	$100	Text.	$1,000,000	Text.
1st M. 1891, gold.c*	....	1,000	5 g. J-D	1,000,000	Dec. 1, 1911
Loans & bills pay. Oct. 1,'98	.....	.....		361,618	.....

Interest in Boston by the American Loan & Trust Co., trustee.

Dividends—In 1892-93, 1893-4, 6 per cent; 1894-95, 6 per cent; 1895-96, 6 per cent; 1896-97, 6 per cent; 1897-98, 6 p. c.; in 1898-99, 6 p. c.

ROAD—64·8 miles of main track; sidings, 3·7 miles; total, 68·5 miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earn'gs.	$418,248	$393,104	Dividends	$60,000	$54,000
Net earnings..	183,871	155,045	Bal., surplus....	19,917	13,530
Int., taxes, &c.	103,954	87,515			

—V. 63, p. 1061; V. 65, p. 1022.

(14) LYNN & BOSTON RAILROAD—An electric road.

ORGANIZATION—Owns road in 18 cities and towns in and about Boston, Mass. Incorporated under laws of Massachusetts, April 6, 1859, and was formerly controlled through ownership of stock by the North Shore Traction Co., which in 1899 was disolved. Now controlled by Massachusetts Electric Companies.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last Div. &c.
Stock (par $100)	....	8 A.-O.	$1,266,000	Oct., '99, 4
Naumkeag St. Ry. 1st	....	5 J.-D.	215,000	June 1, 1906
Consol. M.	....	5 J.-J.	711,000	July 1, 1910
Trustee, Manhattan Trust Co., New York.				
Lynn Belt 1st	....	5 M.-N.	100,000	May 1, 1910
Trustee, American Loan & Trust Co., Boston.				
Essex Electric 1st.	....	6 J. - J.	100,000	Jan. 1, 1911
Trustee, Old Colony Trust Co., Boston.				
Lynn & Boston 1st m., $5,379,000, $1,000.c*	1894	5 g.J. D.	3,723,000	Dec. 1, 1924
	Int. at Old Colony Trust Co., trustee, Boston.			
Coup. notes, $1,250,000	1897	6 A.-O.	320,000	April 1, 1917.
Plain Bonds secured by Lynn & Bos. mort. of 1894—				
Lynn & Boston.	....	5 M.(15)-N.	$150,000	May 15, 1900
do do	....	5 A.-O.	100,000	Apr. 1, 1907
do do	....	5 M.-S.	186,000	Mch. 1, 1912
Naumkeag	....	5 A.-O.	49,000	Apr. 1, 1907
do	....	6 M.-S.	24,000	Sept. 1, 1910
do	....	6 J.-J.	10,000	July 1, 1911
Other small issues	.....	5 & 6	11,000	1900

BONDS—Of the $5,379,000 first mortgage bonds, the unissued balance to be used to take up other bonds.

DIVIDENDS—From 1880 to Oct., 1899, inclusive, 8 per cent yearly.

ROAD—	Miles.		Miles.
Owned, measured as single track	121·7	Boston & Revere El. St. Ry.	3·8
Leased lines—		Other	2·2
Winnisimet Street RR.	2·0	Trackage	3·5
Boston & Chelsea RR.	4·1	Total main track (all elec.)	153·8
East Middlesex Street RR.	16·5	Sidings	10·0

Beverly & Danvers St. Ry., 3 miles (capital, $12,000) is controlled but operated separately—see V. 65, p. 1171.

ANNUAL REPORT—

Yr. to Sep. 30—	1899.	1898.		1899.	1898.
Gr. earn'gs.	$1,563,469	$1,484,251	Div'ds (8 p.c.)	$101,280	$101,280
Net earn'gs.	704,687	628,461	Bal., sur. for yr.	5,070	6,281
Oth. income	6,708	6,060	Tot. sur. Sep. 30	101,735	96,665
Int.,tax.,&c.	605,015	526,960			

—V. 65, p. 925, 1021, 1171; V. 67, p. 1260; V. 68, p. 40, 619, 673.

(a) BOSTON & CHELSEA RR.—Owns 4·1 miles of track. Leased to Lynn & Boston Street Ry. Co. at $7,260 per annum, equal to 6 per cent on $121,000 stock, payable A&O.

(b) BOSTON & REVERE ELECTRIC ST. RY.—

ORGANIZATION—Incorporated June 24, 1889. Leased from July 1, 1895, for 99 years to Lynn & Boston, which guarantees interest on the $50,000 bonds and dividends on $50,000 stock, from July 1, 1898 at 5 p. c. per annum.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (par $100)	.....	5 J-J	$50,000	.....
1st mort. drawn at 104	1890	5 F-A	44,000	Feb. 1, 1910

Int. (not pr.) gu. by L. & B. } Interest at American Loan & Trust, Boston.

ROAD—Main track, 3·8 miles; sidings, &c., 0·4 miles.

(c) EAST MIDDLESEX STREET RY.—

ORGANIZATION—Owns 16·5 miles of track; sidings, switches, etc., 1·8; total, 18 3 miles. Leased May 1, 1893, to Lynn & Boston for 99 years at a rental till May 1, 1896, of $18,000 yearly in addition to fixed charges; then till May 1, 1901, $24,000 yearly; and for remainder of lease, $30,000 yearly. Eight per cent dividends are paid.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100) $300,000	.....	8	$297,700	.....
Plain bonds, int. gu. (end.)	1898	5 M-S	120,000	Sept. 1, 1918
Plain bonds, int. gu. (end.)	1892	5 J-J	100,000	Jan. 1, 1902

Interest at Nat. Hide & Leather Bank., Boston.

The lessee in the lease agreed to stamp the bonds with a guaranty of the prompt payment of int.—principal is not guaranteed. V. 67, p. 482.

(d) WINNISIMMET (STREET) RR.—

ORGANIZATION—Owns 2·0 miles of track. Leased to the Lynn & Boston for 999 years from 1880, at $3,000 per annum. Capital stock is $50,000, par $50. Dividends in 1894 to 1899 6 p. c

(15) MYSTIC VALLEY STREET RY.—A trolley road, now consolidated with the Wakefield & Stoneham Street Railway, which see

(16) NASHUA STREET RAILWAY.—Trolley.

ORGANIZATION—Incorporated Aug. 14, 1885. Controlled by Massachusetts Electric Companies.

Stock, Bonds Etc.—	Date.	Interest.	Outstanding.	Maturity.
Stock, $325,000, (par $100)	.....	.....	$250,000	.....
1st mortgage, $150,000	.....	6 A O	150,000	April 1, 1911

Interest at Nashua Trust Co., Nashua. Subject to call April 1, 1901

Loans and bills payable June 30, 1898, $53,860.

ROAD—Jan. 1, 1899, operated 14·47 miles of track. Extension in progress.

EARNINGS—Years ending June 30:

	Gross.	Net.	Int. & taxes.	Balance.
1897-98	$60,260	$15,873	$11,256	sur. $4,617
1896-97	61,104	17,180	10,675	6,505
1895-96	53,640	10,573	8,903	sur. 1,670
1894-95	26,840	def. 1,323	8,155	def. 9,478

(17) NEEDHAM & BOSTON ELECTRIC.—

This newly constructed road was in Nov., 1899, absorbed by West Roxbury & Roslindale Street Railway.

(18) NEWPORT & FALL RIVER STREET RY.—

Controlled by Massachusetts Electric Companies.

ORGANIZATION—Incorporated in 1898. Stock, $250,000. Bonds $300,000, 20-year, 5s, due 1918, interest F&A; Amer. Loan & Trust Co., Boston, Trustee. Through cars between Newport and Fall River began running June 19, 1898.—V. 66, p. 1237. In 1899 made 10-year contract with Newport Street Ry. for running of cars within city of Newport. June 19 to Aug 31, 1898, gross, $27,462. net, $14,327.

DIVIDEND—3 per cent Jan. 2, 1899; 3 per cent July, 1899.

(9) NEWPORT STREET RAILWAY.—A trolley road.

This is one of the lines controlled by the Massachusetts Electric Companies

ORGANIZATION—Incorporated July 30, 1888.

Stock, Bonds, Etc.—	Date.	Interest.	Outstanding.	Maturity.
Common stock	.....	5 p. c. in '96	$77,000	See below.
Pref. stock, 7 p. c., cum.	.....	7 J-J	30,000	See text.
1st M. $50,000 ($500) c.	1890	5 J-D	50,000	Dec. 1, 1910
Unfunded debt Jan. 1, '99	.....	.....	8,714	.....

Interest is payable at the Industrial Trust Co., Providence, R. I.

Dividends—On *preferred* from 1890 to 1899, inclusive, 7 per cent per annum. On *common* in 1891, 5 per cent; 1892, 7 per cent; 1893, 5 per cent; 1894, none; in 1895, 5 p. c.; none until Nov., 1899, 5 p. c.

ROAD.—Owns 4·17 miles of track. Rails, 45 lb. T and 60 lb. T.

EARNINGS—For years ending Dec. 31:

	Gross.	Net.	Int., taxes, &c.	Div'ds.	Balance.
1898	$48,031	$23,227	$15,743	$2,100	sur. $5,384
1897	36,338	11,082	18,178	2,100	def. 9,196

(20) NORFOLK CENTRAL STREET RY.—A trolley road.

Controlled by Massachusetts Electric Companies, and in Nov., 1899, was consolidated with West Roxbury & Roslindale Street Railway and other roads in the Dedham district.

(21) NORFOLK SUBURBAN—(HYDE PARK).

In November, 1899, was consolidated with West Roxbury & Roslindale Street Railway, which see.

(22) NORTH WOBURN STREET RR.—Electric road. Operates 7½ miles of track. Stock, $100,000. No funded debt, but Sept. 30, 1898, had $108,000 floating debt. Year ending Sept. 30, 1899, gross earnings were $44,763; net, $12,512; surplus from operations, $4,289.

(23) PROVIDENCE & TAUNTON STREET RY.

Control is vested in Massachusetts Electric Companies.

ORGANIZATION—Owns trolley road from the centre of Providence to and through Taunton, about 13 miles. Trackage from Taunton over Brockton Bridgewater & Taunton Street Ry. to Brockton. Operated from June 25, 1898. Stock, $175,000; all outstanding. Bonds, $200,000 1st mort. 20-year gold 5s, dated Sept. 1, 1898, $1,000 each, Amer. Loan & Trust Co., Boston, Trustee; issued $150,000, $50,000 being held by trustee, to be issued for new property. On Jan. 2, 1899, div. of 2½ p. c. was paid; on July 1, 2½ p. c.; none since.

(24) QUINCY & BOSTON STREET RY.—Trolley.

Is one of the roads in the combination known as the Massachusetts Electric Companies.

ORGANIZATION.—In May, 1899, consolidated with Braintree Street Railway. After consolidation stock was $583,000; par $100. Notes payable, $215,000; bonds of Braintree Street Railway, $35,000. Stock since increased to $763,400 to fund floating debt and provide means for double-tracking and re-laying tracks.—V. 69, p. 1143.

ROAD—Owns 41·24 miles of track. Dividends in year 1894-95 were 6 per cent; in 1895-96, 7 per cent; in 1896-97, 7 per cent; in 1897-98, 7 p. ct.; in 1898-99, 7 p. c.

EARNINGS—For years ending Sept. 30 earnings have been:

Year—	Gross	Net.	Int., taxes, &c.	Divids.	Bal., sur.
1898-99	$175,216	$64,533	$21,892	$35,000	$7,641
1897-98	135,728	48,113	11,819	31,853	4,441

Total surplus Oct. 1, 1899, $52,278.—V. 68, p. 724, 928; V. 69, p. 955, 1148.

(25) READING & LOWELL STREET RAILWAY—This road has been absorbed by the Wakefield & Stoneham, whose statement appears below..

(26) ROCKPORT STREET RAILWAY—Electric road. In Jan. 1900, was merged in the Gloucester Street Railway.

(27) SALEM & WAKEFIELD STREET RAILWAY—Has been merged in the Wakefield & Stoneham, which see.

(28) TAUNTON & BROCKTON STREET RAILWAY.—

ORGANIZATION—Commenced operations Sept. 4, 1897. In August, 1899, acquired by Massachusetts Electric Companies. Is to be merged in the Brockton Street Railway. Stock, $100,000; first mortgage bonds, 5s, Aug. 1917, $100,000; int., F A.; State Street Trust Co., Boston, Trustee. Operates 17·64 miles of trolley track. In July, '98, paid 2 p. c. div.; in '99, Jan., 2 p. c.; July, 2 p. c; Nov., 2 p. c. In 1900, Jan., 2 p. c.

(29) TAUNTON STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated Feb. 12, 1870. Controlled by Massachusetts Electric Companies.

Stock & Bonds—	Date.	Interest.	Outstanding.	Last divid'd, etc
Capital stock ($100)	.....	.....	$350,000	Dec., 1893
1st mortgage	1894	5 J-J	350,000	Jan. 1, 1914
Debentures	1894	5 M-S	200,000	Mar. 1, 1914

Interest at American Loan & Trust Co., mortgage trustee, Boston.

ROAD—Owns and operates about 17·1 miles of main track (measured as single track) and 1·3 miles of sidings and switches.

ANNUAL REPORT—For years ending Sept. 30:

Year Sept. 30—	1899.	1898.		1899.	1898
Gross earnings	$84,503	$70,452	Int., taxes, etc.	$41,927	$36,442
Net	44,140	32,230	Balance	sur. 2,213	def. 4,212

(30) WAKEFIELD & STONEHAM STREET RAILWAY—Trolley.

Acquired by the Massachusetts Electric Companies, and in 1900 absorbed the Mystic Valley, the Reading & Lowell, the Salem & Wakefield and the Woburn & Reading. Stock increased $325,000 to $475,000 through these consolidations.—V. 70, p. 76,

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, $100 par	.....	6 p. c.	$475,000	Text.
1st mort. $150,000 gold...c.	1895	5 g. M-S	150,000	Mar. 1, 1915

The whole issue is redeemable at 105 after March 1, 1900. Interest at American Loan & Trust trustee, Boston.

The Mystic Valley St. Ry. had outstanding $60,000 gold 5s, due in 1919.

Dividends on *old* stock were, for year 1894-95, 6 p. c.; in 1895-96, 6 p. c.; 1896-97, 5 p. c; 1897-98, 5 p. c.

ROAD—Owns since consolidation between 45 and 50 miles of track. V. 70, p. 76.

(31) WEST ROXBURY & ROSLINDALE STREET RAILWAY.—A trolley road.

Control held by Massachusetts Electric Companies. In Nov., 1899, Massachusetts Railroad Commissioners approved consolidation with Norfolk Suburban, Norfolk Central and Needham & Boston, giving authority to increase stock $337,500, to $537,500. Massachusetts Commissioners later gave authority for a further increase of $262,500 to pay off floating indebtedness, making total stock $800,000.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$800,000	.....
1st M. $150,000, gold, s. f. ($500) red. at 103 after Sept. 1, 1901 .....c*	1896	5 g. M-S	150,000	Sept. 1, 1916
	Interest at International Trust Co., Boston, Trustee.			
Norfolk Central 1st mtg., gold. $100,000. Int. at International Trust Co., Boston, trustee	1898	5 g. J.-J	$60,000	1918
	(Subject to call after July 1, 1903)			
Norfolk Suburban, 1st mortgage	1894	5 J.-J.	$73,000	July, 1914
	Int. at Internat'l. Tr. Co., Boston, trustee.			

ROAD.—Consolidated road embraces about 30 miles of track.—V. 69, p. 955, 1148, 1301.

(32) WOBURN & READING STREET RAILWAY—An electric road which has been merged in the Wakefield & Stoneham Street Ry.

SOUTH SHORE & BOSTON STREET RAILWAY.—Trolley.

ORGANIZATION.—Consolidation in 1899 of the Braintree & Weymouth Street Railway, the Bridgewater Whitman & Rockland, the Hingham Street Railway (the latter being a consolidation of the Hingham, the Hull and the Nantasket Electric), the Hanover Street Railway and the Rockland & Abington Street Railway. The combination was arranged by Messrs. Pepper & Register of Philadelphia. Messrs. George A. Fernald & Co. of Boston have been negotiating some of the securities (V. 69, p. 229, 283).

Stock and Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $690,000, par $100	....	.....	$690,000	.....
Bonds, consol. mtg. ($1,000) gold, $1,000,000	1899	5 F-A.	161,000	Aug., 1919
	Interest at American Loan & Trust Co. (trustee) Boston.			
Braintree & Weymouth 1st M. gold, $80,000	1897	5 g. M-S.	80,000	Mar. 1, 1917
	Int at International Tr., Boston, trustee.			
Bridgewater Whit. & Rock. 1st mort., gold, $1,000 c*	1897	5 g. M-N.	85,000	Nov. 1, 1917
	Int. at American Loan & Trust, Boston			
Hingham Street Ry. first M. $200,000, gold	1896	5 g. J-D.	154,000	June 1, 1916
	Int. at Am. Loan & Tr. Co., Boston.			
Hull St. Ry, first mortgage assumed	1891	6 g. J-J.	20,000	July 1, 1911
	Int. at Am. Loan & Tr. Co., Boston.			
Rockland & Abington first mort., $100,000 gold....c*	1895	6 g. M-N.	100,000	May 1, 1915
	Int. at Old Colony Tr. Co., Boston, trustee.			

BONDS—It is expected that most of the above underlying liens will shortly be taken up, when the consol. mortgage will become a first lien. The Hingham 1st M. 5s have been called for payment March 31, 1900.

ROAD—Consists of 74 miles of electric road in Plymouth County, Mass., of which 69 miles are owned and 5 miles operated under contract. Operates in Brockton, Braintree, Bridgewater, East Bridgewater, Abington, Rockland, North Abington, Hanover, Hingham, Hull, Weymouth, Norwell, North Weymouth, East Weymouth, and, in connection with the Quincy & Boston, runs through cars to Boston.

EARNINGS—For 1898 earnings of the several roads making up the combination were $214,693 gross and $49,637 net.

OFFICERS—President, Albert L. Register of Phila.; Vice-Pres., John J. Whipple of Brockton; Treasurer, George A. W. Dodge of New Haven, Conn.; Secretary, Gardner F. Wells.—V. 69, p. 130, 229, 283.

WEST END STREET RY.—See Boston Elevated RR.

BOWLING GREEN, KY.

POPULATION 1890 WAS 7,803; IN 1880 WAS 5,114; AND IN 1870 WAS 4,574.

BOWLING GREEN RAILWAY.—A trolley road.

ORGANIZATION—Incorporated in July, 1898, as a reorganization of the Park City Ry., purchased at foreclosure Feb. 28, 1898, by the Fidelity Trust & Safety V., trustee. V. 66, p. 472. Completed as an electric road Sept. 1, 1895, to do both freight and passenger business connecting river and city. Population of Bowling Green in 1895 (company's estimate) was 10,000, with suburbs 12,000.

STOCK, BONDS ETC—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, par	.....	.....	$40,000	.....
New mortgage	1898	.....	20,000	1915

ROAD, ETC.—Owns 5 miles of track, including sidings.

OFFICERS—President, J. H. Wilkerson; Sec. and Treas., T. S. Fitch.—V. 66, p. 472.

BRIDGEPORT, CONN.

POPULATION 1890 WAS 48,856; IN 1880 WAS 29,148; AND IN 1870 WAS 18,969. (See below.)

BRIDGEPORT TRACTION—A trolley road.

ORGANIZATION—Chartered in July, 1893, and operates by electricity the entire system of street roads in the city. Owns a perpetual and exclusive franchise from the State of Connecticut and is exempt from all city taxation. Population served in 1899 estimated at 65,000.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc*
Stock (par $100)	.....	.....	$2,000,000	Aug. 1, '99, 1 p.c.
First M. g. ($1,000) c.* $2,000,000	1893	5 g. J.-J.	1,772,000	July 1, 1923
	Trustee Fidelity Title & Dep. Co., Newark, N.J.			

Interest is payable at office of Redmond, Kerr & Co., 41 Wall St., N. Y.

DIVIDENDS—Aug., 1895, to Aug., 1899, incl., 1 p. c. yearly.

Bonds—The *mortgage* is a first lien on the franchises and all property now owned, or which may be hereafter acquired. As required under the laws of Connecticut the bonds are certified by State Auditor as issued at not over 75 per cent of cost of road, etc.

The unissued bonds may be sold for improvements and new construction, but at not to exceed 75 per cent of the actual cost of such improvements, etc. The company has no floating debt.

ROAD—Owns in fee 52·6 miles, consisting of eight divisions centering at one point, the N. Y. N. H. & H. Ry. depot, and extending to Stratford, Fairfield, Southport and Westport. Extension to Westport completed May, 1898. In August, 1899, an extension from Bridgeport to Shelton was opened, increasing mileage by 9 miles. Rails are 90-pound in city and 70-pound in suburbs.

EQUIPMENT—General Electric make; 53 closed cars, 51 new and old open cars and snow-plough, sweepers, etc.

LATEST EARNINGS—6 months to December 31. 1899...Gross, $200,352; net, $92,365. 1898...Gross, 190,539; net, 85,887.

ANNUAL REPORT—A special report was given in V. 63, p. 836 see also remarks p. 815. For years ending June 30 and Dec. 31 results have been:

Year—	*Gross.*	*Net.*	*Interest.*	*Dividends.*	*Bal., sur.*
1899, June 30.	$356,153	$164,138	$86,120	$20,000	$58,018
1898, June 30.	333,409	155,221	85,950	20,000	49,271
1897, Dec. 31	321,445	139,889	84,150	20,000	35,739
1896, Dec. 31.	319,544	132,760	82,075	20,000	30,685
1895, Dec. 31.	303,419	147,187	75,000	20,000	52,187

GENERAL BALANCE SHEET JUNE 30, 1899.

Assets—		*Liabilities—*	
Construction, Equipment	$3,960,831	Stock	$2,000,000
Accounts receivable	307	Bonds	1,772,000
Cash	25,349	Accounts payable	19,931
		Profit and loss, etc.	194,556
Total assets	$3,986,487	Total liabilities	$3,986,487

OFFICERS—President, A. Radel; Vice-President, H. M. Doremus; Treasurer, Wm. Scheerer (Newark, N. J.); Secretary, Thos. L. Watson.—V. 63, p. 836; V. 67, p. 426.

BRIDGEPORT, OHIO.

POPULATION 1890 WAS 3,369; IN 1880 WAS 2,395; AND IN 1870 WAS 1,178.

BELLAIRE BRIDGEPORT & MARTIN'S FERRY STREET RAILWAY—A trolley road.

In 1898 passed into the possession of the Wheeling Railway of Wheeling, W Va.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstandg.*	*Maturity.*
Stock (par, $100)	.....	.....	.....	$250,000	.....
1st M. $150,000 gold. $1,000 c*&r	.....	1893	6g. A-O	150,000	Oct. 1, 1913
	Sub. to call on any A & O on and aft. Oct. 1, '08.				

Interest is payable at Farmers' Loan & Trust Co., N. Y., trustee.

ROAD—Operates 11½ miles of track.

BRIDGETON, N. J.

POPULATION 1890 WAS 11,424; IN 1880 WAS 8,722; AND IN 1870 WAS 6,830.

BRIDGETON & MILLVILLE TRACTION—In June, 1899, entire stock was purchased by American Rys. Co See the latter under Philadelphia.

BRIGANTINE BEACH, N. J.

BRIGANTINE TRANSPORTATION CO.—

ORGANIZATION—A reorganization per plan in V 63, p. 837, of Brigantine Transit Co. sold in foreclosure Feb. 4, 1897. Runs steamers from Inlet (Atlantic City) to Brigantine, connecting with its electric trolley road, extending along Brigantine Beach, 7 miles of double track.

NEW SECURITIES: $50,000 1st mortgage 5 p. c. 20-year bonds; 1st preferred 5 p. c. stock, $125,000; 2d preferred 5 p. c. stock, $75,000; common stock, $150,000, all issued. In June, 1899, the Co. issued $25,000 20-year 2d mtg. 5s (M&N) to retire floating debt and for double tracking. Continental Trust Co. is trustee.

EARNINGS—For year ending Dec. 31, 1898, passenger earnings of railway, $9,023; other income, $317. President, Geo. H. Cook, 50 Broadway, New York.—V. 64, p. 373.

BRISTOL, CONN.

POPULATION 1890 WAS 7,382; IN 1880 WAS 5,347; AND IN 1870 WAS 3,788.

BRISTOL & PLAINVILLE TRAMWAY.—A trolley road. Also furnishes electric lights.

ORGANIZATION—Organized Sept. 21, 1893. Stock authorized $1,000,000; issued, $100,000 (par $100). First mortgage 5s authorized, $200,000 (M.&N.), due Nov. 1, 1925; int., M.&N.; outstanding, $135,000; bills payable June 30, 1899, $12,000. Length of railway measured as single track, 7·4 miles. For year ending June 30, 1899, from passengers, gross, $36,415; from electric lights, etc., $24,610; total gross, $61,025; net, $18,555; interest and taxes, $8,996; dividends, $6,000; balance, surplus for year, $3,559. President, C. S. Treadway, Bristol, Conn.; General Manager, G. E. Cockings.

BROOKLYN, N. Y.

POPULATION 1890 WAS 806,343; IN 1880 WAS 566,653; AND IN 1870 WAS 396,099.

BROOKLYN RAPID TRANSIT.—*(See adjoining Map.)*

ORGANIZATION—A New York corporation organized in January, 1896, per plan in CHRONICLE, V. 60, p. 1145, to succeed to the property of the old Long Island Traction Company, foreclosed; syndicate headed by the late ex-Governor Flower having then bought control. Cars began running over Brooklyn Bridge in February, 1898.—V. 66, p. 383.

ASSETS—The following is a statement of the stocks, bonds and equities owned by the Brooklyn Rapid Transit Co. as of Nov. 1, 1899.

Entire capital stock Brooklyn Heights RR. Co. (par)	$200,000
Equity in 999 year lease of Brooklyn City RR. Co. to Brooklyn Heights RR. Co.	
Construction account of Brooklyn Heights RR. Co. against Brooklyn City RR Co. for extensions and improvements on leased lines, amounting Sept. 0, 1899, to	4,730,477
Entire capital stock Brooklyn Queens Co. & Suburban RR. Co. (par)	2,000,000
Entire capital stock Sea Beach Railway Co., par value	650,000
Entire capital stock Sea View Railroad Co., par value	190,753
First mortgage 6 per cent bonds Sea View RR. Co., par value	52,500
84,997/16 shares out of 85,000 shares of the common stock of the Nassau Electric RR. Co., par	8,499,716
60,520 shares out of 65,000 shares of the 5% cumulative preferred stock of Nassau Electric RR. Co., par	6,052,000
37,443 shares out of 38,301 6/10 shares of the 5% non-cumulative preferred stock of the Brooklyn Union Elevated RR. Co., par	3,544,300
120,239 shares out of 120,267 shares of the common stock of the Brooklyn Union Elevated RR. Co., par	12,023,900
Entire capital stock of Coney Island & Gravesend Ry. Co. outstanding, par	35,400
* First mort. 5 p. c. bonds Brooklyn Queens Co. & Sub. RR. (par)	2,000,000
* First mortgage 5 per cent bonds Brooklyn City RR. (par)	1,647,000
Total par values	$41,605,046

* Composing guaranty fund for performance of Brooklyn City Railroad Company's lease.

The Brooklyn Rapid Transit Company in April, 1899, also acquired, through one of its constituent companies, all the franchises and properties of the former Brooklyn & Brighton Beach RR Co., and this has now been converted into an electric road. The company also leased for the period of 999 years the Prospect Park & Coney Island RR, the New York & Coney Island RR. and the Prospect Park & South Brooklyn RR. In November, 1899, also acquired from the Reorganization Committee of the Kings County Elevated Railway Co. and Fulton Elevated Railway Co. all the preferred and common stock of the newly-organized company which has succeeded to those properties In exchange $2,000,000 of the stock of the Brooklyn Rapid Transit Co. was given. The capital stock of the new Kings County Elevated Company is $2,800,000 preferred and $6,000,000 common, and the company has an authorized bonded indebtedness of $7,000,000 in 4% bonds, of which only $5,000,000 will be issued, making the total fixed charges of the new company as acquired by the Brooklyn Rapid Transit Co. $200,000 per annum.

The *Brooklyn City RR. Co.* is held under a 999 year lease, dated Feb. 14, 1893, guaranteeing all charges and 10 per cent dividends on $12,000,000 of stock. The lease is nominally to the Brooklyn Heights RR. Co. but practically to the Brooklyn Rapid Transit Co., since that company owns the entire capital stock of the Brooklyn Heights Company and guarantees payment of dividends to lessor, as said above. In 1898 the Heights Company leased also the Brooklyn Queens County & Suburban RR., theretofore operated separately On April 1, 1899, the Heights Company leased the Brooklyn Union Elevated RR. Co. for one year for $100,000 and fixed charges, and also on the same date the Nassau Electric RR. for one year for $150,000 and fixed charges On Feb. 13, 1900, a lease of the Nassau Electric to the Heights Co. was made for 999 years. See terms under Nassau Electric.

In the reorganization of Long Island Traction the old $30,000,000 stock paid an assessment of $10 per $100 share, the old stock being reduced to $20,000,000, and $7,000,000 of 5 per cent bonds being authorized, against $3,000,000 of Long Island Traction

STOCK & BONDS—	*Outstanding.*	*Interest.*	*Maturity.*	*Ann. charge.*
Stock, $45,000,000	$45,000,000	.....	.....	.....
B'klyn R.T., g., mort., 1895, $7,000,000	6,625,000	5g A-O	Oct. 1, 1945	$331,250
B'klyn H. RR. 1st M.	250,000	5 A-O	Apr. 1, 1941	12,500
B. Q Co. & Sub. 1st M.	3,500,000	5g J-J	*July 1, 1941	175,000
First consol. mort guar. p &i.(end.) §	2,834,000	5g M-N	*July 1, 1941	141,700
Jam. & B. RR. 1st M.	240,000	5g J-J	Jan. 1, 1930	12,000
Sea B'h Ry. 1st M., gu.	650,000	4g M-S	Sep. 1, 1916	26,000
Sea View RR. 1st M.	2,500	6 J-J	Jan. 1, 1907	3,150
Brooklyn Un. Elevated RR. Co. 1st M.	12,890,000	§4g F-A	Feb. 1, 1950	515,600
	Central Trust Co., New York, Trustee.			
Nassau Electric RR. Co. consol. mtge. bonds ($1,000) c'ar $15,000,000	8,946,960	4 g J-J	Jan. 1, 1951	357,878
	Guaranty Trust Co., New York, Trustee.			
1st mtge. bonds	660,000	5 A-O	Apr. 1, 1944	33,000
At.Ave.1st mtge.	759,000	5 A-O	Oct. 1, 1909	37,950
" " Gen. M.g.'91.	2,241,000	5g A-O	Apr. 1, 1931	112,050
At. Ave. Imp. $1,500,000,gold, '93. §	220,000	5g J-J	Jan. 1, 1934	11,000
†B. B. &W. E. 1st M. Ser.A,red,Jan '97 §	250,000	5 J&J	Jan. 1, 1906	12,500
†B. B. &W. E. 1st M. Ser.B,red Jan '97 §	250,000	5 A&O	Jan. 1, 1916	12,500
†B. B. & W. E. 2d M. red. July, 1896. §	52,000	5 J&D	Jun. 1, 1911	2,600
B. B. &W. E. Genl. g.	121,040	5g A&O	Oct. 1, 1933	6,052
Total interest charges				$1,802,730
Rental—				
B'klyn City RR. stock.	12,000,000	10 Q-J	*15*	9^9 years. 1,200,000
1st consol. M., 1891.	6,000,000	5 J-J	‡July 1, 1941	300,000
B'klyn Crosst. 1st M.	200,000	5 J-J	July 1, 1908	10,000
Cal. Cem. & G 1st M.	200,000	6 J-D	Jan. 1, 1907	12,000
New W. & Fl. 1st M.	200,000	4½F-A	July 1, 1941	9,000
G. & Lorimer 1st M.	125,000	6 M-N	May 1, 1910	7,500
Gr. St. & New. 1st M.	200,000	5 F-A	July 1, 1906	10,000
Total interest charges and rentals				$3,351,230
Less interest on bonds owned (see list preceding)				184,500
Net fixed charges, entire system				$3,166,730

* Subject to call May 1, 1916. † Subject to call. ‡ Subject to call in 1916. § Five per cent after Feb. 1, 1905.

In his annual report President Rossiter estimates the entire net fixed charges for the ye ar beginning July 1, 1899 (including the Kings County Elevated), at $3,406,000, and says gross earnings will be *not less* than $12,000,000.

STOCK—Stock authorized is $45,000,000; issued $45,000,000. The stock was formerly held in a voting trust, but this terminated January 1, 1900, and control is now vested in the owners of the shares.

The Rapid Transit stockholders voted Feb. 11, 1899, to increase the stock from $20,000,000 to $45,000,000.—V. 68, p. 185, 329.

In April, 1899, stockholders were given the privilege of subscribing to the extent of 7% of their holdings for Brooklyn Rapid Transit, stock at par, the proceeds of this issue of stock being used in the acquisition of the Brighton Beach Railroad properties and the electrical reconstruction of those properties, as well as of the leased properties of the Prospect Park & Coney Island RR. Co. and allied lines. The total amount thus issued was $2,713,900,

Bonds—Of the $7,000,000 fifty-year gold 5s of 1895, $1,875,000 took up collateral trust notes, $3,000,000 went to stockholders for the assessment; balance for future requirements of the road. For description of property covered by the mortgage see V. 62, p. 1138. The Central Trust Co. is mortgage trustee. In December, 1897, bonds for $1,217,000 were listed, issued for purchase of Sea View RR. and for extensions and improvements.—V. 65, p. 1219. In October, 1898, $227,000 additional were listed. See application in full, V. 67, p. 904.

Brooklyn City RR. mortgage of 1891 is for $6,000,000 and is a first lien on the old Brooklyn City road and a consol. lien on the lines acquired by consolidation in 1890. Of the $6,000,000 issued, $4,373,000 are in the hands of the public and the balance is held in the guaranty fund.

The total authorized issue of first consolidated mortgage gold 5s of the Brooklyn Queens County & Suburban RR. is $4,500,000, of which $1,666,000 are reserved for extensions, on which they will be a first lien Of the $2,234,000 outstanding, $2,255,000 in 1898 were endorsed with the guaranty of the Brooklyn Heights RR. Co. as to principal and interest, and in January, 1899, provision was made for guaranteeing the remainder on the payment of ten dollars per bond Both B. Q. C. & S. loans are subject to call in 1916.

The Sea Beach Ry. 1st 4s also are guaranteed as to principal and interest by the Brooklyn Rapid Transit Co.—V. 65, p. 1219.

MILEAGE—The system February 1, 1900, included:

	Miles.		*Miles.*
Brooklyn Heights RR.	1·27	New York & Coney Island..	2·41
Brooklyn City RR.	204 77	Prospect Park & So. Bklyn.	1·15
Brookl. Queens Co. and Sub	45·03	Coney Island & Gravesend.	6·43
Nassau Electric	129·70	Sea Beach Ry.	12·23
Brooklyn Union "L"	41·89	Kings Co. & Fulton "L"	21·72
Brooklyn & Brighton Beach	17·86		
Sea View RR.	2·20	Grand total	504·00
Prospt. Pk. & ConeyIsland.	17·34	Franchises unbuilt (about)	200·00

The company in 1899 opened several new routes to Coney Island, among them one from Hamilton Ferry to the Island, another from the Bridge to Brighton Beach (surface route); also from Broadway Ferry to Brighton Beach, besides beginning the run ning of through trains to Manhattan Beach via the Elevated road.

On Nov. 1, 1899, began giving transfers between the elevated and surface roads at certain points of juncture between the two, but discontinued transfers at the same points from one surface road to another. In Feb., 1900, on the recommendation of the State Railroad Commissioners, so far modified this last arrangement as to grant optional transfers (good for either the surface roads or the elevated line) at 65th St. and 3d Ave., and 36th St. and 5th Ave.

GENERAL FINANCES—During the year ended June 30, 1899, the Company added to its property 238 miles of track, elevated and surface, and the acquisition of the Kings County Elevated gives 22 additional miles. All of the properties thus acquired were secured through the issue of new Brooklyn Rapid Transit stock and entail no new fixed charges for such purchase except the rental to be paid for the Prospect Park & Coney Island RR. ($40,000 per year) from the time the lease of that property went into effect—June, 1899. Moreover, all the properties whose stocks have been acquired by the B. R. T. Co. have recently had their fixed charges greatly reduced by process of reorganization.

REPORT—The annual report will be found in the CHRONICLE of August 26, 1899. The method of operation is to have all the railroad companies leased to the Brooklyn Heights Railroad Company, which is the operating company, and the income of the Brooklyn Rapid Transit Company consists of the surplus profits of the Brooklyn Heights Company, and such moneys as it may receive from the stocks and bonds held by it. The table below gives the operating statement of the Brooklyn Heights Company for the year ending June 30, 1899, with comparison for the preceding year, and includes the operation of the Brooklyn Heights Railroad Company, the Brooklyn Queens County & Suburban Railroad Company, the Brooklyn City Railroad Company and the Sea Beach Railway Company for the entire fiscal year, and of the Brooklyn Union Elevated Railroad Company and Nassau Electric Railroad Company for three months only of the fiscal year. For purposes of better comparison the figures of the leased companies for the corresponding period of the preceding year are combined with those of the Heights Company, although they were not at that time a part of the Brooklyn Rapid Transit system.

OPERATING STATEMENT, BROOKLYN HEIGHTS RAILROAD COMPANY.

Fiscal year ending June 30—	1899.		1898.	
Gross earnings		$7,412,434		$6,616,361
Operating expenses—				
General, incl. taxes & ins.	$1,079,328		$902,852	
Transportation	2,246,711		2,175,923	
Maintenance of track, etc	262,638		213,888	
Maintenance of equipment.	589,553		501,948	
Maintenance of power	491,141		437,595	
		4,669,371		4,232,206
Net earnings		$2,743,063		$2,384,155
Income from other sources.		13		*185,458
Gross income		$2,743,076		$2,569,613
Fixed charges		2,289,909		2,482,349
Surplus		$453,167		$87,264

* Includes income from guarantee fund ($181,369 50), which in the succeeding year was paid directly to Brooklyn Rapid Transit Company and did not pass through operating company's accounts.

The above figures include a charge of $529,212 for damages, a large part of which was on account of accidents occurring in preceding fiscal years. The fixed charges include the rentals paid to leased companies, including the Nassau Electric Railroad Company and Brooklyn Union Elevated Railroad Company, most of whose stock is owned by the Brooklyn Rapid Transit Company.

BROOKLYN RAPID TRANSIT COMPANY INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1899.

Receipts—		
From interest on bonds and loans	$188,394 50	
" profit on bonds sold	182,000 84	
" miscellaneous	425 00	
" Brooklyn Heights RR. Co.'s surplus	471,554 77	
		$842,375 11
Expenses—		
For interest	$338,261 09	
" taxes and miscellaneous expenses	41,564 77	
		379,825 86
Surplus for year		$462,549 25
Accumulated surplus prior to June 30, 1898		215,579 50
Total surplus June 30, 1899		$678,128 75
Deductions from surplus—		
For new equipment and construction on railroad properties	$300,482 33	
" extinguishing old deficiencies of B. Q. C. & S. RR. Co. accrued prior to its acquisition by B. R. T. Co.	321,174 19	
Direct to profit and loss	1,930 83	
		623,587 35
Surplus carried forward		$54,541 40

LATEST EARNINGS—In the following the results for 1899 include, in addition to the lines operated in 1898, the Brooklyn Union Elevated RR. and the Nassau Electric RR.

3 mos. end. Sept. 30.	*Gross earnings.*	*Net earnings.*	*Other income.*	*Interest, taxes, etc.*	*Balance surplus.*
1899.	$2,775,838	$985,652	$86,294	$995,262	$76,684
1898.	1,664,931	705,885	21,972	530,857	197,000

OFFICERS—President, Clinton L. Rossiter; Chairman of Board, A. N. Brady; Vice-President, Horace C. Du Val; Secretary and Treasurer, T. S. Williams, Clinton and Montague sts., Brooklyn.

DIRECTORS—Clinton L. Rossiter, August Belmont, Horace C. Du Val, H. H. Porter, Timothy S. Williams, John G. Jenkins, E H. Harriman, Anthony N. Brady, Henry Seibert, Walter G. Oakman, David H. Valentine, A. R. Flower, Frederick P. Olcott. INDEX—V. 68, p. 130, 185, 329, 472, 523, 570, 617, 669, 721, 770, 821, 870, 975, 1131, 1179, 1224; V. 69, p. 26, 78, 129, 130, 229, 439, 450, 491, 1103, 1148, 1192, 1246, 1345; V. 70, p. 75, 125, 175, 229, 328.

Companies Controlled by Brooklyn Rapid Transit Company.

(1) BROOKLYN UNION ELEVATED RR.—A steam road now being changed to electric.

ORGANIZATION—Organized in January, 1899, as successor of the Brooklyn Elevated RR. and its allied lines per **plan** in V. 64, p. 609. All the old mortgages were foreclosed and the properties were on Feb. 16, 1899, transferred to this company. The cash contributions levied aggregated $1,921,500.

Fixed Charges.—Only $12,890,000 first mortgage bonds have been issued to carry out the plan, and the present yearly fixed charges are estimated as follows: Interest on firsts at 4 p. c., $515,600; taxes (est.), $108,000; total, $623,600 (old fixed charges were $882,083).

Stock and Bonds.	Date.	Interest.	Outstand'g.	Maturity, etc.
Com. stock, $13,000,000..	.....	.....	$12,926,700	.....
Pref. stock, 5% non-cum., $5,000,000	.....	.....	3,830,160	... .
1st M., $16,000,000 g., 4% till '05, then 5% ($1,000)	1899	4 to 5 g. F. & A.	12,890,000	Feb. 1, 1950 Trustee, Cent. Trust, N. Y.

Road—Owns from Fulton Ferry to East New York, 5·73 miles; Broadway and Lexington Avenue to Broadway Ferry, 2·78 miles, and Myrtle Avenue to Adams Street and Brooklyn Bridge, 5·08 miles; branch to Greenwood, 3·58 miles; to Cypress Hills, 1·4 miles, and to 65th Street, 1·77 miles; total, 20·34 miles; second track, 20·34 miles; total track, 40·68 miles. Cars are run direct from Brooklyn Bridge, via Union Station at 36th Street and 5th Avenue, over the old Prospect Park & Coney Island to Coney Island.

The company's trains have been run across the Brooklyn Bridge since June, 1898, (V. 66, p. 1187), and on July 1, 1898, the operation of the Bridge railroad was commenced. The contract was made by the then receiver. A share of this contract is assumed by the Kings County Elevated. See terms of contract in V. 67, p. 27, 426. The main lines will be entirely equipped with electricity (third-rail system), during 1900.—V. 66, p. 27. In July, 1899, the running of electric trains to Coney Island (via the Fifth Ave. branch and the Prospect Park & Coney Island) was begun.—V. 69, p. 129. On Jan. 29, 1900, began to use the electric system on the Lexington Avenue (East New York) line.—V. 70, p. 22[illegible].

In March, 1898, an agreement was made with Long Island RR. providing for joint construction of connecting line at East New York and running of through trains from Jamaica to Brooklyn Bridge and from Rockaway Park to Broadway ferries. Construction begun in Nov., 1898, and work completed in February, 1899.—V. 67, p. 1054. Rockaway line operated from July, 1898, and line to Jamaica opened in Oct., 1898. V. 67, p. 124, 175, 954.

Annual Report—Earnings are now included in Brooklyn Rapid Transit. Report for year ending Dec. 31, 1896, in V. 64, p. 80. Increased earnings in 1895 were due to strike on trolley roads.

Years—	Gross.	Net.	Old Charges.	Balance.
1897-8	$1,626,423	$550,365	$841,989	$291,624
1896-7	1,669,581	634,411	882,955	248,544
1896 (cal. year)	1,719,398	684,260	881,495	def. 197,235
1895 do	2,082,937	924,699	859,428	sur. 65,271

Officers.—President, Clinton L. Rossiter; Vice-President, William Halls, Jr.; Secretary and Treasurer, T. S. Williams.—V. 68, p. 230, 280, 426, 570, 617, 721, 821; V. 69, p. 26, 78, 129; V. 70, p. 229.

(2) KINGS COUNTY ELEVATED RR.—A steam road, but is being changed to electricity under the arrangement by which the property has passed into the possession of the Brooklyn Rapid Transit Co., the formal transfer of which occurred on Nov. 25, 1899.

Organization—The old Kings County and Fulton Elevated roads were sold at foreclosure July 6, 1899, and on July 7 the present Kings County Elevated Railroad Company was incorporated. The foreclosure was in accordance with reorganization plan in V. 68, p. 724.

In Oct., 1896, arrangements were first made for the running of through trains to Brighton Beach. V. 63, p. 754. In July, 1899, began running trains to Manhattan Beach (V. 69, p. 80) in connection with the Brooklyn & Brighton Beach and a section of the Manhattan Beach division of the Long Island RR. Connection was made in 1897 with the Long Island Electric for the running of cars to Jamaica, Queens, Hempstead and Far Rockaway.—V. 64, p. 330.

Trains began crossing the Brooklyn bridge in November, 1898.

Stock and Bonds.—The Brooklyn Rapid Transit Co. owns the entire stock.

Stock & Bonds—	Date.	Rate.	Amount.	Divs. on Maturity.
Stock, common, $6,000,000 ..	.....	.....	$6,000,000	.....
Stock, pref. 5 p. c. non-cum., $2,800,000	.....	.....	2,800,000	.....
1st mtg., gold, $7,000,000 c.	1899	4	5,000,000 Aug. 1, 1949 Int. at Central Tr. Co., N. Y., Trustee.	

Of the 1st mortgage for $7,000,000, $2,000,000 remains in the treasury for future improvements.

Road—The old Kings County owned double-track road through Fulton Street to former city line; Fulton Elevated thence to new city line. Tracks were as follows, 21·723 miles in all:

Tracks—	1st.	2d.	3d.	Sidings, etc.	Total.
Kings County El., miles	5·444	5·444	0·962	0·627	12·477
Fulton El., miles	2·884	2·884	0·475	3·003	9·248

Annual Report—Fiscal year ends June 30.

	1898-99.	1897-98.	1896-97.
Gross	$679,623	$694,480	$725,314
Net	62,707	74,862	175,482
Other income	6,321	7,385	16,870
Net income	$69,028	$82,547	$192,352

—V. 68, p. 187, 331, 977, 1226; V. 69, p. 80, 130, 1103, 1148.

(3) NASSAU ELECTRIC RAILROAD.—trolley road.

Organization—Chartered March 13, 1893, under the laws of New York. Opened in July, 1895, and in April, 1896, leased the Atlantic Avenue RR., etc. Cars commenced running over the Brooklyn Bridge Feb. 15, 1898—see V. 66, p. 383. In Jan., 1899, sale of Nassau Electric stock, formerly held by Johnson Brothers, R. T. Wilson & Co. and others, was made to Brooklyn Rapid Transit, and subsequently the latter also acquired the holdings of Patrick H. Flynn. As stated above, the Rapid Transit Company owns $8,499,716 out of the $8,500,000 common stock of the Nassau Electric and $6,052,000 out of the $6,500,000 preferred stock. The Rapid Transit assumed the management of the road on May 1, 1899.

April 1, 1899, the Nassau Electric was leased for one year to the Brooklyn Heights RR., and Feb. 13, 1900, a lease for 999 years was made from Apr. 1, 1900. Under the lease the Heights Company will pay all fixed charges, taxes and organization expenses of the Nassau Company, and in addition all net earnings from the property leased the latter to be not less each year than 4 per cent on the $6,500,000 outstanding Nassau preferred stock

The Nassau Electric Railroad and its subsidiary lines in 1898 underwent recapitalization, by which provision was made for the retirement of all of the outstanding securities of the various companies controlled by it, viz.: The Nassau Electric Railroad Co., the Atlantic Avenue Railroad Co., the Brooklyn Bath & West End Railroad Co., the Kings County Traction Co.—see V. 66, p. 39, 183. The assets of the Kings County Traction Co. were purchased at public sale in July, 1898, by the syndicate conducting the consolidation.—V. 67, p. 74, 125. Certificate of merger of Atlantic Ave. RR. and United RR. was filed on Jan. 26, 1899.—V. 68, p. 283, 821.

Stock & Bonds—	Date	Interest.	Outstand'g.	Maturity.
Common stock, $8,500,000	....	....	$8,500,000	....
Pref. 4 p. c. cum., $6,500,000	....	....	6,500,000	....

Bonds—For details see Rapid Transit statement above.

Road—Road extends from Broadway Ferry to Canarsie landing, 39th Street Ferry, Sheepshead Bay, Manhattan Beach and Fort Hamilton, about 68 miles of track; with Atlantic Avenue lines, reaches City Hall, Fulton, Wall and South ferries, Bensonhurst, Bath and Coney Island; total operated, 130 miles.

Atlantic Ave. RR. owns the double-track steam road from Jamaica to Flatbush Avenue Station in Brooklyn 9½ miles (19 miles of track), which is leased for 99 years from June 1, 1877, to the Long Island RR. Co., affording that company entrance into the City of Brooklyn—rental, formerly a percentage of receipts, was changed in 1895 to $60,000 yearly.—V. 61, p. 828.

Latest Earnings—Earnings are now included in earnings of Brooklyn Rapid Transit.

Earnings, Etc.—For year ending June 30, 1898, earnings, etc. were as below: (See V. 67, p. 840.)

Gross earnings	$2,054,080	Interest on bonds	$260,584
Operating expenses	1,259,838	Taxes	72,000
		Rentals	477,444
Net earnings	$794,242		
Other income	65,610	Total charges	$810,028
Total net	$857,852	Balance, surplus	$47,824

—V. 68, p. 283, 721, 821; V. 70, p. 125, 328.

UNITED RAILROAD—Successor in January, 1898, to Brooklyn Cable Co., sold in foreclosure Dec. 23, 1897. Capital stock is $300,000 ($100 shares). In February, 1899, merged in Nassau Electric RR.

(4) PROSPECT PARK & CONEY ISLAND RR.—A trolley road.

Organization—Controlled by Long Island RR., but on June 17, 1899, the Brooklyn Rapid Transit Co. took possession under a lease for 999 years and equipped the road electrically. (V. 68, p. 1224; V. 69, p. 654.) In consideration of a guaranty by Long Island RR., annual interest on the greater part of P. P. & C. I.'s bonded debt was reduced from 6 and 7 per cent to 4½ per cent. See V. 56, p. 42; V. 62, p. 187.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$250,000	....
2d M., now 1st ($1,000 each), c.* & r.	1886	4½ F. & A.	340,000	Feb. 1, 1926
	1886	6 F. & A.	160,000	Feb. 1, 1926
3d M. (now 2d), gold ($1,000 each), c.* & r.	1891	4½g. M. & S.	96,000	Mar. 1, 1931
	1891	6g. M. & S.	104,000	Mar. 1, 1931
Interest on above mortgages payable at U. S. Mort. & Tr. Co., N. Y.				
Income bonds, non-cum.	.....	.....	250,000	May 1, 1920
R. E. M., June 30, 1899.	.....	.....	29,766	... .
Bills payable June 30, '99	.....	.....	434,000	....

Road.—Owns 9th Ave. and 20th Street, Brooklyn, to Coney Island, etc., 5·68 miles; leases, 3·97 miles.

Earnings.—For years ending June 30 earnings were;

Year—	Gross.	Net.	Other income.	Int., taxes, etc.	Balance.
1898-9	$98,437	def. $14,826	$24,233	$79,228	def. $69,821
1897-8	111,769	3,057	26,415	79,970	def. 59,497

—(V. 65, p. 619, 869; V. 66, p. 336, 954; V. 68, p. 669, 1224; V. 69, p. 654.)

BROOKLYN CITY & NEWTOWN RR.—See Coney Island & Brooklyn City RR.

CONEY ISLAND & BROOKLYN RR.—

Organization—Chartered Dec. 10, 1860. Cars commenced running over the Brooklyn Bridge Feb. 15, 1898.—See V. 66, p. 383.

Brooklyn City & Newtown was leased in November, 1897, for 999 years, and practically all of its capital stock acquired.—V. 65, p. 1070

Stock & Bonds—	Date.	Interest.	Outstand'g.	Last div., &c.
Stk. $2,000,000 (p. $100)	.....	.. Q.—F.	$1,998,000	Feb. 1, '00, 2½
First mort., cur., c. ($1,000)	1883	5 J. - J.	300,000	July 20, 1903
	Trustee, Brook. Trust Co.		Int. at Mechanics' Bank, Brook.	
Cert. of indebt. ($1,000)	1895	5 J. - J.	$400,000	July 1, 1903
First consol. mort., $2,000,000, gold	1898	4g. J. - J.	1,000,000	July 1, 1948
	Trustee, Mercantile Trust Co.			

Securities—Stock authorized $2,000,000, an increase of $1,000,000 having been made in 1898, to take up B'klyn City & Newtown stock.

Of the $2,000,000 4s of 1898, $300,000 are reserved to take up the 1st 5s and $400,000 to retire the certificates of indebtedness; the remainder can be issued only upon assent of two-thirds of capital stock; $200,000 were thus issued in 1900, raising amount outstanding to $1,000,000.

Road—Brooklyn to Coney Island, with branches, 13¾ miles; second track, 12·63 miles; Brooklyn City & Newtown RR., main line and branches, 8·8 miles; second track and sidings, 9·95 miles; total operated 45·13 miles.

Dividends—In 1893 4 per cent on $500,000 and 3 per cent on $1,000,000; in 1894, 5 per cent; in 1895, 6 per cent; in 1896, 5 per cent; in 1897, 6 p. c.; in 1898, 8½ per cent; V. 67, p. 955. In 1899; 10 per cent. In 1900, Feb., 2½ p. c.

Latest Earnings.—For years ending June 30, 1899, and June 30, 1898, including the B. C. & Newtown, from Dec. 4, 1897, the earnings were:

12 mos.	Gross.	Net.	Oth. inc.	Int., taxes, etc.	Bal., sur.
1898-9	$1,133,859	$439,485	$84,933	$310,624	$213,794
1897-8	769,924	287,169	43,468	245,221	85,416

The combined earnings both roads, for the *entire* year, 1897-8, were: Gross, $956,778, net, $372,185, against gross, $856,645, net, $302,614, in 1896-7.

Six months to Dec. 31:

6 months.	Gross.	Net.	Other inc.	Charges.	Surplus
1899	$701,920	$262,524	$ 6,746	$204,132	$115,138
1898	572,453	219,623	55,467	176,659	98,431

OFFICERS—President, John L. Heins; Treasurer, Duncan B. Cannon; Superintendent, D. W. Sullivan.

Office, DeKalb and Central Aves., Brooklyn.—V. 66, p. 38, 383, 1044; V. 69, p. 1345.

Controlled by Coney Island & Brooklyn RR.

BROOKLYN CITY & NEWTOWN RR.—

ORGANIZATION—Chartered May 22, 1860, as De Kalb Avenue line. November, 1897, leased to Coney Island & Brooklyn for 999 years.—V. 65, p. 869; V. 65, p. 366, 1070. In 1898, the Coney Island & Brooklyn RR. acquired by exchange all the stock except about $15,000.

STOCK & BONDS.	Date.	Interest.	Outstand'g.	Last div., &c.
Stock ($100 shares)	.....	.....	$1,923,400	Nov. 1, '99, 1¼%
1st M., $2,000,000	1889	5 J.-J.	2,000,000	July 1, 1939
R. E. morts	....	.....	191,605	.....

Interest and *dividends* at Mercantile Trust Co. (mortgage trustee).

ROAD—	Miles.		Miles.
Single track, main line	8·80	Sidings	1·40
Second track do	8·55		
Weight of rails 66½ and 98 lbs.		Total owned	18·75

DIVIDENDS—Per cent.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	8	11	11	10	7½	6½	3¾

LATEST EARNINGS.—See Coney Island & Brooklyn RR.

NEW YORK & NORTH SHORE RR.—Trolley.

ORGANIZATION—This is a consolidation, October, 1899, of the Long Island Electric Ry., chartered on March 5, 1894, and the New York & North Shore *Rai way*. V. 69, p. 906. Controlled by parties identified with the New York York & Queens County.

In October, 1899, the Appellate Division of the Supreme Court upheld the right of the Long Island Electric under the General Railroad law to run cars carrying express matter. V. 69, p. 744.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,100,000 ($100)	.....	.....	$2,100 000	.....
L. I. El. 1st M., $600,000 ($1,000)....c*	1895	5 g. J-D; Int. at Hamilton Trust, Brooklyn, Trustee.	600,000	June 1, 1925
N. Y. & No. Sh. Ry. M., g. ($1,000) $1,500,000...	1897	..... N. Y. Security & Trust Co., trustee.	110,000	Dec. 1, 1927

EARNINGS.—For year ending June 30, 1899, Long Island Electric earned, gross, $86,588; net, $12,997; other inc., $400; fixed charges, $40,597; balance, deficit, $27,200.

ROAD.—The Long Island Electric comprised about 27 miles of road completed and in operation from Crescent Avenue, Brooklyn (at the terminus of the Kings County Elevated), to Jamaica, Far Rockaway, &c. The New York & North Shore has 30 miles projected, with about 6 miles in operation; the line between Jamaica and Flushing, connecting with the New York & Queens County, was opened January, 190 . Total track operated, 33 miles. The Whitestone & College Point was leased Aug., 1899.

OFFICERS—President, R. T. McCabe, 29 Broadway, New York; Vice-President, Jacob R. Beetem, Flushing; Secretary and Treasurer, G. S. Terry, Whitestone. General Office, Jamaica, N. Y.—V. 62, p. 548, 779; V. 64, p. 330; V. 69, p. 743, 852, 906, 955; V. 70, p. 125.

VAN BRUNT STREET & ERIE BASIN RR.—A trolley road.

ORGANIZATION, ETC.—Chartered Feb. 15, 1861. Stock, $200,000, all issued; par, $10. Funded debt, $65,000. Track, 2½ miles, changed to electricity in 1898. Year ending June 30, 1899, gross, $42,173; net, $14,986; charges, $3,973; other income, $3,277; balance, surplus, $14,290. President, Michael Murphy; Secretary and Treas'r, Wyllys Terry. Office, 264 Van Brunt Street, Brooklyn, N. Y.

BUFFALO, N. Y.

POPULATION 1890 WAS 255,664; IN 1880 WAS 155,134; AND IN 1870 WAS 117,714.

BUFFALO HAMBURG & AURORA RY.—To be a trolley road,

ORGANIZATION—Incorporated in 1898. Stock, $400,000; 1st mortgage 5 per cent 25-year bonds authorized, $400.000; Buffalo Loan Trust & Safe Deposit Co. trustee. Contract let in March, 1899, for construction of 19½ miles main line, brick power-house, car-house and turn-outs; total track, 21 miles. Work delayed, owing to difficulty of obtaining right of way, which was settled latter part of October. Work now being pushed; 12 miles graded. Power-house well under way, and line to be opened early in summer of 1900,

OFFICERS—President, A. J. Benzing; Vice-President, Walter Phelps; Sec. and General Manager, U. L. Upson, 1095 Ellicott Square, Buffalo.

BUFFALO & WILLIAMSVILLE ELEC. RY.

ORGANIZATION—Chartered August 10, 1891. On June 30, 1899, stock, $75,000; no bonds. Operates 5¼ miles of track, Buffalo to Williamsville. 56-lb. rails. For year ending June 30, 1899, gross, $11,459; net, $4,243; taxes, $503. In 1897-8, gross, $12,161; net, $4,459.

OFFICERS—President and General Manager, J. Blocher; Vice-Pres. E. C. Longnecker; Sec., A. C. Rinewalt; L. L. Grove, Supt. and Treas.

INTERNATIONAL TRACTION CO.—Trolley.

ORGANIZATION—Organized in 1899 under New Jersey laws, and has acquired the Buffalo street railways, the railways leading from Buffalo to Niagara Falls and Lockport and the Niagara Falls Railway and Suspension bridges, as well as the Canadian trolley road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, common, $10,000,000.	.....	.....	$10,000,000	.....
Prf., 4 p. c. cum., $5,000,000	.....	.....	5,000,000	.....
Collateral trust, $30,000,000 ($1,000), go d, c*. Interest at agency in New York.	1899	4 g., J-J; Guaranty Trust Company, New York, Trustee.	11,428,000	July 1, 1949

May be called at 110 on any interest date.

The following is a list of the constituent companies, with their stock and bonds outstanding:

Names of companies.	Existing bonds.	Existing stock.
BUFFALO PROPERTIES—		
Buffalo Railway Co.	$5,999,500	$5,370,500
Cross-town Street R'y Co. of Buffalo.	2,480,000	2,860,000
The Buffalo Traction Company	600,000	600,000
INTER-URBAN PROPERTIES—		
Buffalo Bellevue & Lancaster Ry. Co.	215,000	90,000
Buffalo & Niagara Falls Electric Ry.	925,000	*1,250,000
Buffalo & Lockport Railway	500,000	*1,000,000
Elmwood Ave. & Tonawanda Elec. Ry.	.....	14,125
TONAWANDA PROPERTY—		
Buffalo Tonawanda & Niagara Falls Electric Railroad Company	.....	*1,500,000
NIAGARA FALLS PROPERTIES—		
Niagara Falls & Susp'n Bridge Ry. Co.	518,000	*600,000
Niagara Falls Whirlpool & Norh'n Ry.	22,500	50,000
INTERNATIONAL BRIDGE PROPERTIES—		
a Niagara Falls Susp'n Bridge Co. / *b.* Clifton Suspension Bridge Co.	300,000	*400,000
a. Lewiston Connecting Bridge Co. / *b.* Queenston Heights Bridge Co.	125,000	*400,000
CANADIAN PROPERTY—		
Niagara Falls Park & River Ry.	600,000	*600,000
Total	$12,285,000	$14,739,625

The International Traction Co. holds all the outstanding stock (except a few shares held by the directors) in the case of the stocks marked with an asterisk (*) in the foregoing; it also holds $5,311,100 of the Buffalo Railway Co. stock of $5,370,500, while the Buffalo Railway in turn owns the entire stock of the Crosstown Street Railway and the stock of the Buffalo Traction and the Buffalo Bellevue & Lancaster.

BONDS—The stocks marked (*), excluding the few shares needed to qualify directors, together with $5,311,100 Buffalo Railway stock and $60,000 bonds of the Tonawanda Street Railway, are pledged as security for the new collateral trust loan. Of the $30,000,000 authorized issue of the collateral bonds, $12,285,000 are reserved to take up the underlying liens which are not to be disturbed at present, and $5,000,000 are to be reserved to be used for future betterments, improvements, etc.

Underlying Liens.

STOCK & BONDS—	Date.	Miles.	Interest.	Outstand'g.	Maturity.
Buffalo St. Ry. 2d M.	1875	....	6&7 J-J; Int. is payable at Nat. Bank of Commerce, N. Y.	650,000	July 1, 1905
Buffalo E. Side 1st M.	1874	....	7 J-D; Int. is payable at Company's office, Buffalo.	300,000	June 1, 1904
do do 2d M.	1882	....	6 M-S; Int. is payable at Company's office, Buffalo.	293,500	Sept. 1, 1912
1st Con. M. ($1,000) $5,000,000 gld. c*&r	1891	67	5 g. F-A; Solicitors' Loan & Trust Co. (Phil.) trustee. Int. is payable by Cuyler, Morgan & Co., N. Y. City.	3,756,000	Feb. 1, 1931
Real estate mtges. (5).	....	....	6 J-D	150,000	June 20, 1904
Buff. Ry. debe'tures, $1,000,000, g., red. at 105 after Apr. 1, 1902 ($500, $1,000)	1897	...	6 g. A-O; Trustee, Metropolitan Trust, N. Y. Secured by deposit of $2,000,000 stock of Crosstown Street Ry.	1,000,000	Apr. 1, 1917
Crosstown Railway—Guaranteed bonds					
1st M. g., ($3,000,000), gu. p. & i. c*	1892	73	5 g M-N; Int. at Metropolitan Trust, N. Y. City, trustee.	2,480,000	May 1, 1932
Buffalo Traction 1st mortgage.	1898	.	5 g. J-J; Trustee, Metropolitan Trust Co,. New York.	600,000	.....
Buff. Bellev. & Lan. M.	1897	....	5 J-D.	215,000	June 1, 1927
Buff. & Niagara Falls Elec. Ry.—1st M., $750,000, gold. c	1895	....	5 g. J-J	750,000	July 1, 1935
2d M., $250,000, g., s. f., red. aft. 1901 at 105, $1,000....c	1896	...	5 g. J-J; Interest at Mercantile Trust Co., New York, Trustee.	175,000	July 1, 1921
Buff. & Lockport 1st M. g., $1,000,000.	1898	.	5 g. J-J; Colonial Trust Co., New York, Trustee.	500,000	July 1, 1938
Niagara Falls & Suspensi'n Bridge Ry. 1st mort., gold....	1893	...	6g. J-J; Interest at Third National Bank, Buffalo. *Mort. trustee*, the Fidelity Tr. & Guar. Co., Buffalo.	518,000	July 1, 1903
Niag'a Falls Whirlpool & Northern 1st mort., gold ..	1894	....	5 J-J	22,500	July 1, 1903
Niag. F. Susp. Bdg.	1897	...	5 g.	300 000	.....
Clifton Susp. Bridge			Toronto General Trusts Co., Trustee.		
Lew. Con'g Bdg. Co.	1898	...	5 g.	125,000	.....
Queens. His. Br. Co			Toronto General Trusts Co., Trustee.		
Niagara Falls Park & River 1st mort., Canadian curr'ncy	1893	....	5	600,000	.....

LATEST EARNINGS—For quarter ended Sept. 30 aggregate earnings of all the railways and bridges were $692,594 gross and $366,883 net; other earnings, $30,437; fixed charges, $219,811; surplus, $177,509.

ROAD—Operates in the vicinity of 300 miles of track.

OFFICERS.—President, W. Caryl Ely; Vice Prest., Daniel S. Lamont. Sec. and Treas., Richard F. Rankine; Gen. Manager, Burt Van Horn.

Executive Committee.—Chas. H. Coster, Francis Lynde Stetson, Daniel S. Lamont and Wm. B. Rankine of New York; W. Caryl Ely and Burt Van Horn of Buffalo; and T. De Witt Cuyler of Philadelphia.—V. 68, p. 524, 571, 1024; V. 69, p. 229.

BURLINGTON, IOWA.

POPULATION 1890 WAS 22,565; IN 1880 WAS 19,450; AND IN 1870 WAS 14,930.

BURLINGTON RAILWAY & LIGHT CO.—

ORGANIZATION—A consolidation of Burlington Electric Ry., Burlington Gas & Fuel Co. and Burl. Elec. Light Co. in 1897.—V. 64, p. 329. In May, 1899, purchased the Burlington Gas Light Co., paying, it is reported, $200,000.

STOCK & BONDS—	Date.	Interest	Outstand'g.	Maturity.
Stock, $1,250,000.	.....	.....	$1,100,000	.....
1st M., $750,000 ($500, &c.), red. aft. 5 y'rs at 105, cur.c*	1897	5 A-O; Int. at American L. & T., Boston, trustee.	625,000	Oct. 1, 1917

Bonds—Mortgage covers railway, electric-light and gas plant. Bonds for $125,000 are reserved for extensions to gas plant.

ROAD—Total track 16½ miles trolley; 48 and 66 lb. T rail.

OFFICERS—President, G. H. Higbee; Secretary, E. C. Walsh; Treas., J. T. Remey.

INDEX—V. 62, p. 232; V. 64, p. 41, 468, 753; V. 68, p. 1022.

BURLINGTON, VT.

POPULATION 1894 (LOCAL EST.) 17,000; IN 1890 WAS 14,590; AND IN 1880 WAS 11,365.

BURLINGTON TRACTION CO.—A trolley road.

STOCK & BONDS—	*Miles.*	*Date.*	*Int'rest.*	*Outstand'g.*	*Maturity.*
Stock $200,000, par $100.	....	.....	.....	$200,000	.....
Win. & B. Horse RR. 1st M., $150,000, gold, $500 & $1,000..... c	9½	1894	6 g. J-J	125,000	Jan., 1924
		Not subject to call before maturity.			
Unfunded debt June 30, 1899.	.....	.....	.....	5,000,000	.....

Interest is payable at office of trustee, Burlington Trust Co.

ROAD—Owns 11 miles of track in city of Burlington. Rails 50-lb. T. Owns 8 box cars, 10 open cars, 3 snow plows.

EARNINGS for year ending June 30, 1899: gross, $51,749; net, $24,961; interest, $7,500; dividends, $7,650.

OFFICERS—President, Elias Lyman; Vice-President, Jos. A. Powers; Treasurer, W. F. Hendee; Secretary, B. H. Eagan.

BUTTE, MONT.

POPULATION 1890 WAS 10,723; IN 1880 WAS 3,363; AND IN 1870 WAS 241.

BUTTE ELECTRIC RAILWAY—Trolley.

This company was incorporated in West Virginia in December, 1899, with an authorized capital of $1,000,000, presumably as successor to the Butte Consolidated Railway (operating 21 miles of track), which had been in default on its $500,000 mortgage for a long while and was being foreclosed at the time. Among the incorporators was W. A. Clark, of Butte, the former President of the Butte Consolidated. —V. 64, p. 663; V. 69, p. 1300.

CAIRO, ILL.

POPULATION 1890 WAS 10,324; IN 1880 WAS 9,011; AND IN 1870 WAS 6,267.

CAIRO ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1890. Operates 5¾ miles of track.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g*	*Maturity.*
Stock, $75,000; par, $100..	.....	.....	$52,400 f.p.	.....
1st mortgage, currency.	1891	6 J-D	52,400	June 1, 1911
	Trustee is St. Louis Tr. Co., St. Louis, Mo.			

OFFICERS—President and Treasurer, E. W. Halliday; Vice-Prest., C. O. Patier; Secretary, C. Cunningham; Supt., Edwin Halliday.

EGYPT ELECTRIC COMPANY—A trolley road.

ORGANIZATION—Successor to Delta Electric Co., sold under foreclosure sale Feb. 13, 1896, to the bondholders. Four miles of track in City of Cairo. Stock, $40,000; bonds, none. Gross earnings, 1899, $20,000; net, none.—V. 62, p. 364.

OFFICERS—President, Wm. Kluge; Vice-Prest., Hy. Hasenjaeger; Secretary & Treas., C. V. Neff.

CALAIS, ME.

POPULATION 1890 WAS 7,290; IN 1880 WAS 6,173; AND IN 1870 WAS 5,944.

CALAIS STREET RAILWAY—A trolley road.

ORGANIZATION—Stock, $100,000; first mortgage, 1894, 5s, J&J, $100,000 due July 1, 1918. Current liabilities, June 30, 1899, $9,779.

Year ending June 30, 1899, gross, $22,292; net, $4,161; interest, taxes, etc., $2,767; bal., surplus for year, $1,394. In 1897-98 gross, $21,252; net, $4,743; interest, taxes, etc., $6,530; balance, deficit, for year, $1,787.

ROAD—Calais Street Railway, lower wharf to upper bridge, Calais, 4 miles; St. Stephen Electric St. Ry. Milltown, N. B., to St. Stephen, N. B., 3 miles; total, 7 miles. The St. Stephen Electric St. Ry. is a separate corporation, but is owned entirely by the Calais company.

OFFICERS—Pres., George A. Curran; Treas., C. W. Young, Calais, Me.

CAMDEN, N. J.

POPULATION 1890 WAS 58,313; IN 1880 WAS 41,659; AND IN 1870 WAS 20,045.

CAMDEN GLOUCESTER & WOODBURY RAILWAY.

In December, 1899, it was reported that Thomas A. Nevins of Orange had bought control of this road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock paid in.....	.....	.....	$600,000	.....
1st mort. ($500 each).....	1894	6 M&N	400,000	1904
Int. at Security Tr. & S. D. Co. (trustee), Camden.				
Other debts Jan., 1899.....	.....	.....	159,122	.....

ROAD—Jan. 1, 1899, owned 22·40 miles of track. Total cost of road and equipment to Jan. 1, 1899, $1,266,761.

EARNINGS—In year ending Dec. 31, 1898, gross, $117,404; expenditures for repairs, $12,964; for superintendence and management, $72,825; balance for year, $44,578; interest on bonds, $24,000.

OFFICERS—President, J. Willard Morgan; Secretary, T. P. Curley Treasurer, W. J. Thompson.—V. 62, p. 232.

CAMDEN & SUBURBAN RY.—A trolley road.

ORGANIZATION—Formed in 1896 to control the Camden Horse RR. (which is leased) and the West Jersey Traction Co. Capital stock issued to Jan. 1, 1899, $975,500; par, $25; paid in, $97,550; funded debt, $554,000; other debt, $83,367.

EARNINGS—For year 1898, gross income from passengers, $266,983; from other sources, $27,262; total income, $294,245; operating expenses and repairs, $300,082; deficit, $5,837.

ROAD—Track, 6 miles; Camden Horse RR. leased, 32 m.; West Jersey Traction Co., 5 miles; total, 44 miles.

President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, S. T. Corliss; Treasurer, H. Lippincott.—V. 62, p. 682.

(1) CAMDEN HORSE RR.—A trolley and horse road.

ORGANIZATION—Incorporated March 23, 1866. In April, 1896, control was acquired by the Camden & Suburban Ry., which leased the road from April 1, 1896. Rental, etc., received in 1898, $15,400, from which paid 18 p. c. on stock.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstan'g.*	*Last dic., etc.*
Stock ($25) paid in.....	.....	See text.	$250,000	See text.
1st mortgage	.....	5	250,000	1909
1st cons. M. ($500,000) ($500).....	1892	5 M-N	250,000	May 1, 1912

Interest payable at New Jersey Trust Company, Camden, N. J

Dividends—1892, '93, '94 and '95, 8 p. c. per an.; '96, 14 p. c.; '97, 16 p. c; '98, 18 p. c.

ROAD.—Jan. 1, 1899, operated 32 miles of track. Cost of road and equipment to that date, $1,098,946.

OFFICERS—President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, Samuel T Corliss; Treasurer, G. G. Browning.—V. 62, p. 682.

(2) WEST JERSEY TRACTION CO.—

Owned by the Camden & Suburban Ry. Stock, $65,000. Miles of track, 5. Franchise granted by city in 1894.—V. 62, p. 682.

CAMDEN & TRENTON RAILWAY—Trolley.

ORGANIZATION.—This is the Monmouth Traction, name changed as above in October, 1899. Owns the entire capital stock of the Cinnaminson Electric Light, Power & Heating Co., which supplies the towns of Beverly, Delanco, Riverside, Riverton and Palmyra with light. Also owns 85 per cent of the capital stock of the Bordentown Electric Light & Motor Co., which supplies light to Bordentown and vicinity. The bonds below, besides being a first mortgage on the road between Camden and Trenton, are further secured by a deposit of the holdings of the stock of these two companies.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, full paid (100).	.....	.....	$1,000,000	....
1st M. g., $750,000 ($500 and $1,000)	1899	5 g M N	see text	Nov. 1, 1929
	Int. at Provident Life & Tr. Co., Phila., trustee.			

The bonds are issued as construction progresses. The entire issue was bought by Messrs. A. N. Chandler & Co., of Philadelphia, who in February, 1900, were offering some of the bonds for sale.

ROAD—In Jan., 1900, was operating 6 miles; the remainder of the line between Camden and Trenton was under construction. By a contract which this company has with the Camden & Suburban, its cars will run direct to the Philadelphia Ferry at Market Street.

OFFICERS—President, H. V. Massey, Philadelphia; Sec'y and Treas., M. B. Perkins, Riverside, N. J.—V. 69, p. 955; V. 70, p. 279.

CANANDAIGUA, N. Y.

POPULATION 1890 WAS 5,868; IN 1880 WAS 5,727; AND IN 1870 WAS 4,862.

CANANDAIGUA ELECTRIC-LIGHT & RR.—

ORGANIZATION—Chartered in 1888. Owns and operates an electric-light plant and 4 miles of street road, and owns majority of stock of the Canandaigua Gas Light Co., all of which properties are covered by its bonds. The railroad is in operation during only 9 mos. of the year.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock.....	....	....	$150,000	....
1st mort., gold ($500 each)..	1897	6g. J-J	160,000	1927
	Trustee, Rochester Tr. & S. D. Co., Roch., N. Y.			

ROAD—Owns 4 miles of track; 44-lb. rail on 3 miles, 36-lb. on 1 mile; 5 cars. EARNINGS—For years ending June 30: In 1899, gross income, $4,874; net, $1,495; in 1898, gross income, $5,531; net, $210. These figures cover only the railroad business, which forms but a part of the company's total business.

OFFICERS—Pres., T. H. Fearey; Sec., H. B. Ferguson; Treas. & Man. J. H. Pardee.

CANTON, O.

POPULATION 1890 WAS 26,189; IN 1880 WAS 12,258; AND IN 1870 WAS 8,660.

CANTON-MASSILLON ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1892, and absorbed the Canton Street Railway and the Lake Side Street Railroad companies.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $525,000 ($100)	.....	.....	.....	$525,000	.....
Canton Street Ry. 1st currency..	5	.....	6 M - N	225,000	.....
	.....	Interest at National Bank of Commerce, Boston.			
Canton-Massillon 1st M., $300,000, g...c	13½	1893	6 g. M-N	$118,000	Nov. 1, 1912
	Interest at Cent. Trust Co. (trustee), N. Y. City.				

BONDS—The Canton-Massillon mortgage is a first lien on the interurban and the Massillon divisions. Neither issue is subject to call.

ROAD—Company in Jan., 1899, owned street railway in the cities of Canton and Massillon and an interurban line between, connecting them. Total track reported as 21 miles. Rails 40 to 60 lb., being girder in the cities and T rails on the interurban division.

OFFICERS—President and Treasurer, Wm. A. Lynch, Canton, O.

CAPE MAY, N. J.

POPULATION 1890 WAS 2,136; IN 1880 WAS 1,699 AND IN 1870 WAS 1,248.

CAPE MAY DELAWARE BAY & SEWELL'S POINT ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A consolidation in 1892. The road is operated only from May 15 to Sept. 15 of each year. Leased in 1896 to Cape May

Transportation Co., J. Henry Edmunds, President, at annual rental of $7,500. In Dec., 1899, application made by the city of Cape May for a receiver because of the non-payment of taxes was denied because Vice Chancellor Reed thought proceedings should be by suit against the company or against J. Henry Edmunds, the surety.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock paid in (par $50). ...	.....	.....	$150,000	.....
1st mort. ($150,000)...cur.	1893	(text) F-A	150,000	Feb. 1, 1923

Interest was reduced to 5 per cent for 5 years from Feb. 1, 1896. In 1894 and 1895 but one interest payment was made by mutual consent of bondholders. Trustee is N. J. Trust & S. D. Co., Camden, N. J.

ROAD—Operates 6¼ miles in city of Cape May and extending to Cape May Point and Sewell's Point; total track, 9¼ miles.

EARNINGS—For year ending Dec. 31, 1898, gross, $15,516; expenses, $18,890; deficit, $3,374.

OFFICERS—President, G. G. Browning; Secretary, John J. Burleigh; Treasurer, Benj. C. Reeve. Office, Camden, N. J.

CARBONDALE, PA.

POPULATION 1890 WAS 10,833; IN 1880 WAS 7,714; AND IN 1870 WAS 6,393.

CARBONDALE TRACTION CO.—A trolley road.

In August, 1899, the Scranton Traction Co. was reported to have bought control. In Nov., 1899, the Real Estate Trust Co. of Phila. applied for a receiver, interest being in default, and on Jan. 4, 1900, Judge Savage of Scranton, Pa., ordered foreclosure sale.—V. 69, p. 1061.

ORGANIZATION—A consolidation on March 5, 1896, of the Carbondale & Forest City Passenger Ry. and Carbondale Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock auth., $450,000).....	....	.....	$450,000	.....
1st M. ($500 & $1,000) c* & r. ($150,000), gold.....	1892	6 g J-J	¶150,000	July 1, 1922
	Int. at Cen. Trust Co., trustee, N.Y. City.			
Carb. & Forest City Pass. 1st M $300,000 gold c*.....	1894	6 g J-J	300,000	.....
Consol. M ,$450,000, gold.....	1896	5 g. July. '98, none.		June 1, '26

Of the consolidated mortgage bonds $150,000 are reserved to retire the first mortgage bonds and $300,000 are, by the terms of the consolidation agreement, to be given in exchange for the $300,000 Carbondale & Forest City Passenger Railway bonds mentioned above.

ROAD—System includes 16 miles of road, beginning at Forest City, Pa., and running through Vaudling, Richmondale, Wilson Creek, Simpson, Carbondale, Mayfield, Jermyn, Archbald to Peckville, where it connects with Scranton lines.

EARNINGS—Year ending June 30, 1899, gross, $59,752; operating expenses, $44,248; net, $15,504.

OFFICERS—President, C. M. Clark (E. W. Clark & Co.), Philadelphia; Secretary and Treasurer, R. A Jadwin; Gen. Manager, C. E. Flynn. Main office, Carbondale, Pa.—V. 6 , p. 1061; V. 70, p. 75.

CATSKILL, N. Y.

POPULATION IN 1890 WAS 4,920; IN 1880 WAS 4,320.

CATSKILL ELECTRIC RY—Chartered in 1896.

Owns and operates a road in Catskill village two miles in length. Stock, $30,000, authorized by RR. Commissions in Aug., 1898, to be increased to $400,000, and a certificate to that effect filed May 2, 1899. Company in 1899 also filed a mortgage for $400,000 to the Hamilton Trust Co. of Brooklyn as trustee to secure an issue of 5 per cent bonds. Road is to be extended from Catskill to Windham, Cairo, and other villages in Greene and adjacent counties, making a line 16 miles long. No work done up to November, 1899, the company having only built enough road to comply with the law. President, Louis E. Robert, 290 Hal Street, Brooklyn; Secretary, D. W. Sharpe; Treasurer, W. C. Wood President of the New York Switch & Crossing Co.), Hoboken, N. J.—V. 68, p. 870.

CEDAR RAPIDS, IOWA.

POPULATION IN 1890 WAS 18,0 0; IN 1880 WAS 10,104 AND IN 1870 WAS 5,940.

CEDAR RAPIDS & MARION CITY RY.—

STOCK & BONDS—	Miles.	Date	Interest.	Outstand'g.	Maturity.
Stock.....		.....	.....	$316,000	.....
1st M. $250,000 $1,000 c.	13·84	1891	5 J-J	250,000	July 1, 1931
	Int. at American Loan & Tr., *Trustee*, Boston.				

ROAD—Owns road in operation 12·04 miles in length, extending from Cedar Rapids, Iowa, to Marion; second track, 1·46; sidings, ·34; total of all, 13·84 miles. Rails 45 and 58 lb. T and girder.

OFFICERS—President, P. E. Hall; Vice-President, W. D. Douglass; Secretary and Treasurer, John S. Ely.

CHAMPAIGN, ILL.

POPULATION 1890 WAS 6,619; IN 1880 WAS 5,103; AND IN 1870 WAS 4,625.

URBANA & CHAMPAIGN RAILWAY GAS & ELECTRIC CO.—

This property was sold Ma 1, 1899, to a syndicate represented by W. B. McKinley, of Champaign, who originally owned the road. Stock increased in July, 1899, from $250,000 to $500,000.

ORGANIZATION—A consolidation in 1897 of Urbana & Champaign Electric St., Cham. Elec. L. & P., Cham. & U. Gas L. & Coke and West End Park Co. Population of Champaign in 1896 was said to be 10,000; of Urbana, 7,000

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $500,000	...	...	$500,000	... .
U. & C. Ry. G. & E. M., $250,000, g., s. f., $8,000 yr. June 1, 1900 and after ($1,000 c*	1897	5g. J-D	2 0,000	June 1, 1917
	Int. at Ill. Tr. & Sav'gs Bank, Chicago, trus., or at Chase Nat. Bk., N. Y City.			
Consol. mtg. 30-year ($500,000 auth.)	1899	5	$185,000	July 1, 1929

Of the new issue of $500,000, $250,0 0 are reserved to retire first bonds, $65,000 set aside for future needs, and remaining, $185,000 issued.

ROAD—Operates 9 miles of track.—V. 69, p. 232.

OFFICERS.—President and Mgr., W. B. McKinley, Champaign, Ill.; Vice-Pres., Geo. F. Duncan, Portland, Me.; Secy. and Treas., Edward Woodman, Portland, Me.

CHARLESTON, S. C.

POPULATION 1890 WAS 54,955; IN 1880 WAS 49,984; AND IN 1870 WAS 48,956.

CHARLESTON CONSOLIDATED RY. GAS & ELECTRIC CO.—

ORGANIZATION—Organized February 21, 1899, as a consolidation of the Charleston City Ry. and Charleston & Seashore RR. under Special Act of South Carolina Legislature, granting a perpetual charter and gas and electric-light powers. Also owns the capital stock of the Charleston Gas-Light Co. ($698,150), and the Charleston-Edison Light & Power Co. ($100,000), and thus controls the whole field of light and transportation in Charleston. In April, 1899, bought for $25,000 the capital stock of the Mount Pleasant & Sullivan's Island Ferry Co. and for $4,000 the franchise of the Middle Street Railway. The following are the only securities on the property.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000, par $50	....	.....	$1,500,000	.....
Charleston City 1st mort. ($1,000), $850,000, g'd. c. Tax free. Int. at Mercantile Tr. & Dep. Co., Balt., trustee.	1898	5 g. J-J	742,000	Jan. 1, 1923
Bonds for $100,000 reserved for extensions and improvements.				
Consol. M., g., $2,500,000, coupon	1899	g. M S	1,658,000	Mar. 1, 1999
	Int. at Balt. Trust & Guar. Co., Trustee.			

Holders can also collect coupons from consols at Carolina Savings Bank, Charleston, if presented before the 10th of the month.

BONDS—Of the consol. 5s, $850,000 will be reserved to retire the $850,000 City Ry. 1st 5s, of which $80,000 in November, 1899, still remained in the hands of the trustee to be issued for betterments. The remaining $1,650,000, sold to the Balt Trust & Guar. Co., were offered by the latter in Feb., 1899.

EARNINGS—Eight months ending Oct. 31, gross, $300,894; net, $108,105.

ROAD—Owns 40 miles of electric road, of which 30 miles in Charleston and 10 miles from Mt. Pleasant (connecting by ferry with Charleston) to Sullivan's Island and Isle of Palms, a pleasure resort on the Atlantic coast, including land at Isle of Palms, ferry, etc.

OFFICERS—President, Francis K. Carey, Baltimore; Vice-President, Philip H. Gadsen, Charleston; Secretary and Treasurer J. Bannister Hall, Baltimore; Gen. Manager, Nicholas S. Hill, Jr., Charleston; Auditor, P. J. Balaguer, Charleston. Offices, No 141 Meeting Street, Charleston.—V. 68, p. 186, 230.

CHARLOTTE, N. C.

POPULATION 1890 WAS 11,557; IN 1880 WAS 7,094; AND IN 1870 WAS 4,473.

CHARLOTTE ELECTRIC RY., LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Successor to the Charlotte Street Railway, whose charter was amended in March, 1895, and name changed as above. The road is operated by the Charlotte Consolidated Construction Co., which owns all the bonds. Population of Charlotte in 1896 was reported to be 20,700.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50...				$60,000 f. p	.....
Char. St. Ry. 1st M., gold. ..		1892	6g. J-J	100,000	Jan. 1, 1922

Interest at Mercantile Trust & Deposit Co. of Baltimore, Md., trustee. The bonds are not subject to call before maturity.

ROAD—Jan., 1899 was operating 4⅞ miles of track. Extension of system and double-tracking on the main street.

ANNUAL REPORT.—For year ending Dec. 31, 1898, gross, $53,664; net, $27,765; interest charges, $6,000; balance, surplus for year, $21,764.

OFFICERS—President, E. D. Latta; Vice-President, E. B. Springs; Secretary J. L. Chambers.—V. 64, p. 329, 384; V. 66, p. 384.

CHATTANOOGA, TENN.

POPULATION 1890 WAS 29,100; in 1880 WAS 12,892; AND IN 1870 WAS 6,093.

CHATTANOOGA ELECTRIC RAILWAY CO.

ORGANIZATION—Successor, 1896, of Chatt. Electric Ry. foreclosed. Reported consolidation of all the Chattanooga roads was in November, 1899, denied so far as this company is concerned.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock authorized, $645,000...	.....	.....	$645,000	.....
1st con. M., $625,000, gold, not subject to call .....c*	1898	5 g J-J	$576,000	Jan. 1, 1919
	Int. at Maryland Tr. Co., Balt, Trustee.			

BONDS—Of the consol. 5s. $26,000 were immediately issued, $550,000 have been issued to refund the entire funded debt, bearing 6 per cent interest and $49,000 reserved for improvements.—V. 67, p. 1206.

ROAD—Has 32 miles of track on 25 miles of street. Considerable improvements made, many of the lines having been rebuilt. To be extended to Sherman Heights and to Rossville.

OFFICERS.—President and Treas., J. H. Warner; Vice-Pres. and Sec., Edwin Warner, Nashville, Tenn.—V. 67, p. 1206; V. 69, p. 78, 178.

CHATTANOOGA & LOOKOUT MT. RR.—Steam.

ORGANIZATION—A reorganization of the Chat. & L. M. Ry. Operated by and in connection with the Lookout Incline & Lula Lake Ry., operating a cable road from Chattanooga to the top of Lookout Mountain, 88 miles. No stock or bonds had been issued to Jan. 1, 1899.

ROAD.—15 miles of track. Extensions proposed to Rock City & Lula Lake, 6 miles. That portion of the road on the summit of the mountain is to be equipped with electricity.

OFFICERS.—President, J. T. Crass; Auditor, Wm. A. Bird.

RAPID TRANSIT OF CHATTANOOGA.—Trolley.

Reported consolidation with other Chattanooga roads has not yet been carried out.

ORGANIZATION.—Chartered in 1897 as the Chattanooga Rapid Transit. In March, 1898, leased from the Belt Ry. the exclusive right for 45 years to conduct passenger, mail and express traffic on 14 miles of the latter's lines, but in April, 1899, new lease made covering only mail and express business. In January, 1900, name changed to Rapid Transit Co of Chattanooga.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $200,000 (par $100)	.....	.....	$200,000	.....
1st Mort., $200,000, gold ($1,000 each)	1898	6 g. J-J Int. at Cit. Bk. & Tr. Co., Chatt., trustee.	(?)	.....

ROAD.—On May 1, 1899, owned 1 mile of road; leased 14 miles; total operated, 15 miles. Extension of five miles to Chickamauga Park (under privilege granted by Congress), begun May 1, 1899, was to be ready for operation January, 1900. Extension to Lookout Mountain also contemplated.

OFFICERS.—President, S. W. Divine; Vice-President, G. W. Davenport; Secretary, W. B. Royster.

SIGNAL MOUNTAIN RAILWAY—

ORGANIZATION—This is the old Chattanooga & North Side Street Ry., which is now being bought in by the bondholders. Capital stock is $500,000. Owns 3½ miles main track and 1 mile sidings; leases North Chattanooga St. Car Co., 2½ miles main track and ¾ mile sidings; total track, including sidings, 7¾ miles. Pres. and Treas., John Orr; Supt., E. M. Greene.

CHESTER, PA.

POPULATION IN 1890 WAS 20,226; IN 1880 WAS 14,997; AND IN 1870 WAS 9,485.

Statement of Chester Traction will be found under "United Power & Transportation" at end of Philadelphia.

CHICAGO, ILL.

POPULATION 1890 WAS 1,099,850; IN 1880 WAS 503,185; AND IN 1870 WAS 306,605.

AURORA WHEATON & CHICAGO RAILWAY.—To be a trolley road.

ORGANIZATION—Incorporated in 1899 to build from Chicago to Aurora, Ill., via Wheaton, Ill. In Dec., 1899, had secured 50-year franchises through Aurora, Wheaton and Glen Ellyn (suburbs of Chicago) and the right of way for nearly all of the proposed line, which is to be about 60 miles long. Stock authorized, $1,500,000.

OFFICERS—President, B. Mahler, Cleveland, O.; Treasurer, M. J. Mandelbaum, 1019 Garfield B'ld'g, Cleveland, O.; Secretary, Edward Dickinson, Chicago. Office. Chicago Title & Trust B'ld'g, Chicago, Ill.

CALUMET ELECTRIC STREET RAILWAY.—A trolley road.

RECEIVER—In May, 1897, control passed to the National Bank of Illinois, now in liquidation, (which holds $483,500 of the stock and $2,944,000 of the 5s of 1894) and a receiver was appointed. Receiver, Gen. McNulta; in May, 1898, was authorized to expend $60,000 in improvements, and in April, 1899, received authority to issue $850,000 more certificates, bearing 5 per cent interest, in part to pay off an indebtedness of $368,200, the rest for improvements. In July, 1899, Gen. McNulta, as receiver of the bank, was authorized to advance out of the funds of the bank the amount necessary to pay up the indebtedness of the railway; another order was made allowing the receiver to take up all the receiver's certificates heretofore issued.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., &c.*
Stock ($100) (see text)	.....	.....	$500,000	.....
Receivers' certificates	1897-8	6 p. c.	195,000	Red. at option
Do. (auth'rized $850,000)	1899	5 p. c.	(?)	
1st M., gold, red. at 110.	1892	6 g. M-S	51,000	Sept. 1, 1912
Cons. mort. ($3,000,000).	1894	5 g. M-N	2,949,000	Nov. 1, 1909

DEFAULT—Interest due May 1, 1897, on 5s of 1894 was not paid.

ROAD—Operates a road, mostly doubled-tracked, embracing in all 72 miles of track owned and 5 miles leased. This road connects with Cottage Grove Avenue Cable, Alley Elevated and Illinois Central, and reaches South Chicago, Pullman, West Pullman, Auburn Park, Burnside and Manhattan Beach. 78-lb. rails.

EARNINGS—7 months ending Dec. 31, 1898, gross, $128,030; operating expenses, $114,358; surplus, $13,672.—V. 67, p. 1002; V. 68, p. 1074; V. 69, p. 1063.

CHICAGO CITY RY.—Horse, cable and electric road.

ORGANIZATION—Incorporated in February, 1859, and has extensive surface road privileges in the south division of Chicago. In Feb., 1898, the Chicago City Ry. Rapid Transit Co. was incorporated with a capital of $1,000,000, to build an elevated road in Dearborn Street from the heart of the city to Thirty-ninth Street, to be used as a trunk line in bringing in the City Railway Company's trolley cars. In June, 1898, it was reported that the General Electric Ry. had been purchased for $950,000. V. 66, p. 1188.

Is understood to have acquired in 1899 the franchises of the projected Union Transit Co., but it seems unlikely that these franchises will be availed of.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last div., &c.*
Stock ($100) (see text)	.....	text, Q-M. 31	$13,000,000	Dec 30, '99. 3%
Gen. M. $6,000,000 ($100) ($500) ($1000) 4½, currency....c*	1887	4½ J.-J. Trustee, C. L. Hutchinson.	4,619,500	Subject to call on 60 days notice.

STOCK—Amount of stock was placed at 100,000 shares of $100 each, with right to increase the same at pleasure of the company. January, 1896, $2,000,000 additional stock was authorized for building new electric lines, making total stock $12,000,000; of this, $1,000,000 issued July 2 and $1,000,000 on Oct. 2, 1896. See V. 62, p, 183. In Jan., 1898, it was voted to increase the stock to $14,000,000 to pay for the General Electric Ry. and provide for improvements. V. 66, p. 1188, 1236. Of the $2,000,000 new stock, $1,000,000 allotted to stockholders at par in proportion to their holdings was issued July 1, 1899. V. 68, p. 231, 1131.

BONDS—The bonds outstanding are of the denomination of $100, $500 and $1,000 each and are secured by a general mortgage executed in 1887. The mortgage is limited to $6,000,000 and the bonds are due July 1, 1901, but subject to call any time on 60 days' notice.

DIVIDENDS—Usually 12 per cent, were in 1893, 24 per cent; in 1894, 12 p. c.; 1895, 15 p. c.; in 1896, 12 p. c.; in 1897, 12 p. c.; in 1898, 12 p. c.; in 1899, 12 p. c.

ROAD, &C.—On Jan. 1, 1900, company operated 205½ miles of track, viz.: Cable road, 34¾ miles; electric, 169 miles; horse, 1¾ miles. Equipment Jan. 1, 1900: Cable cars (all open), 255; electric cars (445 open and 601 closed), 1,046; trail cars (338 open, 281 closed), 619 cars abandoned or for sale, 26; total, 1,946; horses, 195.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1899 was in V. 70, p. 174, and gave earnings, etc., as follows:

Year ending Dec. 31—	1899.	1898.	1897.
Gross earnings	$5,194,439	$4,832,806	$4,816,516
Op. expen. and taxes	3,325,677	2,926,490	2,908,982
P. c. op. ex. to earns	(64·02)	(60·55)	(60·84)
Net earnings	$1,868,762	$1,906,316	$1,907,534
Interest on bonds	$207,877	$207,877	$207,877
Reconstruction	50,000	90,000	50,000
Dividends (12 p. c.)	1,449,997	1,440,000	1,440,000
Balance, surplus	$160,888	$168,439	$209,657

NET EARNINGS FOR 9 YEARS.

1899	$1,868,762	1896	$1,831,658	1893	$2,637,949
1898	1,906 316	1895	1,669,098	1892	1,591,510
1897	1,907,534	1894	1,425,934	1891	1,338,882

OFFICERS—President, David G. Hamilton; First Vice-President, Joseph Leiter; 2d Vice President, W. B. Walker; Treasurer, T. C. Pennington; Secretary, F. R. Greene; Auditor, C. N. Duffy; General Manager, Robt. McCulloch.

DIRECTORS—(Jan, 1900) Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, Arthur Orr, Wm. B. Walker, George T. Smith, Otto Young. —V. 67, p. 1206, 1308; V. 68, p. 86, 127, 129, 231, 725, 1131; V. 70, p. 174.

CHICAGO CITY RAILWAY TRANSIT CO.—

See CHICAGO CITY RAILWAY.

CHICAGO CONSOLIDATED TRACTION.—Electric roads.

In Dec., 1899, an offer of absorption was received from the Chicago Union Traction. The latter company offers $45 per share, to be paid in bonds bearing 4½ p. c. interest and guaranteed by the Union Traction. In Jan., 1900, it was stated that $13,000,000 of the $15,000,000 capital stock had been deposited for transfer to the Union Traction.—V. 69, p. 1345; V. 70, p. 39.

ORGANIZATION—In Feb., 1899, was organized to unite the suburban leased lines of the North Chicago and West Chicago systems. It acquired the stock of the following roads (V. 68, p. 769).

Name.	*Stock Outstand'g.*	*—Trac. Stk. Iss. Therefor.— Rate.*	*Amount.*
	$	%	$
Chicago Electric Transit	1,500,000	250	3,750,000
North Chicago Electric	2,000,000	175	3,500,000
Chicago North Shore St. Ry.	Leased to North Chicago Electric.		
North Side Electric	1,500,000	200	3,000,000
Evanston Electric	1,000,000	50	500,000
Cicero & Proviso	2,500,000	62	1,550,000
Ogden Street Railway	2,000,000	55	1,100,000
Chic. & Jefferson Urban Transit	2,000,000	55	1,100,000
	12,500,000		14,500,000

In addition, $500,000 of Chicago Consolidated Traction stock was sold for cash, making with the foregoing the full total of $15,000,000 stock outstanding. Stock is listed on the New York Stock Exchange.

Registrar in New York is Central Trust Company; in Chicago, Equitable Trust Company.

STOCKS AND BONDS.—Stock is $15,000,000. Company has no mortgage indebtedness, but assumes the bonds of the constituent companies, and the lease of the Chicago & North Shore. It has agreed to guarantee the bonds of the subsidiary companies.

GENERAL BALANCE SHEET FEB. 27, 1899.

Assets—		*Liabilities—*	
Construction, &c	$20,953,465	Capital stock	$15,000,000
Real estate	13,313	1st M. 6 per cent bonds	4,357,000
Material & supplies	3,996	Cons. 5 p. c. bonds C. & P. Street Ry	1,078,000
Cash in bank	286,779	Stock of C. N. S. Street Ry. (6 p. c. guar)	650,000
Bills & accounts rec	73,066	Accounts payable	59,603
Suspense accounts	8,948	Bills payable	12,485
Chic. Nor. Sho. St. Ry. Co. les. (acct. paving)	10,285	Unpaid coupons	1,860
		Accrued coupon int.	65,560
		Accr'd r'nt'l of leased rds. (C. N. S. St. Ry. Co)	10,125
		Employes' deposits	2,930
		Deferred paving	11,070
		Unearned advertising	240
		Surplus	100,979
Total	$21,349,852	Total	$21,349,852

EARNINGS.—Earnings of the constitutent companies for the year ending December 31, 1898, are reported as follows: Gross, $1,026,780; net, $406,292; fixed charges, 337,458; balance, surplus, $68,834.

ROAD.—The property embraced in the constituent companies consists of 206 miles of single track electric street railway, located in the City of Chicago, the township of Cicero, and the City of Evanston, all in Cook County. The lines extend over the entire north, northwest, west and southwest sections of the City of Chicago and connect at their respective terminal points with the lines of the North and West

Chicago Street RR. systems, over which passengers are carried originating on the lines of the Consolidated Traction and vice versa.

Rails are Johnston-girder, 75 to 85 lbs.; gauge 4 ft. 8½ in.

EQUIPMENT.—Motor cars, 269; trailer cars, 62; motor equipment 208.

OFFICERS AND DIRECTORS.—President, Charles T. Yerkes; Vice-President, L. S. Owsley; Secretary and Treasurer, C. F. Marlow. *Directors* (Jan., 1900)—John R. Walsh, Charles T. Yerkes, B. B. Lamb, H. G. Foreman and Harvey T. Weeks. *Transfer and General Offices*—54 Wall Street, New York, and 617 Royal Insurance Building, Chicago.—V. 68, p. 86, 330, 472, 722, 769, 976, 1147, 1247, 1299, 1300, 1345; V. 70, p. 39.

Roads owned or controlled by Chicago Consolidated Traction Co.

(1) CHICAGO ELECTRIC TRANSIT—Acquired Feb., 1899, by the Chicago Consolidated Traction Company, which gave $250 of its stock for $100 of the stock of the Chicago Electric Transit.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstandng.*	*Maturity.*
Stock	.....	.....	$1,500,000	.....
1st M., gu. see text, no opt'n	1894	6 F-A	1,097,000	Aug. 1, 1914

Interest is payable at office of trustee, the Illinois Tr. & Savings Bank.

Bonds—The mortgage provides for the issue of $2,000,000 bonds at not exceeding the cost of improvements, extensions, etc., and for additional bonds at not above 75 per cent such cost. Of the $1,097,000 issued, $842,000 are guaranteed by the West Chicago Street RR. and $255,000 by the North Chicago Street RR. The Consolidated Traction has also filed certificates guaranteeing the bonds.

ROAD—Owns 35·71 miles of track on 17·85 miles of street—a double-tracked paved electric road on Elston Avenue and Belmont Avenue, Irving Park Boulevard and Crawford Avenue.

(2) CHICAGO & JEFFERSON URBAN TRANSIT—Stock held by Chicago Consolidated Traction Company, which in Feb., 1899, gave $55 per $100 for it in its stock.

STOCK & BONDS.	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $2,000,000	....	....	$2,000,000	.....
1st M., guar. p. and i., West Chic. St. Ry., see text...	1895	6 M-N	208,000	Nov. 1, 1915

Interest at Chicago office.

The first mortgage is for $2,000,000, but additional bonds may be issued for extensions, etc. Trustee, Illinois Trust & Savings Bank. Chicago Consolidated Traction has also agreed to guarantee the bonds.

ROAD—Owns 7·7 miles of track on Fulton, Morgan and Monroe streets.

(3) CICERO & PROVISO STREET RY.—Stock was exchanged in February, 1899, for that of the Chicago Consolidated Traction, the latter paying 62 for it in its stock.

ORGANIZATION—Was formerly leased to the West Chicago Street RR., which company guaranteed the bonds.—V. 64, p. 176. Consolidated Traction has also agreed to guarantee the bonds.

STOCK & BONDS.	*Interest.*	*Outstanding.*	*Maturity.*
Capital stock (par $100)	.....	$2,500,000	.....
1st mortgage, 1889	6 M & N	84,000	Nov. 1, 1904
Consol. M., $2,500,000, 1895, g., $1,000, gu., W. Chic., end.	5g, M & N	1,901,000	May 1, 1915

Int'st at Ill. Trust & Sav'gs Bank, trustee.

Interest on 1st mortgage at Farmers' Loan & Trust Co., N. Y. City.

Bonds—Consols of 1895 are reserved to retire the outstanding firsts and $500,000 for improvements at not exceeding 75 per cent thereof.

ROAD—Operates 37·66 miles of track, from West 40th St. and W. Madison St. through Moreland, Austin, Maywood, etc.—V. 63, p. 1062.

(4) OGDEN STREET RY.—A trolley road. Chicago Consolidated Traction owns the stock having paid 55 per share for it in its stock.

ORGANIZATION—Incorporated Oct. 1, 1891, and secured franchises covering about 24 miles of street in Chicago, Cicero and Lyons, passing the towns of Hawthorne, Morton Park, Clyde, La Vergne, Berwyn, and Riverside. Formerly leased to West Chicago Street Railway.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $2,000,000 ($100)	.....	.....	$2,000,000	.....
1st M ($1,500,000).... gu. p&i, W. Chic., end.	1896	6 M-N	750,000	May 1, 1916

Trustee is Illinois Trust & Savings Bank.

The supplemental mortgage, executed Jan. 22, 1898, limits the issue of bonds to $1,500,000. Additional 1st 6s can be issued only for 75 per cent of the cost of new construction.—V. 66, p. 472. Chicago Consolidated Traction has agreed to guarantee the bonds.

ROAD—Owns 34½ miles of track.—V. 62, p. 779; V. 66, p. 135.

(5) EVANSTON ELECTRIC RAILWAY.—

ORGANIZATION—Organized in 1896 and operated in connection with North Chicago Electric RR. In Feb., 1899, when Chicago Consolidated Traction was formed, stock of the latter was exchanged for that of the Evanston Electric, on the basis of $50 for $100. Road runs from Emerson and Sherman avenues to Wilmette, 2¾ miles (double track). Stock, $1,000,000. Mortgage is for $1,000,000 for 6 per cent (int. F. & A.) currency bonds maturing Aug. 1, 1916; issued $300,000, guaranteed by the North Chicago Street Railroad. The Chicago Consolidated Traction also agrees to guarantee the bonds.—V. 63, p. 504.

(6) NORTH SIDE ELECTRIC STREET RAILWAY.—A trolley road. Stock acquired by the Chicago Consolidated Traction in Feb., 1899, the basis being $200 for $100.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,500,000	.....	.....	$1,500,000	.....
1st M. cur., gu. p. & i (end.) by No. Ch. St. RR.	1895	6 M-N	155,000	Nov. 1, 1915

Trustee, Illinois Trust & Savings Bk, Chicago.

Interest is payable at Chicago office or the fiscal agency. The first mortgage provides for the issue up to $1,500,000 at not exceeding the cost of construction; further bonds can be issued at 75 per cent of cost of extensions and improvements. (See guarantee V. 62, p. 414.) Consolidated Traction has also agreed to give guaranty.

ROAD—Runs from Southport Ave. and Clark Street south to Harrison Street, in all 6·58 miles of single track.—V. 62, p. 233, 414.

(7) NORTH CHICAGO ELECTRIC RY.—Trolley road. Stock owned by the Chicago Consolidated Traction, which gave 175 for it in its stock.

ORGANIZATION, ETC.—Leases Chicago North Shore St. Ry., and guarantees interest and dividends. Lease assumed by Chicago Consolidated Traction.

STOCK & BONDS.	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$2,000,000	.....
1st M., $1,000,000 (not subject to call), gu. p. & i. end.	1894	6 F-A	868,000	Aug. 1, 1914

Int. at Illinois Trust (trustee), Chicago.

The bonds are guaranteed, $688,000 by North Chicago, $180,000 by West Chicago Street RR. Consolidated Traction has also agreed to guarantee them.

EARNINGS—For year ending Dec. 31, 1898, gross, $330,267; net, $161,987; charges, $123,363; balance surplus for year, $38,624. In 1897, gross, $314,291; net, $153,621; charges $108,225. Company has no power plant.

ROAD—Owns double track, paved, electric road on Lincoln Avenue, from the terminus of the North Chicago Street Ry. Co.'s cable line at Lincoln and Wrightwood Avenues to North 59th Street; also on Milwaukee Avenue, from the terminus of the West Chicago Street Ry. Co.'s cable line at Armitage Ave. to Lawrence Ave., 6·75 miles in length; Robey St. line, 4·99 miles; Laurence Ave. line, 10·47 miles; Montrose Boulevard line, 9·15 miles.—V. 65, p. 925; V. 68, p. 725.

(8) CHICAGO NORTH SHORE STREET RY.—

ORGANIZATION—Leased in 1894 for 50 years to North Chicago Electric Ry. Lease assumed by Chicago Consolidated Traction.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc.*
Capital stock, 6 p.c. guar.	.....	6 Q.—J.	$650,000	.....
1st M., $1,500,000, g., guar. p. & i. (end.) c*	1894	6g. A-O	675,000	Apr. 1, 1912

Subj. to call at 105 any Apr. 1 after 1905

The bonds, guaranteed by endorsement by the North Chicago Electric Railway, and the stock guaranteed 6 per cent per annum by the same company, are listed on the Chicago Stock Exchange.

Interest is paid in New York by Chase Nat. Bank and in Chicago at Illinois Trust & Savings Bank, Trustee.

ROAD—Owns 7½ miles double track; trackage No. Chic. St. RR. 1½ miles; total *track* operated 18 miles.

CHICAGO ELECTRIC TRACTION—Storage bat'y,

HISTORY.—Successor in Jan., 1898, to Englewood & Chicago Electric Ry., foreclosed per plan in V. 65, p. 728.

NEW SECURITIES—	*Date.*	*Interest.*	*Authorized.*	*Maturity.*
Stock to be held 5 years in voting trust	.....	.....	$2,000,000	.....
1st mort., subject to call at 105, gold (see text)	1899	5 g. J-J	500,000	Jan. 1, 1929
Consol. mort. incomes for 5 years	1899	5 A-O	2,000,000	Jan. 1, 1929

Manhattan Trust Co., N. Y., & J. Kean, trus.

The holders of each of the old first mortgage bonds ($960,000) recognized as valid received in exchange per $1,000 bond, if subscribing $300 in cash: First mortgage bonds, $300; consolidated mortgage, $1,000; stock, $2,000. Both mortgages may be increased to any amount desired for new property, not in excess of $40,000 per mile for first mortgage.—V. 68, p. 231.

EARNINGS.—Calendar year 1899, gross, $83,838; operating expenses, $70,420; net, $13,418; in 1898, gross, $61,238; operating expenses, $53,204; net, $8,034.

ROAD—In Feb., 1900, 28 miles of track were in operation—from 63d St. to Blue Island. Cars began running Jan. 19, 1897. In Feb., 1899, had acquired 2 miles of old horse car track in the town of Harvey and let contracts for an extension of 5 miles from Blue Island to Harvey, which was put in operation on June 1, 1899, making total track 28 miles.—V. 68, p. 231.

OFFICERS—President, Isaac L. Rice, New York; Vice-President, Hoffman Atkinson, N. Y.; Sec. and Treas., J. S. Bache, N. Y.; Gen. Man., E. R. Gilbert, Chic., Ill.—V. 67, p. 1002; V. 68, p. 231; V. 69, p. 1063; V. 70, p. 175.

CHICAGO & FOX LAKE ELECTRIC RY.—

ORGANIZATION.—Incorporated in 1898 to build a road between Chicago and Fox Lake, 51 miles, of which 25 miles to be operated by electricity. At some point north of the city the passengers or cars will be transferred and enter the city over one of the present lines of steam railroad. Both passengers and freight will be carried.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	(?)	.....
1st mortgage, dated Jan. 2, 1899	1899	6 J-J	(?)	Jan. 2, 1919

Cleveland Trust and Royal Trust Co., Trustees.

ROAD.—Fox Lake, Ill., to Lake Michigan, 25 miles, reported under construction. All right of way secured.

OFFICERS.—President, S. P. Leland; Secretary, R. E. Taylor; Treasurer, E. C. Weeks; Manager, J. Woolridge.—V. 68, p. 186.

CHICAGO & MILWAUKEE ELECTRIC RY.—A trolley road.

ORGANIZATION—Successor by purchase to Bluff City Electric St. Ry. operating 4 miles between Waukegan and North Chicago, and extended the road as shown below.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,000,000	....	.....	$1,000,000	.....
1st M., $1,500,000, g. ($1,000 each) c	1899	5g. J.-J.	1,000,000	July 1, 1919

Int. at Ill Tr. & Sav. Bank, Chicago, Trustee. Clevel'd Trust Co. and Royal Trust Co., trustees.

Of the $1,500,000 bonds authorized, $500,000 are held in reserve and can be used only to cover 75 per cent of the cost of extensions and improvements. V. 69, p. 178.

LATEST EARNINGS—For seven months from July 1 to January 31, 1900, gross, $71,212; net, $41,076.

ROAD—Length, 30 miles. Entire line, from Waukegan to Evanston, was opened in August, 1899. By arrangement with the Chicago Milwaukee & St. Paul, giving the use of the piece of road between Evanston and the Union Depot in Chicago, the company runs through

trains from Chicago to Waukegan. A large portion of road is built on private right of way and there are no steam or electric crossings on the entire line.—See description of road in V. 67, p. 900.

OFFICERS—President, George A. Ball; Vice-President and Treasurer, A. C. Frost; Secretary, George M. Seward.—V. 67, p. 900; V. 69, p. 129, 178, 384.

CHICAGO GENERAL RY.—An electric road.

ORGANIZATION—Incorporated October 21, 1893, for 50 years. The West & South Towns St. Ry. (formerly leased) was purchased in May, 1896, and consolidated. BONDS ($500 and $1,000 each) authorized $3,000,000, reduced from $10,000,000 in Dec., 1896.—V. 63, p. 1114.

On Sept. 7, 1899, instituted two-cent fares on its branch lines (selling 12 tickets for 25 cents), without transfer, however, to main line.

STOCK & BONDS—	Date.	Int., Etc.	Outstand'g.	Maturity, etc.
St'k, $10,000,000 (par $100)	.....	.....	$500,000	.....
1st M., $3,000,000, g. } Red. aft. 10 yrs. at 105 }	1895	5g. M-N	970,000	Nov. 1, 1935
W. & S. Towns, 1st M., g...	16 1892	6g. F-A	164,000	Aug., '02-12

Trus. is Merchants' Loan & Tr. Co., Chicago.

The mortgage trustee is the Northern Trust Company of Chicago.

ROAD—In Feb., 1899, owned 20½ miles of track and leased trackage 5½ miles; extends from Lake Michigan along 22d St., etc.

EARNINGS—For year ending Dec. 31, 1898, gross, $119,738; net, $60,166; fixed charges, $55,202; bal., surplus for year, $4,964.

OFFICERS.—President and Treasurer (February, 1900), John H. Witbeck; Vice-President, J. P. Black; Secretary, Joshua I. Jones; Counsel, Lawton C. Bonney.—V. 66, p. 183.

CHICAGO & SOUTH SIDE RAPID TRANSIT RR.—("ALLEY ELEVATED")—SEE SOUTH SIDE ELEVATED.

CHICAGO UNION TRACTION.—Cable and electric.

ORGANIZATION.—Incorporated in Illinois June 3, 1899, by the Elkins-Widener Whitney syndicate and purchased for $10,000,000 cash the holdings of stock of Chas. T. Yerkes in the West Chicago and North Chicago roads. These holdings consisted of $3,200,000 West Chicago stock and $2,000,000 North Chicago stock. Subsequently the two systems were leased, the West Chicago for a yearly rental equal to 6 per cent on the stock and the North Chicago for a rental equal to 12 per cent on the stock, the leases being dated June 1, 1899. By a tripartite agreement entered into on the same date the Union Traction Company's holdings of stock of the two roads are to remain in trust with the Illinois Trust & Savings Bank of Chicago "for all time" as security for the leases.—See V. 68, p. 1131.

In December, 1899, negotiations were pending for the acquisition of the Chicago Consolidated Traction. The Union Traction offered $45 per share for the former company's stock, in bonds bearing 4½ p. c. interest and guaranteed by Union Traction. In January, 1900, it was reported that $13,000,000 of the total issue of $15,000,000 stock of the Consolidated Traction had been turned over under this plan.

STOCK AND BONDS.—The $12,000,000 preferred stock was subscribed for at par, a bonus of 50 per cent, however, being given in common stock.—V. 68, p. 1225. There was thus $2,000,000 cash left after the payment of $10,000,000 to Mr. Yerkes, and this $2,000,000 is to be spent for improvements and extensions of the lines acquired.

In December, 1899, both issues of stock were listed on the New York Stock Exchange. V. 69, p. 1299.

	Date.	Rate.	Outstanding.	Divid's.
Stock, com., $20,000,000, par $100	....	....	$20,000,000	.....
Stock, pref. 5 p.c., $12,000,000, par $100, cumulative	....	....	12,000,000	Jan. 20, '00, 1¼%

DIVIDENDS—Dividends of 1¼ p. c. were paid on preferred shares Oct., 1899, and Jan., 1900.

EARNINGS—Twelve months ending Dec. 31, gross reported as $7,306,634 in 1899, against $6,899,885 in 1898.

OFFICERS.—President, Jesse Spalding, Chicago; 1st Vice-President, John M. Roach, Chicago; 2d Vice-President, R. A. C. Smith, New York; 3d Vice-President, Walter H. Wilson, Chicago; Secretary and Asst. Treasurer, Markham B. Orde; Treasurer, James H. Eckles; Directors, William L. Elkins, Phil.; P. A. B. Widener, Philadelphia; H. B. Hollins, R. A. C. Smith, and Walter T. Johnston, New York; C. K. G. Billings, Charles L. Hutchinson, W. H. Wilson, Jesse Spalding, William Dickenson and John V. Clarke, Chicago.—V. 68, p. 725, 928, 976, 1075, 1131, 1225 V. 69, p. 78, 228, 384, 441, 1103, 1147, 1247, **1299**, 1300

Lines Controlled.

(1) NORTH CHICAGO STREET RAILROAD.

ORGANIZATION—Incorporated under the laws of Illinois in 1886 "to construct, lease, purchase, or otherwise acquire horse, dummy and street railroads in Chicago and Cook County, Illinois." It controls the surface street railroad system in the North division of the city of Chicago, through the purchase in 1886 of 2,501 shares out of a total of 5,000 shares capital stock of the North Chicago City Railway Co., said road being leased for 999 years from 1886 Franchise 99 years from Feb., 1865. Annual payment to city for electrical franchise, $10,000; car license, $50 per car per annum, 3 trips per day to a car.

In February, 1899, all the suburban leased lines of the North Chicago and West Chicago systems were united under the name of the Chicago Consolidated Traction (a separate concern), which see.

In June, 1899, the North Chicago was leased to the Chicago Union Traction for a yearly rental equal to 12 per cent on the stock.—V. 68, p. 1131.

STOCK AND BONDS—	Date.	Interest.	Outst'ding.	Last div. &c.
Stock ($10,000,000) ($100)	....	Q.—J	$7,920,000	12% per year.
1st mortgage ($500), &c. } See text. Currency.... }	1886	5 J-J	3,171,000	1906-9-16
Certs. 5-20s ($100) etc., cur.	1895	6 J-J	1,260,000	1900-1915
N. C. City *Ry.* Co. stock....	....	30 Q-J	See text.	30% per year.
1st mort., cur'cy ($1,000)	1880	6 J-J	500,000	July 1, 1900
2d M. ($2,500,000) cur. } Trustee, Ill. Tr. & S. Bk. }	1887	4½ M-N	2,500,000	Nov. 1, 1927

Trus. Fide'y Ins. Tr. & Safe Dep. Co. of Phila.

Subject to call at any time.

Stock of N. Chi. City *Ry.* Co. not owned by N. Chi St. *RR.* Co., $249,900 (par, $100), receives an annual rental of $30 per share. North Chicago City stock for $250,100 is owned by North Chicago Street RR.

Bonds—The N. C. St. R.R. mortgage provides for the issuing (by and with the consent of the trustee) of bonds for permanent improvements, in amount equal to 75 per cent of such improvements. To Nov., 1899, there had been issued: Dated July, 1886, due 1906, $1,500,000; July, 1889, due 1909, $1,250,000; Jan., 1896, due 1916, $421,000.

Has guaranteed $649,000 North Chicago Electric Ry. and $255,000 Chicago Electric Transit bonds; also North Side Electric St. Ry., $155,000 bonds, and Evanston Electric Ry., $130,000 bonds.

Stock—North Chicago Street stock for $1,100,000 was issued in January, 1896, of which $550,000 for part payment of extra dividend and $550,000 was offered to stockholders at par.—See V. 62, p. 41. In April, 1898, $1,320,000 additional stock was offered to stockholders at par to retire $500,000 certificates of indebtedness of 1891 and for extensions, etc. This increased outstanding stock to $7,920,000, of which $5,920,000 is held by the public and $2,000,000 in trust as above, the dividends being payable to Chicago Union Traction Co.—V. 66, p. 761, 811.

DIVIDENDS. per cent.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	8	11½	12	12	12	Below.	12	12	12

In 1896, 12 p. c. in cash, and 20 p. c. extra (10 p. c. in stock and 10 p. c. in 6 p.c. certificates of indebtedness).

ROAD—	Miles.		Miles.
Cable	18·12	Electric trolley	75·27
Horse	·94		
		Total track operated	94·33

ANNUAL REPORT—Now operated by Chicago Union Traction and no separate report made. Report for 1898 was in V. 68, p. 127, and gave earnings as follows:

Year ending Dec. 31—	1898.	1897.	1896.
Gross receipts	$3,015,323	$2,911,551	$2,913,710
Net earnings	$1,624,642	$1,591,625	$1,519,322
Int., rental, taxes, etc.	543,665	636,462	524,231
Dividends paid.	(12%) 870,957	(12%) 791,943	(12%) 758,901
Balance, surplus	$210,019	$163,220	$236,190
Total surplus Dec. 31	.....	.....	$830,741

OFFICERS.—President, Daniel T. Hunt, Chicago; Secretary, F. E. Smith; Treasurer, M. B. Orde.—V. 67, p. 221; V. 68, p. 86, **127**, 330, 725, 928, 976, 1075, 1131, 1225; V. 69, p. 78.

(2) WEST CHICAGO STREET RR.—*(See Map page 28.)*

ORGANIZATION—Incorporated July 19, 1887 under laws of Illinois.

LEASES.—Control of the *Chi. W. Div. Ry.* (96 miles track) was acquired through purchase of a majority of its shares (6,251) of capital stock, and the road leased for 999 years from Oct. 20, 1887, at an annual rental of $35 per share, the principal and interest of its bonds being assumed—see V. 65, p. 281. Of the *Chicago Passenger Ry. Co* (34 miles track) stock, the Chi. W. Div. Ry Co. owns a majority ($730,100), and the road was leased March 15, 1889; lease extended in 1897 for 50 years to the West Chicago Street RR. The West Chicago St. RR. Co. agrees to pay 5 per cent a year on capital stock of the Passenger Ry. Co. and to guarantee its fixed charges. The West Chicago formerly leased Cicero & Proviso St. Ry. and Ogden St. Ry., but these roads have now passed to the Chicago Consolidated Traction.

In Feb., 1899, all the suburban leased lines of the North Chicago and West Chicago systems were acquired by the Chicago Consolidated Traction, which is a separate corporation.—V. 68, p. 86, 769.

In June, 1899, the West Chicago was leased to the Chicago Union Traction for a yearly rental equal to 6 per cent on the stock.—V. 68, p. 1131.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., &c.
Stock, $20,000,000 ($100).	text.	Q.-F.	$13,189,000	6% per year.
1st mortgage, $4,100, 000, $1,000, s. f.....c }	1888	5 M.-N.	3,896,000	May 1, 1928
Debentures, $1,000....c* }	1894	6 J.-D.	612,000	Dec. 1, 1914
Consol. M., $12,500,000g. ($1,000 each).....c* }	1896	5g. M.-N.	6,104,000	Nov. 1, 1936

Trustee, Cent. Tr. Co., N. Y. & G. Sherman.

Subject to call at par after 1899.

Trustee, Illinois Tr. & Sav'gs Bank, Chicago.

Trustee, Illinois Tr. & Sav'gs Bank, Chicago.

Subsidiary lines—

W. Ch. St. RR. Tun. Co. 1st guar. p. & i.....end. c. }	1889	5 F.-A.	$1,500,000	Feb. 1, 1909	Trustee, Illinois Tr. & Sav'gs Bank, Chicago.
Power house mortgages.	1888-9	5 p. c.	204,000	1928-9	
Chi. W. D. Ry. Co. st'k 100.	....	$35 Q.-J. *20*	See text.	35% per year.	
1st mort. 4½s, ($1,000)..	1892	4½ J.-J.	4,070,000	July 1, 1932	
Chic. Pass. Ry. Co. stock..	....	5	1,340,300	.....	
1st mortgage, cur.....	1885	6 F.-A.	400,000	Aug. 1, 1903	
Consols. $2,000,000 currency..... }	1896	5 M.-N.	1,600,000	Dec. 1, 1936	Trustee, Equitable Trust Co., Chicago.

Chicago Electric Transit, etc., see companies following.

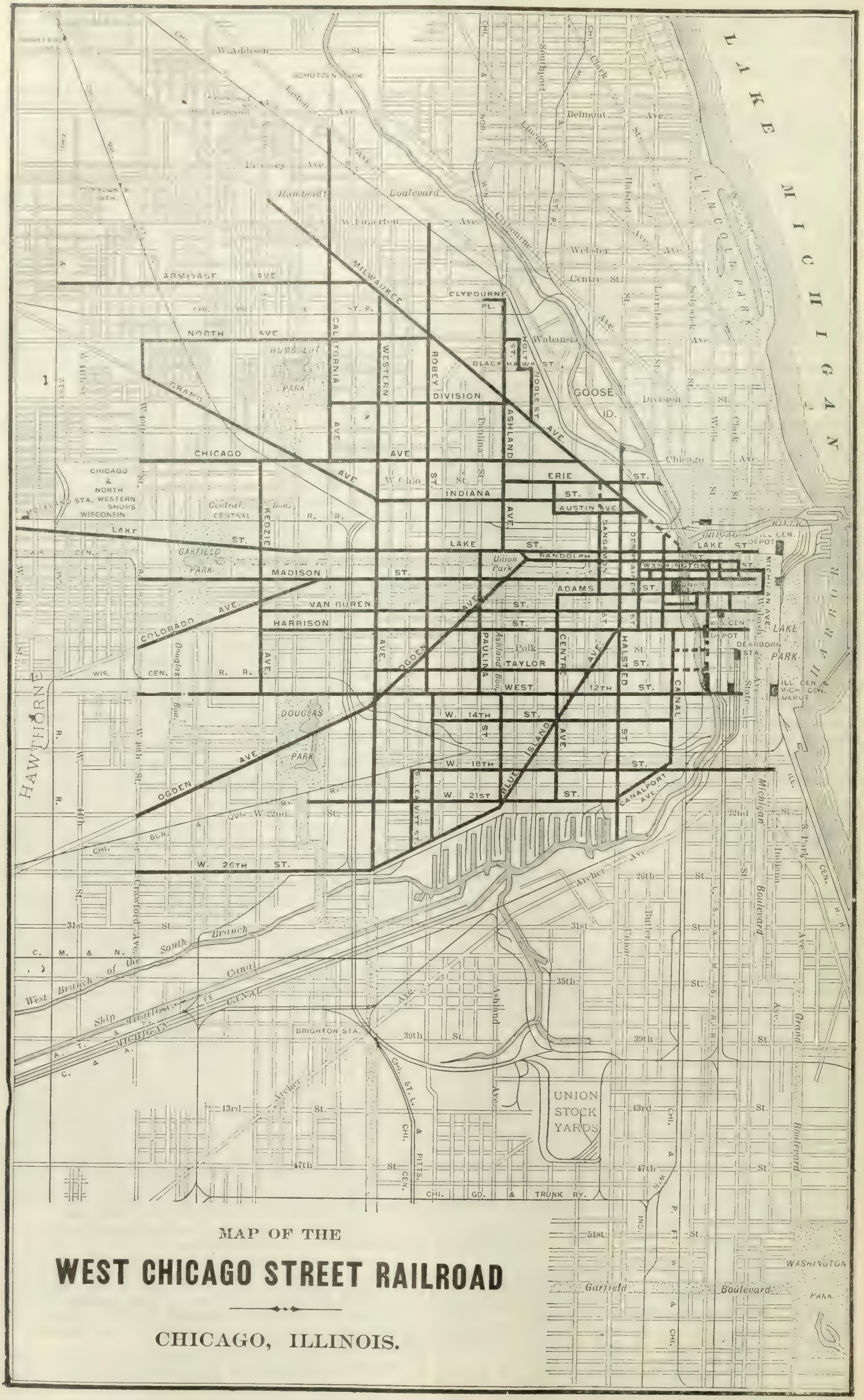
Interest is payable at company's office.

Bonds.—Of the $12,500,000 consols under the mortgage of November, 1896, $3,896,000 can be issued only on retirement of an equal amount of the outstanding first mortgage 5s, and $2,500,000 for improvements and extensions at 75 per cent of the cost thereof. In February, 1897, a sale of $6,000,000 of the consols was made to a syndicate; the proceeds were used to retire $2,000,000 debentures in April 28, 1897, and the floating debt, and bonds are reserved to retire the $612,000 debentures subject to call in 1900. The mortgage covers 202·7 miles of track, including West Chicago Street RR., 72·7 miles (owned); Chicago West Division Ry., 96 miles (leased), and Chicago Pass. Ry., 34 miles (leased). See V. 64, p. 176, 333, 472. Chicago Pass Ry. consol. 5s are reserved to retire the 1st 6s.—V. 65, p. 235.

Stock.—Recent issues—April. 1, 1893, $1,000,000; Aug. 1, 1893, $1,100,000, and Nov., 1893, $1,089,000.

Chicago West Division Stock is $1,250,000, of which $625,100 is owned by the West Chicago Street Co., the remainder ($624,900) being guaranteed 35 per cent yearly under the lease. *Chicago Passenger Railway* stocks $2,000,000, having been increased from $1,000,000 in 1896, but only $1,340,300 stock has been issued. The West Chicago St. RR. Co. guarantees under operating contract 5 p. c. on stock, of which $730,000 is owned by West Chicago.

GENERAL FINANCES.—Application dated June 29, 1897, for listing the stock and bonds on the N. Y. Stock Exchange was given in full in V. 65, p. 281, including general balance sheet of June, 1897, and detailed information regarding the leases and finances of the company.


LAKE MICHIGAN
W. Addison St.
Belmont Ave.
Lincoln Park
Southport
Clark
Halsted
Webster Ave.
Centre St.
Wabansia
Division St.
Chicago Ave.
Humboldt Boulevard
W. Fullerton Ave.
Clybourne
ARMITAGE AVE
NORTH AVE
CHICAGO AVE
ERIE ST.
INDIANA ST.
AUSTIN AVE
LAKE ST.
RANDOLPH ST.
WASHINGTON ST.
MADISON ST.
ADAMS ST.
VAN BUREN ST.
HARRISON ST.
Polk
TAYLOR
WEST 12TH ST.
W. 14TH ST.
W. 18TH ST.
W. 21ST ST.
W. 26TH ST.
DOUGLAS PARK
GARFIELD PARK
HUMBOLDT PARK
LINCOLN PARK
GOOSE ID.
MILWAUKEE AVE.
GRAND AVE.
COLORADO AVE.
OGDEN AVE.
ASHLAND AVE.
ROBEY
DIVISION
NOBLE ST.
HOLT WK ST
BLACKHAWK ST
CLYBOURN PL.
CALIFORNIA AVE.
WESTERN AVE.
PAULINA
HALSTED ST.
CENTRE
CANAL
BLUE ISLAND AVE.
CANALPORT AVE.
KEDZIE AVE.
CRAWFORD AVE.
LEAVITT ST.
DESPLAINES ST.
SANGAMON
MICHIGAN AVE.
Union Park
UNION STOCK YARDS
BRIGHTON STA.
DEARBORN STA.
CHICAGO & NORTH WESTERN SHOPS
WISCONSIN
Central
CENTRAL
LAKE
WIS. CEN.
WIS. CEN. R. R.
ILL CEN. DEPOT
MICH. CEN. DEPOT
ILL CEN & MICH CEN. DEPOT
C. M. & N.
South Branch of the Canal
West Branch
Ship & Canal
MICHIGAN CANAL
A. T. & S. F.
C. & A.
CHI. & NOR.
CHI. & W.
CHI. & E. ILL.
CHI. & P.
CHI. ST. L. & PITTS.
CHI. GD. & TRUNK RY.
C. M. & St. P.
C. & W. I.
M. L. S. & W.
L. S. & M. S. R. R.
N. W.
P. FT. W. & CHI.
IND.
ILL.
S. Park Ave.
Michigan Boulevard
Indiana Ave.
Grand Boulevard
Garfield Boulevard
WASHINGTON PARK
Lincoln Park
Sedgwick Ave.
Larrabee
Wells
Clark
Dearborn
Polk
Taylor
Douglas
Crawford Ave.
Ogden
Archer Ave.
Ashland Boulevard
Paulina
Butler
Union
Halsted
Centre
Canal
Lake
Randolph
Washington
Adams
Van Buren
Harrison
Madison
Garfield
Humboldt
Milwaukee
Grand
Colorado
Chicago
Erie
Indiana
Austin Ave
Noble St
Holt Wk St
Blackhawk St
Clybourn Pl.
California Ave.
Western Ave.
Robey
Division
Ashland
Kedzie Ave.
Crawford Ave.
Leavitt St.
Desplaines St.
Sangamon
Michigan Ave.
Union Park
Humboldt Park
Garfield Park
Douglas Park
Lincoln Park
Goose Id.
Brighton Sta.
Dearborn Sta.
Union Stock Yards
Chicago & North Western Shops
Wisconsin
Central
Lake
Wis. Cen.
Wis. Cen. R. R.
Ill Cen Depot
Mich. Cen. Depot
Ill Cen & Mich Cen. Depot
C. M. & N.
South Branch of the Canal
West Branch
Ship & Canal
Michigan Canal
A. T. & S. F.
C. & A.
Chi. & Nor.
Chi. & W.
Chi. & E. Ill.
Chi. & P.
Chi. St. L. & Pitts.
Chi. Gd. & Trunk Ry.
C. M. & St. P.
C. & W. I.
M. L. S. & W.
L. S. & M. S. R. R.
N. W.
P. Ft. W. & Chi.
Ind.
Ill.
S. Park Ave.
Michigan Boulevard
Indiana Ave.
Grand Boulevard
Garfield Boulevard
Washington Park

DIVIDENDS—per cent..

1889.	1890.	1891.	1892.	1893.	1894.	1895 to Feb., '00
5	5	6	7¼	9	9	6 per ann.

ROAD.—Owns 72·7 miles and leases 130 miles; total, 202·7 miles track, operated as follows: Cable, 30·4 miles; electricity 166 miles; horses, 6·6 miles.

Owned—	*Miles.*	*Leased—*	*Miles.*
West Chicago St.	72·70	Chicago W. Div. Ry.	96·00
		Chicago Pass. Ry.	34·00

ANNUAL REPORT.—Report for 1899 included in Traction statement. Report for 1898 was in V. 68, p. 127, showing:

Years ending Dec. 31—	1898.	1897.	1896.
Gross earning	$4,031,903	$3,899,918	$4,018,948
Operating expenses	2,017,946	1,929,664	2,138,378
Net earnings	$2,013,957	$1,970,254	$1,880,570
Rental of leased roads	1,198,000	1,136,185	$193,408
Coupon interest			241,800
Other interest and taxes			280,907
Balance for dividends	815,957	$834,069	$864,455
Dividends paid	791,340	791,340	791,340
Balance	sur.$24,617	sur.$42,729	sur.$73,115
Total surplus Dec. 31	.....	.....	$1,795,733

OFFICERS.—President, Daniel T. Hunt, Chicago; Secretary, F. E. Smith; Treasurer, M. B. Orde.—V. 67, p. 221; V. 68, p. 86, 127, 330, 725, 928, 976, 1075, 1131, 1225; V. 69, p. 78.

GENERAL ELECTRIC RAILWAY.—

ORGANIZATION—In January, 1896, obtained a twenty-year franchise for a system of lines south on Dearborn Street, etc., and in February, 1897, additional franchises were granted, the company to pay the city 5 p. c. of gross for second five years of franchise, 7½ p. c. for third five years and 10 per cent for last five years. In 1897 leased to Metropolitan Traction Co. for $5,000 yearly.

STOCKS & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $5,000,000	.....	.....	(?)	.....
1st M., gold	1896	5 g. A-O	abt.$300,000	Oct., 1916

Mortgage authorizes a first issue of $3,000,000, then $2,000,000 for extensions, and additional amounts at 85 per cent of cost of still further extensions and improvements. Trustees, Title Guarantee & Trust Co. of Chicago and State Trust Co. of New York.—V. 66, p. 1188.

LAKE STREET ELEVATED RR.—An electric road.

ORGANIZATION—Chartered August 24, 1892. Debt has been mostly readjusted under plan of February, 1895 (in V. 60, p. 391), by which the Northwestern Elevated RR. Co. guarantees new debenture bonds. Operation by electricity was resumed Sept. 20, 1896, but experiments being made with compressed air.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity, etc.*
Stock, par $100	.....	.....	$10,000,000	.....
Gold debentures; p. & i. guar. by N. W. El.	1895	5 J-J	4,039,200	July 1, 1928
	Trustee, Northern Trust Co., Chicago.			
Inc. deben., g., non-cum., $500 & $1,000 bonds, c.	1895	5 Feb. 1	1,009,800	July 1, 1928
	Subject to call at 101 on any Feb. 1.			
Bonds not assenting to plan of 1895—				
1st M., not protesting. (See text)	1893	3(5) J-J	127,000	July 1, 1928
Do Ziegler bonds (text)	1893	— J-J	605,000	July 1, 1928
Bills payable Dec. 31, '98.	.....	.....	947,000	.....

Interest payable at Northern Trust Co.

Trustees of 1st mortgage were Farmers' Loan & Trust Co. of N. Y. and American Trust & Savings Bank, Chicago. In June, 1898, the Equitable Trust Co. was appointed in place of Farmers' Loan & Trust Co., the latter having been held incompetent to act, but case appealed to U. S. Court.—V. 66, p. 1237; V. 67, p. 75.

Note.—The total issue of old first mortgage bonds was $7,574,000, of which in 1900 $834,000 had not assented to readjustment plan of 1895. Of these last $102,000 were in the treasury, while $605,000 held by Mr. William Ziegler are still in litigation and receiving no interest; the balance, $127,000, is allowed to receive interest at 3 per cent per annum, or 60 per cent of face of coupons. Holders of first 5s who assented to plan received in exchange for their principal 60 per cent in guaranteed debentures and 15 per cent in incomes. The validity of the Ziegler bonds has been upheld.—V. 70, p. 176.

Stock—In May, 1896, trust certificates representing Lake Street stock for $5,009,300 were offered to stockholders of Columbia Construction Co. at $18·90 a share; the stock itself will be held in a ten-year voting trust.—V. 62, p. 908.

Bonds—The gold debentures are secured by deposit of the old bonds with the Northern Tr. Co.; their p. and i. are guaranteed by the Northwestern Elevated RR. Co. When all the old bonds have been exchanged, they will be reissued to the extent of 60 per cent, and the balance canceled.

ROAD—Owns in Chicago a double-track elevated railway, Market Street from Madison Street to Lake Street, thence to the Western city limits, being 6 2-5 miles, equal to 14¼ miles of single track. Connects with Suburban RR. for traffic outside the city. V. 65, p. 236. Trains began running over the Loop line in March, 1897. In 1898 acquired franchise for 1 mile road elevated and 1½ miles surface, which will be built by the Cicero & Harlem Ry. Co. (which see below); this piece was opened April, 1899.

REPORT—Fiscal year ends Dec. 31. Report for 1899, V. 70, p. 174.

	1899.	1898.		1899.	1898.
Gross	$697,513	$633,403	Taxes	$13,743	$13,849
Oper. exp.	331,553	324,947	Int. charges	261,400	259,344
			Loop rental	87,177	61,954
Net revenue	$365,960	$308,456	Surplus	$3,640	def.$26,691

OFFICERS—President, D. H. Louderback; Vice-Pres., A. S Littlefield; Sec. and Treas., Howard Abel, 610 Royal Ins. Building, Chicago.—V. 68, p. 128; V. 70, p. 174, 176.

CHICAGO & HARLEM RY.—Name changed from Cicero & Harlem.

ORGANIZATION—Chartered as an extension of the Lake St. Elevated.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$1,000,000	.....
1st mort., unlimited, $1,000 each	1899	5 M&N	220,000	May 1, 1939
	Equitable Trust Co., Chicago, Trustee.			

The first $1,000,000 of bonds are to be certified from time to time as new road is built; additional bonds to an unlimited amount may be issued for 75 per cent of the cost of roads built or acquired.—V. 68, p. 1074.

ROAD—One mile of elevated and 1½ miles of surface and incline road. Opened April, 1899. Also has the right conferred by the Cicero Town Board, to build an additional north and south line of about two miles. President, D. H. Louderback; Secretary, Howard Abel.—V. 66, p. 759; V. 68, p. 1074.

LOOP ROAD.—SEE UNION ELEVATED.

METROPOLITAN TRACTION CO.—

Organized in June, 1897, by parties interested in General Electric Ry. Has franchises for about 200 miles of streets in Cook County. No road constructed to latest dates. In Nov., 1898, the United Traction Co., with a capital stock of $500,000, was reported to be organized by parties interested in the Met. Traction.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $10,000,000	.....	.....	(?)	.....
1st M., $2,000,000, gold	1897	5 g. F-A	(?)	1917

Bonds, $1,000 each. Equitable Trust Co. trustee, and the State Trust Co. co-trustee.—V. 65, p. 27, 278.

METROPOLITAN WEST SIDE ELEVATED RAILWAY—An electric road.

ORGANIZATION—Successor on Feb. 3, 1899 (per plan in V. 67, p. 126). to the *Railroad* Co. sold under foreclosure on Jan. 4, 1899. Extensions to Cicero, Proviso, Lawndale and Leyden are authorized by articles of incorporation. V. 68, p. 130.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity, etc.*
Common stock	.....	.....	$7,500,000	.....
Pref. st'k, 5 p.c. non-cum., $9,000,000	.....	.....	8,708,067	Feb. 28, '00, 2½
1st M., $10,000,000, gold	1898	4 g. F A	9,157,200	Aug. 1, 1938
	Cent. Trust Co., N. Y., and G. Sherman, trus.			

The title to the common stock is vested for five years (unless in any one year during that period dividends of five per cent shall have been paid on the preferred stock) in Frederic P. Olcott, Walter G. Oakman and Samuel Thorne, as voting trustees, who shall vote only for directors receiving a majority vote of the preferred stock. The voting trustees shall not vote to create any lien or charge upon or for the lease or sale of the property of the company without the consent of a majority in amount of voting trust certificates.—V. 67, p. 789.

Has guaranteed $407,000 bonds of Union Consolidated Elevated.

ROAD—From the Board of Trade Building westerly about 6 miles, with branches; total length, 16·15 miles; the first 1·81 miles are four tracks, the rest two tracks, making total double track miles 17·96. Road began using loop in October, 1897. The road is operated by electricity. See. V. 58, p. 866. Right of way is owned in fee and mortgaged to secure the bonds; 55 motor cars and 125 passenger cars.

EARNINGS—The fiscal year of the new company began July 1, 1899 Earnings for 5 mos. ending Nov. 30 were: Gross, $624,158; net, $355,825; interest, taxes and rents, $256,747; surplus for five months, $99,078; estimated December surplus $45,000; surplus, six months, $144,078. Year ending Sept. 30, 1898, during which loop was used, gross, $1,170,363; net, $370,330.

DIVIDENDS.—First div. on pref. stock, 2½ per cent, Feb. 28, 1900.

OFFICERS—President, Dickinson McAllister; Sec. and Treas., George Higginson, Jr.—V. 68, p. 40, 130, 282, 773, 1133; V. 69, p. 554; V. 70 p. 228, 328.

NORTHERN ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1894 for 50 years. Capital stock is $50,000. 1st mortgage bonds dated 1894, due June 1, 1914, $50,000; trustee, Chicago Title & Trust Co. Owns 5 miles of track from 56th to 68th Streets on North Ave. Extension to Franklin Park planned.

In May, 1899, a controlling interest was acquired by Cleveland people.

OFFICERS.—Pres't, B. Mahler; Sec., G. W. McKisson; Treasurer, Edward Moore.—V. 68, p. 1077.

NORTHWESTERN ELEVATED RR.—

ORGANIZATION—In Dec., 1898, obtained loan of $4,500,000 from syndicate headed by Blair & Co. of New York, upon its notes, payable on or before 18 months from date, bearing 5 per cent interest, secured by deposit with Ill. Trust & Sav. Bank, Trustee, of the company's entire capitalization, as reduced, $5,000,000 1st 5s, and $5,000,000, each of common and preferred stock. Construction actively under way, and it is hoped to have the road in operation by May, 1900.—V. 67, p. 1357. Road was to be completed Jan. 1, 1900, but Chicago Common Council (V. 70, p. 39, 76, 125) granted extension of time to complete sub-structure to May 31, 1900, and to Jan. 1, 1901, for the building of stations. A payment of $100,000 was exacted for the extension.

Stockholders on Dec. 29 authorized a new 40-year 5 per cent first mortgage for $5,000,000 to take the place of the mortgage of 1894; proceeds will be used to pay the Blair loan, thus releasing the holdings of stock now tied up. The stockholders of the Columbia Construction Co. have been given the first right to take the bonds at 99. The bonds are dated Jan. 1, 1900, mature Jan. 1, 1940, and are redeemable upon any interest day at 105 and interest. Bonds are $1,000, with coupons payable Jan. 1 and July 1. The Blair notes have been called for payment March 1, 1900.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $5,000,000	.....	.....	a$5,000,000	.....
Pf. stock, 5 p.c., $5,000,000	.....	.....	a 5,000,000	.....
1st M., $5,000,000	1894	5g J-J.	a 5,000,000	Aug. 1, 1944
	Illinois Trust & Savings Bank, trustee.			

a All deposited as collateral for 5 p. c. loan of 1898 for $4,500,000, due June, 1900, but subject to call any time at company's option. See above.

Voting Trust.—Both the common and preferred stock are to be placed in a voting trust, with John J. Mitchell, Marshall Field and James A. Blair as trustees, until the full 5 per cent dividend on the preferred stock shall have been paid for three consecutive years.

Northwestern Elevated has guaranteed the debenture bonds of the Lake Street Elevated.

Columbia Construction Company.—Contract to build Northwestern "L" canceled in Jan., 1898. Construction Co. stockholders to receive $4,000,000 each of "L" preferred and common, or about $93·74 of each class for each $100 of Construction Co. stock.—V. 68, p. 127, 131; V. 69, p. 744, 1013.

ROAD—The road starts at the intersection of Wilson and Evanston avenues, seven miles from the Court House, and will have 5·52 miles of four-track, 92 miles double-track. All superstructure substantially completed, and road expected to be in full operation by May, 1900.

OFFICERS—President, D. H. Louderback; Vice-President, E. L. Brewster; Sec. and Treas., Howard Abel.—V. 66, p. 184, 189; V. 67, p. 737, 1264, 1357; V. 68, p. 127, 131; V. 69, p. 744, 1346; V. 70, p. 39, 76, 125, 329.

SOUTH CHICAGO CITY RAILWAY CO.—

ORGANIZATION—Incorporated May 31, 1883. Operates two lines from Jackson Park to 106th Street and the Indiana State Line. Hammond Whiting & East Chicago is controlled in same interest.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($2,000,000 auth.)	.....	.....	$1,603,800	.....
1st mortgage, currency	1890	5 J-J	50,000	July 1, 1910
1st mort. $5,000,000, gold $1,000	1893	5 g. A-O	1,513,000	Apr. 1, 1913
	Int. at Illinois Tr. & Sav. Bk., Trustee, Chic.			

ROAD—Owns 34 miles of track in Chicago and controls the Grand Crossing & Windsor Park RR. Co., 3 miles; total 37 miles. Rails 75 and 85 lbs. Hammond Whiting & E. C. Electric gives a line to Whiting, East Chicago and Roby (Ind.), and makes a direct route of 14 miles from 63d St. and Madison Ave., Chicago, to Hammond, Ind.

OFFICERS—President, D. F. Cameron; Vice-President, D. M. Cummings; Secretary, Treas., O. S. Gaither.—V. 67, p. 1002; V. 69, p. 1063.

SOUTH SIDE ELEVATED RR.—("ALLEY ELEVATED")—An electric road.

ORGANIZATION—Successor January, 1897, to Chicago & South Side R. T. RR. (foreclosed per PLAN V. 63, p. 1158).

ROAD—Owns elevated road in operation in Chicago upon a purchased right of way from Congress Street to Jackson Park, 8·56 miles of double and triple track; total single track, 19·44 miles. Operation of trains over the "Loop" (Union Elevated) began October 18, 1897. Electricity was introduced as motive power late in April, 1898.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $10,323,800	.....	.....	$10,323,800	Dec. 30, '99, 1
1st mort., $1,500,000, red., see text; currency.	1897	4½	750,000	July 1, 1907
	Trustee, Ill. Tr. & Sav. Bank, Chicago			

Bonds.—Of the $1,500,000 authorized in April, 1897, $750,000 are to be held for future improvements and additions. Bonds are redeemable within five years from date at 105 and after five years at 102; denominations are $500 and $1,000—See V. 64, p. 843.

Dividend.—First dividend of 1 per cent (out of earnings for four months ending April 30, 1899) was paid May 1, 1899; then Sept. 1, 1899, 1 per cent; Dec. 30, 1 per cent.

ANNUAL REPORT—For last two calendar years results are:

	1899.	1898.		1899.	1898.
Pass. earns.	$1,131,403	$944,927	Op. ex. & taxes.	$6 9,932	$682,386
Other ear'gs.	38,977	33,403	Net receipts	500,448	295,944
			Int on bonds	33,750	22,500
Gross rec'pts.	$1,170,380	$978,330	Dividends	306,672	.....

OFFICERS—President, Leslie Carter; Secretary and Treasurer, J. H. Glade; Auditor, Francis Williams. Office, 47 Congress St., Chicago.—V. 68, p. 228, 674; V. 70, p. 227.

SUBURBAN RAILROAD—A trolley road.

ORGANIZATION—Incorporated under general railroad law of Illinois May, 1895.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,250,000	.....	.....	$1,250,000	.....
1st M., $3,000,000, gold.	1896	5g. M-S	1,250,000	Mar. 2, 1916
	Trustee is Chicago Title & Trust Co.			

Of the $3,000,000 bonds authorized, $1,250,000 were issued to build the road owned and to equip a portion of the leased lines with trolley. The remainder may be issued for extensions built and equipped at $50,000 per mile for double and $30,000 per mile of single track.

ROAD—Owns 33·5 miles of track, extending from terminus of Lake Street Elevated at 52d Street and Metropolitan Elevated at 48th Street, through city of Chicago, Cicero, Grossdale, La Grange, etc. Leases (for 50 years) the Chicago Harlem & Batavia and Chicago & Southwestern roads to Harlem race track, Austin, Ridgeland, Oak Park, etc., 24 miles of track. Total track operated, 57·5 miles, all trolley except C. & S. W. tracks from Harlem to River Forest and along West 16th and 19th streets.

OFFICERS—President, John M. Roach; Secretary, C. S. Leeds.—V. 64, p. 331; V. 65, p. 236.

UNION ELEVATED RAILROAD—

ORGANIZATION—Incorporated Nov. 22, 1894, to build a loop road connecting the four elevated roads with business centre of city.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $5,000,000 (par $100)	.....	.....	$5,000,000	Sep. 1, '99, 4%
1st M., $5,000,000, gold	1895	5g. A-O	4,387,000	Oct. 1, 1945

Interest at Chase National Bank, New York.

LEASE—Operated under contract by the four elevated roads. Rental is one-half a cent for each paying passenger carried over any portion of the respective lines, with a minimum aggregate rental equal at least to the amount of interest charges, taxes, expenses of operation and maintenance of the lessor company.—V. 65, p. 1127. See V. 66, p. 617, 762.

Dividend—First dividend of 4 per cent was paid Sept. 1, 1899.

REPORT.—For fiscal year ending Nov. 30, 1899: Revenue from lessees, $382,318; other income, $3,315; int. on bonds, $218,237; expenses not borne by lessees, $21,621; balance, surplus, $145,775. In 1897-98, surplus was $118,763.

ROAD—The loop is 1·98 miles in length, double tracked (80-lb. rails), and runs on Lake St. to Wabash Ave., to Van Buren St., to Fifth Ave., to Lake St. Road opened Oct. 10, 1897. Trains of the Lake St., Metropolitan West Side, and South Side now operate over the loop.

OFFICERS—President, C. T. Yerkes; Vice-President, L. S. Owsley; Secretary and Treasurer, Howard Abel; General Manager, D. H. Louderback.—V. 66, p. 762; V. 68, p. 279, 284; V. 69, p. 492.

UNION CONSOLIDATED ELEVATED RY.—

ORGANIZATION—Formed in 1896 and built from Union Elevated at 5th Ave. west to Market St.; thence to the Metropolitan W. S. El.; operates ½ mile.

STOCK & BONDS—	*Date.*	*Int.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$1,000,000	.....
Series "A" 1st mort., gold, gu. p. & i. by Met. W. S. El.	1896	5 g M-N	407,000	Nov. 1, 1936
	Trustee, G. Sherman, V.-P't, Cen. Tr. Co., N. Y.			

Mortgage $1,000,000, of which $500,000 series A. —V. 63, p. 1065.

OFFICERS.—President, George E. Newlin; Vice-Prest., C. V. Weston; Sec. & Treas., H. Abel.

UNION LOOP.—See Union Elevated RR.

UNION TRANSIT CO.—A projected road.

ORGANIZATION.—In June, 1898, made application for a fifty-year franchise for about twenty miles of streets. Successor to the Great Lakes Transit Company, incorporated Aug. 7, 1883. In 1899 acquired by parties acting on behalf of City Railway. No work done and not expected that project will be revived.

CINCINNATI, OHIO.

POPULATION 1890 WAS 296,908; IN 1880 WAS 255,139; AND IN 1870 WAS 216,239.

CINCINNATI LAURENCEBURG & AURORA ELECTRIC STREET RR.—To be a trolley road.

ORGANIZATION—Projected trolley road, incorporated in November, 1898, to build a line connecting Cincinnati with Aurora and Laurenceburg and with Rising Sun, thence to Madison, Ind., which will give a total length of 70 miles. In Nov., 1899, line was in operation from Anderson's Ferry to Aurora. In July, 1889, capital stock was increased from $35,000 to $750,000.

STOCKS & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $750,000	.....	.....	(?)	.....
1st mortgage., $750,000 ($1,000)	1899	5	(?)	1919
	Un. Sav. Bk & Tr. Co., Cincinnati, trustee.			

DIRECTORS—J. C. Hooven, President, of Hamilton, O., C. E. Hooven, G. H. Hilvey, F. D. Shaffer and Stanley Shafer; Treas. and Gen. Manager, C. E. Hooven, Hamilton.

CIN. NEWPORT & COV.—See COVINGTON, KY.

CINCINNATI STREET RY.—Electric and cable road.

ORGANIZATION.—Incorporated June 21, 1880, and in 1896 purchased Mt. Adams & Eden Park and Mt. Auburn roads.

STOCK & BONDS—	*Par.*	*Interest.*	*Outstand'g*	*Last dir., &c.*
Stock ($18,000,000)	50	5 Q.-J.	$17,095,500	Jan. 2, '00, 1¼
Kilgour M. (assumed), cur.	.	4 J.-J.	25,000	July, 1900
Mt. Adams & Eden Park In :				
1st mortgage, currency	..	6 A.-O.	62,000	Oct., 1900
" " currency	..	6 A.-O.	100,000	Oct., 1905
Consol. mort., currency		5 M.-S.	515,500	Mch., 1906
Interest is payable at Franklin Bank, Cincinnati.				
Mt. Auburn Cable Ry. 1st . assumed ..c'	8¼	1887 5 J.-D.	200,000	June, 1907
	Interest at Chemical Nat. Bank, N Y. City.			

Stock—Total authorized stock, $18,000,000, having been increased from $11,000,000 in August, 1896, for purchase of Mt. Adams & Eden Park and Mt. Auburn Cable roads, and for extensions.—V. 63, p. 188; V. 64, p. 610. In 1898 $656,000 new stock was issued at par, making $17,095,500 stock outstanding.—V. 66, p. 616.

DIVIDENDS—For many years to July, 1899, inc., 5 p. c. per annum.

ROAD—Company on July 1, 1899, operated 206·38 miles of track in the city of Cincinnati, Ohio, extending also to adjoining suburbs. Of this track 7 miles is cable; balance trolley.

EARNINGS—For calendar year 1898 earnings are reported by City Auditor of Cincinnati as gross, $2,723,702. The company does not make any public statement, but it is understood that in the year ending June 30, 1899, the road earned 6·21 per cent on the stock.

OFFICERS—Pres't and Gen. Man., John Kilgour; Secretary and Ass't Gen. Man., James A. Collins; Treas'r, R. A. Dunlap.—V. 66, p. 810.

MILL CREEK VALLEY STREEET RR.—

ORGANIZATION—Name was changed in 1898 from Cin. Ham. Mid. & Dayton RR. Stock $1,000,000 common; outstanding, $337,500; preferred, 5 per cent cumulative, $750,000; dividends, J-J; outstanding, $240,000. V. 67, p. 530. No bonded debt in 1899.

ROAD—Owns 7½ miles of double track, of which 1½ miles between Zoological Gardens and Mitchell Avenue, Cincinnati, held under perpetual lease. Is to build a branch to Reading. President, L. C. Weir, New York; Vice-President, H. H. Hoffman, Cincinnati; Secretary, O. B. Brown. V. 67, p. 530.

SOUTHERN OHIO TRACTION.—A trolley road.

ORGANIZATION—In Jan., 1900, was formed as a consolidation of the Cincinnati & Hamilton Electric Street Ry, Cincinnati & Miami Valley Traction Co. and Dayton Traction Co., giving a continuous line from Dayton to College Hill, a suburb of Cincinnati, 52½ miles, with an extension proposed northward from Dayton to Troy, making a total of 72 miles. V. 70, p. 177. M. J. Mandelbaum and others of Cleveland are the parties interested.

STOCK & BONDS—	Date.	Rate.	Outstand'g.	Maturity.
Stock, $2,000,000	...	.....	(?)	.....
Southern Ohio's Trac. bonds, $2,000,000	.....	.....	(?)	.....
Cin. & Ham. Elec. 1st g. ($500) $800,000. not subject to call.	1898	6 g. J&J	$400,000	Apr. 1, 1918
	Int. at Am. Tr. Co., Cleveland, trustee.			
Cin. & Miami Val. 1st mtg. $650,000 ($1,000)	1896	5 J-J	650,000	July 1, 1917
	Int. at Finance Co. of Pa., Phila., trustee.			
Loans Guaranteed by Cin. & Miami Valley Traction.				
Dayton Traction 1st M., g. ($1,000), int. guar..c*	1896	5g. J-J	250,000	July 1, 1916
	Int. at Finance Co. of Penn., Phila., trustee.			
Debentures, gold, assumed.....	.....	6g. M-S	40,000	Mar. 1, 1915
	S. f., $2,000 yearly, beginning July, 1898.			

Of the $2,000,000 Southern Ohio Traction bonds sufficient will be reserved to build the extension from Dayton to Troy.

ROAD—Extends from College Hill (a suburb of Cincinnati) to Dayton, 52½ miles. Extension from Dayton to Troy proposed.

OFFICERS—President, Will Christy; First Vice Prest., M. J. Mandelbaum; Second Vice-Prest., H. Clark Ford; Sec. and Treas., F. T. Pomeroy.—V. 70, p. 177.

CLEVELAND, OHIO.

POPULATION IN 1890 WAS 261,353; IN 1880 WAS 160,146; AND IN 1870 WAS 92,829.

CLEVELAND CITY RAILWAY—

ORGANIZATION—Chartered in 1893. Known as "Little Consolidated."

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($100) $8,000,000.	.....	Q.-J.	$7,600,000	Jan. 10, '00, 1
Cleve. City Cable Ry. gold, $1 000 c.&r. 1st M	1899	5g. J.-J.	2,000,000	July 1, 1909
	Trustee is Central Trust Co., New York.			

EARNINGS—No late returns of earnings.

Calendar Year.	Gross.	Net.	Interest.	Bal., sur.
1895	$1,060,429	$458,772	$109,116	$349,656
1894	923,451	366,113	131,569	234,544

DIVIDENDS—Dividends of 4 per cent annually had been paid, but for 1896 paid 2 p. c.; 1897, 2¼ p. c.; 1898, 3 p. c. (¾ p. c. Q-J); in 1899, Jan., 3¾ p. c.; in 1900, Jan., 1 p. c.

ROAD—The company operates 84 miles of track in the city of Cleveland and suburbs on 41 miles of streets, extending 6 miles east and west of city limits; electric lines, 72 miles; cable, 12 miles. Weight of rails, 82 and 98 lbs.

OFFICERS—President, M. A. Hanna; Vice-President, C. F. Emery; Secretary and Treasurer, J. B. Hanna.—V. 62, p. 363, 664.

CLEVELAND ELECTRIC RAILWAY.—

ORGANIZATION—Known as the "Big Consolidated."

Company suffered from a strike of its employes in June, 1899, which, after having been settled in that month broke out afresh in July and extended into August.—V. 69, p. 283. Boycott which had been instituted was declared off in October, 1899.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Latest div., etc.
Stock ($100)	.....	Q.-J.	$12,000,000	Jan. 1900, 3%
Bonds assumed—	1892	5 M-S	1,000,000	March, 1910
E. Cl. v. RR. 1st M ($1000)	Interest at Central Trust Co., New York.			
Brooklyn St. 1st $1,000	1883	6 M-S	300,000	Sept. 1, 1903
do mort. 1890 $1,000	1890	6 M-S	300,000	Sept. 1, 1903
South Side 1st $1,000	1888	6 M-S	300,000	Sept. 1, 1903
	Int. in Phila. at Fidelity Ins. Tr. & Safe Dep			
Cleveland Electric Railway—				
Con. M. ($1,000) gold c*&r	1893	5g. M-S	2,450,000	Mch. 1, 1913
	Int. at trustee, Central Trust Co., N.Y. City.			

DIVIDENDS—The quarterly dividend was passed in January, 1896; in April, 1896, paid ¾ p. c.; in 1897, 3 p. c.; in 1898, 3¼ p. c.; in 1899, 2¾ p. c. (October dividend having been passed on account of strike); in 1900, Jan., ¾ p. c.

BONDS—*Consols. of 1893* for $1,900,000 reserved to retire the bonds assumed. Bonds in excess of $3,500,000 (including the $1,900,000 reserved as above) cannot be issued except for 85 p. c. of the cash cost of extensions of mileage and increase of plant. The bonds are a first lien on the Broadway & Newburg system and on all extensions made and property acquired subsequent to the consolidation; they cannot be called before maturity.—V. 61, p. 749.

ROAD—The company operates in the city of Cleveland "an aggregate single track of about 96½ miles; practically all the lines are double tracked." Also operates about 10 miles of suburban track.

ANNUAL REPORT—For the years ending December 31:

	1899.	1898.	1897.	1896.
Gross earnings	$1,511,825	$1,739,331	$1,632,020	$1,634,841
Net earnings	543,879	692,738	593,075	553,862

OFFICERS—President, Henry A. Everett; Vice-Prest., R. A. Harman; Secretary, F. S. Borton; Treasurer, E. W. Moore; Auditor, W. G. McDole; Purchasing Agent, C. W. Wason.—V. 63, p. 1146; V. 68, p. 129; V. 69, p. 283, 743, 851.

CLEVELAND BEREA ELYRIA & OBERLIN RY.—A trolley road.

ORGANIZATION—A consolidation in December, 1897.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	.....	$1,000,000	Jan., '00, ¾%
Cleve. & Berea 1st. M. g.. Subj. to call Jan. 1, 1902	1892	6 g J&J	73,000	Jan. 1, 1912
Cleve. & Elyria 1st M. on 18 m. (bonds $500	1895	6 M&N	200,000	May 1, 1915
Elyria & Oberlin 1st M. on 9 miles (bonds $500)...	1897	6 F&A	100,000	Aug. 1 1917
	Interest at Cleveland Trust Co., trustee.			
Cl. Ber. Elyr. & O. con. M. $500,000, g. ($1,000 ea.)	1899	5g M&S	1st due Sep. 1'99	Mch. 1, 1919
	Interest at Cleveland Trust Co., trustee.			

BONDS—Of the new 5s dated March 1, 1899, $373,000 are to be reserved for the retirement at or before maturity of the divisional 6s to a like amount, and balance to be used for extensions, etc. V. 68, p. 186.

ROAD—Operates 37 miles of track extending from Cleveland to Berea, Elyria and Oberlin; sidings, additional, 2 miles. Extension to Rockport is to be built. President, A. H. Pomeroy of Berea; Vice-Prest., A. E. Akins; Secy., Levi E. Meacham; Treas. and General Manager, F. T. Pomeroy.—V. 63, p. 793; V. 68, p. 186.

CLEVELAND & CHAGRIN FALLS ELECTRIC RAILROAD—A trolley road.

In June, 1899, new parties came into control, who elected the officers given below.

ORGANIZATION—Incorporated in December, 1895, to build and operate a passenger and freight road between Cleveland and Chagrin Falls, 14 miles, to furnish heat, light and power, and own pleasure resorts.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$300,000	.....
1st M., $200,000, g., red. aft. May 1, 1906 ($500) ....c*	1896	6 g. M-N	200,000	May 1, 1916
	Int. at Guardian Trust, Cleve., trustee.			

ROAD—In January, 1899, had 14 miles of track, extended east to South Newberry, 10 miles. To operate under contract when completed the Chagrin Falls & Eastern Railroad, extending from Chagrin Falls to Garrettsville, 12 miles.

President, F. M. Stearns; Vice-President, M. G. Waterson; Secretary, A. G. Hutchison; Treasurer, C. E. Morganthaler. General Manager, R. L. Palmer.

(1) CHAGRIN FALLS & EASTERN ELECTRIC.

ORGANIZATION—Incorporated in 1898 as an extension of Cleveland & Chagrin Falls Electric RR., which is to operate it under contract.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stk, $1,000,000 (par $100)	....	Quarterly	$300,000	.....
1st M., $300,000, gold. ($500 each)	1898	6 g. M&N	(?)	May. 1, 1918
	Int. at Guardian Tr. Co., Cleveland, O., Trus.			

Bonds are subject to call at par after 10 years.

ROAD—To extend from Chagrin Falls to Garrettsville, 12 miles of road; 24 miles of track. To be completed in 1900; also building 8 miles between South Newberry and Middlefield, expected to be completed in the spring of 1900.

CLEVELAND & EASTERN RY.—Trolley

ORGANIZATION.—Incorporated to construct an electric road from Cleveland through Cuyahoga, Geauga and Ashtabula counties to the Pennsylvania State line, between 60 and 70 miles. In Feb., 1900, was operating from Cleveland to Chardon, Burton and Middlefield, 46 miles.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000 ($100)...	.....	.....	$1,000,000	.....
1st Mortgage $1,000,000 ($1,000 each).....	1899	5 J-J	775,000	July 1, 1929
	Int. at Clevel. Tr. Co., Trustee, Cleveland. or Standard Trust Co., New York.			

President, H. P. McIntosh; Vice-President, H. A. Sherwin; Secretary and Treasurer, E. G. Tillotson.—V. 69, p. 955.

CLEVELAND MEDINA & SOUTHERN ELECTRIC RAILWAY—To be a trolley road.

ORGANIZATION—Incorporated in October, 1897, to build to Cincinnati via Columbus. In October, 1899, secured an extension of time from County Commissioners. Stock authorized, $750,000; bonds authorized, $500,000.

CLEVELAND PAINESVILLE & EASTERN RAILROAD—A trolley road.

ORGANIZATION, ETC.—Incorporated April 25, 1895. Road completed in August, 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000; par $100	.....	.....	$1,500,000	.....
1st Mort., gold, $500,000. ($1,000 each).....c*	1896	5 g. A-O	500,000	Apr. 1, 1916
	Interest at State Trust Co., N. Y.			
Debentures $500,000.....	1897	6 J-J	445,000	July 1, 1907
	Int. at Dime Sav. & Bkg., Clev., trustee.			
Con. Mtg., $500,000.....	1899	5 A-O	350,000	.....

Trustees of 1st mortgage are State Trust Co., N. Y., and Cleveland Trust Co., Cleveland, O. Bonds authorized at $25,000 per mile.

ROAD—Owns road from Euclid, Ohio, to Painesville, 18·87 miles, and uses Cleveland Electric Ry. from Euclid to Public Square, Cleve., 10 miles; "Shore Branch" (Willoughby to Cleveland, built in last half of 1898), 14·39 miles; total track (including 4½ miles of double), 37·76 miles. Rails 68-lb. girder on old line and 70 lb. T on Shore Branch. 23 motor cars. Power house is at Willoughby.

LATEST EARNINGS—12 months Jan. 1 to Dec. 31.		
	1899.	Gross, $121,387; net, $55,441
	1898.	Gross, 105,360; net, 46,481

OFFICERS—President, C. W. Wason; Vice-President, J. A. Biedler; Treasurer, E. W. Moore; Secretary, F. S. Borton. Directors (January, 1900)—Henry A. Everett, I. N. Topliff, W. F. Carr, Fred. Storm, C. W. Wason, E. W. Moore and J. A. Beidler.—V. 63, p. 356, 458; V. 64, p. 284; V. 67, p. 1356.

LORAIN & CLEVELAND RY.—

ORGANIZATION—Chartered in 1895. Owns 19 miles of trolley over private right of way between Rocky River and Lorain and running to Public Square, Cleveland, on Cleveland City Ry. Power house is at Avon Beach Park, using water from Lake Erie.

STOCK & BONDS—Capital stock, $1,000,000 (increased from $500,000 in Aug., 1897; par $100); outstanding $700,000; $300,000 held in trust, with a like amount of bonds, to be issued only for extensions, additional equipment, etc. First mortgage authorized, $1,000,000 of 5 p. c. gold bonds; $700,000 issued, dated July 1, 1897, due 1927, optional after July 1, 1917; $1,000 each, J & J. Trustee, Cleveland Trust Co.; interest there or at Colonial Trust Co., N. Y. Half a million of the bonds were offered for sale in Feb., 1899 by E. H. Gay & Co. of Boston and the Canadian Bank of Commerce; and in Jan., 1900, Messrs. Townsend, Scott & Son of Baltimore, offered $100,000.

EARNINGS—For year ending Dec. 31, 1899, gross, $95,374; net, $58,742; int. on 1st mortgage bonds, $35,000; surplus, $23,742. For year ending Dec. 31, 1898, gross, $73,037; net, $39,372.

President, B. Mahler; Secretary, James B. Hoge; Treas., E. W. Moore.—V. 68, p. 85, 380.

COHOES, N. Y.

POPULATION 1890 WAS 22,509; IN 1880 WAS 19,416; AND IN 1870 WAS 15,357.

COHOES CITY RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1894 and controlled by the same interests as the United Traction Co. of Albany, with which connection is made; 2½ miles of its track was leased to Albany Ry., now forming part of the United Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par, $20)	.....	2% yr.'95-6	$50,000	.....
1st M., gold, $50,000	1895	6 g., J-J	50,000	July 1, 1905
2d M., gold	1896	6 g., J-J	35,000	May 1, 1906

Year ending June 30, 1899, gross, $28,143; def. under charges, $8,122. In 1895-96 gross, $27,083; net, $8,350; interest and taxes, $3,169; dividends (2 per cent), $1,000; balance, surplus, for year, $4,181.

ROAD—Track, 6⅛ miles. President, John W. McNamara, Albany, N.Y.

COLORADO SPRINGS, COL.

POPULATION 1890 WAS 11,140; IN 1880 WAS 4,226.

COLORADO SPRINGS RAPID TRANSIT RY.

ORGANIZATION—Chartered in 1890. Franchise is perpetual and is said to give "practically exclusive" rights in the city.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100)	.....	.....	.....	$500,000 f.p.	.....
1st M., $1,000 each	7½	1890	6 A-O	350,000	1910
Consol. M., $1,000 ea., for $500,000, gold	27	1891	6 g A-O	150,000	Apr. 1, 1921

Interest is payable at Chemical National Bank, New York City.

Consolidated mortgage limited to $500,000 by cancellation of $250,000 of the bonds; $350,000 reserved for first mortgage Trustee, Central Trust Co., N. Y.

ROAD—Owns 25 miles of track, and June 1, 1895, began to operate the Manitou Electric Railway & Casino Company's line, 1½ miles, under lease.

LATEST EARNINGS—4 mos. to November 30. 1899.....Gross, $73,512; net, $40,947. 1898 ....Gross, 57,126; net, 23,242

ANNUAL REPORT—For year ending Dec. 31 earnings were:

	1899.	1898.		1899.	1898.
Gross earns...	$170,610	$137,823	Int., taxes, ins.	$33,407	$33,480
Net earnings	76,019	49,292	Balance, surp..	42,612	15,812

OFFICERS—Pres., F. L. Martin; Vice-Pres., E. J. Eaton; Sec'y, Treas. and Gen. Man., A. L. Lawton; Supt. and Purch. Agt., F. C. Lawton. V. 65, p. 69; V. 69, p. 1147; V. 70, p. 75, 175, 328.

COLUMBIA, S. C.

POPULATION 1890 WAS 15,353; IN 1880 WAS 10,036; AND IN 1870 WAS 9,298.

COLUMBIA ELECTRIC STREET RAILWAY LIGHT & POWER—A trolley road.

This property, on which a Baltimore syndicate had an option, was sold in August, 1899, for $257,500 to W. B. Smith Whaley, one of the purchasers of the Columbia Canal and Columbia associates. The new company took possession Sept. 1, 1899, and is understood to have floated an issue of $250,000 bonds.—V. 68, p. 1180; V. 69, p. 491.

COLUMBUS, GA.

POPULATION 1890 WAS 17,303; IN 1880 WAS 10,123; AND IN 1870 WAS 7,401.

COLUMBUS RR.—Part trolley; part steam.

ORGANIZATION—Owns and operates the street car system of Columbus, the belt passenger and freight lines, connecting with all passenger and freight depots, and a large brick, metal roof warehouse and general storage building; also an electric light and power system.

Securities—Stock $250,000. New bonds are first mortgage 5s due 1937, for $450,000, and $250,000 second mortgage 6 per cent noncumulative incomes, due 1937; $27,000 of the firsts are reserved to retire $27,000 underlying bonds due 1913 and $20,000 to build bridge across river. V. 66, p. 759. Interest is payable April and Oct. at West End Trust & Safe Deposit Co., Philadelphia.

ROAD—Operates 24½ miles of track.

EARNINGS—Calendar year 1898, gross, $91,000; net, $33,000.

Nine months of 1899, gross, $66,000; net, $22,000.

OFFICERS—President, John F. Flournoy, Columbus, Ga.; Vice-Pres., J. Wainwright, 14 South Broad Street, Philadelphia; Sec. and Treas., P. W. Briggs, both of 100 B'way, New York.—V. 66, p. 759.

COLUMBUS, OHIO.

ESTIMATED POPULATION, 1900, 145,000.

POPULATION 1890 WAS 88,150; IN 1880 WAS 51,647; AND IN 1870 WAS 31,274.

COLUMBUS RAILWAY—

Incorporated August, 1899, in Ohio. On Oct. 2, 1899, absorbed by consolidation the Columbus St. Ry. and Crosstown Street Ry., and the property of the former Columbus Central Ry. sold at foreclosure, which comprises all the street railways of Columbus.—V. 69, p. 743.

STOCK & BONDS.—	Date.	Interest.	Outstand'g	Last div., &c.
Stock, com., $3,500,000 ($100)	....	.....	$3,000,000	.....
Stock, pref., $3,500,000 ($100) 5 p.c. cumulat'e	....	.....	3,000,000	Feb., 1900, 1¼ p. c.
Col. Con. Street RR. 1st g. may be called for s. f. at 110	1889	5 g. J.-J.	683,000	July 1, 1909
	Interest at Central Trust Co., N. Y.			
Col. St. Ry. 1st $3,000,000 gold ....c*	1892	5 g. J.-J.	2,317,000	July 1, 1932
	Interest at E. W. Clark & Co., Phila. Knickerbocker Trust Co., N. Y., Trustee.			
Crosstown 1st mort., $2,000,000 g. gu. p. & i. c.*	1893	5 g. J.-D.	572,000	June 1, 1933
	Knickerbocker Trust Co., N. Y., Trustee.			
Columbus St. Ry. notes	....	4	$286,000	.....
Col. Ry. M. $7,000,000 ($1,000) gold....c* Bonds are redeem. after Oct. 1, 1914, at 105 and interest.	1889	4, Q-J	1,500,000	Oct. 1, 1939
	Int. at Union Sav. Bk. & Tr. Co. of Cin., Trustee, at E. W. Clarke & Co., Phila., or at Co.'s office.			

Bonds.—The Columbus Street Railway mortgage of 1892 is for $3,000,000, of which $683,000 are in hands of trustee (Knickerbocker Trust Co., N. Y.) to retire the Col. Consol. St. RR. *firsts.* The *Crosstown Street Ry.* 1st M. is for $2,000,000, of which $572,000 are outstanding; the rest have been canceled. Principal and interest of the Crosstown bonds were guaranteed by the old Col. St. Ry. Co.

Of the $7,000,000 mortgage of 1899 of the Columbus Railway $3,000,000 will be held in trust to retire the Columbus Street Railway and the Columbus Consolidated Street RR. bonds, $572,000 to retire the Crosstown mtg. bonds, and $286,000 to take up unsecured 4 per cent notes of the Columbus Street Railway; $1,628,000 is reserved to be used hereafter from time to time in making extensions, improvements and additions—$628,000 upon a ⅔-vote of directors, the other $1,000,000 only on a vote of stockholders.

DIVIDENDS.—First dividend of 1¼ p. c. was paid Feb., 1900.

ROAD.—The Columbus Street Railway comprised 51 miles, the Crosstown Street Railway 13 miles, and the Columbus Central 34 miles; total, 98 miles.

LATEST EARNINGS—For 4 months to Jan. 31, 1900: Gross, $302,091; net, $152,996; charges, $94,730; surplus, $58,266.

ANNUAL REPORT—Report of old Columbus Street Railway given in V. 68, p. 326, was as follows:

	1898.	1897.		1898.	1897.
Gross earns...	$680,173	$605,921	Dividends.....	$120,000	$120,000
Net earnings..	352,481	319,047	Surp. for year.	35,376	4,293
Other income.	8,860	5,397	Tot. sur. Dec. 31	231,025	196,638
Fixed charges.	205,964	200,151			

OFFICERS—Pres., Robert E. Sheldon; 1st Vice-Pres., Treasurer and General Manager, E. K. Stewart; 2d Vice-Pres., C. M. Clarke (Phila.) Secretary, P. V. Burington. INDEX—V. 67, p. 1160; V. 68, p. 326; V. 69, p. 78, 228, 283, 439, 491, 591, 743.

CONCORD, N. H.

POPULATION 1890 WAS 17,004; IN 1880 WAS 13,843; AND IN 1870 WAS 12,241.

CONCORD STREET RAILWAY—A trolley road, extending from the central wards of Concord to Penacook.

STOCKS & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, com., $100,000	.....	.....	$50,000	.....
Pref., cum., $100,000	.....	6	50,000	1895-96, 6%
First mortgage, $150,000.....c* ($500 each.)	1893	5 J-D	118,500	Dec., 1913
	Subject to call in 1898 to 1902, inclusive, at 102; in 1903 and thereafter at par.			

Interest at National Bank of Redemption, Boston, and in Concord.

Dividends.—The last three years company instead of paying dividends has devoted earnings to betterment of property.

ROAD is 12 miles long: total track, 12½ miles

EARNINGS—For year ending June 30, 1899, gross receipts, $54,983,

	1898.	1897.		1898.	1897.
Gross earnings..	$52,440	$49,529	Interest and taxes.	$6,723	$6,485
Net earnings....	7,930	6,050	Dividends.....	.....	.....
Other income....	461	250	Balance	.....	def. 185

OFFICERS—President and Purchasing Agent, J. H. Albin; Treasurer and Clerk, A. B. Cross.

CORNING, N. Y.

POPULATION 1890 WAS 10,188; IN 1880 WAS 7,402.

CORNING & PAINTED POST STREET RY.—A trolley road.

ORGANIZATION—Incorporated Dec. 11, 1894. Commenced operations Nov. 1, 1895.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $100,000; ($100)....	.....	.....	$100,000	.....
1st mortgage $100,000...	1896	5 J-J	100,000	Jan. 1, 1926
	Int. at Beacon Trust Co., Boston.			

ROAD—Owns 5·3 miles of track.

EARNINGS—For year ending June 30, 1899, gross, $25,340; net, $5,314; interest and taxes, $6,687; bal., def., $1,373.

OFFICERS—President, A. E. Pond; Secretary, W. C. Tylee; Treasurer, E. P. Shaw.

CORTLAND, N. Y.

POPULATION 1890 WAS 8,590; IN 1880 WAS 4,050; AND IN 1870 WAS 3,066.

CORTLAND & HOMER TRACTION—Trolley.

ORGANIZATION—Chartered May 14, 1894, and purchased the entire capital stock ($150,000) of the Cortland & Homer RR. Has perpetual right to use said railroad and operates it as an integral part of its system. The Traction Co. owns all the stock and bonds (in all $80,000) of Cort. & Homer Electric Co., which furnishes 100 arc lights to the two cities and also lamps to the public. Carries coal and freight, as well as passengers, between Cortland, Homer and McGrawville.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$300,000	.....
1st M., $300,000, gold, free of tax .....c*	1894	6 g. A.-O.	300,000	Apr. 1, 1924
	Interest at Farmers' Ln. & Tr. Co., N. Y., trustee			

ROAD—Operates 10·57 miles of track between Cortland and Homer and Cortland and McGrawville, completed in 1895. Rail is 60-lb. T.

EARNINGS—Year ending June 30, 1899, gross, $33,589; net, $16,734; interest and taxes, $21,762; deficit, $5,028; 1898, gross, $29,516; net, $11,551; other income, $4,890; interest and taxes, $19,811; deficit for year, $3,370.

OFFICERS—President, none; Vice-President, H. Berghalt; Secretary Gen'l. Mgr. and Purchasing Agent, W. B. Bucklin.

COTTAGE CITY, MASS.

COTTAGE CITY STREET RY.—A trolley road.

ORGANIZATION—Stock, ($100) $37,000, 1st mortgage, $25,000, gold 1895, 6 g., M-N, due May 1, 1915. Interest at International Trust Co. Trustee, Boston. Dividends—1894-95, 4 per cent; in 1895-96, 0; 1896-97, 4 p.c.; 1897-8, 0. Owns line 5·4 miles in length; sidings, ½ m.

EARNINGS—For year 1898-99, gross, $4,095; net, $568; charges $1,635. Winter office, 60 State St., Boston, Mass.; in summer at Cottage City.

FORECLOSURE—Was to have been sold at foreclosure March 29, 1899, but sale adjourned. No sale to Feb., 1900. Will probably pass to Martha Vineyard St. Ry., which will extend their line to Edgartown and engage in a general transportation business. Manager, John A Duggan.

COUNCIL BLUFFS, IA.—SEE OMAHA.

COVINGTON, KY.

POPULATION 1890 WAS 37,371; IN 1880 WAS 29,720 AND IN 1870 WAS 24,505.

CINCINNATI NEWPORT & COVINGTON RAILWAY—A trolley road.

ORGANIZATION—Organized in 1892 to buy up and consolidate all the roads on the Kentucky side of the river, opposite Cincinnati. See particulars in SUPPLEMENT for May, 1898.

The Covington Cincinnati & Erlanger Street Railway, incorporated Sept., 1899, with $250,000 stock (shares, $50), by parties identified with the Cincinnati Newport & Covington, is looked upon as practically an extension of the latter.

STOCK & BONDS—	Date.	Interest.	Outstanding	Maturity.
Stock ($100) $4,000,000...	.....	.....	$3,500,000	May, 1900, ½
Underlying Bonds—				
So. Cov. & Cin. 1st M.....	1882	6 M-S	250,000	Mch., 1912
Consol. M., $500,000 gold.	1892	6 g. J-J	150,000	Jan. 1, 1932
	Interest at Am. Ex. Nat. Bank, N. Y. City.			
Newp. & Day. St. Ry. 1st M.	1887	6	100,000	Aug. 1, 1917
Cincinnati Newport & Covington				
1st consol. mort., gold, $3,000,000 ($1,000)...c* & r	1892	5 g. J-J	2,500,000	July 1, 1922
	Trustee Farmers' Loan & Trust Co. of N.Y.			
2d mortgage, $1,000,000, gold ($1,000 each).....c	1896	5 g.	500,000	July 1, 1922
	Trustee Farmers' Loan & Trust Co., N. Y			

Bonds—Of the *1st consolidated* of 1892 $500,000 are deposited with the trustee to retire all the underlying mortgage bonds. The perpetual charters of constituent companies are kept alive, and their capital stocks are deposited with the trustee as collateral for the first consols.

DIVIDENDS—In 1899, Feb., ½ per cent; Aug., ½ per cent. In 1900 Feb., ½ p. c; May, ½ p. c.

ROAD—Connects Cincinnati, Newport, Covington, Dayton, Bellevue, Ludlow, Bromley and Ft. Thomas. Total in operation 60 miles; laid with 80 Johnston girder and 72-pound "T" rails. Extension to Erlanger proposed.

LATEST EARNINGS—Twelve months to Dec. 31:

12 *months.*	Gross.	Net.	Taxes & Tolls.	Surplus.
1899.....	$713,386	$427,152	$147,363	$279,789
1898.....	681,673	339,553	136,116	203,437

OFFICERS—*(Elected February, 1899.)*—President, James C. Ernst; Secretary and Treasurer, George M. Abbott.—V. 66, p. 706; V. 69, p. 645.

CRIPPLE CREEK, COL.

CRIPPLE CREEK DISTRICT RAILWAY—Electric road.

ORGANIZATION—Has been absorbed by and made part of the new Colorado Springs & Cripple Creek District Ry., its stock and bonds having been retired and exchanged for stock of the new company. For particulars see INVESTORS' SUPPLEMENT.

DALLAS, TEXAS.

POPULATION IN 1898 (ESTIMATED) WAS 64,224; IN 1890 WAS 38,067 AND IN 1880 WAS 10,358.

DALLAS CONSOLIDATED ELECTRIC ST. RY.—Trolley.

ORGANIZATION—A consolidation in February, 1898, of the Dallas City Street Ry. and Queen City Ry. sold in foreclosure. In March 1899, G. M. Van Ginkel purchased the road in the interest of a Des Moines, Ia., and New York syndicate. The road has, exclusive of switches, 34 miles of track. Stock authorized, $1,000,000. A mortgage for $800,000 securing, it is understood, 20-year 5 per cent bonds was made in July, 1898, to the Union Trust Co. of St. Louis as trustee. All the authorized stock and bonds were in Nov., 1899, reported to be outstanding as collateral for a loan. In March, 1899, property was conveyed to E. J. Gannon, trustee, to secure a note for $365,000 held by J. B. Wilson, bearing 10 per cent interest and payable Sept 15, 1900. At the same time the Queen City Road was conveyed in trust to secure a note for $25,000, bearing 10 per cent interest, and due Sept. 15, 1900. In this latter case the pledge is subject to the lien of the first note. Presid't, G. Van Ginkel; Vice-President, J. B. Wilson; Secretary and Superintendent, Edward T. Moore.—V. 66, p. 185; V. 67, p. 176; V. 68, p. 618, 670.

DALLAS & OAK CLIFF ELECTRIC RY.—

A trolley road. Chartered May, 1887. Operates 11 miles of track. Stock, $200,000. President, H. C. Scott; Vice-President, C. F. Carter; Superintendent, B. F. Sibert.

RAPID TRANSIT RAILWAY—A trolley road.

ORGANIZATION—Successor in Jan., 1899, to Dallas Rapid Transit & Terminal Ry., sold Nov. 1, 1898, to W. F. Thayer of Concord, N. H.—V. 67, p. 1003. Capital stock $100,000; par, $100. First mortgage 5 per cent 30-year bonds, dated May 1, 1899, due 1929, int. M.-N. were authorized in 1899 to amount of $100,000, of which $48,000 was to be used to pay Mr. Thayer; Massachusetts Loan & Trust Co. is trustee. Has 13 miles of track on 13 miles of streets.—V. 67, p. 1003, 1132. President, W. F. Thayer, Concord, N. H.; Vice-President, T. T. Holloway, Dallas; Secretary and Treasurer, C. F. Freeman, Dallas.

NORTH DALLAS CIRCUIT RAILWAY.—A

trolley road, embracing, it is said, 4 miles of track. Stock $100,000. There are $100,000 of 6 p. c. 30-year bonds owned by the stockholders and on which no interest is being paid. President, R. A. Ferris.

DANBURY, CONN.

POPULATION 1890 WAS 16,552; IN 1880 WAS 11,666; AND IN 1870 WAS 8,753.

DANBURY & BETHEL STREET RY.

ORGANIZATION.—Has a perpetual special charter, the only street car company serving the city of Danbury and town of Bethel. Its lines also extend to the Danbury Fair Grounds and the pleasure resort of Lake Kenosha. The population served is estimated at over 30,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock ($323,000, par $25)	....	.....	Semi-an.	$320,000	See text.
1st M. $200,000, gold....	....	1891	5g. M-N	200,000	May 1, 1914

Interest in Boston at Am. Loan & Trust Co., trustee.

Dividends in 1896-7, 4 p. c.; in 1897-8, 4 p. c.; in 1898-9, 2 p. c.

ROAD—Trolley road in Danbury and from Danbury to Bethel, etc., 10·6 miles in all; sidings, etc., 55 miles; total, 11 15 miles.

EARNINGS—For year ending June 30 in 1899 and year ending Sept. 30 in 1893 and 1896:

	Gross.	Net.	Int. & taxes.	Dividends.	Bal., sur.
1898-9.....	$58,675	$21,362	$11,254	$6,160	$3,708
1896-7.....	62,483	26,771	13,184	12,800	787
1895-6.....	65,160	23,414	13,123	8,000	2,291

OFFICERS—President, Samuel C. Holley, Danbury, Conn.; Vice-President, S. Harrison Wagner, New Haven, Conn. Directors—S. C. Holley, Arthur E. Tweedy, Henry Bernd, M. H. Grifling, M. McPhelemy, A. W. Holley, all of Danbury; S. Harrison Wagner, New Haven.

DANVILLE, ILL.

POPULATION 1890 WAS 11,491; IN 1880 WAS 7,733.

DANVILLE STREET RAILWAY & LIGHT.

Company estimated population in 1900 at 20,000.

ORGANIZATION.—Incorporated in Dec., 1899, as a consolidation of all the street railway, electric light, gas and steam heating interests of Danville, Ill.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $700,000 ($100).....	.....	.....	$700,000	.....
Refund. M., $700,000, gold, $1 000.....c*	1900	5 g J-J	525,000	Jan. 1, '10-25
	Int. at N. W. Harris & Co., N. Y. and Chic.			

Bonds—The bonds are due $6,000 annually, Jan. 1, 1910, to 1924, inclusive, and remainder, Jan. 1, 1925; $24,000 of old prior lien 6 per cent bonds are still out and $27,000 of the new bonds are held to take them up. These are included in the $525,000 reported above as outstanding. Sinking fund of $6,000 per year begins Jan. 1, 1910, bonds being drawn (at par and accrued interest) in numerical order beginning with number one; mortgage trustee is the Illinois Trust & Savings Bank, Chicago. Of the authorized issue of $700,000, $175,000 are reserved for future extensions and improvements. N. W. Harris & Co. offered the bonds for sale in Jan., 1900.

COMPANY'S PROPERTY—The company Jan. 1, 1900, owned: 1. Gas works operated under special charter and a perpetual franchise. 2. An electric-light plant is operated under a 99-year franchise, with capacity of 10,000 incandescent and 400 arc lights, with dynamos for furnishing power to street railway. 3. The entire street railway system of the city, 11½ miles of track, nearly all laid in brick pavement running to three parks, the fair grounds, cemetery and railway depots and National Soldiers' Home. Equipped with 50 and 60 lb. Johnson T rails, with 17 motor cars (General Electric) and 3 trailers.

EARNINGS—Earnings for years ending April 30 were as follows:

	1899.	1898.	1897.
Gross.....	$133,107	$112,503	$102,199
Net.....	58,948	45,108	39,021

For six months ending Oct. 31, 1899, gross was $69,222; net, $29,256.

OFFICERS—President, W. P. Cannon; Vice-President, A. C. Daniel; Sec., Treas., Gen. Man. and Purch. Agt., E. X. Leseure.—V. 65, p. 1114; V. 69, p. 1193; V. 70, p. 125.

DAVENPORT, IOWA.

POPULATION 1890 WAS 26,872; IN 1880 WAS 21,831; AND IN 1870 WAS 20,038.

TRI-CITY RAILWAY—A trolley road.

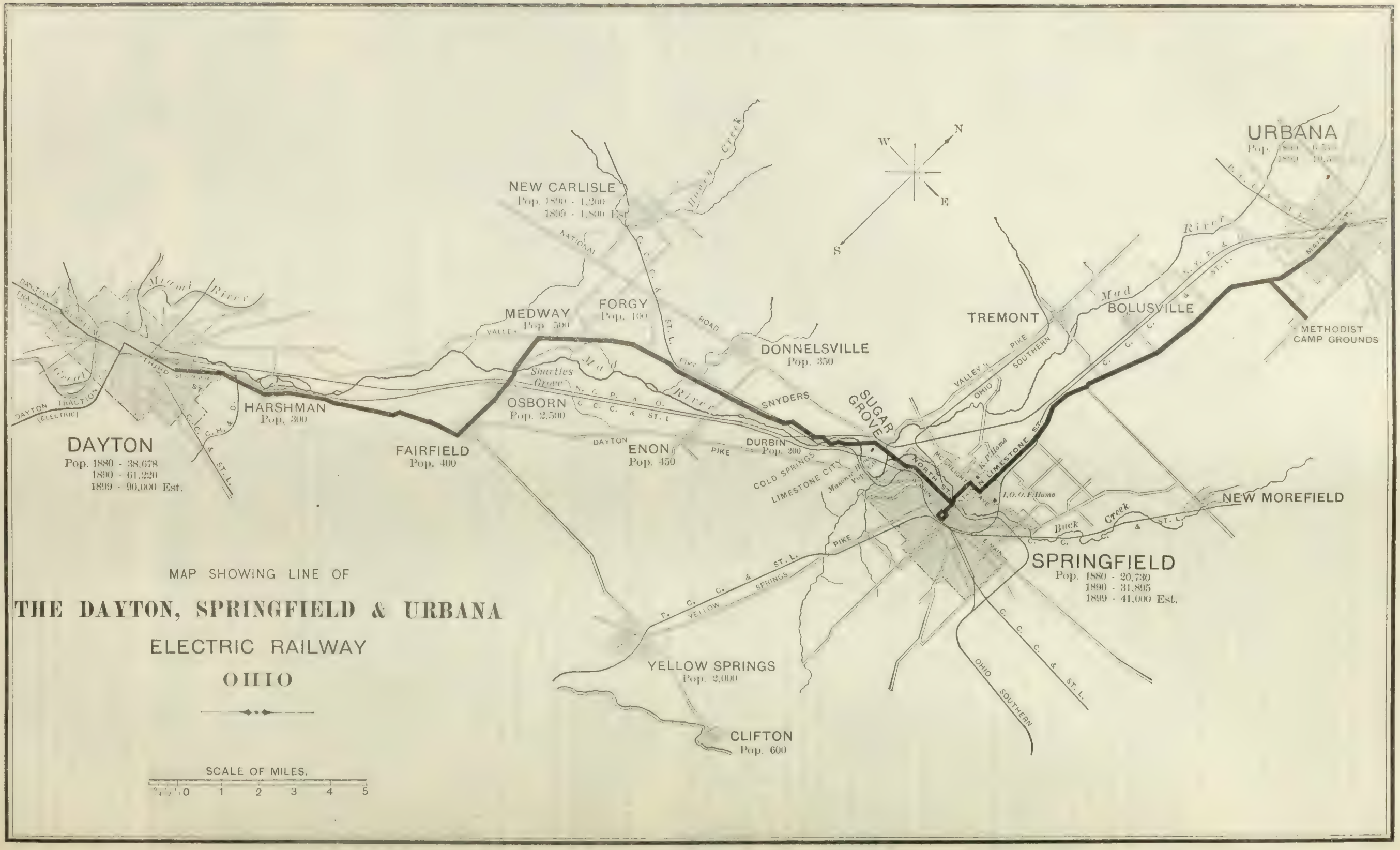
ORGANIZATION—Incorporated in September, 1895. In Oct., 1898, a controlling interest was acquired by a syndicate of Davenport, Rock Island and Moline, Ia., men. V. 67, p. 802. April 15, 1899, bought Moline Central Street Ry. of Moline, Ill. To make this purchase the Tri-City issued $64,000 new stock, making total stock outstanding $504,000. The Moline Central had $48,000 bonds outstanding, of which the Tri-City bought $37,000 at par, but could not get the rest at a satisfactory price.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock ($600,000 auth.).....	.....	.....	$504,000	6% in '98-99
Dav. & R. I., 1st, gold..c* $1,000,000 ($500 & $1,000)	1891	6 g J-J	630,000	July 1, 1901
	(Part due yearly) to			July 1, 1911
	Int. payable in N. Y. at Chase Nat. B'k and in Chicago at Ill. Tr. & Sav. Bk., Trustee			

ROAD—Owns 46 miles of trolley road and one mile of horse road, comprising *all* the street railways in the cities of Davenport, Iowa, and Rock Island and Moline, Ill.—combined population over 70,000.

EARNINGS—For year ending Sept. 30, 1899, gross, $307,152; net, $100,592; interest and taxes, $43,649; dividends (6 per cent), $28,320; balance, surplus, $28,623.

OFFICERS—President, Edward E. Cook, Davenport; Sec., Treas. and Purch. Agent, J. F. Lardner, Davenport, Ia.—V. 67, p. 802.


W
N
E
S
NEW CARLISLE
Pop. 1890 - 1,200
1899 - 1,800 Est.
Mad River
MEDWAY
Pop. 500
FORGY
Pop. 100
DONNELSVILLE
Pop. 350
TREMONT
BOLUSVILLE
URBANA
METHODIST CAMP GROUNDS
Miami River
DAYTON TRACTION (ELECTRIC)
HARSHMAN
Pop. 300
OSBORN
Pop. 2,500
SNYDERS
SUGAR GROVE
DURBIN
Pop. 200
DAYTON
Pop. 1880 - 38,678
1890 - 61,220
1899 - 90,000 Est.
FAIRFIELD
Pop. 400
ENON
Pop. 450
COLD SPRINGS
LIMESTONE CITY
NEW MOREFIELD
SPRINGFIELD
Pop. 1880 - 20,730
1890 - 31,895
1899 - 41,000 Est.
YELLOW SPRINGS
Pop. 2,000
CLIFTON
Pop. 600
MAP SHOWING LINE OF
THE DAYTON, SPRINGFIELD & URBANA
ELECTRIC RAILWAY
OHIO
SCALE OF MILES.
0 1 2 3 4 5

DAYTON, OHIO.

POPULATION 1890 WAS 61,220; IN 1880 WAS 38,678; AND IN 1870 WAS 30,473.

CINCINNATI HAMILTON & DAYTON TRACTION CO.—A steam motor road.

ORGANIZATION—Operates a rapid transit line, Hamilton to Middletown, with steam motors, for Cin. Ham. & Dayton Ry.—V. 64, p. 82.

CITY RAILWAY CO.—A trolley road.

ORGANIZATION—Franchises run for 50 years from Feb. 8, 1892, and April 19, 1893. In January, 1899, reported to have obtained control of the Dayton & Western Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Com. stock, $1,500,000 ($100).	.....	5 p. c.	$1,470,600	See text.
Pref. stock, $600,000 ($100).	.....	6 p. c.	600,006	do do
Dayton & Soldiers' Home RR. 1st mortgage.....	1891	6 J-J	65,000	Jan. 1, '11

Interest at Chemical Nat. Bank, N. Y. City.

DIVIDENDS—In 1897 there had been paid on preferred 6 per cent and on common 5 per cent for several years. On Jan. 1, 1900, 1½ p. c. paid on both common and preferred.

ROAD—Operates in all 26 miles of track, comprising 13 miles of double track on Third Street, Fifth Street, Huffman Avenue, etc.

OFFICERS—President, D. B. Corwin.

DAYTON SPRINGFIELD & URBANA ELECTRIC RAILWAY—*(See Map on page 34.)*—A trolley road.

ORGANIZATION—Incorporated under the laws of Ohio to construct a road from Dayton to Springfield and Urbana, 38 miles. In 1899 completed and operating between Dayton and Springfield, 26 miles.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $750,000.....	.....	.....	$750,000	.....
1st M. ($750,000), gold, $1,000, no option....	1898	5 g. M-N	750,000	Nov. 1, 1928

Int. at Continental Tr. Co., N. Y., Trustee.

ROAD—Private right of way over entire line, following turnpike; 70-lb. T and 90-lb. girder rail; gravel ballast; 21 cars; freight and passenger traffic.

OFFICERS—Prest., John S. Harshman; Vice-Pres., Frederick Colburn; Sec. and Treas., J. G. Webb. Office at Springfield, O.—V. 68, p. 330.

DAYTON SPRING VALLEY AND WILMINGTON TRANSIT—To be a trolley road. Projected from Dayton, via Bellbrook and Spring Valley to Wilmington, 34 miles. Considerable grading had, in 1898, been done between Dayton and Bellbrook. It is said to have been purchased by the Dayton & Xenia Traction.

DAYTON TRACTION—See Cincinnati.

DAYTON & WESTERN TRACTION—Trolley road. Said to have been acquired by City Railway Company of Dayton.

STOCK & BONDS—	Date.	Interest.	Outstanding	Maturity.
Stock, $400,000 (par $100).	....	A.-O.	$400,000	....
1st M., $400,000, g., ($1,000 each), not subj. to call..c*	1898	5g. A.-O.	400,000	Apr. 1, 1923

Int. at Central Trust Co., N. Y., Trustee.

ROAD—Dayton, Ohio, to Eaton, 25 miles, operated from June 26, 1898.—V. 66, p. 708.

DAYTON & XENIA TRACTION—To be trolley.

ORGANIZATION—Incorporated in 1898 to build a 16-mile road between Dayton and Xenia. There will be 3·70 miles of double track in Dayton and one mile of double track in Xenia. Owns private right of way the entire distance between the two cities, following the highway; and franchises for independent lines in two cities have been obtained. Construction under way. Stock authorized, $300,000. In Jan., 1900, made a mortgage of $300,000 to Old Colony Trust Co., Boston, trustee, to secure 20-year 5 per cent gold bonds.

In 1899, was reported to have purchased the Dayton Spring Valley & Wilmington Electric.

President, Clement J. Ferneding; Treasurer, Philip A. Kemper, General Manager, J. M. Wilson, Dayton, Ohio.—V. 70, p. 175.

HOME AVENUE RAILROAD—A steam road.

ROAD—Operates 3 miles of track in city of Dayton extending to National Military Home. Leased to Cincinnati Hamilton & Dayton RR. (lease made perpetual in 1897) for 50 per cent of gross earnings, but not to be less than 3 per cent on the $100,000 capital stock; par of shares, $50. No indebtedness. President, W. P. Callahan.

OAKWOOD STREET RAILWAY—A trolley road.

ORGANIZATION—Franchise runs for fifty years from July 10, 1891; first franchise granted March 17, 1871. Owns 5 miles of double track. Capital stock authorized, $300,000, par, $50; outstanding, $19,000; there is no mortgage on the property. Dividends are paid. President, Charles B. Clegg; Vice-Pres., David B. Corwin; Secretary, H. P. Clegg.

PEOPLE'S STREET RAILWAY.—Owned by the American Rys. Co.—See statement of the latter under Philadelphia.

XENIA RAPID TRANSIT.—To be an electric road. Proposes to construct an electric road between Dayton and Xenia. In 1899 filed a mortgage for $300,000 to the Fidelity Insurance Trust & Safe Deposit Co. of Philadelphia.—V. 68, p. 431.

DECATUR, ILL.

POPULATION 1890 WAS 16,841; IN 1880 WAS 9,547; IN 1870 WAS 7,161, AND IN 1898 (ESTIMATED), 28,000.

DECATUR TRACTION AND ELECTRIC—Trolley road.

ORGANIZATION—Organized Oct. 20, 1899, under Illinois law, as successor to the City Electric Railway (of Decatur); sold at foreclosure September, 1899, and bought in by the bondholders. The new company authorized a mortgage as below, but none of the bonds were outstanding in February, 1900.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Matur'y.
Stock, $250,000 (par $100).	.....	...	$250,000	.....
1st mort., $250,000, ($500 each).....	1900	5 J-J	None.	Jan. 1, 1920

Int. at Union Sav. Bk. & Tr. Co., Cin., Trust.

ROAD—13⅓ miles of trolley track.—V. 68, p. 129; V. 69, p. 333, 541, 905.

OFFICERS—President, B. W. Campbell, Cincinnati; Secretary and Treasurer, W. L. Shellabarger, Decatur.

DENVER, COL.

POPULATION 1890 WAS 106,713; IN 1880 WAS 35,629; AND IN 1870 WAS 4,749.

DENVER CITY TRAMWAY COMPANY.—Electric, cable and horse.

ORGANIZATION.—Consolidation in March, 1899, per plan in V. 67, p. 1262, of the Denver City RR. and the West End Street RR. (both sold under foreclosure on Dec. 15, 1898), with the Denver Consolidated Tramway. V. 68, p. 281, 473. Also owns and operates the former Colfax Ave. Electric, which was sold at foreclosure in February, 1899.

In July, 1899, the Denver Board of Supervisors repealed the so-called blanket and perpetual franchise of 1885, under which the road had rights as to unoccupied streets; the question as to the power of repeal is pending in the courts.—V. 68, p. 1023; V. 69, p. 228.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $5,000,000.....	....	....	$5,000,000	.....
Denver Tramway 1st, g.	1888	6 g. J.-J.	498,000	July 1, 1908
Consol. M., gold..c*&r.	1890	6 g. J.-J.	1,219,000	Jan. 1, 1910
Met. St. RR. 1st, gold...	1891	6 g. J.-J.	953,000	Jan. 1, 1911
Denver Con. Tramway Con.M., $4,000,000, g	1893	5 g. A.-O.	a 1,167,000	Oct. 1, 1933
Collateral trust notes...	1896	6 p. c.	$276,000	Oct. 1, 1900
Purchase money mort. gold, $2,000,000....	1899	5 g. A.-O.	1,486,000	Apr., 1919

Interest at Mercantile Trust Co., N. Y., trustee.

Central Trust Co. to be Trustee.

a Including $417,000 held as collateral for $276,000 trust notes, to be turned into treasury on payment of latter; no more bonds can be issued under this mortgage.

The new mortgage is a first lien on the Denver City and West End properties and a lien on the Denver Consolidated Tramway junior to its existing mortgages, to remain outstanding and be assumed; interest began to run 3 months from the date (March 3, '99) when the new company obtained possession of the properties of the three companies. Of the new 5s, $514,000 will be retained by the new company for a new power house of sufficient capacity to operate the combined properties and to properly equip electrically the present Denver City RR. and generally improve the respective properties. Abstract of Denver Consolidated Tramway consol. M. of 1896. V. 52, p. 354.

ROAD—Owns about 152 miles of track, of which electric lines, 118 miles; cable lines, 30 m.; horse car lines, 4 m.

EARNINGS—The combined properties earned $1,147,151 gross in 1898.

Mar. 3 to Dec. 31—	Gross.	Net.	Charges.	Surplus.
1899.....	....$1,050,133	$373,084	$274,737	$98,347
1898.....	978,257	291,812	207,040	84,772

OFFICERS—President, Rodney Curtis; Vice-President, Wm. N. Byers, Secretary, Wm. G. Evans; Treasurer, George E. Ross-Lewin.—V. 67, p. 1262; V. 68, p. 281, 473, 1023; V. 69, p. 228.

MUNICIPAL TRACTION COMPANY.—Incorporated in 1899 with a capital of $1,000,000 to build street railroads in Denver in opposition to the existing lines recently consolidated. T. S. McMurray, ex-Mayor of Denver, is President.

DERBY, CONN.

POPULATION 1890 WAS 5,969; IN 1880 WAS 11,650: AND IN 1870 WAS 8,020.

DERBY STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in April, 1888. Population of Derby and Ansonia together was 16,310 in 1890.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $250,000 ($25).....	.....	.....	$150,000	.....
1st mortgage, $150,000,.....	1894	6 A-O	150,000	Apr. 1, 1914
Other debt June 30, 1899....	.....	.....	66,292	.....

ROAD—Owns road 5·89 miles in length and 0·4 mile of switches.

ANNUAL REPORT—For year ending June 30, 1899, gross, $58,624; net, $25,396; interest and taxes, $11,014. Dividends, $2,000.

OFFICERS—Pres., H. Holton Wood, Brookline, Mass.; Treas., Chas. E. Clark, Derby, Conn.; Corporation Clerk, F. W. Wallace, Ansonia, Conn.

DES MOINES, IOWA.

POPULATION 1890 WAS 50,093; IN 1880 WAS 22,408; AND IN 1870 WAS 12,035.

DES MOINES CITY RAILWAY—A trolley road.

ORGANIZATION—A consolidation in 1893.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock	....	.....	.....	$1,055,000	.....
Pf. stk., 6 p.c., non-cum.	....	.....	.....	250,000	.....
D. Mo. St. RR. 1st M., gold, $1,000 each...	23	1889	6g. A-O ($25,000 due yearly)	575,000	Oct. 1, 1900 to Oct. 1, 1919
Des Moines Sub. Ry. 1st mortgage, gold, $1,000 each.....c*	12	1890	6g. J-J ($20,000 due yearly)	300,000	Jan., 1906 to Jan., 1921

Interest at Chemical National Bank, N. Y. City. Trustee, Iowa Loan & Trust, Des Moines.

D. Mo. City Railway consol. mortg., $2,000,000, gold.....	35	1893	6g. M-N	330,000	May 1, 1923

Int'est at N. W. Harris, N. Y. City; also Chicago. Trustee, Illinois Trust & Savings Bank.

Bonds—Of the consols sufficient are reserved to retire all prior bonds as they mature, of the rest of the unissued portion the most is reserved for extensions.

ROAD.—In 1899 was operating 40 miles of track on 31 miles of street. Interurban extensions, aggregating 100 miles and to be operated as passenger and freight lines, are proposed in 1900.

Years ending Dec. 31.	Gross.	Oper. exp.	Net.
1898	$254,820	$176,210	$78,610
1897	233,080	154,783	78,297

OFFICERS—President, J. S. Polk; Secretary, A. G. Maish; Treasurer and General Manager, Geo. B. Hippee; Superintendent, W. G. Owens.

MAP OF THE

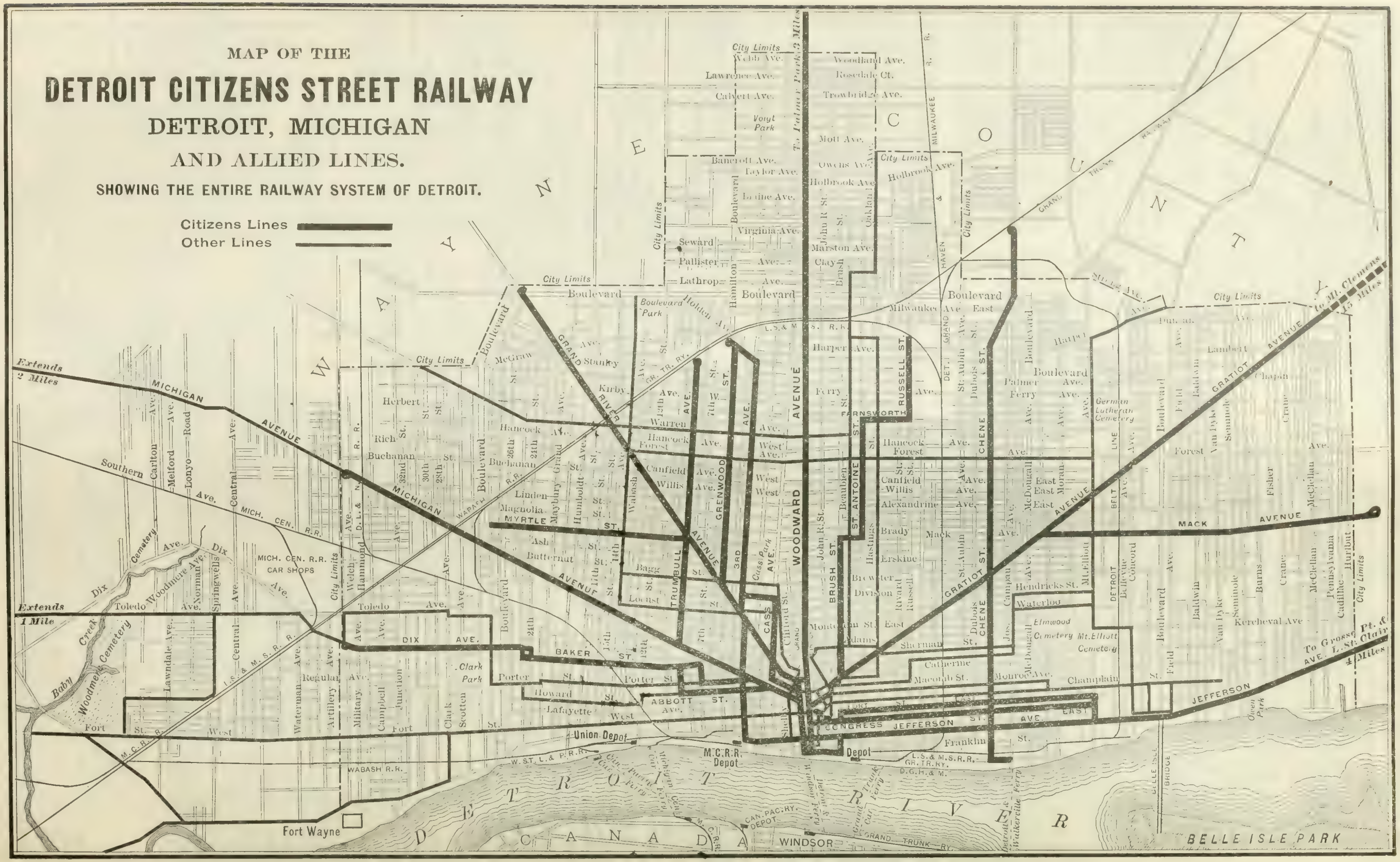
DETROIT CITIZENS STREET RAILWAY

DETROIT, MICHIGAN

AND ALLIED LINES.

SHOWING THE ENTIRE RAILWAY SYSTEM OF DETROIT.

Citizens Lines
Other Lines



DETROIT, MICH.

POPULATION 1890 WAS 205,876; IN 1880 WAS 116,340; AND IN 1870 WAS 79,577.

On Aug. 11, 1899, the Detroit Common Council passed ordinances to compel the Detroit Citizens and the Detroit Fort Wayne & Belle Isle to sell eight tickets for a quarter, the Detroit Electric being already required by its charter to sell tickets at this rate good until eight o'clock at night. V. 68, p. 670, 926, 1023, 1132; V. 69, p. 26, 79, 179, 384; V. 69, p. 695. The Detroit Citizens brought suit to prevent the enforcement of the ordinance and obtained a restraining order. The city appealed; case argued and decision pending in U. S. Court.

CHICAGO DETROIT & TOLEDO RR.

ORGANIZATION—Projected trolley road. Incorporated April 23, 1898, to build a line from Detroit south to Toledo, O., 60 miles. Stock, $500,000. Among the stockholders are John C. Schaffer, George D. P. Robinson, T. S. Mordant, D. E. Town, Chicago; Charles W. O'Brien, Leopold Freund and Alex. E. Riepelle, of Detroit.

CITIZENS' TRACTION CO.—

ORGANIZATION—Organized in 1897, and controls all the street railway lines in the city, viz., the Detroit Citizens' Street Ry., the Detroit Electric Ry. and the Detroit Fort Wayne & Belle Isle Ry. The three roads are operated under an agreement which provides that all interest on the outstanding bonds of each constituent company must be paid out of the earnings of the consolidated properties before any dividends can be declared.

STOCK—	Date.	Rate.	Outstanding.
Stock, $7,000,000 ($100)	.....	.....	$7,000,000

DETROIT CITIZENS' STREET RAILWAY.—

(*See Map on page 36.*)—A trolley road.

ORGANIZATION—Chartered in 1891 and absorbed the Detroit City Railway (incorporated May 9, 1863), the Grand River Street Railway and the Hamtramack & Grosse Point railway companies. Also owns the entire capital stock of the Detroit Suburban Railway and Highland Park Railway and operates them under lease. Controlled by the Citizens' Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock	....	.....	.....	$1,250,000	.....
Detroit City Ry. bonds	....	1890	5 J-J	1,000,000	July 1, 1905
Grand River Ry. bond	....	1890	5 J-J	150,000	July 1, 1905
Detroit Citizens' Street M., $3,000,000 ... Trustee, Washington Trust Co., N. Y. City.	....	1891	5 A-O	1,100,000	Oct. 1, 1901
1st Con. M., $7,000,000 ($1,000) gold ...*c Trustee, N. Y. Security & Trust Co., N. Y.	....	1895	5g. J-J	4,335,000	July 1, 1905
Guaranteed under terms of lease:—					
Detroit Suburban Ry., 1st M. $400,000 ... Trustee, Union Trust Co., Detroit.	....	1892	5 M-N	275,000	Nov. 1, 1902
Highland Park Ry. 1st M. $250,000 ... Trustee, Union Trust Co., Detroit.	....	1893	5 J-J	140,000	Jan. 1, 1908

Bonds—The consolidated mortgage is for $7,000,000 of gold bonds; $2,665,000 are held by N. Y. Security & Trust Co., trustee, to redeem outstanding bonds of like amount.

The Detroit City Ry. $1,000,000 bonds and the Grand River Ry. $150,000 bonds fell due Jan. 1, 1900, but have been extended to July 1, 1905, with privilege of calling at par on 60 days' notice.

ROAD—Operates 105 miles of track.

Years ending Dec. 31:	Gross.	Net.	Charges.	Bal., sur.
1899	$1,367,184	$682,383	.....	.....
1898	1,196,487	584,893	.....	.....
1897	1,102,249	536,901	$350,000	$186,901
1896	1,040,545	437,739	.....	.....

OFFICERS—President, Tom. L. Johnson; Vice-President and Treasurer, J. C. Hutchins; Secy., A. E. Peters; Gen. Man., A. B. du Pont.—V. 63, p. 116; V. 64, p. 82; V. 68, p. 670, 926, 1023, 1132; V. 69, p. 26, 79, 179, 384.

DETROIT ELECTRIC RY.—(*See Map page 36.*)

ORGANIZATION—Successor in August, 1896, to the Detroit Railway, which was incorporated under the laws of Michigan, and operated under ordinances granted for thirty years from 1895 by the Common Council of Detroit and the Township Board of Springwells.

The Detroit Electric, the Detroit Citizens' and also the Fort Wayne & Belle Isle are owned by the Citizens' Traction Co.

STOCK AND BONDS.—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 (p. $100)	.....	.....	$1,000,000	.....
Detroit Railway—				
1st M., g. ($1,000), red. at 103 on Dec. 1, 1898, on 62 miles ... c* &r. Trustee, Cleveland Trust Co.; interest paid at Seaboard Nat'l Bank, New York City.	1895	5g. J-D	1,800,000	1912-1924
Det. Elec. Con. M., $2,800,000, gold ($1,000). c.* &r. Cleveland Trust Co., trustee. As to Dec., 1897, interest, see V. 65, p. 1219.	1896	5g. J-D	$1,000,000	June, 1916

BONDS—First mortgage bonds for $1,800,000 have been issued on 62 miles completed and equipped. Bonds numbered 1 to 600 mature in order of numbers at $50,000 per annum, beginning Dec. 1, 1912, numbers 601 and above mature Dec. 1, 1924. There is a sinking fund for bonds numbered 1,801 and upward. Consols for $1,800,000 are reserved to retire the first mortgage bonds as they mature.

ROAD—System consists of two east and west cross-town lines, two belt lines and route connecting northwesterly central and northeastern portion of the city. Operates 62 miles of track with trolley.

EARNINGS—For year ending Dec. 31, 1899, gross, $462,208; net, $160,244. In 1898, gross, $401,179; net, $134,402.

OFFICERS—Pres., J. C. Hutchins; Vice-Pres. and Treas., J. C. Hutchins; Sec., A. E. Peters; Gen. Man., A. B. du Pont.—V. 65, p. 1219; V. 68, p. 670; V. 69, p. 384.

DETROIT FORT WAYNE & BELLE ISLE—

ORGANIZATION—Successor in 1898 to the Fort Wayne & Belle Isle. Controlled by Citizens' Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100	.....	.....	$1,200,000	.....
1st M., g., $1,200,000 ... c Int. at N. Y. Security & Trust Co., Trustee (subject to call at $105 and interest).	1898	5g. A-O	1,200,000	Apr. 1, 1927

ROAD—25 miles of trolley track.

EARNINGS—For the year ending Dec. 31, 1899, gross, $212,007; net, $90,423. In 1898, gross, $184,228; net, $74,439.

OFFICERS—President, J. C. Hutchins; Sec'y, A. E. Peters. V. 66, p. 856; V. 68, p. 524; V. 69, p. 384.

DETROIT LAKE SHORE & MT. CLEMENS RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1897. Road operated from Oct. 1, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $300,000 (par $100)	....	.....	$300,000	.....
1st M., $260,000 ... Int. at N. Y. Sec. & Trust Co., N. Y., Trus.	1897	6g—J.-J.	See text.	July 1, 1927
1st con. M., $350,000, M. ($1,000 ea.), s.f., $5,000 annually after 1902 ... Int. at N. Y. Sec. & Tr. Co., N. Y., Trustee.	1898	5g—M.-N.	See text.	May 2, 1928

Of the 1st con. 5s $260,000 have been reserved to take up the 1st 6s.

In Nov., 1899, the Co. reported that no bonds of either issue were held by the public.

ROAD. Detroit to Mt. Clemens, 17 miles; trackage within Detroit city limits over Detroit Citizens' Ry., 8½ m.; total operated, 25½ m.

OFFICERS—President, Merrill B. Mills; Sec., Thomas N. Fordyce; Treasurer, F. T. Ranney.

DETROIT & NORTHWESTERN RAILWAY.—Trolley.

ORGANIZATION—Incorporated March 15, 1899, with 30-year franchises for both passenger and freight traffic. Purchased the Grand River Electric RR. and Pontiac & Sylvan Lake Railway of Detroit. Road is to extend from Detroit through Ravenswood, Greenfield, Sand Hill, Clarenceville, Farmington, Northville, Southfield, North Farmington, Orchard Lake, Pine Lake, Cass Lake, Sylvan Lake to Pontiac, a distance of 61 miles.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000	.....	...	$500,000	.....
1st Mtg., $900,000, gold, $1,000 g. ... *c Int. at Union Trust Co., Detroit, Trustee.	1899	5g. M-N	260,000	May 1, 1919

Of the $900,000 1st mtg., $260,000 were issued forthwith to provide for payment of the Grand River Elect. RR and Pontiac & Sylvan Lake Ry., the remaining $640,000 to be issued from time to time as needed for extensions, improvements, buildings and equipment.

ROAD—Projected 61 miles, as above. In Jan., 1900, 20 miles of road in operation; rest well under way. Double track, standard gauge, laid with 70-lb. Bessemer steel rails; operating 16 motor and 4 trail cars.

OFFICERS—President, Edw. W. Voight; Vice-Pres. and Treas., Hoyt Post; Secy., James A. Randall.—V. 69, p. 541, 1193.

DETROIT & PONTIAC RY.—A trolley road.

ORGANIZATION—Chartered in 1897; successor of Oakland Ry.

First mortgage is for $500,000 of 5 per cent gold bonds of 1897, due Feb. 1, 1922, (trustee, Washington Trust Co., New York), all issued. Has 19 miles of track. Stock, $500,000; all outstanding. Pres., Geo. Hendrie; Sec. and Treas., Strathearn Hendrie. Office, Hammond Building, Detroit.

DETROIT ROCHESTER ROMEO & LAKE ORION.—Trolley.

Operates an electric road from Royal Oak to Romeo and from Rochester to Oxford, 40 miles. Proposed extension to Flint and Almont, 40 miles additional. Enters Detroit on trackage arrangement with Detroit Citizens' through Woodward Avenue to City Hall. Stock, $500,000. Gold M. ($1,250,000 authorized, $600,000 issued,) in denominations of $500 and $1,000, dated July 1, 1899, 20 years, int. J.&J. 5 p. c. Union Trust Co. of Detroit, Trustee. Messrs. C. H. White & Co. have taken the entire issue. Pres. and Gen. Man., John Winter; Vice-Pres., Oliver H. Lau; Treas., Frank C. Andrews.

DETROIT YPSILANTI & ANN ARBOR RY.—

ORGANIZATION—Organized in 1897 to build a road from Addison Ave. in Springwells to the Michigan Central Depot in Ann Arbor. Has trackage over Detroit Electric in Springwells and Detroit Citizens in Detroit. In 1898 absorbed Ann Arbor & Ypsilanti El. Ry.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, com. ($400,000)	.....	.....	$400,000	.....
1st M. ($600,000), g. ($500 or $1,000 each) ... Interest at Union Trust Co., Detroit, trustee.	1897	6g. M-N	600,000	Nov. 1, 1917
Consol. 1st M., $1,000,000 g. ($500 & $1,000 each), s. f., an'ly ... Interest at Union Trust Co., Detroit, trustee.	1899	6g. F-A	100,000	Feb. 1, 1924

Of the consols, $600,000 are reserved to retire the 1st 6s, $100,000 have been issued for improvements and $300,000 are reserved for future improvements.—V. 68, p. 282.

ROAD—Completed from Detroit (through Wayne and Ypsilanti) to Ann Arbor June 1, 1898. Also has a branch from Ypsilanti to Saline, 10 miles. Total road now operated, 50 miles. Pres., James D. Hawks; Sec., F. A. Hinchman. Office, Union Tr. Bldg., Detroit.—V. 68, p. 282.

DETROIT PLYMOUTH & NORTHVILLE RY.—To be a trolley road. Chartered in 1898 to build an electric road from Detroit through Wayne (there connecting with the Det. Y. & Ann Arbor Ry.) and other towns and villages in Wayne County. Completed Wayne to Northville, 15·75 miles.

STOCK AND BONDS—	Date.	Interest.	Outst'ng.	Maturity.
Stock, $150,000	.....	....	Jan. $150,000	.....
1st M., gold, $150,000 ($100 and $500 each) s.f. an'ly. *..c Int. at Union Tr. Co., Detroit, Trus.	1898	6 g. M.-N.	150,000	May 1, 1918

OFFICERS—Pres., John A. Russell; Treas., J. H. Cullen; Sec. H. P. Wickham.—V. 67, p. 274.

THE RAPID RAILWAY.—A trolley road.

ORGANIZATION—Chartered March 1, 1894. Constructed and equipped on steam railroad standard for purpose of making high speed. By agreement between this company and the Citizens' Street Railway Company, through cars are run between Mt. Clemens and the business centre of Detroit. Road was opened for business July 14, 1895. In 1898 the Rapid *Railroad* was organized to build an extension from Mt. Clemens to Port Huron, Mich., 40 miles. See statement of that company below. In Feb., 1899, acquired the Mt. Clemens & Marine City Co.

A company has been organized under the laws of New Jersey to consolidate the Rapid Railway Co. and the City Electric Line in Port Huron with the Detroit & River St. Clair Railway and the Mt. Clemens & Lakeside Traction Co. for the purpose of establishing a through route from Detroit to Port Huron. The system is expected to be completed by the spring of 1900.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100	.....	.....	$250,000 f.p.	.....
1st mortgage, $300,000, gold ($1,000) ....c*	1895	5 g. M-S	300,000	Mar. 1, 1915
	Int. at Finance Co. of Penna., Phila., Trustee.			
Consolidated mortgage, $600,000	1896	5 M-N	See text.	.....
	Int. at Finance Co. of Penna., Phila., Trustee.			

The first mortgage covers the entire property and franchises, including fire-proof power and car houses. Of the consol. mortgage bonds of 1896, $300,000 are reserved to take up the firsts, and the balance is being issued for extensions and improvements.

ROAD—Detroit to Mt. Clemens, Mich., 17 miles of track. Extensions and additions are contemplated.

EARNINGS—For year ending July 31, 1898, gross, $76,776; net, $41,882; interest, $15,000; balance, surplus, $26,882.

President, Cornelius J. Reilly; Treas., Charles M. Swift.—V. 63, p. 602.

RAPID RAILROAD—To be a trolley road.

ORGANIZATION.—Incorporated in 1898 to build an extension of the Rapid *Railway* from Mt. Clemens to Port Huron, Mich., 40 miles, via St. Clair Flats, Algonac, Marine City and St. Clair. The connection with St. Clair Flats, a favorite summer resort, now accessible only by boat, will be by bridge and embankment across Anchor Bay, for which the U. S. War Department has issued a permit. Stock, $1,000,000.

OFFICERS—President, C. J. Reilly; Treasurer, Charles M. Swift.

WYANDOTTE & DETROIT RIVER RY.

ROAD, SECURITIES, ETC.—Trolley, 10½ miles of track. Report that road has been purchased by the Citizens' Ry. is not correct. Stock authorized, $250,000; issued to Dec 31, 1898, $200,000. In Dec., 1898, made a mortgage to the Union Trust Co. of Detroit to secure $425,000 20-year bonds, dated Dec. 1, 1898, of which sufficient are reserved to retire the outstanding $200,000 bonds, maturing 1903; balance for improvements. For year ending Dec. 31, 1895, gross, $35,407; net, $12,725.

OFFICERS—President, J. C. Hutchins.

DOVER, N. H.

POPULATION 1890 WAS 12,790; IN 1880 WAS 11,687; AND IN 1870 WAS 9,294.

UNION ELECTRIC RY.—A trolley road.

ORGANIZATION—Reorganization in 1897 of Union St. Ry., foreclosed

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $100,000	.....	.....	$100,000	.....
1st M., $100,000, gold..	1897	5 g.	100,000	Feb. 15, 1917

ROAD—Owns road 8 miles long, parallelling a steam road and connecting Dover with Somersworth. For year ending June 30, 1898, gross earnings, $34,846. President, Sumner Wallace; Treasurer, Harry Hough.—V. 62, p. 1140.

DUBUQUE, IOWA.

POPULATION 1890 WAS 30,311; IN 1880 WAS 22,254; AND IN 1870 WAS 18,434.

HOME ELECTRIC—

ORGANIZATION—In September, 1899, was organized as successor by purchase at foreclosure of the Dubuque Light & Traction Co. Capital, $100,000 (par $100) all issued. No bonds or mortgages on the property.

OFFICERS—President, D. D. Myers; Vice-Pres., John Ellwanger; Secy. and Treas., Geo. W. Kiesel; Manager, W. J. Brown, all Dubuque.

ROAD—Operates 10½ miles of track in the city of Dubuque, Iowa, extending to West Dubuque and to Stewart Park.—V. 68, p. 84, 1180; V. 69, p. 591.

DUBUQUE STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated April 25, 1890. In July, 1899, sold to Messrs. Linehan & Molo, of 472 Main St., Dubuque, Ia. Messrs. Linehan & Molo inform us that they have purchased all the stock and bonds of the Dubuque St. Ry., and are also owners of the Star Electric Co., which has a 9-year contract for supplying the city with electric lights. The two companies are incorporated with a capital stock of $475,000. In 1899 net earnings of the two companies were $44,446.

ROAD—Owns 15 miles of track on 9 miles of street.

OFFICERS—President, Bart. E. Linehan,

DULUTH, MINN.

POPULATION 1890 WAS 33,115; IN 1880 WAS 3,483; AND IN 1870 WAS 3,131.

DULUTH STREET RAILWAY—A trolley road.

ORGANIZATION—Organized under act of Minnesota approved Nov. 17, 1881, and possesses "an exclusive franchise," doing the entire street railway traffic of the city. Thomson-Houston system. 60 lb. T and 45 lb. girder rails. The Duluth St. Ry. has the right to purchase the Lakeside St. Ry. (which is now operated) at any time for cost. Population in 1895, by local census, was over 60,000. The Duluth-Superior Bridge at West Superior is used by the railway, but is a separate corporation, and has issued first mortgage bonds for $650,000 and second mortgage bonds for $300,000—see bridge items, V. 63, p. 310, 504.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Capital stock	.....	.....	$2,000,000	.....
1st consol. mortgage	1890	6 J-J	100,000	Jan. 1, 1920
	Jan., 1900, int. in default.			
do do	1890	5 J-J	900,000	Jan. 1, 1920
	Jan., 1900, int. in default.			
Consol. mortgage, gold..... $2,500,000 ($1,000)....c*	1894	5 g J-J	1,039,000	July 1, 1924
	Jan., 1898, int. in default.			

The *consol. mortgage* of 1894 is for $2,500,000, of which $1,000,000 reserved for prior liens and $500,000 held in trust for future betterments and extensions.

RECEIVER—In July, 1898, President L. Mendenhall was appointed receiver preparatory, it was said, to reorganization. V. 67, p. 73. Feb. 1, 1900, no suits for foreclosure had yet been begun.

Coupons due July, 1898, on the 1st 5s and 6s were paid Oct. 1, 1898; those due Jan., 1899, on May 1, 1899; and those due July, 1899, on Oct. 17, 1899, interest being paid on the coupons from the time when due to date of payment.

ROAD—SYSTEM.—The system embraces 28·84 miles of single track surface and 1⅛ miles elevated incline road; whole road is double-tracked; also operates 13·4 miles (see below) for land companies. See Duluth-Superior Bridge items, V. 63, p. 310, 504. Operated for land companies: Lakeside St. Ry., 7·44 miles of track, and Woodland Co., 5·96 miles of track.

LATEST EARNINGS— 5 months to Nov. 30.	1899	Gross, $112,398; net, $52,800
	1898	Gross, 95,699; net, 47,033
EARNINGS—12 months, July 1 to June 30.	1898-9	Gross, $215,856; net, $102,193
	1897-8	Gross, 201,840; net, 98,421
	1896-7	Gross, 202,031; net, 91,876
	1895-6	Gross, 219,927; net, 120,865

OFFICERS—President, L. Mendenhall; Secretary and Treasurer, T. W. Hoopes; Gen. Manager and Purchasing Agent, H. Warren. V. 66, p. 73.

WOODLAND CO.—A trolley road.

ORGANIZATION—This company is successor to the Motor Line Improvement Co., having purchased same at foreclosure. The road is operated "under sufferance" by the Duluth Street Ry.

STOCK—The stock authorized is $10,000 common ($10 par); issued $5,500; $5,000 5 p.c. Class A pref. ($10 par); issued $1,794 50; $25,000 3 p. c. Class B pref. ($10 par); issued $23,204. ROAD—Owned 5·96 miles of track.

OFFICERS—President, T. W. Hoopes; Treasurer, R. M. Hunter; Secretary, James Bardon.

EAST LIVERPOOL, OHIO.

POPULATION 1890 WAS 10,956; 1880 WAS 5,568; AND IN 1870 WAS 2,105.

EAST LIVERPOOL RAILWAY.—A trolley road.

ORGANIZATION.—A reorganization in May, 1897, of the East Liverpool & Wellsville Street RR., sold by sheriff. In 1898 population of East Liverpool was said to be 14,000 and of Wellsville 7,000.

STOCK & BONDS.—	Date	Interest.	Outstand'g.	Maturity.
Stock, $300 000	.....	.....	$300 000	.....
1st M., g., $150,000 ($500 ea.)	.....	5g J-D	150.000	1917
Not subject to call.	Int. at Boston Safe Dep. & Tr. Co., Trustee.			
2d (income) M., $150,000.... ($500 each.)	.....	5g. Sept.	$150,000	1917
	Int. at Boston Safe Dep. & Tr. Co., Trustee.			

ROAD—Operates 9¼ miles of track. In Nov., 1899, was granted a franchise to extend its lines to Riverview Cemetery. Work under way. President, John B. Hoefgen.—V. 64, p. 287.

EAST ST. LOUIS, ILL.

POPULATION IN 1890 WAS 15,169; IN 1880 WAS 9,185; AND IN 1870 WAS 5,644.

EAST ST. LOUIS ELECTRIC STREET RR

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock paid in in 1894....	.....	.....	$336,000	.....
Con. (now 1st) $500,000, g	1893	6 g. F-A	290,000	Aug. 1, 1908

Interest is payable at Mississippi Valley Trust Co., trustee, St. Louis.

ROAD—Operates 18 miles of track. Operated from March 1, 1897, by the Terminal RR. Assn. of St. Louis, which purchased the entire capital stock for $210,000.

EARNINGS—For calendar year 1899, gross, $155,745; net, $56,925; int., div., etc., $41,225; surplus, $15,700. In 1898 gross, $118,652; net, $46,197; int., div., etc., $39,026; sur., $7,171.

OFFICERS—President, Julius S. Walsh; Vice-President, E. P. Bryan; Secretary, C. D. Walsh; Treasurer, F. C. Daab. Directors, Julius S. Walsh, E. P. Bryan, C. K. D. Walsh, H. D. Sexton, F. C. Daab, James Hanna and C. T. Jones. V. 69, p. 179.

MISSISSIPPI VALLEY RY.—To be a trolley road.

ORGANIZATION—Incorporated in 1898 to build two lines from East St. Louis through Venice, Madison, Granite City and East Alton to Alton, Ill., and from East St. Louis through Collinsville and Edwardsville to Alton, in all 20 miles. In November, 1899, much preliminary work had been done. President, Charles E. Carroll; Sec. and Treas'r, August Holthaus, St. Louis, Mo

EASTON, PA.

POPULATION 1890 WAS 14,481; IN 1880 WAS 11,924; AND IN 1870 WAS 10,988.

EASTON CONSOLIDATED ELECTRIC.—

Consolidation in 1899 of the Easton Transit Co., the Edison Illuminating Co. of Easton and the Easton Palmer & Bethlehem. Incorporated in New Jersey March 11, 1899.

STOCK & BONDS—Both the stock and the collateral trust 5s were in Jan., 1900, listed on the Philadelphia Stock Exchange.

	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,500,000; par, $50....	.....	.....	20% paid in.	.....
Collateral trust, g., c.* 1,- 300,000 ($1,000, $500).	1899	5 g. M & N	$72,000	May 1, 1949
	Int. at Girard Trust Co. (Phil.), trustee.			

The collateral trust bonds have no sinking fund, and are not subject to call. Of the total issue of $1,300,000, $420,000 is reserved to take up the $300,000 Easton Transit bonds, $60,000 Penn. Motor bonds, and $60,000 Easton & Beth. Transit bonds. Issue is secured by a pledge of $298,350 (out of $300,000) stock of the Easton Transit Co., 12,206 shares (out of 12,322 shares) of Edison Illuminating stock, 1,902 shares (out of 2,400 shares) of Pennsylvania Motor stock, 4,000 shares (half common and half preferred, being the entire issue of

each) of the Easton Palmer & Bethlehem Street Ry., and 2,400 shares (out of 2,500 shares) of Easton & Bethlehem Transit stock.

ROAD—Including the Easton Transit and Easton Palmer & Bethlehem, operates about 30¾ miles of track, being the entire street-railway system of Easton, South Easton and Philipsburg, with the line from Easton to Bethlehem. The two roads have 66 cars.

LATEST EARNINGS.—For nine months, April 1 to Jan. 1, 1900, gross was $218,672; net, $93,967; taxes and charges, $65,558; sur., $28,409.

OFFICERS—President, William Hinckle Smith, Philadelphia; Secretary, E. B. Maltby; Treasurer, A. D. Chidsey; Gen'l Mgr., C. E. Flynn. V. 68, p. 524, 670, 976; V. 70, p. 76, 175.

(1) EASTON TRANSIT—A trolley road.

ORGANIZATION—Chartered June 30, 1892. Franchise is perpetual and gives exclusive rights to operate street railway in city. The Pennsylvania Motor Co. and Easton & Bethlehem Transit are leased for $3,600 each yearly, being interest on their bonds.

The Easton Consolidated Electric owns 5,967 out of the 6,000 shares of stock.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Last Div., &c*
Stock, par, $50	.....	.....	.....	$300,000	See text.
1st mort., $300,000, g., $200&$500. c&r	11½	1892	5 A-O	300,000	1922

Subject to call at 103 in 1897 and redeem. after Oct. 1, 1902.

Interest payable at Easton Trust Co., Trustee.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Last Div., &c*
Leased Lines— Pa. Motor Co. 1st M.,	3	1881	6 A-O	$60,000	Apr. 1, 1941
Easton & Bethlehem Transit Co. Bonds	4·1	1894	6	60,0 0	Aug. 1, 1924

Lacka. Tr. & Safe Dep. Co. (Scranton), trustee

E P. Wilbur Tr. Co., trustee; red. aft. Aug 1,'04

Dividends—For 1895-96, 3 p. c.; for 1896-97, 3 p. c.; for 1897-98 and 1898-99, nil.

ROAD—Track 19½ miles, including:

	Miles.		*Miles*
Track owned in fee	9	*Leased Lines*— Pennsylvania Motor	3
Entire stock owned: Phillips., N.J., Horse Car Co.	2½	Easton & Bethlehem Transit.	3
		Weygadt Mt. RR.	2

For year ending June 30, 1899, gross, $140,121; net, $58,402; taxes, $5,956; interest, $19,184; rentals, etc., $12,093.—V. 68, p. 524, 670.

(2) EASTON PALMER & BETHLEHEM ELECTRIC RY.

The Easton Consolidated Electric owns all the stock.

ORGANIZATION—Chartered in 1898. Trolley line 11½ miles from Easton to Bethlehem via Butztown, Farmersville and Altonah, of which 6½ miles on private right of way; opened Nov. 6, 1898. Owns 10-acre park at Farmersville. Stock, $100,000 common and $100,000 6 per cent preferred; all outstanding; par of each, $50. Bonds, $200,000 1st 20-year gold 5s, all outstanding, due Dec. 31, 1918. int. J&J, at United States Mortgage & Trust Co., New York, trustee.

EARNINGS—For fiscal year ending Oct. 31, 1899, gross, $55,442; net, $24,191. The annual interest charge is $10,000.

EAU CLAIRE, WIS.

POPULATION 1890 WAS 17,415; IN 1880 WAS 10,119; AND IN 1870 WAS 2,293.

CHIPPEWA VALLEY ELECTRIC RY.—In Jan., 1900, President Appleyard was reported to have purchased the Eau Claire Light & Power Co.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last Div.*
Stock, $200,000; par $100	.....	6 J-J	$200,000	Jan.15,'99, 3
First M., $200,000 gold ($1,000 each) not sub. call	1898	6 g. A-O	200,000	Oct. 1, 1918

Int. at Mass. L & Tr. Co., Boston, Trustee.

ROAD—Owns trolley road Eau Claire to Chippewa Falls, Wis., 12 miles; Eau Claire, 8 miles; Chippewa Falls, 2 miles; total, 22 miles. Owns 14 miles right of way; exclusive 30 years franchise at Chippewa Falls and 30-year franchise at Eue Claire. Road opened Sept. 2, 1898.

President, A. E. Appleyard, Boston, Mass.; Supt., J. R. Harrigan, Eau Claire.

ELGIN, ILL.

POPULATION 1890 WAS 17,823; IN 1880 WAS 8,787; AND IN 1870 5,441.

ELGIN CITY CARPENTERSVILLE & AURORA RAILWAY.—A trolley road. Also owns an electric-light plant. Population of Elgin (school census) 1896 was 22,000.

ORGANIZATION, ETC.—A consolidation in 1897.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Div., etc.*
Stock ($500,000 author'd)	.....	.....	.....	$500,000	6% in '99
Elgin City Ry. 1st Mort..	13	1897	5 F-A	200,000	1907
C. E. & A. 1st mortgage....	18	1896	5	100,000	Jan.1,'07

Interest at Farmers' L.& T. Co., N. Y. City.

Dividends—Old companies each in 1895 paid 6 p. c.; in 1896, 6 p. c. New company in 1897, 1898 and 1899, 6 p. c.

ROAD—Owns 12 miles of track in Elgin (40 and 45-lb. T and girder rails), and 18 miles to Dundee, Coleman, Geneva, etc. (60 and 65 lb. T rails); total track, 30 miles.

OFFICERS.—President, Wm. Grote; Vice-Pres't and Gen'l Manager, J. B. Lane; Secretary, A. B. Church; Treasurer, E. D. Waldron.

ELIZABETH, N. J.

POPULATION 1890 WAS 37,764; IN 1880 WAS 28,229; AND IN 1870 WAS 20,832.

ELIZABETH STREET RAILWAY—A trolley road.

ORGANIZATION—Formerly a horse road, but in 1899 converted into a trolley line. Stock Jan. 1, 1899, $50,000; unfunded debt, $50,514; total cost of road and equipment, $100,514. Owns 3½ miles of track. In September, 1898, was reported to have acquired franchise for a road along Westfield Avenue to Plainfield, the new line, 12 miles, to be equipped electrically and connected with the present Elizabeth system, provided proper terms can be arranged. V. 67, p. 370. In year 1898 gross earnings, $9,894; expenses, $15,981; balance, deficit for year, $6,087. Treasurer, Edward C. Woodruff.

ELMIRA, N. Y.

POPULATION 1890 WAS 29,708; IN 1880 WAS 20,541; AND IN 1870 WAS 15,863.

THE MAPLE AVENUE RR. CO.—Trolley.

ORGANIZATION—In 1892 the Elmira Municipal Improvement Co. purchased $18,700 of the $20,000 capital stock of the Maple Ave. RR., $16,925 of the $25,000 stock of the West Water St. RR. and $375,700 of the $380,000 stock of the Elmira & Horseheads Ry.; it also purchased the Elmira Gas & Illuminating Co., the Elmira Electric Illuminating Co. and the Elmira Water Works Co.

ROAD—Includes Maple Ave., 1·85 miles owned; West Water St., 2·424 miles, and Elmira & Horseheads Ry., 9·05 miles, both leased; total, 14·324 miles.

INCOME ACCOUNT FOR 1898.—Gross earnings from operation, $60,394; income from other sources, $1,775; total income, $62,169 operating expenses, $64,164; other charges, $5,161; total expenses, $69,325; deficit for 1898, $7,156.

OFFICERS—President, Carl G. Rasmus; Vice-President, Frank R. Ford; Secretary and Treasurer, John M. Diven.—V. 67, p. 1109, 1207; V. 69, p. 1303.

ELMIRA MUNICIPAL IMPROVEMENT COMPANY.

In December, 1897, the Guaranty Trust Co., New York, brought suit to foreclose the Improvement Company's mortgage of 1942, under which $1,461,000 bonds were outstanding, and H. A. Murray, Treas. & Secy. of Guar. Trust Co., was made receiver of the Improvement Co.—V. 65, p. 1071. In Dec., 1898, a reorganization committee, with George W. Young as Chairman, prepared a reorganization plan by which after foreclosure, a new company, to be called the ELMIRA WATER LIGHT & STREET RY. CO., will issue the securities below. Reorganization has been delayed by opposition of certain stockholders. All bonds have been deposited with the Committee. Earnings are being used to develop property.

SECURITIES TO BE OUTSTANDING UNDER REORGANIZATION.

	Date.	*Interest.*	*Amount.*	*Maturity.*
Stock	....	.....	$1,000,000	.....
Elmira Wat. Works 1st M.	....	6	339,000	1913
New 1st M., $2,000,000 gold	1899	5 g. J.-J.	1,461,000	Jan. 1, 1949
2d M. income 4%	1899	.....	1,200,000	Called at 100

Subject to call at 105 and interest.

Of the new 1st 5s, $339,000 reserved to retire at maturity the first mortgage bonds of the Elmira Water Works Co., due 1913, and $200,000 for extensions and improvements.

Consol. 5s will receive per $1,000 principal of old bonds, $500 in new first 5s, $500 in incomes and $100 in new stock. Funded and unpaid coupons will receive 100 per cent in second mortgage incomes. The $1,000,000 old stock is assessed 10 per cent and receives 10 per cent in new first 5s and 50 per cent in new stock.

EARNINGS—The fixed charges of the new company will be $93,390. The present earnings, as shown below, it is thought, will be increased.

Year.	*Gross.*	*Net.*	*Taxes.*	*Bal. for int.*
1898	$282,037	$119,038	$15,481	$103,555
1897	275,338	115,382	14,571	100,811

—V. 67, p. 1109, 1207; V. 69, p. 1303.

WEST SIDE RAILROAD.—A trolley road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $300,000 ($100)	.....	.....	$105,000	.....
1st mortgage, g., $300,000	1894	5g. A-O	300,000	Oct. 1, 1914

ROAD—8·5 miles of single track and 0·92 mile sidings, etc.

OFFICERS—Pres't, C. M. Tompkins; Sec., P. V. Bryan; Treas., H. H. Hallock.

EARNINGS—	1898-9	1897-8.
Gross	$51,706	$51,364
Net	13,390	11,557
Charges	17,356	16,878

ERIE, PA.

POPULATION 1890 WAS 40,634; IN 1880 WAS 27,737; AND IN 1870 WAS 19,646.

ERIE ELECTRIC MOTOR CO.—

ORGANIZATION—Chartered October 8, 1888. This company leases for 999 years the Erie City Passenger Railway at 6 per cent on its stock, having secured a controlling interest in its stock. Population in 1895 was said to be 52,000. Bills payable, etc., June 30, 1899, $164,761.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outst'ding.*	*Maturity.*
Stock ($700,000) ($100)	....	.....	.....	$700,000 f.p.	.....
1st mort'ge ($200,000) ($1,000), gold.....c.	....	1889	6g. J - J	200,000	Jan. 1, 1919
2d mort'ge ($150,000) ($1,000), gold.....c.	....	1889	6g. J - J	$150,000	Jan. 1, 1919

Interest at Cent. Trust Co., trustee, N. Y. City.

Interest at Cent. Trust Co., trustee, N. Y. City.

Erie City Pass'gr Ry.—					
Stock (rental 6 p. c.)	....	.....	6 p. c.	$100,000	.....
1st mortgage	....	.....	6 A-O	25,000	Oct. 1, 1913

Bonds—The bonds are not subject to call before maturity.

ROAD—On Jan. 1, 1900, was operating 21 miles of track on 18 miles of street, and holds perpetual trackage rights in all the city streets.

ANNUAL REPORT—For year ending June 30, 1899, gross, $151,667; net, $35,423; interest and taxes, $37,951. In year 1897-8, gross, $141,947; net, $36,339.

OFFICERS—President, J. S. Casement, Painesville, O; Secretary and Treasurer, J. L. Sternberg, Erie. Office, 202 State St., Erie.

ERIE RAPID TRANSIT STREET RY.—To be a trolley road. Incorporated in June, 1898, to build 20 miles of electric road in Erie. Stock, $300,000. In Jan., 1899, all franchises and rights of way were reported to have been obtained, but in Jan., 1900, no road built. President, E. T. Walker, Phila.; Secretary, G. D. Howell, Phila.; Treas., Isaac Walker, Phila.; General Manager, L. G. Chase, Erie.

ESCANABA, MICH.

POPULATION 1890 WAS 6,808; IN 1880 WAS 3,860; AND IN 1870 WAS 1,370.

ESCANABA ELECTRIC RY.—

ORGANIZATION, ETC.—A reorganization in 1898 of the Esc. Elec. St. Ry. Owns 7½ miles of track. In 1899 extended to a connection with the "Soo" road. Stock, $50,000; all paid in. No bonds. Four month ending Dec. 31, 1898, gross, $2,029; net, $162. President and Man., A. R. Moore; Secretary, I. C. Jennings; Treasurer, Edward Erickson.

EVANSVILLE, IND.

POPULATION 1890 WAS 50,756; IN 1880 WAS 29,280; AND IN 1870 WAS 21,830.

EVANSVILLE STREET RR.—A trolley road

ORGANIZATION—Chartered in May, 1866. On Apr. 14, 1899, H. D. Moran was appointed receiver. V. 68, p. 722. A reorganization plan has been agreed upon and declared operative, $881,000 of the bonds having up to Feb., 1900, assented to it. Interest will be reduced from 6 per cent to 4 per cent, and new bonds given dollar for dollar. The new mortgage will be for $1,200,000. The Reorganization Committee consists of Geo. A. W. Dodge (Chairman), New Haven, Ct.; Henry D. Lyman, New York, and John Eliot Bowles, Secretary, 15 Broad St., New York.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	.....	$500,000	.....
1st M., $1,000,000, gold	27½	1892	6g. J-J	1,000,000	Jan. 1, 1922
		Last coupon paid Jan., 1899.			

ROAD—Owns 27½ miles of trolley track. Rails 56 and 60 lbs. Westinghouse system.

EXETER, N. H.

POPULATION 1890 WAS 4,284; in 1880 WAS 3,569.

EXETER HAMPTON & AMESBURY ST. RY.—Trolley. This is a consolidation of the Exeter Street RR., the Hampton & Amesbury and the Rockingham Electric. Comprises about 23 miles, extending from Exeter to Hampton Beach and to Amesbury. Road opened its entire length July 4, 1899.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'ding.*	*Maturity.*
Stock ($225,000) ($100)	.....	Q.-F.	$225,000	.....
1st Mort. $225,000 ($1,000)	1899	5 J.-D.	225,000	June 1, 1919
	Int. Am. Loan & Tr. Co., Boston, Trustee			

DIVIDENDS—1¼ p. c. Nov. 1, 1899.

OFFICERS—President, Warren Brown, Hampton Falls; Sec'y, John Templeton, Exeter; Treas., Edwin L. Pride, Boston.—V. 68, p. 379, 1075.

FAIRHAVEN, WASH.

NORTHERN RY. & IMPROVEMENT CO.—

ORGANIZATION—In April, 1898, the Northern Ry. & Improvement Co. became the owner of the Fairhaven & New Whatcom Railway, which was sold at auction in April, 1897. Stock, $200,000. Bonds, authorized, $200,000; issued, $80,000. Old Colony Trust Co., Boston, Trustee. Operates 18½ miles of trolley track, including 3 miles leased from the Bellingham Bay Electric Railway Co. President, S. Z. Mitchell; Sec. and Treas., C. N. Huggins.—V. 66, p. 810.

FINDLAY, OHIO.

POPULATION 1890 WAS 18,553; IN 1880 WAS 5,553; AND IN 1870 WAS 4,073.

FINDLAY STREET RY.—A trolley railway.

ORGANIZATION—Chartered in September, 1887. Grants are for 25 years from 1887—rates of fare embodied in ordinance, 5 cents. Council reserved right to charge $5 per annum per car operated. Has no paving to do, but must keep portion between rails in repair so long as horses are used. On June 22, 1899, received from the city of Findlay and Hancock County Commissioners a franchise for 25 years from that date, conditioned on the extension of the line 2½ miles, which will be done. Bonds will be issued to build the extension. In Jan., 1900, purchased the Hancock Light & Power Co. for $40,000, and consolidated with same.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $200,000 (par, $25)	.....	.....	$150,000 f. p.	.....
1st mort., $150,000, gold. $1,000, not subj. to call.	1895	5 g. M-N	116,000	May, 1911
	Int. at Cent. Tr. & S. Dep. Co., Cincinnati, O.			

Bills payable June 30, 1899, $35,000.

EARNINGS—For year 1898 net was $12,127.

ROAD—Main line 4½ miles double track, operated by electricity. The line is to be extended to Mortimer, 5 miles.

OFFICERS—President, Geo. B. Kerper, Cincinnati; Vice-President and Treas., C. D. Kinney, of York, Me.; Sec., J. A. Bope; General Manager and Purchasing Agent, C. F. Smith, of Findlay.

FISHKILL-ON-THE-HUDSON, N. Y.

POPULATION IN 1890 WAS 3,617; IN 1880 WAS 2,503; AND IN 1870 WAS 2,992.

CITIZENS STREET RAILWAY.—A trolley road.

ORGANIZATION—Opened to traffic August 27, 1892.

Stock, $75,000, par $100..$75,000
1st mortgage 6s, M&N..... 75,000
(Due 1912, optional after 1897.)
Leased Line—
Fishkill Elec. 1st M., 6s, of 1895, due 1915..... $40,000
Fishkill stock ($50,000) to receive same dividends as Citizens.

ROAD—Owns 3 miles of single and ·25 miles of second track.

Also operates Fishkill Electric Ry., 4 miles.

EARNINGS—Year ending June 30.

	1899.	1898.
Gross	$34,425	$33,934
Net	13,214	10,266
Charges	9,966	8,269
Dividends	none.	none
Balance	sur.3,248	sur.1,997

OFFICERS—Pres., J.T. Smith; Sec., S.K. Phillips; Treas. W. H. Southard.

FITCHBURG, MASS.

POPULATION 1890 WAS 22,037; IN 1880 WAS 12,429; AND IN 1870 WAS 11,260.

FITCHBURG & LEOMINSTER STREET RY.

ORGANIZATION—Road extends to Leominster and Lunenburg.

STOCK, BONDS ETC.—	*Date.*	*Rate.*	*Outstand'g.*	*Maturity*
Stk. (au., $500,000; par, $100)	.....	8 p. c.	$250,000	See earns
1st mort. ($500) c., $150,000. Int. at 1st Nat. Bank, Bost.	1897	5 A-O	150,000	Apr. 1, 1917
Loans and bills payable Sept. 30, 1898	.....		130,000	.....

DIVIDENDS—In year 1894-95, 8 p. c.; in 1895-96, 8 p. c.; in 1896-97, 8 p. c.; in 1897-98, 8 p. c.; in 1898-99, 8 p. c.

ROAD—Owns 23·97 miles of trolley, including 2·12 miles of sidings.

EARNINGS—For years ending Sept. 30:

	1899.	1898.		1899.	1898.
Gross	$140,290	$134,315	Dividends paid	$20,000	$20,000
Net	46,220	48,138	Bal., sur. for year	558	5,059
Int., taxes, etc.	25,662	23,079	Tot. sur. Sept. 30.	19,291	17,662

OFFICERS—President, H. A. Willis; Vice-President, H. I. Wallace; Clerk and Counsel, C. F. Baker; Treasurer, R. N. Wallis; Superintendent and Purchasing Agent, W. W. Sargent.

FITCHBURG & SUBURBAN STREET RY.—

ORGANIZATION—Operates 4·88 miles of trolley, extending from Fitchburg to Leominster; opened 1898. Stock, $50,000. Bonds $49,000 5s due 1918, interest A-O; American Loan & Trust Co., Boston, trustee.

In Jan., 1900, petitioned the State Railroad Commissioners for permission to issue $44,000 additional stock and $94,000 20-year 5% bonds, with which to retire the old 5s, and balance for acquiring land for pleasure resort and to refund the floating debt.

Earnings for year ending Sept. 30, '99, gross, $22,596; net, $6,386; interest and taxes, $5,145; balance, surplus, $1,242. President, H. L Pierce, Leominster, Mass.

FOND DU LAC, WIS.

POPULATION IN 1890 WAS 12,024; IN 1880 WAS 13,094.

FOND DU LAC STREET RY. & ELECTRIC.—Trolley.

ORGANIZATION—Controls lines in city and county of Fond du Lac. Also operates a lighting plant in connection with street railway. Stock, $100,000, all issued.

In Jan., 1900, completed its extension to North Fond du Lac, where new car shops are situated.

ROAD—Length of road 5·47 miles.

OFFICERS—Vice-President and Gen. Man., T. F. Grover, Secretary and Treasurer, Wm. E. Cole.

FORT SMITH, ARK.

POPULATION 1890 WAS 11,311; IN 1880 WAS 3,099; AND IN 1870 WAS 2,227.

FT. SMITH TRACTION, LIGHT & POWER—

ORGANIZATION—Incorporated in November, 1898, by Alfred N. Sicard, Ella E. Sicard, Richard C. Kerens, Charles H. Smith, J. E. Foster, Joseph M. Hill, Samuel McLoud and James Brizzolara, to take over the Fort Smith Street Ry. (8·44 miles of track on 7½ miles of street) and transform it into an electric system to be operated in conjunction with an electric light plant. Up to Nov., 1899, 6 miles had been converted.

STOCK & BONDS—	*Date.*	*Rate.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	$125,500	.....
Bonds ($200,000)	1898	6	85,500	1929
	May be redeemed 1919.			

OFFICERS—President, Samuel McLoud; Vice-President, Chas. H. Smith; Treasurer, J. E. Foster; Secretary, A. N. Sicard.

FORT WAYNE, IND.

POPULATION 1890 WAS 35,393; IN 1880 WAS 26,880 AND IN 1870 WAS 17,718.

FT. WAYNE TRACTION—

ORGANIZATION—Organized in October, 1899, as successor by purchase of the Ft. Wayne Consolidated, which included the old Fort Wayne Electric Ry., the Citizens' Street Ry., the Fort Wayne Street Ry. and the C. L. Centlivre Street Ry. In 1898 population of Fort Wayne was said to be 50,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($2,000,000)	.....	.....	(?)	.....
Mortgage ($1,500,000)	.....	4	$1,250,000	.....
	Guardian Trust Co., Cleveland, Trustee.			

ROAD—Operates 31 miles of trolley track.

President, J. H. Wade; Vice-President, E. H. Bourne; Treasurer, H. P. Eells, all of Cleveland, Ohio.

—V. 61, p. 966, 1107; V. 63, p. 458; V. 67, p. 125; V. 69, p. 180, 695, 955, 1061.

FORT WORTH, TEX.

POPULATION 1890 was 23,076 AND IN 1880 WAS 6,663.

CITY RAILWAY—A trolley road.

ROAD—Operates 7½ miles of track on 5½ miles of streets.

In 1899 road was purchased by Morgan Jones, and is owned in fee simple by him. Is operated jointly with the Fort Worth Street Ry., expenses of operation being divided by the two companies. General consolidation of all Fort Worth roads expected.

OFFICERS—President, Morgan Jones; Secretary, W. E. Kauffman.—V. 68, p. 473.

FORT WORTH & ARLINGTON HEIGHTS STREET RAILWAY—

ORGANIZATION, ETC.—The Fort Worth & Arlington Heights Street Ry., Ft. Worth Land & Investment (about 4,000 acres), Arlington Heights Electric Light Co. and Arlington Heights Water Co. were purchased by bondholders in June, 1895.

The Ft. Worth & A. H. Street Ry. is leased for 5 years to Glenwood & Polytechnic College St. Ry.; according to recent reports, the latter has now purchased it.

Operates 6½ miles of track on 2½ miles in streets; balance, suburban.

FORT WORTH STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1894 to succeed the North Side Street RR. Co., foreclosed Nov. 20. Stock, $200,000. Bonds, first mortgage coupon gold 6s, dated 1896 due 1926; interest J.&J at Mercantile Trust Co., New York: authorized, $250,000; issued, $150,000.

Morgan Jones having purchased the City Railway of Fort Worth, the two roads are now operated jointly, expenses being divided between them.

ROAD—Operates 12½ miles of track. President, K. M. Van Zandt; Vice-President, Morgan Jones; Secretary, W. E. Kaufman; Gen. Supt., W. P. Quigg.—V. 68, p. 473.

GLENWOOD & POLYTECHNIC COLLEGE STREET RAILWAY—

REORGANIZATION, ETC.—A reorganization in 1896 of Glenwood & Polytechnic Street Ry. Electricity introduced and 6 new motor cars purchased. The company has a 5-year lease of the Fort Worth & Arlington Heights Street Ry., and is now reported to have purchased the latter. Stock to be increased to $200,000; bonds, $50,000.

ROAD—Owns road 6 miles long; leased line, 6½ miles; total, 12½ miles.

OFFICERS—President and General Manager, J. T. Voss; Secretary and Treasurer, Woodford Brooks; Electrician, W. E. Voss.

FRAMINGHAM, MASS.

POPULATION IN 1895 WAS 9,512; IN 1890 WAS 9,239; IN 1880 WAS 6,235 AND IN 1870 WAS 4,968

FRAMINGHAM UNION STREET RY.

ORGANIZATION—Incorporated in 1887. The projected Boston & Worcester Electric Street Ry. was, in Nov., 1899, understood to have an option on this road and the Marlborough Street Railway Co.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $100.)	.....	.....	$30 000	.....
1st mortgage, currency.. Not subject to call.	1889	5 J-J Interest at North Nat. Bank, Boston.	50,000	July 1, 1909
2d mortgage	.....	.....	(?)	.....
Debentures, etc	.....	.....	(?)	.....
L'ns, etc. pay. (net) Sep. 30, '98	.....	.....	$26,000	.....

ROAD—Operates main track 6·36 miles; sidings 0·48 of a mile.

EARNINGS.—For years ending Sept. 30 earnings have been as follows:

Yr. to Sept. 30—	1899.	1898.		1899.	1898.
Gross earnings	$32,148	$30,424	Bal., surplus	$6,361	$7,783
Net	13,839	11,965	Tot. surp. Sept. 30.	.....	4,103
Int. taxes, etc	7,478	4,182			

OFFICERS—President, James R. Entwistle, Saxonville, Mass.; Treasurer, F. E. Gregory, Framingham, Mass.; Clerk of Corporation, Ira B. Forbes, South Framingham.—V. 68, p. 1181; V. 69, p. 955.

FRANKFORT, KY.

POPULATION 1890 WAS 7,892; IN 1880 WAS 6,958 AND IN 1870 WAS 5,396.

FRANKFORT & SUBURBAN RY.—A trolley road.

ORGANIZATION—Incorporated June 16, 1897. Successor to Capital Ry. sold in foreclosure for $10,000. Owns 7¼ miles of track, which has been equipped with modern improvements since purchase by new company. Stock, $10,000; bonds authorized, $40,000; issued $30,000.

OFFICERS—President, Charles R. Crain, Springfield, O.; Vice-President, Patrick McDonald; Secy., Treas. and Gen. Man., John T. Buckley, Frankfort, Ky. V. 64, p. 422, 1180.

FRANKLIN, PA.

POPULATION IN 1890 WAS 6,221; IN 1880 WAS 5,010; AND IN 1870 WAS 3,908.

FRANKLIN ELECTRIC STREET RY.—

In January, 1900, reported to have been purchased by the new Oil City Traction Co., which recently secured a franchise to operate in Oil City. Work on the latter is expected to begin in the spring of 1900, and the two towns be connected.

Stock (par $50), $60,000; 1st mortgage ($50,000) 6s, 1894, due 1924, $2,000; unfunded debt June 30, 1899, $42,888. Operates 3⅓ miles of track through the principal streets of Franklin, Pa. Rail, 60 lb. For year ending June 30, 1899, gross, $14,436; net, $2,473. In 1897-8 gross, $13,651; net, $1,591. In 1896-7 gross, $13,762; net, $1,426.

OFFICERS—President and Treas., E. W. Echols; Sec'ry, G. S. White.

FREDERICK, MARYLAND.

POPULATION IN 1890 WAS 8,193; IN 1880 WAS 8,659; AND IN 1870 WAS 8,526.

FREDERICK & MIDDLETOWN ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Commenced operation in fall of 1896. Capital stock authorized, $100,000; issued, $40,000. First mortgage of 1897 is for $70,000 (all issued), 5 per cent, gold, $1,000, bonds, c*, interest J.&J.; principal maturing Jan. 1, 1917, but subject to call at par on and after Jan. 1, 1907; trustee, Maryland Trust Co., Baltimore. Floating debt June 30, 1899, $10,500. Year ending June 30, 1899, gross was $20,458; operating expenses about 60 per cent.

ROAD—Frederick to Middletown, 9 miles. Has leased the Catoctin & Myersville Electric, Myersville to Middletown, 5½ miles, constructed in 1898. President and Gen. Man., Geo. W. Smith.

FREDONIA, N. Y.

POPULATION IN 1890 WAS 3,399; IN 1880 WAS 2,692 AND IN 1870 WAS 2,546.

DUNKIRK & FREDONIA RAILROAD—

A trolley road. Population in 1895 estimated at 4,000.

ORGANIZATION—Chartered April 21, 1864. Company is also engaged in electric lighting and steam heating, the expenses of these departments being included in the railroad operating expenses and the receipts are shown in other income. In June, 1897, purchased Fredonia gas plant for $9,600, giving note therefor (included in bills payable June 30, 1898). Securities and earning are as follows:

		EARNINGS—Year ending June 30:	1899.	1898.
Stock auth., $150,000; par $100; stock sold	$116,200	Gross	$20,418	$19,410
1st mort. 5s, J. & J. (Due July 1, 1911)	40,000	Net	7,628	7,101
Bills payable June 30, '98	21,294	Other income	9,376	6,659
		Int. and taxes	5,086	4,218
		Dividends	6,972	*21,486

ROAD—Owns 3½ miles of single and one-fifth miles of second track.

* This includes a stock dividend of 15 per cent.

OFFICERS.—Secretary-Treasurer and Manager, Milton M. Fenner.

GALESBURG, ILL.

POPULATION 1890 WAS 15,264; IN 1880 WAS 11,437; AND IN 1870 WAS 10,158.

GALESBURG ELECTRIC MOTOR & POWER—A trolley road.

ORGANIZATION—Charter extended Dec. 29, 1899, for 20 years. Is a consolidation of the College City Street Ry. and the Galesburg Street Car companies.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($210,000), par $100	.....	.....	$210,000	.....
1st M. ($125,000)	1892	M-S	115,000	1902

Subject to call at 105 after Sept. 1, 1897. Trustee, Nor. Trust Co., Chic.

The company pays for improvements out of earnings and in 1899 retired $10,000 of the 1st mortgage bonds.

ROAD—Owns 16 miles of track laid with 60-lb. T rails, in Galesburg; Ill., extending also to East Galesburg and Knoxville. An extension of 4 miles will be built in 1900. Operates 30 cars.

OFFICERS—President and General Manager, Fred. Seacord; Vice-President, R. Chappell; Secretary and Treasurer, Loren Stevens.

GALVESTON, TEX.

POPULATION 1890 WAS 29,084; IN 1880 WAS 22,248; AND IN 1870 WAS 13,818.

GALVESTON CITY RAILROAD—A trolley road.

ORGANIZATION—Incorporated May 2, 1871.

RECEIVERSHIP.—R. B. Baer appointed receiver in October, 1897.

On Sept. 5, 1899, main property was purchased at foreclosure sale for $905,000 by Julius Runge, President of the company, representing the stockholders, but he failed to make the final payment of $895,000 and the property was ordered re-sold Feb. 6, 1900, when it was bid in by Charles E. Hotchkiss, representing the Guaranty Trust Co., the trustee for the bondholders. He bid $905,000. The road is to be reorganized, and it is rumored that the new company will have only $750,000 bonds, with $500,000 stock.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $50)	.....	See text	$1,000,000	.....
1st mort. $1,000,000, g., $1,000 c.	1893	5 g J-J July, '97, coupon in default. Guar. Tr. Co. of N. Y., Trustee, New York City.	1,000,000	Jan. 1, 1913
2d M. $75,000 ($1,000 each)	.....	6 quar.	As collateral.	(?)

ROAD—	*Miles.*	*Proprietary road* (Entire st'k & bonds owned)	*Miles.*
Owned in fee, main line	36	Gulf City St. R'y & Real Est. Co.	5
Sidings	½		
Weight of rail	40 lbs.	Total of all	41½

Yrs. end. Dec. 31.	1897.	1896.		1897.	1896.
Gross earnings	$213,468	$212,661	Damages, etc	$12,473	.....
Net over taxes.	83,488	80,342	Approx. surp	10,574	$23,165
Interest	60,439	57,177	Tot. surp. Jan. 1.	.....	23,191

OFFICERS—President and Gen'l Manager, Julius Runge, Galveston; Secretary, A. Drouilhet; Treasurer, J. Lobit,—V. 65, p. 728, 824; V. 68, p. 618; V. 69, p. 541, 1345; V. 70, p. 280.

GARDNER, MASS.

POPULATION IN 1895 WAS 9,182; IN 1890 WAS 8,424; IN 1880 WAS 4,988; IN 1870 WAS 3,333.

GARDNER WESTMINSTER & FITCHBURG STREET RY.—

In December, 1899, absorbed the Gardner Electric Street Ry., and received permission from the Massachusetts Railroad Commissioners to issue $50,000 of stock to acquire the same. Company was also authorized to issue $100,000 of original stock for construction and equipment.

ROAD—Operates 12 miles of main track between Fitchburg and Gardner via Westminster; also is constructing a branch line to Wachusett Lake, which is expected to be open for traffic early in 1900. —V. 69, p. 1247.

GENEVA, N. Y.

POPULATION 1890 WAS 7,557; IN 1880 WAS 5,878; AND IN 1870 WAS 5,521.

GENEVA WATERLOO SENECA FALLS & CAYUGA LAKE TRACTION—Trolley.

ORGANIZATION—Chartered Nov. 24, 1894. February, 1895, consolidated with Geneva & Waterloo and other companies. The new company owns the Cayuga Lake Park property of 50 acres.—V. 60, p. 562

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstan'g.*	*Maturity.*
Com. stock, par, $100	.....	.....	.....	$350,000	.....
Pref. stock, $100,000	.....	.....	.....	100,000	.....
1st M., ($500&$1,000) g. c*	.....	1895	6 g. A-O	436,500	Apl. 1, 1920

Bills payable June 30, 1899, $3,381.

Interest at West End Tr. & S. D. Co., Phila., trustee.

Stock.—In November, 1896, the stockholders surrendered $100,000 of common stock, which was duly made into preferred stock, of which 100 shares was paid to the stockholders who had surrendered the 1,000 shares of common stock.

Bonds—On June 30, 1899, $63,500 of bonds were unissued.

ROAD—The road extends from Geneva to Cayuga Lake Park through Waterloo and Seneca Falls, 17 miles; sidings, ¾ miles. Rails 70-lb. girder and 60-lb. T.

EARNINGS—For year ending June 30, 1899, gross, $50,856; net, $27,103; other income, $1,983; interest, $26,266; taxes, $2,381; park expenses, $4,207; def. for year, $3,768. In 1898, gross, $60,778; net, $25,786; other income, $2,014; interest, $2[illegible]; taxes, $2,360; Park expenses, $1,368; def. for year, $5,280.

President, Isaac M. Thomas, Wilkesbarre, Pa.; Secretary and Treasurer, W. C. Gray, Seneca Falls.—V. 60, p. 562

GIRARDVILLE, PA.

POPULATION 1890 WAS 3,584; IN 1880 WAS 2,730. POPULATION TRIBUTARY TO SCHUYLKILL TRACTION, 75,000.

SCHUYLKILL TRACTION CO.—A trolley road.

ORGANIZATION—Chartered Sept. 26, 1892, and in June, 1893, completed an electric road, 22½ miles in length, in the anthracite coal basin of Schuylkill County. The population tributary aggregates about 75,000 people, and it passes about forty collieries.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $1,000,000, $100	.....	.....	.....	$1,000,000 f.p.	.....
1st M. ($500,000), g., s. f. $10,000 yr'ly after Apl. '98....c*	22½	1893	5 g A-O	500,000	Apr. 1, 1943

Interest is paid at Equit. Tr. Co., Trustee, Phila. Bonds may be purchased for sinking fund at 105.

ROAD—Owns 22½ miles of track (length of line from extreme points about 15 miles), being in the form of a Y, with Girardville, where the power house is situated, as a centre. Rails 50, 60 and 70 lb. T.

ANNUAL REPORT—Earnings for years:

Years—	*Gross.*	*Net.*	*Interest.*	*Bal., surp.*
1898-99 (year end. June 30)	$88,819	$29,883	$25,000	$4,883
1897-98 (year end. June 30)	90,279	33,990	25,000	8,990
1896-97 (year end. Sept. 30)	92,778	36,911	25,000	11,911

OFFICERS—President, Dallas Sanders, Philadelphia; Secretary and Treasurer, J. A. Johann, Philadelphia; General Manager and Purchasing Agent, E. W. Ash, Girardsville, Pa.—V. 63, p. 795

GLENS FALLS, N. Y.

POPULATION 1890 WAS 9,509; IN 1880 WAS 4,900; AND IN 1870 WAS 4,500.

GLENS FALLS SANDY HILL & FORT EDWARD STREET RAILROAD—A trolley road.

ORGANIZATION—Chartered Sept 28, 1885; amended 1891. Estimated population of district served, 1898, 27,500.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $150,000, par $100.	....	5 Q.-F.	$150,000	Nov,'99, 1¼%
1st M. (no option) ($500 and $1,000).....c.	1891	6 J-J	100,000	July 1, 1911
2d mortgage ($500).....c.	1893	6 J-J	50,000	July 1, 1913

Interest at Merchants' Nat. Bank, Glens Falls.

DIVIDENDS—In fiscal year 1894-95 paid 1 per cent.; in 1895-6, 4 p. c.; in 1896-7, 5 p. c.; in 1898, 5 p. c.; in 1899 the August quarterly dividend of 1¼ p. c. was omitted (on account of large expenditure for street paving) making payments for calendar year only 3¾ per cent. In 1900 changed to semi-annual—April and October.

ROAD—Glens Falls to Fort Edward, 7·34 miles; sidings, 1·18 miles; race track branch, ½ mile; So. Glens Falls Branch (completed Oct. '96) 1½ miles; total track, 10·52 miles. Rails 40 to 80 lbs. Some extensions proposed in 1900.

ANNUAL—Earnings for fiscal years ending June 30:

	Gross.	*Net.*	*Other inc.*	*Int. & tax.*	*Dividends.*	*Bal., sur.*
1898-9	$63,003	$26,640	$3,488	$11,456	(5%) $7,500	$11,172
1897-8	61,537	16,980	2,882	11,082	(5%) 7,225	1,555

OFFICERS—President, J. M. Coolidge; Secretary, Treasurer, F. F. Pruyn; Supt., F. W. Kinmouth; Gen'l Mgr., H. H. Pruyn.

GLOVERSVILLE, N. Y.

POPULATION 1890 WAS 13,864; IN 1880 WAS 7,133; AND IN 1870 WAS 4,518.

CAYADUTTA ELECTRIC RAILROAD—

ORGANIZATION—Leased for 999 years from May 1, 1894, to the Fonda Johnstown & Gloversville (steam road), which guarantees bonds, principal and interest, and agrees to pay leased road net earnings up to 4% on capital stock per annum, besides paying all fixed charges.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $350,000	.....	.....	$335,210	.....
1st. mort., $350,000 gold $1,000, guar. p. & i.	1892	6g. A-O	350,000	Oct. 1, 1922

Int. at Farmers' Loan & Tr., N. Y. City

Current liabilities June 30, 1898... ..... $96,483 .....

ROAD—Owns 14½ miles of single track and ·4 miles of sidings.

EARNINGS—The earnings are included in those of the Fonda Johnstown & Gloversville RR. Co.

JOHNSTOWN GLOVERSVILLE & KINGSBORO RR.—An electric road.

ORGANIZATION—Chartered Nov. 12, 1873, and in November, 1893, leased to the Fonda Johnstown & Gloversville (steam) Railroad Co. for 999 years, its bonds being assumed and 8 per cent per annum being guaranteed on its stock.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Stock, $50,000 (par, $100).	....	.....	8 p. c.	$50,000	.....
1st mortgage	4·11	.....	6 J-J	50,000	1913

Interest is payable at the Metropolitan Trust Company, N. Y. City.

ROAD—Owns single track, main line, from Johnstown to Gloversville, 4·08 miles; branch, ·03; total, 4·11 miles.

GOSHEN (ELKHART CO.), IND.

POPULATION 1890 WAS 6,033; in 1880 WAS 4,123; AND IN 1870 was 3,133.

For Indiana Electric, see South Bend, Ind.

GRAND RAPIDS, MICH.

POPULATION 1890 WAS 60,278; IN 1880 WAS 32,016; AND IN 1870 WAS 16,507.

CONSOLIDATED STREET RY—A trolley road.

ORGANIZATION, ETC.—In Jan., 1899, the holders of the reduced consolidated bonds, $1,200,000, were operating the property in the attempt "to get something out of it for their interest, which is now two years in arrears." But in November, 1899, latest coupon on each issue of bonds reported paid.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, common	....	.....	$1,500,000	.....
do preferred	....	.....	1,230,000	.....
Street Ry. Co. 1st mort. $1,000.....c* & r.	1887	6 J-D	600,000	June 1, 1912
Consol. St. Ry. Co. 1st M. $3,000,000 gold	1891	5 g F-A	1,200,000	Aug. 1, 1916
North Park Street Ry., 1st, $75,000 ($1,000)..	1894	5 J-J	50,000	July 1, 1914

Int. at Mich. Tr. Co., trustee, Gr. Rapids, Mich.

Consolidated St. Ry. 5s of 1891 for $2,400,000 were issued, but in February, 1896, bondholders voluntarily surrendered one-half their bonds, receiving preferred stock therefor at par.

ROAD—In Nov., 1899, operated 49 miles of track, including North Park Street Railway, 4½ miles.

OFFICERS—President, Gen. Man. and Pur. Agt., G. S. Johnson; Vice-President, D. M. Cummings; Secretary, O. S. Gaither.—V. 67, p. 319.

GREAT FALLS, MON.

POPULATION 1890 WAS 3,979.

GREAT FALLS STREET RY—A trolley road.

ORGANIZATION—In hands of W. D. Dickenson as receiver.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $200,000, par $25	....	.....	....	$100,000	.....
M. for $500,000 gold....	....	1891	6 g J-D	246,500	June 1, 1905

Mortgage trustee, Massachusetts Loan & Trust Co., Boston.

ROAD—Operates 8⅔ miles of track and 8½ miles of road.

EARNINGS—For year 1898 gross, $26,500; net, $100.

GREEN BAY, WIS.

POPULATION IN 1890 WAS 9,069; IN 1880 WAS 7,464; IN 1870 WAS 4,666.

FOX RIVER ELECTRIC RAILWAY & POWER.—Trolley.

This is a reorganization of the Fox River Electric, sold at foreclosure Jan. 14, 1899. (V. 68, p. 129.) In October, 1899, purchased the McCartney Street line. In Jan., 1900, was reported to have purchased also the Appleton Electric Light & Power.

STOCK AND BONDS.	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Com., (par $100), $25,000..	....	....	....	.....
Pf. 5% cum. ($100), 125,000..	....	....	....	.....
M. g. (par $50, $100, $500), $150,000	1899	5 g.	$115,000	July 1, 1919

Interest at Milwaukee Tr. Co., trustee.

ROAD—Owns and operates all lines in the City of Green Bay, and also a line from Green Bay to De Pere, 20 miles in all; 45 and 78-pound rail; 17 motor cars, 8 trailers.

OFFICERS (new).—President, H. S. Eldred, Milwaukee; Vice-President, A. M. Murphy, Green Bay; Secretary, B. L. Parker, Green Bay; Treas. and Gen. Man., Mitchell Jeannes, Green Bay.—V. 68, p. 129.

GREENFIELD, MASS.

POPULATION IN 1895 WAS 6,229; IN 1890 WAS 5,252; IN 1880 WAS 3,903; AND IN 1870 WAS 3,589.

GREENFIELD & TURNERS FALLS STREET RAILWAY.—A trolley road.

ORGANIZATION—Commenced operation June 24, 1895. Owns 750 feet steel bridge across the Connecticut River at Deerfield. In June, 1899, stockholders voted to increase stock $30,000 (to $130,000), $15,000 to be used to extinguish floating debt and $15,000 to build an extension of 2·2 miles (since completed) to Montague town, Lake Pleasant and Millers Falls.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock, $130,000, ($100)	.....	.....	$130,000	4% in '98-99
1st mort., gold, s. f ...	1896	5 g. J&D	94,000	June 1, 1916

Interest at Beacon Trust Co., Boston.

BONDS—The mortgage (originally $100,000) provides for the payment of $2,000 annually from 1897 to 1915, inclusive, at a premium.

ROAD—Greenfield to Deerfield, Montague City and Turners Falls, 15·06 miles; sidings, 0·41 miles; total track, 15·47 miles.

EARNINGS—For year ending Sept. 30, 1899, gross, $37,063; net, $12,790; interest and taxes, $5,922; 4 p. c. dividends, $4,000; surplus, $2,868. In 1898, gross, $34,585; net, $12,516, applicable to interest, taxes and 8 p. c. dividends. President, Frank E. Lowe; Treasurer, Frank E. Pierce.—V. 63, p. 76.

HAGERSTOWN, MD.

POPULATION 1890 WAS 10,118; IN 1880 WAS 6,627; IN 1870 WAS 5,779.

HAGERSTOWN RAILWAY.—A trolley road.

ORGANIZATION—Chartered March 12, 1896, for 40 years. Has contract with the city to furnish electric lighting.

STOCK & BONDS—Capital stock, $200,000; par, $50. First mortgage is for $200,000 gold 6 p. c. bonds, dated 1896, due May 1, 1916, interest, Q.—F., at office of Commonwealth Guaranty Trust & Safe Deposit Co. of Harrisburg, Pa., trustee of mortgage.

ROAD—Hagerstown to Williamsport and Funkstown, 13 m. of track.

President, Christian W. Lynch; Treasurer, Wm. Jennings.

HAMILTON, OHIO.

POPULATION IN 1890 WAS 17,565; IN 1880 WAS 12,122; AND IN 1870 WAS 11,081.

CINCINNATI & MIAMI VALLEY TRACTION.—See Cincinnati.

HAMMOND, IND.

POPULATION 1890 WAS 5,428; IN 1880 WAS 699.

HAMMOND WHITING & EAST CHICAGO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1892. Franchise runs till 1917. Controlled in interest of South Chicago City Ry. V. 62, p. 86.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $300,000	....	.....	.....	$287,000	.....
1st M., $100,000, gold	22	1894	5 g. M-S	100,000	Mar. 1, 1904

Interest payable at Northern Trust Co., mortgage trustee, Chicago, Ill.

ROAD—Owns 22 miles of track, extending from State line at Roby to Whiting, East Chicago and Hammond, and operates in connection with South Chicago City Ry. to 63d St. and Madison Ave. in Chicago.

OFFICERS—President, A. Murray Turner; Vice-President, D. M. Cummings; Secretary & Treasurer, O. S. Gaither.—V. 62, p. 86, 502.

HARRISBURG, PA.

POPULATION 1890 WAS 39,385; IN 1880 WAS 30,762 AND IN 1870 WAS 23,104.

HARRISBURG TRACTION—A trolley road

ORGANIZATION—Organized in May, 1895. The dividends in February and August, 1899, aggregating 4 per cent, were paid in stock, the money being used in reducing floating debt. Dividend period changed to quarterly, and 1 per cent paid in cash Oct, 1899, and 1½ p. c. Feb. 1, 1900. See V. 69, p. 74; V. 70, p. 125.

There have been rumors of a change of ownership and of consolidation with other roads, but these are denied. V 63, p. 227; V. 69, p. 743.

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Last Div
Harrisburg Traction, stock, $,000,000...	50	.....	Text.	$1,945,548	See text
Citizens' Passenger— 1st M., $75,000, gold	.....	1894	6 g. M-N	75,000	May 1,1924
Int. at Com'wealth Guar. Tr. Co., Harrisburg					
Leased to E. Har. Pass. Ry.—					
Harris. City Pass. stk..	25	.....	12 J-J	$125,000	Lease rent
Middletown H.& S.stk.	50	.....	10 J-J	100,000	Lease rent

The Traction Co. holds in its treasury $700,000 (all) stock of the East Harrisburg Passenger Railway and $235,000 (all) of the Citizens' stock.—V. 60, p. 873. Bills payable June 30, 1899, $52,500.

ROAD—Leases and operates 47 miles of track as follows: East Harrisburg Passenger, 24 miles; Citizens' Passenger, 6 miles; Harrisburg City Pass., 5 miles; Middletown Highspire & Steelton Pass., 12 m.

LATEST EARNINGS.—Five months to Nov. 30.

1899.....Gross, $146,451; net, $63,993
1898.....Gross, 160,074; net, 84,422

EARNINGS for years ending June 30:

12 *mos.*	*Gross.*	*Net.*	*Int., taxes, etc.*	*Dividends.*	*Bal., sur.*
1898-99	$322,929	$174,096	$46,196	*$75,548	$52,352
1897-98	245,065	117,210	49,229	46,750	21,231
1896-97	221,789	90,028	52,518	18,700	18,810

* Dividend was paid in stock.

OFFICERS—Pres., Edward Bailey; V.-Pres., B. F. Myers; Sec. and Treas., W. J. Calder; Supt. and Pur. Agt., F. B. Musser.—V. 63, p. 227; V. 69, p. 743; V. 70, p. 125.

HARRISBURG & MECHANICSBURG ELECTRIC RAILWAY CO.—A trolley road.

ORGANIZATION—Operates 7 miles of track. In 1898 control secured by new interests. Extensive changes and improvements contemplated.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock auth., $225,000.....	.....	.....	$144,500	.....
1st mort., $224,000, gold....	1894	6 g. M-S	144,500	Sep.,1914

Interest is payable at office of trustee, the Harrisburg Trust Co. For year ending June 30, 1899, gross, $25,299; net, $10,102; interest and taxes, $10,080; surplus, $22. President, Spencer C. Gilbert; Sec.-Treas., W. L. Gorgas, Harrisburg.

HARTFORD, CONN.

POPULATION 1890 WAS 53,230; IN 1880 WAS 42,553; AND IN 1870 WAS 37,743.

HARTFORD MANCHESTER & ROCKVILLE TRAMWAY CO.—

STOCK & BONDS—	Date.	Interest.	Outstand'g.	When due.
Stock $500,000 (par $100)	.....	.....	$300,000	.....
1st mort., $300,000.....	1894	5 A-O	200,000	Oct. 1, 1924
Bills payable June 30,'99	.....	.....	7,000	.....

ROAD—Operates 18·75 miles of track, extending to Manchester, Talcotville and Rockville.

EARNINGS—Twelve months ending June 30, 1899, gross, $109,992; net, $34,476; interest, taxes, etc., $13,2 2; balance, surplus for year, $21,274.

OFFICERS—President, M. S. Chapman; Sec., J. W. Haynes; Treas. R. O. Cheney.—V. 65, p. 1069.

HARTFORD & SPRINGFIELD RY.—

ORGANIZATION—Chartered in 1898 to build between Hartford and Springfield, Mass., on both sides of the Connecticut River, including link on the east side to connect the Hartford system with the Enfield and Long Meadow Road. Is successor to the Hartford & Springfield Railway. In January, 1900, the road was practically dormant, substantially nothing having been done during 1899. Geo. W. Dunham, President, Flemington, N. J.

HARTFORD STREET RAILWAY—A trolley road.

STOCK & BONDS—	Date.	Inter't.	Outstanding.	Last div., &c.
Stock ($2,000,000, par $100).	....	Q-J	$1,000,000	Jan. 2,'00, 1½%
Hartford & Wethersf'd 5-20 year Deb's.	1892	5 M-S	100,000	Sept. 1, 1912
do do do	1893	5 J-J	100,000	July 1, 1913
Hartf. St. Ry. do do	1894	5 A-O	300,000	Oct. 1, 1914
do do do	1894	5 J-D	300,000	Dec. 1, 1914
do do do	1895	5 M-N	300,000	May, 1915
do do do	1895	5 F-A	300,000	Aug., 1915
do do do	1896	5 M-S	277,000	March, 1916
East H. & Glastb. debentures guar., red. Dec. 1, 1900....	1897	5 J-D	200,000	Dec. 1, 1927

Floating debt June 30, 1899, $100,000.

Interest is payable at Connecticut Trust Co., Hartford, Conn.

STOCK—In 1898 $800,000 stock was issued, making the total amount outstanding $1,000,000. A portion of the proceeds was used to retire $300,000 Hart. & Weth. debenture 5s.

The debentures are all subject to call at par after five years from date of issue. They will all be secured by any future mortgage.

Dividends.—In 1894, 6 p.c.; '95, 6; '96, 6; '97, 6 p. c.; '98, 7½ p. c. '99, 6 p. c.; in 1900, Jan. 2, 1½ p. c.

ROAD—Lines extend to Wethersfield, West Hartford and Windsor. East Windsor, East Hartford and South Glastonbury, in all 65·6 miles main track and 6·2 miles sidings, etc. Standard for the city is 90-lb. girder rails and in the country T rails. An extension built in 1899 of about three-quarters of a mile.

East Hartford & Glastonbury Horse RR. (name changed in 1899 to East Hartford & Glastonbury Street Railway) is controlled by ownership of stock and leased for 30 years from 1897. Part of the Newington Tramway, from Newington Church to Hartford, was purchased in 1897, and a through line from Hartford to New Britain is operated via the Central Ry. & Electric Co. of New Britain.

EARNINGS—For fiscal year ending June 30 in 1899 and years ending Sept. 30 in 897 and 1896, earnings have been:

	Gross.	*Net*	*Int. & taxes.*	*Dividends.*	*Bal., sur.*
1899.....	$618,913	$185,206	$142,763	$41,000	$113
1897.....	576,992	188,351	145,386	12,000	30,965
1896.....	531,389	164,218	117,229	12,000	34,989

OFFICERS—President, E. S. Goodrich; Vice-President, Samuel G. Dunham; Sec. and Treasurer, Daniel R. Howe. V. 65, p. 1069, 1173.

FARMINGTON STREET RAILWAY.—Trolley.

ORGANIZATION—This is the Hartford & West Hartford Horse RR. sold in foreclosure August 1, 1899. Old bondholders received stock in exchange for their bonds. No bonds now. In Feb., 1900, motion pending to have sale set aside.

STOCK & BONDS—	Par.	Date.	Outstanding	Maturity.
Stock, $189,000	$100	....	$189,000 (% paid)	.... ..

ROAD—Operates 13½ miles of track laid with 65-pound T rails, 10 miles of which it owns and upon 3½ miles it has trackage rights. Extends from Hartford to Farmington and Unionville.

EARNINGS—For 9 months ending June 30, 1898, earnings of the old Hartford & West Hartford were gross, $29,559, net, $330. For year ending Sept. 30, 1897, gross, $42,089; net, $7,017; interest and taxes, $7,128; balance, deficit for year, $111.

OFFICERS—President, S. D. Coykendall, Rondout, N. Y.; Secretary and Treasurer, E. D. Robbins, Hartford, Conn.—V. 65, p. 1069; V. 68, p. 524, 1225; V. 69, p. 283.

HAVERHILL, MASS.

POPULATION IN 1895 WAS 30,209; IN 1890 WAS 27,412; IN 1880 WAS 18,472; AND IN 1870 WAS 13,092.

HAVERHILL & AMESBURY STREET RY.

A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $250,000 par $100..	.....	See text	$150,000	Oct.,'97, 3%
Black Rock & Salish'y Beach 1st mortgage, gold.....	1891	5g. J-J	111,000	July 1, 1911
	Interest at International Tr't Co., Boston.			
Haverhill & Amesb'y Consol. M. $250,000 g., $1,000. c*	1892	5g. J-J	179,000	July 1, 1912
	Int. at Am. Loan & Tr. Co., trustee, Boston.			
Debenture notes.....	1891	6 J-D	200,000	1911
	Interest at Am. Loan & Tr. Co., Boston.			
Loans payable Sept. 30,'98.	.... ..		26,599	.....

DIVIDENDS—Nov. 1, 1892, paid 4 per cent; Sept. 25, 1894, 4 per cent; in year 1894-95, 4 per cent; in 1895-96, none; in 1897, Oct., 3 p. c. None since to January, 1900.

ROAD—Has 27½ miles of track, including sidings, etc.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	Gross.	*Net.*	*Int. Taxes, &c.*	*Bal., Sur.*
1898-99.....	$101,937	$34,960	$31,454	$2,506
1897-98.....	89,·65	31,276	30,882	394

OFFICERS—President, Charles Goss, Amesbury, Mass.; Secretary and Treas'r, Geo. A. Butman; Office, 8 Congress St., Boston.—V. 68, p. 672.

HAZLETON, PA.

POPULATION 1890 WAS 11,872; IN 1880 WAS 6,935; AND IN 1870 WAS 4,317.

LEHIGH TRACTION CO.—

ORGANIZATION—Chartered Nov. 7, 1892. Franchise perpetual. Owns, controls and has leased for 999 years, at an annual rental of $1 each the Hazleton & Suburban Electric Ry., capital $30,000; Hazleton & South Side Electric Ry., capital $75,000; Hazleton & North Side Electric Ry., capital $75,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
St'k $1,000,000 (au.) p. $100.	.....	.....	$1,000,000 f. p.	.....
1st mort. $500,000, gold, $100, $500, $1,000. c*	1893	5g. J-D	500,000	June 1 1923
	Trustee, Markle Bank'g & Tr. Co., Hazelton.			
Car barn bonds, $55,000.	1895	5g. M-S	55,000	1925
Hazle Park b'ds, $60,000.	1895	5g. A-O	30,000	1925
Bills payable Jan. 1, 1900	.....	.....	50,000	.....

Interest (free of all taxes) is payable in New York or Philadelphia exchange, if desired, at par, and is so stated on the coupon.

ROAD—Operates 23 miles of road laid with 60 lb. new steel T rails, oak ties, well ballasted. Road extends from Hazleton to West Hazleton, to Yorktown (connecting with Penn. RR. and Lehigh Valley RR.), to McAdoo (South) and Milnesville, Latrimer, Urinas and Freeland (North).

EARNINGS—Fiscal year ending December 31:

Year—	*Gross*	*Net.*	*Int., taxes, etc.*	*Balance.*
1899	$106,515	$48,748	$39,72	sur. $,019
1898.....	97,025	44,187	*53,2 4	def. 9,017

* Including back interest.

Passengers carried in 1898 were 2,089,' 04; in 1899, 2,235,5**4.

OFFICERS—President, C. W. Kline; Treasurer, N. C. Yost; Secretary E. S. Doud; Gen. Man., A. Markle.—V. 64, p. 232; V. 66, p. 233.

HELENA, MON.

POPULATION 1890 WAS 13,834; IN 1880 WAS 3,624; AND IN 1870 WAS 3,106.

HELENA POWER & LIGHT—A trolley road.

ORGANIZATION—This company is a consolidation made in 1894 of the Helena Electric Railway and Helena Rapid Transit, together with the Helena Electric (Light Co.) and the Helena Gaslight & Coke Co.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock	.....	.....	.....	$1,000,000	.....
Helena Gas-Light & Coke 1st Mort.	.....	1890	6 J-J	175,000	July 1, 1910
	Interest at Minneapolis Trust Co., Minneap., Minn.				
Helena Power & L't consol. mortgage..	20	1895	5 per ct.	$250,000	Jan. 1, 1925
	Trustee, Central Trust Co., N. Y. City.				

ROAD—In November, 1899, owned about 24 miles of trolley track.

OFFICERS—President, H. M. Parchen; Treasurer, Herman Grans; Secretary, H. L. Walker.

HENDERSON, KY.

POPULATION 1890 WAS 8,835; IN 1880 WAS 5,365; AND IN 1870 WAS 4,171.

HENDERSON ELECTRIC ST. RY.—Trolley.

ORGANIZATION—Incorporated Feb. 13,'86, under a perpetual charter.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
Stock (par, $100)	.....	.....	$50,000	.....
Consol. mort.,$60,000, cur. $500	1897	6 J-J Int. at Louisv. Tr., Louisville,Ky.,Trustee.	50,000	Jan. 1, 1912

ROAD—Owns about 5 miles of track.

EARNINGS—For fiscal year ending June 30, 1897, earnings were "sufficient to cover fixed charges and interest."

OFFICERS—President, E. P. Millett; Vice-President, E. W. Whiteby; Secretary, E. G. Sebree, Jr.; Treasurer, D. Bank, Jr.

HERKIMER, N. Y.

POPULATION IN 1990 WAS 4,666.

HERKIMER MOHAWK ILION & FRANKFORT ELECTRIC RY.—

ORGANIZATION—Consolidation in February, 1895. On July 1, 1899, owned 5¾ miles of track, 11 motor and 2 trail cars. Capital stock, $150,000; par, $100. First mortgage, $150,000, fives of 1895, J. & J., due 1925; interest at Farmers' Loan & Trust Co., N. Y.

LATEST EARNINGS—6 mos., July 1 to Dec. 31. 1899.....Gross, $25,258; net, $12,240. 1898.....Gross, 21,224; net, 10,443.

For year ending June 30, 1899, gross, $42,038; net, $23,445; other income, $137; charges, $10,422; dividends, $9,009; surplus, $4,160; surplus June 30, 1899, $19,382. Pres., J. Ledlie Hees, Mohawk, N. Y.

HOBOKEN, N. J.

POPULATION 1890 WAS 43,648; IN 1880 WAS 30,999; AND IN 1870 WAS 20,297.

JERSEY CITY HOBOKEN & PATERSON RY.—An electric system.

This is a consolidation Nov.,'99, of practically all the trolley roads in the northern part of New Jersey except the North Jersey Street Railway, and this latter is controlled by the same interests, namely the Shanley-Young syndicate. V. 69, p. 955. The Jersey City Hoboken & Paterson comprises the following roads:

Jersey City Hoboken & Rutherford Electric.
North Hudson County (controlling the Hudson & Bergen Traction and the Pavonia Horse RR.).
Palisades RR.
Paterson Central Electric.
Paterson Horse RR.
Paterson Passaic & Rutherford Electric.
Paterson Railway.
Saddle River Traction.
White Line Traction, formerly the New Jersey Electric.

All the roads enumerated have been completely merged in the Jersey City Hoboken & Paterson, with the exception of the Paterson Railway and the North Hudson County Railway, and in these two cases practically all the stock has been acquired, and merger is to be made presently.

STOCK AND BONDS.—The company made a mortgage for $20,000,000, as described below. Of the new bonds, $10,500,000 are outstanding at the present time. These have been used to acquire the stocks of the various roads absorbed, to retire the $2,459,375 White Line Traction five per cent ad-interim mortgage, and to take up the $404,000 of North Hudson County debenture 6s which were called for payment Feb. 1, 1900. The $300,000 of Paterson City Railway 2d general 6s have been called for payment April 1, 1900, and will be retired then. The remaining old bonds are not subject to call, but it is expected will be largely retired by voluntary exchange for the new bonds.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $20,000,000	.....	.....	$10,500,000	.....
J. C. H. & P. mtg., gold, $20,000,000	1899	4g. M-N see text. Interest at N. J. Tit. Guar. & Tr. Co., Jersey City, Trustee.		Nov.1,1949

BONDS OF CONSTITUENT COMPANIES—*North Hudson County Ry.*

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
1st mortgage ($1,000)	....	6 J.-J.	620,000	Jan. 1, 1914
Consol. mort. ($3,000,000) $620,000 to retire 1st M c*	1888	5 J.-J.	2,378,000	July 1, 1928
2d mortgage ($1,000)	1894	5 M.-N.	835,000	May 1, 1904

Paterson Railway.

Paterson Ry. 1st M	1888	6	J.-D.	$200,000	June 1, 1908
Paterson City Ry M	1890	6	F.-A. Interest at First National Bank of Paterson.	50,000	Aug. 1, 1907
Consol. M., gold, $1,250,000 ($1,000) c	1891	6 g,	J.-D. Trustee, Knickerbocker Trust Co.	1,000,000	June 1, 1931
2d gen. mort., $300,000	1894	6	A.-O. Trustee, Paterson Savings Institution.	300,000	Oct. 1, 1914

EARNINGS—The following gives the earnings for the calendar year 1898 of the various roads now comprised in the Jersey City Hoboken & Paterson, so far as they were operated as separate properties:

	Calendar Year 1898. Gross Inc.	Expenses.	Net.
North Hudson County	$966,279	$654,336	$311,943
New Jersey Electric	277,005	207,820	69,185
Paterson Central Electric	6,448	14,290	def. 7,842
Paterson Horse RR	3,935	3,467	468
Paterson Railway	374,899	208,010	166,889
Total	$1,628,566	$1,087,923	$540,643

ROAD—It has not been possible to get an official statement of the miles of track operated, but it would seem as if the total could not be far from 150 miles.

OFFICERS—President, David Young; Vice-President, John F. Shanley; Treasurer, George W. Roe; Secretary, William C. Doubleday. Office, 23 Hudson Place, Hoboken, N. J.—V. 69, p. 333, 955, 1012.

BERGEN COUNTY TRACTION.—A trolley road.

ORGANIZATION—Began operating April 20, 1896, road from Fort Lee, opposite 125th Street, N. Y., to Englewood, N. J., Leonia, Nordhoff etc. 9 miles of track in operation Nov. 1, 1898, and three miles additional, Leonia to Hackensack, opened for business in March, 1899. Ferry connects line with N. Y. City. Stock authorized, $500,000; issued $200,000. 1st mortgage, $500,000; Land Title & Trust Co. Philadelphia, trustee; $200,000 issued Jan. 1, 1900. Calendar year 1898, gross, $41,583; net, $5,127.

President, Chas. T. Colloday; Vice-President, W. H. Clark; Secretary and Treasurer, W. N. Barrows. Managers, Ford, Bacon and Davis, 149 Broadway, New York City.

HOLYOKE, MASS.

POPULATION IN 1895 WAS 40,322; IN 1890 WAS 35,528; in 1880 WAS 21,915; AND IN 1870 WAS 10,733.

HOLYOKE STREET RAILWAY—Trolley.

ORGANIZATION—Population in 1895 given as 40,322.

STOCK—	Date.	Interest.	Outstanding.	Last div., etc.
Stock, $500,000 ($100)	.....	J-J	$500,000	Jan.,1900,4%
Bonds ($500, etc.)	1895	5 A-O	250,000	Apr. 1, 1915
Leased line rental, Mt. Tom RR. Stock, 6 p. c.	.....	6	100,000	.....

Dividends—In 1892 to Jan., 1900, inclusive, 8 per cent yearly

ROAD—Has 33·26 miles of track Operates Mt. Tom (incline) RR., 4,900 feet long, under a 25-year lease. A "location" has been granted to meet the Northampton St. Ry. at Mt. Tom Junction, giving a through line from Holyoke to Northampton.

EARNINGS—Years ending Sept. 30.

	1899.	1898.		1899.	1898.
Gross earnings.	$241,218	$229,097	Divs. paid (8 p.c.)	$40,000	$32,000
Net	86,189	74,585	Bal., sur. for year	3,103	3,641
Int., taxes, &c.	43,086	38,944			
Bal. for div'nds	43,103	35,641	T'l sur. Sept. 30.	$63,363	$65,260

OFFICERS—President, General Manager and Purchasing Agent, Wm. S. Loomis; Treasurer Wm. R. Hill.—V. 66, p. 616.

HOMESTEAD, PA.

POPULATION 1890 WAS 7,911; AND IN 1880 WAS 592

HOMESTEAD & HIGHLANDS STREET RAILWAY—See Monongahela Street Ry., Pittsburg, Pa.

HOOSICK FALLS, N. Y.

POPULATION 1890 WAS 7,014; AND IN 1880 WAS 4,530.

BENNINGTON & HOOSICK VALLEY RY.—

A trolley road. Population served, 30,000.

ORGANIZATION—A consolidation in October, 1897, of the Hoosick Ry. and Bennington Electric RR. A line was constructed from Bennington to connect the roads, and a $250,000 mortgage has been authorized, of which $90,000 reserved for future needs. Expects to construct its own power plant, and shareholders have authorized an increase in the stock from $160,000 to $200,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, com., $130,000 ($100).	.....	.....	$130,000	.....
Pref., non-cum., non-voting, 5 per cent ($100)	.....	.....	30,000	.....
Ben. & H. V. 1st M., $250,000, gold ($500 and $100)	1897	g. J-J Int. at Intern'l Trust, Boston, trustee.	160,000	Jan.1,1928

ROAD—16½ miles long, connecting Bennington and Hoosick Falls. Owns ten double motors, seven closed and nine open cars. Sixty-pound T rails.

EARNINGS—For 9 months ending Dec. 31, 1899, gross, $26,604.

President, George E. Greene; Vice-President, W. M. Holmes; Treasurer, I. E. Gibson, Bennington, Vt.; Sec. and Supt., E. H. Libby, Hoosick Falls.

DIRECTORS—Edward L. Bates, Irving E. Gibson, George E. Greene, Joseph Buckley, Watson M. Holmes, Levi E. Worden, F. S. Donnell, J. B. V. Quackenbush and Frank H. White.

HORNELLSVILLE, N. Y.

POPULATION 1890 WAS 10,996; IN 1880 WAS 8,195; AND IN 1870 WAS 4,552.

HORNELLSVILLE ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered Dec. 16, 1891. Road completed in 1893.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $50,000 (par, $100)	.....	.....	$50,000	.....
1st mortgage ($500)	1892	5 J-J	50,000	July 1, 1912
2d mortgage ($500)	1895	6 J-J	20,000	1915

Interest is payable at the Fourth National Bank, New York City.

ROAD—Single track main line in city, 4·34 miles; branch line, ·50; sidings, ·22; total of all, 5·06 miles.

EARNINGS—For years ending June 30:

	Gross.	Net	Other inc.	Int. & taxes.	Balance.
1898-99	$11,700	def.$379	$2,060	$3,258	def. $1,577
1897-98	10,904	def. 987	7,054	4,111	sur 1,956

OFFICERS—President, Charles Adsit; Vice-President, F. D. Sherwood; Secretary, De Merville Page; Treasurer, George T. Rehn.

HORNELLSVILLE & CANISTEO RY.—

ORGANIZATION, ETC.—Owns 4·32 miles of trolley track.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $50,000, par, $100	.....	.....	$50,000	.....
1st mortgage	1892	6 A&O	50,000	Oct. 1, 1912
Canisteo Valley Ry. bonds	.....	.....	5,500	.....

EARNINGS—Year ending June 30:

	Gross.	Net.	Other Income.	Int. & Taxes.	Surplus.
1898-99	$15,039	$4,677	$25	$3,802	$906

OFFICERS—President, D. M. Page; Secretary, Charles Adsit.

HOT SPRINGS, ARK.

POPULATION 1890 WAS 8,086; IN 1880 WAS 3,554; AND IN 1870 WAS 1,276.

HOT SPRINGS STREET RAILROAD—Trolley.

ORGANIZATION—Chartered in 1894; successor to Hot Springs Electric Street Railway. Controls Fountain & Suburban RR., 1 mile.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000	.....	.....	$200,000	.....
1st mortgage, gold	1894	6g. J-D	200,000	June 1, 1924

Trustee is St. Louis Trust Company, St. Louis, Mo.

ROAD—Operates 11·8 miles of track. Extensions of 2 miles proposed in 1899.

OFFICERS—President, S. W. Fordyce; Secretary, C. E. Maurice; Treasurer, General Manager and Purchasing Agent, C. G. Convers.

HOUSTON, TEXAS.

POPULATION 1890 WAS 27,557; IN 1880 WAS 16,513; AND IN 1870 WAS 9,382.

HOUSTON ELECTRIC STREET RAILWAY —A trolley road.

ORGANIZATION—Successor in September 1, 1896, to the Houston City Street Ry., which was sold in foreclosure May 6, 1896. V. 61, p. 925

NEW STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
Stock, $2,000,000 ($100)	.....	J.-J.	$428,000	.....
Con. M., s. f., $1,000,000 gold ($500) ..... c*	1896	5 g. M-S	880,000	Sept. 1, 1921 Subject to call at 105 after 1916
Income mort.	1896	6 p. c.	$775,000	1917

Interest at International Trust Co., Boston, consol. mort. trustee.

Bonds—Consol. 5s can be called for payment at 105 after 1916. Sinking fund of 15 per cent of net earnings begins in 1899, and after Jan., 1906, is limited to 5 p. c. of outstanding bonds. Bonds authorized at $10,000 per mile on new construction.

ROAD—Operates 35 miles of track.

EARNINGS—From Jan. 1 to Dec. 31, gross, $217,989 in 1899; $202,622 in 1898.

REPORT—Earnings for years ending Dec. 31:

	Gross.	Net.	Other inc.	Int. & tax.	Bal., sur.
1898.	$202,620	$62,046	$2,218	$56,439	$7,825
1897.	189,857	64,048	2,039	54,442	11,645
1896.	202,240	76,479	1,680	¶22,272	55,887

¶ Includes interest ($15,372) only from Sept. 1, 1896, 4 months.

OFFICERS—President and Treasurer, A. N. Parlin; Vice-Pres. and General Manager, H. F. McGregor; Secretary, F. J. De Meritt; Assistant Treasurer, J. W. Payne.

DIRECTORS—A. N. Parlin and George E. Smith of Boston; Austin Corbin of New York, and F. A. Magee, H. F. MacGregor, J. H. Kirby, T. W. House, W. D. Cleveland and E. P. Hill, of Houston. -V. 61, p. 112, 281, 611, 925; V. 62, p. 84, 277, 548, 869; V. 63, p. 229; V. 66, p. 950.

HOUSTON HEIGHTS ELECTRIC STREET RAILWAY-

ORGANIZATION—This line starts from the manufacturing portion of Houston Heights, extends through the residence district, and terminates in the centre of Houston, affording rapid transit to and from all portions of the Heights. Mortgage is for $100,000 and is dated 1893; interest in default since May 1, 1895. still in default Jan., 1900

OFFICERS—President, Edw. S Ellis; Vice President, F. J. De Merritt; Secretary and Treasurer, D. D. Cooley.

HUDSON, N. Y.

POPULATION 1890 WAS 9,970; IN 1880 WAS 8,670; AND IN 1870 WAS 8,·15.

ALBANY & HUDSON RAILWAY & POWER —Is a consolidation of Hudson Street Railway, Hudson Light & Power Co , Kinderhook & Hudson RR., Greenbush & Nassau Electric, Citizens' Electric Light & Power of Hudson and Kinderhook Power & Light Co. Intention is to build an electric line between Hudson and Albany, to be operated by the third-rail system; the new company, it was reported would build a 10-mile connecting link between Niverville and Albany and also a new steel bridge at Rensselaer 1,900 feet long to cross the New York Central and Boston & Albany railroads It will also supply light and power along its route The conversion of the entire system to the third-rail electric is now being made. In Nov., 1899, contracts had been given for all new construction of roadbed, bridges, hydraulic power station, dams, &c. Stock authorized, $2,500,000; present issue, $2,000,000; par $100 Bonds, 1st mortgage 40-year 5 per cent gold (M. & S.) $2,500,000, have been authorized; present issue, $2,000,000; Colonial Trust Co., New York, trustee. The street railways will include 35 miles of main line and 4 miles of sidings In Feb., 1900, made contract giving it privilege to enter Albany over the tracks of the United Traction of Albany.

EARNINGS—3 mos. ending Dec 31, 1899, gross, $13,401; net, $6,378.

OFFICERS—President, Charles H. Werner, 32 Nassau St., N. Y.; Treasurer, A. M. Young, 100 Broadway, N. Y.; Secretary, L. B. Grant, 32 Nassau, N. Y.—V. 68, p. 1181; V. 69, p. 743.

HUNTINGTON, N. Y.

POPULATION 1890 WAS 3,028; IN 1880 WAS 2,952; AND IN 1870 WAS 2,433.

HUNTINGTON RAILROAD A trolley road.

ORGANIZATION—Chartered in May, 1890. In 1898 the Long Island RR. purchased almost the entire capital stock, and converted road into a trolley line, being opened as such June 17, 1898. See L. I. RR. item, V. 66, p. 118 .

Stock ($30,000) par $100..$30,000
1st mortgage 5s, J&D.... 26,000
(Due in 1920.)
Interest is payable at the Atlantic Trust Company, New York City.

ROAD—Owns 3 miles of track.

EARNINGS—Year ending June 30	1899.	1898
Gross	$8,508	$4,737
Net	def.3,952	1,1 3
Charges	1,300	1,300
Dividend	.....	(2½%)600
Balance	def.5,252	def. 707

Pres., W. H. Baldwin, Jr.; Sec. and Treas., A. C. Bedford, 26 Broadway, New York.

INDIANAPOLIS, IND.

POPULATION 1890 WAS 105,436; IN 1880 WAS 75,056; AND IN 1870 WAS 48,244.

BROAD RIPPLE TRACTION—A trolley road.

The Indianapolis & Broad Ripple Rapid Transit Co. was sold at foreclosure on July 15, 1899, for $200,000 to W. F. Brown of Philadelphia, and the present company organized as its successor July 17, 1899. See V. 69, p. 180. It is reported the road will be operated by interests friendly to the Indianapolis Street Railway, but a separate organization to be maintained.

STOCK AND BONDS -	Date.	Rate.	Outstand'g.	Maturity.
Stock $100,000 (par $100)	.....	....	.....	.....
Mtg. gold, $400,000.	1899 Guar. Trust & Safe Deposit Co. (Phila.), Trustee.	5	(f)	1929

ROAD—Embraces, it is said, 7 miles of track.

OFFICERS—President, John B. Warner. V. 68, p. 723, 871, 927, 1225; V. 69, p. 180.

INDIANAPOLIS STREET RAILROAD.—A trolley system.

ORGANIZATION.—Incorporated in Indiana, March 7, 1899. After acquiring the Citizens' Street RR. of Indianapolis and the City Railroad, made a contract with the City of Indianapolis agreeing to surrender the rights and franchises of both companies and accept a new franchise running only thirty-four years. The contract also provides that cash fares are not to exceed five cents, with free transfers, and tickets are to be sold at the rate of six for twenty-five cents and twenty-five for one dollar.

The company also binds itself to pay over to the city (which is to expend it on the public works) the sum of $30,000 yearly, from 1899 to 1925, and $50,000 yearly, from 1926 to 1932, inclusive, the contract expiring in 1933—see V. 68, page 723. The city gets the right to purchase the property "at any time within two years and not later than one year before the expiration of this contract," nothing to be paid for the value of the franchise.

Under the plan of consolidation the stock of the Citizens' RR. was exchanged for Indianapolis Street Ry. securities, but the bonds of the Citizens' RR. remained undisturbed. Citizens' stockholders got a $1,000 4 p.c. gen. mtg. bond of the Indianapolis Street RR. and $200 in Indianapolis Street RR. stock for every 20 shares of Citizens' stock. As to the three-cent fare case, which the U. S. Court of Appeals decided in favor of the Citizens' Co. in Dec., 1897, see SUPPLEMENT of Nov., 1898, and V. 64, p. 842, 1180; V. 65, p. 51, 181, 1172.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Dividends, &c.
Capital stock ($100)	....	.....	$5,000,000	....
Indianapolis Street, M., $7,000,000 gold ($1,000) ..... c*	1899 Interest at Guar. Trust & Safe Dep. Co., Phila., trustee.	4 g. J-J	3,750,000	July 1, 1933
Citizens' St. Ry. ($1,000)	1881	6 J-J	300,000	July 1, 1901
Citizens' St. RR. ($1,000) extended subject to call	1892 Interest at Ill. Trust & Sav. Bank, Chicago.	6 J-D	700,000	June 1, 1900
Citizens' St. Ry. consol. m. $4,000,000 gold..c*	1893 Trustee Solicitors' Loan & Trust Co. of Phila.	5 g. M-N	3,000,000	May 1, 1933

Interest due May and November on Citizens' consols of 1893 is payable at Fourth Street National Bank, Philadelphia.

Citizens' consols are exempt as to principal and interest from any tax which company may be required to pay. The $700,000 Citizens' 2d 6s were extended two years to June 1, 1900. V. 67, p. 28. Of the $7,000,000 mortgage of 1899, $1,000,000 are reserved to take up the $300,000 1sts due July, 1901, and the $700,000 2ds due June 1, 1900, of the old Citizens' Street road, but no bonds reserved for the $3,000,000 Citizens' consols. Bonds are tax free.

Stock and bonds are listed on the Philadelphia Stock Exchange.—V. 69, p. 851.

ROAD—In Oct., 1899, operated 111 miles of track, with 196 motor cars and 92 trail cars.

EARNINGS—For year ending Dec. 31, 1897, the old Citizens' company was reported to have earned all of fixed charges, taxes, and a balance for stock.—See V. 65, p. 1071. For fiscal years ending April 30, gross earnings were: In 1897-8, $978,964; in 1896-7, $922,727.

OFFICERS.—President, Hiram P. Wasson, Indianapolis; Vice-Pres. and Gen Manager, Hugh J. McGowan.

-V. 66, p. 81, 759, 856, 900, 953; V. 67, p. 28, 1508, 1356; V. 68, p. 40, 281, 330, 379, 427, 473, 571, 618, 671, 723, 871, 927, 1023; V. 69, p. 180, 743, 851.

IRONDEQUOIT, N. Y.

POPULATION 1890 WAS 2,415; IN 1880 WAS 1,986; AND IN 1870 WAS 3,990.

ROCHESTER & IRONDEQUOIT RAIL ROAD—A trolley and steam road.

ORGANIZATION—Chartered May 19, 1893, and Nov. 1, 1893, leased the Rochester & Lake Ontario Railway at the rate of 15 per cent per annum on its capital stock of $65,000. In May, 1899, H. F. Atwood was appointed receiver. Road been foreclosed, and is to be succeeded by the Rochester & Suburban, which see

Stock ($700,000) par $100. $700,000
1st mortgage 5s, A&O. .. 350,000
(Due Oct. 1, 1933.)
2nd mortgage, J&J. 125,000
(Due July 1, 1918.)
Loans June 30, '98 .. .. $221,000

ROAD—Owns 9 miles of single track; leases 6·046 miles single track and ·370 miles of sidings.

EARNINGS—Years ending June 30:	1898.	1897.
Gross	$39,[illegible]8	$50,454
Net	16,590	7,080
Other income	9,479	11,[illegible]6
Charges & taxes.	34,036	37,[illegible]4
Balance.	def. 8,167	df 19,248

-V. 67 p 1209, V. 68, p 928; V. 70, p. 231.

ROCHESTER & SUBURBAN RY.—

This company was incorporated at Albany in January, 1900, as a reorganization of the Rochester & Irondequoit RR., with a capital stock of $420,000, of which $350,000 is preferred.—V. 70, p. 231.

IRONWOOD, MICH.

POPULATION 1890 WAS 7,745; IN 1889 (ESTIMATED) 9,000.

TWIN CITY GENERAL ELECTRIC—

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$400,000	.....
Mortgage, $125,000	.....	6 J - D	125,000	1913
	Int. at Old Colony Tr. Co., Boston, trustee.			

ROAD—Owns 7½ miles of track.

EARNINGS—For year ending Nov. 30, 1898, gross from lights, $49,000; from railway, $14,80 ; total, $63,800; net after paying interest, etc., $12,319. In 1896-7, total gross, $62,320.

OFFICERS—President and General Manager, E. D. Nelson; Vice-President, H. M. Byllesby; Secretary and Treasurer, H. F. Jahn.

ITHACA, N. Y.

POPULATION IN 1890 WAS 11,0 9; IN 1880 WAS 9,105; AND IN 1870 WAS 8,462.

ITHACA STREET RAILWAY—

ORGANIZATION—Chartered Nov. 18, 1884. Changed ownership about May 1, 1892, and property reconstructed. Leased the Cayuga Lake Electric Railway in June, 1894, for 49 years upon the terms that it shall pay principal and interest of the leased road's $25,000 first mortgage. Owns 6 miles and operates 7·5 miles of track, extending to Cornell University campus, railroad stations and steamboat landing

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $300,000, pr. $100	.....	....	$300,000	See text.
1st mortgage	1892	6 J - J	175,000	July 1, 1922
	Int. payable at Farm. L. & T. Co., N. Y. City.			
2d mortgage	1894	6 J - J	$75,000	July 1, 1922
Cayuga L. Elec. 1st M., gu	1894	6 J - D	25,000	June 1, 1922

Loans and bills payable June 30, 1898, $25,724

Dividends.—In July, 1895, 3 per cent; in April, 1896, 3 p. c.; 1896-7, 2½ percent; in 1897-8, 2½ per cent; in 1898-9, none.

BONDS—The Ithaca Street Railway Company owns and holds in its treasury the entire stock of Brush-Swan Electric Light Co. (capital, $50,000) and also the Ithaca Transfer Co. (capital, $2,500). *The bonds of the Ithaca Street Railway Co. cover the above properties.*

EARNINGS—For fiscal year ending June 30, 1899, gross, $75,690; net, $27,628; interest and taxes, $23,646; balance, surplus, $3,982.

President, Edward G. Wyckoff; Secretary and Treasurer, John A. Mortimore. Ithaca, N. Y.; General Manager, H. S. Cooper.

JACKSON, MICH

POPULATION 1890 WAS 20,798; IN 1880 WAS 16,105; AND IN 1870 WAS 11,447.

JACKSON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Aug. 24, 1881. In September, 1897, W. A. Foote, as receiver, was authorized to borrow $16,000 for repairs. In Feb., 1900, still in receivers' hands and reorganization not agreed upon.

JACKSONVILLE, ILL.

POPULATION 1890 WAS 12,935; IN 1880 WAS 10,927; AND IN 1870 WAS 9,203.

JACKSONVILLE RAILWAY—A trolley road.

ORGANIZATION—Chartered Feb. 25, 1867. Special perpetual charter

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $50,000, par $50	.....	.....	$33,450 f. p.	.....
1st mort., $75,000, gold	1892	6 g J - J	35,000	Jan. 1, 1912

Trustee is St. Louis Trust Co., of St. Louis, Mo. The bonds are not subject to call before maturity.

ROAD—Owns 5 miles of track.

OFFICERS—President, Wm. S. Hook; Secretary, Marcus Hook; Treasurer, Francis Hook; Supt., Edward B. Kink.

JAMESTOWN, N. Y.

POPULATION 1890 WAS 16,038; IN 1880 WAS 9,357; AND IN 1870 WAS 5,336.

JAMESTOWN STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Oct. 18, 1883. Franchise runs till 1982 Population served said to be upward of 28,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($250,000) par $50	.....	.....	$250,000	.....
1st M. $300,000 gold, c* $1,000	1893	6 g J - J	300,000	Jan. 2, 1923
	Interest payable at State Trust Co., Trustee.			
Bills payable June 30, 1898			$218,728	
Open accounts			161,657	

The mortgage is limited to $300,000 and covers all property and rights now owned or hereafter acquired.

EARNINGS—For fiscal year ending June 30:

Year.	Gross.	Net.	Other Inc.	Inc. & taxes.	Bal., sur
1899	$90,743	$33,220	$2,307	$30,065	$5,462
1898	88,142	27,672	2,760	29,948	484

ROAD—Owns 18·67 miles of track, of which 3 miles is second track.

OFFICERS President, A. N. Broadhead; Vice-President, L. B. Warner; Secretary, W. S. Cameron; Treasurer, S. B. Broadhead Superintendent and Purchasing Agent, G. E. Maltby.

JANESVILLE, WIS.

POPULATION 1890 WAS 10,836; IN 1880 WAS 9,018 AND IN 1870 WAS 8,789.

JANESVILLE STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1886. Franchise runs till 1916 and gives exclusive rights to operate street railway in the city.

STOCK & BONDS—	Mls.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $100	....	.....	.....	$50,000 f. p.	.....
1st mortgage	6	1892	6 A - O	75,000	Oct. 1, 1912

Mortgage trustee is the Finance Company, Philadelphia, Pa.

Dividends in 1892, 6 per cent; in 1893, 2 per cent; in 1894, none.

EARNINGS—In 1893 gross, $12,691; net, $1,640.

ROAD—Owns 6 miles of track. Rail, 35-lb. T.

OFFICERS—President, G. W. Blabon, Philadelphia, Pa.; Vice-Pres. James Shearer; Sec. and Treas., E. L. Blabon.

JEFFERSONVILLE CITY, IND.

POPULATION 1890 WAS 10,666; IN 1880 WAS 9,357; AND IN 1870 WAS 7,254.

JEFFERSONVILLE CITY RAILWAY.—

ORGANIZATION—Incorporated January 14, 1889. Sold in foreclosure in August, 1896, to Edward Howard for $8,200.

ROAD—Operated 5 miles of track with mules, but in Nov., 1899, it was decided to change to electricity. Office, 57-59 Spring St.

OFFICERS—President, E. J. Howard; Superintendent, E. Frazer.

JERSEY CITY, N. J.

POPULATION 1890 WAS 163,003; IN 1880 WAS 120,722; AND IN 1870 WAS 82,546

NORTH JERSEY STREET RAILWAY—

Is controlled by the Shanley Young syndicate, which also controls the newly-formed Jersey City Hoboken & Paterson Railway, the two to ether owning practically all the trolley roads in the northern part of New Jersey.

ORGANIZATION—In January, 1898, the North Jersey Street Railway absorbed the Newark & South Orange, 18 miles, and in May, 1898, leased the lines of the Consolidated Traction Co. for 999 years.—V. 66, p. 664, 955, 1141

In July, 1898, it was stated that the Orange & Passaic Valley Ry. was controlled by or would have harmonious relations with the North Jersey Street Ry. and intended to extend its line from Bloomfield to connect at Upper Montclair with the North Jersey line building from Montclair to Passaic and south from Orange Valley to South Orange. —V. 67, p. 75.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Last div., etc.
Stock, $15,000,000.	....	.....	.....	$15,000,000	.....
1st M., $15,000,000, g., $1,000 each	....	1898	4g. M-N	6,500,000	May 1, 1948
	Manhattan Trust Co., N. Y., trustee.				

Interest at Fidelity Title & Deposit Co., Trustee, Newark, N. J.

Bonds—In May, 1898, made a mortgage to the Manhattan Trust Co., as trustee, to secure $15,000,000 50-year gold bonds, bearing 4 per cent interest after May 4, 1899.—V. 66, p. 1046. In 1899 the two mortgages of the Newark & South Orange, aggregating $2,000,000, having been paid, were canceled of record. V. 68, p. 425.

ROAD—Owns 28 miles of track, and leases system formerly operated by Consolidated Traction Co., 190 miles; total, 218 miles.

EARNINGS—For calendar year 1898 the different divisions reported, as follows:

	——Year ending Dec. 31, 1898.——			
	*Consol. Trac. Co.	*Newark & So. Orange.	No. Jersey St. Ry.	Total of all.
	$	$	$	$
Income from passengers	1,215,4 '0	119,550	2,112,716	3,447,686
Other income	11,471	1,146	1 ,005	24,622
	1,:26,891	120,696	2,124 721	3,472,308
All expend. for repairs, operation, superintendence and management	619,294	59,352	991,079	1,669,725
Balance	607,59	61,344	1,133,642	1,8 2,583

*Operated by North Jersey St. Ry. from June 1, 1898, and rest of year included in that company's report.

OFFICERS.—President, Edward F. C. Young; Vice-President, David Young; Secretary, Wilbur F. Johnson; Treasurer, E. N. Hill; Auditor, E. H. Hibbs —V. 66, p. 277, 573, 664, 955, 1046, 1141; V. 67, p. 75, 530; V. 68, p. 41, 525, 673; V. 69, p. 233.

(1) CONSOLIDATED TRACTION OF NEW JERSEY—

ORGANIZATION—Incorporated in March, 1893, to acquire control of street railways in New Jersey. System reaches from Jersey City to Newark, Orange, Elizabeth, Bloomfield, etc.; also carries passengers to Passaic, thence by steamer to Bay Ridge, L. I., and via Long Island RR. to Manhattan Beach and Coney Island. V. 65, p. 277.

On June 1, 1898, the property was taken over by North Jersey Street Ry., which assumed all its obligations, under a 999-year lease that guarantees 2 per cent on the stock for the first year, this rate increasing gradually until 4 per cent is reached at the end of eight years, 4 per cent being then guaranteed for the remainder of the lease.—V. 66, p. 1141.

Dividends under lease will be:

1899-1902,	1903,	1904-1905,	1906,	Thereafter,
2 per cent.	2½ per cent.	3 per cent.	3½ per cent.	4 per cent.

STOCK & BONDS Jan. 1, '99.	Date.	Interest.	Outstanding.	Divs., etc.
Stock, all paid in	....	.....	$15,000,000	See text
Underlying bonds—see below	...		6,108,000	.....
1st mortgage, gold	1893	5 g J-D	14,712,000	June 1, 1933
$15,000,000 ($1,000)	*Interest* at Manhattan Tr. Co., N. Y., trustee.			
Cost of road and equipment to Jan. 1, 1899			$37,780,583	

Underlying Bonds.

Newark Passenger Ry. 1st consol. 5s, J&J, guar. p. & i ... Interest at Peoples' Bank, Philadelphia.	$4,250,000
Newark Pass. Ry. sub. companies	1,600,000
Jersey City & Bergen Railroad	258,000

The gold bonds of 1893 are free from tax and secured not only by mortgage, but also by deposit of $1,000,000 stock of J. C. & Bergen RR., $161,625 stock of Newark Plank Road Co., $6,000,000 stock Newark Passenger Ry., and $99,100 stock of Jersey City Harrison & Kearney Railway Co.

ROAD.—In 1899 there was in operation 190 miles of track, including:

Road Absorbed—

N. J. Traction Co ....Stock owned.	J. C. Har. & K. RR...Stock owned.
Newark Pass'ger Ry. Stock owned.	Newark Plank Road. Stock owned.
J. C. & Bergen RR...Stock owned.	Passaic & Newark El. Stock owned.

Stock, debts and mileage of the leased and controlled lines:

	Miles.	Stock.	Debts.
New Jersey Traction Co.	None	$500,000	.....
Newark Passenger Ry.	83	6,000,000	$5,850,000
Rapid Transit Street Ry.	12	504,000	500,000
Jersey City & Bergen RR.	41½	1,000,000	258,000
Jersey City Harrison & Kearney Ry	10	100,000	.....
Newark Plank Road	4⅘	162,000	4,702
Passaic & Newark Elec. Trac	10¾	1,000,000	550,000
Port Richmond & Bergen Pt. Ferry	....	4,000 shares	

EARNINGS—Since lease earnings have been included in returns of North Jersey Street Railway. Previously they were:

For the year ending Dec. 31:	1897.	1896.	1895.
From passengers	$2,967,794	$2,779,264	$2,487,104
Other income	25,658	21,318	20,452
Total	$2,993,452	$2,800,582	$2,507,556
Operating expenses	1,447,517	1,468,440	1,557,430
Balance	$1,545,935	$1,332,142	950,126

(2) JERSEY CITY & BERGEN RAILROAD—

ROAD—Owns from Jersey City to Bergen Point, etc., total track, 41½ miles. Controlled by Consolidated Traction Co., all the stock being deposited as part security for the Traction Co. 1st mortgage.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$1,000,000 f.p.	.....
1st mortgage ($1,000)..c*	1873	7 J.-J.	258,000	Jan. 1,1903

Total cost of road and equipment to Jan. 1, 1899, $1,442,298.

(3) NEWARK PASSENGER RAILWAY—Mostly electric.

ORGANIZATION—Incorporated June 16, 1890. On July 29, 1893, leased to New Jersey Traction for 999 years, and so controlled by the Consolidated Traction Co. of New Jersey, the N. J. Traction Co. having been leased to the Consol. Traction Co. of N. J. Jan. 2, 1894, for 999 years. Charter said to be perpetual.

LEASE AND RENTAL—Rental under the lease, $105,000 yearly.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock	$100	Text.	$6,000,000	Own. by C Tr.
New. & Blm. St. Ry. 1st	$500 & $1,000	6 F-A	100,000	Feb. 1, 1901
Orange & Newark 1st M.	$500 & $1,000	6 A-O	496,500	Apr. 1, 1905
		Int. at Manhattan Tr. Co., N. Y. City.		
Belle. & Newark 1st M.	$500 & $1,000	7 J-D	200,000	June 1, 1900
Essex Pass. cons. M.	$500 & $1,000	6 M-N	753,500	Nov. 1, 1905
Newark & Irvington 1st	1,000	6 J-D	50,000	June 1, 1900
Newark Passenger cons. 1890, $6,000,000 g...c*	1,000	5 g. J-J	4,250,000	July 1, 1930
		Trustee Solicitors Loan & Trust Co., Phila.		

The $6,000,000 stock is all deposited as security for the Consolidated Traction Co. first mortgage.

Interest on consol. 5s is payable at First National Bank, Jersey City; on other bonds at Manhattan Trust Co. of New York. The consols are guaranteed principal and interest by the Consolidated Traction Co. of New Jersey, and in February, 1895, the guaranty was stamped on the bonds.—V. 59,

Consol. Bonds—Of the $6,000,000 consols. authorized $1,600,000 are reserved to retire liens. The consols. are to be paid, principal and interest, without deduction for any tax.

Jan. 1, 1899, total funded debt was $5,850,000 (no other debts reported) and total cost of road and equipment was $11,850,000.

Dividend.- First dividend (1 per cent) was declared in June, 1894.

ROAD—January 1, 1899, aggregated 83 miles of track.

EARNINGS are included in reports of Consol. Traction Co. of N. J. and are not reported separately—V. 59, p. 969.

(4) RAPID TRANSIT STREET RAILWAY.

ORGANIZATION—In February, 1892, leased to Newark Passenger Railway, and included with it in lease to New Jersey Traction, and so forms part of Consolidated Traction system. Rental is 11¾ per cent on stock, besides interest, taxes, etc.

STOCK, BONDS, ETC.—	Par.	Interest.	Outstanding.	Last div., etc.
Stock, trustees' certs.	.....	11¾ J-D 30	$504,000	See text.
1st M. $500,000, g..c*	1,000	5 g A-O	500,000	Apr. 1, 1921
	Subject to call at 110 & int. any time after April 1, 1901. Interest at office of Fidelity Trust & Deposit Co., trustee, Newark, N. J.			

Total cost of road and equipment to Jan. 1, 1899, $1,004,000.

Dividends of 11¾ per cent yearly are guaranteed by the Newark Passenger and New Jersey Traction companies upon the trustees' certificates issued for stock. Miles of track 12·07.

(5) PASSAIC & NEWARK ELECTRIC TRACTION—A trolley road.

ORGANIZATION—Incorporated April 30, 1895, and acquired all the $1,000,000 stock of the Passaic & Newark Electric Ry. Consolidated Traction Co. of New Jersey, which operates the road, owns all the stock and guarantees the bonds.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock., $1,000,000 (par $100)	.....	.....	$1,000,000	.....
1st M., $1,000,000, guar. p&i. by Consol. Trac. of N. J...	1897	5 J-D	550,000	June 1, 1937
	Int. at N. J. Title Gu. & Tr., Jersey City.			

ROAD—Owns 10·78 miles of track.

EARNINGS—Now included in Consolidated Traction.

NEWARK & HACKENSACK TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated Feb., 1899, as a reorganization per plan in V. 67, p. 127 (see also V. 66, p. 1090), of the Union Traction Co. foreclosed Jan., '99. V. 68, p. 383. The main route is from Hackensack (where connection is had with New York via Bergen County Traction Co.) along the ridge between the Hackensack and Passaic rivers, through the towns of Hasbrouck Heights, Woodridge, Carlstadt, East Rutherford, Rutherford, Lyndhurst, Kingsland, to Arlington on the east side and to Belleville on the west side of the Passaic River, 30 miles of track; at Arlington connection is had with Newark via North Jersey Traction Co. The road is in operation to Woodridge and will presently be completed to Hackensack.

SECURITIES PROPOSED BY MCCORMICK PLAN.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $650,000 ($50)	(in voting trust)		$650,000	.....
1st M., $500,000, gold	189	5g.	500,000	1949

Coupons for first year are to be cut from all the $313,850 bonds issuable in exchange for completion of the road; purchase of new equipment bonds for $186,150 were reserved. The new mortgage will cover the whole road, including the proposed extension. Stock is to be represented by following voting trustees: W. G. Street, Frank M. Pierce and William C. Giles, for two years, or until the trust shall be terminated by an instrument in writing signed by each of the trustees.

OFFICERS—Pres., W. G. McCormick; Vice Pres., W. C. Giles; Treas., John H. Coon.—V. 68, p. 383.

JOHNSTOWN, PA.

POPULATION 1890 WAS 21,805; IN 1880 WAS 8,380; AND IN 1870 WAS 6,028.

JOHNSTOWN PASSENGER RY.—A trolley road.

In Sept., 1899, directors, it is reported, authorized an increase in stock from $250,000 to $800,000, and also the creation of a new mortgage for $800,000, of which $250,000 to be used for redemption of old bonds. Consolidation with the Johnstown & Somerset Traction, a projected road, contemplated.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $250,000, par $50.	.....	Text.	$210,200	.....
General mort. $250,000, $1,000..c	1890	6 M-S	250,000	Mar. 1, 1910
	Interest at Fidelity Trust, Trustee, Phila.			

Bills payable June 30, 1899 ..... $80,295

Dividends—In 1892, 6 per cent; in 1893, July 1, 6 p. c.; in 1894, July 1, 6 p. c.; in 1895, 12 p. c.; 1896, 6 p. c.; 1897, 6 p. c.; 1898, 6 p. c.; in 1899, 8 p. c.

EARNINGS—Year ending June 30, 1899, gross, $131,715; net, $69,942; interest and taxes, $24,282; dividends, $16,816; bal., surplus, $28,844. In 1896-97, gross, $106,350; net, $50,157.

ROAD—Operates 11·3 miles of road; 17·8 miles of track.

OFFICERS—President, Tom L. Johnson, Cleveland, O.; Secretary, D. E. Young; Treasurer, T. C. Dupont, Johnstown.—V. 69, p. 541.

JOLIET, ILL.

POPULATION 1890 WAS 23,264; IN 1880 WAS 11,657; AND IN 1870 WAS 7,263.

JOLIET RAILROAD—For statement of this road, see American Railways Co. under Philadelphia.

KALAMAZOO, MICH.

POPULATION 1890 WAS 17,853; IN 1880 WAS 11,937; AND IN 1870 WAS 10,447.

MICHIGAN TRACTION OF KALAMAZOO & BATTLE CREEK—Has been acquired by Railways Company General. See statement of the latter under Philadelphia.

KANKAKEE, ILL.

POPULATION 1890 WAS 9,025; IN 1880 WAS 5,651.

KANKAKEE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered Jan. 7, 1891.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $60,000 ($100)	....	.....	.....	$50,000	.....
1st mortgage	....	1891	6 J-J	50,000	July 1, 1911
	Trustee, the Northern Trust Co., Chicago, Ill.				

ROAD—In 1899 operated 8 miles of track.

OFFICERS—President, E. Cobb; Vice-President, Chas. H. Cobb; Secretary and Treasurer, W. C. Schneider; General Manager, C. H. Cobb.

KANSAS CITY, MO.

POPULATION 1890 WAS 119,668; IN 1880 WAS 55,785; IN 1870 WAS 32,260; IN 1898 ESTIMATED AT 175,000.

CENTRAL ELECTRIC RAILWAY OF KANSAS CITY—

ORGANIZATION—Is a consolidation of the Brooklyn Avenue Railway (to be converted from a cable to a trolley line), the Northeast Electric Railway, and some others. Controlled by the Metropolitan Street Railway of Kansas City.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	(?)	.....
M., gold, $2,500,000 ($1,000)..c*	1899	5 g. M&N	$2,000,000	May 1, 1914
	Colonial Trust Co., trustee.			

OFFICERS—Daniel B. Holmes, President; Henry C. Page, Secretary.

METROPOLITAN STREET RAILWAY—Cable and trolley.

ORGANIZATION—Incorporated July 19, 1886. In May, 1894, the company secured control, by purchase of all the capital stock, of the Kansas City El. (20·58 miles) and assumed the debt of that company. In like manner it controls Kansas City & Rosedale St. Ry. and South Suburban St. Ry. In June, 1895, the charters of all the constituent companies were extended to 1925.—V. 60, p. 1105; V. 67, p. 634. In July, 1899, was granted franchises for various new lines, the company agreeing to pay the city 2 per cent of the cash fares collected from business originating on these lines. The Central Electric Railway of Kansas City, a new company, is also said to be controlled.

In October, 1898, P. D. Armour and Norman B. Ream purchased a controlling interest in the stock, and in June, 1899, elected their own board of directors.

In Jan., 1900, parties identified with the Metropolitan Street RR. purchased control of the Kansas City Electric Light Co. and the Edison Electric Light & Power Co., which together do the entire electric lighting and power business of Kansas City.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (see above)	.....	.....	Q.-F. $5,586,800 Fe	1,'00,1 4%
Corrigan Con. St. Ry. 1st M. ($1,000) drn. at 110	1886	5 g J-J	893,000	July 1, 1916
	Int. payable at Central Trust Co., N. Y.			
General mort. ($1,000,000) gold	1889	5 g M-S	1,000,000	Sept. 1, 1909
	Int. payable at New England Co. Boston.			

Bond assumed in consolidation of 1895—

K. C. Cable 1st M., ext. in gold, 1897, guar. p. & i.	1887	5g. A-O	$1,050,000	Apr. 1, 1901	Interest is payable in New York by Blair & Co. and in Boston by New England Tr. Co.
Summit Street M., old 6s ext. in 1897	1887	5 A-O	$300,000	Apr. 1, 1901	
Grand Avenue Ry. 1st mortgage, gold.....c	1888	5 g. J-J	10 1,200,000	July 10, 1908	Trustee, Central Trust Co.

New mortgage—

Metroplitan St. Ry. con. mortgage, $8,500,000, gold c	1895	5g. M-N	3,721,000	May 1, 1910	Not subject to call before maturity. Int. at Old Colony Trust, trustee, Boston.

Securities of subsidiary roads—

Kansas City Elevated Ry. 1st M. pref. ($600,000) gold ($1,000) c	1892	6 g J - J	$600,000	July 1, 1922	
1st M. com. ($2,000,000) gold ($1,000)	1892	4	2,000,000	July 1, 1922	Interest at Manhattan Trust Co., New York City, J-J.
Park Connec. Ry., p. & i. gu.	.....	6	30,000	.....	

Dividends—In 1895, 2 p. c.; in 1896, 2½ p. c.; in 1897, 2 p. c.; in 1898, 2½ p. c.; in 1899, 4 p. c.; in 1900, Feb., 1¼ p. c.

Bonds—The new consolidated mortgage for $8,500,000 was to be used as follows: Reserved to retire when due the existing bonds of the Corrigan, Metropolitan, Grand Avenue and Kansas City Cable issues described in the table above, $4,550,000; for the purchase of the property of the Kansas & Independence Rapid Transit Company, etc., being the amount of bonds issued on account of said properties by the late Kansas City Cable Railway Company Consolidated, $2,075,900 (issued); for purchase of the West Side Railway Company, $330,000 (issued); for desirable improvements to the present system and for future requirements the company held $329,000 consols in May, 1897.

Interest upon *Kansas City Elevated Ry.* 1st M. preference 6s is guaranteed, principal and interest by endorsement, and upon 1st M. common 5s 3 per cent per annum was guaranteed until July, 1895, and 4 per cent thereafter.

ROAD—The total mileage, after counting double track as twice single, is as follows:

	Miles.	*Roads owned.*	*Miles.*
Main line (trolley and cable)	107·83	Kansas City & Rosedale St. Ry. (trolley)	6·46
		So. Suburban St. Ry. (trol'y)	2·50
		Kan. C. Elevated Ry. (trol'y)	18·68
		Total (single)	135·47

In March, 1899, it was decided to spend $1,500,000 in improvements and extensions. In 1898 the Fifth Street cable line was converted into a trolley road, and many of the other cable lines have also been or are being converted into trolley.—V. 67, p. 736.

ANNUAL REPORT.—Fiscal year ends May 31. Earnings of the system and its controlled lines are as follows:

Year ending May 31.	1898-9.	1897-8.
Gross passenger receipts	$2,070,228	$1,922,818
Operating expenses	1,139,604	1,034,145
Net income from passengers	$930,624	$888,673
Other income	25,235	27,010
Total net income	$955,859	$915,683
Interest and taxes	586,709	573,880
Net income	$369,150	$341,803
Dividends paid	(3½%) 195,538	(2%) 111,736
	$173,612	$230,066
Assets written off	114,827	179,282
Balance surplus for year	$58,785	$50,784

OFFICERS—Chairman of Board, P. A. Valentine; President, W. H. Holmes; Vice-President, L. E. James; Sec. and Treasurer, W. E. Kirkpatrick; General Manager. C. F. Holmes.—V. 65, p. 112, 1115; V. 67, p. 479, 634, 736; V. 68, p. 1226; V. 69, p. 26, 540; V. 70, p. 176, 178.

MISSOURI ELECTRIC RY.—To be a trolley road.

ORGANIZATION—Incorporated in October, 1898, to construct a double-track road extending to the southern city limits. Will also operate the city end of the line of the Jackson County Electric Ry., controlled by the same interests, which is to build a five-mile double-track road from the city limits to Dodson and Swope Park. President, Henry Smith; Vice-President and General Manager, F. W. Sears; Secretary, Chett McDonald; Treasurer, B. F. Burd.

NORTHEAST ELECTRIC RY.—See Central Electric Railway of Kansas City.

KEYPORT, N. J.

POPULATION 1890 WAS 3,411; IN 1900 (ESTIMATED) 15,000.

MIDDLESEX & MONMOUTH ELECTRIC LIGHT, HEAT & POWER.—Trolley and electric light.

This company in 1899 acquired the Keyport & Matawan Street RR. Motive power to be changed from horse to trolley. Extension of 12 to 15 miles proposed. Has installed an electric-lighting system and is supplying the towns of Keyport, Matawan and South Amboy. Stock is $50,000. Bonds, $50,000, 5 per cent, interest payable semi-annually. Mercantile Trust Co. of New York, trustee.

OFFICERS.—President, John Karr; Secretary and Treasurer, Frank Bell, 120 Broadway, New York.

KINGSTON, N. Y,

POPULATION 1890 WAS 21,261, AND IN 1880 WAS 18,344.

COLONIAL CITY TRACTION CO.—A trolley road.

ORGANIZATION—Organized Jan. 9, 1896, as successor to Colonial City Electric Ry., sold in foreclosure Dec. 12, 1895. Estimated population in 1900, 30,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	$175,000	.....
1st mortgage, gold	1896	5g. M-N	100,000	May 1, 1926
2d M. incomes, gold	1896	5g. M-N	75,000	May 1, 1946

Manhattan Trust Co., N. Y., trustee of both mortgages.

ROAD—Operates 6 miles of track laid with 80-lb. girder rails.

EARNINGS—For year ending June 30, 1899, gross, $27,300; deficit from operation, $4,825; taxes, $919. For year ending Dec. 31, 1898, gross, $24,740; deficit from operation, $9,579; taxes, $1,050.

OFFICERS—President, Charles M. Preston; Secretary, John E. Kraft; Treasurer, Abraham Hasbrouck.—V. 59, p. 1058, 1064.

KINGSTON CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered June 5, 1879.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div'd, etc.*
Stock, $150,000, $100	....	.....	$150,000	See text.
1st M., $500 each	1879	7 J - J	15,000	June 12, 1909
Consols, $150,000, $1,000	1893	5 M - S	135,000	March 1, 1923
Not sub. to call bef'e mat.	Interest at Farmers' Loan & Trust Co., N. Y.			
Debentures	1890	5 J - D	10,000	June 1, 1900
Bond and mortgage	....	6 quar.	6,000	On demand.

Dividends in 1896-97, 6 p. c.; in 1897-98, 6, p. c.; in 1898-99, 6 p. c.

Interest—Interest, except on consols, is paid in Rondout.

ROAD—Owns 3·6 miles of track in City of Kingston. Rails 70 lb.

EARNINGS—

3 *mos. to Sept.* 30.	*Gross.*	*Net.*	*Charges.*	*Surplus.*
1899	$24,831	$13,006	$5,125	$7,881
1898	24,877	13,592	4,941	8,651

For years ending June 30:

	1899.	1898.		1899.	1898.
Av'ge miles op.	3·6	3·6	Taxes	$2,392	$2,169
Gross earnings	$67,540	$60,746	Dividends	9.000	9,000
Net	25,013	21,584	Bal., sur. for year	4,961	1,756
Interest paid	8,660	8,660			

OFFICERS—President, S. D. Coykendall; Vice-President, General Manager and Purchasing Agent, George Coykendall; Secretary and Treasurer, Peter E. Schoonmaker; Auditor, O. L. Eastman.

KNOXVILLE, TENN.

POPULATION 1890 WAS 22,535; IN 1880 WAS 9,693.

Cities Knoxville, North Knoxville and West Knoxville voted (August, 1897,) to consolidate; population of consolidated cities estimated by officials of Knoxville Traction Co. in 1898 at about 52,000.

KNOXVILLE TRACTION COMPANY—A trolley and electric light enterprise.

ORGANIZATION—A consolidation Mar. 30, 1898, of Knoxville Street RR., Union Ry., Citizens' Ry. and West End Street RR, all of whose bonds, mortgages and stock have been surrendered and canceled. All the securities of Knox. Elec. Light & Power Co., a consolidation of all the light and power companies in Knoxville, are owned by the Traction Company, and pledged as part security for the new bonds below described.—V. 66, p. 709.

Franchise is perpetual and gives "practically exclusive" right to operate street railways in the city.

STOCK & BONDS—	*Par.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $750,000	100	.....	$750,000	.....
1st M. of '98, $850,000, gold, tax free	$1,000	5g. A&O	850,000	Apr. 1, '38
	Int. at trustee, Balt. Tr. & Gu. Co., Balt.			

Bonds will have sinking fund of $10,000 yearly after stock pays 5 per cent dividend, but will not be subject to call. As said above, mortgage covers the electric light and power plants as well as the 30 miles of road.

ROAD—Owns about 30 miles of trolley road.

EARNINGS—For nine months ending Dec. 31, 1898, gross, $139,736; net, $72,899; charges, $37,130; balance, $35,769.

OFFICERS—President, Frank S. Hambleton, Baltimore; Vice-President and General Manager, C. C. Howell; Secretary and Treasurer, W. S Shields.—V. 66, p. 709.

KOKOMO, IND.

POPULATION 1890 WAS 8,261; IN 1880 WAS 4,042; AND IN 1870 WAS 2,177.

KOKOMO CITY STREET RY.—A trolley road. In Jan, 1899, Charles L. Harry was appointed receiver. V. 68, p. 130. Purchased at foreclosure sale on Jan. 28, 1899, by W. P. Stevens of Detroit, owner of Kokomo Railway & Light Co., and it was said $90,000 bonds would be issued and road improved and extended.—V. 68, p. 282.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	.....	$100,000	.....
1st M., $75,000	4⅞	1892	6 M - N	75,000	Nov. 1, 1912

ROAD—Operates about 4⅞ miles of track in Kokomo.

OFFICERS—President, Fremont Woodruff, Detroit; Vice-President, L. J. Kirkpatrick, Kokomo; Secretary and Treasurer, William P. Stevens, Detroit.—V. 68, p. 85, 130, 282.

LACONIA, N. H.

POPULATION (TOWNSHIP) 1890 WAS 6,143; IN 1880 WAS 3,790; AND IN 1870 WAS 2,309.

LACONIA STREET RAILWAY—

ORGANIZATION—Successor to the Laconia & Lakeport St. Ry. in 1894. Population in 1897 about 15,000. In August, 1898, a controlling interest was purchased by Charles T. Foster and H. L. Pierce of Leominister, Mass., and George H. Cook of Athol, Mass.

STOCK, ETC.—	*Date.*	*Interest.*	*Outstand'g.*	*Last Div.*
Stock, $100,000 (par $50)	.....	.....	$100,000	4%, '94-95
Bonds authorized, $91,000	1899	5 M - N	.....	1919
	Int. at Am. Loan & Tr. Co., Boston.			

DIVIDENDS—In 1893-94 paid 5. c.; in 1894-95 paid 4 p. c.

ROAD—Owns 9 miles of track. In 1899 the road was extended to Weirs, 4 miles, and the entire system equipped with electricity.

EARNINGS—For years ending Dec. 31:

	1899.	1898.		1899.	1898.
Gross	$21,424	$10,715	Interest	$2,227	$784
Net	3,206	975	Bal. for year	sur. 979	sur. 191

OFFICERS—Pres, H. L. Pierce; Treas., C. T. Foster; Sec., E. Little.

LA CROSSE, WIS.

POPULATION 1890 WAS 25,090; IN 1880 WAS 14,505; AND IN 1870 WAS 7,785.

LACROSSE CITY RAILWAY—

ORGANIZATION—Chartered Nov. 17, 1885. Franchise runs till 1938.

STOCK & BONDS—	*Miles.*	*Date.*	*Rate.*	*Outstand'g.*	*Last div., etc.*
Stock ($200,000), par $100	.....	.....	See below.	$200,000 f. p.	In 1899, 7 p. c.
1st mort., $175,000, gold, $1,000	10¾	1893	6g. J-J	125,000	Jan. 1, 1918

Subject to call Jan. 1, 1903.

Interest at Northern Trust Co., trustee, Chicago, Ill.

DIVIDENDS—For 1892, 7 per cent; 1893, none; 1894, 7 per cent; 1898, 7 per cent; 1899, 7 per cent.

ROAD—Owns 10·36 miles in city of Lacrosse.

OFFICERS—President, B. E. Edwards; Vice-President, W. W. Cargill; Secretary, H. E. West; Treasurer, R. C. Whelpley.

LAFAYETTE, IND.

POPULATION IN 1890 WAS 16,243; IN 1880 WAS 14,860.

LAFAYETTE STREET RY.—A trolley road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (common), per $50.	.....	.....	$260,050	.....
do preferred, ...	.....	.....	38,000	.....
1st mort. ($1,000 each)..	J&D	.....	225,000	.....

Real Estate Trust Co., Philadelphia, trustee

Owns 17½ miles standard-gauge road.

OFFICERS—Pres., Warren G. Griffith; Sec. and Treas., J. T. Henderson.

LANCASTER, PA.

POPULATION 1890 WAS 32,011; IN 1880 WAS 25,769; AND IN 1870 WAS 20,233.

CONESTOGA TRACTION—A trolley road.

ORGANIZATION—Chartered in Pennsylvania Dec., 1899, and acquired at foreclosure the lines of the Pennsylvania Traction, sold in Nov., 1899. In the reorganization the old 5s and 5½s of the Pennsylvania Traction Co. are replaced by the 4 per cent bonds below. The property comprises an extensive system of lines in Lancaster City and Lancaster County. Important extensions are planned to provide connection with Philadelphia and with Reading.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, common, $3,200,000.	.....	.....	(?)	.....
Stock, preferred, 800,000.	.....	.....	(?)	.....
Mortgage, $2,000,000.....	.....	4	$1,028,000	.....

Securities of lines controlled.

Lancaster City RR., 1st M. g c* ($100 and $500)	1890	5g. A-O	160,000	Apr. 1, 1920	Trustee, Atlantic Trust Co., New York.
W. E. St. Ry. 1st M., $225,000 $100, $500 and $1,000 ..c*	1891	5 M-N	225,000	May 1, 1921	Trustee, Atlantic Trust Co., New York.
Lancaster & Columbia stock.	30	F-A	37,500	In '98-99, 30%	
1st mortgage.....	1893	5 A-O	225,000	1923	

ROAD—The Pennsylvania Traction operated 63 miles of track, including old Lancaster Traction, 29 miles; Lancaster City Street Ry., 18 miles; Lancaster & Columbia, 8 miles; Lancaster & Latitz, 10 miles.

EARNINGS—For year ending Nov. 30, 1899, the Pennsylvania Traction earned, gross, $224,109; net, $101,350.

OFFICERS—President, William B Given, Columbia; Treasurer, Oscar M. Hoffman, Columbia; Gen. Supt., Frank S. Given.

INDEX—V. 66, p. 83; V. 67, p. 1208; V. 69, p. 131, 1063; V. 70, p. 175.

LANSING, MICH.

POPULATION IN 1890 WAS 13,102; IN 1880 WAS 8,319; AND IN 1870 WAS 5,241.

LANSING CITY ELECTRIC RY.—A trolley road.

ORGANIZATION—Franchise granted in 1889 and runs 30 years. Interest was in default, but subsequently paid.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $100,000	.....	.....	$100,000	.....
1st M., $100,000, gold.	1896	5 g. J&J.	100,000	Jan. 1, 1945

Trustee is Continental Trust Co., N. Y.

ROAD—Owns 10 miles of track, 11 motor cars and 7 trailers.

EARNINGS—Jan. 1 to June 30, 1897 (6 months), gross, $12,295; net, $2,965.

LANSING DEXTER & ANN ARBOR ELECTRIC RY.—To be a trolley road.

ORGANIZATION—Chartered in 1898. To extend through the places named, about 60 miles, connecting with the Detroit Ypsilanti & Ann Arbor RR., making a complete electric line fro n Detroit to Lansing of over 80 miles. Stock, $250,000. In 1899 it was understood that the Westinghouse Co. had arranged to float bonds to be issued to the extent of $1,175,000. President, C. A. Mapes, Lansing, Michigan.

LEAVENWORTH, KAN.

POPULATION 1890 WAS 19,768; IN 1880 WAS 16,546; AND IN 1870 WAS 17,873.

KANSAS CITY & LEAVENWORTH—Trolley.

Acquired by contract in 1899 the property of the Leavenworth & Lansing Railway and of the Kensington Railway, and built a line between Kansas City and Leavenworth (21 miles), which was put in operation Jan., 1900. Same parties have also acquired a controlling interest in the Leavenworth Electric, but no consolidation with that road. Capital stock is $1,000,000. There will be issued on all the lines, exclusive of the Leavenworth Electric Road, $600,000 6 per cent bonds; the $45,000 bonds of the Leavenworth & Lansing Ry., also the $50,000 bonds on the Kensington line, will be retired.

OFFICERS.—Pres., D. H. Kimberly, of Cleveland; Treas., C. O Evarts, of Cleveland; Sec., Herbert W. Wolcott, Leavenworth, Kan.—V. 70, p. 125.

LEAVENWORTH ELECTRIC RR.—A trolley road.

ORGANIZATION—Chartered in 1894. Has a perpetual franchise.

In June, 1899, a controlling interest in this company was acquired by the parties owning the Kansas City & Leavenworth. No consolidation has been made of the two.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $300,000, par $100	.....	.....	.....	$250,000 f. p.	.....
1st mort. for $300,000 gold, no option.....c.	13½	1894	6g. A-O	250,000	1924

Int'st at Atlantic Trust Co., trustee, N. Y. City

ROAD, ETC.—Owns in fee 14½ miles of trolley track, of which 8½ miles are in the city of Leavenworth, 3 miles to Fort Leavenworth and 2 miles to Soldiers' Home and 1 mile to Mt. Muncie Cemetery.

EARNINGS—For calendar year earnings have been:

	Gross.	*Net.*	*Interest.*	*Bal., surp.*
1898 (Cal. year) ..	$61,144	$23,775	$15,000	$8,775

LEBANON, PA.

POPULATION IN 1890 WAS 14,664; IN 1880 WAS 8,778; AND IN 1870 WAS 6,727.

LEBANON & ANNVILLE ST. RY.—For statement of this company see "United Power & Transportation," under Philadelphia.

LEOMINSTER, MASS.

POPULATION IN 1895 WAS 9,211; IN 1890 WAS 7,269; IN 1880 WAS 5,772; AND IN 1870 WAS 3,894.

LEOMINSTER & CLINTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Built in 1896. Owns a park three miles from Leominster. In 1896 Leominster was reported to have a population of 10,000 and Clinton 12,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $150,000.....	.....	.....	$150,000	.....
1st M., $150,000 ($1,000) subject to call at 105, s. f., gold.....c	1897	5 g. A-O	150,000	Apr. 1, 1917
15-year coupon notes....	1897	6 A-O	45,000	Apr. 1, 1912
Loans Oct. 1, 1898.....	.....	.....	31,327	.....

Interest at Amer. Loan & Trust Co., Boston. Trustee.

First mort. sinking fund $2,000 per annum, beginning Oct. 1, 1898.

ROAD—Owns 12·17 miles of track.

EARNINGS—Year ending Sept. 30, 1899, gross, $50,266; net, $26,088; interest, taxes, etc., $18,971; balance, surplus, $7,117. In 1898, gross, $43,626 net, $18,239.

OFFICERS.—President, C. E. Barnes; Clerk, J. F. Butman.

LEWISTON, ME.

POPULATION 1890 WAS 21,701; IN 1880 WAS 19,083; AND IN 1870 WAS 13,600.

LEWISTON BRUNSWICK & BATH ST. RY.—A trolley road

ORGANIZATION—Organized in 1897 and purchased the Brunswick & Topsham Ry., 3½ miles; also purchased the Brunswick RR., and in August, 1898, the Lewiston & Auburn RR., subject to $85,000 first mortgage bonds; also has leased the Bath Street Ry., 4½ miles, for 999 years, from July 1, 1898, at 4 p. c. on $100,000 stock. Extensions were being pushed in 1899, entire system to embrace 66½ miles, connecting Bath with Brunswick, Lewiston, Auburn, Turner, Sabattus, etc.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $500,000; par, $100....	.....	.....	$500,000	.....
1st mort., $1,000,000, gold....	1898	5g. M-S	778,000	Mar., 1918
Underlying securities—				
Bath Street Ry—				
Stk. au. $300,000, par $100..	.....	4 J-J	$100,000	Div., 4%
1st mort., $300,000, gold... $1,000.....c*	1893	5g. J-J	70,000	July 1, 1913

Subject to call after July 1, 1898.

Lewiston & Auburn RR. 1st M.	1891	5 J-D	85,000	June 1, 1911

Of the $1,000,000 new 5 per cent bonds of 1898 $155,000 are held in trust to retire the underlying bonds, $67,000 to purchase Bath Street Ry. stock and $778,000 were delivered for corporate purposes.

ROAD—Owns former Brunswick RR., 3½ miles, and former Lewiston & Auburn RR., 14½ miles, and also operates under lease from July 1, 1898, Bath Street Ry., 4½ miles Bath to Lewiston, 26 miles, and Lewiston to Sabattus, 6 miles operated from Sept., 1898. Projected. Lewiston to Turner, 12 miles; total 66½ miles.

EARNINGS—Year ending June 30, 1899 (54½ miles), gross, $213,278; net, $105,181.

OFFICERS—President, A. H. Shaw, Bath, Me.; Vice-Pres. and Gen. Man., A. F. Gerald, Fairfield, Me.; Treas., S. A. Nye, Waterville, Me. General Office, Waterville, Me.—V. 66, p. 1001; V. 67, p. 481, 634.

LEXINGTON, KY.

POPULATION 1890 WAS 21,567; IN 1880 WAS 16,656; AND IN 1870 WAS 14,801.

LEXINGTON RAILWAY.—A trolley road.

ORGANIZATION—This is a consolidation Feb. 1, 1899, of the Belt Line Electric, the Passenger & Belt Ry (formerly leased), the Central Electric and the Hercules Ice Co. New management assumed charge latter part of May, 1899.

Embraces all the street railways of Lexington, together with ice factory and electric light plant. Combination arranged by a syndicate represented by John L. Williams & Sons, of Richmond, and Middendorf, Oliver & Co., of Baltimore

STOCK & BONDS—The new company filed amended articles of incorporation in July, 1899, increasing the stock from $1,000,000 to $1,500,000, and in August, 1899, made a mortgage for $1,500,000.

	Miles.	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,500,000...	....	.....	....	$1,000,000	....
Passenger & Belt, 1st M., $200,000, gold.	13	1891	6 g. A-O	135,000	Apr. 1, 1906 to Apr. 1, '15

($15,000 bonds due yearly.)

Passenger & Belt, 2d M., $250,000, gold.	13	1891	6 g. A-O 6 g. A-O	50,000 250,000	Apr. 1, 1916 Apr. 1, 1916
New M., $1,500,000, gold ($1,000)....c*	..	1899	5 g. J-D	(?)	June 1, 1949

Continental Trust Co., Baltimore, trustee.

Interest on mortgage of 1891 of the Passenger & Belt is payable at office of the American Trust & Savings Bank, the mortgage trustee, Chicago, Ill.; on second mortgage at the Security Trust & Safety Vault Co., Lexington, Ky.

ROAD—Operated 13 miles of track on 11 miles of street.

EARNINGS—For 7 months to Jan. 1, 1900: Gross, $113,673; net, $57,207; interest and taxes, $30,600; surplus, $26,607.

OFFICERS—President, R. Lancaster Williams; Vice-President, George W. Darnall; Treasurer, R. P. Stoll.—V. 68, p. 380, 977, 1077; V. 69, p. 229, 283, 743.

LIMA, N. Y.

POPULATION 1890 WAS 1,003; IN 1880 WAS 1,878.

LIMA-HONEOYE LIGHT & RR.—A trolley road.

Owns a 4½ mile road over private right of way between the villages of Lima and Honeoye Falls. In Jan., 1899, C. B. Hill of Buffalo was appointed receiver. Property was to have been sold Nov. 25, 1899.

Stock, $125,000; par, $100; all issued. Bonds, $40,000 30-year gold 5s, dated Oct. 1, 1898 ($500 each); interest at Buffalo Loan Trust & Safe Deposit Co., Buffalo, N. Y., trustee. In June, 1899, order was issued restraining the further transfer of bonds. President, Albert L. Williams, of Buffalo, N. Y.; Sec. and Treasurer, John C. Conway.—V. 67, p. 901; V. 69, p. 1103.

LIMA, OHIO.

POPULATION 1890 WAS 15,981; IN 1880 WAS 7,567; AND IN 1870 WAS 4,530.

LIMA RAILWAY—A trolley road. Population 1900 (local estimate), 28,000.

ORGANIZATION—Incorporated Nov. 5, 1896. Extensions and improvements have been made and road is reported in first-class condition.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $200,000 (par $100).	.....	.....	$200,000	Nov.,'99, 3%
1st mort., $200,000, gold, ($500)..... c*	1896	5 g J-D	200,000	Dec. 1, 1916
	Int at Dime Sav. & Bkg Co., Cleveland, trustee; also at Fourth Nat. Bk., N. Y.			

Bonds may br called in 1907, at par, on four weeks notice.

ROAD—Operates 11 miles of track.

LATEST EARNINGS—Two months to Dec. 31:

1899..Gross, $7,815; net, $2,609 | 1898..Gross, $7,048; net, $2,497

REPORT—Year ending Oct. 31, 1899, gross, $47,285; net, $17,747; in 1897-98, gross, $41,467; net, $16,003; in 1896-7, gross, $35,523; net, $12,911. President, E. W. Moore; Vice-President, Edwin Stone; Secretary, Treasurer and General Manager, Fred C. Becker, Lima, Ohio.—V. 62, p. 502.

LINCOLN, NEB.

POPULATION 1890 WAS 55,154; AND IN 1880 WAS 13,003.

LINCOLN TRACTION—A trolley road.

ORGANIZATION—Successor in January, 1898, to Lincoln Street Ry., foreclosed Dec. 17, 1897, and reorganized per plan in V. 65, p. 277.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Com. stock, par $100...	....	.....	.....	$365,000	.....
Preferred cumulative..	....	.....	5 p. c.	700,000	.....
1st mort. gold, $1,000; $100,000 auth.....	....	1897	5 p. c.	100,000	1919
	Trustee, N. Y. Security & Trust Co.				

For year 1898, gross, $113,305. In 1897, gross $95,901; net, $6,566.

ROAD—Owns about 40 miles of track. In Oct., 1898, an extension to Havelock, 2½ miles, was completed.

OFFICERS—(Jan., 1900): President, M. L. Scudder; Vice-President, Wm. Belcher; Sec'y and Treas'r, F. H. Carter.—V. 66, p. 82, 134, 336.

LITTLE ROCK, ARK.

POPULATION 1890 WAS 25,874; IN 1880 WAS 13,138.

LITTLE ROCK TRACTION & ELECTRIC.—

ORGANIZATION—Incorporated 1895; controls all street railways in city.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000: par $100.	.....	.....	$500,000	... .
1st mort. bonds, $450,000, g. (see text), $1,000 each..c*	1895	6 g. J-D	400,000	June 1, 1915
	Interest at St. Louis Trust Co., trustee.			
2d M., $300,000, g. ($1,000)	1895	6 g. J-D	300,000	June 1, 1915
red. after 5 years at 104	Old Colony Trust, Boston, trustee.			

Firsts, Nos. 1 to 300, redeemable *after* 10 years from their date at *par*, but redeemable *before* 10 years at 102; balance are 20-year straight. ROAD—Operates 20 miles of track.

OFFICERS—President, A. N. Johnson; Secretary, G. B. Rose; Treasurer, Charles F. Penzel, all of Little Rock, Ark. INDEX—V. 60, p. 1009.

LOCK HAVEN, PA.

POPULATION 1890 WAS 7,358; IN 1880 WAS 5,845.

LOCK HAVEN TRACTION—A trolley road.

ORGANIZATION—This company was organized in March, 1895, and leased for 999 years the Lock Haven Electric Ry. *Receivership*—In September, 1897, William B. Given was appointed receiver in the foreclosure suit under first mortgage.—V. 65, p. 685.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock $300,000.....	....	.....	.....	$300,000	.....
1st M., $150,000.....	....	1895	6 A-O	150,000	Apr. 1, 1920
	Trustee, West End Tr. & Safe Dep. Co., Phila.				

June 30, 1899, accounts payable were $26,813.

ROAD—Four and one-half miles track.

EARNINGS—Year ending June 30, 1899, gross, $15,307; net, $232. In 1895-97, gross, $17,288; net, $2 693.—V. 65, p. 685.

LONG BRANCH, N. J.

POPULATION 1890 WAS 7,231; IN 1880 WAS 3,833.

ATLANTIC COAST ELECTRIC RR.—Trolley.

ORGANIZATION—Incorporated in May, 1895. Leases the Seashore Electric Railway of Asbury Park for 50 years at $10,000 per year and owns $150,000 of the $200,000 total capital stock of latter company (making net rental $2,500) and owns all of the stock of the West End & Long Branch RR. and of the Asbury Park & Sea Girt RR. Also owns entire stock of the Atlantic Coast Electric Light Co., which supplies the electric lights of Asbury Park, Darlington, Allenhurst, Belmar, Ocean Beach, Como and Spring Lake.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000 ($100)	...	.....	$1,500,000	.....
1st mort., gold, $1,000,000.....	1895	5 g. M-N	*1,000,000	May 1, 1945
	Int. at Knickerbocker Tr. Co., N. Y., trustee.			
Gen. mort., $500,000..	1896	5 J-J	460,000	1946
	Interest at Knickerbocker Trust, N. Y.			
Atl. Coast Elec. Light 1st M.	5 J-D		237,000	June 1, 1945
	Interest at State Trust Co., N. Y.			

"Other debts" (Dec. 31, 1898), $205,985.

* *Bonds*—Of the $1,000,000 firsts $200,000 are reserved to retire a like amount of Seashore Ry. (of Asbury Park) 6s, subject to call in 1897.

ROAD—Belt Line in Asbury Park and extends from Asbury Park through Long Branch to Pleasure Bay, 24 miles. In June, 1898, leased and began operating its cars over the Asbury Park & Sea Girt tracks to Belmar, 2½ miles; total 26½ miles.—V. 66, p. 616. Connects at Long Branch with Iron Steamboat Co. for New York.

EARNINGS—Year end'g Sept. 30.—	Gross. 1898.	1897.	Net. 1898.
Railroad	$167,784	$137,279	$98,643
Lighting	54,912	50,801	26,483
Pleasure Bay	53,800	.....	494
Total	$276,496	$188,080	$125,620
All charges			110,878
Surplus for year			$14,742

OFFICERS—President, G. B. M. Harvey; Treasurer, A. C. Twining, 32 Nassau St., N.Y City; Superintendent, S. F. Hazelrigg.—V. 65, p. 867.

ATLANTIC HIGHLANDS RED BANK & LONG BRANCH ELECTRIC RY.—A trolley road.

RECEIVER—James E. Degnan is receiver.—V. 66, p 1043.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $414,900 ($100).....	.....	.....	$45,750 pd. in.	.....
1st mort., $500,000, g.....c	1895	5 g. J-J	398,000	July 1, 1945
	Int. at Hamilton Trust Co., Bklyn, trustee.			

REORGANIZATION COMMITTEE—A committee, of which Silas B. Dutcher is Chairman, will submit a plan and effect a reorganization. Depositary, Continental Trust Co. of New York.—V. 67, p. 1054. November, 1899, was reported still in the hands of receiver and likely to be for some time.

ROAD—Red Bank to Long Branch, 6½ miles, and 2d track, 2½ miles; in Long Branch, 3 miles; in Red Bank, 1½ miles; total owned, 13½ miles.

LONG ISLAND CITY, N. Y.

POPULATION 1890 WAS 30,506; IN 1880 WAS 17,129; AND IN 1870 WAS 3,867.

FLUSHING & SOUTH SHORE RR.—To be trolley.

ORGANIZATION—Incorporated in 1898 to construct a standard gauge road from Flushing to a point on the Long Island RR. between Fenhurst and Woodsburgh, Queens County, 15 miles. Stock, $150,000. Long Island RR. Co. is understood to be interested.

NEW YORK & NORTH SHORE RY.—The statement of this company will be found under Brooklyn.

NEW YORK & QUEENS COUNTY RY.—

ORGANIZATION—Incorporated June 26, 1896. A consolidation of the Long Island City street roads, including Steinway Ry., etc.—V. 63, p. 229.

The Electric Illuminating & Power Company, said to supply practically all the electric lights used in Long Island City, was formerly owned and operated, but in July, 1899, control was transferred to the Electric Co. of America. The earnings are kept separate from the street railway. To June 30, 1897, the N. Y. & Q. C. RR. Co. had invested $565,000 in the El. Ill. & Power Co., this amount being included in the $1,078,750 of loans and bills payable then outstanding, but since paid off.

The parties owning the New York & Queens County also own the New York & North Shore, which connects with the Queens County at Flushing, forming a line to Far Rockaway.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,500,000 ($100)	.....	.....	$2,200,000	.....
Flush. & Coll. Pt. 1st M...	1895	5 J&D	50,000	1925
Newtown Ry. 1st M.....	1894	5 J&D	150,000	Dec., 1924
Steinway Ry. 1st M., gold $1,000 .....c*	1892	6g. J - J	1,500,000	July 1, 1922
	Int. at State Trust Co., trustee, N. Y. City.			
N.Y. & Queens Co. 1st M., gold, $1,000 each.....	1896	4g. A-O	1,200,000	1946

Under the New York & Queens County mortgage there were originally $2,500,000 bonds outstanding, but the company having defaulted in the payment of interest, a readjustment was made, under which the holders surrendered $1,300,000, leaving the present 1,200,000 outstanding, and interest was reduced to 4 per cent. V. 69, p. 906.

ROAD—The system embraces about 65 miles of trolley track, including main line, 34⅝ miles; second track, 26⅛; sidings, 4¼.

LATEST EARNINGS.—6 months ending Dec. 31, 1899:

6 months.	Gross.	Net.	Oth. inc.	Int., tax., etc.	Balance.
1899.....	$243,169	$115,200	$2,990	$65,454	sur. $52,736
1898.....	225,146	100,296	14,311	130,007	def. 15,400

REPORT for fiscal year ending June 30, 1899:

	Gross.	Net.	Oth. inc.	Int. & taxes.	Bal., def.
1898-9.....	$422,545	$179,623	$3,850	.....	.....
1897-8.....	408,949	157,672	28,807	254,844	df. 152,190

DIRECTORS—President, W. H Shelmerdine, 421 Chestnut st., Philadelphia; Secretary and Treasurer, I. M. Tritt, 49 Broadway, New York; R. T. McCabe, W. K. Mathews, E. L. Bushe, Benjamin Orne, J. R. Beetem, of New York; E. J Mathews, of Philadelphia, and C. D. Simpson of Scranton, Pa.—V. 67, p. 29, 735, 737; V. 68, p. 130; V. 69, p. 130, 743, 852, 905, 906, 955; V. 70, p. 125, 176.

LORAIN, O.

POPULATION 1890 WAS 4,863; IN 1880 WAS 1,595. (IN 1900 ESTIMATED AT 17,300.)

LORAIN & CLEVELAND RR.—See Cleveland.

LORAIN STREET RAILWAY—A trolley road.

Stock & Bonds—	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock $750,000....	$100	.....	.....	(?)	.....
1st M., $200,000...	1,000	1894	6 J-J	$200,000	Jan. 1, 1915
Gen M., $750,000, gold ... c*	.....	1899	5g M-N	350,000	Nov. 1, 1949

Guaranty Trust Co., N. Y., trustee.

Interest at Guardian Trust Co., Cleveland, the mortgage trustee.

BONDS—Of the gen. mortgage for $750,000, $200,000 is held to take up first 6s and $200,000 to be issued for improvements and extensions only.

ROAD—Owns road 10·11 miles in length, extending through the city of Lorain to Elyria; total track, 10·66 miles. Of the track 7·8 miles is on private right of way (land owned in fee simple); rails, 70-lb. T and girder.

EARNINGS—For the past 5 years have been:

	1899.	1898.	1897.	1896	1895.
Gross.....	$98,129	$64, 55	$48,553	$54,621	$8 ,174
Net (after taxes)... .	51,·53	3 ,579	22,840	12,694	31,093

OFFICERS—President, F. M. Haines.—V. 69, p. 1346

LOS ANGELES, CAL.

POPULATION 1890 WAS 50,395; IN 1880 WAS 11,183; AND IN 1870 WAS 5,728.

LOS ANGELES RAILWAY—

ORGANIZATION—Successor by consolidation Sept. 29, 189-, of Los Angeles Ry. and Main St. & Agricultural Park RR. and by purchase of the Mateo St. RR. and San Pedro St. RR. V. 68, p. 85. Population in 1897 estimated at 115,000.

In 1899 acquired control of the Los Angeles & Pasadena Electric Railway, receiving the stock of the road in consideration of the guaranty of the bonds.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $5,000,000 (par, $100).	.....	.....	$5,000,000	.....
New mort., $5,000,000 gold $1,000 each ... c*	1898	5g. A-O	3,997,000	Oct. 1, 1938

Int'st at Co's Office, San Francisco, Cal.

The Trustee of the new mortgage of 1898 is the Union Trust Co. of San Francisco, Cal. On 30 days' notice interest may be made payable at the National City Bank, New York.

EARNINGS—Year 1898, gross, $756,208; net, $266,613. Year 1897, gross, $681,325; net, $227,696; charges, $41,704; balance, surplus, $185,992. Year 1896, gross, $693,480.

ROAD—About 90 miles of road

OFFICERS—President, H. E. Huntington; Vice-President, Ch. de Guigne; Treasurer, I. W. Hellman; Secretary, J. T. Burke, Wells, Fargo & Co. Building, San Francisco.

INDEX—V. 6 , p. 734, 789.; V. 68, p. 85.

LOS ANGELES & PASADENA ELECTRIC RY.—

ORGANIZATION - Road extends Los Angeles to Pasadena and Pasadena to Altadena, embracing all local lines in Pasadena. All the stock is owned by the Los Angeles Ry., which has guaranteed the bonds below.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Com. stock ($100 sh.), $1,000,000.	....	....	688,400	.....
Mort gold guar. $1,000,000, $1,000, c*	1898	5 g., J. & J.	750,000	Jan. 1, 1928

Int. at Ill. Tr. & Sav. Bk., Chic., trustee, or Chase Nat. Bk., N. Y.

Sink. fd. of $10,500 per year begins Dec. 1, 1908, and bonds may be called at 105 any coupon day after Jan. 1, 1908. Guaranty of Los Angeles Railway endorsed on bonds.

ROAD Owns 35·80 miles of track, of which 33·46 are operated by electricity and 2·34 by horses.—V. 68, p. 85.

LOS ANGELES PACIFIC RR.—An electric, steam and horse road.

ORGANIZATION—Organized in 1898.

Stock & Bonds—	Date.	Rate.	Outstand'g.	Maturity.
Stock, $1,000,000; par, $100..	.....	.....	$1,000,000	....
1st mort., $1,000,000, gold....	1898	5	50,000	1928

BONDS—Of the new bonds of 1898, $750,000 have been issued, and the remaining $250,000 are reserved for improvements, extensions and equipment as needed.

ROAD—Owns two lines of trolley road from Los Angeles to Santa Monica, the entire local system of Santa Monica, with branch lines to Hollywood, Laurel canyon, Santa Monica canyon, Soldiers' Home and Elysian Park, constituting about 71 miles of railway, of which 54 miles electric, 10 miles steam and 7 miles horse railway.

OFFICERS President and Manager, E. P. Clark; Vice-President, J. Ross Clark; Sec., A. I. Smith; Treas., M. E. Hammond.—V. 66, p. 1140.

LOS ANGELES TRACTION—A trolley road.

ORGANIZATION, ETC.—Chartered in 1895, franchise runs until 1944.

Stock and Bonds—	Date.	Interest.	Outstand'g.	Maturity
Stock, $500,000	.....	....	$500,000	....
1st mort., $250,000, gold ($1,000)	1995	6 g., M-N	250,000	May, 1915

Union Trust Co., St. Louis, trustee.

1st consol. M., gold, $250,000 ($1,000).	1898	5 g., J-D	250,000	Dec. 1, 1938

St. Louis Trust Co., St. Louis, trustee.

Interest of both mortgages at Chase National Bank, N. Y.

ROAD—In February, 1899, 26 miles of track laid with 60 and 70-lb. rail and operated.

LATEST EARNINGS—12 mos., Jan. 1 to Dec. 31. 1899.... Gross, $163,102; net, $37,895. 1898.. Gross, 111,963, net, 26,651

Manager, W. S. Hook,

PASADENA & MOUNT LOWE RAILWAY.—A combination cable and electric railway known as the Mount Lowe road. Built by Prof. T. S. C. Lowe. Located on the mountains above Pasadena. Is successor to the Pasadena & Mount Wilson, sold at foreclosure for $190,000 in March, 1899. Operates 7 miles from Altadena to Mt. Lowe Springs. Valentine Peyton of Danville, Ill., principal owner and President—V. 68, p. 673.

SAN GABRIEL VALLEY TRACTION CO.—To be a trolley road.

ORGANIZATION—Incorp. March 10, '98. Road projected from Los Angeles to Pasadena, with branches to Alhambra, Sierra Madre, Monrovia and Duarte, in all 22 miles. Stock authorized $1,000,000; issued, $22,000; no bonds. In November, 1899, nothing had been done on the road as yet.

DIRECTORS—President, Walter S. Maxwell; Sec. and Treas'r, S. P. Anderson; Jas. S. Graham, Bradner W. Lee and Albert Hadley.

TEMPLE STREET CABLE RY.—A cable road.

ORGANIZATION—Chartered Oct. 31, 1885. Operates 1¾ miles of track. Rails 38-lb. girder. Stock, $400,000; 1st M. gold 6s, dated 189-, $100,000; interest in default. Receiver, E. T. Wright: Feb., 1900, still operated by receiver.

LOUISVILLE, KY.

POPULATION 1890 WAS 161,129; IN 1880 WAS 123,758; IN 1870 WAS 100,753; AND IN 189-, ESTIMATED, 245,000.

LOUISVILLE RAILWAY—Trolley road

ORGANIZATION—Incorporated Jan. 22, 1867. A Kentucky company owning all the street railways in the city of Louisville and its suburbs. The real estate is valued at $700,000.

Stock & Bonds.—	Date.	Interest.	Outstand'g	Last due, &c
Com. stock ($100 sh.).	.....	.	$3,500,000	Jan., 1900, 1%
Pref. stock 5 p. c. cum.	5	.....	2,500,000	Jan., '00, 2½%
Louisv. City Ry. M. gold	1884	6 g J.-J.	560,300	July 1, 1909
do do M., gold	Trustee, Louisville Trust Co., Louisville, Ky.			
Central Pass. Ry. M...	1882	6 M.-N.	2,000	Nov. 1, 1902
Central Pass. Ry. M.	1888	6 M. N.	250,000	Nov. 1, 1908
	Interest payable at First Nat. Bank, Louisville.			
Louisv. Ry. Cons. M., gold, $6,000,000 (listed N. Y.) ....c*	1890	5 g. J.-J.	5,108,000	July 1, 1930
	Interest payable by Seligman & Co., N. Y.			
Louisville Ry. 2d M., $2,000,000.....	1900	....	....	.....

The new 2d mortgage bonds have not yet been issued. They will be dated March 1, 1900, and are for improvements and extensions, not more than $200,000 to be issued in any one year.

Stock.—In June, 1897, $500,000 of common (leaving $3,500,000) was converted into preferred, making $2,500,000 preferred, on payment of $50 per share to be used for improvements.

DIVIDENDS—On preferred 5 p. c. per annum. On *common*—In 1896, 2½ p. c.; in 1897, 2½ p. c.; in 1898, Apr., 1¼ p. c.; the Oct., 1898, and April, 1899, dividends were passed, owing to tax suit; in 1900, Jan. 1 1 per cent.—V. 67, p. 690.

ROAD- Owns 140 miles of track on 83 miles of street, of which (Jan., 1900), 130 electric and 10 animal power. The last mule line in the city was changed to trolley early in 189 8, most of the work of conversion having been paid for out of earnings. The lines running outside of the city are to be converted during 1900.

ANNUAL REPORT—Fiscal years ending Dec. 31. Annual meeting Feb. 19. Report for 1898 was given in V. 68, p. 376.

Year.	1899.	1898.	Year.	1899.	1898.
Gross earn..	$1,43 ,828	$1,297,3 4	Dividends	$171,686	$146.875
Net	48 ,2 5	459,415	Bal., surplus..	2,089	2,400
Interest pd.	30 ,500	310,140			

OFFICERS—President, T. J. Minary; Secretary and Treasurer, Sam'l G. Byle.—V. 64, p. 466, 1181, 1125; V. 66, p 519, 857; V. 67, p. 690; V. 68, p. 376; V. 69, p. 1103, 1301, 1316.

LYNCHBURG, VA.

POPULATION 1890 WAS 19,709; IN 1880 WAS 15,959 AND IN 1870 WAS 6,825.

LYNCHBURG ELECTRIC RY. & LIGHT.

ORGANIZATION—Successor in Aug., 1898, to Lynchburg Elec. Co., sold under foreclosure on Feb. 2-, 1898. The company was granted an extension of its charter for 30 years from Jan. 19, 1899. In Oct., 1898, new franchises were granted. Stock authorized $250,000—all issued. Bonds, $150,000 1st mortgage 6s, gold, dated 1898, due 1941, all issued. State Trust Co., Trustee.

EARNINGS—June 1 to Dec. 31, 1899, $4,229 net, with 5 cars operating.

ROAD—Operates 5½ miles of track. Overhead work and track renewed in 1899, and 12 new cars added, New power station in process of construction to be completed about April 1, 1900.

OFFICERS—President, R. A. C. Smith, 100 Broadway, New York D. D. Mallory, 100 Broadway, New York.—V. 67, p. 274.

LYNCHBURG & RIVERMONT STREET RAILWAY.

Stock and Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	....	....	....	Abt. $75,000	.....
1st M., $119,500, gold. ($500 and $1,000 each) s. f. 1 000 yearly....	.	1898	5 g. J-D	$119,500	June 30,'32

Interest at Nat Ex. Bank, Lynchburg, Va.

Mortgages cover the combined railway and electric light plant.

ROAD—Operates 6½ miles of track (including new extension completed May 1, 1899), on 3 miles of streets. Owns 8 open motor cars and 8 closed motor cars.

OFFICERS Pres't and Gen'l Mgr., H. P. Woodson; Vice-Pres't, C. V. Winfree; Sec'y and Treas., Jas. T. Bowman; Supt., A. E. Anderson, all of Lynchburg.

MACON, GA.

POPULATION 1890 WAS 22,746; IN 1880 WAS 12,749; AND IN 1870 WAS 10,810.

MACON CONSOLIDATED STREET RR.—

Stock and Bonds—	Date.	Interest.	Outstand'g.	Maturity
Stock, $500,000.....	.....	.....	$50 ,000	.....
1st mortgage	1895	.....	See text.	.....
Ref. M., $750,000, gold, ($1 000 each), subj. to call aft. Mar 1, 1904.c*	1899	5 g., M.-S.	341,000	Mar. 1, 1929

Old Colony Trust Co., Boston, Trustee.

BONDS—Of the refunding 5s, $345,000 were reserved to retire an equal amount of 1sts of 1895, and the remaining $5,000 were to be issued as soon as all the 1sts had been thus exchanged.

ROAD—In 189- was operating 20½ miles of trolley track laid with from 30 lb. to 68-lb. T rails.

EARNINGS—For year ending Dec. 31, 1898, gross, $78,761; net, $28,076; interest and taxes, $24,723; balance, surplus for year, $3,353. President, Phillip S. Saltonstall; Secretary, D. K. Snow; Treasurer, S. Reed Anthony. Office, 53 State St., Boston, Mass.—V. 68, p. 872.

MACON ELECTRIC LIGHT & RAILWAY.

ORGANIZATION, ETC.—Name originally Macon & Indian Spring Electric St. Ry., changed in 1898. Owns 7 miles of track, 9 motor cars and 5 trail cars. Capital stock authorized and issued, $100,000. Bonds, $100,000, which have all been issued. In May, 1898, purchased at foreclosure sale for $40,000 electric-light plant of Macon Gas Light & Water Co., and in Nov., 1899, was constructing new power house. Owns 7,000 light alternator, 385 arc-light dynamos, 462 k. w. generator, 1,000 h. p. power plant. President, Gen. Manager and Purchasing Agent, T. J. Carling -V. 66, p. 1089.

MADISON, WIS.

POPULATION IN 1896 WAS 18,884; IN 1890 WAS 13,429; IN 1880 WAS 10,324; AND IN 1870 WAS 9,176.

MADISON ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A reorganization in Feb., 1898, of the Madison City Railway foreclosed in December, 1897

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock, $75,000	.....	.....	.....	$56,000	.....
1st M. $150,000 gold $500.....c.*	8½	1898	5 g F-A	140,000	Feb. 15, 1918

Int. at Savings & Trust Co., Cleveland, Ohio.

ROAD—Owns 9·16 miles of standard-gauge track, including lines in Madison and extension to Elmside, Schuetzen Park and Cemetery.

EARNINGS—For year ending Feb. 28, 1898, gross, $49,477; net, $11,135; interest, &c., $7,000; surplus, $4,135.

OFFICERS.—President, F. W. Oakley, Madison; H. R. Newcomb, Secretary and Treasurer, Cleveland, O.

MAHANOY CITY, PA.

POPULATION 1890 WAS 11,286; IN 1880 WAS 7,181; AND IN 1870 WAS 5,533.

LAKESIDE RAILWAY—A trolley road.

ORGANIZATION—Chartered January, 1893. Charter is perpetual.

Default.—Proposition for reducing rate of interest on bonds to 4 per cent has been accepted by nearly all the bondholders.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $50)	.....	.....	$250,000	.....
1st M., $250,000, gold $100, $500, $1,000....	1893	6 g. M-N	200,000	Nov. 1, 1923

In default since May, 1898. Equitable Trust Co., Philadelphia, trustee.

ROAD—Has completed and in operation 5½ miles of road, connecting Mahanoy City with Shenandoah. Projected to extend to Delano and Lakeside or East Mahanoy Junction.

EARNINGS—Gross receipts about $27,000 annually.

Dallas Sanders, President, Drexel Building, Philadelphia. V. 66, p. 760; V. 67, p. 371.

MANCHESTER, N. H.

POPULATION 1890 WAS 44,126; IN 1880 WAS 32,630; AND IN 1870 WAS 23,536.

MANCHESTER STREET RY.—A trolley road.

ORGANIZATION—Incorporated July 20, 1876, under perpetual charter. Controls all street roads in Manchester and West Manchester.

Control is held by the New England Electric Power Co., which owns the stock of the Manchester Street Railway.

STOCK—	*Date.*	*Interest.*	*Outstand'g.*	*Last div'nd.*
Stock, $250,000 (par $100)	.....	Text.	$170,000	1898 9, 8%
1st M. bonds, g., $250,000 red. after Jan. 1, 1905..	1895	5 g. J-J	250,000	Jan. 1, 1915

Int. at Shoe & Leather Nat. Bank, Boston.

ROAD—In Nov. 1899, owned 20½ miles track, standard, of which 4½ miles second track and 1 mile sidings, etc. Rails 70 and 90 lb. T.

DIVIDENDS—In 1894-5, $2,500; in 1895-6, $3,958; in 1896-7, $11,417; in July, 1897, $6,000; in 1898, none; in 1899, July 25, 8%.

EARNINGS—	*Gross.*	*Net*	*Int. & taxes.*	*Dividends.*	*Balance.*
1898-99...	$162,149	$35,516	$17,300	(8)%$13,600	$4,616
1897-98...	158,885	19,499	16,568	6,000	3,069
1896-97...	145,836	26,526	14,752	(9%) 11,417	sur. 359
1895-96...	139,266	57,331	14,968	(10%)3,958	sur.$38,405

OFFICERS—President, William A. Tucker; Treasurer, P. L. Saltonstall; General Manager, E. P. Shaw, Jr. - V. 60, p. 259; V. 66, p. 900; V. 68, p. 773; V. 69, p. 229, 1193.

MANISTEE, MICH.

POPULATION 1894 WAS 13,419; IN 1890 WAS 12,812; AND IN 1880 WAS 6,930.

MANISTEE FILER CITY & EAST LAKE RAILWAY—A trolley road.

In 1899 the population was estimated at over 16,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$150,000	.....
1st mortgage, $2(0,000, g.c* ($500 each) red. after 1903 at 105.....	1898	6 g. J-J	150,000	Jan. 1, 1918

Int. at Metropolitan Trust, New York, Trustee.

BONDS—Mortgage provides that $4,000 must be drawn by lot at 105 yearly Jan. 1, 1904, and after, but all firsts are subject to call at 105 on and after 1903. Bonds offered for sale in February, 1898.

ROAD—Nov., 1899, operated 14 miles of track; 30 cars; brick boiler house; three large engines and generators; iron car house. Rails, 45 lb. T. The line extends from Manistee to Filer City, East Lake and Stronach, Oak Hill and Parkdale. Including park on shore of Lake Michigan, theatre, restaurant house, station, bath rooms, pavilions, &c., over $100,000 had been spent for improvements in 1899.

EARNINGS—For year ending Dec. 31, 1898, gross, $38,635; net, $16,893. In 1897, gross, $3[illegible],179; net, $15,250.

OFFICERS—President, Treasurer and Purchasing Agent, G. A. Hart; Vice-President, R. R. Blacker; Secretary, George W. Swigart.

MANSFIELD, OHIO.

POPULATION 1890 WAS 13,473; IN 1880 WAS 9,859; AND IN 1870 WAS 8,029.

CITIZENS' ELECTRIC RY. LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Charter renewed in 1898 for 25 years. Successor to the Mansfield Electric Street Ry. Owns also an incandescent light plant with about 7,000 lights.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $400,000	.....	.....	$125,000	.....
1st mort., $125,000 ($100 and $500).....	1891	6 A-O	125,000	Apr., 1911

Int. at office, Rush Taggart, N. Y., Tr.

In April, 1898, stock was increased from $125,000 to $400,000.

ROAD—Owns 9 miles of track. President, S. N. Ford; Secretary, Reid Carpenter

MARION, IND.

POPULATION 1890 WAS 8,769 IN 1880 WAS 3,182; AND IN 1870 WAS 1,658.

MARION CITY RAILWAY—See Union Traction Co of Indiana under Anderson, Ind.

MARION, OHIO.

POPULATION 1890 WAS 8,327; IN 1880 WAS 3,899 AND IN 1870 WAS 2,531.

MARION STREET RAILWAY—

ORGANIZATION, ETC.—Stock, $100,000. Operates 4 miles of track.

OFFICERS—President and Treasurer, E. Durfee.

MARLBOROUGH, MASS.

POPULATION IN 1895 WAS 14,977; IN 1890 WAS 13,805; IN 1880 WAS 10,127; IN 1870 WAS 8,474.

MARLBOROUGH STREET RY.—Trolley.

Control of this road and also of the Union Street Railway of Framingham and some other roads has been sought by the projected Boston & Worcester Electric Street Railway. An agreement exists by which the promoters of the latter can buy control of the capital stock of the Marlborough Street Ry. under certain conditions.

ORGANIZATION—Incorporated March 27, 1888. The Framingham Southboro & Marlboro Ry., 6 miles, completed in August, 1898, is operated.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $80,000 (par $100).	.....	See text	$80,000	4% in 1895-6
1st mortgage sink. fund . Sub. to call at par after 5ys.	1894	6 J - J	80,000	July 2, 1914

Interest at Intern'l Trust, trustee, Boston.

Current liabilities Sept. 30, 1898, $46,342.

Dividend—In 1894-95, 2 p. c.; in 1895-96, 4 p. c.; in 1896-7, 1897 8 and 1898-9, none.

ROAD—Operates 7·37 miles of main track and ·57 mile of sidings, etc.

EARNINGS—	1898-9.	1897-8.		1898-9.	1897-8.
Gross earnings..	$53,567	$39,878	Dividends.....	None.	None.
Net.....	5,577	5,976	Deficit for year...	def 3	$2,166
Int'st, taxes, etc.	5,580	8,142	Tot. sur. Sep. 30.,	$205	.....

OFFICERS—(January, 1900,) President, S. Reed Anthony; Treasurer, Philip L. Saltonstall, 53 State Street, Boston; Superintendent and Purchasing Agent, H. E. Bradford; Clerk of Corporation, Fred. L. Claflin. —V. 69, p. 955.

MARSHALLTOWN, IA.

POPULATION 1890 WAS 8,914; IN 1880 WAS 6,240; AND IN 1870 WAS 3,218.

MARSHALLTOWN LIGHT POWER & RY.

ORGANIZATION—Exclusive rights till 1917. Runs electrical lighting and gas plant and electric railway.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($500,000) ($100).	.....	.....	$250,000 l.p.	.....
1st mortgage ($150,000) gold ($1,000).....c.*	1893	6g. J-J	125,000	July 1, 1913

Int. at Ill. Tr. & Sav Bk., Chicago, trustee.

EARNINGS—	1896-7.	1895-6.		1896-7.	1895-6.
From passengers.	$12,507	$12,873	Net (over taxes)..	$17,167	$16,552
Other sources.....	27,752	26,760	Interest.....	7,500	7,500
Total gross.....	$40,259	$39,633	Bal., surplus.....	$9,667	$9,052

ROAD—Trolley track, 3½ m. President, C. D Jones of Independence, Ia,; Secretary, F. B. Hovey of Independence, Ia.; Treasurer, M. W. Hovey, Marshalltown Ia.

MASON CITY, IOWA.

POPULATION 1890 WAS 4,00[illegible]; IN 1880 WAS 2,510.

MASON CITY & CLEAR LAKE RAILWAY CO.—ORGANIZATION, ETC.—A trolley road Operated since July 1897. Owns right of way 33 feet wide from Mason City to Clear Lake, 9 miles. Length of line within and between two cities, 17·6 miles, Stock, $200,000. Bonds (authorized), $100,000 1st gold 6s, J.-J. 15, interest at Illinois Trust & Savings Bank, Chicago, Trustee; sinking fund retires $3,000 yearly at 103, beginning Jan. 15, 1900, and amount outstanding, $97,000. Handles all freight coming over Iowa Central Ry. between Mason City & Clear Lake. President and Gen. Manager, W. E. Brice; Secretary, F. J. Haulon.

MEMPHIS, TENN.

POPULATION 1890 WAS 64,495; IN 1880 WAS 33,592; AND IN 1870 WAS 40,226.

MEMPHIS STREET RAILWAY CO.—

ORGANIZATION—Chartered in 1895 and consolidated with the Citizens' St., East End Street, City & Suburban and Memphis & Raleigh Springs lines; franchise runs till 1945.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k $500,000 ($100)	.....	.....	.....	$500,000	.....
Citz. St. RR. 1st M. ($1,000), gold..c*	40	1887	6 g. J-J	995,000	Jan 1, 1916

Int. at U. S. Nat. Bk of N. Y. and Memphis, Tenn.

ROAD—Operates 70 miles of track in Memphis and suburbs.

Rails 70 to 90 lb. T and Johnson.

OFFICERS—Vice-President, General Man'r and Purch. Agent, F. G. Jones; Secretary and Treasurer, R. L. Benson.—V. 67, p. 371.

MENOMINEE, MICH.

POPULATION 1890 WAS 10,633, AND IN 1880 WAS 3,288.

MENOMINEE ELECTRIC LIGHT RAILWAY & POWER.

ORGANIZATION—Chartered July 31, 1891. Capital stock issued and paid in $110,000; par, $100. First mortgage 6s of 1893, $27,500; due $3,000 yearly; interest J&J at First National Bank of Menominee. Owns 6 7-10 miles of track.

EARNINGS—For year ending April 30, 1899:

Gross Street Railway..	$18,030	Operating expenses.....	$25,195
Gross Electric Light	23,483	Interest, insur. and taxes.	4,246
Total net earnings.....			$12,072

DIVIDENDS—Nine semi-annual dividends have been paid to December, 1899, the first six at 2 per cent and the last three at 2½ per cent.

OFFICERS.—President, A. Spies; Vice-President, S. M. Stephenson, Secretary, Treasurer & General Manager, E. Daniell.

POPULATION Estimated population in 1896 13,000

MERIDEN, CONN.

POPULATION 1890 WAS 21,652; in 1880 WAS 15,540.

MERIDEN ELECTRIC RAILROAD—Trolley.

ORGANIZATION—Organized August 14, 1886. In November, 1895, control was obtained by the N. Y. N. H. & H. RR. Co.—V. 61, p. 794.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,000,000..	$100	.....	.....	$1,000,000	.....
Meriden Horse RR. 1st mortgage.....	1,000	1891	5 A-O Interest at Girard Life, etc., Co. of Philadelphia.	85,000	Oct. 1, 1911
Meriden Horse RR. con.M.,g.,$500,000	.....	1894	5 g. J-J Interest at Girard Life, Philadelphia.	$415,000	Jan. 1, 1924

Sept. 30, 1899, bills payable, $141,900.

ROAD—In Meriden, extending also to Wallingford, 17½ miles in all.

EARNINGS—For year ending June 30, 1899, gross, $112,123; net, $38,211; interest and taxes, $30,570; balance, sur., $7,641. For year ending Sept 30, 1898, gross, $106,531; net, $27,293; interest and taxes, $30,445; bal., deficit for year, $3,152. In 1896-97, gross, $111,437; net, $21,539.

OFFICERS—President, Col. N. H. Heft, New Haven; Secretary and Treasurer, W. L. Squire, New Haven.—V. 61, p. *704, 794*

MERIDEN SOUTHINGTON & COMPOUNCE TRAMWAY.—A trolley road.

ORGANIZATION, ETC.—Operation commenced about July, 1898. Operates 8 miles of track between Meriden and Southington. Extension of 5 miles proposed.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Com. stock ($100) $300,000	.....	.....	$120,000	.....
M. g., $200,000 c* ($1,000) can be called at 110 after Aug. 15, 1903.....	1898	5 g J-J Optional at 110 and interest Int. at Col. Trust Co., N. Y., trustee.	100,000	Aug. 15, '28

The other $100,000 of bonds can be issued only for new extensions to the extent of 50 per cent of cost and provided net earnings for the twelve months preceding the issue were equal to 10 per cent on all bonds issued and proposed.

EARNINGS—For fiscal year ending June 30, 1899, gross, $27,177, net, $10,215; interest, $5,000; dividends, $1,200; balance, surplus, $4,015. Dividend of 1 per cent paid April, 1899.

President Francis Atwater; Sec., John A. Hurley, Meriden, Conn.

MICHIGAN CITY, IND.

POPULATION IN 1890 WAS 10,776; IN 1880 WAS 7,366.

LAKE CITIES ELECTRIC RY.—Trolley.

RECEIVERSHIP—In Feb., 1898, I. I. Spiro was appointed receiver Interest due Feb. 1, 1898, only partly paid. Feb., 1900, receiver still in control.

LIGHTING PLANT—Owns plant for commercial and public lighting, pole line and wires covering entire city. Company has a 10-year contract with the city for lighting, from Aug. 1, 1894.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Common stock, (par $100).	.....	.....	$200,000	.....
Pref., non-cum., $100,000.	.....	.....	50,000	.....
1st M., $300,000, g. ($500) (In default, see above) c*	1893	6 g.F-A. Metropolitan Tr. Co., N.Y., trustee.	75,000	Feb. 1, 1923

EARNINGS—Including electric-light plant, gross for first six months of 1899 was $8,820; for calendar year 1898 gross was $17,223; in 1897, $15,683; in 1896, $12,399.

ROAD—Owns 6 miles of track. Rail 72-lb. T.—V. 66, p. 288.

MIDDLETOWN, CONN.

POPULATION IN 1890 WAS 9,013; IN 1880 WAS 6,826; AND IN 1870 WAS 6,923.

MIDDLETOWN STREET RY.—A trolley road. Serves population of about 20,000.

ORGANIZATION—In Jan., 1898, consolidated with the Portland St. Ry

Stock, par, $25 ($200,000),	$135,000	EARNINGS—For ending June 30, 1899, gross, $40,511; net, $11,128; interest and taxes, $9,360.	
1st M., $150,000, gold, 5 guar, J-D..... (Dated 1894. Due 1915.)	145,000		

ROAD—Owns 9·37 miles of tracks.

OFFICERS—President, Israel A. Kelsey, West Haven, Conn.; Vice-Pres't, Abel C. Allison, Middletown; Secretary and Treasurer, J. K. Guy, Middletown. INDEX—V. 62, p. 85.

MIDDLETOWN, N. Y.

POPULATION 1890 WAS 11,977; IN 1880 WAS 8,494; AND IN 1870 WAS 6,049.

MIDDLETOWN-GOSHEN ELECTRIC RY.—

ORGANIZATION—In Oct., 1899, was incorporated as successor by purchase at foreclosure of the Middletown-Goshen Traction. The property was bought subject to the two old mortgages enumerated below.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g.*	*Maturity*
Stock, $100,000.....	.....	.....	$100,000	.....
Old Co's. 1st mort., $200,000, gold, $1,000, s. f.....c*	1894	6g. J-J	200,000	Jan. 1, 1919
Middlet'n-Bloomb'g 1st M. gold ($1,000) $200,000 s.f.	1895	6 M.&N.	75,000	May 1, 1920

ROAD—Operates 13 miles of track extending from Middletown, N. Y., to Midway Park, Goshen and Bloomingburg, including switches, turnouts, etc. Rails 65-lb. T except ½ mile only of 80 lb. girder.

YEARLY EARNINGS—Fiscal year ends June 30. Report for 1897-98 was in V. 67, p. 480. Earnings have been as follows:

	1897-8.	1896-7.		1897-8.	1896-7.
Gross earnings...	$46,620	$46,584	Interest.....	$16,500	$16,500
Net earnings.....	5,912	2,188	Taxes.....	1,622	1,545
Total net.....	5,912	3,513	Balance.....	df.12,210	df.14,532

OFFICERS—Gen. Manager & Treasurer, W. B. Royce.—V. 67, p. 480, 1003; V. 69, p 440, 852, 906.

MILFORD, CONN.

POPULATION IN 1890 WAS 3,811; IN 1880 WAS 3,347.

MILFORD STREET RY.—A trolley road.

Organized Dec. 12, 1896. Authorized capital $350,000; issued, $100,000. No bonds; floating debt, $9,500. Road completed June 11, 1898. In Jan., 1900, was operating 13·8 miles of road, including sidings.

EARNINGS—For fiscal year ending June 30, 1899, gross, $26,930; net, $8,275.

OFFICERS—President and Gen. Manager, Chas. A. Tomlinson, Milford, Conn.; Treasurer, D. P. Merwin, Milford, Conn.

MILFORD, MASS.

POPULATION IN 1895 WAS 8,959; IN 1890 WAS 8,780; IN 1880 WAS 9,310; AND IN 1870 WAS 9,890.

MILFORD HOLLISTON & FRAMINGHAM STREET RAILWAY—Trolley.

ORGANIZATION—Commenced operation May 15, 1896. In 1897 purchased entire capital stock of Milford & Hopedale St. Ry. and December, 1897, was consolidated with it. In 1899 made arrangement with Milford Elec. Light & Power Co., by which steam power is furnished to that company

Capital stock is $210,000 (par $100). First mortgage gold 5s, int. J-J, at Amer. Loan & Trust Co., Boston, dated 1898, due Jan. 1, 1918, $165,000.

ROAD—Owns 21⅛ miles of track.

EARNINGS—Year ending Sept. 30, 1899, gross, $96,204; net, $32,496; interest, $10,178; div., (8%), $16,800; surplus, $5,518. President, Israel A. Kelsey, West Haven, Conn.; Treasurer, G. A. Butman, Malden, Mass.

MILLVILLE, N. J.

POPULATION IN 1890 WAS 10,002; AND IN 1880 WAS 7,660.

MILLVILLE TRACTION—A trolley road.

ORGANIZATION—This company owns the entire capital stock of the Millville Rapid Transit ($50,000) and operates in all 3·64 miles of track.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St ck, $175,000.....	.....	.....	$175,000	.....
1st mortgage, $400,000, gold ($1,000 each)....c*	1894	5g. F-A Interest at Land Title & Tr., Phila., Trus.	88,000	1914
"Other debts" Jan. 1, '99..	....	.....	$25,424	.....

EARNINGS—For year 1898 gross, $4,851; deficit under operating, $1,540. President, G. B. Langley; Sec. and Treas., D. C. Lewis.

MILWAUKEE, WIS.

POPULATION 1898 (LOCAL ESTIMATE), 280,000; 1890 WAS 204,468; IN 1880 WAS 115,702; AND IN 1870 WAS 71,440.

MILWAUKEE ELECTRIC RY & LIGHT.

ORGANIZATION—Successor of Milwaukee Street Railway Company, sold in foreclosure Jan. 29, 1896, per plan in V. 60, p. 1009. Embraces all the street railway lines in Milwaukee. Controlled by the "North American Co." (See Miscellaneous Companies in INVESTORS' SUPPLEMENT.) The Company besides its street railway system owns and operates electric-light and power works (costing $1,625,938) under franchises said to be exclusive; these include all the electric light companies (with the single exception of one small plant), among others the Edison Electric Illuminating Company, the Milwaukee Electric Light Company, the Badger Illuminating Co. and the Milwaukee Arc Light & Power Co. Was furnishing in April, 1899, 57,518 incandescent lamps, about 1,244 h. p. in motors and 2,000 arc lights. Owns the stock of the Milwaukee Light, Heat & Traction Co. See its statement below.

The ordinance requiring the sale of tickets at less than five cents was declared invalid and a permanent injunction restraining its enforcement was served on July 1, 1898.—V. 66, p. 1089; V. 67, p 74, 126. In August, 1899, made proposition of settlement to the city, offering a gradual reduction of fares to a 4-cent basis on condition of a ten-year extension of old franchises and the granting of some new ones.—See V. 69, p. 385. After much skirmishing an ordinance was finally passed Jan. 2, 1900, providing for the sale of 25 tickets for $1 and 6 tickets for 25 cents, good only during commission hours until January 1, 1905, and thereafter good during all hours; and the city is to have the right (on determining to avail of it during the last six months of 1930) to purchase the property Dec. 31, 1934. In return for these concessions the franchises of the company are extended until Dec. 31, 1934. V. 70, p. 39.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Common stock (par $100.	.....	.....	$8,500,000	.....
Pref. stock, $4,500,000, 6 p. c., non-cum., par $100	.....	.....	3,500,000	Feb., '00, 1½%
Milw. City RR. 1st mort., 41 m., $1,000,000, gold.c*	1888	5g. J-D Central Trust Co., N. Y. City, is trustee	1,000,000	Dec. 1, 1908
West side Street Ry., 1st mort., covers 18 miles ..	1889	5g. J-J Int. is payable at Farmer's L. & Tr. Co.	$500,000	July 1, 1908
Milw. El. Ry. & Light Co., consol. M. $8,000,000, g.c*	1896	5g. F-A Trustee, Central Trust Co., New York.	$6,500,000	Feb. 1, 1926

Interest payable at company's office, 30 Broad Street, N. Y.

BONDS—New consols of 1896 for $1,500,000 are reserved for prior bonds still outstanding and $1,000,000 pref. stock is issuable for improvements and extensions.

ROAD—Total track Jan., 1, 1900, was 140 29 miles—all trolley, of which 63·45 double track and 13 39 single.

ANNUAL REPORT—Fiscal year ends Dec. 31. See report in V. 70, p. 277.

Year—	1899.	1898.	1897.	1896.
Gross railway.	$1,668,963	$1 520,752	$1,374,118	$1,213,063
Lighting, etc. ...	327,643	263,710	288,008	26 ,658
Miscellaneous.	10,533	3,132	....	... ...
Gross earnings ...	$2 007.139	$1,787,594	$1,662,126	$1,172,721
Operating expenses..	1.026.403	1,006,683	988,015	1,012,645
Net earnings	$980,736	$780,911	$674,111	$160,106

Out of the net of $980,736 for 1899 $401,184 was paid for interest, $82,498 for taxes, $120,000 for sinking fund and $204,000 was set aside for depreciation reserve, leaving a surplus balance of $173,054. The dividend of 1½ per cent on prefered stock paid Feb. 10, 1900, called for $52,500.

DIVIDEND First dividend on preferred stock was paid Feb., 1900, and was 1 ∞ per cent.

OFFICERS—President, W. N. Cromwell. Vice-President, Henry C. Payne, Milwaukee, Wis.; Secretary, C. A. Spofford, New York; Treasurer, Edward Edes; Purchasing Agent, W. C. Vanden Berg. New York office, 30 Broad St., N. Y. City.—V. 67, p. 74, 126; V. 68, p. 619, 872; V. 69, p. 24, 385, 1012, 1301; V. 70, p 39, 277, 280.

Companies Controlled by Milwaukee Electric Railway & Light Co.

MILWAUKEE LIGHT HEAT & TRACTION COMPANY.—Incorporated December, 1896. The capital stock ($500,000) is all owned by the Milwaukee Electric Railway & Light Co.

The Traction Company owns and operates the following properties—all trolley roads:

Milwaukee & Wauwatosa Motor Railway Co., operating between Milwaukee and the town of Wauwatosa.

North Greenfield & Waukesha Electric Railway Co., Waukesha Beach Electric Railway Co., Waukesha Electric Railway Co., operating between Milwaukee, Waukesha and Waukesha Beach.

Milwaukee Racine & Kenosha Electric Ry. Co., operating between Milwaukee, Racine and Kenosha.

Belle City Electric Railway Co., operating in Racine and connecting with the Milwaukee Racine & Kenosha line.

Total mileage, 73 miles.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Common stock, $500,000	.....	.....	$500,000	.....
M. g. guar. $5,000,000 ($1,000). ..c*	1899	5 M. - N.	1,500,000	May 1, 1929

City Trust Co., N. Y., trustee.

Interest at Co.'s office, 30 Broad St., N.Y.

The bonds are guaranteed by the Milwaukee Electric Railway & Light Company. The Milwaukee Racine & Kenosha has $300,000 of 1st mort. gold 6s (M&S) outstanding, maturing Mar. 1, 1928, and the Belle City Electric recently had $250,000 mortgage 5s out.

EARNINGS—Fiscal year ending Dec. 31, 1899:

Gross—Railway	$170,545	Expenses—Railway	$120,261
" Electric light. ...	20,305	" Electric light.	11,863
" Other income...	266		
		Total expenses	$132,124
Total gross	$191,116	Net earnings	$58,992

Interest, $50,000; dividends, $4,628. taxes, etc., $4 364.

OFFICERS AND DIRECTORS—Same as The Milwaukee Electric Railway & Light Company.

General office, 451 Broadway, Milwaukee, Wis. New York office, 30 Broad Street.—V. 68, p. 619. 872; V. 70, p. 277

MINNEAPOLIS, MINN.

POPULATION OF MINNEAPOLIS AND ST. PAUL COMBINED IN 1890 WAS 297,894; IN 1880 WAS 88,360; AND IN 1870 WAS 33,096.

TWIN CITY RAPID TRANSIT—Cable and electric road.

ORGANIZATION—The company was organized under the laws of the State of New Jersey, June 3, 1891, and by virtue of its stock ownership of the underlying companies (to wit: The Minneapolis Street Railway Co., The St. Paul City Railway Co. and the Minneapolis Lyndale & Minnetonka Railway Co.), it controls and operates the entire street railway system of Minneapolis and St. Paul. The combined population of St. Paul and Minneapolis in 1895 was said to be 400,000.

Also owns the entire capital stock of the Minneapolis & St. Paul Suburban Ry. (organized June 1, 1899), which it operates as part of its system. See statement of the latter under St. Paul.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Twin City Rap. Tran.—				
Common stock, $17,000,000; par. $100	.....	.....	$15,010,000	Feb., 1900, 1½
Preferred stck, cum $3 000.000 ($100)	1895	7 Q. - J.	2,700,000	Jan., 1900, 1¾
Minn. St. Ry. Co.—				
1st M., g., red. at 105 yearly.	1880	7 g M. - N.	270,000	Nov. 1, 1910
2d mort., gold...c*&r	1883	6 g M. - N.	600,000	Nov. 1, 1913
1st consol. mort gold, $5,000,000 .....c*	1889	5 g J.15 - J.	4,130,000	Jan. 15, 1919
St. Paul City Ry. Co.—				
M. on real estate and horse-car franch..	1882	6 g A - O.	219,000	Apr., 1, 1931
	Exchangeable at 105 for 1st consol.			
1st consol. M., gold..	1884	6 g A. - O.	680,000	Jan., 1934
Cab. con., g., see text.	1887	5 g J.15 - J.	3,708,000	Jan. 15, 1937
Debentures, gold.....	1890	6 g M. - N	709,000	May 1, 1900

All bonds are for $1,000 each, and interest is payable at Farmers Loan & Trust Company, New York.

Capital stock—The capital stock is $20,000,000, of which $17,000,000 is common stock and $3,000,000 is 7 per cent cumulative preferred stock on which interest is payable quarterly. In Feb., 1899, $750,000 additional preferred stock, issued in payment of loan for that amount, was listed on the N. Y. Stock Exchange, with authority to list up to 3,000,000 when issued in exchange for St. Paul Ry. deb. 6s. The debentures are to be sold or exchanged for preferred stock at not exceeding 7½ shares of preferred for each $1,000 debenture bond.—V. 6 , p 381. On February 1, 1900, amounts of preferred stock and debentures were as above.

For the preferred stock it is provided that if in any year dividends amounting to 7 per cent are not paid on said stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

Dividends—All dividends on preferred to and including Jan., 1900 (13 per cent), have been paid. One per cent was paid on the common stock in August, 1899, and 1½ p. c. Feb 1, 1900.

See full description of property in application to the New York Stock Exchange in June, 1895.—V. 60, p. 1148.

Bonds.—The *Minneapolis Street Railway* Co. jointly and severally with the Minneapolis Lyndale & Minnetonka Railway Co. has issued $5,000,000 5 per cent 30-year first mortgage and first consolidated mortgage gold bonds, of which $890,000 are held in trust by the Farmers' Loan & Trust Company to redeem the $890,000 prior lien bonds. See statement to N. Y. Stock Exchange in June, 1895. The consols are also listed in London.—V. 60, p. 1149.

The *St. Paul City Railway* Company has issued $1,388,000 5 per cent 50-year *cable consolidated bonds* (including $680,000 held by the Farmers' Loan & Trust Company, trustee, to redeem the $680,000 prior lien bonds above) under a mortgage limited to $5,500,000. Under the mortgage these bonds can only be issued against the actual cash cost of construction, under a mileage limit of $15,000 per mile. Part of these consols ($1,138,000 at latest date), are guaranteed, principal and interest, by endorsement of Twin City R. T. Co. See statement to N. Y Stock Exchange in June, 1895.—V. 60, p, 1150.

ROAD—The entire system consists of 240 miles of standard-gauge road, all recently built or rebuilt, and thoroughly equipped. Two double-track electric lines, 9 miles long, connect the business centres of the two cities.

On the principal streets of the cities 80-lb. rail with welded joints and imbedded in concrete was used.

A second inter-urban line was completed and began to be operated on July 1, 1898, affording direct communication with Como Park and the State fair grounds. V. 68, p, 522.

On Jan. 1, 1899, bills payable outstanding were $110,000.

The company leases water power at St. Anthony's Falls (capacity 10,000 h. p.), which power is now used to run the entire railway system in both cities.—see V. 64, p. 704.

LATEST EARNINGS—11 mos. to Nov. 30—

11 Months.	Gross.	Net	Charges.	Surplus.
1899	$2,286,166	$1,230,453	$747,926	$482,527
1898.....	1,960,929	1,032,651	713,625	319,026

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1898 was in V. 68, p. 522, showing results on the entire property as follows:

	1899.	1898.	1897.
Receipts from passengers.....	.....	$2,145,093	$1,982,785
Receipts from other sources.....	.....	25,623	26,336
Total receipts.....	$2,522,794	$2,170,716	$2,009,121
Operating expenses.....	$971,345	858,867	$877,616
Insurance and general expenses..	112,717	102,032	52,464
Injuries and damages.....	72,910	58,493	72,000
Total operating.	$1,156,972	$1,019,392	$1,002,080
Net earnings.....	$1,365,822	$1,151,324	$1,007,041
Interest on bonds and 6% ctfs... Interest on floating debt..... Dividends on 7 p. c. pref. stock..	.....	713,454	$705,438
Taxes.....	.....	64,214	66,469
Total.....	$815,796	$777,668	$771,907
Balance, surplus.....	$550,026	$373,656	$235,134

BALANCE SHEET.—Twin City Rapid Transit Company general balance sheet of December 31, 1898, was as follows:

Resources.		*Liabilities.*	
Roadway, &c. ¶ Securities in treas.	$29,903,171	Stocks..... ....$17,472,200	
		Bonds and 6% certs.	388,000
Notes & accts. receiv..	103,081	Unpaid vouchers, etc.	62,867
Cash.....	225,897	Pay-rolls, etc., not due.	79,399
Ins., etc., paid in adv.	5,355	Int. on bonds accrued.	208,521
Materials and supplies	72,215	Bills payable.....	110,0 0
		Income account—sur.	1,988,732
Total..... ...	$30,309,719	Total.....	$30,309,719

¶ NOTE.—Includes: Minneapolis Street Railway Co. stock, $5,000,000; St. Paul City Railway stock, $5,000,000; Minneapolis Lyndale & Minnetonka Ry. Co. stock, $385,000—total par value, $10,385,000; valued at $15,000,000.

OFFICERS—President, Thomas Lowry; Vice-President, Secretary and Treasurer, C. G. Goodrich; Auditor, J. F. Calderwood; General Manager, W. J. Hield. Fiscal Agents, J. Kennedy Tod & Co., 45 Wall Street, N. Y. (V. 65, p. 1127; V. 66, p. 424, 428, 469, 1209; V, 68, p. 376, 381, 522; V. 69, p. 1194; V. 70, p. 177.

(1) **MINNEAPOLIS & ST. PAUL SUBURBAN RY.**—A trolley road

ORGANIZATION. —This road is owned and operated by the Twin City Rapid Transit, which holds all the capital stock. Organized under the laws of Minnesota on June 1, 1899, for the purpose of purchasing, leasing, building, owning and operating suburban street railways from the city limits of St. Paul and Minneapolis, to and into outlying cities, towns and villages of the State of Minnesota. Has acquired the entire capital stock of the St. Paul & Suburban Railway Co.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $3 0.000 ($100)...	.....	.....	$300,000	.....
1st M. gold.	1899	5 g.	450.000	Sept. 1,1924

The bonds are guaranteed by the Twin City Rapid Transit and the St. Paul City Railway.

ROAD—In November, 1899, had extended the line of the St. Paul & Suburban Ry. from White Bear Lake to the city of Stillwater and also

owned and operated the local street railway lines in the city of Stillwater and South Stillwater. Owns altogether 25 miles of new track, which is operated as a part of the Twin City Rapid Transit.

Earnings are included in those of the Twin City Rapid Transit.

OFFICERS—President, C. G. Goodrich; Vice-President, M. D. Munn; Secretary and Treasurer, J. F. Calderwood.—V. 69, p. 852.

MOBILE, ALA

POPULATION 1890 WAS 31,076; IN 1880 WAS 29,132; AND IN 1870 WAS 32,034.

MOBILE LIGHT & RAILROAD—Trolley.

ORGANIZATION—A consolidation in April, 1897, of the M. L. & *Railway* and Mobile & Spring Hill Ry. Franchise is perpetual.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $400,000, par $100	.....	.....	$400,000	.....
1st mortgage, gold ($1,000)	1897	5g. J-D	400,000	June 1, 1937

ROAD, ETC.—Owns 14 miles of track in Mobile and extends to Spring Hill, 4 miles; total track, 18 miles. Company also owns Monroe Park" water power and 320 acres of land; also electric light plant of capacity of 6,000 incandescent lamps and 30 arc lamps with power circuit and power house.

OFFICERS—President and General Manager, J. H. Wilson; Vice-President, L. H. Rust; Secretary, C. W. Chase.—V. 61, p. 282.

MOBILE STREET RAILROAD CO.—A trolley road.

ORGANIZATION—Successor to the Mobile Street *Railway*, sold in foreclosure in 1892, and which was chartered Feb. 26, 1888. The Mobile Street Railway had a State charter for 50 years from June, 1887. Consolidation of this road with the Mobile Light & Power Co. has been proposed.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity,*
Stock, $500,000	.....	.....	.....	$500,000	.....
1st mortgage, gold, $350,000	.....	1893	6g M-N	240,000	May 1,1923
Other indebtedness	.....	.....	.....	(?)	.....

Interest at National City Bank, New York.

Bonds—The mortgage of 1893 is for $350,000, and was issued for the purpose of electrically equipping the road, for extensions and improvements. The mortgage trustee is the Farmers' Loan & Trust Co., N. Y.

ROAD—Operates 23 miles of track, of which 22 electric and 1 m. horse.

OFFICERS—President, J. C. Morris; Vice-President, F. J. Gasquet; Secretary, R. B. Owen; Treasurer and General Manager, R. Semmes; Chief Engineer, J. F. McAviney. Office, Anthony and Royal streets. —V. 60, p. 929.

MOLINE, ILL.

POPULATION 1890 WAS 12,000; IN 1880 WAS 7,800; AND IN 1870 WAS 4,166.

MOLINE CENTRAL STREET RY.—Trolley.

Road has been merged in Tri-City Railway of Davenport, Ia., which see.

MONTGOMERY, ALA.

POPULATION 1890 WAS 21,883; IN 1880 WAS 16,713; AND IN 1870 WAS 10,588.

MONTGOMERY STREET RY.—A trolley road.

ORGANIZATION—A consolidation, Aug. 1, 1894. Has a perpetual but not exclusive franchise.

STOCK, BONDS ETC.	*Miles.*	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock	.....	.....	.....	$290,000	.....
1st mortgage for $350,000, gold	14·25	1893	6g. F-A	290,000	1923

Interest at Farmers' L. & T., *Trustee*, N. Y. City.

Bonds—The bonds unissued may be sold at the company's discretion.

ROAD—In Feb, 1899, owned 14½ miles of trolley road.

Calendar years—In 1897, gross, $54,914; net, $27,709. In 1896, gross, $57,290; net, $29,382. President, J. W. Dimmick; Secretary, J. C. Virden; Treasurer, G. W. Craik.

MONTGOMERY SUBURBAN ST. RY.—

The statement below is imperfect. Mr. Jones, the Treasurer, says: "We have no information to give."

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	$100,000	.....
Mortgage	.....None, Feb., 1899		(?)	.....

ROAD—In Feb., 1899, operated 4½ miles of track and road.

OFFICERS—President, Henry Fonde; Treas. and Man., H. S. Jones, Sec., Edward A. Graham.—V. 61, p. 70.

MONTREAL, CANADA.

POPULATION IN 1897 WAS ABOUT 250,000; IN 1891 WAS 216,650; AND IN 1881 WAS 155,237.

MONTREAL STREET RY.—A trolley road.

ORGANIZATION—Chartered May 18, 1861. Franchises expire in 1922. In March, 1899, authority was received from the Dominion Parliament to increase the stock to $10,000,000 from time to time.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $10,000,000; par $50	.....	.....	$5,000,000	'98-9 10%
Sterling debentures	1888	5 M-S	292,000	Mar. 1,'08
	Int. at Bank of Montreal, London Eng.			
Sterling debentures	1893	4½ F-A	$681,333	Aug. 1,'22
	Int. at Bank of Montreal, London, Eng.			

Under trust deed of Aug. 10, 1893, the debenture 5s and 4½s are of equal rank.

LATEST EARNINGS.—Jan. 1 to Dec. 31, gross, $1,676,274 in 1899; $1,506,217 in 1898.

REPORT—Report for year ending September 30 shows:

Year end. Sept. 30—	*Gross*	*Net*	*Charges.*	*Dividends*	*Balance, Surplus.*
1899	$1,610,775	$747,826	$116,756	(10) $478,333	$152,537
1898	1,471,940	707,056	105,352	(10) 462,916	138,788
1897	1,342,368	605,934	78,983	(8) 326,667	139,524
1896	1,265,898	555,033	92,926	320,000	102,107

ROAD—Owns 85 miles of track. President, L. J. Forget; Secretary, M. H. Watts.—V. 67, p. 1000; V. 68, p. 524.

MUNCIE, IND.

POPULATION IN 1890 WAS 11,345; IN 1880 WAS 5,219; AND IN 1870 WAS 2,992.

The former Citizens' Street Railway of Muncie has been acquired by and now forms part of the Union Traction Co. of Indiana. See the latter under Anderson, Ind.

MUSCATINE, IOWA.

POPULATION 1890 WAS 11,454; IN 1880 WAS 8,295; AND IN 1870 WAS 6,718.

MUSCATINE ELECTRIC RY.—Trolley and light.

In March, 1899, was purchased by Harry W. Huttig, of the Huttig Bros. Manufacturing Co., who subsequently sold a half interest in the property to L. W. Prior, of Cleveland, Ohio.

ORGANIZATION—Chartered in February, 1893. Its charter is for 25 years, and its franchise for operating street railways gives it, so it is said, the exclusive right to do street railway business in the city for the same period, 25 years. The gas and electric light franchise is to operate and maintain within the city gas, electric light and power works, and the city agrees to take not less than 21 arc lights and 270 gas street lamps for ten years. Home El. L. & P. Co. acquired in 1896.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$300,000	.....
1st mort., $150,000, gold.	1898	6g. J-J	150,000	Jan. 1, 1913
	Subject to call at par Jan. 1, 1908			

Manhattan Trust Company is mortgage trustee.

LATEST EARNINGS—Six months to Dec. 31, 1899: Gross, $33,563, net, $5,156; in 1898 gross $30,186.

ANNUAL REPORT—For the years ending June 30 earnings were: In 1898-9, gross, $58,617; net, $18,855; in 1897-8, gross, $55,476; net, $15,841; in 1896-97, gross, $51,378, net $13,854.

ROAD—Operates 8 miles of track.

OFFICERS—President, L. W. Prior, Cleveland; Vice-President and Secretary, H. W. Huttig; Treasurer, C. E. Denison, Boston.—V. 67, p. 180; V. 68, p. 619.

NASHVILLE, TENN.

POPULATION IN 1897 ESTIMATED AT 125,000; IN 1890 WAS 76,168; IN 1880 WAS 43,350; AND IN 1870 WAS 25,865.

NASHVILLE RAILWAY—A trolley system.

ORGANIZATION—This is a consolidation of the Nashville Street Railway, the Nashville & Suburban, the Citizens' Rapid Transit and the Cumberland Electric Light & Power. A syndicate represented by the Baltimore Trust & Guarantee and Hambleton & Co. of Baltimore has backed the undertaking. Includes all the street railways in Nashville. On January 19, 1900, Chancellor Cook of Nashville dissolved the temporary injunction which restrained the carrying out of the consolidation

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($6,500,000 auth.)	.....	.....	(?)	.....
Citizens' Rapid Transit 1st M., $100,000, gold.	1890	6g. J-J	60,000	July 1, 1910
	Int. at Trust Co. of Nor. Am., Philadelphia.			
McG. & Mt. V. Sum'r st. 1st M.	1886	6 J-J	65,000	1926
Do 2d series	1887	6 J-J	485,000	1937
Do 2d mortgage	1889	6 A-O	200,000	Oct. 1, 1919
Nashville & Edgefield—Consol. mort., $400,000	1889	6 J-J	274,000	Jan. 1, 1919
Nashville St. Ry. consol. M. $2,000,000, gold $1,000	1895	5 g. J-J	975,000	Jan. 1, 1925
Nashville Ry 1st consol M., g. ($1,000), $6,500,000 c*	1900	5 g. A-F	2,300,000	Feb. 1, 1950
	Baltimore Trust & Guar. Co., Trustee. Interest is payable by Moore & Schley, 80 Broadway, N. Y.			

STOCK & BONDS—Of the $6,500,000 1st con. mortgage, $2,749,000 are reserved to retire underlying liens and $1,651,000 held for future extensions or for new property. Bonds cannot be called, but the Nashville Railway is required to pay to trustee all surplus above 5 per cent on outstanding stock (but not in excess of $50,000 annually), and this is to be devoted to purchase of bonds at not above 110 and interest. Of the Nashville St. Ry. *consol. mortgage* of 1895, $1,025,000 are in escrow to redeem underlying bonds.

ROAD—Operates 66·2 miles of track.

EARNINGS—For nine months to Jan. 1, 1900, including Electric Light, gross, $535,252; net, $264,530; interest, $106,990; taxes, $45,801; net surplus, $110,734.

OFFICERS—(Feb., 1900)—President, T. E. Hambleton, Baltimore; Vice President, Thomas J. Felder; Secretary and Auditor, N. P. Yeatman; Treasurer, A. H. Robinson; General Manager, E. G. Connette. V. 68, p. 672, 724, 824, 977, 1133, 1226; V. 70, p. 176, 280.

NATICK, MASS.

POPULATION IN 1895 WAS 8,814; IN 1890 WAS 9,118; IN 1880 WAS 8,479; AND IN 1870 WAS 6,404.

NATICK & COCHITUATE ST. RY.—Trolley road.

ORGANIZATION—Extension from Cochituate to Wayland Centre completed in July, 1899, increasing length of road to 18 miles. Stock, $100,000, par $100. No bonds. Unfunded debt Sept. 30, 1899, $65,000.

Dividends—In 1893-4, 6 p. c. on $31,100; in 1894-5, 3 p. c.; in 1895-6, 5 p. c.; in 1896-7, 6 p. c.; in 1897-8, 6 p. c.; in 1898-9, 8 p. c.

EARNINGS—For years ending Sept. 30:

	Gross.	*Net*	*Int. & taxes.*	*Dividends.*	*Bal., sur*
1898-99	$64,57	$13,762	$4,247	$8,000	$1,515
1897-98	55,490	8,561	2,287	6,000	273

Total surplus Sept 30, 1899, $11,266.

OFFICERS—Pres., Harrison Harwood; Treas., R. W. Harwood; Clerk, F. H. Hayes.

NEENAH, WIS.

POPULATION 1890 WAS 5,083; IN 1880 WAS 4,202; AND IN 1870 WAS 2,655.

MENASHA & NEENAH STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered in 1885-86. Purchased July 1, 1897, by Dagnon Improvement Co. of Cleveland, O., and motive power changed from horse to electricity. Road was extended to Appleton and Lake Winnebago. Stock (par $50), $25,000; 1st mortgage, $25,000. Owns 4 miles of track.

NEGAUNEE, MICH.

POPULATION 1890 WAS 6,078; IN 1880 WAS 3,931; AND IN 1870 WAS 2,559.

NEGAUNEE & ISHPEMING STREET RAILWAY & ELECTRIC—

ORGANIZATION—Consolidation of the Negaunee & Ishpeming Street Railroad Co., the Negaunee Electric Light Co. and the Ishpeming Electric & Gas Co. Capital stock paid in, $142,000; no bonded debt. Unfunded debt on Jan. 1, 1900, $7,500. Owns 4 miles of track.

OFFICERS—President, S. S. Mitchell; Vice-President, F. Braastad; Secretary and Treasurer, A. B. Miner.

NEW ALBANY, IND.

POPULATION 1890 WAS 21,059; IN 1880 WAS 16,423; AND IN 1870 WAS 15,396.

NEW ALBANY RAILWAY—A trolley road.

BONDHOLDERS' COMMITTEE—Louis Hartman of New Albany, Lafon Allen and W. R. Belknap. Receiver is Louis Hartman.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Receiver's certificates....	.....	M N	$30,000	.....
New Albany Street Ry. 1st..	1888	6 J - J	$150,000	July 1, 1913
Jan., '95, coupon unpaid. Trustee, Louisville Tr. Co., Louisville, Ky.				
N. Alb'y Ry. M. $500,000 g...	1893	5 g J - J	$50,000	Jan. 1, 1913
In default. Trustee, Columbia Finance & Trust Co., Louisville, Ky.				

ROAD—Operates 7 miles of track and road.—V. 64, p. 800.

HIGHLAND RAILROAD.—A trolley road.

ORGANIZATION—Incorporated in 1895. Succeeded on December 1, 1895, New Albany Highland RR., sold in foreclosure.

Stock $25,000. 1st mortgage, $75,000, incomes for 5 years, dated 1896, 5 per cent, J. & J., issued $56,000, due January 1, 1921.

ROAD—Two miles of track.

OFFICERS—President, Henry Terstegge; Vice-President, John H. Shrader, jr.; Secretary and Treasurer, Frank H. Gohmann.

NEW BEDFORD, MASS.

POPULATION IN 1895 WAS 55,251; IN 1890 WAS 40,733; IN 1880 WAS 26,845; IN 1870 WAS 21,320; AND IN 1898 (ESTIMATED), 60,000.

DARTMOUTH & WESTPORT STREET RY.—An electric road.

ORGANIZATION, ETC.—Stock, $150,000; 1st mort., $150,000, dated 1895, gold, c* ($1,000 each), 5s A-O, issued $90,000, due April 1, 1915, trustee, International Trust Co., Boston, where interest is payable.

Dividends: In 1894-5, 8 p. c.; in 1895-6, 9½ p. c.; for 1896-97, 8 p. c.; in 1897-8, 8 p. c.; in 1898-9, 8 p. c.; in 1900, Jan., 2 p. c.

ROAD—Connects cities of Fall River and New Bedford. Owns 9·84 miles of track and operates in all 14·27 miles of main track.

EARNINGS—Year 1898-9, gross, $98,066; net, $30,137; dividends, $12,000. Total surplus Sept. 30, 1899, $19,923. President and Treasurer, H. H. Crapo of NewBedford; Sec., Robt. S. Goff, Fall River.

NEW BEDFORD MIDDLEBORO & BROCKTON STREET RY.—An electric road.

This is a newly constructed road, extending from New Bedford, through Acushurt, Freetown, Lakeville, Middleboro and North Middleboro and connecting at Bridgewater Center with the lines of the Brockton Bridgewater & Taunton Street Ry. Stock, $350,000; bonds (5 per cent), $325,000.—V. 69, p. 1247,

UNION STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated March 18, 1887.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc*
Stock, $450,000 (par $100)		Q - F	$450,000	Feb., 1900, 2%
Consol. M. for $500,000, g., s. f., not subj. to call	1894	5 g J - J	350,000	Jan. 2, 1914
		Int. at Old Colony Trust Co., Boston, trustee.		
Current liabilities Oct. '99		.....	154,497	.....

Dividends—In 1892-93 7 per cent; in 1893-94 6 per cent; in 1894-95 4 per cent; in 1895-6, 8 p. c.; 1896-97, $37,000; in 1897-8, 6 p. c.; in 1898-99, 8 p. c.; Nov., 1899, 2 p c.; in 1900, Feb., 2 p. c.

ROAD—On Sept. 30, 1899, owned 23·707 miles of trolley road (measured as single track), of which 3·74 miles is sidings, switches, etc.

LATEST EARNINGS—Oct. 1 to Feb. 1, 1900, gross, $66,980; in 1898-9, $60,078.

EARNINGS—For years ending Sept. 30.

	1899.	1898.		1899.	1898.
Gross earns...	$224,468	$206,138	Dividends paid..	$36,000	$27,000
Net.....	94,070	74,209	Bal., sur., for year	18,538	17,683
Int., taxes, etc.	39,532	29,526	Total sur. Sep. 30.	50,000	50,000

OFFICERS—President and Treasurer, H. H. Crapo; Vice-President, Thos. B. Tripp; Secretary, C. A. Cook.—V. 63, p. 1061.

NEW BRITAIN, CONN.

POPULATION 1890 WAS 19,007; IN 1880 WAS 13,979; AND IN 1870 WAS 9,840.

CENTRAL RAILWAY & ELECTRIC—This property is now owned by the Connecticut Lighting & Power Co. See statement of the latter under Waterbury, Conn.

NEW BRUNSWICK, N. J.

POPULATION 1890 WAS 18,603; IN 1880 WAS 17,166; AND IN 1870 WAS 15,058.

BRUNSWICK TRACTION CO.—

ORGANIZATION—Organized May 14, 1895, to purchase, equip with electricity and to operate the New Brunswick City Railway. In 1898 reached an agreement with N. Y. & Philadelphia Traction by which each company will build extensions and the two roads will form a continuous line from Perth Amboy to Trenton. In Oct., 1898, Gottfried Krueger and E. H. Radel were reported to have purchased a controling interest in the New York & Philadelphia Traction Co. (See Trenton, N. J.) In Feb., 1900, stockholders voted to consolidate with New Brunswick City and New York & Philadelphia Traction. Capital stock authorized and issued, $500,000.

On Dec. 31, 1898, unfunded debts, $223,183. The mortgage of 1896 is for $500,000 of 5 per cent gold $1,000 c* bonds due July 1, 1926; bonds cannot be called; interest J. & J. (January, 1898), $170,000, Fidelity Title & Deposit Co. of Newark, trustee.

ROAD—Was operating in January, 1899, 51 miles of trolley track. In January, 1899, line from New Brunswick to Somerville was opened. Extension Bound Brook to Plainfield was operated from Oct 29, 1898, connecting with Plainfield Street Railway and giving Plainfield trolley connections with New Market, Lincoln, Bound Brook, Finderne, Somerville, Raritan, New Brunswick, Franklin Park and Metuchen.

EARNINGS—Year ending Dec. 31, 1898, gross, $51,842; net, $824.

OFFICERS—President, Gottfried Krueger; Vice-President, Andrew Radel; Sec'y and Treas., Edward H. Radel.—V. 63, p. 29; V. 70, p. 229, 230.

NEW BRUNSWICK CITY RAILWAY—

ORGANIZATION—Chartered in 1868. In May, 1895, control was sold to the Brunswick Traction Company, with which consolidation is now (Feb. 1, 1900,) being arranged. Operates 7 miles of track.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	.....	$100,000 f. p.	
1st mortgage.....	.....	.....	— A-O	25,000	(?)
Oth. debt Jan. 1, '99..	.....	.....	.....	203,185	.....

EARNINGS—For year ending Dec. 31, 1898, gross, $34,561; deficit under operating expenses, $549. In 1896, on 7 miles, gross, $23,745.

OFFICERS—President, Gottfried Krueger; Vice-President, Andrew Radel; Secretary and Treasurer, Edward H. Radel.

NEW CASTLE, PA.

POPULATION 1890 WAS 11,600; in 1880 was 8,418; AND IN 1870 WAS 6,164.

NEW CASTLE TRACTION—A trolley road.

ORGANIZATION—Incorporated Jan. 12, 1897, and took 999-year leases of New Castle Electric Street Ry. and New Castle & Mahoningtown St. Ry. Rental one-third of gross receipts, and as a minimum for first five years $15,000 yearly to New Castle Elec. St. Ry. and $5,000 yearly to New Castle & Mahoningtown Street Ry.; thereafter $18,000 and $7,000 respectively. Population in 1899 estimated by city officials at 36,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Dividends.*
Stock, $500,000 ($50)	.....	.....	$500,000	.....
1st M., $500,000, g. $1,000.....c.*	1897	5 g. M&N	300,000	May 1, 1927
	Interest at Union Trust, Pittsburg, trustee.			

BALANCE SHEET JUNE 30, 1899.

Assets—		*Liabilities—*	
Cost of road and equip.	$557,729	Capital stock.....	$500,000
Stocks other companies	500,000	Funded debt.....	500,000
Cash.....	3,549	Bills payable.....	162,000
Open accounts.....	138,283	Accounts payable.....	22,676
		surplus	14,885
Total.....	$1,199,561	Total.....	$1,199,561

ROAD—Owns 20 miles of track. Rails, 66-lb. to 80-lb. girder.

EARNINGS—Year ending June 30, 1899, gross, $115,916; net, $37,170.

OFFICERS—President, R. R. Quay, Pittsburg, Pa.; Sec. and Treas., E. E. Hamilton, New Castle, Pa.

NEW HAVEN, CONN.

POPULATION 1890 WAS 85,981; IN 1880 WAS 62,882; AND IN 1870 WAS 50,840.

FAIR HAVEN & WESTVILLE RR.—A trolley road

ORGANIZATION—Incorporated June 20, 1860.—V. 64, p. 134. On Nov. 1, 1898, the New Haven Street Railway was purchased for $200,000 stock and $500,000 one-year notes (which were taken up when due), and consolidated with the F. H. & W.—V. 67, p. 843, 955.

STOCK—	*Par.*	*Divid's.*	*Outs'ding.*	*Maturity.*
Stock auth. ($5,000,000).	$25	J-J	$2,500,000	Jan. 2, '00, 1¼
N.H. & Centerville 1st M., go., assum'd by F. H. & W.	1893	5 g M-S	283,000	Sept. 1, 1933
New Haven Street Ry.—				
1st mort., gold ($600,000)..	1893	5 g. M-S	600,000	Sept. 1, 1913
$500 and $1,000.....	Int. at trustee, Am. L. & Tr. Co., Boston			
1st purch'e M. $250,000g..c.	1894	5 J-D	250,000	June 1, 1914
$1,000 not subj. to call...	Int. at trustee, Am. L. & Tr. Co., Boston.			

STOCK—The capital stock was increased in November, 1898, from $900,000 to $2,000,000, to pay a dividend of 100 per cent in stock and to meet part of purchase price of New Haven Street Railway, and in Oct., 1899, was further increased to $2,500,000 to retire the $500,000 one-year notes issued to effect the purchase.

DIVIDENDS—On April 1, 1899, 1¼ p.c.; July 1, 1¼ p.c.; Oct. 1, 1¼ p.c; in 1900, Jan. 2, 1¼ p. c.

ROAD—In July, 1899, consisted of about 65 miles of track, embracing following lines: Old F. H. & W., 20 miles, extending from Fair Haven via Chapel Street, New Haven, to Westville, with branches to steamboat wharf, out East Chapel Street, to railroad station, etc.; New Haven & North Haven Street Railway, 2·2 miles; New Haven & Centreville, 7¾ miles; former New Haven Street Railway lines, aggregating about 35 miles, and radiating from the business centre of New Haven ("The Green") to East Rock Park, Fort Hale Park, the old Government Light house and the Point, and the adjacent bathing beach, Lake Whitney and Lake Saltonstall, the suburban villages of Morris Cove, Whitneyville, East Haven, Centreville and Westville; also to Mt. Carmel, Cosey Beach and Mansfield's Grove.

EARNINGS—For year ending June 30, 1899, earnings of the consolidated companies were as follows:

Gross.....	$576,176	Dividends.....	$129,000
Net.....	229,865	Interest.....	68,643
Taxes.....	28,800	Balance surplus for year.	3,422

OFFICERS—President. Henry S. Parmelee; Vice-Pres., Samuel Hemingway; Sec. and Treas., Leverett Candee. Directors, H. S. Parmelee,

John B. Carrington, Samuel Hemingway, E. Hayes Trowbridge, Geo. D. Watrous, James S. Hemingway, Wilbur F. Day, Samuel E. Merwin, all of New Haven.—V. 64, p. 134; V. 67, p. 843, 955; V. 69, p. 905.

MANUFACTURERS' RAILROAD CO.

ORGANIZATION—Organized in May, 1896. Owns road 1½ miles in length, used for freight purposes, running from a freight depot to a manufacturing section, part of the way on private land and part on the streets. Power is obtained from Fair Haven line. Company owns one electric locomotive. Capital stock, $20,000; all issued. No bonds.

EARNINGS.—For year ending June 30, 1899, gross, $6,553; net, $2,483; taxes, $200; interest, $719. Bills payable June 30, 1899, $14,000.

OFFICERS.—President, George S. Barnum; Vice-Prest., N. W. Kendall; Secretary, Frank L. Bigelow; Treas. & Gen. Mgr., S. J. Fox.

NEW ENGLAND STREET RAILWAY.

ORGANIZATION—Incorporated in February, 1893, under the laws of New Jersey, to control street railways in the New England States. In Nov., 1894, acquired control of a large majority of the stock of the Winchester Av. RR. Co. of New Haven, Conn. (18,000 out of 32,000 shares. Formerly also controlled the Plymouth & Kingston Ry. Co. of Plymouth, Mass., but in 1899 was reported to have disposed of its holdings in the latter. See V. 63, p. 229.

STOCK.—	*Par.*	*Dividend.*	*Outstanding.*	*Last Div.*
Cap. st'k $5,000,000 authorized	$25	text Q.-J.	$1,081,925	Jan., 1900, ¾

Dividends: In 1895, 4¼ p. c.; in '96, 4¾ p. c.; in '97, 3½ p. c.; in '98, 2¼ p. c.; in '99, Jan., 3 p. c.; in 1900, Jan., ¾ p. c.

OFFICERS—President, E. E. Floyd; Vice-President, A. R. Mitchell, Boston, Mass.; Treasurer, A. E. Pond, New Haven, Conn.—V. 63, p. 229.

(1) WINCHESTER AVENUE RAILROAD—A trolley road. Control held by New England Street Railway.

ORGANIZATION—The New Haven & West Haven RR. Co., has been absorbed by consolidation. In December, 1895, leased West Shore Railway for 99 years, guaranteeing interest and 5 per cent dividends.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstanding.*	*Last div. etc.*
Stock, $1,000,000	$25	Q.-J. *15*	$800,000	Jan., 1900, 2%
1st M. gold 1892..c*&r		5 g. M.-N. *Interest* at 1st Nat. Bank, N. Y., and in Boston at Safe Deposit & Trust Co.	500,000	Nov. 1, 1912

STOCK—In May, 1897, the Legislature authorized an increase of capital stock from $600,000 to $1,000,000 and extension of the tracks. In April, 1899, stockholders voted to issue $200,000 of the additional stock, raising amount outstanding from $600,000 to $800,000.

Bonds—The bonds are joint obligations of the Winchester Avenue RR. Co. and the New Haven & West Haven and cover all property owned or to be hereafter acquired under the charters. The entire $100,000 of 6 per cent debentures maturing in 1909 was called for payment June 1, 1899 (part of the new stock being used for this purpose), and they are therefore omitted above. V. 68, p. 979.

ROAD—In August, 1899, was operating 23·21 miles of track, of which 19·31 owned. Its lines extend to Union Depot, Savin Rock, City Point, Evergreen Cemetery out Congress Ave. to Boulevard; also Crosstown line to Read Street. Leases West Shore Ry.—which see.

ANNUAL REPORT—For year ending June 30, 1899, gross, $271,942; net, $113,286; interest, $33,265; taxes, $15,294; dividends, $64,002; bal., sur., $726. For fiscal year ending Sept. 30, in 1897-98, gross was $267,452; net, $122,159; taxes, $13,068; interest, $36,541; dividends, $64,000; balance, surplus for year, $8,550. In 1896-97 gross, $248,320; net, $114,786.

GENERAL BALANCE SHEET SEPT. 30, 1899.

Assets.		*Liabilities.*	
Construct'n & equipm't	$925,903	Stock	$800,000
Stock rights, etc	316,380	Bonds	514,000
Miscellaneous	44,097	Bills payable	30,000
Cash	35,598	Accounts payable	10,674
Profit and loss	33,008	Wages accrued	312
Total	$1,354,986	Total	$1,354,986

OFFICERS—President, A. B. Turner; Secretary, H. T. Spencer, West Haven, Conn.; Treas'r, A. E. Pond.—V. 68, p. 234, 774, 979; V. 69, p. 284.

(2) WEST SHORE RAILWAY—A trolley road.

ORGANIZATION—Commenced operating July 1, 1894. From Dec., 1895, road was leased for 99 years to Winchester Avenue Railroad, interest and dividends at 5 per cent per annum being guaranteed.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $200,000 ($25)			5	$80,000 f.p.	5% div. guar.
1st M., $30,000, gold, subject to call	3·9	1894	5 J-J Interest at Merchants' Nat. Bank, New Haven.	30,000	July 1, 1914

ROAD—Owns road 3·9 miles in length, extending from Savin Rock to Woodmont in the towns of Orange and Milford. Also has trackage over Winchester Avenue Line to centre of New Haven. Rails T 60 lbs. —V. 62, p 86.

NEW HAVEN STREET RY.

—In 1898 consolidated with Fair Haven & Westville RR.—which see above—V. 66, p. 843, 945.

NEW HAVEN & CENTREVILLE STREET RY.

—Acquired in 1897 by Fair Haven & Westville RR.

NEW LONDON, CONN.

POPULATION 1890 WAS 13,757; IN 1880 WAS 10,537; AND IN 1870 WAS 9,576.

NEW LONDON STREET RY—A trolley road.

ORGANIZATION—Incorporated in 1886, and has perpetual franchise.

STOCK & BONDS—	*Miles.*	*Date.*	*Int.*	*Outstand'g.*	*Last div., etc.*
Stock ($500,000 auth.) $100	....	....	J-J	$250,000	Jan., 1900, 2%
1st M., $150,000, gold.	7·18	1893	5 g A-O	110,000	Oct. 1, 1923
Bills payable June 30, 1899				23,567	

Interest and dividends are payable at American Loan & Trust Co., Boston. Of the mortgage for $150,000 the balance unissued is reserved to be applied under laws of Connecticut for new property, as needed, at not exceeding 75 per cent of its cost.

Dividends July, 1894, 2½ p. c.; in 1895, 6 p. c.; in 1896, 7 p. c.; in 1897, 7 p. c.; in 1898, 7 p. c.; in 1899, 5 p. c.; in 1900, Jan., 2 p. c.

ROAD—Owns 7·18 miles of road (single track) laid with 48-lb. T rails.

LATEST EARNINGS—5 months, July 1 to Nov. 30. 1899..Gross, $30,745; net, $14,471. 1898..Gross, 31,584; net, 15,559

ANNUAL REPORT—For year ending June 30, 1899, results have been: Gross, $56,574; net, $23,621; interest, $5,500; taxes, $3,530; dividends, $12,500; balance, surplus, $2,091.

OFFICERS—President and Secretary, Walter Learned, New London; Treasurer, William A. Tucker; Superintendent and Purchasing Agent, Lorenzo Bentley.—V. 61, p. 611; V. 62, p. 684.

NEW ORLEANS, LA.

POPULATION 1890 WAS 242,039; IN 1880 WAS 216,090; AND IN 1870 WAS 191,418.

ALGIERS GOULDSBORO & GRETNA—

ROAD—3·75 miles with animal power. Capital stock, $25,000; bonds $25,000. President, Treasurer and Supt., A. M. Halliday.

NEW ORLEANS CITY RAILROAD.

—In 1899 acquired the property of the old New Orleans Traction Co. sold at foreclosure and reorganized in accordance with plan published in V. 67. p, 736. Of the constituent companies of the New Orleans Traction Co the Crescent City was sold at foreclosure and its property acquired free from all incumbrances. and the New Orleans City & Lake taken over subject to the liens mentioned below.

STOCKS AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Common stock	....	....	$5,000,000	....
Pref. stock, 5 p. c. cum.	....	....	2,500,000	Jan., 1900, 2½
New gen. M., $3,250,000 gold	1898	4 5 g. Int. at 4 p. c. for 5 y'rs and 5 p c thereafter, payable at Louisiana Nat. Bank.	3,000,000	July 1, 1943
New Orl. City RR., 1st M.	1879	6 J-D	399,900	D c. 1, 1903
New Orleans City & Lake 1st M. for $5,000,000 gold, $500 &c.....c*	1893	5 g J-J *Sub. to call* for s.f. on & aft. July 1, '98 at 110 *Int.* payable at New Orleans Nat. Bank.	2,599,500	Jan. 1, 1943
N. O. Trac. Power.-house 1st M., g., s. f., $7,500.	1897	6 g J-D	143,000	June 1, 1917

The new *preferred stock* is to elect a majority of directors until dividends thereon for five years have been paid, and to have a preference as to assets and dividends. No lien is to be created without the assent of a majority of the preferred stock.

The new general 4-5s have a first mortgage on the lines of the old Crescent City RR., and a lien after the consol. 5s of 1893 on the lines of the New Orleans City & Lake. They also have an equal lien with the consol. 5s on the equity in the power house. Of the issue, $250,000 are to be reserved for new property, of which not exceeding $100,000 to be used at present.

DIVIDENDS—Paid dividends of 2½ p. c. on preferred in July, 1899, and in Jan., 1900.

LATEST EARNINGS—12 mos. Jan. 1 to Dec. 31. 1899...Gross, $1,352,829; net, $551,581. 1898...Gross, 1,310,042; net, 505,742

Report for 1896-97 was in V. 66, p. 381. The position of the reorganized company appears from the following:

	Year end. Nov. 30, '96.	*Year end. Nov. 30, '97.*	*Year end. Nov. 30, '98.*
Gross earnings	$1,334,276	$1,230,256	$1,311,365
Net	585,727	391,423	509,394
Plus power-house earnings	....	.....	39,150
Total net without deduction of taxes	....	.....	$548,544
New fixed charges for interest and sinking fund for first five years			290,013
Taxes, say			90,000
Balance, surplus on basis of last year's earnings			$168,531
Of which for 5 p. c. on $2,500,000 pref. stock			125,000
Int. and sinking fund charge after five years will be			320,013

ROAD—Operates 115 miles of track.

OFFICERS—President, R. M. Walmsley; Secretary and Treasurer, A. H. Ford, New Orleans.—V. 68, p. 86, 187, 429, 525, 824, 926, 1226; V. 69, p. 1247, 1248; V. 70, p. 328.

NEW ORLEANS & CARROLLTON RR.—

ORGANIZATION—In 1899 was consolidated with Canal & Claiborne.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc.*
Cap. st., $100, $1,200,000	....	text Q-J	$1,200,000	Jan., 1900, 2%
1st mortgage	1882	6 F-A	90,000	1902
Do do	1882	6 F-A	95,000	1906
		Interest at Hibernia Nat. Bank, N. O.		
2d mortgage, gold	1893	6 F-A Interest at Hibernia Nat. Bank, N. O.	350,000	1905, 1906, 1907
Consol. M., $2,000,000 ($500 and $1 000)	1899	5 J-J Interest at office of company.	800,000	(?)
Canal & Claiborne RR. 1st mortgage, subject to call after 5 years.	1892	6 M-N	133,000	1912
Canal & Claiborne RR. consol. M., g., $800,000 ($500 & $1,000)	1896	6g. M-N Interest at New Orleans office.	599,000	May 1, 1946

Notes for $250,000 issued in 1897 for floating debt and extensions.

BONDS—Of the $2,000,000 new consols authorized in 1899 $535,000 are reserved to take up a corresponding amount of old 1st and 2d sixes.

Dividends in 1894 to 1899 inclusive, 6 per cent per annum; in 1900, Jan., 2 p. c.

EARNINGS—Calendar year 1898 (before consolidation), gross, $396,313; net, $177,500. In 1897, gross, $382,106 net, $177,690.

ROAD—Operates 36½ miles of trolley track.

OFFICERS—President, J. K. Newman; Secretary and Treas., W. V. Crouch; Managers, Ford, Bacon & Davis, 149 Broadway, New York City.—V. 66, p. 520; V. 68, p. 429.

ORLEANS RAILROAD—A trolley road.

ORGANIZATION—Chartered July 1, 1887.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div. etc.
Stock, $500,000, par $50....	....	.....	$185,000	See text.
Bonds.....	....	6 M-N	18,000	Apr. 30, 1912
	$1,000 subject to call May 1 yearly at par.			
Mort., $300,000, gold, c.....	1895	6 J-J	300,000	1912
Second mortgage, gold, c.....	1897	6 J-J	100,000	1912

Dividends—June, 1894, 1½ per cent; December, 1894, none.

ROAD—Operates 11 miles of track.

OFFICERS—President, Emilien Perrin; Secretary and Treasurer, R W. McMurdo. V. 69, p. 1346.

ORLEANS & JEFFERSON RY.—To be a trolley road.

ORGANIZATION—Chartered in 1898 to construct a road from New Orleans to West End and Lake City, La.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $250,000 (par, $50).	.....	.....	$100,000	.....
1st M., $300,000, gold. ($1,000 each) c.*	1898	5g. M. S	5,000	Feb. 1, 1925
	Int. at Co.'s office, 708 Union St., N. Orleans.			

Sinking fund, payable yearly, is sufficient to take up bonds at maturity.

ROAD—To be 10 miles of track on 8 miles of road. Contracts were let in March, 1899, and work to cost $225,000; but owing to the failure of the construction company work has stopped. In November, 1899, it was stated that arrangements would be made as soon as possible to complete the road. It is said the road is all graded, ties in place and rails ready to be laid.

OFFICERS—Pres., Thomas W. Castleman; Sec, Chas. J. Zell; Vice-P. and Eng'r, Robert R. Zell.

ST. CHARLES STREET—A trolley road.

ORGANIZATION—Organized in 1866. Franchise said to expire in 1906.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Capital stock, $50....	....	text, Q - J	$1,000,000	See text.
1st M. $15,000 pd. y'ly	1881	6 J -D	75,000	J'ne 1'97-1900

Interest paid by National Bank of Commerce, N. Y. City.

Stock increased from $600,000 to $1,000,000 in February, 1895.

Dividends in 1897, 6 p. c.; in 1898, 5½ p. c. In 1899, 5¼ p. c. In 1900, Jan., 1¼ p. c.

ROAD—Operates 12 miles of track.

OFFICERS—President, A McLellan; Sec. and Treas., N. Riviere.

NEW YORK CITY, N. Y.

POPULATION IN 1890 WAS 1,515,501; IN 1880 WAS 1,206,299 AND IN 1870 WAS 942,292.

MANHATTAN RY.—See INVESTORS' SUPPLEMENT.

METROPOLITAN STREET RAILWAY—

Cable, underground trolley, horse.

ORGANIZATION—Chartered in 1893, and by consolidation, lease and otherwise has acquired control of practically all the street railways of Manhattan Island except the Manhattan Elevated and the Third Avenue RR.—(see V. 65, p. 621.) An agreement with Third Ave. RR. as to Kingsbridge road and Amsterdam Ave., etc., was reached in November, 1897.- V. 65, p. 977. In December, 1899, franchise was granted.—V. 69, p. 334. Terms of franchise the same as for the Fort George & Eleventh Avenue, which see.

The Metropolitan Street Ry. has absorbed by consolidation the following companies, embracing the "lines owned."

IN 1893—	IN 1894 AND 1895—
Houst. West St. & Pavonia Ferry.	Metropolitan Crosstown.
Chambers St. & Grand St. Ferry.	Lexington Ave. & Pav. Ferry (Cable).
Broadway Railway.	Columbus & 9th Ave. RR. (Cable).
South Ferry RR.	

In addition the companies shown in the table of mileage as "leased etc.," have been acquired from time to time by lease or stock ownership. The latest acquisitions are: In July, 1896, the New York & Harlem RR.; in 1897 the Central Crosstown (including Christopher and 10th Street) and Second Avenue. The miles of track operated has thus been increased as follows: From 80 in 1893 to 131 in 1894, to 140 in 1895, to 172 in 1896, to 227 in 1899.

Rapid Transit Road.—In March, 1899, the Metropolitan Railway syndicate made a proposition to the Rapid Transit Commission to build the proposed tunnel road (V. 68, p. 619), but in April, 1899 (V. 68, p. 774), withdrew its proposal on account of adverse criticism.

New Electric Lines.—The company in Nov., 1899, was using its underground electric system on Eighth Avenue line from 158th to Battery Place; over the entire Fourth Avenue line; over the greater portion of the Second Ave. line, and over the Sixth Ave. line via 59th Street and Amsterdam Ave. The Broadway cable also was being prepared for operation with the same motive system.—V. 66, p. 337, 520, 616; V. 67, p. 530, 756, 956.

In August, 1899, began to operate the Twenty-eighth Street and Twenty-ninth Street lines exclusively with air-power cars, and is expected to use this kind of motive power on the other cross-town lines in the course of time.

As to the relative earning capacity of the horse, cable and underground electric lines of the system see President Vreeland's statement in V. 67, p. 956; also V. 69, p. 489.

The New York Gas & Electric Light, Heat & Power Co., incorporated in Nov., 1898, with capital of $25,000,000, will distribute to the public, together with its own current, the surplus current of the Metropolitan St. Ry.—V. 67, p. 1263. The Metropolitan St. Ry. is largely interested in the International and American Air Power Co.—V. 68, p. 130. In November, 1899, President Vreeland was quoted as saying that the American Air Power Co., to the presidency of which he had just been elected, and which operates the compressed-air cars run over the cross-town lines, had been "practically under the control of that company since its formation." V. 69, p. 1060.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($100), $45,000,000.	....	Q - J	$45,000,000	Jan., 1900, 1¾
Metropol. Crosst. 1st M.	1890	5 A.-O.	600,000	Apr., 1920
	Int. at N. Y. Security & Trust Co., N. Y. City			
2d mortgage.....	1890	5 M-N	300,000	May, 1900
Lex. Av. & P. Ferry 1st M., gold ..... c*&r	1893	5g M-S	5,000,000	Sep. 1, 1993
	Interest at Nat. Union Bank, New York.			
Columbus & 9th Ave. 1st mort., gold, c&r.	1893	5g. M-S	3,000,000	Sep. 1, 1993
	Trustee is Guaranty Trust Co., N. Y. City.			
Metropolitan Street Ry.—				
Gen. coll. tr. M., $12,500,000 g. ($1000, &c.). c*&r	1897	5g. F-A	12,500,000	Feb. 1, 1997
	Int. at Natl. Union Bank, N. Y.			
Mort. on car stable properties to Mutual Life....	1899	... .	9?0,000	1902
Lessor Companies—				
Broadway & 7th Ave. consol.	1893	5g. J-D	7,650,000	Dec. 1, 1943
Do underlying bonds.....	'83, &c.,	5 p. c.	4,850,000	1904-1924
23d St. 1st M.....	1893	6 J-J	250,000	Jan., 1909
Do debentures.....	1888	5 J-J	150,000	Jan., 1906
Bleecker St. & Fulton F. 1st M.	1876	7 J-J	700,000	Jan. 1, 1900
Central Pk No. & E. R. 1st M.	1872	7 J-D	1,200,000	Dec., 1902
42d St. & Grand St. Fer. 1st M.	1894	6 J-J	236,000	Jan. 1, 1909
2d Ave. 1st mortgage....		5 M-N	1,600,000	Nov., 1909
2d Ave. debentures.....		5 J-J	240,000	Jan., 1909
2d Ave. 1st consol. mort.....	1898	5g. F-A	3,570,000	Feb. 1, 1948

STOCK—As to increase of authorized capital stock in July, 1893, to $45,000,000, see General Finances below.

DIVIDENDS—The dividends paid have been as follows, those prior to 1898 having been paid on the Metropolitan Traction Stock, which was increased in 1892, from $20,000,000 to $30,000,000, and in October, 1897, was exchanged dollar for dollar for stock of Street Railway Co.:

Year—	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Per cent.	4	3	None.	5	5	5	5	5	7

In October, 1897, a distribution of 20 per cent in debenture certificates (paid off Oct. 15, 1898) was made to Traction stockholders. (V. 65, p. 620.) In Jan., 1900, 1¾ p. c. was paid.

BONDS—*The Lexington Avenue & Pavonia Ferry 5s* and *Columbus & Ninth Avenue 5s* were fully described in V. 60, p. 1146. Both were guaranteed and later assumed by the Met. Street Ry. Co.

The *general coll. trust* mortgage of 1897 is secured by deposit of the stocks (par value) of the Broadway & 7th Ave., $1,400,000; 42d Street & Grand Street Ferry RR., $400,000; Central Park N. & E. River RR., $300,000; 34th Street Crosstown Ry., $990,000; also all property of H. W. St. & P. V. RR., Chambers St. & Grand St. Ferry RR., Broadway Ry., So. Ferry RR., Met. Crosstown Ry., Lex. Ave. & Pav. Ferry RR., Columbus & 9th Ave., and Ft. Lee Ferry Extension; also leasehold interests, contracts, real estate (valued as below stated), etc. See application to N. Y. Stock Exchange in V. 65, p. 826.

ROAD—The system includes seven principal lines extending practically the entire length of Manhattan Island, from the Harlem River to or toward the Battery, with numerous branches and crosstown lines.

Lines owned.	*Miles.*
Gr. C'nt. St. to Chamb's St. F'y	3·36
Gr. St. F'y to Chamb'rs St. F'y	2·07
Vesey & Church St. to So. Fer.	0·61
B'way, 15th St. to Bowl'g Gr'n	2·51
Gr. St. Fer. to 14th St. Fer. N. R.	3·28
Lexington Avenue cable line	6·19
Columbus & Ninth Ave. cable	3·26
Lenox Ave. undergr'd trolley	1·81
Branches	1·95
Second track.....	24·79
Total track owned.....	49 83

Lines Leased, etc.	*Miles.*
Broadway & 7th Av.....	16·44
23d St. and leased line.....	17·84
Ninth Avenue.....	15·26
Central Park N. & E. River.	25·59

Lines Leased, etc.—(Con.)	*Miles.*
42d St. & Grand St. Ferry .	8·66
2d Avenue.....	28·00
Sixth Avenue.....	8·14
Eighth Avenue.....	20·00
N. Y. & H. RR. City Line...	19·32
(Not included in Earns.)—	
28th & 29th Sts.....	4·85
34th Street.	1·74
Fulton Street.....	2·00
Central Crosstown.....	4·25
Christopher & 10th St.....	7·50
Total leased, etc.....171·59	
Total owned and leased ..227·28	
Cable	24·10
Underground electricity....	81·92
Horse (Nov., 1899), abt....121·26	

NOTE.—The Broadway Surface line (15th St to Bowling Green, 2·51 miles) has been consolidated into the Metropolitan Street Ry., but the conduit and cable therein is the property of the Broadway & 7th Av. RR. Co., which in consideration of right to use the tracks of the Broadway Surface assumed certain of its bonds.

INVESTMENTS—(See official list in V. 65, p. 826.)—The following is the par value of the principal stocks and bonds of subsidiary street railways, which in February, 1900, were the property of the company:

Broadway & 7th Ave., stock..	$1,406,200	28th & 29th Sts. (all), stock..	$1,500,000
Cent. Pk. N. & E. Riv., stock.	336,900	North & East River.	263,700
42d St. & Gr'd St. Fer., stock.	443,000	2d Ave., stock	15,000
34th St. Crosst'n (all), stock..	1,000,000	Cent. Crosstown, stock.....	461,500

REAL ESTATE—The real estate in New York City (see V. 65, p. 826) owned in fee, subject to the general mortgage & collateral trust deed of 1897 (including $2,450,000 subject to the prior lien of the Lexington Avenue mortgage) was valued in February, 1900, at $6,257,019; owned by subsidiary companies, $7,039,750; total, $13,296,769.

GENERAL FINANCES.—In July, 1897, $12,500,000 of general mortgage and collateral trust bonds were sold to provide for changes in motive power, etc. The Second Avenue RR. was taken over under lease March 1, 1898, dividends of 8 per cent (after March 1, 1901, 9 per cent) being guaranteed. In 1898, the Second Avenue Company made a mortgage for $7,000,000.

In Aug., 1898, $15,000,000 additional stock was authorized (making $45,000,000), of which $10,000,000 was allotted to stockholders at par in exchange for the $6,000,000 debenture certificates (which were called October 15, 1898), and to provide $4,000,000 for change of motive power; the remaining $5,000,000 was alloted to stockholders at par August, 1899.—V. 66, p. 337, 900, 1237; V. 67, p. 178, 320; V. 69, p. 27.

LATEST EARNINGS—Six months to Dec. 31:

	Gross.	*Net.*	*Other inc.*	*Charges.*	*Surplus*
1899.....	$6,903,944	$3,524,908	$352,026	$2,173,683	$1,703,251
1898.....	6,000,318	3,066,097	356,927	2,143,906	1,279,118

ANNUAL REPORT—Full statement for year ending June 30, 1899, in V. 69, p. 489 and p. 904, showing on the same basis of mileage in the last two years:

	1898-9.	1897-8.
Gross earnings	$13,158,630	$10,739,474
Net earnings	6,749,918	5,102,490
Other income	366,8 3	345,546
Total net inc.	$7,116,812	$5,455,536

	1898-9.	1897-8.
Taxes, interest, Rentals	$4,477,757	3,609,966
Bal. for div'ds.	$2,639,055	$1,845,570

The dividends paid out in 1898-9 called for $2,471,675.

The following shows the growth of the company's system:

ALL LINES CONTROLLED. Year.	Miles.	Pay'g Pass.	Transfers.
1898-99	227	254,205,493	130,365,161
1897-98	227	227,301,206	10[illegible],771,12
1896-97	227	211,614,558	72,259,889
LINES INCLUDED IN EARNINGS.			
1897-98		198,770,109	90,380,411
1896-97	180	177,338,677	56,929,611

LINES INCLUDED IN EARNS.—(Conc'l) Year.	Miles.	Pay'g Pass.	Transfers.
1895-96	172	145,965,251	28,450,996
1894-95	140	109,686,472	9,671,697
1893-94	131	107,036,524	5,306,645
1892-93	80	63,011,785	3,203,832
1891-92	61	45,239,670	2,645,860

OFFICERS—Pres., H. H. Vreeland; Vice-Pres., D. B. Hasbrouck; Sec., C. E. Warren; Treas., H. S. Beattie; Auditor, D. C. Moorehead; Purch. Agent, A. C. Tully, office, 621 Broadway, N. Y. *Directors*—P. A. B. Widener, W. L. Elkins, Thos. Dolan, Thos. F. Ryan, Herbert H. Vreeland, D. B. Hasbrouck, Chas. E. Warren, Henry A. Robinson and H. P. Whitney.—V. 67, p. 126, 178, 320, 530, **577**, 690, 736, 901, 956, 1110 1207, 1263. V. 68, p. 130, 380, 429, 430, 619, 774, 928, 1077, 1182 V. 69, p. 27, 180, 283, 334, **489**, 492, 542, 591, 645 904, 1062, 1103 1193; V. 70, p. 125.

Companies controlled by Metropolitan Street Ry.

(1) BLEECKER STREET & FULTON FERRY RR.—A horse road.

ORGANIZATION—Chartered Dec. 12, 1864. Leased to 23d st. Ry. Co. Jan. 10, 1876 for 99 years; lease assigned to Met. St. Ry., rental 7 per cent on $700,000 bonds and 1½ per cent per annum on stock.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity, etc
Stock	100	1½ J.-J.	$900,000	See text
1st mortgage, gold	1,000	4 J.-J. g.	700,000	1950

The first mortgage bonds for $700,000 were 7 per cents until Jan. 1, 1900, when they fell due and were extended by the Bleecker Street & Fulton Ferry Co. at 4 per cent, on the same lien, and made payable in gold.

ROAD.—23d St., N. R., to Fulton Ferry, 4½ miles; 23d St., N. R., to Union Square, 1¾ miles; second track, 6¼ miles. Total line, 12½ miles. —V. 69, p. 1344.

(2) BROADWAY & SEVENTH AVENUE—A horse and cable road.

ORGANIZATION—Chartered May 26, 1864. Leased May 13, 1890, for unexpired term of charter and for any extensions of the same to Houston West St. & Pavonia Ferry, now Metropolitan St. Ry. Co.

RENTAL—Interest on bonds and 10 per cent on $2,100,000 stock, of which Metropolitan Street Ry. Co. owns $1,406,200.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock	100	10 Q.-J.	$2,100,000	See text
1s Mortgage of 1883	1,000	5 J.-D.	1,500,000	June, 1904
2d Mortgage of 1884	1,000	5 J.-J.	500,000	July, 1914
B'way Surface 1st guar.	1,000	5 J.-J.	1,500,000	July, 1924
do 2d M. int. as rent.	1,000	5 J.-J.	1,000,000	July, 1905
So. Ferry 1st guar.	1,000	5 A.-O.	350,000	Apr. 1, 1919
By. & 7th Av. Con. M. of '93 for $12,500,000..	1,000	5 g. J.-D.	7,650,000	Dec. 1, 1943

Interest at Guaranty Trust Co. of New York.

Of the *consol. mort.* of 1893, for $12,500,000, $4,850,000 is reserved to retire at maturity the other bonds in the table. The outstanding consols paid for laying the Broadway cable. The consols are guaranteed, principal and interest, under the terms of the mortgage by the Metropolitan Street Railway Co., which now owns the Broadway line south of 15th Street. They cover the road owned in fee, also the right to use the tracks on Broadway from 15th Street to the Battery; they are also a direct lien on the cable, etc. Trustee, Guaranty Trust Co.

The Broadway & 7th Avenue assumed the *Broadway Surface* 1st mortgage bonds for $1,125,000 and payment of interest on the second mortgage bonds for $1,000,000, for use of tracks between 15th Street and ferry. *South Ferry* 5s. assumed under lease.

ROAD—*Owns in fee.*	Miles.
59th St. & 7th Av. to Barclay St. and Broadway	4·22
51st St. and 7th Ave. to Park Place and Broadway	4·00
Second track	8·22

Operates under contract.	Miles.
15th St. down B'way to Bowling Green (B'dway Surface)	2·51
Vesey St. to South Ferry	0·61
Second track	3·12
Total track operated	22·68

INDEX—V. 58, p. 733. Office 621 Broadway.

(3) CENTRAL CROSSTOWN RR.—A horse road.

ORGANIZATION—Chartered March 28, 1873. May 28, 1890, leased the Christopher & Tenth St. RR. at 8 p. c. on stock and interest on debt.

In May, 1897, control was obtained in the interest of the Metropolitan St. Ry., which in Feb., 1900, owned $461,500 of the stock.—V. 64 p. 1001, 1042.

STOCK & BONDS.—	Par.	Interest.	Outstand'g.	Maturity.
Stock ($600,000)	100	7 Q.-J.	$600,000	See text
1st mortgage	1,000	6 M.-N.	250,000	Nov., 19

Dividends.—In fiscal year 1893-4 paid 7 p. c.; in 1894-5, 7 p. c.; in 1895-6, 8½ p. c.; in 1896-7, 10; in 1897-8, 10; in 1898-99, 10 p. c.

ROAD—*Owned in fee.*	Miles.
23d St. and East River to Hoboken Ferry	2
Second track	2
Sidings	¼

Operated under lease.	Miles.
Christopher & 10th St. RR	3¾
Second track	3¾
Total track	11¾

LATEST EARNINGS—Six months to Dec. 31:

6 months—	Gross.	Net.	Oth. income.	Charges	Surplus.
1899	$310,786	$96,175	$2,721	$54,777	$44,119
1898	306,667	95,271	2,342	54,964	42,649

ANNUAL REPORT—For years ending June 30. (See V. 67, p. 951):

Yr. to June 30.	1899.	1898.
Gross earnings	$603,307	$576,995
Net	179,407	184,529
Other income	4,739	6,360

	1899.	1898.
Taxes & rent, Interest	$113,673	$109,866
Surplus	70,473	81,023

(4) CENTRAL PARK NORTH & EAST RIVER.—Horse road.

ORGANIZATION—Chartered July 19, 1860. LEASE—Leased to Metropolitan Ry. Co. Oct. 14, 1892, for length of charter and renewals thereof at 8 per cent on stock till Oct. 1, 1897, thereafter 9 per cent (V. 55, p. 894). Metropolitan St. Ry. owned in Feb., 1900, $336,900 of the stock.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity
Stock. (See rental below.)	100	text Q.—J.	1,800,000	See text
1st mortgage	1,000	7 J.—D.	1,200,000	Dec., 1902

Coupons payable at Bank of New Amsterdam, New York City.

ROAD— *Lines Owned.*	Miles.
54th St. & 10th Ave. East and West to South Ferry	9½
Second track	9½
Weight of rail per yard	60 lbs.

Lines Leased.	Miles.
Various portions of road	3½
Second track	3½
Total operated	26

(5) CHRISTOPHER & TENTH STREETS RR.—A horse road.

ORGANIZATION—Chartered April 25, 1873. Leased to Central Crosstown May 1, 1890, at 8 per cent on stock and interest on bonds.

STOCK & BONDS	Par.	Interest.	Outstand'g.	Maturity.
Stock	100	8 Q.-J.	$650,000	See text
1st M. ext. in 1898	1,000	4 A.-O.	210,000	Oct. 1, 1918

The $180,000 1sts were extended 20 yrs. from Oct. 1, 1898, and in addition $30,000 bonds were issued at same time to take up the Real Estate Mortgage of similar amount. V. 67, p. 370.

Christopher St. Ferry to 10th St. Ferry, East River	2¼	Second track	3¾
Chris. St. Fer. to 14th St. & 4th av.	1¼	Total owned	7½

—V. 67, p. 370.

(6) EIGHTH AVENUE RR.—Underground trolley road.

ORGANIZATION Chartered Jan. 10, 1858. Road is leased to Metropolitan Street Ry. for 99 years from Jan. 1, 1896, at rental of $215,000 per annum, which provides for interest on the scrip, 15 per cent dividends on stock and $5,000 additional. V. 62, p. 40. Underground electric traction system used between 158th and Battery Place.—V. 67, p. 178, 956.

STOCK & BONDS.—	Par.	Interest.	Outstand'g	Maturity.
Stock	100	Quar.	$1,000,000	See text.
Scrip	100	6 F. & A.	1,000,000	Feb., 1914

ROAD—*On 8th Ave.*	Miles.
Vesey St. to Harlem River	10
Second track	10
Weight of rail	60 lbs.

INDEX—V. 59, p. 780; V. 61, p. 364, 871, 925, 967; V. 62, p. 40.

(7) FORT GEORGE & ELEVENTH AV. RR.—To be an underground trolley road.

ORGANIZATION—Incorporated in Nov., 1898, in the interest of the Met. St. Ry. to build a line from 130th St. and 11th Ave., along 11th Ave. to 175th St., and another from 145th St. and 11th Ave. easterly through 145th St. to the Harlem River. Stock authorized, $3,000,000. V. 67, p. 1109 Franchise granted December, 1889, for 25 years with privilege of renewal for another 25 years; 4 p. c. of gross receipts to be paid the first five years, 6 p. c. the second five years, 8 per cent the third five years, and 10 per cent the remaining years of operation. The road to become the property of the city at the termination of the franchise (whether original or renewed) upon payment for the same in accordance with definitely-prescribed rules. The Kingsbridge franchise was granted the 3d Ave. RR upon the same terms.

(8) FORTY-SECOND ST. & GRAND ST. FERRY—A horse railroad.

ORGANIZATION—Chartered February 16, 1863. Leased to Metropolitan Street Railway Co. from May 13, 1893, for duration of charter and renewals thereof at 18 per cent on stock, payable in lawful money. Met. St. Ry. in Feb., 1900, owned $443,000 of the stock.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock	100	18 Q.—F.	$748,000	See text.
1st M extended	1,000	6 J.-J.	236,000	Jan. 1, 1909

ROAD—Company owns 42d St., North River to Grand St. Ferry, East River, 4·33 miles; second track, 4·33; total owned, 8·66.

(9) FULTON STREET RAILROAD—A horse road.

ORGANIZATION.—Stock all controlled by the Metropolitan St. Ry.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000	.....	.....	$500,000	.....
1st M., g., ($1,000), guar. p. and i. Met. St. Ry. Co.	1895	4g. M-N	500,000	Nov. 1, 1995

Trustee, Guaranty Trust Co. of New York.

EARNINGS—For year ending June 30, 1899, gross, $47,303; net, $13,882; deficit below charges, $7,672.

ROAD—The road constructed consists of 2 miles of track extending from Fulton Ferry along Fulton Street to West Street to Cortlandt Street Ferry and to Barclay Street Ferry. INDEX.—V. 62, p. 277.

(10) NEW YORK & HARLEM RR.—Underground electric railroad.

ORGANIZATION—Chartered April 23, 1831. Owns also a steam road leased to New York Central, its securities, which cover the electric roads as well as the steam line, being described under the title New York & Harlem among steam railroads in the INVESTORS' SUPPLEMENT.

In July, 1899, the Metropolitan Street Railway Co. bought from the New York & Harlem the car stable properties at Thirty-second Street and Fourth Avenue and at 86th St. and Madison Ave for $1,350,000. —V. 69, p. 180, 542, 591.

The electric (formerly horse) lines (19·32 miles of track) were leased to the Metropolitan Street Ry. for 999 years from July 1, 1896, for a rental of $350,000 per annum the first five years and $400,000 per annum thereafter.—V. 62, p. 1088. Line operated electrically from March, 1898, from City Hall to 135th Street. In Jan., 1900, arrangements made with the Third Ave. RR. Co. for running cars to 59th St. —V. 70, p. 125.

ROAD—(Street Ry. only).	Miles.
4th & Madison Ave. line, Post Office to Mott Haven	8·63
Branches	1·03
Second track	9·66
Total track	19·32

OFFICERS—President, William K. Vanderbilt.—V. 62, p. 1088; V. 69, p. 180, 542, 591, 645.

(11) NINTH AVENUE RAILROAD—A horse railroad

ORGANIZATION—Chartered July 29, 1853. The road is leased to the Metropolitan Street Railway Co. for 99 years from April 20, 1892. Rental—For first 5 years $18,000, which is equal to 6 per cent on capital stock ($300,000), and thereafter $24,000 or 8 per cent on same. Stock, $300,000; par $100; dividends, Q.-J. Road.—Fulton Street to 125th Street, 8 miles; second track, 7·26 miles.

(12) SECOND AVENUE RR.—Mostly underground electric.

ORGANIZATION.—Chartered Jan. 1, 1853. Leased for length of charter to the Metropolitan Street Ry. at 8 p. c. on the stock for three years

from March 1, 1898, and 9 p. c. thereafter.—V. 66, p. 185. Changed to underground electric system in April, 1898, as far as Stuyvesant Square, cars running thence over 4th Avenue line to City Hall. By agreement with Third Ave. Co. (Jan., 1900,) cars will run to the Post Office building, at Ann St., connecting there with the Broadway Line for South Ferry.—V. 70, p. 125.

SECURITIES.—	*Par.*	*Interest.*	*Outstand'g.*	*Dividend, &c.*
Stock	100	8 Q.—M.	$1,862,000	See text.
1st mortgage	1,000	5 M. & N.	1,600,000	Nov., 1909
Debentures	1,000	5 J. & J.	231,000	Jan., 1909
1st con.M.,g.,$7.000,000 1897, guar.,p.&i.end.c*	1,000	5 g. F. & A.	3,379,000	Feb.1,1948
	Guaranty Trust Co., Trustee.			

Of new 1st consol. 5s, $1,960,000 are reserved to retire securities of earlier date, balance for improvements, equip., etc. V. 66, p. 900.

ROAD—	*Miles.*		*Miles.*
2d Av., Harlem Riv. to Peck Slip	8	Second track	13½
Branch to 92d St. Ferry	2	Sidings	1
Branch to 59th St. and 1st Av.	3½	Total track owned	28
		Weight of rails, per yard	60 lbs.

INDEX—V. 65, p. 276; V. 66, p. 616, 900.

(13) SIXTH AVENUE RAILROAD—Underground trolley.

ORGANIZATION—Leased to Metropolitan Street Ry. Co. Feb. 1, 1892, for 800 years. Rental now $145,000 per annum. (V. 61, p. 925.) Stock, $2,000,000; par, $100. Road owned—6th Avenue, 59th Street to Canal Street, 3·44 miles; second track, 3·44 miles; sidings, ·75 mile. Owned jointly with Eighth Avenue Co., Canal and Varick streets to Broadway and Vesey Street, 1·26 miles. Total track (rail 60 lbs.), 8·14 miles. In Feb., 1899, began operating underground trolley all the way to Battery Place. See V. 67, p. 178, 736, 956.

(14) THIRTY-FOURTH STREET CROSSTOWN RY.—A horse road. The air motor system to be used.—V. 68, p. 130.

ORGANIZATION—Chartered March 18, 1896, being a consolidation of the Thirty-Fourth Street RR. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue RR. Co. The stock of the Thirty-fourth Street Crosstown Ry. Co. is all owned by the Metropolitan Traction Co.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock			$1,000,000	
1st M. ($1,000), guar. p. and i. Met. St. Ry.	1896	5 A-O	1,000,000	Apl. 1, 1996.
	Trustee, Central Trust Co., N. Y.			

ROAD—The road constructed consists of 1·74 miles of track owned extending from foot of East 34th Street to foot West 34th Street, with trackage to 42d Street Ferry, etc.—V. 60, p. 83; V. 62, p. 549.

EARNINGS.—Gross, year ending June 30, 1899, $336,038; net, $147,-861; surplus above charges, $92,966, which was paid over to Metropolitan Street Railway Co.

(15) TWENTY-EIGHTH AND TWENTY-NINTH STREETS CROSS TOWN RAILROAD—Uses air.motor system.

ORGANIZATION—The Metropolitan Traction purchased the property in September, 1896, and owns all the stock. In Dec., 1898, the new air compressor and power house were practically completed, and in August, 1899, began using air-motor system exclusively.—V. 69, p. 283.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,500,000 ($100)			$1,500,000	
1st M., $1,500,000($1,000) gu.p&iend.,M. St. Ry.g.c*	1896	5g. A-O	1,500,000	Oct. 1, 1996
	Trustee, Central Trust, New York.			

ROAD—Main track and branches, 2¾ miles; total, including sidings, etc., 5·68 miles.—V. 63, p. 602, 661, 839.

EARNINGS—For year ending June 30, 1899, gross, $135,900; net, $63,869; deficit below charges, $18,417.

(16) TWENTY-THIRD STREET RAILWAY—Began to run some air-power cars the latter part of April, 1899.—V. 68, p. 130, 928.

ORGANIZATION—Chartered Jan. 29, 1872. Leased to the Metropolitan Street Railway Co. for the unexpired term of the charter and for any extensions of the same. Rental is 18 per cent per annum on stock.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	100	18 Q.-F.	$600,000	See text.
1st M., $250.000, ext. in 1893	1,000	6 J.-J.	250,000	Jan. 1, 1909.
Debentures	1,000	5 J.-J.	150,000	Jan., 1906

ROAD—*Lines owned.*	*Miles.*	*Lines leased.*	*Miles*
23d St. North to East River	1·58	Bleecker St. & Fulton Ferry RR.	
Branch to 34th St. Ferry	0·20	23d St. to Fulton Ferry, etc.	14⅛
Second track	1·92		
Weight of rails	47 lbs.	Total track operated	17·84

THIRD AVENUE RAILROAD—Undeground trolley.

ORGANIZATION.—Chartered Oct. 8, 1853. A cable road from Dec. 5, 1893, but in 1899 changed to underground trolley—the 125th Street line Sept. 29, 1899, the Third Avenue line above 65th Street Oct. 22, 1899, and the Third Avenue line below 65th Street on Nov. 19, 1899. In Jan., 1900, the electric line between 125th and 162d streets was completed. In Nov., 1895, purchased control of the 42d Street Manhattanville & St. Nicholas Ave. line. See V. 61, p. 872, 926. Control of Dry Dock E. B. & B. was obtained Aug. 23, 1897. (V. 65, p. 194). In January, 1898, a majority of the stock of Union Ry., N. Y., was purchased.—V. 66, p. 135. In Sept., 1898, Union Ry. purchased Yonkers RR. V. 67, p. 635. In April, 1899, the Tarrytown White Plains & Mamaroneck Ry. was acquired by the Union Railway.—V. 68, p. 674.

A traffic agreement, which went into effect April 29, 1899, has been entered into between the Manhattan Elevated and the Third Avenue Railroad system [comprising the Third Avenue RR., the Dry Dock East Broadway & Battery, the 42d St., Manhattanville & St. Nicholas Avenue RR. and the Union Railway lines], providing for an extensive scheme of transfers at cross-town junctions, and also at the terminal points of the two systems. The transfers are granted for an additional fare of 3 cents, making the cost of the entire journey 8 cents. For the latter sum a passenger can thus ride from the City Hall and South Ferry to Yonkers, New Rochelle and Mt. Vernon.—V. 68, p. 672, 872.

In Nov., 1899, was reported to have closed a contract with the Electric Storage Battery Co. for storage batteries having an aggregate of about 10,000 horse power.

STOCK & BONDS.	*Par.*	*Interest.*	*Outstanding. Last div., &c.*
Stock, $40,000,000.	100	Q.—F.	$16,000,000 Feb.28,1900, 1
1st mortage, gold.	1,000	5 g. J. & J.	5,000,000 July 1, 1937

There are other mortgages outstanding for $91,000.

Loans and bills payable Sept. 30, 1899, were $16,240,122.

STOCK—In October, 1898, $2,000,000 new stock was issued, making total then outstanding $12,000,000. The proceeds "were to be used for the purpose of providing funds to change the cable system to the underground electrical system upon the Third Avenue, 125th Street and Tenth Avenue lines." This new stock was offered to stockholders at par. In July, 1899, stockholders voted to increase stock from $12,000,000 to $40,000,000. The stock was to be issued as required to pay for improvements and to extinguish the floating debt, which on Sept. 30, 1899, was reported 16¼ million dollars.—V. 69, p. 29, 182. Five millions was to be used in taking up the $5,000,000 of new stock to be issued by the 42d Street Co. as below. In Sept., 1899, $4,000,000 of the new stock was sold to the shareholders at par, raising the outstanding amount of stock to $16,000,000.

In January, 1900, the company's requirements, including the floating debt, the money necessary to complete power house and to change equipment on the various properties, were estimated at $35,000,000. Negotiations were in progress with a syndicate represented by Messrs. Kuhn, Loeb & Co. to raise this sum. but in Feb., 1900, the banking firm mentioned withdrew from the negotiations. New arrangements with other parties were under consideration as the SUPPLEMENT was going to press. Committee of creditors appointed.—V. 70, p. 329.

ROAD—*Owned.*	*Miles.*	*Controlled but oper. separately.*	*Miles.*
City Hall via 3d av. to 130th st.	8¼	Dry Dock E. B. & Bat. Ry.	10·4
North River to 125th st., E.R.	2½	42d St Man.& St. Nich. Ave.	12·45
10th Av., 125th to 186th sts.	3¼	Union Ry.	16·20
Second track	14	Yonkers RR.	10·00
		Tarrytown White Plains & Mamaroneck	20·00

DIVIDENDS—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 9 p. c.; in 1896, 9¾ p. c.; in 1897, 8¼ p. c.; in 1898, 7¾ p. c.; in 1899, Feb., 1¾ p. c.; May, 1¾ p. c.; Aug., 1¾ p. c.; Nov., 1¼ p. c.; in 1900, Feb., 1 p. c.

ANNUAL REPORT.—Annual report in V. 69, p. 1059, showed:

Years ending Oct. 31—	1899.	1898.	1897.
Gross earnings	$2,098,871	$2,359,799	$2,570,842
Net earnings	706,472	1,079,334	1,126,194
Other income	680,932	42,316	47,368
Total income	$1,387,404	$1,121,650	$1,173,562
Taxes and interest	366,020	369,578	372,286
Dividends	(7%) 840,000	(8%) 800,000	850,000
Balance	sur.$181,384	def.$47,928	def.$48,724

BALANCE SHEET JUNE 30.

Assets—	1899. $	1898. $	*Liabilities—*	1899. $	1898. $
Cost of road and equipment	17,012,947	15,905,475	Capital stock	12,000,000	10,000,000
Permanent investments	11,194,950	8,980,264	Funded debt	5,000,000	5,000,000
Operating acc'ts	2,187,093	.....	Loans	13,385,122	9,693,348
Cash	324,051	179,541	Bonds and morts.	91,000	106,000
			Int. due and acc'd	125,000	125,000
			Accounts payable	.....	104,482
			Profit & loss, sur.	147,919	36,450
Total	30,749,041	25,065,280	Total	30,749,041	25,065,280

OFFICERS.—President, A. J. Elias. Office, 65th Street and Third Ave.; Vice-Pres., Henry Hart; Sec., Wm. N. Amory; Treas., W. H. Curtiss.

INDEX—V. 67, p. **899, 1053**, 1110, 1209, 1264, 1309, 1358; V, 68, p. 430, 525, 672, 674, 772, 872, 926, 1026; V. 69, p. 29, 133, 182, **334**, 383, 386, 441, 696, 744, 795, 907, **1059**, 1063, 1148, 1248, **1302**; V. 70, p. 77, 126, **174**, 177, 231, 281, **329**.

(1) DRY DOCK EAST BROADWAY & BATTERY—Horse road.

ORGANIZATION—Control obtained by Third Ave. RR. Aug. 23, 1897.—V. 65, p. 194. Underground trolley is expected to be completed this spring.

STOCK & BONDS—	*Par.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	100	6 Q.—F.	$1,200,000	See text.
New mort., gold, 1892	1,000	5 g. J. - D.	950,000	Dec. 1, 1932
Cert. of debt not sub. to c.	100	5 F. - A.	1,100,000	Feb. 1914

ROAD—(60-lb. rails).	*Miles.*		*Miles.*
Main line	10·4	Sidings	4·3
Second track	5·7	Total owned	20·2

DIVIDENDS—Since 1891, for fiscal year ending June 30: 1891-92, 5 per cent; 1892-93, 6 per cent; 1893-94, 2½ per cent; 1894-95, 4½ per cent; 1895, August, 1½ p. c.; Nov., 1½ p. c.; in 1896, 6 p. c.; in 1897, Feb., 1½ p. c.; in 1898, Feb., 1½ p. c.; May, 1½ p. c.; Aug., 1½ p. c.; Nov., 1½ p. c.; in 1899, May, (Feb. div. was passed), 1½ p. c.; Aug., 1½ p. c.; November dividend was passed.

EARNINGS.—Six months to Dec. 31.

	Gross.	*Net.*	*Oth. Inc.*	*Charges.*	*Surplus.*
1899	$382,336	$93,395	$802	$67,002	$27,195
1898	323,082	93,631	877	65,164	29,350

ANNUAL REPORT—Fiscal year ends June 30. Results for 1898-9 are as follows:

Yr. end. J'ne 30.	1899.	1898.		1899.	1898.
Gross earns.	$630,599	$669,713	Taxes, etc..	$130,873	$131,798
Net	166,392	201,638	Interest		
Other income	1,723	5,754	Dividends	(4½)54,000	(6)72,000
Net income	$168,115	$207,392	Balance	def.$16,758	sur.$3,594

INDEX—V. 64, p. 843, 1041; V. 65, p. 194, **568**; V. 67, p. **952**.

(2) FORTY-SECOND ST. MANHATTANVILLE & ST. NICHOLAS AVE. RY.—A horse road.

ORGANIZATION—Chartered Aug. 29, 1878, In November, 1895, control was purchased by the Third Avenue RR. See V. 61, p. 926.

In Dec., 1899, began to use underground electric system from Fort Lee Ferry to the Boulevard, thence to Fifty-ninth Street; rest of road is being rapidly changed.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstand'g*	*Maturity.*
St'k (aut'd $7,500,000)	100	.....	$2,500,000	.....
1st mortgage	1,000	6 M-S	1,200,000	Mch., 1910
		Interest at Union Trust, N. Y. City.		
2d mort. income 6s	1,000	6% as earned.	1,500,000	Jan., 1915
Real estate mortgage	....	5%	100,000	.....

In July, 1899, voted to increase stock from $2,500,000 to $7,500,000.—V. 69, p. 182. The additional stock will be taken by the Third Ave. Co.

ROAD—	Miles.		Miles
42d St. No. River to E. River.	1·97	Other mileage	2·76
59th St. via 10th Ave. to Manhat. St.	3·29	Branches	·41
42d St. via 7th Ave., etc., to Boulevard, etc.	4·02	Second track	12·45
		Total owned	24·90

ANNUAL REPORT—

Yr. end. June 30.	1899.	1898.		1899.	1898.
Gross earnings	$571,046	$703,975	Int., rentals and taxes	$118,045	$115,456
Net	def. 9,184	77,814	Balance for year	def 126,062	df. 36,809
Other income	1,167	833			
Gross income	def. 8,017	78,647			

INDEX—V. 63, p. 838; V. 64, p. 330; V. 69, p. 441.

(3) UNION RAILWAY OF NEW YORK—A trolley road.

ORGANIZATION—Organized under Chapter 340 of the Laws of 1892, giving authority to consolidate the Harlem Bridge Morrisania & Fordham Ry., the Melrose & West Morrisania RR. and the North Third Ave. & Fleetwood Park RR. Validity of consolidation affirmed by Court of Appeals Jan. 9, 1900.—V. 70, p. 77. Operates from 129th St. and 3d Ave. through the Borough of the Bronx, and with subsidiary lines, continuing thence to and through Mt. Vernon. Extensions projected from New Rochelle, through Larchmont, Mamaroneck, Harrison, Rye and Portchester to the Connecticut line.

THIRD AVENUE RR. IN CONTROL.—Controlled by Third Ave. R.R., which in Jan., 1898, purchased a majority of the stock.—V. 66, p. 135. In Sept., 1898, the Union Ry. purchased Yonkers RR, and will guarantee its $1,000,000 bonds, this guaranty being accepted by the Third Ave. V. 67, p. 635.

In Dec., 1899, accepted the terms proposed by Board of Estimate for the Kingsbridge RR. franchise, which are 4 per cent of gross receipts for the first 5 years, 6 per cent for the second, 3 per cent for the third and 10 per cent thereafter. The franchise is for 25 years, with privilege of renewal under certain conditions for another 25 years. At the end of the term (original or projected) the city acquires the property, paying for it in accordance with definitely-prescribed rules for fixing its value.—V. 69, p. 1248.

STOCK & BONDS.—	Par.	Interest.	Outstand'g.	Last div., &c.
Stock	100	.....	$2,000,000	.....
1st mort., 1892, gold.	$1,000	5 g. F.-A.	2,000,000	Aug. 1, 1942
	Int. is payable at Central Trust Co., N. Y. City.			
Guaranteed Loans—				
Westch. 1st M., gu., p. & i.	1,000	5 g. J.-J.	500,000	1943
So. Boule. RR. 1st, gold	.....	5 g. J.-J.	250,000	July 1, 1945
Yonkers RR. 1st M., $1,000,000, '96, gu.	.....	5 A.-O.	600,000	Apr. 1, 1946

ROAD—	Miles.		Miles.
Main line (single track)	5·36	Westchester Electric	21·04
Branches (single track)	19·02	Southern Boulevard	7·00
Second track	23·88	Yonkers RR	10·00
Under agreement	5·98	Weight of rail per yard 70 to 90 lbs.	
Total of all track owned	54·24		

EARNINGS.—Three months to Sept. 30:

UNION RAILWAY.

	Gross.	Net.	Other income.	Charges.	Surplus.
1899	$211,748	$94,934	.....	$43,549	$51,385
1898	193,620	89,123	$167	39,510	49,780

WESTCHESTER ELECTRIC.

	Gross.	Net.	Charges.	Balance.
1899	$51,464	$7,531	$7,148	surp. $383
1898	38,049	13,759	7,550	6,209

ANNUAL REPORT—Results for year ending June 30, 1899, were:

	Gross.	Net.	Total income.	Int., rentals and taxes.	Surplus.
Union Railway	$671,244	$224,609	$225,176	$154,335	$70,841
Westchester Elect.	133,254	14,341	14,341	28,674	df 14,333
South. Boulevard	44,836	13,637	13,637	16,010	def. 2,373
	$849,334	$252,587	$253,154	$199,019	$54,135

INDEX—V. 66, p. 135, 343, 1142; V. 67, p. 635, 905, 951, 1209; V. 69, p. 441; V. 70, p. 77.

(3) TARRYTOWN WHITE PLAINS & MAMARONECK (ELECTRIC) RY.—A trolley road.

ORGANIZATION—Successor in 1898 to the New York Elmsford & White Plains Ry. On April 18, 1899, control was acquired by the Union Ry.—V. 68, p. 674.

Road extends from Tarrytown station on the N. Y. C. & H. R. RR., to Mamaroneck, on the Sound, and from White Plains Station on the Harlem Road to Silver Lake Park, a total of about 20 miles. The company will carry freight as well as passengers. Extensions from Mamaroneck to New Rochelle, 4 miles, and from White Plains to Mt. Vernon, 12 miles, are projected.—V. 67, p. 75.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($300,000), par $25	.....	.....	$300,000	.....
1st mortgage $500,000, gold ($1,000 each)	1988	5g M&S	300,000	Mar. 1, 1928
	Knickerbocker Trust Co., N. Y., trustee.			

LATEST EARNINGS—Three months to Sept. 30:

3 mos.	Gross.	Net.	Oth. inc.	Charges.	Surplus.
1899	$19,676	$9,681	$9	$4,272	$5,418
1898	11,900	3,252	.....	443	2,809

—V. 67, p. 75, 435; V. 68, p. 674.

(4) YONKERS RAILROAD.—A trolley road.

ORGANIZATION—In Sept., 1898, sold to the Union Ry., which guarantees $1,000,000 bonds, principal and interest, this guaranty being accepted by the Third Ave. RR. See New York.—V. 67, p. 635.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000 ($100	....	.....	$1,000,000	.....
1st mtge., $1,000,000, gu.	1896	5 A-O	1,000,000	Apr. 1, 1946

ROAD—Owns 10 miles of track, main line; second track, ½ mile; sidings, ½ mile; total, 11 miles.

LATEST EARNINGS.—Three months to Sept. 30:

3 mos.	Gross.	Net.	Oth. inc.	Charges.	Surplus.
1899	$55,694	$28,080	$223	$15,774	$12,529
1898	47,642	18,072	164	14,032	4,204

ANNUAL REPORT—Fiscal year ends June 30.

Yr. end. June 30.	1898.	1897.		1898.	1897.
Gross earnings	$115,851	$104,671	Interest	$35,986	$30,000
Net	37,268	24,305	Taxes		4,627
Other income	417	.....	Balance	sr. 1,699	df. 10,322

—V. 62, p. 462, 644; V. 63, p. 558; V. 65, p. 515; V. 67, p. 635.

PEOPLE'S TRACTION CO.—To be a trolley road.

ORGANIZATION—A consolidation in February, 1898, of the People's Traction and N. Y. Westchester & Connecticut Traction. About 68 miles of road are projected. Under its franchise the old People's Company connects with Manhattan Island by proposed bridges over the Harlem. It parallels the Harlem between 134th and 172d streets, and its lines touch the Bronx River at Lafayette Avenue, West Farms Road and Bronx Park. The Westchester & Connecticut has a route from Lafayette Avenue through Bartow to the city line, and from Bronx Park along the Boston Road to the same boundary.

In July, 1899, purchased the North Mount Vernon Ry., built in 1896, extending over Chester Hill from North Third Avenue, 1½ miles, and has converted it into a trolley road. In April, 1899, the Mount Vernon Board of Aldermen granted a fifty-year franchise. In Feb., 1900, purchased the Pelham Park RR. of 1½ miles, extending from Bartow Station to City Island, and embracing the only franchise through Pelham Bay Park.—V. 70, p. 231.

STOCK—The combined stock of the old companies was $2,100,000.

OFFICERS—President, W. A. Boland; Vice-President, Silas B. Dutcher: Secretary and Treasurer, Frederick C. Cocheu. Among the new directors are P. H. Flynn, W. A. Boland, John McCarthy, Silas B. Dutcher, F. C. Cocheu, Joseph White and M. J. Kennedy.—V. 63, p. 969; V. 70, p. 231.

WALL & CORTLANDT ST. FERRIES RY.—Successor to the Fulton Wall & Cortlandt Street Ferries RR. sold under foreclosure on Aug. 25, 1898. V. 67, p. 428, 488. Projected from Fulton and from Wall St. ferries, East River, to Cortlandt and to Liberty St. ferries, North River, 2·7 miles. Stock, $1,000,000; par, $100; all issued. Bonds, $1,000,000, have been authorized and issued. Directors; F. D. Moffat, E. F. Moffat, Charles Buse, K. S. Hogg, E. L. Conant, H. W. Thayer, H. W. Bean, M. E. Gill and J. P. Sheffield.—V. 65, p. 1173; V. 67, p. 428, 488.

NEWARK, N. J.—(See Jersey City, N. J.)

POPULATION 1890 WAS 181,830; IN 1880 WAS 136,508; AND IN 1870 WAS 105,059.

NEWARK, OHIO.

POPULATION 1890 WAS 14,270; IN 1880 WAS 9,600; AND IN 1870 WAS 6,698.

NEWARK CONSOLIDATED ELEC RY.—

ORGANIZATION—In August, 1899, the Equitable Trust Co. of Chicago purchased the property at receiver's sale, and is now operating it for the bondholders with B. G. Dawes as agent. Up to Feb., 1900, no reorganization had taken place.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $100,000, par $50	....	.....	.....	$73,000	.....
N. & Granv. Elec. St. 1st M. $120,000, g., $1,000	....	1892	6 g M-N	120,000	May, 1912
	Equitable Trust Co., Trustee, Chicago.				
do 2d M. $30,000, $5,000	....	1892	6 A-O	30,000	1898

ROAD—Operates 13½ miles of track, connecting the city of Newark with Granville. EARNINGS—For year ending April 7, 1898, gross, $26,210; net, def., $1,123; no interest paid.—V. 64, p. 755; V. 68, p. 1226; V. 69, p. 492.

NEWBURG, N. Y.

POPULATION 1890 WAS 23,263; IN 1880 WAS 18,049; AND IN 1870 WAS 17,014.

NEWBURG ELECTRIC RY. CO.—A trolley road.

ORGANIZATION—Successor in February, 1894, to the Newburg Street Ry., and on July 2, 1897, absorbed Newburg & Orange Lake and Walden & Orange Lake railroads.

STOCK & BONDS	Date.	Interest.	Outst'd'ng.	Maturity.
Stock $150,000, par $100	.....	.....	$150,000	.....
1st M. ($250,000) g., ($500)	1894	6g. M-N	250,000	May 1, 1944
Not subject to call	Int. at Knick. Tr. Co., Trustee, N. Y. City.			
Walden & O. L. 1st Mort. g. guar. p. & i.	1895	6g. J-D	100,000	June 1, 1945
	June, 1898, interest not paid when due.			
Newb. & Orange Lake 1st M., g., $500, int. only guar. c*	1894	6g. J-J	75,000	July 1, 1944
	Int. at Knick. Tr. Co., Trustee, N. Y. City.			
2d mort. bonds	.....	F-A	75,000	.....
	Int. at Hamilton Trust, B'klyn, Trustee.			
Debenture bonds	.....	.....	10,000	.....
Certs. of indebtedness	.....	.....	40,000	.....

ROAD—Owns 16·21 miles of track (including Walden & Orange Lake 5·29 miles and Newburg & O. L. 5·40 miles).

LATEST EARNINGS—6 mos., July 1 to Dec. 31.
1899.....Gross, $52,646; net, $26,989
1898.....Gross, 50,583; net, 26,482

YEARLY EARNINGS—For the years ending June 30:

	Gross.	Net.	Oth. Inc.	Int., tax, &c.	Bal., sur.
1898-9	$86,334	$36,874	$632	$36,610	$896
1897-8	83,255	34,041	622	36,599	def. 1,936
1896-7	83,173	33,468	497	32,718	1,248

President, A. J. Pouch, Newburg, N. Y.

—V. 66, p. 1090; V. 67, p. 1056.

NEWBURYPORT, MASS.

POPULATION IN 1895 WAS 14,552; IN 1890 WAS 13,947; IN 1880 WAS 13,538; AND IN 1870 WAS 12,595.

CITIZENS' ELECTRIC STREET RY.—A trolley road.

ORGANIZATION.—Incorporated in April, 1899, as successor to the Newburyport & Amesbury RR. Purchased at foreclosure on March 28, 1899, for $190,000. Capital stock, authorized and paid in, $190,000.

ROAD—Owns 20·11 miles of track, operating 27 motor and 11 trail cars, with 40, 60 and 90-lb. T and girder rail, in Newburyport, Amesbury, Merrimac and Newbury.

OFFICERS—President, W. M. Butler, Boston; Treasurer, G. A. Butman, Boston; Supt., C. C. Benson, Newburyport. Office, 33 Market Square, Newburyport.—V. 67, p. 690; V. 68, p. 619, 672.

NEWPORT NEWS, VA.

POPULATION 1890 WAS 4,490.

NEWPORT NEWS AND OLD POINT RAILWAY & ELECTRIC—

ORGANIZATION—In 1898 purchased the Newport News Hampton & Old Point Railway and acquired the Chesapeake Light & Power Co. at Hampton, Va. Also has ice plant. Extensive improvements are projected. Population served estimated in 1899 at 40,000.

In July, 1899, it was announced that the company had (through Messrs. Alex. Brown & Son, of Baltimore, who are largely interested in the Newport News & Old Point Railway) acquired the Peninsular Electric Light & Power Co. and also the Peninsula Railway, a projected opposition line.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, com., $1,000,000, par $100	.....	.....	$1,000,000	.....
Stock, pref., $400,000, 4 p. c. cum., par $100...	.....	5	400,000	Jan., 1900, 2½%
1st M., $900,000, gold, ($1,000 eachc*	1898	5 g M-N	900,000	Nov. 1, 1938
	Int. at Alex. Brown & Sons, Baltimore, Md.			

The Maryland Trust Co., Baltimore, is trustee of the mortgage. Bonds are subject to call at 110 on any interest day on 60 days notice.

EARNINGS—The combined earnings of the constituent companies have been as follows: Six months ending Oct. 31, 1898, gross, $112,153; expenses, $59,489; net income, $52,654. Year ending April 30, 1898, gross, $170,899; net income, $87,389. In 1896-97, gross, $152,959; net income, $62,136. Average net income for 2½ years, $80,872.

ROAD—Owns and operates 22¼ miles of trolley road, having constructed 5 miles of add tional track in 1899, the greater part being laid with 92-p und girder rail. A new power plant of 2,000 h. p. capacity for supplying light and power and furnishing current for the railway is now under construction. It also contains a large ice plant.

OFFICERS—President, W. J. Payne, Richmond, Va.; Vice Pres., L. P. Stearnes, Newport News: Sec'y, D. C. Zollikoffer, Richmond, Va.; Treas., H. L. Schmelz, Hampton, Va.—V. 67, p. 902, 1055.

PENINSULAR RY.—Six miles of track contemplated and work early completed. Messrs. Alexander Brown & Son of Baltimore have acquired possession in the interest of the Newport News & Old Point Railway & Electric Co. and although it will be operated as an independent company, it will be directly controlled by the Newport News & O. P. Ry. & E. Co.

NEWTON, MASS.

POPULATION IN 1895 WAS 27,590; IN 1890 WAS 24,379; IN 1880 WAS 16,995; AND IN 1870 WAS 12,825.

COMMONWEALTH AVENUE ST. RY.

ORGANIZATION—Commenced operations March 28, 1896. Mortgage, $75,000 of 5 p. c. gold $500 c* bonds, dated Feb. 1, 1896, due Feb. 1, 1916; interest F. & A., at office of trustee, International Trust Co., Boston. In Nov., 1898, the Massachusetts RR. Commissioners authorized increase of stock from $175,000 to $258,000 to fund floating debt incurred for construction and improvements. In Aug. company received permission to increase amount to $292,000, $30,000 to be used for extension and $2,000 for equipment.

DIVIDENDS—Dividend of 2 per cent was paid on June 30 and one of 3 per cent on Sept. 30,1899.

ROAD—Feb. 1, 1900, main line, 7·62 miles; second track, 5·6 miles; total, 13·22 miles; 70-lb. T and 95-lb. girder rails. Operating 80 motor and 40 truck cars.

EARNINGS—For year ending Sept. 30.

Year.	*Gross.*	*Net*	*Int. and taxes.*	*Dividends.*	*Balance.*
1899..	$72,666	$22,510	$8,254	(5%) $12,900	sur. $1,356
1898..	73,630	5,415	6,535	None.	def. 1,120

Total surplus Sept. 30, 1899, $3,453.

OFFICERS—President, Adams D. Claflin; Treasurer, Leonard D. Ahl. Office, Newtonville, Mass.

NEWTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1887.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($315,000, par $100)	.....	Q-J	$210,000	See text.
1st M., cur., not subj. to call.....	1892	5 J-J	135,000	July, 1912

Interest payable at American Loan & Trust Co., trustee, Boston.

Dividends in 1892-93 aggregated $11,002 (8 per cent); in 1893-94, $12,690; in 1895, 8 p. c.; in 1896, 8 p. c.; in 1897, 8 p. c.; in 1898, 8 p. c.; in 1899, 8 p. c.; in 1900, Jan., 2 p. c.

ROAD—Owns from Newton to Waltham, Watertown, etc., 13·30 miles; track (measured as single); sidings, etc., 0·57; trackage, 2·49; total, 16·36 miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earnings..	$102,773	$95,821	Balance for divs..	$16,804	$17,093
Net.....	32,884	31,431	Dividends paid...	16,800	16,800
Int., taxes, etc...	16,080	14,338	Tot. sur. Sept. 30.	21,157	21,154

OFFICERS—President and General Manager, Winthrop Coffin, Vice-President, E. Stearns; Secretary, Geo. W. Morse; Treasurer, Charles W. Smith, 53 Tremont St., Boston; Superintendent, F. G. L. Henderson.

NEWTON & BOSTON STREET RAILWAY—

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock, $250,000, pr. $100	.....	.....	$200,000	See text
1st M. for $250,000....	1892	5 J-J	125,000	July 1, 1912
Not subject to call.	Int. pay'le at Am. L. & T. Co., trustee, Boston.			
Real estate mortgage..	-----	------	20,000	.....

Dividends—In Jan.. 1898, paid 1¼ p. c.; in Apr., 1¼ p. c.; in July, 1¼ p. c.; in Oct., 1¼ p. c.; in 1899, Jan., 1¼ p. c.; in Apr., 1¼ p. c. July 1899, October, 1899, and Jan., 1900, dividends passed.

ROAD—Owns 10 miles of trolley. Operates Newtonville & Watertown St. Ry., 3¼ miles, under lease of 1897.

EARNINGS—In year ending Sept. 30, 1899, gross, $73,664; net, $13,375; interest and taxes, $12,484; dividends, $7,500; balance, deficit, for year, $6,609;

OFFICERS—President, Gen. Man. and Purch. Agent, H. B. Parker, Newtonville, Mass.; Sec'y, R. A. Sears; Treas., J. L. Richards.

NEWTONVILLE & WATERTOWN STREET RAILWAY—

ORGANIZATION—Operates 5 miles of track. Stock, $50,000; par $100. Unfunded debt Sept. 30, 1898, $35,710. No funded debt. Operated by Newton & Boston St. Ry., under lease of 1897.

Dividends—In Oct., 1898, paid 1 p. c. (Q-J); in 1899, Jan. 2, 1 p. c.; in April, 1 p c., in July, 1 p. c.; Oct. 2, 1¼ p. c.; in 1900, Jan., 1¼ p. c.

EARNINGS—In 1897-98 rental paid was $4,655.

WELLESLEY & BOSTON ST. RY.—Trolley.

Capital stock authorized, $115,000 (par $100); issued, $115,000. Oct. 1, 1898, loans and bills payable, $16,500; no bonds. Owns 5·17 miles of track. Year ending Sept. 30, 1899, gross, $53,024; net, $16,679; charges, $1,636; div. (8%), $8,900; balance, surplus, $6,143. President and General Manager, H. B. Parker, Newtonville, Mass.; Secretary, R. A. Sears; Treasurer, J. L. Richards.

Dividends—In 1898, 7 p. c.; in 1899, 8 p. c.; in 1900, Jan., 2 p. c.

NIAGARA FALLS, N. Y.

POPULATION 1890 WAS 5,502; IN 1880 WAS 3,330; AND IN 1870 WAS 3,006.

LEWISTON & YOUNGSTOWN FRON'R RR.—

ORGANIZATION.—Owns from Lewiston to Youngstown, 7·3 miles; completed in August, 1896; branch to Rumsey Park, 1 mile; sidings, ·2 m.; trackage, ·2 m.; total, 8·7 m Stock authorized, $150,000; issued $134,000; par, $100. First mortgage, Buffalo Loan, Trust & Safe Deposit Co., trustee, $150,000; issued $134,000; gold c* 6s, J & D, dated 1896, due June 1, 1926. Interest payable at office of trustee. Loans July 1, 1898, $2,420.

EARNINGS—Year ending June 30, 1899, gross, $10,555; net, $3,148; interest and taxes, $9,900; balance, deficit, $6,752. President, L. A. Rumsey; Secretary, Karl Evans; Treasurer, Charles S. Webb, P. O. Box 272—all of Buffalo.

NIAGARA GORGE RR. ELECTRIC.

ORGANIZATION—Incorporated in New York State June 3, 1899, as successor to the Niagara Falls & Lewiston, sold at foreclosure May 23, 1899. The road extends from Onondaga Street, Lewiston, along the bank of the Niagara River to the city of Niagara Falls. The line was formally opened July 1, 1899. The company also controls the franchises of the Niagara Falls Tower Co., the Battery Whirlpool Rapids Co., the Niagara Rapids View Co. and the Niagara Whirlpool Rapids Elevator Co., all of which were owned by the former Niagara Falls & Lewiston. An agreement has been made with the Niagara Falls Park & River Ry. Co. allowing cars of the Gorge Road to run over that company's lines across the arch and Suspension Bridges to Tabor Rock and Dufferin's Island.

STOCK AND BONDS—The Niagara Falls & Lewiston when sold at foreclosure was sold subject to the $1,000,000 mortgage of the latter. Capital stock, $1,000,000. First mortgage (Niagara Falls & Lewiston) $1,000,000 of 5 per cent gold bonds c* ($1,000 each), dated 1895, due June 1, 1925, J&D, to Knickerbocker Trust Co., N. Y., as trustee; outstanding June 30, 1898, $35,000; loans, $1,085,092. Year ending June 30, 1898, gross, $73,557; net, $45,430. President, Francis V. Greene; Vice-President, Herbert P. Bissell; Treas., Bert. L. Jones; Secretary, Herbert H. Hewett.—V. 68, p. 332, 1077, 1133.

NORFOLK, VA.

POPULATION 1890 WAS 34,871; IN 1880 WAS 21,966; AND IN 1870 WAS 19,229.

NORFOLK & ATLANTIC TERMINAL CO.—

To be an electric road.

This enterprise is backed by Alexander Brown & Son of Baltimore. A double track electric line is now under construction from Sewells Point, on Hampton Roads, across Tanners Creek, and thence southerly to the Monticello Hotel in the city of Norfolk, etc., 8 miles. Road to be completed by March 1, 1900. A hotel at Sewell's Point is also to be erected. The $500,000 bonds are outstanding as collateral for a loan.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($100), $500,000.....	.....	.....	$500,000	.....
Mort., gold, $500,000.. c* ($1,000) Maryland Tr. Co.	1899	5 g. M&S	500,000	Mar. 1, 1929
	Int. at Alex. Brown & Sons, Baltimore.			

OFFICERS.—President, D. Lowenburg; Vice-President, H. L. Lowenburg; Treasurer, Caldwell Hardy; Secretary, Wallington Hardy.

NORFOLK RAILWAY & LIGHT.—

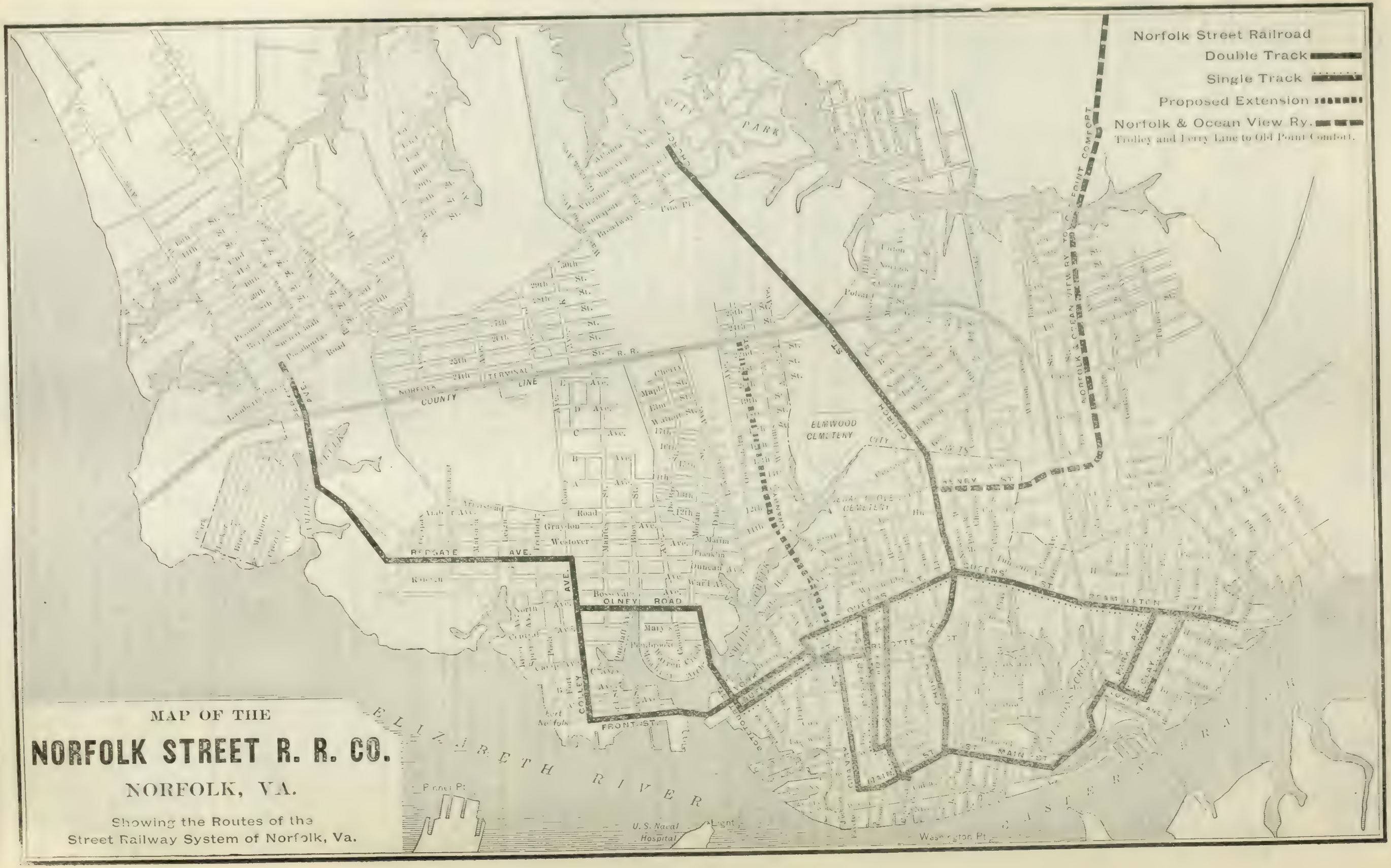
ORGANIZATION—On November 2, 1899, was formed by consolidation of the following: Norfolk Street RR., Norfolk & Ocean View Ry., Virginia Electric Co. and the Berkeley Light & Power Co., with a capital stock of $1,650,000, $2,600,000 5 per cent 50-year bonds said to be proposed.

OFFICERS—President, R. Lancaster Williams; 1st Vice-President, C. B. Johnston; 2d Vice-President, F O. Briggs; Gen. Manager, Peter Wright; Treasurer, W. H. Doyle; Secretary and Assistant Treasurer, H. C. Whitehead.—V. 69, p. 1104, 1301.

NORFOLK STREET RR.—*(See Map p. 63.)*

ORGANIZATION—A consolidation June 7, 1894, of the Norfolk City RR. Co. and the Suburban City Railway & Improvement Company Franchise runs until Jan. 1, 1944. Population of Norfolk in 1897 estimated at 55,000, and in 1899 at from 60,000 to 65,000, including contiguous suburban sections.

In November, 1897, control was purchased by a syndicate headed by John L. Williams & Sons of Richmond, Va., and Middendorf, Oliver & Co., of Baltimore, Md., and extensive improvements have been made—see V. 65, p. 1024. A new mortgage was issued for the retire-


Norfolk Street Railroad
Double Track
Single Track
Proposed Extension
Norfolk & Ocean View Ry.
Trolley and Ferry Line to Old Point Comfort.
MAP OF THE
NORFOLK STREET R. R. CO.
NORFOLK, VA.
Showing the Routes of the
Street Railway System of Norfolk, Va.
CITY PARK
ELMWOOD CEMETERY
OLNEY ROAD
BERKLEY AVE.
FRONT ST.
MAIN ST.
QUEENS ST.
BRAMBLETON AVE.
OLNEY ST.
NORFOLK COUNTY
TERMINAL LINE
ELIZABETH RIVER
Pinner Pt.
U. S. Naval Hospital
Washington Pt.
NORFOLK & OCEAN VIEW RY TO POINT COMFORT

ment of the old bonds and for improvements. In March, 1898, the Norfolk & Ocean View was purchased in its interest at foreclosure sale. V. 66, p. 617. The Virginia Electrical Railway & Development Co. has also been acquired by the same parties

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000	.....	.....	$1,000,000	.....
Norfolk City 1st M., gold, $1,000	1888	6g. J-J c/ Int. at Mer. Trust Co., trustee, N. Y. City.	125,000	Jan. 1, 1913
Norfolk Street cons. mort., $1,000,000, g. ($1,000)c.	1898	5g. J-J c/ Int. at Merc. Tr. & Dep. Co., Balt., trustee.	915,000	Jan. 1, 1944

ROAD—Owns 22 miles of track in City of Norfolk, Va., and extending to Lambert's Point, 2 miles from city. Rails 60 lb. T and 80 lb. girder.

EARNINGS—Gross, Jan. 1 to July 31, 1899, $109,931. For 12 months ending Dec. 31, 1898, gross, $176,685; net, $88,347. In 1897 gross, $146,818; net, $70,096.

OFFICERS—(Jan., 1900), President, R. L. Williams, Richmond, Va.; Vice-Prest., Frank O. Briggs, Trenton, N. J.; Treasurer, W. H. Doyle, Norfolk; Secretary and Asst. Treas., H. C. Whitehead, Norfolk. DIRECTORS—J. W. Middendorf, Robert C. Davidson, Charles R. Spence, Frank O. Briggs, Wm. Habliston, R. L. Williams, R. B. Cook, W. H. Doyle, J. P. Andre Mottu and J. W. Ferry. INDEX—V. 62, p. 186; V. 65, p. 1024; V. 66, p. 617; V. 68, p. 1183; V. 69, p. 1104, 1301.

(1) NORFOLK & OCEAN VIEW RAILWAY—*(See Map, p. 62.)* A trolley and steam road.

ORGANIZATION—A reorganization in April, 1898, of the Norfolk & Ocean View *Railroad*, foreclosed and purchased in the interest of the Norfolk Street RR.—V. 66, p. 617. Road 9 miles long; 15 miles of track. New company is making improvements. Also owns valuable property at Ocean View, a summer resort opposite Old Point Comfort, connecting with a ferry company giving through service between Old Point Comfort and Norfolk. The Norfolk Willoughby Spit & Old Point RR., formerly under lease, has recently been purchased and is now part of the New York & Ocean View. In May, 1899, the latter was sold to R. L. Williams, the President of the Norfolk & Ocean View.

OFFICERS.—President, R. Lancaster Williams, Richmond, Va.; Vice-Pres., Frank O. Briggs, Trenton, N. J.; Treas., W. H. Doyle, Norfolk; Secy. and Asst. Treas., H. C. Whitehead of Norfolk.—V. 69, p. 1104.

PORT NORFOLK ELECTRIC RAILWAY—ROAD, ETC.—Operates 8 miles of track. Stock, $150,000; 1st mortgage gold 6s, $60,000; dated 1892, due August 1, 1907; interest payable, F. & A. A second mortgage for $20,000 was issued in August, 1897, for paying floating debt and for extensions. On Oct. 27, 1898, B. Watkins Leigh was appointed receiver. In Dec., 1898, the receiver was granted authority to issue $15,000 receiver's certificates for improvements. In May road was reported sold to a Baltimore syndicate. Reorganization under name of Norfolk Portsmouth & Newport News proposed.—V. 67, p. 957; V. 68, p. 1026.

NORRISTOWN, PA.

POPULATION 1890 WAS 19,791; IN 1880 WAS 13,063; AND IN 1870 WAS 10,753.

SCHUYLKILL VALLEY TRACTION—This road has been acquired by the United Power & Transportation Co. See statement under Philadelphia.

NORTH ADAMS, MASS.

POPULATION IN 1895 WAS 19,135; IN 1890 WAS 16,074; IN 1880 WAS 10,191.

HOOSAC VALLEY STREET RY.—Trolley road.

ORGANIZATION—Chartered April 7, 1886.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, par $100	.....	.....	$100,000	.....
1st Mortgage	1897	5 J&J Int. at New Engl Tr. Co., trustee.	100,000	July 1, 1917
Unfunded debt Sept. 30, '98.	.....	.....	34,331	.....

ROAD.—Owns 13·00 miles of main line track and 0·42 miles of sidings, etc. Extension to Williamstown, 6 miles, was completed in 1896.

EARNINGS—For year ending Sept. 30, 1899, gross receipts, $83,764; net, $27,868; interest, etc., $10,658; dividends (6%), $6,000; surplus, $11,210.

OFFICERS—President and Treasurer, C. Q. Richmond, North Adams.

NORTH ATTLEBOROUGH, MASS.

POPULATION IN 1895 WAS 6,576 AND IN 1890 WAS 6,727.

INTER-STATE CONSOLIDATED ST. RY.—ORGANIZATION—Organized April 21, 1895. See V. 60, p. 606.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $380,000, par $100.	.....	6 Q.—J.	$380,000	See text
Coupon notes	 1897	4 Q.—F.	150,000	Apr. 28, 1907
Bonds auth., $200,000	.....	.....	(?)	.....
Loans and bills payable Oct. 1, '98		.....	50,000	.....

DIVIDEND—In 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, 6 p. c.; in 1900, Jan., 1½ p. c.

ROAD—Owns 22·42 miles trolley track and 1½ mile sidings, etc., from Main Street, Pawtucket R. I., to North Attleborough, Mass., Hebronville, Dodgeville and Attleborough. The combined population of these towns was in 1890 about 41,937.

LATEST EARNINGS—4 mos., Oct. 1 to Jan. 31. 1899 00..Gross, $55,442; net, *$14,280. 1898-99..Gross, 46,673; net, *7,707

* After deducting taxes.

EARNINGS—Year ending Sept. 30, 1898, gross, $135,395; net, $42,811; other income, $169; interest, taxes, etc., $11,237; dividends, 6 p. c., $22,800; surplus for year, $8,943. In 1896-97, gross, $126,736; net, $37,492.

OFFICERS—President, Marsden J. Perry, Providence, R. I.; Secretary and Treasurer, Edward R. Price, North Attleborough.—V. 61, p. 662, 871.

NORTHAMPTON, MASS.

POPULATION IN 1895 WAS 16,746; IN 1890 WAS 14,990; IN 1880 WAS 12,172; AND IN 1870 WAS 10,160.

NORTHAMPTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Feb. 26, 1873.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Div'nds, &c.
Stock, $300,000, par $100	.....	.....	$300,000	f.p. See text
1st M., not subj. to call ($500)c	1888	5 A-O	25,000	Apr. 1, 1909
Loans and bills payable Oct. 1, 1898		.....	56,000	.....

Interest at Springfield S. D. & Trust Co., Springfield, Mass.

Dividends—In year 1893-94 distributed $12,000; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898, 8 p. c.; in 1899, 8 p. c.; in 1900, Jan., 4 p. c.

ROAD—Owns 17·125 miles of main track and 1·431 mile sidings, etc. In August, 1899, extensions were proposed.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross	$103,084	$92,326	Bal. for div'nds	$31,597	$25,074
Net	41,139	34,694	Dividends	24,000	24,000
Int'st, taxes, etc.	9,542	9,620	Bal. for year	sur. 7,597	sur. 1,074

OFFICERS—President, John Olmsted; Secretary, H. P. Field; Vice-President and Treas'r, N. D. Winter; Superintendent, Edwin C. Clark

NORTON, MASS.

POPULATION IN 1890 WAS 1,785; IN 1880 WAS 1,732; IN 1870 WAS 1,821.

NORTON & TAUNTON STREET RAILWAY—Trolley.

This is a consolidation of the Norton & Taunton Electric, the Norton & Attleborough Street, the Mansfield & Norton Street, and the Mansfield & Eastern. Bonds to amount of $300,000 to $400,000 are proposed.

ROAD—Owns 30 miles of track; gauge, 4 ft. 8½ in.; 56 and 90 lb. T and girder rails. Operates 25 motor cars.

OFFICERS—President, Daniel Coolidge, Cleveland, O.; Vice-President, G. L. Wetherell; Treasurer, A. H. Sweet; Gen. Man. and Purch. Agent, W. O. Hallowell, all of Taunton.—V. 69, p. 334.

NORWALK, CONN.

POPULATION IN 1890 WAS 17,747; IN 1880 WAS 13,956; AND IN 1870 WAS 12,119.

NORWALK STREET RAILWAY—This road has been acquired by the Connecticut Lighting & Power Co, See statement of the latter under Waterbury.

NORWALK TRAMWAY—ORGANIZATION—Incorporated May 6, 1889. Charter perpetual.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100) $850,000	.....	See below.	$287,000	.....
1st mort., $20,000 p. m., gold, $1,000	1893	5 g. M-S *Interest* at Atlantic Tr. Co., *trustee*, N.Y. City. Subject to call at 104 after Sept. 1, 1898.	399,000	Sept. 1, 1923

The first mortgage bonds are a first lien upon all property of every description now owned or hereafter acquired. Under the terms of the mortgage the bond issue is limited to $20,000 per mile of construction and equipment, and under laws of State cannot exceed 75 per cent of the cost of road and equipment.

Dividends—From July, 1893, to July, 1895, dividends of 2 per cent yearly paid J. & J., none since.

ROAD—Owns and operates from Broad River through City of Norwalk to South Norwalk and Westport, and also to the excursion grounds at Roton Point on L. I. Sound, to Gregory's Point, to Five Mile River, Darien, Noroton and Stamford, a total trackage, with sidings, of 20 miles. Road laid with 48 and 56 and 70 lb. T rails.

EARNINGS—For fiscal year ending June 30, 1899, gross, $69,316; net, $25,623; interest, $19,706; taxes, $3,697. For the year ending Sept' 30, 1898, gross, $68,372; net, $24,578; interest, $19,343; taxes, $3,697; rentals, $518; balance, surplus for year, $1,020. In 1896-97, gross, $60,670; net, $20,802; interest, $16,525.

OFFICERS—Prest., T. M. Waller; Vice-Prest. and Gen'l Manager, K. W. Mansfield; Sec and Treas. G. N. McKibbin.

NORWICH, CONN.

POPULATION 1890 WAS 16,192; AND IN 1880 WAS 15,112;

NORWICH STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1882 and has a perpetual franchise.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g	Maturity.
Stock ($600,000 authorized—$100	.....	.....	J-J Dividends at Am. Loan & Trust Co., Boston.	$250,000	See text
1st mort., $350,000, gold, $1,000	12	1893	5g. A-O Interest at Am. Loan & Trust Boston	$265,000	Oct. 1, 1923.

June 30, 1899, bills payable, $17,000.

Mortgage of 1893 is for $350,000, of which balance unissued is reserved for improvement and additions, being issuable therefor only under general laws of Connecticut to 75 p. c. of actual cost of same.

Dividends—From 1895 to July, 1897, both inclusive, 5 p. c. yearly; in 1898, Jan. 1 p. c.; July, 1 p. c.; in 1899, Jan., 1 p. c.; July, 1 p. c.; in 1900, Jan., 1 p. c.

ROAD—Owns 12·46 miles of track, of which ·55 miles sidings.

LATEST EARNINGS—Twelve months to June 30, 1899, gross, $77,645; net, $24,671; taxes, $4,725; interest, $13,847; dividend (2 p.c.) $5,000.

OFFICERS—August 1, 1899, President, B. P. Learned; Secretary & Superintendent, W. L. Adams, Norwich; Treasurer, S. Reed Anthony, Boston, Mass.

NORWOOD, MASS.

POPULATION IN 1895 WAS 4,574; IN 1890 WAS 3,733; IN 1880 WAS 2,345.

NORFOLK SOUTHERN STREET RAILWAY—An electric road.

ORGANIZATION—Incorporated under Massachusetts laws. Comprises 19 miles of track, of which 9 miles opened in April, 1899, and the rest of the line in June, 1899.

On Nov. 22, 1899, P. L. Saltonstall was appointed receiver, and in December, 1899, asked permission of the Court to issue $25,000 receiver's certificates.

STOCK & BONDS—	Date	Rate.	Outstanding.	Maturity.
Stock	..	.....	$200,000	.....
1st M., s. f., gold, c* ($200,000)	1899	5 g. M&N	125,000	May 1, 1919

Int. at American Loan & Trust, Boston, trustee.

Sinking fund is expected to retire the bonds at maturity. They cannot be called, but may be purchased at 105 and interest.

ROAD—Owns 19 miles of track, connecting Norwood, Mass., and Mansfield, Mass., with two small branches. Owns 8 cars.

OFFICERS—President, Rufus H. Sawyer, 41 Federal Street, Boston, Mass.—V. 69, p. 1103, 1148.

NYACK, N. Y.

POPULATION 1890 WAS 4,111; IN 1880 WAS 3,881.

NYACK TRACTION—To be a trolley road. Reorganized in 1898 by Isaac A. Walker & Son, who purchased the franchise, right of way, etc., and are constructing road. To extend from Sparkill, N. Y., to South Nyack, Nyack and Upper Nyack, with an extension from the ferry at Nyack to West Shore RR. station, and from Upper Nyack to Rockland Lake; total, 12 miles. In December, 1899, contract was awarded to the Murphy Third Rail Electric Co. to construct 8 miles of the road, to be completed by June 15, 1900. The stockholders voted to increase the stock from $75,000 to $150,000. President, Henry C. Howard, Chester, Pa.; Secretary, Geo. D. Howell, Philadelphia, Pa.; Treasurer, E. F. Walker, Philadelphia, Pa.—V. 67, p. 789.

OAKLAND, CAL.

POPULATION 1890 WAS 48,682; IN 1880 WAS 34,555 AND IN 1870 WAS 10,500.

OAKLAND TRANSIT CO.—A trolley road.

ORGANIZATION—Incorporated in 1898 by the "Realty Syndicate" as a consolidation of the Central Avenue, East Oakland Street, Oakland Consolidated, Highland Park & Fruitvale, Alameda Oakland & Piedmont, Piedmont & Mount View and California Rys. See V. 64, p. 287. Comprises practically all the street railways doing business in Oakland, Alameda, Berkley and County of Alameda. Assessment of $1 00 per share was called for payment April 24, 1899.—V. 68, p. 673.

STOCK & BONDS—	Mls.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $5,000,000 (par $50)	..	.....	.....	$3,985,900	.....
1st Cons. Mort. $1,400,000 g., s.f., not subj. to call c	..	1898	6 g J-J	$1,400,000	July 7, 1918

Interest in New York or California Safe Deposit & Trust Co., trustee.

The consolidated mortgage of $1,400,000 retires all the underlying bonds, and the great majority of the old bonds has been exchanged for the new issue. Messrs. E. H. Rollins & Sons, of Boston, have been offering consols for sale.

ROAD—In Sept., 1899, embraced 81·22 miles of trolley, extending from Oakland to Alameda, Berkeley, Fruitvale and East Oakland.

OFFICERS—President, E. A. Heron; Treasurer. F. C. Havens; Secretary, Samuel J. Taylor.

DIRECTORS—F. M. Smith, E. A. Heron, F. C. Havens, W. H. Martin D. D. Harris, J. C. Winans, F. W. McCann and Charles R. Bishop.—V. 66, p. 1190; V. 68, p, 429, 673, 1026.

OAKLAND RAILROAD—A trolley road.

ROAD—Formerly cable road, but now all changed to electric. Charter 50 years from Jan. 27, 1888. Gauge, 4 ft. 8½ inches. Operates 19⅓ miles of track. Girder rail, 60, 70 and 72 lbs. Cars, 32. Stock authorized, $2,500,000; bonds, $125,000. Pres., Treas. and Purch. Agt., F. S. Douty, 4 Montgomery Street, San Francisco; Vice-Pres., H. E. Huntington; Sec., J. R. Folsom, Supt., M.M. Martin.

OAKLAND SAN LEANDRO & HAYWARDS ELECTRIC RAILWAY CONSOLIDATED

ORGANIZATION—A consolidation May 8, 1894.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($1,000,000 auth.)—$100	.....	Monthly.	9,000 shares. $22·62½ pd. in.	See text.
Oak. San Leandro & Hay. Ry. 1st M. gold $1000 ea.	1892	6g M-S	$250,000	Mar. 1, 1922
28d Ave. Ry. 1st mort., gold, $1,000 each	1893	6g M-S 15	$250,000	Mar. 1, 1923

Interest is payable by check.

Mortgage trustee is the California Title Insurance & Trust Co.

Bonds—Both mortgages have sinking fund commencing ten years after date and increasing from 2 per cent yearly (of total bonds outstanding) for the first five years to 8 per cent for last five years. The bonds are not subject to call before maturity.

DIVIDENDS.—Dividends were resumed in 1899, and 20 cents per share paid monthly from August 15.

ROAD—In Feb., 1899, was said to operate 25 miles of track, all but 1½ miles being electric.

OFFICERS—President, H. W. Meek; Vice-President, Wm. J. Landers; Secretary, S. B. McLenegan; Treasurer, C. E. Palmer, all of Oakland.

OGDENSBURG, N. Y.

POPULATION 1890 WAS 11,662; IN 1880 WAS 10,341; AND IN 1870 WAS 10,076.

OGDENSBURG STREET RY.—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $150,000 ($100)	.....	.....	$150,000	.....
1st mort. ($500, &c.) $150,000	1895	6 M-S 2	150,000	Sept. 2, 1925

Mortgage trustee, West End Trust Co., Philadelphia.

ROAD—Owns 14 miles of track laid with 52 and 48 lb. T rails.

EARNINGS—For year ending Dec. 31, gross, $22,134 in 1899, $19,762 in 1898. For year ending June 30, 1899, gross, $20,899; net, $9,035; interest and taxes, $7,437; balance, surplus, $1,598.

OFFICERS—President and Treasurer, H. A. Sage, Easton, Pa.; Vice-President, J. F. Dolan; Secretary, H. W. Cooley.

OLEAN, N. Y.

POPULATION (est.) 1900, 15,000; IN 1890 WAS 7,358; AND IN 1880 WAS 3,036.

THE OLEAN STREET RY.—A trolley road.

ORGANIZATION—Chartered March 1, 1880. In July, 1897, was authorized to increase stock from $16,000 to $300,000, and to issue $300,000 new bonds for paving and extension to East Olean and Portville.

EARNINGS—For fiscal year ending June 30, 1899: Gross, $44,437; net, $19,627; other income, $1,047; interest and taxes, $17,210; surplus, $3,464.

Stock, $300,000, par $100	$300,000
1st mortgage, 5s, gold	225,000
2d mortgage, gold, 5s	60,000

ROAD—Operates 13·33 miles of road.

OFFICERS—President and Treasurer, Wilson R. Page; Secretary and Superintendent, I. W. Miller.—V. 65, p. 152.

OLEAN ROCK CITY & BRADFORD RY.

ORGANIZATION.—Organized in 1897. Capital stock, $210,000; funded debt 6s, 1917, J&J (American Loan & Trust Co., Boston, trustee,) $6,500; notes payable, $191,400. Operates 17½ miles of road; trackage, 2·31; sidings, 0·70; total, 20·51 miles. President, W. B. Ferguson; Secretary, George A. Butman, 53 State Street, Boston.

OMAHA, NEB.

POPULATION 1890 WAS 140,452; IN 1880 WAS 30,518; AND IN 1870 WAS 16,083.

DUNDEE PLACE CAR LINE—An electric road.

ROAD, ETC.—Operates 1½ miles of track. President, R. W. Patrick.

EAST OMAHA STREET RY.—A trolley road.

ORGANIZATION—Chartered April 18, 1893, and afterwards bought out the line of the Inter-State Bridge & Terminal Ry. Co. Company holds an exclusive franchise on all the streets in East Omaha until January, 1919, and for the same time exclusive rights across the Omaha Bridge & Terminal Company's bridge, spanning the Missouri River and leading to Council Bluffs, Iowa. This latter franchise is regarded as very valuable. At present lines are only operated in the suburb, East Omaha, but ultimately to be extended to Council Bluffs.

STOCK & DEBT—Authorized capital $1,000,000, par $100; issued and outstanding, full paid, $86,750. No bonds. Unfunded indebtedness Aug. 1, 1899, $12,000. *Dividend* 6 p. c. January, 1894; none since.

ROAD—Operates 5⅘ miles of single track on 3½ miles of street. Gauge 4 feet 8½ inches. Rails 40 lb. T and 45 lb. girder.

OFFICERS—President, Dudle Smith; Vice-President, V. O. Strickler; Treasurer, H. W. Yates; Secretary, John R. Webster; Gen. Manager, Alfred B. De Long.

OMAHA STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Jan. 1, 1889. This is a consolidation of all the street railway properties of the city operated by cable, horse and electric powers. Has the benefit of three franchises.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($100)	.....	M. - N.	$5,000,000 f. p.	See text.
Om. St. Ry. 1st consol. M., $2,500,000, gold	1889	5g. M.-N.	2,250,000	May 1, 1914

Interest is payable at the Farmers' Loan & Trust Co., N. Y. City. Consols for $500,000 were issued in July, 1896, to retire the first 6s.

Dividends.—During fiscal year 1895-6 paid dividend of 1 p. c.

ROAD—Operates about 90 miles of track. During 1895-6 spent $60,000 for new construction and equipment. In 1897 and 1898 expended for betterments about $325,000.

In Feb., 1899, old trackage was being re-laid as quickly as possible with 73-lb. rail and all new trackage is to be of same weight.

EARNINGS—For year ending Nov. 30, 1897, gross, $596,763; net, 272,165; interest charges, $123,185; balance, surplus for year, $148,-980. In 1895-6, gross, $559,388; net, $209,873.

OFFICERS—President, Frank Murphy; Vice-President, Guy C. Barton; Treasurer, W. W. Marsh; Sec., D. H. Goodrich; Gen. Man. W. A. Smith; General Supt. and Purch. Agent, F. A. Tucker.—V. 67, p. 843.

OMAHA & COUNCIL BLUFFS RAILWAY & BRIDGE—An electric road.

ORGANIZATION—Was granted a new charter for 50 years from Oct. 1, 1897. In August, 1899, Judge Thornell, in the District Court, ruled that this ordinance extending the old franchise, which otherwise would expire in 1912, was void.—V. 69, p. 492.

Refunding.—Sinking fund payments are in default. Floating debt is $30,000. Negotiations are pending for refunding bonds at lower rate of interest.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$1,500,000	.....
1st mort. (see below) gold, $1,000, sinking fund, $500,000...c*	1888.	6 g J-J	400,000	Jan. 1, 1908

Subject to call at 110 in 1899. Int. at Mercantile Trust Co. (trustee), N.Y. City,

Bonds guaranteed—

Council Bluffs St. Ry. 1st M. $250,000 gold $1,000 guar. p. & i. (end.) sinking fund c*	1889.	5 g J-J	$250,000	July 1, 1909

Subject to call at 106 in 1899. Interest at Mercantile Trust Co., trustee, New York City.

Bonds—Additional 6s may be issued at $25,000 per mile for road acquired and unencumbered. The sinking fund is $20,000 yearly till January 1,1899, and thereafter $30,000.

ROAD—Operates 25 miles of track.

OFFICERS—President, N. W. Wells; Vice-President, J. J. Brown; Secretary, C. T. Stewart; Treasurer, J. H. Millard; General Manager, W. S. Dimmock.—V. 65, p. 236; V. 69, p. 492.

OMAHA COUNCIL BLUFFS & SUBURBAN RAILWAY—A trolley road.

ORGANIZATION—Incorporated Sept. 28, 1899, with a capital stock of $1,000,000, to construct and acquire street railways in Council Bluffs and suburbs. In January, 1900, the line between Omaha and Lake Manawa, a distance of 18 miles, was well under way.

In Feb., 1900, filed a new mortgage for $600,000, given to the Royal Trust Co. of Chicago and Albert E. Johnson, trustees, maturing in 1920, interest 5 per cent, and redeemable in 1906.

OFFICERS—Pres., George Townsend; Vice-Pres. and Treas., F. F. Espenscheid; Sec., Man. and Purch. Agt., W. S. Reed.—V. 70, p. 231.

ORANGE, N. J.

POPULATION IN 1898 WAS (ESTIMATED), 25,000; 1890 WAS 18,844; IN 1880 WAS 13,207; AND IN 1870 WAS 9,348.

ORANGE MOUNTAIN TRACTION CO.—

ORGANIZATION—Successor to Orange Mountain Cable Co. sold Oct. 9, 1895, to Charles E. Eimerman, of Philadelphia, for $10,550.—V. 61, p. 662. Stock, $100,000; par $100. Jan. 1, 1900, real estate mortgages, $41,624; unfunded debt, $4,937. Owns 1½ miles of cable incline, extending to top of Orange Mountain, in Township of West Orange; also power house, machinery, 19 acres of land, pavilions and amusement resort at summit of mountain.

EARNINGS—For year ending Dec. 31, 1899, gross, $13,431; net, $4,061 Not operated during 1897; re-opened April 9, 1898. President, Frank Brewer, Orange Valley, N. J.; Secretary and Treasurer, A. F. Skinner, Nutley, N J.—V. 60, p. 968, 1010; V. 61, p. 366, 662.

SO. ORANGE & MAPLEWOOD TRACTION.—

ORGANIZATION—Owns no road but leases the South Orange & Maplewood St. Ry. Stock authorized and paid in to Jan. 1, 1900, $25,000; bonds have been authorized, but none issued to date mentioned; other debts, $52,501; cost of equipment and appurtenances owned, $31,786

EARNINGS—Year ending Dec. 31, 1899, gross, $18,433; expenses, $22,154; deficit, $3,721. Pres , Edward D. Page; Treas., John O'Rourke.

SOUTH ORANGE & MAPLEWOOD ST. RY.

ORGANIZATION—Length of main line, 2·6 miles double track; total trolley, including sidings, 5·5 miles. Gauge, 4-ft. 8½ in. Rails, T and girder. Power rented. Stock issued, $100,000; debts Jan. 1, 1900, $68,564. Cost of road and equipment to Jan. 1, 1900, $277,501. President, Edward D. Page. General office, West Orange, N. J.

ORANGE & PASSAIC VALLEY RY.—Trolley road.

ORGANIZATION—Incorporated in 1898 as successor of Suburban Traction Co.; sold in foreclosure July 6, 1898.

STOCK & BONDS—	*Date.*	*Interest.*	*Outs'ding.*	*Maturity.*
Stock, $1,000,000	....	....	$50,000	.....
Or. & Bl. Crosstown Ry. 1st M., assumed	....	....	60,000	.....
Sub. Trac. Consol. M., guaranteed loan, assumed	1893	5 J-D	150,000	1923
	Amer. Loan & Tr. Co., Boston, Trustee.			
New mort., $1,000,000	1898	5 J - D	590,000	Dec. 1, 1948
	N.J. Tit. Guar. & Tr. Co. of Jersey C'y, Tr.			

ROAD—10 miles of track on 7 miles of streets. Extension proposed. V. 67, p. 75.

EARNINGS—Earnings of Suburban Traction:

Earnings.	1898.	1897.	*Expenditures.*	1898.	1897.
From pas'ng'rs	$62,249	$60,091	Repairs	$52,158	$11,624
Other sources.		588	Sup'ten. & man.		49,878

OFFICERS—President, Charles A. Sterling; Vice-President, William Scheerer—V. 67, p. 75; V. 68, p. 381.

OSHKOSH, WIS.

POPULATION 1890 WAS 22,836; IN 1880 WAS 15,748; AND IN 1870 WAS 12,663.

CITIZENS' TRACTION CO.—A trolley road.

In Feb., 1900, it was reported that this road was to be included in a general combination of the gas, electric-lighting and street railway interests of Oshkosh.

ORGANIZATION, ETC.—In 1897 this company purchased the Oshkosh St. RR. for $37,000. Road now owned comprises 30 miles of track, having completed its Neenah extension of 14 miles in Nov., 1899. Population of Oshkosh and South Oshkosh in 1897 was given as 32,000. In August, 1899, made a mortgage for $500,000 to the Royal Trust Co. of Chicago, as trustee.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $250,000	.....	.....	$250,000	.....
1st mortgage, $250,000, gold....c*	1897	5 g. J-D	250,000	Dec. 1, 1927
	Int. at West End Trust, Phila., trustee.			

President, George J. Kobusch; Secretary, J. K. Tillotson; Treasurer, Otto U. Von Shrader.—V. 64, p. 799; V. 69, p. 333, 1147.

OSWEGO, N. Y.

POPULATION 1890 WAS 21,842; IN 1880 WAS 21,117; AND IN 1870 WAS 20,910.

OSWEGO TRACTION.—Trolley.

Incorporated at Albany June, 1899, as successor to the Oswego Street Railway and the Lake Ontario & Riverside, sold at foreclosure April 10, 1899, according to plan in V. 65, p. 278, but not formally turned over to the new company until 1900.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, common, $200,000	.....	.....	$200,000	.....
Pref., $100,000, non-cum	.....	4	100,000	.....
1st mtge., $100,000, gold	1899	5g.	95,000	1929
	Trustee, Knickerbocker Tr. Co., N. Y.			
2d mtge., $200,000	1899	3	$200,000	.....
	Knickerbocker Trust Co., trustee.			

ROAD—11½ miles of track.

EARNINGS—Year ending June 30, 1899, gross, $26,396. In 1898 (before re-organization), gross, $22,965; def. from operation, $4,944. —V. 65, p. 278; V. 67, p. 1161; V. 68, p. 474, 772, 1133; V. 69, p. 1148.

OFFICERS.—President, S. M. Coon; Vice-Pres., Charles A. Tanner; Treas., James P. Doyle.

OTTAWA, ILL.

POPULATION IN 1899 (LOCAL ESTIMATE), 17,000; IN 1890, 9,985; IN 1880, 7,834.

OTTAWA RAILWAY LIGHT & POWER CO.—A trolley.

ORGANIZATION.—Organized in March, 1899, under the laws of Illinois, and in July, 1899, purchased the Ottawa Street Railway (previously sold at foreclosure) and the Thomas Electric Light & Power Co. The latter has been in successful operation since 1884, and has a complete modern plant located in the centre of the city. Water power is used in generating electricity. Franchise perpetual for electric lighting.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock authorized, $150,000	....	.....	150,000	.....
1st M., s. f., g., $150,000, $100 and $500	1899	5g. A&O	150,0 0	Apr. 1, 1929
	Int. at American Loan & Tr., Boston.			

Sinking fund of $2,000 a year is provided, to be invested in the bonds if they can be purchased at 105 or less.

EARNINGS—For year ending Dec. 31, 1899, gross earnings of railway and electric companies combined were $37,881. For calendar year 1900 gross is estimated at $40,000 and net at $18,000, as against which the requirements for interest and sinking funds would be $9,500.

ROAD AND PLANT—Operates about 8 miles of line, covering the principal streets of Ottawa, and also runs out of the city to Ellis Park, a pleasure resort on the Illinois River. Equipment, 11 motor and 7 trail cars. Has a complete steam and electric plant for generating power. In Feb., 1900, a 500 H.P. steam plant was being added, also was supplying 94 arc and 5,800 incandescent lights and operating three 50-light arc dynamos, belonging to the city, for street lighting.

OFFICERS—President, F. S. Donnell, 60 State St., Boston; Secretary, M. F. Skinner; Treas. and Man., Louis W. Hess, Ottawa, Ill.

OTTUMWA, IOWA.

POPULATION 1890 WAS 14,001; IN 1880 WAS 9,004; AND IN 1870 WAS 5,214.

OTTUMWA ELECTRIC & STEAM CO.—A trolley road.

ORGANIZATION—Property of the Ottumwa Electric Ry., including railway, heat and power plant, was sold under foreclosure on April 28, 1898 (V. 66, p. 901,) and the present company organized in 1899.

STOCK AND BONDS.—Capital stock is understood to be 200,000; information declined because only four parties interested in property now, and bonds all held in Ottumwa.

ROAD—In 1900 company operated 6 miles of trolley in city of Ottumwa, Iowa. All by electricity. Weight of rails, 38 lbs. girder and 60 lb., T. Also does municipal, commercial and residence electric-lighting; supplies electric power for stationary motors, etc., and operates a system of steam heating, with 3½ miles of mains.

OFFICERS—President, J. H. Merrill; Vice-Pres., Wm. Daggett; Sec., J. B. Sax; Treas., J. W. Garner; Supt and Purch. Agent, H. H. Caughlan, all of Ottumwa.—V. 66, p. 901.

OWENSBORO, KY.

POPULATION 1890 WAS 9,837; IN 1880 WAS 6,231; AND IN 1870 WAS 3,437.

OWENSBORO CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered in 1886. Franchise runs till 1936 and gives exclusive rights to operate street railway in said city.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock, $50,000 (par $50)	....	....	.....	$50,000 f. p.	.....
1st M., $500 each	8½	1888	6 J-J	25,000	1908
	Interest at Louisville Banking Company.				
2d $100,000 ($500), cur., not subject to call	8½	1894	6 J-J	75,000	Jan. 1, 1917
	Interest at Louisville Trust Company.				

Bonds—Of second 6s $25,000 reserved for first mortgage when due.

ROAD—Owns 10 miles of trolley track in Owensboro and suburbs.

OFFICERS—Pres., W. E. Whitely; Sec., R. A. Miller; Treas., J. H. Parish.

PADUCAH, KY.

POPULATION IN 1890 WAS 12,797; IN 1880 WAS 8,036; IN 1870 WAS 6,866; AND IN 1898 (ESTIMATED) 23,000.

PADUCAH RY. & LIGHT CO.—A trolley road.

ORGANIZATION—Consolidation in 1898 of the entire street railway and electric-lighting plants of Paducah.—V. 67, p. 127, 483. In 1899 granted 25-year franchise.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, par $100	.....	.....	$200,000	.....
1st mortgage $400,000 gold.	1898	6 g. J - J	400,000	July 1, 1918

Interest at American Trust & Savings Bank, Chicago, Trustee.

Sinking fund July 1, 1903, 3 p. c. annually of amount outstanding. Bonds are redeemable at 105 after 10 years.

ROAD—Operates about 14 miles of track.

EARNINGS—Estimated gross earnings for 1899, $91,000.

OFFICERS—President, Geo. C. Thompson; Secretary, T. J. Flournoy; Manager, Geo. C. Wallace.—V. 67, p. 127, 483.

PAINESVILLE, O.

POPULATION IN 1890 WAS 4,755; IN 1880 WAS 3,841.

PENNSYLVANIA & OHIO RY.—A trolley road.

ORGANIZATION—Incorporated on March 17, 1898, to build an electric road from Conneaut westward to Kingville, Ashtabula, Saybrook, Painesville and Geneva, there to connect with extension of Cleveland Painesville & Eastern Ry. In Nov, 1899, work in progress, commencing at Conneaut Harbor to City of Conneaut and westward; in operation, 7 miles.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Stock (par $100), $100,000 auth	....	....	.....	.....
1st mort. $81,000 gold...c* $500 each, s. f.	1899	5 J&D	$54,000	June 1, 1919
	Sav. & Trust Co., Cleveland, Trustee.			

ROAD—Owns 7 miles of road; total length of projected road, 44 miles.

OFFICERS—President and Purch. Agt., Thomas Fricke; Vice-Pres., W. F. Stanley; Secy., E. L. Hills; Treas., B. W. Baldwin. Office at Ashtabula.

PASSAIC, N. J.

POPULATION IN 1890 WAS 13,028; IN 1880 WAS 6,532.

PASSAIC & NEWARK ELECTRIC TRACTION—For statement of this road see North Jersey Street Railway, under Jersey City.

PATERSON, N. J.

POPULATION 1890 WAS 78,347; IN 1880 WAS 51,031; AND IN 1870 WAS 33,579.

The Paterson Railway, the Paterson Central Electric, the White Line Traction, etc., etc., have all been absorbed by the Jersey City Hoboken & Paterson. See statement of the latter under Hoboken.

PEEKSKILL.

POPULATION IN 1890 WAS 9,676; AND IN 1880 WAS 6,893.

PEEKSKILL TRACTION CO.—To be a trolley road. On Oct. 16, 1899, Frank Frye was appointed receiver, as the result of judgment obtained against the company. V. 69, p. 852.

ORGANIZATION—Incorporated in May, 1898, with a capital of $150,000, to construct an electric railway in and between Peekskill and the towns of Cortland and Yorktown. About 6 miles built in 1899. Incorporators: Charles Mason, James A. Haight, Frank Frye, Charles N. Wells, Jay R. Decatur, Matthew Clune, James F. Martin and Hanford Smith of Peekskill and Jacob Larrsch of New York City. President, Frank Frye, Peekskill. V. 69, p. 852.

PENN YAN, N. Y.

POPULATION IN 1890 WAS 4,254; IN 1880 WAS 3,475.

PENN YAN KEUKA PARK & BRANCHPORT RY.—A trolley road.

ORGANIZATION—Incorporated in 1897. Stock, $100,000; par, $100: outstanding, $90,000. Bonds, 20-year gold 5s, $100,000, dated Aug., 1897, $500 each, all issued; Amer. Loan & Trust Co., Boston, trustee. Road runs from Penn Yan to Branchport, 8¾ miles; with sidings and terminals, 10 miles. Extension, Branchport to Poulteney, N. Y., 4½ miles, under consideration. Earnings for year ending June 30, 1899, gross, $21,017; net, $3,789; interest and taxes, $5,356; bal., deficit, $1,567; President, W. S. Reed, Leominster, Mass.; Sec., F. H. Viele, Keuka Park, N. Y.; Treas., W. H. Tylee, Worcester, Mass.

PEORIA, ILL.

POPULATION 1890 WAS 41,024; IN 1880 WAS 29,259; AND IN 1870 WAS 22,849.

CENTRAL RAILWAY.—A trolley road.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k $750,000 (par, $100)	.....	.....	.....	$750,000	.....
1st M., $750,000, gold, ($1,000)..... c*	.....	1895	5 g. A&O	500,000	Apr. 1, 1915

Interest at N. Y. Security & Tr. Co., N. Y., trustee.

Bonds of 1895 cover the entire system, including the lines of the Fort Clark St. Ry., control of which was acquired in Aug., 1895. V. 61, p. 793.

ROAD—Owns 60 miles of track.

EARNINGS—For 7 months from April 1 to October 31, 1895, on 41 miles, gross, $177,885; net, $76,532. Not including Fort Clark Street Ry. 1894-5 gross, $201,051.

OFFICERS—President, Walter Barker; Sec., J. N. Ward; Treas., H. J. Woodward; General Mana. and Purch. Agt., J. Finley. V. 61, p. 966.

GLEN OAK & PROSPECT HEIGHTS RAILWAY—A trolley and steam road.

ORGANIZATION—A consolidation of 1896. Stock issued, $81,000; first mortgage gold 6s (M&N), due 1916, $100,000; Royal Trust Co. of Chicago, trustee; miles of track, 7·2. President, M. Sieberling.

PEORIA & PEKIN TERMINAL RAILWAY.—Steam and electricity.

ORGANIZATION—Incorporated as Peoria & Pekin Traction Aug. 5, 1897, to build and operate a terminal system in and between Peoria and Pekin. Leases from Chic. R. I. & Pac. the Peoria Terminal RR. for 50 years from December, 1897. In May, 1899, name changed to Peoria & Pekin Terminal Railway. Tucker, Anthony & Co., Boston, are financial agents.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $500,000 (par $100)	.....	.....	$300,000	.....
1st M., $700,000, gold.....c*	1900	5g. J-J	600,000	Jan. 1,'30
$1,000 each, s. f.....	Int. at U. S. Mort. & Trust Co., N. Y., also at Royal Trust Co., Chicago, trustee.			

ROAD—Entire line 29·5 miles of track; owned 15 miles; leases 9·5 miles, and has rights over five miles of local street railway in Peoria with privilege of transferring over 46 miles additional. Freight and through passenger business handled by steam. Local passenger business in and between Peoria, Pekin and Crescent by electricity. The company has union depots in both Peoria and Pekin.

OFFICERS—President, T. J. Miller, Peoria; Vice-President, W. H. Trumbull, Salem, Mass.; Treasurer, P. L. Saltonstall, Boston; General Manager, L. E. Myers, Chicago; Traffic Manager, C. W. Cook of Peoria. —V. 68, p, 673.

PETERSBURG, VA.

POPULATION 1890 WAS 22,680; IN 1880 WAS 21,656.

PETERSBURG RY. & ELECTRIC CO.

ORGANIZATION—In Feb., 1899, the Piedmont Traction was purchased, together with the Virginia Traction Co., by John L. Williams & Sons, of Richmond, Va., and Middendorf, Oliver & Co., of Baltimore, Md., and the Petersburg Railway & Electric organized to take over the properties. V. 68, p. 430. The same people also own the electric-light system in Petersburg. It is reported the stock will be $500,000 and the bonded indebtedness authorized $1,500,000; but of which only $500,000 to be issued at present. The new owners are proceeding to rebuild and re-equip the entire lines, erect new power house, etc; President, R. Lancaster Williams, Richmond, Va.—V. 67, p. 435, 1004. V. 68, p. 332, 430.

PHILADELPHIA, PA.

POPULATION 1890 WAS 1,046,964; IN 1880 WAS 847,170 AND IN 1870 WAS 674,022.

AMERICAN RAILWAYS COMPANY.

ORGANIZATION—Incorporated at Trenton, N. J., in April, 1899. Is empowered to build, lease, purchase and operate street railways. Charter also gives them like privileges with lighting plants. Is understood to be controlled by the interests that predominate in the management of the Electric Company of America and the United Gas Improvement Company, a sketch of whose affairs will be found in our INVESTORS' SUPPLEMENT. Purpose is to enter the electric railway field rather than the electric lighting and power business In June, 1899, purchased the Bridgeton & Millville Traction Co. and also the Bridgeton Electric Co., the latter having $25,000 stock and $25,000 bonds; also owns all the stock of the Springfield (O.) Railway; also the Springfield Light & Power Co., Springfield, Ohio; likewise stock of People's Street Railway of Dayton, Ohio, and the Joliet Railroad; also $500,000 of the stock of the Chicago Union Traction. Is reported to be negotiating for other properties in various parts of the country.

STOCK—In October, 1899, the directors voted to increase outstanding capital stock to the full issue, viz., $25,000,000. The additional stock, like that previously outstanding, to be issued at $5 per share, paid in. In February, 1900, made a further call of $2·50 per share on the stock payable April 2, 1900; this will make $7·50 per share called.

	Date.	*Rate.*	*Outstanding.*	*Dividends.*
Stock, auth. $25,000,000, shares $50...	.....	.....	$25,000,000 $5 per sh., paid in.	.....

OFFICERS—President, A. A. McLeod; Vice-President and Treasurer, W. F. Harrity; Secretary and Assistant Treasurer, C. L. S. Tingley; Counsel, Silas W. Pettit; General Manager, H. J. Crowley. General offices, Real Estate Building, Broad and Chestnut sts., Philadelphia. —V. 68, p. 770, 821, 1223; V. 69, p. 439, 743, 794, 905.

(1) BRIDGETON & MILLVILLE TRACTION.—Trolley.

Owned by the American Railways Co.

ORGANIZATION—Successor May 3, 1897, to the South Jersey Traction Co., sold in foreclosure for $90,000. Company owns two toll roads besides the trolley road. The population of Bridgeton by the 1895 State Census was 13,292. Stock authorized, $200,000; issued, $100,000; no bonds; debts Jan. 1, 1899, $6,000. Bridgeton to Millville, 10 miles; Bridgeton to Fairton, 3¼ m.; Bridgeton local, 4¾ m.; total, 18 miles. Extension, Fairton to Cedarville, 4·4 miles, completed in May, 1899. Will be extended eventually to Port Norris, but not in 1899.

EARNINGS—Year ending Feb. 28, '99, gross, $39,456; net, $12,499; div'ds paid (2½ p. c.), $4,860; taxes and rentals, $1,855.

OFFICERS—President, Jeremiah J. Sullivan; Vice-President, H. J. Crowley; Secretary and Treasurer, C. L. S. Tingley.—V. 64, p. 331, 567, 887; V. 68, p. 1179, 1223; V. 69, p. 439.

(2) PEOPLES STREET RAILWAY (DAYTON).—A trolley road.

Acquired in 1899 by the American Railways Co.

ORGANIZATION—A consolidation in June, 1896. Riverdale to Soldiers' Home, 6·1 miles double track (old White Line), and on Wayne Ave., etc., 3·6 miles double track; total, 9·7 miles of double track.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,100,000, $100..	.....	.....	$1,100,000	.....
1st mort., $500,000, gold, ($200) redeemable after Jan. 1, 1902.....	1897	5 g J-J Trustee Union Sav. Bk. & Tr., Cincinnati, O.	450,000	Jan. 1, 1927

OFFICERS—President, John A. McMahon, Dayton; 1st Vice-President, H. J. Crowley, Philadelphia; 2nd Vice-President and General Manager, George B. Kerper, Dayton; Secy. and Treas., C. L. S. Tingley, Philadelphia.—V. 62, p. 1140; V. 69, p. 744.

(3) JOLIET RAILROAD.—Trolley.

ORGANIZATION—Incorporated in March, 1898, as successor, by purchase in April, 1898, to Joliet Ry. (successor to Joliet Street Ry., sold in June, 1896), to which additional franchises were granted in January, 1898. Population in 1897 (local census), 35,000. Extension to Chicago contemplated, and in Jan., 1900, the American Railways Co. purchased the franchise of the Chicago & Desplaines RR. for that purpose.

In Oct., 1899, a majority of the stock (5,386 shares) was acquired by the American Railways Co.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $600,000.....	.....	.....	$600,000	.....
Joliet St. Ry. 1st M. $75,000.	1889	6 M-N	75,000	May 2, 1904
Joliet RR., 1st con. M., gold $500,000 ($1,000 each)...	1898	5 g. M-N Portland (Maine) Trust Co., trustee.	325,000	May 1, 1918

Of the loan of 1898, $75,000 will be used to take up bonds due 1904.

ROAD—Operates 21 miles of track.

EARNINGS—For year ending April 30, 1899, gross earnings were $101,000.

OFFICERS—President, G. F. Duncan; Vice-Prest., J. E. Burnham; Treasurer, H. P. Cox; Gen. Man., H. J. Crowley; Superintendent, F. E. Fisher.—V. 66, p. 954; V. 67, p. 73; V. 69, p. 794, 905.

(4) SPRINGFIELD (OHIO) RAILWAY.—Trolley.

Practically all the stock has been acquired by the American Railways Company.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $100).....	.....	.....	$1,000,000	.....
1st mort., $500,000, gold..	1893	4 (6) J-J Interest at First Nat. Bank, Springfield, O.	500,000	Jan. 1, 1938
2d M., income, $150,000..	.....	5	95,000	.....

Interest on firsts was reduced temporarily in 1897 from 6 to 4 p. c.

ROAD—Owns in fee 26½ miles of track.

EARNINGS—Calendar year 1898, gross, $94,662; net, $46,646; int., $20,000; bal., $26,646. In 1897, gross, $77,280; net, $32,302.

OFFICERS—President, Oscar T. Martin; Vice-President, H. J. Crowley; Secretary and Treasurer, C. L. S. Tingley; Genl. Mgr., John H. Miller.—V. 69, p. 439.

FAIRMOUNT PARK TRANSPORTATION

ORGANIZATION—A New Jersey corporation formed in 1896. Charter perpetual; license from Park Commission runs until July 24, 1939. From Nov. 30 to May 1 operation is optional. Owns Woodside Park Road opened Nov. 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,000,000 ($50)	.....	.....	$1,770,000	See text.
1st M., gold, $500,000, call 105 after Sept. 1, 1902, ($1,000) c*	1897	5g. M-S	500,000	Sept. 1, '12
	Trustee, Girard L. Ins. A. & Tr., Phila. As to bonds of 1897 see V. 65, 620.			
2d mortgage, $150,000	1898	5	100,000	.....

Dividends—First dividend paid Dec. 1, 1897, 2 per cent. None since to November, 1899.

ROAD—Traverses West Park and East Park, 8·47 miles of track, and crosses the Schuylkill River on a steel bridge. Rails are 90 lbs.

EARNINGS—Year ending Oct. 31, 1899, gross, $119,905; net, $70,952; int., taxes, &c., $46,425; surp., $24,527.

OFFICERS—President, Charles A. Porter; Sec. and Treas., Ellsworth H. Hults; Bullitt Building, Philadelphia.—V. 65, p. 620.

PHILADELPHIA & WEST CHESTER TRACTION—A trolley road.

ORGANIZATION—Chartered in 1895. This company, in Oct., 1898, absorbed the Delaware County Passenger Railroad and the Philadelphia Castle Rock & West Chester Passenger Railway Co.; also purchased the majority of the stock of the Philadelphia & Lancaster Turnpike Road Co., and line to West Chester was completed in Dec., 1898.—V. 60, p. 837. Stockholders voted Sept. 5, 1899, to increase stock from $400,000 to $1,000,000.—V. 69, p. 132.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50 ($1,000,000)	.....	.....	$490,700	.....
1st M., $400,000, gold, subj. to call at 105 aft. Oct. 1, 1899	1898	5 g. J-J	390,000	Oct. 1, 1918

Interest at Girard Life Ins. Ann. & Tr. Co., Phila., trustee.

ROAD—Operates 20 miles from Philadelphia to West Chester. Leases Phil. & West Chester Turnpike Road Co. for 999 years from 1895. President, A. Merritt Taylor, 700 West End Building, Philadelphia; Secretary and Treasurer, C. Russell Hinchman, office, 902 Provident Building, Philadelphia.—V. 60, p. 837; V. 67, p. 30, 1309; V. 69, p. 132.

RAILWAYS COMPANY GENERAL—

ORGANIZATION.—Incorporated at Trenton, N. J., in August, 1899, and is empowered to build, lease, sell, purchase and operate street railways, electric light, gas, illuminating plants and water works, and also to acquire or dispose of the securities of the same. In October, 1899, purchased the Montoursville Passenger Ry. of 5 miles, the Milton Lewisburg & Watsontown Electric Ry. of 13 miles (each embracing an electric light plant), and the Philadelphia & Bristol Passenger Ry. (V. 69, p. 907-1013). In November purchased a majority of the capital stock of the Michigan Traction Co. which besides owning a railway in Kalamazoo and Battle Creek, Mich., controls the Inter-Urban Traction Co. a projected line of 25 miles. Likewise controls the American Engineering Co. In February, 1900, was reported to be negotiating to acquire other properties in various parts of the country. Stock, authorized $10,000,000, shares $5; issued $1,500,000, viz. 300,000 shares. No bonds. Admitted in September to the unlisted department of the Philadelphia Stock Exchange.

OFFICERS—President, L. N. Downs; Vice-Prest., J. B. MacAfee; Sec. and Treas., Taylor Faunce; Gen. Supt., D. A. Hegarty.

DIRECTORS.—L. N. Downs, George J. Kobusch, W. W. Gibbs, Dr. J. H. W. Chestnut, S. B. Vrooman, Edwin S. Cramp, John Blair MacAfee, and George S. Graham. Main office: Harrison Building, 15th and Chestnut streets, Philadelphia.—V. 69, p. 591, 907, 1013, 1104.

(1) MICHIGAN TRACTION OF KALAMAZOO & BATTLE CREEK—Trolley.

ORGANIZATION—A consolidation in 1897 of the Citizens' Street Ry. of Kalamazoo and the Citizens' St. Ry. of Battle Creek. In Nov., 1899, the Railways Company General of Philadelphia purchased $400,000 of the $500,000 stock of the company. It also owns all the bonds.

	Date.	Interest.	Outstand'g.	Maturity.
Stock $500,000	.....	.....	$500,000	.....
New mort., $600,000 ($1,000)	.....	.....	600,000	1927

ROAD—Has completed an interurban line between Kalamazoo and Battle Creek, with an extension of 3 miles to Gull Lake, giving altogether 49 miles.

OFFICERS—President, L. N. Downs, Kalamazoo; Vice-President, John Blair MacAfee, Philadelphia; Secretary, Dee Allen, Battle Creek; Ass't Sec. and Treas., Taylor Faunce, Harrison Bldg., Philadelphia, Pa. —V. 66, p. 857; V. 69, p. 1013, 1104.

(2) PHILADELPHIA & BRISTOL PASSENGER RAILWAY—

ORGANIZATION—Chartered January 3, 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $50)	.....	.....	$475,000	.....
1st M., $250,000 g. ($1,000) c*	1896	5 g. J-D	250,000	Jan. 15, '26

Interest at Security Trust Co., Philadelphia, trustee.

ROAD—Philadelphia to Croydon Station, 7 miles, opened in April, 1897.

EARNINGS.—Year ending June 30, 1899, gross, $9,705; deficit, $273. —V. 63, p. 230; V. 69, p. 1013.

(3) AMERICAN ENGINEERING CO.—

Capital stock of $200,000, half preferred, half common. In 1899 built and equipped 95 miles of inter urban street railway. Contracts for 1900 are said to ensure an even larger mileage.

OFFICERS—President, L. N. Downs; Vice-President, Jno. Blair MacAfee; Sec. and Treas, Taylor Faunce; Gen. Supt., D. A. Hegarty. Office Harrison Building, Philadelphia.

SOUTHWESTERN TRACTION RAILWAY—

A trolley road. Chartered in April, 1898. To run from Moyamensing Avenue to the county line at Bow Creek, making accessible districts in the southern and southwestern portions of the city. In Feb., 1900, 15 miles completed and in operation,

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($450,000)	.....	.....	$450,000	.....
1st mortgage, $450,000, gold	1898	5g. A-O	400,000	1920
	W. End Tr. & Safe Dep. Co., Phila., trustee.			

Of the 1st 5s $50,000 are retained to guarantee the interest for 18 months. Pres., E. A. Tennis; Treas., U. H. Hapsenplug.—V. 67, p. 1056.

UNION TRACTION.—A trolley road.

ORGANIZATION—Chartered September 13, 1895, and acquired practically all the shares of the Electric Traction and People's Traction Companies in place of which were issued collateral trust certificates secured by the shares placed in trust. In 1896 leased these properties for 998 years and 3 months from July 1, 1896. Has also leased the Philadelphia Traction at 8 per cent on its capital stock and has "assumed" its 4 per cent collateral trust bonds. V. 64, p 663 Leases (from Jan. 1, 1898), Hestonville Mantua & Fairmount Passenger Ry. for 999 years at 6 p. c. on preferred and 4 p. c. on common stock—see V. 66, p. 236. These companies include all the leading street passenger railway lines within the city of Philadelphia. See terms of consolidation, etc., in statements for the constituent companies and V. 61, p. 152, 197, 283, 663.

STOCK & BONDS—	Date.	Int. or Dividends.	Outstanding.	Maturity or last dividend.
Stock, $30,000,000, par $50	.....	.....	599,947 shares. $17·50 paid in.	.....
Trust Co. certificates gold, guar. p. & i. by Union Tr.	1895	4 g, A-O	29,724,876 red. aft. Oct. 1, '45	
	Interest at Pa. Co. for Ins. on Lives & Granting Annuities, trustee.			

STOCK—The stock authorized is $30,000,000; par, $50. Issued 599,947 shares, on which the first instalment of $5 per share was due the 31st of October, 1895, a second instalment of $5 per share was payable Mar. 2, 1896, $2·50 per share on March 1, 1897, and $5 was called on Nov. 16, 1898. V. 67, p. 635.

The loan of $2,400,000 for purchase of Hestonville road was paid off in Nov., 1898, from proceeds of fourth instalment ($5) called on stock of Union Traction Co.

TRUST CERTIFICATES—The trust certificates are not the direct obligations of the Union Traction Co., but were issued by the Pa. Co. for Ins. on Lives & Granting Annuities to pay for the shares of the Electric and People's Traction companies purchased and are secured by a deposit with the Trust Co. of all the shares of the stock of the Electric Traction Company and the People's Traction Company thus acquired. See description of certificates in V. 64, p. 135. They are guaranteed, principal and interest, by the Union Traction Co. and are redeemable at the option of that Co. on and after Oct. 1, 1945.

Under terms of lease the bonded debt of both Hestonville M. & F. Pass. Ry. and Fairmount Park & Haddington companies was assumed.—V. 66, p. 230.

ROAD—On June 30, 1899, operated 331 miles of road, 440 miles of track.

ANNUAL REPORT—Fiscal year ends June 30. Annual report for 1898-99 was given in V. 69, p. 643. Statement for 1897-98, including Hestonville earnings since Jan. 1, 1898, with balance sheet, was in V. 67, p. 734.

	1898-99.	1897-98.	1896-97.
No. passengers carried	259,527,668	238,939,353	228,102,758
Gross earnings	$11,793,858	$10,860,542	$10,381,015
Operating expenses	4,793,366	4,456,375	4,949,850
Net earnings	$7,000,492	$6,404,167	$5,431,164
Other income, interest, etc.	242,408	110,895	99,630
Total net income	$7,242,900	$6,515,062	$5,530,795
Taxes and licenses	991,101	894,737	913,389
Fixed charges	5,634,726	5,595,704	5,469,340
Surplus	$617,073	$24,620	def. $851,934

Operating expenses, including licenses and taxes, were 49·05 per cent of gross income in 1898-99, contrasting with 49·27 per cent in 1897-98.

During 1898-99 $3,154,047 was spent on capital accounts, of which $595,205 was for construction work (including amount on leased lines), $2,387,520 for stocks of underlying companies, $111,655 advanced to leased roads and balance miscellaneous.

OFFICERS—President, John B. Parsons; Vice-President, Geo. D. Widener; Secretary and Treasurer Charles O. Kruger; Assistant-Secretary and Treasurer, Alex. Rennick.

DIRECTORS (Sept., 1899)—George W. Elkins, John B. Parsons, William H. Shelmardine, P. A. B. Widener, William L. Elkins, Thomas Dolan, George D. Widener, James McManes, Jeremiah J. Sullivan, Alfred Smith, Alex. M. Fox and Alex. Balfour.—V. 66, p. 1142; V. 67, p. 175, 635, 691, 734; V. 68, p. 332; V. 69, p. 182, 284, 643.

Lines Controlled by Union Traction Co.

(1) CATHARINE & BAINBRIDGE STREETS RY—A trolley road.

ORGANIZATION—Incorporated May 14, 1889, and leased to the Philadelphia Traction March 1, 1890, for 99 years, and since Oct. 1, 1895, operated by the Union Traction Company; in Sept., 1895, term of lease was increased from 99 to 999 years and stock from $150,000 to $400,000 (all owned by Union Traction Co.); rental is $24,000 yearly, besides interest and taxes.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'd'g.	Maturity.
Stock, par $50	....	.....	6% M-S	$400,000	See text.
1st M. $150,000 ($1,000) c	....	1890	5 x A-O	150,000	Apr. 1, 1920
Due lessee July, 1898	....	.....	.....	234,698	.....

Int'est at Land, T. & T. Co., trustee, Penn. Co. for Insur. of Lives, etc.
Dividends—Dividends of 6 per cent are paid.

ROAD—The road aggregates 11·36 miles of track.

(2) CITIZENS PASSENGER RAILWAY—

ORGANIZATION—Incorporated March 25, 1858. Leased to Frankford & Southwark Passenger Railway Company April 1, 1892, for 999 years; rental now $140,000 per annum, equal to 28 per cent on stock, or $14 per $50 share. This lease was assumed by the Electric Traction Company July 1, 1893. The Union Traction now operates the road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock $500,000 ($50)	11	.....	28% Q-J	See text.	See text.

Stock paid in $192,500; $20 on 8,500 shares and $16 on 1,500 shares. Road, Columbia Avenue to Mifflin St., 11 miles of track.

(3) CONTINENTAL PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated Sept. 3, 1873. Leased Jan. 1, 1880, to Union Passenger Railway Company for 99 years at rental of $6 per share per annum, interest, taxes and operating expenses; lease assigned to Philadelphia Traction Company June 30, 1884. Operated by Union Traction Company since October 1, 1895. Stocks owned, per balance sheet July 1, 1899, $600,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50			$6 J - J	20,000 shs., $29 paid in.	See text.
1st mortgage, ($500 and $1,000)...c.		1879	6% J - J	$290,000	July 1, 1909

Interest at Land, T. & T. Co., Philadelphia, Pa.

Due lessee for additions July 1, 1899, $672,260.

Bonds are subject to drawings of $20,000 Dec., 1, yearly. Trustee Land Title & Trust Co. Own 10·07 miles of track.

(4) ELECTRIC TRACTION—

ORGANIZATION—Incorporated May 8, 1893, and acquired control of the Citizens' Passenger Ry., the Frankford & Southwark Passenger Ry and the Second & Third Street Passenger Ry.

In 1895 the Union Traction Company purchased practically all the stock at the rate of $85 per share for each share on which $50 had been paid and $70 per share for each share on which $30 had been paid, the Pennsylvania Co. for Insurance on Lives & Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction Co. leased the property for 998 years and 3 months. See V. 61, p. 197, and also "Union Traction."

STOCK & BONDS—	Par.	Dividends.	Issued.	Outstand'g.
Stock (part $30 pd.)	$50	.....	$8,297,920	.....
Funded debt	....	7	282,100	282,100

Stock authorized, 175,000 shares of $50 each; issued, 152,396 shares of $50 paid and $22,604 shares of $30 paid, making total $8,297,920.

ROAD—On June 30, 1899, operated 120·92 miles of track. Rail 90 lbs. —V. 63, p. 557.

(5) EMPIRE PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated Feb. 10, 1869. Leased Dec. 26, 1873, to Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Street Passenger Railway Company for 999 years. Transferred Oct. 1, 1895, along with all right to dividends on 6,100 shares of its stock [then held by the Union Passenger Railway Co. as trustee and lessee], by lease of Philadelphia Traction to the Union Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'n'g.	Maturity
Stock, par $50	(All own. by Un. Tr.)			$600,000	.....
1st M., $300,000 (500).c.	....	1870	7 J-J	200,000	July, 1900

Interest at Phila. Tract. Co., Philadelphia, Pa.

Due lessee Co. for additions July 1, 1899, $705,715.

ROAD—Owns 10·25 miles of track.

(6) FRANKFORD & SOUTHWARK PASSENGER RAILWAY—

ORGANIZATION—Incorporated April 4, 1854. Acquired stock of Lombard & South Streets Passenger Railway in 1890 and secured control of the Lehigh Ave. Railway in 1893. Leased to the Electric Traction Co for 999 years from July 1, 1893, dividends for the several years named below being guaranteed per share:

1st	2d	3d	4th	5th	6th	7th	8th	9th	10th & after.
$12	$12 50	$13	$13 50	$14	$14 50	$15	$16	$17	$18

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, par $50	45	.....	Q - J	$1,875,000	See text.
Debt of Controlled Lines (assumed by Electric Traction Co.):					
Lombard & South St. Pass. 1st M., ($500 & $1,000)..... c	10	1881	5x J-D	150,000	Dec. 1, 1901
West End Pass'gr Ry., M. ($100 & $500...c	9	1875	7 A-O	132,100	Oct. 1, 1905

Subject to call since Dec. 1, 1886. Mtge. trustee, R. Est. Title Ins. & Tr. Co., Phila.

Mortgage trustee, Phila. Trust S. D. & Ins. Co. Interest on all loans payable by Elec. Tr. Co., 421 Chestnut St., Phila.

ROAD—Controls 45 miles of track, acquired as follows:

Frankford & Southwark Passsenger Railway	20 miles.
Lombard & South Streets Passenger Railway	19 miles
Lehigh Avenue Railway	6 miles.

(7) GERMANTOWN PASSENGER RAILWAY.—A trolley road.

ORGANIZATION—Incorporated April 21, 1858. Leased Oct. 1, 1881, to the People's Passenger Railway Company for 999 years, but rental modified in 1893; stock after 1897 receives dividends yearly of $5 25 per share.

STOCK & BONDS—	Par.	Date.	Int'st.	Outsand'g.	Maturity,
Stock	$50	.....	Q-J	See text.	See text.
Fairm'nt Pk. & Del. River Pass. Ry. M. r	500	1864	5 J-D	$67,500	June 1, 1904

Interest is subject to deduction of State tax and is payable at Guarantee Trust & Safe Deposit Co. of Philadelphia, Trustee.

The $160,000 5 per cent mortgage of the Germantown Pass. Ry. was paid on Oct. 1, 1899.—V. 69. p. 695.

Stock—Paid in $572,800; $15 per share on 20,000 shares and $35 per share on 10,000 shares.

ROAD—Owns 31 miles of track. Extension of 2,000 feet from Hillcrest Avenue to city line completed in September, 1898, forms, with the Roxborough Chestnut Hill & Norristown Passenger Ry. a through line to Norristown.—V. 69, p. 695.

(8) GREEN & COATES STREETS PHILA. PASSENGER RY.—

ORGANIZATION—Incorporated April 21, 1858. Leased to People's Passenger Railway for 999 years from Sept. 1, 1881, at an annual rental of $60,000, interest on bonds, and expense of management.

STOCK & BONDS—	Miles.	Date.	Intere	Outstand'g.	Maturity.
Stock, par $50			$6 Q J	10,000 shs. $15 pd in.	See text. 3%

There was a mortgage for $100,000 which fell due July 15, 1898. Mortgage trustee, Fidelity Insurance Trust & Safe Deposit Company. Dividends are 12 p. c. per annum (Q.- J.) Owns 7 miles of road.

(9) HESTONVILLE MANTUA & FAIRMOUNT PASS. RY.—

ORGANIZATION—Incorporated April 6, 1859. Franchise is perpetual.

LEASE—Hestonville M. & F. road leased from Jan. 1, 1898, to Union Traction for 999 years at a rental of 6 per cent on the preferred and 4 per cent on the common stock. By the terms of the lease the Fairmount Park & Haddington lease is assigned to the Union Traction which assumes the dividends guaranteed on that stock (all owned by Hestonville Co). The Union Traction assumes the bonded debt of both the Hestonville and Haddington companies and purchased 4,780 shares of the preferred and 35,294 of the common Hestonville stock, the common at $45 per $50 share.—V. 66, p. 236. "Loans" June 30, 1899, $1,000,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Common stock, par $50	....	4 J-J	$1,966,100 part pd. in.	See text.
Preferred stock, par $50	....	6 J-J	533,900 f.p.	See text.
Fairmount Pass Ry. 1st	1861	6 J-J	124,500	July 1, 1901
Hest. Man. & F. 2d M.cx	1882	6 M-S	75,000	Mar. 1, 1902
Consol. M., $1,250,000 g., $500 & $1,000.c*x	1894	5g M-N	1,050,500	May 1, 1924

Interest at Guarantee Trust Co., Phila. Trustee, Girard Life Ins. An. & Tr. Co.

Guaranteed rental 999 year lease—

Fairmount Pk. & Had'gt'n Pass. Ry. St'k, par $50.	....	6g F-A	300,000	See text.

Interest is payable in Philadelphia. x Free of tax.

Common stock authorized, 39,322 shares; preferred, 10,678 shares; par value of each, $50; stock outstanding as in table.

Consolidated mortgage for $1,250,000 was executed in 1894, of which sufficient reserved for prior liens when due, and remainder, as also preferred stock, sold to meet expense of electrical equipment.

ROAD—June 30, 1899, road owned 17·83 miles of track in Philadelphia; leased and operated 6·25 miles; total, 24·08 miles.

(9½) LOMBARD & SOUTH STREET PASSENGER RAILWAY.—See Frankford & Southwark Passenger Railway.

(10) PEOPLE'S PASSENGER RAILWAY.—An electric road.

ORGANIZATION—Of the capital stock the People's Traction has acquired 56,122 shares of common and all the 23,000 shares of preferred. Leased July 1, 1896, to Union Traction Co. at 10 per cent per annum on capital stock ($2·50 per share) as below shown, nearly all of which is pledged for People's Traction Co. trust certificates.

STOCK & BONDS.—	Date.	Interest.	Outstand'g.	Maturity.
Common stock $25	.....	10% M-S 31	a 60,000 shs.	See text.
Preferred stock $25	.....	10% M-S 31	a 23,000 shs.	See text.
1st mortgage c	1875	7 J.-J. 15	250,000	Jan. 15, 1905
2d mortgage. c	1881	5 J.-J. 15	158,000	July 15, 1911
Con. M. $1,125,000 $1,000 c&r	1882	5 M.-S.	367,000	Mar. 1, 1912

Trustee Guarantee Trust & Safe Deposit Co.

a Total stock paid in $924,056.

All *interest* at the office of the Real Estate Title & Tr. Co. Due People's Traction Co. July 1, 1899, for construction and equipment, $5,538,595.

The stock acquired by the People's Traction Co. was pledged as security for trust certificates. See People's Traction.

ROAD—Company operates 83·66 miles of track, of which 6·4 miles owned and 77·26 miles leased and operated.—V. 61, p. 469; V. 63, p. 557.

(11) PEOPLE'S TRACTION—An electric road.

ORGANIZATION—A Pennsylvania corporation, chartered in March, 1893, to operate and equip with trolley the People's Passenger Ry., nearly the entire capital stock of which it purchased. In Oct., 1895, the Union Traction Company acquired practically all Traction stock at $76 per share, the Pa. Co. for Ins. on Lives & Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction also leased the road for 998 years and three months. (See "Union Traction" Co., this SUPPLEMENT.)

STOCK, ETC.—	Date.	Dividends.	Issued.	Maturity.
Capital stock $30 (See text.)	.....	See text.	200,000 shs. $30 paid in.	.....
Trust certs., gold, 1893, *not* subj't to call, $1,000	.....	4 g. F.-A.	abt. $5,807,970	Feb. 1, 1943

Interest, tax free, payable at Penn. Co. for Insurances on Lives, etc., trustee.

Trust certificates were issued by Pa. Co. for Ins., etc., and are secured by pledge of People's Passenger Ry. stock (see that company above), and by contract of People's Traction Co., which guarantees principal and interest. Issue limited to $1,000 for 14^2_7 shares deposited, making total authorized $5,810,000. Sinking fund $25,000 yearly, beginning Feb. 1, 1903.

To distribute surplus from past operations, in August, 1896, was declared a dividend of 4½ per cent per annum.

(12) PHILADELPHIA CITY PASSENGER RY.—A trolley road.

ORGANIZATION—Incorporated April 9, 1859. Leased to West Philadelphia Passenger Railway Company for 900 years from Jan. 1, 1884, for interest on bonds, $2,500 per year for organization and dividend of $7 50 per share. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to the Union Traction Co.

STOCK & BONDS—	Par.	Date.	Interest	Outstand'g.	Maturity.
Stock	$50	.....	$7½ J-J	20,000 shs., $23 75 paid	See text.
1st mort., ext'd..c.	500	1861	5% J-J	$200,000	Jan. 1, 1910
Debentures.....r.	500,&c.	.....	5% M-S	100,000	.....

ROAD—Owns 11·7 miles of track.

(13) PHILADELPHIA & DARBY RAILWAY—A trolley road.

ORGANIZATION—Incorporated May 2, 1881. Leased to the Philadelphia City Passenger Railway Company for 999 years from Jan. 1, 1870, for $8,000 per annum and interest on bonds. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to Union Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50	.....	.....	4 J-J	$200,000	See text.
1st mortgage.....c	.....	.....	4 M-N	100,000	May 1, 1927

Interest at Land, T. & T. Co., Philadelphia, Pa.

ROAD—Owns 14·80 miles track.

(14) PHILADELPHIA & GRAY'S FERRY PASS. RY.—Trolley.

ORGANIZATION—Leased to Philadelphia Traction Co. for 999 years, from Jan. 1, 1891, at rental 1st five years, $13,225, or $3 50 per share per annum, and $49,400, or $4 per share per annum thereafter, the lessee to pay all taxes, running expenses, etc. Operated by Union Traction Company since October 1, 1895.

STOCK & BONDS—	Mls.	Date.	Int.	Outstand'g.	Last Div., etc.
Stock, par $50	....	....	$4 J-J	12,380 shs. abt $25 pd.	See text.

Dividends at Real Estate Title Ins & Tr. Co. Owns 10 miles of track.

(15) PHILADELPHIA TRACTION—A trolley road.

ORGANIZATION—Incorporated August 21, 1883, and secured control of an extensive system of roads in Philadelphia, Pa. (about 210 miles of track), which it held either by lease or ownership of securities, not in fee. Under the lease to the Union Traction Company dated October 1, 1895, all the leases and the securities owned were assigned to the Union Company, which assumes all liabilities for rentals, etc.

CONSOLIDATION—The lease to Union Traction Co. is for 999 years from Oct., 1895. The lease provides for dividends of $4 (8 p. c.) per annum on each $50 share, payable in gold coin, free of taxes. The collateral trust 4s are "assumed" by the Union Traction. See V. 61, p. 663, for extracts from lease. Philadelphia Traction stockholders were allowed to subscribe for new Union Traction stock. See V. 61, p. 197, and also "Union Traction" Co. this SUPPLEMENT.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Capital stock (par $50).	....	8 A.-O.	$20,000,000	See text.
Col. trust gold bonds Sub. to call at 105c*	1887	4 g. F.-A. 15	900,000	Aug. 15, 1917

Interest, free of tax, payable at Land T. & T. Co. Trustee, Penn. Co. for Insurance on Lives.

Open accts. July 1, '99.	....	.....	$3,910,575	.....

The bonds are secured by deposit of W. Philadelphia and Union Passenger Ry. stock. Loan originally $1,300,000, reduced to present figures by sinking fund drawings at 105 (about $35,000 a year). These bonds and floating debt are "assumed" by the Union Traction Co under the lease.

DIVIDENDS— 1885, '86, '87, '88, '89, '90 to '93, '94, 95' '96, and since,
Per cent 2 3 6 5 4 6 8 (?) 8 p. c. per an

Under lease dividends of 8 p. c. are guaranteed. V. 61, p. 663.

STOCK—The total authorized stock is $30,000,000.

ROAD—The system now assigned to the Union Traction Co. aggregated 210 miles, consisting of the following "Passenger Railways:"

	Miles.		Miles
Union Passenger Ry.	52·00	Phila. City Pass. Ry.	9·45
West Phila. Pass. Ry.	27·25	17th & 19th Streets	8·84
Ridge Ave. Pass. Ry.	15·25	22d & Allegheny	8·25
Phila. & Darby Pass. Ry.	14·80	Morris & Tasker	7·30
13th & 15th Streets	13·10	Catharine & Bainbridge sts.	5·10
Phila. & Gray's Ferry	10·20	Other lines	18·86
Continental Pass. Ry.	9·80		
Empire Pass. Ry.	9·80	Total of all	210·00

OFFICERS—President, George D. Widener; Vice-Presidents, W. L. Elkins and J. B. Parsons; Secy. and Treas., Alex. Rennick.—V. 63, p 311, 557; V. 65, p. 514; V. 70, p. 280.

(16) RIDGE AVENUE PASSENGER RAILWAY.

ORGANIZATION—Consolidation of Girard College Passenger Railway and the Ridge Avenue & Manayunk Passenger Railway on March 8, 1872. Leased to the Philadelphia Traction Co. for 999 years from Sept 1, 1892, for dividend of $10 per share per annum to September, 1895, and $12 per share thereafter. Operated by Union Traction Company since October 1, 1895.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, $750,000 Par $50	....	.....	$12 Q-J	15,000 shrs. $28 paid.	See text.

On account of some old debts dividends for 1896 were continued at $10 per share instead of the $12 as noted above. In 1897 dividends were increased to $12 per share. Owns 15·25 miles of track.

(17) SECOND & THIRD STREET PASSENGER RAILWAY—

ORGANIZATION—Incorporated April 10, 1853. Leased Oct. 1, 1893 to the Frankford & Southwark Passenger Railway Company for 999 years for the following guaranteed dividends per share per annum:

1893. 1894-95. 1896-97. 1898-99. 1900. 1901. 1902 & aft.
$8 50 $9 See below. $10 $10 50 $11 $12

Dividends in 1896 and 1897 were to be $9 50 per annum, but the dividend for 1896 and for the first half of 1897 was at the rate of $9 per share instead of $9 50, the balance being applied to the payment of the debt of $27,000 incurred for paving.—V. 62, p. 785.

This lease was assumed by Electric Traction Co. July 1, 1893.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div, etc.
Stock issued, 21,204 shares; par $50...	.....	Text Q-J	$771,076 pd. in.	See text.

(18) SEVENTEENTH & NINETEENTH STS. PASSENGER RY.—

ORGANIZATION—Incorporated April 12, 1859. Leased to the Continental Passenger Railway Co. for 99 years from July 1, 1879, at rental of $15,000 per annum, being 3 per cent on 10,000 shares (of $50 par) stock, interest on bonds, taxes, expenses, etc. Transferred under lease of Philadelphia Traction Co., October 1, 1895, to the Union Traction Company; all rights of the Philadelphia Traction Co. to dividends on the 10,000 shares of the 17th & 19th Streets road, which were then held by the Union Passenger Railway Co. as trustee and lessee, being also transferred to the Union Company. Stock all owned by Union Traction Co.

STOCK & BONDS—	Mls.	Date.	Int.	Outstand'g.	Maturity.
Stock, par $50....	....	.....	3% J-J	10,000 shs. $25 paid.	See text.
1st M. ($500)...c Extended.....	....	1876	5% J-J	$100,000	July 1, 1919

Interest at Land, T. & T. Co., Philadelphia, Pa.
Due lessee for additions July 1, 1898, $554,289.

ROAD—Owns 8·84 miles of track.

(19) THIRTEENTH & FIFTEENTH STS. PASS. RY.—A trolley road.

ORGANIZATION—Incorporated April 8, 1858. Leased Jan. 1, 1892, to Philadelphia Traction Company for following rental: From January, 1892, to January, 1894, $9 per share per annum; 1894 to Jan., 1897, $10 per share; 1897 to Jan., 1900, $11 per share, and from Jan., 1900, $12 per share. Lease transferred to Union Traction October 1, 1895.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50.....	.....	.....	$11 J-J	20,000 shs. $16 75 pd.	See text.
1st M. ($500).....c	.....	1876	7% A-O	$100,000	Oct. 1, 1903
Consols ($500,000). guar. p. & i.....c.	.....	1894	5% J-J	$400,000	Jan. 1, 1934
Real estate mtges..	.....	.....	.....	90,000	.....

Dividend in July, 1895, $5 per share; the January, 1896, dividend was not paid owing to payment of city's claim for paving. V. 61, p. 1155. In July, 1896, paid $4 per share; in 1897, Jan., $5 per share in full for last half of 1896; July, $5 50 per share; in 1898, Jan., $5 50; July, $5 50; in 1899, Jan., $5 50; July, $5 50; in 1900, Jan., $5 50.

Interest and dividends are payable at office of the Fidelity Insurance Trust & Safe Deposit Co., the trustee of both mortgages.

The consols are guaranteed principal and interest by the Philadelphia Traction Company, and the coupons are payable tax free.

ROAD—Owns 15 miles of track. Extension to League Island operated from March 13, 1898. See Union Traction report in V. 67, p. 734.—

(20) UNION PASSENGER RAILWAY—A cable and horse road.

ORGANIZATION—Incorporated April 8, 1864. Leased to Philadelphia Traction Company for 999 years from June 30, 1884, at an annual rental of $285,000, or $9 50 per share on stock, and interest, taxes, etc, Its lease of the Continental Company was assigned to the Philadelphia Traction Co. and since Oct. 1, 1895, operated by the Union Traction Co. The Union Passenger Railway Co. in 1899, it is believed, was still holding as lessee and trustee 6,100 shares Empire Passenger Railway stock and 10,000 shares of 17th & 19th Streets Passenger Railway.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity
Stock, par $50.....	.....	.....	$9·50 J-J	30,833 shs., $30 paid in.	See text.
Dividends paid at 423 Walnut St.....					
1st mortgage ($100 and $500).....c.	.....	1881	5x A-O	$500,000 $20,000 redeemable yearly.	Mar. 31, 1911
2d mortgage ($100 and $500).....c.	.....	1884	5x A-O	250,000	Mar. 31, 1910

Trustee, Penn. Co. for Insurances on Lives.
Int. on both loans at Land, T. & T. Co., Phila., Pa.

Due lessee company for additions July 1, 1899, $6,683,287.

ROAD—Owns 56 miles of track.

(21) WEST PHILADELPHIA PASSENGER RY.—Cable and horse.

ORGANIZATION—Incorporated May 14, 1857. Leased Jan. 1, 1884, to the Philadelphia Traction Co. for 999 years, at an annual rental of $150,000, or 20 per cent on stock, and interest, taxes, etc.; transferred Oct. 1, 1895, to Union Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50.....	.....	.....	$10 J-J	$750,000	See text.
1st mort. ($1,000), gold.....c	.....	1876	6 A-O	246,000	April 1, 1906
2d mort. ($1,000)..c Free from tax.	.....	1886	5 M-N	750,000	May 1, 1926

Mort. trustee, Girard Life In. An. & Tr. Co., Phila.
Mortgage trustee, Pennsylvania Co. for the Ins. of Life & Gr. of Annuities, Philadelphia, Pa.
Interest on both loans payable at Land, T. & T. Co., Philadelphia, Pa.
Due lessee for additions to July, 1899, $2,509,780.

ROAD—Owns 27·25 miles of track.

UNITED POWER & TRANSPORTATION CO.—Electric roads.

Incorporated April 20, 1899, under New Jersey laws to construct, operate and own street railways, power companies, etc., and do a general business (V. 68, p. 929).

In Feb., 1900, owned the following stocks. We show also the total stock outstanding of each of the companies.

	Owned. Shares.	Total Stock. Shares.
Citizens' Electric Light & Power Co. of Delaware Co...	6,194	7,500
Delaware County & Philadelphia Electric Ry.. ...	5,993	6,000
Edison Electric Illuminating Co. of Lebanon, Pa	9,891	10,000
Holmesburg Tacony & Frankford Electric Ry. Co.....	14,972	15,000
Lebanon Valley Street Ry. Co.....	9,991	10,000
Roxboro Chestnut Hill & Norristown Ry. Co.....	3,938	4,000
Schuylkill Valley Traction Co.*.....	8,000	10,000
Trenton Street Ry	19,953	20,000
United Traction Co of Reading, Pa.....	7,991	8,000
Wilkesbarre & Wyoming Valley Traction.....	49,552	50,000
Wilkesbarre Dallas & Harvey's Lake Ry.....	3,893	4 000
Wilmington & Chester Traction.....	39,993	40,000
Wilmington City Electric.....	4,962	5,100

*The United Power & Transportation Co. is also said to have bought the $100,000 issue of income bonds of this company.

STOCK AND BONDS.—Stock authorized, $12,500,000; present issue, $3,125,000; shares $25, with 40 per cent, or $10 per share, called. Bonds, 4 per cent collateral trust certificates, are in two series, which we have marked (*a*) and (*b*) below. [Both bonds and stock listed on Philadelphia Stock Exchange.]

(*a*) Under a Trust Agreement between the United Power & Transportation Company and the New York Security & Trust Company, trustee, dated May 1, 1899 (under which $7,788,797 United Railways Gold Trust Certificates have been issued by the said trust company as trustee), the United Power & Transportation Company has deposited with said trust company 19,953 shares Trenton Street Railway Company, 39,993 shares Wilmington & Chester Traction Company, 14,992 shares Holmesburg Tacony & Frankford Electric Railway Co., 7,991 shares the United Traction Company of Reading, Pa., 4,962 shares the Wilmington City Electric Company and 49,538 shares the Wilkes Barre & Wyoming Valley Traction Company. Under the above agreement, an additional amount of $56,203 of certificates will be issued upon deposit with the trustee of the remaining shares of the capital stock of the above companies.

(*b*) Under a Trust Agreement between the United Power & Transportation Company and the Real Estate Title Insurance & Trust Company of Philadelphia, dated May 1, 1899 (under which $998,833 34 United Railways Gold Trust Certificates have been issued), the United Power & Transportation Company has deposited with the said trust company, as trustee, 5,993 shares Delaware County & Philadelphia Electric Railway Co.

Under the above agreement an additional amount of $1,166 66 of certificates will be issued upon deposit with the trustee of the remaining shares of the capital stock of the Delaware County & Philadelphia Electric Railway Company.

The principal of both series (which are in $100, $500 and $1,000 pieces) is due at option of holder on July 1, 1949, and thereafter on any Jan. 1 or July 1, at the option of the United Power and Transportation Co. For both series, also, the semi-annual interest (J. & J.) and the principal are payable in gold coin, free of tax, at the office of the Real Estate Title Insurance & Trust Co. of Philadelphia, trustee.

DIVIDENDS—On Jan. 20, 1900, a dividend of 50c. per share was paid.

EARNINGS—For period April 20 to December 31, 1899: Income from securities held, $425,400; expenses, $32,454; interest, $184,816; dividends (5 p. c.) on amount paid in, $82,500; bal., surp., $145,630.

OFFICERS.—President, John A. Rigg; Vice-Prests., R. N. Carson, H. C. Moore; Sec. and Treas., E. J. Moore. Asst. Sec and Treas., Remi Remont. General offices, Bullitt Building, Philadelphia.—V. 68, p. 830, 929, 1078, 1136, 1184, 1248; V. 69, p. 29, 133, 797; V. 70, p. 77, 277, 281.

(1) DELAWARE COUNTY & PHILADELPHIA ELECTRIC RY.—A trolley road.

ORGANIZATION—Completed from Media, Pa., to Baltimore Avenue, Philadelphia, in January, 1895; connects with the Chestnut & Walnut Street cars of the Union Traction system. In Dec., 1898, additional lines through Delaware County were proposed and is to have a connection with the Chester & Media. In May the United Power & Transportation Company acquired the road, paying $150 per share for the stock in its 4 per cent trust certificates secured by a deposit of the stock.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000 auth.	.....	.....	$300,000	See text.
1st mortgage.....	1893	6 J-J	64,000	July 1, 1913

Interest at Independence Nat. Bank, Phila.

DIVIDENDS—In 1898-99 $27,680 paid in dividends

ROAD—July 1, 1899, owned 12 miles. Rails 80-lb. T and girder.

EARNINGS—For year ending June 30, 1899, gross, $73,131; net, $37,780; interest, taxes, etc., $7,374; dividend, $27,680; balance, surplus for year, $2,726. In 1897-8, gross, $68,477; net, $35,458.

OFFICERS—President, John A. Rigg; Vice-President, H. C. Moore; Secretary and Treasurer, M. C. Aulenbach.

(2) HOLMESBURG TACONY & FRANKFORD ELECTRIC RY.—A trolley road.

Acquired in 1893 by United Power & Transportation Co. Paid $35 in 4 per cent trust certificates for each $50 share of the Holmesburg Co.

ORGANIZATION—Incorporated in 1890. Opened Oct. 6, 1895.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $50) $800,000	.....	.....	$750,000	.....
1st mort., $400,000, gold, $1,000 and $500.....c*	1895	5g. M-N	400,000	May, 1925

Interest is paid at R. E. Title Ins. & Tr. Co., Philadelphia.

ROAD—Total track owned, 16·18 miles; track leased, 1·11 miles.

EARNINGS—For year ending June 30, 1899, gross, $98,886; net, $23,389; int., taxes, etc., $28,252; dividends, $2,454; balance, deficit, for year, $7,317.

OFFICERS.—President, John A. Rigg; Vice-President, R. N. Carson; Treasurer, M. C. Aulenbach.

(3) LEBANON VALLEY STREET RAILWAY.—A trolley road.

ORGANIZATION.—A consolidation in 1899 of the Lebanon & Annville Street Railway and the Lebanon & Myerstown Street Railway. The United Power & Transportation Co. owns 9,991 shares out of the 10,000 shares of the capital stock.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000 (per $50)...	.....	.....	$500,000	.....
1st mort. 10-30s	1899	5	400,000	July 1, 1929

ROAD—Owns 23 miles of track. Extension building.

LATEST EARNINGS—For twelve months to Dec. 31, 1899, gross, $50,523; in 1898, $41,331.

OFFICERS—President, S. P. Light; Vice-Pres., H. C. Moore; Sec. and Treas., M. C. Aulenbach; Asst. Sec. and Treas., Remi Remont.

(4) ROXBOROUGH CHESTNUT HILL & NORRISTOWN RY.—A trolley road.

The United Power & Transportation Co. owns 3,938 out of the 4,000 shares of the capital stock.

ORGANIZATION—In February, 1898, arranged to lease the Wissahickon Electric, 3½ miles, for 999 years; rental to be 2 p. c. on the $145,800 stock for the first two years, 3 p. c. for the next six years, 4 p. c. for the next seven years and 5 p. c. for the rest of the term. Now operates 20·60 miles of track. In June, 1896, filed a mortgage for $450,000 to the Real Estate Title Insurance & Trust Co., Philadelphia, securing 5 per cent gold bonds, J&D, due in 1926, of which $396,000 were outstanding July 1, 1899. Capital stock, $198,400; par, $50.

For year ending June 30, 1899, gross, $112,284; net, $42,014; interest, etc., $26,357; dividends, $4,960; balance, surplus for year, $10,697. President, J. A. Rigg; Vice-Pres., R. N. Carson; Sec. and Treas., M. C. Aulenbach.—V. 62, p. 1042.

(5) SCHUYLKILL VALLEY TRACTION.—Trolley.

ORGANIZATION—Incorporated in September, 1893, as successor to the Norristown Bridgeport & Conshohocken Traction Co. Since Jan. 15, 1895, has controlled and operated the Conshohocken Ry., the Montgomery County Pass. Ry., the Citizens' Pass. Ry., Ambler Electric and the Norristown Pass. Ry. The corporate existence of the several companies will be maintained, but their bonds will be taken up as rapidly as possible. In October, authorized stock was increased from $250,000 to $1,000,000.

In Feb., 1900, the United Power & Transportation Co. acquired control by purchase of $400,000 of the $500,000 capital stock and the entire $100,000 issue of income bonds. V. 70, p. 281.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 ($50)..	.....	.....	$500,000	.....
1st mort., $500,000, gold ($1,000).....c	1895	5 g. F-A	200,000	Nov., 1945
Income mort., $100,000, ($500).....	1899	5 ann.	100,000	Aug. 1, 1949

Int. at West End Tr. & S. D. Co., Phil., trustee.
West End Title & S. Dep. Co., Phila., trustee.

Of the $500,000 1st mortgage dated 1895, $100,000 has been retired and destroyed, $75,000 has been reserved to take up like amount of the Norristown Passenger Ry. bonds, $80,000 to retire the Citizens' Passenger Ry. bonds, $9,000 for other outstanding bonds and $36,000 are for improvements.

The securities of the subsidiary companies are as follows, including both those held by the public and by the parent company:

Company, &c.—	Miles.	Interest.	Issued.	Maturity.
Citizens' Pass. Ry. stock..	6¼	.....	$79,520 f.p.	3% Mar. '99
1st mort., gold, $80,000, guaranteed.....	.....	5 g. F-A Subject to call at 105	80,000	Feb. 1, 1925 Feb. 1, 1905
Conshocken Ry. stock....	5½	.....	145,900	.....
1st mortgage, guaran'd principal and interest..	5½	5 g. J-J Subject to call at 105	100,000	July 1, 1924 July 1, 1904
Montg. Co. Pass. Ry. stk.	1½	.....	150,000	.....
1st mortgage.....	1½	6 J-J	15,000	1924
Norristown Pass. Ry. stk.	4¼	.....	75,000	.....
1st mortgage.....	4¼	6 J-J	75,000	1923

ROAD—Operates about 22 miles of track, including the lines of the above-mentioned companies. A number of improvements and extensions reported proposed in 1899.

For year ending Dec. 31, 1899, gross earnings, $70,170; net, $23,063; in 1898, gross, $63,674; net, $18,705.—V. 62, p. 279; V. 69, p. 334; V. 70, p. 281.

(6) TRENTON STREET RY—Trolley. The United Power & Transportation Co. owns 19,953 out of the 20,000 shares of stock.

ORGANIZATION—Formed June 29, 1898, by consolidation of the Trenton Passenger Ry., Mulberry St. Pass. Ry., Pennington Ave. Pass. Ry. and Ewing Pass. Ry. See also Trenton Traction Company.

In August, 1899, the Mercer County Traction Co. was formed, with a capital of $100,000, to enable the Trenton Street Ry. Co. to build an extension into Princeton.

On Feb. 1, 1899, the consolidation of the electric companies of Trenton went into effect under the title of the Trenton Gas & Electric Co. But the Trenton Street Railway has no connection with the Gas & Electric Company.—V. 68, p. 284.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, $1,000,000, p. $50	.....	.....	$1,000,000	.....
Tr. Pass. First mort..... $1,000,000, gold ..... $1,000 each, c*			$100,000	1906 to 1915
			($10,000 due yearly Sept. 30)	
			$150,000	1916 to 1925
(Interest at Nat. Mechan. Bank, Trenton, N. J.	1891	6g. A-O	($15,000 due yearly Sept. 30)	
			$100,000	1926 to 1930
			($20,000 due yearly Sept. 30)	
			$650,000	Sept. 30, 1931
Consol. mort., gold..... $2,000,000	1898	5g. J-J	$752,000	July 1, 1938

Int. in Phil. & Trenton; Gir. L. Ins., &c., trus.

BONDS—Of the consol. 4s of 1898, $1,000,000 are reserved to retire the 1st 6s, and $248,000 are held in the treasury for future extensions.

ROAD—Owns 34 miles of track. The new tracks have 90-lb. Johnson girder rails. Has power house of sufficient dimensions to operate the system and also to light the city.

EARNINGS.—Year ending Dec. 31, 1898, gross, $247,051; net, $16,284.

OFFICERS—President, Henry C. Moore; Vice-Pres., John A. Rigg; Sec. and Treas., Jno. L. Kuser.—V. 68, p. 284, 475.

(7) UNITED TRACTION (OF READING)—

In 1899 control acquired by the United Power & Transportation Co., which holds 7,991 out of the 8,000 shares of stock. Stockholders were given $75 in 4 per cent collateral trust bonds of the Power & Transportation Co. for every $50 of United Traction Co. stock held, with right to subscribe for Power & Transportation stock.

ORGANIZATION—Incorporated in December, 1895, to control the Reading Traction (leased) and Reading & Womelsdorf Electric (stock owned) roads. Also owns the stock of the Metropolitan Electric Co. In Jan., 1899, the Reading Traction Co. was reported to have acquired control of the Reading & Southwestern Ry.

STOCK AND BONDS—	Date.	Int.	Outstand'g.	Maturity.
Stock, $400,000 (par, $50)....	.....	.....	$403,700 full pd.	.....
1st M., coll. trust, gold, $150,000 (par $100 & $1,000)....	1896	5g J-J	149,900	Jan. 1, 1926

Trustee, R. E. Title, Ins. & Trust, Phila.

Interest at Co.'s office. Bonds subject to call at par after three years.

ROAD—Operates 48 miles of track (Reading Traction, 31 miles, Reading & Womelsdorf Elec., 14 miles) in and between Reading; Womelsdorf, Black Bear and Stony Creek; Reading & Southwestern, 7 miles.

EARNINGS—From Jan. 1 to Dec. 31, 1899, gross, $217,677, against 191,500 in 1898. For year ending June 30, 1899, gross, $205,814; net, $135,398; interest, taxes and rentals, $136,447; deficit, $1,049.

OFFICERS—President, John A. Rigg; Vice-Pres., Henry C. Moore; Sec. and Treas., M. C. Aulenbach.—V. 61, p. 1014, 1118; V. 67, p. 1264; V 68, p. 830, 829, 873.

Controlled by United Traction Co.

(*a*) READING TRACTION—A trolley road.

ORGANIZATION—Chartered in 1893 to operate the Reading City Passenger Railway and East Reading Passenger Railway, which it equipped with electricity and leased for 99 years, the former from April 1, 1893, and the latter from May 1, 1893. Road leased in December, 1895, to the United Traction at a rental of $10,000 annually for first three years, $20,000 for next two and $30,000 thereafter. In Jan., 1899, reported to have acquired control of the Reading & Southwestern Ry., operating 7½ miles of track bonded for $75,000.

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock., $1,000,000 au.	$50	.....	J-J	$1,000,000	See text.
1st M., $600,000, g., gu Not subject to call c.*	.....	1893	6g. J-J	445,000	Jan. 1, 1933

Trustee is Provident Life & Trust Co., Phila.

Loans July 1, 1899, $199,860.

Interest is payable in Philadelphia at Bank of North America and in Reading.

Bonds—Of the Reading Traction first mortgage bonds for $600,000; $112,000 are reserved to retire Reading City Passenger bonds when due.

DIVIDENDS—A dividend of 1 p. c. was paid on Jan. 1, 1900.

LEASED LINES SECUR'S.	Par.	Date.	Interest.	Outstand'g.	Last div., etc.
Reading City Pass. Ry.					
Stock (see below).....	$50	.....	J-J	$350,000	See text.
1st M.....	.....	1889	5 A-O	117,000	Apr., 1909
East Reading Elect. Ry.					
Stock, full paid.....	50	.....	J-J	100,000	See text.
Bonds, $25,000.....	...	1897	5 p. c.	21,500	July 1, 1937
Read. & Temple Elec. Ry.					
Stock, $75,000, guar.	....	.....	7 A-O	43,200	See text.
1st mtg., $75,000.....	....	1894	5 A-O	43,500	Oct. 1, 1924

Dividends on Leased Line Stocks—The Reading City Passenger stock to receive dividends, 1896 to 1899 inclusive, 10 per cent; 1900 and thereafter, 12 per cent. East Reading stock receives dividends: 1896, $6,500; 1897 to 1900 inclusive, $7,000; thereafter, $8,000.

ROAD—Owned and leased 31 miles of track. V. 64, p. 177. The Reading & Southwestern owned 7 miles.

(*b*) READING & WOMELSDORF ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Owns 14 miles of track. Controlled through ownership of stock by the United Traction Co., which operates the road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	.....	.....	$500,000	.....
1st mortgage, $400,000, gold, c* ($100, etc.).....	1895	5 g. J-J	313,000	Jan. 1, 1925

Trustee, Real Est. Title Ins. & Tr., Phila.
Interest at Reading Trust Co. of Reading, Pa.

(8) WILKESBARRE & WYOMING VALLEY TRACTION.—The United Power & Transportation owns 49,552 out of the 50,000 shares of stock.

ORGANIZATION—Controls all the street railway lines in the Wyoming Valley, Pa., extending from Wilkesbarre to Duryea and Nanticoke on east side of Susquehanna River and Pittston, Plymouth, on west side.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100).....	.....	Text.	$5,000,000	See text.
1st M. $1,500,000, gold.	1891	5g. A-O	1,500,000	Apr. 1, 1921

Interest at Provident Life & Trust, Phila.

Collat. Tr. & Mortgage $325,000, gold	1895	5g. J-J	$325,000	Jan. 1, 1925

Int. at Anthracite Sav. Bk., tr., Wilkesbarre.

Underlying Bonds on Roads Purchased—				
Coalville Pass. Ry. bds.	.....	.....	12,000	.....
Wilkesb. & Surb. bonds.	.....	5 p. c.	40,000	.....
Wilkesb. & W. Side bds.	.....	.....	35,000	.....
Guaranteed bonds—				
Pittston St. Car 1st M. p. & i. uncondit'y guar.	1893	6g. J-D	$200,000	Dec. 1, 1918

Int. at Real Estate L. & Tr. Co., Philadelphia.

Plymouth Br. Co. 1st gold M. $150,000, guar. p. & i.	1894	5g. A-O	$150,000	Oct. 1, 1924

Int. at Anthracite Sav. Bk., trustee, Wilkesb.
$10,000 subj. to call in 1904 and $3,000 yearly thereafter.

Wilkesbarre & Kingston	.....	6 F-A	90,000	.....
Wilkesb're & E. Side Ry.	.....	.....	150,000	See below.

DIVIDENDS—In 1896, Jan., 1 per cent; July, 1 per cent.; in 1897, Jan., 1 p. c.; in 1898, Jan., 1 p. c.; in 1899, Jan., 1 p. c.

ROAD—Comprises 63·26 miles of track, fully described in the CHRONICLE of Feb. 22, 1896, page 361.

COMPANIES CONTROLLED IN SYSTEM—The following table shows the several companies operated, their mileage, capital stock, and the amount of it owned by the Traction Company, their debt, and finally the rental payable under 999-year leases; 6 per cent here meaning 6 per cent on the outstanding capital stock; and $1 meaning a nominal rental, the company having only a nominal existence.

		Stock.			
Name of Company.	*Miles.*	*Issued.*	*Owned.*	*Debt.*	*Rental.*
Coalville Passenger Railway	5·67	$62,400	$33,700	$12,000	6 p.c.
Nanticoke Street Railway..	9·68	12,000	12,000	None.	$1
Pittst. Moosic & P. V. St. Ry.	1·95	42,000	42,000	None.	$1
Pittston Street Car.....	8·82	200,000	200,000	260,000	.. ...
Plymouth Street Railway...	6·00	12,000	12,000	None.	$1
W. Pittston & Wyo. St. Car..	2·25	30,000	30,000	None.	$1
Wilkesbarre & East Side¶...	5·00	150,000	150,000	150,000	.....
Wilkesb. & Kingst Pass. Ry.	6·60	100,000	99,700	90,000	6 p.c.
Wilkesb. & Suburb. St. Ry ..	10·00	100,000	93,500	40,000	6 p.c.
Wilkesbarre & West Side....	9·63	100,000	92,450	35,000	6 p.c.

¶ Entire stock and bonds deposited under collateral trust of 1895.

ANNUAL REPORT—

Year end. Dec. 31.	1899.	1898.	*Year end. Dec.* 31.	1899.	1898.
Gross earns...	$550,947	$506,747	Taxes, etc.....	.....	$68,695
Net.....	303,084	286,844			
Int. on bds., etc.	.....	125,142	Surp. for year....	.....	$93,007

—V. 65, p. 152; V. 66, p. 285. V. 68, p 830, 1134. V. 69, p. 29.

(9) WILKESBARRE DALLAS & HARVEY'S LAKE RY.—The United Power & Transportation owns 3,893 out of the 4,000 shares of stock.

ORGANIZATION—A reorganization in 1898, per plan in V. 66, p. 1190, of the Wilkesbarre & Northern RR., sold by sheriff in Sept., '98. Road, partly constructed, was completed and electrically equipped by new company from Luzerne, Pa., there connecting with Wilkesbarre & Wyoming Valley Traction, to Harvey's Lake, Pa., 12·48 miles. Stock $200,000; bonds, $150,000.—V. 66, p. 1190; V. 67, p. 488; V. 69, p. 133.

(9) WILMINGTON & CHESTER TRACTION—Has been acquired by the United Power & Transportation Co., which owns 39,993 out of the 40,000 shares of stock.

ORGANIZATION.—Incorporated March, 1898. Controls all the street railway lines of Wilmington, Del., and Chester, Pa., comprising with leased lines about 57 miles of track, and with the connecting link, between Wilmington and Chester, opened in April, 1899, has 66 miles of track. It controls the line from Chester to Media, also the line to Darby, where connection is made with the Union Traction Company's line to Philadelphia. In 1898, acquired all the stock of the Wilmington City Ry. ($517,850) and of the Chester Traction Co. ($500,000). The latter company holds all the stock of the Union Railway Co., $100,000; Chester & Media stock, $35,000; Chester Darby & Philadelphia stock, $65,000; total, $200,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $2,000,000; par, $50 f. p.....	Listed on Phil. Ex.		$2,000,000	.....
Coll. tr., gold, $4,000,000 ($500 and $1,000 ea.).c*	1898	5 g. A-O	1,705,000	Apr. 1, 1918
	Provident Life & Trust Co., Phila., trustee.			
SECURITIES (NOT OWNED) OF SUBSIDIARY LINES—				
Wil. City 1st M., $600,000, gold, $500 each.....c	1891	5 g. M-S	600,000	Sept. 1, 1911
	Subject to call on or after Sept. 1, 1901			
Interest is payable at the Equitable Trust Co., Wilmington, Del.				
Chester Trac. 1st M., gold ($250,000).....c*	1894	5 g. M-N	250,000	May 1, 1914
Leased to Chest. Trac.—				
Union Ry. Co. 1st M., gold ($500 & $1,000)c.....	1893	5 g. J-J	200,000	Jan. 1, 1913
Chester St. Ry. stock ($50)	.....	10 J-J	150,000	Jan., 1900
Ches. & Media El. Ry. gold)	1893	5 g. J-J	100,000	July 1, 1913
Ches. Darby & Phila. gold.	1893	5 g. J-J	125,000	July 1, 1913

Interest on Chester Traction, Union Ry., Chester Street Ry., etc., payable at Delaware County Trust Co., Chester, Pa., and interest upon all the latter guaranteed by Chester Traction Co.

BONDS—Of the collateral trust 5s of 1898, $1,705,000 represents purchase of total stock of Wilmington City Ry., entire capital stock of Chester Traction, all stock and bonds of Gordon Heights Ry., and provides for construction and equipment of new line between Wilmington and Chester and improvements. Of the balance $1,695,000 are reserved to retire underlying securities and guaranteed stock, $500,000 for future extensions, etc., and $100,000 remain in company's treasury. Bonds are subject to call at 103 after Apr. 1, 1914.

OFFICERS—Pres., John A. Rigg; Vice-Pres., E. J. Moore; Sec. and Treas., W. S. Bell; Asst. Sec. and Treas., Remi Remont—V. 68, p. 620, 929.

(a) CHESTER TRACTION—A trolley road.

CONSOLIDATION—In 1898 entire stock of Chester Traction and also the Wilmington City Ry. (Delaware) was acquired by Wilm. & Chester Trac. Co., which company is in turn controlled by the new United Power & Transportation Co.—see the latter.

The Chester Traction Co. holds all the stock of the Union Railway Co., $100,000, Chester & Media stock, $35,000, Chester Darby & Phila. stock, $65,000; total, $200,000.

All interest payable at Delaware County Trust Co., Chester, Pa. Interest upon all subsidiary securities guaranteed by Traction Co.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last Div. &c*
Stock ($500,000); par, $50.....	....	.....	$500,000	In '98-9, 10%
1st M., gold. ($250,000) .....c*	1894	5 g M-N	250,000	May 1, 1914

ROAD—Company operates 32·87 miles of track:

EARNINGS—Year ending June 30, 1899, gross, $246,063; net, $119,706; int., taxes and rentals, $77,674; divs., $50,000; deficit, $7,968.

PHOENIXVILLE, PA.

POPULATION 1890 WAS 8,514.

MONTGOMERY & CHESTER ELECTRIC RY.—To be a trolley road.

ORGANIZATION—Completed from Phoenixville to Spring City, Pa., 6½ miles in June, 1899. Stock authorized, $100,000; outstanding, $50,000. Bonds, $100,000 30-year gold 5s, due March 1, 1929 ($1,000 each), int. M-S at Real Estate Trust Co., Philadelphia, trustee; outstanding, $100,000. President, John J. Ridgeway, 721 Walnut St., Philadelphia, Pa.; Sec., C. S. Jarvis; Treas., Franklin Ingram.

PIQUA, OHIO.

POPULATION 1890 WAS 9,090; IN 1880 WAS 6,031; AND IN 1870 WAS 5,967.

MIAMI VALLEY RAILWAY—A trolley road.

ORGANIZATION—Chartered in August, 1889. Franchises from cities of Piqua and Troy and County Commissioners of Miami County.

STOCKS & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock ($300,000) $100...	....	.....	.....	$300,000	.....
1st M., $200,000, gold, $1,000.....c	14	1893	6 g M-N	200,000	1908
	Interest at Chase National Bank, N. Y. City.				

Mortgage trustee is the cashier of the Chase National Bank.

ROAD—In Aug., 1899, owned 7½ miles of trolley track in Piqua laid with 45-lb. girder rail, 2 miles in Troy (population 8,000) and 8 miles connecting the two cities, laid with 48 lb. T rail. President, W. P. Orr; Vice-President and Manager, A. M. Orr; Secretary and Treasurer, L. M. Flesh.

PITTSBURG, KANSAS.

POPULATION IN 1890 WAS 6,697.

PITTSBURG FRONTENAC & SUBURBAN ELECTRIC RY.—

ORGANIZATION—Chartered July 9, 1894. The population of the district served by the road is said to be over 21,000. Company also owns an electric-light plant in Pittsburg, Kan. In October, 1899, the road was sold at foreclosure to J. J. Tyler of Philadelphia for $70,000. It is reported that an extension of 4 miles from Frontenac to Yale mining camp will be made at once. The old securities are described below.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $100,000 (par $100).	....	.....	$100,000	.....
1st mort., $125,000, gold redeemable in 10 years	1896	6 g. J-J	125,000	Jan. 1, 1911
	Int. at R. E. Title Ins. & Tr., Phila., trustee.			
Pitts. Weir C. & Col. 1st M. $75,000 assumed by P. F. & S.....	1897	6% J-D	(?)	Dec. 1, 1906
	Int. at N. Y. Security & Trust, trustee.			

The first mortgage covers all the railway, property, franchises, electric-light plant and real estate.

ROAD—In 1899 operated 17·3 miles of track, running from Pittsburg to Frontenac, Litchfield, Medway, Cornell and Yale.

PITTSBURG, PA.

POPULATION 1890 WAS 238,617; IN 1880 WAS 156,389 AND IN 1870 WAS 86,076.

ESTIMATED COMBINED POPULATION OF "GREATER PITTSBURG," INCLUDING ALLEGHENY, ETC., IN 1899, 500,000.

PHILADELPHIA CO.—Gas (natural and manufactured), electric company, trolley.

ORGANIZATION.—Originally a natural gas company, but in February, 1899, nearly all of its $7,500,000 stock having been purchased by a syndicate headed by Brown Brothers & Co., of New York, and Alexander Brown & Sons, of Baltimore, its operations were extended, as permitted by charter, to absorb the Consolidated Gas Co. of Pittsburg (artificial gas—see V. 66, p. 1188), the Chartiers Valley Gas Co. and the Allegheny County Light Co. (electricity). It has also acquired the entire capital stock of the Mansfield & Chartiers Gas Co., and in June, 1899, purchased a controlling interest in the Equitable Gas Co., both natural gas —V. 69, p. 28. During August, 1899, it also acquired the entire capital stock of the Low Pressure Gas Co., which heretofore supplied the towns of Homestead and McKee's Rocks and the borough of Esplan, all adjacent to the City of Pittsburg. Pennsylvania Natural Gas stock was in Nov., 1899, taken in exchange for Philadelphia Co. stock at the rate of three shares of gas stock for one share of the stock of the Philadelphia Co. V. 69, p. 1015. In Oct., 1899, it also acquired the entire capital stock of the Union Gas Co. of McKeesport, which supplies the towns of McKeesport and Reynoldton. In accordance with an offer previously made (see V. 68, p. 479), the Philadelphia Company in October, 1899, began exchanging its stock for that of the United Traction Co., street railway system, below described.—V. 69, p. 744.

In Feb., 1900, the negotiations which have been in progress for some time for a merger of the Consolidated Traction with the United Traction were understood to be nearing completion.

SECURITIES OUTSTANDING JAN. 1, 1900.

STOCK & BONDS—	*Date.*	*Rate.*	*Outstanding.*	*Last div., etc.*
Stock, common, $15,000,000; par, $50.....	.....	Q - J	$14,593,947	Jan., 1900, 1¼
Pref. stk., 5 p.c., non-cum., $6,000,000; par, $50....	.....	M - S	4,000,000	Mar., 1900, 2½
1st & Col. Tr. M., $6,500,000 gold ($1,000) c*....	1899	5 g M-S	4,125,000	Mar. 1, 1949
	Maryland Trust Co., Trustee.			
Allegh'y County Lt. 1st M.	1891	6 F-A	500,000	1911
East End Elec. L't 1st M.	1895	6 F-A	500,000	1915
United Traction pref. stk.	.....	5 J-J	3,000,000	Jan., 1900, 2½
United Trac. gen. M. gold, $10,000,000 ($1,000).c*	1897	5 g. J-J	4,750,000	July 1, 1997
	Trustee Maryland Trust Co., Baltimore.			
Un. Trac Div. bonds.....	1889-94	5 & 6	5,250,000	Various.
Consol. Gas pref. stock..	.....	6 F-A	2,000,000	Feb., 1900, 3%
Consol. Gas, 1st mort., gold .....c*&r	1898	5 g. F-A	5,000,000	Feb. 1, 1948
	Trustee Maryland Trust Co.			

STOCK—Stock authorized was increased in February, 1899, from $7,500,000 to $21,000,000, of which $6,000,000 is 5 p. c. non-cumulative preferred. The increase was made to acquire the common stock of the Allegheny County Light Co., Chartiers Valley Gas Co. and the Consolidated Gas Co.; also by exchange the United Traction stock.

DIVIDENDS.	1892.	'93.	'94.	'95.	'96, '97.	'98.	1899.
Per Cent.	4¼	4¼	5	5	None.	4	4¾

The foregoing dividends are for the common stock. The preferred stock was created in 1899, and the first semi-annual payment of 2½ per cent was made in Sept., 1899; the next one (2½%) will be paid on March 1, 1900.

BONDS—Of the $6,500,000 new bonds of 1899 (mortgage trustee, Maryland Trust Co.) $4,000,000 was issued at once in part payment for the stock of the Allegheny County Light and Chartiers Valley Gas Co., and $1,000,000 is reserved to retire the $1,000,000 bonds of the Allegheny County Light and East End Electric bonds and $1,500,000 for future improvements and additions, out of which $125,000 was issued in Dec., 1899, to pay for betterments to the property of the Allegheny County Light Co. Messrs. Brown Bros. & Co. offered the $4,000,000 for sale Feb., 1899, receiving applications for eight times that amount, and in Oct., 1899, they were listed on the Philadelphia Stock Exchange.

EARNINGS—Report of the properties united for year ending Dec. 31 1899, was in V. 70, p. 124.

	1899.
Gross earnings	$5,506,078
Operating expenses	2,822,412
Net earnings	$2,683,666
Deduct taxes and interest on funded debt, etc.	1,373,497
Balance	$1,310,169
Accrued dividends on preferred stock	436,563
Earnings applicable to common stock dividends and improvements	*$873,606
Dividends at present rate of 5 p. c. on $14,593,947 common stock call for	729,697
Surplus on above basis of dividends (but see below)	$143,909

*Included in the surplus is $45,000, dividend on stock of Allegheny County Light Co., of which $44,700 has been included in gross earnings, having been paid to the Philadelphia Co. as the owner of 14,910 shares.

One dividend of 1 per cent and three dividends of 1¼ per cent each were paid upon the common stock of the Philadelphia Co., out of earnings applicable thereto during the year 1899.

OFFICERS, ETC.—J. H. Reed, President; James D. Callery, Vice-President (now President of the United Traction Company); J. C. McDowell, Second Vice President and General Manager; C. J. Braun, Jr., Treasurer; J. F. Guffey, Secretary; S. E. Moore, Auditor. Directors Messrs. Reed, Callery, Given, McDowell, Rhodes, McMullin, Frazier, Bowdoin and Calhoun.—V. 68, p. 332, 381, 430, 479, 973; V. 69, p. 28, 744, 852, 1013, 1015, 1248; V. 70, p. 124.

(1) UNITED TRACTION CO.—

ORGANIZATION.—Formed in 1896, and in June 1897, and purchased all the property and franchises of The Second Avenue and North Side traction companies, and secured control of the Pittsburg Allegheny & Manchester through a lease for 950 years and the purchase of its stock. The Federal St. & Pleasant Valley Passenger Ry. is controlled through its lease for 950 years to the North Side Traction.

In March, 1899, the Philadelphia Co. offered to give $6,375,000 of its common stock in exchange for the $17,000,000 common stock of the United Traction. See V. 68, p. 479. In October, 1899, exchange of stock under this plan was begun and by Jan. 1, 1900, had acquired 331,751 shares. In Feb., 1900, it was reported that negotiations, which have been pending for some time for the merging of the United Traction and Consolidated Traction under the title of the Union Traction Co. are shortly to be consummated.—V. 69, p. 744.

STOCK & BONDS	Date.	Interest.	Outstanding.	Div. or Mat.
Com. stock, $17,000,000 ($50)	.....	.....	$17,000,000	.....
Pref. cum., $3,000,000 ($50)	.....	J-J	3,000,000	Jan., 1900, 2½
United Trac. gen m. gold, $10,000,000 ($1,000) c*	1897	5 g. J-J	4,750,000	J'y 1, 1997
	Trustee Maryland Trust Co., Baltimore. Interest is payable in New York City.			

Underlying Securities—(¶ See also below).	*Outstanding Not Owned.*	*Annual Charges.*
Federal St. & Pleasant Valley stock¶	$647,350	$32,868
Federal & Pleasant Valley bonds¶	1,225,000	63,250
Pitts. Alleg. & Man. bonds¶	1,500,000	75,050
Second Avenue Traction bonds	2,500,000	125,800
Total of bonds, $5,250,000)	$5,872,350	$296,968

Second Avenue Traction bonds for $2,500,000 as above (assumed by United Traction Co.) include:

Second Ave. Trac. Mort. gold ($1,000) c*	1894	5g. J-D	2,000,000	Dec. 1, 1934	
	Trustee, Maryland Trust Co. Balto., Md. Interest at Brown Bros. & Co., N. Y., or A. Brown & Sons, Balto.				
2d Ave. Passenger 1st M.	1882	6 J-J	30,000	July, 1902	
General mortgage	1889	5 J-J	120,000	July 1, 1909	
2d Ave. Traction Co. M.	1893	5 J-J	300,000	July 1, 1933	
Braddock & Turtle Cr'k 1st.	1891	6 A-O	50,000	April 1, 1911	

STOCK.—The capital stock of the United Traction is $20,000,000, of which $17,000,000 is common and $3,000,000 is preferred.

Dividends—On *preferred* in Jan., 1898, 2½ p. c.; in July, 1898, 2½ p. c.; in 1899, Jan., 2½ p. c., in July, 2½ p. c.; in 1900, Jan., 2½ p. c.

BONDS.—The new United Traction mort. is limited to $10,000,000; bonds cannot be redeemed before maturity; Maryland Trust Co. of Baltimore is trustee. Of these bonds, $5,250,000 are reserved to retire the divisional bonds (above mentioned); $725,000 reserved for betterments and improvements after January, 1898, and $4,000,000 were sold to Brown Bros. & Co. and Alex. Brown & Sons, and the proceeds, in addition to proceeds from the preferred stock, used to provide the purchase money paid for the several roads. All the bonds outstanding ($4,750,000) were listed on the Baltimore Stock Exchange in February, 1898.

ROAD—The miles of track owned and consolidated are:

	Miles.
Second Avenue Traction	63·83
North Side Traction	31·84
Pittsburg Allegheny & Manchester Traction	21·45
Total	117·13

REPORT—The United Traction receives the entire earnings of the North Side, Pitts. A. & M. and Second Ave. traction companies, subject only to annual charges of $296,968, as shown above.

	Gross.	*Net.*	*Charges.*	*Surplus.*
LATEST EARNINGS—1899...July 1 to Dec. 31.	$904,677	$508,198	$326,680	$181,518
1898.	820,098	460,402	311,385	149,017

Report For year ending June 30, 1899, is as follows: Gross, $1,604,153; net, $872,434; interest, taxes and rentals, $622,908; balance surplus, $249,526. Pref. stock dividend, $150,000.

Report for year ending June 30, 1898, was in V. 67, p. 1001, showing: Gross receipts, $1,469,907; net, $786,991; interest, rentals, taxes, etc., $586,512; balance, surplus, $200,479. Preferred stock dividend, $150,000.

OFFICERS.—President, James D. Callery; Vice-President, J. H. Reed; Sec., J. F. Guffey; Treas., C. J. Braun, Jr.; Auditor, S. E. Moore. Office, Pittsburg, Pa. Financial Agents, Alexander Brown & Sons, Baltimore, Md.—V. 65, p. 27, 112, 736, 1025, 1222; V. 66, p. 469; V. 67, p. 1001; V. 68, p. 381, 430, 479; V. 69, p. 744, 1013; V. 70, p. 329.

Lines controlled by United Traction Co.

(1) FEDERAL ST. & PLEASANT VALLEY RY.—Trolley.

ORGANIZATION—Incorporated March, 1868, and has since consolidated its various subsidiary companies. The franchise is perpetual.

The North Side Traction Co. on July 20, 1896, leased the Federal Street & Pleasant Valley for 960 years, assuming its funded debt of $1,250,000 and its floating debt of $175,000, and agreeing to pay as rental all taxes, rentals, etc., and also $70,000 yearly in cash, payable January 15 and July 15, equal to 5 per cent on the $1,400,000 stock, of which it owns $750,000.—V. 63, p. 31, 76, 189.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock (par $25) full paid	.....	5 J-J	$1,400,000	See text.
Consol. mort., $1,250,000, g., $1,000, on 28 miles c*	1892	5g. J-J	325,000	May 1, 1942
	Int. at Fidelity Title & Tr. Co., Pittsburg.			
Underlying mortgages—				
Observatory Hill 1st M.	1887	5 J-J	125,000	July 1, 1907
Federal St. & Pl. Val. 1st M.	.....	6 J-J	75,000	July 1, 1903
Jack's Run mortgage	.....	5 J-J	50,000	1913
Fed. St. & Pl. Val. mort.	1889	5 J-J	300,000	July 1, 1919
Allegheny & Bellevue 1st M.	1890	5 J-J	100,000	Nov. 1, 1920
Allegheny St. 1st mortgage.	.....	5	75,000	.....
Perry St. 1st mortgage	1890	5 J-J	100,000	Nov. 1, 1920
Troy Hill 1st mortgage	1890	5 J-J	100,000	Nov. 1, 1920
Mortgage car house	.....	.....	15,000	.....

Dividends—Dividends are payable at Farmers' Dep. Bank; in January, 1895, 2 per cent; in 1896, none; in 1897, 5 p. c; in 1898, 5 p. c.; in 1899, 5 p. c.; in 1900, Jan., 2½ p. c.

Bonds—The consolidated mortgage of 1892 is for $1,250,000, of which the balance unissued is in the hands of trustee to retire all the other issues; mortgage trustee is the Fidelity Title & Trust Co., Pittsburg.

ROAD—Embraces 33 miles of track (including sidings) on about 17 miles of street; rails mostly 90-lb. girder.—V. 63, p. 189.

(2) PITTSBURG ALLEGHENY & MANCHESTER TRACTION.—

ORGANIZATION—Consolidated with United Traction in June, 1897, which purchased all, or nearly all, the capital stock (V. 65, p. 27).

CONSOLIDATED TRACTION—Trolley road.

In Feb., 1900, it was understood, the negotiations which have been pending for some time for the merging of the United Traction with the Consolidated Traction had been about completed. It was stated a new company would be formed, to be called the Union Traction Co.

ORGANIZATION—Chartered July 15, 1895. The company has merged the Fort Pitt Traction. Co. and assumed its leases of the Citizens' and the Allegheny Traction companies, and has acquired the control of the Central Pittsburg and Duquesne Traction companies. On April 2, 1896, assumed management of these six companies, with capital of $13,500,000 and a bonded debt of about $6,377,000. See V. 62, p. 1087.

STOCK—	*Par.*	*Interest.*	*Outstanding.*	*Dividend.*
Common stock	$50	.....	$15,000,000	.....
Pf. stock, 6 p. c. cum.	50	6 M & N	9,658,550	Nov., '99, 3%
"Loans," July 1, '99	.....	.....	2,454,682	.....

The preferred stock carries cumulative dividends of 6 per cent per annum, and has the right to participate equally with the common stock when that has received 6 per cent. First dividend on preferred was paid May, 1897. In November, 1897, no dividend was paid. See V. 65, p. 685. In May and Nov., 1898, 3 p. c. was paid. In May, '99, 3 p. c.; Nov., '99, 3 p. c.

COMPANIES CONTROLLED—The companies acquired are shown in the following table, as also the amounts of their stocks and bonds.

Company.	*Miles.*	*Old stock.*	*Bonds.*
Duquesne Traction	33	$3,000,000	$1,500,000
Pittsburg Traction	12½	†2,500,000	1,007,000
Central Traction	8½	*1,500,000	500,000
Fort Pitt Traction	10	3,000,000	938,000
Citizens' Traction	30	3,000,000	1,620,000
Allegheny Traction	18	500,000	750,000

*On this only 60 per cent ($30 per $100 shares) has been paid in representing $900,000.

†This is nominal value of shares; less than full amount has been paid on shares.

ROAD—Controls about 126 miles of track in all.

EARNINGS AND CHARGES—Year ending June 30, 1899, earnings were: Gross from operation, $2,301,220; income from other sources, $452,775; total income, $2,753,995; net, $1,539,570; int., taxes, etc., $923,913; dividends, $584,619; balance, surplus, $31,038.

OFFICERS—President, C. L. Magee; Secretary, James A. McDevitt; Treasurer, George I. Whitney. *Directors*—C. L. Magee, Joshua Rhodes, T. H. Given, Geo. I. Whitney, B. F. Jones.—V. 65, p. 685; V. 69, p. 1013; V. 70, p. 328.

Lines controlled by Consolidated Traction.

(1) ALLEGHENY TRACTION.—

ORGANIZATION—Incorporated July 23, 1889. April 1, 1896, this company was leased to the Fort Pitt Traction Company for 950 years at a guaranteed dividend of 5 per cent per annum.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc.*
Stock, $500,000, par $50	....	.....	5 p. c.	$500,000	See text.
Guaranteed bonds—					
Millvale Etna & Sharpsburg 1st M. $750,000, g.	....	1893	5g. M-N	750,000	Nov. 1, 1923
	Trustee, Pittsburg Trust Co., Pittsburg.				

ROAD—Including Millvale Etna & Sharpsburg, 18½ miles of road.

(2) CENTRAL TRACTION.—Cable and trolley.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 3 p. c. per annum on par value of $1,500,000 stock, see V. 61, p. 1154—and in May, 1896, stockholders were offered privilege of exchanging their stock for receipts, which were redeemed at $30 pe share on Oct. 1, 1896, in Consolidated Traction Co. preferred stock a

par. In June, 1896, 26,000 shares of Central Traction stock (out of 30,000) had been so exchanged.—V. 62, p. 1087.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock—par $50, see text			3%	30,000 shares $30 paid up	See text.
1st M. $ 75,000 cable line $500	6	1889	5 J-J	$375,000 Interest at Union Trust Co., Pittsburg.	July 1, 1929
Bonds of Central Passenger Ry. controlled.					
1st M. $250,000, $1,000	4	1894	6 A-O	125,000 Interest at Union Trust Co., trustee, Pittsburg.	Oct. 1, 1924

Dividends—Feb. 1, 1892, $2 50 in stock; in 1896, Feb., 2 p. c. in cash; in 1898, Nov., 1½ p. c. in cash; in 1899, May, 1½ p. c. in cash; Oct. 31 1½ p. c.

ROAD—8·5 miles of road, of which it controlled by ownership of capital stock, Central Passenger Ry., 3½ miles.—V. 62, p. 948, 1087.

(3) CITIZENS' TRACTION—A cable and trolley road.

ORGANIZATION—Incorporated July 6, 1887. On Sept. 1, 1887, purchased the entire capital stock ($200,000) of the Citizens' Passenger Ry., which it now holds.

LEASE—Leased from Nov. 1, 1895, to Fort Pitt Traction Co. (now Consol. Traction) for 950 years at 6 p. c. per annum on $3,000,000 capital stock. In addition the lessee agreed to pay a floating debt of $175,000, and at maturity a mortgage debt of $1,620,000.—V. 61, p. 661.

STOCKS & BONDS—	*Date.*	*Interest.*	*Outstanding*	*Maturity.*
Stock ($50) fully paid		6 M.-N.	$3,000,000 f.p.	See text.
1st mortgage ($1,000) Not subject to call.	1887	5 A.-O.	1,188,000 Trustee, Fidelity Title & Trust Co., Pittsburg.	Oct. 1, 1927
Purchase money mortgs			120,000	
Bonds of lines whose stocks are owned.				
Penn St. Pass. Ry. 1st M.	1892	5 J.-D.	$250,000	June 1, 1922
Transv'rse Pass Ry. 1st M.	1891	6 M.-N.	49,500	1901
No. Side Pass. Ry. 1st M.	1892	6 F.-A.	12,500	1902

Interest and dividends payable at N. Holmes & Sons, Pittsburg, Pa.

Dividends—In 1892, 6 p. c.; in 1893, 6 p. c.; in 1894, 6 p. c.; in 1895, 5 p. c. Under the lease dividends are 6 p. c.

ROAD.—Owned and operated 30·5 miles of track on 15 miles of street.—V. 60, p. 930; V. 61, p. 112, 516, 661.

(4) DUQUESNE TRACTION—A trolley road.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 4 per cent on the $3,000,000 stock, but dividends for a year and a-half to be withheld for payment of floating debt of $180,000. In May, 1896, stockholders were allowed to exchange their stock for receipts, redeemed Oct. 1, 1896, at $37 per share in 6 per cent preferred stock of Consolidated Traction Company at par. In June, 1896, 51,000 shares out of 60,000 had been so exchanged. See V. 62, p. 1087.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock ($50) fully paid		Text.	$3,000,000 Div. payable at Fidel. Title & Trust Co, Pitts'h	See text.
1st mortgage c.*	1890	5 J.-J.	1,500,000	July 1, 1930

Dividends were 5 per cent, J&J, but in 1893 and 1894 none paid; Feb., 1895, paid 2 p. c.; Aug., 2 p. c.; in 1896, Feb., none; in 1898, May 2, 1 p. c.; Nov. 14, 2 p. c.; in 1899, May 5, 2 p. c.; Oct. 31, 2 p. c.

ROAD—At time of lease in 1896 controlled 11 companies, with a capital aggregating $249,700 and having 33 3/16 miles of road.—V. 60, p. 930; V. 61, p. *153*, 794, 1154; V. 62, p. 948, 1087.

(5) FORT PITT TRACTION—See CONSOL. TRACTION CO.

(6) PITTSBURG TRACTION—A trolley road.

ORGANIZATION—Incorporated April 14, 1887.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 7 per cent on the $2,500,000 stock (see V. 61, p. 1154) but 1½ years' dividends to be used to pay floating debt of $250,000. In May, 1896, stockholders were offered receipts for their stock, which were redeemed at $70 per share on Oct. 1, 1896, in preferred stock of Consol. Traction Co. In June, 1896, 39,000 shares out of 50,000 had been so exchanged. See V. 62, p. 948. Pittsburg Traction owns the $250,000 capital stock of Bloomfield St. Ry. and gharantees the bonds.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstanding.*	*Last div., etc.*
Stock, $2,500,000 (par $50)		Text.	Text.	See text.
1st mort. 5s. c*	1887	5 A.-O.	$750,000	Oct 1, 1927
P.O. & E.L. b'ds. ass'd		6 p. c.	7,000	Feb. 1, 1901
Guaranteed bonds—				
Bloomfield St. Ry., 1st cur. c*	1893	5 F.-A.	250,000 Interest at Pittsburg Trust Co., trustee.	Aug. 1, 1923
Loans June 30, 1896			389,083	

Stock Issued 50,000 shares, on which $38 each has been paid.

DIVIDENDS—At company's office, Pittsburg. Dividends of 6 per cent have been paid; in 1895, 6 p. c.; in 1896, none—see above. In 1898, May 2, 2 p. c. was paid; Nov., 3½ p. c.; in 1899, May 5, 3½ p. c.; Oct. 31, 3½ p. c.

ROAD.—Owns 12·67 miles of track Bloomfield St. Ry. owns 3 miles.

DUQUESNE INCLINED PLANE.—

ROAD—Said to operate 1,586 feet of track. President, S. Severance.

McKEESPORT WILMERDING & DUQUESNE RAILWAY—

ORGANIZATION—A reorganization on March 3, 1898, of the McK. D. & Wilm. Ry. sold in foreclosure on Aug. 4, 1897, which included the Citizens' Street Railway of McKeesport, the McKeesport & Wilmerding and the White Electric Traction.—V. 65, p. 328. Stock, $350,000. Bonds, $350,000 30-year, gold, 6s, subject only to $35,000 White Traction 6s, due 1911.

ROAD—In July, 1899, had in operation 16 miles of track on 14 miles of street. In 1898-99, gross, $60,639; net, $8,950.—V. 64, p. 707; V. 65, p. 328; V 66, p. 900.

MONONGAHELA STREET RAILWAY.—

According to reports this property is to be included in the general merger of Pittsburg roads which was under way in Feb., 1900.

ORGANIZATION—On May 26, 1898, absorbed by consolidation the Schenley Park & Highland, Homestead & Highlands, Braddock & Homestead, and the Braddock & Duquesne (the latter then building). The old lines have been rebuilt and necessary new lines constructed to form a continuous double-track road from the boroughs of Braddock, Duquesne and Homestead, to and through the boulevard and park district of Pittsburg, and entering the business portion by a trackage agreement with the Consolidated Traction Co. All of the underlying bonded debt and stock of the companies merged has been retired. V. 67, p. 74. Bills payable July 1, 1899, $240,000.

Power to operate cars of this road and those of the Wilkinsburg & East Pittsburg (owned by the stockholders of the Monongahela Street Ry.) is to be supplied by the Monongahela Light & Power Co.—see V. 69, p. 80. In Feb., 1900, it was reported that the Wilkinsburg & East Pittsburg and the Wilmerding Street Ry. had been consolidated with the Monongahela Street Ry.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock, $1,000,000				$1,000,000	
1st mort., $1,000,000, gold	17	1898	5g. J-D Union Trust Co., Pittsburg, Trustee.	1,000,000	June 1, 1928

ROAD—Owns 25 miles of track, including branches; 90 lb. rails.

REPORT—Year ending June 30, 1899, gross, $124,866; net, $40,532; interest and taxes, $30,555; surplus, $9,977.

OFFICERS—President, W. L. Mellon; Vice-President, A. W. Mellon Treas., R. B. Mellon.—V. 67, p. 74.

PITTSBURG & BIRMINGHAM TRACTION—

A trolley road.

ORGANIZATION—Incorporated Aug. 15, 1889; Nov. 19, 1889, leased P. & B. Passenger Ry., including South Side Pass. Ry. Co. Has also leased and operated since Dec., 1891 Pittsburg Incline Plane Co. and Mt. Oliver Incline Plane Co.; operates also Birm. Knoxville & Allentown Traction Co. (See suit regarding interest paid on B. K. & A. bonds.—V. 62, p. 989.)

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock ($50)		Text.	$3,000,000	See text.
1st mort., gold, 5s ($1,000) c*	1889	5 g. M.-N. Trustee, Fidelity Trust, Etc., Co. of Philadelphia.	1,500,000	Nov. 1, 1929
Bonds, $12,000, paid yearly	1890	5 A-O	147,000	1900
Ross Street mort			30,000	
Guaranteed bonds—				
Pitts. & Ormsby	1891	5 A-O	10,000	1896-1901
Birm. Knox. & A. 1st M. gold, interest guar.	1891	6 g. M-S Trustee, Fidelity Ins. Tr. & S. Dep. Co., Phila.	500,000	Sept. 1, 1931
Brownsville Ave. St. Ry. 1st mort.	1896	5 F-A Int. at Dime Savings Bank, Pittsburg, Pa.	$300,000	Oct. 1, 1926

DIVIDENDS—For year 1892-93 paid 2 p. c.; in 1896, January, ½ p. c.; in 1897, (?); in 1898, Apr., 1 p. c., Oct., 1 p. c.; in 1899, Apr., 1 p. c.; Oct., 1½ p. c.

ROAD—Operates 28·80 miles of track, laid with 90-lb. rails, as follows. Main line, 15 miles; Brownsville Ave. Ry. (all its $300,000 stock owned), 7·33 miles; inclines, 2 miles.

ANNUAL REPORT—For the year ending June 30, 1899, carried 9,566,146 passengers, against 7,417,184 in 1897 and 7,549,306 in 1896:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross	$479,871	$436,202	Rentals, etc.	$35,693	$42,429
Exp. & taxes.	240,681	222,702	Bond interest	120,500	117,436
Net	$239,190	$213,500	Bal., sur. for y'ar.	$82,997	$53,635

GENERAL BALANCE SHEET JUNE 30, 1899.

Assets.		*Liabilities.*	
Cost of road	$1,372,288	Stock	$3,000,000
Cost of equipment	266,600	Bonds and mortgages	1,500,000
Property & franchises	$2,898,030	Guaranteed bonds	810,000
Stock of oth. compan's	1,003,550	Debenture bonds	147,000
Horses	11,955	Accounts payable	44,238
Accounts receivable	129,752	Interest, etc., accrued	36,572
Cash	25,246	Bills payable	23,389
		Profit and loss, surplus	146,222
Total	$5,707,421	Total	$5,707,421

OFFICERS—President, Harry Moore; Vice-President, A. C. Wettengel; Secretary and Treas., W. H. Rogers.—V. 67, p. **317**; V. 69, p. **332**, 334.

Lines Leased to Pittsburg & Birmingham Traction.

MT. OLIVER INCLINE RY.—Owned, leased and operated by Pittsb. & Birm. Traction Co. Stock, $100,000. Bonds, first mortgage 6s, M. & N., due Nov. 1, 1901, $44,500

PITTSBURG INCLINE PLANE—Leased for 999 years to Pittsburg & Birmingham Traction Co., at rental equal to interest on bonds and 10 p. c. on $150,000 stock, free of tax, but dividends have been 9 p. c. yearly, balance being carried to surplus.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, par $100, full paid		Q-F	$150,000	See text.
1st M., $1,000 each c*	1889	6 J-J	150,000	July 1, 1929
2nd mortgage Subject to call on any June 1 after 1894. Int. at Fidelity Ins., etc., Co., Phila., trustee.	1890	6 J-J	100,000	June 1, 1910

ROAD—Road extends from Forty Hill, Pittsburg on Bradford Street to Washington Avenue, on top of hill.

PITTSBURG & CASTLE SHANNON RR.—

In Jan., 1900, Robert McA. Lloyd of New York City was seeking options on the stock of this company.

ORGANIZATION—Chartered Sept. 21, 1871. Besides operating the railroad this company transports and sells coal from its own mines.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock				$481,400	
1st M., $500 and $1,000		1888	6 F-A	200,000	Aug. 1, 1908
Purchase-money mort		1891	None	16,149	1899 & 1901
Curr'nt liab., J'ne 30, '98				81,641	

ROAD—Operates road of 40-inch gauge from Pittsburg to Arlington, Pa., 6½ miles, incl. two inclines of 1,375 and 2,112 feet respectively.

ANNUAL REPORT—In 1897-8, gross, $58,932; net, $12,302; charges, $17,120.

OFFICERS—President, James M Bailey; Vice-Pres., Thos. A. Noble; Sec. and Treas., E. J. Reamer.

PITTSBURG & WEST END PASSENGER RAILWAY—SEE WEST END TRACTION.

ST. CLAIR INCLINE PLANE—A cable road.

ORGANIZATION—Chartered Sept. 9, 1885. Road completed in 1889. Stock, $150,000 f. p.; 1st mortgage, $1,000 each; 6s, M-N, $75,000,

due Nov. 7, 1909. Interest at Thomas Mellon & Sons' Bank. Dividends —In January, 1893, 2½ per cent. Road is four-tenths of a mile long For year ending June 30, 1896, gross, $15,687; net, $7,671; int. and taxes, $5,784; "other expenses," $2,250; bal., deficit for year, $363. In 1894-95, gross $13,749; net, $3,266. Pres. and Supt., W. S. Hughes.

SUBURBAN RAPID TRANSIT. ST. RY.—

A trolley road.

ROAD—Operates 9 miles of track on 9 miles of street. Capital stock, $200,000. Funded debt, $200,000. Current liabilities June 30, 1899, $33,500. Year ending June 30, 1899, gross, $45,071; net, $12,046; interest and taxes, $13,286.

WEST END TRACTION—A trolley road.

ORGANIZATION—A consolidation Jan. 1, 189<, of the Pitts. & West End Passenger Ry., Pittsburg Crafton & Mansfield, Pittsburg Neville I. & Coraopolis and other companies.

STOCK & BONDS—	Mls.	Date.	Int.	Outstanding.	Last Div., etc.
Com. stk, $2,500,000	....	....	.....	$2,500,000	.....
Pf. stk., $2,500,000	....	....	.....	2,500,000	In 1898-9, 5%
Con. M $1,500,000	....	1898	5 J-J	600,000	Jan. 1, 1938
	Trustee, Union Trust Co. of Pittsburg.				
Underly'g l ans—					
Pitts. Crafton & Mansfield 1st M.	17	1894	5 J-J	250,000	July 1, 1924
	Int. at Pittsburg Tr. Co., Trustee, Pittsburg, Pa.				
Pitts & W. E. 1st M.	16	1892	5 J-J	500,000	July 1, 1922

BONDS—Of the portion of the 5s of 1898 still unissued, $750,000 are to be used to retire underlying bonds and $150,000 for other purposes.

ROAD—Operates 45·44 miles of track.

ANNUAL REPORT—For the year ending June 30, 1899, gross, $394,661; net, $217,337; interest and taxes, $72,946; dividends, $125,000; surplus, $19,391. In 1898, gross, $367,159; net after taxes, $186,706.

DIRECTORS—President, J. C. Reilly; Sec., Wm. V. Callery.—V. 61, p. 612; V. 66, p. 860; V. 69, p. 542.

PITTSFIELD, MASS.

POPULATION IN 1895 WAS 20,461; IN 1890 WAS 17,281; IN 1880 WAS 13,364; AND IN 1870 WAS 11,112.

PITTSFIELD ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Stock Oct. 1, 1899, $80,000; bonds, $55,000; other debts, none. Bonds are gold 5s (J-J), $30,000, maturing Jan. 1, 1904, and $15,000 July 1, 1906; interest at Third National Bank, Pittsfield, Mass. Owns 10·097 miles of track In 1898, stock was increased to $80,000 to build an extension of about 2 miles to Tillotsons. For year ending Oct. 1, 1899, gross earnings, $73,076; net, $18,945; interest, &c., $5,922; dividends, 6 p. c., $4,800; balance, surplus, $8,223. Pres., Jos. Tucker; Sec., J. M. Stevenson.

PLAINFIELD, N. J.

POPULATION 1890 WAS 11,267; IN 1880 WAS 8,125; AND IN 1870 WAS 5,095.

PLAINFIELD STREET RY—A trolley road.

ORGANIZATION—This company operated 9 miles of track. Extensions under way and projected. Jan. 1, 1899, it had capital stock issued, $100,000; do. paid in, $90,263; funded debt, $100,000; total cost of road and equipment, $192,764. In 1898 the Westfield & Elizabeth St. Ry. was incorporated to build an extension of 12½ miles double track from Plainfield to Elizabeth. In year 1898 income from passengers was $53,805; other income, $169; net earnings, $11,846.

OFFICERS—President, T. A. Nevins; Vice-President, T. J. Fritts; Secretary and Treasurer, Adrian Riker.

WESTFIELD & ELIZABETH.—A trolley road.

ORGANIZATION.—In 1898 was incorporated to build 12½ miles of double track from Plainfield to Elizabeth. In November, 1899, obtained a 75-year franchise from the city of Elizabeth to operate a double-track line connecting with the West Jersey & Elmora branch of the North Jersey Traction Company. On Dec. 1, 1899, line was put in operation between Plainfield and Cranford; has secured control of the Rahway Electric Co., which operates the Rahway Electric Street Ry. and the Woodbridge & Sewaren Electric Street Ry. Jan. 1, 1899, stock issued was $33,000. In Dec., 1899, made a temporary mortgage for $2?0,000 to the Fidelity Trust Co of Newark. The company agrees to give the city of Elizabeth 2½% of gross receipts for the first five years and 5% annually thereafter. Pres., Chandler W. Riker. —V. 69, p. 1302.

PLATTSBURG, N. Y.

POPULATION 1898 WAS 10,000; IN 1890 WAS 9,500; IN 1880 WAS 8,283; AND IN 1?70 WAS 8,414.

PLATTSBURG TRACTION CO.—A trolley road.

ORGANIZATION, ETC.—Chartered in 1896. Capital stock, $100,000 (par $100). First mortgage 6 p. c. gold bonds of 1896, due 1926; int. J-J., at Continental Trust Co., Trustee; authorized $100,000, issued $80,000 to June 30, 1899. For year ending June 30, 1899, gross, $17,184; net, $6,691. In 1897, gross, $18,439; net, $6,846.

Road—Owns 6½ miles of track; rail, 50 lbs. Prest., E. N. Sanderson.

PLYMOUTH, MASS.

POPULATION IN 1895 WAS 7,957; IN 1890 WAS 7,314; IN 1880 WAS 7,093, AND IN 1870 WAS 6,238.

PLYMOUTH & KINGSTON STREET RY.—

ORGANIZATION—In 1894 stock was mostly held in trust for the New England Street Railway Co., which see under New Haven, Conn.

In 1899 this stock was sold to the parties identified with the proposed Plymouth & Brockton. The latter will build a road from the terminus of the Plymouth & Kingston, at Kingston, to Brockton via Whitman.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock $100,000 ($100)	.....	See below.	$100,000 f. p.	'98 9, 1½%
1st mortgage	1890	5 J-J	35,000	Jan. 1, 1910
	Int. is payable at Internat'l Tr. Co., Boston.			
Real estate mortgages.	.....	5½ p. c.	7,000	On demand.
Unf'd debt Sept. 30, '98.	.....	.....	20,000	.....

Dividends of 7 per cent per annum were paid in year 1892-93; in 1893-94, 6 p. c.; in 1894-95, 9 p. c.; in 1895-96, 6 p. c.; in 1896-97, 6 p. c.; in 1897-98, 6 p. c.; in 1898-9, 1½ p. c.

ROAD—Operates 8·75 miles of trolley track, extending from Plymouth to Kingston; sidings, etc., ·43.

EARNINGS—For years ending Sept. 30 earnings have been:

	1898.	1897.		1898.	1897.
Gross earnings	$34,107	$33,840	Dividends paid	$6,000	$6,000
Net	13,000	11,668	Balance for year	928	402
Other income			Total sur. Sept. 30	3,521	2,593
Int., taxes, etc.	5,172	5,266			

OFFICERS—President, C. H. French; Treasurer, O. E. Chapman; Supt., Benj. F. Sherburne.

PORT HURON, MICH.

POPULATION 1890 WAS 13,543; IN 1880 WAS 8,883; AND IN 1870 WAS 5,973.

CITY ELECTRIC RAILWAY.—A trolley road.

Will be consolidated in the spring of 1900 with the Rapid Railway of Detroit, which see.

ORGANIZATION—Chartered in 1892 and franchise runs till March 1, 1929. Population in 1894 by State census, 18,140.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock $100,000 ($100)	....	.....	.....	$100,000	.....
1st mort., $200,000 gold, $1,000	10½	1893	6 g. M-S	155,000	Mar. 1, 1913
	Subject to call at 105 after Mar. 1, 1903				
	Int. at Hanover National Bank, N. Y. City.				

Bonds—The mortgage trustee is the Union Trust Company of Detroit. In January, 1900, $45,000 of the bonds were still reserved for additions and extensions at not exceeding 60 per cent of actual cost.

ROAD—Operates 10½ miles of track on 9½ miles of road.

ANNUAL REPORT—For fiscal year ending December 31 earnings were:

	1899.	1898.		1899.	1898.
Gross earnings	$65,372	$55,225	Taxes	$615	$891
Net earnings	28,191	17,226	Insurance	1,610	2,333

Taxes and insurance are charged in operating expenses.

OFFICERS—President, A. Dixon; Secretary, F. J. Dixon; Treasurer, W. L. Jenks; Superintendent, H. A. Dixon.

PORTLAND, ME.

POPULATION 1890 WAS 36,425; IN 1880 WAS 33,810; AND IN 1870 WAS 31,413.

PORTLAND RAILROAD.—

ORGANIZATION—Chartered March 19, 1863, under laws of Maine. At a meeting Jan. 21, 1895, the stockholders voted to equip the entire road with trolley and to issue part of the authorized issue of first mortgage bonds to meet this expense.

In 1899 purchased the Portland & Cape Elizabeth, which see.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'ng.	Maturity.
Stk. auth. $1,000,000, $100	....		6 F.-A.	$999,318	See text.
1st mortgage, $500,000 g	16½	1893	4½ g. M-N	500,000	May 1, 1913

Loans and bills payable June 30, 1899, $102,000.

The bonds cover all the property, equipment and franchises.

Dividends—In year 1892-93, 4 per cent; in 1894, Aug., 3 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; in 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, 6 p. c.

ROAD—Owns 27·14 miles road and 34·89 miles of track in Portland, Deering and Westbrook.

ANNUAL REPORT—For the years ending June 30 as below:

	1899.	1898.		1899.	1898.
Gross earns.	$335,865	$302,126	Taxes	$7,476	$6,454
Net earnings.	121,144	94,569	Dividends	29,709	29,658
Interest	29,912	25,065	Surplus for year	54,047	33,392
			Total surplus	79,110	54,398

OFFICERS—President, Wm. R. Wood; Secretary, Treasurer and Purchasing Agent, E. A. Newman. Office, Portland, Me. V. 68, p. 381.

(1) PORTLAND & CAPE ELIZABETH RY.—In 1899 was purchased by Portland RR.

ORGANIZATION—This company and the Cape Elizabeth Street Ry. while distinct corporations, are operated as and are practically one. They were organized in 1894-95. Line runs from Monument Square in Portland over the Portland Bridge into South Portland, with terminals at Simonton Cove and Rigby Park. Company owns large pleasure resort property at Simonton Cove and Cape Cottage Park Proposes to extend its road to Saco.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	....	.....	$450,000	1897-8, 1%
1st M. $400,000 g. ($1,000)	1895	5 g. M-N	400,000	Nov. 1, 1915

Interest at American Loan & Trust Co., Boston, trustee.

Current liabilities June 30, 1899, $20,093.

ROAD—11·52 miles of trolley road with 15·51 miles of track. In 1898 built about a mile of track to Cape Cottage Park.

EARNINGS—8 mos. to Mar. 1, 1899, gross, $50,166; net, $12,248; int., $9,735; taxes, $1,129; sur. for 8 mos., $1,384. Total surplus $2,968. Year ending June 30, 1898, gross, $55,948; net, $18,787; interest and taxes, $18,408; dividends (1 p. c.), $4,500; balance, deficit for year, $4,121.—V. 68, p 381.

PORTLAND & YARMOUTH ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Owns road from Portland, Me., to Yarmouth, via Deering, Falmouth and Cumberland. Road, 13 miles, operated since August, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $ 00)	.....	....	$110,500	.....
1st mort., $215 000, gold, not subject to call	1897	5 g. J-J	$215,000	July 1, 1917
	Int. at Mass. Loan & Trust Co., trustee.			

OFFICERS—Secretary, W. G. Wheildon.

PORTLAND, ORE.

POPULATION 1890 WAS 46,385; IN 1880 WAS 17,577.

CITY & SUBURBAN RY.—Trolley and steam road.

ORGANIZATION—Incorporated in 1891 as successor to the Willamette Bridge Ry. and Trans-continental Street Ry. In April, 1899, acquired all the stock of the Portland & Fairview at 20 cents on the dollar.

STOCK & BONDS—	Date.	Interest.	Outstandg.	Maturity.
St'k, auth. $1,000,000 ($100).	.....	.....	$753,300	.....
Willamette Bridge Ry., 1st mortgage, $100 each	1889	6 M-S	100,000	Sept. 1, 1919
	Interest at Am. Loan & Trust, Boston.			
Wav. & Wood. El. Ry., 1st M., gold, subject to call at 104.	1891	6g. A-O	110,000	Apr. 1, 1921
City & Sub. consol. M., not subj. to call, $100 each, g..	1891	6g. M-S	740,000	Sept. 1, 1916
	Int'st at Sec. Sav'g & Tr. Co., Portland.			

Bonds.—City & Suburban consolidated mortgage is for $1,000,000, of which $210,000 is reserved for the prior liens and (February, 1897,) $50,000 for other purposes. Mortgage trustee is the Security Savings & Trust Co., Portland.

ROAD.—Operates 58 miles of track, including thirteen different lines, of which eleven start from the corner of Third and Yamhill streets. Runs to Mt. Tabor and St. Johns. About 8 miles are operated by steam and 50 miles by trolley. Rails 30 and 40 lb. T and girder; 37 electric cars and 2 passenger coaches hauled by steam motors. Operates also, under lease, Metropolitan Ry., 7 m.

OFFICERS.—President, T. Woodward; Sec. and Treas., C. F. Swigert General Manager, H. C. Campbell.

INDEX—V. 62, p. 86.

CITY & WEST PORTLAND PARK MOTOR.

ORGANIZATION—Chartered April 4, 1889. Franchise is perpetual except that for trolley, which runs till 1912.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $100,000	.....	.....	$100,000	.....
1st M., $100,000, gold, $100 and $1,000	1891	6 J-J	100,000	July 1, 1911
	Not subject to call.			

Interest at Illinois Trust & Savings Bank, trustee, Chicago, Ill.

ROAD—Owns 7 miles of track in Portland, extending to suburbs of West Portland Park. Trolley, 1 m.; steam, 6 m. Rails 35 and 50-lb. T. Extensions of 12 miles and electrical equipment of present lines proposed in 1901.

OFFICERS—President, E. T. Johnson; Vice-President, Treasurer, Gen. Manager and Purchasing Agent, T. A. Wood; Secretary, W. Hosea Wood.

CONSOLIDATED STREET RAILWAY.—SEE PORTLAND RAILWAY.

EAST SIDE RAILWAY—A trolley and steam road.

ORGANIZATION—Chartered in July, 1892. The company went into receiver's hands Dec. 8, 1893, before the first coupon on its bonds matured. In July, 1899, decree of sale was signed, but matter taken o Court of Appeals, where argument will be heard in Feb., 1900.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $250,000	....	....	....	$250,000	.....
1st mortgage $300,000 gold	....	1893	6 g. M-S	300,000	Mar. 1, 1923
	Trustee Secu. Sav. & Tr. Co., Portland, O.				

There is also a second mortgage and receiver's certificate, all the latter and all the first and second mortgage bonds being owned, in Nov., 1899, by Morris & Whitehead, bankers, of Portland, Oregon.

ROAD—Operates 23 miles of road on the east side of the river, including the line to Oregon City (falls of Willamette River), 15 miles, which was completed March 1, 1893, and to Gladstone and Gladstone Park. The total cost of the system is said to have been $525,000.

EQUIPMENT—Electric motor cars, 19; trailers, 4; steam motors, 3.

OFFICERS—Receiver, C. H. Prescott, appointed in July, 1898, in place of Joseph Simon.—V. 69, p. 283.

PORTLAND RAILWAY—An electric road.

ORGANIZATION—A reorganization in 1896 of the Consolidated Street Ry., sold in foreclosure Jan. 8, 1896. The Metropolitan Ry. was not included in the reorganization—see V. 62, p. 86.

STOCK & BONDS.—	Date.	Interest.	Outstanding.	Last Div., etc
Stock, com., $700,000	.....	.....	$700,000	.....
Pref., 5 p.c., $100,000	.....	5 J-J	100,000	.....
Mult'mah St. Ry. 1st M. g.	1890	6g. J-D	148,000	June 1, 1910
Port. & Vancouver Ry.	1889	6	100,000	.....
Port. Ry. 1st con. M., g. c* subj. to call Jan. 1, 1906	1896	5g. J-J	55,000	Jan. 1, 1916
	Interest at Mercantile Trust, N. Y., trustee.			

Portland Railway first consol. mortgage is for $2,500,000 ($250, $500 and $1,000) of which bonds for $248,000 are reserved to take up at maturity the Multnomah and the Port. & Vancouver bonds, $497,000 issued in reorganization, $55,000 for betterment, balance authorized as required at $20,000 per mile for new road. Consols have a sinking fund of 5 p. c. per annum after 1905, and are redeemable at par on and after Jan. 1, 1906. The mileage covered by present mortgage debt is 25 miles. The Portland Ry. is not responsible for interest on the Metropolitan Ry. 1st mortgage 6s, of which $145,000 are outstanding but were not included in the reorganization.

ROAD—Owns 25 miles of track.

EARNINGS—Fiscal year ends December 31. Earnings include Metropolitan Ry., which for 1895 showed a deficit under operating expenses.

	1895.	1894.	1893.
Gross earnings	$167,822	$170,977	$248,432
Net earnings	38,800	41,688	85,053

OFFICERS—President, O. F. Paxton; Vice-President, J. V. Beach; Secretary and Treasurer, J. F. Batchelder.

PORTLAND TRACTION—A trolley and cable road.

ORGANIZATION—Successor in 1894 of Portland Cable Co. Owns 7½ miles of track, of which 5 miles operated with trolley and 2½ miles with cable. Stock, $400,000; President, S. P. Smith, San Francisco.

PORTSMOUTH, VA.

POPULATION 1890 WAS 13,268; IN 1880 WAS 11,390.

PORTSMOUTH STREET RAILWAY—Trolley.

—V. 62, p. 86.

ORGANIZATION—Chartered in 1887. Municipal franchises expire in Dec., 1918.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock authorized $200,000	.....	.....	$50,000	.....
1st mortgage $500,000	.....	5 g. J-J	500,000	Jan., 1926
	Mercantile Trust Co., N. Y., trustee.			
2d M. for $100,000	1897	.....	(?)	.....

In August, 1897, a second mortgage for $100,000 was reported to have been made to the United Security Life Ins. & Tr. Co. of Pennsylvania, as trustee.

ROAD—Owns 11 miles of track. Rails 30 to 57 lb. Extension reported proposed in Jan., 1899. President and Gen. Manager, H. G. Williams.—V. 62, p. 86, 234.

POTTSVILLE, PA.

POPULATION 1890 WAS 14,117; IN 1880 WAS 13,253 AND IN 1870 WAS 12,384.

SCHUYLKILL ELECTRIC RY.—A trolley road.

In May, 1899, the Pottsville Union Traction was incorporated at Harrisburg for the purpose of consolidating the various lines in Pottsville. In Aug., 1899, it acquired the various properties by deed, but no details of capitalization available yet.

ORGANIZATION—Chartered Oct. 5, 1889. The Schuylkill Electric leased for 99 years the Pottsville & Reading Ry. (9 miles track), guaranteeing the interest on the $100,000 of bonds of that road. Estimated will give service to a population of 50,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $50, full paid	.....	.....	.....	$650,000	.....
1st M., $500,000 gold. $500 and $1,000. c*	.....	1895	6 g. M-N	500,000	Feb. 1, 1925
	Int. at Real Estate Trust Co., Phila., trustee.				

Interest due and accrued to July 1, 1899, $66,000.

ROAD—Total length of all track operated, 34·20 miles.

EARNINGS—Year ending June 30, 1899, gross, $127,110; net, $61,963; int., taxes, rentals and other expenses, $41,976; balance, sur., $19,987; in 1898, gross, $109,638; net, $41,824; int., taxes and rentals, $58,597; bal., deficit, $16,773.

OFFICERS—President, C. P. King; Secretary, W. C. Pollock, Jr., 1340 Chestnut St., Philadelphia.—V. 69, p. 441.

(1) POTTSVILLE & READING RAILWAY.—A trolley road.

ORGANIZATION—In 1894 leased for 99 years to the Schuylkill Electric Ry. Co. for interest on bonds. Its securities, etc., are as follows:

Stock, $50 ..... $70,000	Main line ..... 8 miles.
1st M., 6 p. c., gold ..... c* 100,000	Sidings ..... 1 "
Dated 1895, F-A, Due 1925.	Total track ..... 9 "
Trustee, Real Estate Tr. Co., Phila.	Rails ..... 78 and 60 lb.

(2) TAMAQUA & POTTSVILLE ELECTRIC RY.—A trolley road.

ORGANIZATION — Leased to Schuylkill Electric for 30 years from Jan. 15, 1896. Total track, 3·13 miles.	Stock ($50) $60,000
	1st mort., 6 p. c. ..... c* 60,000
	Dated 1895, J-J, due 1925.

Mortgage Trustee, Columbia Ave. Savings Fund, Philadelphia.

(3) SCHUYLKILL HAVEN & ORWIGSBURG STREET RY.

ORGANIZATION—5·6 miles of track. Leased to Schuylkill Electric Ry. for 999 years from July 28, 1898.

POUGHKEEPSIE, N. Y.

POPULATION IN 1890 WAS 22,206; IN 1880 WAS 20,207; AND IN 1870 WAS 20,080.

POUGHKEEPSIE CITY & WAPPINGERS FALLS ELECTRIC RAILWAY—A trolley road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
St'k, $750,000, par $100	.....	.....	.....	$750,000 f.p.	.....
1st M. gold $1,000 s. f. no option ..... c*.	20	1894	5 g. J-J	358,000	July 1, 1924
	Trustee, Cent. Trust Co., N. Y. Int. in N. Y. City.				

Bonds—The bonds are limited to $25,000 per mile of completed trolley road, $10,000 of this being issuable when track is laid and remaining $15,000 when equipped with trolley. No bonds can be issued in excess of $500,000 "until the stockholders of this company shall consent to such excess in the manner provided by the laws of the State of New York." Sinking fund, beginning Jan. 1, 1897, equal to 1 per cent of the "bonds issued hereunder"; bonds purchased at not exceeding 110.

ROAD—Owns 15·10 miles of road; second track, 1·14 m.; sidings, ·59 m.; total, 16·83 miles of track.

EARNINGS—Year ending June 30, 1898, gross, $84,998; net, $35,458; interest and taxes, $22,840; dividends, 2 per cent, $15,000; balance, deficit for year, $2,382; 1897, gross, $85,300; net, $33,667; interest, $18,100; dividends, $15,000; balance, surplus, for year, $567.

OFFICERS—President, J. W. Hinkley, 489-493 Main St., Poughkeepsie, N. Y.; Secretary and Treasurer, Silas Hinckley, Poughkeepsie.

PROVIDENCE, R. I.

POPULATION 1890 WAS 132,043; IN 1880 WAS 104,856 AND IN 1870 WAS 68,904.

PROVIDENCE-PAWTUCKET-PAWTUXET VALLEY, R. I.—UNITED TRACTION & ELECTRIC.

ORGANIZATION—Controls by ownership of stock and bonds the entire street railway system of the city of Providence and of the towns of North Providence, East Providence, Cranston and Johnston, and all the street railways of the cities of Pawtucket, Central Falls (except the Inter-State Consolidated) and towns of Lincoln and Cumberland, serving, it is said, a population of about 250,000. In addition to the above the United Traction & Electric Co. controls by ownership of stock and bonds the street railway system in the Pawtuxet Valley located in the towns of Warwick, Coventry, Cranston and Scituate, serving at present a population of nearly 20,000, and also an electric-light plant serving to a considerable extent the same population. The securities by which this ownership is held are deposited to secure the bonds below described. The United Traction & Electric Co. was chartered in New Jersey to build and equip railroads, sell bonds, mortgages, etc.

The entire capital stock of the new R. I. Suburban Ry. ($5,000,000) is held. See statement of that company below.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Div., Mat., Etc.
Stock	.....	Q-J	$8,000,000	Jan. 1, '00, 1%
United Tr. & Elec. Co., Prov. & Paw. issue 1st (coll.) M. $1,000, g	1893	5 g. M. - S.	8,247,000	Mar. 1, 1933

Interest payable at Central Tr., N. Y., Trustee.

Dividends—In July, 1897, the first dividend was paid, being ½ p. c.; Oct., ½ p. c.; in 1898, 4 dividends of ¾ p. c. were paid; in 1899, 1 of ¾ p. c. and 3 of 1 p. c.; in 1900, Jan., 1 p. c.

Bonds—Total issue limited to $8,000,000, with provisions for increasing the issue by not over $1,000,000 for actual cost of new track (including equipment) within 18 miles of the City Hall of Providence, R. I., and additional to 104 miles of track, but at a rate not exceeding $12,000 per mile of such new track. Under this provision $247,000 of bonds were issued in 1895 against new mileage. The bonds are secured by mortgage on all the mortgage bonds and all the stock of the Union Ry. Co. of Providence and all the stock of the Pawtucket Street Ry. Co.

The Providence Cable Tramway Co. is leased to the Union Railway Co. for 50 years for 6 per cent on its capital stock, all but two shares of which is owned by the Union Railway Co.

ROAD.—In July, 1899, there were completed and in operation 146·9 miles, which include 11·1 miles of Pawtuxet Val. El. St. Ry.

SECURITIES PLEDGED.—The securities pledged include all of the $8,700,000 capital stock of the *Union RR.* of Providence, all of the $500,000 capital stock of the *Pawtucket Street Ry.* (no bonds) and all of the $3,000,000 first mortgage bonds of the *Union RR.* of Providence. The Union RR. owns $299,800 of the $300,000 capital stock of the *Providence Cable Tramway Co.* (no bonds).

TREASURY SECURITIES—The United Traction & Electric Co. has in its treasury $361,800 of the $400,000 capital stock and $150,800 of the $198,000 first mortgage bonds of the Pawtuxet Valley Electric Ry.

All the above-described roads of the United Traction & Electric Co., including the Providence Cable Tramway, are now operated by electricity, and since completion of the electrical equipment in April, 1894, the large increase in the earnings anticipated has been fully realized.

LATEST EARNINGS—12 months ending December 31, 1899, gross, $2,018,647; in 1898, $1,773,910.

YEARLY EARNINGS—Fiscal year ends June 30. Earnings have been:

Years end. June 30—	Gross.	Net.	Charges.	Bal., sur.
1898-99	$1,874,515	$780,898	.....	.....
1897-98	1,742,294	760,598	.....	.....
1896-97	1,702,342	660,395	$412,350	$248,045
1895-96	1,720,784	659,425	412,350	247,075

Net is the result after deducting taxes, repairs, damages, etc.

OFFICERS—President, Nelson W. Aldrich; Vice-President, Marsden J. Perry; Treasurer, Cornelius S. Sweetland of Providence,—V. 65, p. 464; V. 68, p. 525, 1027; V. 70, p. 176, 177.

(1) R. I. SUBURBAN RY.—A trolley road.

ORGANIZATION—Incorporated in 1899 to construct, maintain and operate railways (other than steam) in the counties of Kent, Washington, Bristol and Providence. The corporation was formed to obtain the rights of the United Traction & Electric Co. in the Warwick & Oakland Beach branch of the N. Y. N. H. & Hartford Ry., which has been converted into an electric road. Has also acquired the Pawtuxet Valley El. St. Ry. of 11 miles and the Cumberland St. Ry.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $5,000,000	.....	.....	$5,000,000	.....
1st. m. g. ($1,000) "guar. P. & I., $5,000,000	1900	4 g.	(1)	Jan. 1, 1950

Union Trust Co., Providence, Trustee.

The United Traction & Electric Co. owns the entire capital stock, and guarantees the bonds, principal and interest. The amount of bonds to be issued had not been determined upon up to Feb. 1, 1900.

ROAD—Owns and operates about 29 miles of track; by Jan. 1, 1901, it is expected this will be increased to 50; also contemplates owning its own power house.

OFFICERS—Pres., Hon. Nelson W. Aldrich; Vice-Pres., Marsden J. Perry; Sec., H. V. A. Joslin; Treas., Cyril A. Babcock, all of Providence. Main office, Providence, R. I.—V. 70, p. 176.

PUEBLO, COL.

POPULATION IN 1890 WAS 24,558; IN 1880 WAS 3,217, AND IN 1870 WAS 666.

PUEBLO TRACTION & ELECTRIC—A trolley road.

ORGANIZATION—This company is a consolidation in 1899 of the Pueblo Electric Street Railway Co. and the Pueblo Light & Power Co.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $500,000 (par $100)	.....	.....	$500,000	.....
First mortgage, $750,000, gold ($1,000 each)	1899	5 g. J-D	566,000	June 1, 1919

Int. at Am. L. & Tr. Co., Boston, trustee.

ROAD—Owns 21 miles of track, all in city of Pueblo. Rails 35-lb. T.

OFFICERS—President, M. D. Thatcher; Vice-Pres. and Treas., Andrew McClelland; Secretary, John O. Albert; General Manager, John F. Vail.—V. 67, p. 530, 902; V. 68, p. 475, 1183.

QUINCY, ILL.

POPULATION 1890 WAS 31,494; IN 1880 WAS 27,268 AND IN 1870 WAS 24,052.

QUINCY HORSE RY. & CARRYING CO.—In March, 1899, Judge Allen in the United States District Court for the Southern District of Illinois decided that this company, under its act of incorporation, has an exclusive right to operate a street railway in Quincy for fifty years from Feb. 11, 1865, and he enjoined the J. C. Hubinger Company from constructing a road under an ordinance granted by the City Council.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100	.....	.....	$600,000	.....
1st mortgage, $500 each	1890	5 A-O	140,000	Oct. 1, 1910

Trust's, E. J. Parker, J. F. Carrott, Quincy, Ill.

1st consol. M. $550,000, gold...c*	1898	5g. A-O	$310,000	Oct. 1, 1918

Int. at Portland Trust Co., Portland, Me., Trus.

Interest on first mortgage payable at Quincy (Ill.) Trust Co.

Of the 5s of 1898, $140,000 will be used to retire the 1st 5s and $100,000 retained by trustee for future extensions and improvements.

EARNINGS—For 1899, gross, $91,920. In 1898, gross, $81,363.

ROAD—Operates 15 miles of track.—V. 67, p. 372, 737.

OFFICERS—President, Geo. F. Duncan, Portland, Me.; Sec., W. B. McKinley, Quincy, Ill.; Treas., Henry P. Cox; Supt., H. E. Chubbock

RACINE, WIS.

POPULATION 1890 WAS 21,014; IN 1880 WAS 16,031; AND IN 1870 WAS 9,880.

BELLE CITY ELECTRIC CO.—A trolley road.

This property was in 1899 acquired by the Milwaukee Electric Railway & Light Co., which see.—V. 68, p. 619.

READING, PA.

POPULATION 1890 WAS 58,661 IN 1880 WAS 43,278; AND IN 1870 WAS 33,930.

UNITED TRACTION—See "United Power & Transportation Co." under Philadelphia.

RICHMOND, VA.

POPULATION 1890 WAS 81,338; IN 1880 WAS 63,600 AND IN 1870 WAS 51,038.

RICHMOND RAILWAY & ELECTRIC CO.—Operates an electric railroad and electric lighting plant.

In Dec., 1899, new franchises were granted (see terms in V. 69, p. 1346), but up to Feb. 15, 1900, no transfer of the property to the new company had been made, and the old company was still in possession as below. The name of the new company is to be Richmond Passenger Ry. & Power.

ORGANIZATION—Organized in 1890 by consolidation of three street railway and three electric-lighting companies. The company occupies principal streets of Richmond and Manchester, thus furnishing street railway facilities to over 100,000 people. The company supplies the entire electric lighting for the two cities, having exclusive contracts with both municipalities.

The Richmond & Manchester Railway is operated under lease for 99 years from 1893, 5 p. c. interest being guaranteed on its $400,000 bonds.

STOCK & BONDS.—	Date.	Interest.	Outstanding.	Maturity.
Capital stock ($100)	.....	.....	$2,000,000 f.p.	.....
1st mortg., $2,000,000 $1,000, gold	1890	5 g. J.-J.	2,000,000	July, 1920

Int. at Trustee, Atlantic Trust Co., N. Y. City.

Rich. & Manch. ($1,000 each) gua., p. & l., end.	1893	5 J.-J.	400,000	July 1, 1923

Int. at Trustee, Atlantic Trust Co., N. Y. City.

The Rich. Ry. & Elec. mortgage, it is stated, covers in addition to the electric-lighting plant about 44 miles of track, the remaining 36 miles of the system being controlled in the company's interest.

EARNINGS—For year ending Dec. 31:

	1899.	1898.	1897.
Gross earnings	$499,243	$477,541	$475,851
Net from operation	223,009	201,854	166,811
Insurance and taxes	14,695	13,538	13,280
Net income	208,314	188,316	153,531

EQUIPMENT—The equipment includes 112 cars.

OFFICERS—President, Dr. John P. Munn; Vice-President and Treasurer, G. E. Fisher; Secretary, F. J. Craigie, Richmond, Va.; Asst. Secretary, Donald B. Toucey, New York City. New York office, 37 and 39 Wall St. —V. 66, p. 1238; V. 69, p. 334, 591, 646, 1346; V. 70, p. 231, 281.

RICHMOND TRACTION CO.—An electric road.

ORGANIZATION—Incorporated Aug., 1895. First division of road opened for business June 20, '96. Operation of entire system commenced Apr. 10, 1897. This company operates a double-track electric line the full length of Broad Street, one of the principal thoroughfares of the city of Richmond; also several branches radiating into different thickly populated sections of the city.

The tracks of the company within the city are laid with 95-lb. steel girder rails on white oak cross-ties and for a considerable portion of the distance embedded in concrete, and along streets paved with granite blocks. The lines in the suburbs are laid with 60-lb. steel T rails. Company owns its power house, brick and steel car house, etc. Population of Richmond and suburbs, including Manchester, estimated at 115,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Stock, $600,000 ($50)	.....	.....	$600,000	.....
1st M., $500,000, g., c* ($1,000) (Subj. to call 105 after July 1, 1900.)	1895	5 g. J-J	500,000	N'v 1, 1925

Trustee, Maryland Tr. Co., Balt.

Interest payable at Maryland Trust Co., Baltimore, or banking house of John L. Williams & Sons, Richmond.

Mortgage covers entire property and franchises, also power house, car barn, etc. Sinking fund of 1¼ p. c. annually of all bonds issued begins July 1, 1900.

ROAD—Total track is 16¼ miles. Equipment 31 open cars, 4 closed cars equipped with double "G. E. 1,000" motors, 3 trailers and 20 closed cars; 1 snow sweeper; total 59 cars.

EARNINGS—Fiscal year ending Sept. 30, 1898, gross, $142,272; operating expenses, including accident reserve, $88,735; net earnings, $53,537; interest and taxes, $38,606; surplus, $14,931. For 1896-7; gross, $124,505; net, $38,730; interest and taxes, $31,126; surplus, $7,604.

LATEST EARNINGS—	1899-'00	Gross, $58,808; net, $25,071
Four months to Jan. 31.	1898-'99	Gross, 47,232; net, 18,064

OFFICERS—President, E. L. Bemiss; Vice-Pres., E. R. Williams; Supt., S. P. Cowardin; Sec., Everett Waddey; Treas., R. L. Williams.—V. 61, p. 472, 831, 1179; V. 64, p. 1043.

ROANOKE, VA.

POPULATION 1890 WAS 16,159 AND IN 1880 WAS 669,

ROANOKE RAILWAY & ELECTRIC.—A trolley road. Population of Roanoke estimated in 1897 at 20,000.

ORGANIZATION—The Roanoke Street Railway and the Roanoke Electric Light & Power were both sold at foreclosure August 1, 1899, and

bought by the reorganization committee, consisting of Charles R. Spence, Second Vice-President of the Mercantile Trust & Deposit Co. of Baltimore, Major Richard M. Venable and S. Hamilton Graves. The present company was then formed.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $200 000 ($100).....	....	.....	$200,000	.....
1st M. $300,000 ($1,000) g.	1899	5 g. J-O	300,000	Dec. 1, 1949
	Int. at Mercantile T. & D. Co., Balt., trustee			
2nd M. income, gold..... ($100-$5 0) $190,000.....	1899	4 g. J-D	190,000	Dec. 1, 1949
	Mercantile Tr. & Dep. Co., Balt., trustee.			

ROAD—Operates 14 miles of road in city of Roanoke, extending also 8 miles to Salem, Va.; total track, 22½ miles.—V. 68, p. 1183; V. 69, p. 82, 284, 334.

OFFICERS—President, Henry S. Trout, Roanoke; Vice-Pres., J. F. Heyward, 1 Broadway, N. Y.; Treasurer, J. B. Fishburn; Secretary, George McCahan, Roanoke.

ROCHESTER, N. Y.

POPULATION 1890 WAS 133,896; IN 1880 WAS 89,366; AND IN 1870 WAS 62,386.

ROCHESTER RAILWAY—A trolley road

ORGANIZATION—Chartered Feb. 25, 1890. Operates about 80 miles of track in city of Rochester, with extension to Ontario Beach, 8¾ miles, and to Windsor Beach, 9 miles. The Rochester Electric Railway was leased in September, 1894, at a rental said to be 8 per cent on $200,000 stock, and whenever gross receipts exceed $55,000 one-quarter of such excess. The Rochester & Irondequoit was leased for 10 years at an annual rental of $8,000; see that company under Irondequoit.

STOCKS & BONDS	Date.	Interest.	Outstanding.	Maturity.
Capital stock ($100).....	....	.....	$5,000,000	.....
Roch. C'y & Brighton 2d M., now 1st M. ($500)...	1882	6 J-J	500,000	Jan. 1, 1902
	Int. at Flour City Nat. Bank, Rochester.			
Roch. C'y & B. 3d M., now 2d M. ($500).....	1889	6 A-O	175,000	Apr. 1, 1919
	Interest at Rochester Tr. & S. D. Co.			
Rochester Ry. Consol. M. $3,000,000($1,000)g.c*	1890	5 g. A-O	2,200,000	Apr. 1, 1930
	Interest at Cuyler, Morgan & Co., New York City.			
2d M., $1,500,000, g. ($1,000 each).....c*	1893	5 g. J-D	1,294,075	Dec. 1, 1933
	Interest is payable at Security Tr. Co., Roch.			
Debentures, gold..... ($500 each.)	1891	6 g. M-S	167,500	Mch. 1, 1911
	Subject to call after Mar. 1, 1901.			
Collateral trust notes ($1 000)	1897	6 M-S	182,000	Mar. 1, 1905
	Interest at Security Trust, Rochester.			

Consolidated mortgage of 1890 and *second mortgage* cover all present and future property of the company, and the bonds are to have their principal and interest paid *without* deduction for any tax payable by the company under any law of the United States or New York State and imposed upon the bond for national, State or municipal purposes.

Of the *consols* $1,000,000 are reserved to retire underlying bonds of the Rochester City & B. RR. and of the second mortgage 5s $750,000 were reserved to retire the $600,000 of debentures, of which $167,500 still outstanding in Feb., 1900.

ROAD—*Owned.*	Miles.
Main line, trolley.....	46·09
Second track.....	36·23
Sidings.....	2·23
Total.....	84·55

Road leased—	Miles.
Rochester Electric.....	18·13
do do 2d track..	
Rochester & Irondequoit.	
do 2d track & siding	
Total oper. Feb. 1, 1900...	102·68

Weight of rails, 40 to 107 pounds.

LATEST EARNINGS—Six months to Dec. 31:

	Gross.	Net.	Oth. inc.	Charges.	Surplus.
1899.....	$453,683	$187,091	$4,300	$148,295	$43,096
1898.	435,303	187,448	3,436	149,006	41,878

Trend. June 30.	1899.	1898.		1899.	1898.
Gross earn'gs...	$847,443	$786,694	Int. on bonds	$307,201	$301,975
Net.....	350,944	310,626	Taxes.....		
Other income...	19,247	21,390	Rentals.....		
Net income...	$370,191	$332,016	Balance, sur.	$62,990	$30,041

GENERAL BALANCE SHEET DEC. 31, 1899.

Assets.		*Liabilities.*	
Cost of road..... Cost of equipment....	$9,959,890	Capital stock.....	$5,000,000
Stocks of other comp's.	167,500	Funded debt.....	4,518,575
Coupon accounts.....	22,556	Floating debt.....	187,980
Cash and supplies.....	39,090	Open accounts, etc.....	149,020
Due from companies and individuals.....	5,617	Accrued int., taxes, etc.	67,464
		Coupon accounts	22,556
		Profit and loss, surplus.	249,058
Total.....	$10,194,653	Total.....	$10,194,653

OFFICERS.—President (Feb., 1900), Frederick Cook; Vice-President, and Gen. Man., T. J. Nicholl; Secretary, G. G. Morehouse; Treasurer, Frederic P. Allen. INDEX V. 67, p. 690, 951; V. 68, p. 826.

ROCHESTER CHARLOTTE & MANITOU—

STOCK & BONDS—Capital stock, $100,000, of which $97,500 is issued. Bonds, $82,000, first mortgage, gold, 5 per cent; interest payable annually on Dec. 1st. Dated Dec. 1st, 1895; due Dec. 1st, 1925. Issued, $81,250. Trustee, Security Trust Co., Rochester, N. Y.

ROAD—From Charlotte (suburban town and resort of Rochester, on Lake Ontario,) to Manitou Beach, on Lake Ontario, 7·75 miles.

EARNINGS.—Year ending June 30, 1898, gross, $11,656; net, $4,268, charges, $4,772. 1897, gross, $10,296; net, $884; charges, $5,113.

OFFICERS—President, Michael Doyle; Chairman, Lewis Warfield; 54 Wall Street, New York City.

ROCHESTER & SODUS BAY RAILWAY—

ORGANIZATION—Organized in 1898, with authorized capital of $1,000,0 0, to build an electric railroad from Sodus Point, Wayne County, on Lake Ontario, to the city of Rochester, about 38 miles. Rights of way have been secured. Permission to build the road was granted by the RR. Commissioners on Jan. 25, 1899, and in November, 1899, work was progressing between Rochester and Webster.

OFFICERS—T. J. Nicholl, President and Chief Engineer; John H. Gregory, Treasurer; Charles Van Voorhis, Secretary. Office, 267 State Street, Rochester.

ROCKFORD, ILL.

POPULATION 1890 WAS 23,584; IN 1880 WAS 13,129; AND IN 1870 WAS 11,049.

ROCKFORD RY. LIGHT & POWER CO.—

ORGANIZATION—In 1898 the Rockford Ry. Light & Power Co. was chartered for 99 years as a consolidation of all the street railway systems of the city; on Oct. 10, 1898, was granted a municipal franchise for 25 years —V. 67, p. 321, 1056.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $350,000.....	.....	D	$350,000	.....
Rockford City St. 1st mortgage, subject to call in 1900.....	1890	6 M-N	150,000	May 1, 1910
1st cons. mort., gold, $300,000.....	1898	5g. M-N	150,000	Nov. 1, 1918
	Interest at Chicago.			

Trustee of first mortgage is the Northern Trust Co. of Chicago, Ill.

BONDS—From the proceeds of the 1st consol. bonds $70,000 old 2d mortgage bonds of the Rockford street railway were retired and $150,000 are reserved to retire 6s, due 1910, but subject to call in 1900.

EARNINGS—For nine months to July 31, 1899: Gross, $49,431; net, $18,185; interest, $11,250; surplus, $6,935. Comparative statement for four months ending Nov. 30: in 1899, gross, $25,041; net, $9,648; in 1898, gross, $15,773; net, $4,651.

ROAD—22 miles of trolley.

OFFICERS—Pres., R. N. Baylis; Treas., W. F. Woodruff; Gen. Man. and Purch. Agent, T. M. Ellis. DIRECTORS—R. N. Baylies, Gilbert Woodruff, H. W. Price, G. W. Wattles and John Farson.—V. 67, p. 127, 321, 1056.

ROCKLAND, ME.

POPULATION 1890 WAS 8,174; IN 1880 WAS 7,599; AND IN 1870 WAS 7,074.

ROCKLAND THOMASTON & CAMDEN STREET RAILWAY.—An electric road.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity.
Stock ($100) ($300,000 auth.)	.....	.....	$250,000	.....
1st M. ($250,000).....	1892	5 J-J	250,000	May 1, 1922
	Interest at Nat. Exchange Bank, Boston.			
Loans & bills pay. July 1,'99.	.....	.....	5,000	.....

ROAD Operates about 16½ miles of track from Thomaston through Rockland and Rockport to Camden.

Years ending June 30.	Gross.	Net.	Int. and taxes.	Bal..sur.
1899.....	$70,211	$29,298	$13,585	$15,713
1898.....	68,223	25,436	14,132	11,304
1897.....	66,782	25,693	14,457	11,235

OFFICERS—President, G. E. Macomber; Secretary, H. M. Heath; Treasurer, A. D. Bird; Supt. and Purch. Agt., Thomas Hawken.

ROME, GA.

POPULATION 1890 WAS 6,957; IN 1880 WAS 3,877; AND IN 1870 WAS 2,748.

CITY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1894 as successor to the Rome Street Railway, which was sold in foreclosure July 5, 1895. In Dec., 1899, purchased the plant of the Rome Electric Light Co. and is now conducting an electric lighting business in conjunction with street railways.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity.
Stock, $60,000, par $100....	....	.....	$60,000 f.p.	.....
1st mortg., $100,000, gold $1,000, not subj. to call.	1894	g. A-O	100,000	Oct. 1, 1914
	Int. at Am. Sec. & Tr. Co., Washington, D. C.			

Bonds—On Jan. 1, 1900, $100,000 bonds were held by stockholders of company. Instead of issuing new bonds to buy the plant of the Electric Light Co., the company borrowed $16,000; the bondholders having loaned their bonds to the company to be used as security.

ROAD Owns 6¹⁵ miles of track (of which 1¹⁵ built in 1897, funds being contributed by bondholders), laid with 35 and 45-lb. T rails.

EARNINGS—For year ending Dec. 31, 1899, gross, $28,732; net (above expenses and interest) $5,351. In 1898, gross, $23,511; net, $1,730.

Pres., Seymour Cunningham; Gen. Man. and Treas., J. B. Marvin.—V. 69, p. 1193.

ROME, N. Y.

POPULATION 1890 WAS 14,991; IN 1880 WAS 12,194; AND IN 1870 WAS 11,000.

ROME CITY STREET RAILWAY—A horse road.

In March, 1899, stockholders voted to increase stock from $50,000 to $150,000, but none of the new stock issued up to Oct., 1899.

In Feb., 1900, was granted permission by the State Railroad Commissioners to issue a first mortgage of $200,000, to reconstruct their present line and make an extension of 3 miles; also to change the motive power from horse to compressed air.

Stock ($50,000) par $100..$50,000

ROAD—Owns 6·7 miles track.

OFFICERS—President, J. S. Wardwell; Secretary and Treasurer, W. P. Rayland; Man., Jas. W. Brown.

EARNINGS—Year ending June 30,	1898-9.	1897-8.	1896-7.
Gross...	$5,439	$4,986	$4,546
Net ..loss	2,908	loss 575	loss 268
P. & L...df.	4,898	df. 1,699	df. 982

—V. 68, p. 674.

RUTLAND, VT.

POPULATION 1890 WAS 8,239; AND IN 1880 WAS 7,502.

RUTLAND STREET RAILWAY.—A trolley road.

ORGANIZATION.—In 1894 rebuilt the line as a trolley road and newly equipped it throughout. Stock authorized, $150,000; issued, $125,000, 1st mortgage, 189 , 6s, M. & S., authorized, $100,000; issued, $81,600; Operates 8 miles of road on 8 miles of street. Pres., J. W. Cramton.

SACO, ME.

POPULATION 1890 WAS 6,075; IN 1880 WAS 6,389.

SACO RIVER ELECTRIC RR.—To be trolley.

ORGANIZATION.—Incorporated to construct a road from Saco to Bonney Eagle, Me., a distance of 19 miles. Population to be served.

estimated about 30,600. In Feb., 1899, contract let, but no portion of road yet built up to Jan., 1900. Company also petitioned to enter Biddeford, but petition denied. To carry passengers, freight and express.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $250,000, par $100	....	....	$100,000	....
1st M.,g.,$200,000 ($1,000 ea.); S. f. after 1904.. c*	1898	5 g. F-A Int. at Mass. L. & T Co., Boston, Trustee.	(?)	Feb. 1, 1928

OFFICERS.—President, E. F. Walker, Philadelphia, Pa.; Clerk, Charles Butler; West Buxton, Me—V. 66, p. 710; V. 67, p. 321.

SACRAMENTO, CAL.

POPULATION 1895 WAS 35,000; IN 1890 WAS 26,386; IN 1880 WAS 21,420: AND IN 1870 WAS 16,283.

SACRAMENTO ELECTRIC GAS & RY.—

ORGANIZATION—Incorporated April 4, 1896. A consolidation of the Sacramento Electric Power & Light and the Folsom Water Power Co.

The water power is obtained from Folsom, 24 miles from Sacramento. In 1899 also made a contract with the Yuba Electric Power Co. for the exclusive use of 5,000 h.p. of power. The total cost of the property (including the railway, hydraulic works, lighting plants parks, etc.), was to Jan. 31, 1899, $2,873,271.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'd'g.	Maturity.
Stk.,$2,500,000 ($100)	....	.....	.....	$1,500,000	....
Central El. Ry. 1st M., $400,000, g.., $1,000 & $500....c*	16	1892	6g. J-D ($25,000 due yearly) to June 1, 1921 Int. at Cal. S. D. & Tr. Co., San Fran., Trustee.	265,000	June 1, 1912
Consol. mort., $2,500,000 ($1,000).....	....	1897	5 M-N Int. at Cal. S. D. & Tr. Co., San Fran., Trustee,	2,070,000	Nov. 1, 1927

BONDS—Of the $2,500,000 bonds authorized, $265,000 are reserved for the Central Electric Ry. firsts, and a portion was used for the retirement of the $1,650,000 6s of 1896.—V. 65, p. 977.

ROAD—The railway system extends 16½ miles with 24½ miles of single track. It covers the entire city and has valuable franchises running 50 years and giving practical control of transportation in the city. East Park and Oak Park are owned.

EARNINGS—Year ending Jan. 31, 1899 (railway department only), gross, $153,867; net, $57 014.

OFFICERS—Pres., L. P. Drexler; V.-P. and Gen. Man., Albert Gallatin; Secretary, Albert Gallatin, Jr.; Treasurer, California State Bank, Sacramento, Cal.—V. 65, p. 278, 977.

SAGINAW, MICH.

POPULATION 1890 WAS 46,169; IN 1880 WAS 29,541; AND IN 1870 WAS 20,685.

SAGINAW VALLEY TRACTICN—A trolley road.

ORGANIZATION—Incorporated Jan. 7, 1899, as a consolidation, per plan in V. 67, p. 1111, of the Union Street Ry. and the Saginaw Consolidated Street Ry. (both foreclosed Oct. 15, 1898) and the Inter-Urban Ry. V. 68. p. 233.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Common stock, $700,000, par, $100 ..	....	.....	$700,000	.....
Pref. stock, 5 p. c. cum., $400,000; par. $100; pref. as to assets & div.	....	.....	400,000	.....
1st mort. $850,000 gold, $1,000 each.	1899	5 g. F&A Int. at Boston Safe Dep. & Tr. Co., trustee.	680,000	Feb. 1, 1924

BONDS—Of the 1st 5s $170,000 are reserved for extensions and improvements.

ROAD—Owns and operates 40 miles of track, including line from Saginaw to Bay City, and all electric railroads in Saginaw. The Inter-Urban line to Bay City includes 11 miles owned and three miles operated under contract; also 5 miles of private right of way and bridge across the Saginaw River costing $60,000.

OFFICERS—President, Homer Loring, 53 State St., Boston, Mass.; Treasurer, Frank D. Ewen; Secretary, Charles S. Smith; Executive Committee, Thomas A. Harvey, Chairman; Geo. B. Morley and Gilbert M. Stark, all of Saginaw, Mich. V. 67, p. 1111; V. 68, p. 233.

INTER URBAN RY.—
UNION STREET RY.—
SAGINAW CONSOL. ST. RY.— } Consolidated in Jan., 1899, as Saginaw Val. Trac. Co., which see above.

ST. JOSEPH, MICH.

POPULATION IN 1898 (ESTIMATED), 5,000; 1890 WAS 4,826; in 1880 WAS 3,550; AND IN 1870 WAS 2,994.

ST. JOSEPH & BENTON HARBOR STREET RAILWAY CO.—

ORGANIZATION—Chartered in 1884. Stock, $100,000. First mort. gold 6s, J&J, $200,000, dated July 1, 1893, due July 1, 1912, interest payable J-J, at Ill. Trust & Savings Bank, Chicago, Trustee. Operates 8 miles of trolley track on 5½ miles of street. For year ending Dec. 31, 1898, gross railway and light earnings, $55,691; net, $20 436; int., $11,703; bal., $8,733, charged off for depreciation.—V. 66, p. 1090. Pres., W. Worth Bean; Sec., W. H. Hull.

ST. JOSEPH, MO.

POPULATION 1890 WAS 52,324; IN 1880 WAS 32,431; AND IN 1870 WAS 19,565.

ST. JOSEPH RAILWAY LIGHT HEAT & POWER.—Owns in all 33 miles of track.

ORGANIZATION—Incorporated in 1895 to succeed to the property of the St. Joseph Traction & Lighting Company, sold in foreclosure Aug. 21, and purchased for the bondholders for $300,000. The new company has an authorized capital stock of $3,500,000, of which $2,000,000 is preferred, and assumes $100,000 Wyatt Park bonds; 33 miles track:

OFFICERS—President, E. H. Harriman, New York City; Vice-Pres. and Gen. Man., W. T. Van Brunt; Secretary and Treas., Chas. C. Tegethoff, 120 B'way, New York City.—V. 61, p. 926.

ST. LOUIS, MO.

POPULATION 1890 WAS 451,770; IN 1880 WAS 350,518; AND IN 1870 WAS 310,864.

UNITED RAILWAYS COMPANY OF ST. LOUIS—*(See Map, p. 80).*

ORGANIZATION.—This was formerly the Central Traction Company, a corporation chartered under the laws of Missouri, but name changed to United Railways Company of St. Louis. Has acquired all the street car lines in operation in St. Louis with the exception of the St. Louis & Suburban system. The combination was arranged by a syndicate headed by Messrs. Brown Brothers & Co., New York. See plan in V. 69, p. 231. The company on April 12, 1898, received a fifty-year franchise from the City of St. Louis authorizing it to build 79½ miles of street railroad on several of the most important streets of the city, and also giving permission to acquire by lease or purchase any other street railroad in that city. Under authority thus conferred, the following properties have been absorbed. We give both the amount of stock acquired and the amount not acquired.

Road Absorbed.	Amount of Stock Acquired.	Stock not acquired.
Delmar Ave. & Clayton Ry. Co....	50 shares.	None.
St. Louis Cross Co. Ry. Co.....	1,000 "	"
Midland St. Ry. Co	2,000 "	"
St. Louis Clayton & C. C. Ry. Co.....	120 "	"
St. Louis County St. Ry. Co.	467 "	"
Clayton & Forest Park Ry. Co.....	634 "	27 shares.
Lindell Railway Co	99,994 "	6 "
Missouri RR. Co.....	22,986 "	None
National Railway Co.....	24,950 "	50 shares.
St. Louis Traction Co.....	120 "	None.
Southern Electric Ry. Co., common..	5,000 "	None.
Do do do preferred.	9,953 "	47 shares.
Union Depot RR. Co.....	30,000 "	None

As under the laws of Missouri the United Railways Company has the power to purchase all the property and franchises of any other street railway with which it connects, or intersects, on obtaining the approval of two-thirds of the stockholders, ownership of the above stocks has been followed by actual deeds of the properties of the companies below.

LEASE—All the lines of railway of the United Railways Company have been leased to the St. Louis Transit Co., which see.

ROAD.—The mileage of the combined system is as follows:

	Miles.		Miles
Missouri RR. System (elec.).	16·61	St. Louis Traction Co.(cable)	9·50
do do do (cable).	9·60	Southern Electric Ry. (elec.)	22·50
Lindell Ry. System (elec.)..	*85·11	National Ry. System (elec.)	64·47
Union Dep't RR. Sys (elec.).	75·87	do do do (cable)	14·62
Jefferson Ave. Ry. (electric).	6·70		
Total in operation { Electric.. 271·26 miles; Cable..... 33·72 miles }			304·98
Under construction, United Railways Co			22·00
Authorized, but not under construction			57·50
Authorized, but not yet constructed, Lindell Ry. System			36·17
Authorized, but not yet constructed, National Ry. system			16·00
Total in operation, under construction and authorized			436·65

*Including county roads.

STOCK AND BONDS—For the purpose of acquiring the properties and franchises or the shares of stock of the above-named companies and providing for the present mortgage debts, the United Railways Co. of St. Louis issues the following securities.

General First Mortgage 4 per cent 35-year gold bonds.....	$45,000,000
Of which reserved for future betterments, improvements and acquisitions (including minority stock of St. Louis RR. Co. not now owned in the National Railway System, and also the $3,000,000 bonds in the St. Louis & Suburban System).....	8,000,000
Reserved for underlying liens	14,000,000
Paid over to the stockholders of the several constituent street railway companies.....	23,000,000
Preferred Stock, 5 per cent cumulative	$20,000,000
Of which reserved for future acquirements, expenses of consolidation, betterments and improvements. ...	8,435,000
Issued to the stockholders of the several constituent companies.....	11,565,000
Common stock.....	$25,000,000
Of which reserved for future acquirements, betterments and improvements	7,652,500
Issued to the stockholders of the several constituent companies.....	17,347,500

The St. Louis & Suburban system alone of the street car lines in St. Louis has not been acquired; $3,000,000 of the new 4s, however, will be reserved for the sole purpose of retiring its bonds in case its purchase should at any time be thought desirable. The 4 per cent loan is secured by all the stocks of the constituent companies, or by direct mortgage lien upon their property and franchises in so far as purchased.

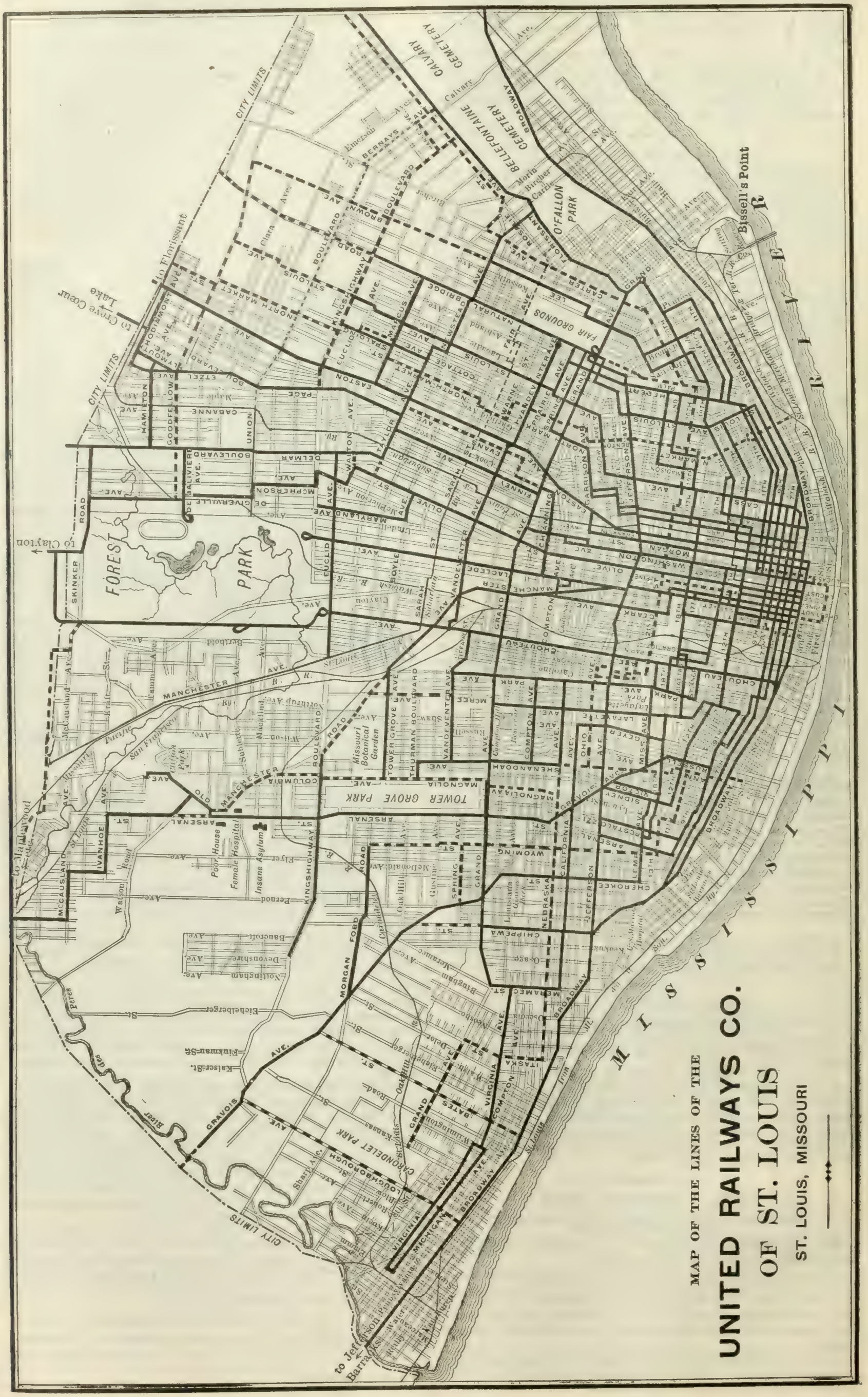
The new mortgage bears date Sept. 20, 1899, and the bonds mature July 1, 1934, with interest payable January and July at the St. Louis Trust Company, Trustee. Bonds are for $1,000 each and coupon, with privilege of registration of principal. They cannot be called. Messrs. Brown Bros. & Co. offered the bonds for sale in Feb., 1900.

Lease Guaranty.—The St. Louis Transit Co., besides leasing all the lines of railway of the United Railways Co. of St. Louis, guarantees the payment of interest upon all the new 4s as well as on the bonds of the constituent companies, and also 5 per cent, payable semi-annually, upon the preferred stock of the United Company.

Exchange of Stock.—The St. Louis Transit Co. has exchanged its stock (172,502 shares) for the common stock of the United Railways Company of St. Louis, share for share, in consideration of a payment to it by the stockholders of the United Railways Co. of $11 per share This furnished the Transit Co. a cash capital of $1,897,522 free from all obligations except those under its lease.

BOND ISSUES OF CONSTITUENT COMPANIES.

MISSOURI SYSTEM—	Date.	Interest.	Outstand'g.	Maturity.
Missouri RR. 1st mtg., $1,000,000..... c*	1896	5 M. - S. Subject to call in 1901 at 105.	$700,000	Mch. 1, 1906
For. Park Laclede Av. & 4th St. bonds.....	.....	7 p. c.	92,100	June 1, 1900


MAP OF THE LINES OF THE
UNITED RAILWAYS CO.
OF ST. LOUIS
ST. LOUIS, MISSOURI
FOREST PARK
TOWER GROVE PARK
CHARONDELET PARK
FAIR GROUNDS
O'FALLON PARK
CALVARY CEMETERY
BELLEFONTAINE CEMETERY
Bissell's Point
MISSISSIPPI RIVER
CITY LIMITS
to Florissant
to Creve Coeur Lake
to Clayton
to Maplewood
to Jefferson Barracks
MANCHESTER AVE.
BROADWAY
GRAVOIS AVE.
NORTH MARKET AVE.
KINGSHIGHWAY
GRAND AVE.
SPRING AVE.
JEFFERSON AVE.
COMPTON AVE.
VIRGINIA AVE.
MICHIGAN AVE.
BROADWAY
MORGAN FORD ROAD
OLD MANCHESTER ROAD
Missouri Botanical Garden
Female Hospital
Insane Asylum
Poor House
Clifton Park
Lafayette Park
Lemp Park
Benton Park
Carondelet Park
Tower Grove Park
Missouri River
Illinois
St. Louis

LINDELL SYSTEM—	Date.	Interest.	Outstand'g.	Maturity.
Lindell Ry. 1st mort., $1,500,000 ..... c*&r gold, $1,000 each...	1891	5 g. F-A	$1,500,000	Aug. 1, 1911
	Interest payable in New York and St. Louis.			
Comp'n H. U.D.&M.T. 1st mort., gold....c*	1893	6 g. J-J	1,000,000	July 1, 1913
	Int. at St. Louis Trust Co.; also in N. Y.			
Taylor Ave. RR. 1st mortgage, g.....	1893	6 g. J-J	500,000	July 1, 1913
	Interest at St. Louis Trust Co., St. Louis.			
UNION DEPOT SYSTEM—				
Union Depot RR. 1st consol. M., gold.....	1890	6 g. A-O	791,000	Oct. 1, 1910
	Subject to call Oct. 1, 1900			
Cons. M. ($3,500,000) g.	1893	6 g. J-D	2,409,000	June 1, 1918
Mound City RR. Co.	1890	6 g. J-J	300,000	Oct. 1, 1910
	Subject to call Oct. 1, 1900			
*Jefferson Av. RR., M. $400,000	1895	5 M-N	277,000	Nov. 2, 1905
FORMERLY PEOPLES' RY. CO—				
St. Louis Tract. (People's Ry.) 1st mort..	1882	6 J-D	125,000	May 1, 1902
	Subject to call May 1, 1892.			
2nd mortgage.....	1886	7 M-N	75,000	May 1, 1902
	Subject to call after May 1, 1896.			
SOUTHERN ELEC. SYSTEM—				
Southern Elec. 1st M.,..	1884	6 M-N	164,000	May 1, 1904
Consol. M. ($500,000) ..	1889	6 M-N	336,000	May 1, 1915
Mort. of 1896, $200,000 ($1,000), gold.c	1896	5 g.	200,000	April 1, 1916
	Int. pay'le at Louisville, Ky., and St. L., Mo.			
NATIONAL SYSTEM—				
St. Louis RR. 1st M., cur. ($1,000 each) ..	1890	5 M-N	1,948,000	May 1, 1910
	Subject to call		May 1, 1900	
Baden & St. Louis 1st mortgage, gold.....	1893	5g. J-J	250,000	July 1, 1913
	Subject to call after July 1, 1893.			
Cass Avenue & Fair Grounds 1st M.,$2,000,000, g., $1,000, sink. fund,, guar. p. & i. (Nat. Ry.)....c*	1892	5 g. J-J	1,813,000	July 1, 1912
	Subject to call at 102 on any July 1 after 1893. Interest at No. Trust Co., trustee, Chicago.			
Citizens' Ry. 1st mort. gold ($2,000,000)...	1887	6 J-J	1,500,000	July 1, 1907
	Interest at St. Louis Trust Co., St. Louis; also at Amer. Exch. Nat. Bank, N. Y. City, Trustees are Chas. Parsons and Thos. E. Tutt.			
Total.....			$13,980,100	

* Owned jointly by Missouri, Lindell, Union Depot and National companies.

EARNINGS.—Messrs. Haskins & Sells, Certified Public Accountants, have prepared a statement showing gross earnings, operating expenses and net earnings of the combined companies for the fiscal year ending June 30, 1899, and also the fixed charges as they will exist when the proposed plan is completed.

Gross Earnings.	*Net over taxes.*	*Other Income.*	*Total Net Income.*	*Deductions.*	*Balance.*
$5,412,557	$2,032,099	$4,566	$2,036,665	$67,602	$1,969,063

Deduct adjustments to present basis (net)..... 8,584

Total net from operations $1,960,479
Fixed charges—interest on present bonded debt..... 773,597
Interest on proposed issue of $23,000,000 new 4s..... 920,000

Net surplus under plan..... $266,882

As a result of economies in operation to follow consolidation and an increase in traffic, it is estimated the surplus above charges for 1900 will be $1,092,509.

EARNINGS for *six* months ending Dec. 31:

	1899.	1898.
Gross	$2,873,894	$2,721,433
Operating expenses and taxes...	1,814,579	1,718,370
Net earnings.....	$1,059,315	$1,003,063
Other income.....	2,671	2,029
Total net.....	$1,061,986	$1,005,092
Deductions	5,598	8,492
Balance.....	$1,056,388	$996,600

OFFICERS.—President, Edwards Whittaker; Vice-President, Murray Carleton; Gen. Manager, Jilson J. Coleman. Directors, Edwards Whittaker, Patrick Calhoun, C. D. McLure, H. C. Haarstick, Murray Carleton, W. H. Thompson, H. S. Priest, W. F. Boyle, Corwin H. Spencer, F. E. Marshall, George W. Hunter.—V. 68, p. 381, 428, 673, 773, 1227; V. 69, p. 132, 181, 231, 284, 334, 646, 696, 1104; V. 70, p. 126, 281.

ST. LOUIS TRANSIT COMPANY.

ORGANIZATION—This company was formed under the laws of Missouri, and has leased all the lines of the United Railways Company of St. Louis. By St. Louis City ordinance, approved March 20, 1899, was given power to acquire, lease and operate until March 18, 1939, any of the lines which will be acquired under the proposed plan by the United Railways Company.

STOCK has been increased to $20,000,000 and is all to be exchanged, share for share, for the common stock of the United Railways Co., upon payment by the stockholders of the latter of $11 per share in cash; $17,250,200 had been so exchanged up to Feb., 1900. Company guarantees the payment of interest upon all the bonds of the United Railways Co. of St. Louis and its constituent companies and also 5 per cent upon its preferred stock.—V. 69, p. 231, 696.

ST. LOUIS AND BELLEVILLE TRACTION.—A trolley road.

ORGANIZATION—In January, 1900, parties owning the St. Louis & Belleville Electric Ry. and the Belleville Electric Ry. purchased the St. Louis Belleville & Suburban Ry. and consolidated the three companies, forming the St. Louis & Belleville Traction. The new company owns all the lines in Belleville and two double-track roads from East St. Louis to Belleville, one of them on private right of way.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000 ($100).	.....	.....	$1,500,000	.....
1st mort., $1,250,000 g. ($1,000)..... c*	1899	5 g. M-S	(†)	Sept. 1, 1919
	Int. at Am. Tr. & Savings Bk., Chic., Trustee.			

Bonds may be called in 1909, at 105, when sinking fund of 7 per cent per annum begins. The new mortgage is intended to take up all the underlying bonds of the constituent companies.

ROAD—Owns 6 miles in City of Bellville; 42 miles from East St. Louis to Belleville, and leases 6 miles of single track in Belleville; total operated 54 miles.

OFFICERS—President, John A. Day.

ST. LOUIS COUNTY STREET RAILWAY—

ORGANIZATION—Operates 3 miles of track with horses. Stock, $50,000. In Jan., 1899, proposed to change motive power to electricity and build double-track road from city limits to Wabash RR. and single-track road thence westward two miles. Pres., M. B. Greensfelder.

ST. LOUIS & EAST ST. LOUIS ELEC. RY.—

ORGANIZATION—Chartered in July, 1889.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock.....	.....	.....	$250,000	.....
1st M. currency.....	1890	6 J-J	75,000	Jan. 1, 1905

Interest payable at office of the mortgage trustee, St. Louis Trust Co.

ROAD 2 miles of track on 1 mile of road. Cars cross Eads Bridge.

OFFICERS—President, D. R. Powell; Secretary, D. T. Breck.

ST. LOUIS & SUBURBAN RY.—A trolley road.

In Nov., 1899, reports were current of a proposed refunding of the debt of this road, but no details available.

ORGANIZATION—Incorporated Sept. 11, 1884. This company is a reorganization of the St. Louis Cable & Western Ry Co., which it bought in at the foreclosure sale of the latter's property June 10, 1890. In July, 1897, secured control of the St. Louis & Kirkwood RR.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity, etc.
Stock ($100).....	.....	.....	$2,500,000	.....
St. L. Cable & Western Ry 1st M	1884	6 M.-N.	600,000	1914
	Interest at Farmers' Loan & Tr. Co., N. Y. city.			
St. Louis & Suburban 1st M. ($2,000,000) g. $1,000..... ..	1891	5 g. F.-A.	1,400,000	Feb. 1, 1921
	Interest payable in Boston by the trustee, the American Loan & Tr. Co.			
Income bonds	1891	5 Feb.	300,000	.....
	Interest at American Loan & Tr. Co., Boston.			

On Jan. 25, 1899, the stockholders voted to increase the capital stock $500,000 to $3,000,000; also to issue $500,000 additional bonds. Mississippi Valley Trust Co., St. Louis, Trustee. At latest date these bonds had not been floated.

ROAD—Operates 18·14 miles of track in St. Louis and 10·5 in suburbs.

OPERATIONS—Following is the number of passengers carried during each quarter of the calendar years:

	1st quar.	*2d quar.*	*3d quar.*	*4th quar.*	*Tot. for year.*
1899	2,727,241	3,244,924	.....	3,305,674	.....
1898	2,673,149	3,070,129	2,952,439	3,042,831	11,738,548
1897	2,454,224	2,973,700	2,862,735	2,914,574	11,205,233

OFFICERS—President, C. H. Turner; Vice-Pres't, S. M. Kennard; Sec. and Treas., T. C. Kimber.

(1) ST. LOUIS & MERAMEC RIVER RR.—

Entire issue of stock ($2,000,000) is held in the treasury of the St. Louis & suburban, which company also guarantees the bonds.

ORGANIZATION—Organized in 1894, and in 1896 obtained all the rights and franchises of the Manchester Road Electric Ry.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,000,000.....	....	....	See text.	....
1st M., $1,000,000, gold ($1,000), guar. p. & i., by St. L. & Sub., end....c*	1896	6 g. M-N	$1,000,000	May 8, 1916
	Interest at Mississippi Valley Trust Company, St. Louis, trustee.			
Consol. M., $2,000,000...	1898	(†)	None Feb., '99	(†)

In 1898 stock increased to $2,000,000 (from $1,000,000), and an additional issue of $1,000,000 bonds authorized for extensions, etc.

ROAD—Trolley from Sarah St., on St. Louis & Suburban, to Jackson Road, 10·96 miles; extension 3 miles to St. L. & Kirkwood tracks over which cars run to Meramec Highlands. Rails, 73-lb. girder and 60-lb. T. The St. Louis & Suburban furnishes power and carries the country passengers 3½ miles over its own road to down-town terminus of other lines President, C. H. Turner.

(2) ST. LOUIS & KIRKWOOD RR.—A trolley road

ORGANIZATION—Completed March 1, 1896. Connects at Forest Park with Lindell Railway. In July, 1897, St. Louis & Suburban Ry. obtained control. The Suburban road connects with it at Kirkwood and uses its tracks for about 4 miles.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par, $100).....	.....	.....	$300,000	.....
New 1st mort., $350,000.	1898	.....	250,000	.....

New mortgage, $350,000, was authorized to replace 1st mortgage, $300,000.

ROAD—Owns 10½ miles track in St. Louis County (none in the city). —V. 64, p. 331.

ST. PAUL, MINN.

POPULATION 1890 WAS 133,156; IN 1880 WAS 41,473; AND IN 1870 WAS 20,030.

MINNEAPOLIS & ST. PAUL SUBURBAN RY.—For statement of this road see return of Twin City Rapid Transit, under Minneapolis.

ST. PAUL CITY RAILWAY—See Twin City Rapid Transit Co., under Minneapolis, Minn.

SALT LAKE CITY, UTAH.

POPULATION 1890 WAS 44,843; IN 1880 WAS 20,768; AND IN 1870 WAS 12,854.

SALT LAKE CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered Jan. 19, 1872.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 ($50)	.....	.....	$850,000	.....
1st M., s. f., gold ($1,000) ($1,500,000) c*	1893	6 g J-J	840,000	1913
	Subject to call after Jan. 1, 1903.			

Entire issue subject to call Jan. 1, 1903, or any Jan. 1 thereafter, from Jan. 1, 1904, to Jan. 1, 1913, one-tenth must be paid yearly. Bonds to be called and paid in numerical order. Trustee, Guaranty Trust Co

Bonds—Under terms of the mortgage of 1893 for $1,500,000, bonds may be issued for extension of and additions to the mortgaged property at rate of not more than 70 per cent of the cost of such addition and ex-

tensions, and the bonds at any time issued shall not exceed $20,000 per mile for each mile of road constructed, equipped and in operation. After debt reaches $1,000,000 no bonds can be issued unless the net earnings for preceding 12 months are sufficient to pay 12 per cent on all bonds outstanding and 12 per cent on the bonds proposed to be issued.

ROAD—The company operates 45 miles of track.

	Miles.		Miles.
Single track	29	Total track operated	45
Second track	16	Weight of rails, 30 to 40 and 72 lbs	

OFFICERS—President, A. W. McCune; Vice-President, R. C. Chambers Sec'y and Treas., Joseph S. Wells; Supt. and Purch. Agt., W. P. Read.

SALT LAKE & MERCUR RR.—To be a trolley.

Runs from Fairfield to Mercur, Utah, 12 miles, and is to be extended to West Dip. In July, 1898, made mortgage to the Produce Exchange Trust Co. of New York, as trustee, to secure $300,000 gold 5s. President, E. H. Airis, Salt Lake City.

SALT LAKE RAPID TRANSIT—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $500,000 (par $100)	.....	.....	$356,000	.....
1st mortgage	1890	6 F-A	350,000	Feb. 1, 1910
Other indebtedness	.....	.....	70,000	.....

Interest at American Loan & Trust (trustee), Boston.

ROAD—Operates 32 miles of track on 26 miles of street.

EARNINGS—For year ending Dec. 31, 1895, gross, $89,420; net, $26,097. In 1894 gross, $110,538; net, $2 ,410.

OFFICERS—President and General Manager, J. S. Cameron; Secretary and Treasurer, G. S. Gannett; Sup. and Pur. Agent, W. H. Stone.

WEST SIDE RAPID TRANSIT—An electric and steam road.

Operates 12 miles of track. Stock, $300,000. President, L. L. Nunn; Sec. and Treas., A. M. Wrench.

SAN ANTONIO, TEX.

POPULATION 1890 WAS 37,673; IN 1880 WAS 20,550; AND IN 1870 WAS 12,256.

Reports have been current regarding a proposed merger of the San Antonio Edison Co. and San Antonio Street Ry. Nothing definite, however, is known concerning this union, if intended.

ALAMO HEIGHTS RAILROAD—A trolley road

ORGANIZATION, ETC.—Successor to San Antonio Rapid Transit, sold in foreclosure in May, 1895. On Feb. 27, 1897, W. H. Hume was appointed receiver. Capital stock is $62,000 (par, $100.) First mortgage, $500,000, gold, 6 p. c. bonds, c*, $500 each; dated 1895, due June 1, 1915; interest, J&D. Franklin Trust Co. of Brooklyn, trustee. Operates 5½ miles of track.

SAN ANTONIO EDISON CO.—A trolley road.

ROAD, ETC.—Successor to the Citizens' Electric Power & Street Ry. Co. Operates 13 miles of track. Capital stock, $300,000; first mortgage $100,000 gold 6s, Dated Dec. 1, 1896, subject to call at 103 on and after Dec. 1, 1900; int. J-D at Guaranty Trust Co., N. Y., trustee.

SAN ANTONIO STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated in May, 1874, and in 1890 absorbed the Prospect Hill Street Railway.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $1,000,000	.....	.....	$200,000	.....
1st mort. gold, $1,000 each	1885	7 g. F-A 15	200,000	Aug. 15, 1905
	Interest at San Antonio National Bank.			
Con. mort., $1,000,000 gold c*	1891	6 g. M-N	None, Feb. '00	May 1, '21
	Atlantic Trust Co., New York, trustee.			

ROAD—35 miles of track. Rails 40, 45 and 56 lb. T.—V. 68, p. 674

WEST END STREET CAR CO.—A trolley road.

ROAD, ETC.—Operates 5·8 miles of track upon 4·8 miles of street. Stock, $26,000. First mortgage is for $100,000 gold 6s, J&J dated 1890, due July 1, 1910; interest at Importers' & Traders' National Bank, N. Y., or San Antonio office. July, 1898, interest in default. On August 8, 1898, John H. Clark was appointed Receiver.—V. 67, p. 324.

President and General Manager, G. W. Russ.—V. 67, p. 324.

SAN DIEGO, CAL.

POPULATION IN 1890 WAS 16,159; IN 1880 WAS 2,637; IN 1870 WAS 2,300.

CITIZENS' TRACTION CO.—See San Diego Elec. Ry.

SAN DIEGO ELECTRIC RY—A trolley road.

ORGANIZATION, ETC.—In March, 1898, purchased Citizens' Traction Co. at foreclosure sale. Owns 15 miles of track. No bonds had been issued in Feb., 1899. President, A. B. Spreckels, San Fransisco, Cal.; Vice-Pres., E. S. Babcock; Sec. and Treas., J. A. Flint.

SANDUSKY, OHIO.

POPULATION 1890 WAS 18,471; IN 1880 WAS 15,838.

SANDUSKY & INTERURBAN ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION.—Incorporated in 1898 to build a road from Sandusky to Lorain, there connecting with the Lorain & Cleveland Ry., controlled by same parties. On July 9, 1898, purchased Sandusky Street Ry. at foreclosure sale.—V. 67, p. 127, 275; V. 69, p. 744.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000	.....	Aug. 15	$65,000	.....
1st mort., $10,000 per mile, gold ($100, etc.)	1898	5 g F A	40,200	Aug. 1, 1918
	Int. at Dime Sav. & Bank. Co., Cleveland, O.			

Bonds are subject to call after 5 years.

ROAD—Owns 9 miles of track on 7 miles of road in Sandusky City (former Sandusky Street Ry.) Under construction from Sandusky to Lorain, 30 miles, of which 10 miles from Sandusky to Huron has been completed

OFFICERS—President, H. A. Everett, Cleveland, O.; Sec. and Treas., C. H. Stewart, Cleveland, O.; Manager, Thomas Wood, Sandusky, O.—V. 67, p. 275.

SANDUSKY MILAN & NORWALK TRACTION—A trolley road.

ORGANIZATION—Consolidation in 1899 by S. M. Bullock of New York of the Sandusky Milan & Norwalk Electric and the People's Electric Ry. of Sandusky.

STOCK & BONDS	Date.	Interest.	Outstand'g.	Maturity.
Stock (?)	.....	.....	(?)	.....
Mortgage, gold, $400,000, par $500	1899	5	(?)	1929
	State Trust Co., New York, trustee.			

ROAD—Owns 25 miles of track.

OFFICERS—President, Frank Warren; Secretary, T. Pitt Cook.—V. 69, p. 744.

SANFORD, ME.

POPULATION IN 1890 WAS 4,201; IN 1880 WAS 2,734.

SANFORD & CAPE PORPOISE RR.—A trolley road.

Will connect Sanford, Alfred, Lyman, Kennebunk, West Kennebunk and Kennebunkport, Me, with the terminal at Cape Porpoise.

Road between Sanford and Kennebunk, opened August 19, and since completed to Cape Porpoise, 6 miles further. Operates 25 miles of road. Bonds, $250,000 30-year, 5s; State Trust Co., N. Y., Trustee. President, Ernest M. Goodall; Vice-President, Frank Hopewell; Treasurer, Louis B. Goodall; Superintendent, C. A. Bodwell.—V. 68, p. 332; V. 69, p. 492.

SAN FRANCISCO, CAL.

POPULATION 1890 WAS 298,997; IN 1880 WAS 233,959; AND IN 1870 WAS 149,473.

CALIFORNIA STREET CABLE—

ORGANIZATION—Chartered Feb. 8, 1877. Annual meeting the second Wednesday in July.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, $100)	.....	Monthly.	10,000 shares. $60 paid in.	.....
1st mortgage, gold	1890	5g. J - J	$900,000	Jan. 1, 1915

Dividends have been 50 cents monthly.

ROAD—March 1, 1898, 11½ miles of track on 5½ miles of street.

OFFICERS—President, J. B. Stetson; Vice-President, A. Borel; Secretary, A. Stetson; Treasurer, A. Borel & Co.; General Manager and Purchasing Agent, J. W. Harris. Office, San Francisco, Cal.

GEARY STREET PARK & OCEAN RR.—

ORGANIZATION—Incorporated Nov. 5, 1878. Annual meeting first Wednesday after second Tuesday in April.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	.....	10,000 shares.	See text.
1st M., $750,000, gold	1891	5g A - O	$671,000	Oct. 1, 1921

Dividends—Payments are in 50 cents per share. In 1895, 6 dividends of 50 cents paid; in 1896, 5 dividends; in 1897, 3 dividends; in 1898, 6 dividends, and in 1899, to Oct. 31, 5 dividends

ROAD—In November, 1899, owned 4 miles of double-track cable road laid with 72-lb. steel rails.

OFFICERS—President, H. E. Huntington; Vice-President, Adam Grant; Secretary and General Manager, J. L. Willcutt; Treasurer, N. T. Smith. Purchasing Agent, R. P. Schwerin. Office, W. F. & Co. Express Building, San Francisco.

MARKET STREET RAILWAY—

ORGANIZATION—Formed by consolidation of a number of companies, including those whose bonds are in the table below. The Metropolitan Ry. has also been merged. (See V. 61, p. 750.)

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	Q-J	$18,617,000	Jan., 1900, 60c.
Market St. Cable Ry., 1st M., $1,000 gold c	1883	6g. J - J	3,000,000	Jan. 1, 1913
Omnibus Cable Co. 1st M	1888	6 A - O	2,000,000	Apr. 2, 1918
2d mortgage	1893	6 M - N	15,000	May 1, 1923
Park & Cliff House 1st M	1887	6 J - J	350,000	Jan. 1, 1913
Powell Street 1st M	1887	6 M - S	700,000	Mar. 1, 1912
Park & Ocean 1st M	1884	6 J - J	250,000	Jan. 1, 1914
Ferries & Cliff H. 1st M	1889	6 M - S	650,000	Mar. 1, 1914
Market Str. Ry. consol. M. for $17,500,000 g.	1894	5g. M-S	4,817,000	Sept. 1, 1924

Interest is payable at Treasurer's office, San Francisco.

DIVIDENDS of 60 cents per share are paid quarterly.

ROAD—Company on July 1, 1899, owned track as follows:

Roads owned in fee—	Miles.	*Roads owned in fee—*	Miles.
Main line & brchs. (horse)	13·34	Main line & brchs. (steam)	11·79
do. do. (trolley)	96·22	Total single track	179·52
do. do. (cable)	58·17	Rails 37 to 85 lbs. to yard.	

Steam road and horse lines being changed to electricity.

EARNINGS—For year ending Dec. 31, 1898, 166 miles, gross earnings, $3,483,145; net, $1,436,464. In 1897, 169 miles, gross earnings, $3,406,606; net, $1,351,059. In 1896, 177 miles, gross, $3,259,989; net, $1,201,967.

OFFICERS—President, H. E. Huntington; Vice-President, Charles Holbrook; 2d Vice-President, A. Hayward; Secretary and Controller, J. L. Willcutt; Treasurer, N. T. Smith; Purch'g Agt., R. P. Schwerin. Office, San Francisco, Cal.

PRESIDIO & FERRIES RAILROAD—

ORGANIZATION—Chartered Jan. 6, 1882.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, $100)	.....	.....	10,000 shares. $55 paid in.	.....
1st mort., $250,000	.....	6 M&N	$170,000	1911

ROAD—Operates 11½ miles of road as follows: Cable, 7½ miles; horse, 2 miles; steam, 2 miles; total track, 11½ miles

OFFICERS—President, G. A. Newhall; Secretary, John B. Leighton. Office, corner Union and Sharp streets, San Francisco.

SAN FRANCISCO & SAN MATEO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION, ETC.—Successor in May, 1896, to S. F & San M. Ry., sold in foreclosure.

ROAD—Owns 23 miles of trolley track. Since 1897 has been entirely rebuilt.

OFFICERS—President, A. B. Spreckles; Vice-President and General Manager, John A. Buck; Secretary and Purchasing Agent, W. Clayton; Superintendent, A. B. Southard.—V. 62, p. 684.

SUTTER STREET RAILWAY—A cable road.

ORGANIZATION—Chartered Dec. 22, 1887.

In October, 1899, purchased the interest of the Sutro estate ($213,100 stock out of $243,100) in the Sutro Railroad Co., paying $215,000, which included a depot site.—V. 69, p. 907.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last Div., etc.*
Stock (par, $100).....	....	Q-M 15	$2,000,000 Full paid.	Dec. 15 '99, 1¼%
1st M., g., $1,000 each	1888	5 M-N	$900,000	May 1, 1918

Trustee is California Title, Ins. & Trust Co. of San Francisco.

Subject to call at par $50,000 yearly, beginning May 1, 1908. If so ordered by the company's directors, Nos. 1 to 50 to be called first, and the others in the order of their numbers.

Dividends: In 1893, 5 p. c.; in 1894, 5 p. c.; in 1895, 4 p. c.; in 1896, 4 p. c.; in 1897, 5 p. c.; in 1898, 5 p. c.; in 1899, 5 p. c.

ROAD—	*Miles.*		*Miles.*
Cable road (iron and cement)	5·75	Horse oad.....	·68
do second track....	5·75		
Rails 43 lb. T.		Total owned in fee.....	12·18

OFFICERS—President, R. F. Morrow; Vice-President, J. L. Schmitt; Secretary, A. K. Stevens; Treasurer, M. Schmitt, all of San Francisco —V. 69, p. 907.

SUTRO RAILROAD CO.—A trolley road.

ORGANIZATION—Incorporated to build and operate a road on Central Ave., etc., to the Cliff, with a branch line to the Park on 8th Avenue. In Oct., 1899, the Sutter Street Ry. purchased the interest of the Sutro estate ($213,100 of the $243,100 stock outstanding) and thus obtains control of the road.—V. 69, p. 907.

STOCK—	*Par.*	*Authorized.*	*Outstanding.*
Stock.....	$10	$400,000	$243,100

ROAD.—Five miles long (9·9 miles track), was opened Jan. 27, 1896.

SARATOGA, N. Y.

POPULATION IN 1890 WAS 13,171; IN 1880 WAS 10,820; AND IN 1870 WAS 8,537.

SARATOGA TRACTION—Trolley.

ORGANIZATION, ETC.—Formed in May, 1897, as successor of the Union Electric Ry. foreclosed. Saratoga Lake RR. was leased for 99 years. In spring of 1899 road was extended four miles to Ballston.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock, $200,000.....	.....	.....	$200,000	.....
1st M., $300,000 gold..	1899	5 g. J-J	300,000	July 1, 1929

In Dec., 1899, was authorized by the State Railroad Commission to issue the above bonds; $200,000 go to redeem a like amount of firsts due 1927, which are to be retired forthwith, and remaining $100,000 is for reconstructing Geyser Springs branch and to build 4½ miles of new track to Ballston.—V. 69, p. 1248.

ROAD—Owns from Saratoga to the lake, the race track and to Geyserville and Ballston, 13 miles of road; sidings, ½ mile; total track, 13½ miles.

EARNINGS—Operated only as a summer road. For year ending June 30, 1899, gross, $9,772; net, $2,343; charges, $6,821; def. for year, $4,478. Total def., $18,632.

OFFICERS—President, Edward A. Noyes; Secretary, McKee Dunn McKee; Treasurer, R. S. Storrs, 40 Wall Street, New York City.—V. 69, p. 1248.

SAVANNAH, GA.

POPULATION 1890 WAS 43,189; IN 1880 WAS 30,709; AND IN 1870 WAS 28,235.

CITY & SUBURBAN RR.—A steam and trolley road.

ORGANIZATION—Incorporated in April, 1882. Controlled in same interest as and operated by S. T. & I. of H.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $100).....	.....	.....	$50,000	.....
1st mortgage (old 7s)	1882	6 M-N	200,000	Jan. 1, 1902
2d mortgage (old 7s)...	1883	6 Q-F	50,000	1903

In Nov., 1897, bondholders agreed to reduce interest on their bonds from 7 to 6 per cent, in return their lien being extended to cover the entire property of City & Suburban, including extensions and electrical equipment and $250,000 of the new S. T. & Isle of H. 4s.

First mortgage trustee, T. M. Cunningham. *Interest* payable at Savannah Bank & Trust Co.

ROAD—Operated 35 miles of track, of which 4 miles steam.

OFFICERS—President, James H. Johnston; Vice-President, Henry Parsons; Sec'y, E. J. Thomas; Treas., E. J. Thomas, Jr.—V. 64, p. 755.

SAVANNAH THUNDERBOLT & ISLE OF HOPE RY.—A trolley road.

ORGANIZATION—On May 29, 1897, the property of the Savannah Traction was conveyed to this company without foreclosure. The Traction was formed in January, 1897, as successor to the Savannah Electric Ry. sold in foreclosure Jan. 5, 1897 (V. 64, p. 85) The S. T. & I. of H. is controlled by George Parsons of New York who also controls the City & Suburban.

The property of the Suburban & West End Ry., sold at foreclosure August 1, 1899, was bought in the interest of this company.

	Date.	*Interest.*	*Outstand'g.*	*Maturity*
Stock (?).....	....	.....	(?)	.....
1st mortgage, $1,250,000, gold, $1,000... ....c*	1897	4 cur., Q.-J. Trustee, Central Trust, N. Y.	$1,250,000	J'ly 1, 1947

Bonds of 1897 were issued in payment of the acquired property

ROAD—In Jan., 1899, owned about 35 miles track.

OFFICERS—President, George Parsons; Vice-President, J. H. Fall Treasurer, Edward J. Thomas, Jr; Secretary, Edward J. Thomas, Sr. —V. 64, p. 85, 182, 755, 1089; V. 65, p. 152, 621, 926; V. 69, p. 334.

SCHENECTADY N. Y.

POPULATION 1890 WAS 19,857; IN 1880 WAS 13,655; AND IN 1870 WAS 11,026.

SCHENECTADY RAILWAY—A trolley road.

ORGANIZATION—A reorganization in February, 1895, of the Schenectady Street Railway Co., which was chartered in 1886. Purchased by the General Electric Co. in August, 1898, together with Schenectady General Illuminating Co.—V. 67, p. 321.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, par $100.....	.....	.....	$300,000	.....
1st M., $300,000, gold, $1,000.....c*	1895	5g. J - J Interest at Merc. Trust Co., N. Y., trustee.	See text.	Jan. 1, 1925

Firsts of 1895 are secured in part by $79,700 stock of Schenectady Illuminating Co. deposited as collateral. Interest paid free of taxes. In June, 1899, $223,000 were outstanding and the sale of the remaining $77,000 was pending for extensions and improvements.

ROAD—Single track main line Brandywine to Bellevue 4·22 miles second track and sidings, ·7 miles; total of all track 4·87 miles.

LATEST EARNINGS—Present company took charge in February, 1895.

Year	*Gross.*	*Net.*	*Oth. inc.*	*Int., tax., etc.*	*Bal. sur.*
1898-99.....	$41,117	df.$2,438	$22,231	$14,668	$5,125
1897-98.....	33,454	1,811	24,178	14,720	11,269

OFFICERS—President, J. P. Ord; Vice-President and Manager, R. H. Fraser; Secretary-Treasurer, J. J. Kennedy.—V. 60, p. 303; V. 63, p. 716; V. 65, p. 233; V. 67, p. 321.

SCRANTON, PA.

POPULATION 1890 WAS 75,215; IN 1880 WAS 45,850; AND IN 1870 WAS 35,092.

SCRANTON RAILWAY—A trolley road.

ORGANIZATION—On Jan. 1, 1897, assumed all the assets and liabilities of the Scranton Traction Co., etc—V. 63, p. 1064; V. 64, p. 85.

In August, 1899, was reported to have bought the Carbondale Traction Co., but application for receiver of this latter road made in Nov., 1899.

In Feb., 1900, Scranton Ry. stockholders voted to increase bonded indebtedness to $3,000,000.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($6,000,000)..	$50	....	.....	$2,500,000	.....
Scranton Trac. 1st M., $1,000,000, gold, no option.c*	1,000	1892	6 g. M-N Interest x at E. W. Clark & Co., Philadelphia.	1,000,000	Nov. 1, 1932
Scran. Pas. Ry. 1st M.	1,000	1890	6 M-N	100,000	May 1, 1920
Scranton Sub. 1st M., g., gu., p. & l. c*	500 & c	1890	6g. M-N Trustee, Farmers' L. & T. Co., N. Y.	200,000	1909
Peop's St. Ry. 1st M. g.	1,000	1888	6g. F-A	200,000	Aug. 1, 1918
Do gen. M., gold		1891	6g. J-D	100,000	Dec. 1, 1921
Scranton Ry. M., $2,500,000, gold ($1,000) .. c*		1897	5g. J-J Trustee, Continental Trust, N. Y. City.	900,000	Nov. 1, 1932

x Free of United States and Pennsylvania State taxes.

Bonds—Of the $2,500,000 Scranton Ry. mortgage 5s of 1897, $1,600,000 are reserved to retire prior bonds at maturity.

ROAD—Owns and operates all the street roads of Scranton, having an aggregate mileage as follows:

Owned—	*Miles.*		
Scranton Railway.....	36	Scranton & Carbondale.....	5
Leased (earns. separate) -	*Miles.*	Lackawanna Val. Trac.....	4
Scranton & Pittston.....	12	Total system.....	57

LATEST EARNINGS—7 mos. July 1 to Jan. 31. 1899-00. Gross, $261,447; net, $137,710. 1898-99. Gross, 234,962; net, 123,036.

EARNINGS—Operations of the lines now composing the Scranton Railway, not including the Scr. & Pitts. and Scr. & Carb. lines, for the fiscal years ending June 30:

	Gross	*Net.*	*Taxes.*	*Interest.*	*Bal., Sur.*
1899.	....$393,566	$198,240	$11,000	$127,579	$59,661
1898.....	382,488	195,231	7,906	127,419	59,906

OFFICERS—President, C. M. Clark; Vice-President, J. P. Ilsley; Sec'y and Treas., C. Ford Stevens, Bullitt Building, Phila.; Gen. Man., Frank Silliman, Jr., Scranton, Pa.—V. 64, p. 85; V. 67, p. 127; V. 68, p 674.

(1). SCRANTON & CARBONDALE TRACTION—A trolley road.

ORGANIZATION—Scranton Railway Co. leases this company for fifty years and operates the road and furnishes the power.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Divs., etc.*
Stock.....	....	....	.....	$500,000	J'ly 1, '99, 1%
1st M., $1,000,000, g., $1,000.....c* x Free of State tax.	5	1893	6 g. J - J Int. at E. W. Clark & Co., Phila., and Lackawanna Tr. & Safe Dep. Co., trus., Scranton, Pa.	150,000	Jan. 1, 1923

Bonds for $100,000 are reserved for power plant, if required, and $750,000 for purchase of other railroads and new property.

ROAD—Owns road extending from Scranton to Archbald, Pa., about 5 miles; connects with Carbondale Railway to Carbondale.

LATEST EARNINGS—8 mos. July 1 to Feb. 28. 1898-9.....Gross, $22,994; net, $10,584. 1897-8.....Gross, 27,095; net, 11,555.

ANNUAL REPORT—Fiscal year ends June 30. Earnings have been:

	Gross.	*Net.*	*Charges.*	*Bal., sur.*
897-98.....	$38,443	$16,870	$10,018	$6,852
1896-97.....	40,817	19,119	9,917	9,202

OFFICERS—President, Clarence M. Clark; Secretary and Treasurer, C. A. Pearson, Jr. Office, Bullitt Building, Philadelphia.

(2.) SCRANTON & PITTSTON TRACTION.—A trolley road.

ORGANIZATION—Chartered Sept., 1893, and on Oct. 5, 1893, leased for 50 years to Scranton Railway Company; has since been purchased by the Scranton Traction Company. The Pittston Company owns the entire capital stock of the Lackawanna Street Railway and the Pittston Jenkins & Avoca Street Railway, and a majority of the capital stock of the Pittston Suburban Passenger Railway, operating their properties under lease.

Stock & Bonds—	Miles.	Date.	Interest.	Outstand'g	Maturity.
Stock (par $100)				$976,125	
Mort. $525,000, g., $1,000 & $500 c* gu. by Scran. Tr.	15	1893	6g. A-O	295,500	Oct. 1, 1923

Interest (x) at Union Trust (Trustee), Phila. Nos 1 to 400 $1,000 each and Nos. 401 to 650 $500

x Both principal and interest are payable free from all United States and State of Pennsylvania taxes.

ROAD—Operates 12 miles of track, uniting Scranton with Greenwood Moosic and Taylorville, Avoca, Pittston and Readham.

LEASE—Under its lease the Scranton Railway Company guaranteed the interest and principal on $25,000 per mile of this company's bonds, and any surplus earnings after paying all taxes, insurance, interest on bonds guaranteed, etc., was to be divided between the lessor and the lessee, one-fourth to the Scranton Railway and three-fourths to Scranton & Pittston Traction.

EARNINGS—Jan. 1 to Dec. 31, 12 months, 1898, gross, $61,904; net, $19,565. OFFICERS—President, J. M. Calton; Secretary and Treasurer, C. Ford. Stevens. Office, Bullitt Bldg., Philadelphia.—V. 63, p.515.

SEATTLE, WASH.

POPULATION 1890 WAS 42,837; AND IN 1880 WAS 3,533.

Combination has been concluded to merge all the street railways in Seattle.—See statement of SEATTLE ELECTRIC *below.*

SEATTLE ELECTRIC CO.—(A trolley road).

This company was recently incorporated in the State of Washington, to effect the consolidation of all the street railway and electric-light interests in and around the City of Seattle. Capital stock authorized is $6,250,000, of which $1,250,000 is 6 per cent non-cumulative, preferred. The combination is being promoted by Messrs. Stone & Webster, of Boston, but further details are not available as we go to press. President, Jacob Furth, Seattle. V. 70, p. 231.

FIRST AVENUE RAILWAY.—

ORGANIZATION, ETC.—Successor in January, 1898, to the Front Street Cable Ry., sold under foreclosure Jan. 8, 1898. Stock, $150,000; par, $500; all outstanding. V. 66, p. 183. In Feb., 1899, $300,000 gold bonds were outstanding. Line runs from First (formerly Front) St. and King St., up First and Second aves.; 3 miles of double track.—V. 66, p. 183.

GRANT STREET ELECTRIC RAILWAY—

ORGANIZATION.—Chartered in 1891. Capital stock, $200,000. Bonds $100,000. Operates 5½ miles of track. Projected, 1½ miles.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $200,000; par, $100.			$200,000	
1st M., $125,000, gold, ($1,000 each) subject to call at 104	1892	6g. M-S	100,000	Mar. 1, 1912

Int. at Atlantic Trust Co., N. Y., trustee. Sinking fund $2,000 yearly after 1897.

Road turned over to company by receiver Jan. 25, 1898.

GREEN LAKE ELECTRIC RY.—A trolley road.

ORGANIZATION.—Chartered in 1889 till 1915. The road is leased to Seattle Consol. St. Ry. at a nominal rental. Stock (auth. $70,000), issued $60,000; 1st mort. $50,000, gold, 1891, 6 g., J. & J., due Jan. 1, 1912, are outstanding only as collateral for an indebtedness of about $17,000. Owns 4·86 miles of track.

MADISON STREET CABLE RAILWAY—

ORGANIZATION.—Chartered in 1889. Controls the South Seattle Cable Railway. Capital stock, $750,000. Bonds, $450,000 of 6 p. c. firsts, dated 1890, due 1910, interest, A. & O., are pledged to secure a loan of $250,000. Operate 7¼ miles of track upon 3·6 miles of street.

SEATTLE CITY RAILWAY—A cable road.

REORGANIZATION—At latest dates road was still in receiver's hands, no date of sale had been fixed and no reorganization plan adopted. Bondholders' committee is Winthrop Smith and J. W. Longstreth of Philadelphia and Albert Stone of Boston.

Stock and Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock				$600,000	
1st M., $600,000, g.	5	1890	6g. A-O	441,000	Oct. 1, 1910

Interest Oct., 1893, and since in default; Central Trust Co., trustee.

ROAD—Owns about 5 miles of cable road on 5 miles of street in Seattle, known as the Yesler Avenue and Jackson Street lines. Substructure has been practically rebuilt during the receivership.—V. 62, p. 950.

SEATTLE TRACTION CO.—A trolley road.

ORGANIZATION—A reorganization of the Seattle Consolidated St. Ry sold in foreclosure Dec. 1, 1896—see V. 66, p. 141, and V. 67, p. 321.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity
Stock $1,000,000 ($100)			$349,300	
1st M. g., subj call at 105 ($500 & $1,000); int. is preferred c*	1897	6g. A-O	73,100	Jan. 2, 1927
1st M. g, incomes to Oct. 1, '99 ($500 & $1,000), subj. to call at 105 c*	1897	6g. A-O	456,488	Jan. 2, 1927
2d M. g. incomes, non-cum. ($1,000), A & B subj. to call at par c*	1897	6g. A-O	A 39,625 / B 298,015	Jan. 3, 1927

Interest is payable at Illinois Trust & Savings Bank, Chicago, trustees of both mortgages.

The first mortgage is for $1,000,000; bonds (Nos. 1 to 150 incl., $500 each) for $75,000 have interest preferred until Jan. 2, 1907; the $457,000 bear interest absolutely after Oct. 1, 1899. Of the second mortgage bonds, series A (Nos. 1 to 42), $42,000 are preferred over series B as to principal and interest.

ROAD—Owns 13 72 miles of track and leases 4·68 miles.

EARNINGS—For year 1898 gross, $142,738. In 1897, $91,453.—V. 67, p. 321.

SEATTLE & RENTON RY.—Trolley.

ORGANIZATION—In 1899 purchased the road and franchises of the Seattle & Ranier Beach Ry., formerly the Ranier Ave. El. Ry. foreclosed. The Seattle & Ranier Beach, however, maintains its corporate existence.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, (par, $100) ($100,000)			$100,000	
First mortgage, $150,000	1899	5 J-D	65,000	June 1, 1914

State St. Trust Co., Boston, Trustee.

ROAD—Operates 12·35 miles of track, extending from Seattle to Renton, including Seattle & Renton Ry. extension from Rainier Beach to Renton. Rails, 30-56 lb. T and girder. Franchise runs till 1915.

UNION TRUNK LINE—An electric and cable road.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, $100)			$1,000,000	
1st M., $500,000, gold, $1,000 c*	1891	6g. J-J	500,000	Jan. 1, 1911

Interest at Central Tr. Co., trustee, N. Y. City.

ROAD—Operates 21 miles of electric and 1·36 miles of cable road.

WEST SEATTLE CABLE—

ORGANIZATION—Capital stock, $150,000; track, 2 m. Pres., H. S. King.

WEST ST. & NORTH END ELECTRIC RY.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock			$1,000,000	
1st M., $300,000, g...c.	1890	6 M-S	300,000	Sept., 1910

Ten miles of trolley road on 6 miles of street. For year 1898, gross, $45,225; net, $23,186.

SEDALIA, MO.

POPULATION 1890 WAS 14,068; IN 1880 WAS 9,561; AND IN 1870 WAS 4,560.

SEDALIA ELECTRIC AND RAILWAY—

ORGANIZATION, ETC.—Organized in October, 1898, as a consolidation of the Sedalia Ry. Light & Power and the Sedalia & Brown Springs Electric Ry.—V. 67, p. 483. Owns franchise for a road on all streets of city, and also franchise to operate electric-light plant. Has lighting contract with city, which expires 1899.

On Dec. 1, 1899, default was made upon the $50,000 6 p. c. bonds of the Sedalia & Brown Springs Electric Ry., and on Feb. 1, 1900, upon the $200,000 6 p. c. bonds of Electric Ry. Light & Power. V. 70, p. 231 On Feb. 16, 1900, Judge A. M. Thayer at Jefferson City appointed Henry C. Flower and J. C. Van Riper, receivers.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock $400,000, par $100.			$200,000	
Sed. E. & L. & P. mort., g.	1892	6g. F-A	200,000	Aug. 1, 1912
Sedalia & Brown Spgs. 1st M. $80,000 s. f. ($1,000) guar., gold c*	1894	6 J-D	50,000	Dec. 1, 1914
1st cons. g. $400,000, c* Int. at U. S. M. & T., Tr.	1898	5 M-N	140,000	Nov. 1, 1938

The bonds of 1892 and 1894 are subject to call at 104 and interest. On Nov. 20, 1899, $140,000 consols. had been issued.

ROAD—Elec. Ry. L. & P. owned 12 miles of single track; Brown Springs, 3 miles; total, 15 miles. V. 67, p. 483; V. 70, p. 231.

SHAMOKIN, PA.

POPULATION IN 1890 WAS 14,403; IN 1880 WAS 8,184; IN 1870 was 4,320.

SHAMOKIN & MT. CARMEL ELEC. RY.—

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000 ($50)			$500,000	
Bonds	1893	6 J-D	500,000	Dec. 1, 1923

ROAD—Shamokin to Logsville, Green Ridge, Mt. Carmel, Cunningham and Centralia, 16½ miles.

EARNINGS—For fiscal years ending June 30:

Year.	Gross.	Net.	Taxes & Int.	Rental, &c.	Bal., Def.
1899	$41,940	$15,431	$30,593	$2,390	$17,552
1898	4 ,173	19,964	35,258	2,060	17,354

President, G. M. Smith, Shamokin, Pa.; Secretary, H. R. Snavely Lancaster Junction, Pa.; Treasurer, C. Smith, Annville, Pa.

SHARON, PA.

POPULATION 1890 WAS 7,459; IN 1880 WAS 5,684; AND IN 1870 WAS 4,221.

VALLEY STREET RAILWAY.—A trolley road.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock			$150,000	
1st M., $50,000, gold	1892	6g. M-N	50,000	1912
2d M., $25,000, gold	1894	6g. J-J	25,000	1914

Trustee of both mortgages is Union Trust Co. of Pittsburg, Pa.

ROAD—From Sharon through North Hickory and Sharpsville, 4·45 m.

EARNINGS—For fiscal years ending June 30:

Year.	Gross.	Net.	Taxes.	Bal., Sur.
1899	$17,379	$4,436	$61	$4,375
1898	14,881	1,249	912	337

OFFICERS—President, A. M. Jolly; Secretary, A. R. Leyda, Beaver Falls; Treasurer, A. M. McDowell, Sharon.

SHEBOYGAN, WIS.

POPULATION IN 1890 WAS 16,359; in 1880 WAS 7,314; IN 1870 WAS 5,310.

SHEBOYGAN LIGHT POWER & RY.—

ORGANIZATION, ETC.—Owns 14 miles of trolley and light plant with 71 miles of wire. Capital stock, $100,000; first mortgage, 5 per cent ($1,000) gold bonds, $225,000, dated 1896, due April 1, 1926; interest A. & O. at Mercantile Trust Co., New York, trustee. For fiscal year 1899: Gross earnings were $65,932; net, $21,381.

OFFICERS—President, G. B. Mattoon; Vice-President and Manager, J. M. Saemann; Secretary, E. L. Debell.

SHELTON, CONN.

POPULATION IN 1890 WAS 1,952; IN 1880 WAS 1,352.

SHELTON STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Nov. 12, 1895. Operates 2½ miles of track. Extension of 11 miles projected to Stratford, thirteen miles,

there to connect with the Bridgeport Traction Co., controlled in the same interest. Stock, $75,000; all outstanding. No bonded debt.

EARNINGS.—For fiscal year ending June 30, 1899, gross, $6,305; net, $1,043.

OFFICERS—President, Andrew Radel, Bridgeport, Conn.; Vice-President. Gottfried Krueger, Newark, N. J.; Treas. and Clerk, A. W. Paige, Bridgeport, Conn.

SING SING, N. Y.

POPULATION IN 1890 WAS 9,352; IN 1880, WAS 6,578; AND IN 1870 WAS 4,696.

OSSINING ELECTRIC RAILWAY—

In November, 1897, John V. Cockroft was appointed receiver. In February, 1900, date of sale had not yet been fixed.

Stock $100,000, par $100. $100,000
1st mort. 6s, J-D..... 100,000
Interest in default.
Bills payable, etc., June 30, 1898..... 12,257
ROAD—2·76 miles of track.

EARNINGS—Years ending June 30	1899.	1898.
Gross	$18,744	$18,977
Net	def.488	1,694
Charges	6,202	6,799
Balance	df.6,690	df.5,105

—V. 65, p. 925.

SIOUX CITY, IOWA.

POPULATION IN 1896 (school directory census) ABOUT 47,000; IN 1890 WAS 37,806; AND IN 1880 WAS 7,366.

SIOUX CITY TRACTION—A trolley road.

ORGANIZATION, ETC.—Chartered in May, 1894, with authorized capital of $1,000,000 to succeed the Sioux City Street Railway, sold in foreclosure. Stock increased to $1,200,000 in 1899.

In 1899 bought all the other Sioux City lines, and now owns and will operate about 48 miles of road, including the elevated (Sioux City Transit), the Central Traction, the Riverside Park and the Sioux City & Leeds Electric. All the old securities are to be canceled and a new issue of bonds for $750,000 made to run 20 years, bearing 5 per cent interest. The capital stock of the Sioux City Traction has been increased to $1,200,000. Consolidation in November had not been entirely perfected, but the different lines are all being managed by the same officers.

OFFICERS.—President, J. S. Lawrence; Vice-President and Treasurer Abel Anderson.

SOUTH BEND, IND.

POPULATION 1899 (Estimated), 35,000; 1890, 21,819, AND IN 1880 WAS 13,280.

INDIANA RAILWAY.—A trolley road.

ORGANIZATION—On March 15, 1899, was organized by the consolidation of the South Bend St. Ry., the Indiana Electric Ry., the General Power & Quick Transit Co., the South Bend & Elkhart Ry. and the Elkhart Goshen & Southern Ry.; franchise perpetual in South Bend, Mishawaka and Goshen; in Elkhart expires in 1926; operates local electric lines in above cities and interurban line joining them.

STOCK AND BOND —	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,000,000....	.....	.....	$1,000,000	.....
1st mort., $900,000, g. ($1,000).....c*	1899	5 g.	900,000	April 1, 1929

ROAD—Length of track, 42 miles. Gauge, 4 ft. 8½ in. Owns 50 cars and 3 power stations.

OFFICERS—President, Arthur Kennedy, Pittsburg, Pa.; Vice-Pres. and Gen. M'g'r, J. McM. Smith, South Bend, Ind.; Sec. and Treas., De Witt Dilworth, South Bend, Ind.—V. 61, p. 925; V. 68, p. 671.

SOUTHBRIDGE, MASS.

POPULATION IN 1895 WAS 8,250; IN 1890 WAS 7,655; IN 1880 WAS 6,464.

SOUTHBRIDGE & STURBRIDGE ST. RY.

ORGANIZATION, ETC.—Southbridge to Sturbridge, 7½ miles of trolley. Stock, $60,000; par $100. Dividends, M.-N. Bonds, $60,000 1st M. 20-year gold coupon 5s, J.-J. Due 1917. International Trust Co., Boston, Trustee. President, Calvin D. Paige.

SOUTH FRAMINGHAM, MASS.

SOUTH MIDDLESEX STREET RY.—Trolley.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($100).....	.....	See below.	$100,000	.....
1st M., $100,000, gold.	1895	5 g.F-A	100,000	Feb. 1, 1915

Loans and bills payable Oct. 1, 1898, $49,000

Interest payable at International Trust Company, Boston.

Dividends: In 1894, 6 p. c.; in 1894-95, 2½ p. c.; in 1895-96, 4 p. c. 1896-97, 5½ p. c.; 1897-8, 6 p. c.; in 1898-99, 6 p. c.

ROAD—Owns 13½ miles of track; rails 45 and 50-lb. T.

EARNINGS—Year ending September 30, 1899, gross, $60,252; net, $20,773; interest, &c., $9,583; dividends, $6,000.

SPENCER, MASS.

POPULATION IN 1895 WAS 7,614; IN 1890 WAS 8,747; IN 1880 WAS 7,466; AND IN 1870 was 3,952.

WARREN BROOKFIELD & SPENCER ST. RY.—A trolley road. Population tributary estimated at 25,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($150,000).....	.....	.....	$150,000	In '98-9, 2½
1st M., g., $125,000, s. f. aft. Nov. 1,'99 ($1,000)c.	1896	5g. M-N	125,000	Nov. 1, 1916

Int. at Int'l Trust Co., Boston, Trustee.

Sinking fund is $2,000 annually on and after Nov. 1, 1899.

ROAD—Owns 20 miles of track connecting Warren, Brookfield, North Brookfield, Spencer, etc.

EARNINGS—Year ending Sept. 30, 1899, gross, $58,142; net, $20,856; taxes, int., etc., $15,606; divs., $3,750; balance, surplus for year, $1,500.

President, N. S. Myrick; Secretary and Treasurer, G. A. Butman.

SPOKANE, WASH.

POPULATION 1890 WAS 19,922; AND IN 1880 WAS 350.

ARLINGTON HEIGHTS MOTOR RY.—2 miles of trolley track. Stock, $50,000. First mortgage 5s, M. & S., Franklin Trust Co., Brooklyn, N. Y. trustee. Road leased to Washington Water Power Co.

CITY PARK TRANSIT.—A trolley road.

ORGANIZATION—Chartered in July, 1889. Franchise runs till 1919. Stock, $250,000. "No incumbrances of any nature on the property."

ROAD, ETC.—Owns 6 miles of trolley and large public pavilion. In Feb., 1899, extensions were proposed. President, D. Glass; Secretary and Treasurer, C. Glass.

SPOKANE & MONTROSE MOTOR RR.

ROAD ETC.—Operates 3⅛ miles of trolley track. Stock, $50,000; par $100. 1st mortgage 6s, M-S, $40,000, due March 1, 1902; Trustee, Provident Trust Co. of Boston; Pres. and Gen. Man., C. G. Reeder.

WASHINGTON WATER POWER SYSTEM—SPOKANE STREET RAILWAY, ETC.

REORGANIZATION—Under plan of June 30, 1897, stockholders paid assessment of 10 p. c. in cash, or 40 p. c. in stock (which stock was resold), to provide for unpaid coupons, floating debt, etc., and bondholders had their interest reduced from 6 to 4½ per cent. Has absorbed by purchase the properties of the following companies: The Edison Electric Illuminating Co., Spokane Street Railway Co., Spokane Electric Ry. Co., Falls City Land & Improvement Co., and the Ross Park Street Ry. Co. In 1899 a new mortgage for $2,000,000 was made, providing for the retirement of the bonds of the constituent companies, and substantially all these old bonds have been taken up, a bonus having been offered to induce the exchange.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock.....	.....	.....	.....	500,000	Jan.'00, $1
Consol. mort. & coll. trust, $2,000,000, gold ($1,000)...c*&r	.....	1899	5.g. J-J	$1,530,000	July, 1929

Interest at Franklin Trust Co., Brooklyn, Trustee.

Of the $2,000,000 new bonds, $1,435,000 was to take up outstanding bonds of the old companies, $150,000 to be issued forthwith, and the balance, $415,000, may be issued for acquiring additional property or for improvements or betterments.

DIVIDENDS—A dividend of $1 per share was paid Jan. 1, 1900.

ROAD—System consists of 36 miles of trolley road, the cable line having been changed to trolley. Rails 30 to 40 lb. T.

OFFICERS—President, Henry M. Richards; Secretary and General Manager, D. L. Huntington; Treasurer, Robt. Hawes, all of Spokane. V. 69, p. 1248.

SPRINGFIELD, ILL

POPULATION 1890 WAS 24,963; IN 1880 WAS 19,743; AND IN 1870 was 17,364.

SPRINGFIELD CONSOLIDATED RY.—

ORGANIZATION.—A consolidation of the People's Electric Railway and the Springfield City Railway, the latter incorporated Feb. 18, 1861.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest*	*Outstand'g.*	*Maturity.*
St'k ($750,000 auth.)	.....	.....	.....	$750,000	.....
People's Elec. 1st M.	.....	1891	6 A-O	100,000	Apr. 1, 1911
Springfield City Ry. 1st M., lawful money, $1,000..c.	10	1890	6 M-S	125,000	Mar. 1, 1910

Subject to call at 105 after Mar. 1, 1895
Interest at Mercantile Trust Co., N.Y. City.

Springfi'ld Con. Ry. Consol. mort. for $750,000 gold....	22	1893	text J-D	418,000	June 1, 1933

Interest at Columbia Trust Co. (Trustee), Louisville, Ky. June, 1897, interest was paid.

Sufficient bonds of '93 are reserved to retire all prior liens at maturity. Of the $525,000 outstanding $107,000 are held by the Treasurer.

Adjustment—In September, 1897, floating debt was $63,000, and consol. 5 per cent bond coupons due Dec. 1, 1897, were canceled and interest on bonds reduced for 1898 and 1899 to 3 per cent and for 1900 and 1901 to 4 per cent, the bondholders receiving 10-year 4 per cent scrip for the interest scaled. See V. 65, p. 730. In Oct., 1899, floating debt had been reduced to $45,000.

ROAD—In Feb., 1899, owned 24 miles of trolley track in the City of Springfield. Rails 40 and 60 lb. T.

EARNINGS—For 1898, gross, $121,432; net, $47,101. For 1897, gross, $105,123; net, $41,560.

OFFICERS.—President, William Jarvis; Vice-President, B. Wilson; Treasurer and Gen. Man. C. K. Minary. V. 65, p. 730 V. 67, p. 224.

SPRINGFIELD, MASS.

POPULATION IN 1895 WAS 51,522; IN 1890 WAS 44,179; IN 1880 WAS 33,340, AND IN 1870 WAS 26,703.

SPRINGFIELD STREET RY.—A trolley road.

ORGANIZATION.—Incorporated March 5, 1868.

STOCK—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $1,200,000 ($100)	.....	Text.	$1,458,400	Text.
Bonds (subject to call aft. Apr. 1, 1900).....	1895	4½ A.-O.	300,000	April 1, 1910
Bonds (subject to call aft. Apr. 1, 1911)....	1896	4½ A.-O.	200,000	April 1, 1916

DIVIDENDS—In years 1893 to 1899, inclusive, 8 per cent per annum.

ROAD.—Owns 66·995 miles (including 11·535 miles second track) of main track and 4·39 miles of sidings.

EARNINGS.—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earn'gs	$626,030	$583,050	Divs. pd. 8 p. c.	$116,672	$93,336
Net	192,542	152,651	Bal. for year...	4,060	1,869
Taxes, etc..... Interest.....	71,810	57,446	Tot. sur Sep. 30.	267,221	263,161

OFFICERS—President and Gen'l Manager, John Olmsted; Secretary, Gideon Wells; Treasurer, Frederick Harris.—V. 66, p. 135 762, 860.

SPRINGFIELD, MO.

POPULATION 1890 WAS 21,850; IN 1880 WAS 6,522; AND IN 1870 WAS 5,555.

SPRINGFIELD TRACTION CO.

ORGANIZATION.—Successor in 1895 to Metropolitan Electric Ry. Stock, $400,000. Bonds $300,000. Operates 15·8 miles of track on 12 miles of streets. President, Charles M. Parker.

SPRINGFIELD, OHIO.

SPRINGFIELD RAILWAY—This road is owned by the American Railways Co. See statement of the latter under Philadelphia.

SPRINGFIELD, VERMONT.

POPULATION IN 1890 WAS 2,881; IN 1880 WAS 3,144; IN 1870 WAS 2,937.

SPRINGFIELD ELECTRIC RY.—A trolley road.

ORGANIZATION.—Length of road, 8 miles, from Springfield, Vt., to Charlestown, N. H.

Capital stock, common, (auth.) $75,000; issued $65,500; guaranteed 6 per cent stock, $45,000; none issued. 1st mortgage for $100,000 of 5 per cent gold $500 and $1,000 coupon bonds dated Nov. 1, 1897, due Nov. 1, 1917. President, Adna Brown.—V. 64, p. 1043.

STAMFORD, CONN.

POPULATION 1890 WAS 15,685; IN 1880 WAS 11,297; AND IN 1870 WAS 9,714.

STAMFORD STREET RR.—An electric road.

ORGANIZATION—Incorporated Feb. 24, 1886. Control was obtained by the New York New Haven & Hartford RR. in 1895.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $200,000 ($50).....	.....	.....	$92,240	.....
1st mortgage, $75,000 auth.	1886	5 F-A	75,000	Aug. 1, 1909
July 1, 1899, bills payable..	.....	.....	143,837	.....

ROAD—11·25 miles of track. Electricity introduced in 1895.

EARNINGS—In year ending June 30, 1899, gross, $50,042; net, $13,630; taxes, $1,662; interest, $3,750. In 1897-98, gross, $48,561.

OFFICERS.—President, Col. N. H. Heft, New Haven, Conn.; Secretary and Treasurer, W. L. Squire.

STATEN ISLAND, N. Y.

POPULATION 1890 WAS 51,693; IN 1880 WAS 38,991 IN 1870 WAS 33,029.

NEW YORK & STATEN I. ELECTRIC CO.—

ORGANIZATION—This company in December, 1897, increased its stock from $500,000 to $1,500,000, and purchased the stock of the Staten Island Electric RR., one of the considerations for the sale being the guaranty of the latter's 1st mortgage bonds, principal and interest. Bonds are $500,000 50-year 1st mort. gold 5s, dated June 1, 1897, $1,000 each, int. J-D. at Guaranty Trust Co., N. Y. Central Trust Co., N. Y., trustee.

EARNINGS—Year ending June 30.

	Gross.	Net.	Fixed ch'g's.	Betterm'ts.
1898-9	$205,792	$10,521	$25,000	$30 823
1897-8.....	185,191	59,219	25,000	178,435

President, Samuel Thomas; Vice-President and Treasurer, J. H. Swinarton; Sec., W. E. Findley, 80 Broadway, N. Y.—Office, West New Brighton, N. Y.—V. 66, p. 857.

STATEN ISLAND ELECTRIC RR. -Trolley.

ORGANIZATION—Incorporated under the laws of the State of New York December 11, 1894. Owns a through line from South Beach to Holland Hook, where, by means of a ferry, it connects with the Consolidated Traction Co. of New Jersey, and with a belt line around St. George and a spur up the Richmond Turnpike to Silver Lake. The company also controls one-half of the $1,000,000 stock of the Rapid Transit Ferry between St. George and New York, and owns all the rights and franchises of the Staten Island Belt Railway.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,250,000.....	.....	.....	$1,250,000	.....
1st M., g., $1,250,000, gu..	1895	5 g., M-N	1,250,000	May 1, 1945
	Trustee, Knickerbocker Trust Co., N. Y.			
1st consol. mort., $2,000,000, gold.....c*	1896	5 g., M-N	$750,000	May 1, 1946
	Trustee, Guaranty Trust Co., N. Y.			

Consols cover all franchises and property, and also, subject to the first mortgage of 1895, $260,000 stock of the N. Y. Investment & Improvement Co. now deposited with Knickerbocker Trust Co. as trustee of first mortgage. Of the consols, $1,250,000 will be reserved for the retirement of the firsts, and the balance used for extensions.

DEFAULT—Default was made in payment of coupons due May 1, 1899. A majority of the 5 p. c. bonds has been deposited with the Bull Committee.—V. 69, p. 586, 646.

ROAD—Road from South Beach to Holland Hook, 10·7 miles; branch to Richmond Ave., 6·36 miles; second track, 12·13 miles; total track, 29·23 miles; 90-lb. girder Cambria and 84-lb. girder Johnson steel rails

YEARLY EARNINGS—Year ending June 30:

	Gross	Net.	Charges	Betterm'ts
1898-9	$205,103	$51,297	$100,000	$18,356
1897-8.....	186,927	27	16,666	114,044

LATEST EARNINGS.—6 months to Dec. 31:

1899,..... Gross, $114.641; net, $31,028
1898,..... Gross, 115,844; net, 42.948

OFFICERS—President, J. H. Swinarton, West New Brighton, N. Y.; Sec. and Treas., W. E. Findley, 80 Broadway, N. Y.—V. 65, p. 1222; V. 69, p. 386, 646.

STATEN ISLAND MIDLAND RR.—A trolley road.

ORGANIZATION—Chartered Dec. 1, 1890. On Aug. 19, 1895, reorganized without change of name. In May, 1898, acquired the line of the Staten Island Traction Co., and was merged with it.

Judgments were filed in August, 1899, by Richard and Robert Wetherill of Chester, Pa., for $178,189 for advances made.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000.....	.....	.....	$1,000,000	.....
1st mortgage, $1,000,000, gold ($1,000).....c*	1896	5 g. J-J	1,000,000	Jan. 1, 1926
	Int. at Farmers' L. & Tr. Co., N. Y., trustee.			

Sinking fund after 5 years but bonds cannot be called.

ROAD—Owns 28 miles of track, including second track, 10·34 miles; sidings, 9·33; rails 65 to 70-lb. T rails and 90-lb. girder.

EARNINGS—Year ending June 30, 1899, gross, $135,648; operating expenses, $101,466; fixed charges, $51,207 deficit, $17,025.—V. 69, p. 182.

LATEST EARNINGS.—For three months to Sept. 30, 1899: Gross, $50,770; net, $29,906; charges, $13,903; surplus, $16,003. For three months to Sept. 30, 1899, gross, $58,977; net, $26,970; charges, $13,707; surplus, $13,263.

STOCKTON, CAL.

POPULATION IN 1890 WAS 14,424; IN 1880 WAS 10,282.

STOCKTON ELECTRIC RR.—A trolley road.

STOCK & BONDS—Stock (?); 1st M. 6s, A-O, $150,000; due 1917; trustee, California Safe Deposit & Trust Co. Owns 12 miles of track.

OFFICERS—President, Joseph Fyfe; Secretary, H. J. Corcoran.

STREATOR, ILL.

POPULATION 1890 WAS 11,414; in 1880 WAS 5,157 AND IN 1870 WAS 1,486.

STREATOR RAILWAY—A trolley road.

ORGANIZATION—Sold under foreclosure Oct. 7, 1898, to Receiver C. C. Barr, the principal bondholder, who is now the sole owner of the property.—V. 67, p. 843.

ROAD—Owns 5¾ miles of track. Rails 52 lb. girder. Road not in operation, but expected to be re-opened by the spring of 1900. No officers.—V. 63, p. 970; V. 67, p. 843.

SUNBURY, PA.

POPULATION 1890 WAS 5,930; IN 1880 WAS 4,077; IN 1870 WAS 3,131, AND IN 1898 (ESTIMATED) 10,000.

SUNBURY & NORTHUMBERLAND EL.RY.

ORGANIZATION—Chartered June 24, 1885, as Sunbury & Northumberand Street Railway. Reorganized May 28, 1892, after judicial sale.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $125,000 (par $50)...	..	....	.....	$125,000	.....
First mortgage, gold.....c*	3·2	1892	6 g. J-J	65,000	.....
Loans (unsecured) July 1,'99	..	....	.....	24,984	.....

ROAD—Owns 3·9 miles of trolley in Sunbury and Northumberland.

EARNINGS—For fiscal year ending June 30, in 1898-9, gross, $19,474; net, $3,975; interest and taxes, $3,938; balance, sur., $37; in 1897-8, gross, $19,354; net, $3,959; interest and taxes, $4,013. President, Daniel Coolidge, Lorain, O.; Sec. and Treas., S. P. Wolverton, Sunbury, Pa.

SUPERIOR, WIS.—SEE WEST SUPERIOR.

SYRACUSE, N. Y.

POPULATION 1890 WAS 88,143; IN 1880 WAS 51,792; AND IN 1870 WAS 43.051.

SYRACUSE RAPID TRANSIT RY.—

ORGANIZATION—Incorporated May 21, 1896, per plan in V. 62, p. 644. In 1899 acquired East Side Traction.

STOCK & BONDS—	Date.	Interest.	Authorized.	Maturity.
Common stock.....	.....	.....	$2,750,000	.....
Preferred 6 p. c., non-cum.	.....	.....	1,250,000	.....
People's RR., 1st mtg.....	1891	5 J-J	750,000	Jan. 1, 1921
Mort. ($3,250,000) gold... ($1,000)..... c*	1896	5g. M-S	2,500,000	Mar. 1, 1946
	Guaranty Trust Co., N. Y., trustee.			
Loan sec. by 2d M. bonds.	1898	.....	200,000	1903

The Rapid Transit mortgage of 1896 is for $3,250,000, of which $750,000 of bonds is reserved to retire the People's RR. firsts. In Oct., 1898, obtained temporary loan from directors of $200,000 for improvements, secured by 2d mortgage bonds as collateral.

EARNINGS—Twelve months ending June 30:

	Gross.	Net.	Other inc.	Charges.	Surplus.
1898-99	$481,522	$194,537	$3,880	$218,452	def. $20,035
1897-98.....	451,952	200,638	8,660	176,756	32,542

Six months to Dec. 31:

	Gross.	Net.	Other inc.	Charges.	Surplus.
1899.....	$265,340	$116,352	$1,958	$106,431	$11,879
1898.....	237,502	105,687	1,935	89,402	18,220

ROAD—The length of the lines is about 65 miles. In Jan., 1899, extension to East Syracuse proposed; in Feb., 1900, part completed, and rest to be ready for operation in early spring.

OFFICERS—President, W. P Gannon; Vice-Pres't, Ira A. McCormack; Secretary and Treasurer, T. H. Conderman.—V. 68, p. 525, 774

EAST SIDE TRACTION.—Successor in Jan., 1899, to the Syracuse & East Side Ry., foreclosured on Dec. 29, 1898. V. 68, p. 87. The road is owned by Syracuse Rapid Transit.

TACOMA, WASH.

POPULATION 1890 WAS 36,006; IN 1880 WAS 1,098.

TACOMA RY. & POWER.—

ORGANIZATION—Incorporated in Feb., 1899, in New Jersey, "to furnish electricity from water power to the factories and street railroads of Tacoma." The new company took over all the street roads in Tacoma. Incorporators: C. H. Coster, Bird S. Coler, T. Jefferson Coolidge, Jr., Samuel Carr, S. Endicott Peabody, Gordon Abbott, Charles E. Cotting of Boston and others.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Com. par $100, $2,000,000	...	.....	$2,000,000	...
M.,g.,($1,000)$1,500,000 c* not redeem before mat.	1899	5g A.&O. Int. at Old Colony Trust, Bost., trustee.	1,100,000	Ap. 1, 1929

ROAD—Owns 51·75 miles of track.

OFFICERS—President, Gordon Abbott, Boston; Sec., I. S. Keeler, 44 Broad, New York; Treas., R. T. Paine, Boston.—V. 68, p. 284, 873; V. 69, p. 704.

TARENTUM, PA.

POPULATION 1890 WAS 4,627; IN 1880 WAS 1,245; AND IN 1870 WAS 944.

TARENTUM TRACTION.—A trolley road.

ORGANIZATION—Chartered in 1890. Stock $50,000; par $50; 1st M, $100,000, gold, 1894, 6g., J - D, due Dec. 1, 1924, but subject to call after Dec. 1, 1904. Fidelity Title & Trust of Pittsburg is trustee.

ROAD—4·7 miles of track and ½ mile of siding in Tarentum and suburbs. Rails 68 lb. girder.

EARNINGS—For fiscal year ending June 30:

Year.	Gross.	Net.	Taxes.	Interest.	Bal.,def.
1899	$19,894	$4,611	$544	$6,000	$1,933
1898	19,928	5,780	924	6,000	1,144

President, C. G. Hussey, Pittsburg, Pa; Sec., J. B. Cranford, Tarentum; Treas., Frank R. Dravo, 812 Lewis Block, Pittsburg, Pa.

TERRE HAUTE, IND.

POPULATION 1890 WAS 30,217; IN 1880 WAS 26,042; AND IN 1870 WAS 16,103.

TERRE HAUTE ELECTRIC CO—

This company is successor to the Terre Haute Electric Street Railway, sold at foreclosure June 21, 1899, and bought by a syndicate represented by Stone & Webster, of Boston. The same parties also bought the Citizens' Electric Light & Power plants. In Feb., 1900, purchased the Brazil Rapid Transit St. Ry. of 3 miles, and, according to report, will use it as part of the line now building from Terre Haute to Brazil, a distance of 18 miles, which is expected to be completed within two or three months.—V. 70, p. 281.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $1,000,000	....	.....	(?)	.....
Bonds, $1,500,000	1899 Trustees, Union Trust Co. of Indianapolis and Boston Safe Deposit Co.	5	(?)	1929

ROAD—Operates 23 miles of track.

OFFICERS—President, W. R. McKeen; Vice-President, J. G. McNutt; Secretary, John T. Beasley; Treasurer, Guy E. Tripp.—V. 68, p. 333, 929, 1026, 1078, 1227; V. 69, p. 29, 331, 907; V. 70, p. 281.

THOMPSONVILLE, CONN.

POPULATION IN 1890 WAS 4,663; IN 1880 WAS 3,794.

ENFIELD & LONGMEADOW ELECTRIC RY.—A trolley road.

ORGANIZATION—Incorporated Feb. 11, 1895. Miles of track, 8·36. Stock, $500,000; outstanding, $116,700; par, $100. Bonds, $100,000 20-year coup. 5s, due Nov. 1, 1916, interest M&N at New Haven Trust Co., New Haven, Conn., trustee; outstanding, $100,000. For 12 mos. ending June 30, 1899, gross, $24,143; net, $5,371; interest, $5,000; taxes, $947.

President, Chas. E. Graham; Treas. and Man., Lyman A. Upson, Thompsonville, Conn.

TOLEDO, OHIO.

POPULATION 1890 WAS 81,434; IN 1880 WAS 50,137; AND IN 1870 WAS 31,584.

TOLEDO TRACTION COMPANY—A trolley road.

ORGANIZATION—Incorporated in May, 1895. On July 1, 1896 acquired by consolidation all the property, rights and franchises, etc., of all the street railways in the city; also controls the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting and power business in the city, and the underground conduits.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Common stock, par $100	.....	.....	$4,000,000	.....
Pref., 6%, non-cum., par $100	.....	6 p. c.	2,000,000	.....
		Interest at Blair & Co., 33 Wall St., N. Y.		
Tol. Consol. Street Railway consol. mort., currency, $1,000, c., 65 miles	1889	5 J-J Interest is payable at Blair & Co.	1,086,000	July 1, 1909
Toledo Electric Street Ry. 1st mort., 33 miles, gold, $1,000 c*	1892	5 g. F-A Interest at Blair & Co., 33 Wall St., N. Y.	700,000	Feb. 1, 1912
Tol. Traction consol. M., $6,000,000g., ($1,000) c*	1896	5 g. J&J Interest at Guaranty Tr. Co., N.Y., trustee.	3,879,000	July 1, 1909

Bonds—Of the new consolidated mortgage 5s of 1896 for $6,000,000, $1,786,000 are retained to retire divisional prior lien bonds when due. The mortgage covers all the railway, subject to the divisional liens of $1,786,000, and is a first lien on the new Central Station and other realty. The bonds are further secured by the deposit of $1,000,000 par value of 1st mortgage bonds and entire capital stock of Toledo Consolidated Electric Co. The bonds of this issue reserved for future extensions can be issued only at the rate of 75 per cent of the actual cost of such improvements.

REPORT—Year ending June 30 the earnings have been as follows:

	Gross.	Net	Charges.	Bal., sur.
1898-99	$1,006,384	$460,028	$283,119	$176,909
1897-98	921,998	367,455	266,140	101,315

ROAD—Track, 97·80 miles. Cars (closed, 124; open, 110; trailers, 39), 273.

OFFICERS—President, Albion E. Lang, Toledo; Vice-President, Thos. H. McLean, Toledo; Sec., Barton Smith, Toledo; Treas., John B. Dennis, New York.—V. 63, p. 1116; V. 69, p. 29; V. 70, p. 39.

TOLEDO BOWLING GREEN & FREMONT RAILWAY—A trolley road. Stock, $500,000; outstanding, $160,000; par, $100. No bonds in November, 1899. Miles of track, 25, extending from Perrysburg to Mermill, also 14 miles additional operated jointly with Toledo & Maumee Valley Ry. Extensions being built. President, J. A. Huston; Vice-Pres., E. K. Mussey; Sec., R. E. Hamblin; Treas., S. C. Schenck.

TOLEDO FREMONT & NORWALK ST. RY.—A trolley line.

ORGANIZATION—Incorporated in 1899 to build an electric road from Toledo to Norwalk, a distance of 60 miles. In Jan., 1900, had completed 12 miles of track and the rest being pushed to completion. In January, 1900, made a mortgage to the Union Trust Co. of Detroit, as trustee to secure 1,000 $1000 and 1,000 $500 5 per cent 20-year gold bonds.

OFFICERS—President, S. F. Angus, Detroit; Vice-Prest., W. B. Comstock; Secretary, W. A. Comstock, Fremont; Treasurer, A. W. Comstock, Alpena.—V. 70, p. 77.

TOLEDO & MAUMEE VALLEY RY.—Trolley.

ORGANIZATION, ETC.—Chartered in 1894 to build a street railway from Toledo to Perrysburg and Maumee. Capital stock is $300,000.

First mortgage is for $300,000 of 5 per cents, dated 1895, due 1920; interest M. & S., at Metropolitan Trust Co., New York, trustee.

ROAD—Owns 14 miles of track, entering Toledo over tracks of Toledo Traction Co., 8 miles, under perpetual traffic agreement; 56-lb. rail; 14 cars. Has been constructing new power plant and intentions are to utilize water power 9 months of the year. The Toledo Perrysburg & Fremont Electric RR. forms an extension.

OFFICERS—Pres., A. K. Detwiler; Vice-Pres., G. G. Metzger; Sec., G. K. Detwiler; M'g'r and Pur. Agent, C. A. Denman, 106 Summit St.

TOLEDO MAUMEE & PERRYSBURG ELECTRIC RR.—A trolley road. Incorporated Feb., 1894. Stock, $150,000. Bonds, 1st mortgage 25-year 5s, $300,000, dated March 1, 1895, interest M-S, $1,000 each; Metropolitan Trust Co., New York, trustee. President and General Manager, J. K. Tillston; Secretary and Treasurer, Frank M. Ohl.

TOLEDO & MONROE RY.—To be a trolley road.

STOCK & BONDS—	Date	Interest.	Outstand'g	Maturity.
Stock, $450,000 (par $100)	.....	.....	none	Feb.'00.
1st M., g., $450,000 ($1,000)	1898	5g.J.-D. Int. at Knick. Tr. Co., N. Y., Trustee	$450,000	June 1, '18

ROAD—Toledo to Monroe, 23½ miles, under construction and to be ready for operation about July, 1900. Projected to Detroit; also to Dundee, Mich. Rails, 70-lb. T; stone ballast.

OFFICERS—President, C. A. Black; Treas. and Man., J. M. Mulkey. Offices, 1020 Chamber of Commerce, Detroit.

TOPEKA, KAN.

POPULATION 1890 WAS 31,007; IN 1880 WAS 15,452; AND IN 1870 WAS 5,790.

TOPEKA RAILWAY—Mostly trolley.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,250,000 ($100)	.....	.....	$1,250,000 f.p.	.....
Topeka Ry. 1st M. ($1,100,000) g. ($1,000) c.	1892	4½ g. M-S Interest at J. Kennedy Tod & Co., N.Y. City. Trustee is Manhattan Trust Co., N. Y. City.	1,100,000	May 1, 1922.

ROAD—Owns 33½ miles of trolley, laid with 35 to 52 pound rails.

OFFICERS—President and Treas'r, C. C. Baker; Sec'y, J. G. Slonecker.

TORONTO, CANADA.

POPULATION 1895 WAS 174,309; IN 1890 WAS 160,141; AND IN 1880 WAS 75,110.

THE TORONTO RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1892 and acquired by purchase the old Toronto City Street railways and the exclusive privilege to work street railways in the city of Toronto for a term of 30 years from September 1, 1891 (with the exception of two small reservations in the act which are believed to be of no importance), a privilege which has since been ratified by act of the legislature of Ontario.

In September, 1896, it was reported that the Toronto Ry., in connection with the Montreal St. Ry., had leased the Birmingham Tramways (43⅛ miles of track operated by horses) for 21 years at an annual rental of £5,000. Electricity is to be introduced.

Payments to the City—As to annual payments to the city, see SUPPLEMENT of May, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (par $100)	.....	.....	$6,000,000 f.p.	See text.
Toronto St. Ry debens.	1881	6 J-J	600,000	July 1, 1914
1st M., $4,550,000 $ & £ $35,000 p. m. c*	1891	4½ g. ¶ T'stees, G. A. Cox, To'nto, & R. B. Angus, Mont.	2,200,000	Aug. 31, 1921

¶ Interest and principal on sterling bonds payable Feb. 28 and Aug. 31 at Bank of Scotland, Lothbury, London, E. C.

DIVIDENDS—In July, 1895, 1¾ per cent; in 1896, Jan., 1¾ per cent; July, 1¾ per cent; in 1897, 3½ per cent; in 1898, 4 per cent; in 1899, 4 per cent.

Sinking Fund—The company is obliged to redeem 5 per cent of its total bond issue by drawings at par yearly from Aug. 31, 1911 to 1920.

Bonds—The first mortgage bonds cover the entire property, subject to payments due the city and the debentures, to retire which $600,000 firsts are reserved. The bonds unissued may be used for new construction at the rate of $35,000 per mile of single track, but its total bond issue must not exceed in the aggregate $4,550,000.

ROAD—Operates 94 miles of track, of which 8 miles controlled.

EARNINGS—For fiscal year ending Dec. 31.

	Gross.	Net.	Interest.	Amt paid city.	Bal., surp.
1898...	$1,210,618	$631,561	.....	....	.....
1897...	1,077,613	551,811	....	.....	.....
1896...	997,273	489,512	128,564	78,922	282,026
1895...	992,801	502,886	131,997	78,197	292,692

From July 1 to Oct. 31, 1899, gross, $489,113, against $452,274 in 1898.

OFFICERS—President, William Mackenzie; Vice-President, James Ross; Manager, E. H. Keating; Secretary and Treasurer, J. C. Grace.

TORRINGTON, CONN.

POPULATION IN 1899 (EST.), 9,000; IN 1890 WAS 6,048; IN 1880 WAS 3,327.

TORRINGTON & WINCHESTER ST. RY.—

ORGANIZATION—Incorporated in 1897 under special act. Operated from July 1, 1897. Serves a population of about 20,000.

In July, 1899, the Connecticut shareholders bought out the interests of the Boston shareholders, and it was reported that changes in the condition and operation of the road are contemplated.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 (par $100)	.....	.....	$200,000 f. p.	.....
1st mortgage, $150,000, gold ..... c*	1897	5 g. J-D	150,000	Dec. 1, '17

Int. at Hurlburt Nat. Bk., Winsted, Conn.

Trustee of the mortgage is State Treasurer of Connecticut.

ROAD—Torrington to Winsted, 13 miles of trolley, of which 10 miles built on private right-of-way. Equipped with 56-lb. 4-in. T rails.

EARNINGS—For year ending June 30, 1899, gross, $40,330; net, $18,663; interest, $8,080; taxes, $2,165; dividends, $5,000; balance, surplus, $3,418.

OFFICERS—President, James Alldis, Torrington; Vice-Prest., George B. Howard, Torrington; Secretary & Treasurer, S. A. Herman, Winsted. General offices, Winsted, Conn.

TRENTON, N. J.

POPULATION 1890 WAS 57,458; IN 1880 WAS 29,910; AND IN 1870 WAS 22,874.

NEWTOWN & DELAWARE RIVER TRACTION COMPANY—To be a trolley road.

ORGANIZATION, ETC.—A reorganization in November, 1897, of the East Penn. Traction. Company intended to build between Trenton, N. J., and Yardley, Newtown, Morrisville and Doylestown, etc., Pa.

President, Lewis A. Conwell. Office, No. 1345 Arch Street, Philadelphia.—V. 65, p. 925.

NEW YORK & PHILADELPHIA TRACTION

ORGANIZATION—Chartered July, 1894. On Jan. 1, 1899, had outstanding $25,000 of full-paid capital stock; bonds, none; other debts, $180,000. In Oct., 1898, control acquired and since operated in the interest of the Brunswick Traction Co. Company is to be consolidated with the Brunswick Traction and the New Brunswick City. V. 70, p. 229. In Jan., 1899, the only line in operation was between Bound Brook and Raritan, 7 miles. President, Gottfried Krueger; Vice-Pres., J. Blair MacAfee; Sec., Edward H. Radel. Office, New Brunswick, N. J.—V. 59, p, 115; V. 61, p. 113.

TRENTON STREET RAILWAY—See "United Power & Transportation," under Philadelphia.

TROY, N. Y.

POPULATION 1890 WAS 60,956: IN 1880 WAS 56,747; AND IN 1870 WAS 46,421.

TROY CITY RAILWAY.—This company has been consolidated with the Albany Railway under the name of "United Traction Company." See statement of the latter under Albany.

TUSCALOOSA, ALA.

POPULATION 1890 WAS 4,215; IN 1880 WAS 2,418.

TUSCALOOSA BELT RAILWAY—A steam road.

ORGANIZATION—Chartered July 5, 1889.- Stock, $100,000; 1st mortgage, 5s, gold, J - D, $100,000, due June 1, 1918. Interest is payable in New York at Knickerbocker Trust Co.

Operates about 6 miles road. President, W. C. Jemison; Sec. and Treas., John T. Cochran; Gen. Man., J. W. Woolfolk, 15 Wall St.

UTICA, N. Y.

POPULATION 1890 WAS 44,001; IN 1880 WAS 33,914; AND IN 1870 WAS 28,804.

FRANKFORT & UTICA ST. RY—To be a trolley road.

ORGANIZATION—Chartered Feb. 6, 1895. Road to extend from Frankfort to Utica, 7 miles, with extension to Herkimer, there connecting with the proposed Little Falls & Herkimer. Was to be built in 1899. On August 8, 1898, obtained permission from the Railroad Commissioners to change system to overhead trolley. Stock, $70,000; paid in, $7,000. President, W. D. Lansing, Little Falls; Sec., John D. Henderson, Herkimer; Treas., John Giblin, Ilion.

UTICA BELT LINE STREET RR.—Trolley.

ORGANIZATION—Chartered June 18, 1886, and owns the principal street car lines in Utica and adjoining villages. It leases and operates a portion of the Clinton & Binghamton Railroad at a rental of $15,000, the lease being dated 1886 and running 99 years. In February, 1897, the stockholders voted to lease the railroad and parks of the Utica Suburban Ry. for 99 years; rental interest on its 5 p. c. bonds. On Jan. 30, 1900, stockholders voted to lease the Utica Suburban RR., including the line already built between Whitesboro and Oriskany and the proposed extension from the latter place to Rome. The Utica Belt guarantees 5 p. c. on an additional issue of $250,000 1st mortgage bonds. V. 70, p. 231.

STOCK & BONDS—	Miles.	Date.	Interest.	Outs'd'g.	Maturity
Com. ($150,000) ($100)	.....	.....	.....	$150,000 f. p.	.....
Pref. ($150,000) ($100)	.....	.....	.....	150,000 f. p.	.....
1st M. ($500,000) gold	.....	1889	5 M-N	500,000	Nov. 1, '39
2d M. ($200,000) gold. c	.....	1891	5 J-J	200,000	Jan. 1, 1931
Utica Suburban 1st M. gold, $50,000, guar. ($500 each)	.....	1897	5 g. M-S	50,000	1937

Interest at N. Y. Security & Trust Co. (trustee), N. Y. City.

Stock—Preferred stock is non-cumulative and only entitled to dividends when earned as follows: For two years from May 1st, 1896, at 5 per cent and thereafter at 6 per cent.

Bonds—2nd M. bonds draw interest for 4 years from July 1st, 1894, at 4 p. c., and there after at 5 p. c. Sec, mtge. bonds are $500 each.

ROAD— Lines Leased.	Miles.	Lines Owned.	Miles.
Yorkville to Upper Mills	1·75	Main line	6·38
Main street to New Hartford	3·80	Branch	1·60
" " to Whitesboro	3·79		
Sidings (owned and leased	5·00	Total of all.	22·23

ANNUAL REPORT.—For years ending June 30 earnings have been:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross	$206,731	$192,836	Int., rentals and taxes.	$55,915	$52,147
Net	66,659	51,613			
Other income.	387	583	Balance, surplus	11,131	49

OFFICERS—President, John W. Boyle; Vice-Pres., James T. Gardiner; Treas., N. Pendergast; Sec., John H. Grant.—V. 63, p. 503; V. 65, p. 568; V. 70, p. 231.

UTICA & MOHAWK RAILROAD—

Control changed hands May, 1899, and road to be extended to a connection with the Frankfort & Utica.

STOCK, BONDS, ETC.—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $250,000, par $50.	.....	.....	.....	$52,100	.....
1st mortgage, gold	.....	1890	5 g. J-J	75,000	July 1, 1910
2d mortgage, $35,000	.....	1896	6 M-N	20,000	Nov. 1, 1910
Bills payable June 30, '99	.....	.....	.....	29,017	.....

ROAD—Owns from Genesee Street to Utica Park, 2¾ miles; sidings 0·33 miles; total, 3·08 miles; also parks valued at $45,994.

EARNINGS—For year ending June 30, 1899, gross, $25,685; net, $6,753; fixed charges, $6,473; balance, sur., $280. For year 1897-98, gross, $26,423; net, $2,216; fixed charges, $7,235; balance, def., $5,019.

OFFICERS—President, James F. Mann; Vice-Pres., Henry W. Millar; Sec., William E. Lewis; Treas., Hugh White.

WACO, TEXAS

POPULATION 1890 WAS 13,067; IN 1880 WAS 7,295; AND IN 1870 WAS 3,008.

CITIZENS' RAILWAY.—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Stock	.....	.....	$350,000	.....
1st mortgage, currency	1890	6 A-O	350,000	Oct. 1, 1910

Trustee is St. Louis Trust Company of St. Louis, Mo.

ROAD—Operates about 19 miles of track. V. 66, p. 84.

OFFICERS—President and General Manager, H. C. Scott.—V. 66, p. 84.

WASHINGTON, D. C.

POPULATION 1890 WAS 188,932; IN 1880 WAS 147,293; AND IN 1870 WAS 109,199.

WASHINGTON TRACTION & ELECTRIC.

ORGANIZATION—This company controls the principal street railroads in Washington and the two Electric Light Companies, which alone are operating, or authorized to operate, in the national capital. The railroad companies have 152·33 miles of track (all under electric traction or in process of conversion), while the Electric Light Companies have 72 miles of subways with about 400 miles of ducts, besides many miles of overhead wires. The following shows the total outstanding stock of the companies controlled and the amount of the shares acquired in each instance by the Washington Traction & Electric.

Name of Company—	Mileage.	Capital stock.	Total shares.	Shares Acq'ued
Metropolitan RR.	22·67	$997,750	19,955	18,556
Columbia Railway	13·88	400,000	8,000	8,000
Anacostia & Potomac	27·75	2,000,000	40,000	39,865
Georgetown & Tennallytown	8·80	200,000	4,000	3,082
Brightwood Railway	11·90	108,550	2,171	2,164
Washington Woodside & Forest Glen	2·90	25,000	1,000	985
Washington & Great Falls	13·62	86,800	868	866
Washington & Rockville	10·11	50,000	1,000	1,000
City & Suburban Railway	31·80	1,750,000	35,000	30,602
Washington & Glen Echo Ry.	7·57	200,000	4,000	3,902
Capital Railway	1·32	100,000	2,000	1,988
Total Railroads	152·32	$5,918,100	117,994	111,010
Lighting—		*Stock.*	*No. Shares.*	*Acq'd.*
United States Electric Lighting		$1,095,400	10,954	10,668
Potomac Electric Power		1,000,000	10,000	10,000
Total lighting		$2,095,400	20,954	20,668
Total all companies		$8,013,500	138,948	131,678

In Feb, 1899, the total amount of bonds outstanding on the above properties was $9,9 4,100, of which the Washington Traction & Electric owns $1,288,000.

The syndicate also has the right to purchase the stock of the Washington Automobile Co.

STOCK AND BONDS—The consolidated company has $12,000,000 of stock, of which $11,200,000 has been issued (the remaining $800,000 to be held for future uses of the company), and has authorized an issue of $20,000,000 collateral trust bonds. Of the bond issue, $6,558,000 are reserved to retire outstanding bonds of constituent companies. The remaining $13,442,000 have been issued, and $7,750,000 of the same were offered for public subscription in June by Messrs. Brown Brothers & Co., the United States Mortgage & Trust Co., and Kountze Bros.

STOCK & BONDS—	Date.	Rate.	Outstand'g.	Maturity.
Stock (auth., $12,000,000)	.....	.....	$11,200,000	.....
1st mort. collateral trust, gold, $20,000,000	1899	4½ g. J.-D.	13,442,000	June 1, 1949

Int. at U. S. Mtg. & Trust Co., N. Y., trustee.

Bonds may be redeemed at 107½ and accrued interest on 5 months' notice.

OFFICERS—President, Col. George Truesdell; Vice-President, Charles A. Lieb; Treasurer, H. D. Mirick; Secretary, James B. Lackey.—V. 68, p. 1027, 1134, 1184, 1228; V. 69, p. 1013.

(1) ANACOSTIA & POTOMAC RIVER RR.—

The Washington Traction & Electric owns 39,865 out of the 40,000 shares of stock.

Stock & Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock au., $2,000,000 ($50)	27·75	.....	.....	$2,000,000	.....
New M. $3,000,000 g...c* ($1,000)	.....	1899	5g A-O	2,250,000	Apr. 1,'48
		Int. at Baltimore Tr. & Guar. Co., Trustee.			

—V. 68, p. 426, 773, 824.

(2) BRIGHTWOOD RAILWAY.—A trolley road.

The Washington Traction & Electric owns 2,164 out of the 2,171 shares of stock.

Stock & Bonds—	Miles track.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50	.....	.....	.....	$108,500	.....
1st M.	11 9/10	1892	6 A-O	250,000	Oct. 1, 1912
General mtges.	11 9/10	1893	6 M-N	100,000	May 1, 1913

—V. 67, p. 1355.

(3) COLUMBIA RAILWAY.—Underground electric.

The Washington Traction & Electric owns *all* the stock.

Stock & Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock ($400,000) ($50)	.....	.....	Q-M	$400,000	See text.
1st M. ($500,000) cur.	13·88	1894	6 A-O	500,000	Oct. 1, 1914
Not subject to call. c.	Int. at American Sec. & Trust Co., trustee.				
Ext. M., $500,000, g.	.....	1898	5g. A-O	400,000	Oct. 1, 1914
Not subject to call. c.	Interest at Amer. Sec. & Trust Co., trustee.				

—V. 67, p. 798; V. 68, p. 572, 619, 773.

(4) GEORGETOWN & TENALLYTOWN RY.—The Washington Traction & Electric owns 3,092 of the 4,000 shares of stock.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50	....	.....	$200,000	.....
1st mortgage	1894	6 F-A	70,000	Feb. 1, 1904
2d mortgage	1896	6 F-A	30,000	Feb. 1, 1904

(5) METROPOLITAN RR.—Underground electric.

The Washington Traction & Electric owns 18,556 of the 20,000 shares of stock.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000, par ($50)	....	Q-J	$997,750	.....
1st M., $1,850,000, gold	1895	5 g F-A	1,850,000	Feb. 1, 1925
Not subject to call. c*	Int. at Balt. Tr. & Guar. Co., Trustee, Balt.			
Collateral trust bonds, convertible	1892	6 J-J	1,000,000	July 1, 1901
	Int't at National Bank Republic, Washington.			
Certs. of indebt.....A	1896	6 A-O	250,000	Oct. 1, 1906
Certs. of indebt.....B	1897	J & D	250,000	June 1, 1907

—V. 63, p, 459; V. 68, p. 572, 619, 773, 824, 1133.

(6) WASHINGTON & GREAT FALLS ELECTRIC RY.—A trolley road.

The Washington Traction & Electric owns 866 out of the 868 shares of stock.

Capital stock, $86,800; 1st mortgage 6s, $400,000.

(7) CITY & SUBURBAN RAILWAY.—Underground electric and overhead trolley. The Washington Traction & Electric Company owns 30,602 shares out of 35,000 shares. Stock, $1,750,000; par value $50; all issued. Bonds, first mortgage 5 per cent gold, $1,750,000. Date, August 1, 1898; interest payable February and August at Baltimore Trust & Guarantee Co.; maturity August 1, 1948. The bonds have a sinking fund of $25,000 yearly from any surplus remaining after payment of 6 p. c. on the stock, but cannot be called.

(8) WASHINGTON WOODSIDE & FOREST GLEN RAILWAY & POWER CO.—Overhead trolley. The Washington Traction & Electric Company owns 985 shares out of 1,000 shares. Stock, $25,000; par value, $25; all outstanding. Bonds, $40,000 first mortgage 6 per cent; interest payable June and December at Washington Loan & Trust Company.

(9) WASHINGTON & ROCKVILLE RAILWAY CO.—Overhead trolley.—The Washington Traction & Electric Company owns all the capital stock. Stock, $300,000 authorized, par value $50; $50,000 issued; bonds, $45,000 5 p. c. 1st mortgage, dated Nov. 15, 1897, payable Nov. 15, 1902. Interest payable at West End National Bank.

(10) CAPITAL RAILWAY—Overhead trolley.—Washington Traction & Elec. Co. owns 1,988 out of 2,000 shares. Stock, $100,000, par value $50: all outstanding. Bonds, first mortgage 5 per cent, $65,000, dated May 1, 1897; second mortgage 5 per cent, $35,000, dated Aug. 24, 1898; third mortgage 5 per cent, $90,000, dated Aug. 24, 1898; all interest payable at the Washington Loan & Trust Co.; all bonds mature 30 years from date; road now in the hands of a receiver.

(11) WASHINGTON & GLEN ECHO RR.—

ROAD—Owns 5½ miles of double (11 miles single) track, from Cabin John Bridge to Chevy Chase Circle in District of Columbia. The Washington Traction & Electric owns 3,992 of the 4,000 shares of stock.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($50)	.....	.....	$200,000	.....
1st mortgage, gold.....c*	1896	6 g. J-D	200,000	June 1, 1916

Interest at Washington L. & T. Co. (D. C.), trustee, also at Stahl & Straub, Philadelphia.—V. 63, p. 716.

BALTIMORE & WASHINGTON TRANSIT.—

ORGANIZATION.—Operates a trolley road extending from Takoma to Glen Sligo, 2 miles, opened Sept., 1897, and by a traffic agreement with the Brightwood Electric runs cars into Washington, where transfers are given to city lines. In 1899 extension was proposed to Sandy Spring, Md., 14 miles. Stock, $100,000; par, $50. First mortgage, $500,000, of which only $50,000 has been issued: balance can only be issued upon completion of extensions and double-tracking. Guardian Security Trust & Deposit Co., Baltimore, Trustee.

OFFICERS—Pres., T. William Harris, 1335 "P" St., N. W., Washington: Vice-Pres., A. W. Williams, Baltimore; Sec-Tres., Jos. A. Gilpin, of Baltimore, Md.

CAPITAL TRACTION.—An underground trolley road.

ORGANIZATION—In the fall of 1895 absorbed the Washington & Georgetown and Rock Creek companies. See V. 61, p. 283, 328, 588.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stk, $12,000,000 ($100)	.....	Text.	$12,000,000	See text.
1st M., $1,000,000.....	1898	5 J-J	1,000,000	Jan. 1, 1903

A new mortgage to secure $1,500,000 of 4 p. c. bonds will be issued April 1, 1900, to take up the above mortgage (which is held as collateral for loans) and pay off floating debt; $420,000 will remain in treasury for future use. New bonds are dated April 1, 1900, and mature April 1, 1920; int. A&O.

Dividends—In 1895, 1 p. c.; in 1896, 3½ p.c.; in 1897, July, 60 cents per share; Oct. 1, 65 cents; in 1898, July 1, 75 cents; Oct. 1, 75 cents; In 1899, 4 dividends of 75 cents each; in 1900, Jan., 75 cents.

ROAD—Underground trolley (since Apr.'98) double track, 17·98 miles.

Earnings—	1899.	1898.	1897.	1896.
Gross receipts	$1,124,434	$993,177	$908,830	$1,036,165
Net earnings	467,833	336,637	202,042	379,911
Dividends paid	359,950	269,961	269,958	419,873

OFFICERS—President, G. T. Dunlop; Vice-President, C. C. Glover; Secretary and Treasurer, C. M. Koones; Chief Engineer and Superintendent, D. S. Carll. General office, Washington.—V. 66, p. 38; V. 69, p. 954; V. 70, p. 175.

WASHINGTON ALEXANDRIA & MOUNT VERNON ELECTRIC RY.—See ALEXANDRIA, VA.

WASHINGTON ARLINGTON & FALLS CHURCH RY.—A trolley road.

Chartered 1894-6-8 as the successor of the Washington & Arlington Ry. Stock, $100,000; bonds, $100,000 1st 6s, gold, int. J&J. Owns Aqueduct Bridge to Fort Myer, Arlington National Cemetery and Corbetts, 3 9-10 miles; also to Falls Church, Va., 6½ miles; total, 10·4 miles. Standard gauge and steam RR. track. Extensions of about 5 miles surveyed and planed for 1900. Pres., C. S. Hinchman; Sec.-Treas. and Man., R. H. Phillips.

WASHINGTON & UNIVERSITY RR.—Trolley.

ORGANIZATION—Chartered in 1898 by Act of Congress to construct a road from Washington past the American University to the District line. To be double-tracked, 4 miles in length.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $10) $5,000.	.....	.....	$3,700	.....
1st mort., g., $170,000 ($100) coupon	1899	5g. A-O	None Nov.,'99	Apr. 1, 1929
	Interest at Washington Loan & Trust Co.			

Of the bonds, $25,000 are reserved for prior liens.

OFFICERS—President, F. C. Kennedy; Secretary, G. O. Ferguson; Treasurer, J. D. Croissant.

WATERBURY, CONN.

POPULATION 1890 WAS 28,646; IN 1880 WAS 17,806; IN 1870 WAS 10,826, AND IN 1898 (ESTIMATED) WAS ABOUT 40,000.

CONNECTICUT LIGHTING & POWER—

Organized in 1899, and contemplates uniting various street railway and light and power properties in Connecticut. Up to Feb., 1900, had acquired the Central Ry. & Electric Co. of New Britain; the Waterbury Traction of Waterbury; Naugatuck Electric Light Co. of Naugatuck; Norwalk Gas Light Co.; Norwalk & South Norwalk Electric Co.; Norwalk St. Railway Co.; the Greenwich Gas & Electric Co. and the Housatonic Power Co. It has been reported that the company would issue $6,000,000 of long-time bonds to pay for these and other properties which it is intended to acquire, but we are informed that the amounts of stock and bonds to be issued are subject to change.

OFFICERS—President, R. A. C. Smith; Treas., A. M. Young; Sec. and Asst. Treas., H. G. Runkle; Gen. Mgr., J. E. Sewell, Waterbury, Conn. New York office, 100 Broadway.

(1) CENTRAL RAILWAY & ELECTRIC (New Britain).

Has been acquired by the Connecticut Lighting & Power Co.—see V. 68, p. 1133.

ORGANIZATION—Does both an electric light and street railway (trolley) business, being a consolidation of the New Britain Tramway and New Britain Electric-Light Co. Securities below include both railway and lighting plant. Population of New Britain in 1895 estimated at 26,000. See editorial in V. 65, p. 1054.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock ($1,000,000) $25	.....	.....	$600,000 f.p.	.....
1st M. s.f $750,000 (Trus., Old Col. Tr. Co., Bost.) c*	1893	5 J-D	600,000	Dec. 1, 1923
	Interest at New Britain National Bank.			
Bills payable June 30, 1899	.....	.....	$10,000	.....
Coupon notes	1898	5 A-O	80,000	1906
	Int. at Am. Loan & Trust Co., Boston.			

ROAD—July 1, 1899, owned road 18·62 miles in length, being 4½ miles in city streets and 4½ miles to Plainville; 4 miles to Berlin; 3½ miles to Newington Centre; switches, etc., 2 miles. Length of road paved, 10·25 miles. The Newington Tramway was formerly owned jointly with the Hartford Street Railway, but 3½ miles to Newington Center was purchased in 1897 by Central Railway & Electric and balance by Hartford Street Railroad. The two roads roads join at Newington Church, and through cars are operated from New Britain to Hartford under a 99-year contract; distance from central part of New Britain to central part of Hartford, 10·42 miles. Rails 35, 40, 56, 60 and 67 lbs. Cars, 13 closed and 23 open.

EARNINGS—For years ending June 30, 1899, in comparison with the year ending Sept. 30, 1898, results are:

	Railway	Elec. light.	Total gross.	Net.
1898-99	$91,512	$64,729	$156,241	$51,572
1897-98	96,956	67,487	164,443	57,105

From net in 1898-99 paid taxes and bond interest, $41,649.

OFFICERS—President, R. A. C. Smith; Secretary, H. G. Runkle; Treasurer, A. M. Young; General Manager, J. E. Sewell.—V. 65, p. 1054; V. 69, p. 1193; V. 70, p. 76, 77.

(2) NORWALK STREET RAILWAY—Trolley.

Has been acquired by the Connecticut Lighting & Power Co.—See V. 68, p. 1133.

ORGANIZATION—Chartered in May, 1862. There were $110,000 of bonds outstanding, but these were called at 105 and paid off July 1, 1899.

Stock ($500,000), $25. $100,000 f. p.

ROAD—Operates 7·78 miles of track connecting Norwalk, South Norwalk and Winnipauk.

July 1, 1899, bills payable, $42,000.

Dividends—1897-98, 1½ per cent; in 1898-99, 4½ per cent.

EARNINGS—Year ending June 30, 1899: Gross, $49,738; net, $20,691; interest charges, $8,680; taxes, $2,255; dividends (4½ p c.). $4,500; surplus, $5,256. For nine months ending June 30, 1898, gross, $36,430; net, $11,132; interest charges, $4,402; taxes, $2,230; dividends (4½ p. c.), $4,500.

OFFICERS—Prest., R. A. C. Smith; Secretary, H. G. Runkle; Treasurer, A. M. Young; Gen'l M'g'r, J. E. Sewell; Asst. Gen'l M'g'r, E. H. Mather.

(3) WATERBURY TRACTION.—A trolley road.

Has been acquired by the Connecticut Lighting & Power Co.—See V. 68, p. 1132.

ORGANIZATION—Organized in 1893, a consolidation of the Connecticut Electric Co. and the Waterbury Horse RR. Co. Franchise perpetual.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,000,000 ($100)..	.....	Text. Q–J	$750,000	See text.
1st mort., $800,000, gold	1893	5 g. M – N	600,000	Nov. 1, 1923
Tax exempt in Connecti't ($100 etc).....	Sub. to call at 104 and int. aft. Nov. 1, 1898 Trustee, Treasurer State of Connecticut.			

Bonds—The *mortgage* has a first lien on all property and franchises of the company, including electric-light plant. The $200,000 of bonds unissued may be used for future extensions.

Dividends—In 1896, July, 1 p. c.; Oct., 1 p. c. In 1897, Jan., 1 p. c.; Apr., 1 p. c; July, 1 p. c.; Oct. 1, 1 p. c; in 1898, Jan., 1 p. c; Apr., 1 p. c.; July, 1 p. c.; Oct., 1 p. c.; in Apr., '99, 1 p. c.

ROAD, ETC.—In Nov., 1899, was operating 13·04 miles of road with 15·66 miles of track, extending through the city of Waterbury to Union City, the borough of Naugatuck, etc. Rails are 60 and 70 lbs. In November, 1899, was building an extension to Oakville.

ANNUAL REPORT.—For years ending June 30:

	Gross.		*Net.*	
	1899.	1898.	1899	1898.
Railway.....	$182,219	$170,539	$76,888	$74,609
Electric lights.....	110,204	105,106	48,147	47,588
	$292,423	$275,645	$125,035	$122,197
Interest and taxes.....			$40,121	$42.123
Dividends.....			25,499	24,000
Balance, surplus.....			$59,415	$56,074

OFFICERS—President, R. A. C. Smith; Sec., H. G. Runkle; Treas., A. M. Young; Gen. Mgr., J. E. Sewell; Ass't Gen. Mgr., E. H. Mather.

WATERTOWN, N. Y.

POPULATION IN 1890 WAS 14,725; IN 1880 WAS 10,697; IN 1870 WAS 9,336.

BLACK RIVER TRACTION CO.—Trolley.

ORGANIZATION—Successor in Dec., 1897, to Watertown & Brownville St. Ry., foreclosed. 7 miles of trolley. Stock, $65,000. Funded debt, $55,000. Earnings: For year ending June 30, 1899—Gross, $35,496; net, $11,458; other income, $725; charges, $4,566; net income, $7,617. Officers—Pres., Julius A. Lebkuecher, Newark, N. J.; Vice-Pres., H. F. Inglehart; Treas., N. P. Wardwell; Sec., Geo. H. Walker.

WATERVILLE, ME.

POPULATION 1890 WAS 7,107; IN 1880 WAS 4,672; AND IN 1870 WAS 4,852.

WATERVILLE & FAIRFIELD RY. & LIGHT.

ORGANIZATION—In December, 1897, the stockholders agreed to give the bondholders the right for five years, or until the company shall be in a position to meet all its fixed charges, to elect a majority of the board of directors, the bondholders, in turn having exchanged their $200,000 of 6 per cent bonds for a like amount of 20-year 5s.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc.*
Stock (par $100) ($200,000)	.....	.....	$200,000	.....
Prior lien bonds.....	1897	5 M–N	40,000	May 1, 1937
Consol. mortgage.....	1897 American L. & T., Boston, trustee.	5 M–N	200,000	May 1, 1937

ROAD—Operates 4·43 miles of trolley between Fairfield and Waterville, and furnishes light and power for miscellaneous purposes.

EARNINGS—For years ending June 30 as follows:

	Gross of Ry.	*Gross Lt. & Power.*	*Total oper. exp.*	*Total net.*	*Interest, taxes, etc.*	*Surplus for year.*
1899....	$20,700	$24,047	$28,788	$15,959	$13,701	$2,258
1898....	20,208	20,021	24,190	16,039	(?)	(?)

OFFICERS—President, C. F. Woodard, Bangor; Treasurer, H. D. Bates, Waterville; Gen. Man., W. S. Wyman, Waterville, Me.—V. 65, p. 1027.

WAVERLEY, N. Y.

POPULATION 1890 WAS 2,270.

WAVERLEY SAYRE & ATHENS TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated in 1893; stock, $200,000; 1st mortgage, $200,000, 6s, J&J, due Jan. 1, 1925; $150,000 issued June 30, 1897. Operates 6 miles of track. Year 1897-98, gross, $10,747; oper. exp. and taxes, $6,554; net, $4,193; int., $2,250; surp., $1,943.

President, A. N. Broadhead; Sec. and Treas., A. C. Wade.

WEBB CITY, MO.

POPULATION 1890 WAS 5,043; IN 1880 WAS 1,588.

SOUTHWEST MISSOURI ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION, ETC.—A consolidation on August 21, 1896, of the South M. Elec. RR., Jasper County Electric and Joplin & Galena Electric Ry. In 1898 the company reported population of places along its route as 51,600. In Oct., 1898, control passed into the hands of Joplin and Harrisburg, Pa., capitalists.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $800,000, auth.....	.....	.....	$800,000	.....
Mortgages—				
Joplin to Webb City, Carterville and Prosperity, $200,000, g., $500....c*	1893 Subject to call on Mar. 1, after 1903. Int. at Cent. Trust Co., trustee, N. Y. City.	6g. M-S	$200,000	Mar. 1, 1913
Joplin & Galena Elec. RR. Joplin to Galena, gold, ($500).....	1896 Subject to call on July 1, after 1903. Trustees, Cent'l Trust Co., New York, and Mississippi Valley Trust Co., St. Louis	t g. J-J	$120,000	July 1, 1926
Carterville to Carthage ($500)	1896 Subject to call on July 1 after 1903.	6g. J-J	$180.000	July 1, 1926
Southw. Mo. Electric Ry. 2d mort., gold, $1,000, $300,000.....	1899 Subject to call on any Nov. 1st after 1903. Int. at Nat. Bk. of Commerce, N.Y. Trustee. Mississippi Valley Trust Co., St. Louis.	6g. M-N	$300,000	Nov. 1, 1928

ROAD—Operates 40 miles of track connecting Joplin, Webb City, Carterville, Carthage, Prosperity and Galena, Mo.

EARNINGS—For year ending Aug. 31, 1899, gross receipts, $166,377; net, after deducting taxes and interest, $44,302; 1898, gross receipts, $115,050; net, after deducting taxes and interest, $13,120.

OFFICERS—President and Treasurer, A. H. Rogers, Joplin, Mo.; Secretary, A. G. Knisely, of Harrisburg, Pa.—V. 67, p. 843; V, 69, p. 852.

WEST SUPERIOR, WIS.

POPULATION OF SUPERIOR 1890 WAS 11,983.

SUPERIOR RAPID TRANSIT RY.—A trolley road.

ORGANIZATION—"A perpetual right of way over all streets in the heart of the city is held and owned by the company in fee simple.

RECEIVERSHIP—On Jan. 28, 1896, S. T. Norvel and F. W. Oakley were appointed receivers.—V. 62, p. 234, 279. Nov., 1899, still operated by receivers.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock.....	.....	.....	.....	$1,000,000	.....
1st M., $650,000, g., $1,000 s.f., Ser. A. c*	26 Subject to call at 102 and interest	1892	6g. F–A	$250,000	Aug. 1, 1912 Aug. 1, 1902
2d mortgage.....	.....	.....	.....	(?)	.....

Interest on second mortgage went to default. See V. 62, p. 279.

Mortgage—Under the mortgage, Series B and C ($200,000 each) are co-equally secured with Series A. Sinking fund ranges from $5,000 Dec. 31, 1893, to $20,416 Aug. 1, 1912, inclusive, which amounts are to be annually turned over to the trustee. Operates 26 miles of track.

EARNINGS—For calendar year 1898 gross earnings were $98,803; in 1897 were $92,370

OFFICERS—President and General Manager, S. T. Norvell; Secretary and Treasurer, G. Chadwick.—V. 62, p. 234, 279.

WESTWOOD, MASS.

NORFOLK WESTERN STREET RAILWAY—An electric road.

Line opened in 1899. Runs between Dedham, Westwood and Medfield, 9 miles. Franchise granted for an extension from Medfield to Franklin, giving a trackage of 23 miles. Gen. office, Westwood., Mass.

WESTERLY, R. I.

POPULATION OF TOWN 1890 WAS 6,813; IN 1880 WAS 6,104 AND IN 1870 WAS 4,709.

PAWCATUCK VALLEY ST RY.—A trolley road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $75,000, $100 par..	....	.....	$75 000	(?)
1st M., $100,000, gold ...c	1894 Int. in Boston at Am. L. & Tr. (mort. tr'stee).	5 M-N	100,000	1914

ROAD—Operates 6 miles of track laid with 90-lb. and 50-lb. T rails in Westerly, R. I., and suburbs, extending to Watch Hill.

DIVIDENDS—In 1896, 4 p. c.; in 1897, 3 p. c.; in 1898, 2½ p. c.; in 1899 no dividends were paid.

EARNINGS—Year 1899, gross, $18,856; net, $4,947; interest, $5,284.

OFFICERS—President, William Hoxsey; Sec. and Treas., E. P. Shaw, Jr.; Gen. Man., E. P. Shaw, Jr., 53 State St., Boston.

WHEELING, W. VA.

POPULATION IN 1890 WAS 34,522; IN 1880 WAS 30,737; AND IN 1870 was 19,280.

WHEELING RAILWAY—A trolley road.

ORGANIZATION—Reorganized in 1892. Franchise is perpetual. Company owns a trifle over thirty-nine fortieths of the capital stock of the Citizens' Street Railway Company, and leases same for 99 years. The total population served, including Wheeling, Bridgeport, Martin's Ferry, Bellaire and Benwood, is said to be about 75,000. The Bellaire Bridgeport & Martin's Ferry Ry. has been purchased—V. 67, p. 802; also in Jan., 1900, purchased control of the Moundsville Benwood & Wheeling Ry.—V. 70, p. 77. From May to July, 1899, company was suffering from a strike of its employes.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstand'g.*	*Last div. &c.*
Stock, par $100, f. p.	.....	.....	See below.	$700,000	Apr,'99, 1%
1st mge., $500,000, gold, $1,000....c*	1,000 Interest at Central Trust Co., trustee, N. Y. City.	1892	6 g. M – S	500,000	1912
2d M., $200,000....	.....	1898	.....	None, Nov.,'99	.....

Dividends.—In 1894 1 p. c.; in 1895, 2; in 1896, 4½; in 1897, 4½; in 1898, 4½; in 1899, April, 1 p. c.

ROAD.—Operates 30 miles of track in Wheeling and suburbs, its lines extending to Bridgeport, Benwood and Martin's Ferry.

EARNINGS—Jan. 1 to Nov. 30 (11 months), gross, $173,029 in 1898, $152,366 in 1897. For year ending Dec. 31, 1897, gross, $170,318; net, $76,732; interest and taxes, $32,508; dividends, $31,500.

OFFICERS.—President, T H. Conderman; Vice-Prest, B. W. Peterson; Sec. and Treas., W. A. Shirley. INDEX—V. 62, p. 279; V. 67, p. 647, 802; V. 70, p. 77.

(1) MOUNDSVILLE BENWOOD & WHEELING RY.—Trolley road.

ORGANIZATION—Opened in Dec., 1896, from Moundsville to Benwood, 9 miles of track, connecting at Benwood with Wheeling Ry. Receiver was appointed and property resold to original owners and reorganized under the old name. In Jan., 1900, a controlling interest

was purchased by the President and stockholders of the Wheeling Ry. V. 70, p. 77. Stock, $250,000; bonds, $100,000. President, J. A. Miller; Sec. and Gen. Man., Alfred Paull.

WHEELING & ELM GROVE RR.—A trolley road.

ORGANIZATION—Owns from Wheeling to Elm Grove, 7½ miles, of which 7 miles double track. One mile double track has been added to connect with Wheeling Suburban Ry., whose 2-mile single-track road from Elm Grove to Triadelphia is operated and bonds guaranteed. Stock, $67,800 common and $160,200 preferred. In January, 1898, issued mortgage for $225,000 of 5 per cent bonds, redeemable in 10 to 30 years; proceeds for double track and extensions. Operates 30 motor cars.

OFFICERS.—President, A. Reyman; Secretary, Wm. Carle; General Manager, W. S. Wright.—V. 66, p. 185.

WICHITA, KAN.

POPULATION 1890 WAS 23,853; IN 1880 WAS 4,911.

WICHITA RAILWAY LIGHT & POWER—A trolley road and lighting plant.

ORGANIZATION—Chartered July 3, 1897, and purchased the property of Wichita Electric Ry. & L. Co. Has contract for city lighting. In Dec., 1899, was granted a new franchise and dissensions with city authorities believed to be healed.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $500,000, par $100	....	.. ....	$500,000	.....
1st M., $500,000 ($1,000 gold.....s. f. c.*	1898	5 g. M-S Int. at Mass. L. & T. Co., Boston, trustee.	none Nov.'99	Sept. 1, '18

ROAD—Owns 23 miles of trolley track in Wichita, Kansas.

WILKESBARRE, PA.

POPULATION 1890 WAS 37,718; IN 1880 WAS 23,339; AND IN 1870 WAS 10,174.

WILKESBARRE & WYOMING VALLEY TRACTION.—See "United Power & Transportation Co." under Philadelphia.

WILKESBARRE DALLAS & HARVEY'S LAKE RY.—See "United Power & Transportation Co." under Philadelphia.

WILLIAMSPORT, PA.

POPULATION 1890 WAS 27,132; IN 1880 WAS 18,934; AND IN 1870 WAS 16,030.

VALLAMONT TRACTION—

ORGANIZATION—This company was formed May 15, 1894, under an agreement for consolidating the Vallamont Passenger Railway Company, the Junction Passenger Railway Company, the Centre & West End Passenger Railway Company and the Citizens' Passenger Railway Company. Operates the South Side Passenger Ry. Co.; stock, $25,000.

STOCK & BONDS— *June* 30,1900.		ROAD—	*Miles*
Stock (Val. Trac.).....	$101,700	Owns (65 lb. rails).....	3·6
Current liabilities (net)..	25,372	Leases S. S. P. Ry.....	1·8
South Side bonds, 6s.....	25,000	OFFICERS—Pres., J. Hy. Cochran; Sec. and Gen. Man., E. H. Davis.	
Bonds (30-year 6s).....	100,000		

EARNINGS—Fiscal year ending June 30, 1899: Gross (both roads), $27,359; net, $6,045; interest and taxes, $8,975; in 1898, gross (both roads), $23,455; net, $4,540; interest and taxes, $8,977.

WILLIAMSPORT PASSENGER RY.—Trolley.

STOCK & BONDS— *June* 30, '99.		EARNINGS—Year end. June 30.	1898-99.	1897-98.
Stock ($600,000).....	$338,550			
6s, due May 1, 1911.....	11,500	Gross.....	$81,3[illegible]4	$69,192
6s, due June 1, 1922.....	169,000	Net.....	20,202	16,562
Bills & accounts payable.	47,384	Taxes	3,124	2,290
Dividends Jan., 1893, 2 p. c.; 1893-94, 6 p. c.; none since.		Interest.....	10,055	10,575
		Bal'ce, surplus.	7,023	3,694

ROAD OWNED—8 miles; 90-lb. rails.

OFFICERS—President, H. C. Parsons; Secretary and Treasurer, ——; General Manager, E. H. Davis. Williamsport, Pa.

WILMINGTON, DEL.

POPULATION 1890 WAS 61,431; IN 1880 WAS 42,478 AND IN 1870 WAS 30,841.

WILMINGTON & BRANDYWINE SPRINGS ELECTRIC RY.—A trolley road.

ORGANIZATION—Operated from Dec. 8, 1898. Wilmington to Brandywine Springs, a pleasure resort, a distance of 6 miles. The Wilmington & Elsemere Electric Ry. also passed into the hands of the same owners on Dec. 8, 1898, and it was reported that a syndicate which contemplated building a trolley line from Philadelphia to Baltimore was endeavoring to obtain control or purchase the properties. President, R. W. Crooks, Brandywine Springs.

WILMINGTON CITY RAILWAY—SEE WILMINGTON & CHESTER TRACTION.

WILMINGTON & CHESTER TRACTION—See "United Power & Transportation Co." under Philadelphia.

WILMINGTON & NEWCASTLE ELEC. RY.—

STOCK & BONDS—	*Date*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$150,000	Feb.'00 2 p.c.
1st M., $150,000, gold. $2,000 an., $500 & $1,000.c*	1896 Interest at Real Estate Trust Co., Phila.	5g. F-A	150,000	Aug.1,1926

Operates trolley road about 8 miles long.

Pres., F. H. Treat; Vice-Pres., P. L. Cooper, Jr.; Sec., R. S. Martin; Treas., C. P. King. Philadelphia office, 721 Walnut St.

WILMINGTON, N. C.

POPULATION 1890 WAS 20,056; IN 1880 WAS 17,350; AND IN 1870 WAS 13,446.

WILMINGTON STREET RY.—Trolley and steam road.

ORGANIZATION—Chartered Feb. 10, 1887. Franchise runs till 1937, and gives exclusive rights to operate street railways in the city.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Common stock.....	$100	.....	.....	$100,000 f. p.	.....
1st pref. 6 p. c. cum..	100	.....	.....	40,000 f. p.	.....
2d pref. 6 p. c. cum...	100	.....	.....	60,000 f. p.	.....
Mort. gold $150,000.c*	5¾ Trustee, State Trust Co., New York City.	1895	6 g A-O	150,000	Apr. 1, 1920

ROAD—Owns 4·78 miles of trolley road and 1½ miles of steam road.

REPORT—Year 1899, gross, $46,100; net, $14,000; in 1898, gross, $47,250; net, $16,114.

OFFICERS—President, H. A. Whiting; Sec. and Treas., J. W. Martenis.

WINSTON, N. C.

POPULATION 1890 WAS 8,018; IN 1880 WAS 2,854; AND IN 1870 WAS 443.

WINSTON-SALEM RAILWAY & ELECTRIC—A trolley road. Combined population of Winston and Salem in 1897 stated at about 15,000. In November, 1899, the road was purchased by the Fries Manufacturing & Power Company and the two properties consolidated. The securities of the new company are as below.

ORGANIZATION, ETC.—Incorporated in 1891 for 90 years.

STOCK & BONDS	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, com. ($600,000).....	.....	.....	(1)	.....
Pref. 6% non-cum. ($100,000)	.....	.....	(1)	.....
1st M. ($250,000) gold ($1,000)	1891 Int. at State Trust Co., trus., N. Y. City.	6 g M-S	125,000	1921
New mortgage ($500,000), gold.....	1900 Int at N. A Trust Co , N. Y., Trus.	5 g. J-J.	$450,000	Jan. 1, '40

ROAD—Owns 8¾ miles of track, and also operates 100 arc and 2,500 incandescent lights.

OFFICERS—President, H. E. Fries; Vice-Pres'ts, H. W. Fries and W. A. Blair; Secy. and Treas., B. J. Pfohl; Gen. Mgr., F. A. Barr; all of Winston.—V. 70, p. 127, 281.

WOONSOCKET, R. I.

POPULATION 1890 WAS 20,830; IN 1880 WAS 16,050; AND IN 1870 WAS 11,527.

WOONSOCKET STREET RAILWAY—

ORGANIZATION—Incorporated June 4, 1886. 12·79 miles of track.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $140,000.....	.....	.....	$140,000	.....
1st mort., $200,000, $1,000 each.....	1893 Interest at R. I. Hos. Trust Co., Prov., Trustee.	5 J&J	$200,000	July 1, 1913

Bonds—$5,000 to be paid to trustee July 1, 1898, and each year thereafter for sinking funds for redemption of bonds.

EARNINGS—For year ending June 30, 1898, gross, $55,547; net, $13,008; interest, etc., $18,469; balance, deficit, $5,461.

OFFICERS—President, Edgar K. Ray; Secretary, Willard Kent Treasurer, Walter Whittlesey, Chelsea, Mass.

WORCESTER, MASS.

POPULATION IN 1895 WAS 98,767; IN 1890 WAS 84,655; IN 1880 WAS 58,291; AND IN 1870 WAS 41,105.

WORCESTER & BLACKSTONE VALLEY STREET RY.—A trolley road.

ORGANIZATION—Owns 7·33 miles of trolley. Opened Aug. 14, 1897 Road located in Millbury, Sutton, Grafton and Northbridge. Capital stock, $60,000 ($100), all outstanding; bonds, none. In February 1898, Worcester & Suburban Street Ry. agreed to operate the line until June 1, 1900, expenses to be borne by W. & B. Valley Ry. An extension to Worcester, it was reported, would be built in 1899.

DIVIDENDS—A dividend of 4 p. c. was paid in July, 1899.

OFFICERS—President, M. J. Whittall; Vice-Pres. and Treas., Alfred Thomas.

WORCESTER & CLINTON STREET RY.—

ORGANIZATION.—Constructed in 1898 between Worcester and Clinton, 12 miles.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $150,000 ($100)....	....	.....	$150,000	Last div. Nov. 1, 1899, 2½
1st mortg., $115,000, g., coup. ($1,000).....	1899 Amer. Loan & Trust Co., Boston, Trustee.	5 g. J-J	115,000	Jan. 1, 1919

EARNINGS—For fiscal year ending Sept. 30, 1899, gross, $35,711; net, $11,857.

OFFICERS—President, Alex. S. Paton; Secretary and Treasurer, W. R. Dame.

WORCESTER & MARLBOROUGH ST. RY.—

ORGANIZATION—Owns 17 miles of trolley track in Worcester, Shrewsbury, Northborough, Westborough and Marlborough. Line opened June 30, 1897. Stock, $200,000. Bonds, $200,000, are 1st mortgage 20-year gold 5s, A&O, dated Oct. 1, 1897; Amer. Loan & Trust Co., trustee. Permission was granted in Dec., 1898, to increase capital stock to $240,000, to pay floating debt. On Feb. 1, 1899, a dividend of 3 per cent was paid, and on Nov. 15 2½ p. c. In Feb., 1900, it was reported that no further dividends would be paid in the near future.

EARNINGS—For year ending Sept. 30:

Year—	*Gross.*	*Net.*	*Int. & taxes.*	*Divid'd.*	*Balance.*
1898-9.....	$65,238	$20,612	$13,868	$[illegible],000	sur. $744
1897-8.....	65,643	22,855	13,931	(6)12,000	def.3,077

OFFICERS—President, G. H. Whitcomb; Treas'r, S. Reed Anthony, 53 State Street, Boston.

WORCESTER & SUBURBAN STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1894 and absorbed the Worcester Leicester & Spencer and the Worcester & Millbury companies.

STOCK, BONDS, ETC.—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity, etc.*
Stock, $550,000 ($100).....	.....	.....	$542,500	See text.
1st M., $200,000, g. ($500) red. at 104 aft. May 1, 1900 c*	1895 Int. at International Trust, Boston.	5 g. M-N	200,000	May 1, 1915

Net Current liabilities Oct. 1, 1899, $149,776.

Dividends—1894-5, 3 p. c.; in 1895-6, 4 p. c.; in 1896-7, 4½ p. c.; in 1897-8, 4 p. c.; in 1898-9, 2 p. c.

ROAD—Owns Worcester to Millbury, 8 miles track; Worcester via Leicester to Spencer, 15 miles track; operates Worcester & Blackstone Valley Street Ry., 5·3 miles, under an agreement expiring June 1, 1900.

EARNINGS—For year ending Sept. 30, 1899, gross, $164,605; net, $42,941; interest, taxes, &c., $38,727; balance, surplus, $4,214. In 1898, gross, $154,367; net, $49,824; interest, taxes, etc., $30,271; dividend (4 per ct.), $21,700; balance, deficit, $2,147; 1896-7, gross, $144,758; net, $45,032; interest, taxes, etc., $26,082; balance, surplus for year, $18,950.

OFFICERS—President and Gen. Man., Samuel E. Winslow; Secretary and Treasurer T. T. Robinson.—V. 60, p. 481.

WORCESTER TRACTION—A trolley road.

ORGANIZATION—Organized in 1893 and purchased the entire capital stock of the *Consolidated Street Ry Co.* of Worcester, consisting of 31½ miles of track laid with 85-pound steel.

STOCK AND BONDS—	*Par.*	*Interest.*	*Outstanding.*	*Maturity.*
Common stock	....	.....	$3,000,000	None paid
Preferred stock cumulative	6 F-A		2,000,000	Feb.1,'00,3%
Debentures of Ry. Co. guaranteed—see Worcester Consol. St. Ry.	Red. at 105 and accrued div. on 3 mos. notice.			

OFFICERS—President and Secretary, T. C. Barr; Vice-President, C. H. Clark, Jr.; Treasurer, E. J. Moore.

(1) WORCESTER CONSOLIDATED STREET RY.—A trolley road.

ORGANIZATION—Incorporated 1869. Capital stock all owned by the *Worcester Traction Co.*, which guarantees principal and interest of the debentures. The road is now fully equipped electrically.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstan'ing.*	*Matur'y, &c*
Capital stock, $100	.....	Text.	$850,000	Text.
New M., gold, $840,000	1900	4½g. M-S	840,000	1920
Real estate mortgages	.....	5	4,500	On demand
Float. debt (net) Oct. 1,'98	.....	.....	13,400	.....

DIVIDENDS.—	For 1891-92.	1892-93.	1893-94.	Since to 1899.
Per cent	4	10	3½	8 p. c. per an.

ROAD—On Sept. 30, 1899, was operating 54·22 miles of track in Worcester and vicinity, of which 44·89 miles was owned, 9·33 miles leased and ·55 of a mile trackage. Leases the Worcester & Shrewsbury Street Ry., etc., 4·2 miles. Rails 85 pounds steel.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earng's	$610,153	$537,873	Dividends	$56,000	$56,000
Net earnings	170,993	143,620	Bal.,sur. for year	19,259	15,296
Int.,taxes, etc.	95,742	72,324			

OFFICERS—President, F. H. Dewey; Vice-Pres., A. Geo. Bullock; Secy. and Treas., A. H. Stone.—V. 69, p. 1194; V. 70, p. 77, 177, 231.

(2) NORTH END STREET RY.—A trolley road.

LEASE—In 1895 leased to Worcester Consol. Street Ry. for 99 years. Rental now $8,000 yearly. V. 61, p. 518.

ROAD, ETC.—Owns 5·13 miles of track. Capital stock, $110,000 (par $100). First mortgage, $75,000, 1895, due Feb. 1, 1915; int. at 5 p. c., F. & A. *Dividends*—In '95-6 2·65 p. c.; '96-7, 3½ p. c.; '97-8, 3½ p. c.; in 1898-9, 3½ p. c.

YONKERS, N. Y.

POPULATION 1890 WAS 32,033; IN 1880 WAS 18,892; AND IN 1870 WAS 18,357.

YONKERS RAILROAD.—This road is owned by the Union Railway of New York. See statement of the latter under New York City.

YORK, PA.

POPULATION 1890 WAS 20,793; IN 1880 WAS 13,940; AND IN 1870 WAS 11,003.

YORK STREET RAILWAY—A trolley road.

Entire overhead equipment owned and power supplied by the York Light Heat & Power Co.—See V. 68, p. 1184.

STOCK ETC.—	*Date.*	*Interest.*	*Outstanding.*	*Last Div., etc.*
Stock $200,000 ($50)	.....	.....	$166,300 f. p.	(See text.)
1st mort. $150,000 ($100, $500)	1896	5 J-J	140,000	Jan. 1, 1926
	York Tr., Real Est. & Deposit Co., trustee. Subject to call after Jan. 1, 1906.			

Dividends.—1895-96 about 4 p. c.; 1896-97, 3 p. c.; 1897-98, 2½ p. c.; 1898-99, 4 p. c.

ROAD—Operates 11¼ miles of track, laid with 45 and 70 lb. rails.

EARNINGS—For years ending June 30:

	1899.	1898.		1899.	1898.
Gross	$61,212	$55,842	Inter't & taxes.	$11,721	$8,058
Other income	.....	795	Dividends	6,652	4,161
Net	19,620	16,180	Balance	sur.1,247	sur.3,961

OFFICERS—President, W. H. Lanius; Vice-President, D. K. Trimmer; Secretary, G. S. Schmidt; Treasurer, Chas. H. Mayer.

YOUNGSTOWN, OHIO.

POPULATION 1890 WAS 33,220; IN 1880 WAS 15,435; AND IN 1870 WAS 8,075.

MAHONING VALLEY RY.—A trolley road.

ORGANIZATION—Organized as Youngstown Street RR. Dec. 10, 1873, and consolidated with the Mahoning Valley Ry. December 1, 1896. On April 1, 1899, acquired the Mineral Ridge & Niles Electric Street Ry.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$1,500,000	.....
Youngstown Street Ry. 1st mortg'e, $300,000, gold	1891	6g. M-N	300,000	May 1, 1911
	Subject to call at par after May 1, 1901			
	Interest at Central Tr. Co., trustee, N. Y. City.			
Mah. Val. Elec. mortg'e, $1,200,000 gold	1897	5 J-J	600,000	July 1, 1917
	Trustee, Central Trust, New York.			

The mortgage of 1897 provides for refunding and for improvements and extension to Niles.

ROAD—The new company operates about 26 miles of track,

OFFICERS—Secretary, J. E. McVey; Treasurer and General Manager A. A. Anderson.—V. 63, p. 924; V. 64, p. 83.

ZANESVILLE, OHIO.

POPULATION 1890 WAS 21,009; IN 1880 WAS 18,113; AND IN 1870 WAS 10,011.

ZANESVILLE ELECTRIC RY. CO.—

ORGANIZATION—Organized Jan. 3, 1899, as successor of the Zanesville Street RR., foreclosed and sold Jan. 3, 1899.—V. 68, p. 41, 87.

STOCK & BONDS—	*Date.*	*Int.*	*Outstand'g.*	*Maturity.*
Stock, $300,000	.....	.....	$300,000	.....
1st M., $250,000, gold, sub. to call aft. 5 yrs., $1,000 ea.	1899	4g. F-A	250,000	Feb. 1, 1919
	Int. at Int. Trust Co., Boston, trustee.			

ROAD—Operates 10 miles trolley on 8 miles of street.

OFFICERS—President, Thomas T. Robinson; Vice-President, John M. Graham; Sec. and Gen. Mgr., W. A. Gibbs; Treasurer, Wm. B. Cosgrove.—V. 68, p. 41, 87.

ABBREVIATIONS, ETC.

The terms and abbreviations employed in this SUPPLEMENT are explained in the following:

"STOCK & BONDS"—Under these words are shown—

"STOCK"—The amount of stock *authorized* immediately follows the word "stock", and against this is the par value of single shares, viz.: "Stock, $200,000—$100", means stock, total issue authorized by charter or by act of legislature, $200,000, divided into shares of $100 each; "f. p." following the amount given as outstanding means "full paid."

"Pref." means "preferred stock." "Pref. 6 p. c. cum." means preferred stock entitled to dividends of 6 per cent per annum, such dividends if not paid accumulating, all dividends due and unpaid to be paid in full for each and every year before the common stock receives anything. "Pref. 6 p. c. *non*-cum." means simply that the stock is entitled to 6 per cent per annum if earned, but that if unearned in any year the dividend for that year will not be paid subsequently.

"BONDS"—"Mort." or "M." means mortgage. "Consol." or "con. M." means consolidated mortgage. "Gen. M." means general mortgage. The amount next following is the total authorized amount that can be issued under the mortgage. The word "gold" is usually spelled out, but in some instances is contracted to "g," while "cur." means currency.

"Conv." means convertible into stock. "S. f." means sinking fund. "c." means coupon; "c.*" means coupon but may be registered as to principal; and "c.*&r." means that registered certificates without coupons as well as coupon bonds are outstanding. The letters "p. m." mean per mile, so $15,000 p. m. means that the issue of bonds is restricted to $15,000 for each mile of track. "Guar." means guaranteed, and "guar. p. & i. (end.)" means guaranteed as to principal and interest, the guaranty being endorsed on each bond.

"DATE"—The date of issue on the face of the bonds is indicated under the word "date."

"INTEREST"—Under this heading is given the rate per cent yearly of the interest payable on the bonds or (if guaranteed) of the dividend payable on the stock; also the months when the interest or dividend is payable, thus, "6 J-J" means 6 per cent per annum payable January and July; correspondingly, "F-A" is used to mean February and August; "M-S" means March and September, and so on, while "Q-J" means quarterly beginning in January and "Q-F" quarterly beginning in February. [The day when the interest payment is due can generally be determined by noticing when the loans mature, the day of the month there given being in most cases the same as for one of the interest dates.]

"ROAD"—The word "track" means in Street Railway parlance all track, whether main line, siding, switch or second track. "Rails are 80-lb. girder" means that each rail weighs 80 pounds to the yard.

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STREET RAILWAY

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

FOR INDEX OF COMPANIES
See pages 92, 93, 94, 95 and 96.

June 30, 1900.

WILLIAM B. DANA COMPANY, PUBLISHERS.
PINE STREET, CORNER PEARL STREET, NEW YORK.

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—OF THE—

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, JUNE 30, 1900.

STREET RAILWAY SUPPLEMENT.

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WILLIAM B. DANA COMPANY, PUBLISHERS,
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PROGRESS TOWARD UNIFORMITY IN STREET RAILROAD OPERATIONS.

The many consolidations of street railroads which have taken place in the last year have served to bring into prominence the lack of uniformity in equipment and operating appliances. The prevailing diversity of practice has been a natural result of the conditions under which street railroads have been developed. Settled practice could hardly be expected in essential features, and much less in the multitude of details arising in the application of electricity to such a new and extensive use as has been the case in street transit travel. This lack of uniformity has not unnaturally appealed to the managers of consolidated properties as needing correction.

It has therefore happened that the first work undertaken after consolidation has been the effort to formulate standards of practice, and to modify equipment and appliances to conform with the new rules. The advantages of uniformity and interchangeability in the tracks and rolling stock of steam railroads have long been recognized. The same necessity has not existed among street railroads, while the manner of their building and the expansion of electric mileage have precluded the idea of a standard practice. A heterogeneous assortment of motors, cars, power-house machinery, etc., could be put up with by small lines without much apparent inconvenience or lack of economy; they become impossible when these lines are merged to form an extensive system. Such a merger has involved the reconstruction of a good many roads long before that work would have been undertaken if they had continued to be operated as independent lines. An interesting illustration of this development of the effort to secure uniformity in street railroad practice is afforded by the policy of the Metropolitan in operating the Third Avenue Company. It was in evidence previously in the merger of the various separate electric lines in Brooklyn under the control of the Brooklyn Rapid Transit Co. It may indeed be seen in any large system formed by the merger of a number of independent lines.

These consolidations may be attributed in part to the economies possible in operating cost by introducing standard equipment of all sorts, which in considerable degree admits of a greater utilization of the property needed in furnishing car service. Even without consolidations two factors were tending toward securing a voluntary standardizing of electric railroad equipment, which the managers of consolidated properties have merely taken advantage of. First, the development of electric traction had been so rapid that roads which had been in operation a few years had begun to feel the need of bringing their properties into better condition, while secondly only within the last year or two has there been practice that could be regarded as fixed or final in power generation or distribution in track construction or in rolling stock. Whatever may be the progress in any of these departments in coming years, it may be safely said that the changes from the practice now established in each department on the best-built modern roads will be merely a development, and not revolutionary. This consideration warrants, if it does not demand, that old-fashioned equipment be discarded on all lines where capital can be raised to carry out reconstruction. It has been fortunate that so much of this reconstruction work has been in charge of consolidated companies operating a considerable mileage. That situation has emphasized the advantages and economies of standardization, and has facilitated agreement among different companies. Moreover, it has placed the reconstruction and the selection of appliances in the charge of the officers who may be assumed to have had the largest experience in street railroad management, and therefore who best know the requirements of the service.

It hardly needs to be said that the great majority of the electric lines in this country have been built by engineers who for the most part had little or no previous experience in similar work. In meeting many of the problems they had to overcome, they were unable to appeal to previous experience either of their own or of other engineers. It followed that difficulties had to be solved by original investigation, aided

by personal ingenuity. As a consequence the natural tendency to individuality has emphasized diversity in the construction work of each company, those in charge being thrown largely upon their own judgment and resources. A fact which helps to interpret this situation is that the development of electric traction comprises a period of scarcely ten years. The system has grown so rapidly that individual ideas and much experimental work were an obvious necessity. The advantages of electric traction were so important that it was worth while to risk a considerable investment rather than wait for the working out of better methods. Under these circumstances it could not be otherwise than that many of the devices should be temporary and soon supplanted by different processes.

With practice now finally settled in many respects, and smaller companies merged into larger ones, it is likewise natural that street railroad managers should turn to uniformity of methods as the phase of the operating problem which most demands attention. Power houses and their machinery, means of distributing power, roadway construction and rolling stock all offer many opportunities to simplify operations and promote economy. Moreover, the need of having standard equipment must be more forcibly impressed upon a manager of a consolidated railroad when every line placed under his control has each its peculiarities in all these departments. Type and weight of rail, methods of bonding, feeder distributing systems, power-house machinery—all may differ so widely that it is not possible to harmonize their operations and secure best economy without substituting one type for the multitudinous methods which are found in use.

GRADE-CROSSING PROTECTION.

The City of Cleveland is proposing to abolish the steam and street railroad grade-crossings within the city, like so many other cities in the East. Such a work, however, is costly, and the city authorities, as in so many other cases where improvements are proposed, do not seem willing to fairly meet the expenditure involved, but try to shift the burden. The Cleveland officials have proposed that the street railways should bear about 35 per cent of the cost of removing grade-crossings, the remaining portion of the cost being borne by the steam railroads. This suggestion is manifestly unfair, for the city will benefit more directly than the railroads from doing away with grade-crossings. In some Eastern States, notably Massachusetts and New York, this has been distinctly recognized and met by the States and the local communities, directly benefited by the abolishing of grade-crossings, agreeing to pay fixed proportions of the cost of the work. Obviously this is the more reasonable arrangement.

To force the railroads, whether steam or street surface lines, to bear the entire burden of the change of line involved in removing grade-crossings is unfair. It is a heavy burden even when shared with the State or city, and moreover it is a burden largely created by the growth of traffic in a city to which the railroad may have been the chief contributing cause. The Cleveland proposition, too, involves another objectionable feature in that the consent of the railways does not seem to have been sought to the proposed removal of crossings. Whatever may be the outcome of the Cleveland negotiations, it is desirable that street railway managers should consider the possibility of their companies being called upon to incur expenditures in removing or changing the location of their tracks at crossings with steam railroads. The development of traffic on electric car lines within city limits and their extension, long distances beyond, has naturally greatly increased the number of crossings and added to the danger of accidents. Now that the period of busy traffic has been reached, the frequency of accidents between street and steam cars calls renewed attention to the problem of decreasing the number of such crossings and the liability of collisions.

Change of grade to avoid the crossings of steam railroad tracks is of course out of the question, except in large cities, where unfortunately the cost is the greatest. It is important, however, to recognize a public sentiment in the more developed States for the separation of highways and steam railroad tracks. Wherever such a plan is carried out, involving the rebuilding of street-car tracks, the transit company will necessarily be required to spend large sums. The cost of relaying its tracks is a large item even where it is not called upon to bear any share of the general cost of the improvement. Almost invariably, however, it is required to contribute some substantial portion of the total expenditure. Even if it be admitted that it is proper that the street railway should bear part of the cost, the fact cannot be overlooked that there is a constant tendency to increase the proportion, and in some cases the towns will attempt to mulct the street railways in the whole cost properly falling upon the municipality.

Street-railway managers in the more developed States where the removal of highway and railroad crossings is likely to be vigorously pushed should arrange to have the proportion of the burden which it is possible to fix upon the railroad settled by general statute, and not left to an assumed sense of justice in the authorities of the individual municipalities. The outcome of having no general laws which may be applied is seen in the case of the Ohio city referred to, with its demand that the city be relieved of the cost of an improvement of which it is the chief beneficiary.

Even where there is no possibility of change in the grade of railroad tracks, it may be questioned whether all street railway managers have made as careful provision as is desirable to protect their cars from being struck by locomotives while on steam railroad crossings. In fact, usually there is practically no protection at such crossings beyond the little afforded by the conductor running ahead a few feet and hastily glancing up and down the railroad tracks. Steam-railroad managers have been taught by long experience how unreliable dependence upon employes' carefulness and fidelity soon becomes. The frequency of accidents at crossings between trains and street cars is sufficient commentary upon the non-effectiveness of such reliance. The liability of serious casualties should be sufficient to induce every street-railway manager to provide the most efficient mechanical appliances to safe-guard such crossings. One serious accident will call for more damages in settlement than would equip the whole line with the best signaling appliances. An increasing number of companies is providing signal apparatus at crossings of steam-railroad tracks, and their efficacy and economy are easily proved.

EXPRESS AND FREIGHT SERVICE ON ELECTRIC LINES.

The past winter a considerable field for the electric street railways has been developed in the express and freight service to the convenience of the public and to their own profit. A year ago the plan was merely tentatively discussed, although a few companies had undertaken to experiment in the carriage of express matter or light freight in a limited way. Now, however, nearly a dozen roads in various parts of the country are carrying express or freight, or both, as a regular branch of their business. The subject has indeed come up for general discussion, and it is noticeable that instead of the expected opposition on the part of the public at large, the efforts of those managers who have considered it advisable to undertake the service have been quite cordially supported. If more companies have not taken up the plan, it is due less to the possibility of opposition by the public than to the indifference of the managers themselves, or to local conditions which prevent the plan being put in force. This point naturally has to be considered.

Freight service, or even the carriage of light express packages, is not possible on all lines. It may be that the chances of making the experiment a success are remote, or that the character of the travel over the company's lines makes it impossible to consider the development of a freight line. The essential business of a street railway is the transportation of passengers. Everything must be subordinated to that. It is the most profitable work a street railway can carry on, and its development demands and should have the best energies of each company's officials. It is only when the passenger travel has been developed, for the time being, as fully as the particular circumstances of a line permit, that the inauguration of a freight service deserves attention. But to many companies the opportunities thus offered are considerable and the incidental expense is not large and can be regulated within limits. The revenue from express and freight to many lines may appear as largely net profit, for often the service is conducted at such hours as to utilize power and facilities which otherwise at those hours would be non-productive.

In Brooklyn many plans have been proposed to use the street tracks for a systematic service, and it has been asserted within a week that a definite proposal has been taken up by the managing officials. Express cars have been regularly operated by one of the general express companies. The questioning of the street railway company's right to permit the use of such a service over its tracks brought out a comprehensive acknowledgment of the company's powers by a Supreme Court judge which may prove particularly valuable in the future. The peculiar traffic conditions of Brooklyn and the location of the street railway tracks seem to offer advantages for freight traffic not usually found in a large city. These are sufficient to account for the numerous plans to run freight cars over the different lines. The Brooklyn Rapid Transit Company has several special cars hauling heavy rails and other construction material for its own use, and a general freight car besides the special express cars, so that it is gathering experience in the handling of freight which may be of advantage at any time that a comprehensive freight-carrying plan is formulated.

In Connecticut, where trolley development has proceeded at a rapid pace, both in extent of mileage built and in the merger of roads, a carefully-planned freight service is operated by a number of the larger roads. The important districts between Stamford and New Haven and between Bridgeport and Ansonia have a well-organized light freight and express service. It has been of chief advantage perhaps to farmers and fruit growers, who send their produce to market by the electric roads, securing convenient and expeditious transit, which is particularly important and beneficial to them because of the perishable character of their shipments. The farming communities which have benefited so much by the building of electric roads through the greater accessibility of town and country have been the chief gainers in such development of freight service on these lines as has been reached. At Cleveland, with its extensive system of interurban roads and terminals concentrated in the city, a service for handling freight shipments of farm produce has been highly organized by a separate company operating over all the roads. This company reports that it handles between 800 and 1,000 ten-gallon milk cans daily on the 50 or 60 miles of interurban roads over which it operates. Such a statement gives a graphic idea of the development of business possible under favorable conditions.

Freight service is conducted on a more or less comprehensive plan by street railways at Newburg, N Y.; Dayton and Youngstown, O.; Indianapolis; between Buffalo and Lockport, N. Y.; at Waterloo, Ia.; Toronto, and by one of the Chicago suburban lines, among others. In Massachusetts during the past winter a bill was introduced to specifically authorize street railways to carry freight. It failed of passage, but apparently more because it was not actively supported than because there was any special objection to granting the privilege. But that such a bill should be brought forward in so conservative a State as Massachusetts is evidence that the proposal for freight service on electric street railroads meets a public demand.

STORAGE BATTERIES AS A STREET MOTIVE POWER.

Two recent incidents, apparently of contrary import, have attracted renewed attention to the utilization of storage batteries as a motive power for street railways. In Chicago the important suburban line which has been thus operated announces a change of power to the overhead trolley. As the Chicago installation was the most important in this country, the decision to change the system seemed to mean that storage batteries could not compete with the trolley and other methods of street-car propulsion. However, shortly after the news was published of the abandonment of storage batteries in Chicago, the President of the Metropolitan Street Railway in New York stated that he was equipping one of the important Metropolitan cross-town lines with the same power. As the Metropolitan has experimented on a large scale with practically every feasible system of motive power, its decision so lately arrived at to experiment again with storage batteries is significant and important. This would be so in any event, but it is particularly interesting at the present time, because the Metropolitan Company has a parallel cross-town line operated with compressed air cars.

These two transit systems, then, will be tested under as similar conditions as can exist in street rail road operation. The results as to the comparative economy of the two methods will be of peculiar value, not only as to the relative merits of one system as compared with another, but as compared with the electric underground and the overhead trolley. The tests will be not only under similar conditions as to volume of traffic, length of line, etc., but under the conditions most favorable to develop the economy of each system. If excellent results are not obtained by both systems in these installations, it is not likely that either will be considered longer as of utility for street-car transit under any practical conditions. The fact, however, that the Metropolitan Company is now making such a large investment in storage-battery and compressed-air cars is significant that both kinds of power have strong claims to recognition as desirable methods for operating street railways. Theoretically, in fact, either power answers most of the requirements of street railway work.

Perhaps the most important consideration is that every car is a separate operating unit, carrying its own power. Accidents, hence, affect but an individual car, and do not cause a suspension of service on an entire operating division or the whole line. This is of course likely to happen, and indeed does occur, with electric underground, overhead trolley, cable, or other mechanical traction systems depending upon assembled machinery as the source of power.

No roadway construction is necessary to increase first cost or maintenance expenses, and the cost of generating the power is moderate. One difficulty in developing either system for practical use has been in regulating the distribution of the power so that it should be sufficiently effective and economical. Whether that problem has been now properly and sufficiently solved the Metropolitan Company's experience will soon determine. That there are good reasons to suppose it has been may be taken for granted or the Metropolitan Company would not have authorized the heavy expenditure required for the equipment of these two lines with two systems of motive power which are used nowhere else in this country on a large scale.

Yet, it is interesting to recall that both compressed air and storage batteries promised some years ago to contest with the overhead trolley for superiority as an efficient and economical system for street-car transit. That possibility long ago passed; the question of their utilization has now narrowed to installations where the use of the overhead trolley or its economical substitute, the underground electric system, are not practicable or desirable. The overhead trolley is not permitted on Manhattan Island, and street railway managers elsewhere may have to face a public demand ultimately for the removal of overhead wires from the chief thoroughfares of large cities. To meet these conditions the electric underground system has been developed; but the first cost is so heavy that although it is cheap and efficient to operate, the search for another substitute keeps up. It is this special demand which has revived the present interest in compressed air and storage batteries. The Metropolitan Company finds that the cost of track-construction for electric underground system is so enormous on cross-town lines, because of the many gas and water mains to be removed, as to be prohibitive.

At equal cost of construction, maintenance and operation, compressed air would be a more desirable motive power than storage batteries, because of its greater adaptability to branch lines. The Chicago experiment has in fact proved that storage batteries as a street motive power must be confined to a very narrow set of conditions. Its field will be limited to lines of comparatively short length and without branches. In Chicago storage-battery power was efficient and economical on the orignally-built road; but the line was located in a suburban district, and the development of the territory called for the construction of extensions and branches from the old main line. The storage-battery cars could not be run over these various routes with the operating economy of the main line and because of the difficulty of recharging. The line being equipped with accumulators by the Metropolitan has a heavy traffic, and the round trip is well within the mileage limits of the batteries. The trips can be so regulated that the charging will be made with the least possible delay and at one station, so that the investment for fixed plant will be reduced to the minimum. Under these conditions storage batteries should afford an economical means of moving cars, and their cleanliness, noiselessness, freedom from mechanical apparatus, which is one objection to compressed air, make them otherwise desirable as a street motive power.

STREET RAILWAYS.

SECURITIES AND REPORTS.

This is one of our four SUPPLEMENTS. In using the series it is to be remembered that they are inter-dependent publications, complete only as a whole. If utilized together, and with the fresh items of news the CHRONICLE contains from week to week, the investor will have all the information he needs in seeking a safe and remunerative lodgment for his money.

Street Railways forcibly illustrate this inter-dependence. Such roads obviously rely for their income, and therefore in great part for the value of their securities, upon the population and activity of the country they serve. Hence constant reference to our STATE AND CITY SUPPLEMENT will be found necessary by those wishing to purchase the stocks and bonds of street roads. Population, assessed valuation, tax rate, total debts of the counties, cities and minor municipalities are given at length in that publication, every one of which items is an essential fact contributing more or less to any correct estimate of the amount of suburban travel a given road commands.

The ABBREVIATIONS used in our Street Railway statements will be found explained in a table immediately following the last statement in this SUPPLEMENT.

A full INDEX which shows where each railway will be found is also given on the closing pages.

AKRON, OHIO.

POPULATION 1890 WAS 27,601; IN 1880 WAS 16,512; AND IN 1870 WAS 10,006.

NORTHERN OHIO TRACTION—Trolley.

Incorporated in Ohio July 1st, 1899, and is a consolidation of the Akron Traction & Electric and of the Akron Bedford & Cleveland. The Akron Traction & Electric was successor to the Akron Street Ry. & Illuminating Company sold at foreclosure March 28, 1899, and then purchased by Henry A. Everett, of Cleveland, as preliminary to the present consolidation. Mr. Everett is also President of the Cleveland Electric Railway, known as the "Big Consolidated," with which system close relations are maintained.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Common stock, par $100	.....	.....	$2,000,000	.....
Pref. stock, 5 p. c. cum., par $100, $1,000,000..	.....	.....	500,000	Feb. 1, 1900, 2½%
Ak. Bed. & Clev. 1st M., $300,000 ($1000); mort. covers 274₁₀ miles.....	1895	5 g. M&S Central Tr. Co., N. Y., trustee, pays interest.	300,000	Sept. 1, 1915
Further bond issue limited to $10,000 per mile of new track.				
Ak. Bed. & Clev. gen. M. ($1,000).....	1898	5 A&O Dime Savings Bank, Cleveland, trustee.	$700,000	Oct. 1, 1918
Mort. g., $3,000,000.....	1899	5 g. Central Trust Co. trustee.	2,500,000	1919

BONDS—Of the $3,000,000 Northern Ohio Traction bonds, $500,000 are reserved for future betterments.

PLANT—The old Akron Traction & Electric comprised about 20 miles of track in the city of Akron, Ohio, and suburbs, its line extending to Cuyahoga Falls and Silver Lake. It has 19,000 incandescent lights. The Akron Bedford & Cleveland comprised 36 miles of track, its line extending from Akron to Cleveland. Combined mileage of Northern Ohio Traction, 56 miles.

LATEST EARNINGS—Eleven months to May 31:

1900.Gross,$349,766; net,$132,679 | 1899.Gross,$319,045; net,$97,412

For year ending June 30, 1899, combined earnings of the separate roads consolidated were $344,103 gross and $106,408 net.

Dividends—On preferred stock 2½ p. c., Feb. 1, 1900.

OFFICERS—President, Henry A. Everett, Cleveland, Ohio; Vice-Pres., Will Christy; Treasurer, J. R. Nutt; Secretary, C. F. Moore; Manager, L. E. Beilstein. General offices, Akron.—V. 68, p. 425, 616, 869, 1074; V. 69, p. 131, 230, 334; V. 70, p. 176.

AKRON & CUYAHOGA FALLS RAPID TRANSIT—A trolley road.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k,$1,000,000,$100	.....	.....	.....	$1,000,000	.....
1st mtge., $600,000..	23	1895	6 p. c.	400,000	Sept. 1, 1915

West End Trust & Safe Deposit Co. (trustee), Philadelphia.

ROAD—23 miles. Rails 66 lb. T. Pres. and Gen. Man., T. F. Walsh.

ALBANY, N. Y.

POPULATION 1890 WAS 93,313; IN 1880 WAS 90,758; AND IN 1870 WAS 69,422.

ALBANY & SCHOHARIE VALLEY RAILWAY—To be a trolley road.

ORGANIZATION, ETC.—Chartered Nov. 15, 1895, under name of Albany Helderberg & Schoharie Electric Ry., to build a road from Albany over the Helderberg Mountains to Middleburg and Schoharie, with a branch to Clarksville, making altogether 45 miles. On Aug. 26, 1899, name changed to Albany & Schoharie Valley Railroad Co. Is also to carry freight. Stock authorized was increased from $300,000 to $1,250,000 in March, 1899; par $100. Road was to have been constructed during spring of 1899, but now is not expected to be in operation until July, 1900. The Albany Construction Co. (93 State Street, Albany), which is building the road, increased its stock from $5,000 to $250,000 in April, 1899. In Aug., 1899, N. Y. Railroad Commission gave authority to the road to issue $1,200,000 5 per cent bonds, $1,000 each, interest A&O, with City Trust Co. of N. Y. as Trustee.

OFFICERS—President, Henry W. Burgett, Boston; Treasurer, Charles E. Bibber, 49 Federal Street, Boston; Secretary, W. H. Ervin.—V. 69, p. 383, 439.

UNITED TRACTION.—A trolley road.

ORGANIZATION.—Chartered Dec. 30, 1899, as a consolidation of the Albany Ry. [chartered in 1863], the Watervliet Turnpike and RR. and the Troy City Ry. [chartered Jan. 31, 1866]. See V. 69, p. 1147, 1300; V. 70, p. 77. Stock was first $4,000,000, but increased to $5,000,000 in Feb., 1900. The additional $1,000,000 will go to provide equipment and improvements and take up $399,300 of Troy City debentures; the latter are omitted in the statement below. V. 70, p. 330. The additional stock is to be issued 2,500 shares each on May 1 Aug. 1, Nov. 1, 1900, and April 25, 1901.

In Sept., 1899, the old Albany Ry. entered into contract with Hudson River Power Transmission Co. of Mechanicsville for supply of power sufficient for operating consolidated system.—V. 69, p. 541, 909.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last div., &c*
Stock (par $100) $5,000,000.....	.....	.....	$4,250,000	May 1, 1900, 1¼%

SECURITIES OF OLD ALBANY RAILWAY.

1st Mortgage.....	1865	5 J.-J.	$29,000	Jan. 1, 1905
4th Mortgage.....	1880	6 M.-S.	11,500	Mch. 1, 1905
5th Mortgage.....	1888	5 M.-S.	32,000	Sept. 1, 1913
Consol. M. ($500,000), c* gold $1,000)	1890	5 g J.-J. *Interest* at Central Trust Co., New York.	428,000	Jan. 1, 1930
Gen. M. $750,000, gold.	1897	5g.J.-D.	474,000	June 1, 1947
Leased line securities—				
Wat.T.&RR.—St'k $100.	.....	½ p. c.	240,000	.....
1st M. int. guar.....	1889	6 M. - N.	350,000	May 1, 1919
2nd M., p. & i. guar.....	1890	6 M. - N.	150,000	May 1, 1919

The Albany Ry. general mortgage of 1897 was for $750,000, of which $474,000 has been issued and $276,000 reserved.

SECURITIES OF OLD TROY CITY RAILWAY.

	Date.	*Interest.*	*Outstand'g*	*Maturity.*
Troy & Lansb. mort...	1888	5 A-O	$34,000	Apr. 1, 1903
Troy City 1st con.M., g.,$2,000,000..c*&r	1892	5 g. A-O Interest paid by Trustee, Central Trust Co., N.Y.	1,966,000	Oct. 1, 1942

The Troy City leased roads include Troy & Cohoes, stock $50,000, dividends under lease 7 per cent; Lansingburg & Cohoes, stock $15,000, dividends under lease, 7 p. c.; Troy & Lansingburg, stock $700,000, owned by Troy City Ry.; total, $765,000. The Waterford & Cohoes RR., $25,000 stock, receives 7 p. c. yearly under lease.

DIVIDENDS—First quarterly dividend, 1¼ per cent, was paid May 1, 1900.

ROAD—The Albany Railway in June, 1899, operated 42 miles of track in city of Albany and suburbs, extending also to Troy, Cohoes, Rensselaer and Watervliet. The Troy City operated 32 miles of track, including (besides the track in Troy) lines to Lansingburg, Green Island, Cohoes and Waterford. Total track, 74 miles.

ANNUAL REPORT—Years ending June 30th. (See V. 67, p. 951.)

OLD ALBANY RAILWAY.

	1899.	1898.		1899.	1898.
Gross earns.....	$680,480	$627,586	Interest.....	$46,484	$41,795
Net.....	238,084	228,091	Tax,ren'ls,etc.	61,212	59,424
Other income..	1,424	8,232	Dividends....	126,875	122,500
Net income.....	239,508	236,324	Bal.for yr....	sur.4,937	sur.12.604

OLD TROY CITY RAILWAY.

Yr. end. June 30.	1899.	1898.		1899.	1898.
Gross earn'gs..	$560,784	$526,066	Int., taxes,etc.	$145,164	$142,316
Net.....	237,848	247,679	Dividends.....	20,000	80,000
Other income..	6,924	4,744	Bal., sur. year	79,608	30,107

LATEST EARNINGS—United Traction—Nine months to March 31.

9 mos.—	*Gross*	*Net.*	*Oth. Inc.*	*Charges*	*Surplus*
1900.....	$972,146	$349,457	$8,091	$187,537	$170,011
1899.	912,970	353,893	6,508	185,796	174,605

OFFICERS—Pres., Robert C. Pruyn, Albany; Vice-Pres., Francis N Mann, Jr., Troy; Sec., James McCredie; Treas., John W. McNamara, Albany. Principal office, Albany.—V. 67, p. 951, 954; V. 69, p. 383, 541, 851, 909, 1147, 1300; V. 70, p. 77, 126, 330, 383, 431, 634, 793.

ALEXANDRIA, VA.

POPULATION 1890 WAS 14,339; IN 1880 WAS 13,659 IN 1870 WAS 13,570.

WASHINGTON ALEXANDRIA & MT. VERNON RY.—Underground trolley in Washington; overhead outside.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000 (par $50)	.....	.....	$1,000,000	.....
1st mort., $750,000, gold..	1895	5 g. F.-A.	700,000	Aug. 1, 1925

Trustee, Real Estate Trust of Phila., pays interest.

ROAD.—Operates from Washington, D. C., (13½ St. & Pennsylvania Ave.) to Mt. Vernon, 17 miles; extensions to Arlington Cemetery and Rosslyn, Va., etc., 8 miles; total track, 25 miles; T rails.

OFFICERS.—President and General Manager, Griffith E. Abbot; Secretary, Frank K. Hipple; Treasurer, J. K. Swartz; Supt., J. Colvin. Office, Alexandria, Va., and Washington D. C.—V. 61, p. 474.

ALLENTOWN, PA.

POPULATION 1890 WAS 25,228; IN 1880 WAS 18,063; AND IN 1870 WAS 13,884.

LEHIGH VALLEY TRACTION—A trolley road.

ORGANIZATION.—All the lines in and around Allentown were on Nov. 17, 1899, merged in a new company (incorporated in Pennsylvania) called the Lehigh Valley Traction. These lines were formerly operated by the Allentown & Lehigh Valley Traction and comprised the following companies:

Allentown & Bethlehem Rapid Transit,	Bethlehem & S. Bethlehem St. Ry.,
Allentown & Emaus Street Ry.,	Catasauqua & Northern St. Ry.,
Allentown Passenger Ry.,	Lehigh Valley Traction.,
Bethlehem & Allentown St. Ry.,	South Bethlehem & Hellertown Street Ry.

Also owns a majority of the stock of the Allentown Electric Light & Power Company. Owns Rittersville Hotel Co. & Park. The Bethlehem & Nazareth St. Railway is leased.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $3,000,000, par $50.	....	.....	$3,000,000	.....
Leh. Val. Tr. M., $3,000,000 c.* $1,000, gold.....	1899	4 g. J & D	3,000,000	Dec. 1, 1929

Int. at Guar. Trust Co., New York, trustee.

BONDS—Any or all bonds may be redeemed at 105 on six weeks' notice. Harvey Fisk & Sons of this city and W. H. Newbold's Son & Co. of Philadelphia sold a block of the bonds in April, 1900.

ROAD—Owns 40 miles of road and 53 miles of track in the Lehigh Valley. Also leases the Bethlehem & Nazareth Street Ry., 10 miles. Gauge, 4 ft. 8½ in.; 60 and 70 lb. T and girder rails; 70 motor cars.

ANNUAL REPORT.—For calendar year 1899 net earnings above expenses and taxes were reported $162,412. For year ending June 30, 1899, Allentown & Lehigh Valley Traction earned, gross, $258,450; net, $113,554; interest, taxes, etc., $94,703; balance over charges for year, $18,851.

OFFICERS—President, Albert L. Johnson, New York; Vice-Prest., C. M. Bates, 71 Broadway, New York; Secretary and Treasurer, J. E. Kenny.—V. 65, p. 1218; V. 68, p. 976; V. 69, p. 794, 954, 1103; V. 70, p. 229, 841.

ALTON, ILL.

POPULATION IN 1890 WAS 10,294; IN 1880 WAS 8,975; AND IN 1870 WAS 8,665.

ALTON RAILWAY, GAS & ELECTRIC—

ORGANIZATION—This company was organized in 1899 to operate street railways in Madison and St. Clair counties (Ill.) and to furnish gas, electricity, steam and water, for light, fuel, power and district heating, and to operate parks and pleasure resorts. On Aug. 7, 1899, company was consolidated with the Alton Railway & Illuminating Company. See V. 68, p. 1178 and V. 69, p. 282. Also bought from the bondholders of the old Alton Gas & Electric Light Co. the property of that concern sold at foreclosure July 1, 1899.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100.....	.....	.....	$500,000	.....
Alton Improv. Asso. 1st M., cur.....	1889	5 M-S	20,000	Sept., 1904-'09

Interest at Alton Savings Bank.

Alton Ry. & Ill. 1st M., $250,000, g., $1,000. c*	1895	5 g. A-O	230,000	Oct. 1, 1915
Alton Ry. Gas & Elec. Co., M., c.*, $500,000.	1899	5 g. A-O	163,000	Oct. 1, 1939

Interest at Manhattan Trust, New York.

Int. at Interna'l Bkg. & Tr. Co., N. Y., trustee.

The new mortgage for $500,000 is to retire existing debt and for other purposes.

ROAD AND PROPERTY—Owns 12 miles of single track equipped with overhead trolley, and laid with 56, 60 and 70 lb. rails, serving Alton, Upper Alton and North Alton. *Cars*—13 electric-motor cars and 2 trail cars. In May, 1900, the crosstown and cemetery extension of 3 miles was completed and put in operation. The extension to East Alton is deferred owing to the high price of material. Owns "Rock Spring Park" of 22 acres, with lagoon, pavilion and green houses and "Athletic Park" of 5 acres, with track and ball grounds; operates 135 open arc and 75 enclosed arc lights, 8,000 incandescent lights and 175 H. P. motors. Gas plant capacity 75,000 cubic feet per day. Heating plant capacity, 75,000 feet of radiation.

ANNUAL REPORT—For years ending Sept. 30, earnings of Alton Railway & Illuminating Co. have been:

Earnings—	1899. $	1898. $	1897. $	1896. $
Railway	52,311 64	48,888 12	44,222 49	34,705 43
Electric Light & Power	28,230 86	28,261 94	27,714 38	27,030 32
Other earnings	271 53	436 50	1,258 55	.....
Total	80,814 03	77,586 56	73,195 42	61,735 75
Operating expenses	39,187 04	36,759 84	36,872 49	29,907 21
Net earnings	41,626 99	40,826 72	36,322 93	31,823 54
Legal expenses, &c.	1,695 27	5,545 53	398 33	.....
	39,931 72	35,281 19	35,924 60	31,828 54
Taxes	2,338 63	2,624 84	1,962 11	1,664 90
	37,593 09	32,656 35	33,962 49	30,163 64
Interest	14,391 37	15,047 78	16,581 57	11,956 29
Net, surplus	23,201 72	17,608 57	17,380 92	18,207 35

LATEST EARNINGS—8 mos. to May 31. 1900 .....Gross, $67,515; net, $31,292. 1899 .....Gross, 51,052; net, 25,295

OFFICERS—President and Treasurer, J. F. Porter; Vice-President, O. S. Stowell: Secretary, H. S. Baker, all of Alton.—V. 66, p, 615; V 68, p. 1178; V. 69, p. 282, 332, 1344.

ALTOONA, PA.

POPULATION 1890 WAS 30,337; IN 1880 WAS 19,710; AND IN 1870 WAS 10,610.

ALTOONA & LOGAN VALLEY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Incorporated Dec. 12, 1892, and April 17, 1893, acquired by purchase $170,000 of the capital stock of the *City Passenger Ry. Co.;* also owns 18·7 miles constructed under its own charter. Road opened June 15, 1893. Controls Lakemont Park Co., stock $65,000. Also owns Altoona Gas.

STOCK & BONDS—	Miles.	Date.	Interest.	Outsta'g.	Last Div., etc.
Stock, $500,000, $50	.....	.....	.....	$380,350	In '98-'99 none
1st M. $500,000 gold $500 and $1,000. c.	16½	1893	5 g. J-J	480,000	July 1, 1923

Sink. fd. 1 p. c. yearly; bds. subj'ct to call at 105. Int. at Cassatt & Co., Phila., and 1st Nat. Bk., Altoona

Bills payable June 30, 1899, $34,057.

City Passenger Ry.—					
Stock, par $50.....	.....	.....	.....	See text.	In 1898-9, 5%
1st mortg'e $50,000, $1,000.....r.	7½	1892	5 J-J	50,000	Jan. 15, 1912

Interest by Treasurer, Altoona.

Capital stock of Passenger Railway is $200,000, of which on June 30, 1896, $174,550 was owned by Altoona & Logan Valley Electric Ry.

Bonds—Sink. fd. on *Altoona & Logan Valley Electric Ry. Co.* 1st M. 5s commenced July 1, 1894; not less 1 p. c. par value of outstanding bonds must be appropriated out of net earnings to retire bonds at or below 105 and accrued interest.

Dividends—In 1896 paid 2½ per cent; in 1896-97 paid 2½ p. c.; in 1897-98 and 1898-99 none.

ROAD—In 1899 was operating 26·2 miles of track (of which 7½ miles owned by City Passenger Ry.) connecting Altoona, Bellwood and Hollidaysburg.

ANNUAL REPORT.—For years ending June 30, on 19 miles owned:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross earnings	$80,782	$79,338	Taxes, etc.	$4,142	$4,741
Net earnings	46,911	40,105	Sinking fund	6,375	5,000
Interest paid	25,000	25,275	Other expenses		.....
			Bal. for year	sur. 11,394	sr. 5,089

The City Passenger Ry. for year ending June 30, 1899, had, gross $71,466; net, $20,587; surplus over charges, $9,856. Paid in dividends, $10,000.

OFFICERS—President, John Lloyd; Secretary and Treas., C. A. Buch.—V. 69, p. 590.

AMHERST, MASS.

POPULATION IN 1890 WAS 4,512; IN 1880 WAS 4,298; AND IN 1870 WAS 4,035.

AMHERST & SUNDERLAND STREET RY.—

ORGANIZATION.—Chartered in 1896. Plans provide for about 8 miles of single track from Amherst, Mass. In 1900 road not yet entirely completed. Road in Amherst (about 4·5 miles) opened in July, 1897. Stock authorized, $50,000; outstanding, $22,000. First mortgage bonds for $21,500 issued Feb. 1, 1898, and used as collateral for bills payable, also a note for $2,500, making total debt, $24,000. Gross earnings from operation for year ending Sept. 30, 1899, $11,214; net, $2,479; taxes, int., &c., $1,636; bal., sur., $843. In 1898 gross, $10,601; deficit from operation, $1,749. President, W. D. Cowls; Vice-President and Treasurer, M. A. Dickinson; Clerk, Chas. H. Edwards; Supt. and Gen. Man., L. N. Wheelock.

AMSTERDAM, N. Y.

POPULATION 1890 WAS 17,336; IN 1880 WAS 9,466; AND IN 1870 WAS 5,426.

AMSTERDAM STREET RR.—A trolley road.

ORGANIZATION—Chartered Feb. 5, 1873.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $250,000 ($100).....	.....	.....	$250,000	.....
1st mort., $200,000, gold...c*	1898	4-5 g. A-O	159,000	Oct. 1, 1920
	Morton Trust Co., N. Y., trustee.			
Accts. payable (Dec. 31, '99)	.....	.....	1,994	.....
Loans payable do	.....	.....	10,800	.....

BONDS.—In Oct., 1898, the mortgage debt was re-arranged, the old 6s being retired and new mortgage bonds being issued in their stead. Of the new 1st mortgage bonds $50,000 are 5s and $109,000 4s, the latter to receive 3½ per cent additional interest, if earned, to equalize the sacrifice of 1 per cent on the interest rate. For back interest from October, 1893, $20,000 1st income and $30,000 2d income 5s, due 1920, interest J. & J., were given. No back interest on incomes paid to June, 1900.

ROAD.—Owns 4·7 miles of track. Rails 48 lbs.

LATEST EARNINGS—Dec. 1 to April 30. 1900.....Gross, $23,783; net, $4,919. 1899.....Gross, 22,070; net, 5,380

EARNINGS—For year ending November 30, 1899, gross, $58,520; net, $15,307. In 1897-8, gross, $53,905; net, $14,043. In 1896-97, gross, $49,264; net, $11,048. In 1895-96, gross, $49,021; net, $10,168.

OFFICERS—President, John S. Wise; Secretary and Treasurer, R. G. Day; Manager and Purchasing Agent, E. F. Seixas. Office, 20 Broad St., N. Y. City.

AMSTERDAM-HAGAMAN TRACTION.—See V. 70, p. 1048.

ANDERSON, IND.

See Muncie, Marion, Elwood.

POPULATION IN 1899 (LOCAL ESTIMATE) WAS 25,000; IN 1890 WAS 10,741; IN 1880 WAS 4,126 AND IN 1870 WAS 3,126.

Population of district served 150,000 *to* 175,000, *exclusive of Indianapolis* (200,000).

UNION TRACTION CO. OF INDIANA. *See Map, Page 8.*—A trolley road.

ORGANIZATION.—The Union Traction Company of Anderson was chartered Sept. 3, 1897, and commenced operations Jan. 1, 1898. In July, 1898, it absorbed Anderson Elec. Street Ry. and in Jan., 1899, the Elwood Electric Street Ry., and in June, 1899, the Marion City Ry. In June, 1899, was consolidated with the Muncie Anderson & Indianapolis Street Railway [organized to own the franchises in Muncie and build a line from Muncie to Indianapolis] under the title of the Union Traction Co. of Indiana. V. 69, p. 82. The purpose is to combine the electric lines of the Indiana gas belt. The Citizens' Street Railway of Muncie, Ind., has also been absorbed.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g*	*Maturity.*
Stock, $4,000,000, common	.....	.....	$4,000,000	.....
Anderson Elec. St. 1st M., g. ($1,000 each) assumed....c	1892	6g. J-J Int. at Farm. L. & T. Co., Trus., N.Y.C.	150,000	July 1,'12
Citizens (Muncie) 1st mortg., $250,000.....c* S. f. subject to call at $105, denom. $500 and $1,000...	1897	6g. J-D Interest at Guar. Trust & Safe Deposit Co., Philadelphia, trustee.	244,000	Dec. 1, '27
Marion City 1st M., $400,000, gold ($1,000).....c	1895	6g. M-N Interest at Nat. Broadway Bank, N. Y. Mortgage trustee, Francis A. Palmer.	400,000	May1,1915
New mortgage, $5,000,000, gold.....	1899	5 g. J&J Int. at City Trust Co., N. Y., trustee.	3,440,000	July,1919

BONDS—Of the $5,000,000 new mortgage, $800,000 are reserved for underlying bonds, $3,440,000 have been issued to acquire properties and for the improvements now under way, and $760,000 are held for future needs.

ROAD—At present embraces about 100 miles. Besides the city lines in Marion, Anderson, Muncie and Elwood, operates an interurban road from Anderson (via Linwood, Alexandria, Summitville, Fairmount, Jonesboro, Gas City and Soldiers' Home) to Marion, with a branch from Alexandria (via Orestes and Dundee) to Elwood. The interurban lines aggregate about 44 miles out of the 100 miles operated.

Additional mileage at present under construction and expected to be completed by Sept. 15, 1900, is 63 miles as follows: From Anderson east to Muncie, 17 miles (via Chesterfield, Daleville and Yorktown), and from Anderson southwest to Indianapolis, 36 miles (via Pendleton, Ingalls, Fortville, McCordsville, Oaklandon, Lawrence and the State Fair Grounds). Also 5 miles Frankton Branch and 5 miles Middletown Branch. Construction of these lines and of a large central power station, with necessary storage batteries at Anderson, to be operated on a three-phase system, with sub-stations likewise equipped with storage batteries is approaching completion. The new station will replace the stations in the various cities and towns. The bonds above mentioned will provide for these extensions, and also for the new power station; $1.000,000 cash for new construction is on hand.

EARNINGS—The following earnings are on the 100 miles of completed road only. It should be noted that the reconstruction of the power house and lines interfered not only with traffic but also with the economical operation of the road.

Six months ending Dec. 31, 1899:

Gross earnings	$222,895 02
Operating expenses, including taxes	112,640 48
Net earnings	$110,254 54
Other income	20,439 02
Total	$130.693 56
Interest on $4,234,000 bonds as above, being total issue outstanding, except those reserved for future needs	109,820 00
Surplus	20,873 56

OFFICERS—President, Philip Matter, Marion, Ind.; Vice-President, Jas. A. Van Osdol, Anderson; Secretary and General Manager, Charles L. Henry, Anderson, Ind.; Treasurer, George F. McCulloch, Muncie, Ind. Directors, the foregoing and Randal Morgan, Philadelphia, Frederick Strauss, New York, Wm. C. Sampson, Muncie. General offices, Anderson; transfer offices, Company's office Anderson, Indiana, and Real Estate Trust Co., Philadelphia.—V. 67, p. 224, 372; V. 68, p. 1227; V. 69, p. 82, 334.

ANN ARBOR, MICH.

POPULATION 1890 WAS 11,071; IN 1880 WAS 8,061; AND IN 1870 WAS 7,363.

ANN ARBOR & YPSILANTI ELECTRIC RY.—Absorbed in May, 1898, by Detroit Ypsi. & Ann Arbor. See Detroit.

ANNISTON, ALA.

POPULATION 1890 WAS 9,998; IN 1880 WAS 942.

ANNISTON ELECTRIC & GAS CO.—

ORGANIZATION—Incorporated in 1899 under New Jersey laws, to take over the Anniston Electric Co. (operating the Noble Street line), and the Oxford Lake Line, sold at foreclosure August, 1899; also acquired at receiver's sale the Anniston Gas and Light Co.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Stock, $250,000 ($100)	.....	.....	$250,000	.....
1st mort., $300,000 ($100, $500) gold	1899	5 g. J-D Int. at Balt. Safe Dept & Tr. Co., Trustee.	192,000	Dec 1, 1929

ROAD—In June, 1900, was operating 9 miles of road from Anniston to Oxford Lake, including 4 miles of track on city streets.

OFFICERS.—President, H. C. Lewis; Sec. and Treas., H. M. Francis, Schenectady, N. Y.; Gen. Manager, Howard W. Sexton, Anniston.—V. 68, p. 928; V. 69, p. 283.

ASBURY PARK, N. J.

POPULATION OF TOWNSHIP 1890 WAS 8,333; IN 1880 WAS 1,640.

ATLANTIC COAST ELECTRIC RY.—See LONG BRANCH, N. J. Controls the Seashore Electric Ry.

ASBURY PARK & SEAGIRT RR.—Electric road.

ORGANIZATION—Successor of the Asbury Park & Belmar Street Ry., purchased at foreclosure sale in March, 1898, in interest of Atlantic Coast Electric Ry., which, since Sept., 1898, has operated cars over it under 99 years' lease, rental being interest on bonds and 6 per cent on stock.—V. 66, p. 616. Owns 2½ miles of track. Stock, $100,000; par, $100; dividends, J-J, first dividend being payable Jan. 1, 1899. Bonds are 20-year $50,000 gold coupon 5s, dated March 1, 1898, interest, M-S, being guaranteed and payable at Monmouth Trust Co., Asbury Park, trustee. Bonds are subject to call at 105 at any time.

OFFICERS—President, J. E. Comins; Secretary and Treasurer, H. B. Perine.

INDEX—V. 66, p. 616.

SEASHORE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered in 1888, and has franchise to operate a double-track street railway in borough of Asbury Park for 50 years, with provisions for renewal at end of that time. Owns 5·73 miles of track. Leased in 1896 for 50 years to Atlantic Coast Electric Railway—which owns $150,000 of the stock and operates this road as part of its system—see under Long Branch. Dividends in 1899 5 per cent.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock issued and paid in..	.....	.....	$200,000	.....
1st M., $200,000, auth., gold, guar.	1892	6 g J-J Subject to call at 105 in 1897 Int. is payable at First Nat. Bk., Asbury Park	200,000	1917

Atlantic Coast Electric first mortgage 5s for $200,000 are reserved to retire the above 6s.—V. 63, p. 152.

ASHEVILLE, N. C.

POPULATION 1890 WAS 10,235; IN 1880 WAS 2,616; AND IN 1870 WAS 1,400.

ASHEVILLE STREET RAILWAY—Trolley road

ORGANIZATION—J. E. Rankin is Receiver.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, common	.....	.....	$100,000	.....
Pref. stock, 6 p. c. cum...	.....	.....	200,000	.....
1st M., $50,000 ($500)....	1888	6 J-J Interest at Atlantic Trust, New York City.	26,500	July 1, 1918
Mortgage.....c*	1893	6 J-J	73,500	July 1, 1903

ROAD—Operates 6½ miles of track, including sidings; owns 15 cars, including 1 trailer.

EARNINGS.—In year 1899 gross from all sources, $51,465; total expenses, $49,024; net, $2,441.

ASHLAND, WIS.

POPULATION 1890 WAS 9,956, AND IN 1880 WAS 951.

ASHLAND LIGHT, POWER AND STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in February, 1896, as successor to Ashland Lighting & Street Ry. Owns exclusive electric light and gas rights in city, and bonds cover lighting plant. Population in 1895 said to be 12,690.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $300,000 ($100)..	.....	.....	$150,000	.....
1st M., $150,000, gold ($1,000), s.f., red. 104. c	1896	5g. J.-J. Interest at Old Colony Tr., Boston, trustee.	110,000	Jan. 2, 1916

EARNINGS—For year ending October 1, 1899, gross, $46,492. Year ending Oct. 1, 1898, gross, $39,638. The gross earnings of the old company for the year ending Sept. 1, 1894, were $64,446.

ROAD—Operates 6 miles of trolley track.

OFFICERS—Pres., G. W. Harrison; Sec. and Treas., G. F. Merrill.

ASHTABULA, OHIO.

POPULATION 1890 WAS 8,338; IN 1880 WAS 4,445; AND IN 1870 WAS 1,999.

ASHTABULA RAPID TRANSIT—

ORGANIZATION—Chartered Oct. 7, 1890. According to company's statement, population of city in 1895 was 12,240.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock.....	....	.....	.....	$150,000	.....
1st M., $75,000, gold, 1,000.....c*&r	....	1891	6 g. J-J Int. at Central Trust Co., Trustee, N. Y. City.	75,000	July 1, 1911

ROAD—Operates 5 miles of track on 5 miles of street.

OFFICERS—President, F. B. Wagner; Vice-Pres., F. J. Wettach; Treas., E. W. Savage.

ASTORIA, OREGON.

POPULATION 1890 WAS 6,184; IN 1880 WAS 2,803; AND IN 1870 WAS 639.

ASTORIA STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Nov. 12, 1887.

On Dec. 18, 1899, the Security Savings & Trust Co. of Portland, Ore., brought foreclosure suit on the $25,000 6 p. c. mortgage of 1892, on which 3 years' interest was due. C. A. Coolidge of Portland was appointed receiver.—V. 69, p. 1344.

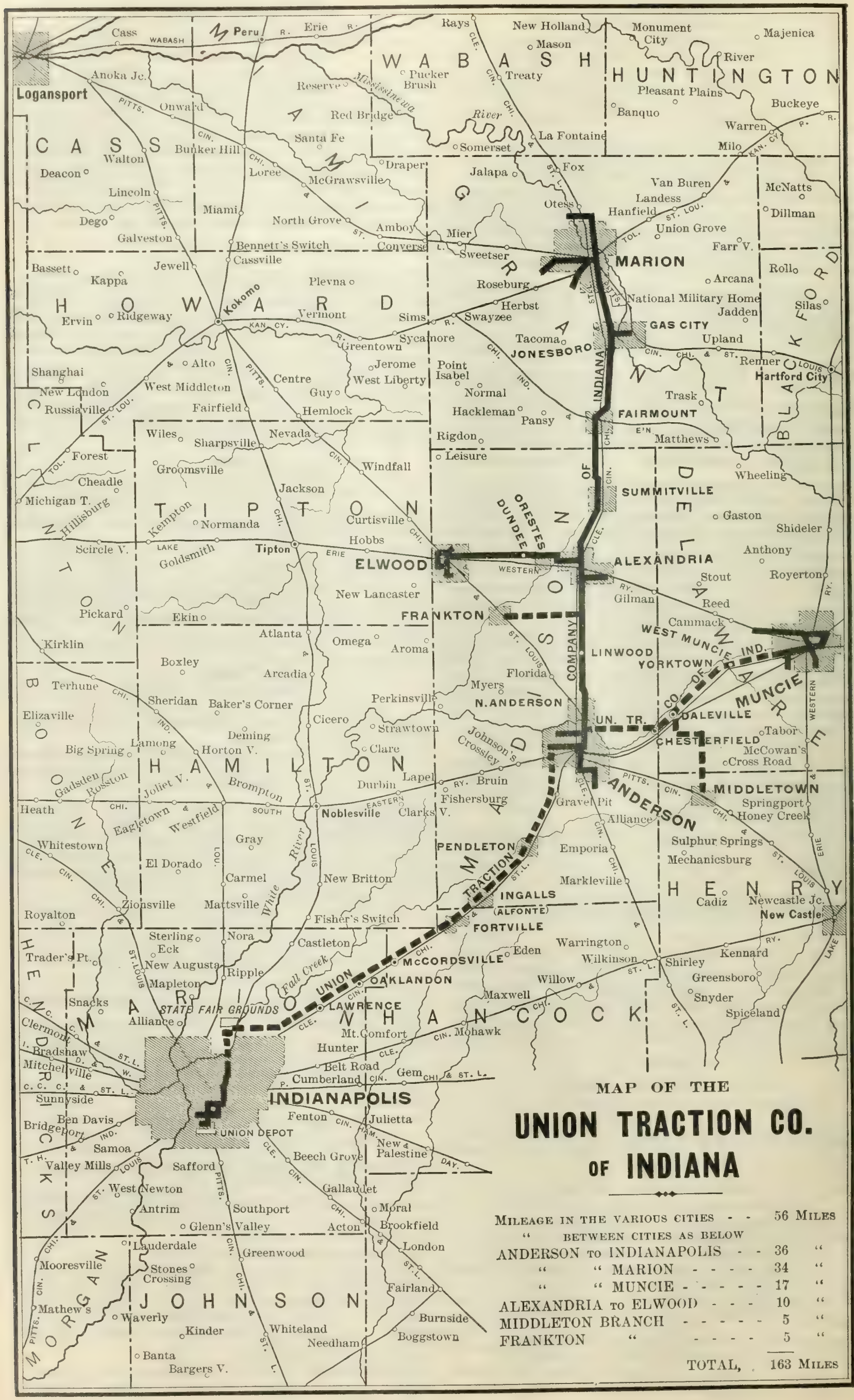
Road is advertised to be sold on July 2, 1900.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $200,000	.....	.....	.....	$55,000	.....
1st M., $25,000, gold.	3	1892	6 g. M-N	25,000	May 2, 1912

Interest is payable at the office of the Security Savings & Trust Co. (trustee), Portland Ore. From 1899 to 1906 one bond must be called yearly at par; from 1907 to 1909 three bonds yearly, and in 1910 and 1911 four bonds yearly.

ROAD—Operates 3 miles of track.

OFFICERS—President, J. W. Conn; Vice-President, W. A. Sherman; Secretary and Superintendent, F. W. Newell; Treasurer, F. R. Stokes.—V. 69, p. 1344.


Cass
WABASH
Peru
R.
Erie
R.
Rays
New Holland
Monument City
Majenica
Mason
River
WABASH
Anoka Jc.
Logansport
Pucker Brush
Treaty
HUNTINGTON
Reserve
Mississinewa River
Pleasant Plains
Buckeye
Banquo
Red Bridge
Warren
Santa Fe
La Fontaine
Somerset
Milo
CASS
Walton
Bunker Hill
Deacon
Draper
Jalapa
Fox
Van Buren
McNatts
Landess
Lincoln
Otess
Hanfield
Dillman
Miami
Dego
North Grove
Amboy
Union Grove
Galveston
Mier
Converse
Sweetser
Farr V.
Bennett's Switch
Cassville
Bassett
Jewell
MARION
Kappa
Plevna
Roll
Arcana
Roseburg
HOWARD
Herbst
National Military Home
Jadden
Silas
Ervin
Ridgeway
Kokomo
Vermont
Sims
Swayzee
GAS CITY
Tacoma
Upland
Greentown
Sycamore
JONESBORO
Renner
Hartford City
Shanghai
Alto
Jerome
Point Isabel
New London
West Middleton
Centre
Guy
West Liberty
Normal
Trask
Russiaville
Fairfield
Hemlock
Hackleman
Pansy
FAIRMOUNT
Wiles
Sharpsville
Nevada
Rigdon
Matthews
Forest
Leisure
Groomsville
Windfall
Wheeling
Cheadle
Jackson
SUMMITVILLE
Michigan T.
Hillisburg
TIPTON
Kempton
Normanda
Curtisville
Gaston
Shideler
Scircle V.
Goldsmith
Tipton
Hobbs
ELWOOD
Anthony
ALEXANDRIA
Stout
Royerton
New Lancaster
Gilman
Reed
Pickard
Ekin
FRANKTON
Cammack
Atlanta
Omega
Aroma
Kirklin
WEST MUNCIE
LINWOOD
YORKTOWN
Boxley
Arcadia
Florida
Terhune
Myers
Perkinsville
N. ANDERSON
MUNCIE
Sheridan
Baker's Corner
Cicero
Strawtown
UN. TR.
DALEVILLE
Elizaville
Deming
Tabor
Big Spring
Lamong
Horton V.
Clare
CHESTERFIELD
McCowan's Cross Road
HAMILTON
Gadsden
Rosston
Joliet V.
Brompton
Durbin
Lapel
Bruin
MIDDLETOWN
Heath
Eagletown
Westfield
Noblesville
Fishersburg
Gravel Pit
ANDERSON
Springport
Honey Creek
Whitestown
Gray
Alliance
Sulphur Springs
El Dorado
PENDLETON
Emporia
Mechanicsburg
Carmel
New Britton
Markleville
HENRY
Zionsville
Mattsville
INGALLS
(ALFONTE)
Cadiz
Newcastle Jc.
Royalton
Fisher's Switch
New Castle
FORTVILLE
Sterling
Nora
Castleton
Warrington
Trader's Pt.
Eck
Eden
Wilkinson
Kennard
New Augusta
Ripple
McCORDSVILLE
Shirley
Mapleton
OAKLANDON
Willow
Greensboro
Snacks
Maxwell
Snyder
STATE FAIR GROUNDS
LAWRENCE
Alliance
Spiceland
Clermont
Mt. Comfort
Mohawk
Hunter
Bradshaw
Belt Road
Mitchellville
Cumberland
Gem
INDIANAPOLIS
Sunnyside
Fenton
Julietta
Ben Davis
UNION DEPOT
Bridgeport
Samoa
New Palestine
Beech Grove
Valley Mills
Safford
West Newton
Gallaudet
Antrim
Southport
Moral
Glenn's Valley
Acton
Brookfield
London
Lauderdale
Greenwood
Mooresville
Stones Crossing
Fairland
Mathews
Waverly
Burnside
Kinder
Whiteland
Needham
Boggstown
Banta
Bargers V.
MORGAN
JOHNSON
MAP OF THE
UNION TRACTION CO.
OF INDIANA
MILEAGE IN THE VARIOUS CITIES - - 56 MILES
" BETWEEN CITIES AS BELOW
ANDERSON TO INDIANAPOLIS - - 36 "
" " MARION - - - - 34 "
" " MUNCIE - - - - - 17 "
ALEXANDRIA TO ELWOOD - - - 10 "
MIDDLETON BRANCH - - - - - 5 "
FRANKTON " - - - - 5 "
TOTAL, 163 MILES

ATCHISON, KANSAS.

POPULATION 1890 WAS 13,963; IN 1880 WAS 15,105; IN 1870 WAS 7,054.

ATCHISON RAILWAY, LIGHT & POWER—

ORGANIZATION—Controls electric railway, lighting and gas properties of Atchison. Successor in 1895 to the Atchison Railway, Electric Light & Power Co. In 1897 purchased Forest Park and other property for $125,000. Population, local census of 1898 was 17,108.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stk. $300,000, pr. $100	....	....	...	$300,000	.....
1st M., gold, $1,000, int. at Exch. Nat. Bank, Atchison.....	....	1895	6 g., J&J	150,000	July 1, 1915
Consol. mortgage. ..	....	1897	....	(?)	.....

Trustee of 1st mortgage, Mercantile Trust Co., N. Y.

ROAD—Operates 8½ miles of track on 8 miles of road.

In 1899 (estimated), gross, $81,346; net, $39,310; in 1898, gross, $76,000: net, $33,450.

OFFICERS—President, J. P. Pomeroy: Vice-President, W. P. Waggener; Treasurer, C. S. Hetherington.

ATHENS, GA.

POPULATION 1890 WAS 8,639; IN 1880 WAS 6,099; AND IN 1870 WAS 4,251.

ATHENS ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Purchased road at foreclosure sale in June, 1894. New charter granted June, 1895. Has contract to furnish arc lights to city; also incandescent lamps to private parties. Uses water power for generating electricity.

STOCK & BONDS—Capital stock, $50,000, fully paid. Bonds, first mortgage, gold, $100,000; outstanding Jan. 1; 1900, $93,000; denomination $500, 6 per cent coupon J. & J.; dated July 1, 1896, due July 1, 1916. Columbus Savings Bank of Columbus, Ga., trustee. Interest payable in Columbus or Athens.

PLANT—Owns 6 miles of track; 40-lb. and 70-lb. T rails and 70-lb. girder; 10 motor cars; lighting and power plant, 700 horse power; 55 miles copper wire on 15 miles of poles.

EARNINGS—In 1899 earnings were $15,263 gross and $7,896 net from railway, $13,458 gross and $10,726 net from light and power, and $4,936 gross and $2,581 net from city lighting. Total for 1899, $33,657 gross and $21,203 net, against $30,680 gross and $18,775 net for 1898.

OFFICERS—President, J. Y. Carithers; Vice-President, W. S. Holman; Secretary and Treasurer, W. T. Bryan; Gen. Manager and Purchasing Agent, C. D. Flanigen. Supt., H. M. Hughes.

ATHOL, MASS.

POPULATION 1890 WAS 6,319; IN 1880 WAS 4,307; AND IN 1870 WAS 3,517.

ATHOL & ORANGE STREET RAILWAY

A trolley road.

ORGANIZATION—This company owns and operates 7·32 miles of electric track, extending from town of Athol to centre of Orange, Mass. Completed Oct. 1, 1894. Its securities, etc., are shown below.

		Earnings years end. Oct. 1:	1899.	1898.
Stock (par $100).....	$74,500 f. p.			
1st M. ($1,000), gold, '94..5g., J&J, (no option) Jan. 1, 1915	$60,000	Gross.....	$29,555	$29,339
Int. at Old Col. Tr. Co., Boston		Net.....	10,096	10,853
Cur. liabilities Sep. 30,'99.	$2,000	Int., taxes, etc..	3,271	5,003
" assets Sept. 30, '99...	3,314	Dividends.....	4,800	4,800

In Nov., 1899, Mass. RR. Commissioners gave permission to increase stock $14,500 to $74,500. Stock sold at $125 per share.

DIVIDENDS—In 1895, 5 p. c.; in 1896, 1897, 1898 and in 1899 8 p. c.

OFFICERS—George D. Bates, President, Athol, Mass.; Albert N. Ellis, Treasurer and Corporation Clerk, Athol, Mass.

ATLANTA, GA.

POPULATION 1890 WAS 65,533; IN 1880 WAS 37,409; AND IN 1870 WAS 21,789.

ATLANTA RAILWAY & POWER—A trolley road.

ORGANIZATION—This is the old Atlanta Consolidated Street Railway, incorporated in 1891 and name changed as above July 1, 1899. A consolidation with the Atlanta Railway and the other street car lines in Atlanta had been arranged under the new name; but injunctions prevented the consummation of the plan, and in Jan., 1900, the scheme was abandoned.—V. 70, p. 125.

The Trust Company of Georgia (Joel Hurt, Prest.) owns both the Atlanta Railway & Power and the Atlanta Railway.

A sharp contest was in progress in 1899 between the Atlanta Railway & Power Co., representing the consolidated lines of Atlanta, and the Collins Park & Belt RR., which latter was seeking franchises covering the principal streets of Atlanta. In August, 1899, the Collins Park road was successful in obtaining its franchises.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $100).....	.....	.....	$2,000,000 paid in.	.....
Atlanta St. RR. first gold $1,000.....	1890	6 g. J.-J. *Interest* is payable in New York at 4th Nat. Bk.	225,000	July 1, 1920
Atl Cons. St. Ry. 1st cons. M., $2,500,000, ($1,000 each) Subj. to call after 5 years at 107½....c*	1899	5 g. J.-J. *Interest* payable in N. Y. at N. Y. Sec. & Tr. Co.; also at Merc. Tr. & Dep. Co. of Balt., Trustee.	2,025,000	July 1, 1939.
Atl. Ry. & Power 1st $5,000,000	1900	5 g	(?)	1940

The Mercantile Trust & Deposit Co. of Baltimore, together with Atlanta capitalists, in May, 1900, contracted to purchase $2,500,000 of the new 5s of the Atlanta Ry. & Power, but in June, 1900, no bonds had yet been issued. The $2,025,000 of Atlanta Consolidated St. Ry. 5s of 1899 are to be called in 1901. Until then company has stipulated *to pay no dividends.* V. 70, p. 1018. $2,250,000 of the new issue is reserved to take up these bonds and the $225,000 of Atlanta St. Ry. 1sts.

ROAD AND PLANT.—Operates 52 miles of main track and 13 miles of sidings and second track.

Company in May, 1900, was seeking franchise from City for public and commercial electric lighting (part of the proceeds of the new bonds being intended to provide the means for this purpose), but in June, 1900, it was reported that the company would not accept the terms proposed by the Aldermanic Board.—See V. 70, p. 1194.

LATEST EARNINGS—Jan. 1 to April 30—

4 months.	*Gross.*	*Net.*	*Charges.*	*Surplus.*
1900	$149,408	$65,399	$47,332	$18,067
1899.....	124,808	50,183	41,458	8,725

ANNUAL REPORT—Fiscal year ends Dec. 31; changed in 1897 from April 30. For year ending Dec. 31, 1899, results were: Gross, $491,563; net, $254,710; fixed charges, $129,485; surplus, $125,225.

BALANCE SHEET—On Dec. 31, 1899, the balance sheet showed:

Assets.		*Liabilities.*	
Materials on hand.....	$40,773	Capital stock.....	$2,000,000
Cash items.....	179,907	Bond account...	2,250,000
Miscellaneous	2,599	Miscellaneous items....	37,457
Plant.....	4,566,047	Profit and loss, sur.....	501,869
Total.....	$4,789,326	Total.....	$4,789,326

OFFICERS—President, Ernest Woodruff; Vice-Pres., T. K. Glenn; Treas., R. J. Lowry; Supt., H. N. Hurt; Supt. of Construct'n, W. H. Glenn.—V. 63, p. 27; V. 67, p. 72, 1355; V. 68, p. 84, 770, 1179; V. 69, p. 77, 491, 1010; V. 70, p. 125, 1048, 1194.

ATLANTA ELECTRIC RY.—A trolley road.

ORGANIZATION—Operated by Atlanta Railway & Power for a division of receipts. Stock was $100,000 and first mortgage gold coupon bonds $30,000, due in 1906; miles of track, 3, and leases Lakewood Park. Sold at foreclosure in 1898, but in Nov., 1899, a re-sale was ordered, which will take place Aug. 5, 1900.

ATLANTA RAILWAY.—A trolley road.

ORGANIZATION—This company was a reorganization July 1, 1895, of Atlanta City St. Ry. and the *Atlanta Traction Co.*, foreclosed in 1895.

Controlled by the Trust Co. of Georgia, which also controls the Atlanta Ry. & Power. Plan for consolidation with latter abandoned in Jan., 1900.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $300,000, par $100.	.....	.....	$300,000	.....
1st mortgage, $350,000, gold, $500.....	1895 *Trustee*, Baltimore Tr.. & Gu. Co., Balt., Md.	5 g. M-S	300,000	Sept. 1, 1925

BONDS—$50,000 held by Trustee in escrow for future improvements.

ROAD—Owned about 19 miles of track on 18 miles of street in city of Atlanta, Ga., and environs. Also owned 23 acres of unimproved real estate, 23 motor cars and 10 trailers. Power is supplied by the Georgia Electric Light Co.

EARNINGS—For years ending June 30 have been:

Years.	*Gross.*	*Expenses.*	*Net.*	*Charges.*	*Surplus.*
1898-9.....	$95,466	$64,976	$30,490	$15,000	$15,490
1897-8.....	93,204	73,918	19,286	15,000	4,286

—V. 60, p. 927, 1143; V. 67, p. 1054; V. 68, p. 770, 821, 1179; V. 69, p. 491.

ATLANTA RAPID TRANSIT.—An electric road.

ORGANIZATION—Formerly the Collins Park & Belt RR. June 1, 1900, owned and operated 13 miles of track, laid with 90-lb. girder rails, in and around Atlanta. Much new mileage projected. Constitutes an opposition line to the old roads, namely the Atlanta Railway & Power and the Atlanta Railway. In 1899 was granted franchises by Atlanta City Council on 7 miles of streets within the city limits, 2·2 miles of which have already been built and put in operation. See V. 69, p. 491. Franchise provides that in case of consolidation with another road both companies are to pay 5 per cent of gross receipts to city. Also, that company cannot be subjected to any tax on gross receipts until the Atlanta Ry. & Power Co. can be compelled to pay the same tax. Construction on the rest of road and extensions is temporarily held up by litigation. The routes laid out render necessary the condemnation of tracks of the Atlanta Ry. & Power. The latter to prevent this applied for an injunction. Judge Newman, of the U. S. District Court on May 1, 1900, decided in favor of the Rapid Transit, but the Ry. & Power Co. has appealed. In June, 1900, Rapid Transit Co. began selling 3 tickets for 10 cents.

OFFICERS.—President, C. J. Simmons; Secretary and Treasurer, H. M. Atkinson.—V. 69, p. 491, 905; V. 70, p. 945.

AUBURN, N. Y.

POPULATION 1890 WAS 25,858; IN 1880 WAS 21,924; AND IN 1870 WAS 17,225.

AUBURN CITY RAILWAY—A trolley road.

ORGANIZATION—Chartered Oct. 1, 1886. In 1895 the old lines were re-built and extensions made. The company owns Lake Side Park, about 33 acres on Lake Owasco. Population of Auburn in 1895 was said to be about 30,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock (par $100) $300,000.....	.....	.....	$300,000	.....
1st M., $300,000 ($1,000) c* red. Aug. 1, 1905, at 105..	1895 Int. at W. End Tr. & S. D. Co., Phila., tr.	6g. F-A	300,000	Aug. 1, 1925
Bills payable June 30, 1899.....	.....	.....	52,855	.....

Profit and loss deficit June 30, 1899, $23,265.

ROAD—Owns 13 miles of track extending along Seward Avenue, North Street, etc. and from Genesee Street to foot of Lake Owasco.

EARNINGS—For years ending June 30:

	Gross.	*Net.*	*Taxes.*	*Interest.*	*Balance.*
1898-9.....	$70,481	$31,400	$3,419	$18,000	sur. $9,981
1897-8.....	62,772	26,977	2,364	20,805	sur. 3,808

OFFICERS—President, C. D. Beebe; Secretary and Acting Treasurer, A. M. Michael. INDEX—V. 61, p. 749.

AUGUSTA, GA.

POPULATION IN 1890 WAS 33,300; IN 1880 WAS 21,891; AND IN 1870 WAS 15,389.

AUGUSTA RAILWAY & ELECTRIC CO.—A trolley road.

ORGANIZATION—A reorganization in 1896 of the Augusta Railway, the Augusta Light Co. and the Thomson-Houston Co.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100.	.....	.....	$600,000	.....
New mtg. gold, $1,000,000 ($1,000)..... c*	1900	5 J & D	1,000,000 Int. at Mer Trust & Deposit Co., Balt.	June 1, 1940

BONDS.—Of the new mtge. for $1,000,000, $500,000 were used to retire old bonds (which were subject to call at 105); the balance to be used for improvements, &c. A syndicate headed by the Mercantile Trust & Deposit Co. of Balt. contracted to purchase the entire issue, the N. Y. Security & Trust of this city agreeing to take $500,000. The bonds can be called in 10, 20 or 30 years from date at 105 and interest on 6 months notice *Sinking fund* is provided of ½ of 1 per cent, beginning June 1, 1905, for 15 years, 1 per cent for next 10 years and 2 per cent for remaining 10 years.

ANNUAL REPORT—For years ending Dec. 31 earnings were:

Gross.	1899.	1898.	1897.
From railway	$126,140	$100,859	$90,725
From lighting	76,713	73,319	74,162
Total gross	$202,853	$174,178	$164,887
Operating expenses and taxes	114,281	97,827	97,692
Net	$88,572	$76,351	$67,195

ROAD—Operates 26½ miles of track; 15 miles of street.

OFFICERS—Pres., D. B. Dyer; Secy., C. O. Simpson; Supt., W. E. Moore.

INDEX—V. 60, p. 391; V. 61, p. 793; V. 62, 820, 907; V. 63, p. 115; V. 70, p. 175, 1048.

AUGUSTA, ME.

POPULATION 1890 WAS 10,527; IN 1880 WAS 8,665; AND IN 1870 WAS 7,808.

AUGUSTA HALLOWELL & GARDINER RAILROAD—An electric road.

ORGANIZATION—Organized March 18, 1889, under laws of Maine.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $150,000—$100	.....	.....	$120,000	Text.
1st mortgage for $100,000	1890	6 J-J	100,000	July 1, 1910

Interest payable in Boston; International Trust Co., *Trustee.*

Consol. mortgage	1891	4½ J-J	$50,000	July, 1911

Interest is payable at Maine Trust & Banking Company, Gardiner, Me.

BONDS—The consol. bonds were originally 6 per cents, subject to call after 1896, but on Jan. 1, 1899, they were called in and re-issued at 4½ per cents.

Dividends, 1894-95, 2 p. c.; in 1895-96, 3½; in 1896-97, 4; in 1897-8, 4; in 1898-9, 4 p. c.

ROAD—Operates from Augusta to Gardiner, 7 miles.

ANNUAL REPORT—For years ending June 30th earnings were:

	1899.	1898.		1899.	1898.
Gross earnings	$39,770	$40,620	Taxes, etc.	$393	$388
Net earnings	16,524	18,548	Bal. for divs.	7,506	9,160
Interest on bonds	8,625	9,000	Dividends	4,800	4,800

OFFICERS—Prest., J. Manchester Haynes, Augusta, Me.; Sec., H. G. Staples; Treas. and Pur. Agent, G. E. Macomber; Bookkeeper, E. H. Morrill.

AURORA, ILL.

POPULATION 1900 (ESTIMATED) WAS 27,000; IN 1890 WAS 19,688; IN 1880 WAS 11,873; AND IN 1870 WAS 11,162.

AURORA STREET RAILWAY.—An electric road.

ORGANIZATION—Chartered in September, 1890. Successor by purchase to Aurora City Railway. Franchise (extended in 1896) running till 1916 without exclusive rights. The Aurora & Geneva is controlled in the same interest.

STOCK & BONDS—	Date.	Interest.	Ou'st'd'g	Maturity.
Stock ($300,000 authorized)	.....	.....	$300,000	.....
1st M. for $300,000, gold, not subject to call ..... c*	1890	6 g. A-O	300,000 *Interest* at Cent. Tr. Co., Trustee, N.Y.C'y.	Oct. 1, 1910

Bonds—The trustee holds 2,988 shares of Aurora City Ry. stock for benefit of the bonds.

ROAD—Operates 18 miles of track, including 2 miles second track.

EARNINGS—Including Aurora & Geneva, earnings for the year ending March 31, 1900, were: Gross, $103,817; net earnings, $34,878; taxes, $3,171; balance, $31,707. In 1899, gross, $95,067; net, $26,218; taxes, $3,366; balance, $22,852.

OFFICERS—President & Treasurer, R. B. Dodson, 2 Wall St., N. Y.; Vice-Pres., H. C. Tinker; Gen. Man. and Purch. Agent, D. A. Belden.

AURORA & GENEVA RY.—ORGANIZATION—Chartered July 29, 1896, to build from Aurora to Batavia and Geneva (10 miles), connecting with the Elgin City Carpentersville & Aurora. Line Aurora to Batavia, 8 miles, in operation. Is controlled in the same interest as the Aurora Street Railway. Building of extension to Geneva is restrained by temporary injunction secured by property owners in Geneva.

STOCK—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100,000 authorized)	.....	.....	$88,000	.....

Officers—President, William Fahnestock; Treasurer, R. B. Dodson, 2 Wall St., N. Y.; Sec'y and General Manager, D. A. Belden, Aurora, Ill.

AUSTIN, TEX.

POPULATION 1890 WAS 14,575; IN 1880 WAS 11,013; AND IN 1870 WAS 4,428.

AUSTIN RAPID TRANSIT RY.—A trolley road.

ORGANIZATION—Chartered in 1890. Ira H. Evans appointed receiver February 23, 1897. In June, 1900, road still in receiver's hands. Interest is in default.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	....	.....	$350,000	.....
1st mortgage	1891	6 M-S	343,000	Sept. 1, 1921

International Trust Co., mortgage trustee, Boston.

ROAD—Operates 13·34 miles of track on 10·27 miles of road.

OFFICERS—President, F. H. Watriss; Vice-Pres. and Treas., E. P Wilmot; Sec. and Supt., Frank E. Scovill.—V. 64, p. 422; V. 70, p. 1248

BABYLON, N. Y.

POPULATION IN 1890 WAS 6,035; IN 1880 was 4,739.

BABYLON RR.—Chartered April 15, 1871.

ORGANIZATION.—Owns and operates 1·53 miles, extending from State Dock on Great South Bay to L. I. RR. Depot. Extension contemplated of ⅜ mile to the village limits, to connect with Babylon & North Shore RR. Operated since July 31, 1898, by Kinetic stored steam motors.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $25,000 ($25)	....	.....	$25,000	.....
1st M., g., ($1,000) $600,000 auth.	1898	5 g. J-D	27,000 Interest at Metropolitan Trust Co., N. Y., Trustee.	June 1, 1928

EARNINGS for 3 mos. ending Sept. 30, 1899, $689; operating expenses, $1,390; fixed charges, $371. Net loss, $1,072.

OFFICERS—President, Arthur P. Dodge; Secretary and Treasurer, Francis J. Oppenauer. N. Y. Office, 27 William Street.

BABYLON & NORTH SHORE RR.—To be operated by Kinetic power.

ORGANIZATION.—Projected from Babylon to Northport, 16 miles. but in August, 1899, the N. Y. Board of Railroad Commissioners refused permission to build the road. Stock authorized, $160,000; par, $100. President, Charles L. Easton; Secretary and Treasurer, Francis J. Oppenauer. N. Y. Office, 27 William St.

BALLSTON SPA, N. Y.

POPULATION IN 1890 WAS 3,527; IN 1880 WAS 3,011.

BALLSTON TERMINAL RR.—A trolley road.

ORGANIZATION—Chartered March, 1896.

On Jan. 27, 1900, Frederick H. Beach was appointed receiver, pending the adjustment with the contractors who are building the extension. In May, 1900, arrangements were being perfected for the liquidation of the contractor's indebtedness, which will result in the early discharge of the receiver.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	.....	$300,000	.....
1st mort., gold ($500 and $1,000 each) $300,000c*	1896	5g. J-D	250,000 Int. at Atlantic Trust Co., N. Y., trustee.	June 1, 1926

ROAD—12½ miles; 2½ miles additional are projected, to provide for which $50,000 1st 5s have been reserved. Connects, by standard gauge railroad, the many manufacturing establishments of Ballston Spa and vicinity with the Delaware & Hudson RR., thus affording transportation of freight to all parts of the country without breaking bulk.

OFFICERS—President, F. H. Beach; Secretary and Treasurer Geo. A. McOmber, Ballston Spa, N. Y.—V. 67, p. 369; V. 70, p. 229.

BALTIMORE, MD.

POPULATION IN 1897 BY POLICE CENSUS WAS 613,965. BY U. S. CENSUS IN 1890 WAS 434,439; IN 1880 WAS 332,313; AND IN 1870 WAS 267,954.

Street Railways of Baltimore pay a Park Tax of 9 per cent of gross earnings within old City Limits, and are required to pave between tracks and two feet on each side.

UNITED RAILWAYS & ELECTRIC CO. OF BALTIMORE.—(*See Map Page 11.*) Trolley road.

ORGANIZATION—Incorporated at Annapolis March 4, 1899, to consolidate the Baltimore Consolidated Railway Co. and the Baltimore City Passenger Railway, which consolidation was effected the same day. Comprises all the passenger railways in Baltimore City and Baltimore County and lines extend into Anne Arundel County and Howard County. Through the consolidation of the two roads named and various prior consolidations with those roads, embraces the following:

Baltimore Catonsville & Ellicotts Mills Passenger RR.	Central Railway Company.
Baltimore City Passenger Ry. Co.	Gwynn's Falls Railway of Baltimore City.
Baltimore Consolidated Ry. Co.	Maryland Traction.
Baltimore & Curtis Bay Ry.	Pimlico & Pikesville RR.
Baltimore Gardensville & Belair Electric Ry.	Shore Line Electric Ry.
Baltimore & Northern Elec. Ry. Co.	Walbrook Gwynn-Oak & Powhatan.

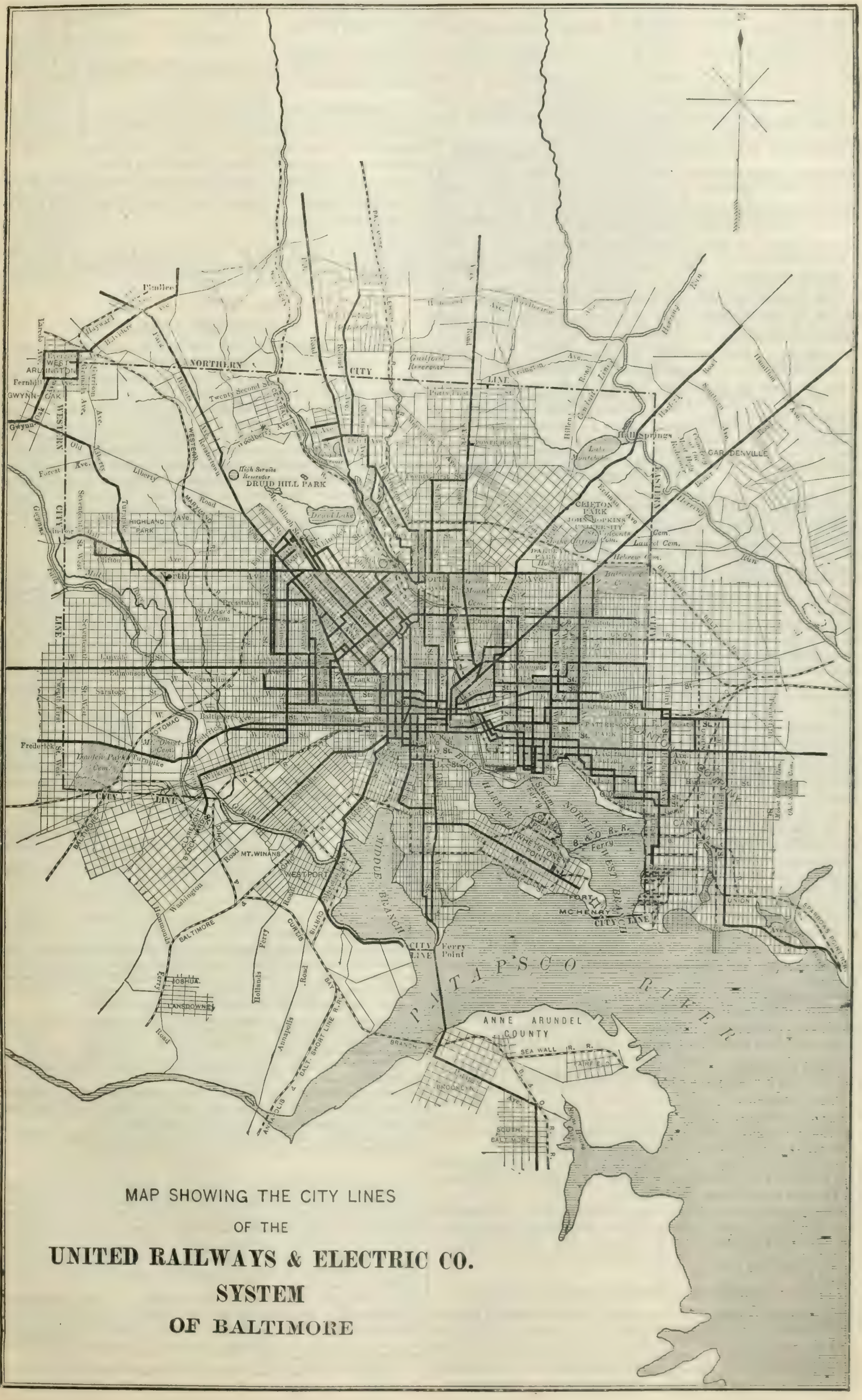
Also owns all the bonds of the Baltimore Middle River & Sparrows Point RR. The latter company is in default, and the United Railways & Electric Co., as owner of the bonds, is pressing foreclosure proceedings.

The company also controls by ownership of stock the York Road Turnpike, the Charles Street Avenue Turnpike, the Harford Turnpike and the Baltimore & Jerusalem Turnpike.

Organized by a syndicate headed by Alexander Brown & Sons, see Vol. 68, p. 230, and Vol. 68, p. 476.

The United Electric Light & Power Co., of Baltimore, comprising the electric-lighting plants of Baltimore, acquired by the same syndicate, is a separate concern, but in November, 1899, the United Rys. & Electric Co. issued $2,000,000 common stock in exchange for the $2,000,000 common stock of the Light & Power Co. See statement of the Power Co. below.

STOCK & BONDS—	Date.	Interest.	Outst'nd'g.	Div.or Matu'y.
Common stock, $24,000,000, par, $50	....	.....	$15,000,000	.....
Preferred, cum., $14,000,000, par, $50	....	4	136,306	J'ne, 1900, 2 less ¼ p. c.
Inc. M., g., $14,000,000, cum., tax free, Maryland Tr. Co. c*($1,000)	1899	4g. J. & D.	13,863,694 Payable at option after March 1, 1949 Int. at Alex. Brown & Sons, Baltimore.	1949
1st con. M., g., $38,000,000 ($1,000); Continental Tr. Co., Baltimore, trustee. c*	1899	4g. M-S	a22,393,000 Interest at Alex. Brown & Sons, Baltimore.	March 1, 1949



MAP SHOWING THE CITY LINES

OF THE

UNITED RAILWAYS & ELECTRIC CO.

SYSTEM

OF BALTIMORE

UNDERLYING SECURITIES.

Stock & Bonds—(Con.)—	Date.	Interest.	Outst'nd'g.	Div.or Matu'y.
Balt. Traction—1st ($1,000) M., Tr. Mercantile Tr. & Deposit Co.....c	1889	5 M-N	1,500,000	Nov. 1, 1929 Interest at National Mechanics' Bank, Baltimore.
Do Exten.&imp.($1,000)6s, g. Trus., Mer.Tr.& D. Co.c	1891	6g. M-S	1,250,000	Sept. 1, 1901 Int. at National Mechanics' Bk., Balt.
Do N. B. Div.1st ($1,000)5s, g.Trus.,Mer.Tr.&Dep.Co.c	1892	5 g. J-D	1,750,000	June 1, 1942 Int. at National Mechanics' Bk., Balt.
Do Conv'tible g. bonds (not M.) $800,00 red. aft. May 1, 1901, at par ($1,000)..c*	1896	5 g, M-N	538,000	May 1, 1906 Trustee, Mercantile Trust & Deposit Co., Baltimore. Int. Nat. Mech. Bk., Balt.
City & Suburban Ry. bonds—1st mortgage, g., ($1,000)	1892	5 g. J-D	3,000,000	June 1, 1922 Int. at Alex. Brown & Sons, Baltimore. Safe Deposit & Trust Co., Balt., Trustee.
Balt. Catonsv. & Ellicott's Mills 1st M., $500,000 prin. g...	1896	5 J-J	500,000	July 1, 1916 Trustee, Safe D. & Tr. Co., Balt. Int. at National Mechanics' Bk., Balt.
Lake Roland Elevated—1st M., gold ($1,000).....c*&r	1892	5 g. M-S	1,000,000	Sept. 1, 1942 Int'st at Alex. Brown & Sons, Baltimore Baltimore Trust & Guaranty Co., Trustee
Balt. City Pass.—1st mort., $1,000, gold..... c*	1891	5g. M-N	2,000,000	Nov. 2, 1911 Interest at Nat. Mechanics' B'k, Balt. Safe Deposit & Trust Co., of Balt., Trustee.
Baltimore City Pass.—Certs. of indebt., $500,000, g. ($500 & $1,000)	1897	4½g.M-N	$500,000	Nov. 2, 1911 Interest at Nat. Mechanics' B'k, Balt.
Central Ry.—1st M., $600,000, sink. fd., currency... Trustee Baltimore Safe Dep. & Trust Co.	1882	6 J-J	41,000	July 1, 1912 Subj. to call at 100 in certain am'ts y'rly. Int. at Nat. Mech. Bk., Balt.
Consol. mort., $700,000, gold ($1,000).....	1892	5g. M-N	659,000	May 1, 1932 Int. at National Mechanics' Bk., Balt. Mercantile Tr. & Dep.Co. of Balt.,Trustee.
Ext. and Imp. 1st mort., $600,000, g., ($1,000)..	1897	5g. M-S	600,000	Mar. 1, 1932 Trustee is Balt. Tr. & Guar. Co., Balt. Int. at National Mechanics' Bk., Balt.
b *Balt.Mid. Riv.& Spar. Pt.*—1st Mtg., $300,000, gold ($1,000).....c*	1895	5 g. J-J	300,000	July 1, 1925 Trustee, Maryland Trust Co.
Balt. & North. Elec.—1st M., $1,250,000, gold ($1,000)	1897	5g.	*1,250,000	Nov. 1, 1947 Maryland Trust, Baltimore, trustee. Int. at National Mechanics' Bk., Balt.

*Of these only $11,000 are still outstanding; of the remainder $1,111,000 have been canceled, having been exchanged for the United Railways & Electric Co.'s 4 per cent bonds, while $128,000 are held in the treasury of the latter to be exchanged at pleasure.

a This shows amounts authorized, *less* amounts reserved for underlying bonds, acquisitions, improvements, etc.

b In treasury of City Passenger Ry., and mortgage will probably be foreclosed and bonds canceled.

SECURITIES—Of the $38,000,000 of 1st consolidated bonds, $22,393,000 have been issued, $13,505,000 have been set aside for the retirement of underlying securities, and $2,102,000 reserved for betterments, improvements, extensions and expenses of consolidation. In March, 1899, $18,000,000 of this issue was offered for sale by Brown Bros. of New York, Philadelphia and Boston, Alex. Brown & Sons, and Mercantile Trust & Deposit Co. of Baltimore. In April, 1900, Alexander Brown & Sons took a further block of $3,000,000 of the bonds.

The plans originally provided for the issue of $14,000,000 of preferred stock, but it was arranged that at the option of the holders the same could be converted into income bonds, bearing 4 per cent if earned and payable at the option of the company after March 1, 1949. The option of conversion has been exercised to the extent indicated above.

On Feb. 28, 1900, the 50-year 1st con. mort. and also the income bonds were listed on the Phila. Stock Exchange; the stock, the consols and the income bonds are all listed on the Baltimore Exchange.

DIVIDENDS.—Dividends of ½ of 1 per cent were paid in June, 1899, and 2½ p. c. in Dec., 1899, on both the income bonds and the preferred stock, the payment on the stock (but not on the bonds) being subject to a deduction of one quarter of one per cent for taxes. On June 1, 1900, 2 per cent paid on income bonds and 2 per cent less taxes on preferred stock.

ROAD—Miles of track, 337·82; cars, 1,451; gauge, 5 ft. 4½ in..

EARNINGS—For the year ending March 31, 1900, the new company earned—

Gross earnings		$4,304,932
Operating expenses, taxes and fixed charges		3,734,886
Net earnings from United Railways	$570,046	
Net earn'gs from United Elec. Light, 11 mos.	82,013	
Total net income		$652,059
Interest on 4 per cent income bonds and preferred stock		560,000
Surplus for year		$92,059

For the 12 months ending Dec. 31, 1898, earnings and expenses of the constituent companies were: Gross earnings, $4,062,358; operating expenses, taxes and licenses, $2,304,826; net, $1,757,532.

DIRECTORS—Alexander Brown, Henry A. Parr, Geo. R. Webb, Nelson Perin, Geo. C. Jenkins, Wm. P. Harvey, E. L. Bartlett, Col. Walter S. Franklin and Seymour Mandelbaum.

OFFICERS—President, Nelson Perin; Vice-President, Col. Walter S. Franklin; Gen. Manager, William A. House; Treasurer, Briggs C. Keck; Secretary and Auditor, H. C. McJilton.—V. 68, p. 185, 230, 333, 476, 574, 620, 725, 1228, V. 69, p. 493, 744, 956, 1104, 1148, 1194, 1246; V. 70, p. 481, 793 843, 893, 1050.

(1) UNITED ELECTRIC LIGHT & POWER (of Baltimore)—

ORGANIZATION- Consolidation in April, 1899, of the Edison Electric Illuminating Co. with the Brush Electric. Also owns all the bonds nd all the stock of the Northern Electric Co., thus embracing actically all the electric light companies doing business in Baltimore. Is controlled by the United Railways & Electric Co. of Baltimore, hich owns all the Light & Power Co.'s common stock of $2,000,000.

Stock & Bonds—	Date.	Interest.	Outstanding.	Dividends,&c-
Com. stock, $2,000,000.	....	.....	$2,000,000	.....
Pref. stock cum., $1,000,000, par $50....	....	5 cum.	*700,000	May,'00, 2½%
Bonds Edison Co. and Brush Co.....	....	prior liens.	267,500	1910 to 1924
1st consol. mtg. g. $4,500,000. c* ($1,000) Int. at Alex. Brown & Sons, Baltimore..	1899	4½ g. M. & N.	3,248,000	May 1, 1929. Trustee, Maryland Trust Co., Baltimore.

*This includes $17,487 of outstanding scrip.

Of the new mortgage for $4,500,000, $273,000 are reserved to take up underlying liens, and $1,000,000 remain for future requirements. Messrs. Alex. Brown & Sons offered some of the bonds for sale in November, 1899, and also some of the preferred stock.

EARNINGS—For eight months ending Dec. 31, 1899, gross was $434,505; net, $199,504. Proportionate fixed charges $127,864; proportionate dividend on preferred stock, $22,653; balance, $48,987 —V. 69, p. 956, 1104, 1246.

WASHINGTON WESTMINSTER & GETTYSBURG RAILROAD—To be a steam road. See INVESTORS' SUPPLEMENT for July, 1898.

BANGOR, ME.

POPULATION IN 1900 (ESTIMATED), WAS 25,000; IN 1890 WAS 19,103; IN 1880 WAS 16,856 AND IN 1870 WAS 18,289.

BANGOR HAMPDEN & WINTERPORT RAILWAY—To be a trolley road.

ORGANIZATION—Incorporated in 1897 to build a road from the south line of Bangor through Hampden to Winterport. Bonds, 1st mortgage, dated 1897, $300,000 ($1,000 each), 5 per cent, due Sept. 15, 1917, Old Colony Trust Co., Boston, trustee; $40,000 outstanding in May, 1900. Stock, $300,000; outstanding, $60,000. Entire projected line, 54 miles; of this Bangor to Hampden 6·13 miles, operated since 1898. A summer park has since been added. Hampden to Winterport and Frankfort, about 10 miles, is expected to be built in 1900. Earnings year ending June 30, 1899, gross, $22,584; net, $3,049, President, H. L. Mitchel; Treas'r, C. D, Stanford.

BANGOR STREET RAILWAY.—An electric road.

ORGANIZATION—Organized Oct., 1889. This road and the Bangor Electric Light & Power, Penobscot Water & Power and Brewer Water companies are all controlled by the Public Works Co., which has been in financial difficulties for some time. F. A. Wilson, of Bangor, Maine, Hon. A. P. Wiswell, of Ellsworth, Maine, and Charles A. Stone, of Boston, recommended consolidation of the several companies above named into a new corpoation with $600,000 stock and $600,000 bonds. See V. 61, p. 795. Completion of reorganization is looked for soon.

Stock & Bonds—	Interest.	Author'd	Outstand'g.	Maturity.
Stock, $100.....	.....	.....	$200,000	.....
1st mortgage, gold, 1889..	6 F-A	200,000	200,000	Aug.1, 1909

The bonds have been in default since 1893. Of the total issue of $200,000, $42,000 were exchanged for 5 per cent bonds of the Public Works Company. Mortgage trustee International Trust Co. of Boston.

ROAD—Owns road in Bangor to Brewer, etc., 9 8 miles of track.

ANNUAL REPORT—For years ending June 30 earnings have been:

Yr. end.June 30.	1899.	1898.		1899.	1898.
Gross earnings..	$63,674	$65,291	Surplus.....	$1,694	def.$1,660
Net earnings.....	14,575	11,127	Tot. def. Sept. 30	9,343	11,039
Interest, etc.....	12,881	12,788			

OFFICERS—President, C. F. Woodard, Bangor, Me.; Sec., Treas. and Gen. Man., J. H. Cutler.—V. 61, p. 795.

BANGOR ORONO & OLD TOWN RAILWAY—A trolley road.

ORGANIZATION—This company began operations in July, 1895. Its cars run over the Bangor Street Railway to a point on State Street, and thence over its own line through the villages of Veazie and Orono past the State College to Old Town, a distance of 14½ miles, 2 miles in Bangor; total, 16·2 miles of road and 16·7 miles of track.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock $125,000(par $100)	....	See text.	$100,000	see text.
1st M., $125,000, gold....	1895	6 g. semi-an.	125,000	1915
Bills payable June 30,'99.		.....	37,500	.....

DIVIDENDS—From April 20, 1896, to June 30, 1898, 1 p. c. monthly; in 1897-98, 8 p. c.; in 1898-99, none.

EARNINGS—Year ending June 30, 1899, gross, $49,183; net $13,515; interest, taxes, etc., $9,165; surplus, $4,350; previous year's bills paid off, $4,217; balance, $133. In 1897-98, gross, $63,676.

President, Elias Milliken, Augusta, Me.; Treasurer, John Cassidy, Bangor, Me.; Superintendent, Wm. G. Rice, Bangor, Me.

PENOBSCOT CENTRAL RY.—To be an electric road.

ORGANIZATION—Incorporated in Dec., 1896, to construct from Bangor to Charleston and Kenduskeag to Garland, Me. Stock, $250.000; par, $100. Bonds are gold 5s, dated July 1, 1898, redeemable after 5 years at 102; $150,000 reported issued in November, 1899. In May, 1900, it was announced that the company would borrow $100,000 to equip the line with trolley. The intention was to use the Patton Gasoline Motor system.

ROAD—Bangor to Charleston and Kenduskeag to Garland, 40 miles, of which Bangor to Charleston, 26 miles, graded Nov., 1899, and 20 miles of track laid, Bangor to East Corinth. The latter piece had not then been opened for business, although the company was hauling freight daily over the road.

OFFICERS—Pres. and Gen. Mgr., F. O. Beal; Treas., F. H. Small; Clerk and Legal Adviser, H. M. Heath, Augusta, Me.—V. 70, p. 740.

BARRE, VT.

POPULATION 1890 WAS 4,146; IN 1880 WAS 1,025.

BARRE & MONTPELIER TRACTION & POWER CO.—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $135,000, par $100	.....	.....	$120,000	.....
1st M., gold, $100,000 ($500 each), not subj. to call..c*	1897	5 g.M-N	100,000	Nov. 1, 1917
	Int. at Am. Loan & Tr.Co., Boston, Trust.			

Floating debt Jan. 1, 1899, was $25,000.

ROAD—Barre to Montpelier, Vt., 9½ miles, opened about June, 1898.

President, F. C. Kennedy, Burlington, Vt.; Sec., H. K. Bush, Barre, Vt.

BATH, ME.

POPULATION 1890 WAS 8,723; IN 1880 WAS 7,874; AND IN 1870 WAS 7,371.

BATH STREET RAILWAY.—A trolley road.

ORGANIZATION—Chartered May 5, 1891. Franchise perpetual. On July 1, 1898, the Lewiston Brunswick & Bath Railway Company assumed possession under a 999-year lease, paying the $100,000 stock 4 per cent per annum, semi-annually. Earnings and operations merged with those of lessee, which see.

BAY CITY, MICH.

POPULATION 1890 WAS 27,839; IN 1880 WAS 20,693; AND IN 1870 WAS 7,064.

BAY CITIES CONSOLIDATED RAILWAY

A trolley road. Combined population of territory supplied in 1898 (estimated) about 45,000.

No coupon on the $381,000 1st consols has been paid since that for Sept. 1, 1895. The bondholders' committee, of which M. P. Heraty is Chairman, represents about 80 per cent of the outstanding issue. The committee stated that a large expenditure of money was necessary to make needed improvements, that as the stockholders were unable to supply this money, it would have to be furnished by the bondholders either through the further surrender of coupons for a series of years or by direct contribution. In June, 1900, all new track was about finished; improvements will be all completed by Oct., 1900.

RECEIVERSHIP.—In July, 1899, the property was placed in the hands of M. P. Heraty of Philadelphia and J. C. Weadlock of Bay City, as receivers.—V. 69, p. 128. Court has authorized the issue of $178,000 receivers' certificates; the Bay City 1st mortgage for $119,000 was taken up in June, 1900, with receiver's certificates.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100)	.....	.....	.....	$950,000	.....
Bay Cities consol. 1st con.M.$500,000,g.c.	.....	1893	6 g M-S	381,000	Mar.1, 1918
	Trustee, Phila. Securities Co., Phila.				
New mort., $50,000	.....	1896	6 M-S	$50,000	1906
	Trustee, Phila. Securities Co., Philadelphia.				

LATEST EARNINGS—7 months, Jan. 1 to July 31. 1899...Gross, $49,589; net, $13,289. 1898...Gross, 48,625; net, 15,911.

For the 12 months ending Dec. 31, 1898, gross income, $87,802; net, $28,900. In 1897 gross income, $81,449; net, $27,000. In 1896 gross income, $90,552; net, $29,939.

ROAD—Owns 25 miles of track (length of line 17 miles).

OFFICERS—President, Michael P. Heraty, Phila., Pa.; Gen. Manager, E. S. Dimmock; Auditor, W. W. Dimmock; Supt., William Luxton.—V. 68, p. 473; V. 69, p. 128.

BEATRICE, NEB.

POPULATION 1890 WAS 13,836; IN 1880 WAS 2,447.

BEATRICE ELECTRIC COMPANY.—

ORGANIZATION—Incorporated in November, 1895, with authorized capital stock $100,000, to acquire the property of the Rapid Transit & Power Co., 7½ miles of track, foreclosed July 26, 1895 (V. 61, p. 195), the Beatrice Electric Light Co. and also water-power facilities. Funded debt $60,000 of 6 per cent bonds due in 1915. Operates 7 of trolley.—V. 61, p. 195; V. 69, p. 78.

RECEIVERSHIP.—In July, 1899, Eugene J. Sullivan was appointed receiver and remains in charge of the property.

OFFICERS—President, D. W. Merrow; Secretary, E. J. Sullivan; Treasurer, Paul W. Horbach.

BEAVER FALLS, PA.

POPULATION 1890 WAS 9,735; IN 1880 WAS 5,104; AND IN 1870 WAS 3,112.

BEAVER VALLEY TRACTION—A trolley road.

ORGANIZATION—Incorporated in perpetuity June 29, 1891, and owns entire capital stock of *Beaver Valley St. Pass. Ry. Co.* and of *Central Elect. St. Ry. Co.*, purchased Aug. 8, 1891, operating them as one road under 999-year lease.

In June, 1900, it was reported that this road and the People's Electric Street Ry. of Rochester, the College & Morado Ry. and the Beaver & Vanport Electric Ry. were all to be united under one management, and extensions built. V. 70, p. 1148.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($300,000) par $50.	.....	.....	$300,000 f.p.	.....
1st mortgage, $150,000, gold..c	1891	6 g. J-J	150,000	July1, 1911
	Int. at Union Trust Co., *trustee*, Pittsb'g, Pa.			
2d mortgage,gold,($500), $100,000..c*	1895	6 g. A-O	100,000	Oct. 1, 1915
	Int. at Union Trust Co., *trustee*, Pittsburg.			
Bills payable July 1, 1899	.....	.....	19,273	.....

ROAD—Owns 6½ miles of track and leases 6·6 miles owned by the companies whose stock it holds. Rail 45 to 72 lbs., girder and T.

EARNINGS—Year ending June 30, 1899: Gross, $70,840; operating expenses, $42,296; net earnings, $28,544; taxes, $1,895; interest, $16,346; balance, surplus for year, $10,303. Calendar year 1897, gross, $68,555; net, $30,576; taxes, $2,637; interest, etc., $17,773; net, $10,166.

OFFICERS—Annual meeting first Monday in February. President, J. M. Buchanan, Beaver, Pa.; Treasurer, S. P. Stone, Beaver, Pa. V. 70, p. 1148.

BELLEVILLE, ILL.

POPULATION 1890 WAS 15,361; IN 1880 WAS 10,683; AND IN 1870 WAS 8,146.

BELLEVILLE ELECTRIC RAILWAY—

This road has been absorbed by the St. Louis & Belleville Traction. See the latter under St. Louis.

BENNINGTON, VT.

POPULATION IN 1890 WAS 3,971; ESTIMATED LOCAL POPULATION IN 1896 WAS 7,000.

BENNINGTON & WOODFORD ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION, ETC.—Chartered Nov. 28, 1894; operated from July 27, 1895. A summer road, and included in plant are a power house, theatre and other buildings and lands, representing $22,500 of the capitalization. Stock, $100,000, authorized; issued, $55,000. Bonds, authorized, $100,000. Dividends on stock in 1897, 9 per cent.

In April, 1899, E. D. Bennett, Superintendent of the Bennington & Rutland, was appointed receiver. The road was badly damaged by freshets in October, 1898, and has not been in operation since then.

ROAD—From Bennington & Rutland RR. depot, Bennington, to Glastonbury, 9 miles. Also proposed in streets of Bennington and from Bennington through North Bennington to Hoosick, N. Y.—V. 68, p. 870.

BIDDEFORD, ME.

POPULATION 1890 WAS 14,443; IN 1880 WAS 12,651; AND IN 1870 WAS 10,282.

BIDDEFORD & SACO RR.—An electric road.

ORGANIZATION—Incorporated Feb. 19, 1887. Owns 5·7 miles road (and 0·3 mile sidings) between Saco, Biddeford and Old Orchard Beach. Improvements and extension projected. In May, 1900, an issue of $300,000 4 per cent bonds was proposed.

STOCK & BONDS—	Date.	Int'st.	Outstand'g.	Maturity.
Stock (par $50) ($100,000 auth.)	.....	.....	$40,000	.....
1st mortgage ($90,000)	1888	6 J-J	90,000	1908
	Int. at 1st Nat. Bk., Biddeford, Me.			
Notes payable June 30, 1899	.....	.....	20,800	.....

Yrs.end.June 30.	Gross.	Net.	Interest, etc.	Balance.
1898-9	$30,656	$14,275	$7,047	sur.$7,228
1897-8	24,958	8,227	7,009	sur.1,217
1896-7	26,383	6,076	6,863	def.787

OFFICERS—Sec. and Treas., C. H. Prescott, Biddeford. V. 70, p. 1048.

BINGHAMTON, N. Y.

POPULATION 1890 WAS 35,005; IN 1880 WAS 17,317; AND IN 1870 WAS 12,692.

BINGHAMTON RAILROAD—A trolley road.

ORGANIZATION—Chartered August 11, 1892. Formed in 1893 by consolidation of all the street railways in the city.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $900,000, par $100	.....	.....	$396,370	.....
Bing. Street RR. 1st M...	1890	6 A-O	200,000	Apr. 1, 1910
Binghamton RR. Co. M., $900,000, g. $1,000..c*	1893	5 g J-J	50,000 ($5,000 due yearly Mar. 1.)	1908-1917
(See text) Interest at Atlantic Trust Co., N. Y., Trustee.			50,000 ($10,000 due yearly Mar.1)	1918-1922
			$500,000 due Mch. 1, '23	
Bing. Lest. & Un. 1st M. gold, prin. and int. guar.	1895	5 g J-D	$125,000	June 1, 1925
	Interest at Atlantic Trust, New York. Binghamton Trust Co., trustee.			

Of the *bonds of 1893*, $100,000 mature in installments as indicated in the table, and the remaining $800,000 mature Mar. 1, 1923. Of the $900,000 authorized $200,000 are reserved to retire the 6s of 1910 at maturity. Jan. 1, 1898, $100,000 were sold for improvements, leaving $100,000 to be issued at not exceeding 85 per ct. of new construction and equipment; provided the road shows net earnings equal to twice the interest on the bonds outstanding, including those which it is proposed to issue.

ROAD—Operates 36 miles of track, including the Binghamton Lestershire & Union Railroad, 7 miles long, opened in 1896.

LATEST EARNINGS—11 mos., July 1 to May 31. 1900 ...Gross, $159,008; net, $69,189. 1899....Gross, 146,437; net, 63,092.

ANNUAL REPORT—Figures for years ending September 30 were:

Years end. Sept.30—	Gross.	Net.	Int., taxes, etc.	Bal., sur.
1898-99 (yr. J'e 30)	$162,925	$72,181	$57,089	$15,092
1897-98	160,061	70,504	52,881	17,623
1896-97	146,574	60,616	45,492	15,124
1895-96	141,339	62,326	40,285	22,041

OFFICERS—President, G. T. Rogers; Vice-President, J. B. Landfield; Secretary, J. M. Johnson; Treasurer, John B. Rogers; General Manager and Purchasing Agent, J. P. E. Clark. Office, Binghamton, N. Y. —(V. 61, p. 151; V. 62, p. 360; V. 63, p. 878.)

BIRMINGHAM, ALA.

POPULATION 1890 WAS 26,178; AND IN 1880 WAS 3,086.

BIRMINGHAM RAILWAY & ELECTRIC—

In Sept., 1899, company acquired the entire capital stock ($50,000) of the Birmingham Traction (after the latter had previously secured the dummy line of the Highland Avenue & Belt RR.) thus bringing under one control all the street railways of Birmingham and vicinity V. 69, p. 590. Has endorsed the $500,000 Birmingham Trac. bonds.

On Feb. 14, 1900, stockholders voted to create a consolidated mortgage for $3,000,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Common stock, par $100.	.....	.....	$500,000	.....
Pfd.st'k,6 p.c.cum.,par$100	.....	.....	1,000,000	.....
1st M. gold, $1,250,000, $1,000.....	1890	5g. J-J	1,250,000	July 2, 1920
	Interest at Central Trust Co., New York.			

Mortgage trustee is Birmingham Trust & Savings Co.

ROAD—In 1899 was operating 63 miles of track in city of Birmingham and extending also to Bessemer, Pratt City and Ensley; steam, 22 miles; electric, 41 miles. Rails 60-70 lb. T and 58 lb. girder.

OFFICERS—President, A. M. Shook; Vice-President, Robert Jemison, and Gen'l Manager, J. B. McClary.—V. 69, p. 333, 590; V. 70, p. 229.

BIRMINGHAM TRACTION.—A trolley road.

In 1899 the Birmingham Railway & Electric acquired the entire capital stock, $50,000. Road is operated by the same.

ORGANIZATION—A consolidation of the RR. of the East Birmingham Land Co. (sold in foreclosure May 31, 1897), and the North Birmingham Street RR. Co.—V. 64, p. 843. Length of road, 7 miles; branches, 3·75 miles; total, 10·75 miles. Transformed from steam to electric road in 1898. The company in 1899 also acquired the steam-dummy line (7 miles) of the Highland Ave. & Belt RR. and have since changed it into an electric road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
1st M. gold, $500,000, end. by B. Ry. & Elec. Co.	1899	5 g. F&A	$500,000	1919

City Trust Co. of New York, Trustee. —V. 69, p. 491,590.

BLOOMINGTON, ILL.

POPULATION 1890 WAS 20,484; IN 1880 WAS 17,180; AND IN 1870 WAS 14,590.

BLOOMINGTON & NORMAL STREET RY.—A trolley road.

ORGANIZATION—Incorporated in June, 1898, as successor of Bloomington City Ry., foreclosed and sold May 31, 1898.—V. 66, p. 1088, 1187.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity.
Stock, $250,000; par, $100.	.....	.....	$250,000	.....
Bloomington & Normal 1st M., $250,000 ($500 & $1,000) subj. to call af. 10 yrs.	1898	5g. J-J	250,000	July 1, 1923

Int. at Ill. Tr. & Sav. Bk., Chicago, Trustee, and Chase Nat. Bk., N.Y.

The first mortgage bonds of 1898 are redeemable 10, 15 or 20 years from date. The stock is owned one-half by A. E. DeMange and local associates, and one-half by John Graham of the Wilkesbarre & Wyoming Valley Traction, Wilkesbarre, Pa., and Judge Biddle of Carlisle, Pa., and their associates.

ROAD—13 miles of trolley track.

OFFICERS—President, A. E. DeMange, Bloomington; Vice-President, John Graham, Wilkesbarre, Pa.; Secretary, Willis E. Gray; Treasurer, J. F. Evans.—V. 66, p. 1088, 1187; V. 67, p. 318.

BOSTON, MASS.

POPULATION 1890 WAS 448,477; IN 1880 WAS 362,839; AND IN 1870 WAS 250,526.

BOSTON ELEVATED RR.—

ORGANIZATION—The bill chartering this company was signed by the Governor of Massachusetts June 10, 1897. A portion of the elevated road must be built within three years (see V. 64, p. 329) upon the locations originally asked for, and thereafter the Aldermen may grant additional locations. The bill provides for an extensive system of free transfers. In addition to regular street railway taxes the company is to pay on all lines owned, leased or operated by it ⅞ of 1 per cent of gross income and a sum equal to the excess of the dividends over 6 per cent. On the other hand, its charter is understood to "grant it exemption from reduction of fares, and also other immunities."—(See Mass. RR. Commission, V. 65, p. 1223.) In August, 1898, the plans had been approved by the Massachusetts Railroad Commissioners, cars to be run with electricity by the "third rail" system.—V. 67, p. 318. Ground was broken early in 1899, and elevated road expected to be completed late in 1900.

Lease of West End.—The West End Street Ry. is leased until June 10, 1922, at 7 per cent per annum on its common and 8 per cent on the preferred stock, in addition to all interest, rentals, etc. Possession of West End was taken Jan. 1, 1898. See lease in V. 65, p. 1223.

COST—Engineer Kimball (of the company) estimated the average cost per mile of construction, including foundation, rails, &c., but not including stations or electrical equipment, at $296,949, and the total cost of construction covering a distance of 10·29 miles was figured at $3,055,605; equipment, terminals, stations, etc., at $3,890,000; land damages at a maximum of $5,039,786, minimum estimate $3,120,491.

STOCK—Capital stock is $10,000,000 (shares $100), all paid in, the last instalment having been paid April, 1900. First dividend, 2¼ per cent, was paid August 15, 1898.—V. 67, p. 221. In 1899, January, 2¼ p. c. was paid and in August 3 p. c. In 1900, Feb., 2¼ p. c.

The company has no direct bonded debt.

ANNUAL REPORT—Report of Boston Elevated Ry. for year ending Sept. 30, 1899, V. 69, in p. 1146; V. 70, p. 228, compared with the two previous years, shows earnings as follows:

	1898-99.	1897-98.	1896-97.
Passengers carried	191,023,224	181,321,295	172,554,513
Car miles run	34,594,224	32,209,150	29,953,591
Gross earnings	$9,671,440	$9,179,096	$8,719,031
Net earnings	2,844,290	2,612,512	2,505,323
Interest on deposits	84,696	78,156	.....
Total net	$2,928,986	$2,690,668	$2,505,323
Deductions—			
Interest on West End debt	$495,725	$498,600	$493,219
Taxes, West End	500,575	435,860	372,460
Taxes, Boston Elevated	172,795	86,049	.....
Compensation tax	84,625	80,317	.....
Rental of subway	204,538	106,134	.....
Dividends on West End stock.	1,147,950	1,147,950	1,193,375
Other rentals	9,180	9,180	14,695
Balance	$313,598	$326,577	$431,572
Dividend	(5¼%) 262,500	(2¼%) 112,500	.....
Surplus for year	$51,098	$214,077	.....

OFFICERS—Chairman of Board, William A. Gaston; President, William A. Bancroft; 2d Vice-President, Chas. S. Sergeant; Treasurer, William Hooper; Secretary, John T. Burnett; Auditor, H. L. Wilson. Annual meeting is held the first Monday of January.

DIRECTORS—William A. Gaston, F. H. Peabody, J. Phillips, Jr., William S. Spaulding, Samuel Carr, Frederick Ayer, Nehemiah W. Rice, James M. Prendergast, T. Jefferson Coolidge, Jr., W. A. Bancroft, Robert Winsor, Walter S. Swan.—V. 67, p. 221, 318, 528, 1107; V. 69, p. 25, 1010, 1146, 1300; V, 70, p. 228, 685.

Companies Controlled by Boston Elevated RR. Co.

(1) WEST END STREET RAILWAY—A trolley road.

ORGANIZATION—Leased to Boston Elevated RR. until June 10, 1922, at 7 per cent per annum on common and 8 per cent on the preferred shares of the West End Co. in addition to the payment of its rentals, interest and other charges. Boston Elevated assumed possession Jan. 1, 1898. See terms of lease in V. 65, p. 570.

In December, 1896, leased the right to use the subway at 4⅞ per cent of the net cost of subway, stated approximately as $5,786,000 in September, 1898, when the third and last section was opened. Entire length is 1²₃ miles, with a trackage of about 5 miles. See V. 63, p. 1065, 1117; V. 67, p. 528.

STOCK AND BONDS—	Date.	Interest.	Outstand'g	Last div., &c.
Common stock ($50)	....	7 A.-O.	$9,085,000	Apr., '00, 3½
Preferred stock (par $50)	....	8 J.-J.	6,400,000	July, '00, 4%
Gold bonds of 1892	1892	5 g. M.-N.	3,000,000	Nov. 1, 1902
Gold bonds of 1894	1894	4½ g. M.-S.	2,000,000	Mch. 1, 1914
Gold bonds of 1896, $2,275,000, not mort.	1896	4 g. M.-N.	815,000	May 1, 1916
Gold bonds of 1897, $2,700,000 not mort. c	1897	4 g. F.-A.	2,700,000	Feb. 1, 1917
Metropolitan RR. (plain)	1883	5 J.-D.	500,000	Dec. 15, 1903
Middlesex RR. (plain)	1884	5 J.-J.	200,000	July 1, 1904
Highland St., plain	1882	5 M.-N.	300,000	May 1, 1902
Boston Consol. St. plain	1887	5 J.-J.	500,000	Jan. 1, 1907
South Boston, plain	1883	5 M.-N.	200,000	May 1, 1905
Cambridge 1st M*	1883	5 A.-O.	420,000	Apr. 1, 1903
Charles River 1st M.	1884	5 A.-O.	150,000	Apr. 1, 1904

* Cambridge bonds are redeemable $30,000 yearly at 105.

Interest is payable in Boston by the American Loan & Trust Co. except on Cambridge 5s payable at New England Trust Company.

ROAD—Sept. 30, 1899.	Miles.		Miles.
Main line, 1st track	164	Trackage	2
do 2d track	134	Total operated Sept. 30, '99	338
Sidings, &c	38	Electrically equipped	328
Total owned	336		

Weight of girder rail is 70 to 100 lbs. Cars, 2,971; horses, 315; electric motors, 3,668; snow plows, 244; snow sleds, 391; miscellaneous vehicles, 515.

INDEX—V. 65, p. 1021, 1026, 1073, 1223; V. 66, p. 38, 80; V. 67, p. 905.

(2) SOMERVILLE HORSE RR.—Owns 8·04 miles of track. Leased to West End Street Railway for $9,180 yearly, 6 p. c. on $153,000 stock. Dividends are payable (M&N) in Boston.

LEXINGTON & BOSTON STREET RY.—A trolley road.

ORGANIZATION—Incorporated in June, 1899. Operation begun in May, 1900.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $350,000 ($100).	.....	.....	$350,000	.....
1st mtge., $500,000 gold ($1,000) c*	1900	4½ g. A-O.	250,000	Apr. 1, 1920

Interest at Beacon Trust Co., Boston, Trustee.

Bonds are subject to call within 5 years at 110, then up to 10 years at 107½, and thereafter at 105 Of the $500,000 authorized, $250,000 are reserved for extensions, etc.

ROAD—Owns and operates 18 miles of road extending from Arlington to Billerica and from Lexington to Waltham; branch to Concord expected to be completed in summer of 1900.

OFFICERS—President, A. Pierce; Treasurer, Charles W. Smith; Corporation Counsel and Clerk, George W. Morse. Office, 28 State Street, Boston.—V. 70, p. 1049, 1095.

MASSACHUSETTS ELECTRIC COMPANIES.—Electric light and street railways.

ORGANIZATION—Formed in May, 1899. Is not an incorporated company, but a voluntary association managed by a board of fifteen trustees, who hold the title to its assets. Messrs. E. Rollins Morse & Bro. and Tucker, Anthony & Co. of Boston, who promoted the combination, in June, 1899, in offering some of the stock for public subscription [$1,000 of preferred and $500 common was offered for $1,050], stated that "the Declaration of Trust contains strict provisions against the creation of any indebtedness whereby any shareholder or trustee can be held to any personal liability." The following is a list of the companies originally controlled, also including those since added. For details regarding their earnings and condition, see statements below. A good many of these separate companies have since ceased to exist, having been amalgamated with others in accordance with the plan of the management to combine the various properties into a few large companies. Roads already merged are designated by an asterisk (*) prefixed to the name. In June, 1900, the consolidation of the three Newport companies had not taken place, although a bill permitting the same had passed the R. I. Legislature.

Beverly & Danvers,
*Boston Milton & Brockton,
*Braintree Street Railway,
*Brockton Bridgewater & Taunton,
Brockton Street Railway,
*Brockton & East Bridgewater,
*Dighton Rock Park Corporation.
*Dighton Somerset & Swansea,
Globe Street Railway (Fall River),
*Gloucester Essex & Beverly,
*Gloucester Street Railway,
Gloucester & Rockport,
Hyde Park Electric Light Co.,
Lowell Lawrence & Haverhill,
†Lowell & Suburban,
Lynn & Boston,
*Mystic Valley,
Nashua Street Railway,
*Needham & Boston,
New Bedford Middleb. & Brockton.
Newport & Fall River,
Newport Street Railway,
Newport Illuminating Co.
*Norfolk Central,
*Norfolk Suburban,
North Woburn Street Railway,
Providence & Taunton,
Quincy & Boston,
*Reading & Lowell,
*Rockport Street Railway,
*Salem & Wakefield,
South Shore & Boston,
*Taunton & Brockton,
Taunton Street Railway,
*Wakefield & Stoneham,
West Roxbury & Roslindale,
*Woburn & Reading.

† Under contract to lease.

The foregoing comprise electric street railway lines in Eastern Massachusetts and Rhode Island. The companies given cover the greater part of the street railway mileage north of Boston as far as Nashua, N. H., and Newburyport and Gloucester, Mass., and south as far as Fall River, Mass., and Newport and Providence, R. I., connecting directly with the street railway system of Boston. Various electric

lighting companies doing business in the same section are also included. It is stated that "the majority and in most instances practically all the stock" of the companies in the above list is held.

In May, 1900, obtained permission of the South Shore & Boston RR. through the purchase of $600,000 of the $900,000 capital stock. Control of property passed at once to new owners, but purchase price is not to be paid over until August.

STOCK & BONDS.—The association has no direct bonded debt. Its share capital is represented by certificates of participation, which give the owners a proportionate interest in the shares held by the trustees. Both classes of shares are reported exempt from taxation in Massachusetts.

	Date.	Rate.	Outstand'g.	Dividends.
Common, par $100 ($12,000,000)	.....	.....	$12,000,000	.....
Pref., par $100 ($12,000,000) 4 p.c. cum	.....	4	12,000,000	June, '00, 2%

EARNINGS.—Net income of properties absorbed for latest completed fiscal year, after payment of charges, is reported $733,233. For four months to April 30 gross earnings are given as $1,330,031 in 1900, against $1,166,150 in 1899.

PLANT.—Including the South Shore & Boston, the street railways controlled have 744·35 miles of track, and own and operate 1,572 cars, of which 677 are closed and 895 open cars; power stations, 18, with a capacity of 28,423 horse-power.

DIVIDENDS—First dividend on preferred stock, namely, 2 per cent, was paid Dec. 1, 1899, also 2 p. c. June 1, 1900.

OFFICERS.—President, Gordon Abbott; Vice-President, Charles E. Cotting; Secretary, Everett W. Burdette; Treasurer, J. H. Goodspeed, Gen. Man., P. F. Sullivan. Executive Committee: Messrs. Gordon Abbott, Charles Francis Adams, 2d, E. N. Foss, Percy Parker and Philip L. Saltonstall. Office, 14 Kilby St., Boston.—V. 68, p. 977, 1226; V. 69, p. 80, 333, 704, 955, 1148, 1301; V. 70, p. 76, 480, 996

Companies Controlled by Massachusetts Electric Companies.

(1) BEVERLY & DANVERS STREET RAILWAY.—Electric.

Controlled by Massachusetts Electric Companies through Lynn and Boston RR. Stock, $12,000; bonds, $40,000; miles of track, 4½.

(2) BOSTON MILTON & BROCKTON.—A small electric road controlled by Massachusetts Electric Companies, which in 1900 was consolidated with the Brockton Street Railway.

(3) BRAINTREE STREET RAILWAY.—A trolley road.

Acquired by the Massachusetts Electric Companies and has since been consolidated with the Quincy & Boston Street Ry.

(4) BROCKTON BRIDGEWATER & TAUNTON STREET RAILWAY.—A trolley road. Acquired by the Massachusetts Elec. Companies and in 1900 consolidated with the Brockton Street Railway.

(5) BROCKTON & EAST BRIDGEWATER STREET RAILWAY.—In 1900 was merged in the Brockton Street Ry.

(6) BROCKTON STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated in 1880. A consolidation of the Brockton Street Railway, East Side, Brockton & Holbrook and Whitman street companies. Acquired in 1899 by Massachusetts Electric Companies, and in 1900 was consolidated with the Boston Milton & Brockton, the Brockton Bridgewater & Taunton, the Brockton & East Bridgewater and the Taunton & Brockton.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100)	....	6 Q-J	$1,195,000	Jan., '00, 1¾
Brockton St. Ry. bonds. (All equally secured.)	1885	4½ A-O	10,000	Apr. 1, 1905
Bonds	1886	4½ A-O	27,000	Apr. 1, 1906
Bonds	1890	4½ A-O	37,000	Apr. 1, 1910
Bonds, gold	1892	5 g. J-J	16,000	Jan. 1, 1912
Brockt. (Consol.) St. Ry. 1st M. $750,000 g. (All equally secured.)	1894	5 g. A-O	660,000	Oct. 1, 1924
	Subject to call at 105 and interest. Int. at State St. Safe Deposit & Tr. Co.			
Boston Milton & Brockton 1st mtg. bonds, $100,000	1899	5 J-J	100,000	July 1, 1919
	Int. at Inter'l Tr. Co., Boston, Trustee.			
Brock. Bridgewater & Taun. 1st M. g., $200,000 ($1,000) c*	1897	5 g. F-A	200,000	Aug. 1, 1917
	Int at Am. L & T. Co., Boston, Trustee.			
Brock. & E Bridgewater 1st M. g., $30,000	1898	5 g. F-A	30,000	Feb. 1, 1918
	Int. at Am. L. & T. Co., Boston, Trustee.			
Taunton & Brockton 1st mortgage $100,000	1897	5 F-A	100,000	Aug. 1, 1917
	Int. at State St. Tr. Co., Boston, Trustee			

ROAD—Consolidated system has about 100 miles of track.

Dividends.—Rate 1892 to 1896 inclusive was 6 p.c.; in 1897, 6 p.c.; in 1898, 6 p. c.; in 1899, Jan., 1½; Apr., 1½; July, 1½; Nov., 3½; in 1900, Jan., 1¾.

EARNINGS—For the years ending Sept. 30 earnings of the old Brockton Street Ry. *before consolidation* were:

Years ending Sept. 30—	1899.	1898.	1897.
Road operated, miles (single track)	46·74	45·28	43·36
Passengers carried	$7,273,966	6,787,425	6,676,255
Gross earnings	362,942	$336,054	$332,256
Net earnings	166,398	123,618	125,101
Interest, rents, taxes	100,531	71,799	68,362
Dividends paid	54,440	35,760	35,760
Balance, surplus for year	$11,427	$16,059	$20,979
Total surplus Sept. 30	$61,852	$50,425	$42,816

—V. 65, p. 1022; V. 68, p. 672.

(7) DIGHTON SOMERSET & SWANSEA STREET RAILWAY.—A trolley road. In May, 1899, became part of Massachusetts Electric Companies, and in April, 1900, was consolidated with the Globe Street Ry. Co.

(8) GLOBE STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated April 16, 1880; in 1898 purchased the Fall River Street Ry., 2¾ miles. In May, 1899, was acquired by Massachusetts Electric Companies, and in April, 1900, was consolidated with the Dighton Somerset & Swansea Street Ry. In June, 1900, the Dighton Rock Park Corporation had not as yet been merged.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $100 par	....	See text	$875,000	See text.
1st M., $750,000, gold, $1,000 each c*	1892	5g. A-O	750,000	April 1, 1912
	Redeemable at 105 and int. after April 1, 1902. Int. is payable by trus., Mass. L. & T. Co., Bost.			
Debentures, g. ($1,000). c	1892	5g. J-J	550,000	July 1, 1912
Debentures, g. ($1,000). c	1894	5g. M-S	125,000	Mar. 1, 1910
Dighton Somerset & Swan. b'ds, $125,000, g., s.f., red. 105, after June 1, 1901 ($1,000)	1896	5 g. J-D	125,000	Dec. 1, 1915
	Int. at Internat'l Trust Co., Boston, trustee. Sinking fund is $3,000 a year.			

Interest on the Globe Street debentures is payable in New York at N. Y. Security & Trust Co.

Dividend—In 1894-95 paid 2½ p. c.; 1895-96 paid 3 p. c.; 1896-7, 2 p. c.; in 1897-8, none; in 1898-99, 4 p. c.

ROAD—Consolidated road operates 48 miles of track.

ANNUAL REPORT—For years ending Sept. 30 earnings of the old Globe Street Ry. before consolidation were:

	1898.	1899.		1898.	1899.
Gross earnings	$318,339	$337,161	Dividends	none	$28,000
Net earnings	119,009	138,689	Balance, surp.	$39,596	4,785
Int., taxes, &c.	79,414	105,904			

(9) GLOUCESTER STREET RAILWAY.—A trolley road.

In 1900 absorbed the Gloucester Essex & Beverly Street Ry. and the Rockport Street Ry., and later was itself absorbed by the Lynn & Boston.

(10) GLOUCESTER & ROCKPORT STREET RY.—Electric.

Leased to Gloucester Street Ry. Stock, $30,000. Loans, $10,000.

(11) GLOUCESTER ESSEX & BEVERLY RR.—An electric road opened Aug. 21, 1895. After purchase by Massachusetts Electric Companies was in Jan., 1900, consolidated with the Gloucester Street Railway, which in turn was later absorbed by the Lynn & Boston.

(12) LOWELL LAWRENCE & HAVERHILL STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered April 29, 1892. Controlled by Massachusetts Electric Companies.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,900,000 ($100).	.....	See text.	$1,500,000	f.p. Jan. '00, 1¼
do $400,000 (5 p.c. pd.)	.....	.....	20,000	.....
Merrimack Valley Street Railway 1st mort. gold.	1891	5g. A-O	350,000	Apr. 1, 1911
	Interest at Inter. Tr. Co., trustee, Boston.			
Lowell Law. & Haverhill consol. M., $1,900,000, gold, $1,000 c*	1893	5g. J-D	$1,019,000	June 1, 1923
	Subj. to call for the sink. fund. at 105 & int Interest at Am. L. & T. Co., trustee, Boston.			
People's St. Ry. of Amesbury, Mass, 1st mortgage bonds, assumed	.....	5 J-J	$64,000	.....
	Interest at State Street Trust Co., Boston.			

Consols of 1893 are reserved for Merrimack Valley bonds when due.

DIVIDENDS.—In 1897, July, 1 p. c.; Oct., 1 p. c.; in 1898, April, 1 p. c.; July, 1 p. c.; Oct., 1 p. c.; in 1899, Jan., 1 p.c.; Apr., 1 p.c.; July, 1 p. c.; Oct., 1 p. c.; in 1900, Jan., 1¼ p. c.

ROAD—Connects Lowell, Lawrence, Haverhill, etc.

	Miles.		Miles.
First track	54·4	Trackage rights	1·8
Second track	8·6		
Sidings	1·8	Total of all Sept. 30, 1899	66·6
Total owned in fee	64·8		

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	Gross	Net.	Interest, tax., etc.	Dividends.		Balance.
1898-9	$504,611	$218,416	$137,115	$75,000	sur.	$6,301
1897-98	452,444	199,865	109,625	60,000	sur.	30,239
1896-97	428,010	168,656	84,928	30,000	sur.	53,728
1895-96	410,000	162,209	86,872	.....	sur.	75,337

—V. 65, p. 1022; V. 68, p. 672, 1133; V. 70, p. 1049.

(13) LOWELL & SUBURBAN STREET RAILWAY.—A trolley road.

ORGANIZATION—A consolidation May 1, 1891. Is leased to Massachusetts Electric Companies for 8 p. c. on stock.

STOCK & BONDS—	Miles.	Par.	Interest.	Outstand'g	Last Div., etc.
St'k auth., $1,200,000	....	$100	Text.	$1,000,000	Text.
1st M. 1891, gold. c*	....	1,000	5 g. J-D	1,000,000	Dec. 1, 1911
Loans & notes pay. Oct. 1, '99	.....	.....		255,000	.....

Interest in Boston by the American Loan & Trust Co., trustee.

Dividends—In 1892-93, 1893-4, 6 per cent; 1894-95, 6 per cent; 1895-96, 6 per cent; 1896-97, 6 per cent; 1897-98, 6 p. c.; in 1898-99, 6 p. c.

ROAD—61·6 miles of main track; sidings, 1·3 miles; total, 62·9 miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earn'gs.	$418,248	$393,104	Dividends	$60,000	$54,000
Net earnings	183,871	155,045	Bal., surplus	19,917	13,530
Int., taxes, &c.	103,954	87,515			

—V. 63, p. 1061; V. 65, p. 1022.

(14) LYNN & BOSTON RAILROAD—An electric road.

ORGANIZATION—Incorporated under laws of Massachusetts April 6, 1859, and was formerly controlled through ownership of stock by the North Shore Traction Co., which in 1899 was dissolved. Now controlled by Massachusetts Electric Companies. In 1900 absorbed the Gloucester St. Ry. and the Wakefield & Stoneham St. Ry. and increased stock from $1,266,000 to $2,271,000. Has petitioned Mass. RR. Commissioners for a further increase of $1,500,000 to pay off maturing bonds and provide for floating debt.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last Div. &c.
Stock (par $100)	....	8 A.-O.	$2,271,000	Oct., '99, 4
Naumkeag St. Ry. 1st	....	5 J.-D.	215,000	June 1, 1906
Consol. M.	....	5 J.-J.	711,000	July 1, 1910
	Trustee, Manhattan Trust Co., New York.			
Lynn Belt 1st	....	5 M.-N.	100,000	May 1, 1910
	Trustee, American Loan & Trust Co., Boston.			
Essex Electric 1st	....	6 J.-J.	100,000	Jan. 1, 1911
	Trustee, Old Colony Trust Co., Boston.			
Lynn & Boston 1st m., $5,379,000, $1,000 c*	1894	5 g. J. D.	3,723,000	Dec. 1, 1924
	Int. at Old Colony Trust Co., trustee, Boston.			
Coup. notes, $1,250,000	1897	6 A.-O.	320,000	April 1, 1917.

Stock & Bonds—		*Interest.*	*Outstand'g.*	*Divid's, etc.*
Plain Bonds secured by Lynn & Bos. mort. of 1894—				
Lynn & Boston.		5 A.-O.	$100,000	Apr. 1, 1907
do do		5 M.-S.	186,000	Mch. 1, 1912
Naumkeag		5 A.-O.	49,000	Apr. 1, 1907
do		6 M.-S.	24,000	Sept. 1, 1910
do		6 J.-J.	10,000	July 1, 1911
Glou'ster St.Ry. 1st mort.	1887	5 M-S	60,000	Apr. 1, 1907
Interest is payable at American Loan & Trust Co., Boston.				
Glou'ster Es'x & Bev. bonds, $125,000 ($1,000), gold...c*	1896	5 g J-D	125,000	Dec. 1, 1916
Int. at Amer. L. & T. Co., Boston, Trustee.				
Wakefield & Stoneham 1st M. $150,000, g.,c.	1895	5 g. M-S	150,000	Mar. 1, 1915

The last issue is redeemable at 105 after March 1, 1900. Interest at American Loan & Trust trustee, Boston.

The Mystic Valley St. Ry. has outstanding $60,000 gold 5s, due in 1919.

BONDS—Of the $5,379,000 first mortgage bonds of the Lynn & Boston RR., the unissued balance is to be used to take up other bonds.

DIVIDENDS—From 1880 to Oct., 1899, inclusive, 8 per cent yearly.

Road—	*Miles.*		*Miles.*
Owned, measured as single track	121·7	Other	2·2
Leased lines—		Trackage	3·5
Winnisimet Street RR.	2·0	Total main track (all elec.)	153·8
Boston & Chelsea RR.	4·1	Sidings	10·2
East Middlesex Street RR.	16·5	*Since absorbed—*	
Boston & Revere El. St. Ry.	3·8	Gloucester Street Ry.	45
		Wakefield & Stoneham	45

Beverly & Danvers St. Ry., 3 miles (capital, $12,000) is controlled but operated separately—see V. 65, p. 1171.

ANNUAL REPORT—Before the absorption of the Gloucester Street Ry. and Wakefield & Stoneham Street Ry., earnings were:

Yr. to Sep. 30—	1899.	1898.		1899.	1898.
Gr. earn'gs.	$1,563,469	$1,484,251	Div'ds (8 p. c.)	$101,280	$101,280
Net earn'gs.	704,687	628,461	Bal., sur. for yr.	5,070	6,281
Oth. income	6,708	6,060	Tot. sur., Sep. 30*	101,299	96,665
Int., tax., &c.	605,045	526,960	*After adjustments.		

—V. 65, p. 925, 1021, **1171**; V. 67, p. **1260**; V. 68, p. 40, 619, 673; V. 70, p. 1049, 1149.

(a) BOSTON & CHELSEA RR.—Owns 4·1 miles of track. Leased to Lynn & Boston Street Ry. Co. at $7,260 per annum, equal to 6 per cent on $121,000 stock, payable A&O.

(b) BOSTON & REVERE ELECTRIC ST. RY.—

ORGANIZATION—Incorporated June 24, 1889. Leased from July 1, 1895, for 99 years to Lynn & Boston, which guarantees interest on the $50,000 bonds (of which $8,500 had been retired by the Lynn & Boston up to Sept. 30, 1899) and dividends on $50,000 stock from July 1, 1898, at 5 p. c. per annum.

Stock & Bonds—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc.*
Stock (par $100)	.....	5 J-J	$50,000	.....
1st mort. drawn at 104	1890	5 F-A	41,500	Feb. 1, 1910
Int. (not pr.) gu. by L. & B.	Interest at American Loan & Trust, Boston.			

ROAD—Single track, 3·84 miles.

(c) EAST MIDDLESEX STREET RY.—

ORGANIZATION—Owns 16·5 miles of track; sidings, switches, etc., 1·8; total, 18·3 miles. Leased May 1, 1893, to Lynn & Boston for 99 years at a rental till May 1, 1896, of $18,000 yearly in addition to fixed charges; then till May 1, 1901, $24,000 yearly; and for remainder of lease, $30,000 yearly. Eight per cent dividends are paid.

Stock & Bonds—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($100) $300,000	.....	8	$297,700	.....
Plain bonds, int. gu. (end.)	1898	5 M-S	120,000	Sept. 1, 1918
Plain bonds, int. gu. (end.)	1892	5 J-J	100,000	Jan. 1, 1902

Interest at Nat. Hide & Leather Bank., Boston.

The lessee in the lease agreed to stamp the bonds with a guaranty of the prompt payment of int.—principal is not guaranteed. V. 67, p. 482.

(d) WINNISIMMET (STREET) RR.—

ORGANIZATION—Owns 2·0 miles of track. Leased to the Lynn & Boston for 999 years from 1880, at $3,000 per annum. Capital stock is $50,000, par $50. Dividends in 1894 to 1899 6 p. c.

(15) MYSTIC VALLEY STREET RY.—A trolley road, consolidated with the Wakefield & Stoneham Street Railway, which in 1900 was absorbed by the Lynn & Boston RR., which see.

(16) NASHUA STREET RAILWAY.—Trolley.

ORGANIZATION—Incorporated Aug. 14, 1885. Controlled by Massachusetts Electric Companies.

Stock, Bonds Etc.—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $325,000, (par $100)	.....	.....	$250,000	.....
1st mortgage, $150,000	.....	6 A O	150,000	April 1, 1911
Interest at Nashua Trust Co., Nashua.			Subject to call	April 1, 1901

Loans and bills payable June 30, 1899, $54,000.

ROAD—Operates 14·47 miles of track.

EARNINGS—Years ending June 30:

	Gross.	*Net.*	*Int. & taxes.*	*Balance.*
1898-99	$62,384	$19,741	$11,740	$8,001
1897-98	60,260	15,873	11,256	sur. 4,617
1896-97	61,104	17,180	10,675	6,505
1895-96	53,640	10,573	8,903	sur. 1,670

(17) NEEDHAM & BOSTON ELECTRIC.—

This newly constructed road was in Nov., 1899, absorbed by West Roxbury & Roslindale Street Railway.

(18) NEW BEDFORD MIDDLEBORO & BROCKTON ST. RY.—An electric road.

This is a newly-constructed road, extending from New Bedford, through Acushurt, Freetown, Lakeville, Middleboro and North Middleboro and connecting at Bridgewater Center with the lines of the Brockton Bridgewater & Taunton Street Ry. Stock, $350,000, of which $326,575 paid in. No bonds; notes and bills payable October 1, 1899, $351,959. Total track owned and operated, 31·93 miles.—V. 69, p. 1247.

(19) NEWPORT & FALL RIVER STREET RY.—

Controlled by Massachusetts Electric Companies. Operates 15½ miles of track.

ORGANIZATION—Incorporated in 1898. Stock, $250,000. Bonds $240,000, 20-year, 5s, due 1918, interest F&A; Amer. Loan & Trust Co., Boston, Trustee. Through cars between Newport and Fall River began running June 19, 1898.—V. 66, p. 1237. In 1899 made 10-year contract with Newport Street Ry. for running of cars within city of Newport. In 1898-9, gross, $70,836; expenditures and interest charges, $65,037; balance, $5,799. Miles of track, 15½.

DIVIDEND—3 per cent Jan. 2, 1899; 3 per cent July, 1899.

(20) NEWPORT STREET RAILWAY.—A trolley road.

This is one of the lines controlled by the Massachusetts Electric Companies

ORGANIZATION—Incorporated July 30, 1888.

Stock, Bonds, Etc.—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Common stock	.....	5 p. c. in '96	$77,000	See below.
Pref. stock, 7 p. c., cum.	.....	7 J-J	30,000	See text.
1st M. $50,000 ($500) c.	1890	5 J-D	50,000	Dec. 1, 1910
Unfunded debt July 1, '99	.....	.....	18,000	.....

Interest is payable at the Industrial Trust Co., Providence, R. I.

Dividends—On *preferred* from 1890 to 1899, inclusive, 7 per cent per annum. On *common* in 1891, 5 per cent; 1892, 7 per cent; 1893, 5 per cent; 1894, none; in 1895, 5 p. c.; none until Nov., 1899, 5 p. c.

ROAD.—Owns 4·17 miles of track. Rails, 45 lb. T and 60 lb. T.

EARNINGS—For years ending Dec. 31:

	Gross.	*Net.*	*Int., taxes, &c.*	*Div'ds.*	*Balance.*
1899	$53,007	$24,524	$18,318	$2,100	$4,106
1898	48,031	23,227	15,743	2,100	sur. 5,384

(21) NORFOLK CENTRAL STREET RY.—A trolley road.

Controlled by Massachusetts Electric Companies, and in Nov., 1899, was consolidated with West Roxbury & Roslindale Street Railway and other roads in the Dedham district.

(22) NORFOLK SUBURBAN—(HYDE PARK).

In November, 1899, was consolidated with West Roxbury & Roslindale Street Railway, which see.

(23) NORTH WOBURN STREET RR.—Electric road. Operates 8·1 miles of track. Stock, $100,000. No funded debt, but Sept. 30, 1899, had $120,700 floating debt. Year ending Sept. 30, 1899, gross earnings were $44,763; net, $12,512; surplus from operations, $4,289.

(24) PROVIDENCE & TAUNTON STREET RY.

ORGANIZATION—Owns trolley road from the centre of Providence to and through Taunton, about 13 miles. Total track operated, 15½ m. Operated from June 25, 1898. Stock, $175,000; all outstanding. Bonds, $200,000 1st mort. 20-year gold 5s, dated Sept. 1, 1898, $1,000 each, Amer. Loan & Trust Co., Boston, Trustee; issued $150,000, $50,000 being held by trustee, to be issued for new property. On Jan. 2, 1899, div. of 2½ p. c. was paid; on July 1, 2½ p. c.; none since.

(25) QUINCY & BOSTON STREET RY.—Trolley.

ORGANIZATION.—In May, 1899, consolidated with Braintree Street Railway. After consolidation stock was $583,400; par $100. Loans and notes payable, $223,000; bonds of Braintree Street Ry., $35,000. Stock since increased to $763,400 to fund floating debt and provide means for double-tracking and re-laying tracks.—V. 69, p. 1148.

ROAD—Owns 41·24 miles of track. Dividends in year 1894-95 were 6 per cent; in 1895-96, 7 per cent; in 1896-97, 7 per cent; in 1897-98, 7 p. ct.; in 1898-99, 7 p. c.

EARNINGS—For years ending Sept. 30 earnings have been:

Year—	*Gross.*	*Net.*	*Int., taxes, &c.*	*Divids.*	*Bal., sur.*
1898-99	$175,216	$64,533	$21,892	$35,000	$7,641
1897-98	135,728	48,113	11,819	31,853	4,441

Total surplus Oct. 1, 1899, $58,578.—V. 68, p. 724, 928; V. 69, p. 955, 1148.

(26) READING & LOWELL STREET RAILWAY—This road has been absorbed by the Wakefield & Stoneham, whose statement appears below..

(27) ROCKPORT STREET RAILWAY—Electric road. In Jan. 1900, was merged in the Gloucester Street Railway.

(28) SALEM & WAKEFIELD STREET RAILWAY—Has been merged in the Wakefield & Stoneham, which see.

(29) SOUTH SHORE & BOSTON STREET RY.—Trolley.

ORGANIZATION.—Consolidation in 1899 of the Braintree & Weymouth Street Railway, the Bridgewater Whitman & Rockland, the Hingham Street Railway (the latter being a consolidation of the Hingham, the Hull and the Nantasket Electric), the Hanover Street Railway and the Rockland & Abington Street Railway. The combination was arranged by Messrs. Pepper & Register of Philadelphia. Messrs. George A. Fernald & Co. of Boston have been negotiating some of the securities.—V. 69, p. 229, 283).

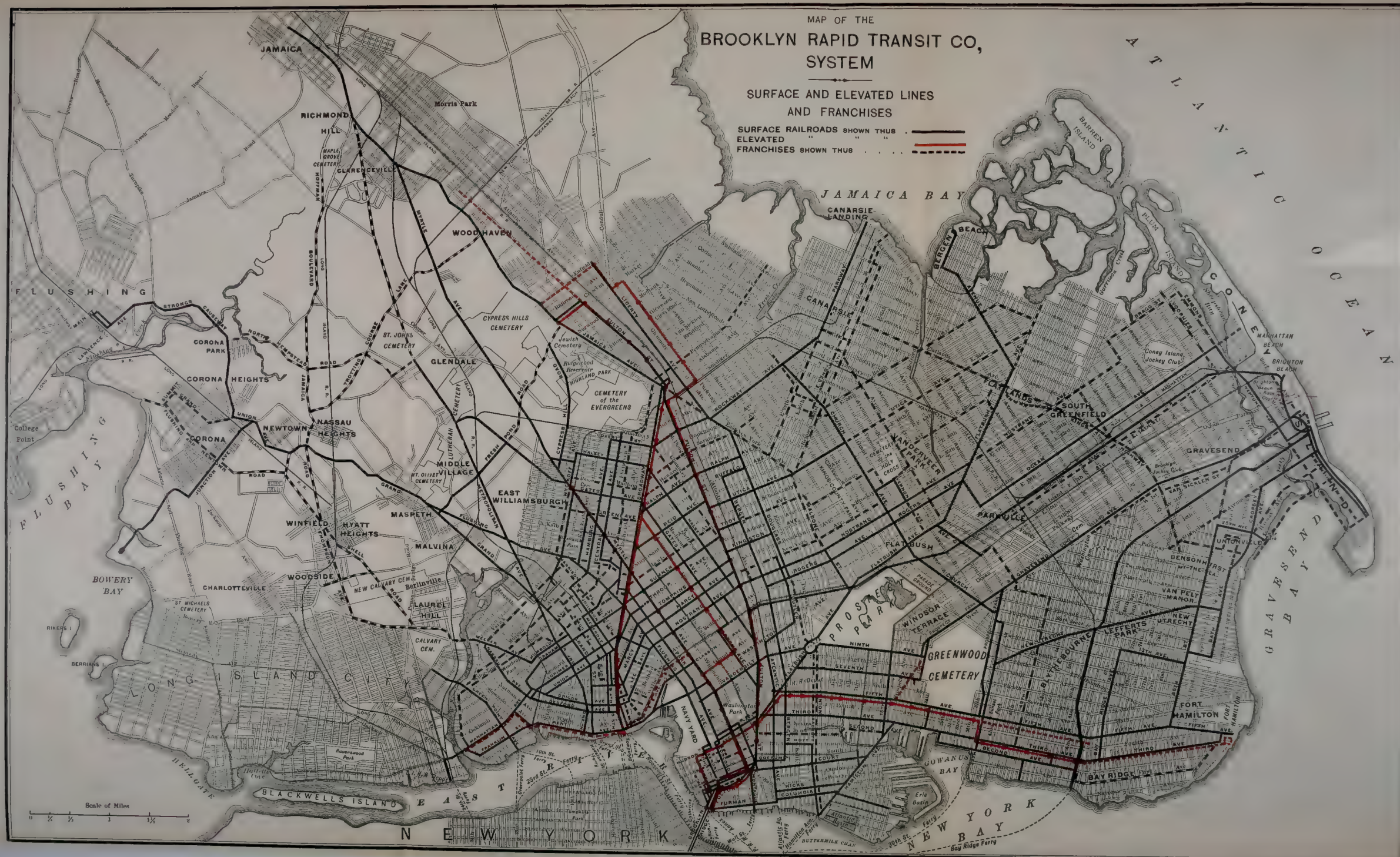
In May, 1900, the Massachusetts Electric Companies obtained control through the purchase of $600,000 of the company's $690,000 capital stock. Control has already passed into their hands, but the purchase price is not to be paid over until August next.—(V. 70, p. 997.)

Stock and Bonds—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $690,000, par $100	.....	.....	$690,000	.....
Bonds, consol. mtg. ($1,000) gold, $1,000,000	1899	5 F-A.	335,000	Aug., 1919
Interest at American Loan & Trust Co. (trustee) Boston.				
Braintree & Weymouth 1st M. gold, $80,000	1897	5 g. M-S.	80,000	Mar. 1, 1917
Int at International Tr., Boston, trustee.				
Bridgewater Whit. & Rock. 1st mort., gold, $1,000 c*	1897	5 g. M-N.	85,000	Nov. 1, 1917
Int. at American Loan & Trust, Boston				
Rockland & Abington first mort., $100,000 gold....c*	1895	6 g. M-N.	100,000	May 1, 1915
Int. at Old Colony Tr. Co., Boston, trustee.				

BONDS—It is expected that most of the above underlying liens will shortly be taken up, when the consol. mortgage will become a first lien.

ROAD—Consists of 74 miles of electric road in Plymouth County, Mass., of which 69 miles are owned and 5 miles operated under contract. Operates in Brockton, Braintree, Bridgewater, East Bridge-




MAP OF THE
BROOKLYN RAPID TRANSIT CO,
SYSTEM
SURFACE AND ELEVATED LINES
AND FRANCHISES
SURFACE RAILROADS SHOWN THUS
ELEVATED " " "
FRANCHISES SHOWN THUS
JAMAICA
RICHMOND HILL
Morris Park
CLARENCEVILLE
WOOD HAVEN
FLUSHING
CORONA PARK
CORONA HEIGHTS
CORONA
NEWTOWN
NASSAU HEIGHTS
College Point
FLUSHING BAY
CYPRESS HILLS CEMETERY
ST. JOHNS CEMETERY
GLENDALE
CEMETERY of the EVERGREENS
MIDDLE VILLAGE
EAST WILLIAMSBURGH
MASPETH
WINFIELD
HYATT HEIGHTS
MALVINA
WOODSIDE
CHARLOTTEVILLE
LAUREL HILL
CALVARY CEM.
NEW CALVARY CEM.
BOWERY BAY
RIKERS I.
BERRIANS I.
LONG ISLAND CITY
HELL GATE
BLACKWELLS ISLAND
EAST RIVER
NEW YORK
JAMAICA BAY
CANARSIE LANDING
BERGEN BEACH
CANARSIE
FLATLANDS
SOUTH GREENFIELD
VAN SICKLEN PARK
PARKVILLE
FLATBUSH
GRAVESEND
MANHATTAN BEACH
BRIGHTON BEACH
Coney Island Jockey Club
BARREN ISLAND
PLUM ISLAND
CONEY ISLAND
ATLANTIC OCEAN
GRAVESEND BAY
PROSPECT PARK
WINDSOR TERRACE
GREENWOOD CEMETERY
LEFFERTS PARK
VAN PELT MANOR
NEW UTRECHT
BENSONHURST
UNIONVILLE
FORT HAMILTON
BAY RIDGE
GOWANUS BAY
NAVY YARD
Washington Park
Erie Basin
NEW YORK BAY
Bay Ridge Ferry
Scale of Miles

water, Abington, Rockland, North Abington, Hanover, Hingham, Hull, Weymouth, Norwell, North Weymouth, East Weymouth, and, in connection with the Quincy & Boston, runs through cars to Boston.

EARNINGS—For 1898 earnings of the several roads making up the combination were $214,693 gross and $49,637 net. From date of consolidation (July 15, 1899), to February 1, 1900, gross was $134,531; expenses and taxes, $100,522; net, $34,009.

OFFICERS—President, Albert L. Register of Phila.; Vice-Pres., John J. Whipple of Brockton; Treasurer, George A. W. Dodge of New Haven, Conn.; Secretary, Gardner F. Wells.—V. 69, p. 130, 229, 283; V. 70, p. 688, 997.

(30) TAUNTON & BROCKTON STREET RAILWAY.—

ORGANIZATION—In August, 1899, acquired by Massachusetts Electric Companies and in 1900 merged with the Brockton Street Ry.

(31) TAUNTON STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated Feb. 12, 1870. Controlled by Massachusetts Electric Companies.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last divid'd, etc*
Capital stock ($100)..	.....	.....	$350,000	Dec., 1893
1st mortgage.....	1894	5 J-J	350,000	Jan. 1, 1914
Debentures.....	1894	5 M-S	200,000	Mar. 1, 1914

Interest at American Loan & Trust Co., mortgage trustee, Boston.

ROAD—Owns and operates about 17·1 miles of main track (measured as single track) and 1·3 miles of sidings and switches; trackage over other roads, ·4; total track, 18·8.

ANNUAL REPORT—For years ending Sept. 30:

Year Sept. 30—	1899.	1898.		1899.	1898
Gross earnings...	$80,507	$70,452	Int., taxes, etc..	$41,927	$36,442
Net income.....	44,140	32,230	Balance.....	sur.2,213	def.4,212

(32) WAKEFIELD & STONEHAM STREET RAILWAY—Trolley.

Acquired by the Massachusetts Electric Companies, and in 1900 absorbed the Mystic Valley, the Reading & Lowell, the Salem & Wakefield and the Woburn & Reading. Later was itself consolidated with the Lynn & Boston RR.

(33) WEST ROXBURY & ROSLINDALE STREET RAILWAY.—A trolley road.

Control held by Massachusetts Electric Companies. In Nov., 1899, Massachusetts Railroad Commissioners approved consolidation with Norfolk Suburban, Norfolk Central and Needham & Boston, giving authority to increase stock $337,500, to $537,500. Massachusetts Commissioners later gave authority for a further increase of $262,500 to pay off floating indebtedness, making total stock $800,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	$800,000	.....
1st M. $150,000, gold, s. f. ($500) red. at 103 after Sept. 1, 1901.....c*	1896	5 g. M-S	150,000 Interest at International Trust Co., Boston, Trustee.	Sept. 1, 1916
Norfolk Central 1st mtg., gold, $100,000. Int. at International Trust Co., Boston, trustee.....	1898	5 g. J.-J.	$60,000 (Subject to call after July 1, 1903.)	1918
Norfolk Suburban, 1st mortgage	1894	5 J.-J.	$73,000 Int. at Internat'l. Tr. Co., Boston, trustee.	July, 1914

ROAD.—Consolidated road embraces about 30 miles of track.—V. 69, p. 955, 1148, 1301.

(34) WOBURN & READING STREET RAILWAY—An electric road which was merged in the Wakefield & Stoneham Street Ry., the latter being subsequently absorbed by the Lynn & Boston.

WEST END STREET RY.—See Boston Elevated RR.

BOWLING GREEN, KY.

POPULATION 1890 WAS 7,803; IN 1880 WAS 5,114; AND IN 1870 WAS 4,574.

BOWLING GREEN RAILWAY.—A trolley road.

ORGANIZATION—Incorporated in July, 1898, as a reorganization of the Park City Ry., purchased at foreclosure Feb. 28, 1898, by the Fidelity Trust & Safety V., trustee. V. 66, p. 472. Completed as an electric road Sept. 1, 1895, to do both freight and passenger business connecting river and city. Population of Bowling Green in 1895 (company's estimate) was 10,000, with suburbs 12,000.

STOCK, BONDS ETC—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, par.....	.....	.....	$40,000	.....
New mortgage.....	1898	.....	20,000	1915

ROAD, ETC.—Owns 5 miles of track, including sidings.

OFFICERS—President, J. H. Wilkerson; Sec. and Treas., T. S. Fitch.—V. 66, p. 472.

BRIDGEPORT, CONN.

POPULATION 1890 WAS 48,856; IN 1880 WAS 29,148; AND IN 1870 WAS 18,969. (See below.)

BRIDGEPORT TRACTION—A trolley road.

ORGANIZATION—Chartered in July, 1893, and operates by electricity the entire system of street roads in the city. Owns a perpetual and exclusive franchise from the State of Connecticut and is exempt from all city taxation. Population served in 1899 estimated at 65,000.

In April, 1900, control of stock was acquired by a syndicate for account of the United Gas Improvement Co., which also has a large interest in the Connecticut Lighting & Power Company. V. 70, p. 685. The transaction included the Shelton Street Railway, the Milford Street Railway and the Westport & Saugatuck Street Railway.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc*
Stock (par $100).....	.....	.....	$2,000,000	Aug.1,'99,1 p.c.
First M. g. ($1,000)c.* $2,000,000	1893	5 g. J.-J.	1,772,000 Trustee Fidelity Title & Dep. Co., Newark, N.J.	July 1, 1923

Interest is payable at office of Redmond, Kerr & Co., 41 Wall St., N. Y.

DIVIDENDS—Aug., 1895, to Aug., 1899, incl., 1 p. c. yearly.

Bonds—The *mortgage* is a first lien on the franchises and all property now owned, or which may be hereafter acquired. As required under the laws of Connecticut the bonds are certified by State Auditor as issued at not over 75 per cent of cost of road, etc.

The unissued bonds may be sold for improvements and new construction, but at not to exceed 75 per cent of the actual cost of such improvements, etc. The company has no floating debt.

ROAD—Owns in fee 52·6 miles, consisting of eight divisions centering at one point, the N. Y. N. H. & H. Ry. depot, and extending to Stratford, Fairfield, Southport and Westport. Extension to Westport completed May, 1898. In August, 1899, an extension from Bridgeport to Shelton was opened, increasing mileage by 9 miles. Rails are 90-pound in city and 70-pound in suburbs.

EQUIPMENT—General Electric make; 53 closed cars, 51 new and old open cars and snow-plough, sweepers, etc.

LATEST EARNINGS—8 months to February 28. 1900..Gross, $257,055; net, $115,322. 1899..Gross, 233,468; net, 96,406.

ANNUAL REPORT—A special report was given in V. 63, p. 836; see also remarks p. 815. For years ending June 30 and Dec. 31 results have been:

Year—	*Gross.*	*Net.*	*Interest.*	*Dividends.*	*Bal.*, sur.
1899, June 30.	$356,153	$164,138	$86,120	$20,000	$58,918
1898, June 30.	333,409	155,221	85,950	20,000	49,271
1897, Dec. 31.	321,445	139,889	84,150	20,000	35,739
1896, Dec. 31.	319,544	132,760	82,075	20,000	30,685
1895, Dec. 31.	303,419	147,187	75,000	20,000	52,187

GENERAL BALANCE SHEET JUNE 30, 1899.

Assets—		*Liabilities—*	
Construction ..... Equipment.....	$3,960,831	Stock.....	$2,000,000
		Bonds.....	1,772,000
Accounts receivable...	307	Accounts payable.....	19,931
Cash.....	25,349	Profit and loss, etc.....	194,556
Total assets.....	$3,986,487	Total liabilities.....	$3,986,487

OFFICERS—President, A. M. Young, New York; Vice-President, Randal Morgan, New York; Treasurer, Lewis Lillie (Newark, N. J.); Secretary, H. G. Runkle, New York.—V. 63, p. 836; V. 67, p. 426; V. 70, p. 685.

BRIDGEPORT, OHIO.

POPULATION 1890 WAS 3,369; IN 1880 WAS 2,395; AND IN 1870 WAS 1,178.

BELLAIRE BRIDGEPORT & MARTIN'S FERRY STREET RAILWAY—A trolley road.

In 1898 passed into the possession of the Wheeling Railway of Wheeling, W. Va., by which it is operated.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstandg.*	*Maturity.*
Stock (par, $100).....	.....	.....	.....	$250,000	.....
1st M. $150,000 gold. $1,000.....c*&r	.....	1893	6g. A-O Sub. to call on any A & O on and aft. Oct. 1, '08.	150,000	Oct. 1, 1913

Interest is payable at Farmers' Loan & Trust Co., N. Y., trustee.

ROAD—Operates 11½ miles of track.

BRIDGETON, N. J.

POPULATION 1890 WAS 11,424; IN 1880 WAS 8,722; AND IN 1870 WAS 6,830.

BRIDGETON & MILLVILLE TRACTION—

In June, 1899, entire stock was purchased by American Rys. Co See the latter under Philadelphia.

BRIGANTINE BEACH, N. J.

BRIGANTINE TRANSPORTATION CO.—

ORGANIZATION—A reorganization per plan in V 63, p. 837, of Brigantine Transit Co. sold in foreclosure Feb. 4, 1897. Runs steamers from Inlet (Atlantic City) to Brigantine, connecting with its electric trolley road, extending along Brigantine Beach, 7 miles of track.

NEW SECURITIES: $50,000 1st mortgage 5 p. c. 20-year bonds; 1st preferred 5 p. c. stock, $125,000; 2d preferred 5 p. c. stock, $75,000; common stock, $150,000, all issued. In June, 1899, the Co. issued $25,000 20-year 2d mtg. 5s (M&N) to retire floating debt and for double tracking. Continental Trust Co. is trustee.

EARNINGS—For year ending Dec. 31, 1899, passenger earnings of railway, $8,527; other income, $634; total income, $9,161; expenses, $13,304. President, Geo. H. Cook, 50 Broadway, New York.—V. 64, p. 373.

BRISTOL, CONN.

POPULATION 1890 WAS 7,382; IN 1880 WAS 5,347; AND IN 1870 WAS 3,788.

BRISTOL & PLAINVILLE TRAMWAY.—A trolley road. Also furnishes electric lights.

ORGANIZATION—Organized Sept. 21, 1893. Stock authorized $1,000,000; issued, $100,000 (par $100). First mortgage 5s authorized, $200,000 (M.&N.), due Nov. 1, 1925; int., M.&N.; outstanding, $135,000; bills payable June 30, 1899, $12,000. Length of railway measured as single track, 7·4 miles. For year ending June 30, 1899, from passengers, gross, $36,415; from electric lights, etc., $24,610; total gross, $61,025; net, $18,555; interest and taxes, $8,996; dividends, $6,000; balance, surplus for year, $3,559. President, C. S. Treadway, Bristol, Conn.; General Manager, G. E. Cockings.

BROOKLYN, N. Y.

POPULATION 1890 WAS 806,343; IN 1880 WAS 566,653; AND IN 1870 WAS 396,099.

BROOKLYN RAPID TRANSIT.—*(See adjoining Map.)*

ORGANIZATION—A New York corporation organized in January, 1896, per plan in CHRONICLE, V. 60, p. 1145, to succeed to the property of the old Long Island Traction Company, foreclosed; syndicate headed by the late ex-Governor Flower having then bought control. Cars began running over Brooklyn Bridge in February, 1898.—V. 66, p. 383.

ASSETS—The following is a statement of the stocks, bonds and equities owned by the Brooklyn Rapid Transit Co. as of Nov. 1, 1899.

Entire capital stock Brooklyn Heights RR. Co. (par)	$200,000
Equity in 999 year lease of Brooklyn City RR. Co. to Brooklyn Heights RR. Co.	
Construction account of Brooklyn Heights RR. Co. against Brooklyn City RR Co. for extensions and improvements on leased lines, amounting Sept. 30, 1899, to	4,730,477
Entire capital stock Brooklyn Queens Co. & Suburban RR. Co. (par)	2,000,000
Entire capital stock Sea Beach Railway Co., par value	650,000
Entire capital stock Sea View Railroad Co., par value	190,753
First mortgage 6 per cent bonds Sea View RR. Co., par value	52,500
84,597 16 shares out of 85,000 shares of the common stock of the Nassau Electric RR. Co., par	8,499,716
60,520 shares out of 65,000 shares of the 4% cumulative preferred stock of Nassau Electric RR. Co., par	6,052,000
35,443 shares out of 38,301 0 shares of the 5% non-cumulative preferred stock of the Brooklyn Union Elevated RR. Co., par	3,544,300
120,249 shares out of 119,267 shares of the common stock of the Brooklyn Union Elevated RR. Co., par	12,023,900
Entire capital stock of Coney Island & Gravesend Ry. Co. outstanding, par	35,400
* First mort. 5 p. c. bonds Brooklyn Queens Co. & Sub. RR. (par)	2,000,000
* First mortgage 5 per cent bonds Brooklyn City RR. (par)	1,627,000
Total par values	$41,608,046

*Composing guaranty fund for performance of Brooklyn City Railroad Company's lease.

The Brooklyn Rapid Transit Company in April, 1899, also acquired, through one of its constituent companies, all the franchises and properties of the former Brooklyn & Brighton Beach RR. Co., and this has now been converted into an electric road. The company also then leased for the period of 999 years the Prospect Park & Coney Island RR., the New York & Coney Island RR. and the Prospect Park & South Brooklyn RR. In November, 1899, also acquired from the Reorganization Committee of the Kings County Elevated Railway Co. and Fulton Elevated Railway Co. all the preferred and common stock of the newly-organized company which has succeeded to those properties. In exchange $2,000,000 of the stock of the Brooklyn Rapid Transit Co was given. The capital stock of the new Kings County Elevated Company is $2,800,000 preferred and $6,000,000 common, and the company has an authorized bonded indebtedness of $7,000,000 in 4% bonds, of which only $5,000,000 has been issued, making the total fixed charges of the new company as acquired by the Brooklyn Rapid Transit Co. $200,000 per annum.

The *Brooklyn City RR. Co.* is held under a 999-year lease, dated Feb. 14, 1893, guaranteeing all charges and 10 per cent dividends on $12,000,000 of stock. The lease is nominally to the Brooklyn Heights RR. Co. but practically to the Brooklyn Rapid Transit Co., since that company owns the entire capital stock of the Brooklyn Heights Company and guarantees payment of dividends to lessor, as said above. In 1898 the Heights Company leased also the Brooklyn Queens County & Suburban RR., theretofore operated separately. On April 1, 1899, the Heights Company leased the Brooklyn Union Elevated RR. Co. for one year for $100,000 and fixed charges, and also on the same date the Nassau Electric RR. for one year for $150,000 and fixed charges On Feb. 13, 1900, a lease of the Nassau Electric to the Heights Co. was made for 999 years. See terms under Nassau Electric.

In April, 1900, the Brooklyn Heights Company began suit against the Brooklyn City RR. to recover about $2,000,000 for failure to fulfill obligations claimed to be imposed by the terms of the lease between the two companies.

In the reorganization of Long Island Traction the old $30,000,000 stock paid an assessment of $10 per $100 share, the old stock being reduced to $20,000,000, and $7,000,000 of 5 per cent bonds being authorized, against $3,000,000 of Long Island Traction.

STOCK & BONDS—	*Outstanding.*	*Interest.*	*Maturity.*	*Ann. charge.*
Stock, $45,000,000	$45,000,000	.....	.....	.....
B'klyn R.T., g., mort., 1895, $7,000,000	6,625,000	5g A-O	Oct. 1, 1945	$331,250
B'klyn H. RR. 1st M.	250,000	5 A-O	Apr. 1, 1941	12,500
B. Q Co. & Sub. 1st M.	3,500,000	5g J-J	*July 1, 1941	175,000
First consol. mort. guar. p.&i.(end.)	2,834,000	5g M-N	*July 1, 1941	141,700
Jam. & B. RR. 1st M.	240,000	5g J-J	Jan. 1, 1930	12,000
Sea B'h Ry. 1st M., gu.	650,000	4g M-S	Sep. 1, 1916	26,000
Sea View RR. 1st M.	52,500	6 J-J	Jan. 1, 1907	3,150
Brooklyn Un. Elevated RR. Co. 1st M.	12,890,000	§4g F-A	Feb. 1, 1950	515,600
	Central Trust Co., New York, Trustee.			
Nassau Electric RR. Co. consol. mtge. bonds ($1,000) c*&r $15,000,000	8,946,960	4 g J-J	Jan. 1, 1951	357,878
	Guaranty Trust Co., New York, Trustee.			
1st mtge. bonds	660,000	5 A-O	Apr. 1, 1944	33,000
At. Ave. 1st mtge.	759,000	5 A-O	Oct. 1, 1909	37,950
" " Gen. M.g.'91.	2,241,000	5g A-O	Apr. 1, 1931	112,050
At. Ave. Imp. $1,500,000, gold, '93.	220,000	5g J-J	Jan. 1, 1934	11,000
†B. B. &W. E. 1st M. Ser. A, red, Jan '97	250,000	5 J&J	Jan. 1, 1906	12,500
†B. B. &W. E. 1st M. Ser. B, red. Jan.'97	250,000	5 A&O	Jan. 1, 1916	12,500
†B. B. & W. E. 2d M. red. July, 1896.	52,000	5 J&D	Jun. 1, 1911	2,600
B. B. &W. E. Genl. g.	121,040	5g A&O	Oct. 1, 1933	6,052
Total interest charges				$1,802,730
Rental—				
B'klyn City RR. stock.	12,000,000	10 Q-J	15 999 years.	1,200,000
1st consol. M., 1891.	6,000,000	5 J-J	‡July 1, 1941	300,000
B'klyn Crosst. 1st M.	200,000	5 J-J	July 1, 1908	10,000
Cal. Cem. & G. 1st M.	200,000	6 J-D	Jan. 1, 1907	12,000
New W. & Fl. 1st M.	200,000	4½ F-A	July 1, 1941	9,000
G. & Lorimer 1st M.	125,000	6 M-N	May 1, 1910	7,500
Gr. St. & New. 1st M.	200,000	5 F-A	July 1, 1906	10,000
Total interest charges and rentals				$3,351,230
Less interest on bonds owned (see list preceding)				184,500
Net fixed charges, entire system				$3,166,730

* Subject to call May 1, 1916. † Subject to call. ‡ Subject to call in 1916. § Five per cent after Feb. 1, 1905.

In his annual report President Rossiter estimated the entire net fixed charges for the year beginning July 1, 1899 (including the Kings County Elevated), at $3,406,000.

STOCK—Stock authorized is $45,000,000; issued $45,000,000. The stock was formerly held in a voting trust, but this terminated January 1, 1900, and control is now vested in the owners of the shares.

The Rapid Transit stockholders voted Feb. 11, 1899, to increase the stock from $20,000,000 to $45,000,000.—V. 68, p. 185, 329.

In April, 1899, stockholders were given the privilege of subscribing to the extent of 7% of their holdings for Brooklyn Rapid Transit stock at par, the proceeds of this issue of stock being used in the acquisition of the Brighton Beach Railroad properties and the electrical reconstruction of those properties, as well as of the leased properties of the Prospect Park & Coney Island RR. Co. and allied lines. The total amount thus issued was $2,713,900,

Bonds—Of the $7,000,000 fifty-year gold 5s of 1895, $1,875,000 took up collateral trust notes, $3,000,000 went to stockholders for the assessment; balance for future requirements of the road. For description of property covered by the mortgage see V. 62, p. 1138. The Central Trust Co. is mortgage trustee. In December, 1897, bonds for $1,217,000 were listed, issued for purchase of Sea View RR. and for extensions and improvements.—V. 65, p. 1219. In October, 1898, $227,000 additional were listed. See application in full, V. 67, p. 904.

Brooklyn City RR. mortgage of 1891 is for $6,000,000 and is a first lien on the old Brooklyn City road and a consol. lien on the lines acquired by consolidation in 1890. Of the $6,000,000 issued, $4,373,000 are in the hands of the public and the balance is held in the guaranty fund.

The total authorized issue of first consolidated mortgage gold 5s of the Brooklyn Queens County & Suburban RR. is $4,500,000, of which $1,666,000 are reserved for extensions, on which they will be a first lien Of the $2,834,000 outstanding, $2,255,000 in 1898 were endorsed with the guaranty of the Brooklyn Heights RR. Co. as to principal and interest, and in January, 1899, provision was made for guaranteeing the remainder on the payment of ten dollars per bond Both B. Q. C. & S. loans are subject to call in 1916.

The Sea Beach Ry. 1st 4s also are guaranteed as to principal and interest by the Brooklyn Rapid Transit Co.—V. 65, p. 1219.

MILEAGE—The system February 1, 1900, included:

	Miles.		*Miles.*
Brooklyn Heights RR.	1·27	New York & Coney Island	2·41
Brooklyn City RR.	204·77	Prospect Park & So. Bklyn.	1·15
Brookl. Queens Co. and Sub	45·03	Coney Island & Gravesend.	6·43
Nassau Electric	129·70	Sea Beach Ry	12·23
Brooklyn Union "L"	41·89	Kings Co. & Fulton "L"	21·72
Brooklyn & Brighton Beach	17·86		
Sea View RR.	2·20	Grand total	504·00
Prospt. Pk. & Coney Island.	17·34	Franchises unbuilt (about)	200·00

The company in 1899 opened several new routes to Coney Island, among them one from Hamilton Ferry to the Island, another from the Bridge to Brighton Beach (surface route); also from Broadway Ferry to Brighton Beach, besides beginning the running of through trains to Manhattan Beach via the Elevated road. On May 29, 1900, increased the fare to Coney Island to 10 cents on the Sea Beach and Culver lines, the extra fare being collected at 22d Ave. Only one fare is charged from 39th Street Ferry or Hamilton Ferry to the Island. See V. 70, p. 1248, as to right to collect the extra fare.

On Nov. 1, 1899, began giving transfers between the elevated and surface roads at certain points of juncture between the two, but discontinued transfers at the same points from one surface road to another. In Feb., 1900, on the recommendation of the State Railroad Commissioners, this last arrangement was modified so as to grant optional transfers (good for either the surface roads or the elevated line) at 65th St. and 3d Ave., and 36th St. and 5th Ave. On May 29, 1900, began giving all its various transfers on Sunday, previously withheld on that day.

GENERAL FINANCES—During the year ended June 30, 1899, the Company added to its property 238 miles of track, elevated and surface, and the acquisition of the Kings County Elevated gives 22 additional miles. All of the properties thus acquired were secured through the issue of new Brooklyn Rapid Transit stock and entail no new fixed charges for such purchase except the rental to be paid for the Prospect Park & Coney Island RR. ($40,000 per year) from the time the lease of that property went into effect—June, 1899. Moreover, all the properties whose stocks have been acquired by the B. R. T. Co. have recently had their fixed charges greatly reduced by process of reorganization.

REPORT—The annual report will be found in the CHRONICLE of August 26, 1899. The method of operation is to have all the railroad companies leased to the Brooklyn Heights Railroad Company, which is the operating company, and the income of the Brooklyn Rapid Transit Company consists of the surplus profits of the Brooklyn Heights Company, and such moneys as it may receive from the stocks and bonds held by it. The table below gives the operating statement of the Brooklyn Heights Company for the year ending June 30, 1899, with comparison for the preceding year, and includes the operation of the Brooklyn Heights Railroad Company, the Brooklyn Queens County & Suburban Railroad Company, the Brooklyn City Railroad Company and the Sea Beach Railway Company for the entire fiscal year, and of the Brooklyn Union Elevated Railroad Company and Nassau Electric Railroad Company for three months only of the fiscal year. For purposes of better comparison the figures of the leased companies for the corresponding period of the preceding year are combined with those of the Heights Company, although they were not at that time a part of the Brooklyn Rapid Transit system.

OPERATING STATEMENT, BROOKLYN HEIGHTS RAILROAD COMPANY.

Fiscal year ending June 30—	1899.		1898.	
Gross earnings		$7,412,434		$6,616,361
Operating expenses—				
General, incl. taxes & ins.	$1,079,328		$902,852	
Transportation	2,246,711		2,175,923	
Maintenance of track, etc.	262,638		213,888	
Maintenance of equipment.	589,553		501,948	
Maintenance of power	491,141		437,595	
		4,669,371		4,232,206
Net earnings		$2,743,063		$2,384,155
Income from other sources.		13		*185,458
Gross income		$2,743,076		$2,569,613
Fixed charges		2,289,909		2,482,349
Surplus		$453,167		$87,264

* Includes income from guarantee fund ($181,369 50), which in the succeeding year was paid directly to Brooklyn Rapid Transit Company and did not pass through operating company's accounts.

The above figures include a charge of $529,212 for damages, a large part of which was on account of accidents occurring in preceding fiscal years. The fixed charges include the rentals paid to leased companies, including the Nassau Electric Railroad Company and Brooklyn Union Elevated Railroad Company, most of whose stock is owned by the Brooklyn Rapid Transit Company.

BROOKLYN RAPID TRANSIT COMPANY INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1899.

Receipts—		
From interest on bonds and loans	$188,394 50	
" profit on bonds sold	182,000 84	
" miscellaneous	425 00	
" Brooklyn Heights RR. Co.'s surplus	471,554 77	
		$842,375 11
Expenses—		
For interest	$338,261 09	
" taxes and miscellaneous expenses	41,564 77	
		379,825 86
Surplus for year		$462,549 25
Accumulated surplus prior to June 30, 1898		215,579 50
Total surplus June 30, 1899		$678,128 75
Deductions from surplus—		
For new equipment and construction on railroad properties	$300,482 33	
" extinguishing old deficiencies of B. Q. C. & S. RR. Co. accrued prior to its acquisition by B. R. T. Co.	321,174 19	
Direct to profit and loss	1,930 83	
		623,587 35
Surplus carried forward		$54,541 40

LATEST EARNINGS—In the following figures of the Brooklyn Heights RR. the results include the same companies in both years.

6 mos. end. March 31.	*Gross earnings.*	*Net earnings.*	*Other income.*	*Interest, taxes, etc.*	*Balance surplus.*
1900	$5,401,109	$1,921,847	$148,836	$2,1[illegible]6,137	def.$65,454
1899	5,011,617	1,364,020	150,577	2,109,580	def.594,983

OFFICERS—President, Clinton L. Rossiter; Chairman of Board, A. N. Brady; Vice-Presidents, Horace C. Du Val and T. S. Williams; Secretary and Treasurer, C. D. Meneely; Gen. Manager, J. C. Brackenridge, Clinton and Montague sts., Brooklyn.

DIRECTORS—Clinton L. Rossiter, August Belmont, Horace C. Du Val, H. H. Porter, Timothy S. Williams, John G. Jenkins, E H. Harriman, Anthony N. Brady, Henry Seibert, Walter G. Oakman, David H. Valentine, A. R. Flower, Frederick P. Olcott. INDEX—V. 68, p. 130, 185 329,472, 523, 570, 617, 669, 721, 770, 821, 870, 975, 1131, 1179, 1224; V. 69, p. 26, 78, 129, 130, 229, 439, 450, 491, 1103, 1148, 1192, 1246, 1345; V.70, p.75, 125, 175, 229, 328, 329, 429, 531, 840, 944, 1048, 1248.

Companies Controlled by Brooklyn Rapid Transit Company.

(1) BROOKLYN UNION ELEVATED RR.—A steam road now being changed to electric.

ORGANIZATION—Organized in January, 1899, as successor of the Brooklyn Elevated RR. and its allied lines per **plan** in V. 64, p. **609.** All the old mortgages were foreclosed and the properties were on Feb. 16, 1899, transferred to this company. The cash contributions levied aggregated $1,921,500. Is to be merged with Kings County Elevated.

On April 1, 1899, road was leased to Brooklyn Heights RR. Co. for one year for $100,000 and fixed charges.

Fixed Charges.—Only $12,890,000 first mortgage bonds have been issued to carry out the plan, and the present yearly fixed charges are estimated as follows: Interest on firsts at 4 p. c., $515,600; taxes (est.), $108,000; total, $623,600 (old fixed charges were $882,083).

STOCK AND BONDS.	*Date.*	*Interest.*	*Outstand'g.*	*Maturity, etc.*
Com. stock, $13,000,000	.....	.....	$12,926,700	.....
Pref. stock, 5% non-cum., $5,000,000	.....	.....	3,830,160	.....
1st M., $16,000,000 g., 4% till '05, then 5% ($1,000)	1899	4 to 5 g. F. & A.	12,890,000	Feb. 1, 1950 Trustee, Cent. Trust, N. Y.

ROAD—Owns from Fulton Ferry to East New York, 5·73 miles; Broadway and Lexington Avenue to Broadway Ferry, 2·78 miles, and Myrtle Avenue to Adams Street and Brooklyn Bridge, 5·08 miles; branch to Greenwood, 3·58 miles; to Cypress Hills, 1·4 miles, and to 65th Street, 1·77 miles; total, 20·34 miles; second track, 20·34 miles; sidings, etc., 1·30 miles; total track, 41·98 miles.

The company's trains have been run across the Brooklyn Bridge since June, 1898, (V. 66, p. 1187), and on July 1, 1898, the operation of the Bridge railroad was commenced. The contract was made by the then receiver. A share of this contract is assumed by the Kings County Elevated. See terms of contract in V. 67, p. 27, 426. The main lines will be entirely equipped with electricity (third-rail system), by July 15, 1900.—V. 66, p. 27. In July, 1899, [the running of electric trains to Coney Island (via the Fifth Ave. branch and the Prospect Park & Coney Island) was begun.—V. 69, p. 129. On Jan. 29, 1900, began to use the electric system on the Lexington Avenue (East New York) line.—V. 70, p. 22[illegible].

In March, 1898, an agreement was made with Long Island RR. providing for joint construction of connecting line at East New York and running of through trains from Jamaica to Brooklyn Bridge and from Rockaway Park to Broadway ferries. Construction begun in Nov., 1898, and work completed in February, 1899.—V. 67, p. 1054. Rockaway line operated from July, 1898, and line to Jamaica opened in Oct., 1898. V. 67, p. 124, 175, 954.

ANNUAL REPORT—Earnings are now included in Brooklyn Rapid Transit. Report for year ending Dec. 31, 1896, in V. 64, p. 80. Increased earnings in 1895 were due to strike on trolley roads.

Years—	*Gross.*	*Net.*	*Old Charges.*	*Balance.*
1897-8	$1,626,423	$550,365	$841,989	$291,624
1896-7	1,669,581	634,411	882,955	248,544
1896 (cal. year)	1,719,398	684,260	881,495	def. 197,235
1895 do	2,082,937	924,699	859,428	sur. 65,271

OFFICERS.—President, Clinton L. Rossiter; Vice-President, William Halls, Jr.; Secretary and Treasurer, T. S. Williams.—V. 68, p. 230, 280, 426, 570, 617, 721, 821; V. 69, p. 26, 78, 129; V. 70, p. 229.

(2) KINGS COUNTY ELEVATED RR.—A steam road, but is being changed to electricity under the arrangement by which the property has passed into the possession of the Brooklyn Rapid Transit Co., the formal transfer of which occurred on Nov. 25, 1899.

Will be merged with Brooklyn Union Elevated.

ORGANIZATION—The old Kings County and Fulton Elevated roads were sold at foreclosure July 6, 1899, and on July 7 the present Kings County Elevated Railroad Company was incorporated. The foreclosure was in accordance with reorganization plan in V. 68, p. 724.

In Oct., 1896, arrangements were first made for the running of through trains to Brighton Beach. V. 63, p. 754. In July, 1899, began running trains to Manhattan Beach (V. 69, p. 80) in connection with the Brooklyn & Brighton Beach and a section of the Manhattan Beach division of the Long Island RR. Connection was made in 1897 with the Long Island Electric for the running of cars to Jamaica, Queens, Hempstead and Far Rockaway.—V. 64, p. 330.

Trains began crossing the Brooklyn bridge in November, 1898.

STOCK AND BONDS.—The Brooklyn Rapid Transit Co. owns the entire stock.

STOCK & BONDS—	*Date.*	*Rate.*	*Amount.*	*Divs. on Maturity.*
Stock, common, $6,000,000	.....	.....	$6,000,000	.....
Stock, pref. 5 p. c. non-cum., $2,800,000	.....	.....	2,800,000	.....
1st mtg., gold, $7,000,000 c.	1899	4	5,000,000	Aug. 1, 1949
	Int. at Central Tr. Co., N. Y., Trustee.			

Of the 1st mortgage for $7,000,000, $2,000,000 remains in the treasury for future improvements.

ROAD—Main line from Fulton Ferry to Liberty and Grant Avenues; 8·39 miles; leased from Brooklyn & Brighton Beach, 3·24 miles; total, 11·63 miles; second track, 11·63 miles; third track and sidings, 5·31 miles. Grand total, 28·57 miles.

ANNUAL REPORT—Fiscal year ends June 30.

	1898-99.	1897-98.	1896-97.
Gross	$679,623	$694,480	$725,314
Net	62,707	74,862	175,482
Other income	6,321	7,385	16,870
Net income	$69,028	$82,547	$192,352

—V. 68, p. 187, 331, 977, 1226; V. 69, p. 80, 130, 1103, 1148.

(3) NASSAU ELECTRIC RAILROAD.—trolley road.

ORGANIZATION—Chartered March 13, 1893, under the laws of New York. Opened in July, 1895, and in April, 1896, leased the Atlantic Avenue RR., etc. Cars commenced running over the Brooklyn Bridge Feb. 15, 1898—see V. 66, p. 383. In Jan., 1899, sale of Nassau Electric stock, formerly held by Johnson Brothers, R. T. Wilson & Co. and others, was made to Brooklyn Rapid Transit, and subsequently the latter also acquired the holdings of Patrick H. Flynn. As stated above, the Rapid Transit Company owns $8,499,716 out of the $8,500,000 common stock of the Nassau Electric and $6,052,000 out of the $6,500,000 preferred stock. The Rapid Transit assumed the management of the road on May 1, 1899.

April 1, 1899, the Nassau Electric was leased for one year to the Brooklyn Heights RR., and Feb. 13, 1900, a lease for 999 years was made from Apr. 1, 1900. Under the lease the Heights Company will pay all fixed charges, taxes and organization expenses of the Nassau Company, and in addition all net earnings from the property leased the latter to be not less each year than 4 per cent on the $6,500,000 outstanding Nassau preferred stock.

The Nassau Electric Railroad and its subsidiary lines in 1898 underwent recapitalization, by which provision was made for the retirement of all of the outstanding securities of the various companies controlled by it, viz.: The Nassau Electric Railroad Co., the Atlantic Avenue Railroad Co., the Brooklyn Bath & West End Railroad Co., the Kings County Traction Co.—see V. 66, p. 39, 183. The assets of the Kings County Traction Co. were purchased at public sale in July, 1898, by the syndicate conducting the consolidation.—V. 67, p. 74, 125. Certificate of merger of Atlantic Ave. RR. and United RR. was filed on Jan. 26, 1899.—V. 68, p. 283, 821.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Common stock, $8,500,000	....	....	$8,500,000	....
Pref. 4 p. c. cum, $6,500,000	....	....	6,500,000	....

BONDS—For details see Rapid Transit statement above.

ROAD—Road extends from Broadway Ferry to Canarsie landing, 39th Street Ferry, Sheepshead Bay, Manhattan Beach and Fort Hamilton; with Atlantic Avenue lines, reaches City Hall, Fulton, Wall and South ferries, Bensonhurst, Bath and Coney Island; total road (including 1·18 miles over the Brooklyn Bridge and 3·16 miles of the Coney Island & Gravesend RR. (leased), 70·95 miles; second track, 70·62 miles; sidings, etc., 6·60 miles. Grand total of track, 148·17 miles.

Atlantic Ave. RR. owns the double-track steam road from Jamaica to Flatbush Avenue Station in Brooklyn 9½ miles (19 miles of track), which is leased for 99 years from June 1, 1877, to the Long Island RR. Co., affording that company entrance into the City of Brooklyn—rental, formerly a percentage of receipts, was changed in 1895 to $60,000 yearly.—V. 61, p. 828.

LATEST EARNINGS—Earnings are now included in earnings of Brooklyn Rapid Transit.

EARNINGS, ETC.—For year ending June 30, 1898, earnings, etc., were as below: (See V. 67, p. 840.)

Gross earnings	$2,054,080	Interest on bonds	$260,584
Operating expenses	1,259,838	Taxes	72,000
		Rentals	477,444
Net earnings	$794,242		
Other income	63,610	Total charges	$810,028
		Balance, surplus	$47,824
Total net	$857,852		

—V. 68, p. 283, 721, 821; V. 70, p. 125, 328.

UNITED RAILROAD—Successor in January, 1898, to Brooklyn Cable Co., sold in foreclosure Dec. 23, 1897. Capital stock is $300,000 ($100 shares). In February, 1899, merged in Nassau Electric RR.

(4) PROSPECT PARK & CONEY ISLAND RR.—A trolley road.

ORGANIZATION—Controlled by Long Island RR., but on June 17, 1899, the Brooklyn Rapid Transit Co. took possession under a lease for 999 years and equipped the road electrically. (V. 68, p. 1224; V. 69, p. 654.) In consideration of a guaranty by Long Island RR., annual interest on the greater part of P. P. & C. I.'s bonded debt was reduced from 6 and 7 per cent to 4½ per cent. See V. 56, p. 42; V. 62, p. 187.

STOCK & BONDS—	Date.	Interest.		Outstand'g.	Maturity.
Stock	.....	.....		$250,000	.....
2d M., now 1st ($1,000 each), c.* & r.	1886	4½	F. & A.	340,000	Feb. 1, 1926
	1886	6	F. & A.	160,000	Feb. 1, 1926
3d M. (now 2d), gold ($1,000 each), c.* & r.	1891	4½g.	M. & S.	96,000	Mar. 1, 1931
	1891	6g.	M. & S.	104,000	Mar. 1, 1931
Interest on above mortgages payable at U. S. Mort. & Tr. Co., N. Y.					
Income bonds, non-cum.	.....	.....		250,000	May 1, 1920
R. E. M., June 30, 1899.	.....	.....		29,766	... .
Bills paya'le June 30,'99	.....	.....		434,000	....

ROAD.—Owns 9th Ave. and 20th Street, Brooklyn, to Coney Island, etc., 5·68 miles; branches owned, ·32 miles; leases (including New York & Coney Island and Prospect Park & South Brooklyn) and trackage rights, 7·19 miles; total road, 13·19 miles; second track, sidings, etc., 20·61 miles. Grand total of track, 33·80 miles.

EARNINGS.—For years ending June 30 earnings were;

Year—	Gross.	Net.	Other income.	Int., taxes, etc.	Balance.
1898-9	$98,437	def.$14,826	$24,233	$79,228	def.$69,821
1897-8	111,769	3,057	26,415	79,970	def. 59,497

—(V. 65, p. 619, 869; V. 66, p. 336, 954; V. 68, p. 669, 1224; V. 69, p. 654.)

BROOKLYN CITY & NEWTOWN RR.—See Coney Island & Brooklyn City RR.

CONEY ISLAND & BROOKLYN RR.—

ORGANIZATION—Chartered Dec. 10, 1860. Cars commenced running over the Brooklyn Bridge Feb. 15, 1898.—See V. 66, p. 383.

Brooklyn City & Newtown was leased in November, 1897, for 999 years, and practically all of its capital stock acquired.—V. 65, p. 1070.

STOCK & BONDS.—	Date.	Interest.		Outstand'g.	Last div., &c
Stk. $2,000,000 (p. $100)	.....	..	Q.—F.	$1,998,000	May 1, '00, 2½
First mort., cur., c. ($1,000)	1883	5	J. - J.	300,000	July 20, 1903
	Trustee, Brook. Trust Co.			Int. at Mechanics' Bank, Brook.	
Cert. of indebt. ($1,000)	1895	5	J. - J.	$400,000	July 1, 1903
First consol. mort., $2,000,000, gold...	1898	4g.	J. - J.	1,000,000	July 1, 1948
	Trustee, Mercantile Trust Co.				

SECURITIES—Stock authorized $2,000,000, an increase of $1,000,000 having been made in 1898, to take up B'klyn City & Newtown stock.

Of the $2,000,000 4s of 1898, $300,000 are reserved to take up the 1st 5s and $400,000 to retire the certificates of indebtedness; the remainder can be issued only upon assent of two-thirds of capital stock; $200,000 were thus issued in 1900, raising amount outstanding to $1,000,000.

ROAD—Brooklyn to Coney Island, with branches, 13¾ miles; Brooklyn City & Newtown RR., main line and branches, 9·85 miles; trackage rights, 2·27 miles; second track and sidings, 23·63 miles; total operated, 49·50 miles.

DIVIDENDS—In 1893 4 per cent on $500,000 and 3 per cent on $1,000,000; in 1894, 5 per cent; in 1895, 6 per cent; in 1896, 5 per cent; in 1897, 6 p. c.; in 1898, 8½ per cent; V. 67, p. 955. In 1899; 10 per cent. In 1900, Feb., 2½ p. c.; May, 2½ p. c.

LATEST EARNINGS—July 1 to March 31:

9 mos.—	Gross.	Net.	Other Income.	Interest, taxes, etc.	Surplus
1900	$960,291	$346,974	$61,458	$280,425	$128,007
1899	796,950	290,232	58,749	242,359	106,622

EARNINGS—For years ending June 30, 1899, and June 30, 1898, including the B. C. & Newtown from Dec. 4, 1897, the earnings were:

12 mos.	Gross.	Net.	Oth. inc.	Int., taxes, etc.	Bal., sur.
1898-9	$1,133,859	$439,485	$84,933	$310,624	$213,794
1897-8	769,924	287,169	43,468	245,221	85,416

The combined earnings both roads, for the *entire* year, 1897-8, were: Gross, $956,778, net, $372,185, against gross, $856,645, net, $302,614, in 1896-7.

Six months to Dec. 31:

6 months.	Gross.	Net.	Other inc.	Charges.	Surplus
1899	$701,920	$262,524	$56,746	$204,132	$115,138
1898	572,453	219,623	55,467	176,659	98,431

OFFICERS—President, John L. Heins; Treasurer, Duncan B. Cannon; Superintendent, D. W. Sullivan.

Office, DeKalb and Central Aves., Brooklyn.—V. 66, p. 38, 383, 1044; V. 69, p. 1345.

Controlled by Coney Island & Brooklyn RR.

BROOKLYN CITY & NEWTOWN RR.—

ORGANIZATION—Chartered May 22, 1860, as De Kalb Avenue line. November, 1897, leased to Coney Island & Brooklyn for 999 years.—V. 65, p. 869; V. 65, p. 366, 1070. The Coney Island & Brooklyn RR. has acquired by exchange all the stock except about $2,000.

STOCK & BONDS.	Date.	Interest.	Outstand'g.	Last div., &c.
Stock ($100 shares)	.....	.....	$1,923,400	See text.
1st M., $2,000,000	1889	5 J. - J.	2,000,000	July 1, 1939
R. E. morts	....	.....	191,605	.....

Interest and *dividends* at Mercantile Trust Co. (mortgage trustee).

ROAD—Length of road, 9·85 miles; length of track, 20·86. Weight of rails 66½ and 98 lbs.

DIVIDENDS— Per cent.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	8	11	11	10	7½	6½	3¾

LATEST EARNINGS.—See Coney Island & Brooklyn RR.

NEW YORK & NORTH SHORE RR.—Trolley.

ORGANIZATION—This is a consolidation, October, 1899, of the Long Island Electric Ry., chartered on March 5, 1894, and the New York & North Shore *Railway*. V. 69, p. 906. Controlled by parties identified with the New York York & Queens County.

In October, 1899, the Appellate Division of the Supreme Court upheld the right of the Long Island Electric under the General Railroad law to run cars carrying express matter. V. 69, p. 744. This decision was affirmed by the Court of Appeals in June, 1900. V. 70, p. 1249.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,100,000 ($100)	.....	.....	$2,100,000	.....
L. I. El. 1st M., $600,000 ($1,000)...c*	1895	5 g. J-D	600,000	June 1, 1925
	Int. at Hamilton Trust, Brooklyn, Trustee.			
N. Y. & No. Sh. Ry. M., g. ($1,000) $1,500,000...	1897	.....	110,000	Dec. 1, 1927
	N. Y. Security & Trust Co., trustee.			

EARNINGS.—For year ending June 30, 1899, Long Island Electric earned, gross, $86,588; net, $12,997; other inc., $400; fixed charges, $40,597; balance, deficit, $27,200.

ROAD.—The Long Island Electric comprised about 27 miles of road completed and in operation from Crescent Avenue, Brooklyn (at the terminus of the Kings County Elevated), to Jamaica, Far Rockaway, &c. The New York & North Shore has 30 miles projected, with about 6 miles in operation; the line between Jamaica and Flushing, connecting with the New York & Queens County, was opened January, 1900. Total track operated, 33 miles. The Whitestone & College Point was leased Aug., 1899.

OFFICERS—President, R. T. McCabe, 29 Broadway, New York; Vice-President, Jacob R. Beetem, Flushing; Secretary and Treasurer, G. S. Terry, Whitestone. General Office, Jamaica, N. Y.—V. 62, p. 548, 779; V. 64, p. 330; V. 69, p. 743, 852, 906, 955; V. 70, p. 125, 532, 1249.

VAN BRUNT STREET & ERIE BASIN RR.—A trolley road.

ORGANIZATION, ETC.—Chartered Feb. 15, 1861. Stock, $200,000, all issued; par, $10. Funded debt, $65,000. Track, 2½ miles, changed to electricity in 1898. Year ending June 30, 1899, gross, $42,173; net, $14,986; charges, $3,973; other income, $3,277; balance, surplus, $14,290. President, Michael Murphy; Secretary and Treas'r, Wyllys Terry. Office, 264 Van Brunt Street, Brooklyn, N. Y.

BUFFALO, N. Y.

POPULATION 1890 WAS 255,664; IN 1880 WAS 155,134; AND IN 1870 WAS 117,714.

BUFFALO HAMBURG & AURORA RY.—

To be a trolley road,

ORGANIZATION—Incorporated in 1898. Stock, $400,000; 1st mortgage 5 per cent 25-year bonds authorized, $400,000; Buffalo Loan Trust & Safe Deposit Co. trustee. Contract let in March, 1899, for construction of 19½ miles main line, brick power-house, car-house and turn-outs; total track, 21 miles. Work delayed, owing to difficulty of obtaining right of way, which was settled latter part of October. Work now being pushed; 4 miles of track laid. Power-house well under way, and 14 miles of the line expected to be opened by Aug. 1 1900.

OFFICERS—President, A. J. Benzing; Vice-President, Walter Phelps; Sec. and General Manager, U. L. Upson, 1095 Ellicott Square, Buffalo.

BUFFALO & WILLIAMSVILLE ELEC. RY.

ORGANIZATION—Chartered August 10, 1891. On June 30, 1899, stock, $75,000; no bonds. Operates 5¼ miles of track, Buffalo to Williamsville, 56-lb. rails. For year ending June 30, 1899, gross, $11,459; net, $4,243; taxes, $503. In 1897-8, gross, $12,161; net, $4,459.

OFFICERS—President and General Manager, J. Blocher; Vice-Pres. E. C. Longnecker; Sec., A. C. Rinewalt; L. L. Grove, Supt. and Treas.

INTERNATIONAL TRACTION CO.—Trolley.

ORGANIZATION—Organized in 1899 under New Jersey laws, and has acquired all the electric railways connecting the cities of Buffalo, Niagara Falls, Lockport, North Tonawanda and Tonawanda, together with all the street railway systems in all of said cities; also the electric railway connecting the villages of Depew and Lancaster with Buffalo. It has also acquired the Canadian Electric Railway, traversing the entire length of the Queen Victoria Niagara Falls Park, and connected it with the American system by the acquisition of the steel arch bridge at Niagara Falls and the Suspension Bridge between Queenstown and Lewiston, which bridges have been equipped with trolley tracks.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, common, $10,000,000.	.....	.....	$10,000,000	.....
Prf., 4 p.c. cum., $5,000,000	.....	.....	5,000,000	.....
Collateral trust, $30,000,000 ($1,000), gold, c*. Interest at agency in New York.	1899	4 g., J-J	11,428,000	July 1, 1949
	Guaranty Trust Company, New York, Trustee.			

May be called at 110 on any interest date.

The following is a list of the constituent companies, with their stock and bonds outstanding:

Names of companies.	*Existing bonds.*	*Existing stock.*
BUFFALO PROPERTIES—		
Buffalo Railway Co	$5,999,500	$5,370,500
Cross-town Street R'y Co. of Buffalo	2,624,000	2,860,000
The Buffalo Traction Company	673,000	600,000
INTER-URBAN PROPERTIES—		
Buffalo Bellevue & Lancaster Ry. Co.	215,000	90,000
Buffalo & Niagara Falls Electric Ry.	925,000	*1,250,000
Buffalo & Lockport Railway	500,000	*1,000,000
Elmwood Ave. & Tonawanda Elec. Ry.	.....	14,125
TONAWANDA PROPERTY—		
Buffalo Tonawanda & Niagara Falls Electric Railroad Company	.....	*1,500,000
NIAGARA FALLS PROPERTIES—		
Niagara Falls & Susp'n Bridge Ry. Co.	518,000	*600,000
Niagara Falls Whirlpool & Norh'n Ry.	22,500	50,000
INTERNATIONAL BRIDGE PROPERTIES—		
a Niagara Falls Susp'n Bridge Co... *b.* Clifton Suspension Bridge Co.	300,000	*400,000
a. Lewiston Connecting Bridge Co... *b.* Queenston Heights Bridge Co.	125,000	*400,000
CANADIAN PROPERTY—		
Niagara Falls Park & River Ry	600,000	*600,000
Total	$12,502,000	$14,734,625

The International Traction Co. holds all the outstanding stock (except a few shares held by the directors) in the case of the stocks marked with an asterisk (*) in the foregoing; it also holds $5,354,600 of the Buffalo Railway Co. stock of $5,370,500, while the Buffalo Railway in turn owns the entire stock of the Crosstown Street Railway and the stock of the Buffalo Traction and the Buffalo Bellevue & Lancaster. The Niagara Falls & Suspension Bridge Ry. Co. owns the entire capital stock of the Niagara Falls Whirlpool & Northern Ry.

BONDS—The stocks marked (*), excluding the few shares needed to qualify directors, together with $5,354,600 Buffalo Railway stock and $60,000 bonds of the Tonawanda Street Railway, are pledged as security for the new collateral trust loan. Of the $30,000,000 authorized issue of the collateral bonds, $12,285,000 are reserved to take up the underlying liens which are not to be disturbed at present, and $5,000,000 are to be reserved to be used for future betterments, improvements, etc.

Underlying Liens.

STOCK & BONDS—	Date.	Miles.	Interest.	Outstand'g.	Maturity.
Buffalo St. Ry. 2d M.	1875	....	6&7 J-J	650,000	July 1, 1905
	Int. is payable at Nat. Bank of Commerce, N. Y.				
Buffalo E. Side 1st M.	1874	....	7 J-D	300,000	June 1, 1904
	Int. is payable at Company's office, Buffalo.				
do do 2d M.	1882	....	6 M-S	293,500	Sept. 1, 1912
	Int. is payable at Company's office, Buffalo.				
1st Con. M. ($1,000) $5,000,000 gld. c* &r	1891	67	5 g. F-A	3,756,000	Feb. 1, 1931
	Mercantile Trust Co., N. Y., trustee. Int. is payable at Co's. office, Buffalo.				
Buff. Ry. debe'tures, $1,000,000, g., red. at 105 after Apr. 1, 1902 ($500, $1,000)	1897	..	6 g. A-O	1,000,000	Apr. 1, 1917
	Trustee, Metropolitan Trust, N. Y. Secured by deposit of $2,000,000 stock of Crosstown Street Ry.				
Crosstown Railway—Guaranteed bonds.					
1st M. g., ($3,000,000), gu. p.&i. c*	1892	73	5 g. M-N	2,624,000	May 1, 1932
	Int. at Metropolitan Trust, N. Y. City, trustee.				
Buffalo Traction 1st mortgage	1898	..	5 g. J-J	673,000	.....
	Trustee, Metropolitan Trust Co,. New York.				
Buff. Bellev. & Lan. M.	1897	....	5 J-D.	215,000	June 1, 1927
Buff. & Niagara Falls Elec. Ry.—1st M., $750,000, gold...c	1895	....	5 g. J-J	750,000	July 1, 1935
2d M., $250,000, g., s. f., red. aft. 1901 at 105, $1,000...c	1896	...	5 g. J-J	175,000	July 1, 1921
	Interest at Mercantile Trust Co., New York, Trustee.				
Buff. & Lockport 1st M., g., $1,000,000.	1898	...	5 g. J-J	500,000	July 1, 1938
	Colonial Trust Co., New York, Trustee.				
Niagara Falls & Suspensi'n Bridge Ry. 1st mort., gold....	1893	....	6g. J-J	518,000	July 1, 1903
	Interest at Third National Bank, Buffalo. *Mort. trustee*, the Fidelity Tr. & Guar. Co., Buffalo.				
Niag'a Falls Whirlpool & Northern 1st mort., gold...	1894	....	5 J-J	22,500	July 1, 1903
Niag. F. Susp. Bdg.	1897	....	5 g. J-J	300,000	Jan. 1, 1928
Clifton Susp. Bridge	Toronto General Trusts Co., Trustee.				
Lew. Con'g Bdg. Co.	1898	....	5 g. A-O	125,000	Oct. 1, 1928
Queens. Hts. Br. Co.	Toronto General Trusts Co., Trustee.				
Niagara Falls Park & River 1st mort., Canadian curr'ncy	1893	....	5 J-J	600,000	Jan. 2, 1914

LATEST EARNINGS—July 1, 1899, to April 1, 1900, aggregate earnings of all the railways and bridges were $1,931,168 gross and $788,051 net; other earnings, $61,809; fixed charges, $676,565; surplus, $302,755.

ROAD—Operates in the vicinity of 300 miles of track.

OFFICERS (of all operating companies)—President, W. Caryl Ely; Vice-Prest., Daniel S. Lamont; Sec. and Treas., Richard F. Rankine; Gen. Manager, Burt Van Horn.

Executive Committee.—Charles Steele, Francis Lynde Stetson, Daniel S. Lamont and Wm. B. Rankine of New York; W. Caryl Ely and Burt Van Horn of Buffalo; and T. De Witt Cuyler of Philadelphia.—V. 68, p. 524, 571, 1024; V. 69, p. 229.

BURLINGTON, IOWA.

POPULATION 1890 WAS 22,565; IN 1880 WAS 19,450; AND IN 1870 WAS 14,930.

BURLINGTON RAILWAY & LIGHT CO.—

ORGANIZATION—A consolidation of Burlington Electric Ry., Burlington Gas & Fuel Co. and Burl. Elec. Light Co. in 1897.—V. 64, p. 329. In May, 1899, purchased the Burlington Gas Light Co., paying, it is reported, $200,000.

STOCK & BONDS—	Date.	Interest	Outstand'g.	Maturity.
Stock, $1,250,000	.....	.....	$1,100,000	.....
1st M., $750,000 ($500, &c.), red. aft. 5 y'rs at 105, cur. c*	1897	5 A-O	625,000	Oct. 1, 1917
	Int. at American L. & T., Boston, trustee.			

Bonds—Mortgage covers railway, electric-light and gas plant. Bonds for $125,000 are reserved for extensions to gas plant.

ROAD—Total track 16½ miles trolley; 48 and 66 lb. T rail.

OFFICERS—President, G. H. Higbee; Secretary, E. C. Walsh; Treas., J. T. Remey.

INDEX—V. 62, p. 232; V. 64, p. 41, 468, 755; V. 68, p. 1022.

BURLINGTON, VT.

POPULATION 1894 (LOCAL EST.) 17,000; IN 1890 WAS 14,590; AND IN 1880 WAS 11,365.

BURLINGTON TRACTION CO.—A trolley road.

STOCK & BONDS—	Miles.	Date.	Int'rest.	Outstand'g.	Maturity.
Stock $200,000, par $100.	....	.....	.....	$200,000	.....
Win. & B. Horse RR. 1st M., $150,000, gold, $500 & $1,000.....c	9½	1894	6 g. J-J	125,000	Jan., 1924
	Not subject to call before maturity.				
Unfunded debt June 30, 1899.	.....	.....	.....	5,000	.....

Interest is payable at office of trustee, Burlington Trust Co.

ROAD—Owns 11 miles of track in city of Burlington. Rails 50-lb. T. Owns 8 box cars, 10 open cars, 3 snow plows.

EARNINGS for year ending June 30, 1899: gross, $51,949; net, $24,961; interest, $7,500; dividends, $7,650.

OFFICERS—President, Elias Lyman; Vice-President, Jos. A. Powers; Treasurer, W. F. Hendee; Secretary, B. H. Eagan.

BUTTE, MONT.

POPULATION 1890 WAS 10,723; IN 1880 WAS 3,363; AND IN 1870 WAS 241.

BUTTE ELECTRIC RAILWAY—Trolley.

This company was incorporated in West Virginia in December, 1899, as successor to the Butte Consolidated Railway (operating 21 miles of track), sold at foreclosure.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
St'k $1,000,000, par $100	....	.....	$1,000,000	.....
1st M. $700,000 gold, $1,000 each.....c	1900	5 g. M.&S.	700,000	Mar. 1, 1925
	Int. at Mass. Loan & Tr. Co., Boston, Trustee.			

BONDS—May be called for payment on March 1, 1915, or on any interest day thereafter. Sinking fund of 10 per cent par value of bonds begins March 1, 1916.

OFFICERS—President W. A. Clark, Butte; Secy. & Treas., J. C. Kennedy, 43 Cedar St., N. Y.—V. 64, p. 663; V. 69, p. 1300.

CAIRO, ILL.

POPULATION 1890 WAS 10,324; IN 1880 WAS 9,011; AND IN 1870 WAS 6,267.

CAIRO ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1890. Operates 5¾ miles of track.

STOCK & BONDS—	Date.	Interest.	Outst'd'g	Maturity.
Stock, $75,000; par, $100..	.....	.....	$52,400 f.p.	.....
1st mortgage, currency.	1891	6 J-D	52,400	June 1, 1911
	Trustee is St. Louis Tr. Co., St. Louis, Mo.			

OFFICERS—President and Treasurer, E. W. Halliday; Vice-Prest., C. O. Patier; Secretary, C. Cunningham; Supt., Edwin Halliday.

EGYPT ELECTRIC COMPANY—A trolley road.

ORGANIZATION—Successor to Delta Electric Co., sold under foreclosure sale Feb. 13, 1896, to the bondholders. Four miles of track in City of Cairo. Stock, $40,000; bonds, none. Gross earnings, 1899, $20,000; net, none.—V. 62, p. 364.

OFFICERS—President, Wm. Kluge; Vice-Prest., Hy. Hasenjaeger; Secretary & Treas., C. V. Neff.

CALAIS, ME.

POPULATION 1890 WAS 7,290; IN 1880 WAS 6,173; AND IN 1870 WAS 5,944.

CALAIS STREET RAILWAY—A trolley road.

ORGANIZATION—Stock, $100,000; first mortgage, 1894, 5s, J& $100,000 due July 1, 1918. Current liabilities, June 30, 1899, $9,779.

Year ending June 30, 1899, gross, $22,292; net, $4,161; interest, taxes, etc., $2,767; bal., surplus for year, $1,394. In 1897-98 gross, $23,252; net, $4,743; interest, taxes, etc., $6,530; balance, deficit, for year, $1,787.

ROAD—Calais Street Railway, lower wharf to upper bridge, Calais, 4 miles; St. Stephen Electric St. Ry. Milltown, N. B., to St. Stephen, N. B., 3 miles; total, 7 miles. The St. Stephen Electric St. Ry. is a separate corporation, but is owned entirely by the Calais company.

OFFICERS—Pres., George A. Curran; Treas., C. W. Young, Calais, Me.

CAMDEN, N. J.

POPULATION 1890 WAS 58,313; IN 1880 WAS 41,659; AND IN 1870 WAS 20,045.

CAMDEN GLOUCESTER & WOODBURY RAILWAY.

In May, 1900, a syndicate consisting of Thomas A. Nevins of Orange, Leslie D. Ward, Thomas N. McCarter, Jr., and Uzal McCarter, of Newark, received a controlling interest in the stock as collateral for advances to the company; original owners are to resume charge when advances have been repaid.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock paid in.....	.....	.....	$600,000	.....
1st mort. ($500 each).....	1894	6 M&N	400,000	1904
Int. at Security Tr. & S. D. Co. (trustee), Camden.				
Other debts Jan., 1900.....	.....	.....	136,026	.....

ROAD—Jan. 1, 1900, owned 22·40 miles of track.

EARNINGS—In year ending Dec. 31, 1899, gross, $123,028; expenditures for repairs, $18,794; for superintendence, operation and management, $67,839; balance for year. $36,395; interest on bonds, $24,000.

OFFICERS—President, J. Willard Morgan; Secretary, T. P. Curley; Treasurer, W. J. Thompson.—V. 62, p. 232; V. 70, p. 1048.

CAMDEN & SUBURBAN RY.—A trolley road.

ORGANIZATION—Formed in 1896 to control the Camden Horse RR. (which is leased) and the West Jersey Traction Co. Capital stock issued to Jan. 1, 1900, $975,500; par, $25; paid in, $195,100; funded debt, $636,000; other debt, $133,040. Extension being built from Merchantville (through Maple Shade, Lenola and Moorestown) to Stanwick, to pay for which $100,000 bonds are to be issued.

EARNINGS—For year 1899 gross income from passengers, $296,471; from other sources, $33,338; total income, $329,809; operating expenses and repairs (including $155,918 extraordinary expenditures) $375,833; deficit, $46,024.

ROAD—Track, 17 miles; Camden Horse RR., leased, 30 m.; total, 47 miles.

President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, S. T. Corliss: Treasurer, H. Lippincott.—V. 62, p. 682.

(1) CAMDEN HORSE RR.—A trolley and horse road.

ORGANIZATION—Incorporated March 23, 1866. In April, 1896, control was acquired by the Camden & Suburban Ry., which leased the road from April 1, 1896. Rental, etc., received in 1898, $45,600, from which paid 18 p. c. on stock.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock ($25) paid in.....	.....	See text.	$250,000	See text.
1st mortgage.....	.....	5	250,000	1909
1st cons. M. ($500,000) ($500).....	1892	5 M-N	250,000	May 1, 1912

Interest payable at New Jersey Trust Company, Camden, N. J

Dividends—1892, '93, '94 and '95, 8 p. c. per an.; '96, 14 p. c.; '97, 16 p. c.; '98, 18 p. c.; '99, 18 p. c.

ROAD.—Jan. 1, 1900, had 30 miles of track. Cost of road and equipment to that date, $1,098,946.

OFFICERS—President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, Samuel T. Corliss; Treasurer, G. G. Browning.—V. 62, p. 682.

(2) WEST JERSEY TRACTION CO.—

Owned by the Camden & Suburban Ry. Stock, $65,000. Miles of track, 3·19 Franchise granted by city in 1894.—V. 62, p. 682.

CAMDEN & TRENTON RAILWAY—Trolley.

ORGANIZATION.—This is the Monmouth Traction, name changed as above in October, 1899. Owns the entire capital stock of the Cinnaminson Electric Light, Power & Heating Co., which supplies the towns of Beverly, Delanco, Riverside, Riverton and Palmyra with

light. Also owns 85 per cent of the capital stock of the Bordentown Electric Light & Motor Co., which supplies light to Bordentown and vicinity. The bonds below, besides being a first mortgage on the road between Camden and Trenton, are further secured by a deposit of the holdings of the stock of these two companies.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, full paid (100).	.....	.....	$1,000,000	.....
1st M. g., $750,000 ($500 and $1,000)	1899	5 g M N	see text	Nov. 1, 1929

Int. at Provident Life & Tr. Co., Phila., trustee.

The bonds are issued as construction progresses.

ROAD—In June, 1900, was operating the electric light plants and 6 miles of road; the remainder of the line between Camden and Trenton was under construction. By a contract which this company has with the Camden & Suburban, its cars will run direct to the Philadelphia Ferry at Market Street.

OFFICERS—President, H. V. Massey, Philadelphia; Sec'y and Treas., M. B. Perkins, Riverside, N. J.—V. 69, p. 955; V. 70, p. 279.

CANANDAIGUA, N. Y.

POPULATION 1890 WAS 5,868; IN 1880 WAS 5,727; AND IN 1870 WAS 4,862.

CANANDAIGUA ELECTRIC-LIGHT & RR.—

ORGANIZATION—Chartered in 1888. Owns and operates an electric-light plant and 4 miles of street road, and owns majority of stock of the Canandaigua Gas Light Co., all of which properties are covered by its bonds. The railroad is in operation during only 9 mos. of the year.

In May, 1899, George S. Hull took possession as trustee for the bondholders. In June, 1900, the purchasers of the property incorporated the Ontario Light & Traction Co., with $100,000 capital, as successor.

STOCK & BONDS—	*Date.*	*Interest.*	*Oustand'g.*	*Maturity.*
Stock	....	....	$150,000	....
1st mort., gold ($500 each)	1897	6g. J-J	160,000	1927

Trustee, Rochester Tr. & S. D. Co., Roch., N. Y.

ROAD—Owns 3 miles of track; 44-lb. rail on 3 miles, 36-lb. on 1 mile; 5 cars and 3 motors. EARNINGS—For years ending June 30: In 1899, gross income, $4,874; net, $1,495; in 1898, gross income, $5,531; net, $210. These figures cover only the railroad business, which forms but a part of the company's total business.

OFFICERS—Pres., T. H. Fearey; Sec., H. B. Ferguson; Treas. & Man., J. H. Pardee; V. 70, p. 1194.

CANTON, O.

POPULATION 1890 WAS 26,189; IN 1880 WAS 12,258; AND IN 1870 WAS 8,660.

CANTON-MASSILLON ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1892, and absorbed the Canton Street Railway and the Lake Side Street Railroad companies.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k, $525,000 ($100)	.....	.....	.....	$525,000	.....
Canton Street Ry. 1st currency	5	.....	6 M - N	225,000	.....
Canton-Massillon 1st M., $300,000, g...c	13½	1893	6 g. M-N	$118,000	Nov. 1, 1912

Interest at National Bank of Commerce, Boston.

Interest at Cent. Trust Co. (trustee), N. Y. City.

BONDS—The Canton-Massillon mortgage is a first lien on the interurban and the Massillon divisions. Neither issue is subject to call.

ROAD—Company in Jan., 1899, owned street railway in the cities of Canton and Massillon and an interurban line between, connecting them. Total track reported as 21 miles. Rails 40 to 60 lb., being girder in the cities and T rails on the interurban division.

OFFICERS—President and Treasurer, Wm. A. Lynch, Canton, O.

CAPE MAY, N. J.

POPULATION 1890 WAS 2,136; IN 1880 WAS 1,699 AND IN 1870 WAS 1,248.

CAPE MAY DELAWARE BAY & SEWELL'S POINT ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A consolidation in 1892. The road is operated only from May 15 to Sept. 15 of each year. Leased in 1896 to Cape May Transportation Co., J. Henry Edmunds, President, at annual rental of $7,500. In Dec., 1899, application made by the city of Cape May for a receiver because of the non-payment of taxes was denied becauset Vice-Chancellor Reed thought proceedings should be by suit against the company or against J. Henry Edmunds, the surety.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock paid in (par $50)	.....	.....	$150,000	.....
1st mort. ($150,000)...cur.	1893	(text) F-A	150,000	Feb. 1, 1923

Interest was reduced to 5 per cent for 5 years from Feb. 1, 1896. In 1894 and 1895 but one interest payment was made by mutual consent of bondholders. Trustee is N. J. Trust & S. D. Co., Camden, N. J.

ROAD—Operates 7½ miles of track in city of Cape May and extending to Cape May Point and Sewell's Point.

EARNINGS—For year ending Dec. 31, 1899, gross, $13,421; expenses, $15,499; deficit, $2,078.

OFFICERS—President, G. G. Browning; Secretary, John J. Burleigh; Treasurer, Benj. C. Reeve. Office, Camden, N. J.

CARBONDALE, PA.

POPULATION 1890 WAS 10,833; IN 1880 WAS 7,714: AND IN 1870 WAS 6,393.

CARBONDALE RAILWAY CO.—For statement of this company, see Scranton Railway, under Scranton, Pa.

CATSKILL, N. Y.

POPULATION IN 1890 WAS 4,920; IN 1880 WAS 4,320.

CATSKILL ELECTRIC RY.—Chartered March 15, 1897. Owns a franchise in Catskill village, but has only built enough track to comply with the law. Stock, $30,000, authorized by RR. Commissioners in Aug., 1898, to be increased to $400,000, and a certificate to that effect filed May 2, 1899. Outstanding $10,000. Company in 1899 also filed a mortgage for $400,000 to the Hamilton Trust Co. of Brooklyn as trustee to secure an issue of 5 per cent bonds; interest J.-J., due May 1, 1949. Road is to be extended from Catskill to Windham, Cairo, and other villages in Greene and adjacent counties, making a line 16 miles long. No work done up to June, 1900. President, Wm. E. Stewart, Harrisburg, Pa.; Secretary and Treasurer, W. C. Wood, President of the New York Switch & Crossing Co., Hoboken, N. J.—V. 68, p. 870.

CEDAR RAPIDS, IOWA.

POPULATION IN 1890 WAS 18,020; IN 1880 WAS 10,104 AND IN 1870 WAS 5,940.

CEDAR RAPIDS & MARION CITY RY.—

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	.....	$316,000	.....
1st M. $250,000 $1,000 c.	13·84	1891	5 J-J	165,000	July 1, 1931

Int. at American Loan & Tr., *Trustee*, Boston.

ROAD—Owns road in operation 12·04 miles in length, extending from Cedar Rapids, Iowa, to Marion; second track, 1·46; sidings, ·34; total of all, 13·84 miles. Rails 45 and 58-lb. T and girder.

OFFICERS—President, P. E. Hall; Vice-President, Secretary and Treasurer, John S. Ely.

CHAMPAIGN, ILL.

POPULATION 1890 WAS 6,619; IN 1880 WAS 5,103; AND IN 1870 WAS 4,625.

URBANA & CHAMPAIGN RAILWAY GAS & ELECTRIC CO.—

This property was sold May 1, 1899, to a syndicate represented by W. B. McKinley, of Champaign, who originally owned the road. Stock increased in July, 1899, from $250,000 to $500,000.

ORGANIZATION—A consolidation in 1897 of Urbana & Champaign Electric St., Cham. Elec. L. & P., Cham. & U. Gas L. & Coke and West End Park Co. Population of Champaign in 1896 was said to be 10,000; of Urbana, 7,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $500,000	.....	.....	$500,000	.....
U. & C. Ry. G. & E. M., $250,000, g., s. f., $8,000 yr. June 1, 1900 and after ($1,000). c*	1897	5g. J-D	250,000	June 1, 1917

Int. at Ill. Tr. & Sav'gs Bank, Chicago, trus., or at Chase Nat. Bk., N. Y. City.

Consol. mtg. 30-year ($500,000 auth.)	1899	5	$185,000	July 1, 1929

Of the new issue of $500,000, $250,0 0 are reserved to retire first bonds, $65,000 set aside for future needs, and remaining, $185,000 issued.

ROAD—Operates 9 miles of track.—V. 69, p. 232.

OFFICERS.—President and Mgr., W. B. McKinley, Champaign, Ill.; Vice-Pres., Geo. F. Duncan, Portland, Me.; Secy. and Treas., Edward Woodman, Portland, Me.

CHARLESTON, S. C.

POPULATION 1890 WAS 54,955; IN 1880 WAS 49,984; AND IN 1870 WAS 48,956.

CHARLESTON CONSOLIDATED RY. GAS & ELECTRIC CO.—

ORGANIZATION—Organized February 21, 1899, as a consolidation of the Charleston City Ry. and Charleston & Seashore RR. under Special Act of South Carolina Legislature, granting a perpetual charter and gas and electric-light powers. Also owns the capital stock of the Charleston Gas-Light Co. ($698,150), and the Charleston-Edison Light & Power Co. ($100,000), and thus controls the whole field of light and transportation in Charleston. In April, 1899, bought for $25,000 the capital stock of the Mount Pleasant & Sullivan's Island Ferry Co. and for $4,000 the franchise of the Middle Street and Sullivan's Island Railway. The following are the only securities on the property.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,500,000, par $50	....	.....	$1,500,000	.....
Charleston City 1st mort. ($1,000), $850,000, g'd.c.	1898	5 g. J-J	816,000	Jan. 1, 1923

Tax free. Int. at Mercantile Tr. & Dep. Co., Balt., trustee.

Bonds for $100,000 reserved for extensions and improvements.

Consol. M., g., $2,500,000, coupon	1899	5 g. M-S	1,664,000	Mar. 1, 1999

Int. at Balt. Trust & Guar. Co., Trustee.

Holders can also collect coupons from consols at Carolina Savings Bank, Charleston, if presented before the 10th of the month.

BONDS—Of the consol. 5s, $850,000 were reserved to retire the $850,000 City Ry. 1st 5s, of which $20,000 in March, 1900, still remained in the hands of the trustee to be issued for betterments, and $14,000 canceled under sinking fund and consols issued to company in substitution. The remaining $1,650,000 were taken by the Balt. Trust & Guar. Co., and sold by the latter in Feb., 1899.

EARNINGS—For year ending Feb. 28, 1900, gross, $439,921; operating exps., $280,743; net, $159,178. The annual interest is $124,000.

ROAD, ETC.—Owns 40 miles of electric road, of which 30 miles in Charleston and 10 miles from Mt. Pleasant (connecting by ferry with Charleston) to Sullivan's Island and Isle of Palms, a pleasure resort on the Atlantic coast, including land at Isle of Palms, ferry, etc. The company is consolidating all of its three power stations; both railway systems and light and power division are to be operated from same stations, the seashore division having been connected by submarine cable.

OFFICERS—President, Francis K. Carey, Baltimore; Vice-President, Philip H. Gadsden, Charleston; Secretary and Treasurer J. Bannister Hall, Baltimore; Gen. Manager, Nicholas S. Hill, Jr., Charleston; Auditor, P. J. Balaguer, Charleston. Offices, No 141 Meeting Street, Charleston.—V. 68, p. 186, 230; V. 70, p. 583.

CHARLOTTE, N. C.

POPULATION 1890 WAS 11,557; IN 1880 WAS 7,094; AND IN 1870 WAS 4,473.

CHARLOTTE ELECTRIC RY., LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Successor to the Charlotte Street Railway, whose charter was amended in March, 1895, and name changed as above. The road is operated by the Charlotte Consolidated Construction Co., which owns all the bonds. Population of Charlotte in 1896 was reported to be 20,700.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, par $50				$60,000 f. p.	
Char. St. Ry. 1st M., gold		1892	6g. J-J	100,000	Jan. 1, 1922

Interest at Mercantile Trust & Deposit Co. of Baltimore, Md., trustee. The bonds are not subject to call before maturity.

ROAD—Operates 5 miles of track.

ANNUAL REPORT.—For year ending Dec. 31, 1898, gross, $53,664; net, $27,765; interest charges, $6,000; balance, surplus for year, $21,764.

OFFICERS—President and Treasurer, E. D. Latta; Vice-President, E. B. Springs; Sec'y, J. L. Chambers.—V. 64, p. 329, 384; V. 66, p. 384.

CHATTANOOGA, TENN.

POPULATION 1890 WAS 29,100; IN 1880 WAS 12,892; AND IN 1870 WAS 6,093.

CHATTANOOGA ELECTRIC RAILWAY CO.

ORGANIZATION—Successor, 1896, of Chatt. Electric Ry. foreclosed. Reported consolidation of all the Chattanooga roads was in November, 1899, denied so far as this company is concerned.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock authorized, $645,000			$645,000	
1st con. M., $625,000, gold, not subject to call....c*	1898	5 g J-J Int. at Maryland Tr. Co., Balt., Trustee.	$576,000	Jan. 1, 1919

BONDS—Of the consol. 5s, $26,000 were immediately issued, $550,000 have been issued to refund the entire funded debt, bearing 6 per cent interest and $49,000 reserved for improvements.—V. 67, p. 1206.

ROAD—Has 32 miles of track on 25 miles of street. Considerable improvements made, many of the lines having been rebuilt. To be extended to Sherman Heights and to Rossville.

OFFICERS.—President and Treas., J. H. Warner; Vice-Pres. and Sec., Edwin Warner, Nashville, Tenn.—V. 67, p. 1206; V. 69, p. 78, 178.

CHATTANOOGA & LOOKOUT MT. RR.—Steam.

ORGANIZATION—A reorganization of the Chat. & L. M. Ry. Operated by and in connection with the Lookout Incline & Lula Lake Ry., operating a cable road from Chattanooga to the top of Lookout Mountain, 88 miles. No stock or bonds had been issued to June 1, 1900.

ROAD.—10 miles of track. Extensions proposed to Rock City & Lula Lake, 6 miles. That portion of the road on the summit of the mountain has been equipped with electric cars.

OFFICERS.—President, J. T. Crass; Auditor, Wm. A. Bird.

RAPID TRANSIT OF CHATTANOOGA.—Trolley.

ORGANIZATION.—Chartered in 1897 as the Chattanooga Rapid Transit. In March, 1898, leased from the Belt Ry. the exclusive right for 45 years to conduct passenger, mail and express traffic on 14 miles of the latter's lines, but in April, 1899, new lease made covering only mail and express business. In January, 1900, name changed to Rapid Transit Co. of Chattanooga.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $350,000 (par $100)			$350,000	
1st Mort., $300,000, gold ($1,000 each)....c*	1900	5 g. F-A Int. at Real Est. Trust Co., Philadelphia.	300,000	Feb. 1, 1925

Of the $300,000 new mortgage, $200,000 was used to retire existing bonds and $100,000 to complete and equip line to Chickamauga Park, etc.

ROAD.—On March 1, 1900, controlled and operated 16½ miles of railway, 4·85 ft. guage, fitted with 60 lb. T and 90 lb. girder rails, giving direct service from centre of Chattanooga to National Cemetery, Highland Park, Sherman Heights, East Lake, Rossville, Ga., and Chickamauga National Park, Ga. Extension of 5 miles is now under way to Alton, Forest Hill Cemetery, St. Elmo and Lookout Mountain.

OFFICERS.—President, S. W. Divine; Vice-President, G. W. Davenport; Secretary and Treasurer, W. B. Royster.—V. 70, p. 430.

SIGNAL MOUNTAIN RAILWAY—

ORGANIZATION—This is the old Chattanooga & North Side Street Ry., which was bought in by the bondholders and by them sold in 1900 to the Rapid Transit of Chattanooga. Owns 3½ miles main track and 1 mile sidings; leases North Chattanooga St. Car Co., 2½ miles main track and ¾ mile sidings; total track, including sidings, 7¾ miles.

CHESTER, PA.

POPULATION IN 1890 WAS 20,226; IN 1880 WAS 14,997; AND IN 1870 WAS 9,485.

Statement of Chester Traction will be found under "United Power & Transportation" at end of Philadelphia.

CHICAGO, ILL.

POPULATION 1890 WAS 1,099,850; IN 1880 WAS 503,185; AND IN 1870 WAS 306,605.

AURORA WHEATON & CHICAGO RAILWAY.—To be a trolley road.

ORGANIZATION—Incorporated in 1899 to build from Chicago to Aurora, Ill., via Wheaton, Ill. Company has secured 50-year franchises through Aurora, Wheaton and Glen Ellyn (suburbs of Chicago), also Cicero, and the right of way for nearly all of the proposed line, which is to be about 60 miles long. Stock authorized, $1,500,000.

OFFICERS—President, B. Mahler, Cleveland, O.; Treasurer, M. J. Mandelbaum, 1019 Garfield B'ld'g, Cleveland, O.; Secretary, Edward Dickinson, Chicago. Office, Chicago Title & Trust B'ld'g, Chicago, Ill.

CALUMET ELECTRIC STREET RAILWAY.—A trolley road.

RECEIVER—In May, 1897, control passed to the National Bank of Illinois, now in liquidation, (which holds $483,500 of the stock and $2,944,000 of the 5s of 1894) and a receiver was appointed. Edwin A. Potter in March, 1900, succeeded the late Gen. McNulta as receiver. The latter in May, 1898, was authorized to expend $60,000 in improvements, and in April, 1899, received authority to issue $850,000 more certificates, bearing 5 per cent interest, in part to pay off an indebtedness of $368,200, the rest for improvements. In July, 1899, Gen. McNulta, as receiver of the bank, was authorized to advance out of the funds of the bank the amount necessary to pay up the indebtedness of the railway; another order was made allowing the receiver to take up all the receiver's certificates heretofore issued.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., &c.*
Stock ($100) (see text)			$500,000	
Receivers' certificates	1897-8	6 p. c.	195,000	Red. at option
Do. (auth'rized $850,000)	1899	5 p. c.	(?)	
1st M., gold, red. at 110.	1892	6 g. M-S	51,000	Sept. 1, 1912
Cons. mort. ($3,000,000).	1894	5 g. M-N	2,949,000	Nov. 1, 1909

DEFAULT—Interest due May 1, 1897, on 5s of 1894 was not paid.

ROAD—Operates a road, mostly doubled-tracked, embracing in all 72 miles of track owned and 5 miles leased. This road connects with Cottage Grove Avenue Cable, Alley Elevated and Illinois Central, and reaches South Chicago, Pullman, West Pullman, Auburn Park, Burnside and Manhattan Beach. 78-lb. rails.

EARNINGS—7 months ending Dec. 31, 1898, gross, $128,030; operating expenses, $114,358; surplus, $13,672.—V. 67, p. 1002; V. 68, p. 1074; V. 69, p. 1063.

CHICAGO CITY RY.—Horse, cable and electric road.

ORGANIZATION—Incorporated in February, 1859, and has extensive surface road privileges in the south division of Chicago. In Feb., 1898, the Chicago City Ry. Rapid Transit Co. was incorporated with a capital of $1,000,000, to build an elevated road in Dearborn Street from the heart of the city to Thirty-ninth Street, to be used as a trunk line in bringing in the City Railway Company's trolley cars. In June, 1898, it was reported that the General Electric Ry. had been purchased for $950,000. V. 66, p. 1188.

Is understood to have acquired in 1899 the franchises of the projected Union Transit Co., but it seems unlikely that these franchises will be availed of.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last div., &c.*
Stock ($100) (see text)	.....	text, Q-M. 31	$13,000,000	June, 1900, 3%
Gen. M. $6,000,000 ($100) ($500) ($1000) 4½, currency....c*	1887	4½ J.-J. Trustee, C. L. Hutchinson.	4,619,500	Subject to call on 60 days notice.

STOCK—Amount of stock was placed at 100,000 shares of $100 each, with right to increase the same at pleasure of the company. January, 1896, $2,000,000 additional stock was authorized for building new electric lines, making total stock $12,000,000; of this, $1,000,000 issued July 2 and $1,000,000 on Oct. 2, 1896. See V. 62, p. 183. In Jan., 1898, it was voted to increase the stock to $14,000,000 to pay for the General Electric Ry. and provide for improvements. V. 66, p. 1188, 1236. Of the $2,000,000 new stock, $1,000,000 allotted to stockholders at par in proportion to their holdings was issued July 1, 1899. V. 68, p. 231, 1131. Another $500,000 also allotted at par is to be issued Oct. 1, 1900. V. 70, p. 1149. Stock outstanding will then be $13,500,000.

BONDS—The bonds outstanding are of the denomination of $100 $500 and $1,000 each and are secured by a general mortgage executed in 1887. The mortgage is limited to $6,000,000 and the bonds are due July 1, 1901, but subject to call any time on 60 days' notice.

DIVIDENDS—Usually 12 per cent, were in 1893, 24 per cent; in 1894, 12 p. c.; 1895, 15 p. c.; in 1896, 12 p. c.; in 1897, 12 p. c.; in 1898, 12 p. c.; in 1899, 12 p. c.; in 1900, March, 3 p. c.; June, 3 p. c.

ROAD, &c.—On Jan. 1, 1900, company operated 205½ miles of track, viz.: Cable road, 34¾ miles; electric, 169 miles; horse, 1¾ miles. Equipment Jan. 1, 1900: Cable cars (all open), 255; electric cars (445 open and 601 closed), 1,046; trail cars (338 open, 281 closed), 619, cars abandoned or for sale, 26; total, 1,946; horses, 195.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1899 was in V. 70, p. 174, and gave earnings, etc., as follows:

Year ending Dec. 31—	1899.	1898.	1897.
Gross earnings	$5,194,439	$4,832,806	$4,816,516
Op. expen. and taxes	3,325,677	2,926,490	2,908,982
P. c. op. ex. to earns	(64·02)	(60·55)	(60·84)
Net earnings	$1,868,762	$1,906,316	$1,907,534
Interest on bonds	$207,877	$207,877	$207,877
Reconstruction	50,000	90,000	50,000
Dividends (12 p. c.)	1,449,997	1,440,000	1,440,000
Balance, surplus	$160,888	$168,439	$209,657

NET EARNINGS FOR 9 YEARS.

1899.....$1,868,762	1896.....$1,831,658	1893.....$2,637,949
1898..... 1,906,316	1895..... 1,669,098	1892..... 1,591,510
1897..... 1,907,534	1894..... 1,425,934	1891..... 1,338,882

OFFICERS—President, David G. Hamilton; First Vice-President, Joseph Leiter; 2d Vice President, W. B. Walker; Treasurer, T. C. Pennington; Secretary, F. R. Greene; Auditor, C. N. Duffy; General Manager, Robt. McCulloch.

DIRECTORS—(Jan., 1900) Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, Arthur Orr, Wm. B. Walker, George T. Smith, Otto Young.—V. 67, p. 1206, 1308; V. 68, p. 86, 127, 129, 231, 725, 1131; V. 70, p. 174, 1095, 1149.

CHICAGO CITY RAILWAY TRANSIT CO.—

See CHICAGO CITY RAILWAY.

CHICAGO ELECTRIC TRACTION—Storage bat'y,

HISTORY.—Successor in Jan., 1898, to Englewood & Chicago Electric Ry., foreclosed per plan in V. 65, p. 728. On June 13, 1900, Charles Henrotin was appointed receiver on petition of the trustees of the 1st mortgage of 1899, on which no interest has ever been paid. V. 70, p. 1194. Motive power is to be changed from storage battery to overhead trolley.

NEW SECURITIES—	Date.	Interest.	Authorized.	Maturity.
Stock to be held 5 years in voting trust	.....	.....	$2,000,000	.....
1st mort., subject to call at 105, gold (see text)	1899	5 g. J-J	500,000	Jan. 1, 1929
	Manhattan Trust Co., N. Y., & J. Kean, trus.			
Consol. mort. incomes for 5 years	1899	5 A-O	2,000,000	Jan. 1, 1929

The holders of each of the old first mortgage bonds ($960,000) recognized as valid received in exchange per $1,000 bond, if subscribing $300 in cash: First mortgage bonds, $300; consolidated mortgage, $1,000; stock, $2,000. Both mortgages may be increased to any amount desired for new property, not in excess of $40,000 per mile for first mortgage.—V. 68, p. 231.

EARNINGS.—Calendar year 1899, gross, $83,838; operating expenses, $70,420; net, $13,418; in 1898, gross, $61,238; operating expenses, $53,204; net, $8,034.

ROAD—In Feb., 1900, 28 miles of track were in operation—from 63d St. to Blue Island. Cars began running Jan. 19, 1897. In Feb., 1899, had acquired 2 miles of old horse car track in the town of Harvey and let contracts for an extension of 5 miles from Blue Island to Harvey, which was put in operation on June 1, 1899, making total track 28 miles.—V. 68, p. 231.

OFFICERS—President, Isaac L. Rice, New York; Vice-President, Hoffman Atkinson, N. Y.; Sec. and Treas., J. S. Bache, N. Y.; Gen. Man., E. R. Gilbert, Chic., Ill.—V. 67, p. 1002; V. 68, p. 231, V. 69, p. 1063; V. 70, p. 175, 739, 1194, 1248.

CHICAGO & MILWAUKEE ELECTRIC RY.—A trolley road.

ORGANIZATION—Successor by purchase to Bluff City Electric St. Ry. which operated a road between Waukegan and North Chicago.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000	.....	.....	$1,000,000	....
1st M., $1,500,000, g. ($1,000 each) c	1899	5g. J.-J.	1,000,000	July 1, 1919
	Int. at Standard Trust Co., N. Y., & Clev. Tr. Co.			
	Clevel'd Trust Co. and Royal Trust Co., trustees.			

Of the $1,500,000 bonds authorized, $500,000 are held in reserve and can be used only to cover 75 per cent of the cost of extensions and improvements. V. 69, p. 178.

LATEST EARNINGS—For eleven months from July 1 to May 31, 1900, gross, $104,117; net, $57,173.

ROAD—Length, 30 miles. Entire line, from Waukegan to Evanston, was opened in August, 1899. It connects fifteen suburban towns, having an estimated population of 70,000, with Chicago. By arrangement with the Chicago Milwaukee & St. Paul, giving the use of the piece of road between Evanston and the Union Depot in Chicago, the company runs through trains from Chicago to Waukegan. A large portion of road is built on private right of way and there are no steam or electric crossings on the entire line.—See description of road in V. 67, p. 900.

OFFICERS—President, George A. Ball; Vice-President and Treasurer, A. C. Frost; Secretary, George M. Seward; Treasurer, J. W. Mauck; Gen. Supt., R. S. Ives.—V. 67, p. 900; V. 69, p 129, 178, 384. Office, 108 La Salle Street, Chicago.

CHICAGO GENERAL RY.—An electric road.

ORGANIZATION—Incorporated October 21, 1893, for 50 years. The West & South Towns St. Ry. (formerly leased) was purchased in May, 1896, and consolidated. BONDS ($500 and $1,000 each) authorized $3,000,000, reduced from $10,000,000 in Dec., 1896.—V. 63, p. 1114.

On Sept. 7, 1899, instituted two-cent fares on its branch lines (selling 12 tickets for 25 cents), without transfer, however, to main line.

On April 14 President J. H. Witbeck filed a bill for the appointment of a receiver, and on the 17th Frank H. Sellers, of the Title Guaranty & Trust Co., Chicago, was appointed receiver. A reorganization committee consisting of James P. Black, Lyman M. Paine and Glenn E. Plumb, proposed that bondholders surrender one-half or more of their bonds for cancellation, accepting double the amount in stock. It was thought that from 30 to 50 per cent of the bonds could thus be retired. The May interest on the $1,154,000 of 1st mortgage 5s was passed, pending reorganization.

STOCK & BONDS—	Date.	Int., Etc.	Outstand'g.	Maturity, etc.
St'k, $10,000,000 (par $100)	.....	.....	$500,000	.....
1st M., $3,000,000, g. Red. aft. 10 yrs. at 105	1895	5g. M-N	1,154,000	Nov. 1, 1935
	Trus. is Merchants' Loan & Tr. Co., Chicago.			
W. & S. Towns, 1st M., g...	16	1892 6g. F-A	164,000	Aug., '02-12

The mortgage trustee is the Northern Trust Company of Chicago.

ROAD—Owns 32 miles of track; extends from Lake Michigan along 22d St., etc.

EARNINGS—For year ending Dec. 31, 1898, gross, $119,738; net, $60,166; fixed charges, $55,202; bal., surplus for year, $4,964.

OFFICERS.—President, Glenn E. Plumb; Vice-President, J. P. Black; Sec'y and Treas., Charles L. Hull.—V. 66, p. 183; V. 70, p. 739, 841, 894.

CHICAGO & SOUTH SIDE RAPID TRANSIT RR.—("ALLEY ELEVATED")—SEE SOUTH SIDE ELEVATED.

CHICAGO UNION TRACTION.—Cable and electric.

ORGANIZATION.—Incorporated in Illinois June 3, 1899, by the Elkins-Widener Whitney syndicate and purchased for $10,000,000 cash the holdings of stock of Chas. T. Yerkes in the West Chicago and North Chicago roads. These holdings consisted of $3,200,000 West Chicago stock and $2,000,000 North Chicago stock. Subsequently the two systems were leased, the West Chicago for a yearly rental equal to 6 per cent on the stock and the North Chicago for a rental equal to 12 per cent on the stock, the leases being dated June 1, 1899. By a tripartite agreement entered into on the same date the Union Traction Company's holdings of stock of the two roads are to remain in trust with the Illinois Trust & Savings Bank of Chicago "for all time" as security for the leases.—See V. 68, p. 1131.

On April 14, 1900, negotiations for the acquisition of the Chicago Consolidated Traction were consummated. The Union Traction paid $45 in bonds of the Chicago Consolidated Traction bearing 4½ p. c. interest and guaranteed by Union Traction and $1 50 in cash for each share of the consolidated company's stock. In April, 1900, it was reported that $13,500,000 of the total issue of $15,000,000 stock of the Consolidated Traction had been turned over under this plan.—V. 70, p. 791.

STOCK AND BONDS.—The $12,000,000 preferred stock was subscribed for at par, a bonus of 50 per cent, however, being given in common stock.—V. 68, p. 1225. There was thus $2,000,000 cash left after the payment of $10,000,000 to Mr. Yerkes, and this $2,000,000 is to be spent for improvements and extensions of the lines acquired.

In December, 1899, both issues of stock were listed on the New York Stock Exchange. V. 69, p. 1299.

	Date.	Rate.	Outstanding.	Divid's.
Stock, com., $20,000,000, par $100	....	....	$20,000,000	.....
Stock, pref. 5 p.c., $12,000,000, par $100, cumulative	....	....	12,000,000	April, 1900, 1¼%

DIVIDENDS—Dividends of 1¼ p.c. were paid on preferred shares Oct., 1899, and Jan. and May, 1900.

EARNINGS—For eleven months ending May 31 gross reported as $6,804,941 in 1900, against $6,404,443 in 1899.

OFFICERS.—Chairman of the Board, Jesse Spalding, Chicago; President, John M. Roach, Chicago; 1st Vice-President, R. A. C. Smith, New York; 2d Vice-President, Walter H. Wilson, Chicago; Secretary and Asst. Treasurer, Markham B. Orde; Treasurer, James H. Eckles; Directors: John M. Roach, Chicago; P. A. B. Widener, Philadelphia; H. B. Hollins and R. A. C. Smith, New York; C. K. G. Billings, Charles L. Hutchinson, W. H. Wilson, James H. Eckles, William Dickenson and John V. Clarke, Chicago.—V. 68, p. 725, 928, 976, 1075, 1131, 1225; V. 69, p. 78, 228, 384, 441, 1103, 1147, 1247, 1299, 1300; V. 70, p. 791, 1095.

(1) CHICAGO CONSOLIDATED TRACTION.—Electric roads.

On April 14, 1900, the directors of this company authorized agreement for the absorption of the company by the Chicago Union Traction. The latter company paid $45 in Chicago Consolidated Traction bonds, guaranteed by the Chicago Union Traction, and $1 50 in cash for each $100 of stock. V. 70, p. 791.

ORGANIZATION—The Chicago Consolidated Traction was organized in Feb., 1899, to unite the suburban leased lines of the North Chicago and West Chicago systems. It acquired the stock of the following roads (V. 68, p. 769).

Name.	Stock Outstand'g. $	—Trac. Stk. Iss. Therefor.— Rate. %	Amount. $
Chicago Electric Transit	1,500,000	250	3,750,000
North Chicago Electric	2,000,000	175	3,500,000
Chicago North Shore St. Ry	Leased to North Chicago Electric.		
North Side Electric	1,500,000	200	3,000,000
Evanston Electric	1,000,000	50	500,000
Cicero & Proviso	2,500,000	62	1,550,000
Ogden Street Railway	2,000,000	55	1,100,000
Chic. & Jefferson Urban Transit	2,000,000	55	1,100,000
	12,500,000		14,500,000

In addition, $500,000 of Chicago Consolidated Traction stock was sold for cash, making with the foregoing the full total of $15,000,000 stock outstanding. Stock is listed on the New York Stock Exchange.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
Stock, $15,000,000	.....	.....	$15,000,000	... .
New 1st mortgage gold $6,750,000	1899	4½ J-D	6,750,000	Dec. 1, 1939
	Int. at Equitable Tr. Co., Chicago, Trustee,			

Interest and principal guaranteed by Chicago Union Traction.

The new bonds for $6,750,000 are guaranteed, principal and interest, by the Chicago Union Traction. The Chicago Consolidated Traction when it was organized assumed the bonds of the constituent companies (which it agreed to guarantee) and also the lease of the Chicago North Shore Street Railway under which 6 per cent dividends are paid on the $650,000 stock of the latter. The statement to the New York Stock Exchange under date of March 27, 1899, showed that the mortgage indebtedness of the constituent companies assumed aggregated $6,085,000, including the $650,000 stock of the Chicago North Shore Street Railway. Below is the debt of the constituent companies in detail. By the terms of the several trust deeds of these mortgages, no additional bonds can be issued except for construction, and then for only 75 per cent of the actual expenditure therefor.

Obligations of Subsidiary Companies.

CHICAGO ELECTRIC TRANSIT.

BONDS—	Date.	Interest.	Outstandng.	Maturity.
1st M., guar., no option...	1894	6 F-A	$1,097,000	Aug. 1, 1914

Interest is payable at office of trustee, the Illinois Tr. & Savings Bank.

This mortgage provides for the issue of $2,000,000 bonds at not exceeding the cost of improvements, extensions, etc., and for additional bonds at not above 75 per cent such cost. Of the $1,097,000 issued, $842,000 are guaranteed by the West Chicago Street RR. and $255,000 by the North Chicago Street RR.

CHICAGO & JEFFERSON URBAN TRANSIT.

	Date.	Interest.	Outstanding.	Maturity.
1st M., guar p. and i., West Chic. St. Ry., see text...	1895	6 M-N	$208,000	Nov. 1, 1915
	Interest at Chicago office.			

The first mortgage is for $2,000,000, but additional bonds may be issued for extensions, etc. Trustee, Illinois Trust & Savings Bank.

CICERO & PROVISO STREET RAILWAY.

	Interest.	Outstanding.	Maturity.
1st mortgage, 1889.....	6 M & N	$84,000	Nov. 1, 1904

Interest on 1st mortgage at Farmers' Loan & Trust Co., N. Y. City.

Consol. M., $2,500,000, 1895, g., $1,000, gu., W. Chic. St. R'way, end....	5g, M & N; Int'st at Ill. Trust & Sav'gs Bank, trustee.	$1,901,000	May 1, 1915

Consols of 1895 are reserved to retire the outstanding firsts and $500,000 for improvements at not exceeding 75 per cent thereof.

OGDEN STREET RAILWAY.

	Date.	Interest.	Outstanding.	Maturity.
1st M ($1,500,000).... gu.p&i, W. Chic., end.	1896	6 M-N	$750,000	May 1, 1916

Trustee is Illinois Trust & Savings Bank.

The supplemental mortgage, executed Jan. 22, 1898, limits the issue of bonds to $1,500,000. Additional 1st 6s can be issued only for 75 per cent of the cost of new construction.

EVANSTON ELECTRIC.

	Date.	Interest.	Outstanding.	Maturity.
Mort. for $1,000,000 currency.....	.....	6 F. & A.	$130,000	Aug. 1, 1916

Guar. by North Chicago Street Railway.

NORTH SIDE ELECTRIC STREET RAILWAY.

	Date.	Interest.	Outstanding.	Maturity.
1st M. cur., gu. p. & i. (end.) by No.Ch.St.RR.	1895	6 M-N	$155,000	Nov. 1, 1915

Trustee, Illinois Trust & Savings Bk., Chicago.

Interest is payable at Chicago office or the fiscal agency. The first mortgage provides for the issue up to $1,500,000 at not exceeding the cost of construction; further bonds can be issued at 75 per cent of cost of extensions and improvements. (See guarantee V. 62, p. 414.)

NORTH CHICAGO ELECTRIC RAILWAY.

	Date.	Interest.	Outstand'g.	Maturity.
1st M., $1,000,000 (not subject to call), gu. p. & i. end.	1894	6 F-A	$868,000	Aug. 1, 1914

Int. at Illinois Trust (trustee), Chicago.

The bonds are guaranteed, $688,000 by North Chicago, $180,000 by West Chicago Street RR.

CHICAGO & NORTH SHORE STREET RAILWAY.

	Date.	Interest.	Outstand'g.	Maturity.
Capital stock, 6 p.c. guar.	.....	6 Q.—J.	$650,000	....
1st M., $1,500,000, g., guar. p. & i. (end.) c*	1894	6g. A-O; Subj. to call at 105 any Apr. 1 after 1905	675,000	Apr. 1, 1912

The bonds, guaranteed by endorsement by the North Chicago Electric Railway, and the stock guaranteed 6 per cent per annum by the same company, are listed on the Chicago Stock Exchange.

Interest is paid in New York by Chase Nat. Bank and in Chicago at Illinois Trust & Savings Bank, Trustee.

EARNINGS.—Earnings of Chi. Consol. for 1899 not reported. Earnings of the constitutent companies for the year ending Dec. 31, 1898, are reported as follows: Gross, $1,026,780; net, $406,292; fixed charges, 337,458; balance, surplus, $68,834.

ROAD.—The property embraced in the constituent companies consists of 206 miles of single track electric street railway, located in the City of Chicago, the township of Cicero, and the City of Evanston, all in Cook County. The lines extend over the entire north, northwest, west and southwest sections of the City of Chicago and connect at their respective terminal points with the lines of the North and West Chicago Street RR. systems, over which passengers are carried originating on the lines of the Consolidated Traction and vice versa.

Rails are Johnston-girder, 75 to 85 lbs.; gauge 4 ft. 8½ in.

EQUIPMENT.—Motor cars, 269; trailer cars, 62; motor equipment 208.

OFFICERS AND DIRECTORS.—President, John M. Roach; Vice-President, Edwin S. Harwell; Secretary and Treasurer, C. F. Marlow. *Directors* (May, 1900)—John M. Roach, Edwin S. Harwell, C. F. Marlow, T. C. Hammond, J. A Rose and Paul O. Stenzland. *Transfer and General Offices*—54 Wall Street, New York, and 444 North Clark St., Chicago.—V. 68, p. 86, 330, 472, 722, **769**, 976, 1147, 1247, 1299, 1300, 1345; V. 70, p. 39, 429, 791, 1048.

(2) NORTH CHICAGO STREET RAILROAD.

ORGANIZATION—Incorporated under the laws of Illinois in 1886 "to construct, lease, purchase, or otherwise acquire horse, dummy and street railroads in Chicago and Cook County, Illinois." It controls the surface street railroad system in the North division of the city of Chicago, through the purchase in 1886 of 2,501 shares out of a total of 5,000 shares capital stock of the North Chicago City Railway Co., said road being leased for 999 years from 1886. Franchise 99 years from Feb., 1865. Annual payment to city for electrical franchise, $10,000; car license, $50 per car per annum, 13 trips per day to a car.

In February, 1899, all the suburban leased lines of the North Chicago and West Chicago systems were united under the name of the Chicago Consolidated Traction, which see above.

In June, 1899, the North Chicago was leased to the Chicago Union Traction for a yearly rental equal to 12 per cent on the stock.—V. 68, p. 1131.

STOCK AND BONDS—	Date.	Interest.	Outst'ding.	Last div. &c.
Stock ($10,000,000) ($100)	....	Q.—J	$7,920,000	12% per year.
1st mortgage ($500), &c. See text. Currency....	1886	5 J-J; Trus. Fide'y Ins. Tr. & Safe Dep. Co. of Phila.	3,171,000	1906-9-16
Certs. 5-20s ($100) etc., cur.	1895	6 J-J	1,260,000	1900-1915
N. C. City *Ry.* Co. stock....	....	30 Q-J	See text.	30% per year.
1st mort., cur'cy ($1,000)	1880	4 J-J	500,000	July 1, 1927
2d M. ($2,500,000) cur. Trustee, Ill. Tr. & S. Bk.	1887	4½ M-N; Subject to call at any time.	2,500,000	Nov. 1, 1927

Stock of N. Chi. City *Ry.* Co. not owned by N. Chi. St. *RR.* Co., $249,900 (par, $100), receives an annual rental of $30 per share. North Chicago City stock for $250,100 is owned by North Chicago Street RR.

Bonds—The N. C. St. R.R. mortgage provides for the issuing (by and with the consent of the trustee) of bonds for permanent improvements, in amount equal to 75 per cent of such improvements. To Nov., 1899, there had been issued: Dated July, 1886, due 1906, $1,500,000; July, 1889, due 1909, $1,250,000; Jan., 1896, due 1916, $421,000. The North Chicago City Ry. 1st mortgage for $500,000 was originally a 6 per cent issue, but when bonds fell due July 1, 1900, they were extended for 27 years at 4 per cent. See V. 70, p. 1195.

Has guaranteed $649,000 North Chicago Electric Ry. and $255,000 Chicago Electric Transit bonds; also North Side Electric St. Ry., $155,000 bonds, and Evanston Electric Ry., $130,000 bonds.

Stock—North Chicago Street stock for $1,100,000 was issued in January, 1896, of which $550,000 for part payment of extra dividend and $550,000 was offered to stockholders at par.—See V. 62, p. 41. In April, 1898, $1,320,000 additional stock was sold to stockholders at par to retire $500,000 certificates of indebtedness of 1891 (the $298,000 outstanding balance of which was called for payment July 1, 1900) and for extensions, etc. This increased outstanding stock to $7,920,000, of which $5,920,000 is held by the public and $2,000,000 in trust as above.—V. 66, p. 761, 811; V. 70, p. 46, 1195.

DIVIDENDS. per cent.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	8	11½	12	12	12	Below.	12	12	12

In 1896, 12 p. c. in cash, and 20 p. c. extra (10 p. c. in stock and 10 p. c. in 6 p.c. certificates of indebtedness).

ROAD—	Miles.		Miles.
Cable	18·12	Electric trolley	75·27
Horse	·94	Total track operated	94·33

ANNUAL REPORT—Now operated by Chicago Union Traction and no separate report made. Report for 1898 was in V. 68, p. 127, and gave earnings as follows:

Year ending Dec. 31—	1898.	1897.	1896.
Gross receipts	$3,015,323	$2,911,551	$2,913,710
Net earnings	$1,624,642	$1,591,625	$1,519,322
Int., rental, taxes, etc.	543,665	636,462	524,231
Dividends paid.	(12%)870,957	(12%)791,943	(12%)758,901
Balance, surplus	$210,019	$163,220	$236,190
Total surplus Dec. 31	.....	.....	$830,741

OFFICERS.—President, Daniel T. Hunt, Chicago; Secretary, F. E. Smith; Treasurer, M. B. Orde.—V. 67, p. 221; V. 68, p. 86, **127**, 330, 725, 928, 976, 1075, 1131, 1225; V. 69, p. 78; V. 70, p. 946, 1195.

(3) WEST CHICAGO STREET RR.—

ORGANIZATION—Incorporated July 19, 1887 under laws of Illinois.

LEASES.—Control of the *Chi. W. Div. Ry.* (96 miles track) was acquired through purchase of a majority of its shares (6,251) of capital stock, and the road leased for 999 years from Oct. 20, 1887, at an annual rental of $35 per share, the principal and interest of its bonds being assumed—see V. 65, p. 281. Of the *Chicago Passenger Ry. Co* (34 miles track) stock, the Chi. W. Div. Ry Co. owns a majority ($730,100), and the road was leased March 15, 1889; lease extended in 1897 for 50 years to the West Chicago Street RR. The West Chicago St. RR. Co. agrees to pay 5 per cent a year on capital stock of the Passenger Ry. Co. and to guarantee its fixed charges. The West Chicago formerly leased Cicero & Proviso St. Ry. and Ogden St. Ry., but these roads have now passed to the Chicago Consolidated Traction.

In Feb., 1899, all the suburban leased lines of the North Chicago and West Chicago systems were acquired by the Chicago Consolidated Traction, which see above.—V. 68, p. 86, 769, 1195.

In June, 1899, the West Chicago was leased to the Chicago Union Traction for a yearly rental equal to 6 per cent on the stock.—V. 68, p. 1131.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., &c.
Stock, $20,000,000 ($100).	text.	Q.-F.	$13,189,000	6% per year.
1st mortgage, $4,100,000, $1,000, s. f.....c	1888	5 M.-N.; Trustee, Illinois Tr. & Sav'gs Bank, Chicago.	3,896,000	May 1, 1928
Debentures, $1,000....c*	1894	6 J.-D.; Subject to call at par after 1899.	497,000	Dec. 1, 1914
Consol. M., $12,500,000g. ($1,000 each).....c*	1896	5g. M.-N.; Trustee, Cent. Tr. Co., N. Y. & G. Sherman.	6,219,000	Nov. 1, 1936
Subsidiary lines—				
W. Ch. St.RR. Tun. Co. 1st guar. p. & i.....end. c.	1889	5 F.-A.; Trustee, Illinois Tr. & Sav'gs Bank, Chicago.	$1,500,000	Feb. 1, 1909
Power house mortgages.	1888-9	5 p. c.	204,000	1928-9
Chi. W. D. Ry. Co. st'k	100.	.... $35 Q.-J. *zo*	See text.	35% per year.
1st mort. 4½s, ($1,000)..	1892	4½ J.-J.	4,070,000	July 1, 1932
Chic. Pass. Ry. Co. stock..	....	5	1,340,300	.....
1st mortgage, cur.....	1885	6 F.-A.	400,000	Aug. 1, 1903
Consols. $2,000,000 currency.....	1896	5 M.-N.; Trustee, Equitable Trust Co., Chicago.	1,600,000	Dec. 1, 1936

Interest is payable at company's office.

Bonds.—Of the $12,500,000 consols under the mortgage of November, 1896, $3,896,000 can be issued only on retirement of an equal amount of the outstanding first mortgage 5s, and $2,500,000 for improvements and extensions at 75 per cent of the cost thereof. In February, 1897, a sale of $6,000,000 of the consols was made to a syndicate; the proceeds were used to retire $2,000,000 debentures in April 28, 1897, and the floating debt, and bonds are reserved to retire the $612,000 debentures subject to call in 1900. The mortgage covers 202·7 miles of track, including West Chicago Street RR., 72·7 miles (owned); Chicago West Division Ry., 96 miles (leased), and Chicago Pass. Ry., 34 miles (leased). See V. 64, p. 176, 333, 472. Chicago Pass. Ry. consol. 5s are reserved to retire the 1st 6s.—V. 65, p. 235.

Stock.—Recent issues—April. 1, 1893, $1,000,000; Aug. 1, 1893, $1,100,000, and Nov., 1893, $1,089,000.

Chicago West Division Stock is $1,250,000, of which $625,100 is owned by the West Chicago Street Co., the remainder ($624,900) being guaranteed 35 per cent yearly under the lease. *Chicago Passenger Railway* stock $2,000,000, having been increased from $1,000,000 in 1896, but only $1,340,300 stock has been issued. The West Chicago St. RR. Co. guarantees under operating contract 5 p. c. on stock, of which $730,000 is owned by West Chicago.

GENERAL FINANCES.—Application dated June 29, 1897, for listing the stock and bonds on the N. Y. Stock Exchange was given in full in V. 65, p. 281, including general balance sheet of June, 1897, and detailed information regarding the leases and finances of the company.

DIVIDENDS— per cent..	1889.	1890.	1891.	1892.	1893.	1894.	1895 to May, '00
	5	5	6	7¼	9	9	6 per ann.

ROAD.—Owns 72·7 miles and leases 130 miles; total, 202·7 miles track, operated as follows: Cable, 30·4 miles; electricity 166 miles; horses, 6·6 miles.

Owned—	*Miles.*	*Leased—*	*Miles*
West Chicago St.	72·70	Chicago W. Div. Ry.	96·00
		Chicago Pass. Ry.	34·00

ANNUAL REPORT.—Report for 1899 included in Traction statement. Report for 1898 was in V. 68, p. 127, showing:

Years ending Dec. 31—	1898.	1897.	1896.
Gross earning	$4,031,903	$3,899,918	$4,018,948
Operating expenses	2,017,946	1,929,664	2,138,378
Net earnings	$2,013,957	$1,970,254	$1,880,570
Rental of leased roads	1,198,000	1,136,185	$493,408
Coupon interest			241,800
Other interest and taxes			280,907
Balance for dividends	815,957	$834,069	$864,455
Dividends paid	791,340	791,340	791,340
Balance	sur.$24,617	sur.$42,729	sur.$73,115
Total surplus Dec. 31	.....	.....	$1,795,733

OFFICERS.—President, Daniel T. Hunt, Chicago; Secretary, F. E. Smith; Treasurer, M. B. Orde.—V. 67, p. 221; V. 68, p. 86, 127, 330, 725, 928, 976, 1075, 1131, 1225; V. 69, p. 78; V. 70, p. 634.

GENERAL ELECTRIC RAILWAY.—

ORGANIZATION—On January, 18, 1896, obtained a twenty-year franchise for a system of lines from the Dearborn Station, south on Plymouth and Custom House Places, to Dearborn Street, and in February, 1897 additional franchises were granted, which, together with the first named cover 56 miles of track. In April, 1900, one mile of track was in operation from Dearborn Station south to Seventeenth Street. The company agrees to pay the city 5 p. c. of gross for second five years of franchise, 7½ p. c. for third five years and 10 per cent for last five years. In 1897 leased to Metropolitan Traction Co. for $5,000 yearly but lease since rescinded.

STOCKS & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $5,000,000	.....	.....	$5,000 000	.....
1st M., gold	1896	5 g. A-O	abt. 500,000	Oct., 1916

Mortgage authorizes a first issue of $3,000,000, then $2,000,000 for extensions, and additional amounts at 85 per cent of cost of still further extensions and improvements. Trustees, Title Guarantee & Trust Co. of Chicago and State Trust Co. of New York.—V. 66, p. 1188.

OFFICERS—President, J. D. R. Baldwin, New York City; Vice-Pres't Ferdinand Goss, Chicago; Secretary, Jos. D. Goodman, Chicago Superintendent, E. R. Gilbert, Chicago. Office, 324 Dearborn Street Chicago.

LAKE STREET ELEVATED RR.—An electric road.

ORGANIZATION—Chartered August 24, 1892. Debt has been mostly readjusted under plan of February, 1895 (in V. 60, p. 391), by which the Northwestern Elevated RR. Co. guarantees new debenture bonds. Operation by electricity was resumed Sept. 20, 1896.

As to liability of elevated roads for damages to adjoining property, see V. 70, p. 430.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity, etc.*
Stock, par $100	.....	.....	$10,000,000	.....
Gold debentures; p. & i. guar. by N. W. El.	1895	5 J-J	4,039,200	July 1, 1928
	Trustee, Northern Trust Co., Chicago.			
Ing. deben., g., non-cum., $500 & $1,000 bonds, c.	1895	5 Feb. 1	1,009,800	July 1, 1928
	Subject to call at 101 on any Feb. 1.			
Bonds not assenting to plan of 1895—				
1st M., not protesting. (See text)	1893	3(5) J-J	127,000	July 1, 1928
Do Ziegler bonds (text)	1893	—J-J	605,000	July 1, 1928
Bills payable Dec. 31,'98.	.....	.....	947,000	.....

Interest payable at Northern Trust Co.

Trustees of 1st mortgage were Farmers' Loan & Trust Co. of N. Y. and American Trust & Savings Bank, Chicago. In June, 1898, the Equitable Trust Co. was appointed in place of Farmers' Loan & Trust Co., the latter having been held incompetent to act, but case appealed to U. S. Court.—V. 66, p. 1237; V. 67, p. 75. On March 26, 1900, the U. S. Supreme Court decided that an injunction against proceeding to foreclose a mortgage in a Federal Court which has first acquired jurisdiction over the property cannot be granted by a State Court in which suit is brought for a removal of the trustee. It did not pass upon the question of the right of the Trust Company to act.

Note.—The total issue of old first mortgage bonds was $7,574,000, of which in 1900 $834,000 had not assented to readjustment plan of 1895. Of these last $102,000 were in the treasury, while $605,000 held by Mr. William Ziegler were until lately in litigation and receiving no interest; the balance, $127,000, was allowed to receive interest at 3 per cent per annum, or 60 per cent of face of coupons. Holders of first 5s who assented to plan received in exchange for their principal 60 per cent in guaranteed debentures and 15 per cent in incomes. The validity of the Ziegler bonds has been upheld. V. 70, p. 176, 687. In June, 1900, the Ziegler bonds were purchased by Blair & Co. for $610,000 (their face value), the accumulated interest, viz., $172,000, having previously been paid. This has ended the litigation and will allow readjustment of the company's finances.—V. 70, p. 1149.

Stock—In May, 1896, trust certificates representing Lake Street stock for $5,009,300 were offered to stockholders of Columbia Construction Co. at $18·90 a share; the stock itself will be held in a ten-year voting trust.—V. 62, p. 908.

Bonds—The gold debentures are secured by deposit of the old bonds with the Northern Tr. Co.; their p. and i. are guaranteed by the Northwestern Elevated RR. Co. When all the old bonds have been exchanged, they will be reissued to the extent of 60 per cent, and the balance canceled.

ROAD—Owns in Chicago a double-track elevated railway, Market Street from Madison Street to Lake Street, thence to the Western city limits, being 6 2-5 miles, equal to 14¼ miles of single track. Connects with Suburban RR. for traffic outside the city. V. 65, p. 236. Trains began running over the Loop line in March, 1897. In 1898 acquired franchise for 1 mile road elevated and 1½ miles surface, which will be built by the Cicero & Harlem Ry. Co. (which see below); this piece was opened April, 1899.

REPORT—Fiscal year ends Dec. 31. Report for 1899, V. 70, p. 174.

	1899.	1898.		1899.	1898.
Gross	$697,513	$633,403	Taxes	$13,743	$13,849
Oper. exp.	331,553	324,947	Int. charges	261,400	259,344
			Loop rental	87,177	61,954
Net revenue	$365,960	$308,456	Surplus	$3,640	def.$26,691

OFFICERS—President, D. H. Louderback; Vice-Pres., A. S Littlefield; Sec. and Treas., Howard Abel, 610 Royal Ins. Building, Chicago.—V. 68, p. 128; V. 70, p. 174, 176, 430, 687, 894, 1049, 1149.

CHICAGO & HARLEM RY.—Name changed from Cicero & Harlem.

ORGANIZATION—Chartered as an extension of the Lake St. Elevated.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$1,000,000	.....
1st mort., unlimited, $1,000 each	1899	5 M&N	220,000	May 1, 1939
	Equitable Trust Co., Chicago, Trustee.			

The first $1,000,000 of bonds are to be certified from time to time as new road is built; additional bonds to an unlimited amount may be issued for 75 per cent of the cost of roads built or acquired.—V. 68, p. 1074.

ROAD—One mile of elevated and 1½ miles of surface and incline road. Opened April, 1899. Also has the right conferred by the Cicero Town Board, to build an additional north and south line of about two miles. President, D. H. Louderback; Secretary, Howard Abel.—V. 66, p. 759; V. 68, p. 1074.

LOOP ROAD.—SEE UNION ELEVATED.

METROPOLITAN TRACTION CO.—

Organized in June, 1897, by parties interested in General Electric Ry. Has franchises for about 200 miles of streets in Cook County. No road constructed to latest dates. In Nov., 1898, the United Traction Co., with a capital stock of $500,000, was reported to be organized by parties interested in the Met. Traction.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $10,000,000	.....	.....	(?)	.....
1st M., $2,000,000, gold	1897	5 g. F-A	(?)	1917

Bonds, $1,000 each. Equitable Trust Co. trustee, and the State Trust Co. co-trustee.—V. 65, p. 27, 278.

METROPOLITAN WEST SIDE ELEVATED RAILWAY—An electric road.

ORGANIZATION—Organized in Illinois Jan. 16, 1899. Successor on Feb. 3, 1899 (per plan in V. 67, p. 126) to the *Railroad* Co. sold under foreclosure on Jan. 4, 1899. Extensions to Cicero, Proviso, Lawndale and Leyden are authorized by articles of incorporation. V. 68, p. 130.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity, etc.*
Com. stock (vot. trust).	.....	.....	$7,500,000	.....
Pref. st'k, 5 p.c. non-cum., $9,000,000	.....	.....	8,708,100	Feb. 28,'00, 2½
1st M., $10,000,000 ($1,000), gold	1898	4 g. F-A	9,458,000	Aug. 1, 1938
	c* Cent. Trust Co., N. Y., and G. Sherman, trus.			

The title to the common stock is vested for five years (unless in any one year during that period dividends of five per cent shall have been paid on the preferred stock) in Frederic P. Olcott, Walter G. Oakman and Samuel Thorne, as voting trustees, who shall vote only for directors receiving a majority vote of the preferred stock. The voting trustees shall not vote to create any lien or charge upon or for the lease or sale of the property of the company without the consent of a majority in amount of voting trust certificates.—V. 67, p. 789.

Has guaranteed $407,000 bonds of Union Consolidated Elevated.

In March, 1900, the New York Stock Exchange listed the bonds and the common and preferred stock.—V. 70, p. 737.

ROAD—From the Board of Trade Building westerly about 5¾ miles, with branches; total length of *road*, 14·75 miles; the first 1·67 miles are four tracks, the rest two tracks, making total track miles 31·17; also leases the Union Consolidated Elevated (½ mile) and has joint ease with other elevated roads of the Union Elevated or "Loop Line." Road began using loop in October, 1897. The road is operated by electricity. See. V. 58, p. 866. Right of way is largely owned in fee and mortgaged to secure the bonds; 65 motor cars, 184 passenger cars and 10 other cars. Gauge, 4 ft. 8½ in.

EARNINGS—For fiscal year ending Feb. 28, 1900:

Passenger earnings	$1,477,113
Miscellaneous earnings	47,001
Gross earnings	$1,524,114
Operating expenses	653,331
Net earnings	$870,783
Interest on balances and net rental of outside property	10,022
Total net income	$880,804

Charges: Rentals, $180,451; taxes, $50,819; special, $1,100; net applicable to bond interest and dividends, $648,435.

DIVIDENDS.—First div. on pref. stock, 2½ per cent, Feb. 28, 1900.

BALANCE SHEET OF FEB. 28, 1900.

Assets—		*Liabilities—*	
Road and equipment	$25,599,925	Preferred stock	$9,000,000
Betterments	46,207	Common stock	7,500,000
Cash	495,476	First mortgage 4s	10,000,000
Do for unassenting bonds and stock	26,461	Unpaid coupons	113,720
Accounts collectible	24,087	Int. accrued, not due	31,527
Material and supplies	23,057	Pay rol's	39,918
Insurance	6,816	Audited vouchers	38,948
Secur's in treas'ry—		Unaudited vouchers	7,775
First mortgage 4s	542,000	Taxes accrued	46,026
Preferred stock	291,900	Passenger balances	559
		Balance income acc't	277,457
Total	$27,055,930	Total	$27,055,930

OFFICERS—President, Dickinson McAllister; Sec. and Treas., George Higginson, Jr. Office, 169 Jackson Boulevard, Chicago.—V. 68, p. 40, 130, 282, 773, 1133; V. 69, p. 554; V. 70 p. 228, 328, 633, 737, 945.

NORTHERN ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1894 for 50 years. Capital stock is $50,000. 1st mortgage bonds dated 1894, due June 1, 1914, $50,000; trustee, Chicago Title & Trust Co. Owns 5 miles of track from 56th to 68th Streets on North Ave. Extension to Franklin Park planned.

In May, 1899, a controlling interest was acquired by Cleveland people.

OFFICERS.—Pres't, B. Mahler; Sec., G. W. McKisson; Treasurer, Edward Moore.—V. 68, p. 1077.

NORTHWESTERN ELEVATED RR.—

ORGANIZATION—This road was promoted by a syndicate headed by Blair & Co. of New York, who, in Dec., 1898, advanced $4,500,000 to build the road. Loan was secured by a deposit of all the stock and bonds of the company. On Dec. 29, 1899, a new mortgage was authorized as below and the previous mortgage canceled. With the proceeds the Blair loan was paid off March 1, 1900, thus releasing the holdings of stock, which were subsequently distributed among the shareholders of the Columbia Construction Co. Both classes of stock, however, have been lodged in a voting trust, as more fully stated in a subsequent paragraph. Stockholders of the Columbia Construction Co. had the right to take the bonds at 99.

All the right of way is owned in fee, except at street crossings. Road was to be completed Jan. 1, 1900, but Chicago Common Council (V. 70, p. 39, 76, 125,) granted extension of time to complete sub-structure to May 31, 1900, and to Jan. 1, 1901, for the building of stations. A payment of $100.000 was exacted for the extension. Road was formally opened for business on May 31, 1900. V. 70, p. 1049.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $5,000,000	.....	.....	$5,000,000	.....
Pf. stock, 5 p.c., $5,000,000	non-cum.		5,000,000	.....
1st M., $5,000,000 ($1,000), gold	1900	5g J-J.	5,000,000	Jan. 1, 1940
		c*	Int. at Illinois Tr. & Sav. Bank, Trustee.	

Bonds.—The full issue or any part of same can be called at 105 on any interest day.

Voting Trust.—Both the common and preferred stocks have been deposited with the Illinois Trust & Savings Bank, depositary, under voting trust agreement, vesting control of the company in the hands of the voting trustees, consisting of John J. Mitchell, Marshall Field and James A. Blair, until March 1, 1903. If at that time the full 5 per cent dividend on the preferred stock has not been paid for three consecutive years, the voting trust continues until dividends shall have been paid for three consecutive years on such stock.

Northwestern Elevated has guaranteed the debenture bonds of the Lake Street Elevated.

Columbia Construction Company.—Contract to build Northwestern "L" canceled in Jan., 1898. Construction Co. stockholders received in 1900 $4,000,000 each of "L" preferred and common, or about $93·74 of each class for each $100 of Construction Co. stock.—V. 68, p. 127, 131; V. 69, p. 744, 1013.

ROAD—The road starts at the intersection of Wilson and Evanston avenues, seven miles from the Court House, and has 5·52 miles of four-track, making 22 miles single-track. All superstructure is substantially completed. Right of way is all owned in fee, except at street crossings.

OFFICERS—President, D. H. Louderback; Vice-President, Clarence Buckingham; Sec. and Treas., Howard Abel. Directors.—Charles T. Yerkes, Chairman; Clarence Buckingham, John C. Walling, Charles Counselman, D. H. Louderback, W. W. Miller; John B. Dennis, of Blair & Co.—V. 66, p. 184, 189; V. 67, p. 737, 1264, 1357; V. 68, p. 127, 131; V. 69, p. 744, 1346; V. 70, p. 39, 76, 125, 329, 382, 687 946, 1049, 1150.

SOUTH CHICAGO CITY RAILWAY CO.—

ORGANIZATION—Incorporated May 31, 1883. Operates two lines from Jackson Park to 106th Street and the Indiana State Line. Hammond Whiting & East Chicago is controlled in same interest.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($2,000,000 auth.)	.....	.....	$1,603,800	.....
1st mortgage, currency	1890	5 J-J	50,000	July 1, 1910
1st mort. $5,000,000, gold	1893	5 g. A-O	1,513,000	Apr. 1, 1913
$1,000c*			Int. at Illinois Tr. & Sav. Bk., Trustee, Chic.	

ROAD—Owns 34 miles of track in Chicago and controls the Grand Crossing & Windsor Park RR. Co., 3 miles; total 37 miles. Rails 75 and 85 lbs. Hammond Whiting & E. C. Electric gives a line to Whiting, East Chicago and Roby (Ind.), and makes a direct route of 14 miles from 63d St. and Madison Ave., Chicago, to Hammond, Ind.

OFFICERS—President, D. F. Cameron; Vice-President, D. M. Cummings; Secretary, Treas., O. S. Gaither.—V. 67, p. 1002; V. 69, p. 1063.

SOUTH SIDE ELEVATED RR.—("ALLEY ELEVATED")—An electric road.

ORGANIZATION—Successor January, 1897, to Chicago & South Side R. T. RR. (foreclosed per PLAN V. 63, p. 1158).

ROAD—Owns elevated road in operation in Chicago upon a purchased right of way from Congress Street to Jackson Park, 8·56 miles of double and triple track; total single track, 19·44 miles. Operation of trains over the "Loop" (Union Elevated) began October 18, 1897. Electricity was introduced as motive power late in April, 1898.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $10,323,800	.....	.....	$10,323,800	J'ne, 1900, ¾%
1st mort., $1,500,000, red., see text; currency.	1897	4½	750,000	July 1, 1907
			Trustee, Ill. Tr. & Sav. Bank, Chicago	

Bonds.—Of the $1,500,000 authorized in April, 1897, $750,000 are to be held for future improvements and additions. Bonds are redeemable within five years from date at 105 and after five years at 102; denominations are $500 and $1,000—See V. 64, p. 843.

Dividend.—First dividend of 1 per cent (out of earnings for four months ending April 30, 1899) was paid May 1, 1899; then Sept. 1, 1 per cent; Dec. 30, 1 per cent. In 1900, March, ¾ p. c.; June, ¾ p. c. —V. 70, p. 481.

ANNUAL REPORT—For last two calendar years results are:

	1899.	1898.		1899.	1898.
Pass. earns..	$1,131,403	$944,927	Op. ex. & taxes.	$6· 9,932	$682,386
Other ear'gs..	38,977	33,403	Net receipts...	500,448	295,944
			Int. on bonds..	33,750	22,500
Gross rec'pts.	$1,170,380	$978,330	Dividends.....	306,672	.....

OFFICERS—President, Leslie Carter; Secretary and Treasurer, J. H. Glade; Auditor, Francis Williams. Office, 47 Congress St., Chicago.—V. 68, p. 228, 674; V. 70, p. 227, 430, 481, 248, 1250.

SUBURBAN RAILROAD—A trolley road.

ORGANIZATION—Incorporated under general railroad law of Illinois May, 1895.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,250,000	.....	.....	$1,250,000	.....
1st M., $3,000,000, gold.	1896	5g. M-S	1,250,000	Mar. 2, 1916
	Trustee is Chicago Title & Trust Co.			

Of the $3,000,000 bonds authorized, $1,250,000 were issued to build the road owned and to equip a portion of the leased lines with trolley. The remainder may be issued for extensions built and equipped at $50,000 per mile for double and $30,000 per mile of single track.

ROAD—Owns 33·5 miles of track, extending from terminus of Lake Street Elevated at 52d Street and Metropolitan Elevated at 48th Street, through city of Chicago, Cicero, Grossdale, La Grange, etc. Leases from the Chicago Terminal Transfer RR. (for 50 years) the Chicago Harlem & Batavia and Chicago & Southwestern roads to Harlem race track, Austin, Ridgeland, Oak Park, etc., 24 miles of track. Total track operated, 57·5 miles, all trolley except C. & S. W. tracks from Harlem to River Forest and along West 16th and 19th sts.

OFFICERS—President, John M. Roach; Secretary, C. S. Leeds.—V. 64, p. 331; V. 65, p. 236.

UNION ELEVATED RAILROAD—

ORGANIZATION—Incorporated Nov. 22, 1894, to build a loop road connecting the four elevated roads with business centre of city.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $5,000,000 (par $100)	.....	.....	$5,000,000	Mar., 190[illegible], 2
1st M., $5,000,000, gold.	1895	5g. A-O	4,387,000	Oct. 1, 1945

Interest at Chase National Bank, New York.

LEASE—Operated under contract by the four elevated roads. Rental is one-half a cent for each paying passenger carried over any portion of the respective lines, with a minimum aggregate rental equal at least to the amount of interest charges, taxes, expenses of operation and maintenance of the lessor company.—V. 65, p. 1127. See V. 66, p. 617, 762.

Dividends—First dividend of 4 per cent was paid Sept. 1, 1899. In March, 1900, 2 per cent was paid.

REPORT.—For fiscal year ending Nov. 30, 1899: Revenue from lessees, $382,318; other income, $3,315; int. on bonds, $218,237; expenses not borne by lessees, $21,621; balance, surplus, $145,775. In 1897-98, surplus was $118,763.

ROAD—The loop is 1·98 miles in length, double tracked (80-lb. rails), and runs on Lake St. to Wabash Ave., to Van Buren St., to Fifth Ave., to Lake St. Road opened Oct. 10, 1897. Trains of the Lake St., Metropolitan West Side, and South Side now operate over the loop.

OFFICERS—President, C. T. Yerkes; Vice-President, L. S. Owsley; Secretary and Treasurer, Howard Abel; General Manager, D. H. Louderback.—V. 66, p. 762; V. 68, p. 279, 284; V. 69, p. 492; V. 70, p. 585.

UNION CONSOLIDATED ELEVATED RY.—

ORGANIZATION—Formed in 1896 and built from Union Elevated at 5th Ave. west to Market St.; thence to the Metropolitan W. S. El.; operates ½ mile.

STOCK & BONDS—	*Date.*	*Int.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$1,000,000	.....
Series "A" 1st mort., gold, gu. p. & i. by Met. W. S. El.	1896	5 g M-N	407,000	Nov. 1, 1936
	Trustee, G. Sherman, V.-P't, Cen. Tr. Co., N.Y.			

Mortgage $1,000,000, of which $500,000 series A.—V. 63, p. 1065.

OFFICERS.—President, George E. Newlin; Vice-Prest., C. V. Weston; Sec. & Treas., H. Abel.

UNION LOOP.—See Union Elevated RR.

UNION TRANSIT CO.—A projected road.

ORGANIZATION.—In June, 1898, made application for a fifty-year franchise for about twenty miles of streets. Successor to the Great Lakes Transit Company, incorporated Aug. 7, 1883. In 1899 acquired by parties acting on behalf of City Railway. No work done and not expected that project will be revived.

CINCINNATI, OHIO.

POPULATION 1890 WAS 296,908; IN 1880 WAS 255,139; AND IN 1870 WAS 216,239.

CINCINNATI LAURENCEBURG & AURORA ELECTRIC STREET RR.—To be a trolley road.

ORGANIZATION—Incorporated in November, 1898, to build a line connecting Cincinnati with Aurora and Laurenceburg and with Rising Sun, thence to Madison, Ind., which will give a total length of 70 miles. Road is in operation from Anderson's Ferry at Cincinnati to Aurora, 30 miles. In July, 1889, capital stock was increased from $35,000 to $750,000.

STOCKS & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $750,000	.....	.....	(d)	... .
1st mortgage., $750,000 ($1,000)	1899	5	(d)	1919
	Un. Sav. Bk. & Tr. Co., Cincinnati, trustee.			

DIRECTORS—J. C. Hooven, President, of Hamilton, O., C. E. Hooven, G. H. Hilvey, F. D. Shaffer and Stanley Shafer; Treas. and Gen. Manager, C. E. Hooven, Hamilton.

CIN. NEWPORT & COV.—See COVINGTON, KY.

CINCINNATI STREET RY.—Electric and cable road.

ORGANIZATION.—Incorporated June 21, 1880, and in 1896 purchased Mt. Adams & Eden Park and Mt. Auburn roads.

STOCK & BONDS—	Par.	Interest.	Outstand'g	Last div., &c
Stock ($18,000,000)	50	5 Q.-J.	$17,095,500	Apr. 1900, 1¼
Mt. Adams & Eden Park In.:				
1st mortgage, currency		6 A.-O.	62,000	Oct., 1900
" " currency		6 A.-O.	100,000	Oct., 1905
Consol. mort., currency		5 M.-S.	515,500	Mch., 1906
Interest is payable at Franklin Bank, Cincinnati.				
Mt. Auburn Cable Ry.	8¼	1887 5 J.-D.	200,000	June, 1907
1st . assumed ..c*	Interest at Chemical Nat. Bank, N Y. City.			

Stock—Total authorized stock, $18,000,000, having been increased from $11,000,000 in August, 1896, for purchase of Mt. Adams & Eden Park and Mt. Auburn Cable roads, and for extensions.—V. 63, p. 188; V. 64, p. 610. In 1898 $656,000 new stock was issued at par, making $17,095,500 stock outstanding.—V. 66, p. 616. Stockholders vote July 25 to increase stock from $18,000,000 to $20,000,000.—V. 70, p. 1249.

DIVIDENDS—For many years to Apr., 1900, incl'e, 5 p. c. per annum.

ROAD—Company on July 1, 1899, operated 206·58 miles of track in the city of Cincinnati, Ohio, extending also to adjoining suburbs. Of this track 7 miles is cable; balance trolley.

EARNINGS—For calendar year 1898 earnings are reported by City Auditor of Cincinnati as gross, $2,723,702. The company does not make any public statement, but it is understood that in the year ending June 30, 1899, the road earned 6·21 per cent on the stock.

OFFICERS—Pres't and Gen. Man., John Kilgour; Secretary and Ass't Gen. Man., James A. Collins; Treas'r, R. A. Dunlap.—V. 66, p. 810; V. 70, p. 1249.

MILL CREEK VALLEY STREEET RR.—

ORGANIZATION—Name was changed in 1898 from Cin. Ham. Mid. & Dayton RR. Stock $1,000,000 common; outstanding, $337,500; preferred, 5 per cent cumulative, $750,000; dividends, J-J; outstanding, $280,000. V. 67, p. 530. No bonded debt in 1899.

ROAD—Owns 7½ miles of double track, of which 1½ miles between Zoological Gardens and Mitchell Avenue, Cincinnati, held under perpetual lease. Is to be extended to Hamilton. President, O. B. Brown, Dayton; Vice-President, H. H. Hoffman, Cincinnati; Secretary, George B. Kerper, Jr. V. 67, p. 530.

SOUTHERN OHIO TRACTION.—A trolley road.

ORGANIZATION—Chartered in Ohio. In Jan., 1900, was formed as a consolidation of the Cincinnati & Hamilton Electric Street Ry., Cincinnati & Miami Valley Traction Co. and Dayton Traction Co., giving a continuous line from Dayton to College Hill, a suburb of Cincinnati, 52½ miles, with an extension proposed northward from Dayton to Troy, making a total of 72 miles. V. 70, p. 177. M. J. Mandelbaum and others of Cleveland are the parties interested.

STOCK & BONDS—	Date.	Rate.	Outstand'g.	Maturity.
Stock, $2,000,000	....	.....	$2,000,000	.....
Southern Ohio's Trac. bonds, $2,000,000 ($1,000), gold, c*	1900	5 g. M-N	$1,050,000	May 1, '20
Interest at Clev. Trust Co., Trustee, or at Standard Trust Co., N. Y.				
Cin. & Ham. Elec. 1st g. ($500)	1898	6 g. J&J	$400,000	Apr. 1, 1918
$400,000. not subject to call. Int. at Am. Tr. Co., Cleveland, trustee.				
Loans Guaranteed by Cin. & Miami Valley Traction.				
Dayton Traction 1st M., g. ($1,000), int. guar..c*	1896	5g. J-J	250,000	July 1, 1916
Int. at Finance Co. of Penn., Phila., trustee.				
Debentures, gold, assumed	.....	6g. M-S	40,000	Mar. 1, 1913
S. f., $2,000 yearly, beginning July, 1898.				

Of the $2,000,000 Southern Ohio Traction bonds $650,000 are held in reserve to retire the Cin. & Ham. electric bonds and the Dayton Traction bonds, and $300,000 for extensions.

EARNINGS—5 mos. ending May 31. 1900.....Gross, $100,822; net, $44,271
1899.....Gross, 75,250; net, 22,515

ROAD—Extends from College Hill (a suburb of Cincinnati) to Dayton, 52½ miles. Extension from Dayton to Troy proposed.

OFFICERS—President, Will Christy; First Vice-Prest., M. J. Mandelbaum; Second Vice-Prest., H. Clark Ford; Sec. and Treas., F. T. Pomeroy. Gen. Man., F. J. J. Sloat.—V. 70, p. 177, 842, 895, 1049.

CLEVELAND, OHIO.

POPULATION IN 1890 WAS 261,353; IN 1880 WAS 160,146; AND IN 1870 WAS 92,829.

CLEVELAND CITY RAILWAY—

ORGANIZATION—Chartered in 1893. Known as "Little Consolidated."

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($100) $8,000,000.	.....	Q.-J.	$7,600,000	April '00, 1%
Cleve. City Cable Ry. gold, $1,000 c. & r. 1st M	1899	5g. J.-J.	2,000,000	July 1, 1909
Trustee is Central Trust Co., New York.				

EARNINGS—

Calendar year.	Gross.	Expenses.	Net.	Passengers.*
1899	$1,480,865	$859,914	$620,951	30,451,967
1898	1,222,163	746,291	475,872	25,089,438
1897	1,100,817	669,644	431,173	22,313 334
1896	1,131,863	669,095	462,768	22,916,513
1895	1,060,230	644,048	416,182	21,604,205
1894	923,552	631,575	291,977	19,334,862

*Not including transfers.

DIVIDENDS—For 1896 paid 2 p.c.; 1897, 2¼ p. c.; 1898, 3 p. c. (¾ p. c. Q-J); in 1899, Jan., 3¾ p. c.; in 1900, Jan., 1 p. c.; April, 1 p. c.

ROAD—The company operates 84 miles of track in the city of Cleveland and suburbs on 41 miles of streets, extending 6 miles east and west of city limits; electric lines, 72 miles; cable, 12 miles. Weight of rails, 82 and 98 lbs.

OFFICERS—President, M. A. Hanna; Vice-President, C. F. Emery; Secretary and Treasurer, J. B. Hanna.—V. 62, p. 363, 664.

CLEVELAND ELECTRIC RAILWAY.—

ORGANIZATION—Known as the "Big Consolidated."

Company suffered from a strike of its employes in June, 1899, which, after having been settled in that month broke out afresh in July and extended into August.—V. 69, p. 283. Boycott which had been instituted was declared off in October, 1899.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Latest div., etc.
Stock ($100)	.....	Q.-J.	$12,000,000	Apr. 1900, 1%
Bonds assumed—				
E. Cl. v. RR. 1st M ($1000)	1892	5 M-S	1,000,000	March, 1910
Interest at Central Trust Co., New York.				
Brooklyn St. 1st $1,000	1883	6 M-S	300,000	Sept. 1, 1903
do mort. 1890 $1,000	1890	6 M-S	300,000	Sept. 1, 1903
South Side 1st $1,000	1888	6 M-S	300,000	Sept. 1, 1903
Int. in Phila. at Fidelity Ins. Tr. & Safe Dep				
Cleveland Electric Railway—				
Con. M. ($1,000) gold. c* & r	1893	5g. M-S	2,450,000	Mch. 1, 1913
Int. at trustee, Central Trust Co., N. Y. City.				

DIVIDENDS—The quarterly dividend was passed in January, 1896; in April, 1896, paid ¾ p. c.; in 1897, 3 p. c..; in 1898, 3¼ p. c.; in 1899, 2¾ p. c. (October dividend having been passed on account of strike); in 1900, Jan., ¾ p. c.; April, 1 p. c.

BONDS—*Consols. of 1893* for $1,900,000 reserved to retire the bonds assumed. Bonds in excess of $3,500,000 (including the $1,900,000 reserved as above) cannot be issued except for 85 p. c. of the cash cost of extensions of mileage and increase of plant. The bonds are a first lien on the Broadway & Newburg system and on all extensions made and property acquired subsequent to the consolidation; they cannot be called before maturity.—V. 61, p. 749.

ROAD—The company operates in the city of Cleveland "an aggregate single track of about 96½ miles; practically all the lines are double tracked." Also operates about 10 miles of suburban track.

LATEST EARNINGS—5 mos., Jan. 1 to May 31. 1900...Gross, $791,977; net, $342.631
1899...Gross, 741,102; net, 315,633

ANNUAL REPORT—For the years ending December 31:

	1899.	1898.	1897.	1896.
Gross earnings	$1,511,825	$1,739,331	$1,632,020	$1,634,841
Net earnings	543,879	692,738	593,075	553,862

OFFICERS—President, Henry A. Everett; Vice-Prest., R. A. Harman; Secretary, F. S. Borton; Treasurer, E. W. Moore; Auditor, W. G. McDole; Purchasing Agent, C. W. Wason.—V. 63, p. 1146; V. 68, p. 129; V. 69, p. 283, 743, 851; V. 70, p. 632.

CLEVELAND ELYRIA & WESTERN RY.—A trolley road.

ORGANIZATION—A consolidation in June, 1900, of the Cleveland Berea Elyria & Oberlin Ry., Lorain County Street Ry. Co. and the Oberlin & Wellington Ry. M. J. Mandelbaum, of Cleveland, who is also connected with the Southern Ohio Traction Co., is interested.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $2,000,000	.....	.....	$1,400,000	.....
Cleve. & Berea 1st. M. g., Subj. to call Jan. 1, 1902 ($1,000)	1892	6 g J&J	73,000	Jan. 1, 1912
Int. at Savings & Trust Co., Cleve.- Trus.				
Cleve. & Elyria 1st M. on 18 m. ($500)	1895	6 M&N	200,000	May 1, 1915
Int. at Savings & Trust Co., Cleve, Trus..				
Elyria & Oberlin 1st M. on 9 miles ($500)	1897	6 F&A	100,000	Aug. 1, 1917
Interest at Cleveland Trust Co., trustee.				
Cl. Ber. Elyr. & O. con. M. $500,000, g. ($1,000 ea.)	1899	5g M&S	127,000	Mch. 1, 1919
Interest at Cleveland Trust Co., trustee.				
Cleveland Elyria & Western 1st M., $1,500,000 ($1,000), gold	1900	5g F&A	none	Aug. 1, 1920
Int. at Western Reserve Tr. Co., Cleveland, Trustee. May be called after 10 years.				

BONDS—Of the Cleveland Berea Elyria & Oberlin 5s dated March 1, 1899, $373,000 were reserved for the retirement at or before maturity of the divisional 6s to a like amount. Of the Cleveland Elyria & Western new 5s, $500,000 are to be reserved to retire prior liens.

ROAD—In May, 1900, was operating 36 miles of track extending from Cleveland to Berea, Elyria and Oberlin, with extensions of 9 miles (now under construction) from Oberlin to Wellington; 13 miles, from Elyria via North Amherst to Lorain; 6 miles (about completed), from Linndale to Puritas Springs, and a proposed line of 21 miles from Oberlin to Norwalk, gives a total mileage, when all lines are completed, of 86 miles.

OFFICERS—Prest., A. H. Pomeroy, Berea; Sec'y., E. F. Schneider; Treasurer, F. T. Pomeroy.—V. 63, p. 793; V. 68, p. 186; V. 70, p. 894, 995, 1249.

CLEVELAND & CHAGRIN FALLS ELECTRIC RAILROAD—A trolley road.

In June, 1899, new parties came into control, who elected the officers given below.

ORGANIZATION—Incorporated in December, 1895, to build and operate a passenger and freight road between Cleveland and Chagrin Falls, 14 miles, to furnish heat, light and power, and own pleasure resorts.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$300,000	.....
1st M., $200,000, g., red. aft. May 1, 1906 ($500) ....c*	1896	6 g. M-N	200,000	May 1, 1916
Int. at Guardian Trust, Cleve., trustee.				

ROAD—In June, 1900, had 15·2 miles of track, extending from city limits, Cleveland, to Chagrin Falls. Operates under contract the Chagrin Falls & Eastern Railroad, extending from Chagrin Falls to South Newbury, 10 miles. Extension under way from South Newbury to Middlefield, 8 miles, which is expected to be completed in July, 1900.

President, F. M. Stearns; Vice-President, M. G. Waterson; Secretary, A. G. Hutchison; Treasurer, C. E. Morganthaler. General Manager, R. L. Palmer.

(1) CHAGRIN FALLS & EASTERN ELECTRIC.

ORGANIZATION—Incorporated in 1898 as an extension of Cleveland & Chagrin Falls Electric RR., which operates it under contract.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stk, $3,000,000 (par $100)	....	Quarterly	$300,000	.....
1st M., $300,000, gold. ($500 each)	1898	6 g. M&N	(?)	May. 1, 1918
Int. at Guardian Tr. Co., Cleveland, O., Trus.				

Bonds are subject to call at par after 10 years.

ROAD—To extend from Chagrin Falls to Garrettsville, 12 miles of road; 24 miles of track. In May, 1900, track completed and in operation to South Newbury, 10 miles; also building 8 miles between South Newbury and Middlefield, expected to be completed in July, of 1900.

CLEVELAND & EASTERN RY.—Trolley

ORGANIZATION.—Incorporated to construct an electric road from Cleveland through Cuyahoga, Geauga and Ashtabula counties to the

Pennsylvania State line, between 60 and 70 miles. In Feb., 1900, was operating from Cleveland to Chardon, Burton and Middlefield, 46 miles.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,200,000 ($100)...	.....	.....	$1,000,000	.....
1st Mortgage $1,000,000 ($1,000 each).....	1899	5 J-J	775,000	July 1, 1929

Int. at Clevel. Tr. Co., Trustee, Cleveland. or Standard Trust Co., New York.

President, H. P. McIntosh; Vice-President, H. A. Sherwin; Secretary and Treasurer, E. G. Tillotson.—V. 69, p. 955; V. 70, p. 995.

CLEVELAND MEDINA & SOUTHERN ELECTRIC RAILWAY—To be a trolley road.

ORGANIZATION—Incorporated in October, 1897, to build to Cincinnati via Columbus. In October, 1899, secured an extension of time from County Commissioners. Stock authorized, $750,000; bonds authorized, $500,000.

CLEVELAND PAINESVILLE & EASTERN RAILROAD—A trolley road.

ORGANIZATION, ETC.—Incorporated April 25, 1895. Road completed in August, 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000; par $100	.....	.....	$1,500,000	.....
1st Mort., gold, $500,000, ($1,000 each).....c*	1896	5 g. A-O	500,000	Apr. 1, 1916
Debentures $500,000.....	1897	6 J-J	445,000	July 1, 1907
Con. Mtg., $500,000.....	1899	5 A-O	350,000	.....

Interest at State Trust Co., N. Y.

Int. at Dime Sav. & Bkg., Clev., trustee.

Trustees of 1st mortgage are State Trust Co., N. Y., and Cleveland Trust Co., Cleveland, O. Bonds authorized at $25,000 per mile.

ROAD—Owns road from Euclid, Ohio, to Painesville, 18·87 miles, and uses Cleveland Electric Ry. from Euclid to Public Square, Cleve., 10 miles; "Shore Branch" (Willoughby to Cleveland, built in last half of 1898), 14·39 miles; total track (including 4½ miles of double), 37·76 miles. Rails 68-lb. girder on old line and 70 lb. T on Shore Branch. 23 motor cars. Power house is at Willoughby.

LATEST EARNINGS—4 months Jan. 1 to Apr. 30. 1900.....Gross, $31,595; net, $9,813
1899.....Gross, 27,993; net, 7,232

OFFICERS—President, C. W. Wason; Vice-President, J. A. Biedler; Treasurer, E. W. Moore; Secretary, F. S. Borton. Directors (January, 1900)—Henry A. Everett, I. N. Topliff, W. F. Carr, Fred. Storm, C. W. Wason, E. W. Moore and J. A. Beidler.—V. 63, p. 356, 458; V. 64, p. 284; V. 67, p. 1356.

LORAIN & CLEVELAND RY.—

ORGANIZATION—Chartered in 1895. Owns 19 miles of trolley over private right of way between Rocky River and Lorain and running to Public Square, Cleveland, on Cleveland City Ry. Power house is at Avon Beach Park, using water from Lake Erie.

STOCK & BONDS—Capital stock, $1,000,000 (increased from $500,000 in Aug., 1897; par $100); outstanding $700,000; $300,000 held in trust, with a like amount of bonds, to be issued only for extensions, additional equipment, etc. First mortgage authorized, $1,000,000 of 5 p. c gold bonds; $700,000 issued, dated July 1, 1897, due 1927, optional after July 1, 1917; $1,000 each, J & J. Trustee, Cleveland Trust Co.; interest there or at Colonial Trust Co., N. Y. Half a million of the bonds were offered for sale in Feb., 1899 by E. H. Gay & Co. of Boston and the Canadian Bank of Commerce; and in Jan., 1900 Messrs. Townsend, Scott & Son of Baltimore, offered $100,000.

LATEST EARNINGS—4 months Jan. 1 to Apr. 20. 1900...Gross, $23,803; net, $10,738
1899...Gross, 22,410; net, 10,026

EARNINGS—For year ending Dec. 31, 1899, gross, $95,374; net, $58,742; int. on 1st mortgage bonds, $35,000; surplus, $23,742. For year ending Dec. 31, 1898, gross, $73,037; net, $39,372.

President, B. Mahler; Secretary, James B. Hoge; Treas., E. W. Moore.—V. 68, p. 85, 380.

COHOES, N. Y.

POPULATION 1890 WAS 22,509; IN 1880 WAS 19,416; AND IN 1870 WAS 15,357.

COHOES CITY RAILWAY.—A trolley road.

ORGANIZATION—Chartered July 20, 1894, and controlled by the same interests as the United Traction Co. of Albany, with which connection is made; 2⅓ miles of its track was leased to Albany Ry., now forming part of the United Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par, $20).....	.....	2% yr.'95-6	$50,000	.....
1st M., gold, $50,000.....	1895	6 g., J-J	50,000	July 1, 1905
2d M., gold.....	1896	6 g., J-J	35,000	May 1, 1906

Year ending June 30, 1899, gross, $28,143; def. under charges, $8,122. In 1895-96 gross, $27,083; net, $8,350; interest and taxes, $3,169; dividends (2 per cent), $1,000; balance, surplus, for year, $4,181.

ROAD—Track, 6·35 miles.

OFFICERS—President, John W. McNamara, Albany, N. Y.; Vice-Pres., Ralph Hornby, Cohoes; Sec. and Treas., T. I. Van Antwerp, Park Bank, Albany; Gen. Man., E. S. Fassett, Albany.

COLORADO SPRINGS, COL.

POPULATION 1890 WAS 11,140; IN 1880 WAS 4,226.

COLORADO SPRINGS RAPID TRANSIT RY.

ORGANIZATION—Chartered in 1890. Franchise is perpetual and is said to give "practically exclusive" rights in the city.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100).....	.....	.....	.....	$500,000 t.p.	.....
1st M., $1,000 each...	7½	1890	6 A-O	350,000	1910
Consol. M., $1,000 ea., for $500,000, gold..	27	1891	6 g A-O	150,000	Apr. 1, 1921

Interest is payable at Chemical National Bank, New York City.

Consolidated mortgage limited to $500,000 by cancellation of $250,000 of the bonds; $350,000 reserved for first mortgage Trustee, Central Trust Co., N. Y.

ROAD—Owns 25 miles of track, and June 1, 1895, began to operate the Manitou Electric Railway & Casino Company's line, 1½ miles, under lease.

LATEST EARNINGS—4 mos. to April 30. 1900.....Gross, $43,987; net, $14,766
1899.....Gross, 33,674; net, 9,376

ANNUAL REPORT—For year ending Dec. 31 earnings were:

	1899.	1898.		1899.	1898.
Gross earns...	$170,610	$137,823	Int., taxes, ins.	$33,407	$33,480
Net earnings .	76,019	49,292	Balance, surp..	42,612	15,812

OFFICERS—Pres., F. L. Martin; Vice-Pres., E. J. Eaton; Sec'y, Treas. and Gen. Man., A. L. Lawton; Supt. and Purch. Agt., F. C. Lawton. V. 65, p. 69; V. 69, p. 1147; V. 70, p. 75, 175, 328.

COLUMBIA, S. C.

POPULATION 1890 WAS 15,353; IN 1880 WAS 10,036; AND IN 1870 WAS 9,298.

COLUMBIA ELECTRIC STREET RAILWAY LIGHT & POWER—A trolley road.

This property, on which a Baltimore syndicate had an option, was sold in August, 1899, for $257,500 to W. B. Smith Whaley, one of the purchasers of the Columbia Canal and Columbia associates. Since then about $150,000 has been spent in making improvements and building an extension to the mill district. The new company took possession Sept. 1, 1899, and is understood to have floated an issue of $250,000 bonds.—V. 68, p. 1180; V. 69, p. 491.

OFFICERS—Pres., W. B. Smith Whaley; Gen. Man., E. B. Clark.

COLUMBUS, GA.

POPULATION 1890 WAS 17,303; IN 1880 WAS 10,123; AND IN 1870 WAS 7,401.

COLUMBUS RR.—Part trolley; part steam.

ORGANIZATION—Owns and operates the street car system of Columbus, the belt passenger and freight lines, connecting with all passenger and freight depots, and a large brick, metal roof warehouse and general storage building; also an electric light and power system.

Securities—Stock $250,000. New bonds are first mortgage 5s due 1937, for $450,000, and $250,000 second mortgage 6 per cent noncumulative incomes, due 1937; $27,000 of the firsts are reserved to retire $27,000 underlying bonds due 1913 and $20,000 to build bridge across river. V. 66, p. 759. Interest is payable April and Oct. at West End Trust & Safe Deposit Co., Philadelphia.

ROAD—Operates 24½ miles of track.

EARNINGS—Calendar year 1899, gross, $90,580; net, $31,182; in 1898, gross, $91,000; net, $33,000.

OFFICERS—President, John F. Flournoy, Columbus, Ga.; Vice-Pres., J. Wainwright, 14 South Broad Street, Philadelphia; Sec. and Treas. Samuel L. Harman, 100 B'way, New York.—V. 66, p. 759.

COLUMBUS, OHIO.

ESTIMATED POPULATION, 1900, 145,000.

POPULATION 1890 WAS 88,150; IN 1880 WAS 51,647; AND IN 1870 WAS 31,274.

COLUMBUS RAILWAY—

Incorporated August, 1899, in Ohio. On Oct. 2, 1899, absorbed by consolidation the Columbus St. Ry. and Crosstown Street Ry., and the property of the former Columbus Central Ry. sold at foreclosure, which comprises all the street railways of Columbus.—V. 69, p. 743.

STOCK & BONDS.—	Date.	Interest.	Outstand'g	Last div., &c.
Stock, com., $3,500,000 ($100).....	....	.....	$3,000,000	.....
Stock, pref., $3,500,000 ($100) 5 p c. cumulat'e	....	.....	3,000,000	May 1, 1900, 1¼ p. c.
Col. Con. Street RR. 1st g. may be called for s. f. at 110.....	1889	5 g. J.-J.	683,000	July 1, 1909
Col. St. Ry. 1st $3,000,000 gold .....c*	1892	5 g. J.-J.	2,317,000	July 1, 1932
Crosstown 1st mort., $2,000,000 g. gu. p. & i. c.*	1893	5 g. J.-D.	572,000	June 1, 1933
Columbus St. Ry. notes....	....	4	$183,000	.....
Col. Ry. M. $7,000,000 ($1,000) gold..... c* Bonds are redeem. after Oct. 1, 1914, at 105 and interest.	1889	4, Q-J	1,514,000	Oct. 1, 1939

Interest at Central Trust Co., N. Y.

Interest at E. W. Clark & Co., Phila. Knickerbocker Trust Co., N. Y., Trustee.

Knickerbocker Trust Co., N. Y., Trustee.

Int. at Union Sav. Bk. & Tr. Co. of Cin., Trustee, at E. W. Clarke & Co., Phila., or at Co.'s office.

Bonds.—The Columbus Street Railway mortgage of 1892 is for $3,000,000, of which $683,000 are in hands of trustee (Knickerbocker Trust Co., N. Y.) to retire the Col. Consol. St. RR. *firsts.* The *Crosstown Street Ry.* 1st M. is for $2,000,000, of which $572,000 are outstanding; the rest have been canceled. Principal and interest of the Crosstown bonds were guaranteed by the old Col. St. Ry. Co.

Of the $7,000,000 mortgage of 1899 of the Columbus Railway $3,000,000 will be held in trust to retire the Columbus Street Railway and the Columbus Consolidated Street RR. bonds, $572,000 to retire the Crosstown mtg. bonds, and $286,000 to take up unsecured 4 per cent notes of the Columbus Street Railway; $1,628,000 is reserved to be used hereafter from time to time in making extensions, improvements and additions—$628,000 upon a ⅔-vote of directors, the other $1,000,000 only on a vote of stockholders.

DIVIDENDS.—First dividend of 1¼ p. c. was paid Feb., 1900; also May 1, 1¼ p. c.

ROAD.—The Columbus Street Railway comprised 51 miles, the Crosstown Street Railway 13 miles, and the Columbus Central 34 miles; total, 98 miles.

LATEST EARNINGS—For 7 months to April 30, 1900: Gross, $516,945; net, $264,034.

ANNUAL REPORT—Report of old Columbus Street Railway given in V. 68, p. 326, was as follows:

	1898.	1897.		1898.	1897.
Gross earns...	$680,173	$605,921	Dividends.....	$120,000	$120,000
Net earnings..	352,481	319,047	Surp. for year.	35,376	4,293
Other income.	8,860	5,397	Tot. sur. Dec. 31	231,025	196,638
Fixed charges.	205,964	200,151			

OFFICERS—Pres., Robert E. Sheldon; 1st Vice-Pres., Treasurer and General Manager, E. K. Stewart; 2d Vice-Pres., C. M. Clarke (Phila.) Secretary, P. V. Burington. INDEX—V. 67, p. 1160; V. 68, p. 326; V. 69, p. 78, 228, 283, 439, 491, 591, 743.

CONCORD, N. H.

POPULATION 1890 WAS 17,004; IN 1880 WAS 13,843; AND IN 1870 WAS 12,241.

CONCORD STREET RAILWAY—A trolley road extending from the central wards of Concord to Penacook.

STOCKS & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, com., $100,000..	.....	.....	$50,000	.....
Pref., cum., $100,000.	.....	6	50,000	1895-96, 6%
First mortgage, $150,000..... ..... c. ($500 each.)	1893	5 J-D	118,500	Dec., 1913
	Subject to call in 1898 to 1902, inclusive, at 102; in 1903 and thereafter at par.			

Interest at National Bank of Redemption, Boston, and in Concord.

Dividends.—The last three years company instead of paying dividends has devoted earnings to betterment of property.

ROAD is 12 miles long; total track, 12½ miles.

EARNINGS—For years ending June 30:

	1899.	1898.		1899.	1898.
Gross earnings..	$57,364	$52,440	Int. and taxes...	$6,744	$6,723
Net earnings....	7,889	7,930	Balance	1,145	1,207

OFFICERS—President and Purchasing Agent, J. H. Albin; Treasurer and Clerk, A. B. Cross.

CORNING, N. Y.

POPULATION 1890 WAS 10,188; IN 1880 WAS 7,402.

CORNING & PAINTED POST STREET RY.—A trolley road.

ORGANIZATION—Incorporated Dec. 11, 1894. Commenced operations Nov. 1, 1895.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $100,000; ($100)....	.....	.....	$100,000	.....
1st mortgage $100,000...	1896	5 J-J	100,000	Jan. 1, 1926
	Int. at Beacon Trust Co., Boston.			

ROAD—Owns 5·3 miles of track.

EARNINGS—For year ending June 30, 1899, gross, $25,340; net, $5,314; interest and taxes, $6,687; bal., def., $1,373.

OFFICERS—President, A. E. Pond, West Haven, Conn.; Secretary, W. H. Tylee, Worcester, Mass.; Treas., E. P. Shaw, 8 Congress St., Boston.

CORTLAND, N. Y.

POPULATION 1890 WAS 8,590; IN 1880 WAS 4,050; AND IN 1870 WAS 3,066.

CORTLAND & HOMER TRACTION—Trolley.

ORGANIZATION—Chartered May 30, 1894, and purchased the entire capital stock ($150,000) of the Cortland & Homer RR. Has perpetual right to use said railroad and operates it as an integral part of its system. The Traction Co. owns all the stock and bonds (in all $80,000) of Cort. & Homer Electric Co., which furnishes 100 arc lights to the two cities and also lamps to the public. Carries coal and freight as well as passengers, between Cortland, Homer and McGrawville.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	.....	.....	$300,000	.....
1st M., $300,000, gold, free of tax .....c*	1894	6 g. A.-O.	300,000	Apr. 1, 1924
	Interest at Farmers' Ln. & Tr. Co., N.Y., trustee			

ROAD—Operates 10·57 miles of track between Cortland and Homer and Cortland and McGrawville, completed in 1895. Rail from 56 to 90 lbs. standard-guage track.

EARNINGS—Year ending June 30, 1899, gross, $33,589; net, $16,734; interest and taxes, $21,762; deficit, $5,028; 1898, gross, $29,516; net, $11,551; other income, $4,890; interest and taxes, $19,811; deficit for year, $3,370.

OFFICERS—President, none; Vice-President, H. Berghalt; Secretary Gen'l. Mgr. and Purchasing Agent, W. B. Bucklin.

COTTAGE CITY, MASS.

COTTAGE CITY STREET RY.—A trolley road.

ORGANIZATION—Stock, ($100); auth., $37,000; issued, $34,900; 1st mortgage, $25,000, gold, 1895, 6 g., M-N, due May 1, 1915. Interest at International Trust Co., Trustee, Boston. Dividends—1894-95, 4 p. c.; in 1895-96, 0; 1896-97, 4 p. c.; 1897-8, 0. Owns line 5·4 miles in length; sidings, ½ mile.

EARNINGS—For year 1898-99, gross, $4,095; net, $568; charges $1,635. Winter office, 60 State St., Boston, Mass.; in summer at Cottage City.

FORECLOSURE—Was to have been sold at foreclosure March 29, 1899, but sale adjourned. Is now advertised for sale on July 2 next. Will probably pass to Martha Vineyard St. Ry., which will extend their line to Edgartown and engage in a general transportation business. Manager, John A. Duggan.—V. 70, p. 1048.

COUNCIL BLUFFS, IA.—SEE OMAHA.

COVINGTON, KY.

POPULATION 1890 WAS 37,371; IN 1880 WAS 29,720 AND IN 1870 WAS 24,505.

CINCINNATI NEWPORT & COVINGTON RAILWAY—A trolley road.

ORGANIZATION—Organized in 1892 to buy up and consolidate all the roads on the Kentucky side of the river, opposite Cincinnati. See particulars in SUPPLEMENT for May, 1898.

The Covington Cincinnati & Erlanger Street Railway, incorporated Sept., 1899, with $250,000 stock (shares, $50), by parties identified with the Cincinnati Newport & Covington, is looked upon as practically an extension of the latter.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100) $4,000,000...	.....	.....	$3,500,000	May, 1900, ½
Underlying Bonds—				
So. Cov. & Cin. 1st M.....	1882	6 M-S	250,000	Mch., 1912
Consol. M., $500,000 gold.	1892	6 g. J-J	150,000	Jan. 1, 1932
	Interest at Am. Ex. Nat. Bank, N. Y. City.			
Newp. & Day. St. Ry. 1st M.	1887	6	100,000	Aug. 1, 1917
Cincinnati Newport & Covington				
1st consol. mort., gold, $3,000,000 ($1,000)...c* & r	1892	5 g. J-J	2,500,000	July 1, 1922
	Trustee Farmers' Loan & Trust Co. of N.Y.			
2d mortgage, $1,000,000, gold ($1,000 each).....c	1896	5 g.	500,000	July 1, 1922
	Trustee Farmers' Loan & Trust Co., N. Y.			

Bonds—Of the *1st consolidated* of 1892 $500,000 are deposited with the trustee to retire all the underlying mortgage bonds. The perpetual charters of constituent companies are kept alive, and their capital stocks are deposited with the trustee as collateral for the first consols.

DIVIDENDS—In 1899, Feb., ½ per cent; Aug., ½ per cent. In 1900 Feb., ½ p. c; May, ½ p. c.

ROAD—Connects Cincinnati, Newport, Covington, Dayton, Bellevue, Ludlow, Bromley and Ft. Thomas. Total in operation 60 miles; laid with 80 Johnston girder and 72-pound "T" rails. Extension to Erlanger proposed.

REPORT—Twelve months to Dec. 31:

12 *months.*	Gross.	Net.	Taxes & Tolls.	Surplus.
1899.....	$713,386	$427,152	$147,363	$279,789
1898.....	681,673	339,553	136,116	203,437

LATEST EARNINGS—Jan. 1 to May 31:

1900.....	$293,511	$174,965	$61,737	$113,228
1899.....	262,451	147,981	67,466	80,515

OFFICERS—*(Elected February, 1900.)*—President, James C. Ernst; Vice-President, Julius Fleischman; Secretary and Treasurer, George M. Abbott; Supt., Jas. R. Ledyard.—V. 66, p. **706**; V. 69, p. 645.

CRIPPLE CREEK, COL.

CRIPPLE CREEK DISTRICT RAILWAY—Electric road.

ORGANIZATION—Has been absorbed by and made part of the new Colorado Springs & Cripple Creek District Ry., its stock and bonds having been retired and exchanged for stock of the new company. For particulars see INVESTORS' SUPPLEMENT.

DALLAS, TEXAS.

POPULATION IN 1898 (ESTIMATED) WAS 64,224; IN 1890 WAS 38,067 AND IN 1880 WAS 10,358.

DALLAS CONSOLIDATED ELECTRIC ST. RY.—Trolley.

ORGANIZATION—A consolidation in February, 1898, of the Dallas City Street Ry. and Queen City Ry. sold in foreclosure. In March, 1899, G. M. Van Ginkel purchased the road in the interest of a Des Moines, Ia., and New York syndicate. The road has, exclusive of switches, 34 miles of track. Stock authorized, $1,000,000. A mortgage for $800,000 securing, it is understood, 20-year 5 per cent bonds was made in July, 1898, to the Union Trust Co. of St. Louis as trustee. All the authorized stock and bonds were in Nov., 1898, reported to be outstanding as collateral for a loan. In March, 1899, property was conveyed to E. J. Gannon, trustee, to secure a note for $365,000 held by J. B. Wilson, bearing 10 per cent interest and payable Sept 15. 1900. At the same time the Queen City Road was conveyed in trust to secure a note for $25,000, bearing 10 per cent interest, and due Sept. 15, 1900. In this latter case the pledge is subject to the lien of the first note. Presid't, G. Van Ginkel; Vice-President, J. B. Wilson; Secretary and Superintendent, Edward T. Moore.—V. 66, p. 185; V. 67, p. 176; V. 68, p. 618, 670.

DALLAS & OAK CLIFF ELECTRIC RY.—A trolley road. Chartered May, 1887. Operates 11 miles of track. Stock, $200,000. President, H. C. Scott; Vice-President, C. F. Carter; Superintendent, B. F. Seibert.

RAPID TRANSIT RAILWAY—A trolley road.

ORGANIZATION—Successor in Jan., 1899, to Dallas Rapid Transit & Terminal Ry., sold Nov. 1, 1898, to W. F. Thayer of Concord, N. H.—V. 67, p. 1003. Capital stock $100,000; par, $100. First mortgage 5 per cent 30-year bonds, dated May 1, 1899, due 1929, int. M.-N. were authorized in 1899 to amount of $100,000, of which $48,000 was to be used to pay Mr. Thayer; Massachusetts Loan & Trust Co. is trustee. Has 13 miles of track on 13 miles of streets.—V. 67, p. 1003, 1132. President, W. F. Thayer, Concord, N. H.; Vice-President, T. T. Holloway, Dallas; Secretary and Treasurer, C. F. Freeman, Dallas.

NORTH DALLAS CIRCUIT RAILWAY.—A trolley road, embracing, it is said, 4 miles of track. Stock $100,000. There are $100,000 of 6 p. c. 30-year bonds owned by the stockholders and on which no interest is being paid. President, R. A. Ferris.

DANBURY, CONN.

POPULATION 1890 WAS 16,552; IN 1880 WAS 11,666; AND IN 1870 WAS 8,753.

DANBURY & BETHEL STREET RY.

ORGANIZATION.—Has a perpetual special charter, the only street car company serving the city of Danbury and town of Bethel. Its lines also extend to the Danbury Fair Grounds and the pleasure resort of Lake Kenosha. The population served is estimated at over 30,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock ($323,000, par $25)	....	.....	Semi-an.	$320,000	See text.
1st M. $200,000, gold....	....	1894	5 g. M-N	200,000	May 1, 1914

Interest in Boston at Am. Loan & Trust Co., trustee.

Dividends in 1896-7, 4 p. c.; in 1897-8, 4 p. c.; in 1898-9, 2 p. c.

ROAD—Trolley road in Danbury and from Danbury to Bethel, etc., 10·6 miles in all; sidings, etc., 55 miles; total, 11·15 miles.

REPORT—For year ending June 30 in 1899 and year ending Sept. 30 in 1898 and 1896:

	Gross.	Net.	Int. & taxes.	Dividends.	Bal., sur.
1898-9	$58,675	$21,362	$11,254	$6,400	$3,708
1896-7	62,483	26,771	13,184	12,800	787
1895-6	65,160	23,414	13,123	8,000	2,291

OFFICERS—President, Samuel C. Holley, Danbury, Conn.; Vice-President, S. Harrison Wagner, New Haven, Conn. Directors—S. C. Holley, Arthur E. Tweedy, Henry Bernd, M. H. Griffing, M. McPhelemy, A. W. Holley, all of Danbury; S. Harrison Wagner, New Haven.

DANVILLE, ILL.

POPULATION 1890 WAS 11,491; IN 1880 WAS 7,733.

DANVILLE STREET RAILWAY & LIGHT.

Company estimated population in 1900 at 20,000.

ORGANIZATION.—Incorporated in Dec., 1899, as a consolidation of all the street railway, electric light, gas and steam heating interests of Danville, Ill.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $700,000 ($100)	.....	.....	$700,000	.....
Refund. M., $700,000, gold, $1,000 c*	1900	5 g J-J. Int. at N. W. Harris & Co., N. Y. and bic.	525,000	Jan. 1, '10-25

Bonds—The bonds are due $6,000 annually, Jan. 1, 1910, to 1924, inclusive, and remainder, Jan. 1, 1925; $24,000 of old prior lien 6 per cent bonds are still out and $27,000 of the new bonds are held to take them up. These are included in the $525,000 reported above as outstanding. Sinking fund of $6,000 per year begins Jan. 1, 1910, bonds being drawn (at par and accrued interest) in numerical order beginning with number one; mortgage trustee is the Illinois Trust & Savings Bank, Chicago. Of the authorized issue of $700,000, $175,000 are reserved for future extensions and improvements. N. W. Harris & Co. offered the bonds for sale in Jan., 1900.

COMPANY'S PROPERTY—The company Jan. 1, 1900, owned: 1. Gas works operated under special charter and a perpetual franchise. 2. An electric-light plant is operated under a 99-year franchise, with capacity of 10,000 incandescent and 400 arc lights, with dynamos for furnishing power to street railway. 3. The entire street railway system of the city, 11½ miles of track, nearly all laid in brick pavement running to three parks, the fair grounds, cemetery and railway depots and National Soldiers' Home. Equipped with 50 and 60 lb. Johnson T rails, with 17 motor cars (General Electric) and 3 trailers.

REPORT—Twelve months ending Dec. 31:

	1899.	1898.	1897.
Gross	$145,237	$115,643	$106,527
Net	75,478	54,431	48,247

Interest in 1899 was $26,490; balance, surplus, $48,988.

OFFICERS—President, W. P. Cannon; Vice-President, A. C. Daniel; Sec., Treas., Gen. Man. and Purch. Agt., E. X. Leseure.—V. 65, p. 1114; V. 69, p. 1193; V. 70, p. 125.

DAVENPORT, IOWA.

POPULATION 1890 WAS 26,872; IN 1880 WAS 21,831; AND IN 1870 WAS 20,038.

TRI-CITY RAILWAY—A trolley road.

ORGANIZATION—Incorporated in September, 1895. In Oct., 1898, a controlling interest was acquired by a syndicate of Davenport, Rock Island and Moline, Ia., men. V. 67, p. 802. April 15, 1899, bought Moline Central Street Ry. of Moline, Ill. To make this purchase the Tri-City issued $64,000 new stock, making total stock outstanding $504,000. The Moline Central had $48,000 bonds outstanding, of which the Tri-City bought $37,000 at par, but could not get the rest at a satisfactory price.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock ($600,000 auth.)	.....	.....	$504,000	6% in '98-99
Dav. & R. I., 1st M., gold, $1,000,000 ($500 & $1,000) c*	1891	6 g J-J. (Part due yearly) to July 1, 1911. Int. payable in N. Y. at Chase Nat. B'k and in Chicago at Ill. Tr. & Sav. Bk., Trustee	630,000	July 1, 1901

ROAD—Owns 46 miles of trolley road and one mile of horse road, comprising *all* the street railways in the cities of Davenport, Iowa, and Rock Island and Moline, Ill.—combined population over 70,000.

EARNINGS—For year ending Sept. 30, 1899, gross, $307,152; net, $100,592; interest and taxes, $43,649; dividends (6 per cent), $28,320; balance, surplus, $28,623.

OFFICERS—President, Edward E. Cook, Davenport; Sec., Treas. and Purch. Agent, J. F. Lardner, Davenport, Ia.—V. 67, p. 802.

DAYTON, OHIO.

POPULATION 1900 (est.), 90,000; 1890 WAS 61,220, AND IN 1880 WAS 38,678.

CINCINNATI HAMILTON & DAYTON TRACTION CO.—A steam motor road.

ORGANIZATION—Operates a rapid transit line, Hamilton to Middletown, with steam motors, for Cin. Ham. & Dayton Ry.—V. 64, p. 82.

CITY RAILWAY CO.—A trolley road.

ORGANIZATION—Franchises run for 50 years from Feb. 8, 1892, and April 19, 1893. In January, 1899, reported to have obtained control of the Dayton & Western Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Com. stock, $1,500,000 ($100)	.....	5 p. c.	$1,490,600	See text.
Pref. stock, $600,000 ($100)	.....	6 p. c.	600,000	do do
Dayton & Soldiers' Home RR. 1st mortgage	1891	6 J-J. Interest at Chemical Nat. Bank, N. Y. City.	65,000	Jan. 1, '11

DIVIDENDS—In 1897 there had been paid on preferred 6 per cent and on common 5 per cent for several years. On Jan. 1, 1900, 1½ p. c. paid on both common and preferred; also 1½ in July, 1900.

ROAD—Controls and operates in all 32 miles of track, namely, Third Street Line, Fifth Street Line, Green Line, and Dayton and Soldiers' Home Electric Ry.; gauge, 4 ft. 8½ in; rails, 70 and 90-lb.; operating 50 G. E. double motor, 50 summer motor bodies, 50 closed motor bodies and 40 trail cars.

OFFICERS—President, D. B. Corwin; Vice-Pres., C. B. Clegg; Sec., Valentine Winters; Supt. and Purch. Agent, T. E. Howell. Office, corner Jefferson and Third Streets, Dayton.

DAYTON SPRINGFIELD & URBANA ELECTRIC RAILWAY—*(See Map on page 32.)*—A trolley road.

ORGANIZATION—Incorporated under the laws of Ohio to construct a road from Dayton to Springfield and Urbana, 41 miles. On March 25, 1900, the line was formally opened from Dayton to Springfield, 27 miles.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $750,000	.....	.....	$750,000	.....
1st M. ($750,000), gold, $1,000	1898	5 g, M-N. Int. at Continental Tr. Co., N. Y., Trustee.	750,000	Nov. 1, 1928

Can be called at 110 after 5 years.

ROAD—Private right of way over entire line, following turnpike; 70-lb. T and 90-lb. girder rail; gravel ballast; 21 cars; freight and passenger traffic.

OFFICERS—Prest., John S. Harshman; Vice-Pres., Frederick Colburn; Sec. and Treas., J. G. Webb. Office at Springfield, O.—V. 68, p. 330; V. 70, 632.

DAYTON TRACTION—See Southern Ohio Traction under Cincinnati.

DAYTON & TROY TRACTION.—A trolley road.

ORGANIZATION—Incorporated in Ohio in Jan., 1900, to build a street railway from Dayton, Ohio, via Harrison, Union, West Milton, Pleasant Hill, Ludlow Falls and Covington to Troy, 35 miles. Under construction. Company acquired the right to use the tracks of the People's Ry. in entering city of Dayton.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock auth., $1,400,000	....	.....	800,000	.....
1st mort., gold ($1,000) $1,400,000	1900	5 g. M-S. Int. at Produce Exch. Tr. Co., N. Y., Trustee.	800,000	Mar. 1, 1940

Stock and bonds are to be applied as follows: To equip and construct the main line extending from Dayton in a N. W. direction to Covington, 28 miles, with a branch from Pleasant Hill to Troy, 7 miles. $800,000 stock and $800,000 bonds are issued. Mortgage authorizes bonds at $20,000 per mile for other branches and extensions not exceeding 15 miles ($300,000), and $300,000 additional bonds which may be applied in the purchase of any existing line with which the main line or any of the possible extensions at any time may connect.

OFFICERS—President, Judge Dennis Dwyer, Dayton; Gen. Man., H. P. Clegg, Dayton.—V. 70, p. 739

DAYTON & WESTERN TRACTION—Trolley road.

Said to have been acquired by City Railway Company of Dayton.

STOCK & BONDS—	Date.	Interest.	Outstanding	Maturity.
Stock, $400,000 (par $100)	....	A.-O.	$400,000	.....
Do pref.	(?)	.....	.....	1¼ p.c. Apr., 1900
1st M., $400,000, g., ($1,000 each), not subj. to call. c*	1898	5g. A.-O. Int. at Central Trust Co., N. Y., Trustee.	400,000	Apr. 1, 1923

ROAD—Dayton, Ohio, to Eaton, 25 miles, operated from June 26, 1898.—V. 66, p. 708.

DAYTON & XENIA TRACTION—Trolley.

ORGANIZATION—Incorporated in 1898 and built a road between Dayton and Xenia; in 1899 purchased the Dayton Spring Valley & Wilmington Transit Co. and was consolidated with it. Stock authorized, $300,000. In Jan., 1900, made a mortgage of $300,000 to Old Colony Trust Co., Boston, trustee, to secure 20-year 5 per cent gold bonds.

ROAD—Dayton to Xenia, 17 miles; Dayton to Spring Valley, 18 miles. Total track, of which about 15 miles is over private right of way.

OFFICERS—President, Clement J. Ferneding; Vice-Pres., Charles A. Richardson; Treas., Wesley L. Kendall; Sec., H. L. Ferneding.—V. 70, p. 175.

HOME AVENUE RAILROAD—A steam road.

ROAD—Operates 3 miles of track in city of Dayton extending to National Military Home. Leased to Cincinnati Hamilton & Dayton RR. (lease made perpetual in 1897) for 50 per cent of gross earnings, but not to be less than 3 per cent on the $100,000 capital stock; par of shares, $50. No indebtedness. President, W. P. Callahan.

OAKWOOD STREET RAILWAY—A trolley road.

ORGANIZATION—Franchise runs for fifty years from July 10, 1891; first franchise granted March 17, 1871. Owns 5 miles of double track. Capital stock authorized, $300,000; par, $50; outstanding, $19,000; there is no mortgage on the property. Dividends are paid. President, Charles B. Clegg; Vice-Pres., David B. Corwin; Secretary, H. P. Clegg.

PEOPLE'S STREET RAILWAY.—Owned by the American Rys. Co.—See statement of the latter under Philadelphia.

DECATUR, ILL.

POPULATION 1890 WAS 16,841; IN 1880 WAS 9,547; IN 1870 WAS 7,161, AND IN 1898 (ESTIMATED), 28,000.

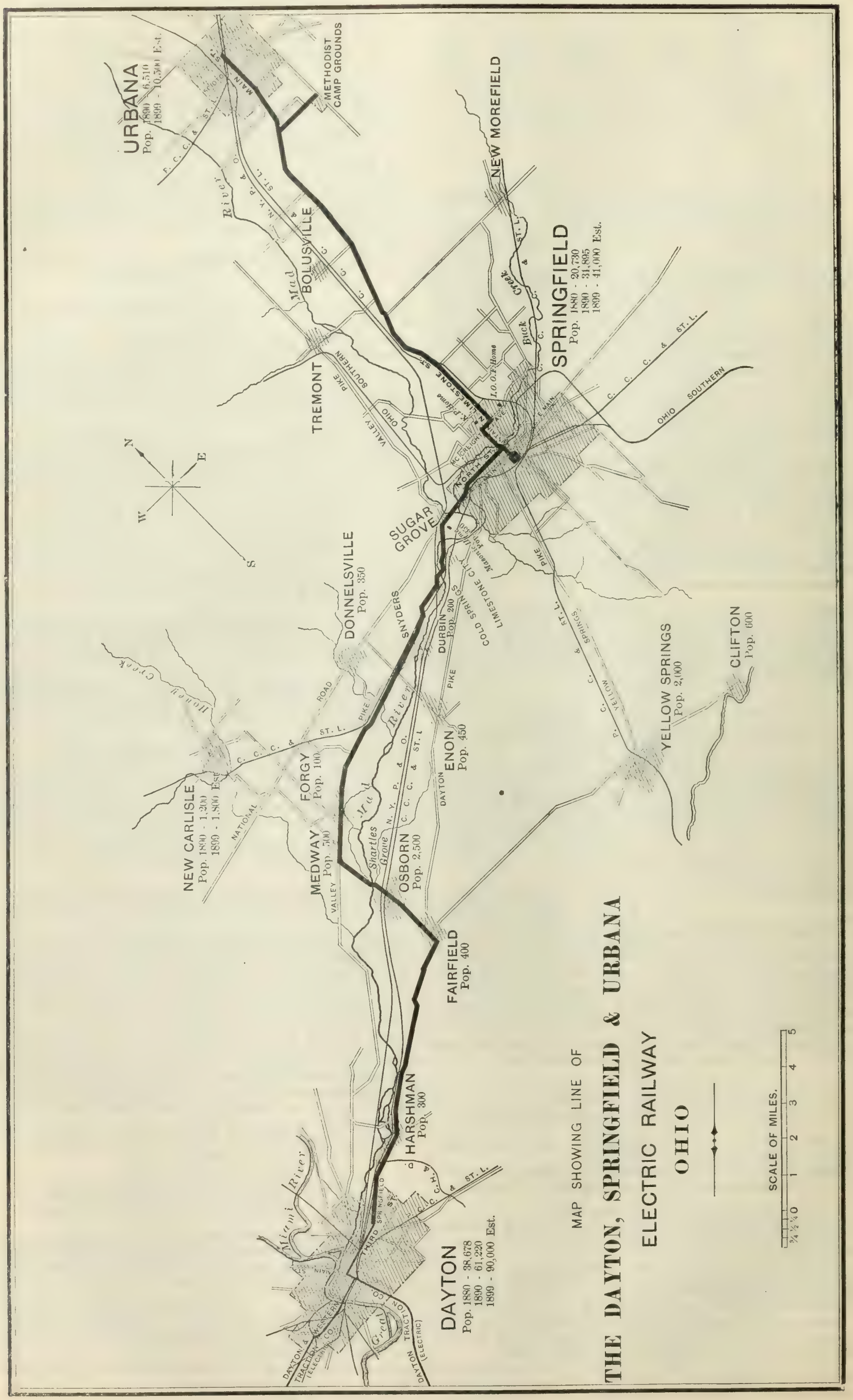
DECATUR TRACTION AND ELECTRIC—Trolley road.

ORGANIZATION—Organized Oct. 20, 1899, under Illinois law, as successor to the City Electric Railway (of Decatur); sold at foreclosure September, 1899, and bought in by the bondholders. The new company authorized bonds as below, which were sold in May, 1900, to New York parties.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Matur'y.
Stock, $250,000 (par $100)	.....	.....	$250,000	.....
1st mort., $250,000, c. ($500 each)	1900	5 J-J. Int. at Union Sav. Bk. & Tr. Co., Cin., Trust.	250,000	Jan. 1, 1920

ROAD—13½ miles of trolley track.

OFFICERS—President, B. W. Campbell, Cincinnati; Secretary and Treasurer, W. L. Shellabarger, Decatur.—V. 68, p. 129; V. 69, p. 333, 541, 905; V. 70, p. 945.


URBANA
Pop. 1880 - 6,510
1890 - 10,500 Est.
METHODIST CAMP GROUNDS
NEW MOREFIELD
SPRINGFIELD
Pop. 1880 - 20,730
1890 - 31,895
1899 - 41,000 Est.
TREMONT
BOLUSVILLE
DONNELSVILLE
Pop. 350
SUGAR GROVE
DURBIN
Pop. 200
LIMESTONE CITY
COLD SPRINGS
NEW CARLISLE
Pop. 1890 - 1,200
1899 - 1,800 Est.
FORGY
Pop. 100
MEDWAY
Pop. 500
OSBORN
Pop. 2,500
ENON
Pop. 450
FAIRFIELD
Pop. 400
HARSHMAN
Pop. 300
YELLOW SPRINGS
Pop. 2,100
CLIFTON
Pop. 600
DAYTON
Pop. 1880 - 38,678
1890 - 61,220
1899 - 90,000 Est.
Mad River
Buck Creek
Shawnee Creek
Miami River
Shartles Grove
Great Miami River
N. Y. P. & O.
C. C. C. & St. L.
O. S. & T. R. R.
P. C. C. & St. L.
C. H. & D.
OHIO SOUTHERN
SOUTHERN OHIO
PIKE
ROAD
NATIONAL
VALLEY
DAYTON
SPRINGFIELD
THIRD
NORTH
MAIN
LIMESTONE
I. O. O. F. Home
K. P. Home
McCARLIGHT
DAYTON & WESTERN TRACTION CO. (ELECTRIC)
DAYTON TRACTION (ELECTRIC)
N
E
W
S
MAP SHOWING LINE OF
THE DAYTON, SPRINGFIELD & URBANA
ELECTRIC RAILWAY
OHIO
SCALE OF MILES.
¾ ½ ¼ 0 1 2 3 4 5

DENVER, COL.

POPULATION 1890 WAS 106,713; IN 1880 WAS 35,629; AND IN 1870 WAS 4,749.

DENVER CITY TRAMWAY COMPANY.—Electric.

ORGANIZATION.—Consolidation in March, 1899, per plan in V. 67, p. 1262, of the Denver City RR. and the West End Street RR. (both sold under foreclosure on Dec. 15, 1898), with the Denver Consolidated Tramway. V. 68, p. 281, 473. Also owns and operates the former Colfax Ave. Electric, which was sold at foreclosure in February, 1899.

In July, 1899, the Denver Board of Supervisors repealed the so-called blanket and perpetual franchise of 1885, as to unoccupied streets; the question as to the power of repeal is pending in the courts. On March 21, 1900, the right for 20 years to operate the cable lines by electricity was granted by the city, and on April 1, the change of power was made—V. 68, p. 1023; V. 69, p. 228.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $5,000,000	....	.....	$5,000,000	.....
Denver Tramway 1st, g.	1888	6 g. J.-J.	498,000	July 1, 1908
Consol. M., gold..c*&r.	1890	6 g. J.-J.	1,219,000	Jan. 1, 1910
Met. St. RR. 1st, gold...	1891	6 g. J.-J.	953,000	Jan. 1, 1911
Denver Con. Tramway Con.M.,$4,000,000, g gold, $2,000,000	1893	5 g. A.-O.	a 1,167,000	Oct. 1, 1933
		Interest at Mercantile Trust Co., N. Y., trustee.		
Collateral trust notes...	1896	6 p. c.	$276,000	Oct. 1, 1900
Purchase money mort.	1899	5 g. A.-O.	1,486,000	Apr. 1, 1919
		Int. at Central Trust Co., New York, Trustee.		

a Including $417,000 held as collateral for $276,000 trust notes, to be turned into treasury on payment of latter; no more bonds can be issued under this mortgage.

The new mortgage is a first lien on the Denver City and West End properties and a lien on the Denver Consolidated Tramway junior to its existing mortgages, to remain outstanding and be assumed. Of the new 5s, $514,000 will be retained by the new company for a new power house of sufficient capacity to operate the combined properties and to properly equip electrically the present Denver City RR. and generally improve the respective properties. Abstract of Denver Consolidated Tramway consol. M. of 1893. V. 52, p. 354.

ROAD—Owns about 152 miles of track, of which electric lines, 148 miles; horse car lines, 4 miles.

EARNINGS—The combined properties earned $1,238,671 gross year ending March 2, 1900, and $1,147,151 gross in calendar year 1898.

Jan. 1 to May 31—	*Gross.*	*Net.*
1900	$487,522	$195,882
1899	463,699	137,953

OFFICERS—President, Rodney Curtis; Vice-President, Wm. N. Byers, Secretary, Wm. G. Evans; Treasurer, George E. Ross-Lewin.—V. 67, p. 1262; V. 68, p. 281, 473, 1023; V. 69, p. 228; V. 70, p. 686.

MUNICIPAL TRACTION COMPANY.—Incorporated in 1899 with a capital of $1,000,000 to build street railroads in Denver in opposition to the existing lines recently consolidated. T. S. McMurray, ex-Mayor of Denver, is President.

DERBY, CONN.

POPULATION 1890 WAS 5,969; IN 1880 WAS 11,650; AND IN 1870 WAS 8,020.

DERBY STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in April, 1888. Population of Derby and Ansonia together was 16,310 in 1890.

In June, 1900, the United Gas Improvement Co. of Philadelphia was reported to have secured control.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $250,000 ($25)	.....	.....	$150,000	.....
1st mortgage, $150,000	1894	6 A-O	150,000	Apr. 1, 1914
Other debt June 30, 1899	.....	.....	66,292	.....

ROAD—Owns road 5·89 miles in length and 0·4 mile of switches.

ANNUAL REPORT—For year ending June 30, 1899, gross, $58,624; net, $25,396; interest and taxes, $11,014. Dividends, $2,000.

OFFICERS—Pres., H. Holton Wood, Brookline, Mass.; Treas., Chas. E. Clark, Derby, Conn.; Corporation Clerk, F. W. Wallace, Ansonia, Conn.

DES MOINES, IOWA.

POPULATION 1890 WAS 50,093; IN 1880 was 22,408; AND IN 1870 WAS 12,035.

DES MOINES CITY RAILWAY—A trolley road.

ORGANIZATION—A consolidation in 1893.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	....	.....	.....	$1,055,000	.....
Pf. stk, 6 p.c., non-cum.	....	.....	.....	250,000	.....
D. Mo. St. RR. 1st M., gold, $1,000 each	23	1889	6g.A-O ($25,000 due yearly) to	575,000	Oct. 1, 1900 Oct. 1, 1919
Des Moines Sub. Ry. 1st mortgage, gold, $1,000 each...c*	12	1890	6g.J-J ($20,000 due yearly) to Interest at Chemical National Bank, N.Y. City. Trustee, Iowa Loan & Trust, Des Moines.	300,000	Jan., 1906 Jan., 1921
D. Mo. City Railway consol. mortg., $2,000,000, g. ($1,000)	35	1893	6g.M-N Int'est at N. W. Harris, N. Y. City; also Chicago. Trustee, Illinois Trust & Savings Bank.	330,000	May 1, 1923

Bonds—Of the consols sufficient are reserved to retire all prior bonds as they mature; of the rest of the unissued portion the most is reserved for extensions.

ROAD.—In 1899 was operating 40 miles of track on 31 miles of street. Interurban extensions, aggregating 100 miles and to be operated as passenger and freight lines, proposed, but held in abeyance on account of the high price of materials.

Years ending Dec. 31.	*Gross.*	*Oper. exp.*	*Net.*
1899	$299,191	$203,297	$95,894
1898	254,820	176,210	78,610
1897	233,080	154,783	78,297

OFFICERS—President, J. S. Polk; Secretary, A. G. Maish; Treasurer and General Manager, Geo. B. Hippee; Superintendent, W. G. Owens.

DETROIT, MICH.

POPULATION 1890 WAS 205,876; IN 1880 WAS 116,340; AND IN 1870 WAS 79,577.

On Aug. 11, 1899, the Detroit Common Council passed ordinances to compel the Detroit Citizens and the Detroit Fort Wayne & Belle Isle to sell eight tickets for a quarter, the Detroit Electric being already required by its charter to sell tickets at this rate good until eight o'clock at night. V. 68, p. 670, 926, 1023, 1132; V. 69, p. 26, 79, 179, 384; V. 69, p. 695. The Detroit Citizens brought suit to prevent the enforcement of the ordinance and on March 19, 1900, Judge Swan, in the U. S. Court, rendered a decision denying its validity. See V. 70, p. 583.

CHICAGO DETROIT & TOLEDO RR.

ORGANIZATION—Projected trolley road. Incorporated April 23, 1898, to build a line from Detroit south to Toledo, O., 60 miles. Stock, $300,000. Among the stockholders are John C. Schaffer, George D. P. Robinson, T. S. Mordant, D. E. Town, Chicago; Charles W. O'Brien, Leopold Freund and Alex. E. Riepelle, of Detroit.

CITIZENS' TRACTION CO.—

ORGANIZATION—Organized in 1897, and controls the street railway lines in the city, viz., the Detroit Citizens' Street Ry. and the Detroit Electric Ry. The three roads are operated under an agreement which provides that all interest on the outstanding bonds of each constituent company must be paid out of the earnings of the consolidated properties before any dividends can be declared. The Detroit Fort Wayne & Belle Isle is controlled in the same interest.

STOCK—	*Date.*	*Rate.*	*Outstanding.*
Stock, $7,000,000 ($100)	.....	.....	$7,000,000

DETROIT CITIZENS' STREET RAILWAY.—(*See Map on page 34.*)—A trolley road.

ORGANIZATION—Chartered in 1891 and absorbed the Detroit City Railway (incorporated May 9, 1863), the Grand River Street Railway and the Hamtramack & Grosse Point railway companies. Also owns the entire capital stock of the Detroit Suburban Railway and Highland Park Railway and operates them under lease. Controlled by the Citizens' Traction Co.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	....	.....	.....	$1,250,000	.....
Detroit City Ry. bonds	....	1890	5 J-J	1,000,000	July 1, 1905
Grand River Ry. bond	....	1890	5 J-J	150,000	July 1, 1905
Detroit Citizens' Street M., $3,000,000	....	1891	5 A-O Trustee, Washington Trust Co., N. Y. City.	1,100,000	Oct. 1, 1901
1st Con. M., $7,000,000 ($1,000) gold...c	....	1895	5g. J-J Trustee, N. Y. Security & Trust Co., N. Y.	4,335,000	July 1, 1905
Guaranteed under terms of lease:—					
Detroit Suburban Ry., 1st M. $400,000	....	1892	5 M-N Trustee, Union Trust Co., Detroit.	275,000	Nov. 1, 1902
Highland Park Ry., 1st M. $250,000	....	1893	5 J-J Trustee, Union Trust Co., Detroit.	140,000	Jan. 1, 1908

Bonds—The consolidated mortgage is for $7,000,000 of gold bonds; $2,665,000 are held by N. Y. Security & Trust Co., trustee, to redeem outstanding bonds of like amount.

The Detroit City Ry. $1,000,000 bonds and the Grand River Ry. $150,000 bonds fell due Jan. 1, 1900, but have been extended to July 1, 1905, with privilege of calling at par on 60 days' notice.

ROAD—Operates 105 miles of track.

LATEST EARNINGS—		*Gross.*	*Net.*
Five mos., Jan. 1 to May 31	1900	$588,435	$295,337
	1899	500,273	230,990

Years ending Dec. 31:	*Gross.*	*Net.*	*Charges.*	*Bal., sur.*
1899	$1,367,184	$682,383	$350,000	$332,383
1898	1,196,487	584,893	350,000	234,893
1897	1,102,249	536,901	350,000	186,901
1896	1,040,545	487,739	350,000	87,739

OFFICERS—President, Tom. L. Johnson; Vice-President and Treasurer, J. C. Hutchins; Secy., A. E. Peters; Gen. Man., A. B. du Pont.—V. 63, p. 116; V. 64, p. 82; V. 68, p. 670, 926, 1023, 1132; V. 69, p. 26, 79, 179, 384; V. 70, p. 583.

DETROIT ELECTRIC RY.—(*See Map page 34.*)

ORGANIZATION—Successor in August, 1896, to the Detroit Railway, which was incorporated under the laws of Michigan, and operated under ordinances granted for thirty years from 1895 by the Common Council of Detroit and the Township Board of Springwells.

The Detroit Electric and the Detroit Citizens' are owned by the Citizens' Traction Co.

STOCK AND BONDS.—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,000,000 (p.$100)	.....	.....	$1,000,000	.....
Detroit Railway—				
1st M., g. ($1,000), red. at 103 on Dec. 1, 1898, on 62 miles...c*&r.	1895	5g. J-D Trustee, Cleveland Trust Co.; interest paid at Seaboard Nat'l Bank, New York City.	1,800,000	1912-1924
Det. Elec. Con. M., $2,800,000, gold ($1,000). c.*&r.	1896	5g. J-D Cleveland Trust Co., trustee. As to Dec., 1897, interest, see V. 65, p. 1219.	$1,000,000	June, 1916

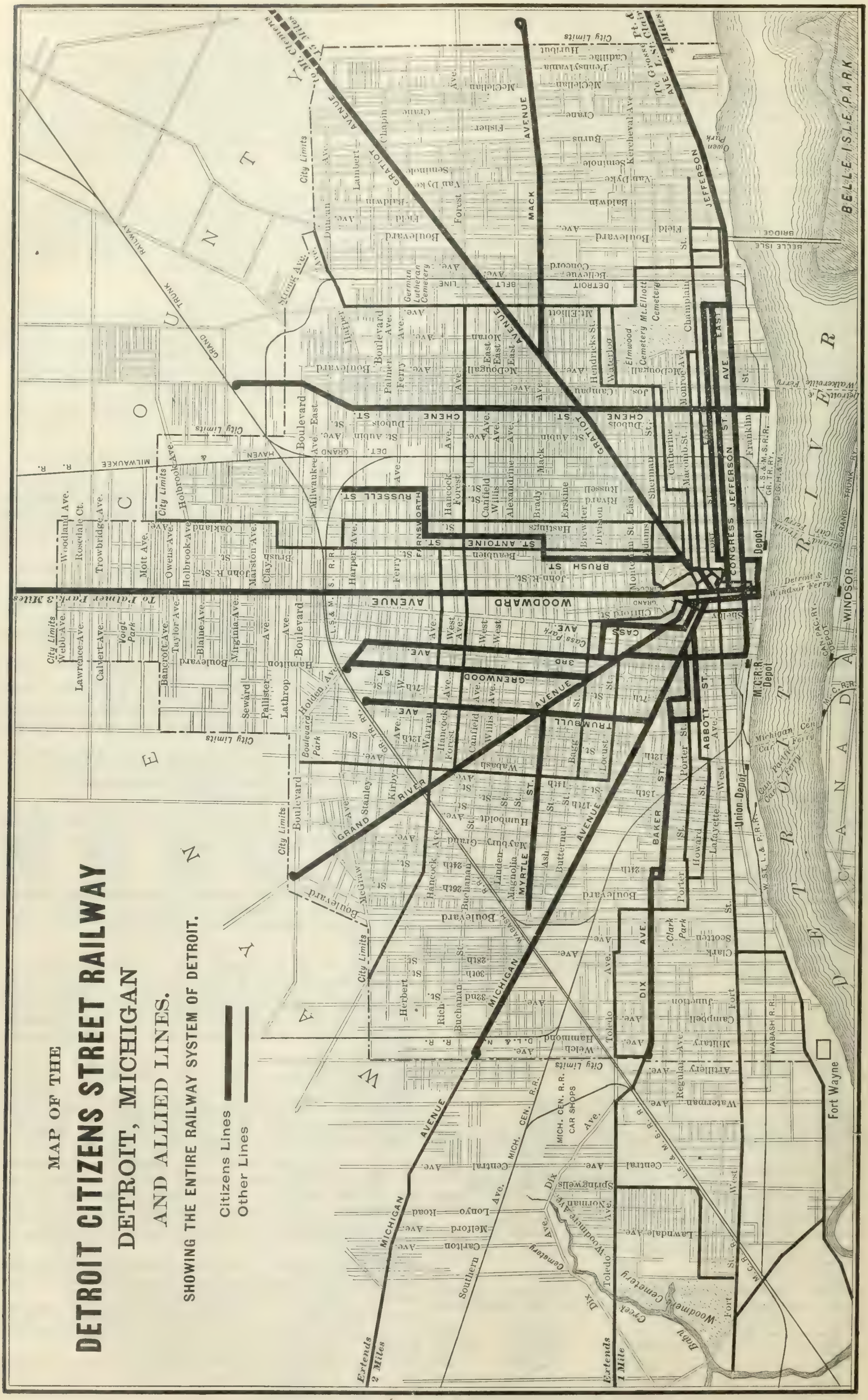
BONDS—First mortgage bonds of the Detroit Ry. for $1,800,000 have been issued on 62 miles completed and equipped. Bonds numbered 1 to 600 mature in order of numbers at $50,000 per annum, beginning Dec. 1, 1912, numbers 601 and above mature Dec. 1, 1924. There is a sinking fund for bonds numbered 1,801 and upward. Consols for $1,800,000 are reserved to retire the first mortgage bonds as they mature.

ROAD—System consists of two east and west cross-town lines, two belt lines and route connecting northwesterly central and northeastern portion of the city. Operates 62 miles of track with trolley.

LATEST EARNINGS—		*Gross.*	*Net.*
Five mos. Jan. 1 to May 31.	1900	$223,715	$68,921
	1899	172,599	59,816

EARNINGS—For year ending Dec. 31, 1899, gross, $462,208; net, $160,244. In 1898, gross, $401,179; net, $134,402.

OFFICERS—Pres., J. C. Hutchins; Vice-Pres. and Treas., J. C. Hutchins; Sec., A. E. Peters; Gen. Man., A. B. du Pont.—V. 65, p. 1219; V. 68, p. 670; V. 69, p. 384.


MAP OF THE
DETROIT CITIZENS STREET RAILWAY
DETROIT, MICHIGAN
AND ALLIED LINES.
SHOWING THE ENTIRE RAILWAY SYSTEM OF DETROIT.
Citizens Lines
Other Lines
WAYNE COUNTY
DETROIT RIVER
LAKE ERIE
CANADA
City Limits
Grand Trunk Railway
Milwaukee R. R.
Detroit & Windsor Ferry
Walkerville Ferry
Belle Isle Bridge
Belle Isle Park
Fort Wayne
Union Depot
M. C. R. R. Depot
C. P. R. Depot
Jefferson Avenue
Woodward Avenue
Grand River Avenue
Michigan Avenue
Gratiot Avenue
Mack Avenue
Russell St.
Brush St.
Beaubien St.
Farnsworth St.
Chene St.
Dubois St.
Hastings St.
Congress St. East
Fort St. East
Grand Boulevard
Boulevard
Trumbull Ave.
Cass Ave.
Grand River Ave.
Grand Stanley
Kirby
Michigan Cen. R.R. Car Shops
Mich. Cen. R.R.
Toledo
Southern
Wabash R.R.
Detroit, G. H. & M. R.R.
L. S. & M. S. R.R.
Gr. Tr. Ry.
Lake Shore & Mich. So. Ry.
Detroit, Toledo & Ironton R.R.
Detroit, Lansing & Northern R.R.
Detroit, Grand Haven & Milwaukee R.R.
Wabash R.R.
Pere Marquette R.R.
Grand Trunk Ry.
Canada Southern Ry.
Michigan Central R.R

DETROIT FORT WAYNE & BELLE ISLE—

ORGANIZATION—Successor in 1898 to the Fort Wayne & Belle Isle. Controlled by the same interests as the Citizens' Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100	.....	.....	$1,200,000	.....
1st M., g., $1,200,000..c	1898	5g. A-O	1,200,000	Apr. 1, 1927
	Int. at N. Y Security & Trust Co., Trustee (subject to call at $105 and interest).			

ROAD—25 miles of trolley track.

LATEST EARNINGS—Five mos. Jan. 1 to May 31. 1900.....Gross, $92,150; net, $27,722. 1899.....Gross, 77,687; net, 30,447.

EARNINGS—For the year ending Dec. 31, 1899, gross, $212,007; net, $80,423. In 1898, gross, $184,228; net, $74,439.

OFFICERS—President, J. C. Hutchins; Sec'y, A. E. Peters. V. 66, p. 856; V. 68, p. 524; V. 69, p. 384; V. 70, p. 583.

DETROIT LAKE SHORE & MT. CLEMENS RAILWAY—A trolley road.

William H. McBryan was appointed receiver in May, 1900.

ORGANIZATION—Chartered in 1897. Road operated from Oct. 1, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $300,000 (par $100)	....	.....	$300,000	.....
1st M., $260,000	1897	6g—J.-J.	See text.	July 1, 1927
	Int. at N. Y. Sec. & Trust Co., N. Y., Trus.			
1st con. M., $350,000, M. ($1,000 ea.), s.f., $5,000 annually after 1902...	1898	5g—M.-N.	See text.	May 2, 1928
	Int at N. Y. Sec. & Tr. Co., N. Y., Trustee			

Of the 1st con. 5s $260,000 have been reserved to take up the 1st 6s.

In Nov., 1899, the Co. reported that no bonds of either issue were held by the public.

ROAD. Detroit to Mt. Clemens, 17 miles; trackage within Detroit city limits over Detroit Citizens' Ry., 8½ m.; total operated, 25½ m.

OFFICERS—President, Merrill B. Mills; Sec., Thomas N. Fordyce; Treasurer, F. T. Ranney.—V. 70, p. 633, 945.

DETROIT & NORTHWESTERN RAILWAY.—Double trolley. Carries all kinds of freight, besides express and mails.

ORGANIZATION—Incorporated March 15, 1899, with 30-year franchises for both passenger and freight traffic. Purchased the Grand River Electric RR. from Detroit to Sand Hill and Pontiac & Sylvan Lake Railway from Pontiac to Sylvan Lake, and built road to connect the two.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $500,000	.....	.....	$500,000	.....
1st Mtg., $900,000, gold, $1,000 g.....*c.	1899	5g.M-N	900,000	May 1, 1919
	Int. at Union Trust Co , Detroit, Trustee.			

Of the $900,000 1st mtg., $260,000 were issued forthwith to provide for purchase price of the Grand River Elect. RR. and Pontiac & Sylvan Lake Ry., the remaining $640,000 used for new construction.

ROAD—Full operation began from Detroit City Hall to Sand Hill, Clarenceville, Farmington, Northville, Orchard Lake, Pine Lake, Cass Lake, Sylvan Lake and Pontiac (38 miles), June 1, 1900. Double track, Detroit to Farmington Junction, 18 miles; total track, 56 miles. All laid with 70-lb. Bessemer steel rails and operating 20 motor and 5 trailers, 12 passenger and combination coaches and 10 standard flat cars. In June, 1900, the Southfield branch had not yet been begun.

OFFICERS—President, Edw. W. Voigt; Treas., Hoyt Post; Secy., James A. Randall. Main office, 717 Hammond Building, Detroit.—V. 69, p. 541, 1193.

DETROIT & PONTIAC RY.—A trolley road.

ORGANIZATION—Chartered in 1897; successor of Oakland Ry.

First mortgage is for $500,000 of 5 per cent gold bonds of 1897, due Feb. 1, 1922, (trustee, Washington Trust Co., New York), all issued. Has 19 miles of track. Stock, $500,000; all outstanding. Pres., Geo. Hendrie; Sec. and Treas., Strathearn Hendrie. Office, Hammond Building, Detroit.

DETROIT ROCHESTER ROMEO & LAKE ORION.—Trolley. *(See Map on page 36.)*

ORGANIZATION—Incorporated in 1899. All franchises run for 30 years from 1899, and permit a general freight business. Except in cities and towns, runs almost entirely over private right of way.

Enters Detroit on trackage arrangement with Detroit Citizens through Woodward Avenue to City Hall.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000	.....	.....	$500,000	.....
1st M. sinking fund, $1,250,000 ($1,000), gold.	1900	5g. J.-D.	625,000	June 1, 1920
	Int. at Am. Trust & Savings Bank, Chicago, Trustee; also Guar. Trust Co., N. Y.			

BONDS—The $625,000 issued represents the 40 miles now in operation, the remaining $625,000 authorized will only be certified by trustee, and issued as the extensions to Flint and Almont are constructed. Messrs. C. H. White & Co. of New York have negotiated the bonds already issued and agree to take the remainder.

EARNINGS—Since completion of road on June 15, 1900, the passenger receipts have averaged $225 per day.

ROAD—In June, 1900, road was in operation from Royal Oak to Romeo, 27 miles, and from Rochester to Oxford, 13 miles; total in operation 40 miles, all in Michigan. Projected 30 miles from Oxford to Flint and 10 miles from Romeo to Almont. Including Detroit will serve a population of 400,000. Owns nine 45-ft. passenger cars, with four more under construction; rails 56 lb. T.

OFFICERS—Pres. and Gen. Man., John Winter; Vice-Pres., Oliver H. Lau; Treas., Frank C. Andrews; Sec., F. J. McMurtie. Gen. office, 29 State St., Detroit.—V. 69, p. 283; V. 70, p. 429.

DETROIT YPSILANTI & ANN ARBOR RY.—

ORGANIZATION—Organized in 1897 to build a road from Addison Ave. in Springwells to the Michigan Central Depot in Ann Arbor. Has trackage over Detroit Electric in Springwells and Detroit Citizens in Detroit. In 1898 absorbed Ann Arbor & Ypsilanti El. Ry.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, com. ($100,000)	.....	.....	$400,000	.....
1st M. ($600,000), g. ($500 or $1,000 each)	1897	6g.M-N	600,000	Nov. 1, 1917
	Interest at Union Trust Co., Detroit, trustee.			
Consol. 1st M., $1,000,000 g. ($500 & $1,000 each), s. f., an'ly	1899	6g.F-A	300,000	Feb. 1, 1924
	Interest at Union Trust Co., Detroit, trustee.			

Of the consols, $600,000 are reserved to retire the 1st 6s, $300,000 have been issued for improvements and $100,000 is reserved for future improvements.—V. 68, p. 282.

ROAD—Completed from Detroit (through Wayne and Ypsilanti) to Ann Arbor June 1, 1898. Also has a branch from Ypsilanti to Saline, 10 miles. Total road now operated, 54 miles. Pres., James D. Hawks; Sec., F. A. Hinchman. Office, Peninsular Bank Bldg., Detroit.—V. 68, p. 282

DETROIT PLYMOUTH & NORTHVILLE RY.—To be a trolley road. Chartered in 1898 to build an electric road from Detroit through Wayne (there connecting with the Det. Y. & Ann Arbor Ry.) and other towns and villages in Wayne County. Completed Wayne to Northville, 15·75 miles.

STOCK AND BONDS—	Date.	Interest.	Outst'ng.	Maturity.
Stock, $150,000	....	....	Jan. $150,000	.....
1st M., gold, $150,000 ($100 and $500 each) s.f. an'ly.*..c	1898	6 g. M.-N.	150,000	May 1, 1918
	Int. at Union Tr. Co., Detroit, Trus.			

OFFICERS—Pres., John A. Russell; Treas., J. H. Cullen; Sec. H. P. Wickham.—V. 67, p. 274.

DETROIT PORT HURON & SHORE LINE RY.—A trolley road

ORGANIZATION.—Incorporated in 1900. Is a consolidation of the Rapid Railway Co., the Detroit Mt. Clemens & Marine City Ry. (the purchaser of the properties of the Mt. Clemens & Lakeside Traction Co. and the Detroit & River St. Clair Ry.), the Port Huron St. Clair & Marion City Ry. and the City Electric Ry. of Port Huron. The new company owns the capital stock of each road. The consolidated road will be known as the Rapid Railway System, and will operate all the tracks in Mt. Clemens and Port Huron and the through route from Detroit to Port Huron running through Mt. Clemens, New Baltimore, Algonac, Marine City and St. Clair.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	.....	.....
1st mortgage, $2,500,000 ($1,000)	1900	5	See text.	1950
	Union Trust Co., Detroit, Trustee.			

BONDS—Of the new 1st mortgage, $800,000 is set aside to retire underlying liens, $500,000 remains unissued. The residue will be offered for sale after the road has been completed.

ROAD—Cars are now running through from Detroit to St. Clair, and rails are down all the way to Port Huron. Operation to the latter point was expected by June 15, 1900, giving 60 miles of track.

OFFICERS—President, C. J. Reilly; Treasurer, Charles M. Swift.—V. 70, p. 686.

(1) THE RAPID RAILWAY.—A trolley road.

In May, 1900, was consolidated with the Detroit Port Huron & Shore Line LiRy. which owns the stock of same.—V. 70, p. 633, 687.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par $100	.....	.....	$250,000 f.p.	.....
1st mortgage, $300,000, gold ($1,000)..... c*	1895	5 g. M-S	300,000	Mar. 1, 1915
	Int. at Finance Co. of Penna., Phila., Trustee.			
Consolidated mortgage, $600,000	1896	5 M-N	See text.	.....
	Int. at Finance Co. of Penna., Phila., Trustee.			

The first mortgage covers the entire property and franchises, including fire-proof power and car houses. Of the consol. mortgage bonds of 1896, $300,000 are reserved to take up the firsts, and the balance was being issued for extensions and improvements.

President, Cornelius J. Reilly; Treas., Charles M. Swift.—V. 63, p. 602; V. 70, p. 633, 687.

(2) RAPID RAILROAD—To be a trolley road.

ORGANIZATION.—Incorporated in 1898 to build the extension of the Rapid *Railway* from Mt. Clemens to Port Huron, Mich., 40 miles, via St. Clair Flats, Algonac, Marine City and St. Clair. Stock, $1,000,000.

(3) CITY ELECTRIC RAILWAY (OF PORT HURON).—Stock is owned by Detroit Port Huron & Shore Line Railway.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock $100,000 ($100)	....	.....	.....	$100,000	.....
1st mort., $200,000 gold, $1,000	10½	1893	6 g. M-S	155,000	Mar. 1, 1913
	Subject to call at 105 after Mar. 1, 1903 Int. at Hanover National Bank, N. Y. City.				

Bonds—The mortgage trustee is the Union Trust Company of Detroit. In January, 1900, $45,000 of the bonds were still reserved for additions and extensions at not exceeding 60 per cent of actual cost.

DETROIT UTICA & ROMEO ELECTRIC.—

See V. 70, p. 686.

WYANDOTTE & DETROIT RIVER RY.

ROAD, SECURITIES, ETC.—Trolley, 10½ miles of track. Report that road has been purchased by the Citizens' Ry. is not correct. Stock authorized, $250,000; issued $200,000. In Dec., 1898, made a mortgage to the Union Trust Co. of Detroit to secure $425,000 20-year bonds, dated Dec. 1, 1898, of which sufficient are reserved to retire the outstanding $200,000 bonds, maturing 1903; balance for improvements. For year ending Dec. 31, 1895, gross, $35,407; net, $12,725.

OFFICERS—President, J. C. Hutchins.

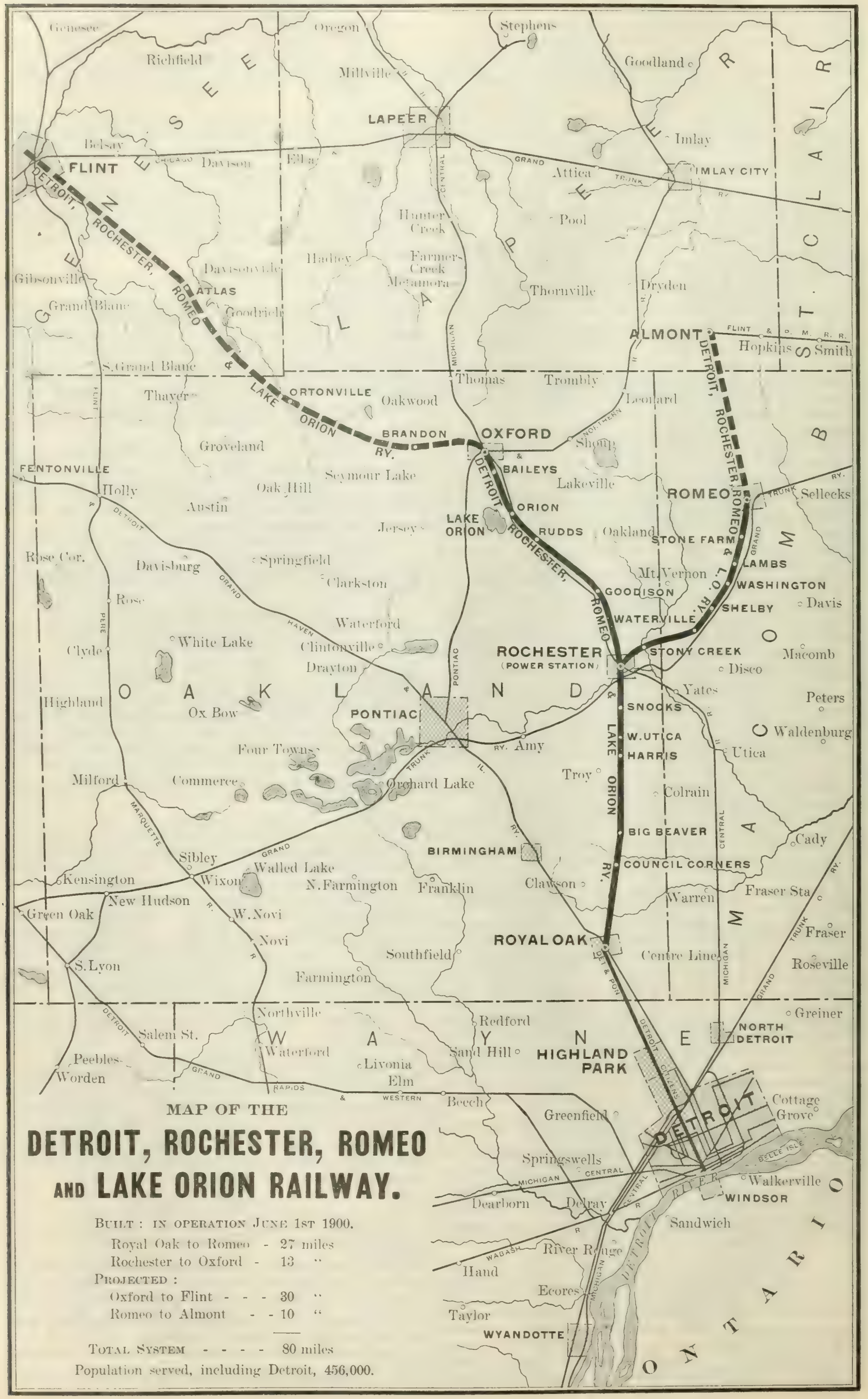
DOVER, DEL.

POPULATION 1890 WAS 3,061; IN 1880 WAS 2,811.

DELAWARE GENERAL ELECTRIC RY.—A trolley road.

ORGANIZATION—In August, 1899, was incorporated under laws of Delaware, with $900,000 capital stock (of $50 each), to build an electric railway from Milford, Del., via Dover, to Woodland Beach and Smyrna, with a branch to Bombay Hook on Delaware Bay (which is used as an excursion resort), a total distance of about 45 miles. Will carry both passengers and freight. Construction is well under way commencing at Dover, and road expected to be completed the present summer.

OFFICERS—President, Leo Belmont; Secretary, William Graham; Treasurer, Morris Bernheimer, all of Philadelphia.—V. 70, p. 381.



MAP OF THE

DETROIT, ROCHESTER, ROMEO AND LAKE ORION RAILWAY.

BUILT : IN OPERATION JUNE 1ST 1900.

Royal Oak to Romeo	27 miles
Rochester to Oxford	13 "
PROJECTED :	
Oxford to Flint	30 "
Romeo to Almont	10 "
TOTAL SYSTEM	80 miles

Population served, including Detroit, 456,000.

DOVER, N. H.

POPULATION 1890 WAS 12,790; IN 1880 WAS 11,687; AND IN 1870 WAS 9,294.

UNION ELECTRIC RY.—A trolley road.

ORGANIZATION—Reorganization in 1897 of Union St. Ry., foreclosed.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $100,000 (par $100)	.....	.....	$100,000	.....
1st M., $100,000, gold	1897	5 g.	100,000	Feb. 15, 1917

ROAD—Owns road 8 miles long, parallelling a steam road and connecting Dover with Somersworth. For year ending June 30, 1899, gross earnings, $36,493; net, $11,793. President, Sumner Wallace, Rochester, N. Y.; Treasurer, J. F. Springfield.—V. 62, p. 1140.

DOYLESTOWN, PA.

POPULATION 1890 WAS 2,519 AND IN 1880 2 070.

DOYLESTOWN & WILLOW GROVE RY. CO.—A trolley road.

ORGANIZATION—Organized as successor to the Bucks County Ry. Co., purchased at foreclosure sale on March 14, 1900, for $50,000.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000 ($50)	.....	.....	(?)	.....
1st mortg., g. $500,000 $1,000, gold	1900	5 g.	(?)	1930
	Land Title & Trust Co., Phila., Trustees.			

ROAD—Owns and operates 12 miles of road from Doylestown to Willow Grove, running over the old turnpike between those places, which is leased for 999 years.

OFFICERS—President, C. P. Weaver; Secretary, Percy S. Bickmore, both of Philadelphia.—V. 69, p. 1061; V. 70, p. 229, 1149.

DUBUQUE, IOWA.

POPULATION 1890 WAS 30,311; IN 1880 WAS 22,254; AND IN 1870 WAS 18,434.

HOME ELECTRIC—

ORGANIZATION—In September, 1899, was organized as successor by purchase at foreclosure of the Dubuque Light & Traction Co. Capital, $100,000 (par $100) all issued. No bonds or mortgages on the property.

OFFICERS—President, D. D. Myers; Vice-Pres., John Ellwanger. Secy. and Treas., Geo. W. Kiesel; Manager, W. J. Brown, all Dubuque.

ROAD—Operates 10½ miles of track in the city of Dubuque, Iowa, extending to West Dubuque and to Stewart Park.—V. 68, p. 84, 1180; V. 69, p. 591.

DUBUQUE STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated April 25, 1890. In July, 1899, sold to Messrs. Linehan & Molo, of 472 Main St., Dubuque, Ia. Messrs. Linehan & Molo inform us that they have purchased all the stock and bonds of the Dubuque St. Ry., and are also owners of the Star Electric Co., which has a 9-year contract for supplying the city with electric lights. The two companies are incorporated with a capital stock of $475,000. In 1899 net earnings of the two companies were $44,446.

ROAD—Owns 15 miles of track on 9 miles of street.

OFFICERS—President, Bart. E. Linehan,

DULUTH, MINN.

POPULATION 1890 WAS 33,115; IN 1880 WAS 3,483; AND IN 1870 WAS 3,131.

DULUTH STREET RAILWAY—A trolley road.

ORGANIZATION—Organized under act of Minnesota approved Nov. 17, 1881, and possesses "an exclusive franchise," doing the entire street railway traffic of the city. The Duluth Superior Bridge at West Superior is used by the railway, but is a separate corporation, and has issued first mortgage bonds for $650,000 and second mortgage bonds for $300,000—see bridge items, V. 63, p. 310, 504.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Capital stock	.....	.....	$2,000,000	.....
1st consol. mortgage	1890	6 J-J	100,000	Jan. 1, 1920
do do	1890	5 J-J	900,000	Jan. 1, 1920
Consol. mortgage, gold, $2,500,000 ($1,000) c*	1894	5 g J-J	1,039,000	July 1, 1924
	Jan., 1898, int. in default.			

RECEIVER—In July, 1898, President L. Mendenhall was appointed receiver.

Coupons due July, 1898, on the 1st 5s and 6s were paid Oct. 1, 1898; those due Jan., 1899, on May 1, 1899; those due July, 1899, on Oct. 17, 1899, and those due Jan. 1, 1900, on April 19, 1900, interest being paid on the coupons from the time when due to date of payment.

REORGANIZATION.—In June, 1900, a plan of reorganization was agreed upon involving the formation of a new company, the Duluth Superior Traction Co., which will take over the Duluth Street Railway and the Superior Rapid Transit Ry. of West Superior. Old first mortgage bonds are to receive new firsts and the consols 110 per cent in new preferred stock and 90 per cent in common. The whole $1,039,000 of consols has been deposited with Brown Bros. under this agreement. Capitalization of new company will be:

Preferred stock, 4 per cent cum.	$1,500,000
Common stock	3,500,000
First mortgage 30-year 5 per cent bonds	2,500,000

The new bonds will retire all underlying liens and receiver's certificates; $500,000 will be reserved for improvements. See CHRONICLE Vol 70, p. 1249.

ROAD—SYSTEM.—The system embraces 28·84 miles of single track surface and 1⅛ miles elevated incline road; whole road is double-tracked; also operates 13·4 miles (see below) for land companies. See Duluth-Superior Bridge items, V. 63, p. 310, 504. Operated for land companies: Lakeside St. Ry., 7·44 miles of track, and Woodland Co., 5·96 miles of track.

LATEST EARNINGS—10 months to Apr. 30.	1900	Gross, $195,419;	net, $93,745
	1899	Gross, 163,113;	net, 77,472
EARNINGS—12 months, July 1 to June 30.	1898-9	Gross, $215,856;	net, $102,193
	1897-8	Gross, 201,840;	net, 98,421
	1896-7	Gross, 202,031;	net, 91,876
	1895-6	Gross, 219,927;	net, 120,865

OFFICERS—President, L. Mendenhall; Secretary and Treasurer, T. W. Hoopes; Gen. Manager and Purchasing Agent, H. Warren. V. 66, p. 73; V. 70, p. 1249.

WOODLAND CO.—A trolley road.

ORGANIZATION—This company is successor to the Motor Line Improvement Co., having purchased same at foreclosure. The road is operated "under sufferance" by the Duluth Street Ry.

STOCK—The stock authorized is $10,000 common ($10 par); issued $5,500; $5,000 5 p.c. Class A pref. ($10 par); issued $1,794 50; $25,000 3 p. c. Class B pref. ($10 par); issued $23,204. ROAD—Owned 5·96 miles of track.

OFFICERS—President, T. W. Hoopes; Treasurer, R. M. Hunter; Secretary, James Bardon.

EAST LIVERPOOL, OHIO.

POPULATION 1890 WAS 10,956; 1880 WAS 5,568; AND IN 1870 WAS 2,105.

EAST LIVERPOOL RAILWAY.—A trolley road.

ORGANIZATION.—A reorganization in May, 1897, of the East Liverpool & Wellsville Street RR., sold by sheriff. In 1898 population of East Liverpool was said to be 14,000 and of Wellsville 7,000.

STOCK & BONDS.—	Date	Interest.	Outstand'g.	Maturity.
Stock, $300.000	.....	.....	$300 000	.....
1st M., g., $150,000 ($500 ea.)	.....	5g. J-D	150,000	1917
Not subject to call.	Int. at Boston Safe Dep. & Tr. Co., Trustee.			
2d (income) M., $150,000 ($500 each.)	.....	5g. Sept.	$150,000	1917
	Int. at Boston Safe Dep. & Tr. Co., Trustee.			

ROAD—Operates 9¼ miles of track. In Nov., 1899, was granted a franchise to extend its lines to Riverview Cemetery. Work under way. President, John B. Hoefgen.—V. 64, p. 287.

EAST ST. LOUIS, ILL.

POPULATION IN 1890 WAS 15,169; IN 1880 was 9,185; AND IN 1870 WAS 5,644.

EAST ST. LOUIS ELECTRIC STREET RR.—Has been operated since March 1, 1897, by the Terminal RR. Association of St. Louis, which purchased the entire capital stock for $210,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock paid in in 1894	.....	.....	$336,000	.....
Con. (now 1st) $500,000, g	1893	6 g. F-A	290,000	Aug. 1, 1908

Interest is payable at Mississippi Valley Trust Co., trustee, St. Louis.

ROAD—Operates 18 miles of track.

EARNINGS—For calendar year 1899, gross, $155,745; net, $56,925; int., div., etc., $41,225; surplus, $15,700. In 1898 gross, $118,652; net, $46,197; int., div., etc., $39,026; sur., $7,171.

OFFICERS—President, Julius S. Walsh; Vice-President, E. P. Bryan; Secretary, C. D. Walsh; Treasurer, F. C. Daab. Directors, Julius S. Walsh, E. P. Bryan, C. K. D. Walsh, H. D. Sexton, F. C. Daab, James Hanna and C. T. Jones. V. 69, p. 179.

MISSISSIPPI VALLEY TRANSIT CO.—To be a trolley road.

ORGANIZATION—Incorporated in Illinois in March, 1900, to build as road from East Louis, by way of Collinsville, to Edwardsville, Ill. Has acquired the franchise of the Mississippi Valley Railway. Work is under way. President, C. F. Blanke; Sec. and Treas'r, J. F. Conrad; St. Louis, Mo.

EASTON, PA.

POPULATION 1890 WAS 14,481; IN 1880 WAS 11,924; AND IN 1870 WAS 10,988.

EASTON CONSOLIDATED ELECTRIC.—

Consolidation in 1899 of the Easton Transit Co., the Edison Illuminating Co. of Easton and the Easton Palmer & Bethlehem. Incorporated in New Jersey March 11, 1899.

STOCK & BONDS—Both the stock and the collateral trust 5s were in Jan., 1900, listed on the Philadelphia Stock Exchange.

	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,500,000; par, $50	.....	.....	20% paid in.	3½% July 23, 1900.
Collateral trust, g., c.* 1,300,000 ($1,000, $500)	1899	5 g. M & N	872,000	May 1, 1949
	Int. at Girard Trust Co. (Phil.), trustee.			

The collateral trust bonds have no sinking fund, and are not subject to call. Of the total issue of $1,300,000, $420,000 is reserved to take up the $300,000 Easton Transit bonds, $60,000 Penn. Motor bonds, and $60,000 Easton & Beth. Transit bonds. Issue is secured by a pledge of $298,350 (out of $300,000) stock of the Easton Transit Co., 12,206 shares (out of 12,322 shares) of Edison Illuminating stock, 1,902 shares (out of 2,400 shares) of Pennsylvania Motor stock, 4,000 shares (half common and half preferred, being the entire issue of each) of the Easton Palmer & Bethlehem Street Ry., and 2,400 shares (out of 2,500 shares) of Easton & Bethlehem Transit stock.

ROAD—Including the Easton Transit and Easton Palmer & Bethlehem, operates about 30¾ miles of track, being the entire street-railway system of Easton, South Easton and Philipsburg, with the line from Easton to Bethlehem. The two roads have 66 cars.

DIVIDENDS—First dividend has been declared, namely, 3½ per cent semi-annual, payable July 23, 1900.

LATEST EARNINGS.—For eleven months, July 1 to May 31, 1900, gross was $251,687; net, $107,953.

OFFICERS—President, William Hinckle Smith, Philadelphia; Secretary, E. B. Maltby; Treasurer, A. D. Chidsey; Gen'l Mgr., C. E. Flynn. V. 68, p. 524, 670 976; V. 70, p. 76, 175, 1249.

(1) EASTON TRANSIT—A trolley road.

ORGANIZATION—Chartered June 30, 1892. Franchise is perpetual and gives exclusive rights to operate street railway in city. The Pennsylvania Motor Co. and Easton & Bethlehem Transit are leased for $3,600 each yearly, being interest on their bonds.

The Easton Consolidated Electric owns 5,967 out of the 6,000 shares of stock.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Last Div.,&c*
Stock, par, $50	.....	.....	.....	$300,000	See text.
1st mort., $300,000, g., $200&$500, c&r	11½	1892	5 A-O	300,000	1922

Subject to call at 103 in 1897 and redeem. after Oct. 1, 1902.

Interest payable at Easton Trust Co., Trustee.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Last Div.,&c*
Leased Lines— Pa. Motor Co. 1st M...	3	1881	6 A-O	$60,000	Apr. 1, 1941
Lacka. Tr. & Safe Dep. Co. (Scranton), trustee					
Easton & Bethlehem Transit Co. Bonds	4·1	1894	6	60,000	Aug. 1, 1924
E. P. Wilbur Tr. Co., trustee; red. aft. Aug 1,'04					

Dividends—For 1895-96, 3 p. c.; for 1896-97, 3 p. c.; for 1897-98 and 1898-99, nil.

For year ending June 30, 1899, gross, $140,121; net, $58,402; taxes, $5,956; interest, $19,184; rentals, etc., $12,093.—V. 68, p. 524, 670.

(2) EASTON PALMER & BETHLEHEM ELECTRIC RY.

The Easton Consolidated Electric owns all the stock. Stock, $100,000 common and $100,000 6 per cent preferred; all outstanding; par of each, $50. Bonds, $200,000 1st 20-year gold 5s, all outstanding, due Dec. 31, 1918, int. J&J, at United States Mortgage & Trust Co., New York, trustee.

EARNINGS—For fiscal year ending Oct. 31, 1899, gross, $55,442; net, $24,191. The annual interest charge is $10,000.

EAU CLAIRE, WIS.

POPULATION 1890 WAS 17,415; IN 1880 WAS 10,119; AND IN 1870 WAS 2,293.

CHIPPEWA VALLEY ELECTRIC RY.—

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Last Div.*
Stock, $200,000; par $100	.....	6 J-J	$200,000	Jan.15,'99, 3
First M., $200,000 gold ($1,000 each) not sub. call	1898	6 g. A-O	200,000	Oct. 1, 1918

Int. at Mass. L. & Tr. Co., Boston, Trustee.

ROAD—Owns trolley road Eau Claire to Chippewa Falls, Wis., 12 miles; Eau Claire, 8 miles; Chippewa Falls, 2 miles; total, 22 miles. Owns 14 miles right of way; exclusive 30 years franchise at Chippewa Falls and 30-year franchise at Eau Claire. Road opened Sept. 2, 1898.

EARNINGS—For year ending Oct. 31, 1899, gross, $36,450; net, $14,049.

President, A. E. Appleyard, Boston, Mass.; Supt., J. R. Harrigan, Eau Claire.

ELGIN, ILL.

POPULATION 1890 WAS 17,823; IN 1880 WAS 8,787; AND IN 1870 5,441.

ELGIN CITY CARPENTERSVILLE & AURORA RAILWAY.—A trolley road. Also owns an electric-light plant. Population of Elgin (school census) 1896 was 22,000.

ORGANIZATION, ETC.—A consolidation in 1897.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Div., etc.*
Stock ($500,000 author'd)	.....	.....	.....	$500,000	6% in '99
Elgin City Ry. 1st Mort..	13	1897	5 F-A	200,000	1907
Interest at Farmers' L.& T. Co., N. Y. City.					
C. E. & A. 1st mortgage....	18	1896	5	100,000	Jan.1,'07

Dividends—Old companies each in 1895 paid 6 p. c.; in 1896, 6 p. c. New company in 1897, 1898 and 1899, 6 p. c.

ROAD—Owns 12 miles of track in Elgin (40 and 45-lb. T and girder rails), and 18 miles to Dundee, Coleman, Geneva, etc. (60 and 65 lb. T rails); total track, 30 miles.

OFFICERS.—President, Wm. Grote; Vice-Pres't and Gen'l Manager, J. B. Lane; Secretary, A. B. Church; Treasurer, E. D. Waldron.

ELIZABETH, N. J.

POPULATION 1890 WAS 37,764; IN 1880 WAS 28,229; AND IN 1870 WAS 20,832.

ELIZABETH STREET RAILWAY—A trolley road.

ORGANIZATION—Formerly a horse road, but in 1899 converted into a trolley line. Stock Jan. 1, 1900, $50,000; unfunded debt, $55,654; total cost of road and equipment, $105,654. Owns 3½ miles of track. In year 1899 gross earnings, $3,634; expenses, $7,736; balance, deficit for year, $4,102. Treasurer, Edward C. Woodruff.—V. 67, p. 370.

ELMIRA, N. Y.

POPULATION 1890 WAS 29,708; IN 1880 WAS 20,541; AND IN 1870 WAS 15,863.

ELMIRA WATER, LIGHT & RAILROAD COMPANY.

ORGANIZATION—The Elmira Water, Light & Railroad Co. was incorporated in May, 1900, to take over, per plan in V. 67, p. 1109, all the companies constituting The Elmira Municipal Improvement Co. The new company owns entire capital stock ($380,000) and property of the Elmira & Horseheads Ry., all capital stock ($20,000) and property of the Maple Ave. RR. and $17,625 of the $25,000 capital stock of the West Water St. RR. The company also owns the former property of the Elmira Gas & Illuminating Co. and the Elmira Illuminating Co., and has merged the Elmira Water Works Co. At the foreclosure sale on May 25, 1900, the properties were bid in for the Reorganization Committee.

SECURITIES TO BE OUTSTANDING UNDER REORGANIZATION.

	Date.	*Interest.*	*Amount.*	*Maturity.*
Stock	....	.....	$1,000,000	.....
Elmira Wat. Works 1st M.	....	6	339,000	1913
New 1st M., $2,000,000 gold	1899	5 g. J.-J.	1,661,000	Jan. 1, 1949

Subject to call at 105 and interest.

2d M. income 4%	1899	.....	1,200,000	Called at 100

Of the new 1st 5s, $339,000 are reserved to retire at maturity the first mortgage bonds of the Elmira Water Works Co., due 1913.

The consol. 5s of the Elmira Municipal Improvement Co. are to receive per $1,000 principal of old bonds, $500 in new first 5s, $500 in incomes and $100 in new stock. Funded and unpaid coupons are to receive 100 per cent in second mortgage incomes. The $1,000,000 old stock was assessed 10 per cent and is to receive 10 per cent in new first 5s and 50 per cent in new stock.

ROAD—Includes old Maple Ave., 1·85 miles, and Elmira & Horseheads Ry., 9·05 miles, both owned; West Water St., 3·049 miles, leased. Total mileage of road, 13·949 miles; of track, 17·216 miles. Also owns Rorick Glen Park.

EARNINGS—The earnings of the Improvement Co., as shown below, it is thought will be increased.

Year.	*Gross.*	*Net.*	*Taxes.*	*Bal. for int.*
1899	.....	....	.....	....
1898	282,037	119,036	15,481	103,555
1897	275,338	115,382	14,571	100,811

OFFICERS—President, Chas. E. Hotchkiss; Vice-President, Ross M. Lovell; Secretary and Treasurer, John M. Diven; General Manager, Chas. F. Uebelacker. Directors Chas. E Hotchkiss, R. M. Lovell, C. F. Uebelacker, Chas. B. Swartwood and E Watson Personius.—V. 67, p. 1109, 1207; V. 69, p 1303; V. 70, p. 1052, 1095.

(1) WEST WATER STREET RR. CO.—Trolley.

Capital stock (par $25) is $25,000, of which 705 shares, or $17,625, is owned by the Elmira Water, Light & Railroad Co. No bonded debt.

Was leased to Maple Avenue RR. Co., but lease was assigned to Elmira Water, Light & Railroad Co.

WEST SIDE RAILROAD.—A trolley road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $300,000 ($100)	.....	.....	$105,000	.....
1st mortgage, g., $300,000..	1894	5g.A-O	300,000	Oct. 1, 1914

ROAD—8·5 miles of single track and 1·25 mile sidings, etc.

OFFICERS—Pres't, C. M. Tompkins; Sec., P. V. Bryan; Treas., H. H. Hallock.

EARNINGS—	1898-9	1897-8.
Gross	$51,706	$51,364
Net	13,390	11,557
Charges	17,356	16,878

ERIE, PA.

POPULATION 1890 WAS 40,634; IN 1880 WAS 27,737; AND IN 1870 WAS 19,646.

ERIE ELECTRIC MOTOR CO.—

ORGANIZATION—Chartered October 8, 1888. This company leases for 999 years the Erie City Passenger Railway at 6 per cent on its stock, having secured a controlling interest in its stock. Population in 1895 was said to be 52,000. Bills payable, etc., June 30, 1899, $164,761.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outst'ding.*	*Maturity.*
Stock ($700,000) ($100)	....	.....	.....	$700,000 f.p.	.....
1st mort'ge ($200,000) ($1,000), gold.....c.	....	1889	6g. J-J	200,000	Jan. 1, 1919
Interest at Cent. Trust Co., trustee, N. Y. City.					
2d mort'ge ($150,000) ($1,000), gold.....c.	....	1889	6g. J-J	$150,000	Jan. 1, 1919
Interest at Cent. Trust Co., trustee, N. Y. City.					
Erie City Pass'gr Ry.—					
Stock (rental 6 p. c.)	....	.....	6 p. c.	$100,000	.....
1st mortgage	....	.....	6 A-O	25,000	Oct. 1, 1913

Bonds—The bonds are not subject to call before maturity.

ROAD—On Jan. 1, 1900, was operating 21 miles of track on 18 miles of street, and holds perpetual trackage rights in all the city streets.

ANNUAL REPORT—For year ending June 30, 1899, gross, $151,667; net, $35,423; interest and taxes, $37,951. In year 1897-8, gross, $141,947; net, $36,339.

OFFICERS—President, J. S. Casement, Painesville, O; Secretary and Treasurer, J. L. Sternberg, Erie. Office, 202 State St., Erie.

ERIE RAPID TRANSIT STREET RY.—To be a trolley road. Incorporated in June, 1898, to build 20 miles of electric road in Erie. Stock, $300,000. In Jan., 1899, all franchises and rights of way were reported to have been obtained, but in Jan., 1900, no road built. President, E. T. Walker, Phila.; Secretary, G. D. Howell, Phila.; Treas., Isaac Walker, Phila.; General Manager, L. G. Chase, Erie.

ESCANABA, MICH.

POPULATION IN 1900 (ESTIMATED) 8,200; IN 1890 WAS 6,808; IN 1880 WAS 3,860; AND IN 1870 WAS 1,370.

ESCANABA ELECTRIC RY.—

ORGANIZATION, ETC.—A reorganization in 1898 of the Esc. Elec. St. Ry. Owns 7½ miles of track. In 1899 extended to a connection with the "Soo" road. Stock, $50,000; all paid in. No bonds. Four months ending Dec. 31, 1898, gross, $2,029; net, $162. President and Man., A. R. Moore; Vice-Pres., O. B. Fuller; Sec. and Treas., I. C. Jennings.

EVANSVILLE, IND.

POPULATION 1890 WAS 50,756; IN 1880 WAS 29,280; AND IN 1870 WAS 21,830.

EVANSVILLE STREET RR.—A trolley road

ORGANIZATION—Chartered in May, 1866. On Apr. 14, 1899, H. D. Moran was appointed receiver. V. 68, p. 722. A reorganization plan has been agreed upon and declared operative, $881,000 of the bonds having up to June, 1900, assented to it. Interest will be reduced from 6 per cent to 4 per cent, and new bonds given dollar for dollar. The new mortgage will be for $1,200,000. The Reorganization Committee consists of Geo. A. W. Dodge (Chairman), New Haven, Ct.; Henry D. Lyman, New York, and John Eliot Bowles, Secretary, 15 Broad St., New York.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	.....	$500,000	.....
1st M., $1,000,000, gold	27½	1892	6g. J-J	1,000,000	Jan. 1, 1922
Last coupon paid Jan., 1899.					

ROAD—Owns 27½ miles of trolley track. Rails 56 and 60 lbs. Westinghouse system.

EXETER, N. H.

POPULATION 1890 WAS 4,284; in 1880 WAS 3,569.

EXETER HAMPTON & AMESBURY ST. RY.—Trolley. This is a consolidation of the Exeter Street RR., the Hampton & Amesbury and the Rockingham Electric. Comprises about 23 miles, extending from Exeter to Hampton Beach and to Amesbury. Road opened its entire length July 4, 1899.

STOCK & BONDS—	Date.	Interest	Outst'ding.	Maturity.
Stock ($225,000) ($100)..	.....	Q-F.	$225,000	.....
1st Mort. $225,000..... ($1,000)	1899	5 J.-D.	225,000	June 1, 1919
	Int. Am. Loan & Tr. Co., Boston, Trustee			

DIVIDENDS—1¼ p. c. Nov. 1, 1899; 2½ p. c. April 15, 1900.

OFFICERS—President, Warren Brown, Hampton Falls; Sec'y, John Templeton, Exeter; Treas., Edwin L. Pride, Boston.—V. 68, p. 379, 1075.

FAIRHAVEN, WASH.

NORTHERN RY. & IMPROVEMENT CO.—

ORGANIZATION—In April, 1898, the Northern Ry. & Improvement Co. became the owner of the Fairhaven & New Whatcom Railway, which was sold at auction in April, 1897. Stock, $200,000. Bonds, authorized, $200,000; issued, $80,000. Old Colony Trust Co., Boston, Trustee. Operates 18½ miles of trolley track, including 3 miles leased from the Bellingham Bay Electric Railway Co. President, S. Z. Mitchell; Sec. and Treas., C. N. Huggins.—V. 66, p. 810.

FINDLAY, OHIO.

POPULATION 1890 WAS 18,553; IN 1880 WAS 5,553; AND IN 1870 WAS 4,073.

FINDLAY STREET RY.—A trolley railway.

ORGANIZATION—Chartered in September, 1887. Rates of fare 5 cents within city limits; additional 5 cents charged beyond city limits to Mortimer. Has no paving to do, but must keep portion between rails in repair so long as horses are used. On June 22, 1899, received from the city of Findlay and Hancock County Commissioners a franchise for 25 years from that date, conditioned on the extension of the line 2½ miles to Mortimer, which will be completed by July 15, 1900. In Jan, 1900, purchased the Hancock Light & Power Co. for $40,000, and consolidated with same.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $275,000 (par, $25)	.....	.....	$275,000	f. p. Apr., '00, ¾%
1st mort., $150,000, gold. $1,000, not subj. to call.	1895	5 g. M-N	116,000	May, 1911
	Int. at Cent. Tr. & S. Dep. Co., Cincinnati, O.			
1st con. M., $275,000, gold	1899	5 g. J-D	$125,000	Dec. 1, 1924
	Central Tr. & Safe Dep. Co., Cincin., Trus.			
	Interest at Atlantic Trust Co., New York.			

BONDS—Of the new 1st con. mtge. for $275,000, $150,000 is reserved to retire bonds of like amount due May, 1911.

DIVIDENDS—First quarterly dividend of ¾ p. c. paid April 10, 1900.

EARNINGS—For year 1899 (before consolidating with light company) net was $12,350; in 1898 net was $12,127.

ROAD—Main line 4½ miles double track, operated by electricity. The line is to be extended to Mortimer, 2¾ miles, with turnouts.

OFFICERS—President, Geo. B. Kerper, Dayton, Vice-President and Treas., C. D. Kinney, of York, Me.; Sec., J. A. Bope, Findlay; General Manager and Purchasing Agent, C. F. Smith, of Findlay.—V. 70, p. 686.

FISHKILL-ON-THE-HUDSON, N. Y.

POPULATION IN 1890 WAS 3,617; IN 1880 WAS 2,503; AND IN 1870 WAS 2,992.

CITIZENS STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated July 21, 1890. Opened to traffic August 27, 1892.

Stock, $75,000, par $100..$75,000
1st mortgage 6s, A&O 75,000
(Due 1912, optional after 1897.)
Leased Line—
Fishkill Elec. 1st M., 6s, of 1895, due 1915, J&J } $40,000
Fishkill stock ($50,000) to receive same dividends as Citizens.

ROAD—Owns 3 miles of single and ·25 miles of second track.

Also operates Fishkill Electric Ry., 4 miles; total, 7¼ miles.

EARNINGS—Year ending June 30.

	1899.	1898.
Gross	$34,425	$33,934
Net	13,214	10,266
Charges	9,966	8,269
Dividends	none.	none
Balance	sur.3,248	sur.1,997

OFFICERS—Pres., J. T. Smith, Fishkill-on-Hudson; Sec., S. K. Phillips, Matteawan; Treas., W. H. Southard, Matteawan.

FITCHBURG, MASS.

POPULATION 1890 WAS 22,037; IN 1880 WAS 12,429; AND IN 1870 WAS 11,260.

FITCHBURG & LEOMINSTER STREET RY.

ORGANIZATION—Road extends to Leominster and Lunenburg.

Railroad Commissioners in June, 1900, granted petition to issue $100,000 stock in addition to the existing $250,000.

STOCK, BONDS ETC.—	Date.	Rate.	Outstand'g.	Maturity
Stk. (au., $500,000; par, $100)	.....	8 p. c.	$250,000	See earns
1st mort. ($500) c., $150,000. Int. at 1st Nat. Bank, Bost.	1897	5 A-O	150,000	Apr. 1, 1917
Loans and bills payable Sept. 30, 1899	.....		190,000	.....

DIVIDENDS—In year 1894-95, 8 p. c.; in 1895-96, 8 p. c.; in 1896-97, 8 p. c.; in 1897-98, 8 p. c.; in 1898-99, 8 p. c.

ROAD—Owns 23·69 miles of track, including 1·39 miles of sidings.

EARNINGS—For years ending Sept. 30:

	1899.	1898.		1899.	1898
Gross	$140,290	$134,315	Dividends paid	$20,000	$20,000
Net	46,220	48,138	Bal., sur. for year	558	5,059
Int., taxes, etc..	25,662	23,079	Tot. sur. Sept. 30.	18,291	17,662

OFFICERS—President, H. A. Willis; Vice-President, H. I. Wallace; Clerk and Counsel, C. F. Baker; Treasurer, R. N. Wallis; Superintendent and Purch. Agent, W. W. Sargent, all of Fitchburg.—V. 70, p. 1249.

FITCHBURG & SUBURBAN STREET RY.—

ORGANIZATION—Operates 5·15 miles of track, extending from Fitchburg to Leominster; opened July 16, 1898. Stock, $50,000. Bonds $49,000 5s due 1918, interest A-O; American Loan & Trust Co., Boston, trustee, but none issued; loans and notes payable Sept. 30, 1899, $59,749.

In Jan., 1900, petitioned the State Railroad Commissioners for permission to issue $44,000 additional stock and $94,000 20-year 5% bonds, with which to retire the old 5s, and balance for acquiring land for pleasure resort and to refund the floating debt.

Earnings for year ending Sept. 30, '99, gross, $22,596; net, $6,386; interest and taxes, $5,145; balance, surplus, $1,242.

OFFICERS—President, H. L. Pierce; Treasurer, H. G. Lowe; Clerk, Charles T. Foster; Superintendent, H. C. Garfield; all of Leominster.

FOND DU LAC, WIS.

POPULATION IN 1890 WAS 12,024; IN 1880 WAS 13,094.

FOND DU LAC STREET RY. & LIGHT.—Trolley

ORGANIZATION—Controls lines in city and county of Fond du Lac. Also operates a lighting plant in connection with street railway. Stock, $100,000, all issued.

In Jan., 1900, completed its extension to North Fond du Lac, where new car shops are situated.

ROAD—Length of road 5·47 miles.

OFFICERS—President, H. F. Whitcomb; Vice-President and Gen Man., T. F. Glover, Secretary and Treasurer, Wm. E. Cole.

FORT SMITH, ARK.

POPULATION 1890 WAS 11,311; IN 1880 WAS 3,099; AND IN 1870 WAS 2,227.

FT. SMITH TRACTION, LIGHT & POWER—

ORGANIZATION—Incorporated in November, 1898, by Alfred N. Sicard, Ella E. Sicard, Richard C. Kerens, Charles H. Smith, J. E. Foster, Joseph M. Hill, Samuel McLoud and James Brizzolara, to take over the Fort Smith Street Ry. (8·44 miles of track on 7½ miles of street) and transform it into an electric system to be operated in conjunction with an electric light plant. Up to Nov., 1899, 6 miles had been converted.

STOCK & BONDS—	Date.	Rate.	Outstanding.	Maturity.
Stock	.....	.....	$125,500	.....
Bonds ($200,000)	1898	6	85,500	1929
	May be redeemed 1919.			

OFFICERS—President, Samuel McLoud; Vice-President, Chas. H. Smith; Treasurer, J. E. Foster; Secretary, A. N. Sicard.

FORT WAYNE, IND.

POPULATION 1890 WAS 35,393; IN 1880 WAS 26,880 AND IN 1870 WAS 17,718.

FT. WAYNE TRACTION—

ORGANIZATION—Organized in October, 1899, as successor by purchase of the Ft. Wayne Consolidated, which included the old Fort Wayne Electric Ry., the Citizens' Street Ry., the Fort Wayne Street Ry. and the C. L. Centlivre Street Ry. In 1898 population of Fort Wayne was said to be 50,000.

STOCK & BONDS—	Date.	Int.	Outstand'g.	Maturity.
Stock ($1,000,000) com. ($100)	.....	.....	$1,000,000	.....
" $1,000,000 pref. ($100)	.....	.....	1,000,000	.....
Mortgage ($1,500,000)....	1899	4g.A-O	1,250,000	....
Gold ($1,000) c*.....	Int. at Guard. Trust Co., Cleveland, Trus.			

ROAD—Operates 31 miles of trolley track.

President, H. P. Eells; Vice-President, E. H. Bourne; Sec. and Treas., H. P. McIntosh; all of Cleveland, Ohio; Mangr, A. L. Scott, Ft. Wayne. —V. 61, p. 966, 1107; V. 63, p. 458; V. 67, p. 125; V. 69, p. 180, 695, 955, 1061.

FORT WORTH, TEX.

POPULATION 1890 was 23,076 AND IN 1880 WAS 6,663.

CITY RAILWAY—A trolley road.

ROAD—Operates 7½ miles of track on 5½ miles of streets.

In 1899 road was purchased by Morgan Jones, and is owned in fee simple by him. Is operated jointly with the Fort Worth Street Ry., expenses of operation being divided by the two companies. General consolidation of all Fort Worth roads expected.

OFFICERS—President, Morgan Jones; Secretary, W. E. Kauffman. V. 68, p. 473.

FORT WORTH & ARLINGTON HEIGHTS STREET RAILWAY—

ORGANIZATION, ETC.—The Fort Worth & Arlington Heights Street Ry., Ft. Worth Land & Investment (about 4,000 acres), Arlington Heights Electric Light Co. and Arlington Heights Water Co. were purchased by bondholders in June, 1895.

The Ft. Worth & A. H. Street Ry. is leased for 5 years to Glenwood & Polytechnic College St. Ry.; according to recent reports, the latter has now purchased it.

Operates 6½ miles of track on 2½ miles in streets; balance, suburban.

FORT WORTH STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1894 to succeed the North Side Street RR. Co., foreclosed Nov. 20. Stock, $200,000. Bonds, first mortgage coupon gold 6s, dated 1896 due 1926; interest J.&J at Mercantile Trust Co., New York: authorized, $250,000; issued, $150,000.

Morgan Jones having purchased the City Railway of Fort Worth, the two roads are now operated jointly, expenses being divided between them.

ROAD—Operates 12½ miles of track. President, K. M. Van Zandt; Vice-President, Morgan Jones; Secretary, W. E. Kaufman; Gen. Supt., W. P. Quigg.—V. 68, p. 473.

GLENWOOD & POLYTECHNIC COLLEGE STREET RAILWAY—

REORGANIZATION, ETC.—A reorganization in 1896 of Glenwood & Polytechnic Street Ry. Electricity introduced and 6 new motor cars purchased. The company has a 5-year lease of the Fort Worth & Arlington Heights Street Ry., and is now reported to have purchased the latter. Stock to be increased to $200,000; bonds, $50,000.

ROAD—Owns road 6 miles long; leased line, 6½ miles; total, 12½ miles.
OFFICERS—President and General Manager, J. T. Voss; Secretary and Treasurer, Woodford Brooks; Electrician, W. E. Voss.

FRAMINGHAM, MASS.

POPULATION IN 1895 WAS 9,512; IN 1890 WAS 9,239; IN 1880 WAS 6,235 AND IN 1870 WAS 4,968

FRAMINGHAM UNION STREET RY.

ORGANIZATION—Incorporated in 1887.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100.) $60,000	.....	.....	$30,000	.....
1st mortgage, currency	1889	5 J-J	50,000	July 1, 1909
Not subject to call.	Interest at International Trust Co., Boston.			
L'ns, etc. pay. (net) Sep. 30, '99	.....	.....	58,000	.....

ROAD—Operates main track 6·36 miles; sidings 0·48 of a mile.

EARNINGS.—For years ending Sept. 30 earnings have been as follows:

Yr. to Sept. 30—	1899.	1898.		1899.	1898.
Gross earnings	$32,148	$30,424	Bal., surplus	$6,361	$7,783
Net	13,839	11,965	Tot. surp. Sept. 30.	.....	4,103
Int. taxes, etc	7,478	4,182			

OFFICERS—President, James F. Shaw, Boston; Secretary and Treasurer, Geo. A. Butman, 8 Congress St., Boston; Supt, J. W. Sullivan, South Framingham.—V. 68, p. 1181; V. 69, p. 955.

FRANKFORT, KY.

POPULATION 1890 WAS 7,892; IN 1880 WAS 6,958 AND IN 1870 WAS 5,396.

FRANKFORT & SUBURBAN RY.—A trolley road.

ORGANIZATION—Incorporated June 16, 1897. Successor to Capital Ry. sold in foreclosure for $10,000. Owns 7¼ miles of track, which has been equipped with modern improvements since purchase by new company. Stock, $10,000; bonds authorized, $40,000; issued $30,000.

OFFICERS—President, Charles R. Crain, Springfield, O.; Vice-President, Patrick McDonald; Secy., Treas. and Gen. Man., John T. Buckley, Frankfort, Ky. V. 64, p. 422, 1180.

FRANKLIN, PA.

POPULATION IN 1890 WAS 6,221; IN 1880 WAS 5,010; AND IN 1870 WAS 3,908.

FRANKLIN ELECTRIC STREET RY.—

In January, 1900, reported to have been purchased by the new Oil City Traction Co., which recently secured a franchise to operate in Oil City. Work on the latter is expected to begin in the spring of 1900, and the two towns be connected.

Stock (par $50), $60,000; 1st mortgage ($50,000) 6s, 1894, due 1924, $2,000; unfunded debt June 30, 1899, $42,888. Operates 3⅓ miles of track through the principal streets of Franklin, Pa. Rail, 60 lb. For year ending June 30, 1899, gross, $14,436; net, $2,473. In 1897-8 gross, $13,651; net, $1,591. In 1896-7 gross, $13,762; net, $1,426.

OFFICERS—President and Treas., E. W. Echols; Sec'ry, G. S. White.

FREDERICK, MARYLAND.

POPULATION IN 1890 WAS 8,193; IN 1880 WAS 8,659; AND IN 1870 WAS 8,526.

FREDERICK & MIDDLETOWN ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Commenced operation in fall of 1896. Capital stock authorized, $100,000; issued, $40,000. First mortgage of 1897 is for $70,000 (all issued), 5 per cent, gold, $1,000, bonds, c*, interest J.&J.; principal maturing Jan. 1, 1917, but subject to call at par on and after Jan. 1, 1907; trustee, Maryland Trust Co., Baltimore. Floating debt June 30, 1899, $10,500. Year ending June 30, 1899, gross was $20,458; operating expenses about 60 per cent.

ROAD—Frederick to Middletown, 9 miles. Has leased the Catoctin & Myersville Electric, Myersville to Middletown, 5½ miles, constructed in 1898. President and Gen. Man., Geo. W. Smith.

FREDONIA, N. Y.

POPULATION IN 1890 WAS 3,399; IN 1880 WAS 2,692 AND IN 1870 WAS 2,546.

DUNKIRK & FREDONIA RAILROAD—

A trolley road. Population in 1895 estimated at 4,000.

ORGANIZATION—Chartered April 21, 1864. Company is also engaged in electric lighting and steam heating, the expenses of these departments being included in the railroad operating expenses and the receipts are shown in other income. In June, 1897, purchased Fredonia gas plant for $9,600. Securities and earnings are as follows:

		EARNINGS—Year ending June 30:	1899.	1898.
Stock auth., $150,000; par $100; stock sold	$116,200	Gross	$20,418	$19,410
1st mort. 5s, J. & J., Due July 1, 1911	40,000	Net	7,628	7,101
2d mort. 5s, J.-J., Due July 1, 1911	21,000	Other income	9,376	6,659
		Int. and taxes	5,686	4,218
		Dividends	6,972	*21,486

ROAD—Owns 3½ miles of single and one-fifth miles of second track.

* This includes a stock dividend of 15 per cent.

OFFICERS.—President, Frank May, Dunkirk, N. Y.; Secretary-Treasurer and Manager, Milton M. Fenner, Fredonia.

GALESBURG, ILL.

POPULATION 1890 WAS 15,264; IN 1880 WAS 11,437; AND IN 1870 WAS 10,158.

GALESBURG ELECTRIC MOTOR & POWER—A trolley road.

ORGANIZATION—Charter extended Dec. 29, 1899, for 20 years. Is a consolidation of the College City Street Ry. and the Galesburg Street Car companies.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($210,000), par $100	.....	.....	$210,000	.....
1st M. ($125,000)	1892	M-S	115,000	1902

Subject to call at 105 after Sept. 1, 1897. Trustee, Nor. Trust Co., Chic.

The company pays for improvements out of earnings and in 1899 retired $10,000 of the 1st mortgage bonds.

ROAD—Owns 16 miles of track laid with 60-lb. T rails, in Galesburg; Ill., extending also to East Galesburg and Knoxville. An extension of 4 miles will be built in 1900. Operates 30 cars.

OFFICERS—President and General Manager, Fred. Seacord; Vice-President, R. Chappell; Secretary and Treasurer, Loren Stevens.

GALION, OHIO.

POPULATION 1900 (ESTIMATED) 9,000; IN 1890 WAS 6,326; IN 1888 WAS 5,635.

OHIO CENTRAL TRACTION CO.—A trolley road

ORGANIZATION—Incorporated in 1898 under laws of Ohio. Road from Galion to Bucyrus opened August 16, 1899.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $225,000 ($100)	.....	.....	$225,000	.....
1st mort., $200,000, gold ($1,000) c*, no s. f	1899	5 g. J-D	160,000	June 1, 1919
	Int. at New Haven Trust Co., Trustee.			

ROAD, ETC.—Owns and operates 12 4-10 miles of road from Galion to Bucyrus, laid with 60-lb. T rails. In June, 1900, an extension of 18 miles from Bucyrus via Nevada to Upper Sandusky was proposed. The company also own and operate Seceaium Park, containing a theatre, pavilion, bowling alleys, museum, &c. Motors, trailers and cars, 11.

OFFICERS—President, I. A. Kelsey, New Haven, Conn.; Treasurer, Samuel Morehead, New Haven; Secretary, R. W. Johnston, Galion; General Manager, W. E. Haycox, Galion.

GALVESTON, TEX.

POPULATION 1890 WAS 29,084; IN 1880 WAS 22,248; AND IN 1870 WAS 13,818.

GALVESTON CITY RAILROAD—A trolley road.

ORGANIZATION—Incorporated May 2, 1871.

RECEIVERSHIP.—R. B. Baer appointed receiver in October, 1897.

On Sept. 5, 1899, main property was purchased at foreclosure sale for $905,000 by Julius Runge, President of the company, representing the stockholders, but he failed to make the final payment of $895,000 and the property was ordered re-sold Feb. 6, 1900, when it was bid in by Charles E. Hotchkiss, representing the Guaranty Trust Co., the trustee for the bondholders. He bid $905,000. The road is to be reorganized, and it is rumored that the new company will have only $750,000 bonds, with $500,000 stock.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $50)	.....	See text	$1,000,000	.....
1st mort. $1,000,000, g., $1,000 c.	1893	5 g J-J	1,000,000	Jan. 1, 1913
	July, '97, coupon in default. Guar. Tr. Co. of N. Y., Trustee, New York City.			
2d mort. $75,000 ($1,000 each)	.....	6 quar.	As collateral.	(†)
	U. S. Mtge. & Trust Co., New York, trustee.			

ROAD—	Miles.	Proprietary road	Miles.
Owned in fee, main line	32·48	(Entire st'k & bonds owned)	
Sidings	0·50	Gulf City St. Ry. & R'l Est. Co.	2·92
Weight of rail....40, 45 and 60 lbs.		Total of all	35·90

Yrs. end. Dec. 31.	1899.	1898.		1899.	1898.
Gross earnings	$235,374	$220,820	Damages, etc	$10,677	$6,113
Net over taxes.	43,120	52,663	Approx. surp	32,443	46,550
Interest	None.	None.			

LATEST EARNINGS—4 mos., Jan. 1 to April 30. 1900.....Gross, $66,597; net, $18,421. 1899.....Gross, 70,181; net, 14,413.

OFFICERS—Receiver and Gen'l Manager, R. B. Baer; President, Julius Runge, Galveston; Secretary, A. Drouilhet; Treasurer, J. Lobit.—V. 65, p. 728, 824; V. 68, p. 618; V. 69, p. 541, 1345; V. 70, p. 280.

GARDNER, MASS.

POPULATION IN 1895 WAS 9,182; IN 1890 WAS 8,424; IN 1880 WAS 4,988; IN 1870 WAS 3,333.

GARDNER WESTMINSTER & FITCHBURG STREET RY.—

In December, 1899, absorbed the Gardner Electric Street Ry., and received permission from the Massachusetts Railroad Commissioners to issue $50,000 of stock to acquire the same.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $185,000 ($100)	.....	.....	$185,000	.....
1st mortgage ($1,000) $150,000, g. c*	1900	5 g. F. A.	150,000	Feb. 1, 1920
	Int. at Mercantile Trust Co., Boston, trustee.			

ROAD—Owns 12 miles of main track between Fitchburg and Gardner, via Westminster; also constructed a branch line to Wachusett Lake, which was opened for traffic on May 26, 1900, but is operated as a summer branch only. Total, 16 miles.

OFFICERS—President, Frederick S. Coolidge, Fitchburg; Vice-Pres., E. F. Blodgett, Leominster; Sec'y, Treas. and Gen. Counsel, James A. Stiles, Gardner; Supt., F. Lenoir, Gardner.—V. 69, p. 1247.

GENEVA, N. Y.

POPULATION 1890 WAS 7,557; IN 1880 WAS 5,878; AND IN 1870 WAS 5,521.

GENEVA WATERLOO SENECA FALLS & CAYUGA LAKE TRACTION—Trolley.

ORGANIZATION—Chartered Nov. 24, 1894. February, 1895, consolidated with Geneva & Waterloo and other companies. The new company owns the Cayuga Lake Park property of 50 acres.—V. 60, p. 562

STOCK & BONDS—	Miles.	Date.	Interest.	Outstan'g.	Maturity.
Com. stock, par, $100	.....	.....	.....	$350,000	.....
Pref. stock, $100,000	.....	.....	.....	99,500	.....
1st M., ($500&$1,000) g. c*	.....	1895	6 g. A-O	436,500	Apl. 1, 1920

Bills payable June 30, 1899, $3,381.

Interest at West End Tr. & S. D. Co., Phila., trustee.

Stock.—In November, 1896, the stockholders surrendered $100,000 of common stock, which was duly made into preferred stock, of which 100 shares was paid to the stockholders who had surrendered the 1,000 shares of common stock.

Bonds—On June 30, 1899, $63,500 of bonds were unissued.

ROAD—The road extends from Geneva to Cayuga Lake Park through Waterloo and Seneca Falls, 17 miles; sidings, ¾ miles. Rails 70-lb. girder and 60-lb. T. Track standard gauge.

EARNINGS—For year ending June 30, 1899, gross, $59,856; net, $27,103; other income, $1,983; interest, $26,266; taxes, $2,381; park expenses, $4,207; def. for year, $3,768. In 1898, gross, $60,778; net, $25,786; other income, $2,024; interest, $27,062; taxes, $2,360; Park expenses, $4,368; def. for year, $5,980.

President, Isaac M. Thomas, Wilkesbarre, Pa.; Secretary and Treasurer, W. C. Gray, Seneca Falls; Supt., Howard Gray, Waterloo.—V. 60, p. 562.

GIRARDVILLE, PA.

POPULATION 1890 WAS 3,584; IN 1880 WAS 2,730. POPULATION TRIBUTARY TO SCHUYLKILL TRACTION, 75,000.

SCHUYLKILL TRACTION CO.—A trolley road.

ORGANIZATION—Chartered Sept. 26, 1892, and in June, 1893, completed an electric road, 22½ miles in length, in the anthracite coal basin of Schuylkill County. On May 1, 1900, leased for 999 years the Lakeside Railway, which connects the two ends of the company's routes from Mahanoy City to Shenandoah.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outst'ing.*	*Mat'y.*
Stock, $750,000, com., $100.	.....	.....	.....	$750,000	.....
$250,000 ($100) pref.....	.....	.....	.....	250,000	.....
1st M. ($500,000), g., s. f. $10,000 yr'ly after Apl. '98....c*	22½	1893	5 g A-O. Interest is paid at Equit. Tr. Co., Trustee, Phila. Bonds may be purchased for sinking fund at 105.	500,000	Apr. 1, 1943

ROAD—Owns 22½ miles of track (length of line from extreme points about 15 miles), being in the form of a Y, with Girardville, where the power house is situated, as a centre. Leased May 1, 1900, Lakeside Railway, 5½ miles. Total operated, 28 miles. Rails 50, 60 and 70 lb. T.

ANNUAL REPORT—Earnings for years following:

Year ending—	*Gross.*	*Net.*	*Interest.*	*Bal., surp.*
1893-4 (Sept. 30)....	$88,288 52	$31,724 12	$25,000 00	$6,724 12
1894-5 "	90,981 81	33,360 28	25,000 00	8,360 28
1895-6 "	96,809 71	40,801 22	25,000 00	15,801 28
1896 7 "	92,777 70	36,910 85	25 000 00	11,910 85
1897-8 "	87,849 50	31,509 10	25,000,00	6,509 10
1898-9 "	89,793 99	30,340 97	25,000 00	5,340 97
6 mos. to Apr. 1, 1900	46,793 68	17,967 44	12.500 00	5,467 44

OFFICERS—President, Dallas Sanders, Philadelphia; Secretary and Treasurer, J. A. McKee, Philadelphia; General Manager and Purchasing Agent, F. P. Unger, Girardsville, Pa.—V. 63, p. 795; V. 70, p. 895.

(1) LAKESIDE RAILWAY.—A trolley road.

ORGANIZATION—Chartered January, 1893. Charter is perpetual.

On May 1, 1900, company was reorganized by amicable adjustment, reducing the 1st mtge. from $250,000 to $150,000, and the interest from 6 to 4 per cent. The road is leased to Schuylkill Traction for 999 years at $6,000 a year and 5 per cent of its gross receipts. Bonds and coupons have reduction stamped on them.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (par $50).....	.....	.....	$250,000	.....
1st M., $150,000, gold $100, $500, $1,000....	1893	4 g. M-N. Equitable Trust Co., Philadelphia, trustee.	150,000	Nov. 1, 1923

ROAD—Has completed and in operation 5½ miles of road, connecting Mahanoy City with Shenandoah.

EARNINGS—Gross receipts about $24,000 annually.

Dallas Sanders, President, Land Title Building, Philadelphia. V. 66, p. 760; V. 67, p. 371; Y. 70, p. 894.

GLENS FALLS, N. Y.

POPULATION 1890 WAS 9,509; IN 1880 WAS 4,900; AND IN 1870 WAS 4,500.

GLENS FALLS SANDY HILL & FORT EDWARD STREET RAILROAD—A trolley road.

ORGANIZATION—Chartered Sept 28, 1885; amended 1891. Estimated population of district served, 1898, 27,500.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $150,000, par $100.	....	5 Q.-F.	$150,000	Apr.'00, 2½%
1st M. (no option) ($500 and $1,000).....c.	1891	6 J-J	100,000	July 1, 1911
2d mortgage ($500).....c.	1893	6 J-J. Interest at Merchants' Nat. Bank, Glens Falls.	50,000	July 1, 1913

DIVIDENDS—In fiscal year 1894-95 paid 1 per cent.; in 1895-6, 4 p. c.; in 1896-7, 5 p. c.; in 1898, 5 p. c.; in 1899 the August quarterly dividend of 1¼ p. c. was omitted (on account of large expenditure for street paving) making payments for calendar year only 3¾ per cent. In 1900 (changed to semi-annual)—April, 2½ p. c.

ROAD—Glens Falls to Fort Edward, 7·34 miles; sidings, 1·18 miles; race track branch, ½ mile; So. Glens Falls Branch (completed Oct. '96) 1½ miles; total track, 10·52 miles. Rails 40 to 80 lbs. Some extensions proposed in 1900.

ANNUAL—Earnings for fiscal years ending June 30:

Gross.	*Net.*	*Other inc.*	*Int. & tax.*	*Dividends.*	*Bal., sur.*
1898-9..$63,003	$26,640	$3,488	$11,456	(5%) $7,500	$11,172
1897-8.. 61,537	16,980	2,882	11,082	(5%) 7,225	1,555

OFFICERS—President, J. M. Coolidge; Secretary, Treasurer, F. F. Pruyn; Supt., F. W. Kinmouth; Gen'l Mgr., H. H. Pruyn.

GLOVERSVILLE, N. Y.

POPULATION 1890 WAS 13,864; IN 1880 WAS 7,133; AND IN 1870 WAS 4,518.

CAYADUTTA ELECTRIC RAILROAD—

ORGANIZATION—Leased for 999 years from May 1, 1894, to the Fonda Johnstown & Gloversville (steam road), which guarantees bonds, principal and interest, and agrees to pay leased road net earnings up to 4% on capital stock per annum, besides paying all fixed charges.

In June, 1900, the New York Railroad Commissioners approved proposition for increase of $300,000 in the stock of the Fonda Johnstown & Gloversville the extra stock to be issued for a like amount of the Cayadutta Electric.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $350,000.....	.....	.....	$335,210	.....
1st. mort., $350,000 gold $1,000, guar. p. & i.....	1892	6g. A-O. Int. at Farmers' Loan & Tr., N. Y. City	350,000	Oct. 1, 1922
Consol. mtge., $600,000....	1900	5 g. N. Y Security & Trust, Trustee.	[illegible]	

BONDS—Of the $600,000 new mtge. $350,000 is to be held in trust to retire the first mtge. 6 per cent bonds due 1922. The remainder to be used to pay off present indebtedness and for future improvements.

ROAD—Owns 14½ miles of single track and ·4 miles of sidings.

EARNINGS—The earnings are included in those of the Fonda Johnstown & Gloversville RR. Co. See INV. SUPP. V. 70, p. 894, 944, 1249.

JOHNSTOWN GLOVERSVILLE & KINGSBORO RR.—An electric road.

ORGANIZATION—Chartered Nov. 12, 1873, and in November, 1893, leased to the Fonda Johnstown & Gloversville (steam) Railroad Co. for 999 years, its bonds being assumed and 8 per cent per annum being guaranteed on its stock.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Stock, $50,000 (par, $100).	....	.....	8 p. c.	$50,000	.....
1st mortgage.....	4·11	.....	6 J-J	50,000	1913

Interest is payable at the Metropolitan Trust Company, N. Y. City.

ROAD—Owns single track, main line, from Johnstown to Gloversville, 4·08 miles; branch, ·03; total, 4·11 miles.

GOSHEN (ELKHART CO.), IND.

POPULATION 1890 WAS 6,033; IN 1880 WAS 4,123; AND IN 1870 WAS 3,133.

For Indiana Electric, see South Bend, Ind.

GRAND RAPIDS, MICH.

POPULATION IN 1900 (EST.), 100,000; IN 1890 WAS 60,278; IN 1880 WAS 32,016.

GRAND RAPIDS RY.—A trolley road.

ORGANIZATION, ETC.—In March, 1900, was organized as a successor company to the Consolidated Street Ry., and owns all the street railway properties of Grand Rapids and vicinity. V. 70, p. 1149. Franchises run for 30 years from 1890, 1891 and 1899. V. 70, p. 841.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, com., $2,000,000 ($100).	.....	.....	$2,000,000	.....
Pref., $2,000,000 cum. 5 p. c. ($100)...	.....	.....	1,500,000	.....
Gr. Rap. Ry. Co. 1st M....c* $3,500,000, gold, $1,000..	1900	5 g J-D. Int. at N. Y. Security & Tr. Co., Trustee.	2,500,000	June 1.'16

Bonds, Etc.—Of the new mtge. for $3,500,000, $1,000,000 is reserved for permanent additions and improvements, and can only be issued for 85 per cent of the cost, and only "when the net earnings of the company for the preceding year are equal to, or exceed, double the interest charge on the total amount of bonds outstanding, including those to be issued." Sinking fund becomes operative on Oct. 1, 1905, payable 1 per cent of bonds out up to Oct. 1, 1910, then 2 per cent up to 1915. (See V. 70, p. 1149.) Bonds cannot be called. Messrs. N. W. Harris & Co., of this city, and E. W. Clark & Co., of Philadelphia, have been placing the bonds.

Dividends—Dividends on preferred stock become cumulative after Oct. 1, 1900.

ROAD—Owns and operates 50 miles of track.

LATEST EARNINGS—Jan. 1 to April 30.	1900.....	Gross, $146,127; net, $57,742
	1899.....	Gross, 125,631; net, 54,236

EARNINGS—The earnings of the property for the years ending April 30 are as follows, the interest shown being the present fixed charge, viz., 5 per cent on the $2,500,000 bonds:

Year.	*Gross.*	*Net.*	*Interest.*	*Surplus.*
1899-00	....$486,161	$215,209	$125,000	$90,209
1898-99	420,382	Gross increase 1899-00 over 1898-99, 15 p. c.		
1897-88	374,691	Gross increase 1898-99 over 1897-98, 12 p. c.		

OFFICERS—President, Anton G. Hodenpyl; Treasurer, W. S. Anderson; Secretary, B. S. Hanchett, Jr.; Gen. Man., G. S. Johnson.—V. 67, p. 319; V. 70, p. 583, 739, 841, 1048, 1149.

GREAT FALLS, MON.

POPULATION 1890 WAS 3,979.

GREAT FALLS STREET RY—A trolley road.

ORGANIZATION—In hands of W. D. Dickenson as receiver.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $200,000, par, $25	....	.....	.....	$100,000	.....
M. for $500,000 gold....	....	1891	6 g J-D	246,500	June 1, 1905

Mortgage trustee, Massachusetts Loan & Trust Co., Boston.

ROAD—Operates 8⅔ miles of track and 8½ miles of road.

EARNINGS—For year 1898 gross, $26,500; net, $100.

GREEN BAY, WIS.

POPULATION IN 1890 WAS 9,069; IN 1880 WAS 7,464; IN 1870 WAS 4,666.

FOX RIVER ELECTRIC RAILWAY & POWER.—Trolley.

This is a reorganization of the Fox River Electric, sold at foreclosure Jan. 14, 1899. (V. 68, p. 129.) In October, 1899, purchased the McCartney Street line. In Jan., 1900, was reported to have purchased also the Appleton Electric Light & Power.

STOCK AND BONDS.	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Com., (par $100), $25,000..	....	....	.....	... .
Pf. 5% cum. ($100), 125,000..	....	....	... .	.....
M. g. (par $50, $100, $500), $150,000 ...	1899	5 g. Interest at Milwaukee Tr. Co., trustee.	$115,000	July 1, 1919

ROAD—Owns and operates all lines in the City of Green Bay, and also a line from Green Bay to De Pere, 20 miles in all; 45 and 78-pound rail; 17 motor cars, 8 trailers.

OFFICERS (new).—President, H. S. Eldred, Milwaukee; Vice-President, A. M. Murphy, Green Bay; Secretary, B. L. Parker, Green Bay; Treas. and Gen. Man., Mitchell Jeannes, Green Bay.—V. 68, p. 129.

GREENFIELD, MASS.

POPULATION IN 1895 WAS 6,229; IN 1890 WAS 5,252; IN 1880 WAS 3,903; AND IN 1870 WAS 3,589.

GREENFIELD & TURNERS FALLS STREET RAILWAY.—A trolley road.

ORGANIZATION—Commenced operation June 24, 1895. Owns 750 feet steel bridge across the Connecticut River at Deerfield. In June, 1899, stockholders voted to increase stock $30,000 (to $130,000), $15,000 to be used to extinguish floating debt and $15,000 to build an extension of 2·2 miles (since completed) to Montague town, Lake Pleasant and Millers Falls.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $130,000, ($100)	.....	.....	$130,000	4% in '98-99
1st mort., gold, s. f.	1896	5 g. J&D	94,000	June 1, 1916
	Interest at Beacon Trust Co., Boston.			
L. & Notes pay. Sept. 30, '99.	.....	.....	30,000	.....

BONDS—The mortgage (originally $100,000) provides for the payment of $2,000 annually from 1897 to 1915, inclusive, at a premium.

ROAD—Greenfield to Deerfield, Montague City and Turners Falls, 15·06 miles; sidings, 0·41 miles; total track, 15·47 miles.

EARNINGS—For year ending Sept. 30, 1899, gross, $37,063; net, $12,790; interest and taxes, $5,922; 4 p. c. dividends, $4,000; surplus, $2,868. In 1898, gross, $34,585; net, $12,516, applicable to interest, taxes and 8 p. c. dividends. President, Frank E. Lowe; Treasurer, Frank E. Pierce; Supt., H. W. Howe.—V. 63, p. 76.

HACKENSACK, N. J.

POPULATION IN 1897 (ESTIMATED) 9,000; IN 1890 WAS 6,004; IN 1880, 4,248.

NEW JERSEY & HUDSON RIVER RY. & FERRY CO.—

ORGANIZATION—Incorporated at Trenton, N. J., on Feb. 27, 1900, as a consolidation of the Bergen County Traction Co. and the Ridgefield and Teaneck Ry. Co. See V. 70, p. 430. The new company owns the entire capital stock of the Riverside & Fort Lee Ferry Co., and the Highland Improvement Co. The controlling ownership of these companies has been held by the same parties for the past few years.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, common $1,000,000	....	.....	$1,000,000	.....
Stock, pref. $750,000 6 p. c. non-cum	....	.....	450,000	.....
1st mort., $1,500,000 gold ($1,000) c*	1900	5 g. M-S	800,000	Mar 1, 1950
	Int. at U. S. Mtge. & Tr. Co., N. Y., Trustee.			

BONDS—Of the $1,500,000 bonds, $700,000 are reserved for future extensions and improvements. The bonds can be called on and after March 1, 1905, on any interest day, at 110 and accrued interest, upon six weeks' notice. The mtge. binds the company to procure the cancellation of the outstanding bonds of the Bergen County Traction Co., and also to acquire 90 per cent of the $100,000 outstanding bonds of the Riverside & Fort Lee Ferry Co. on or before Jan. 1, 1901. We are informed that this provision will be complied with by July 1, 1900.

ROAD—Owns and operates 12 miles of road, from ferry at 130th St., to Englewood and to Hackensack. The latter line was opened on June 21, 1900.

OFFICERS—President, A. Merritt Taylor; 1st Vice-Prest., W. H. Clark; 2d Vice-Prest. & Gen. Man., Frank R. Ford. 149 Broadway, N. Y.; Sec. & Treas., W. N. Barrows. V. 70, p. 382, 430, 1249.

HAGERSTOWN, MD.

POPULATION 1890 WAS 10,118; IN 1880 WAS 6,627; IN 1870 WAS 5,779.

HAGERSTOWN RAILWAY.—A trolley road.

ORGANIZATION—Chartered March 12, 1896, for 40 years. Has contract with the city to furnish electric lighting.

STOCK & BONDS—Capital stock, $200,000; par, $50. First mortgage is for $200,000 gold 6 p. c. bonds, dated 1896, due May 1, 1916, interest, Q.—F., at office of Commonwealth Guaranty Trust & Safe Deposit Co. of Harrisburg, Pa., trustee of mortgage.

ROAD—Hagerstown to Williamsport and Funkstown, 13 m. of track.

President, Christian W. Lynch; Treasurer, Wm. Jennings.

HAMILTON, OHIO.

POPULATION IN 1890 WAS 17,565; IN 1880 WAS 12,122; AND IN 1870 WAS 11,081.

CINCINNATI & MIAMI VALLEY TRACTION.—See Cincinnati.

HAMMOND, IND.

POPULATION 1890 WAS 5,428; IN 1880 WAS 699.

HAMMOND WHITING & EAST CHICAGO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1892. Franchise runs till 1917. Controlled in interest of South Chicago City Ry. V. 62, p. 86.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $300,000	....	.....	.....	$287,000	.....
1st M., $100,000, gold	22	1894	5 g. M-S	100,000	Mar. 1, 1904

Interest payable at Northern Trust Co., mortgage trustee, Chicago, Ill.

ROAD—Owns 22 miles of track, extending from State line at Roby to Whiting, East Chicago and Hammond, and operates in connection with South Chicago City Ry. to 63d St. and Madison Ave. in Chicago.

OFFICERS—President, A. Murray Turner; Vice-President, D. M. Cummings; Secretary & Treasurer, O. S. Gaither.—V. 62, p. 86, 502.

HARRISBURG, PA.

POPULATION 1890 WAS 39,385; IN 1880 WAS 30,762 AND IN 1870 WAS 23,104.

HARRISBURG TRACTION—A trolley road.

ORGANIZATION—Organized in May, 1895.

There have been rumors of a change of ownership and of consolidation with other roads, but these are denied. V. 63, p. 227; V. 69, p. 743.

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Last Div.
Harrisburg Traction, stock, $2,000,000	50	.....	Text.	$1,945,548	See text
Citizens' Passenger— 1st M., $75,000, gold	.....	1894	6 g. M-N	75,000	May 1, 1924
	Int. at Com'wealth Guar. Tr. Co., Harrisburg				
Leased to E. Har. Pass. Ry.—					
Harris. City Pass. stk..	25	.....	12 J-J	$125,000	Lease rent
Middletown H. & S. stk.	50	.....	10 J-J	100,000	Lease rent

The Traction Co. holds in its treasury $700,000 (all) stock of the East Harrisburg Passenger Railway and $235,000 (all) of the Citizens' stock.—V. 60, p. 873. Bills payable June 30, 1899, $52,500.

DIVIDENDS—The dividends in February and August, 1899, aggregating 4 per cent, were paid in stock, the money being used in reducing floating debt. Dividend period changed to quarterly, and 1 per cent paid in cash Oct., 1899; 1½ p. c. Feb. 1, 1900; 1 p. c. May, 1900. On May 2, 1900, it is stated, purchased at foreclosure sale the Greenburg Jeannette & Pittsburg Street Ry. of 9 miles for $25,000.

ROAD—Leases and operates 47 miles of track as follows: East Harrisburg Passenger, 24 miles; Citizens' Passenger, 6 miles; Harrisburg City Pass., 5 miles; Middletown Highspire & Steelton Pass., 12 m.

LATEST EARNINGS.—Five months to May 31.

1900	Gross, $128,619; net, $49,931
1899	Gross, 108,483; net, 36,826

EARNINGS for years ending June 30:

12 *mos.*	*Gross.*	*Net.*	*Int., taxes, etc.*	*Dividends.*	*Bal., sur.*
1898-99	$322,929	$174,096	$46,196	*$75,548	$52,352
1897-98	245,065	117,210	49,229	46,750	21,231
1896-97	221,389	90,028	52,518	18,700	18,810

* Dividend was paid in stock.

OFFICERS—Pres., Edward Bailey; V.-Pres., B. F. Myers; Sec. and Treas., W. J. Calder; Supt. and Pur. Agt., F. B. Musser.—V. 63, p. 227; V. 69, p. 743; V. 70, p. 125, 945.

HARRISBURG & MECHANICSBURG ELECTRIC RAILWAY CO.—A trolley road.

ORGANIZATION—Operates 7 miles of track. In 1898 control secured by new interests.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock auth., $225,000	.....	.....	$144,500	.....
1st mort., $224,000, gold	1894	6 g. M-S	144,500	Sep., 1914

Interest is payable at office of trustee, the Harrisburg Trust Co. For year ending June 30, 1899, gross, $25,299; net, $10,102; interest and taxes, $10,080; surplus, $22. President, Spencer C. Gilbert; Sec.-Treas., W. L. Gorgas, Harrisburg.

HARTFORD, CONN.

POPULATION 1890 WAS 53,230; IN 1880 WAS 42,553; AND IN 1870 WAS 37,743.

HARTFORD MANCHESTER & ROCKVILLE TRAMWAY CO.—

STOCK & BONDS—	Date.	Interest.	Outstand'g.	When due.
Stock $500,000 (par $100)	.....	.....	$300,000	.....
1st mort., $300,000	1894	5 A-O	200,000	Oct. 1, 1924
Bills payable June 30, '99	.....	.....	7,000	.....

ROAD—Operates 18·75 miles of track, extending to Manchester, Talcotville and Rockville.

EARNINGS—Twelve months ending June 30, 1899, gross, $109,992; net, $34,476; interest, taxes, etc., $13,202; balance, surplus for year, $21,274.

OFFICERS—President, M. S. Chapman; Sec., J. W. Haynes; Treas. R. O. Cheney.—V. 65, p. 1069.

HARTFORD STREET RAILWAY—A trolley road.

STOCK & BONDS—			Date.	Inter'l.	Outstanding.	Last div., &c.
Stock ($2,000,000, par $100)			....	Q-J	$1,000,000	April, '00, 1½%
Hartford & Wethersf'd 5-20 year Deb's.			1892	5 M-S	100,000	Sept. 1, 1912
do	do	do	1893	5 J-J	100,000	July 1, 1913
Hartf. St. Ry.	do	do	1894	5 A-O	300,000	Oct. 1, 1914
do	do	do	1894	5 J-D	300,000	Dec. 1, 1914
do	do	do	1895	5 M-N	300,000	May, 1915
do	do	do	1895	5 F-A	300,000	Aug., 1915
do	do	do	1896	5 M-S	277,000	March, 1916
East H. & Glastb. debentures guar., red. Dec. 1, 1900			1897	5 J-D	200,000	Dec. 1, 1927
New 1st mort., $3,000,000 gold ($1,000) c*			1900	4g. M-S.	(?)	Sept. 1, 1930
			Conn. Tr. & Safe Dep. Co., Hartford, Trus.			

Floating debt June 30, 1899, $100,000.

Interest is payable at Connecticut Tr. & Safe Dep. Co., Hartford, Conn.

BONDS—The bonds reported outstanding under the new mortgage represent mainly amounts to be issued to take up the debentures. *All the debentures are subject to call* at par after five years from their date, and *notice has been given that all except the East Hartford & Glastonbury deb. due Dec.* 1, 1927, *will be paid off.* The dates of payment range from Sept. 1, 1900, to March 1, 1901. (See V. 70, p. 1194.)

STOCK—In 1898 $800,000 stock was issued, making the total amount outstanding $1,000,000. A portion of the proceeds was used to retire $300,000 Hart. & Weth. debenture 5s.

Dividends.—In 1894, 6 p.c.; '95, 6; '96, 6; '97, 6 p. c.; '98, 7½ p. c. '99, 6 p. c.; in 1900, Jan. 2, 1½ p. c.; April, 1½ p. c.

ROAD—Lines extend to Wethersfield, West Hartford and Windsor. East Windsor, East Hartford and South Glastonbury, in all 65·6 miles main track and 6·2 miles sidings, etc. Standard for the city is 90-lb. girder rails and in the country T rails.

East Hartford & Glastonbury Horse RR. (name changed in 1899 to East Hartford & Glastonbury Street Railway) is controlled by ownership of stock and leased for 30 years from 1897. Part of the Newington Tramway, from Newington Church to Hartford, was purchased in 1897, and a through line from Hartford to New Britain is operated via the Central Ry. & Electric Co. of New Britain.

EARNINGS—For fiscal year ending June 30 in 1899 and years ending Sept. 30 in 1897 and 1896, earnings have been:

	Gross.	Net.	Int. & taxes.	Dividends.	Bal., sur.
1899	$618,913	$185,206	$142,763	$42,000	$443
1897	576,992	188,351	145,386	12,000	30,965
1896	531,389	164,218	117,229	12,000	34,989

OFFICERS—President, E. S. Goodrich; Vice-President, Samuel G. Dunham; Sec. and Treasurer, Daniel R. Howe.– V. 65, p. 1069, 1173; V. 70, p. 531, 1095, 1149, 1194.

FARMINGTON STREET RAILWAY.—Trolley.

ORGANIZATION—This is the Hartford & West Hartford Horse RR. sold in foreclosure August 1, 1899. Old bondholders received stock in exchange for their bonds. No bonds now. In Feb., 1900, motion pending to have sale set aside.

STOCK & BONDS—	Par.	Date.	Outstanding.	Maturity.
Stock, $189,000.....	$100	....	$189,000 (5% paid)	....

ROAD—Operates 13½ miles of track laid with 65-pound T rails, 10 miles of which it owns and upon 3½ miles it has trackage rights.

EARNINGS—For 9 months ending June 30, 1898, earnings of the old Hartford & West Hartford were gross, $29,599; net, $330. For year ending Sept. 30, 1897, gross, $42,089; net, $7,017; interest and taxes, $7,128; balance, deficit for year, $111.

OFFICERS—President, S. D. Coykendall, Rondout, N. Y.; Secretary and Treasurer, E. D. Robbins, Hartford, Conn.—V. 65, p. 1069; V. 68, p. 524, 1225; V. 69, p. 283.

HAVERHILL, MASS.

POPULATION IN 1895 WAS 30,209; IN 1890 WAS 27,412; IN 1880 WAS 18,472; AND IN 1870 WAS 13,092.

HAVERHILL & AMESBURY STREET RY.—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $250,000, par $100..	.....	See text	$150,000	Oct.,'97, 3%
Black Rock & Salisb'y Beach 1st mortgage, gold.....	1891	5g J-J Interest at International Tr't Co., Boston.	111,000	July 1, 1911
Haverhill & Amesb'y Consol. M. $290,000 g., $1,000. c*	1892	5g. J-J Int. at Am. Loan & Tr. Co., trustee, Boston.	179,000	July 1, 1912
Debenture notes.....	1891	6 J-D Interest at Am. Loan & Tr. Co., Boston.	200,000	1911
Loans payable Sept. 30,'99.	....	..	39,500	.....

DIVIDENDS—Nov. 1, 1892, paid 4 per cent; Sept. 25, 1894, 4 per cent; in year 1894-95, 4 per cent; in 1895-96, none; in 1897, Oct., 3 p. c. None since.

ROAD—Has 27½ miles of track, including sidings, etc.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	Gross.	Net.	Int., Taxes, &c.	Bal., Sur.
1898-99	$101,937	$33,960	$31,454	$2,506
1897-98	89,665	31,276	30,882	394

OFFICERS—President, Charles Goss, Amesbury, Mass.; Secretary and Treas'r, Geo. A. Butman; Office, 8 Congress St., Boston.—V. 68, p. 672.

HAZLETON, PA.

POPULATION 1890 WAS 11,872; IN 1880 WAS 6,935; AND IN 1870 WAS 4,317.

LEHIGH TRACTION CO.–

ORGANIZATION—Chartered Nov. 7, 1892. Franchise perpetual. Owns, controls and has leased for 999 years, at an annual rental of $1 each the Hazleton & Suburban Electric Ry., capital $30,000; Hazleton & South Side Electric Ry., capital $75,000; Hazleton & North Side Electric Ry., capital $75,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
St'k $1,000,000 (au.) p. $100.	.....	.....	$1,000,000 f. p.	.....
1st mort. $500,000, gold, $100, $500, $1,000...c*	1893	5g. J-D Trustee, Markle Bank'g & Tr. Co., Hazelton.	500,000	June 1 1923
Car barn bonds, $55,000.	1895	5g. M-S	55,000	1925
Hazle Park b'ds, $60,000.	1895	5g. A-O	30,000	1925
Bills payable Jan. 1, 1900	.....	.....	50,000	.....

Interest (free of all taxes) is payable in New York or Philadelphia exchange, if desired, at par, and is so stated on the coupon.

ROAD—Operates 23 miles of road laid with 60 lb. new steel T rails, oak ties, well ballasted. Road extends from Hazleton to West Hazleton, to Yorktown (connecting with Penn. RR. and Lehigh Valley RR.), to McAdoo (South) and Milnesville, Lattimer, Urinas and Freeland (North).

LATEST EARNINGS—5 mos., Jan. 1 to May 31. 1900.....Gross, $43,294; net, $18,194
1899 ...Gross, 39,860; net, 12,215

EARNINGS—Fiscal year ending December 31:

Year—	Gross.	Net.	Int., taxes, etc.	Balance.
1899	$106,515	$48,718	$39,729	sur. $9,019
1898	97,025	44,187	*53,204	def. 9,017

*Including back interest.

Passengers carried in 1898 were 2,089,904; in 1899, 2,285,584.

OFFICERS—President, C. W. Kline; Treasurer, N. C. Yost; Secretary E. S. Doud; Gen. Man., A. Markle—V. 64, p. 232; V. 66, p. 233.

HELENA, MON.

POPULATION 1890 WAS 13,834; IN 1880 WAS 3,624; AND IN 1870 WAS 3,106.

HELENA POWER & LIGHT—A trolley road.

ORGANIZATION—This company is a consolidation made in 1894 of the Helena Electric Railway and Helena Rapid Transit, together with the Helena Electric (Light Co.) and the Helena Gaslight & Coke Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	.....	$1,000,000	.....
Helena Gas-Light & Coke 1st Mort.	.....	1890	6 J-J Interest at Minneapolis Trust Co., Minneap., Minn.	175,000	July 1, 1910
Helena Power & L't consol. mortgage..	20	1895	5 per ct. Trustee, Central Trust Co., N. Y. City.	425,000	Jan. 1, 1925

ROAD—Owns about 24 miles of trolley track.

OFFICERS—President, H. M. Parchen; Treasurer, Herman Gans; Secretary, H. L. Walker.

HENDERSON, KY.

POPULATION 1890 WAS 8,835; IN 1880 WAS 5,365; AND IN 1870 WAS 4,171.

HENDERSON ELECTRIC ST. RY.—Trolley.

ORGANIZATION—Incorporated Feb. 13,'86, under a perpetual charter. On Feb. 27, 1900, suit brought to recover $36,239 and interest and sale asked of bonds and stock pledged to secure the debt. Reported that road will be reorganized.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
Stock (par, $100).....	.....	.....	$50,000	.....
Consol. mort., $60,000, cur. $500.....c*	1897	6 J-J Int. at Louisv. Tr., Louisville, Ky., Trustee	50,000	Jan. 1, 1912

ROAD—Owns about 5 miles of track.

EARNINGS—For fiscal year ending June 30, 1897, earnings were "sufficient to cover fixed charges and interest."

OFFICERS—President, E. P. Millett; Vice-President, E. W. Whiteby; Secretary, E. G. Sebree, Jr.; Treasurer, D. Bank, Jr.—V. 70, p. 480.

HERKIMER, N. Y.

POPULATION IN 1990 WAS 4,666.

HERKIMER MOHAWK ILION & FRANKFORT ELECTRIC RY.–

ORGANIZATION—Chartered February 4, 1895. On July 1, 1899, owned 6 miles of track, 11 motor and 2 trail cars. Capital stock, $150,000; par, $100. First mortgage, $150,000, fives of 1895, J. & J, due May 1, 1925; interest at Farmers' Loan & Trust Co., N. Y.

LATEST EARNINGS—10 mos., July 1 to Apr. 30. 1900.....Gross, $42,879; net, $20,718
1899.....Gross, 35,011; net, 17,098

For year ending June 30, 1899, gross, $42,038; net, $23,445; other income, $137; charges, $10,422; dividends, $9,009; surplus, $4,160; surplus June 30, 1899, $19,382. Pres., J. Ledlie Hees, Mohawk, N. Y.

HOBOKEN, N. J.

POPULATION 1890 WAS 43,648; IN 1880 WAS 30,999; AND IN 1870 WAS 20,297.

JERSEY CITY HOBOKEN & PATERSON RY.—An electric system.

This is a consolidation Nov.,'99, of practically all the trolley roads in the northern part of New Jersey except the North Jersey Street Railway, and this latter is controlled by the same interests, namely the Shanley-Young syndicate. V. 69, p. 955. The Jersey City Hoboken & Paterson comprises the following roads:

Jersey City Hoboken & Rutherford Electric.
North Hudson County (controlling the Hudson & Bergen Traction and the Pavonia Horse RR.).
Palisades RR.
Paterson Central Electric.
Paterson Horse RR.
Paterson Passaic & Rutherford Electric.
Paterson Railway.
Saddle River Traction.
White Line Traction, formerly the New Jersey Electric.

All the roads enumerated have been completely merged in the Jersey City Hoboken & Paterson, with the exception of the Paterson Railway and the North Hudson County Railway, and in these two cases practically all the stock has been acquired, and merger is to be made presently.

STOCK AND BONDS.—The company made a mortgage for $20,000,000, as described below. Of the new bonds, $10,800,000 are outstanding at the present time. These have been used to acquire the stocks of the various roads absorbed, to retire the $2,459,375 White Line Traction five per cent ad-interim mortgage, and to take up the $404,000 of North Hudson County debenture 6s which were called for payment Feb. 1, 1900, and the $300,000 of Paterson City Railway 2d general 6s called for payment April 1, 1900. The remaining old bonds are not subject to call, but it is expected will be largely retired by voluntary exchange for the new bonds.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $20,000,000.....	.....	.....	$20,000,000	.....
J. C. H. & P. [mtg., gold, $20,000,000.....	1899	4g. M-N Interest at N. J. Tit. Guar. & Tr. Co., Jersey City, Trustee.	see text.	Nov. 1, 1949

BONDS OF CONSTITUENT COMPANIES—*North Hudson County Ry.*

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
1st mortgage ($1,000).....	....	6 J.-J.	620,000	Jan. 1, 1914
Consol. mort. ($3,000,000) $620,000 to retire 1st M c*	1888	5 J.-J.	2,378,000	July 1, 1928
2d mortgage ($1,000).....	1894	5 M.-N.	835,000	May 1, 1904

Paterson Railway.

Paterson Ry. 1st M.....	1888	6	J.-D.	$200,000	June 1, 1908
Paterson City Ry. M.....	1890	6	F.-A. Interest at First National Bank of Paterson.	50,000	Aug. 1, 1907
Consol. M., gold, $1,250,000 ($1,000).....	1891	6 g	J.-D. Trustee, Knickerbocker Trust Co.	1,000,000	June 1, 1931

EARNINGS—For calendar year 1899 gross earnings were reported $1,713,259; operating expenses, $943,906; net earnings, $769,353.

ROAD—Total of track operated is 154·718.

OFFICERS—President, David Young; Vice-President, John F. Shanley; Treasurer, George W. Roe; Secretary, William C. Doubleday; Auditor, S. C. Stevens. Office, 23 Hudson Place, Hoboken, N. J.—V. 69, p. 333, 955, 1012.

HOLYOKE, MASS.

POPULATION IN 1895 WAS 40,322; IN 1890 WAS 35,528; IN 1880 WAS 21,915; AND IN 1870 WAS 10,733.

HOLYOKE STREET RAILWAY—Trolley.

ORGANIZATION—Population in 1895 given as 40,322.

STOCK—	Date.	Interest.	Outstanding.	Last div., etc.
Stock, $500,000 ($100)..	.....	J-J	$500,000	Jan.,1900,4%
Bonds ($500, etc.).....	1895	5 A-O	250,000	Apr. 1, 1915
Leased line rental, Mt. Tom RR Stock, 6 p. c.	.....	6	100,000	.....
Loans p'y'ble Oct. 1, '99.	.....	.....	121,126	.....

Dividends—In 1892 to Jan., 1900, inclusive, 8 per cent yearly.

ROAD—Has 34 miles of track. Operates Mt. Tom (incline) RR., 4,900 feet long, under a 25-year lease. A "location" has been granted to meet the Northampton St. Ry. at Mt. Tom Junction, (and road being built), giving a through line from Holyoke to Northampton.

EARNINGS—Years ending Sept. 30.

	1899.	1898.		1899.	1898.
Gross earnings.	$241,218	$229,097	Divs. paid (8 p.c.)	$40,000	$32,000
Net	86,189	74,585	Bal., sur. for year	3,103	3,641
Int., taxes, &c..	43,086	38,944			
Bal. for div'nds	43,103	35,641	T'l sur. Sept. 30.	$63,363	$65,260

OFFICERS—President, General Manager and Purchasing Agent, Wm. S. Loomis; Treasurer Wm. R. Hill; Supt., G. H. Hunter, all of Holyoke. —V. 66, p. 616.

HOMESTEAD, PA.

POPULATION 1890 WAS 7,911; AND IN 1880 WAS 592

HOMESTEAD & HIGHLANDS STREET RAILWAY—See Monongahela Street Ry, Pittsburg, Pa.

HOOSICK FALLS, N. Y.

POPULATION 1890 WAS 7,014; AND IN 1880 WAS 4,530.

BENNINGTON & HOOSICK VALLEY RY.—

A trolley road. Population served, 30,000.

ORGANIZATION—A consolidation in October, 1897, of the Hoosick Ry. and Bennington Electric RR. A line was constructed from Bennington to connect the roads, and a $250,000 mortgage has been authorized, of which $90,000 reserved for future needs. Expects to construct its own power plant, and shareholders have authorized an increase in the stock from $160,000 to $200,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, com., $130,000 ($100).	.....	.....	$130,000	.....
Pref., non-cum., non-voting, 5 per cent ($100).....	.....	.....	30,000	.....
Ben. & H. V. 1st M., $250,000, gold ($500 and $100).....	1897	5g. J-J	160,000	Jan. 1, 1928
	Int. at Intern'l Trust, Boston, trustee.			

ROAD—16½ miles long, connecting Bennington and Hoosick Falls. Owns ten double motors, seven closed and nine open cars. Sixty-pound T rails.

EARNINGS—For 9 months ending Dec. 31, 1899, gross, $26,604.

President, George E. Greene; Vice-President, W. M. Holmes; Treasurer, I. E. Gibson, Bennington, Vt.; Sec. and Supt., E. H. Libby, Hoosick Falls.

DIRECTORS—Edward L. Bates, Irving E. Gibson, George E. Greene, Joseph Buckley, Watson M. Holmes, Levi E. Worden, F. S. Donnell, J. B. V. Quackenbush and Frank H. White.

HORNELLSVILLE, N. Y.

POPULATION 1890 WAS 10,996; IN 1880 WAS 8,195; AND IN 1870 WAS 4,552.

HORNELLSVILLE ELECTRIC RAILWAY —A trolley road.

ORGANIZATION—Chartered Dec. 16, 1891. Road completed in 1893.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $50,000 (par, $100)...	.....	.....	$50,000	.....
New 1st mortgage ($500).....	1898	4 J-J	70,000	July 1, 1918

ROAD—Single track main line in city, 4·34 miles; branch line, ·50; sidings, ·22; total of all, 5·06 miles.

EARNINGS—For years ending June 30:

	Gross.	Net	Other inc.	Int. & taxes.	Balance.
1898-99.....	$11,700	def. $379	$2,060	$3,258	def. $1,577
1897-98.....	10,904	def. 987	7,054	4,111	sur 1,956

OFFICERS—President, Charles Adsit; Vice-President, F. D. Sherwood; Secretary, De Merville Page; Treasurer & Supt., George T. Rehn, all of Hornellsville.

HORNELLSVILLE & CANISTEO RY.—

ORGANIZATION, ETC.—Incorporated May 2, 1892. Owns 4·32 miles of trolley track from Hornellsville to Canisteo.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $50,000, par, $100...	.....	.....	$50,000	.....
1st mortgage ($500), $80,000	1898	4 A&O	80,000	Oct. 1, 1918

EARNINGS—Year ending June 30:

	Gross.	Net.	Other Income.	Int. & Taxes.	Surplus.
1898-99.....	$15,039	$4,677	$25	$3,802	$900

OFFICERS—President, D. M. Page; Secretary, Charles Adsit.

HOT SPRINGS, ARK.

POPULATION 1890 WAS 8,086; IN 1880 WAS 3,554; AND IN 1870 WAS 1,276.

HOT SPRINGS STREET RAILROAD—Trolley.

ORGANIZATION—Chartered in 1894; successor to Hot Springs Electric Street Railway. Controls Fountain & Suburban RR., 1 mile.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000	.....	.....	$200,000	.....
1st mortgage, gold.....	1894	6g. J-D	200,000	June 1, 1924

Trustee is St. Louis Trust Company, St. Louis, Mo.

ROAD—Operates 11·8 miles of track. Extensions of 2 miles proposed in 1899.

OFFICERS—President, S. W. Fordyce; Secretary, C. E. Maurice; Treasurer, General Manager and Purchasing Agent, C. G. Convers

HOUSTON, TEXAS.

POPULATION 1890 WAS 27,557; IN 1880 WAS 16,513; AND IN 1870 WAS 9,382.

HOUSTON ELECTRIC STREET RAILWAY —A trolley road.

ORGANIZATION—Successor in September 1, 1896, to the Houston City Street Ry., which was sold in foreclosure May 6, 1896. V. 61, p. 925.

NEW STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
Stock, $2,000,000 ($100) ..	.....	J.-J.	$428,000	.....
Con. M., s. f., $1,000,000 gold ($500) ..... c*	1896	5 g. M-S	880,000	Sept. 1, 1921
		Subject to call at 105 after 1916		
Income mort.....	1896	6 p. c.	$775,000	1917

Interest at International Trust Co., Boston, consol. mort. trustee.

Bonds—Consol. 5s can be called for payment at 105 after 1916. Sinking fund of 15 per cent of net earnings begins in 1899, and after Jan., 1906, is limited to 5 p. c. of outstanding bonds. Bonds authorized at $10,000 per mile on new construction.

ROAD—Operates 35 miles of track.

EARNINGS—From Jan. 1 to March 31, gross, $48,947 in 1900; $47,986 in 1899.

REPORT—Earnings for years ending Dec. 31:

	Gross.	Net.	Other inc.	Int. & tax.	Bal., sur.
1898.....	$202,620	$62,046	$2,218	$56,439	$7,825
1897.....	189,857	64,048	2,039	54,442	11,645
1896.....	202,240	76,479	1,680	¶22,272	55,887

¶ Includes interest ($15,372) only from Sept. 1, 1896, 4 months.

OFFICERS—President and Treasurer, A. N. Parlin; Vice-Pres. and General Manager, H. F. McGregor; Secretary and Assistant Treasurer, J. W. Payne.

DIRECTORS—A. N. Parlin and George E. Smith of Boston; Austin Corbin of New York, and F. J. De Meritt, H. F. MacGregor, J. H. Kirby, T. W. House, W. D. Cleveland and D. D. Corley, of Houston.—V. 61, p. 112, 281, 611, 925; V. 62, p. 84, 277, 548, 869; V. 63, p. 229; V. 66, p. 950.

HOUSTON HEIGHTS ELECTRIC STREET RAILWAY—

ORGANIZATION—This line starts from the manufacturing portion of Houston Heights, extends through the residence district, and terminates in the centre of Houston, affording rapid transit to and from all portions of the Heights. Mortgage is for $100,000 and is dated 1893; interest in default since May 1, 1895. Still in default Jan., 1900

OFFICERS—President, Edw. S. Ellis; Vice President, F. J. De Meritt; Secretary and Treasurer, D. D. Cooley.

HUDSON, N. Y.

POPULATION 1890 WAS 9,970; IN 1880 WAS 8,670; AND IN 1870 WAS 8,615.

ALBANY & HUDSON RAILWAY & POWER —Is a consolidation of Hudson Street Railway, Hudson Light & Power Co, Kinderhook & Hudson RR., Greenbush & Nassau Electric Ry., Citizens' Electric Light & Power of Hudson and Kinderhook Power & Light Co. Intention is to build an electric line between Hudson and Albany, to be operated by the third-rail system; the new company, it was reported would build a 10-mile connecting link between Niverville and Albany and also a new steel bridge at Rensselaer 1,900 feet long to cross the New York Central and Boston & Albany railroads. It will also supply light and power along its route. The conversion of the entire system to the third-rail electric will be completed by August, 1900, by which time the entire system will be in operation. In Nov., 1899, contracts had been given for all new construction of road-bed, bridges, hydraulic power station, dams, &c.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
$2,500,000 ($100).....	.....	.....	$2,000,000	.....
1st mort., gold ($1,000), $2,500,000..	1899	5g. M.-S.	2,000,000	Mar. 1, 1939
	.....c* Colonial Trust Co., N. Y., Trustee.			

No sinking fund, and bonds cannot be called.

ROAD—The railways will include 35 miles of main line and 4 miles of sidings. In Feb., 1900, made contract giving it privilege to enter Albany over the tracks of the United Traction of Albany.

EARNINGS—3 mos. ending Dec 31, 1899, gross, $13,401; net, $6,378.

OFFICERS—President, Charles H. Werner, 32 Nassau St., N. Y.; Treasurer, A. M. Young, 100 Broadway, N. Y.; Secretary, L. B. Grant, 32 Nassau, N. Y.—V. 68, p. 1181; V. 69, p. 743.

HUNTINGTON, N. Y.

POPULATION 1890 WAS 3,028; IN 1880 WAS 2,952: AND IN 1870 WAS 2,433.

HUNTINGTON RAILROAD—A trolley road.

ORGANIZATION—Chartered in May, 1890. In 1898 the Long Island RR. purchased almost the entire capital stock, and converted road into a trolley line, being opened as such June 17, 1898. See L. I. RR. item, V. 66, p. 1189.

Stock ($30,000) par $100..$30,000
1st mortgage 5s, J&D..... 26,000
(Due June 2, 1920.)
Interest is payable at the Atlantic Trust Company, New York City.

ROAD—Owns 3 miles of track.

EARNINGS—Year ending June 30:

	1899.	1898.
Gross.....	$8,508	$4,737
Net.....	def. 3,952	1,193
Charges.....	1,300	1,300
Dividend.....	.....	(2½%) 600
Balance.....	def. 5,252	def. 707

Pres., W. H. Baldwin, Jr., Long Island City; Sec. and Treas., A. C. Bedford, 26 Broadway, New York.

INDIANAPOLIS, IND.

POPULATION 1890 WAS 105,436; IN 1880 WAS 75,056; AND IN 1870 WAS 48,244.

BROAD RIPPLE TRACTION—A trolley road.

The Indianapolis & Broad Ripple Rapid Transit Co. was sold at oreclosure on July 15, 1899, for $200,000 to W. F. Brown of Philadelphia, and the present company organized as its successor July 17, 1899. See V. 69, p. 180. It is reported the road will be operated by interests friendly to the Indianapolis Street Railway, but a separate organization to be maintained.

Stock and Bonds—	Date.	Rate.	Outstand'g.	Maturity.
Stock $100,000 (par $100)	.....	....	$100,000	.....
Mtg. gold, $400,000	1899	5	400,000	1929
	Guar. Trust & Safe Deposit Co. (Phila.), Trustee.			

ROAD—Embraces, it is said, 7 miles of track.

OFFICERS—President, John B. Warner. V. 68, p. 723, 871, 927, 1225; V. 69, p. 180.

INDIANAPOLIS STREET RAILROAD.—A trolley system.

ORGANIZATION.—Incorporated in Indiana, March 7, 1899. After acquiring the Citizens' Street RR. of Indianapolis and the City Railroad, made a contract with the City of Indianapolis agreeing to surrender the rights and franchises of both companies and accept a new franchise running only thirty-four years. The contract also provides that cash fares are not to exceed five cents, with free transfers, and tickets are to be sold at the rate of six for twenty-five cents and twenty-five for one dollar.

The company also binds itself to pay over to the city (which is to expend it on the public works) the sum of $30,000 yearly, from 1899 to 1925, and $50,000 yearly, from 1926 to 1932, inclusive, the contract expiring in 1933—see V. 68, page 723. The city gets the right to purchase the property "at any time within two years and not later than one year before the expiration of this contract," nothing to be paid for the value of the franchise.

Under the plan of consolidation the stock of the Citizens' RR. was exchanged for Indianapolis Street Ry. securities, but the bonds of the Citizens' RR. remained undisturbed. Citizens' stockholders got a $1,000 4 p. c. gen. mtg. bond of the Indianapolis Street RR. and $200 in Indianapolis Street RR. stock for every 20 shares of Citizens' stock. As to the three-cent-fare case, which the U. S. Court of Appeals decided in favor of the Citizens' Co. in Dec., 1897, see SUPPLEMENT of Nov., 1898, and V. 64, p. 842, 1180; V. 65, p. 51, 181, 1172.

Stock & Bonds—	Date.	Interest.	Outstanding.	Dividends, &c.
Capital stock ($100)	....	.....	$5,000,000	....
Indianapolis Street, M., $7,000,000 gold ($1,000) c*	1899	4 g. J-J	5,500,000	July 1, 1933
	Interest at Guar. Trust & Safe Dep. Co., Phila., trustee.			
Citizens' St. Ry. ($1,000)	1881	6 J-J	300,000	July 1, 1901
Citizens' St. Ry. consol. M. $4,000,000 gold c*	1893	5 g. M-N	3,700,000	May 1, 1933
	Trustee Solicitors' Loan & Trust Co. of Phila.			

Interest due May and November on Citizens' consols of 1893 is payable at Fourth Street National Bank, Philadelphia.

Citizens' consols are exempt as to principal and interest from any tax which company may be required to pay. Of the $7,000,000 mortgage of 1899, $1,000,000 are reserved to take up the $300,000 1sts due July, 1901, and the $700,000 2ds due June 1, 1900, of the old Citizens' Street road, but no bonds reserved for the $3,000,000 Citizens' consols. These $700,000 2ds, however, were in June, 1900, taken up by the issue of additional Citizens' consols.

Stock and bonds are listed on the Philadelphia Stock Exchange.—V. 69, p. 851.

ROAD—In Oct., 1899, operated 111 miles of track, with 196 motor cars and 92 trail cars.

EARNINGS—No late report of earnings. For year ending Dec. 31, 1897, the old Citizens' company was reported to have earned all of fixed charges, taxes, and a balance for stock.—See V. 65, p. 1071. For fiscal years ending April 30 gross earnings were: In 1897-98, $978,964; in 1896-7, $922,727.

OFFICERS.—President, Hugh J. McGowan, Indianapolis; First Vice-Prest., J. A. Lemeck; Second Vice-Prest., Admiral George Brown; Third Vice-Prest, Joseph Neff, Philadelphia; Secretary, Henry Jameson; Treasurer and Assistant Secretary, W. F. Milholland.
—V. 66, p. 81, 759, 856, 900, 953; V. 67, p. 28, 1308, 1356; V. 68, p. 40, 281, 330, 379, 427, 473, 571, 618, 671, 723, 871, 927, 1023; V. 69, p. 180, 743, 851; V. 70, p. 791, 945.

IRONDEQUOIT, N. Y.

POPULATION 1890 WAS 2,415; IN 1880 WAS 1,986; AND IN 1870 WAS 3,990.

ROCHESTER & IRONDEQUOIT RAIL ROAD—A trolley and steam road.

ORGANIZATION—Chartered May 19, 1893, and Nov. 1, 1893, leased the Rochester & Lake Ontario Railway at the rate of 15 per cent per annum on its capital stock of $65,000. In May, 1899, H. F. Atwood was appointed receiver. Road been foreclosed, and is to be succeeded by the Rochester & Suburban, which see.

Stock ($700,000) par $100. $700,000	ROAD—Owns 9 miles of single track; leases 6·046 miles single track and ·370 miles of sidings. —V. 67, p. 1209; V. 68, p. 929; V. 70, p. 231.
1st mortgage 5s, A&O.... 350,000 (Due Oct. 1, 1933.)	
2nd mortgage, J&J.. 125,000 (Due July 1, 1918,)	

ROCHESTER & SUBURBAN RY.—

This company was incorporated at Albany in January, 1900, as a reorganization of the Rochester & Irondequoit RR., with a capital stock of $420,000, of which $350,000 is preferred.—V. 70, p. 231.

IRONWOOD, MICH.

POPULATION 1890 WAS 7,745; IN 1899 (ESTIMATED) 9,000.

TWIN CITY GENERAL ELECTRIC—

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$400,000	.....
Mortgage, $125,000	.....	6 J-D	125,000	1913
	Int. at Old Colony Tr. Co., Boston, trustee.			

ROAD—Owns 7½ miles of track.

EARNINGS—For year ending Nov. 30, 1898, gross from lights, $49,000; from railway, $14,800; total, $63,800; net after paying interest, etc., $12,319. In 1896-7, total gross, $62,320.

OFFICERS—President and General Manager, E. D. Nelson; Vice-President, H. M. Byllesby; Secretary and Treasurer, H. F. Jahn.

ITHACA, N. Y.

POPULATION IN 1890 WAS 11,079; IN 1880 WAS 9,105; AND IN 1870 WAS 8,462.

ITHACA STREET RAILWAY—

ORGANIZATION—Chartered Nov. 18, 1884. Changed ownership about May 1, 1892, and property reconstructed. Leased the Cayuga Lake Electric Railway in June, 1894, for 49 years upon the terms that it shall pay principal and interest of the leased road's $25,000 first mortgage. Owns 6 miles and operates 7·5 miles of track, extending to Cornell University campus, railroad stations and steamboat landing

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $300,000, pr. $100	.....	.....	$300,000	See text.
1st mortgage	1892	6 J-J	175,000	July 1, 1922
	Int. payable at Farm. L. & T. Co., N. Y. City.			
2d mortgage	1894	6 J-J	$75,000	July 1, 1922
Cayuga L. Elec. 1st M., gu	1894	6 J-D	25,000	June 1, 1922

Loans and bills payable June 30, 1899, $33 821.

Dividends.—In July, 1895, 3 per cent; in April, 1896, 3 p. c.; 1896-7, 2½ percent; in 1897-8, 2½ per cent; in 1898-9, none.

BONDS—The Ithaca Street Railway Company owns and holds in its treasury the entire stock of Brush-Swan Electric Light Co. (capital, $50,000) and also the Ithaca Transfer Co. (capital, $2,500). *The bonds of the Ithaca Street Railway Co. cover the above properties.*

EARNINGS—For fiscal year ending June 30, 1899, gross, $75,690; net, $27,628; interest and taxes, $23,646; balance, surplus, $3,982.

President, Edward G. Wyckoff; Secretary and Treasurer, John A. Mortimore; General Manager, H. S. Cooper; all of Ithaca.

JACKSON, MICH.

POPULATION 1890 WAS 20,798; IN 1880 WAS 16,105; AND IN 1870 WAS 11,447.

JACKSON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Aug. 24, 1881. In September, 1897, W. A. Foote, as receiver, was authorized to borrow $16,000 for repairs. In Feb., 1900, still in receivers' hands and reorganization not agreed upon.

JACKSONVILLE, ILL.

POPULATION 1890 WAS 12,935; IN 1880 WAS 10,927; AND IN 1870 WAS 9,203.

JACKSONVILLE RAILWAY—A trolley road.

ORGANIZATION—Chartered Feb. 25, 1867. Special perpetual charter.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock $50,000, par $50	.....	.....	$33,450 f. p.	.....
1st mort., $75,000, gold	1892	6 g J-J	35,000	Jan. 1, 1912

Trustee is St. Louis Trust Co., of St. Louis, Mo. The bonds are not subject to call before maturity.

ROAD—Owns 5 miles of track.

OFFICERS—President, Wm. S. Hook; Secretary, Marcus Hook; Treasurer, Francis Hook; Supt., Edward B. Kink.

JAMESTOWN, N. Y.

POPULATION 1890 WAS 16,038; IN 1880 WAS 9,357; AND IN 1870 WAS 5,336.

JAMESTOWN STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Oct. 18, 1883. Franchise runs till 1982 Population served said to be upward of 28,000.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock ($250,000) par $50.	.....	.....	$250,000	.....
1st M. $300,000 gold, c* $1,000	1893	6 g J-J	300,000	Jan. 2, 1923
	Interest payable at State Trust Co., Trustee.			
Bills payable June 30, 1899			$217,726	
Open accounts			180,077	

The mortgage is limited to $300,000 and covers all property and rights now owned or hereafter acquired.

EARNINGS—For fiscal year ending June 30:

Year.	Gross.	Net.	Other Inc.	Inc. & taxes.	Bal., sur.
1899	$90,743	$33,220	$2,307	$30,065	$5,462
1898	88,142	27,672	2,760	29,948	484

ROAD—Owns 18·67 miles of track, of which 3 miles is second track.

OFFICERS—President, A. N. Broadhead; Vice-President, L. B. Warner; Secretary, W. S. Cameron; Treasurer, S. B. Broadhead. Superintendent and Purchasing Agent, G. E. Maltby; all of Jamestown.

JANESVILLE, WIS.

POPULATION 1890 WAS 10,836; IN 1880 WAS 9,018 AND IN 1870 WAS 8,789.

JANESVILLE STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1886. Franchise runs till 1916 and gives exclusive rights to operate street railway in the city.

Stock & Bonds—	Mls.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $100	....	.....	.....	$50,000 f. p.	.....
1st mortgage	6	1892	6 A-O	75,000	Oct. 1, 1912

Mortgage trustee is the Finance Company, Philadelphia, Pa.

Dividends in 1892, 6 per cent; in 1893, 2 per cent; in 1894, none.

EARNINGS—In 1893 gross, $12,691; net, $1,640.

ROAD—Owns 6 miles of track. Rail, 35-lb. T.

OFFICERS—President, G. W. Blabon, Philadelphia, Pa.; Vice-Pres. James Shearer; Sec. and Treas., E. L. Blabon.

JEFFERSONVILLE CITY, IND.

POPULATION 1890 WAS 10,666; IN 1880 WAS 9,357; AND IN 1870 WAS 7,254.

JEFFERSONVILLE CITY RAILWAY.—

ORGANIZATION—Incorporated January 14, 1889. Sold in foreclosure in August, 1896, to Edward Howard for $8,200.

ROAD—Operated 5 miles of track with mules, but in Nov., 1899, it was decided to change to electricity. Office, 57-59 Spring St.

OFFICERS—President, E. J. Howard; Superintendent, E. Frazer.

JERSEY CITY, N. J.

POPULATION 1890 WAS 163,003; IN 1880 WAS 120,722; AND IN 1870 WAS 82,546

NORTH JERSEY STREET RAILWAY—

Is controlled by the Shanley-Young syndicate, which also controls the newly-formed Jersey City Hoboken & Paterson Railway, the two together owning practically all the trolley roads in the northern part of New Jersey.

ORGANIZATION—In January, 1898, the North Jersey Street Railway absorbed the Newark & South Orange, 18 miles, and in May, 1898, leased the lines of the Consolidated Traction Co. for 999 years.—V. 66, p. 664, 955, 1141

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Last div., etc.*
Stock, $15,000,000.	....	.....	.....	$15,000,000	.....
1st M., $15,000,000, g., $1,000 each	....	1898	4g. M-N	6,500,000	May 1, 1948
		Manhattan Trust Co., N. Y., trustee.			

Interest at Fidelity Title & Deposit Co., Trustee, Newark, N. J.

Bonds—In May, 1898, made a mortgage to the Manhattan Trust Co., as trustee, to secure $15,000,000 50-year gold bonds, bearing 4 per cent interest after May 4, 1899.—V. 66, p. 1046. In 1899 the two mortgages of the Newark & South Orange, aggregating $2,000,000, having been paid, were canceled of record. -V. 68, p. 425.

ROAD—Owns and operates about 235 miles of track.

EARNINGS—For calendar year 1899 company reports as follows:

FINANCIAL STATEMENT FOR YEAR ENDING DEC. 31, 1899

The following is an authoritative statement for 1899:

Receipts from passengers	$3,737,003
Receipts from other sources	20,502
Gross earnings	$3,757,505
Operating expenses	1,780,047
Net earnings	$1,977,458
Less interest and all fixed charges	1,890,994
Surplus carried to profit and loss	$86,464

OFFICERS.—President, Edward F. C. Young; Vice-President, David Young; Secretary, Wilbur F. Johnson; Treasurer, E. N. Hill; Auditor, E. H. Hibbs.—V. 66, p. 277, 573, 664, 955, 1046, 1141; V. 67, p. 75, 530; V. 68, p. 41, 525, 673; V. 69, p. 233; V. 70, p. 684, 1049, 1095.

(1) CONSOLIDATED TRACTION OF NEW JERSEY—

ORGANIZATION—Incorporated in March, 1893, to acquire control of street railways in New Jersey. System reaches from Jersey City to Newark, Orange, Elizabeth, Bloomfield, etc.; also carries passengers to Passaic, thence by steamer to Bay Ridge, L. I., and via Long Island RR. to Manhattan Beach and Coney Island. V. 65, p. 277.

On June 1, 1898, the property was taken over by North Jersey Street Ry., which assumed all its obligations, under a 999-year lease that guarantees 2 per cent on the stock for the first year, this rate increasing gradually until 4 per cent is reached at the end of eight years, 4 per cent being then guaranteed for the remainder of the lease.—V. 66, p. 1141.

Dividends under lease will be:

1899-1902,	1903,	1904-1905,	1906,	Thereafter,
2 per cent.	2½ per cent.	3 per cent.	3½ per cent.	4 per cent.

STOCK & BONDS Jan., '00.	*Date.*	*Interest.*	*Outstanding.*	*Divs., etc.*
Stock, all paid in	....	.....	$15,000,000	See text
Underlying bonds—see below	.....		6,108,000	.....
1st mortgage, gold, $15,000,000 ($1,000)	1893	5 g J-D	15,000,000	June 1, 1933
	Interest at Manhattan Tr. Co., N. Y., trustee.			

Cost of road and equipment to Jan. 1, 1900 ..... $37,780,583

Underlying Bonds.

Newark Passenger Ry. 1st consol. 5s, J&J, guar. p. & i. Interest at Peoples' Bank, Philadelphia.	$4,250,000
Newark Pass. Ry. sub. companies	1,600,000
Jersey City & Bergen Railroad	258,000

The gold bonds of 1893 are free from tax and secured not only by mortgage, but also by deposit of $1,000,000 stock of J. C. & Bergen RR., $161,625 stock of Newark Plank Road Co., $6,000,000 stock Newark Passenger Ry., and $99,100 stock of Jersey City Harrison & Kearney Railway Co.

ROAD.—In 1900 there was in operation 190 miles of track, including:

Road Absorbed—

N. J. Traction Co ....Stock owned.	J. C. Har. & K. RR...Stock owned.
Newark Pass'ger Ry. Stock owned.	Newark Plank Road. Stock owned.
J. C. & Bergen RR...Stock owned.	Passaic & Newark El. Stock owned.

Stock, debts and mileage of the leased and controlled lines:

	Miles.	*Stock.*	*Debts.*
New Jersey Traction Co	None	$500,000	.....
Newark Passenger Ry.	83	6,000,000	$5,850,000
Rapid Transit Street Ry.	12	504,000	500,000
Jersey City & Bergen RR.	41½	1,000,000	258,000
Jersey City Harrison & Kearney Ry.	10	18,000	.....
Newark Plank Road	4⅘	162,000	74,702
Passaic & Newark Elec. Trac.	10¾	1,000,000	550,000
Port Richmond & Bergen Pt. Ferry..	....	4,000 shares	.....

EARNINGS—Since lease earnings have been included in returns of North Jersey Street Railway. Previously they were:

For the year ending Dec. 31:	1897.	1896.	1895.
From passengers	$2,967,794	$2,779,264	$2,487,104
Other income	25,658	21,318	20,452
Total	$2,993,452	$2,800,582	$2,507,556
Operating expenses	1,447,517	1,468,440	1,557,430
Balance	$1,545,935	$1,332,142	950,126

(2) JERSEY CITY & BERGEN RAILROAD—

ROAD—Owns from Jersey City to Bergen Point, etc., total track, 41½ miles. Controlled by Consolidated Traction Co., all the stock being deposited as part security for the Traction Co. 1st mortgage.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	$1,000,000 f.p.	.....
1st mortgage ($1,000)..c*	1873	7 J.-J.	258,000	Jan. 1, 1903

Total cost of road and equipment to Jan. 1, 1900, $1,442,298.

(3) NEWARK PASSENGER RAILWAY—Mostly electric.

ORGANIZATION—Incorporated June 16, 1890. On July 29, 1893, leased to New Jersey Traction for 999 years, and so controlled by the Consolidated Traction Co. of New Jersey, the N. J. Traction Co. having been leased to the Consol. Traction Co. of N. J. Jan. 2, 1894, for 999 years. Charter said to be perpetual.

LEASE AND RENTAL—Rental under the lease, $105,000 yearly.

STOCK & BONDS—	*Par.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	$100	Text.	$6,000,000	Own. by C Tr.
New. & Blm. St. Ry. 1st	$500 & $1,000	6 F-A	100,000	Feb. 1, 1901
Orange & Newark 1st M.	$500 & $1,000	6 A-O	496,500	Apr. 1, 1905
		Int. at Manhattan Tr. Co., N. Y. City.		
Essex Pass. cons. M.	$500 & $1,000	6 M-N	753,500	Nov. 1, 1905
Newark Pass. Ry. 1st con. 1890, $6,000,000 g...c*	1,000	5 g. J-J	4,500,000	July 1, 1930
		Trustee Solicitors Loan & Trust Co., Phila.		

The $6,000,000 stock is all deposited as security for the Consolidated Traction Co. first mortgage.

Interest on consol. 5s is payable at First National Bank, Jersey City; on other bonds at Manhattan Trust Co. of New York. The consols are guaranteed principal and interest by the Consolidated Traction Co. of New Jersey, and in February, 1895, the guaranty was stamped on the bonds.—V. 59,

Consol. Bonds—Of the $6,000,000 consols. authorized $1,350,000 are reserved to retire liens. The consols. are to be paid, principal and interest, without deduction for any tax.

Jan. 1, 1900, total funded debt was $5,850,000 (no other debts reported) and total cost of road and equipment was $11,850,000.

Dividend.—First dividend (1 per cent) was declared in June, 1894.

ROAD—January 1, 1899, aggregated 83 miles of track.

EARNINGS are included in reports of Consol. Traction Co. of N. J. and are not reported separately—V. 59, p. 969; V. 70, p. 1049.

(4) RAPID TRANSIT STREET RAILWAY.

ORGANIZATION—In February, 1892, leased to Newark Passenger Railway, and included with it in lease to New Jersey Traction, and so forms part of Consolidated Traction system. Rental is 11¾ per cent on stock, besides interest, taxes, etc.

STOCK, BONDS, ETC.—*Par.*	*Interest.*	*Outstanding.*	*Last div., etc.*
Stock, trustees' certs.	11¾ J-D 30	$504,000	See text.
1st M. $500,000, g..c* 1,000	5 g A-O	500,000	Apr. 1, 1921
	Subject to call at 110 & int. any time after April 1, 1901. Interest at office of Fidelity Trust & Deposit Co., trustee, Newark, N. J.		

Total cost of road and equipment to Jan. 1, 1900, $1,004,000.

Dividends of 11¾ per cent yearly are guaranteed by the Newark Passenger and New Jersey Traction companies upon the trustees' certificates issued for stock. Miles of track 12·07.

(5) PASSAIC & NEWARK ELECTRIC TRACTION—A trolley road.

ORGANIZATION—Incorporated April 30, 1895, and acquired all the $1,000,000 stock of the Passaic & Newark Electric Ry. Consolidated Traction Co. of New Jersey, which operates the road, owns all the stock and guarantees the bonds.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock., $1,000,000 (par $100)	.....	.....	$1,000,000	.....
1st M., $1,000,000, guar. p&i. by Consol. Trac. of N. J.	1897	5 J-D	550,000	June 1, 1937
	Int. at N. J. Title Gu. & Tr., Jersey City.			

ROAD—Owns 10·78 miles of track.

EARNINGS—Now included in Consolidated Traction.

NEWARK & HACKENSACK TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated Feb., 1899, as a reorganization per plan in V. 67, p. 127 (see also V. 66, p. 1090), of the Union Traction Co. foreclosed Jan., '99. V. 68, p. 383. The main route is from Hackensack (where connection is had with New York via Bergen County Traction Co.) along the ridge between the Hackensack and Passaic rivers, through the towns of Hasbrouck Heights, Woodridge, Carlstadt, East Rutherford, Rutherford, Lyndhurst, Kingsland, to Arlington on the east side and to Belleville on the west side of the Passaic River, 30 miles of track; at Arlington connection is had with Newark via North Jersey Traction Co. In June, 1900, the road was in operation to Woodridge and expected to be completed to Hackensack inside of two months.

SECURITIES PROPOSED BY MC CORMICK PLAN.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $650,000 ($50)	(in voting trust)		$650,000	.....
1st M., $500,000, gold	1899	5g.	500,000	1949

The new mortgage covers the whole road, including the proposed extension. Stock is represented by following voting trustees: D. W. Coon, Frank M. Pierce and William C. Giles, for two years, or until the trust shall be terminated by an instrument in writing signed by each of the trustees.

OFFICERS—Pres., W. C. Giles, 41 Wall St., N. Y.; Vice-Pres., D. W. Coon; Treas., John H. Coon; Sec., J. H. Coon, Jr.; Supt. L. Wheeler.—V. 68, p. 383.

JOHNSTOWN, PA.

POPULATION 1890 WAS 21,805; IN 1880 WAS 8,380; AND IN 1870 WAS 6,028.

JOHNSTOWN PASSENGER RY.—A trolley road.

In Sept., 1899, authorized an increase in stock from $250,000 to $800,000, and also the creation of a new mortgage for $800,000, as below.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $800,000, par $50.	.....	Text.	$600,000	.....
General mort. $250,000, $1,000	1890	6 M-S	250,000	Mar. 1, 1910
	Interest at Fidelity Trust, Trustee. Phila.			
New con. mtg., $800,000 gold ($100)	1899	4g. J-D	200,000	Dec. 1, 1929
	Int. at Guar. Trust Co., N. Y., Trustee.			
Bills payable June 30, 1899				$80,295

Bonds—Of the new con. mtge. dated Dec. 1, 1899, $300,000 is reserved to retire gen. mtge. bonds of $250,000 due Mar. 1, 1910; $200,000 to be issued forthwith; and the remaining $300,000 to be issued at rate of $15,000 per mile of new single track hereafter to be constructed. Bonds can be called at 105 and accrued interest any time before maturity, upon six weeks notice.

Dividends—In 1892, 6 per cent; in 1893, July 1, 6 p. c.; in 1894, July 1, 6 p. c.; in 1895, 12 p. c.; 1896, 6 p. c.; 1897, 6 p. c.; 1898, 6 p. c.; in 1899, 8 p. c.

LATEST EARNINGS—5 mos., Jan. 1 to May 31. 1900 .....Gross, $70,113; net, $36,724. 1899 .....Gross, 54,335; net, 27,921

EARNINGS—Year ending June 30, 1899, gross, $131,715; net, $69,942; interest and taxes, $24,282; dividends, $16,816; bal., surplus, $28,844. In 1896-97, gross, $106,350; net, $50,157.

ROAD—Operates 11·3 miles of road; 17·8 miles of track. In June, 1900, an extension of 8 miles from Johnstown to Windber was under construction.

OFFICERS—President, Tom L. Johnson, Cleveland, O.; Secretary, D. E. Young; Treasurer, T. C. Dupont, Johnstown.—V. 69, p. 541.

JOLIET, ILL.

POPULATION 1890 WAS 23,264; IN 1880 WAS 11,657; AND IN 1870 WAS 7,263.

JOLIET RAILROAD—For statement of this road, see American Railways Co. under Philadelphia.

KALAMAZOO, MICH.

POPULATION 1890 WAS 17,853; IN 1880 WAS 11,937; AND IN 1870 WAS 10,447.

MICHIGAN TRACTION OF KALAMAZOO & BATTLE CREEK—Has been acquired by Railways Company General. See statement of the latter under Philadelphia.

KANKAKEE, ILL.

POPULATION 1890 WAS 9,025; IN 1880 WAS 5,651.

KANKAKEE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered Jan. 7, 1891.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $60,000 ($100)	....	.....	.....	$50,000	.....
1st mortgage	....	1891	6 J-J	50,000	July 1, 1911
	Trustee, the Northern Trust Co., Chicago, Ill.				

ROAD—In 1899 operated 8 miles of track.

OFFICERS—President, E. Cobb; Vice-President, Chas. H. Cobb; Secretary and Treasurer, W. C. Schneider; General Manager, C. H. Cobb.

KANSAS CITY, MO.

POPULATION 1890 WAS 119,668; IN 1880 WAS 55,785; IN 1870 WAS 32,260; IN 1898 ESTIMATED AT 175,000.

CENTRAL ELECTRIC RAILWAY OF KANSAS CITY—

ORGANIZATION—Is a consolidation of the Brooklyn Avenue Railway (to be converted from a cable to a trolley line), the Northeast Electric Railway, and some others. Controlled by the Metropolitan Street Railway of Kansas City.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	(?)	.....
M., gold, $2,500,000 ($1,000).c*	1899	5 g. M&N	$2,000,000	May 1, 1914
	Colonial Trust Co., trustee.			

OFFICERS—Daniel B. Holmes, President; Henry C. Page, Secretary.

KANSAS CITY LAWRENCE & TOPEKA.—A trolley road.

ORGANIZATION—Incorporated in Kansas in 1899 to construct an electric railway from Kansas City through Lawrence, and the counties of Leavenworth, Douglas and Shawnee, to Topeka. On Oct. 14, 1899, W. E. Winner of Kansas City, purchased the old Lawrence & Emporia Ry., extending from Lawrence to Carbondale, a distance of 31 miles, and formerly a part of the Union Pacific system. The rails and part of the roadbed will be used in the construction of the new road.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outst'ding.*	*Maturity.*
Stock, $2,000,000	....	.....	(?)	.....
Bonds, $2,000,000	....	5	(?)	.....
	Colonial Trust Co., Trustee.			

OFFICERS—President, Henry G. Pert; Treasurer, W. A. Bunker.

METROPOLITAN STREET RAILWAY—Cable and trolley.

ORGANIZATION—Incorporated July 19, 1886. In May, 1894, the company secured control, by purchase of all the capital stock, of the Kansas City El. (20·58 miles) and assumed the debt of that company In like manner it controls Kansas City & Rosedale St. Ry. and South Suburban St. Ry. In June, 1895, the charters of all the constituent companies were extended to 1925. V. 60, p. 1105; V. 67, p. 634. In July, 1899, was granted franchises for various new lines, the company agreeing to pay the city 2 per cent of the cash fares collected from business originating on these lines. The Central Electric Railway of Kansas City, a new company, is also said to be controlled.

In October, 1898, P. D. Armour and Norman B. Ream purchased a controlling interest in the stock, and in June, 1899, elected their own board of directors.

In Jan., 1900, parties identified with the Metropolitan Street RR purchased control of the Kansas City Electric Light Co. and he Edison Electric Light & Power Co., which together do the entire electric lighting and power business of Kansas City.

On Aug. 6, 1900, the stockholders will vote on a proposition to form a new company with $10,000,000 5 p. c. non-cum. pref. stock and $10,000,000 com. stock, each par $100. Metropolitan stockholders will receive for $100 of their stock $100 of the new pref. and $50 of the new common. They are also permitted to subscribe at par until July 6 for $50 new pref., receiving with the latter $25 of the new common. It is proposed to raise $2,800,000 by the sale of the new stock, to be used for extensions and improvements, including the converting of all the cable road to overhead trolley. The total outstanding stocks of the new company, after these arrangements have been carried out, will be $8,379,000 pref. and $4,189,500 in common stock; the balance of the new authorized stock, namely, $1,621,000 pref. and $5,810,500 common, will be held in treasury. V. 70, p. 1194.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock (see above)	.....	Q.—F.	$5,586,800	May 1,'00,1¼%
Corrigan Con. St. Ry. 1st M. ($1,000) drn. at 110.	1886	5 g J-J	893,000	July 1, 1916
	Int. payable at Central Trust Co., N. Y.			
General mort. ($1,000,000) gold	1889	5 g M-S	1,000,000	Sept. 1, 1909
	Int. payable at New England Co., Boston.			
Bonds assumed in consolidation of 1895—				
K. C. Cable 1st M., ext. in gold, 1897, guar. p. & i.	1887	5g. A-O	$1,050,000	Apr. 1, 1901
	Interest is payable in New York by Blair & Co. and in Boston by New England Tr. Co.			
Bonds assumed in consolidation of 1895—(Con.)—				
Kansas City Cable—				
Summit Street M., old 6s ext. in 1897	1887	5 A-O	$300,000	Apr. 1, 1901
Grand Avenue Ry. 1st mortgage, gold.....c	1888	5 g. J-J	10 1,200,000	July 10, 1908
	Trustee, Central Trust Co.			
New mortgage—				
Metroplitan St. Ry. con. mortgage, $8,500,000, gold.....c*	1895	5g. M-N	3,721,000	May 1, 1910
	Not subject to call before maturity. Int. at Old Colony Trust, trustee, Boston.			
Securities of subsidiary roads—				
Kansas City Elevated Ry.				
1st M. pref. ($600,000) gold ($1,000).....c*	1892	6 g J-J	$600,000	July 1, 1922
1st M. com. ($2,000,000) gold ($1,000)	1892	4	2,000,000	July 1, 1922
	Interest at Manhattan Trust Co., New York City, J-J.			
Park Connec. Ry., p. & i. gu.	.....	6	30,000	.....

Dividends—In 1895, 2 p. c.; in 1896, 2½ p. c.; in 1897, 2 p. c.; in 1898, 2½ p. c.; in 1899, 4 p. c.; in 1900, Feb., 1¼ p. c.; May, 1¼ p. c.

Bonds—The new consolidated mortgage for $8,500,000 was to be used as follows: Reserved to retire when due the existing bonds of the Corrigan, Metropolitan, Grand Avenue and Kansas City Cable issues described in the table above, $4,550,000; for the purchase of the property of the Kansas & Independence Rapid Transit Company, etc., being the amount of bonds issued on account of said properties by the late Kansas City Cable Railway Company Consolidated, $2,075,900 (issued); for purchase of the West Side Railway Company, $330,000 (issued); for desirable improvements to the present system and for future requirements the company held $329,000 consols in May, 1897.

Interest upon *Kansas City Elevated Ry.* 1st M. preference 6s is guaranteed, principal and interest by endorsement, and upon 1st M. common 5s 3 per cent per annum was guaranteed until July, 1895, and 4 per cent thereafter.

ROAD—The total mileage, after counting double track as twice single, is as follows:

Miles.		*Roads owned.*	*Miles.*
Main line (trolley and cable) 107·83		Kansas City & Rosedale St. Ry. (trolley)	6·46
		So. Suburban St. Ry. (trol'y)	2·50
		Kan. C. Elevated Ry. (trol'y)	18·68
		Total (single)	135·47

In 1898 the Fifth Street cable line was converted into a trolley road, and many of the other cable lines have also been or are being converted into trolley.—V. 67, p. 736.

ANNUAL REPORT.—Fiscal year ends May 31. Earnings of the system and its controlled lines are as follows:

Year ending May 31.	1898-9.	1897-8.
Gross passenger receipts	$2,070,228	$1,922,818
Operating expenses	1,139,604	1,034,145
Net income from passengers	$930,624	$888,673
Other income	25,235	27,010
Total net income	$955,859	$915,683
Interest and taxes	586,709	573,880
Net income	$369,150	$341,803
Dividends paid	(3½%) 195,538	(2%) 111,736
	$173,612	$230,066
Assets written off	114,827	179,282
Balance surplus for year	$58,785	$50,784

OFFICERS—Chairman of Board, P. A. Valentine; President, W. H. Holmes; Vice-President, L. E. James; Sec. and Treasurer, W. E. Kirkpatrick; Auditor and Assistant Secretary, J. A. Harder; General Manager, C. F. Holmes.—V. 65, p. 112, 1115; V. 67, p. 479, 634, 736; V. 68, p. 1226; V. 69, p. 26, 540; V. 70, p. 176, 178.

NORTHEAST ELECTRIC RY.—See Central Electric Railway of Kansas City.

KEYPORT, N. J.

POPULATION 1890 WAS 3,411; IN 1900 (ESTIMATED) 15,000.

MIDDLESEX & MONMOUTH ELECTRIC LIGHT, HEAT & POWER.—Trolley and electric light.

This company in 1899 acquired the Keyport & Matawan Street RR. Motive power to be changed from horse to trolley. Extension of 12 to 15 miles proposed. Has installed an electric-lighting system and is supplying the towns of Keyport, Matawan and South Amboy. Stock is $50,000. Bonds, $50,000, 5 per cent, interest payable semi-annually. Mercantile Trust Co. of New York, trustee.

OFFICERS,—President, John Karr; Secretary and Treasurer, Frank Bell, 120 Broadway, New York.

KILLINGLY, CONN.

POPULATION IN 1890 WAS 7,027 AND IN 1880 WAS 6,929.

PEOPLE'S TRAMWAY CO.—A trolley road.

ORGANIZATION.—Incorporated in 1899 as a successor to the Thompson & Putnam Street Ry. By special act of the Connecticut Legislature has a charter allowing it to own and operate street railways for the transportation of passengers and property and to acquire and develop water power; also to own and operate other companies. Franchise perpetual.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $400,000 ($100)	....	.....	$400,000	.....
1st mtge. S. F. gold. ($1,000) $600,000	1899	5 g. J-J	400,000	Oct. 2, 1929
	Int. at Colonial Trust Co., N, Y., trustee.			

Bonds.—Redeemable by number at 115 and interest after 1904.

Sinking Fund.—Beginning 1904 $11 50 per bond is set aside to buy bonds up to a 4½ per cent basis.

ROAD.—Owns and operates 18 miles of road connecting Killingly with Danielson, Dayville, Putnam, Thompson, Grosvenordale and North Grosvenordale. In June, 1900, extensions of 10 miles additional were under construction.

OFFICERS.—President, F. A. Jacobs; Sec'y and Treas., H. Hobart Porter, Jr., 31 Nassau St., New York; Gen. Manager, E. N. Sanderson. —V. 70, p. 76.

KINGSTON, N. Y.

POPULATION 1890 WAS 21,261, AND IN 1880 WAS 18,344.

COLONIAL CITY TRACTION CO.—A trolley road.

ORGANIZATION—Organized Jan. 9, 1896, as successor to Colonial City Electric Ry., sold in foreclosure Dec. 12, 1895. Estimated population in 1900, 30,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$175,000	.....
1st mortgage, gold	1896	5g. M-N	100,000	May 1, 1926
2d M. incomes, gold	1896	5g. M-N	75,000	May 1, 1946

Manhattan Trust Co., N. Y., trustee of both mortgages.

ROAD—Operates 6 miles of track laid with 80-lb. girder rails.

EARNINGS—For year ending June 30, 1899, gross, $27,300; deficit from operation, $4,825; taxes, $919. For year ending Dec. 31, 1898, gross, $24,740; deficit from operation, $9,579; taxes, $1,050.

OFFICERS—President, Charles M. Preston; Secretary, John E. Kraft; Treasurer, Abraham Hasbrouck.—V. 59, p. 1058, 1064.

KINGSTON CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered June 5, 1879.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div'd, etc.
Stock, $150,000, $100	....	.....	$150,000	See text.
1st M., $500 each	1879	7 J-J	15,000	June 12, 1909
Consols, $150,000, $1,000	1893	5 M-S	135,000	March 1, 1923
Not sub. to call bef'e mat.	Interest at Farmers' Loan & Trust Co., N. Y.			
Debentures	1890	5 J-D	10,000	June 1, 1900
Bond and mortgage	....	6 quar.	6,000	On demand.

Dividends in 1896-97, 6 p. c.; in 1897-98, 6, p. c.; in 1898-99, 6 p. c

Interest—Interest, except on consols, is paid in Rondout.

ROAD—Owns 3·6 miles of track in City of Kingston. Rails 70 lb.

LATEST EARNINGS—From Jan. 1 to May 31, 1900, gross, $21,918; in 1899, $21,704.

For years ending June 30:

	1899.	1898.		1899.	1898.
Av'ge miles op.	3·6	3·6	Taxes	$2,392	$2,169
Gross earnings	$67,540	$60,746	Dividends	9,000	9,000
Net	25,013	21,584	Bal., sur. for year	4,961	1,756
Interest paid	8,660	8,660			

OFFICERS—President, S. D. Coykendall; Vice-President, General Manager and Purchasing Agent, George Coykendall; Secretary and Treasurer, Peter E. Schoonmaker; Auditor, O. L. Eastman.

KNOXVILLE, TENN.

POPULATION 1890 WAS 22,535; IN 1880 WAS 9,693.

Cities Knoxville, North Knoxville and West Knoxville voted (August, 1897,) to consolidate; population of consolidated cities estimated by officials of Knoxville Traction Co. in 1898 at about 52,000.

KNOXVILLE TRACTION COMPANY—A trolley and electric light enterprise.

ORGANIZATION—A consolidation Mar. 30, 1898, of Knoxville Street RR., Union Ry., Citizens' Ry. and West End Street RR, all of whose bonds, mortgages and stock have been surrendered and canceled. All the securities of Knox. Elec. Light & Power Co., a consolidation of all the light and power companies in Knoxville, are owned by the Traction Company, and pledged as part security for the new bonds below described.—V. 66, p. 709.

Franchise is perpetual and gives "practically exclusive" right to operate street railways in the city.

STOCK & BONDS—	Par.	Interest.	Outstand'g.	Maturity.
Stock, $750,000	100	.....	$750,000	.....
1st M. of '98, $850,000, gold, tax free	$1,000	5g. A&O	850,000	Apr. 1, '38
	Int. at trustee, Balt. Tr. & Gu. Co., Balt.			

Bonds will have sinking fund of $10,000 yearly after stock pays 5 per cent dividend, but will not be subject to call. As said above, mortgage covers the electric light and power plants as well as the 30 miles of road.

ROAD—Owns about 30 miles of trolley road.

EARNINGS—No late report of earnings. For nine months ending Dec. 31, 1898, gross, $139,736; net, $72,899; charges, $37,130; balance, $35,769.

OFFICERS—President, Frank S. Hambleton, Baltimore; Vice-President and General Manager, C. C. Howell; Secretary and Treasurer, W. S Shields.—V. 66, p. 709.

KOKOMO, IND.

POPULATION 1890 WAS 8,261; IN 1880 WAS 4,042; AND IN 1870 WAS 2,177.

KOKOMO CITY STREET RY.—A trolley road.

In Jan, 1899, Charles L. Harry was appointed receiver. V. 68, p. 130. Purchased at foreclosure sale on Jan. 28, 1899, by W. P. Stevens of Detroit, owner of Kokomo Railway & Light Co., and it was said $90,000 bonds would be issued and road improved and extended.—V. 68, p. 282.

In May, 1900, it was reported the Central Traction Company had a ninety-day option on the property.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	.....	$100,000	.....
1st M., $75,000	4⅞	1892	6 M-N	75,000	Nov. 1, 1912

ROAD—Operates about 4⅞ miles of track in Kokomo.

OFFICERS—President, Fremont Woodruff, Detroit; Vice-President, L. J. Kirkpatrick, Kokomo; Secretary and Treasurer, William P. Stevens, Detroit.—V. 68, p. 85, 130, 282.

LACONIA, N. H.

POPULATION (TOWNSHIP) 1890 WAS 6,143; IN 1880 WAS 3,790; AND IN 1870 WAS 2,309.

LACONIA STREET RAILWAY—

ORGANIZATION—Successor to the Laconia & Lakeport St. Ry. in 1894. Population in 1897 about 15,000. In August, 1898, a controlling interest was purchased by Charles T. Foster and H. L. Pierce of Leominister, Mass., and George H. Cook of Athol, Mass.

STOCK, ETC.—	Date.	Interest.	Outstand'g.	Last Div.
Stock, $100,000 (par $50)	.....	.....	$100,000	4%, '94-95
Bonds authorized, $91,000	1899	5 M-N	.....	1919
	Int. at Am. Loan & Tr. Co., Boston.			

DIVIDENDS—In 1893-94 paid 5. c.; in 1894-95 paid 4 p. c.

ROAD—Owns 9 miles of track. In 1899 the road was extended to Weirs, 4 miles, and the entire system equipped with electricity.

EARNINGS—For years ending Dec. 31:

	1899.	1898.		1899.	1898.
Gross	$21,424	$10,715	Interest	$2,227	$784
Net	3,206	975	Bal. for year	sur. 979	sur. 191

OFFICERS—Pres, H. L. Pierce; Treas., C. T. Foster; Sec., E. Little.

LA CROSSE, WIS.

POPULATION 1890 WAS 25,090; IN 1880 WAS 14,505; AND IN 1870 WAS 7,785.

LACROSSE CITY RAILWAY—

ORGANIZATION—Chartered Nov. 17, 1885. Franchise runs till 1938.

STOCK & BONDS—	Miles.	Date.	Rate.	Outstand'g.	Last div., etc.
Stock ($200,000), par $100	.....	.....	See below.	$200,000 f. p.	In 1899, 7 p. c.
1st mort., $175,000, gold, $1,000	10¾	1893	6g. J-J	125,000	Jan. 1, 1918
	Subject to call Jan. 1, 1903.				

Interest at Northern Trust Co., trustee, Chicago, Ill.

DIVIDENDS—For 1892, 7 per cent; 1893, none; 1894, 7 per cent; 1898, 7 per cent; 1899, 7 per cent.

ROAD—Owns 10·36 miles in city of Lacrosse.

OFFICERS—President, B. E. Edwards; Vice-President, W. W. Cargill; Secretary, H. E. West; Treasurer, R. C. Whelpley.

LAFAYETTE, IND.

POPULATION IN 1890 WAS 16,243; IN 1880 WAS 14,860.

LAFAYETTE STREET RY.—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (common), per $50	.....	.....	$260,050	.....
do preferred	.....	.....	38,000	.....
1st mort. ($1,000 each)	J&D	.....	225,000	.....
	Real Estate Trust Co., Philadelphia, trustee.			

Owns 17½ miles standard-gauge road.

OFFICERS—Pres., Warren G. Griffith; Sec. and Treas., J. T. Henderson.

LANCASTER, PA.

POPULATION 1890 WAS 32,011; IN 1880 WAS 25,769; AND IN 1870 WAS 20,233.

CONESTOGA TRACTION—A trolley road.

ORGANIZATION—Chartered in Pennsylvania Dec., 1899, and acquired at foreclosure the lines of the Pennsylvania Traction, sold in Nov., 1899. In the reorganization the old 5s and 5½s of the Pennsylvania Traction Co. are replaced by the 4 per cent bonds below. The property comprises an extensive system of lines in Lancaster City and Lancaster County. Important extensions are planned to provide connection with Philadelphia and with Reading.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $3,200,000	.....	.....	(?)	.....
Stock, preferred, 800,000	.....	.....	(?)	.....
Mortgage, $2,000,000	.....	4	$1,028,000	.....

Securities of lines controlled.

Lancaster City RR., 1st M. g c* ($100 and $500)	1890	5g. A-O	160,000	Apr. 1, 1920
	Trustee, Atlantic Trust Co., New York.			
W. E. St. Ry. 1st M., $225,000 $100, $500 and $1,000 ..c*	1891	5 M-N	225,000	May 1, 1921
	Trustee, Atlantic Trust Co., New York.			
Lancaster & Columbia stock	...	30 F-A	37,500	In '98-99, 30%
1st mortgage	1893	5 A-O	225,000	1923

ROAD—The Pennsylvania Traction operated 63 miles of track, including old Lancaster Traction, 29 miles; Lancaster City Street Ry., 18 miles; Lancaster & Columbia, 8 miles; Lancaster & Latitz, 10 miles.

EARNINGS—For year ending Nov. 30, 1899, the Pennsylvania Traction earned, gross, $224,109; net, $101,350.

OFFICERS—President, William B. Given, Columbia; Treasurer, Oscar M. Hoffman, Columbia; Gen. Supt., Frank S. Given.

INDEX—V. 66, p. 83; V. 67, p. 1208; V. 69, p. 131, 1063; V. 70, p. 175.

LANSING, MICH.

POPULATION IN 1890 WAS 13,102; IN 1880 WAS 8,319; AND IN 1870 WAS 5,241.

LANSING CITY ELECTRIC RY.—A trolley road.

ORGANIZATION—Franchise granted in 1889 and runs 30 years. Interest was in default, but subsequently paid.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $100,000	.....	.....	$100,000	.....
1st M., $100,000, gold.	1896	5 g. J&J.	100,000	Jan. 1, 1945

Trustee is Continental Trust Co., N. Y.

ROAD—Owns 10 miles of track, 11 motor cars and 7 trailers.

EARNINGS.—Jan. 1 to June 30, 1897 (6 months), gross, $12,295; net, $2,965.

LANSING DEXTER & ANN ARBOR ELECTRIC RY.—To be a trolley road.

ORGANIZATION—Chartered in 1898. To extend through the places named, about 60 miles, connecting with the Detroit Ypsilanti & Ann Arbor RR., making a complete electric line from Detroit to Lansing of over 80 miles. Stock, $250,000. In 1899 it was understood that the Westinghouse Co. had arranged to float bonds to be issued to the extent of $1,175,000. President, C. A. Mapes, Lansing, Michigan.

LEAVENWORTH, KAN.

POPULATION 1890 WAS 19,768; IN 1880 WAS 16,546; AND IN 1870 WAS 17,873.

KANSAS CITY & LEAVENWORTH—Trolley.

Acquired by contract in 1899 the property of the Leavenworth & Lansing Railway and of the Kensington Railway, and built a line between Kansas City and Leavenworth (21 miles), which was put in

operation Jan., 1900. Same parties have also acquired a controlling interest in the Leavenworth Electric, but no consolidation with that road. Capital stock is $1,000,000. There will be issued on all the lines, exclusive of the Leavenworth Electric Road, $600,000 6 per cent bonds; the $45,000 bonds of the Leavenworth & Lansing Ry., also the $50,000 bonds on the Kensington line, will be retired.

OFFICERS.—Pres., D. H. Kimberly, of Cleveland; Treas., C. O. Evarts, of Cleveland; Sec., Herbert W. Wolcott, Leavenworth, Kan.—V. 70, p. 125.

LEAVENWORTH ELECTRIC RR.—A trolley road.

ORGANIZATION—Chartered in 1894. Has a perpetual franchise.

In June, 1899, a controlling interest in this company was acquired by the parties owning the Kansas City & Leavenworth. No consolidation has been made of the two.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock $300,000, par $100	.....	.....	.....	$250,000 f.p.	.....
1st mort. for $300,000 gold, no option.....c.	13½	1894	6g. A-O	250,000	1924

Int'st at Atlantic Trust Co., trustee, N. Y. City

ROAD, ETC.—Owns in fee 14½ miles of trolley track, of which 8½ miles are in the city of Leavenworth, 3 miles to Fort Leavenworth and 2 miles to Soldiers' Home and 1 mile to Mt. Muncie Cemetery.

EARNINGS—For calendar year earnings have been:

	Gross.	Net.	Interest.	Bal., surp.
1898 (Cal. year)..	$61,144	$23,775	$15,000	$8,775

LEBANON, PA.

POPULATION IN 1890 WAS 14,664; IN 1880 WAS 8,778; AND IN 1870 WAS 6,727.

LEBANON & ANNVILLE ST. RY.—For statement of this company see "United Power & Transportation," under Philadelphia.

LEOMINSTER, MASS.

POPULATION IN 1895 WAS 9,211; IN 1890 WAS 7,269; IN 1880 WAS 5,772; AND IN 1870 WAS 3,894.

LEOMINSTER & CLINTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Built in 1896. Owns a park three miles from Leominster. In 1896 Leominster was reported to have a population of 10,000 and Clinton 12,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $150,000.....	.....	.....	$150,000	.....
1st M., $150,000 ($1,000) subject to call at 105, s. f., gold.....c	1897	5 g. A-O	148,000	Apr. 1, 1917
15-year coupon notes....	1897	6 A-O	45,000	Apr. 1, 1912
Loans Oct. 1, 1899.....	.....	.....	32,767	.....

Interest at Amer. Loan & Trust Co., Boston. Trustee.

First mort. sinking fund $2,000 per annum, beginning Oct. 1, 1898.

ROAD—Owns 12·17 miles of track.

EARNINGS—Year ending Sept. 30, 1899, gross, $50,266; net, $26,088; interest, taxes, etc., $18,971; balance, surplus, $7,117. In 1898, gross, $43,626 net, $18,239.

OFFICERS.—President, C. E. Barnes, Malden; Vice-Pres., G. R. Damon; Treas., Chas. E. Hudson; Clerk, J. F. Butman; Supt., G. H. Burgess, all of Leominster.

LEWISTON, ME.

POPULATION 1890 WAS 21,701; IN 1880 WAS 19,083; AND IN 1870 WAS 13,600.

LEWISTON BRUNSWICK & BATH ST. RY.—A trolley road

ORGANIZATION—Organized in 1897 and purchased the Brunswick & Topsham Ry., 3½ miles; also purchased the Brunswick RR., and in August, 1898, the Lewiston & Auburn RR., subject to $85,000 first mortgage bonds; also has leased the Bath Street Ry., 4½ miles, for 999 years, from July 1, 1898, at 4 p. c. on $100,000 stock. Extensions were being pushed in 1899, entire system to embrace 66½ miles, connecting Bath with Brunswick, Lewiston, Auburn, Turner, Sabattus, etc.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000; par, $100....	.....	.....	$500,000	.....
1st mort., $1,000,000, gold....	1898	5g.M-S	778,000	Mar.,1918
Underlying securities—				
Bath Street Ry—				
8tk. au. $300,000, par $100..	.....	4 J-J	$100,000	Div., 4%
1st mort., $300,000, gold... $1,000.....c*	1893	5g. J-J	70,000	July 1, 1913
Lewiston & Auburn RR. 1st M.	1891	5 J-D	85,000	June 1, 1911

Subject to call after July 1, 1898.

Of the $1,000,000 new 5 per cent bonds of 1898 $155,000 are held in trust to retire the underlying bonds, $67,000 to purchase Bath Street Ry. stock and $778,000 were delivered for corporate purposes.

ROAD—Owns former Brunswick RR., 3½ miles, and former Lewiston & Auburn RR., 14½ miles, and also operates under lease from July 1, 1898, Bath Street Ry., 4½ miles. Bath to Lewiston, 26 miles, and Lewiston to Sabattus, 6 miles, operated from Sept., 1898. Projected. Lewiston to Turner, 12 miles; total 66½ miles.

EARNINGS—Year ending June 30, 1899 (54½ miles), gross, $213,278; net, $105,181.

OFFICERS—President, A. H. Shaw, Bath, Me.; Vice-Pres. and Gen. Man., A. F. Gerald, Fairfield, Me.; Treas., S. A. Nye, Waterville, Me. General Office, Waterville, Me.—V. 66, p. 1001; V. 67, p. 481, 634.

LEXINGTON, KY.

POPULATION 1890 WAS 21,567; IN 1880 WAS 16,656; AND IN 1870 WAS 14,801.

LEXINGTON RAILWAY.—A trolley road.

ORGANIZATION—Organized Feb. 11, 1899, as a consolidation of the Belt Electric Line, the Passenger & Belt Ry. (formerly leased), the Hercules Ice Co. and the Lexington Ice Manuf. & Storage Co. Charter perpetual. New management assumed charge on May 13, 1899.

Embraces all the street railways of Lexington, together with ice factories; also operates all the city electric light and power business. Combination arranged by a syndicate represented by John L. Williams & Sons, of Richmond, and Middendorf, Oliver & Co., of Baltimore.

STOCK & BONDS—The new company filed amended articles of incorporation in July, 1899, increasing the stock from $1,000,000 to $1,500,000. Under the terms of the new mortgage a sinking fund is provided which retires the whole issue of bonds at maturity.

	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stk., $1,500,000 ($100)	....	.....	.....	$500,000	.....
Pas'ger & Belt, 1st M. $200,000, ($1,000)	13	1891	6 g. A-O	138,000	Apr. 1, 1916
New M., $1,500,000, g. ($1,000) $1,000 c*	..	1899	5 g. J-D	$737,000	June 1, 1949

Int. at Amer. Tr. & Sav'gs Bk., Chicago, trustee

Continental Trust Co., Baltimore, trustee.

ROAD—Operates 14 miles of track on 10 miles of street. Track, standard gauge, 50-60-lb. T rails; owns 44 cars.

EARNINGS—For 12 months to May 12, 1900: Gross, $173,238; net, $78,309; interest and taxes, $52,429; surplus, $25,880.

OFFICERS—President, R. Lancaster Williams, Richmond; Vice-President, George W. Darnall; Treasurer, R. P. Stoll; Sec., T. D. Murray; Gen. Man., E. C. Hathaway.—V. 68, p. 380, 977, 1077; V. 69, p. 229, 283, 743.

LIMA, N. Y.

POPULATION 1890 WAS 1,003; IN 1880 WAS 1,878.

LIMA-HONEOYE LIGHT & RR.—A trolley road.

Owns a 4½-mile road over private right of way between the villages of Lima and Honeoye Falls. Also operates an electric-light plant, which supplies light to the villages of Lima and Honeoye. In Jan., 1899, C. B. Hill of Buffalo was appointed receiver and road has been sold in foreclosure. On June 1, 1900, property was in process of reorganization, but details not quite settled.

Stock, $125,000; par, $100; all issued. Bonds, $40,000 30-year gold 5s, dated Oct. 1, 1898 ($500 each); interest at Buffalo Loan Trust & Safe Deposit Co., Buffalo, N. Y., trustee. In June, 1899, order was issued restraining the further transfer of bonds. President, Albert L. Williams, of Buffalo, N. Y.; Sec. and Treasurer, John C. Conway.—V. 67, p. 901; V. 69, p. 1103.

LIMA, OHIO.

POPULATION 1890 WAS 15,981; IN 1880 WAS 7,567; AND IN 1870 WAS 4,500.

LIMA RAILWAY—A trolley road. Population 1900 (local estimate), 28,000.

ORGANIZATION—Incorporated Nov. 5, 1896. Extensions and improvements have been made and road is reported in first-class condition.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $200,000 (par $100).	.....	.....	$200,000	Nov.,'99, 3%
1st mort., $200,000, gold, ($500).....c*	1896	5 g. J-D	200,000	Dec. 1, 1916

Int. at Dime Sav. & Bkg. Co., Cleveland, trustee; also at Fourth Nat. Bk., N. Y.

Bonds may be called in 1907, at par, on four weeks notice.

ROAD—Operates 11 miles of track.

LATEST EARNINGS—7 mos., Nov. 1 to May 31	1900	Gross, $26,325: net, $7,603
	1899	Gross, 24,753; net, 8,063

REPORT—Year ending Oct. 31, 1899, gross, $47,285; net, $17,747; in 1897-98, gross, $41,467; net, $16,003; in 1896-7, gross, $35,523; net, $12,911. President, E. W. Moore; Vice-President, Edwin Stone; Secretary, Treasurer and General Manager, Fred. C. Becker, Lima, Ohio.—V. 62, p. 502.

LINCOLN, NEB.

POPULATION 1890 WAS 55,154; AND IN 1880 WAS 13,003.

LINCOLN TRACTION—A trolley road.

ORGANIZATION—Successor in January, 1898, to Lincoln Street Ry., foreclosed Dec. 17, 1897, and reorganized per plan in V. 65, p. 277.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Com. stock, par $100...	....	.....	.....	$365,000	.....
Preferred cumulative..	....	.....	5 p. c.	700,000	.....
1st mort. gold, $1,000; $100,000 auth.....	....	1897	5 p. c.	100,000	1919

Trustee, N. Y. Security & Trust Co.

EARNINGS—Calendar year:	1899.	1898.
Gross earnings.....	$132,996	$114,412
Operating expenses and reconstruction....	147,931	95,887
Net.....	def. $14,935	$18,525

ROAD—Owns about 40 miles of track. In Oct., 1898, an extension to Havelock, 2½ miles, was completed.

OFFICERS—(Jan., 1900): President, M. L. Scudder; Vice-President, Wm. Belcher; Sec'y and Treas'r, F. H. Carter, 32 Liberty St., N. Y.—V. 66, p. 82, 134, 336.

LITTLE ROCK, ARK.

POPULATION 1890 WAS 25,874; IN 1880 WAS 13,138.

LITTLE ROCK TRACTION & ELECTRIC.—

ORGANIZATION—Incorporated 1895; controls all street railways in city.

RECEIVERSHIP—On May 5, 1900, President A. N. Johnson was on his own petition appointed Receiver, alleging that his company was unable to operate its cars on account of the strike and boycott. In June, 1900, local interests, headed by Mayor Jas. A. Woodsen, purchased control of the road and elected new officers as below.—V. 70, p. 945, 1095.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000: par $100.	.....	.....	$500,000	.....
1st mort. bonds, $450,000, g. (see text), $1,000 each.c*	1895	6 g. J-D	400,000	June 1, 1915
2d M., $300,000, g. ($1,000) red. after 5 years at 104	1895	6 g. J-D	300,000	June 1, 1915

Interest at St. Louis Trust Co., trustee.

Old Colony Trust, Boston, trustee.

Firsts, Nos. 1 to 300, redeemable *after* 10 years from their date at *par*, but redeemable *before* 10 years at 102; balance are 20-year straight. ROAD—Operates 20 miles of track.

OFFICERS—President and General Manager, James A. Woodson; Vice-Prest., Oscar Davis; Secretary, G. B. Rose; Treasurer, Charles F. Penzel, all of Little Rock, Ark.—V. 60, p. 1009; V. 70, p. 945, 1095.

LOCK HAVEN, PA.

POPULATION 1890 WAS 7,358; IN 1880 WAS 5,845.

SUSQUEHANNA TRACTION—A trolley road.

ORGANIZATION—This company was organized in 1900 as successor to the Lock Haven Traction, which was sold at foreclosure in March, 1899. William B. Given, of Columbia, is temporary President. A. N. Chandler & Co. of Philadelphia are understood to be interested.

ROAD—Four and one-half miles of track.

EARNINGS of the Lock Haven Traction for year ending June 30, 1899, gross, $15,307; net, $232. In 1896-97, gross, $17,288; net, $2,693.—V. 65, p. 685; V. 70, p. 633, 947.

LOGANSPORT, IND.

POPULATION IN 1897 (ESTIMATED) WAS 17,500, IN 1890 WAS 13,328 AND IN 1880 WAS 11,198.

LOGANSPORT ROCHESTER & NORTHERN TRACTION.—A trolley road.

ORGANIZATION.—Incorporated in July, 1899, to build an electric road from Logansport, Ind., in a northeasterly direction, through the towns of Mentone, Warsaw, Wawasee, Albion, Brimfield to Kendallville, a total distance of 101 miles, with branch lines of 20 miles additional. Charter contains provisions for the carrying of freight in bulk for steam roads.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,000,000	....	.....	$1,000 000	.....
1st M. gold (1,000). $4,000,000 c*	1900	5 g. M-N	4,000,000	May 1, 1950
	Int. at Mercantile Trust Co., N. Y., Trustee.			

ROAD.—In June, 1900, construction was under way and entire road to be finished by November, 1901; 70-lb. steel rails; standard gauge

OFFICERS.—President, J. T. McNary, Logansport; Vice-Prest., L. W. Walker, Albion; Secretary, G. W. Holman, Rochester; Treasurer, B. F. Keesling, Logansport.—V. 70, p. 945, 996.

LONG BRANCH, N. J.

POPULATION 1890 WAS 7,231; IN 1880 WAS 3,833.

ATLANTIC COAST ELECTRIC RR.—Trolley.

ORGANIZATION—Incorporated in May, 1895. Leases the Seashore Electric Railway of Asbury Park for 50 years at $10,000 per year and owns $150,000 of the $200,000 total capital stock of latter company (making net rental $2,500) and owns all of the stock of the West End & Long Branch RR. and of the Asbury Park & Sea Girt RR. Also owns entire stock of the Atlantic Coast Electric Light Co., which supplies the electric lights of Asbury Park, Darlington, Allenhurst, Belmar, Ocean Beach, Como and Spring Lake.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,500,000 ($100)	....	.....	$1,500,000	.....
1st mort., gold, $1,000,000	1895	5 g. M-N	*1,000,000	May 1, 1945
	Int. at Knickerbocker Tr. Co., N. Y., trustee.			
Gen. mort., $500,000	1896	5 J-J	500,000	1946
	Interest at Knickerbocker Trust, N. Y.			
Atl. Coast Elec. Light 1st M.		5 J-D	237,000	June 1, 1945
	Interest at State Trust Co., N. Y.			

"Other debts" (Dec. 31, 1899), $278,867.

**Bonds*—Of the $1,000,000 firsts $200,000 are reserved to retire a like amount of Seashore Ry. (of Asbury Park) 6s, subject to call in 1897.

ROAD—Belt Line in Asbury Park and extends from Asbury Park through Long Branch to Pleasure Bay, 24 miles. In June, 1898, leased and began operating its cars over the Asbury Park & Sea Girt tracks to Belmar, 2½ miles; total 26½ miles.—V. 66, p. 616. Connects at Long Branch with Iron Steamboat Co. for New York.

EARNINGS—Year end'g Sept. 30.—	*Gross.* 1898.	1897.	*Net.* 1898.
Railroad	$167,784	$137,279	$98,643
Lighting	54,912	50,801	26,483
Pleasure Bay	53,800	.....	494
Total	$276,496	$188,080	$125,620
All charges			110,878
Surplus for year			$14,742

OFFICERS—President, G. B. M. Harvey; Treasurer, A. C. Twining, 32 Nassau St., N.Y. City; Superintendent, S. F. Hazelrigg.—V. 65, p. 867.

ATLANTIC HIGHLANDS RED BANK & LONG BRANCH ELECTRIC RY.—A trolley road.

RECEIVER—James E. Degnan is receiver.—V. 66, p. 1043.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $414,900 ($100)	.....	.....	$45,750 pd. in.	.....
1st mort., $500,000, g. c	1895	5g. J-J	437,000	July 1, 1945
	Int. at Hamilton Trust Co., Bklyn, trustee.			

REORGANIZATION COMMITTEE—A committee, of which Silas B. Dutcher is Chairman, will submit a plan and effect a reorganization. Depositary, Continental Trust Co. of New York.—V. 67, p. 1054. June, 1900, was reported still in the hands of receiver.

ROAD—Red Bank to Long Branch, 6½ miles, and 2d track, 2½ miles; in Long Branch, 3 miles; in Red Bank, 1½ miles; total owned, 13½ miles.

LONG ISLAND CITY, N. Y.

POPULATION 1890 WAS 30,506; IN 1880 WAS 17,129; AND IN 1870 WAS 3,867.

NEW YORK & NORTH SHORE RY.—The statement of this company will be found under Brooklyn.

NEW YORK & QUEENS COUNTY RY.—

ORGANIZATION—Incorporated June 26, 1896. A consolidation of the Long Island City street roads, including Steinway Ry., etc.—V. 63, p. 229.

The Electric Illuminating & Power Company was formerly owned and operated, but in July, 1899, control was transferred to the Electric Co. of America. The earnings are kept separate from the street railway. To June 30, 1897, the N. Y. & Q. C. RR. Co. had invested $565,000 in the El. Ill. & Power Co., this amount being included in the $1,078,750 of loans and bills payable then outstanding, but since paid off.

The parties owning the New York & Queens County also own the New York & North Shore, which connects with the Queens County at Flushing, forming a line to Far Rockaway.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $2,500,000 ($100)	.....	.....	$2,200,000	.....
Flush. & Coll. Pt. 1st M.	1895	5 J&D	50,000	1925
Newtown Ry. 1st M.	1894	5 J&D	150,000	Dec., 1924
Steinway Ry. 1st M., gold $1,000 c*	1892	6g. J-J	1,500,000	July 1, 1922
	Int. at State Trust Co., trustee, N. Y. City.			
N.Y. & Queens Co. 1st M., gold, $1,000 each	1896	4g. A-O	1,200,000	1946

Under the New York & Queens County mortgage there were originally $2,500,000 bonds outstanding, but the company having defaulted in the payment of interest, a readjustment was made, under which the holders surrendered $1,300,000, leaving the present 1,200,000 outstanding, and interest was reduced to 4 per cent.—V. 69, p. 906.

ROAD—The system embraces about 65 miles of trolley track, including main line, 34⅝ miles; second track, 26⅛; sidings, 4¼.

LATEST EARNINGS.—9 months ending March 31, 1900:

9 months.	*Gross.*	*Net.*	*Oth. inc.*	*Int., tax., etc.*	*Balance.*
1900	$328,553	$139,366	$4,109	$98,220	sur. $45,255
1899	294,934	111,602	21,765	193,669	def. 60,302

REPORT for fiscal year ending June 30, 1899:

	Gross.	*Net.*	*Oth. inc.*	*Int. & taxes.*	*Bal., def.*
1898-9	$422,545	$179,623	$3,850	.....	.....
1897-8	408,949	157,672	28,807	254,844	df.152,190

DIRECTORS—President, W. H. Shelmerdine, 421 Chestnut St., Philadelphia; Secretary and Treasurer, I. M. Tritt, 29 Broadway, New York; R. T. McCabe, W. K. Mathews, E. L. Bushe, Benjamin Orne, J. R. Beetem, of New York; E. J. Mathews, of Philadelphia, and C. D. Simpson, of Scranton, Pa.—V. 67, p. 29, 735, 737; V. 68, p. 130; V. 69, p. 130, 743, 852, 905, 906, 955; V. 70, p. 125, 176.

LORAIN, O.

POPULATION 1890 WAS 4,863; IN 1880 WAS 1,595. (IN 1900 ESTIMATED AT 17,300)

LORAIN & CLEVELAND RR.—See Cleveland.

LORAIN STREET RAILWAY—A trolley road.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $750,000	$100	.....	.....	(?)	.....
1st M., $200,000	1,000	1894	6 J-J	$200,000	Jan. 1, 1915
Gen. M., $750,000, gold c*	.....	1899	5g M-N	350,000	Nov. 1, 1949
	Guaranty Trust Co., N. Y., trustee.				

Interest at Guardian Trust Co., Cleveland, the mortgage trustee.

BONDS—Of the gen. mortgage for $750,000, $200,000 is held to take up first 6s and $200,000 to be issued for improvements and extensions only.

ROAD—Owns road 10·11 miles in length, extending through the city of Lorain to Elyria; total track, 10·66 miles. Of the track 7·8 miles is on private right of way (land owned in fee simple); rails, 70-lb. T and girder.

EARNINGS—For the past 5 years have been:

	1899.	1898.	1897.	1896.	1895.
Gross	$98,429	$64,455	$48,553	$54,621	$80,174
Net (after taxes)	51,833	33,579	22,840	12,694	34,093

OFFICERS—President, F. M. Haines.—V. 69, p. 1346.

LOS ANGELES, CAL.

POPULATION 1890 WAS 50,395; IN 1880 WAS 11,183; AND IN 1870 WAS 5,728.

LOS ANGELES RAILWAY—

ORGANIZATION—Successor by consolidation Sept. 29, 1898, of Los Angeles Ry. and Main St. & Agricultural Park RR. and by purchase of the Mateo St. RR. and San Pedro St. RR. V. 68, p. 85. Population in 1897 estimated at 115,000.

In 1899 acquired control of the Los Angeles & Pasadena Electric Railway, receiving the stock of the road in consideration of the guaranty of the bonds. In June, 1900, Pasadena & Mt. Lowe was also acquired.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $5,000,000 (par, $100)	.....	.....	$5,000,000	.....
New mort., $5,000,000 gold $1,000 each c*	1898	5g. A-O	3,997,000	Oct. 1, 1938
	Int'st at Co's Office, San Francisco, Cal.			

The Trustee of the new mortgage of 1898 is the Union Trust Co. of San Francisco, Cal. On 30 days' notice interest may be made payable at the National City Bank, New York.

EARNINGS—Year 1899, gross, $757,400; net, $248,502; 1898, gross, $756,208; net, $266,613. Year 1897, gross, $681,325; net, $227,696; charges, $41,704; balance, surplus, $185,992.

ROAD—About 90 miles of road.

OFFICERS—President, H. E. Huntington; Vice-President, Ch. de Guigne; Treasurer, I. W. Hellman; Secretary, J. T. Burke, Union Trust Co. Building, San Francisco.

INDEX—V. 67, p. 634, 789; V. 68, p. 85, 673; V. 70, p. 1149, 1150.

LOS ANGELES & PASADENA ELECTRIC RY.—

ORGANIZATION—Road extends Los Angeles to Pasadena and Pasadena to Altadena, embracing all local lines in Pasadena. Is understood to have acquired in 1900 the Pacific Electric (2½ miles), connecting with the Arcade depot. All the stock of the Los Angeles & Pasadena Electric is owned by the Los Angeles Ry., which has guaranteed the bonds below.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Com. stock ($100 sh.), $1,000,000	....	....	688,400	.....
Mort. gold guar. $1,000, $1,000, c*	1898	5 g., J. & J.	750,000	Jan. 1, 1928
	Int. at Ill. Tr. & Sav. Bk., Chic., trustee, or Chase Nat. Bk., N. Y.			

Sink. fd. of $10,500 per year begins Dec, 1, 1908, and bonds may be called at 105 any coupon day after Jan. 1, 1908. Guaranty of Los Angeles Railway endorsed on bonds.

ROAD—Owns 35·80 miles of track, of which 33·46 are operated by electricity and 2·34 by horses.—V. 68, p. 85.

LOS ANGELES PACIFIC RR.—An electric, steam and horse road.

ORGANIZATION—Organized in 1898.

STOCK & BONDS—	Date.	Rate.	Outstand'g.	Maturity.
Stock, $1,000,000; par, $100..	.....	.....	$1,000,000	.....
1st mort., $1,000,000, gold....	1898	5	750,000	1928

BONDS—Of the new bonds of 1898, $750,000 have been issued, and the remaining $250,000 are reserved for improvements, extensions and equipment as needed.

ROAD—Owns two lines of trolley road from Los Angeles to Santa Monica, the entire local system of Santa Monica, with branch lines to Hollywood, Laurel canyon, Santa Monica canyon, Soldiers' Home and Elysian Park, constituting about 71 miles of railway, of which 54 miles electric, 10 miles steam and 7 miles horse railway.

OFFICERS—President and Manager, E. P. Clark; Vice-President, J. Ross Clark; Sec., A. I. Smith; Treas., M. E. Hammond.—V. 66, p. 1140.

LOS ANGELES TRACTION—A trolley road.

ORGANIZATION, ETC.—Chartered in 1895; franchise runs until 1944.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000	.....	.....	$500,000	.....
1st mort., $250,000, gold ($1,000) ...	1995	6 g., M-N	250,000	May, 1915
	Union Trust Co., St. Louis, trustee.			
1st consol. M., gold, $250,000 ($1,000).....	1898	5 g., J-D	250,000	Dec. 1, 1938
	St. Louis Trust Co., St. Louis, trustee.			

Interest of both mortgages at Chase National Bank, N. Y.

REPORT—Year ending December 31:

Year—	Gross earnings.	Operating expenses.	Net earnings.
1899.....	$163,191	$125,296	$37,895
1898.....	111,962	85,310	26,652

ROAD—Owns and operates 26 miles of track laid with 60 and 70-lb. rail.

LATEST EARNINGS—3 mos., Jan. 1 to March 31. 1900....Gross, $48,897; net, $16,357
1899... Gross, 37,891; net, 7,261

Manager, W. S. Hook.

PASADENA & MOUNT LOWE RAILWAY.

—A combination cable and electric railway known as the Mount Lowe road. Built by Prof. T. S. C. Lowe. Located on the mountains above Pasadena. Is successor to the Pasadena & Mount Wilson, sold at foreclosure for $190,000 in March, 1899. Operates 7 miles from Altadena to Mt. Lowe Springs. In June, 1900, control passed to the Hellman-Huntington syndicate on behalf of the Los Angeles Ry. Meeting of stockholders called for Aug. 2 to vote upon increasing stock from $400,000 to $600,000, and bonded indebtedness from $375,000 to $500,000. W. H. Smith, Manager.—V. 68, p. 673; V. 70, p. 1150.

TEMPLE STREET CABLE RY.—A cable road, but to be changed to electricity.

ORGANIZATION—Chartered Oct. 31, 1885. Operates 4¾ miles of track. Rails 38-lb. girder. Stock, $400,000; 1st M. gold 6s, dated 1896, $100,000; interest in default. Receiver, E. T. Wright; Feb., 1900, still operated by receiver.

LOUISVILLE, KY.

POPULATION 1890 WAS 161,129; IN 1880 WAS 123,758; IN 1870 WAS 100,753; AND IN 1899, ESTIMATED, 235,000.

LOUISVILLE RAILWAY—Trolley road.

ORGANIZATION—Incorporated Jan. 22, 1867. A Kentucky company owning all the street railways in the city of Louisville and its suburbs. The real estate is valued at $700,000.

STOCK & BONDS.—	Date.	Interest.	Outstand'g	Last div., &c
Com. stock ($100 sh.)..	....	....	$3,500,000	July, 1900, 1%
Pref. stock 5 p. c. cum.	....	5	2,500,000	Apr., '00, 2½%
Louisv. City Ry. M...	1884	6 g. J.-J.	560,300	July 1, 1909
do do M., gold	Trustee, Louisville Trust Co., Louisville, Ky.			
Central Pass. Ry. M...	1882	6 M.-N.	72,000	Nov. 1, 1902
Central Pass. Ry. M.	1888	6 M.-N.	259,000	Nov. 1, 1908
	Interest payable at First Nat. Bank, Louisville.			
Louisv. Ry. Cons. M., gold, $6,000,000 (listed N. Y.).....c*	1890	5 g. J.-J.	5,108,000	July 1, 1930
	Interest payable by Seligman & Co., N. Y.			
Louisville Ry. 2d M., $2,000,000, g., $1,000	1900	4½ g. M-S	150,000	Mar. 1, 1940
	Int. at Columbia Fin. & Tr. Co., Louisv'le, Trus.			

Bonds.—Of the new 2d mort. bonds due 1940, not more than $200,000 can be issued in any one year for improvements; $150 000 has been issued, and the remaining $50,000 will be issued later. V. 70, p. 430, 480, 532.

Stock.—In June, 1897, $500,000 of common (leaving $3,500,000) was converted into preferred, making $2,500,000 preferred, on payment of $50 per share to be used for improvements.

DIVIDENDS—On preferred 5 p. c. per annum. On *common*—In 1896, 2½ p. c.; in 1897, 2½ p. c.; in 1898, Apr., 1¼ p. c.; the Oct., 1898, and April, 1899, dividends were passed, owing to tax suit; in 1900, Jan. 1, 1 p. c.; April, 1 p. c.; July, 1 p. c.—V. 67, p. 690.

ROAD—Owns 140 miles of track on 83 miles of street, of which (Jan., 1900), 130 electric and 10 animal power. The last mule line in the city was changed to trolley early in 1898, most of the work of conversion having been paid for out of earnings. The lines running outside of the city are to be converted during 1900.

ANNUAL REPORT—Fiscal years ending Dec. 31. Annual meeting Feb. 19. Report for 1898 was given in V. 68, p. 376.

Year.	1899.	1898.	Year.	1899.	1898.
Gross earn..	$1,436,828	$1,297,394	Dividends.....	$171,666	$146,875
Net	482,215	459,415	Bal., surplus..	2,089	2,400
Interest pd.	308,500	310,140			

OFFICERS—President, T. J. Minary; Secretary and Treasurer, Sam'l G. Boyle.—V. 64, p. 466, 1181, 1125; V. 66, p. 519, 857; V. 67, p. 690; V. 68, p. 376; V. 69, p. 1103, 1301, 1346; V. 70, p. 430, 480, 532.

LYNCHBURG, VA.

POPULATION 1890 WAS 19,709; IN 1880 WAS 15,959 AND IN 1870 WAS 6,825.

LYNCHBURG ELECTRIC RY. & LIGHT.

ORGANIZATION—Successor in Aug., 1898, to Lynchburg Elec. Co., sold under foreclosure on Feb. 28, 1898. The company was granted an extension of its charter for 30 years from Jan. 19, 1899. In Oct., 1898, new franchises were granted. Stock authorized $250,000—all issued. Bonds, $150,000 1st mortgage 6s, gold, dated 1898, due 1941, all issued. State Trust Co., Trustee.

EARNINGS—June 1 to Dec. 31, 1899, $4,229 net, with 5 cars operating

ROAD—Operates 5½ miles of track. Overhead work and track renewed in 1899, and 12 new cars added, New power station in process of construction.

OFFICERS—President, R. A. C. Smith, 100 Broadway, New York D. D. Mallory, 100 Broadway, New York.—V. 67, p. 274.

LYNCHBURG & RIVERMONT STREET RAILWAY.

STOCK AND BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	....	....	....	Abt. $75,000	.....
1st M., $119,500, gold. ($500 and $1,000 each) s. f., $1,000 yearly.....	...	1898	5 g. J-D	$119,500	June 30,'32
	Interest at Nat. Ex. Bank, Lynchburg, Va.				

Mortgages cover the combined railway and electric light plant.

ROAD—Operates 6½ miles of track (including new extension completed May 1, 1899), on 3 miles of streets. Owns 8 open motor cars and 8 closed motor cars.

OFFICERS—Pres't and Gen'l Mgr., H. P. Woodson; Vice-Pres't, C. V. Winfree; Sec'y and Treas., Jas. T. Bowman; Supt., A. E. Anderson, all of Lynchburg.

MACON, GA.

POPULATION 1890 WAS 22,746; IN 1880 WAS 12,749; AND IN 1870 WAS 10,810.

MACON CONSOLIDATED STREET RR.—

STOCK AND BONDS—	Date.	Interest.	Outstand'g,	Maturity.
Stock, $500,000.....	.....	.....	$500,000	.....
1st mortgage.....	1895	.....	See text.	.....
Ref. M., $350,000, gold, ($1,000 each), subj. to call aft. Mar. 1, 1904. c*	1899	5 g., M.-S.	350,000	Mar. 1, 1929
	Old Colony Trust Co., Boston, Trustee.			

BONDS—Of the refunding 5s, $345,000 were reserved to retire an equal amount of 1sts of 1895, and the remaining $5,000 were to be issued as soon as all the 1sts had been thus exchanged.

ROAD—In 1899 was operating 20½ miles of trolley track laid with from 30 lb. to 48-lb. T rails.

EARNINGS—For years ending Dec. 31:

Year—	Gross.	Net.	Other receipts.	Interest and taxes.	Surplus.
1899.....$78 987		$20,948	$5,725	$22,280	$4,393
1898..... 73 217		22,529	5,547	24,723	3,353

OFFICERS—President, Phillip S. Saltonstall; Sec., D. K. Snow; Treas., S. Reed Anthony. Office, 53 State St., Boston, Mass.—V. 68, p. 872.

MACON ELECTRIC LIGHT & RAILWAY.—

ORGANIZATION, ETC.—Name originally Macon & Indian Spring Electric St. Ry., changed in 1898. In May, 1898, purchased at foreclosure sale for $40,000 electric-light plant of Macon Gas Light & Water Co., and in May, 1900, completed new power house.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $100,000 ($100).....	....	.....	$100,000	.....
1st mort. $100,000, $500 gold.....c*	1899	6 g. J-J	100,000	Jan. 1, 1929
	Int. at Produce Ex. Tr. Co., N. Y., Trustee.			

ROAD, &C.—Owns and operates 7 miles of track, with 9 motor and 5 trail cars, has 6,000 light alternators, 385 arc-light dynamos, 462 k. w. generators, 1,000 h. p. power plant.

OFFICERS—President, Gen. Manager and Purchasing Agent, T. J. Carling; Secretary and Treasurer, J. H. Hertz.—V. 66, p. 1089.

MADISON, WIS.

POPULATION IN 1896 WAS 18,884; IN 1890 WAS 13,429; IN 1880 WAS 10,324; AND IN 1870 WAS 9,176.

MADISON ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A reorganization in Feb., 1898, of the Madison City Railway foreclosed in December, 1897

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock, $75,000.....	.....	.....	.....	$56,000	.....
1st M. $150,000 gold $500.....c.*	8½	1898	5 g F-A	140,000	Feb. 15, 1918
	Int. at Savings & Trust Co., Cleveland, Ohio.				

ROAD—Owns 9·16 miles of standard-gauge track, including lines in Madison and extension to Elmside, Schuetzen Park and Cemetery.

EARNINGS—For year ending Feb. 28, 1898, gross, $49,477; net, $11,135; interest, &c., $7,000; surplus, $4,135.

OFFICERS.—President, F. W. Oakley, Madison; H. R. Newcomb, Secretary and Treasurer, Cleveland, O.

MAHANOY CITY, PA.

POPULATION 1890 WAS 11,286; IN 1889 WAS 7,181; AND IN 1870 WAS 5,533.

LAKESIDE RAILWAY—Leased to Schuykill Traction, which see under Girardsville.

MANCHESTER, N. H.

POPULATION 1890 WAS 44,126; IN 1880 WAS 32,630; AND IN 1870 WAS 23,536.

MANCHESTER STREET RY.—A trolley road.

ORGANIZATION—Incorporated July 20, 1876, under perpetual charter. Controls all street roads in Manchester and West Manchester. In April, 1900, petitioned Railroad Commissioners for an increase of $100,000 in its stock to build a line to Goffstown and for various other purposes.

Control is held by the New England Electric Power Co., which owns the stock of the Manchester Street Railway.

STOCK—	Date.	Interest.	Outstand'g.	Last div'nd.
Stock, $250,000 (par $100)	.....	Text.	$170,000	1898-9, 8%
1st M. bonds, g., $250,000 (red. after Jan. 1, 1905..	1895	5 g. J-J	250,000	Jan. 1, 1915
	Int. at Shoe & Leather Nat. Bank. Boston.			

ROAD—In Nov. 1899, owned 20½ miles track, standard, of which 4½ miles second track and 1 mile sidings, etc. Rails 70 and 90 lb. T.;

DIVIDENDS—In 1894-5, $2,500; in 1895-6, $3,958; in 1896-7, $11,417, in July, 1897, $6,000; in 1898, none; in 1899, July 25, 8%.

EARNINGS—	Gross.	Net	Int. & taxes.	Dividends.	Balance.
1898-99...	$162,149	$35,516	$17,300	(8)%$13,600	$4,616
1897-98...	158,885	19,499	16,568	6,000	3,069
1896-97...	145,836	26,526	14,752	(9%) 11,417	sur. 359
1895-96...	139,266	57,331	14,968	(10%)3,958	sur.$38,405

OFFICERS—President, William A. Tucker; Treasurer, P. L. Saltonstall; General Manager, J. Brodie Smith.—V. 60, p. 259; V. 66, p. 900; V. 68, p. 773; V. 69, p. 229, 1193.

MANISTEE, MICH.

POPULATION 1894 WAS 13,419; IN 1890 WAS 12,812; AND IN 1880 WAS 6,930.

MANISTEE FILER CITY & EAST LAKE RAILWAY—A trolley road.

In 1899 the population was estimated at over 16,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$150,000	.....
1st mortgage, $200,000, g. c* ($500 each) red. after 1903 at 105	1898	6 g. J-J	150,000	Jan. 1, 1918
	Int. at Metropolitan Trust, New York, Trustee.			

BONDS—Mortgage provides that $4,000 must be drawn by lot at 105 yearly Jan. 1, 1904, and after, but all firsts are subject to call at 105 on and after 1903. Bonds offered for sale in February, 1898.

ROAD—Nov., 1899, operated 14 miles of track; 30 cars; brick boiler house; three large engines and generators; iron car house. Rails, 45 lb T. The line extends from Manistee to Filer City, East Lake and Stronach, Oak Hill and Parkdale. Including park on shore of Lake Michigan, theatre, restaurant house, station, bath rooms, pavilions, &c., over $100,000 had been spent for improvements in 1899.

EARNINGS—For year ending Dec. 31, 1898, gross, $38,635; net, $16,893. In 1897, gross, $36,159; net, $15,250.

OFFICERS—President, Treasurer and Purchasing Agent, G. A. Hart; Vice-President, R. R. Blacker; Secretary, George W. Swigart.

MANSFIELD, OHIO.

POPULATION 1890 WAS 13,473; IN 1880 WAS 9,859; AND IN 1870 WAS 8,029.

CITIZENS' ELECTRIC RY. LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Charter renewed in 1898 for 25 years. Successor to the Mansfield Electric Street Ry. Owns also an incandescent light plant with about 7,000 lights.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $400,000	.....	.....	$125,000	.....
1st mort., $125,000 ($100 and $500)	1891	6 A-O	125,000	Apr., 1911
	Int. at office, Rush Taggart, N. Y., Tr.			

In April, 1898, stock was increased from $125,000 to $400,000.

ROAD—Owns 9 miles of track. President, S. N. Ford; Secretary, Reid Carpenter.

MARION, IND.

POPULATION 1890 WAS 8,769 IN 1880 WAS 3,182; AND IN 1870 WAS 1,658.

MARION CITY RAILWAY—See Union Traction Co of Indiana under Anderson, Ind.

MARION, OHIO.

POPULATION 1890 WAS 8,327; IN 1880 WAS 3,899 AND IN 1870 WAS 2,531.

MARION STREET RAILWAY—

ORGANIZATION, ETC.—Stock, $100,000. Operates 4 miles of track.

OFFICERS—President and Treasurer, E. Durfee.

MARLBOROUGH, MASS.

POPULATION IN 1895 WAS 14,977; IN 1890 WAS 13,805; IN 1880 WAS 10,127; IN 1870 WAS 8,474.

MARLBOROUGH STREET RY.—Trolley.

Control of this road and also of the Union Street Railway of Framingham and some other roads has been sought by the projected Boston & Worcester Electric Street Railway. An agreement exists by which the promoters of the latter can buy control of the capital stock of the Marlborough Street Ry. under certain conditions.

ORGANIZATION—Incorporated March 27, 1888. The Framingham Southboro & Marlboro Ry., 6 miles, completed in August, 1898, is operated.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $80,000 (par $100).	.....	See text	$80,000	4% in 1895-6
1st mortgage sink. fund.. Sub. to call at par after 5 ys.	1894	6 J-J	80,000	July 2, 1914
	Interest at Intern'l Trust, trustee, Boston.			

Current liabilities Sept. 30, 1899, $55,294.

Dividend—In 1894-95, 2 p. c.; in 1895-96, 4 p. c.; in 1896-7, 1897-8 and 1898-9, none.

ROAD—Total track owned and leased, including sidings, 15·602 miles.

EARNINGS—	1898-9.	1897-8.		1898-9.	1897-8.
Gross earnings..	$53,567	$39,878	Dividends.....	None.	None
Net.....	5,577	5,976	Deficit for year...	def 3	$2,166
Int'st, taxes, etc.	5,580	8,142	Tot. sur. Sep. 30.,	$205	.....

OFFICERS—(January, 1900,) President, S. Reed Anthony; Treasurer, Philip L. Saltonstall, 53 State Street, Boston; Clerk of Corporation, Fred. L. Claflin.—V. 69, p. 955.

MARSHALLTOWN, IA.

POPULATION 1890 WAS 8,914; IN 1880 WAS 6,240; AND IN 1870 WAS 3,218.

MARSHALLTOWN LIGHT POWER & RY.

ORGANIZATION—Exclusive rights till 1917. Runs electrical lighting and gas plant and electric railway.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($500,000) ($100).	.....	.....	$250,000 f. p.	.....
1st mortgage ($150,000) gold ($1,000)..... c.*	1893	6 g. J-J	125,000	July 1, 1913
	Int. at Ill. Tr. & Sav. Bk., Chicago, trustee.			

EARNINGS—	1896-7.	1895-6.		1896-7.	1895-6.
From passengers.	$12,507	$12,873	Net (over taxes)..	$17,167	$16,552
Other sources.....	27,752	26,760	Interest.....	7,500	7,500
Total gross.....	$40,259	$39,633	Bal., surplus.....	$9,667	$9,052

ROAD—Trolley track, 3½ m. President, C. D. Jones of Independence, Ia.; Secretary, F. B. Hovey of Independence, Ia.; Treasurer, M. W. Hovey, Marshalltown, Ia.

MASON CITY, IOWA.

POPULATION 1890 WAS 4,007; IN 1880 WAS 2,510.

MASON CITY & CLEAR LAKE RAILWAY CO.—ORGANIZATION, ETC.—A trolley road. Operated since July 1897. Owns right of way 33 feet wide from Mason City to Clear Lake, 9 miles. Length of line within and between two cities, 17·6 miles, Stock, $200,000. Bonds (authorized), $100,000 1st gold 6s, J.-J. 15, interest at Illinois Trust & Savings Bank, Chicago, Trustee; sinking fund retires $3,000 yearly at 103, beginning Jan. 15, 1900, and amount outstanding, $97,000. Handles all freight coming over Iowa Central Ry. between Mason City & Clear Lake. President and Gen. Manager, W. E. Brice; Secretary, F. J. Hanlon.

MECHANICSVILLE, N. Y.

POPULATION IN 1890 WAS 2,679; IN 1880 WAS 1,265; IN 1896, ESTIMATED, 5,000.

STILLWATER & MECHANICSVILLE.—A trolley road. Chartered Nov. 13, 1882. Owns 12·75 miles of road (13·22 miles of trank) running from Stillwater to Mechanicsville, and from Mechanicsville to Waterford; the latter extension was opened August 14, 1898. Stock authorized, $250,000; issued, $188,000. Bonds: 1st mort. 20-year, dated April 1, 1893, 6 p. c. (A. & O.), $48,500, and consol. mort. 15-year, dated April 1, 1898, 6 p. c. (A. & O.), $250,000 authorized and $151,500 issued; enough reserved to take up 1sts; total bonds out $200,000. Gross earnings year ending June 30, 1899, $38,838; net income, $18,061; interest and taxes, $11,934; surplus, $6,127. President, W. L. Denison, Stillwater, N. Y.; Sec. and Treas., H. O. Bailey, Mechanicsville, N. Y.

MEMPHIS, TENN.

POPULATION 1890 WAS 64,495; IN 1880 WAS 33,592; AND IN 1870 WAS 40,226.

MEMPHIS STREET RAILWAY CO.—

ORGANIZATION—Chartered in 1895 and consolidated with the Citizens' St., East End Street, City & Suburban and Memphis & Raleigh Springs lines; franchise runs till 1945.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g	Maturity.
St'k $500,000 ($100)	.....	.....	.....	$500,000	.....
Citz. St. RR. 1st M. ($1,000), gold..c*	40	1887	6 g. J-J	995,000	Jan. 1, 1916
	Int. at U. S. Nat. Bk. of N. Y. and Memphis, Tenn.				

ROAD—Operates 70 miles of track in Memphis and suburbs.

Rails 70 to 90 lb. T and Johnson.

OFFICERS—Vice-President, General Man'r and Purch. Agent, F. G. Jones; Secretary and Treasurer, R. L. Benson.—V. 67, p. 371.

MENOMINEE, MICH.

POPULATION 1890 WAS 10,633, AND IN 1880 WAS 3,288.

MENOMINEE ELECTRIC LIGHT RAILWAY & POWER.

ORGANIZATION—Chartered July 31, 1891. Capital stock issued and paid in $110,000; par, $100. First mortgage 6s of 1893, $27,500; due $3,000 yearly; interest J&J at First National Bank of Menominee. Owns 6 7-10 miles of track.

EARNINGS—For year ending April 30, 1899:

Gross Street Railway....	$18,030	Operating expenses.....	$25,195
Gross Electric Light	23,483	Interest, insur. and taxes.	4,246
Total net earnings.....			$12,072

DIVIDENDS—Nine semi-annual dividends have been paid to December, 1899, the first six at 2 per cent and the last three at 2½ per cent.

OFFICERS.—President, A. Spies; Vice-President, S. M. Stephenson, Secretary, Treasurer & General Manager, E. Daniell.

POPULATION Estimated population in 1896 13,000

MERIDEN, CONN.

POPULATION 1890 WAS 21,652; in 1880 WAS 15,540.

MERIDEN ELECTRIC RAILROAD—Trolley.

ORGANIZATION—Organized August 14, 1886. In November, 1895, control was obtained by the N. Y. N. H. & H. RR. Co.—V. 61, p. 794.

STOCK & BONDS—	Par.	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000..	$100	.....	.....	$1,000,000	.....
Meriden Horse RR. 1st mortgage.....	1,000	1891	5 A-O	85,000	Oct. 1, 1911
	Interest at Girard Life, etc., Co. of Philadelphia.				
Meriden Horse RR. con. M., g., $500,000	.....	1894	5 g. J-J	$415,000	Jan. 1, 1924
	Interest at Girard Life, Philadelphia.				

Sept. 30, 1899, bills payable, $141,900.

ROAD—In Meriden, extending also to Wallingford, 17½ miles in all.

EARNINGS—For year ending June 30, 1899, gross, $112,123; net, $38,211; interest and taxes, $30,570; balance, sur., $7,641. For year ending Sept 30, 1898, gross, $106,531; net, $27,293; interest and taxes, $30,445; bal., deficit for year, $3,152. In 1896-97, gross, $111,437; net, $21,539.

OFFICERS—President, Col. N. H. Heft, New Haven; Secretary and Treasurer, W. L. Squire, New Haven.—V. 61, p. 704, 794

MERIDENSOUTHINGTON & COMPOUNCE TRAMWAY.—A trolley road.

ORGANIZATION, ETC.—Operation commenced about July, 1898. Operates 8 miles of track between Meriden and Southington. Extension of 5 miles proposed.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Maturity.
Com. sto'k ($100) $300,000	.....	.....	$120,000	Apr., 1900, 1%
M. g., $200,000 c* ($1,000) can be called at 110 after Aug. 15, 1903.....	1898	5 g J-J Optional at 110 and interest Int. at Col. Trust Co., N. Y., trustee.	100,000	Aug. 15, '28

The other $100,000 of bonds can be issued only for new extensions to the extent of 50 per cent of cost and provided net earnings for the twelve months preceding the issue were equal to 10 per cent on all bonds issued and proposed.

DIVIDENDS—On April 1, 1900, 1 per cent was paid

EARNINGS—For fiscal year ending June 30, 1899, gross, $27,177; net, $10,215; interest, $5,000; dividends, $1,200; balance, surplus, $4,015. Dividend of 1 per cent paid April, 1899.

President Francis Atwater; Sec., John A. Hurley, Meriden, Conn.

MICHIGAN CITY, IND.

POPULATION IN 1890 WAS 10,776; IN 1880 WAS 7,366.

LAKE CITIES ELECTRIC RY.—Trolley.

RECEIVERSHIP—In Feb., 1898, I. I. Spiro was appointed receiver Interest due Feb. 1, 1898, only partly paid.

LIGHTING PLANT—Owns plant for commercial and public lighting, pole line and wires covering entire city. Company has a 10-year contract with the city for lighting, from Aug. 1, 1894.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Common stock, (par $100).	.....	.....	$200,000	.....
Pref., non-cum., $100,000.	.....	.....	50,000	.....
1st M., $300,000, g. ($500) (In default, see above) c*	1893	6 g.F-A. Metropolitan Tr. Co., N.Y., trustee.	75,000	Feb. 1, 1923

EARNINGS—Including electric-light plant, gross for first six months of 1899 was $8,820; for calendar year 1898 gross was $17,223; in 1897, $15,683; in 1896, $12,399.

ROAD—Owns 6 miles of track. Rail 72-lb. T.—V. 66, p. 288.

MIDDLETOWN, CONN.

POPULATION IN 1890 WAS 9,013; IN 1880 WAS 6,826; AND IN 1870 WAS 6,923.

MIDDLETOWN STREET RY.—A trolley road. Serves population of about 20,000.

ORGANIZATION—In Jan., 1898, consolidated with the Portland St. Ry.

Stock, par, $25 ($200,000)	$135,000	EARNINGS—For ending June 30, 1899, gross, $40,511; net, $11,128; interest and taxes, $9,360.
1st M., $150,000, gold, 5 guar, J-D..... (Dated 1894. Due 1915.)	145,000	

ROAD—Owns 9·37 miles of tracks.

OFFICERS—President, Israel A. Kelsey, West Haven, Conn.; Vice-Pres't, Abel C. Allison, Middletown; Secretary and Treasurer, J. K. Guy, Middletown. INDEX—V. 62, p. 85.

MIDDLETOWN, N. Y.

POPULATION 1890 WAS 11,977; IN 1880 WAS 8,494; AND IN 1870 WAS 6,049.

MIDDLETOWN-GOSHEN ELECTRIC RY.—

ORGANIZATION—In Oct., 1899, was incorporated as successor by purchase at foreclosure of the Middletown-Goshen Traction. The property was bought subject to the two old mortgages enumerated below.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity
Stock, $400,000 auth	.....	.....	$275,000	.....
Old Co's. 1st mort., $200,000, gold, $1,000, s. f.....c*	1894	6g. J-J	200,000	Jan. 1, 1919
Middlet'n-Bloomb'g 1st M. gold ($1,000) $200,000 s.f.	1895	6 M.&N.	75,000	May 1, 1920

ROAD—Operates 13 miles of track extending from Middletown, N. Y., to Midway Park, Goshen and Bloomingburg, including switches, turnouts, etc. Rails 65-lb. T except ½ mile only of 80 lb. girder.

YEARLY EARNINGS—Fiscal year ends June 30. No report for 1898-9 on account of receivership.

	1897-8.	1896-7.		1897-8.	1896-7.
Gross earnings	$46,620	$46,584	Interest	$16,500	$16,500
Net earnings	5,912	2,188	Taxes	1,622	1,545
Total net	5,912	3,513	Balance	df.12,210	df.14,532

OFFICERS—Gen. Manager & Treasurer, W. B. Royce.—V. 67, p. 480, 1003; V. 69, p. 440, 852, 906.

MILFORD, CONN.

POPULATION IN 1890 WAS 3,811; IN 1880 WAS 3,347.

MILFORD STREET RY.—A trolley road. Control is held by United Gas Improvement Co.

Organized Dec. 12, 1896. Authorized capital $350,000; issued, $100,000. No bonds; floating debt, $9,500. Road completed June 11, 1898. In Jan., 1900, was operating 13·8 miles of road, including sidings.

EARNINGS—For fiscal year ending June 30, 1899, gross, $26,930; net, $8,275.

OFFICERS—President and Gen. Manager, Chas. A. Tomlinson, Milford, Conn.; Treasurer, D. P. Merwin, Milford, Conn.

MILFORD, MASS.

POPULATION IN 1895 WAS 8,959; IN 1890 WAS 8,780; IN 1880 WAS 9,310; AND IN 1870 WAS 9,890.

MILFORD HOLLISTON & FRAMINGHAM STREET RAILWAY—Trolley.

ORGANIZATION—Commenced operation May 15, 1896. In 1897 purchased entire capital stock of Milford & Hopedale St. Ry. and December, 1897, was consolidated with it. In 1899 made arrangement with Milford Elec. Light & Power Co., by which steam power is furnished to that company

In April, 1900, Mass. RR. Commissioners gave permission to increase stock from $210,000 (par $100) to $253,500 to fund floating debt. First mortgage gold 5s, int. J-J, at Amer. Loan & Trust Co., Boston, dated 1898, due Jan. 1, 1918, $165,000. Loans and notes payable Sept. 30, 1899, $50,000.

ROAD—Owns 21⅛ miles of track.

EARNINGS—Year ending Sept. 30, 1899, gross, $94,448; net, $38,797; interest, taxes, &c., $16,479; div., (8%), $16,800; surplus, $5,518. President, Israel A. Kelsey, West Haven, Conn.; Treasurer, G. A. Butman, Malden, Mass.

MILLVILLE, N. J.

POPULATION IN 1890 WAS 10,002; AND IN 1880 WAS 7,660.

MILLVILLE TRACTION—A trolley road.

ORGANIZATION—This company owns the entire capital stock of the Millville Rapid Transit ($50,000) and operates in all 3·64 miles of track.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $175,000.....	.....	.....	$175,000	.....
1st mortgage, $400,000, gold ($1,000 each)....c*	1894	5g. F-A Interest at Land Title & Tr., Phila., Trus.	88,000	1914
"Other debts" Jan. 1, 1900	.....	.....	$29,151	.....

EARNINGS—For year 1899 gross, $5,902; deficit under operating, $1,857. President, G. B. Langley; Sec. and Treas., D. C. Lewis.

MILWAUKEE, WIS.

POPULATION 1898 (LOCAL ESTIMATE), 280,000; 1890 WAS 204,468; IN 1880 WAS 115,702; AND IN 1870 WAS 71,440.

MILWAUKEE ELECTRIC RY & LIGHT.—

(See Map on page 54.)

ORGANIZATION—Successor of Milwaukee Street Railway Company, sold in foreclosure Jan. 29, 1896, per plan in V. 60, p. 1009. Embraces all the street railway lines in Milwaukee. Controlled by the "North American Co.," which June 1, 1900, held $3,452,240 of the $3,500,000 common stock and $2,424,791 of the $3,500,000 preferred stock. (See Miscellaneous Companies in INVESTORS' SUPPLEMENT.) The Company besides its street railway system owns and operates electric-light and power works (costing $1,625,938) under franchises said to be exclusive; these include all the electric light companies (with the single exception of one small plant), among others the Edison Electric Illuminating Company, the Milwaukee Electric Light Company, the Badger Illuminating Co. and the Milwaukee Arc Light & Power Co. Was furnishing in June, 1900, 66,129 incandescent lamps, about 1,734 h. p. in motors and 2,304 arc lights. Owns all the stock of the Milwaukee Light, Heat & Traction Co. See its statement below.

The ordinance requiring the sale of tickets at less than five cents was declared invalid and a permanent injunction restraining its enforcement was served on July 1, 1898.—V. 66, p. 1089; V. 67, p 74, 126. In August, 1899, made proposition of settlement to the city, offering a gradual reduction of fares to a 4-cent basis on condition of a ten-year extension of old franchises and the granting of some new ones.—See V. 69, p. 385. After much skirmishing an ordinance was finally passed Jan. 2, 1900, providing for the sale of 25 tickets for $1 and 6 tickets for 25 cents, good only during commission hours until January 1, 1905, and thereafter good during all hours; and the city is to have the right (on determining to avail of it during the last six months of 1930) to purchase the property Dec. 31, 1934. In return for these concessions the franchises of the company are extended until Dec. 31, 1934.—V. 70, p. 39.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Common stock (par $100).	.....	.....	$3,500,000	.....
Pref. stock, $4,500,000, 6 p. c., non-cum., par $100	.....	.....	3,500,000	May, '00, 1½%
Milw. City RR. 1st mort., 41 m., $1,000,000, gold. c*	1888	5g. J-D Central Trust Co., N. Y. City, is trustee.	1,000,000	Dec. 1, 1908
West Side Street Ry., 1st mort., covers 18 miles...	1889	5g. J-J Int. is payable at Farmer's L. & Tr. Co.	$500,000	July 1, 1909
Milw. El. Ry. & Light Co., consol. M. $8,000,000, g. c*	1896	5g. F-A Trustee, Central Trust Co., New York.	$6,500,000	Feb. 1, 1926

Interest payable at company's office, 30 Broad Street, N. Y.

BONDS—New consols of 1896 for $1,500,000 are reserved for prior bonds still outstanding and $1,000,000 pref. stock is issuable for improvements and extensions.

ROAD—Total track Jan., 1, 1900, was 140·29 miles—all trolley, of which 63·45 double track and 13·39 single.

ANNUAL REPORT—Fiscal year ends Dec. 31. See report in V. 70, p. 277.

Year—	1899.	1898.	1897.	1896.
Gross railway	$1,668,963	$1,520,752	$1,374,118	$1,211,093
Lighting, etc.	327,643	263,710	288,008	261,658
Miscellaneous	10,533	3,132	.....	.....
Gross earnings	$2,007,139	$1,787,594	$1,662,126	$1,472,751
Operating expenses	1,026,403	1,006,683	988,015	1,012,645
Net earnings	$980,736	$780,911	$674,111	$460,106

Out of the net of $980,736 for 1899 $401,184 was paid for interest, $82,498 for taxes, $120,000 for sinking fund and $204,000 was set aside for depreciation reserve, leaving a surplus balance of $173,054 The dividend of 1½ per cent on prefered stock paid Feb. 10, 1900, called for $52,500.

DIVIDEND—First dividend on preferred stock was paid Feb., 1900, and was 1½ per cent; also May 1, 1900, 1½ per cent.

OFFICERS—President, W. N. Cromwell. Vice-President, Henry C. Payne, Milwaukee, Wis.; Secretary, C. A. Spofford, New York; Treasurer, George R. Sheldon. New York office, 30 Broad St., N. Y. City.—V. 67, p. 74, 126; V. 68, p. 619, 872; V. 69, p. 24, 385, 1012, 1301; V. 70, p. 39, 277, 280.

MAP OF THE CITY OF

MILWAUKEE

SHOWING LINES OF THE

MILWAUKEE ELECTRIC RAILWAY & LIGHT CO.

Operated Lines

Franchises

MAP OF THE
Milwaukee Electric Ry. and Light Co.
AND
Milwaukee Light, Heat and Traction Co.

Companies Controlled by Milwaukee Electric Railway & Light Co.

MILWAUKEE LIGHT HEAT & TRACTION COMPANY.—Incorporated December, 1896. The capital stock ($500,000) is all owned by the Milwaukee Electric Railway & Light Co.

The Traction Company owns and operates the following properties—all trolley roads:

Milwaukee & Wauwatosa Motor Railway Co., operating between Milwaukee and the town of Wauwatosa.

North Greenfield & Waukesha Electric Railway Co., Waukesha Beach Electric Railway Co., Waukesha Electric Railway Co., operating between Milwaukee, Waukesha and Waukesha Beach.

Milwaukee Racine & Kenosha Electric Ry. Co., operating between Milwaukee, Racine and Kenosha.

Belle City Electric Railway Co., operating in Racine and connecting with the Milwaukee Racine & Kenosha line.

Total mileage, 73 miles.

In June, 1899, the company acquired the Badger Electric Co. of Racine.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Common stock, $500,000	.....	.....	$500,000	.....
M. g. guar. $5,000,000 ($1,000) ..c*	1899	5 M. - N.	1,500,000	May 1, 1929

City Trust Co., N. Y., trustee.

Interest at Co.'s office, 30 Broad St., N.Y.

The bonds are guaranteed, principal and interest, by the Milwaukee Electric Railway & Light Company.

EARNINGS—Fiscal year ending Dec. 31, 1899:

Gross—Railway	$170,545	Expenses—Railway	$120,261
" Electric light.	20,305	" Electric light.	11,863
" Other income	266		
Total gross	$191,116	Total expenses	$132,124
		Net earnings	$58,992

Interest, $50,000; dividends, $4,628; taxes, etc., $4.364.

OFFICERS AND DIRECTORS—Same as The Milwaukee Electric Railway & Light Company.

General office, 451 Broadway, Milwaukee, Wis. New York office, 30 Broad Street.—V. 68, p. 619. 872; V. 70, p. 277.

MINNEAPOLIS, MINN.

POPULATION OF MINNEAPOLIS AND ST. PAUL COMBINED IN 1890 WAS 297,894; IN 1880 WAS 88,360; AND IN 1870 WAS 33,096.

TWIN CITY RAPID TRANSIT—Cable and electric road.

ORGANIZATION—The company was organized under the laws of the State of New Jersey, June 3, 1891, and by virtue of its stock ownership of the underlying companies (to wit: The Minneapolis Street Railway Co., The St. Paul City Railway Co. and the Minneapolis Lyndale & Minnetonka Railway Co.), it controls and operates the entire street railway system of Minneapolis and St. Paul. The combined population of St. Paul and Minneapolis in 1895 was said to be 400,000.

Also owns the entire capital stock of the Minneapolis & St. Paul Suburban Ry. (organized June 1, 1899), which it operates as part of its system. See statement of the latter below.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Twin City Rap. Tran.—				
Common stock, $17,000,000; par, $100	.....	.....	$15,010,000	Feb., 1900, 1½
Preferred stck, cum $3 000,000 ($100)	1895	7 Q. - J.	3,000,000	July, 1900, 1¾
Minn. St. Ry. Co.—				
1st M., g., red. at 105. yearly.	1880	7 g M. - N.	270,000	Nov. 1, 1910
2d mort., gold...c*&r	1883	6 g M. - N.	600,000	Nov. 1, 1913
1st consol. mort. gold, $5,000,000 .....c*	1889	5 g J.15 - J.	4,130,000	Jan. 15, 1919
St. Paul City Ry. Co.—				
M. on real estate and horse-car franch..	1882	6 g A. - O.	219,000	Apr., 1, 1931

Exchangeable at 105 for 1st consol.

1st consol. M., gold..	1884	6 g A. - O.	680,000	Jan., 1934
Cab. con., g., see text.	1887	5 g J.15 - J.	3,708,000	Jan. 15, 1937
Debentures, gold.....	1890	6 g M. - N	300,000	May 1, 1900

All bonds are for $1,000 each, and interest is payable at Farmers Loan & Trust Company, New York.

Capital stock—The capital stock is $20,000,000, of which $17,000,000 is common stock and $3,000,000 is 7 per cent cumulative preferred stock on which interest is payable quarterly. In Feb., 1899, $750,000 additional preferred stock, issued in payment of loan for that amount, was listed on the N. Y. Stock Exchange, with authority to list up to $3,000,000 when issued in exchange for St. Paul Ry. deb. 6s. The debentures are to be sold or exchanged for preferred stock at not exceeding 7½ shares of preferred for each $1,000 debenture bond. —V. 68, p. 381. On June 1, 1900, amounts of preferred stock and debentures were as above.

For the preferred stock it is provided that if in any year dividends amounting to 7 per cent are not paid on said stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

Dividends—All dividends on preferred to and including July, 1900 (1¾ per cent), have been paid. First dividend of 1 per cent was paid on the common stock in August, 1899; also 1½ p. c. Feb. 1, 1900.

See full description of property in application to the New York Stock Exchange in June, 1895.—V. 60, p. 1148.

Bonds.—The *Minneapolis Street Railway* Co. jointly and severally with the Minneapolis Lyndale & Minnetonka Railway Co. has issued $5,000,000 5 per cent 30-year first mortgage and first consolidated mortgage gold bonds, of which $870,000 are held in trust by the Farmers' Loan & Trust Company to redeem the $870,000 prior lien bonds. See statement to N. Y. Stock Exchange in June, 1895. The consols are also listed in London.—V. 60, p. 1149.

The *St. Paul City Railway* Company has issued $4,388,000 5 per cent 50-year *cable consolidated bonds* (including $680,000 held by the Farmers' Loan & Trust Company, trustee, to redeem the $680,000 prior lien bonds above) under a mortgage limited to $5,500,000. Under the mortgage these bonds can only be issued against the actual cash cost of construction, under a mileage limit of $15,000 per mile. Part of these consols ($1,138,000 at latest date), are guaranteed, principal and interest, by endorsement of Twin City R. T. Co. See statement to N. Y. Stock Exchange in June, 1895.—V. 60, p, 1150.

ROAD—The entire system consists of 250 miles of standard-gauge road, all recently built or rebuilt, and thoroughly equipped. Two double-track electric lines, 9 miles long, connect the business centres of the two cities.

On the principal streets of the cities 80-lb. rail with welded joints and imbedded in concrete was used.

A second inter-urban line was completed and began to be operated on July 1, 1898, affording direct communication with Como Park and the State fair grounds. V. 68, p, 522.

The company leases water power at St. Anthony's Falls (capacity 10,000 h. p.), which power is now used to run the entire railway system in both cities.—see V. 64, p. 704.

LATEST EARNINGS—5 mos. to May 31—

5 Months.	Gross.	Net	Charges.	Surplus.
1900	$1,086,394	$548,432	$355,249	$193,183
1899	949,389	491,022	338,154	152,868

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1899 was in V. 70, p. 427, showing results on the entire property as follows:

	1899.	1898.	1897.
Receipts from passengers	$2,476,880	$2,145,093	$1,982,785
Receipts from other sources	45,914	25,623	26,336
Total receipts	$2,522,794	$2,170,716	$2,009,121
Operating expenses	$971,342	858,866	856,570
Insurance and general expenses	112,719	102,033	73,510
Injuries and damages	72,911	58,493	72,000
Total operating	$1,156,972	$1,019,392	$1,002,080
Net earnings	$1,365,822	$1,151,324	$1,007,041
Interest and taxes	$628,243	$777,668	$771,907
Dividends on 7 p. c. pref. stock	187,553	.....	.....
Dividends on common	375,250	.....	.....
Total	$1,191,046	$777,668	$771,907
Balance, surplus	$174,776	$373,656	$235,134

BALANCE SHEET.—Twin City Rapid Transit Company general balance sheet of December 31, 1899, was as follows:

Resources.		*Liabilities.*	
Roadway, &c.	$30,878,740	Stocks	$17,710,000
Securities in treas.		Funded debt	10,938,000
Notes & accts. receiv.	64,176	Unpaid vouchers, etc.	87,828
Cash	304,835	Trainmen's deposits	23,625
Miscellaneous	2,910	Taxes accru'd, not due	62,063
Materials and supplies	87,169	Int. accrued, not due.	216,246
		Bills payable	11,000
		Dividend payable	225,150
		Income acct., surplus.	2,163,507
		Miscellaneous	410
Total	$31,337,830	Total	$31,337,830

OFFICERS—President, Thomas Lowry; Vice-President, Secretary and Treasurer, C. G. Goodrich; Auditor, J. F. Calderwood; General Manager, W. J. Hield. Fiscal Agents, J. Kennedy Tod & Co., 45 Wall Street, N. Y. (V. 65, p. 1127; V. 66, p. 424, 428, 469, 1209; V, 68, p. 376, 381, 522; V. 69, p. 1194; V. 70, p. 177, 427, 688.

(1) MINNEAPOLIS & ST. PAUL SUBURBAN RY.—A trolley road.

ORGANIZATION.—This road is owned and operated by the Twin City Rapid Transit, which holds all the capital stock. Organized under the laws of Minnesota on June 1, 1899. Has acquired the entire capital stock of the St. Paul & Suburban Railway Co.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $3 0,000 ($100)	.....	.....	$300,000	.....
1st M. gold	1899	5 g.	450,000	Sept. 1, 1924

The bonds are guaranteed by the Twin City Rapid Transit and the St. Paul City Railway.

ROAD—Owns a line connecting with the lines of the St. Paul City Railway Co. to the city limits of said city and running through the village of North St. Paul, White Bear, to the city of Stillwater, in which it occupies the principal streets. Has altogether 25 miles of new track.

Earnings are included in those of the Twin City Rapid Transit.

MOBILE, ALA.

POPULATION 1890 WAS 31,076; IN 1880 WAS 29,132; AND IN 1870 WAS 32,034.

MOBILE LIGHT & RAILROAD—Trolley.

ORGANIZATION—A consolidation in April, 1897, of the M. L. & *Railway* and Mobile & Spring Hill Ry. Franchise is perpetual.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, $400,000, par $100	.....	.....	$400,000	.....
1st mortgage, gold ($1,000)	1897	5g. J-D	400,000	June 1, 1937

ROAD, ETC.—Owns 14 miles of track in Mobile and extends to Spring Hill, 4 miles; total track, 18 miles. Company also owns "Monroe Park" water power and 320 acres of land; also electric light plant of capacity of 6,000 incandescent lamps and 30 arc lamps with power circuit and power house.

EARNINGS—Gross for 1899, $131,243.

OFFICERS—President and General Manager, J. H. Wilson; Vice-President, L. H. Rust; Secretary, C. W. Chase.—V. 61, p. 282.

MOBILE STREET RAILROAD CO.—A trolley road.

ORGANIZATION—Successor to the Mobile Street *Railway*, sold in foreclosure in 1892, and which was chartered Feb. 26, 1888. The Mobile Street Railway had a State charter for 50 years from June, 1887. Consolidation of this road with the Mobile Light & Power Co. has been proposed.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000	.....	.....	.....	$500,000	.....
1st mortgage, gold, $350,000 c*	.....	1893	6g M-N	240,000	May 1,1923

Interest at National City Bank, New York.

Bonds—The mortgage of 1893 is for $350,000, and was issued for the purpose of electrically equipping the road, for extensions and improvements. The mortgage trustee is the Farmers' Loan & Trust Co., N. Y.

ROAD—Operates 23 miles of track, of which 22 electric and 1 m. horse.

OFFICERS—President, J. C. Morris; Vice-President, F. J. Gasquet; Secretary, R. B. Owen; Treasurer and General Manager, R. Semmes; Chief Engineer, J. F. McAviney. Office, Anthony and Royal streets. —V. 60, p. 929.

MOLINE, ILL.

POPULATION 1890 WAS 12,000; IN 1880 WAS 7,800; AND IN 1870 WAS 4,166.

MOLINE CENTRAL STREET RY.—Trolley.

Road has been merged in Tri-City Railway of Davenport, Ia., which see.

MONTGOMERY, ALA.

POPULATION 1890 WAS 21,883; IN 1880 WAS 16,713; AND IN 1870 WAS 10,588.

MONTGOMERY STREET RY.—A trolley road.

ORGANIZATION—A consolidation, Aug. 1, 1894. Has a perpetual but not exclusive franchise.

STOCK, BONDS ETC.	Miles.	Date.	Interest.	Outstand'g	Maturity.
Stock	.....	.....	.....	$290,000	.....
1st mortgage for $350,000, gold	14·25	1893	6g. F-A	290,000	1923

Interest at Farmers' L. & T., *Trustee*, N. Y. City.

Bonds—The bonds unissued may be sold at the company's discretion.

ROAD—In Feb, 1899, owned 14½ miles of trolley road.

Calendar years—In 1897, gross, $54,914; net, $27,709. In 1896, gross, $57,290; net, $29,382. President, J. W. Dimmick; Secretary, J. C. Virden; Treasurer, G. W. Craik.

MONTGOMERY SUBURBAN ST. RY.—The statement below is imperfect. Mr. Jones, the Treasurer, says: "We have no information to give."

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$100,000	.....
Mortgage	.....None, Feb., 1899		(?)	.....

ROAD—In Feb., 1899, operated 4½ miles of track and road.

OFFICERS—President, Henry Fonde; Treas. and Man., H. S. Jones, Sec., Edward A. Graham.—V.61, p. 70.

MONTREAL, CANADA.

POPULATION IN 1897 WAS ABOUT 250,000; IN 1891 WAS 216,650; AND IN 1881 WAS 155,237.

MONTREAL STREET RY.—A trolley road.

ORGANIZATION—Chartered May 18, 1861. Franchises expire in 1922. In March, 1899, authority was received from the Dominion Parliament to increase the stock to $10,000,000 from time to time. In March, 1900, shareholders authorized the issue of $1,000,000 of the new stock (making the amount outstanding $6,000,000) for betterments, new cars, etc. Shareholders were allowed to take the stock at par.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $10,000,000; par $50.	.....	... .	$6,000,000	'98-9 10%
Sterling debentures	1888	5 M-S	292,000	Mar.1,'08
	Int. at Bank of Montreal, London, Eng.			
Sterling debentures	1893	4½ F-A	$681,333	Aug.1,'22
	Int. at Bank of Montreal, London, Eng.			

Under trust deed of Aug. 10, 1893, the debenture 5s and 4½s are of equal rank.

LATEST EARNINGS.—Jan. 1 to May 31, gross, $670,823 in 1900, $638,740 in 1899.

REPORT—Report for year ending September 30 shows:

Year end. Sept. 30—	Gross.	Net.	Charges.	Dividends.	Balance, Surplus.
1899	$1,660,775	$747,826	$116,956	(10) $478,333	$152,537
1898	1,471,940	707,056	105,352	(10) 462,916	138,788
1897	1,342,368	605,939	8,083	(8) 326,667	139,523
1896	1,265,898	555,033	92,926	320,000	102,107

ROAD—Owns 85 miles of track. President, L. J. Forget; Secretary, M. H. Watts.—V. 67, p. 1000; V. 68, p. 524; V. 70, p. 480, 584.

MUNCIE, IND.

POPULATION IN 1890 WAS 11,345; IN 1880 WAS 5,219; AND IN 1870 WAS 2,992.

The former Citizens' Street Railway of Muncie has been acquired by and now forms part of the Union Traction Co. of Indiana. See the latter under Anderson, Ind.

MUSCATINE, IOWA.

POPULATION 1890 WAS 11,454; IN 1880 WAS 8,295; AND IN 1870 WAS 6,718.

MUSCATINE ELECTRIC RY.—Trolley and light.

In March, 1899, was purchased by Harry W. Huttig, of the Huttig Bros. Manufacturing Co., who subsequently sold a half interest in the property to L. W. Prior, of Cleveland, Ohio.

ORGANIZATION—Chartered in February, 1893. Its charter is for 25 years, and its franchise for operating street railways gives it, so it is said, the exclusive right to do street railway business in the city for the same period, 25 years. The gas and electric light franchise is to operate and maintain within the city gas, electric light and power works, and the city agrees to take not less than 21 arc lights and 270 gas street lamps for ten years. Home El. L. &. P. Co. acquired in 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	$300,000	.....
1st mort., $150,000, gold.	1898	6g. J-J	150,000	Jan. 1, 1913
	Subject to call at par Jan. 1, 1908			

Manhattan Trust Company is mortgage trustee.

LATEST EARNINGS—Six months to Dec. 31, 1899: Gross, $33,563; net, $5,186; in 1898 gross $30,186.

ANNUAL REPORT—For the years ending June 30 earnings were: In 1898-9, gross, $58,617; net, $18,855; in 1897-8, gross, $55,476; net, $15,841; in 1896-97, gross, $51,378, net $13,854.

ROAD—Operates 8 miles of track.

OFFICERS—President, L. W. Prior, Cleveland; Vice-President and Secretary, H. W. Huttig; Treasurer, C. E. Denison, Boston.—V. 67, p. 480; V. 68, p. 619.

NASHVILLE, TENN.

POPULATION IN 1897 ESTIMATED AT 125,000; IN 1890 WAS 76,168; IN 1880 WAS 43,350; AND IN 1870 WAS 25,865.

NASHVILLE RAILWAY—A trolley system.

ORGANIZATION—This is a consolidation of the Nashville Street Railway, the Nashville & Suburban, the Citizens' Rapid Transit and the Cumberland Electric Light & Power. A syndicate represented by the Baltimore Trust & Guarantee and Hambleton & Co. of Baltimore has backed the undertaking. Includes all the street railways in Nashville. On January 19, 1900, Chancellor Cook of Nashville dissolved the temporary injunction which restrained the carrying out of the consolidation

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($6,500,000 auth.)	.....	.....	$6,500,000	.....
Citizens' Rapid Transit 1st M., $100,000, gold.	1890	6g. J-J	60,000	July1,1910
	Int. at Trust Co. of Nor. Am., Philadelphia.			
McG. & Mt. V. Sum'r St. 1st M.	1886	6 J-J	65,000	1926
Do 2d series	1887	6 J-J	485,000	1937
Do 2d mortgage	1889	6 A-O	200,000	Oct. 1,1919
Nashville & Edgefield— Consol. mort., $400,000	1889	6 J-J	274,000	Jan.1,1919
Nashville St. Ry. consol. M. $2,000,000, gold $1,000	1895	5 g. J-J	975,000	Jan.1,1925
Nashville Ry. 1st consol. M., g. ($1,000), $6,500,000 c*	1900	5 g. A-F	2,300,000	Feb.1,1950
	Baltimore Trust & Guar. Co., Trustee. Interest is payable by Moore & Schley, 80 Broadway, N. Y.			

STOCK & BONDS—Of the $6,500,000 1st con. mortgage, $2,549,000 are reserved to retire underlying liens and $1,651,000 held for future extensions or for new property. Bonds cannot be called, but the Nashville Railway is required to pay to trustee all surplus above 5 per cent on outstanding stock (but not in excess of $50,000 annually), and this is to be devoted to purchase of bonds at not above 110 and interest. Of the Nashville St. Ry. *consol. mortgage* of 1895, $1,025,000 are in escrow to redeem underlying bonds.

ROAD—Operates 66·2 miles of track.

EARNINGS—For nine months to Jan. 1, 1900, including Electric Light, gross, $535,252; net, $263,530; interest, $106,995; taxes, $45,801; net surplus, $110,734.

OFFICERS—(Feb., 1900).—Pres., T. E. Hambleton, Baltimore; Sec. and Treas., N. P. Yeatman, Nashville; Gen. Man., Richard Emory. V. 68, p. 672, 724, 824, 977, 1133, 1226; V. 70, p. 176, 280, 1095.

NATICK, MASS.

POPULATION IN 1895 WAS 8,814; IN 1890 WAS 9,118; IN 1880 WAS 8,479; AND IN 1870 WAS 6,404.

NATICK & COCHITUATE ST. RY.—Trolley road.

ORGANIZATION—Extension from Cochituate to Wayland Centre completed in July, 1899, increasing length of road to 18 miles. Stock, $100,000, par $100. No bonds. Unfunded debt Sept. 30, 1899, $65,000. Dividends—In 1893-4, 6 p. c. on $31,100; in 1894-5, 3 p. c.; in 1895-6, 5 p. c.; in 1896-7, 6 p. c.; in 1897-8, 6 p. c.; in 1898-9, 8 p. c.

EARNINGS—For years ending Sept. 30:

	Gross.	Net.	Int. & taxes.	Dividends.	Bal., sur
1898-99	$64,371	$13,762	$4,247	$8,000	$1,515
1897-98	55,490	8,561	2,287	6,000	273

Total surplus Sept. 30, 1899, $11,266.

OFFICERS—Pres., Harrison Harwood; Treas., R. W. Harwood; Clerk, F. H. Hayes; Supt., F. P. Quackenbush, all of Natick.

NEENAH, WIS.

POPULATION 1890 WAS 5,083; IN 1880 WAS 4,202; AND IN 1870 WAS 2,655.

MENASHA & NEENAH STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered in 1885-86. Purchased July 1, 1897, by Dagnon Improvement Co. of Cleveland, O., and motive power changed from horse to electricity. Road was extended to Appleton and Lake Winnebago. Stock (par $50), $25,000; 1st mortgage, $25,000. Owns 4 miles of track.

NEGAUNEE, MICH.

POPULATION 1890 WAS 6,078; IN 1880 WAS 3,931; AND IN 1870 WAS 2,559.

NEGAUNEE & ISHPEMING STREET RAILWAY & ELECTRIC—

ORGANIZATION—Consolidation of the Negaunee & Ishpeming Street Railroad Co., the Negaunee Electric Light Co. and the Ishpeming Electric & Gas Co. Capital stock paid in, $142,000; no bonded debt. Unfunded debt on Jan. 1, 1900, $7,500. Owns 4 miles of track.

OFFICERS—President, S. S. Mitchell; Vice-President, F. Braastad; Secretary and Treasurer, A. B. Miner.

NEW ALBANY, IND.

POPULATION 1890 WAS 21,059; IN 1880 WAS 16,423; AND IN 1870 WAS 15,396.

NEW ALBANY RAILWAY—A trolley road.

BONDHOLDERS' COMMITTEE—Louis Hartman of New Albany, Lafon Allen and W. R. Belknap. Receiver is Louis Hartman.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Receiver's certificates....	.....	M-N	$30,000	.....
New Albany Street Ry. 1st..	1888	6 J-J	$150,000	July 1, 1913

Jan., '95, coupon unpaid. Trustee, Louisville Tr. Co., Louisville, Ky.

N. Alb'y Ry. M. $500,000 g...	1893	5 g J-J	$50,000	Jan. 1, 1913

In default. Trustee, Columbia Finance & Trust Co., Louisville, Ky.

ROAD—Operates 7 miles of track and road.—V. 64, p. 800.

HIGHLAND RAILROAD.—A trolley road.

ORGANIZATION—Incorporated in 1895. Succeeded on December 1, 1895, New Albany Highland RR., sold in foreclosure.

Stock $25,000. 1st mortgage, $75,000, incomes for 5 years, dated 1896, 5 per cent, J. & J., issued $56,000, due January 1, 1921.

ROAD—Two miles of track.

OFFICERS—President, Henry Terstegge; Vice-President, John H. Shrader, jr.; Secretary and Treasurer, Frank H. Gohmann.

NEW BEDFORD, MASS.

POPULATION IN 1895 WAS 55,251; IN 1890 WAS 40,733; IN 1880 WAS 26,845; IN 1870 WAS 21,320; AND IN 1898 (ESTIMATED), 60,000.

DARTMOUTH & WESTPORT STREET RY.—An electric road.

ORGANIZATION, ETC.—Stock, $150,000; 1st mort., $150,000, dated 1895, gold, c* ($1,000 each), 5s A-O, issued $90,000, due April 1, 1915, trustee, International Trust Co., Boston, where interest is payable.

Dividends: In 1894-5, 8 p. c.; in 1895-6, 9½ p. c.; for 1896-97, 8 p. c.; in 1897-8, 8 p. c.; in 1898-9, 8 p. c.; in 1900, Jan., 2 p. c.; April, 2 p. c.

ROAD—Connects cities of Fall River and New Bedford. Owns 9·84 miles of track and operates in all 19·97 miles of main track.

LATEST EARNINGS—From Jan. 1 to May 31, gross in 1900, $35,523; in 1899, $30,521.

EARNINGS—Fiscal year ending Sept. 30, 1899, gross, $98,066; net, $30,137; dividends, $12,000. Total surplus Sept. 30, 1899, $19,923. President and Treasurer, H. H. Crapo of New Bedford; Sec., Robt. S. Goff, Fall River.

NEW BEDFORD MIDDLEBORO & BROCKTON ST. RY.—Now controlled by the Massachusetts Electric Companies, which see under Boston.

UNION STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated March 18, 1887.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc
Stock, $600,000 (par $100)	.....	Q-F	$600,000	May, 1900, 2%
Consol. M. for $500,000, g., s. f., not subj. to call	1894	5 g J-J	400,000	Jan. 2, 1914

Int. at Old Colony Trust Co., Boston, trustee.

Current liabilities Oct. '99	.....	.....	153,497	.....

In May, 1900, was granted permission to increase its capital stock from $450,000 to $600,000, and to issue $50,000 bonds to extend and equip the road.—V. 70, p. 1050.

Dividends—In 1892-93 7 per cent; in 1893-94 6 per cent; in 1894-95 4 per cent; in 1895-6, 8 p. c.; 1896-97, $37,000; in 1897-8, 6 p. c.; in 1898-99, 8 p. c.; Nov., 1899, 2 p. c.; in 1900, Feb., 2 p. c.; May, 2 p. c.

ROAD—On Sept. 30, 1899, owned 23·707 miles of trolley road (measured as single track), of which 3·74 miles is sidings, switches, etc.

LATEST EARNINGS—Oct. 1 to May 31, 1900, gross, $142,765; in 1898-9, $128,261.

EARNINGS—For years ending Sept. 30.

	1899.	1898.		1899.	1898.
Gross earns...	$224,468	$206,138	Dividends paid..	$36,000	$27,000
Net.....	94,070	74,209	Bal., sur., for year	12,539	17,683
Int., taxes, etc.	45,531	29,526	Total sur. Sep. 30.	50,000	50,000

OFFICERS—President and Treasurer, H. H. Crapo; Vice-President, Thos. B. Tripp; Secretary, C. A. Cook; Supt., E. E. Potter, all of New Bedford.—V. 63, p. **1061**; V. 70, p. 947, 1050.

NEW BRITAIN, CONN.

POPULATION 1890 WAS 19,007; IN 1880 WAS 13,979; AND IN 1870 WAS 9,840.

CENTRAL RAILWAY & ELECTRIC—This property is now owned by the Connecticut Lighting & Power Co. See statement of the latter under Waterbury, Conn.

NEW BRUNSWICK, N. J.

POPULATION 1890 WAS 18,603; IN 1880 WAS 17,166; AND IN 1870 WAS 15,058.

MIDDLESEX & SOMERSET TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated at Trenton, N. J., in Feb., 1900, as a consolidation of the Brunswick Traction Co., New Brunswick City Ry. and the N. Y. & Philadelphia Traction Co., which have long been held in the same interest.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500 000	.....	.....	$1,500,000	.....
Brunswick Traction mtg., g. ($1 000), c* cannot be called	1896	5g. J-J	500,000	July 1. '26

Fidelity Tit. & Dep. Co. of Newark, Trus.

Middlesex & Somerset Traction mtge., $1,500,000	1900	5	(l)	.....

ROAD—Controls a system from Plainfield to New Brunswick and Bound Brook. The Brunswick Traction was operating in January, 1899, 51 miles of trolley track. In January, 1899, line from New Brunswick to Somerville was opened. Extension Bound Brook to Plainfield was operated from Oct. 29, 1898, connecting with Plainfield Street Railway and giving Plainfield trolley connections with New Market, Lincoln, Bound Brook, Finderne, Somerville, Raritan, New Brunswick, Franklin Park and Metuchen.

OFFICERS—President, Gottfried Krueger, Newark, N. J.; Vice-President, Andrew H. Radel, Bridgeport, Conn.; Sec'y and Treas., Edward H. Radel, New Brunswick, N. J.—V. 63, p. 29; V. 70, p. 229, 230, 382, 532.

NEW CASTLE, PA.

POPULATION 1890 WAS 11,600; in 1880 was 8,418; AND IN 1870 WAS 6,164.

NEW CASTLE TRACTION—A trolley road.

ORGANIZATION—Incorporated Jan. 12, 1897, and took 999-year leases of New Castle Electric Street Ry. and New Castle & Mahoningtown St. Ry. Rental one-third of gross receipts, and as a minimum for first five years $15,000 yearly to New Castle Elec. St. Ry. and $5,000 yearly to New Castle & Mahoningtown Street Ry.; thereafter $18,000 and $7,000 respectively. Population in 1899 estimated by city officials at 36,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Dividends.
Stock, $500,000 ($50)	.....	.....	$500,000	.....
1st M., $500,000, g. $1,000.....c.*	1897	5 g. M&N	300,000	May 1, 1927

Interest at Union Trust, Pittsburg, trustee.

BALANCE SHEET JUNE 30, 1899.

Assets—		*Liabilities*—	
Cost of road and equip.	$557,729	Capital stock.....	$500,000
Stocks other companies	500,000	Funded debt.....	500,000
Cash.....	3,549	Bills payable.....	162,000
Open accounts.....	138,283	Accounts payable.....	22,676
		Surplus	14,885
Total.....	$1,199,561	Total.....	$1,199,561

ROAD—Owns 20 miles of track. Rails, 66-lb. to 80-lb. girder.

LATEST EARNINGS—4 mos., Jan. 1 to April 30.	Gross.....	$34,667; net, $1,755
	Gross.....	26,065; net, 1,798

EARNINGS—Year ending June 30, 1899, gross, $115,916; net, $37,170.

OFFICERS—President, R. R. Quay, Pittsburg, Pa.; Sec. and Treas., E. E. Hamilton, New Castle, Pa.

NEW HAVEN, CONN.

POPULATION 1890 WAS 85,981; IN 1880 WAS 62,882; AND IN 1870 WAS 50,840.

FAIR HAVEN & WESTVILLE RR.—A trolley road.

ORGANIZATION—Incorporated June 20, 1860.—V. 64, p. 134. On Nov. 1, 1898, the New Haven Street Railway was purchased for $200,000 stock and $500,000 one-year notes (which were taken up when due), and consolidated with the F. H. & W.—V. 67, p. 843, 955.

In May, 1990, obtained control of the New England St. Ry., acquiring, it is reported, $750,000 of the $1,081,925 stock of the latter company. The New England St. Ry. controls the Winchester Avenue road, with the possession of which the Fair Haven & Westville will control all of the street railway lines in New Haven, as well as an extensive system to surrounding localities. A sale of the New England St. Ry. Co. holdings of stock in the Winchester Avenue was subsequently made at $49 a share to the Fair Haven & Westville, but Israel A. Kelsey has brought suit to compel delivery of the shares to him, claiming to have an option on them. Mr. Kelsey wants the property for the A. M. Young syndicate.

STOCK—	Par.	Divid's.	Outs'ding.	Maturity.
Stock auth. ($5,000,000).	$25	J-J	$2,500,000	Apr., 1900, 1¼
N.H. & Centerville 1st M., go., assum'd by F.H. & W.	1893	5 g M-S	283,000	Sept. 1, 1933
New Haven Street Ry.—				
1st mort., gold ($600,000)..	1893	5 g. M-S	600,000	Sept. 1, 1913
$500 and $1,000.....	Int. at trustee, Am. L. & Tr. Co., Boston			
1st purch'e M. $250,000 g..c.	1894	5 J-D	250,000	June 1, 1914
$1,000 not subj. to call...	Int. at trustee, Am. L. & Tr. Co., Boston.			

STOCK—The capital stock was increased in November, 1898, from $900,000 to $2,000,000, to pay a dividend of 100 per cent in stock and to meet part of purchase price of New Haven Street Railway, and in Oct., 1899, was further increased to $2,500,000 to retire the $500,000 one-year notes issued to effect the purchase.

DIVIDENDS—On April 1, 1899, 1¼ p.c.; July 1, 1¼ p.c.; Oct. 1, 1¼ p.c; in 1900, Jan. 2, 1¼ p. c.; April 2, 1¼ p. c.

ROAD—In July, 1899, consisted of about 65 miles of track, embracing following lines: Old F. H. & W., 20 miles, extending from Fair Haven via Chapel Street, New Haven, to Westville, with branches to steamboat wharf, out East Chapel Street, to railroad station, etc.; New Haven & North Haven Street Railway, 2·2 miles; New Haven & Centreville, 7¾ miles; former New Haven Street Railway lines, aggregating about 35 miles, and radiating from the business centre of New Haven ("The Green") to East Rock Park, Fort Hale Park, the old Government Light house and the Point, and the adjacent bathing beach, Lake Whitney and Lake Saltonstall, the suburban villages of Morris Cove, Whitneyville, East Haven, Centreville and Westville; also to Mt. Carmel, Cosey Beach and Mansfield's Grove.

EARNINGS—For year ending June 30, 1899, earnings of the consolidated companies were as follows:

Gross.....	$576,176	Dividends.....	$129,000
Net.....	229,865	Interest.....	68,643
Taxes.....	28,800	Balance surplus for year.	3,422

OFFICERS—President, Henry S. Parmelee; Vice-Pres., Samuel Hemingway; Sec. and Treas., Leverett Candee. Directors, H. S. Parmelee, John B. Carrington, Samuel Hemingway, E. Hayes Trowbridge, Geo. D. Watrous, James S. Hemingway, Wilbur F. Day, Samuel E. Merwin, all of New Haven.—V. 64, p. 134; V. 67, p. 843, 955; V. 69, p. 905; V. 70, p. 996, 1095.

MANUFACTURERS' RAILROAD CO.

ORGANIZATION—Organized in May, 1896. Owns road 1½ miles in length, used for freight purposes, running from a freight depot to a manufacturing section, part of the way on private land and part on the streets. Power is obtained from Fair Haven line. Company owns one electric locomotive. Capital stock, $20,000; all issued. No bonds.

EARNINGS.—For year ending June 30, 1899, gross, $6,553; net, $2,483; taxes, $200; interest, $719. Bills payable June 30, 1899, $14,000.

OFFICERS.—President, George S. Barnum; Vice-Prest., N. W. Kendall; Secretary, Frank L. Bigelow; Treas. & Gen. Mgr., S. J. Fox.

NEW ENGLAND STREET RAILWAY.

ORGANIZATION—Incorporated in February, 1893, under the laws of New Jersey, to control street railways in the New England States. In Nov., 1894, acquired control of a large majority of the stock of the Winchester Av. RR. Co. of New Haven, Conn. (18,000 out of 32,000 shares. Formerly also controlled the Plymouth & Kingston Ry. Co. of Plymouth, Mass., but in 1899 was reported to have disposed of its holdings in the latter. See V. 63, p. 229.

In May, 1900, the Fair Haven & Westville gained control of the New England Street Ry., and the directors of the latter then arranged for a sale of the company's holdings of the stock of Winchester Avenue RR. to the Fair Haven & Westville at $49 per share, the stock of the New England Street Ry. to be reduced by the amount of the proceeds. Israel A. Kelsey claims to hold an option on the Winchester Avenue stock on behalf of the A. M. Young syndicate, which owns the Bridgeport Traction and Connecticut Lighting & Power, and has brought suit to compel delivery of the stock to him. In the meantime, the Fair Haven & Westville has elected new directors and new officers for the New England Street Ry. in its own interest, as below.

STOCK.—	*Par.*	*Dividend.*	*Outstanding.*	*Last Div.*
Cap. st'k $5,000,000 authorized	$25	text Q.-J.	$1,081,925	Apr., 1900, ¾

Dividends: In 1895, 4¼ p. c.; in '96, 4¾ p. c.; in '97, 3½ p. c.; in '98, 2¼ p. c.; in '99, Jan., 3 p. c.; in 1900, Jan., ¾ p. c.; Apr., ¾ p. c.

OFFICERS—President, Henry S. Parmelee; Vice-Pres., Samuel Hemingway; Sec. and Treas., A. E. Pond, New Haven, Conn —V. 63, p. 229; V. 70, p. 740, 842, 895, 946, 997, 1095.

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(1) WINCHESTER AVENUE RAILROAD—A trolley road.

ORGANIZATION—The New Haven & West Haven RR. Co., has been absorbed by consolidation. In December, 1895, leased West Shore Railway for 99 years, guaranteeing interest and 5 per cent dividends.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstanding.*	*Last div. etc.*
Stock, $1,000,000	$25	Q.—J.15	$800,000	Apr., 1900, 2%
1st M. gold 1892..c*&r	5 g. M.-N.	*Interest* at 1st Nat. Bank, N. Y., and in Boston at Safe Deposit & Trust Co.	500,000	Nov. 1, 1912

STOCK—In May, 1897, the Legislature authorized an increase of capital stock from $600,000 to $1,000,000 and extension of the tracks. In April, 1899, stockholders voted to issue $200,000 of the additional stock, raising amount outstanding from $600,000 to $800,000.

Bonds—The bonds are joint obligations of the Winchester Avenue RR. Co. and the New Haven & West Haven and cover all property owned or to be hereafter acquired under the charters.

ROAD—In August, 1899, was operating 23·21 miles of track, of which 19·31 owned. Its lines extend to Union Depot, Savin Rock, City Point, Evergreen Cemetery out Congress Ave. to Boulevard; also Crosstown line to Read Street. Leases West Shore Ry.—which see.

ANNUAL REPORT—For year ending June 30, 1899, gross, $271,942; net, $113,286; interest, $33,265; taxes, $15,293; dividends, $64,002; bal., sur., $726. For fiscal year ending Sept. 30, in 1897-98, gross was $267,452; net, $122,159; taxes, $13,068; interest, $36,541; dividends, $64,000; balance, surplus for year, $8,550. In 1896-97 gross, $248,320; net, $114,786.

GENERAL BALANCE SHEET SEPT. 30, 1899.

Assets.		*Liabilities.*	
Construct'n & equipm't	$925,903	Stock	$800,000
Stock rights, etc	316,380	Bonds	514,000
Miscellaneous	44,097	Bills payable	30,000
Cash	35,598	Accounts payable	10,674
Profit and loss	33,008	Wages accrued	312
Total	$1,354,986	Total	$1,354,986

—V. 68, p. 234, 774, 979; V. 69, p. 284; V. 70, p. 740, 843.

(2) WEST SHORE RAILWAY—A trolley road.

ORGANIZATION—Commenced operating July 1, 1894. From Dec., 1895, road was leased for 99 years to Winchester Avenue Railroad, interest and dividends at 5 per cent per annum being guaranteed.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $200,000 ($25)	..	.....	5	$80,000 f.p.	5% div. guar.
1st M., $30,000, gold, subject to call	3·9	1894	5 J-J	30,000	July 1, 1914
	Interest at Merchants' Nat. Bank, New Haven.				

ROAD—Owns road 3·9 miles in length, extending from Savin Rock to Woodmont in the towns of Orange and Milford. Also has trackage over Winchester Avenue Line to centre of New Haven. Rails T 60 lbs. —V. 62, p 86.

NEW HAVEN STREET RY.—In 1898 consolidated with Fair Haven & Westville RR.—which see above—V. 66, p. 843, 945.

NEW HAVEN & CENTREVILLE STREET RY.—Acquired in 1897 by Fair Haven & Westville RR.

NEW LONDON, CONN.

POPULATION 1890 WAS 13,757; IN 1880 WAS 10,537; AND IN 1870 WAS 9,576.

NEW LONDON STREET RY—A trolley road.

ORGANIZATION—Incorporated in 1886, and has perpetual franchise.

STOCK & BONDS—	*Miles.*	*Date.*	*Int.*	*Outstand'g.*	*Last div., etc.*
Stock ($500,000 auth.) $100	....	....	J-J	$250,000	Jan., 1900, 2%
1st M., $150,000, gold.	7·18	1893	5 g A-O	110,000	Oct. 1, 1923
Bills payable June 30, 1899				23,567	.....

Interest and dividends are payable at American Loan & Trust Co., Boston. Of the mortgage for $150,000 the balance unissued is reserved to be applied under laws of Connecticut for new property, as needed, at not exceeding 75 per cent of its cost.

Dividends July, 1894, 2½ p. c.; in 1895, 6 p. c.; in 1896, 7 p. c.; in 1897, 7 p. c.; in 1898, 7 p. c.; in 1899, 5 p. c.; in 1900, Jan., 2 p. c.

ROAD—Owns 7·18 miles of road (single track) laid with 48-lb. T rails

LATEST EARNINGS—9 months, July 1 to Mar. 31. 1900. Gross, $39,400; net, $14,883. 1899. Gross, 40,191; net, 15,605

ANNUAL REPORT—For year ending June 30, 1899, results have been: Gross, $56,574; net, $23,621; interest, $5,500; taxes, $3,530; dividends, $12,500; balance, surplus, $2,191.

OFFICERS—President and Secretary, Walter Learned, New London; Treasurer, William A. Tucker; Superintendent and Purchasing Agent, Lorenzo Bentley.—V. 61, p. 611; V. 62, p. 684.

NEW ORLEANS, LA.

POPULATION 1890 WAS 242,039; IN 1880 WAS 216,090; AND IN 1870 WAS 191,418.

ALGIERS GOULDSBORO & GRETNA—ROAD—3·75 miles with animal power. Capital stock, $25,000; bonds $25,000. President, Treasurer and Supt., A. M. Halliday.

NEW ORLEANS CITY RAILROAD.—In 1899 acquired the property of the old New Orleans Traction Co. sold at foreclosure and reorganized in accordance with plan published in V. 67, p, 736. Of the constituent companies of the New Orleans Traction Co the Crescent City was sold at foreclosure and its property acquired free from all incumbrances, and the New Orleans City & Lake taken over subject to the liens mentioned below.

In April, 1900, an agreement to pool the common stock in the hands of Samuel C. Henning, John W. Barr, Jr., and John C. Russell was proposed The agreement provides that stock can not be sold at less than $35 per share, except with consent of three-fourths of all stock deposited.

STOCKS AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Common stock	.....	.....	$5,000,000	.....
Pref. stock, 5 p. c. cum.	.....	.....	2,500,000	July, 1900, 2½
New gen. M., $3,250,000 gold	1898	4-5 g. Int. at 4 p. c. for 5 y'rs and 5 p c. thereafter, payable at Louisiana Nat. Bank.	3,000,000	July 1, 1943
New Orl. City RR., 1st M.	1879	6 J-D	398,500	Dec. 1, 1903
New Orleans City & Lake 1st M. for $5,000,000 gold, $500 &c.....c*	1893	5 g J-J *Sub. to call* for s.f. on & aft. July 1, '98 at 110 *Int.* payable at New Orleans Nat. Bank.	2,599,500	Jan. 1, 1943
N. O. Trac. Power.-house 1st M., g., s. f.	1897	6 g J-D	135,000	June 1, 1917

The new *preferred stock* is to elect a majority of directors until dividends thereon for five years have been paid, and to have a preference as to assets and dividends. No lien is to be created without the assent of a majority of the preferred stock.

The new general 4-5s have a first mortgage on the lines of the old Crescent City RR., and a lien after the consol. 5s of 1893 on the lines of the New Orleans City & Lake. They also have an equal lien with the consol. 5s on the equity in the power house. Of the issue, $250,000 are to be reserved for new property, of which not exceeding $100,000 to be used at present.

DIVIDENDS—Paid dividends of 2½ p. c. on preferred in July, 1899, and in Jan. and July, 1900.

LATEST EARNINGS—4 mos., Jan. 1 to Apr. 30. 1900.....Gross, $439,451; net, $163,754. 1899.....Gross, 434,929; net, 181,832

REPORT for 8 months ending Dec. 31, 1899 (V. 70, p. 530), shows gross earnings $914,065; net (including $8,681 miscellaneous), $374,594; interest, taxes and licences, $262,430; balance, surplus, $112,164.

BALANCE SHEET DEC. 31, 1899.

Assets—		*Liabilities—*	
Property and franc's.	$13,720,998	Preferred stock	$2,500,000
Bonds and stock	5,582	Common stock	5,000,000
Mater'ls and supplies.	24,070	Bonds, 5 p. c.	2,599,500
Prepaid accounts	10,743	Bonds, 4-5 p. c.	3,000,000
Accts. &c., receivable.	4,554	6s due Dec., 1903	398,500
Cash	101,947	Power-house 6s	143,000
Special real estate (value, $70,000)	57,000	Accts. payable, pay-rolls, etc	49,637
Profit and loss	12,836	Employees' secur. dep.	18,050
		Coupon accounts	150,377
		Dividends	65,969
		Impt. acct., real estate	12,697
Total	$13,937,730	Total	$13,937,730

ROAD—Operates 115 miles of track; equipped with 300 electric motors and 39 W. E. trail cars.

OFFICERS—President, R. M. Walmsley; Secretary and Treasurer, A. H. Ford, New Orleans.—V. 68, p. 86, 187, 429, 525, 824, 926, 1226; V. 69, p. 1247, 1248; V. 70, p. 328, 530, 740, 946.

NEW ORLEANS & CARROLLTON RR.—

ORGANIZATION—In 1899 was consolidated with Canal & Claiborne.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc.*
Cap. st., $100, $1,200,000	....	text Q-J	$1,200,000	Apr., 1900, 2%
1st mortgage	1882	6 F-A	90,000	1902
Do do	1882	6 F-A	95,000	1906
	Interest at Hibernia Nat. Bank, N. O.			
2d mortgage, gold	1893	6 F-A	350,000	1905, 1906, 1907
	Interest at Hibernia Nat. Bank, N. O.			
Consol. M., $2,000,000 ($500 and $1,000)	1899	5 J-J	800,000	(?)
	Interest at office of company.			
Canal & Claiborne RR. 1st mortgage, subject to call after 5 years.	1892	6 M-N	133,000	1912
Canal & Claiborne RR. consol. M., g., $800,000 ($500 & $1,000)	1896	6g. M-N	599,000	May 1, 1946
	Interest at New Orleans office.			

Notes for $250,000 issued in 1897 for floating debt and extensions.

BONDS—Of the $2,000,000 new consols authorized in 1899 $535,000 are reserved to take up a corresponding amount of old 1st and 2d sixes.

Dividends in 1894 to 1899 inclusive, 6 per cent per annum; in 1900, Jan., 2 p. c.; Apr., 2 p. c.

EARNINGS—Calendar year 1898 (before consolidation), gross, $396,313; net, $177,500. In 1897, gross, $382,106 net, $177,690.

ROAD—Operates 36½ miles of trolley track.

OFFICERS—President, J. K. Newman; Secretary and Treas., W. V. Crouch; Managers, Ford, Bacon & Davis, 149 Broadway, New York City.—V. 66, p. 520; V. 68, p. 429.

ORLEANS RAILROAD—A trolley road.

ORGANIZATION—Chartered July 1, 1887.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div. etc.
Stock, $500,000, par $50....	....	.....	$185,000	See text.
Bonds.....	....	6 M-N	18,000	Apr. 30, 1912
	$1,000 subject to call May 1 yearly at par.			
Mort., $300,000, gold, c.....	1895	6 J-J	300,000	1912
Second mortgage, gold, c.....	1897	6 J-J	100,000	1912

Dividends—June, 1894, 1½ per cent; 1 p. c. was paid on Apr. 16, 1900.

ROAD—Operates 11 miles of track.

OFFICERS—President, Emilien Perrin; Secretary and Treasurer, R W. McMurdo. V. 69, p. 1346.

ORLEANS & JEFFERSON RY.—To be a trolley road.

ORGANIZATION—Chartered in 1898 to construct a road from New Orleans to West End and Lake City, La.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $250,000 (par, $50).	.....	.....	$100,000	.....
1st M., $300,000, gold. ($1,000 each) c.*.....	1898	5g. M.-S.	5,000	Feb. 1, 1923
	Int. at Co.'s office, 708 Union St., N. Orleans.			

Sinking fund, payable yearly, is sufficient to take up bonds at maturity.

ROAD—To be 10 miles of track on 8 miles of road. Contracts were let in March, 1899, and work to cost $225,000; but owing to the failure of the construction company work has stopped. In November, 1899, it was stated that arrangements would be made as soon as possible to complete the road. It is said the road is all graded, ties in place and rails ready to be laid.

OFFICERS—Pres., Thomas W. Castleman; Sec., Chas. J. Zell; Vice-P. and Eng'r, Robert R. Zell.

ST. CHARLES STREET—A trolley road.

ORGANIZATION—Organized in 1866. Franchise said to expire in 1906.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Capital stock, $50....	....	text, Q - J	$1,000,000	See text.
1st M. $15,000 pd. y'ly	1881	6 J -D	75,000	J'ne 1'97-1901

Interest paid by National Bank of Commerce, N. Y. City.

Stock increased from $600,000 to $1,000,000 in February, 1895.

Dividends in 1897, 6 p. c.; in 1898, 5½ p. c. In 1899, 5¼ p. c. In 1900, Jan., 1¼ p. c.; Apr., 1¼ p. c.

ROAD—Operates 12 miles of track.

OFFICERS—Sec. and Treas., N. Riviere.

NEW YORK CITY, N. Y.

POPULATION IN 1890 WAS 1,515,501; IN 1880 WAS 1,206,299 AND IN 1870 WAS 942,292.

MANHATTAN RY.—See INVESTORS' SUPPLEMENT.

METROPOLITAN STREET RAILWAY—

Cable, underground trolley, horse.

ORGANIZATION—Chartered in 1893, and by consolidation, lease and otherwise has acquired control of practically all the street railways of Manhattan Island except the Manhattan Elevated. The latest acquisition is the purchase and lease in 1900 of the Third Avenue Railroad.

The Metropolitan Street Ry. has absorbed by consolidation the following companies, embracing the "lines owned."

IN 1893—	IN 1894 AND 1895—
Houst. West St. & Pavonia Ferry.	Metropolitan Crosstown.
Chambers St. & Grand St. Ferry.	Lexington Ave. & Pav. Ferry (Cable).
Broadway Railway.	Columbus & 9th Ave. RR. (Cable).
South Ferry RR.	

In addition the companies shown in the table of mileage as "leased etc.," have been acquired from time to time by lease or stock ownership. The latest acquisitions are: In July, 1896, the New York & Harlem RR.; in 1897 the Central Crosstown (including Christopher and 10th Street) and Second Avenue. The miles of track operated has thus been increased as follows: From 80 in 1893 to 131 in 1894, to 140 in 1895, to 172 in 1896, to 227 in 1899. The acquisition in 1900 of the Third Avenue system adds 173 miles more of track, making a grand total of 400 miles of track.

The Elm Street Connecting Railway Co. was incorporated in May, 1900, in the interest of the Metropolitan Street Ry. to build a line on Elm St. from Centre St. to Great Jones St. and through Lafayette Place, a distance of 6,000 feet, as a short route for the Fourth Avenue line.

In March, 1900 (V. 70, p. 584), purchased in the open market a controlling interest in the Third Avenue Railroad and in May, 1900, took a lease of the same.

New Electric Lines.—The company in June, 1900, was using its underground electric system on Eighth Avenue line from 158th to Battery Place; over the entire Fourth Avenue line; over the greater portion of the Second Ave. line,; over the 23d Street line and over the Sixth Ave. line via 59th Street and Amsterdam Ave. The Broadway cable also is being prepared for operation with the same motive power.—V. 66, p. 337, 520, 616; V. 67, p. 530, 736, 956.

In August, 1899, began to operate the Twenty-eighth Street and Twenty-ninth Street lines exclusively with air-power cars, and is expected to use this kind of motive power on the other cross-town lines in the course of time, except the 23d St. line.

As to the relative earning capacity of the horse, cable and underground electric lines of the system see President Vreeland's statement in V. 67, p. 956; also V. 69, p. 489.

The New York Gas & Electric Light, Heat & Power Co., incorporated in Nov., 1898, with capital of $25,000,000, will distribute to the public, together with its own current, the surplus current of the Metropolitan St. Ry.—V. 67, p. 1263. The Metropolitan St. Ry. is largely interested in the International and American Air Power Co.—V. 68, p. 130. In November, 1899, President Vreeland was quoted as saying that the American Air Power Co., to the presidency of which he had just been elected, and which operates the compressed-air cars run over the cross-town lines, had been "practically under the control of that company since its formation." V. 69, p. 1060.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($100), $52,000,000.	....	Q - J	$45,000,000	July, 1900, 1¾
Metropol. Crosst. 1st M.	1890	5 A.-O.	600,000	Apr. 1, 1920
	Int. at N. Y. Security & Trust Co., N. Y. City.			
2d mortgage.....	1890	5 M-N	300,000	May 1, 1900*
Lex. Av. & P. Ferry 1st M., gold .....c*&r	1893	5g M-S	5,000,000	Sep. 1, 1993
	Interest at Nat. Union Bank, New York.			
Columbus & 9th Ave. 1st mort., gold, c&r.	1893	5g. M-S	3,000,000	Sep. 1, 1993
	Trustee is Guaranty Trust Co., N. Y. City.			
Metropolitan Street Ry.—				
Gen. coll. tr. M., $12,500,000 g. ($1000, &c.) .c*&r	1897	5g. F-A	12,500,000	Feb. 1, 1997
	Int. at Natl. Union Bank, N. Y.			
So. Ferry 1st guar., $1,000 $350,000.....	1889	5 A-O	350,000	Apr. 1, 1919
Mort. on car stable properties to Mutual Life....	1899	.....	950,000	1902
Lessor Companies—				
Broadway & 7th Ave. consol.	1893	5g. J-D	7,500,000	Dec. 1, 1943
Do underlying bonds.....	'83, &c.,	5 p. c.	4,850,000	1904-1924
23d St. 1st M.....	1893	6 J-J	250,000	Jan., 1909
Do debentures.....	1886	5 J-J	150,000	Jan., 1906
Bleecker St. & Fulton F. 1st M.	1876	4 J-J	700,000	Jan. 1, 1950†
Central Pk. No. & E. R. 1st M.	1872	7 J-D	1,200,000	Dec., 1902
42d St. & Grand St. Fer. 1st M.	1894	6 J-J	236,000	Jan. 1, 1909
2d Ave. 1st mortgage.....	..	5 M-N	1,600,000	Nov., 1909
2d Ave. debentures.....	....	5 J-J	240,000	Jan., 1909
2d Ave. 1st consol. mort.....	1898	5g. F-A	3,570,000	Feb. 1, 1948

Third Avenue RR.—See that company's statement.

Companies separately operated—				
28th & 29th St. Crosst. 1st M.	1896	5 A-O	1,500,000	Oct. 1, 1996
34th St. Crosstown 1st M	1896	5 A-O	1,000,000	Apr. 1, 1996
Central Crosstown 1st M.....	1882	6 M-N	250,000	Nov. 1, 1922
Christopher & 10th St. 1st M.	1893	4½ A-O	210,000	Oct. 1, 1918
Fulton St. RR 1st M.....	1895	4 M-N	500,000	Nov. 1, 1995

*These bonds, maturing on May 1, 1900, are all held by the Metropolitan Crosstown, and up to June, 1900, had not been taken up.

†These bonds were formerly 7 per cents and fell due Jan. 1, 1900, but were extended by the Bleecker St. and Fulton Ferry Ry. as 4 per cents.

STOCK—As to increase of authorized capital stock in July, 1898, to $45,000,000, and in May, 1900, to $52,000,000, see General Finances below.

DIVIDENDS—The dividends paid have been as follows, those prior to 1898 having been paid on the Metropolitan Traction Stock, which was increased in 1892, from $20,000,000 to $30,000,000, and in October, 1897, was exchanged dollar for dollar for stock of Street Railway Co.:

Year—	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Per cent.	4	3	None.	5	5	5	5	5	7

In October, 1897, a distribution of 20 per cent in debenture certificates (paid off Oct. 15, 1898) was made to Traction stockholders. (V. 65, p. 620.) In 1900, Jan., 1¾ p c. was paid; Apr., 1¾ p. c.; July, 1¾ p. c.

BONDS—*The Lexington Avenue & Pavonia Ferry 5s* and *Columbus & Ninth Avenue 5s* were fully described in V. 60, p. 1146. Both were guaranteed and later assumed by the Met. Street Ry. Co.

The *general coll. trust* mortgage of 1897 is secured by deposit of the stocks (par value) of the Broadway & 7th Ave., $1,400,000; 42d Street & Grand Street Ferry RR., $400,000; Central Park N. & E. River RR., $300,000; 34th Street Crosstown Ry., $990,000; also all property of H. W. St. & P. V. RR., Chambers St. & Grand St. Ferry RR., Broadway Ry., So. Ferry RR., Met. Crosstown Ry., Lex. Ave. & Pav. Ferry RR., Columbus & 9th Ave., and Ft. Lee Ferry Extension; also leasehold interests, contracts, real estate (valued as below stated), etc. See application to N. Y. Stock Exchange in V. 65, p. 826.

INVESTMENTS—(See official list in V. 65, p. 826.)—The following is the par value of the principal stocks and bonds of subsidiary street railways, which in June, 1900, were the property of the company:

Broadway & 7th Ave., stock..	$1,406,200	28th & 29th Sts. (all), stock..	$1,500,000
Cent. Pk. N. & E. Riv., stock.	336,900	North & East River.....	263,700
42d St. & Gr'd St. Fer., stock.	443,000	2d Ave., stock	15,000
34th St. Crosst'n (all), stock..	1,000,000	Cent. Crosstown, stock.....	461,500
Fulton St. RR.....	500,000	Third Avenue RR.....	(?)

REAL ESTATE—The real estate in New York City (see V. 65, p. 826), owned in fee, subject to the general mortgage & collateral trust deed of 1897 (including $2,450,000 subject to the prior lien of the Lexington Avenue mortgage) was valued in February, 1900, at $6,257,019; owned by subsidiary companies, $7,039,750; total, $13,296,769.

GENERAL FINANCES.—In July, 1897, $12,500,000 of general mortgage and collateral trust bonds were sold to provide for changes in motive power, etc. The Second Avenue RR. was taken over under lease March 1, 1898, dividends of 8 per cent (after March 1, 1901, 9 per cent) being guaranteed. In 1898, the Second Avenue Company made a mortgage for $7,000,000. In 1900 the Third Avenue RR. was leased. See terms elsewhere.

In Aug., 1898, $15,000,000 additional stock was authorized (making $45,000,000), of which $10,000,000 was allotted to stockholders at par in exchange for the $6,000,000 debenture certificates (which were called October 15, 1898), and to provide $4,000,000 for change of motive power; the remaining $5,000,000 was alloted to stockholders at par August, 1899. V. 66, p. 337, 900, 1237; V. 67, p. 178, 320; V. 69, p. 27. In May, 1900, stock was increased by $7,000,000, making a total of $52,000,000 authorized. The new issue is to be used in the conversion of 23 miles of cable traction to underground electric, and other improvements already in progress.—V. 70, p. 996.

LATEST EARNINGS—Nine months to March 31:

	Gross.	Net.	Other inc.	Charges.	Surplus
1900.....	$10,172,204	$5,240,732	$480,566	$3,288,649	$2,432,649
1899.....	8,850,222	4,468,364	530,627	3,212,322	1,786,669

ANNUAL REPORT—Full statement for year ending June 30, 1899, in V. 69, p. 489 and p. 904, showing on the same basis of mileage in the last two years:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross earnings.	$13,158,630	$10,730,474	Taxes.....		
Net earnings....	6,749,918	5,109,490	Interest.....	$4,477,757	3,609,986
Other income..	366,894	345,546	Rentals..		
Total net inc.	$7,116,812	$5,455,536	Bal. for div'ds.	$2,639,055	$1,845,570

The dividends paid out in 1898-9 called for $2,471,675.

The following shows the growth of the company's system:

ALL LINES CONTROLLED. Year.	Miles.	Pay'g Pass.	Transfers.	LINES INCLUDED IN EARNS.—(Conc'l) Year.	Miles.	Pay'g Pass.	Transfers.
1898-99....	22	266,303,073	134,878,957	1896-97.....	192	177,776,093	56,929,611
1897-98....	227	220,770,511	105,416,778	1895-96....	172	145,965,251	28,450,996
1896-97....	227	211,611,558	72,259,889	1894-95.....	140	109,686,172	9,671,697
LINES INCLUDED IN EARNINGS.				1893-94.....	131	107,036,524	5,306,645
1898-99....	209	254,205,493	128,365,161	1892-93.....	80	63,011,785	3,203,832
1897-98....	209	198,770,109	90,380,111	1891-92.. .	61	45,239,670	2,645,800

ROAD.—The statement below includes all tracks owned by the Metropolitan Street Railway Company, all tracks owned by companies leased by the Metropolitan Street Railway Company, all tracks leased from companies not in the Metropolitan System and from city of New York.

Name.	From	To	Miles own'd	Miles leased.
B'way Cable	59th St. & 7th Ave..	South Ferry	.....	10·04
7th Ave.....	50th St. & Broadway.	Canal & Thompson...	.....	5 80
7th Ave	15th St. & Union Sq..	Canal & Wooster Sts.	.....	3·80
South Ferry.	Sidings ..	.....	....	·37
South Ferry.	Vesey & Church Sts..	South Ferry.....	1·42	... .
2d Ave	2d Ave & Stuyvesant	Fulton Ferry.....	.....	2 96
2d Ave.....	2d Ave. & 129th St...	2d Ave. & Stuyvesant	.....	11·86
2d Ave.....	Stuyvesant & 2d Ave	B'way & Astor Place.	.....	·64
2d Ave.....	1st Ave. & 126th St	Grand & Forsyth Sts	.....	8·49
2d Ave	Peck Slip & Water St.	Chatham Square.....	.....	·63
2d Ave.....	Worth St. & Bowery..	Worth St. & B'way...	.....	·76
2d Ave	92d St. & E. River....	86th St. & 8th Ave ..	.....	3·43
2d Ave.....	Chatham Square. ..	Pearl St. & N.Bowery	.....	·37
23d St	23d St. Ferry. N. R.	23d St., E R.....	.....	3·35
23d St.....	23d St. & 2d Ave. ..	34th St. Ferry. E. R.	.....	·40
Bleecker St.	23d St.. N. R	Fulton Ferry.....	.....	6· 0
Bleecker St.	Bleecker & Greene Sts	Canal & Elm Sts..	.....	1·65
Bleecker St.	Canal St. & Bowery.	Beekman & South Sts.	.....	·37
Bleecker St.	Fulton & Water Sts..	Canal St. & Bowery..	.....	·62
Bleecker St.	Canal St. & Bowery..	Canal & Elm Sts.. ...	.....	·26
14th St.....	14th St. & 9th Ave...	14th st. & 4th Ave .	.....	1·82
Belt Line,W.	59th St & 10th Ave..	South Ferry.....	.....	9 58
Belt Line, E.	59th St. & 1st Ave....	South Ferry.....	.....	12 05
Belt Line...	59th St. & 10th Ave.	59th St. & 1st Ave ..	.....	3 08
Belt Line...	Sidings'.....	.....	....	·28
42d &Gr.st.F	42d St. Ferry, N. R...	Grand St. Ferry, E.R.	.....	8·03
6th Ave. ..	59th St & 6th Ave...	Vesey St. & Broadway	.....	7·79
8th Ave.....	Central Bridge.	Vesey St.& Broadway	.....	17·44
8th Ave.....	Canal St. & W. B'way	B'way & Canal St	.	38
8th Ave.....	8th Ave. & 149th St..	8th Ave. & 159th St..	·96	.....
9th Ave.....	126th St.& Amst.Ave.	59th St. & 9th Ave...	.....	6·84
9th Ave.....	59th St. & 9th Ave...	Fulton St. & B'way..	.....	8·88
9th Ave.....	Canal & Wash't'n Sts.	Canal & Greenwich..	....	·05
4th Ave.....	Mott Haven.	Post Office.....	.....	17·47
4th Ave,....	Astoria Ferry.....	8th Ave. & 86th St...	.....	2·13
4th Ave.....	34th St. Ferry.....	32d St. & 4th Ave....		1·39
Avenue C....	42d St. & Park Ave..	Chambers St. Ferry..	7·32	·32
Avenue C....	10th St. Ferry, E. R..	Avenue C & 10th St .	38	·14
Avenue C....	Pitt St. & Avenue C..	Madison & Ridge Sts.	1·01	.....
ChambersSt.	Grand St. Ferry, E.R.	Cham. St. Ferry, N. R.	4·23	.....
ChambersSt.	Mad.& NewChambers	Roosevelt St. Ferry..	·68	.....
Met.Crosst'n	Grand St. Ferry, E.R.	14th St. Ferry, N. R..	6·42	.....
Met.Crosst'n	W.B'way & Spring St.	Desbrosses St. Ferry,	1·09	.....
Met.Crosst'n	6th Ave. & W. 3d St.	W. 3d St. & W. B'way	·22	.....
Met.Crosst'n	W. B'way & Broome	Canal St. & W. B'way	·32	.....
Broomest.ex	Broome & W. B'way.	Broome&WoosterSts.	·15	.....
Colum Ave..	53d St. & 6th Ave....	110th St. & Col. Ave.	6·14	.....
106th St. Br.	106th St. & Col. Ave	106th St. & Ams.Ave.	·34	.....
Ft. Lee Fy..	125th St.& Amst.Ave.	125th St. & B'way....	·32	.....
Ft. Lee Fy..	Manhatn.St. & B'way	12th Ave. & 130th St	·50	.....
Lenox Ave..	Lenox Ave. & 116th..	Lenox Ave.& 146th St	3·05	.....
Lenox Ave..	Lenox Ave. & 116th..	Lenox Ave.& 110th St	·10	.....
116th St. Br.	Pleasant Ave.....	Manhattan Ave.....	3·05	.....
Man.Ave. Br	116th St. & Manh.Av.	109th St & Colu. Ave	·87	.....
Lex. Ave....	23d St. & Broadway.	131st St & Lex. Ave	9·96	·74
		Total.....	49·03	160·22
Total of all	lines included in ea	rnings.....	.....	209·25

The following shows the roads separately operated, with the tracks owned by them:

Central Cross-town Railroad.....	4·15 miles
Christopher & 10th Sts. Railroad.....	4·76 "
Fulton St. Railroad	1 05 "
34th St. Cross-town Railway.	1·63 "
28th & 29th Sts. Cross-town RR.	6·08 "
Total	17·67 miles

Adding the foregoing to the 209·25 miles included in the earnings of the Metropolitan Street Railway report, as above, we get a total of 226·92 miles of tracks embraced in the Metropolitan System.

These figures do not embrace the Third Avenue Railroad system, which comprises 172·65 miles of track. Including this, the total of track owned and controlled by the Metropolitan is raised to 399·57 miles.

EQUIPMENT.—The following is the equipment for the lines included in earnings, but not embracing the lines separately operated:

Equipment.	Number owned. Motors and cable.	Other cars.	Equipped with fenders.
Box cars.....	1 011	511	1,011
Open cars.....	624	245	624
Mail cars, combination	125	....	125
Express cars, air.	26	.....	26
Freight cars....	2	.....	2
Service cars.....	20	15	20
Snow plows....	13	18	13
Sweepers.....	32	23	32
Total	1,853	812	1,853

OFFICERS—Pres , H. H. Vreeland; Vice-Pres , D. B. Hasbrouck; Sec., C. E. Warren; Treas., H. S. Beattie; Auditor, D. C. Moorehead; Purch. Agent, A. C. Tully, office, 621 Broadway, N. Y. *Directors*—P. A. B. Widener, W. L. Elkins, Thos. Dolan, Thos. F. Ryan, Herbert H. Vreeland, D. B. Hasbrouck, Chas. E. Warren, Henry A. Robinson and H. P. Whitney.—V. 67, p. 126, 178, 320, 530, **577**, 690, 736, 901, 956, **1110**, 1207, 1263. V. 68, p. 130, 380, 429, 430, 619, 774, 928, 1077, 1182; V. 69, p. 27, 180, 283, 334, **489**, 492, 542, 591, 645 **904**, 1062, 1103, 1193; V. 70, p. 125, 381, 480, 584, 740, 792, 945, 996, 1049, 1150, 1249.

Companies controlled by Metropolitan Street Ry.

(1) BLEECKER STREET & FULTON FERRY RR.—A horse road.

ORGANIZATION—Chartered Dec. 12, 1864. Leased to 23d st. Ry. Co. Jan. 10, 1876 for 99 years; lease assigned to Met. St. Ry., rental 7 per cent on $700,000 bonds and 1½ per cent per annum on stock.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity, etc
Stock.....	100	1½ J.-J.	$900,000	See text
1st mortgage, gold..	1,000	4 J.-J. g.	700,000	1950

The first mortgage bonds for $700,000 were 7 per cents until Jan. 1, 1900, when they fell due and were extended by the Bleecker Street & Fulton Ferry Co. at 4 per cent, on the same lien, and made payable in gold.

ROAD—Owned 10·6 miles. Operated under trackage rights, ·42 miles; total track operated, 11·02 miles.—V. 69, p. 1344.

(2) BROADWAY & SEVENTH AVENUE—A horse and cable road.

ORGANIZATION—Chartered May 26, 1864. Leased May 13, 1890, for unexpired term of charter and for any extensions of the same to Houston West St. & Pavonia Ferry, now Metropolitan St. Ry. Co.

RENTAL—Interest on bonds and 10 per cent on $2,100,000 stock, of which Metropolitan Street Ry. Co. owns $1,406,200.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock.....	100	10 Q.-J.	$2.100,000	See text
1s Mortgage of 1883.....	1,000	5 J. - D.	1,500,000	June, 1904
2d Mortgage of 1884....	1,000	5 J. - J.	500,000	July, 1914
B'way Surface 1st guar..	1,000	5 J. - J.	1,500,000	July, 1924
do 2d M. int. as rent..	1,000	5 J. - J.	1,000,000	July, 1905
So. Ferry 1st guar.....	1,000	5 A. - O.	350,000	Apr. 1, 1919
By.& 7th Av. Con. M.of '93 for $12,500,000..	1,000	5 g. J.-D.	7,650,000	Dec. 1, 1943

Interest at Guaranty Trust Co. of New York.

Of the *consol. mort.* of 1893, for $12,500,000, $4,850,000 is reserved to retire at maturity the other bonds in the table. The outstanding consols paid for laying the Broadway cable. The consols are guaranteed, principal and interest, under the terms of the mortgage by the Metropolitan Street Railway Co., which now owns the Broadway line south of 15th Street. They cover the road owned in fee, also the right to use the tracks on Broadway from 15th Street to the Battery; they are also a direct lien on the cable, etc. Trustee, Guaranty Trust Co.

The Broadway & 7th Avenue assumed the *Broadway Surface* 1st mortgage bonds for $1,500,000 and payment of interest on the second mortgage bonds for $1,000,000, for use of tracks between 15th Street and ferry. *South Ferry* 5s. assumed under lease.

ROAD—Including Broadway Cables, 7th Ave. and South Ferry lines; owned 20·01 miles; operated under trackage rights, 1·97 miles; total track operated, 21·98 miles.

INDEX—V. 58, p. *733*. Office 621 Broadway.

(3) CENTRAL CROSSTOWN RR.—A horse road.

ORGANIZATION—Chartered March 28, 1873. May 28, 1890, leased the Christopher & Tenth St. RR. at 8 p. c. on stock and interest on debt.

In May, 1897, control was obtained in the interest of the Metropolitan St. Ry., which in Feb., 1900, owned $461,500 of the stock.—V. 64, p. 1001, 1042.

STOCK & BONDS.—	Par.	Interest.	Outstand'g.	Maturity.
Stock ($600,000,.....	100	7 Q. - J.	$600,000	See text
1st mortgage.....	1,000	6 M. - N.	250,000	Nov. 1, 1922

Dividends.—In fiscal year 1893-4 paid 7 p. c.; in 1894-5, 7 p. c.; 1895-6, 8½ p. c.; in 1896-7, 10; in 1897-8, 10; in 1898-99, 10 p. c.

ROAD—Track owned is 4·15 miles; leases from Christopher & 10th St. RR., 3·92 miles. Including trackage rights from Metropolitan, total track operated is 14 miles.

LATEST EARNINGS—Six months to Dec. 31:

6 months—	Gross.	Net.	Oth. income.	Charges	Surplus.
1899.....	$310,786	$96,175	$2,721	$54,777	$44,119
1898.....	306,667	95,271	2,342	54,964	42,649

ANNUAL REPORT—For years ending June 30. (See V. 67, p. **951**):

Yr. to June 30.	1899.	1898.		1899.	1898.
Gross earnings.	$603,307	$576,995	Taxes & rent }	$113,673	$109,866
Net.....	179,407	184,529	Interest..... }		
Other income...	4,739	6,360	Surplus.....	70,473	81,023

(4) CENTRAL PARK NORTH & EAST RIVER.—Horse road.

ORGANIZATION—Chartered July 19, 1860. LEASE—Leased to Metropolitan Ry. Co. Oct. 14, 1892, for length of charter and renewals thereof at 8 per cent on stock till Oct. 1, 1897, thereafter 9 per cent (V. 55, p. 894). Metropolitan St. Ry. owned in Feb., 1900, $336,900 of the stock.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock. (See rental below.)..	100	text Q.—J.	1,800,000	See text
1st mortgage.....	1,000	7 J.—D.	1,200,000	Dec. 1, 1902

Coupons payable at Bank of New Amsterdam, New York City.

ROAD—Owns 59th St., East and West, with branch to South Ferry, 19·78 miles; operated under trackage rights, 5·90; total track operated, 25·68 miles. Weight of rail per yard from 47 to 98 lbs., standard gauge.

(5) CHRISTOPHER & TENTH STREETS RR.—A horse road.

ORGANIZATION—Chartered April 25, 1873. Leased to Central Cross town May 1, 1890, at 8 per cent on stock and interest on bonds.

STOCK & BONDS	Par.	Interest.	Outstand'g.	Maturity.
Stock.....	100	8 Q. - J.	$650,000	See text
1st M. ext. in 1898.....	1,000	4 A. - O.	210,000	Oct. 1, 1918

The $180,000 1sts were extended 20 yrs. from Oct. 1, 1898, and in addition $30,000 bonds were issued at same time to take up the Real Estate Mortgage of similar amount. V. 67, p. 370.

ROAD—Track owned is 4·76 miles. Including trackage rights from Metropolitan, total track is 8·97 miles.—V. 67, p. 370.

(6) EIGHTH AVENUE RR.—Underground trolley road.

ORGANIZATION—Chartered Jan. 10, 1858. Road is leased to Metropolitan Street Ry. for 99 years from Jan. 1, 1896, at rental of $215,000 per . rovides for interest on the scrip, 15 per cent divi-

dends on stock and $5,000 additional. V. 62, p. 40. Underground electric traction system used between 158th and Battery Place.—V. 67, p. 178, 956.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock	100	Quar.	$1,000,000	See text.
Scrip	100	6 F. & A.	1,000,000	Feb., 1914

Scrip is subject to call at par on any interest day.

ROAD—Total track owned and operated, 18·78 miles.

INDEX—V. 59, p. 780; V. 61, p. 364, 871, 925, 967; V. 62, p. 40.

(7) FORT GEORGE & ELEVENTH AV. RR.—To be an underground trolley road.

ORGANIZATION—Incorporated in Nov., 1898, in the interest of the Met. St. Ry. to build a line from 130th St. and 11th Ave., along 11th Ave. to 175th St., and another from 145th St. and 11th Ave. easterly through 145th St. to the Harlem River. Stock authorized, $3,000,000. V. 67, p. 1109. Franchise granted December, 1889, for 25 years, with privilege of renewal for another 25 years; 4 p. c. of gross receipts to be paid the first five years, 6 p. c. the second five years, 8 per cent the third five years, and 10 per cent the remaining years of operation. The road to become the property of the city at the termination of the franchise (whether original or renewed) upon payment for the same in accordance with definitely-prescribed rules. The Kingsbridge franchise was granted the 3d Ave. RR upon the same terms. In June, 1900, operations were practically at a standstill pending the absorption of the Third Ave. RR.

(8) FORTY-SECOND ST. & GRAND ST. FERRY—A horse railroad.

ORGANIZATION—Chartered February 16, 1863. Leased to Metropolitan Street Railway Co. from May 13, 1893, for duration of charter and renewals thereof at 18 per cent on stock, payable in lawful money. Met. St. Ry. in Feb., 1900, owned $443,000 of the stock.

STOCK & BONDS—	*Par.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	100	18 Q.—F.	$748,000	See text.
1st M. extended	1,000	6 J.-J.	236,000	Jan. 1, 1909

ROAD—Owns 8·03 miles; operated under trackage rights, 1·85 miles; total track operated, 9·88 miles.

(9) FULTON STREET RAILROAD—A horse road.

ORGANIZATION.—Stock all owned by the Metropolitan St. Ry.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $500,000	.....	.....	$500,000	.....
1st M., g., ($1,000), guar. p. and i. Met. St. Ry. c*	1895	4g. M-N	500,000	Nov. 1, 1995
	Trustee, Guaranty Trust Co. of New York.			

EARNINGS—For year ending June 30, 1899, gross, $47,303; net, $13,882; deficit below charges, $7,672.

ROAD—Track owned is 1·05 miles. Including trackage rights from Metropolitan, total track operated is 1·89 miles.—V. 62, p. 277.

(10) NEW YORK & HARLEM RR.—Underground electric railroad

ORGANIZATION—Chartered April 23, 1831. Owns also a steam road leased to New York Central, its securities, which cover the electric roads as well as the steam line, being described under the title New York & Harlem among steam railroads in the INVESTORS' SUPPLEMENT. In July, 1899, the Metropolitan Street Railway Co. bought from the New York & Harlem the car-stable properties at Thirty-second Street and Fourth Avenue and at 86th St. and Madison Ave for $1,350,000. —V. 69, p. 180, 542, 591.

The electric (formerly horse) lines (19·60 miles of track) were leased to the Metropolitan Street Ry. for 999 years from July 1, 1896, for a rental of $350,000 per annum the first five years and $400,000 per annum thereafter.—V. 62, p. 1088. Line operated electrically from March, 1898, from City Hall to 135th Street. In Jan., 1900, arrangements made with the Third Ave. RR. Co. for running cars to Ann St. —V. 70, p. 125.

OFFICERS—President, William K. Vanderbilt.—V. 62, p. 1088; V. 69, p. 180, 542, 591, 645.

(11) NINTH AVENUE RAILROAD—A horse railroad.

ORGANIZATION—Chartered July 29, 1859. The road is leased to the Metropolitan Street Railway Co. for 99 years from April 20, 1892. Rental—For first 5 years $48,000, which is equal to 6 per cent on capital stock ($800,000), and thereafter $64,000—8 per cent on same. Stock, $800,000; par $100; dividends, Q.—J. Road—Fulton Street to 126th Street, total track owned and operated, 15·77 miles.

(12) SECOND AVENUE RR.—Mostly underground electric.

ORGANIZATION.—Chartered Jan. 1, 1853. Leased for length of charter to the Metropolitan Street Ry. at 8 p. c. on the stock for three years from March 1, 1898, and 9 p. c. thereafter.—V. 66, p. 185. Changed to underground electric system in April, 1898, as far as Stuyvesant Square, cars running thence over 4th Avenue line to City Hall. By agreement with Third Ave. Co. (Jan., 1900,) cars will run to the Post Office building, at Ann St., connecting there with the Broadway Line for South Ferry.—V. 70, p. 125.

SECURITIES.—	*Par.*	*Interest.*	*Outstand'g.*	*Dividend, &c.*
Stock	100	8 Q.—M.	$1,862,000	See text.
1st mortgage	1,000	5 M. & N.	1,600,000	Nov., 1909
Debentures	1,000	5 J. & J.	231,000	Jan., 1909
1st con. M., g., $7,000,000 1897, guar., p. & i. end. c*	1,000	5 g. F. & A.	4,579,000	Feb. 1, 1948
	Guaranty Trust Co., Trustee.			

Of new 1st consol. 5s, $1,831,000 are reserved to retire securities of earlier date, balance for improvements, equip., etc. V. 66, p. 900.

ROAD—Track owned, 25·89 miles; operated under trackage rights, 4·83 miles; total track operated, 30·72 miles.

INDEX—V. 65, p. 276; V. 66, p. 616, 900.

(13) SIXTH AVENUE RAILROAD—Underground trolley.

ORGANIZATION—Leased to Metropolitan Street Ry. Co. Feb. 1, 1892, for 800 years. Rental now $145,000 per annum. (V. 61, p. 925.) Stock, $2,000,000; par, $100. Road, including Lenox Ave. branch—track owned, 11·04; operated under trackage rights, 2·32 miles; total track operated, 13 36 miles. In Feb., 1899, began operating underground trolley all the way to Battery Place. See V. 67, p. 178, 736, 956.

(14) THIRTY-FOURTH STREET CROSSTOWN RY.—A horse road. The air motor system to be used.—V. 68, p. 130.

ORGANIZATION—Chartered March 18, 1896, being a consolidation of the Thirty-Fourth Street RR. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue RR. Co. The stock of the Thirty-fourth Street Crosstown Ry. Co. is all owned by the Metropolitan Traction Co.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	$1,000,000	.....
1st M. ($1,000), g'uar. p. and i. Met. St. Ry..	1896	5 A-O	1,000,000	Apl. 1, 1996.
	Trustee, Central Trust Co., N. Y.			

ROAD—Track owned is 1·63 miles; including trackage rights from Metropolitan, total track operated is 6·26 miles.—V. 60, p. 83; V. 62, p. 549.

EARNINGS.—Gross, year ending June 30, 1899, $336,038; net, $147,861; surplus above charges, $92,966, which was paid over to Metropolitan Street Railway Co.

(15) TWENTY-EIGHTH AND TWENTY-NINTH STREETS CROSS TOWN RAILROAD—Uses air.motor system.

ORGANIZATION—The Metropolitan Traction purchased the property in September, 1896, and owns all the stock. In Dec., 1898, the new air compressor and power house were practically completed, and in August, 1899, began using air-motor system exclusively.—V. 69, p. 283.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,500,000 ($100)	.....	.....	$1,500,000	.....
1st M., $1,500,000 ($1,000) gu. p&iend., M. St. Ry. g. c*	1896	5g. A-O	1,500,000	Oct. 1, 1996
	Trustee, Central Trust, New York.			

ROAD—Track owned is 6·08 miles; including trackage rights from Metropolitan, total track operated is 7·07 miles.—V. 63, p. 602, 661, 839.

EARNINGS—For year ending June 30, 1899, gross, $135,900; net, $63,869; deficit below charges, $18,417.

(16) TWENTY-THIRD STREET RAILWAY—In June, 1900, the 23d Street Cross-town, with branches to 34th Street Ferry, was being operated entirely by underground trolley.—V. 68, p. 130, 928.

ORGANIZATION—Chartered Jan. 29, 1872. Leased to the Metropolitan Street Railway Co. for the unexpired term of the charter and for any extensions of the same. Rental is 18 per cent per annum on stock.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	100	18 Q.-F.	$600,000	See text.
1st M., $250,000, ext. in 1893	1,000	6 J.-J.	250,000	Jan. 1, 1909.
Debentures	1,000	5 J.-J.	150,000	Jan., 1906

ROAD—Including 14th St., Bleecker St. and Canal St. branches, track owned 3·75 miles; operated under trackage rights, 12·82 miles; total track operated, 16·57 miles. Weight of rails from 47 to 110 lbs., stan dard guage.

THIRD AVENUE RAILROAD—Undeground trolley.

ORGANIZATION.—Chartered Oct. 8, 1853. A cable road from Dec. 5, 1893, but in 1899 changed to underground trolley—the 125th Street line Sept. 29, 1899, the Third Avenue line above 65th Street Oct. 22, 1899, and the Third Avenue line below 65th Street on Nov. 19, 1899. In Jan., 1900, the electric line between 125th and 162d streets was completed. In Nov., 1895, purchased control of the 42d Street Manhattanville & St. Nicholas Ave. line. See V. 61, p. 872, 926. Control of Dry Dock E. B. & B. was obtained Aug. 23, 1897. (V. 65, p. 194). In January, 1898, a majority of the stock of Union Ry., N. Y., was purchased.—V. 66, p. 135. In Sept., 1898, Union Ry. purchased Yonkers RR. V. 67, p. 635. In April, 1899, the Tarrytown White Plains & Mamaroneck Ry. was acquired.—V. 68, p. 674.

A traffic agreement, which went into effect April 29, 1899, has been entered into between the Manhattan Elevated and the Third Avenue Railroad system [comprising the Third Avenue RR., the Dry Dock East Broadway & Battery, the 42d St., Manhattanville & St. Nicholas Avenue RR. and the Union Railway lines], providing for an extensive scheme of transfers at cross-town junctions, and also at the terminal points of the two systems. The transfers are granted for an additional fare of 3 cents, making the cost of the entire journey 8 cents. For the latter sum a passenger can thus ride from the City Hall and South Ferry to Yonkers, New Rochelle and Mt. Vernon.—V. 68, p. 672, 872.

Owing to failure of negotiations for a new loan to take care of a large floating debt which had accumulated and to provide means for pressing needs, the Third Avenue Railroad was on Feb. 28, 1900, placed in the hands of Hugh J. Grant as receiver. On March 19, 1900, itwas announced that the Metropolitan Street Railway had purchased control of the road in the open market and would provide for the rehabilitation of the company. Arrangements were at once concluded through a syndicate, represented by Kuhn, Loeb & Co., for the sale of $35,000,000 of the $50,000,000 new mortgage described below, and on May 24 the property was restored to the company, passing into the possession of the Metropolitan Street Railway Company as owners.

Lease.—In April, 1900, the Metropolitan Street Railway Company took a lease of the property for 999 years. For the first four years Third Avenue stock will receive only the net income above expenses and fixed charges; the next two years 5 per cent is to be paid on the stock; the succeeding four years 6 per cent; thereafter 7 per cent.

STOCK & BONDS.	*Par.*	*Date.*	*Interest.*	*Outstanding.*	*Last div., &c.*
Stock, $40,000,000.	100	.....	Q.—F.	$16,000,000	Nov., 1899, 1¼
1st mortage, gold.	1,000	.....	5 g. J. & J.	5,000,000	July 1, 1937
New mort. gold c* ($1.000) $50,000,000.....	.....	1900	4 g. J. & J.	35,000,000	Jan. 1, 2000
	Interest at Morton Trust Co, New York, Trustee. Guar., principal and interest, by Met. St. Ry.				

Bonds—Of the new mortgage for $50,000,000, the $35,000,000 now outstanding were issued to liquidate floating indebtedness of all the various companies and to provide for current needs. Of the remaining $15,000,000, $1,557,000 will be available for future extensions and improvements; the other $13,443,000 is reserved to take up the following prior liens, which the company has bound itself to pay off at or before maturity without ext "

Name of company and loan.	*Authorized.*	*Outstanding*
Third Ave. RR. Co. 1st M.	$5,000,000	$5,000,000
Union Ry. 1st M.	2,000,000	2,000,000
42d St. Manhatt. & St. Nich. Ave. Ry. 1st M.	1,200,000	1,200,000
2d mortgage incomes	1,600,000	*1,143,000
Dry Dock East B'way & Battery RR. 1st M.	1,000,000	950,000
Certificates of indebtedness	1,200,000	1,100,000
Yonkers RR. Co. 1st M	1,000,000	1,000,000
Westchester Electric RR. 1st M	500,000	500,000
Tarryt'n White Plains & Man'reck Ry. 1st M.	300,000	300,000
Southern Boulevard RR. 1st M	250,000	250,000
Total	$14,050,000	$13,443,000

* $357,000 already pledged as part security for the Third Ave. RR. 4s are here deducted.

The bonds are guaranteed by the Metropolitan Street Railway and are secured by the pledge of the following stocks and bonds:

Name of company.	*Issued.*	*Pledged.*
Union Railway Co. of New York City stock	$2,000,000	$2,000,000
42d St. Manhan'ville & St. Nich. Ave. Ry. stock.	2,500,000	1,671,100
Do 2d mortgage incomes	1,500,000	357,000
Dry Dock East Broadway & Battery RR. stock	1,200,000	1,128,700
Kingsbridge Ry. Co. stock	8,600	8,600
Subscription for balance of $1,000,000 stock.	.....	991,400
Yonkers RR. Co. stock	1,000,000	992,500
Westchester Electric RR. Co. stock	500,000	500,000
Southern Boulevard RR. Co. stock	250,000	248,300
Tarryt'n White Plains & Mamaroneck Ry. stock	300,000	300,000

The Metropolitan Company is to be entitled to vote on the foregoing and to receive the income from the same so long as the new bonds are not in default. See particulars in V. 70, p. 1050.

There are other mortgages outstanding for $91,000.

Stock—In October, 1898, $2,000,000 new stock was issued, making total then outstanding $12,000,000. The proceeds "were to be used for the purpose of providing funds to change the cable system to the underground electrical system upon the Third Avenue, 125th Street and Tenth Avenue lines." This new stock was offered to stock holders at par. In July, 1899, stockholders voted to increase stock from $12,000,000 to $40,000,000. The stock was to be issued as required to pay for improvements and to extinguish the floating debt, which on Sept. 30, 1899, was reported 16¼ million dollars.—V. 69, p. 29, 182 Five millions was to be used in taking up the $5,000,000 of new stock to be issued by the 42d Street Co. as below. In Sept., 1899, $4,000,000 of the new stock was sold to the shareholders at par, raising the outstanding amount of stock to $16,000,000.

ROAD—*Owned.*	*Miles.*
City Hall via 3d av. to 130th st.	8¼
North River to 125th st., E.R.	2½
10th Av., 125th to 186th st.,	3¼
186th st. to 191st st. and 10th ave	½
Second track	14½
Sidings	⅜
Total track	29⅜

Controlled but oper separately—track miles.	*Miles.*
Dry Dock E. B. & Bat. Ry.	20·42
42d St Man & St. Nich. Ave.	28·49
Union Ry.	54·24
Yonkers RR.	18·57
Southern Boulevard	7·00
Tarrytown White Plains & Mamaroneck	14·50
Total controlled track	143·28
Grand total track	172·65

DIVIDENDS—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 9 p. c.; in 1896, 9¾ p. c.; in 1897, 8¼ p. c.; in 1898, 7¾ p. c.; in 1899, Feb., 1¾ p. c.; May, 1¾ p. c.; Aug., 1¾ p. c.; Nov., 1¼ p. c.; in 1900, Feb., 1 p. c.; owing to receivership, this last dividend, after having been declared, was not paid.

ANNUAL REPORT.—Annual report in V. 69, p. 1059, showed:

Years ending Oct. 31—	1899.	1898.	1897.
Gross earnings	$2,098,871	$2,359,799	$2,570,842
Net earnings	706,472	1,079,334	1,126,194
Other income	680,932	42,316	47,368
Total income	$1,387,404	$1,121,650	$1,173,562
Taxes and interest	366,020	369,578	372,286
Dividends	(7%) 840,000	(8%) 800,000	850,000
Balance	sur.$181,384	def.$47,928	def.$48,724

LATEST EARNINGS.—

6 *months to Dec. 31.*	*Gross earnings.*	*Net earnings.*	*Other income*	*Interest, taxes, etc.*	*Balance, surplus.*
1899	$1,036,079	$404,715	$108,849	$183,022	$334,542
1898	1,112,376	411,409	56,207	183,463	284,153

OFFICERS.—President, H. H. Vreeland.

INDEX—V. 67, p. **899, 1053**, 1110, 1209, 1264, 1309, 1358; V, 68, p. 430, 525, 672, 674, 772, 872, 926, 1026; V. 69, p. 29, 133, 182, 334, 383, 386, 441, 696, 744, 795, 907, **1059**, 1063, 1148, 1248, 1302; V. 70, p. 77, 126, **174**, 177, 231, 281, 329, 382, 431, 481, 529, 533, 584, 634, 688, 740, 793, 896, 997, 1050, 1250.

(1) DRY DOCK EAST BROADWAY & BATTERY—Horse road.

ORGANIZATION—Control obtained by Third Ave. RR. Aug. 23, 1897. —V. 65, p. 194. $1,128,000 of the stock is pledged for the 50 million Third Avenue mortgage.

STOCK & BONDS—	*Par.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	100	6 Q.—F.	$1,200,000	See text.
New mort., gold, 1892	1,000	5 g. J. – D.	950,090	* Dec. 1, 1932
	Farmers' Loan & Trust Co., Trustee.			
Cert. of debt not sub. to c.	100	5 F. – A.	1,100,000	Feb. 1914

ROAD—Road operated is as follows:

Road.	*From*	*To*	*Track owned*	*Track'e rights.*
			Miles	*Miles.*
Avenue B	34th St. Ferry. E. R	Post Office	4·93	2·33
Avenue D	23d St. Ferry. E. R.	Post Office	3·95	·69
Cortlandt St.	Cortlandt St. Fy., N.R.	Grand St. Fy., E. R.	3·06	1·29
Grand St.	Desbrosses St. Fy. N.R	Grand St. Fy., E. R.	3·91	·32
			15·85	4·63
		Total track operated	.....	20·48

DIVIDENDS—Since 1891, for fiscal year ending June 30: 1891-92, 5 per cent; 1892-93, 6 per cent; 1893-94, 2½ per cent; 1894-95, 4½ per cent; 1895, August, 1½ p. c.; Nov., 1½ p. c; in 1896, 6 p. c.; in 1897, Feb., 1½ p. c.; in 1898, Feb., 1½ p. c.; May, 1½ p. c.; Aug., 1½ p. c.; Nov., 1½ p. c.; in 1899, May, (Feb. div. was passed), 1½ p. c.; Aug., 1½ p. c.; November dividend was passed.

EARNINGS.—Nine months to March 31.

	Gross.	*Net.*	*Oth. Inc.*	*Charges.*	*Surplus*
1900	$474,584	$127,048	$1,370	$99,275	$29,143
1899	468,511	118,725	1,290	97,732	22,383

ANNUAL REPORT—Fiscal year ends June 30.

Fr. end. June 30.	1899.	1898.		1899.	1898.
Gross earns	$630,599	$669,713	Taxes, etc.	$130,873	$131,798
Net	166,392	201,638	Interest		
Other income	1,723	5,754	Dividends	(4½)54,000	(6)72,000
Net income	$168,115	$207,392	Balance	def.$16,758	sur.$3,594

INDEX—V. 64, p. 843, 1041; V. 65, p. 194, **568**; V. 67, p. **952**.

(2) FORTY-SECOND ST. MANHATTANVILLE & ST. NICHOLAS AVE. RY.—A horse road.

ORGANIZATION—Chartered Aug. 29, 1878, In November, 1895, control was purchased by the Third Avenue RR. See V. 61, p. 926.

In Dec., 1899, began to use underground electric system from Fort Lee Ferry to the Boulevard, thence to Fifty-ninth Street.

Of the stock, $1,671,100 is pledged as security for the 50-million Third Ave. mtg; also $357,000 of the 2d mtg. incomes.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstand'g*	*Maturity.*
St'k (aut'd $7,500,000)	100	.....	$2,500,000	.....
1st mortgage, gold	1,000	6 M–S	1,200,000	Mch. 1, 1910
	Interest at Union Trust, N. Y. City, Trustee.			
2d mort. income 6s	1,000	6% as earned.	1,500,000	Jan. 1, 1915
	Union Trust Co., N. Y., Trustee.			
Real estate mortgage	....	5%	100,000	.....

In July, 1899, voted to increase stock from $2,500,000 to $7,500,000.

ROAD—Road operated is as follows:

Road.	*From.*	*To*	*Track owned.*	*Track'e rights.*
			Miles.	*Miles.*
42d St. Div.	34th St., E. R.	42d St., N. R.	1·977	·540
Boule'd Div.	7th Ave. & 42d St.	Manhattan St.	4 055	·503
10th ave. Div	42d St.	Manhattan St.	3·385	·800
110th St Div	130th St., N. R.	110th St., E. R.	2·654	.....
86th St. Div.	Amsterdam Ave.	Riverside Drive	·322	.....
12th ave. Div	34th St.	35th St.	·057	.....
	Length of road		12·450	1·793
	Double track		12·450	1·793
			24·900	3·586
		Total track operated	.....	24·486

ANNUAL REPORT—

Fr. end. June 30.	1899.	1898.		1899.	1898.
Gross earnings	$571,046	$703,975	Int., rentals and taxes	$118,045	$115,456
Net	def.9,184	77,814			
Other income	1,167	833	Balance for year	def.126,062	df.36,809
Gross income	def.8,017	78,647			

INDEX—V. 63, p. 838; V. 64, p. 330; V. 69, p. 441; V. 70, p. 481, 634.

(3) UNION RAILWAY OF NEW YORK—A trolley road.

ORGANIZATION—Organized under Chapter 340 of the Laws of 1892, giving authority to consolidate the Harlem Bridge Morrisania & Fordham Ry., the Melrose & West Morrisania RR. and the North Third Ave. & Fleetwood Park RR. Validity of consolidation affirmed by Court of Appeals Jan. 9, 1900.—V. 70, p. 77. Operates from 129th St. and 3d Ave. through the Borough of the Bronx, and with subsidiary lines, continuing thence to and through Mt. Vernon. Extensions projected from New Rochelle, through Larchmont, Mamaroneck, Harrison, Rye and Portchester to the Connecticut line.

Controlled by Third Ave. R.R., which in Jan., 1898, purchased a majority of the stock.—V. 66, p. 135. In Sept., 1898, the Union Ry. purchased Yonkers RR., and agreed to guarantee its $1,000,000 bonds, this guaranty being accepted by the Third Ave. V. 67, p. 635.

In Dec., 1899, accepted the terms proposed by Board of Estimate for the Kingsbridge RR. franchise, which are 4 per cent of gross receipts for the first 5 years, 6 per cent for the second, 8 per cent for the third and 10 per cent thereafter. The franchise is for 25 years, with privilege of renewal under certain conditions for another 25 years. At the end of the term (original or projected) the city acquires the property, paying for it in accordance with definitely-prescribed rules for fixing its value.—V. 69, p. 1248.

The whole of the stock is pledged as security for the Third Avenue 50-million mortgage.

STOCK & BONDS.—	*Par.*	*Interest.*	*Outstand'g.*	*Last div., &c.*
Stock	100	.....	$2,000,000	.....
1st mort., 1892, gold.	1,000	5 g. F.–A.	2,000,000	Aug. 1, 1942
	Int. is payable at Central Trust Co., N. Y. City.			
Guaranteed Loans—				
Westch. 1st M., gu., p. & i gold	1,000	5 g. J.–J. Mercantile Tr. Co., N. Y., Trustee.	500,000	July 1, 1943
So. Boule. RR. 1st, gold	.....	5 g. J.–J. Central Trust Co, N. Y., Trustee.	250,000	July 1, 1945
Yonkers RR. 1st M., $1,000,000, '96, gu.	.....	5 A.–O.	1,000,000	Apr. 1, 1946

ROAD—Operates the following roads:

	Miles.	*Operated separately.*	*Miles*
Main line and branches	28·19	Westchester Electric, track	27·84
Second track	26·05	Southern Boulevard, track	7·00
Total track	54·24	Yonkers RR., track	18·57
		Total separately operated	53 41
		Grand total all	10·65

EARNINGS.—Nine months to March 31:

UNION RAILWAY.

	Gross.	*Net.*	*Other income.*	*Charges.*	*Surplus.*
1900	$561,364	$195,232	.....	$132,923	$62,309
1899	483,177	153,880	$567	112,927	41,520

WESTCHESTER ELECTRIC.

	Gross.	*Net.*	*Charges.*	*Balance.*
1900	$120,185	def. $4,389	$21,100	def. $25,489
1899	93,628	11,405	22,463	def. 11,058

ANNUAL REPORT—Results for year ending June 30, 1899, were:

	Gross.	*Net.*	*Total income.*	*Int., rentals and taxes.*	*Surplus.*
Union Railway	$668,747	$221,110	$225,176	$124,214	$90,962
Westchester Elect.	133,254	14,341	14,341	28,674	df.14,333
South. Boulevard	44,836	13,637	13,637	16,010	def.2,373
Total	$846,837	$249,088	$253,154	$178,898	$74,256

INDEX—V. 66, p. 135, 343, 1142; V. 67, p. 635, 905, 951, 1209; V. 69, p. 441; V. 70, p. 77, 481.

(3) TARRYTOWN WHITE PLAINS & MAMARONECK (ELECTRIC) RY.—A trolley road.

ORGANIZATION—Successor in 1898 to the New York Elmsford & White Plains Ry. On April 18, 1899, Third Avenue RR. purchased all the stock, and it is pledged as security for the new 50-million Third Ave. mortgage.—V. 68, p. 674.

Road extends from Tarrytown station on the N. Y. C. & H. R. RR., to Mamaroneck, on the Sound, and from White Plains Station on the Harlem Road to Silver Lake Park, a total of 14 50 miles. The company carries freight as well as passengers.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($300,000), par $25	.....	.....	$300,000	.....
1st mortgage $300,000, gold ($1,000 each).....	1988 Knickerbocker Trust Co., N. Y., trustee.	5g M&S	300,000	Mar. 1, 1928

LATEST EARNINGS—Three months to March 31:

3 mos.	Gross.	Net.	Oth. inc.	Charges.	Surplus.
1900.....	$7,084	def. $1,432	$9	$1,148	def. $5,571
1899.....	6,100	def. 2,155	....	1,719	def. 3,874

ANNUAL REPORT—For fiscal year ending June 30, 1899, gross, $39,172; net, $4,751; interest, $5,847; taxes, $1,048; balance, deficit $2,144.—V. 67, p. 75, 435; V. 68, p. 674.

(4) YONKERS RAILROAD.—A trolley road.

ORGANIZATION—In Sept., 1898, sold to the Union Ry., which guarantees $1,000,000 bonds, principal and interest, this guaranty being accepted by the Third Ave. RR. See New York.—V. 67, p. 635.

Of the stock, $992,500 is pledged for the new 50 million mortgage of the Third Ave. RR.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000 ($100)..	....	.....	$1,000,000	....
1st mtge. gold, $1,000,000, guaranteed.....	1896 Manhattan Trust Co., N. Y., Trustee.	5 A-O	1,000,000	Apr. 1, 1946

ROAD—Owns 16·07 miles of track. Operates under trackage rights 2·50 miles; total track operated, 18·57 miles.

LATEST EARNINGS.—Three months to March 31:

3 mos.	Gross.	Net.	Oth. inc.	Charges.	Surplus.
1900.....	$34,330	$6,282	$20	$15,036	def. $8,734
1899.....	27,594	1,101	125	14,053	def. 12,827

ANNUAL REPORT—Fiscal year ends June 30.

Yr. end. June 30.	1899.	1898.		1899.	1898.
Gross earns...	$153,560	$115,851	Interest.....	$50,598	$31,405
Net.....	43,846	37,268	Taxes.....	6,621	4,581
Other income...	1,085	417	Balance.....	df. 12,288	sr. 1,699

—V. 62, p. 462, 644; V. 63, p. 558; V. 65. p. 515; V. 67, p. 635.

PEOPLE'S TRACTION CO.—To be a trolley road.

ORGANIZATION—A consolidation in February, 1898, of the People's Traction and N. Y. Westchester & Connecticut Traction. About 68 miles of road are projected. Under its franchise the old People's Company connects with Manhattan Island by proposed bridges over the Harlem. It parallels the Harlem between 134th and 172d streets, and its lines touch the Bronx River at Lafayette Avenue, West Farms Road and Bronx Park. The Westchester & Connecticut has a route from Lafayette Avenue through Bartow to the city line, and from Bronx Park along the Boston Road to the same boundary.

In July, 1898, purchased the North Mount Vernon Ry., built in 1896, extending over Chester Hill from North Third Avenue, 1½ miles, and has converted it into a trolley road. In April, 1899, the Mount Vernon Board of Aldermen granted a fifty-year franchise.

STOCK—The combined stock of the old companies was $2,100,000.

OFFICERS—President, W. A. Boland; Vice-President, Silas B. Dutcher: Secretary and Treasurer, Frederick C. Cocheu. Among the new directors are P. H. Flynn, W. A. Boland, John McCarthy, Silas B. Dutcher, F. C. Cocheu, Joseph White and M. J. Kennedy.—V. 63, p. 969; V. 70, p. 231.

WALL & CORTLANDT ST. FERRIES RY.—

Successor to the Fulton Wall & Cortlandt Street Ferries RR. sold under foreclosure on Aug. 25, 1898. V. 67, p. 428, 488. Projected from Fulton and from Wall St. ferries, East River, to Cortlandt and to Liberty St. ferries, North River, 2·7 miles. Stock, $1,000,000; par, $100; all issued. Bonds, $1,000,000, have been authorized and issued. Directors; F. D. Moffat, E. F. Moffat, Charles Buse, K. S. Hogg, E. L. Conant, H. W. Thayer, H. W. Bean, M. E. Gill and J. P. Sheffield.—V. 65, p. 1173; V. 67, p. 428. 488.

NEWARK, N. J.—(See Jersey City, N. J.)

POPULATION 1890 WAS 181,830; IN 1880 WAS 136,508; AND IN 1870 WAS 105,059.

NEWARK, OHIO.

POPULATION 1890 WAS 14,270; IN 1880 WAS 9,600; AND IN 1870 WAS 6,698.

NEWARK CONSOLIDATED ELEC. RY.—

ORGANIZATION—In August, 1899, the Equitable Trust Co. of Chicago purchased the property at receiver's sale, and is now operating it for the bondholders with B. G. Dawes as agent. In June, 1900, the present owners were negotiating for the sale of the property, which if consummated will lead to a consolidation with another interurban line now building.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $100,000, par $50.	....	.....	.....	$73,000	.....
N. & Granv. Elec. St. 1st M. $120,000, g., $1,000	....	1892 Equitable Trust Co., Trustee, Chicago.	6 g M-N	120,000	May, 1912
do 2d M. $30,000, $5,000	....	1892	6 A-O	30,000	1898

ROAD—Operates 13½ miles of track, connecting the city of Newark with Granville. EARNINGS—For year ending April 7, 1898, gross, $26,210; net, def., $1,123; no interest paid.—V. 64, p. 755; V. 68, p. 1226; V. 69, p. 492.

NEWBURG, N. Y.

POPULATION 1890 WAS 23,263; IN 1880 WAS 18,049; AND IN 1870 WAS 17,014.

NEWBURG ELECTRIC RY. CO.—A trolley road.

ORGANIZATION—Successor in February, 1894, to the Newburg Street Ry., and on July 2, 1897, absorbed Newburg & Orange Lake and Walden & Orange Lake railroads.

STOCK & BONDS	Date.	Interest.	Outst'd'ng.	Maturity.
Stock $150,000, par $100....	.....	.....	$150,000	.....
1st M. ($250,000) g., ($500)	1894	6g. M-N	250,000	May 1, 1944
Not subject to call.....	Int. at Knick. Tr. Co., Trustee, N. Y. City.			
Walden & O. L. 1st Mort. g. guar. p. & i.....	1895 June, 1895, interest not paid when due.	6g. J-D	100,000	June 1, 1945
Newb. & Orange Lake 1st M., g., $500, int. only guar.....c*	1894 Int. at Knick. Tr. Co., Trustee, N. Y. City.	6g. J-J	75,000	July 1, 1944
2d mort. bonds.....	..... Int. at Hamilton Trust, B'klyn, Trustee.	F-A	75,000	.....
Debenture bonds.....	.....	.....	10,000	.....
Certs. of indebtedness.....	.....	.....	40,000	.....

ROAD—Owns 16·21 miles of track (including Walden & Orange Lake 5·29 miles and Newburg & O. L. 5·40 miles).

LATEST EARNINGS—11 mos., July 1 to May 31. 1900.....Gross, $83,626; net, $37,673. 1899.....Gross, 77,969; net, 34,993

YEARLY EARNINGS—For the years ending June 30:

	Gross.	Net.	Oth. Inc.	Int., tax, &c.	Bal., sur.
1898-9.....	$86,334	$36,874	$632	$36,610	$896
1897-8.....	83,255	34,041	622	36,599	def. 1,936
1896-7.....	83,173	33,468	497	32,718	1,248

President, A. J. Pouch, Newburg, N. Y.

—V. 66, p. 1090; V. 67, p. 1056.

NEWBURYPORT, MASS.

POPULATION IN 1895 WAS 14,552; IN 1890 WAS 13,947; IN 1880 WAS 13,538; AND IN 1870 WAS 12,595.

CITIZENS' ELECTRIC STREET RY.—A trolley road.

ORGANIZATION.—Incorporated in April, 1899, as successor to the Newburyport & Amesbury RR. purchased at foreclosure on March 28, 1899, for $190,000. Capital stock, authorized and paid in, $190,000. Loans and notes payable Oct. 1, 1899, $102,040.

ROAD—Owns 18·25 miles of track, operating 27 motor and 11 trail cars, with 40, 60 and 90-lb. T and girder rail, in Newburyport, Amesbury, Merrimac and Newbury.

EARNINGS—For fiscal year ending Sept. 30, 1899, gross, $28,109; net, $15,421; interest, taxes, etc., $2,643; balance, surplus, $12,778.

OFFICERS—President, W. M. Butler, Boston; Treasurer, G. A. Butman, 8 Congress St., Boston; Supt., C. C. Benson, Newburyport. Office, 33 Market Square, Newburyport.—V. 67, p. 690; V. 68, p. 619, 672.

NEWPORT NEWS, VA.

POPULATION 1890 WAS 4,490.

NEWPORT NEWS AND OLD POINT RAILWAY & ELECTRIC—

ORGANIZATION—In 1898 purchased the Newport News Hampton & Old Point Railway and acquired the Chesapeake Light & Power Co. at Hampton, Va. Also has ice plant. Extensive improvements are projected. Population served estimated in 1899 at 40,000.

The newly-formed Citizens' Railway Light & Power Co. is controlled.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, com., $1,000,000, par $100.....	.....	.....	$1,000,000	.....
Stock, pref., $400,000, 4 p. c. cum., par $100...	.....	5	400,000	Jan., 1900, 2½%
1st M., $900,000, gold, ($1,000 each)c*...	1898 Int. at Alex. Brown & Sons, Baltimore, Md.	5 g M-N	900,000	Nov. 1, 1938

The Maryland Trust Co., Baltimore, is trustee of the mortgage. Bonds are subject to call at 110 on any interest day on 60 days notice.

EARNINGS—The combined earnings of the constituent companies have been as follows: Six months ending Oct. 31, 1898, gross, $112,153; expenses, $59,489; net income, $52,654. Year ending April 30, 1898, gross, $170,899; net income, $87,389. In 1896-97, gross, $152,959; net income, $62,136. Average net income for 2½ years, $80,872.

ROAD—Owns and operates 22¼ miles of trolley road, having constructed 5 miles of add tional track in 1899, the greater part being laid with 92-pound girder rail. A new power plant of 2,000 h. p. capacity for supplying light and power and furnishing current for the railway is now under construction. It also contains a large ice plant.

OFFICERS—President, W. J. Payne, Richmond, Va.; Vice Pres., L. P. Stearnes, Newport News; Sec'y, D. C. Zollikoffer, Richmond, Va.; Treas., H. L. Schmelz, Hampton, Va.—V. 67, p. 902, 1055; V. 70, p. 946.

CITIZENS' RY. LIGHT & POWER CO.—

ORGANIZATION—Incorporated on May 1, 1900, with $200,000 capital stock, as a consolidation of the Peninsular Ry. Co., the Peninsular Electric Light & Power Co., and the Chesapeake & Hampton Roads Railway Co. The capital stock can be increased to not exceeding $500,000. The Newport News & Old Point Ry. & Electric Co. controls the Citizens' Company and will guarantee all bonds.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $200,000	...	.....	$200,000	.....
1st mort., $800,000.....	....	.....	(!)	.....

OFFICERS—Pres dent W. A. Post; Sec. and Treas., E. Burnette.

NEWTON, MASS.

POPULATION IN 1895 WAS 27,590; IN 1890 WAS 24,379; IN 1880 WAS 16,995; AND IN 1870 WAS 12,825.

COMMONWEALTH AVENUE ST. RY.

ORGANIZATION—Commenced operations March 28, 1896. Mortgage, $75,000 of 5 p. c. gold $500 c* bonds, dated Feb. 1, 1896, due Feb. 1, 1916; interest F. & A., at office of trustee, International Trust Co., Boston. In Nov., 1898, the Massachusetts RR. Commissioners authorized increase of stock from $175,000 to $258,000 to fund floating

debt incurred for construction and improvements. In Aug. company received permission to increase amount to $292,000, $30,000 to be used for extension and $2,000 for equipment. Loans and notes payable Oct. 1, 1899, $27,500.

DIVIDENDS—Dividend of 2 per cent was paid on June 30 and one of 3 per cent on Sept. 30,1899.

ROAD—Feb. 1, 1900, main line, 7·62 miles; second track, 5·6 miles; total, 13·22 miles; 70-lb. T and 95-lb. girder rails. Operating 80 motor and 40 truck cars.

EARNINGS—For year ending Sept. 30.

Year.	Gross.	Net	Int. and taxes.	Dividends.	Balance.
1899..	$72,666	$22,510	$8,254	(5%) $12,900	sur.$1,356
1898..	73,630	5,415	6,535	None.	def. 1,120

OFFICERS—President, Adams D. Claflin; Treasurer, Leonard D. Ahl. Office, Newtonville, Mass.

NEWTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1887.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($315,000, par $100)	.....	Q–J	$210,000	See text.
1st M., cur., not subj. to call	1892	5 J–J	135,000	July, 1912

Interest payable at American Loan & Trust Co., trustee, Boston.

Dividends in 1892-93 aggregated $11,002 (8 per cent); in 1893-94, $12,690; in 1895, 8 p. c.; in 1896, 8 p. c.; in 1897, 8 p. c.; in 1898, 8 p. c.; in 1899, 8 p. c.; in 1900, Jan., 2 p. c.; April. 2 p. c.

ROAD—Owns from Newton to Waltham, Watertown, etc., 13·30 miles; track (measured as single); sidings, etc., 0·57; trackage, 2·49; total, 16·36 miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earnings	$105,617	$95,821	Balance for divs.	$16,804	$17,093
Net	32,963	31,431	Dividends paid	16,800	16,800
Int., taxes, etc.	16,159	14,338	Tot. sur. Sept. 30.	21,157	21,154

OFFICERS—President and General Manager, Winthrop Coffin, 60 State St., Boston; Vice-President, E. Stearns; Secretary, Geo. W. Morse, 28 State St., Boston; Treasurer, Charles W. Smith, 53 Tremont St., Boston; Superintendent, F. G. L. Henderson.

NEWTON & BOSTON STREET RAILWAY—

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $250,000, pr. $100	.....	.....	$200,000	See text
1st M. for $250,000	1892	5 J–J	125,000	July 1, 1912
Not subject to call.	Int. pay'le at Am. L. & T. Co., trustee, Boston.			
Real estate mortgage	.....	.....	20,000	.....
Loans and notes payable Oct. 1, 1899.	.....	.....	78,000	.....

Dividends—In Jan., 1898, paid 1¼ p. c.; in Apr., 1¼ p. c.; in July, 1¼ p. c.; in Oct., 1¼ p. c.; in 1899, Jan., 1¼ p. c.; in Apr., 1¼ p. c. July 1899, October, 1899, and Jan., 1900, dividends passed.

ROAD—Owns 10 miles of trolley. Operates Newtonville & Watertown St. Ry., 3¼ miles, under lease of 1897. Total trackage, including sidings, 16·87 miles.

EARNINGS—In year ending Sept. 30, 1899, gross, $73,664; net, $13,375; interest and taxes, $12,484; dividends, $7,500; balance, deficit for year, $6,609;

OFFICERS—President, Gen. Man. and Purch. Agent, H. B. Parker, Newtonville, Mass.; Sec'y, R. A. Sears, 53 State St., Boston; Treas., J. L. Richards.

NEWTONVILLE & WATERTOWN STREET RAILWAY—

ORGANIZATION—Operates 5 miles of track. Stock, $50,000; par $100 Unfunded debt Sept. 30, 1899, $56,800. No funded debt. Operated by Newton & Boston St. Ry., under lease of 1897. In March petitioned Railroad Commissioners for an increase in stock from $50,000 to $100,000.

Dividends—In Oct., 1898, paid 1 p. c. (Q-J); in 1899, Jan. 2, 1 p. c.; in April, 1 p c., in July, 1 p. c; Oct. 2, 1¼ p. c.; in 1900, Jan., 1¼ p. c.; April. 1¼ p. c.

EARNINGS—In 1897-98 rental paid was $4,655.

WELLESLEY & BOSTON ST. RY.—Trolley.

Capital stock authorized, $115,000 (par $100); issued, $115,000. Oct. 1, 1899, current liabilities, $5,000; no bonds. Owns and operates 8·63 miles of track. Year ending Sept. 30, 1899, gross, $53,024; net, $16,679; charges, $1,636; div. (8%), $8,900; balance, surplus, $6,143. President and General Manager, H. B. Parker, Newtonville, Mass.; Secretary, R. A. Sears; Treasurer, J. L. Richards.

Dividends—In 1898, 7 p. c.; in 1899, 8 p. c.; in 1900, Jan., 2 p. c.

NIAGARA FALLS, N. Y.

POPULATION 1890 WAS 5,502; IN 1880 WAS 3,330; AND IN 1870 WAS 3,006.

LEWISTON & YOUNGSTOWN FRON'R RR.—

ORGANIZATION.—Owns from Lewiston to Youngstown, 7·3 miles; completed in August, 1896; branch to Rumsey Park, 1 mile; sidings, ·2 m.; trackage, ·2 m.; total, 8·7 m Stock authorized, $150,000; issued $134,000; par, $100. First mortgage, Buffalo Loan, Trust & Safe Deposit Co., trustee, $150,000; issued $134,000; gold c* 6s, J & D, dated 1896, due June 1, 1926. Interest payable at office of trustee. Loans July 1, 1898, $2,420.

EARNINGS—Year ending June 30, 1899, gross, $10,555; net, $3,148; interest and taxes, $9,900; balance, deficit, $6,752. President, L. A. Rumsey; Secretary, Karl Evans; Treasurer, Charles S. Webb, P. O. Box 272—all of Buffalo.

NIAGARA GORGE RR. ELECTRIC.

ORGANIZATION—Incorporated in New York State June 3, 1899, as successor to the Niagara Falls & Lewiston, sold at foreclosure May 23, 1899. The road extends from Onondaga Street, Lewiston, along the bank of the Niagara River to the city of Niagara Falls. The line was formally opened July 1, 1899. The company also controls the franchises of the Niagara Falls Tower Co., the Battery Whirlpool Rapids Co., the Niagara Rapids View Co. and the Niagara Whirlpool Rapids Elevator Co., all of which were owned by the former Niagara Falls & Lewiston. An agreement has been made with the Niagara Falls Park & River Ry. Co. allowing cars of the Gorge Road to run over that company's lines across the arch and Suspension Bridges to Tabor Rock and Dufferin's Island.

STOCK AND BONDS—The Niagara Falls & Lewiston when sold at foreclosure was sold subject to the $1,000,000 mortgage of the latter. Capital stock, $1,000,000. First mortgage (Niagara Falls & Lewiston) $1,000,000 of 5 per cent gold bonds c* ($1,000 each), dated 1895, due June 1, 1925, J&D, to Knickerbocker Trust Co., N. Y., as trustee; outstanding June 30, 1898, $35,000; loans, $1,085,092. Pres., Francis V. Greene; Vice-President, Herbert P. Bissell; Treas., Bert. L. Jones; Secretary, Herbert H. Hewett.—V. 68, p. 332, 1077, 1133.

NORFOLK, VA.

POPULATION 1890 WAS 34,871; IN 1880 WAS 21,966; AND IN 1870 WAS 19,229.

NORFOLK & ATLANTIC TERMINAL CO.—

To be an electric road.

This enterprise is backed by Alexander Brown & Sons of Baltimore. The double-track electric line running from Sewell's Point, on Hampton Roads, across Tanners Creek, and thence southerly to the Monticello Hotel in the city of Norfolk, etc., 7½ miles is now completed and will be in operation by August 1, 1900. A hotel at Sewell's Point is also to be erected. The $500,000 bonds are outstanding as collateral for a loan.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100), $500,000	.....	.....	$500,000	.....
Mort., gold, $500,000 ($1,000) Maryland Tr. Co.	1899	5 g. M&S Int. at Alex. Brown & Sons, Baltimore.	500,000	Mar. 1, 1929

OFFICERS.—President, D. Lowenburg; Vice-President, H. L. Lowenburg; Treasurer, Caldwell Hardy; Secretary, Wallington Hardy.

NORFOLK RAILWAY & LIGHT.—*See Map page 65.*

ORGANIZATION—On November 2, 1899, was formed by consolidation of the following: Norfolk Street RR., Norfolk & Ocean View Ry., Virginia Electric Co. and the Berkeley Light & Power Co. The company controls the entire street railway, electric lighting and power business of the city of Norfolk and town of Berkley, and owns a line of railway and steamers to Old Point Comfort.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,650,000	.....	.....	.....	.....
Norfolk City 1st M., gold, $1,000 c	1888	6g. J–J Int. at Mer. Trust Co., trustee, N. Y. City.	$125,000	Jan. 1, 1913
Norfolk Street cons. mort., $1,000,000, g. ($1,000) c.	1898	5g. J–J Int. at Merc. Tr. & Dep. Co., Balt., trustee.	915,000	Jan. 1, 1944
Norfolk Ry. & Light con. M., $4,000,000, gold, $1,000, s. f. c*	1899	5g. M–N Interest at International Trust Co., Baltimore, trustee.	1,515,000	Nov. 1, 1949

Bonds—Of the new 1st con. mtge., $1,085,000 is reserved to retire outstanding bonds, $1,400,000 to be issued only for additional property, and only upon the consent of the trustee. Present issue, $1,515,000.

Sinking Fund begins Nov. 1, 1909, and provides for the purchase of one per cent of outstanding bonds each year at 110 or less.

ROAD AND EQUIPMENT—Owns and operates 23 miles of track in City of Norfolk and the Ocean View Division of 15½ miles laid with 70-lb T rails; also owns two steamers, which operate to Old Point Comfort, and extensive real estate at Ocean View which is leased for the season at $11,500.

EARNINGS—For 12 months ending Dec. 31, 1899, gross of constituent companies was $458,984; net, $206,543.

OFFICERS—President, R. Lancaster Williams, Richmond; 1st Vice-President, C. B. Johnston, Norfolk; 2d Vice-President, F. O. Briggs, Trenton, N. J.; Gen. Manager, Peter Wright, Newark, N. J.; Treas., W. H. Doyle; Secretary and Assistant Treasurer, H. C. Whitehead.—V. 69, p. 1104, 1301; V. 70, p. 584.

NORFOLK PORTSMOUTH & NEWPORT NEWS RY.—

ORGANIZATION—Incorporated on March 1, 1900, as a consolidation of the Port Norfolk Electric Ry., the Portsmouth Pig's Point & Newport News Ry. Ferry & Hotel Co., the Norfolk County ferries (connecting Norfolk, Portsmouth and Berkley) and the Portsmouth & Smithfield RR. Co. A mortgage has been made to the Fidelity & Deposit Co. of Baltimore for $1,000,000. Prest., H. L. Maynard; Sec., A. J. Phillips.—V. 70, p 480, 584.

NORRISTOWN, PA.

POPULATION 1890 WAS 19,791; IN 1880 WAS 13,063; AND IN 1870 WAS 10,753.

SCHUYLKILL VALLEY TRACTION—This road has been acquired by the United Power & Transportation Co. See statement under Philadelphia.

NORTH ADAMS, MASS.

POPULATION IN 1895 WAS 19,135; IN 1890 WAS 16,074; IN 1880 WAS 10,191.

HOOSAC VALLEY STREET RY.—Trolley road.

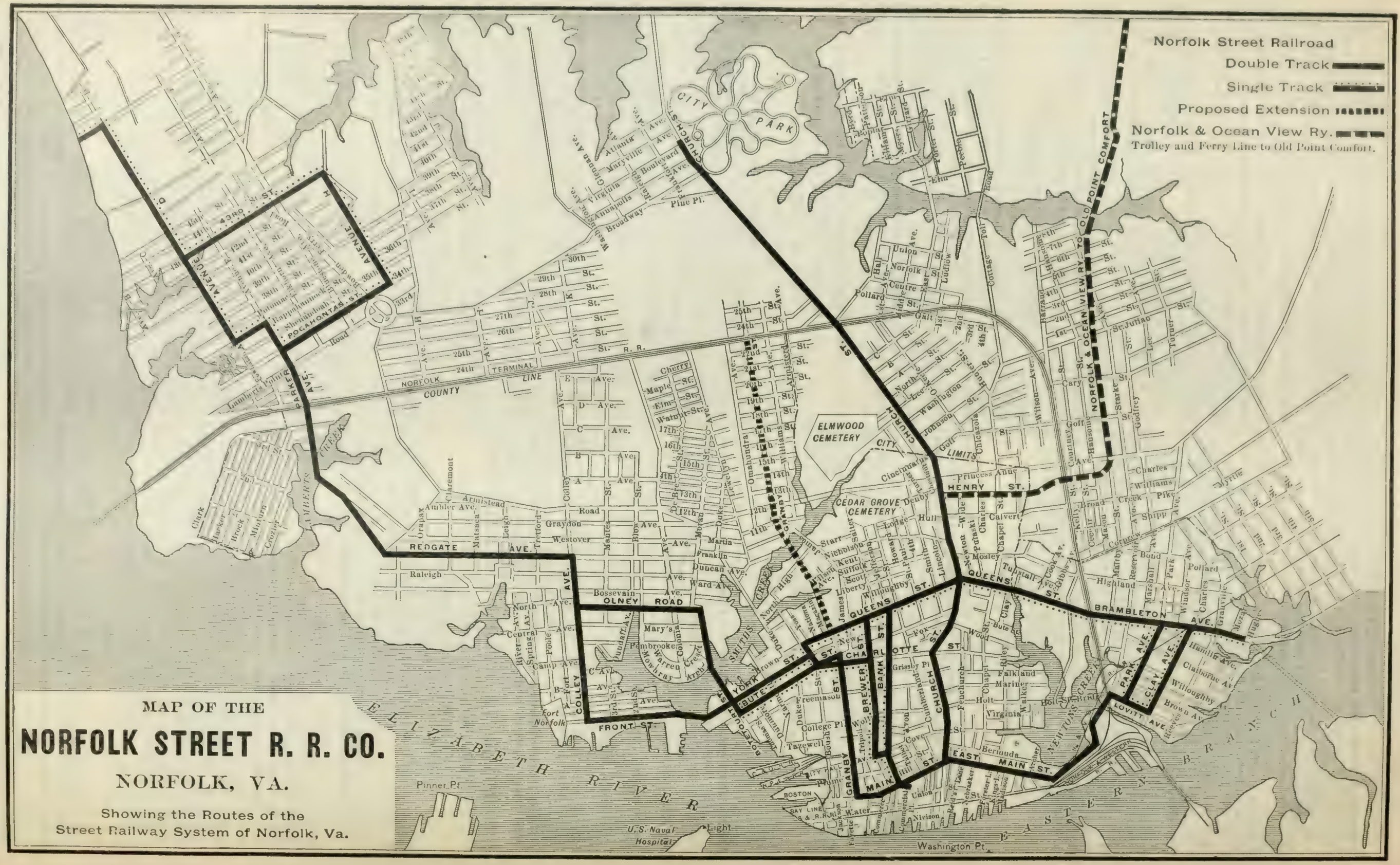
ORGANIZATION—Chartered April 7, 1886.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, par $100	.....	.....	$100,000	.....
1st Mortgage	1897	5 J&J Int. at New Engl. Tr. Co., trustee.	100,000	July 1, 1917
Unfunded debt Sept. 30,'99.	.....	.....	35,690	.....

ROAD.—Owns 13·00 miles of main line track and 0·42 miles of sidings, etc. Extension to Williamstown, 6 miles, was completed in 1896.

EARNINGS—For year ending Sept. 30, 1899, gross receipts, $83,764; net, $27,868; interest, etc., $10,658; dividends (6%), $6,000; surplus, $11,210.

OFFICERS—President and Treasurer, C. Q. Richmond; Secretary, S. P. Thayer, all of North Adams.


Norfolk Street Railroad
Double Track
Single Track
Proposed Extension
Norfolk & Ocean View Ry.
Trolley and Ferry Line to Old Point Comfort.
NORFOLK & OCEAN VIEW RY. TO OLD POINT COMFORT
CITY PARK
ELMWOOD CEMETERY
CEDAR GROVE CEMETERY
CITY LIMITS
NORFOLK COUNTY
TERMINAL LINE
REDGATE AVE.
OLNEY ROAD
FRONT ST.
BRAMBLETON AVE.
QUEENS ST.
PRINCESS ANNE ROAD
HENRY ST.
EAST MAIN ST.
CHURCH ST.
GRANBY ST.
BRANCH
ELIZABETH RIVER
EASTERN
Fort Norfolk
Pinner Pt.
U.S. Naval Hospital
Washington Pt.
POCAHONTAS
PARKER AVE.
CLAY AVE.
PARK AVE.
LOVITT AVE.
BOSTON BAY LINE
MAP OF THE
NORFOLK STREET R. R. CO.
NORFOLK, VA.
Showing the Routes of the
Street Railway System of Norfolk, Va.

NORTH ATTLEBOROUGH, MASS.

POPULATION IN 1895 WAS 6,576 AND IN 1890 WAS 6,727.

INTER-STATE CONSOLIDATED ST. RY.—

ORGANIZATION—Organized April 21, 1895. See V. 60, p. 606.

In 1900 was authorized by Legislature to become a common carrier and carry light freight.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $380,000, par $100.	.....	6 Q.—J.	$380,000	See text
Coupon notes.....	.....	4 Q.—F.	150,000	Apr. 28, 1907
Bonds auth., $200,000.....	.....	.....	(?)	.....
Loans and bills payable Oct. 1,'99	.....	.....	120,000	.....

DIVIDEND—In 1897, 6 p. c.; in 1898, 6 p. c.; in 1899, 6 p. c.; in 1900, Jan., 1½ p. c.; April, 1½ p. c.

ROAD—Owns 22·59 miles trolley track and 3½ mile sidings, etc., from Main Street, Pawtucket R. I., to North Attleborough, Mass., Hebronville, Dodgeville and Attleborough. Total operated (including track outside of Mass.), 30·95 miles. The combined population of these towns was in 1890 about 41,937.

LATEST EARNINGS—8 mos., Oct. 1 to May 31. 1899-00. Gross, $109,046; net, *$26,215. 1898-99. Gross, 90,872; net, *11,845.

* After deducting taxes.

EARNINGS—For fiscal years ending Sept. 30.

	Gross.	Net.	Other Income.	Interest, Taxes, &c.	Div.	Balance.
1899	$151,959	$24,627	$588	$16,597	$22,800	def.$14,182
1898	135,395	42,811	169	11,237	22,800	sur.8,943

OFFICERS—President, Marsden J. Perry, Providence, R. I.; Secretary and Treasurer, Edward R. Price, North Attleborough; Supt., Geo. R. Cook, Attleborough.—V. 61, p. 662, 871.

NORTHAMPTON, MASS.

POPULATION IN 1895 WAS 16,746; IN 1890 WAS 14,990; IN 1880 WAS 12,172; AND IN 1870 WAS 10,160.

NORTHAMPTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Feb. 26, 1873. A new issue of bonds for $200,000 has been authorized in 1900 to retire existing debt and build an extension to Holyoke.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Div'nds, &c.
Stock, $300,000, par $100....	.....	J-J	$300,000	f.p.See text
1st M., not subj. to call($500)c	1888	5 A-O	25,000	Apr. 1, 1909
Loans and bills payable Oct. 1, 1899	.....	.....	60,000	.....
New mortgage, $200,000	.....	.....	(?)	.....

Interest at Springfield S. D. & Trust Co., Springfield, Mass.

Dividends—In year 1893-94 distributed $12,000; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898, 8 p. c.; in 1899, 8 p. c.; in 1900, Jan., 4 p. c.; July, 4 p. c.

ROAD—Owns 17·125 miles of main track and 1·431 mile sidings, etc. In June, 1900, extensions were proposed.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross	$103,084	$92,326	Bal. for div'nds	$31,597	$25,074
Net	41,139	34,694	Dividends	24,000	24,000
Int'st, taxes, etc.	9,542	9,620	Bal. for year	sur.7,597	sur.1,074

OFFICERS—President, John Olmsted, Springfield; Secretary, H. P. Field, Northampton; Vice-President and Treas'r, N. D. Winter, Springfield; Gen. Man., A. E. Smith, Springfield; Superintendent, Edwin C. Clark, Northampton.—V. 70, p. 842, 1049.

NORTON, MASS.

POPULATION IN 1890 WAS 1,785; IN 1880 WAS 1,732; IN 1870 WAS 1,821.

NORTON & TAUNTON STREET RAILWAY—Trolley.

This is a consolidation of the Norton & Taunton Electric, the Norton & Attleborough Street, the Mansfield & Norton Street, and the Mansfield & Eastern. Stock, $260,000. Mass. Commissioners in May, 1900, gave permission to issue new mortgage bonds for $296,000, of which $240,000 will be reserved to take up that amount of prior liens.

ROAD—Owns 30 miles of track; gauge, 4 ft. 8½ in.; 56 and 90 lb. T and girder rails. Operates 36 motor cars.

OFFICERS—President, Daniel Coolidge, Cleveland, O.; Vice-President, G. L. Wetherell; Treasurer, A. H. Sweet; Gen. Man. and Purch. Agent, W. O. Hallowell, all of Taunton.—V. 69, p. 334; V. 70, p. 1049.

NORWALK, CONN.

POPULATION IN 1890 WAS 17,747; IN 1880 WAS 13,956; AND IN 1870 WAS 12,119.

NORWALK STREET RAILWAY—This road has been acquired by the Connecticut Lighting & Power Co, See statement of the latter under Waterbury.

NORWALK TRAMWAY—

ORGANIZATION—Incorporated May 6, 1889. Charter perpetual.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100) $850,000..	....	See below.	$287,000	.....
1st mort., $20,000 p. m., gold, $1,000.....c*	1893	5 g. M-S	399,000	Sept. 1, 1923

Interest at Atlantic Tr. Co., *trustee*, N.Y. City. Subject to call at 104 after Sept. 1, 1898.

The first mortgage bonds are a first lien upon all property of every description now owned or hereafter acquired. Under the terms of the mortgage the bond issue is limited to $20,000 per mile of construction and equipment, and under laws of State cannot exceed 75 per cent of the cost of road and equipment.

Dividends—From July, 1893, to July, 1895, dividends of 2 per cent yearly paid J. & J., none since.

ROAD—Owns and operates from Broad River through City of Norwalk to South Norwalk and Westport, and also to the excursion grounds at Roton Point on L. I. Sound, to Gregory's Point, to Five Mile River, Darien, Noroton and Stamford, a total trackage, with sidings, of 20 miles. Road laid with 48 and 56 and 70 lb. T rails.

LATEST EARNINGS—5 mos., Jan. 1 to May 31. Gross.....$20,786; net, $4,911. Gross..... 18,748; net, 3,190.

EARNINGS—For fiscal year ending June 30, 1899, gross, $69,316; net, $25,623; interest, $19,706; taxes, $3,697. For the year ending Sept. 30, 1898, gross, $68,372; net, $24,578; interest, $19,343; taxes, $3,697; rentals, $518; balance, surplus for year, $1,020. In 1896-97, gross, $60,670; net, $20,802; interest, $16,525.

OFFICERS—Prest., T. M. Waller; Vice-Prest. and Gen'l Manager, K. W. Mansfield; Sec. and Treas. G. N. McKibbin.

NORWICH, CONN.

POPULATION 1890 WAS 16,192; AND IN 1880 WAS 15,112;

NORWICH STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1882 and has a perpetual franchise.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g	Maturity.
Stock ($6,000 authorized—$100....	.....	.....	J-J	$250,000	See text
1st mort., $350,000, gold, $1,000.....	12	1893	5g. A-O	$265,000	Oct. 1, 1923.

Dividends at Am. Loan & Trust Co., Boston. Interest at Am. Loan & Trust Boston.

June 30, 1899, bills payable, $17,000.

Mortgage of 1893 is for $350,000, of which balance unissued is reserved for improvement and additions, being issuable therefor only under general laws of Connecticut to 75 p. c. of actual cost of same.

Dividends—From 1895 to July, 1897, both inclusive, 5 p. c. yearly; in 1898, Jan. 1 p. c.; July, 1 p. c.; in 1899, Jan., 1 p. c.; July, 1 p. c.; in 1900, Jan., 1 p. c.

ROAD—Owns 12·46 miles of track, of which ·55 miles sidings.

LATEST EARNINGS—Twelve months to June 30, 1899, gross, $77,645; net, $24,671; taxes, $4,725; interest, $13,847; dividend (2 p.c.) $5,000.

OFFICERS—August 1, 1899, President, B. P. Learned; Secretary & Superintendent, W. L. Adams, Norwich; Treasurer, S. Reed Anthony, Boston, Mass.

NORWOOD, MASS.

POPULATION IN 1895 WAS 4,574; IN 1890 WAS 3,733; IN 1880 WAS 2,345.

NORFOLK SOUTHERN STREET RAILWAY—An electric road.

ORGANIZATION—Incorporated under Massachusetts laws. Comprises 19 miles of track, of which 9 miles opened in April, 1899, and the rest of the line in June, 1899.

On Nov. 22, 1899, P. L. Saltonstall was appointed receiver, and in December, 1899, asked permission of the Court to issue $25,000 receiver's certificates.

STOCK & BONDS—	Date	Rate.	Outstanding.	Maturity.
Stock.....	.....	.....	$200,000	.....
1st M., s. f., gold, c* ($200,000)	1899	5 g. M&N	125,000	May 1, 1919

Int. at American Loan & Trust, Boston, trustee.

Current liabilities Oct. 1, 1899, about $168,000.

Sinking fund is expected to retire the bonds at maturity. They cannot be called, but may be purchased at 105 and interest.

ROAD—Owns 19 miles of track, connecting Norwood, Mass., and Mansfield, Mass., with two small branches. Owns 8 cars.

OFFICERS—President, Rufus H. Sawyer, 41 Federal Street, Boston, Mass.—V. 69, p. 1103, 1148.

NYACK, N. Y.

POPULATION 1890 WAS 4,111; IN 1880 WAS 3,881.

NYACK TRACTION—To be a trolley road. Reorganized in 1898 by Isaac A. Walker & Son, who purchased the franchise, right of way, etc., and are constructing road. To extend from Sparkill, N. Y., to South Nyack, Nyack and Upper Nyack, with an extension from the ferry at Nyack to West Shore RR. station, and from Upper Nyack to Rockland Lake; total, 12 miles. In December, 1899, contract was awarded to the Murphy Third Rail Electric Co. to construct 8 miles of the road, to be completed by June 15, 1900. The stockholders voted to increase the stock from $75,000 to $150,000. President, Henry C. Howard, Chester, Pa.; Secretary, Geo. D. Howell, Philadelphia, Pa.; Treasurer, E. F. Walker, 1218 Stephen Girard Building, Philadelphia, Pa.—V. 67 p. 789.

OAKLAND, CAL.

POPULATION 1890 WAS 48,682; IN 1880 WAS 34,555 AND IN 1870 WAS 10,500.

OAKLAND TRANSIT CO.—A trolley road.

ORGANIZATION—Incorporated in 1898 by the "Realty Syndicate" as a consolidation of the Central Avenue, East Oakland Street, Oakland Consolidated, Highland Park & Fruitvale, Alameda Oakland & Piedmont, Piedmont & Mount View and California Rys. See V. 64, p. 287. Comprises practically all the street railways doing business in Oakland, Alameda, Berkley and County of Alameda. Assessment of $1 00 per share was called for payment April 24, 1899.—V. 68, p. 673.

STOCK & BONDS—	Mls.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $5,000,000 (par $50)	..	.....	.....	$3,985,900	.....
1st Cons. Mort. $1,400,000 g., s.f., not subj. to call c	..	1898	6 g J-J	$1,400,000	July 7, 1918

Interest in New York or California Safe Deposit & Trust Co., trustee.

The consolidated mortgage of $1,400,000 retires all the underlying bonds, and the great majority of the old bonds has been exchanged for the new issue. Messrs. E. H. Rollins & Sons, of Boston, have been offering consols for sale.

ROAD—In Sept., 1899, embraced 81·22 miles of trolley, extending from Oakland to Alameda, Berkeley, Fruitvale and East Oakland.

OFFICERS—President, E. A. Heron; Treasurer, F. C. Havens; Secretary, Samuel J. Taylor.

DIRECTORS—F. M. Smith, E. A. Heron, F. C. Havens, W. H. Martin D. D. Harris, J. C. Winans, F. W. McCann and Charles R. Bishop.—V. 66, p. 1190; V. 68, p, 429, 673, 1026.

OAKLAND RAILROAD—A trolley road.

ROAD—Formerly cable road, but now all changed to electric. Charter 50 years from Jan. 27, 1888. Gauge, 4 ft. 8½ inches. Operates 19⅓ miles of track. Girder rail, 60, 70 and 72 lbs. Cars, 32. Stock authorized, $2,500,000; bonds, $125,000. Pres., Treas. and Purch. Agt., F. S. Douty, 4 Montgomery Street, San Francisco; Vice-Pres., H. E. Huntington; Sec., J. R. Folsom, Supt., M.M. Martin.

OAKLAND SAN LEANDRO & HAYWARDS ELECTRIC RAILWAY CONSOLIDATED

ORGANIZATION—A consolidation May 8, 1894.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock ($1,000,000 auth.)—$100	.....	Monthly.	9,000 shares. $22·62½ pd. in.	See text.
Oak. San Leandro & Hay. Ry. 1st M. gold $1000 ea.	1892	6g M-S	$250,000	Mar. 1, 1922
23d Ave. Ry. 1st mort., gold, $1,000 each.....	1893	6g M-S 15	$250,000	Mar. 1, 1923

Interest is payable by check.

Mortgage trustee is the California Title Insurance & Trust Co.

Bonds—Both mortgages have sinking fund commencing ten years after date and increasing from 2 per cent yearly (of total bonds outstanding) for the first five years to 8 per cent for last five years. The bonds are not subject to call before maturity.

DIVIDENDS.—Dividends were resumed in 1899, and 20 cents per share paid monthly from August 15.

ROAD—Owns 29 miles of track, all but 1½ miles being electric.

OFFICERS—President, H. W. Meek; Vice-President, Wm. J. Landers; Secretary, S. B. McLenegan; Treasurer, C. E. Palmer, all of Oakland.

OGDENSBURG, N. Y.

POPULATION 1890 WAS 11,662; IN 1880 WAS 10,341; AND IN 1870 WAS 10,076.

OGDENSBURG STREET RY.—A trolley road.

ORGANIZATION.—Chartered Dec. 22, 1885.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $150,000 ($100)	.....	.....	$150,000	.....
1st mort. ($500, &c.) $150,000.....	1895	6 M-S 2	150,000	Sept. 2, 1925

Mortgage trustee, West End Trust Co., Philadelphia.

ROAD—Owns 14 miles of track laid with 52 and 48 lb. T rails.

LATEST EARNINGS—From Jan. 1 to May 31, 1900, gross, $6,837; 1899, $6,876.

EARNINGS—For year ending Dec. 31, gross, $22,134 in 1899, $19,762 in 1898. For year ending June 30, 1899, gross, $20,899; net, $9,035; interest and taxes, $7,437; balance, surplus, $1,598.

OFFICERS—President and Treasurer, H. A. Sage, Easton, Pa.; Vice-President, J. F. Dolan; Secretary, H. W. Cooley.

OLEAN, N. Y.

POPULATION (est.) 1900, 15,000; IN 1890 WAS 7,358; AND IN 1880 WAS 3,036.

THE OLEAN STREET RY.—A trolley road.

ORGANIZATION—Chartered March 1, 1880. In July, 1897, was authorized to increase stock from $16,000 to $300,000, and to issue $300,000 new bonds for extension to East Olean and Portville.

EARNINGS—For fiscal year ending June 30, 1899: Gross, $44,437; net, $19,627; other income, $1,047; interest and taxes, $17,210; surplus, $3,464.

LATEST EARNINGS—4 mos. Jan. 1 to Apr. 30.	Gross.....	$14,378; net, $5,992
	Gross.....	13,458; net, 6,224
Stock, $300,000, par $100		$300,000
1st mortgage, 5s, gold		225,000
2d mortgage, gold, 5s		60,000

ROAD—Operates 13·33 miles of road.

OFFICERS—President and Treasurer, Wilson R. Page; Secretary and Superintendent, I. W. Miller.—V. 65, p. 152.

OLEAN ROCK CITY & BRADFORD RY.

ORGANIZATION.—Organized in 1897. Capital stock, $210,000; funded debt 6s, 1917, J&J (American Loan & Trust Co., Boston, trustee,) $6,500; notes payable, $191,400. Operates 17½ miles of road: trackage, 2·31; sidings, 0·70; total, 20·51 miles. President, W. B. Ferguson; Secretary, George A. Butman, 53 State Street, Boston.

OMAHA, NEB.

POPULATION 1890 WAS 140,452; IN 1880 WAS 30,518; AND IN 1870 WAS 16,083.

DUNDEE PLACE CAR LINE—An electric road.

ROAD, ETC.—Operates 1½ miles of track. President, R. W. Patrick.

OMAHA STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Jan. 1, 1889. This is a consolidation of all the street railway properties of the city operated by cable, horse and electric powers. Has the benefit of three franchises.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock ($100)	.....	M. - N.	$5,000,000 f. p.	See text.
Om. St. Ry. 1st consol. M., $2,500,000, gold....	1889	5g. M.-N.	2,250,000	May 1, 1914

Interest is payable at the Farmers' Loan & Trust Co., N. Y. City. Consols for $500,000 were issued in July, 1896, to retire the first 6s.

Dividends.—During fiscal year 1895-6 paid dividend of 1 p. c.

ROAD—Operates about 90 miles of track. During 1895-6 spent $60,000 for new construction and equipment. In 1897 and 1898 expended for betterments about $325,000.

EARNINGS—For year ending Nov. 30, 1897, gross, $596,763; net, 272,165; interest charges, $123,185; balance, surplus for year, $148,980. In 1895-6, gross, $559,388; net, $209,873.

OFFICERS—President, Frank Murphy; Vice-President, Guy C. Barton; Treasurer, W. W. Marsh; Sec., D. H. Goodrich; Gen. Man. W. A. Smith; General Supt. and Purch. Agent, F. A. Tucker.—V. 67, p. 843.

OMAHA & COUNCIL BLUFFS RAILWAY & BRIDGE—An electric road.

ORGANIZATION—Was granted a new charter for 50 years from Oct. 1, 1897. In August, 1899, Judge Thornell, in the District Court, ruled that this ordinance extending the old franchise, which otherwise would expire in 1912, was void.—V. 69, p. 492.

Refunding.—Sinking fund payments are in default. Floating debt is $30,000. Negotiations are pending for refunding bonds at lower rate of interest.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock	.....	.....	$1,500,000	.....
1st mort. (see below) gold, $1,000, sinking fund, $500,000...c*	1888.	6 g J-J	400,000	Jan. 1, 1908

Subject to call at 110 in 1899. Int. at Mercantile Trust Co. (trustee), N.Y. City,

Bonds guaranteed—				
Council Bluffs St. Ry. 1st M. $250,000 gold $1,000 guar. p. & i. (end.) sinking fund c*	1889.	5 g J-J	$250,000	July 1, 1909

Subject to call at 106 in 1899. Interest at Mercantile Trust Co., trustee, New York City.

Bonds—Additional 6s may be issued at $25,000 per mile for road acquired and unencumbered. The sinking fund is $20,000 yearly till January 1,1899, and thereafter $30,000.

ROAD—Operates 25 miles of track.

LATEST EARNINGS—4 mos. Jan. 1 to Apr. 30.	Gross.....	$63,423; net, $27,992
	Gross.....	52,608; net, 18,863

OFFICERS—President, N. W. Wells; Vice-President, J. J. Brown; Secretary, C. T. Stewart; Treasurer, J. H. Millard; General Manager, W. S. Dimmock.—V. 65, p. 236; V. 69, p. 492.

OMAHA COUNCIL BLUFFS & SUBURBAN RAILWAY—A trolley road.

ORGANIZATION—Incorporated Sept. 28, 1899, with a capital stock of $1,000,000, to construct and acquire street railways in Council Bluffs and suburbs. In June, 1900, the line between Omaha and Lake Manawa, a distance of 18 miles, was nearing completion. In Feb., 1900, absorbed the East Omaha Street Ry. Co., the formal transfer of which took place on May 31, 1900.—V. 70, p. 382.

In Feb., 1900, filed a new mortgage for $600,000, given to the Royal Trust Co. of Chicago and Albert E. Johnson, trustees, maturing in 1920, interest 5 per cent, and redeemable in 1906.

OFFICERS—Pres., George Townsend; Vice-Pres. and Treas., F. F. Espenscheid; Sec., Man. and Purch. Agt., W. S. Reed.—V. 70, p. 231, 382, 1150.

(1) EAST OMAHA STREET RY.—A trolley road.

In 1900 was absorbed by the Omaha Council Bluffs & Suburban Ry. Co.

ORGANIZATION—Chartered April 18, 1893, and afterwards bought out the line of the Inter-State Bridge & Terminal Ry. Co. Company holds an exclusive franchise on all the streets in East Omaha until January, 1919, and for the same time exclusive rights across the Omaha Bridge & Terminal Company's bridge, spanning the Missouri River and leading to Council Bluffs, Iowa. This latter franchise is regarded as very valuable. At present lines are only operated in the suburb, East Omaha, but ultimately to be extended to Council Bluffs.

STOCK & DEBT—Authorized capital $1,000,000, par $100; issued and outstanding, full paid, $86,750. No bonds. Unfunded indebtedness Aug. 1, 1899, $12,000. *Dividend* 6 p. c. January, 1894; none since.

ROAD—Operates 5⅘ miles of single track on 3½ miles of street. Gauge 4 feet 8½ inches. Rails 40 lb. T and 45 lb. girder.—V. 70, p. 1150.

ORANGE, N. J.

POPULATION IN 1898 WAS (ESTIMATED), 25,000; 1890 WAS 18,844; IN 1880 WAS 13,207; AND IN 1870 WAS 9,348.

ORANGE MOUNTAIN TRACTION CO.—

ORGANIZATION—Successor to Orange Mountain Cable Co. sold Oct. 9, 1895, to Charles E. Eimerman, of Philadelphia, for $10,550.—V. 61, p. 662. Stock, $100,000; par $100. Jan. 1, 1900, real estate mortgages, $41,624; unfunded debt, $4,937. Owns 1½ miles of cable incline, extending to top of Orange Mountain, in Township of West Orange; also power house, machinery, 19 acres of land, pavilions and amusement resort at summit of mountain.

EARNINGS—For year ending Dec. 31, 1899, gross, $13,431; net, $4,061. Not operated during 1897; re-opened April 9, 1898. President, Frank Brewer, Orange Valley, N. J.; Secretary and Treasurer, A. F. Skinner, Nutley, N J.—V. 60, p. 968, 1010; V. 61, p. 366, 662.

SO. ORANGE & MAPLEWOOD TRACTION.—

ORGANIZATION—Owns no road but leases the South Orange & Maplewood St. Ry. Stock authorized and paid in to Jan. 1, 1900, $25,000; bonds have been authorized, but none issued to date mentioned; other debts, $52,501; cost of equipment and appurtenances owned, $31,786.

EARNINGS—Year ending Dec. 31, 1899, gross, $18,433; expenses, $22,154; deficit, $3,721. Pres., Edward D. Page; Treas., John O'Rourke.

SOUTH ORANGE & MAPLEWOOD ST. RY.

ORGANIZATION—Length of main line, 2·6 miles double track; total trolley, including sidings, 5·5 miles. Gauge, 4-ft. 8½ in. Rails, T and girder. Power rented. Stock issued, $100,000; debts Jan. 1, 1900, $68,564. Cost of road and equipment to Jan. 1, 1900, $277,501. President, Edward D. Page. General office, West Orange, N. J.

ORANGE & PASSAIC VALLEY RY.—Trolley road.

ORGANIZATION—Incorporated in 1898 as successor of Suburban Traction Co.; sold in foreclosure July 6, 1898.

STOCK & BONDS—	*Date.*	*Interest.*	*Outs'ding.*	*Maturity.*
Stock, $1,000,000	....	....	$1,000,000	.....
Or. & Bl. Crosstown Ry. 1st M., assumed	....	....	60,000	.....
Sub. Trac. Consol. M., guaranteed loan, assumed....	1893	5 J-D	150,000	1923

Amer. Loan & Tr. Co., Boston, Trustee.

New mort., $1,000,000....	1898	5 J - D	590,000	Dec. 1, 1948

N.J. Tit. Guar. & Tr. Co. of Jersey City, Tr.

ROAD—10 miles of track on 7 miles of streets.

EARNINGS—Earnings of Suburban Traction:

Earnings.	1899.	1898.	*Expenditures.*	1899.	1898.
From pas'ng'rs	$64,140	$62,249	Repairs	$40,311	$52,158
Other sources.	75		Sup'ten.&man.		
	$64,215				

OFFICERS—President, Charles A. Sterling; Vice-President, William Scheerer—V. 67, p. 75; V. 68, p. 381.

OSHKOSH, WIS.

POPULATION 1890 WAS 22,836; IN 1880 WAS 15,748; AND IN 1870 WAS 12,663.

WINNEBAGO TRACTION CO.—A trolley road.

ORGANIZATION, ETC.—This is a reorganization of the Citizens' Traction Co., sold in foreclosure in 1900. The purchasers were Emerson McMillin & Co., N. Y. Incorporated under the laws of Wisconsin. Population served (estimated) 1900, 50,000. Franchises run to 1932.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $650,000	.....	.....	$650,000	.....
1st mortgage, $1,000,000, gold, $1,000 ....c*	1900	5g. A-O	550,000	Apr. 1, 1930
	Trust Co. of America, N. Y., trustee.			

BONDS—Of the mortgage for $1,000 000, $450,000 are reserved for future purposes. Bonds are redeemable at 110 and accrued interest, upon six weeks notice.

ROAD—Owns and operates 30 miles of road, 15 miles in Oshkosh and 15 miles of interurban road running to Neenah and Menstha.

OFFICERS—President, Emerson McMillin, New York; Vice-Prest. and Gen. Man., E. E. Downs; Secretary, W. F. Douthirt; Treasurer, May Rothermel.—V. 64, p. 799; V. 69, p. 333, 1147; V. 70, p. 632, 631, 741, 998.

OSWEGO, N. Y.

POPULATION 1890 WAS 21,842; IN 1880 WAS 21,117; AND IN 1870 WAS 20,910.

OSWEGO TRACTION.—Trolley.

Incorporated at Albany June, 1899, as successor to the Oswego Street Railway and the Lake Ontario & Riverside, sold at foreclosure April 10, 1899, according to plan in V. 65, p. 278, but not formally turned over to the new company until 1900.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, common, $200,000	.....	.....	$200,000	.....
Pref., $100,000, non-cum	.....	4	100,000	.....
1st mtge., $100,000, gold	1899 Trustee, Knickerbocker Tr. Co., N. Y.	5g.	95,000	1929
2d mtge., $200,000	1899 Knickerbocker Trust Co., trustee.	3	$200,000	.....

ROAD—11½ miles of track.

EARNINGS—Year ending June 30, 1899, gross, $26,396. In 1898 (before re-organization), gross, $22,965; def. from operation, $4,944. —V. 65, p. 278; V. 67, p. 1161; V. 68, p. 474, 772, 1133; V. 69, p. 1148.

OFFICERS—President, S. M. Coon; Vice-Pres., Charles A. Tanner; Treas., James P. Doyle.

OTTAWA, ILL.

POPULATION IN 1899 (LOCAL ESTIMATE), 17,000; IN 1890, 9,985; IN 1880, 7,834.

OTTAWA RAILWAY LIGHT & POWER CO.—A trolley.

ORGANIZATION.—Organized in March, 1899, under the laws of Illinois, and in July, 1899, purchased the Ottawa Street Railway (previously sold at foreclosure) and the Thomas Electric Light & Power Co. The latter has been in successful operation since 1884, and has a complete modern plant located in the centre of the city. Water power is used in generating electricity. Franchise perpetual for electric lighting.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock authorized, $150,000	.....	.....	150,000	.....
1st M., s. f., g., $150,000, $100 and $500	1899 Int. at American Loan & Tr., Boston.	5g. A&O	150,000	Apr. 1, 1929

Sinking fund of $2,000 a year is provided, to be invested in the bonds if they can be purchased at 105 or less.

EARNINGS—For year ending Dec. 31, 1899, gross earnings of railway and electric companies combined were $37,881. For calendar year 1900 gross is estimated at $40,000 and net at $18,000, as against which the requirements for interest and sinking funds would be $9,500.

ROAD AND PLANT—Operates about 8 miles of line, covering the principal streets of Ottawa, and also runs out of the city to Ellis Park, a pleasure resort on the Illinois River. Equipment, 11 motor and 7 trail cars. Has a complete steam and electric plant for generating power. In Feb., 1900, a 500 H.P. steam plant was being added, also was supplying 94 arc and 5,800 incandescent lights and operating three 50-light arc dynamos, belonging to the city, for street lighting.

OFFICERS.—President, F. S. Donnell, 60 State St., Boston; Secretary, M. F. Skinner; Treas. and Man., Louis W. Hess, Ottawa, Ill.

OTTUMWA, IOWA.

POPULATION 1890 WAS 14,001; IN 1880 WAS 9,004; AND IN 1870 WAS 5,214.

OTTUMWA ELECTRIC & STEAM CO.—A trolley road.

ORGANIZATION—Property of the Ottumwa Electric Ry., including railway, heat and power plant, was sold under foreclosure on April 28, 1898 (V. 66, p. 901,) and the present company organized in 1899.

STOCK AND BONDS.—Capital stock is understood to be 200,000; information declined because only four parties interested in property now, and bonds all held in Ottumwa.

ROAD—In 1900 company operated 6 miles of trolley in city of Ottumwa, Iowa. All by electricity. Weight of rails, 38 lbs. girder and 60 lb., T. Also does municipal, commercial and residence electric-lighting; supplies electric power for stationary motors, etc., and operates a system of steam heating, with 3½ miles of mains.

OFFICERS—President, J. H. Merrill; Vice-Pres., Wm. Daggett; Sec., J. B. Sax; Treas., J. W. Garner; Supt and Purch. Agent, H. H. Caughlan, all of Ottumwa.—V. 66, p. 901; V. 70, p. 743.

OWENSBORO, KY.

POPULATION 1890 WAS 9,837; IN 1880 WAS 6,231; AND IN 1870 WAS 3,437.

OWENSBORO CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered in 1886. Franchise runs till 1936 and gives exclusive rights to operate street railway in said city.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g*	*Maturity.*
Stock, $50,000 (par $50)	....	....	.....	$50,000 f. p.	.....
1st M., $500 each	8½ Interest at Louisville Banking Company.	1888	6 J-J	25,000	1908
2d $100,000 ($500), cur., not subject to call	8½ Interest at Louisville Trust Company.	1894	6 J-J	75,000	Jan. 1, 1917

Bonds—Of second 6s $25,000 reserved for first mortgage when due.

ROAD—Owns 10 miles of trolley track in Owensboro and suburbs.

OFFICERS—Pres., W. E. Whitely; Sec., R. A. Miller; Treas., J. H. Parish.

PADUCAH, KY.

POPULATION IN 1890 WAS 12,797; IN 1880 WAS 8,036; IN 1870 WAS 6,866; AND IN 1898 (ESTIMATED) 23,000.

PADUCAH RY. & LIGHT CO.—A trolley road.

ORGANIZATION—Consolidation in 1898 of the entire street railway and electric-lighting plants of Paducah.—V. 67, p. 127, 483. In 1899 granted 25-year franchise.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, par $100	.....	.....	$200,000	.....
1st mortgage $400,000 gold.	1898	6 g. J-J	400,000	July 1, 1918

Interest at American Trust & Savings Bank, Chicago, Trustee.

Sinking fund July 1, 1903, 3 p. c. annually of amount outstanding. Bonds are redeemable at 105 after 10 years.

ROAD—Operates about 14 miles of track.

EARNINGS—Estimated gross earnings for 1899, $91,000.

OFFICERS—President, Geo. C. Thompson; Secretary, T. J. Flournoy; Manager, Geo. C. Wallace.—V. 67, p. 127, 483.

PAINESVILLE, O.

POPULATION IN 1890 WAS 4,755; IN 1880 WAS 3,841.

PENNSYLVANIA & OHIO RY.—A trolley road.

ORGANIZATION—Incorporated on March 17, 1898, to build an electric road from Conneaut westward to Kingville, Ashtabula, Saybrook, Painesville and Geneva, there to connect with extension of Cleveland Painesville & Eastern Ry. In Nov., 1899, work in progress, commencing at Conneaut Harbor to City of Conneaut and westward; in operation, 7 miles.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Stock (par $100), $100,000 auth	....	....	.....	.....
1st mort. $81,000 gold ....c* $500 each, s. f.	1899 Sav. & Trust Co., Cleveland, Trustee.	5 J&D	$54,000	June 1, 1919

ROAD—Owns 7 miles of road; total length of projected road, 44 miles.

OFFICERS—President and Purch. Agt., Thomas Fricke; Vice-Pres., W. F. Stanley; Secy., E. L. Hills; Treas., B. W. Baldwin. Office at Ashtabula.

PASSAIC, N. J.

POPULATION IN 1890 WAS 13,028; IN 1880 WAS 6,532.

PASSAIC & NEWARK ELECTRIC TRACTION—For statement of this road see North Jersey Street Railway, under Jersey City.

PATERSON, N. J.

POPULATION 1890 WAS 78,347; IN 1880 WAS 51,031; AND IN 1870 WAS 33,579.

The Paterson Railway, the Paterson Central Electric, the White Line Traction, etc., etc., have all been absorbed by the Jersey City Hoboken & Paterson. See statement of the latter under Hoboken.

PEEKSKILL, N. Y.

POPULATION IN 1890 WAS 9,676; AND IN 1880 WAS 6,893.

PEEKSKILL TRACTION CO.—To be a trolley road.

On Oct. 16, 1899, Frank Frye was appointed receiver, as the result of judgment obtained against the company. V. 69, p. 852. Foreclosure sale was to take place in April, 1900.

ORGANIZATION—Incorporated in May, 1898, with a capital of $150,000, to construct an electric railway in and between Peekskill and the towns of Cortland and Yorktown. About 6 miles built in 1899. V. 69, p. 852.

PENN YAN, N. Y.

POPULATION IN 1890 WAS 4,254; IN 1880 WAS 3,475.

PENN YAN KEUKA PARK & BRANCHPORT RY.—A trolley road.

ORGANIZATION—Incorporated in 1897. Stock, $100,000; par, $100: outstanding, $90,000. Bonds, 20-year gold 5s, $100,000, dated Aug. 2, 1897, $500 each, int., F-A, all issued; Amer. Loan & Trust Co., Boston, trustee. Road runs from Penn Yan to Branchport, 8½ miles; with sidings and terminals, 9¼ miles of track. Extension, Branchport to Poulteney, N. Y., 4½ miles, under consideration. Earnings for year ending June 30, 1899, gross, $21,017; net, $3,789; interest and taxes, $5,356; bal., deficit, $1,567; President, W. S. Reed, Leominster, Mass.; Sec., F. H. Viele, Keuka Park, N. Y.; Treas., W. H. Tylee, Worcester, Mass.

PEORIA, ILL.

POPULATION 1890 WAS 41,024; in 1880 WAS 29,259; AND IN 1870 WAS 22,849.

CENTRAL RAILWAY.—A trolley road.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k $750,000 (par, $100)	.....	.....	.....	$750,000	.....
1st M., $750,000, gold, ($1,000) ....c*	Interest at N.Y. Security & Tr. Co., N.Y., trustee.	.....	1895 5 g. A&O	500,000	Apr. 1, 1915

Bonds of 1895 cover the entire system, including the lines of the Fort Clark St. Ry., control of which was acquired in Aug., 1895. V. 61, p. 793.

ROAD—Owns 60 miles of track.

EARNINGS—No recent reports. For 7 months from April 1 to October 31, 1895, on 41 miles, gross, $177,885; net, $76,532. Not including Fort Clark Street Ry. 1894-5 gross, $201,051.

OFFICERS—President, Walter Barker; Sec., J. N. Ward; Treas., H. J. Woodward; General Mana. and Purch. Agt., J. Finley. V. 61, p. 966.

PEORIA & PROSPECT HEIGHTS RAILWAY—A trolley road.

ORGANIZATION—Successor to the Glen Oak & Prospect Heights Ry., purchased by this company in Nov., 1897. Capital stock, $100,000; no bonds. Is supposed to be controlled by the Central Ry. Operates 10 miles of track.

OFFICERS—President, John Finley; Secretary, J. M. Ward; Treasurer, W. Barker.

PEORIA & PEKIN TERMINAL RAILWAY.—Steam and electricity.

ORGANIZATION—Incorporated as Peoria & Pekin Traction Aug. 5, 1897, to build and operate a terminal system in and between Peoria and Pekin. Leases from Chic. R. I. & Pac. the Peoria Terminal RR. for 50 years from December, 1897. In May, 1899, name changed to Peoria & Pekin Terminal Railway.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000 (par $100)	.....	.....	$300,000	.....
1st M., $700,000, gold....c* $1,000 each, s. f.....	1900	5g. J-J	600,000	Jan. 1,'30
	Int. at U. S. Mort. & Trust Co., N. Y., also at Royal Trust Co., Chicago, trustee.			

BONDS—Of the $600,000 bonds issued, $550,000 are due Jan. 1, 1930, and remaining $50,000 in varying amounts yearly from 1905 to 1929, inclusive; an additional $100,000 bonds can be issued to 80 per cent of cost of future improvements. V. 70, p. 946.

ROAD—Entire line 29·5 miles of track; owned 15 miles; leases 9·5 miles and has rights over five miles of local street railway in Peoria with privilege of transferring over 46 miles additional. Freight and through passenger business handled by steam. Local passenger business in and between Peoria, Pekin and Crescent by electricity. The company has union depots in both Peoria and Pekin.

OFFICERS—President, T. J. Miller, Peoria; Vice-President, W. H. Trumbull, Salem, Mass.; Treasurer, P. L. Saltonstall, Boston; General Manager, L. E. Myers, Chicago; Traffic Manager, C. W. Cook of Peoria. —V 68, p, 673; V. 70, p. 946.

PETERSBURG, VA.

POPULATION IN 1900 (ESTIMATED), $25,000; IN 1890 WAS 22,680; AND IN 1880 WAS 21,656.

SOUTHSIDE RY. & DEVELOPMENT CO.

ORGANIZATION—In Feb., 1899, the Piedmont Traction was purchased, together with the Virginia Traction Co. and the Upper Appomattox Co., by John L. Williams & Sons, of Richmond, Va., and Middendorf, Oliver & Co., of Baltimore, Md., and the Southside Ry. & Development Co. was organized to take over the properties. V. 68, p. 430. The same people also purchased the electric-light system in Petersburg and control the water power of the Appomatox Co.; also the water power of said river.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000 ($100)..	....	....	$500,000	.....
1st M. gold, $1,000,000 ($1,000).....c*	1899	5 g. M-S	600,000	July 1, 1949
	Int. at Richmond Tr. & Safe Dep. Co., trustee.			

BONDS—Bonds can be called on 30 days' notice at 107 and interest after Jan. 1, 1909, but only enough of same to satisfy sinking fund. Sinking fund payments begin July 1, 1909, 1 per cent paid annually on all bonds theretofore issued.

ROAD—Owns and operates 9·03 miles of road in Petersburg, laid with 90-lb. girder and 70-lb. T rails.

OFFICERS—President, Aug. Wright; Sec. and Treas., Chas. H. Davis, both of Petersburg.—V. 67, p. 435, 1004; V. 68, p. 332, 430.

PHILADELPHIA, PA.

POPULATION 1890 WAS 1,046,964; IN 1880 WAS 847,170 AND IN 1870 WAS 674,022.

THE AMERICAN RAILWAYS COMPANY.

ORGANIZATION—Incorporated under laws of New Jersey in 1900 as a consolidation of the former American Railways Company and the United States Electric Ry. & Light Co., recently incorporated, which latter had only $1,000 of outstanding stock. Three shares of full-paid stock were given for twenty shares of the old stock on which only 15 per cent had been paid. In this way stockholders are relieved of the liability to additional calls. The new company has the same authorized stock as the old, namely, $25,000,000, but $21,250,000 will remain in the treasury.

	Date.	Rate.	Outstanding.	Dividends.
Stock, auth. $25,000,000, shares $50....	.....	.....	$3,750,000	.....

COMPANIES OWNED AND CONTROLLED.—Bridgeton & Millville Traction, Bridgeton Electric Co., Chicago & Joliet Rapid Transit Co., Chicago & Desplaines Valley Electric Co., Desplaines Valley Electric Ry. Co., Joliet Railroad, People's Street Railway (Dayton), Springfield Railway (Ohio); also owns $500,000 of the stock of the Chicago Union Traction.

OFFICERS—President, A. A. McLeod; Vice-President W. F. Harrity; Secretary and Treasurer, C. L. S. Tingley; Counsel, Silas W. Pettit; General Manager, H. J. Crowley. General offices, 13 Witherspoon Bldg., 1321 Walnut St., Philadelphia.—V. 68, p. 770, 821, 1223; V. 69, p. 439, 743, 794, 905; V. 70, p. 381, 893, 1048, 1094.

(1) BRIDGETON & MILLVILLE TRACTION.—Trolley.

Owned by the American Railways Co.

ORGANIZATION—Successor May 3, 1897, to the South Jersey Traction Co., sold in foreclosure for $90,000. Company owns two toll roads besides the trolley road. The population of Bridgeton by the 1895 State Census was 13,292. Stock authorized, $500,000; issued, $200,000. Bonds authorized, $500,000; none issued. Bridgeton to Millville, 10 miles; Bridgeton to Fairton, 3¼ m.; Bridgeton, local, 4¾ m.; total, about 33 miles. Extension, Fairton to Cedarville, 4·4 miles, completed in May, 1899. Will be extended eventually to Port Norris, but not in 1900.

EARNINGS—Year ending Dec. 31, '99, gross, $52,813; net, $16,678; dividends paid, $8,492.

OFFICERS—President, Jeremiah J. Sullivan; Vice-President, H. J. Crowley; Secretary and Treasurer, C. L. S. Tingley.—V. 64, p. 331 567, 887; V. 68, p. 1179, 1223; V. 69, p. 439.

(2) BRIDGETON RLECTRIC CO.

Acquired in 1899 by the American Railways Co.

ORGANIZATION—Supplies light and power in Bridgeton, N. J. Stock, $25,000. Bonds were $25,000, but in June, 1900, these were retired and a new bond issue of $250 000 was authorized to be pledged with the trustee of the mortgage of the Bridgeton & Millville Traction, but none have been issued yet. This was done so as to bring the two properties (which are practically one) under the one mortgage.

(3) CHICAGO & JOLIET RAPID TRANSIT CO. / CHICAGO & DESPLAINES VALLEY ELECTRIC CO. / DESPLAINES VALLEY ELECTRIC RY. CO.

The American Railways Co. owns the entire capital stock of these companies, which is at present nominal, merely covering the franchises. In March, 1900, construction was commenced on the line covered by these franchises, connecting the present terminal of the Joliet Railroad in Lockport, Ill., with the City of Chicago. Road is expected to be in operation as far as Lemont shortly, and the entire line not later than Feb., 1901. A new corporation will be formed to consolidate these properties under one head.

(4) PEOPLES STREET RAILWAY (DAYTON).—A trolley road.

Acquired in 1899 by the American Railways Co.

ORGANIZATION—A consolidation in June, 1896. Riverdale to Soldiers' Home, 6·1 miles double track (old White Line), and on Wayne Ave., etc., 3·6 miles double track; total, 9·7 miles of double track.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,100,000, $100..	.....	.....	$1,100,000	.....
1st mort., $500,000, gold, ($200) redeemable after Jan. 1, 1902.....	1897	5 g J-J	450,000	Jan. 1, 1927
	Trustee Union Sav. Bk. & Tr., Cincinnati, O.			

OFFICERS—President, John A. McMahon, Dayton; 1st Vice-President, H. J. Crowley, Philadelphia; 2nd Vice-President and General Manager, George B. Kerper, Dayton; Secy. and Treas., C. L. S. Tingley, Philadelphia; Asst. Secy., Eugene Winchet, Dayton.—V. 62, p. 1140; V. 69, p. 744.

(5) JOLIET RAILROAD.—Trolley.

ORGANIZATION—Incorporated in March, 1898, as successor, by purchase in April, 1898, to Joliet Ry. (successor to Joliet Street Ry., sold in June, 1896), to which additional franchises were granted in January, 1898. Population in 1897 (local census), 35,000. Extension to Chicago contemplated, and in Jan., 1900, the American Railways Co. purchased the franchise of the Chicago & Desplaines RR. for that purpose.

In June, 1900, 5,977 shares of the stock were owned by the American Railways Co.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $600,000.....	.....	.....	$600,000	.....
Joliet St. Ry. 1st M. $75,000.	1889	6 M-N	75,000	May 2, 1904
Joliet RR., 1st con. M., gold $500,000 ($1,000 each)...	1898	5 g. M-N	325.000	May 1, 1918
	Portland (Maine) Trust Co., trustee.			

Of the loan of 1898, $75,000 will be used to take up bonds due 1904.

ROAD—Operates 21 miles of track.

EARNINGS—For year ending April 30, 1899, gross earnings were $101,000.

OFFICERS—President, A. A. McLeod; Vice-Prest., H. J. Crowley; Secy. & Treasurer, C. L. S. Tingley, Gen. Man., F. E. Fisher.—V. 66, p. 954; V. 67, p. 73; V. 69, p. 794, 905.

(6) SPRINGFIELD (OHIO) RAILWAY.—Trolley.

Practically all the stock has been acquired by the American Railways Company, which also owns the entire issue of bonds, with practically all the incomes.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100).....	.....	....	$1,000,000	.....
1st mort., $500,000, gold..	1893	6 J-J	500.000	Jan. 1,1933
	Interest at First Nat. Bank, Springfield, O.			
2d M., income, $150,000..	.....	5	95,000	.....

Interest on firsts was reduced temporarily in 1897 from 6 to 4 p. c. but is now again 6.

ROAD—Owns in fee 26½ miles of track.

EARNINGS—Calendar year 1898, gross, $94,662; net, $46,646; int., $20,000; bal., $26,646. In 1897, gross, $77,280; net, $32,302.

OFFICERS—President, Oscar T. Martin; Vice-President, H. J. Crowley; Secretary and Treasurer, C. L. S. Tingley; Genl. Mgr., John H. Miller.—V. 69, p. 439.

FAIRMOUNT PARK TRANSPORTATION

ORGANIZATION—A New Jersey corporation formed in 1896. Charter perpetual; license from Park Commission runs until July 24, 1939. From Nov. 30 to May 1 operation is optional. Owns Woodside Park. Road opened Nov. 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,000,000 ($50).....	.....	.....	$1,770,000	See text.
1st M., gold, $500,000, call 105 after Sept. 1, 1902, ($1,000).....c*	1897	5g. M-S	500,000	Sept. 1, '12
	Trustee, Girard L. Ins. A. & Tr., Phila. As to bonds of 1897 see V. 65, 620.			
2d mortgage, $150,000.....	1898	5	100,000	.....
New mortgage $250,000.....	1900	5	to be exchanged	for 2d mtg.

Dividends—First dividend paid Dec. 1, 1897, 2 per cent. None since to November, 1899.

ROAD—Traverses West Park and East Park, 8·47 miles of track, and crosses the Schuylkill River on a steel bridge. Rails are 90 lbs.

EARNINGS—Year ending Oct. 31, 1899, gross, $119,965; net, $70,952; int., taxes, &c., $46,425; surp., $24,527.

OFFICERS—President, Charles A. Porter; Sec. and Treas., Ellsworth H. Hults; Bullitt Building, Philadelphia.—V. 65, p. 620; V. 70, p. 686.

PHILADELPHIA & WEST CHESTER TRACTION—A trolley road.

ORGANIZATION—Chartered in 1895. This company, in Oct., 1898, absorbed the Delaware County Passenger Railroad and the Philadelphia Castle Rock & West Chester Passenger Railway Co.; also purchased the majority of the stock of the Philadelphia & Lancaster Turnpike Road Co., and line to West Chester was completed in Dec., 1898.—V. 60, p. 837. Stockholders voted Sept. 5, 1899, to increase stock from $400,000 to $1,000,000.—V. 69, p. 132.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50 ($1,000,000)..	.....	.....	$490,700	.....
1st M., $400,000, gold, subj. to call at 105 aft. Oct. 1, 1899	1898	5 g. J-J	390,000	Oct. 1, 1918

Interest at Girard Life Ins. Ann. & Tr. Co., Phila., trustee.

ROAD—Operates 20 miles from Philadelphia to West Chester. Leases Phil. & West Chester Turnpike Road Co. for 999 years from 1895. President, A Merritt Taylor, 700 West End Building, Philadelphia; Secretary and Treasurer, C. Russell Hinchman, office, 902 Provident Building, Philadelphia.—V. 60, p. 837; V. 67, p. 30, 1309; V. 69, p. 132.

RAILWAYS COMPANY GENERAL—

ORGANIZATION.—Incorporated at Trenton, N. J., in August, 1899, and is empowered to build, lease, sell, purchase and operate street railways, electric light, gas, illuminating plants and water works, and also to acquire or dispose of the securities of the same. In October, 1899, purchased the Montoursville Passenger Ry. of 5 miles, the Milton Lewisburg & Watsontown Electric Ry. of 13 miles (each embracing an electric light plant), and the Philadelphia & Bristol Passenger Ry. (V. 69, p. 907-1013). In November, 1899, purchased a majority of the capital stock of the Michigan Traction Co. In 1900 acquired 51 per cent of the stock of the Elmira & Seneca Lake; also $200,000 bonds and $40 000 stock of the Newtown Electric Street Railway. Likewise controls the American Engineering Co. Stock, authorized $10,000,000, shares $5; issued $1,500,000, viz. 300,000 shares. No bonds. Admitted in September to the unlisted department of the Philadelphia Stock Exchange.

OFFICERS—President, L. N. Downs; Vice-Prest., J. B. MacAfee; Sec. and Treas., Taylor Faunce; Gen. Supt., D. A. Hegarty.

DIRECTORS.—L. N. Downs, Robert I. McKinstry, W. W. Gibbs, Dr. J. H. W. Chestnut, S. B. Vrooman, Edwin S. Cramp, John Blair MacAfee, Edwin F. Glenn and George S. Graham. Main office: Harrison Building, 15th and Chestnut streets, Philadelphia.—V. 69, p. 591, 907, 1013, 1104; V. 70, p. 1049.

(1) MICHIGAN TRACTION OF KALAMAZOO & BATTLE CREEK—Trolley.

ORGANIZATION—A consolidation in 1897 of the Citizens' Street Ry. of Kalamazoo and the Citizens' St. Ry. of Battle Creek. In Nov., 1899, the Railways Company General of Philadelphia purchased $400,000 of the $500,000 stock of the company. It also owns all the bonds.

	Date.	Interest.	Outstand'g.	Maturity.
Stock $500,000.....	.....	.....	$500,000	.....
New mort., $600,000 ($1,000).	.....	.....	600,000	1927

ROAD—Has completed an interurban line of 28 miles between Kalamazoo and Battle Creek, which was formally opened on May 29, 1900, with an extension of 3 miles to Gull Lake, giving altogether for the entire system 49 miles.

OFFICERS—President, L. N. Downs, Kalamazoo; Vice-President, John Blair MacAfee, Philadelphia; Secretary, Dee Allen, Battle Creek; Ass't Sec. and Treas., Taylor Faunce, Harrison Bldg., Philadelphia, Pa. —V. 66, p. 857; V. 69, p. 1013, 1104; V. 70, p. 1049.

(2) PHILADELPHIA & BRISTOL PASSENGER RAILWAY—

ORGANIZATION—Chartered January 3, 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $50).....	.....	.....	$475,000	.....
1st M., $250,000 g. ($1,000) c*	1896	5 g. J-D	250,000	Jan. 15, '26

Interest at Security Trust Co., Philadelphia, trustee.

ROAD—Philadelphia to Croydon Station, 7 miles, opened in April, 1897.

EARNINGS.—Year ending June 30, 1899, gross, $9,705; deficit, $273. —V. 63, p. 230; V. 69, p. 1013.

(3) AMERICAN ENGINEERING CO.—

Capital stock of $200,000, half preferred, half common. In 1899 built and equipped 95 miles of inter urban street railway. Contracts for 1900 are said to ensure an even larger mileage.

OFFICERS—President, L. N. Downs; Vice-President, Jno. Blair MacAfee; Sec. and Treas., Taylor Faunce; Gen. Supt., D. A. Hegarty. Office Harrison Building, Philadelphia.

(4) ELMIRA & SENECA LAKE RY.—A trolley road.

ORGANIZATION—In 1900 the Railways Company General of Philadelphia purchased 51 per cent of the capital stock and the full issue of bonds ($300,000).

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $300,000 ($100).....	....	.....	$300,000	....
1st mortgage, $300,000 ...	1899	5	300,000	Nov. 1, '29

American Trust Co., Phila., Trustee.

ROAD—Owns 17 miles of road, running from Horseheads to Watkins via Millport and Montour Falls, to Seneca Lake. Full line completed and put in operation on May 19, 1900. The company has a traffic contract over five miles of road, connecting Horseheads and Elmira with the Elmira & Horseheads Ry. Total, 22 miles.

OFFICERS—President, Jno. E. Mulford; Vice-President, Jno. B. MacAfee; Secretary and Treasurer, C L Hathaway.

(5) NEWTOWN ELECTRIC ST. RAILWAY.—A trolley road.

ORGANIZATION—Chartered Dec. 17, 1896. In 1898 leased the Newtown Langhorn & Bristol St. Ry., chartered in 1895. The Railways Company General does not control this road. but in 1900 purchased $200,000 of the total $300,000 bonds and $40,000 (par value) of its stock.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, auth., $300,000 ($100).	....	.....	300,000	.....
1st mortgage, $300,000 ($1,000), gold.....	1898	5 g	300,000	1928

Int. at Real Est. Title Ins. & Trust Co., Philadelphia, Trustee.

ROAD—Owns and operates 13 miles of track.

OFFICERS—President, T. P. Chambers; Secretary, Geo. C. Worstall; Treas. & Gen. Man., A. Chambers; Supt., J. W. Keener.

SOUTHWESTERN TRACTION RAILWAY—

A trolley road. Chartered in April, 1898. To run from Moyamensing Avenue to the county line at Bow Creek, making accessible districts in the southern and southwestern portions of the city. In Feb., 1900, 15 miles completed and in operation,

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($450,000).....	.....	.....	$450,000	.....
1st mortgage, $450,000, gold.....	1898	5g. A-O	400,000	1920

W. End Tr. & Safe Dep. Co., Phila., trustee.

Of the 1st 5s $50,000 are retained to guarantee the interest for 18 months. Pres., E. A. Tennis; Treas., U. H. Hapsenplug.—V. 67, p. 1056.

UNION TRACTION.—A trolley road.

ORGANIZATION—Chartered September 13, 1895, and acquired practically all the shares of the Electric Traction and People's Traction Companies in place of which were issued collateral trust certificates secured by the shares placed in trust. In 1896 leased these properties for 998 years and 3 months from July 1, 1896. Has also leased the Philadelphia Traction at 8 per cent on its capital stock and has "assumed" its 4 per cent collateral trust bonds. V. 64, p. 663. Leases (from Jan. 1, 1898), Hestonville Mantua & Fairmount Passenger Ry. for 999 years at 6 p. c. on preferred and 4 p. c. on common stock—see V. 66, p. 236. These companies include all the leading street passenger railway lines within the city of Philadelphia. See terms of consolidation, etc., in statements for the constituent companies and V. 61, p. 152, 197, 283, 663.

STOCK & BONDS—	Date.	Int. or Dividends.	Outstanding.	Maturity or last dividend.
Stock, $30,000,000, par $50.....	.....	.....	599,947 shares. $17·50 paid in.	.....
Trust Co. certificates gold, guar. p. & i. by Union Tr.....	1895	4 g, A-O	29,724,876	red. aft. Oct. 1, '45

Interest at Pa. Co. for Ins. on Lives & Granting Annuities, trustee.

STOCK—The stock authorized is $30,000,000; par, $50. Issued 599,947 shares, on which the first instalment of $5 per share was due the 31st of October, 1895, a second instalment of $5 per share was payable Mar. 2, 1896, $2·50 per share on March 1, 1897, and $5 was called on Nov. 16, 1898. V. 67, p. 635.

The loan of $2,400,000 for purchase of Hestonville road was paid off in Nov., 1898, from proceeds of fourth instalment ($5) called on stock of Union Traction Co.

TRUST CERTIFICATES—The trust certificates are not the direct obligations of the Union Traction Co., but were issued by the Pa. Co. for Ins. on Lives & Granting Annuities to pay for the shares of the Electric and People's Traction companies purchased and are secured by a deposit with the Trust Co. of all the shares of the stock of the Electric Traction Company and the People's Traction Company thus acquired. See description of certificates in V. 64, p. 135. They are guaranteed, principal and interest, by the Union Traction Co. and are redeemable at the option of that Co. on and after Oct. 1, 1945.

Under terms of lease the bonded debt of both Hestonville M. & F. Pass. Ry. and Fairmount Park & Haddington companies was assumed.—V. 66, p. 230.

ROAD—On June 30, 1899, operated 331 miles of road, 440 miles of track.

ANNUAL REPORT—Fiscal year ends June 30. Annual report for 1898-99 was given in V. 69, p. 643. Statement for 1897-98, including Hestonville earnings since Jan. 1, 1898, with balance sheet, was in V. 67, p. 734.

	1898-99.	1897-98.	1896-97.
No. passengers carried	259,527,668	238,939,353	228,102,758
Gross earnings.....	$11,793,858	$10,860,542	$10,381,015
Operating expenses.....	4,793,366	4,456,375	4,949,850
Net earnings.....	$7,000,492	$6,404,167	$5,431,164
Other income, interest, etc.	242,408	110,895	99,630
Total net income.....	$7,242,900	$6,515,062	$5,530,795
Taxes and licenses.....	991,101	894,737	913,389
Fixed charges.....	5,634,726	5,595,704	5,469,340
Surplus.....	$617,073	$24,620	def. $851,934

Operating expenses, including licenses and taxes, were 49·05 per cent of gross income in 1898-99, contrasting with 49·27 per cent in 1897-98.

During 1898-99 $3,154,047 was spent on capital accounts, of which $595,205 was for construction work (including amount on leased lines), $2,387,520 for stocks of underlying companies, $111,655 advanced to leased roads and balance miscellaneous.

OFFICERS—President, John B. Parsons; 1st Vice-President, Geo. D. Widener; 2nd Vice Prest., Charles O. Kruger; Secretary and Treasurer, Robert B. Selfridge; Assistant-Secretary and Treasurer, Alex. Rennick.

DIRECTORS (Sept., 1899)—George W. Elkins, John B. Parsons, William H. Shelmardine, P. A. B. Widener, William L. Elkins, Thomas Dolan, George D. Widener, James McManes, Jeremiah J. Sullivan, Alfred Smith, Alex. M. Fox and Alex. Balfour.—V. 66, p. 1142; V. 67, p. 175, 635, 691, 734; V. 68, p. 332; V. 69, p. 182, 284, 643; V. 70, p. 431, 1150.

Lines Controlled by Union Traction Co.

(1) CATHARINE & BAINBRIDGE STREETS RY—A trolley road.

ORGANIZATION—Incorporated May 14, 1889, and leased to the Philadelphia Traction March 1, 1890, for 99 years, and since Oct. 1, 1895. operated by the Union Traction Company; in Sept., 1895, term of lease was increased from 99 to 999 years and stock from $150,000 to $400,000 (all owned by Union Traction Co.); rental is $24,000 yearly, besides interest and taxes.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'd'g.	Maturity.
Stock, par $50.....	....	.....	6% M-S	$400,000	See text.
1st M. $150,000 ($1,000) c	....	1890	5 x A-O	150,000	Apr. 1, 1920
Due lessee July, 1899...	....	.....	.....	234,698	.....

Int'est at Land, T. & T. Co., trustee, Penn. Co. for Insur. of Lives, etc.

Dividends—Dividends of 6 per cent are paid.

ROAD—The road aggregates 11·36 miles of track.

(2) CITIZENS PASSENGER RAILWAY—

ORGANIZATION—Incorporated March 25, 1858. Leased to Frankford & Southwark Passenger Railway Company April 1, 1892, for 999 years; rental now $140,000 per annum, equal to 28 per cent on stock, or $14 per $50 share. This lease was assumed by the Electric Traction Company July 1, 1893. The Union Traction now operates the road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity
Stock $500,000 ($50).	11	.....	28% Q-J	See text.	See text.

Stock paid in $192,500; $20 on 8,500 shares and $16 on 1,500 shares. Road, Columbia Avenue to Mifflin St., 11 miles of track.

(3) CONTINENTAL PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated Sept. 3, 1873. Leased Jan. 1, 1880, to Union Passenger Railway Company for 99 years at rental of $6 per share per annum, interest, taxes and operating expenses; lease assigned to Philadelphia Traction Company June 30, 1884. Operated by Union Traction Company since October 1, 1895. Stocks owned, per balance sheet July 1, 1899, $600,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50			$6 J - J	20,000 shs., $29 paid in.	See text.
1st mortgage, ($500 and $1,000)...c		1879	6% J - J	$290,000	July 1, 1909

Interest at Land, T. & T. Co., Philadelphia, Pa.

Due lessee for additions July 1, 1899, $672,260.

Bonds are subject to drawings of $20,000 Dec., 1, yearly. Trustee Land Title & Trust Co. Own 10·07 miles of track.

(4) ELECTRIC TRACTION—

ORGANIZATION—Incorporated May 8, 1893, and acquired control of the Citizens' Passenger Ry., the Frankford & Southwark Passenger Ry. and the Second & Third Street Passenger Ry.

In 1895 the Union Traction Company purchased practically all the stock at the rate of $85 per share for each share on which $50 had been paid and $70 per share for each share on which $30 had been paid, the Pennsylvania Co. for Insurance on Lives & Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction Co. leased the property for 998 years and 3 months. See V. 61, p. 197, and also "Union Traction."

STOCK & BONDS—	Par.	Dividends.	Issued.	Outstand'g.
Stock (part $30 pd.)	$50	.....	$8,297,920	.....
Funded debt	....	7	282,100	282,100

Stock authorized, 175,000 shares of $50 each; issued, 152,396 shares of $50 paid and $22,604 shares of $30 paid, making total $8,297,920.

ROAD—On June 30, 1899, operated 120·92 miles of track. Rail 90 lbs. —V. 63, p. 557.

(5) EMPIRE PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated Feb. 10, 1869. Leased Dec. 26, 1873, to Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Street Passenger Railway Company for 999 years. Transferred Oct. 1, 1895, along with all right to dividends on 6,100 shares of its stock [then held by the Union Passenger Railway Co. as trustee and lessee], by lease of Philadelphia Traction to the Union Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'n'g.	Maturity
Stock, par $50	(All own. by Un. Tr.)			$600,000	.....
1st M., gold	.....	1900	3½g.	200,000	1930

Land Title & Tr'st Co., Philadelphia, Trustee.

BONDS—The new 3½s were issued to retire a like amount of 7s, due July, 1900.

Due lessee Co. for additions July 1, 1899, $705,715.

ROAD—Owns 10·25 miles of track.—V. 70, p. 1150.

(6) FRANKFORD & SOUTHWARK PASSENGER RAILWAY—

ORGANIZATION—Incorporated April 4, 1854. Acquired stock of Lombard & South Streets Passenger Railway in 1890 and secured control of the Lehigh Ave. Railway in 1893. Leased to the Electric Traction Co for 999 years from July 1, 1893, dividends for the several years named below being guaranteed per share:

1st	2d	3d	4th	5th	6th	7th	8th	9th	10th & after.
$12	$12 50	$13	$13 50	$14	$14 50	$15	$16	$17	$18

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, par $50	45	.....	Q - J	$1,875,000	See text.

Debt of Controlled Lines (assumed by Electric Traction Co.):

Lombard & South St. Pass. 1st M., ($500 & $1,000)...c	10	1881	5x J-D	150,000	Dec. 1, 1901
	Subject to call since Dec. 1, 1886				
	Mtge. trustee, R. Est. Title Ins. & Tr. Co., Phila.				
West End Pass'gr Ry., M. ($100 & $500...c	9	1875	7 A-O	132,100	Oct. 1, 1905
	Mortgage trustee, Phila. Trust S. D. & Ins. Co.				

Interest on all loans payable by Elec. Tr. Co., 421 Chestnut St., Phila.

ROAD—Controls 45 miles of track, acquired as follows:

Frankford & Southwark Passsenger Railway	20 miles.
Lombard & South Streets Passenger Railway	19 miles.
Lehigh Avenue Railway	6 miles.

(7) GERMANTOWN PASSENGER RAILWAY.—A trolley road.

ORGANIZATION—Incorporated April 21, 1858. Leased Oct. 1, 1881, to the People's Passenger Railway Company for 999 years, but rental modified in 1893; stock after 1897 receives dividends yearly of $5 25 per share.

STOCK & BONDS—	Par.	Date.	Int'st.	Outsand'g.	Maturity.
Stock	$50	.....	Q-J	See text.	See text.
Fairm'nt Pk. & Del. RiverPass.Ry.M.r	500	1864	5 J-D	$67,500	June 1, 1904
	Interest is subject to deduction of State tax and is payable at Guarantee Trust & Safe Deposit Co. of Philadelphia, Trustee.				

The $160,000 5 per cent mortgage of the Germantown Pass. Ry. was paid on Oct. 1, 1899.—V. 69. p. 695.

Stock—Paid in $572,800; $15 per share on 20,000 shares and $35 per share on 10,000 shares.

ROAD—Owns 31 miles of track. Extension of 2,000 feet from Hillcrest Avenue to city line completed in September, 1898, forms, with the Roxborough Chestnut Hill & Norristown Passenger Ry. a through line to Norristown.—V. 69, p. 695.

(8) GREEN & COATES STREETS PHILA. PASSENGER RY.—

ORGANIZATION—Incorporated April 21, 1858. Leased to People's Passenger Railway for 999 years from Sept. 1, 1881, at an annual rental of $60,000, interest on bonds, and expense of management.

STOCK & BONDS—	Miles.	Date.	Intere	Outstand'g.	Maturity.
Stock, par $50	...	.....	$6 Q J	10,000 shs., $15 pd in.	See text.
					3%

There was a mortgage for $100,000 which fell due July 15, 1898. Mortgage trustee, Fidelity Insurance Trust & Safe Deposit Company. Dividends are 12 p. c. per annum (Q.-J.) Owns 7 miles of road.

(9) HESTONVILLE MANTUA & FAIRMOUNT PASS. RY.—

ORGANIZATION—Incorporated April 6, 1859. Franchise is perpetual.

LEASE—Hestonville M. & F. road leased from Jan. 1, 1898, to Union Traction for 999 years at a rental of 6 per cent on the preferred and 4 per cent on the common stock. By the terms of the lease the Fairmount Park & Haddington lease is assigned to the Union Traction which assumes the dividends guaranteed on that stock (all owned by Hestonville Co). The Union Traction assumes the bonded debt of both the Hestonville and Haddington companies and purchased 4,780 shares of the preferred and 35,294 of the common Hestonville stock, the common at $45 per $50 share.—V. 66, p. 236. "Loans" June 30, 1899, $1,000,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Common stock, par $50	....	4 J-J	$1,966,100 f. p.	See text.
Preferred stock, par $50	....	6 J-J	533,900 f.p.	See text.
Fairmount Pass Ry. 1st	1861	6 J-J	124,500	July 1, 1901
Hest. Man. & F. 2d M.cx	1882	6 M-S	75,000	Mar. 1, 1902
	Interest at Guarantee Trust Co., Phila.			
Consol. M., $1,250,000 g., $500 & $1,000.c*x	1894	5g M-N	1,050,500	May 1, 1924
	Trustee, Girard Life Ins. An. & Tr. Co.			
Guaranteed rental 999 year lease—				
Fairmount Pk.& Had'gt'n Pass. Ry. St'k, par $50.	....	6g F-A	300,000	See text.

Interest is payable in Philadelphia. x Free of tax.

Common stock authorized, 39,322 shares; preferred, 10,678 shares; par value of each, $50; stock outstanding as in table.

Consolidated mortgage for $1,250,000 was executed in 1894, of which authorized reserved for prior liens when due, and remainder, as also preferred stock, sold to meet expense of electrical equipment.

ROAD—June 30, 1899, road owned 17·83 miles of track in Philadelphia; leased and operated 6·25 miles; total, 24·08 miles.

(9½) LOMBARD & SOUTH STREET PASSENGER RAILWAY.—See Frankford & Southwark Passenger Railway.

(10) PEOPLE'S PASSENGER RAILWAY.—An electric road.

ORGANIZATION—Of the capital stock the People's Traction has acquired 56,122 shares of common and all the 23,000 shares of preferred. Leased July 1, 1896, to Union Traction Co. at 10 per cent per annum on capital stock ($2·50 per share) as below shown, nearly all of which is pledged for People's Traction Co. trust certificates.

STOCK & BONDS.—	Date.	Interest.	Outstand'g.	Maturity.
Common stock $25	.....	10%M-S 31	a60,000 shs.	See text.
Preferred stock $25	.....	10%M-S 31	a23,000 shs.	See text.
1st mortgage c	1875	7 J.-J.15	250,000	Jan. 15, 1905
2d mortgage. c	1881	5 J.-J.15	458,000	July 15, 1911
Con. M. $1,125,000... $1,000 c&r	1882	5 M.-S.	367,000	Mar. 1, 1912
	Trustee Guarantee Trust & Safe Deposit Co.			

a Total stock paid in $924,056.

All *interest* at the office of the Real Estate Title & Tr. Co. Due People's Traction Co. July 1, 1899, for construction and equipment, $5,538,595.

The stock acquired by the People's Traction Co. was pledged as security for trust certificates. See People's Traction.

ROAD—Company operates 83·66 miles of track, of which 6·4 miles owned and 77·26 miles leased and operated.—V. 61, p. 469; V. 63, p. 557.

(11) PEOPLE'S TRACTION—An electric road.

ORGANIZATION—A Pennsylvania corporation, chartered in March, 1893, to operate and equip with trolley the People's Passenger Ry., nearly the entire capital stock of which it purchased. In Oct., 1895, the Union Traction Company acquired practically all Traction stock at $76 per share, the Pa. Co. for Ins. on Lives & Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction also leased the road for 998 years and three months. (See "Union Traction" Co., this SUPPLEMENT.)

STOCK, ETC.—	Date.	Dividends.	Issued.	Maturity.
Capital stock $30 (See text.)	.....	See text.	200,000 shs. $30 paid in.	.....
Trust certs., gold, 1893, *not* subje't to call, $1,000	.....	4 g. F.-A.	abt. $5,807,970	Feb. 1, 1943
	Interest, tax free, payable at Penn. Co. for Insurances on Lives, etc., trustee.			

Trust certificates were issued by Pa. Co. for Ins., etc., and are secured by pledge of People's Passenger Ry. stock (see that company above), and by contract of People's Traction Co., which guarantees principal and interest. Issue limited to $1,000 for $14\frac{2}{7}$ shares deposited, making total authorized $5,810,000. Sinking fund $25,000 yearly, beginning Feb. 1, 1903.

To distribute surplus from past operations, in August, 1896, was declared a dividend of 4½ per cent per annum.

(12) PHILADELPHIA CITY PASSENGER RY.—A trolley road.

ORGANIZATION—Incorporated April 9, 1859. Leased to West Philadelphia Passenger Railway Company for 900 years from Jan. 1, 1884, for interest on bonds, $2,500 per year for organization and dividend of $7 50 per share. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to the Union Traction Co.

STOCK & BONDS—	Par.	Date.	Interest	Outstand'g.	Maturity.
Stock, $1,000,000.	$50	.....	$7½ J-J	20,000 shs., $23 75 paid	See text.
1st mort., ext'd..c	500	1861	5% J-J	$200,000	Jan. 1, 1910
Debentures.....r	500,&c.	.....	5%M-S	100,000	Mar. 1, 1925

ROAD—Owns 11·7 miles of track.

(13) PHILADELPHIA & DARBY RAILWAY—A trolley road.

ORGANIZATION—Incorporated May 2, 1881. Leased to the Philadelphia City Passenger Railway Company for 999 years from Jan. 1, 1870, for $8,000 per annum and interest on bonds. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to Union Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50	.....	.....	4 J-J	$200,000	See text.
1st mortgage.....c	.....	.....	4 M-N	100,000	May 1, 1927
	Interest at Land, T. & T. Co., Philadelphia, Pa.				

ROAD—Owns 14·80 miles track.

(14) PHILADELPHIA & GRAY'S FERRY PASS. RY.—Trolley.

ORGANIZATION—Leased to Philadelphia Traction Co. for 999 years, from Jan. 1, 1891, at rental 1st five years, $43,225, or $3 50 per share per annum, and $49,400, or $4 per share per annum thereafter, the lessee to pay all taxes, running expenses, etc. Operated by Union Traction Company since October 1, 1895.

STOCK & BONDS—	Mls.	Date.	Int.	Outstand'g.	Last Div., etc.
Stock, par $50	....	....	..... $4 J-J	12,380 shs., ab't $25 pd.	See text.

Dividends at Real Estate Title Ins & Tr. Co. Owns 10 miles of track

(15) PHILADELPHIA TRACTION—A trolley road.

ORGANIZATION—Incorporated August 21, 1883, and secured control of an extensive system of roads in Philadelphia, Pa. (about 210 miles of track), which it held either by lease or ownership of securities, not in fee. Under the lease to the Union Traction Company dated October 1, 1895, all the leases and the securities owned were assigned to the Union Company, which assumes all liabilities for rentals, etc.

CONSOLIDATION—The lease to Union Traction Co. is for 999 years from Oct., 1895. The lease provides for dividends of $4 (8 p. c.) per annum on each $50 share, payable in gold coin, free of taxes. The collateral trust 4s are "assumed" by the Union Traction. See V. 61, p. 663, for extracts from lease. Philadelphia Traction stockholders were allowed to subscribe for new Union Traction stock. See V. 61, p. 197, and also 'Union Traction" Co. this SUPPLEMENT

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Capital stock (par $50).	....	8 A.-O.	$20,000,000	See text.
Col. trust gold bonds Sub.to call at 105c*	1887	4 g. F.-A.15	900,000	Aug.15, 1917
	Interest, free of tax, payable at Land T. & T.Co. Trustee, Penn. Co. for Insurance on Lives.			
Open accts. July 1, '99.	....	.....	$3,910,575	.....

The bonds are secured by deposit of W. Philadelphia and Union Passenger Ry. stock. Loan originally $1,300,000, reduced to present figures by sinking fund drawings at 105 (about $35,000 a year). These bonds and floating debt are "assumed" by the Union Traction Co. under the lease.

DIVIDENDS— { 1885, '86, '87, '88, '89, '90 to '93, '94, 95' '96, and since.
Per cent { 2 3 6 5 4 6 8 (b) 8 p.c. per an
Under lease dividends of 8 p. c. are guaranteed. V. 61, p. 663.

STOCK—The total authorized stock is $30,000,000.

ROAD—The system now assigned to the Union Traction Co. aggregated 210 miles, consisting of the following "Passenger Railways:"

	Miles.		Miles
Union Passenger Ry	52·0	Phila. City Pass. Ry	9·45
West Phila. Pass. Ry	27·25	17th & 19th Streets	8·84
Ridge Ave. Pass. Ry	15·25	22d & Allegheny	8·25
Phila. & Darby Pass. Ry	14·80	Morris & Tasker	7·30
13th & 15th Streets	13·10	Catharine & Bainbridge sts.	5·10
Phila. & Gray's Ferry	10·20	Other lines	18·86
Continental Pass. Ry	9·80		
Empire Pass. Ry	9·80	Total of all	210·00

OFFICERS—President, George D. Widener; Vice-Presidents, W. L. Elkins and J. B. Parsons; Secy. and Treas., Alex. Rennick.—V. 63, p. 311, 557; V. 65, p. 514; V. 70, p. 280.

(16) RIDGE AVENUE PASSENGER RAILWAY.

ORGANIZATION—Consolidation of Girard College Passenger Railway and the Ridge Avenue & Manayunk Passenger Railway on March 8, 1872. Leased to the Philadelphia Traction Co. for 999 years from Sept 1, 1892, for dividend of $10 per share per annum to September, 1895, and $12 per share thereafter. Operated by Union Traction Company since October 1, 1895.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, $750,000 Par $50	....	.....	$12 Q-J	15,000 shrs. $28 paid.	See text.

On account of some old debts dividends for 1896 were continued at $10 per share instead of the $12 as noted above. In 1897 dividends were increased to $12 per share. Owns 15·25 miles of track.

(17) SECOND & THIRD STREET PASSENGER RAILWAY—

ORGANIZATION—Incorporated April 10, 1853. Leased Oct. 1, 1893 to the Frankford & Southwark Passenger Railway Company for 999 years for the following guaranteed dividends per share per annum:

1893. 1894-95. 1896-97. 1898-99. 1900. 1901. 1902 & aft.
$8 50 $9 See below. $10 $10 50 $11 $12

Dividends in 1896 and 1897 were to be $9 50 per annum, but the dividend for 1896 and for the first half of 1897 was at the rate of $9 per share instead of $9 50, the balance being applied to the payment of the debt of $27,000 incurred for paving.—V. 62, p. 785.

This lease was assumed by Electric Traction Co. July 1, 1893.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div, etc.
Stock issued, 21,204 shares; par $50	.....	Text Q-J	$771,076 pd. in.	See text.

(18) SEVENTEENTH & NINETEENTH STS. PASSENGER RY.—

ORGANIZATION—Incorporated April 12, 1859. Leased to the Continental Passenger Railway Co. for 99 years from July 1, 1879, at rental of $15,000 per annum, being 3 per cent on 10,000 shares (of $50 par) stock, interest on bonds, taxes, expenses, etc. Transferred under lease of Philadelphia Traction Co., October 1, 1895, to the Union Traction Company; all rights of the Philadelphia Traction Co. to dividends on the 10,000 shares of the 17th & 19th Streets road, which were then held by the Union Passenger Railway Co. as trustee and lessee, being also transferred to the Union Company. Stock all owned by Union Traction Co.

STOCK & BONDS—	Mls.	Date.	Int.	Outstand'g.	Maturity.
Stock, par $50	....	.....	3% J-J	10,000 shs. $25 paid.	See text.
1st M. ($500)...c	....	1876	5% J-J	$100,000	July 1, 1919
Extended.....	Interest at Land, T. & T. Co., Philadelphia, Pa.				

Due lessee for additions July 1, 1899, $554,289.

ROAD—Owns 8·84 miles of track.

(19) THIRTEENTH & FIFTEENTH STS. PASS. RY.—A trolley road.

ORGANIZATION—Incorporated April 8, 1858. Leased Jan. 1, 1892, to Philadelphia Traction Company for following rental: From January, 1892, to January, 1894, $9 per share per annum; 1894 to Jan., 1897, $10 per share; 1897 to Jan., 1900, $11 per share, and from Jan., 1900, $12 per share. Lease transferred to Union Traction October 1, 1895.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50	.....	.....	$11 J-J	20,000 shs. $16 75 pd.	See text.
1st M. ($500)...c	.....	1876	7% A-O	$100,000	Oct. 1, 1903
Consols ($500,000). guar. p. & i...c.	.....	1894	5% J-J	$400,000	Jan. 1, 1934
Real estate mtges..	.....	.....	.....	90,000	.....

Dividend in July, 1895, $5 per share; the January, 1896, dividend was not paid owing to payment of city's claim for paving. V. 61, p. 1155. In July, 1896, paid $4 per share; in 1897, Jan., $5 per share in full for last half of 1896; July, $5 50 per share; in 1898, Jan., $5 50; July, $5 50; in 1899, Jan., $5 50; July, $5 50; in 1900, Jan., $5 50; July, $6.

Interest and dividends are payable at office of the Fidelity Insurance Trust & Safe Deposit Co., the trustee of both mortgages.

The consols are guaranteed principal and interest by the Philadelphia Traction Company, and the coupons are payable tax free.

ROAD—Owns 15 miles of track. Extension to League Island operated from March 13, 1898. See Union Traction report in V. 67, p. 734.—

(20) UNION PASSENGER RAILWAY—A cable and horse road.

ORGANIZATION—Incorporated April 8, 1864. Leased to Philadelphia Traction Company for 999 years from June 30, 1884, at an annual rental of $285,000, or $9 50 per share on stock, and interest, taxes, etc, Its lease of the Continental Company was assigned to the Philadelphia Traction Co. and since Oct. 1, 1895, operated by the Union Traction Co. The Union Passenger Railway Co. it is believed, is still holding as lessee and trustee 6,100 shares Empire Passenger Railway stock and 10,000 shares of 17th & 19th Streets Passenger Railway.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock, par $50	.....	.....	$9·50 J-J	30,833 shs., $30 paid in.	See text.
Dividends paid at 423 Walnut St					
1st mortgage ($100 and $500).....c.	.....	1881	5x A-O	$500,000 $20,000 redeemable yearly.	Mar.31, 1911
Trustee, Penn. Co. for Insurances on Lives.					
2d mortgage ($100 and $500).....c.	.....	1884	5x A-O	250,000	Mar.31, 1910
Int. on both loans at Land, T. & T. Co., Phila., Pa.					

Due lessee company for additions July 1, 1899, $6,683,287.

ROAD—Owns 56 miles of track.

(21) WEST PHILADELPHIA PASSENGER RY.—Cable and horse.

ORGANIZATION—Incorporated May 14, 1857. Leased Jan. 1, 1884, to the Philadelphia Traction Co. for 999 years, at an annual rental of $150,000, or 20 per cent on stock, and interest, taxes, etc.; transferred Oct. 1, 1895, to Union Traction Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $50	.....	.....	$10 J-J	$750,000	See text.
1st mort. ($1,000), gold.....c	.....	1876	6 A-O	246,000 Mort. trustee, Girard Life In. An. & Tr. Co., Phila.	April 1, 1906
2d mort. ($1,000)..c Free from tax.	.....	1886	5 M-N	750,000 Mortgage trustee, Pennsylvania Co. for the Ins of Life & Gr. of Annuities, Philadelphia, Pa.	May 1, 1926

Interest on both loans payable at Land, T. & T. Co., Philadelphia, Pa.

*Due lessee for additions to July, 1899, $2,509,780

ROAD—Owns 27·25 miles of track.

UNITED POWER & TRANSPORTATION CO.—Electric roads.

Incorporated April 20, 1899, under New Jersey laws to construct, operate and own street railways, power companies, etc., and do a general business (V. 68 p. 929).

In June, 1900, owned the following stocks. We show also the total stock outstanding of each of the companies.

	Owned. Shares.	Total Stock. Shares.
Citizens' Electric Light & Power Co. of Delaware Co...	6,194	7,500
Delaware County & Philadelphia Electric Ry	5,993	6,000
Edison Electric Illuminating Co. of Lebanon, Pa	9,891	10,000
Holmesburg Tacony & Frankford Electric Ry. Co	14,972	15,000
Lebanon Valley Street Ry. Co	9,991	10,000
Roxboro Chestnut Hill & Norristown Ry. Co	3,938	4,000
Schuylkill Valley Traction Co.*	8,000	10,000
Southwestern Street Ry. Co	.....	.....
Trenton Street Ry	19,953	20,000
United Traction Co. of Reading, Pa	7,991	8,000
Wilkesbarre & Wyoming Valley Traction	49,552	50,000
Wilkesbarre Dallas & Harvey's Lake Ry	3,893	4,000
Wilmington & Chester Traction	39,993	40,000
Wilmington City Electric	4,962	5,100

* The United Power & Transportation Co. is also said to have bought the $100,000 issue of income bonds of this company.

STOCK AND BONDS.—Stock authorized, $12,500,000; present issue, $3,125,000; shares $25, with 80 per cent, or $20 per share, paid. Bonds, 4 per cent collateral trust certificates, are in two series, which we have marked (*a*) and (*b*) below. [Both bonds and stock listed on Philadelphia Stock Exchange.]

(*a*) Under a Trust Agreement between the United Power & Transportation Company and the New York Security & Trust Company, trustee, dated May 1, 1899 (under which $7,788,797 United Railways Gold Trust Certificates have been issued by the said trust company as trustee), the United Power & Transportation Company has deposited with said trust company 19,953 shares Trenton Street Railway Company, 39,993 shares Wilmington & Chester Traction Company, 14,992 shares Holmesburg Tacony & Frankford Electric Railway Co., 7,991 shares the United Traction Company of Reading, Pa., 4,962 shares the Wilmington City Electric Company and 49,538 shares the Wilkes Barre & Wyoming Valley Traction Company. Under the above agreement, an additional amount of $56,203 of certificates will be issued upon deposit with the trustee of the remaining shares of the capital stock of the above companies.

(*b*) Under a Trust Agreement between the United Power & Transportation Company and the Real Estate Title Insurance & Trust Company of Philadelphia, dated May 1, 1899 (under which $998,833 34 United Railways Gold Trust Certificates have been issued), the United Power & Transportation Company has deposited with the said trust company, as trustee, 5,993 shares Delaware County & Philadelphia Electric Railway Co.

Under the above agreement an additional amount of $1,166 66 of certificates will be issued upon deposit with the trustee of the remaining shares of the capital stock of the Delaware County & Philadelphia Electric Railway Company.

The principal of both series (which are in $100, $500 and $1,000 pieces) is due at option of holder on July 1, 1949, and thereafter on any Jan. 1 or July 1, at the option of the United Power and Transportation Co. For both series, also, the semi-annual interest (J. & J.) and the principal are payable in gold coin, free of tax, at the office of the Real Estate Title Insurance & Trust Co. of Philadelphia, trustee.

DIVIDENDS—On Jan. 20, 1900, a dividend of 50c. per share was paid; also same amount July 16, 1900.

LATEST EARNINGS—The receipts of passenger railways controlled by U. P. & T. Co. increased $109,875 for five months to May 31.

REPORT—For period April 20 to December 31, 1899: Income from securities held, $425,400; expenses, $32,454; interest, $184,816; dividends (5 p. c.) on amount paid in, $62,500; bal., surp., $145,630.

OFFICERS.—President, John A. Rigg; Vice Prests., R. N. Carson, H. C. Moore; Sec. and Treas., Wm. S. Bell. Asst. Sec. and Treas., Remi Remont; Gen. Supt., Frank L. Fuller; Counsel, R. L. Jones. General offices, Bullitt Building, Philadelphia.—V. 68, p. 830, 929, 1078, 1136, 1184, 1248; V. 69, p. 29, 135, 797; V. 70, p. 77, 277, 281, 431, 451, 634.

(1) DELAWARE COUNTY & PHILADELPHIA ELECTRIC RY.—A trolley road.

ORGANIZATION—Completed from Media, Pa., to Baltimore Avenue, Philadelphia, in January, 1895; connects with the Chestnut & Walnut Street cars of the Union Traction system. In Dec., 1898, additional lines through Delaware County were proposed and is to have a connection with the Chester & Media. In May the United Power & Transportation Company acquired the road, paying $150 per share for the stock in its 4 per cent trust certificates secured by a deposit of the stock.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000 auth.	.....	.....	$300,000	See text.
1st mortgage.....	1893	6 J-J	64,000 Interest at Independence Nat. Bank, Phila.	July 1, 1913

DIVIDENDS—In 1898-99 $27,680 paid in dividends

ROAD—July 1, 1899, owned 12 miles. Rails 80-lb. T and girder.

EARNINGS—For year ending June 30, 1899, gross, $73,131; net, $37,780; interest, taxes, etc., $7,374; dividend, $27,680; balance, surplus for year, $2,726. In 1897-8, gross, $68,477; net, $35,458.

OFFICERS—President, John A. Rigg; Vice-President, H. C. Moore; Secretary and Treasurer, M. C. Aulenbach.

(2) HOLMESBURG TACONY & FRANKFORD ELECTRIC RY.—A trolley road.

Acquired in 1899 by United Power & Transportation Co. Paid $35 in 4 per cent trust certificates for each $50 share of the Holmesburg Co.

ORGANIZATION—Incorporated in 1890. Opened Oct. 6, 1895.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $50) $800,000	.....	.....	$750,000	.....
1st mort., $400,000, gold. $1,000 and $500.....c*	1895	5g. M-N	400,000 Trustee, West Phila. Title & Trust Co.	May, 1925

Interest is paid at R. E. Title Ins. & Tr. Co., Philadelphia.

ROAD—Total track owned, 16·18 miles; track leased, 1·11 miles.

EARNINGS—For year ending June 30, 1899, gross, $98,886; net, $23,389; int., taxes, etc., $28,252; dividends, $2,454; balance, deficit, for year, $7,317.

OFFICERS.—President, John A. Rigg; Vice-President, R. N. Carson; Treasurer, M. C. Aulenbach.

(3) LEBANON VALLEY STREET RAILWAY.—A trolley road.

ORGANIZATION.—A consolidation in 1899 of the Lebanon & Annville Street Railway and the Lebanon & Myerstown Street Railway. The United Power & Transportation Co. owns 9,991 shares out of the 10,000 shares of the capital stock.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000 (per $50)...	.....	.....	$500,000	.....
1st mort. 10-30s.....	1899	5	400,000	July 1, 1929

ROAD—Owns 23 miles of track. Extension building.

LATEST EARNINGS—For twelve months to Dec. 31, 1899, gross, $50,523; in 1898, $41,331.

OFFICERS—President, S. P. Light; Vice-Pres., H. C. Moore; Sec. and Treas., M. C. Aulenbach; Asst. Sec. and Treas., Remi Remont.

(4) ROXBOROUGH CHESTNUT HILL & NORRISTOWN RY.—

A trolley road.

The United Power & Transportation Co. owns 3,938 out of the 4,000 shares of the capital stock.

ORGANIZATION—In February, 1898, arranged to lease the Wissahickon Electric, 3½ miles, for 999 years; rental to be 2 p. c. on the $145,800 stock for the first two years, 3 p. c. for the next six years, 4 p. c. for the next seven years and 5 p. c. for the rest of the term. Now operates 20·60 miles of track. In June, 1896, filed a mortgage for $450,000 to the Real Estate Title Insurance & Trust Co., Philadelphia, securing 5 per cent gold bonds, J&D, due in 1926, of which $396,000 were outstanding July 1, 1899. Capital stock, $198,400; par, $50.

For year ending June 30, 1899, gross, $112,284; net, $42,014; interest, etc., $26,357; dividends, $4,960; balance, surplus for year, $10,697. President, J. A. Rigg; Vice-Pres., R. N. Carson; Sec. and Treas., M. C. Aulenbach.—V. 62, p. 1042.

(5) SCHUYLKILL VALLEY TRACTION.—Trolley.

ORGANIZATION—Incorporated in September, 1893, as successor to the Norristown Bridgeport & Conshohocken Traction Co. Since Jan. 15, 1895, has controlled and operated the Conshohocken Ry., the Montgomery County Pass. Ry., the Citizens' Pass. Ry., Ambler Electric and the Norristown Pass. Ry. The corporate existence of the several companies will be maintained, but their bonds will be taken up as rapidly as possible. In October, authorized stock was increased from $250,000 to $1,000,000.

In Feb., 1900, the United Power & Transportation Co. acquired control by purchase of $400,000 of the $500,000 capital stock and the entire $100,000 issue of income bonds. V. 70, p. 281.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 ($50)..	.....	.....	$500,000	.....
1st mort., $500,000, gold ($1,000)..... c	1895	5 g. F-A	200,000	Nov., 1945
	Int. at West End Tr. & S. D. Co., Phil., trustee.			
Income mort., $100,000, ($500).....	1899	5 ann.	100,000	Aug. 1, 1949
	West End Title & S. Dep. Co., Phila., trustee			

Of the $500,000 1st mortgage dated 1895, $100,000 has been retired and destroyed, $75,000 has been reserved to take up like amount of the Norristown Passenger Ry. bonds, $80,000 to retire the Citizens' Passenger Ry. bonds, $9,000 for other outstanding bonds and $36,000 are for improvements.

The securities of the subsidiary companies are as follows, including both those held by the public and by the parent company:

Company, &c.—	Miles.	Interest.	Issued.	Maturity.
Citizens' Pass. Ry. stock..	6¼	.....	$79,520 f. p.	3% Mar. '99
1st mort., gold, $80,000, guaranteed.....	.....	5 g. F-A Subject to call at 105	80,000	Feb. 1, 1925 Feb. 1, 1905
Conshocken Ry. stock....	5½	....	145,900	.....
1st mortgage, guaran'd principal and interest..	5½	5 g. J-J Subject to call at 105	100,000	July 1, 1924 July 1, 1904
Montg. Co. Pass. Ry. stk.	1½	.....	150,000	.....
1st mortgage.....	1½	6 J-J	15,000	1924
Norristown Pass. Ry. stk.	4¼	.....	75,000	.....
1st mortgage.....	4¼	6 J-J	75,000	1923

ROAD—Operates about 22 miles of track, including the lines of the above-mentioned companies. A number of improvements and extensions reported proposed in 1899.

For year ending Dec. 31, 1899, gross earnings, $70,170; net, $23,063; in 1898, gross, $63,674; net, $18,705.—V. 62, p. 279; V. 69, p. 334; V. 70, p. 281.

(6) TRENTON STREET RY—Trolley.

The United Power & Transportation Co. owns 19,953 out of the 20,000 shares of stock.

ORGANIZATION—Formed June 29, 1898, by consolidation of the Trenton Passenger Ry., Mulberry St. Pass. Ry., Pennington Ave. Pass. Ry. and Ewing Pass. Ry. See also Trenton Traction Company.

In August, 1899, the Mercer County Traction Co. was formed, with a capital of $100,000, to enable the Trenton Street Ry. Co. to build an extension into Princeton.

On Feb. 1, 1899, the consolidation of the electric companies of Trenton went into effect under the title of the Trenton Gas & Electric Co. But the Trenton Street Railway has no connection with the Gas & Electric Company.—V. 68, p. 284.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, $1,000,000, p. $50	.....	.....	$1,000,000	.....
Tr. Pass. First mort..... $1,000,000, gold ..... $1,000 each, c*.....			$100,000 ($10,000 due yearly Sept. 30) $150,000	1906 to 1915 1916 to 1925
Interest at Nat. Mechan. Bank, Trenton, N. J.	1891	6g. A-O	($15,000 due yearly Sept. 30) $100,000 ($20,000 due yearly Sept. 30) $650,000	 1926 to 1930 Sept. 30, 1931
Consol. mort., gold..... $2,000,000	1898 Int. in Phil. & Trenton; Gir. L. Ins., &c., trus.	5g. J-J	$752,000	July 1, 1938

BONDS—Of the consol. 4s of 1898, $1,000 000 are reserved to retire the 1st 6s, and $.48,000 are held in the treasury for future extensions.

ROAD—Owns 34 miles of track. The new tracks have 90-lb. Johnson girder rails. Has power house of sufficient dimensions to operate the system and also to light the city.

EARNINGS.—Year ending Dec. 31, 1898, gross, $247,051; net, $16,284.

OFFICERS—President, Henry C. Moore; Vice-Pres., John A. Rigg; Sec. and Treas., Jno. L. Kuser.—V. 68, p. 284, 475.

(7) UNITED TRACTION (OF READING)—

In 1899 control acquired by the United Power & Transportation Co., which holds 7,991 out of the 8,000 shares of stock. Stockholders were given $75 in 4 per cent collateral trust bonds of the Power & Transportation Co. for every $50 of United Traction Co. stock held, with right to subscribe for Power & Transportation stock.

ORGANIZATION—Incorporated in December, 1895, to control the Reading Traction (leased) and Reading & Womelsdorf Electric (stock owned) roads. Also owns the stock of the Metropolitan Electric Co. In Jan., 1899, the Reading Traction Co. was reported to have acquired control of the Reading & Southwestern Ry.

STOCK AND BONDS—	Date.	Int.	Outstand'g.	Maturity.
Stock, $400,000 (par, $50)....	.....	.....	$103,700 full pd.	.....
1st M., coll. trust, gold, $150,000 (par $100 & $1,000)....	1896 Trustee, R. E. Title, Ins. & Trust, Phila.	5g J-J	149,900	Jan. 1, 1926

Interest at Co.'s office. Bonds subject to call at par after three years

ROAD—Operates 48 miles of track (Reading Traction, 31 miles, Reading & Womelsdorf Elec., 14 miles) in and between Reading; Womelsdorf, Black Bear and Stony Creek; Reading & Southwestern, 7 miles.

EARNINGS—From Jan. 1 to Dec. 31, 1899, gross, $217,677, against 191,500 in 1898. For year ending June 30, 1899, gross, $ 0 ,814; net, $135,398; interest, taxes and rentals, $136,447; deficit, $1,049.

OFFICERS—President, John A. Rigg; Vice-Pres., Henry C. Moore; Sec. and Treas., M. C. Aulenbach.—V. 61, p. 1014, 1118; V. 67, p. 1264; V 68, p. 830, 829, 873.

Controlled by United Traction Co.

(a) READING TRACTION—A trolley road.

ORGANIZATION—Chartered in 1893 to operate the Reading City Passenger Railway and East Reading Passenger Railway, which it equipped with electricity and leased for 99 years, the former from April 1, 1893, and the latter from May 1, 1893. Road leased in December, 1895, to the United Traction at a rental of $10,000 annually for first three years, $20,000 for next two and $30,000 thereafter. In Jan., 1899, reported to have acquired control of the Reading & Southwestern Ry., operating 7½ miles of track bonded for $75,000.

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock., $1,000,000 au.	$50	.....	J-J	$1,000,000	See text.
1st M., $600,000, g., gu Not subject to call c*	...	1893 Trustee is Provident Life & Trust Co., Phila.	6g. J-J	445,000	Jan. 1, 1933

Loans July 1, 1899, $199,860.

Interest is payable in Philadelphia at Bank of North America and in Reading.

Bonds—Of the Reading Traction first mortgage bonds for $600,000; $112,000 are reserved to retire Reading City Passenger bonds when due.

DIVIDENDS—A dividend of 1 p. c. was paid in Jan. and July, 1900.

LEASED LINES SECUR'S.	Par.	Date.	Interest.	Outstand'g.	Last div., etc.
Reading City Pass. Ry.					
Stock (see below).....	$50	.....	J-J	$350,000	See text.
1st M.....	.....	1889	5 A-O	117,000	Apr., 1909
East Reading Elect. Ry.					
Stock, full paid.....	50	.....	J-J	100,000	See text.
Bonds, $25,000.....	....	1897	5 p. c.	21,500	July 1, 1937
Read. & Temple Elec. Ry.					
Stock, $75,000, guar.	....	.....	7 A-O	43,200	See text.
1st mtg., $75,000.....	....	1894	5 A-O	43,500	Oct. 1, 1924

Dividends on Leased Line Stocks—The Reading City Passenger stock to receive dividends, 1896 to 1899 inclusive, 10 per cent; 1900 and thereafter, 12 per cent. East Reading stock receives dividends: 1896, $6,500; 1897 to 1900 inclusive, $7,000; thereafter, $8,000.

ROAD—Owned and leased 31 miles of track. V. 64, p. 177. The Reading & Southwestern owned 7 miles.

(b) READING & WOMELSDORF ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Owns 14 miles of track. Controlled through ownership of stock by the United Traction Co., which operates the road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	.....	.....	$500,000	.....
1st mortgage, $400,000, gold, c* ($100, etc.).....	1895 Trustee, Real Est. Title Ins. & Tr., Phila.	5g. J-J	313,000	Jan. 1, 1925

Interest at Reading Trust Co. of Reading, Pa.

(8) WILKESBARRE & WYOMING VALLEY TRACTION.—The United Power & Transportation owns 49,552 out of the 50,000 shares of stock.

ORGANIZATION—Controls all the street railway lines in the Wyoming Valley, Pa., extending from Wilkesbarre to Duryea and Nanticoke on east side of Susquehanna River and Pittston, Plymouth, on west side.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $100).....	.....	Text.	$5,000,000	See text.
1st M. $1,500,000, gold.	1891 Interest at Provident Life & Trust, Phila.	5g. A-O	1,500,000	Apr. 1, 1921
Collat. Tr. & Mortgage $325,000, gold	1895 Int. at Anthracite Sav. Bk., tr., Wilkesbarre.	5g. J-J	$325,000	Jan. 1, 1925
Underlying Bonds on Roads Purchased—				
Coalville Pass. Ry. bds.	.....	.....	12,000	.....
Wilkesb. & Surb. bonds.	.....	5 p. c.	40,000	.....
Wilkesb. & W. Side bds.	.....	.....	35,000	.....
Guaranteed bonds—				
Pittston St. Car 1st M. p.&i. uncondit'y guar.	1893 Int. at Real Estate L. & Tr. Co., Philadelphia.	6g. J-D	$200,000	Dec. 1, 1918
Plymouth Br. Co. 1st gold M. $150,000, guar. p.&i.	1894 Int. at Anthracite Sav. Bk., trustee, Wilkesb.	5g. A-O	$150,000	Oct. 1, 1924
$10,000 subj. to call in 1904 and $3,000 yearly thereafter.				
Wilkesbarre & Kingston	.....	6 F-A	90,000	.....
Wilkesb're & E. Side Ry.	.....	.....	150,000	See below.

DIVIDENDS—In 1896, Jan., 1 per cent; July, 1 per cent.; in 1897, Jan., 1 p. c.; in 1898, Jan., 1 p. c.; in 1899, Jan., 1 p. c.

ROAD—Comprises 63·26 miles of track, fully described in the CHRONICLE of Feb. 22, 1896, page 361.

COMPANIES CONTROLLED IN SYSTEM—The following table shows the several companies operated, their mileage, capital stock, and the amount of it owned by the Traction Company, their debt, and finally the rental payable under 999-year leases; 6 per cent here meaning 6 per cent on the outstanding capital stock; and $1 meaning a nominal rental, the company having only a nominal existence.

		Stock.			
Name of Company.	*Miles.*	*Issued.*	*Owned.*	*Debt.*	*Rental.*
Coalville Passenger Railway	5·67	$62,400	$33,700	$12,000	6 p.c.
Nanticoke Street Railway..	9·68	12,000	12,000	None.	$1
Pittst. Moosic & P. V. St. Ry.	1·95	42,000	42,000	None.	$1
Pittston Street Car.....	8·82	200,000	200,000	200,000	.. ..
Plymouth Street Railway...	6·00	12,000	12,000	None.	$1
W. Pittston & Wyo. St. Car..	2·25	30,000	30,000	None.	$1
Wilkesbarre & East Side¶...	5·00	150,000	150,000	150,000	.....
Wilkesb. & Kingst Pass. Ry.	6·60	100,000	99,700	90,0 0	6 p.c.
Wilkesb. & Suburb. St. Ry ..	10·00	100,000	93,500	40,000	6 p.c.
Wilkesbarre & West Side....	9·63	100,000	92,450	35,000	6 p.c.

¶ Entire stock and bonds deposited under collateral trust of 1895.

ANNUAL REPORT—

Year end. Dec. 31.	1899.	1898.	*Year end. Dec.* 31.	1899.	1898.
Gross earns...	$550,947	$506,747	Taxes, etc.....	.....	$68,695
Net	303,084	286,844			
Int. on bds., etc.	.....	125,142	Surp. for year....	.....	$93,007

—V. 65, p. 152; V. 66, p. 285. V. 68, p 830, 1134. V. 69, p. 29.

(9) WILKESBARRE DALLAS & HARVEY'S LAKE RY.—The United Power & Transportation owns 3,893 out of the 4,000 shares of stock.

ORGANIZATION—A reorganization in 1898, per plan in V. 66, p. 1190, of the Wilkesbarre & Northern RR., sold by sheriff in Sept., '98. Road, partly constructed, was completed and electrically equipped by new company from Luzerne, Pa., there connecting with Wilkesbarre & Wyoming Valley Traction, to Harvey's Lake, Pa., 12·48 miles. Stock $200,000; bonds, $150,000.—V. 66, p. 1190; V. 67, p. 488; V. 69, p. 135.

(9) WILMINGTON & CHESTER TRACTION—

Has been acquired by the United Power & Transportation Co., which owns 39,993 out of the 40,000 shares of stock.

ORGANIZATION.—Incorporated March, 1898. Controls all the street railway lines of Wilmington, Del., and Chester, Pa., comprising with leased lines about 57 miles of track, and with the connecting link, between Wilmington and Chester, opened in April, 1899, has 66

miles of track. It controls the line from Chester to Media, also the line to Darby, where connection is made with the Union Traction Company's line to Philadelphia. In 1898, acquired all the stock of the Wilmington City Ry. ($517,850) and of the Chester Traction Co. ($500,000). The latter company holds all the stock of the Union Railway Co , $100,000; Chester & Media stock, $35,000; Chester Darby & Philadelphia stock, $65,000; total, $200,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,000,000; par, $50 f. p.	Listed on Phil. Ex.		$2,000,000	.....
Coll. tr., gold, $4,000,000 ($500 and $1,000 ea.).c*	1898	5 g. A-O	1,705,000	Apr. 1, 1918
	Provident Life & Trust Co., Phila., trustee.			
SECURITIES (NOT OWNED) OF SUBSIDIARY LINES—				
Wil. City 1st M., $600,000, gold, $500 each.....c	1891	5 g. M-S	600,000	Sept. 1, 1911
	Subject to call on or after Sept. 1, 1901			
Interest is payable at the Equitable Trust Co., Wilmington, Del.				
Chester Trac. 1st M., gold ($250,000).....c*	1894	5 g. M-N	250,000	May 1, 1914
Leased to Chest. Tract.—				
Union Ry. Co. 1st M., gold ($500 & $1,000)c.....	1893	5 g J-J	200,000	Jan. 1, 1913
Chester St. Ry. stock ($50)	.....	10 J-J	150,000	Jan., 1900
Ches. & Media El. Ry. gold)	1893	5 g. J-J	100,000	July 1, 1913
Ches. Darby & Phila. gold.	1893	5 g. J-J	125,000	July 1, 1913

Interest on Chester Traction, Union Ry., Chester Street Ry., etc., payable at Delaware County Trust Co., Chester, Pa., and interest upon all the latter guaranteed by Chester Traction Co.

BONDS—Of the collateral trust 5s of 1898, $1,705,000 represents purchase of total stock of Wilmington City Ry., entire capital stock of Chester Traction, all stock and bonds of Gordon Heights Ry., and provides for construction and equipment of new line between Wilmington and Chester and improvements. Of the balance $1,695,000 are reserved to retire underlying securities and guaranteed stock, $500,000 for future extensions, etc., and $100,000 remain in company's treasury. Bonds are subject to call at 103 after Apr. 1, 1914.

OFFICERS—Pres., John A. Rigg; Vice-Pres., E. J. Moore; Sec. and Treas., W. S. Bell; Asst. Sec. and Treas., Remi Remont—V. 68, p. 620, 929.

(*a*) **CHESTER TRACTION**—A trolley road.

CONSOLIDATION—In 1898 entire stock of Chester Traction and also the Wilmington City Ry. (Delaware) was acquired by Wilm. & Chester Trac. Co., which company is in turn controlled by the new United Power & Transportation Co.—see the latter.

The Chester Traction Co. holds all the stock of the Union Railway Co., $100,000, Chester & Media stock, $35,000, Chester Darby & Phila. stock, $65,000; total, $200,000.

All interest payable at Delaware County Trust Co., Chester, Pa. Interest upon all subsidiary securities guaranteed by Traction Co.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Last Div. &c
Stock ($500,000); par, $50.....	.....	.....	$500,000	In '98-9, 10%
1st M., gold. ($250,000) .....c*	1894	5 g M-N	250,000	May 1, 1914

ROAD—Company operates 32·87 miles of track:

EARNINGS—Year ending June 30, 1899, gross, $246,063; net, $119,706; int., taxes and rentals, $77,674; divs., $50,000; deficit, $7,968 .

PHOENIXVILLE, PA.

POPULATION 1890 WAS 8,514.

MONTGOMERY & CHESTER ELECTRIC RY.—To be a trolley road.

ORGANIZATION—Completed from Phoenixville to Spring City, Pa., 6½ miles in June, 1899. Stock authorized, $100,000; outstanding, $50,000. Bonds, $100,000 30-year gold 5s, due March 1, 1929 ($1,000 each), int. M-S at Real Estate Trust Co., Philadelphia, trustee; outstanding, $100,000. President, John J. Ridgeway, 721 Walnut St., Philadelphia, Pa.; Sec., C. S. Jarvis; Treas., Franklin Ingram.

PIQUA, OHIO.

POPULATION 1890 WAS 9,090; IN 1880 WAS 6,031; AND IN 1870 WAS 5,967.

MIAMI VALLEY RAILWAY—A trolley road.

ORGANIZATION—Chartered in August, 1889. Franchises from cities of Piqua and Troy and County Commissioners of Miami County.

STOCKS & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock ($300.000) $100...	....	.....	.....	$300,000	.....
1st M., $200,000, gold, $1,000.....c	14	1893	6 g M-N	200,000	1908
	Interest at Chase National Bank, N. Y. City.				

Mortgage trustee is the cashier of the Chase National Bank.

ROAD—In Aug., 1899, owned 7½ miles of trolley track in Piqua laid with 45-lb. girder rail, 2 miles in Troy (population 8,000) and 8 miles connecting the two cities, laid with 48 lb. T rail. President, W. P. Orr; Vice-President and Manager, A. M. Orr; Secretary and Treasurer, L. M. Flesh.

PITTSBURG, KANSAS.

POPULATION IN 1890 WAS 6,697.

PITTSBURG FRONTENAC & SUBURBAN ELECTRIC RY.—

ORGANIZATION—Chartered July 9, 1894. The population of the district served by the road is said to be over 21,000. Company also owns an electric-light plant in Pittsburg, Kan. In October, 1899, the road was sold at foreclosure to J. J. Tyler of Philadelphia for $70,000. It is reported that an extension of 4 miles from Frontenac to Yale mining camp will be made at once. The old securities are described below.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $100,000 (par $100).	....	.....	$100,000	.....
1st mort., $125,000, gold redeemable in 10 years	1896	6 g. J-J	125,000	Jan. 1, 1911
	Int. at R. E. Title Ins. & Tr., Phila., trustee.			
Pitts. Weir C. & Col. 1st M. $75,000 assumed by P. F. & S.	1897	6% J-D	(?)	Dec. 1, 1906
	Int. at N. Y. Security & Trust, trustee.			

The first mortgage covers all the railway, property, franchises, electric-light plant and real estate.

ROAD—In 1899 operated 17·3 miles of track, running from Pittsburg to Frontenac, Litchfield, Medway, Cornell and Yale.

PITTSBURG, PA.

POPULATION 1890 WAS 238,617; IN 1880 WAS 156,389 AND IN 1870 WAS 86,076.

ESTIMATED COMBINED POPULATION OF "GREATER PITTSBURG," INCLUDING ALLEGHENY, ETC., IN 1899, 500,000.

PHILADELPHIA CO.—Gas (natural and manufactured), electric company, trolley.

ORGANIZATION.—Originally a natural gas company, but in February, 1899, nearly all of its $7,500,000 stock having been purchased by a syndicate headed by Brown Brothers & Co., of New York, and Alexander Brown & Sons, of Baltimore, its operations were extended, as permitted by charter, to absorb the Consolidated Gas Co. of Pittsburg (artificial gas—see V. 66, p. 1188), the Chartiers Valley Gas Co. and the Allegheny County Light Co. (electricity). It has also acquired the entire capital stock of the Mansfield & Chartiers Gas Co., and in June, 1899, purchased a controlling interest in the Equitable Gas Co., both natural gas —V. 69, p. 28. During August, 1899, it also acquired the entire capital stock of the Low Pressure Gas Co., which heretofore supplied the towns of Homestead and McKee's Rocks and the borough of Esplan, all adjacent to the City of Pittsburg. Pennsylvania Natural Gas stock was in Nov., 1899, taken in exchange for Philadelphia Co. stock at the rate of three shares of gas stock for one share of the stock of the Philadelphia Co. V. 69, p. 1015. In Oct., 1899, it also acquired the entire capital stock of the Union Gas Co. of McKeesport, which supplies the towns of McKeesport and Reynoldton. In accordance with an offer previously made (see V. 68, p. 479), the Philadelphia Company in October, 1899, began exchanging its stock for that of the United Traction Co., street railway system, below described—V. 69, p. 744; and has acquired 336,867 shares of the common stock of that company.

SCHEDULE OF CAPITAL STOCK SHARES OF OTHER CORPORATIONS OWNED AND POSSESSED AT MARCH 31, 1900.

	Shares.			Total Issue.
United Traction Co. of Pittsburg	336,867	common	out of	340,000
Consolidated Gas Co. of the City of Pittsburg	x79,967	"	"	80,000
Chartiers Valley Gas Co	x29,530	"	"	30,000
Pennsylvania Natural Gas Co	19,582	"	"	20,000
Equitable Gas Co. of Pittsburg	13,052	"	"	14,000
Equitable Gas Co. of Pittsburg	4,653	preferred	"	6,000
The Allegheny Co. Light Co	x4,910	common	"	15,000
Allegheny Heating Co	x2,501	"	"	5,000
Union Gas Co. of McKeesport	16,000	"	being all the stock.	
Suburban Gas Co	2,000	"	"	
Low Pressure Gas Co	1,000	"	"	
Pew, Emerson & Co., Limited, Incor.	1,000	"	"	
American Transfer Co	1,000	"	"	
Mansfield & Chartiers Gas Co	500	"	"	
Duquesne Natural Gas Co	200	"	"	
Fuel Gas Co. of the County of Allegheny	200	"	"	
Tarentum Light & Heat Co	100	"	"	
Carpenter Natural Gas Co	100	"	"	
Penn Fuel Co	100	"	"	
Acme Gas Co	100	"	"	
Braddock Fuel Co	70	"	"	
Acme Heating Co	70	"	"	
Acme Fuel Co	70	"	"	
Allegheny & Chartiers Railway Co	60	"	"	
The Philadelphia Co. of West Va	x10	"	"	

All of the above shares, except those marked thus, x, are in the treasury of the company those so indicated (x) are in the hands of the Maryland Trust Company, trustee under the first mortgage and collateral trust dated March 1, 1899.

In June, 1900, the proposed merger of the Consolidated Traction with the United Traction and the Monongahela Street Ry. into a new company, to be called the Union Traction, had not yet been perfected.

SECURITIES OUTSTANDING APRIL 1, 1900.

STOCK & BONDS—	Date.	Rate.	Outstanding.	Last div., etc.
Stock, common, $15,000,000; par, $50	.....	Q - J	$14,719,956	Apr., 1900, 1¼
Pref. stk., 5 p.c., non-cum., $6,000,000; par, $50....	.....	M - S	4,000,000	Mar., 1900, 2½
1st & Col. Tr. M., $6,500,000 gold ($1,000) c*....	1899	5 g M-S	4,125,000	Mar. 1, 1949
	Maryland Trust Co., Trustee.			
Allegh'y County Lt. 1st M.	1891	6 F-A	500,000	1911
East End Elec. L't 1st M.	1895	6 F-A	500,000	1915
United Trac. com. stk., $17,000,000, par $50.	.....	... .	17,000,000	.....
United Traction pref. stk.	.....	5 J-J	3,000,000	Jan., 1900, 2½
United Trac. gen. M. gold, $10,000,000 ($1,000).c*	1897	5 g. J-J	4,750,000	July 1, 1997
	Trustee Maryland Trust Co., Baltimore.			
Un. Trac Div. bonds.....	1889-94	5 & 6	5,250,000	Various.
Cons. Gas com., $4,000,000, par $50.....	.....	.....	4,000,000	.....
Consol. Gas pref. stock, $2,500,000, par $50..	.....	6 F-A	2,000,000	Feb., 1900, 3%
Consol. Gas, 1st mort., gold .....c*&r	1898	5 g. F-A	5,000,000	Feb. 1, 1948
	Trustee Maryland Trust Co.			

STOCK—Stock authorized was increased in February, 1899, from $7,500,000 to $21,000,000, of which $6,000,000 is 5 p. c. non-cumulative preferred. The increase was made to acquire the common stock of the Allegheny County Light Co., Chartiers Valley Gas Co. and the Consolidated Gas Co.; also by exchange the United Traction stock.

DIVIDENDS. Per Cent.	1892	'93	'94	'95	'96, '97.	'98	'99	1900
	4¼	4¼	5	5	None.	4	4¾	2½

The foregoing dividends are for the common stock. The preferred stock was created in 1899, and the first semi-annual payment of 2½ per cent was made in Sept., 1899; the next one (2½%) will be paid on Sept. 1, 1900.

BONDS—Of the $6,500,000 new bonds of 1899 (mortgage trustee, Maryland Trust Co.) $4,000,000 was issued at once in part payment for the stock of the Allegheny County Light and Chartiers Valley Gas Co., and $1,000,000 is reserved to retire the $1,000,000 bonds of the Allegheny County Light and East End Electric bonds and $1,500,000 for future improvements and additions, out of which $125,000 was issued in Dec., 1899, to pay for betterments to the property of the Allegheny County Light Co. Messrs. Brown Bros. & Co. offered the $4,000,000 for sale Feb., 1899, receiving applications for eight times that amount, and in Oct., 1899, they were listed on the Philadelphia Stock Exchange. See application to list securities on the N. Y. Stock Exchange in V. 70, p. 1198.

EARNINGS—Report for year ending March 31, 1900, was in V. 70, p. 943.

	1900.
Gross earnings	$2,163,201
Operating expenses	1,294,736
Net earnings	$868,465
Other income	366,482
	$1,234,947
Deduct rentals of other companies, interest, etc	247,258
Total net income	$987,689
Interest on bonds and dividends on preferred stock	403,501
Surplus, added to profit and loss	$584,188
Common stock dividends	479,444
Actual surplus for year's operation	$104,744

Earnings of the companies controlled by the Phila. Co. for the year ending March 31, 1900:

Gross earnings	$3,628,167 12
Operating expenses and taxes	1,675,365 39
Net earnings	$1,952,801 73
Deductions from income (interest and preferred stock dividends)	1,283 955 96
Net income	$668,845 77
Applied to reduction of indebtedness of the companies	$227,370 85
Expended for improvements and betterments	205,033 03 — 432,403 88
	$236 141 89
Dividends declared	225,000 00
	$11 141 89
Philadelphia Co.'s proportion of dividends declared	*$223,620 00

*Included in "other income" in the statement of earnings and expenses above.

One dividend of 1 per cent and three dividends of 1¼ per cent each were paid upon the common stock of the Philadelphia Co., out of earnings applicable thereto during the year 1899, and two dividends of 1¼ per cent each thus far in 1900.

OFFICERS, ETC.—J. H. Reed, President; James D. Callery, Vice-President (now President of the United Traction Company); J. C. McDowell, Second Vice President and General Manager; C. J. Braun, Jr., Treasurer; J. F. Guffey, Sec'y; C. S. Mitchell, Auditor. Directors Messrs. Reed, Callery, Given, McDowell, Rhodes, McMullin, Frazier, Bowdoin and Calhoun.—V. 68, p. 332, 381, 430, 479, 973; V. 69, p. 28, 744, 852, 1013, 1015, 1248; V. 70, p. 124, 584, 943, 1195, 1198, 1199.

(1) UNITED TRACTION CO.—

ORGANIZATION.—Formed in 1896, and in June 1897, and purchased all the property and franchises of The Second Avenue and North Side traction companies, and secured control of the Pittsburg Allegheny & Manchester through a lease for 950 years and the purchase of its stock. The Federal St. & Pleasant Valley Passenger Ry. is controlled through its lease for 950 years to the North Side Traction.

In March, 1899, the Philadelphia Co. offered to give $6,375,000 of its common stock in exchange for the $17,000,000 common stock of the United Traction. See V. 68, p. 479. In October, 1899, exchange of stock under this plan was begun and by Apr. 1, 1900, had acquired 336,867 shares. In June, 1900, negotiations were still pending for the merging of the United Traction, the Monongahela Street Railway and Consolidated Traction, under the title Union Traction Co.

STOCK & BONDS	Date.	Interest.	Outstanding.	Div. or Mat.
Com. stock, $17,000,000 (50)	.....	.....	$17,000,000	.....
Pref. cum., $3,000,000 ($50)	.....	J-J	3,000,000	Jan., 1900, 2½
United Trac. gen. m. gold, $10,000,000 ($1,000). c*	1897	5 g. J-J	4,750,000	J'y 1, 1997

Trustee Maryland Trust Co., Baltimore. Interest is payable in New York City.

Underlying Securities—(¶ See also below).	Outstanding Not Owned.	Annual Charges.
Federal & Pleasant Valley bonds	$1,250,000	$63,250
Pitts. Alleg. & Man. bonds, 5 p. c. due Oct. 1, 1930	1,500,000	75,000
Second Avenue Traction bonds	2,500,000	125,800
Total of bonds, $5,250,000)	$5,250,000	$264,050

Second Avenue Traction bonds for $2,500,000 as above (assumed by United Traction Co.) include:

Second Ave. Trac. Mort. gold ($1,000). c*	1894	5g. J-D	2,000,000	Dec. 1, 1934	
Interest at Brown Bros. & Co., N. Y., or A. Brown & Sons, Balto.					
2d Ave. Passenger 1st M.	1882	6 J-J	30,000	July, 1902	
General mortgage	1889	5 J-J	120,000	July 1, 1909	
2d Ave. Traction Co. M.	1893	5 J-J	300,000	July 1, 1933	
Braddock & Turtle Cr'k 1st.	1891	6 A-O	50,000	April 1, 1911	

Trustee, Maryland Trust Co. Balto., Md.

Dividends—On *preferred* in Jan., 1898, 2½ p. c.; in July, 1898, 2½ p. c.; in 1899, Jan., 2½ p. c.; in July, 2½ p. c.; in 1900, Jan., 2½ p. c.; July, 2½ p. c.

BONDS.—The new United Traction mort. is limited to $10,000,000; bonds cannot be redeemed before maturity; Maryland Trust Co. of Baltimore is trustee. Of these bonds, $5,250,000 are reserved to retire the divisional bonds (above mentioned); $725,000 reserved for betterments and improvements after January, 1898, and $4,000,000 were sold to Brown Bros. & Co. and Alex. Brown & Sons, and the proceeds, in addition to proceeds from the preferred stock, used to provide the purchase money paid for the several roads. All the bonds outstanding ($4,750,000) were listed on the Philadelphia and Baltimore Stock Exchange in February, 1898.

ROAD—The miles of track owned and consolidated are:

	Miles.
Second Avenue Traction	63·83
North Side Traction	31·84
Pittsburg Allegheny & Manchester Traction	21·45
Total	117·13

REPORT—The United Traction receives the entire earnings of the North Side, Pitts. A. & M. and Second Ave. traction companies, subject only to annual charges of $296,968, as shown above.

	Gross.	Net.	Charges.	Surplus.
LATEST EARNINGS—July 1 to Mar. 31. 1900.	$1,321,147	$720,682	$500,690	$227,992
1899.	1,174,295	634,095	466,398	167,697

Report For year ending June 30, 1899, is as follows: Gross, $1,604,153; net, $872,434; interest, taxes and rentals, $622,908; balance surplus, $249,526. Pref. stock dividend, $150,000.

Report for year ending June 30, 1898, was in V. 67, p. 1001, showing: Gross receipts, $1,469,907; net, $786,991; interest, rentals, taxes, etc., $586,512; balance, surplus, $200,479. Preferred stock dividend, $150,000.

OFFICERS.—President, James D. Callery; Vice-President, J. H. Reed; Sec., J. F. Guffey; Treas., C. J. Braun, Jr.; Auditor, S. E. Moore. Office, Pittsburg, Pa. Financial Agents, Alexander Brown & Sons, Baltimore, Md.—V. 65, p. 27, 112, 736, 1025, 1222; V. 66, p. 469; V. 67, p. 1001; V. 68, p. 381, 430, 479; V. 69, p. 744, 1013; V. 70, p. 329.

Lines controlled by United Traction Co.

(1) FEDERAL ST. & PLEASANT VALLEY RY.—Trolley.

ORGANIZATION—Incorporated March, 1868, and has since consolidated its various subsidiary companies. The franchise is perpetual.

The North Side Traction Co. on July 20, 1896, leased the Federal Street & Pleasant Valley for 960 years, assuming its funded debt of $1,250,000 and its floating debt of $175,000, and agreeing to pay as rental all taxes, rentals, etc., and also $70,000 yearly in cash, payable January 15 and July 15, equal to 5 per cent on the $1,400,000 stock, of which it owns $750,000.—V. 63, p. 31, 76, 189.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par $25) full paid	.....	5 J-J	$1,400,000	See text.
Consol. mort., $1,250,000, g., $1,000, on 28 miles. *c	1892	5g. J-J	699,000	May 1, 1942

Int. at Fidelity Title & Tr. Co., Pittsburg.

STOCK & BONDS—Cont'd. Underlying mortgages—	Date.	Interest.	Outstand'g.	Maturity
Observatory Hill 1st M.	1887	5 J-J	$101,000	July 1, 1907
Federal St. & Pl. Val. 1st M.	.....	6 J-J	75,000	July 1, 1903
People's Park Pass.	1882	5 J-J	78,000	1913
Fed. St. & Pl. Val. mort.	1889	5 J-J	146,000	July 1, 1919
Allegheny & Bellevue 1st M.	1890	5 J-J	29,000	Nov. 1, 1920
Allegheny St. 1st mortgage.	1890	5	72,000	1920
Perry St. 1st mortgage.	1890	5 J-J	5,000	Nov. 1, 1920
Troy Hill 1st mortgage.	1890	5 J-J	45,000	Nov. 1, 1920

Dividends—Dividends are payable at Farmers' Dep. Bank; in January, 1895, 2 per cent; in 1896, none; in 1897, 5 p. c.; in 1898, 5 p. c.; in 1899, 5 p. c.; in 1900, Jan., 2½ p. c.; July, 2½ p. c.

Bonds—The consolidated mortgage of 1892 is for $1,250,000, of which the balance unissued is in the hands of trustee to retire all the other issues; mortgage trustee is the Fidelity Title & Trust Co., Pittsburg.

ROAD—Embraces 33 miles of track (including sidings) on about 17 miles of street; rails mostly 90-lb. girder.—V. 63, p. 189.

(2) PITTSBURG ALLEGHENY & MANCHESTER TRACTION.—

ORGANIZATION—Consolidated with United Traction in June, 1897, which purchased all, or nearly all, the capital stock (V. 65, p. 27).

CONSOLIDATED TRACTION—Trolley road.

The negotiations which have been pending for some time for the merging of the United Traction with the Consolidated Traction and the Monongahela Street Railway under the name of the Union Traction have progressed, and on June 20, 1900, the stockholders voted to lease the property to the Union Traction Co. as soon as the $30,000,000 stock of the latter company had been subscribed for and $6,000,000 in cash paid in. Under the lease (which is to be for 999 years) 6 per cent is to be paid on the preferred stock of the Consolidated Traction; on the common 2 per cent for two years, then 3 per cent for three years, then 3½ per cent for two years, and thereafter 4 per cent. See V. 70, p. 995.

ORGANIZATION—Chartered July 15, 1895. The company has merged the Fort Pitt Traction. Co. and assumed its leases of the Citizens' and the Allegheny Traction companies, and has acquired the control of the Central Pittsburg and Duquesne Traction companies. On April 2, 1896, assumed management of these six companies, with capital of $13,500,000 and a bonded debt of about $6,377,000. See V. 62, p. 1087.

STOCK—	Par.	Interest.	Outstanding.	Dividend.
Common stock	$50	.....	$15,000,000	.....
Pf. stock, 6 p. c. cum.	50	6 M & N	12,000,000	May, 1900, 3%

The preferred stock carries cumulative dividends of 6 per cent per annum, and has the right to participate equally with the common stock when that has received 6 per cent. First dividend on preferred was paid May, 1897. In November, 1897, no dividend was paid. See V. 65, p. 685. In May and Nov., 1898, 3 p. c. was paid. In May, '99, 3 p. c.; Nov., '99, 3 p. c.; May, 1900, 3 p. c.

COMPANIES CONTROLLED—The companies acquired are shown in the following table, as also the amounts of their stocks and bonds.

Company.	Miles.	Old stock.	Bonds.
Duquesne Traction	33	$3,000,000	$1,500,000
Pittsburg Traction	12½	†2,500,000	1,007,000
Central Traction	8½	*1,500,000	500,000
Fort Pitt Traction	10	3,000,000	938,000
Citizens' Traction	30	3,000,000	1,620,000
Allegheny Traction	18	500,000	750,000

*On this only 60 per cent ($30 per $100 shares) has been paid in, representing $900,000.

†This is nominal value of shares; less than full amount has been paid on shares.

In Consolidated Traction Co.'s balance sheet of March 31, the above companies appear in assets as follows:

	Shares.	Cost in Securities or Cash.
Duquesne Traction	52,535	$1,943,775
Pittsburg Traction	49,500	3,465,000
Central Traction	29,133	873,990
Fort Pitt Traction	60,000	15,900,000

ROAD—Controls about 126 miles of track in all.

EARNINGS AND CHARGES—Fiscal year ending March 31, 1900, gross from operation, $2,659,510; other income, $355,352; total income, $3,014,862; net income, $1,693,406; interest, taxes and rentals, $1,043,009; balance, $650,397; dividends, $649,775; surplus, $622. Deficit since combined operation April 2, 1896 (after payment of $1,809,054 in dividends), $805,664.

OFFICERS—President, C. L. Magee; Secretary, F. H. Steele. *Directors*—C. L. Magee, Joshua Rhodes, T. H. Given, John A. Bell, B. F. Jones.—V. 65, p. 685; V. 69, p. 1013; V. 70, p. 328, 480, 533, 583, 585, 686, 995, 1249.

Lines controlled by Consolidated Traction.

(1) ALLEGHENY TRACTION.—

ORGANIZATION—Incorporated July 23, 1889. April 1, 1896, this company was leased to the Fort Pitt Traction Company for 950 years at a guaranteed dividend of 5 per cent per annum.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, $500,000, par $50	....	.....	5 p. c.	$500,000	See text.
Guaranteed bonds—					
Millvale Etna & Sharpsburg 1st M. $750,000, g.	....	1893	5g. M-N	750,000	Nov. 1, 1923

Trustee, Pittsburg Trust Co., Pittsburg.

ROAD—Including Millvale Etna & Sharpsburg, 18½ miles of road.

(2) CENTRAL TRACTION.—Cable and trolley.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 3 p. c. per annum on par value of $1,500,000 stock, see V. 61, p. 1154—and in May, 1896, stockholders were offered privilege of exchanging their stock for receipts, which were redeemed at $30 per share on Oct. 1, 1896, in Consolidated Traction Co. preferred stock at par. In June, 1900, 29,133 shares of Central Traction stock (out of 30,000) had been so exchanged.—V. 62, p. 1087.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock—par $50, see text.	.....	.....	3%	$30,000 shares, $30 paid up.	See text.
1st M. $375,000 cable line $500	6	1889	5 J-J	$375,000	July 1, 1929

Interest at Union Trust Co., Pittsburg.

Bonds of Central Passenger Ry. controlled.

1st M. $250,000, $1,000	4	1894	6 A-O	125,000	Oct. 1, 1924

Interest at Union Trust Co., trustee, Pittsburg.

Dividends—Feb. 1, 1892, $2 50 in stock; in 1896, Feb., 2 p. c. in cash; in 1898, Nov., 1½ p. c. in cash; in 1899, May, 1½ p. c. in cash; Oct. 31 1½ p. c.; in 1900, May, 1½ p. c.

ROAD—8·5 miles of road, of which it controlled by ownership of capital stock, Central Passenger Ry., 3½ miles.—V. 62, p. 948, 1087.

(3) CITIZENS' TRACTION—A cable and trolley road.

ORGANIZATION—Incorporated July 6, 1887. On Sept. 1, 1887, purchased the entire capital stock ($200,000) of the Citizens' Passenger Ry., which it now holds.

LEASE—Leased from Nov. 1, 1895, to Fort Pitt Traction Co. (now Consol. Traction) for 950 years at 6 p. c. per annum on $3,000,000 cap-

ital stock. In addition the lessee agreed to pay a floating debt of $175,000, and at maturity a mortgage debt of $1,620,000.—V. 61, p. 661.

STOCKS & BONDS—	Date.	Interest.	Outstanding	Maturity.
Stock ($50) fully paid..	.....	6 M.-N.	$3,000,000 f.p.	See text.
1st mortgage ($1,000) Not subject to call.	1887	5 A.-O.	1,188,000 Trustee, Fidelity Title & Trust Co., Pittsburg.	Oct. 1, 1927
Purchase money mortgs	.....	.....	120,000	.....
Bonds of lines whose stocks are owned.				
Penn St. Pass. Ry. 1st M.	1892	5 J.-D.	$250,000	June 1, 1922
Transv'rse Pass Ry. 1st M.	1891	6 M.-N.	49,500	1901
No. Side Pass. Ry. 1st M.	1892	6 F.-A.	12,500	1902

Interest and dividends payable at N. Holmes & Sons, Pittsburg, Pa.

Dividends—In 1892, 6 p. c.; in 1893, 6 p. c.; in 1894, 6 p. c.; in 1895, 5 p. c. Under the lease dividends are 6 p. c.

ROAD.—Owned and operated 30·5 miles of track on 15 miles of street.—V. 60, p. 930; V. 61, p. 112, 516, 661.

(4) DUQUESNE TRACTION—A trolley road.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 4 per cent on the $3,000,000 stock, but dividends for a year and a-half to be withheld for payment of floating debt of $180,000. In May, 1896, stockholders were allowed to exchange their stock for receipts, redeemed Oct. 1, 1896, at $37 per share in 6 per cent preferred stock of Consolidated Traction Company at par. In June, 1900, 52,535 shares out of 60,000 had been so exchanged. See V. 62, p. 1087.

STOCK & BONDS.—	Date.	Interest.	Outstanding.	Maturity.
Stock ($50) fully paid	.....	Text. Div. payable at Fidel. Title & Trust Co., Pitts'h	$3,000,000	See text.
1st mortgage .....c.*	1890	5 J.-J.	1,500,000	July 1, 1930

Dividends were 5 per cent, J&J, but in 1893 and 1894 none paid; Feb., 1895, paid 2 p. c.; Aug., 2 p. c.; in 1896, Feb., none; in 1898, May 2, 1 p. c.; Nov. 14, 2 p. c.; in 1899, May 5, 2 p. c.; Oct. 31, 2 p. c.: in 1900, May, 2 p. c.

ROAD—At time of lease in 1896 controlled 11 companies, with a capital aggregating $249,700 and having $33\frac{3}{16}$ miles of road.—V. 60, p. 930; V. 61, p. *153*, 794, 1154; V. 62, p. 948, 1087.

(5) FORT PITT TRACTION—See CONSOL. TRACTION CO.

(6) PITTSBURG TRACTION—A trolley road.

ORGANIZATION—Incorporated April 14, 1887.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 7 per cent on the $2,500,000 stock (see V. 61, p. 1154) but $1\frac{1}{2}$ years' dividends to be used to pay floating debt of $250,000. In May, 1896, stockholders were offered receipts for their stock, which were redeemed at $70 per share on Oct. 1, 1896, in preferred stock of Consol. Traction Co. In June, 1900, 49,500 shares out of 50,000 had been so exchanged. See V. 62, p. 948. Pittsburg Traction owns the $250,000 capital stock of Bloomfield St. Ry. and gharantees the bonds.

STOCK & BONDS.—	Date.	Interest.	Outstanding.	Last div., etc.
Stock, $2,500,000 (par $50)	....	Text.	Text.	See text.
1st mort. 5s.....c*	1887	5 A.-O.	$750,000	Oct. 1, 1927
P.O. & E.L. b'ds. ass'd.....	....	6 p. c.	7,000	Feb. 1, 1901
Guaranteed bonds—				
Bloomfield St. Ry., 1st cur.c*	1893	5 F.-A. Interest at Pittsburg Trust Co., trustee.	250,000	Aug. 1, 1923

Stock—Issued 50,000 shares, on which $38 each has been paid.

DIVIDENDS—At company's office, Pittsburg. Dividends of 6 per cent have been paid; in 1895, 6 p. c.; in 1896, none—see above. In 1898, May 2, 2 p. c. was paid; Nov., $3\frac{1}{2}$ p. c.; in 1899, May 5, $3\frac{1}{2}$ p. c.; Oct. 31, $3\frac{1}{2}$ p. c.; in 1900, May 2, $3\frac{1}{2}$ p. c,

ROAD.—Owns 12·67 miles of track. Bloomfield St. Ry. owns 3 miles.

DUQUESNE INCLINED PLANE.—

ROAD—Said to operate 1,586 feet of track. President, S. Severance.

McKEESPORT WILMERDING & DUQUESNE RAILWAY—

ORGANIZATION—A reorganization on March 3, 1898, of the McK. D & Wilm. Ry. sold in foreclosure on Aug. 4, 1897, which included the Citizens' Street Railway of McKeesport, the McKeesport & Wilmerding and the White Electric Traction.—V. 65, p. 328. Stock, $350,000. Bonds, $350,000 30 year, gold, 6s, subject only to $35,000 White Traction 6s, due 1911.

ROAD—In July, 1899, had in operation 16 miles of track on 14 miles of street. In 1898-99, gross, $60,639; net, $8,950.—V. 64, p. 707; V. 65, p. 328; V 66, p. 900.

MONONGAHELA STREET RAILWAY.—

This property is to be included with the United Traction and the Consolidated Traction in the proposed new company which is being formed and which will be called the Union Traction Co.

ORGANIZATION—On May 26, 1898, absorbed by consolidation the Schenley Park & Highland, Homestead & Highlands, Braddock & Homestead, and the Braddock & Duquesne (the latter then building). The old lines have been rebuilt and necessary new lines constructed to form a continuous double-track road from the boroughs of Braddock, Duquesne and Homestead, to and through the boulevard and park district of Pittsburg, and entering the business portion by a trackage agreement with the Consolidated Traction Co. All of the underlying bonded debt and stock of the companies merged has been retired. V. 67, p. 74. Bills payable July 1, 1899, $240,000.

Power to operate cars of this road and those of the Wilkinsburg & East Pittsburg (owned by the stockholders of the Monongahela Street Ry.) is to be supplied by the Monongahela Light & Power Co.—see V. 69, p. 80. In Feb., 1900, it was reported that the Wilkinsburg & East Pittsburg and the Wilmerding Street Ry. had been consolidated with the Monongahela Street Ry.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000.....	..	.....	....	$1,000,000	.....
1st mort., $1,000,000, gold.....	17	1898	5g. J-D Union Trust Co., Pittsburg, Trustee.	1,000,000	June 1, 1928

ROAD—Owns 25 miles of track, including branches; 90 lb. rails.

REPORT—Year ending June 30, 1899, gross, $124,866; net, $40,532; interest and taxes, $30,555; surplus, $9,977.

OFFICERS—President, W. L. Mellon; Vice-President, A. W. Mellon; Treas., R. B. Mellon.—V. 67, p. 74.

PITTSBURG & BIRMINGHAM TRACTION—

A trolley road.

ORGANIZATION—Incorporated Aug. 15, 1889; Nov. 19, 1889, leased P. & B. Passenger Ry., including South Side Pass. Ry. Co. Has also leased and operated since Dec., 1891 Pittsburg Incline Plane Co. and Mt. Oliver Incline Plane Co.; operates also Birm. Knoxville & Allentown Traction Co. (See suit regarding interest paid on B. K. & A. bonds.—V. 62, p. 989.)

STOCK & BONDS.—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($50).....	....	.. Text.	$3,000,000	See text.
1st mort., gold, 5s... ($1,000).....c*	1889	5 g. M.-N. Trustee, Fidelity Trust, Etc., Co. of Philadelphia.	1,500,000	Nov. 1, 1929
Bonds, $12,000, paid yearly.....	1890	5 A-O	147,000	1900
Ross Street mort.....	....	....	30,000	.....
Guaranteed bonds—				
Pitts. & Ormsby.....	1891	5 A-O	10,000	1901
Birm. Knox. & A. 1st M. gold, interest guar..	1891	6 g. M-S Trustee, Fidelity Ins. Tr. & S. Dep. Co., Phila.	500,000	Sept. 1, 1931
Brownsville Ave. St. Ry. 1st mort.....	1896	5 F-A Int. at Dime Savings Bank, Pittsburg, Pa.	$300,000	Oct. 1, 1926

DIVIDENDS—For year 1892-93 paid 2 p. c.; in 1896, January, $\frac{1}{2}$ p. c.; in 1897, (?) ; in 1898, Apr., 1 p. c., Oct., 1 p. c.; in 1899, Apr., 1 p. c.; Oct., $1\frac{1}{2}$ p. c.; in 1900, April, $1\frac{1}{2}$ p. c.

ROAD—Operates 28·80 miles of track, laid with 90-lb. rails, as follows. Main line, 15 miles; Brownsville Ave. Ry. (all its $300,000 stock owned), 7·33 miles; inclines, 2 miles.

ANNUAL REPORT—For the year ending June 30, 1899, carried 9,566,146 passengers, against 7,417,184 in 1897 and 7,549,306 in 1896:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross.....	$479,871	$436,202	Rentals, etc.....	$35,693	$42,429
Exp. & taxes.	240,681	222,702	Bond interest...	120,500	117,436
Net	$239,190	$213,500	Bal., sur. for y'ar.	$82,997	$53,635

GENERAL BALANCE SHEET JUNE 30, 1899.

Assets.		*Liabilities.*	
Cost of road.....	$1,372,288	Stock.....	$3,000,000
Cost of equipment.....	266,600	Bonds and mortgages..	1,500,000
Property & franchises..	$2,898,030	Guaranteed bonds.....	810,000
Stock of oth. compan's	1,003,550	Debenture bonds.....	147,000
Horses	11,955	Accounts payable.....	44,238
Accounts receivable...	129,752	Interest, etc., accrued.	36,572
Cash.....	25,246	Bills payable.....	23,389
		Profit and loss, surplus	146,222
Total.....	$5,707,421	Total.....	$5,707,421

OFFICERS—President, Harry Moore; Vice-President, A. C. Wettengel; Secretary and Treas., W. H. Rogers.—V. 67, p. **317**; V. 69, p. **332**, 334.

Lines Leased to Pittsburg & Birmingham Traction.

MT. OLIVER INCLINE RY.—Owned, leased and operated by Pittsb. & Birm. Traction Co. Stock, $100,000. Bonds, first mortgage 6s, M. & N., due Nov. 1, 1901, $44,500

PITTSBURG INCLINE PLANE—Leased for 999 years to Pittsburg & Birmingham Traction Co., at rental equal to interest on bonds and 10 p. c. on $150,000 stock, free of tax, but dividends have been 9 p. c. yearly, balance being carried to surplus.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $100, full paid...	.....	Q-F	$150,000	See text.
1st M., $1,000 each.....c*	1889	6 J-J	150,000	July 1, 1929
2nd mortgage..... Subject to call on any June 1 after 1894. Int. at Fidelity Ins., etc., Co., Phila., trustee.	1890	6 J-J	100,000	June 1, 1910

ROAD—Road extends from Forty Hill, Pittsburg on Bradford Street to Washington Avenue, on top of hill.

PITTSBURG & CASTLE SHANNON RR.—

In Jan., 1900, Robert McA. Lloyd of New York City was seeking options on the stock of this company.

ORGANIZATION—Chartered Sept. 21, 1871. Besides operating the railroad this company transports and sells coal from its own mines.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	....	.....	.....	$481,400	.....
1st M., $500 and $1,000..	....	1888	6 F-A	200,000	Aug. 1, 1908
Purchase-money mort....	....	1891	None	16,149	1901
Curr'nt liab., J'ne 30, '98	....	.....	.....	81,641	.....

ROAD—Operates road of 40-inch gauge from Pittsburg to Arlington, Pa., $6\frac{1}{2}$ miles, incl. two inclines of 1,375 and 2,112 feet respectively.

ANNUAL REPORT—In 1897-8, gross, $58,932; net, $12,302; charges, $17,120.

OFFICERS—President, James M Bailey; Vice-Pres., Thos. A. Noble; Sec. and Treas., E. J. Reamer.

PITTSBURG & WEST END PASSENGER RAILWAY—SEE WEST END TRACTION.

ST. CLAIR INCLINE PLANE—A cable road.

ORGANIZATION—Chartered Sept. 9, 1885. Road completed in 1889. Stock, $150,000 f. p.; 1st mortgage, $1,000 each; 6s, M-N, $75,000. due Nov. 7, 1909. Interest at Thomas Mellon & Sons' Bank. Dividends—In January, 1893, $2\frac{1}{2}$ per cent. Road is four-tenths of a mile long.

EARNINGS—For year ending June 30, 1899, gross, $17,894; net, $6,568; int. and taxes, $5,150 bal., sur., $1,418.

OFFICERS—Pres. and Supt., W. S. Hughes; Treasurer, R. B. Mellon; Secretary. H. A. Phillips. Office, 514 Smithfield St., Pittsburg.

SUBURBAN RAPID TRANSIT. ST. RY.—

A trolley road.

ROAD—Operates 9 miles of track on 9 miles of street. Capital stock, $200,000. Funded debt, $200,000. Current liabilities June 30, 1899, $33,500. Year ending June 30, 1899, gross, $45,071; net, $12,046; interest and taxes, $13,286.

WEST END TRACTION—A trolley road.

ORGANIZATION—A consolidation Jan. 1, 1898, of the Pitts. & West End Passenger Ry., Pittsburg Crafton & Mansfield, Pittsburg Neville I. & Coraopolis and other companies.

STOCK & BONDS—	Mls.	Date.	Int.	Outstanding.	Last Div., etc.
Com. stk., $2,500,000	....	....	.....	$2,500,000	.....
Pf. stk., $2,500,000	....	....	.....	2,500,000	In 1898-9, 5%
Con. M $1,500,000	....	1898	5 J-J Trustee, Union Trust Co. of Pittsburg.	600,000	Jan. 1, 1938
Underly'g l ans—					
Pitts. Crafton & Mansfield 1st M.	17	1894	5 J-J Int. at Pittsburg Tr. Co., Trustee, Pittsburg, Pa.	250,000	July 1, 1924
Pitts & W. E. 1st M.	16	1892	5 J-J	500,000	July 1, 1922

BONDS—Of the portion of the 5s of 1898 still unissued, $750,000 are to be used to retire underlying bonds and $150,000 for other purposes.

ROAD—Operates 45·44 miles of track.

ANNUAL REPORT—For the year ending June 30, 1899, gross, $394,661; net, $217,337; interest and taxes, $72,946; dividends, $125,000; surplus, $19,391. In 1898, gross, $367,159; net after taxes, $186,706.

DIRECTORS—President, J. C. Reilly; Sec., Wm V. Callery.—V. 61, p. 612; V. 66, p. 860; V. 69, p. 542.

PITTSFIELD, MASS.

POPULATION IN 1895 WAS 20,461; IN 1890 WAS 17,281; IN 1880 WAS 13,364; AND IN 1870 WAS 11,112.

PITTSFIELD ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Stock Oct. 1, 1899, $80,000; bonds, $55,000; current liabilities, $12,558 Bonds are gold 5s (J-J), $30,000, maturing Jan. 1, 1904; $15,000 5s, due July 1, 1906, and $10,0 0 4½s, due March 1, 1909, interest at Third National Bank, Pittsfield, Mass. Owns 10·65 miles of track In 1898 stock was increased to $80,000 to build an extension of about 2 miles to Tillotsons. For year ending Oct. 1, 1899, gross earnings, $73,076; net, $18,945; interest, &c., $5,923; dividends, 6 p. c., $4,800; balance, surplus, $8,222. Pres., Jos. Tucker; Sec., J. M. Stevenson.

PLAINFIELD, N. J.

POPULATION 1890 WAS 11,267; IN 1880 WAS 8,125; AND IN 1870 WAS 5,095.

PLAINFIELD STREET RY—A trolley road.

ORGANIZATION—This company operates 11·32 miles of track. Extensions under way and projected. Jan. 1, 1900, it had capital stock issued, $100,000; funded debt, $100,000; other debts, $29,664; total cost of road and equipment, $240,475. In 1898 the Westfield & Elizabeth St. Ry. was incorporated to build an extension of 12½ miles double track from Plainfield to Elizabeth. In year 1899 income from passengers was $67,589; other income, $225; net earnings, $19,368.

OFFICERS—President, T. A. Nevins; Vice-President, T. J. Fritts; Secretary and Treasurer, Adrian Riker.

WESTFIELD & ELIZABETH.—A trolley road.

ORGANIZATION.—In 1898 was incorporated to build 12½ miles of double track from Plainfield to Elizabeth. In November, 1899, obtained a 75-year franchise from the city of Elizabeth to operate a double-track line connecting with the West Jersey & Elmora branch of the North Jersey Traction Company. On Dec. 1, 1899, line was put in operation between Plainfield and Cranford, and on April 28, 1900, full line was in operation from Elizabeth to Plainfield. Also secured control of the Rahway Electric Co., which operates the Rahway Electric Street Ry. and the Woodbridge & Sewaren Electric Street Ry. In June, 1900, the Rahway line was not yet connected with the main line at Westfield, but expected to be opened about July 1. Jan. 1, 1900, stock issued was $150,000. In Dec., 1899, made a temporary mortgage for $2[illegible]0,000 to the Fidelity Trust Co. of Newark. The company agrees to give the city of Elizabeth $100 per mile for every mile of street occupied with tracks for the first five years and 5% of gross receipts annually thereafter.

OFFICERS—President, Chandler W. Riker; Vice-Prest. and Treas., Adrian Riker; Secretary, Edwin W. Hine. Office, Lawyers' Bldg., 164 Market Street, Newark, N. J.—V. 69, p. 1302.

PLATTSBURG, N. Y.

POPULATION 1898 WAS 10,000; IN 1890 WAS 9,500; IN 1880 WAS 8,283; AND IN 1870 WAS 8,414.

PLATTSBURG TRACTION CO.—A trolley road.

ORGANIZATION, ETC.—Chartered in 1896. Capital stock, $100,000 (par $100). First mortgage 6 p. c. gold bonds of 1896, due 1926; int. J-J., at Continental Trust Co., Trustee; authorized $100,000, issued $80,000 to June 30, 1899. For year ending June 30, 1899, gross, $17,184; net, $6,691. In 1897, gross, $18,439; net, $6,846.

Road—Owns 6½ miles of track; rail, 50 lbs. Prest., E. N. Sanderson.

PLYMOUTH, MASS.

POPULATION IN 1895 WAS 7,957; IN 1890 WAS 7,314; IN 1880 WAS 7,093, AND IN 1870 WAS 6,238.

PLYMOUTH & KINGSTON STREET RY.—

ORGANIZATION—In 1894 stock was mostly held in trust for the New England Street Railway Co., which see under New Haven, Conn.

In 1899 this stock was sold to the parties identified with the proposed Plymouth & Brockton. The latter will build a road from the terminus of the Plymouth & Kingston, at Kingston, to Brockton via Whitman.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Last div., etc*
Stock $100,000 ($100)..	.....	See below.	$100,000 f. p.	'98-9, 1½%
1st mortgage.....	1890	5 J-J	35,000	Jan. 1, 1910
	Int. is payable at Internat'l Tr. Co., Boston.			
Real estate mortgages.	.....	5½ p. c.	7,000	On demand.
Unf'd debt Sept. 30,'99.	.....	.....	37,000	.....

Dividends of 7 per cent per annum were paid in year 1892-93; in 1893-94, 6 p. c.; in 1894-95, 9 p. c.; in 1895-96, 6 p. c.; in 1896-97, 6 p. c.; in 1897-98, 6 p. c.; in 1898-9, 1½ p. c.

ROAD—Operates 8·75 miles of trolley track, extending from Plymouth to Kingston; sidings, etc., ·43.

EARNINGS—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898
Gross earnings..	$42,027	$34,107	Dividends paid...	$1,500	$6,000
Net	1,345	13,000	Bal. for year....	def.5,383	928
Other income..			Bal. Sept. 30....	def.3,481	sur.3,521
Int., taxes, etc...	5,228	5,172			

OFFICERS—President, C. H. French, Canton, Mass.; Treasurer, O. E. Chapman; Supt., Benj. F. Sherburne.

PORT HURON, MICH.

POPULATION 1890 WAS 13,543; IN 1880 WAS 8,883; AND IN 1870 WAS 5,973.

CITY ELECTRIC RAILWAY.—A trolley road.

Has been consolidated with Detroit Port Huron & Shore Line Railway, which see under Detroit.

PORTLAND, ME.

POPULATION 1890 WAS 36,425; IN 1880 WAS 33,810; AND IN 1870 WAS 31,413.

PORTLAND RAILROAD.—

ORGANIZATION—Chartered March 19, 1863, under laws of Maine. At a meeting Jan. 21, 1895, the stockholders voted to equip the entire road with trolley and to issue part of the authorized issue of first mortgage bonds to meet this expense.

In 1899 purchased the Portland & Cape Elizabeth, which since Feb. 28, 1899, has been included in its operations and accounts.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outst'ng.*	*Maturity.*
Stk.auth.$1,000,000, $100			6 F.-A.	$999,318	See text.
Port.RR.1st M.$500,000 g	16½	1893	4½ g. M-N	500,000	May 1, '13
Portl. & Cape Eliza. 1st M. $400,000 g. ($1,000)	....	1895	5 g. M-N	400,000	Nov. 1, '15
	Int. at American L. & Tr. Co., Boston, trustee.				

Loans and bills payable June 30, 1899, $102,000.

The bonds cover all the property, equipment and franchises.

Dividends—In year 1892-93, 4 per cent; in 1894, Aug., 3 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; in 1897, 6 p. c.; in 1898, 6 p. c.; in 1899 6 p. c.

ROAD—Including the Portland & Cape Elizabeth, operates 39·58 miles of line and 51·32 miles of track in Portland, Deering and Westbrook.

ANNUAL REPORT—For the years ending June 30 as below:

	1899.	1898.		1899.	1898.
Gross earns...	$335,865	$302,126	Taxes	$7,476	$6,454
Net earnings.	121,144	94,569	Dividends.....	29,709	29,658
Interest.....	29,912	25,065	Surplus for year...	54,047	33,392
			Total surplus.....	79,110	54,398

OFFICERS—President, Wm. R. Wood; Secretary, Treasurer and Purchasing Agent, E. A. Newman. Office, Portland, Me. V. 68, p. 381.

PORTLAND & YARMOUTH ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Owns road from Portland, Me., to Yarmouth, via Deering, Falmouth and Cumberland. Road, 13 miles, operated since August, 1898.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock (par $100)	.....	.....	$110,500	.....
1st mort., $215,000, gold, not subject to call.....c*	1897	5 g. J-J	$215,000	July 1, 1917
	Int. at Mass. Loan & Trust Co., trustee.			

OFFICERS—Manager, S. E. Whittaker.

PORTLAND, ORE.

POPULATION 1890 WAS 46,385; IN 1880 WAS 17,577.

CITY & SUBURBAN RY.—Trolley and steam road.

ORGANIZATION—Incorporated in 1891 as successor to the Willamette Bridge Ry. and Trans-continental Street Ry. In April, 1899, acquired all the stock of the Portland & Fairview at 20 cents on the dollar.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstandg.*	*Maturity.*
St'k, auth. $1,000,000 ($100).	.....	.....	$753,300	.....
Willamette Bridge Ry., 1st mortgage, $100 each.....	1889	6 M-S	100,000	Sept. 1, 1919
	Interest at Am. Loan & Trust, Boston.			
Wav. & Wood. El. Ry., 1st M., gold, subject to call at 104.	1891	6g. A-O	110,000	Apr. 1, 1921
City & Sub. consol. M., not subj. to call, $100 each, g..	1891	6g. M-S	740,000	Sept. 1, 1916
	Int'st at Sec. Sav'g & Tr. Co., Portland.			

Bonds.—City & Suburban consolidated mortgage is for $1,000,000, of which $210,000 is reserved for the prior liens and (February, 1897,) $50,000 for other purposes. Mortgage trustee is the Security Savings & Trust Co., Portland.

ROAD.—Operates 58 miles of track, including thirteen different lines, of which eleven start from the corner of Third and Yamhill streets. Runs to Mt. Tabor and St. Johns. About 8 miles are operated by steam and 50 miles by trolley. Rails 30 and 40 b. T and girder; 37 electric cars and 2 passenger coaches hauled by steam motors. Operates also, under lease, Metropolitan Ry., 7 m.

OFFICERS.—President, T. Woodward; Sec. and Treas., C. F. Swigert; General Manager, H. C. Campbell.

INDEX—V. 62, p. 86.

CITY & WEST PORTLAND PARK MOTOR.

ORGANIZATION—Chartered April 4, 1889. Franchise is perpetual except that for trolley, which runs till 1912.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Stock, $100,000.....	.....	.....	$100,000	.....
1st M., $100,000, gold, $100 and $1,000.....	1891	6 J-J	100,000	July 1, 1911
	Not subject to call.			

Interest at Illinois Trust & Savings Bank, trustee, Chicago, Ill.

ROAD—Owns 7 miles of track in Portland, extending to suburbs of West Portland Park. Trolley, 1 m.; steam, 6 m. Rails 35 and 50-lb. T. Extensions of 12 miles and electrical equipment of present lines proposed in 1901.

OFFICERS—President, E. T. Johnson; Vice-President, Treasurer, Gen. Manager and Purchasing Agent, T. A. Wood; Secretary, W. Hosea Wood.

CONSOLIDATED STREET RAILWAY.—SEE PORTLAND RAILWAY.

EAST SIDE RAILWAY—A trolley and steam road.

ORGANIZATION—Chartered in July, 1892. The company went into receiver's hands Dec. 8, 1893, before the first coupon on its bonds matured. In July, 1899, decree of sale was signed, but matter taken to Court of Appeals, where it still remained in June, 1900.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $250,000.....	....	....	....	$250,000	.....
1st mortgage.....	....	1893	6 g. M-S	300,000	Mar. 1, 1923
$300,000 gold.....	Trustee Secu. Sav. & Tr. Co., Portland, O.				

There is also a second mortgage and receiver's certificate, all the latter and all the first and second mortgage bonds being owned, in Nov., 1899, by Morris & Whitehead, bankers, of Portland, Oregon.

ROAD—Operates 23 miles of road on the east side of the river, including the line to Oregon City (falls of Willamette River), 15 miles, which was completed March 1, 1893, and to Gladstone and Gladstone Park. The total cost of the system is said to have been $525,000.

EQUIPMENT—Electric motor cars, 19; trailers, 4; steam motors, 3.

OFFICERS—Receiver, C. H. Prescott, appointed in July, 1898, in place of Joseph Simon.—V. 69, p. 283.

PORTLAND RAILWAY—An electric road.

ORGANIZATION—A reorganization in 1896 of the Consolidated Street Ry., sold in foreclosure Jan. 8, 1896. On March 1, 1900, consolidated with the Portland Traction, the latter company deeding its property to the Railway Co. No additional stock and bonds were issued for this purpose. V. 70, p. 946. The Portland Traction, while it thus no longer owns any track or equipment, still maintains its organization, and as a company owns the controlling interest in the stock of the Portland Railway.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstanding.*	*Last Div., etc.*
Stock,com.,$700,000, $100	.....	.....	$700,000	.....
Pref., 5 p.c., non cum. $100,000.....	.....	5 J-J	100,000	.....
Mult'mah St.Ry. 1st M.g. Gold.....c*	1890	6g. J-D	148,000	June 1, 1910
	Int. at Am. Tr. & Sav. Bank, Chicago, trus.			
Port. & Vancouver Ry..c*	1889	6	100,000	.....
Port.Ry.1st con.M.,g. c* subj.to call Jan.1,1906..	1896	5g. J-J	552,000	Jan. 1, 1916
	Interest at Mercantile Trust, N. Y., trustee.			

Portland Railway first consol. mortgage is for $2,500,000 ($250, $500 and $1,000) of which bonds for $248,000 are reserved to take up at maturity the Multnomah and the Port. & Vancouver bonds, $497,000 issued in reorganization, $55,000 for betterment, balance authorized as required at $20,000 per mile for new road. Consols have a sinking fund

of 5 p. c. per annum, beginning Jan. 1, 1906, and are redeemable at par and accrued interest. The mileage covered by present mortgage debt is 25 miles. The Portland Ry. is not responsible for interest on the Metropolitan Ry. 1st mortgage 6s, of which $145,000 are outstanding but were not included in the reorganization.

ROAD—Owns 28 miles of electric and 2 miles of cable; total, 30 miles; 3 ft. 6 in. gauge; laid with 40-lb. T and 38-lb. girder rails; operates 55 electric motors, 13 trail cars, 16 grip cable cars and 6 other cars; total, 90 cars. Power is furnished by the Portland General Electric Co. Two extensions are contemplated, which will probably be made during present year.

EARNINGS—Fiscal year ends December 31. Earnings include Metropolitan Ry., which for 1895 showed a deficit under operating expenses.

	1895.	1894.	1893.
Gross earnings	$167,822	$170,977	$248,432
Net earnings	38,800	41,688	85,053

OFFICERS—President, O. F. Paxton; Vice-President, W. H. Crocker; Secretary, Frank L. Brown, 8 & 10 Pine St., San Francisco; Treasurer J. C. Ainsworth; Gen. Man., F. I. Fuller; Auditor, J. F. Batchelder. *Directors*—D. O. Mills, New York; Wm. H. Crocker, San Francisco; J. C. Ainsworth, O. F. Paxton and F. I. Fuller, Portland, Ore.—V. 70, p. 946.

PORTSMOUTH, VA.

POPULATION 1890 WAS 13,268; IN 1880 WAS 11,390.

PORTSMOUTH STREET RAILWAY—Trolley.—V. 62, p. 86.

ORGANIZATION—Chartered in 1887. Municipal franchises expire in Dec., 1918.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock authorized $200,000	.....	.....	$50,000	.....
1st mortgage $500,000	.....	5 g. J-J	500,000	Jan., 1926
	Mercantile Trust Co., N. Y., trustee.			
M. for $100,000	1900	.....	(f)	1920

In 1900 made a mortgage for $100,000 to the Colonial Trust Co. for improvements and extensions.

ROAD—Owns 11 miles of track. Rails 30 to 57 lb. President and Gen. Manager, H. G Williams; Treasurer, M. H. Leonard.—V. 62, p. 86, 234; V. 70, p. 946.

POTTSVILLE, PA.

POPULATION 1890 WAS 14,117; IN 1880 WAS 13,253, AND IN 1870 WAS 12,384.

POTTSVILLE UNION TRACTION.—A trolley road.

ORGANIZATION—On May 15, 1899, the Pottsville Union Traction was incorporated at Harrisburg (charter perpetual) for the purpose of consolidating the following lines, which are operated by virtue of control of stocks and of leaseholds: Schuylkill El. Ry. Co., Pottsville & Reading Ry. Co., Tamaqua & Pottsville Electric RR., Schuylkill Haven & Orwigsburg St. Ry., Coal Castle Electric Ry., People's Ry. Company of Pottsville.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $50, full paid	.....	.....	$1,250,000	.....
1st M., $1,250,000 gold. $500 and $1,000...c*	1899	5 g. M-S	1,000,000	Feb. 1, 1925
	Int. at Real Estate Trust Co., Phila., trustee.			

BONDS—Of the $1,000,000 issued, $750,000 have been deposited with the trustees for the purpose of retiring all outstanding bonds of the above leased companies; the $250,000 bonds unissued is reserved for acquiring additional mileage and necessary equipment for same. The company has no floating debt.

ROAD—Owns and operates 39 3-10 miles of track; standard gauge, 60-lb. T and 70-lb. girder rails; operates 43 motor and 7 trail cars.

OFFICERS—President, Clarence P. King; Vice-Pres., Thos. B. Prosser; Secretary, William C. Pollock, Jr.; Treasurer, Jos. B. Hoellman; Supt., D. J. Duncan. General office, Pottsville; President's office, 721 Walnut St., Philadelphia.

LATEST EARNINGS—5 months, Jan. 1 to May 31. 1900...Gross, $48,722; net, $21,204. 1899...Gross, 43,221; net, 18,298. —V. 69, p. 441.

(1) SCHUYLKILL ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered on Oct. 5, 1889, for 99 years and leased to the Pottsville Union Traction Co.; franchises perpetual.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $650,000 ($50)	.....	.....	$650,000	.....
1st mortgage, gold...c* $500,000 ($500 & $1,000)	1893	6 g. F-A	500,000	Feb. 1, 1925
	Int. at Real Estate Trust Co., Phila., trust.			

EARNINGS—Year ending June 30, 1899: Gross, $127,110; net, $61,963; int., taxes, rentals, &c., $41,976; balance, sur., $19,987; in 1898, gross, $109,638; net, $41,824; int., taxes, rentals, &c., $58,597; balance, deficit, $16,773.

(2) POTTSVILLE & READING RAILWAY.—A trolley road.

ORGANIZATION—Chartered on May 5, 1892, for 999 years, and is leased to the Pottsville Union Traction Co. Its securities, etc., are as follows:

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $100,000 ($50 par)	.....	.....	$56,600	.....
1st M. gold. c* $100,000 ($1,000)	1895	6g. F-A	100,000	Feb. 1, 1925
	Int. at Real Est. Tr. Co., Philadelphia, Trus.			

(3) TAMAQUA & POTTSVILLE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered on May 5, 1892, for 999 years, and is leased to the Pottsville Union Traction Co. Franchises are for 999 years.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $60,000 ($50)	.....	.....	$60,000	.....
1st M. $250,000 ($500, $1,000) c*	1895	6 J-J	60,000	Jan. 15, 1925
	Int. at Columbia Ave. Sav. Fd. T. & Tr. Co., Philadelphia, Trustee.			

(4) SCHUYLKILL HAVEN & ORWIGSBURG STREET RY.—A trolley road.

ORGANIZATION—Chartered on March 4, 1898, for 999 years and is leased to Pottsville Union Traction Co. Franchises perpetual.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $60,000 ($50)	.....	.....	$30,000	.....
1st M. $60,000 ($1,000) c*	1898	5 M N	60,000	May 1, 1928
	Int. at Real Est. Tr. Co., Phila., Trustee.			

(5) COAL CASTLE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered on March 10, 1899, for 99 years, and leased to Pottsville Union Traction Co.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $30,000 ($50)	.....	.....	$15,000	.....
1st M. $30,000 ($1,000)..c	1899	5 J-D	30,000	June 1, 1929
	Int. at Real Est. Tr. Co., Phila., Trustee.			

(6) PEOPLE'S RAILWAY—A trolley road.

ORGANIZATION—Leased to Pottsvile Union Traction Co.

POUGHKEEPSIE, N. Y.

POPULATION IN 1890 WAS 22,206; IN 1880 WAS 20,207; AND IN 1870 WAS 20,080.

POUGHKEEPSIE CITY & WAPPINGERS FALLS ELECTRIC RAILWAY—A trolley road.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
St'k, $750,000, par $100	.....	.....	.....	$750,000 f.p.	.....
1st M. gold $1,000 s. f. no option.....c*.	20	1894	5 g. J-J	396,000	July 1, 1924
	Trustee, Cent. Trust Co., N. Y. Int. in N. Y. City.				

Bonds—The bonds are limited to $25,000 per mile of completed trolley road. $10,000 of this being issuable when track is laid and remaining $15,000 when equipped with trolley. No bonds can be issued in excess of $500,000 "until the stockholders of this company shall consent to such excess in the manner provided by the laws of the State of New York." Sinking fund, beginning Jan. 1, 1897, equal to 1 per cent of the "bonds issued hereunder"; bonds purchased at not exceeding 110.

ROAD—Owns 15·60 miles of road; second track, 1·14 m.; sidings, ·59 m.; total, 17·33 miles of track.

EARNINGS—Year ending June 30, 1899, gross, $85,656; net, $39,961; interest and taxes, $20,273; dividends, 2 per cent, $15,000; balance, surplus. $4 688.

OFFICERS—President, J. W. Hinkley, 489-493 Main St., Poughkeepsie, N. Y.; Secretary and Treasurer, Silas Hinckley, Poughkeepsie.

PROVIDENCE, R. I.

POPULATION IN 1900 (ESTIMATED) WAS 173,000; IN 1890 WAS 132,043, AND IN 1880 WAS 104,856.

PROVIDENCE-PAWTUCKET-RHODE ISLAND SUBURBAN—UNITED TRACTION & ELECTRIC.

ORGANIZATION *United Traction & Electric Company*, chartered in New Jersey, owns the Union Railroad Company of Providence, the Pawtucket Street Railway Company and the Rhode Island Suburban Railway Company, and thus controls the entire street railway systems of the cities of Providence, Pawtucket and Central Falls (except the Inter-State Consolidated) and of the counties of Kent, Washington, Bristol and Providence, serving a population of about 275,000.

The entire capital stock of the new R. I. Suburban Ry. ($5,000,000) is held. See statement of that company below.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Div., Mat., Etc.*
Stock	.....	Q-J	$8,000,000	July, 1900, 1%
United Tr. & Elec. Co., Prov. & Paw. issue 1st (coll.) M. $1,000, g	1893	5 g. M.-S.	8,456,000	Mar. 1, 1933
	Interest payable at Central Tr., N. Y., Trustee.			

Dividends—In July, 1897, the first dividend was paid, being ½ p. c.; Oct., ½ p. c.; in 1898, 4 dividends of ¾ p. c. were paid; in 1899, 1 of ¾ p. c. and 3 of 1 p. c.; in 1900, Jan., 1 p. c.; April, 1 p. c.; July, 1 p. c.

Bonds—Total issue limited to $8,000,000, with provisions for increasing the issue by not over $1,000,000 for actual cost of new track (including equipment) within 18 miles of the City Hall of Providence, R. I., and additional to 104 miles of track, but at a rate not exceeding $12,000 per mile of such new track. Under this provision $456,000 of bonds had been issued up to Jan. 1, 1900, against new mileage.

SECURITIES PLEDGED.—The securities pledged include all of the $9,000,000 capital stock of the *Union RR.* of Providence, all of the $500,000 capital stock of the *Pawtucket Street Ry.* (no bonds) and all of the $3,000,000 first mortgage bonds of the *Union RR.* of Providence. The Union RR. owns $299,800 of the $300,000 capital stock of the *Providence Cable Tramway Co.* (no bonds).

TREASURY SECURITIES—The United Traction & Electric Co. has in its treasury the entire capital stock ($5,000,000) of the Rhode Island Suburban Ry.

The Providence Cable Tramway Co. is leased to the Union Railway Co. for 50 years for 6 per cent on its capital stock, all but two shares of which is owned by the Union Railway Co.

ROAD.—In June, 1900, there were completed and operated by electricity 177 miles, which include 11·1 miles of Pawtuxet Val. El. St. Ry.

All the above-described roads of the United Traction & Electric Co., including the Providence Cable Tramway, are now operated by electricity, and since completion of the electrical equipment in April, 1894, the large increase in the earnings anticipated has been fully realized.

LATEST EARNINGS—5 months ending May 31, 1900, gross, $865,295; in 1899, $744,047.

YEARLY EARNINGS—Fiscal year ends Dec. 31. Earnings have been:

Years end. Dec. 31—	*Gross.*	*Net.*
1895	$1,634,614 46	$612,938 18
1896	1,723,474 68	633,338 71
1897	1,731,474 51	760,112 22
1898	1,774,199 63	750,186 38
1899	2,019,009 00	861,737 84

Net is the result after deducting taxes, repairs, damages, etc.

OFFICERS—President, Nelson W. Aldrich; Vice-President, Marsden J. Perry; Treasurer, Cornelius S. Sweetland of Providence.—V. 65, p. 464; V. 68, p. 525, 1027; V. 70, p. 176, 177.

(1) R. I. SUBURBAN RY.—A trolley road.

ORGANIZATION—Chartered by the Legislature of the State of Rhode Island in 1899 to construct, maintain and operate railways (other than steam) in any part of the State except Newport County; has also the right to transport freight, express matter and United States mail. The corporation was formed to obtain the rights of the United Traction & Electric Co. in the Warwick & Oakland Beach branch of the N. Y. N. H. & Hartford Ry., which has been converted into an electric road. Has also acquired the Pawtuxet Valley El. St. Ry. of 11 miles and the Cumberland St. Ry.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $5,000,000	.....	.....	$5,000,000	.....
1st. m. g. ($1,000) "guar. p. & i., $5,000,000...c*	1900	4 g. J.-J.	1,025,000	Jan. 1, 1950
	Union Trust Co., Providence, Trustee. Int. at office of the Ry. Co., Providence.			

The United Traction & Electric Co. owns the entire capital stock, and guarantees the bonds, principal and interest.

Bonds.—Future issues are to be on property actually acquired to an amount not exceeding cost, there being reserved in the hands of the trustee $318,000 to take up and retire $247,200 5 p. c. gold first mortgage bonds of the Pawtuxet Valley Electric Street Railway Company and $70,000 6 p. c. gold first morsgage bonds of the Cumberland Street Railway Company, the former issue being guaranteed, principal and interest, by the United Traction & Electric Company, which guarantees the payment of the interest on the Cumberland bonds.

SECURITIES PLEDGED—700 shares of the Cumberland St. Ry. Co.; 3,984 shares of the Pawtuxet Valley Elect. St. Ry, Co.; and 5,000 shares of the Barrington Warren & Bristol St. Ry. Co.

ROAD—Owns and operates 35 miles of track.

OFFICERS—Pres., Hon. Nelson W. Aldrich; Vice-Pres., Marsden J. Perry; Sec., H. V. A. Joslin; Treas., Cyril A. Babcock, all of Providence. Main office, Providence, R. I.—V. 70, p. 176.

PUEBLO, COL.

POPULATION IN 1890 WAS 24,558; IN 1880 WAS 3,217, AND IN 1870 WAS 666.

PUEBLO TRACTION & ELECTRIC—A trolley road.

ORGANIZATION—This company is a consolidation in 1899 of the Pueblo Electric Street Railway Co. and the Pueblo Light & Power Co.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $500,000 (par $100)..	.....	.....	$500,000	.....
First mortgage, $750,000, gold ($1,000 each).....	1899	5 g. J-D	566,000	June 1, 1919

Int. at Am. L. & Tr. Co., Boston, trustee.

ROAD—Owns 21 miles of track, all in city of Pueblo. Rails 35-lb. T.

OFFICERS—President, M. D. Thatcher; Vice-Pres. and Treas., Andrew McClelland; Secretary, John O. Albert; General Manager, John F. Vail.—V. 67, p. 530, 902; V. 68, p. 475, 1183.

QUINCY, ILL.

POPULATION 1890 WAS 31,494; IN 1880 WAS 27,268 AND IN 1870 WAS 24,052.

QUINCY HORSE RY. & CARRYING CO.—

In March, 1899, Judge Allen in the United States District Court for the Southern District of Illinois decided that this company, under its act of incorporation, has an exclusive right to operate a street railway in Quincy for fifty years from Feb. 11, 1865, and he enjoined the J. C. Hubinger Company from constructing a road under an ordinance granted by the City Council.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, par $100.....	.....	.....	$600,000	.....
1st mortgage, $500 each	1890	5 A-O	140,000	Oct. 1, 1910

Trust's, E. J. Parker, J. F. Carrott, Quincy, Ill.

1st consol. M. $550,000, gold.....c*.	1898	5g. A-O	$310,000	Oct. 1, 1918

Int. at Portland Trust Co., Portland, Me., Trus.

Interest on first mortgage payable at Quincy (Ill.) Trust Co.

Of the 5s of 1898, $140,000 will be used to retire the 1st 5s and $100,000 retained by trustee for future extensions and improvements.

EARNINGS—For 1899, gross, $91,920. In 1898, gross, $81,363.

ROAD—Operates 15 miles of track.—V. 67, p. 372, 737.

OFFICERS—President, Geo. F. Duncan, Portland, Me.; Sec., W. B. McKinley, Quincy, Ill.; Treas., Henry P. Cox; Supt., H. E. Chubbock.

RACINE, WIS.

POPULATION 1890 WAS 21,014 IN 1880 WAS 16,031; AND IN 1870 WAS 9,880.

BELLE CITY ELECTRIC CO.—A trolley road.

This property was in 1899 acquired by the Milwaukee Electric Railway & Light Co., which see.—V. 68, p. 619.

READING, PA.

POPULATION 1890 WAS 58,661 IN 1880 WAS 43,278; AND IN 1870 WAS 33,930.

UNITED TRACTION—See "United Power & Transportation Co." under Philadelphia.

RICHMOND, VA.

POPULATION IN 1900 (EST.), 100,000. IN 1890 WAS 81,338, AND IN 1880 WAS 63,600.

[*Including Manchester and suburbs, population in* 1900 *is estimated at* 125,000.]

RICHMOND PASSENGER & POWER CO.—

Electric railway and lighting.

This company is successor of the Richmond Railway & Electric Co., having acquired that property, together with all its allied lines. To the new company a special charter was granted by the Legislature of the State of Virginia in March, 1900, giving it power to own, build and operate railway lines. The City Council of Richmond had previously (in February, 1900,) given to the company a comprehensive franchise, running thirty years, and covering the various streets upon which the different lines of the Richmond Railway & Electric Co. system were located.

ROAD AND PLANT.—The company operates about 70 miles of track in Richmond and Manchester and their suburbs, thus furnishing transportation facilities to about 125,000 people. [The Richmond & Manchester, having about 12 miles of track, is in the hands of a temporary receiver, pending an adjustment of its $400,000 bonds. The bonds are subject to call for redemption, which right, we are informed, will probably be exercised by the lessor.] The company also supplies the entire electric lighting and electric power of the two cities, having exclusive contracts with both municipalities.

STOCK & BONDS.—	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Capital stock, pref.....	.....	5	$1,000,000	.....
" " common.	.....	.....	1,000,000	.....
Consol. mort. bonds, gold ($1,000).....	1900	5 g. J&J	3,000,000	Jan. 1, 1925

Merchants' Trust Co., New York, Trustee.

The holders of bonds of the Richmond Railway & Electric Co., the Seven Pines Railway Co. and the Manchester Railway & Improvement Co. were offered (in May, 1900,) the opportunity of exchanging them, upon even terms, for the 5 per cent bonds of the Passenger & Power Co. On June 12 it was reported that the entire amount of the Seven Pines and the Manchester Railway & Improvement bonds and over 92½ per cent of the Richmond Ry. & Electric bonds had been deposited for the purpose of such exchange. The mortgage of 1900 covers the railway lines, electric light and power plants, real estate, etc.

EARNINGS—For year ending Dec. 31:

	1899.	1898.	1897.
Gross earnings.....	$499,243	$477,541	$475,851
Net from operation.....	223,009	201,854	166,811
Insurance and taxes.....	14,695	13,538	13,280
Net income.....	208,314	188,316	153,531

LATEST EARNINGS.—For 5 months ending May 31:

	1900.	1899.
Gross earnings.....	$211,116 57	$177,774 79
Operating expenses.....	125,339 87	109,347 24
Net earnings.....	$85,776 70	$68,427 55

EQUIPMENT—The equipment includes 112 cars.

OFFICERS—President, James D. Patton; Vice-President, Fritz Sitterding; Secretary and Treasurer, Andrew Welch, Richmond, Va. New York office, 37 and 39 Wall St. —V. 66, p. 1238; V. 69, p. 334, 591, 646, 1346; V. 70, p. 231, 281, 792, 842, 947, 1151, 1196.

RICHMOND TRACTION CO.—An electric road.

ORGANIZATION—Incorporated Aug., 1895. First division of road opened for business June 20,'96. Operation of entire system commenced Apr. 10, 1897. This company operates a double-track electric line the full length of Broad Street, one of the principal thoroughfares of the city of Richmond; also several branches radiating into different thickly populated sections of the city.

The tracks of the company within the city are laid with 95-lb. steel girder rails on white oak cross-ties and for a considerable portion of the distance embedded in concrete, and along streets paved with granite blocks. The lines in the suburbs are laid with 60-lb. steel T rails. Company owns its power house, brick and steel car house, etc. Population of Richmond and suburbs, including Manchester, estimated at 115,000.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $600,000 ($50).....	.....	.....	$600,000	J'y 1900, 2%
1st M., $500,000, g. ($1,000).c*	1895	5 g. J-J	500,000	Nov 1, 1925

(Subj. to call 105 after July 1, 1900.) Trustee, Maryland Tr. Co., Balt.

Interest payable at Maryland Trust Co., Baltimore, or banking house of John L. Williams & Sons, Richmond.

Mortgage covers entire property and franchises, also power house, car barn, etc. Sinking fund of 1¼ p. c. annually of all bonds issued begins July 1, 1900.

Dividends.—Semi-annual dividend of 2 p.c. will be paid July 2, 1900.

ROAD—Total track is 16¼ miles. Equipment 31 open cars, 4 closed cars equipped with double "G. E. 1,000" motors, 3 trailers and 20 closed cars; 1 snow sweeper; total 59 cars.

EARNINGS—Fiscal year ending Sept. 30, 1898, gross, $142,272; operating expenses, including accident reserve, $88,735; net earnings, $53,537; interest and taxes, $38,606; surplus, $14,931. For 1896-7; gross, $124,505; net, $38,730; interest and taxes, $31,126; surplus, $7,604.

LATEST EARNINGS—		
Seven months to Apr. 30	1899-'00.....	Gross, $99,198; net, $42,394
	1898-'99.....	Gross, 81,779; net, 31,092

OFFICERS—President, E. L. Bemiss; Vice-Pres., E. R. Williams; Supt., S. P. Cowardin; Sec., Everett Waddey; Treas., R. L. Williams.—V. 61, p. 472, 831, 1179; V. 64, p. 1043.

ROANOKE, VA.

POPULATION 1890 WAS 16,159 AND IN 1880 WAS 669,

ROANOKE RAILWAY & ELECTRIC.—A trolley road. Population of Roanoke estimated in 1897 at 20,000.

ORGANIZATION—The Roanoke Street Railway and the Roanoke Electric Light & Power were both sold at foreclosure August 1, 1899, and bought by the reorganization committee, consisting of Charles R. Spence, Second Vice-President of the Mercantile Trust & Deposit Co. of Baltimore, Major Richard M. Venable and S. Hamilton Graves. The present company was then formed.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock $200,000 ($100).....	....	.....	$200,000	.....
1st M. $300,000 ($1,000) g.	1899	5 g. J-O	300,000	Dec. 1, 1949

Int. at Mercantile T. & D. Co., Balt., trustee

2nd M. income, gold..... ($100-$500) $190,000.....	1899	4 g. J-D	190,000	Dec. 1, 1949

Mercantile Tr. & Dep. Co., Balt., trustee.

ROAD—Operates 14 miles of road in city of Roanoke, extending also 8 miles to Salem, Va.; total track, 22½ miles.—V. 68, p. 1183; V. 69, p. 82, 284, 334.

OFFICERS—President, Henry S. Trout, Roanoke; Vice-Pres., J. F. Heyward, 1 Broadway, N. Y.; Treasurer, J. B. Fishburn; Secretary, George McCahan, Roanoke.

ROCHESTER, N. Y.

POPULATION 1890 WAS 133,896; IN 1880 WAS 89,366; AND IN 1870 WAS 62,386.

ROCHESTER RAILWAY—A trolley road

ORGANIZATION—Chartered Feb. 25, 1890. Operates about 80 miles of track in city of Rochester, with extension to Ontario Beach, 8¾ miles, and to Windsor Beach, 9 miles. The Rochester Electric Railway was leased in September, 1894, at a rental said to be 8 per cent on $200,000 stock, and whenever gross receipts exceed $55,000 one-quarter of such excess. The Rochester & Irondequoit was leased for 10 years at an annual rental of $8,000; see that company under Irondequoit.

STOCKS & BONDS -	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Capital stock ($100).....	....	....	$5,000,000	.....
Roch. C'y & Brighton 2d M., now 1st M. ($500)...	1882	6 J-J	500,000	Jan. 1, 1902

Int. at Flour City Nat. Bank, Rochester.

Roch. C'y & B. 3d M., now 2d M. ($500).....	1889	6 A-O	175,000	Apr. 1, 1919

Interest at Rochester Tr. & S. D. Co.

Rochester Ry. Consol. M. $3,000,000 ($1,000) g.c*	1890	5 g. A-O	2,200,000	Apr. 1, 1930

Interest at Cuyler, Morgan & Co., New York City.

2d M., $1,500,000, g. ($1,000 each).....c*	1893	5 g. J-D	1,294,075	Dec. 1, 1933

Interest is payable at Security Tr. Co., Roch.

Debentures, gold..... ($500 each.)	1891	6 g. M-S	167,500	Mch. 1, 1911

Subject to call after Mar. 1, 1901.

Collateral trust notes ($1,000)	1897	6 M-S	182,000	Mar. 1, 1905

Interest at Security Trust, Rochester.

Consolidated mortgage of 1890 and *second mortgage* cover all present and future property of the company, and the bonds are to have their principal and interest paid *without* deduction for any tax payable by the company under any law of the United States or New York State and imposed upon the bond for national, State or municipal purposes.

Of the *consols* $1,000,000 are reserved to retire underlying bonds of the Rochester City & B. RR. and of the second mortgage 5s $750,000 were reserved to retire the $600,000 of debentures, of which $167,500 still outstanding in Feb., 1900.

ROAD—*Owned.*	*Miles.*	*Road leased*—	*Miles.*
Main line, trolley.....	46·09	Rochester Electric.....	18·13
Second track.....	36·23	do do 2d track..	
Sidings.....	2·23	Rochester & Irondequoit.	
		do 2d track & siding	
Total.....	84·55		
		Total oper. Feb. 1, 1900...	102·68

Weight of rails, 40 to 107 pounds.

LATEST EARNINGS—Nine months to Apr. 30:

	Gross.	*Net.*	*Oth. inc.*	*Charges.*	*Surplus.*
1900.....	$686,329	$275,635	$6,168	$221,914	$59,889
1899.	641,256	272,820	5,611	221,742	56,689

Trend. June 30.	1899.	1898.		1899.	1898.
Gross earn'gs...	$847,443	$786,694	Int. on bonds		
Net.....	350,944	310,626	Taxes.....	$307,201	$301,975
Other income...	19,247	21,390	Rentals.....		
Net income...	$370,191	$332,016	Balance, sur.	$62,990	$30,041

GENERAL BALANCE SHEET DEC. 31, 1899.

Assets.		*Liabilities.*	
Cost of road and Cost of equipment	$9,959,890	Capital stock	$5,000,000
Stocks of other comp's.	167,500	Funded debt	4,518,575
Coupon a'counts	22,556	Floating debt	187,980
Cash and supplies	39,090	Open accounts, etc	149,020
Due from companies and individuals	5,617	Accrued int., taxes, etc.	67,464
		Coupon accounts	22,556
		Profit and loss, surplus.	249,058
Total	$10,194,653	Total	$10,194,653

OFFICERS.—President (Feb., 1900), Frederick Cook; Vice-President, and Gen. Man., T. J. Nicholl; Secretary, G. G. Morehouse; Treasurer, Frederic P. Allen. INDEX—V. 67, p. 690 951; V. 68, p. 826.

ROCHESTER CHARLOTTE & MANITOU—

STOCK & BONDS—Capital stock, $100,000, of which $97,500 is issued. Bonds, $82,000, first mortgage, gold, 5 per cent; interest payable annually on Dec. 1st. Dated Dec. 1st, 1895; due Dec. 1st, 1925. Issued, $81,250. Trustee, Security Trust Co., Rochester, N. Y.

ROAD—From Charlotte (suburban town and resort of Rochester, on Lake Ontario,) to Manitou Beach, on Lake Ontario, 7·75 miles.

EARNINGS.—Year ending June 30, 1899, gross, $15,624; net, $6,274, charges, $4,894; surplus, $1,380.

OFFICERS—President, Michael Doyle; Chairman, Lewis Warfield; 54 Wall Street, New York City.

ROCHESTER & SODUS BAY RAILWAY—

ORGANIZATION—Organized in 1898, with authorized capital of $1,000,000, to build an electric railroad from Sodus Point, Wayne County, on Lake Ontario, to the city of Rochester, about 38 miles. Rights of way have been secured. Permission to build the road was granted by the RR. Commissioners on Jan. 25, 1899, and in November, 1899, work was progressing between Rochester and Webster.

OFFICERS—T. J. Nicholl, President and Chief Engineer; John H. Gregory, Treasurer; Charles Van Voorhis, Secretary. Office, 267 State Street, Rochester.

ROCKFORD, ILL.

POPULATION 1890 WAS 23,584; IN 1880 WAS 13,129; AND IN 1870 WAS 11,049.

ROCKFORD RY. LIGHT & POWER CO.—

ORGANIZATION—In 1898 the Rockford Ry. Light & Power Co. was chartered for 99 years as a consolidation of all the street railway systems of the city; on Oct. 10, 1898, was granted a municipal franchise for 25 years.—V. 67, p. 321, 1056.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $350,000	.....	D	$350,000	.....
Rockford City St. 1st mortgage, subject to call in 1900	1890	6 M-N	150,000	May 1, 1910
1st cons. mort., gold, $300,000. Interest at Chicago.	1898	5g. M-N	150,000	Nov. 1, 1918

Trustee of first mortgage is the Northern Trust Co. of Chicago, Ill.

BONDS—From the proceeds of the 1st consol. bonds $70,000 old 2d mortgage bonds of the Rockford street railway were retired and $150,000 are reserved to retire 6s, due 1910, but subject to call in 1900.

EARNINGS—For nine months to July 31, 1899: Gross, $49,431; net, $18,185; interest, $11,250; surplus, $6,935. Comparative statement for four months ending Nov. 30: in 1899, gross, $25,041; net, $9,648; in 1898, gross, $15,773; net, $4,651.

ROAD—22 miles of trolley.

OFFICERS—Pres., R. N. Baylis; Treas., W. F. Woodruff; Gen. Man. and Purch. Agent, T. M. Ellis. DIRECTORS—R. N. Baylies, Gilbert Woodruff, H. W. Price, G. W. Wattles and John Farson.—V. 67, p. 127, 321, 1056.

ROCKLAND, ME.

POPULATION 1890 WAS 8,174; IN 1880 WAS 7,599 AND IN 1870 WAS 7,074.

ROCKLAND THOMASTON & CAMDEN STREET RAILWAY.—An electric road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g.*	*Maturity.*
Stock ($100) ($300,000 auth.)	.....	.....	$250,000	.....
1st M. ($250,000). Interest at Nat. Exchange Bank, Boston.	1892	5 J-J	250,000	May 1, 1922
Loans & bills pay. July 1,'99.	.....	.....	5,000	.....

ROAD Operates about 16½ miles of track from Thomaston through Rockland and Rockport to Camden.

Years ending June 30.	*Gross.*	*Net.*	*Int. and taxes.*	*Bal. sur.*
1899	$70,211	$29,298	$13,585	$15,713
1898	68,223	25,436	14,132	11,304
1897	66,782	25,693	14,457	11,235

OFFICERS—President, G. E. Macomber; Secretary, H. M. Heath; Treasurer, A. D. Bird; Supt. and Purch. Agt., Thomas Hawken.

ROME, GA.

POPULATION 1890 WAS 6,957; IN 1880 WAS 3,877; AND IN 1870 WAS 2,748.

CITY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1894 as successor to the Rome Street Railway, which was sold in foreclosure July 5, 1895. In Dec., 1899, purchased the plant of the Rome Electric Light Co. and is now conducting an electric lighting business in conjunction with street railways.

STOCK & BONDS—	*Date.*	*Interest.*	*Outst'd'g.*	*Maturity.*
Stock, $60,000, par $100	.....	.....	$60,000 f.p.	.....
1st mortg., $100,000, gold $1,000, not subj. to call. Int. at Am. Sec. & Tr. Co., Washington, D. C.	1894	g. A-O	100,000	Oct. 1, 1914

Bonds—On Jan. 1, 1900, $100,000 bonds were held by stockholders of company. Instead of issuing new bonds to buy the plant of the Electric Light Co., the company borrowed $16,000; the bondholders having loaned their bonds to the company to be used as security.

ROAD - Owns 6⅕ miles of track (of which 1⅕ built in 1897, funds being contributed by bondholders), laid with 35 and 45-lb. T rails.

LATEST EARNINGS—5 mos. Jan. 1 to May 31: 1900.....Gross, $16.198; net, $3,643. 1899.....Gross, 9,816 net, 1,645

EARNINGS—For year ending Dec. 31, 1899, gross, $28,732; net (above expenses and interest) $5,351. In 1898, gross, $23,511; net, $1,730.

Pres., Seymour Cunningham; Gen. Man. and Treas., J. B. Marvin.—V. 69, p. 1193.

ROME, N. Y.

POPULATION 1890 WAS 14,991; IN 1880 WAS 12,194; AND IN 1870 WAS 11,000.

ROME CITY STREET RAILWAY—A horse road.

In March, 1899, stockholders voted to increase stock from $50,000 to $150,000, but none of the new stock issued up to June, 1900.

In Feb., 1900, was granted permission by the State Railroad Commissioners to issue a first mortgage of $200,000, to reconstruct their present line and make an extension of 3 miles; also to change the motive power from horse to compressed air.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $150,000 ($100)	.....	.....	$50,000	.....
1st Mtge. $200,000, gold ($500.....c* Int. at Trust Co. of America, N. Y., trustee.	1900	5 g. A-O	75,000	April 1, 1950

ROAD—Owns 6·7 miles track.

OFFICERS—President, J. S. Wardwell; Secretary and Treasurer, W. P. Rayland; Man., Jas. W. Brown.—V. 68, p 674.

EARNINGS—Year ending June 30,

	1898-9.	1897-8.	1896-7.
Gross...	$5,439	$4,986	$4,546
Net....	loss 2,908	loss 575	loss 268
P. & L...	df. 4,898	df. 1,699	df. 982

RUTLAND, VT.

POPULATION 1890 WAS 8,239; AND IN 1880 WAS 7,502.

RUTLAND STREET RAILWAY.—A trolley road.

ORGANIZATION.—In 1894 rebuilt the line as a trolley road and newly equipped it throughout. Stock authorized, $150,000; issued, $125,000, 1st mortgage, 1894, 6s, M. & S., authorized, $100,000; issued, $81,600. Operates 8 miles of road on 8 miles of street. Pres., J. W. Cramton.

SACO, ME.

POPULATION 1890 WAS 6,075; IN 1880 WAS 6,389.

SACO RIVER ELECTRIC RR.—To be trolley.

ORGANIZATION.—Incorporated to construct a road from Saco to Bonney Eagle, Me., a distance of 19 miles. Population to be served estimated about 30,600 In Feb., 1899, contract let, but no portion of road yet built up to June, 1900. Company also petitioned to enter Biddeford, but petition denied. To carry passengers, freight and express.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $250,000, par $100	....	....	$100,000	.....
1st M., g., $200,000 ($1,000 ea.); S. f. after 1904...c' Int. at Mass. L. & T Co., Boston, Trustee.	1898	5 g. F-A	(?)	Feb. 1, 1928

OFFICERS.—President, E. F. Walker, Philadelphia, Pa.; Clerk, Charles Butler; West Buxton, Me—V. 66, p. 710; V. 67, p. 321.

SACRAMENTO, CAL.

POPULATION 1895 WAS 35,000; IN 1890 WAS 26,386; IN 1880 WAS 21,420; AND IN 1870 WAS 16,283.

SACRAMENTO ELECTRIC GAS & RY.—

ORGANIZATION—Incorporated April 4, 1896. Franchises expire Oct. 6, 1942. A consolidation of the Sacramento Electric Power & Light and the Folsom Water Power Co

The water power is obtained from Folsom, 24 miles from Sacramento. In 1899 made a contract with the Yuba Electric Power Co. for the exclusive use of 2,000 h. p. for immediate delivery and to the extent of 5,000 h.p. if needed. This obviates the necessity of a steam plant, and insures against shortage of power for the future. The total cost of the property (including the railway, hydraulic works, lighting plants, parks, etc.), was to Jan. 31, 1900, $2,897,727. In 1899 acquired by exchange of stock 9·532½ shares out of a total of 10,000 shares (par $50) of stock of the Capital Gas Co.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outst'd'g.*	*Maturity.*
Stk., $2,500,000 ($100)	....	.....	.....	$1,860,000	.....
Central El. Ry. 1st M., $400,000, g., $1,000 & $500....c* Int. at Cal. S. D. & Tr. Co., San Fran., Trustee.	16	1892	6g. J-D ($25,000 due yearly)	265,000	June 1, 1912 to June 1, 1921
Consol. mort., $2,500,000 ($1,000) Int. at Cal. S. D. & Tr. Co., San Fran., Trustee, and Guar. Trust Co. of New York.	....	1897	5 M-N	2,100,000	Nov. 1, 1927

BONDS—Of the $2,500,000 bonds authorized, $265,000 are reserved for the Central Electric Ry. firsts, and a portion was used for the retirement of the $1,650,000 6s of 1896.—V. 65, p. 977.

ROAD—The railway system extends 16½ miles with 24½ miles of single track. It covers the entire city and has valuable franchises running 50 years and giving practical control of transportation in the city. East Park and Oak Park are owned.

LATEST EARNINGS—2 mos., Feb. 1 to March 31: 1900.....Gross, $56,608; net, $29,879. 1899.....Gross, 49,539; net, 27,571

EARNINGS—For fiscal year ending Jan. 31:

	1899-1900.	1898-1899.
Gross earnings	$333,819	$279,589
Operating expenses	158,925	174,567
Net earnings	$174,894	$105,022
Bond interest	$110,115	.....
Profit and loss entries (net)	7,900	
Profit for fiscal year	$56,879	

OFFICERS—Pres., Thos. Addison; V.-P. and Gen. Man., Albert Gallatin; Secy. & Treas., Albert Gallatin, Jr.. Office, Claus Spreckels Bdg., San Francisco.—V. 65, p. 278, 977; V. 70, p. 631.

SAGINAW, MICH.

POPULATION 1890 WAS 46,169; IN 1880 WAS 29,541; AND IN 1870 WAS 20,685.

SAGINAW VALLEY TRACTICN—A trolley road.

ORGANIZATION—Incorporated Jan. 7, 1899, as a consolidation, per plan in V. 67, p. 1111, of the Union Street Ry. and the Saginaw Consolidated Street Ry. (both foreclosed Oct. 15, 1898) and the Inter-Urban Ry. V. 68. p. 233.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Common stock, $700,000, par, $100	....	.....	$700,000	.....
Pref. stock, 5 p. c. cum., $400,000; par, $100; pref. as to assets & div.	....	.....	400,000	.....
1st mort. $850,000 gold, $1,000 each. Int. at Boston Safe Dep. & Tr. Co., trustee.	1899	5 g. F&A	680,000	Feb. 1, 1924

BONDS—Of the 1st 5s $170,000 are reserved for extensions and improvements.

ROAD—Owns and operates 40 miles of track, including line from Saginaw to Bay City, and all electric railroads in Saginaw. The Inter-Urban line to Bay City includes 11 miles owned and three miles operated under contract; also 5 miles of private right of way and bridge across the Saginaw River costing $60,000.

OFFICERS—President, Homer Loring, 53 State St., Boston, Mass.; Treasurer, Frank D. Ewen; Secretary, Charles S. Smith; Executive Committee, Thomas A. Harvey, Chairman; Geo. B. Morley and Gilbert M. Stark, all of Saginaw, Mich. V. 67, p. 1111; V. 68, p. 233.

INTER URBAN RY.—
UNION STREET RY.—
SAGINAW CONSOL. ST. RY.— } Consolidated in Jan., 1899, as Saginaw Val. Trac. Co., which see above.

ST. JOSEPH, MICH.

POPULATION IN 1898 (ESTIMATED), 5,000; 1890 WAS 4,826; in 1880 WAS 3,550; AND IN 1870 WAS 2,994.

ST. JOSEPH & BENTON HARBOR STREET RAILWAY CO.—

ORGANIZATION—Chartered in 1884. Stock, $100,000. First mort. gold 6s, J&J, $200,000, dated July 1, 1893, due July 1, 1912, interest payable J-J, at Ill Trust & Savings Bank, Chicago, Trustee. Operates 8 miles of trolley track on 5½ miles of street. For year ending Dec. 31, 1898, gross railway and light earnings, $55,691; net, $20 436; int., $11,703; bal., $8,733, charged off for depreciation.—V. 66, p. 1090. Pres., W. Worth Bean; Sec., W. H. Hull.

ST. JOSEPH, MO.

POPULATION 1890 WAS 52,324; IN 1880 WAS 32,431; AND IN 1870 WAS 19,565.

ST. JOSEPH RAILWAY LIGHT HEAT & POWER.—Owns in all 33 miles of track.

ORGANIZATION—Incorporated in 1895 to succeed to the property of the St. Joseph Traction & Lighting Company, sold in foreclosure Aug. 21, and purchased for the bondholders for $300,000. The new company has an authorized capital stock of $3,500,000, of which $2,000,000 is preferred, and assumes $100,000 Wyatt Park bonds; 33 miles track.

OFFICERS—President, E. H. Harriman, New York City; Vice-Pres. and Gen. Man., W. T. Van Brunt; Secretary and Treas., Chas. C. Tegethoff, 120 B'way, New York City.—V. 61, p. 926.

ST. LOUIS, MO.

POPULATION 1890 WAS 451,770; IN 1880 WAS 350,518; AND IN 1870 WAS 310,864.

UNITED RAILWAYS COMPANY OF ST. LOUIS—*(See Map, p. 82).*

ORGANIZATION.—This was formerly the Central Traction Company, a corporation chartered under the laws of Missouri, but name changed to United Railways Company of St. Louis. Has acquired all the street car lines in operation in St. Louis with the exception of the St. Louis & Suburban system. The combination was arranged by a syndicate headed by Messrs. Brown Brothers & Co., New York. See plan in V. 69, p. 231. The company on April 12, 1898, received a fifty-year franchise from the City of St. Louis authorizing it to build 79½ miles of street railroad on several of the most important streets of the city, and also giving permission to acquire by lease or purchase any other street railroad in that city. Under authority thus conferred, the following properties have been absorbed. We give both the amount of stock acquired and the amount not acquired.

Road Absorbed.	*Amount of Stock Acquired.*	*Stock not Acquired.*
Delmar Ave. & Clayton Ry. Co	50 shares.	None.
St. Louis Cross Co. Ry. Co	1,000 "	"
Midland St. Ry. Co	2,000 "	"
St. Louis Clayton & C. C. Lake Ry. Co.	120 "	"
St. Louis County St. Ry. Co.	467 "	"
Clayton & Forest Park Ry. Co.	634 "	27 shares.
Lindell Railway Co	99,994 "	6 "
Missouri RR. Co	22,986 "	None
National Railway Co	24,950 "	50 shares.
Southern Electric Ry. Co., common	5,000 "	None.
Do do do preferred.	9,988 "	12 shares.
Union Depot RR. Co.	30,000 "	None

As under the laws of Missouri the United Railways Company has the power to purchase all the property and franchises of any other street railway with which it connects, or intersects, on obtaining the approval of two-thirds of the stockholders, ownership of the above stocks has been followed by actual deeds of the properties of the above companies. The United Railways Co. has also acquired all the capital stock of the St. Louis Traction Co., and 13,016 shares out of 19,387 shares of stock of the St. Louis RR. Co., but up to June 1, 1900, had not taken title to these properties.

Strike—During May and part of June, 1900, the company had to contend with a serious strike of its employes, but service has now been resumed on all lines.—V. 70, p. 1197.

LEASE—All the lines of railway of the United Railways Company have been leased to the St. Louis Transit Co., which see.

ROAD.—The mileage of the combined system is as follows:

	Miles.		*Miles*
Missouri RR. System (elec.)	16·61	St. Louis Traction Co. (cable)	9·50
do do do (cable)	9·60	Southern Electric Ry. (elec.)	22·50
Lindell Ry. System (elec.)	*85·11	National Ry. System (elec.)	64·47
Union Dep't RR. Sys (elec.)	75·87	do do do (cable)	14·62
Jefferson Ave. Ry. (electric)	6·70		
Total in operation { Electric.. 271·26 miles; Cable..... 33·72 miles }			304·98
Under construction, United Railways Co			22·00
Authorized, but not under construction			57·50
Authorized, but not yet constructed, Lindell Ry. System			36·17
Authorized, but not yet constructed, National Ry. system			16·00
Total in operation, under construction and authorized			436·65

*Including county roads.

STOCK AND BONDS—For the purpose of acquiring the properties and franchises or the shares of stock of the above-named companies and providing for the present mortgage debts, the United Railways Co. of St. Louis issues the following securities.

General First Mortgage 4 per cent 35-year gold bonds	$45,000,000
Of which reserved for future betterments, improvements and acquisitions (including minority stock of St. Louis RR Co. not now owned in the National Railway System, and also the $3,000,000 bonds in the St. Louis & Suburban System)	8,000,000
Reserved for underlying liens	14,000,000
Paid over to the stockholders of the several constituent street railway companies	23,000,000
Preferred Stock, 5 per cent cumulative	$20,000,000
Of which reserved for future acquirements, expenses of consolidation, betterments and improvements	8,435,000
Issued to the stockholders of the several constituent companies	11,565,000
Common Stock	$25,000,000
Of which reserved for future acquirements, betterments and improvements	7,652,500
Issued to the stockholders of the several constituent companies	17,347,500

The St. Louis & Suburban system alone of the street car lines in St. Louis has not been acquired; $3,000,000 of the new 4s, however, will be reserved for the sole purpose of retiring its bonds in case its purchase should at any time be thought desirable. The 4 per cent loan is secured by all the stocks of the constituent companies, or by direct mortgage lien upon their property and franchises in so far as purchased.

The new mortgage bears date Sept. 20, 1899, and the bonds mature July 1, 1934, with interest payable January and July at the St. Louis Trust Company, Trustee. Bonds are for $1,000 each and coupon, with privilege of registration of principal. They cannot be called. Messrs. Brown Bros. & Co. offered the bonds for sale in Feb., 1900.

Lease Guaranty.—The St. Louis Transit Co., besides leasing all the lines of railway of the United Railways Co. of St. Louis, guarantees the payment of interest upon all the new 4s as well as on the bonds of the constituent companies, and also 5 per cent, payable semi-annually, upon the preferred stock of the United Company.

Exchange of Stock.—The St. Louis Transit Co. has exchanged its stock (172,502 shares) for the common stock of the United Railways Company of St Louis, share for share, in consideration of a payment to it by the stockholders of the United Railways Co. of $11 per share. This furnished the Transit Co. a cash capital of $1,897,522 free from all obligations except those under its lease.

BOND ISSUES OF CONSTITUENT COMPANIES.

MISSOURI SYSTEM—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Missouri RR. 1st mtg., $1,000,000 c*	1896	5 M.-S.	$700,000	Mch. 1, 1906
Subject to call in 1901 at 105.				
LINDELL SYSTEM—				
Lindell Ry. 1st mort., $1,500,000 c*&r gold, $1,000 each	1891	5 g. F-A	$1,500,000	Aug. 1, 1911
	Interest payable in New York and St. Louis.			
Comp'n H. U.D.&M.T. 1st mort., gold....c*	1893	6 g. J-J	1,000,000	July 1, 1913
	Int. at St. Louis. Trust Co; also in N. Y.			
Taylor Ave. RR. 1st mortgage, g	1893	6 g. J-J	500,000	July 1, 1913
	Interest at St. Louis Trust Co., St. Louis.			
UNION DEPOT SYSTEM—				
Union Depot RR. 1st consol. M., gold	1890	6 g. A-O	791,000	Oct. 1, 1910
	Subject to call Oct. 1, 1900			
Cons. M. ($3,500,000) g.	1893	6 g. J-D	2,400,000	June 1, 1918
Mound City RR. Co.	1890	6 g. J-J	300,000	Oct. 1, 1910
	Subject to call Oct. 1, 1900			
*Jefferson Av. RR., M. $400,000	1895	5 M-N	277,000	Nov. 2, 1905
FORMERLY PEOPLES' RY. CO—				
St. Louis Tract. (People's Ry.) 1st mort.	1882	6 J-D	125,000	May 1, 1902
	Subject to call May 1, 1892.			
2nd mortgage	1886	7 M-N	75,000	May 1, 1902
	Subject to call after May 1, 1896.			
SOUTHERN ELEC. SYSTEM—				
Southern Elec. 1st M.	1884	6 M-N	164,000	May 1, 1904
Consol. M. ($500,000)	1889	6 M-N	336,000	May 1, 1915
Mort. of 1896, $200,000 ($1,000), gold. c	1896	5 g.	200,000	April 1, 1916
	Int. pay'le at Louisville, Ky., and St. L., Mo.			
NATIONAL SYSTEM—				
St. Louis RR. 1st M., cur. ($1,000 each)	1890	5 M-N	1,948,000	May 1, 1910
	Subject to call			May 1, 1900
Baden & St. Louis 1st mortgage, gold	1893	5g. J-J	250,000	July 1, 1913
	Subject to call after July 1, 1893.			
Cass Avenue & Fair Grounds 1st M., $2,000,000, g., $1,000, sink. fund, guar. p. & i. (Nat. Ry.) c*	1892	5 g. J-J	1,813,000	July 1, 1912
	Subject to call at 102 on any July 1 after 1893. Interest at No. Trust Co., trustee, Chicago.			
Citizens' Ry. 1st mort. gold ($2,000,000)	1887	6 J-J	1,500,000	July 1, 1907
	Interest at St. Louis Trust Co., St. Louis; also at Amer. Exch. Nat. Bank, N. Y. City, Trustees are Chas. Parsons and Thos. E. Tutt.			
Total			$13,980,100	

* Owned jointly by Missouri, Lindell, Union Depot and National companies.

Dividends—First div. of 1¼ p.c. on pref. April 10, 1900; July, 1¼ p. c.

EARNINGS.—Messrs. Haskins & Sells, Certified Public Accountants, have prepared a statement showing gross earnings, operating expenses and net earnings of the combined companies for the fiscal year ending June 30, 1899, and also the fixed charges as they will exist when the proposed plan is completed.

Gross Earnings.	*Net over taxes.*	*Other Income.*	*Total Net Income.*	*Deductions.*	*Balance.*
$5,412,557	$2,032,099	$4,566	$2,036,665	$67,602	$1,969,063
Deduct adjustments to present basis (net)					8,584
Total net from operations					$1,960,479
Fixed charges—interest on present bonded debt					773,597
Interest on proposed issue of $23,000,000 new 4s					920,000
Net surplus under plan					$266,882

EARNINGS for *six* months ending Dec. 31:

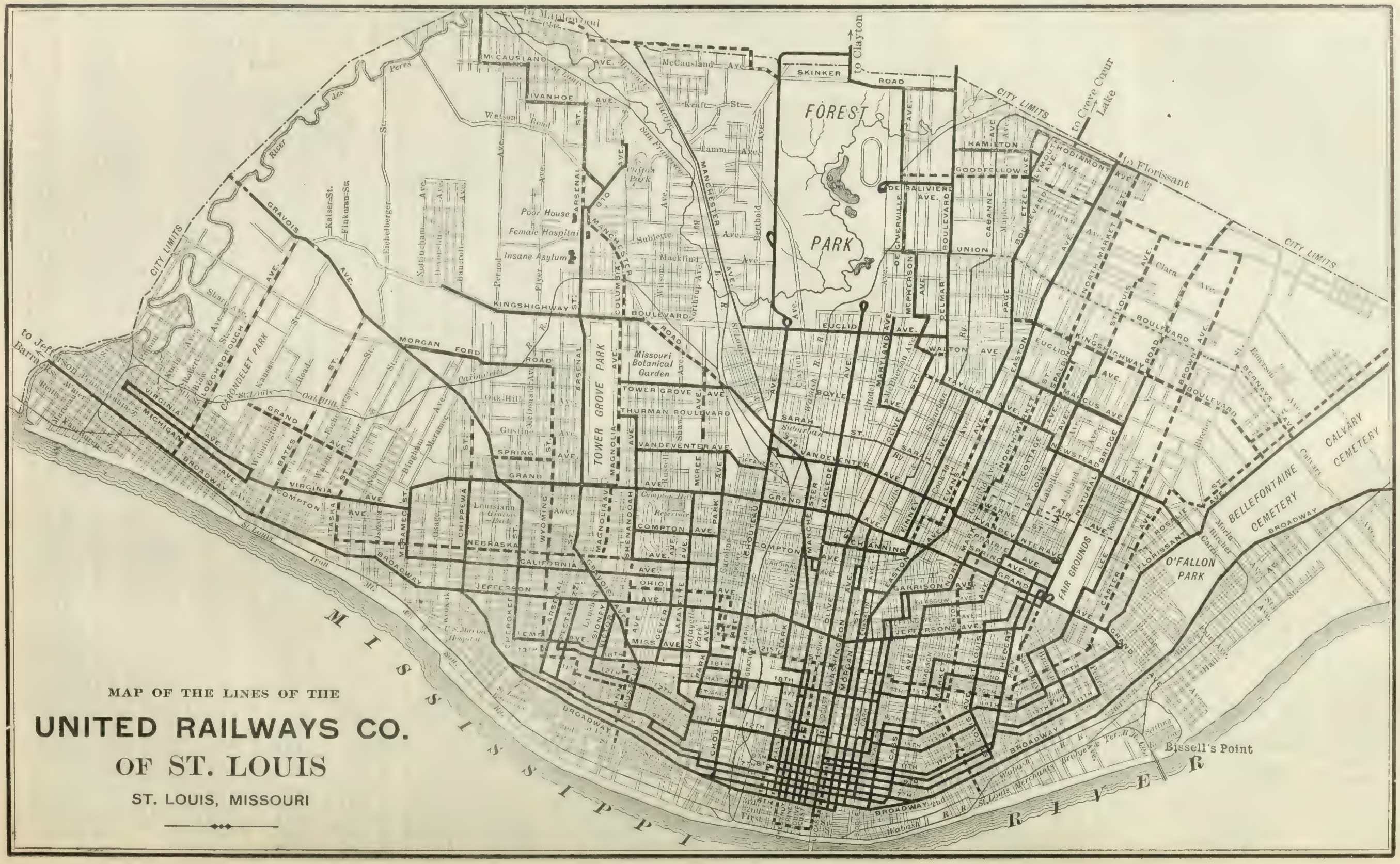
	1899.	1898.
Gross	$2,873,894	$2,721,433
Operating expenses and taxes	1,814,579	1,718,370
Net earnings	$1,059,315	$1,003,063
Other income	2,671	2,029
Total net	$1,061,986	$1,005,092
Deductions	5,598	8,492
Balance	$1,056,388	$996,600

OFFICERS.—President, Edwards Whittaker; Vice-President, Murray Carleton; Gen. Manager, Geo. W. Baumhoff. Directors, Edwards Whittaker, Patrick Calhoun, C. D. McLure, H. C. Haarstick, Murray Carleton, W. H. Thompson, H. S. Priest, W. F. Boyle, Corwin H. Spencer, F. E. Marshall.—V. 68, p. 381, 428, 673, 773, 1227; V. 69, p. 132, 181, 231, 284, 534, 646, 696, 1104; V. 70, p. 126, 281, 382, 481, 634, 688, 998, 1096, 1197.

ST. LOUIS TRANSIT COMPANY.

ORGANIZATION—This company was formed under the laws of Missouri, and has leased all the lines of the United Railways Company of St. Louis. By St. Louis City ordinance, approved March 20, 1899, was given power to acquire, lease and operate until March 18, 1939, any of the lines which will be acquired under the proposed plan by the United Railways Company.

STOCK has been increased to $20,000,000 and is all to be exchanged, share for share, for the common stock of the United Railways Co., upon payment by the stockholders of the latter of $11 per share in cash; $17,250,200 had been so exchanged up to Feb., 1900. Company guar-


MAP OF THE LINES OF THE
UNITED RAILWAYS CO.
OF ST. LOUIS
ST. LOUIS, MISSOURI
MISSISSIPPI RIVER
FOREST PARK
CITY LIMITS
to Clayton
to Florissant
to Creve Coeur Lake
to Maplewood
to Jefferson Barracks
SKINNER ROAD
McCAUSLAND AVE.
IVANHOE AVE.
Watson Road
Kraft St.
Page Ave.
Clifton Park
Poor House
Female Hospital
Insane Asylum
Sublette Ave.
Mackland Ave.
Wilson Ave.
Northrup Ave.
Berthold Ave.
Manchester E. R.
St. Louis
San Francisco
Peres
des
River
Eichelberger St.
Kaiser St.
Finkman St.
Notting-ham Ave.
Devonshire Ave.
Bancroft Ave.
Purnell Ave.
Flyer Ave.
Arsenal St.
Columbia St.
Manchester Ave.
GRAVOIS AVE.
KINGSHIGHWAY BOULEVARD
MORGAN FORD ROAD
Missouri Botanical Garden
TOWER GROVE PARK
TOWER GROVE AVE.
THURMAN BOULEVARD
VANDEVENTER AVE.
SPRING AVE.
GRAND
MAGNOLIA AVE.
McREE AVE.
PARK AVE.
COMPTON AVE.
NEBRASKA ST.
CALIFORNIA AVE.
OHIO AVE.
MISS. AVE.
LEMP AVE.
JEFFERSON
BROADWAY
Oak Hill
Gustine
Carondelet
Carondelet Park
Louisiana Gravois Park
Lafayette Park
Compton Hill Reservoir
Shaw
Russell
Tiffany
Sarah St.
Boyle
Euclid Ave.
Delmar Blvd.
McPherson Ave.
Maryland Ave.
Walton Ave.
Taylor Ave.
Easton
Page
Union
Cabanne
Etzel
Goodfellow Ave.
Hamilton
Rodiman Ave.
Clara Ave.
North Market St.
St. Louis Boulevard
Kingshighway Boulevard
Bernays
Marcus Ave.
Cottage Ave.
Lewis Place
Natural Bridge
Prairie Ave.
Garrison Ave.
Glasgow Ave.
Jefferson Ave.
Grand Ave.
Fair Grounds
Lee Ave.
Carter Ave.
Florissant Ave.
O'Fallon Park
Bellefontaine Cemetery
Calvary Cemetery
Broadway
Bissell's Point
Wabash R. R.
Merchants Bridge & Ter. R. R.
St. Louis Iron Mt.
U.S. Marine Hospital

antees the payment of interest upon all the bonds of the United Railways Co. of St. Louis and its constituent companies and also 5 per cent upon its preferred stock.—V. 69, p. 231, 696.

ST LOUIS AND BELLEVILLE TRACTION.—

A trolley road.

ORGANIZATION—In January, 1900, parties owning the St. Louis & Belleville Electric Ry. and the Belleville Electric Ry. purchased the St. Louis Belleville & Suburban Ry. and consolidated the three companies, forming the St. Louis & Belleville Traction. The new company owns all the lines in Belleville and two double-track roads from East St Louis to Belleville, one of them on private right of way.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000 ($100)	.....	.....	$1,500,000	.....
1st mort., $1,250,000 g. ($1,000) ..... c*	1899	5 g. M-S	(?)	Sept. 1, 1919
	Int. at Am. Tr. & Savings Bk., Chic., Trustee.			

Bonds may be called in 1909, at 105, when sinking fund of 7 per cent per annum begins. The new mortgage is intended to take up all the underlying bonds of the constituent companies.

ROAD—Owns 6 miles in City of Bellville; 42 miles from East St. Louis to Belleville, and leases 6 miles of single track in Belleville; total operated 54 miles.

OFFICERS—President, John A. Day.

ST. LOUIS COUNTY STREET RAILWAY—

ORGANIZATION—Operates 3 miles of track with horses. Stock, $50,000. In Jan., 1899, proposed to change motive power to electricity and build double-track road from city limits to Wabash RR. and single-track road thence westward two miles. Pres., M. B. Greensfelder.

ST. LOUIS & EAST ST. LOUIS ELEC. RY—

ORGANIZATION—Chartered in July, 1889.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock	.....	.....	$250,000	.....
1st M. currency	1890	6 J-J	75,000	Jan. 1, 1905

Interest payable at office of the mortgage trustee, St. Louis Trust Co.

ROAD 2 miles of track on 1 mile of road. Cars cross Eads Bridge.

OFFICERS—President, D. R. Powell; Secretary, D. T. Breck.

ST. LOUIS & SUBURBAN RY.—A trolley road.

ORGANIZATION—Incorporated Sept. 11, 1884. This company is a reorganization of the St. Louis Cable & Western Ry Co., which it bought in at the foreclosure sale of the latter's property June 10, 1890 In July, 1897, secured control of the St. Louis & Kirkwood RR.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity, etc.
Stock ($100)	.....	.....	$2,500,000	.....
St. L. Cable & Western Ry 1st M.	1884	6 M.-N.	600,000	1914
	Interest at Farmers' Loan & Tr. Co., N. Y. city.			
St. Louis & Suburban 1st M. ($2,000,000) g. $1,000	1891	5 g. F.-A.	1,400,000	Feb. 1, 1921
	Interest payable in Boston by the trustee, the American Loan & Tr. Co.			
Income bonds	1891	5 Feb.	300,000	.....
	Interest at American Loan & Tr. Co., Boston			

On Jan. 25, 1899, the stockholders voted to increase the capital stock $500,000 to $3,000,000; also to issue $500,000 additional bonds. Mississippi Valley Trust Co., St. Louis, Trustee. At latest date these bonds had not been floated.

ROAD—Operates about 40 miles of track.

OPERATIONS—Following is the number of passengers carried during each quarter of the calendar years:

	1st quar.	2d quar.	3d quar.	4th quar.	Tot. for year.
1900	2,905,941	.....	.....	.....	.....
1899	2,727,241	3,244,924	3,243,173	3,305,674	12,520,912
1898	2,673,149	3,070,129	2,952,439	3,042,831	11,738,548

OFFICERS—President, C. H. Turner; Vice-Pres't, S. M. Kennard; Sec. and Treas., T. C. Kimber.

(1) ST. LOUIS & MERAMEC RIVER RR.—

Entire issue of stock ($2,000,000) is held in the treasury of the St. Louis & suburban, which company also guarantees the bonds.

ORGANIZATION—Organized in 1894, and in 1896 obtained all the rights and franchises of the Manchester Road Electric Ry.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $2,000,000	.....	.....	See text.	.....
1st M., $1,000,000, gold ($1,000), guar. p. & i., by St. L. & Sub., end ..... c*	1896	6 g. M-N	$1,000,000	May 8, 1916
	Interest at Mississippi Valley Trust Company, St. Louis, trustee.			
Consol. M., $2,000,000	1898	(?)	None Feb., '99	(?)

In 1898 stock increased to $2,000,000 (from $1,000,000), and an additional issue of $1,000,000 bonds authorized for extensions, etc.

ROAD—Trolley from Sarah St., on St. Louis & Suburban, to Jackson Road, 10·96 miles; extension 3 miles to St. L. & Kirkwood tracks over which cars run to Meramec Highlands. Rails, 73-lb. girder and 60-lb T. The St. Louis & Suburban furnishes power and carries the country passengers 3½ miles over its own road to down-town terminus of other lines President, C. H. Turner.

(2) ST. LOUIS & KIRKWOOD RR.—A trolley road.

ORGANIZATION—Completed March 1, 1896. Connects at Forest Park with Lindell Railway. In July, 1897, St. Louis & Suburban Ry. obtained control. The Suburban road connects with it at Kirkwood and uses its tracks for about 4 miles.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par, $100)	.....	.....	$300,000	.....
New 1st mort., $350,000	1898	.....	250,000	.....

New mortgage, $350,000, was authorized to replace 1st mortgage, $300,000.

ROAD—Owns 10½ miles track in St. Louis County (none in the city). —V. 64, p. 331.

ST. PAUL, MINN.

POPULATION 1890 WAS 133,156; IN 1880 WAS 41,473; AND IN 1870 WAS 20,030.

MINNEAPOLIS & ST. PAUL SUBURBAN RY.—For statement of this road see return of Twin City Rapid Transit, under Minneapolis.

ST. PAUL CITY RAILWAY—See Twin City Rapid Transit Co., under Minneapolis, Minn.

SALT LAKE CITY, UTAH.

POPULATION 1900 (ESTIMATED), 75,000 IN 1890 WAS 44,843, AND IN 1880 WAS 20,768.

SALT LAKE CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered Jan. 19, 1872.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 ($50)	.....	.....	$850,000	.....
1st M., s. f., gold ($1,000) ($1,500,000) c*	1893	6 g J-J	840,000	1913
	Subject to call after Jan. 1, 1903.			

Entire issue subject to call Jan. 1, 1903, or any Jan. 1 thereafter from Jan. 1, 1904, to Jan. 1, 1913, one-tenth must be paid yearly. Bonds to be called and paid in numerical order. Trustee, Guaranty Trust Co.

Bonds—Under terms of the mortgage of 1893 for $1,500,000, bond may be issued for extension of and additions to the mortgaged property at rate of not more than 70 per cent of the cost of such addition and extensions, and the bonds at any time issued shall not exceed $20,000 per mile for each mile of road constructed, equipped and in operation. After debt reaches $1,000,000 no bonds can be issued unless the net earnings for preceding 12 months are sufficient to pay 12 per cent on all bonds outstanding and 12 per cent on the bonds proposed to be issued.

ROAD—The company operates 47½ miles of track.

	Miles.		Miles.
Single track	29	Total track operated	47½
Second track	18½	Weight of rails, 30 to 40 and 72 lbs.	

OFFICERS—President, A. W. McCune; Vice-President, R. C. Chambers; Sec'y and Treas., Joseph S. Wells; Supt. and Purch. Agt., W. P. Read.

SALT LAKE & MERCUR RR.—To be a trolley.

Runs from Fairfield to Mercur, Utah, 12 miles, and is to be extended to West Dip. In July, 1898, made mortgage to the Produce Exchange Trust Co. of New York, as trustee, to secure $300,000 gold 5s. President, E. H. Airis, Salt Lake City.

SALT LAKE RAPID TRANSIT—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $500,000 (par $100)	.....	.....	$356,000	.....
1st mortgage	1890	6 F-A	350,000	Feb. 1, 1910
Other indebtedness	.....	.....	70,000	.....

Interest at American Loan & Trust (trustee), Boston.

ROAD—Operates 32 miles of track on 26 miles of street.

EARNINGS—For year ending Dec. 31, 1895, gross, $89,420; net, $26,097. In 1894 gross, $110,538; net, $24,410.

OFFICERS—President and General Manager, J. S. Cameron; Secretary and Treasurer, G. S. Gannett; Sup. and Pur. Agent, W. H. Stone.

WEST SIDE RAPID TRANSIT—An electric and steam road. Operates 12 miles of track. Stock, $300,000. President, L. L. Nunn; Sec. and Treas., A. M. Wrench.

SAN ANTONIO, TEX.

POPULATION 1890 WAS 37,673; IN 1880 WAS 20,550; AND IN 1870 WAS 12,256.

ALAMO HEIGHTS RAILROAD—A trolley road.

ORGANIZATION, ETC.—Successor to San Antonio Rapid Transit, sold in foreclosure in May, 1895. On Feb. 27, 1897, W. H. Hume was appointed receiver. Capital stock is $62,000 (par, $100.) First mortgage, $500,000, gold, 6 p. c. bonds, c*, $500 each; dated 1895, due June 1, 1915; interest, J&D. Franklin Trust Co. of Brooklyn, trustee. Operates 5½ miles of track.

SOUTHERN LIGHT & TRACTION CO.—

ORGANIZATION—Incorporated in 1899 as a consolidation of the San Antonio Traction Co. and the San Antonio Gas & Electric Co. The Traction Co. is a consolidation of the San Antonio Street Ry. Co. and the San Antonio Edison Co. The Gas & Electric Co., in turn, is a consolidation of the San Antonio Gas Co. and the Mutual Electric Light Co., and does the entire gas and electric business of the city. These properties were financed by Emerson McMillin & Co., New York.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $2,500,000 ($100)	.....	.....	$1,600,000	May, 1900, 1½%
1st M. $2,500,000, gold ($1,000); no s. f.. .. c*	1899	5 g. M-S	1,600,000	Sep. 1, 1949
	Int. at Continental Tr. Co., N. Y., Trustee.			

BONDS—The whole issue of new first mortgage bonds can be called at any time upon six weeks' notice.

DIVIDENDS—The first semi-annual dividend of 1½ p. c was paid May 20, 1900.

ROAD—Owns and operates 35 miles of track in City of San Antonio.

REPORT—Net for year ending March 31, 1900, $155,560; interest, $74,222.

OFFICERS—President, Emerson McMillin; Secretary, W. F. Douthirt, 40 Wall St., New York; Treasurer, C. T. Scoville.—V. 70, p. 740, 793, 895.

WEST END STREET CAR CO.—A trolley road.

ROAD, ETC.—Operates 5·8 miles of track upon 4·8 miles of street.

Stock, $26,000. First mortgage is for $100,000 gold 6s, J&J dated 1890, due July 1, 1910; interest at Importers' & Traders' National Bank, N. Y., or San Antonio office. July, 1898, interest in default. On August 8, 1898, John H. Clark was appointed Receiver.—V. 67, p. 324. President and General Manager, G. W. Russ.—V. 67, p. 324.

SAN DIEGO, CAL.

POPULATION IN 1890 WAS 16,159; IN 1880 WAS 2,637; IN 1870 WAS 2,300.

CITIZENS' TRACTION CO.—See San Diego Elec. Ry.

SAN DIEGO ELECTRIC RY—A trolley road.

ORGANIZATION, ETC.—In March, 1898, purchased Citizens' Traction Co. at foreclosure sale. Owns 15 miles of track. No bonds had been issued in Feb., 1899. President, A. B. Spreckels, San Fransisco, Cal.; Vice-Pres., E. S. Babcock; Sec. and Treas., J. A. Flint.

SANDUSKY, OHIO.

POPULATION 1890 WAS 18,471; IN 1880 WAS 15,838.

SANDUSKY & INTERURBAN ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION.—Incorporated in 1898 to build a road from Sandusky to Lorain, there connecting with the Lorain & Cleveland Ry., controlled by same parties. On July 9, 1898, purchased Sandusky Street Ry. at foreclosure sale.—V. 67, p. 127, 275; V. 69, p. 744.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $500,000	.....	Aug. 15	$65,000	.....
1st mort., $10,000 per mile, gold ($100, etc.)	1898	5 g F-A	40,200	Aug. 1, 1918
	Int. at Dime Sav. & Bank. Co., Cleveland, O.			

Bonds are subject to call after 5 years.

ROAD—Owns 9 miles of track on 7 miles of road in Sandusky City (former Sandusky Street Ry.) Under construction from Sandusky to Loram, 30 miles, of which 10 miles from Sandusky to Huron has been completed

OFFICERS—President, H. A. Everett, Cleveland, O.; Sec. and Treas., C. H. Stewart, Cleveland, O.; Manager, Thomas Wood, Sandusky, O.—V. 67, p. 275.

SANDUSKY MILAN & NORWALK TRACTION—A trolley road.

ORGANIZATION—Consolidation in 1899 by S. M. Bullock of New York of the Sandusky Milan & Norwalk Electric and the People's Electric Ry. of Sandusky.

STOCK & BONDS	Date.	Interest.	Outstand'g.	Maturity.
Stock (?)	.....	.....	(?)	.....
Mortgage, gold, $400,000, par $500	1899	5	(?) State Trust Co., New York, trustee.	1929

ROAD—Owns 25 miles of track.

OFFICERS—Pres., Frank Warren; Sec., T. Pitt Cook.—V. 69, p. 744.

SANFORD, ME.

POPULATION IN 1890 WAS 4,201; IN 1880 WAS 2,734.

SANFORD & CAPE PORPOISE RR.—A trolley road

ORGANIZATION—Connects Sanford, Alfred, Lyman, Kennebunk, West Kennebunk and Kennebunkport, Me, with the terminal at Cape Porpoise.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity
Stock, $250,000 ($100)	.....	.....	$250,000	.....
1st mortgage, $250,000, $1,000, gold	1899	5 g.	250,000 State Trust Co., N. Y., Trustee.	1929

Bonds are guaranteed for first five years:

ROAD—Road between Sanford and Kennebunk, opened August 19, and completed to Cape Porpoise, 6 miles further, on Sept. 1 1899; total, 25 miles; laid with 60 lb. T rails; standard guage, and operating 16 motor and 6 trail cars.

OFFICERS—President, Ernest M. Goodall; Vice-President, Frank Hopewell; Treasurer, Louis B. Goodall; Superintendent, C. A. Bodwell.—V. 68, p. 332; V. 69, p. 492.

SAN FRANCISCO, CAL.

POPULATION 1890 WAS 298,997; IN 1880 WAS 233,959; AND IN 1870 WAS 149,473.

CALIFORNIA STREET CABLE—

ORGANIZATION—Chartered Feb. 8, 1877. Annual meeting the second Wednesday in July.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, $100)	.....	Monthly.	10,000 shares. $60 paid in.	.....
1st mortgage, gold	1890	5g. J - J	$900,000	Jan. 1, 1915

Dividends have been 50 cents monthly.

ROAD—Operates 11½ miles of track on 5½ miles of street.

OFFICERS—President, J. B. Stetson; Vice-President, J. Henry Meyer; Secretary, A. Stetson; Treasurer, A. Borel & Co.; General Manager and Purchasing Agent, J. W. Harris. Office, San Francisco, Cal.

GEARY STREET PARK & OCEAN RR.—

ORGANIZATION—Incorporated Nov. 5, 1878. Annual meeting first Wednesday after second Tuesday in April.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	.....	10,000 shares, $37 paid in.	See text.
1st M., $750,000, gold	1891	5g A - O	$671,000	Oct. 1, 1921

Dividends—Payments are in 50 cents per share. In 1895, 6 dividends of 50 cents paid; in 1896, 5 dividends; in 1897, 3 dividends; in 1898, 6 dividends; in 1899, 6 dividends, and in 1900, to June 1, 2 dividends.

ROAD—In May, 1900, owned 4 miles of double-track cable road laid with 72-lb. steel rails.

OFFICERS—President, H. E. Huntington; Vice-President, Adam Grant; Secretary and General Manager, Geo. B. Willcutt; Treasurer, N. T. Smith. Man. Purchases and Supplies, R. P. Schwerin. Office, W. F. & Co. Express Building, San Francisco.

MARKET STREET RAILWAY—

ORGANIZATION—Formed by consolidation of a number of companies, including those whose bonds are in the table below. The Metropolitan Ry. has also been merged. (See V. 61, p. 750.)

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	Q-J	$18,617,000	Apr., 1900, 60c.
Market St. Cable Ry., 1st M., $1,000 gold c	1883	6g. J - J	3,000,000	Jan. 1, 1913
Omnibus Cable Co. 1st M	1888	6 A - O	2,000,000	Apr. 2, 1918
Park & Cliff House 1st M	1887	6 J - J	350,000	Jan. 1, 1913
Powell Street 1st M	1887	6 M - S	700,000	Mar. 1, 1912
Park & Ocean 1st M	1884	6 J - J	250,000	Jan. 1, 1914
Ferries & Cliff H. 1st M	1889	6 M - S	650,000	Mar. 1, 1914
Market Str. Ry. consol. M. for $17,500,000 g.	1894	5g. M-S	5,124,000	Sept. 1, 1924

Interest is payable at Treasurer's office, San Francisco.

DIVIDENDS of 60 cents per share are paid quarterly.

ROAD—Company on Jan. 1, 1900, owned track as follows:

Roads owned in fee—	*Miles.*	*Roads owned in fee—*	*Miles.*
Main line & brchs. (horse)	9·28	Main line & brchs. (steam)	11·80
do. do. (trolley)	163·96	Total single track	183·24
do. do. (cable)	58·18	Rails 37 to 85 lbs. to yard.	

EARNINGS—For year ending Dec. 31, 1899, gross, $3,674,127; net, $1,253,517; interest and sinking fund, $757,397; dividends, $446 808; balance, surplus, $49,312.

OFFICERS—President, H. E. Huntington; Vice-President, Charles Holbrook; 2d Vice-President, A. Hayward; Secretary and Controller, Geo. B. Willcutt; Treasurer, N. T. Smith; Man. Purchases and Supplies, R. P. Schwerin. Office, San Francisco, Cal.

PRESIDIO & FERRIES RAILROAD—

ORGANIZATION—Chartered Jan. 6, 1882.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, $100)	.....	.....	10,000 shares, $55 paid in.	.. ....
1st mort., $250,000	.....	6 M&N	$150,000	1911

ROAD—Operates 11½ miles of road as follows: Cable, 7½ miles; horse, 2 miles; steam, 2 miles; total track, 11½ miles.

DIVIDENDS of 10 cents per share are paid monthly.

OFFICERS—President, G. A. Newhall; Secretary, John B. Leighton. Office, corner Union and Sharp streets, San Francisco.

SAN FRANCISCO & SAN MATEO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION, ETC.—Successor in May, 1896, to S. F & San M. Ry., sold in foreclosure.

ROAD—Owns 23 miles of trolley track. Since 1897 has been entirely rebuilt.

OFFICERS—President, A. B. Spreckles; Vice-President and General Manager, John A. Buck; Secretary and Purchasing Agent, W. Clayton; Superintendent, A. B. Southard.—V. 62, p. 684.

SUTTER STREET RAILWAY—A cable road.

ORGANIZATION—Chartered Dec. 22, 1887.

In October, 1899, purchased the interest of the Sutro estate ($213,100 stock out of $243,100) in the Sutro Railroad Co., paying $215,000, which included a depot site.—V. 69, p. 907.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Last Div., etc.
Stock (par, $100)	....	Q-M 15	$2,000,000 Full paid.	June, 1900, 1¼%
1st M., g., $1,000 each	1888	5 M-N	$900,000	May 1, 1918

Trustee is California Title, Ins. & Trust Co. of San Francisco.

Subject to call at par $50,000 yearly, beginning May 1, 1908. If so ordered by the company's directors, Nos. 1 to 50 to be called first, and the others in the order of their numbers.

Dividends: In 1893, 5 p. c.; in 1894, 5 p. c.; in 1895, 4 p. c.; in 1896, 4 p. c.; in 1897, 5 p. c.; in 1898, 5 p. c.; in 1899, 5 p. c.; in 1900, March, 1¼ p. c; June, 1¼ p. c.

ROAD—	Miles.		Miles.
Cable road (iron and cement)	5·75	Horse oad	·68
do second track	5·75		
Rails 43 lb. T.		Total owned in fee	12·18

OFFICERS—President, R. F. Morrow; Vice-President, J. L. Schmitt; Secretary, A. K. Stevens; Treasurer, M. Schmitt, all of San Francisco. —V. 69, p. 907.

SUTRO RAILROAD CO.—A trolley road.

ORGANIZATION—Incorporated to build and operate a road on Central Ave., etc., to the Cliff, with a branch line to the Park on 8th Avenue. In Oct., 1899, the Sutter Street Ry. purchased the interest of the Sutro estate ($213,100 of the $243,100 stock outstanding) and thus obtains control of the road.—V. 69, p. 907.

STOCK—	Par.	Authorized.	Outstanding.
Stock	$10	$400,000	$243,100

ROAD.—Five miles long (9·9 miles track), was opened Jan. 27, 1896.

SARATOGA, N. Y.

POPULATION IN 1890 WAS 13,171; IN 1880 WAS 10,820; AND IN 1870 WAS 8,537.

SARATOGA TRACTION—Trolley.

ORGANIZATION, ETC.—Incorporated May 17, '97, as successor of the Union Electric Ry. foreclosed. Saratoga Lake RR. was leased for 99 years. In spring of 1899 road was extended four miles to Ballston.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $200,000	.....	.....	$200,000	.....
1st M., $300,000 gold	1899	5 g. J-J	300,000	July 1, 1929

In Dec., 1899, was authorized by the State Railroad Commission to issue the above bonds; $200,000 go to redeem a like amount of firsts due 1927, which are to be retired forthwith, and remaining $100,000 is for reconstructing Geyser Springs branch and to build 4½ miles of new track to Ballston.—V. 69, p. 1248.

ROAD—Owns from Saratoga to the lake, the race track and to Geyserville and Ballston, 13 miles of road; sidings, ½ mile; total track, 13½ miles.

EARNINGS—Operated only as a summer road. For year ending June 30, 1899, gross, $9,772; net, $2,343; charges, $6,821; def. for year, $4,478. Total def, $18,632.

OFFICERS—President, Edward A. Noyes, Portland, Me; Secretary, McKee Dunn McKee; Treasurer, R. S. Storrs, 40 Wall Street, New York City.—V. 69, p. 1248.

SAVANNAH, GA.

POPULATION 1890 WAS 43,189; IN 1880 WAS 30,709; AND IN 1870 WAS 28,235.

CITY & SUBURBAN RR.—A steam and trolley road.

ORGANIZATION—Incorporated in April, 1882. Controlled in same interest as and operated by S. T. & I. of H.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par $100)	.....	.....	$50,000	.....
1st mortgage (old 7s)	1882	6 M-N	200,000	Jan. 1, 1902
2d mortgage (old 7s)	1883	6 Q-F	50,000	1903

In Nov., 1897, bondholders agreed to reduce interest on their bonds from 7 to 6 per cent, in return their lien being extended to cover the entire property of City & Suburban, including extensions and electrical equipment and $250,000 of the new S. T. & Isle of H. 4s.

First mortgage trustee, T. M. Cunningham. *Interest* payable at Savannah Bank & Trust Co.

ROAD—Operated 21 miles of track.

OFFICERS—President, James H. Johnston; Vice-President, Henry Parsons; Secy, E. J. Thomas; Treas., E. J. Thomas, Jr.—V. 64, p. 755.

SAVANNAH THUNDERBOLT & ISLE OF HOPE RY.—A trolley road.

ORGANIZATION—On May 29, 1897, the property of the Savannah Traction was conveyed to this company without foreclosure. The Traction was formed in January, 1897, as successor to the Savannah Electric Ry. sold in foreclosure Jan. 5, 1897 (V. 64, p. 85). The S. T. & I. of H. is controlled by George Parsons of New York, who also controls the City & Suburban.

The property of the Suburban & West End Ry., sold at foreclosure August 1, 1899, was bought in the interest of this company.

	Date.	Interest.	Outstand'g.	Maturity.
Stock	....	.....	$1,000,000	.....
1st mortgage, $1,250,000, gold, $1,000 c*	1897	4 cur., Q.-J. Trustee, Central Trust, N. Y.	$1,250,000	J'ly 1, 1947

Bonds of 1897 were issued in payment of the acquired property

ROAD—Operates 19 miles of track.

OFFICERS—President, George Parsons; Vice-President, J. H. Fall Treasurer, Edward J. Thomas, Jr; Secretary, Edward J. Thomas, Sr. —V. 64, p. 85, 182, 755, 1089; V. 65, p. 152, 621, 926; V. 69, p. 334.

SCHENECTADY N. Y.

POPULATION 1890 WAS 19,857; IN 1880 WAS 13,655; AND IN 1870 WAS 11,026.

SCHENECTADY RAILWAY—A trolley road.

ORGANIZATION—A reorganization in February, 1895, of the Schenectady Street Railway Co., which was chartered in 1886. Purchased by the General Electric Co. in August, 1898, together with Schenectady General Illuminating Co.—V. 67, p. 321.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, par $100	.....	.....	$300,000	.....
1st M., $300,000, gold, $1,000 ..... c*	1895	5g. J - J	See text.	Jan. 1, 1925
	Interest at Merc. Trust Co., N. Y., trustee.			

Firsts of 1895 are secured in part by $79,700 stock of Schenectady Illuminating Co. deposited as collateral. Interest paid free of taxes. In June, 1899, $223,000 were outstanding and the sale of the remaining $77,000 was pending for extensions and improvements.

ROAD—Single track main line Brandywine to Bellevue 4·22 miles second track and sidings, ·7 miles; total of all track 4·87 miles.

LATEST EARNINGS Present company took charge in February, 1895.

Year	Gross.	Net.	Oth. inc.	Int., tax., etc.	Bal. sur.
1898-99	$41,117	df.$2,438	$22,231	$14,668	$5,125
1897-98	33,454	1,811	24,178	14,720	11,269

OFFICERS- President, J. P. Ord; Vice President and Manager, R. H. Fraser; Secretary-Treasurer, J. J. Kennedy, all of Schenectady.—V. 60, p. 303; V. 63, p. 716; V. 65, p. 233; V. 67, p. 321.

SCRANTON, PA.

POPULATION 1890 WAS 75,215; IN 1880 WAS 45,850; AND IN 1870 WAS 35,092.

SCRANTON RAILWAY—A trolley road.

ORGANIZATION—On Jan. 1, 1897, assumed all the assets and liabilities of the Scranton Traction Co., etc—V. 63, p. 1064; V. 64, p. 85.

The company owns all the stock of the Carbondale Ry. and practically all of the stock of the Scranton & Pittston Traction and the Scranton & Carbondale Traction; also the entire issue of the new Carbondale Ry. mortgage ($300,000).

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock ($6,000,000)	$50	....	.....	$2,500,000	.....
Scranton Trac. 1st M., $1,000,000, gold, no option. c*	1,000	1892	6 g. M-N	1,000,000	Nov. 1, 1932
	Interest x at E. W. Clark & Co., Philadelphia.				
Scran. Pas. Ry. 1st M.	1,000	1890	6 M-N	100,000	May 1, 1920
Scranton Sub. 1st M., g., gu., p. & l. c*	500 &c	1890	6g. M-N	200,000	1909
	Trustee, Farmers' L. & T. Co., N. Y.				
Peop's St. Ry. 1st M. g.	1,000	1888	6g. F-A	200,000	Aug. 1, 1918
Do gen. M., gold	....	1891	6g. J-D	100.000	Dec. 1, 1921
Scranton Ry. M., $2,500,000, gold ($1,000) .. c*		1897	5g. J-J	900,000	Nov. 1, 1932
	Trustee, Continental Trust, N. Y. City.				
Scranton Ry. gold col. trust $500,000 ($1,000, $500) c*		1900	5g. J-J	$279,000	Nov. 1, 1932
	Prov. Life & Trust Co., Phila., trustee. Int. (x) at office in Scranton, or ag'cy. Phila.				

x Free of United States and Pennsylvania State taxes.

Bonds—Of the $2,500,000 Scranton Ry. mortgage 5s of 1897, $1,600,000 are reserved to retire prior bonds at maturity. The collateral trust bonds can be called at any time at 105 and interest on 30 days' notice; furthermore the right is reserved to call in and exchange the bonds at any time before maturity for bonds bearing the same rate of interest "which may be issued by a consolidated street railway company controlling by consolidation or lease the street railway lines represented by the securities pledged." The securities pledged consist of all the stock ($450,000) and the entire issue ($300,000) of the Carbondale Railway Co. mortgage of 1900; also $498,700 out of the $500,000 stock of the Scranton & Carbondale Traction Co.; $943,775 out of the $976,125 stock of the Scranton & Pittston Traction Co.; likewise $60,000 out of the $355,500 bonds of the latter.

ROAD—Owns and operates all the street roads in and around city of Scranton, having an aggregate mileage as follows:

Owned—	Miles.		
Scranton Railway	36	Lackawanna Val. Trac.	4
Leased (earns. separate) —	Miles.	Carbondale Railway	16
Scranton & Pittston	12	Total system	73
Scranton & Carbondale	5		

REPORT—Operations, not including the Scr. & Pitts. and Scr. & Carb. lines, for the fiscal years ending June 30:

	Gross	Net.	Taxes	Interest.	Bal., Sur.
1899	$393,566	$198,240	$11,000	$127,579	$59,661
1898	382,488	195,231	7.906	127,419	59,906

LATEST EARNINGS—10 mos. July 1 to Apr. 30. 1899-00. Gross, $360,043; net, $182 343. 1898-99. Gross, 323,380; net, 163,514.

OFFICERS—President, C. M. Clark; Vice-President, J. P. Ilsley; Sec'y and Treas., C. Ford Stevens, Bullitt Building, Phila.; Gen. Man., Frank Silliman, Jr., Scranton, Pa.—V. 64, p. 85; V. 67, p. 127; V. 68, p. 674.

(1) CARBONDALE RAILWAY—A trolley road.

This is the old Carbondale Traction Co., which was sold at foreclosure in 1900 The Scranton Railway Co. owns all the stock of the Carbondale Railway, also the $300,000 5 p. c. gold bonds, due June 1, 1926. Road is leased to Scranton Railway.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock auth., $450,000) ($50)	....	.....	$450,000	.....
1st M., Carbondale Traction Co., c* & r. ($150,000), gold ($500 & $1,000)	1892	6 g J-J	150,000	July 1, 1922
	Interest at Central Trust Co., trustee, New York City.			
Carbondale R'way, 1st mortgage, $300,000, gold, registered	1900	5 g. J-D	300,000	June 1, 1926
	Int. at E. W Clark & Co., Philadelphia. Geo. L. Estabrook, Phila., trustee.			

BONDS—First mortgage of Carbondale Traction, due 1922, has a sinking fund of $2,500 per annum after July 1, 1895, but bonds cannot be called. The new bonds of Carbondale Ry., due 1926, has no sinking fund, but can be called at any time, at 105 and accrued interest, upon 10 days' notice.

ROAD—System includes 16 miles of road, beginning at Forest City, Pa., and running through Vandling, Richmondale, Wilson Creek Simpson, Carbondale, Mayfield, Jermyn, Archbald to Peckville, where it connects with Scranton lines.

EARNINGS—Year ending June 30, 1899, gross, $59,752; operating expenses, $44,248; net, $15,504.

OFFICERS—President, C. M. Clark (E. W. Clark & Co.), Philadelphia; Secretary and Treasurer, R. A Jadwin, Carbondale; Gen. Manager, Frank Silliman, Jr, Scranton, Pa.—V. 69, p. 1061; V. 70, p. 75.

(2) SCRANTON & CARBONDALE TRACTION—A trolley road.

ORGANIZATION—Scranton Railway Co. leases this company for fifty years and operates the road and furnishes the power.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Divs., etc.
Stock	....	....	.....	$500,000	J'ly 1,'99,1%
1st M., $1,000,000, g., $1,000 ..... c* Free of State tax.	5	1893	6 g. J - J	150,000	Jan. 1, 1923
	Interest at E. W. Clark & Co., Philadelphia.				

Bonds for $100,000 are reserved for power plant, if required, and $750,000 for purchase of other railroads and new property.

ROAD—Owns road extending from Scranton to Archbald, Pa., about 5 miles; connects with Carbondale Railway to Carbondale.

Earnings are now included in Scranton Railway report.

(3) SCRANTON & PITTSTON TRACTION.—A trolley road.

ORGANIZATION—Chartered Sept., 1893, and on Oct. 5, 1893, leased for 50 years to Scranton Railway Company; has since been purchased by the Scranton Railway Company. The Pittston Company owns the entire capital stock of the Lackawanna Street Railway and the Pittston Jenkins & Avoca Street Railway, and a majority of the capital stock of the Pittston Suburban Passenger Railway, operating their properties under lease.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g	Maturity.
Stock (par $100)	.....	.....	.....	$9 6,125	.....
Mort. $525,000, g., $1,000 & $500 c* gu. by Scran. Tr.	15	1893	6g. A-O	*355,500	Oct. 1, 1923
	Interest (x) at Union Trust (Trustee, Phila. Nos. 1 to 400 $1,000 each and Nos. 401 to 650 $500.				

x Both principal and interest are payable free from all United States and State of Pennsylvania taxes.

* Of the bonds outstanding $295,500 are guaranteed by the Scranton Ry,

ROAD—Operates 12 miles of track, uniting Scranton with Greenwood Moosic and Taylorville, Avoca, Pittston and Readham.

LEASE—Under its lease the Scranton Railway Company guaranteed the interest and principal on $25,000 per mile of this company's bonds, and any surplus earnings after paying all taxes, insurance, interest on bonds guaranteed, etc., was to be divided between the lessor and the lessee, one-fourth to the Scranton Railway and three-fourths to Scranton & Pittston Traction.

EARNINGS—Earnings are now included in Scranton Ry.

SEATTLE, WASH.

POPULATION 1890 WAS 42,837; AND IN 1880 WAS 3,533.

SEATTLE ELECTRIC CO.—(A trolley road).

This company, recently incorporated in the State of Washington, is a consolidation of nearly all the street railways (all except two small roads) and electric-light interests in and around the City of Seattle. The following companies have been acquired:

Seattle Traction Co.	Seattle Steam Heat & Power Co.
West St. & North End Electric Ry.	Third St. & Suburban Ry. Co.
Madison St. Cable Ry. Co.	Union Electric Co.
Union Trunk Line.	Burke Lighting Plant.
Consumers' Electric Co.	First Ave. Cable Ry.
Green Lake Electric Ry.	Grant St. Electric Ry.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $5,000,000 com.	.....	.....	$5,000,000	.....
Stock, $1,250,000. pref. 6 per cent non-cum.	.....	.....	1,250 000	.....
1st M. $5,000,000, gold. c*	1900	5 g F-A	3,500,000	F'b. 1,1930
	Boston Safe Dep. & Tr. Co., Trustee.			

BONDS—The mortgages on most of the consolidated companies have been discharged, and companies turned over to the Seattle Electric Co. outright; the others are operated by the Electric Co. as owner of practically all of the stock and bonds.

ROAD—Operates about 70 miles of track.

OFFICERS—George W. Dickinson, General Manager. V. 70, p. 231, 584.

SEATTLE CITY RAILWAY—A cable road.

REORGANIZATION—At latest dates road was still in receiver's hands, no date of sale had been fixed and no reorganization plan adopted. Bondholders' committee is Winthrop Smith and J. W. Longstreth of Philadelphia and Albert Stone of Boston.

STOCK AND BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock	.....	.....	.....	$600,000	.....
1st M., $600,000, g.	5	1890	6 g. A-O	441,000	Oct. 1, 1910

Interest Oct., 1893, and since in default; Central Trust Co., trustee.

ROAD—Owns about 5 miles of cable road on 5 miles of street in Seattle, known as the Yesler Avenue and Jackson Street lines. Substructure has been practically rebuilt during the receivership.—V. 62, p. 950.

SEATTLE & RENTON RY.—Trolley.

ORGANIZATION—In 1899 purchased the road and franchises of the Seattle & Ranier Beach Ry., formerly the Ranier Ave. El. Ry. foreclosed. The Seattle & Ranier Beach, however, maintains its corporate existence.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, (par, $100) ($100,000)	.....	.....	$100,000	.....
First mortgage, $150,000	1899	5 J-D	65,000	June 1, 1914
	State St. Trust Co., Boston, Trustee.			

ROAD—Operates 12·35 miles of track, extending from Seattle to Renton, including Seattle & Renton Ry. extension from Rainier Beach to Renton. Rails, 30-56 lb. T and girder. Franchise runs till 1915.

WEST SEATTLE CABLE—

ORGANIZATION—Capital stock, $150,000; track, 2 m. Pres., H. S. King.

SEDALIA, MO.

POPULATION 1890 WAS 14,068; IN 1880 WAS 9,561; AND IN 1870 WAS 4,560.

SEDALIA ELECTRIC AND RAILWAY—

ORGANIZATION, ETC.—Organized in October, 1898, as a consolidation of the Sedalia Ry. Light & Power and the Sedalia & Brown Springs Electric Ry.—V. 67, p. 483. Owns franchise for a road on all streets of city, and also franchise to operate electric-light plant. Has lighting contract with city, which expires 1899.

On Dec. 1, 1899, default was made upon the $50,000 6 p. c bonds of the Sedalia & Brown Springs Electric Ry, and on Feb. 1, 1900, upon the $200,000 6 p. c. bonds of Electric Ry. Light & Power. V. 70, p. 231. On Feb. 16, 1900, road was placed in receivers hands; the present receivers are Henry C. Flower and William F. Waller.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock $400,000, par $100.	.....	.....	$200,000	.....
Sed. E. & L. & P. mort., g.	1892	6g. F-A	200,000	Aug. 1, 1912
Sedalia & Brown Spgs. 1st M. $80,000 s. f. ($1,000) guar., gold ..... c*	1894	6 J-D	50,000	Dec. 1, 1914
1st cons. g. $400,000, c* Int. at U. S. M. & T., Tr.	1898	5 M-N	140,000	Nov. 1, 1938

The bonds of 1892 and 1894 are subject to call at 104 and interest. On Nov. 20, 1899, $140,000 consols. had been issued.

ROAD—Elec. Ry. L. & P. owned 12 miles of single track; Brown Springs, 3 miles; total, 15 miles. V. 67, p. 483; V. 70, p. 231, 382, 430

SHAMOKIN, PA.

POPULATION IN 1890 WAS 14,403; IN 1880 WAS 8,184; IN 1870 was 4,320.

SHAMOKIN & MT. CARMEL ELEC. RY.—

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, $500,000 ($50)..	.....	.....	$500,000	.....
Bonds.....	1893	6 J-D	500,000	Dec. 1, 1923

ROAD—Shamokin to Logsville, Green Ridge, Mt. Carmel, Cunningham and Centralia, 16½ miles.

EARNINGS—For fiscal years ending June 30:

Year.	Gross.	Net.	Taxes & Int.	Rental, &c.	Bal., Def.
1899.....	$41,940	$15,431	$30,593	$2,390	$17,552
1898.....	47,173	19,964	35,258	2,060	17,354

President, G. M. Smith, Shamokin, Pa.; Secretary, H. R. Snavely Lancaster Junction, Pa.; Treasurer, C. Smith, Annville, Pa.

SHARON, PA.

POPULATION 1890 WAS 7,459; IN 1880 WAS 5,684; AND IN 1870 WAS 4,221.

VALLEY STREET RAILWAY.—A trolley road.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock.....	.....	.....	$150,000	.....
1st M., $50,000, gold....	1892	6g. M-N	50,000	1912
2d M., $25,000, gold. ...	1894	6g. J-J	25,000	1914

Trustee of both mortgages is Union Trust Co. of Pittsburg, Pa.

ROAD—From Sharon through North Hickory and Sharpsville, 4·45 m.

EARNINGS—For fiscal years ending June 30:

Year.	Gross.	Net.	Taxes.	Bal ,Sur.
1899.....	$17,379	$4,436	$61	$4,375
1898.....	14,881	1,249	912	337

OFFICERS—President, A. M. Jolly, Beaver Falls; Secretary, F. G. Barker, New Brighton; Treasurer, A. M. McDowell, Sharon.

SHEBOYGAN, WIS.

POPULATION IN 1890 WAS 16,359; IN 1880 WAS 7,314; IN 1870 WAS 5,310.

SHEBOYGAN LIGHT POWER & RY.—

ORGANIZATION, ETC.—Owns 14 miles of trolley and light plant with 71 miles of wire. Capital stock, $100,000; first mortgage, 5 per cent ($1,000) gold bonds, $225,000, dated 1896, due April 1, 1926; interest A. & O. at Mercantile Trust Co., New York, trustee. For fiscal year 1899: Gross earnings were $65,932; net, $21,381.

OFFICERS—President, G. B. Mattoon; Vice-President and Manager, J. M. Saemann; Secretary, E. L. Debell.

SHELTON, CONN.

POPULATION IN 1890 WAS 1,952; IN 1880 WAS 1,352.

SHELTON STREET RAILWAY—A trolley road.

Is controlled by the United Gas Improvement Company of Philadelphia.

ORGANIZATION—Incorporated Nov. 12, 1895. Operates 2½ miles of track. Extension of 11 miles projected to Stratford, thirteen miles there to connect with the Bridgeport Traction Co., controlled in the same interest. Stock, $75,000; all outstanding. No bonded debt.

EARNINGS.—For fiscal year ending June 30, 1899, gross, $6,305; net, $1,043.

OFFICERS—President, Andrew Radel, Bridgeport, Conn.; Vice-President, Gottfried Krueger, Newark, N. J.; Treas. and Clerk, A. W. Paige, Bridgeport, Conn.

SING SING, N. Y.

POPULATION IN 1890 WAS 9,352; IN 1880, WAS 6,578; AND IN 1870 WAS 4,696.

OSSINING ELECTRIC RAILWAY—

In November, 1897, John V. Cockroft was appointed receiver. In February, 1900, date of sale had not yet been fixed.

Stock $100,000, par $100. $100,000
1st mort. 6s, J-D..... 100,000
Interest in default.
Current liabilities June 30, 1899..... 18,000

ROAD—2·76 miles of track.

Earnings—Years ending June 30	1899.	1898.
Gross.....	$18,744	$18,977
Net	def.488	1,694
Charges.....	6,202	6,799
Balance.....	df.6,690	df.5,105

—V. 65, p. 925.

SIOUX CITY, IOWA.

POPULATION IN 1900 (city directory census), 50,000; IN 1890 WAS 37,806; AND IN 1880 WAS 7,366.

SIOUX CITY TRACTION—A trolley road.

ORGANIZATION, ETC.—Chartered in May, 1894, with authorized capital of $1,000,000, to succeed the Sioux City Street Railway, sold in foreclosure. Franchises run for 50 years from 1889.

In 1899 bought all the other Sioux City lines, and now owns and operates 40·55 miles of road, including the elevated (Sioux City Transit), the Central Traction, the Riverside Park and the Sioux City & Leeds Electric.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,200,000 ($100)..	..	.....	$1,100,000	.....
1st M., $750,000 gold ($1,000)	1899	5 g. J-J	750,000	July 1, 1819

Int. at Bank of Montreal, Chicago, trustee.

BONDS—The new bonds provide for the retirement of all outstanding securities of the merged companies.

ROAD—Operates 40·55 miles of track. Cars, 75, of which 59 motors.

EARNINGS—For 10 months ending April 1, 1900, gross, $155,030. net, $67,666.

OFFICERS.—President, J. S. Lawrence; Vice-President and Treasurer, Abel Anderson.—V. 68, p. 873; V. 70, p. 947.

SOUTH BEND, IND.

POPULATION 1899 (Estimated), 35,000; 1890, 21,819, AND IN 1880 WAS 13,280.

INDIANA RAILWAY.—A trolley road.

ORGANIZATION—On March 15, 1899, was organized by the consolidation of the South Bend St. Ry., the Indiana Electric Ry., the General Power & Quick Transit Co., the South Bend & Elkhart Ry. and the Elkhart Goshen & Southern Ry.; franchise perpetual in South Bend, Mishawaka and Goshen; in Elkhart expires in 1926; operates local electric lines in above cities and interurban line of 26 miles joining them.

Stock and Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000....	.....	.....	$1,000,000	.....
1st mort., $1,000,000, g. ($1,000).....c*	1900	5 g., J-J	900,000	Jan. 1, 1930

Girard Trust Co. (Phila.), trustee. Int. at Standard Trust Co., N. Y.

Sinking fund of $10,000 per annum begins January 1, 1905, bonds to be bought in open market.

ROAD—Length of track, 41⅓ miles. Gauge, 4 ft. 8½ in.; 70-lb. T-rail. Owns 60 cars and 3 power stations.

EARNINGS—For year 1899 (during construction period), gross, $137,489; net, $54,800.

OFFICERS—President, Arthur Kennedy, Pittsburg, Pa.; Vice-Pres. and Gen. M'g'r, J. McM. Smith, South Bend, Ind.; Sec. and Treas., J. B. McCance, South Bend, Ind.—V. 61, p. 925; V. 68, p. 671.

SOUTHBRIDGE, MASS.

POPULATION IN 1895 WAS 8,250; IN 1890 WAS 7,655; IN 1880 WAS 6,464.

SOUTHBRIDGE & STURBRIDGE ST. RY.

ORGANIZATION, ETC.—Southbridge to Sturbridge, 7½ miles of trolley. Stock, $60,000; par $100. Dividends, M.-N. Bonds, $60,000 1st M. 20-year gold coupon 5s, J.-J. Due Jan. 1, 1917. International Trust Co., Boston, Trustee. President, Calvin D. Paige, Southbridge.

SOUTH FRAMINGHAM, MASS.

SOUTH MIDDLESEX STREET RY.—Trolley.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($100).....	.....	See below.	$100,000	.....
1st M., $100,000, gold.	1895	5 g.F-A	100,000	Feb. 1, 1915

Loans and bills payable Oct. 1, 1899, $53,000
Interest payable at International Trust Company, Boston.
Dividends: In 1894, 6 p. c.; in 1894-95, 2½ p. c.; in 1895-96, 4 p. c.; 1896-97, 5½ p. c.; 1897-8, 6 p. c.; in 1898-99, 6 p. c.

ROAD—Owns 13½ miles of track; rails 45 and 50-lb. T.

EARNINGS—Year ending September 30, 1899, gross, $60,252; net, $20,773; interest, &c., $9,583; dividends, $6,000.

OFFICERS—President, W. B. Ferguson, Boston; Secretary and Treasurer, J. J. Valentine, South Framingham.

SPENCER, MASS.

POPULATION IN 1895 WAS 7,614; IN 1890 WAS 8,747; IN 1880 WAS 7,466 AND IN 1870 was 3,952.

WARREN BROOKFIELD & SPENCER ST. RY.—A trolley road. Population tributary estimated at 25,000.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock ($150,000).....	.....	.....	$150,000	In '98-9, 2½
1st M., g., $125,000, s. f. aft. Nov. 1, '99 ($1,000) c.	1896	5g. M-N	125,000	Nov. 1, 1916

Int. at Int'l Trust Co., Boston, Trustee.
Loans and notes payable Sept 30, 1899, $67,500.
Sinking fund is $2,000 annually on and after Nov. 1, 1899.

ROAD—Owns 20 miles of track connecting Warren, Brookfield, North Brookfield, Spencer, etc.

EARNINGS—Year ending Sept. 30, 1899, gross, $58,142; net, $20,856; taxes, int., etc., $15,606; divs., $3,750; balance, surplus for year, $1,500.

President, N. S. Myrick; Secretary and Treasurer, G. A. Butman.

SPOKANE, WASH.

POPULATION 1890 WAS 19,922; AND IN 1880 WAS 350.

ARLINGTON HEIGHTS MOTOR RY.—2 miles

of trolley track. Stock, $50,000. First mortgage 5s, M. & S., Franklin Trust Co., Brooklyn, N. Y. trustee. Road leased to Washington Water Power Co.

CITY PARK TRANSIT.—A trolley road.

ORGANIZATION—Chartered in July, 1889. Franchise runs till 1919. Stock, $250,000. "No incumbrances of any nature on the property."

ROAD, ETC.—Owns 6 miles of trolley and large public pavilion. In Feb., 1899, extensions were proposed. President, D. Glass; Secretary and Treasurer, C. Glass.

SPOKANE & MONTROSE MOTOR RR.

ROAD ETC.—Operates 3⅛ miles of trolley track. Stock, $50,000; par $100. 1st mortgage 6s, M-S. $40,000, due March 1, 1902; Trustee, Provident Trust Co. of Boston; Pres. and Gen. Man., C. G. Reeder.

WASHINGTON WATER POWER SYSTEM—

SPOKANE STREET RAILWAY, ETC.

REORGANIZATION—Under plan of June 30, 1897, stockholders paid assessment of 10 p. c. in cash, or 40 p. c. in stock (which stock was resold), to provide for unpaid coupons, floating debt, etc., and bondholders had their interest reduced from 6 to 4½ per cent. Has absorbed by purchase the properties of the following companies: The Edison Electric Illuminating Co., Spokane Street Railway Co., Spokane Electric Ry. Co., Falls City Land & Improvement Co., and the Ross Park Street Ry. Co. In 1899 a new mortgage for $2,000,000 was made, providing for the retirement of the bonds of the constituent companies, and substantially all these old bonds have been taken up, a bonus having been offered to induce the exchange.

Stock & Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	.....	.....	.....	500,000	July,'00, 1%
Consol. mort. & coll. trust, $2,000,000, gold ($1,000)...c*&r	.....	1899	5.g. J-J	$1,530,000	July, 1929

Interest at Franklin Trust Co., Brooklyn Trustee.

Of the $2,000,000 new bonds, $1,435,000 was to take up outstanding bonds of the old companies, $150,000 to be issued forthwith, and the balance, $415,000, may be issued for acquiring additional property or for improvements or betterments.

DIVIDENDS—A dividend of $1 per share was paid Jan. 1,'00; July, 1%.

ROAD—System consists of 36 miles of trolley road, the cable line having been changed to trolley. Rails 30 to 40 lb. T.

OFFICERS—President, Henry M. Richards; Secretary and General Manager, D. L. Huntington; Treasurer, Robt. Hawes, all of Spokane. V. 69, p. 1248.

SPRINGFIELD, ILL

POPULATION 1890 WAS 24,963; IN 1880 WAS 19,743; AND IN 1870 was 17,364.

SPRINGFIELD CONSOLIDATED RY.—

ORGANIZATION.—A consolidation of the People's Electric Railway and the Springfield City Railway, the latter incorporated Feb. 18, 1861.

Stock & Bonds—	Miles.	Date.	Interest	Outstand'g.	Maturity.
St'k ($750,000 auth.)	.....	.....	.....	$750,000	.....
People's Elec. 1st M.	.....	1891	6 A-O	100,000	Apr. 1, 1911
Springfield City Ry. 1st M., lawful money, $1,000..c.	10	1890	6 M-S	125,000	Mar. 1, 1910

Subject to call at 105 after Mar. 1, 1895
Interest at Mercantile Trust Co., N.Y. City.

Springfi'ld Con. Ry. Consol. mort. for $750,000 gold....	22	1893	text J-D	418,000	June 1, 1933

Interest at Columbia Trust Co. (Trustee), Louisville, Ky. June, 1897, interest was paid.

Sufficient bonds of '93 are reserved to retire all prior liens at maturity. Of the $525,000 outstanding $107,000 are held by the Treasurer.

Adjustment—In September, 1897, floating debt was $63,000, and consol. 5 per cent bond coupons due Dec. 1, 1897, were canceled and interest on bonds reduced for 1898 and 1899 to 3 per cent and for 1900 and 1901 to 4 per cent, the bondholders receiving 10-year 4 per cent scrip for the interest scaled. See V. 65, p. 730. In Oct., 1899, floating debt had been reduced to $45,000.

ROAD—In Feb., 1899, owned 24 miles of trolley track in the City of Springfield. Rails 40 and 60 lb. T.

EARNINGS—For 1898, gross, $121,432; net, $47,101. For 1897, gross, $105,123; net, $41,560.

OFFICERS.– President, William Jarvis; Vice-President, B. Wilson; Treasurer and Gen. Man. C. K. Minary. V. 65, p. 730 V. 67, p. 224.

SPRINGFIELD, MASS.

POPULATION IN 1895 WAS 51,522; IN 1890 WAS 44,179; IN 1880 WAS 33,340, AND IN 1870 WAS 26,703.

SPRINGFIELD STREET RY.—A trolley road.

ORGANIZATION.—Incorporated March 5, 1868.

STOCK—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $1,200,000 ($100)	.....	Text.	$1,458,400	Text.
Bonds (subject to call aft. Apr. 1, 1900).....	1895	4½ A.-O.	300,000	April 1, 1910
Bonds (subject to call aft. Apr. 1, 1911)....	1896	4½ A.-O.	200,000	April 1, 1916
Loans and bills payable Sept. 30, 1899.....				$75,000

DIVIDENDS—In years 1893 to 1899, inclusive, 8 per cent per annum.

ROAD.—Owns 66·995 miles (including 11·535 miles second track) of main track and 4·39 miles of sidings.

EARNINGS.—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earn'gs	$626,030	$583,050	Divs. pd. (8 p. c.)	$116,672	$93,336
Net.....	192,542	152,651	Bal. for year...	4,060	1,869
Taxes, etc..... Interest.....	71,810	57,446	Tot. sur. Sep. 30.	267,221	263,161

OFFICERS—President and Gen'l Manager, John Olmsted; Secretary, Gideon Wells; Treasurer, Frederick Harris.—V. 66, p. 135 762, 860.

SPRINGFIELD, MO.

POPULATION 1890 WAS 21,850; IN 1880 WAS 6,522; AND IN 1870 WAS 5,555.

SPRINGFIELD TRACTION CO.

ORGANIZATION.—Successor in 1895 to Metropolitan Electric Ry. Stock, $400,000. Bonds $300,000. Operates 15·8 miles of track on 12 miles of streets. President, Charles M. Parker.

SPRINGFIELD, VERMONT.

POPULATION IN 1890 WAS 2,881; IN 1880 WAS 3,144; IN 1870 WAS 2,937.

SPRINGFIELD ELECTRIC RY.—A trolley road.

ORGANIZATION.—Length of road, 8 miles, from Springfield, Vt., to Charlestown, N. H.

Capital stock, common, (auth.) $75,000; issued $65,500; guaranteed 6 per cent stock, $45,000; none issued. 1st mortgage for $100,000 of 5 per cent gold $500 and $1,000 coupon bonds dated Nov. 1, 1897, due Nov. 1, 1917; interest M-N at National Bank of Commonwealth, Boston. President, Adna Brown.—V. 64, p. 1043; V. 70, p. 793.

STAMFORD, CONN.

POPULATION 1890 WAS 15,685; IN 1880 WAS 11,297; AND IN 1870 WAS 9,714.

STAMFORD STREET RR.—An electric road.

ORGANIZATION—Incorporated Feb. 24, 1886. Control was obtained by the New York New Haven & Hartford RR. in 1895.

STOCK, BONDS, ETC.—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $200,000 ($50).....	.....	.....	$92,240	.....
1st mortgage, $75,000 auth.	1886	5 F-A	75,000	Aug. 1, 1909
July 1, 1899, bills payable..	.....	.....	143,837	.....

ROAD—11·25 miles of track. Electricity introduced in 1895.

EARNINGS—In year ending June 30, 1899, gross, $50,042; net, $13,-630; taxes, $1,662; interest, $3,750. In 1897-98, gross, $48,561.

OFFICERS.—President, Col. N. H. Heft, New Haven, Conn.; Secretary and Treasurer, W. L. Squire.

STATEN ISLAND, N. Y.

POPULATION 1890 WAS 51,693; IN 1880 WAS 38,991 IN 1870 WAS 33,029.

NEW YORK & STATEN I. ELECTRIC CO.—

ORGANIZATION—This company in December, 1897, increased its stock from $500,000 to $1,500,000, and purchased the stock of the Staten Island Electric RR., one of the considerations for the sale being the guaranty of the latter's 1st mortgage bonds, principal and interest. Bonds are $500,000 50-year 1st mort. gold 5s, dated June 1, 1897, $1,000 each, int. J-D. at Guaranty Trust Co., N. Y. Central Trust Co., N. Y., trustee.

EARNINGS—Year ending June 30.

	Gross.	*Net.*	*Fixed ch'g's.*	*Betterm'ts.*
1898-9.....	$205,792	$40,521	$25,000	$30,823
1897-8.....	185,191	59,219	25,000	178,435

President, Samuel Thomas; Vice-President and Treasurer, J. H. Swinarton; Sec., W. E. Findley, 80 Broadway, N. Y.—Office, West New Brighton, N. Y.—V. 66, p. 857.

STATEN ISLAND ELECTRIC RR. -Trolley.

ORGANIZATION—Incorporated under the laws of the State of New York December 11, 1894. Owns a through line from South Beach to Holland Hook, where, by means of a ferry, it connects with the Consolidated Traction Co. of New Jersey, and with a belt line around St. George and a spur up the Richmond Turnpike to Silver Lake. The company also controls one-half of the $1,000,000 stock of the Rapid Transit Ferry between St. George and New York, and owns all the rights and franchises of the Staten Island Belt Railway.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,250,000.....	.....	.....	$1,250,000	.....
1st M., g., $1,250,000, gu..	1895	5 g., M-N	1,250,000	May 1, 1945
	Trustee, Knickerbocker Trust Co., N. Y.			
1st consol. mort., $2,000,000, gold.....c*	1896	5 g., M-N	$750,000	May 1, 1946
	Trustee, Guaranty Trust Co., N. Y.			

Notes payable June 30, 1899, $178,205.

Consols cover all franchises and property, and also, subject to the first mortgage of 1895, $260,000 stock of the N. Y. Investment & Improvement Co. now deposited with Knickerbocker Trust Co. as trustee of first mortgage. Of the consols, $1,250,000 will be reserved for the retirement of the firsts, and the balance used for extensions.

DEFAULT—Default was made in payment of coupons due May 1, 1899. A majority of the 5 p. c. bonds has been deposited with the Bull Committee.—V. 69, p. 386, 646.

ROAD—Road from South Beach to Holland Hook, 10·7 miles; branch to Richmond Ave., 6·36 miles; second track, 12·13 miles; total track, 29·23 miles; 90-lb. girder Cambria and 84-lb. girder Johnson steel rails.

YEARLY EARNINGS—Year ending June 30:

	Gross.	*Net.*	*Charges.*	*Betterm'ts.*
1898-9.....	$205,103	$51,297	$100,000	$18,356
1897-8.....	186,927	27	16,666	114,044

LATEST EARNINGS.—10 months to April 30:

1900.....	Gross, $163,704; net, $33,646
1899.....	Gross, 163,995; net, 42,618

OFFICERS—President, J. H. Swinarton, West New Brighton, N. Y.; Sec. and Treas., W. E. Findley, 80 Broadway, N. Y.—V. 65, p. 1222; V. 69, p. 386, 646.

STATEN ISLAND MIDLAND RR.—A trolley road.

ORGANIZATION—Chartered Dec. 1, 1890. On Aug. 19, 1895, reorganized without change of name. In May, 1898, acquired the line of the Staten Island Traction Co., and was merged with it.

Judgments were filed in August, 1899, by Richard and Robert Wetherill of Chester, Pa., for $178,189 for advances made.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $1,000,000.....	.....	.....	$1,000,000	.....
1st mortgage, $1,000,000, gold ($1,000).....c*	1896	5 g. J-J	1,000,000	Jan. 1, 1926
	Int. at Farmers' L. & Tr. Co., N. Y., trustee.			

Notes and bills payable June 30, 1899, $202,450.

Sinking fund after 5 years but bonds cannot be called.

ROAD—Owns 28 miles of track, including second track, 10·34 miles; sidings, 9·33; rails 65 to 70-lb. T rails and 90-lb. girder.

EARNINGS—Year ending June 30, 1899, gross, $135,648; operating expenses, $101,466; fixed charges, $51,207 deficit, $17,025.—V. 69, p. 182.

OFFICERS—President, Robt. Wetherill, Chester, Pa.; Sec., H. T. Walter, Stapleton; Treas., Richard Wetherill, Chester, Pa.

STOCKTON, CAL.

POPULATION IN 1890 WAS 14,424; IN 1880 WAS 10,282.

STOCKTON ELECTRIC RR.—A trolley road.

STOCK & BONDS—Stock (?); 1st M. 6s, A-O, $150,000; due 1917; trustee, California Safe Deposit & Trust Co. Owns 12 miles of track.

OFFICERS—President, Joseph Fyfe; Secretary, H. J. Corcoran.

STREATOR, ILL.

POPULATION 1890 WAS 11,414; in 1880 WAS 5,157 AND IN 1870 WAS 1,486.

STREATOR RAILWAY—A trolley road.

ORGANIZATION—Sold under foreclosure Oct. 7, 1898, to Receiver C. C. Barr, the principal bondholder, who is now the sole owner of the property.—V. 67, p. 843.

ROAD—Owns 5¾ miles of track. Rails 52 lb. girder. Road not in operation, but expected to be re-opened by the spring of 1900. No officers.—V. 63, p. 970; V. 67, p. 843.

SUNBURY, PA.

POPULATION 1890 WAS 5,930; IN 1880 WAS 4,077; IN 1870 WAS 3,131, AND IN 1898 (ESTIMATED) 10,000.

SUNBURY & NORTHUMBERLAND EL.RY.

ORGANIZATION—Chartered June 24, 1885, as Sunbury & Northumberand Street Railway. Reorganized May 28, 1892, after judicial sale.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $125,000 (par $50)...	..	....	.....	$125,000	.....
First mortgage, gold.....c*	3·2	1892	6 g. J-J	65,000	.....
Loans (unsecured) July 1, '99	..	....	.....	24,984	.....

ROAD—Owns 3·9 miles of trolley in Sunbury and Northumberland.

EARNINGS—For fiscal year ending June 30, in 1898-9, gross, $19,474; net, $3,975; interest and taxes, $3,938; balance, sur., $37; in 1897-8, gross, $19,354; net, $3,959; interest and taxes, $4,013. President, Daniel Coolidge, Lorain, O.; Sec. and Treas., S. P. Wolverton, Sunbury, Pa.

SUPERIOR, WIS.—SEE WEST SUPERIOR.

SYRACUSE, N. Y.

POPULATION 1890 WAS 88,143; IN 1880 WAS 51,792; AND IN 1870 WAS 43.051.

SYRACUSE RAPID TRANSIT RY.—

ORGANIZATION—Incorporated May 21, 1896, per plan in V. 62, p. 644. In 1899 leased East Side Traction for 99 years at a rental of $12,500 per annum.

STOCK & BONDS—	*Date.*	*Interest.*	*Authorized.*	*Maturity.*
Common stock.....	.....	.....	$2,750,000	.....
Preferred 6 p. c., non-cum.	.....	.....	1,250,000	.....
People's RR., 1st mtg.....	1891	5 J-J	750,000	Jan. 1, 1921
Mort. ($3,250,000) gold... ($1,000).....c*	1896	5g. M-S	2,500,000	Mar. 1, 1946
	Guaranty Trust Co., N. Y., trustee.			
Loan sec. by 2d M. bonds.	1898	.....	200,000	1903

The Rapid Transit mortgage of 1896 is for $3,250,000, of which $750,000 of bonds is reserved to retire the People's RR. firsts. In Oct., 1898, obtained temporary loan from directors of $200,000 for improvements, secured by 2d mortgage bonds as collateral.

EARNINGS—Twelve months ending June 30:

	Gross.	*Net.*	*Other inc.*	*Charges.*	*Surplus.*
1898-99.....	$481,522	$194,537	$3,880	$218,452	def. $20,035
1897-98.....	451,952	200,638	8,660	176,756	32,542

Nine months to April 30:

	Gross.	*Net.*	*Other inc.*	*Charges.*	*Surplus.*
1900.....	$408,198	$168,612	$2,927	$161,971	$9,568
1899.....	358,149	144,048	2,891	135,827	11,112

ROAD—The length of the lines is about 65 miles. In Jan., 1899, extension to East Syracuse proposed; in Feb., 1900, part completed, and rest to be ready for operation in early future.

OFFICERS—President, W. P Gannon; Vice-Pres't, Ira A. McCormack; Secretary and Treasurer, T. H. Conderman.—V. 68, p. 525, 774.

(1) **EAST SIDE TRACTION.**—Successor in Jan., 1899, to the Syracuse & East Side Ry., foreclosured on Dec. 29, 1898. V. 68, p 87. The road is leased to Syracuse Rapid Transit for a rental of $12,500 a year.

BONDS—Thirty-five year 5 per cent gold bonds authorized, $250,000 issued, $200,000; V. 68, p. 774; V. 70, p. 686.

TACOMA, WASH.

POPULATION 1890 WAS 36,006; IN 1880 WAS 1,098.

TACOMA RY. & POWER.—

ORGANIZATION—Incorporated in Feb., 1899, in New Jersey, "to furnish electricity from water power to the factories and street railroads of Tacoma." The new company took over all the street roads in Tacoma. Incorporators: C. H. Coster, Bird S. Coler, T Jefferson Coolidge, Jr., Samuel Carr, S. Endicott Peabody, Gordon Abbott, Charles E. Cotting of Boston and others.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Com. par $100, $2,000,000	.....	.....	$2,000,000	.....
M.,g.,($1,000)$1,500,000 c* not redeem before mat.	1899	5g A.&O. Int. at Old Colony Trust, Bost., trustee.	1,107,000	Ap. 1, 1929

ROAD—Operates 60·81 miles of track.

EARNINGS - 9 mos. to Dec. 31, 1899, Gross.....$198,493; Net..... 57,2'0

LATEST EARNINGS—4 mos. to April 30, 1900. 1900....Gross, $86,9'7; net, $23,249. 1899....Gross, 7',342; net, 1 ,142

OFFICERS—President, R. T. Paine, Boston; Secretary, I. S. Keeler, 44 Broad, New York; Treas., E. L. Carr, Boston.—V. 68, p. 284, 873; V. 69, p. 704.

TARENTUM, PA.

POPULATION 1890 WAS 4,627; IN 1880 WAS 1,245; AND IN 1870 WAS 944.

TARENTUM TRACTION.—A trolley road.

ORGANIZATION—Chartered in 1890. Stock $50,000; par $50; 1st M, $100,000, gold, 1894, 6g., J-D, due Dec. 1, 1924, but subject to call after Dec. 1, 1904. Fidelity Title & Trust of Pi'tsburg is trustee.

ROAD—4·7 miles of track and ½ mile of siding in Tarentum and suburbs. Rails 68 lb. girder.

EARNINGS—For fiscal year ending June 30:

Year.	Gross.	Net	Taxes.	Interest.	Bal.,def.
1899	$19,894	$4,611	$544	$6,000	$1,933
1898	19,928	5,780	924	6,000	1,144

President, C. G. Hussey, Pittsburg, Pa; Sec., J. B. Cranford, Tarentum; Treas., Frank R. Dravo, 812 Lewis Block, Pittsburg, Pa

TERRE HAUTE, IND.

POPULATION 1890 WAS 30,217; IN 1880 WAS 26,042; AND IN 1870 WAS 16,103.

TERRE HAUTE ELECTRIC CO—

This company is successor to the Terre Haute Electric Street Railway, sold at foreclosure June 21, 1899, and bought by a syndicate represented by Stone & Webster, of Boston. The same parties also bought the Citizens' Electric Light & Power plants. In Feb., 1900, purchased the Brazil Rapid Transit St. Ry. of 3 miles, and, according to report, will use it as part of the line now building from Terre Haute to Brazil, a distance of 18 miles, which is expected to be completed within two or three months.—V. 70, p. 281.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock $1,000,000	.....	.....	(?)	.....
Bonds, $1,500,000	1899	5	(?)	1929
	Trustees, Union Trust Co. of Indianapolis and Boston Safe Deposit Co.			

ROAD—Operates 23 miles of track.

OFFICERS—President, W. R. McKeen; Vice-President, J. G. McNutt; Secretary, John T. Beasley; Treasurer, Guy E. Tripp.—V. 68, p. 333, 929, 1026, 1078, 1227; V. 69, p. 29, 331, 907; V. 70, p. 281.

THOMPSONVILLE, CONN.

POPULATION IN 1890 WAS 4,663; IN 1880 WAS 3,794.

ENFIELD & LONGMEADOW ELECTRIC RY.—A trolley road.

ORGANIZATION—Incorporated Feb. 11, 1895. Miles of track, 8·36. Stock, $500,000; outstanding, $116,700; par, $100. Bonds, $100,000 20-year coup. 5s, due Nov. 1, 1916, interest M&N at New Haven Trust Co., New Haven, Conn., trustee; outstanding, $100,000 For 12 mos. ending June 30, 1899, gross, $24,143; net, $5,371; interest, $5,000; taxes, $947.

President, Chas. E. Graham; Treas. and Man., Lyman A. Upson, Thompsonville, Conn.

TOLEDO, OHIO.

POPULATION 1890 WAS 81,434; IN 1880 WAS 50,137; AND IN 1870 WAS 31,584.

TOLEDO TRACTION COMPANY—A trolley road.

ORGANIZATION—Incorporated in May, 1895. On July 1, 1896 acquired by consolidation all the property, rights and franchises, etc., of all the street railways in the city; also controls the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting and power business in the city, and the underground conduits.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Common stock, par $100	.....	.....	$4,000,000	.....
Pref., 6%, non-cum., par $100	.....	6 p. c.	2,000,000	.....
	Interest at Blair & Co., 33 Wall St., N. Y.			
Tol. Consol. Street Railway consol. mort., currency, $1,000, c., 65 miles	1889	5 J-J Interest is payable at Blair & Co.	1,086,000	July 1, 1909
Toledo Electric Street Ry., 1st mort., 33 miles, gold, $1,000 c*	1892	5 g. F-A Interest at Blair & Co., 33 Wall St., N. Y.	700,000	Feb. 1, 1912
Tol. Traction consol. M., $6,000,000g., ($1,000) c*	1896	5 g. J&J Interest at Guaranty Tr. Co., N.Y., trustee.	3,879,000	July 1, 1909

Bonds—Of the new consolidated mortgage 5s of 1896 for $6,000,000, $1,786,000 are retained to retire divisional prior lien bonds when due. The mortgage covers all the railway, subject to the divisional liens of $1,786,000, and is a first lien on the new Central Station and other realty. The bonds are further secured by the deposit of $1,000,000 par value of 1st mortgage bonds and entire capital stock of Toledo Consolidated Electric Co. The bonds of this issue reserved for future extensions can be issued only at the rate of 75 per cent of the actual cost of such improvements.

LATEST EARNINGS—July 1 to May 31—

11 mos.	Gross.	Net.	Charges.	Surplus.
1900	$1,024.613	$464,559	$262,851	$201.70-
1899	916,521	414,195	259,171	155,024

REPORT—Year ending June 30 the earnings have been as follows:

	Gross.	Net.	Charges.	Bal., sur.
1898-99	$1,006,384	$460,028	$283,119	$176,909
1897-98	921,998	367,455	266,140	101,315

ROAD—Track, 97·80 miles. Cars (closed, 124; open, 110; trailers, 39), 273.

OFFICERS—President, Albion E. Lang, Toledo; Vice-President, Thos. H. McLean, Toledo; Sec., Barton Smith, Toledo; Treas., John B. Dennis, New York.—V. 63, p. 1116; V. 69, p. 29; V. 70, p. 39.

TOLEDO BOWLING GREEN & FREMONT RAILWAY—A trolley road.

Stock, $500,000; outstanding, $160,000; par, $100. No bonds in November, 1899. Miles of track, 25, extending from Perrysburg to Jerry Hill; also 22 miles additional operated by perpetual rights over the tracks of the Toledo & Maumee Valley Ry. and Toledo Traction Co. President, J. A. Huston; Vice-Pres., E. K. Mussey; Sec., R. E. Hamblin; Treas., S. C. Schenck.

TOLEDO FREMONT & NORWALK ST. RY.—A trolley line.

ORGANIZATION—Incorporated in 1899 to build an electric road from Toledo to Norwalk, a distance of 61 miles. In Mar., 1900, had completed 30 miles of track and the rest being pushed to completion.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,500,000 ($100)	.....	.....	$1,50 ,00	.....
1st M., gold, $1,500,000, ($5 0, $1,000) c*	1900	5 g. J.-J. Int at Union Trust Co., Detroit, Trustee.	None	Jan. 1, 1920

Bonds—Full or part issue can be called at 110, upon 3 mos. notice after 5 years.

OFFICERS—President, S. F. Angus, Detroit; Vice-Prest., W. B. Comstock; Secretary, W. A. Comstock, Fremont; Treasurer, A. W. Comstock Majestic Building, Detroit, Mich.—V. 70, p. 77.

TOLEDO & MAUMEE VALLEY RY.—Trolley.

ORGANIZATION, ETC.—Chartered in 1894 to build a street railway from Toledo to Perrysburg and Maumee. Capital stock is $300,000.

First mortgage is for $300,000 of 5 per cents, dated 1895, due 1920; interest M. & S., at Metropolitan Trust Co., New York, trustee.

ROAD—Owns 14 miles of track, entering Toledo over tracks of Toledo Traction Co., 8 miles, under perpetual traffic agreement; 56-lb. rail; 14 cars. Has been constructing new power plant and intentions are to utilize water power 9 months of the year. The Toledo Perrysburg & Fremont Electric RR. forms an extension.

OFFICERS—Pres., A. K. Detwiler; Vice-Pres., G. G. Metzger; Sec., G. K. Detwiler; M'g'r and Pur. Agent, C. A. Denman, 106 Summit St.

TOLEDO MAUMEE & PERRYSBURG ELECTRIC RR.—A trolley road. Incorporated Feb., 1894.

Stock, $150,000. Bonds, 1st mortgage 25-year 5s, $300,000, dated March 1, 1895, interest M-S, $1,000 each; Metropolitan Trust Co., New York, trustee. President and General Manager, J. K. Tillston; Secretary and Treasurer, Frank M. Ohl.

TOLEDO & MONROE RY.—To be a trolley road.

STOCK & BONDS—	Date	Interest.	Outstand'g	Maturity.
Stock, $450,000 (par $100)	.....	.....	none	Feb.'00.
1st M., g., $450,000 ($1,000)	1898	5g.J.-D. Int. at Knick. Tr. Co., N. Y., Trustee.	$450,000	June 1,'18

ROAD—Toledo to Monroe, 23½ miles, under construction and to be ready for operation about July, 1900. Projected to Detroit; also to Dundee, Mich. Rails, 70-lb. T; stone ballast.

OFFICERS—President, C. A. Black; Treas. and Man., J. M. Mulkey. Offices, 1020 Chamber of Commerce, Detroit.

TOPEKA, KAN.

POPULATION 1890 WAS 31,007; IN 1880 WAS 15,452; AND IN 1870 WAS 5,790.

TOPEKA RAILWAY—Mostly trolley.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,250,000 ($100)	.....	.....	$1,250,000 f.p.	.....
Topeka Ry. 1st M. ($1,100,000) g. ($1,000) c.	1892	4½ g. M-S Interest at J. Kennedy Tod & Co., N.Y. City. Trustee is Manhattan Trust Co., N. Y. City.	1,100,000	May 1, 1922.

ROAD—Owns 33½ miles of trolley, laid with 35 to 52 pound rails.

OFFICERS—President and Treas'r, C. C. Baker; Sec'y, J. G. Slonecker.

TORONTO, CANADA.

POPULATION 1895 WAS 174,309; IN 1890 WAS 160,141; AND IN 1880 WAS 75,110

THE TORONTO RAILWAY—A trolley road.

For statement of this company see STREET RAILWAY SUPPLEMENT for February, 1900, page 87.

TORRINGTON, CONN.

POPULATION IN 1899 (EST.), 9,000; IN 1890 WAS 6,048; IN 1880 WAS 3,327.

TORRINGTON & WINCHESTER ST. RY.—

ORGANIZATION—Incorporated in 1897 under special act. Operated from July 1, 1897. Serves a population of about 20,000.

In July, 1899, the Connecticut shareholders bought out the interests of the Boston shareholders, and it was reported that changes in the condition and operation of the road are contemplated.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, $1,000,000 (par $100)	.....	.....	$200,000 f.p.	.....
1st mortgage, $150,000, gold	1897	5 g. J-D Int. at Hurlburt Nat. Bk, Winsted, Conn.	150,000	Dec.1,'17

Trustee of the mortgage is State Treasurer of Connecticut.

ROAD—Torrington to Winsted, 13 miles of trolley, of which 10 miles built on private right-of-way. Equipped with 56-lb. 4-in. T rails.

EARNINGS—For year ending June 30, 1899, gross, $40,330; net, $18,663; interest, $8,080; taxes, $2,165; dividends, $5,000; balance, surplus, $3,418.

OFFICERS—President, James Alldis, Torrington; Vice-Prest., George B Howard, Torrington; Secretary & Treasurer, S A. Herman, Winsted. General offices, Winsted, Conn.

TUSCALOOSA, ALA.

POPULATION 1890 WAS 4,215; IN 1880 WAS 2,418.

TUSCALOOSA BELT RAILWAY—A steam road.

ORGANIZATION—Chartered July 5, 1889.- Stock, $100,000; 1st mortgage, 5s, gold, J-D, $100,000, due June 1, 1918. Interest is payable in New York at Knickerbocker Trust Co.

Operates about 6 miles road. President, W. C. Jemison; Sec. and Treas., John T. Cochran; Gen. Man., J. W. Woolfolk, 15 Wall St.

UTICA, N. Y.

POPULATION 1890 WAS 44,001; IN 1880 WAS 33,914; AND IN 1870 WAS 28,804.

FRANKFORT & UTICA ST. RY—To be a trolley road.

ORGANIZATION—Chartered Feb. 6, 1895. Road to extend from Frankfort to Utica, 7 miles, with extension to Herkimer, there connecting with the proposed Little Falls & Herkimer. Was to be built in 1899, but in June, 1900, was awaiting decision of Supt of Public Works for right of way on State lands; road, however, expected to be built during 1900. Stock, $70,000; paid in, $7,000. President, W. D. Lansing, Little Falls; Sec., John D. Henderson, Herkimer; Treas., John Giblin, Ilion.

UTICA BELT LINE STREET RR.—Trolley.

ORGANIZATION—Chartered June 18, 1886, and owns the principal street car lines in Utica and adjoining villages. It leases and operates a portion of the Clinton & Binghamton Railroad at a rental of $15,000, the lease being dated 1886 and running 99 years. In February, 1897, the stockholders voted to lease the railroad and parks of the Utica Suburban Ry. for 99 years; rental interest on its 5 p. c. bonds. On Jan. 30, 1900, stockholders voted to lease the Utica Suburban RR., including the line already built between Whitesboro and Oriskany and the proposed extension from the latter place to Rome. The Utica Belt guarantees 5 p. c. on an additional issue of $250,000 1st mortgage bonds. V. 70, p. 231.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outs'd'g.*	*Maturity*
Com. ($150,000) ($100).	.....	.....	.....	$150,000 f.p.	.....
Pref. ($150,000) ($100).	.....	.....	.....	150,000 f.p.	.....
1st M. ($500,000) gold...	.....	1889	5 M-N	500,000	Nov. 1, '39
2d M. ($200,000) gold. c	.....	1891	5 J-J	200,000	Jan. 1, 1931
Utica Suburban 1st M. gold, $50,000, guar. ($500 each)	.....	1897	5 g. M-S	50,000	1937

Interest at N. Y. Security & Trust Co. (trustee), N. Y. City.

Stock Preferred stock is non-cumulative and only entitled to dividends when earned as follows: For two years from May 1st, 1896, at 5 per cent and thereafter at 6 per cent.

Bonds—2nd M. bonds draw interest for 4 years from July 1st, 1894, at 4 p. c., and there after at 5 p. c. Sec, mtge. bonds are $500 each.

ROAD— *Lines Leased.*	*Miles.*	*Lines Owned.*	*Miles.*
Yorkville to Upper Mills	1·75	Main line	6·38
Main street to New Hartford	3·80	Branch	1·60
" " to Whitesboro	3·79		
Sidings (owned and leased	5·00	Total of all.	22·23

ANNUAL REPORT.—For years ending June 30 earnings have been:

	1898-9.	1897-8.		1898-9.	1897-8.
Gross	$206,731	$192,836	Int., rentals and taxes.	$55,915	$52,147
Net	66,659	51,613	Balance, surplus	11,131	49
Other income.	387	583			

OFFICERS—President, John W. Boyle; Vice-Pres., James T. Gardiner; Treas., N. Pendergast; Sec., John H. Grant.—V. 63, p. 503; V. 65, p. 568; V. 70, p. 231.

UTICA & MOHAWK RAILROAD—

Control changed hands May, 1899, and road to be extended to a connection with the Frankfort & Utica.

STOCK, BONDS, ETC.—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $250,000, par $50.	.....	.....	.....	$52,100	.....
1st mortgage, gold.	.....	1890	5 g. J-J	75,000	July 1, 1910
2d mortgage, $35,000.	.....	1896	6 M-N	20,000	Nov. 1, 1910
Bills payable June 30, '99	.....	.....	.....	29,017	.....

ROAD—Owns from Genesee Street to Utica Park, 2¾ miles; sidings 0·33 miles; total, 3·08 miles; also parks valued at $45,994.

EARNINGS—For year ending June 30, 1899, gross, $25,685; net, $6,753; fixed charges, $6,473; balance, sur., $280. For year 1897-98, gross, $26,423; net, $2,216; fixed charges, $7,235; balance, def., $5,019.

OFFICERS—President, James F. Mann; Vice-Pres., Henry W. Millar; Sec., William E. Lewis; Treas., Hugh White.

WACO, TEXAS

POPULATION 1890 WAS 13,067; IN 1880 WAS 7,295; AND IN 1870 WAS 3,008.

CITIZENS' RAILWAY.—A trolley road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity*
Stock	.....	.....	$350,000	.....
1st mortgage, currency...	1890	6 A-O	350,000	Oct. 1, 1910

Trustee is St. Louis Trust Company of St. Louis, Mo.

ROAD—Operates about 19 miles of track. V. 66, p. 84.

OFFICERS—President and General Manager, H. C. Scott.—V. 66, p. 84.

WASHINGTON, D. C.

POPULATION 1890 WAS 188,932; IN 1880 WAS 147,293; AND IN 1870 WAS 109,199.

WASHINGTON TRACTION & ELECTRIC.

ORGANIZATION—This company controls the principal street railroads in Washington and the two Electric Light Companies, which alone are operating, or authorized to operate, in the national capital. The railroad companies have 152·33 miles of track (all under electric traction or in process of conversion), while the Electric Light Companies have 72 miles of subways with about 400 miles of ducts, besides many miles of overhead wires. The following shows the total outstanding stock of the companies controlled and the amount of the shares acquired in each instance by the Washington Traction & Electric.

Name of Company—	*Mileage.*	*Capital stock.*	*Total shares.*	*Shares Acq'ued*
Metropolitan RR.	22·67	$997,750	19,955	18,556
Columbia Railway	13·88	400,000	8,000	8,000
Anacostia & Potomac	27·75	2,000,000	40,000	39,865
Georgetown & Tennallytown	8·80	200,000	4,000	3,082
Brightwood Railway	11·90	108,550	2,171	2,164
Washington Woodside & Forest Glen	2·90	25,000	1,000	985
Washington & Great Falls	13·62	86,800	868	866
Washington & Rockville	10·11	50,000	1,000	1,000
City & Suburban Railway	31·80	1,750,000	35,000	30,602
Washington & Glen Echo Ry.	7·57	200,000	4,000	3,902
Capital Railway	1·32	100,000	2,000	1,988
Total Railroads	152·32	$5,918,100	117,994	111,010

Lighting—	*Stock.*	*No. Shares.*	*Acq'd.*
United States Electric Lighting	$1,095,400	10,954	10,668
Potomac Electric Power	1,000,000	10,000	10,000
Total lighting	$2,095,400	20,954	20,668
Total all companies	$8,013,500	138,948	131,678

In Feb, 1899, the total amount of bonds outstanding on the above properties was $9,9[illegible]4,100, of which the Washington Traction & Electric owns $1,288,000.

The syndicate also has the right to purchase the stock of the Washington Automobile Co.

STOCK AND BONDS—The consolidated company has $12 000,000 of stock, of which $11,200,000 has been issued (the remaining $800,000 to be held for future uses of the company), and has authorized an issue of $20,000,000 collateral trust bonds. Of the bond issue, $6,558,000 are reserved to retire outstanding bonds of constituent companies. The remaining $13,442,000 have been issued, and $7,750,000 of the same were offered for public subscription in June by Messrs. Brown Brothers & Co., the United States Mortgage & Trust Co., and Kountze Bros.

STOCK & BONDS—	*Date.*	*Rate.*	*Outstand'g.*	*Maturity.*
Stock (auth., $12,000,000)	.....	.....	$11,200,000	.....
1st mort. collateral trust, gold, $20,000,000	1899	4½ g. J.-D.	13,442,000	June 1, 1949
	Int. at U. S. Mtg. & Trust Co., N. Y., trustee.			

Bonds may be redeemed at 107½ and accrued interest on 5 months' notice.

OFFICERS—President, Col. George Truesdell; Vice-President, Charles A. Lieb; Treasurer, H. D. Mirick; Secretary, James B. Lackey.—V. 68, p. 1027, 1134, 1184, 1228; V. 69, p. 1013.

(1) ANACOSTIA & POTOMAC RIVER RR.—

The Washington Traction & Electric owns 39,865 out of the 40,000 shares of stock.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock au., $2,000,000 ($50)	27·75	.....	.....	$2,000,000	.....
New M. $3,000,000 g...c*	.....	1899	5 g A-O	2,250,000	Apr. 1, '48
($1,000)	.....	Int. at Baltimore Tr. & Guar. Co., Trustee.			

—V. 68, p. 426, 773, 824.

(2) BRIGHTWOOD RAILWAY.—A trolley road.

The Washington Traction & Electric owns 2,164 out of the 2,171 shares of stock.

STOCK & BONDS—	*Miles track.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, par $50	.....	.....	.....	$108,500	.....
1st M.	11⁹₁₀	1892	6 A-O	250,000	Oct. 1, 1912
General mtges	11⁹₁₀	1893	6 M-N	100,000	May 1, 1913

—V. 67, p. 1355.

(3) COLUMBIA RAILWAY.—Underground electric.

The Washington Traction & Electric owns *all* the stock.

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock ($400,000) ($50)	.....	.....	Q-M	$400,000	See text.
1st M. ($500,000) cur.	13·88	1894	6 A-O	500,000	Oct. 1, 1914
Not subject to call. c.	Int. at American Sec. & Trust Co., trustee.				
Ext. M., $500,000, g.	.....	1898	5 g. A-O	400,000	Oct. 1, 1914
Not subject to call. c.	Interest at Amer. Sec. & Trust Co., trustee.				

—V. 67, p. 788; V. 68, p. 572, 619, 773.

(4) GEORGETOWN & TENALLYTOWN RY.—The Washington Traction & Electric owns 3,082 of the 4,000 shares of stock.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, par $50	....	.....	$200,000	.....
1st mortgage	1894	6 F-A	70,000	Feb. 1, 1904
2d mortgage	1896	6 F-A	30,000	Feb. 1, 1904

(5) METROPOLITAN RR.—Underground electric.

The Washington Traction & Electric owns 18,556 of the 20,000 shares of stock.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, $1,000,000, par ($50)	....	Q-J	$997,750	.....
1st M., $1,850,000, gold	1895	5 g F-A	1,850,000	Feb. 1, 1925
Not subject to call. c*	Int. at Balt. Tr. & Guar. Co., Trustee, Balt.			
Collateral trust bonds, convertible	1892	6 J-J	1,000,000	July 1, 1901
	Int't at National Bank Republic, Washington.			
Certs. of indebt.....A	1896	6 A-O	250,000	Oct. 1, 1906
Certs. of indebt.....B	1897	J & D	250,000	June 1, 1907

—V. 63, p. 459; V. 68, p. 572, 619, 773, 824, 1133.

(6) WASHINGTON & GREAT FALLS ELECTRIC RY.—A trolley road.

The Washington Traction & Electric owns 866 out of the 868 shares of stock.

Capital stock, $86,800; 1st mortgage 6s, $400,000.

(7) CITY & SUBURBAN RAILWAY.—Underground electric and overhead trolley. The Washington Traction & Electric Company owns 30,602 shares out of 3[illegible],000 shares. Stock, $1,750,000; par value $50; all issued. Bonds, first mortgage 5 per cent gold, $1,750,000. Date, August 1, 1898; interest payable February and August at Baltimore Trust & Guarantee Co.; maturity August 1, 1948. The bonds have a sinking fund of $25,000 yearly from any surplus remaining after payment of 6 p. c. on the stock, but cannot be called.

(8) WASHINGTON WOODSIDE & FOREST GLEN RAILWAY & POWER CO.—Overhead trolley. The Washington Traction & Electric Company owns 985 shares out of 1,000 shares. Stock, $25,000; par value, $25; all outstanding. Bonds, $40,000 first mortgage 6 per cent; interest payable June and December at Washington Loan & Trust Company.

(9) WASHINGTON & ROCKVILLE RAILWAY CO.—Overhead trolley.—The Washington Traction & Electric Company owns all the capital stock. Stock, $300,000 authorized, par value $50; $50,000 issued; bonds, $45,000 5 p. c. 1st mortgage, dated Nov. 15, 1897, payable Nov. 15, 1902. Interest payable at West End National Bank.

(10) CAPITAL RAILWAY—Overhead trolley.—Washington Traction & Elec. Co. owns 1,988 out of 2,000 shares. Stock, $100,000, par value $50; all outstanding. Bonds, first mortgage 5 per cent, $65,000, dated May 1, 1897; second mortgage 5 per cent, $35,000, dated Aug. 24, 1898; third mortgage 5 per cent, $90,000, dated Aug. 24, 1898; all interest payable at the Washington Loan & Trust Co.; all bonds mature 30 years from date; road now in the hands of a receiver.

(11) WASHINGTON & GLEN ECHO RR.—

ROAD—Owns 5½ miles of double (11 miles single) track, from Cabin John Bridge to Chevy Chase Circle in District of Columbia. The Washington Traction & Electric owns 3,902 of the 4,000 shares of stock.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock (par $50)	.....	.....	$200,000	.....
1st mortgage, gold.....c*	1896	6 g. J-D	200,000	June 1, 1916
Interest at Washington L. & T. Co. (D. C.), trustee, also at Stahl & Straub, Philadelphia.—V. 63, p. 716.				

BALTIMORE & WASHINGTON TRANSIT.—

ORGANIZATION.—Operates a trolley road extending from Takoma to Glen Sligo, 2 miles, opened Sept., 1897, and by a traffic agreement with the Brightwood Electric runs cars into Washington, where transfers are given to city lines. Extension proposed to Sandy Spring, Md., 14 miles. Stock, $100,000; par, $50. First mortgage 5s, $500,000, c* ($500), of which only $50,000 has been issued; interest A-O; balance can only be issued upon completion of extensions and double tracking. Guardian Security Trust & Deposit Co., Baltimore, Trustee.

OFFICERS—Pres., T. William Harris, 1335 "P" St., N. W.; Washington; Vice-Pres., A. W. Williams, Baltimore; Sec-Tres., Jos. A. Gilpin, of Baltimore, Md.

CAPITAL TRACTION.—An underground trolley road.

ORGANIZATION—In the fall of 1895 absorbed the Washington & Georgetown and Rock Creek companies. See V. 61, p. 283, 328, 588.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stk. $12,000,000 ($100)	.....	Text.	$12,000,000	See text.
New 1st M. ($500), $1,500,000	1900	4 A O	1,080,000	Apr 1, 1920
	Nat. Safe Dep. Savings & Tr. Co., trustee.			

BONDS—Of the new mortgage dated April 1, 1900, $1,080,000 was issued to retire $1,000,000 1st mtge. 5s due Jan. 1, 1903 (which had been pledged for loans) and $80,000 floating debt; the balance, $420,000, is reserved for future requirements.—V. 70, p. 791.

Dividends—In 1895, 1 p. c.; in 1896, 3½ p. c.; in 1897, July, 160 cents per share; Oct. 1, 65 cents; in 1898, July 1, 75 cents; Oct. 1, 75 cents; in 1899, 4 dividends of 75 cents each; in 1900, Jan., 75 cents; April, 1 p. c.; July, 1 p. c.

ROAD—Underground trolley (since Apr.'98) double track, 17·98 miles.

EARNINGS—	1899.	1898.	1897.	1896.
Gross receipts	$1,124,434	$993,177	$908,839	$1,036,165
Net earnings	467,833	336,637	202,042	379,911
Dividends paid	359,950	269,961	209,958	419,873

OFFICERS—President, G. T. Dunlop; Vice-President, C. C. Glover; Secretary and Treasurer, C. M. Koones; Chief Engineer and Superintendent, D. S. Carll. General office, Washington.—V. 66, p. 38; V. 69, p. 954; V. 70, p. 175, 429, 583, 791.

WASHINGTON ALEXANDRIA & MOUNT VERNON ELECTRIC RY.—See ALEXANDRIA, VA.

WASHINGTON ARLINGTON & FALLS CHURCH RY.—A trolley road.

Chartered 1894-6-8 as the successor of the Washington & Arlington Ry. Stock, $100,000; bonds, $100,000 1st 6s, gold, int. J&J. Owns Aqueduct Bridge to Fort Myer, Arlington National Cemetery and Corbetts, 3 9-10 miles; also to Falls Church, Va., 6½ miles; total, 10·4 miles. Standard gauge and steam RR. track. Extensions of about 5 miles surveyed and planed for 1900. Pres., C. S. Hinchman; Sec.-Treas. and Man., R. H. Phillips.

WATERBURY, CONN.

POPULATION 1890 WAS 28,646; IN 1880 WAS 17,806; IN 1870 WAS 10,826, AND IN 1898 (ESTIMATED) WAS ABOUT 40,000.

CONNECTICUT LIGHTING & POWER—

Organized in 1899, and contemplates uniting various street railway and light and power properties in Connecticut. Up to June, 1900, had acquired the Central Ry. & Electric Co. of New Britain; the Waterbury Traction of Waterbury; Naugatuck Electric Light Co. of Naugatuck; Norwalk Gas Light Co.; Norwalk & South Norwalk Electric Co.; Norwalk St. Railway Co.; the Greenwich Gas & Electric Co. and the Housatonic Power Co. It has been reported that the company would issue $6,000,000 of long-time bonds to pay for these and other properties which it is intended to acquire, but we are informed that the amounts of stock and bonds to be issued are subject to change.

In June, 1900, it was officially denied that the United Gas Improvement Co. of Philadelphia had acquired control of this co. V. 70, p. 1197.

OFFICERS—President, R. A. C. Smith; Treas., A. M. Young; Sec. and Asst. Treas., H. G. Runkle; Gen. Mgr., J. E. Sewell, Waterbury, Conn. New York office, 100 Broadway. V. 69, p. 1193; V. 70, p. 741, 1197.

(1) CENTRAL RAILWAY & ELECTRIC (New Britain).

Has been acquired by the Connecticut Lighting & Power Co.—see V. 68, p. 1133.

ORGANIZATION—Does both an electric light and street railway (trolley) business, being a consolidation of the New Britain Tramway and New Britain Electric-Light Co. Securities below include both railway and lighting plant. Population of New Britain in 1895 estimated at 26,000. See editorial in V. 65, p. 1054.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock ($1,000,000) $25	.....	.....	$600,000 f. p.	.....
1st M. s.f. $750,000 (Trus., Old Col. Tr. Co., Bost.) c*	1893	5 J-D	600,000	Dec. 1, 1923
	Interest at New Britain National Bank.			
Bills payable June 30, 1899	.....	.....	$10,000	.....
Coupon notes	1898	5 A-O	80,000	1906
	Int. at Am. Loan & Trust Co., Boston.			

ROAD—July 1, 1899, owned road 18·62 miles in length, being 4½ miles in city streets and 4½ miles to Plainville; 4 miles to Berlin; 3½ miles to Newington Centre; switches, etc., 2 miles. Length of road paved, 10·25 miles. The Newington Tramway was formerly owned jointly with the Hartford Street Railway, but 3½ miles to Newington Center was purchased in 1897 by Central Railway & Electric and balance by Hartford Street Railroad. The two roads roads join at Newington Church, and through cars are operated from New Britain to Hartford under a 99-year contract; distance from central part of New Britain to central part of Hartford, 10·42 miles. Rails 35, 40, 56, 60 and 67 lbs. Cars, 13 closed and 23 open.

EARNINGS—For years ending June 30, 1899, in comparison with the year ending Sept. 30, 1898, results are:

	Railway.	Elec. light.	Total gross.	Net.
1898-99	$91,512	$64,729	$156,241	$51,572
1897-98	96,956	67,487	164,443	57,105

From net in 1898-99 paid taxes and bond interest, $41,649.

OFFICERS—President, R. A. C. Smith; Secretary, H. G. Runkle; Treasurer, A. M. Young; General Manager, J. E. Sewell.—V. 65, p. 1054; V. 69, p. 1193; V. 70, p. 76, 77.

(2) NORWALK STREET RAILWAY—Trolley.

Has been acquired by the Connecticut Lighting & Power Co.—See V. 68, p. 1133.

ORGANIZATION—Chartered in May, 1862. There were $110,000 of bonds outstanding, but these were called at 105 and paid off July 1, 1899.

Stock ($500,000), $25. $100,000 f. p.

ROAD—Operates 7·78 miles of track connecting Norwalk, South Norwalk and Winnipauk.

July 1, 1899, bills payable, $42,000.

Dividends—1897-98, 4½ per cent; in 1898-99, 4½ per cent.

EARNINGS—Year ending June 30, 1899: Gross, $49,778; net, $20,691; interest charges, $8,680; taxes, $2,255; dividends (4½ p. c.), $4,500; surplus, $5,256. For nine months ending June 30, 1898, gross, $36,430; net, $11,132; interest charges, $4,402; taxes, $2,230; dividends (4½ p. c.), $4,500.

OFFICERS—Prest., R. A. C. Smith; Secretary, H. G. Runkle; Treasurer, A. M. Young; Gen'l M'g'r, J. E. Sewell.

(3) WATERBURY TRACTION.—A trolley road.

Has been acquired by the Connecticut Lighting & Power Co.—See V. 68, p. 1132.

ORGANIZATION—Organized in 1893, a consolidation of the Connecticut Electric Co. and the Waterbury Horse RR. Co. Franchise perpetual.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $1,000,000 ($100)	.....	Text. Q-J	$750,000	See text.
1st mort., $800,000, gold Tax exempt in Connecti't ($100 etc)	1893	5 g. M-N	600,000	Nov. 1, 1923
	Sub. to call at 104 and int. aft. Nov. 1, 1898			
	Trustee, Treasurer State of Connecticut.			

Bonds—The *mortgage* has a first lien on all property and franchises of the company, including electric-light plant. The $200,000 of bonds unissued may be used for future extensions.

Dividends—In 1896, July, 1 p. c.; Oct., 1 p. c. In 1897, Jan., 1 p. c.; Apr., 1 p. c.; July, 1 p. c.; Oct. 1, 1 p. c; in 1898, Jan., 1 p. c.; Apr., 1 p. c.; July, 1 p. c.; Oct., 1 p. c.; in Apr., '99, 1 p. c.

ROAD, ETC.—In Nov., 1899, was operating 13·04 miles of road with 15·66 miles of track, extending through the city of Waterbury to Union City, the borough of Naugatuck, etc. Rails are 60 and 70 lbs. In November, 1899, was building an extension to Oakville.

ANNUAL REPORT.—For years ending June 30:

	Gross.		Net.	
	1899.	1898.	1899	1898.
Railway	$182,219	$170,539	$76,888	$74,609
Electric lights	110,204	105,106	48,147	47,588
	$292,423	$275,645	$125,035	$122,197
Interest and taxes			$40,121	$42,123
Dividends			25,499	24,000
Balance, surplus			$59,415	$56,074

OFFICERS—President, R. A. C. Smith; Sec., H. G. Runkle; Treas., A. M. Young; Gen. Mgr., J. E. Sewell.

WATERTOWN, N. Y.

POPULATION IN 1890 WAS 14,725; IN 1880 WAS 10,697; IN 1870 WAS 9,336.

BLACK RIVER TRACTION CO.—Trolley.

ORGANIZATION—Successor in Dec., 1897, to Watertown & Brownville St. Ry., foreclosed. 7 miles of trolley. Stock, $65,000. Funded debt, $55,000 5s due Jan. 1, 1918. Earnings: For year ending June 30, 1899—Gross, $35,569; net, $10,531; other income, $652; charges, $3,566; net income, $7,617. Officers—Pres., Julius A. Lebkuecher, Newark, N. J.; Vice-Pres. H. F. Inglehart; Treas., N. P. Wardwell; Sec'y, Geo. H. Walker.

WATERVILLE, ME.

POPULATION 1890 WAS 7,107; IN 1880 WAS 4,672; AND IN 1870 WAS 4,852.

WATERVILLE & FAIRFIELD RY. & LIGHT

ORGANIZATION—In December, 1897, the stockholders agreed to give the bondholders the right for five years, or until the company shall be in a position to meet all its fixed charges, to elect a majority of the board of directors, the bondholders, in turn having exchanged their $200,000 of 6 per cent bonds for a like amount of 20-year 5s.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (par $100) ($200,000)	.....	.....	$200,000	.....
Prior lien bonds	1897	5 M-N	40,000	May 1, 1937
Consol. mortgage, Class "A" and Class "B"	1897	5 M-N	200,000	May 1, 1937
	American L. & T., Boston, trustee.			

ROAD—Operates 4·75 miles of trolley between Fairfield and Waterville, and furnishes light and power for miscellaneous purposes.

EARNINGS—For years ending June 30 as follows:

	Gross of Ry.	Gross Lt. & Power.	Total oper. exp.	Total net.	Interest, taxes, etc.	Surplus for year.
1899	$20,700	$24,047	$28,788	$15,959	$13,701	$2,258
1898	20,208	20,021	24,190	16,039	(?)	(?)

OFFICERS—President, C. F. Woodard, Bangor; Treasurer, H. D. Bates, Waterville; Gen. Man., W. S. Wyman, Waterville, Me.—V. 65, p. 1027.

WAVERLEY, N. Y.

POPULATION 1890 WAS 2,270.

WAVERLEY SAYRE & ATHENS TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated Jan. 23, 1893; stock, $200,000; 1st mortgage, $150,000, 6s, J&J, due Jan. 1, 1925; $150,000 issued. Operates 6 miles of track.

President, A. N. Broadhead; Sec. and Treas., A. C. Wade, both of Waverley.

WEBB CITY, MO.

POPULATION 1890 WAS 5,043; IN 1880 WAS 1,588.

SOUTHWEST MISSOURI ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION, ETC.—A consolidation on August 21, 1896, of the South M. Elec. RR., Jasper County Electric and Joplin & Galena Electric Ry. In 1898 the company reported population of places along its route as 51,600. In Oct., 1898, control passed into the hands of Joplin and Harrisburg, Pa., capitalists.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, $800,000, auth.	.....	.....	$800,000	.....
Mortgages—				
Joplin to Webb City, Carterville and Prosperity, $200,000, g., $500 c*	1893	6g. M-S	$200,000	Mar. 1, 1913
	Subject to call on Mar. 1, after 1903.			
	Int. at Cent. Trust Co., trustee, N. Y. City.			
Joplin & Galena Elec. RR. Joplin to Galena, gold, ($500)	1896	6g. J-J	$120,000	July 1, 1926
	Subject to call on July 1, after 1903.			
	Trustees, Cent'l Trust Co., New York, and Mississippi Valley Trust Co., St. Louis			
Carterville to Carthage ($500)	1896	6g. J-J	$180,000	July 1, 1926
	Subject to call on July 1 after 1903.			
Southw. Mo. Electric Ry. 2d mort., gold, $1,000, $300,000	1899	6g. M-N	$300,000	Nov. 1, 1928
	Subject to call on any Nov. 1st after 1903.			
	Int. at Nat. Bk. of Commerce, N. Y. Trustee.			
	Mississippi Valley Trust Co., St. Louis.			

ROAD—Operates 40 miles of track connecting Joplin, Webb City, Carterville, Carthage, Prosperity and Galena, Mo.

EARNINGS—For year ending Aug. 31, 1899, gross receipts, $166,377; net, after deducting taxes and interest, $44,302; 1898, gross receipts, $115,050; net, after deducting taxes and interest, $13,120.

OFFICERS—President and Treasurer, A. H. Rogers, Joplin, Mo.; Secretary, A. G. Knisely, of Harrisburg, Pa.—V. 67, p. 843; V. 69, p. 852.

WEST SUPERIOR, WIS.

POPULATION OF SUPERIOR 1890 WAS 11,983.

SUPERIOR RAPID TRANSIT RY.—A trolley road.

ORGANIZATION—"A perpetual right of way over all streets in the heart of the city is held and owned by the company in fee simple.

RECEIVERSHIP—On Jan. 28, 1896, S. T. Norvel and F. W. Oakley were appointed receivers.—V. 62, p. 234, 279.

REORGANIZATION—Sold June 16, 1900, under foreclosure of second mortgage, and is now in process of reorganization and consolidation with the Duluth Street Railway Company. The first mortgage bond-

holders' committee are reported to have assented to an exchange of bond for bond in the new 30-year first mortgage 5s of the Duluth Superior Traction Co. (See CHRONICLE, V. 70, p. 1249.)

STOCK & BONDS—	*Miles.*	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock	.....	.....	.....	$1,000,000	.....
1st M., $650,000, g., $1,000 s.f., Ser. A. c*	26	1892	6g. F-A	$250,000	Aug. 1, 1912
	Subject to call at 102 and interest				Aug. 1, 1902
2d mortgage	.....	.....	.....	(?)	.....

WESTWOOD, MASS.

NORFOLK WESTERN STREET RAILWAY —An electric road.

Line opened May 9, 1899. Runs between Dedham, Westwood and Medfield, 9·7 miles. Stock, $100,000, all issued; bonds, $100,000, 5s, gold, due Aug. 1, 1919. All outstanding. Franchise granted for an extension from Medfield to Franklin, giving a trackage of 23 miles. Gen. office, Westwood, Mass.

WESTERLY, R. I.

POPULATION OF TOWN 1890 WAS 6,813; IN 1880 WAS 6,104 AND IN 1870 WAS 4,709.

PAWCATUCK VALLEY ST. RY.—A trolley road.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $75,000, $100 par	....	.....	$75.000	See text
1st M., $100,000, gold c	1894	5 M-N	100,000	1914
	Int. in Boston at Am. L. & Tr. (mort. tr'stee).			

ROAD—Operates 6 miles of track laid with 90-lb. and 50-lb. T rails in Westerly, R. I., and suburbs, extending to Watch Hill.

DIVIDENDS—In 1896, 4 p. c.; in 1897, 3 p. c.; in 1898, 2½ p. c.; in 1899 no dividends were paid.

EARNINGS—Year 1899, gross, $18,856; net, $4,947; interest, $5,284.

OFFICERS—President, William Hoxsey; Sec. and Treas., E. P. Shaw, Jr.; Gen. Man., E. P. Shaw, Jr., 53 State St., Boston.

WHEELING, W. VA.

POPULATION IN 1890 WAS 34,522; IN 1880 WAS 30,737; AND IN 1870 was 19,280.

WHEELING RAILWAY—A trolley road.

ORGANIZATION—Reorganized in 1892. Franchise is perpetual. Company owns a trifle over thirty-nine fortieths of the capital stock of the Citizens' Street Railway Company, and leases same for 99 years. The total population served, including Wheeling, Bridgeport, Martin's Ferry, Bellaire and Benwood, is said to be about 75,000. The Bellaire Bridgeport & Martin's Ferry Ry. has been purchased—V. 67, p. 802; also in Jan., 1900, purchased control of the Moundsville Benwood & Wheeling Ry.—V. 70, p. 77. From May to July, 1899, company was suffering from a strike of its employes.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstand'g.*	*Last div. &c.*
Stock, par $100, f. p.	.....	.....	See below.	$700,000	Apr,'99, 1%
1st mge., $500,000, gold, $1,000....c*	1,000	1892	6 g. M-S	500,000	1912
	Interest at Central Trust Co., trustee, N. Y. City.				
2d M., $200,000....	.....	1898	.....	None, Nov.,'99	.....

Dividends.—In 1894 1 p. c.; in 1895, 2; in 1896, 4½; in 1897, 4½; in 1898, 4½; in 1899, April, 1 p. c.

ROAD.—Operates 30 miles of track in Wheeling and suburbs, its lines extending to Bridgeport, Benwood and Martin's Ferry.

EARNINGS—Jan. 1 to Nov. 30 (11 months), gross, $173,029 in 1898, $152,366 in 1897. For year ending Dec. 31, 1897, gross, $170,318; net, $76,732; interest and taxes, $32,508; dividends, $31,500.

OFFICERS.—President, T. H. Conderman; Vice-Prest., B. W. Peterson; Sec. and Treas., W. A. Shirley. INDEX—V. 62, p. 279; V. 67, p. 647, 802; V. 70, p. 77.

(1) MOUNDSVILLE BENWOOD & WHEELING RY.—Trolley road.

ORGANIZATION—Opened in Dec., 1896, from Moundsville to Benwood, 9 miles of track, connecting at Benwood with Wheeling Ry. Receiver was appointed and property resold to original owners and reorganized under the old name In Jan., 1900, a controlling interest was purchased by the President and stockholders of the Wheeling Ry. V. 70, p. 77. Stock, $250,000; bonds, $100,000. President, J. A. Miller; Sec. and Gen. Man., Alfred Paull.

WHEELING & ELM GROVE RR.—A trolley road.

ORGANIZATION—Owns from Wheeling to Elm Grove, 7¼ miles of double track. One mile double track has been added to connect with Wheeling Suburban Ry., whose 2-mile single-track road from Elm Grove to Triadelphia is operated and bonds of $20,000 guaranteed. Operates 30 motor cars.

STOCK AND BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, com., $150,000 ($50)	.....	.....	$67,800	.....
Stock, pref., $200.000 ($50)	.....	.....	160,200	.....
1st mortgage, $225,000.c ($500)	1898	5 M-S	225,000	Mar. 1, 1928
	Int. at B'k of Wheeling, Geo. Hook, trust.			

Bonds can be called at par after 10 years at the rate of 10 bonds per year.

OFFICERS.—President, A. Reyman; Secretary, Wm. Carle; General Manager, W. S. Wright.—V. 66, p. 185.

WICHITA, KAN.

POPULATION 1890 WAS 23,853; IN 1880 WAS 4,911.

WICHITA RAILWAY LIGHT & POWER—A trolley road and lighting plant.

ORGANIZATION—Chartered July 3, 1897, and purchased the property of Wichita Electric Ry. & L. Co. Has contract for city lighting. In Dec., 1899, was granted a new franchise and dissensions with city authorities believed to be healed.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock $500,000, par $100	....	....	$500,000	.....
1st mortgage, $300,000, gold	1900	5 g.	250,000	1920
	Portland Trust Co. (Port., Me.), trustee.			

ROAD—Owns 23 miles of trolley track in Wichita, Kansas.

WILLIAMSPORT, PA.

POPULATION 1890 WAS 27,132; IN 1880 WAS 18,934; AND IN 1870 WAS 16,030.

VALLAMONT TRACTION—

ORGANIZATION—This company was formed May 15, 1894, under an agreement for consolidating the Vallamont Passenger Railway Company, the Junction Passenger Railway Company, the Centre & West End Passenger Railway Company and the Citizens' Passenger Railway Company. Operates the South Side Passenger Ry. Co.; stock, $25,000.

STOCK & BONDS— *June* 30, 1900.	
Stock (Val. Trac.)	$101,700
Current liabilities (net)	25,372
South Side bonds, 6s	25,000
Bonds (30-year 6s)	100,000

ROAD—	*Miles.*
Owns (65 lb. rails)	3·6
Leases S. S. P. Ry	1·8

OFFICERS—Pres., J. Hy. Cochran; Sec. and Gen. Man., E. H. Davis.

EARNINGS—Fiscal year ending June 30, 1899: Gross (both roads), $27,359; net, $6,045; interest and taxes, $8,975; in 1898, gross (both roads), $23,455; net, $4,540; interest and taxes, $8,977.

WILLIAMSPORT PASSENGER RY.—Trolley.

STOCK & BONDS— *June* 30, '99.		EARNINGS—Year end. June 30.	1898-99.	1897-98.
Stock ($600,000)	$338,550	Gross	$81,354	$69,192
6s, due May 1, 1911	11,500	Net	20,202	16,562
6s, due June 1, 1922	169,000	Taxes	3,124	2,290
Bills & accounts payable	47,384	Interest	10,055	10,575
Dividends Jan., 1893, 2 p. c.; 1893-94, 6 p. c.; none since.		Bal'ce, surplus	7,023	3,694

ROAD OWNED—8 miles; 90-lb. rails.

OFFICERS—President, H. C. Parsons; Secretary and Treasurer, ——; General Manager, E. H. Davis. Williamsport, Pa.

WILMINGTON, DEL.

POPULATION 1890 WAS 61,431; IN 1880 WAS 42,478 AND IN 1870 WAS 30,841.

WILMINGTON & BRANDYWINE SPRINGS ELECTRIC RY.—A trolley road.

ORGANIZATION—Operated from Dec. 8, 1898. Wilmington to Brandywine Springs, a pleasure resort, a distance of 6 miles. The Wilmington & Elsemere Electric Ry. also passed into the hands of the same owners on Dec. 8, 1898, and it was reported that a syndicate which contemplated building a trolley line from Philadelphia to Baltimore was endeavoring to obtain control or purchase the properties. President, Robert C. Justis, Brandywine Springs.

WILMINGTON & NEWCASTLE ELEC. RY.—

See STREET RAILWAY SUPPLEMENT for Feb. 24, 1900.

WILMINGTON, N. C.

POPULATION 1890 WAS 20,056; IN 1880 WAS 17,350; AND IN 1870 WAS 13,446.

WILMINGTON STREET RY.—Trolley and steam road.

ORGANIZATION—Chartered Feb. 10, 1887. Franchise runs till 1937, and gives exclusive rights to operate street railways in the city.

STOCK & BONDS—	*Par.*	*Date.*	*Interest.*	*Outstanding.*	*Maturity*
Common stock	$100	.....	.....	$100,000 f. p.	.....
1st pref. 6 p. c. cum.	100	.....	.....	40,000 f. p.	.....
2d pref. 6 p. c. cum.	100	.....	.....	60,000 f. p.	.....
Mort. gold $150,000.c	5¾	1895	6 g A-O	150,000	Apr. 1, 1920
	Trustee, State Trust Co., New York City.				

ROAD—Owns 4·78 miles of trolley road and 1½ miles of steam road.

REPORT—Year 1899, gross, $46,100; net, $14,000; in 1898, gross, $47,250; net, $16,114.

OFFICERS—President, H. A. Whiting; Sec. and Treas., J. W. Martenis.

WINSTON, N. C.

POPULATION 1890 was 8,018; IN 1880 WAS 2,854; AND IN 1870 WAS 443.

WINSTON-SALEM RAILWAY & ELECTRIC —A trolley road.

Combined population of Winston and Salem in 1900 stated at about 20,000. In November, 1899, the road was purchased by the Fries Manufacturing & Power Company and the two properties consolidated. The securities of the new company are as below.

ORGANIZATION, ETC.—Incorporated in 1891 for 90 years.

STOCK & BONDS	*Date.*	*Interest.*	*Outstanding.*	*Maturity.*
Stock, com. ($600,000)	.....	.....	(?)	.....
Pref. 6% non-cum. ($100,000)	.....	.....	(?)	.....
New mortgage ($500,000), gold	1900	5 g. J-J	$400,000	Jan. 1, '40
	Int. at N. A Trust Co., N. Y., Trus.			

ROAD—Owns 9 miles of track, and also operates 117 arc and 2,500 incandescent lights.

OFFICERS—President, H. E. Fries; Vice-Pres'ts, H. W. Fries and W. A. Blair; Secy. and Treas., B. J. Pfohl; Gen. Mgr., F. A. Barr; all of Winston-Salem.—V. 70, p. 127, 281, 481.

WOONSOCKET, R. I.

POPULATION 1890 WAS 20,830; IN 1880 WAS 16,050; AND IN 1870 WAS 11,527.

WOONSOCKET STREET RAILWAY—

ORGANIZATION—Incorporated June 4, 1886. 18·70 miles of track.

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $140,000	.....	.....	$140,000	.....
1st mort., $200,000, $1,000 each	1893	5 J&J	$200,000	July 1, 1913
	Interest at R. I. Hos. Trust Co., Prov., Trustee.			

Bonds—$5,000 to be paid to trustee July 1, 1898, and each year thereafter for sinking funds for redemption of bonds.

EARNINGS—For year ending June 30, 1899, gross, $57,882; net, $13,365; interest, etc., $17,492; taxes and other expenses, $4,866 balance, deficit, $8,993.

OFFICERS—President, Edgar K. Ray; Secretary, Willard Kent, Treasurer, Walter Whittlesey, Chelsea, Mass.

WORCESTER, MASS.

POPULATION IN 1895 WAS 98,767; IN 1890 WAS 84,655; IN 1880 WAS 58,291; AND IN 1870 WAS 41,105.

WORCESTER & BLACKSTONE VALLEY STREET RY.—A trolley road.

ORGANIZATION—Owns 7·33 miles of trolley. Opened Aug. 14, 1897. Road located in Millbury, Sutton, Grafton and Northbridge. Capital stock, $60,000 ($100), all outstanding; bonds, none. In February, 1898, Worcester & Suburban Street Ry. agreed to operate the line until June 1, 1900, expenses to be borne by W. & B. Valley Ry. An extension to Worcester, it was reported, would be built in 1899.

DIVIDENDS—Dividends annual. In July, 1899, 4 p.c.; 1900, July 4 p.c.

OFFICERS—President, M. J. Whittall; Vice-Pres. and Treas., Alfred Thomas.

WORCESTER & CLINTON STREET RY.—

ORGANIZATION.—Constructed in 1898 between Worcester and Clinton, 12 miles. In June, 1900, the syndicate represented by the Old Colony Trust Co. of Boston had acquired 900 shares, out of a total of 1,500 shares of capital stock; but as to the contemplated consolidation of the various companies nothing was known.—V. 70, p. 584

STOCK & BONDS—	*Date.*	*Interest.*	*Outstand'g.*	*Maturity.*
Stock, $150,000 ($100)	....	.....	$150,000	Last div. Nov. 1, 1899, 2½
1st mortg., $115,000, g., coup. ($1,000)	1899	5 g. J-J	115,000	Jan. 1, 1919
	Amer. Loan & Trust Co., Boston, Trustee.			

EARNINGS—For fiscal year ending Sept. 30, 1899, gross, $35,711; net, $11,857.

OFFICERS—President, Alex. S. Paton; Secretary and Treasurer, W. R. Dame.

WORCESTER & MARLBOROUGH ST. RY.—

In June, 1900, the syndicate represented by the Old Colony Trust Co., Boston, had acquired a majority of the capital stock, but further than that nothing was known. V. 70, p. 584.

ORGANIZATION—Owns 17 miles of trolley track in Worcester, Shrewsbury, Northborough, Westborough and Marlborough. Line opened June 30, 1897. Stock, $200,000. Bonds, $200,000, are 1st mortgage 20-year gold 5s, A&O, dated Oct. 1, 1897; Amer. Loan & Trust Co., trustee. Permission was granted in Dec., 1898, to increase capital stock to $240,000, to pay floating debt. On Feb. 1, 1899, a dividend of 3 per cent was paid, and on Nov. 15 2½ p. c. In Feb., 1900, it was reported that no further dividends would be paid in the near future.

EARNINGS—For year ending Sept. 30:

Year—	Gross.	Net.	Int. & taxes.	Divid'd.	Balance.
1898-9	$65,238	$20,612	$13,868	$6,000	sur. $744
1897-8	65,643	22,855	13,931	(6)12,000	def.3,077

OFFICERS—President, G. H. Whitcomb; Treas'r, S. Reed Anthony, 53 State Street, Boston.

WORCESTER & SUBURBAN STREET RY.—

A trolley road.

ORGANIZATION—Chartered in 1894 and absorbed the Worcester Leicester & Spencer and the Worcester & Millbury companies. In June, 1900, The OldColony Trust Co., as trustee, had purchased practically all the shares of the road and were in control of its affairs, the present officers acting at their request.—V. 70, p. 584.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, $550,000 ($100)	.....	.....	$542,500	See text.
1st M., $200,000, g. ($500) c* red. at 104 aft. May 1, 1900	1895	5 g. M-N	200,000	May 1, 1915
		Int. at International Trust, Boston.		

Net Current liabilities Oct. 1, 1899, $149,776.

Dividends—1894-5, 3 p. c.; in 1895-6, 4 p. c.; in 1896-7, 4½ p. c.; in 1897-8, 4 p. c.; in 1898-9, 2 p. c.

ROAD—Owns Worcester to Millbury, 8 miles track; Worcester via Leicester to Spencer, 15 miles track; operates Worcester & Blackstone Valley Street Ry., 5·3 miles, under an agreement expiring June 1, 1900.

EARNINGS—For year ending Sept. 30, 1899, gross, $164,605; net, $42,941; interest, taxes, &c., $38,727; balance, surplus, $4,214. In 1898, gross, $154,367; net, $49,824; interest, taxes, etc., $30,271; dividend (4 per ct.), $21,700; balance, deficit, $2,147; 1896-7, gross, $144,758; net, $45,032; interest, taxes, etc., $26,082; balance, surplus for year, $18,950.

OFFICERS—President and Gen. Man., Samuel E. Winslow; Secretary and Treasurer T. T. Robinson.—V. 60, p. 481.

WORCESTER TRACTION—A trolley road.

ORGANIZATION—Organized in 1893 and purchased the entire capital stock of the *Consolidated Street Ry Co.* of Worcester, consisting of 31½ miles of track laid with 85-pound steel.

STOCK AND BONDS—	Par.	Interest.	Outstanding.	Maturity.
Common stock	....	.....	$3,000,000	None paid
Preferred stock cumulative. Red. at 105 and accrued div. on 3 mos. notice.		6 F-A	2,000,000	Feb.1,'00,3%

Debentures of Ry. Co. guaranteed—see Worcester Consol. St. Ry.

OFFICERS—President and Secretary, T. C. Barr; Vice-President, C. H. Clark, Jr.; Treasurer, E. J. Moore.

(1) WORCESTER CONSOLIDATED STREET RY.—A trolley road.

ORGANIZATION—Incorporated 1869. Capital stock all owned by the *Worcester Traction Co.*, which guarantees principal and interest of the debentures. The road is now fully equipped electrically.

STOCK & BONDS.—	Date.	Interest.	Outstan'ing.	Matur'y, &c.
Capital stock, $100	.....	Text.	$850,000	Text.
New M., gold, $840,000	1900	4½g. M-S	840,000	1920
Real estate mortgages	.....	5	4,500	On demand
Float. debt (net) Oct. 1,'98	.....	.....	13,400	.....

DIVIDENDS.—	For 1891-92.	1892-93.	1893-94.	Since to 1899.
Per cent	4	10	3½	8 p. c. per an.

ROAD—On Sept. 30, 1899, was operating 54·22 miles of track in Worcester and vicinity, of which 44·89 miles was owned, 9·33 miles leased and ·55 of a mile trackage. Leases the Worcester & Shrewsbury Street Ry., etc., 4·2 miles. Rails 85 pounds steel.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1899.	1898.		1899.	1898.
Gross earng's.	$610,153	$537,873	Dividends	$56,000	$56,000
Net earnings..	170,993	143,620	Bal.,sur. for year	19,250	15,296
Int., taxes, etc.	95,742	72,324			

OFFICERS—President, F. H. Dewey; Vice-Pres., A. Geo. Bullock; Secy. and Treas., A. H. Stone.—V. 69, p. 1194; V. 70, p. 77, 177, 231, 584.

(2) NORTH END STREET RY.—A trolley road.

LEASE—In 1895 leased to Worcester Consol. Street Ry. for 99 years. Rental now $8,000 yearly. V. 61, p. 518.

ROAD, ETC.—Owns 5·13 miles of track. Capital stock, $110,000 (par $100). First mortgage, $75,000, 1895, due Feb. 1, 1915; int. at 5 p. c., F. & A. *Dividends*—In '95-6 2·65 p. c.; '96-7, 3½ p. c.; '97-8, 3½ p. c.; in 1898-9, 3½ p. c.

YORK, PA.

POPULATION 1890 WAS 20,793; IN 1880 WAS 13,940 AND IN 1870 WAS 11,003.

YORK STREET RAILWAY—A trolley road.

Entire overhead equipment owned and power supplied by the York Light Heat & Power Co.—See V. 68, p. 1184. Is to be consolidated with other companies under name of York County Traction. See details in CHRONICLE of June 30.

STOCK ETC.—	Date.	Interest.	Outstanding.	Last Div., etc.
Stock $200,000 ($50)	.....	.....	$166 300 t. p.	(See text.)
1st mort. $150,000 ($100, $500)	1896	5 J-J	140,000	Jan. 1, 1926
	York Tr., Real Est. & Deposit Co., trustee.			
	Subject to call after Jan. 1, 1906.			

Dividends.—1895-96 about 4 p. c.; 1896 97, 3 p. c.; 1897-98, 2½ p. c.; 1898-99, 4 p. c

ROAD—Operates 11¼ miles of track, laid with 45 and 70 lb. rails.

EARNINGS—For years ending June 30:

	1899.	1898.		1899.	1898.
Gross	$61,212	$55,842	Inter't & taxes.	$11,721	$8,058
Other income	.....	795	Dividends	6,652	4,161
Net	19,620	16,180	Balance	sur.1,247	sur.3,961

OFFICERS—President, W. H. Lanius; Vice-President, D. K. Trimmer; Secretary, G. S. Schmidt; Treasurer, Chas. H. Mayer.—V. 68, p. 1184; V. 69, p. 909; V. 70, p. 1197.

YOUNGSTOWN, OHIO.

MAHONING VALLEY RY.—A trolley road.

See STREET RAILWAY SUPPLEMENT for Feb. 24, 1900.

ZANESVILLE, OHIO.

ZANESVILLE ELECTRIC RY. CO.—

See STREET RAILWAY SUPPLEMENT for Feb. 24, 1900.

ABBREVIATIONS, ETC.

The terms and abbreviations employed in this SUPPLEMENT are explained in the following:

"STOCK & BONDS"—Under these words are shown—

"STOCK"—The amount of stock *authorized* immediately follows the word "stock", and against this is the par value of single shares, viz: "Stock, $200,000—$100", means stock, total issue authorized by charter or by act of legislature, $200,000, divided into shares of $100 each; "f. p." following the amount given as outstanding means "full paid."

"Pref." means "preferred stock." "Pref. 6 p. c. cum." means preferred stock entitled to dividends of 6 per cent per annum, such dividends if not paid accumulating, all dividends due and unpaid to be paid in full for each and every year before the common stock receives anything "Pref. 6 p. c. *non*-cum." means simply that the stock is entitled to 6 per cent per annum if earned, but that if unearned in any year the dividend for that year will not be paid subsequently.

"BONDS"—"Mort." or "M." means mortgage. "Consol." or "con. M." means consolidated mortgage. "Gen. M." means general mortgage. The amount next following is the total authorized amount that can be issued under the mortgage. The word "gold" is usually spelled out, but in some instances is contracted to "g," while "cur." means currency.

"Conv." means convertible into stock. "S. f." means sinking fund. "c." means coupon; "c.*" means coupon but may be registered as to principal; and "c.*&r." means that registered certificates without coupons as well as coupon bonds are outstanding. The letters "p. m." mean per mile, so $15,000 p. m. means that the issue of bonds is restricted to $15,000 for each mile of track. "Guar." means guaranteed, and "guar. p. & i. (end.)" means guaranteed as to principal and interest, the guaranty being endorsed on each bond.

"DATE"—The date of issue on the face of the bonds is indicated under the word "date."

"INTEREST"—Under this heading is given the rate per cent yearly of the interest payable on the bonds or (if guaranteed) of the dividend payable on the stock; also the months when the interest or dividend is payable, thus, "6 J-J" means 6 per cent per annum payable January and July; correspondingly, "F-A" is used to mean February and August; "M-S" means March and September, and so on, while "Q-J" means quarterly beginning in January and "Q-F" quarterly beginning in February. [The day when the interest payment is due can generally be determined by noticing when the loans mature, the day of the month there given being in most cases the same as for one of the interest dates.]

"ROAD"—The word "track" means in Street Railway parlance all track, whether main line, siding, switch or second track. "Rails are 80-lb. girder" means that each rail weighs 80 pounds to the yard.

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THE QUOTATION

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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REVIEW OF DECEMBER.

In reviewing the financial markets for December, one cannot fail to notice the contrast between the way the year 1899 closed and that which marked the end of the preceding year. We all remember that as 1898 approached its latest weeks the evidences of the extreme buoyancy which was to be witnessed in 1899 were more and more manifest. As December drew towards its close prices, which had already started from a low level, almost continuously advanced, and the volume of transactions in both stocks and bonds for that month was the largest which up to that time had ever been recorded. It was the forerunner of that still greater speculative movement which was to distinguish the early months of 1899, carrying everything before it and paving the way for the subsequent inevitable collapse and disaster whose culmination came in the panic of the month just passed. As the penalty of a reckless speculation never can be escaped, it may truthfully be affirmed that we are really better off to-day than we were twelve months ago. Then we had our troubles ahead of us. Now we have them behind us. And if we heed the lesson which this experience teaches, they will not return to plague us during 1900, especially as our industries continue in a highly encouraging state.

As usually happens at such times, a variety of circumstances contributed to bring about the panic which finally developed in December. There was continuous liquidation on the Stock Exchange in the industrial shares and in the "specialties," both of which had been under a cloud so long. Money rates were high here, they were high in Europe. The Bank of England was in urgent need of gold and our foreign exchange market was steadily advancing and finally reached the gold-export point, with several millions engaged for shipment on Saturday the 16th. In the Transvaal war the British forces at two separate points had met with serious reverses, causing a feeling of great uneasiness in the financial markets in London, which was reflected here. Then came the news of the defeat of General Buller himself, upon whom all hopes had rested. In Boston the continued drop in the copper shares, in which a gigantic speculation had prevailed earlier in the year, was working great mischief, and the Globe National Bank was only kept on its feet for the time being by the action of the Boston Clearing House in coming to its aid with an issue of Clearing-House certificates. There were also serious mercantile embarrassments at that point, one of which involved the suspension of the Broadway National Bank of Boston.

This was the situation on Monday the 18th when the intelligence came that the Produce Exchange Trust Company had posted a notice announcing its suspension, and that the stock-commission house of Henry Allen & Co. had likewise suspended. That was all that was needed in the then disturbed condition of things to precipitate a panic. Money advanced to 186 per cent (the equivalent of 6 per cent with a commission of one-half of one per cent), and there is no telling how far the drop in the stock market would have gone if it had not been for the action of our banks and bankers. In the afternoon when the panic was at its height, J. P. Morgan & Co. loaned $1,000,000. At the same time a conference of prominent members of the Clearing House was called by President Tappen of the Gallatin National Bank, who is always at the fore on such occasions, and this authorized the loaning of $9,000,000; the Central Trust Company also offered a million on the Exchange. The next morning another meeting of Clearing-House members was held, and a pool of $10,000,000 made up, of which, however, only $5,000,000 was placed, at rates ranging from 30 per cent to 10 per cent.

The liquidation had not yet been completed, however, and there were further unfavorable developments. On Tuesday, the 19th, the Bank of Germany advanced its discount rate from 6 per cent to 7 per cent, and on the 21st the Bank of France, which early in the month had raised its rate from 3 to 3½ per cent, made a further advance to 4½ per cent. The

Bank of England did not alter its official minimum from 6 per cent, but in the open market discounts were quoted at 6¾@7 per cent. Further large engagements of gold on this side for shipment to the other side were announced. Finally, the Globe National Bank of Boston went into receiver's hands despite the aid extended by the Boston Clearing House. Hence prices on the Stock Exchange continued to decline all week, the fall being particularly severe on Friday the 22d, when, however, it culminated with prices at the lowest for the month, and in most cases the lowest for the year. After that, improvement set in and an upward reaction began, which made steady progress from day to day, and continued until the close of the year, when the recovery in numerous instances amounted to 10 per cent and over.

As showing the great shrinkage which occurred during the year, reference may be made to some of the most conspicuous instances of declines. Among the local traction stocks, Metropolitan Street Railway dropped from 269 in March to 147 in December, Brooklyn Rapid Transit from 137 in April to 61 in December, and Manhattan Elevated from 133⅜ to 85¼. Some of the industrial shares collapsed almost completely, United States Flour Milling being certainly the most striking case; here fortunately the bubble burst before any considerable amount of the shares had been saddled on the public. The stock did not appear on the list until September. The price broke almost immediately. Against sales of the preferred at 78½ in September, the price in December was only 12. Some of the active industrial shares, however, suffered hardly less severely. American Malting common sold down from 37½ to 6½; the preferred from 87¼ to 24; International Paper common from 68½ to 17; American Smelting & Refining common from 59 to 30; American Steel & Wire common from 72 to 32; American Tin Plate common from 52¾ to 20; Continental Tobacco common from 65⅞ to 20; Glucose Sugar Refining common from 76¾ to 37; International Silver common from 36 to 9; National Biscuit common from 62 to 31; National Steel from 63 to 31¾; Union Bag & Paper common from 45 to 17¼, &c., &c., the highest prices being in all these cases reached early in the year and the lowest in December. Some of the older coal and iron stocks, like Tennessee Coal & Iron and Colorado Fuel & Iron, pursued an independent course, owing to the great prosperity of the iron trade, and advanced very materially, though losing a portion of the rise the latter part of the year. As indicating the collapse in the copper shares, of which the principal market is in Boston, it may be noted that Anaconda Copper sold on our Exchange at 70 in April and at 31½ in December. American Sugar Refining was at war with the independent refiners; the common sold at 182 in March and at 114½ in December.

The railroad properties held up remarkably well, values being sustained by the prosperity of trade and the steady growth in earnings. In the final break at the end of the year they yielded with the rest of the list. The great majority of the better class of stocks show substantial advances for the year. This is particularly true of the anthracite coal shares and some of the stocks of Southern roads. There are a few instances, however, of large declines even in the case of some of the standard stocks. Burlington & Quincy sold at 149½ in February and at 114¼ in December; Milwaukee & St. Paul common at 136⅛ in September and 112 in December; Rock Island at 122⅛ in January and 100 in December; Illinois Central at 122 in January and 105½ in December; New York Central at 144¾ in March and 120 in December and Canada Southern at 70 in January and 46¼ in December.

The share sales for the year were the largest ever reached, far surpassing the highest previous record. January was the heaviest month, the sales having been 24,251,983 shares. We furnish below a four-year comparison for December and the twelve months.

VOLUME OF BUSINESS ON THE STOCK EXCHANGE.

Month of December—	1899.	1898.	1897.	1896
Stock sales—				
Number of shares ...	17,062,168	15,283,759	7,455,742	8,871,079
Par value	$1,644,263,225	$1,491,779,300	$719,998,900	$367,332,500
Bond sales (par value)—				
Railroad & misc. bds	$46,786,000	$126,677,900	$60,705,150	$33,525,800
Government bonds..	1,087,340	2,274,400	582,650	1,859,000
State bonds	91,500	654,500	414,050	285,500
Total bond sales ..	$47,965,340	$129,606,800	$61,701,850	$35,670,300
Jan. 1 to Dec. 31—				
Stock sales—				
Number of shares....	178,421,135	112,699,957	77,324,172	54,654,096
Par value.....	$17,093,969,225	$10,832,574,075	$7,426,138,050	$5,110,643,883
Bond sales (par value)—				
Railroad & misc. bds..	$826,711,400	$588,747,630	$529,843,960	$363,158,820
Government bonds...	10,582,180	24,581,980	10,364,950	26,494,150
State bonds.....	2,013,200	3,642,700	2,004,950	2,284,000
Total bond sales....	$839,306,780	$916,972,310	$542,243,860	$391,936,970

SALES OF GRAIN ON THE PRODUCE EXCHANGE.

	1899. *Bushels.*	1898. *Bushels.*	1897. *Bushels.*	1896. *Bushels.*
Month of December.....	48,190,250	83,748,980	103,121,844	66,693,498
January 1 to Dec. 31.....	824,685,480	994,247,587	1,477,321,900	1,285,905,650

In order to show the prominent part played in the year's dealings by the industrial shares and other speculative favorites, we furnish herewith the following list, comprising all stocks in which the aggregate sales for the twelve months exceeded a million shares.

Sales for Year.	*Shares.*	*Sales for Year.*	*Shares.*
Amer. Steel & Wire, com...	4,665,933	Chicago Great Western.....	1,320,327
American Sugar Ref., com .	12,842,097	Chic. Mil. & St. Paul.....	5,515,846
Amer. Tobacco, com. ($50)..	5,553,718	Chic. Rock Island & Pac....	2,596,963
Anaconda Copper ($25).....	1,193,733	Louisville & Nashville... .	2,379,066
Col. Fuel & Iron, com.....	1,132,871	Manhattan Elevated..... .	6,557,399
Continental Tobacco, com..	3,470,906	Metropolitan Street Ry.....	1,808,135
Federal Steel.....	6,721,683	Missouri Pacific.....	2,965,638
Preferred.....	1,785,851	New York Central.....	2,012,339
Pacific Mail.....	1,072,666	New York Ontario & West .	2,144,308
People's Gas (Chicago).....	3,566,422	Northern Pacific, com.....	3,420,551
Tennessee Coal & Iron.....	2,657,079	Penn. RR. ($50 shares).....	2,266,808
United States Leather.....	3,886,767	Reading 1st pf. ($50 shares).	3,327,086
Preferred.....	1,388,185	2d pref. ($50 shares).....	1,078,546
Total, 13 stocks.....	49,937,311	Southern Pacific.....	5,215,742
		Southern Ry.....	1,191,114
Atchison	1,882,153	Preferred.....	1,920,774
Preferred.....	9,252,106	Union Pacific..... .	3,789,103
Baltimore & Ohio pref.....	1,169,124	Preferred.....	2,810,120
Brooklyn Rapid Transit.....	15,297,691	Total, 24 stocks.....	87,413,069
Chesapeake & Ohio.....	1,587,274		
Chicago Burl. & Quincy.....	5,904,346	Grand total, 37 stocks...	137,350,380

In the money market no great pressure was felt after the panic on the 18th. The deposit of internal revenue receipts in the banks by the Secretary of the Treasury and the return flow of currency from the interior improved the position of the banks, notwithstanding the gold exports, and the close was comparatively easy, though with a temporary spurt on the 29th to 25 per cent.

RATES FOR MONEY IN NEW YORK, WEEKLY.

	Dec. 1.	*Dec.* 8.	*Dec.* 15.	*Dec.* 22.	*Dec.* 29
Call Loans—					
At Stock Exchange—Range for week.	3 -10	3 -12	4 -15	2 -186	2½-25
Average for week.....	6	7	7	25	5½
At banks and trust companies.....	6	6 -9	6 -8	6 -30	5 -7
Time Loans—					
Thirty days.....		6	6	.....	.....
Sixty days.....		6	6	.....	6
Ninety days.....	6	6	6	6 nom.	6
Four months.....	6	6	6	6 nom.	6
Five months.....	6	6	6	6 nom.	6
Six months	6	6	6	6 nom.	6
Seven months.....	.....	.....	.....	.....	.....
Commercial Paper—					
Double Names Choice—60 to 90 days..	5½	5½	6	6	6
Single Names—Prime 4 to 6 months..	5½-6	5½-6	6	6	6
Good 4 to 6 months...	6 -7	6 -8	7 -8	7 -8	7 -8

The foreign exchange market was strong, and in the last three weeks gold exports were heavy.

ACTUAL RATES.—BANKERS' AND COMMERCIAL BILLS.

	Bankers' Bills.			*Commercial Bills.*	
	60 *Day.*	*Sight.*	*Cable.*	*Prime.*	*Documentary.*
Dec'ber 1.....	4 81 -4 81¼	4 86¼-4 86½	4 87¼-4 87½	4 80½-4 80¾	4 79¾-4 81¼
" 4.....	4 81¼-4 81½	4 86¼-4 86½	4 87¼-4 87½	4 80¾-4 81	4 80 -4 81½
" 5....	4 81½-4 81¾	4 86½-4 86¾	4 87½-4 87¾	4 81 -4 81¼	4 80¼-4 81¾
" 11.....	4 81 -4 81¼	4 86¾-4 87	4 87¾-4 88	4 80½-4 80¾	4 80 -4 81½
" 13.....	4 81½-4 81¾	4 87½-4 87¾	4 88½-4 88¾	4 81 -4 81¼	4 80½-4 82
" 18.....	4 81¼-4 81½	4 87½-4 87¾	4 88½-4 88¾	4 80½-4 80¾	4 80 -4 81¾
" 19.....	4 81 -4 81¼	4 87¼-4 87½	4 88½-4 88¾	4 80¼-4 80½	4 79½-4 81½
" 22.....	4 80¾-4 81¼	4 87¼-4 87½	4 88½-4 88¾	4 80 -4 80½	4 79½-4 81½
" 27.....	4 81 -4 81¼	4 87¼-4 87½	4 88½-4 88¾	4 80½-4 80¾	4 79¾-4 81¾
" 28.....	4 81¼-4 81½	4 87¼-4 87½	4 88½-4 88¾	4 80¾-4 81	4 80 -4 81¾
" 29.....	4 81¾-4 82	4 87¼-4 87½	4 88¾-4 89	4 81¼-4 81½	4 80½-4 82

POSTED RATES—BANKERS' STERLING BILLS.

Dec.	60 *days.*	*Demand.*	*Dec.*	60 *days.*	*Demand.*	*Dec.*	60 *days.*	*Demand.*
1....	4 82-½	4 87	13....	4 82-½	4 87½-88½	25....	.....H.	.....
2....	4 82-½	4 87	14....	4 82½-3	4 87½-89	26....	4 81¾-2½	4 88-½
3....	.....S.	.....	15....	4 82½-3	4 87½-89	27....	4 82	4 88-½
4....	4 82-½	4 87-½	16....	4 82½-3	4 87½-89	28...	4 82	4 88-½
5....	4 82-½	4 87-½	17....	....S.	.....	29...	4 82-3	4 88-½
6....	4 82-½	4 87-½	18...	4 82½-3	4 87½-89	30....	4 82-3	4 88-½
7....	4 82-½	4 87-½	19 ...	4 82-3	4 88-89			
8....	4 82-½	4 87-½	20....	4 82 -2½	4 88-½			
9....	4 82-½	4 87-½	21....	4 81½-2½	4 88-½	Open	4 82-½	4 87
10....	.....S.	.....	22....	4 81½-2½	4 88-½	High	4 83	4 89
11....	4 82-½	4 87-½	23....	4 81¾-2½	4 86 ½	Low.	4 81½	4 87
12....	4 82-½	4 87-½	24....	S.	.....	Last	4 82-3	4 88-½

NEW YORK STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The following tables furnish a complete record of the New York Stock Exchange transactions for the past month and the year 1899. They need no extended introduction, as they are self-explanatory. The tables embrace every security excepting only State bonds) dealt in on the Exchange. We give bonds first, using the classification adopted in the official list. As to prices the form is our own, and we think it will be found to contain just the facts desired by our readers and to present them in the most convenient way for study and reference. All quotations in the column headed "*Price about January 3, 1899*," were made on that date except those in italics, which are the nearest in January, 1899.

☞ *For foot notes to tables see last page of Bonds and last page of Stocks.*

BONDS.—PRICES AND SALES FOR DECEMBER AND THE YEAR 1899.

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899.	PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.		Highest.		RANGE FOR YEAR 1899. Lowest.		Highest.	
				Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices		Sale Prices.	
U. S. Gov. Securities.		$													
U. S. 2s, registered.....Optional	Q-M	53,0 0		99¼	.....	102	.....	102	Dec. 2	102	Dec. 2	99	Feb. 3	102	Dec. 2
U. S. 3s, registered 10-20s...1918	Q-F	431,000		107⅝	108⅛	109⅝	110	110	110½	109¾	Dec. 2	110¾	Dec. 21	106½	Jan. 4	110¾	Dec. 21
U. S. 3s, coupon 10-20s.....1918	Q-F	4,533,000		107⅝	108⅛	109⅝	110	111	111½	109	Dec. 18	110¾	Dec. 21	106¾	Feb. 25	110¾	Dec. 21
U. S. 3s, registered, small...1918	Q-F	....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 3s, coupon, small.....1918	Q-F	95,130		107¼	108¼	109	110	109½	110½	109½	Dec. 6	110¼	Dec. 23	106½	Jan. 5	110¼	Dec. 23
U. S. 4s, registered.....1907	Q-J	7×5,000		111⅞	112⅜	112¼	112¾	114	115	112⅝	Dec. 1	115	Dec. 22	111	Mar. 2	115	Dec. 22
U. S. 4s, coupon.....1907	Q-J	784,000		112½	113½	113¼	113¾	115	116	113¼	Dec. 1	115½	Dec. 27	112	Mar. 28	115½	Dec. 27
U. S. 4s, registered.....1925	Q-F	303,000		129	129½	132½	133	133¾	134¼	132¾	Dec. 2	134¼	Dec. 8	128	Feb. 16	134¼	Dec. 8
U. S. 4s, coupon.....1925	Q-F	1,914,000		129	129½	132½	133	133¾	134¼	133½	Dec. 7	134½	Dec. 12	128	Feb. 10	134½	Dec. 12
U. S. 5s, registered.....1904	Q-F	169,000		112⅝	113⅛	111¼	111¾	112¾	113½	112½	Dec. 20	113¼	Dec. 20	110½	Oct. 31	113½	Apr. 8
U. S. 5s, coupon.....1904	Q-F	592,000		112¾	113	111¼	111¾	112¾	113¼	111½	Dec. 5	113	Dec. 26	110½	Nov. 1	113½	Apr. 3
Railroad Bonds.															
Alabama Cent. *See* South'n Ry.															
Alabama Mid., 1st gu., g.....1928	M-N	122,000		95½	100	.....	.....	.....	.....	.....	.....	98	Feb. 15	102½	June 15
Albany & Susq. *See* Del. & Hud.															
Allegheny Valley. *See* Penn. Co.															
Am. Dock & Imp. *See* Cent. of N.J.															
Ann Arbor, 1st, g. 4s.....1995	Q-J	1,530,000		83	89½	92½	92⅞	89	.....	89	Dec. 22	92⅞	Dec. 4	87¾	May 10	96¾	July 13
Atch. Col. & Pac. 6s, tr. ctfs.....	.....	149,000		.....	.....	.....	.....	.....	.....	.....	.....	60	Oct. 2	71	Feb. 8
Atch. Jewell Co. & W. 6s, tr. ctfs.	.....	21,000		.....	.....	.....	.....	.....	.....	.....	.....	63	Apr. 14	65	Nov. 22
Atch. Top. & S. Fe—G., g., 4s.1995	A-O	29739000		99⅞	100⅛	98½	99	99	99¼	94½	Dec. 22	99⅛	Dec. 30	94½	Dec. 22	103⅜	May 31
Registered.....1995	A-O	215,000		.....	.....	.....	.....	.....	.....	96¼	Dec. 6	97	Dec. 11	96¼	Dec. 6	102½	Jan. 23
Adjustm't, g., 4s.....1995	Nov	36069000		78½	79	81	81¾	78½	79	75⅛	Dec. 22	82	Dec. 2	75⅛	Dec. 22	85½	Aug. 31
Registered.....1995	Nov	8,000		.....	.....	.....	.....	.....	.....	79¾	Dec. 11	79¾	Dec. 11	79¾	Dec. 11	83¾	Feb. 27
Equip. tr, Series A, g., 5s...1902	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & St. Louis, 1st, 6s...1915	M-S	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlanta & Char. *See* South'n Ry.															
Atlan. Av., B'kl'n, imp. g. 5s..1934	J-J	4,000		.....	.....	.....	.....	.....	.....	.....	.....	108	Jan. 9	110	Jan. 20
Atlan. & Danv. *See* South'n Ry.															
Atlan. & Yadk. *See* South'n Ry.															
Austin & N. W. *See* So. Pacific.															
Battle Creek & Stur. *See* Mich. C.															
& O. prior lien, g., 3½s ...1925	J-J	21445000		99	.....	96½	96¾	94	95¼	92	Dec. 22	96¾	Dec. 1	92	Dec. 22	100⅞	June 13
Registered.....	J-J	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 4s 1948	A-O	21237000		99¾	.....	99⅝	99¾	97½	98	94	Dec. 22	99¾	Dec. 2	94	Dec. 22	102⅝	June 6
Registered.....	A-O	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. W. Div. 1st g. 3½s.....1925	J-J	4,736,000		.....	.....	92	92½	89	90	84½	Dec. 22	92¼	Dec. 2	84½	Dec. 22	96¾	May 19
Registered 1925	Q-J	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Va. & Pitts. 1st, g. 5s..1990	A-O	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mon. R., 1st gu., g., 5s.....1919	F-A	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. O. Reorg., 1st con. g., 4½s1930	M-S	23,000		108½	.....	.....	.....	.....	.....	.....	.....	108½	Jan. 11	112	Feb. 15
Beech Creek. *See* N. Y. C. & Hud.															
Bellev. & Carond. *See* St. L. A. & T. H.															
Booneville Bdg. Co. *See* Mo. K. & T.															
B'way & 7th Av.—*See* Met. St. Ry.															
Brook. Rap. Tran., g., 5s.....1945	.....	1,344,000		108	108½	.....	109¾	.....	.....	101	Dec. 23	110	Dec. 7	101	Dec. 23	116	Aug. 2
Brooklyn City, 1st, con. 5s..1941	J-J	9,000		.....	117	115½	.....	115½	.....	.....	.....	.....	.....	115½	Oct. 13	117½	Apr. 5
B'k'n Q. Co. & S'b. c. g. g. 5s 1916-'41	J-J	918,000		105½	105¾	.....	.....	102	104	104½	Dec. 16	104½	Dec. 16	104½	Nov. 17	108½	Apr. 20
B'klyn Un. El. 1st, g., 4-5s..1950	F-A	916,000		.....	.....	97¼	98	94	95	93	Dec. 21	98	Dec. 4	93	Dec. 21	104½	July 8
B'klyn & Montauk. *See* L. Island.															
Bruns. & West., 1st, g., 4s....1938	J-J	.....		77	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo N. York & Erie, *See* Erie.															
Buff. R. & P., gen. g., 5s.....1937	M-S	248,000		107½	.....	107	108	.....	.....	.....	.....	107	Sept. 11	111	Feb. 20
Debenture 6s.....1947	J-J	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roch. & Pittsb., 1st, 6s....1921	F-A	11,000		127	.....	.....	.....	.....	.....	.....	.....	127¼	Mar. 15	129	May 15
Consol., 1st, 6s.....1922	J-D	12,000		125	.....	.....	.....	.....	.....	.....	.....	126¼	Nov. 20	130½	July 6
Cl. & Mah., 1st., gu. g. 5s...1943	J-J	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buff. & Southwestern. *See* Erie.															
Buff. & Susq., 1st, gold, 5s....1913	A-O	1,000		.....	.....	.....	.....	.....	.....	.....	.....	100	Nov. 18	100	Nov. 18
Registered.....	A-O	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burl. C. R. & No., 1st, 5s.....1906	J-D	259,000		107½	.....	105	.....	.....	108	105	Dec. 18	107¼	Dec. 20	105	Dec. 18	110	May 31
Con. 1st & col. tr., g., 5s....1934	A-O	237,000		110	110¼	115	.....	115	.....	116	Dec. 7	116	Dec. 7	111	Jan 23	117½	May 19
Registered.....1934	A-O	10,000		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	110½	Feb. 4	110½	Feb. 4
M. & St. L., 1st, gu., g., 7s....1927	J-D	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. R. I. F. & N. W., 1st 5s...1921	A-O	5,000		105	.....	.....	.....	.....	.....	.....	.....	105	Jan. 6	105	Jan. 6
Can. So., 1st, int. gu., 5s....1908	J-J	763,000		108	.....	108	109	108	109	107	Dec. 22	108½	Dec. 4	107	Dec. 22	111¼	May 27
Can. So., 2d, 5s.....1913	M-S	286,000		110½	.....	107	107¾	106½	108½	106⅛	Dec. 20	107¾	Dec. 30	106⅛	Dec. 20	112	Feb. 24
Registered.....1913	M-S	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carb. & Shawn. *See* Ill. Central.															
Carolina Cent.—*See* Seab. & Roan.															
Carthage & Ad. *see* N. Y. C. & H.															
Ced. R. Ia. F. & N. *See* B. C. R. & N.															
Cent. Br., Un. Pac., 1st g. 4s..1948	J-D	110,000		.....	91½	.....	.....	86	87½	85	Dec. 20	88¾	Dec. 4	85	Dec. 20	93⅜	Jan. 31
Central Ohio. *See* Balt. & Ohio.															
Cen. RR. & B. of Ga.-Col. g. 5s. 1937	M-N	14,000		.....	94	.....	.....	.....	.....	.....	.....	93	Nov. 16	96	Apr. 26
Cent. of Ga. Ry.—1st, g., 5s. 1945	F-A	61,000		116	.....	.....	120	.....	.....	.....	.....	116½	Mar. 28	122	Sept. 18
Registered.....1945	F-A	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s.....1945	M-N	15148000		92⅝	93	92	92½	87½	88½	84½	Dec. 23	92½	Dec. 2	84½	Dec. 23	100¼	Apr. 29
Registered.....1945	M-N	2,000		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	97¾	Oct. 23	97¾	Oct. 23
1st, pref., income, g., 5s...1945	Oct	2,142,000		.....	41	36½	37	32	34½	30	Dec. 22	35¾	Dec. 4	30	Dec. 22	44¼	Feb. 23
2d, pref., income, g., 5s... 1945	Oct.	553,000		12	.....	9	10	.....	.....	9	Dec. 20	9¼	Dec. 8	9	Dec. 20	15	Feb. 28
3d, pref., income, g., 5s ...1945	Oct.	186,000		5	.....	.....	6	.....	.....	.....	.....	.....	.....	4½	Nov. 24	7½	Feb. 27
Mac. & Nor. Div., 1st, g. 5s. 1946	J-J	2,000		.....	94	.....	.....	.....	.....	95	Dec. 27	95	Dec. 27	95	Dec. 27	95	Dec. 27
Mobile Div., 1st, g. 5s.....1946	J-J	.....		100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid. Ga. & Atl. Div. 5s....1947	J-J	8,000		94	.....	.....	.....	.....	.....	.....	.....	102	June 29	102	June 29
Central of N. J.—															
1st, conv. 7s.....1902	M-N	21,000		112	.....	.....	110	108	.....	.....	.....	109½	May 3	112	Jan. 11
Conv. deb. 6s.....1908	M-N	8,000		.....	.....	.....	.....	.....	.....	.....	.....	112½	Mar. 20	112½	Mar. 20

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899. Bid.	Ask.	PRICES IN DECEMBER. Dec. 1. Bid.	Ask.	Dec. 30. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices
Cent. of N. J.—*(Concluded)*—												
General, gold, 5s....1987	J-J	2,353,000	113½	.....	120½	121½	119½	121	117½ Dec. 22	121 Dec. 5	113¼ Jan. 4	122½ June 24
Registered....1987	Q-J	433,000	111½	.....	.....	.....	.....	.....	115½ Dec. 27	119 Dec. 11	112½ Jan. 7	121½ July 22
Leh. & W. Coal, con. ass. 7s. 1900	Q-M	364,000	.....	*100*	.....	.....	.....	100	98½ Dec. 9	99 Dec. 6	98 Nov. 17	102½ Apr. 1
5s....1912	M-N	40,000	*87¾*	.....	.....	.....	.....	.....	.....	.....	87¾ Jan. 11	102 Oct. 17
Leh. & Hud. R. gen., gu., g., 5s....1920	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Am. Dock & Imp. Co. 5s....1921	J-J	22,000	115	116½	.....	.....	115	.....	114½ Dec. 11	114½ Dec. 11	114 Apr. 27	116¼ July 11
Cent. Pacific. *See* So. Pac. Co.												
Charl. & Sav., 1st, g., 7s....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ches. & O., Gold 6s, Series A. 1908	A-O	32,000	118	121	.....	.....	.....	.....	115½ Dec. 6	115½ Dec. 6	114½ Oct. 13	119½ June 14
Gold 6s....1911	A-O	24,000	119½	123½	.....	.....	118	.....	118 Dec. 26	119 Dec. 2	118 Dec. 26	123 Aug. 2
1st cons., g., 5s....1939	M-N	1,208,000	*117¾*	.....	117	.....	115	116	113 Dec. 19	117¼ Dec. 4	113 Dec. 19	121 Apr. 25
Registered....1939	M-N	32,000	.....	*116½*	116½	.....	.....	.....	.....	.....	116½ Jan. 16	118½ Mar. 15
Gen. gold, 4½s....1992	M-S	8,657,000	*92⅞*	.....	95½	95¾	95½	96	93 Dec. 14	96⅜ Dec. 2	90¾ Jan. 4	97¾ July 25
Registered....1992	M-S	5,000	.....	.....	.....	.....	.....	.....	.....	.....	92⅞ Jan. 18	97⅞ Aug. 30
R. & A. Div., 1st con. g., 4s. 1989	J-J	295,000	.....	*108*	103¾	.....	.....	105	101½ Dec. 23	104 Dec. 1	101½ Dec. 23	108 June 27
2d con. g., 4s....1989	J-J	113,000	*95*	*97*	.....	.....	.....	.....	100 Dec. 14	100 Dec. 14	100 June 19	100 June 19
Craig Valley, 1st, g., 5s....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warm Spr. Val., 1st g., 5s...1941	M-S	20,000	.....	.....	.....	.....	.....	.....	.....	.....	101 Apr. 26	101¼ Apr. 29
Eliz. Lex. & Big S., gu., g. 5s. 1902	M-S	187,000	*102½*	*103½*	100	.....	.....	.....	100½ Dec. 5	102 Dec. 30	100⅛ Oct. 4	104 Feb. 9
Chic. & Alton, sink. fd., 6s..1903	M-N	5,000	.....	110½	.....	.....	.....	.....	.....	.....	108 May 5	110¾ Apr. 19
Lou. & Mo. R., 1st, 7s....1900	F-A	16,000	*107*	.....	100	.....	100	.....	.....	.....	103¾ Oct. 2	107½ Jan. 6
2d, 7s....1900	M-N	5,000	*106*	.....	100	.....	100	.....	.....	.....	106⅞ Feb. 24	106⅞ Feb. 24
Miss. Riv. B'ge, 1st, s. f. g. 6s 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. Bur. & Q., cons., 7s....1903	J-J	859,000	114½	.....	114⅛	115⅛	113	114	113½ Dec. 26	114¼ Dec. 14	113 Sept. 1	117¾ June 29
Sinking fund 5s....1901	A-O	8,000	*114¾*	.....	.....	.....	100	.....	.....	.....	100 Nov. 29	105 Mar. 16
Debenture 5s....1913	M-N	318,000	*102½*	.....	110	.....	.....	.....	108 Dec. 28	110½ Dec. 7	108 Dec. 28	113 Apr. 24
Convertible 5s....1903	M-S	1,017,000	*111*	.....	.....	.....	.....	.....	122 Dec. 28	122 Dec. 28	122 Dec. 28	151¼ Feb. 18
Illinois Division, 3½s.... 1949	J-J	589,000	.....	.....	103⅛	.....	101½	.....	100 Dec. 18	103¼ Dec 7	100 Dec. 18	104½ Oct. 19
Registered 1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Div., sink. fd., 5s....1919	A-O	24,000	111	.....	112	.....	109½	.....	.....	.....	115⅝ May 1	118⅝ Sept. 20
4s....1919	A-O	106,000	103	.....	104	.....	101½	.....	104 Dec. 14	104 Dec. 14	103½ Oct. 12	107 July 26
Denver Div., 4s....1922	F-A	112,000	*104½*	.....	.....	.....	.....	.....	102 Dec. 26	102 Dec. 26	101⅛ Mar. 7	105 May 26
4s....1921	M-S	6,000	*103*	*107*	.....	.....	.....	.....	.....	.....	100 Apr. 11	103 Jan. 11
Chic. & Ia. Div., 5s....1905	F-A	10,000	106	.....	.....	.....	.....	.....	.....	.....	105 Aug. 9	05 Aug. 9
Nebraska Exten., 4s....1927	M-N	1,886,000	*106*	.....	110⅛	110½	.....	....	108 Dec. 27	110¼ Dec. 4	105¾ Jan. 3	113⅞ Aug. 8
Registered....1927	M-N	5,000	.....	.....	.....	.....	.....	.....	.....	.....	111⅛ June 2	111⅛ June 2
Han. & St. Jo., con., 6s....1911	M-S	73,000	*121½*	.....	120	121	.....	122	.....	.....	120 Mar. 13	124 July 6
Chic. & E. Ill., 1st, s. f. cur. 6s. 1907	J-D	23,000	114½	.....	.....	.....	.....	.....	113½ Dec. 20	113½ Dec. 20	113½ Dec. 20	116½ Apr. 21
Small....1907	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st cons., g., 6s....1934	A-O	56,000	134	.....	.....	.....	136	.....	131 Dec. 12	136 Dec. 15	131 Dec. 12	139½ Sept. 5
Gen. cons., 1st, 5s....1937	M-N	571,000	*110*	.....	.....	.....	.....	.....	111¼ Dec. 28	113¾ Dec. 4	109½ Jan. 16	117½ June 13
Registered....1937	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Ind. Coal R'y, 1st, 5s. 1936	J-J	5,000	*105*	.....	107	.....	.....	.....	107 Dec. 16	107 Dec. 16	107 Feb. 23	107 Feb. 23
Chicago & Erie. *See* Erie.												
Chic. Ind. & Louisv.—												
Lou. N. A. & Chic., 1st 6s...1910	J-J	59,000	*114*	.....	115	.....	.....	.....	.....	.....	113 Nov. 17	118½ June 9
C. I. & L. Refunding, g., 5s. 1947	J-J	318,000	*90*	.....	100	.....	.....	.....	100 Dec. 18	100 Dec. 18	92 Jan. 10	108½ May 17
Refunding, g., 6s....1947	J-J	307,000	*104*	.....	110	.....	.....	115	115 Dec. 13	115 Dec. 13	104 Jan. 4	119½ June 9
Chicago Milw. & St. Paul—												
1st, 7s, $ gold, R. D....1902	J-J	59,000	*160*	*161*	.....	.....	169	.....	171½ Dec. 7	171½ Dec. 7	161¼ Jan. 16	173 Sept. 5
1st, 7s, £ gold, R. D....1902	J-J	.....	*160*	*161*	.....	.....	169	.....	.....	.....	.....	.....
1st C. & M., 7s....1903	J-J	175,000	*160*	*161*	.....	.....	169	.....	.....	.....	160½ Jan. 10	172½ Sept. 27
Chic. Mil. & St. P., con. 7s....1905	J-J	371,000	*160*	*161*	.....	.....	159	.....	.....	.....	160 Jan. 3	174½ Sept. 11
1st I. & D. Exten., 7s....1908	J-J	53,000	*160*	*161*	.....	.....	169	.....	167 Dec. 14	170 Dec. 28	161 Jan. 11	172½ Sept. 26
1st Southwest Div., 6s...1909	J-J	32,000	*116*	.....	.....	.....	117⅛	.....	.....	.....	112⅛ May 13	122¼ June 18
1st LaCrosse & D., 5s....1919	J-J	12,000	*115*	.....	118½	.....	116⅛	.....	.....	.....	118 Nov. 28	120½ Oct. 5
1st So. Minn. Div., 6s....1910	J-J	167,000	118½	122	.....	.....	117¼	.....	119 Dec. 29	120½ Dec. 5	118⅛ Jan. 10	123⅛ May 12
1st Hast. & D. Div., 7s....1910	J-J	41,000	126	130	.....	.....	126	130	126⅛ Dec. 27	126⅛ Dec. 27	126⅛ Dec. 27	134⅛ May 25
5s....1910	J-J	2,000	*109*	.....	.....	113	110½	.....	111⅛ Dec. 13	111⅛ Dec. 13	111⅛ Dec. 13	111⅛ Dec. 13
Chic. & Pac. Div., 6s....1910	J-J	10,000	118	.....	.....	.....	118⅝	.....	.....	.....	120½ Oct. 31	120½ Oct. 31
Ch. & P. W., 1st, g., 5s....1921	J-J	795,000	118	.....	.....	.....	119	.....	120 Dec. 29	121 Dec. 5	118¾ Jan. 3	124¼ June 30
Ch. & Mo. Riv. Div., 5s....1926	J-J	98,000	115	.....	.....	.....	117½	.....	117 Dec. 20	117 Dec. 20	117 Dec. 20	125⅜ June 16
Mineral Point Div., 5s....1910	J-J	17,000	.....	111½	.....	.....	110⅝	.....	112¼ Dec. 9	112¼ Dec. 9	110 Mar. 14	112½ Apr. 18
Ch. & L. Su. Div., g., 5s....1921	J-J	2,000	*116*	.....	.....	.....	116	.....	.....	.....	122½ June 1	122½ June 1
Wis. & Minn. Div., g. 5s...1921	J-J	51,000	*116*	.....	.....	.....	117⅛	.....	118½ Dec. 20	119¾ Dec. 5	118½ Dec. 20	123 June 19
Terminal, gold, 5s....1914	J-J	178,000	*115¼*	.....	.....	.....	113	117	.....	.....	115 Feb. 21	118¼ May 18
Far. & So. assu., g., 6s....1924	J-J	5,000	.....	.....	.....	.....	.....	.....	.....	.....	137½ July 18	137½ July 18
Dak. & Gt. So., g., 5s....1916	J-J	15,000	*112½*	.....	.....	.....	.....	.....	.....	.....	112½ Feb. 9	118½ May 12
Gen., gold, 4s, series A....1989	J-J	547,000	*110*	.....	.....	.....	110½	.....	110 Dec. 22	111½ Dec. 4	108⅛ Jan. 11	114⅞ May 4
Registered....1989	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen., g., 3½s, series B....1989	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mil. & No., 1st, M. L. 6s....1910	J-D	27,000	121	.....	.....	.....	.....	.....	.....	.....	121 June 16	121 June 16
1st, consol. 6s....1913	J-D	16,000	122	.....	118½	..	118½	.....	.....	.....	125 July 10	126 Jan. 30
Chic. & Nor. West.—Con. 7s. 1915	Q-F	109,000	*142½*	*145½*	143	147	140	.....	142 Dec. 14	142 Dec. 15	142 Dec. 14	145⅜ July 11
Gold, 7s....1902	J-D	181,000	*113*	.....	108⅝	.....	108	.....	108 Dec. 27	108¾ Dec. 4	108 Dec. 27	115 May 24
Registered....1902	J-D	22,000	*113*	.....	108⅝	.....	108	110	108 Dec. 28	108 Dec. 28	108 Dec. 28	114 Apr. 14
Sinking fund 6s....1879-1929	A-O	32,000	.....	120	.....	.....	.....	.....	.....	.....	115 Aug. 28	120 Feb. 21
Registered....1879-1929	A-O	29 000	.....	.....	.....	.....	.....	.....	.....	.....	116 June 14	116 June 14
Sinking fund 5s....1879-1929	A-O	74,000	109	.....	.....	.....	107	.....	109 Dec. 6	109 Dec. 7	106 Oct. 7	110½ Mar. 10
Registered....1879-1929	A-O	7,000	*109*	.....	.....	.....	.....	.....	.....	.....	105¾ Mar. 28	109 Feb. 3
Sinking fund deb. 5s....1933	M-N	144,000	*118*	.....	107	.....	115	119	115 Dec. 20	118½ Dec. 7	115 Dec. 20	123 Jan. 30
Registered....1933	M-N	.....	*118*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debenture 5s....1909	M-N	81,000	*110*	*111½*	.....	.....	105	.....	106 Dec. 30	106½ Dec. 21	106 Dec. 30	111½ Apr. 5
Registered....1909	M-N	25,000	*108¾*	*110*	.....	.....	.....	.....	105 Dec. 26	105 Dec. 26	105 Dec. 26	105 Dec. 26
Debenture 5s....1921	A-O	20,000	*115½*	*119*	.....	.....	.....	.....	.....	.....	117 Nov. 14	118 Feb. 9
Registered....1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Extension 4s....1886-1926	F-A	77,000	*106*	.....	.....	110	.....	.....	105 Dec. 20	105 Dec. 20	105 Dec. 20	110½ Nov. 13
Registered....1886-1926	F-A	15,000	.....	.....	.....	.....	.....	.....	.....	.....	106⅞ Feb. 2	106⅞ Feb. 20
General, g., 3½s....1987	M-N	863,000	*102½*	*103*	.....	108½	.....	.....	106 Dec. 19	108½ Dec. 2	102½ Jan. 3	110½ July 5
Registered....1987	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Escan. & L. Sup. 1st 6s....1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Mo. & Minn., 1st 7s....1907	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Midland, 1st, 8s....1900	A-O	8,000	.....	.....	.....	.....	.....	.....	.....	.....	103 Nov. 10	103 Nov. 10
Winona & St. Pet., 2d 7s...1907	M-N	4,000	.....	.....	.....	.....	120	124	122 Dec. 12	122 Dec. 12	122 Dec. 12	124 June 19
Milw. & Madison, 1st 6s....1905	M-S	15,000	.....	.....	.....	.....	.....	.....	.....	.....	117½ Feb. 6	117½ Feb. 6
Ott. C. F. & St. Paul, 1st 5s. 1909	M-S	4,000	*110*	.....	.....	.....	108	.....	.....	.....	110 Nov. 4	111 Jan. 5
Northern Illinois, 1st, 5s...1910	M-S	13,000	*110*	.....	.....	.....	.....	.....	.....	.....	113 Apr. 24	114 Aug. 28
Mil. L. S. & West., 1st, g., 6s. 1921	M-N	117,000	138	.....	.....	.....	136	.....	136¾ Dec. 6	137 Dec. 5	136 Nov. 14	143 July 7
Conv. deb., 5s....1907	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ext. & imp., s. f., g., 5s...1929	F-A	154,000	119½	122	.....	.....	.....	.....	121 Dec. 7	121 Dec. 7	117⅝ Feb. 1	129 Sept. 2
Mich. div., 1st, gold, 6s..1924	J-J	7,000	135½	.....	.....	.....	.....	140	140 Dec. 13	140 Dec. 13	140 Oct. 31	140 Oct. 31
Ashland div., 1st, gold, 6s. 1925	M-S	22,000	138	.....	.....	.....	.....	.....	140½ Dec. 5	140½ Dec. 5	140 Mar. 6	146 July 6
Incomes....1911	M-N	6,000	.....	.....	.....	.....	.....	.....	.....	.....	112 Nov. 13	114⅛ June 17
Chic. R. I. & Pacific, 6s....1917	J-J	63,000	130	.....	131⅛	.....	129	.....	.....	.....	130 Nov. 10	136⅛ June 27
Registered....1917	J-J	80,000	130	.....	.....	.....	.....	.....	.....	.....	132 June 6	134½ May 19
General, gold, 4s....1988	J-J	14149000	*104⅝*	*104⅞*	106⅜	106½	105½	106	104 Dec. 19	106¾ Dec. 4	104 Dec. 19	110¾ May 17
Registered....1988	J-J	228,000	.....	.....	.....	.....	.....	.....	.....	.....	105⅜ Mar. 7	107⅞ Apr. 6
Des M. & Ft. D., 1st, 4s....1905	J-J	28,000	*92*	.....	.....	.....	.....	.....	.....	.....	96 Sept. 21	98½ Apr. 27
1st, 2½s....1905	J-J	86,000	*85*	.....	82½	.....	.....	.....	83 Dec. 7	83 Dec. 7	83 May 9	87½ Aug. 25
Extension 4s....1905	J-J	10,000	.....	.....	.....	.....	.....	.....	.....	.....	98½ May 1	98½ May 18
Keok. & Des M., 1st, 5s....1923	A-O	99,000	.....	*110*	.....	115	.....	.....	112 Dec. 7	112 Dec. 7	109 Oct. 16	114¼ Nov. 29
Small....1923	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & St. L. *See* At. Top & S. F.												
Chic. St. L. & N. O. *See* Ill. Cent.												
Chic. St. L. & Pitts. *See* Penn. Co.												
Chic. St. P. M. & O., con. 6s..1930	J-D	156,000	*136⅛*	.....	.....	135¾	130	.....	133 Dec. 6	136 Dec. 9	133 Dec. 6	141 May 11
Ch. St. P. & Min., 1st 6s....1918	M-N	24,000	*130*	.....	.....	.....	.....	.....	132 Dec. 28	132½ Dec. 6	127½ Aug. 28	138 Mar. 27
North Wisconsin 1st 6s....1930	J-J	6,000	.....	*140*	.....	140	.....	.....	.....	.....	140 Mar. 23	140 Mar. 23
St. P. & S. City, 1st g. 6s...1919	A-O	96,000	131½	134	.....	132	.....	.....	128 Dec. 7	128 Dec. 7	128 Dec. 7	134 Jan. 13
Ch. Ter. Trans., g., 4s....1947	J-J	4,046,000	*92¾*	.....	.....	.....	.....	93	91 Dec. 26	96⅞ Dec. 2	91 Dec. 26	102¾ June 8
Ch. & W. I., 1st, s. f., g. 6s....1919	M-N	2,000	*105*	.....	.....	.....	.....	.....	.....	.....	106 Oct. 4	106 Oct. 4
General, gold, 6s....1932	Q-M	85,000	*119*	.....	.....	.....	122½	125	117⅞ Dec. 4	117⅞ Dec. 4	117⅞ Dec. 4	123 May 4

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		RANGE FOR YEAR 1899. Lowest.	Highest.	Lowest.	Highest.
			Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices	Sale Prices.
Chic. & West Mich. Ry., 5s..1921	J-D	$ 2,000	.....	.....	.....	.....	.....	.....	.....	.....	100 Oct. 28	100 Oct. 28
Coupons off.....1921	.....	10,000	.....	.....	.....	.....	.....	.....	.....	.....	99⅜ June 2	99½ June 28
Cin. H. & D., con. s. f. 7s....1905	A-O	1,000	.....	.....	.....	.....	.....	.....	.....	.....	120 Aug 10	120 Aug. 10
2d, gold, 4½s.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. D. & I., 1st gu. g. 5s...1941	M-N	69,000	*110½*	.....	113½	.....	113½	.....	110 Dec. 26	110 Dec. 26	110 Dec. 26	115½ Sept. 5
Cin. Ind. St. L. & C. *See* C. C. C. & St. L.												
Cin. San. & Clev. *See* C. C. C. & St. L.												
City & Sub. Ry., Balt. 1st, g. 5s. 1922	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearfield & Mahon. *See* B. R. & P.												
Cl. Ak. & C., eq. & 2d, g. 6s...1930	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. Cin. Ch. & St. L.—Gen. g. 4s. 1993	J-D	3,595,000	.....	*88*	.....	.....	93½	94½	90⅛ Dec. 22	94⅛ Dec. 30	87¾ Jan. 12	98 Jan. 26
Cairo Div., 1st, gold, 4s....1939	J-J	21,000	.....	.....	.....	.....	.....	.....	.....	.....	95¾ May 27	97 June 20
St. L. Div., 1st, col. tr. g. 4s. 1990	M-N	374,000	.....	99¾	.....	.....	.....	101	99½ Dec. 27	101½ Dec. 7	99½ Dec. 27	103⅞ Sept. 6
Registered.....1990	M-N	2,000	.....	.....	.....	.....	.....	.....	.....	.....	99 May 4	99 May 4
Sp. & Col. Div., 1st g. 4s....1940	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. W. Val. Div., 1st g. 4s...1940	J-J	2,000	.....	.....	.....	.....	.....	.....	.....	.....	83 Nov. 22	83 Nov. 22
Cin. W. & M. Div., 1st g. 4s. 1991	J-J	34,000	*95*	.....	.....	.....	.....	.....	.....	.....	95 Feb. 21	97 Apr. 22
Cin. I. St. L. & C., 1st g. 4s..1936	Q-F	26,000	101¾	.....	.....	.....	100	.....	.....	.....	102 Jan. 13	104½ Aug. 28
Registered.....1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol. 6s.....1920	M-N	.....	*105*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. S. & Cl., con. 1st g. 5s..1928	J-J	10,000	.....	.....	.....	.....	.....	.....	.....	.....	118½ May 31	118½ May 31
Ind. Bl. & West., 1st, pf., 7s. 1900	J-J	2,000	.....	.....	.....	.....	103⅜	.....	103¼ Dec. 13	103¼ Dec. 13	103¼ Dec. 13	103½ Apr. 29
O. Ind. & West., 1st, pf., 5s. 1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peo. & East., 1st con. 4s...1940	A-O	2,518,000	*81½*	*84½*	86	87	84½	85	80 Dec. 26	87 Dec. 1	80 Dec. 26	88½ Jan. 30
Income 4s.....1990	A.	2,057,000	21	23	28	.....	.....	.....	24 Dec. 19	29¾ Dec. 4	17 Sept. 15	33 Jan. 10
Cl. C. C. & In. consol 7s.....1914	J-D	16,000	*138*	.....	.....	.....	.....	.....	.....	.....	135½ May 11	138½ July 6
Consol sinking fund, 7s....1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen'l consol., gold, 6s.....1934	J-J	23,000	.....	.....	.....	.....	.....	.....	.....	.....	131 Nov. 3	137½ June 23
Registered.....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. & S., 1st M. C. C. C. & I., 7s. 1901	A-O	5,000	.....	*110*	.....	.....	.....	.....	.....	.....	108½ Feb. 10	108½ Feb. 10
Clev. Lor. & Wh., con., 1st, 5s. 1933	A-O	37,000	.....	.....	108⅜	.....	.....	.....	106 Dec. 27	106 Dec. 27	105⅛ Oct. 10	108½ July 20
Cleve. & Marietta—*See* Penn. RR.												
Cleve. & Mahon. Val, g. 5s..1938	J-J	7,000	.....	.....	.....	.....	.....	.....	.....	.....	128 Feb. 15	134¼ June 16
Registered.....1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland & Pitts. *See* Penn. Co.												
Colo. Midland, 1st, g., 2-3-4s. 1947	J-J	2,599,000	65	.....	.....	.....	63½	64	60¼ Dec. 26	66 Dec. 1	60¼ Dec. 26	69 Jan. 12
1st, gold, 4s.....1947	J-J	863,000	74	.....	72	.....	.....	.....	72¼ Dec. 15	73½ Dec. 6	70 Aug. 14	76 Jan. 12
Colorado & South. 1st g. 4s..1929	F-A	12998000	87	.....	85	85½	82¾	83	78 Dec. 22	85½ Dec. 2	78 Dec. 22	90 June 14
Col. & 9th Ave. *See* Met. St. Ry..												
Colum. & Greenv. *See* South. Ry.												
Col. & Hock. V. *See* Hock. Vall.												
Col. Conn. & Term. *See* Nor. & W.												
Conn. & Pas. Rivs., 1st, g., 4s..1943	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota & Gt. So. *See* C. M. & St. P.												
Dallas & Waco. *See* Mo. K. & Tex.												
Del. Lack. & West, 7s.....1907	M-S	1,000	124	.....	.....	.....	122	.....	.....	.....	126½ June 16	126½ June 16
Syr. Bingh. & N. Y., 1st, 7s. 1906	A-O	19,000	126	.....	.....	.....	.....	.....	.....	.....	124⅛ June 7	124¾ Aug. 28
Morris & Essex, 1st, 7s....1914	M-N	45,000	*141*	.....	.....	.....	.....	.....	.....	.....	137½ Nov. 9	144 Jan. 26
7s.....1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7s.....1871-1901	A-O	101,000	110¼	.....	.....	.....	106	.....	105¾ Dec. 4	106⅜ Dec. 30	105¼ Nov. 8	111 Mar. 14
1st cons., guar., 7s.....1915	J-D	86,000	142½	.....	137½	.....	135	138	.....	.....	141 Nov. 18	145½ May 1
Registered.....1915	J-D	.....	*140*	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. L. & W., 1st, 6s.....1921	J-J	8,000	133	.....	.....	.....	.....	.....	.....	.....	138 Feb. 9	142½ May 18
Construction 5s.....1923	F-A	13,000	*116*	.....	.....	.....	.....	.....	.....	.....	117 Feb. 8	122 Sept. 15
Term. & impt. 4s.....1923	M-N	4,000	.....	.....	.....	.....	.....	.....	.....	.....	108½ June 20	108½ June 20
Warren 2d, 7s.....1900	A-O	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. & Hud., 1st Penn. Div. 7s. 1917	M-S	14,000	143	.....	147½	148	.....	.....	148 Dec. 13	148 Dec. 15	145 Nov. 10	148 Nov. 16
Registered.....1917	M-S	.....	143	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alb. & Sus., 1st con. gu. 7s..1906	A-O	3,000	122	.....	.....	.....	.....	121	.....	.....	120½ Apr. 21	120½ Apr. 21
Registered.....1906	A-O	25,000	*121*	.....	.....	.....	.....	.....	.....	.....	122 June 6	122 June 6
6s.....1906	A-O	32,000	117	.....	.....	.....	.....	.....	116 Dec. 12	116 Dec. 12	115 May 2	117¾ Feb. 21
Registered.....1906	A-O	14,000	*116¼*	.....	.....	.....	.....	.....	113 Dec. 12	113 Dec. 12	113 Dec. 12	117½ Jan. 27
Rens. & Saratoga, 1st, 7s...1921	M-N	19,000	*147½*	.....	.....	.....	.....	.....	.....	.....	150½ May 31	154 Sept. 7
Registered.....1921	M-N	.....	*147½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. Riv. RR. B'ge. *See* Penn. RR.												
Den. Con. Tram. Co., 1st,, g. 5s. 1933	A-O	8,000	85	100	.....	.....	.....	.....	.....	.....	90 Jan. 19	92 Jan. 24
Denv. Tram. Co. con. g. 6s. 1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metr. R'y Co., 1st gu. g. 6s..1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Den. & R. Gr., 1st gold, 7s....1900	M-N	80,000	.....	.....	.....	.....	.....	102	101¾ Dec. 7	101¾ Dec. 7	100¾ Nov. 9	109 Feb. 20
1st con. g., 4s.....1936	J-J	2,297,000	*100⅜*	*100¾*	98	99½	97½	99	97 Dec. 18	99¼ Dec. 4	97 Dec. 18	104 May 31
1st consol., gold, 4½s.....1936	J-J	298,000	102½	103½	.....	.....	.....	.....	.....	.....	104½ Oct. 5	112⅞ June 15
Improvem't, gold, 5s.....1928	J-D	793,000	*103*	*104*	.....	.....	.....	105	104 Dec. 8	104 Dec. 8	102½ Jan. 3	109⅜ Apr. 17
Des Moines & Ft. D. *See* C. R. I. & P.												
Des Moines & Minn. *See* Ch. & N. W.												
Des Moines Un Ry., 1st, g., 5s. 1917	M-N	8,000	.....	.....	106	.....	107	110	.....	.....	107¼ Apr. 25	108 Apr. 27
Det. M. & Tol. *See* L. S. & M. So.												
Det. & Mack., 1st lien g. 4s..1995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s.....1995	.....	48,000	.....	.....	76	.....	.....	.....	76 Dec. 29	77 Dec. 14	68 July 12	77 Nov. 21
Dul. & Iron Range, 1st, 5s....1937	A-O	208,000	.....	.....	.....	.....	.....	.....	108¾ Dec. 30	108¾ Dec. 30	105 June 13	112 Aug. 3
Registered.....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d lien mortgage 6s.....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. Red Wing & S., 1st, g. 5s. 1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. So. Shore & Atl., g. 5s...1937	J-J	163,000	.....	*112*	111	115	.....	.....	112 Dec. 8	112 Dec. 8	110½ Oct. 26	116 June 14
East. of Minn. *See* S. P. M. & M.												
East Tenn. Va. & Ga. *See* So. Ry.												
Elgin Jol. & East., 1st g 5s..1941	M-N	413,000	104¼	.....	107	.....	.....	.....	.....	.....	104¾ Jan. 3	111 May 22
Eliz. Lex. & B. Sau. *See* C. & O.												
Elm. Cort. & No. *See* Leh. & N. Y.												
Erie, 1st ext., gold, 4s.....1947	M-N	47,000	115	.....	115	.....	113	.....	.....	.....	114½ Nov. 10	123½ Mar. 30
2d, ext., gold, 5s.....1919	.....	12,000	118	.....	.....	.....	118	.....	.....	.....	115½ Nov. 13	121 May 25
3d, ext., gold, 4½s.....1923	M-S	9,000	112	.....	.....	.....	112	.....	.....	.....	110¼ Nov. 15	116¾ July 27
4th, ext., gold, 5s.....1920	A-O	12,000	119	.....	.....	.....	118	.....	.....	.....	116¼ Nov. 15	121 Jan. 20
5th, ext., gold, 4s.....1928	J-D	1,000	102	.....	.....	.....	104	.....	.....	.....	106⅛ Apr. 14	106½ Apr. 14
1st, consol., gold, 7s.....1920	M-S	386,000	143	.....	.....	.....	135	140	135 Dec. 26	140 Dec. 15	135 Dec. 26	145¾ Jan. 26
1st, consol., gold, fund. 7s. 1920	M-S	.....	.....	143½	.....	.....	.....	.....	.....	.....	.....	.....
Long Dock, con., gold, 6s..1935	A-O	8,000	136¾	.....	.....	.....	.....	.....	.....	.....	139½ Apr. 14	142 Sept. 14
Buff. N. Y. & Erie, 1st, 7s..1916	J-D	15,000	131	.....	.....	.....	.....	.....	.....	.....	140 Jan. 26	140 Jan. 26
Buff. & S. W., gold 6.....1908	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jeff. RR., 1st gu. gold 5s...1909	A-O	11,000	*102*	.....	.....	.....	.....	.....	106 Dec. 2	106 Dec. 2	106 Feb. 8	106 Feb. 8
Chic. & Erie, 1st gold 5s...1982	M-N	317,000	*111½*	*112½*	.....	.....	.....	.....	114 Dec. 13	114¼ Dec. 16	111½ Jan. 9	116¾ Aug. 18
C. & RR. Co, 1st cur. gu. 6s. 1922	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D. & Imp. Co. 1st cur. 6s..1913	J-J	.....	*117*	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Greenw'd L. gtd. g. 5s. '46	M-N	.....	*107*	.....	.....	.....	105	.....	.....	.....	.....	.....
Small.....	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie, 1st con., g., prior bonds, 1996	J-J	7,114,000	.....	*92½*	90	92	90½	91	88 Dec. 20	91½ Dec. 6	88 Dec. 20	95 Jan. 20
Registered.....	J-J	1,000	.....	.....	.....	.....	.....	.....	.....	.....	93 Mar. 13	93⅞ Mar. 13
1st con. gen. lien, g. 3-4s..1996	.....	7,904,000	*73¼*	*74*	.....	71½	.....	.....	66½ Dec. 23	71½ Dec. 4	66½ Dec. 23	77 Jan. 20
Registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Sus. & W., 1st, ref. 5s. 1937	J-J	136,000	.....	108	110	.....	110	.....	.....	.....	107 Jan. 4	112½ June 16
2d, 4½s.....1937	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General, g., 5s.....1940	F-A	1,272,000	.....	*96*	.....	95	.....	.....	.....	.....	95 Jan. 3	102½ July 14
Terminal, 1st, g., 5s.....1943	M-N	2,000	*110*	.....	.....	.....	.....	.....	106 Dec. 21	106 Dec. 21	106 Dec. 21	111½ July 6
Regist'ed, $5,000 each. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilk. & Ea...st, gtd., g., 5s. 1942	J-D	834,000	*97*	*100*	103½	.....	103½	106	103 Dec. 15	105 Dec. 8	98¾ Jan. 3	108¼ Apr. 26
Mid. RR. of N. J., 1st, 6s. 1910	A-O	57,000	.....	*123*	.....	.....	.....	.....	116 Dec. 30	116½ Dec. 15	116 Dec. 30	122 Mar. 17
Erie & Pittsburg. *See* Pa. Co.												
Escanaba & L. Sup. *See* C. & N. W.												
Eureka Springs, 1st g. 6s....1933	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ev. & T. H.—1st con. g. 6s..1921	J-J	30,000	*120*	.....	.....	.....	.....	.....	127 Dec. 1	127 Dec. 1	121½ Jan. 16	127 Dec. 1
1st general gold 5s.....1942	A-O	1,597,000	.....	*101*	.....	105	103	105¼	102½ Dec. 23	104 Dec. 4	100¼ Jan. 3	107⅛ Sept. 27
Mt. Vernon 1st 6s.....1923	A-O	.....	*90*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sull. Co. Branch, 1st g. 5s. 1930	A-O	.....	*80*	.....	93⅛	.....	93⅛	.....	.....	.....	.....	.....

BONDS. New York Stock Exchange.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER.						RANGE FOR YEAR 1899.	
					Dec. 1.		Dec. 30.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Ev. & In., 1st con., gu., g. 6s. 1926	J - J	177,000	100	103	.....	110½	.....	.....	.....	.....	98 Apr. 20	103¾ June 6
Fargo & So. *See* Chic. M. & St. P.												
Flint & P. Marq., gold 6s...1920	A-O	205,000	119	.....	.....	.....	.....	.....	117½ Dec. 6	120 Dec. 22	117½ Dec. 6	124 Mar. 23
1st consol. gold 5s.....1939	M-N	700,000	100	100½	.....	103½	102	.....	101 Dec. 8	103 Dec. 15	100⅛ Jan. 3	107 June 21
Port Huron Div., 1st g. 5s. 1939	A-O	356,000	100	.....	.....	106	.....	.....	105 Dec. 27	105 Dec. 27	100 Jan. 5	110 May 31
Fla. Cen. & Pen., 1st g. 5s...1918	J - J	5,000	105	.....	106	.....	.....	.....	.....	.....	101 Mar. 20	101 Mar. 20
1st land gr. ext., gold 5s...1930	J - J	.....	100	.....	103	.....	.....	.....	.....	.....	.....	.....
Consol. gold 5s.....1943	J - J	.....	98	.....	100	104	.....	.....	.....	.....	.....	.....
Ft. Sm. & V. B.B. *See* St. L. & S. F.												
Fort St. U. D. Co. 1st g. 4½s..1941	J - J	.....	107	.....	105	.....	.....	.....	.....	.....	.....	.....
F.W.& Den.City – 1st g. 4-6s. 1921	J - D	1,667,000	85	85½	76	78	71	75	68 Dec. 19	76½ Dec. 2	68 Dec. 19	87½ Jan. 31
Ft. W. & Rio Gr., 1st g. 3-4s..1928	J - J	1,313,000	63	64	60½	62	56	60	60 Dec. 14	61 Dec. 4	60 Nov. 23	66⅝ Mar. 29
Gal. H.& San A.—*See* So. Pac. Co.												
Galv.H.& H. of 1882, 1st, 5s. 1913	A-O	253,000	98	100	102	105	100	102½	.....	.....	99⅛ Jan. 7	105½ July 12
Ga. & Ala., 1st, pref., g., 5s..1945	A-O	.....	105	.....	104	105½	.....	...	.....	.....	.....	.....
1st consol. 5s.....1945	J - J	.....	.....	.....	.....	100½	.....	100⅛	.....	.....	.....	.....
Ga. Car. & No., 1st, gu. g., 5s. 1929	J - J	22,000	100	.....	99	102	.....	.....	.....	.....	100 Jan. 31	103 Apr. 26
Georgia Pacific. *See* South'n Ry.												
Gila V. G. & N. *See* So. Pac.												
Gr. Rapids & Ind.—*See* Penn. Co.												
Gray's Pt. Term. *See* St. L. S. W.												
Han. & St. Jo. *See* C. B. & Q.												
Hock'g Val., 1st con., g., 4½s. 1999	J - J	3,362,000	.....	.....	101	.....	100½	101½	98¾ Dec. 19	101⅛ Dec. 7	98¾ Dec. 19	103½ May 4
Registered.....1999	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & H. V., 1st ext. g., 4s. 1948	A-O	12,000	.....	.....	103½	105	.....	.....	.....	.....	105½ May 1	107¼ June 28
Housatonic. *See* N.Y. N. H. & H.												
Hous. E. & W. Tex., 1st, g, 5s. 1933	M-N	472,000	97½	99	99	104	100	103	101 Dec. 9	102½ Dec. 30	97½ Jan. 3	104½ Mar. 22
H. & Tex. Cent. *See* So. Pac Co.												
Illinois Central, 1st g. 4s...1951	J - J	20,000	110¼	.....	113	.....	.....	.....	.....	.....	107¾ Apr. 18	115⅛ May 25
Registered.....1951	J - J	.....	110¼	.....	113	.....	.....	.....	.....	.....	.....	.....
1st, gold, 3½s.....1951	J - J	15,000	101½	104	106	.....	.....	.....	.....	.....	103½ Jan. 16	107¾ Apr. 18
Registered.....1951	J - J	.....	101¼	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st g. 3s, sterling.....1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s.....1952	A-O	213,000	105	106	.....	.....	.....	.....	103 Dec. 5	103 Dec. 5	101 Nov. 13	107 Jan. 31
Registered.....1952	A-O	5,000	.....	.....	.....	.....	.....	.....	.....	.....	104¾ Jan. 30	104¾ Jan. 30
Gold 4s.....1953	M-N	583,000	103	104	.....	.....	.....	.....	100 Dec. 20	100 Dec. 20	100 Dec. 20	107 Apr. 20
Registered.....1953	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2-10 g. 4s.....1904	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1904	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Lines 1st g. 4s. ..1951	F-A	77,000	105	.....	110⅛	.....	.....	.....	109⅛ Dec. 13	110⅛ Dec. 8	104 Feb. 14	114¼ June 23
Registered.....1951	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville div., g., 3½s.....1953	J - J	4,142,000	.....	94¼	101¼	101½	100	101	100 Dec. 20	101½ Dec. 16	93¾ Jan. 6	105¼ June 14
Registered.....1953	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis div., g., 3s.....1951	J - J	825,000	80	82	.....	89¾	.....	.....	88½ Dec. 8	88½ Dec. 8	81 Jan. 27	92½ June 23
Registered.....1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 3½s.....1951	J - J	1,390,000	94	.....	101½	.....	99½	101	99½ Dec. 22	100½ Dec. 19	94 Jan. 24	105½ June 14
Registered.....1951	J - J	103,000	.....	.....	.....	.....	.....	.....	.....	.....	101½ Oct. 23	103½ Apr. 28
Jairo Bridge, gold, 4s 1950	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1950	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle div., reg., 5s.....1921	F-A	1 000	.....	.....	.....	.....	.....	.....	.....	.....	123 May 24	123 May 24
Springf. div. 1st gold 3½s. 1951	J - J	1,000	.....	.....	.....	.....	.....	.....	95 Dec. 21	95 Dec. 21	95 Dec. 21	95 Dec. 21
Registered.....1951	J - J	.....	.....	103½	.....	.....	.....	.....	.....	.....	.....	.....
Ch. St. L. & N. O., gold 5s. 1951	J - D	22,000	125¼	.....	.....	.....	.....	.....	124 Dec. 11	124 Dec. 11	120 Jan. 9	128⅜ May 8
Registered.....1951	J - D	5,000	.....	.....	.....	.....	.....	.....	125 Dec. 5	125 Dec. 5	125 Dec. 5	125 Dec. 5
Gold 3½s.....1951	J - D	5,000	.....	.....	.....	.....	.....	.....	.....	.....	100 Apr. 15	100 Apr. 15
Registered.....1951	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memph. div., 1st, g., 4s..1951	J - D	8,000	.....	.....	.....	.....	.....	.....	.....	.....	104½ Feb. 17	106¼ Aug. 17
Registered.....1951	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belle. & Caron., 1st, 6s..1923	J - D	1,000	120	.....	116	.....	.....	.....	.....	.....	121 Feb. 24	121 Feb. 24
St. L. So., 1st, gu., g., 4s...1931	M-S	2,000	93	.....	.....	.....	.....	.....	.....	.....	104 Sept. 25	104 Sept. 25
Carb. & Shaw., 1st, g., 4s 1932..	M-S	.....	93	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Bl. & West.—*See* C.C.C. & St.L.												
Ind. Dec. & West., 1st, g., 5s. 1935	J - J	25,000	100	.....	100	.....	100	.....	.....	.....	102⅛ Jan. 5	106½ June 7
1st guar. gold 5s.....1935	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Ill. & Ia., 1st refund. 5s. 1948	A-O	202,000	.....	106⅛	104½	108	106	107½	105 Dec. 28	107⅞ Dec. 2	104½ Jan. 3	108½ Sept. 27
Intern. & Gt. Nor.—1st, g., 6s. 1919	M-N	171,000	124	127	120	.....	.....	.....	120 Dec. 5	120 Dec. 5	119 Nov. 21	126 Apr. 20
2d, gold, 4½-5s.....1909	M-S	848,000	92	.....	91	93	87	.....	87 Dec. 27	92 Dec. 1	87 Dec. 27	97 Feb. 28
3d, gold, 4s.....1921	M-S	530,000	60	61½	62	64	60	64	55 Dec. 28	61 Dec. 29	55 Dec. 28	66 July 25
Iowa Central, 1st, gold, 5s...1938	J - D	517,000	106½	110	112	.....	110	.....	107 Dec. 19	112⅜ Dec. 7	107 Jan. 9	117 Aug. 24
Iowa Midland. *See* Chic. & N. W.												
Jefferson RR. *See* Erie.												
Kal. All. & G.R. *See* L.S.& M.S.												
Kan. & Mich. *See* Tol. & O. C.												
Kan.C.&M.R.&B.—1st gu.g, 5s.'29	A-O	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. Pitts. & G., 1st & coll. 5s, g. 1923	A-O	19875000	.....	70	71½	72½	.....	.....	64¼ Dec. 22	72⅜ Dec. 1	58¾ June 24	75 Jan. 27
K. C. & Pacific. *See* M. K. & T.												
K. C. & Southw. *See* St. L. & S. F.												
Kansas Midland. *See* St. L. & S.F.												
Kentucky Cent. *See* L. & N.												
Keok. & Des Mo. *See* C. R. I. & P.												
Knoxville & Ohio. *See* So. Ry.												
Lake E. & W., 1st, gold, 5s..1937	J - J	263,000	118	120	122½	.....	.....	.....	119 Dec. 27	121½ Dec. 4	116½ Jan. 4	121½ May 18
2d, gold, 5s.....1941	J - J	353,000	.....	104	113½	.....	.....	.....	111 Dec. 27	111 Dec. 27	103½ Jan. 3	115 Nov. 28
Northern Ohio 1st gu. 5s..1945	A-O	125,000	101½	.....	103	.....	103¼	106½	103¼ Dec. 13	106½ Dec. 26	100 Jan. 31	106½ Dec. 26
L. Sh. & Mich. So. *See* N. Y. Cent.												
Lehigh Val. (Pa.), coll. g. 5s. 1997	M-N	.....	.....	104	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. N Y. 1st gu., g., 4½s. 1940	J - J	250,000	.....	106½	.....	.....	.....	.....	.....	.....	105½ Jan. 31	112¼ June 28
Registered.....1940	J - J	7,000	.....	.....	.....	.....	.....	.....	.....	.....	107½ Aug. 16	109½ Nov. 16
Leh. V. Ter. Ry. 1st gu. g., 5s. 1941	A-O	94,000	.....	.....	.....	.....	.....	.....	110 Dec. 30	111½ Dec. 13	110 Dec. 30	114⅛ Aug. 17
Registered.....1941	A-O	25,000	.....	.....	.....	.....	.....	.....	.....	.....	109½ Oct. 18	110 Oct. 11
Leh. V. Coal Co., 1st, gu., g., 5s. 1933	J - J	34,000	.....	.....	.....	.....	.....	.....	.....	.....	96 Feb. 7	103¾ Nov. 21
Registered.....1933	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & N. Y.—1st, gu. g., 4s..1945	M-S	8,000	91½	93	.....	.....	.....	.....	.....	.....	91½ Jan. 27	93 Feb. 6
Registered.....1945	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elm. C. & N.—1st g, 1st pf. 6s.'14	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold. guar. 5s.....1914	A-O	198,000	.....	100	.....	.....	.....	.....	.....	.....	99¾ May 23	101⅜ July 25
Leh. & Hud. R. *See* Cent. of N. J.												
Leh. & Wilkesb. *See* Cent. N. J.												
Leroy & Caney Val. *See* Mo. Pac												
Lex. Ave. & P. F. *See* Met. St. Ry.												
Little R. & Mem., 1st, g., 5s, 1937, Eng. Central Trust Co. certifs..	M S	83,000	.....	36	.....	.....	.....	.....	37 Dec. 28	37 Dec. 28	38 Feb. 3	38 Sept. 19
Long Dock. *See* Erie.												
Long Island—1st con., g., 5s. 1931	Q-J	25,000	120	124	121	.....	120	.....	.....	.....	120 Jan. 18	124½ May 22
1st, con., g., 4s.....1931	Q-J	.....	100	.....	101	.....	100	.....	.....	.....	.....	.....
Gen. g., 4s.....1938	J-D	183,000	95	98¼	94	.....	93	96	94 Dec. 7	95 Dec. 21	94 Dec. 7	102 May 1
Ferry, 1st, g., 4½s.....1922	M-S	167,000	96	99	98½	100	98	.....	98 Dec. 6	100 Dec. 1	98 Nov. 15	101 Jan. 27
Gold, 4s.....1932	J-D	2,000	95	.....	.....	.....	.....	.....	94 Dec. 1	94 Dec. 1	94 Dec. 1	101 Nov. 22
Deb., gold, 5s.....1934	J-D	.....	95	.....	92½	.....	95	.....	.....	.....	.....	.....
Unified gold 4s.....1949	M-S	1,000	.....	.....	87½	.....	86	93	.....	.....	87½ Nov. 16	87½ Nov. 16
N. Y. & Ro. Beh., 1st, g., 5s. 1927	M-S	7,000	103	105	.....	.....	95	.....	.....	.....	100 Jan. 17	100 Jan. 17
N. Y. B. & M. B., con., g. 5s. 1935	A-O	11,000	100½	.....	.....	.....	.....	.....	.....	.....	107 Jan. 31	107 Jan. 31
B'klyn & Montauk, 1st 6s..1911	M-S	.....	.....	.....	115	.....	.....	.....	.....	.....	.....	.....
1st 5s.....1911	M-S	.....	.....	.....	105	.....	.....	.....	.....	.....	.....	.....
N. Sh. beh., 1st, con., gu., g, 5s. '32	Q-J	2,000	95	.....	.....	.....	.....	.....	.....	.....	100½ Apr. 27	100½ Apr. 27
La. & Mo. Riv. *See* Chic. & Alton.												
L. Ev. & St. L. Con., con., g. 5s., 1939 Eng. Tr. Co. certifs. of deposit	J - J	2,064,000	51	52	64	65	61	63	55 Dec. 26	62 Dec. 29	50 Jan. 25	72 Mar. 3
Gen., g., 4s.....1943	M-S	1,025,000	.....	5½	7½	9	5	10	7½ Dec. 6	8 Dec. 30	6 Mar. 2	10 Mar. 3

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in 1899. (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.		Highest.		RANGE FOR YEAR 1899. Lowest.		Highest.	
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices		Sale Prices.		Sale Prices	
Louis.& Nash.,Cecil bch., 7s.1907	M-S	.....	105	.....	106	.....	106	.....	.....		.....		.....		.....	
N. O. & M., 1st, g., 6s.....1930	J-J	60,000	125	.....	.....	.....	.....	.....	131	Dec. 8	131	Dec. 8	129¾	Jan. 19	132½	May 31
N. O. & M., 2d, 6s.....1930	J-J	49,000	108	.....	120	.....	119	123	.....		.....		117	Feb. 14	122	Mar. 18
E. H. & Nash., 1st, g., 6s...1919	J-D	11,000	115	.....	111½	.....	110½	.....	111	Dec. 14	111	Dec. 15	111	Dec. 14	114¼	Sept. 25
Gen., g., 6s.....1930	J-D	295,000	117	.....	117	.....	.....	.....	115½	Dec. 14	117	Dec. 4	115½	Dec. 14	121	Feb. 27
Pensacola div., 6s.....1920	M-S	19,000	109	.....	109	.....	.....	.....	.....		.....		107	Apr. 19	109½	Nov. 1
St. L. div., 1st, g., 6s.....1921	M-S	1,000	.....	.....	.....	128	125	127	124	Dec. 13	124	Dec. 13	124	Dec. 13	124	Dec. 13
2d, g., 3s.....1980	M-S	9,000	.....	.....	.....	.....	.....	.....	66	Dec. 1	66	Dec. 1	61	Oct. 3	073¼	July 11
Nashv. & Dec., 1st, 7s.....1900	J-J	5,000	.....	.....	.....	.....	.....	.....	.....		.....		103	Oct. 26	103	Oct. 26
Sink. fd. (S. & N. Ala.), 6s..1910	A-O	.....	106	.....	.....	.....	.....	.....	.....		.....		.....		.....	
S. & N. Ala., con., gu., g., 5s.1936	F-A	90,000	107	109	105	108½	.....	.....	.....		.....		106½	June 7	109½	May 1
Gold, 5s.....1937	M-N	92,000	105½	.....	105	.....	.....	.....	105½	Dec. 1	108½	Dec. 13	105½	Dec. 1	110¼	Mar. 11
Unified, g., 4s.....1940	J-J	2,850,000	95½	.....	99½	100	98½	.....	98	Dec. 21	100¼	Dec. 4	94⅞	Feb. 1	100½	June 29
Registered.....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Coll. trust, 5 20s, g., 4s.1903-18	A-O	2,283,000	.....	.....	.....	.....	.....	.....	96	Dec. 22	98⅛	Dec. 6	96	Dec. 22	101	Mar. 29
Pens. & Atl., 1st, gu., g., 6s.1921	F-A	56,000	.....	111½	112	.....	.....	.....	111	Dec. 20	112	Dec. 8	111	Jan. 5	114½	Aug. 23
Coll. trust, g., 5s.....1931	M-N	123,000	106	.....	105	.....	.....	.....	105	Dec. 22	107	Dec. 26	105	Dec. 22	110	Feb. 24
L.&N.&Mob.&M., 1st, g, 4½s.1945	M-S	16,000	108	.....	.....	.....	.....	.....	.....		.....		107½	Nov. 6	108¾	Aug. 22
N. Fla.& Shef., 1st, gu., g., 5s 1937	F-A	254,000	105½	.....	.....	.....	.....	.....	109	Dec. 16	110	Dec. 27	106½	Feb. 17	110⅜	July 27
Kentucky Cent., g., 4s.....1987	J-J	138,000	90	.....	97	97½	.....	.....	.....		.....		91	Jan. 10	99	Sept. 22
L. & N. Lou. C.& Lex., g. 4½s.1931	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Lo.&Jeff.Brdge Co.,gu.,g.,4s.1945	M-S	78,000	.....	.....	96¾	97¾	.....	.....	.....		.....		93	Sept. 21	98½	July 19
L N. A. & Ch. *See* Ch. Ind. & L.																
Louisv. Ry. Co. 1st con. g. 5s.1930	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mahoning Coal. *See* L.S.&M.So.																
Manhattan R'y cons. 4s.....1990	A-O	9,159,000	95	95½	105	.....	101½	105½	100	Dec. 21	106¼	Dec. 1	95	Jan. 3	112¾	Apr. 3
Metropol'n El., 1st, gold, 6s.1908	J-J	452,000	115⅛	.....	.....	.....	115	117	114	Dec. 22	117⅜	Dec. 8	114	Dec. 22	121⅝	June 14
Manitoba S.W.Coloniz., g., 5s.1934	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Market St. Cable Ry., 1st 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
McK'pt.& B.Vern. *See* P.McK.& Y.																
Metrop. Elev. *See* Manhat. Elev.																
Met. St. Ry. gen. col.tr.g.,5s 1997	F-A	2,413,000	.....	119	.....	121	118	119	114	Dec. 19	120¾	Dec. 8	114	Dec. 19	124	Jan. 27
Bway&7th Av. 1st.con.g.5s.1943	J-D	252,000	122⅛	123½	.....	.....	.....	.....	118	Dec. 26	121	Dec. 14	118	Dec. 26	125¼	Jan. 30
Registered.....1943	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Col. & 9th Ave. 1st gu.,g.5s.1993	M-S	108,000	123¾	.....	.....	125	120	.....	123¼	Dec. 14	124	Dec. 5	123¼	Dec. 14	127	Jan. 14
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Lexington Ave. & Pav. Ferry—																
1st, guaranteed, gold, 5s.1993	M-S	184,000	124	.....	.....	.....	120	.....	118	Dec. 26	125	Dec. 8	118	Dec. 26	127⅛	July 31
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Met. W. S. El. (Chic.) 1st 4s..1938	.....	2,812,000	.....	.....	.....	.....	.....	.....	94½	Dec. 27	97½	Dec. 16	92	Apr. 20	98⅝	July 28
Mex. Cent., con., gold, 4s....1911	J-J	89,000	08½	70½	.....	77½	.....	.....	77¼	Dec. 4	77¼	Dec. 4	68¾	Jan. 4	78½	Aug. 16
1st, con., income, gold, 3s..1939	July	5,777,000	.....	.....	25	26	21	22	18½	Dec. 22	26	Dec. 2	16½	Apr. 3	29¼	Sept. 13
2d, con., income, g., 3s.....1939	July	6,544,000	.....	.....	12	12¾	9½	10	8	Dec. 22	11	Dec. 13	8	Dec. 22	14¾	Apr. 27
Equip. and collat., g., 5s...1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mex. Internat. 1st con, g, 4s.1977	M-S	3,557,000	84	.....	.....	.....	.....	.....	86¼	Dec. 21	87¾	Dec. 23	84½	Jan. 6	88¾	Feb. 24
Mex. Nat., 1st, gold, 6s.....1927	J-D	2,000	.....	.....	.....	.....	.....	.....	.....		.....		100	Sept. 12	100	Sept. 12
2d inc., 6s, A, coup. stmpd.1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
2d income, 6s, B.....1917	Aug	101,000	.....	.....	.....	.....	.....	.....	.....		.....		14	Apr. 5	14	Apr. 5
Mex. Northern 1st gold, 6s..1910	J-D	10,000	103	.....	.....	.....	.....	.....	.....		.....		108	Oct. 16	108	Oct. 16
Registered.....1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Michigan Central. *See* N. Y. Cent.																
Midland of N. J. *See* N.Y.Sus.& W.																
Mil.El.Ry.&Lt. con.30 yr.g.5s,'26	F-A	28,000	105	.....	.....	.....	.....	.....	.....		.....		103½	Feb. 4	106	Oct. 27
Mil. L.S.& West. *See* Chic.& N.W.																
Mil. & Madison. *See* Ch. & N. W.																
Mil. & North'n. *See* Ch. M. & St. P.																
Mil. & St P. *See* Ch. M. & St. P.																
Minn. & St. L., 1st, gold, 7s..1927	J-D	3,000	144	145	.....	.....	.....	.....	.....		.....		145	Jan. 6	150	Apr. 20
Iowa ex., 1st, gold, 7s.....1909	J-D	4,000	123½	.....	.....	.....	.....	.....	.....		.....		121	July 12	125	Jan. 27
S. W. ex., 1st, g., 7s.....1910	J-D	6,000	.....	128	.....	.....	.....	.....	.....		.....		127	Jan. 27	127	Jan. 27
Pacific ex., 1st, gold, 6s....1921	A-O	.....	.....	130	.....	.....	.....	.....	.....		.....		.....		.....	
1st cons., g., 5s.....1934	M-N	297,000	109	.....	.....	112½	.....	.....	111	Dec. 27	112	Dec. 6	110½	Jan. 18	116½	Sept. 11
1st & refund., g., 4s.....1949	M-S	408,000	.....	.....	.....	.....	.....	.....	91	Dec. 28	95	Dec. 29	91	Dec. 28	100	Aug. 21
Min & St. L. gu. *See* B. C. R. & N.																
Minn. & Pacific, 1st, 5s, stpd. 4s, payment of int. gu.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Minn. S. S.M. & Atl. 1st, g. 4s, stpd., payment of int. gu..1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
M. St. P.&S. S. M., con., g., 4s, stpd., payment of int. gu..1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Minn. St. Ry., 1st, con. g., 5s.1919	J-J	31,000	.....	.....	109½	.....	.....	.....	.....		.....		109	Oct. 30	110½	Sept. 11
Minneap. Un. *See* St. P. M. & M.																
Mo. Kan. & Tex., 1st, g., 4s.1990	J-D	9,445,000	.....	94	91	.....	90	91	86	Dec. 22	91½	Dec. 2	86	Dec. 22	96	May 25
2d, gold, 4s.....1990	F-A	18939000	68½	.....	70	.....	67¾	68¼	63	Dec. 22	70	Dec. 5	63	Dec. 22	73⅝	Aug. 28
1st, Exten. gold 5s.....1944	M-N	1,620,000	.....	84	94½	95	90	95	90	Dec. 20	95½	Dec. 1	82	Jan. 19	96¼	Sept. 7
M.K. & T. of T. 1st gu. g. 5s.1942	M-S	1,648,000	.....	88	93	94	90	93	92	Dec. 28	94	Dec. 7	86	Jan. 16	95	Aug. 25
Kan. C. & Pac., 1st, g., 4s...1990	F-A	765,000	75	.....	77	78	77	78	77	Dec. 4	78	Dec. 1	75¼	Jan. 5	82	Jan. 23
Dal. & Wa., 1st, gu., g., 5s...1940	M-N	169,000	.....	88½	.....	.....	.....	.....	94	Dec. 8	94	Dec. 8	85	Jan. 21	96½	Sept. 2
Boonev. Bdg. Co., gu., 7s...1906	M-N	1,000	.....	.....	.....	.....	.....	.....	.....		.....		100⅜	Nov. 22	100⅜	Nov. 22
Tebo & Neosho, 1st, 7s....1903	J D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mo. K. & E., 1st gu., g., 5s.....1942	A-O	326,000	101	.....	105½	.....	.....	.....	101	Dec. 22	105½	Dec. 8	101	Dec. 22	107½	July 13
Missouri Pac. 1st con., g, 6s.1920	M-N	4,859,000	109	110	115	.....	113½	114	109	Dec. 22	115¾	Dec. 8	108¾	Jan. 9	121⅜	Apr. 28
3d, 7s.....1906	M-N	153,000	112½	115½	.....	.....	111¼	.....	114	Dec. 6	114	Dec. 8	112	Nov. 14	117	May 17
Trust, g., 5s.....1917	M-S	3,931,000	.....	93	.....	97½	.....	.....	94	Dec. 28	97½	Dec. 4	91½	Jan. 3	102	Aug. 29
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
1st, coll., gold, 5s.....1920	F-A	3,049,000	88	89	93¾	94½	90	.....	89¾	Dec. 23	94¼	Dec. 6	88	Jan. 4	98½	July 28
Registered.....1920	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Pac. R. of Mo. 1st ex. g, 4s..1938	F-A	116,000	.....	108½	106¼	106¾	.....	.....	104⅝	Dec. 15	104⅝	Dec. 15	104⅝	Dec. 15	109	July 13
2d extended, gold, 5.....1938	J-J	17,000	106	.....	.....	.....	.....	.....	.....		.....		110	Nov. 10	115	Apr. 20
Verdigris V. Ind.&W. 1st 5s.1926	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Leroy & C. Val. A. L. 1st 5s..1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
St. Louis & Iron Mountain—																
Gen. con. Ry. & ld. gr. 5s.1931	A-O	17741000	105	105¾	109¾	110	109⅛	110	107	Dec. 22	110	Dec. 4	105	Jan. 3	114⅜	July 14
Gen. con., stped. gu. g. 5s.1931	A-O	78,000	102	.....	110	.....	109	110	108½	Dec. 29	109½	Dec. 30	108½	Dec. 29	111½	Jan. 31
New 30-year 4s (when issued)	....	10535000	.....	.....	.....	.....	80	81½	73	Dec. 19	82¾	Dec. 2	73	Dec. 19	88	Apr. 24
Miss. Riv. Bdge. *See* Chic. & Alt.																
Mob.& Birm., prior lien, g., 5s.1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Small.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Income, gold, 4s.....1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Small.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mob. & Ohio, new, gold, 6s..1927	J-D	167,000	125	.....	.....	.....	.....	126	126	Dec. 21	126	Dec. 21	125	Jan. 9	130¼	May 19
1st extension, 6s.....1927	Q-J	42,000	115½	.....	.....	.....	.....	.....	.....		.....		117	Feb. 21	122	May 23
Gen., 4s.....1938	M-S	2,110,000	79	.....	.....	.....	82½	83½	81½	Dec. 27	85	Dec. 1	81½	Dec. 27	90	Aug. 26
Montgom. Div., 1st, g. 5s..1947	F-A	231,000	107½	.....	107	108½	.....	.....	103¾	Dec. 19	106	Dec. 29	103¾	Dec. 19	109¼	July 25
St. L. & Cairo, gu., gold, 4s..1931	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mohawk & Mal. *See* N. Y. C. & H.																
Monongahela Riv. *See* Balt. & O																
Montana Cent. *See* St. P. M. & M.																
Morgan's La. & T.—*See* So. Pac. Co																
Morris & Essex. *See* Del. L. & W.																
Nashville Chatt. & St. Louis—																
1st, 7s.....1913	J-J	1,7000	.....	132	.....	.....	.....	.....	129	Dec. 19	129	Dec. 20	129	Dec. 19	132¾	Feb. 18
2d, 6s.....1901	J-J	5,000	.....	.....	.....	.....	.....	.....	.....		.....		101	Sept. 12	101	Sept. 12
1st, con., gold, 5s.....1928	A-O	374,000	.....	109	.....	.....	104½	105½	103⅛	Dec. 20	106	Dec. 1	103⅛	Dec. 20	108½	Sept. 7
1st 6s, T. & P. b.....1917	J-J	2,000	.....	.....	.....	.....	.....	.....	111	Dec. 20	111	Dec. 20	111	Dec. 20	111	Dec. 20
1st 6s, McM. M. W. & Al...1917	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
1st, gold, 6s, Jasper Bch...1923	J-J	2,000	.....	.....	.....	.....	.....	.....	113	Dec. 1	113	Dec. 1	113	Dec. 1	115	Mar. 22
Nash. Flor. & Shef. *See* Lou. & N.																
New H. & Derby. *See* Housatonic.																
N. J. Junc'n RR. *See* N. Y. Cent.																
Newp't & Cin. B'ge. *See* Penn. Co.																
N. O. & N. E., prior lien, g., 6s.1915	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
N. Y. B. & Man. Beach. *See* L. Isl.																

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER						RANGE FOR YEAR 1899.	
					Dec. 1.		Dec. 30.		Lowest.	Highest	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
N. Y. Central & Hudson River—												
1st, 7s.....1903	J - J	229,000	114¼	.....	112½	113¼	.....	.....	112¾ Dec. 4	112¾ Dec. 4	111½ Oct. 4	117½ Jan. 31
Registered.....1903	J - J	240,000	114½	.....	.....	.....	.....	.....	.....	.....	111½ Oct. 3	117½ Feb. 6
Debenture 5s of.....1884-1904	M-S	94,000	110⅛	.....	.....	.....	106¼	107½	106⅛ Dec. 14	106¼ Dec. 5	106⅛ Dec. 14	113¼ Jan. 30
Registered.....1884-1904	M-S	40,000	110	.....	.....	.....	.....	.....	106⅛ Dec. 12	106¼ Dec. 5	105¾ Oct. 16	113¼ Jan. 26
Reg. debenture 5s of.1889-1904	M-S	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debenture, g., 4s.....1890-1905	J-D	4,000	104⅜	.....	.....	.....	.....	.....	.....	.....	103¼ June 26	105 May 3
Registered, deb. 4s.1890-1905	J-D	.....	103½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certs., ext., g., 4s.....1905	M-N	67,000	104⅝	.....	.....	.....	.....	.....	.....	.....	101⅝ Sept. 9	107⅝ Feb. 2
Registered.....1905	M-N	2,000	103½	.....	.....	.....	.....	.....	.....	.....	102¾ Aug. 1	102¾ Aug. 1
Gold mortgage 3½s.....1997	J - J	733,000	107	.....	110	110⅜	109½	.....	109¾ Dec. 22	110¾ Dec. 13	109⅝ Nov. 16	113¼ June 12
Registered.....1997	J - J	27,000	108⅝	.....	.....	.....	.....	.....	.....	.....	111½ Feb. 17	112½ Apr. 14
Lake Shore collat., g., 3½s.1998	F-A	8,651,000	98	99¾	97¾	98	93½	97	95 Dec. 22	98 Dec. 7	95 Dec. 22	103 May 26
Registered.....1998	F-A	678,000	99½	100	.....	.....	.....	.....	93 Dec. 28	97⅛ Dec. 4	93 Dec. 28	103 June 26
Mich. Cent. collat., g., 3½s1998	F-A	2,082,000	97	.....	97	.....	.....	.....	96 Dec. 15	97 Dec. 6	96 Dec. 15	102¼ July 24
Registered.....1998	F-A	6,000	.....	.....	.....	96	.....	.....	96 Dec. 12	96 Dec. 12	93 Nov. 14	100 May 25
Harlem, 1st, 7s.....1900	M-N	34,000	105½	.....	101⅛	.....	101½	.....	.....	.....	103¾ June 14	108 Jan. 16
Registered.....1900	M-N	30,000	107	.....	101⅛	.....	101½	.....	101⅛ Dec. 12	101½ Dec. 20	101⅛ Dec. 12	106¼ Jan. 12
N. J. Junc. R., gu., 1st, 4s...1986	F-A	.....	103	.....	103	.....	.....	.....	.....	.....	.....	.....
Registered certificates...1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Shore, 1st, 4s, gu.....2361	J - J	1,814,000	110¼	110¾	113	113¾	112	113	111 Dec. 20	113¼ Dec. 7	110¼ Jan. 3	117¾ June 27
Registered.....2361	J - J	1,036,000	109¾	110½	113	113½	.....	.....	108½ Dec. 21	112⅞ Dec. 5	108½ Dec. 21	115¾ June 15
Beech Cr'k, 1st, gu., g., 4s..1936	J - J	6,000	112	.....	.....	.....	.....	.....	109 Dec. 4	109 Dec. 4	109 Dec. 4	112 Aug. 31
Registered.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d gu., gold, 5s.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearfield Bitum. Coal Corp.												
1sts.f.int.gu.,g.,4s,ser.A.1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small bonds, series B..1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gouv. & O. S. 1st gu., g., 5s.1942	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R.W.&Og., con., 1st. ext.5s.1922	A-O	235,000	129⅝	.....	123	127½	.....	129	127½ Dec. 7	129 Dec. 30	122½ Nov. 27	132 Jan. 18
Nor. & Mont. 1st gu., g., 5s.1916	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & O. T. R. 1st gu., g.5s.1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oswe. & R., 2d, gu., g., 5s...1915	F-A	2,000	.....	.....	.....	.....	.....	.....	.....	.....	113 Apr. 13	113 Apr. 13
Utica & Bl. Riv., gu., g., 4s..1922	J - J	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moh. & Mal. 1st, gu., g., 4s..1991	M-S	8,000	.....	.....	107	.....	.....	.....	.....	.....	106½ Nov. 14	106½ Nov. 14
Cart. & Ad., 1st, gu., g., 4s..1981	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.& Put.,1stcon.,gu.g.4s.1993	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & North., 1st, g., 5s..1927	A-O	6,000	.....	129½	122	124	.....	128	.....	.....	123 June 16	123 June 16
Lake Shore & Mich. Southern—												
Det. Mon. & Tol., 1st, 7s.1906	F-A	3,000	.....	.....	121	123	118	122	.....	.....	123 June 13	123 June 13
Lake Shore cons., 1st, 7s.1900	J - J	96,000	.....	.....	103	.....	103	.....	103¼ Dec. 15	103¼ Dec. 15	103 Nov. 27	107¼ May 4
Registered.....1900	Q-J	95,000	.....	.....	.....	.....	.....	.....	101⅜ Dec. 6	101⅜ Dec. 6	101⅜ Dec. 6	106½ Feb. 20
Consol., 2d, 7s.....1903	J-D	46,000	116½	.....	111¾	.....	110	.....	110 Dec. 21	110 Dec. 21	110 Dec. 21	117¼ Mar. 20
Registered.....1903	J-D	78,000	116½	.....	.....	.....	.....	.....	111¾ Dec. 2	112 Dec. 8	111¾ Dec. 2	116½ Jan. 5
Gold 3½s.....1997	J-D	924,000	104¾	.....	108½	.....	109	110½	109 Dec. 19	110⅛ Dec. 29	106 Jan. 3	112⅞ May 5
Registered.....1997	J-D	39,000	.....	.....	.....	.....	.....	.....	109¼ Dec. 4	109¼ Dec. 4	106 Jan. 5	111 Apr. 27
Cincinnati & Springfield—												
1st, gu., L. S.& M.S.,7s.1901	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kal. A. & G. R. 1st, gu. c. 5s.1938	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahon. Coal RR., 1st, 5s.1934	J - J	1,000	.....	.....	.....	.....	.....	.....	.....	.....	122¾ Nov. 3	122¾ Nov. 3
Mich. Cent. 1st, con., 7s....1902	M-N	89,000	.....	112	.....	.....	108	.....	107¾ Dec. 5	108½ Dec. 29	107¾ Dec. 5	112½ Apr. 27
1st, con., 5s.....1902	M-N	23,000	104¾	107	.....	.....	102½	.....	103 Dec. 28	103 Dec. 28	103 May 6	103 May 9
6s.....1909	M-S	.....	122½	.....	.....	.....	118	.....	.....	.....	.....	.....
5s.....1931	M-S	5,000	126	.....	.....	.....	.....	.....	.....	.....	129 Nov. 20	129 Nov. 20
Registered.....1931	Q-M	5,000	126	.....	.....	129	.....	.....	127 Dec. 2	127 Dec. 2	127 Dec. 2	127 Dec. 2
4s.....1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bat. C. & Stur. 1st gu. g. 3s.1989	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.Chic.& St. L.—1st, g., 4s.1937	A-O	1,225,000	106⅛	106¼	105½	.....	104¼	.....	104⅛ Dec. 20	106½ Dec. 2	104⅛ Dec. 20	109 Aug. 25
Registered.....1937	A-O	78,000	.....	104½	.....	.....	.....	.....	105½ Dec. 14	105⅞ Dec. 8	103½ Nov. 10	106½ July 19
N. Y. & Greenwood L.—*See* Erie.												
N. Y. & Har.— *See* N. Y. C. & Hud.												
N.Y. Lack & West.—*See* Del. L. & W.												
N. Y. Lake Erie & West.—*See* Erie												
N. Y. & N. E.— *See* N. Y. N. H. & H.												
N. Y. New Haven & Hartford--												
1st, reg. 4s.....1903	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Convert. deb. certfs., $1,000...	A-O	379,000	175	.....	.....	189¼	184	.....	.....	.....	173 Jan. 6	191 Apr. 21
Small certfs., $100.....	.....	11,000	173	.....	.....	.....	.....	.....	.....	.....	172 Jan. 19	186 Sept. 8
Housaton. RR., con. g. 5s.1937	M-N	3,000	125	.....	.....	.....	.....	.....	128 Dec. 27	128 Dec. 27	128 Dec. 27	133 Aug. 16
N. H. & Derby, con. 5s. 1918	M-N	.....	121¾	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. Eng., 1st, 7s...1905	J - J	40,000	120	.....	118⅛	.....	.....	.....	.....	.....	117¾ July 6	121½ June 20
1st, 6s.....1905	J - J	23,000	114⅛	.....	112½	.....	.....	.....	.....	.....	113 July 31	115 May 11
N. Y. & North'n—See N. Y. Cent.												
New York Ontario & Western—												
Refunding, 1st, g, 4s.....1992	M-S	1,519,000	104¾	.....	.....	.....	102⅞	.....	101½ Dec. 27	105½ Dec. 11	101½ Dec. 27	106⅞ Aug. 7
Registered, $5,000 only..1992	M-S	.....	101½	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.& Putnam—*See* N.Y.C.&Hud.												
N.Y. & Rock. Beach—*See* L. Island												
N. Y. Susque. & West.—*See* Erie.												
N.Y. Tex. & Mex.—*See* So. Pac Co.												
Norfolk & Western—												
Gen. 6s.....1931	M-N	6,000	128	.....	.....	.....	128	130	.....	.....	130 Feb. 17	135 June 19
New River, 1st, 6s.....1932	A-O	2,000	128	.....	.....	.....	.....	.....	128 Dec. 1	128 Dec. 1	128 Dec. 1	130 Aug. 24
Improvement & ext., g., 6s.1934	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. Con. & T. 1st, gu., g., 5s.1922	J - J	.....	107	.....	.....	.....	105	.....	.....	.....	.....	.....
Scio. V. & N. E., 1st gu. g. 4s.1989	M-N	572,000	96	98	.....	100½	.....	.....	95 Dec. 28	99 Dec. 16	95 Dec. 28	101 Apr. 24
Nor. & W. Ry. 1st con. g. 4s.1996	A-O	6,827,000	85½	89½	92	.....	90¼	91	87½ Dec. 19	92¾ Dec. 1	87½ Dec. 19	96¼ Aug. 25
Registered.....1996	A-O	4,000	.....	.....	.....	.....	.....	.....	.....	.....	95½ June 12	95½ June 12
Small.....1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North. Illinois—*See* Chic. & N. W.												
Northern Ohio. *See* L. Erie & W.												
Northern Pacific—												
Gen., 1st, RR. & L. G. s.f. g. 6s.1921	J - J	52,000	114½	116	.....	.....	.....	.....	.....	.....	114½ Jan. 3	120 Apr. 11
Registered.....1921	J - J	5,000	.....	115	.....	.....	.....	.....	.....	.....	112 July 20	112 July 20
St. P. & Nor. Pac., gen., g., 6s.1923	F-A	2,000	131	134	.....	.....	.....	.....	.....	.....	131¼ May 15	131¼ May 15
Registered certificates...1923	Q-F	3,000	.....	115	.....	.....	.....	.....	.....	.....	132 July 28	132 July 28
Prior lien, gold 4s.....1997	Q - J	1636600	101¾	.....	102	102¼	103½	104	100½ Dec. 18	103¾ Dec. 29	100½ Dec. 18	106¾ June 14
Registered.....1997	Q - J	129,000	.....	.....	.....	.....	.....	.....	100 Dec. 22	100 Dec. 22	100 Dec. 22	104⅛ May 12
General lien, g., 3s.....2047	Q-F	11096000	69	.....	.....	.....	65	65½	63 Dec. 19	66⅜ Dec. 1	63 Dec. 19	70 Jan. 23
Registered.....2047	Q-F	23,000	.....	.....	.....	.....	.....	.....	.....	.....	65½ May 16	66½ June 17
Wash. Cent. Ry. 1st g. 4s.1948	Q-M	84,000	.....	.....	.....	.....	.....	86½	.....	.....	90 Jan. 27	96 May 5
Nor. P. Ter. Co., 1st, g., 6s....1933	J - J	308,000	.....	116	.....	120½	.....	.....	120 Dec. 4	120½ Dec. 7	112 Jan. 6	121½ Oct. 7
Nor. Railway Cal.—*See* Cent. Pac.												
North Wiscon.—*See* C.St.P.M.& O.												
Norfolk & South., 1st, g., 5s..1941	M-N	5,000	100	.....	.....	.....	.....	.....	.....	.....	107½ May 22	108½ July 18
Nor. & Mont.—*See* N. Y. Central.												
Ohio Ind. & W.—*See* C.C.C.& St.L.												
Ohio & Miss.—*See* B. & O. S. W.												
Ohio River RR.—1st, g., 5s.. 1936	J-D	7,000	82	.....	.....	.....	102½	.....	.....	.....	103 Sept. 27	104 Oct. 24
Gen., g., 5s.....1937	A-O	2,000	.....	.....	.....	.....	85	.....	85 Dec. 8	85 Dec. 8	85 Dec. 8	85 Dec. 8
Omaha & St. L., 1st, g., 4s...1901	J - J	86,000	78	.....	.....	.....	.....	.....	74 Dec. 12	75½ Dec. 12	65 May 24	85 Feb. 7
Oregon & Cal. *See* So. Pac. Co.												
Ore. Ry. & Nav. *See* Union Pac.												
Ore. RR. & Nav. *See* Union Pac.												
Ore. Short Line. *See* Union Pac.												
Oswego & Rome—*See* N. Y. Cent.												
Ottum. C.F. & St.P.—*See* C.& N.W.												
Pacific Coast Co., 1st, g., 5s.1946	J-D	789,000	104⅝	105	.....	.....	103⅜	.....	102½ Dec. 20	106 Dec. 7	102½ Dec. 20	110 Nov. 3
Pacific of Missouri—*See* Mo. Pac.												
Panama, 1st, s. f., g., 4½s...1917	A-O	7,000	.....	.....	104⅜	.....	.....	.....	.....	.....	103¼ Oct. 17	104⅜ Nov. 21
S. f., subsidy, g., 6s.....1910	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899 (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.	Highest.	RANGE FOR YEAR 1899. Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Pennsylvania Co.—												
Penn. Co., gu., 1st, 4½s....1921	J-J	171,000	114	.....	114½	115	112½	.....	113½ Dec. 13	115 Dec. 4	113½ Dec. 13	118 May 22
Registered....1921	J-J	13,000	.....	.....	.....	.....	.....	.....	.....	.....	113¾ Mar. 23	115⅛ Mar. 9
Gu. 3½s, col. tr. reg. ctfs.1937	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P. C. C. & St. L., con., gu., g., 4½s.												
Series A....1940	A-O	23,000	114½	.....	114½	115½	113	.....	.....	.....	114 Oct. 17	118 July 14
Series B, guar....1942	A-O	57,000	115	.....	114½	115½	113½	.....	112⅜ Dec. 28	112⅜ Dec. 28	112⅜ Dec. 28	119 June 13
Series C, guar....1942	M-N	.....	115	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series D, 4s, guar....1945	M-N	7,000	106	.....	.....	.....	103	106	107 Dec. 5	107 Dec. 5	104½ Nov. 8	107 Dec. 5
Pittsb. Cin. & St. L., 1st, 7s.1900	F-A	8,000	.....	.....	.....	.....	.....	.....	.....	.....	105⅛ Mar. 15	107⅞ Jan. 6
Registered....1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft. W. & Chic., 1st, 7s.1912	J-J	13,000	.....	.....	.....	.....	.....	.....	.....	.....	138¾ Jan. 6	141 Mar. 29
2d, 7s....1912	J-J	5,000	.....	.....	.....	.....	.....	.....	.....	.....	139 Nov. 16	140½ May 1
3d, 7s....1912	A-O	3,000	.....	.....	.....	.....	.....	.....	.....	.....	135 June 7	135 June 7
Chic. St. L. & P., 1st, c., g., 5s.1932	A-O	1,000	.....	.....	.....	.....	.....	.....	.....	.....	119½ Oct. 4	119½ Oct. 4
Registered....1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev. & Pitts., con., s. f., 7s.1900	M-N	30,000	106	.....	.....	.....	.....	.....	.....	.....	105¼ Sept. 11	108 Apr. 19
Gen., gu., g., 4½s, Series A.1942	J-J	1,000	120	.....	.....	.....	.....	.....	.....	.....	121 July 5	121 July 5
Series B....1942	A-O	.....	120	.....	.....	115	.....	.....	.....	.....	.....	.....
Erie & P., gen. gu. g. 3½s, B.1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series C....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gr. Ra. & I., ex. 1st, gu. g. 4½s.1941	J-J	6,000	.....	.....	.....	.....	.....	.....	.....	.....	113¼ June 2	114 Oct. 19
Allegh. Val., gen., gu., g., 4s.1942	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport & Cin. B'dge gen. guar. gold 4½s....1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania RR. Co.—												
1st, 4s real est., g.,....1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., sterling, g., 6s....1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., currency, 6s, reg....1905	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 5s....1919	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered....1919	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 4s....1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleve. & Mar. 1st gu. g. 4½s.1935	M-N	2,000	.....	.....	110	113	106	108½	110½ Dec. 12	110½ Dec. 12	110½ Dec. 12	110½ Dec. 12
U. N. J. RR. & Can. Co., gn. 4s.1944	M-S	.....	114	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware River RR. & Bridge 1st gen 4s, g....1936	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury & Lewis. 1st g. 4s.1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola & At.—*See* Lou. & Nash.												
Peo. Dec. & E.—1st, g. 6s, 1920, Engraved Trust Co. certifs.....	.....	72,000	95	.....	.....	.....	98	.....	98⅜ Dec. 12	100 Dec. 5	98⅜ Dec. 12	101 Feb. 20
Evans. Div., 1st, g., 6s, 1920, Engraved Trust Co. certifs.....	.....	138,000	.....	96	.....	.....	95	.....	.....	.....	93½ Apr. 3	99¾ Aug. 31
2d, g., 5s, 1926, Eng. Tr. Co. certfs. of deposit.....	M-N	.....	.....	19½	.....	.....	.....	.....	.....	.....	.....	.....
Peo. & East.—*See* C. C. C. & St. L.												
Peo. & Pek. Union., 1st, g., 6s.1921	Q-F	5,000	121	.....	121	.....	.....	.....	.....	.....	126 Apr. 28	126 Apr. 28
2d, g., 4½s....1921	M-N	70,000	90	95	95	.....	95	97	96 Dec. 9	96 Dec. 9	96 Nov. 14	100½ July 18
Pine Creek, reg., guar. 6s....1932	J-D	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Cin. & St. L.—*See* Penn. Co.												
Pitts. C. C. & St. L.—*See* Penn. Co.												
Pitts. Clev. & Tol., 1st, 6s...1922	A-O	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft. W. & Chic.—*See* Penn. Co.												
Pitts. Junc., 1st, 6s....1922	J-J	.....	120	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Lake Erie— 2d, g., 5s, Ser. A & B....1928	A-O	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. McKeesp't & Yough.—												
1st, gu., 6s....1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gu., 6s....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
McKee. & Belle V., 1st, g., 6s.1918	J-J	.....	125	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. P. & F., 1st, g., 5s....1916	J-J	10,000	85	.....	.....	.....	.....	.....	.....	.....	90 June 24	90 June 24
Pittsb. Shen & L. E. 1st, g., 5s.1940	A-O	39,000	.....	113	.....	114½	.....	.....	.....	.....	113 Jan. 5	116 July 17
1st con. 5s....1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Western—												
1st, g., 4s....1917	J-J	777,000	98	100	.....	.....	.....	.....	100 Dec. 11	101⅛ Dec. 5	98 Jan. 6	101⅛ Dec. 5
J. P. M. & Co. certs.....	.....	589,000	.....	.....	.....	.....	.....	.....	100 Dec. 20	101 Dec. 7	98½ Feb. 1	101 Nov. 23
Pitts. Y. & Ash., 1st, con., 5s.1927	M-N	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading Co., gen., g., 4s....1997	J-J	33760000	86¾	87	86⅝	86¾	86	86½	82¾ Dec. 19	86⅞ Dec. 2	82¾ Dec. 19	91¾ June 17
R Registered....1997	J-J	72,000	.....	.....	.....	.....	.....	.....	84⅜ Dec. 6	84⅜ Dec. 6	84⅜ Dec. 6	89½ June 29
Rensselaer & Sar. *See* D. & H.												
Rich. & Dan. *See* South'n Ry.												
Rio Gr. West., 1st, g., 4s....1939	J-J	2,861,000	.....	91½	.....	.....	.....	.....	94½ Dec. 18	98⅜ Dec. 4	91 Jan. 4	102¼ June 30
Utah Centl, 1st, gu., g., 4s.1917	A-O	361,000	.....	.....	84	87	84	.....	.....	.....	87½ Apr. 20	88¾ May 11
Rio Gr. Junc., 1st, gu., g., 5s.1939	J-D	26,000	95	.....	.....	.....	.....	.....	.....	.....	102½ Feb. 3	105 Nov. 10
Rio. Gr. So., 1st, g., 5s....1940	J-J	79,000	72	74½	.....	73½	.....	.....	74½ Dec. 8	74½ Dec. 8	72 Feb. 17	74½ Dec. 8
Roch. & Pitts. *See* Buf. R. & Pit.												
Rome Wat & Og. *See* N. Y. Cent.												
Salt Lake C., 1st, g., s. f., 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Joseph & Grand Island— 1st, g., 2-3-4s, 1947....1947	J-J	350,000	81¼	.....	83½	.....	.....	.....	81 Dec. 14	85 Dec. 30	79¼ July 11	87 Oct. 27
St. L. & Cal. *See* Mobile & Ohio.												
St. L & Iron Mount. *See* Mo. Pac.												
St. L. M. Br. *See* Ter. RR. As. of St. L.												
St. Louis & San Francisco—												
2d, g., 6s, Class A....1906	M-N	41,000	114	116½	112	.....	110¼	.....	.....	.....	110 Nov. 14	115 Mar. 27
2d, g., 6s, Class B....1906	M-N	113,000	114	115	112	.....	110⅜	.....	112 Dec. 4	112 Dec. 8	110 Nov. 13	115¼ Mar. 25
2d, g, 6s, Class C....1906	M-N	52,000	114	115	112	.....	110¼	.....	.....	.....	110 Nov 14	115 Mar. 28
1st g., 6s, Pierce C. & O....1919	F-A	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen., g., 6s....1931	J-J	802,000	121¾	122	.....	.....	.....	.....	124 Dec. 16	125 Dec. 2	122 Jan. 3	126¾ June 27
Gen., g., 5s....1931	J-J	2,109,000	.....	108½	.....	.....	.....	.....	107 Dec. 19	110⅛ Dec. 5	107 Jan. 5	112½ June 30
1st, trust, g., 5s....1987	A-O	19,000	100	.....	.....	.....	.....	.....	.....	.....	100½ May 23	105½ Mar. 27
Ft. S. & V. B. Bdg. 1st, g. 6s....1910	A-O	.....	107	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Mid., 1st, g., 4s....1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. & S. F. RR. g. 4s....1996	J-J	1,264,000	.....	85	.....	.....	.....	.....	81 Dec. 23	84 Dec. 4	81 Dec. 23	89 June 15
So. West. div., 1st, g. 5s....1947	A-O	249,000	.....	.....	.....	100	.....	.....	99¾ Dec. 18	100 Dec. 13	98 Jan. 12	102 Mar. 16
Cent. Div. 1st, g., 4s....1929	A-O	43,000	.....	.....	.....	.....	.....	.....	92¾ Dec. 13	94 Dec. 8	92¾ Dec. 13	96 Aug. 14
St. Louis South. *See* Ill. Central.												
St. L. S. W. 1st, g. 4s, bd., ctfs.1989	M-N	21044000	.....	58	.....	89	86½	87½	82 Dec. 22	88⅝ Dec. 1	82 Dec. 22	97 Apr. 24
2d, g., 4s, inc. bond, ctfs....1989	J-J	39952000	48	49	.....	.....	55½	56½	50 Dec. 18	62 Dec. 2	40¾ Jan. 4	66⅞ Aug. 2
Gray's Pt. Ter., 1st, gu. g. 5s.1947	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul City Cable, con. g., 5s.1937	J-J	37,000	102½	.....	.....	.....	.....	.....	.....	.....	108 Mar. 7	112 Aug. 4
Guaranteed, gold, 5s....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul & Duluth, 1st, 5s....1931	F-A	13,000	120	125	.....	.....	119	.....	.....	.....	120 Feb. 8	122½ Jan. 19
2d, 5s....1917	A-O	107,000	112	115	.....	.....	110	.....	110¼ Dec. 5	110¼ Dec. 5	109½ Oct. 16	115 Jan. 20
1st consol. gold 4s....1968	J-D	187,000	.....	.....	.....	.....	.....	99	98½ Dec. 27	98½ Dec. 27	98½ Dec. 27	102 May 19
St. P. Minn. & Man.—2d, 6s.1909	A-O	87,000	121¼	.....	.....	.....	.....	.....	.....	.....	118½ Nov. 28	124½ Feb. 20
Dakota ext., gold, 6s....1910	M-N	163,000	120¾	.....	.....	.....	119⅛	.....	119 Dec. 5	119 Dec. 5	119 Dec. 5	125½ Jan. 24
1st, consol., 6s....1933	J-J	97,000	136⅞	.....	.....	.....	.....	.....	137 Dec. 22	141 Dec. 8	137 Dec. 22	146½ June 21
Registered....1933	J-J	15,000	.....	.....	.....	.....	.....	.....	.....	.....	137¾ Feb. 23	137¾ Feb. 23
Reduced to gold 4½s....1933	J-J	599,000	110¾	.....	.....	.....	.....	.....	115¾ Dec. 4	115¾ Dec. 5	112¼ Jan. 5	119½ June 29
Registered....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont. Ext., 1st, gold, 4s....1937	J-D	275,000	105	.....	103	104½	.....	.....	101 Dec. 21	103¼ Dec. 8	101 Dec. 21	108½ Apr. 14
Registered....1937	J-D	5,000	.....	.....	.....	.....	.....	.....	.....	.....	104 Jan. 24	104 Jan. 24
Minneap. Union, 1st, 6s....1922	J-J	.....	134	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont. C., 1st, gu. g., 6s....1937	J-J	12,000	110½	.....	.....	.....	.....	.....	.....	.....	134¼ Mar. 18	137½ June 23
Registered....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st., guar., gold, 5s....1937	J-J	36,000	110½	.....	.....	121	.....	.....	118 Dec. 7	118 Dec. 7	113½ Jan. 24	119¾ Aug. 21
Registered....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. M., 1st div., 1st, g. 5s....1908	A-O	12,000	112	.....	.....	.....	.....	.....	108 Dec. 4	108 Dec. 4	108 Dec. 4	113¼ Mar. 2
Registered....1908	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Ry. M., No. div. 1st g. 4s.'40	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Will. & S. F., 1st g., 5s....1938	J-D	7,000	111⅛	.....	.....	.....	.....	.....	.....	.....	115 Apr. 10	120 Apr. 11
Registered....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.		Highest.		RANGE FOR YEAR 1899. Lowest.		Highest.	
			Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.		Sale Prices.	
St. Paul & Nor. Pac. *See* Nor. Pac.																
St. P. & Sioux Cy. *See* C. St. P. M. & O.																
S. Fe Pres. & Phe., 1st g. 5s. 1947	M-S	396,000											95	Mar. 13	107¾	Aug. 9
S. An. & Ar. Pass. *See* So. Pac. Co.																
S. F. & N. P., 1st, s. f. g., 5s....1919	J-J	12,000	105										112⅜	Oct. 2	112¾	Sept. 7
Sav. F. & W., 1st, con., g., 6s. 1934	A-O	15,000	122				123	125	124	Dec. 30	124	Dec. 30	122	Nov. 3	124	Dec. 30
1st, g., 5s.....1934	A-O	44,000	110						122	Dec. 27	123	Dec. 29	112	Mar. 17	125⅛	Feb. 15
Scioto Val. & N. E. *See* Nor. & West.																
Seab. & Roanoke, 1st, 5s....1926	J-J		105													
Car. Cent. 1st con. g. 4s...1949	J-J															
Sod. Bay & So., 1st, g., 5s ...1924	J-J		100													
So. Carolina & Ga. *See* Southern.																
Southern Pacific Company—																
4s, Cent. Pacific coll.....1949	J-D	23068000			83	83½	80	80½	73	Dec. 18	83½	Dec. 1	73	Dec. 18	87¼	Mar. 16
Registered.....1949	J-D	1,000											85	Nov. 6	85	Nov. 6
Cent. Pac., 1st, ref. gu. g. 4s. 1949	F-A	9,025,000					97½	98½	95	Dec. 22	99¾	Dec. 1	95	Dec. 22	102⅞	May 25
Registered.....1949	F-A															
Mortgage gu. g. 3½s.....1929	J-D	6,721,000					82	82½	77½	Dec. 19	82⅜	Dec. 30	77½	Dec. 19	89¼	Mar. 2
Registered.....1929	J-D															
Galv. H. & S. A., 1st g. 6s. .1910	F-A	16,000	107				108	111					108	Oct. 17	114	Apr. 28
2d gold 7s.....1905	J-D	12,000	107	110									109½	Oct. 30	110½	Feb. 3
Mex. & Pac. D., 1st g. 5s. 1931	M-N	3,022,000	99		101½		101		100½	Dec. 27	103	Dec. 8	100½	Jan. 6	105	Apr. 28
H. & Tex. C., 1st W. & N. 7s. 1903	J-J															
1st gold 5s, interest gu..1937	J-J	427,000	110						109¾	Dec. 21	112¼	Dec. 7	107	Feb. 21	113½	June 26
Con. gold 6s, int. guar...1912	A-O	27,000	111	114½	110		110		110½	Dec. 26	110½	Dec. 26	108	Oct. 5	113	Sept. 25
Gen. gold 4s, int. guar...1921	A-O	1,853,000	86		86	87½	83		83	Dec. 13	86¼	Dec. 6	83	Dec. 13	90	Feb. 16
Morgan's L. & T., 1st, g., 6s. 1920	J-J		124		123¾		123½									
1st, 7s.....1918	A-O	11,000	138		133								134	Nov. 21	139	Jan. 21
N. Y. Tex. & Mex., gu., 1st, 4s. 1912	A-O															
Oreg. & Cal., 1st, gu., g., 5s. 1927	J-J	456,000	97	98	101	103½			98½	Dec. 16	100	Dec. 13	97	Jan. 3	105	Mar. 18
S. A. & A. P., 1st, gu., g., 4s. 1943	J-J	7,496,000		78½	79	80			75	Dec. 22	80¾	Dec. 11	75	Dec. 22	86	Feb. 28
Texas & N. O., 1st, 7s.....1905	F-A															
Sabine Div's'n, 1st, 6s...1912	M-S		106													
Consol., gold, 5s.....1943	J-J	2,784,000	102		103		103		103	Dec. 20	104⅝	Dec. 1	102	Jan. 3	108⅜	June 9
So. P. of Ar., gu. 1st, 6s. 1909-10	J-J	1,111,000	109		112		112		112	Dec. 21	113¼	Dec. 6	109¼	Jan. 3	115	June 29
S. P. of Cal., 1st, g., 6s.....1905	Apr	9,000	109½		107								105½	Oct. 3	122	Apr. 2
Do do	Oct.				108											
Do do 1906	A-O				109¼											
Do do 1912	A-O				114⅝											
1st, consol., guar. g. 5s..1937	M-N	12,000	106										104	Nov. 18	108½	Aug. 14
Do. stamped...1905-1937		1,913,000	106		105	106			103½	Dec. 27	106	Dec. 4	103½	Dec. 27	109¼	Apr. 21
A. & N. W. 1st, gu. g. 5s..1941	J-J	2,254,000	87		98	98¾			97	Dec. 21	98¼	Dec. 5	90	Jan. 3	101	Apr. 5
S. P. Coast, 1st, gu. g. 4s..1937	J-J															
S. Pac. of N. Mex., 1st. 6s..1911	J-J		109½													
Gila V. G. & Nor., 1st, gu., g., 5s.....1924	M-N	266,000			103½	105	103	106	103⅞	Dec. 27	104¼	Dec. 6	103	Nov. 13	105¼	July 28
No. of Cal., 1st gu., g. 6s...1907	J-J				108											
Guar., gold, 5s.....1938	A-O	5,000											106	Aug. 23	106	Aug. 23
Southern Ry.—1st con. g, 5s. 1994	J-J	7,659,000	103½	104	108⅝	109	108¼	108¾	104½	Dec. 18	109	Dec. 4	103¼	Jan. 3	112½	June 29
Registered.....1994	J-J	2,000											106¼	Mar. 21	106¼	Mar. 21
Mem. Div. 1st g. 4-4½-5s..1996	J-J	12,000	106¼		108		110						107½	Jan. 4	110½	June 13
Registered.....1996	J-J															
Ala. Cen. R. 1st 6s.....1918	J-J				110											
Atl. & Ch. Air Line, income. 1900	A-O															
Atlan. & Danv. 1st. g. 5s...1950	J-J	45,000	99	101	102		101¾		101¼	Dec. 27	102	Dec. 29	100½	Jan. 19	102	May 19
Col. & Greenville 1st 6s...1916	J-J	7,000		120									117	Mar. 18	118¾	June 8
East Tenn. Va. & Ga. 1st 7s. 1900	J-J	127,000	103½		103½				103⅜	Dec. 1	103⅜	Dec. 1	103⅜	Sept. 21	105⅞	June 12
Divisional, g., 5s.....1930	J-J	81,000		117½	116	117			116½	Dec. 9	116½	Dec. 13	114½	Jan. 14	118½	June 28
Con., 1st, g., 5s.....1956	M-N	554,000	115¼			118	114		113	Dec. 19	115¾	Dec. 5	113	Dec. 19	120	July 14
E. Ten., reor. lien, g., 4-5s. 1938	M-S	92,000	102	105		108			106	Dec. 18	106	Dec. 18	106	Mar. 3	110	July 29
Registered.....1938	M-S															
Geor. Pac. Ry., 1st, g., 6s...1922	J-J	102,000	120		122¾		122	125	123	Dec. 6	123⅛	Dec. 28	119¾	July 28	124½	Feb. 2
Knox. & Ohio, 1st, g., 6s..1925	J-J	131,000	117		120	122½			124	Dec. 6	124	Dec. 6	119	Jan. 9	125	May 10
Rich. & Dan., con., g., 6s..1915	J-J	137,000		126	122½	123	121	123	121¼	Dec. 29	123	Dec. 9	120	Nov. 4	126⅜	June 24
Equip. sink. fd., g., 5s...1909	M-S	7,000	100		100								100	Mar. 17	101	Oct. 9
Deb., 5s., stamped.....1927	A-O	88,000	104½	110					102½	Dec. 22	105	Dec. 12	102½	Dec 22	110	June 2
So. Car. & Georg. 1st g. 5s. 1919	M-N	746,000	101¼	102½			104	105	104½	Dec. 29	105¼	Dec. 21	102½	Jan. 3	111	Apr. 28
Atlan. & Yad., 1st, gu. g. 4s. 1949	A-O															
Va. Mid. Serial—Ser. E, 5s. 1926	M-S	5,000											109	Jan. 12	109	Jan. 12
Va. Mid. gen., 5s.....1936	M-N	147,000		111		110			109	Dec. 2	109	Dec. 2	109	Nov. 17	116½	June 19
Gtd., stamped.....1936	M-N	10,000		111		110							113½	May 13	115	Aug. 11
W. O. & W. 1st, cy., gtd., 4s. 1924	F-A	3,000	94		85								90	Feb. 23	94	Jan. 31
West. N. C., 1st, con., g., 6s. 1914	J-J	39,000		120	118				117½	Dec. 30	119	Dec. 1	117	Aug. 22	120½	Apr. 14
S. & N. Ala. *See* Louisv. & Nash																
Spok. Falls & Nor., 1st, g., 6s. 1939	J-J				125											
Stat. Isl. Ry., 1st gu., g., 4½s. 1943	J-D				100	105										
Sunb. & Lewistown. *See* Penn. RR.																
Syra. Bing. & N. Y. *See* D. L. & W.																
Ter. Ass. of St. L., 1st g., 4½s. 1939	A-O	2,000	110½		112								112¾	June 15	112¾	June 15
1st con. g., 5s.....1894-1944	F-A	6,000	111½		112½		112	114					111⅛	Nov. 3	114½	May 8
St. L. M. Bdge. Ter., gtd, g. 5s. 1930	A-O				110											
Texas & N. O. *See* So. Pac. Co.																
T. & P. Ry., E. Dv., 1st, g. 6s. 1905	M-S	42,000	105	110									104	June 7	107	Oct. 31
1st, gold, 5s.....2000	J-D	1,723,000	109¾	110	112		111	113	110	Dec. 21	113	Dec. 5	109⅛	Jan. 9	116⅞	July 14
2d, gold, income, 5s.....2000	Mch	31815000		48½									45⅞	Jan. 27	56	Apr. 24
Eng. Trust Co, certificates....		1,576,000											51½	Nov. 20	56½	July 14
Third Ave., 1st, gold, 5s.....1937	J-J	158,000		125⅛		128½		128	127	Dec. 2	128	Dec. 1	125⅛	Jan. 14	129⅜	June 29
Tol. & Ohio Cent.—1st, g., 5s. 1935	J-J	86,000	103½		107⅝		106½		106½	Dec. 22	108	Dec. 4	104	Jan. 27	108	Dec. 4
West'n Div., 1st, g., 5s 1935	A-O	12,000	102	104	103¼				103½	Dec. 5	103½	Dec. 5	100	Nov. 3	103½	Dec. 5
Gen. gold 5s.....1935	J-D						80	85								
Kan. & M., 1st gu., g., 4s....1990	A-O	283,000	80½			86	80	82½	79¼	Dec. 21	83	Dec. 30	79¼	Dec. 21	89	May 5
Tol. Peo. & W., 1st, gold, 4s. 1917	J-J	248,000	78	80					78	Dec. 19	80¼	Dec. 4	78	Jan. 6	83	Apr. 5
Toledo St. Louis & Kansas City, 1st, g. 6s, Trust Receipts...1916	J-D	2,464,000		93⅜	116¾	119			110	Dec. 29	119	Dec. 4	92	Jan. 3	121½	Oct. 19
Tor. Ham. & Buff., 1st, g., 4s. 1946	J-D	71,000			97	100	92						99	June 29	100¼	June 29
Ulster & Del., 1st con. g., 5s. 1928	J-D	256,000	99		103½		103	104	102½	Dec. 22	104	Dec. 15	99	Feb. 8	106	Aug. 6
Union El. (Chic.), 1st, g. 5s. 1945	A-O	8,000	103				107	110½	109½	Dec. 14	109½	Dec. 14	109	Nov. 15	109¼	Dec. 14
Union Pac., RR. & l. g., g., 4s. 1947	J-J	20650000	103	103¼	103⅞	104	101¼	104½	101½	Dec. 19	104½	Dec. 30	101½	Dec. 19	109	May 26
Registered.....1947	J-J	44,000											103⅞	Oct. 9	108⅝	May 26
Oregon R. & N., 1st, s. f. g. 6s. 1909	J-J	120,000	113										108	Nov. 8	118	Sept. 28
Ore. RR. & Nav. con. g. 4s. 1946	J-D	4,084,000	100½	100¾					99	Dec. 19	101½	Dec. 8	99	Dec. 19	105	May 31
Oregon Short Line—																
1st, gold 6s.....1922	F-A	769,000	130			129⅛			125	Dec. 26	129	Dec. 1	125	Dec. 26	133¼	July 13
Utah & No., 1st, 7s.....1908	J-J	1,000											121	Mar. 21	121	Mar. 21
Gold, 5s.....1926	J-J															
Oreg. Sh. L. 1st con. g. 5s. 1946	J-J	1,478,000	108½		114				111¾	Dec. 26	114½	Dec. 7	108	Jan. 7	117½	Sept. 1
Non-cum. inc., A, 5s.....	Sept	2,155,000	84										85	Jan. 7	106	Aug. 31
Non-cum. inc., B. & col. trst	Oct.	4,046,000	65	67									65½	Jan. 4	80½	Sept. 22
U. N. J. RR. & C. Co. *See* Penn. RR.																
Utah Central—*See* Rio Gr. West.																
Utah & North'n. *See* Or. Short L.																
Utica & Bl. Riv. *See* N. Y. Cent.																
Ver. Val. Ind. & W. *See* Mo. Pac.																
Virginia Mid. *See* South. Ry.																
Wabash RR. Co., 1st g. 5s..1939	M-N	2,073,000		113½					112	Dec. 22	115	Dec. 8	112	Dec. 22	118	Aug. 2
2d, gold, 5s.....1939	F-A	3,336,000		95					97½	Dec. 1	101	Dec. 4	94	Jan. 5	103	July 6
Debenture, series A.....1939	J-J	191,000							82	Dec. 30	85	Dec. 28	75	July 26	85	Dec. 28
Series B.....1939	J-J	32277000		34½	39¾	39⅞	36⅛	36⅜	32½	Dec. 22	40	Dec. 4	32½	Dec. 22	42¼	Nov. 18
1st, g. 5s, Det. & Ch. Ex...1941	J-J	214,000	105½						110	Dec. 8	110	Dec. 8	105½	Jan. 17	111	May 4
Des Moines Div. 1st g. 4s..1939	J-J	4,000					88		92½	Dec. 23	92½	Dec. 23	92½	Dec. 23	92½	Dec. 23
St. L. K. C. & N. St. Ch. Br., 1st 6s '08	A-O	10,000	109		113	116							109¼	Jan. 6	112	Mar. 6
Warren RR. *See* D. L. & W.																
Wash. Ohio & West. *See* So. Ry.																

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in 1899. (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.		Highest		RANGE FOR YEAR 1899. Lowest.		Highest.	
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices		Sale Prices.		Sale Prices.	
West. N.Y.& Penn.,1st, g.,5s.1937	J - J	416,000	107½	.....	112	113	.....	.....	111½ Dec.	27	113 Dec.	6	108½ Jan.	3	118 June	16
Gen. g. 2-3-4s.....1943	A - O	2,391,000	55	56	69½	70	.....	.....	66⅞ Dec.	22	69⅝ Dec.	1	61 Jan.	3	70⅞ July	1
Income 5s.....1943	Nov.	1,142,000	15¼	16	24	24½	.....	.....	21¼ Dec.	28	21¼ Dec.	28	14¾ Jan.	17	24¾ Oct.	31
West. No. Car. *See* South'n Ry.																
West'n Pacific. *See* Cent. Pacific.																
W. Chic. 8t. 40-yr. 1st cu. 5s.1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
40-year con. g. 5s.....1936	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
West Shore. *See* N. Y. Central.																
W. Va. & Pittsb'g. *See* B. & O.																
W. Va. Cent. & P., 1st, g., 6s.1911	J - J	2,000	.....	.....	.....	.....	.....	.....	.....		.....		113 Jan.	6	113 Jan.	6
Wheel. & Lake Erie, 1st, 5s..1926	A - O	165,000	103	104½	109½	.....	105	.....	.....		.....		104 Jan.	3	110½ Aug.	18
Wheel. Div., 1st, gold, 5s..1928	J - J	11,000	94	.....	98	.....	95	.....	.....		.....		96 Apr.	14	98¾ Mar.	1
Exten. & Imp., gold, 5s....1930	F - A	.....	93	.....	92	.....	91	.....	.....		.....		.....		.....	
Wilkesb. & East. *See* N. Y. S. & W.																
Will. & Sioux F. *See* St.P.M.& M.																
Winona & St. P. *See* Chic. & N. W.																
Wis. Cent. Co., 1st, tr., g., 5s.1937	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Engraved Trust certificates.....	.....	170 3000	61½	63¼	.....	.....	.....	.....	.....		.....		58 Jan.	23	79¼ Sept.	2
Income. 5s..... 1937	A - O	443,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 May	4	10½ Feb.	17
New 1st 4s (when issued).....	.....	7,407,000	.....	.....	.....	.....	91½	91⅞	86 Dec.	22	92¾ Dec.	4	86 Dec.	22	95⅝ June	21
Gas & Electric L. Co. Bonds.																
Atlanta Gas-Light, 1st, g.,5s.1947	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Bos.U. Gas tr. ctfs. s. f.,g.,5s.1939	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
B'klyn Un.Gas Co.1st con.g.5s,'45	.....	443,000	116	117	.....	.....	.....	.....	116 Dec.	4	116 Dec.	5	116 Nov.	14	120 May	26
Chic.Gas L.&C.—*See* Peop.Gas&C.																
Columbus Gas Co., 1st, g.,5s.1932	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Con. Gas Chic.—*See* Peop. Gas&C.																
Detroit City Gas Co.,g., 5s..1923	J - J	3,526,000	94½	99	99¾	100	98	99	96 Dec.	28	100 Dec.	4	95 Mar.	21	102⅜ Apr.	25
Det. Gas Co., con. 1st, g., 5s.1918	F - A	31,000	.....	.....	.....	.....	.....	.....	.....		.....		95 Mar.	14	101 Apr.	25
Ed. El. Ill., 1st, conv., g., 5s.1910	M - S	261,000	111½	.....	.....	.....	.....	.....	107½ Dec.	19	108¾ Dec.	18	107½ Oct.	18	112½ Feb.	7
1st con., g., 5s.....1995	J - J	121,000	120	.....	.....	.....	.....	.....	121 Dec.	29	122 Dec.	5	120½ Jan.	6	124 Apr.	22
Ed. El. Ill., B'klyn., 1st, 5s.1940	A - O	1,000	.....	.....	.....	.....	.....	.....	.....		.....		111 May	16	111 May	16
Registered.....1940	A - O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Kings Co. E. L. & P., g. 5s.1937	A - O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Purchase money 6s.....1997	A - O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Ed.El.Ill.,Bkn, 1st co. g. 4s.'39	J - J	26,000	.....	.....	97⅛	.....	.....	.....	.....		.....		97 Sept.	26	97½ Oct.	13
Eq.Gas L.Co.N.Y., con.,g.,5s.1932	M - S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Equ. Gas & F.—*See* Peop Gas & C.																
Gen. Elec. Co., deb., gold, 5s.1922	J - D	316,000	108	109	.....	119	.....	.....	113½ Dec.	11	113½ Dec.	11	109 Jan.	4	120½ May	24
Gr. Rap. Gas-L. Co.,1st,g.,5s.1915	F - A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Kan. City, Mo., Gas, 1st,g.5s.1922	A - O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Kings Co. El. L. & P. *See* Ed. El. Ill.																
Lac. Gas L., St. L., 1st, g.,5s.1919	.....	512,000	106	.....	107	109	.....	.....	106½ Dec.	26	108 Dec.	27	106½ Mar.	30	111 Apr.	29
Small bonds.....1919	Q - F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mut. Fuel Gas Co. *See* Peo. G. &C. Co																
N. Y. Gas E. L. H. & P. Co.																
1st col. tr., gold, 5s.....1948	J - D	96,000	.....	.....	.....	.....	103½	104½	100½ Dec.	28	104 Dec.	30	100½ Dec.	28	104 Dec.	30
Registered.....	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Purchase mon. col. tr., g., 4s..'49	F - A	.....	.....	.....	.....	.....	90	95	.....		.....		.....		.....	
Peo. Gas & C., 1st gu., g., 6s.1904	M - N	3,000	.....	.....	.....	.....	.....	.....	.....		.....		109½ Apr.	24	109¼ Apr.	24
2d, guar., gold, 6s.....1904	J - D	35,000	.....	.....	.....	.....	.....	.....	.....		.....		106½ Nov.	27	107½ Feb.	27
1st, consol., gold, 6s.....1943	A - O	185,000	123	.....	.....	.....	.....	.....	.....		.....		120 Oct.	30	131 July	31
Refunding, g., 5s.....1947	M - S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Registered.....1947	M - S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Ch.Gas L.& C.,1st,gu.,g.5s.1937	J - J	150,000	109	.....	109½	.....	.....	.....	111 Dec.	8	111 Dec.	8	108⅛ Oct.	16	113 Mar.	23
Con.Gas Co.Ch.1st gu.g.5s.1936	J - D	126,000	108	.....	.....	.....	.....	.....	.....		.....		107½ Jan.	3	111½ Apr.	20
Eq.Gas & F.,Chic.1st gu.6s.1905	J - J	68,000	.....	110	.....	.....	.....	.....	.....		.....		104½ Oct.	17	107½ May	17
Mutual Fuel Gas 1st gu.g.5s.'47	M - N	223,000	103⅝	.....	109	.....	.....	.....	.....		.....		105 Jan.	3	107½ Apr.	12
Trenton Gas & Elec., 1st g. 5s.1949	M - S	7,000	.....	.....	.....	.....	.....	.....	103 Dec.	15	103 Dec.	15	103 Dec.	15	103¾ Oct.	19
Western Gas col. tr. gold, 5s..1933	M - N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Miscellaneous Bonds.																
Adams Express col. tr. g. 4s.1948	M - S	867,000	104½	105	103¾	.....	102½	103½	102½ Dec.	22	104 Dec.	4	102½ Dec.	22	107½ Aug.	9
Am. Cot. Oil, deb., gold, 8s..1900	Q - F	330,000	108	110	103	.....	102⅞	104	102½ Dec.	21	103½ Dec.	5	102 Nov.	8	108¼ Jan.	9
Am. Spirits Mfg. Co.1st g. 6s.1915	M - S	652,000	85	87	86	88	80	.....	85 Dec.	29	86 Dec.	7	85 Dec.	29	94½ May	1
Bar. & S.Car Co.,1st gold, 6s.1942	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Bkl'n.F'ry of N.Y. 1st con.,g.,5s'48	F - A	5,000	.....	.....	.....	.....	.....	.....	96 Dec.	9	96 Dec.	9	96 Dec.	9	96 Dec.	9
Br'k'n W.& W.H.Co.1st,g.,5s.1945	F - A	976,000	88	89½	77⅜	80	.....	77	75½ Dec.	29	78 Dec.	8	75½ Oct.	26	92½ Jan.	27
Cah. Coal Min. Co. *See* T.C.I.& R.																
Chic. Jc. & St. Yd., col., g., 5s.1915	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Clearf. Bit. Coal. *See* N.Y.C.& H.																
Col. C. & I., 1st, con., g., 6s..1900	F - A	121,000	.....	107¼	.....	.....	.....	.....	100 Dec.	18	100½ Dec.	5	99½ Aug.	12	101 June	9
Col.C.& I.Dev.Co., gu., g., 5s 1909	J - J	...	.....	.....	.....	.....	100½	.....	.....		.....		.....		.....	
Col. Fuel Co., gen., gold, 6s..1919	M - N	2,000	.....	.....	100	.....	.....	.....	.....		.....		105 July	1	105 July	1
Col. Fuel & I.Co.,gen. s.f.,g.s.1943	F - A	2,565,000	.....	89	93	94½	.....	.....	92 Dec.	30	94½ Dec.	13	86 Mar.	7	97 Sept.	22
Commercial Cable, 1st, g. 4s.2397	Q - J	10,000	.....	.....	.....	.....	.....	.....	.....		.....		103½ Aug.	24	103½ Aug.	24
Registered.....2397	Q - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
De Bardel. C. & I. *See* T. C. & I.																
Del. & Hud. Can. *See* RR. bonds.																
Det.M.& M., land gr., 3½, S. A.1911	A - O	1,738,000	21½	22	21¾	23	.....	.....	17½ Dec.	19	22 Dec.	2	17½ Mar.	25	23⅞ Jan.	18
Erie Teleg.& T.col. tr.,g., 5s.1926	.....	56,000	.....	.....	.....	.....	.....	.....	.....		.....		108½ Sept.	22	110 Jan.	31
Gr. Riv. Coal & C., 1st, g., 6s.1919	A - O	.....	92	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Henderson B'dge 1st s f g 6s.1931	M - S	8,000	.....	.....	.....	.....	.....	.....	.....		.....		113 Oct.	27	113 Oct.	27
Illinois Steel Co., deb., 5s....1910	J - J	4,000	.....	.....	.....	.....	.....	.....	.....		.....		99 Jan.	17	99 Jan.	17
Non-conv. deben., 5s.....1910	A - O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Iron Steamboat Co., 6s.....1901	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Internat. Paper 1st con. g. 6s.'18	F - A	90,000	.....	115	108	110	.....	.....	105 Dec.	19	108½ Dec.	29	103¾ Oct.	24	113¼ Feb.	28
Jeff. & Cleaf. C.& I.1st. g,5s.1926	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
2d, g., 5s.....1926	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Knickerb. Ice (Chic.). 1st g. 5s.'28	.....	207,000	99	100	.....	.....	.....	.....	95 Dec.	5	95 Dec.	6	95 Nov.	10	101 Mar.	20
Mad. Sq. Gard., 1st, gold, 5s.1919	M - N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
M. B. H. & L., lim., gen., g., 4s.1940	M - N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Met. T. & T., 1st, s. f., g., 5s..1918	M - N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Registered.....1918	M - N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mut. Un. Teleg.—*See* West. Union																
Nat. Starch Mfg. Co. 1st, g., 6s.1920	M - N	357,000	103½	.....	103	.....	.....	.....	104 Dec.	30	104 Dec.	30	100 May	16	104 Jan.	6
Newp. News Shipbld'g & Dry Dock 5s 1890-1990	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
N.Y.& N.J.Tel.,gen.,g.,5s,cv.1920	M - N	1,000	.....	.....	.....	.....	.....	.....	.....		.....		112 Nov.	28	112 Nov.	28
N.Y. & Ont. Land, 1st, g., 6s.1910	F - A	2,000	75	.....	.....	.....	.....	.....	.....		.....		90 Oct.	3	90 Oct.	3
North W. Teleg.—*See* West. Union																
Procter & Gamb., 1st, g., 6s.1940	J - J	6,000	.....	.....	.....	.....	.....	.....	.....		.....		113⅛ July	24	120 May	31
St. Louis Ter'l. Cupples Station & Prop.Co.,1st,g.4½s,5-20yr.1917	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Stand'rd Rope & T.,1st,g.,6s,1946	F - A	1,871,000	86½	88	83⅝	83¾	78	80	78 Dec.	22	85 Dec.	4	78 Dec.	22	90⅝ Apr.	3
Income, g., 5s.....1946	.....	12421000	29	29½	.....	27½	22	23	19⅜ Dec.	22	27½ Dec.	1	19⅜ Dec.	22	35 Mar.	27
Sun. Cr. Coal, 1st, g., s. f., 6s.1912	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
T. C.I.& R., T. Div. 1st, g., 6s.1917	A - O	401,000	102	104	.....	.....	.....	.....	104 Dec.	22	104 Dec.	22	101⅞ Jan.	6	121 Sept.	9
Birm. Div., 1st, con., 6s....1917	J - J	1,014,000	101	103	110	.....	.....	.....	110 Dec.	6	111 Dec.	14	101 Jan.	16	121 Sept.	9
Cah.C.M.Co., 1st, gu., g., 6s.1922	J - D	12,000	.....	.....	.....	.....	.....	.....	.....		.....		103 July	13	108 Aug.	17
De Bar.C.& I.Co., gu., g., 6s.1910	F - A	2,025,000	96	.....	106	108	.....	.....	101 Dec.	20	102 Dec.	27	96 Jan.	3	109¾ Sept.	9
U. S. Envel.Co., 1st, s.f. g. 6s.1918	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
U.S. Leath. Co. s.f., deb., g., 6s.1913	M - N	97,000	117	.....	112	116	.....	.....	.....		.....		116 May	31	119½ Apr.	4
Vermont Marble 1st, s. f. 5s.1910	J - D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
West. Union, deb., 7s..1875-1900	M - N	19,000	104	.....	.....	.....	.....	.....	.....		.....		100½ Nov.	22	107¼ May	6
Registered.....1875-1900	M - N	5,000	.....	.....	.....	.....	.....	.....	101¼ Dec.	4	101¼ Dec.	4	101¼ Dec.	4	103¼ Sept.	13
Debenture 7s.....1884-1900	M - N	3,000	104	.....	.....	.....	.....	.....	.....		.....		102½ May	22	102½ May	22
Registered.....1884-1900	M - N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Collat. trust, currency, 5s.1938	J - J	232,000	.....	112	111	115	.....	.....	113¾ Dec.	7	114 Dec.	5	112¼ Jan.	11	119 May	26
Mutual Union Tel., s.f., 6s.1911	M - N	4,000	.....	.....	.....	.....	.....	.....	.....		.....		110 May	5	112 Mar.	2
North West'n Telegraph,7s1904	J - J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
W. L. E. & P.Cl.Co. 1st, g., 5s.1919	J - J	.....	45	.....	.....	.....	.....	.....	.....		.....		.....		.....	

† 1st instalment paid. ‡ 2d instalment paid. § 3d instalment paid. ¶ 4th instalment paid. ‖ 5th instalment paid. * All assessments paid.

STOCKS.—PRICES AND SALES FOR DECEMBER AND THE YEAR 1899.

Prices are on basis of 100-share lots. Exceptions of stocks which sell only in a small way are noted by the mark §. Option sales are disregarded

STOCKS N. Y. Stock Exchange.	Par.	SALES. In Dec. Shares.	SALES. In 1899. Shares.	Price about January 3, 1899. Bid.	Price about January 3, 1899. Ask.	PRICES IN DECEMBER. Dec. 1. Bid.	Dec. 1. Ask.	Dec. 30. Bid.	Dec. 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	RANGE FOR YEAR 1899. Highest. Sale Prices.
Albany & Susquehanna	100	.....	60	200	.....	195	.....	195	.....	.....	.....	§206½ May 11	§210 Oct. 13
Ann Arbor	100	50	3,787	14½	15	18	20	16	19	§17¼ Dec. 15	§17¼ Dec. 15	14 Apr. 29	19⅞ Oct. 26
Pref.	100	1,470	25,509	39½	40	45	46½	42	45	40 Dec. 23	45 Dec. 4	36 May 15	48½ Oct. 26
Atchison Top. & S. Fe	100	125,906	1,882,153	18¾	19	23	23⅛	19¾	20⅛	17 Dec. 21	23⅜ Dec. 2	17 May 13	24⅞ Feb. 23
Preferred	100	659,475	9,252,106	51⅜	51⅝	65⅞	66	61¾	61⅞	54 Dec. 22	66¼ Dec. 2	50⅝ Jan. 7	68⅛ Aug. 24
B. & O. vot'g trust ctfs.	100	118,521	626,292	55	56½	57¼	57½	58	58½	48 Dec. 22	60 Dec. 29	43⅞ June 22	61½ Apr. 12
Pref. voting tr. ctfs.	100	269,241	1,169,124	77¾	78	83⅛	83⅜	76⅝	77	67½ Dec. 22	84⅛ Dec. 1	67½ June 21	85½ Nov. 28
B & O. S. W. Ry. pref.	100	.....	11,371	9	9½	.....	.....	.....	.....	.....	.....	*a* 7¾ June 23	9¾ Jan. 27
Bost. & N. Y. Air L., pf.	100	.....	100	.....	.....	106½	.....	105	.....	.....	.....	1[illegible] 6½ Nov. 14	106½ Nov. 14
Brookl'n Rapid Tr'nsit.	100	1,562,266	15,297,691	78¼	78½	87⅛	87¼	71½	71⅞	61 Dec. 20	88½ Dec. 1	61 Dec. 20	137 Apr. 15
Buff. Roch. & Pitts.	100	200	8,679	*30*	*34*	55	59	50	58	55 Dec. 22	55 Dec. 22	30¼ Mar. 24	59 Nov. 29
Pref.	100	500	9,618	*74*	*75*	94	96	88	.....	88 Dec. 22	103 Dec. 29	69 May 9	103 Dec. 29
Burl. C. R. & Nor.	100	.....	524	91	.....	117	.....	115	.....	.....	.....	100 Jan. 17	110 Jan. 31
Canadian Pacific	100	3,950	98,682	85	86	94½	96	92	.....	86 Dec. 19	94½ Dec. 5	84⅝ Mar. 15	99½ May 31
Canada Southern	100	14,130	222,930	54½	55	53½	54½	48¼	49	46¼ Dec. 18	54 Dec. 4	46¼ Dec. 18	70 Jan. 23
Capital Traction	100	500	2,507	86	89	93¼	94	.....	95	93 Dec. 6	93⅜ Dec. 5	85 Feb. 20	94 Nov. 29
Central of New Jersey	100	47,425	594,413	97	98	121	122½	118½	119½	110 Dec. 22	122¾ Dec. 2	97 Jan. 3	126⅜ Nov. 2
Chesapeake & Ohio	100	324,862	1,587,274	25¼	25½	30⅜	30½	30¾	30⅞	25 Dec. 18	31⅞ Dec. 4	23¾ May 31	31⅞ Dec. 4
Chicago & Alton	100	.....	21,406	170½	171½	.....	.....	.....	.....	.....	.....	168 Jan. 14	175½ Mar. 25
Pref.	100	.....	168	175	.....	.....	.....	.....	.....	.....	.....	§192 Jan. 30	§199 Feb. 10
Chic. Burl. & Quincy	100	598,148	5,904,846	125⅛	125⅜	132¾	133	121½	121¾	114¼ Dec. 22	134¾ Dec. 2	1[illegible]4¼ Dec. 22	149½ Feb. 18
Chicago Cons. Traction.	100	3,275	184,056	.....	.....	47	49	.....	38	35 Dec. 21	47½ Dec. 1	35 Dec. 21	68⅜ Apr. 29
Chicago & Eastern Ill.	100	5,260	146,361	61¼	62	96	97	89	93	82½ Dec. 18	97¼ Dec. 4	59¾ Jan. 4	100¼ Sept. 1
Pref.	100	373	8,299	111	112	.....	129	115	125	120 Dec. 20	120 Dec. 20	112¾ Jan. 3	132⅝ Sept. 7
Chicago Great Western.	100	85,608	1,320,337	16⅛	16¼	14⅝	14⅞	12½	12¾	10⅜ Dec. 18	14⅞ Dec. 1	10⅜ Dec. 18	20⅝ Jan. 23
4 p. c. deb.	100	6,104	83,463	81¼	81⅜	91⅛	94	84⅞	86	82 Dec. 19	94¼ Dec. 1	82 Dec. 19	103½ Aug. 12
5 p. c. pref. A.	100	9,215	130,978	51½	52	83⅛	83¼	74½	75½	73¼ Dec. 27	83 Dec. 2	50¾ Jan. 5	85½ Aug. 29
4 p. c. pref. B.	100	6,970	123,278	30½	31½	40⅞	41½	35⅜	38	33½ Dec. 19	41⅜ Dec. 1	28 June 22	44⅝ Sept. 6
Chic. Ind. & Louisv.	100	10,417	181,098	8⅜	9	17½	18	15½	16½	13 Dec. 19	17½ Dec. 1	7¾ Jan. 6	19 Nov. 23
Pref.	100	2,785	97,440	32	35	50¼	51½	42	48	42 Dec. 22	50½ Dec. 4	31 Jan. 4	52½ Nov. 23
Chic. Milw. & St. Paul.	100	473,099	5,515,846	120¼	120⅜	124⅜	124½	117½	117⅝	112 Dec. 18	125¼ Dec. 2	112 Dec. 18	136⅛ Sept. 6
Pref.	100	5,372	49,665	165½	166½	173	174½	171¾	173½	165 Dec. 18	173¼ Dec. 7	165 Dec. 18	179 Sept. 18
Chicago & North West.	100	24,019	362,819	142	142½	168	170	159	160	148 Dec. 18	169½ Dec. 7	141¼ Jan. 4	173 Sept. 6
Pref.	100	174	13,106	*185*	.....	202	205	.....	.....	201 Dec. 8	203 Dec. 19	188 Jan. 19	210⅞ Sept. 7
Chic. R. I. & Pacific	100	167,917	2,596,963	114	114⅛	.....	.....	106⅛	106⅝	100 Dec. 18	114⅛ Dec. 8	100 Dec. 18	122⅛ Jan. 27
Chic. St. P. M. & O.	100	7,085	135,139	93	93½	117½	118½	120	121	112 Dec. 19	124 Dec. 8	91 Feb. 8	126½ Sept. 22
Pref.	100	1,086	3,524	168	175	170	.....	170	180	171 Dec. 7	175 Dec. 8	170 Jan. 16	185 Sept. 1
Chic. Term. Trans. RR.	100	9,883	253,672	8	9⅛	13	15	10½	11	8 Dec. 18	14 Dec. 1	7½ Jan. 7	25¼ Mar. 27
Pref.	100	11,855	306,577	37	37⅜	42½	44	34	35½	31¼ Dec. 22	42¼ Dec. 1	31¼ Dec. 22	56½ Mar. 27
Clev. Cin. Chic. & St. L.	100	57,004	816,505	43½	43¾	63¼	63½	61¼	61½	53½ Dec. 22	64¼ Dec. 4	42½ Jan. 4	64⅜ Nov. 27
Pref.	100	2,844	57,342	*96*	.....	106	108½	102	108	100 Dec. 18	108 Dec. 2	94 May 10	108 Dec. 2
Clev. Lor. & Wheel'g.	100	700	27,785	14⅝	15⅜	11	15½	.....	15	11 Dec. 19	15½ Dec. 4	9 July 5	16¾ Jan. 26
Pref.	100	2,200	12,872	43½	45	48	49	45½	46	44 Dec. 18	49¼ Dec. 1	37¼ June 23	49¼ Dec. 1
Cleve. & Pittsb., guar.	50	.....	1,480	172	.....	185	.....	185	.....	.....	.....	184⅝ Mar. 6	§190 Sept. 13
Colorado Midland	100	19,210	54,841	7	7½	8½	9	9	9½	8 Dec. 18	11⅛ Dec. 4	5 Oct. 12	11⅛ Dec. 4
Pref.	100	10,784	91,586	19	20	23¼	23¾	21	21½	15½ Dec. 19	24⅞ Dec. 2	15½ July 14	27 Sept. 6
Colorado & Southern	100	29,512	179,378	6¾	7¼	6⅜	6⅝	5	5⅜	4⅝ Dec. 18	6⅝ Dec. 1	4⅜ Sept. 18	8⅞ Jan. 6
1st pref.	100	10,221	113,423	49½	50	48	48½	41	42	35 Dec. 22	48½ Dec. 4	35 Dec. 22	58½ Mar. 17
2d pref.	100	5,274	94,992	18⅞	19¼	18½	19	15	16	12½ Dec. 18	19 Dec. 2	12½ Dec. 18	25 Mar. 22
Delaware & Hudson.	100	44,303	409,723	.....	107¼	119¾	121¼	.....	118½	109½ Dec. 19	120¾ Dec. 2	106½ Jan. 3	125¾ Apr. 20
Del. Lack. & Western.	50	32,847	386,871	159	160	189	190	177¼	178½	169 Dec. 19	189⅛ Dec. 1	157 Jan. 5	194½ Oct. 30
Denver & Rio Grande.	100	18,140	485,132	20	20½	20⅞	21	18	.....	15⅞ Dec. 22	20¾ Dec. 2	15⅞ Dec. 22	25⅜ Apr. 27
Pref.	100	29,964	483,315	70½	70⅝	74½	75¼	70½	71	63 Dec. 22	74½ Dec. 4	63 Dec. 22	80 Apr. 27
Des Moines & Ft. D.	100	3,100	113,085	22	22½	17½	20	14½	15½	12½ Dec. 22	18 Dec. 1	12½ Dec. 22	23½ Jan. 3
Pref.	100	.....	425	80	.....	90	.....	100	.....	.....	.....	80 Jan. 3	110 June 20
Duluth S. S. & Atl.	100	2,995	35,772	3	3½	7	7⅝	.....	.....	5¼ Dec. 29	7⅛ Dec. 1	3 Apr. 11	8 Nov. 28
Pref.	100	5,592	57,473	7½	8½	16¾	17¼	.....	.....	12½ Dec. 22	17¼ Dec. 1	7¾ Jan. 30	17¼ Nov. 28
Erie	100	4,715	63,560	14½	14⅝	12½	13½	11	12	10 Dec. 22	13⅛ Dec. 5	10 Dec. 22	16¼ Jan. 19
1st pref.	100	25,168	242,291	38¼	38¾	37½	37⅞	32¼	33	27⅞ Dec. 18	38 Dec. 4	27⅞ Dec. 18	42 Jan. 24
2d pref.	100	870	26,290	19½	20	18	20	.....	.....	15½ Dec. 22	18¼ Dec. 7	15½ Dec. 22	22½ Jan. 30
Evansville & Terre H.	50	7,499	83,367	41	41¼	45	45½	39	41	38 Dec. 22	45 Dec. 2	36 Mar. 28	46½ Nov. 18
Pref.	50	833	9,334	71	72½	90	91	80	85	80 Dec. 19	90 Dec. 6	70 Jan. 7	98½ Sept. 9
Ft. Worth & Den. C., stmpd		.....	2,256	24	25	.....	.....	.....	.....	.....	.....	14 Aug. 9	25 Jan. 5
Ft. Worth & Rio Grande.	100	.....	26,829	14	20	.....	.....	.....	.....	.....	.....	14 Feb. 1	30 Mar. 28
Great Northern, pref.	100	40,499	309,513	144	144¾	176	177	172	173½	157½ Dec. 19	179 Dec. 4	142¼ Jan. 6	195 Mar. 13
Green Bay & Western.	100	.....	40	35	.....	.....	.....	.....	.....	.....	.....	§30 Mar. 23	§45 Nov. 3
Debt certifs. A.	1000	6	181	*49½*	.....	.....	.....	.....	.....	54 Dec. 23	55 Dec. 28	49½ Jan. 5	61¼ Jan. 31
Debt certifs. B.	1000	156	8,143	*5½*	.....	.....	.....	.....	.....	5½ Dec. 22	7½ Dec. 7	5 July 27	9½ Oct. 24
Hocking Valley	100	6,331	49,820	.....	.....	34¾	35½	33⅝	34	28½ Dec. 19	35 Dec. 2	22 July 15	37⅝ Sept. 6
Pref.	100	20,749	117,416	.....	.....	66	66⅜	59	61	53½ Dec. 22	66¼ Dec. 2	53½ Dec. 22	66¼ Sept. 6
Illinois Central	100	33,747	507,000	115	115¼	115¼	115¾	112	113	105½ Dec. 22	116 Dec. 2	105½ Dec. 22	122 Jan. 23
Leased line, 4 p. c.	100	100	365	100	.....	100	.....	100	.....	103½ Dec. 4	103½ Dec. 4	§99¾ June 12	§104 Nov. 8
Iowa Central	100	3,785	114,656	10¾	11	13⅞	14⅛	11⅝	12	10⅝ Dec. 22	13¾ Dec. 5	10¼ Mar. 7	15¾ Aug. 24
Pref.	100	6,699	113,109	42	43	58	59	50	51	40 Dec. 22	58 Dec. 4	40 Dec. 22	62¼ Aug. 25
Kanawha & Mich.	100	1,562	25,001	7¾	8	11	12	9½	10¼	9¾ Dec. 27	11 Dec. 5	7¾ Jan. 13	15 Mar. 22
Kan. City Pitts. & Gulf.	100	12,157	307,615	16	16½	10½	10¾	8	8½	7½ Dec. 16	10½ Dec. 1	7 Mar. 15	18 Jan. 6
Keokuk & Des Moines.	100	300	2,734	4½	5½	3⅞	4½	3	5	3¾ Dec. 22	3⅞ Dec. 7	3 May 9	5½ Feb. 1
Pref.	100	24	3,501	17	17½	18	20	15	18	§17½ Dec. 8	§17½ Dec. 8	15 Mar. 2	22½ Aug. 29
Keokuk & Western	100	.....	105	29½	32	.....	.....	.....	.....	.....	.....	32 Jan. 25	32 Jan. 25
Kingston & Pembroke.	50	.....	3,600	.....	.....	.....	.....	.....	.....	.....	.....	2 Jan. 26	7½ Nov. 9
Lake Erie & Western	100	15,480	108,286	20¾	21½	20	21¼	20½	21½	18 Dec. 18	24 Dec. 30	14¾ June 9	24 Dec. 30
Pref.	100	7,280	143,491	74	75	80	81½	80	81	75 Dec. 18	85 Dec. 30	60 Jan. 16	85 Dec. 30
Lake Shore	100	2,165	6,284	*196½*	*200*	206	210	196½	200	205 Dec. 5	205 Dec. 18	196½ Jan. 5	208 Jan. 24
Long Island	50	2,510	75,404	57	58	55	58	46	52	45 Dec. 22	54 Dec. 12	45 Dec. 22	85 Apr. 4
Louisville & Nashville	100	215,801	2,379,066	63⅞	64⅛	85¼	85½	80⅛	80½	72¾ Dec. 22	85⅞ Dec. 1	63 Mar. 6	88⅜ Oct. 30
Manhattan consol.	100	463,852	6,557,399	97¼	97¾	105½	105⅝	97	97¼	85¼ Dec. 22	106⅜ Dec. 4	85¼ Dec. 22	133⅜ Apr. 3
Metropolitan Street.	100	226,834	1,808,135	191	191½	193	193½	175	175⅝	147 Dec. 18	193¾ Dec. 4	147 Dec. 18	269 Mar. 28
Met. W. Side El. (Chic).	100	1,410	24,769	.....	.....	28	29	25	27	23 Dec. 22	29½ Dec. 5	13½ Aug. 12	29½ Nov. 24
Pref.	100	1,761	14,474	.....	.....	80	82	77	.....	74 Dec. 18	82 Dec. 5	44½ May 5	85 Nov. 24
Mexican Central	100	27,458	548,241	6	6½	13	13⅜	10¾	11	8⅞ Dec. 18	13⅜ Dec. 4	6 Jan. 7	17½ Apr. 27
Mex. Nat'l trust certs.	100	12,847	272,002	*1*	*1½*	4¾	5⅛	3⅞	4⅛	3⅜ Dec. 23	5 Dec. 4	1 Jan. 6	6⅛ Sept. 13
Michigan Central	100	57	3,028	*112*	.....	.....	.....	104	108	§108 Dec. 22	§110 Dec. 12	110 Oct. 25	116 Jan. 24
Minneap. & St. Louis	100	12,260	207,313	36	37	65½	66½	58½	60	55 Dec. 22	66¾ Dec. 2	35¼ Jan. 6	78 Aug. 29
2d preferred	100	4,638	67,974	74½	75½	95½	98	92	96	89 Dec. 18	98 Dec. 7	73¼ Jan. 7	99½ Nov. 18
M. St. P. & S. Ste. Marie	100	810	50,968	*8¾*	*10*	23	25	15	18	18 Dec. 19	20½ Dec. 15	8¾ Jan. 24	37½ May 18
Pref.	100	1,550	38,414	.....	.....	63	65	53	60	53 Dec. 30	60½ Dec. 8	39 Feb. 10	72 May 18
Mo. Kansas & Texas.	100	6,045	119,685	13½	14	12¼	12½	10½	11½	9½ Dec. 19	12¼ Dec. 1	9½ Dec. 19	14⅞ Jan. 30
Pref.	100	38,920	805,682	37⅞	38¼	38½	39	33¼	33½	28⅜ Dec. 22	39 Dec. 1	28⅜ Dec. 22	45¼ Aug. 31
Missouri Pacific	100	196,990	2,965,638	44½	44⅝	48⅛	48¼	40⅜	40½	33 Dec. 22	48¾ Dec. 2	33 Dec. 22	52½ Apr. 4
Mob. & Ohio, assented	100	2,725	121,916	31½	32½	44½	46	39½	45	34 Dec. 20	43 Dec. 8	32 Jan. 3	52 Aug. 28
Morris & Essex	50	235	3,084	176	.....	186	188	182	185	182 Dec. 6	§186 Dec. 4	176 Jan. 3	§187 Nov. 24
Nash. Chatt. & St. Louis		40	40	.....	.....	.....	.....	.....	.....	§62 Dec. 15	§62 Dec. 15	§62 Dec. 15	§62 Dec. 15
N. Y. Cent. & Hud. Riv.	100	160,281	2,012,339	122	122½	134⅛	134½	131¼	131⅜	120 Dec. 18	134¾ Dec. 2	120 Dec. 18	144¾ Mar. 29
Rights		172,768	172,768	.....	.....	.....	.....	.....	.....	3½ Dec. 19	5½ Dec. 1	3½ Dec. 19	5½ Dec. 1
N. Y. Chic. & St. Louis.	100	3,640	45,127	14⅛	14¾	13⅝	15	12	12½	11½ Dec. 22	13⅝ Dec. 8	11½ Dec. 22	19¾ Jan. 23
1st pref.	100	510	7,910	70	78	83	.....	75	.....	80 Dec. 8	83 Dec. 2	65 Mar. 7	85 Oct. 24
2d pref.	100	2,140	35,670	33½	35½	35	36½	30½	32	29 Dec. 22	36½ Dec. 1	29 Dec. 22	41 Jan. 23
N. Y. & Harlem	50	.....	229	*375*	.....	.....	.....	.....	.....	.....	.....	§360 Jan. 25	§390 Mar. 14
N. Y. Lack. & Western.	100	300	1,397	*129½*	*130*	133	135	128½	130½	.....	.....	129½ Jan. 27	§138⅛ Mar. 11
N. Y. N. Haven & Hart.	100	710	13,229	199	201	214	217	212	215	§207½ Dec. 23	215 Dec. 6	§198 Jan. 19	222 Apr. 21
N. Y. Ontario & West.	100	124,318	2,144,308	18⅝	18¾	25⅛	25⅜	22⅛	22¼	18½ Dec. 22	25⅜ Dec. 2	18⅜ Jan. 3	28⅞ Mar. 27
Norfolk & Southern	100	.....	1,134	.....	.....	85	.....	.....	.....	.....	.....	70 May 15	88⅞ Nov. 6
Norfolk & Western	100	109,412	665,299	18½	19	27	27¼	25⅛	25¼	20 Dec. 18	27¼ Dec. 2	17⅜ Mar. 17	28⅝ Aug. 23
Pref.	100	40,660	573,923	.....	63¼	70¾	71	68½	69	63 Dec. 19	71⅛ Dec. 4	61⅜ Jan. 6	74¼ Aug. 23
N. Pac. Ry. vot. tr. certs.	100	295,291	3,420,551	43⅞	44	56¼	56⅜	53¾	54	47¼ Dec. 18	57⅜ Dec. 2	42⅝ Jan. 7	57½ Aug. 24
Pref. vot. tr. certs.	100	97,371	987,635	77½	77¾	77	77⅜	73½	74	68 Dec. 18	77⅝ Dec. 1	68 Dec. 18	81½ Jan. 26
Omaha & St. Louis	100	.....	438	7	.....	.....	.....	.....	.....	.....	.....	§ 5 June 26	10½ Feb. 15
Or. RR. & N. Co. vo. tr. cts.	100	.....	18,059	50	53	.....	.....	.....	.....	.....	.....	33 June 2	52 Jan. 23
Pref. vot. tr. certs.	100	.....	32,653	71	74	.....	.....	.....	.....	.....	.....	68¾ June 16	77¾ Sept. 22
Pacific Coast Co.	100	5,803	82,344	45½	47	50½	52	49½	50	45 Dec. 19	52 Dec. 30	38 May 11	54 Nov. 1
1st pref.	100	467	5,340	83	87	86	90	80	90	84½ Dec. 9	86 Dec. 6	84½ Apr. 18	90 Feb. 20
2d pref.	100	1,153	27,573	62	64	65	67	60	66	64¾ Dec. 14	66 Dec. 4	58½ July 5	68¾ Nov. 1

STOCKS. N. Y. STOCK EXCHANGE	Par.	SALES. In Dec. Shares.	SALES. Year 1899. Shares.	Price about January 3, 1899. Bid.	Price about January 3, 1899. Ask.	PRICES IN DECEMBER. Dec. 1. Bid.	Dec. 1. Ask	Dec 30. Bid.	Dec 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
Pennsylvania	50	198,108	2,266,808	122¼	123	136¼	136½	131	131½	127 Dec. 18	136⅜ Dec. 1	122½ Jan. 5	142 Jan. 23
Rights		35,875	35,875	.....	.....	.....	.....	.....	.....	2½ Dec. 26	3 Dec. 30	2½ Dec. 26	3 Dec. 30
Peoria Dec. & Evansv.	100	38,308	162,483	1½	2	5¼	5½	3	3¼	2¾ Dec. 22	6¼ Dec. 1	1 Jan. 19	7⅝ Nov. 28
Peoria & Eastern	100	1,025	17,853	3	5	6	7	5	7	4¾ Dec. 19	6½ Dec. 5	4 May 27	7⅞ Nov. 23
Pitts. Cinn. Ch. & St. L.	100	27,330	447,100	64½	64¾	72½	74½	77	80	68⅛ Dec. 22	79¼ Dec. 30	43 May 11	88 Jan. 23
Pref.	100	6,224	53,409	.....	84¾	89	94	89	94	85 Dec. 16	90⅝ Dec. 28	80 Feb. 10	100 Aug. 17
Pitts. Ft. Wayne & Chic.	100	166	1,663	.....	.....	185	.....	185	.....	184 Dec. 23	§186¾ Dec. 8	180 Jan. 10	190 Aug. 25
Pittsburg McKees. & Y.	50	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	§137 Mar. 3	§137 Mar. 3
Pitts. & Western, pref.	50	.....	9,588	10	12	.....	.....	14½	15	.....	.....	7 May 18	15½ Oct. 17
Trust Co ctfs. of deposit.		2,790	11,000	.....	.....	.....	.....	.....	.....	15 Dec. 13	18 Dec. 8	13¼ Oct. 13	20½ Nov. 9
Reading Co. vot. tr. cert.	50	54,329	599,250	23¼	23½	20½	21	18½	19	15½ Dec. 18	20½ Dec. 14	15½ Dec. 18	25 Jan. 24
1st pref.	50	157,073	3,327,086	54	54¼	58¾	58⅞	52	52⅛	42¼ Dec. 2	60 Dec. 2	42¼ Dec. 22	68½ Apr. 4
2d pref.	50	53,451	1,078,546	28¼	28⅜	30½	31	28¼	29	22¼ Dec. 22	31½ Dec. 4	22¼ Dec. 22	38¼ Mar. 22
Renssel. & Saratoga	100	25	540	183	.....	192	.....	190	.....	§200¼ Dec. 1	§200 Dec. 11	§186 Jan. 14	§200¼ Dec. 11
Rio Grande Western	100	600	19,218	*25½*	*26*	43	44½	.....	.....	42 Dec. 2	43 Dec. 5	25½ Jan. 4	44 Nov. 27
Pref.	100	1,175	33,299	65	66½	89	90½	.....	.....	77½ Dec. 22	90½ Dec. 1	66 Jan. 3	90½ Nov. 27
Rome Wat. & Ogdensb.	100	.....	1,547	128	.....	131	.....	130	.....	.....	.....	§128½ Jan. 4	§135 Nov. 11
St. Jos. & G. I. vot. tr. ctfs.	100	4,475	27,717	5	6	7	7¼	6½	6¾	6 Dec. 19	7½ Dec. 1	3¾ June 24	7½ Dec. 1
1st pref. vot. tr. ctfs.	100	1,182	18,168	50½	51¼	52	52½	49	51	45¾ Dec. 22	48 Dec. 29	38½ May 24	55 Jan. 7
2d pref. vot. tr. ctfs.	100	1,665	20,417	13½	15	17⅛	18	16¾	17	15 Dec. 22	17 Dec. 5	9 June 1	18 Oct 26
St. L. & S. F. vot. tr. certs.	100	11,915	257,720	8⅞	9	10¾	10⅞	9½	9¾	8⅛ Dec. 22	10⅞ Dec. 1	8⅛ Dec. 22	14⅞ Feb. 1
1st pref. vot. tr. certs.	100	1,460	28,156	67½	68	71	73	66	74	69½ Dec. 11	72 Dec. 6	64 May 13	75½ Jan 6
2d pref. vot. tr. rects.	100	16,538	248,415	33¾	34	36	36⅛	32¼	33	23⅛ Dec. 2	3 ¼ Dec. 2	28½ Dec. 23	44⅞ Jan. 31
St. Louis Southwest.	100	8,110	391,732	7	7⅜	12½	13	10¼	10¾	9 Dec. 18	13 Dec. 1	6¾ Jan. 4	18¼ Aug. 3
Pref.	100	45,880	982,767	17	17½	31¾	32	25⅛	25½	20 Dec. 18	32¼ Dec. 2	17 Jan. 3	40⅜ Aug. 3
St. Paul & Duluth	100	900	40,259	38¾	39¾	60	67	.....	67	50¼ Dec. 19	60½ Dec. 4	36 Jan. 5	73⅞ Aug 26
Pref.	100	795	11,776	99	101	102	104	100	106	102⅛ Dec. 18	102¼ Dec. 8	98½ Jan. 5	106 Jan. 23
Sixth Avenue (N. Y.)	100	.....	41	.....	.....	200	.....	200	.....	.....	.....	§200 Mar. 10	§200 Mar. 2
Southern Pacific Co.	100	846,189	5,215,742	34	34¼	42⅞	43	37⅞	38⅛	30¼ Dec. 18	43¼ Dec. 1	27 May 9	44¼ Nov. 24
Southern (vot. tr. ctfs.)	100	90,435	1,191,114	10⅜	10⅝	12⅞	13⅛	11⅞	12⅛	10½ Dec. 18	13⅛ Dec. 2	10 May 31	14¼ Oct. 30
Pref. " "	100	140,751	1,920,774	41⅞	42	58	58⅜	54	54⅛	49¼ Dec. 22	58½ Dec. 1	40⅞ Jan. 4	58⅜ Nov. 29
Texas & Pacific	100	41,315	773,533	19	19½	18⅜	.....	15¼	15⅜	12¼ Dec. 18	18½ Dec. 2	12¼ Dec. 18	25⅝ Mar. 1
Third Avenue (N. Y.)	100	24,920	148,898	167	170	151	154	132	133	117¾ Dec. 18	152½ Dec. 1	117¾ Dec. 18	242 Feb. 27
Tol. & Ohio Central	100	25	1,096	20	30	22	25	20	25	§30 Dec. 29	§30 Dec. 29	20 Jan. 21	29 Apr. 4
Pref.	100	100	920	30	40	43	45	49	50	45 Dec. 2	45 Dec. 2	35 Jan. 25	45 Dec. 2
Twin City Rapid Tran.	100	1,610	237,686	36¾	38	.....	.....	.....	.....	5 ½ Dec. 22	69⅝ Dec. 1	38 Jan. 3	73 Apr. 17
Pref.	100	735	13,024	.....	.....	.....	.....	.....	.....	137 Dec. 6	137 Dec. 18	118 Jan. 9	141 Feb. 24
Union Pacific Railway	100	771,009	3,789,103	43	43¼	49⅞	50	47⅞	48	39¾ Dec. 22	51½ Dec. 2	38⅛ June 20	51½ Dec. 2
Pref.	100	230,558	2,810,120	74	74⅛	77⅛	77⅜	74¾	75	66¼ Dec. 18	77⅝ Dec. 2	66¼ Dec. 18	84½ Jan. 23
Wabash	100	11,627	79,157	7⅞	8¼	8	8⅛	7¼	7½	6½ Dec. 18	8¼ Dec 4	6½ Dec. 18	8⅞ Jan. 24
Pref.	100	46,226	606,582	22¾	23	22⅞	23	21	21⅜	19 Dec. 19	23¼ Dec. 2	19 May 24	25½ Apr. 5
West Chicago Street	100	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	120 Aug. 8	120 Aug. 8
Wheel. & L. Erie, new	100	68,838	314,809	.....	.....	11	11½	9½	9⅞	7⅞ Dec. 22	11½ Dec. 4	7⅞ Dec. 22	13 Aug. 31
New 1st pref.		8,433	24,723	.....	.....	56¾	58	51½	52½	45 Dec. 22	57⅞ Dec. 1	45 Dec. 22	64 Jan. 30
New 2d pref		48,070	186,170	.....	.....	30	30⅜	27	28	21¼ Dec. 23	30½ Dec. 4	21¼ Dec. 23	32⅞ Sept. 25
Wis. Cen. (when issued)	100	12,970	136,643	.....	.....	.....	.....	.....	.....	15¼ Dec. 22	20 Dec. 4	13½ May 24	21 Nov. 3
Pref. (when issued)	100	16,618	154,036	.....	.....	.....	.....	.....	.....	44 Dec. 26	56½ Dec. 1	44 Dec. 26	59 Aug. 28
Miscellaneous Stocks.													
Adams Express	100	865	6,541	108	110	112	115	111	115	110 Dec. 18	§114 Dec. 6	§108 Jan. 3	§119 Feb. 25
Alice Mining		.....	3,800	.....	.....	.....	.....	.....	.....	.....	.....	1·00 Mar. 14	2·10 May 1
Amer. Car & Foundry	100	23,450	141,175	.....	.....	16⅝	17	13⅝	13¾	10⅛ Dec. 22	17⅛ Dec. 1	10⅝ Dec. 22	21⅞ May 25
Pref.	100	20,938	128,410	.....	.....	62	62½	58	60	51 Dec. 22	62 ½ Dec. 2	51 Dec. 22	68⅜ Sept. 7
American Coal	25	400	1,591	120	140	140	165	140	.....	145 Dec. 27	145 Dec. 27	133 Jan. 16	150 July 27
American Cotton Oil	100	29,775	526,174	35	35½	37¼	37½	33½	34	30 Dec. 18	37¼ Dec. 1	30 Dec. 18	46 Nov. 2
Pref.	100	1,521	36,093	88½	89½	95	.....	88	92	92 Dec. 19	96 Dec. 2	88¼ Jan. 5	97 Oct. 26
Amer. District Teleg'h.	100	186	322,179	*33*	*34*	25	35	21	30	32 Dec. 2	32 Dec. 2	30 Oct. 18	52½ Mar. 3
American Express	100	705	15,553	144	146	145	150	140	148	138 Dec. 20	§149 Dec. 2	§133 June 23	§160½ Aug. 29
American Ice	100	11,155	46,834	.....	.....	34	34¼	35	36	31 Dec. 22	36¼ Dec. 29	31 Dec. 22	41¼ Sept. 8
Pref.	100	1,740	4,806	.....	.....	75½	77	73	78	72¾ Dec. 23	77 Dec. 8	72¾ Dec. 23	85 Sept. 11
American Linseed	100	15,269	54,257	.....	.....	15⅝	15¾	12	13	11⅛ Dec. 18	16 Dec. 1	8¾ June 20	16⅜ Nov. 29
Preferred.	100	40,071	99,317	.....	.....	59¾	60¼	53½	54¼	49½ Dec. 18	61 Dec. 4	44¼ June 20	61 Dec. 4
American Malting	100	5,280	174,833	33¼	33¾	10½	12	7	8	6½ Dec. 22	10 Dec. 4	6½ Dec. 22	37½ Jan. 24
Pref.	100	10,878	131,111	86¼	87	45	48	30	33	24 Dec. 1	46 Dec. 1	24 Dec. 21	87¼ Jan. 26
Amer. Smelt. & Ref'g.	100	43,862	373,302	.....	.....	40	40½	35½	35¾	30 Dec. 19	40⅜ Dec. 1	30 Dec. 19	59 Apr. 20
Pref.	100	28,627	245,401	.....	.....	91½	91¾	85¾	86½	77½ Dec. 8	9 ⅞ Dec. 1	77½ Dec. 18	94½ Apr. 20
Am. Spirit Mfg.	100	875	301,079	13	13½	4	4½	2½	4	3 Dec. 20	4 Dec. 20	3 Dec. 20	15½ Mar. 13
Preferred	100	.....	88,477	36	37½	.....	.....	.....	.....	.....	.....	29½ June 6	41⅛ Mar. 15
Amer. Steel Hoop	100	52,365	425,109	.....	.....	47½	48	42	42½	36½ Dec. 19	48 Dec. 1	24 May 24	48⅜ Nov. 28
Pref.	100	14,865	149,921	.....	.....	85	85½	79	82	75 Dec. 18	85 Dec. 2	70 May 13	86¾ Sept. 14
Amer. Steel & Wire, new	100	427,960	4,665,333	46	47	49¼	49⅝	48¼	48½	32 Dec. 18	49⅞ Dec. 1	32 Dec. 18	72 May 4
Pref.	100	34,614	556,889	113	113½	95½	96	88½	90	84 Dec. 22	95½ Dec. 1	84 Dec. 22	106¾ Mar. 13
American Sugar Refin.	100	1,907,703	12,842,097	124¾	125	155¼	155½	128	128¼	114½ Dec. 22	156⅞ Dec. 2	114½ Dec. 22	182 Mar. 30
Pref., new	100	2,592	45 907	111½	112	118¾	119	113	115	110 Dec. 19	119 Dec. 1	110 Jan. 16	123 Mar. 20
Amer. Teleg. & Cable	100	637	10,701	*99*	*100*	96	99	90	96	§94 Dec. 28	§98½ Dec. 6	§94 Dec. 28	105 Apr. 26
American Tin Plate	100	45,713	705,120	.....	.....	34¼	34½	27	28	20 Dec. 11	34⅝ Dec. 1	20 Dec. 11	52¾ Apr. 4
Pref.	100	13,958	77,023	.....	.....	83	84	79½	84	74 Dec. 22	83¼ Dec. 2	74 Dec. 22	99½ Feb. 8
American Tobacco	50	914,852	5,553,718	143½	143⅞	118	118½	98⅞	99	78½ Dec. 18	118 Dec. 1	c78½ Dec. 18	229½ Apr. 5
Pref.	100	2,968	27,596	*132*	.....	.....	.....	.....	.....	121 Dec. 16	143 Dec. 8	121 Dec. 16	150 Mar. 6
Dividend scrip		816	17,321	.....	.....	.....	.....	.....	.....	98½ Dec. 18	101 Dec. 14	95 Jan. 6	106 Mar. 23
Anaconda Mining	25	83,650	1,193,733	.....	.....	44	46	39	40	31½ Dec. 18	45⅛ Dec. 4	31½ Dec. 18	70 Apr. 26
Breece Mining	25	.....	2,566	.....	.....	.....	.....	.....	.....	.....	.....	1·38 Feb. 16	2·12½ May 4
Brooklyn Union Gas	100	9,928	90,592	137	139	138½	142	140	142	130 Dec. 19	141 Dec. 29	130 Dec. 19	160 Mar. 17
Brunswick Dock & C. I.	100	7,205	199,947	14½	14⅝	.....	.....	.....	.....	10 Dec. 22	17 Dec. 2	9½ May 9	20⅜ Aug. 14
Brunswick Mining		.....	5,100	.....	.....	.....	.....	.....	.....	.....	.....	·35 Mar. 2	·35 Mar. 2
Colorado Coal & I. Dev.	100	400	40,442	*1½*	*1¾*	1½	2¼	1½	1⅝	1½ Dec. 15	1¾ Dec. 7	1⅛ Jan. 17	·55⅛ Apr. 21
Pref.	100	100	5,325	*3*	.....	2½	.....	2½	.....	2½ Dec. 2	2½ Dec. 2	2 Apr. 14	8 Apr. 21
Colorado Fuel & Iron	100	111,120	1,132,871	31½	32	53	53½	43½	44½	31¾ Dec. 22	56 Dec. 4	30½ Feb. 8	64 Sept. 11
Pref.	100	2,660	17,686	85	90	129	131	128	130	122⅞ Dec. 19	130 Dec. 8	88 Jan. 6	130 Dec. 8
Col. & Hock. Coal & Ir.	100	4,415	120,770	8⅝	9	18	19	16	18	12⅝ Dec. 19	18 Dec. 5	6½ Feb. 15	21¼ Sept. 6
Preferred	100	.....	235	.....	.....	.....	.....	.....	.....	.....	.....	27 Apr. 18	30 June 9
Commercial Cable	100	.....	555	.....	.....	192	195	180	200	.....	.....	189 Jan. 26	§195 Nov. 18
Consol. Cal. & Va. Min.		300	1,300	1·00	.....	.....	.....	.....	.....	1·75 Dec. 9	1·75 Dec. 9	1·40 Nov. 13	2·20 Feb. 6
Consolidated Gas, N. Y.	100	57,756	347,071	195½	196½	191½	193	191⅓	193	168 Dec. 18	193¾ Dec. 7	163 June 6	223¼ Mar. 11
Con. K. C. Smelt. & Ref	25	....	6,012	.....	.....	.....	.....	.....	.....	.....	.....	100 Jan. 6	100 Jan. 6
Consolidation Coal	100	25	565	50	.....	53	56	50	.....	§50 Dec. 12	§50 Dec. 12	§50 Dec. 12	56 Mar. 23
Continental Tobacco	100	271,575	3,470,906	.....	.....	41½	41¾	32	33	20 Dec. 18	42½ Dec. 2	20 Dec. 18	65⅞ Apr. 17
Preferred	100	83,259	629,646	.....	.....	92¼	92½	85	90	71 Dec. 18	93 Dec. 2	71 Dec. 18	103⅞ Aug. 28
Detroit Gas	50	12,600	30,340	60	62	.....	.....	.....	.....	95¾ Dec. 20	97½ Dec. 20	63 Jan. 4	101 Aug. 18
Erie Teleg. & Teleph.	100	1,351	16,451	.....	.....	.....	.....	.....	.....	101¼ Dec. 30	10 ¼ Dec. 15	§92¾ Jan. 13	120¼ Oct. 30
Federal Steel	100	637,623	6,721,683	52⅝	52¾	62	62⅜	53	53¼	39¾ Dec. 18	63¼ Dec. 4	39¾ Dec. 18	75 Apr. 3
Preferred	100	109,051	1,785,851	84¼	84½	81¾	82	73½	74½	67 Dec. 22	82 Dec. 2	67 Dec. 22	93½ Apr. 3
General Electric	100	35,555	368,643	95⅜	96	128⅛	131	123½	124	110 Dec. 18	129½ Dec. 4	95½ Jan. 3	132 Nov. 27
Glucose Sugar Refin'g.	100	30,888	382,096	69½	70½	50	51½	45¼	47	37 Dec. 19	51 Dec. 5	37 Dec. 19	76¾ Mar. 20
Preferred	100	1,193	28,013	108¾	109¼	99	100	.....	.....	95 Dec. 19	102 Dec. 8	95 Dec. 19	110 Jan. 14
Hawaiian Com. & Sug.	100	.....	1,457	57½	60	.....	.....	.....	.....	.....	.....	57½ Jan. 3	120½ May 1
H. B. Claflin Co.	100	1,410	49,098	95	.....	112¼	.....	112	.....	111 Dec. 18	114 Dec. 11	97 Jan. 3	117½ July 13
1st pref.	100	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	99½ Jan. 31	§101 June 6
2d pref.	100	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	§100 Feb. 28	§100 Feb. 28
Horn Silver		.....	3,950	1·10	.....	.....	.....	.....	.....	.....	.....	1·60 June 16	1·63 Mar. 1
Homestake Mining	100	210	2,118	57½	.....	72	75	70	.....	70½ Dec. 14	72 Dec. 14	60½ Feb. 10	§75 July 11
International Paper	100	32,961	622,317	63¾	64	24½	25	22	23	17 Dec. 22	24¾ Dec. 2	17 Dec. 22	68½ Jan. 23
Pref.	100	13,073	160,843	94	95	69½	70	67	68	62¼ Dec. 18	70 Dec. 1	62¼ Dec. 18	95 Jan. 5
International Silver	100	4,295	169,659	.....	.....	12	14	9	10½	9 Dec. 19	12 Dec. 8	9 Dec. 19	36 Feb. 27
Iron Silver		.....	6,100	.....	.....	.....	.....	.....	.....	.....	.....	·55 June 30	·77 Mar. 1
Kingston & Pemb. Iron		.....	11,300	.....	.....	.....	.....	.....	.....	.....	.....	·25 Apr. 22	·95 Nov. 6
Knickerb. Ice (Chic.)	100	545	27,671	55	56½	.....	43	35	40	30 Dec. 20	35 Dec. 11	30 Dec. 20	63½ Feb. 23
Preferred	100	42	8,186	82½	83	68	72	67	72	§67½ Dec. 11	§67½ Dec. 11	70 Nov. 20	84 Feb. 17
Laclede Gas, St. Louis	100	16,036	167,979	52½	53	82	83	80	82	74 Dec. 18	85 Dec. 6	51 Mar. 4	85 Dec. 6
Pref.	100	600	3,841	95	97	96	100	100	101	96½ Dec. 18	100 Dec. 4	95½ July 18	102½ May 18
Manhattan Beach Co.	100	250	35,524	3	5	10	15	6	10	10 Dec. 1	10 Dec. 1	5 Jan. 25	39 Apr. 25
Maryland Coal, pref.	100	100	923	47	55	65	75	67	72½	70 Dec. 29	70 Dec. 29	55 Jan. 6	70 Sept. 28
National Biscuit	100	15,333	216,652	51¼	51⅜	41¼	42	36¼	37	31 Dec. 19	41 Dec. 5	31 Dec. 19	62 Jan. 21
Preferred	100	1,709	22,283	103	105	95	100	.....	90¾	89 Dec. 11	92¾ Dec. 8	89 Dec. 11	107½ Jan. 19

STOCKS. N. Y. Stock Exchange.	Par.	Sales. In Dec. Shares.	Sales. In 1899. Shares.	Price about January 3, 1899. Bid.	Price about January 3, 1899. Ask.	Prices in December. Dec. 1. Bid.	Dec. 1. Ask.	Dec. 30. Bid.	Dec. 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	Range for year 1899. Lowest. Sale Prices.	Range for year 1899. Highest. Sale Prices.
National Linseed Oil	100	.....	1,950	8½	9½	.....	.....	.....	.....	.....	.....	3½ June 9	9⅛ Jan. 14
Trust Co. certificates	....	220	31,155	8½	.....	.....	.....	.....	.....	3¾ Dec. 2	3¾ Dec. 2	2 July 20	8½ Jan. 12
National Lead	100	20,167	225,772	38⅛	38½	29½	30½	24¼	25½	22½ Dec. 22	30 Dec. 2	22½ Dec. 22	40½ Jan. 20
Pref	100	2,072	28,770	114	115	105¼	107½	104	105	103½ Dec. 28	106 Dec. 12	103½ Dec. 28	115 Jan. 21
National Starch Mfg	100	.....	8,310	5	5½	5	.....	5	.....	.....	.....	4½ Mar. 17	9 Oct. 30
1st pref	100	.....	1,023	56	76	60	.....	60	.....	.....	.....	43 Apr. 20	70 Oct. 27
2d pref	100	.....	1,283	15	30	15	.....	15	.....	.....	.....	13 Mar. 17	25 Oct. 16
National Steel	100	54,103	821,412	.....	.....	48	48½	43	43½	31¾ Dec. 19	49 Dec. 1	31¾ Dec. 19	63 Apr. 24
Preferred	100	14,302	147,652	.....	.....	94½	95¼	92	93	86½ Dec. 22	95 Dec. 1	85 May 15	99⅜ Aug. 11
New Central Coal	100	..	2,575	37	42	35	40	35	40	.....	.....	36 Oct. 27	42 Jan. 25
New York Air Brake	100	5,945	164,877	111	113½	.....	.....	.....	.....	110 Dec. 22	151½ Dec. 2	110 Dec. 22	230 July 19
North American Co	100	67,593	742,517	7⅜	.....	15⅛	15½	13¾	14	12⅛ Dec. 18	14¼ Dec. 4	6⅞ Jan. 6	17⅜ Nov. 21
Ontario Silver	100	400	5,780	6	7	8	9	.....	.....	8⅜ Dec. 5	8⅜ Dec. 7	6 Mar. 23	10⅛ Apr. 27
Pacific Mail	100	127,024	1,072,666	45⅛	45¼	46¼	46½	45½	46	35 Dec. 18	49¼ Dec. 4	35 Dec. 18	55 Jan. 30
Pennsylvania Coal	50	.....	152	350	.....	375	.....	380	.....	.....	.....	§362 Feb. 16	§375 June 17
People's Gas L. & C., Chic.		263,842	3,566,422	109⅝	109¾	113¾	114	105	105¼	90½ Dec. 19	113⅞ Dec. 2	90½ Dec. 19	129½ Apr. 3
Philadelphia Co	50	....	97,805	65	.....	.....	.....	.....	.....	.....	.....	85 July 24	102 Mar. 23
Phoenix Gold Mining		1,000	191,600	.....	.....	.....	.....	.....	.....	·08 Dec. 22	·10 Dec. 22	·04 Feb. 3	·17 Oct. 18
P. Lorillard, pref	100	.....	161	.....	.....	.....	.....	.....	.....	.....	.....	§117 May 16	121 Jan. 16
Pressed Steel Car	100	21,780	112,873	.....	.....	58	59¼	54½	55½	49 Dec. 19	59 Dec. 1	44¾ June 1	61 Aug. 14
Pref	100	11,145	74,971	.....	.....	89¼	89¾	84½	87	75 Dec. 18	90 Dec. 1	75 Dec. 18	91 Sept. 7
Pullman's Palace Car	100	12,054	156,425	160	161	195	196	184	186	179¼ Dec. 22	195⅝ Dec. 2	156 Jan. 30	207¾ Oct. 20
Quicksilver Mining	100	500	9,349	2	3	1½	2½	.....	.....	2 Dec. 20	2 Dec. 20	2 Aug. 9	4 Apr. 13
Pref	100	552	7,372	9	11	7½	9	9	10	8 Dec. 19	9½ Dec. 4	8 June 7	14 Apr. 13
Republic Iron & Steel		56,951	322,811	.....	.....	25	25¾	20	20½	16½ Dec. 19	26 Dec. 1	16½ Dec. 19	33⅞ Sept. 6
Pref		17,586	101,646	.....	.....	70½	71½	64⅛	65	60⅛ Dec. 19	71 Dec. 1	60⅛ Dec. 19	79 Aug. 29
Silver Bullion certificates		13,000	829,000	.....	.....	58¾	59½	58½	59½	58⅝ Dec. 22	59 Dec. 18	58⅝ Dec. 22	65 Apr. 28
Standard Rope & Twine	100	17,207	213,588	8½	9	12⅜	13	8½	9	7¾ Dec. 22	12⅞ Dec. 2	6½ Sept. 20	15¼ Nov. 2
Standard Mining	100	200	10,500	2·00	.....	.....	.....	.....	.....	.....	.....	2·05 Jan. 14	3·35 Oct. 5
Tennessee Coal & Iron	100	187,895	2,657,079	37¼	37⅜	114¾	115	83	84	64 Dec. 18	116¾ Dec. 1	36 Jan. 14	126 Sept. 11
Pref	100	170	4,222	100	115	.....	.....	.....	.....	§150 Dec. 2	§150 Dec. 19	111 Jan. 4	150 Aug. 23
Texas Pac. Land Trust	100	4,725	47,292	12½	12⅞	12	12½	.....	.....	12½ Dec. 19	14¼ Dec. 2	11 Nov. 10	15½ Jan. 17
Union Bag & Paper	100	13,815	160,352	.....	....	25⅛	25⅞	21¼	22	17¼ Dec. 19	25⅞ Dec. 2	17¼ Dec. 19	45 Mar. 28
Preferred	100	4,497	69,175	.....	.....	79	79½	72½	75	71 Dec. 19	79½ Dec. 2	71 Dec. 19	89 Mar. 29
U. S. Express	100	1,104	14,936	53	56	48½	50½	45	48	§45 Dec. 26	§50 Dec. 4	§45 Dec. 26	60 Jan. 12
U. S. Flour		....	23,255	.....	.....	.....	20	.....	20	.....	.....	12 Nov. 6	58¼ Sept. 15
Pref		310	19,940	.....	.....	15	20	....	35	12 Dec. 5	15 Dec. 8	12 Dec. 5	78½ Sept. 15
U. S. Leather	100	498,178	3,886,767	7½	7¾	11⅞	12	15¾	15⅞	10¾ Dec. 18	16½ Dec. 30	5¾ June 7	40⅞ Nov. 6
Pref	100	92,770	1,388,185	72¼	72¾	79½	80	73	74	64½ Dec. 18	80 Dec. 1	64½ Dec. 18	84½ Nov. 2
U. S. Rubber	100	37,365	753,732	44	44½	47	48	42	42½	37⅞ Dec. 19	47⅝ Dec. 1	37⅞ Dec. 19	57 Apr. 5
Pref	100	10,260	76,330	111	112	110	111	102	105	99¾ Dec. 22	110¾ Dec. 2	99¾ Dec. 22	121 July 8
Wagner Palace Car	100	670	3,347	.....	.....	193½	200	.....	.....	§181½ Dec. 28	§196¼ Dec. 1	181 July 17	§205 Oct. 18
Wells, Fargo & Co	100	237	6,336	128	131	127	132	132	133	120 Dec. 16	§131 Dec. 4	120 Dec. 16	135½ Sept. 6
Western Gas	100	....	710	94	96	.....	.....	.....	.....	.....	.....	94 Jan. 20	98 Jan. 30
Western Union Teleg	100	27,768	586,531	93	93½	87¾	89	85	85½	82 Dec. 22	88⅜ Dec. 1	82 Dec. 22	98¼ Jan. 24

* All assess'ts paid. † First instal. paid. ‡ Second instal. paid. ¶ 3d instal. paid. *b* 4th instal. paid. § Less than 100 shares *f* Ex-rights. *a* Tr. receipts. *c* Ex 100 % stock div. *d* Cent. N. J. sold "ex rights" on and after May 10. *e* C. B. & Q. sold "ex rights" on and after May 5

Boston Stock Exchange.

MONTHLY AND YEARLY RECORD.

The railroad securities which are active on the New York Stock Exchange are omitted from this list.

☞ *In comparing New York and Boston prices, it should be noted that bond prices in New York are flat prices—that is, the price includes the accrued interest, while in Boston accrued interest must be paid in addition to price. It should also be remembered that New York stock prices are per cent while those in Boston are dollars per share.*

BONDS. Boston Stock Exchange.	Int. Period.	Sales for year 1899. (12 mos.)	Prices about Jan. 3 1899. Bid.	Prices about Jan. 3 1899. Ask.	Prices in December. Dec. 1. Bid.	Dec. 1. Ask.	Dec. 30. Bid.	Dec. 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	Range for year 1899. Lowest. Sale Prices.	Range for year 1899. Highest. Sale Prices.
		$										
Amer. Bell Telephone 4s	1908 J - J	605,600	102¼	.....	102	102½	.....	100	100½ Dec. 30	102¼ Dec. 1	100½ Dec. 30	104 Jan. 26
Atch. & Nebraska, 1st, 7s	1908 M-S	5,000	.....	.....	.....	.....	.....	.....	.....	.....	123 June 8	124 Aug. 10
Boston & Albany 4s, reg.	1913 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Lowell, 4s	1907 J - J	2,000	.....	.....	.....	.....	.....	.....	.....	.....	105⅜ Apr. 27	105⅜ Apr. 27
4s	1932 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine, 4½s	1944 J - J	2,000	.....	.....	.....	.....	.....	.....	.....	.....	128½ June 30	129½ Sept. 15
Plain 4s	1942 F-A	6,000	.....	.....	.....	.....	.....	.....	.....	.....	117½ June 29	117½ June 29
Boston & Providence, 4s	1918 J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston Terminal 3½s	1947 F-A	4,000	.....	.....	.....	.....	.....	.....	.....	.....	116 July 18	116 July 18
Bur. & Mo. R. (Neb.), ex'mt 6s	1918 J - J	81,400	118	.....	121	.....	120	.....	.....	.....	119 Jan. 5	125½ Aug. 30
Non-exempt, 6s	1918 J - J	14,800	105	.....	.....	.....	107	.....	.....	.....	107 Jan. 10	108½ Nov. 15
Plain, 4s	1910 M-N	10,000	100	.....	.....	.....	.....	.....	.....	.....	101 Jan. 30	111½ June 21
Cedar Rap. & Mo. R., 1st, 7s	1916 M-N	1,000	.....	.....	.....	.....	.....	.....	104 Dec. 6	104 Dec. 6	104 Dec. 6	104 Dec. 6
Cent'l Vermont 1st gold 4s	1920 Q-F	119,100	.....	.....	.....	.....	.....	.....	90 Dec. 21	92 Dec. 4	90 Dec. 21	93 Nov. 1
Chic. Burl. & No., 1st, 5s	1926 A-O	448,400	107½	108	.....	.....	.....	.....	.....	.....	105 Sept. 5	108½ Nov. 15
2d. 6s	1918 J-D	.....	101	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Jc. RR. & St'k Y'ds. 5s	1915 J - J	259,000	114	.....	113½	114½	.....	115	114 Dec. 29	114 Dec. 29	112½ Mar. 9	116 Aug. 10
Chic. Ham. & W. 1st 6s	1927 J - J	34,000	.....	.....	.....	.....	.....	.....	.....	.....	125 June 15	125 June 15
Ch. Mil. & St. P. Dub. D., 6s	1920 J - J	29,000	129¼	.....	132	.....	128	.....	128 Dec. 22	131¾ Dec. 5	128 Dec. 22	134½ Aug. 10
Ch. M. & St. P. Wis. V. div., 6s	1920 J - J	28,200	128	.....	130	.....	126	.....	130 Dec. 1	130 Dec. 1	129¼ Jan. 5	134⅛ Aug. 3
Chic. & W. Mich., gen., 5s	1921 J-D	1,184,800	87½	89	98	100	97½	98	97 Dec. 14	99 Dec. 6	87 Jan. 3	100½ Aug. 10
Chic. & Nor. Mich., 1st gu. 5s	1931 M-N	424,500	.....	80	92	.....	90½	.....	89 Dec. 21	92 Dec. 5	77½ Jan. 12	94½ May 22
Clev. & Can. Equip. Tr., 5s	1917 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord & Mont., cons., 4s	1920 J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol. RR. of Vt., 1st, 5s	1913 J - J	695,915	81	.....	.....	.....	.....	.....	.....	.....	81½ Jan. 5	96 Apr. 20
Trust receipts	.....	181,000	86	90	.....	.....	.....	.....	.....	.....	89 Jan. 24	96 Apr. 20
Current River, 1st, 5s	1927 A-O	151,500	.....	72½	90	.....	.....	90	.....	.....	65 Mar. 9	95 Nov. 21
Det. Gr. Rap. & W., 1st, 4s	1946 A-O	267,860	90	.....	.....	94½	.....	94½	93 Dec. 13	93 Dec. 13	91 Jan. 7	97 Feb. 4
Eastern Mass. 1st., gold, 6s	1906 M-S	1,001,500	119	120	114½	118	114	.....	113½ Dec. 23	116 Dec. 1	113½ Dec. 23	119 Jan. 23
Fitchburg, 5s	1908 M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s	1915 M-S	2,000	.....	.....	.....	.....	.....	.....	.....	.....	107¾ June 19	107¾ June 19
Frem't Elk. & Mo. V., 1st, 6s	1933 A-O	10,000	138	.....	140	.....	135	.....	138 Dec. 11	138 Dec. 11	138 Dec. 11	142 Nov. 18
Unstamped, 1st, 6s	1933 A-O	14,000	137	.....	138	142	.....	.....	.....	.....	138 Jan. 4	141 July 5
Illinois Steel, conv., deb., 5s	1910 J - J	740,000	101	101½	.....	.....	.....	.....	.....	.....	101 Jan. 4	105½ Feb. 3
Non-convert. deben., 5s	1913 A-O	1,412,100	97¾	98	100	101	99	100	99 Dec. 15	100¼ Dec. 6	98 Jan. 3	102½ June 7
Iowa Falls & Si'x C., 1st, 7s	1917 A-O	1,000	.....	.....	.....	.....	.....	.....	.....	.....	137½ June 30	137½ June 30
Kansas City Belt 1st 6s	1916 J - J	2,000	.....	.....	.....	.....	.....	.....	.....	.....	110 Aug. 7	110 Aug. 7
Kan. C'y M. & B., gen., 4s	1934 M-S	174,060	89	91	.....	98	93	.....	91¾ Dec. 27	93 Dec. 29	90 Jan. 3	98 Nov. 1
Income, 5s	1934 Sp. 1	579,470	45	50	.....	52	.....	48½	47 Dec. 16	50 Dec. 1	35 Apr. 27	55 Nov. 6
Kan. C. Clin. & Spr., 1st, 5s	1925 A-O	119,700	70	80	90	.....	.....	90	90 Dec. 12	92 Dec. 2	70 Mar. 18	95 Nov. 21
Kan. C. & M. Ry. & Br., 1st, 5s	1929 A-O	147,000	102½	.....	105	.....	101	.....	100 Dec. 11	100 Dec. 11	100 Dec. 11	106 Apr. 25
Kan. C. St. J. & C. B., 1st, 7s	1907 J - J	134,000	120½	.....	118	120	.....	.....	119 Dec. 7	119 Dec. 7	119 Dec. 7	121 May 8
Kan. C. Ft. Scott & M., 6s	1928 M-N	1,771,800	99½	100	106	107	104½	.....	100 Dec. 19	106 Dec. 2	93½ Mar. 24	107⅛ Nov. 6
Kan. C. Ft. S. & Gulf, 1st, 7s	1908 J-D	60,600	114½	.....	113	115	.....	.....	115 Dec. 5	115 Dec. 5	114 Feb. 8	115 Jan. 25
Lincoln & N. W., 1st, 7s	1910 J - J	2,000	.....	.....	.....	.....	.....	.....	.....	.....	126 June 8	126 June 8
Little R. & Ft. Sm., g., 1st, 7s	1905 J - J	36,300	.....	106	.....	.....	.....	107	107 Dec. 7	107 Dec. 7	105 Jan. 3	108 Jan. 30
Louisv. Ev. & St. L., 1st, 6s	1926 A-O	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 6s	1936 A-O	2,000	.....	.....	.....	.....	.....	.....	.....	.....	105 Jan. 24	105 Jan. 24
Maine Cent., cons., 1st, 7s	1912 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marq. Hough. & On., M., 6s	1925 A-O	2,000	115	.....	114	.....	112	.....	.....	.....	116 Apr. 13	116 Apr. 13
Mexican Central, cons., 4s	1911 J - J	2,319,000	67¾	68	74½	75	72½	.....	71 Dec. 26	75 Dec. 1	67½ Jan. 5	79 Apr. 5
1st cons. inc., 3s	1939 July	3,831,500	14½	16	25	27	22½	24	.....	.....	12 Mar. 1	29 Sept. 13
2d cons. inc., 3s	1939 July	2,550,000	5¼	6½	11½	13	.....	13	.....	.....	5¼ Jan. 14	14½ Apr. 27
N. Y. & New Eng., 1st, 7s	1905 J - J	171,000	119	.....	115¼	116⅝	.....	.....	114 Dec. 27	115¼ Dec. 15	114 Dec. 27	120½ Jan. 17
1st, 6s	1905 J - J	83,000	115	.....	110½	112¼	.....	.....	109½ Dec. 22	109½ Dec. 22	109½ Dec. 22	115 Jan. 25
N. Y. Prov. & Boston gen. 4s	1942 A-O	2,000	.....	.....	.....	.....	.....	.....	.....	.....	113 Oct. 6	113 Oct. 6
Ogdensb. & L. C., cons., 6s	1920 A-O	121,000	108	110	.....	.....	.....	.....	.....	.....	103½ May 3	116½ Jan. 14
Trust receipts	.....	30,000	114	116	.....	.....	.....	.....	.....	.....	117 Jan. 17	117 Jan. 17

BONDS.
BOSTON STOCK EXCHANGE.

	Int. Period.	Sales for year 1899 (12 mos.)	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.		Highest.		RANGE FOR YEAR 1899. Lowest.		Highest.	
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.		Sale Prices.	
Old Colony, 4s	1925 J-D	2,000	.....	.....	.....	.....	.....	.....	.....		.....		113⅛ Jan. 6		114 Mar. 6	
Ottawa Os. & F. R. V., 1st, 8s.	1900 J-J	....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Portland & Ogdensburg, 6s.	1900 J-J	....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Ports. Gt. F'ls & Con'y, 4½s.	1937 J-D	1,000	.....	.....	.....	.....	.....	.....	123½ Dec. 21		123½ Dec. 21		123½ Dec. 21		123½ Dec. 21	
Repub. Valley, 1st, s. f., 6s.	1919 J-J	8,000	*106*	.....	.....	.....	.....	.....	.....		.....		107¼ Jan. 13		107¼ Jan. 13	
Rutland, 1st, 6s.	1902 M-N	147.200	*106*	.....	105½	106½	.....	106	105 Dec. 1		105 Dec. 1		105 Dec. 1		106¾ Apr. 29	
Summit Branch 7s.	1904 J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
West End Street Ry., 5s.	1902 M-N	100,000	105	.....	102½	103¼	102	.....	102 Dec. 23		103¼ Dec. 5		102 Dec. 23		105¼ Jan. 11	
5s, registered	....	3,000	.....	.....	.....	.....	.....	.....	.....		.....		104 May 22		104½ Aug. 23	
Gold 4½s	1914 M-S	34 000	108	.....	111½	.....	109	.....	104½ Dec. 20		111¼ Dec. 5		104½ Dec. 20		112½ July 7	
Gold debenture 4s	1916 M-N	14,000	.....	.....	.....	.....	104½	.....	.....		.....		106 Oct. 21		111 Oct. 3	
Gold 4s	1917 F-A	25,000	106	.....	.....	.....	.....	.....	105 Dec. 21		105 Dec. 21		105 Dec. 21		108⅛ May 24	
Wisconsin Valley, 1st, 7s.	1909 J-J	2,000	.....	.....	.....	.....	.....	.....	.....		.....		125¾ Jan. 13		125¾ Jan. 13	

STOCKS.
BOSTON STOCK EXCHANGE.

	SALES. In Dec.	SALES. Year 1899.	Price about January 3, 1899.		PRICES IN DECEMBER. Dec. 1.		Dec. 30.		Lowest.		Highest.		RANGE FOR YEAR 1899. Lowest.		Highest.	
RAILROAD. Par.	Shares.	Shares.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.		Sale Prices.	
Boston & Albany 100	1,756	12,242	249	250	250	253	245	.....	238 Dec. 18		253 Dec. 4		238 Dec. 18		2-0 June 27	
Boston & Lowell 100	101	782	226	.....	240	241	241	.....	241 Dec. 11		245 Dec. 1		227 Jan. 9		250 Nov. 9	
Boston & Maine 100	981	9,846	170	171	203¼	204	201	203	197 Dec. 15		203½ Dec. 4		170 Jan. 4		210 Oct. 27	
Pref. 100	3	193	.....	.....	.....	.....	.....	175	170 Dec. 14		170 Dec. 14		168 Jan. 23		175 Oct. 12	
Boston & Providence 100	100	493	283	.....	299	300	.....	300	298 Dec. 26		300 Dec. 1		283¼ Jan. 10		30[illegible] Oct. 3	
Boston Elevat., tr. rec. 100	10,544	100,[illegible]52	81	.....	103	104	98	99	93 Dec. 18		104 Dec. 4		80¾ Jan. 4		117 May 1	
Central Mass. 100	1,180	69,494	*8*	*9*	.....	17	10	.....	10 Dec. 22		15 Dec. 7		7½ Jan. 4		24¾ Mar. 20	
Pref. 100	.....	31,777	55	.....	.....	70	.....	.....	.....		.....		55 Jan. 4		76 Feb. 23	
Ch. J'n Ry. & Stk. Yds. 100	1,433	40,460	142½	143	146	147	130	133	146 Dec. 1		147 Dec. 1		§136½ Sept. 7		154½ May 18	
Pref. 100	311	2,749	*124*	*125*	.....	129	122	.....	120 Dec. 2		128 Dec. 6		120 Dec. 20		13[illegible] Aug. 5	
Chic. & W. Mich. tr. rec. 100	70	11,138	*14*	*15*	22	.....	21	.....	20 Dec. 1		23 Dec. 1		15 Jan. 9		29½ May 15	
Cin. Sand. & Cleve., pf. 100	.....	2	.....	.....	.....	.....	.....	.....	.....		.....		63 Oct. 21		63 Oct. 21	
Con. & Mont.—Class 1. 100	.....	2	.....	.....	.....	.....	.....	.....	.....		.....		188½ July 11		188½ July 11	
Class 3 100	.....	1	.....	*185*	.....	.....	.....	.....	.....		.....		183 Feb. 15		183 Feb. 15	
Class 4 100	7	108	*183*	.....	199	.....	199	.....	193 Dec. 7		193 Dec. 7		182 June 28		200 Oct. 12	
Conn. & Pass. Riv., pf. 100	16	211	*153*	.....	161	.....	.....	.....	155½ Dec. 23		161 Dec. 26		155½ Dec. 23		167½ July 1[illegible]	
Conn. River 100	.....	86	.....	.....	.....	.....	271	.....	.....		.....		265 Feb. 9		280 Oct. 23	
D.G.R. & W., pf. tr. rec. 100	53	6,713	*38*	*40*	66	.....	66	.....	66½ Dec. 14		67 Dec. 28		45 Jan. 17		75½ May 16	
East. New Hampshire. 100	.....	28	.....	.....	.....	.....	.....	.....	.....		.....		110 Apr. [illegible]7		122 May 27	
Fitchburg 100	.....	725	.....	.....	.....	.....	.....	.....	.....		.....		22 Jan. 10		31¼ Sept. 6	
Pref. 100	815	18,342	.....	107	.....	120	.....	115	110 Dec. 20		120 Dec. 5		107 Jan. 3		123 Sept. 26	
Flint & P. Mq. pf. t. rec. 100	30	11,992	*43½*	.....	56½	.....	55	.....	56 Dec. 12		56 Dec. 12		43½ Jan. 3		66 May 12	
K. C. Ft. Scott & M. 100	.....	2,356	*10*	*12*	18	20	13	18	.....		.....		5 July 15		20 Nov. 19	
Pref. 100	16	183	*25*	*50*	.....	.....	.....	.....	50 Dec. 27		50 Dec. 27		30 Feb. 15		50 Dec. 27	
Kan. City Mem & Birm. 100	.....	370	.....	.....	.....	.....	.....	.....	.....		.....		6 Oct. 31		10 Nov. 8	
Maine Central 100	.....	2,147	*140*	.....	170	.....	.....	.....	.....		.....		148 Jan. 17		175 Oct. 4	
Mexican Central 100	2,687	206,768	6	.....	13	13⅛	11	11¾	9⅜ Dec. 19		13 Dec. 6		5⅞ Jan. 7		17¼ Apr. 27	
Northern (New H.) 100	5	58	.....	.....	.....	.....	.....	.....	166 Dec. 8		166 Dec. 8		156 Jan. 11		167 Oct. 31	
Old Colony 100	191	1,979	198½	.....	207	208	204	.....	200 Dec. 21		207 Dec. 2		198 Jan. 4		212 May 17	
Port. Saco & Ports. 100	.....	274	*150*	.....	.....	.....	.....	.....	.....		.....		155 Jan. 13		202 Nov. 4	
Portsmouth & Dover. 100	.....	12	.....	.....	.....	.....	.....	.....	.....		.....		140 Aug. 2		145 July 25	
Prov. & Worcester. 100	17	62	.....	.....	.....	.....	.....	.....	287 Dec. 15		287 Dec. 15		282 May 27		290 Aug. 1	
Rutland 100	100	1,062	4½	5	.....	.....	.....	.....	7 Dec. 29		7 Dec. 29		3 Jan. 4		15 Jan. 19	
Pref. 100	.....	1,469	*70*	.....	.....	.....	.....	.....	.....		.....		58½ Jan. 4		95 Feb. 6	
Southern Calif. Pref. 100	.....	3,483	.....	.....	.....	.....	.....	.....	.....		.....		10 Jan. 13		12 Jan. 23	
Vermont & Mass. 100	28	214	*160*	.....	.....	.....	.....	.....	170½ Dec. 7		170½ Dec. 7		160½ Jan. 11		170½ Dec. 7	
West End (Street) 50	2,497	28,524	89½	90	.....	93½	92¾	93	88 Dec. 18		90 Dec. 13		88 Dec. 18		95¾ Apr. 29	
Pref. 50	387	3,235	*112½*	.....	115	.....	.....	112	112 Dec. 19		117¼ Dec. 1		111 Jan. 4		118 Mar. 20	
Worc. Nash & Roch. 100	12	106	*130*	.....	.....	.....	.....	.....	128 Dec. 22		128 Dec. 22		128 Dec. 22		132½ Jan. 24	
MINING.																
Adventure Consol. 25	1,835	106,386	9¾	10	6½	7	6¼	6½	6 Dec. 4		6¾ Dec. 28		5¼ Oct. 26		18 Feb. 23	
Ætna Con. (Quicksilver) 5	400	27,365	3½	.....	4½	5	4⅛	5	4¼ Dec. 18		4½ Dec. 7		3⅝ Jan. 6		4¾ Aug. 2	
Allouez 25	2,240	155,573	8⅛	8½	3	3¾	2¾	3½	3 Dec. 5		3¼ Dec. 4		3 Dec. 5		13½ Feb. 20	
Amalgamated Copper. 100	16,028	16,028	.....	.....	.....	.....	80¾	81½	76½ Dec. 18		81½ Dec. 15		76½ Dec. 18		81½ Dec. 15	
Am. Zinc Lead & Smelt. 25	8,375	54,481	.....	.....	34	37	17½	18	13 Dec. 18		25 Dec. 13		13 Dec. 18		67 Sept. 6	
Anaconda 25	445	17,463	.....	.....	45	45½	39	40	35⅛ Dec. 23		44¼ Dec. 4		35⅛ Dec. 23		69 Apr. 26	
Arcadian 25	13,253	296,443	70	71	31¾	.....	23	24	18 Dec. 14		32½ Dec. 2		18 Dec. 14		95 Mar. 2	
Arnold 25	8,345	154,787	9¾	10¼	.....	8¼	5	5½	4 Dec. 18		7 Dec. 4		4 Dec. 18		17¼ June 13	
Ash Bed 25	125	23,425	1	2	.....	1	.....	1	§50c. Dec. 14		§ 1 Dec. 4		§50c. Dec. 14		2½ June 21	
Atlantic 25	2,780	63,391	33	34	26	27	23	25	21 Dec. 12		26½ Dec. 7		21 Dec. 12		45 Jan. 30	
Baltic (assessment paid) 25	3,927	151,132	33½	33½	24½	25	17	17½	16½ Dec. 23		24 Dec. 4		16½ Dec. 23		36½ Apr. 21	
Bingham (Cop. & Gold) 10	10,211	100,534	.....	.....	14¼	14⅜	11¼	11⅜	9 Dec. 18		14⅞ Dec. 1		9 Dec. 18		18½ Aug. 21	
Bonanza (Dev. Co) 10	11,395	446,382	1¼	1½	1¼	1½	1⅛	1¼	1 Dec. 11		1¼ Dec. 1		1 Jan 6		6¼ June 3	
Boston (Quicksilver) 10	300	3,950	.....	.....	.....	6½	.....	6½	6 Dec. 19		6 Dec. 19		6 Oct. 16		7 July 20	
Bost. & Crip. C. (G) (as't pd) 2	750	119,865	37½c	42½c	.....	40c.	20c.	.....	25c. Dec. 5		25c. Dec. 5		‡15c Aug. 14		55c. Oct. 12	
Boston & Montana 25	9,384	80,072	283	284	320	323	262	265	250 Dec. 14		300 Dec. 8		250 Dec. 14		395 Apr. 24	
Breece (Iron) 25	200	19,050	.....	.....	2½	.....	2½	.....	2½ Dec. 13		2½ Dec. 13		1 Jan. 17		2½ Aug. 16	
British Columbia (Ltd.) 5	450	40,563	.....	.....	10¾	11½	10	11	§10 Dec. 11		§11 Dec. 20		9⅞ Aug. 17		15 Apr. 26	
Butte & Boston 10	12,267	162,077	87½	88	70	75	43	46	38 Dec. 14		72 Dec. 4		38 Dec. 14		106 Apr. 27	
Calumet & Hecla 25	600	11,056	635	645	765	775	720	725	710 Dec. 19		775 Dec. 4		635 Jan. 6		895 Feb. 21	
Catalpa (Silver) 10	.....	49,129	.....	*25c.*	.....	40c.	.....	30c.	.....		.....		20c. Apr. 12		60c. Feb. 20	
Centennial 25	15,023	6 3,583	38	.....	23	24	16¼	17	14 Dec. 18		21 Dec. 5		14 Dec. 18		61 Mar. 4	
Central Oil. 25	12,790	84,[illegible]22	.....	.....	22¼	22½	21	21½	17½ Dec. 19		22½ Dec. 1		17½ Dec. 19		25½ Sept. 12	
Cochiti (Gold) 10	17,278	326,610	*12½*	*12¾*	15½	16	13¼	13¾	10 Dec. 18		16 Dec. 1		9¼ Mar. 14		21½ Sept. 6	
Continental Zinc & Lead. 10	475	3,714	.....	.....	5	5¼	3½	4	5 Dec. 2		5 Dec. 2		5 Nov. 21		6¼ Nov. 3	
Copper Range. 25	3,325	37,875	.....	.....	36	36¾	25	26	25 Dec. 29		36 Dec. 1		25 Dec. 29		51 Apr. 6	
Crescent (Silver) 10	400	56,320	.....	.....	20c.	30c.	.....	25c.	20c. Dec. 6		20c. Dec. 6		2[illegible] c. Apr. 11		55c. Feb. 24	
Dominion Coal 100	30,508	625,408	.....	.....	52	52¾	42	43	41 Dec. 18		53 Dec. 1		33 Jan. 3		63 Apr. 3	
Elm River 12	5,925	5,925	.....	.....	.....	.....	4¼	4½	4 Dec. 22		6 Dec. 7		4 Dec. 22		6 Dec. 7	
Franklin 25	7,425	173,416	22¼	22¾	17½	18½	13½	14½	11 Dec. 18		16 Dec. 6		11 Dec. 18		30 Jan. 31	
Gold Coin Mines 5	.....	26,432	40c.	80c.	40	50c.	.....	50c.	.....		.....		25c. Sept. 11		†1⅜ Mar. 7	
Humboldt 25	175	17,309	2¾	3	1½	2	1	2	§1 Dec. 20		§1½ Dec. 5		§1 Dec. 20		3 Jan. 5	
Isle Royale 25	18,806	268,539	43½	44	32	.....	22½	.....	21 Dec. 14		32 Dec. 4		21 Dec. 14		75 Apr. 11	
Mass. Consolidated 25	1,925	24,775	.....	.....	10½	11	8½	9½	9 Dec. 13		10½ Dec. 1		9 Oct. 19		17 Apr. 26	
Mayflower 25	1,425	8,935	.....	.....	.....	.....	2¾	3¼	2¾ Dec. 22		3 Dec. 2		2¾ Dec. 22		5¾ Sept. 7	
Melones 10	4,750	14,495	.....	.....	1¾	2	1½	1¾	1½ Dec. 8		1¾ Dec. 2		1½ Nov. 17		4¼ May 17	
Merced (Gold) 15	1,470	34,031	7½	.....	11¾	12	8	10	8 Dec. 21		11⅝ Dec. 1		6 May 17		14½ Sept. 7	
Michigan 25	2,600	17,442	.....	.....	8¾	9¼	5¾	6½	6 Dec. 28		8¾ Dec. 1		6 Dec. 28		14 July 5	
Mohawk 25	4,905	164,315	*22*	*22¾*	20	21	14¾	15	14 Dec. 28		20 Dec. 2		14 Dec 28		38⅛ Apr. 3	
Montana Coal & Coke. 25	4,230	9,595	.....	.....	9½	10	7½	8½	7 Dec. 12		9½ Dec. 1		7 Dec. 12		10 Nov. 3	
N. A. Gold Dredging. 10	4,845	93,199	25	.....	14	.....	2	3	2 Dec. 20		14 Dec. 1		2 Dec. 20		43 Feb. 20	
Napa (Quicksilver) 7	70	6,985	7⅝	.....	10½	.....	.....	10½	§10½ Dec. 20		§10¾ Dec. 4		8 Jan. 6		11¼ Nov. 23	
New Idria (Quicksilver) 5	650	7,745	.....	.....	12	13	8¾	10	9½ Dec. 16		10 Dec. 20		9½ Dec. 16		13 Apr. 21	
Old Colony 25	4,706	166,355	*15*	*15¼*	6	7	4	5	3½ Dec. 11		5⅛ Dec. 8		3½ Dec. 11		21¼ Feb. 23	
Old Dominion (Copper) 25	30 215	486,890	37¼	37¾	29	30	20	21	18 Dec. 19		29½ Dec. 1		18 Dec. 19		53½ Apr. 25	
Osceola 25	13,394	174,676	80½	.....	80	81	68	69	61 Dec. 14		74 Dec. 7		61 Dec. 14		105 Feb. 18	
Parrott (Silver & Copper) 10	32,015	385,035	36	37	43	44	38½	39	31½ Dec. 11		43½ Dec. 1		31½ Dec. 11		72½ Apr. 26	
Pioneer (Gold) 10	2,382	120,211	5¾	6	2¾	3	2	.....	2 Dec. 18		2⅞ Dec. 1		2 July 18		8⅝ Feb. 2	
Quincy 25	2,294	23,572	146	148	150	.....	140	145	125 Dec. 12		153 Dec. 5		125 Dec. 12		190 Jan. 26	
Rhode Island 25	2,385	136,800	.....	.....	5½	5¾	4½	5	4¼ Dec. 22		5⅝ Dec. 4		4¼ Dec. 22		16 Feb. 24	
Santa Fe (Gold & Cop.) 10	21,627	316,136	.....	.....	7½	.....	5¼	5¾	4½ Dec. 18		7½ Dec. 4		4½ Dec. 18		22 Feb. 24	
Santa Ysabel (Gold) 5	6,876	197,853	10¾	11½	9½	10½	7¾	8½	6½ Dec. 14		10 Dec. 2		6½ Dec. 19		18 Apr. 1	
Tamarack 25	3,502	24,899	185	187	216	220	175	180	170 Dec. 27		216 Dec. 1		170 Dec. 27		265 Feb. 21	
Tecumseh 25	445	59,148	5¾	6¼	5	5½	3¼	3¾	4 Dec. 14		4 Dec. 14		4 Nov. 15		10⅛ Feb. 7	
Tri-Mountain 25	4,306	46,091	.....	.....	9	9½	6	7	5¾ Dec. 28		9 Dec. 4		5¾ Dec. 28		14½ Apr. 21	
United States 25	36,730	453,028	.....	.....	32¾	33	....	25	24½ Dec. 15		33 Dec. 1		19⅞ May 10		42⅞ Sept. 6	
United States Oil 25	77,720	516,287	.....	.....	41½	41¾	23	24	20 Dec. 18		42¾ Dec. 1		20 Dec. 18		55 Mar. 30	
Utah Con. (Gold) tr. rec. 4	85 27,988	470,784	*26½*	*27*	36	36½	30	30½	21 Dec. 19		37 Dec. 1		21 Dec. 19		52⅜ Apr. 25	
Victor (Gold) 5	375	9,572	*2½*	*3*	.....	3½	.....	2½	2 Dec. 13		3¼ Dec. 7		2 Dec. 13		§6½ Sept. 1	
Victoria 25	2,390	25,171	.....	.....	4¾	5½	3½	4	3¼ Dec. 15		4½ Dec. 6		3¼ Dec. 15		7¼ Aug. 21	
Washington 25	5,785	132,440	1	1¼	1½	1⅞	1⅛	1½	1 Dec. 16		1⅝ Dec. 1		1 Jan. 6		4¼ Feb. 20	
White Knob 100	285	27,340	.....	.....	12	14	10	15	8 Dec. 27		8 Dec. 27		7 Aug. 8		2[illegible]½ Apr. 28	
Winona 25	2,235	137,504	14	14½	7	8½	4	4½	4½ Dec. 22		8 Dec. 2		4½ Dec. 22		22 Feb. 21	
Wolverine 25	6,885	125,175	36	36½	41½	42	38	39	34½ Dec. 14		41¼ Dec. 4		34½ Dec. 14		50 Jan. 31	
Wyandotte 25	1,390	15 131	.....	.....	2¼	2¾	1½	2	1⅜ Dec. 30		2¾ Dec. 21		1⅜ Dec. 30		9½ May 4	

† Assessment paid. § Less than 100 shares. ‡ Before payment of assessment.

GENERAL QUOTATIONS

—OF—

BONDS AND STOCKS.

1. In the following twenty-seven pages of tables quotations are given for all securities listed on any Stock Exchange in the United States; also for all leading unlisted and inactive securities for which we have been able to obtain reliable prices.

2. Quotations from all Stock Exchanges are as near as possible for the *last day of December*. Of course the coupon, is there be one, maturing between the date of quotation and the date of this publication, is not deducted from the price.

3. Bond prices marked thus (§) indicate that the purchaser must pay accrued interest *in addition to the price given* The method of quoting on the New York Stock Exchange is to quote the prices flat (that is to include the accrued interest in the price), and hence in the tables below no mark is now affixed where this method of quoting is followed.

4. Stock prices marked thus (†) are per share. All others are per cent except bank stock prices.

5. It should be borne in mind in the use of these tables that the quotations for many inactive and unlisted securities are merely nominal, but in all cases the figures are obtained from sources which are considered reliable.

6. The following abbreviations are often used, viz.; "M.," for mortgage; "g.," for gold; "g'd.," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

☞**Notice Change.**—We no longer affix a mark to prices quoted flat, but only to those which require payment of accrued interest in addition to the price. Designating mark in this instance is (§).

Bonds.	Bid.	Ask.
RAILROAD BONDS.		
(Bonds of companies consol'd are often under the consolidated name.)		
Alabama Cent.—See South'n Ry.		
Alabama Great Southern—		
1st, 6s, 1908.....J&J	109	114
Debenture 6s, gold, 1906...F&A	£107	111
General mortgage 5s, 1927.J&D	£106	108
Alabama Midland—		
1st, guar., g., 5s, 1928.....M&N	98	100
Ala. N. O. T. & P.—		
"A" deb., 5s, g., 1910-1940..M&N	£107	109
"B" deb., g., 5s, 1910-1940.M&N	£ 88	92
"C" deb., g., 5s, 1940.....A&O	£.....	.....
Alabama & Vicksburg—		
Con. g., 5s, 1921.....A&O	100	110
2d, consol. g., 5s, 1921.....A&O	85	100
Vicks. & Mer., 1st. g., 6s, '21.A&O	113	118
Albany & Susq.—See Del. & Hud.		
Allegheny Valley—See Penn. RR.		
Allegheny & Western—		
1st g., g'd 4s, Oct. 1, 1998..A&O	§100	101½
Allentown Terminal—		
4s, g., 1919.....J&J	100	.....
Alton Bridge—See St. C. M. & St. L.		
Am. Dock & Imp.—See Cen. of N. J.		
Ann Arbor Ry.—		
1st, g., 4s, 1995 .....Q.-J	§9	.....
Asheville & Spartanburg—S. U. &		
Col., 1st m., g., gu., 4s, 1995.J&J	80	.....
Atch. & East'n Bridge—		
4s, 1928.....J&J	72	80
Atch. & Nebraska—See C. B. & Q.		
Atch. & Pikes Peak—See C. Br. U. P.		
Atchison Topeka & Santa Fe—		
Gen. mort., gold, 4s, 1995..A&O	99	99¼
Adjustment 4s, 1995.....Nov	78½	79
Eq. tr., series A, g., 5s, 1902.J&J	99	.....
Chic. & St. L., 1st, 6s, 1915.M&S	118	.....
Atl. & Char.—See Southern Ry.		
Atlan. Knox. & Nor.—		
5s, 1946, g.....J&D	100	104
Atlanta & West Pt.—		
Deb. 6s.....J&J	105	106
Atlantic & Dan.—See South'n RR.		
Atlantic & Yad.—See South'n RR.		
Atlantic City RR.—		
5s, g., guar'd, 1919.....M&N	110	111
Atlantic Coast Line certs. 5s.J&D	111	112
Atlantic Coast Line of Virginia—		
Petersb'rg—Class A, 5s, g., '26J&J	115	.....
Class B, 6s, g., 1926.....A&O	123	125
Rich. & Peters. 6s, 1915...M&N	115	.....
Consol. 7s, 1915.....M&N	116	.....
Consol. 4½s, g., 1940.....M&N	100	.....
Atlantic Tenn. & O.—See So'n Ry.		
Augusta South—See So. Car. & Ga.		
Austin & Northw'n—See So. Pac.		
Balt. Belt—See Balt. & Onio.		
Balt. Ches. & Atlan.—See Pa. RR.		
Balt. & C. V. RR. Ex.—		
1st M. 6s, July, 1929.....J&J	105	.....
1st M., 6s, July, 1931.....J&J	115	.....
Balt. & Harrisb.—See West Mary.		
Baltimore & Ohio—		
Prior lien, 3½s, g., 1925.....J&J	94¾	95¼
1st M., 4s, g., 1948.....A&O	97½	98
Pitts. Jc. & M. div. 3½s, g. '25.M&N	85	92
So'w't div. 1st g., 3½s, 1925.J&J	89	90
Cen. O., cons. 1st, 4½s, g., '30.M&S	102	105
W. V. & P., 1st, 4s, g., 1990.M&N	94	98
Car trust, g., 5s, 1900.....J&J	§100	.....
Baltimore & Potomac—		
1st, 6s, g., gu., 1911.....A&O	118	122
1st, tunnel 6s, g., gu., 1911..J&J	116	121
Bangor & Aroostook—		
1st mort., 5s, g., Jan. 1, 1943.J&J	§113	113½
2d, 5s, g., July 1, 1945.....J&J	§ 97½	100
Piscat. Div. 1st, g, 5s, 1949...A&O	§112¾	113¼
Battle Creek & Stur.—See. Mich. C.		
Beech Creek—See N. Y. C. & Hud.		
Bellaire Zanesville & Cin.—		
Prior lien 6s, July 1, 1899..J&J	45	.....
1st mort., 4s, 1940.....J&J	.....	10
Bell. & Caron.—See Ill. Central		
Bell's Gap—See Pa. & Northw'ern.		
Bellvidere Del.—1st, 6s, c, 1902J&D	106	.....
Cons., 4s, Feb. 1, 1927.....F&A	109	.....
Bennington & Rutland—		
Gold, 4½s, 1927.....M&N	§104	105
Booneville Bdg. Co.—See Mo. K. & T.		
Boston & Albany—		
4s, 1913.....A&O	§108	.....
Bos. Clin. F. & N. B.—See Old Col.		
Bos. Conc. & M.—See Con. & Mont.		
Boston & Lowell—		
4½s, May 1, 1903.....M&N	§103	104
4s, July, 1907.....J&J	§104	.....
4s, March, 1915.....M&S	§108	109
4s, July 1, 1916.....J&J	§108½	109½
4s, Oct. 1, 1918.....J&J	§109½	110½
4s, April, 1932.....A&O	§114	.....
3½s, July 1, 1919.....J&J	§103	104
Boston & Maine—		
4½s, g., Jan. 1, 1944.....J&J	§128	129½
4s, Improvement, 1905.....F&A	§103	.....
4s, Feb. 1, 1907.....F&A	§104	.....
4s, Feb. 1, 1937.....F&A	§114	.....
4s, Aug. 1, 1942.....F&A	§116½	117½
Bos. & N. Y. A. L.—See N. Y. N. H. & H.		
Boston & Providence—		
4s, 1918.....J&J	§111	.....
Boston Revere B. & L.—		
4½s, July 15, 1927.....J&J	§.....	119
Bost. Win. & Shore—		
5s, Sept. 1, 1906.....M&S	§107	.....
Brooklyn & Montauk—See Long I.		
Bruns. & W.—See Sav. Fla. W.		
Bruns. & Chilli.—See Wabash.		
Buff. & Erie—See L. Sh. & M. So.		
Buff. N. Y. & Erie—See Erie.		
Buffalo Rochester & Pittsburg—		
General 5s, g., 1937.....M&S	108	.....
Deb. 6s, Jan. 1, 1947.....J&J	102	.....
Roch. & P., 1st, g., 6s, 1921.F&A	127	.....
Consol., 1st, g., 6s, 1922..J&D	125½	.....
Clear. & M. 1st, 5s, g., gu., '43.J&J	129	132
Buffalo & Southwest—See Erie.		
Buffalo & Susquehanna—		
1st, 5s, g., s. f., 1913.....A&O	100	104
Burl. Cedar Rapids & Northern—		
1st, 5s, 1906.....J&D	.....	108
Cons. 1st & col. tr., 5s, g., '34..A&O	115	.....
Ced. Rap. Ia. F. & N. W.—		
5s, gold, guar, 1921 .....A&O	§105	.....
Burl. & Mo. (Neb.)—See C. B. & Q.		
California Pacific—		
1st mort., 4½s, g., 1912.....J&J	104½	.....
2d mort., g., g'd 4½s, 1911....J&J	101½	104½
3d mort. 6s, g., g'd 1905.....J&J	105	.....
3s, g., 1905.....J&J	90	95
Cambria & Clearfield—		
1st, 5s, g., 1941.....J&J	.....	.....
Camd. & Atl.—See W. Jer. & Sea Sh.		
Canada Southern—		
1st, 5s, Jan. 1, 1908.....J&J	108	109
2d mort., 5s, Mar. 1, 1913..M&S	106½	108½
Canadian Pacific—		
Land grant, 1st, 5s, g., 1931.A&O	.....	111
1st M., deb. £, g., 5s, 1915 ..J&J	£112	115
Canadian Pacific—(Con.)—		
Land grant gu., 3½s, g., 1938.J&J	£103	105
Cons. deben. 4s, perpetual..J&J	£109	111
Ont. & Quebec, deb. guar. 5s....	£135	140
New Brunsw., 1st, g., 5s, '34 F&A	£119	121
Cons. deb. 4s, perpetual...J&J	£107	110
Canastota Nor.—See Lehigh Val.		
Carb. & Shaw.—See Ill. Central.		
Carthage & Adiron.—See N.Y. Cent.		
Carolina Central—		
1st, g. 4, Jan. 1, 1948.....J&J	.....	94
Catawissa—Mort. 7s, 1900....F&A	104¾	105½
1st mort. 6s, 1902.....F&A	104	.....
Refunding g. 4s, 1948.....A&O	.....	.....
C. R. Ia. F. & N.—See B.C. R. & N.		
C. R. & Mo. Riv.—See Chic. N. W.		
Central Branch RR.—		
Cent. Br. U. P. 1st g. 4s, '48..J&D	86	87½
1st 4s, g., Feb., 1919.....F&A	80	86
Central of Georgia—		
Coll. trust, 5s, g., 1937.....M&N	90	94
1st M., g. 5s, 1945 .....F&A	118½	.....
Cons. g. 5s, 1945.....M&N	87½	88½
Mobile Div. g. 5s, 1946.....J&J	100	.....
Macon & Nor. g. 5s, 1946.....J&J	§100	104½
Mid. Ga. & Atl., 1st 5s, 1947.J&J	90	95
1st income (up to 5), 1945...Oct.	32	34½
2d income (up to 5), 1945...Oct.	9½	10½
3d income (up to 5), 1945...Oct.	4	6
Ocean SS. Co., g., gtd. 5s, '20.J&J	106	108
Central New England—		
1st g., 5s, Feb. 1, 1919.....F&A	102	103½
Gen. Inc. g. 5s, Feb. 1, 1949, Oct. 1	56	75
Dutchess Co. 4½s, g., 1940...J&D	75	.....
Central of New Jersey—		
Consol. mort., 7s, 1902.....M&N	108	.....
Gen. mort., g., 5s, 1987.....J&J	119½	121
Conv. deb., 6s, 1908.....M&N	110	.....
Leh. & W. con. 7s, 1900, as'd...Q-M	.....	100
Mortgage 5s, 1912.....M&N	.....	.....
Am. D. & Imp. Co., gtd., 5s, '21.J&J	115	.....
N. Y. & L. Br., Gen. g. 4s, '41.M&S	108	.....
Gen., g., 5s, 1941.....M&S	127	.....
Central Ohio—See Balt. & Ohio.		
Central Pacific—(See So. Pacific.)		
Central of S. C.—		
1st g. 6s, 1921.....J&J	100	.....
Central Vermont.—		
Equip., g., 6s, 1903.....J&J	95	.....
1st g. 4s., 1920.....Q.-F	90	92
Charleston & Savannah—		
Gen. mort. 7s, g., 1936.....J&J	120	.....
Charleston & Western Carolina—		
1st g. 5s, 1946.....A&O	105	109
Charlotte Col. & Aug.—See South'n		
Chartiers—1st, 7s, 1901.....A&O	105¾	106½
Chat. Rome & Southern—		
1st 5s, g., 1947.....J&J	90	96
Rome & Carrol.—1st g. 6s, '16.J&J	.....	80
Chateaugay Ry.—See Del. & Hud.		
Chesapeake & Ohio—		
Series A, gold, 6s, 1908.....A&O	112	.....
1st Mortg. g., 6s, 1911 .....A&O	118	.....
Term., 1st, g., 6s, 1922 .....J&D	114	.....
C. & O. Ry. 1st con., g., 5s, '39.M&N	115	116
General 4½s, gold, 1992....M&S	95½	96
R. & A. Div. 1st con., g., 4s, '89.J&J	.....	105
2d con., g., 4s, 1989.....J&J	.....	99
Craig Valley, 1st, 5s, gold, 1940.	97	.....
Warm Sp. Val., 1st 5s, g., '41.M&S	95	.....
El. Lex. & B. S., 5s, g., 1902.M&S	100	.....
Elevator Co., g. 4s, 1938....A&O	70	78
Cheshire—See Fitchburg.		
Chicago & Alton—		
Ref'd'g g. 3s, 1949 (w. iss.).A&O	92	97
Sinking fund 6s, gold, 1903.M&N	.....	.....
La. & Mo. R.., 1st gd. 7s, 1900.F&A	102½	.....
2d g'd, 7s, 1900.....M&N	101	103

§ Purchaser also pays accrued interest. £ In London.

Bonds.	Bid.	Ask.
Chicago Burlington & Quincy—		
Consol. (now 1st) 7s, 1903..J&J	113	114
3½s, July 1, 1949, opt. 1929..J&J	§100	.....
5s, sinking fund, 1901.....A&O	100	.....
5s, debenture, 1913.....M&N	108	110
5s, conv. deb., 1903.....M&S	120	.....
Illinois Div., 3½s, 1949.....J&J	101½	....
Iowa Div., s. f., 5s, 1919....A&O	109½	.....
s. f. 4s, 1919.....A&O	101½	....
Denv Ext., col. tr 4s, 1922. F&A	.....	102
Skg. fd. 4s, S.W. div., 1921...M&S	§ 99	.....
Chic. & Ia., col. tr. 5s, 1905, F&A	§104½	.....
Nebraska Ext., 4s, 1927....M&N	109	110
Atch. & Neb., 1st, 7s, 1908. M&S	117	.....
Burl. & Mo. (Neb.) 1st, 6s, '18. J&J	§120	.....
Consol. 6s, non-ex., 1918..J&J	§107	.....
4s (Neb.), 1910.....J&J	§101	102
Han. & St Jo., 1st 6s, 1911. M&S	.....	125
Lincoln & N. W., 7s, 1910...J&J	117	.....
Ott. Osw. & Fox R., 8s, July 1900.	§102	.....
Repub. Val., 1st, 6s, 1919...J&J	§106	.....
Chicago & Eastern Illinois—		
1st mort., 6s, 1907, sink. fd. J&D	†.....	113½
1st, consol. 6s, gold, 1934..A&O	136	.....
Gen. consol. 1st, 5s, 1937..M&N	112	.....
Danv. & G. C'k, 1st M. 6s, '20 M&N	105	.....
Ch. & I. C. Ry.—1st 5s, 1936. J&J	107	.....
Chic. Ft. Mad. & Des Moines—		
1st g. 5s, 1911.....J&J	.....	30
Chicago & Grand Trunk—		
N. W. Gr. Tr., 1st M., 6s, 1910 J&J	101	.....
2d M., g, 5s, Jan. 1, 1922...J&J	64	.....
Chic. & Gt. W'n.—See Chi. Ter. Tr.		
Chic. Hammond & West—		
1st, g., 6s, Jan. 1, 1927.....J&J	§125	.....
Chic. & I. C. Ry.—See Chic. & E. Ill.		
Chic. Ind. & Louisville—		
Ref'd'g mtg., g. 6s., 1947....J&J	.....	115
Ref'd'g mtg., g., 5s, 1947....J&J	†.....	100
L. N. A. & C., 1st 6s, 1910...J&J	111½	.....
C. & I. Div., g., 6s, 1911....F&A	112	.....
Chic. & Milw.—See Chic. & N. W.		
Chicago Milwaukee & St. Paul—		
Gen., g., 4s, ser. A., 1989....J&J	110½	.....
Gen., g. 3½s, ser. B, 1989...J&J	§100	.....
R. D., 1st, $ gold, 7s, 1902..J&J	169	.....
R. D., 1st, £ gold, 7s, 1902..J&J	169	.....
Ia. & Dak., Exten. 7s, 1908..J&J	169	.....
Chic. & Milw., 1st M., 7s, 1903. J&J	169	.....
Inc., conv., s. f., 5s, 1916..J&J	.....	.....
1st cons. pr. lien 7s, 1904...J&J	.....	.....
Chic. & M. consol. 7s, 1905..J&J	169	.....
Fargo & So., g. 6s, ass'd, 1924. J&J	132	.....
Dubuque Div., 1st, 6s, 1920. J&J	§128	.....
Southw. Div., 1st, 6s, 1909..J&J	117⅛	.....
Dak. & Gt. So., 1st g. 5s, 1916. J&J	116	.....
La. & D. Div., 1st, 5s, 1919..J&J	116⅛	.....
So. Minn., 1st, 6s, 1910.....J&J	117¼	.....
H. & Dak. Ext., 1st, 7s, '10. J&J	126	130
1st M. 5s, 1910.....J&J	110½	.....
Chic. & Pac. Div., 6s, 1910..J&J	118⅝	.....
West'n Div., gold 5s, 1921. J&J	119	.....
Ch. & Mo. Riv., 1st 5s, 1926. J&J	117½	.....
Mineral Pt. Div., 5s, 1910...J&J	110⅝	.....
Chic. & L. Sup. Div., g., 5s, '21. J&J	116	.....
Wis. & Minn. Div., g. 5s, '21. J&J	117⅛	.....
Wisconsin Valley Div.—		
1st, 6s, 1920.....J&J	§130	134
1st, 7s, 1909.....J&J	§122	.....
Terminal 5s, gold, 1914.....J&J	113	117
Milw. & No., 1st 6s, 1910.....J&D	116	.....
1st consol. 6s, 1913.....J&D	118½	.....
Ch. Ju. Rys. & St'k Y'ds—See Miscel.		
Ch. & No. M.—See Ch. & West. Mich.		
Chicago & North Western—		
General 3½s, g., 1987.....M&N	.....	107½
Con. s. f. 7s, 1915.....Q-F	140	.....
Gen. con., g., 7s, 1902.....J&D	108	.....
Sinking fund 6s, 1929.....A&O	117	120
5s, 1929.....A&O	107	.....
Sink. fd. deben. 5s, 1933...M&N	116	120
25-year deb. 5s, 1909.....M&N	105	.....
30-year deb. 5s, 1921.....A&O	115	.....
Exten. bonds, 4s, 1926..F&A 15	106	110
Iowa Div., 1st, 4½s, 1902...A&O	101	.....
Escan. & L. Sup., 1st, 6s, 1901. J&J	103	.....
Des M. & Minn., 1st, 7s, 1907. F&A	112	.....
Iowa Mid., 1st M., 8s, 1900. A&O	102	.....
C. M. & N. W., 1st M., 6s, 1905. M&N	110	.....
Winona & St. P., 2d, 7s, 1907. M&N	120	124
1st exten., 7s, gold, 1916. J&D	135	.....
Mil. & Mad., 1st, 6s, 1905...M&S	.....	.....
Ott. C. F. & St. P., 5s, 1909. M&S	108	.....
North. Ill., 1st, 5s, 1910.....M&S	107	.....
Madison ext., 1st g. 7s, 1911. A&O	127	.....
Marshfield ext., 1 M. 5s, '22. A&O	100	.....
Menominee ext., 1st g. 7s, '11. J&D	127	.....
Menominee Riv., 1st, 7s, '06. J&J	116	.....
Northwest. Un., 1st g. 7s, '17. M&S	134	.....
Chic. & Tomah, 1st, 6s, 1905. M&N	108	.....
Dak. Cent., 1st c. 6s, 1907..M&S	§112⅜	.....
Cedar R. & M., 1st, 7s, 1916. M&N	§139	.....
1st mort., 7s, 1909.....J&D	§126	.....
Frem. Elk. & Mo. V., 6s, '33. A&O	§138	.....
Unstamped.....	§136	.....
Milwaukee Lake Shore & W'n—		
Con. 1st 6s, gold, 1921...M&N	136	.....
Mich. Div., 1st g. 6s, 1924. J&J	.....	140
Ashland Div., 1st g. 6s, '25. M&S	†.....	140½
Conv deb. g. 5s, 1907.....F&A	104	.....
Ext. & imp., s. f., g., 5s, 1929. F&A	†.....	121
Incomes, 6s, 1911.....M&N	.....	.....
St. P. & E. Gr. Tr., 1st, 6s, g. '13. J&J	.....	.....
Chicago Peoria & St. Louis—		
1st mort., g., 4s, 1925.....J&J	20	28
2d mort. inc. g. 4s, 1945..Jan. 1	2	.....
Chicago Rock Island & Pacific—		
Refunding g. 4s, 1988.....J&J	105½	106
1st M. 6s, 1917.....J&J	129	.....
Des M. & Ft. D., 1st 4s, 1905. J&J	92	.....
1st inc. 2½s, 1905 ... .J&J	81	.....
Exten. 4s, 1905.....J&J	92	.....
Keokuk & Des Moines—		
5s, 1st, '23..... A&O	.....	115
Chic. & St. L.—See Atch. T. & S. Fe.		

Bonds.	Bid.	Ask.
Chic. St. L. & N. O.—See Illinois Cen.		
Chic. St. L. & Pitts.—See Penn. Co.		
Chic. St. L. & Pad.—See Ill. Cent.		
Chic. St. Paul Minn. & Omaha—		
Con. 6s, 1930.....J&D	130	132
Ch. St. P. & M. 1st g. 6s, 1918. M&N	.....	134
North Wisconsin—		
1st 6s, 1930.....J&J	.....	140
St. P. Stillwater & Tayl's Falls—		
1st mort. 7s, 1908.....J&J	115	.....
St. Paul & Sioux City—		
1st g. 6s, 1919.....A&O	128	.....
Hud. & Riv. F., 1st M. 8s, '08. J&J	120	.....
Sault Ste. M. & Southwest—		
1st mort., 5s, 1915.....M&N	§108½	.....
Chic. Term. Trans. g. 4s, 1947. J&J	.....	93
Chic. G. W. 5s g. 1936.. ....J&D	105	.....
Chic. & Tomah.—See Chic. & Nor.		
Chicago & Western Indiana.—		
Gen. g. 6s, 1932.....Q-M	122½	125
1st g. 6s, s. f., 1919.....M&N	105	.....
Chic. & West Mich.—See Pere Marquette.		
Choctaw & Memphis—		
1st, g., 5s, Jan. 1, 1949.....J&J	104½	105
Choc. Ok. & Gulf—		
Gen. M., g., 5s, Oct. 1, 1919..J&J	104	.....
Cin. & Balt.—See B. & O. So'westn		
Cin. Dayton & Ironton—		
1st, g. gd. 5s, 1941.....M&N	113½	.....
Cincinnati Hamilton & Dayton—		
Consol. S. F. 7s, 1905.....A&O	§118¾	119¼
Consol. mort., 6s, 1905.....A&O	§112	112¾
Consol. 5s, 1905.....A&O	§106½	108
General 5s, gold, 1942.....J&D	§108⅜	.....
2d mort., gold, 4½s, 1937...J&J	§111½	112
Day. & Mich., 1st 5s g'd 1911. J&J	§113	113½
Cin. Hamilton & Indianapolis—		
1st 7s g'd, 1903.....J&J	§107⅝	109
Gen. g. 5s, 1943.....J&D	§106	.....
C. I. St. L. & C.—See C. C. C. & St. L.		
Cin. Laf. & Chi.—See C. C. C. & St. L.		
Cincinnati Lebanon & Northern—		
1st, 5s, 1916.....J&J	110	.....
Cincinnati Northern—		
1st, g., 5s, 1947, certfs.....	40	70
Cincinnati Portsmouth & Va.—		
1st g. 5s, 1925.....J&D	§107	109
Cincinnati Rich. & F. W.—		
1st, 7s, g., 1921.....J&D	122	.....
Cin. San. & Clev.—See C. C. C. & St. L.		
Cincinnati & Springfield—		
7s, C. C. C. & I., 1901.....A&O	104	.....
7s, gu. L. S. & M. S., 1901....A&O	104	108
Clearfi'd & Jeff—See Pa. & Nor. W.		
Clearf. & Mahoning—See B. R. & P.		
Cleveland Akron & Columbus—		
Gen. gold 5s, 1927.....M&S	113	117
Eq. tr. and 2d M., g., 6s. 1930. F&A	99	.....
Cleve. Cin. Chic. & St. Louis—		
General 4s, gold, 1993.....J&D	93½	94½
Cairo Div., 1st g. 4s, 1939....J&J	91	94
St. L. Div., 1st, col. tr. g, 4s, '90 M&N	101½	103
White W. V. Div., 1st, 4s, g. '40. J&J	82	.....
C. W. & M. Div., 1st, 4s, g., '91. J&J	92	.....
Spr. & Col. Div., 4s, 1st, g., '40. M&S	90	.....
Cin. San. & Clev. con. g. 5s, '28. J&J	§112	.....
Col. Spr. & Cin., 1st 7s, 1901. M&S	103	.....
Cin. Laf. & Chic., g., 7s, 1901. M&S	.....	106½
Ind. & St. L., 1st 7s, 1919, A J&J	§135	.....
1st 7s, 1919, series B.....M&S	§130	.....
1st 7s, 1919, series C ... .M&N	§130	.....
C. I. St. L. & C., 1st, 4s, g., '36..Q-F	§103	.....
6s, con., 1920.....M&N	§107	.....
Peoria & East, cons., 4s, '40. A&O	84½	85
2d cons. income 4s, 1990. Apr. 1	.....	30
Id. Blm. & W. ext. 4s, 1940. A&O	103⅜	105
O. Ind. & W., g. 5s, 1st, pf., 1938. Q-J	102	.....
Clev. Col. Cin. & Indianapolis—		
Consol. mort., 7s, 1914. ....J&D	135	.....
Gen. con., g., 6s, 1934.....J&J	131	134
Cleveland Lorain & Wheeling—		
Con. g. 5s, 1933.....A&O	106	.....
Equip. notes 5s, 1902.....J&J	§100	.....
Cleveland Term. & Valley—		
1st, 4s, g., 1995.....M&N	90	98
Clev. & Mah. Val.—		
Con. 5s, g., 1938.....J&J	130	.....
Clev. & Marietta—See Penn. RR.		
Cleveland & Pitts.—See Penn. Co.		
Colorado Midland—		
1st, 2, 3, 4, l. g., 1947.....J&J	63½	64
1st, 4s, g., 1947.....J&J	70	.....
Colorado Southern—		
1st g. 4s, Feb. 1, 1929.....F&A	82¾	83
Columbia & Gr.—See Southern Ry.		
Col. Newberry & Laurens—		
1st, g. 6s, 1937.....J&J	.....	75
Columbus Hocking Valley & T.—		
See Hocking Valley Ry.—		
Col. & Ind. Cen.—See Penn. RR.		
Columbus Sandusky & Hocking—		
1st mort., 5s, gold, 1900 ...A&O	42	50
Gen. mort., 2½-4s, g., 1946 .J&J	2	5
Income 4s, g., 1945.....F&A	.....	.....
Zanesv. Ter., 1st, g., 5s, 1940. J&J	15	30
Col. Ter. & Tr. Co.—5s, 1943. M&S	50	65
Col. Connect. & Ter.—See Nor. & W.		
Concord & Montreal—		
4s, 1920.....J&D	§109	.....
Deb. 4s, 1920.....J&D	§103½	.....
B. C. & M., imp. 6s, 1911.....J&J	§122	.....
Connecticut & Passumpsic—		
1st, g., 4s, 1943.....A&O	§112	113
New. & Rich., g'd 5s, 1911..J&J	§108	.....
Connecticut River.—		
Gold 4s, 1943. .....M&S	§114	.....
Scrip, 4s, 1903.....J&J	§100	.....
Connecting (Phila.)—1st, 6s M&S	.....	.....
Consol. RR. of Vt.—See Central Vt.		
Cumberland & Penn.—		
1st, g., 5s, 1921.....M&N	107	.....
Current Riv.—See K. C. Ft. S. & M.		
Dak. Cent.—See Chic. & Northw.		
Dak. & Gt. So.—See C. M. & St. P.		
Dallas & Waco—See Mo. K. & T.		

Bonds.	Bid.	Ask.
Dayton & Mich. See Cin. H. & D.		
Day. & West.—1st M., 6s, '05..J&J	§111	114
1st mort., 7s, 1905.....J&J	§114	.....
Dayton & Union—		
1st, 7s, 1909.....J&D	§117	.....
Income 6s, due after 1910..J&D	§110	.....
Delaware—Gen. M. 4½s, g. A'32 J&J	107	.....
Del. & Bound Brook—		
1st, 7s, 1905..... .....F&A	.....	122½
Delaware & Hudson—		
Pa. Div., 7s, 1917.....M&S	.....	148½
Adir. Ry., 1st, gu. 4½s, g., '42. M&N	102	.....
Alb. & S., 7s, 1st, con., gu., '06. A&O	.....	121
1st, 6s, cons., gu., g., 1906. A&O	114	.....
Deb. 5s, g., May 1, 1900 to 1902	§100	.....
Bluff Pt. Land Imp. Co.—		
1st M., g., guar., 4s, 1940. J&J	90	100
Chat. O. & I. Co., not gu. 6s, '29..	35	50
6s, guar., D. & H., 1929	§122	.....
Chateaugay Ry. 6s, gtd., '07. F&A	§103½	.....
New York & Canada—		
1st M., 6s, g., 1904.....M&N	ℓ105	108
Deb. g., 4½s, guar. 1904..M&N	100	.....
Rens. & Sar., reg., 1st 7s, '21. M&N	150	.....
Delaware Lack. & West.—		
1st mtg 7s, 1907.....M&S	123	.....
Morris & Essex—		
1st, 7s, 1914..... .....M&N	136	.....
7s, 1871-1901..... .....A&O	106	.....
7s, 1st, con., guar., 1915..J&D	135	138
4½s, Pur. Mon., Jan., 1912. J&J	.....	.....
N. Y. Lack. & Western—		
1st, 6s, g'd, 1921.....J&J	137	.....
2d, 5s, g'd, constr., 1923..F&A	115	122
Term. & Imp. 4s, g'd, '23..M&N	104	109
Oswego & Syracuse—		
Guar., 5s, 1923. . .....M&N	107	.....
Consol. mort., 7s, 1907...M&S	116	.....
Syracuse Binghamton & N. Y.—		
Con. 7s, g'd, 1906.....A&O	123	.....
Valley, N.Y., 1st, 5s, 1911..F&A	109	.....
Warren, consol. 7s, 1905...M&S	112	.....
2d, now 1st, 7s, 1900 A15&O15	102	.....
Denver & Rio Grande—		
7s, g., 1900..... .....M&N	.....	102
Impr., gold, 5s, 1928.....J&D	.....	105
1st, con., g., 4s, 1936.....J&J	97½	99
1st, con. g., 4½s, 1936.....J&J	†.....	108
Des M. & F. D.—See C. R. I. & Pac.		
Des M. & Minn.—See Chic. & N. W.		
Des Moines Union—		
1st, g., 5s, 1917.....	107	110
Detroit Grand Haven & Mil.—		
Eq. 6s, 1918.....	ℓ107	112
Con. mort., guar., 6s, 1918..A&O	ℓ100	105
Det. Gr. Rapids & W.—See Pere Marq.		
Detroit & Lima Northern—		
Lima No. 1st, g., 5s, 1945..A&O	.....	50
Det. & Lima N. g., 5s, 1947. A&O	.....	40
Detroit & Mack.—		
Prior lien, g., 4s, 1995 .....J&D	90	.....
Mort. gold, 4s, 1995.....J&D	76	78
Detroit Mac. & Marq.—		
Land grant, 3½s, 1911 .....A&O	20	22
Detroit M. & Tol.—See L. S. & M. S.		
Dul. & Ir. Range—1st, 5s, '37. A&O	105	109¾
2d mort., 6s, 1916.....J&J	.....	.....
Duluth Missabe & Northern—		
1st, g., 6s, 1922.....J&J	102	.....
2d con. M., g., 6s, 1923.....J&J	102	.....
Gen. 2d mort. g. 4s, 1924...J&J	.....	.....
Duluth Red W. & So.—		
1st, g., 5s, 1928.....J&J	.....	80
Duluth South Shore & Atlantic—		
1st, g., 5s, 1937.....J&J	110	113
Dul. Short Line—See St. P. & Dul.		
Dulu. Trans.—1st, g., 6s, 1921. J&J	25	40
Dun. War. & P.—See N. Y. C. & H. R.		
Dutchess Co.—See Ph. R. & N. Eng.		
East Tenn. Va. & Ga.—See So. Ry.		
Eastern Mass.—6s, g., 1906...M&S	§114	116
Eastern Minn.—See St. P. M. & M.		
Easton & Amboy—See Lehigh Val.		
Elgin Jol. & East. g. 5s, 1941. M&N	106	.....
Elizab. Lex. & Big S.—See C. & O.		
Elmira Cort. & Nor.—See Leh. Val.		
Elmira State Line.—		
1st M. 7s, 1905..... A&O	105	.....
Elmira & Williamsport.—		
1st, 6s, conv. 1910.....J&J	120	.....
Income 5s, 2862.....A&O	106	.....
Erie—		
N. Y. & E. 1st ext. 4s, g. 1947. M&N	113	.....
5s, 2d, ext., gold, 1919.....M&S	118	.....
4½s, 3d, ext., gold, 1923....M&S	112	.....
5s, 4th, ext., gold, 1920.....A&O	118	.....
4s, 5th, ext., gold, 1928.....J&D	104	.....
7s, 1st, con. g., 1920 .....M&S	135	140
7s, 1st, con., g, fund, 1920....M&S	†.....	143
Prior lien g. 4s, 1996.....J&J	90½	91
Gen. lien, g., 4s, 1996.....J&J	68	70
Buff. N. Y. & E., 1st, 7s, 1916. J&D	125	.....
Buff. & So. W., 1st, 6s, g. 1908. J&J	110	.....
2d M., g., 5s, 1908 .....J&J	100	.....
Jeff. RR., 1st, 5s, gu., g., '09. A&O	105	.....
Chic. & Atlantic Term.—		
1st, M., g., 5s, 1918.....J&J	100	.....
Ch. & Erie, 5s, 1st, g., 1982. M&N	.....	116¾
Long Dock, 6s, con., g., 1935 A&O	130	.....
Newb. & N. Y., 1st, 5s, 1929. J&J	97	.....
N. Y. L. E. & W. C. & RR.—		
1st, 6s, cur., guar., 1922..M&N	105	.....
N. Y. L. E. & W. D. & I. Co.—		
1st, 6s, cur., 1913.....J&J	118	.....
N. Y. & Gr. Lake gu. g. 5s, '46. M&N	105	.....
Susp. Bridge & Erie Junct.—		
1st, g'd 7s, July 1, 1900...J&J	100	.....
N. Y. Sus. & Western—		
1st, refunding 5s, 1937....J&J	110	.....
2d mort.. 4½s, 1937.....F&A	.....	.....
Gen. mort., 5s, g., 1940...F&A	.....	.....
Coll. trust 6s, 1905.....M&N	97	.....
Term. 1st, g., 5s, 1943.....F&A	.....	106
Midl'd of N. J., 1st, 6s, 1910 A&O	†.....	116½
Wilkes. & East, 1st g. 5s, '42. J&D	†103½	106

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Erie & Pitts.—See Penn. RR.		
Escanaba & L. Su.—See Ch. & N.W.		
Eureka Springs Ry.—		
1st, 6s, g., 1933.....F&A	60	85
2d income 6s, 1933.....Feb. 1	3	8
Evansville & Indianapolis—		
Ter.H.&S'east, 1st, 7s,1909.M&S	100	.....
Ev. & In.,1st,g.,g'd 6s, '24J&J	103	.....
Consol., g., g'd, 6s, 1926 ..J&J	100	108
Evans. Rock.& E.—See L.E.& St.L.		
Evansville & Terre Haute—		
1st, con., g., 6s, 1921.....J&J	.....	127
1st, gen. 5s, gold, 1942.....A&O	103	105¼
Mt. Vernon, 1st, 6s, g., '23..A&O	100	.....
Sul. Co. Br., 1st, g., 5s, 1930..A&O	93½	.....
E. T. H. & Chicago—		
1st, 6s, g., 1900..... .....M&N	100	.....
Income 6s, 1920.....M&N	94	.....
Fargo & So.—See Chic. M. & St. P.		
F. Ft. W. & W.—		
1st, g, 5s, 1945.....J&J	.....	95
Income, 5s, 1945.....J&J	.....	15
Fitchburg—		
5s, 1903.....J&D	§104½	.....
5s, 1908.....M&N	§111	.....
4½s, 1914.....M&N	§111	.....
4s, 1905.....J&D	§102½	.....
4s, 1907.....A&O	§103	.....
4s, 1915.....A&O	§107	.....
4s, July 1, 1916.....	§107½	.....
4s, Refunding, Mar., 1927..M&S	§111½	112½
4s, Jan., 1928.....J&J	§112	.....
Flint & Pere Marquette—See Pere Marquette.		
Florida Central & Peninsula—		
1st, gold, 5s, 1918.....J&J	105	.....
1st, l. g. ext. 5s, gold, 1930..J&J	100	.....
1st, con. 5s, gold, 1943.....J&J	98	103
So. Bound, 1st g., 5s, 1941..A&O	94	95
Florida Southern—		
1st M., g, g'd, 4s, 1945.....J&J	47	56
Fonda Johnstown & Gloversv.—		
1st cons.ref'd'g,g.,4½s,1947.J&J	102	.....
Ft. St. Un. Dep. Co.—		
4½s, g., 1941.....J&J	105	.....
Ft. Smith & V.B.B.—See St.L & S. F.		
Fort Worth & Denver City—		
1st, g. 4-6s, 1921.....J&D	71	75
Ft.W.& R.G.—1st, 3-4s, g., '28.J&J	56	60
Foxbury Br.—See Pitt. & West.		
Fre. Elk & Mo. Riv.—See C. & N. W.		
Gainesville Jeff. & Southern—		
1st, guar. 7s, 1911.....J&J	80	.....
Galv. Har. & San An.—See So. Pac.		
Gal. Hous.& Hen.—1st, 5s, '13.A&O	100	102½
Georgia & Alabama—		
1st pref., g., 5s.1945.....A&O	102	103⅛
1st con. M., g., 5s, 1945.....J&J	.....	100⅛
Georgia Car. & N.—		
1st, 5s, g., 1929.....J&J	99½	100½
Geo. Cr. & Cumb.—1st, 6s,'09.A&O	§105	.....
Geor. Midland—See Southern Ry.		
Georgia Pacific—See Southern Ry.		
Ga. RR. & Bank'g Co.—		
6s, Jan. 1, 1910.....J&J	115	.....
6s, Jan. 1, 1922.....J&J	118	.....
5s, Jan 1, 1922.....J&J	110	.....
Georgia Southern & Florida.—		
1st, g., 5s, 1945.....J&J	108½	109
Gettysburg & Har. Ry.—		
Cons. 5s, g. g'd, 1926.....Var.	95	.....
Gila Val. Globe & Nor—See So. Pac.		
Grand Rapids & Ind.—		
Exten. 1st, g, 4½, 1941..... J&J	112	114
Exten. 1st, g, 3½s, 1941....J&J	97	.....
Muskegon Div., g, 5s, 1926.J&J	45	.....
Gulf. Beau. & Kan. C.—		
6s, g. 1913.....F&A	§.....	100
Han. & St. Jo.—See C. B. & Q.		
Harrisburg Portsmouth, &c.—		
1st, 4s, 1913.....J&J	100	.....
Hart. & Conn. West—		
5s, 1903..... .....J&J	100	.....
Henderson Bridge 6s,g. 1931.M&S	110	.....
Hocking Valley Ry.—		
1st cons g. 4½s, 1999..... J&J	100½	101½
Col. & H. V., Ext. 4s, 1948..A&O	106	106¾
Col. & Toledo, 1st, 7s, 1905..F&A	§114	116
2d mort., 7s, 1900..... M&S	§101	.....
Ohio & W. Va., 1st, 7s, 1910.M&N	118	.....
Car trust s. f. g., 6s, 1904....Q-J	99	....
Hot. Spr. RR.—1st, g., 5s, '33.M&N	55	85
Housatonic—See N. Y. N. H. & H.		
Houston East & West Texas—		
1st, 5s, g., May 1, 1933.....M&N	100	103
Houston & Tex. Cent.—See So. Pac		
Hud. & Riv. F.—See Ch. St. P.M.&O.		
Huntingdon & Broad Top.—		
1st, g., 4s, Sept. 30, 1920...A&O	107	... ..
2d mort., 4s, gold, 1925.....F&A	105½	.....
Cons. mort. 5s, g., 1925.....A&O	107½	108½
Illinois Central—		
1st, gold, 4s, 1951.....J&J	ℓ112	117
1st, g., 3½s, 1951.....J&J	ℓ101	106
Col. tr., gold, 4s, 1952.....A&O	ℓ104	106
Col Tr.L.N.O.&T.g.,4s,1953M&N	‡	100
Cairo Bridge, 4s, g., 1950...J&D	ℓ	.....
Spr'field Div.,Exten 3½s '51.J&J	96	.....
Middle Div., reg. 5s, 1921..F&A	115	.....
Sterling S. F., 5s, g., 1903..A&O	ℓ102	105
Sterling, gen. M., 5s, g.,'05. J&D	ℓ105	109
1st mort., £, g., 3s, 1951...M&S	ℓ.....	.....
St. Louis Div., 3½s, g., 1951.J&J	99½	101
St. Louis Div. 3s, g., 1951...J&J	‡	88½
Louisville Div.,3½s,g.,1953.J&J	100	101
Western lines, g., 4s, 1951..F&A	108	.....
Chicago St. Louis & N. O.—		
2d M 6s, 1907.....J&D	115	122
Cons. g., 5s, 1951.....J&D	125	128
Cons. gold 3½s, 1951.....J&D	.....	.....
Mem. Div., 1st, 4s, g., '51.J&D	100	.....
St. Louis Alton & Terre Haute—		
Bellev.&Car.,1st,6s,1923.J&D	117	.....
St. L. South.,1st,g., 4s,'31.M&S	98	.....
2d,inc.,non-cum.,5s,'31.M&S	.....	.....
1st con. g., 5s, 1939.....M&S	.....	.....
Illinois Central—(Con.)		
St. L. Alton & T. Haute (Con.)—		
Carb.&Shaw.,1st,g.,4s,'32.M&S	95	.....
Ind. Bl. & Wn.—See C. C. C. & St. L.		
Indiana Decatur & West.—		
1st g., 5s, 1935.....J&J	100	.....
Equip. notes, 5s, 1905.....F&A	§	100
Indiana Illinois & Iowa—		
1st g., 5s, 1948.....A&O	106	107½
Ind. & St. L.—See C. C. C. & St. L.		
Indianapolis Union—		
1st, 4½s, 1926.....M&N	85	.....
Indianapolis & Vincennes—		
1st, 7s, 1908..... .....F&A	121	.....
2d mort., 6s, g., gu., 1900..M&N	100	.....
International & Gt. Northern—		
1st, g., 6s, 1919.....M&N	117	.....
2d, 4½-5s, 1909.....M&S	87	.....
3d, 4s, gold, 1921.....M&S	60	64
Colorado River Bridge—		
1st M. 7s, 1920.....M&N	100	.....
Iowa Central—		
1st,g.,5s,1938.....J&D	114½	.....
Keithsburg Br.,1st,6s,1925.J&D	99	.....
Iowa Falls & S. C.—		
1st.7s, 1917.....A&O	132	.....
Iowa Midland—See Chic. & N. W.		
Jacksonville & St. Louis—		
Cons., g., 5s, 1925.....A&O	50	75
Income 4s, 1935.....J&J	.....	.....
Jack.&So.East.—1st 6s, '10.J&J	75	.....
Jacksonville Terminal—		
1st M.,5s,g.,g'd,July 1,1939.J&J	100	.....
Jefferson—See Erie.		
Jeff. Mad. & Ind.—See Penn. RR.		
Joliet & Northern Indiana—		
1st M. 7s, 1907.....J&J	118	.....
Junction (Phila.)—		
1st, 4½s, 1907.....J&J	107	.....
2d, 6s, 1900.....A&O	100	.....
Kalamaz.Al.&G.R.—See L.S.&M.S.		
Kanaw. & Mich.—See Tol. & O. C.		
Kansas C. Belt—		
1st, 6s, 1916.....J&J	§108	.....
Kansas City Clinton & Sp.—		
1st, 5s, g, 1925.....A&O	§	90
Pleas. Hill & De Soto, 1st, 7s '07.	§100	.....
Kan. City Ft. Scott & Memphis—		
Cons. 6s, 1928.....M&N	§104½	.....
Current Riv., 1st, 5s, 1927..A&O	§.....	90
Rich Hill RR., 1st, 7s, 1910.M&S	.....	.....
Mem.K.&Col.1st M.7s,1910.M&S	§100	.....
K. C. Ft. S & G.—		
1st, 7s, 1908 .....J&D	§.....	.....
Kansas City & Mem. Ry. & B.—		
1st 5s, g., 1929.....A&O	§101	.....
Kansas & Missouri—		
1st M. 5s, 1922.....A&O	90	.....
Kansas City Memphis & Bir.—		
Gen. 4s, 1934 .....M&S	§ 93	.....
Income 5s, 1934.....Sept. 1	.....	48½
Bir. equip., 6s, g., gu., 1903.M&S	60	.....
Kan. C. & N.W.1st M. 5s,1933.J&J	65	.....
Kan. C. & Omaha—		
1st, gold, 5s, 1927.....J&J	30	40
Kan. City & Pac.—See M. K. & T.		
Kan. City St. Jos. & Council B.—		
1st 7s, 1907.....J&J	§118	120
Prior lien 7s, 1907.....J&J	§120	122
Nodaway Val., 1st,7s, 1920.J&D	§105	.....
Tarkio Val., 1st M. 7s,1920.J&D	§112	.....
Kan. C. Pitts. & Gulf—		
Receivers' certificates.....	.....	.....
1st, 5s, Apr. 1, 1923.....A&O	‡.....	68½
Kansas City Suburban Belt—		
1st, 6s, 1920..... .....J&D	90	98
Con. Term. 1st, g., 5s, 1922.J&J	60	70
Kan. C. Union Terminal—		
5s, 1923.....F&A	65	.....
Kan. C. & Ind. Air Line—		
5s. 1922.....M&S	65	.....
Kan. C. Wat. & Gulf—		
1st M., g., 5s, Jan. 1, 1930...J&J	.....	50
Kansas Midland—		
1st g., 4s, 1937.....J&D	50	65
Kansas Pacific—See Union Pac		
Keithsburg Br.—See Iowa Cent.		
Kentucky Central—See L. & N.		
Ken. & Indiana Bridge.—		
1st, g., 5s, 1911.....M&S	108	110
2d M., gold, 5s, 1919..... .A&O	35	45
Term., gold, 5s, 1916..... .J&D	65	70
Keokuk & Des M.—See C. R. I. & P.		
Knoxv. & Ohio—See Southern Ry.		
Lake Erie & Western—		
1st, g., 5s, 1937.....J&J	‡.....	119
2d, g., 5s, 1941.....J&J	.....	111
No. Ohio, 1st, guar., g., 5s, 1945	103¼	106½
Lake Sh. & Mich. So.—See N.Y.C.& R. H.		
Leavenworth Term. Ry.& Bridge—		
1st M., gold, 5s, 1923. .....J&J	§100	103
Lehigh & Hudson—		
1st mortgage, g., 5s, 1911...J&J	100	.....
2d M. 5s, 1917.....J&J	90	.....
Warwick Val.—1st 6s, 1900.A&O	§100	.....
2d 6s, 1912.....A&O	§102	.....
Lehigh Valley—		
1st, 6s, ext. g. 4s, 1948.....J&D	115	.....
Con. M., 6s, ann.....J&D	.....	127
Con. M., 6s, R., gold, 1923..J&D	117	.....
Con. M., 4½s, C., 1923.....J&D	99½	.....
Con. M., 4½s, ann..... ....J&D	.....	.....
2d, M., 7s, 1910.....M&S	126	.....
Mtg. & coll. tr., g., 5s, 1997.M&N	...	105½
Car trusts, g., 5s, Feb. '00 to 1906	98	... ..
Middlesex Val.1st,g.,5s,'42.M&N	90	98
Pa. & N. Y. Canal—		
1st, 7s, 1906.....J&D	.....	.....
Con. M., 5s, 1939..... ....A&O	106	.....
Con. M., 4½s, 1939..... ...A&O	101¼	.....
Cons., 4s, 1939.....A&O	92	93
Elmira Cortland & Northern—		
1st pref.,g.,6s,Apr.1,1914.A&O	§115½	.....
1st M., g., 5s, 1914.....A&O	.....	100
Canastota Nor., 1st,6s, '06.J&J	96	.....
Easton & Amboy—5s, 1920.M&N	110¼	110¾
Lehigh Valley—(Con.)—		
Lehigh & N. Y., 1st g. 4s, 1945..	90½	.....
Leh. V.Coal,1st,5s,g.,gu.,'33.J&J	100½	101
Snow Shoe, 1st M., 5s, 1910.J&J	90	.....
Leh.V.Ry. of N.Y., 1st, 4½s,g.,'40	108	109
Leh V.Ter.,1st,g.,gu.,5s,'41.A&O	112	.....
Lehigh & Wilkes B.—See Cent. N. J.		
Leroy & Caney Val.—See Mo. Pac.		
Lexington & Eastern—		
Gen. mort. 5s, 1935.....A&O	20	.....
Lima North.—See Det. & Lima No.		
Lincoln & No'westn—See C. B. & Q.		
Little Miami—		
Renewal 5s, 1912.....M&N	115	.....
Little Rock & Ft. S.—		
1st, 7s, 1905.....J&J	.....	107
Little Rock & Memphis—		
1st, 5s, 1937, Eng.Tr.certfs.M&S	36¾	40
Long Br. & Sea Sh.—See C. of N. J.		
Long Dock—See Erie.		
Long Island—		
Unified g. 4s, 1949.....M&S	86	93
2d mortgage, 7s, 1918.....F&A	138	.....
1st, consol., g., 5s, 1931.....Q-J	120	.....
1st, consol., g., 4s, 1931.....Q-J	§100	.....
Gen. mort., g., 4s, 1938.....J&D	93	96
Met. Ferry—1st, g. 5s, 1937M-N	105	.....
Ferry, 1st, 4½s, con.g., 1922.M&S	98	100
4s, gold, 1932..... .....J&D	92	.....
Debenture gold 5s, 1934. ..J&D	98	105
N. Sh. Br., 1st, con. 5s, g., '32.Q-J	95	.....
N.Y. & R'k'y—1st 7s, 1901.A&O	.....	95
N.Y.& R.B.—1st,g.,5s,1927.M&S	100	.....
2d mort., inc., 1927.....Jan. 1	20	.....
N.Y.Bklyn.& M.B.,1st,g.,5s,1935	104	.....
Brook.& Mon.,1st,g.6s,1911M&S	115	.....
1st, 5s, 1911.....M&S	105	.....
2d, 5s, 1938.....J&D	103	.....
L. I. City & F.—1st, 6s, 1911.M&N	110	.....
2d 5s, 1937.....M&N	100	.....
N.Y.Bay Ext.R.,1st,5s,g.,'43.J&J	95	.....
Louisiana & Mo. Riv.—See Chi. & A.		
Louisiana Western—		
1st, 6s, 1921.....J&J	108	.....
Louisv. Cin. & Lex.—See L. & N.		
Louisville Ev. & St. L.—		
1st, 6s, 1926.....A&O	113	115
E. R. & E. Div., 1st, 6s, 1921.J&J	95	100
H. T. C. & C., 1st, 6s, 1927...A&O	20	40
2d mort., 6s, gold, 1936....A&O	65	75
Consol. g., 5s, 1939, certifs..J&J	61	63
Gen., gold, 4s, 1943.....M&S	5	10
Venice&Car., 1st M.,6s,1900J&D	97	.....
1st mort., 6s, 1902.....J&D	97	.....
Louisville Henderson & St. L.—		
1st mort., g., 5s, 1946.....J&J	95	97
Louisville & Jeffersonv. Bridge—		
Guaranteed gold 4s, 1945..M&S	96½	97
Louisville & Nashville—		
St. L. prop., 1st g.,5s, 1916.M&S	110	111
Cecilian Br., 7s, 1907.....M&S	106	.....
N. O. & Mobile—		
1st, 6s, 1930.....J&J	‡	131
2d, 6s, 1930.....J&J	119	123
E. H. & N. 1st, 6s, 1919.....J&D	110½	.....
Gen. mort., 6s, 1930.....J&D	117	.....
Col. trust, g., 4s, 1903-1918.A&O	.....	99¼
Lou. C. & Lex.—Gen. 6s, red. to 4½s, Nov., 1931.....M&N	112	112½
2d mort., 7s, 1907.....A&O	120	122
Mem. & O., stl. M., 7s, g., '01..J&D	ℓ102	107
Louis. Ry. T. Co., 1st, 8s, '01.M&N	104	106
M.Clarksv.&L, stl.6s, g., '02.F&A	.....	.....
Maysv.& Lex.1st M.7s,1906.J&J	108	.....
L.&N., Mob.& Mont.4½s,'45.M&S	107	.....
Pensacola Div.,1st,6s,1920.M&S	110	.....
St. Louis Div.,1st,g,6s,1921.M&S	125	127
2d, 3s, 1980.....M&S	65	.....
Nash. & Dec., 1st, 7s, July 1,1900	101	.....
So. & No. Ala.2., g'd. 6s, '03.M&N	ℓ102	105
S. F., 6s, 1910..... .....A&O	106	.....
Cons. mort., g'd, 5s, 1936.F&A	.....	109
50-year gold, 5s, 1937.....M&N	108	.....
Unified 4s, gold, 1940.....J&J	93½	.....
Pensa. & Atl., 1st 6s, gu.,'21.F&A	112	.....
Col. tr., gold, 5s, 1931.....M&N	105	.....
Nas. F.& S.,1st,gu.,g.,5s,'37.F&A	105½	.....
Ky. Cent., 4s, gold, 1987.....J&J	.....	97½
Mahoning Coal—See L. S. & M. S.		
Maine Central—		
Exten. bonds, 6s, g., 1900...A&O	§103	.....
Cons., 7s, 1912.....A&O	§132	133
Knox. & Linc., 1st M., Pen. Sh. line, 4s, 1920.....F&A	§100	.....
2d, 5s, Feb. 1, 1921.....F&A	§136½	138
Cons. 4s, Apr. 1, 1912.....A&O	§105	.....
Cons., 4½s, Apr. 1, 1912....A&O	§110	.....
4½s, gold, Feb., 1905..... F&A	§104	.....
Hereford Ry. –g., 4s 1930.M&N	§ 98	100
Upper Coos, 1st 4s, gd.1930M&N	§100	.....
Upper Coos, Ex.4½s, g., '30..M&N	§107	108
Eur. & N. A., 4s, gold, 1933...J&J	§.....	115¼
Marq. H. & O.—		
Mort., 6s, 1925.....A&O	§112	.....
Maysv.&Lex.—See Louisv.& Nash.		
McK'sport&B. V.—See P. McK.&Y.		
Merchants' Br.—See St.L.Mer.Ter.		
Mexican Central —		
Consol. 4s, 1911..... J&J	72½	75
1st, con., inc. 3s, 1939.....July	22½	24
2d, con., inc. 3s, 1939.....July	.....	13
Mexican International—		
1st con. g. 4s, Sept. 1, 1977.M&S	.....	.....
Mexican National—		
1st, 6s, 1927.....J&D	ℓ102	104
2d, A, inc.6s, '17, c'p'n stpd.M&S	ℓ 57	60
2d M, ser B, inc. 6s, 1917...Apr.	ℓ 15	17
Mexican Northern—		
1st M., g., 6s, 1910.....J&D	107½	.....
Mich. Cent.—See N. Y. C. & H. R.		
Middlesex Valley—See Leh. Val.		
Midland of N. J.—See N. Y. S. & W.		
Midland Terminal—		
1st 5s, gold, 1925..... .....J&D	104	105
Mil. L. Sh. & West.—See Chic. & N. W.		
Mil. & L. Winn.—See Wis. Cent.		

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Milw. & Madison—See Chic. & N.W.		
Milw. & No.—See Chic. Mil. & St. P.		
Milw. & St P.—See C. M. & St. P.		
Minneapolis & Pacific—		
1st, 5s, 1936.....J&J	100	.....
1st, 4s, 1936.....J&J	97	.....
Minneapolis & St. Louis—		
1st, 7s, 1927.....J&D	142	150
1st, 7s, Jan., 1907 .....J&J	112	.....
Minn. & Dul., 1st 7s, 1907..M&N	112	.....
1st, consol., gold, 5s, 1934..M&N	‡.....	111
1st, ref'd'g, g., 4s, 1949....M&S	‡.....	95
Iowa Ext., 1st, g., 7s, 1909..J&D	.....	125
So'west Ext., 1st, g., 7s, 1910.J&D	.....	126
Pacific Ext., 1st, 6s, 1921...A&O	.....	130
Minn. St. P. & Sault Ste Marie—		
1st, cons., g., 4s, 1938.....J&J	97	.....
Minn. S. Ste. M. & Atl.—1st, 4s, 1926	99	.....
Minn. Union—See St. P. M. & M.		
Min. Range—Cons., g., 5s, '31 .J&J	85	.....
Miss. Riv. Bdg.—See Chic. & A.		
Missouri Kansas & Texas—		
1st, gold, 4s, 1990.....J&D	90	91
2d, gold, 4s, 1990.....F&A	67¾	68¼
1st Extension 5s, 1944.....M&N	90	95
M.K.&T. of T., 1st, 5s, gu., '42.M&S	90	93
Teb. & Neosho., 1st, 7s, 1903.J&D	104	110
Kan. C. & Pac., 1st, 4s, g.'90.F&A	77	78
Dal. & Waco, 1st, gu., 5s, '40.M&N	‡.....	94
Sherman Shreveport & South.—		
1st M., gu., gold, 5s, 1943.J&D	80	90
S.W. Coal & Imp., 1st, 6s, 1929.J&J	90	100
Missouri Kansas & Eastern—		
1st, 5s, gold. guar., 1942...A&O	102	104
2d M., gold, 5s, 1942.....A&O	75	86
Missouri Pacific—		
Consol. 6s, 1920..... .....M&N	113½	114
3d mort., 7s, 1906.....M&N	111¼	.....
Trust, gold, 5s, 1917.....M&S	.....	94
Col. trusts, 5s, 1920.....F&A	90	.....
Lexington Div., 5s, 1920...F&A	90	100
Pac. of Mo., 1st, ex., g., 4s, '38.F&A	105	.....
2d, ext. 5s, gold, 1938 .....J&J	110	.....
St. L. R. E., 1st, 5s, 1938...M&N	103	.....
Carondelet Br., 1st, 4½s, '38.A&O	93	.....
Verdig Val. I. & W., 1st, 5s, '26.M&S	80	.....
Ler. & Can. V. A. L., 1st, 5s, '26.J&J	75	.....
St. Louis Iron Mount'n & South.		
Unify. & Ref'g. g. 4s, 1929..J&J	80	81½
Gen. con. ry. & l. g., 5s, '31.A&O	109½	110
Gen. con. stpd. gu. g., 5s, '31.A&O	109	110
Little R'k Jun. 1st 6s, gu. '16.A&O	90	.....
Mobile & Birm.—		
Prior lien 5s, 1945..... ....J&J	105	.....
Gen. M., gold, 4s, 1945.....J&J	.....	85
Mobile & Ohio—		
1st mort., gold, 6s, 1927....J&D	127	129
1st, exten., 6s, 1927.....Q—J	.....	.....
Gen. mort., 4s, 1938.....M&S	82½	83½
Montgom. Div., g, 5s, 1947.F&A	105	.....
St. L. & Cairo, 4s, gu., 1931...J&J	90	.....
Mohawk & Malone—See N.Y.C. & H.		
Mont. Cent.—See St. P. M. & M.		
Monongahela River—		
1st 5s, guar., gold, 1919....F&A	102	.....
Morgan's La. & Tex.—See So. Pac.		
Morris & Essex—See D. L. & W.		
Nashua & Lowell—		
5s, July 1900.....J&J	§100	.....
Nashville Chattanooga & S. L.—		
1st, 7s, 1913..... .....J&J	127	130
2d mort., 6s, 1901.....J&J	100	103
Consol., gold, 5s, 1928.....A&O	104½	105½
Duck River—2d, g. 6s, 1909 M&N	104	.....
Bon Air Br., 6s, 1917.....J&J	103	107
Lebanon Br., 6s, 1917.....J&J	109	.....
Centreville Br., g., 6s, 1923 J&J	109	.....
Tracy City Br., 6s, 1917.....J&J	109	.....
McM. M. W. & Al., 1st, 6s, '17.J&J	109	.....
Jasper Br., 1st 6s, 1923.....J&J	109	.....
8s, 1906.....J&J	109	.....
Nash. Flor. & Sheff.—See L. & N.		
Nebraska—See C. B. Q.		
Nevada Co.—Nar. G. RR.		
7s, 1924.....J&J	112½	.....
Newb'g Dutch & Conn.—Inc., 1977	2	7
Newcastle & Shenango Valley—		
1st, g., 6s, 1917.....J&J	104	.....
New England Railroad—		
N. Y. & N. E., 1st, 7s, 1905..J&J	§114	116
1st. 6s, Jan., 1905.....J&J	§110	112
Consol. g., 5s, July 1, 1945..J&J	§131	.....
N.Y.&N.E.Bos.T. 1st, 4s '39.A&O	§108	108½
Woon. & P., 1st, gu., 5s, 1910.A&O	§105	.....
N. Hav. & Derby—See Housatonic.		
New Hav.&No.—See N.Y.N.H.&H.		
N.J. Junction—See N. Y. Central.		
N J. & N. Y.— 1st, 6s, 1910...M&N	108	.....
N.J. Southern—See Central N.J.		
New London Northern—		
1st, 5s, 1910.....J&J	§110	.....
1st, 4s, July, 1910.....J&J	§102	105
New Orleans & Northeastern—		
Prior l. g., 6s, Nov. 1, 1915..A&O	110	.....
Newport & Cincinnati Bridge—		
4½s, g., g'd, 1945.....J&J	113½	114½
Newp. & Rich.—See Conn. & Pass.		
New River B'dge—See Ches. & Ohio		
N.Y. B. & M. Bch.—See Long Island.		
N.Y. Bay Ext. RR.—See Long Isl.		
N. Y. & Can.—See Del. & Hud.		
New York Central & Hud. Riv.—		
Ref'd'g g. 3½s, July 1, 1997.J&J	109½	111
L. S. Col. tr. g. 3½s, 1998...F&A	93½	97
M. C. col. tr., g., 3½s, 1998..F&A	.....	95
1st, coupon, 7s, 1903.....J&J	112½	.....
Debenture 5s, 1884-1904...M&S	106¼	107½
5s, 1889-1904.....M&S	.....	.....
4s, 1890-1905.....J&D	100	.....
Debt certs., 4s, g., 1905, ext. M&N	100	.....
Sterling mort., 6s, g., 1903..J&J	ℓ105	109
N.Y.& Har'm 1st, 7s, 1900.M&N	101½	.....
N. J. Junc., 1st, 4s, gu. 1986.F&A	103	.....
West Shore, 1st, 4s, 2361.....J&J	112	113
Beech Cr., 1st, 4s, g., gu. 1936.J&J	105	.....
2d, guar., g., 5s, 1936 .....J&J	110	.....

Bonds.	Bid.	Ask.
N.Y. Central & H.R. RR.—(Cont.)—		
Beech Creek (Con.)—		
Clf. Bit. C. Co., 1st, g. 4s, '40.J&J	90	96
Gouv. & Osw., 1st, 5s, g., 1942.J&D	115	.....
Nor. & Mont., 1st, 5s, g., 1916.A&O	110	.....
Cart. & Adir., 1st, 4s, g., '81.J&D	.....	.....
Dunkirk Warren & Pitts.—		
1st M., g., 7s, 1900.....J&D	100	.....
N. Y. & Nor 1st, g., 5s, 1927 .A&O	.....	128
N.Y. & Put. 1st, 4s, g., 1993..A&O	104	107
Oswego & Rome—		
2d, 5s, 1915..... .....F&A	110	.....
1st mort., 7s, 1915.....M&N	125	.....
Mohawk & M., 1st, 4s, g., 1991.M&S	.....	108
Rome W. & O., 1st ex., 5s, '22.A&O	.....	129
R.W. & O. Ter. R. 1st, 5s, 1918.M&N	111	.....
Syracuse No. 1st M. 7s, 1901.J&J	103	.....
Wat. & Rome 1st, 6s, 1910..M&S	112	.....
Utica & B. Riv., 4s, g., 1922..J&J	108	.....
West Transit Co., 4½s, 1903.F&A	102	.....
Lake Shore & Michigan So.—		
Con. g., 3½s, June 1, 1997.J&D	‡.....	110⅛
Det. Mon. & T.—1st, 7s, '06.F&A	121	124
Lake S., cons. 1st, 7s, July, 1900	103	.....
Cons. 2d, 7s, 1903 .....J&D	110	.....
Mahon. C. RR.—1st, 5s, '34.J&J	128	.....
K. A. & Gr. R.—1st, 5s, '38.J&J	123	.....
Kal & White Pig'n Mt., g., 5s, '40	122	.....
Michigan Central—		
Consol. 7s, 1902.....M&N	108	.....
Consol. 5s, 1902.....M&N	102½	.....
5s, cou., 1931, D. & B.C. div. M&S	125	.....
1st mtg. M. Air Line 4s, '40J&J	103	.....
1st, 6s, Grand Riv. V., 1909.M&S	118	.....
1st, 5s, Kal. & S.H., 1939.M&N	117	.....
J.L. & Sag., 1st ext. 5s 1901.M&S	102	.....
Det. & B. C., 1st, 8s, 1902.M&N	§110	.....
Det. & B. Bridge 8s, '03.M&N	§112	.....
Bay C. & B.C. 1st M. g. 3s, '89 J&D	84	.....
Bat. C. & S. 1st gu. g. 3s, '89.J&D	84	.....
N. Y. Chicago & St. Louis—		
1st, g. 4s, 1937.....A&O	104¼	.....
N. Y. & Greenw'd Lake—See Erie.		
N.Y. & Harlem—See N. Y. C. & H.		
N. Y. Lack. & W.—See D. L. & W.		
N.Y. L. E. & W. C. & RR.—See Erie.		
N. Y. & Long Branch—See Cent. of New Jersey.		
N.Y. & M. Beach—See Long Island.		
N. Y. & New Eng.—See New Eng.		
N. Y. New Haven & Hartford—		
1st, registered, 4s, 1903 ....J&D	101	.....
Con. deb., 4s, $1,000.....A&O	184	.....
Deb. 4s, 1947.....M&S	118	.....
Boston & New York Air Line—		
1st, 5s, Aug. 1, 1905.....F&A	105	.....
Danbury & Norwalk—		
Con. 5s, July 1, 1920.....J&J	118	.....
Gen. 5s, April 1, 1925....A&O	114	.....
Harlem River & Portchester—		
1st, 7s, guar., Oct., 1903..A&O	§113	115
1st, 6s, guar., Oct., 1903.A&O	111¼	.....
2d, 4s, June, 1911.....J&D	102	.....
H'satonic—1st, 4s, 1910....A&O	103	.....
Con. g., 5s, 1937.....M&N	130	132
New H. & Derby—1st. m 7s, '00F&A	100	.....
Consol. 5s, 1918.....M&N	116	.....
Funded certfs., 6s, 1900..F&A	100	.....
New Haven & Northampton—		
Consol. 6s, April, 1909....A&O	120	.....
North ext., 5s, 1911.....A&O	108	.....
New York Provid. & Boston—		
Gen. g. 4s, April 1, 1942.A&O	111	.....
Shore Line—		
1st 4½s, 1910..M&S.....	110	.....
New York Ontario & Western—		
Ref'nd., 1st, g., reg, 4s, 1992.M&S	102⅞	.....
Pur. money certfs. 5s '00-11.F&A	§103	.....
New York Pennsylvania & Ohio—		
Prior lien 4½s, 1935.....M&S	104	109
Equip. trust, 5s, 1908.....M&N	98	.....
Equip. trust, 5s, scrip, 1910.....	98	.....
N. Y. Phila. & Nor.—		
1st g. 4s, Feb. 1, 1939.....J&J	.....	105
Income 4s. Feb. 1, 1939....M&N	80	.....
N. Y. & Putnam—See N.Y. C. & H.		
N.Y. & Rockaway Bch.—See L. I.		
New York Susq. & W.—See Erie.		
Nodaway Val.—See K.C.St.J. & C.B.		
Norf. & Car.—1st M. 5s, 1939.A&O	109	.....
Norf. & So.—1st, g., 5s. 1941.M&N	106	.....
Nor. & Montreal—See N. Y. C.		
Norfolk & Western—		
General 6s, 1931.....M&N	128	130
New River, 1st, 6s, 1932....A&O	126	130
Imp't and exten., 6s, 1934 .F&A	123	128
Col. Con. & Ter., 1st, 5s, g., '22.J&J	105	.....
Scioto Val. & N.E., 1st, 4s, '89.M&N	‡.....	100
So. Side Va. con. pf. ex. 5s, '00.J&J	100	.....
Con. 1st pref., ext., 6s, '00.J&J	100	.....
Con. 2d pf., ex., 5s, g., 1900.J&J	100	.....
Con. 3d pf., ex., 5s, g., 1900.J&J	100	.....
Con. 3d pf., ex., 4½s, g, 1900.J&J	100	.....
Va. & Tenn., 4th M., 8s, 1900.J&J	101	.....
Extended, 5s, 1900.....J&J	100	.....
N. & W. Ry. 1st con., g., 4s, '96.A&O	90¼	91
Northern Alabama—		
1st mort., gold, 5s, 1926....J&J	100	.....
North. Ry. of Cal.—See Sou. Pac.		
Northern Ill.—See Chic. & N. W.		
Northeast Pennsylvania—		
1st, g., gu., 5s, 1920.....A&O	.....	.....
Northeast. of South Carolina—		
Consol., gold, 6s, 1933.....J&J	116	120
Northern California Ry.—		
1st g., 5s, 1929.....J&D	109	.....
Northern Central—		
2d M., 6s, 1900.....A&O	101½	.....
Con. mort., 6s, g., July 1, 1900.J&J	103	.....
Con. gen. M., 6s, C, 1904....J&J	111	.....
Con. G. M., 4½s, E, 1925...A&O	113	115
Mort. bds., 5s, 1926, ser. A...J&J	120	.....
Mort. bonds, 5s, 1926, Ser. B.J&J	120	.....
Union Railr'd, 2d g. 6s, 1900 M&N	104½	.....
Northern New Jersey—		
1st 6s, 1917.....J&J	115	.....

Bonds.	Bid.	Ask.
Northern Ohio—See L. E. & West.		
Northern Pacific—		
General 1st 6s, Jan., 1900...J&J	110	.....
West. of Minn., 1st, 7s, '07..M&N	110	.....
St. Paul & No. Pac., 6s, g., '23.F&A	126	130
Reg. certs.....Q—F	125	130
Prior lien, g., 4s, 1997. .....Q—J	103½	104
Gen. lien, g., 3s, 2047.....Q—F	65	65½
Wash. Central, 1st g., 4s....1948	82	88
North Pacific Coast RR.—		
1st M., g., 6s, Nov. 1, 1901.M&N	101½	.....
Gen. M. g., 5s, Jan. 1, 1912.J&J	107¾	.....
Northern Pacific Ter. Co.—		
1st, 6s, 1933.....J&J	‡.....	120½
North Pennsylvania—		
1st M., 4s, extended, 1936.M&N	§110	.....
6s, deb., 1905.....M&S	.....	.....
7s, general mort., 1903, cou.J&J	113	.....
Norwich & Worcester—		
4s, March 1, 1927.....M&S	§110	.....
Ogdensburg & Lake Cham.—See Rutland RR.		
Ohio I. & W.—C. C. C. & St. L.		
Ohio & W. Va.—See Col. H.V. & T.—		
Ohio & Mississippi—See B. & O.S.W		
Ohio River RR.—		
1st g., 5s, 1936.....J&D	102½	.....
Gen. gold 5s, 1937.....A&O	85	.....
Hunt. & B. S., 1st, 6s, 1922.J&J	85	.....
Rav. Spen. & G., 1st, 6s, 1920.F&A	85	.....
Ohio Southern—		
1st g. 6s, 1921.....J&D	88	96
Old Colony—		
4½s, April 1, 1904.....A&O	§104	.....
4s, July 1, 1904.....J&J	§102½	.....
4s, gold, Feb., 1924.....F&A	§112	.....
4s, Dec., 1925.....J&D	§112	.....
4s, Jan. 1, 1938 .....J&J	§114	.....
B. C. F. & N. B. 5s, 1910....J&J	§113	.....
Omaha Bridge—See Union Pacific.		
Omaha & St. Louis RR.—		
1st, mtg. g. 4s, 1901.....J&J	.....	78
Oregon & California—See So. Pac.		
Oregon RR. & Nav.—See Un. Pac.		
Oregon Short Line—See Union Pac.		
Oswego & Rome—See N. Y. Cent.		
Oswego & Syracuse—See D. L. & W.		
Ottawa Osw. & Fox R.—See C. B. & Q.		
Ottumwa C.F. & St.P.—See C. & N.W.		
Pacific Coast Co.—See Miscellan's.		
Panama—		
1st, 4½s, g., Oct. 1, 1917...A&O	104⅜	.....
Subsidy bonds, 6s, 1910....M&N	96	.....
Pecos Val. & Northeastern—		
1st g., 5s, Jan. 1, 1948.....J&J	85	90
Pennsylvania RR.—		
Gen. mort., 6s, $, r., 1910..A&O	126¾	130
do 6s, £, c, 1910....J&J	ℓ119	123
Con. mort. 6s, c, 1905...J15&D15	115	116
do 6s, £, 1905.....J&J	ℓ109	112
do 5s, g., con., 1919. M&S	127	.....
do 4s, gold, 1943...M&N	112	114
do 3½s, g., £, 1945..J&J	ℓ104	106
Collateral Tr., g., 4½s, 1913.J&D	106	109
Col. tr. 4s, Ph. W. & B., 1921.J&J	108	.....
R.E. pur. money, 1st g. 4s, '23M&N	105	.....
Equip. Tr., g. 4s, '14, ser. A .M&S	104	.....
Roll. stk. tr. certs. 3½s. g., '00..Q-J	98	102
Cleveland & Marietta—		
1st, guar., g. 4½s, 1935.. M&N	106	108½
C. & Pitt. 7s, s. f., con., 1900.M&N	101	.....
Ser. A, 4½s, gen., gtd., 1942.J&J	115	.....
Ser. B, 4½s, gen., gtd., 1942.A&O	115	.....
Erie & Pitts. equip. 7s, 1900.A&O	110	.....
Gen. gu., g., 3½s, Ser. C., '40J&J	100	.....
Pennsylvania Co.—		
1st M. g. 4½s, 1921.....J&J	112½	.....
Guar. col. tr. cts., g. 3½s, 1937	100	102
Phil. Germ. & Chest. Hill—		
1st g'd 4½s, 1913.....M&N	106	.....
Pitt. C. C. & St. L.—		
Con., g. gt. 4½s, ser. A, 1940.A&O	113	113½
do do ser. B, 1942.A&O	113½	.....
do do ser. C, 1942.M&N	110	.....
do 4s, ser. D, 1945.M&N	104	106
do 3½s, ser. E, 1949.F&A	98	100
Col. & In. Cen., 1st, 7s, 1904.J&J	114	.....
2d M. 7s, 1904.....M&N	114	.....
C.St.L. & Pitts. 1st, 5s, g, '32.A&O	118	.....
Jeff. Mad. & Ind. 1st, 7s, '06.A&O	112	.....
J. M. & I. 2d M., 7s, 1910...J&J	118	.....
Pitts. C. & St. L. 1st, 7s, 1900F&A	103½	.....
Steub. & Ind. 1st, 5s, 1914..J&J	113	.....
Un. & Log'nsp, 1st M. 7s, '05A&O	114	.....
Pitts. Ft. W. & C. 1st, 7s, '12.Var.	140	.....
2d, 7s, 1912.....Var.	138	140
3d, 7s, 1912..... -- A&O	133	.....
Alleg. Val., 1st M., 7s, 1910.A&O	126	128
General, 4s, gold, 1942...M&S	106	.....
Balt. Ches. & At., 1st, g. 5s, '34.M&S	108	.....
Sun. & Lew. 1st g., 4s, 1936..J&J	105	.....
Penn & N. Y. Can'al—See Lehigh V.		
Pennsylvania & Northwestern—		
Gen. 5s, Jan. 1, 1930.....J&J	.....	103
Bells Gap, 1st, 6s, 1905....F&A	107	.....
Cons. mort. 6s, 1913.....A&O	109	.....
Clearfi'd & Jeff. 1st, 6s, 1927.J&J	110	.....
Penobscot Shore Line—See Maine Central.		
Pensacola & Atl.—See Lou. & Nash.		
Peo. Dec. & Evansv.—		
1st, 6s, 1920, certfs.....J&J	99	.....
2d 5s, 1926, certs. 1st instal. pd.	20	30
Evansv. Div. 6s, 1920 certs. M&S	96	99
Peoria & East.—See C. C. C. & St. L.		
Peoria & Pekin Union—		
1st, 6s, 1921.....Q-F	121	.....
2d mort., g., 4½s, 1921.....M&N	95	98
Pere Marquette RR.—		
Chic. & W. Mich. 5s, 1921..J&D	§ 97½	98
Ch. & N. Mich., 5s, gu., '31.M&N	§ 90½	.....
Det. Gr. Rap. & W. 4s, 1946.A&O	§ 92	94½
Flint & Pere Marq. g., 6s, '20.A&O	§118½	119½
1st con., gold, 5s, 1939...M&N	102	104
Holly W. & M. RR. 8s, 1901.J&J	102	.....
Pt. Huron Div., g, 5s, 1939.A&O	.....	.....

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Perkiomen—		
1st ser., 5s, 1918.....Q-J	102	105
2d series, 5s, 1918.....Q-J	92	.....
Petersburg—See At. Coast Line of Virginia.		
Phila. & Baltimore Central—		
1st, 5s, 1911.....M&N	100	104
1st, 4½s, 1911.....M&N	98	106
Philadelphia & Erie—		
General, guar., 6s, g., 1920..J&J	§.....	139
Gen., 5s, 1920.....A&O	§.....	120
Gen., 4s, 1920.....A&O	107½	109
Phil. Ger.& Ches. Hill—See Pa.RR.		
Phila. Harrisburg & Pittsburg—		
1st mort., gold, 5s, 1925....A&O	103	.....
Philadelphia Newtown & N. Y.—		
1st, g., 5s, 1942 .....A&O	65	.....
1st mort., red. to 3s, 1942..A&O	65	.....
Phila. & Reading—See Reading.		
Phila. & Read. Coal & Iron—		
5-10 year cert., g., 6s, 1904..Q-J	§102	108
Philadelphia W. & Baltimore—		
Debenture, s. f., 6s, 1900 ..A&O	103	.....
Debenture, s. f., 5s, 1910...J&D	108	.....
Debenture, 4s, 1917.....A&O	.....	.....
Debenture, 4s, 1922.....M&N	107	.....
Debenture, g., 4s, 1926 .....J&J	103	.....
Debenture, g., 4s, 1932.....A&O	107	.....
Piedmont & Cumberland—1st, g. 5s, 1911.....F&A	106	.....
Pine Creek—		
Guar., 6s, reg. 1932.....J&D	132	.....
Pitts. Bessemer & Lake Erie—		
P. S. & L. E. 1st g., 5s, 1940. A&O	112½	114½
Consol. 1st g., 5s, July 1, '43. J&J	109	.....
P.B.& L E. con. g., 5s, 1947.J&J	109	110
Pitts. C. C. & St. L.—See Penn. Co.		
Pitts C. & St. L.—See Penn. Co		
Pitts. Char. & Youghiogheny—		
1st mort. 6s, 1902.....F&A	102	.....
Gen. mort., gtd., 4s. 1934..A&O	93	.....
Pitts. Cleveland & Toledo—		
1st, 6s, 1922.....A&O	107	.....
Pitts. Ft. W. & C.—See Penn. Co.		
Pittsburg Junction.—		
1st, g. 6s, 1922.....J&J	118	.....
2d, 5s, 1922.....J&J	100	.....
Ter. 1st, guar., g., 5s, 1907.A&O	100	.....
Pitts. & Lake Erie—		
1st, g., 6s, 1928.....J&J	138	.....
2d, 5s, 1928 .....A&O	112	.....
Pitts. McK. & Y —1st 6s, 1932..J&J	§140	.....
2d, 6s, guar. 1934 ... .J&J	§129	.....
McK. & B. V. 1st, 6s, g, 1918.J&J	127	.....
Pitts. P. & F.—1st, g., 5s, 1916.J&J	§. 90	.....
Term. mort., 5s, 1916.....A&O	90	.....
Pitts. Shawmut & Northern—		
1st, g., 5s, Feb. 1, 1949.....F&A	98½	99
Pitts.Shen.&L.E—See P.Bess.&L.E		
Pittsburg & Western—		
1st, 4s, 1917, certfs.....J&J	101	.....
Foxb. Bridge—1st, 6s, 1902.M&S	85	.....
Pittsburg Youngst. & Ashtabula—		
Ashtab.& Pitts.1st, 6s, 1908.F&A	§112	.....
Consol. 5s, 1927.....M&N	§112	.....
Pontiac Oxford & Northern—		
1st, g., 6s, July 1, 1916 .....J&J	§110	.....
Portland & Ogdensburg—		
1st, 6s, g., July 1, 1900.....J&J	§100	.....
Con. mort., 5s, 1908.....M&N	§110	112
Portland & Rochester—		
4s, Oct., 1907.....A&O	§100	103
Portland & Rumford Falls—		
1st, gold, 4s, Nov., 1926...M&N	§.....	103¾
Debenture 4s, Aug., 1927..F&A	§.....	101
Port Reading—		
1st M., gu., 5s, 1941.. .....J&J	107	.....
Ports. Gt. F.&Con.—4½s, 1937J&D	122	123
Potomac V.—1st, gu.5s, g., 1941 J&J	100	.....
Providence & Worcester—		
1st 4s, Oct. 1, 1947..... ..A&O	§115	.....
Quincy Omaha & K. C.—		
1st g. 6s, opt., Sept. 12, 1900.J&D	§101	.....
Tr.Co. certs., non-pf., 5s, '17.M&S	54½	.....
Raleigh & Aug.—1st, 6s, 1926.J&J	116	117
Raleigh & Gaston -		
Gold 5s, Jan. 1, 1947.....J&J	110	.....
Raritan River Ry.—		
1st g. 5s, Jan. 1, 1939.....J&J	§100	101
Reading Company—		
Gen., g., 4s, Jan. 1, 1997....J&J	86	86½
Phila. & Reading—		
2d, 5s, gold, 1933.....A&O	128	.....
1st, 4½s, 1910.....J&J	105	.....
1st, 6s, 1910.....J&J	124	.....
Con. M., 7s, 1911, coup.....J&D	130	.....
Consol. mort., g., 6s, 1911..J&D	127	.....
Imp. exten., g. 4s, 1947....A&O	§102	104
Cons. exten. gold, 4s, 1937.M&S	.....	103½
Term., 5s, gold, guar., 1941..Q-F	.....	121
Del. R. Ter., p. mon. g. 5s, '42M&N	90	.....
Ex. pur. mon. g. 5s, 1942..J&J	90	.....
Rens. & Saratoga—See Del. & Hud.		
Republican Val.—See C. B. & Q.		
Richmond & Danv.—See So. Ry.		
Rich. Fredricksb'g & Potomac—		
1st, 6s, 1901.....M&N	103	106
Extended, 5s. 1902.....J&J	104	.....
Cons. mort. 4½s, 1940 ....A&O	104	.....
Rich. Hill—See K. C. Ft. S. & M.		
Richmond & Mecklenburg—		
1st g. 4s, Nov. 1, 1948.....M&N	.....	88
Richmond & Petersburg—*See* Atlantic Coast Line of Va.		
Richmond York River & Ches.—		
1st, 5s, 1910.....J&J	§100	.....
2d mort., 4½s, 1910.....M&N	85	.....
Rio Grand Junction—		
1st, gu., 5s, 1939.....J&D	103	.....
Rio Grande Southern—		
1st, 4s, 1940.....J&J	72½	74
Rio Grande Western—		
1st, 4s, 1939. ... .J&J	95	95¾
1st consol. g. 4s, 1949.....A&O	84	89
Utah Cent., 4s, gd., g., 1917.A&O	84	87½
Roch. & Pitts.—See Buff. R. & P.		

Bonds.	Bid.	Ask.
Rock Island & Peoria—		
1st M., 10s, 1906.....J&J	118	.....
Consol. 1st, 6s, 1925.....J&J	116	.....
Rome W. & O.—See N. Y. C. & H.		
Rutland—1st M., 6s, 1902....M&N	§.....	106
Con. 4½s, July 1, 1941.....J&J	§112	113
Ogd.& L.Ch.1st, g., gu 4s, '48.J&J	§.....	103
Rutl.Canad.1st, g., gu., 4s, '49.J&J	§101	102
St. Charles Br.—See Wabash RR.		
St. Clair Mad. & St. L. Belt—		
Alton Bridge 1st, gold, 5s, 1933	75	85
St. Johns. & L. Champlain—		
1st g. 5s, March 1, 1944....M&S	132	133
St. Joseph & Grand Island.—		
1st, g., 2-3-4s, 1947.....J&J	82½	84½
St. Law. & Adir.—5s, g., 1996.J&J	110	.....
St. Louis Al. & T. H.—See Ill. Cent.		
St. Louis Br.—See Term. Ry. Ass'n.		
St. L. & Cairo—See Mobile & Ohio.		
St. L. & Iron Mt.—See Mo. Pac.		
St. L. Kan. City & N.—See Wabash.		
St. L. Mer. Bridge Ter.—		
1st, 5s, 1930.....A&O	110	112
Merch. Bridge, 6s, 1929....F&A	113	115
St. L. So.—See St. L. Alt. & T. H.		
St. Louis & San Francisco—		
2d, g , 6s, Class A, 1906....M&N	110¼	.....
2d, g., 6s, class B, 1906....M&N	110⅜	.....
2d, g., 6s, class C, 1906....M&N	110¼	.....
1st M., P. C. & O., g., 6s, '19.F&A	.....	.....
Gen. mort., g., 6s, 1931.....J&J	120	.....
Coll. tr., s. f., g., 6s, 1920...F&A	107	.....
Gen. mort., g., 5s, 1931.....J&J	108¼	.....
1st, trust, g., 5s, 1987.....A&O	100	104
Cons. g. 4s, 1996.....J&J	80	83
1st g. 5s, Sw. Div., 1947.....A&O	§ 98	100
Cent. Div., 1st, g , 4s, 1929.A&O	90	94½
Ft. S.& V. B. B., 1st, g.6s, '10.A&O	105	.....
St. L. W. & W., g., 6s, 1919.M&S	105	.....
St. Louis Southwestern.—		
1st, g., 4s, 1989, certfs.....M&N.	86½	87⅛
2d, g., cert., income 4s, 1989..J&J	55½	56½
Grays Pt. Term. g. 5s, 1947..J&D	103	105
St. Paul & Dul. 1st. 5s, 1931..F&A	119	....
2d mortgage 5s, 1917.....A&O	110	.....
1st consol. g., 4s, 1968.....J&D	.....	99
Duluth St. Line, gtd., 5s, '16.M&S	102	.....
Taylor's Falls & L. Sup., 6s, 1914	109	.....
Dul. Union Dep., 5s, 1930.A&O	108	.....
St. Paul Minn. & Manitoba—		
2d, now 1st, g. 6s, 1909....A&O	117	121
Dak. ext., 1st 6s, g., 1910..M&N	119⅛	.....
1st consol., g., 6s, 1933.....J&J	‡.....	140½
1st con., red. to 4½s, g., 1933.J&J	‡.....	115⅜
Montana ext., 1st, 4s, 1937.J&D	100	102
Pacific ext., 1st, 4s, £, 1940.J&J	.....	.....
Minn. Union 1st, 6s, 1922...J&J	§120	.....
1st 5s, July, 1922.....J&J	110	.....
Montana Cen., 1st, gd. g. 6s, 37J&J	§.....	135
1st, guar., gold, 5s, 1937..J&J	§.....	118
East. Minn. 1st. g., 5s, 1908.A&O	109	.....
Nor. div. 1st, g., 4s, 1948.A&O	108	.....
Wil. & S. F. 1st, 5s, g., 1938.J&D	118	.....
Minn. & Wss. 1st g, 5s, 1911..J&J	*l*	.....
St. P. & No. Pac.—See Nor. Pacific.		
St. P. & Sioux C.—See C.St.P.M.&O.		
San Ant.&Aran.Pass—See So. Pac.		
San Francisco & Nor. Pacific—		
1st, g., 5s, sink'g fund, 1919.J&J	115	115½
San. Fr. & San Joaquin Valley—		
1st g. 5s, Oct. 1, 1940 .....A&O	115	115½
Santa Fe Prescott & Phœnix—		
1st M., 5s, g., 1942.....M&S	104	107
Sault Ste. Marie Bridge—		
1st M., s.f., g., 5s, July 1, '37.J&J	94	.....
Sault Ste. Marie & Southwest.—		
See Chic. St. P. Minn. & Omaha.		
Savannah Florida & Western—		
1st M., g., 6s, 1934.....A&O	123	125
1st M., g., 5s, 1934.....A&O	114	116½
Cons. M., gold, 5s, 1943....M&N	.....	.....
St. J. Riv. Div., g., 4s, 1934..J&J	§ 94	96
Bruns. & West., 1st 4s, 1938.J&J	82	83
Scioto Val. & N. E.—See Nor. & W.		
Schenectady & Duanesburg—		
1st guar. 6s, 1924 .....M&S	§115	.....
Seaboard & Roanoke—		
Debenture 6s, 1916.... ....F&A	107	.....
1st mtg. 5s, 1926.....J&J	108½	109
Shamokin Sunbury & Lewisburg.—		
1st, 5s, 1912.....M&N	98	.....
2d, 6s, g., 1925.....J&J	95	.....
Sh. V. & Potts.—7s, con., 1901.J&J	102	107½
Shore Line—See N. Y. N. H. & H.		
Sierra Ry. of Cal. 1st, g., 6s, 1937.	108¼	.....
Silver Springs Ocala & Gulf—		
1st, g., 4s, 1918.....J&J	88	90
Sioux C. & N.—1st, 5s, 1920...J&J	75	.....
Sioux C. & Pac.—See Chic. & N. W.		
Sodus Bay & S.—1st, 5s, g. 1924J&J	100	.....
So. Car. & Ga.—1st, g., 5s, 1919M&N	104	105
Aug. South. g, 5s, 1921.....J&D	100	.....
Sumter & Wat. Riv. 5s, g, '19.A&O	101	105
Southern Indiana Ry.—		
1st, g., 5s, June 1, 1938....J&D	§105	106½
Southern Pacific Co.—		
Coll. tr. 4s, Gen. Pac., 1949.J&D	80	80½
Central Pacific—		
1st ref'd'g 4s, g., g'd, 1949..F&A	97½	98½
Mtg. 3½s, g., g'd., 1929..J&D	82	82½
Gal. Har. & S. An. 6s, g., 1910F&A	108	111
2d mort., 7s, 1905.....J&D	105	.....
Mex. & P. Div., 1st, 5s, 1931.M&N	101	.....
Houston & Texas Central—		
W. & N. 7s, 1903.....J&J	.....	.....
1st, l. g., g., 5s, 1937.....J&J	111	.....
Consol., l. g., gold, 6s, 1912.A&O	110	.....
Gen., gold, 4s, 1921.....A&O	83	85
Morgan's Louis'a. & Texas—		
1st g. 6s, 1920.....J&J	123½	.....
1st mort., 7s, 1918..... A&O	133	136
N.Y.Tex.& Mex. 1st g 4s, '12.A&O	.....	.....
Oregon & Cal. 1st 5s, 1927...J&J	99	102
S.Ant.&Ar.Pass.1stg.gu, 4s.1943	79½	80
Texas & N. O. 1st, 7s, 1905..F&A	§111	.....
Sabine Div., 1st, 6s, 1912.M&S	105	.....
Consol., gold, 5s, 1943....F&A	103	.....

Bonds.	Bid.	Ask.
Southern Pacific Co.—(Con.)—		
South Pacific Arizona—		
1st. 6s, 1909-1910.....J&J	112	114
Southern Pacific RR., Cal.—		
1st, g. 6s ser. A, Apr. 1, 1905.A&O	108	110
1st, g. 6s. ser. B, Oct. 1, 1905, A&O	109	110
1st, g. 6s. ser. C&D, 1906...A&O	110	112
1st, g. 6s, ser. E&F, Apr '12, A&O	116	119
1st con., g., 5s, gu., 1937.M&N	105	.....
1st con. g. 5s, stp'g 05-37.M&N	105	107
Aust. & Nor. 1st, 5s, g., '41.J&J	98	98¾
So. Pacific Br. 6s, 1937...A&O	122	124¼
So. Pac. Coast 1st, g., 4s, '37..J&J	80	81
So. Pac. N. M. 1st, 6s, 1911..J&J	110	113
No. Ry. of Cal., 1st 6s, g. gu, '07.J&J	116	.....
5s, gold, guar., 1938.....A&O	111	114
Gila Val. Globe & Northern—		
1st, g., 5s, Nov. 1, 1924..M&N	103	106
Southern—		
1st, consol., gold, 5s, 1994..J&J	108¼	108¾
E. Tenn. reor. lien, 4-5s, 1938 M&S	.....	107
1st Mem. div. g, 4-4½-5s, '96.J&J	110	.....
2d Mem. div. 5s, 1996.....A&O	.....	.....
Ala. Cent. 1st g., 6s, 1918...J&J	110	113
Atl.&Ch.Air-L.exten.4s, '07.A&O	98	.....
1st, 7s, 1907.....J&J	118	.....
Income 6s, 1900.....A&O	101	.....
Atl.& Danv., 1st, g., 5s. 1950.J&J	101¾	.....
Atl. & Yad , 1st. gu. g. 4s. '49. A&O	97	.....
Atl. Tenn.&O.—1st, M. 6s, '13 A&O	110	.....
Char. Col. & Augusta—		
1st M., gold, ext. 5s, 1909..J&J	108	109
2d M. 7s, 1910.....A&O	117	119
Col. & Green. 1st, 6s, 1916...J&J	116	118
E. T. Va. & Ga. 1st 7s, July 1, '00	103⅜	.....
Divisional g., 5s, 1930.....J&J	116	.....
Consol., 1st, g., 5s, 1956...M&N	114	.....
Ga. Mid. 1st, g., 3s, 1946...A&O	56	63
Ga. Pac. 1st, g., 6s, 1922.....J&J	122	125
Ga. Pac. Ry. equip., 5s, g., 1904	98	.....
Knoxv. & O. 1st, g., 6s, 1925.J&J	121	123
Rich. & Dan. con., g., 6s, '15.J&J	121	123
Equip., s. f., g., 5s, 1909..M&S	100	.....
Deb., 5s, stamped, 1927..A&O	105	.....
Va. Mid. Series A. 6s, 1906.M&S	112	.....
Series B, 6s, 1911.....M&S	116	117
Series C, 6s, 1916.....M&S	114	.....
Series D, 4-5s, 1921.....M&S	104	.....
Series E, 5s, 1926.....M&S	110	.....
Series F, 5s, 1931.....M&S	106	.....
General, 5s, 1936.....M&N	.....	.....
Do guar., stamped M&N	104	.....
Wash. O.& W., 1st, gu., 4s, '24.F&A	85	.....
W. No. Car., 1st con., g., 6s, '14.J&J	117	117½
South & North Alabama — See Louisville & Nashville.		
SpartanU.&Col.—See Ashv.&Spar.		
Spokane Falls & Northern—		
1st, 6s, g., 1939.....J&J	.....	125
State Line & Sullivan—		
4½s, 1929.....J&J	.....	104
Staten Island Railway—		
Gold, 4½s, 1943.....J&D	100	106
Staten Island Rapid Transit—		
1st g., 6s, 1913.....A&O	122	.....
Steub. & Ind.—See Penn. Co.		
Sumter & Wateree River—See So Car. & Ga.—		
Sunbury Hazleton & W. B.—		
1st, 5s, May 1, 1928.....M&N	.....	107½
2d mort., inc. 6s, 1938, coup. M&N	108½	.....
Sunbury & Lew.—See Penn RR		
Susp. Br. & Erie Junc.—See Erie.		
Syracuse Binghampton N. Y.—		
See Del. Lack. & Western.		
Syracuse Geneva & Corning—		
1st M., s. f., 7s, 1905.....M&N	104	.....
2d 5s, Mar. 1, 1909.....M&S	101	107
Tebo. & Nesho.—See Mo. Kan. & T.		
Term'l RR. Association (St. Louis)		
1st, gold, 4½, 1939.....A&O	112	113
1st, consol., gold, 5s, 1944..F&A	112	114
St. Louis Br. 1st, g., 7s, '29..A&O	138	.....
Terre Haute & Indiana—		
1st, 5s, g., 1925.....J&J	105	.....
New con. 5s, g., 1925.....J&J	100	.....
Terre Haute & Logansport—		
1st, gu., 6s, Jan. 1, 1910....J&J	110	.....
Texas Central—		
1st 5s, 1923.....A&O	102	.....
Texas & New Orleans—See So. Pac.		
Texas & Pacific—		
East. Div., 1st, 6s, 1905....M&S	105	.....
1st, gold, 5s, 2000.....J&D	111	113
2d income, gold, 5s, 2000...Mch.	45	.....
Toledo & Ohio Central—		
1st, 5s, g., 1935.....J&J	106½	.....
West Div., 1st, 5s, g., 1935.A&O	101½	.....
Gen. g., 5s, 1935 .....J&D	80	85
Kana. & Mich., 1st, 4s, 1990.A&O	80	82½
Toledo & Ohio Central Exten.—		
1st, 5s, g., 1938 .....M&N	2	7
1st g., 5s, guar., 1938.....M&N	.....	30
Marietta Minn., 1st, 6s, g., 1915.	.....	12
Toledo Peoria & Western—		
1st, 4s, 1917. ... .J&J	79½	.....
Tol. St. L. & K. C.—		
Tr. Co. ctfs., 1st, 6s, 1916....J&D	.....	117
Tol. Walh. Val. & Ohio.—		
Gen., g., gu., 4½s, 1931, ser. A. J&J	110	112
Toronto Ham. & Buffalo—		
1st, g. 4s, July 1, 1946.....J&D	92	.....
Troy & West Troy Bridge—5s.....	108	109
Ulster & Delaware—		
Con., 5s, 1928.....J&D	103	104
United Cos., N. J.—		
6s, g, 1901.....M&S	103	.....
General, gold, 6s, 1908.....M&S	110	.....
General, gold, 4s, 1923.....F&A	111	.....
General, gold, 4s, 1929.....M&S	111	.....
General, gold, 4s, 1944.....M&S	113	.....
Union Pacific.—		
1st Ry. & l. g. 4s, g. 1947....J&J	104¼	104½
Oregon Railroad & Nav.—		
Or. Ry. & N. 1st, g., 6s, 1909.J&J	.....	130
Cons., g., 4s, 1946..... J&D	100	.....

§Purchaser also pays accrued interest. *l* In London. ‡ Last sale.

Bonds.	Bid.	Ask
Union Pacific—(Con.)—		
Oregon Short Line—		
1st, g., 6s, 1922.....F&A	125½	.....
Utah & Nor., 1st, 7s, 1908J&J	118	.....
Consol. gold, 5s, 1926...J&J	110	.....
1st consol. 5s, g., 1946.....J&J	113	.....
Utah & No – See Oreg. Sh. Line.		
Utah Central—See Rio Gr. West.		
Utica & Bl. R.—See N. Y. C. & H.		
Valley (N. Y.)—See Del. L. & W.		
Verdig. Val. Ind. & W.—See Mo. Pac.		
Vermont & Massachusetts—		
Guar., 5s, 1903.....M&N	§105	.....
Vermont Valley—		
1st, 5s, 1910.....A&O	§105	.....
Virginia & Tenn.—See Norf. & W.		
Virginia Midland –See So. Ry.		
Vicks. Sh. & Pac.—		
1st 6s, g., Jan. 1, 1920.....J&J	25	40
6s, p. l., g., Nov. 1, 1915...M&N	104	.....
Wabash—		
1st, gold, 5s, 1939.....M&N	113	113½
2d, gold, 5s, 1939.....F&A	98⅞	99
Deb. mort., 6s, series A, 1939. J&J	76	85
Deb. mort., 6s, series B, 1939. J&J	36⅛	36⅜
Det. & Ch. ext., 1st, g, 5s. 1941. J&J	110	.....
Des M. div. 1st g. 4s, 1939..J&J	88	92
St. L. C. Bl. & Om.—1st, 6s, 1908.	100	107
St. Louis Kan. City & North'n—		
St. Charles Bridge, 1st 6s, 1908	106	.....
Brunsw. & Chill., 6s, 1903. F&A	95	.....
Waco & N.—See Hous. & Tex. Cen.		
Warren RR.—See D. L. & W.		
Washing'n Central—See Nor. Pac.		
Washington & Columbia River—		
1st, gold, 4s, 1935.....J&J	.....	90
Wash. O. & W.—See Southern Ry.		
West Jersey & Sea Shore—		
Consol. g. 4s, 1936.....J&J	108	.....
Cons., 3½s, g.. Ser. B, 1936..J&J	.....	102
Cam. & At.—Con., 5s-6s, 1911. J&J	105	.....
W. Jersey consol. 6s, 1909. M&N	116	.....
W. J. & At., 1st M. 6s, 1910. M&S	106	.....
Western Maryland—		
Balt. & Harris., g., 5s, 1936. M&N	108	110
1st M. West. Ext. g. 5s, '38. M&N	.....	100
West. N. Y. & Penn.—		
1st, 5s, 1937.....J&J	111	.....
Gen. mort., gold, 3-4s, 1943. A&O	.....	70
Income, gold, 5s, 1943, Nov. 1.	.....	21
West. of Minn.—See Nor. Pacific.		
West. Nor. Car.—See Southern Ry.		
Western Pa.—		
Gold, 4s, 1928.....J&D	111½	.....
Western Ry. Ala.—		
Cons. 4½s, g., gu. Oct., 1918. A&O	102	.....
West Shore—See N. Y. C. & H.		
West. Tr't—See N. Y. C. & H. R.		
West Va. & Pitts.—See B. & O.		
West Va. Cent. & Pitts.—		
1st, gold, 6s, 1911.....J&J	112	113
Wheeling Bridge & Term. Ry.—		
1st M. 6s, 1939.....J&D	42	.....
2d M. 6s, 1940.....M&S	½	2½
Wheeling & L. Erie RR.—		
1st, g., 5s, 1926.....A&O	106	.....
Wheel. Div. 1st, g., 5s, 1928. J&J	95	100
Exten. & impt., g., 5s, 1930. F&A	91	.....
Wilkesb. & East. See N. Y. S & W.		
Wilkesbarre & Scranton—		
1st M., gold, gu., 4½s, 1938. M&N	104	.....
Willmar & S. Falls—See St. P. M. & M.		
Wilm. Col. & Aug.—		
6s, 1910.....J&D	117	118
Wilmington & Northern—		
1st, 5s, 1907-27.....J&D	§102	.....
5s, gen. mort. g., 1932....Q-Aug	§104	.....
Wilmington & Weldon—		
Gen. mort., g. 5s, 1935.....J&J	118	119
Gen. mort. g. 4s, 1935.....J&J	104	105
Winona & St. P.—See Chic. & N. W.		
Wisconsin Central Company—		
1st mtg., g., 4s, 1949.....J&J	91½	91⅞
Cons. 1st series, g., 5s, 1909. J&J	105	.....
Ch. Wis & Minn., 1st, 6s, '16. M&S	109	.....
Wisconsin & Michigan Ry.—		
1st M., g., 5s. Jan. 1, 1945. J&J	.....	50
Wiscon. Val.—See C. M. & St. P.		
Worcester Nashua & Rochester—		
4s, Jan. 1, 1913.....J&J	§107	.....
4s, Jan. 1, 1930.....J&J	§114	115¾
4s, Oct. 1, 1934.....A&O	§114½	.....
Zanesville & Ohio River—		
1st, g., 6s, Feb. 1, 1916.....F&A	2	.....

RAILROAD STOCKS.

	Par.		
Ala. & Gt. South'n, A, pref.....	£10	ℓ 10½	11½
B, common.....	£10	ℓ 2⅛	2⅜
Ala. N. O. T. & P. Junc., A, pref.	£10	ℓ	.....
B, deferred.....	£10	ℓ	.....
Alabama & Vicksburg.....	100	75	.....
Albany & Susquehanna.....	100	195	.....
Allegheny Valley, pref.....	50	† 13⅞	14
Ann Arbor Ry. com.....	100	16	19
Pref.....	100	42	45
Atchison Topeka & Santa Fe..	100	19¾	20⅛
Preferred.....	100	61¾	61⅞
Atlantic 1st Leased lines, rent tr		ℓ102	105
Atlanta & Char. Air Line.....	100	125	.....
Atlanta & West Point.....	100	126	127
Atlantic Coast Line of Va. A..	100	140	.....
B.....	100	129	.....
Augusta & Savannah, leased..	100	110	111
Bald Eagle Valley.....	50	200	.....
Balt. & Ohio—			
Common, vot. tr. certfs.....	100	58	58½
Preferred, vot. tr. certfs.....	100	76⅝	77
Beech Creek.....	50	102	.....
Boston & Albany.....	100	245	.....
Boston & Lowell.....	100	x241	.....
Boston & Maine.....	100	x201	203
Preferred.....	100	.....	175

Stocks.	Par.	Bid.	Ask.
Bost. & N. Y. Air-Line, pref....	100	105	.....
Boston & Providence.....	100	x	300
Boston Rev. Beach & Lynn....	100	70	75
Buffalo Roch. & Pittsburg.....	100	50	58
Pref.....	100	88	.....
Burl. Cedar Rap. & Northern..	100	115	.....
Canada Southern.....	100	48¼	49
Canadian Pacific.....	100	92	.....
Pref.....	100	ℓ100	101
Catawissa, Com.....	50	†	.....
1st pref.....	50	† 56	.....
2d pref.....	50	† 55	.....
Cayuga & Susquehanna.....	30	200	.....
Central Massachusetts.....	100	10	.....
Pref.....	100	.....	.....
Central of New Jersey.....	100	118½	119½
Chartiers Railway.....	50	†	.....
Chesapeake & Ohio.....	100	30¾	30⅞
Chicago & Alton.....	100	.....	.....
Preferred.....	100	.....	.....
Louisiana & Mo. River, pref.	100	180	.....
Chicago Burl. & Quincy.....	100	121½	121¾
Chicago & Eastern Illinois....	100	89	93
Preferred.....	100	115	125
Chicago Great Western—			
Common.....	100	12½	12¾
4 p. c. deb.....	100	›47⅞	86
5 p. c., pref. A, div. in cash..	100	74½	75½
4 p. c. preferred B.....	100	35⅜	38
Chic. Ind. & Louisville—			
Common.....	100	15½	16½
Preferred.....	100	42	48
Chicago Milw. & St. Paul.....	100	117½	117⅝
Preferred.....	100	171½	173½
Chicago & Northwestern.....	100	159	160
Preferred.....	100	195	202
Chicago Rock Isl. & Pac.....	100	106⅛	106⅝
Chicago St. Paul Minn. & O..	100	120	121
Pref.....	100	170	180
Chic. Terminal Transfer Co...	100	10½	11
Preferred.....	100	34	35½
Choctaw Oklah. & Gulf certs....	50	† 32½	34
Preferred.....	50	†	.....
Cincinnati Hamilton & Dayton.	100	.....	35
Preferred, A.....	100	98	100
Preferred, B.....	100	98	100
Preferred, Eagle.....	100	98	100
New 2d pref.....	100	98½	99½
Cincinnati New Orleans & Texas Pacific.....	100	23	27
Cin. Ports. & Va., common....	100	15	30
Preferred.....	100	75	90
Cleveland Akron & Columbus.	100	.....	.....
Cleveland Cincinnati Chicago & St. Louis.....	100	61¼	61½
Preferred.....	100	102	108
Cleveland Lorain & Wheel'g..	100	.....	15
Preferred.....	100	45½	46
Cleveland & Pitts.....	50	188	190
Col. Midland vot. tr. certfs....	100	9	9½
preferred vot. tr. certfs.....	100	21	21½
Colorado & Southern—			
Common, vot. trustee certfs.	100	5	5⅜
1st preferred..... do..	100	41	42
2d preferred..... do..	100	15	16
Columbus & Xenia.....	50	211¾	.....
Concord & Montreal—			
Class I.....	100	199	.....
Class II.....	100	195	.....
Class III.....	100	184	.....
Class IV.....	100	199	.....
Concord & Portsmouth.....	100	207	210
Connecticut & Passumpsic....	100	161	164
Connecticut River.....	100	x271	275
Danbury & Norwalk.....	50	.....	.....
Dayton & Michigan, com.....	50	84	85
Pref.....	50	200	205
Delaware & Bound Brook.....	100	190	.....
Delaware & Hudson.....	100	.....	118½
Delaware Lack. & West.....	50	177¼	178½
Denver & Rio Grande.....	100	18	.....
Pref.....	100	70½	71
Des Moines & Fort Dodge.....	100	14½	15½
Pref.....	100	100	.....
Detroit Hills & S. W.....	100	102	105
Duluth South Shore & Atl.....	100	5½	6¾
Pref.....	100	13½	14¼
East Pennsylvania.....	50	†	.....
Eastern New Hampshire, J&D.	100	120	125
Elmira & Williamsport.....	50	†	.....
Pref.....	50	†	.....
Erie—			
Common.....	100	11	12
1st pref.....	100	32¼	33
2d pref.....	100	16¼	.....
Erie & Pittsburg.....	50	155	165
Evansville & Terre Haute.....	50	39	41
Pref.....	50	80	85
Fitchburg, common.....	100	30	35
Preferred.....	100	x	115
Florida Central & Peninsular.	100	.....	.....
2d pref.....	100	.....	.....
Ft. Wayne & Jackson—Com...	100	.....	.....
Preferred.....	100	140	150
Fort Worth & Den. C., stamped...		.....	.....
Fort Worth & Rio Grande.....	100	.....	.....
Georgia & Alabama—Com.....	100	24	25
Preferred.....	100	48	50
Georgia RR. & Banking Co....	100	207	208
Georgia South'n & Florida—			
Common.....	100	28	32
First preferred.....	100	87½	89
Second preferred.....	100	56	57½
Grand River Valley.....	100	125	135
Great North'n Ry. Pref.....	100	172	173½
Green Bay & Western.....	.....	.....	.....
Deb. certfs. A.....	1000	‡	.....
Deb. certfs. B.....	1000	‡	.....
Hartford & Conn. West.....	100	40	.....
Harrisburg Ports. Mt. J. & Lan.	50	†	.....
Henderson Bridge.....	100	105	107
Hibernia Mines RR.....	100	.....	100
Hocking Valley.....	100	33⅝	34
Preferred.....	100	59	61
Huntingdon & Broad Top.....	50	†	.....
Pref.....	50	†	.....

Stocks.	Par.	Bid.	Ask.
Illinois Central.....	100	112	113
Leased lines.....	100	102	104
Iowa Central.....	100	11⅝	12
Pref.....	100	50	51
Jackson Lans. & Sag.....	100	85	.....
Joliet & Chicago.....	100	175	.....
Kal. Allegan & Gr. Rapids....	100	145	.....
Kanawha & Michigan.....	100	9½	10½
Kansas City Ft. Scott & Mem..	100	13	18
Preferred.....	100	50	.....
Kansas City Ft. S. & G., pref..	100	47	50
Kan. C. Mem. & Bir.....	100	8	10
Kansas City Pittsburg & Gulf	100	8	8½
Kan. City St. L. & Chic.—			
Preferred.....	100	150	.....
Kansas City Suburban Belt....	100	35	50
Keokuk & Des Moines.....	100	3	5
Pref.....	100	15	18
Keokuk & Western.....	100	.....	.....
Kingston & Pembroke.....	50	.....	.....
1st pref.....	50	.....	.....
Lake Erie & Western.....	100	20½	21½
Pref.....	100	80	81
Lake Shore & Michigan South..	100	196½	200
Lehigh Valley.....	50	† 24⅞	25⅛
Pref.....	50	†	.....
Little Miami.....	50	211¾	.....
Little Schuylkill.....	50	† 59	.....
Long Island.....	50	46	52
Louisiana & Missouri River—See Chicago & Alton.			
Louisville Bridge Co.....	100	118	120
Louisville & Nashville.....	100	80⅛	80½
Lowell & Andover.....	100	206	.....
Mahoning Coal Railroad.....	50	160	200
Pref.....	50	108	125
Maine Central, quar.....	100	170	175
Manchester & Lawrence.....	100	250	.....
Massawippi Valley.....	100	152	155
Conn. Tr. & Safe Dep. Co. certfs.		128	135
Mexican Central.....	100	10¾	11
Mexican National tr. receipts..	100	3⅞	4⅛
Mexican Northern.....	100	60	70
Michigan Central.....	100	104	108
Mine Hill & Schy. Hav.....	50	† 60	.....
Minneapolis & St. Louis Com.	100	58¼	60
2d pref.....	100	x 92	96
Minneapolis St. P. & S. Ste. M..	100	15	18
Preferred.....	100	55	60
Missouri Kansas & Texas.....	100	10½	11½
Preferred.....	100	33¼	33½
Missouri Pacific.....	100	40⅜	40½
Mobile & Ohio, assented.....	100	39½	45
Morris & Essex.....	50	182	186
Nashville Chat. & St. Louis....	100	60	70
Nashville & Decatur.....	25	167	170
Nashua & Lowell, M&N.....	100	258	265
Naugatuck.....	100	252	265
Nesquehoning Valley.....	50	†	54½
New England RR.—			
Common.....	100	65	.....
Preferred.....	100	.....	100
New Haven & Derby.....	100	104	.....
New Haven & Northampton..	100	106	.....
New York Central & Hud. Riv.	100	131¼	131¾
Dividend payable in London....		ℓ129	131
New York Chicago & St. Louis.	100	12	12½
1st preferred.....	100	75	.....
2d preferred.....	100	30½	32
New York & Harlem.....	50	400	.....
New York Lackawanna & West.	100	128½	130½
New York New Haven & Hart.	100	212	215
New York Ontario & Western.	100	22⅛	22¼
New York Phila. & Norfolk...	100	.....	.....
Norfolk & Southern.....	100	.....	.....
Norfolk & Western Ry.....	100	25⅛	25¼
Adjust., preferred.....	100	68½	69
North Carolina.....	100	150	.....
Northern Central.....	50	† 93	.....
Northeastern, S. C.....	50	† 40	.....
Northern, N. H.....	100	.....	.....
Northern RR. of N. J.....	100	95	98½
Northern Pacific vot'g tr. certs.	100	53¾	54
Preferred voting tr. certs....	100	73½	74
North Pennsylvania.....	50	†102	103
Norwich & Worcester.....	100	220	.....
Old Colony.....	100	x204	.....
Ontario & Quebec.....	100	ℓ150	155
Oswego & Syracuse.....	50	210	.....
Pacific Coast Co.—See Miscell.			
Paterson & Hudson River.....	50	175	.....
Pawtuxet Valley Railroad....	100	175	.....
Pennsylvania Railroad.....	50	131	131½
Penn. & Northwestern.....	50	† 65⅜	65½
Peoria & Bureau Valley.....	100	182	.....
Peoria Decatur & Evansville..	100	3	3¼
Peoria & Eastern.....	100	5	7
Pere Marquette RR.....	100	27	29
Pref.....	100	56	58
Philadelphia & Erie.....	50	†	.....
Phila German. & Norristown...	50	†150	.....
Pittsburg Bess. & L. Erie.....	50	† 21½	22
Pittsb. Cin. Chic. & St. Louis..	100	77	80
Pref.....	100	89	94
Pittsb. Ft. W. & Chic.....	100	188	190
Special.....	100	.....	.....
Pittsburg & Lake Erie.....	50	.....	.....
Pittsb. McKeesport & Yough...	50	140	142
Pitts. Shawmut & Northern...	100	28	30
Pittsburg & Western, pref.....	50	14½	15
Portland Saco & Portsmouth..	100	200	.....
Portsmouth & Dover.....	100	143	150
Prov. & Worcester.....	100	282½	.....
Providence Warren & B.....	100	131	.....
Quincy RR. Bridge Co.....	100	200	205
Raleigh & Gaston.....	100	80	.....
Reading Company—			
Voting tr. certs.....	50	18½	19
1st pref., voting tr. certs.....	50	52	52⅛
2d pref., voting tr. certs.....	50	28¼	29
Rensselaer & Saratoga.....	100	193	195
Richmond Fred. & Potomac—			
Common.....	100	150	.....
Dividend obligations.....	100	140	145
6 per cent guarant'd.....	100	155	.....
7 per cent guarant'd.....	100	175	.....

› Purchaser also pays accrued interest. † Price per share not per cent. ‡ Sale price. ℓ In London. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Rich. & P. & R. F. & P. Connect.	70	120	.....
Rio Grande Southern	100	.....	.....
Rio Grande Western	100	.....	.....
Pref.	100	x‡ ...	81
Rock Island & Peoria	100	105	.....
Rome & Clinton	100	125	.....
Rome Watertown & Og.	100	131	135
Rutland, Common	100	7	10
Pref.	100	80	...
St. Jos. & Gd. Isl. vot. tr. certs.	100	6½	6¾
1st pref. vot. tr. certs	100	49	51
2d pref. vot. tr. certs	100	16¾	17
St. Louis Bridge, 1st pref	100	ℓ112	117
2d pref.	100	ℓ 55	60
St. L. & S. Fr., vot. tr. certs.	100	9½	9¾
1st pref., voting tr. certs.	100	66	74
2d pref., voting tr. certs.	100	32¼	33
St Louis Southwestern	100	10¼	10¾
Pref.	100	25⅛	25½
St. Paul & Duluth	100	.....	67
Pref.	100	100	106
Seaboard & Roanoke, com.	100	190	200
South Carolina & Georgia	100	.....	.....
Southern Pacific Co.	100	37⅞	38⅛
Southern (vot. trust certs.)	100	11⅞	12⅛
Preferred ..... do.	100	54	54⅛
Southwestern of Georgia	100	110	112
Spuyten Duyvil & Port Morris.	100	.....	.....
Staten Island Ry.	75	25	50
Sunbury & Lewistown	50	†	.....
Syracuse Bingh. & N. Y.	100	.....	.....
Texas & Pacific	100	15¼	15⅜
Toledo & Ohio Central	100	20	25
Preferred	100	49	50
Toledo Peoria & Western	100	8	.....
Troy & Greenbush	50	140	.....
Tunnel Rail of St. Louis	100	ℓ	.....
Union Pacific—Common	100	47⅞	48
Preferred	100	74¾	75
United New Jersey RR. & C. Co.	100	274	276
Utica & Black River, guar.	100	180	.....
Utica Chen. & Susq. Valley	100	145	155
Valley RR. (N. Y.)	100	130	135
Vermont & Massachusetts	100	170	172
Wabash Railroad	100	7¼	7½
Pref.	100	21	21⅜
Warren, N. J.	50	.....	.....
West Jersey & Sea Shore—Com.	50	† 60	.....
Special, guaranteed	50	.....	.....
Western Maryland	50	† 5	.....
Western N. Y. & Penn	50	† 5⅜	5½
West Virginia Cent. & Pitts.	100	40	47½
Wheeling & Lake Erie com.	100	9½	9⅞
1st preferred	100	51½	52½
2d preferred	100	2	28
Wilmington & Weldon	100	160	..
Wis. Cent. Co. com., vot. tr. certs.	100	‡	19
Preferred, vot. tr. certs	100	‡	49
Wor. Nash. & Roch.	100	135	140

† Prices per share not per cent. ℓ In London

STREET RAILWAY SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices—that is, the purchaser does *not* pay accrued interest in addition

Bonds.	Bid.	Ask.
STREET R'WAY BONDS.		
ALBANY, N. Y.—		
Albany Ry., con. M., 5s, g., 1930. J&J	§117½	.....
Gen. g. 5s, 1947 ..... J&D	§116½	.....
W. Turnp. & RR., 1st g., 6s, '19, M&N	§125	127½
2d g'd 6s, 1919 ..... M&N	§123	127
AKRON, O.—		
Akron Bed. & Clev. g. 5s, 1915, M&S	§.....	105
Consol 5s, 1915 ..... A&O	§.....	.....
ALLENTOWN, PA.—		
Allen. & Lehigh Val. Traction—		
1st M., gold, 5s, 1913 ..... M&S	101	.....
ATHENS, GA.—		
Athens Electric Ry.—		
1st g. 6s., 1916 ..... J&J	90	100
ATLANTA, GA.—		
Atlanta Consolidated Str. Ry.—		
1st cons. g. 5s., 1939 opt. 1904. J&J	104	105
AUGUSTA, GA.—		
Augusta Ry. & Electric Co.—		
1st g. 5s., 1916 ..... J&J	98	.....
BALLSTON SPA, N. Y.—		
Ballston Term., 5s, g., 1926 .. J&D	100	100½
BALTIMORE, MD.—		
Balt. Trac. Co., 1st M., 5s, 1929, M&N	115	117
No. Balt. Div., 1st. g. 5s, 1942. J&D	116	118
Exten. & imp., 6s, g., 1901, M&S	101½	102½
Conv. g. 5s, 1906 ..... M&N	102	102½
Balt. City Pas. 1st, 5s, g., 1911, M&N	110	112
Cent. Ry., con. M., g., 5s, 1932, M&N	117	119
Exten. & imp. 5s, 1932 .... M&S	117	.....
City & Su., 1st, M., 5s, g., 1922, J&D	115	.....
Lake Ro. El., 1st, g., 5s, 1942. M&S	115	116
B. C. & Ell. Mills, 5s, g., g'd, 1916. J&J	107	109
United Rys. & Electric Co.—		
1st consol., g., 4s, 1949 ..... M&S	95½	96
Incomes, g., 4s, 1929-1949	69⅝	69⅞
BINGHAMTON, N. Y.—		
Binghamton Railroad—		
Mort. g. 5s., 1923 ..... J&J	§102	105
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
1st mtg. g. 5s., 1920 ..... J&J	96	97½
BOSTON, MASS.—		
Lynn & Bost., 1st, 5s. g., 1924. J&D	§113	.....
East Middlesex 5s, 1918 ..... M&S	§110	111
Naumkeag, 1st 5s, 1906 ..... J&D	§105	.....
Con. 5s, 1910 ..... J&J	§106	.....
West End, deb., 5s, g., 1902, M&N	§102	.....
Debenture, 4½s, g., 1914 .... M&S	§109	.....
Gold 4s, 1916 ..... M&N	§104½	.....
Gold 4s, Feb. 1, 1917 ..... F&A	§104½	.....
Boston con. 5s, Jan., 1907 ... J&J	§109	.....
Cambridge, 1st m., 5s, 1903, A&O.	§104½	.....
Charles Riv., 1st m., 5s, 1904, A&O	§106	.....
Highl'd, non-con. pl. 5s, 1902, M&N	§104	.....
Metropolitan, plain 5s, 1903, J&D	§106	.....
Middlesex, plain 5s, July '04, J&J.	§107	.....
South Boston, plain 5s, 1905, M&N	§107¾	.....
BRIDGEPORT, CONN.—		
Bridgep. Trac., 1st, 5s, g., 1923, J&J	§105	.....
BROCKTON, MASS.—		
Brock. Bridgwater & Taunton—		
1st., g. 5s, Aug. 1, 1917 ..... F&A	§	108
Brock. St. Ry.—1st g., 5s, 1924. A&O	§105	107
BROOKLYN, N. Y.—		
Atlantic Ave., gen. M., 5s, 1909, A&O	§107	109
Consol. M., 5s, g., 1931 ..... A&O	114	116
Imp. M., 5s, g., 1934 ..... J&J	99	100½
Brooklyn City—1st, 5s, 1941 .. J&J	115½	.....
Brooklyn Cross. 5s, 1908 ... J&J	104	.....
Grand St. & New. 5s, 1906. A&O	104	.....
Calv. C. Gr'p't & B. 6s, 1907. J&D	110	111
BROOKLYN, N. Y.—(Concluded)		
Brooklyn City—		
Gr'p't & Lor. St. 6s, 1910 M&N	108	.....
W'ms'g & Flatb'h ex. 4½s, '41 F&A	105	107
Bklyn Bath & W. E., gen. 5s, '33. A&O	102	103
B'k'n C. & New., 1st con. 5s, '39, J&J	§114	116
Brooklyn Union Elevated—		
1st 4-5s, Feb. 1, 1950 .. ...F&A	94	95
Brooklyn Queens Co. & Sub.—		
1st g. 5s, 1941 ..... J&J	§105	110
1st cons. g., guar., 5s, 1941. M&N	102	104
Bklyn Rap. Transit—5s, g., '45. A&O	105	107½
Coney Isl. & Brooklyn 1st 5s. 1903	102½	105
Kings Co. El. 1st 4s...., ... 1949	87½	88
Nassau Electric—1st, 5s, 1944. A&O	112	115
1st g. 4s, 1948 ..... J&J	94½	97
BUFFALO, N. Y.—		
Buff. Bell. & Lan., 5s., 1927	§103	.....
Buff. Ry., 1st con. M., 5s, g., '31, F&A	§115	117½
Deb. g. 6s., 1917 ..... A&O	§106	110
Buff. & Niag. Falls Elec. Ry—		
1st M. 5s, g., 1935 ..... J&J	§108	111
2d mtg. g. 5s., 1921 ..... J&J	§102	105
Buffalo Trac.—1st g. 5s., 1948. J&J	§107	110
Crosst'n St. Ry. 1st, 5s, g. 1932, M&N	§113	115
CAMDEN, N. J.—		
Cam. Glou. & Wood., 6s, 1904. M&N	89	.....
Cam. & Trenton, 5s, g., 1929. M&N	92½	100
CHARLESTON, S. C.—		
Charleston Consol. Ry., Gas & Elec.		
Co. consol. g. 5s, 1999 ..... M&S	96¾	98
Charleston City Ry.—		
1st mort., g., 5s, 1923 ..... J&J	103¾	104
CHESTER, PA.—		
Chester Trac., 1st g., 5s, 1914. M&N	.....	103
CHICAGO, ILL.—		
Chicago City Railway—		
1st, 4½s, opt. at 60 days .... J&J	§100⅝	100¾
Cicero & Prov. St., 1st 6s, '04. M&N	§105	106
Consolidated 5s, g., 1915 ... M&N	§	108
Lake St. El. deb. 5s, g. g'd, 1928. J&J	§ 95	95½
Income deb. 5s, 1928 ..... Feb. 1	§ 44	45
Metropolitan West Side "L"—		
1st g. 4s, 1938 ..... F&A	§ 93⅝	93¾
No. Chic. St. RR., 1st, 5s, 1906, J&J	§106	.....
1st 5s, 1909 ..... J&J	‡	105½
No. Ch. City Cons. 4½s, 1927. M&N	§107	107½
South Side "L"—1st 4½, 1907. J&J	§103	105
Union El. (Loop) 5s, g., 1945 .. A&O	§108½	109½
West Chicago Street RR.—		
1st, 5s, 1928 ..... M&N	§109½	110
Consol. g. 5s, Nov. 1, 1936 .. M&N	§104	104¼
Debenture 6s, 1914 ..... J&D	§100	101
W. C. St. Tun., 1st, 5s, g'd, '09, F&A	§	107
Ch. W. Div. Ry., 1st, 4½s, '32, J&J	§107	.....
Chic. Pass. Ry., con. 5s, 1936. J&D	§105	.....
Ogden St., 6s, 1916 ..... M&N	113	114
CINCINNATI, O.—		
Cin. & Hamilton, 6s, g., 1918. J&J	§106	107
Cin. New. & Cov., 5s, g., 1922. J&J	§111½	112½
So. Cov. & Cin., 1st M., 6s, '12, M&S	§121½	122½
2d cons. M., 6s, g., 1932 .... J&J	§	134
Newport & Dayton, 1st, 6s, 1917	§115	120½
Cincinnati Street Ry.—		
Mt. Aub. Cable 1st 5s, 1907. J&D	§108	108½
Mt. A. & Ed'n Pk., 1st 6s, 1900 A&O	§	103
1st M., 6s, 1905 ..... A&O	§107¾	112
Consol. M., 5s, 1906 ..... M&S	§107½	108½
CLEVELAND, O.—		
Cleveland Berea Elyria & Ober.—		
Clev. & Berea, g., 6s, '02-12 .. J&J	§103	104
Clev. & Elyria, g., 6s, '05-15. M&N	§107	107½
Elyria & Ober., g., 6s, '07-17 .. F&A	§106	107
Cleve. & Chagrin Falls Elec. RR.—		
1st g. 6s, May 1, 1916 ..... M&N	§100	101
Cleveland Electric—		
Consol. M., 5s, gold, 1913 ... M&S	§106	107
Br'klyn St., 1st M., 6s, 1903 .. M&S	§106	107
CLEVELAND, OHIO—(Conc'd.		
Cleveland Electric—		
East Clev., 1st, M., 5s, 1910. M&S	§107	107½
So. Side St. Ry., 6s, 1903 .... M&S	§106	107
Cleveland City Ry. Co.—		
Cl. City Cable, 1st, 5s, g., '09, J&J	§106	106½
Clev. Pains. & Eastern—		
1st, g., 5s, 1916 ..... A&O	§104	105
Consol. 5s, 1918 ..... A&O	§100	101
Lorain & Cleve. g. 5s, 1917-27. J&J	§100	101½
COLUMBUS O.—		
Col. Con. St. Ry., 1st, g. 5s, g. '09. J&J	105	.....
Col. St. Ry., cons., 5s, g., 1932, J&J	110	114
Crosst'n St., 1st, 5s, g., 1933, J&D	108	112
DANBURY, CONN.—		
Danbury & Bethel St. Ry.—		
1st g. 5s, 1914 ..... M&N	105	.....
DENVER, COL.—		
Consol. Tram. con. g. 5s, 1933. A&O	86	90
Denver Tram., 1st, 6s, g., '08, J&J	§105	.....
6s, g., consol., 1910 ..... J&J	§105	.....
Metropolitan g. 6s, 1911 ..... J&J	§104	106
DETROIT, MICH.—		
Det. Citizens', 1st 5s, 1901 ... A&O	§.....‡	101
Con. Mort., 5s, 1905 ..... J&J	§ 98	100
Det. Sub. Ry., 1st, 5s, 1902 .. M&N	§	100
Highland Park, 1st, 5s, 1908 .. J&J	§100	102
Detroit Ry.—		
1st, 5s, g., 1912-1924 ..... J&D	§100	103
Detroit Ypsilanti & Ann Arbor—		
1st g. 6s, Nov. 1, 1917 ..... M&N	110	112
Rapid Ry. 1st 5s, g., 1915 ..... M&S	100	105
DULUTH, MINN.—		
Duluth St. Ry., consol. g., 5s, '24, J&J	§.....	50
EASTON, PA.—		
Easton Consolidated Electric Co.—		
Coll., tr., g 5s, 1949 ..... M&N	§.....	97
Easton Palmer & Beth. St. Ry.		
1st g. 5s, Jan., 1919 ..... J&J	§103	105
HALIFAX, CANADA.—		
Halifax Elec. Tram. Co.—		
1st M., g., 5s, Jan. 1, 1916 .. J&J	§.....	‡106¼
HARTFORD, CONN.—		
Hart. Man. & Rock., 5s, 1924. A&O	§106	.....
Hartf. St. Ry., deb., 5s, 1914 ... A&O	§102	.....
H. & W'thersfield, deb. 5s, '08 ... M&S	§102	.....
East H. & Glas. deb., 5s, 1927 .. J&D	100	.....
HOBOKEN, N. J.—		
North Hudson Co. Ry. Co.—		
1st M., 6s, 1914 ..... J&J	118	.....
Con. M., 5s, 1928 ..... J&J	108	.....
Imp. M. g. 5s, 1904 ..... M&N	97	.....
INDIANAPOLIS, IND —		
Citizens' St. RR., con. 5s, g., '33, M&N	102	105
Indianapolis St. Ry. Gen. 4s .. 1933	80	83
JERSEY CITY, N. J.—See Newark		
KANSAS CITY, MO.—		
Central Electric g. 5s, 1914 .. M&N	97	100
Grand Ave. Cable, 5s, g., 1908, J&J	§104½	106
K. C. Elev. Ry. Co., 4s, g'd, '22 .. J&J	§ 89	90
G't'd 6s, 1922 ..... J&J	§108	.....
K. C. Cable exten. 5s, g., 1901 A&O	§100	101½
Met., Corrigan iss., 5s, July, '16, J&J	§106½	110
Met. St. Ry., 5s, g., Sept., 1909, M&S	§104	105½
Cons. 5s, g. May 1, 1910 ... M&N	§103	105
LEXINGTON, KY.—		
Lexington Railway Co.—		
1st g. 5s, June 1, 1949 ..... J&D	§100	102½
LOCKPORT, N. Y.—		
Buff. & Lockport Street Ry.—		
1st g. 5s, July 1, 1938 ..... J&J	§107½	109
LONG ISLAND CITY, N. Y.—		
Steinway Ry.—1st M. g. 6s, '22. J&J	§116	117

§ Purchaser also pays accrued interest.

Bonds.	Bid.	Ask.
LONG BRANCH, N. J.—		
Atlantic Coast Electric RR.—		
1st, g., 5s, 1945.....M&N	§100	.....
General mortgage,5s, 1946. J&J	75	85
LOS ANGELES, CAL.—		
Los Ang. Ry., 5s, g., 1938. . A&O	105	105½
Los Ang. Pacific RR., 5s, 1928. J&D	103	103½
Los Ang. & Pasa.—5s, g. 1928 J&J	101	101½
Los Ang. Trac., 1st 6s, 1915..M&N	.....	110
LOUISVILLE, KY.—		
Cent. Pass. Ry., 1st, 6s, 1908, M&N	§116	117
Louisv. Ry., con. M., 5s, g., 1930, J&J	§117	117½
Louisv. City Ry., con., 6s, 1909, J&J	§116	117
LOWELL, MASS.—		
Lowell & Suburban Street Ry.—		
1st mortgage, 5s, 1911 .....J&D	§106	.....
MEMPHIS, TENN.—		
Citizens' St. RR 1st g. 6s, '16. J&J	122	123
MERIDEN, CONN.—		
Meriden El. RR. 1st, 5s, 1911. A&O	§110	.....
Con. M., g., 5s, 1924.....J&J	§110	.....
Mer. Southington & Compounce—		
1st g. 5s, 1928, Opt., 1903..J&J	§105	.....
MILWAUKEE, WIS.—		
Milw. City RR., 1st, 5s, g., '08, J&D	§106	109
Mil. Electric Ry. & Light—		
Consol., g., 5s 1926.....F&A	§105	107½
Mil. Light, Heat & Traction—		
5s, guar., 1929.....M&N	§100	101
W. Side St. Ry., 1st M., 5s, g., '09, J&J	§107	109
MINNEAPOLIS, MINN.—		
Twin City Rapid Transit Co.—		
Minn. St. R., 7s g., '10. Opt. M&N	§105	.....
Con., 5s, g., 1919..... J&J	§109	110
Cons. 6s, g., Nov. 1, 1913. M&N	§115	118
St. P. City Railway, 1st g. 6s, 1931.....A&O	§120	125
Con., 5s, g., 1937 .....J&J	§112	.....
1st M., 6s, g., 1934.....A&O	§115	120
St. P. C'y Ry., deb. 6s, g., 1900, M&N	§100	.....
MOBILE, ALA.—		
Mobile Light & Railway—		
1st g. 5s, 1937.....J&D	90	96
MUSCATINE, IOWA—		
Muscatine Electric Ry.—		
1st mtg. g. 6s, 1908-1913....J&J	§.....	107
NASHVILLE, TENN.—		
Nashv. St. Ry., 5s, 1925.....J&J	94	96
Edgefield St. RR. Con, 6s, 1919. J&J	112	115
McGavock & Mt. V.—		
Summer St., 1st M., 6s, 1926, J&J	116	120
2d series, 6s, 1937.....J&J	120	126
2d M., 6s, 1919.....A&O	100	102
NEWARK, N. J.—		
Cons. Trac. of N. J., 1st 5s, '33, J&D	106	108
Newark Passenger Railway—		
New. & Bloomf. St., 6s, 1901, F&A	§101	.....
Orange & New., 1st, 6s, 1905, A&O	§102	.....
Bellev. & New., 1st, 7s, 1900, J&D	§100	.....
New. Pass., cons., 5s, g., 1930, J&J	§114	.....
New. & Irvingt'n, 1st, 6s, 1900 J&D	§101	102
Essex Pass. Ry., 6s, 1905..M&N	§109	111
Nor. Jersey St. Ry. 4s, 1948. M&N	§ 85	87
Rap. Tr. St. Ry., 1st M. 5s, g., '21, A&O	§109	.....
NEW BEDFORD, MASS.—		
Union St. Ry.—Con. 5s, g. 1914. J&J	105	.....
NEW BRITAIN, CONN.—		
Central Ry. & Electric Co.—		
1st mort. 5s, Dec. 1, 1923...J&D	§103	105
NEW HAVEN, CONN.—		
N. H. & Centrev., 1st, 5s, g. '33, M&S	§113	.....
New Hav. St. Ry., 1st, 5s, g., '13, M&S	§112	.....
Edgew. Div. 1st, g., 5s, 1914, J&D	§112	.....
Winchester Ave., 5s, g., 1912. M&N	§111	.....
NEW ORLEANS, LA.—		
Canal & Claib.—1st, 6s, 1912. M&N	.....	.....
1st, g., 6s, 1946.....M&N	130	133½
N. O. City RR.—Gen. g. 4-5s, 1943	107½	108
1st, 6s, 1903.....J&D	105	.....
N. O. City & Lake, 1st, 5s, g. '43. J&J	113	114¼
Power-house g., 6s, 1917....J&D	106	.....
N. O. & Car., 2d M., 6s, g., 1907. F&A	.....	117
New mort. 5s ..... J&J	112⅜	114
Orleans RR. Co., 1st 6s, 1912 M&N	113½	115
2d 6s, 1912.....J&J	105	.....
NEW YORK, N. Y.—		
Bleecker St. & F. F. 1st g. 4s, '50. J&J	100	101
Cent. Crosstown, 1st, 6s, 1922, M&N	§125	130
Cen. P'k N. E. Riv., con., 7s, '02, J&D	§107	108
Christ. & 10th Sts. ext. 4s, '18. A&O	98	105
Dry Dock E. B'way & Battery—		
1st, 5s, gold, 1932.....J&D	116	118
Cert. indebt., 5s, 1914.....F&A	102	104
Eighth Av., cert. indeb., 6s, '14, F&A	108½	109
42d St. M. & St. N., 1st, 6s, '10, M&S	116½	118
2d M., inc., 6s, Jan., 1915.....	89	91
Manhattan Elevated—		
Consol., 4s, gold, 1990 .....A&O	104½	105½
Met. El., 1st, 6s, 1908.....J&J	115	117
Metropolitan Street Ry. Co.—		
Gen. M. coll. tr., g., 5s, 1997. F&A	118	119
Bway & 7th Ave. 5s, 1904..J&D	104	105
2d M., 5s, 1914.....J&J	110	112
Con. M., 5s, g., 1943.....J&D	118	120
B'way Surf. RR., 1st, 5s, '24, J&J	§115	117
2d, 5s, 1905.....J&J	§104	105
Col. & 9th Av., 1st, g. 5s, 1993, M&S	120	.....
Lex. Av. & P. F'y, 1st, 5s, g. '93, M&S	120	.....
34th St. Cr'st'n, 1st 5s, 1996. A&O	110	115
Second Avenue 1st 5s, 1909. M&N	§107	109
Consol. 5s, gold, 1948..... F&A	§113	118

Bonds.	Bid.	Ask.
NEW YORK, N. Y.—(Concl'd.)—		
Third Ave. 1st, 5s, g., 1937....J&J	.....	128
28th & 29th St. 1st g. 5s, 1996. A&O	§116	118
Twenty-third St.—Deb. 5s, '06. J&J	106	108
Union Ry.—1st, 5s, g., 1942...F&A	113	116
South. Boulev'd—5s g., 1945. J&J	§113	115
Westches. Elec., 1st, 5s, g., '43, J&J	§109	111
NIAGARA FALLS, N. Y.—		
Niagara Falls & Lewiston—		
1st, g., 5s, June 1, 1925 ...J&D	§.....	100
Niagara Falls & Suspen. Bridge—		
1st, g., 6s, July 1, 1903.....J&J	§103	.....
NORFOLK, VA.—		
Norfolk Street RR.—		
Norfolk St. cons., g., 5s, 1944, J&J	107	107½
NORWALK, CONN.—		
Norwalk Tramway—		
1st, mtg., g., 5s, 1923.....M&S	§ 98	100
OAKLAND, CAL.—		
Oakland Transit Co.—		
Consol. g. 6s, July 7, 1918..J&J	.....	113
OMAHA, NEB.—		
Omaha St. Ry.—5s, g., 1914..M&N	§102	105
PATERSON, N. J.—		
Paterson Ry.—		
Con. M., 6s, g., 1931.....J&D	§115	120
2d gen. 6s, 1914.....A&O	§.....	.....
PHILADELPHIA, PA.—		
Elec. & People's, 4s, tr. certfs.....	97	97½
Fairmount Park Transportation—		
1st g. 5s, 1912.....M&S	.....	.....
2d g. 5s, 1912.....M&S	.....	.....
Hetonville M. & Fairm't P. RR.—		
Con. M., 5s, g., 1924.....M&N	118½	.....
People's Traction Co.—		
P. P. Ry., stk. tr. ctfs., 4s, g. '43, F&A	.....	108
PITTSBURG, PA.—		
Central Trac., 1st, 5s, 1929....J&J	112½	.....
Citizens' Trac., 1st, 5s, 1927, A&O	115	.....
Duquesne Trac., 1st, 5s, 1930, J&J	112	.....
Feder'l St. & P. V., gen., 5s, g., '42, J&J	116	120
Penn St. Ry., 1st M., 5s, 1922, J&D	102	103
Pitts. Alle. & M., gen. M., 5s, '30, A&O	112	.....
Pitts. & Bir. Tr., gen., 5s, g., '29, M&N	108½	109
Pittsb. Trac. Co., 1st, 5s, 1927, A&O	115	.....
The Second Av. Tr. g. 5s, '34. J&D	116½	.....
United Traction 5s, 1997 .....J&J	113	.....
West End Tr.—Cons. 5s, 1938. J&J	113½	.....
PORTLAND, ME.—		
Portland RR.—		
1st, g. 4½, May 1, 1913....M&N	§110	112
Port. & Cape Eliz. Ry.—		
1st M., g., 5s, Nov. 1, 1915. M&N	§115	117
PROVIDENCE, R. I.—		
United Tr. & El., 1st, 5s, g., '33, M&S	§112½	114½
READING, PA.—		
Reading Traction, 6s, 1933. J&J	.....	126
City Pass. Ry., 1st M., 5s, 1909, A&O	105	.....
Read & Womels., 1st, 5s, g., 1925.	108	110
United Traction g. 5s, 1926...J&J	102	.....
RICHMOND, VA.—		
Rich. Ry. & Elec., 1st 5s, g., 1920	74	82
Rich. Traction, 1st 5s, gold, 1925.	105	107
ROCHESTER, N. Y.—		
Rochester Railway—		
Con. M., 5s, g., 1930.....A&O	106½	108
2d, 5s, g., 1933.....J&D	81	85
Debent. 6s, g., Mar. 1, 1911. M&S	99½	104
ST. LOUIS, MO.—		
Baden & St. L., 1st, 5s, g., 1913, J&J	100	102
Cass Av. & Fair Gds., 1st. 5s, '12, J&J	102	104
Citizens' RR., 1st, 6s, 1907....J&J	108	110
Jefferson Ave., 1st 5s, 1905. M&N	104	105
Lindell Ry. 5s, 1st, gold, 1911. F&A	109	110
Comp. H. & M. Ter., 6s, g., '13. J&J	117	118
Taylor Ave., 6s, g., 1913.....J&J	117	118
Missouri RR., 1st, 5s, 1906....M&S	105	106
St. L. (B'way line) 5s, 1900-10 M&N	100	101
St. L. & E. St. L., 1st M., 6s, 1905, J&J	100	102
St. L. & Sub., 1st, 5s, g., 1921, F&A	103	104
St. L. Cab. & W., 1st M., 6s, '14, M&N	117	119
St. L. & Meramack, 6s, g., '16, M&N	114	115
Southern Elec. Cons., 6s, 1904. M&N	106½	108½
Cons. 6s, 1914.....M&N	116	118
Gen., g., 5s, 1916.....F&A	105	106
Union Depot Cons., 6s, 1910. A&O	101	102
Con., 6s, g., 1918.....J&D	121	122
M'd City RR., 1st, 6s, g., '00-10, J&J	100	102
United Railways of St. Louis—		
Gen. 4s (when issued), 1934.....	§ 94	95
ST. PAUL, MINN.—See Minneapolis.		
SAN FRANCISCO, CAL.—		
Cal. St. Cable RR., 1st, 5s, g., '15, J&J	117½	.....
Ferries & Cliff, 6s, 1914.....M&S	115	.....
Geary St. Pk. & O., 1st, 5s, 1921, A&O	.....	95
Market Street Railway Co.—		
Market St. Cab., 1st, 6s, g., '13, J&J	.....	130
1st cons. mort. 5s, 1924....M&S	.....	117
Omnibus Cable, 1st, 6s, 1918, A&O	.....	126½
Park & Ocean, 1st, 6s, 1914, J&J	115	.....
Park & Cliff Ho., 1st, 6s, 1912, J&J	106	110
Powell St. RR., 1st, 6s, 1912, M&S	.....	122
SCRANTON, PA.—		
Scran. & Carbon. Tr., 1st, 6s, '23, J&J	§107	110
Scran. & Pittston, 1st, 6s, 1923, A&O	§109	.....
Scran. Traction, 1st, 6s, g., '32, M&N	§114	117
Scran. Ry., 1st con. 5s, g., 1932. J&J	102½	105
SYRACUSE, N. Y.—		
Syracuse Rapid Transit Ry—		
1st mtg. g. 5s, 1946.....M&S	§.....	.....

Stocks.	Bid.	Ask
TAUNTON, MASS.—		
Taunton St. Ry.—1st M. 5s, '14. J&J	§.....	105
Taun. & Brockton, 1st, g., 5s, 1917.	§.....	105
TRENTON, N. J.—		
Trenton Street Railway—		
Consol. g. 5s, July 1, 1938..J&J	107	109
TROY N. Y.—		
Troy City Ry., 5s, g., 1942....A&O	§114	115
TOLEDO, O.—		
Tol. Cons. St. Ry.—Cons., 5s, '09 J&J	.....	105
Tol. Trac., cons., g., 5s, 1909, J&J.	.....	104
WASHINGTON, D. C.—		
Anacostia & Poto'c 5s, g., '48..A&O	1 01½	.....
City & Suburb., 5s, g., 1948..F&A	....	.....
Columbia St., 1st M., 6s, 1914. A&O	.....	.....
Exten. g., 5s, 1914.....A&O	107½	109½
Metropolitan 1st, g., 5s, 1925. F&A	123¾	...
Certif. of Indebt. A, 1906..A&O	.....	116
Certif. of Indebt. B, 1907 ..J&D	110½	116
Washington Tract. & Elect. Co.—		
1st coll. tr. gold 4½s, 1949..J&D	§ 96	100
WATERBURY, CONN.—		
Waterbury Traction Co.—		
1st, g., 5s, 1923.....M&N	§104	....
WILKES-BARRE, PA.—		
Wilkes. & Wyom. Val. Trac.—		
1st, g., 5s, 1921.....A&O	105	115
WILMINGTON, DEL.		
Wilmington & Chester Trac.—		
Coll. tr. g. 5s, 1918.....A&O	§102	105
WORCESTER, MASS.—		
Worcester Cons. St., 1st, 5s, 1907.	§101	.....
Deb., 5s, g., 1914.....F&A	§102	.....
North End 5s, 1915.....F&A	§100	.....
Wor. & Clinton, 1st, g., 5s, 1918. J&J	§.....	106½
Wor. & Marlboro 1st, 5s, 1916.....	§104	.....
Wor. & Suburb., g., 5s, 1915. M&N	§100	.....
STREET R'Y STOCKS.		
AKRON, O.—	Par.	
Northern Ohio Traction Com..	100	....
Preferred.....	100	 90
ALBANY, N. Y.—		
Albany RR.....	100	180 190
United Traction.....	100	120 125
ATHENS, GA.—		
Athens Electric Ry.....	100	100 .....
AUGUSTA, GA.—		
Augusta Ry. & Electric.....	100	40 .....
BALTIMORE, MD.—		
United Rys. & Elec. Co.—Com..	50	† 15½ 15¾
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
Common.....	100	20 30
Preferred.....	100	45 50
BOSTON, MASS.—		
Boston Elevated RR. Receipts.	100	98 99
West End Street Ry., com.....	50	† 92¾ 93
Preferred, 8 per cent.....	50	†x 112
BROOKLYN, N. Y.—		
Brooklyn City RR.....	10	237 239
Brooklyn Rapid Tran. vot. tr. certs.		71½ 71⅞
Coney Island & Brooklyn RR.	100	345 .....
Nassau Electric Co., pref.....	100	 77
BUFFALO, N. Y.—		
Buffalo Ry.....	100	100 .....
International Traction—Trust receipts.....		110 115
CHICAGO, ILL.—		
Chicago City Ry.....	100	x277 280
Chic. Consolidated Traction...	100	35 38
Chicago Union Traction	100	29 29½
Preferred	100	76 77
Chicago West Div. Ry., guar..	100	....
Lake Street Elevated.....	100	15 15½
Trust certificates.....	100	14 14½
Metrop. West Side El. Tr. cert..	100	26 26½
Metro. West Side El. Pref.....	100	78½ 79
North Chicago Street RR.....	100	 230
South Side Elevated.....	100	100 101
Union Elevated RR.....	100	102 104
West Chicago Street RR.....	100	110 110½
CINCINNATI, O.—		
Cincinnati New. & Covington.	100	48 48½
Cincinnati Street Ry.....	50	120¼ 120½
CLEVELAND, O.—		
Cleve. Berea Elyria & Oberlin.	100	65 65½
Cleve. & Chagrin Falls	100	....
Cleveland City Ry.....	100	99½ 100
Cleveland Electric Ry.....	100	90 91
Lorain & Cleveland.....	100	58 60
COLUMBUS, O.—		
Columbus Railway—Common..	100	21 23½
Preferred.....	100	82 85
DAYTON, OHIO—		
City Railway, common	100	140 145
Preferred.....	100	170 .....
DETROIT, MICH.—		
Detroit Citizens' Street Ry.....	100	100½ .....
Fort Wayne & Belle Isle.....	100	175 .....
Wyandotte & Detroit River....	100	100 110
HALIFAX, CANADA—		
Halifax Elec. Tramway Co....	100	x 90 100

§ Purchaser also pays accrued interest. ‡ Last sale. † Prices per share not per cent. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
HARTFORD, CONN.—			
Hartford Street Ry	100	150	.....
HOLYOKE, MASS.—			
Holyoke Street Ry	100	205	210
INDIANAPOLIS, IND.—			
Indianapolis Str. Ry. Co	50	† 25	30
JERSEY CITY, N. J.—See Newark.			
KANSAS CITY, MO.—			
Metropolitan Street Ry	100	97½	99
LOUISVILLE, KY.—			
Louisville Ry., com	100	68	70
Preferred, 5s	100	110	111
MINNEAPOLIS, MINN.—			
Twin City Rapid Transit	100	.....	.....
Preferred	100	.....	.....
MONONGAHELA, PA.—			
Monongahela Str. Ry.	50	† 50	55
MONTREAL, CAN.—			
Montreal Street Ry	50	286	288
NASHVILLE, TENN.—			
Nashville Street Ry	100	55	.....
NEWARK, N. J.—			
Consolidated Traction of N. J.	100	62	63
North Jersey Street Ry	100	31	33
Rapid Transit St. Ry. Co	100	235	.....
NEW BEDFORD, MASS.—			
Union Str. Ry. Co	100	.....	180
NEW HAVEN, CONN.—			
Fairhaven & Westville RR	25	† 38	41
Winchester Ave. RR.	25	† 44	.....
NEW ORLEANS, LA.—			
N. O. & Carrollton	100	160	170
New Orleans City RR.—			
Common		29⅛	29⅜
Preferred		103	103½
Orleans RR	50	† 49	55
St. Charles Street	50	† 54½	56
NEW YORK, N. Y.—			
Bleecker St. & Fulton Ferry	100	35	40
Broadway & 7th Ave., guar.	100	235	240
NEW YORK, N. Y.—(Con.)			
Central Crosstown, 7 per cent.	100	270	300
Cent. Park North & East Riv.	100	195	.....
Christopher & Tenth Streets.	100	168	174
Dry D. E. B'way & Bat., 6 p. c.	100	125	150
Eighth Ave.	100	400	.....
42d St. & Grand St. Ferry	100	400	.....
42d St. M. & St. N. Ave.	100	72½	75
Manhattan Consolidated	100	97	97¼
Metropolitan Street RR.	100	175	175⅝
Ninth Ave., guar., 6 per cent.	100	185	195
Second Ave.	100	193	197
Sixth Ave.	100	200	210
Third Ave.	100	132	133
Twenty-third St., guar.	100	398	420
Union Ry.	100	190	200
NORFOLK, VA.—			
Norfolk Street Railroad	100	60	64
NORTHAMPTON, MASS.—			
Northampton Street Ry.	100	170	180
PHILADELPHIA, PA.—			
Citizens' Passenger, guar.	50	†345	.....
Continental Pass. Ry. ($29 p'd)	50	†153	.....
Fairmount Pk. & Haddington.	50	† 74	.....
Frankford & Southwark Pass.	50	†.....	455
Germantown Passenger.	50	†145	.....
Green & Coates Sts. ($15 p'd).	50	†150	.....
Hestonnville M. & F.	50	† 45	50
Preferred	50	† 76	.....
Lehigh Ave. Ry. ($30 paid)	50	† 43	.....
Phila. City Pass. Ry. ($23¾ p'd)	50	†203	.....
Phila. & Gray's Ferry ($25 p'd)	50	†100	.....
Philadelphia Traction	50	† 94⅝	94⅞
Ridge Ave. Passenger ($28 p'd)	50	†310	.....
2d & 3d Sts. Ry., guar.	50	†300	.....
13th & 15th Sts. Pass. Ry.	50	†300	.....
Union Passenger ($30 5-6 paid)	50	†240	.....
Union Traction ($17½ p'd)	50	† 38½	38¾
United Power & Transportation ($10 paid)	25	.....	.....
West Phila. Passenger. guar.	50	†258	.....
PITTSBURG, PA.—			
Allegheny Traction	50	† 54½	56½
Citizens' Traction	50	† 69	70
Consolidated Traction, com.	50	† 27⅞	29
Preferred	50	† 60⅞	61¼
Federal St. & P. V. RR.	25	† 28	.....
Pittsburg & Birmingham Tr.	50	† 42⅜	43¼
Pittsburg Traction.	50	† 70⅞	.....
United Traction, com.	50	† 12	.....
Preferred	50	† 47	.....
PITTSBURG, PA.—(Concluded.)			
West End, common	50	†.....	28½
PROVIDENCE, R. I.—			
United Traction & Electric.	100	107	112
READING, PA.—			
Reading Traction	50	† 24½	26
City Passenger Ry.	50	†133	150
East Reading Electric Ry.	50	† 75	.....
RICHMOND, VA.—			
Richmond Traction Ry.	100	.....	107
ROCHESTER, N. Y.—			
Rochester Street Ry.	100	12	13½
ST. LOUIS, MO.—			
St. L. & E. St. L. E. R.	100	150	200
St. Louis & Suburban Ry.	100	68	71
United Railways of St. Louis—			
Common (w. i.)		.....	.....
Preferred (w. i.)		.....	.....
Subscriptions		125	.....
ST. PAUL, MINN.—See Minneapolis.			
SAN FRANCISCO, CAL.—			
Cal. St. Cable RR.	100	119	123
Geary St. Park & Ocean RR.	100	50	.....
Market Street Ry.	100	59⅝	.....
Presidio & Ferries RR.	100	.....	30
SCRANTON, PA.—			
Scranton Railway Co.	50	† 30	32
SPRINGFIELD, MASS.—			
Springfield Street Ry.	100	207	215
TORONTO, CANADA.—			
Toronto, Ry.	100	x100	100¾
TROY, N. Y.—			
Troy City Ry.	100	78	80
WASHINGTON, D. C.—			
Capital Traction Co.	100	.....	95
City & Suburban	50	†.....	35
Georgetown & Ten'ytown.	50	† 18	.....
WORCESTER, MASS.—			
Worcester Traction.	100	28	30
Preferred, 6s, cumul.	100	105	107
Worcester & Suburb. St. Ry.	100	.....	85
Worcester & Marlboro	100	.....	95

† Prices per share not per cent. x Ex-dividend.

STATE AND MUNICIPAL BONDS.

Prices marked (*) are flat prices—that is, the purchaser does not pay accrued interest in addition. *In all other cases accrued interest must be added to the price.*

The figures in the column "*to net*" indicate the basis on which the securities sell or the interest rate which the securities if held to maturity, will net to the purchaser at the present market price.

It should be borne in mind that municipal bonds are not subject to such decided fluctuations in value as are securities which form a basis for speculation

Bonds.	Bid.	Ask.	To Net.
ALABAMA			
5s, July 1, '06, J&J, Class B.	110½	112	....
4-5s, J'y 1, '06, J&J, Class A.	110½	112	....
4s, July 1, '06, J&J, Class C.	105½	106½	....
4s, Cur'ncy, f'dg, 1920. J&J	108	109	....
Birmingham—			
6s, Improv., 1919,..M&S	113	.....	....
6s, Refund., 1923...F&A	115	.....	....
5s, Improv..1919-20 M&S	108	.....	....
Brewton—6s, g., 1927. J&D	100	.....	....
Colbert Co.—5s, Rd, '32. J&J	.....	104	4¾
Jefferson Co.—6s, 1927 J&D	.....	.....	4·50
6s, Oct. 1, 1921 .....A&O	.....	.....	4·50
6s, Dec. 1, 1917.....J&D	.....	.....	4·50
5s, July 15, 1920....J&J	.....	.....	4⅜
Madison Co.—5s, 1929. J&J	.....	.....	4·35
5s, Jan., 1919.....J&J	.....	.....	4·35
Mobile—4s-5s, Wharf., 1906	103½	104½	....
4s-5s, Plain, 1906.....	104½	105½	....
4½s, Wat. & Sew., '39. J&J	.....	.....	4·10
Mobile Co.—8s, Feb, '09 F&A	130	.....	....
6s, Mar., 1908.....M&S	115	117	....
5s, June, 1911.....J&D	110	112½	....
Montgomery—6s, 1918. J&J	.....	.....	4½
6s, Sts., sch., &c., '21..J&J	.....	.....	4½
6s, July 1, 1924.....J&J	.....	.....	4½
5s, Jan. 1, 1907.....J&J	.....	106·30	4
4½s, Water, 1928...A&O	.....	112¼	3·80
Montgomery Co.—			
5s, 1935..... A&O	.....	.....	4¼
Troy—6s, 1925.....M&S	.....	.....	5½
ARIZONA			
6s, Gila B'ge, M'y, 1900. May	.....	.....	5
7s, Insane As., J'ly, '05. Jan.	105	.....	....
6s, F'nding, Jan., 1913. Jan.	108	.....	....
5s, F'dg, J'ly 15, '12-'42. J&J	.....	107⅝	4·25
5s, Funding, 1916-46...J&J	.....	109	4·25
5s, Bldg, 1918-1948...J&D	.....	.....	4¼
Prescott—5s, Water..1947	.....	110	4½
ARKANSAS			
Bentonville—6s, 1916. M&S	.....	102⅛	5½
Chicot Co.—6s.....J&J	80	85	....
Helena—6s, F'd'g, '04..J&J	95	.....	....
Phillips Co.—			
6s, Funding, 1919...J&J	110	.....	....
St. Francis Levee Dist.—			
5s, 1909 to 1929.....J&J	.....	.....	3·45
CALIFORNIA			
4s, Dock, Jan. 1, 1912. J&J	.....	.....	3·10
Hanford—6s, g., 1913..An.	104	108⅝	5¼
Los Angeles—			
7s, g., Sch., Aug. 15, 1904	.....	.....	3·75
6s, July 1, 1906.....J&J	.....	.....	3·75
4½s, Sch., Oct., '00 to 1936	.....	.....	3⅞
4s, g., 1938.... .....J&J	.....	111	3·50
3½s, g. Sc., 1900 to '39. M-N	.....	.....	3·30
Monrovia—6s, g., '00-38. Jul	.....	.....	4½
Nevada City 6s, g., Sewer.			
Aug. 7, 1900-1939..Aug.	.....	.....	4·50
Oakland—8s, 1905....Q—J	125	130	4⅛
Sacramento—6s, 1903..Jan	102	104¾	4¼
4½s, Jan., 1904.....J&J	98	102	4¼
4s, Jan., 1908.....J&J	100	100	4
San Francisco—			
6s, April 1, 1904....A&O	.....	111·65	3·25
CANADA.			
4s, Dom., Nov. 1, 1903. M&N	l	103	108 ....
Guelph—5s, 1910.....J&D		110	111½ ....
5s, £, Ry. deb., 1917..J&D		114	115 ....
5s, Cons. debt deb, '20. J&J		115½	117 ....
Montreal—			
4s, May 1, 1925.....M&N		.....	..... 3⅛
4s, reg., May, 1927. M&N		.....	..... 3⅛
4s, May 1, 1933....M&N		.....	..... 3·20
New Brunswick, Prov. of—			
4s, Apl. 16, 1921 A. 16 O. 16		103	104 ....
4s, July 3, 1930...J. 3 J. 3		103½	104¾ ....
4s, Jan. 1, 1902-32...J&J		102	103½ ....
4s, Feb. 15, '02-32. F&A. *15*		102	103½ ....
Nova Scotia, Prov. of—			
4s, July 1, 1919.....J&J		104	107½ ....
4s, Jan. 1, 1920 ....J&J		104	107½ ....
4s, May 1, 1920....M&N		104	107½ ....
Ottawa, City 5s, 1908. J&D		109½	110¾ ....
5s, Sch., Dec. 30, 1909. J&D		109½	110¾ ....
Quebec, City 4½s, 1914. J&J	l	105	107 ....
4½s, 1922.....J&J		108½	110 ....
Prov. 5s, 1908.....M&N		109½	110½ ....
Toronto—			
4s, Imp., Apr. 1, 1900. J&J		101	105 ....
4s, do 1905. J&J		101	101¾ ....
4s, do 1910. J&J		101½	102¾ ....
4s, Mar. 31, 1911.....J&J		101½	102¾ ....
4s, Apr. 1, 1911.....J&J		101½	102¾ ....
4s, Apr. 1, 1916.....J&J		102	103½ ....
COLORADO			
4s, Jan. 1, 1907.....		.....	..... 3·40
3½s, Jan. 1, 1905.....		.....	..... 3·30
Bent Co.—5s, Ref., 1909-'19		103	105 ....
Canon City 6s, '11-26. M&S		.....	103⅝ 5½
Colorado Springs—			
6s, July 1, 1905.....J&J		.....	..... 3¾
Colorado Springs—(Concl.)			
5s, Water, 1906-1911....		.....	..... 3¾
4s, Water, 1909-'14..M&S		.....	..... 3·50
4s, Ref'g, 1914-'29...M&S		.....	..... 3·50
Conejos Co—6s, '09-19. A&O		.....	109·50 ....
Denver 6s, 1905..... J&J		.....	..... 5¼
6s, Viaduct, 1908 to 1912.		.....	..... 5⅛
5s, July 1, 1901-1906 J&J		.....	..... 3·70
4s, Sew., July 1, '03. J&J		.....	..... 3·50
4s, Nov. 1, 1908....M&N		.....	..... 3·50
Fremont Co.—6s, Jan. 1, '09.		.....	..... 3·50
Golden 5s, 1914-1929. A&O		.....	108·80 4·20
Gr. Junct'n—6s, g., 1907-12		.....	..... 5¾
Gunnison—5s, Mar., 1908..		.....	97 ....
Jefferson Co.—7s, Sch., '06.		.....	 6
Las Animas Co. Sch. Dist.			
No. 1—6s, May 1, 1904...		.....	101 57⅛
La Plata Co. Sch. Dist. No. 9			
5s, Refdg. May 1, 1909-'19		.....	108¼ 4
Pitkin Co. 8s, judg. 1904-14		.....	97½ ....
Pueblo—6s, 1906.....J&D		.....	113 4¼
6s, Water, June, 1914....		115	122½ 4¼
4½s, Refdg, 1907-17. M&S		.....	 4
Pueblo Co.—5s, 1907-1915.		101	103 4¼
Rio Grande Co—			
5s, Aug. 1, 1909-'19. F&A		.....	104 ....
4s, Aug. 1, 1909-19. F&A		.....	100 ....
Trinidad—			
5s, Ref'd'g, g., '04-'14. J&J		.....	104½ 4
5s, g., Wat'r, 1907-12. A&O		.....	106½ 4·00
CONNECTICUT			
3½s, War loan, 1903...J&J		.....	..... 3·00
3s, War loan, Oct. 1910. A&O		97	....
Ansonia—4s, g., F'd'g. 1915		105	....
Bridgeport—7s, July, 1900		100	....
5s, Municip, July '08. J&J		.....	..... 3·15
4½s C'rt H., J'ly '18. J&J		.....	..... 3·15
4s, Corp., July 1919. J&J		.....	..... 3·15
Bristol—4s, Sch., 1904. J&J		101	....
4s, F'nd'g, July 1, '27. J&J		109	....
Danbury—4s, 1927 to 1939		109	....
Derby—4s, 1914.....J&J		106	....
Easton—3½s, June 1, 1939		.....	107 3·20
Enfield—4s, 1920.....M&N		108	....
3½s, g. Park. J., 1926 J&J		101	....
Glastonbury—4s, '08 to '28		.....	..... 3·50
Greenwich—4s, 1913.....		104	....
Hartford—			
4s, Reservoir, '08-'18 J&J		.....	..... 3·10
4s, g., F'd'ng, 1918..J&J		.....	..... 3·10
3½s, Sewer, 1921...J&D		.....	..... 3·10
3½s g., Cap. Ref'g, '22 J&J		.....	..... 3·10

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Hartford—(Concl.)—			
3½s, Park, 1926.....J&J	.....	.....	3·10
3½s, g., Jan. 1, 1938.J&J	.....	.....	3·10
3½s, Police, Jan.,'23.J&J	.....	.....	3·10
3s, T'n (untax.) 1909.J&J	99	.....	....
Hartford School Districts—			
4s, Arsenal, 1917....J&D	109	.....	....
4s, 2d North, 1924...J&J	109	.....	....
4s, South, 1925.....M&N	109	.....	....
4s, South, 1927.....	110	.....	....
Meriden—4s, May, 1902....	100½	.....	....
4s, Water, '01 to '10.M&N	103	.....	....
Middletown—4s, 1915.J&J	108	.....	....
New Britain—4s, 1908 J&J	104	.....	....
4s, July 1, 1927.....F&A	.....	115⅞	3·15
3½s, R'd'g., J'ly 1, '24.J&J	104	107½	3·08
New Canaan—3½, '29.M&S	103	106	3·20
New Haven—7s, Oct. '01 A&O	106	.....	....
4s, Lib'ry, Jan. 1, '19.J&J	110	.....	....
4s, Sch. D., '09 to '20.F&A	108	.....	....
4s, School, 1928.....F&A	115	118¼	3·05
3½s, July, 1909-'39..J&D	102	104	3·05
New Haven (Town)—			
4s, Park, July 1, '15.J&J	109	.....	....
3½s, F'd'g, J'ly 1, '09.J&J	102	.....	....
3½s, A.L. RR., 1929.J&J	105	.....	....
3½s, Park, Jan. 1, '40.J&J	106	.....	....
New London—			
4s, School, June 1924 J&J	112	.....	....
3½s, Sewer, July '11.J&J	101½	.....	....
Norwalk—4s, g., Water, '35.	115	.....	....
4s, g., Mu., May, '35.J&J	115	.....	....
3½s, Funding, 1918.A&O	.....	.....	3·25
3½s, 1919 to 1929.....	.....	.....	3·25
Sou. Norwalk—4s, '13.M&S	107	.....	....
Wallingford—4s, '27...J&J	111	.....	....
3½s, Sch. D. '01 to '19.M&N	.....	.....	3·30
Waterbury—			
4½s, Water, 1905....J&J	.....	.....	3.25
4s, Water, July, 1910.J&J	.....	.....	3·25
4s. School, 1927 to 1946..	.....	.....	3·25
3½s, 1905-1914.....J&J	.....	.....	3·25
Willimantic—4s, '10-25.A&O	107	.....	....
4s, Water, 1924.....	.....	.....	3·15
Windham.—4s, Apr. 1, 1925.	110	.....	....
DELAWARE			
6s, School, July, 1906.....	.....	.....	4
3½s, Hospital impt. June 1, 1906-1915.....J&J	.....	.....	4
3s, June 1, 1907.....J&D	.....	.....	4
Newcastle Co.—			
4s, Ref'd'g, 1910 to 1924	.....	.....	4
3½s, 1914 to 1920.....	.....	.....	4
Wilmington—			
6s, July, 1900 to 1908 J&J	.....	.....	4
4½s, St. & sew., Ap.'22 A&O	.....	.....	4
4s, S. & S., Oct., 1925. A&O	.....	.....	4
DIST. OF COLUMBIA			
7s, Water Stock, 1901.J&J	104	.....	....
6s, 30-yr. Fd., g., '02..M&N	103	.....	....
3·65s, "Fnd.," cur., '24.F&A	119	.....	....
FLORIDA			
7s, Jan. 1, 1901.....Jan. 1	.....	.....	3.30
6s, g., Jan. 1, 1903.....J&J	.....	.....	3·30
Bartow—6s, May, '14.M&N	.....	.....	5
Duval Co.—6s, 1932...J&J	.....	.....	4·75
5½s, 1912-32.....M&N	.....	.....	5
Jacksonville—			
5s, g., Improv., May 1 5, '24	§	103¾	....
Key West—			
6s, Water, 1905-25..J&J	.....	104¼	5·25
St. Augustine—			
5s, Wat. & Fdg., '27.M&N.	.....	105·85	4⅝
Tampa—6s, g., 1920...J&J	.....	113·05	5
5s, g, R., June 1, 1929.J&D	.....	112·50	4¼
West Tampa—6s, g., improvement, 1923....M&S	.....	108	5·40
GEORGIA			
4½s, ref'g, 1900-1916..J&J	.....	.....	3
4½s, Act of 1884-1915.J&J	* 120	122	....
4½s, 1922.....J&J	* 122	.....	....
4s, July 1, 1926.....J&J	* 119	.....	....
3½s, May 1, 1915....M&N	* 106	.....	....
3½s, Jan., 1930.....J&J	* 109	.....	....
Albany—6s, g., 1921. Jan. 15	.....	.....	4·25
Atlanta—8s, July, 1902.J&J	.....	.....	3⅜
7s, Water, Jan. 1904.J&J	.....	.....	3⅜
6s, Capitol, Jan. '14.J&J	.....	.....	3⅜
5s, Red., Sept., 1915..J&J	.....	.....	3⅜
4½s, Red., July 1916..J&J	.....	.....	3⅜
4½s, Water, 1922....J&J	.....	.....	3⅜
4s, Water, Jan., 1923.J&J	.....	.....	3⅜
4s, g., Ref'd'g, 1928..J&J	.....	.....	3⅜
Athens—5s, 1922.....M&N	.....	.....	3·75
5s, Water, Nov. 1901 M&N	.....	.....	3·75
Augusta—7s, 1903....J&J	.....	.....	3·50
6s, 1915.....F&A	.....	.....	3·50
6s, 1904.....J&J	.....	.....	3·50
6s, 1905.....J&J	.....	.....	3·50
5s, 1921.....M&N	.....	.....	3·50
5s, 1919.....F&A	.....	.....	3·50
4½s, 1922.....J&D	.....	.....	3·50
4½s, 1916.....A&O	.....	.....	3·50
4½s, Redemp., 1924.M&N	.....	.....	3·50
4½s, Red., Apr. 1, '26.A&O	.....	.....	3·50
4s, 1927.....A&O	.....	.....	3·50
3½s, Mar., 1928.....M&S	.....	.....	3·50
Chatham Co.—			
5s, Ct. H., 1900-1919.J&J	.....	.....	4
Columbus.—5s, 1909...J&J	* 107	.....	....
4½s, 1927.....J&J	* 108	.....	....
Dalton—5s, Water, '18.J&J	* 104	.....	....
Greensboro—			
6s, 1919 to 1921.....J-J	* 108	.....	....
Macon—6s, Jan. 1910.Q-J	118	.....	....
5s, Market, Jan. '18..Q-J	.....	.....	4·00
4½s, 1926.....Q-J	* 109	.....	....
Rome—5s, F'd., Jan., '12 J-J	* 108	.....	....
4½s, 1926.....J&J	* 101	.....	....
4s, Sewer, 1907-20...J&J	.....	.....	4⅝
Savannah—5s, 1909....Q-F	* 113	.....	....
5s, 1913.....Q-J	* 114	.....	....
Summerville—			
5s, g., Nov. 1, 1927.M&N	* 109	.....	....

Bonds.	Bid.	Ask.	To Net.
IDAHO			
6s, 1905.....J&J	.....	.....	3·35
5s, 1905-1915.....J&J	.....	.....	3·35
Kootenai Co.—			
6s, g., Fdg., '07-'8-'12.J&J	.....	.....	5¼
Mountain Home—			
8s, Sch., Jan. 1904-08 Jan	.....	.....	6
Nez Perce Co—			
6s, g., Ref. 1915.....	.....	.....	6
ILLINOIS			
Astoria—5s, Water, 1902-17	.....	.....	4
Bloomington—4s, 1909-10.	.....	.....	3·75
Cairo—6s, F'd'g, 1914..J&J	.....	.....	4
Charleston—			
5s, Ref'd'g, 1900 to 1915	.....	.....	4
4½s, July 1, 1917.....	.....	.....	4
Chicago—			
6s, Imp., Dec. 31, 1900 to '03	.....	.....	4
5s, Hyde P. water, '04.J&J	.....	.....	3·25
5s, Town of Lake, water, Apr. 1, 1900 to 1902.J&J	.....	.....	3·20
4½s, Sew., Jly 1, 1900.J&J	.....	.....	3·15
4s, City, 1901.....J&J	.....	.....	3·20
4s, T'n of L., wat., '07 J&J	.....	.....	3·15
4s, g., River Imp., 1914 J-J	.....	.....	3⅛
4s, g., Ref'd'g, 1915..J&J	.....	.....	3⅛
4s, W'ld's Fair, 1921.J&J	.....	.....	3·20
3-65s, Water, J'ly '02.J&J	.....	.....	3·20
3½s, Water, July '09.J&J	.....	.....	3⅛
3½s, g., Oct. 1, 1918.A&O	.....	.....	3⅛
3½s, g., July 1, 1919.J&J	.....	.....	3⅛
Chicago Heights—			
6s, 1914.....M&S	.....	.....	4·25
Chicago Sanitary Dist.—			
5s, Nov. 1, 1900 to '07 M&N	.....	.....	3·50
5s, July 1, 1904.....J&J	.....	.....	3·50
5s, Jan. 1, 1907...J&J	.....	.....	3·50
5s, July 1, 1911-12...J&J	.....	.....	3·50
4½s, Jan. 1, 1901 to '15 J&J	.....	.....	3⅜
4½s, Jan. 1, 1910....J&J	.....	.....	3⅜
4½s, Jan. 1, 1915....J&J	.....	.....	3⅜
3½s, June 30, 1918.....	.....	.....	3·10
Cook Co.—			
4½s, g. Rf'd'g, 1900 to 1919	.....	.....	3⅛
4s, Ref., 1900 to '12.M&N	.....	.....	3⅛
DeKalb—5s, Oct. 1, 1910..	.....	....	4
E. St. Louis 5s, 1908.J&D	.....	.....	3·50
Evanston—5s, 1901.....	.....	.....	3·50
5s, May 1, 1912.....	.....	.....	3·50
Hillsboro—6s, 1900 to 1902	.....	.....	4·50
Jacksonville—			
4s, Ref'g, 1902 to '19 J&J	.....	.....	3·25
Macoupin Co.—4½s, '03 J&J	.....	.....	3⅜
Moline—4s, Sch., 1914-19..	.....	.....	3·25
Momence—			
5s, Rfdg., 1907-1917.....	.....	.....	4
Morgan Co.—4s, 1907. Opt	.....	100	....
Peoria, 4½s, Nov. 1, 1915..	.....	.....	4
Peoria Twp.—5s, 1910. J&D	.....	.....	4·50
Quincy—5s, 1902, Sept.....	.....	.....	3·75
4½s, Ref., July, 1908. J'ly	.....	.....	3·75
4s, Ref., 1911 to '17. J'ly 1	.....	.....	3·75
Rockford—5s, 1903-4.....	.....	.....	3·75
4½s, City, Mch., '07. M&S	.....	.....	3·75
Schuyler Co. Drain. Dist—			
5s, Oct. 2, 1901 to 1905.	.....	.....	4⅛
Tazewell Co.—			
4s, July, 1901-10, July 1.	.....	.....	3·25
West Chic.—5s, 1910...J&J	.....	.....	4
White County—			
4½s, Ref'g, 1904-'18. J&J	100	.....	....
Wilmette—6s, 1900 to 1902	.....	.....	4·00
INDIANA			
3½s, Fund'g, 1910-15. M&N	.....	.....	3·00
3s, June 18, 1909.....J&D	.....	.....	3 00
Adams Co.—			
4½s, T. Rd., 1900-19. M&N	.....	106·91	3·70
Allen Co.—			
3½s, Nov. 1, 1919..M&N	.....	.....	3·20
Bartholomew Co.—			
5s, Nov., 1900 to 1908...	.....	.....	3·70
Cannelton—6s, Refunding, 1901 to 1910.....M&N	.....	.....	4
Cicero—5s, Oct. 1, 1910....	.....	.....	4·50
Clay Co.—5s, Nov. '00 to '08	.....	.....	3·70
4½s, T. Rd., 1900-19. M&N	.....	.....	3·80
Columbus—5s, 1909...J&J	.....	.....	3·60
Covington—6s, F'g, '03 to '08	.....	.....	3·80
Dunkirk—6s, March, 1903.	.....	.....	4⅛
Evansville—			
6s, 1912.....J&J	120	.....	4
5s, June, 1907.....J&D	108	.....	....
5s, Jan. 1, 1912.....J&J	112	.....	....
4½s, Jan. 1, 1912....J&J	107	.....	....
4s, July 1, 1912.....J&J	101	.....	....
Green Co.—6s, '08-'13. A&O	.....	.....	4½
Greenfield—6s, 1914..A&O	.....	120	....
Harrison Co.—			
4s, Ref., 1900 to '11. M&N	.....	.....	3·25
Indianapolis—			
6s, Apr. 15, 1900 to 1904.	.....	.....	3·25
5s, July 1, 1902.....J&D	.....	.....	3·25
4s, School, 1903-26..J&J	.....	.....	3·25
4s. School, July 1, '26. J&J	.....	.....	3·25
Jay Co.—3½s, '08 to '10. J&D	.....	.....	3·25
Jeffersonville—			
5s, Refdg, Apr. 1910. A&O	.....	.....	4½
Johnson Co.—			
4s, F'nd., 1900 to '12 J&J	.....	.....	3·25
Lake Co.—5s, Road, '00-'07	.....	.....	4
La Porte Co.—5s, Ct. H. 1907	.....	.....	3·25
La Porte—			
3½s, Water, 1919...F&A	.....	102¾	3·30
Lafayette—4½s, 1915-20..	.....	.....	3⅝
Lawrence Co.—5s, Road, 1900 to 1908.....Nov. 15	.....	.....	3·75
Lebanon—5½s, Fd. 1910-15	.....	.....	4
Marion—4½s, 1907-'17 J&D	.....	.....	3·75
Marion Co.—4s, Ref'g..1927	.....	.....	3·25
3½s, F'd'g., 1900-29. J&D	.....	.....	3·25
Mitchell—6s, Light, Sept. 1, 1900 to 1905.....M&S	.....	.....	4
Monroe Co.—5s, Road, Nov. 15, 1900 to 1908.....	.....	.....	3·75
New Albany—6s, May. 1900	.....	.....	4
5s, July 1, 1915.....J&J	.....	.....	3·70

Bonds.	Bid.	Ask.	To Net.
Orange Co.—5s, 1901 to '08.	.....	.....	3·75
Richmond—			
6s, 1900 to 1908.....J&J	.....	.....	3·60
4s, Funding, Feb. 1, 1902.	.....	.....	3·50
South Bend—6s, 1908. M&N	.....	.....	4
5½s, Nov. 1, 1904...M&N	.....	.....	3·25
5s, Aug. 1, 1908.....F&A	.....	.....	3·25
4s, Jan. 2, 1919.....J&J	.....	.....	3·25
Sullivan Co.—			
6s, Drainage, '04-14. J&J	.....	.....	4·50
5s, Road, 1900 to '06. Nov.	.....	.....	3·75
Terre Haute—5s, 1905. M&N	.....	.....	....
4½s, 1900 to 1909..J&J	.....	.....	3·25
4s, Fdg, May 1, 1915 M&N	.....	.....	3·25
Vanderburg Co.—			
5s, C. H., 1910.....J&J	.....	.....	3·25
5s, C. H., Jan. 1, '18. J&J	.....	.....	3·25
Vigo County—			
4½s, T. Rd., 1900-19. M&N	.....	.....	3·75
3½s, Funding, 1919. J&J	.....	.....	3·25
Vincennes—4½s, Rfd. 1913	.....	.....	3·60
Washington Co.—			
5s, Road, '00 to '07, Nov. 15	.....	.....	3·75
Wayne Co.—4½s, '01-'4. F&A	.....	.....	3·25
Wells Co.—			
4½s, Ct. H., 1900-'05. M&N	.....	.....	3·30
West Indianapolis—			
6s, Fund., 1902-10..M&N	.....	.....	4
IOWA			
Alta—6s, Wat'r, Au. 1, '05-15	.....	103·51	5·50
Burlington—			
6s, Nov. 1, 1902....M&N	107	.....	....
4s, Rfg, June, 1901-06 J&D	100	.....	....
Cedar Rapids—			
4½s, J'ne1, 1900-'05. J&D	101	102	....
Council Bluffs—			
7s, July, 1900.....J&J	100	.....	....
6s, Aug. 1, 1903.....F&A	105	.....	....
5s, Sch., June1, 1902. J&D	101½	.....	....
4½s, Ref'g., 1903-18. A&O	.....	105	....
Davenport—			
6s, Paving, Oct., '03. A&O	.....	103	5
Des Moines—			
4½s, Sch'l, 1901-06. M&N	.....	.....	3·75
4s, Fund'g, May, '16. M&N	.....	.....	3·30
3½s, Dec., 1905 to 1916.	.....	.....	3·15
Dubuque—			
4s, Ref'd'g, Apr., 1916...	.....	.....	3·45
4s, Refd'g, Feb. 1, '17. F&A	.....	.....	3·45
Fonda, 6s, 1905-1915 M&N	.....	103·51	5·50
Johnson Co.—3½s, '04 to '09	.....	3·25	....
Ottumwa—			
4½s, Refdg, 1916-17. A&O	.....	109⅜	3·80
Oxford—6s, 1900-'05..A&O	.....	104	5·50
Pottawattamie Co.—			
4½s, Fund., 1901 to 1905.	.....	.....	3·25
Red Oak—4½s, Rfdg, '09-15	.....	.....	3⅞
Rock Rap's, 5s, Sch. '01-'06	.....	101	....
Sac Co.—			
3½s, Ref'g, 1901-'10..J&J	.....	.....	3·25
Sioux City—5s, 1907-1917.	.....	109	....
Waterloo—6s, Sewer, 1903	.....	105	....
4½s, Fdg., 1907-17. M&N	.....	103	....
Woodbury Co.—			
3½s, Refunding, 1914...	.....	.....	3·30
KANSAS			
4s, Refund., 1902.....J&J	102	.....	....
Atchison—4s, R., 1913..J&J	96	100	4
Atchison Co.—			
5s, Ref'd'g., 1916....J&J	.....	.....	3·75
4s, Ref., 1914-1929...J&J	100	105	3·55
Chanute—			
6s, Water, June 1, '05. J&J	100	102¾	5⅝
Chautauqua Co.—			
5s, Refund'g., 1917. A&O	105	108	4⅜
Coffeyville—			
6s, 1905.....J&J	102	107	4·75
Girard—6s, May 1, '09. M&N	100	111	4·50
Jackson Co.—			
5s, Rfdg, 1908-1928. J&J	103	106¼	4·25
Kansas City—			
6s, Feb., 1900 to 1908....	106¾	111	3·75
6s, Ref., Oct. 1, 1915. F&A	118½	.....	....
5s, Jan. 1, 1917.....	108	.....	....
Leavenworth—			
6s, July 1, 1909-11..J&J	112	116	4·00
5s, July 1, 1909.....J&J	106	108	4·00
4s, Ref., July 1, 1914 J&J	96	100	4 00
Lyon Co.—4s, 1904-1919.	108	110	3·50
Newton—6s, Water, '05. J&J	103	106¼	4⅞
Norton Co. 6s, 1905-1925..	100	106½	5
Oxford—6s, 1905.....A&O	102½	105	5·00
Reno Co.—4½s, 1918-1928.	100	105·07	4⅛
Salamanca Township—			
6s, RR. Aid, 1916, Opt...	.....	.....	6·00
Sedgwick Co.—			
5⅜s, Refdg, 1910...F&A	115	118	3·75
5s, C'rt H., 1908-'09. J&J	.....	.....	3·75
5s, Fund., J'ly, '15-25. J&J	112	115	3·75
Shawnee Co.—			
7s, June 1, 1902....June	105	108	3·75
4s, C. H., May 1, '24. M&N	101	104	3·75
Sumner Township—			
8s, Dec. 20, 1909.....	110	115	6·00
Topeka—6s, J'ly 20, '06. J&J	105	108½	4·25
5s, Aug. 10, 1912....J&J	107½	110	4
4½s, Impvt., 1900 to 1909	100	102½	4
3⅜s, Ref'd'g., 1919..J&J	.....	.....	3·75
Weir—6s, 1900-1905...J&J	100	102¾	....
Wellingt'n—7s, Jy 1, '10 J&J	107	110	5
Wichita—6s, J'ne 1, '18. J&D	120	126	4
5s, Sch., July 1, 1905. J&J	103	105¼	4·00
KENTUCKY			
4s, g., June 1, 1905...J&D	103	105	....
Allen Co.—			
New 6s, 1907.....J&J	90	95	....
Ashland—			
6s, Sch. Ref'd'g, '07. J&D	115¾	.....	4
5s, Fdg, Sept., 1909-14...	.....	.....	4
Bowling Green—4s, 1918..	.....	.....	3·50
Boyd Co.—6s, Rf. '01-04 J&D	.....	.....	4·00
Caldwell—New 6s, '02. M&S	100	.....	....
Carroll Co.—			
4s, Road, 1909-1924. J&J	.....	.....	....
Christian Co.—5s, 1927....	.....	.....	3·50

*Flat price.

Bonds.	Bid.	Ask	To Net.
Covington—			
5s, Fd., Aug.,'10-20.F&A	.....	.....	3·15
4s, Reser.&W.W.,'28,J&J	114¾	115¼	...
Frankfort— 4½s,1917-27..	.....	.....	3·75
Franklin Co.—6s, Bridge, Aug. 1, 1903-23.....F&A	.....	.....	3·75
5s, 1902.....A&O	.....	.....	3·70
5s, Fund., July 1,'08.July	.....	105	...
4½s,Ref'd'g,Jul.1,'18J&J	.....	.....	3·55
4s,Ref'g, July 1, '19.J&J	.....	110¼	3·30
Henderson—			
4s Fund , 1927.....M&N	104½	105·34	3·50
Lexington—6s, 1913..F&A	.....	.....	4
5s, RR. aid, 1918...M&N	109	.....	4
Logan Co.—6s, 1901...J&J	101	102	...
Louisville—7s, 1901.. A&O	102	103	...
7s,E.& P.RR., Jan.1,1903	108	.....	...
5s, Park, Aug. 1, '11.F&A	112	114	...
5s, 1900-1920.....M&N	100	100½	...
4s, g., Ref'g, Sept.15, '10.	104	105	....
4s, Municip., 1928..Quar.	116	117	....
4s, Park, 1930.....J&J	116	118	....
4s,Ref'g,July 1,1937 J&J	120	121	....
Madison Co.—			
4½s Turnpike,1904 to '18	.....	.....	....
4s, Ref'g, 1918-1938.J&J	102	103	....
McCracken Co.—			
5s, Ref.,Mar 1,'03-33.M-S	.....	104·70	3·62
5s, Ref.,Mar.1,'13-33.M-S	.....	113·50	3·75
5s, Ref.,Mar.1,'23-33.M-S	105	115	....
Montgomery Co.—			
4s, Turnpike,'19-29.F&A	102	103	....
Newport—			
7 3/10s,Water,M'y'03.M&N	.....	.....	3 25
5s, Defic., July,1904.J&J	.....	.....	3·25
5s, St. imp., Jan. '19.J&J	.....	.....	3·25
4s, Bridge, July,1911J&J	.....	.....	3·25
Owen Co.—			
5s, Fund., Sep. 1,'03.M&S	.....	.....	3·65
6s,Refg,Feb 1,'12-17 F&A	.....	.....	3·75
Paris—			
4½s,Rf'gMay'02-'15M&N	.....	.....	3·50
Pendleton Co.—			
5s, 1910.....J&J	.....	.....	3·75
Scott Co.—5s, 1918....J&J	100	.....	....
4s, Ref'd'g July 1, '01-'21	.....	.....	3·45
Shelby Co.—6s, 1901..J&D	100	.....	....
6s, C. & O. 1911.....A&O	100	.....	....
Spencer Co.—6s, 1911.A&O	100	.....	....
LOUISIANA			
4s, New consols., 1914.J&J	* 109½	110	....
Atchafayla Dist. Levee—			
6s, 1910.....A&O	* 101¼	102	....
Bossier Dist. Levee—			
6s, 1922.....M&N	* 115	118	....
Caddo Dist. Levee—			
6s, 1922.....J&D	*	117	....
Fifth Dist. Levee—			
6s, 1908.....F&A	* 101½	102¾	....
6s, 1911..... ..F&A	* 102	.....	....
6s, 1913.....F&A	* 103	.....	....
Lafourche Dist. Levee—			
6s, 1913.....J&J	* 103½	112	....
Lake Borgne Dist. Levee—			
6s, 1912.....M&N	* 103½	.....	....
New Orleans—			
7s, g.,O. S.& G. S.,'22.J&J	* 140	.....	....
5s, Premium.....	* 218	219½	....
5s, Premium (dr. num.)..	* 254	265	....
4s, Const., 1942.....J&J	* 110 3/8	110¾	....
Orleans District—5s..M&S	* 104	.....	....
Pontchartrain District—			
B, 6s, 1905.....	*	.....	....
C, 6s, 1912.....	*	.....	....
D, 6s, 1944.....	* 124½	126½	....
Red River A.& B.B. Dist.—			
6s, 1912.....	* 101	.....	....
Shreveport—5s, Pav., 1919	.....	.....	4
Tensas Basin Dist.—6s,'07.	* 105	108	....
MAINE			
5s, June 1, 1919.....J&D	127	.....	....
4s, July 1, 1917.....J&J	111	.....	....
3s, Oct. 1, 1922.....A&O	98	.....	....
Aroostook Co.—			
4½s, July 1, 1915....J&J	110	.....	....
4s, C. H., June,1915.J&D	104	.....	....
Auburn—4s, July, '17.J&J	107	.....	....
Bangor—6s, 1905 .....J&J	111	.....	....
4s, Nov. 1, 1914....M&N	107	.....	....
3½s Wat.,1904 to'10.J&J	101	103	....
Bath—			
4½s, Mun., July, '07.J&J	106	.....	....
4s, Ref'dg., July, '21.J&J	109	.....	....
Belfast—4s, Ref'ding, 1918	107	.....	....
Houlton—			
4s, Fund, 1917.....A&O	106	.....	...
Lewiston—6s,July,'01.J&J	103	.....	....
5s, April 1, 1917....A&O	121	.....	...
4s, 1903..... .....J&J	101	.....	...
4s, g., Oct., 1927....A&O	.....	115	3·20
Portland—			
6s, Sept. 1, 1907.... M&S	.....	.....	3·15
4s, Mar., 1905.....M&S	.....	.....	3·15
4s,g.,Ref., July 1,'12.J&J	.....	.....	3·15
4s, g., Mar. 1, 1916..M&S	.....	.....	3·15
Rumford—4s....1909-1919	.....	.....	3·15
Saco—4s, 1901.....J&J	100	.....	....
Washington County—			
4s, Jan., 1923-1928..J&J	108	.....	....
Waterville—4s, g., 1927...	110	.....	....
Westbrook, 4s F'g,'12.J&D	.....	107½	....
Yarmouth—4s, g., 1915....	106	.....	....
MARYLAND			
3½s, Jan., 1911.....J&J	* 102½	.....	....
3s, Jan. 1, 1903.....J&J	* 100	.....	....
Annapolis—			
5s, Sch., 1903 to '28..J&D	108	.....	....
Baltimore—			
6s, April 15, 1900....Q-J	* 100½	.....	....
5s, J. Falls, 1900.....Q-F	101½	.....	....
5s, July 1, 1916.....M&N	125	127	....
4s, Nov. 1, 1926....M&N	115	.....	....
4s, Water, 1925.....M&N	115½	.....	....
3·65s, April 9, 1900..Q-F	101	102	....
3½s, Jan. 1, 1922....J&J	* 110	.....	...
Baltimore (Concl.)—			
3½s, July 1, 1930....J&J	111	112	....
3½s, July, 1940.....J&J	* 111	112	....
3½s, Mar., 1945....M&S	112⅜	113	....
3½s, Jan. 1, 1927....J&J	* 100	101	....
3s, April 9, 1900....Q—F	100	.....	....
PocomokeCity 5s,'28.J&J	105	110	....
MASSACHUSETTS			
3½s, g., July, 1901.....J&J	.....	.....	2·97
3½s, g., April 1, 1920.A&O	107½	.....	2·92
3½s, Gold, Nov.1923..M&N	109	110	2·92
3½s, g., July 1, 1935...J&J	111	111⅜	2·95
3½s, Water, 1938.....J&J	112	112⅞	2·95
3s, g., April 1, 1909...A&O	.....	.....	2·95
3s, g., April, 1915.....A&O	.....	.....	2·95
3s, g., Apr. 1, 1929...A&O	.....	.....	2·95
3s, g., May 1, 1929...M&N	.....	.....	2 95
3s, g., March, 1936...M&S	.....	.....	2 95
3s, g., July, 1939 ..... J&J	.....	.....	2·95
Arlington—4s, 1904..M&N	102½	.....	....
4s, Jan., 1922.....J&J	112	.....	....
Athol—4s, July, 1924..J&J	112	.....	....
Attleborough—			
4s, Water, July 1, 1924 J&J	112	.....	....
4s, g., July, 1926 ....J&J	113	.....	....
Belmont—4s, June '17.J&D	109½	.....	....
Boston—6s, Apr., 1903 A&O	.....	.....	3⅛
5s, April 1, 1903....A&O	.....	.....	3⅛
5s, g., Oct. 1, 1906..A&O	.....	.....	3⅛
4s, Apr., 1903.....J&J	.....	.....	3·10
4s, July 1, 1912.....J&J	.....	.....	3 10
4s, Water, 1919.....A&O	.....	.....	3·07
4s, Park, 1920.....J&J	.....	.....	3·07
4s, July, 1936.....J&J	.....	.....	3·10
3½s, reg., Apr., 1902. A&O	.....	.....	3·10
3½s, Wat., Ap. 1,'17. A&O	.....	.....	3·10
3½s, Reg., July, 1919. J&J	.....	.....	3·10
3½s, Oct., 1936 ....A&O	.....	.....	3·10
3½s, Reg., Apr. 1938. A&O	.....	.....	3·10
3s, 1917.....A&O	98½	.....	....
Bristol Co.- 5s, May 5, 1905	108	.....	...
Brockton—5s, 1910...A&O	114	.....	....
4s, April, 1903.....A&O	102	.....	....
4s, Apr., 1920.....A&O	111	.....	....
4s, May, 1927.....M&N	114	.....	....
3½s, July 1, 1916....J&J	103	.....	...
Cambridge—6s, 1904..J&J	.....	.....	3·10
4s, Aug., 1905.....F&A	.....	.....	3·10
4s, Water, July, 1919. J&J	.....	.....	3·10
3½s, City loan, 1909. J&J	.....	.....	3·10
3½s, School, 1919...J&J	.....	.....	3·10
3½s, Bridge, 1939...J&J	107½	.....	....
Chelsea—4s, Oct., 1907. A&O	105	.....	....
4s, Park, Oct., 1936. A&O	117	118¾	3·15
Chicopee—4s, gold, 1920...	111	.....	....
Danvers—			
4s, School, 1906 to '13 J&J	.....	.....	3·20
Everett—4s, Sew. '29..M&S	114	.....	....
Fall River—6s, 1906..M&N	.....	118⅛	3·15
5s, May 1908.....M&N	112	.....	....
4½s, Oct. 2, 1913...A&O	.....	.....	3⅛
4s, Oct., 1914 .....A&O	.....	.....	3⅛
4s, June, 1923.....J&D	.....	.....	3⅛
4s, Aug., 1929.....F&A	.....	.....	3⅛
Fitchburg—6s, 1905...J&J	112	.....	....
4s, Regist'd, June, 1914.	109	.....	....
4s, Reg., Apr. 1, 1922. A&O	113	.....	....
Gloucester—4s, 1908..J&J	104½	.....	....
4s, Mun., May, 1906..M&N	103	.....	....
Haverhill—4s, Oct. 1, 1902.	101½	.....	...
4s, Dec. 1, 1912.....J&D	108	.....	....
4s, Dec., 1927.....J&D	114	.....	....
Holyoke—			
4s, g., Sept. 1, 1908. M&S	105½	.....	...
4s, g., July 1916....J&J	110	.....	....
4s, g., Jan., 1927.....J&J	114½	.....	....
Hull—4s, 1923.....	108	.....	....
Hyde Park—			
4s, Sewer, 1904 to 1918..	.....	.....	3·20
Ipswich—4s, 1924.....J&J	109¼	.....	....
Lawrence—6s, 1906..A&O	116⅝	.....	3·12
4s, July 1, 1924.....J&J	112	.....	....
4s, July, 1904.....J&J	102½	.....	....
Leominster—4s, g., 1926...	111	.....	....
4s, Feb., 1914.....	107	.....	....
Lincoln—4s, June, 1917....	108	.....	...
4s, 1905 to 1914.....	.....	.....	3·25
Lowell—4½s, 1903....M&N	.....	.....	3⅛
4s, May, 1900 .....M&N	.....	.....	3⅛
4s, Oct., 1920.....A&O	.....	.....	3⅛
3½s, Feb., 1904.....F&A	.....	.....	3⅛
Lynn—5s, Jan. 1, 1905 J&J	107½	.....	....
4s, Reg., Sept., 1908. M&S	104½	.....	....
4s, Ref'dg Water,'21.J&J	111	.....	....
4s, July, 1925.....J&J	113	.....	....
4s, Apr., 1917.....A&O	109½	.....	....
4s, reg., Apr., 1916. A&O	109	.....	....
4s, July, 1927..... J&J	113	.....	...
3½s, May 1, 1905...M&N	100½	.....	....
Malden—			
4s, 1900 to 1905.....	.....	.....	3·20
4s, July, 1913.....J&J	108	.....	....
4s, May, 1924.....M&N	113	.....	....
4s, July, 1947 .. ..J&J	114	.....	....
3½s, July 1, 1905....J&J	100	.....	....
Manchester—3½s,'00 to '08	.....	.....	3·20
Marlborough—			
4s, July, 1900.....J&J	100	.....	....
4s, Coup., gen. l'n A.1915	109	.....	....
4s, July, 1926.....J&J	115½	.....	3·15
Medford—4s, 1901.....J&J	100	.....	....
4s, Oct., 1914... ....A&O	109	.....	....
4s, May, 1917 .....M&N	110	.....	....
4s, July, 1923.....J&J	112	.....	....
Melrose 4s, June, 1924. J&D	113	.....	....
Methuen—			
4s, Aug., 1910.....F&A	106	.....	....
4s, Oct., 1925.....A&O	112	.....	....
4s, Feb., 1928.....F&A	114	.....	....
Middlesex Co.—			
4s, Dec., 1902.....J&D	102	.....	....
4s, Dec. 1, '06 to '15. J&D	.....	.....	3·15
4s, 1916 to 1921.....J&D	.....	.....	3·15
Natick—			
4s, July, 1926..... J&J	.....	115½	3·15
Needham—4s, Sept., 1924.	113	.....	...
4s, Sept., 1923	112	.....	....
New Bedford—7s, '09. A&O	129	.....	....
5s, Oct. 1, 1903.....A&O	106	.....	....
4s, g., March, 1907..M&S	105	.....	....
4s, Wat., Apr. 1, '26. A&O	114	.....	....
3½s, 1910.....A&O	102½	.....	....
Newton—6s, 1905.....J&J	113	.....	....
5s, July 1, 1906.....J&J	110	.....	....
4s, Sch., Aug., 1915 F&A	109½	.....	....
4s, 1928.... .....M&S	114½	.....	....
4s, Aug., 1935.....F&A	116½	.....	....
Northampton—			
4s, School, Jly 1, 1915. J&J	109	.....	....
4s, April, 1921.....	111½	.....	....
Pittsfield—			
4s, Sch'l, May 15,'00 to '24	.....	.....	3 20
Quincy—4s, May, 1901-05.	.....	.....	3·20
4s, 1900 to 1937....M&N	.....	.....	3·20
3½s, July, 1902.....	100¼	.....	....
Rockport—4s, 1918...M&N	108	.....	....
Salem—5s, 1, 1904 ....J&J	107	.....	....
4s, Aug. 1,'03to'06..F&A	.....	.....	3·20
4s, June, 1913.....J&D	108	.....	....
Somerville—			
5½s, July 1, 1906....J&J	.....	.....	3·15
4½s, g, Oct. 1, 1902.A&O	103	.....	....
4s, July, 1900 to 1919. J&J	.....	.....	3·12
4s, July, 1912 .... .J&J	109¼	.....	3·12
Springfield—			
7s, Apr. 1, 1903.....A&O	112	.....	....
6s, Water, Apr. 1,'05.A&O	113	.....	....
4s, Sewer, July 1,'06.J&J	104½	.....	....
4s, g., Wat., Ap.1,'13.A&O	109	.....	....
4s, g., Sch., Jan., 1917. J&J	111	.....	....
3½s, g., May, 1907.M&N	102	.....	....
3½s, g., July, 1900 to '18	.....	.....	3·12
Swansea—3¾s, Oct., 1904.	103	.....	3·25
Taunton—4s, 1905.....J&D	103	.....	....
4s, Dec, 1906.....J&D	104½	.....	....
4s, C. Hall, Dec.'15..J&D	110	.....	....
4s, June, 1917.....J&D	111	.....	....
4s, June, 1927.....J&D	114½	.....	....
4s, June, 1, 1907....J&D	105	.....	....
Wakefield—4s, 1902 to '10	.....	.....	3·20
4s, Munic., '15 to '24. A&O	.....	.....	3·20
Waltham—4½s. 1906. A&O	107	.....	....
4s, Sewer, Oct. 1,'11.A&O	107½	.....	....
4s, Apr., 1917.....A&O	110	.....	....
4s, Jan, 1927 .....J&J	114	.....	....
Ware—4s, Sept., 1904.....	102	.....	....
4s, Sept., 1911.....	106½	.....	....
Watertown—4s, 1906 M&N	104	.....	....
Webster—4s, 1913-1923....	.....	.....	3·10
Westfield—4s, 1906 to '22..	.....	.....	3·20
3½s, J'ne1,'01 to '29. J&D	.....	.....	3·15
West Springfield—4s, 1929	116½	.....	3·15
Winchester—4s, 1907.J&D	105	.....	....
Winthrop—3½s, Nov., 1900	100	.....	....
3½s, Nov., 1908	102	.....	....
Woburn—4s, Apr.,'02 A&O	101	.....	...
4s, April, 1907.....A&O	104½	.....	....
Worcester—5s, 1906..J&D	.....	.....	3·25
4s, April 1, 1912.....	.....	.....	3·25
4s, July 1, 1928. ... J&J	.....	.....	3·25
4s, Apr., 1938.....A&O	.....	.....	3·25
3½s, June 1, 1929...J&D	107	.....	....
Wrentham—4s, Apr.,'00-'08	.....	.....	3·25
4s, July, 1914.....	108	.....	....
MEXICO			
United States of Mexico—			
5s, g., Ref'd'g, July 1, '44 op'n'l after '09..Q.-Jan.	.....	101½	....
5s, con. sil. l'n of '94.A&O	i 40	41	....
MICHIGAN			
Alpena Co.—5s, 1915 to '32	.....	....	3·50
Battle Creek—			
5s, Sewer, Oct., 1910. A&O	.....	112⅜	3¾
5s, Water, Sept. 1, 1917...	.....	...	3¾
3½s, Pav., Sep. 1, '13. M&S	.....	102·80	3·25
Bay City—4s, Ref'd'g. 1927	.....	.....	3·60
Bay County—			
5s, Fd'g, Dec.'07 8-9. J&D	.....	.	3·50
4s, Ref'd'g, 1922-27.....	.....	.....	3·50
Detroit—			
7s, Water, Aug. 1,'04. F&A	.....	116⅝	3·20
6s, W. L., June, 1906. J&D	.....	.....	3·20
4s, Sewers, Ap. 1,'22. A&O	.....	.....	3·15
4s, Imp., July, 1926..J&J	.....	.....	3·15
3·65s, Pub. imp., '18. J&J	.....	.....	3·15
3½s, Pub. imp., '16..J&D	... ..	.....	3·15
Escanaba—			
5s, School, 1909-14-19 J&J	.....	.....	3·70
Gladstone—			
4½s, Water, 1919...M&N	.....	106·73	4
Grand Haven—			
5s, Water, Jan. 1,'03.M&S	.....	102·61	4⅜
Grand Rapids—			
5s, C. Hall, July 1,'04.J&J	.....	.....	3·20
4½s, Wat., Jan. 1,'12. J&J	.....	.....	3·20
4s, School, Feb. 4,'07. F&A	.....	.....	3·20
4s, Market, reg.,'16. M&N	.....	.....	3·20
Jackson—8s, 1900... M&S	.....	.....	4
5s, Ref., water, 1904. M&S	.....	107½	3·90
5s, Pub. Bldg., 1907. M&N	.....	.....	4
Lansing—5s, Sept., 1908...	.....	112½	3·50
Muskegon—			
4s, School, 1905-'09. M&S	.....	.....	3·25
Muskegon Co.—			
4½s, Ref'd'g, 1904 to '12	.....	.....	3⅞
4½s, Road & Bdge., 1913.	.....	105·60	4
Owasso—4s, July 1, 1900 to 1913..... .....J&J	.....	.....	3¾
Port Huron—4s, Ref'd'g, '19	.....	108	....
Roscommon Co.—			
5s, Fund,, 1919, Mar. 15..	.....	113⅜	4
Saginaw—6s, June, 1908...	118	.....	....
5s, Water, 1905.....M&N	107	.....	....
4½s, Mar. 10, 1905. M&S	104½	.....	....
4½s, Wat., J'ly 18,'14. J&J	.....	.....	3·35
4s, Ref. wat., Apr.'07. A&O	103½	.....	....
4s, Wat. June, 1918 J&D..	108	.....	....
3½s, Water, ref.,'20. M&N	102	.....	....
St. Johns—5s, 1909-'10. A&O	.....	105½	4½
Sault Ste. Marie—			
6s, Water. Nov.,'13. M&N	.....	.....	....
5s, Ref'g, Apr. 1,'17 .A&O	.....	.....	3·75
4½ School, July 1,'09. J&J	..	108·84	3·45

* Flat price.

Bonds.	Bid.	Ask.	To Net
Traverse City—			
5s, School, July 1, '06. J&J	103	104	4½
Wayne Co.—4s, May, 1910.	.....	103¾	3·60
3½s, May 1, 1914...M&N	§106	.....	....
West Bay City—			
5s, Bridges, 1909...M&S	.....	111·91	3·30
4s, Sewer, June, 1918	.....	103½	....
4s, Water, 1929.....J&J	.....	109½	....
MINNESOTA			
6s, Ref. school certs., July 1, 1909 optional....July	.....	.....	3·25
4s, Ctfs. of Indt. 1901. J&J	.....	.....	3·20
3½s, State f'd. J'y 1, '21. J&J	.....	.....	3·10
Brainerd—			
6s, Ref'nd., May, '04. M&N	.....	.....	4¾
5s, Ref'd'g, 1917....A&O	.....	106½	4½
Cass Co.—5s, June 20, 1919	.....	108½	4·37
Clay Co.—6s, C. H., 1903...	.....	108½	3·60
Crow Wing Co...4s, 1919 .	.....	105	....
Duluth—			
6s, Ref'd., Jan. 1, '08. J&J	113½	.....	....
5s, School, 1913....M&N	110⅜	.....	....
5, Nov., 1923.....M&N	.....	118	3·87
4½s, May 1, 1914	105½	107	3·87
4½s, g., July 1, 1926. J&J	108	.....	....
4s, Apr. 1, 1928.....A&O	105	107	...
Hennepin Co.—			
4½s, C'urt-h., Ap.'24. A&O	.....	.....	3¼
Itasca Co.—			
5½s, g., Fdg., 1919, June.	.....	116½	4·25
Little Falls—4½s, 1912. J&J	.....	102¾	4¼
Mankato—3½s, Wt, '19 F&A	.....	103·55	3·25
Minneapolis—			
8s, May, 1905.....M&N	.....	.....	3·25
7s, RR. Aid, Nov., '01. M&N	.....	.....	3·25
4½s, Park, July, '13. J&J	.....	.....	3·25
4½s, g., July, 1921 ..J&J	.....	.....	3·20
4s, Oct. 15, 1917.....A&O	.....	.....	3·15
4s, May 15, 1919....M&N	.....	.....	3·15
4s, g., July 1, 1925...J&J	.....	.....	3·15
4s, Jan., 1927.....J&J	.....	.....	3·15
3½s, Sch., Jan. 1, 1929 J&J	.....	.....	3·15
Moorhead—7s, 1901...M&S	.....	106¼	5¼
6s, g., water 1916.....	.....	112·37	5
Otter Tail Co.—5s. 1904. J&J	103¼	104⅛	4¼
Polk Co.—5½s, 1907...July	.....	116½	4 1/16
6s, Ditch. 1908... .. July	.....	111½	4
Ramsey Co.—5s, 1915. J&J	.....	.....	3¼
4½s, Refund'g, 1905. M&S	.....	.....	3¼
4½s, Ct. H., 1916-17..J&J	.....	.....	3¼
St. Cloud—5½s, 1916..J&J	.....	109	....
5s, Bridge, 1918.....J&J	.....	110½	4¼
St. Louis Co.—5s, 1908. J&J	.....	.....	4¼
St. Paul—7s, July, 1903. J&J	.....	.....	3·30
6s, 1904.....A&O	.....	.....	3·30
5s, Aug., 1904.....F&A	.....	.....	3·25
5s, April, 1909.....A&O	.....	.....	3·25
5s, C.H.& C.H., 1915. J&J	.....	.....	3·25
5s, Sch., May 2, '15. M&N	.....	.....	3·25
4½s, Sept., 1917.....M&S	.....	.....	3·20
4s, June, 1912.....J&D	.....	.....	3·20
4s, May, 1920.....M&N	.....	112¼	3·20
South St. Paul—			
6s, B'dge, June 1, '21. J&D	.....	113½	....
Stillwater—			
5s, School, 1912-14. M&N	.....	.....	3·25
MISSISSIPPI			
6s, State, Jan. 1, 1907..Jan	110	112	....
4s, State, Jan. 1, 1919...Jan	100	102	....
5s, State, 1901-1906...J&J	.....	106	....
Greenville—8s, Sept. 1, '07	121	.....	....
6s, Jan. 1, 1928.....J&J	.....	.....	5
Madison—6s, R, '02-22. J&D	.....	.....	5
Meridian—			
6s, Paving, 1917....A&O	.....	.....	5
6s, Paving, Apr. 1, 1926.	.....	.....	5
Miss. Levee Dist.—			
5s, Refunding, 1909-1924	108¼	.....	....
Vicksburg—			
5s, RR. aid, 1916....F&A	.....	.....	5
Yazoo Delta Levee Dist.—			
6s, Im., J'ly 1, '17-'47. J&J	108	110	....
MISSOURI			
3½s, State f'd'g, Jan., '08. J-J	100½	.....	....
Benton Co.—5s, '02-12. Feb.	101	.....	..
Blue T'w'p—7s, 1903..J&J	109	.....	....
Buchanan Co.—			
5s, 1901.....Aug. 1	102½	104	....
Callaway Co.—5s, 1907. Aug	100	.....	....
4s, 1902-'07-'17.....	100	.....	....
Carrollton—			
4s, Sew. & P. 1900-'19. F&A	.....	.....	3·65
Cass Co.—4s, 1913.....Jan	100	.....	....
Clinton Co.—			
5s, C. & H., 1901-'06. J&J	101	.....	....
Columbia—5s, '01 '11. M&S	102½	.....	....
Dade Co.—5s, Fg., 1904-'14	100	105	....
4s, R., J'ly 1, '09-19, Feb. 1.	.....	104¼	3·50
Franklin Co.—6s, '01. Feb.	103	105	....
Greene Co.—5s, Fd., '02-07	100	.....	....
Grundy Co.—5s. Ref., '08-10	100	.....	....
Hannibal—4½s, '07-17 A&O	99	.....	....
Henry Co.—4s, Ref., '07. Oct.	100	.....	....
4½s, 1905-1915.....M&S	103	104	....
Jackson Co.—4s, 1900 to '09	103	.....	....
Jefferson City—4½s, '07 J&J	100	.....	....
Jefferson Co—4½, Rf., '09-19	.....	.....	3·60
Kansas City—			
7s, park fund. certfs. B&C	105	110	....
6s, Renew'l, Jan. 1901 J&J	102½	.....	....
5s, School, July, 1901. J&J	102	103	....
4½s, g., Wat., July 1, 1915	112½	.....	....
4s, School.....July, 1907	103	.....	....
4s, City Hall. June 1, 1910	103½	.....	....
Kaw Tp ..7s, Jan., 1903 J&J	109	.....	....
Laclede Co.—4s, '08-18. J&J	100	101	....
Lafayette Co.—6s, 1901 J&J	102½	104½	....
Lamar—4s, Sc. D., '04. M&S	.....	102·28	3 50
Lincoln Co.—5s, Ref., '03-05	103	.....	....
Mt. Pleas't Tw'p., Bates Co.			
4½s, Ref'd'g, 1902-1917.	100	101½	....
4½s, Ref., June 1, 1907-17	101½	102½	....
Nevada—4s, R., 1919. .J&D	.....	109·43	3·35
Pettis Co.—4s, Rf. 03 8-13 18	100	103	....

Bonds.	Bid.	Ask.	To Net.
Ralls Co.—4s, Ref, 1902-17	101	101½	....
St. Joseph—6s, 1903..F&A	108	110	....
5s, Sch'l, Aug., 1908. F&A	101	102	....
4s, Fund'g, 1901....F&O	100	101	....
4s, School, 1914.....A&O	102	105	....
St. Louis—			
6s, Prop'ty, cur., '06. A&O	114	116	...
6s, Park, gold, 1905. A&O	113	115	....
4s, Renew., ster..'11. M&N	.....	108⅞	....
4s, Renewal, g., 1914. J&D	111	112	....
4s, Renewal. g., '18..J&J	113	114	....
3·65s, renew'l, g., '07. J&D	103	104	..
3·65s, renew., g., '15. M&N	106	107	....
3½s, renew., g., '09..J&D	104	106	....
3½s, renewal, g., '19. F&A	104	105	....
3½s, renewal, g., '20. M&S	105	106	....
Schuyler Co.—			
5s, 1902.....M&S	100	102	....
5s, Sept., 1912.....M&S	106	111	....
Scotland Co.—			
4½s, '02-'07-'12-'17. J&D	.....	.....	3·95
Sedalia—4½s, R'f'd'g, '07-'27	102	103¾	....
4s, Ref., July 1, 1919..J&J	.....	107·15	3·50
Sullivan Co.—4s, June, 1908	101	104	....
Springfield—5s, O't, '11. s-an	100	.....	....
4½s, May, 1911. semi-an.	100	.....	....
Vernon Co.—4½s, 1908-18.	.....	108½	3½
4½s, Ref., Sept., '18. M&S	.....	116·85	3·30
MONTANA			
Beaverhead Co.—5s. '09-'19	.....	.....	4·20
Bozeman—5s, W, '09-19 J&J	.....	106½	4·20
Cascade Co. Sch. Dist. No. 1. 6s, gold, Mar 1, 1905-15.	.....	.....	4·25
Custer Co.—6s, Jan. 1, 1915	.....	.....	4·20
Great Falls—6s, g, S., '05-15	.....	.....	4
6s, School, July 1, '16. J&J	.....	.....	4
5s, 1908-13-18.....	.....	.....	4
Helena—5s, Sch Dis. No. 1. July 1, 1900-1910....J&J	.....	.....	4
Jefferson Co.—4½s, R, '14-19	.....	.....	4
Lewis & Clarke Co.—			
5½s, C. H. g., July, 1901-7	.....	.....	4
5½s, C. H. g., July, '08-'15	.....	.....	4
Missoula Co.—			
6s. g., Refund., 1916. J&J	.....	.....	4·20
Silver Bow Co.—			
5s, Fd. July 1, 1912..J&J	.....	.....	4·20
Yellowstone Co.—			
5s, Refdg, 1908-18 ..J&J	.....	.....	4·20
NEBRASKA			
Alma—6s, 1900 to 1909. Aug.	.....	100	6
Beatrice—6s, 1901-06	100	104½	5
Buffalo Co.—7s, 1900. M&N	.....	111	4⅜
Creighton—7s, 1914.....	.....	103·51	6
Dodge Co.—			
4s, Ref'd'g, 1909-'19. M&S	.....	104·19	3·50
Douglas Co.—5s, 1907. J&J	.....	112	3·25
5s, 1911 ..... J&J	.....	.....	3·25
Grand Island—			
6s, Water, Nov. 1, '05. M&N	.....	4·50	....
5s, Ref'g, 1903-18 ..J&J	.....	.....	4½
Lincoln—			
6s, July 1, 1902-'12..J&J	.....	.....	4
5½s, Fd. Sept. 1, 1912. Sept	.....	.....	4
5s, July 1, 1902-1912. J&J	.....	.....	4
5s, Pvg., July 1, 1907. J&J	.....	.....	4
5s, Sch. Dist, 1907-17 M&N	.....	.....	4
4s, Ref'g, 1909-'19....M&S	.....	.....	4
Norfolk—			
4½s, R'f'd'g, 1909-19. M&S	.....	104·10	4
Omaha—			
7s, Fdg., Nov., 1900. M&N	.....	.....	3·75
5s, Paving, 1905....F&A	.....	.....	3·50
5s, Funding, 1905...J&D	.....	.....	3·50
5s, School Dist., 1908 J&J	109	.....	....
5s City Hall. 1912...F&A	113	.....	....
4½s, July, 1910.....J&J	107	.....	....
4½,s, Oct., 1917.....A&O	111	.....	....
4s, Paving, 1901-'08. F&A	.....	.....	3·60
4s, Funding, 1918 ..M&S	104	.....	....
South Omaha —			
6s, Ref'd'g, Oct. 1, 1904..	.....	108¾	4
5s, June, 1915.....J&D	.....	109	4¼
Superior—5s, 1908... M&N	.....	101½	....
Wakefield—6s, 1912....Oct.	.....	101	6
NEW HAMPSHIRE			
6s, Mun. war., Jan. 1905. J&J	113	.....	....
4s, Lib'y, July 1, 1911. J&J	108	109	....
Berlin—4s, Ref., 1917, M&N	107	.....	....
Claremont—4s, 1909..J&J	105	.....	....
Concord—4s, Jan. 1922. J&J	109	.....	...
Dover—4s, July, '00 to 1916	.....	.....	3·35
4s, Apr. 1, 1907.....A&O	103	.....	....
4s, July, 1903.....J&J	103⅛	.....	3·15
Farmington—4s, Ref '08-18	.....	.....	3·40
Haverhill—4s, Fund., '00-03	.....	.....	3·40
4s, Funding, 1904 to 1913	.....	.....	3·40
Hillsborough—4s, 1904-14.	.....	.....	3·40
Keene—4s, July, 1904. J&J	102	.....	....
Laconia—4s, July, 1921...	110	.....	....
4s, Sewer, 1925.....A&O	111½	.....	....
4s, 1940.....A&O	115	.....	....
Manchester—			
5s, Water, Aug. 1, '13. F&A	118	119	....
4½s, Nov. 1, 1913...M&N	113	114	....
4s, B'ld'g, Jan., 1917. J&J	109	110	....
4s, Water, Jan. 1, '14. A&O	108	109	....
Nashua—6s, 1901.....J&J	103	104	....
4s, City, g., J'ne 1, '13. J&D	107	108	....
4s, g., Oct., 1916...A&O	109	110	....
Portsmouth—			
4s, Nov., 1914.....M&N	107	108	....
4s, April, 1901.....A&O	100½	101	....
Rochester—4s, June, 1922.	110	111	....
Rockingham Co.—			
4s, Fdg., July 1, 1905. J&J	102	103	....
Somersworth—			
4s, 1906 to 1918....A&O	.....	.....	....
Whitefield—4s, 1914, op. J&J	.....	.....	3·50
NEW JERSEY			
Asbury Park—			
5s, Water, J'ne 1, '24. J&D	.....	.....	3·75
5s, Water, Jan. 1, '27. J&J	.....	.....	3·75

Bonds.	Bid.	Ask	To Net.
Atlantic City—			
5s, 1925.....J&D	.....	.....	3·80
4½s, Ro'd, J'ne 1, 1903 J&D	.....	103⅜	3¾
4½s, g., Water, 1909..J&J	.....	.....	3·70
4½s, 1918.....J&J	.....	.....	3·70
Atlantic Highlands—			
5s, reg., May 15, '06. M&N	.....	106	....
4½s, g., Wt'r. J'ly 1, '28. J&J	.....	111½	....
4s, g..Sewr, J'ly 1, 1928 J&J	.....	102¾	....
Bayonne—5s, g., 1902..J&J	.....	.....	3·62
5s, gold, 1911.....J&J	.....	.....	3·62
4½s, gold, Sept., 1916 ...	.....	.....	3·62
4s, g. Imp. 1905.....	.....	104	....
4s, g. Tax, 1909	.....	106	....
Camden—7s, 1906....M&N	.....	.....	3·25
6s, Bounty, J'ly, 1900. J&J	.....	.....	3·25
4½s, Water, Jan., '23. J&J	.....	.....	3·25
4s, Fl. debt, July, '11. J&J	.....	.....	3·20
4s, Paving, 1929...M&N	.....	.....	3·20
Cumberland Co.—			
4½s, Asy., '02 to '16. J&J	.....	.....	3·20
East Orange—			
5s, Dr'n'ge, N'v. 1, '03 M&N	103	104	....
Elizabeth—			
4s, Adj., July 1, 1922. J&J ‡	.....	102	....
Essex Co.—4s, 1926..F&A	.....	.....	3·25
4s, g., Park, 1938....F&A	.....	.....	3·25
3·65s, Park, Aug. 1, '15-35	.....	.....	3·25
Hackensack—4s, g., Sewer, 1900 to 1913.....F&A	.....	.....	3·62
Hoboken—			
5s, Redempt'n, 1901. M&N	.....	.....	3·60
4s, Refunding, Feb., 1919	.....	109½	....
Hudson Co.—			
5s, Ref., Sept. 1, '05. M&S	.....	.....	3·30
4½s, g., R'd, 1924....J&J	.....	.....	3·30
4½s, Road, 1923.....J&J	.....	.....	3·30
Jersey City—7s, 1905..Var	.....	.....	3·65
7s, Water, 1904.....J&J	.....	.....	3·65
7s, Dock loans, 1900. J&J	.....	.....	3·65
7s, Water scrip, 1902. J&J	.....	.....	3·65
7s, Imp. & gen. City '06 J&J	.....	.....	3·65
7s, Water, 1908 .....M&S	.....	.....	3·65
7s, Water, 1913.....J&J	.....	.....	3·65
6s, April, 1904.....A&O	.....	.....	3·65
6s, Float'g, Feb. '09. F&A	.....	.....	3·65
5s, City Hall, '00-'12. F&A	.....	.....	3·60
5s, gold, Assess., 1923-24.	.....	.....	3·60
5s, Wat'r, J'ne 1, '21. J&D	.....	.....	3·60
5s, Assess, Apr. 1916. A&O	.....	.....	3·60
5s, Water, 1916 ....A&O	.....	.....	3·60
4½s, Imp. op. to '02-3. J&J	.....	.....	3·60
4s, g., Tax Arrearage 1903	.....	.....	3·55
4, g., Sch., Aug. 2, '27. F&A	.....	.....	3·55
4s, g, Library, Apr. '28. A-O	.....	.....	3·55
Long Branch—5s, 1913....	.....	.....	4⅛
Morris Co.—			
4s, Road, 1935.....J&J	.....	.....	3·30
Newark—			
7s, Water, May, 1905 M&N	.....	.....	3 15
6s, Corporate, Aug.. 1908	.....	.....	3·15
5s, Corporate, June, 1910	.....	.....	3⅛
4½s, Water, May, 1915..	.....	.....	3⅛
4s, Market, 1911....A&O	.....	.....	3·10
4s, Refund'g, Mar., 1923	.....	.....	3·10
4s, Water, Feb., 1922. F&A	.....	.....	3·10
4s, Library, June 1, 1927	.....	.....	3·10
4s, Street Imp., May, 1906	.....	.....	3·10
3½s, 1929..... J&D	.....	.....	3·10
3·35s, H. Sch., 1917. M&N	.....	.....	3·10
New Brunswick—			
7s, Water, 1904.....M&N	.....	.....	3·75
6s, 1906 .....M&N	.....	.....	3·75
4s, Refund'g, 1922. M&N	.....	.....	3·60
Orange—			
5s, Water, Oct. 1, 1912 ..	.....	.....	3·50
5s, Sewer, 1927 to 1932..	.....	.....	3·50
4½s, School, 1900 to '07.	.....	.....	3·50
4½s, Sewer, 1915 to '21..	.....	.....	3·50
Passaic Co.—			
4s, C. Hse 1910-1911. F&A	.....	.....	3·30
Paterson—7s, 1900....J&D	.....	.....	3·40
6s, 1901.....M&N	.....	.....	3·30
5s, Sewer, Aug., 1909. F&A	.....	.....	3·35
4½s, 1934.....	.....	.....	3·35
4s, 1908.....A&O	.....	.....	3·35
4s, N.C. Hall, '28 to '30. J&J	.....	.....	3·35
Perth Amboy —			
4½s, Water, Sept. 1, 1927	.....	.....	3·75
Plainfield—			
4s, g. Sewer, 1914...J&J	.....	.....	3·75
Rahway—4s, New Adjust..	80	95	....
4s, Water, 1932..... J&J	80	.....	....
Trenton—			
6s, June 16, '00 to '03. J&J	.....	.....	3·25
5s, Sewer, 1900 to 1903..	.....	.....	3·20
4s, Funding, 1905-1911.	.....	.....	3·20
3½s, 1929	.....	107¾	....
Weehawken—4½s, School, April 1, 1911.....A&O	105	106	....
West Hoboken—			
6s, 1900-10.....J&J	.....	.....	4
5s, Redem., Nov. '04. M&N	104	105	....
NEW MEXICO			
6s, Prov. debt, '09 '19. M&S	.....	.....	4·25
6s, Ref'g, 1913-23. ...J&J	.....	.....	4·25
5s, Cas. def., 1903-23..J&J	.....	.....	4·25
5s, Milit. Inst. '05-25...J&J	.....	.....	4·25
5s, Cap. Bldg. '15-25...M&N	.....	.....	4·25
5s, Ins. Asy..'15-25....J&D	.....	.....	4·25
4s, Bldg., May 1, '19-29 M&N	.....	103½	3·75
Las Vegas —			
6s, Ref'd'g, 1907-'17. J&J	.....	.....	4¾
NEW YORK			
3½s, Park, 1907-8....F&A	.....	.....	2·85
3s, g., Jan. 30, 1903...J&J	.....	.....	2·85
3s, g., Jan. 30, 1906...J&J	.....	.....	2·85
3s, g., Jan., 1912.....J&J	.....	.....	2·85
3s, g., 1913.....J&J	.....	.....	2·85
Albany—			
7s, P.O. site, M'y 1, '04 M&S	.....	.....	3⅛
6s, Water, 1906.....F&A	.....	.....	3⅛
6s, Park, 1915 to 1919..	.....	.....	3⅛
5s, W'sh. P. M'y 1, '20. M&N	.....	.....	3⅛
4s, Imp., Nov., 1906. M&N	.....	.....	3⅛

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Albany—(Con) –			
4s, Park, Oct., 1900 to '17	.....	.....	3⅛
3½s, St. imp., 1900..M&N	.....	.....	3⅛
Auburn—			
4s, S. C. RR. Sep 1, '02. M&S	102	102½	3·20
3½s, Water, '23 to '36. J&D	.....	.....	3·20
3s, S.C. RR. M'r.1, '06. M&S	.....	.....	3·20
Bergen, 3½s, 1903 to 1907	.....	.....	3·30
Binghamton—			
7s, Aug. 1, 1901.....F&A	.....	.....	3·20
4s, C.H., '17-'28 & '29 F&A	.....	.....	3·20
3½s, Wat., A'g. 1, '07. F&A	.....	.....	3·20
3½s, Bdg., 1930-1934 F&A	.....	.....	3·20
Brooklyn—¶			
7s, Reg., July, 1906. J&J	.....	.....	3·10
7s, Bridge, '15 to '24 .J&J	.....	.....	3·10
6s, Park, 1924.....J&J	.....	.....	3·10
6s, Water, 1902.....J&J	.....	.....	3·10
5s, Bridge, 1919.....J&J	.....	.....	3·10
4s, Bridge, 1926.....J&J	.....	.....	3·05
4s, Water, 1913.....J&J	.....	.....	3·05
4s, School, 1920.....J&J	.....	.....	3·05
4s, Public markets, 1922.	.....	.....	3·05
4s, do do 1925.	.....	.....	3·05
4s, Water, Jan. 1, '14. J&J	.....	.....	3·05
4s, Water, 1912.....J&J	.....	.....	3·05
3½s g., Oct. 4, 1902. J&J	.....	.....	3·00
3½s' g., Aug. 1, 1911 J&J	.....	.....	3·00
3½s. g., 1902-1937...J&J	.....	.....	3·00
3½s,,g, June 10, 1925. J&J	.....	.....	3·00
3½s. g, Jan. 1, 1928. J&J	.....	.....	3·00
3½s, g, July 10, 1932 J&J	.....	.....	3·00
3½s, g, July 10, 1933. J&J	.....	.....	3·00
3½s, g, July 10, 1934. J&J	.....	.....	3·00
3½s, Reg., g., 1924..J&J	.....	.....	3·00
3½s, gold, 1927.....J&J	.....	.....	3·00
3½s, gold, 1936.....J&J	.....	.....	3·00
3s, Bridge, 1925.....J&J	.....	.....	3·00
3s, Water, 1905.....J&J	.....	.....	3·00
Buffalo—			
7s, Oct., 1908. A&O.....	.....	.....	3·15
7s, Park, 1916.....J&J	.....	.....	3·15
7s, 1924 & '25.....J&J	.....	.....	3·15
6s, Parks, Jan. 1, 1924 J&J	.....	.....	3·15
4½s, Tax l'ns, 1900. J&D	.....	.....	3·10
4s, Sewer, May 1, '13. M&N	.....	.....	3·10
3½s, Oct., 1917.....A&O	.....	.....	3·10
3½s, Park, Reg., 1927 F&A	.....	.....	3·10
3½s, R'f., July 1900-14. J-J	.....	.....	3·10
3½s, Aug. 15, 1903. F&A	.....	.....	3·10
3½s, May, 1917.....M&N	.....	.....	3·10
3½s, Nov. 1, 1918..M&N	.....	.....	3·10
3s, Road, 1910 ..... J&D	98	100	3·00
Cohoes—			
7s, J'ly 1, 1900 to '13 J&J.	.....	.....	3·10
4s, July 1, 1920.....J&J	.....	.....	3·20
4s, Dec. 15, 1915 to 1928.	.....	.....	3·20
College Point—¶			
7s, Water, 1907-1912....	.....	.....	3·10
Elmira—			
4s, Sch'l, J'ly 1, 1904 M&N	.....	.....	3·15
4s, Reg. May 1, '10 .M&N	.....	.....	3·15
3½s, Redempt'n, 1912-21.	.....	.....	3·15
Far Rockaway—¶			
5s, St., 1821 to 1921. J&J	.....	.....	3·10
Flatbush—¶ 6s, 1911..M&S	.....	.....	3·10
Hempstead—¶ 4s, g, '23. J&J	.....	.....	3·10
Jamaica—¶ 4s, Apr. 1, 1917	.....	.....	3·10
Kings Co.—¶			
6s, Sch., 1900 to 1904. J&J	.....	.....	3·05
5s, Sch. July, '00 to '02, J&J	.....	.....	3·05
4s, Park, May 1, 1905-'44	.....	.....	3·05
4s, Str. Imp., 1900-20. J&J	.....	.....	3·05
4s, Highway, 1940...J&J	.....	.....	3·05
Kingston—			
7s, 1901.....J&J	.....	.....	3·20
6s, Refunding, 1910. J&J	.....	.....	3· 0
4s, Rfd. Jan. 15, 1912 J&J	.....	.....	3·20
3½s, g., Wat., '19-'36. A&O	.....	.... .	3·20
3, Rfd., Jan. 15, 1914. J&J	.....	.....	3·25
Larchmont—			
4s, r., H.&S., 1916-25. A&O	.....	.....	3·25
Long Island City—¶			
7s, Sept. 1, '00 to '14. M&S	.....	.....	3·10
6s, Feb. 1913 to '19. F&A	.....	.....	3 10
5s, Revenue, 1903.	.....	.....	3·10
4½s, May 1, 1907	.....	.....	3·10
4½s, 1902 to 1923..J&D	.....	.....	3·10
4s, Water, Sep. 1, '20. M&N	.....	.....	3·10
3½s, Wat., May 1, '20. M&N	.....	.....	3·10
Lowville—3½s, 1900 to '19.	.....	.....	3·20
Mount Vernon—			
5s, Tax Relief, 1902. A&O	.....	.....	3·15
4s, School, 1909-'17. M&N	.....	.....	3·15
4s, Road, Feb. 1, 1935...	.....	.....	3·15
Newburg—			
4s, Water, Feb. 1, '12. F&A	.....	.....	3·15
3½s, Wat., Sep. 1, '07. M&S	.....	.....	3·15
New Rochelle—			
3½s, 1902 to 1906..M&N	.....	.....	3·15
3½s, 1904 to 1933...J&D	.....	.....	3·15
New York City—			
7s, West Farms..'00-2147	.....	.....	3·10
7s, Morrisania. 1908-1980	.....	.....	3·10
6s, Williamsbridge Hig'y, May, 1909-44	.....	.....	3·10
7s, 1900..... .....M&N	.....	.....	3·10
6s, 1900..... .....M&N	.....	.....	3·10
5s, 1908..... .....M&N	.....	.....	3·10
5s, g., 1908-1928...M&N	.....	.....	3·10
3½s, g., Corlears H..1913	.....	.....	3·00
3½s, g., Park, 1916. M&N	.....	.....	3·00
3½s, Exmt., Oct. 1, '15..	.....	.....	3·00
3½s, Exmt., Nov. 1, '17..	.....	.....	3·00
3½s, Exmt., Nov. 1, '22..	.....	.....	3·00
3½s, g., Dock, 1927. M&N	.....	.....	3·00
3½s, g., Nov., 1928 M&N	.....	.....	3·00
3s, g., Street, 1916. M&N	.....	.....	2·98
3s, School, 1913 ....M&N	.....	.....	2·98
3s, g..Str.&Ave, 1914 M&N	.....	.....	2·98
3s, g. Dock, 1924....M&N	.....	.....	2·98
3s, School, 1907.... M&N	.....	.....	2·98
3s, Water, 1904.....A&O	.....	.....	2·98
2½s, Tax exempt, '09-29.	.....	.....	3·05
Niagara Falls—			
4s, School, May, 1913....	.....	.....	3·20
4s, Police, Feb., 1914....	.....	.....	3·20
North Tonawanda—			
5s, Sewer, Sept, 25, 1911.	.....	.....	3·25
4s, Wat., Mar. 31, '24. A&O	.....	.....	3·25
4s, Paving, 1900 '05. M&S	.....	.....	3·25
Nyack—4s, gold, 1908	.....	.....	3·20
4s, g., Water, 1927	.....	.....	3·20
Onondaga Co.—			
3s, July 1900 to 1929. J&J	.....	.....	3·00
Poughkeepsie—			
7s, RR., Feb. 1, 1902. F&A	.....	.....	3·15
5s, Bounties, 1900..M&S	.....	.....	3·15
4½s, do 1901..M&S	.....	.....	3·15
4s, do 1905..M&S	.....	.....	3·15
3½s, Sewer, Ag. 1, '05. F&A	.....	.....	3·15
3s, Bounties, 1907..M&S	.....	.....	3·00
Queens Co.—4s, 1902. J&D	.....	.....	3·10
4s, Nov., 1916.....M&N	.....	.....	3·10
4s, 1917.....J&D	.....	.....	3·10
4s, 1927.....J&D	.....	.....	3·10
Richmond Co.—¶			
4s, Fund., June 1, '14. J&D	.....	.....	3·10
4s, g., July, 1, 1921..J&J	.....	.....	3·10
Rochester—			
7s, Jan. 1, 1903.....J&J	.....	.....	3·15
4s, 1922.....J&J	.....	.....	3·10
3½s, Ref'g RR., 1913. F&A	.....	.....	3·10
3½s, Improv., 1919. F&A	.....	.....	3·10
3½s, B'dge, Sep. 1, '22. J&J	.....	.....	3·10
Rockland Co.—			
5s, Reg., 1910.....J&J	.....	.....	3·25
4½, Reg., 1903-'05..A&O	.....	.....	3·25
Rome—4s, 1921.....J&J	.....	.....	3·20
Rotterdam Sch. D. No. 15—			
5s, Nov. 1, 1900-1914....	.....	.....	3·30
SeaCliff—5s, g, H, S'p1, '01-20	.....	.....	3·25
Schenectady—			
4s, Wat., N'v1, '08-15. M&N	.....	.....	3⅛
3s, Water, Aug. 15, '11-13	.....	.....	3·00
Syracuse—			
4s, 1900 to 1908.... .J&J	.....	.....	3·15
4s, Rfd. Feb. 1, 1904, F&A	.....	.....	3·15
3½s, Water, 1928....J&J	.....	.....	3·15
3s, Wa., July 1, 1920. J&J	.....	.....	3·05
Troy—			
5s, Wat., May 1, 1902. M&N	.....	.....	3·15
4½s, Water, '01 to '04. F&A	.....	.....	3·15
4s, June 2, 1900-'04. J&D	.....	.....	3·15
3½s, Ref'g, 1905-'14. F&A	.....	.....	3·10
3½s, Reg. Imp., 1914. J&J	.....	.....	3·10
Utica—			
7s, R. Aid, July 1, '01	.....	.....	3·15
4s, l ing, 1900 to 1903.	.....	.....	3·15
Warre .—5s, Feb. 10, '01	.....	.....	3·15
Westche Co.—			
4s, 1900 1915....J&D	.....	.....	3·15
White Pla			
4s, 1914 28 ....F&A	.....	.....	3·20
3½s, Oct. 1, 1920-29. A&O	.....	.....	3·20
Yonkers—			
7s, April 1, '01-2....A&O	.....	.....	3·15
4s, Pav., 1900 to '05. M&S	.....	.....	3·15
4s, Water, 1917.....A&O	.....	.....	3·15
3½s, Prk, 1910 to '24. F&A	.....	.....	3·15
NORTH CAROLINA			
4s, Jan. 1, 1909.....J&J	.....	.....	....
Consol. 4s, 1910.....J&J	109½	110	....
6s, 1919.....A&O	134	.....	....
Asheville—			
5s, g., Str. Imp., 1911. J&J	.....	.....	3·95
Charlotte—5s, 1929 ...J&J	.....	.....	4·05
Forsyth Co.—			
6s, C. H., May 1, 1901..M	.....	.....	4·00
6s, C. H., May 1, 1906..M	.....	.....	3·90
6s, C. H., May 1, 1911..M	.....	.....	3·90
Mecklenburg County—			
6s, RR. aid, 1920...M&N	118	119	....
Raleigh—6s, 1907 .....J&J	103	104	....
5s, 1927.....A&O	106	108¼	....
4s, July 1, 1929.....J&J	.....	107·30	3·60
Reidsville—			
5s, g., Water, 1929, May 1.	.....	.....	4·00
Swain Co.—			
6s, Ref'g, July 1, '19 J&J	.....	.....	5
Wilmington—			
5s, Fund., Jan. 1922. J&J	.....	.....	4
4s, g., Ref., J'ly 1, 1929 J&J	.....	.....	3 65
NORTH DAKOTA			
6s, Hospit'l, May 1, '04. M&N	.....	.....	3·30
4½s, Rev., Apr. 25, '05. A&O	.....	.....	3·30
4s, Ref., July 1, 1914..J&J	.....	.....	3·25
4s, Fund'g, Mar. 20, '21. M&N	.....	.....	3·25
4s, Refund'g, July 1, 1923.	.....	.....	3·25
Burleigh Co.—			
4½s, Oct. 15, 1918.....	.....	101	4·40
OHIO			
5s, B'd of Agri., Sept. 1 1902 to 1911.....M&S	.....	.....	3·90
4½s, Univ., Dec., '00-'03....	.....	.....	3·20
3s, Fund., July 1, 1902. J&J	.....	.....	3·00
Akron—5s, School, 1901...	.....	.....	3·40
4s, Sew. & Pav. '00-04 M&S	.....	.....	3·40
5s, Impt., 1900 to '04. J&D	.....	.....	3·40
Alliance—4s, Water, '20-'29	.....	.....	3·75
Avondale (in Cincinnati)—			
5s, June, 1916..... J&D	.....	.....	3·25
5s, T. & I., May 1914. M&N	.....	.....	3·25
5s, Water, Jan., 1907. J&J	.....	.....	3·25
4s, St. im., A, J'ne '21. J&D	.....	.....	3·25
4s, B, July, 1921 ....J&J	.....	.....	3·25
4s, D, April, 1923...A&O	.....	.....	3·25
Bowling Green—			
5s, Ref'g, y'rly to '17. M&S	.....	.....	3·75
Butler Co.—			
4½s, Ct. H., 1906-07. J&J	.....	.....	3·40
4½s, Bridge, 1910 to '24.	.....	.....	3·40
4½s, Replen..'04 to '18 J&J	.....	.....	3·40
4s, 1921-1924. .....J&J	.....	.....	3·40
Caldwell—6s, Wtr, '17. A&O	.....	.....	4
6s, Water, 1922.....A&O	.....	.....	4
5s, Sch., July 10, '11. J&J	.....	.....	4
5s, Sch., Oct. 21, '03. A&O	.....	.....	4
Canton—			
4½s, Pav., 1900-'01. J&J	.....	.....	3·40
4½s, 1902 to 1908.....	.....	.....	3·40
Cincinnati—			
7·3s, May, 1906 ....M&N	.....	.....	3·20
7s, Fund'g, May, '04. M&N	.....	.....	3·20
7s, Nov., 1908,.....M&N	.....	.....	3·20
6s, gold, May, 1906. M&N	.....	.....	3·20
6s, Aug., 1909 .....F&A	.....	.....	3·20
5s, Sew., May, 1909. M&N	.....	.....	3·20
5s, 30-50s, s. f., 1930. M&N	.....	.....	3·20
4s, 30-50s, s. f., 1931. J&J	.....	.....	3·15
4s, S. F., 30-50s, J'ly, 1941	.....	.....	3·15
3·65 g., Feb., 1937..F&A	.....	.....	3·15
3½s, Aug. 1, 1918-38. F&A	.....	.....	3·15
3½s. Ext. to 1940....J&J	.....	.....	3·15
3s, Water, 1919-39..F&A	.....	104½	....
Cleveland—			
6s, B'd of Ed., 1907 to 1916	.....	.....	3·20
5s, El. Rd., J'ne, 1903 J&D	.....	.....	3·20
5s, Oct., 1902.....A&O	.....	.....	3·20
5s, Viad., June, 1907. J&D	.....	.....	3·20
Library, 1918.....A&O	.....	.....	3·20
4½s, Wat., Apr., '02. A&O	.....	.....	3·20
4½s, School, J'e, '02. J&D	.....	.....	3·15
4s, Wat'r April, 1903 A&O	.....	.....	3·15
4s, Oct., 1907 .....A&O	.....	.....	3·15
4s, Apr., 1921.....A&O	.....	.....	3·15
4s, Park, 1929.....A&O	.....	.....	3·15
4s, Park, 1931 .....A&O	.....	.....	3·15
3·65s, Water, Sept., 1902.	.....	.....	3·20
Clifton (in Cincinnati)—			
5s, Water, Jan., 1906. J&J	.....	.....	3·25
4½s, Gen. imp., 1919. J&J	.....	.....	3·25
4½s, 2dser., May, '20. M&N	.....	.....	3·25
4½s, Sewer, July, '17 J&J	.....	.....	3·25
4½s, Wat., 2dser., '22 A&O	.....	.....	3·25
Collinwood 5s, '01-05. A&O	.....	.....	3·75
Columbiana Co—4s, Fund., July 20, 1901-1911 J&J..	.....	.....	3·50
Columbus—			
6s, June, 1904.....J&D	.....	.....	3·40
5s, Fire Dep't, June, 1904	.....	.....	3·40
5s, Water, Ap. 1, '07. A&O	.....	.....	3·40
5s, Sewer,, July, 1912. J&J	.....	.....	3·40
5s, Apr., 1913.....A&O	.....	.....	3·40
4½s, Viad., Nov.'02. M&N	.....	.....	3·40
4½s, Sewer, 1921 ...M&S	.....	.....	3·40
4s, Sept. 1, 1900....A&O	.....	.....	3·40
4s, Nov., 1909.....J&D	.....	.....	3·40
4s, Fire Dep't, June 1, '16	.....	.....	3·40
4s, Dec. 1, 1927.....J&D	.....	.....	3·40
Cuyahoga Co—			
5s, July, 1918.....J&J	.....	.....	3·40
Dayton—6s, Nov., 1904....	.....	.....	3·40
5s, Sch., Feb. 1, '06. F&A	.....	.....	3·40
5s, April, 1915.....	.....	.....	3·40
4½s, Wat., '00 to '04. F&A	.....	.....	3·40
4s, Wat., May 1, '05. M&N	.....	.....	3·40
4s, School, 1911-'12. J&J	.....	.....	3·40
Defiance—			
5s, Ref. Mr. 1, '02-'12 M&S	.....	.....	3¾
Delaware Co.—			
5s, Ditch, Mar., 1900 to '02	.....	.....	3·50
5s, Bridge, Mar., '00 to '03	.....	.....	3·50
Delphos—			
5s, 1916 to 1920.....A&O	.....	.....	4
Erie Co—			
4s, July 24, 1900-09. J&J	.....	.....	3·50
Fayette Co.—			
6s, Nov. 15, 1900-'02. M&S	.....	.....	3·50
Findlay—			
6s, 1900 to '07.. ....J&D	.....	.....	3·75
6s, Str. Imp., 1900...F&A	.....	.....	3·75
5¾s, 1919.....F&A	.....	.....	3·75
5s, Water, Mar. 1, '08. M&S	.....	.....	3·75
Fostoria—			
6s, Pvg, Sept. 1, 1907 M&S	.....	.....	3·75
6s, Sewer, 1904.....	.....	.....	3·75
Franklin Co.—			
6s, Dec., 1900 to '02. J&D	.....	.....	3·40
6s, Road, Sep. 1, '05, S-an.	.....	.....	3·40
4½s, May 1, '00 to '08. M&N	.....	.....	3·40
4s, Bridge, 1900-'09. A&O	.....	.....	3·40
Gallia Co.—5s. Turnp. 1909	.....	.....	3·50
5s, Road, July 28, '19. J&J	.....	125	....
Gallipolis—			
5s, Water, May 1, 1914..	.....	.....	3·75
5s, Redemption, 1900-15.	.....	.....	3·75
Hamilton—			
5s, Gas, Feb. 1, 1908. F&A	.....	.....	3·40
4½s, 1902 to 1911 ...M&S	.....	.....	3·40
Hamilton Co.—			
5s, Aug. 1, 1934.....F&A	.....	.....	3·25
5s, Elberon Av., 1911 J&D	.....	.....	3·25
4s, C. H., June, 1936. J&D	.....	.....	3·25
4s, Pike & Brdg, 1918. F&A	.....	.....	3·25
Hancock Co.—			
6s, Ditch, Jan. 30, 1900 J&J	.....	.....	3·50
Ironton—			
5s, Refund., 1903-08. J&J	.....	.....	3·50
Jackson Co.—			
4s, Road, 1915.....A&O	.....	.....	3·50
Kenton—			
4s, Ref'g, 1907 to '25. M&S	.....	.....	3·60
Lima—			
6s, 1900-1910.....J&J	.....	.....	3·50
5s, Impt., 1901 to '09. J&J	.....	.....	3·50
Logan—			
5s, Ref., 1900 to 1930 J&D	.....	.....	3·60
Lorain—			
6s, Paving, '00-1905. F&A	.....	.....	3·75
5s, River Imp., 1924-29..	.....	.....	3·75
Louisville—5s, 1914..F&A	.....	.....	3·25
Lucas Co.—			
5s, Gen. F., '00 to '07. M&N	.....	.....	3·25
4½s, Road, '00-1908. J&J	.....	.....	3·25
4s, Court-house, '44. M&S	.....	.....	3·25
Madison Co.—			
6s, Sept. 10, 1900-'04. M&S	.....	.....	3·50
Marietta—			
6s, g., 1900 to 1904. A&O	.....	.....	3·65
5s, Paving, 1906....A&O	.....	.....	3·65
Marion—6s, 1910. M&S	.....	.....	3·65
5s, Sewer, '00 to '17. M&S	.....	.....	3·65
Martin's Ferry—			
6s, Pav., Sept. 1, '00-1904	.....	.....	3·75
5s, Sch., 1926 to '44. M&S	.....	.....	3·75
Maumee—5s, '07-'27..A&O	.....	.....	4
McComb—6s, 1904 ....J&J	.....	.....	4

Flat price. ¶ Now part of New York City.

Bonds.	Bid.	Ask.	To Net
Mercer Co.—			
6s, 1900 to 1908 ....M&S	.....	.....	3·50
Miami Co.—5s, Bridge,			
J'ly 1, 1900, to 1908..J&J	.....	.....	3·50
Milford Center—			
6s, Ref., '00 to '13..A&O	.....	.....	4·25
Mineral City—			
6s, El. L't, 1922 to '26.M&S	.....	.....	4·25
Monterey Township—			
6s, Sch., 1900 to 1904...	.....	.....	4·25
Montpelier—			
6s, Wat. & Lt., 1900-1906	.....	.....	4·25
6s, Wat. & Lt., 1920-1929	.....	.....	4·25
Mt. Sterling School Dist. —			
6s, Mar & Sept. '05-07 M&S	.....	.....	3·87
Nelsonville—			
6s, Ref., Apr. 2, 1914.A&O	.....	.....	4
6s, School, 1906 to '14 M&S	.....	.....	4
North Baltimore—			
6s, Paving, 1906....M&N	.....	.....	4
Norwood—6s, 1900 to 1905	.....	.....	3·40
5s, Sept. 1, 1915	.....	.....	3·40
5s, El. Lt. Oct. 1, '00 to '26	.....	.....	3 4
4½s, Road, 1900 to 1909.	.....	.....	3·40
Oberlin—			
6s, 1900 to 1904.....F&A	.....	.....	3·50
Ottawa Co.—			
6s, 1904 to 1918.....F&A	.....	.....	3·50
Pickaway Co.—			
6s, Road, '00 to 1900.M&S	.....	.....	3·50
Pomeroy—6s, 1914. M&S...	.....	.....	4·00
5s, Refund'g, 1917..M&S	.....	.....	4·00
4½s, Ref'd'g, 1917..M&S	.....	.....	4·00
Port Clinton—5s, 1905-25.	.....	.....	3·75
Portland—6s, Sch. Dis. 1913	.....	.....	4·25
Portsmouth—			
5s, Water, May 1, 1906..	.....	.....	3·50
4½s, School, 1904-'05-'07.	.....	.....	3·50
Preble Co.—6s, Bridge, J&J,			
1900 to 1913....J&J 16	.....	.....	3·50
6s, Building, J&J, 1900 to			
1914 .....J&J 16	.....	.....	3·50
St. Marys 6s, Imp., '08.M&S	.....	.....	4·00
Salineville—6s, 1900-9. J&J	.....	.....	4·00
Sandusky—5s, June, 1900.	.....	.....	3·50
5s, Wharf, Aug. 1, '09. F&A	.....	.....	3·50
4s, Paving, 1905 to 1910.	.....	.....	3·50
Seneca T'w'p—			
4s Road, 1900 to '10, M&S	.....	.....	3·75
Shelby—5s, 1900-'14..J&D	.....	.....	3·65
Shelby Co.—6s, 1900-9. J&J	.....	.....	3·65
Stark Co.—5s, 1912....M&S	.....	.....	3·50
Steubenville—4s, 1924 M&S	103	105	....
Sycamore—5s, Water and			
Light, 1901 to 1920. M&S	.....	.....	3·75
Toledo—7·3s, May 4, 1900.	.....	.....	3·40
5s, Refunding, Water,			
June 1, 1903.....J&D	.....	.....	3·40
5s, May 1, 1911 ....M&N	.....	.....	3·40
4½s, Sch., Ju'e 18, '04. J&D	.....	.....	3·40
4½s, Fire, July, 1912. J&J	.....	.....	3·40
4½s, Oct., 1919.....A&O	.....	.....	3·40
4½s, Sch., Feb. 17, '16 F&A	.....	.....	3·40
4s, July 1, 1908.....J&J	.....	.....	3·40
4s, Sch., Mar. 1, 1929. M&S	.....	.....	3·40
4s, Park, July 1 '42. J&J	.....	.....	3·40
Van Wert—5s, Apr. 1, '11-41.	.....	.....	3·60
Van Wert Co.—			
6s, R'd, 1911 to 1919. F&A	.....	.....	3·75
Washington C. H.—			
5s, Refg., '00 to 1904. M&S	.....	.....	3·75
Westwood (in Cincinnati)—			
6s, Beech Av., '00 to 1905	.....	.....	3·25
5s, Sidewalk, Sept. 2, 1925	.....	.....	3·25
5s, Water, July 1, 1915..	.....	.....	3·25
Youngstown—6s, Paving,			
Oct. 1, 1900 to 1903.....	.....	.....	3·40
6s, School, Sept., '02..M&S	.....	.....	3·40
5s, Fund., Sept. 1, '01. S.-an	.....	.....	3·40
5s, Park, Mar. 1, '14. J&J	.....	.....	3·40
5s, Fire, Oct, '00 to '15. A&O	.....	.....	3·40
5s, Sc Dist..1907-08. M&S	.....	.....	3·40
Zanesville—4½s, 1909. A&O	.....	.....	3·35
OKLAHOMA			
Cleveland Co.—			
6s, Fd., Sept. 10. 1904. Sept.	110	.....	....
Logan Co.—			
5s, Ref'd'g., 1909-19..J&J	106	.....	....
Oklahoma City—			
6s, Sch., Jan. 1, 1914 J&J	110	.....	....
6s, Fund'g, 1906 to 1915	106	.....	....
Oklahoma Co.—			
6s, Fund. Dec., 1904. Ann	104	105	4·85
6s, Fund'g., 1919 to 1922	110	112	....
Tecumseh—			
7s, June 1, 1912.....J&J	106	108	....
OREGON			
Astoria—			
5s, g., Water, 1925 ..J&J	114	.....	....
Portland—			
6s, g., Sewer, 1905..J&J	111	.....	....
6s, Sch. Dist., 1913..A&O	120	.....	....
5s, g., C.H., July 1, '23. J&J	118	.....	....
5s, Wa., Jan 1, 1917. J&J	116	.....	....
5s, g., Wat., July 1, '23. J&J	.....	124	3·50
5s, g., Bridge, 1925. A&O	120	.....	....
5s, g., Jan., 1922....J&J	123½	.....	3·50
Union Co. Sch. Dist. No 1—			
5s g. June 1, '09-'19, J&D	.....	106·06	4·25
Wasco Co.—7s, Sch. Sep., '04	.....	.....	4
PENNSYLVANIA			
6s, Agricultural College,			
Feb., 1922.....F&A	.....	.....	3
4s, Fund'g, Feb., 1912. F&A	111¾	.....	....
3½s, Fund., Feb., 1912. F&A	105	.....	....
Allegheny—			
4½s, 1900 to 1903...Var.	.....	.....	3·15
4s, 1901 to 1919.....Var.	.....	.....	3·15
4s, July, 1925 .....J&J	.....	.....	3·15
4s, 1907-12-17-27....J&J	.....	.....	3·15
Allegheny Co.—			
5s, Comp., 1913-1940. J&J	101½	.....	....
4s, Riot, 1901-1906 . Var.	102	.....	....
Braddock—4½s, '00-16. M-S	.....	.....	3·90
4½s, 1901 to 1927..A&O	.....	.....	3·50

Bonds.	Bid.	Ask.	To Net.
Bradford—4s. 1906-16-26..	.....	.....	3·90
Chester—			
4s, School, July 1, '14. J&J	.....	.....	3·25
3½s, 192[illegible]	.....	109·85	3⅛
Harrisb'g-6s, July, '03. J&J	.....	.....	3·20
4s, City, July 1, 1920. J&J	.....	.....	3·20
Johnstown—5s, 1921..J&D	.....	.....	3·50
4½s, Sept. 1, 1923...M&S	.....	.....	3· 0
4s, Fire alarm, 1923. J&J	.....	.....	3·50
Lancaster-6s, '05 to 20. Jan	.....	.....	3·12
4s, Wat., Ap., '05 to 20. Q-J	.....	.....	3·12
Luzerne Co., Cen. P'r Dist.			
3½s, g., B'd'g '03-'22 A&O	.....	.....	3·15
McKeesport—6s, 1907. J&J	.....	.....	3·50
5s, Water, 1911.....J&J	.....	.....	3·50
4½s, Funding, 1900. J&J	.....	.....	3·50
Philadelphia—			
6s, 1901.... ....J&J	.....	.....	2·90
6s, Taxed, 1904.....J&J	.....	.....	2·90
4s, f'd'g, 1900 to 04..J&J	.....	.....	2·90
3½s, 1904 to 1924....J&J	.....	.....	2·90
3½s, Dec. 31, 1906..J&J	.....	.....	2·90
3½s, 1907-26..... J&J	.....	.....	2·90
3s, Nov. 1, 1900 to '19. M&N	.....	.....	2·90
Pittsburg—7s, Fund. d't, '09	.....	.....	3⅛
6s, Water, Jan., 1908. J&J	.....	.....	3⅛
5s. Fund. debt imp. '13 J-D	.....	.....	3½
4½s, School, July, 1919..	.....	.....	3⅛
4s, Comp., Jan., 1915. J&J	.....	.....	3⅛
3½s, Ref'd'g, 1902 to '09.	.....	.....	3⅛
Reading—4s, Aug., 1910...	.....	.....	3½
4s, Apr., 1918.....A&O	.....	.....	3½
Schuylkill Co. 3½s, 1919..	.....	.....	3
Scranton—4½s, 1909..J&D	.....	.....	3·15
4½s, City imp., June, 1919	.....	.....	3·15
4½s, School, 1920...J&D	.....	.....	3·15
Wilkes-Barre—4½s, '22-'27	112½	.....	
3½s, R'd'g., 1906-17. F&A	.....	.....	3·20
Williamsport—			
3½s, Refg., Sept. 1, '09-29	.....	104	....
RHODE ISLAND			
3½, g., S. H., 1934.....J&J	112	.....	....
3s, State House, 1938. A&O	102	103	....
Burrillville—			
4s, g., Impt., Jan. 1, 1907	103	.....	....
4s, g., Impt, Jan. 1, 1922	107	.....	....
Central Falls—			
4s, gold, Dec., 1905 to '20	.....	.....	3·50
Cranston—4s, Aug., '29. F&A	110	.....	....
4s, Funding, g. July, 1937	112	.....	....
4s, g., 1939 .....M&N	.....	.....	3·35
East Providence—			
4s, g., Fdg. J'ne 15, '47. J&D	114	.....	....
Lincoln—4s, July, 1911...	10[illegible]	.....	....
4s, Oct. 15, 1928 ...A&O	110	.....	....
Newport—4s, March, 1905.	103	.....	....
4s, g., Park, Feb., 1927..	115	.....	....
Pawtucket—			
4s, g., July, 1910....J&J	104	105	....
4s, g., May, 1937.....	111¼	.....	....
Providence—			
6g., July 1, 1900.....J&J	100	.....	....
5s, g., Wat., July 1, '00. J&J	100	.....	....
5s, g., July, 1906 ....J&J	110	.....	....
4s, g., Park, July, '21. J&J	113	.....	....
4s, g., Apr., 1927...A&O	116	.....	....
3½s, g., Wat., 1916. M&S	104½	.....	...
3½s, g. Sewer, 1928. A&O	107	.....	....
3½s, Sch. & Bridge, 1929	108	.....	....
3s, Sewer & Imp., 19[illegible]9.	99	.....	....
Warren—4s, 1900 to 1922..	.....	.....	3·50
Westerly—4s, g., Sept 1927	113	.....	....
4s, Refunding. Jan. 2, 1929	112	.....	...
3½s, Water, Feb., 1929...	112	.....	....
Woonsocket—			
4s, g., Ref'd'g, 1919. A&O	109	.....	...
4s, Sew., Feb. 15, '25. F&A	107	.....	....
4s, Reg. g., May, '27. M&N	108	.....	....
SOUTH CAROLINA			
4½s, Blue, 1928.....J&J	....	120	....
4½s, New issue, 1933..J&J	123	.....	....
4s, July 1, 1936.... ...J&J	.....	106	....
Aiken—4½s, Sew., '49, J&J	.....	110·45	4
Charleston- 5s, Oct '25. A&O	116	.....	....
4s, 1909..... .....J&J	105½	106½	....
Chester—5s. 1917-37..J&J	110	112	....
Columbia—3s-4s. 1910. J&J	100	102	....
Darlington—			
5s, Refdg., 1920.....J&J	.....	112¼	4·13
Greenville Co.—			
4s, Fund., July, 1919, J&J	.....	105·63	3·60
Newberry—			
4½s, Refdg., 1919....J&J	.....	106·84	4
SOUTH DAKOTA			
6s, Sch. & Col., J'y 1, '05. J&J	.....	.....	3·25
5s, Sch. & Col., M'y 1, '07. J&J	.....	.....	3·25
4½s, Ref'd., May 1, '07. J&J	.....	.....	3·25
4s, Constit'n, Mar. 1, '10. J&J	.....	.....	3·25
Aberdeen—6s, 1915.....J&J	.....	.....	5
5s, Oct. 1, 1900 to 1918..	.....	.....	4·40
Faulk Co.—6s, 1915..S.-an.	.....	.....	5
Hanson Co.—			
6s, Refunding, 1908. J&J	.....	.....	5
Lake Co.—5s, Fdg., 10-20 yr	.....	.....	5
Marshall Co.—6s, F.'15. J&J	.....	.....	5
Mitchell—6s, 1914....A&O	.....	.....	5
Watertown—6s, 1909..J&J	.....	.....	5
Yankton Co.—			
4s, Rfdg., '09 to '19. M&N	.....	.....	3¾
TENNESSEE			
6s, Unfunded, 1900....J&J	90	.....	....
6s, Compromise, 1912.....	90	.....	....
4½s, Penitent., Oct. '13. A&O	107	.....	....
4½s, Redemp., 1913..A&O	107	.....	....
4s, Redemption, 1907. A&O	95	.....	....
3s, Settlement (100)...J&J	93	96	....
3s, Settlement (1000), 1913	94	96	...
3s, Scrip.....	110	.....	....
Chattanooga—6s. 1909 A&O	110	112	....
Clarksville—4s, Water, July			
1, 1909-1929.....J&J	.....	103⅛	....
Davidson Co.—			
5s, Asylum, 1903-'08-'13	103	.....	....
5s, F'd'g, 1900 .....J&J	100	.....	...

Bonds.	Bid.	Ask.	To Net.
Davidson Co. (Concl'd)—			
4½s, 1915.....J&J	102	104	4⅛
Hamilton Co.—			
5s, Bridge, 1909....A&O	.....	.....	3·50
Henderson Co.—6s.....	97	100	....
Knoxville—6s, 1915.....	.....	.....	4½
5s, g., Imp., 1921...A&O	.....	.....	4
4s, Funding, 1919...J&D	.....	.....	3·45
4s, Hosp., June 1, '29 J&D	109·20	.....	3·50
Marshall Co.-5s, 1901. F&A	100	102	....
Memphis—			
6s, Comp., 1915.....J&J	120	121	....
6s, Comp., Flippin, 1907.	112	114	....
5s, Market, 1917-1922..	107	111	....
4½, Refdg., g., 1926. J&J	113	115	....
Nashville—6s, 1901....J&J	104	107	....
6s, Funding, 1905.. J&J	109	112½	....
6s, Water, 1909....M&N	116	118	....
6s, Water, 1911 A&O. 30	118	120	....
6s, Water, 1913 A&O. 30	119	.....	....
5½s, Bridge, 1905...A&O	107½	109½	....
5s, Sewer. Dec., 1911. J&D	108	.....	....
5s, Water, 1921 .....J&D	114	.....	....
5s, Haymark., 1922..M&S	115	.....	....
4½s, July, 1907.....J&J	105	.....	....
4½s, 1918, Water....J&J	107	110	....
4½s, Apr. 1, 1923...A&O	108	111	....
4s, Water. 1919 .....J&J	105	.....	....
4s, Bridge, Oct. 1, '18 J&J	105	.....	....
North Knoxville—			
5s, 1919.....M&S	.....	.....	3·50
Sevier Co.—5s, 1913..July	.....	108⅜	4·20
Shelby Co.—			
6s, Fund., Jan. 1, '24. J&J	.....	129¾	4⅛
Sumner Co.—6s. 1913. J&J	101	103	....
TEXAS			
Austin—			
5s, g., W. & L. 1910, '30. Q-J	.....	.....	....
Bell County—5s, 1909. Apr.	.....	.....	3⅞
Bexar Co.—			
6s, gold, 1933, Apr. 10	.....	.....	4
5s, Bridge, 1910..Apr. 10	.....	.....	....
4½s Bridge, '09-39, Ap. 10	.....	106½	3·70
Brazoria Co.—			
5s, Ct. H. refdg., 1909-19	106	110⅛	3·75
Cleburne—6s, '06-36..J&D	.....	110½	4·25
Dallas—			
7s, RR., Apr. 1904..A&O	.....	.....	4
6s, Funding, 1917..A&O	.....	.....	4
5s, Water, 1917 .....J&J	.....	.....	4
5s, Fd., July, 1931...J&J	.....	.....	4
5s, g., Aug., 1928....F&A	.....	.....	4
Denison—6s, 1904.....J&J	.....	....	4
5s, 1912.....J&J	.....	.....	4
El Paso 5s, School, 1914-'29	.....	.....	4
5s, Water Comp. 1909-'19	.....	.....	4
Fort Worth—			
6s, Water, Feb., 1922 F&A	.....	.....	....
5s, Ref., 1920.....J&J	.....	.....	....
Gainesville—			
5s, Ref.. 1903-1938. A&O	.....	.....	4
Galveston—			
5s, Fund'g, 1905-15. M&N	.....	.....	4
5s, Wat., 1908-1928..J&J	.....	.....	4
5s, Lim. debt, Sep. 1, '21.	.....	.....	4
5s, Lim. debt, June 1, '23.	.....	.....	4
5s, Lim. debt, Jan. 22, '25	.....	.....	4
5s, Lim. debt, 1927.....	.....	.....	4
Houston—			
6s, Funding, 1912...J&J	.....	.....	4·10
6s, comp., July, 1918. J&J	.....	.....	4·10
5s, Comp., July, 1918. J&J	108	109	....
5s, Ref., Jan. 1, 1923. J&J	110	111½	4¼
5s, Pav. & Sew., 1939. J&J	113	.....	....
Lavaca Co.—			
5s, 1902-1937, April 10..	.....	.....	3⅞
McLennan Co.—			
6s, Bridge, 1909..Apr. 10	.....	.....	3⅞
Palestine—5s. 1938..M&N	.....	107¼	4⅛
Paris—6s, Water, Oct. 15,			
1912 to 1937.....J&J	110	.....	..
5s, Improv., June, 1930.	105	.....	....
San Antonio—			
6s, g., Fund., 1905-15. F&A	.....	....	4½
6s, Impt. 1908. Opt. F&A	.....	.....	4½
6s, 1915. Option.... M&N	.....	.....	4½
6s, 1916 .....A&O	.....	.....	4½
5s, 1917.....F&A	.....	.....	4
Sherman—6s, Ref. '12. A&O	.....	.....	4
6s, Funding, 1930..A&O	.....	.....	4
6s, Water, 1936.....A&O	.....	.....	4
Tarrant Co., 4s, Refund....	.....	.....	3·75
Waco—5s, Gold, 1923. A&O	114	.....	4
5s, Imp., 1920 .....M&S	112	.....	....
5s, Ref., July, 1909..J&J	106	.....	....
Waller County—			
4½s, Ref'g, '08-'18...A&O	100	104	4
U. S. OF MEXICO.			
See Mexico, page 30.			
UTAH			
5s, Build'g, 1900-1910. J&J	.....	.....	3·20
5s, Territorial, 1908...J&J	100	.....	3·20
Logan—5s, g., 1912 .J&D	.....	.....	....
Ogden—6s, g., June, 1901-11	100	.....	4·00
5s, 1913.....M&N	101	102	....
4½s, 1908-1918.....F&A	.....	102	....
Salt Lake City—			
5s, Gen. f'd., 1901-11. J&J	.....	..	3·70
5s, Fund., 1908 .....M&S	.....	103½	3·70
5s, Funding, 1912...J&J	.....	.....	3·70
5s, Fund., 1914.....M&N	.....	.....	3·70
5s, School Dist, 1902. F&A	.....	...	3·70
5s, " 1913. F&A	.....	104½	3·70
4s, Ref., Sept. 1, '18. M&S	.....	..	3⅞
Salt Lake County—			
5s, Fd., Aug. 1, '06-16 F&A	.....	103¼	4
Weber Co.—5s, '02-12. J&J	.....	.....	....
VERMONT			
6s, Agric. College, June 1,			
1910.....J&D	124	125	....
Barre—4s, June, 1903.....	.....	103⅛	3·12
4s, Refdg. Water, 1914-'19	.....	110⅜	3·12
Bellows Falls—			
4s, Water, 1915	106	.....	....

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Bennington—			
4s, Jan., 1917.....J&J	109	.....	....
Brattleboro-4s, Jan. 1, 1904	102	.....	..
4s, Jan. 1, 1911.....J&J	105	.....	....
4s, Jan. 1, 1918.....J&J	108	.....	....
Burlington—4s, July, 1908.	104	.....	....
Newport—4s, g., Water June 1, 1920.....J&D	109	.....	....
Northfield—			
4s, Lt.& P'r, '04-7-17. J&D	.....	.....	3·50
Poultney—			
4s, June 1, 1910 to 1918.	.....	.....	3·50
Rockingham—			
4s, Jan., 1901 to 1917. J&J	.....	.....	3·50
Rutland—4s, g., 1926. M&N	110	.....	....
St. Albans—4s, Ref. Wat. '07	.....	.....	3·50
Stowe—4s, 1900 to 1918...	.....	.....	3·50
VIRGINIA			
3s, New, c., 1932.....J&J	88½	89	....
2-3s, Funded debt, '91. J&J	84½	85½	....
6s, Trust receipts, stamped	5	8	....
Berkley—6s, 1927....J&D	.....	115·45	5
Danville—8s, 1903-11. J&J	125	.....	....
6s, 1900.....J&J	110	*	....
5s, Nov. 1, 1927....M&N	.....	.....	4⅛
Franklin Co.—6s, 1909. J&J	90	100	....
Lynchburg—3s, 1904-7. J&J	.....	.....	4½
6s, L. & Dan. RR. 1901. J&J	.....	.....	4½
6s, 1915.....J&J	.....	.....	4½
5s, Perm. imp., 1916. J&J	.....	.....	4½
4½s, Refunding, 1927....	.... .	.....	4·30
Manchester—6s, 10-40. J&J	100	.....	....
5s, Refd'g, 1931.....J&J	104½	108	....
Newport News—			
4½s, 1918-1928.....A&O	.....	105	4⅛
4s, Pav'g, Aug. '19-29 F&A	.....	106·39	3·55
Norfolk-8s, May, 1901. M&N	103	.....	....
6s, Sept., 1900..... M&S	.....	.....	....
6s, Renew'l, Jan., '14. J&J	116	.....	....
5s, Renewal, Ap., '11. A&O	110	.....	....
5s, 1924.....M&N	113	.....	....
4s, Nov. 1, 1929....M&N	.....	104	....
Petersburg—8s, 1903. M&N	113	.....	....
6s, 1905.....F&A	108	.....	....
Richmond—8s, 1904-09 J&J	132	.....	....
6s, 1910.....J&J	115	.....	....
5s, 1920-1922.....J&J	114	.....	....
4s, 1920-1929.....J&J	105	.....	....
Richmond—(Con.)			
4s, July 1, 1924.....J&J	105	.....	....
4s, 1925.....J&J	105	.....	....
4s, 1926.....J&J	105	.....	....
4s, Refd'g, reg. 1929. J&J	105	.....	....
WASHINGTON.			
3½s, Fund., Apr. 1905, Apr. 1	.....	.....	3·70
Ballard—6s, g., 1915.. J&J	.....	.....	5
East Tacoma—6s, Sch. Dist., Feb. 1, 1900.....F&A	.....	.....	5
Fair Haven—6s, g., '11. J&J	.....	104	5⅝
Kittitass Co.—6s, 1902-'12.	.....	.....	5¼
Lincoln Co.—6s, 1912. Sept.	.....	.....	5¼
Pierce Co.—6s, 1911..June	.....	.....	5⅛
5s, May 2, 1912.....May	100	.....	....
San Juan Co.—			
6s, g., F'dg, Sep. 1, '05-15.	.....	104·90	5½
Seattle—			
6s, Sch. g., Jan. 1, '1909 J&J	105	.....	....
5s, F'dg, g., July, 1913. J&J	104	.....	....
5s, g., Apr., 1912....A&O	104	.....	....
5s, Sch. Dis. No. 1, '10. J&J	.....	.....	5
5s, Sch. Dist., No. 1. 1915	.....	.....	5
Skagit Co.—			
6s, g., Fund, Dec. 1, 1913	.....	107½	5⅜
Spokane—6s, Oct. 1, '11. A&O	.....	117½	4·20
5½s, Feb. 1, 1918....F&A	.....	117	4·20
5s, g., Ref'd'g, Sept. 1, 1914	.....	106	4½
Spokane Co.—6s, School...			
Dist., July 1, 1910...J&J	.....	.....	5
Tacoma—			
6s, Apr. 15, 1911....A&O	100	.....	....
5s, g., June 1, 1913..J&D	98	.....	....
Whatcom Co. 6s, 1911 Dec.	.....	.....	5⅜
Whitman Co.—5s, 1912. Apr	103½	105	....
WEST VIRGINIA.			
Charleston—			
4½s, Sch. Dist. 1919-'29..	.....	.....	3·60
Huntington—			
6s, Paving, Oct. 1, 1921.	.....	.....	4
5s, Sch., Mar., 1900-1910.	.....	101	4
Parkersburg—			
5s, Park, June 1, '16. June	.....	.....	4
5s, Sept. 1, 1917..Sept. 1.	.....	.....	4
Wheeling—			
6s, Bdge., Nov. 1, '01-24.	.....	.....	4
5s, City, July 1, 1919....	.....	.....	4
Wheeling—(Con.)			
4½s, Bridge, July 1, 1924	.....	.....	4
WISCONSIN.			
Ashland—5s, F'd'g, '09 J&J	.....	108½	4⅛
Bayfield Co. 5s, g. 1915 A&O	.....	111·65	4
Burlingt'n 5s, Sch., '01 to '06	.....	.....	4½
Cassville 5s, '02 to '11. A&O	.....	.....	4½
Chippewa Co.—			
5s, Dec., 1901.....Dec.	.....	104	4·10
Elkhorn—5s, Water, '00 to '07	100	.....	....
Elroy—5s, 1910 to '19. J&J	.....	.....	3·87
Green Bay—5s, 1901 to '17.	.....	.....	3·75
Kenosha—3½, '09-'19..J&J	.....	.....	3·25
La Crosse—			
5s, Bridge, Jan. 15, '10. J&J	110	.....	....
3½s, July 1, 1909-'19. J&J	.....	103½	....
3½s, Ref'd'g, 1919..A&O	.....	.....	3·20
Madison—4s, Ref., '15. A&O	95	.....	....
Milwaukee—			
7s, General, 1901....J&J	.....	.....	3·20
7s, Water, Jan. 1, '02. J&J	106	.....	....
5s, July 1, 1907.....J&J	110	.....	....
5s, July, 1910.....J&J	115	.....	....
5s, Liby&Mu. '00 to '17 J&J	.....	.....	3·20
4s, Water, 1906-7....J&J	.....	.....	3 20
Milwaukee Co.—			
5s, Build., July 1, '07. J&J	106	.....	....
5s, School, July 1, '14. J&J	109	.....	....
Oshkosh—4s, 1918....F&A	.....	110¾	3·25
Racine-5s, Adjust., '12. Ann.	.....	104	4·50
4s, School, June 1, '13. J&D	.....	.....	3·20
3½s, Sch., 1919, July 1..	.....	.....	3·20
Sheboygan 4½s, 1911. M&N	107	108¼	3¾
South Milwaukee—			
5s, Wat'r, Oct. 1, 1913 A&O	.....	.....	4
Superior—			
6s, Sewer, Ag. 1, 1910. F&A	.....	120¾	3·76
Waukesha—4s, School, Apr. 1, 1900 to 1918.....J&J	.....	.....	3¾
WYOMING.			
6s, Capitol, 1902-1911.....	.....	.....	3·35
6s, Univer. Build'g, 1902 to 1911.....Jan. 1	.....	.....	3·35
Cheyenne—			
5s, Refdg., 1909-'29..J&J	104	105	....
Uinta County—4½s, Refdg. July 1, 1909-1918....J&J	.....	104·10	4

* Flat price.

MISCELLANEOUS SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices.

Bonds.	Bid.	Ask.
MISCELLANEOUS BONDS.		
Acker, Merrall & Condit 6s..1903	98	.....
Adams Express col. tr. g. 4s, 1948	102½	103½
Albe. & Ches. Canal Co.—7s, 1909	§100	102
Alton Br.—See St. C.M. & St. L. RR.		
Amer. Bell Telep'ne—Deb. 4s, 1908	§.....	100
American Bicycle Co.—		
S'kg f'd, g. deb., 5s, Sept. 1, '19 M&S	§ 93½	95
American Brew. Co. 6s, 1915. J&J	110	117⅞
Amer. Cot. Oil, deb., 8s, 1900, Q-F	102⅞	104
Amer. Graphoph'e. Deb. 5s..M&N	100	.....
Amer. Mail Steamship Co.—		
1st g. s'g f. 6s, Nov. 1, '00-'08 M&N	§103	105
Amer. Safe Dep. Co.—6s, 1903. Q.-J.	§105	.....
American Security & Trust 4s.....	100	.....
Amer. Spirits, g., 6s, 1915....M&S	80	.....
Amer. Strawboard Co., 6s....F&A	§.....	102
American Writing Paper—		
1st g. 5s, July 1, 1919, Opt. 1909	§ 85	89
Artesian Water (Tenn.) 5s...1905	107	108
Asphalt Co. of America—		
Certfs.—Col. tr., g., 5s, 1949 .A&O	.....	‡84
Atchison & East. Bridge—See RR.		
Augusta Fact'y 1st M. 6s, '15. M&N	111	.....
B. & S. Car Co., 1st, g., 6s, 1942, J&J	105	107
Battle House (Mobile) 6s.....	111	.....
Berg. & Engle Brew.—		
1st, 6s, 1921 .....J&J	.....	110
Bon Air Coal, 2d series, 6s, '28. J&J	109	112
Booneville Bge.—See M.K. & T. RR.		
Boston & Mont'a, 7s, 1902...M&N	§107	.....
7s, 1907.....M&N	§115	.....
Boston El. Lt.—6s, 1908.....M&S	§115	.....
do 5s, 1924.....M&S	§111	.....
Boston Term. Co.—3½s, 1947 F&A	§113¾	.....
Broadway Realty—G. 5s, 1926 ...	§110	.....
Bklyn Ferry Co.—5s, g., 1948. F&A	§ 91	94
Brooklyn & N. Y. Ferry—		
1st 6s, Jan. 1, 1911.....J&J	§117	119
Bklyn Wf. & W. Co, 1st, 5s, 1945, F&A	77	.....
Buffalo Gen. Elec. Ref'g. g., 5s, 1939	§108½	110½
Buffalo Iron 5s, 1925.....	75	78
Butte & Boston 6s, 1917.....A&O	§.....	‡85
Cairo Bridge—See Ill. Cent. RR.		
Cambria Iron—6s, g., 1917 ...J&J	.....	109
Cent. Hudson Steamboat Co.—		
1st 5s, 1919.....M&N	100	103
Central Union Telephone Co.—		
1st, g., 6s, July 1. 1906-16...J&J	§112½	113½
5s, g., Jan. 1, 1909-1919....J&J	§104½	105½
Century B'ld'g (St. Louis) 6s, 1916	90	98
2d mort. 6s, 1917.....A&O	70	80
Champaign & Urbana Water—		
1st, g., refunding 5s, 1909-1914.	§.....	105
Chat'n'ga City Wat. Co.—6s, '12, J&J	§100	.....
Ches. & Del. Canal—5s, 1916..J&J	.....	.....
Ches. & Pot. Tel., 5s, 1911....J&D	103	104
Cons. 5s, 1909-1929.....J&J	.....	108½
Chic. Dock Co. 1st g. 4s, 1929.....	§.....	100
Chic. Cons. Brew. & Malt. 6s. J&J	§104½	106
Chic. Edison Co., Deb. 6s. ....J&J	§100½	101½
1st mort., g., 5s, 1926.....A&O	§.....	110
Chic. Junct., col., g., 5s, 1915, J&J	§.....	115
Chic. Sub Water & Elec. Lt.—		
1st, g., 5s, Aug. 1, 1949.....F&A	§.....	103½
Cin. Chamb. Com., 4s, 1908, J&J.	§100¼	.....
Cleve. El. Ill. Co.—1st, g., 5s, 1927.	§107½	.....
Col. Fuel & Iron—		
Col. Coal & I. Dev. Co., 5s, 1909..	100½	.....
Colorado Coal & Ir., 6s, 1900, F&A	101	103
Col. Fuel Co., 6s, gen., g., '19, M&N	100	.....
Gen., g., 5s, s. f., 1943....F&A	.....	97
Col. Riv. Bge.—See Int. & Gt. N. RR.		
Columbia College—3s, 1909..J&D	§‡.....	100
Columbus Elec.—6s, 1922....M&N	85	90
Commercial Bldg. Co., 6s, '07, M&N	100	102
Conn. L't'g & Pow. Co., g, 5s, 1939.	§100	.....
Consolidated Coal, 6s, 1911, M&S.	90	95
Consol. Water Co. of Utica—		
1st g. 5s, Jan., 1930.....J&J	§.....	105
Contra Costa Water, 5s, 1915. J&J	.....	109½
Consum. L. H. & P. Co. (Eliz. N.J.)		
5s, 1938 ..... J&D	§109	.....
Cov. & Cin. Bdg., 1st, g., 4s, 1915..	§105	107
Cumberland Teleph. & Telegr.—		
g. 5s, 1918..... J&J	§110	.....
Denver Union Water 5s, 1914 J&J	82	86
Domin. Coal, 1st, 6s, 1913....M&S	§108	110
Eagle & Phenix Mfg. Co., 6s, 1928	107½	.....
East Hartford (Ct.) Water Co.—		
1st mtg. g. 5s, 1903-1923.....	§.....	.....
Ed'n Elec. Ill. Co., N.Y., 1st, 5s, 1910	.....	108
1st con. g. 5s, 1995.....J&J	119	.....
Edison Light & Power, 8, F. 6s, Q-F	130	.....
Edison Elec. (Bklyn.)—See Kings	Co. E	lec.
Edison Elec. (N.O)—G. 5s, 1929 J&J	105	111
Edison Elec. Illum., Savannah, 6s.	.....	105
Ellicott Square Co. 1st g. 5s, 1935	§107½	110
1st g. 6s, 1910	§100	105
Elmira Mun. Imp.—5s, 1942. Certfs	.....	50
Enterprise Mfg. Co., 1st, 6s, 1903.	103	.....
Erie Tel. & Tel., 6s, 1909.....A&O	§104½	.....
Col. tr., g., s. f., 5s, 1926 ....J&J	§105	.....
Debenture gold 5s, 1928-29. J&J	§100	.....
Evansville Brewing—6s, 1915....	§ 65	85
Evansville Cotton Mill—6s, 1910.	§100	103
Fay & Egan Co. (Cin.)—6s.....	§106	107
Ft. S. & V. B. Br.—See St. L. & S. F. RR.		
Foxburg Bge.—See Pitts. & W. RR.		
Frank Jones Brew. Co.—deb., 5s, £	.....	.....
Gen. Electric, deb., g., 5s, 1922, J&D	§.....	115
Gramercy Sugar, 6s, g., 1923. A&O	.....	90
Grand River C. & C. g. 6s, 1919..A&O	100	.....
Hackens'k Water Re-org. con. 5s..	§105	.....
1st, g., 5s, 1926.....J&J	§105	.....
Hartford Elect. Light.—5s, 1915 .	§105	.....
Hartford Light & Power Co.—		
1st 6s, Oct., 1912, Opt.....A&O	§100	.....
Hawaiian Com. & Sug. 5½s, 1916.	112	.....
Hecker-Jones-Jewell, 6s, 1922 M&S	94	95
Henderson Bridge—See RR.		
Hoboken Ferry—1st 5s, '46..M&N	§110	111½
Hoboken Land Imp., 5s, '10, M&N	§105	.....
Huntington Water.—6s, 1913. M&N	§100	.....
Hydraulic Press Brick, 5s, 1904..	100	102
Ill. Steel Co., deb., 5s, 1913..A&O	99	100
Imperial Bldg. Co.—6s, 1913..J&J	102	104
2d, 6s, 1908.....M&S	80	90
International Navigation—		
1st g. 5s, Feb. 1. 1909-1929. ...	§101	102½
Internat'n'l Paper—6s., 1918. F&A	104	109
International Silver, 6s, 1948 J&D	§100	102
Iron Steamboat Co., 6s, 1901, J&J	60	65
Jackson Brewing (N. O.) 1st 6s....	104	106
Jefferson & Clearfield C. & I. Co.—		
1st, g., 5s, 1926.....J&D	§105	.....
2d, gold, 5s, 1926 .....J&D	97	.....
Kan. C. & M. Ry. & Bridge—See RR.		
Keithsburg Br.—See Ia. Cont. RR.		
Keokuk & Ham. Bridge—See RR.		
Ky. Title Co. R. E. bonds, 6s....J&J	§102	103
Kentucky Wagon, 6s, 1901...J&D	§102	103
Kings Co. Elect. Light & Power—		
1st gold 5s, 1937.....A&O	§105	107½
Purchase money 6s, gold, 1997..	§120	122
B'klyn Edis. Ill. cons. 4s, '39. J&J	.....	100
1st, g., 5s, 1940., call. Oct. 1, 1900	110	.....
Kinloch Telephone, 5s, 1928. F&A	99	101
Knickerb'ker Ice—(Chic.) g., 5s. '28	.....	95
Laclede B'ld'g Co.—5s, 1919. M&N	102	104
La Grange Furnace, 6s, 1912. Aug.	12	17
Lamson S. Service—6s, 1909. M&S	.....	‡103½
Leavenw. Term. Bridge—See RR.		
Lehigh Coal & Navigation—		
4½s, g., 1914..... Q-J	112⅜	.....
Railroad, gold, 4s, 1914.....Q-F.	105	.....
6s, extend. to 4s, g., 1914...Q-F.	104	.....
Consol. mort., 7s, 1911.....J&D	127	.....
Gen. mort., g., 4½s, 1924....Q-F	105	.....
Funding 4s, g., July 1, 1948. J&J	.....	104
Leh. Val. Coal Co.—See RR.		
Levee S. Cot. Press, 1st, 6s, '07, M&N	100	.....
Long Branch Water, 5s, 1906.....	Basis	4%.
Los Angeles Lt. Co., 6s, 1905. J&J	99	100
Guaranteed, 6s, 1905.....J&J	99	.....
Guar. 5s, 1924.....A&O	.....	102
Louisv. Board of Tr., 6s, 1910, J&J	§104	105
Louisv. Water Co., 1st, 6s, 1906, A&O	§113	114
2d, 5s, 1910.....F&A	§112	113
Lowell El. Lt. Cor., 1st, 5s, g., '14. J&J	§103	.....
Madison Sq. Gard., 1st 5s, 1919 M&N	100	106
6s, 1919.....M&N	35	.....
Maine Steamship Co.—6s, g., 1926	.....	110
Maryland Brew'g Co.—6s, g., 1939	§ 84½	85
Maryland Steel Co., 5s, 1922, F&A	§.....	99½
Masonic Hall Ass'n (Wash.) 5s, '08	108	112
Masonic Temple (Memphis), 6s 1924	104	105
Merch. Br.—See St. L. Mer. Term.		
Metro. Opera & R. E., 5s, 1903....	103	.....
Mich. L. Superior Power Co.—		
1st g. 5s, May 1, 1949.....M&N	§.....	100
Michigan Telephone—		
1st sinking fund, g., 5s, 1917. J&J	§110	.....
Cons. g. 5s, Jan. 1, 1929....J&J	§.....	103¼
Milford Water—1st 5s, 1918. A&O	§100	.....
Minneapolis Brew.—G. 7s, Apr. '13	108	110
Miss. Levee (W. B. I. & S. Co.), 6s.	112	115
Miss. Levee (Yazoo Delta), 6s.....	120	122
Miss. Riv. Br.—See Chic. & Alton.		
Mo. Elec. Light, 2d, 6s, 1921. Q-May	120	123
Mo. Edison Elec. 5s, g., 1927. F&A	96	98
Monongahela Light & Pow. Co.—		
1st g., 5s, June 1, 1949.....	102	103
Morris Aqueduct—4s, 1915...F&A	‡.....	100½
Muncie (Ind.) W. W. Co., 6s, '13, F&A	§100	.....
Mystic Wharf & Stor'ge (Boston)—		
1st, gold, 5s, Dec. 1, 1906..J&D	§102½	103½
Nat'l & Prov. Worsted Mills, 6s....	100	.....
Nat. Starch Co., 1st. g, 6s, 1920. M&N	‡.....	103
N.E. Cotton Yarn Co., 1st, g, 5s 1929	§102½	103
New England Tel., 5s, 1919. A&O	§.....	.....

§ Purchaser also pays interest. £ In London. ‡ Sale price.

Bonds.	Bid.	Ask.
New Haven S.S. Co.--6s, 1902. A&O	§103	.....
New Jersey Zinc—5s, g., 1917.....	105	.....
N. O. Cotton Ex., 1st, 5s, '06, Q-Jy.	.....	.....
New York Biscuit Co.—6s, 1911 ..	114	.....
N. Y. & E. R. Ferry—5s, 1932. M&N	§ 95	99
N. Y. Gas & Elec. L. H. & P. Co.—		
1st g. 5s, Dec. 1, 1948.....J&D	§103½	104½
Col. tr. 4s, 1949.....	§ 90	95
N. Y. & Hob. F., gen. 5s, 1949..J&J	§ 91	93
N. Y. & N. J. Ferry—5s, 1946. J&J	§102	105
N. Y. & N. J. Telep., 5s, g., '20, M&N	112	114
N. Y. & S. B'klyn Ferry, 5s. '06. M&N	§ 92	94
N. Y. Susq. & Western Coal Co.—		
1st 6s, 1912.....M&S	98	.....
N. Y. & Wilkes-Barre Coal Co.—		
1st 6s, 1933;.....M&N	.....	50
Niagara Falls Power 5s, 1932....	§107½	108½
North Hudson L't H. & P. Co. (Hoboken, N. J.)—5s, 1938.....A&O	109	.....
Oakland Water 5s, guar. 1915 J&J	108	.....
Oceanic Steamship 5s. '09-'24. J&J	.....	109¼
Ocean Steamship Co.—See Central RR. of Ga.		
Pacific Coast Co.—G. 5s, 1946 J&D	103⅜	.....
Passaic Water Co., Paterson, N.J.—		
Gen. M., g., 5s, Jan., 1937, J&J..	105	.....
Pennsylvania Canal—6s, 1910, J&J	5[illegible]	.....
Pennsylvania Steel—5s, 1917. M&N	108	.....
Con., gold, 6s, 1925.....M&S	.....	.....
Phila. Bourse 5s, 1913.....M&N	§.....	100
Phila. Electric Coll. tr. g. 4s, 1949	‡.....	98
Pittsburg Brewing 6s, 1949.....	110	110½
Pleasant Val. Coal—5s, 1928..J&J	104	107
Portland Water Co., 4s, 1927. F&A	§105	106
Procter & Gamble—1st, 6s, 1940	§112	113
Prov. Fall R. & Newport Steamboat 1st, g., 5s, June 1, 1916 ...J&D	§104½	106
Raleigh Cotton Mill, 6s. 1900. M&S	.....	103
Raleigh Water Co., 6s, 1911..F&A	105	.....
6s, 1931.....F&A	.....	.....
Rapid Tran. Ferry—G., 5s, '44. M&N	.....	102½
Rochester & Pitts. Coal & Iron—		
Purch.-money g. 5s, 1946..M&N	102	.....
St. Charles Br.—See Wabash RR.		
St. Joseph Water—6s, 1909..J&D	§100	.....
St. L. Agr. & M. Ass'n, 1st 5s, '01-'06	100	108
St. L. Brew. Ass'n, 6s, 1914, J&J.	99	100
St. L. Cot. Com. Co., 6s, 1910, M&N	95	97
St Louis Exposition 6s, 1912. M&N	90	95
St. L. Term. Cupples Stat. & Prop.—		
1st g., 4½s, 1917..... J&D	100	105
St. Paul Union Depot—6s, 1930...	§130	.....
Consol. 5s, 1944.....	§116	.....
Consol. 4s, 1944.....	§100	.....
Sharon Estate, 5s, 1903.....A&O	§100	.....
Sibley Mfg. Co., 6s, 1st, 1902.....	102½	.....
Sloss Iron & S. Co. 1st, 6s, 1917 F&A	107½	.....
Gen. 4½s, 1918 .....A&O	76	.....
So. Yuba Water 6s, g., 1923...J&J	106	.....
Springfield Breweries Co.—		
1st, 6s, g., Sinking fund, 1909-'19	§.....	102
Spring Val. Water—6s, 1906..M&S	113¼	.....
4s, 1917.....Q-F	.....	.....
3d mtg., g., 4s, 1906.....Q-M	101	.....
Standard Rope & Twine—		
1st, g., 6s, 1946.....F&A	78	80
Income g. 5s, 1946.....	22	23
Stillwell Bierce & Smith Vail Co.—		
1st gold 6s, 1903-1918.....	§107	108
Sunday Creek Coal, g., 6s, '12..J&D	95	.....
Susquehanna Coal, 6s, 1911, J&J.	118	.....
Swift & Co.—1st mtg. 6s, 1910 J&J	§105	107½
Tampa (Fla.) Water-Works Co.—		
1st M., g., skg. fd., 6s, 1915. M&S	102½	.....
Tenn. C. I. & RR.—		
Tenn. Div., 1st, 6s, 1917....A&O	108	112
Birm. Div., 1st con., 6s, '17, J&J	107	.....
Cahaba C. M. Co., 1st, 6s, '22, J&D	.....	105
De Bard. C. & I. Co., 6s, 1910, F&A	101	.....
South Pittsburg, 6s, 1902..F&A	95	.....
Pratt Coal & Ir.—7s, 1903. M&N	105	115
10th-23d St. Fer. Co., 1st, 5s, '19, J&D	106	108
Tenn. Cotton Mfg. Co.—6s, '05. J&J	88	92
2d mort., 6s, 1912.....J&J	30	35
Tiffin (O.) Water Co. 6s. 1902 to '12	§.....	.....
Torrington Co., 1st g. 5s, '18..M&S	§102½	103
Union Dairy Co., 5s, 1901....M&N	100	102
Union Ferry Co.—5s, 1920.. M&N	§101	102½
Union S'v'gs B'k & Tr. Co. 6s, 1898.	§100	.....
United Electric Lt. & Power, Balt.,		
1st, consol., g., 4½s, 1929..M&N	.....	100
United Elec. Co. of N. J., 4s..1929	§ 76	78
United Electric Security Co.—		
Coll. Tr. g. 5s, ser. 1 to 11 .1926	§.....	.....
U. S. Elec. Lt. Deb. 6s, 1907. M&M	.....	116
Cert. of indebt. 6s, 1907....A&O	.....	116
U. S. Envelope Co.—6s, g. 1918. J&J	§108	.....
U. S. Flour Mills—6s, 1939.....	.....	55
U. S. Leath.—S. f. deb., 6s, g. '13. M&N	.....	116
U. S. Mortgage & Trust Co.—Real estate 1st g. coll. trust bonds—		
Series C, 5s, 1900-1915..M&N	100	.....
Series D, 4½s, 1901-1916..J&J	100	.....
Ser. E, F, G & H, 4s, '17-18. J&D	100	.....
Series I & J, 4s, 1914-1919 ..	100	.....
Wash. Mark. Co..1st, 6s, '92-'11, Q-J.	114	.....
Imp., 6s, 1912-27.....Q-J	114	.....
Extension, 6s, 1914-27.....Q-J	114	.....
West. Un., deb., 7s, '75-1900, M&N	100½	.....
Debenture, 7s, 1884-1900, M&N.	100½	.....
Collateral tr., cur., 5s, 1938, J&J	110	.....
Mutual Union 6s, 1911 ....M&N	109	.....
Northwestern 7s, 1904.....J&J	107	.....
Real est., g., 7s, 1902.....M&N	§104½	.....
Western Stone Co., 5s, 1909..A&O	§100	.....
Wheel. L. E. & P. Coal—g., 5s, 1919	30	48

GAS BONDS.

Balt. Consol. Gas, 6s, 1910....J&J	117	118
Consol. 5s, 1939.....J&J	110½	111
Boston Un. Gas, 1st, 5s, 1939, J&J	§ 80	83
2d, 5s, 1939.....J&J	§ 50	58
Brookline (Mass.) Gas Light Co., gen. 5s, 1913.....F&A	§105	.....
B'klyn Boro Gas, 1st g. 5s, '38..M&S	.....	.....
Brooklyn Union Gas Co.—		
1st cons. 5s, g, May 1, 1945. M&N	‡.....	116
Buffalo City Gas, g., 5s, 1947. A&O	§ 74	76½
Carondelet Gas, 6s, 1902.....J&J	100	102

Bonds.	Bid.	Ask.
Chesapeake Gas, 6s, 1900....J&D	100¼	101
City Heat & Light, Fostoria—		
1st, g., 5s, 1928.....M&S	§ 98	100
Columbus Gas Co., 1st, 5s, g., '32, J&J	§105½	107
Cons. Gas Co., J.C., 1st, 6, 1904, M&N	§104	106
Consol. Gas Co. of N. J.—		
1st con. g. 5s, 1936.....J&J	87	90
Denver Gas & Electric Co.—		
1st g. 5s, Mar. 1, 1949.....M&N	80	83
Detroit C'y Gas, Pr. l'n g. 5s, '23. J&J	98	99
Detroit Gas, con, 1st, M. g. 5s, 1918	99	.....
Equit. Illum. Gas, Phila—5s, g. 1928	107½	108
Evansville Gas & Elect.—5s, 1913	§ 98	100
Ft. Wayne Gas Co., 1st, 6s, '25. J&J	60	65
Glen Falls Gas & Elect. Light—		
1st g., 5s, Aug. 1, 1919.....F&A	§.....	103
Gr. Rapids Gas-L. Co. 1st 5s, '15. F&A	§104	106
Haverhill Gas Light Co.—		
1st g. s'k'g f'd July 1, 1929...J&J	§.....	106
Hudson County Gas Co.—		
1st g., 5s, 1949	§100	103
Hudson River Gas & Electric Co.—		
1st Ref. g. 5s, 1929.....M&N	§105	106
Indiana Nat. & Ill., 1st, 6s, '08, M&N	60	65
Indianapolis Gas, 1st, 6s, '20, M&N	103	105
Joliet Gas 1st. g., 5s, 1908-'38. A&O	§.....	102½
Kansas City (Mo.) Gas 5s, '22. A&O	§101½	103
Laclede Gas St. L., g. 5s, 1919, Q-F	105½	107
Lafayette Gas Co., 1st, 6s, '24, M&N	60	65
Lockport (N. Y.) Gas & Elec. Lt.—		
1st M., g., 6s, Aug. 1, 1914. F&A	§100	105
Logansp't & Wab. Val. Gas 1st 6s, '25	60	65
Louisville Gas Co., 5s, 1916, A&O.	§108	109
Madison Gas & Elec. g., 6s, '26. A&O	§107	111
Minneapolis Gas 6s, 1902....M&S	.....	105
Cons. 6s, Mar. 1, 1910-30...M&S	.....	110
Mun. Gas., Albany 6s, 1st M., 1906.	§110	111½
Municipal Gas Co. (Yonkers)—		
6s, Jan. 1, 1904.....J&J	§100	105
N. Albany G.-L. & Coke—gold, 5s.	.....	100
Newark Gas 6s, 1944.....Q—J	§140	.....
Newark Consolidated Gas Co.—		
Cons. g. 5s, Dec. 1, 1948....J&D	§103	105
New Eng. Gas & Coke—		
G., 5s, 1937.....	§ 73½	74
N. London G. & Elec., g. 5s, '27 A&O	§104	.....
New York City—		
Central Un. Gas 5s, g., 1927. J&J	§101½	102½
Consol. Gas deb. 5s, 1908..M&N	§106	110
Equitable Gas 1st 5s, 1932. M&S	§115	118
Certs. Indebt 5s, '01-'06 M&N	101	102½
Metropolitan Gas 6s, 1901. F&A	§101	103
New Amsterd. Gas 5s, 1948. J&J	§ 95	97
N. Y. & E. River Gas—Con. 5s, '45	107	109
1st M., gold, 5s, 1944.....J&J	§110	112
N. Y. Gas & El.—See Miscell.		
N. Y. & Suburban 5s g. 1949. M&S.	102½	103½
Northern Un. Gas 5s, 1927. M&N	§ 94	95
Standard Gas—1st 5s, 1930. M&N	§116	117
N. Y. & Queens Gas & Elec. Co.—		
1st g. 5s, 1949.....J&J	§105	103
Norwich Gas & Elec., g. 5s, '27 J&J	§104	.....
Oakland G. L. & H. 2d 5s, 1916. M&S	107¾	.....
Ohio & Indiana Gas, 1st, 6s, 1926	60	65
Paterson & Passaic Gas & Elec.—		
Consol g, 5s, 1949.....M&S	§101	103
People's Gas & Coke, Chicago—		
1st, guar., gold, 6s, 1904...M&N	107	110
2d guar., g., 6s, 1904.....J&D	106	107
1st con., g., 6s, 1943.....A&O	‡.....	120
Equit. Lt. & Fuel 6s, 1905....J&J	.....	.....
Chic. G.-L. & C. 1st, g., 5s, '37..J&J	§.....	109
Consum. Gas, Chic., 1st, g., 5s, '36	§.....	108½
Mutual Fuel Gas g., 5s, 1947....	109	.....
Refunding gold 5s, 1947...M&S	‡	106
Philadelphia Company—		
1st col. tr., g. 5s, 1949 .....M&S	106	108
Pittsburg Consolidated Gas—		
1st 5s, g., Feb. 1, 1948.....F&A	.....	112
Quincy (Ill.) Gas & Light—		
1st 5s, Jan 1, 1929.. .....M&S	§104	105
St. Joseph Gas—1st, 5s, 1937. J&J	§ 96	98
St. Paul Gas-L.—Con. ex., 6s, 1918	§110	118
1st, 6s, 1915.....J&J	§110	118
Gen., g., 5s, 1944.....M&S	80	88
Syracuse Gas, g., 5s, 1946....J&J	84	87
Trenton G. & El. Co., g. 5s, '49. M&S	§102½	104½
Troy Gas, 2d 6s, 1923.....F&A	§120	.....
Consol. 5s, 1939.....F&A	§114½	116½
Wash. Gas Co.—A, 6s, 1902-27, J&J.	111	.....
B, 6s, 1904-29.....J&J	111	.....
West. Gas, Mil., 1st, g., 5s, '33. M&N	103	105½
Williamspt. Gas—1st g. 5s, '39. F&A	§107	108

GAS STOCKS.

	Par.		
Augusta Gas Co.	25	† 36	.....
Baltimore Consolidated Gas...	100	52½	53
Boston–Bay State	50	† 1⅛	1¼
Charlestown Gas & Electric.	50	†.....	‡83
East Boston Gas	25	† 40	.....
Jamaica Plain Gas Light....	100	.....	‡105
Brooklyn Union Gas Co.	100	140	142
Buffalo City Gas Co. com.	100	6	8
Cambridge Gas Light	100	‡.....	255
Chelsea Gas Light	100	‡.....	80
Cincinnati Gas & Coke	100	193¼	194½
Columbus Gas Lt. & Heat'g Co.	100	62	65
Preferred	100	85	87
Consolidated Gas of N. J.		21	24
Consumers' Gas (Toronto)	50	223	.....
Denver Gas & Electric	100	43	45
Detroit City Gas Co.	50	96	97½
East Newark Gas-Light Co...	100	250	.....
Elizabeth Gas-Light Co.	100	125	.....
Essex & Hudson Gas Co.	100	40	45
Evansville Gas & Elect. Lt....	100	75	90
Fort Wayne Gas Co.	100	35	39
Georgetown Gas.	25	† 55	.....
Grand Rapids Gas.	50	102	105
Hartford (Conn.) Gas-Light....	25	† 45	.....
Hudson County Gas.		25	.....
Indiana Natural & Illum. Gas.	100	40	45
Indianapolis (Ind.)	50	104	106
Kansas City Gas.	100	40	50
Laclede Gas Light, com.	100	80	82
Preferred	100	100	101
Lafayette Gas.	100	40	45

Stocks.	Par.	Bid.	Ask.
Logansport & Wabash Val. Gas	100	40	45
Louisville Gas-Light	100	100	101
Lowell Gas	100	400	.....
Lynn Gas & Electric	100	230	.....
Madison (Wis.) Gas & Elec. Co.	100	80	83
Montreal Gas	40	185¼	185½
Municipal Gas (Albany)	100	215	220
Nashville Gas Light Co.	50	98	103
New Albany Gas-L't & Coke...	100	.....	100
Newark Consolidated Gas.	100	55	60
New Bedford Gas & Edison....	100	149	.....
New England Gas & Coke.....	100	20½	21½
New Haven Gas-Light.	25	† 80	.....
New Orleans Gas-Light.	100	107½	109
New York City—Consolidated..	100	191½	193
Mutual.	100	300	321
New Amsterdam com.	100	22½	24
Preferred.	100	42½	45
Standard, com.	100	105	107½
Preferred.	100	125	.....
Oakland Gas-Light & Heat....	100	42½	44
Ohio & Indiana Gas.	100	40	45
Pawtucket Gas.	50	† 93	.....
Paterson & Passaic Gas & Elec...		40	45
People's Gas Lt. & Coke (Chic.)	100	105	105¼
Philadelphia United Gas Imp..	50	†154	.....
Pittsb'g Consolidated Gas, pref.	50	†.....	55
Manufacturers' Gas.	50	†105	.....
People's Natural Gas.	50	† 48	.....
People's Nat. Gas & Pipe'g ..	25	† 20	21
Philadelphia Co.	50	† 35	36
South Side Gas.	25	†.....	25
West. Penn. Gas Co.	50	† 50	.....
Portland (Me.) Gas-Light.	50	† 85	90
Providence Gas.	50	† 96	.....
St. Joseph Gas.	100	41	43
St. Paul Gas-Light.	100	56	60
Salem (Mass.) Gas-Light.	100	125	175
San Francisco Gas & Elec.	100	52	52¼
Equitable Gas-Lt Co ($5 pd)..	20	† 4½	5½
Pacific Gas Improvement ...	100	.....	50
Pacific Lighting Co.	10	†.....	41
San Francisco Gas.	3	† 3¾	4
Savannah Gas-Light.	25	† 26½	27½
Stockton Gas & Electric Co.	50	† 12	.....
Syracuse Gas Co.	100	12	14
Toledo Gas Light & Coke Co..	100	120	123
Troy (N. Y.) Gas.	100	145	150
Union Gas & Electric of N.J...	100	50	60
Preferred	100	100	103
Waltham Gas & Light Co.	100	‡.....	114
Washington (D. C.) Gas.	20	† 54½	55½
Western Gas of Milwaukee....	100	105	107
Wheeling Gas Co.	50	† 60	.....
Worcester Gas.	100	200	.....

MINING STOCKS.

Adventure Consolidated	25	† 6¼	6½
Aetna Consol. (Quicksilver)	5	†x 4⅛	5
Alamo	1	15⅞c.	16c.
Allouez	25	† 2¾	3½
Amalgamated Copper	100	80¾	81
American Coal	25	140	.....
Am. Gold Mining Co. (St. L.)....	10	1·25	1 50
Amer. Zinc, Lead & Smelting...	25	†x17½	18
Anaconda Copper	25	† 39	40
Anchoria-Leland	1	70c.	.....
Arcadian..	25	† 23	24
Argentum-Juniata	2	.....	18½c
Arnold	25	† 5	5½
Ash Bed	25	†.....	1
Atlantic	25	† 23	25
Baltic (assess't. paid)..	25	† 17	17½
Bankers	1	11⅞c	.....
Banner Gold	1	4¾c.	5c.
Bingham (Cop. & Gold)	10	† 11¼	11¾
Bob Lee	1	7⅛c.	8c.
Bon Air Coal, preferred	100	98	101
Bonanza Development Co.	10	† 1⅛	1¼
Bonne Terre F. & C. Co.	10	† 2	4
Boston (Quicksilver)	10	†	6½
Boston & Cr. Cr. (gold) (asses.pd.)	2	20c.	.....
Boston & Montana	25	†262	265
British Columbia.	5	† 10	11
Buffalo Iron Co. (Nashville)...	100	55	63
Preferred.	100	75	85
Butte & Boston.	25	† 43	46
Calumet & Hecla.	25	†720	725
Centennial.	25	† 16¾	17
Central Coal & Coke Com.		8	12
Preferred.		62	70
Central Lead Co	100	125	130
Central Oil	25	† 21	21½
Cleveland Cliffs Iron Co.	100	105½	106
Cochiti (Gold).	10	† 13¼	13¾
Colorado Fuel & Iron.	100	43½	44½
Preferred.	100	128	130
Col. & Hock. Coal & Iron.	100	16	18
Consolidation Coal of Md.	100	55	.....
Consolidated Coal Co., St. L...	100	2	10
Copper Range	25	† 25	26
Creede & C. C.	1	8c.	11c
Cripple Creek Consolidated.	1	16c.	16¼c
Currency.	1	.....	7c.
Doe Run Lead.	100	125	135
Dominion Coal.	100	42	43
Preferred.	100	x114	.....
Elkton Consolidated.	1	1·19	1·20
Enterprise Mining Co. (Colo.)	1	24c.	24¾c
Fannie Rawlings.	1	.....	3c
Favorite	1	.....	.....
Findley.	1	13¼c.	13¾c
Flat Top Coal L'd Ass'n.	100	.....	.....
Preferred.	100	.....	.....
Franklin (L. S.) Boston.	25	† 13½	14½
George's Creek Coal.	100	.....	.....
Gold & Globe.	1	4¾c	5½c.
Golden Age.	1	4¼c.	4¾c
Golden Fleece.	1	25c.	.....
Granite-Bi-Metallic (St. L).	10	2·70	2·80
Hayden Gold	1	2½c.	2¾c.
Homestake Mining.	100	70	.....
Humboldt (Boston), asses. paid.	25	† 1	2
Ingham Consol.	50c.	.....	14c.
Isabella	1	1·41½	1·42½
Isle Royale Consol. Mining Co..	25	† 22½	.....
Jack Pot.	1	56c.	57¾c

§ Purchaser also pays accrued interest. † Prices per share, not per cent. ‡ Sale price. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Kansas & Texas Coal	100	50	55
Lustre Mining Co.	10	† 9	10
Magnet Rock	1	4 1/8c.	4 3/4c.
Maryland Coal, pref.	100	67	72 1/2
Mass. Consolidated	25	† 8 1/2	9 1/2
Mayflower	25	† 2 3/4	3 1/4
Melones	10	† 1 1/2	1 3/4
Merced Gold, assessment paid	15	† 8	10
Michigan	25	† 5 3/4	6 1/2
Mohawk	25	† 14 3/4	15
Mollie Gibson	5	20c.	25c.
Montana Coal & Coke	25	† 7 1/2	8 1/2
Moon Anchor	1	69c.	71c
Mount Rosa	1	.....	60c.
N. A. Gold Dredging	10	† 2	3
Napa (Quicksilver)	7	† x....	10 1/2
New Bedford Copper Co.	100	121 1/2	.....
New Central Coal	100	35	40
New Haven	1	65 8c.	61 2c.
New Idria (Quicksilver)	5	† x8 3/4	10
Old Colony	25	† 4	5
Old Dominion Copper	25	† 20	21
Ontario Silver Mining	100	7 1/2	8 1/2
Oriole	1	5 3/4c.	6c
Osceola	25	† 68	69
Parrot Silver & Copper	10	† 38 1/2	39
Pennsylvania Coal	50	380	.....
Pharmacist Consolidated	1	13 5/8c.	13 7/8c
Pilgrim Consolidated	1	8c.	.....
Pioneer (gold)	10	† 2	.....
Portland	1	.....	2 26/64
Prince Albert	1	6c.	6 1/4c.
Quicksilver Mining	100	1 1/2	2 1/2
Preferred	100	9	10
Quincy	25	† 140	145
Rhode Island	25	† 4 1/2	5
St. Joseph Lead	10	† 15	16
Santa Fe (Gold & Copper)	10	† 5 1/4	5 3/4
Santa Ysabel (g.)	5	† 7 3/4	8 1/2
Specimen	1	10c.	.....
Tamarack	25	† 175	180
Tecumseh, assess. paid	25	† 3 1/4	3 3/4
Tennessee Coal Iron & RR. Co.	100	83	84
Preferred	100	‡.....	150
Trachyte	1	6 3/4c.	7c.
Tri Mountain	25	† 6	7
Union G. M.	1	35 3/4c.	36c.
United States	25	†.....	25
United States Oil	25	†x23	24
Utah Consol. Gold, Tr. rec'ts.	4·85	† 30	30 1/2
Victor	5	†.....	2 1/2
Victoria	25	† 3 1/2	4
Washington	25	† 1 1/8	1 1/2
Westmoreland Coal	50	† 54	.....
White Knob	100	10	15
Winona	25	† 4	4 1/2
Wolverine	25	† 38	39
Work	1	28 1/2c.	28 5/8c
Wyandotte	25	† 1 1/8	2

TELEPHONE.

American Bell Telephone	100	x341	.....
Bell Telephone of Buffalo	100	175	.....
Bell Telep'ne of Canada (new)	100	174 1/2	180
Bell Telephone of Mo.	100	135	145
Bell Telephone of Phila.	50	†.....	.....
Central Union Telephone	100	50	52
Chesa. & Potomac Telephone	100	57 1/2	60
Chicago Telephone	100	.....	210
City & Sub. Tel. (Cin.)	100	190	.....
Cumberland Telephone	100	118	121
East Tennessee Telephone	100	65	75
Erie Telegraph & Telephone	100	x100	101
Hudson River Telephone	100	110	115
Mexican Telephone	10	† 3	3 1/4
Michigan Telephone	100	x100	102
Missouri & Kan. Telephone	100	80	90
New England Telephone	100	135	140
N. Y. & New Jersey Telephone	100	185	190
N. Y. & Penn. Telephone	100	110	115
Pennsylvania Telephone	50	† 58	47
Providence Telephone	50	†.....	.....
Southern New England Tel.	100	130	.....

TELEGRAPH.

American Dist. Teleg. (N. Y.)	100	21	30
American Telegraph & Cable	100	90	96
Central Dist. & P. Tel'gph.	100	150	160
Central & So. Amer. Telegraph	100	107	111
Commercial Cable	100	180	200
Commercial Union Telegraph	25	114	116
Dominion Telegraph (Canada)	50	130	135
Empire & Bay State Teleg.	100	75	.....
Franklin Telegraph	100	40	50
Gold & Stock Telegraph	100	112	118
Ill. & Mississippi Telegraph	50	75	.....
International Ocean Teleg.	100	110	118
Mexican Telegraph	100	210	.....
Mobile & Gulf Telegraph	100	100	.....
Montreal Telegraph	40	174	177
Northwestern Telegr., guar.	50	115	.....
Pacific & Atlantic Telegraph	25	78	.....
Southern & Atl. Telegraph	25	98	.....
Western Union Telegraph.	100	85	85 1/2

ELECTRIC.

Boston Electric Light	100	172	174
Bridgeport Electric Light	25	† 50	.....
Buffalo General Electric	100	98	100
Buff. & Niag. F'lls Elec. L. & P. Co.	100	100	.....
Central Light & Power (San Fran.)		5 1/4	6 1/4
Columbus Electric		22	23
Con. Electric Light, Portland	10	† 4	5
Eddy Electric Mfg. Co.	25	† 10	15
Edison Co. (Chicago)	100	.....	169
Edison El. Illum. Co. (Boston)	100	205	208
Edison Elec. Illum., Sav'nah	100	x102	105
Electric Co. of America, $5 paid		13 1/4	.....
Electric Storage Battery, com.	100	75	.....
Electric Storage Battery, pref	100	80	.....
General Electric—Common	100	123 1/2	124
Preferred	100	137	138
Hartford Electric Light	100	150	.....
Hartford Light & Power Co.	25	† 5	10
Kings Co. Electric Lt. & Pow.	100	125	130
Lowell Electric Light	100	100	.....
Mo. Edison Elec. Lt., com.	100	20	22
Mo. Edison Elec. Lt., pref.	100	60	62
Mutual Elec. Lt., S. Francisco	10	† 13 7/8	14
Narragansett Electric	50	† 92	.....
Narragansett Elec. Debentures		87 1/2	.....
New Haven Electric Light	100	200	.....
Niagara Falls Power Co.	100	84	86
Phila. Electric Co. ($2 50 paid)	25	† 5 3/8	.....
Rhode Island Elec. Protect.	100	116	.....
Royal Electric Co. (Canada)	100	x 187 1/2	188
Salem (Mass.) Electric	100	135	140
Thomson-Houston, series C.		25c.	.....
Series D		.....	‡75c.
United Elec. Lt. & Power pref.	50	†.....	.....
United Electric of New Jersey		27	29
United Electric Secur., pref.	100	.....	.....
U. S. Electric Light	100	.....	.....
West'ghouse Elec. Lt. & Mnf.	50	† 39	40
1st preferred	50	†.....	63

INSURANCE.

ALBANY—			
Albany Insurance Co.	100	142	145
Commerce Insurance Co.	100	144	.....
BALTIMORE—			
American Fire	5	† 5 1/8	5 5/8
Associated Firemen's	5	†.....	.....
Baltimore	10	† 24	.....
Firemen's	18	† 30	.....
German	10	† 23	.....
German American	25	† 24	.....
Home	10	†.....	16
Maryland	5	† 4 1/4	4 1/2
Peabody	25	†.....	60
United Fire		† 8	9 1/2
BOSTON—			
American (Fire & Marine)	100	120	‡123 3/4
Boston Marine	100	200	‡ 201
Conveyancers' Title	100	100	.....
Firemen's (Fire)	100	‡.....	200
Massachusetts Title	100	‡.....	25
Mercantile (Fire & Marine)	100	‡.....	106
North American (Fire)	100	‡.....	100 7/8
BROOKLYN—			
Kings County	20	150	.....
Nassau	50	160	170
Phenix	50	.....	190
Williamsburg City	50	430	.....
CINCINNATI—			
Cincinnati, J&J	25	97 1/2	100
Commercial, M&S	25	100	.....
Eureka, J&J	20	.....	190
Fidelity	100	.....	90
Merchants' & Manufacturers'	20	.....	130
National, J&J	100	.....	100
Security, J&J	100	.....	100
Washington, Q-J	25	96	100
DAYTON—			
Columbia	100	160	.....
Cooper	20	† 30	35
Teutonia	20	† 85	.....
HARTFORD—			
Ætna, Q-J	100	298	305
Connecticut, J&J	100	200	.....
Hartford, J&J	100	525	.....
National, J&J	100	210	.....
Orient, Q-J	50	† 93	96
Phœnix, Q-J	100	177	181
Steam Boiler, J&J	50	†150	.....
LIFE INSURANCE—			
Ætna Indemnity Co.	100	†104	110
Ætna, Life, Q-J	100	285	.....
Connecticut General, J&J	100	150	.....
Hartford Life, J&J	100	180	.....
Travelers', Q-J	100	395	410
LOUISVILLE—			
German, J&J	50	105	.....
Louisville, J&J	100	105	.....
Western, J&J	100	120	.....
LIFE—			
Mutual Life of Kentucky	100	105	.....
MEMPHIS—			
Bluff City	100	100	102
Factors	100	100	102
Home	100	80	85
Hernando	100	100	105
Planters'	100	85	90
Phœnix	100	90	95
MOBILE—			
Factors & Traders	100	135	140
Stonewall	100	140	145
NEWARK—			
American	5	260	.....
Firemens'	50	225	.....
Merchants	25	180	.....
Newark Fire	5	185	.....
LIFE—			
Prudential		750	800
NEW ORLEANS—			
Germania	100	81	
Hibernia	100	115 1/2	120 1/2
Home	100	.....	.....
Lafayette	50	† 99	.....
Merchants'	100	.....	74
Mechanics' & Traders'	100	.....	.....
Sun Mutual	100	134	.....
Southern	100	101	106
Teutonia	100	140	.....
NEW YORK—			
Citizens'	20	110	120
Colonial	100	.....	.....
Commonwealth	100	100	110
Continental	100	530	.....
Eagle	40	230	.....
Empire City	100	85	90
Farragut	50	80	.....
German-American	100	510	520
Germania	50	285	300
Greenwich	25	170	180
Hamilton	15	105	110
Hanover	50	160	.....
Home	100	225	230
New York	100	90	100
Niagara	50	170	180
North River	25	145	150
Pacific	25	140	150
Peter Cooper	20	110	120
Rutgers	25	70	90
Stuyvesant	25	80	.....
Traders		.....	.....
United States	25	120	125
Westchester	10	320	.....
PHILADELPHIA—			
American Fire	100	‡.....	145
Delaware	25	† 25	26 1/2
Fire Association, J&J	50	†.....	420
Franklin Fire	100	‡.....	424
Girard F. & M.	100	‡.....	389
Ins. Co. County of Phila.	100	‡.....	118
Insurance Co. of N. A.	10	† 23 3/4	24
Insurance Co. of State of Pa.	200	‡.....	200
Jefferson	50	‡.....	100
Lumbermen's	25	‡.....	61
Mechanics'	25	‡.....	36 1/2
Pennsylvania Fire	100	‡.....	526
Reliance	50	‡.....	70
Spring Garden	50	‡.....	85 3/4
Teutonia	100	‡.....	90
Union	20	†.....	19 1/2
United Firemens	10	‡.....	19 1/4
PITTSBURG—			
Allegheny	50	†.....	50
Allemannia	50	†.....	55 1/2
Armenia	100	65	.....
Artisans'	50	† 40	.....
Ben Franklin	50	† 60	.....
Birmingham	50	† 61	.....
Cash	50	† 41	.....
City	50	† 50	.....
Citizens'	50	†.....	47
German	50	† 76	79
German-American	50	† 55	.....
Humboldt	50	† 74 1/2	.....
Man. & Mer.	50	† 50	.....
Monongahela	50	†.....	38
National	50	† 80	.....
People's	37 1/2	† 38	.....
Pittsburg	50	†120	.....
Teutonia	50	† 65	.....
Union	50	† 50	.....
Western	50	† 47 1/8	.....
PROVIDENCE—			
Equitable	50	† 63	.....
Merchants'	50	†.....	.....
Prov. Washington	50	† 82	.....
RICHMOND—			
Virginia Fire & M.	25	† 40	.....
Virginia State	25	† 29	.....
SAN FRANCISCO—			
Fireman's Fund	100	225	230
ST. LOUIS—			
American Central	25	44	47
WASHINGTON—			
Arlington, M&N	100	148 3/4	153
Columbia, M&N	5	† 13	14
Commercial, J&J	5	† 4	5
Corcoran, J&J	50	† 60	.....
Fireman's, J&J	20	† 32	40
Franklin, M&N	25	† 40	50
German-American, F&A	100	200	.....
Lincoln, Q-J	5	†.....	.....
Metropolitan, J&J	50	† 80	90
National Union, J&J	5	† 10	12 1/2
People's, J&J	5	† x 6	7
Potomac, J&J	25	† 77 1/2	79 1/2
Riggs, J&J	5	† 8 1/4	8 7/8
TITLE INSURANCE—			
Real Estate, J&J	100	x85	100
Columbia, Q-J	5	† 5	5 1/8
District	20	† 3 1/8	3 1/4
Washington, Q-J	10	†.....	.....

MARINE INSURANCE SCRIP.

Atlantic Mutual—1894	103 1/2	105
1895	104 1/2	106
1896	105 1/2	107
1897	106	107 1/2
1898	107	108
1899	107 1/2	109

MANUFACTURING. Par.

Acushnet Mills (N. B.)	100	320	.....
Am. Linen (Fall River)	100	.....	105
Amory (N. H.)	100	.....	125
Amoskeag (N. H.)	1000	1705	1775
Androscogin (Me.)	100	135	.....
Appleton (Mass.)	1000	‡.....	106
Arkwright Manuf. Co. (F. R.)	100	.....	90
Arlington Mills (Mass.)	100	105	.....
Atlantic Cotton Mills	100	62 1/2	‡65
Barnaby Manuf. Co. (F. R.)	100	.....	90
Barnard Mfg. (Fall River)	100	95	100
Bates (Me.)	100	132 1/2‡	135 1/4
Boott Cot. (Mass.)	1000	†800	.....
Border City Mfg. (Fall River)	100	.....	145
Boston Co. (Mass.)	1000	†400	450
Boston Belting	100	208	210
Boston Duck (Mass.)	700	‡.....	975
Bourne Mills (F. R.)	100	.....	.....
Bristol Manufacturing Co.	100	95	.....
Cabot Manufacturing Co. (Me.)	100	52 1/2	.....
Chace (Fall River)	100	.....	99
Chicopee (Mass.)	100	x90	.....
City Manufacturing Co. (N.B.)	100	.....	123 1/2
Cocheco (N. H.)	500	†300	310
Collins Co. (Conn.)	100	121	.....
Columbian (N. H.)	100	.....	1000
Continental (Me.)	100	20	23

† Prices are per share, not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Cornell Mills (F. R.)	100	.....	130
Cornell Stocking Co. (N. B.)	100	.....	.....
Dartmouth Manufactur'g Co.	100	125	.....
Davol Mills (Fall River)	.....	.....	110
Dwight (Mass.)	500	†950	†970
Elwards (Me.)	100	160	165
Everett (Mass.)	100	95	.....
Flint Mills (Fall River)	100	.....	110
Franklin (Me.)	100	104	..
Granite (F. R.)	100	.....	112½
Great Falls (N. H.)	100	x150‡	150¼
Grinnell Manuf't'g Co. (N. B.)	100	.....	210
Hamilton (Mass.)	1000	†845	855
Hamilton Woolen (Mass.)	100	.....	50
Hargrave Mills (F. R.)	100	.....	110
Hathaway Manuf'g Co. (N.B.)	100	130	.....
Hill (Me.)	100	x 43	.....
Hosiery (Lowell)	100	86	....
Jackson (N. H.)	1000	†‡	1012
King Philip (F. R.)	100	.....	.....
Lancaster Mills (Mass.)	400	†445	.....
Laurel Lake Mills (F. R.)	100	.....	122½
Lawrence (Mass.)	100	126	.....
Lockwood (Me.)	100	80	‡81¼
Lowell (Mass.)	690	†600	.....
Lowell Bleachery	100	75	80
Lowell Machine Shop	500	†780	790
Lyman Mills (Mass.)	100	67½	...
Manchester (N. H.)	100	100	102½
Massachusetts Cotton	100	105 ‡	106¼
Mechanics' (F. R.)	100	.....	90
Merchants' (F. R.)	100	100	102
Merrimack (Mass.)	1000	*x1160	.....
Middlesex (Mass.)	100	115	.....
Mohawk Val. Cot. Mills (Utica.)	100	105	110
Monadnock (N. H.)	1000	‡.....	1150
Morse Twist Drill (N. B.)	50	†180	.....
Narragansett Mills (F. R.)	100	.....	108
Nashua (N. H.)	500	†630	.....
Naumkeag (Mass.) Cotton	100	70	80
New Bedford Cordage	100	.....	102½
New England Cotton Yarn Co.—Preferred	100	100½	101
Newmarket (N. H.)	500	†.....	150
Osborn Mills (Fall River)	100	110	112½
Otis Manufact'g Co. (Mass.)	1000	†1800	.....
Pacific (Mass.)	1000	†2200	.....
Parker Mills (F. R.)	100	.....	110
Pepperell (Me.)	.....	†250	260
Pierce Manufac'g Co. (N. B.)	100	136¼	.....
Pocasset (Fall River)	100	.....	120
Potomska Mills (N. B.)	100	.....	93
Rich. Borden (Fall River)	100	122	.....
Sagamore (Fall River)	100	.....	114
Salmon Falls (N. H.)	300	†x 170	.....
Seaconett Mills (F. R.)	100	100	105
Shove (Fall River)	100	.....	105
Skenandoa Cotton Co. (Utica)	100	135	140
Stafford (Fall River)	100	.....	115
Stark Mills (N. H.)	1000	†1000	1025
Stonewall Cot. Mills (Mobile)	100	107½	110
Tecumseh (Fall River)	100	.....	120
Thorndike (Mass.)	1000	†1000	.....
Tremont & S. (Mass.)	100	136	.....
Troy Cotton & Woolen (F. R.)	500	†1250	.....
Union C. Mfg. (Fall River)	100	200	210
Utica Steam Cotton Mills	100	105	111
Wampanoag (Fall River)	100	.....	105
Wamsutta Mills (N. B.)	100	105	.....
Weetamoe (Fall River)	100	.....	65
Whitman Mills (N. B.)	100	110	115
York Co. (Me.)	750	†x810	.....

EXCHANGE SEATS.

	L. Sale	Bid.	Ask.
	$	$	$
New York Stock Exch.	40,000	.....	.....
N.Y. Consol. Stk. & Pet. Ex	640	600	640
New York Produce Ex.	75	60	75
New York Cotton Exch.	1,100	1,100	1200
New York Coffee Exch.	350	350	375
Baltimore Stock Exc'ge	3,500	2,500	4,000
Boston Stock Exchange.	25,000	.....	.....
Chicago Board of Trade.	850	850	.....
Chicago Stock Exchange.	1,400	1,400	1,500
Philadelphia Stock Ex.	8,500	8,000	9,000

MISCELLANEOUS STOCKS.

	Par.		
Adams Express	100	111	115
Aiken Manufacturing Co. (Ga.)	100	95	100
Aiken Redway Oil Co. (Cin.)	50	150	.....
Alaska Packers' Ass'n	100	116¾	117
Albany Safe Deposit & Storage	100	110	.....
Amer. Agri. Chemical Co.	.....	32	33
Preferred	.....	77	78
American Air Power, Com	100	38	45
American Bank Note	50	† 49	51
American Beet Sugar, Com	100	17	25
Preferred	100	70	77
American Caramel Co.	100	50	52
Preferred	100	100	103
American Car & Foundry com.	100	135/8	133/4
Preferred	100	58	59
American Cotton Co.	.....	35	45
Preferred	.....	85	95
American Cotton Oil	100	33½	34
Preferred	100	88	92
American Express	100	140	148
American Graphophone	10	† 12	12½
Preferred	10	† 12¼	13
American Hosiery Co	25	†148	.....
American Ice Co	100	35	36
Preferred	100	73	78
Am. Linseed Oil Com.	100	12	13
Preferred	100	53½	54½
Amer. Malting Co., com.	100	7	8
Preferred	100	30	33
American Publishing (Hartf'd)	25	†.....	25
American Radiator Co. com.	100	45	45½
American Radiator Co. pref.	100	102	102½
American Screw	250	†200	.....
American Smelting & Ref., com.	100	35½	35¾
Preferred	100	85¾	86½

Stocks.	Par.	Bid.	Ask.
American Soda Fountain, com	100	5	10
1st preferred	100	43	48
2d preferred	100	9	12
American Steel Hoop Co	100	42	42½
Preferred	100	79	82
American Steel & Wire, com.	100	48¼	48½
Preferred	100	88½	90
American Straw Board	100	.....	31
American Sugar Refining	100	128	128¼
Preferred	100	113	115
American Surety	50	190	220
American Tin Plate, Com.	100	27	28
Preferred	100	79½	84
American Tobacco	50	98⅞	99
Preferred	100	136	.....
American Type Founders	100	50	52
American Woolen, com.	100	21½	22½
Preferred	100	78½	80
American Wringer, com.	100	105	.....
Preferred	100	115	.....
Asphalt Co. of America ($5 p'd)	...	13	.....
Augusta Land	100	30	.....
Augusta Factory	100	85	90
Barney & Smith Car	100	20	22
Preferred, 8 per cent cum.	100	94	100
Bay Shell Road Co. (Mobile)	25	† 25	27½
Bethlehem Iron Co.	50	†	.....
Bethlehem Steel Co.	50	† 18	.....
Billings & Spencer, 6 p. c.	25	† 33	.....
Bond & Mortgage Guarantee	100	290	325
Booth Co. (Chicago)	100	.....	100
Boston Land	10	4	4⅛
Boston Water Power	.....	† 2½	3
Boylston St. Land	15	† 3	4
Brandon Printing Co. (Tenn.)	100	100	105
Broad Brook Co. (Hartford)	25	†.....	25
Brooklyn Ferry Co.	100	28	32
Brunswick Dock & City Imp.	100	11½	14
Burr Index Co. (Hartford)	25	† 20	25
Cal. & Chic. Can. & Dock Co.	100	.....	74
Cambria Iron Co.	50	† 42½	.....
Cambria Steel Co.	50	† 20¼	20½
Canton Co. (Baltimore)	.....	85¾	86¼
Caraleigh Cotton Mills (N. C.)	100	.....	101
Preferred	100	110	....
Case Lockwood & Brainard Co.	100	121	124
Celluloid	100	86	89
Central Bridge Co. (Cin.)	100	8	15
Central Fire Works, preferred	...	55	60
Chartiers Valley Water	50	† 20	21
Chesapeake & Delaware Canal	50	†.....	.....
Chesebrough Manf'g Co.	100	340	360
Chicago Brew. & M., pref'd	£10	.....	12
Chic. Junct. Ry. & Stk. Yds.	100	x130	133
Preferred	100	x122	.....
Chic. Packing & Prov. Co. Lt.	£10	.....	.....
Preferred	£10	.....	.....
Chicago Title & Trust Co.	100	73	77
Church Co. (Cin.) pref.	100	.....	75
Cincinnati Chamber Com.	1000	† 27½	35
Cincinnati Ice	100	.....	35
Cin. Leaf Tob. Warehouse com.	100	15	25
Preferred	100	67	72
Cincinnati Union Stock Yards	100	87½	88½
Preferred	50	95	100
Citizens' Steamboat (Troy)	100	185	200
Claflin (H. B.) Co.	100	112	.....
Cleveland Stone Co.	100	x 99½	100
Colorado Coal & Iron Dev.	100	1½	1⅝
Preferred	100	2½	.....
Commercial Building Co.	100	.....	40
Consol. Car Heating	100	48	52
Consol. Fire Works Com.	100	10	15
Preferred	100	65	.....
Consol. Lake Superior Co.	50	† 18¼	18⅜
Pref. (Tr. Co. rec'ts $5 p'd)	50	† 4⅛	.....
Consol. Rolling Stock, Br'port.	100	21	.....
Continental Tob., com.	100	32	33
Preferred	100	85	90
Contra Costa Water	100	73½	74½
Corbin Cabinet Lock Co.	100	200	250
Corbin (P. & F.)	25	† 87	93
Cov. & Cin. Bridge, com.	100	5	10
Preferred	100	100	125
Cramp Ship Yard	100	80	83
Crescent City Slaughter-House	50	† 47	49½
Cumberl'nd Flour Mills (Tenn.)	100	100	.....
Daylight Prism	50	†.....	32
Denver Union Water, pref.	100	10	20
Devonshire B'lding (Boston)	100	102	103
Diamond Match Co. Ill.	100	121½	122
Diamond State Steel ($5 p'd)	10	† 5¼	.....
Distilling Co. of America	100	8	9
Preferred	100	25	25½
Eagle & Phœnix Man'f'g Co.	100	105	.....
Eagle Lock, 20 p. c.	25	† 62	67
East Boston Land	.....	† 7½	8½
Electric Boat Co., common	100	23	25
Preferred	100	40	43
Electric Vehicle Co. com.	100	60	70
Preferred	100	85	95
Enterprise Mfg. Co. (Ga.)	100	95	98
Enterprise Soap Co. (Tenn.)	100	100	103
Erie & Western Trans.	50	† 41½	45
Evansville Cotton Mill	100	95	100
Farmington River Power	25	† 46	.....
Far. & Ship. Tob. W'h. Co., com.	100	57½	65
1st Preferred	100	.....	121
2d Preferred	100	.....	110
Fay & Egan Co. (Cin.) pref.	100	90	100
Federal Steel, common	100	53	53¼
Preferred	100	73½	74½
Fidelity & Deposit Co. of Md.	50	†	.....
French Opera Assn. (N. O.)	250	† 45	65
Gen. Elec. Automobile	50	† 4	.....
Germania Lead Works	100	.....	.....
Glucose Sugar Refining Co.	100	45¼	47
Preferred	100	93	98
Gorham Mfg. Co., common	100	98	.....
Preferred	100	117	.....
Gray & Dudley Co. (Nashville)	100	113	115
Graniteville Mfg. Co.	100	170	.....
Greger M'f'g Co. (Phila.)	10	† 4	.....
Hackensack Water Co.	100	110	.....
Hana Plantation C. (Cal.)	100	8⅛	8¼
Harrison Bros. Co. Inc	100	.....	.....
Preferred	100	.....	.....
Hartford Carpet Co.	100	75	79

Stocks.	Par.	Bid.	Ask.
Hartford Machine Screw Co.	.....	†.....	1500
Hartford Manilla Co.	100	75	100
Hartford Woven Wire Mat. Co	25	† 20	25
Havana Commercial Co., com	100	15	17
Preferred	100	57	59
Hawaiian C. & Sugar	100	.....	89½
Hecker-Jones-Jewell Milling, pfd.	.....	.....	.....
Henderson Bridge. See RR.			
Herring-Hall-Marvin, common	100	4	6
Preferred	100	10	15
Hoboken Land & Improvem't.	100	102	.....
Holyoke Water Power	100	310	.....
Hutchinson Sugar Plant	50	† 25	25¼
Hydraulic Press Brick	100	95	100
Imperial Bldg. Co. (St. Louis) c.	100	.....	35
Preferred	100	.....	60
Importers' Bond. Wareh. (N.O.)	100	40	.....
International Paper Co., com	100	22	23
Preferred	100	67	68
International Power Co.	100	.....	.....
International Silver, common	100	9	10½
Preferred	100	50	61
Int'nat'nal St'm Pump, com.	100	14½	16½
Preferred	100	62½	64
Jackson Brewing (N. O.)	100	225	.....
J. B. Stetson Co. Com.	100	100	.....
Preferred	100	120	.....
J. R. Montgomery Co.	100	82	90
Johns-Pratt Co.	100	105	.....
John P. King Mfg. Co.	100	106	108
Journeay & Burnham, pref.	100	20	26
Kansas City Stock Yards	100	117	119
Kemp., Wool., Candy Co. (Tenn.)	100	75	80
Kennard Carpet Co., com.	100	103	107
Preferred	100	102	107
Kentucky Heating Co.	100	105	108
Kentucky Title	100	110	112
Kentucky Wagon	100	145	150
Knickerbocker Ice (Chicago)	100	35	40
Preferred	100	67	72
Lamson Store Serv.	25	†.....	35
Landers Frary & Clark	25	† 44	47
Langley Mfg. Co.	100	114	118
Lanston Monotype	20	† 15¼	15½
La Variete Association (N.O.)	1500	†.....	.....
Lawyers' Surety Co.	100	.....	101
Lawyers' Title Ins. Co.	100	150	160
Lehigh Coal & Navigation	50	† 43	43½
Liberty Mills (Flour)	100	65	75
Louisville Public Wareh'se Co.	100	85	90
Louisv. Tobacco Wareh'se, com	100	45	50
Preferred	100	110	112
Mackey-Nesbit Dry Goods Co.	100	50	75
Madison Square Garden	100	.....	5
Manhattan Beach Co.	100	6	10
Marin County Water (Cal.)	100	50	.....
Marsden Co. (Phila.)	100	113⅜	.....
Preferred	100	.....	.....
Maryland Brewing Co., com.	100	14	15
Preferred	100	.....	40¾
Maryland Casualty Co.	.....	60	62½
Merchants' Ex. Ass'n (S. Fran)	100	.....	100
Merganthaler Linotype	100	195	200
Metaire Cemetery Assoc'tion	100	.....	.....
Milw. & Chic. Brew., Lt., 7s	£10	.....	.....
Pref., 7s	£10	15	16
Minneapolis Brewing Co	100	30	.....
Mississippi Val. Trans. Co.	100	90	100
Mobile Brewery	100	120	.....
Monongahela Water	25	† 42	43
Morris Canal, guar., 4s	100	.....	.....
Preferred, guar., 10	100	.....	.....
Mosler Safe Co. pref.	100	.....	100
Mount Olivet Cemetery	100	79	83
Mystic Wharf & Storage com.	100	.....	100
Preferred, M&S	100	102½	105
Nashville Title Company	.....	85	95
Nashville Warehouse & Elev.	100	29	32
Nashville Woolen Mills	100	100	105
National Biscuit Co., com.	100	36¼	37
Preferred	100	.....	90¾
National Carbon Co., Com.	100	15½	16½
Preferred	100	80½	81
National Fertilizer (Nashville)	100	68	75
National Gramophone	100	67	.....
National Lead	100	24¼	25½
Preferred	100	104	105
National Machine (Conn.)	25	† 15	25
National Safe Dep. Co. (N.Y.)	100	100	.....
National Salt Co., common	100	46½	48
Preferred	100	78	80
National Starch	100	5	.....
1st preferred	100	60	.....
2d preferred	100	15	.....
National Steel Co., Common	100	43	43½
Preferred	100	92	93
Nat'l St'k Yards Co., St. Louis	100	100	105
National Surety Co.	100	.....	138
National Tube com.	100	42	43
Preferred	100	91½	93
National Typewriter Co.	25	† 1⅞	2⅛
National Wall Paper, debs.	100	50	65
New Eng. Electric Vehicle Trans.		5½	6
New Haven Manufacturing Co.	25	† 25	.....
New Haven Water Co.	50	†114	.....
New Jersey Zinc & Iron	100	.....	.....
New Orleans Cold Storage	100	.....	.....
New Orleans Cotton Exchange	200	† 75	100
New Or. Swamp Land Reclaim'g	10	† 4½	5½
New Orleans Water Works	100	.....	90
New York Air Brake	100	125	135
N. Y. & East River Ferry	100	65	70
N. Y. & Hoboken Ferry	100	65	68
New York Electric Vehicle Co	100	11	11½
New York & So. Brook. Ferry	100	.....	30
Nicholson File Co.	50	† 63	.....
Nolensville Turnpike	100	40	45
Norfolk & Wash. Steamboat	100	140	.....
North American Co.	100	13¾	14
Oceanic Steamship (San Fr.)	100	94	96
Old Dominion Steamship, J. & J.	100	98	...
Otis Elevator Co.—Common	100	21	30
Preferred	100	.....	88
Paauhau Sugar P. Co.	50	† 26½	.....
Pacific Coast Borax	100	140	.....
Pacific Coast Co.—Common.	100	49½	50
1st preferred	100	80	90
2d preferred	100	60	66

† Prices are per share not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Pacific Mail Steamship	100	45½	46
Paraffine Paint	10	† 9½	.....
Pawtucket Hair Cloth	30	† 45	.....
Peck Stow & Wilcox Co.	25	† 26	.....
Penn. Elec. Vehicle, common	50	† 7	.....
Preferred	50	† 4	.....
Penn. Salt Mfg.	50	†113	.....
Penn. Steel -Common	100	77	.....
Preferred	100	94	.....
P. Lorillard, preferred	100	105	110
P.H.&F.M. Roots Co.(Cin.) pref.	50	80	.....
Phillips Buttorff Mfg.	100	120	122
Pittsburg Brew. Co.–Common	50	† 23	24
Preferred	50	† 45½	47
Pittsburg Plate Glass Co.	100	x145	146
Planters'C'mpr'ssCo.(New)w.i.	100	23½	.....
Plimpton (Hartford)	100	110	.....
Portland Water	100	105	110
Pratt & Cady Co.	100	85	95
Pratt & Whitney—Pref.	100	42	49
Pressed Steel Car Co., com	100	54½	55½
Preferred	100	84½	87
Procter & Gamble Co.	100	400	405
Preferred	100	197½	200
Pullman Palace Car	100	184	186
Railway Automatic Sales Co.	100	.....	.....
Preferred	100	.....	.....
Raleigh Cotton Mills	100	115	.....
Raleigh Water Co.		.....	50
Republic Iron & Steel—Com.	100	20	20½
Preferred	100	64½	65
Rhode Isl. Perkins H. S., pref.	100	.....	.....
Rhode Island Safe Deposit	100	70	.....
Royal Baking Powder, pref.	100	91	93
Rubber Goods M'f'g Co.—Com.	100	28	30
Preferred	100	† 77	78
Russell & Erwin Manf. Co.	25	† 70	73
Safe Dep. & Trust Co. of Balt.	100	340	.....
Safety Car Heating & Lighting	100	160	.....
St. Louis Agr. & M. Associat'n.	100	50	80
St. Louis Brew. Assn., com	£10	£1	£3
St. Louis Brewing Ass'n, pref.	£10	£5	£7

Stocks.	Par.	Bid.	Ask.
St. Louis Cotton Compress	100	32	36
St L. House Building, No. 3	500	†475	500
St. Louis Transfer	100	60	65
Savannah Brewing Co.	100	x100	105
Security Title & Trust (Chic.)	100	93	95
Shultz Belting	100	80	90
Sibley Mfg. Co.	100	87	90
Silver bullion certificates		58½	59½
Simmons Hardware—Pref.	100	150	160
Common	100	198	205
Singer Mfg. Co.	100	550	600
Sloss-Sheffield Steel&I.Co.Com.	100	26	.....
Preferred	100	.....	.....
Smyth Mfg. Co. (Hartford)	100	250	.....
Southern Cotton Oil	50	† 50	.....
Spring Valley Water	100	94	94½
Springfield Breweries Pref.	100	.....	90
Standard Oil of New Jersey	100	470	474
Standard Plate Glass	100	106	110
Standard Rope & Twine	100	8½	9
Standard Underground Cable	100	168	172
Stanley Rule & Level Co.	25	† 72	77
Stanley Works	25	† 70	72½
State St. Exchange (Boston)	100	130	130¾
Stillwell, Bierce & S. V. pref.	100	50	65
Streets West. Stable Car Line.	100	21¼	.....
Preferred	100	.....	.....
Swift & Co.	100	100½	101½
Talmage's (Dan) Sons Co., 8%.	100	110	115
Tenth & Twenty-third St. Ferry	100	85	92
Texas Pacific Land Trust	100	.....	.....
Tidewater Steel Co	10	† 13¾	14
Torrington Co.—Common A	25	†.....	30
Preferred	25	†.....	30
Trenton Potteries	100	5	10
Preferred	100	45	50
Trow Directory—Pref.	100	40	50
Union Bag & Paper—Common.	100	21¼	22
Union Bag & Paper—Pref.	100	72½	75
Union Copper Land & Mining	25	† 2½	3
Union Dairy Co (St. Louis)	100	115	120
Union Ferry (Brooklyn)	100	40	41

Stocks.	Par.	Bid.	Ask.
Union Steel Screw (Cleveland)	100	128	130
Union Stock Yards, Nashville.	100	38	43
Union Switch & Signal	50	† 35½	36½
Preferred	50	† 59	60
Union Type Writer—Common	100	27	28
1st preferred	100	113	115
2nd pref.	100	121	123
United Fruit Co.	100	x135	137
United Shoe Machinery	25	†x32	34
Preferred	25	†x24½	25½
U. S. Envelope Co.—Common.	100	.....	70
Preferred	100	86	91
U. S. Express	100	45	48
U.S. Fidelity & Guar.Co.,(Md.).	100	112½	115
U. S. Flour Milling Co	100	.....	20
Preferred	100	.....	35
U. S. Glass, com	100	25	26
Preferred	100	95	105
U. S. Leather	100	15⅜	15⅞
Preferred	100	73	74
U. S. Rubber	100	42	42½
Preferred	100	102	105
Va.-Carolina Chemical Co	100	.....	72
Preferred	100	.....	116
Wagner Palace Car	100	180	186
Warren Man'f'g Co. (Ga.)	100	70	75
Preferred	100	101	102½
Warwick Iron & Steel	10	† 9¾	10
Washington Market, J&J	50	† 13	.....
Washington Safe Deposit Co.	100	70	75
Webb Manufact. Co—Nashv'le	100	55	70
Wells, Fargo Express	100	118	125
Welsbach Light Co.	5	† x....	46
Westcott Express, common	100	.....	20
Preferred	100	100	.....
West End Land & Imp. Co.(Va.)	25	†.....	25
Western Aut. Mach. Screw Co.	100	240	.....
Western Stone (Chic.)	100	.....	37
Westinghouse Air Brake Co.	50	†198½	200
Wiggins Ferry Co.	100	220	230
Winchester R. Arms Co.	100	550	.....
Wollaston Land	5	†.....	2¼

† Prices are per share not per cent. ‡ Sale price. x Ex-dividend.

QUOTATIONS OF BANK AND TRUST COMPANY STOCKS.

Prices are per share, not per cent, with the exception of New York City and Brooklyn bank stocks. Prices marked thus (*) are last sales.

The dagger (†) prefixed to a price indicates that the figures show the book value.

The double dagger (‡) prefixed to the capital stock indicates that only part is paid in.

The section mark (§) prefixed to surplus indicates that undivided profits are included.

ALABAMA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
Birmingham—	$	$	$			
Alabama Nat. Bank.	200,000	§ 19,091	504,428	100	75	80
Ala. Trust & Sav. Co.	100,000	§ 11,500	25,000	100	.....	.....
Berney Nat. Bank..	200,000	§ 19,913	645,177	100	75	80
Birmingh'm Tr.&Sav	500,000	§ 48,926	1,725,687	100	110	115
First National Bank.	250,000	§ 74,194	2,377,853	100	120	125
Jefferson Co. Sav.Bk.	100,000	§ 25,766	493,624	100	90	100
People's Sav.Bk.&Tr	75,000	§ 3,000	354,163	100	80	85
Mobile—						
City National Bank.	149,640	§ 48	139,568	....	101	102½
First Nat. Bank.....	300,000	§ 445,313	2,079,978	100	250	263
People's Bank.....	150.000	§ 260,605	1,411,962	100	250	265

ARKANSAS.

Little Rock—						
Bank of Commerce..	100,000	§ 5,056	185,216	25	.....	15
Bank of Little Rock.	200,000	.....	.....	25	.....	.....
Citizens' Bank.....	100,000	§ 37,298	437,567	25	30	31¼
Exchange Nat. Bk..	200,000	§ 26,036	750,780	100	105	107½
German Nat. Bk.....	300,000	§ 95,185	982,101	100	105	110

CALIFORNIA.

Los Angeles—						
California Bank.....	250,000	§ 30,244	866,457	100	115	.....
Citizens' Bank.....	100,000	§ 29,390	651,385	100	130	.....
Farmers' & Mer. Bk.	500,000	§ 930,267	4,842,954	1000	3100	.....
First National Bank.	400,000	§ 285,817	2,463,914	100	180	.....
German-Am.Sav.B'k	100,000	§ 48,076	935,176	....	138	.....
Los Angeles Nat. Bk.	500,000	§ 70,456	1,625,374	100	119	120
Main St. Savings. Bk.	100,000	§ 14,592	448,215	50	50	.....
Merchants' Nat. Bk.	200,000	§ 71,085	526,086	100	140	142
Nat. Bk.of California	200,000	§ 34,014	692,917	100	105	.....
Security Savings Bk.	100,000	§ 51,454	1,721,614	100	76	.....
Security L. & Tr. Co..	100,000	§ 30,000	400,000	50	25	.....
State Bank&Tr. Co..	500,000	§ 21,445	886,734	100	88	90
Oakland—						
California Bank.....	100,000	§ 3,093	143,839	100	85	90
Central Bk (Savings)	300,000	§ 94,487	1,611,413	30	30	35
First National Bank.	300,000	§ 53,724	560,137	100	112½	115
Union Nat. Bank....	150,000	§ 124,663	1,005,472	100	120	125
San Francisco—						
Amer'n Bk. & Tr. Co.	426,800	§ 59,837	382,366	100	.....	.....
Anglo-Cal. Bk. (Ld.).	1,500.000	§ 750,000	6,256,117	100	65	.....
Bank of California..	3,000,000	§3299717	14,962,305	100	400	.....
Bank of Commerce..	52,720	§ 8,745	132,701	....	.....	.....
Crock'r-Wool'th N.B.	1,000,000	§ 895,768	6,220,552	100	.....	.....
Don'hoe-Kelly B'gCo	650,000	§ 47,069	1,455,543	....	.....	.....
First National Bank	1,500,000	1,000,000	6,660,0 0	100	254	.....
German Sav. & Loan	1,000,000	§ 987,617	27,409,335	1000	1750	.....
Humbo dt Sav. & L..	300,000	§ 90,968	2,555,913	1000	1050	1160
Mutual Sav'gs Bank.	300,000	§ 96,692	3,502,348	100	39	45
Nevada Nat. of S. Fr.	3,000,000	§1025970	9,289,296	100	.....	190
S. Fran. Sav. Union.	1,000,000	§ 647,577	24,933,166	250	500	.....

Last sale. † Book value. ‡ Part paid in. §Undiv'd profits included.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
S. Francisco—(Con)	$	$	$			
Sav. & Loan Society.	‡ 750,000	§ 175,000	5,636,979	100	.....	80
Security Savings Bk.	300,000	§ 134,072	3,420,010	100	.....	310
Cal.Safe Dep.&T.Co.	1,000,000	§ 93,190	1,893,985	100	.....	.....
Union Trust Co.....	750,000	§ 146,433	4,257,993	1000	1400	1440
San Jose.—						
Bank of San Jose...	300,000	§ 121,066	910,080	100	.....	.....
Comm'l & Sav'gs Bk.	300,000	§ 22,260	350,521	50	.....	.....
First National Bank	300,000	§ 101,897	808,601	100	.....	.....
San Jose S. Dep. Bk.	300,000	§ 300,000	2,096,865	30	.....	.....
Gard. C. Bk. & T. Co.	200,000	§ 21,000	400,000	100	.....	.....

CANADA.

[Returns of Canadian banks are given on page 46.]

COLORADO.

Denver—						
Central Savings Bk.	25,000	§ 6,854	345,856	100	.....†	122·50
Colorado Nat. Bank.	500,000	§ 217,301	8,758,361	100	.....†	142·70
Denver Nat. Bank...	500,000	§ 177,867	5,804,870	100	.....†	137·00
Denver Sav. Bank..	250,000	§ 20,806	928,611	100	.....†	101·07
First National Bank.	500,000	§ 571,957	18,856,560	100	.....†	213·41
Nat. Bk. of Comm'ce	200,000	§ 5,096	1,638,924	100	.....†	104·01
Western Bank & Safe Deposit Co.....	100,000	§ 12,038	222,236	100	.....†	117·02
International Tr. Co.	250,000	§ 120,208	1,567,674	100	.....†	139·33

CONNECTICUT.

Bridgeport—						
Bridgeport Nat. Bk..	215,850	§ 172,965	875,893	50	90	95
City National Bank.	250,000	§ 192,699	731,911	100	155	.....
Connecticut Nat. Bk.	332,100	§ 173,921	935,461	100	155	.....
First National Bank.	210,000	§ 163,257	1,011,478	100	176	.....
Pequonnock Nat. Bk.	200,000	§ 118,066	564,937	100	148	.....
Hartford—						
Ætna Nat. Bank....	525,000	§ 467,499	2,482,781	100	180	.....
American Nat. Bk...	600,000	§ 336,813	1,801,378	50	72	.....
Charter Oak Nat. Bk.	500,000	§ 147,383	1,089,423	100	92	.....
City Bk. of Hartford.	440,000	§ 127,020	1,224,629	100	112	.....
Conn. River Bg. Co.	150,000	§ 97,305	652,662	30	33	.....
Farmers' & Mechanics' Nat. Bank	500,000	§ 156,872	1,549,363	100	116	.....
First National Bank.	650,000	§ 232,012	2,871,964	100	116	.....
Hartford Nat. Bank.	1,200,000	§ 651,791	3,908,348	100	137	.....
National Ex. Bank..	500,000	§ 215,642	1,088,309	50	62½	.....
Phœnix Nat. Bank..	1,000,000	§ 553,516	1,206,734	100	123	.....
Security Company..	200,000	§ 102,836	583,949	100	125	.....
State Bank.....	400,000	§ 139,563	1,409,350	100	116	.....
United States Bank.	100,000	§ 275,596	1,953,235	100	360	380
Conn. Tr. & S. D. Co.	300,000	§ 268,334	2,315,307	100	185	.....
Fidelity Co.....	50,000	§ 23,578	165,824	100	110	.....
Hartford Trust Co..	300,000	§ 180,687	1,458,155	100	155	.....
New Haven—						
City Bank of N. H...	500,000	§ 94,351	675,343	100	135	.....
First National Bank.	500,000	§ 264,525	1,420,686	100	.....	.....
Mechanics' Bank....	300,000	§ 50,527	504,187	60	70	.....

*Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. HAVEN—(Con.)	$	$	$			
Merchants' Nat. Bk..	350,000	§ 136,066	930,945	50	55	.....
N. H. Co. Nat. Bank.	350,000	§ 279,538	762,940	10	15	.....
Nat. New Haven Bk.	464,800	278,736	1,025,061	100	180	.....
Nat. Trad'men's Bk.	300,000	§ 200,072	1,365,476	100	150	.....
Second Nat. Bank...	500,000	§ 446,105	843,163	100	180	.....
Yale National Bank.	500,000	§ 199,836	928,521	100	127	.....
Union Trust Co.....	100,000	§ 70,085	501,001	100	.....	.....
WATERBURY—						
Citizens' Nat. Bank.	300,000	§ 130,620	640,000	100	125	135
Fourth Nat. Bank...	100,000	§ 56,329	580,081	100	135	.....
Manufac's' Nat. Bk.	100,000	§ 45,185	571,196	100	125	135
Waterbury Nat. Bk.	500,000	§ 293,011	1,020,851	50	80	85
DELAWARE.						
WILMINGTON—						
Central Nat. Bank..	210,000	§ 60,882	459,651	100	119	.....
Farmers' Bk. of Del.	200,000	37,756	500,962	50	68	
First National Bank.	500,000	§ 131,641	852,572	100	110	.....
Nat. Bk. of Delaware	110,000	§ 138,168	424,775	200	400	.....
N. B. of Wilmington and Brandywine..	200,010	§ 200,508	960,688	30	73	.....
Union Nat. Bank....	203,175	§ 337,092	1,313,984	25	75	.....
Eqitab. Gu. & Tr. Co.	500,000	§ 185,002	1,721,568	100	137½	.....
Sec'rity Tr.&S.D.Co.	500,000	§ 145,200	1,754,898	100	140	..
DISTRICT OF COLUMBIA.						
WASHINGTON—						
Central Nat. Bank..	200,000	§ 75,515	1,698,248	100	170	.....
Citizens' Nat. Bank.	300,000	§ 154,369	1,140,845	100	165	190
Columbia Nat. Bank.	250,000	§ 141,519	1,392,760	100	155	.....
F'rmers'&Mech.Nat. Bk. (Georgetown).	252,000	§ 246,892	1,296,228	100	210	.....
Lincoln Nat. Bank..	200,000	§ 35,458	632,653	100	120	.....
Nat. Bank of Wash..	200,000	§ 312,206	2,009,709	100	350	.....
Nat. Capital Bank...	200,000	§ 96,839	939,672	100	135	.....
Nat. M'tropolit'n Bk.	300,000	§ 518,448	2,537,458	100	550	575
Riggs Nat. Bank....	500,000	§ 278,089	5,324,686	100	.....	.....
Second Nat. Bank...	225,000	§ 100,701	1,200,378	100	155	.....
Traders' Nat. Bank.	200,000	§ 72,009	621,814	100	123	.....
West End Nat. Bank.	200,000	§ 48,533	798,677	100	x119	123
American S. & Tr. Co.	1,250,000	§ 468,540	4,054,373	100	196	.....
Nat. Safe D. Sav. & Trust Co. of D. of C.	1,000,000	§ 87,781	3,065,068	100	.....	135
Wash. Loan & Tr. Co.	1,000,000	§ 260,113	4,006,670	100	155	157
FLORIDA.						
JACKSONVILLE—						
Commercial Bank...	50,000	§ 4,820	258,853	100	.....	115
First Nat. Bk. of Fla.	50,000	§ 11,954	216,254	100	.....	125
National Bank of Jacksonville.....	150,000	§ 150,463	1,819,570	100	250	300
Nat. Bk. State of Fla.	100,000	§ 29,721	381,925	100	165	.....
South'n Sav.& Tr.Co.	50,000	§ 13,584	184,611	....	.....	.....
State Bank of Fla.	50,000	§ 6,092	255,853	....	.....	.....
GEORGIA.						
ATLANTA—						
American Trust & Banking Co.....	100,000	§ 5,000	.....	100	75	80
Atlanta Nat. Bank..	150,000	§ 475,655	2,468,540	100	400	.....
Capital City Bank...	400,000	§ 121,426	663,670	100	105	110
Exchange Bank.....	100,000	§ 3,697	137,851	100	.....	75
Fourth Nat. Bank..	400,000	§ 102,705	1,254,356	100	100	102½
Lowry Banking Co..	300,000	§ 116,971	824,101	100	120	125
Maddox Rucker B.Co	160,000	§ 42,046	660,838	100	150	.....
Neal Loan & Bkg. Co.	100,000	§ 217,125	1,162,169	100	200	.....
Third National Bk..	200,000	§ 60,436	830,198	100	110	115
Trust Co. of Georgia.	250,000	§ 49,115	.....	100	100	110
AUGUSTA—						
Augusta Savings Bk.	30,000	§ 24,477	465,654	100	110	.....
Commercial Bank...	150,000	§ 16,675	311,713	100	85	90
Georgia RR. Bank..	200,000	§ 104,857	1,450,322	100	.....	.....
Irish-American Bk..	15,645	§ 2,620	98,820	100	100	.....
Nat. Bk. of Augusta.	250,000	§ 113,649	458,644	100	115	.....
Nat. Exchange Bk..	200,000	§ 32,106	439,028	100	100	103
Planters' L. & S. Bk.	50,000	§ 12,314	393,503	10	12	.....
Union Savings Bank	30,000	§ 8,478	232,273	100	100	.....
MACON—						
American Nat. Bank	250,000	§ 62,055	464,364	100	99	100
Cent. Georgia Bank	100,000	§ 11,155	151,577	100	85	86
Commer'l & Sav. Bk.	50,000	§ 26,545	189,233	100	120	125
Exchange Bank.....	500,000	§ 146,794	1,079,771	100	99	100
First Nat. Bank.....	200,000	§ 67,439	460,987	100	110	115
Macon Savings Bank	115,000	§ 9,701	159,241	100	73	75
Union Savings Bank & Trust Co.....	200,000	§ 38,674	354,982	100	97	98
SAVANNAH—						
Chatham Bank.....	150,000	§ 22,575	649,232	100	x108	109
Citizens' Bank	500,000	§ 80,714	1,370,114	100	x120	.....
Germania Bank.....	200,000	§ 64,451	950,591	100	x125	.....
Merchants' Nat. Bk.	500,000	§ 121,685	758,731	100	104	105
Nat. Bk. of Savannah	250,000	§ 180,000	517,000	100	140	142
Oglethorpe Savings & Trust Co.....	125,000	§ 60,745	516,276	100	x106	.....
Savannah Bank & Trust Co.....	350,000	§ 41,749	1,058,503	100	x113	.....
Southern Bank of State of Georgia..	500,000	§ 391,495	2,280,804	100	x142	.....
ILLINOIS.						
CHICAGO—*Surplus includes undivided profits.*						
America Nat. Bank..	1,000,000	687,965	9,024,946	100	175	180
Bankers' Nat. Bank.	1,000,000	194,287	8,506,591	100	125	126
Calumet Nat. Bank..	50,000	37,758	544,272	100	.....	.....
Chicago City Bank..	200,000	62,864	423,550	100	120	125
Chicago Nat. Bank..	500,000	694,972	11,376,471	100	300	325
Commercial Nat. Bk.	1,000,000	1,263,321	17,857,833	100	275	300
Continental Nat. Bk.	2,000,000	649,232	22,027,161	100	165	175
Corn Exchange National Bank	1,000,000	1,351,399	12,621,688	100	293	310

*Last sale. †Book value. ‡Part paid in. §Including undivided profits. x Ex-dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
CHICAGO—(Con.)—	$	$	$			
Drovers' Nat. Bank.	250,000	202,150	2,962,882	100	165	180
First National Bank.	3,000,000	2,505,855	43,630,069	100	315	320
First Nat. Englewood	100,000	25,989	661,064	100	95	.....
Foreman Bros Bg. Co.	500,000	622,263	2,357,922	100	.....	.....
Ft. Dearborn Nat. Bk.	500,000	115,231	3,220,742	100	115	120
Hibernian Banking Association.....	222,000	316,224	6,881,628	100	250	260
Home Savings Bk...	100,000	21,533	896,772	....	.....	.....
Lincoln Nat. Bank..	200,000	20,522	817,477	100	75	90
Merchants' Nat. Bk..	1,000,000	1,778,688	13,257,179	100	300	.....
Metrop'litan Nat. Bk.	2,000,000	1,293,309	14,978,690	100	188	190
Milwaukee Avenue State Bank.....	250,000	113,442	1,427,510	100	103	109
Nat. Bk. of Republic.	1,000,000	186,804	9,176,007	100	114	115
Nat. Live Stock Bk..	1,000,000	1,113,879	5,175,849	100	263	275
N. Western. Nat. Bk.	1,000,000	588,334	6,628,495	100	163	175
Oakland Nat. Bank..	50,000	39,388	475,072	100	140	.....
Prairie State Bank..	250,000	47,220	3,032,913	100	100	105
Produce Exch'ge Bk	500,000	.....	.....	100	.....	.....
Pullman Loan & Savings Bank	200,000	123,044	1,318,451	....	.....	.....
State Bk. of Chicago.	500,000	333,333	4,696,403	100	202	210
Union Nat. Bank....	2,000,000	390,164	12,950,761	100	132	135
Western State Bank.	300,000	13,751	587,739	100	....	80
American Trust & Savings Bank.....	1,000,000	234,655	9,353,852	100	110	115
Chandler Mort. Co...	201,000	9,251	355,706	....	.....	.....
Equitable Trust Co..	500,000	196,654	1,261,869	100	130	135
Garden City Banking & Trust Co.....	500,000	105,756	1,673,978	100	90	100
Guardian Trust Co...	2,500,000	1,250,000	.....	100	.....	95
Illinois Trust & Savings Bank	3,000,000	3,555,150	54,804,218	100	550	.....
Merchants' L. & T. Co.	2,000,000	1,753,236	19,603,803	100	308	315
Northern Trust Co...	1,000,000	889,202	17,424,186	100	250	325
Royal Trust Co.....	500,000	268,143	2,761,000	100	121	125
Union Trust Co.....	500,000	1,092,498	4,387,131	100	300	.....
ROCKFORD—						
Forest City Nat. Bk.	100,000	§ 34,001	445,603	100	.....	.....
Manufrs' Nat. Bank.	125,000	§ 33,445	388,124	100	.....	.....
People's Bank.....	125,000	§ 31,842	504,865	100	.....	.....
Rockford Nat. Bank.	100,000	§ 105,807	422,728	100	.....	.....
Third Nat. Bank.....	100,000	§ 82,251	729,871	100	.....	.....
Winnebago Nat. Bk.	100,000	§ 132,579	1,170,766	100	.....	.....
INDIANA.						
EVANSVILLE—						
Citizens' Nat. Bank.	200,000	§ 48,886	759,266	100	135	150
First Nat. Bank.....	500,000	§ 151,745	1,369,714	100	110	120
German Bank.....	250,000	§ 18,518	318,218	624	75	85
Old Nat. Bank.....	500,000	§ 148,079	1,592,139	100	110	120
Ohio Valley Tr. Co..	126,000	.....	18,000	....	60	100
INDIANAPOLIS.						
Capital Nat. Bank...	300,000	§ 90,715	2,361,381	100	112	114
Fletcher's Nat. Bank	500,000	§ 167,884	7,309,522	100	.....	.....
Indiana Nat. Bank..	300,000	§ 812,988	5,849,737	100	.....	300
Merchants' Nat. Bk.	1,000,000	§ 171,002	4,452,268	100	131	133
State Bk of Indiana.	200,000	§ 40,000	560,000	100	.....	80
Indiana Trust Co....	1,000,000	§ 74,624	1,429,530	100	116	118
Marion Trust Co....	300,000	§ 44,915	541,292	....	65	.....
Union Trust Co	600,000	§ 172,566	1,043,101	100	141	143
TERRE HAUTE.						
First National Bank.	300,000	§ 202,334	1,108,907	100	.....	† 200
National State Bank	200,000	§ 72,492	431,378	100	115	.....
Vigo Co. Nat. Bank.	150,000	§ 56,500	1,064,099	100	115	.....
Terre Haute Tr'st Co	100,000	§ 27,792	109,659	100	.....	† 100
IOWA.						
DAVENPORT—						
Citizens' Nat. Bank.	300,000	§ 117,938	1,064,026	100	140	145
Davenport Nat. Bk..	100,000	§ 38,449	422,755	100	100	105
Davenport Sav. Bank	30,000	§ 52,700	2,600,000	100	190	200
Farm. & Mech. Bank.	100,000	§ 5,943	573,507	100	105	107
First Nat. Bank.....	200,000	§ 76,484	727,890	100	135	140
German Savings Bk.	500,000	§ 220,034	5,190,231	100	210	212
Iowa National Bank.	100,000	§ 24,796	824,697	100	125	130
Scott Co. Sav. Bank.	250,000	§ 48,369	2,342,650	100	190	195
Union Savings Bank	60,000	§ 16,737	534,507	100	105	110
DES MOINES—						
Capital City State Bk	100,000	§ 30,000	520,000	100	.....	.....
Central State Bank.	50,000	§ 11,900	400,000	....	.....	.....
Citizens' Nat. Bank.	200,000	§ 117,075	1,835,086	100	.....	.....
Des Moines Nat. Bk	300,000	§ 46,681	2,224,235	100	.....	.....
Des Moines Sav. Bk.	300,000	§ 46,991	3,111,359	....	.....	.....
Iowa National Bank.	100,000	§ 5,071	486,336	100	.....	.....
People's Sav. Bank.	75,000	§ 33,932	801,286	....	.....	.....
Valley Savings Bank	50,000	§ 13,461	402,610	....	.....	.....
Valley Nation'l Bank	200,000	§ 113,702	1,512,324	100	.....	.....
Security L. & Tr. Co.	50,000	§ 65,800	326,615	100	.....	.....
DUBUQUE—						
Citizens' State Bank.	100,000	§ 17,000	350,000	100	90	100
Dubuque Nat. Bank.	100,000	§ 23,467	353,699	100	85	90
First National Bank.	200,000	§ 35,466	940,597	100	.....	* 100
German Bank.....	150,000	§ 25,832	590,558	100	.....	* 90
Ger. Tr. & Sav. Bank	100,000	§ 6,564	528,525	100	.....	* 90
Iowa Tr. & Sav. Bk..	300,000	§ 52,845	1,548,859	100	120	125
Second Nat'l Bank..	400,000	§ 79,327	1,167,288	100	125	.....
KENTUCKY						
COVINGTON.						
Citizens' Nat. Bank.	200,000	§ 60,265	673,592	100	120	125
Far. & Traders' Nat.	300,000	§ 181,000	1,012,875	100	175	.....
First Nat. Bank.....	300,000	§ 96,182	1,119,364	100	135	150
German Nat. Bank..	350,000	§ 109,484	610,670	100	.....	125
Covington Trust Co.	100,000	1,267	59,319	100	100	105
LEXINGTON -						
Central Bank.....	200,000	§ 13,313	192,337	100	68	70
Fayette Nat. Bank..	300,000	§ 238,875	732,048	100	190	195
First Nat. Bank.....	400,000	§ 126,120	509,032	100	115	118
Lexington City Nat. Bank.....	200,000	§ 63,613	778,582	100	150	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profit .

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LEXINGTON—Con.	$	$	$			
Nat. Exchange Bank	100,000	§ 22,516	276,543	100	.....	102
Phœnix Nat. Bank..	150,000	§ 53,112	543,760	100	104	106
Second Nat. Bank...	150,000	§ 8,689	394,041	100	90	92
Third Nat. Bank.....	100.000	§ 7,703	94,614	100	80	82
LOUISVILLE—						
American Nat. Bank	800,000	§ 126,935	3,270,681	100	119	120
Bank of Commerce..	800,000	§ 301,081	4,129,128	100	175	.....
Bank of Kentucky...	1,645,100	§1168732	2,72 ,73.	100	188	.....
Citizens' Nat. Bank..	500,000	§ 148,071	3,045,012	100	133	.....
First Nat. Bank.....	500,000	§ 312,710	2,528,631	100	140	145
German Bank.....	250,000	§ 258,666	3,229,091	100	225	.....
Ger. Insurance Bank.	249,500	300,000	3,451,9 0	50	200	.....
German Security Bk.	179,000	§ 75,270	712,464	100	120	125
Louisville Nat. Banking Co.....	250,000	§ 15,790	1,481,225	100	108	.....
Southern Nat. Bank.	250,000	§ 12,903	1,541,301	100	110	111
Third Nat. Bank....	200,000	§ 64,5 7	955,757	100	104	107
Union Nat. Bank....	500,000	§ 173,473	3,914,842	100	138	.....
Western Bank.....	250,000	58,002	887,435	100	.....	105
Columbia Finance & Trust Co.....	1,000,000	§ 172,295	¶1791,730	100	134	.....
Fidelity Trust & Safety Vault Co.....	1,000,000	700,000	673,540	100	210	212
Louisville Trust Co..	806,100	§ 107,239	835,000	100	126	128
NEWPORT—						
German Nat. Bank..	100,000	§ 53,181	670,588	100	130	145
Newport Nat. Bank.	100,000	§ 8,335	411,481	100	100	110

¶ Deposits include trusts funds.

LOUISIANA.

NEW ORLEANS—						
Canal Bank.....	1,000,000	67,478	3,863,691	100	130	140
Citizens' Bank of La.	380,200	§ 113,172	793,349	100	100	.....
Germania Nat. Bank	300,000	§ 94,9 6	940,7 6	100	104	.....
Germania Sav. Bk....	100,000	§ 345,394	2,651,569	100	400	.....
Hibernia Nat. Bank.	300,000	§ 481,211	3,601,002	100	225	250
Louisiana Nat. Bank	500,000	§ 291,780	4,144,152	100	135	142
Metropolitan Bank..	250,000	§ 81,288	1,173,456	100	118	.....
New Orleans Nat. Bk.	200,000	§ 893,127	3,880,496	100	500	550
People's Bank.....	250,000	§ 32,391	819,044	50	93	100
Provident Savings & Safe Deposit Bank.	100,000	§ 11,525	404,801	100	93	.....
State National Bank	300,000	§ 107,402	1,751,927	100	.....	120
Teutonia Bank.....	100,000	§ 10,710	361,087	100	.....	110
Union Nat'l Bank...	300,000	§ 49,363	1,098,399	100	91	99
U. S. Trust & Sav. Bk.	100,000	§ 1,565	152,891	100	.....	92
Whitney Nat. Bank.	400,000	§1102523	4,270,019	100	375	.....

MAINE.

PORTLAND—						
Canal Nat. Bank.....	600,000	§ 164,100	603,869	100	100	102
Casco Nat. Bank.....	800,000	§ 300,455	2,236,820	100	108	110
Chapman Nat. Bank.	100,000	§ 25,934	765,200	100	.....	100
Cumberland Nat. Bk.	150,000	§ 40,214	308,868	100	100	102
First National Bank.	1,000,000	§ 235,881	1,560,772	100	99	100
Merchants' Nat. Bk..	300,000	§ 317,432	1,071,288	75	100	102
Nat. Traders' Bank..	300,000	§ 93,431	353,995	100	97	100
Portland Nat. Bank.	300,000	§ 105,388	2,060,093	100	108	110
Portland Trust Co...	200,000	§ 150,000	1,250,000	100	150	160

MARYLAND.

BALTIMORE—						
American Nat. Bank	200,000	§ 101,998	1,017,569	100	.....	100
Canton Nat. Bank...	100,000	§ 26,679	303,794	100	88	91
Citizens' Nat. Bank.	500,000	§ 768,628	2,616,745	10	22	22½
Com. & Farm. N. Bank	512,560	§ 162,094	969,756	100	121	.....
Commonwe'lth Bank	100,000	§ 13,048	667,175	....	60	.....
Continental N. Bank	300,000	§ 48,928	773,720	100	85	95
Drov. & Mec's N. Bank	300,000	§ 327,851	3,134,349	100	250	.....
Equitable Nat. Bank	500,000	§ 125,059	1,028,611	100	116	.....
Farm. & Mer. N. Bank	650,000	§ 422,808	2,035,02	40	.....	65
First National Bank.	555,000	§ 280,396	1,596,842	100	144	148
German-Amer. Bank	300,000	§ 104,857	497,712	100	108	.....
Ger. B'nk of Balt. City	400,000	§ 151,697	843,495	100	108	.....
Manufact'rs' N. Bank	500,000	§ 84,843	828,142	100	90	91
Merchants' N. Bank.	1,500,000	§ 774,041	7,734,510	100	150	151
Nat. Bank of Balt'ore	1,210,700	§ 478,503	2,085,411	100	116	.....
Nat. Bank of Com'rce	300,000	§ 160,907	1,165,320	15	19½	.....
Nat. Exchange Bank	600,000	§ 276,050	3,128,208	100	141	.....
Nat. Howard Bank..	230,000	§ 54,803	804,870	10	11	.....
Nat. Marine Bank...	400,000	§ 133,610	1,325,820	30	36	.....
Nat. Mechanics' Bank	1,000,000	§ 772,060	6,765,666	10	27	28
Nat. Un. Bank of Md	900,000	§ 262,534	2,265,442	75	84	85
Old-Town Bank.....	150,000	§ 164,317	952,368	10	17	19
People's Bank.....	225,000	§ 18,723	334,491	20	17½	.....
Second Nat. Bank...	500,000	§ 600,938	1,026,929	100	185	.....
Third National Bank	500,000	§ 87,704	1,705,826	100	92½	95
Western Nat. Bank..	500,000	§ 425,520	2,259,975	20	.....	40
Baltimore Trust & Guarantee Co.....	1,000,000	§1919377	4,328,751	100	325	340
Citiz. Tr. & Dep. Co.	2,000,000	§ 700,000	.....	....	110½	.....
Continental Tr. Co..	2,000,000	2,000,000	3,500,000	....	145	155
Guard. Tr. & Dep. Co.	1,000,000	300,000	528,024	100	110	115
International Tr. Co.	3,000,000	150,000	.....	....	90	92
Maryland Tr. Co....	1,500,000	§1721465	3,023,138	100	230	.....
Mercantile Trust & Deposit Co. of Balt	2,000,000	§3774693	8,565,500	50	228	230
Old L. Rl. Es. & Tr. Co.	1,000,000	250,000	.....	....	60	62
Realty Trust Co.....	1,000,000	250,000	.....	50	45	50
FREDERICK—						
Central Nat. Bank...	120,000	§ 47,802	190,264	25	32½	.....
Citizens' Nat. Bank .	100,000	§ 200,583	1,587,783	100	280	.....
Far. & Mech. Nat. B'k.	125,000	§ 64,036	511,626	25	33	33½
First Nat. Bank.....	100,000	§ 12,953	135,974	100	.....	100
Franklin Sav. Bank.	a110,420	§ 13,317	149,528	100	115	.....
Frederick Co. Nat. Bk	150,000	§ 65,248	170,857	15	21	.....
Frederick-Town Sav. Institution.....	a171,177	§ 54,655	792,125	100	165	.....

a This is the so-called "Weekly Dep'sits" now forming capital on which dividends are paid.

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

MASSACHUSETTS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	Surplus of national banks includes undivided profits.					
BOSTON—	$	$	$			
Atlantic Nat. Bank..	750,000	341,901	1,777,000	100	125	130
Atlas Nat. Bank.....	1,500,000	547,934	3,977,000	100	118	120
Blackstone Nat. Bk.	1,000,000	34,495	1,770,000	100	75	80
Boylston Nat. Bank.	700,000	286,474	1,467,000	100	118	.....
Broadway Nat. Bk...	200,000	In receiver's hands.		100	100	.....
Bunker Hill Nat. Bk.	500,000	416,851	1,910,574	100	200	.....
Central Nat. Bank...	500,000	236,190	3,129,000	100	126	.....
Colonial Nat. Bank..	1,000,000	534,221	3,887,000	100	154	.....
Commercial Nat. Bk.	250,000	17,194	853,000	100	79	.....
Eliot National Bank	1,000,000	612,514	8,988,000	100	140	145
Faneuil Hall Nat. Bk	1,000,000	457,699	2,706,000	100	134	.....
First National Bank.	1,000,000	1,076,087	4,310,000	100	190	.....
First Ward Nat. Bk..	200,000	154,375	941,568	100	125	130
Fourth Nat. Bank...	750,000	277,033	3,493,000	100	118	.....
Freemans' Nat. Bk..	500,000	150,941	2,104,000	100	101	.....
Globe Nat. Bank....	1,000,000	In receiver's hands.		100	.....	.....
Mass. Nat. Bank.....	800,000	81,591	1,288,000	100	.....	.....
Mechanics' Nat. Bk..	250,000	119,792	1,465,000	100	121	.....
Merchants' Nat. Bk..	3,000,000	1,922,513	10,697,000	100	170	175
Metrop'litan Nat. Bk.	500,000	147,59	1,161,000	100	105	.....
Monument Nat. Bk..	150,000	186,486	515,404	100	195	.....
Mt. Vernon Nat. Bk.	200,000	61,974	1,170,000	100	100	.....
Nat. Bk. of C'mmerce.	1,500,000	616,891	7,711,000	100	113	115
National Bank of Commonwealth ..	1,000,000	842,457	7,913,000	100	175	180
Nat. Bk. of Redemp..	1,000,000	445,398	8,283,000	100	123	127
Nat. Bk. of Republic.	1,500,000	1,060,486	13,535,000	100	175	.....
Nat. Exchange Bk...	1,000,000	511,865	7,219,000	100	145	150
Nat. Hamilton Bk...	500,000	21,286	2,042,000	100	102	.....
Nat. Hide & Leather Bank.....	1,500,000	407,086	4,132,000	100	115	.....
N. Market Bk. of Brig.	250,000	104,499	598,818	100	100	.....
National Rockland Bank of Roxbury..	300,000	189,080	1,671,102	100	112	123
Nat. Security Bank..	250,000	555,896	1,876,000	100	200	.....
Nat. Shawmut Bank.	3,000,000	1,678,007	26,321,000	100	162½	165
Nat. Union Bank....	1,000,000	688,822	2,229,000	100	143	145
Nat. Webster Bank..	1,000,000	329,636	3,661,000	100	106	.....
N. Eng. Nat. Bank ..	1,000,000	707,730	2,557,000	100	150½	153
Old Boston Nat. Bk.	900,000	256,765	2,320,000	100	119	120
Peoples' Nat. Bank of Roxbury.....	300,000	138,008	645,788	100	124	125
Second Nat. Bank...	1,600,000	1,154,304	10,439,000	100	175	180
Sh. & Leath. Nat. Bk.	1,000,000	383,441	9,166,000	100	120	122
South End Nat. Bk..	200,000	7,390	269,701	100	80	.....
State Nat. Bank.....	2,000,000	612,770	4,419,000	100	120	.....
Suffolk Nat. Bank...	1,000,000	430,331	2,257,000	100	108	110
Third Nat. Bank	1,500,000	232,729	9,880,000	100	98	100
Washington Nat. Bk.	750,000	340,087	2,424,000	100	122	125
Winthrop Nat. Bank	300,000	310,965	3,552,000	100	150	.....
American Loan & Trust Co.....	1,000,000	740,936	6,899,826	100	116¼	.....
Bay State Trust Co..	400,000	202,635	3,88 ,304	100	125	.....
Beacon Trust Co....	300,000	90,560	1,764,673	100	120	.....
Boston Safe Deposit & Trust Co.....	1,000,000	1,381,543	9,670,689	100	200	.....
Columbia Trust Co..	100,000	12,821	264,330	100	100	.....
Federal Trust Co....	500,000	17,824	1,562,690	100	100	.....
Internat'l Trust Co..	1,000,000	2,121,938	12,642,824	100	200	.....
Mass. Loan & Tr. Co.	1,000,000	287,417	2,578,158	100	115	.....
Mattapan D. & Tr. Co.	100,000	49,604	818,302	100	115	125
Mercantile Tr. Co ...	250,000	151,914	3,091,849	100	140	.....
N. Engl'd Trust Co..	1,000,000	1,567,782	19,288,989	100	256	.....
Old Colony Trust Co.	1,000,000	2,108,420	23,273,797	100	350	400
Puritan Trust Co....	200,000	39,076	1,531,495	100	103	.....
State St. Trust Co ..	300,000	106,614	2,654,307	100	107	.....
U. S. Trust Co.....	200,000	206,515	2,306,148	100	.....	.....
BEVERLY—						
Beverly Nat. Bank..	200,000	100,500	455,385	100	137	140
BROCKTON—						
Brockton Nat. Bank.	100,000	§ 36,789	684,912	100	.....*	125
Home Nat. Bank....	200,000	§ 201,624	1,202,159	100	.....*	170
Plymouth Co. Safe Dep. & Trust Co...	100,000	§ 12,462	408,655	100	.....	.....
CAMBRIDGE—						
Camb'dg'p't Nat. B'k.	100,000	§ 37,444	176,954	....	.....	.....
Charles Riv. N. Bank	100,000	§ 71,009	638,238	100	.....*	155
First Nat. Bank.....	200,000	§ 172,920	552,357	100	.....*	172
Nat. City Bk., Cam'pt	100,000	§ 66,837	283,501	....	.....	.....
Camb'ge S.D. & Tr. Co	100,000	§ 34,609	814,986	100	.....*	113¼
EAST CAMBRIDGE—						
Cambridge Nat. B'k.	100,000	§ 45,140	502,607	....	.....*	118¾
Lechmere Nat. Bank	100,000	§ 81,559	181,088	....	..... *	150
CHELSEA—						
First National Bank.	300,000	§ 113,927	657,817	100	.....*	105¾
Winnisimmet Nat. Bk	100,000	§ 29,253	377,794	100	.....*	100¼
DANVERS—						
First National Bank.	150,000	§ 39,194	136,627	75	65	75
FALL RIVER—						
Fall River Nat. Bank	400,000	§ 136,435	872,885	100	105	.....
First National Bank.	400,000	§ 252,194	759,906	100	150	.....
Massasoit Nat. Bank	300,000	§ 167,794	1,019,680	100	150	.....
Metacomet Nat. Bk..	500,000	§ 186,126	581,835	100	122	128
National Union Bank	200,000	§ 72,978	351,077	100	106	110
Pocasset Nat. Bank.	200,000	§ 145,634	527,124	100	145	.....
Second Nat. Bank...	150,000	§ 96,539	254,901	100	155	.....
FITCHBURG—						
Fitchburg Nat. Bank	250,000	§ 191,775	798,989	100	.....	.....
Rollstone Nat. Bank	250,000	§ 138,287	498,284	100	.....	.....
Safety Fund Nat. Bk.	200,000	§ 64,742	416,758	100	.....	.....
Wachusett Nat. Bk..	250,000	§ 202,374	816,794	100	.....	.....
HAVERHILL—						
Essex Nat. Bank....	100,000	§ 23,499	191,329	100	57	.....
First National Bank.	200,000	§ 137,383	406,170	100	160	.....
Haverhill Nat. Bank	200,000	§ 188,135	1,186,379	100	155	.....
Merchants' Nat. Bk.	100,000	§ 38,356	295,797	100	130	.....
Merrimack Nat. Bank	240,000	§ 151,563	604,933	100	150	.....
Second Nat. Bank...	150,000	§ 72,702	614,697	100	155½	.....
Haverhill Safe Deposit & Trust Co.	200,000	§ 20,043	402,652	100	125	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
HOLYOKE—	$	$	$			
City National Bank.	500,000	§ 145,050	1,204,196	100	115	125
Hadley Falls Nat. Bk.	200,000	§ 145,400	107,917	100	125	135
Holyoke Nat. Bank..	200,000	§ 117,972	986,926	100	150	155
Home Nat. Bank....	250,000	§ 74,433	599,283	100	110	115
Park National Bank	100,000	§ 52,046	396,820	100	100	110
LAWRENCE—						
Arlington Nat. Bank	100,000	§ 24,490	445,088	100	120	.....
Bay State Nat. Bank	375,000	§ 147,406	534,297	75	115	.....
Lawrence Nat. Bank	300,000	§ 75,958	546,874	100	120	.....
Merchants' Nat. Bk.	100,000	§ 59,091	668,010	100	115	.....
Pacific Nat. Bank...	150,000	§ 37,566	442,385	100	110	.....
LOWELL—						
Appleton Nat. Bank.	300,000	§ 140,716	993,613	100	125	.....
First National Bank.	250,000	§ 166,650	608,125	100	144	.....
Merch. Nat. Bank...	400,000	§ 284,778	877,237	100	152	155
Old Lowell Nat. Bk.	200,000	§ 67,566	432,529	100	117	119
Prescott Nat. Bank..	300,000	§ 113,484	489,038	100	112	114
Railroad Nat. Bank.	400,000	§ 133,316	496,982	100	128	.....
Traders' Nat. Bank..	200,000	§ 161,736	2,532,950	100	.....	150
Wamesit Nat. Bank.	250,000	§ 81,009	305,371	100	.....	119
Lowell Trust Co.....	125,000	§ 39,381	653,943	100	.....	94
Middlesex Safe Deposit & Trust Co...	100,000	§ 2,704	325,232	100	.....	85
LYNN—						
Central Nat. Bank..	200,000	§ 128,240	595,868	100	145	150
First National Bank.	500,000	§ 223,654	910,110	100	120	125
Lynn National Bank	100,000	§ 154,926	532,282	100	220	225
Manufac's Nat. Bank	200,000	§ 55,008	477,791	100	85	90
National City Bank.	200,000	§ 169,793	639,191	100	145	150
Nat. Security Bank.	100,000	§ 133,233	631,357	100	200	225
Lynn Safe Deposit & Trust Co..... ..	100,000	§ 98,716	890,091	100	170	175
Security Safe Dep. & Trust Co.....	200,000	§ 86,302	1,099,776	100	130	135
NEW BEDFORD—						
First National Bank.	1,000,000	§ 270,264	979,482	100	125	.....
Mech. National Bank	600,000	§ 189,278	1,303,205	100	145	.....
Merch. Nat'l Bank...	1,000,000	§ 668,914	1,371,367	100	200	.....
New Bedford S. Dep. & Tr. Co.....	200,000	§ 27,354	605,667	100	.....	85
PEABODY—						
So. Danvers Nat. Bk.	150,000	§ 69,673	260,526	100	110	114
Warren Nat. Bank ..	250,000	§ 113,237	343,576	100	120	127
SALEM—						
Asiatic Nat. Bank...	315,000	§ 101,941	378,815	30	28	30
First National Bank.	300,000	§ 75,510	482,491	100	.....	90
Mercantile Nat. Bank	200,000	§ 63,322	464,681	100	100	103
Merchants' Nat. Bank	200,000	§ 111,577	597,653	50	65	70
Naumkeag Nat. Bank	500,000	§ 313,996	577,495	100	127	135
Salem Nat. Bank....	300,000	§ 80,021	532,203	100	80	90
SPRINGFIELD—						
Agawam Nat. Bank.	500,000	§ 25,365	646,658	100	.....	.....
Chapin Nat. Bank..	500,000	§ 122,621	1,427,747	100	110	120
Chicopee Nat. Bank.	400,000	§ 183,348	1,972,573	100	150	160
City National Bank..	250,000	§ 145,599	1,023,231	100	140	145
First National Bank.	400,000	§ 93,143	574,204	100	105	115
John Hancock Nat..	250,000	§ 82,416	552,945	100	105	115
Pynchon Nat. Bank.	200,000	§ 116,671	1,686,749	100	125	135
Second Nat. Bank...	300,000	§ 197,503	841,226	100	130	135
Springfield Nat. B'k	200,000	§ 211,636	2,761,401	100	180	200
Third Nat. Bank.....	500,000	§ 486,709	2,013,531	100	215	225
Hampden L'n&Tr.Co	100,000	§ 27,765	7,196,039	100	120	135
Springfield Safe Deposit & Tr. Co.....	500,000	§ 213,922	2,562,015	100	140	150
TAUNTON—						
Bristol Co. Nat. Bank	500,000	§ 195,336	546,948	100	125	.....
Machinists' Nat. Bk.	200,000	§ 123,699	347,351	100	160	.....
Taunton Nat. Bank.	600,000	§ 203,462	664,593	100	155	.....
WORCESTER—						
Central Nat. Bank ..	300,000	§ 118,984	1,487,699	100	.....	130
Citizens' Nat. Bank.	150,000	§ 75,609	1,387,042	100	150	.....
City National Bank.	400,000	§ 186,893	1,657,397	100	.....	145
First Nat. Bank	300,000	§ 219,529	2,849,044	100	.....	197½
Mechanics' Nat. Bk.	200,000	§ 52,039	777,885	100	99	.....
Quinsigam'd Nat. Bk	250,000	§ 155,819	1,368,545	100	140	.....
Worcester Nat. Bank	250,000	§ 221,756	1,946,757	100	175	.....
Worc. S. D. & Tr. Co.	200,000	§ 133,216	2,381,675	100	145	.....

MICHIGAN.

BAY CITY—						
Bay City Bank.....	150,000	§ 67,782	1,463,501	100	.....	150
Bay County Sav. Bk.	50,000	§ 31,655	525,748	....	162	165
Commercial Bank...	100,000	§ 8,330	331,447	100	70	85
First National Bank.	100,000	§ 16,245	613,972	100	70	85
Old Second Nat. Bk.	200,000	§ 33,624	1,082,872	100	105	110
DETROIT—						
Am. Exch. Nat. Bk..	400,000	§ 119,014	3,106,711	100	.....	105
Central Sav. Bank..	100,000	§ 24,451	521,805	100	90	.....
Citizens' Sav. Bank.	200,000	§ 34,082	1,436,883	100	.....	100
City Sav. Bank.....	150,000	§ 43,678	2,752,824	100	80	90
Commercial Nat. Bk.	500,000	§ 173,125	3,145,219	100	130	.....
Detroit Nat. Bank...	1,000,000	§ 266,643	5,698,715	100	131	.....
Detroit Riv. Sav. Bk.	100,000	§ 24,550	665,970	100	.....	100
Detroit Sav. Bank...	200,000	§ 438,800	6,062,592	100	250	.....
Dime Sav. Bank.....	200,000	§ 45,118	2,250,970	100	115	120
First National Bank.	500,000	§ 159,945	4,841,798	100	165	.....
German-Am. Bank..	100,000	§ 25,398	1,402 957	100	110	.....
Home Sav. Bank....	200,000	§ 47,209	2,062 942	100	105	110
McLellan & A. Sav..	150,000	§ 18,894	667,635	100	100	.....
Mechanics' Bank....	100,000	§ 29,054	1,212,580	100	.....	.....
Michigan Sav. Bank.	150,000	§ 53,374	1,527,968	100	112	.....
Peninsular Sav. Bk..	300,000	§ 73,999	2,776,618	100	95	100
People's Sav. Bank..	500,000	§ 232,181	7,317,492	1000	1050	1150
Preston Nat. Bank..	700,000	§ 135,460	4,157,423	100	.....	95
State Sav. Bank.....	500,000	§ 122,714	7,485,993	100	200	205
Union Nat. Bank....	200,000	§ 26,745	713,364	100	90	100
Union Trust Co.....	500,000	§ 100,039	348,519	100	115	.....
Wayne Co. Sav. Bk..	150,000	§ 516,683	8,455,934	100	405	.....
GRAND RAPIDS—						
Fifth Nat. Bank.....	100,000	§ 15,757	476,526	100	.....	95
Fourth Nat. Bank...	300,000	§ 69,327	1,546,347	100	.....	125
Gr. Rapids Nat. Bk..	500,000	§ 139,281	881,163	100	112	.....
Gr. Rapids Sav. Bk..	150,000	§ 45,750	1,393,328	50	.....	115

*Last sale. †Book value. ‡Part paid in. §Including undivided profits

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
GRAND RAP.-(Con.)	$	$	$			
Kent Co. Sav. Bank.	50,000	§ 91,901	2,123,479	50	250	.....
National City Bank..	500,000	§ 128,153	1,214,888	100	110	112
Old National Bank..	800,000	§ 250,897	2,741,184	100	124	127
People's Savings Bk.	100,000	§ 22,748	1,380,094	100	110	115
State Bk.of Michigan	150,000	§ 35,410	753,424	50	.....	100
Michigan Trust Co...	200,000	§ 107,188	344,906	100	150	.....
Peninsular Trust Co.	100,000	§ 24,306	125,940	100	.....	115
SAGINAW—						
Bank of Saginaw....	200,000	§ 123,074	2,389,217	100	150	160
Commercial Nat. Bk.	100,000	§ 68,931	509,548	100	140	145
Peoples' Savings Bk. of East Saginaw...	50,000	§ 35,947	572,698	100	.....	.....
Saginaw Co. Sav. Bk.	50,000	§ 59,287	456,292	100	.....	200
Savings Bk. of East Saginaw	100,000	§ 80,068	2,050,093	100	.....	150
Second Nat. Bank...	200,000	§ 346,650	3,243,005	100	265	275

MINNESOTA.

DULUTH—						
American Exchange Bank.....	500,000	§ 79,786	4,400,065	100	107	120
Commercial Banking Company	25,000	§ 2,350	245,813	Private Bank		
First National Bank.	500,000	§ 314,253	3,954,251	100	130	140
St. Louis Co. Bank..	50,000	11,000	118,000	Private Bank		
Duluth Trust Co.....	125,000	§ 2,317	102,446	100	25	65
MINNEAPOLIS—						
First National Bank.	1,000,000	§ 136,225	4,876,114	100	104	110
Flour City Nat. B'k..	500,000	§ 121,103	1,244,660	100	96	100
German - American Bank.....	60,000	§ 26,024	475,397	100	.....	.....
Germania Bank.....	50,000	§ 2,159	119,771	100	.....	.....
Hennepin Co.Sav.Bk	100,000	§ 24,842	2,084,215	100	.....	.....
Metropoltan Bank..	200,000	§ 36,405	816,656	100	95	.....
Nat'l Bank of Commerce.....	1,000,000	§ 217,473	3,237,365	100	101	103
Nicollet Nat. Bank..	250,000	§ 82,439	1,541,403	100	101	110
Northwestern Nat'l Bank.....	1,000,000	§ 324,643	5,106,273	100	145	147
People's Bk.of Minn.	76,000	§ 17,477	226,567	100	25	50
St.Anthony Falls Bk.	125,000	§ 25,022	547,533	100	.....	.....
Security Bank.....	1,000,000	§ 226,639	5,258,490	100	70	73
Swedish - American National Bank....	250,000	§ 30,040	1,368,685	100	100	.....
Minnesota Loan & Trust Co.....	500,000	§ 60,355	641,849	100	50	55
ST. PAUL—						
Capital Bank.....	100,000	§ 47,971	551,458	100	100	105
First National Bank.	1,000,000	§ 815,364	6,274,466	100	200	203
Merchants' N. Bank.	1,000,000	§ 82,406	4,020,975	100	80	90
National German-American Bank...	1,000,000	§ 104,744	5,457,466	100	82½	90
St. Paul Nat. Bank..	600,000	§ 31,704	1,365,300	100	75	.....
Scandinavian American Bank.....	100,000	§ 28,912	706,790	100	115	121
Second Nat. Bank...	200,000	§ 145,465	1,900,350	100	195	200
State Bank.....	50,000	§ 1,861	128,441	....	.....	20
Union Bank.....	100,000	§ 21,951	417,829	100	120	.....
St. Paul Title & Trust Company	500,000	§ 8,781	.....	100	25	.....
St. Paul Trust Co....	250,000	20,000	.....	100	20	.....
Security Trust Co....	275,000	§ 20,000	50,000	100	.....	20

MISSOURI.

KANSAS CITY—						
American Nat. Bank	250,000	§ 72,601	1,927,762	100	88	92
Bank of Grand Ave.	50,000	§ 830	241,373	100	.....	100
First National Bank.	250,000	§ 341,825	8,565,942	100	275	300
Inter-State National Bank, Kansas.....	1,000,000	§ 505,474	3,545,728	100	138	140
Kan. City State Bank	200,000	§ 11,845	678,939	100	60	65
Mechanics' Bank....	50,000	§ 5,447	142,699	100	90	95
Missouri Sav. Bk....	50,000	§ 23,000	300,000	100	140	150
Nat. Bank of Commerce.....	1,000,000	§ 482,266	20,538,744	100	130	135
New England National Bank	200,000	§ 79,496	1,972,717	100	135	140
Union Nat. Bank....	600,000	§ 228,172	6,467,569	100	126	130
Western Exch'ge Bk.	100,000	10,000	500,000	100	135	140
Fidelity Trust Co....	500,000	§ 10,000	600,000	100	105	110
Guardian Trust Co..	2,500,000	§ 1250000	.....	100	90	95
ST. JOSEPH—						
Central Savings Bk.	50,000	In receiver's hands.		100	.....	.....
First Nat. Bank of Buchanan Co.....	250,000	§ 31,798	1,671,315	100	95	100
German-American Bank.....	100,000	§ 23,804	1,087,452	100	70	80
Merchants' Bank....	200,000	§ 11,177	1,128,602	100	90	100
National Bank of St. Joseph.....	100,000	§ 128,456	2,867,974	100	300	.....
Park Bank.....	40,000	§ 9,338	157,740	100	100	105
Tootle, Lemon & Co.	50,000	§ 6,325	2,658,156	Private bank.		
ST. LOUIS—						
American Exchange Bank.....	500,000	§ 392,078	4,199,102	50	97	100
Boatmen's Bank....	2,000,000	800,000	8,858,065	100	190	193
Bremen Bank.....	100,000	§ 221,709	1,340,471	100	230	235
Continental Nation'l Bank.....	1,000,000	§ 405,485	9,503,674	100	165	166
Fourth Nat. Bank...	1,000,000	§ 796,601	4,633,410	100	230	225
Franklin Bank.....	600,000	§ 121,364	3,622,864	100	155	160
German - American Bank.....	150,000	§ 880,609	3,636,207	100	775	825
German Savings Institution	250,000	§ 514,080	5,164,602	100	290	300
International Bank of St Louis.....	200,000	§ 83,164	991,957	100	125	130
Jefferson Bank.....	100,000	36,144	444,146	100	105	108
Lafayette Bank.....	100,000	454,667	2,544,098	100	350	370
Mechanics' Bank....	1,000,000	§ 572,678	5,532,417	100	205	210
Merchants' Laclede National Bank...	1,400,000	§ 232,990	9,465,861	100	155	158

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ST. LOUIS—*Concl.*	$	$	$			
Nat. Bank of Com'rce	5,000,000	3,286,308	24,345,956	100	248	252
Northwestern Savings Bank	200,000	§ 91,043	1,800,339	100	140	145
South'n Com. & Sav.	100,000	12,352	276,485	100	90	100
South Side Bank	200,000	§ 51,225	777,676	100	115	120
State National Bank	2,000,000	§ 481,223	6,588,748	100	165	167
Third National Bank	1,000,000	§ 276,774	10,821,828	100	145	148
Lincoln Trust Co	1,000,000	§ 297,286	1,945,607	100	158	160
Mercantile Tr. Co	750,000	800,000	.....	100	230	235
Mississip. Val'y Tr. Co	3,000,000	§1321781	10,681,725	100	275	280
St. Louis Safe Deposit & Savings Bank.	200,000	§ 59,114	1,340,186	100	135	140
St. Louis Trust Co	2,500,000	§ 750,533	8,466,679	100	195	200
Union Trust Co	1,000,000	§ 630,163	7,380,662	100	200	210

NEBRASKA.

LINCOLN—						
City National Bank	80,000	§ 1,774	181,486	....	.....	.....
Columbia Nat. Bank.	100,000	§ 19,517	507,972	100	.....	.....
First National Bank.	200,000	§ 24,804	1,751,262	100	.....	.....
OMAHA—						
Commercial National Bank	400,000	§ 60,109	951,821	100	.....	.....
First National Bank.	500,000	§ 191,608	5,801,075	100	.....	.....
Merchants' N. Bank.	500,000	§ 118,769	2,630,347	100	.....	.....
Nat'l Bank of Commerce	300,000	§ 24,291	311,161	100	.....	.....
Nebraska Nat. Bank.	400,000	§ 43,609	1,352,650	100	.....	.....
Omaha Loan & Trust Co. Savings Bank	50,000	§ 48,600	235,000	....	.....	.....
Omaha Nat. Bank	1,000,000	§ 124,563	5,814,759	100	.....	.....
Union National Bank	250,000	§ 13,338	572,507	100	.....	.....
United States National Bank	400,000	§ 51,255	2,526,858	100	.....	.....
Omaha L'n & Tr. Co.	500,000	§111,491	.... ..	....	.....	.....
SOUTH OMAHA—						
Packers' Nat. Bank.	100,000	§ 37,781	608,735	100	.....	.....
South Omaha Nat. Bk	100,000	§ 133,082	1,767,964	100	.....	.....
Union Stock Yards National Bank	200,000	§ 172,848	2,203,116	100	.....	.....

NEW HAMPSHIRE.

MANCHESTER—						
Amoskeag Nat. Bank	200,000	§ 155,507	1,359,571	100	.....*	165
First National Bank.	150,000	§ 81,142	644,918	100	.....*	139½
Manches'r Nat. Bank	150,000	§ 96,551	866,836	100	.....*	270½
Merchants' N. Bank.	150,000	§ 66,443	475,538	100	.....*	120
Second Nat. Bank	100,000	§ 29,816	178,507	100	.....*	116

NEW JERSEY.

CAMDEN—						
Camden Nat. Bank	100,000	§ 37,524	625,887	100	.....*	80
First National Bank.	200,000	§ 165,532	929,999	100	.....*	140
National State Bank	260,000	§ 274,444	2,482,755	50	.....*	85
Camden Safe Dep. & Trust Co	100,000	§ 327,159	3,775,861	25	.....*	120
Central Trust Co	100,000	§ 64,000	859,500	25	.....*	25
N. J. Tr. & S. Dep. Co.	200,000	§ 21,737	993,964	100	.....*	53
ELIZABETH—						
Citizens' Bank	100,000	§ 23,687	293,176	100	105	110
Elizabethp't Bkg. Co.	50,000	§ 60,903	239,892	50	180	.....
First National Bank.	200,000	§ 175,189	745,817	100	.....*	163
National State Bank	350,000	§ 402,877	1,384,484	50	.....*	203
HOBOKEN—						
First National Bank.	110,000	§ 450,300	1,546,200	25	125	130
Hud. Tr. & Sav. Inst.	125,000	§ 125,000	3,783,000	100	350	375
Second Nat. Bank	125,000	§ 95,200	803,700	100	155	160
JERSEY CITY—						
First National Bank.	400,000	§ 786,200	5,914,900	100	300	.....
Hudson Co. Nat. Bk.	250,000	§ 539,300	2,071,800	100	375	.....
Second Nat. Bank	250,000	§ 368,400	1,217,400	100	230	.....
Third Nat. Bank	200,000	§ 212,200	909,800	100	180	.....
Com. Tr. Co. of N. J.	500,000	500,000	....		200	.....
N. J. T. Gu. & Tr. Co.	200,000	§ 410,000	7,500,000	100	350	.....
MORRISTOWN—						
First Nat. Bank	100,000	§ 144,590	954,076	100	*225	.....
Nat. Iron Bank	200,000	§ 60,202	709,862	100	.....*	105
Morristown Tr. Co.	300,000	§ 543,742	2,351,410	100	450	500
NEWARK—						
Essex Co. Nat. Bank	300,000	§ 730,608	3,355,569	50	190	.....
German Nat. Bank	200,000	§ 258,816	1,609,562	100	220	.....
Manufact'rs N. Bank	250,000	§ 131,119	1,219,291	100	150	.....
Merchants' N. Bank.	200,000	§ 200,093	2,246,763	100	215	.....
Nat. Newark Bkg. Co	500,000	§ 513,596	2,558,190	50	95	.....
National State Bank.	500,000	§ 324,284	2,178,751	50	85	.....
Newark City N. Bank	500,000	§ 328,8 8	2,006,381	50	85	.....
North Ward N. Bank	200,000	§ 176,169	1,503,456	100	170	.....
Second Nat. Bank	300,000	§ 129,184	941,590	100	140	.....
State Banking Co. of Newark	100,000	§ 111,937	1,148,810	100	180	.....
Fidelity Trust Co.	500,000	§ 308,616	4,674,551	100	250	.....
PATERSON—						
First National Bank.	400,000	§ 447,513	2,424,463	100	370	.....
Paterson Nat. Bank.	300,000	§ 170,700	1,620,000	100	170	.....
Second Nat. Bank	150,000	§ 153,000	1,030,000	50	120	.....
Paterson Sav. Inst'n	250,000	607,000	6,502,000	100	650	.....
Paterson Safe Deposit & Trust Co.	100,000	§ 102,188	1,700,000	100	200	.....
Silk City S. D. & T. Co.	100,000	§ 21,720	454,686	100	145	.....
TRENTON—						
Broad St. Nat. Bank.	250,000	§ 103,667	808,029	100	.....	110
First National Bank.	500,000	§ 303,398	868,714	100	155	160
Mechanics' Nat. Bk.	500,000	§ 362,359	1,653,980	50	85	86
Trenton Banking Co.	500,000	§ 408,647	1,803,188	50	85	85½
Trenton Tr. & S D. Co.	150,000	§ 23,471	1,901,404	100	110	.....

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

NEW YORK.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ALBANY—	$	$	$			
Albany City Nat. Bk.	300,000	§ 85,615	2,609,166	100	110	112½
Albany County Bank	250,000	§ 72,871	928,935	100	160	.....
First National Bank.	200,000	§ 123,927	626,022	100	142	150
Mech'nics & F'rmers'	250,000	§ 955,729	1,244,391	100	465	.....
Merchants' Nat. Bk.	200,000	§ 217,778	715,727	50	170	175
Nat. Commercial Bk.	300,000	§ 826,036	4,666,886	100	390	.....
Nat. Exchange Bank	300,000	§ 86,924	1,427,041	100	114	115
N. Y. State Nat. Bk.	250,000	§ 368,762	5,689,234	100	225	.....
Park Bank	100,000	§ 39,336	517,318	100	140	.....
AUBURN—						
Cayuga Co. Nat. Bk.	200,000	§ 81,228	844,891	25	25¾	27½
Nat. Bank of Auburn	200,000	§ 86,693	646,294	100	106	110
BINGHAMTON—						
City National Bank	200,000	§ 51,461	458,745	100	100	.....
First National Bank.	200,000	§ 77,430	821,540	100	.....	110
People's Bank	100,000	§ 9,546	169,550	100	.....	.....
Strong State Bank	100,000	§ 73,462	703,271	100	.....	135
Susquehanna Valley	100,000	§ 24,069	377,220	100	.....	.....
Binghamton Tr. Co.	300,000	§ 161,226	1,722,540	100	.....	135
BROOKLYN—*Prices are per cent, not per share. Surplus includes undivided profits.*						
Bedford Bank	150,000	124,149	1,196,000	100	210	220
Broadway Bank	100,000	145,185	1,483,400	100	190	.....
Brooklyn Bank	300,000	163,960	1,244,700	50	110	.....
Eighth Ward Bank	100,000	39,156	297,800	100	.....	95
Fifth Ave. Bank	100,000	57,330	522,700	100	105	110
First National Bank.	300,000	529,568	4,217,000	100	325	.....
Hamilton Bank	100,000	38,313	512,638	100	105	.....
Kings County Bank.	100,000	59,873	674,100	100	100	110
Manufact's' Nat. Bk.	150,000	460,957	2,892,400	100	250	.....
Mechanics' Bank	252,000	392,172	2,773,700	30	207	.....
Mech. & Traders' Bk.	500,000	201,699	888,200	50	250	260
Merchants' Bank	100,000	17,036	320,100	100	90	100
Nassau Nat. Bank	300,000	584,531	3,919,000	100	285	.....
National City Bank.	300,000	574,753	2,731,000	50	290	310
North Side Bank	100,000	115,082	610,900	100	.....	170
People's Bank	100,000	127,656	869,900	50	195	205
Schermerhorn Bank.	100,000	60,565	505,900	100	150	.....
Seventeenth Wd. Bk.	100,000	70,864	401,600	100	115	.....
Sprague Nat. Bank	200,000	225,100	962,000	100	200	.....
Twenty-sixth Wd. Bk.	100,000	56,795	430,500	100	140	144
Union Bank,	100,000	55,783	198,400	100	120	.....
Wallabout Bank	100,000	43,843	650,500	100	105	115
[*For detailed statement Brooklyn Trust Cos. see* CHRONICLE *July 22 1899.—pp. 153 to 180.*]						
Brooklyn Trust Co.	1,000,000	1,632,955	11,446,549	100	410	.....
Flatbush Trust Co	200,000	100,000	....	100	160	.....
Franklin Trust Co.	1,000,000	1,202,288	7,063,460	100	300	325
Hamilton Trust Co.	500,000	644,306	5,290,468	100	280	.....
Kings Co. Trust Co.	500,000	917,007	6,921,082	100	348	.....
Long I. Loan & Tr. Co.	500,000	517,396	3,204,461	100	255	.....
Manuf'rs' Trust Co.	500,000	752,485	4,796,920	100	310	.....
Nassau Trust Co	500,000	351,493	3,292,227	100	188	.....
People's Trust Co	1,000,000	1,298,252	9,576,194	100	338	.....
Williamsburg Tr. Co.	700,000	354,431	1,191,300	....	200	210
BUFFALO—						
Bank of Buffalo	500,000	§ 565,142	4,293,339	100	200	225
Buffalo Commercial.	250,000	§ 86,430	1,721,647	100	105	120
Citizens' Bank	100,000	§ 148,243	1,388,678	100	.....	195
City National Bank.	300,000	§ 172,244	2,429,629	100	.....	.....
Columbia Nat. Bank.	200,000	§ 49,196	1,258,503	100	.....	105
German-American	200,000	§ 151,011	2,527,814	100	130	140
German Bank	100,000	§ 463,370	3,826,542	1000	4500	5000
Man'f'rs' & Traders'.	900,000	§ 572,184	6,849,852	50	.....	70
Marine Bank	200,000	§ 955,419	6,111,912	100	550	.....
Merchants' Bank	300,000	§ 152,098	1,531,256	100	.....	125
Metropolitan Bank	200,000	§ 65,113	981,890	100	.....	120
Niagara Bank	100,000	§ 13,500	809,664	100	.....	100
People's Bank	300,000	§ 101,109	1,705,345	100	.....	115
Third National Bank.	500,000	§ 244,134	2,049,515	100	.....	115
Union Bank	200,000	§ 63,062	861,332	100	.....	100
Buffalo Loan Trust & Safe Deposit Co.	200,000	§ 70,000	2,796,279	100	.....	125
Fidelity Tr. & Guar.	500,000	§ 431,877	7,811,662	100	260	.....
ELMIRA—						
Chemung Canal Bk.	300,000	§ 600,000	4,368,468	100	.....†	300
Merchants' Nat. Bk.	100,000	§ 7,889	229,832	100	.....†	105
Second Nat. Bank	300,000	§ 138,333	1,235,393	100	.....†	140
NEW YORK CITY—*Prices are per cent, not per share. Surplus includes undivided profits.*						
America, Bank of	1,500,000	2,814,157	19,824,000	100	430	.....
Amer. Exch. Nat. Bk.	5,000,000	2,651,800	21,358,000	100	185	.....
Astor National Bk.	350,000	191,416	3,791,200	....	490	.....
Bowery Bank	250,000	682,517	3,822,000	100	285	300
Broadway, National.	1,000,000	1,624,305	4,824,900	25	240	.....
Butchers' & Drovers' National	300,000	100,995	1,137,200	25	90	.....
Central Nat. Bank,	1,000,000	534,541	11,434,000	100	x175	.....
Chase Nat. Bank	1,000,000	1,596,700	36,754,000	100	425	.....
Chatham Nat. Bank.	450,000	991,300	6,001,900	25	300	310
Chemical Nat. Bank.	300,000	6,560,100	22,852,200	100	3900	.....
Citizens' Bank, Nat.	600,000	383,191	2,900,000	25	150	.....
City Bank, National.	1,000,000	4,938,665	106066400	100	1800	.....
Colonial Bank	100,000	97,751	1,191,200	100	240	.....
Columbia Bank	300,000	198,466	1,998,000	100	190	.....
Commerce, Nat. Bk. of	5,000,000	3,778,778	20,461,200	100	250	260
Continental Nat. Bk.	1,000,000	531,600	5,834,700	100	128	.....
Corn Exchange Bk.	1,400,000	1,731,511	19,251,500	100	360	385
East River Nat. Bk.	250,000	148,190	1,575,600	25	130	.....
Eleventh Ward Bk.	100,000	136,660	1,363,000	25	150	.....
Fifth Ave. Bank	100,000	1,211,530	8,635,100	100	2800	.....
Fifth Nat. Bank	200,000	331,778	2,290,000	100	225	.....
First Nat. Bank	500,000	7,767,341	29,142,600	100	3250	.....
Fourteenth St. Bank.	100,000	50,957	1,265,900	100	145	165
Fourth Nat. Bank	3,000,000	2,171,828	22,512,500	100	x170	.....
Gallatin Nat. Bank.	1,000,000	1,718,589	6,332,200	50	400	.....
Gansevoort Bank	200,000	16,687	645,000	50	.....	80
Garfield Nat. Bank.	200,000	979,134	7,162,300	100	1500	.....
German-Amer. Bk.	750,000	318,517	3,701,700	75	115	.....
German Exch. Bk.	200,000	585,397	3,476,000	100	235	260
Germania Bank	200,000	774,606	4,342,900	100	325	.....
Greenwich Bank	200,000	168,633	820,500	25	165	.....
Hamilton Bank	200,000	96,609	1,384,100	100	125	.....
Hide & Leather N. Bk.	500,000	252,519	1,678,100	100	120	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits. x Ex-dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
N. Y. CITY—(Con.)	$	$	$			
Home Bank	100,000	81,741	663,600	100	120	140
Imp. & Traders' N. Bk	1,500,000	5,829,800	23,265,000	100	x515	550
Irving Nat. Bank	500,000	412,212	4,058,000	50	170	.....
Leather Mfrs. Nat. Bk	600,000	505,278	4,698,700	100	210	.....
Liberty Nat. Bank	500,000	445,944	4,811,900	100	310	.....
Lincoln Nat. Bank	300,000	848,234	9,141,100	100	765	.....
Manhattan Co. Bk	2,050,000	2,114,071	23,530,000	50	255	275
Market & Ful. Nat. Bk	900,000	1,017,900	5,807,700	100	215	240
Mechanics' Nat. Bk	2,000,000	2,197,141	10,135,000	25	200	210
Mech. & Traders' Bk	400,000	129,786	2,396,000	25	100	.....
Mercantile Nat. Bk	1,000,000	1,084,806	11,236,300	100	192	.....
Merchants' Ex. N. Bk	600,000	207,000	4,847,300	50	116	.....
Merchants' Nat. Bk	2,000,000	1,162,452	13,584,200	50	170	180
Metropolis, B'k of the	300,000	911,575	7,137,000	100	425	450
Mount Morris Bank	250,000	53,601	2,170,000	100	200	.....
Mutual Bank	200,000	126,190	1,437,100	100	140	.....
Nassau Bank	500,000	264,756	2,688,000	50	155	.....
N. Amsterdam, Bk. of	250,000	397,431	3,878,500	100	575	.....
N. Y. County Nat. Bk	200,000	413,568	3,825,100	100	1500	.....
N. Y. Nat. Exch. Bk	300,000	78,063	2,307,900	100	116	.....
N. Y., N. B. A., Bk. of	2,000,000	1,999,235	12,099,000	100	250	270
Nineteenth Ward Bk	100,000	38,916	1,338,000	100	100	...
Ninth Nation'l Bank	750,000	172,100	2,650,600	100	90	95
No. Amer., Nat. Bk. of	1,000,000	633,312	11,653,700	100	200	210
Oriental Bank	300,000	395,57-	2,108,000	25	190	200
Pacific Bank	422,700	492,155	3,190,600	50	170	.....
Park Bank, National	2,000,000	3,339,462	43,678,000	100	485	500
People's Bank	200,000	298,391	2,664,200	25	225	.....
Phenix Nat. Bank	1,000,000	252,500	3,783,000	20	105	.....
Plaza Bank	100,000	145,7-7	1,765,000	100	500	.....
ProduceEx. Bk., N. Y.	1,000,000	329,927	3,083,600	100	125	.....
Republic, Nat. Bk. of	1,500,000	974,139	16,735,100	100	195	210
Riverside Bank	100,000	114,461	846,000	100	210	.....
Seaboard Nat. Bank	500,000	629,547	11,158,000	100	275	.....
Second Nat. Bank	300,000	776,600	7,996,000	100	550	...
Seventh Nat. Bank	300,000	200,300	4,410,000	100	160	.....
Shoe & Leather, Nat.	1,000,000	170,098	3,545,500	100	100	106
State Bank	100,000	175,378	3,232,000	100	225	.....
State of New York	1,200,000	527,978	3,553,400	100	128	.....
Twelfth Ward Bank	200,000	86,336	1,626,600	100	120	135
Twenty-third W'd Bk	100,000	64,566	1,010,300	100	100	.....
Union Bk., National	1,200,000	1,301,728	12,620,300	100	380	.....
Union Square Bank	200,000	319,664	2,486,100	100	210	.....
Wells, Fargo & Co	500,000	140,191	3,564,978	100	.....	.....
West Side Bank	200,000	393,304	3,006,000	100	375	.....
Western Nat. Bank	2,100,000	1,292,780	31,044,600	100	325	.....
Yorkville Bank	100,000	168,114	1,591,000	100	210	.....
[*For detailed statement of N. Y. City Trust Cos., see pages 183 to 186.*]				CHRONICLE, July 22, 1899.		
Amer'n Dep. & L. Co.	500,000	663,293	6,084,020	..		.....
Atlantic Trust Co	1,000,000	340,083	4,788,331	100	190	.
Bankers' Trust Co	1,500,000	1,500,000	.....	....	200	210
Central Realty Bond & Trust Co	1,000,000	501,124	110,781	....		.....
Central Trust Co	1,000,000	8,752,238	53,632,240	100	2100	.....
City Trust Co	1,000,000	1,041,029	10,559,666	...	.....	.....
Colonial Trust Co	1,000,000	844,777	15,981,074	....	.....	.....
Continental Trust Co	500,000	534,540	8,014,038	100	360	.....
Farmers' L'n & Tr. Co	1,000,000	5,119,409	50,634,908	25	1350	.....
Fifth Ave. Trust Co.	500,000	605,694	8,245,163	100	400	.....
Guaranty Trust Co.	2,000,000	3,872,529	28,017,477	100	650	.....
Inter. B'k'g. & T. Co.	1,000,000	500,000	.....	100	.....	.....
Knickerbock'r Tr. Co.	1,000,000	843,871	18,936,123	100	375	.....
Manhattan Tr. Co	1,000,000	1,020,094	12,882,503	30	350	400
Mercantile Tr. Co	2,000,000	3,896,973	47,024,066	100	800	...
Merchants' Trust Co.	500,000	1,000,000	.....	....	350	400
Metropolitan Tr. Co.	1,000,000	1,250,630	20,065,569	100	425	450
Morton Trust Co	1,000,000	1,50 ,000	.....	...	400	425
N. Y. Life Ins. & T. Co.	1,000,000	3,429,165	28,669,544	100	1350	.....
N. Y. Security & Tr. Co.	1,000,000	2,056,223	14,041,331	100	700	.....
Nor. Amer. Tr. Co	2,000,000	1,096,067	4,012,679	....	.....	152
Produce Exc. Tr. Co.	2,500,000	.....	.....	100	.....	.....
Real Es. Tr. Co. of N. Y.	500,000	468,765	5,478,089	100	300	.....
Standard Trust Co	1,000,000	180,235	3,732,048	....	210	.....
State Trust Co	1,000,000	972,894	25,860,483	100	400	.....
Title Guar. & Tr. Co.	2,500,000	2,728,432	989,330	100	395	.....
Trust Co. of America	2,500,000	2,500,000	.....	100	.....	210
Trust Co. of N. Y	1,000,000	1,000,000	.....	...	.....	210
Union Tr. Co. of N. Y.	1,000,000	5,968,983	42,962,279	100	1400	1450
U. S. Mort. & Tr. Co	2,000,000	2,412,903	13,790,372	100	500	.....
U. S. Tr. Co. of N. Y	2,000,000	10881830	63,395,035	100	1600	.....
Washington Tr. Co	500,000	649,433	7,344,677	100	305	.....
RICHMOND BORO.—						
Bank of Staten Isl'd	25,000	51,400	519,800	....	.....	.....
First Nat., Staten Is.	100,000	79,300	636,800	100	.....	.....
ROCHESTER—						
Alliance Bank	150,000	§ 58,315	1,551,962	100	160	.....
Bank of Monroe	100,000	§ 186,893	1,199,455	100	.....	.....
Central Bank	200,000	§ 101,134	1,531,012	100	130	135
Commercial Bank	200,000	§ 132,163	1,373,311	100	130	135
Flour City Nat. Bank	300,000	§ 172,653	1,858,630	100	130	133
German-Amer. Bank	200,000	§ 261,366	2,989,149	100	275	.....
Merchants' Bank	100,000	§ 77,154	1,089,068	100	165	.....
Traders' Nat. Bank	250,000	§ 695,833	3,557,545	50	340	.....
Fidelity Trust Co	200,000	§ 36,639	1,869,242	100	120	125
Roch. Tr. & S. Dep. Co.	200,000	§ 580,093	7,485,652	50	450	.....
Security Trust Co	200,000	§ 213,943	3,271,478	100	200	.....
Union Trust Co	200,000	§ 37,133	1,268,292	....	115	....
SYRACUSE—						
American Exch. Bk.	200,000	§ 28,904	457,032	100	108	110
Bank of Syracuse	125,000	§ 122,274	1,207,498	100	175	180
Commercial Bank	250,000	§ 63,301	949,389	100	120	125
First National Bank	250,000	§ 277,922	2,194,218	100	200	215
Merchants' Nat. Bk.	180,000	§ 253,140	822,946	100	200	.....
N. Y. State Bkg. Co.	100,000	§ 83,788	534,444	100	150	175
Salt Springs Nat. Bk.	200,000	§ 105,020	936,877	100	130	150
State Bk. of Syracuse	100,000	§ 128,126	1,952,948	100	180	200
The Robert Gere Bk.	100,000	§ 223,774	735,880	100	300	.....
Third Nat. Bank	300,000	§ 148,621	723,431	100	170	200
Tr. & Dep. Co. of Onon	100,000	§ 193,562	3,098,386	100	210	225
TROY—						
Central Nat. Bank	200,000	§ 91,953	870,092	50	135	140
Manufact'rs Nat. Bk.	150,000	§ 194,220	2,500,627	100	235	.....
Mutual Nat. Bank	250,000	§ 228,825	1,329,497	100	180	185
Nat. State Bk. of Troy	250,000	§ 270,468	1,786,203	100	195	200
Troy City Nat. Bank	300,000	§ 232,686	1,286,186	100	160	165
Union Nat. Bank	300,000	§ 24,843	690,869	50	.....	75
United Nat. Bank	240,000	§ 346,341	893,473	100	250	.....
UTICA—						
First National Bank	600,000	§ 461,058	2,019,026	60	116	120
Mather & Co.'s Bank	200,000	§ 25,65-	332,704	100	100	105
Oneida County Bank	125,000	§ 249,762	662,257	100	250	280
Oneida Nat. Bank	400,000	§ 408,961	1,310,061	100	180	190
Second Nat. Bank	300,000	§ 128,910	719,811	100	105	110

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
UTICA—(Con.)	$	$	$			
Utica City Nat. Bank	400,000	§ 136,719	1,096,562	50	57	63
Utica Tr. & Dep. Co.	200,000	200,000	.....	100	.....	.....
YONKERS—						
Citizens' Nat. Bank	100,000	§ 124,159	658,138	100	.....	.....
First National Bank	150,000	79,460	1,123,94-	50	.....	.....
Westchester Tr't Co.	200,000	§ 116,221	524,417	100	.....	.....
NORTH CAROLINA.						
RALEIGH—						
Citizens' Nat. Bank	100,000	§ 54,060	591,147	100	130	.....
Comm'l & Farm's Bk	100,000	§ 33,250	488,556	100	125	128
Mech. Dime Sav. Bk.	15,000	§ 2,204	85,419	25	26	26½
Nat. Bk. of Raleigh	225,000	§ 94,682	396,294	100	115	118
Raleigh Savings Bk.	15,000	§ 15,340	307,235	25	50	.....
OHIO.						
CINCINNATI—						
Atlas Nat. Bank	400,000	§ 227,910	2,424,454	100	169½	.....
Citizens' Nat. Bank	1,000,000	§ 377,979	6,819,788	100	245	250
City Hall Bank	100,000	§ 13,970	310,596	100	105	115
Equitable Nat. Bank	250,000	§ 64,991	1,226,153	100	100	105
Fifth Nat. Bank	300,000	§ 100,014	2,380,389	100	128	130
First Nat. Bank	1,200,000	§ 477,280	7,427,115	100	280	290
Fourth Nat. Bank	500,000	468,302	4,160,384	100	200	250
Franklin Bank	240,000	§ 100,411	1,248,826	Private bank.		
German Nat. Bank	500,000	§ 408,223	2,804,982	100	220	.....
Market Nat. Bank	250,000	§ 176,471	2,839,910	100	175	.....
Merchants' Nat. Bk.	600,000	§ 175,250	3,568,279	100	137½	.....
Nat. Lafayette Bank	600,000	§ 527,994	3,896,776	100	285	300
North Side Bank	25,000	§ 4,862	95,082	...	.....	.....
Ohio Valley Nat. Bk	700,000	§ 210,855	3,988,872	100	145	150
Second Nat. Bank	200,000	§ 207,641	2,115,323	100	.....	260
Third Nat. Bank	1,200,000	§ 456,460	4,658,374	100	160	165
Union Sav. B. & Tr. Co.	500,000	§ 555,081	4,851,76-	100	250	.....
Western German Bk.	200,000	§ 353,290	1,614,057	100	350	.....
Cent. Tr. & S. Dep. Co.	250,000	§ 43,393	1,185,745	100	115	120
CLEVELAND—						
Americ'n Ex. Nat. Bk	250,000	§ 66,075	2,183,483	100	149	150
Bk. of Com'erce, N. A.	2,000,000	§ 1102428	6,325,300	100	195	196
B'way Sav. & L'n Co.	300,000	§ 126,776	2,021,373	100	150	151
Central Nat. Bank	800,000	§ 259,569	4,152,933	100	148	150
Citizens' S. & L. Ass'n	1,000,000	§ 1159421	8,503,546	500	1200	1250
Cleveland Nat. Bank	500,000	§ 103,531	1,523,402	100	126	127
Coal & Iron Nat. Bk.	500,000	§ 33,353	1,902,096	100	119	120
Columbia Sav. & L. Co	50,000	§ 13,738	372,587	50	50	52
Colonial Nat. Bank	500,000	§ 36,496	1,978,864	100	119	120
Commercial N. Bank	1,500,000	§ 314,718	2,511,330	100	125	126
Cuyahoga Sv. & B. Co	50,000	§ 4,500	300,000	100	102	103
Detroit St. S'v. Bk. Co.	100,000	§ 6,920	548,654	100	115	116
Dime Sav. & Bkg. Co.	300,000	§ 135,692	4,418,802	100	134	135
East End Sav. Bk. Co.	200,000	§ 91,986	2,153,480	100	160	161
Euclid Ave. N. Bank	500,000	§ 226,672	3,918,418	100	150	152
Euclid A. T. & S. Co.	500,000	§ 55,000	1,194,537	100	116	118
Farm. & Mer'h. B'g Co	50,000	§ 4,060	273,458	50	58	60
First National Bank	500,000	§ 111,026	2,095,936	100	123	124
Forest City Sv. Bk. Co	90,000	§ 20,517	822,059	50	63	65
Garfield Sav. Bk. Co.	50,000	§ 19,579	834,778	100	144	145
Ger.-Amer. Sav. B. Co	50,000	§ 8,162	436,339	50	60	62½
L. Sh. Bkg. & Sav. Co	100,000	§ 23,911	838,796	100	125	126
Lorain St. Sav. Bk. Co	50,000	§ 39,296	976,920	50	78	79
Mercantile N. Bank	600,000	§ 228,539	2,556,959	100	138	139
Merch. B'g. & Stor. Co	100,000	§ 37,184	27,008	.....	.....	.....
National City Bank	250,000	301,725	765,069	100	201	202
Park National Bank	500,000	§ 76,264	3,249,801	100	135	136
Pearl St. Sav. & L. Co.	50,000	§ 39,229	1,098,592	50	83	85
People's Sav. & L. As.	100,000	§ 193,555	2,616,750	200	525	530
Permanent S. & L. Co.	1,265,526	§ 116,610	888,066	500	560	562½
Prod. Ex. Bank'g Co.	100,000	§ 44,649	1,489,882	50	60	61
So. Cleveland Bk. Co.	150,000	§ 27,389	991,420	100	111	113
State National Bank	500,000	§ 124,273	3,100,003	100	134	135
Unit'd Bkg. & Sav. Co	100,000	§ 23,073	1,717,348	50	138	140
Union Nat. Bank	1,000,000	§ 267,606	4,570,249	100	138	139
Wade Park B'k'g Co.	100,000	§ 22,146	927,000	100	128	130
W. Cleveland Bkg. Co	50,000	§ 663	237,147	50	50	51
Wick B'k'g & Tr. Co.	250,000	§ 20,105	582,776	100	100	101
Woodl'd Av. S. & L'n	250,000	§ 80,854	1,867,18-	100	160	165
American Trust Co.	500,000	§ 325,981	1,727,323	100	180	182
Cleveland Trust Co.	500,000	§ 237,320	3,979,858	100	215	220
Guardian Trust Co.	500,000	§ 63,383	3,337,890	100	130	131
Savings & Trust Co.	750,000	§ 149,365	5,136,415	100	160	162
State Bkg. & Trust Co.	300,000	§ 13,587	445,569	100	112	113
COLUMBUS—						
Capital City Bank	60,000	§ 11,356	459,903	100	.....	150
Citizens' Savings Bk.	100,000	§ 83,105	1,031,721	100	.....	225
Clinton Nat. Bank	200,000	§ 30,625	646,182	100	110	115
Columbus Savs. Bk.	50,000	§ 12,000	311,000	100	105	110
Commercial N. Bank	200,000	§ 26,265	877,775	100	120	125
Deshler Nat. Bank	300,000	§ 124,058	1,334,474	100	.....	175
East End Sav. Bk. Co.	25,000	† 7,231	164,607	‡100	..... *	110
Hayden Nat. Bank	200,000	§ 37,557	789,097	100	120	125
Market Exch. Bk. Co.	25,000	§ 8,250	290,000	100	100	105
Mer'h. & Man. Nat. Bk	350,000	§ 75,082	2,707,491	100	130	135
New First Nat. Bank	400,000	§ 84,794	1,894,223	100	122½	125
Ohio National Bank	400,000	§ 73,588	2,028,447	100	120	125
State Savings Bank & Trust Co	200,000	§ 75,000	800,000	100	140	150
DAYTON—						
City National Bank	200,000	§ 135,494	1,671,957	100	260	265
Dayton Nat. Bank	300,000	§ 88,948	829,203	100	130	.....
Fourth Nat. Bank	600,000	§ 169,084	955,376	100	150	.....
Merchants' Nat. Bk.	200,000	§ 53,435	710,460	100	130	.....
Teutonia Nat. Bank	200,000	§ 25,375	408,439	100	110	.....
Third Nat. Bank	400,000	§ 136,319	1,212,903	100	200	210
Winters Nat. Bank	500,000	§ 175,248	911,361	100	195	200
TOLEDO—						
Cent'l Sav'gs Bk. Co	50,000	§ 3,092	98,156	...	.....	.....
Comm'l Sav. Bk. Co.	50,000	§ 902	62,284	100	103	104
East Side Bank. Co.	30,000	§ 26,735	377,148	100	125	140
First National Bank	500,000	§ 790,109	1,565,758	100	260	265
Holcomb Nat. Bank	300,000	§ 83,498	983,622	100	128	129
Home Savs. Bank	250,000	§ 65,165	1,057,214	100	130	132½
Merch. & Cl'k S. Bk.	150,000	§ 125,680	770,557	100	180	185
Merchants' Nat. Bk.	300,000	§ 187,908	1,398,482	100	165	175
Nat. Bk. of Commerce	250,000	§ 63,034	1,297,492	100	133	135
Northern Nat. Bank	300,000	§ 192,954	1,792,994	100	178	180
Ohio Sav. Bk. & Tr. Co.	150,000	§ 32,517	1,140,328	100	114	116
Second Nat. Bank	350,000	§ 806,083	1,771,619	100	327½	335
Security Trust Co	200,000	§ 9,850	138,500	100	103	104

x Ex-dividend. $46 50 paid in.

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TOLEDO—Con.—	$	$	$			
Tol. Sav. Bk. & Tr. Co.	100,000	§ 210,797	1,067,527	100	.....	†312
Uni'n Cen. Sav. Bk. Co	25,000	§ 911	68,524	....	.....	.....
Union Savs. Bank ..	250,000	§ 60,907	754,701	100	150	160
YOUNGSTOWN—						
Commercial Nat. Bk.	200,000	§ 63,000	525,000	100	102	105
Dollar Sav. & Tr. Co.	300,000	§ 34,972	1,278,198	100	120	.....
First National Bank.	500,000	§ 304,503	1,869,466	100	150	160
Mahoning Nat. Bank	229,000	§ 129,527	544,202	100	140	145
Second Nat. Bank...	200,000	§ 244,614	666,708	100	215	.....
Wick National Bank	300,000	§ 76,277	1,125,192	100	125	130
OREGON.						
PORTLAND—						
Ainsworth N. Bank.	100,000	§ 31,150	458,860	....	.....	.....
First National Bank.	500,000	§ 673,431	5,582,907	....	.....	.....
Ladd & Tilton Bank.	250,000	200,000	.....	....	.....	.....
Merchants' N. Bank.	250,000	§ 55,716	1,193,721	....	.....	.....
Security Savings & Trust Co.....	250,000	§ 17,416	1,798,376	....	.....	.....
Unit. States N. Bank	250,000	§ 42,339	607,382	....	.....	.....
PENNSYLVANIA.						
ALLEGHENY—						
Dollar Sav. Fd & Tr Co	150,000	§ 33,136	611,121	50	127	.....
Enterprise Nat. Bk..	200,000	§ 154,982	1,150,047	50	92	.....
First National Bank.	350,000	§ 99,147	1,215,091	100	125	.....
German Nat. Bank..	200,000	§ 441,932	2,258,358	100	325	.....
Nation's Bk. for Sav.	100,000	§ 37,024	540,243	50	58	.....
Second Nat. Bank...	150,000	§ 297,450	851,724	100	230	.....
Secured Savs., Bk. of	125,000	§ 19,306	559,632	50	.....	.....
Third National Bank	200,000	§ 216,035	610,836	100	191	.....
Work. S. Bk. & Tr. Co.	100,000	§ 207,521	1,572,371	50	150	.....
ALLENTOWN—						
Allentown Nat. Bank	500,000	§ 162,261	1,827,754	40	51	52
Second Nat. Bank...	200,000	§ 117,615	1,409,323	100	148¾	150
Leh. Val. T. & S. D. Co.	125,000	§ 84,972	1,077,058	50	75	80
ALTOONA—						
Altoona Bank.	50,000	§ 48,000	625,000	100	.....	175
Fidelity Bank.....	50,000	§ 12,100	110,000	100	112	115
First National Bank.	150,000	§ 117,100	1,364,561	100	175	200
Second Nat. Bank...	100,000	§ 12,510	435,574	100	100	.....
ERIE—						
First National Bank.	150,000	§ 237,701	1,970,078	100	200	.....
Marine Nat. Bank...	150,000	§ 242,098	1,16 ,432	100	200	.....
Second Nat. Bank..	300,000	§ 94,654	1,254,747	100	110	.....
Erie Dime Sav. & Trust Co	150,000	§ 85,933	732,473	....	110	.....
HARRISBURG—						
Dauphin Deposit Bk	300,000	.....	2,032,499	Pri	vate	Bank
First National Bank.	100,000	§ 323,361	1,013,606	100	375	400
Harrisburg N. Bank.	300,000	§ 222,819	1,406,684	25	50	50
Mechanics' Bank....	100,000	76,716	895,6 0	Pri	vate	Bank
Merchants' N. Bank.	100,000	§ 41,399	273,358	100	140	150
Central Guar. Tr. & Safe Deposit Co ...	125,000	§ 25,732	289,811	50	50	65
Commonwl'th Guar. Tr. & Safe Dep. Co.	250,000	§ 275,752	634,156	100	200	225
Harrisburg Trust Co	250,000	§ 142,543	1,153,673	60	90	95
LANCASTER—						
Conestoga N. Bank..	200,000	§ 169,814	606,393	100	195	200
Farmers' Nat. Bank.	450,000	§ 316,149	775,484	50	117	118
First National Bank.	210,000	§ 134,320	387,386	100	209	210
Fulton Nat. Bank...	200,000	§ 110,530	516,626	100	202	204
Lancast'r Co. N. Bank	300,000	§ 236,709	587,362	50	120	.....
Northern Nat. Bank.	125,000	§ 33,022	437,090	100	120	125
People's Nat. Bank..	200,000	§ 61,609	378,382	100	129	130
Lancaster Trust Co.	250,000	§ 257,318	2,434,485	100	225	228
People's Trust Sav. & Deposit Co.....	125,000	74,217	894,112	100	85	90
PHILADELPHIA—*Surplus includes undivided profits.*						
Bank of North Amer.	1,000,000	1,700,954	7,843,000	100	.....*	251
Centennial N. Bank.	300,000	244,795	2,634,000	100	.....*	170
Central Nat. Bank..	750,000	1,927,378	7,290,000	100	.....*	315
City National Bank.	400,000	488,751	1,084,000	50	.....*	103
Consolidation Nat'l Bank.....	300,000	259,354	1,243,000	30	.....*	40⅛
Corn Exch. N. Bank.	500,000	585,229	8,745,000	50	.....*	87½
Eighth Nat. Bank...	275,000	612,624	2,021,000	100	.....*	245½
Far. & Mech. Nat. Bk.	2,000,000	723,883	8,784,000	100	105	.....
First National Bank.	1,000,000	612,834	8,668,000	100	.....*	160
Fourth St. Nat. Bank	1,500,000	1,620,684	20,755,000	100	.....*	173
Girard Nat. Bank...	1,000,000	1,148,284	7,348,000	40	69	.....
Independence N. B'k	500,000	339,392	4,333,000	100	.....*	125
Kensington N. Bank.	250,000	228,356	1,157,000	50	.....	55
Manayunk N. Bank.	200,000	232,912	1,318,245	100	.....*	192
Manufact'rs' N. Bank	500,000	225,339	2,281,000	100	100	.....
Market St. Nat. Bank	500,000	129,010	3,671,000	100	.....*	100
Mechanics' N. Bank	500,000	473,299	3,316,000	100	115	.....
Merchants N. Bank.	600,000	359,426	9,612,000	100	100	.....
Nat. Bank of Germantown	200,000	429,852	2,129,406	50	.....*	160
National Bank of Northern Liberties	500,000	753,888	2,743,000	50	109½	.....
Nat. Security Bank.	250,000	302,921	1,7 6,000	100	.....*	180
Ninth National Bank	300,000	278,630	1,915,000	100	.....*	143¼
Northern Nat. Bank.	200,000	88,970	1,157,000	100	.....*	115¼
Northwest. Nat. Bk..	200,000	239,937	1,953,000	100	.....*	205
Penn National Bank	500,000	616,837	4,089,000	50	.....*	85
Philadelphia Nat. Bk.	1,500,000	1,421,020	17,264,000	100	212	.....
Quaker City Nat. Bk.	500,000	225,057	2,223,000	100	.....*	93¼
Second Nat. Bank...	280,000	240,462	1,491,885	100	.....*	135
Sixth Nat. Bank.....	150,000	212 754	843,000	100	.....*	159
Southwark Nat. Bk.	250,000	141,118	1,152,000	50	.....	60
Southwestern Nat'l Bank.....	200,000	85,929	693,000	100	.....*	90
Tenth Nat. Bank....	200,000	80,141	826,000	100	.....*	95
Third Nat. Bank.....	600,000	269,325	4,032,000	100	.....*	112
Tradesmen's Nat. Bk.	500,000	338,317	4,509,000	50	.....*	60
Union Nat. Bank....	500,000	507,523	3,009,000	50	.....*	72
West Phila. Bank....	50,000	32,226	285,624	100	.....*	20
Western Nat. Bank..	400,000	227,566	2,777,000	50	72	.....
American Trust Co..	200,000	45,367	373,866	50	.....*	30
Citizens' Trust & Surety Co.....	141,425	18,226	72,761	100	.....*	9

*Last sale. ' Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PHIL'A—(Con.)—	$	$	$			
City Trust Safe Deposit & Surety Co.	500,000	316,523	2,140,590	100	.....*	133
Columbia Ave. Sav. F'd S. Dep. Ti. & Tr.	400,000	46,869	855,775	100	..... *	120
Commercial Tr. Co..	500,000	347,931	4,073,516	100	.....	.....
Commonwealth Title Ins. & Tr. Co	500,000	455,697	4,062,991	50	.....*	67½
Continental Title & Trust Co.....	250,000	44,476	1,270,436	25	.....*	35¼
Equitable Trust Co..	500,000	371,129	4,351,813	50	.....*	103½
Fidelity Ins. Trust & Safe Deposit Co...	2,000,000	3,067,186	19,393,354	100	.....*	490
Finance Co., com....	6,200				..... *	55¼
1st Pref.....	1,778,200	467,088	2,097,658	-100-	120	.....
2d Pref.....	2,029,600				.....*	87
Frankford Real Est. Tr. & Safe Dep. Co.	125,000	27,117	558,109	50	..... *	50
German Amer. Title & Trust Co.....	500,000	53,786	826,644	50	.....*	32¼
Germantown R. Est. Deposit & Tr. Co..	300,000	150,186	1,892,096	100	..... *	145½
Girard Trust Co.....	1,000,000	2,869,902	15,315,608	100	.....*	518
Guar. Tr. & S. Dep. Co.	1,000,000	856,823	5,545,079	100	..... *	185⅛
Industrial Trust Title & Savings Co.....	350,000	248,902	1,574,045	50	.....*	53½
Integrity Title Ins. Tr. & Safe Dep. Co.	375,000	247,416	1,895,555	50	.....	58
Investm't Co. of Phil.	800,000	538,379	766,882	50	.....	100
Land Title & Tr. Co.	1,000,000	624,010	5,414,020	100	.....*	175½
Lincoln Sav. & Tr. Co.	132,000	16,159	90,282	25	.....	.....
Manayunk Trust Co.	125,000	61,000	560,000	‡25	.....*	14¾
Merchants' Tr. Co..	250,000	84,505	878,928	25	.....	13
Mortgage Trust Co..	500,000	104,272	94,826	100	.....*	19½
Northern Sav. Fund Safe Dep. & Tr. Co.	500,000	434,725	3,448,473	50	..... *	92
Penn. Co. for Insur. on Lives & Gr. Ann	2,000,000	2,356,662	16,419,349	100	..... *	495
Penn. W'h'g & S. D. Co.	456,550	592,010	209,807	50	.....	.....
Phil. Mort. & Tr. Co.	1,000,000	86,509	120,133	100	..... *	45
Philadelphia Tr. Safe Deposit & Ins. Co.	1,000,000	2,620,752	8,389,276	100	.....	475
Provident Life & Tr..	1,000,000	2,958,594	8,980,967	100	.....*	505
Real Est. Invest. Co.	155,402	22,025	132,418	5	.....*	1¾
Real Est. Ti. In. & Tr.	1,000,000	152,051	3,060,746	100	.....	114
Real Estate Tr. Co..	960,830	517,202	4,824,838	50	.....	94¾
Tacony Sav. F. Safe Dep. Ti. & Tr. Co..	127,500	48,054	329,243	100	.....	.....
Tradesman's Trust & Sav. Fund Co.....	125,000	107,517	210,562	50	.....*	25
Trust Co. of N. A....	500,000	71,525	1,257,264	‡25	.....*	8
Union Trust Co.....	494,400	362,711	954,587	50	48½	.....
United Security Life Ins. & Tr. Co.....	1,000,000	358,949	473,813	100	.....	100
W. End Tr. & S. D. Co.	500,000	154,746	1,250,869	50	.....*	71
West Phila. T. & Tr. Co.	250,000	130,305	1,291,116	50	.....*	39
PITTSBURG—						
Allegheny Nat. Bank	500,000	§ 334,726	2,693,017	50	61¼	.....
Anchor Sav'gs Bank	50,000	§ 18,518	521,282	50	.....	.....
Arsenal Bank.....	55,000	§ 76,674	416,559	50	95	.....
Bk. of Pittsburg N.A.	1,200,000	§ 681,692	3,120,021	50	116	.....
Citizens' Nat. Bank.	800,000	§ 317,103	2,490 638	50	.....	120
City Deposit Bank..	200,000	§ 264,832	1,426,498	50	85	.....
Columbia Nat. Bank.	300,000	§ 162,368	3,348,380	100	190	200
Commercial Nat. Bk.	300,000	§ 93,700	865,000	100	..	120
Diamond Nat. Bank.	200,000	§ 277,255	1,321,112	100	260	275
Duquesne Nat. Bank	200,000	§ 184,792	1,576,876	100	205	.....
Exchange Nat. Bank	1,200,000	§ 496,083	2,025,376	50	.....	74½
Farmers' Dep Nat Bk	500,000	§ 2858547	9,940,296	100	650	700
Fifth Avenue Bank.	100,000	§ 8,520	338,692	50	38	.....
Fifth National Bank	100,000	§ 26,679	544,871	100	135	.....
First Nat. B'k of Birm	100,000	§ 202,768	721,286	100	310	.....
First Nat. Bk., Pitts.	750,000	§ 611,482	9,074,902	100	176	.....
Fort Pitt Nat. Bank.	200,000	§ 241,968	2,112,347	100	210	.....
Fourth Nat. Bank...	300,000	§ 105,810	635,694	100	125	130
Freehold Bank.....	200,000	§ 735,318	4,543,794	50	300	.....
German Nat'nal Bk.	250,000	§ 91,453	1,984,892	100	....	205
Germania Sav. Bank	150,000	§ 157,261	3,762,718	100	175	.....
Iron City N. Bank...	400,000	§ 278,522	2,165,057	50	.....	81
Keystone Bank.....	300,000	§ 252,692	1,065,491	60	200	.....
Liberty Nat. Bank...	200,000	§ 57,206	1,053,25:	100	.....	127
Lincoln Nat. Bank..	200,000	§ 183,144	1,946,501	50	75	.....
Manufacturers' Bk..	100,000	§ 96,470	541,133	50	85	.....
Marine Nat. Bank...	300,000	§ 45,751	644,605	100	.....	97
Mechanics' N. Bank.	500,000	§ 550,175	2,468,224	50	110	.....
Mercantile Bank....	100,000	§ 74,000	795,000	50	75	.....
Mer. & Manuf. N. Bank	800,000	§ 618,580	4,083,736	50	78	.....
Metropolitan N. Bank	200,000	§ 95,419	713,092	100	.....	130
Monongah'la N. Bank	250,000	§ 134,218	2,152,637	100	186	190
Nat. Bk. of West. Pa.	500,000	§ 294,034	2,421,121	100	171	.....
Pennsylva'ia N. Bank	200,000	§ 96,668	1,105,146	100	138	.....
People's Nat. Bank..	1,000,000	§ 1147971	4,899,212	100	.....	240
People's Sav. Bank..	300,000	§ 264,881	5,185,741	...	.....	200
Pittsb'g Bk. for Sav.	75,000	§ 173,000	4,800,000	50	.....	235
Pittsb. Nat Bk of Com	500,000	§ 875,824	5,496,482	100	315	.....
Real Estate Sav. Bk.	100,000	§ 24,477	1,070,169	100	.....	.....
Second Nat. Bank...	300,000	§ 766,175	7,789,313	100	.....	295
State Bank	50,000	§ 4,916	160,110	50	.....	55½
Third National Bank	250,000	§ 42,558	836,727	100	106	.....
Trad's & Mech's Bk.	100,000	§ 14,719	564,334	....	41	.....
Tradesmens' N. Bank	400,000	§ 222,998	2,716,024	100	.....	.....
Union Nat. Bank....	250,000	§ 1079446	2,633,980	100	525	.....
U. S. Nat. Bank.....	200,000	§ 58,199	529,752	100	132	141
West End Sav. Bank	62,600	§ 59,810	413,750	50	.....	61
West. Sav. & Dep. Bk.	100,000	§ 24,344	422,962	50	.....	60½
Equitable Trust Co..	250,000	§ 25,126	413,759	100	..... *	120
Fidel. Title & Tr. Co.	1,000,000	§ 536,639	4,380,069	100	260	300
Mercantile Trust Co.	500,000	§ 190,414	591,441	100	.....*	175
Penn. Title & Tr. Co.	250,000	§ 36,334	884,703	100	130	.....
Pittsburg Trust Co..	600,000	§ 251,335	1,615,906	100	210	.....
Safe Dep. & Tr. Co..	500,000	§ 108,555	....	50	71	.....
Union Trust Co.....	250,000	§ 271,732	7,430,161	100	300	.....
READING—						
Citizens' Bank.....	125,000	§ 54,667	166,634	50	60	65
Farmers' Nat. Bank.	400,000	§ 551,944	1,660,145	30	80	.....
First National Bank.	250,000	§ 225,620	636,861	100	180	.....
Keystone Nat. Bank	100,000	§ 110,726	582,446	100	.....	235
Nat. Union Bank....	200,000	§ 487,382	1,322,448	25	92	.....
Penn Nat. Bank.....	100,000	§ 129,404	640,330	100		225
Reading Nat. Bank..	200,000	§ 142,861	568,091	100	175	.....
Schuylkill Valley Bk.	100,000	§ 85,622	395,124	50	....	100
Second Nat. Bank...	200,000	§ 223,294	604,491	100	200	.....
Pennsylvania Tr. Co.	250,000	§ 111,431	671,724	100	125	.....
Reading Trust Co...	250,000	§ 86,923	463,970	100	135	.....

*Last sale. † Book value. ‡ Part paid in. § Including undivided profits

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
SCRANTON—	$	$	$			
County Sav. Bk.&Tr.	50,000	50,000	585,629	100	250	.....
Dime Deposit & Discount Bank.....	100,000	§ 96,531	1,100,923	50	112½	.....
First National Bank	200,000	§ 1259697	7,156,224	100	800	.....
Merch. & Mech. Bk ..	250,000	§ 201,436	1,324,566	100	.....	.....
Scranton Sav. Bank.	100,000	§ 175,471	1,681,534	100	300	.....
Third Nat. Bank.....	200,000	§ 527,952	3,004,725	100	425	.....
Traders' Nat. Bank..	250,000	§ 105,209	987,145	100	.	.....
Lack. Tr & S. D. Co.	250,000	§ 159,473	1,009,211	100	150	.....
WILKES-BARRE—						
Anthracite Sav. Bk.	150,000	§ 182,971	1,148,659	50	85	.....
First National Bank.	375,000	§ 225,699	704,215	100	.....	130
Miners' Savings Bk.	150,000	§ 482,666	1,758,003	50	.....	.....
Peoples' Bank.....	250,000	§ 253,992	1,425,272	100	175	180
Second Nat. Bank...	450,000	§ 437,880	2,330,029	100	.....*	232
W. B. Dep. & Sav. Bk.	150,000	§ 183,586	1,074,340	50	80	.....
Wyoming Nat. Bank	150,000	§ 384,253	1,295,792	50	.....	120
Wyoming Val. Tr. Co	125,000	§ 65,829	452,041	50	.....	75
WILLIAMSPORT—						
First National Bank.	300,000	§ 229,452	719,058	100	.....	.....
Lycoming Nat. Bank	100,000	§ 104,661	272,165	100	.....	.....
Merchants' N. Bank.	100,000	§ 15,351	212,141	100	.....	.....
West Branch N.Bank	100,000	§ 190,475	929,277	100	.....	.....
Williamsp't N. Bank	100,000	§ 35,000	257,597	100	.....	.....
Susq.Tr. & S. Dep.Co.	300,000	§ 31,278	807,870	50	.....	.....

RHODE ISLAND.

NEWPORT—						
Aquidneck Nat. Bk..	200,000	§ 46,115	414,560	50	.....*	66
First Nat. Bank.....	120,000	§ 77,261	223.355	100	.....*	199½
Merchants' Bank....	100,000	§ 17,000	240,000	100	.....*	90
Nat. Bk. of Rh. Isl...	100,000	§ 57,530	261,805	100	.....*	185
Nat. Exchange Bank	100,000	§ 61,248	398,751	50	.....*	80
New Eng. Com'l Bk..	75,000	§ 7,758	160,096	50	.... *	57
Newport Nat. Bank.	120,000	§ 82,561	329,969	60	.....*	116
Union Nat. Bank....	155,250	§ 18,543	142,742	90	.....*	97½
PAWTUCKET—						
First National Bank	300,000	§ 197,004	831,111	100	160	.....
Pacific Nat'l Bank..	200,000	§ 97,000	641,000	50	73	.....
Slater Nat'l Bank...	300.000	§ 240,232	881,741	100	165	.....
PROVIDENCE—						
American Nat. Bank	1,000,000	§ 82,282	1,970,355	50	43	.....
Atlantic Nat. Bank.	225,000	§ 22,207	174,205	50	25	.....
Blackstone Canal National Bank....	500,000	§ 180,202	326,646	25	24	.....
City National Bank.	500,000	§ 155,198	489.643	50	.....	.....
Commercial N. Bank	1,000,000	§ 161,903	797,290	50	43	.....
Fifth Nat. Bank.....	300,000	§ 43,797	289,734	50	43	.....
First National Bank.	500,000	§ 185,491	1,003,094	50	112½	.....
Fourth Nat. Bank...	500,000	§ 198,842	449,525	100	115½	.....
High Street Bank...	120,000	§ 68,718	357,000	50	65	.....
Mechanics' N. Bank.	500,000	§ 86,957	612,398	50	.....	.....
Merchants' N. Bank.	1,000,000	§ 385,100	3,456,539	50	60	.....
Nat. Bank of Com'ce	850,000	§ 118.605	1,337,829	50	48½	.....
National Bank of North America....	1,000,000	§ 142,810	779,086	50	43¼	.....
National Eagle Bank	500,000	§ 35,316	434,285	50	.....	.....
Nat. Exchange Bank	500,000	§ 611,717	1,241,608	50	99	.....
Old National Bank..	500,000	§ 57,894	422,870	100	80	.....
Phenix Nat. Bank...	450,000	§ 456,201	980,045	50	80	.....
Providence N. Bank.	500,000	§ 500,576	1,395,321	400	.....	.....
Rhode Isla'd N. Bank	600,000	§ 40,183	775,3 6	25	.....	.....
Second Nat. Bank...	300,000	§ 87,965	111,104	100	.....	.....
Weybosset N. Bank.	500,000	§ 105,552	242,766	50	48	.....
Westminster Bank..	200,000	§ 69,549	109,955	50	.....	.....
Industrial Trust Co.	a1,000,000	§ 521,849	8,881,234	100	110	.....
Manufact'rs Trust o	500,000	§ 352,349	2,997,671	100	.....	.....
Rhode Island Hospital Trust Co.....	1,000,000	§1034036	18,084,565	1000	.....	.....
Rhode Island Mortgage & Trust Co...	131,500	.....	.....	100	.....	.....
Union Trust Co.....	250,000	§¶360884	2,755,481	50	160	.....
WOONSOCKET—						
Citizens' Nat. Bank.	100,000	§ 33,066	89,131	100	110	.....
First Nat. Bank.....	200,000	§ 89,951	143,717	50	.....	70
Nat. Globe Bank....	100,000	§ 39 654	129,379	25	.....	38
Nat. Union Bank....	150,000	§ 35,893	6,450	50	.....	45
Producers' Nat. Bk..	200,000	§ 88,463	318,025	20	.....*	31
Woonsocket Nat. Bk.	200,000	§ 177,523	315,344	50	.....	86

SOUTH CAROLINA.

CHARLESTON—						
Bk.of Ch'lest',N.B.A.	300,000	§ 180,022	1,863,697	100	142	145
Carolina Savings Bk	200,000	§ 67,00	1,386,560	100	175	200
Charl. Sav'gs Inst'n.	30,000	§ 84,335	722,584	100	500	600
Colum. Bkg. & Tr. Co.	50,000	§ 9,57	198,217	50	45	47
Dime Savings Bank.	30,000	§ 26,692	553,815	100	220	225
Enterprise Bank....	50,000	§ 5,419	210,575	25	21	22
Exch. Bkg. & Tr. Co.	100,000	§ 6,500	195,500	100	.....	100
First Nat. Bank.....	200,000	§ 367,291	1,142,328	100	235	240
Germania Sav. Bank	40,000	§ 149,021	2,018,888	250	1300	1350
Hibernia Tr.&S'v.Bk	30,000	§ 15,811	210,587	...	105	110
Miners' & Merch. Bk.	100,000	§ 13,019	284,652	100	102	103
People's Nat. Bank..	250,000	§ 121,342	1,109,852	100	150	155
Security Savings Bk.	50,000	§ 2,885	481,406	....	101	102
State Savings Bank.	30,000	§ 8,732	103,875	25	22	23
So.Car.Loan & Tr.Co.	100,000	§ 14,415	1,221,710	100	101	102

TENNESSEE.

CHATTANOOGA—						
Chatt'nooga Nat. Bk.	300,000	§ 78,115	512,608	100	.....	.....
Chatt'nooga Sav. Bk.	100,000	§ 10,928	736,060	100	.....	.....
Citizens' Bank & Trust Co.....	225,000	§ 13,500	491,478	100	.....	.....
First Nat. Bank.....	200,000	§ 325,638	1,655,517	100	.....	.....
South Chattanooga Savings Bank.....	50,000	§ 13,019	187.300	100	.....	.....
Third Nat. Bank.....	150,000	§ 10,401	545,890	100	.....	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.
¶ Including the contribution of $250,000 by the stockholders.
a The Industrial Trust Co. of Providence has absorbed both the Roger Williams Nat. Bank and the Third Nat. Bank.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
KNOXVILLE—	$	$	$			
City National Bank.	200,000	§ 56,066	1,459,888	100	125	130
East Tennessee National Bank	175,000	§ 198,379	1,136,232	100	200	225
Holston Nat. Bank..	100,000	§ 25,796	303,414	100	100	.....
Knox Co. Bank & Trust Co.....	40,000	300	40,000	100	50	.....
Knoxville Bkg. Co...	50,000	15.000	242,000	100	115	.....
Mechanics' Nat. Bk.	100,000	§ 19,839	491,841	100	200	210
Merchants' Bank....	100,000	§ 1,500	326,825	100	100	.....
Third Nat. Bank.....	200,000	§ 51,629	633,133	100	115	.....
MEMPHIS—						
Continental Sav. Bk.	25,000	§ 13,428	185,752	100	.....	.....
First Nat. Bank.....	500,000	§ 86,540	1,309,746	....	115	117
Manhattan Savings Bank & Trust Co..	30,000	§ 102,434	1,203,362	100	405	410
Memphis Nat. Bank.	500,000	§ 126,748	1,455,623	100	115	117
Memphis Sav. Bank.	50,000	29,894	611,471	100	175	185
Memphis Trust Co...	200,000	§ 30,000	.....	100	.....	.....
Mercantile Bank....	200,000	§ 19,251	1,111,814	100	120	125
National Bank of Commerce	500,000	§ 175,984	2,341,619	100	153	155
Security Bk. & Tr. Co.	50,000	§ 25,000	250,000	100	.....	.....
State Nat. Bank.....	250,000	§ 233,349	2,462,677	100	175	185
State Savings Bank.	50,000	§ 60,809	510.243	100	200	205
Union & Plant'rs' Bk.	600,000	§ 55,552	1,246,566	100	112	115
Union Savings Bank & Trust Co.....	12,500	§ 13,122	216,868	100	200	210
NASHVILLE—						
American Nat. Bank	1,000,000	§ 5,197	1,702,377	100	68	71
City Savings Bank..	100,000	§ 28,500	175,000	100	97	100
First National Bank.	400,000	§ 38,021	1,994.435	100	145	148
Fourth Nat. Bank...	600,000	§ 350,913	2,799,742	100	163	167
Merchants' Bank....	150,000	§ 7,823	317,958	100	80	90
Union Bank & Tr.Co.	100,000	§ 40,243	625,000	100	145	.....
Nashville Trust Co..	350,000	§ 21,000	.....	100	100	103

TEXAS.

AUSTIN—						
American Nat. Bank	200,000	§ 89,998	824,386	100	130	.....
Austin Nat. Bank...	150,000	§ 63,000	832,488	100	125	.....
City National Bank.	150,000	§ 4,651	324,746	100	100	.....
First National Bank.	100,000	§ 43,444	837,075	100	100	.....
State Nat. Bank.....	100,000	§ 56,579	697,448	100	150	.....
DALLAS—						
American Nat. Bank	200,000	§ 204,828	1,731,851	100	.....	200
City National Bank.	200,000	§ 175,295	1,853,000	100	.....	150
National Bank of Commerce	150,000	§ 37,011	392,063	100	.....	110
Nat. Bank of Dallas.	100,000	§ 38,898	981,449	100	.....	110
Nat. Exchange Bank	300,000	§ 119,051	1,650,838	100	.....	110
FORT WORTH—						
American Nat. Bank	150,000	§ 11,890	253,607	100	40	50
Farmers' & Mechanics' National Bank	200,000	§ 43,739	420,659	100	60	75
First National Bank.	250,000	§ 175,488	847,337	100	125	140
Fort Worth Nat. Bk.	500,000	§ 157,072	1,072,009	100	110	120
State Nat. Bank.....	250,000	§ 41,984	546,154	100	100	115
Traders' Nat'l Bank.	125,000	§ 61,443	233,581	100	100	115
GALVESTON—						
First National Bank.	300,000	§ 167,395	316,916	100	110	115
Galveston Nat. Bank	250,000	§ 31,359	688,235	100	.....	100
Island City Sav. B'k.	100,000	§ 230,000	650,000	100	.....	285
HOUSTON—						
Commercial N. Bank	200,000	§ 122,763	1,343,283	100	160	.....
First National Bank.	100,000	§ 443,480	2,171,063	100	600	.....
Houston Nat. Bank.	100,000	§ 17,500	337,490	100	70	.....
Planters' & Mechanics' National Bank.	200,000	§ 10,084	365,177	100	50	.....
South Texas N. Bank	500,000	§ 136,205	1,065,595	100	123	.....
SAN ANTONIO—						
Alamo Nat. Bank...	250,000	§ 100,235	985,770	100	.....	120
City National Bank..	100,000	§ 2,894	108,575	....	.....	.....
Frost Nat. Bank.....	250,000	§ 43,414	1,269,669	100	.....	110
Lockwood Nat. Bank	100,000	§ 45,197	559,765	100	.....	130
San Antonio N. Bank	125,000	§ 149,000	1,489,000	100	.....	.....
WACO—						
Citizens' Nat'l Bank.	100,000	100,000	397,291	100	.....	.....
First National Bank.	300,000	§ 149,318	1,042,526	100	.....	.....
Provident Nat'l B'k.	300,000	§ 67,502	578,805	100	.....	.....
Waco State Bank....	100,000	§ 21,103	284,872	Private		Bank

UTAH.

SALT LAKE CITY—						
Bank of Commerce..	100,000	§	776,558	100	88	90
Bk of McCormick & Co	250,000	§ 37,042	4,803,264	Private		Bank
Commercial Nation'l Bank.....	200,000	§ 17,670	578,677	100	80	82
Deseret Nat. Bank..	500,000	§ 341,620	1,761,217	100	238	239
Deseret Sav'gs Bank	100,000	§ 22,374	1,178,147	100	124	125
National Bank of Republic.....	300,000	§ 18,646	927.532	100	74	75
State Bank of Utah.	250,000	§ 35,145	694,557	100	127	129
Utah Commercial & Savings Bank.....	200,000	§ 12,233	499.325	100	103	105
Utah National Bank.	100,000	§ 2,330	137,826	100	50	55
Wells, Fargo & Co. Bk	500,000	§ 7496227	8,818,304	....	.....	.....
Zion's Savings Bank & Trust Co.....	200,000	§ 14,222	2,172,013	100	126	128
Utah Savings & Trust Co	150.000	§ 30,074	215.513	1000	.....	.....

VIRGINIA.

NORFOLK—						
Bank of Commerce..	200,000	§ 145,128	1,164,469	100	.....	152
Citizens' Bank.....	300,000	§ 214,565	1,916,652	100	155	158
City National Bank.	200,000	§ 53,555	531,766	100	.....	110
Marine Bank.....	110,000	§ 155,140	638,398	100	190	.....
Nor. Bk.for Sav.&Tr.	100,000	§ 95,552	762.173	100	170	175
Norfolk Nat. Bank..	400,000	§ 274,250	2,315,309	100	160	165

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PETERSBURG—	$	$	$			
Petersburg Savings & Insurance Co....	200,000	§ 247,574	1,557,729	20	.....	43
The National Bank..	100,000	§ 82,361	426,065	100	.....*	141½
RICHMOND—						
American Nat. Bank	144,210	§ 1,277	124,077	100	.....	.....
City Bk. of Richm'd.	400,000	§ 116,137	1,220,642	25	31	.....
First Nat. Bank.....	600,000	§ 488,020	2,109,120	100	165	.....
Merchants' Nat. Bk.	200,000	§ 344,131	2,881,908	100	.....	.....
Metropolitan Bank..	125,000	§ 28,579	419,395	25	.....	.....
Nat. B'k of Virginia	500,000	§ 45,949	1,520,856	100	.....	.....
Planters' Nat. Bank.	300,000	§ 732,335	1,889,103	100	265	.....
Savings Bk. of Rich..	100,000	§ 62,860	817,186	....	37½	.....
Security Bank.....	200,000	§ 71,744	417,487	100	117	.....
State Bk. of Virginia	500,000	§ 292,774	1,535,977	100	153	.....
Union Bk. of Richm	219,750	§ 233,742	1,360,530	50	128	.....
Richmond Trust & Safe Deposit Co...	1,000,000	§ 75,253	1,470,545	100	.....	120
Title & Trust Co.....	100,000	§ 6,951	38,737	100	100	105
Virginia Trust Co...	500,000	§ 74,380	526,557	100	119	.....

WASHINGTON.

SEATTLE—						
Boston Nat. Bank...	180,000	§ 17,089	625,720	100	.....	.....
Dexter, Horton & Co.	200,000	§ 9,524	2,499,827	100	.....	.....
First Nat. Bank.....	150,000	§ 25,969	1,075,108	100	.....	.....
Nat. Bk. of Commerce	150,000	§ 43,118	1,558,188	100	.....	.....
People's Sav. Bank.	100,000	§ 12,171	361,102	100	.....	.....
Puget Sound Nat. Bk.	300,000	§ 25,691	2,639,681	100	.....	.....
Scandinavian-American Bank	75,000	§ 31,648	841,080	100	.....	.....
Seattle Nat. Bank...	100,000	§ 24,346	1,295,816	100	.....	.....
Washington Nat. Bk.	100,000	§ 86,227	2,177,993	100	.....	.....
SPOKANE—						
Exchange Nat. Bk..	250,000	§ 163,485	2,258,376	100	.....	.....
Fidelity Nat. Bank..	100,000	§ 27,428	271,800	100	.....	.....
Old Nat. Bank.....	200,000	§ 20,609	715,869	100	.....	.....
Traders' Nat. Bank.	200,000	§ 123,917	1,687,390	100	.....	.....
Spok'ne & East. Tr. Co	100,000	.....	863,044	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TACOMA—	$	$	$			
Nat. Bk. of Commerce	200,000	§ 36,704	909,774	100	.....	.....
Pacific Nat. Bank...	200,000	§ 18,267	714,615	100	.....	.....
Scandinavian-American Bank.....	60,000	§ 22,073	87,946	100	.....	.....
Fidelity Trust Co....	500,000	11,573	551,714	100	.....	.....

WEST VIRGINIA.

WHEELING—						
Bank of Ohio Valley	175,000	§ 29,997	545,535	100	.....	.....
Bank of Wheeling...	200,000	§ 43,967	1,596,714	100	.....	.....
City Bk. of Wheeling	150,000	§ 49,774	1,157,291	100	.....	.....
Commercial Bank...	100,000	§ 43,000	340,000	100	.....	.....
Dollar Sav'gs Bank.	100,000	§ 39,000	745,421	100	.....	.....
German Bank.....	80,000	§ 199,900	1,318,500	100	.....	.....
Germania Half-Dollar Savings Bank..	50,000	§ 5,526	259,099	100	.....	.....
Nat. Bank of W. Va	200,000	§ 52,337	503,971	100	.....	.....
Nat'l Exch. Bank....	200,000	§ 38,243	1,601,692	....	.....	.....
People's Bank.....	100,000	§ 47,741	530,812	100	.....	.....
South Side Bank.....	25,000	§ 11,000	225,000	100	.....	.....
Wheel. Title & Tr. Co.	100,000	§ 9,452	486,141	100	.....	.....

WISCONSIN.

LA CROSSE.—						
Batavian Bank.....	200,000	§ 38,435	2,255,936	100	.....*	150
Exchange State Bank	25,000	§ 5,685	113,021	100	.....	120
German-Amer. Bank	50,000	§ 16,130	400,866	100	.....*	125
Nat. Bk. of La Crosse	250,000	§ 93,649	1,946,883	100	.....*	175
Security Savings Bk.	30,000	§ 3,553	35,101	100	.....	.....
State B'k of La Crosse	50,000	§ 43,737	656,855	100	.....	170
MILWAUKEE.—						
First National Bank.	1,000,000	§ 467,341	14,515,536	100	.....	.....
German-Amer. Bank	200,000	§ 30,644	792,750	100	.....	.....
Marshall & Ilsley B'k	300,000	§ 64,004	3,814,048	100	.....	.....
Mil. Nat. Bank of W.	450,000	§ 60,194	2,078,439	100	.....	.....
Nat. Exchange Bank	500,000	§ 147,210	4,514,913	100	.....	.....
Second Ward Sav. Bk	200,000	§ 374,143	5,491,025	250	.....	.....
West Side Bank.....	100,000	§ 5,449	519,584	100	.....	.....
Wisconsin Marine & Fire Ins. Co. Bank.	500,000	§ 95,934	2,212,794	100	.....	.....
Wisconsin Nat. Bank	1,000,000	§ 283,750	10,254,049	100	.....	.....
Milwaukee Trust Co.	100,000	§ 15,000	.....	100	.....	.....
Wisconsin Trust Co.	250,000	§ 2,680	.....	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included

CANADA.

BRITISH COLUMBIA.

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
VICTORIA—	$	$	$			
Bank of British Col.	2,919,996	486,666	5,520,397	100	.....	.....

NEW BRUNSWICK.

FREDERICTON—						
People's Bk. of N. B.	180,000	140,000	288,995	150	.....	.....
ST. JOHN—						
Bank of New Bruns.	500,000	600,000	2,363,598	100	300	301½
ST. STEPHEN—						
St. Stephen's Bank..	200,000	45,000	274,262	100	.....	.....

NOVA SCOTIA.

HALIFAX—						
Bank of Nova Scotia	1,754,080	2,005,610	13,216,795	100	219	224½
Halifax Banking Co.	500,000	375,000	3,002,465	20	155	160
Mer. Bk. of Halifax.	1,965,430	1,601,424	10,779,188	100	179	183¾
Peop. Bk. of Halifax	700,000	230,000	1,617,912	20	115¾	118
Union Bk. of Halifax	500,000	250,000	2,362,657	50	154¼	157½
WINDSOR—						
Com. Bk. of Windsor	350,000	90,000	791,847	40	.....	113
YARMOUTH—						
Bank of Yarmouth..	300,000	30,000	548,878	75	94	96
Exch. Bk. of Yarm..	259,931	30,000	151,530	....	.....	.....

ONTARIO.

HAMILTON—						
Bank of Hamilton..	1,499,140	1,000,000	9,623,556	100	.....	196
OSHAWA—						
Western Bk. of Can.	388,239	118,000	1,677,578	100	.....	.....
OTTAWA—						
Bank of Ottawa.....	1,687,200	1,370,400	8,344,813	100	200	.....

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
TORONTO—						
Bank of Toronto...	2,000,000	1,800,000	11,803,876	100	.....	250
Can. Bank of Com...	6,000,000	1,000,000	28,826,778	50	142	145
Dominion Bank.....	1,500,000	1,500,000	15,606,273	50	262	265
Imperial Bk. of Can.	2,325,634	1,511,662	13,376,708	100	210	215
Ontario Bank	1,000,000	110,000	4,654,127	100	130	.....
Standard Bank.....	1,000,000	600,000	7,271,121	50	194	.....
Traders' Bank.....	917,220	70,000	6,169,692	100	111	.....

PRINCE EDWARD ISLAND.

SUMMERSIDE—						
Summerside Bank...	48,666	18,000	159,658	....	.....	.....
CHARLOTTETO'N—						
Mer. Bk. of P. E. Is.	200,020	65,000	354,196	....	.....	.....

QUEBEC.

MONTREAL—						
Bank of Montreal...	12,000,000	6,000,000	55,789,818	250	250	.....
Bk. of Br. Nor. Am..	4,866,666	1,460,000	12,394,146	¶	.....	.....
Ban. Jacques-Cartier	500,000	.....	1,372,598	25	.....	.....
Banque d'Hochelaga	1,475,100	565,000	5,458,747	100	.....	146
Mer. Bank of Can...	6,000,000	2,600,000	17,244,120	100	162	167
Molson's Bank.....	2,052,145	1,625,000	13,354,984	50	190	.....
QUEBEC—						
Banque Nationale...	1,200,000	150,000	3,544,348	30	90	.....
Quebec Bank.....	2,500,000	700,000	7,421,023	100	125	.....
Union Bank of Can.	2,000,000	450,000	6,421,046	60	.....	120
ST. HYACINTHE—						
Ban. de St. Hyacinthe	314,160	75,000	727,145	....	.....	.....
ST. JOHNS—						
Banque de St. Jean.	261,604	10,000	193,327	....	.....	.....
SHERBROOKE—						
East. Townships Bk.	1,500,000	850,000	5,263,405	50	155	.....

¶ Par of this bank is £50.

MERCHANTS' NATIONAL BANK

OF THE CITY OF NEW YORK.

42 Wall Street.

CAPITAL, $2,000,000. SURPLUS, $1,000,000.
DEPOSITS, $15,000,000.

FOUNDED, 1803.

191st Consecutive Semi-Annual Dividend Declared January 1, 1900.

OFFICERS:

Robert M. Gallaway, President.
Elbert A. Brinckerhoff, Vice-President.
Joseph W. Harriman, Cashier.
Samuel S. Campbell, Assistant Cashier.

DIRECTORS:

John A. Stewart, Pres. U. S. Trust Co.
Elbert A. Brinckerhoff, Capitalist.
Chas. Stewart Smith, Merchant.
Gustav H. Schwab, Oelrichs & Co.
Donald Mackay, Vermilye & Co.
Robert M. Gallaway, President.
Charles D. Dickey, Brown Bros. & Co.
Henry W. Banks, Henry W. Banks & Co.
George Sherman, Vice-Pres. Cen. Tr. Co.
Edward Holbrook, Pres. Gorham Mfg Co
Oris K. Eldredge, Wheelright, Eldredge & Co.

THE QUOTATION

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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February 3, 1900.

WILLIAM B. DANA COMPANY, PUBLISHERS,

PINE STREET, corner PEARL STREET, NEW YORK.

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THE QUOTATION SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, FEBRUARY 3, 1900.

THE QUOTATION SUPPLEMENT.

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WILLIAM B. DANA COMPANY, PUBLISHERS,
PINE ST., CORNER OF PEARL ST., NEW YORK.

REVIEW OF JANUARY.

After the panic and upheaval in the financial markets during December, a period of comparative quiet developed in January. This is a usual result at such a period. The shock over, restoration of confidence necessarily proceeds slowly. Conservative people like to measure the significance and importance of the event—to see if the full adverse effects have been felt, or whether the troubles already experienced are simply a prelude to a further and more extended and general disaster. In this case nothing has occurred to suggest cause for the slightest uneasiness, but on the contrary all the indications and developments have favored the theory that the trouble was simply the result of imprudent and excessive speculation—that trade and industrial conditions remain inherently strong and sound.

As far as concerns the causes or influences that served to disclose the weakness in the speculative fabric, these have disappeared as factors in the situation. The Transvaal war, for the time being at least, has ceased to have much influence. The money situation, both in the United States and in Europe, has changed altogether, passing from stringency to ease, thus removing all cause for anxiety on that score. Until the latter part of the month the developments in the Anglo-Boer conflict appeared to be favorable to the British forces, making the prospect to that extent correspondingly more assuring. A determined attempt on the part of the Boers the early part of the month to reduce Ladysmith failed, owing to the stubborn resistance of Gen. White, and the Boers were finally compelled to abandon the effort after having sustained, it is believed, heavy losses. Later the news came that Gen. Buller was making an aggressive forward movement, and had succeeded in crossing the Tugela River at two points, the object of course being the relief of Ladysmith. The British forces found the task no easy one, but seemed to be making satisfactory, if slow, progress. On Tuesday, January 23, a cablegram from Gen. Buller was published saying that Gen. Warren (who had command of the division assigned to press forward) would that night undertake to occupy Spion Kop, an important strategic point in the midst of the Boer position. Intense anxiety prevailed to know the result of this move.

It was not until Thursday morning, the 25th, that news came from Gen. Buller, in a dispatch sent the previous night, that Gen. Warren had gained his object and occupied Spion Kop. Gen. Buller stated that the small garrison there had been taken by surprise, but added that Gen. Warren had held the Kop all of Wednesday, notwithstanding a raking shell fire from the Boers. This relieved anxiety, but our stock market made hardly any response to the news. It had been dull but strong before. It retained the same characteristics, there being neither buoyancy nor increase of activity as the result of what seemed the most encouraging advices received in a long while. Friday morning a dispatch from Gen. Buller, sent the previous day, was published announcing that Gen. Warren, after taking Spion Kop Tuesday night, had abandoned it Wednesday. The stock market received this news with the same indifference as the other. Thereafter most alarming rumors were current, and on Monday, January 29, intelligence was received that the British army had met with a disastrous reverse and had been obliged again to retreat across the Tugela River. Consols in London dropped over a point as a result, but our markets remained undisturbed, showing that the war was no longer looked upon as an important factor.

The monetary situation abroad, as already stated, changed entirely. The 1st of January passed without serious trouble at any of the foreign financial centres, and thereafter, as usually happens at that season of the year, the money market worked easier and rates sharply declined. The bullion holdings of the Bank of England increased from £29,342,367 December 28 to £35,240,790 January 25, £2,877,000 of the gain representing gold imported from the United States

and £2,943,000 gold received from the interior of Great Britain. The Bank of England reduced its minimum rate of discount from 6 per cent to 5 per cent on the 11th, to 4½ per cent on the 18th and to 4 per cent on the 25th. The Bank of Germany put its rate down from 7 per cent to 6 per cent on the 11th and to 5½ per cent on the 27th, while the Bank of France reduced from 4½ per cent to 4 on the 11th and to 3½ per cent on the 25th. The Bank of the Netherlands lowered its rate from 5 to 4½ per cent on the 16th and to 4 on the 29th, and the Bank of Belgium and the Bank of Antwerp from 5 to 4½ on the 25th. Thus there was a general easing off, which is also reflected in the sharp decline in the open market rates at all the leading centres. At London the unofficial rate January 31 was 3½@3⅝ per cent against 6¼@6½ per cent December 29, at Berlin and Frankfort 4 against 6@6¼ per cent, and at Paris 3½ per cent against 4½ per cent.

At this centre the change in the money market was no less pronounced. There was a large return flow of currency from the interior, while at the same time the Treasury Department, in accordance with the policy begun in December, transferred further amounts to the depositary banks. The money holdings of the New York City Clearing House banks increased from $196,179,800 December 30 to $224,409,500 January 27, and the surplus reserve rose from $11,168,075 to $29,277,975. Deposits increased from $740,046,900 to $780,526,100, and loans from $673,089,400 to $688,332,800. As a consequence money rates for all classes of loans sharply declined, as will be seen by the following.

RATES FOR MONEY IN NEW YORK, WEEKLY.

	Jan. 5.	Jan. 12.	Jan. 19.	Jan. 26.
Call Loans—				
Stock Exchange—Range for week	2 -12	3 -6	2 -4½	2 -4
Average for week	6	5	3¾	3¼
At banks and trust companies	5	5	4 -4¼	3
Time Loans—				
Thirty days	6	.....	.....	.....
Sixty days	6	5	5	4
Ninety days	6	5	5	4
Four months	6	5	5	4 -4½
Five months	6	.....	5	4 -4½
Six months	6	5¼-6	5	4 -4¼
Seven months	.....	5½-6	.....	.....
Commercial Paper—				
Double Names Choice—60 to 90 days	6	5 -5¼	4¾-5	4 -4½
Single Names—Prime 4 to 6 months	6	5¼-6	5 -5½	4½-5
Good 4 to 6 months	7 -8	6½-7¼	6 -7	5¼-6½

The stock market, while at first irregular, gradually gained strength, but transactions were very limited, though at the close there was some revival of activity notwithstanding the bad news from Africa. The contrast is especially marked with January of last year, when such an unrestrained speculation prevailed and the dealings were the largest ever recorded. Stock sales were only 9,843,716 shares in January this year, against 24,251,983 shares in January, 1899. New York Central displayed great strength and sharply advanced, while Third Avenue, on the acceptance of a bid for the Rapid Transit Road and the company's large floating debt, suffered a severe break. The course of the industrial shares was variable, Sugar stock declining on the continuance of the war with the independent refiners and the developments at the company's annual meeting. On the 31st Tunstall & Co. failed; they had large operations in this stock.

VOLUME OF BUSINESS ON THE STOCK EXCHANGE.

Month of January—	1900.	1899.	1898.	1897.
Stock sales—				
Number of shares	9,843,716	24,251,983	9,290,391	3,365,412
Par value	$916,581,487	$2,350,845,650	$912,551,675	$323,774,750
Bond sales (par value)—				
Railroad & misc. bds	$44,996,200	$142,224,400	$92,870,210	$38,812,100
Government bonds	633,300	1,982,240	757,800	1,240,500
State bonds	261,700	372,700	109,200	332,500
Total bond sales	$45,891,200	$144,579,340	$93,737,210	$40,385,100

SALES OF GRAIN ON THE PRODUCE EXCHANGE.

	1900. *Bushels.*	1899. *Bushels.*	1898. *Bushels.*	1897. *Bushels.*
Month of January	52,280,200	58,725,615	74,503,280	74,480 240

A decidedly easier tone developed in the foreign exchange market, a condition which continued until towards the latter part of the month. This statement may seem at variance with the fact that the price of 60-day bills on the 31st at 4 84@4 84¼ was 2¼ cents higher than the price of the same class of bills at the close of December. But that advance represents simply conformity to the lower discount rates in London. If we take the price of cable transfers as the standard, we find that at 4 88@4 88¼ there has been a decline of fully ¾ cent per pound. In the case of sight bills the figure is 4 87½@4 87¾ January 31, against 4 87¼@4 87½ on Friday, December 29. The decline in money on the other side was the principal influence affecting the market all through the month; almost daily sterling figures were adjusted to meet the fall in discounts in London. This fall, as noted above, was quite considerable, and necessarily involved a narrowing of the difference between the price of sixty day sterling bills and that for sight bills and cable transfers. Generally the narrowing was accomplished by an advance in sixty day bills, but occasionally by a drop in sight bills, and sometimes by both. Commercial bills were not in overabundant supply, the cotton export movement remaining restricted by reason of the short crop and the rise in prices. There was some demand for sterling to remit for American securities sold here for European account. Cable transfers touched the highest figure of the month, namely 4 88¾@4 89, on the 4th and sight bills on the 5th at 4 87¾@4 88. These figures permitted the continuance of the export movement of gold and $150,000 was shipped to London on the 4th and $3,750,000 on the 6th. After that, however, rates declined, while it was also announced that the Bank of England would no longer make advances at the rate of 2½ per cent per annum on gold in transit from New York, as it had previously been doing. A withdrawal of $1,000,000 gold on the 11th for shipment to Buenos Ayres on London account ended the movement.

ACTUAL RATES.—BANKERS' AND COMMERCIAL BILLS.

	Bankers' Bills.			*Commercial Bills.*	
	60 Day.	*Sight.*	*Cable.*	*Prime.*	*Documentary.*
January 2	4 82¼-4 82⅜	4 87¼-4 87⅜	4 88⅛-4 88¾	4 81¾-4 82	4 81 -4 82
" 4	4 82¾-4 83	4 87⅛-4 87¾	4 88¾-4 89	4 82¼-4 82⅛	4 81¾-4 82⅛
" 5	4 83¼-4 83⅛	4 87¾-4 88	4 88¾-4 89	4 82¾-4 83	4 81¾-4 82¾
" 9	4 83½-4 83¾	4 87⅛-4 87¾	4 88⅛-4 88¾	4 83 -4 83¼	4 82¼-4 82¾
" 10	4 83⅛-4 83¾	4 87¼-4 87⅛	4 87¼-4 88⅛	4 83 -4 83¼	4 82⅛-4 82¾
" 11	4 83⅛-4 83¾	4 87 -4 87¼	4 88 -4 88¼	4 82¾-4 83	4 82¼-4 82¾
" 12	4 83 -4 83¼	4 86¾-4 87	4 87⅛-4 87¾	4 82⅛-4 82¾	4 82¼-4 82¾
" 15	4 83¼-4 83⅛	4 86¾-4 87	4 87⅛-4 87¾	4 82¾-4 83	4 82¼-4 82¾
" 16	4 83⅛-4 83¾	4 87 -4 87¼	4 87¾-4 88	4 83 -4 83¼	4 82¼-4 82¾
" 17	4 83¾-4 84	4 87 -4 87¼	4 87¾-4 88	4 83¼-4 83⅛	4 82⅛-4 83
" 19	4 83¾-4 84	4 87 -4 87¼	4 87⅛-4 87¾	4 83¼-4 83⅛	4 82¾-4 83¼
" 22	4 83¾-4 84	4 86¾-4 87	4 87⅛-4 87¾	4 83¼-4 83⅛	4 82¾-4 83¼
" 24	4 84 -4 84¼	4 87 -4 87¼	4 87⅛-4 87¾	4 83⅛-4 83¾	4 83 -4 83⅛
" 26	4 84¼-4 84⅛	4 87¼-4 87⅛	4 87¾-4 88	4 83¾-4 84	4 83 -4 83¾
" 29	4 84 -4 84¼	4 87⅛-4 87¾	4 88¼ 4 88⅛	4 83⅛-4 83¾	4 83 -4 84
" 31	4 84 -4 84¼	4 87⅛-4 87¾	4 88 -4 88¼	4 83⅛-4 83¾	4 83 -4 84

POSTED RATES—BANKERS' STERLING BILLS.

Jan.	*60 days.*	*Demand.*	*Jan.*	*60 days.*	*Demand.*	*Jan.*	*60 days.*	*Demand.*
1	..... H	.....	13	4 84-⅛	4 87⅛-88	25	4 84⅛ 5	4 88
2	4 82-3⅛	4 88-⅛	14	....S.	.....	26	4 84⅛-5	4 88
3	4 83-⅛	4 88⅛	15	4 84-⅛	4 87⅛-88	27	4 84⅛-5	4 88
4	4 83⅛	4 88⅛	16	4 84-⅛	4 87⅛ 88	28	.....S.	.....
5	4 83¼-4	4 88⅛	17	4 84-⅛	4 88	29	4 85	4 88-⅛
6	4 83¼-4	4 88⅛	18	4 84⅛-5	4 88	30	4 85	4 88-⅛
7	.....S.	.....	19	4 84⅛-5	4 88-⅛	31	4 85	4 88-⅛
8	4 84	4 88⅛	20	4 84⅛-5	4 88 ⅛			
9	4 84-⅛	4 88⅛	21	..... S.	.....	Open	4 82-3⅛	4 88-⅛
10	4 84-⅛	4 88¼	22	4 84⅛-5	4 87⅛-8	High	4 85	4 88⅛
11	4 84-⅛	4 88-⅛	23	4 84⅛-5	4 87⅛-8	Low	4 82	4 87⅛
12	4 84-⅛	4 87⅛-88	24	4 84⅛-5	4 87⅛-8	Last	4 85	4 88-⅛

NEW YORK STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The following tables furnish a complete record of the New York Stock Exchange transactions for the past month and the year 1899. They need no extended introduction, as they are self-explanatory. The tables embrace every security excepting only State bonds) dealt in on the Exchange. We give bonds first, using the classification adopted in the official list. As to prices the form is our own, and we think it will be found to contain just the facts desired by our readers and to present them in the most convenient way for study and reference.

☞ *For foot notes to tables see last page of Bonds and last page of Stocks.*

BONDS.—PRICES AND SALES FOR JANUARY, 1900, AND RANGE FOR THE YEAR 1899.

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices	Highest Sale Prices.
U. S. Gov. Securities.		$	$								
U. S. 2s, registered.....Optional	Q-M	.... ..	17,000	102½	.....	102½	.....	.....	.....	99 Feb. 3	102 Dec. 2
U. S. 3s, registered 10-20s...1918	Q-F	15,0 0	31,000	109¼	109⅜	109¼	109⅜	109¼ Jan. 2	109⅞ Jan. 13	106½ Jan. 4	110¾ Dec. 21
U. S. 3s, coupon 10-20s.....1918	Q-F	328,000	668,000	110	110⅛	110	110½	110 Jan. 2	110¾ Jan. 8	106¾ Feb. 23	110¾ Dec. 21
U. S. 3s, registered, small...1918	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 3s, coupon, small.....1918	Q-F	5,800	8,180	109½	110½	109½	110½	109½ Jan. 19	110½ Jan. 3	106½ Jan. 5	110¼ Dec. 20
U. S. 4s, registered.....1907	Q-J	29,000	98,000	114	115	114¾	115¼	114 Jan. 3	114¾ Jan. 5	111 Mar. 2	115 Dec. 22
U. S. 4s, coupon.....1907	Q-J	61,000	56,000	114	116	114¾	115¼	114 Jan. 3	114¾ Jan. 22	112 Mar. 28	115½ Dec. 27
U. S. 4s, registered.....1925	Q-F	19,000	23,000	133¾	134¼	133	134	133⅛ Jan. 19	133⅛ Jan. 19	128 Feb. 16	134¼ Dec. 8
U. S. 4s, coupon.....1925	Q-F	68,000	67,000	133¾	134¼	134	135	133¾ Jan. 26	134¼ Jan. 19	128 Feb. 10	134½ Dec. 12
U. S. 5s, registered.....1904	Q-F	10,000	2[illegible],000	112¾	113¼	112	112⅜	112⅜ Jan. 19	112⅜ Jan. 19	110½ Oct. 31	113½ Apr. 5
U. S. 5s, coupon.....1904	Q-F	102,000	89,000	112¾	113¼	113¼	114	113¼ Jan. 15	113⅝ Jan. 29	110½ Nov. 1	113½ Apr. 3
Railroad Bonds.											
Alabama Cent. *See* South'n Ry.											
Alabama Mid., 1st gu., g.....1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....	98 Feb. 15	102½ June 15
Albany & Susq. *See* Del. & Hud.											
Allegheny Valley. *See* Penn. Co.											
Am. Dock & Imp. *See* Cent. of N.J.											
Ann Arbor, 1st, g. 4s.....1995	Q-J	128,000	72,000	90	93	92	92½	90 Jan. 3	94 Jan. 26	87¾ May 10	96¾ July 13
Atch. Col. & Pac. 6s, tr. ctfs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60 Oct. 2	71 Feb. 8
Atch. Jewell Co. & W. 6s, tr. ctfs.	.....	.....	.....	.....	.....	.....	.....	.....	.....	63 Apr. 14	65 Nov. 22
Atch. Top. & S. Fe—G., g., 4s.1995	A-O	1,599,000	1,894,000	98½	99	101	101⅛	98½ Jan. 4	101⅜ Jan. 23	94½ Dec. 22	103⅜ May 31
Registered.....1995	A-O		44,000	.....	.....	.....	.....	.....	.....	96¼ Dec. 6	102½ Jan. 23
Adjustm't, g., 4s.....1995	Nov	1,320,000	2,619,000	79	.....	81⅝	82	78½ Jan. 10	81⅞ Jan. 23	75½ Dec. 22	8[illegible]½ Aug. 31
Registered.....1995	Nov	.....	2,000	.....	.....	.....	.....	.....	.....	79¾ Dec. 11	83¾ Feb. 27
Equip. tr, Series A, g., 5s...1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & St. Louis, 1st, 6s...1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlanta & Char. *See* South'n Ry.											
Atlan. Av., B'kl'n, imp. g. 5s..1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	108 Jan. 9	110 Jan. 20
Atlan. & Danv. *See* South'n Ry.											
Atlan. & Yadk. *See* South'n Ry.											
Austin & N. W. *See* So. Pacific.											
Battle Creek & Stur. *See* Mich. C.											
& O. prior lien, g., 3½s ...1925	J-J	2,078,000	1,584,000	.....	.....	.....	95	92¼ Jan. 10	95⅜ Jan. 23	92 Dec. 22	100⅞ June 13
Registered.....	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 4s 1948	A-O	1,013,000	1,325,000	.....	.....	100⅜	100½	97½ Jan. 3	100½ Jan. 23	94 Dec. 22	102⅝ June 6
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. W. Div. 1st g. 3½s.....1925	J-J	1,423,000	1,149,000	.....	.....	.....	.....	87 Jan. 11	90¼ Jan. 23	84½ Dec. 22	96¾ May 19
Registered 1925	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
West Va. & Pitts. 1st, g. 5s..1990	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mon. R., 1st gu., g., 5s.....1919	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. O. Reorg., 1st con. g., 4½s1930	M-S	.....	.....	.....	.....	.....	.....	.....	.....	108½ Jan. 11	112 Feb. 15
Beech Creek. *See* N. [illegible] Hud.											
Bellev. & Carond. *See* St. L. A. & H.											
Booneville Bdg. Co. *See* Mo. K. & T.											
B'way & 7th Av.—*See* Met. St. Ry.											
Brook. Rap. Tran., g., 5s.....1945	.....	103,000	43,000	105¼	105½	.....	106	103½ Jan. 18	106 Jan. 3	101 Dec. 23	116 Aug. 2
Brooklyn City, 1st, con. 5s..1941	J-J	.....	.....	.....	.....	.....	.....	.....	.....	115½ Oct. 13	117½ Apr. 5
B'k'n Q. Co. & S'b. c. g. g. 5s 1916-'41	J-J	31,000	4,000	.....	.....	102	104	101 Jan. 30	103 Jan. 12	104½ Nov. 17	108½ Apr. 20
B'klyn Un. El. 1st, g., 4-5s..1950	F-A	289,000	197,000	94	95	95½	96½	92½ Jan. 4	97 Jan. 25	93 Dec. 21	104½ July 8
B'klyn & Montauk. *See* L. Island.											
Bruns. & West., 1st, g., 4s....1938	J-J	.....	... .	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo N. York & Erie, *See* Erie.											
Buff. R. & P., gen. g., 5s.....1937	M-S	6,000	.....	.....	.....	108	.....	109 Jan. 18	110¼ Jan. 25	107 Sept. 11	111 Feb. 20
Debenture 6s.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roch. & Pittsb., 1st, 6s....1921	F-A	.....	.....	.....	.....	.....	.....	.....	.....	127¼ Mar. 15	129 May 15
Consol., 1st, 6s.....1922	J-D	.....	.....	.....	.....	.....	.....	.....	.....	126¼ Nov. 20	130½ July 6
Cl. & Mah., 1st., gu. g. 5s...1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buff. & Southwestern. *See* Erie.											
Buff. & Susq., 1st, gold, 5s....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....	100 Nov. 18	100 Nov. 18
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burl. C. R. & No., 1st, 5s.....1906	J-D	29,000	65,000	106½	.....	.....	.....	106½ Jan. 18	107½ Jan. 25	105 Dec. 18	110 May 31
Con. 1st & col. tr., g., 5s....1934	A-O	20,000	7,000	.....	.....	.....	.....	115 Jan. 19	115 Jan. 19	111 Jan 23	117½ May 19
Registered.....1934	A-O	.....	.....	.....	.....	.....	.....	.....	.....	110½ Feb. 9	110½ Feb. 9
M. & St. L., 1st, gu., g., 7s....1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. R. I. F. & N. W., 1st 5s...1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	105 Jan. 6	105 Jan. 6
Can. So., 1st, int. gu., 5s....1908	J-J	118,000	146,000	105	.....	107¼	108	105½ Jan. 3	107⅛ Jan. 31	107 Dec. 22	111¼ May 27
Can. So., 2d, 5s.....1913	M-S	88,000	62,000	.....	.....	108¾	109½	107½ Jan. 18	109[illegible] Jan. 25	106⅛ Dec. 20	112 Feb. 24
Registered.....1913	M-S	.... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carb. & Shawn. *See* Ill. Central..											
Carolina Cent.—*See* Seab. & Roan.											
Carthage & Ad. *see* N. Y. C. & H.											
Ced. R. Ia. F. & N. *See* B. C. R. & N.											
Cent. Br., Un. Pac., 1st g. 4s..1948	J-D	12,000	26,000	86	87	88	90	87⅛ Jan. 5	88⅛ Jan. 31	85 Dec. 20	93⅜ Jan. 31
Central Ohio. *See* Balt. & Ohio.											
Cen. RR. & B. of Ga.-Col. g. 5s.1937	M-N	1,000	.....	.....	.....	.....	.....	91 Jan. 15	91 Jan. 15	93 Nov. 16	96 Apr. 26
Cent. of Ga. Ry.—1st, g., 5s.1945	F-A	2,000	.....	118	.....	118	.....	120 Jan. 15	120 Jan. 15	116½ Mar. 28	122 Sept. 18
Registered.....1945	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s.....1945	M-N	422,000	487,000	90	91	89½	90	89 Jan. 18	91 Jan. 2	84½ Dec. 23	100¼ Apr. 29
Registered.....1945	M-N	.....	.....	.....	.....	.....	.....	.....	.....	97¾ Oct. 23	97¾ Oct. 23
1st, pref., income, g., 5s...1945	Oct	8,000	132,000	33½	35	32½	34	35 Jan. 2	35 Jan. 2	30 Dec. 21	44¼ Feb. 23
2d, pref., income, g., 5s...1945	Oct.	14,000	14,000	9	10	9	10¼	9¼ Jan. 3	10¼ Jan. 19	9 Dec. 20	15 Feb. 23
3d, pref., income, g., 5s ...1945	Oct.	4,000	....	4	6	4½	6	4½ Jan. 5	5¾ Jan. 12	4½ Nov. 24	7½ Feb. 27
Mac. & Nor. Div., 1st, g. 5s.1946	J-J	.....	2,000	.....	.....	.....	.....	.....	.....	95 Dec. 27	95 Dec. 27
Mobile Div., 1st, g. 5s.....1946	J-J	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid. Ga. & Atl. Div. 5s....1947	J-J	.....	.... ..	.....	.....	.....	.....	.....	.....	102 June 29	102 June 29
Central of N. J.—											
1st, conv. 7s.....1902	M-N	.....	.....	107¾	.....	.....	.....	.....	.....	109½ May 3	112 Jan. 11
Conv. deb. 6s.....1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....	112½ Mar. 20	112½ Mar. 20

BONDS.
NEW YORK STOCK EXCHANGE.

	Int. Period.	Sales in January Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2 Bid.	Jan. 2 Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices
Cent. of N. J.—*(Concluded)*—			$								
General, gold, 5s.....1987	J-J	447,000	121,000	116	118	.....	125	117½ Jan. 3	125 Jan. 29	113¼ Jan. 4	122½ June 24
Registered.....1987	Q-J	16,000	29,000	.....	.....	.....	125	116 Jan. 10	119 Jan. 27	112½ Jan. 7	121½ July 22
Leh. & W. Coal, con. ass.7s.1900	Q-M	67,000	5,000	98	101	100	101	98 Jan. 11	100¾ Jan. 30	98 Nov. 17	102½ Apr. 1
5s.....1912	M-N	3,000	.....	100	.....	.....	.....	100½ Jan. 6	100½ Jan. 17	87¾ Jan. 11	102 Oct. 17
Leh. & Hud. R. gen., gu., g., 5s.....1920	J-J	.....	.....	.....	.....	113½	.....	.....	.....	.....	.....
Am. Dock & Imp. Co.5s... 1921	J-J	12,000	5,000	113	.....	.....	.....	113 Jan. 19	114 Jan. 22	114 Apr. 27	116¼ July 11
Cent. Pacific. *See* So. Pac. Co.											
Charl. & Sav., 1st, g., 7s.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ches. & O., Gold 6s, Series A.1908	A-O	2,000	5,000	.....	115	.....	.....	115¼ Jan. 26	115½ Jan. 27	114½ Oct. 13	119½ June 14
Gold 6s.....1911	A-O	13,000	4,000	118	121	118	121	118 Jan. 26	119 Jan. 30	118 Dec. 26	123 Aug. 2
1st cons., g., 5s.....1939	M-N	131,000	177,000	115½	116	118	.....	115½ Jan. 3	117 Jan. 30	113 Dec. 19	121 Apr. 25
Registered.....1939	M-N	.....	.....	.....	.....	.....	.....	.....	.....	116½ Jan. 16	118½ Mar. 15
Gen. gold, 4½s.....1992	M-S	736,000	561,000	94	.....	97½	98	95½ Jan. 2	97¾ Jan. 31	90¾ Jan. 4	97¾ July 25
Registered.....1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....	92⅞ Jan. 18	97⅞ Aug. 30
R. & A. Div., 1st con. g., 4s.1989	J-J	2,000	21,000	.....	.....	.....	.....	101 Jan. 8	103 Jan. 30	101½ Dec. 23	108 June 27
2d con. g., 4s.....1989	J-J	10,000	15,000	.....	100	.....	.....	99 Jan. 9	99 Jan. 9	100 June 19	100 June 19
Craig Valley, 1st, g., 5s....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warm Spr. Val., 1st g., 5s...1941	M-S	.....	.....	.....	.....	.....	.....	.....	.....	101 Apr. 26	101¼ Apr. 29
Eliz. Lex. & Big S., gu., g. 5s.1902	M-S	42,000	18,000	.....	102	102	.....	101 Jan. 2	102 Jan. 5	100⅛ Oct. 4	104 Feb. 9
Chic. & Alton, sink. fd., 6s..1903	M-N	.....	.....	.....	.....	.....	.....	.....	.....	108 May 5	110¾ Apr. 19
Lou. & Mo. R., 1st, 7s.....1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	103¾ Oct. 2	107½ Jan. 6
2d, 7s.....1900	M-N	.....	.....	.....	.....	.....	.....	.....	.....	106⅞ Feb. 24	106⅞ Feb. 24
Miss. Riv. B'ge, 1st, s. f. g. 6s1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. Bur. & Q., cons., 7s.....1903	J-J	74,000	28,000	109½	.....	111¼	.....	110½ Jan. 5	111⅛ Jan. 26	113 Sept. 14	117¾ June 29
Sinking fund 5s.....1901	A-O	10,000	.....	.....	.....	102¼	.....	101 Jan. 15	101½ Jan. 15	100 Nov. 29	105 Mar. 16
Debenture 5s.....1913	M-N	52,000	31,000	.....	110	.....	.....	108½ Jan. 10	111 Jan. 19	108 Dec. 28	113 Apr. 24
Convertible 5s.....1903	M-S	1,000	1,000	120	.....	122½	.....	120½ Jan. 18	120½ Jan. 18	122 Dec. 28	151¼ Feb. 18
Illinois Division, 3½s.....1949	J-J	251,000	259,000	.....	.....	.....	104⅜	100¾ Jan. 8	104¼ Jan. 23	100 Dec. 18	104½ Oct. 19
Registered.....1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Div., sink. fd., 5s....1919	A-O	.....	.....	.....	.....	114⅛	.....	.....	.....	115⅝ May 1	118⅝ Sept. 20
4s.....1919	A-O	4,000	1,000	.....	.....	104¼	.....	103 Jan. 5	103 Jan. 5	103½ Oct. 12	107 July 26
Denver Div., 4s.....1922	F-A	19,000	2,000	101	102	102	.....	102 Jan. 2	102 Jan. 22	101⅛ Mar. 7	105 May 26
4s.....1921	M-S	9,000	.....	.....	.....	102	.....	102 Jan. 31	102 Jan. 31	100 Apr. 11	105 Jan. 11
Chic. & Ia. Div., 5s.....1905	F-A	.....	.....	.....	.....	.....	.....	.....	.....	105 Aug. 9	105 Aug. 9
Nebraska Exten., 4s 1927	M-N	252,000	36,000	.....	109½	111⅜	112	108¾ Jan. 2	111⅜ Jan. 31	105¾ Jan. 3	113⅞ Aug. 8
Registered.....1927	M-N	.....	.....	.....	.....	.....	.....	.....	.....	111⅛ June 2	111⅛ June 2
Han. & St. Jo., con., 6s.....1911	M-S	.....	.....	.....	.....	.....	.....	.....	.....	120 Mar. 13	124 July 6
Chic. & E. Ill., 1st, s. f. cur. 6s..1907	J-D	1,000	5,000	.....	.....	.....	.....	113⅞ Jan. 26	113⅞ Jan. 26	113½ Dec. 20	116½ Apr. 21
Small.....1907	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st cons., g., 6s.....1934	A-O	3,000	7,000	.....	.....	.....	.....	136 Jan. 10	138 Jan. 25	131 Dec. 12	139½ Sept. 5
Gen. cons., 1st, 5s.....1937	M-N	38,000	49,000	.....	.....	112	.....	112 Jan. 2	114 Jan. 31	109½ Jan. 16	117½ June 13
Registered.....1937	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Ind. Coal R'y, 1st, 5s.1936	J-J	.....	2,000	104½	.....	105	.....	.....	.....	107 Feb. 23	107 Feb. 23
Chicago & Erie. *See* Erie.											
Chic. Ind. & Louisv.—											
Lou. N. A. & Chic., 1st 6s...1910	J-J	14,000	.....	.....	.....	112¼	.....	113 Jan. 24	113 Jan. 24	113 Nov. 17	118½ June 9
C. I. & L. Refunding, g., 5s.1947	J-J	1,000	27,000	.....	.....	.....	.....	100 Jan. 31	100 Jan. 31	92 Jan. 10	108½ May 17
Refunding, g., 6s.....1947	J-J	8,000	2,000	.....	.....	.....	.....	111½ Jan. 12	112½ Jan. 16	104 Jan. 4	119½ June 9
Chicago Milw. & St. Paul—											
1st, 7s, $ gold, R. D.....1902	J-J	5,000	2,000	.....	.....	167¼	.....	167 Jan. 10	167 Jan. 10	161¼ Jan. 16	173 Sept. 5
1st, 7s, £ gold, R. D.....1902	J-J	.....	.....	.....	.....	167¼	.....	.....	.....	.....	.....
1st C. & M., 7s.....1903	J-J	3,000	.....	.....	.....	167¼	.....	166¼ Jan. 12	167¼ Jan. 29	160½ Jan. 10	172½ Sept. 27
Chic. Mil. & St. P., con. 7s....1905	J-J	27,000	.....	.....	.....	167¼	.....	166¼ Jan. 25	167½ Jan. 26	160 Jan. 3	174½ Sept. 11
1st I. & D. Exten., 7s....1908	J-J	1,000	15,000	.....	.....	167¼	.....	166 Jan. 17	166 Jan. 17	161 Jan. 11	172½ Sept. 26
1st Southwest Div., 6s...1909	J-J	.....	.....	.....	.....	117⅜	.....	.....	.....	112⅛ May 13	122¼ June 18
1st LaCrosse & D., 5s....1919	J-J	.....	.....	.....	.....	117½	.....	.....	.....	118 Nov. 28	120½ Oct. 5
1st So. Minn. Div., 6s....1910	J-J	7,000	5,000	.....	.....	119⅛	120	117⅜ Jan. 6	119½ Jan. 31	118½ Jan. 10	123⅛ May 12
1st Hast. & D. Div., 7s....1910	J-J	12,000	1,000	.....	.....	127½	129	127⅞ Jan. 29	127⅞ Jan. 29	126⅛ Dec. 27	132⅛ May 25
5s.....1910	J-J	2,000	2,000	.....	.....	110⅛	111	110⅛ Jan. 20	110⅛ Jan. 20	111⅛ Dec. 13	111⅛ Dec. 13
Chic. & Pac. Div., 6s.....1910	J-J	41,000	.....	.....	.....	119	120½	118⅛ Jan. 5	119 Jan. 26	120½ Oct. 31	120½ Oct. 31
Ch. & P. W., 1st, g., 5s....1921	J-J	124,000	12,000	.....	.....	119⅞	120¼	118 Jan. 2	121⅛ Jan. 30	118¾ Jan. 3	124¼ June 30
Ch. & Mo. Riv. Div., 5s...1926	J-J	.....	1,000	.....	.....	120	.....	.....	.....	117 Dec. 20	125⅜ June 16
Mineral Point Div., 5s....1910	J-J	.....	2,000	.....	.....	110⅝	.....	.....	.....	110 Mar. 14	112½ Apr. 18
Ch. & L. Su. Div., g., 5s....1921	J-J	3,000	.....	.....	.....	117⅝	.....	117⅝ Jan. 23	117⅝ Jan. 23	122½ June 1	122½ June 1
Wis. & Minn. Div., g. 5s..1921	J-J	14,000	13,000	.....	.....	118½	119	117 Jan. 3	117¾ Jan. 16	118½ Dec. 20	123 June 19
Terminal, gold, 5s.....1914	J-J	16,000	.....	111⅝	.....	113⅛	.....	112⅜ Jan. 16	113 Jan. 20	115 Feb. 21	118¼ May 18
Far. & So. assu., g., 6s....1924	J-J	.....	.....	.....	.....	132	.....	.....	.....	137½ July 18	137½ July 18
Dak. & Gt. So., g., 5s.....1916	J-J	20,000	.....	.....	.....	113⅝	.....	110½ Jan. 2	110½ Jan. 2	112½ Feb. 9	118½ May 12
Gen., gold, 4s, series A....1989	J-J	47,000	64,000	.....	.....	110	.....	109 Jan. 10	110½ Jan. 27	108⅛ Jan. 11	114⅞ May 4
Registered.....1989	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen., g., 3½s, series B....1989	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1989	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mil. & No., 1st, M. L. 6s....1910	J-D	1,000	.....	.....	.....	118	.....	118 Jan. 12	119 Jan. 9	121 June 16	121 June 16
1st, consol. 6s.....1913	J-D	.....	.....	118½	.....	119	.....	.....	.....	125 July 10	126 Jan. 30
Chic. & Nor. West.—Con. 7s.1915	Q-F	.....	4,000	.....	.....	142½	.....	.....	.....	142 Dec. 14	145⅜ July 11
Gold. 7s.....1902	J-D	12,000	3,000	.....	.....	110⅛	.....	109 Jan. 11	110 Jan. 24	108 Dec. 27	115 May 24
Registered.....1902	J-D	30,000	4,000	.....	.....	110⅛	.....	108¾ Jan. 6	110 Jan. 24	108 Dec. 28	114 Apr. 14
Sinking fund 6s.....1879-1929	A-O	.....	.....	.....	.....	.....	.....	.....	.....	115 Aug. 28	120 Feb. 21
Registered.....1879-1929	A-O	.....	.....	.....	.....	.....	.....	.....	.....	116 June 14	116 June 14
Sinking fund 5s.....1879-1929	A-O	1,000	3,000	.....	.....	.....	.....	109 Jan. 6	109 Jan. 6	106 Oct. 7	110½ Mar. 10
Registered.....1879-1929	A-O	.....	.....	.....	.....	.....	.....	.....	.....	105¾ Mar. 28	109 Feb. 3
Sinking fund deb. 5s.....1933	M-N	1,000	2,000	.....	.....	120	123	118⅜ Jan. 12	118⅜ Jan. 12	115 Dec. 20	123 Jan. 30
Registered.....1933	M-N	.....	.....	.....	.....	120	.....	.....	.....	.....	.....
Debenture 5s.....1909	M-N	14,000	2,000	.....	.....	.....	110	107 Jan. 3	108 Jan. 18	106 Dec. 30	111½ Apr. 5
Registered.....1909	M-N	.....	25,000	.....	.....	.....	.....	.....	.....	105 Dec. 26	105 Dec. 26
Debenture 5s.....1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	117 Nov. 14	118 Feb. 9
Registered.....1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Extension 4s.....1886-1926	F-A	9,000	1,000	.....	.....	.....	.....	108½ Jan. 23	109 Jan. 24	105 Dec. 20	110½ Nov. 13
Registered.....1886-1926	F-A	.....	.....	.....	.....	.....	.....	.....	.....	106⅞ Feb. 2	106⅞ Feb. 20
General, g., 3½s.....1987	M-N	100,000	35,000	.....	.....	.....	109	105¼ Jan. 9	109 Jan. 31	102½ Jan. 3	110½ July 5
Registered.....1987	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Escan. & L. Sup. 1st 6s....1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Mo. & Minn., 1st 7s....1907	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Midland, 1st, 8s.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....	103 Nov. 10	103 Nov. 10
Winona & St. Pet., 2d 7s...1907	M-N	2,000	3,000	.....	.....	.....	.....	120 Jan. 4	120 Jan. 4	122 Dec. 12	124 June 19
Milw. & Madison, 1st 6s....1905	M-S	.....	.....	.....	.....	.....	.....	.....	.....	117½ Feb. 6	117½ Feb. 6
Ott. C. F. & St. Paul, 1st 5s.1909	M-S	.....	.....	.....	.....	.....	.....	.....	.....	110 Nov. 4	111 Jan. 5
Northern Illinois, 1st, 5s...1910	M-S	.....	.....	.....	.....	.....	.....	.....	.....	113 Apr. 24	114 Aug. 28
Mil. L. S. & West., 1st, g., 6s.1921	M-N	.....	7,000	.....	.....	138	.....	.....	.....	136 Nov. 14	143 July 7
Conv. deb., 5s.....1907	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ext. & imp., s. f., g., 5s...1929	F-A	11,000	23,000	119	.....	124½	.....	123 Jan. 16	125 Jan. 25	117⅝ Feb. 1	129 Sept. 2
Mich. div., 1st, gold, 6s..1924	J-J	.....	5,000	.....	.....	137½	.....	.....	.....	140 Oct. 31	140 Oct. 31
Ashland div., 1st, gold, 6s.1925	M-S	.....	3,000	.....	.....	139	.....	.....	.....	140 Mar. 6	146 July 6
Incomes.....1911	M-N	.....	.....	.....	.....	.....	.....	.....	.....	112 Nov. 13	114⅛ June 17
Chic. R. I. & Pacific, 6s.....1917	J-J	15,000	.....	.....	.....	130	134	130 Jan. 26	132 Jan. 29	130 Nov. 10	136⅛ June 27
Registered.....1917	J-J	15,000	.....	.....	.....	129	.....	127 Jan. 8	131 Jan. 29	132 June 6	134½ May 19
General, gold, 4s.....1988	J-J	824,000	513,000	.....	.....	.....	106	103½ Jan. 8	106 Jan. 27	104 Dec. 19	110¾ May 17
Registered.....1988	J-J	.....	.....	.....	103½	.....	.....	.....	.....	105⅜ Mar. 7	107⅞ Apr. 6
Des M. & Ft. D., 1st, 4s....1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	93 Sept. 21	98½ Apr. 27
1st, 2½s.....1905	J-J	.....	5,000	.....	.....	.....	85	.....	.....	83 May 9	87½ Aug. 25
Extension 4s.....1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	98½ May 1	98½ May 18
Keok. & Des M., 1st, 5s....1923	A-O	5,000	2,000	.....	.....	.....	114	113 Jan. 29	113 Jan. 29	109 Oct. 16	114¼ Nov. 29
Small.....1923	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & St. L. *See* At. Top & S. F.											
Chic. St. L. & N. O. *See* Ill. Cent.											
Chic. St. L. & Pitts. *See* Penn. Co.											
Chic. St. P. M. & O., con. 6s..1930	J-D	54,000	8,000	.....	.....	133½	134	131 Jan. 12	134 Jan. 30	133 Dec. 6	141 May 11
Ch. St. P. & Min., 1st 6s....1918	M-N	8,000	2,000	.....	.....	.....	.....	132 Jan. 2	132½ Jan. 19	127½ Aug. 28	138 Mar. 27
North Wisconsin 1st 6s....1930	J-J	.....	.....	.....	.....	.....	.....	.....	.....	140 Mar. 23	140 Mar. 23
St. P. & S. City, 1st g. 6s...1919	A-O	16,000	2,000	.....	.....	.....	.....	127 Jan. 10	129½ Jan. 19	128 Dec. 7	134 Jan. 13
Ch. Ter. Trans., g., 4s 1947	J-J	52,000	114,000	.....	.....	.....	.....	92½ Jan. 26	95 Jan. 12	91 Dec. 26	102¾ June 8
Ch. & W. I., 1st, s. f., g. 6s....1919	M-N	.....	.....	.....	.....	105	107	.....	.....	106 Oct. 4	106 Oct. 4
General, gold, 6s.....1932	Q-M	1,000	1,000	115	.....	115	119	118 Jan. 29	118 Jan. 29	117⅞ Dec. 4	123 May 4

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices	Highest. Sale Prices.
		$	$								
Chic. & West Mich. Ry., 5s..1921	J-D	.....	.....	.....	.....	97½	.....	.....	.....	100 Oct. 28	100 Oct. 28
Coupons off.....1921	.....	.....	.....	.....	.....	.....	.....	.....	.....	99⅜ June 28	99½ June 28
Choc. Okla. & Gulf gen. g. 5s..1919	J-J	5,000	.....	.....	.....	.....	.....	103 Jan. 17	103 Jan. 17	.....	.....
Cin. H. & D., con. s. f. 7s....1905	A-O	.....	.....	.....	.....	.....	.....	.....	.....	120 Aug. 10	120 Aug. 10
2d, gold, 4½s.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. D. & I., 1st gu. g. 5s...1941	M-N	10,000	7,000	.....	.....	.....	.....	113½ Jan. 5	113½ Jan. 5	110 Dec. 26	115½ Sept. 5
Cin. Ind. St. L. & C. *See* C. C. C. & St. L.											
Cin. San. & Clev. *See* C. C. C. & St. L.											
City & Sub. Ry., Balt. 1st, g. 5s. 1922	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearfield & Mahon. *See* B. R. & P.											
Cl. Ak. & C., eq. & 2d, g. 6s...1930	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. Cin. Ch. & St. L.—Gen. g. 4s. 1993	J-D	236,000	130,000	.....	94⅜	95½	96	94 Jan. 2	96¾ Jan. 22	87¾ Jan. 12	98 Jan. 26
Cairo Div., 1st, gold, 4s....1939	J-J	.....	.....	.....	.....	.....	.....	.....	.....	95¾ May 27	97 June 20
St. L. Div., 1st, col. tr. g. 4s. 1990	M-N	12,000	67,000	.....	.....	.....	.....	101½ Jan. 23	101⅞ Jan. 30	99½ Dec. 27	103⅞ Sept. 6
Registered.....1990	M-N	.....	.....	.....	.....	.....	.....	.....	.....	99 May 4	99 May 4
Sp. & Col. Div., 1st g. 4s....1940	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. W. Val. Div., 1st g. 4s...1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	83 Nov. 22	83 Nov. 22
Cin. W. & M. Div., 1st g. 4s. 1991	J-J	3,000	.....	.....	.....	.....	.....	93 Jan. 18	93 Jan. 18	95 Feb. 21	97 Apr. 22
Cin. I. St. L. & C., 1st g. 4s..1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	102 Jan. 13	104½ Aug. 28
Registered.....1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol. 6s.....1920	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. S. & Cl., con. 1st g. 5s..1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....	118½ May 31	118½ May 31
O. Ind. & West., 1st, pf., 5s. 1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peo. & East., 1st con. 4s....1940	A-O	207,000	180,000	84½	85	86¼	87	84½ Jan. 4	87½ Jan. 9	80 Dec. 26	88½ Jan. 30
Income 4s.....1990	A.	117,000	52,000	.....	.....	.....	.....	25 Jan. 9	28¾ Jan. 12	17 Sept. 15	33 Jan. 10
Cl. C. C. & In. consol 7s.....1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	135½ May 11	138½ July 6
Consol sinking fund, 7s....1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen'l consol., gold, 6s.....1934	J-J	9,000	.....	.....	.....	.....	.....	130 Jan. 15	130¾ Jan. 30	131 Nov. 3	137½ June 23
Registered.....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. & S., 1st M. C. C. C. & I., 7s. 1901	A-O	.....	.....	.....	.....	.....	.....	.....	.....	108½ Feb. 10	108½ Feb. 10
Clev. Lor. & Wh., con., 1st, 5s. 1933	A-O	12,000	5,000	106	.....	.....	.....	106 Jan. 29	107 Jan. 22	105½ Oct. 10	108½ July 20
Cleve. & Marietta—*See* Penn. RR.											
Cleve. & Mahon. Val, g. 5s..1938	J-J	5,000	.....	125	.....	.....	.....	128 Jan. 5	129 Jan. 19	128 Feb. 15	134¼ June 16
Registered.....1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland & Pitts. *See* Penn. Co.											
Colo. Midland, 1st, g., 2-3-4s. 1947	J-J	775,000	205,000	62	.....	66	.....	63 Jan. 4	67½ Jan. 31	60¼ Dec. 26	69 Jan. 12
1st, gold, 4s.....1947	J-J	136,000	64,000	70	.....	72	.....	71½ Jan. 2	73 Jan. 22	70 Aug. 14	76 Jan. 12
Colorado & South. 1st g. 4s..1929	F-A	913,000	615,000	82½	83	85¼	85¾	82 Jan. 4	86 Jan. 29	78 Dec. 22	90 June 14
Col. & 9th Ave. *See* Met. St. Ry.											
Colum. & Greenv. *See* South. Ry.											
Col. & Hock. V. *See* Hock. Vall.											
Col. Conn. & Term. *See* Nor. & W.											
Conn. & Pas. Rivs., 1st, g., 4s..1943	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota & Gt. So. *See* C. M. & St. P.											
Dallas & Waco. *See* Mo. K. & Tex.											
Del. Lack. & West, 7s.....1907	M-S	.....	.....	.....	.....	126	.....	.....	.....	126½ June 16	126½ June 16
Syr. Bingh. & N. Y., 1st, 7s. 1906	A-O	.....	.....	.....	.....	120	.....	.....	.....	124⅛ June 7	124¾ Aug. 28
Morris & Essex, 1st, 7s....1914	M-N	12,000	.....	.....	.....	140	.....	136 Jan. 4	142 Jan. 26	131½ Nov. 9	144 Jan. 26
7s.....1871-1901	A-O	4,000	33,000	.....	.....	107	.....	107⅛ Jan. 26	107⅛ Jan. 26	105¼ Nov. 8	111 Mar. 14
1st cons., guar., 7s.....1915	J-D	12,000	.....	.....	.....	140	.....	139 Jan. 5	139 Jan. 5	141 Nov. 18	145½ May 1
Registered.....1915	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. L. & W., 1st, 6s.....1921	J-J	14,000	.....	.....	.....	134	.....	136 Jan. 12	136 Jan. 12	138 Feb. 9	142½ May 18
Construction 5s.....1923	F-A	.....	.....	.....	.....	.....	.....	.....	.....	117 Feb. 8	122 Sept. 15
Term. & impt. 4s.....1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	108½ June 20	108½ June 20
Warren 2d, 7s.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. & Hud., 1st Penn. Div. 7s. 1917	M-S	.....	4,000	.....	.....	.....	.....	.....	.....	145 Nov. 10	148 Nov. 16
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alb. & Sus., 1st con. gu. 7s..1906	A-O	.....	.....	.....	.....	120	121	.....	.....	120½ Apr. 21	120½ Apr. 21
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	122 June 6	122 June 6
6s.....1906	A-O	4,000	3,000	.....	.....	.....	.....	115 Jan. 12	115 Jan. 12	115 May 2	117¾ Feb. 21
Registered.....1906	A-O	.....	1,000	.....	.....	.....	.....	.....	.....	113 Dec. 12	117½ Jan. 27
Rens. & Saratoga, 1st, 7s...1921	M-N	.....	.....	.....	.....	145	.....	.....	.....	150½ May 31	154 Sept. 7
Registered.....1921	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. Riv. RR. B'ge. *See* Penn. RR.											
Den. Con. Tram. Co., 1st,, g. 5s. 1933	A-O	.....	.....	.....	.....	.....	.....	.....	.....	90 Jan. 19	92 Jan. 24
Denv. Tram. Co. con. g. 6s. 1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metr. R'y Co., 1st gu. g. 6s..1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Den. & R. Gr., 1st gold, 7s....1900	M-N	14,000	4,000	.....	.....	102½	103½	102½ Jan. 6	102¾ Jan. 19	100¾ Nov. 9	109 Feb. 20
1st con. g., 4s.....1936	J-J	127,000	172,000	.....	.....	98¾	.....	96½ Jan. 4	99¼ Jan. 26	97 Dec. 18	104 May 31
1st consol., gold, 4½s.....1936	J-J	.....	.....	.....	.....	103	.....	.....	.....	104½ Oct. 5	112⅞ June 15
Improvem't, gold, 5s.....1928	J-D	33,000	22,000	.....	105	105½	.....	101¾ Jan. 10	104⅜ Jan. 29	102½ Jan. 3	109⅜ Apr. 17
Des Moines & Ft. D. *See* C. R. I. & P.											
Des Moines & Minn. *See* Ch. & N. W.											
Des Moines Un Ry., 1st, g., 5s. 1917	M-N	.....	.....	.....	.....	.....	.....	.....	.....	107¼ Apr. 25	108 Apr. 27
Det. M. & Tol. *See* L. S. & M. So.											
Det. & Mack., 1st lien g. 4s..1995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s.....1995	.....	15,000	6,000	.....	.....	.....	.....	76½ Jan. 8	78 Jan. 12	68 July 12	77 Nov. 21
Dul. & Iron Range, 1st, 5s....1937	A-O	.....	5,000	.....	.....	105	108	.....	.....	105 June 13	112 Aug. 3
Registered.....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d lien mortgage 6s.....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. Red Wing & S., 1st, g. 5s. 1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. So. Shore & Atl., g. 5s...1937	J-J	1,000	1,000	.....	.....	110	113	112 Jan. 29	112 Jan. 29	110½ Oct. 26	116 June 14
East. of Minn. *See* S. P. M. & M.											
East Tenn. Va. & Ga. *See* So. Ry.											
Elgin Jol. & East., 1st g 5s..1941	M-N	3,000	.....	.....	.....	108	.....	107½ Jan. 9	107⅝ Jan. 25	104¾ Jan. 3	111 May 22
Eliz. Lex. & B. San. *See* C. & O.											
Elm. Cort. & No. *See* Leh. & N. Y.											
Erie, 1st ext., gold, 4s.....1947	M-N	15,000	.....	114	.....	.....	118	117 Jan. 15	118 Jan. 24	114½ Nov. 10	123½ Mar. 30
2d, ext., gold, 5s.....1919	.....	5,000	.....	118	.....	120	.....	119⅛ Jan. 4	119⅛ Jan. 4	115½ Nov. 13	121 May 25
3d, ext., gold, 4½s.....1923	M-S	1,000	.....	112	.....	115	.....	113¾ Jan. 5	113¾ Jan. 5	110¼ Nov. 15	116¾ July 27
4th, ext., gold, 5s.....1920	A-O	.....	.....	118	.....	119¼	.....	.....	.....	116¼ Nov. 15	121 Jan. 20
5th, ext., gold, 4s.....1928	J-D	.....	.....	104	.....	107	.....	.....	.....	106⅛ Apr. 14	106⅛ Apr. 14
1st, consol., gold, 7s.....1920	M-S	30,000	25,000	.....	.....	140	143	138 Jan. 12	142 Jan. 22	135 Dec. 26	145¾ Jan. 26
1st, consol., gold, fund. 7s. 1920	M-S	.....	.....	.....	.....	135	143	.....	.....	.....	.....
Long Dock, con., gold, 6s..1935	A-O	5,000	.....	.....	.....	139	140	139 Jan. 5	139 Jan. 5	139⅛ Apr. 14	142 Sept. 14
Buff. N. Y. & Erie, 1st, 7s..1916	J-D	.....	.....	.....	.....	.....	.....	.....	.....	140 Jan. 26	140 Jan. 26
Buff. & S. W., gold 6.....1908	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small.....1908	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jeff. RR., 1st gu. gold 5s...1909	A-O	....	10,000	.....	.....	.....	.....	.....	.....	106 Feb. 8	106 Feb. 8
Chic. & Erie, 1st gold 5s...1982	M-N	24,000	10,000	.....	.....	115	116	114 Jan. 22	116 Jan. 31	111⅛ Jan. 9	116¾ Aug. 18
C. & RR. Co, 1st cur. gu. 6s. 1922	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D. & Imp. Co. 1st cur. 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Greenw'd L. gtd. g. 5s. '46	M-N	.....	.....	105	.....	105	110	.....	.....	.....	.....
Small.....1946	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie, 1st con., g., prior bonds, 1996	J-J	160,000	78,000	.....	.....	89½	91	88 Jan. 11	90⅞ Jan. 25	88 Dec. 20	95 Jan. 20
Registered.....1996	J-J	.....	.....	.....	.....	.....	.....	.....	.....	93 Mar. 13	93⅞ Mar. 13
1st con. gen. lien, g. 3-4s..1996	.....	145,000	169,000	67	70	68	70	67 Jan. 3	70 Jan. 25	66½ Dec. 23	77 Jan. 20
Registered.....1996	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Sus. & W., 1st, ref. 5s. 1937	J-J	20,000	.....	107	.....	107	110	107½ Jan. 10	109 Jan. 3	107 Jan. 4	112½ June 16
2d, 4½s.....1937	F-A	.....	.....	.....	.....	.....	95	.....	.....	.....	.....
General, g., 5s.....1940	F-A	22,000	.....	.....	.....	96	.....	92 Jan. 3	96 Jan. 26	95 Jan. 3	102½ July 14
Terminal, 1st, g., 5s.....1943	M-N	1,000	1,000	.....	.....	108	.....	108½ Jan. 3	108½ Jan. 3	106 Dec. 21	111½ July 6
Regist'ed, $5,000 each. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilk. & Ea...st, gtd., g., 5s. 1942	J-D	98,000	33,000	.....	105⅛	104½	105	104 Jan. 4	105 Jan. 22	98¾ Jan. 3	108¼ Apr. 26
Mid. RR. of N. J., 1st, 6s. 1910	A-O	7,000	11,000	.....	.....	116½	121	116½ Jan. 25	117 Jan. 15	116 Dec. 30	122 Mar. 17
Erie & Pittsburg. *See* Pa. Co.											
Escanaba & L. Sup. *See* C. & N. W.											
Eureka Springs, 1st g. 6s....1933	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ev. & T. H—1st con. g. 6s..1921	J-J	.....	1,000	.....	.....	.....	.....	.....	.....	121½ Jan. 16	127 Dec. 1
1st general gold 5s.....1942	A-O	89,000	61,000	103	105½	106	.....	103 Jan. 2	108 Jan. 10	100¼ Jan. 3	107½ Sept. 27
Mt. Vernon 1st 6s.....1923	A-O	.....	.....	.....	.....	100	.....	.....	.....	.....	.....
Sull. Co. Branch, 1st g. 5s. 1930	A-O	.....	.....	93⅛	.....	99½	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
		$	$								
Ev. & In., 1st con., gu., g. 6s. 1926	J - J	.....	.....	.....	110	.....	108	.....	.....	98 Apr. 20	103¾ June 6
Fargo & So. *See* Chic. M. & St. P.											
Flint & P. Marq., gold 6s... 1920	A - O	18,000	25,000	119	120	120	.....	120 Jan. 17	122 Jan. 27	117½ Dec. 6	124 Mar. 23
1st consol. gold 5s..... 1939	M - N	27,000	6,000	100	.....	102½	105	102 Jan. 13	103 Jan. 15	100⅛ Jan. 3	107 June 21
Port Huron Div., 1st g. 5s. 1939	A - O	20,000	5,000	.....	108	105	108	105 Jan. 18	108 Jan. 24	100 Jan. 5	110 May 31
Fla. Cen. & Pen., 1st g. 5s... 1918	J - J	.....	.....	.....		106	.....	.....	.....	101 Mar. 20	101 Mar. 20
1st land gr. ext., gold 5s... 1930	J - J	.....	.....	97	109	101	.....	.....	.....	.....	.....
Consol. gold 5s..... 1943	J - J	.....	.....	.....	.....	99	.....	.....	.....	.....	.....
Ft. Sm. & V. B.B. *See* St. L. & S. F.											
Fort St. U. D. Co. 1st g. 4½s.. 1941	J - J	.....	.....	.....	.....	105	.....	.....	.....	.....	.....
F.W.& Den.City – 1st g. 4-6s. 1921	J - D	84,000	156,000	73	75	72	73	71½ Jan. 12	74¾ Jan. 24	68 Dec. 19	87½ Jan. 31
Ft. W. & Rio Gr., 1st g. 3-4s.. 1928	J - J	6,000	17,000	.....	.....	58	.....	55 Jan. 4	58½ Jan. 18	60 Nov. 23	66⅝ Mar. 29
Gal. H.& San A.—*See* So. Pac. Co.											
Galv.H.& H. of 1882, 1st, 5s. 1913	A - O	2,000	.....	99	102	102	104	102 Jan. 8	102 Jan. 8	99⅛ Jan. 7	105½ July 12
Ga. & Ala., 1st, pref., g., 5s.. 1945	A - O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st consol. 5s..... 1945	J - J	.....	.....	.....	.....	.....	90	.....	.....	.....	.....
Ga. Car. & No., 1st, gu. g.,5s. 1929	J - J	5,000	.....	.....	.....	95	99	99¼ Jan. 22	99½ Jan. 22	100 Jan. 31	103 Apr. 26
Georgia Pacific. *See* South'n Ry.											
Gila V. G. & N. *See* So. Pac.											
Gr. Rapids & Ind.—*See* Penn. Co.											
Gray's Pt. Term. *See* St. L. S. W.											
Han. & St. Jo. *See* C. B. & Q.											
Hock'g Val., 1st con., g., 4½s. 1999	J - J	488,000	394,000	98	100	99	100	99 Jan. 2	100 Jan. 2	98¾ Dec. 19	103½ May 4
Registered..... 1999	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & H. V., 1st ext. g., 4s. 1948	A - O	2,000	.....	102	.....	103¼	.....	102 Jan. 8	105 Jan. 10	105½ May 1	107¼ June 28
Housatonic. *See* N.Y.N.H. & H.											
Hous. E. & W. Tex., 1st, g, 5s. 1933	M - N	1,000	6,000	.....	.....	102	104	100 Jan. 24	100 Jan. 24	97½ Jan. 3	104½ Mar. 22
H. & Tex. Cent. *See* So. Pac Co.											
Illinois Central, 1st g. 4s... 1951	J - J	1,000	.....	.....	.....	112	115	115 Jan. 31	115 Jan. 31	107¾ Apr. 18	115⅛ May 25
Registered..... 1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 3½s.. 1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	103½ Jan. 16	107¾ Apr. 18
Registered 1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st g. 3s, sterling..... 1951	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered..... 1951	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s..... 1952	A - O	2,000	3,000	.....	.....	102	.....	104 Jan. 29	104 Jan. 29	101 Nov. 13	107 Jan. 31
Registered 1952	A - O	.....	.....	.....	.....	.....	.....	.....	.....	104¾ Jan. 30	104¾ Jan. 30
Gold 4s..... 1953	M - N	17,000	2,000	.....	.....	102½	105	101 Jan. 2	102½ Jan. 19	100 Dec. 20	107 Apr. 20
Registered 1953	M - N	2,000	.....	.....	.....	.....	.....	98 Jan. 9	98 Jan. 9	.....	.....
Western Lines 1st g. 4s. .. 1951	F - A	.....	29,000	.....	.....	107	.....	.....	.....	104 Feb. 14	114¼ June 23
Registered..... 1951	F - A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville div., g., 3½s.... 1953	J - J	26,000	138,000	98½	.....	.....	.....	100 Jan. 5	101½ Jan. 31	93¾ Jan. 6	105¼ June 14
Registered 1953	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis div., g., 3s..... 1951	J - J	.....	10,000	.....	.....	.....	.....	.....	.....	81 Jan. 27	92½ June 23
Registered 1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 3½s 1951	J - J	30,000	17,000	98½	.....	101¼	.....	99½ Jan. 2	101¼ Jan. 31	94 Jan. 24	105½ June 14
Registered 1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	101½ Oct. 23	103½ Apr. 28
Cairo Bridge, gold, 4s 1950	J - D	.....	.....	.....	.....	102	.....	.....	.....	.....	.....
Registered 1950	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle div., reg., 5s..... 1921	F - A	.....	.....	.....	.....	115	.....	.....	.....	123 May 24	123 May 24
Springf. div. 1st gold 3½s. 1951	J - J	.....	1,000	.....	.....	.....	.....	.....	.....	95 Dec. 21	95 Dec. 21
Registered..... 1951	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. St. L. & N. O., gold 5s. 1951	J - D	.....	1,000	.....	.....	.....	.....	.....	.....	120 Jan. 9	128⅜ May 8
Registered 1951	J - D	.....	5,000	.....	.....	.....	.....	.....	.....	125 Dec. 5	125 Dec. 5
Gold 3½s 1951	J - D	8,000	.....	.....	.....	101	102	100 Jan. 20	101¾ Jan. 31	100 Apr. 15	100 Apr. 15
Registered..... 1951	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memph. div., 1st, g., 4s.. 1951	J - D	.....	.....	.....	.....	.....	.....	.....	.....	104½ Feb. 17	106¼ Aug. 17
Registered..... 1951	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belle. & Caron., 1st, 6s.. 1923	J - D	.....	.....	.....	.....	.....	.....	.....	.....	121 Feb. 24	121 Feb. 24
St. L. So., 1st, gu., g., 4s.... 1931	M - S	.....	.....	.....	.....	.....	.....	.....	.....	104 Sept. 25	104 Sept. 25
Carb. & Shaw., 1st, g., 4s 1932..	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Dec. & West., 1st, g., 5s. 1935	J - J	2,000	.....	.....	.....	100	105	105 Jan. 22	105 Jan. 22	102⅛ Jan. 5	106½ June 7
1st guar. gold 5s..... 1935	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Ill. & Ia., 1st refund. 5s. 1948	A - O	34,000	10,000	105	106½	.....	.....	106½ Jan. 10	108⅝ Jan. 30	104½ Jan. 3	108½ Sept. 27
Intern. & Gt. Nor.—1st, g., 6s. 1919	M - N	20,000	6,000	.....	.....	121	122	120 Jan. 9	121 Jan. 20	119 Nov. 21	126 Apr. 20
2d, gold, 4½-5s..... 1909	M - S	14,000	8,000	.....	91	92	95	90 Jan. 18	92 Jan. 31	87 Dec. 27	97 Feb. 28
3d, gold, 4s..... 1921	M - S	79,000	14,000	60	63	60	62	60 Jan. 4	62 Jan. 2	55 Dec. 28	66 July 25
Iowa Central, 1st, gold, 5s... 1938	J - D	19,000	28,000	.....	.....	112½	115½	111 Jan. 22	114¾ Jan. 25	107 Jan. 4	117 Aug. 24
Iowa Midland. *See* Chic. & N. W.											
Jefferson RR. *See* Erie.											
Kal. All. & G.R. *See* L.S.& M.S.											
Kan. & Mich. *See* Tol. & O. C.											
Kan.C.&M.R.&B.—1st gu.g,5s.'29	A - O	.....	.....	.....	.....	95	.....	.....	.....	.....	.....
K. C. Pitts. & Gulf.—Tr. Co. ctfs.											
1st & coll. 5s, g..... 1923	A - O	140 000	.....	.....	.....	.....	59	68 Jan. 4	69⅛ Jan. 20	.....	.....
K. C. & Pacific. *See* M. K. & T.											
K. C. & Southw. *See* St. L. & S. F.											
Kansas Midland. *See* St. L. & S.F.											
Kentucky Cent. *See* L. & N.											
Keok. & Des Mo. *See* C. R. I. & P.											
Knoxville & Ohio. *See* So. Ry.											
Lake E. & W., 1st, gold, 5s.. 1937	J - J	39,000	19,000	.....	.....	119½	.....	116½ Jan. 8	119½ Jan. 20	116½ Jan. 4	121½ May 18
2d, gold, 5s..... 1941	J - J	14,000	1,000	.....	.....	112½	115	108½ Jan. 2	112⅜ Jan. 19	103½ Jan. 3	115 Nov. 28
Northern Ohio 1st gu. 5s.. 1945	A - O	.....	12,000	103¼	106½	107½	110¾	.....	.....	100 Jan. 31	106½ Dec. 26
L. Sh. & Mich. So. *See* N. Y. Cent.											
Lehigh Val (Pa.), coll. g. 5s. 1997	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered..... 1997	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. N Y. 1st gu., g., 4½s. 1940	J - J	.....	.....	.....	.....	.....	112½	.....	.....	105½ Jan. 31	112¼ June 28
Registered 1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	107½ Aug. 16	109½ Nov. 16
Leh. V. Ter. Ry. 1st gu. g., 5s. 1941	A - O	.....	10,000	.....	.....	111½	.....	.....	.....	110 Dec. 30	114⅛ Aug. 17
Registered..... 1941	A - O	.....	.....	.....	.....	.....	.....	.....	.....	109½ Oct. 18	110 Oct. 11
Leh. V. Coal Co., 1st, gu., g., 5s. 1933	J - J	.....	.....	.....	.....	.....	.....	.....	.....	96 Feb. 7	103¾ Nov. 21
Registered..... 1933	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & N. Y.—1st, gu. g., 4s.. 1945	M - S	.....	.....	.....	.....	.....	.....	.....	.....	91½ Jan. 27	93 Feb. 6
Registered.....	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elm. C. & N.—1st g, 1st pf. 6s.'14	A - O	.....	.....	.....	.....	112	.....	.....	.....	.....	.....
Gold. guar. 5s..... 1914	A - O	.....	.....	.....	.....	97	.....	.....	.....	99¾ May 23	101⅜ July 25
Leh. & Hud. R. *See* Cent. of N. J.											
Leh. & Wilkesb. *See* Cent. N. J.											
Leroy & Caney Val. *See* Mo. Pac											
Lex. Ave. & P. F. *See* Met. St. Ry.											
Little R. & Mem., 1st, g., 5s, 1937, Eng. Central Trust Co. certifs..	M S	26,000	10,000	.....	.....	.....	.....	37⅝ Jan. 2	38½ Jan. 10	33 Feb. 3	38 Sept. 19
Long Dock. *See* Erie.											
Long Island—1st con., g., 5s. 1931	Q - J	5,000	.....	118	.....	118	.....	120 Jan. 8	120 Jan. 8	120 Jan. 18	124½ May 22
1st. con., g., 4s..... 1931	Q - J	.....	.....	98	.....	98	.....	.....	.....	.....	.....
Gen. g., 4s..... 1938	J - D	1,000	23,000	94	.....	94	.....	96 Jan. 10	96 Jan. 10	94 Dec. 7	102 May 1
Ferry, 1st, g., 4½s..... 1922	M - S	2,000	6,000	95	.....	94	.....	99 Jan. 19	99 Jan. 19	98 Nov. 15	101 Jan. 27
Gold, 4s..... 1932	J - D	.....	.....	.....	.....	.....	.....	.....	.....	94 Dec. 1	101 Nov. 22
Deb., gold, 5s..... 1934	J - D	.....	.....	95	.....	95	.....	.....	.....	.....	.....
Unified gold 4s..... 1949	M - S	.....	.....	87	.....	.....	.....	.....	.....	87½ Nov. 16	87½ Nov. 16
N. Y. & Ro. Bch., 1st, g., 5s. 1927	M - S	.....	.....	95	.....	95	.....	.....	.....	100 Jan. 17	100 Jan. 17
N. Y. B. & M. B., con., g. 5s. 1935	A - O	.....	.....	.....	.....	.....	.....	.....	.....	107 Jan. 31	107 Jan. 31
B'klyn & Montauk, 1st 6s.. 1911	M - S	.....	.....	110	.....	110	.....	.....	.....	.....	.....
1st 5s..... 1911	M - S	.....	.....	100	.....	.....	.....	.....	.....	.....	.....
N. Sh. bch., 1st, con., gu., g, 5s.'32	Q - J	.....	.....	95	.....	95	.....	.....	.....	100½ Apr. 27	100½ Apr. 27
La. & Mo. Riv. *See* Chic. & Alton.											
L. Ev. & St. L. Con., con., g. 5s., 1939 Eng. Tr. Co. certifs. of deposit	J - J	378,000	65,000	.....	.....	.....	.....	62 Jan. 3	70 Jan. 19	50 Jan. 25	72 Mar. 3
Gen., g., 4s..... 1943	M - S	20,000	15,000	.....	.....	5	7	6½ Jan. 18	8 Jan. 19	6 Mar. 2	10 Mar. 3

BONDS NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY — Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
		$	$								
Louis.& Nash.,Cecil bch., 7s.1907	M-S	.....	.....	106	.....	106¼	.....	.....	.....	.....	.....
N. O. & M., 1st, g., 6s.....1930	J-J	7,000	3,000	.....	.....	.....	.....	128¼ Jan. 29	129 Jan. 30	129¾ Jan. 19	132½ May 31
N. O. & M., 2d, 6s.....1930	J-J	.....	.....	115	120	115	.....	.....	.....	117 Feb. 1	1?2 Mar. 18
E. H. & Nash., 1st, g., 6s...1919	J-D	4,000	5,000	111	.....	123⅜	.....	111½ Jan 24	111½ Jan. 24	111 Dec. 14	114¼ Sept. 25
Gen., g., 6s.....1930	J-D	1,000	18,000	.....	.....	.....	.....	116 Jan. 27	116 Jan. 27	115½ Dec. 14	121 Feb. 27
Pensacola div., 6s.....1920	M-S	.....	.....	.....	.....	.....	.....	.....	.....	107 Apr. 19	109½ Nov. 1
St. L. div., 1st, g., 6s.....1921	M-S	1,000	1,000	125	127	.....	.....	125¾ Jan. 30	125¾ Jan. 30	124 Dec. 13	124 Dec. 13
2d, g., 3s.....1980	M-S	.....	1,000	.....	.....	60	.....	.....	.....	61 Oct. 3	67¾ July 11
Nashv. & Dec., 1st, 7s.....1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	103 Oct. 25	103 Oct. 26
Sink. fd. (S. & N. Ala.), 6s..1910	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. & N. Ala., con., gu., g., 5s.1936	F-A	.....	.....	.....	.....	108	.....	.....	.....	106½ June 7	109½ May 1
Gold, 5s.....1937	M-N	5,000	13,000	.....	.....	107½	.....	107½ Jan. 11	107½ Jan. 11	105½ Dec. 1	110¼ Mar. 11
Unified, g., 4s.....1940	J-J	118,000	139,000	96	.....	.....	.....	96¾ Jan. 6	98½ Jan 25	94⅞ Feb. 1	100½ June 29
Registered.....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coll. trust, 5-20s, g., 4s.1903-18	A-O	46,000	77,000	96½	.....	.....	.....	96¼ Jan. 3	98½ Jan. 22	96 Dec. 22	101 Mar. 29
Pens. & Atl., 1st, gu., g., 6s.1921	F-A	1,000	3,000	.....	.....	.....	.....	113 Jan. 30	113 Jan. 30	111 Jan. 5	114½ Aug. 23
Coll. trust, g., 5s.....1931	M-N	4,000	10,000	.....	.....	106½	.....	106¼ Jan. 17	107 Jan. 23	105 Dec. 22	110 Feb. 24
L.&N.&Mob.&M., 1st, g, 4½s.1945	M-S	1,000	.....	.....	.....	107½	.....	107½ Jan. 9	107½ Jan. 9	107½ Nov. 6	108¾ Aug. 22
N. Fla.& Shef., 1st, gu., g., 5s 1937	F-A	.....	10,000	.....	.....	108	.....	.....	.....	106½ Feb. 17	110⅝ July 27
Kentucky Cent., g., 4s.....1987	J-J	30,000	.....	.....	.....	.....	100	95¾ Jan. 5	97 Jan. 25	91 Jan. 10	99 Sept. 22
L. & N. Lou. C.& Lex., g. 4½s.1931	M-N	.....	.....	.....	.....	112	.....	.....	.....	.....	.....
Lo.&Jeff.Bdge Co.,gu.,g.,4s.1945	M-S	.....	.....	.....	.....	.....	.....	.....	.....	93 Sept. 21	98½ July 19
L. N. A. & Ch. *See* Ch. Ind. & L.											
Louisv. Ry. Co. 1st con. g. 5s.1930	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahoning Coal. *See* L.S.&M.So.											
Manhattan R'y cons. 4s.....1990	A-O	118,000	147,000	103	.....	103	104	103 Jan. 3	105 Jan. 19	95 Jan. 3	112¾ Apr. 3
Registered.....1904	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metropol'n El., 1st, gold, 6s.1908	J-J	48,000	30,000	.....	.....	115⅛	.....	112 Jan. 2	115¼ Jan. 31	114 Dec. 22	121⅝ June 14
Manitoba S.W.Coloniz., g., 5s.1934	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Market St. Cable Ry., 1st 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
McK'pt.& B.Vern. *See* P.McK.& Y.											
Metrop. Elev. *See* Manhat. Elev.											
Met. St. Ry. gen. col.tr.g.,5s 1997	F-A	242,000	393,000	118	120	120¼	.....	118½ Jan. 2	120½ Jan. 19	114 Dec. 19	124 Jan. 27
Bway&7th Av. 1st.con.g.5s.1943	J-D	12,000	98,000	118	.....	118½	119½	118¾ Jan. 16	120 Jan. 8	118 Dec. 2?	125¼ Jan. 30
Registered.....1943	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & 9th Ave. 1st gu.,g.5s.1993	M-S	3,000	34,000	120	.....	123	.....	123 Jan. 27	123 Jan. 27	123¼ Dec. 14	127 Jan. 14
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lexington Ave. & Pav. Ferry—											
1st, guaranteed, gold, 5s.1993	M-S	3,000	48,000	121	.....	123	.....	122 Jan. 11	122 Jan. 11	118 Dec. 26	127⅛ July 31
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. W. S. El. (Chic.) 1st 4s..1938	.....	90,000	415,000	.....	.....	.....	.....	95½ Jan. 6	97½ Jan. 25	92 Apr. 20	98⅝ July 28
Mex. Cent., con., gold, 4s....1911	J-J	13,000	11,000	.....	.....	73½	.....	70 Jan. 12	73½ Jan. 30	68¾ Jan. 4	78½ Aug. 16
1st, con., income, gold, 3s..1939	July	241,000	313,000	.....	.....	.....	24½	20½ Jan. 15	24¾ Jan. 22	16½ Apr. 3	29¼ Sept. 13
2d, con., income, g., 3s.....1939	July	130,000	187,000	.....	.....	.....	12	10 Jan. 2	12 Jan. 22	8 Dec. 22	14¾ Apr. 27
Equip. and collat., g., 5s...1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mex. Internat. 1st con, g, 4s.1977	M-S	230,000	240,000	.....	.....	87⅞	.....	87 Jan. 3	88½ Jan. 26	84½ Jan. 6	88¾ Feb. 24
Mex. Nat., 1st, gold, 6s.....1927	J-D	.....	.....	.....	.....	100	.....	.....	.....	100 Sept. 12	100 Sept. 12
2d inc., 6s, A, coup. stmpd.1917	M-S	.....	.....	.....	.....	50	.....	.....	.....	.....	.....
2d income, 6s, B.....1917	Aug	.....	.....	.....	.....	12	.....	.....	.....	14 Apr. 5	14 Apr. 5
Mex. Northern 1st gold, 6s..1910	J-D	.....	.....	.....	.....	102	.....	.....	.....	108 Oct. 16	108 Oct. 16
Registered.....1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central. *See* N. Y. Cent.											
Midland of N. J. *See* N.Y.Sus.& W.											
Mil.El.Ry.&Lt. con.30 yr.g.5s,'26	F-A	.....	.....	.....	.....	100	.....	.....	.....	103½ Feb. 4	106 Oct. 27
Mil. L.S.& West. *See* Chic.& N.W.											
Mil. & Madison. *See* Ch. & N. W.											
Mil. & North'n. *See* Ch. M. & St. P.											
Mil. & St P. *See* Ch. M. & St. P.											
Minn. & St. L., 1st. gold, 7s..1927	J-D	2,000	.....	.....	.....	145	146	143½ Jan. 22	145 Jan. 27	145 Jan. 6	150 Apr. 20
Iowa ex., 1st, gold, 7s.....1909	J-D	.....	.....	.....	.....	.....	.....	.....	.....	121 July 12	125 Jan. 27
S. W. ex., 1st, g., 7s.....1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....	127 Jan. 27	127 Jan. 27
Pacific ex., 1st, gold, 6s....1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st cons., g., 5s.....1934	M-N	11,000	37,000	.....	.....	.....	.....	112 Jan. 3	113¼ Jan. 29	110½ Jan. 18	116½ Sept. 11
1st & refund., g., 4s.....1949	M-S	19,000	12,000	.....	.....	95½	100	93 Jan. 15	96½ Jan. 27	91 Dec. 28	100 Aug. 21
Min & St. L. gu. *See* B. C. R. & N.											
Minn. & Pacific, 1st, 5s, stpd.											
4s, payment of int. gu.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minn. S. S.M. & Atl. 1st, g. 4s,											
stpd., payment of int. gu..1926	J-J	.....	.....	.....	.....	97	.....	.....	.....	.....	.....
M. St. P.&S. S. M., con., g., 4s,											
stpd., payment of int. gu..1938	J-J	.....	.....	.....	.....	94	.....	.....	.....	.....	.....
Minn. St. Ry., 1st, con. g., 5s.1919	J-J	.....	.....	.....	.....	108	.....	.....	.....	109 Oct. 30	110½ Sept. 11
Minneap. Un. *See* St. P. M. & M.											
Mo. Kan. & Tex., 1st, g., 4s.1990	J-D	295,000	189,000	89	.....	89½	.....	88½ Jan. 9	90½ Jan. 23	86 Dec. 22	93 May 25
2d, gold, 4s.....1990	F-A	513,000	815,000	67	.....	68	69	67 Jan. 10	69¼ Jan. 31	63 Dec. 22	73⅝ Aug. 28
1st, Exten. gold 5s.....1944	M-N	144,000	86,000	90	95	90	93	93½ Jan. 4	95⅞ Jan. 5	82 Jan. 19	96¼ Sept. 7
M.K. & T. of T. 1st gu. g. 5s.1942	M-S	33,000	83,000	90	93	92	92½	91 Jan. 11	93 Jan. 25	86 Jan. 16	95 Aug. 25
Kan. C. & Pac., 1st, g., 4s...1990	F-A	49,000	18,000	77	78	.....	77	77 Jan. 3	77 Jan. 18	75¼ Jan. 5	82 Jan. 23
Dal. & Wa., 1st, gu., g., 5s...1940	M-N	.....	7,000	.....	.....	.....	.....	.....	.....	85 Jan. 21	96½ Sept. 2
Boonev. Bdg. Co., gu., 7s...1906	M-N	.....	.....	.....	.....	.....	.....	.....	.....	100⅜ Nov. 22	100⅜ Nov. 22
Sher.Shr'v.& So. 1st, gu., g., 5s.'43	J-D	112,000	.....	.....	.....	93	95	92¼ Jan. 27	95 Jan. 31	.....	.....
Tebo & Neosho, 1st, 7s.....1903	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo. K. & E., 1st gu., g., 5s.....1942	A-O	6,000	21,000	.....	.....	102½	105	102½ Jan. 3	104 Jan. 31	101 Dec. 22	107½ July 13
Missouri Pac. 1st con., g, 6s.1920	M-N	238,000	153,000	114	115	116½	117	114⅞ Jan. 13	117 Jan. 24	108¾ Jan. 9	121⅜ Apr. 28
3d, 7s.....1906	M-N	.....	13,000	111¼	115	112½	.....	.....	.....	112 Nov. 14	117 May 17
Trust, g., 5s.....1917	M-S	60,000	66,000	.....	95	96¾	.....	94 Jan. 2	98 Jan. 17	91½ Jan. 3	102 Aug. 29
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, coll., gold, 5s.....1920	F-A	297,000	64,000	92	94	93	94	92 Jan. 2	94 Jan. 25	88 Jan. 4	98½ July 28
Registered.....1920	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pac. R. of Mo. 1st ex. g, 4s..1938	F-A	16,000	1,000	.....	.....	105½	.....	105¾ Jan. 6	105¾ Jan. 6	104⅝ Dec. 15	109 July 13
2d extended, gold, 5.....1938	J-J	.....	.....	.....	.....	108	112	.....	.....	110 Nov. 10	115 Apr. 20
Verdigris V. Ind.&W. 1st 5s.1926	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leroy & C. Val. A. L. 1st 5s..1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis & Iron Mountain—											
Gen. con. Ry. & ld. gr. 5s.1931	A-O	780,000	718,000	109½	110½	111	112	109¼ Jan. 8	112 Jan. 25	105 Jan. 3	114⅜ July 14
Gen. con., stped. gu. g. 5s.1931	A-O	1,000	10,000	109	.....	.....	.....	110 Jan. 23	110 Jan. 23	108½ Dec. 29	111½ Jan. 31
New 30-year 4s (when issued)	....	604,000	876,000	79	80	80¾	81	77¾ Jan. 8	81 Jan. 25	73 Dec. 19	88 Apr. 24
Miss. Riv. Bdge. *See* Chic. & Alt.											
Mob.& Birm., prior lien, g.,5s.1945	J-J	.....	.....	.....	.....	109	.....	.....	.....	.....	.....
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Income, gold, 4s.....1945	J-J	.....	.....	.....	.....	80	.....	.....	.....	.....	.....
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mob. & Ohio, new, gold, 6s..1927	J-D	8,000	1,000	.....	.....	125	.....	124 Jan. 3	125 Jan. 24	125 Jan. 9	130¼ May 19
1st extension, 6s.....1927	Q-J	.....	.....	.....	.....	117	123	.....	.....	117 Feb. 21	122 May 23
Gen., 4s.....1938	M-S	94,000	91,000	.....	.....	84½	85¾	83 Jan. 8	86 Jan. 29	81½ Dec. 27	90 Aug. 26
Montgom. Div., 1st, g. 5s..1947	F-A	1,000	12,000	.....	.....	.....	.....	107 Jan. 9	107 Jan. 9	103¾ Dec. 19	109¼ July 25
St. L. & Cairo, gu., gold, 4s..1931	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mohawk & Mal. *See* N. Y. C. & H.											
Monongahela Riv. *See* Balt. & O											
Montana Cent. *See* St. P. M. & M.											
Morgan's La. & T.—*See* So. Pac. Co											
Morris & Essex. *See* Del. L. & W.											
Nashville Chatt. & St. Louis—											
1st, 7s.....1913	J-J	20,000	4,000	.....	125½	128	130	126 Jan. 8	129 Jan. 30	129 Dec. 19	132¾ Feb. 18
2d, 6s.....1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....	101 Sept. 12	101 Sept. 12
1st, con., gold, 5s.....1928	A-O	31,000	2,000	.....	.....	.....	.....	104⅞ Jan. 6	105 Jan. 25	103⅛ Dec. 20	108½ Sept. 7
1st 6s, T. & P. b.....1917	J-J	.....	2,000	.....	.....	.....	.....	.....	.....	111 Dec. 20	111 Dec. 20
1st 6s, McM. M. W. & Al...1917	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 6s, Jasper Bch...1923	J-J	.....	1,000	.....	.....	110	.....	.....	.....	113 Dec. 1	115 Mar. 22
Nash. Flor. & Shef. *See* Lou. & N.											
New H. & Derby. *See* Housatonic.											
N. J. Junc'n RR. *See* N. Y. Cent.											
Newp't & Cin. B'ge. *See* Penn. Co.											
N. O. & N. E., prior lien, g.,6s.1915	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. B. & Man. Beach. *See* L. Isl.											

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
		$	$								
N. Y. Central & Hudson River—											
1st, 7s.....1903	J - J	47,000	2,000	109	.....	109⅝	.....	109 Jan. 4	109⅞ Jan. 22	111½ Oct. 4	117½ Jan. 31
Registered.....1903	J - J	.....	.....	108	.....	109½	.....	.....	.....	111½ Oct. 3	117½ Feb. 6
Debenture 5s of.....1884-1904	M-S	14,000	15,000	106¼	107½	107¾	.....	107 Jan. 12	107¾ Jan. 23	106⅛ Dec. 14	113¼ Jan. 30
Registered.....1884-1904	M-S	.....	5,000	.....	.....	.....	.....	.....	.....	105¾ Oct. 16	113¼ Jan. 26
Reg. debenture 5s of.1889-1904	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debenture, g., 4s.....1890-1905	J-D	.....	.....	.....	.....	.....	.....	.....	.....	103¼ June 26	105 May 3
Registered, deb. 4s.1890-1905	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certs., ext., g., 4s.....1905	M-N	8,000	.....	.....	.....	.....	.....	101 Jan. 11	101¾ Jan. 16	101⅝ Sept. 9	107⅝ Feb. 2
Registered.....1905	M-N	.....	.....	.....	.....	.....	.....	.....	.....	102⅜ Aug. 1	102⅜ Aug. 1
Gold mortgage 3½s.....1997	J - J	136,000	58,000	.....	.....	108½	110	109 Jan. 23	109¼ Jan. 16	109⅝ Nov. 16	113¼ June 12
Registered.....1997	J - J	.....	.....	.....	.....	.....	.....	.....	.....	111½ Feb. 17	112½ Apr. 14
Lake Shore collat., g.,3½s.1998	F-A	3⅓3,000	465,000	95	.....	98½	99	97 Jan. 2	99 Jan. 27	95 Dec. 22	103 May 26
Registered.....1998	F-A	35,000	44,000	.....	.....	95½	96½	95½ Jan. 26	97 Jan. 10	93 Dec. 28	103 June 26
Mich. Cent. collat., g., 3½s1998	F-A	31,000	48,000	.....	.....	97½	98	96 Jan. 3	97⅞ Jan. 26	96 Dec. 15	102¼ July 24
Registered.....1998	F-A	.....	5,000	.....	.....	.....	.....	.....	.....	93 Nov. 14	100 May 25
Harlem, 1st, 7s.....1900	M-N	3,000	.....	.....	.....	102¼	.....	101¾ Jan. 25	102 Jan. 29	103¾ June 14	108 Jan. 16
Registered.....1900	M-N	11,000	9,000	.....	.....	102¼	.....	101½ Jan. 5	102 Jan. 29	101⅛ Dec. 12	106¼ Jan. 12
N. J. Junc. R., gu., 1st, 4s...1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered certificates...1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Shore, 1st, 4s, gu.....2361	J - J	138,000	156,000	113	113½	110	Jan. 2	113¾ Jan. 26	110¼ Jan. 3	117¾ June 27	
Registered.....2361	J - J	68,000	54,000	111	112	110	Jan. 4	112½ Jan. 25	108½ Dec. 21	115¾ June 15	
Beech Cr'k, 1st, gu., g., 4s..1936	J - J	6,000	5,000	109	115	108	Jan. 4	108 Jan. 5	109 Dec. 4	112 Aug. 31	
Registered.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d gu., gold, 5s.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearfield Bitum. Coal Corp.											
1sts.f.int.gu.,g.,4s,ser.A.1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small bonds, series B..1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gouv. & O. S. 1st gu., g., 5s.1942	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R.W.&Og., con., 1st. ext.5s.1922	A-O	8,000	22,000	.....	129	.....	134	128½ Jan. 5	128½ Jan. 5	122½ Nov. 27	132 Jan. 18
Nor. & Mont. 1st gu., g., 5s.1916	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & O. T. R. 1st gu.,g.5s.1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oswe. & R., 2d, gu., g., 5s...1915	F-A	.....	.....	.....	.....	.....	.....	.....	.....	113 Apr. 13	113 Apr. 13
Utica & Bl. Riv., gu., g., 4s..1922	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moh. & Mal. 1st, gu., g., 4s..1991	M-S	5,000	.....	.....	.....	104	107½	107 Jan. 18	107 Jan. 18	106½ Nov. 14	106½ Nov. 14
Cart. & Ad., 1st, gu., g., 4s..1981	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.& Put.,1stcon.,gu.g.4s.1993	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & North., 1st, g., 5s..1927	A-O	.....	.....	121	125	123	124	.....	.....	123 June 16	123 June 16
Lake Shore & Mich. Southern—											
Det. Mon. & Tol., 1st, 7s.1906	F-A	1,000	.....	118	122	.....	.....	121 Jan. 13	121 Jan. 13	123 June 13	123 June 13
Lake Shore cons., 1st, 7s.1900	J - J	6,000	1,000	.....	.....	101½	.....	100⅞ Jan. 4	101¼ Jan. 18	103 Nov. 27	107¼ May 4
Registered.....1900	Q-J	12,000	4,000	.....	.....	101½	.....	100⅝ Jan. 2	101⅜ Jan. 29	101⅜ Dec. 6	106½ Feb. 20
Consol., 2d, 7s.....1903	J-D	26,000	5,000	.....	.....	112½	114	112⅜ Jan. 19	113⅛ Jan. 24	110 Dec. 21	117¼ Mar. 20
Registered.....1903	J-D	5,000	16,000	.....	.....	112½	.....	112⅛ Jan. 10	112⅛ Jan. 10	111¾ Dec. 2	116½ Jan. 5
Gold 3½s.....1997	J-D	118,000	22,000	109	110⅛	.....	.....	109½ Jan. 6	110½ Jan. 24	106 Jan. 3	112⅞ May 5
Registered.....1997	J-D	.....	16,000	.....	.....	.....	.....	.....	.....	106 Jan. 5	111 Apr. 27
Cincinnati & Springfield—											
1st, gu., L. S.& M.S.,7s.1901	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kal. A. & G. R. 1st, gu. c. 5s.1938	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahon. Coal RR., 1st, 5s.1934	J - J	.....	.....	.....	.....	.....	.....	.....	.....	122¾ Nov. 3	122¾ Nov. 3
Mich. Cent. 1st, con., 7s....1902	M-N	24,000	12,000	.....	....	109	109¼	108¼ Jan. 5	109 Jan. 30	107¾ Dec. 5	112½ Apr. 27
1st, con., 5s.....1902	M-N	.....	21,000	.....	.....	103	.....	.....	.....	103 May 6	103 May 9
6s.....1909	M-S	....	.....	118	.....	120	.....	.....	.....	.....	.....
5s.....1931	M-S	.....	.....	.....	.....	126	.....	.....	.....	129 Nov. 20	129 Nov. 20
Registered.....1931	Q-M	.....	5,000	.....	.....	125	.....	.....	.....	127 Dec. 2	127 Dec. 2
4s.....1940	J - J	1,000	.....	.....	.....	104	.....	105 Jan. 4	105 Jan. 4	.....	.....
Registered.....1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bat. C. & Stur. 1st gu. g. 3s.1989	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.Chic. & St. L.—1st, g., 4s.1937	A-O	28,000	58,000	.....	.....	107¼	.....	104⅛ Jan. 3	107¾ Jan. 29	104⅛ Dec. 20	109 Aug. 25
Registered.....1937	A-O	1,000	14,000	.....	.....	.....	.....	103½ Jan. 3	103½ Jan. 3	103½ Nov. 10	106½ July 19
N. Y. & Greenwood L.—*See* Erie.											
N. Y. & Har.– *See* N. Y. C. & Hud.											
N.Y. Lack & West.—*See* Del. L. & W.											
N. Y. Lake Erie & West.—*See* Erie											
N. Y. & N. E.– *See* N. Y. N. H. & H.											
N. Y. New Haven & Hartford--											
1st, reg. 4s.....1903	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Convert. deb. certfs., $1,000...	A-O	7,000	.....	185	.....	.....	.....	185¾ Jan. 5	188 Jan. 27	173 Jan. 6	191 Apr. 21
Small certfs., $100.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	172 Jan. 19	186 Sept. 8
Housaton. RR., con. g. 5s.1937	M-N	.....	2,000	.....	.....	.....	.....	.....	.....	128 Dec. 27	133 Aug. 16
N. H. & Derby, con. 5s. 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. Eng., 1st, 7s...1905	J - J	1,000	.....	.....	.....	.....	.....	114 Jan. 5	114 Jan. 5	117¾ July 6	121½ June 20
1st, 6s.....1905	J - J	.....	.....	.....	.....	.....	.....	.....	.....	113 July 31	115 May 11
N. Y. & North'n—See N. Y. Cent.											
New York Ontario & Western—											
Refunding, 1st, g , 4s.....1992	M-S	171,000	58,000	102⅞	.....	107¼	107½	102 Jan. 11	107 Jan. 30	101½ Dec. 27	106⅞ Aug. 7
Registered, $5,000 only..1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.& Putnam—*See* N.Y.C.&Hud.											
N.Y. & Rock. Beach—*See* L.Island											
N. Y. Susque. & West.—*See* Erie.											
N.Y. Tex. & Mex.—*See* So. Pac Co.											
Norfolk & Western—											
Gen. 6s.....1931	M-N	5,000	.....	128	130	.....	.....	129 Jan. 2	129 Jan. 2	130 Feb. 17	135 June 19
New River, 1st, 6s.....1932	A-O	.....	1,000	.....	.....	131	.....	.....	.....	128 Dec. 1	130 Aug. 24
Improvement & ext., g., 6s.1934	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. Con. & T. 1st, gu., g.,5s.1922	J - J	.....	.....	103	.....	105	.....	.....	.....	.....	.....
Scio. V. & N. E.,1st gu.g.4s.1989	M-N	5,000	17,000	.....	.....	98	99	99½ Jan. 26	99½ Jan. 26	95 Dec. 28	101 Apr. 24
Nor. & W. Ry. 1st con. g. 4s.1996	A-O	557,000	418,000	.....	.....	.....	.....	90½ Jan. 2	94½ Jan. 23	87⅛ Dec. 19	96¼ Aug. 25
Registered.....1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	95½ June 12	95½ June 12
Small.....1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North. Illinois—*See* Chic. & N. W.											
Northern Ohio. *See* L. Erie & W.											
Northern Pacific—											
Gen., 1st, RR. & L.G.s.f.g.6s.1921	J - J	.....	.....	.....	.....	.....	.....	.....	.....	114½ Jan. 3	120 Apr. 11
Registered.....1921	J - J	.....	.....	.....	.....	.....	.....	.....	.....	112 July 20	112 July 20
8t. P. & Nor. Pac., gen., g., 6s.1923	F-A	.....	.....	.....	.....	.....	.....	.....	.....	131¼ May 15	131¼ May 15
Registered certificates...1923	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	132 July 28	132 July 28
Prior lien, gold 4s.....1997	Q - J	1,077,000	1,524,000	102½	103½	103½	103⅞	102½ Jan. 2	104 Jan. 26	100½ Dec. 18	106⅜ June 14
Registered.....1997	Q - J	6,000	25,000	.....	.....	.....	.....	103 Jan. 8	103 Jan. 8	100 Dec. 22	104⅛ May 12
General lien, g., 3s.....2047	Q-F	794,000	637,000	.....	.....	67¼	.....	65 Jan. 10	67¼ Jan. 31	63 Dec. 19	70 Jan. 23
Registered.....2047	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	65½ May 16	66½ June 17
Wash. Cent. Ry. 1st g. 4s.1948	Q-M	.....	.....	.....	.....	.....	86½	.....	.....	90 Jan. 27	96 May 5
Nor. P. Ter. Co., 1st, g., 6s....1933	J - J	45,000	11,000	.....	.....	118¼	120	118 Jan. 5	118¼ Jan. 30	112 Jan. 6	121½ Oct. 7
Nor. Railway Cal.—*See* Cent. Pac.											
North Wiscon.—*See* C.St.P.M.& O.											
Norfolk & South., 1st, g., 5s..1941	M-N	5,000	.....	.....	.....	110	112½	110 Jan. 15	110 Jan. 15	107½ May 22	108½ July 18
Nor. & Mont.—*See* N. Y. Central.											
Ohio Ind. & W.—*See* C.C.C.& St.L.											
Ohio & Miss.—*See* B. & O. S. W.											
Ohio River RR.—1st, g., 5s.. 1936	J-D	.....	.....	102½	.....	105	.....	.....	.....	103 Sept. 27	104 Oct. 24
Gen., g., 5s.....1937	A-O	.....	2,000	85	.....	92	95	.....	.....	85 Dec. 8	85 Dec. 8
Omaha & St. L., 1st, g., 4s...1901	J - J	2,000	5,000	.....	.....	65	71	60 Jan. 5	65 Jan. 13	65 May 24	85 Feb. 7
Oregon & Cal. *See* So. Pac. Co.											
Ore. Ry. & Nav. *See* Union Pac.											
Ore. RR. & Nav. *See* Union Pac.											
Ore. Short Line. *See* Union Pac.											
Oswego & Rome—*See* N. Y. Cent.											
Ottum. C.F.& St.P.—*See* C.& N.W.											
Pacific Coast Co., 1st, g., 5s.1946	J-D	105,000	55,000	103⅜	.....	107	.....	104¼ Jan. 6	107⅜ Jan. 30	102½ Dec. 20	110 Nov. 3
Pacific of Missouri—*See* Mo. Pac.											
Panama, 1st, s. f., g., 4½s...1917	A-O	15,000	.....	.....	.....	105	.....	105 Jan. 24	105 Jan. 24	103¼ Oct. 17	104⅜ Nov. 21
S. f., subsidy, g., 6s.....1910	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
Pennsylvania Co.—		$	$								
Penn. Co., gu., 1st, 4½s....1921	J-J	10,000	26,000	.....	.....	.....	.....	111½ Jan. 10	112½ Jan. 11	113½ Dec. 13	118 May 22
Registered 1921	J-J	5,000	.....	.....	.....	.....	.....	111½ Jan. 19	111½ Jan. 19	113¾ Mar. 23	115⅛ Mar. 9
Gu. 3½s, col. tr. reg. ctfs.1937	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P. C. C. & St. L., con., gu., g., 4½s.											
Series A 1940	A-O	14,000	.....	.....	.....	114¾	115¾	114 Jan. 9	115½ Jan. 25	114 Oct. 17	118 July 14
Series B, guar....1942	A-O	50,000	2,000	.....	.....	114	115¾	113⅞ Jan. 12	115⅝ Jan. 30	112⅜ Dec. 28	119 June 13
Series C, guar....1942	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series D, 4s, guar....1945	M-N	.....	1,000	.....	.....	.....	.....	.....	.....	104½ Nov. 8	107 Dec. 5
Pittsb. Cin. & St. L., 1st, 7s.1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	105⅛ Mar. 15	107⅝ Jan. 6
Registered 1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft. W. & Chic., 1st, 7s.1912	J-J	5,000	.....	.....	.....	.....	.....	135 Jan. 12	135 Jan. 12	138¾ Jan. 6	141 Mar. 20
2d, 7s....1912	J-J	.....	.....	.....	.....	135	.....	.....	.....	139 Nov. 16	140½ May 1
3d, 7s....1912	A-O	.....	.....	.....	.....	135	.....	.....	.....	135 June 7	135 June 7
Chic. St. L. & P., 1st, c., g., 5s.1932	A-O	.....	.....	.....	.....	130	.....	.....	.....	119½ Oct. 4	119½ Oct. 4
Registered 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev. & Pitts., con., s. f., 7s.1900	M-N	15,000	.....	.....	.....	.....	.....	102 Jan. 12	103 Jan. 5	105¼ Sept. 11	108 Apr. 19
Gen., gu., g., 4½s, Series A.1942	J-J	.....	.....	.....	.....	.....	.....	.....	.....	121 July 5	121 July 5
Series B....1942	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie & P., gen. gu. g. 3½s, B.1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series C....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gr. Ra. & I., ex. 1st, gu. g. 4½s.1941	J-J	2,000	.....	.....	.....	.....	.....	108 Jan. 15	108 Jan. 15	113¼ June 2	114 Oct. 19
Allegh. Val., gen., gu., g., 4s.1942	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport & Cin. B'dge gen. guar. gold 4½s....1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania RR. Co.—											
1st, 4s real est., g....1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., sterling, g., 6s....1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., currency, 6s, reg....1905	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 5s....1919	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1919	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 4s....1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleve. & Mar. 1st gu. g. 4½s.1935	M-N	20,000	2,000	.....	108½	109½	111	109 Jan. 12	110 Jan. 22	110½ Dec. 12	110½ Dec. 12
U. N. J. RR. & Can. Co., gn. 4s.1944	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware River RR. & Bridge 1st gen 4s, g....1936	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury & Lewis. 1st g. 4s.1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola & At.—*See* Lou. & Nash.											
Peo. Dec. & E.—1st, g. 6s, 1920, Engraved Trust Co. certifs.....	.....	20,000	35,000	.....	.....	99	.....	100 Jan. 23	100 Jan. 23	98⅜ Dec. 12	101 Feb. 20
Evans. Div., 1st, g., 6s, 1920, Engraved Trust Co. certifs.....	.....	12,000	.....	95	.....	98½	100	99¼ Jan. 22	99¼ Jan. 22	93½ Apr. 3	99¾ Aug. 31
2d, g., 5s, 1926, Eng. Tr. Co. certfs. of deposit.....	M-N	4,000	.....	.....	.....	.....	.....	22 Jan. 18	22 Jan. 18	.....	.....
Peo. & East.—*See* C. C. C. & St. L.											
Peo. & Pek. Union., 1st, g., 6s.1921	Q-F	.....	.....	.....	.....	120	.....	.....	.....	126 Apr. 28	126 Apr. 28
2d, g., 4½s....1921	M-N	.....	3,000	95	98	91	.....	.....	.....	96 Nov. 14	100½ July 18
Pine Creek, reg., guar. 6s....1932	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Cin. & St. L.—*See* Penn. Co.											
Pitts. C. C. & St. L.—*See* Penn. Co.											
Pitts. Clev. & Tol., 1st, 6s...1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft. W. & Chic.—*See* Penn. Co.											
Pitts. Junc., 1st, 6s....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Lake Erie— 2d, g., 5s, Ser. A & B....1928	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. McKeesp't & Yough.—											
1st, gu., 6s....1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gu., 6s....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
McKee. & Belle V., 1st, g., 6s.1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. P. & F., 1st, g., 5s....1916	J-J	.....	.....	90	.....	90	.....	.....	.....	90 June 24	90 June 24
Pittsb. Shen. & L. E. 1st, g., 5s.1940	A-O	5,000	.....	.....	.....	.....	.....	113½ Jan. 16	113½ Jan. 16	113 Jan. 5	116 July 17
1st cons. 5s....1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Western—											
1st, g., 4s....1917	J-J	36,000	45,000	.....	.....	.....	.....	99⅝ Jan. 18	100 Jan. 25	98 Jan. 6	101⅛ Dec. 5
J. P. M. & Co. certs....1917	.....	41,000	65,000	.....	.....	.....	.....	99½ Jan. 11	100½ Jan. 26	98½ Feb. 1	101 Nov. 23
Pitts. Y. & Ash., 1st, con., 5s.1927	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading Co., gen., g., 4s....1997	J-J	928,000	1,880,000	84½	85	84⅝	84⅞	83 Jan. 9	85 Jan. 2	82¾ Dec. 19	91¾ June 17
Registered....1997	J-J	.....	8,000	.....	.....	.....	.....	.....	.....	84⅜ Dec. 6	89½ June 29
Rensselaer & Sar. *See* D. & H.											
Rich. & Dan. *See* South'n Ry.											
Rio Gr. West., 1st, g., 4s....1939	J-J	198,000	163,000	.....	95½	95¼	96	94¼ Jan. 4	96 Jan. 26	91 Jan. 4	102¼ June 30
Utah Centl, 1st, gu., g., 4s.1917	A-O	.....	.....	83	.....	84	.....	.....	.....	87½ Apr. 20	88¾ May 11
Rio Gr. Junc., 1st, gu., g., 5s.1939	J-D	.....	.....	100	.....	.....	.....	.....	.....	102½ Feb. 3	105 Nov. 10
Rio. Gr. So., 1st, g., 5s....1940	J-J	.....	3,000	.....	.....	.....	.....	.....	.....	72 Feb. 17	74½ Dec. 8
Roch. & Pitts. *See* Buf. R. & Pit.											
Rome Wat & Og. *See* N. Y. Cent.											
Salt Lake C., 1st, g., s. f., 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Joseph & Grand Island— 1st, g., 2-3-4s, 1947....1947	J-J	47,000	49,000	82½	85	83	84	82 Jan. 3	84¾ Jan. 18	79¼ July 11	87 Oct. 27
St. L. & Cal. *See* Mobile & Ohio.											
St. L & Iron Mount. *See* Mo. Pac.											
St. L. M. Br. *See* Ter. R. R. As. of St. L.											
St. Louis & San Francisco—											
2d, g., 6s, Class A....1906	M-N	.....	.....	110¼	....	111½	112½	.....	.....	110 Nov. 14	115 Mar. 27
2d, g., 6s, Class B. 1906	M-N	1,000	4,000	110½	.....	111½	113½	111½ Jan. 30	111½ Jan. 30	110 Nov. 13	115¼ Mar. 25
2d, g, 6s, Class C....1906	M-N	.....	.....	110¼	.....	111½	113	.....	.....	110 Nov 14	115 Mar. 23
1st g., 6s, Pierce C. & O....1919	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen., g., 6s....1931	J-J	.....	11,000	.....	.....	121	123	.....	.....	122 Jan. 3	126¾ June 27
Gen., g., 5s....1931	J-J	188,000	114,000	.....	.....	108¼	.....	106 Jan. 4	108½ Jan. 31	107 Jan. 5	112½ June 30
1st, trust, g., 5s....1987	A-O	.....	.....	.....	.....	100	.....	.....	.....	100½ May 23	105½ Mar. 27
Ft. S. & V. B. Bdg. 1st, g. 6s....1910	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Mid., 1st, g., 4s....1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. & S. F. RR. g. 4s....1996	J-J	37,000	56,000	.....	.....	80½	81	79 Jan. 8	81 Jan. 2	81 Dec. 23	89 June 15
So. West. div., 1st, g. 5s...1947	A-O	.....	25,000	.....	.....	.....	.....	.....	.....	98 Jan. 12	102 Mar. 16
Cent. Div. 1st, g., 4s....1929	A-O	.....	12,000	.....	.....	95	.....	.....	.....	92¾ Dec. 13	96 Aug. 14
St. Louis South. *See* Ill. Central.											
St. L. S. W. 1st, g. 4s, bd., ctfs.1989	M-N	608,000	727,000	86½	87½	90⅜	91	86½ Jan. 9	91 Jan. 25	82 Dec. 22	97 Apr. 24
2d, g., 4s, inc. bond, ctfs....1989	J-J	1,517,000	1,904,000	54½	56	59½	60	53⅞ Jan. 10	59¾ Jan. 31	40¾ Jan. 4	66⅞ Aug. 2
Gray's Pt. Ter., 1st, gu. g. 5s.1947	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul City Cable, con. g., 5s.1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	108 Mar. 7	112 Aug. 4
Guaranteed, gold, 5s....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul & Duluth, 1st, 5s....1931	F-A	.....	.....	119	.....	.....	.....	.....	.....	120 Feb. 8	122½ Jan. 19
2d, 5s....1917	A-O	.....	3,000	110¼	.....	.....	.....	.....	.....	109½ Oct. 16	115 Jan. 20
1st consol. gold 4s....1968	J-D	6,000	10,000	.....	99	97½	98½	98 Jan. 13	98¼ Jan. 20	98½ Dec. 27	102 May 19
St. P. Minn. & Man.—2d, 6s.1909	A-O	.....	.....	.....	.....	.....	.....	.....	.....	118½ Nov. 28	124½ Feb. 20
Dakota ext., gold, 6s....1910	M-N	20,000	10,000	119⅛	.....	.....	.....	119⅜ Jan. 6	120¼ Jan. 23	119 Dec. 5	125½ Jan. 24
1st, consol., 6s....1933	J-J	14,000	8,000	.....	.....	139	.....	137 Jan. 3	140½ Jan. 30	137 Dec. 27	146½ June 21
Registered....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	137¾ Feb. 23	137¾ Feb. 23
Reduced to gold 4½s....1933	J-J	85,000	28,000	.....	.....	.....	.....	112¼ Jan. 2	114⅝ Jan. 26	112¼ Jan. 5	119½ June 29
Registered....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont. Ext., 1st, gold, 4s....1937	J-D	23,000	31,000	.....	.....	.....	.....	102½ Jan. 2	104½ Jan. 24	101 Dec. 21	108½ Apr. 14
Registered....1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	104 Jan. 24	104 Jan. 24
Minneap. Union. 1st, 6s....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont. C., 1st, gu. g., 6s....1937	J-J	4,000	.....	.....	.....	135	.....	129½ Jan. 10	129½ Jan. 10	134¼ Mar. 18	137½ June 28
Registered....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st., guar., gold, 5s....1937	J-J	.....	2,000	.....	.....	118	.....	.....	.....	113½ Jan. 24	119¾ Aug. 21
Registered....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. M., 1st div., 1st, g. 5s....1908	A-O	.....	1,000	.....	.....	.....	.....	.....	.....	108 Dec. 4	113¼ Mar. 2
Registered....1908	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Ry. M., No. div. 1st g. 4s.'40	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Will. & S. F., 1st g., 5s....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	115 Apr. 10	120 Apr. 11
Registered....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
St. Paul & Nor. Pac. *See* Nor. Pac.		$	$								
St. P. & Sioux Cy. *See* C. St. P. M. & O.											
S. Fe Pres. & Phe., 1st g. 5s. 1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	95 Mar. 13	107¾ Aug. 9
S. An. & Ar. Pass. *See* So. Pac. Co.											
S. F. & N. P., 1st, s. f. g., 5s....1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	112⅜ Oct. 2	112¾ Sept. 7
Sav. F. & W., 1st, con., g., 6s. 1934	A-O	25,000	10,000	123	125	.....	126	125½ Jan. 3	126½ Jan. 13	122 Nov. 3	124 Dec. 30
1st, g., 5s.....1934	A-O	.....	30,000	110	.....	.....	.....	.....	.....	112 Mar. 17	125⅛ Feb. 15
Scioto Val. & N. E. *See* Nor. & West.											
Seab. & Roanoke, 1st, 5s....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Car. Cent. 1st con. g. 4s...1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sher. Shr. & So. *See* Mo. K. & Tex.											
Sod Bay & So., 1st, g., 5s ...1924	J-J	.....	.....	95	.....	.....	.....	.....	.....	.....	.....
So. Carolina & Ga. *See* Southern											
Southern Pacific Company—											
4s, Cent. Pacific coll.....1949	J-D	948,000	2,916,000	.....	82	82⅝	.....	80 Jan. 9	83¾ Jan. 23	73 Dec. 18	87¼ Mar. 16
Registered.....1949	J-D	.....	.....	.....	.....	.....	.....	.....	.....	85 Nov. 6	85 Nov. 6
Cent. Pac., 1st, ref. gu. g. 4s. 1949	F-A	1,803,000	1,042,000	99	.....	100½	100⅝	97⅞ Jan. 11	100¾ Jan. 23	95 Dec. 22	102⅞ May 25
Registered.....1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mortgage gu. g. 3½s.....1929	J-D	868,000	1,414,000	.....	.....	83½	.....	81 Jan. 9	84 Jan. 23	77½ Dec. 19	89¼ Mar. 2
Registered.....1929	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galv. H. & S. A., 1st g. 6s..1910	F-A	.....	.....	108	112	.....	.....	.....	.....	108 Oct. 17	114 Apr. 28
2d gold 7s.....1905	J-D	.....	.....	.....	.....	.....	.....	.....	.....	109½ Oct. 30	110½ Feb. 3
Hex. & Pac. D., 1st g. 5s. 1931	M-N	167,000	234,000	.....	.....	.....	.....	101 Jan. 4	102¾ Jan. 31	100½ Jan. 6	105 Apr. 28
H. & Tex. C., 1st W. & N. 7s. 1903	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st gold 5s, interest gu..1937	J-J	12,000	20,000	.....	.....	.....	110½	110 Jan. 29	110½ Jan. 18	107 Feb. 21	113½ June 26
Con. gold 6s, int. guar...1912	A-O	.....	2,000	.....	.....	.....	.....	.....	.....	103 Oct. 5	113 Sept. 25
Gen. gold 4s, int. guar...1921	A-O	198,000	83,000	.....	.....	84	.....	83¾ Jan. 9	85¾ Jan. 27	83 Dec. 13	90 Feb. 16
Morgan's L. & T., 1st, g., 6s. 1920	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, 7s.....1918	A-O	.....	.....	.....	.....	.....	.....	.....	.....	134 Nov. 21	139 Jan. 21
N. Y. Tex. & Mex., gu., 1st, 4s. 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg. & Cal., 1st, gu., g., 5s. 1927	J-J	.....	16,000	97⅝	.....	.....	.....	.....	.....	97 Jan. 3	105 Mar. 18
S. A. & A. P., 1st, gu., g., 4s..1943	J-J	516,000	119,000	77	79	.....	78	75 Jan. 9	78½ Jan. 25	75 Dec. 22	86 Feb. 28
Texas & N. O., 1st, 7s.....1905	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sabine Div's'n, 1st, 6s...1912	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s 1943	J-J	254,000	288,000	.....	.....	103	.....	101 Jan. 2	104 Jan. 31	102 Jan. 3	108⅜ June 9
So. P. of Ar., gu. 1st, 6s. 1909-10	J-J	82,000	86,000	.....	.....	110	.....	110 Jan. 2	110¾ Jan. 4	109¼ Jan. 3	115 June 29
S. P. of Cal., 1st, g., 6s.....1905	Apr	.....	.....	.....	.....	.....	.....	.....	.....	105½ Oct. 3	122 Apr. 2
Do do 1906	Oct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do do 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do do 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, consol., guar. g. 5s..1937	M-N	5,000	.....	.....	.....	.....	106	105½ Jan. 19	105½ Jan. 19	104 Nov. 18	108½ Aug. 14
Do. stamped...1905-1937	.....	119,000	44,000	.....	.....	.....	105⅞	104½ Jan. 10	106 Jan. 2	103½ Dec. 27	109¼ Apr. 21
A. & N. W. 1st, gu. g. 5s..1941	J-J	174,000	104,000	.....	.....	95	.....	95 Jan. 4	98¼ Jan. 4	90 Jan. 3	101 Apr. 5
S. P. Coast, 1st.. gu. g. 4s..1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Pac. of N. Mex., 1st. 6s..1911	J-J	.....	.....	.....	.....	109	.....	.....	.....	.....	.....
Gila V. G. & Nor., 1st, gu., g., 5s.....1924	M-N	.....	17,000	102	105	.....	.....	.....	.....	103 Nov. 13	105¼ July 28
No. of Cal., 1st gu., g. 6s...1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guar., gold, 5s.....1938	A-O	.....	.....	.....	.....	.....	.....	.....	.....	106 Aug. 23	106 Aug. 23
Southern Ry.—1st con. g, 5s. 1994	J-J	527,000	763,000	106½	107	107¾	108	106 Jan. 8	108 Jan. 31	103¼ Jan. 3	112½ June 29
Registered.....1994	J-J	.....	.....	.....	.....	.....	.....	.....	.....	106¼ Mar. 21	106¼ Mar. 21
Mem. Div. 1st g. 4-4½-5s..1996	J-J	.....	.....	108	.....	.....	.....	.....	.....	107½ Jan. 4	101½ June 13
Registered.....1996	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ala. Cen. R. 1st 6s.....1918	J-J	.....	.....	106	.....	.....	.....	.....	.....	.....	.....
Atl. & Ch. Air Line, income. 1900	A-O	.....	.....	100	.....	.....	.....	.....	.....	.....	.....
Atlan. & Danv. 1st. g. 5s...1950	J-J	17,000	4,000	98½	100	.....	.....	99¾ Jan. 10	100 Jan. 16	100½ Jan. 19	102 May 19
Col. & Greenville 1st 6s...1916	J-J	1,000	.....	.....	.....	111⅝	116	115 Jan. 31	115 Jan. 31	117 Mar. 18	118¾ June 8
East Tenn. Va. & Ga. 1st 7s. 1900	J-J	.....	5,000	.....	.....	101	.....	.....	.....	103⅜ Sept. 21	105⅞ June 12
Divisional, g., 5s.....1930	J-J	13,000	8,000	.....	.....	.....	.....	115½ Jan. 16	116½ Jan. 24	114½ Jan. 14	118½ June 28
Con., 1st, g., 5s.....1956	M-N	87,000	156,000	.....	.....	.....	.....	114 Jan. 2	117½ Jan. 25	113 Dec. 19	120 July 14
E. Ten., reor. lien, g., 4-5s. 1938	M-S	1,000	1,000	.....	.....	107½	.....	108½ Jan. 10	108½ Jan. 10	106 Mar. 3	110 July 29
Registered.....1938	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geor. Pac. Ry., 1st, g., 6s...1922	J-J	24,000	7,000	.....	.....	.....	.....	119½ Jan. 16	121 Jan. 4	119¾ July 28	124½ Feb. 2
Knox. & Ohio, 1st, g., 6s..1925	J-J	22,000	1,000	.....	.....	119	.....	118 Jan. 13	119 Jan. 15	119 Jan. 9	125 May 10
Rich. & Dan., con., g., 6s..1915	J-J	47,000	12,000	118	121	120¼	121½	119 Jan. 10	120¾ Jan. 31	120 Nov. 4	126⅜ June 24
Equip. sink. fd., g., 5s ..1909	M-S	1,000	.....	100	.....	100	.....	101 Jan. 11	101 Jan. 11	100 Mar. 17	101 Oct. 9
Deb., 5s., stamped.....1927	A-O	.....	32,000	100	.....	103	.....	.....	.....	102½ Dec 22	110 June 2
So. Car. & Georg. 1st g. 5s. 1919	M-N	30,000	4,000	104	104⅞	104⅞	.....	102 Jan. 15	105 Jan. 5	102½ Jan. 3	111 Apr. 28
Atlan. & Yad., 1st, gu. g. 4s. 1949	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. Serial—Ser. E, 5s. 1926	M-S	.....	.....	.....	.....	.....	.....	.....	.....	109 Jan. 12	109 Jan. 12
Va. Mid. gen., 5s.....1936	M-N	17,000	5,000	.....	.....	110	.....	109 Jan. 8	110 Jan. 15	109 Nov. 17	116½ June 19
Gtd., stamped.....1936	M-N	33,000	.....	.....	.....	110	.....	108 Jan. 4	110 Jan. 18	113½ May 13	115 Aug. 11
W. O. & W. 1st, cy., gtd., 4s. 1924	F-A	.....	.....	.....	.....	.....	.....	.....	.....	90 Feb. 23	94 Jan. 31
West. N. C., 1st, con., g., 6s. 1914	J-J	3,000	5,000	113½	.....	114½	.....	114½ Jan. 10	114½ Jan. 10	117 Aug. 22	120½ Apr. 14
S. & N. Ala. *See* Louisv. & Nash											
Spok. Falls & Nor., 1st, g., 6s. 1939	J-J	.....	.....	.....	125	.....	.....	.....	.....	.....	.....
Stat. Isl. Ry., 1st gu., g., 4½s. 1943	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunb. & Lewistown. *See* Penn. RR.											
Syra. Bing. & N. Y. *See* D. L. & W.											
Ter. Ass. of St. L., 1st g., 4½s. 1939	A-O	.....	.....	.....	.....	110½	.....	.....	.....	112¾ June 15	112¾ June 15
1st con. g., 5s.....1894-1944	F-A	.....	.....	111	113	114	.....	.....	.....	111⅜ Nov. 3	114½ May 8
St. L. M. Bdge. Ter., gtd, g. 5s. 1930	A-O	5,000	.....	.....	.....	111½	.....	111 Jan. 19	111 Jan. 19	.....	.....
Texas & N. O. *See* So. Pac. Co.											
T. & P. Ry., E. Dv., 1st, g. 6s. 1905	M-S	.....	.....	.....	.....	.....	.....	.....	.....	104 June 7	107 Oct. 31
1st, gold, 5s.....2000	J-D	166,000	170,000	.....	.....	112⅝	113	111 Jan. 3	113 Jan. 25	109⅛ Jan. 9	116⅞ July 14
2d, gold, income, 5s.....2000	Mch	.....	.....	.....	.....	.....	.....	.....	.....	45⅞ Jan. 27	56 Apr. 24
Eng. Trust Co, certificates....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51½ Nov. 20	56½ July 14
Third Ave., 1st, gold, 5s.....1937	J-J	17,000	15,000	.....	.....	123	.....	123½ Jan. 29	125 Jan. 15	125⅛ Jan. 14	129⅜ June 29
Tol. & Ohio Cent.—1st. g., 5s. 1935	J-J	6,000	13,000	103½	.....	106¼	106¾	105 Jan. 8	105½ Jan. 27	104 Jan. 27	108 Dec. 4
West'n Div., 1st, g., 5s 1935	A-O	8,000	6,000	101½	.....	106	107	105 Jan. 29	105 Jan. 29	100 Nov. 3	103½ Dec. 5
Gen. gold 5s..... 1935	J-D	.....	.....	80	.....	90	.....	.....	.....	.....	.....
Kan. & M., 1st gu., g., 4s....1990	A-O	52,000	69,000	83	84⅞	86¾	88	84½ Jan. 2	88 Jan. 23	79¼ Dec. 21	89 May 5
Tol. Peo. & W., 1st, gold, 4s. 1917	J-J	25,000	38,000	78	.....	80¾	83	78 Jan. 3	81 Jan. 31	78 Jan. 6	83 Apr. 5
Toledo St. Louis & Kansas City, 1st, g. 6s, Trust Receipts...1916	J-D	213,000	63,000	.....	.....	115	117	110 Jan. 2	117 Jan. 18	92 Jan. 3	121½ Oct. 19
Tor. Ham. & Buff., 1st, g., 4s. 1946	J-D	.....	.....	.....	.....	.....	.....	.....	.....	99 June 29	100¼ June 29
Ulster & Del., 1st con. g., 5s. 1928	J-D	20,000	33,000	.....	.....	103	.....	103 Jan. 3	104 Jan. 25	99 Feb. 8	106 Aug. 6
Union El. (Chic.), 1st, g. 5s. 1945	A-O	.....	7,000	.....	.....	.....	.....	.....	.....	109 Nov. 15	109¼ Dec. 14
Union Pac., RR. & l. g., g., 4s. 1947	J-J	2,056,000	1,628,000	102⅜	102⅝	.....	104½	101¾ Jan. 10	104⅞ Jan. 2	101½ Dec. 19	109 May 26
Registered.....1947	J-J	4,000	....	.....	.....	.....	.....	103¼ Jan. 29	104½ Jan. 19	103⅞ Oct. 9	108⅝ May 26
Oregon R. & N., 1st, s. f. g. 6s. 1909	J-J	.....	.....	.....	.....	109	.....	.....	.....	108 Nov. 8	118 Sept. 28
Ore. RR. & Nav. con. g. 4s. 1946	J-D	389,000	253,000	100	.....	101	.....	100½ Jan. 8	102¼ Jan. 22	99 Dec. 19	105 May 31
Oregon Short Line—											
1st, gold 6s.....1922	F-A	77,000	78,000	126½	.....	129⅝	.....	126¾ Jan. 2	130 Jan. 5	125 Dec. 26	133¼ July 13
Utah & No., 1st, 7s 1908	J-J	....	.....	.....	.....	.....	.....	.....	.....	121 Mar. 21	121 Mar. 21
Gold, 5s.....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg. Sh. L. 1st con. g. 5s. 1946	J-J	116,000	99,000	.....	.....	111½	112¼	110½ Jan. 6	113 Jan. 3	108 Jan. 7	117½ Sept. 1
Non-cum. inc., A, 5s.....	Sept	.....	.....	.....	.....	.....	.....	.....	.....	85 Jan. 7	106 Aug. 31
Non-cum. inc., B. & col. trst	Oct.	.....	.....	.....	.....	.....	.....	.....	.....	65½ Jan. 4	80½ Sept. 22
U. N. J. RR. & C. Co. *See* Penn. RR.											
Utah Central—*See* Rio Gr. West.											
Utah & North'n. *See* Or. Short L.											
Utica & Bl. Riv. *See* N. Y. Cent.											
Ver. Val. Ind. & W. *See* Mo. Pac											
Virginia Mid. *See* South. Ry.											
Wabash RR. Co., 1st g. 5s..1939	M-N	155,000	196,000	113½	114½	115	.....	113 Jan. 9	115⅝ Jan. 27	112 Dec. 22	118 Aug. 2
2d, gold, 5s.....1939	F-A	370,000	322,000	.....	.....	101	.....	99 Jan. 2	103 Jan. 31	94 Jan. 5	103 July 6
Debenture, series A.....1939	J-J	30,000	73,000	82	85	.....	.....	83 Jan. 22	85 Jan. 2	75 July 26	85 Dec. 28
Series B.....1939	J-J	3,298,000	3,587,000	36¼	36¾	38	38¼	34½ Jan. 10	38½ Jan. 25	32½ Dec. 22	42¼ Nov. 18
1st, g. 5s, Det. & Ch. Ex...1941	J-J	1,000	12,000	.....	.....	107	.....	110 Jan. 19	110 Jan. 19	105½ Jan. 17	111 May 4
Des Moines Div. 1st g. 4s..1939	J-J	90,000	4,000	87	.....	93	.....	91½ Jan. 6	93 Jan. 20	92½ Dec. 23	92½ Dec. 23
St. L. K. C. & N. St. Ch. Br., 1st 6s '08	A-O	.....	.....	.....	.....	108	.....	.....	.....	109¼ Jan. 6	112 Mar. 6
Warren RR. *See* D. L. & W.											
Wash. Ohio & West. *See* So. Ry.											

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
		$	$								
West. N.Y.& Penn., 1st, g., 5s. 1937	J - J	73,000	44,000	.....	.....	114½	115¼	110 Jan. 3	115 Jan. 30	108½ Jan. 3	118 June 16
Gen. g. 2-3-4s. 1943	A - O	308,000	57,000	.....	.....	.....	.....	68¼ Jan. 12	76¾ Jan. 30	64 Jan. 3	70⅞ July 1
Income 5s. 1943	Nov.	369,000	10,000	.....	.....	.....	.....	22½ Jan. 17	25½ Jan. 30	14⅜ Jan. 17	24¾ Oct. 31
West. No. Car. *See* South'n Ry.											
West'n Pacific. *See* Cent. Pacific.											
W. Chic. 8t. 40-yr. 1st cu. 5s. 1928	M-N	.....	.....	.....	.....	97¼	97½	.....	.....	.....	.....
40-year con. g. 5s. 1936	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Shore. *See* N. Y. Central.											
W. Va. & Pittsb'g. *See* B. & O.											
W. Va. Cent. & P., 1st, g., 6s. 1911	J - J	.....	.....	.....	.....	.....	.....	.....	.....	113 Jan. 6	113 Jan. 6
Wheel. & Lake Erie, 1st, 5s. 1926	A - O	1,000	.....	105	.....	105	.....	107 Jan. 18	107 Jan. 18	104 Jan. 3	110½ Aug. 18
Wheel. Div., 1st, gold, 5s. 1928	J - J	.....	.....	93	.....	95	.....	.....	.....	96 Apr. 14	98¾ Mar. 1
Exten. & Imp., gold, 5s. 1930	F - A	.....	.....	91	.....	90	.....	.....	.....	.....	.....
Wilkesb. & East. *See* N. Y. S. & W.											
Will. & Sioux F. *See* St. P. M. & M.											
Winona & St. P. *See* Chic. & N. W.											
Wis. Cent. Co., 1st, tr., g., 5s. 1937	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Engraved Trust certificates	.....	.....	.....	.....	.....	.....	.....	.....	.....	58 Jan. 23	79¼ Sept. 2
Income, 5s. 1937	A - O	.....	.....	.....	.....	.....	.....	.....	.....	3 May 4	10½ Feb. 17
New 1st 4s (when issued)	.....	500,000	939,000	90	91	.....	.....	88 Jan. 4	91 Jan. 22	86 Dec. 22	95⅝ June 21
Gas & Electric L. Co. Bonds.											
Atlanta Gas-Light, 1st, g., 5s. 1947	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bos. U. Gas tr. ctfs. s. f., g., 5s. 1939	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
B'klyn Un. Gas Co. 1st con. g. 5s, '45	.....	7,000	19,000	.....	.....	.....	.....	114 Jan. 5	117 Jan. 29	116 Nov. 14	120 May 26
Chic. Gas L. & C.—*See* Peop. Gas & C.											
Columbus Gas Co., 1st, g., 5s. 1932	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con. Gas Chic.—*See* Peop. Gas & C.											
Detroit City Gas Co., g., 5s. 1923	J - J	44,000	149,000	96	96½	96	96½	95 Jan. 22	97 Jan. 3	95 Mar. 21	102⅜ Apr. 25
Det. Gas Co., con. 1st, g., 5s. 1918	F - A	.....	.....	98	.....	98	.....	.....	.....	95 Mar. 14	101 Apr. 25
Ed. El. Ill., 1st, conv., g., 5s. 1910	M - S	12,000	29,000	107½	108⅛	107½	108⅛	108 Jan. 10	110 Jan. 23	107½ Oct. 18	112½ Feb. 7
1st con., g., 5s. 1995	J - J	.....	8,000	.....	.....	.....	.....	.....	.....	120½ Jan. 6	124 Apr. 22
Ed. El. Ill., B'klyn., 1st, 5s. 1940	A - O	.....	.....	.....	.....	.....	.....	.....	.....	111 May 16	111 May 16
Registered. 1940	A - O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kings Co. E. L. & P., g. 5s. 1937	A - O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase money 6s. 1997	A - O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., Bkn, 1st co. g. 4s. '39	J - J	.....	.....	.....	.....	.....	.....	.....	.....	97 Sept. 26	97½ Oct. 13
Eq. Gas L. Co. N. Y., con., g., 5s. 1932	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Equ. Gas & F.—*See* Peop Gas & C.											
Gen. Elec. Co., deb., gold, 5s. 1922	J - D	2,000	2,000	.....	.....	.....	.....	113 Jan. 23	113 Jan. 23	109 Jan. 4	120½ May 24
Gr. Rap. Gas-L. Co., 1st, g., 5s. 1915	F - A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kan. City, Mo., Gas, 1st, g. 5s. 1922	A - O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kings Co. El. L. & P. *See* Ed. El. Ill.											
Lac. Gas L., St. L., 1st, g., 5s. 1919	.....	65,000	42,000	107½	.....	107½	.....	108 Jan. 9	110 Jan. 22	106½ Mar. 30	111 Apr. 29
Small bonds. 1919	Q - F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Fuel Gas Co. *See* Peo. G. & C. Co											
N. Y. Gas E. L. H. & P. Co.											
1st col. tr., gold, 5s. 1948	J - D	138,000	96,000	.....	.....	.....	.....	103½ Jan. 30	107 Jan. 8	100½ Dec. 28	104 Dec. 30
Registered	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase mon. col. tr., g., 4s. '49	F - A	210,000	.....	.....	.....	.....	.....	91 Jan. 3	94¼ Jan. 31	.....	.....
Peo. Gas & C., 1st gu., g., 6s. 1904	M - N	.....	.....	.....	.....	.....	.....	.....	.....	109¼ Apr. 24	109¼ Apr. 24
2d, guar., gold, 6s. 1904	J - D	.....	.....	.....	.....	.....	.....	.....	.....	106½ Nov. 27	107½ Feb. 27
1st, consol., gold, 6s. 1943	A - O	.....	.....	.....	.....	.....	.....	.....	.....	120 Oct. 30	131 July 31
Refunding, g., 5s. 1947	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1947	M - S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Gas L. & C., 1st, gu., g. 5s. 1937	J - J	10,000	1,000	.....	.....	.....	.....	107¼ Jan. 10	108 Jan. 23	108⅛ Oct. 10	113 Mar. 23
Con. Gas Co. Ch. 1st gu. g. 5s. 1936	J - D	.....	.....	.....	.....	.....	.....	.....	.....	107½ Jan. 3	111½ Apr. 20
Eq. Gas & F., Chic. 1st gu. 6s. 1905	J - J	.....	.....	.....	.....	.....	.....	.....	.....	104½ Oct. 17	107½ May 17
Mutual Fuel Gas 1st gu. g. 5s. '47	M - N	.....	.....	109	.....	109	.....	.....	.....	105 Jan. 3	107½ Apr. 12
Trenton Gas & Elec., 1st g. 5s. 1949	M - S	.....	1,000	.....	.....	.....	.....	.....	.....	103 Dec. 15	103¾ Oct. 19
Western Gas col. tr. gold, 5s. 1933	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Bonds.											
Adams Express col. tr. g. 4s. 1948	M - S	76,000	163,000	.....	103¾	104½	.....	102⅝ Jan. 4	104¾ Jan. 29	102½ Dec. 22	107½ Aug. 9
Am. Cot. Oil, deb., gold, 8s. 1900	Q - F	29,000	21,000	102½	.....	103	.....	103 Jan. 10	103⅞ Jan. 19	102 Nov. 8	108¼ Jan. 9
Am. Spirits Mfg. Co. 1st g. 6s. 1915	M - S	7,000	14,000	.....	86	82	86	85 Jan. 5	85 Jan. 5	85 Dec. 29	94½ May 1
Bar. & S. Car Co., 1st gold, 6s. 1942	J - J	10,000	.....	.....	.....	.....	.....	105 Jan. 10	105 Jan. 10	.....	.....
Bkl'n. F'ry of N. Y. 1st con., g., 5s' 48	F - A	.....	5,000	.....	.....	.....	.....	.....	.....	96 Dec. 9	96 Dec. 9
Br'k'n W. & W. H. Co. 1st, g., 5s. 1945	F - A	70,000	26,000	75	85	70	71	70 Jan. 26	75 Jan. 18	75½ Oct. 26	92½ Jan. 27
Cah. Coal Min. Co. *See* T. C. I. & R.											
Chic. Jc. & St. Yd., col., g., 5s. 1915	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearf. Bit. Coal. *See* N. Y. C. & H.											
Col. C. & I., 1st, con., g., 6s. 1900	F - A	155,000	19,000	.....	.....	103	103¼	102¾ Jan. 15	103½ Jan. 18	99½ Aug. 12	101 June 9
Col. C. & I. Dev. Co., gu., g., 5s 1909	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. Fuel Co., gen., gold, 6s. 1919	M - N	1,000	.....	100	.....	.....	103	103 Jan. 31	103 Jan. 31	105 July 1	105 July 1
Col. Fuel & I. Co., gen. s. f., g. s. 1943	F - A	73,000	45,000	.....	97	.....	95	94 Jan. 3	95½ Jan. 19	86 Mar. 7	97 Sept. 22
Commercial Cable, 1st, g. 4s. 2397	Q - J	.....	.....	.....	.....	.....	.....	.....	.....	103½ Aug. 24	103½ Aug. 24
Registered. 2397	Q - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
De Bardel. C. & I. *See* T. C. & I.											
Del. & Hud. Can. *See* RR. bonds.											
Det. M. & M., land gr., 3½, S. A. 1911	A - O	52,000	44,000	.....	.....	19	21	19 Jan. 8	21 Jan. 22	17½ Mar. 25	23⅞ Jan. 18
Erie Teleg. & T. col. tr., g., 5s. 1926	.....	.....	.....	.....	.....	.....	.....	.....	.....	108½ Sept. 2	110 Jan. 31
Gr. Riv. Coal & C., 1st, g., 6s. 1919	A - O	.....	.....	.....	.....	100	.....	.....	.....	.....	.....
Henderson B'dge 1st s f g 6s. 1931	M - S	.....	.....	.....	.....	110	.....	.....	.....	113 Oct. 27	118 Oct. 27
Illinois Steel Co., deb., 5s. 1910	J - J	.....	.....	.....	.....	.....	.....	.....	.....	99 Jan. 17	99 Jan. 17
Non-conv. deben., 5s. 1910	A - O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron Steamboat Co., 6s. 1901	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Internat. Paper 1st con. g. 6s. '18	F - A	.....	13,000	106	110	107	.....	.....	.....	103¾ Oct. 24	113¼ Feb. 28
Jeff. & Cleaf. C. & I. 1st. g, 5s. 1926	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, g., 5s. 1926	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Knickerb. Ice (Chic.). 1st g. 5s. '28	.....	9,000	49,000	.....	.....	.....	95	95 Jan. 3	95 Jan. 3	95 Nov. 10	101 Mar. 20
Mad. Sq. Gard., 1st, gold, 5s. 1919	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. B. H. & L., lim., gen., g., 4s. 1940	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. T. & T., 1st, s. f., g., 5s. 1918	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1918	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Un. Teleg.—*See* West. Union											
Nat. Starch Mfg. Co. 1st, g., 6s. 1920	M - N	.....	1,000	104	.....	104¾	.....	.....	.....	100 May 16	104 Jan. 6
Newp. News Shipbld'g & Dry Dock 5s. 1890-1990	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. J. Tel., gen., g., 5s, cv. 1920	M - N	.....	.....	.....	.....	.....	.....	.....	.....	112 Nov. 28	112 Nov. 28
N. Y. & Ont. Land, 1st, g., 6s. 1910	F - A	.....	.....	.....	.....	90	.....	.....	.....	90 Oct. 3	90 Oct. 3
North W. Teleg.—*See* West. Union											
Procter & Gamb., 1st, g., 6s. 1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	113⅛ July 24	120 May 31
St. Louis Ter'l. Cupples Station & Prop. Co., 1st, g. 4½s, 5-20 yr. 1917	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stand'rd Rope & T., 1st, g., 6s. 1946	F - A	67,000	66,000	.....	.....	83	84	80 Jan. 4	84 Jan. 26	78 Dec. 22	90⅝ Apr. 3
Income, g., 5s. 1946	.....	268 000	650,000	.....	.....	21	22	20 Jan. 9	24 Jan. 3	19⅜ Dec. 22	35 Mar. 27
Sun. Cr. Coal, 1st, g., s. f., 6s. 1912	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T. C. I. & R., T. Div. 1st, g., 6s. 1917	A - O	.....	1,000	.....	.....	107	109	.....	.....	101⅞ Jan. 6	121 Sept. 9
Birm. Div., 1st, con., 6s. 1917	J - J	28,000	9,000	103	.....	.....	.....	107 Jan. 24	109¼ Jan. 27	101 Jan. 16	121 Sept. 9
Cah. C. M. Co., 1st, gu., g., 6s. 1922	J - D	.....	.....	.....	.....	.....	.....	.....	.....	103 July 13	108 Aug. 17
De Bar. C. & I. Co., gu., g., 6s. 1910	F - A	36,000	11,000	.....	.....	.....	.....	106 Jan. 9	109 Jan. 27	96 Jan. 3	109¾ Sept. 9
U. S. Envel. Co., 1st, s. f. g. 6s. 1918	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leath. Co. s. f., deb., g., 6s. 1913	M - N	10,000	.....	.....	.....	115¾	.....	115½ Jan. 30	115½ Jan. 30	116 May 31	119½ Apr. 4
Vermont Marble 1st, s. f. 5s. 1910	J - D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. Union, deb., 7s. 1875-1900	M - N	2,000	.....	.....	.....	.....	.....	101⅜ Jan. 24	101⅜ Jan. 24	100½ Nov. 22	107¼ May 6
Registered. 1875-1900	M - N	8,000	6,000	.....	.....	.....	.....	101 Jan. 3	101 Jan. 3	101¼ Dec. 4	103¼ Sept. 13
Debenture 7s. 1884-1900	M - N	.....	.....	.....	.....	.....	.....	.....	.....	102½ May 22	102½ May 22
Registered. 1884-1900	M - N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collat. trust, currency, 5s. 1938	J - J	18,000	15,000	.....	.....	.....	.....	111¼ Jan. 5	112½ Jan. 26	112¼ Jan. 11	119 May 26
Mutual Union Tel., s. f., 6s. 1911	M - N	.....	.....	.....	.....	.....	.....	.....	.....	110 May 5	112 Mar. 2
North West'n Telegraph, 7s 1904	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. L. E. & P. Cl. Co. 1st, g., 5s. 1919	J - J	8,000	.....	.....	.....	32	.....	32 Jan. 15	32 Jan. 15	.....	.....

† 1st instalment paid. ‡ 2d instalment paid. § 3d instalment paid. ¶ 4th instalment paid. ‖ 5th instalment paid. * All assessments paid.

STOCKS.—PRICES AND SALES FOR JANUARY, 1900, AND THE YEAR 1899.

Prices are on basis of 100-share lots. Exceptions of stocks which sell only in a small way are noted by the mark §. Option sales are disregarded

STOCKS N. Y. STOCK EXCHANGE.	Par.	SALES. In Jan. Shares.	SALES. Year 1899. Shares.	Price about January 3, 1899. Bid.	Ask.	PRICES IN JANUARY. Jan. 2. Bid.	Ask.	Jan. 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
Albany & Susquehanna	100	.....	60	200	.....	195	.....	195	.....	.....	.....	§206½ May 11	§210 Oct. 13
Ann Arbor	100	40	3,787	14½	15	16	19	16	17	.....	.....	14 Apr. 29	19⅞ Oct. 26
Pref.	100	776	25,509	39½	40	41	45	42	45	41 Jan. 3	45 Jan. 22	36 May 15	48½ Oct. 26
Atchison Top. & S. Fe	100	34,914	1,882,153	18¾	19	20	20½	19¾	20	18⅝ Jan. 8	20⅝ Jan. 2	17 May 13	24⅞ Feb. 23
Preferred	100	327,674	9,252,106	51⅜	51⅝	62⅛	62¼	61⅛	61¼	58¼ Jan. 11	63⅛ Jan. 2	50⅝ Jan. 7	68⅛ Aug. 24
B. & O. vot'g trust ctfs.	100	155,463	626,292	55	56½	57¼	57¾	58½	58¾	55¼ Jan. 8	60½ Jan. 13	43⅞ June 22	61½ Apr. 12
Pref. voting tr. ctfs.	100	110,408	1,169,124	77¾	78	76⅛	76½	75	75¼	72¾ Jan. 9	77⅞ Jan. 2	67½ June 21	85½ Nov. 28
Bost. & N. Y. Air L., pf.	100	.....	100	.....	.....	105	.....	103	.....	.....	.....	106½ Nov. 14	106½ Nov. 14
Brookl'n Rapid Tr'nsit.	100	913,653	15,297,691	78¼	78½	69½	69¾	76¾	76⅞	66¼ Jan. 12	77 Jan. 31	61 Dec. 20	137 Apr. 15
Buf. Roch. & Pitts.	100	650	8,679	*30*	*34*	44¾	58	57	58	53 Jan. 30	57½ Jan. 31	30¼ Mar. 24	59 Nov. 29
Pref.	100	680	9,618	*74*	*75*	90	98	92	99	92 Jan. 18	98 Jan. 30	69 May 9	103 Dec. 29
Burl. C. R. & Nor.	100	90	524	91	.....	115	.....	112	.....	§119 Jan. 10	§119 Jan. 10	100 Jan. 17	110 Jan. 31
Canadian Pacific	100	3,525	98,682	85	86	92	93	94¾	95¼	90¾ Jan. 4	95¼ Jan. 31	84⅝ Mar. 15	99½ May 31
Canada Southern	100	4,305	222,930	54½	55	48⅛	48½	48	49	48½ Jan. 2	50¾ Jan. 5	46¼ Dec. 18	70 Jan. 23
Capital Traction	100	.....	2,507	86	89	.....	.....	.....	.....	.....	.....	85 Feb. 20	94 Nov. 29
Central of New Jersey	100	7,205	594,413	97	98	118½	120	117	118	115 Jan. 6	119¾ Jan. 2	97 Jan. 3	126⅜ Nov. 2
Chesapeake & Ohio	100	118,171	1,587,274	25¼	25½	31¼	31½	29⅛	29¼	28¾ Jan. 30	31½ Jan. 2	23¾ May 31	31⅞ Dec. 4
Chicago & Alton	100	.....	21,406	170½	171½	.....	.....	.....	.....	.....	.....	168 Jan. 14	175½ Mar. 25
Pref.	100	.....	168	175	.....	.....	.....	.....	.....	.....	.....	§192 Jan. 30	§199 Feb. 10
Chic. Burl. & Quincy	100	267,769	5,904,846	125⅛	125⅜	122¼	122½	122½	122¾	119⅛ Jan. 10	124⅛ Jan. 2	114¼ Dec. 22	149½ Feb. 18
Chicago Cons. Traction.	100	2,250	184,056	.....	.....	.....	.....	38	40	37½ Jan. 2	39⅝ Jan. 15	35 Dec. 21	68⅝ Apr. 29
Chicago & Eastern Ill.	100	500	146,361	61¼	62	90	92	87½	90	88 Jan. 31	91 Jan. 6	59¾ Jan. 4	100¼ Sept. 1
Pref.	100	200	8,299	111	112	115	125	118	124	120 Jan. 17	124 Jan. 5	112¾ Jan. 3	132⅝ Sept. 7
Chicago Great Western	100	48,934	1,320,337	16⅛	16¼	12⅞	13¼	13⅝	13⅞	11⅝ Jan. 11	14 Jan. 31	10⅜ Dec. 18	20⅝ Jan. 23
4 p. c. deb.	100	3,640	83,463	81¼	81¾	84⅞	87	87¼	88¼	85 Jan. 12	88⅝ Jan. 24	82 Dec. 19	103½ Aug. 12
5 p. c. pref. A	100	5,385	130,978	51½	52	73¼	75½	77½	77⅜	73 Jan. 11	77¾ Jan. 31	50¾ Jan. 5	85½ Aug. 29
4 p. c. pref. B	100	4,389	123,278	30½	31½	35⅝	38	40¼	41	35⅜ Jan. 6	41½ Jan. 31	28 June 22	44⅝ Sept. 6
Chic. Ind. & Louisv.	100	7,851	181,098	8⅜	9	15	16	15	16	14 Jan. 15	17½ Jan. 3	7¾ Jan. 6	19 Nov. 23
Pref.	100	1,387	97,440	32	35	43	48	45	48	45¼ Jan. 24	49¾ Jan. 31	31 Jan. 4	52½ Nov. 23
Chic. Milw. & St. Paul	100	190,700	5,515,846	120¼	120⅜	117¾	118	118½	118⅝	115¼ Jan. 10	119¾ Jan. 31	112 Dec. 18	136⅛ Sept. 6
Pref.	100	1,802	49,665	165½	166½	172	174	170	171½	169½ Jan. 18	173⅛ Jan. 2	165 Dec. 18	179 Sept. 18
Chicago & North West.	100	8,015	362,819	142	142½	161	162	160	161	158 Jan. 11	164½ Jan. 3	141¼ Jan. 4	173 Sept. 6
Pref.	100	880	13,106	*185*	.....	198	203	.....	.....	198 Jan. 4	198½ Jan. 5	188 Jan. 19	210⅞ Sept. 7
Chic. R. I. & Pacific	100	76,779	2,596,963	114	114⅛	107	107¼	106¾	106⅞	104½ Jan. 9	108⅜ Jan. 3	100 Dec. 18	122⅛ Jan. 27
Chic. St. P. M. & O.	100	635	135,139	93	93½	120	121	.....	.....	120 Jan. 4	123½ Jan. 3	91 Feb. 8	126½ Sept. 22
Pref.	100	.....	3,524	168	175	.....	.....	.....	.....	.....	.....	170 Jan. 16	185 Sept. 1
Chic. Term. Trans. RR.	100	4,942	253,672	8	9⅛	10½	11	10¾	11¼	9 Jan. 9	11⅛ Jan. 31	7½ Jan. 7	25¼ Mar. 27
Pref.	100	2,984	306,577	37	37⅜	34	38	35	37	32 Jan. 16	36 Jan. 25	31¼ Dec. 22	56½ Mar. 27
Clev. Cin. Chic. & St. L.	100	68,502	816,505	43½	43¾	62¼	62⅞	60⅞	61	60⅛ Jan. 11	65 Jan. 5	42½ Jan. 4	64⅜ Nov. 27
Pref.	100	2,476	57,342	*90*	.....	101	108	104	108	106⅛ Jan 2	109½ Jan. 5	94 May 10	108 Dec. 2
Clev. Lor. & Wheel'g.	100	4,549	27,785	14⅝	15⅜	.....	15	17	18	14½ Jan. 10	19 Jan. 31	9 July 5	16¾ Jan. 26
Pref.	100	4,634	12,872	43½	45	40	47¼	50	53	46 Jan. 2	53 Jan. 23	37¼ June 23	49¼ Dec. 1
Cleve. & Pittsb., guar.	50	.....	1,480	172	.....	185	.....	186	.....	.....	.....	184⅝ Mar. 6	§190 Sept. 13
Colorado Midland	100	2,906	54,841	7	7½	9½	10	8½	9	9 Jan. 4	9¾ Jan. 2	5 Oct. 12	11⅛ Dec. 4
Pref.	100	8,015	91,586	19	20	22½	23	23	23½	21 Jan. 5	23⅜ Jan. 24	15½ July 14	27 Sept. 6
Colorado & Southern	100	11,990	179,378	6¾	7¼	5¼	5½	5¼	5½	5⅛ Jan. 29	6 Jan. 5	4⅜ Sept. 18	8⅞ Jan. 6
1st pref.	100	6,515	113,423	49½	50	41½	43	42	.....	39 Jan. 8	44½ Jan. 24	35 Dec. 22	58½ Mar. 17
2d pref.	100	2,289	94,992	18⅞	19¼	15½	16½	13½	14½	14½ Jan. 6	15¾ Jan. 3	12½ Dec. 18	25 Mar. 22
Delaware & Hudson	100	13,685	409,723	.....	107¼	117	118½	116½	117	113 Jan. 8	119 Jan. 3	106½ Jan. 3	125¾ Apr. 20
Del. Lack. & Western	50	12,721	386,871	159	160	178	180	177	179	174 Jan. 11	180 Jan. 30	157 Jan. 5	194½ Oct. 30
Denver & Rio Grande	100	4,885	485,132	20	20½	18⅜	19⅜	17½	.....	16⅞ Jan. 10	18½ Jan. 4	15⅞ Dec. 22	25⅜ Apr. 27
Pref.	100	9,084	483,315	70½	70⅝	71	71½	68¾	69¼	66½ Jan. 10	71¾ Jan. 3	63 Dec. 22	80 Apr. 27
Des Moines & Ft. D.	100	1,610	113,085	22	22½	14½	16	14½	16	13½ Jan. 15	15½ Jan. 5	12½ Dec. 22	23½ Jan. 3
Pref.	100	.....	423	80	.....	90	.....	95	.....	.....	.....	80 Jan. 3	110 June 20
Duluth S. S. & Atl.	100	980	35,772	3	3½	5½	7	.....	.....	4¾ Jan. 12	6 Jan. 6	3 Apr. 11	8 Nov. 28
Pref.	100	1,220	57,473	7½	8½	14	15	.....	.....	13 Jan. 19	14⅞ Jan. 3	7¾ Jan. 30	17½ Nov. 28
Eighth Avenue	100	50	.....	.....	.....	400	.....	375	410	§400 Jan. 20	§400 Jan. 20	.....	.....
Erie	100	1,660	63,560	14½	14⅝	11⅛	11½	11½	12	11⅜ Jan. 9	11¾ Jan. 12	10 Dec. 22	16¼ Jan. 19
1st pref.	100	8,350	242,291	38¼	38¾	33	33⅜	33	33½	31¼ Jan. 9	33⅞ Jan. 31	27⅞ Dec. 18	42 Jan. 24
2d pref.	100	400	26,290	19½	20	16½	18½	16	19	15⅝ Jan. 10	16⅛ Jan. 24	15½ Dec. 22	22½ Jan. 30
Evansville & Terre H.	50	5,716	83,367	41	41¼	40	41	46⅞	47⅛	40⅛ Jan. 5	47½ Jan. 31	36 Mar. 28	46½ Nov. 18
Pref.	50	441	9,334	71	72½	80	90	90	95	90 Jan. 24	92½ Jan. 31	70 Jan. 7	98½ Sept. 9
Ft. Worth & Den. C., stmpd	100	.....	2,256	24	25	.....	.....	.....	.....	15 Jan. 29	15 Jan. 29	14 Aug. 9	25 Jan. 5
Ft. Worth & Rio Grande.	100	.....	26,829	14	20	.....	.....	.....	.....	.....	.....	14 Feb. 1	30 Mar. 28
Great Northern, pref.	100	7,836	309,513	144	144¾	172½	174	158	162	166 Jan. 25	174½ Dec. 2	142¼ Jan. 6	195 Mar. 13
Green Bay & Western	100	.....	40	35	.....	.....	.....	.....	.....	.....	.....	§30 Mar. 23	§45 Nov. 3
Debt certifs. A.	1000	7	181	*49½*	.....	.....	.....	.....	.....	56 Jan. 12	57 Jan. 19	49½ Jan. 5	61¼ Jan. 31
Debt certifs. B.	1000	298	8,143	*5½*	.....	.....	.....	.....	.....	6½ Jan. 3	7¾ Jan. 22	5 July 27	9½ Oct. 24
Hocking Valley	100	1,893	49,820	.....	.....	33½	34⅛	33	34	30½ Jan. 10	34⅛ Jan. 2	22 July 15	37⅝ Sept. 6
Pref.	100	6,282	117,416	.....	.....	62	62⅜	60½	61	58 Jan. 8	62¼ Jan. 2	53½ Dec. 22	66¼ Sept. 6
Illinois Central	100	9,802	507,000	115	115¼	112¼	.....	112	112½	110¾ Jan. 9	114½ Jan. 25	105½ Dec. 22	122 Jan. 23
Leased line, 4 p. c.	100	20	365	100	.....	100	.....	97	102	§99 Jan. 26	§99 Jan. 26	§99¾ June 12	§104 Nov. 8
Iowa Central	100	2,335	114,656	10¾	11	11¾	12¼	12⅛	12¼	11⅞ Jan. 12	12⅜ Jan. 25	10¼ Mar. 7	15¾ Aug. 24
Pref.	100	2,085	113,109	42	43	50	51	52	53	48 Jan. 10	53 Jan. 25	40 Dec. 22	62¼ Aug. 25
Kanawha & Mich.	100	1,372	25,001	7¾	8	9½	10½	12	12¾	10 Jan. 2	12½ Jan. 26	7¾ Jan. 13	15 Mar. 22
K. City Pittsb. & G., tr. rec.		4,680	307,615	16	16½	.....	.....	7¾	8	7⅞ Jan. 31	9 Jan. 3	7 Mar. 15	18 Jan. 6
Keokuk & Des Moines	100	.....	2,734	4½	5½	3	4	3	4	.....	.....	3 May 9	5½ Feb. 1
Pref.	100	.....	3,501	17	17½	15	18	15	17	.....	.....	15 Mar. 2	22½ Aug. 29
Keokuk & Western	100	.....	105	29½	32	.....	.....	.....	.....	.....	.....	32 Jan. 25	32 Jan. 25
Kingston & Pembroke	50	.....	3,600	.....	.....	.....	.....	.....	.....	.....	.....	2 Jan. 26	7½ Nov. 9
Lake Erie & Western	100	8,530	108,286	20¾	21½	24½	25	21	22	21¼ Jan. 19	27 Jan. 2	14¾ June 9	24 Dec. 30
Pref.	100	2,130	143,491	74	75	83	84½	83½	85	84 Jan. 2	87 Jan. 4	60 Jan. 16	85 Dec. 30
Lake Shore	100	100	6,284	*196½*	*200*	197	210	194	210	§197 Jan. 3	§200 Jan. 6	196½ Jan. 5	208 Jan. 24
Long Island	50	1,290	75,404	57	58	46	50	49	54	47½ Jan. 4	55 Jan. 30	45 Dec. 22	85 Apr. 4
Louisville & Nashville	100	144,940	2,379,066	63⅞	64⅛	80⅝	80¾	79	79½	77⅛ Jan. 9	82⅛ Jan. 2	63 Mar. 6	88⅜ Oct. 30
Manhattan consol.	100	235,149	6,557,399	97¼	97¾	96¾	97½	94½	95	90⅝ Jan. 16	99 Jan. 3	85¼ Dec. 22	133⅜ Apr. 3
Metropolitan Street.	100	138,834	1,808,135	191	191½	176½	178	173½	174	159½ Jan. 15	180 Jan. 3	147 Dec. 18	269 Mar. 28
Met. W. Side El. (Chic).	100	268	24,769	.....	.....	25	27½	24	25	24½ Jan. 29	24¾ Jan. 8	13½ Aug. 12	29½ Nov. 24
Pref.	100	26	14,474	.....	.....	77	.....	74½	77	§73 Jan. 9	§74¾ Jan. 31	44½ May 5	85 Nov. 24
Mexican Central	100	18,465	548,241	6	6½	11¾	12	11¾	12⅛	10½ Jan. 8	12¾ Jan. 22	6 Jan. 7	17½ Apr. 27
Mex. Nat'l trust certs.	100	5,642	272,002	*1*	*1½*	4	4⅛	3⅞	4	3¾ Jan. 4	4¼ Jan. 3	1 Jan. 6	6⅛ Sept. 13
Michigan Central	100	123	3,028	*112*	.....	104	106	.....	.....	§104 Jan. 22	§110 Jan. 25	110 Oct. 25	116 Jan. 24
Minneap. & St. Louis	100	5,405	207,313	36	37	59½	60½	61	61½	58 Jan. 25	62 Jan. 30	35¼ Jan. 6	78 Aug. 29
2d preferred	100	860	67,974	74½	75½	90	91	90½	93	90¾ Jan. 12	93½ Jan. 30	73¼ Jan. 7	99½ Nov. 18
M. St. P. & S. St. Marie	100	1,621	50,968	*8¾*	*10*	15	20	15¼	17½	15 Jan. 2	17½ Jan. 3	8¾ Jan. 24	37½ May 18
Pref.	100	136	38,414	.....	.....	50	60	52¼	56	55 Jan. 20	55 Jan. 20	39 Feb. 10	72 May 18
Mo. Kansas & Texas.	100	410	119,685	13½	14	10½	11½	10	11¼	10 Jan. 5	10½ Jan. 12	9½ Dec. 19	14⅞ Jan. 30
Pref.	100	11,665	805,682	37⅞	38¼	33½	34	32½	33	31¼ Jan. 11	34¼ Jan. 2	28⅜ Dec. 22	45¼ Aug. 31
Missouri Pacific	100	244,860	2,965,638	44½	44¾	41¼	41½	44	44⅛	38⅜ Jan. 11	44⅝ Jan. 31	33 Dec. 22	52½ Apr. 4
Mob. & Ohio, assented.	100	1,700	121,916	31½	32½	39	40	39	41	39 Jan. 12	40½ Jan. 16	32 Jan. 3	52 Aug. 28
Morris & Essex	50	250	3,084	176	.....	.....	.....	184	186	§183½ Jan. 19	§183½ Jan. 19	176 Jan. 3	§187 Nov. 24
Nash. Chatt. & St. Louis		.....	40	.....	.....	.....	.....	.....	.....	.....	.....	§62 Dec. 15	§62 Dec. 15
N. Y. Cent. & Hud. Riv.	100	167,003	2,012,339	122	122½	132¼	132¾	134	134⅜	131¼ Jan. 2	138 Jan. 5	120 Dec. 18	144¾ Mar. 29
Rights		3,215	172,768	.....	.....	.....	.....	.....	.....	4¼ Jan. 2	4¾ Jan. 2	3½ Dec. 19	5½ Dec. 1
N. Y. Chic. & St. Louis.	100	1,450	45,127	14⅛	14¾	12	12½	12½	12⅞	12½ Jan. 2	13½ Jan. 4	11½ Dec. 22	19¾ Jan. 23
1st pref	100	240	7,910	70	78	80	.....	76	85	81 Jan. 3	85 Jan. 31	65 Mar. 7	85 Oct. 24
2d pref.	100	2,845	35,670	33½	35½	32	33	32	35	32 Jan. 2	35¾ Jan. 5	29 Dec. 22	41 Jan. 23
N. Y. & Harlem	50	.....	229	*375*	.....	.....	.....	.....	.....	.....	.....	§360 Jan. 25	§390 Mar. 14
N. Y. Lack. & Western.	100	10	1,397	*129½*	*130*	.....	.....	130	135	§130 Jan. 18	§130 Jan. 18	129½ Jan. 27	§138⅛ Mar. 11
N. Y. N. Haven & Hart.	100	521	13,229	199	201	212	215	212	216	§212½ Jan. 29	§215¾ Jan. 3	§198 Jan. 19	222 Apr. 21
N. Y. Ontario & West.	100	41,648	2,144,308	18⅝	18¾	22½	22¾	22⅝	22⅞	20⅞ Jan. 6	23¼ Jan. 31	18⅜ Jan. 3	28⅞ Mar. 27
Norfolk & Southern	100	.....	1,134	.....	.....	.....	.....	.....	.....	.....	.....	70 May 15	88⅞ Nov. 6
Norfolk & Western	100	107,175	666,299	18½	19	25⅛	25½	25½	25⅝	22⅝ Jan. 10	26 Jan. 2	17⅜ Mar. 17	28⅝ Aug. 23
Pref.	100	27,369	573,923	.....	63¼	69½	70	70½	71	67 Jan. 8	71¼ Jan. 31	61⅜ Jan. 6	74¼ Aug. 23
N. Pac. Ry. vot. tr. certs.	100	108,288	3,420,551	43⅞	44	54	54⅜	51⅝	51¾	50¼ Jan. 11	54½ Jan. 2	42⅝ Jan. 7	57½ Aug. 24
Pref. vot. tr. certs.	100	29,026	987,635	77½	77¾	74¼	.....	74½	74⅝	72½ Jan. 8	75 Jan. 31	68 Dec. 18	81½ Jan. 26
Omaha & St. Louis	100	.....	438	*7*	.....	.....	.....	.....	.....	.....	.....	§ 5 June 26	10½ Feb. 15
Or. RR. & N. Co. vo. tr. cts.	100	.....	18,059	50	53	.....	.....	.....	.....	.....	.....	33 June 2	52 Jan. 23
Pref. vot. tr. certs.	100	.....	32,653	71	74	.....	.....	.....	.....	.....	.....	68¾ June 16	77¾ Sept. 22
Pacific Coast Co.	100	3,356	82,344	45½	47	51½	52½	50½	52	50 Jan. 13	53 Jan. 2	38 May 11	54 Nov. 1
1st pref.	100	250	5,340	83	87	82	90	82	89	85 Jan. 9	87½ Jan. 4	84½ Apr. 18	90 Feb. 20
2d pref.	100	1,742	27,573	62	64	65½	67	62	66	64¾ Jan. 19	66¾ Jan. 2	58½ July 5	68¾ Nov. 1

STOCKS. N. Y. STOCK EXCHANGE	Par.	SALES. In Jan. Shares.	SALES. Year 1899. Shares.	Price about January 3, 1899. Bid.	Price about January 3, 1899. Ask.	PRICES IN JANUARY. Jan. 2. Bid.	Jan. 2. Ask.	Jan. 31. Bid.	Jan. 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
Pennsylvania	50	98,079	2,266,808	122¼	123	131½	131¾	129¼	129⅞	128½ Jan. 12	133⅜ Jan. 5	122⅛ Jan. 5	142 Jan. 23
Rights		87,983	35,875	.....	.....	.....	.....	.....	.....	2⅜ Jan. 16	3 Jan. 5	2½ Dec. 26	3 Dec. 30
Subscrip. r'cpts, full paid		343	.....	.....	.....	.....	.....	.....	.....	127¼ Jan. 23	129¾ Jan. 22	.....	.....
Peoria Dec. & Evansv.	100	16,820	162,483	1½	2	2½	3	2⅝	2⅞	2¼ Jan. 4	3⅛ Jan. 2	1 Jan. 19	7⅝ Nov. 28
Peoria & Eastern	100	600	17,853	3	5	5	7	5	6½	5½ Jan. 17	6½ Jan. 23	4 May 27	7⅞ Nov. 23
Pere Marquette	100	800	.....	.....	.....	.....	.....	19¾	21	20 Jan. 29	21¼ Jan. 31	.....	.....
Pref.	100	100	.....	.....	.....	.....	.....	55¼	58	55¼ Jan. 31	55¼ Jan. 31	.....	.....
Pitts. Cinn. Ch. & St. L.	100	11,895	447,100	64½	64¾	79¾	80	66	76⅛	65 Jan. 30	80½ Jan. 2	43 May 11	88 Jan. 23
Pref.	100	3,931	53,409	.....	84¾	92	97	86	98	90½ Jan. 2	94 Jan. 8	80 Feb. 10	100 Aug. 17
Pitts. Ft. Wayne & Chic.	100	.....	1,663	.....	.....	185	.....	186	.....	....	.....	180 Jan. 10	190 Aug. 25
Pittsburg McKees. & Y.	50	.....	15	.....	.....	.....	.....	.....	.....	....	.....	§137 Mar. 3	§137 Mar. 3
Pitts. & West., pref. tr. ctfs.		934	11,000	.....	.....	.....	.....	.....	.....	14½ Jan. 3	15 Jan. 2	13¼ Oct. 1	20½ Nov. 9
Reading Co. vot. tr. cert.	50	8,615	599,250	23¼	23½	18½	19	18	.....	17⅛ Jan. 16	19 Jan. 2	15½ Dec. 18	25 Jan. 24
1st pref.	50	95,429	3,327,086	54	54¼	53⅜	53⅞	55¼	.....	49 Jan. 9	56¼ Jan. 31	42¼ Dec. 22	68½ Apr. 4
2d pref.	50	13,560	1,078,546	28¼	28⅜	29	29½	29⅛	.....	26 Jan. 9	29½ Jan. 31	22¼ Dec. 22	38¼ Mar. 22
Rensselaer & Saratoga	100	.....	540	183	.....	190	.....	190	.....	....	.....	§146 Jan. 14	§200¼ Dec. 11
Rio Grande Western	100	250	19,218	25½	26	.....	.....	43	44½	43¼ Jan. 27	44 Jan. 30	25½ Jan. 4	44 Nov. 27
Pref.	100	470	33,299	65	66½	.....	.....	85	88	80 Jan. 16	85 Jan. 24	66 Jan. 3	90½ Nov. 27
Rome Wat. & Ogdensb.	100	20	1,547	128	.....	130	.....	128½	.....	§134 Jan. 30	§134 Jan. 30	§128½ Jan. 4	§135 Nov. 11
St. Jos. & G. I. vot. tr. ctfs.	100	900	27,717	5	6	6½	6¾	6	6½	6 Jan. 23	6½ Jan. 4	3¾ June 24	7½ Dec. 1
1st pref. vot. tr. ctfs.	100	146	18,168	50½	51¼	49	51	45	50	49⅞ Jan. 2	49⅞ Jan. 2	38½ May 24	55 Jan. 7
2d pref. vot. tr. ctfs.	100	200	20,417	13½	15	16¾	17	15½	16½	15¾ Jan. 26	15⅝ Jan. 26	9 June 1	18 Oct. 26
St. L. & S. F. vot. tr. certs.	100	8,577	257,720	8⅞	9	9½	10	10⅝	11⅛	9 Jan. 24	11 Jan. 31	8⅛ Dec. 22	14⅞ Feb. 1
1st pref. vot. tr. certs.	100	770	28,156	67½	68	66	73	67	70	68 Jan. 25	70 Jan. 5	64 May 13	75½ Jan. 6
2d pref. vot. tr. rects.	100	6,930	248,415	33¾	34	32¼	32¾	34¾	35½	32⅛ Jan. 5	35½ Jan. 31	28½ Dec. 23	44⅞ Jan. 31
St. Louis Southwest.	100	10,720	391,732	7	7⅜	10⅜	10⅝	11¼	11¾	9½ Jan. 9	12⅛ Jan. 22	6¾ Jan. 4	18¼ Aug. 3
Pref.	100	19,420	982,767	17	17½	25¼	25½	27½	27⅞	23⅛ Jan. 10	28¾ Jan. 22	17 Jan. 3	40⅜ Aug. 3
St. Paul & Duluth	100	812	40,259	38¾	39¾	.....	61	45	51	50⅛ Jan. 11	56 Jan. 3	36 Jan. 5	73⅞ Aug. 26
Pref.	100	.....	11,776	99	101	100	.....	100	104	....	.....	98½ Jan. 5	106 Jan. 23
Southern Pacific Co.	100	395,384	5,215,742	34	34¼	37⅞	38⅛	38½	38¾	35½ Jan. 8	39 Jan. 2	27 May 9	44¼ Nov. 24
Southern (vot. tr. ctfs.)	100	33,650	1,191,114	10⅜	10⅝	12	12¼	11⅝	11¾	11 Jan. 8	12¼ Jan. 2	10 May 31	14¼ Oct. 30
Pref. " "	100	48,333	1,920,774	41⅞	42	54¾	55	55	55⅛	51⅞ Jan. 8	55½ Jan. 2	40⅞ Jan. 4	58⅜ Nov. 29
Texas & Pacific	100	25,553	773,533	19	19½	15½	15⅝	15⅞	16	14⅜ Jan. 10	16⅝ Jan. 22	12¼ Dec. 18	25⅝ Mar. 1
Third Avenue (N. Y.)	100	109,931	148,898	167	170	133	134½	109¼	109½	107 Jan. 19	135⅛ Jan. 3	117¾ Dec. 18	242 Feb. 27
Tol. & Ohio Central	100	.....	1,096	20	30	20	25	20	25	....	.....	20 Jan. 21	29 Apr. 4
Pref.	100	.....	920	30	40	40	50	49	50	....	.....	35 Jan. 25	45 Dec. 2
Toledo Peoria & West.	100	200	.....	.....	.....	8	.....	.....	.....	10 Jan. 24	10 Jan. 24	.....	.....
Twin City Rapid Tran.	100	1,300	237,686	36¾	38	.....	.....	.....	.....	66 Jan. 3	68½ Jan. 24	38 Jan. 3	73 Apr. 17
Pref.	100	1,300	13,024	.....	.....	.....	.....	.....	.....	136 Jan. 2	139 Jan. 31	118 Jan. 9	141 Feb. 24
Union Pacific Railway	100	361,860	3,789,103	43	43¼	48	48⅛	46¾	47	44⅜ Jan. 10	48⅝ Jan. 2	38⅛ June 20	51½ Dec. 2
Pref.	100	83,224	2,810,120	74	74⅛	75¼	75½	75⅛	75⅜	73½ Jan. 8	76 Jan. 2	66¼ Dec. 18	84½ Jan. 23
Unit. N. J. RR. & Canal	100	15	.....	.....	.....	.....	.....	.....	.....	§272¼ Jan. 17	§272¼ Jan. 17	.....	.....
Wabash	100	4,725	79,157	7⅞	8¼	7⅜	7½	6¾	7½	7 Jan. 27	7¾ Jan. 2	6½ Dec. 18	8⅞ Jan. 24
Pref.	100	16,085	606,582	22¾	23	21	21½	20⅝	21	19¾ Jan. 10	21¾ Jan. 2	19 May 24	25½ Apr. 5
Wheel. & L. Erie, new	100	28,765	314,809	.....	.....	105⅜	103¾	9¾	10⅛	9¼ Jan. 11	10¾ Jan. 2	7⅞ Dec. 22	13 Aug. 31
New 1st pref.		4,460	24,723	.....	.....	51	52¾	51¾	52⅛	52 Jan. 2	54½ Jan. 3	45 Dec. 22	64 Jan. 30
New 2d pref		13,009	186,170	.....	.....	28	28¼	26½	27	26 Jan. 29	29¼ Jan. 3	21¼ Dec. 23	32⅞ Sept. 25
Wis. Cen. (when issued)	100	12,125	136,643	.....	.....	.....	.....	17½	18	17 Jan. 11	20½ Jan. 3	13½ May 24	21 Nov. 3
Pref. (when issued)	100	6,019	154,036	.....	.....	.....	.....	46	47½	47½ Jan. 29	51½ Jan. 3	44 Dec. 26	59 Aug. 28
Miscellaneous Stocks.													
Adams Express	100	563	6,541	108	110	111	114	114	117	111 Jan. 2	§115½ Jan. 29	§108 Jan. 3	§119 Feb. 25
Alice Mining		.....	3,800	.....	.....	.....	.....	.....	.....	....	.....	1·00 Mar. 14	2·10 May 1
Amer. Car & Foundry	100	9,755	141,175	.....	.....	131½	133¾	13	13½	12½ Jan. 15	14⅜ Jan. 4	10⅝ Dec. 22	21⅞ May 25
Pref.	100	6,307	128,410	.....	.....	58¾	60	59½	60¼	59 Jan. 30	62½ Jan. 4	51 Dec. 22	68⅜ Sept. 7
American Coal	25	....	1,591	120	140	140	.....	140	160	....	.....	133 Jan. 16	150 July 27
American Cotton Oil	100	15,685	526,174	35	35½	33¼	33¾	33¼	34	31 Jan. 7	34½ Jan. 5	30 Dec. 18	46 Nov. 2
Pref.	100	1,880	36,093	88½	89½	89	92	93½	94	90 Jan. 8	94¼ Jan. 23	88¼ Jan. 5	97 Oct. 26
Amer. District Teleg'h.	100	2,770	322,179	33	34	21	30	.....	.....	24⅞ Jan. 4	31½ Jan. 22	30 Oct. 18	52½ Mar. 3
American Express	100	274	15,553	144	146	140	148	146	150	§142½ Jan. 11	§149 Jan. 3	§133 June 23	§160½ Aug. 29
American Ice	100	19,642	46,834	.....	.....	35	37	41½	42	33½ Jan. 10	42 Jan. 31	31 Dec. 22	41¼ Sept. 8
Pref.	100	880	4,806	.....	.....	72½	80	74	75	72½ Jan. 5	75 Jan. 30	72¾ Dec. 23	85 Sept. 11
American Linseed	100	11,828	54,257	.....	.....	13¼	13¾	14½	15	12¾ Jan. 4	15½ Jan. 17	8¾ June 20	16⅜ Nov. 29
Preferred	100	12,190	99,317	.....	.....	55¾	56¼	55½	56	52¾ Jan. 11	56⅜ Jan. 2	44¼ June 20	61 Dec. 4
American Malting	100	4,370	174,833	33¼	33¾	7½	8	5¾	6½	4¼ Jan. 22	7⅜ Jan. 2	6½ Dec. 22	37½ Jan. 24
Pref.	100	4,025	131,111	86¼	87	31	32	26	28	26 Jan. 31	31½ Jan. 2	24 Dec. 21	87¼ Jan. 26
Amer. Smelt. & Ref'g.	100	27,536	373,302	.....	.....	36½	36⅞	39	39⅜	35½ Jan. 2	39⅜ Jan. 31	30 Dec. 19	59 Apr. 20
Pref.	100	13,719	245,401	.....	.....	86½	87	8·¼	90	86 Jan. 2	90 Jan. 29	77½ Dec. 18	94½ Apr. 20
Am. Spirit Mfg.	100	160	301,079	13	13½	.....	.....	3⅛	3¾	3½ Jan. 22	3½ Jan. 22	3 Dec. 20	15½ Mar. 13
Preferred	100	.....	88,477	36	37½	.....	.....	.....	.....	....	.....	29½ June 6	41⅛ Mar. 15
Amer. Steel Hoop	100	13,040	425,109	.....	.....	43	43½	45¼	45½	41½ Jan. 17	45½ Jan. 31	24 May 24	48⅜ Nov. 28
Pref.	100	11,085	149,921	.....	.....	82	83	82	83	80 Jan. 23	83 Jan. 2	70 May 13	86¾ Sept. 14
Amer. Steel & Wire, new.	100	432,724	4,665,333	46	47	48¾	49	57⅛	57¼	45¼ Jan. 15	58¼ Jan. 31	32 Dec. 18	72 May 4
Pref.	100	21,312	556,889	113	113½	90	91	92½	93	89 Jan. 15	92¾ Jan. 31	84 Dec. 22	106¾ Mar. 13
American Sugar Refin.	100	1,801,720	12,842,097	124¾	125	131⅞	132	119	119½	112¼ Jan. 11	137½ Jan. 4	114½ Dec. 22	182 Mar. 30
Pref., new	100	750	45,907	111½	112	113½	116	112	115	111 Jan. 11	115 Jan. 10	110 Jan. 16	123 Mar. 20
Amer. Teleg. & Cable	100	806	10,701	99	100	90	96	92½	96	92¼ Jan. 18	§98½ Jan. 13	§94 Dec. 28	105 Apr. 26
American Tin Plate	100	23,740	705,120	.....	.....	31½	31¾	31⅓	31¾	27⅞ Jan. 28	34½ Jan. 3	20 Dec. 11	52¾ Apr. 4
Pref.	100	1,903	77,023	.....	.....	82	84	80	81½	80½ Jan. 12	83 Jan. 2	74 Dec. 22	99½ Feb. 8
American Tobacco	50	578,280	5,553,718	143½	143⅞	99	99¼	101½	101⅝	94½ Jan. 12	107¾ Jan. 3	c78½ Dec. 18	229½ Apr. 5
Pref.	100	90	27,596	132	.....	.....	.....	.....	.....	§136 Jan. 24	§140¼ Jan. 18	121 Dec. 16	150 Mar. 6
Dividend scrip		390	17,321	.....	.....	.....	.....	.....	.....	99 Jan. 16	100 Jan. 25	95 Jan. 6	106 Mar. 23
Anaconda Mining	25	18,145	1,193,733	.....	.....	40	41	40	40½	38 Jan. 8	41¾ Jan. 3	31½ Dec. 18	70 Apr. 26
Breece Mining	25	.....	2,566	.....	.....	.....	.....	.....	.....	....	.....	1·38 Feb. 16	2·12½ May 4
Brooklyn Union Gas	100	7,666	90,592	137	139	140	143	148	150	140 Jan. 2	150 Jan. 26	130 Dec. 19	160 Mar. 17
Brunswick Dock & C. I.	100	15,125	199,947	14½	14⅝	.....	.....	.....	.....	11½ Jan. 8	16⅝ Jan. 25	9½ May 9	20⅜ Aug. 14
Brunswick Mining		.....	5,100	.....	.....	.....	.....	.....	.....	....	.....	·35 Mar. 2	·35 Mar. 2
Colorado Coal & I. Dev.	100	160	40,442	1⅞	1¾	1½	1⅝	1⅜	1⅝	1½ Jan. 8	1½ Jan. 8	1⅛ Jan. 17	⅝ Apr. 21
Pref.	100	.....	5,325	3	.....	2½	.....	2½	.....	....	.....	2 Apr. 14	8 Apr. 21
Colorado Fuel & Iron	100	44,130	1,132,871	31½	32	44¾	45½	43½	43¾	40½ Jan. 8	46½ Jan. 3	30½ Feb. 8	64 Sept. 11
Pref.	100	2,078	17,686	85	90	128	130	119	122	121 Jan. 30	131½ Jan. 17	88 Jan. 6	130 Dec. 8
Col. & Hock. Coal & Ir.	100	1,435	120,770	8⅝	9	15	17½	17	18½	15 Jan. 8	18½ Jan. 31	6½ Feb. 15	21¼ Sept. 6
Commercial Cable	100	27	555	.....	.....	180	200	160	.....	§183 Jan. 17	§183 Jan. 17	189 Jan. 26	§195 Nov. 18
Consol. Cal. & Va. Min.		100	1,300	1·00	.....	.....	.....	.....	.....	1·75 Jan. 19	1·75 Jan. 19	1·40 Nov. 13	2·20 Feb. 6
Consolidated Gas, N. Y.	100	14,676	347,071	195½	196½	191½	193	187	190	186½ Jan. 16	199 Jan. 3	163 June 6	223¼ Mar. 11
Consolidation Coal	100	.....	565	50	.....	50	.....	48	.....	....	.....	§50 Dec. 12	56 Mar. 23
Continental Tobacco	100	85,148	3,470,906	.....	.....	34¼	34½	33½	34	30⅛ Jan. 11	38 Jan. 3	20 Dec. 18	65⅞ Apr. 17
Preferred	100	16,683	629,646	.....	.....	86	86½	86	86½	83½ Jan. 11	89½ Jan. 3	71 Dec. 18	103⅞ Aug. 28
Detroit Gas	50	.....	30,340	60	62	.....	.....	.....	.....	....	.....	63 Jan. 4	101 Aug. 18
Erie Teleg. & Teleph.	100	13,005	16,451	.....	.....	.....	.....	105	106	101 Jan. 3	107⅜ Jan. 6	§92¾ Jan. 13	120¼ Oct. 30
Rights		1,175	.....	.....	.....	.....	.....	.....	.....	1 Jan. 20	1⅛ Jan. 20	.....	.....
Federal Steel	100	239,291	6,721,683	52⅝	52¾	54½	54¾	53½	53⅝	47¾ Jan. 11	55½ Jan. 2	39¾ Dec. 18	75 Apr. 3
Preferred	100	28,645	1,785,851	84¼	84½	74½	75	74¼	74½	70¾ Jan. 10	76 Jan. 2	67 Dec. 22	93½ Apr. 3
General Electric	100	47,167	368,643	95⅜	96	122	123½	123	124	120 Jan. 10	124¼ Jan. 4	95⅛ Jan. 3	132 Nov. 27
Glucose Sugar Refin'g.	100	30,717	382,096	69⅛	70½	48½	50	.....	.....	47 Jan. 2	57⅜ Jan. 31	37 Dec. 19	70¾ Mar. 20
Preferred	100	1,285	28,013	108¾	109¼	95	98	.....	.....	98 Jan. 2	101½ Jan. 31	95 Dec. 19	110 Jan. 14
Hawaiian Com. & Sug.	100	.....	1,457	57½	60	.....	.....	.....	.....	....	.....	57½ Jan. 3	120½ May 1
H. B. Claflin Co.	100	1,328	49,098	95	.....	112	.....	111	114	113 Jan. 3	115⅛ Jan. 11	97 Jan. 3	117½ July 13
1st pref.	100	.....	30	.....	.....	.....	.....	.....	.....	....	.....	99½ Jan. 31	§101 June 6
2d pref.	100	.....	20	.....	.....	.....	.....	.....	.....	....	.....	§100 Feb. 28	§100 Feb. 28
Horn Silver		.....	3,950	1·10	.....	.....	.....	.....	.....	....	.....	1·60 June 16	1·63 Mar. 1
Homestake Mining	100	.....	2,118	57½	.....	68	73	69	75	....	.....	60½ Feb. 10	§75 July 11
International Paper	100	11,060	622,317	63¾	64	23	24	23	23½	22½ Jan. 27	25½ Jan. 3	17 Dec. 22	68½ Jan. 23
Pref.	100	8,050	160,843	94	95	67	68	68	68½	65 Jan. 9	68⅞ Jan. 2	62¼ Dec. 18	95 Jan. 5
International Silver	100	4,319	169,659	.....	.....	9	11	10¼	10¾	9 Jan. 16	10⅞ Jan. 26	9 Dec. 19	36 Feb. 27
Iron Silver		2,100	6,100	.....	.....	.....	.....	.....	.....	·50 Jan. 16	·53 Jan. 17	·55 June 30	·77 Mar. 1
Kingston & Pemb. Iron		2,200	11,300	.....	.....	.....	.....	.....	.....	·50 Jan. 26	·75 Jan. 18	·25 Apr. 22	·95 Nov. 6
Knickerb. Ice (Chic.)	100	475	27,671	55	56½	30	44	38	44	30 Jan. 2	38 Jan. 10	30 Dec. 20	63½ Feb. 23
Preferred	100	.....	8,186	82½	83	62	72	64	72	....	.....	70 Nov. 20	84 Feb. 17
Laclede Gas, St. Louis.	100	4,180	167,979	52½	53	78	81	79¼	80	78⅛ Jan. 12	80 Jan. 5	51 Mar. 4	85 Dec. 6
Pref.	100	400	3,841	95	97	100	101	95	101	96 Jan. 11	100 Jan. 4	95½ July 18	102½ May 18
Manhattan Beach Co.	100	100	35,524	3	5	6	10	6	10	6¼ Jan. 30	6¼ Jan. 30	5 Jan. 25	39 Apr. 25
Maryland Coal, pref.	100	50	923	47	55	67½	72½	65	75	70 Jan. 9	70 Jan. 9	55 Jan. 6	70 Sept. 28
National Biscuit	100	3,237	216,652	51¼	51⅜	37½	38	37	37¾	35 Jan. 9	38 Jan. 2	31 Dec. 19	62 Jan. 21
Preferred	100	1,025	22,283	103	105	.....	91½	93	.....	90½ Jan. 2	92¾ Jan. 29	89 Dec. 11	107½ Jan. 19

STOCKS. N. Y. STOCK EXCHANGE.	Par.	SALES. In Jan. Shares.	SALES. Year 1899. Shares.	Price about January 3, 1899. Bid.	Ask.	PRICES IN JANUARY. Jan. 2. Bid.	Ask.	Jan. 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
National Linseed Oil	100	.....	1,950	8½	9½	.....	.....	.....	.....	.....	.....	3½ June 9	9⅛ Jan. 14
Trust Co. certificates	100	31,155		8½	.....	.....	.....	.....	.....	3¼ Jan. 10	3¼ Jan. 10	2 July 20	8½ Jan. 12
National Lead	100	10,850	225,772	38⅛	38½	26½	27	26½	27¼	25 Jan. 9	27⅜ Jan. 13	22½ Dec. 22	40½ Jan. 20
Pref	100	2,855	28,770	114	115	107	.....	106	106½	104¾ Jan. 25	106 Jan. 31	103½ Dec. 28	115 Jan. 21
National Starch Mfg	100	.....	8,310	5	5½	5	.....	5	.....	.....	.....	4½ Mar. 17	9 Oct. 30
1st pref	100	.....	1,023	56	76	60	.....	60	.....	.....	.....	43 Apr. 20	70 Oct. 27
2d pref	100	.....	1,283	15	30	15	.....	15	.....	.....	.....	13 Mar. 17	25 Oct. 16
National Steel	100	25,782	821,412	.....	.....	44¾	45¼	44¾	45	40 Jan. 26	46½ Jan. 3	31¾ Dec. 19	63 Apr. 24
Preferred	100	6,434	147,652	.....	.....	92½	93	93	95	92 Jan. 22	94 Jan. 30	85 May 15	99⅜ Aug. 11
New Central Coal	100	.....	2,575	37	42	35	40	35	40	.....	.....	36 Oct. 27	42 Jan. 25
New York Air Brake	100	2,206	164,877	111	113½	.....	.....	125	134	125 Jan. 6	138 Jan. 2	110 Dec. 22	230 July 19
North American Co.	100	24,714	742,517	7⅜	.....	.....	.....	14½	14¾	13⅝ Jan. 23	15½ Jan. 4	6⅞ Jan. 6	17⅜ Nov. 21
Ontario Silver	100	561	5,780	6	7	7½	8½	8	9	7¾ Jan. 4	8½ Jan 22	6 Mar. 23	10⅛ Apr. 27
Pacific Mail	100	59,517	1,072,666	45⅛	45¼	46⅝	46¾	42½	43½	41 Jan. 10	47¼ Jan. 2	35 Dec. 18	55 Jan. 30
Pennsylvania Coal	50	.....	152	350	.....	390	.....	390	.....	.....	.....	§362 Feb. 16	§375 June 17
People's Gas L. & C., Chic.		122,276	3,566,422	109⅝	109¾	105½	105¾	105⅛	105¼	100½ Jan. 11	106¾ Jan. 2	90½ Dec. 19	129½ Apr. 3
Philadelphia Co.	50	100	97,805	65	.....	.....	.....	.....	.....	74 Jan. 19	74 Jan. 19	85 July 24	102 Mar. 23
Phoenix Gold Mining		.....	191,600	.....	.....	.....	.....	.....	.....	.....	.....	·04 Feb. 3	·17 Oct. 18
P. Lorillard, pref	100	.....	161	.....	.....	.....	.....	.....	.....	.....	.....	§117 May 16	121 Jan. 16
Pressed Steel Car	100	11,455	112,873	.....	.....	56	58	.....	.....	55⅝ Jan. 26	58¾ Jan. 17	44¾ June 1	61 Aug. 14
Pref	100	4,824	74,971	.....	.....	84½	88	.....	.....	85½ Jan. 9	88½ Jan. 17	75 Dec. 18	91 Sept. 7
Pullman Company	100	3,324	156,425	160	161	187	190	188	189½	187 Jan. 10	189⅞ Jan. 19	156 Jan. 30	207¾ Oct. 20
Quicksilver Mining	100	.....	9,349	2	3	2	2½	2	2½	.....	.....	2 Aug. 9	4 Apr. 13
Pref	100	100	7,372	9	11	9	10	.....	.....	.....	.....	8 June 7	14 Apr. 13
Republic Iron & Steel		53,765	322,811	.....	.....	22¼	22¾	23⅞	24	19⅜ Jan. 15	24⅛ Jan. 31	16½ Dec. 19	33⅞ Sept. 6
Pref		9,467	101,646	.....	.....	65½	66½	66½	67¼	64¾ Jan. 18	68½ Jan. 5	60⅛ Dec. 19	79 Aug. 29
Silver Bullion certificates		5,000	829,000	.....	.....	58⅛	59½	59½	60½	59½ Jan. 16	59½ Jan. 16	58⅝ Dec. 22	65 Apr. 28
Standard Rope & Twine	100	4,686	213,588	8½	9	9½	10	8¼	9	8⅛ Jan. 30	10¼ Jan. 3	6½ Sept. 20	15¼ Nov. 2
Standard Mining	100	400	10,500	2·00	.....	.....	.....	.....	.....	2·75 Jan. 5	2·75 Jan. 5	·05 Jan. 14	3·35 Oct. 5
Tennessee Coal & Iron	100	50,455	2,657,079	37¼	37⅜	83½	84½	86½	87¼	79¾ Jan. 11	87¾ Jan. 3	36 Jan. 14	126 Sept. 11
Pref	100	20	4,222	100	115	.....	.....	.....	.....	§155 Jan. 5	§157 Jan. 6	111 Jan. 4	150 Aug. 23
Texas Pac. Land Trust	100	1,267	47,292	12½	12⅞	.....	.....	12¾	14	11½ Jan 17	12⅞ Jan. 31	11 Nov. 10	15½ Jan. 17
Union Bag & Paper	100	5,950	160,352	.....	.....	21¼	21⅝	21½	22	21 Jan. 30	24⅞ Jan. 3	17¼ Dec. 19	45 Mar. 28
Preferred	100	2,480	69,175	.....	.....	72½	75	75	79	73½ Jan. 9	76 Jan. 24	71 Dec. 19	89 Mar. 29
U. S. Express	100	645	14,936	53	56	45	48	47	48	§46½ Jan. 19	§49 Jan. 22	§45 Dec. 26	60 Jan. 12
U. S. Flour		.....	23,255	.....	.....	.....	10	.....	.....	.....	.....	12 Nov. 6	58¼ Sept. 15
Pref		.....	19,940	.....	.....	12	25	.....	.....	.....	.....	12 Dec. 5	78½ Sept. 15
U. S. Leather	100	414,826	3,886,767	7½	7¾	17⅞	18	16⅜	16⅝	15¼ Jan. 8	19 Jan. 3	5¾ June 7	40⅞ Nov. 6
Pref	100	19,500	1,388,185	72¼	72⅜	75½	76	76½	76¾	72½ Jan. 10	77 Jan. 3	64½ Dec. 18	84½ Nov. 2
U. S. Rubber	100	9,265	753,732	44	44½	41	43	38	39	36 Jan. 26	44 Jan. 2	37⅞ Dec. 19	57 Apr. 5
Pref	100	4,967	76,330	111	112	103	104	101	102	99 Jan. 26	104¾ Jan. 3	99¾ Dec. 22	121 July 8
Wagner Palace Car	100	150	3,347	.....	.....	185	187	.....	.....	§183 Jan. 3	185 Jan. 2	181 July 17	§205 Oct. 18
Wells, Fargo & Co	100	195	6,336	128	131	133	134½	123	128	123½ Jan. 24	§129 Jan. 9	120 Dec. 16	135½ Sept. 6
Western Gas	100	.....	710	94	96	.....	.....	.....	.....	.....	.....	94 Jan. 20	98 Jan. 30
Western Union Teleg.	100	14,718	586,531	93	93½	85	85½	86⅜	87¼	85 Jan. 2	88½ Jan. 5	82 Dec. 22	98¼ Jan. 24

* All assess'ts paid. † First instal. paid. ‡ Second instal. paid. ¶ 3d instal. paid. *b* 4th instal. paid. § Less than 100 shares *f* Ex-rights. *a* Tr. receipts. *c* Ex 100 % stock div. *d* Cent. N. J. sold "ex rights" on and after May 10. *e* C. B. & Q. sold "ex rights" on and after May 5

BOSTON STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The railroad securities which are active on the New York Stock Exchange are omitted from this list.

☞ *In comparing New York and Boston prices, it should be noted that bond prices in New York are flat prices—that is, the price includes the accrued interest, while in Boston accrued interest must be paid in addition to price. It should also be remembered that New York stock prices are per cent while those in Boston are dollars per share.*

BONDS. BOSTON STOCK EXCHANGE.	Int. Period.	Sales in January, Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2. Bid.	Ask.	Jan. 30. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
		$	$								
Amer. Bell Telephone 4s 1908	J - J	123,000	10,000	.....	100	100½	.....	99⅞ Jan. 9	101 Jan. 2	100½ Dec. 30	104 Jan. 26
Atch. & Nebraska, 1st, 7s 1908	M-S	1,000	.....	.....	.....	.....	.....	121 Jan. 29	121 Jan. 29	123 June 8	124 Aug. 10
Boston & Albany 4s, reg. 1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Lowell, 4s 1907	J - J	1,000	.....	.....	.....	.....	.....	104⅛ Jan. 17	104⅛ Jan. 17	105⅜ Apr. 27	105⅜ Apr. 27
4s 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine, 4½s 1944	J - J	.....	.....	.....	.....	.....	.....	.....	.....	128½ June 30	129½ Sept. 15
Plain 4s 1942	F-A	1,000	.....	.....	.....	.....	.....	114⅝ Jan. 17	114⅝ Jan. 17	117½ June 29	117½ June 29
Boston & Providence, 4s 1918	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston Terminal 3½s 1947	F-A	.....	.....	.....	.....	.....	.....	.....	.....	116 July 18	116 July 18
Bur.&Mo. R.(Neb.),ex'mt 6s 1918	J - J	4,000	.....	120	.....	122	.....	122 Jan. 13	123 Jan. 24	119 Jan. 5	125½ Aug. 30
Non-exempt, 6s 1918	J - J	.....	.....	107	.....	107¼	.....	.....	.....	107 Jan. 10	108½ Nov. 15
Plain, 4s 1910	M-N	.....	.....	.....	102	100	.....	.....	.....	101 Jan. 30	111½ June 21
Cedar Rap. & Mo. R., 1st, 7s 1916	M-N	.....	1,000	.....	.....	.....	.....	.....	.....	104 Dec. 6	104 Dec. 6
Cent'l Vermont 1st gold 4s 1920	Q-F	27,000	67,500	.....	.....	.....	.....	87 Jan. 17	91 Jan. 2	90 Dec. 21	93 Nov. 1
Chic. Burl. & No., 1st, 5s 1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	105 Sept. 5	108½ Nov. 15
2d, 6s 1918	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Jc. RR. & St'k Y'ds, 5s 1915	J - J	7,000	1,000	.....	114½	.....	114	112¾ Jan. 16	113½ Jan. 6	112½ Mar. 9	116 Aug. 10
Chic. Ham. & W. 1st 6s 1927	J - J	.....	.....	.....	.....	.....	.....	.....	.....	125 June 15	125 June 15
Ch. Mil. & St. P. Dub. D., 6s 1920	J - J	1,000	4,000	128	132¼	131	.....	130 Jan. 9	130 Jan. 9	128 Dec. 22	134½ Aug. 10
Ch. M. & St.P.Wis.V. div., 6s 1920	J - J	.....	2,000	126	.....	129	.....	.....	.....	129¼ Jan. 5	134⅛ Aug. 3
Chic. & W. Mich., gen., 5s 1921	J-D	91,000	30,000	97	98	99½	100	97⅝ Jan. 19	100 Jan. 30	87 Jan. 3	100½ Aug. 10
Chic. & Nor. Mich.,1st gu.5s 1931	M-N	52,100	39,000	90	.....	94¼	95	80 Jan. 3	95 Jan. 12	77½ Jan. 12	94½ May 22
Clev. & Can. Equip. Tr., 5s 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord & Mont., cons., 4s 1920	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol. RR. of Vt., 1st, 5s 1913	J - J	.....	.....	.....	.....	.....	.....	.....	.....	81½ Jan. 5	96 Apr. 20
Trust receipts		.....	.....	.....	.....	.....	.....	.....	.....	89 Jan. 24	96 Apr. 20
Current River, 1st, 5s 1927	A-O	5,000	.....	.....	90	.....	90	85 Jan. 2	85 Jan. 2	65 Mar. 9	95 Nov. 21
Det. Gr. Rap. & W., 1st, 4s 1946	A-O	11,000	12,000	92	94½	91	94	92 Jan. 8	92 Jan. 8	91 Jan. 7	97 Feb. 4
Eastern Mass. 1st., gold, 6s 1906	M-S	2,000	3,000	114	115	114	118	114½ Jan. 8	114½ Jan. 8	113½ Dec. 23	119 Jan. 23
Fitchburg, 5s 1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s 1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....	107¾ June 19	107¾ June 19
Frem't Elk. & Mo. V., 1st, 6s 1933	A-O	.....	1,000	135	.....	135	.....	.....	.....	138 Dec. 11	142 Nov. 18
Unstamped, 1st, 6s 1933	A-O	.....	.....	.....	.....	134½	.....	.....	.....	138 Jan. 4	141 July 5
Illinois Steel, conv., deb., 5s 1910	J - J	1,000	.....	.....	.....	.....	.....	100½ Jan. 27	100½ Jan. 27	101 Jan. 4	105½ Feb. 3
Non-convert. deben., 5s 1913	A-O	21,000	30,500	99	100	.....	102	99 Jan. 3	100½ Jan. 27	98 Jan. 3	102½ June 7
Iowa Falls & Si'x C., 1st, 7s 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	137½ June 30	137½ June 30
Kansas City Belt 1st 6s 1916	J - J	.....	.....	.....	.....	.....	.....	.....	.....	110 Aug. 7	110 Aug. 7
Kan. C'y M. & B., gen., 4s 1934	M-S	7,500	4,000	93	.....	.....	95	94 Jan. 4	95 Jan. 13	90 Jan. 3	98 Nov. 1
Income, 5s 1934	Sp. 1	11,840	51,500	48	48½	.....	50	48 Jan. 5	48½ Jan. 3	35 Apr. 27	55 Nov. 6
Kan. C. Clin. & Spr., 1st, 5s 1925	A-O	.....	1,000	.....	90	.....	90	.....	.....	70 Mar. 18	95 Nov. 21
Kan. C.&M. Ry. &Br., 1st,5s 1929	A-O	1,000	3,000	.....	.....	102	.....	103½ Jan. 9	103½ Jan. 9	100 Dec. 11	106 Apr. 25
Kan. C. St. J. & C. B., 1st, 7s 1907	J - J	1,000	1,000	115	.....	115½	117	115½ Jan. 13	115½ Jan. 13	119 Dec. 7	121 May 8
Kan. C. Ft. Scott & M., 6s 1928	M-N	88,000	110,000	104½	.....	105¾	106	105 Jan. 2	106½ Jan. 6	93½ Mar. 24	107½ Nov. 6
Kan. C. Ft. S. & Gulf, 1st, 7s 1908	J-D	6,000	1,000	.....	.....	113	115	113½ Jan. 30	114 Jan. 30	114 Feb. 8	115 Jan. 25
Lincoln & N. W., 1st, 7s 1910	J - J	.....	.....	.....	.....	.....	.....	.....	.....	126 June 8	126 June 8
Little R. & Ft. Sm., g., 1st, 7s 1905	J - J	22,000	2,000	.....	107	104	105	104 Jan. 23	105 Jan. 22	105 Jan. 3	108 Jan. 30
Louisv. Ev. & St. L., 1st, 6s 1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 6s 1936	A-O	.....	.....	.....	.....	.....	.....	.....	.....	105 Jan. 24	105 Jan. 24
Maine Cent., cons., 1st, 7s 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marq. Hough. & On., M., 6s 1925	A-O	.....	.....	112	.....	113	.....	.....	.....	116 Apr. 13	116 Apr. 13
Mexican Central, cons., 4s 1911	J - J	87,000	66,000	73	.....	.....	75	73 Jan. 2	75 Jan. 10	67½ Jan. 5	79 Apr. 5
1st cons. inc., 3s 1939	July	5,000	.....	20	.....	22	.....	21 Jan. 18	21½ Jan. 18	12 Mar. 1	29 Sept. 13
2d cons. inc., 3s 1939	July	24,000	.....	.....	13	.....	12	11 Jan. 19	11⅜ Jan. 22	5¼ Jan. 14	14½ Apr. 27
N. Y. & New Eng., 1st, 7s 1905	J - J	16,000	7,000	114	.....	114½	.....	114 Jan. 8	115⅛ Jan. 29	114 Dec. 27	120½ Jan. 17
1st, 6s 1905	J - J	4,000	2,000	110	112	110½	.....	110 Jan. 4	110¼ Jan. 12	109½ Dec. 22	115 Jan. 25
N.Y. Prov. & Boston gen. 4s 1942	A-O	.....	.....	.....	.....	.....	.....	.....	.....	113 Oct. 6	113 Oct. 6
Ogdensb. & L. C., cons., 6s 1920	A-O	.....	.....	.....	.....	.....	.....	.....	.....	103½ May 3	116½ Jan. 14
Trust receipts		.....	.....	.....	.....	.....	.....	.....	.....	117 Jan. 17	117 Jan. 17

BONDS.

BOSTON STOCK EXCHANGE.

	Int. Period.	Sales in January. Par value	Sales in December, 1899.	PRICES IN JANUARY. Jan. 2 Bid.	Jan. 2 Ask.	Jan. 30 Bid.	Jan. 30 Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
		$	$								
Old Colony, 4s.....1925	J-D	.....	.....	.....	.....	.....	.....	.....	.....	113⅛ Jan. 6	114 Mar. 6
Ottawa Os. & F. R. V., 1st, 8s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland & Ogdensburg, 6s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ports. Gt, F'ls & Con'y, 4½s.1937	J-D	4,000	1,000	.....	.....	.....	.....	124½ Jan. 12	124½ Jan. 12	123½ Dec. 21	123½ Dec. 21
Repub. Valley, 1st, s. f., 6s.1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	107¼ Jan. 13	107¼ Jan. 13
Rutland, 1st, 6s.....1902	M-N	.....	5,000	103½	106	103	104½	.....	.....	105 Dec. 1	106¼ Apr. 29
Summit Branch 7s.....1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West End Street Ry., 5s.....1902	M-N	16,000	9,000	102	.....	102¾	.....	103 Jan. 8	103 Jan. 8	102 Dec. 23	105¼ Jan. 11
5s, registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104 May 22	104½ Aug. 23
Gold 4½s.....1914	M-S	.....	10,000	108½	109½	110¼	.....	.....	.....	104½ Dec. 20	112½ July 7
Gold debenture 4s.....1916	M-N	.....	.....	104	.....	105½	107	.....	.....	106 Oct. 21	111 Oct. 3
Gold 4s.....1917	F-A	3,000	1,000	.....	.....	.....	.....	105¾ Jan. 8	106 Jan. 2	105 Dec. 21	108¼ May 24
Wisconsin Valley, 1st, 7s....1909	J-J	.....	.....	.....	.....	.....	.....	.....	.....	125¾ Jan. 13	125¾ Jan. 13

STOCKS.

BOSTON STOCK EXCHANGE.

	Par.	SALES. In Jan. Shares.	SALES. Year 1899. Shares.	Price about January 2, 1900. Bid.	Ask.	PRICES IN JANUARY. Jan. 2. Bid.	Ask.	Jan. 30 Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE FOR YEAR 1899. Lowest. Sale Prices.	Highest. Sale Prices.
RAILROAD.													
Boston & Albany	100	568	12,242	244	245	244	245	244	.....	238⅞ Jan. 24	245 Jan. 2	238 Dec. 18	250 June 27
Boston & Lowell	100	43	782	241	.....	241	.....	242	.....	241 Jan. 18	242 Jan. 4	227 Jan. 9	270 Nov. 9
Boston & Maine	100	687	9,846	200	202	200	202	197	199	197 Jan. 29	202½ Jan. 5	170 Jan. 4	210 Oct. 27
Pref.	100	.....	193	.....	.....	.....	.....	.....	.....	.....	.....	168 Jan. 23	175 Oct. 12
Boston & Providence	100	48	493	.....	300	.....	300	.....	300	297 Jan. 9	299¾ Jan. 13	283¼ Jan. 10	303 Oct. 3
Boston Elevat., tr. rec.	100	3,714	100,952	98½	99	98½	99	97	98	95 Jan. 11	99 Jan. 2	80¾ Jan. 4	117 May 1
Central Mass.	100	2,112	69,494	11	13	11	13	13½	14¼	11 Jan. 4	15 Jan. 27	7½ Jan. 4	24¾ Mar. 20
Pref.	100	1,155	31,777	*60*	*65*	.....	.....	64	.....	60 Jan. 3	65 Jan. 24	55 Jan. 4	76 Feb. 23
Ch. J'n Ry. & Stk. Yds.	100	1,897	40,460	133½	135	133½	135	133½	135	131½ Jan. 2	138 Jan. 4	136½ Sept. 7	154½ May 18
Pref.	100	136	2,749	*124*	.....	.....	.....	125	130	122 Jan. 2	125 Jan. 3	120 Dec. 20	138 Aug. 5
Con. & Mont.—Class 1.	100	.....	2	.....	*198*	.....	.....	.....	198	.....	.....	188½ July 11	188½ July 11
Class 3	100	2	1	.....	.....	.....	.....	.....	.....	192 Jan. 15	192 Jan. 15	183 Feb. 15	183 Feb. 15
Class 4	100	.....	108	199	.....	199	.....	198	.....	.....	.....	182 June 28	200 Oct. 12
Conn. & Pass. Riv., pf.	100	.....	211	*157*	*160*	.....	.....	155	160	.....	.....	150½ Dec. 23	167½ July 14
Conn. River	100	32	86	271	.....	271	.....	.....	.....	275¾ Jan. 22	277½ Jan. 22	265 Feb. 9	280 Oct. 23
East. New Hampshire	100	.....	28	.....	.....	.....	.....	.....	.....	.....	.....	110 Apr. 27	122 May 27
Fitchburg	100	12	725	.....	.....	.....	.....	.....	.....	35 Jan. 24	35 Jan. 24	22 Jan. 10	31¼ Sept. 6
Pref.	100	9,667	18,342	115	120	115	120	123	123½	110 Jan. 22	125½ Jan. 25	107 Jan. 3	123 Sept. 26
K. C. Ft. Scott & M.	100	1,600	2,356	13	18	13	18	15	18	10 Jan. 16	18 Jan. 26	5 July 15	20 Nov. 19
Pref.	100	100	183	*65*	.....	.....	.....	65	.....	60 Jan. 23	65 Jan. 24	30 Feb. 15	50 Dec. 27
Kan. City Mem & Birm.	100	.....	370	.....	.....	.....	.....	.....	.....	.....	.....	6 Oct. 31	10 Nov. 8
Maine Central	100	1	2,147	.....	*178*	.....	.....	.....	.....	170 Jan. 8	170 Jan. 8	148 Jan. 17	175 Oct. 4
Mexican Central	100	1,337	206,768	11½	12½	11½	12½	12	12¾	11⅜ Jan. 4	12¾ Jan. 22	5⅞ Jan. 7	17¼ Apr. 27
Northern (New H.)	100	13	58	.....	*105*	.....	.....	.....	.....	165 Jan. 9	165 Jan. 9	156 Jan. 11	167 Oct. 31
Norwich & Worcester	100	20	3	.....	.....	.....	.....	.....	.....	219 Jan. 6	219 Jan. 6	209½ Jan. 16	219½ Jan. 16
Old Colony	100	280	1,979	205	205½	205	205½	202	203	201 Jan. 31	205½ Jan. 2	198 Jan. 4	212 May 17
Pere Marquette	10	1,616	.....	*21*	*23*	.....	.....	20	21	19½ Jan. 22	22 Jan. 12	.....	.....
Pref.	.....	690	.....	*55*	*60*	.....	.....	54½	55½	54 Jan. 15	57 Jan. 15	.....	.....
Port. Saco & Ports.	100	25	274	.....	.....	.....	.....	.....	.....	200 Jan. 3	200 Jan. 3	155 Jan. 13	202 Nov. 4
Portsmouth & Dover	100	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	140 Aug. 2	145 July 25
Prov. & Worcester	100	4	62	.....	.....	.....	.....	.....	.....	290 Jan. 4	290 Jan. 4	282 May 27	290 Aug. 1
Rutland	100	538	1,062	8½	.....	.....	.....	.....	.....	7 Jan. 9	9 Jan. 3	3 Jan. 4	15 Jan. 19
Pref.	100	50	1,469	.....	*80*	.....	.....	.....	80	75 Jan. 25	75 Jan. 25	58½ Jan. 4	95 Feb. 6
Southern Calif. Pref.	100	.....	3,483	.....	.....	.....	.....	.....	.....	.....	.....	10 Jan. 13	12 Jan. 23
Vermont & Mass.	100	4	214	.....	.....	.....	.....	.....	.....	170 Jan. 29	170 Jan. 29	160½ Jan. 11	170½ Dec. 7
West End (Street)	50	997	28,524	93	94	93	94	92⅝	93	92 Jan. 3	93½ Jan. 3	88 Dec. 18	95¾ Apr. 29
Pref.	50	305	3,235	.....	113	.....	113	110½	112	110 Jan. 23	112 Jan. 2	111 Jan. 9	118 Mar. 20
Worc. Nash & Roch.	100	20	106	.....	.....	.....	.....	.....	.....	132 Jan. 20	132 Jan. 20	128 Dec. 27	132½ Jan. 24
MINING.													
Adventure Consol.	25	1,090	106,386	.6	6¼	6	6¼	5	5½	5 Jan. 29	6½ Jan. 2	5¼ Oct. 26	18 Feb. 23
Ætna Con. (Quicksilver)	5	450	27,365	4	5	4	5	4	5	4¼ Jan. 5	4½ Jan. 26	3⅝ Jan. 6	4¾ Aug. 2
Allouez	25	630	155,573	3	3½	3	3⅛	2¾	3¼	3 Jan. 8	3 Jan. 8	3 Dec. 5	13⅛ Feb. 20
Amalgamated Copper	100	9,973	16,078	81½	82½	81½	82½	82½	83½	81½ Jan. 2	85½ Jan. 9	76½ Dec. 18	81½ Dec. 15
Am. Zinc Lead & Smelt.	25	7,001	54,481	19½	20	19½	20	15½	16	15 Jan. 25	20 Jan. 2	13 Dec. 18	67 Sept. 6
Anaconda	25	1,182	17,463	41	42	41	42	40	40½	40 Jan. 13	41¾ Jan. 3	35⅛ Dec. 23	69 Apr. 26
Arcadian	25	15,087	296,443	24½	24¾	24½	24¾	16	17	13½ Jan. 23	26¼ Jan. 3	18 Dec. 14	90 Mar. 2
Arnold	25	3,055	154,787	5⅛	5¼	5⅛	5¼	5½	6	5¼ Jan. 2	7 Jan. 10	4 Dec. 18	17¼ June 13
Ash Bed	25	1,170	23,425	.....	.....	.....	1	50c.	1	50c. Jan. 2	50c. Jan. 2	§50c. Dec. 14	2½ June 21
Atlantic	25	750	63,391	23	25	23	25	24	26	24½ Jan. 22	27 Jan. 5	21 Dec. 12	45 Jan. 30
Baltic (assessment paid)	25	1,883	151,132	17	17½	17	17½	17	17½	17 Jan. 2	19 Jan. 5	16½ Dec. 23	36½ Apr. 21
Bingham (Cop. & Gold)	10	2,305	100,534	11½	12	11½	12	9½	10	10 Jan. 18	11¾ Jan. 3	9 Dec. 18	18½ Aug. 21
Bonanza (Dev. Co)	10	8,860	446,382	1⅜	1⅝	1⅜	1⅝	1¼	1½	1¼ Jan. 2	1⅞ Jan. 5	1 Jan. 6	6¼ June 3
Boston (Quicksilver)	10	960	3,950	.....	6	.....	6	4¾	5½	4½ Jan. 23	5⅜ Jan. 5	6 Oct. 16	7 July 20
Bost. & Crip. C. (G) (as't pd)	2	2,250	119,865	25c.	.....	25c.	.....	20c.	35c.	20c. Jan. 24	25c. Jan. 12	‡15c. Aug. 14	50c. Oct. 12
Boston & Montana	25	4,052	80,072	275	280	275	280	268	269	255 Jan. 18	288 Jan. 31	250 Dec. 14	395 Apr. 24
Breece (Iron)	25	500	19,050	2	.....	2	.....	1	2	1¼ Jan. 27	2½ Jan. 9	1 Jan. 17	2½ Aug. 16
British Columbia (Ltd.)	5	1,229	40,563	10	10½	10	10½	8¾	9½	9⅝ Jan. 25	11⅛ Jan. 10	9⅞ Aug. 17	15 Apr. 26
Butte & Boston	10	2,537	162,077	53	55	53	55	48	52	42 Jan. 2	50 Jan. 3	38 Dec. 14	106 Apr. 27
Calumet & Hecla	25	289	11,056	740	.....	740	.....	735	745	730 Jan. 2	755 Jan. 5	635 Jan. 6	895 Feb. 21
Catalpa (Silver)	10	600	49,129	.....	35c.	.....	35c.	.....	35c.	25c. Jan. 13	30c. Jan. 5	20c. Apr. 12	60c. Feb. 20
Centennial	25	9,800	63,583	19	20	19	20	15½	16	15 Jan. 2	20 Jan. 3	14 Dec. 18	61 Mar. 4
Centennial—Eureka	25	7,246	.....	.....	*24*	.....	.....	22	.....	21 Jan. 29	21¾ Jan 5	.....	.....
Central Oil.	25	1,902	84,522	21	21⅞	21	21⅞	17½	18½	18 Jan. 2	20 Jan. 5	17½ Dec. 19	25½ Sept. 12
Cochiti (Gold)	10	5,656	326,610	13½	13⅝	13½	13⅝	12⅝	13	12 Jan. 11	13¾ Jan. 2	9¼ Mar. 14	21½ Sept. 6
Continental Zinc & Lead	10	942	3,714	4	5	4	5	3¼	4	3¼ Jan. 20	3½ Jan. 17	5 Nov. 21	6¼ Nov. 3
Copper Range Co	25	2,100	37,875	25½	26	25½	26	23	23½	25 Jan. 27	28½ Jan. 5	25 Dec. 29	51 Apr. 6
Crescent (Silver)	10	100	56,320	.....	30c.	.....	30c.	.....	25c.	20c. Jan. 5	20c. Jan. 5	2 c. Apr. 11	55c. Feb. 24
Dominion Coal	100	7,498	625,408	44¾	.....	44¾	.....	41¾	42½	40½ Jan. 18	46¼ Jan. 3	33 Jan. 3	63 Apr. 3
Elm River	12	4,110	5,925	4¾	5	4⅝	5	4¼	4⅜	4¼ Jan. 30	6⅜ Jan. 4	4 Dec. 22	6 Dec. 7
Franklin	25	1,902	173,416	14	14½	14	14½	14	14¼	14 Jan. 2	14½ Jan. 9	11 Dec. 18	30 Jan. 31
Gold Coin Mines	5	.....	26,432	.....	50c.	.....	50c.	.....	50c.	.....	.....	25c. Sept. 11	1⅛ Mar. 7
Humboldt	25	250	17,309	1	2	1	2	1	2	1½ Jan. 17	1½ Jan. 17	§1 Dec. 20	3 Jan. 5
Isle Royale	25	8,275	268,539	25	25½	25	25½	21	22½	21 Jan. 23	29 Jan. 3	21 Dec. 14	75 Apr. 11
Mass. Consolidated	25	2,970	24,775	8	9	8	9	6	7	5 Jan. 26	9 Jan. 3	9 Oct. 19	17 Apr. 26
Mayflower	25	525	8,935	2½	3¼	2½	3¼	2	3	3 Jan. 4	3 Jan. 4	2¾ Dec. 22	5¾ Sept. 7
Melones	10	3,600	14,495	1¾	2	1¾	2	1¼	1½	1¼ Jan 31	1¾ Jan. 2	1½ Nov. 17	4¼ May 17
Merced (Gold)	15	275	34,031	8½	10	8½	10	5½	6½	8 Jan. 16	8 Jan. 16	6 May 17	14½ Sept. 7
Michigan	25	2,035	17,442	5¾	6¼	5¾	6¼	5½	6½	6 Jan. 2	7 Jan. 3	6 Dec. 28	14 July 5
Mohawk	25	3,608	164,315	15	16	15	16	12½	13½	13 Jan. 29	16½ Jan. 5	14 Dec 28	38⅛ Apr. 3
Montana Coal & Coke	25	1,210	9,595	8	8½	8	8½	7¾	8	7⅞ Jan. 30	8½ Jan. 2	7 Dec. 12	10 Nov. 3
N. A. Gold Dredging	10	2,300	93,199	2	2½	2	2⅜	.....	2	1¾ Jan. 26	2½ Jan. 2	2 Dec. 20	43 Feb. 20
Napa (Quicksilver)	7	100	6,985	.....	10½	.....	10½	.....	10½	10 Jan. 26	10 Jan. 26	8 Jan. 6	11¼ Nov. 23
New Idria (Quicksilver)	5	.....	7,745	9¾	.....	9¾	.....	9½	12	.....	.....	9½ Dec. 16	13 Apr. 21
Old Colony	25	825	166,355	4¾	5	4¾	5	4¼	4½	4 Jan. 31	5 Jan. 2	3½ Dec. 11	21¼ Feb. 23
Old Dominion (Copper)	25	11,650	486,890	21¼	22	21¼	22	17	17½	17 Jan. 18	23 Jan. 3	18 Dec. 19	53½ Apr. 25
Osceola	25	4,347	174,676	73	74	73	74	67½	69	67½ Jan. 18	76 Jan. 3	61 Dec. 14	105 Feb. 18
Parrott (Silver & Copper)	10	16,126	385,035	42½	43	42½	43	41	42	39¾ Jan. 10	45½ Jan. 3	31½ Dec. 11	72½ Apr. 26
Pioneer (Gold)	10	400	120,211	2¼	.....	2¼	.....	1½	2	2¼ Jan. 11	2½ Jan. 6	2 July 18	8⅝ Feb. 2
Quincy	25	598	23,572	145	150	145	150	138	143	132½ Jan. 23	151 Jan. 4	125 Dec. 12	190 Jan. 26
Rhode Island	25	930	136,800	4¾	5	4¾	5	4¼	4½	4½ Jan. 4	5 Jan. 2	4¼ Dec. 22	16 Feb. 24
Santa Fe (Gold & Cop.)	10	5,616	316,136	5½	5¾	5½	5¾	5	5½	5 Jan. 18	7¼ Jan. 31	4½ Dec. 18	22 Feb. 24
Santa Ysabel (Gold)	5	1,963	197,853	7¾	8¼	7¾	8¼	6	7	7 Jan. 23	8 Jan. 2	6½ Dec. 19	18 Apr. 1
Tamarack	25	1,382	24,899	181	184	181	184	175	185	169 Jan. 16	190 Jan. 10	170 Dec. 27	265 Feb. 21
Tecumseh	25	1,074	59,148	3¼	4	3¼	4	3	4	4 Jan. 5	4½ Jan. 3	4 Nov. 15	10⅛ Feb. 7
Tri-Mountain	25	2,989	46,091	6¼	6½	6¼	6½	7	8	7 Jan. 3	7¾ Jan. 20	5¾ Dec. 28	14½ Apr. 21
United States	25	75	453,028	.....	25	.....	25	.....	10	§7⅞ Jan. 27	§12 Jan. 2	19⅞ May 10	42⅞ Sept. 6
United States Oil	25	13,710	516,287	24½	25	24½	25	20½	21	18 Jan. 11	25 Jan. 2	20 Dec. 18	55 Mar. 30
Utah Con. (Gold) tr. rc.	4·85	8,632	470,784	29¾	30	29¾	30	25	26	25 Jan. 24	30 Jan. 2	21 Dec. 19	52⅜ Apr. 26
Victor (Gold)	5	500	9,572	.....	2½	.....	2½	2½	3	2½ Jan. 3	2½ Jan. 30	2 Dec. 13	§6½ Sept. 1
Victoria	25	1,930	25,171	3½	4	3½	4	3½	4	3½ Jan. 24	4 Jan. 2	3¼ Dec. 15	7¼ Aug. 21
Washington	25	1,635	132,440	1⅜	1½	1⅜	1½	1	1¼	1⅛ Jan. 12	1½ Jan. 3	1 Jan. 6	4¼ Feb. 20
White Knob	100	1,620	27,340	10	15	10	15	10	15	12½ Jan. 2	17 Jan. 3	7 Aug. 3	24½ Apr. 28
Winona	25	1,980	137,504	4½	5	4½	5	4	5	3½ Jan. 29	5 Jan. 6	4½ Dec. 22	22 Feb. 21
Wolverine	25	2,762	125,175	39½	40	39½	40	39	40	39 Jan. 18	42 Jan. 5	34½ Dec. 14	50 Jan. 31
Wyandotte	25	1,430	15,131	1½	2	1½	2	1½	2	1⅝ Jan. 27	2 Jan. 3	1¾ Dec. 30	9½ May 4

† Assessment paid. § Less than 100 shares. ‡ Before payment of assessment.

GENERAL QUOTATIONS

—OF—

BONDS AND STOCKS.

1. In the following twenty-seven pages of tables quotations are given for all securities listed on any Stock Exchange in the United States; also for all leading unlisted and inactive securities for which we have been able to obtain reliable prices.

2. Quotations from all Stock Exchanges are as near as possible for the *last day of January* Of course the coupon, is there be one, maturing between the date of quotation and the date of this publication, is not deducted from the price.

3. Bond prices marked thus (§) indicate that the purchaser must pay accrued interest *in addition to the price given* The method of quoting on the New York Stock Exchange is to quote the prices flat (that is to include the accrued interest in the price), and hence in the tables below no mark is now affixed where this method of quoting is followed.

4. Stock prices marked thus (†) are per share. All others are per cent except bank stock prices.

5. It should be borne in mind in the use of these tables that the quotations for many inactive and unlisted securities are merely nominal, but in all cases the figures are obtained from sources which are considered reliable.

6. The following abbreviations are often used, viz.; "M.," for mortgage; "g.," for gold; "g'd.," for guaranteed; "end.,' for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

☞**Notice Change.**—We no longer affix a mark to prices quoted flat, but only to those which require payment of accrued interest in addition to the price. Designating mark in this instance is (§).

Bonds.	Bid.	Ask.
RAILROAD BONDS.		
(Bonds of companies consol'd are often under the consolidated name.)		
Alabama Cent.—See South'n Ry.		
Alabama Great Southern—		
1st, 6s, 1908.....J&J	109	114
Debenture 6s, gold, 1906...F&A	ℓ107	111
General mortgage 5s, 1927.J&D	ℓ105	108
Alabama Midland—		
1st, guar., g., 5s, 1928.....M&N	98	100
Ala. N. O. T. & P.—		
"A" deb., 5s, g., 1910-1940..M&N	ℓ106	109
"B" deb., g., 5s, 1910-1940.M&N	ℓ 89	91
"C" deb., g., 5s, 1940.....A&O	ℓ.....	.....
Alabama & Vicksburg—		
Con. g., 5s, 1921.....A&O	100	105
2d. consol. g., 5s, 1921.....A&O	85	100
Vicks. & Mer., 1st. g., 6s, '21.A&O	113	115
Albany & Susq.—See Del. & Hud.		
Allegheny Valley—See Penn. RR.		
Allegheny & Western—		
1st g., g'd 4s, Oct. 1, 1998..A&O	§102	.....
Allentown Terminal—		
4s, g., 1919.....J&J	100	.....
Alton Bridge—See St. C. M. & St. L.		
Am. Dock & Imp.—See Cen. of N. J.		
Ann Arbor Ry.—		
1st, g., 4s, 1995 .....Q-J	92	92½
Aroostook Nor. See Bangor & Ar.		
Asheville & Spartanburg—S. U. &		
Col., 1st m., g, gu., 4s, 1995.J&J	80	.....
Atch. & East'n Bridge—		
4s, 1928.....J&J	75	82
Atch. & Nebraska—See C. B. & Q.		
Atch. & Pikes Peak—See C. Br. U. P.		
Atchison Topeka & Santa Fe—		
Gen. mort., gold, 4s, 1995..A&O	101	101⅛
Adjustment 4s, 1995.....Nov	81⅝	82
Eq. tr., series A, g., 5s, 1902.J&J	99	.....
Chic. & St. L., 1st, 6s, 1915.M&S	116	.....
Atl. & Char.—See Southern Ry.		
Atlan. Knox. & Nor.—		
5s, 1946, g.....J&D	102	105
Atlanta & West Pt.—		
Deb. 6s.....J&J	104	106
Atlantic & Dan.—See South'n RR.		
Atlantic & Yad.—See South'n RR.		
Atlantic City RR.—		
5s, g., guar'd, 1919.....M&N	111⅛	111⅜
Atlantic Coast Line certs. 5s.J&D	110½	112
Atlantic Coast Line of Virginia—		
Petersb'rg—Class A, 5s, g., '26J&J	115	.....
Class B, 6s, g., 1926.....A&O	122½	.....
Rich. & Peters. 6s, 1915...M&N	115	.....
Consol. 7s, 1915.....M&N	116	.....
Consol. 4½s, g., 1940.....M&N	100	.....
Atlantic Tenn. & O.—See So'n Ry.		
Augusta South—See So. Car. & Ga.		
Austin & Northw'n—See So. Pac.		
Balt. Belt—See Balt. & Onio.		
Balt. Ches. & Atlan.—See Pa. RR.		
Balt. & C. V. RR. Ex.—		
1st M. 6s, July, 1929.....J&J	105	.....
1st M., 6s, July, 1931.....J&J	115	.....
Balt. & Harrisb.—See West Mary.		
Baltimore & Ohio—		
Prior lien, 3½s, g., 1925.....J&J	.....	95
1st M., 4s, g., 1948.....A&O	100⅜	100½
Pitts. Jc. & M. div. 3½s, g. '25.M&N	87	90
So'w't div. 1st g., 3½s, 1925.J&J	89¾	90
W. V. & P., 1st, 4s, g., 1990.M&N	94	98
Car trust, g., 5s, 1900.....J&J	§100	.....
Baltimore & Potomac—		
1st, 6s, g., gu., 1911.....A&O	118	122
1st, tunnel 6s, g., gu., 1911..J&J	116	121
Bangor & Aroostook—		
1st mort., 5s, g., Jan. 1, 1943.J&J	§113½	114
2d, 5s, g., July 1, 1945.....J&J	§ 97½	100
Piscat. Div. 1st, g, 5s, 1949...A&O	§113	113½
Aroost'k Nor.—5s, g., 1947. A&O	§105	107½
Battle Creek & Stur.—See. Mich. C.		
Beech Creek—See N. Y. C. & Hud.		
Bellaire Zanesville & Cin.—		
Prior lien 6s, July 1, 1899..J&J	45	.....
1st mort., 4s, 1940.....J&J	.....	10
Bell. & Caron.—See Ill. Central		
Bell's Gap—See Pa. & Northw'ern.		
Bellvidere Del.—1st, 6s, c, 1902 J&D	105	.....
Cons., 4s, Feb. 1, 1927.....F&A	109	.....
Bennington & Rutland—		
Gold, 4½s, 1927.....M&N	§104	105
Booneville Bdg. Co.—See Mo. K. & T.		
Boston & Albany—		
4s, 1913.....A&O	§108	.....
Bos. Clin. F. & N. B.—See Old Col.		
Bos. Conc. & M.—See Con. & Mont.		
Boston & Lowell—		
4½s, May 1, 1903.....M&N	§103	104
4s, July, 1907.....M&S	§104	.....
4s, March, 1915.....M&S	§108	109
4s, July 1, 1916.....J&J	§108½	109½
4s, Oct. 1, 1918.....M&S	§109½	110½
4s, April, 1932.....A&O	§114	.....
3½s. July 1, 1919 .....J&J	§103	104
Boston & Maine—		
4½s, g., Jan. 1, 1944.....J&J	§128	129½
4s, Improvement, 1905.....F&A	§103	.....
4s, Feb. 1, 1907.....F&A	§104	.....
4s, Feb. 1, 1937.....F&A	§114	.....
4s, Aug. 1, 1942.....F&A	§116½	117½
Bos. & N. Y. A. L.—See N. Y. N. H. & H.		
Boston & Prov.—4s, 1918.....J&J	§111	.....
Boston Revere B. & L.—		
4½s, July 15, 1927.....J&J	§.....	119
Bost. Win. & Shore—		
5s, Sept. 1, 1906.....M&S	§107	.....
Brooklyn & Montauk—See Long I.		
Bruns. & W.—See Sav. Fla. W.		
Bruns. & Chilli.—See Wabash.		
Buff. & Erie—See L. Sh. & M. So.		
Buff. N. Y. & Erie—See Erie.		
Buffalo Rochester & Pittsburg—		
General 5s, g., 1937.....M&S	108	111½
Deb. 6s, Jan. 1, 1947.....J&J	102	.....
Roch. & P., 1st, g., 6s, 1921.F&A	.....	128
Consol., 1st, g., 6s, 1922..J&D	124	.....
Clear. & M. 1st, 5s, g., gu., '43.J&J	129	131
Buffalo & Southwest—See Erie.		
Buffalo & Susquehanna—		
1st, 5s, g., s. f., 1913.....A&O	100	104
Burl. Cedar Rapids & Northern—		
1st, 5s, 1906.....J&D	107½	.....
Cons. 1st & col. tr., 5s, g., '34.A&O	115	.....
Ced. Rap. Ia. F. & N. W.—		
5s, gold, guar, 1921 .....A&O	.....	.....
Burl. & Mo. (Neb.)—See C. B. & Q.		
California Pacific—		
1st mort., 4½s, g., 1912.....J&J	104½	.....
2d mort., g., g'd 4½s, 1911...J&J	101½	104½
3d mort. 6s, g., g'd 1905.....J&J	105	.....
3s, g., 1905.....J&J	90	95
Cambria & Clearfield—		
1st, 5s, g., 1941.....J&J	.....	.....
Camd. & Atl.—See W. Jer. & Sea Sh.		
Canada Southern—		
1st, 5s, Jan. 1, 1908.....J&J	107¼	108
2d mort., 5s, Mar. 1, 1913..M&S	108½	109½
Canadian Pacific—		
Land grant, 1st, 5s, g., 1931.A&O	.....‡	111
1st M., deb. £, g., 5s, 1915 ..J&J	ℓ113	115
Canadian Pacific—(Con.)—		
Land grant gu., 3½s, g., 1938.J&J	ℓ102	104
Cons. deben. 4s, perpetual..J&J	ℓ110	112
Ont. & Quebec, deb. guar. 5s....	ℓ139	142
New Brunsw., 1st, g., 5s, '34 F&A	ℓ119	121
Cons. deb. 4s, perpetual...J&J	ℓ108	111
Canastota Nor.—See Lehigh Val.		
Carb. & Shaw.—See Ill. Central.		
Carthage & Adiron.—See N.Y. Cent.		
Carolina Central—		
1st, g. 4, Jan. 1, 1948.....J&J	82	87
Catawissa—Mort. 7s, 1900....F&A	104¾	105½
1st mort. 6s, 1902.....F&A	104	.....
Refunding g. 4s, 1948.....A&O	.....	.....
C. R. Ia. F. & N.—See B.C. R. & N.		
C. R. & Mo. Riv.—See Chic. N. W.		
Central Branch RR.—		
Cent. Br. U. P. 1st g. 4s, '48..J&D	88	90
1st 4s, g., Feb., 1919.....F&A	80	85
Central of Georgia—		
Coll. trust, 5s, g., 1937.....M&N	90	96
1st M., g. 5s, 1945 .....F&A	118	.....
Cons. g. 5s, 1945.....M&N	89½	90
Mobile Div. g. 5s, 1946.....J&J	103	.....
Macon & Nor. g. 5s, 1946....J&J	§100	.....
Mid. Ga. & Atl., 1st 5s, 1947.J&J	90	95
1st income (up to 5), 1945...Oct	32½	34
2d income (up to 5), 1945...Oct.	9	10¼
3d income (up to 5), 1945...Oct.	4½	6
Ocean SS. Co., g., gtd. 5s, '20.J&J	106	.....
Central New England—		
1st g., 5s, Feb. 1, 1919.....F&A	102	103
Gen. Inc. g. 5s, Feb. 1, 1949, Oct. 1	56	70
Dutchess Co. 4½s, g., 1940...J&D	75	84
Central of New Jersey—		
Consol. mort., 7s, 1902.....M&N	107¾	.....
Gen. mort., g., 5s, 1987.....J&J	124½	125
Conv. deb., 6s, 1908.....M&N	.....	.....
Leh. & W. con. 7s, 1900, as'd...Q-M	100	101
Mortgage 5s, 1912.....M&N	103	.....
Am. D. & Imp. Co., gtd., 5s, '21.J&J	114	115
N. Y. & L. Br., Gen. g. 4s, '41.M&S	§113½	114½
Gen., g., 5s, 1941.....M&S	127	.....
Central Ohio—See Balt. & Ohio.		
Central Pacific—(See So. Pacific.)		
Central of S. C.—		
1st g. 6s, 1921.....J&J	100	.....
Central Vermont.—		
Equip., g., 6s, 1903.....J&J	95	.....
1st g. 4s., 1920.....Q.-F	88	90
Charleston & Savannah—		
Gen. mort. 7s, g., 1936.....J&J	120	.....
Charleston & Western Carolina—		
1st g. 5s, 1946.....A&O	105	109
Charlotte Col. & Aug.—See South'n		
Chartiers—1st, 7s, 1901.....A&O	106	.....
Chat. Rome & Southern—		
1st 5s, g., 1947.....J&J	90	96
Rome & Carrol.—1st g. 6s, '16.J&J	.....	80
Chateaugay Ry.—See Del. & Hud.		
Chesapeake & Ohio—		
Series A, gold, 6s, 1908.....A&O	114	119
1st Mortg. g., 6s, 1911 ....A&O	118	121
Term., 1st, g., 6s, 1922 .....J&D	114	.....
C. & O. Ry. 1st con., g., 5s, '39.M&N	118	.....
General 4½s, gold, 1992....M&S	97½	98
R. & A. Div. 1st con., g., 4s, '89.J&J	101	103
2d con., g., 4s, 1989.....J&J	95	99
Craig Valley, 1st, 5s, gold, 1940.	97	.....
Warm Sp. Val., 1st 5s, g., '41.M&S	95	.....
El. Lex. & B. S., 5s, g., 1902.M&S	102	.....
Elevator Co., g. 4s, 1938....A&O	70	78
Cheshire—See Fitchburg.		
Chicago & Alton—		
Ref'd'g g. 3s, 1949 (w. iss.).A&O	.....	.....
Sinking fund 6s, gold, 1903.M&N	.....	.....
La. & Mo. R.., 1st gd. 7s, 1900.F&A	101½	101¾
2d g'd, 7s, 1900.....M&N	102	103

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Chicago Burlington & Quincy—		
Consol. (now 1st) 7s, 1903..J&J	111¼	.....
3½s, July 1, 1949, opt. 1929..J&J	§103	104
5s, sinking fund, 1901.....A&O	102¼	.....
5s, debenture, 1913.....M&N	110	.....
5s, conv. deb., 1903.....M&S	122½	.....
Illinois Div., 3½s, 1949.....J&J	104	104½
Iowa Div., s. f., 5s, 1919....A&O	114⅛	.....
s. f. 4s, 1919.....A&O	104⅛	.....
Denv. Ext., col. tr 4s, 1922. F&A	102	.....
8kg. fd. 4s, S.W. div., 1921...M&S	§ 99	102
Chic. & Ia., col. tr. 5s, 1905, F&A	.....	.....
Nebraska Ext., 4s, 1927....M&N	111⅜	112
Atch. & Neb., 1st, 7s, 1908. M&S	117	.....
Burl. & Mo. (Neb.) 1st, 6s, '18. J&J	§122	.....
Consol. 6s, non-ex., 1918..J&J	§107½	.....
4s (Neb.), 1910.....J&J	§100	.....
Han. & St. Jo., 1st 6s, 1911. M&S	120½	123
Lincoln & N. W., 7s, 1910...J&J	126	.....
Ott. Osw. & Fox R., 8s, July 1900.	§102	.....
Repub. Val., 1st, 6s, 1919...J&J	§106	108
Chicago & Eastern Illinois—		
1st mort., 6s, 1907, sink. fd. J&D	.....	115
1st, consol. 6s, gold, 1934..A&O	136	139
Gen. consol. 1st, 5s, 1937..M&N	112½	.....
Danv. & G. C'k, 1st M. 6s, '20 M&N	105	.....
Ch. & I. C. Ry.—1st 5s, 1936. J&J	104	107
Chic. Ft. Mad. & Des Moines—		
1st g. 5s, 1911.....J&J	.....	.....
Chicago & Grand Trunk—		
N.W.Gr. Tr., 1st M., 6s, 1910 J&J	101	.....
2d M., g, 5s, Jan. 1, 1922...J&J	64	.....
Chic. & Gt. W'n.—See Chi. Ter. Tr.		
Chic. Hammond & West—		
1st, g., 6s, Jan. 1, 1927.....J&J	§125	.....
Chic. & I.C. Ry.—See Chic. & E.Ill.		
Chic. Ind. & Louisville—		
Ref'd'g mtg., g. 6s., 1947....J&J	.....	115
Ref'd'g mtg., g., 5s, 1947....J&J	105	107
L. N. A. & C., 1st 6s, 1910...J&J	112¼	.....
C. & I. Div., g., 6s, 1911.....F&A	.....	.....
Chic. & Milw.—See Chic. & N. W.		
Chicago Milwaukee & St. Paul—		
Gen., g., 4s, ser. A., 1989....J&J	110	110¼
Gen., g. 3½s, ser. B, 1989...J&J	.....	.....
R. D., 1st, $ gold, 7s, 1902..J&J	167¼	.....
R. D., 1st, £ gold, 7s, 1902..J&J	167½	.....
Ia. & Dak., Exten. 7s, 1908..J&J	167¼	.....
Chic. & Milw., 1st M., 7s, 1903. J&J	167¼	.....
Inc., conv., s. f., 5s, 1916..J&J	.....	.....
1st cons. pr. lien 7s, 1904...J&J	.....	.....
Chic. & M. consol. 7s, 1905..J&J	167¼	.....
Fargo & So., g. 6s, ass'd, 1924. J&J	132	.....
Dubuque Div., 1st, 6s, 1920. J&J	§131	.....
Southw. Div., 1st, 6s, 1909..J&J	117⅜	.....
Dak. & Gt. So., 1st g. 5s, 1916. J&J	113⅝	.....
La. & D. Div., 1st, 5s, 1919..J&J	117½	.....
So. Minn., 1st, 6s, 1910.....J&J	119	120
H. & Dak. Ext., 1st, 7s, '10. J&J	127½	129
1st M. 5s, 1910.....J&J	110⅛	111
Chic. & Pac. Div., 6s, 1910..J&J	119	120½
West'n Div., gold 5s, 1921. J&J	119⅝	120
Ch. & Mo. Riv., 1st 5s, 1926. J&J	120	.....
Mineral Pt. Div., 5s, 1910...J&J	110⅝	.....
Chic. & L. Sup. Div., g., 5s, '21. J&J	117⅝	.....
Wis. & Minn. Div., g. 5s, '21. J&J	118½	119
Wisconsin Valley Div.—		
1st, 6s, 1920.....J&J	§129	132
1st, 7s, 1909.....J&J	§124	126
Terminal 5s, gold, 1914.....J&J	113⅛	.....
Milw. & No., 1st 6s, 1910....J&D	118	.....
1st consol. 6s, 1913.....J&D	119	.....
Ch. Ju. Rys. & St'k Y'ds—See Miscel.		
Ch. & No. M.—See Ch. & West. Mich.		
Chicago & North Western—		
General 3½s, g., 1987.....M&N	.....	109
Con. s. f. 7s, 1915.....Q-F	142½	.....
Gen. con., g., 7s, 1902.....J&D	110⅛	.....
Sinking fund 6s, 1929.....A&O	.....	121
5s, 1929.....A&O	108	110
Sink. fd. deben. 5s, 1933...M&N	120	123
25-year deb. 5s, 1909.....M&N	109	.....
30-year deb. 5s, 1921.....A&O	115	.....
Exten. bonds, 4s, 1926..F&A 15	.....	109¾
Iowa Div., 1st, 4½s, 1902...A&O	.....	.....
Escan. & L.Sup., 1st, 6s, 1901. J&J	103⅜	104¼
Des M. & Minn., 1st, 7s, 1907. F&A	114	.....
Iowa Mid., 1st M., 8s, 1900. A&O	102	.....
C. M. & N.W., 1st M., 6s, 1905. M&N	110	.....
Winona & St. P., 2d, 7s, 1907. M&N	120	123
1st exten., 7s, gold, 1916. J&D	135	.....
Mil. & Mad., 1st, 6s, 1905...M&S	110	.....
Ott. C. F. & St. P., 5s, 1909. M&S	109	.....
North. Ill., 1st, 5s, 1910.....M&S	111	.....
Madison ext., 1st g. 7s, 1911. A&O	127	.....
Marshfield ext., 1 M. 5s, '22. A&O	100	.....
Menominee ext., 1st g. 7s, '11. J&D	127	.....
Menominee Riv., 1st, 7s, '06. J&J	116	.....
Northwest. Un., 1st g. 7s, '17. M&S	134	.....
Chic. & Tomah, 1st, 6s, 1905. M&N	108	.....
Dak. Cent., 1st c. 6s, 1907..M&S	§112⅜	.....
Cedar R. & M., 1st, 7s, 1916. M&N	§139	.....
1st mort., 7s, 1909.....J&D	§126	.....
Frem. Elk. & Mo. V., 6s, '33. A&O	§136	.....
Unstamped.....	§134½	140
Milwaukee Lake Shore & W'n—		
Con. 1st 6s, gold, 1921...M&N	138	.....
Mich. Div., 1st g. 6s, 1924. J&J	137½	.....
Ashland Div., 1st g. 6s, '25. M&S	139	.....
Conv deb. g. 5s, 1907.....F&A	104	.....
Ext. & imp., s. f., g., 5s, 1929. F&A	124½	....
Incomes, 6s, 1911.....M&N	108	.....
St. P. & E. Gr. Tr., 1st, 6s, g. '13. J&J	115	.....
Chicago Peoria & St. Louis—		
1st mort., g., 4s, 1925.....J&J	20	28
2d mort. inc. g. 4s, 1945..Jan. 1	2	.....
Chicago Rock Island & Pacific—		
Refunding g. 4s, 1988.....J&J	105¾	106
1st M. 6s, 1917.....J&J	130	134
Des M. & Ft. D., 1st 4s, 1905..J&J	93⅝	.....
1st inc. 2½s, 1905 ... ...J&J	83	85
Exten. 4s, 1905.....J&J	92	.....
Keokuk & Des Moines—		
5s, 1st, '23.....A&O	111	114
Chic. & St. L.—See Atch. T. & S. Fe.		

Bonds.	Bid.	Ask.
Chic. St. L. & N. O.—See Illinois Cen.		
Chic. St. L. & Pitts.—See Penn. Co.		
Chic. St. L. & Pad.—See Ill. Cent.		
Chic. St. Paul Minn. & Omaha—		
Con. 6s, 1930.....J&D	133½	135
Ch. St. P. & M. 1st g. 6s, 1918. M&N	132	.....
North Wisconsin—		
1st 6s, 1930.....J&J	.....	140
St. P. Stillwater & Tayl's Falls—		
1st mort. 7s, 1908.....J&J	.....	.....
St. Paul & Sioux City—		
1st g. 6s, 1919.....A&O	.....	132
Hud. & Riv. F., 1st M. 8s, '08. J&J	120	.....
Sault Ste. M. & Southwest—		
1st mort,, 5s, 1915.....M&N	106	.....
Chic. Term. Trans. g. 4s, 1947. J&J	.....	94
Chic. G. W. 5s g. 1936.. ....J&D	105	.....
Chic. & Tomah.—See Chic. & Nor.		
Chicago & Western Indiana.—		
Gen. g. 6s, 1932.....Q-M	115	119
1st g. 6s, s. f., 1919.....M&N	105	108
Chic. & West Mich.—See Pere Marquette.		
Choctaw & Memphis—		
1st, g., 5s, Jan. 1, 1949.....J&J	100½	103
Choc. Ok. & Gulf—		
Gen. M., g., 5s, Oct. 1, 1919..J&J	102⅞	103¼
Cin. & Balt.—See B. & O. So'westn		
Cin. Dayton & Ironton—		
1st, g. gd. 5s, 1941.....M&N	112	115
Cincinnati Hamilton & Dayton—		
Consol. S. F. 7s, 1905.....A&O	§115	.....
Consol. mort., 6s, 1905.....A&O	§109	.....
Consol. 5s, 1905.....A&O	§105	.....
General 5s, gold, 1942.....J&D	§105	109
2d mort., gold, 4½s, 1937...J&J	§107	.....
Day. & Mich., 1st 5s g'd 1911. J&J	§109	.....
Cin. Hamilton & Indianapolis—		
1st 7s g'd, 1903.....J&J	§108¾	109
Gen. g. 5s, 1943.....J&D	§106	.....
C. I. St. L. & C.—See C. C. C. & St. L.		
Cin. Laf. & Chi.—See C. C. C. & St. L.		
Cincinnati Lebanon & Northern—		
1st, 5s, 1916.....J&J	110	.....
Cincinnati Northern—		
1st, g., 5s, 1947, certfs.....	40	70
Cincinnati Portsmouth & Va.—		
1st g. 5s, 1925.....J&D	§107	109
Cin. Conn. Belt. 1st gu., g. 5s, 1929	.....	102½
Cincinnati Rich. & F. W.—		
1st, 7s, g., 1921.....J&D	122	.....
Cin. San. & Clev.—See C. C. C. & St. L.		
Cincinnati & Springfield—		
7s, C. C. C. & I., 1901.....A&O	104	.....
7s, gu. L. S. & M. S., 1901....A&O	104	108
Clearfi'd & Jeff—See Pa. & Nor. W.		
Clearf. & Mahoning—See B. R. & P.		
Cleveland Akron & Columbus—		
Gen. gold 5s, 1927.....M&S	114	118
Eq. tr. and 2d M., g., 6s, 1930. F&A	99	.....
Cleve. Cin. Chic. & St. Louis—		
General 4s, gold, 1993.....J&D	95½	96
Cairo Div., 1st g. 4s, 1939....J&J	91	94
St. L. Div., 1st, col. tr. g, 4s, '90 M&N	101½	.....
White W. V. Div., 1st, 4s, g. '40. J&J	90	.....
C. W. & M. Div., 1st, 4s, g., '91. J&J	92	.....
Spr. & Col. Div., 4s, 1st, g., '40. M&S	90	.....
Cin. San. & Clev. con. g. 5s, '28. J&J	113	.....
Col. Spr. & Cin., 1st 7s, 1901. M&S	103	.....
Cin. Laf. & Chic., g., 7s, 1901. M&S	.....	106½
Ind. & St. L., 1st 7s, 1919, A J&J	§130	.....
1st 7s, 1919, series B.....M&S	§130	.....
1st 7s, 1919, series C .M&N	§130	.....
C. I. St. L. & C., 1st, 4s, g., '36..Q-F	§100	105½
6s, con., 1920.....M&N	§106	.....
Peoria & East, cons., 4s, '40. A&O	86	87
2d cons. income 4s, 1990. Apr 1	25	30
Id. Blm. & W. ext. 4s, 1940. A&O	102	.....
O. Ind. & W., g. 5s, 1st, pf., 1938. Q-J	103	.....
Clev. Col. Cin. & Indianapolis—		
Consol. mort., 7s, 1914. ....J&D	135	.....
Gen. con., g., 6s, 1934.....J&J	128	.....
Cleveland Lorain & Wheeling—		
Con. g. 5s, 1933.....A&O	106½	.....
Equip. notes 5s, 1902.....J&J	§100	.....
Cleveland Term. & Valley—		
1st, 4s, g., 1995.....M&N	95	99
Clev. & Mah. Val.—		
Con. 5s, g., 1938.....J&J	130	.....
Clev. & Marietta—See Penn. RR.		
Cleveland & Pitts.—See Penn. Co.		
Colorado Midland—		
1st, 2, 3, 4, l. g., 1947.....J&J	66	67
1st, 4s, g., 1947.....J&J	.....	73
Colorado Southern—		
1st g. 4s, Feb. 1, 1929.....F&A	85½	85¾
Columbia & Gr.—See Southern Ry.		
Col. Newberry & Laurens—		
1st, g. 6s, 1937.....J&J	.....	.....
Columbus Hocking Valley & T.—		
See Hocking Valley Ry.—		
Col. & Ind. Cen.—See Penn. RR.		
Columbus Sandusky & Hocking—		
1st mort., 5s, gold, 1900 ...A&O	40	50
Gen. mort., 2½-4s, g., 1946 .J&J	2	5
Income 4s, g., 1945.....F&A	.....	.....
Zanesv. Ter., 1st, g., 5s, 1940. J&J	15	30
Col. Ter. & Tr. Co.—5s, 1943. M&S	50	65
Col. Connect. & Ter.—See Norf. & W.		
Concord & Montreal—		
4s, 1920.....J&D	§109	.....
Deb. 4s, 1920.....J&D	§103½	.....
B. C. & M., imp. 6s, 1911.....J&J	§122	.....
Connecticut & Passumpsic—		
1st, g., 4s, 1943.....A&O	§112	113
New. & Rich., g'd 5s, 1911..J&J	§108	.....
Connecticut River.—		
Gold 4s, 1943.....M&S	§114	.....
Scrip, 4s, 1903.....J&J	§100	.....
Consol. RR. of Vt.—See Central Vt.		
Cumberland & Penn.—		
1st, g., 5s, 1921.....M&N	107	.....
Current Riv.—See K. C. Ft. S. & M.		
Dak. Cent.—See Chic. & Northw.		
Dak. & Gt. So.—See C. M. & St. P.		
Dallas & Waco—See Mo. K. & T.		

Bonds.	Bid.	Ask.
Dayton & Mich. See Cin. H. & D.		
Day. & West.—1st M., 6s, '05. J&J	§111	114
1st mort., 7s, 1905.....J&J	§114	.....
Dayton & Union—		
1st, 7s, 1909.....J&D	§117	.....
Income 6s, due after 1910..J&D	§110	.....
Delaware—Gen. M. 4½s, g. A'32 J&J	.....	.....
Del. & Bound Brook—		
1st, 7s, 1905..... .....F&A	118	122½
Delaware & Hudson—		
Pa. Div., 7s, 1917.....M&S	.....	.....
Adir. Ry., 1st, gu. 4½s, g., '42. M&N	.....	.....
Alb. & S., 7s, 1st, con., gu., '06. A&O	120	121
1st, 6s, cons., gu., g., 1906. A&O	113	.....
Deb. 5s, g., May 1, 1900 to 1902	.....	.....
Bluff Pt. Land Imp. Co.—		
1st M., g., guar., 4s, 1940. J&J	90	100
Chat. O. & I. Co., not gu. 6s, '29..	35	50
6s, guar., D. & H., 1929	.....	.....
Chateaugay Ry. 6s, gtd., '07. F&A	.....	.....
New York & Canada—		
2. M., 6s, g., 1904.....M&N	ℓ105	108
Deb. g., 4½s, guar. 1904..M&N	.....	.....
Rens. & Sar., reg., 1st. 7s, '21. M&N	150	.....
Delaware Lack. & West.—		
1st mtg 7s, 1907.....M&S	126	.....
Morris & Essex—		
1st, 7s. 1914..... .....M&N	139	.....
7s, 1871-1901..... .....A&O	107	.....
7s, 1st, con., guar., 1915..J&D	140	.....
4½s, Pur. Mon., Jan., 1912. J&J	103	.....
N. Y. Lack. & Western—		
1st, 6s, g'd, 1921.....J&J	134	.....
2d, 5s, g'd, constr., 1923..F&A	115	.....
Term. & Imp. 4s, g'd, '23..M&N	104	.....
Oswego & Syracuse—		
Guar., 5s, 1923. .. ..M&N	107	.....
Consol. mort., 7s, 1907...M&S	116	.....
Syracuse Binghamton & N. Y.—		
Con. 7s, g'd, 1906.....A&O	123	.....
Valley, N.Y., 1st, 5s, 1911..F&A	109	.....
Warren, consol. 7s, 1905...M&S	112	.....
2d, now 1st, 7s, 1900 A15&O15	102	.....
Denver & Rio Grande—		
7s, g., 1900..... .....M&N	102⅜	104
Impr., gold, 5s, 1928.....J&D	104	..
1st, con., g., 4s, 1936.....J&J	98¾	99
1st, con. g., 4½s, 1936.....J&J	105½	.....
Des M. & F. D.—See C. R. I. & Pac.		
Des M. & Minn.—See Chic. & N. W.		
Des Moines Union—		
1st, g., 5s, 1917.....	107	110
Detroit Grand Haven & Mil.—		
Eq. 6s, 1918.....	100	110
Con. mort., guar., 6s, 1918..A&O	100	105
Det. Gr. Rapids & W.—See Pere Marq.		
Detroit & Lima Northern—		
Lima No. 1st, g., 5s, 1945..A&O	.....	50
Det. & Lima N. g., 5s, 1947. A&O	.....	40
Detroit & Mack.—		
Prior lien, g., 4s, 1995 .....J&D	90	.....
Mort. gold, 4s, 1995.....J&D	76	78
Detroit Mac. & Marq.—		
Land grant, 3½s, 1911 .....A&O	19	21
Detroit M. & Tol.—See L. S. & M. S.		
Dul. & Ir. Range—1st, 5s, '37. A&O	105	108
2d mort., 6s, 1916.....J&J	100	.....
Duluth Missabe & Northern—		
1st, g., 6s, 1922.....J&J	102	.....
2d con. M., g., 6s, 1923.....J&J	102	.....
Gen. 2d mort. g. 4s, 1924...J&J	.....	.....
Duluth Red W. & So.—		
1st, g., 5s, 1928.....J&J	.....	80
Duluth South Shore & Atlantic—		
1st, g., 5s, 1937. .....J&J	110	113
Dul. Short Line—See St. P. & Dul.		
Dulu. Trans.—1st, g., 6s, 1921. J&J	25	40
Dun. War. & P.—See N. Y. C. & H. R.		
Dutchess Co.—See Ph. R. & N. Eng.		
East Tenn. Va. & Ga.—See So. Ry.		
Eastern Mass.—6s, g., 1906...M&S	§114	118
Eastern Minn.—See St. P. M. & M.		
Easton & Amboy—See Lehigh Val.		
Elgin Jol. & East. g. 5s, 1941. M&N	108	.....
Elizab. Lex. & Big S.—See C. & O.		
Elmira Cort. & Nor.—See Leh. Val.		
Elmira State Line.—		
1st M. 7s, 1905..... A&O	105	.....
Elmira & Williamsport.—		
1st, 6s, conv. 1910.....J&J	118¾	120½
Income 5s, 2862.....A&O	106	....
Erie—		
N. Y. & E. 1st ext. 4s, g. 1947. M&N	116	118
5s, 2d, ext., gold, 1919.....M&S	120	.....
4½s, 3d, ext., gold, 1923....M&S	115	.....
5s, 4th, ext., gold, 1920.....A&O	119¼	.....
4s, 5th, ext., gold, 1928.....J&D	107	.....
7s, 1st, con. g., 1920 .....M&S	140	143
7s, 1st, con., g, fund, 1920....M&S	1?5	143
Prior lien g. 4s, 1996.....J&J	89½	91
Gen. lien, g., 4s, 1996.....J&J	68	70
Buff. N. Y. & E., 1st, 7s, 1916. J&D	135	.....
Buff. & So. W., 1st, 6s, g. 1908. J&J	.....	.....
2d M., g., 5s, 1908.....J&J	.....	.....
Jeff. RR., 1st, 5s, gu., g., '09. A&O	106	.....
Chic. & Atlantic Term.—		
1st, M., g., 5s, 1918.....J&J	100	.....
Ch. & Erie, 5s, 1st, g., 1982. M&N	115	.....
Long Dock, 6s, con., g., 1935 A&O	139	140
Newb. & N.Y., 1st, 5s, 1929. J&J	100	.....
N. Y. L. E. & W. C. & RR.—		
1st, 6s, cur., guar., 1922..M&N	105	.....
N. Y. L. E. & W. D. & I. Co.—		
1st, 6s, cur., 1913.....J&J	117	....
N. Y. & Gr. Lake gu. g. 5s, '46. M&N	105½	110
Susp. Bridge & Erie Junct.—		
1st, g'd 7s, July 1, 1900...J&J	101	101½
N. Y. Sus. & Western—		
1st, refunding 5s, 1937....J&J	107	110
2d mort.. 4½s, 1937.....F&A	85	95
Gen. mort., 5s, g., 1940...F&A	96	.....
Coll. trust 6s, 1905.....M&N	97	.....
Term. 1st, g., 5s, 1943.....F&A	108	.....
Mid'l'd of N.J., 1st, 6s, 1910 A&O	116½	121
Wilkes. & East, 1st g. 5s, '42. J&D	104½	.....

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Erie & Pitts.—See Penn. RR.		
Escanaba & L. Su.—See Ch. & N.W.		
Eureka Springs Ry.—		
1st, 6s, g., 1933 ..... F&A	60	85
2d income 6s, 1933..... Feb. 1	3	8
Evansville & Indianapolis—		
Ter.H.&S'east, 1st, 7s, 1909. M&S	100	.....
Ev. & In., 1st, g., g'd 6s, '24 J&J	103	.....
Consol., g., g'd, 6s, 1926 ..J&J	100	108
Evans. Rock. & E.—See L.E. & St. L.		
Evansville & Terre Haute—		
1st, con., g., 6s, 1921..... J&J	.....	124
1st, gen. 5s, gold, 1942..... A&O	106½	110
Mt. Vernon, 1st, 6s, g., '23..A&O	100	.....
Sul. Co. Br., 1st, g., 5s, 1930. A&O	99½	.....
E. T. H. & Chicago—		
1st, 6s, g., 1900..... M&N	100	.....
Income 6s, 1920..... M&N	94	.....
Fargo & So.—See Chic. M. & St. P.		
F. Ft. W. & W.—		
1st, g, 5s, 1945..... J&J	75	95
Income, 5s. 1945..... J&J	5	12
Fitchburg—		
5s, 1903..... J&D	§104½	.....
5s, 1908..... M&N	§111	.....
4½s, 1914..... M&N	§111	.....
4s, 1905..... J&D	§102½	.....
4s, 1907..... A&O	§103	.....
4s, 1915.....	§107	...
4s, July 1, 1916.....	§107½	.....
4s, Refunding, Mar., 1927..M&S	§111½	112½
4s, Jan., 1928 ..... J&J	§112	.....
Flint & Pere Marquette—See Pere Marquette.		
Florida Central & Peninsula—		
1st, gold, 5s, 1918..... J&J	106	.....
1st, l. g. ext. 5s, gold, 1930..J&J	101	.....
1st, con. 5s, gold, 1943..... J&J	99	.....
So. Bound, 1st g., 5s, 1941..A&O	94	95
Florida Southern—		
1st M., g, g'd, 4s, 1945. .....J&J	47	56
Fonda Johnstown & Gloversv.—		
1st cons. ref'd'g, g., 4½s, 1947. J&J	.....	.....
Ft. St. Un. Dep. Co.—		
4½s, g., 1941..... J&J	105	.....
Ft. Smith & V.B.B.—See St.L & S.F.		
Fort Worth & Denver City—		
1st, g. 4-6s, 1921..... J&D	72	73
Ft.W.& R.G.—1st, 3-4s, g., '28. J&J	58	.....
Foxbury Br.—See Pitt. & West.		
Fre. Elk & Mo. Riv.—See C. & N. W.		
Gainesville Jeff. & Southern—		
1st, guar. 7s, 1911..... J&J	80	.....
Galv. Har. & San An.—See So. Pac.		
Gal. Hous. & Hen.—1st, 5s, '13. A&O	102	104
Georgia & Alabama—		
1st pref., g., 5s. 1945..... A&O	103½	104
1st con. M., g., 5s, 1945 .....J&J	93	95
Georgia Car. & N.—		
1st, 5s, g., 1929..... J&J	96⅜	98
Geo. Cr. & Cumb.—1st, 6s, '09. A&O	§105	.....
Geor. Midland—See Southern Ry.		
Georgia Pacific—See Southern Ry.		
Ga. RR. & Bank'g Co.—		
6s, Jan. 1, 1910..... J&J	115	.....
6s, Jan. 1, 1922..... J&J	118	.....
5s, Jan 1, 1922..... J&J	110	.....
Georgia Southern & Florida.—		
1st, g., 5s, 1945..... J&J	108	.....
Gettysburg & Har. Ry.—		
Cons. 5s, g. g'd, 1926.. ....Var.	95	.....
Gila Val. Globe & Nor—See So. Pac.		
Grand Rapids & Ind.—		
Exten. 1st, g, 4½, 1941..... J&J	108	.....
Exten. 1st, g, 3½s, 1941... J&J	96	.....
Muskegon Div., g, 5s, 1926. J&J	40	.....
Gulf. Beau. & Kan. C.—		
6s, g. 1913..... F&A	§.....	100
Han. & St. Jo.—See C. B. & Q.		
Harrisburg Portsmouth, &c.—		
1st, 4s, 1913..... J&J	109	.....
Hart. & Conn. West—		
5s, 1903..... J&J	101	.....
Henderson Bridge 6s, g. 1931. M&S	110	.....
Hocking Valley Ry.—		
1st cons g. 4½s, 1999. .... J&J	99	100
Col. & H. V., Ext. 4s, 1948..A&O	106	107
Col. & Toledo, 1st, 7s, 1905..F&A	112	115
2d mort., 7s, 1900..... M&S	101	101½
Ohio & W. Va., 1st, 7s, 1910. M&N	116	.....
Car trust s. f. g., 6s, 1904....Q-J	99	.....
Hot. Spr. RR.—1st, g., 5s, '33. M&N	55	85
Housatonic—See N. Y. N. H. & H.		
Houston East & West Texas—		
1st, 5s, g., May 1, 1933.....M&N	102	104
Houston & Tex. Cent.—See So. Pac		
Hud. & Riv. F.—See Ch. St. P.M. & O.		
Huntingdon & Broad Top.—		
1st, g., 4s, Sept. 30, 1920...A&O	107	.....
2d mort., 4s, gold, 1925.....F&A	105½	.....
Cons. mort. 5s, g., 1925.....A&O	.....	108½
Illinois Central—		
1st, gold, 4s, 1951..... J&J	112	115
1st, g., 3½s, 1951..... J&J	104	.....
Col. tr., gold, 4s, 1952.....A&O	ℓ105	107
Col Tr. L.N.O.&T.g., 4s, 1953 M&N	102	105
Cairo Bridge, 4s, g., 1950...J&D	102	.....
Spr'field Div., Exten 3½s '51. J&J	95	.....
Middle Div., reg. 5s, 1921..F&A	115	.....
Sterling S. F., 5s, g., 1903..A&O	ℓ102	105
Sterling, gen. M., 5s, g., '05. J&D	ℓ105	109
1st mort., 2, g., 3s, 1951...M&S	.....	.....
St. Louis Div., 3½s, g., 1951. J&J	101¼	.....
St. Louis Div. 3s, g., 1951...J&J	.....	89¾
Louisville Div., 3½s, g., 1953. J&J	100¾	.....
Western lines, g., 4s, 1951..F&A	107	.....
Chicago St. Louis & N. O.—		
2d M 6s, 1907..... J&D	114	.....
Cons. g., 5s, 1951..... J&D	123	.....
Cons. gold 3½s, 1951.....J&D	101	102
Mem. Div., 1st, 4s, g., '51. J&D	101	.....
St. Louis Alton & Terre Haute—		
Bellev. & Car., 1st, 6s, 1923. J&D	116	.....
St. L. South., 1st, g., 4s, '31. M&S	98	.....
2d, inc., non-cum., 5s, '31. M&S	.....	.....
1st con. g., 5s, 1939.....M&S	.....	.....
Illinois Central—(Con.)		
St. L. Alton & T. Haute (Con.)—		
Carb. & Shaw., 1st, g., 4s, '32. M&S	98	.....
Ind. Bl. & Wn.—See C. C. C. & St. L.		
Indiana Decatur & West.—		
1st g., 5s, 1935..... J&J	.....	105
Equip. notes, 5s, 1905..... F&A	§.....	100
Indiana Illinois & Iowa—		
1st g., 5s, 1948..... A&O	108	110
Ind. & St. L.—See C. C. C. & St. L.		
Indianapolis Union—		
1st, 4½s, 1926..... M&N	85	.....
Indianapolis & Vincennes—		
1st, 7s, 1908..... F&A	118	.....
2d mort., 6s, g., gu., 1900..M&N	100	.....
International & Gt. Northern—		
1st, g., 6s, 1919..... M&N	121	122
2d, 4½-5s, 1909..... M&S	92	95
3d, 4s, gold, 1921..... M&S	60	62
Colorado River Bridge—		
1st M. 7s, 1920..... M&N	100	.....
Iowa Central—		
1st, g., 5s, 1938 ..... J&D	112½	115½
Keithsburg Br., 1st, 6s, 1925. J&D	99	.....
Iowa Falls & S. C.—		
1st. 7s, 1917..... A&O	132	.....
Iowa Midland—See Chic. & N. W.		
Jacksonville & St. Louis—		
Cons., g., 5s, 1925..... A&O	35	55
Income 4s, 1935 ..... J&J	.....	.....
Jack. & So. East.—1st 6s, '10. J&J	75	.....
Jacksonville Terminal—		
1st M., 5s, g., g'd, July 1, 1939. J&J	100	.....
Jefferson—See Erie.		
Jeff. Mad. & Ind.—See Penn. RR.		
Joliet & Northern Indiana—		
1st M. 7s, 1907..... J&J	118	.....
Junction (Phila.)—		
1st, 4½s, 1907..... J&J	107	.....
2d, 6s, 1900..... A&O	100	.....
Kalamaz. Al. & G. R.—See L.S. & M.S.		
Kanaw. & Mich.—See Tol. & O. C.		
Kansas C. Belt—		
1st, 6s, 1916. ..... J&J	§110	115
Kansas City Clinton & Sp.—		
1st, 5s, g, 1925..... A&O	§.....	90
Pleas. Hill & De Soto, 1st, 7s '07.	§100	.....
Kan. City Ft. Scott & Memphis—		
Cons. 6s, 1928..... M&N	§105½	107
Current Riv., 1st, 5s, 1927..A&O	§.....	90
Rich Hill RR., 1st, 7s, 1910. M&S	100	.....
Mem. K. & Col. 1st M. 7s, 1910. M&S	§100	.....
K. C. Ft. S & G.—		
1st, 7s, 1908 ..... J&D	§112	115
Kansas City & Mem. Ry. & B.—		
1st 5s, g., 1923..... A&O	§102	.....
Kansas & Missouri—		
1st M. 5s, 1922..... A&O	90	.....
Kansas City Memphis & Bir.—		
Gen. 4s, 1934 ..... M&S	§ 93	95
Income 5s, 1934..... Sept. 1	.....	50
Bir. equip., 6s, g., gu., 1903. M&S	90	95
Kan. C. & N.W. 1st M. 5s, 1933. J&J	65	.....
Kan. C. & Omaha—		
1st, gold, 5s, 1927..... J&J	30	40
Kan. City & Pac.—See M. K. & T.		
Kan. City St. Jos. & Council B.—		
1st 7s, 1907..... J&J	§115½	117
Prior lien 7s, 1907 ..... J&J	§117	120
Nodaway Val., 1st, 7s, 1920. J&D	§108	112
Tarkio Val., 1st M. 7s, 1920. J&D	§110	115
Kan. C. Pitts. & Gulf—		
Receivers' certificates.....	100	.....
1st, g., 5s, Apr. 1, 1923, otfs. A&O	68½	69
Kansas City Suburban Belt—		
1st, 6s, 1920..... J&D	90	98
Con. Term. 1st, g., 5s, 1922. J&J	60	75
Kan. C. Union Terminal—		
5s, 1923. ..... F&A	65	.....
Kan. C. & Ind. Air Line—		
5s, 1922..... M&S	65	.....
Kan. C. Wat. & Gulf—		
1st M., g., 5s, Jan. 1, 1930...J&J	.....	50
Kansas Midland—		
1st g., 4s, 1937..... J&D	.....	.....
Kansas Pacific—See Union Pac		
Keithsburg Br.—See Iowa Cent.		
Kentucky Central—See L. & N.		
Ken. & Indiana Bridge.—		
1st, g., 5s, 1911..... M&S	108	110
2d M., gold, 5s, 1919..... A&O	35	45
Term., gold, 5s, 1916..... J&D	65	70
Keokuk & Des M.—See C. R. I. & P.		
Knoxv. & Ohio—See Southern Ry.		
Lake Erie & Western—		
1st, g., 5s, 1937..... J&J	119½	.....
2d, g., 5s, 1941..... J&J	112½	115
No. Ohio, 1st, guar., g., 5s, 1945	107½	110¾
Lake Sh. & Mich. So.—See N.Y.C. & R. H.		
Leavenworth Term. Ry. & Bridge—		
1st M., gold, 5s, 1923. .....J&J	§100	103
Lehigh & Hudson—		
1st mortgage, g., 5s, 1911...J&J	100	.....
2d M. 5s, 1917..... J&J	95	.....
Warwick Val.—1st 6s, 1900 A&O	§100	.....
2d 6s, 1912..... A&O	§102	....
Lehigh Valley—		
1st, 6s, ext. g. 4s, 1948.....J&D	116	.....
Con. M., 6s, ann..... J&D	123½	.....
Con. M., 6s, R., gold, 1923..J&D	117½	.....
Con. M., 4½s, C., 1923.....J&D	.....	100
Con. M., 4½s, ann..... J&D	.....	100
2d, M., 7s, 1910..... M&S	.....	.....
Mtg. & coll. tr., g., 5s, 1997. M&N	.....	105
Car trusts, g., 5s, Feb. '00 to 1906	98	.....
Middlesex Val. 1st, g., 5s, '42. M&N	90	98
Pa. & N. Y. Canal—		
1st, 7s, 1906..... J&D	117½	.....
Con. M., 5s, 1939..... A&O	107	.....
Con. M., 4½s, 1939..... A&O	101⅜	.....
Cons., 4s, 1939..... A&O	.....	93
Elmira Cortland & Northern—		
1st pref., g., 6s, Apr. 1, 1914. A&O	§113	.....
1st M., g., 5s, 1914..... A&O	97½	100
Canastota Nor., 1st, 6s, '06. J&J	96	.....
Easton & Amboy—5s, 1920. M&N	110½	.....
Lehigh Valley—(Con.)—		
Lehigh & N. Y., 1st g. 4s, 1945..	.....	.....
Leh. V. Coal, 1st, 5s, g., gu., '33. J&J	99¾	100
Snow Shoe, 1st M., 5s, 1910. J&J	90	.....
Leh. V. Ry. of N.Y., 1st, 4½s, g., '40	.....	112
Leh V. Ter., 1st, g., gu., 5s, '41. A&O	111½	.....
Lehigh & Wilkes B.—See Cent. N. J.		
Leroy & Caney Val.—See Mo. Pac.		
Lexington & Eastern—		
Gen. mort. 5s, 1935..... A&O	25	35
Lima North.—See Det. & Lima No.		
Lincoln & No'westn—See C. B. & Q.		
Little Miami—		
Renewal 5s, 1912..... M&N	114½	.....
Little Rock & Ft. S.—		
1st, 7s, 1905..... J&J	104	105
Long Br. & Sea Sh.—See C. of N. J.		
Long Dock—See Erie.		
Long Island—		
Unified g. 4s, 1949..... M&S	85	89
2d mortgage, 7s, 1918 ..... F&A	134	.....
1st, consol., g., 5s, 1931..... Q-J	118	.....
1st, consol., g., 4s, 1931..... Q-J	98	.....
Gen. mort., g., 4s, 1938.....J&D	94	.....
Met. Ferry—1st, g. 5s, 1937 M-N	105	.....
Ferry, 1st, 4½s, con. g., 1922. M&S	94	.....
4s, gold, 1932..... J&D	92	.....
Debenture gold 5s, 1934. ..J&D	95	.....
N. Sh. Br., 1st, con. 5s, g., '32. Q-J	95	.....
N.Y. & R'k'y—1st 7s, 1901. A&O	.....	95
N.Y. & R.B.—1st, g., 5s, 1927. M&S	100	.....
2d mort., inc., 1927.....Jan. 1	20	.....
N. Y. Brooklyn & Man. Beach, 1st, gold, 5s, 1935.....	104	.....
Brook. & Mon., 1st, g. 6s, 1911 M&S	115	.....
1st, 5s, 1911..... M&S	105	.....
2d, 5s, 1938..... J&D	103	.....
L. I. City & F.—1st, 6s, 1911. M&N	110	.....
2d 5s, 1937..... M&N	100	.....
N. Y. Bay Ext. R., 1st, 5s, gold, 1943..... J&J	95	.....
Louisiana & Mo. Riv.—See Chi. & A.		
Louisiana Western—		
1st, 6s, 1921..... J&J	108	.....
Louisv. Cin. & Lex.—See L. & N.		
Louisville Ev. & St. L.—		
1st, 6s, 1926..... A&O	110	.....
E. R. & E. Div., 1st, 6s, 1921. J&J	85	.....
H. T. C. & C., 1st, 6s, 1927...A&O	.....	30
2d mort., 6s, gold, 1936....A&O	60	.....
Consol. g., 5s, 1939, certifs..J&J	67	69
Gen., gold, 4s, 1943..... M&S	6	9
Venice&Car., 1st M., 6s, 1900 J&D	97	.....
1st mort., 6s, 1902..... J&D	97	.....
Louisville Henderson & St. L.—		
1st mort., g., 5s, 1946..... J&J	92	95
Louisville & Jeffersonv. Bridge—		
Guaranteed gold 4s, 1945..M&S	96	98
Louisville & Nashville—		
St. L. prop., 1st g., 5s, 1916. M&S	109	.....
Cecilian Br., 7s, 1907..... M&S	106¼	.....
N. O. & Mobile—		
1st, 6s, 1930..... J&J	.....	130
2d, 6s, 1930..... J&J	115	119
E. H. & N. 1st, 6s, 1919.....J&D	112⅜	.....
Gen. mort., 6s, 1930..... J&D	115½	.....
Col. trust, g., 4s, 1903-1918. A&O	98	98½
Lou. C. & Lex.—Gen. 6s, red. to 4½s, Nov., 1931..... M&N	112	.....
2d mort., 7s, 1907..... A&O	121	122
Mem. & O., stl. M., 7s, g., '01..J&D	102	107
Louis. Ry. T. Co., 1st, 8s, '01. M&N	104	106
M. Clarksv. & L., stl. 6s, g., '02. F&A	.....	.....
Maysv. & Lex. 1st M. 7s, 1906. J&J	108	.....
L. & N., Mob. & Mont. 4½s, '45. M&S	107½	.....
Pensacola Div., 1st, 6s, 1920. M&S	109	.....
St. Louis Div., 1st, g, 6s, 1921. M&S	125	127
2d, 3s, 1980..... M&S	60	.....
Nash. & Dec., 1st, 7s, July 1, 1900	101	.....
So. & No. Ala. 2., g'd. 6s, '03. M&N	ℓ102	105
S. F., 6s, 1910..... A&O	.....	.....
Cons. mort., g'd, 5s, 1936. F&A	.....	110
50-year gold, 5s, 1937.....M&N	107	.....
Unified 4s, gold, 1940.....J&J	93½	99
Pensa. & Atl., 1st 6s, gu., '21. F&A	112	.....
Col. tr., gold, 5s, 1931..... M&N	106½	.....
Nas. F. & S., 1st, gu., g., 5s, '37. F&A	108	.....
Ky. Cent., 4s, gold, 1987.....J&J	97	100
Mahoning Coal—See L. S. & M. S.		
Maine Central—		
Exten. bonds, 6s, g., 1900...A&O	§103	.....
Cons., 7s, 1912..... A&O	§135	136
Knox. & Linc., 1st M., Pen. Sh. line, 4s, 1920..... F&A	§100	.....
2d, 5s, Feb. 1, 1921.....F&A	§.....	.....
Cons. 4s, Apr. 1, 1912.....A&O	§105	.....
Cons., 4½s, Apr. 1, 1912....A&O	§110	.....
4½s, gold, Feb., 1905..... F&A	§104	.....
Hereford Ry. -g., 4s 1930. M&N	§ 98	100
Upper Coos, 1st 4s, gd. 1930 M&N	§100	.....
Upper Coos, Ex. 4½s, g., '30..M&N	§107	108
Eur. & N. A., 4s, gold, 1933...J&J	§114	115
Marq. H. & O.—		
Mort., 6s, 1925..... A&O	§114	.....
Maysv. & Lex.—See Louisv. & Nash.		
McK'sport & B. V.—See P. McK. & Y.		
Merchants' Br.—See St. L. Mer. Ter.		
Mexican Central—		
Consol. 4s, 1911..... J&J	72½	75½
1st, con., inc. 3s, 1939.....July	23	24
2d, con., inc. 3s, 1939.....July	11	12
Mexican International—		
1st con. g. 4s, Sept. 1, 1977. M&S	87⅞	.....
Mexican National—		
1st, 6s, 1927..... J&D	ℓ104	106
2d, A, inc. 6s, '17, c'p'n stpd. M&S	ℓ 61	63
2d M. ser B. inc. 6s, 1917...Apr.	ℓ 15½	16½
Mexican Northern—		
1st M., g., 6s, 1910..... J&D	107½	.....
Mich. Cent.—See N. Y. C. & H. R.		
Middlesex Valley—See Leh. Val.		
Midland of N. J.—See N. Y. S. & W.		
Midland Terminal—		
1st 5s, gold, 1925..... J&D	101	105
Mil. L. Sh. & West.—See Chic. & N. W.		
Mil. & L. Winn.—See Wis. Cent.		

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Milw. & Madison—See Chic. & N.W.		
Milw. & No.—See Chic. Mil. & St. P.		
Milw. & St P.—See C. M. & St. P.		
Minneapolis & Pacific—		
1st, 5s, 1936.....J&J	100	.....
1st, 4s, 1936.....J&J	90	101
Minneapolis & St. Louis—		
1st, 7s, 1927.....J&D	145	146
1st, 7s, Jan., 1907.....J&J	115	118
Minn. & Dul., 1st 7s, 1907..M&N	112	.....
1st, consol., gold, 5s, 1934.M&N	113¼	.....
1st, ref'd'g, g., 4s, 1949....M&S	‡51½	100
Iowa Ext., 1st, g., 7s, 1909..J&D	.....	123
So'west Ext., 1st, g., 7s, 1910.J&D	.....	.....
Pacific Ext., 1st, 6s, 1921...A&O	122	126
Minn. St. P. & Sault Ste Marie—		
1st, cons., g., 4s, 1938.....J&J	94	.....
Minn. S. Ste. M. & Atl.—1st, 4s, 1926	97	.....
Minn. Union—See St. P. M. & M.		
Min. Range—Cons., g., 5s, '31.J&J	90	.....
Miss. Riv. Bdg.—See Chic. & A.		
Missouri Kansas & Texas—		
1st, gold, 4s, 1990.....J&D	89½	90⅛
2d, gold, 4s, 1990.....F&A	68½	69
1st Extension 5s, 1944.....M&N	90	93
M.K.&T.of T., 1st, 5s, gu., '42.M&S	92	92½
Teb. & Neosho., 1st, 7s, 1903.J&D	104	110
Kan. C. & Pac., 1st, 4s, g.'90.F&A	.....	77
Dal. & Waco, 1st, gu., 5s, '40.M&N	.....	94
Sherman Shreveport & South.—		
1st M., gu., gold, 5s, 1943.J&D	93	95
S.W.Coal & Imp., 1st, 6s, 1929.J&J	92	.....
Missouri Kansas & Eastern—		
1st, 5s, gold. guar., 1942...A&O	102½	105
2d M., gold, 5s, 1942.....A&O	75	86
Missouri Pacific—		
Consol. 6s, 1920.....M&N	116½	117
3d mort., 7s, 1906.....M&N	112½	116
Trust, gold, 5s, 1917.....M&S	96¾	98
Col. trusts, 5s, 1920.....F&A	93	94
Lexington Div., 5s, 1920...F&A	90	100
Pac. of Mo., 1st, ex., g., 4s, '38.F&A	105¼	.....
2d, ext. 5s, gold, 1938.....J&J	108	112
St. L. R. E., 1st, 5s, 1938...M&N	103	.....
Carondelet Br., 1st, 4½s, '38.A&O	93	.....
Verdig Val. I. & W., 1st, 5s, '26.M&S	80	.....
Ler. & Can. V. A. L., 1st, 5s, '26.J&J	75	.....
St. Louis Iron Mount'n & South.		
Unify. & Ref'g. g. 4s, 1929..J&J	80½	81
Gen. con. ry. & l. g., 5s, '31.A&O	111	112
Gen. con. stpd. gu. g., 5s, '31.A&O	.....	.....
Little R'k Jun. 1st 6s, gu.'16.A&O	90	.....
Mobile & Birm.—		
Prior lien 5s, 1945.....J&J	109	.....
Gen. M., gold, 4s, 1945.....J&J	80	85
Mobile & Ohio—		
1st mort., gold, 6s, 1927....J&D	125	130
1st, exten., 6s, 1927.....Q—J	120	.....
Gen. mort., 4s, 1938.....M&S	84½	85¾
Montgom. Div., g, 5s, 1947.F&A	109	.....
St. L. & Cairo, 4s, gu., 1931...J&J	90	.....
Mohawk & Malone—See N.Y.C.&H.		
Mont. Cent.—See St. P. M. & M.		
Monongahela River—		
1st 5s, guar., gold, 1919....F&A	102	.....
Morgan's La. & Tex.—See So. Pac.		
Morris & Essex—See D. L. & W.		
Nashua & Lowell—		
5s, July 1900.....J&J	.....	.....
Nashville Chattanooga & S. L.—		
1st, 7s, 1913.....J&J	128	129
2d mort., 6s, 1901.....J&J	100	103
Consol., gold, 5s, 1928.....A&O	104½	105½
Duck River—2d, g. 6s, 1909M&N	107	.....
Bon Air Br., 6s, 1917.....J&J	103	107
Lebanon Br., 6s, 1917.....J&J	110	.....
Centreville Br., g., 6s, 1923J&J	111	.....
Tracy City Br., 6s, 1917.....J&J	110	.....
McM. M. W. & Al., 1st, 6s, '17.J&J	110	.....
Jasper Br., 1st 6s, 1923.....J&J	112	.....
8s, 1906.....J&J	112	.....
Nash. Flor. & Sheff.—See L. & N.		
Nebraska—See C. B. Q.		
Nevada Co.—Nar. G. RR.		
7s, 1924.....J&J	.....	111
Newb'g Dutch & Conn.—Inc., 1977	.....	.....
Newcastle & Shenango Valley—		
1st, g., 6s, 1917.....J&J	104	.....
New England Railroad—		
N. Y. & N. E., 1st, 7s, 1905..J&J	§114½	116
1st, 6s, Jan., 1905.....J&J	§110½	111½
Consol. g., 5s, July 1, 1945..J&J	§131	.....
N.Y.&N.E.Bos.T. 1st, 4s '39.A&O	§108	108½
Woon. & P., 1st, gu., 5s, 1910.A&O	§105	.....
N. Hav. & Derby—See Housatonic.		
New Hav.&No.—See N.Y.N.H.&H.		
N. J. Junction—See N. Y. Central.		
N J. & N. Y.— 1st, 6s, 1910...M&N	108	.....
N. J. Southern—See Central N. J.		
New London Northern—		
1st, 5s, 1910.....J&J	§110	.....
1st, 4s, July, 1910.....J&J	§102	106
New Orleans & Northeastern—		
Prior l. g., 6s, Nov. 1, 1915..A&O	110	.....
Newport & Cincinnati Bridge—		
4½s, g., g'd, 1945.....J&J	113	114½
Newp. & Rich.—See Conn. & Pass.		
New River B'dge—See Ches. & Ohio		
N.Y. B. & M. Bch.—See Long Island.		
N.Y. Bay Ext. RR.—See Long Isl.		
N. Y. & Can.—See Del. & Hud.		
New York Central & Hud. Riv.—		
Ref'd'g g. 3½s, July 1, 1997.J&J	108	110
L. S. Col. tr. g. 3½s, 1998...F&A	98½	99
M. C. col. tr., g., 3½s, 1998..F&A	97½	98
1st, coupon, 7s, 1903.....J&J	109⅝	.....
Debenture 5s, 1884-1904...M&S	107¾	.....
5s, 1889-1904.....M&S	107¾	.....
4s, 1890-1905.....J&D	102¼	.....
Debt certs., 4s, g., 1905, ext.M&N	102½	.....
Sterling mort., 6s, g., 1903..J&J	ℓ102	106
N.Y.& Har'm 1st, 7s, 1900.M&N	102¼	.....
N. J. Junc., 1st, 4s, gu. 1986.F&A	103	.....
West Shore, 1st, 4s, 2361.....J&J	113	113½
Beech Cr., 1st, 4s, g., gu. 1936.J&J	109	115
2d, guar., g., 5s, 1936 .....J&J	110	.....

Bonds.	Bid.	Ask.
N.Y. Central&H.R. RR.—(Cont.)—		
Beech Creek (Con.)—		
Clf. Bit. C. Co., 1st, g. 4s, '40.J&J	90	96
Gouv. & Osw., 1st, 5s, g., 1942.J&D	115	.....
Nor. & Mont., 1st, 5s, g., 1916.A&O	110	.....
Cart. & Adir., 1st, 4s, g., '81.J&D	100	.....
Dunkirk Warren & Pitts.—		
1st M., g., 7s, 1900.....J&D	100	.....
N.Y. & Nor 1st, g., 5s, 1927 .A&O	123	124
N.Y. & Put. 1st, 4s, g., 1993..A&O	104	107
Oswego & Rome—		
2d, 5s, 1915.....F&A	108	.....
1st mort., 7s, 1915.....M&N	125	.....
Mohawk&M., 1st, 4s, g., 1991.M&S	104	107½
Rome W. & O., 1st ex., 5s, '22.A&O	.....	134
R.W.&O.Ter.R. 1st, 5s, 1918.M&N	111	.....
Syracuse No. 1st M. 7s, 1901.J&J	103	.....
Wat. & Rome 1st, 6s, 1910..M&S	111	.....
Utica & B. Riv., 4s, g., 1922..J&J	108	.....
West Transit Co., 4½s, 1903.F&A	101	.....
Lake Shore & Michigan So.—		
Con. g., 3½s, June 1, 1997.J&D	109⅞	110½
Det. Mon. & T.—1st, 7s, '06.F&A	117	.....
Lake S., cons. 1st, 7s, July, 1900	101½	.....
Cons. 2d, 7s, 1903 .....J&D	112½	.....
Mahon. C. RR.—1st, 5s, '34.J&J	125	.....
K. A. & Gr. R.—1st, 5s, '38.J&J	123	.....
Kal & White Pig'n Mt., g., 5s, '40	122	.....
Michigan Central—		
Consol. 7s, 1902.....M&N	109	109¼
Consol. 5s, 1902.....M&N	103	.....
5s, cou., 1931, D. & B.C. div.M&S	126	.....
1st mtg. M. Air Line 4s, '40J&J	104	.....
1st, 6s, Grand Riv. V., 1909.M&S	120	.....
1st, 5s, Kal. & S.H., 1939.M&N	117	.....
J.L.&Sag., 1st ext. 5s 1901.M&S	102	.....
Det. & B. C., 1st, 8s, 1902.M&N	§110	.....
Det. & B. C. Bridge 8s, '03.M&N	§112	.....
Bay C. & B. C. 1st M. g. 3s, '89 J&D	84	.....
Bat. C. & S. 1st gu. g. 3s, '89.J&D	84	.....
N. Y. Chicago & St. Louis—		
1st, g. 4s, 1937.....A&O	107¼	108
N. Y. & Greenw'd Lake—See Erie.		
N.Y. & Harlem—See N. Y. C. & H.		
N. Y. Lack. & W.—See D. L. & W.		
N.Y.L.E. & W. C. & RR.—See Erie.		
N. Y. & Long Branch—See Cent. of New Jersey.		
N.Y. & M. Beach—See Long Island.		
N. Y. & New Eng.—See New Eng.		
N. Y. New Haven & Hartford—		
1st, registered, 4s, 1903 ....J&D	101	.....
Con. deb., 4s, $1,000.....A&O	185	.....
Deb. 4s, 1947.....M&S	118	.....
Boston & New York Air Line—		
1st, 5s, Aug. 1, 1905.....F&A	105	.....
Danbury & Norwalk—		
Con. 5s, July 1, 1920.....J&J	118	.....
Gen. 5s, April 1, 1925....A&O	114	.....
Harlem River & Portchester—		
1st, 7s, guar., Oct., 1903..A&O	§113	115
1st, 6s, guar., Oct., 1903..A&O	111¼	.....
2d, 4s, June, 1911.. .....J&D	102	.....
H'satonic—1st, 4s, 1910....A&O	103	.....
Con. g., 5s, 1937.....M&N	132	133
New H. & Derby—1st. m 7s, '00F&A	100	.....
Consol. 5s, 1918.....M&N	116	.....
Funded certfs., 6s, 1900..F&A	100	.....
New Haven & Northampton—		
Consol. 6s, April, 1909....A&O	120	.....
North ext., 5s, 1911.....A&O	108	.....
New York Provid. & Boston—		
Gen. g. 4s, April 1, 1942..A&O	111	.....
Shore Line—		
1st 4½s, 1910..M&S.....	110	.....
New York Ontario & Western—		
Ref'nd., 1st, g., reg, 4s, 1992.M&S	107¼	107½
Pur. money certfs. 5s '00-11.F&A	.....	.....
New York Pennsylvania & Ohio—		
Prior lien 4½s, 1935.....M&S	104	109
Equip. trust, 5s, 1908.....M&N	98	.....
Equip. trust, 5s, scrip, 1910.....	98	.....
N. Y. Phila. & Nor.—		
1st g. 4s, Feb. 1, 1939.....J&J	.....	103
Income 4s. Feb. 1, 1939....M&N	80	.....
N. Y. & Putnam—See N.Y. C. & H.		
N.Y. & Rockaway Bch.—See L. I.		
New York Susq. & W.—See Erie.		
Nodaway Val.—See K.C.St.J.&C.B.		
Norf. & Car.—1st M. 5s, 1939.A&O	112	115
Norf. & So.—1st, g., 5s. 1941.M&N	110	112½
Nor. & Montreal—See N. Y. C.		
Norfolk & Western—		
General 6s, 1931.....M&N	130	.....
New River, 1st, 6s, 1932....A&O	131	.....
Imp't and exten., 6s, 1934 .F&A	120	.....
Col. Con. & Ter., 1st, 5s, g., '22.J&J	105	.....
Scioto Val. & N.E., 1st, 4s, '89.M&N	98	99
So. Side Va. con. pf. ex. 5s, '00.J&J	100	.....
Con. 1st pref., ext., 6s, '00.J&J	100	.....
Con. 2d pf., ex., 5s, g., 1900.J&J	100	.....
Con. 3d pf., ex., 5s, g., 1900.J&J	100	.....
Con. 3d pf., ex., 4½s, g, 1900.J&J	100	.....
Va. & Tenn., 4th M., 8s, 1900.J&J	101	.....
Extended, 5s, 1900.... ...J&J	100	.....
N. & W. Ry. 1st con., g., 4s, '96.A&O	‡.....	93½
Northern Alabama—		
1st mort., gold, 5s, 1926....J&J	.....	.....
North. Ry. of Cal.—See Sou. Pac.		
Northern Ill.—See Chic. & N. W.		
Northeast Pennsylvania—		
1st, g., gu., 5s, 1920.....A&O	107	.....
Northeast. of South Carolina—		
Consol., gold, 6s, 1933.....J&J	116	120
Northern California Ry.—		
1st g., 5s, 1929.....J&D	109	.....
Northern Central—		
2d M., 6s, Apr. 1, 1900.....A&O	101½	.....
Con. mort., 6s, g., July 1, 1900.J&J	100⅜	101¼
Con. gen. M., 6s, C, 1904....J&J	108	.....
Con. G. M., 4½s, E, 1925...A&O	113	115
Mort. bds., 5s, 1926, ser. A....J&J	118½	120
Mort. bonds, 5s, 1926, Ser. B.J&J	118½	120
Union Railr'd, 2d g. 6s, 1900 M&N	105	.....
Northern New Jersey—		
1st 6s, 1917.....J&J	115	.....

Bonds.	Bid.	Ask.
Northern Ohio—See L. E. & West.		
Northern Pacific—		
West. of Minn., 1st, 7s, '07..M&N	115	.....
St. Paul & No. Pac., 6s, g., '23.F&A	126	130
Reg. certs.....Q—F	124	.....
Prior lien, g..4s, 1997. .....Q—J	103½	104
Gen. lien, g., 3s, 2047.....Q—F	66½	.....
Wash. Central, 1st g., 4s....1948	82	86½
North Pacific Coast RR.—		
1st M., g., 6s, Nov. 1, 1901.M&N	103	.....
Gen. M. g., 5s, Jan. 1, 1912.J&J	106	.....
Northern Pacific Ter. Co.—		
1st, 6s, 1933.....J&J	118¼	120
North Pennsylvania—		
1st M., 4s, extended, 1936.M&N	115	.....
6s, deb., 1905.....M&S	.....	.....
7s, general mort., 1903, cou.J&J	111	112
Norwich & Worcester—		
4s, March 1, 1927.....M&S	§111	.....
Ogdensburg & Lake Cham.—See Rutland RR.		
Ohio I. & W.—C. C. C. & St. L.		
Ohio & W. Va.—See Col. H.V.& T.—		
Ohio & Mississippi—See B.&O.S.W		
Ohio River RR.—		
1st g., 5s, 1936.....J&D	105	.....
Gen. gold 5s, 1937.....A&O	92	95
Hunt. & B. S., 1st, 6s, 1922.J&J	85	.....
Rav. Spen. & G., 1st, 6s, 1920.F&A	85	.....
Ohio Southern—		
1st g. 6s, 1921.....J&D	93	98
Old Colony—		
4½s, April 1, 1904.....A&O	§104	.....
4s, July 1, 1904.....J&J	§102½	.....
4s, gold, Feb., 1924.....F&A	§112½	.....
4s, Dec., 1925.....J&D	§112	.....
4s, Jan. 1, 1938 .....J&J	§114	.....
B. C. F. & N. B. 5s, 1910....J&J	§113	.....
Omaha Bridge—See Union Pacific.		
Omaha & St. Louis RR.—		
1st, mtg. g. 4s, 1901.....J&J	65	71
Oregon & California—See So. Pac.		
Oregon RR. & Nav.—See Un. Pac.		
Oregon Short Line—See Union Pac.		
Oswego & Rome—See N. Y. Cent.		
Oswego & Syracuse—See D. L. & W.		
Ottawa Osw. & Fox R.—See C. B. & Q.		
Ottumwa C. F. & St. P.—See C. & N. W.		
Pacific Coast Co.—See Miscellan's.		
Panama—		
1st, 4½s, g., Oct. 1, 1917...A&O	105	.....
Subsidy bonds, 6s, 1910....M&N	96	.....
Pecos Val. & Northeastern—		
1st g., 5s, Jan. 1, 1948.....J&J	80	88
Pennsylvania RR.—		
Gen. mort., 6s, $, r., 1910..A&O	126¾	.....
do 6s, £, c, 1910....J&J	ℓ118	122
Con. mort. 6s, c, 1905...J15&D15	114	115
do 6s, £, 1905.....J&J	ℓ109	111
do 5s, g., con., 1919.M&S	.....	127¼
do 4s, gold, 1943...M&N	112½	.....
do 3½s, g., £, 1945..J&J	ℓ102	104
Collateral Tr., g., 4½s, 1913.J&D	109	112
Col. tr. 4s, Ph. W. & B., 1921.J&J	108	.....
R.E. pur. money, 1st g. 4s, '23M&N	105	.....
Equip. Tr., g. 4s, '14, ser. A.M&S	104	.....
Roll. stk. tr. certs. 3½s. g., '00..Q-J	98	102
Cleveland & Marietta—		
1st, guar., g. 4½s, 1935.. M&N	109½	111
C. & Pitt. 7s, s. f., con., 1900.M&N	103	.....
Ser. A, 4½s, gen., gtd., 1942.J&J	116	.....
Ser. B, 4½s, gen., gtd., 1942.A&O	117	.....
Erie & Pitts. equip. 7s, 1900.A&O	110	.....
Gen. gu., g., 3½s, Ser. C., '40J&J	100	.....
Pennsylvania Co.—		
1st M. g. 4½s, 1921.....J&J	112½	113
Guar. col. tr. cts., g. 3½s, 1937	100	102
Phil. Germ. & Chest. Hill—		
1st g'd 4½s, 1913.....M&N	106	.....
Pitt. C. C. & St. L.—		
Con., g. gt. 4½s, ser. A, 1940..A&O	114¾	115¾
do do ser. B, 1942.A&O	114¾	115¾
do do ser. C, 1942.M&N	112	.....
do 4s, ser D, 1945.M&N	106	.....
do 3½s, ser. E, 1949.F&A	98	100
Col. & In. Cen., 1st, 7s, 1904.J&J	112	114
2d M. 7s, 1904.....M&N	112	.....
C. St. L. & Pitts. 1st, 5s, g, '32.A&O	120	.....
Jeff. Mad. & Ind. 1st, 7s, '06..A&O	113	.....
J. M. & I. 2d M., 7s, 1910...J&J	118	.....
Pitts. C. & St. L. 1st, 7s, 1900 F&A	101	.....
Steub. & Ind. 1st, 5s, 1914..J&J	114	.....
Un. & Log'nsp, 1st M. 7s, '05A&O	116	119
Pitts. Ft. W. & C. 1st, 7s, '12.Var.	135	.....
2d, 7s, 1912.....Var.	135	.....
3d, 7s, 1912..... -- A&O	130	.....
Alleg. Val., 1st M., 7s, 1910.A&O	127	130
General, 4s, gold, 1942...M&S	106	.....
Balt. Ches. & At., 1st, g. 5s, '34.M&S	108	.....
Sun. & Lew. 1st g., 4s, 1936..J&J	105	.....
Penn & N. Y. Can'al—See Lehigh V.		
Pennsylvania & Northwestern—		
Gen. 5s, Jan. 1, 1930.....J&J	.....	103
Bells Gap, 1st, 6s, 1905....F&A	107	.....
Cons. mort. 6s, 1913.....A&O	109	.....
Clearfi'd & Jeff. 1st, 6s, 1927.J&J	110	.....
Penobscot Shore Line—See Maine Central.		
Pensacola & Atl.—See Lou. & Nash.		
Peo. Dec. & Evansv.—		
1st, 6s, 1920, certfs.....J&J	99	.....
2d 5s, 1926, certfs.....	13	16
Evansv. Div. 6s, 1920 certs. M&S	98½	100
Peoria & East.—See C. C. C. & St. L.		
Peoria & Pekin Union—		
1st, 6s, 1921.....Q-F	120	.....
2d mort., g., 4½s, 1921..... M&N	95	99
Pere Marquette RR.—		
Chic. & W. Mich. 5s, 1921..J&D	§ 99	100
Ch. & N. Mich., 5s, gu., '31.M&N	§ 94	95
Det. Gr. Rap. & W. 4s, 1946.A&O	§ 91	94
Flint & Pere Marquette—		
Gold, 6s, 1920 .....A&O	120	123½
1st con., gold, 5s, 1939. .M&N	102⅝	105
Holly W. & M. RR. 8s, 1901.J&J	102	.....
Pt. Huron Div., g, 5s, 1939.A&O	105	108

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Perkiomen—		
1st ser., 5s, 1918.....Q-J	105½	106
2d series, 5s, 1918.....Q-J	92	.....
Petersburg—See At. Coast Line of Virginia.		
Phila. & Baltimore Central—		
1st, 5s, 1911.....M&N	100	.....
1st, 4½s, 1911.....M&N	98	.....
Philadelphia & Erie—		
General, guar., 6s, g., 1920..J&J	125	.....
Gen., 5s, 1920.....A&O	§120¼	121
Gen., 4s, 1920.....A&O	109	.....
Phil. Ger. & Ches. Hill—See Pa. RR.		
Phila. Harrisburg & Pittsburg—		
1st mort., gold, 5s, 1925....A&O	103	.....
Philadelphia Newtown & N. Y.—		
1st, g., 5s, 1942.....A&O	65	.....
1st mort., red. to 3s, 1942..A&O	65	.....
Phila. & Reading—See Reading.		
Phila. & Read. Coal & Iron—		
5-10 year cert., g., 6s, 1904..Q-J	§.....	.....
Philadelphia W. & Baltimore—		
Debenture, s. f., 6s, 1900 ..A&O	103	.....
Debenture, s. f., 5s, 1910...J&D	108	.....
Debenture, 4s, 1917.....A&O	.....	.....
Debenture, 4s, 1922.....M&N	107	.....
Debenture, g., 4s, 1926 .....J&J	103	.....
Debenture, g., 4s, 1932.....A&O	107	.....
Piedmont & Cumberland—		
1st, g. 5s, 1911..... .....F&A	106	.....
Pine Creek—		
Guar., 6s, reg. 1932.....J&D	132	.....
Pitts. Bessemer & Lake Erie—		
P. S. & L. E. 1st g., 5s, 1940. A&O	113	115
Consol. 1st g., 5s, July 1, '43. J&J	109	.....
P. B. & L E. con. g., 5s, 1947. J&J	108	111
Pitts. C. C. & St. L.—See Penn. Co.		
Pitts C. & St. L.—See Penn. Co		
Pitts. Char. & Youghiogheny—		
1st mort. 6s, 1902.....F&A	102	.....
Gen. mort., gtd., 4s, 1934..A&O	93	.....
Pitts. Cleveland & Toledo—		
1st, 6s, 1922.....A&O	107	.....
Pitts. Ft. W. & C.—See Penn. Co.		
Pitts. & Lake Erie—		
1st, g., 6s, 1928.....J&J	138	.....
2d, 5s, 1928 .....A&O	112	.....
Pitts. McK. & Y —1st 6s, 1932. J&J	§140	.....
2d, 6s, guar. 1934.....J&J	§129	.....
McK. & B. V. 1st, 6s, g, 1918. J&J	127	.....
Pitts. P. & F.—1st, g., 5s, 1916. J&J	90	100
Term. mort., 5s, 1916.....A&O	90	.....
Pitts. Shawmut & Northern—		
1st, g., 5s, Feb. 1, 1949.....F&A	100	101
Pitts. Shen. & L. E—See P. Bess. & L. E		
Pittsburg & Western—		
1st, 4s, 1917, certfs.....J&J	100	101
Foxb. Bridge—1st, 6s, 1902. M&S	85	.....
Pittsburg Youngst. & Ashtabula—		
Ashtab. & Pitts. 1st, 6s, 1908. F&A	§116¼	.....
Consol. 5s, 1927.....M&N	§112	.....
Pontiac Oxford & Northern—		
1st, g., 6s, July 1, 1916 .....J&J	§110	.....
Portland & Ogdensburg—		
1st, 6s, g., July 1, 1900.....J&J	§.....	.....
Con. mort., 5s, 1908.....M&N	§110	112
Portland & Rochester—		
4s, Oct., 1907.....A&O	§100	103
Portland & Rumford Falls—		
1st, gold, 4s, Nov., 1926...M&N	§.....	103¾
Debenture 4s, Aug., 1927..F&A	§.....	101
Port Reading—		
1st M., gu., 5s, 1941.. .....J&J	.....	.....
Ports. Gt. F. & Con.—4½s, 1937 J&D	124	125
Potomac V.—1st, gu. 5s, g., 1941 J&J	90	100
Providence & Worcester—		
1st 4s, Oct. 1, 1947..... ..A&O	§.....	.....
Quincy Omaha & K. C.—		
1st g. 6s, opt., Sept. 12, 1900. J&D	§.....	.....
Tr. Co. certs., non-pf., 5s, '17. M&S	.....	50
Raleigh & Aug.—1st, 6s, 1926. J&J	113½	116
Raleigh & Gaston—		
Gold 5s, Jan. 1, 1947.....J&J	110	.....
Raritan River Ry.—		
1st g. 5s, Jan. 1, 1939.....J&J	§100	101
Reading Company—		
Gen., g., 4s, Jan. 1, 1997....J&J	84⅝	84⅞
Phila. & Reading—		
2d, 5s, gold, 1933.....A&O	.....	.....
1st, 4½s, 1910.....J&J	.....	107
1st, 6s, 1910.....J&J	120	.....
Con. M., 7s, 1911, coup.....J&D	129	129½
Consol. mort., g., 6s, 1911..J&D	120½	.....
Imp. exten., g. 4s, 1947....A&O	§103¼	104
Cons. exten. gold, 4s, 1937. M&S	.....	104
Term., 5s, gold, guar., 1941..Q-F	122½	.....
Del. R. Ter., p. mon. g. 5s, '42 M&N	90	.....
Ex. pur. mon. g. 5s, 1942..J&J	90	.....
Rens. & Saratoga—See Del. & Hud.		
Republican Val.—See C. B. & Q.		
Richmond & Danv.—See So. Ry.		
Rich. Fredricksb'g & Potomac—		
1st, 6s, 1901.....M&N	103	106
Extended, 5s. 1902.....J&J	104	.....
Cons. mort. 4½s, 1940 ....A&O	104	.....
Rich. Hill—See K. C. Ft. S. & M.		
Richmond & Mecklenburg—		
1st g. 4s, Nov. 1, 1948.....M&N	.....	88
Richmond & Petersburg—*See* Atlantic Coast Line of Va.		
Richmond York River & Ches.—		
1st, 5s, 1910.....J&J	§100	.....
2d mort., 4½s, 1910.....M&N	75	.....
Rio Grand Junction—		
1st, gu., 5s, 1939.....J&D	102½	.....
Rio Grande Southern—		
1st, 4s, 1940.....J&J	72½	74
Rio Grande Western—		
1st, 4s, 1939. ... .J&J	95¼	96
1st consol. g. 4s, 1949.....A&O	85	92
Utah Cent., 4s, gd., g., 1917. A&O	84	.....
Roch. & Pitts.—See Buff. R. & P.		
Rock Island & Peoria—		
1st M., 10s, 1906.....J&J	118	.....
Consol. 1st, 6s, 1925.....J&J	116	.....
Rome W. & O.—See N. Y. C. & H.		

Bonds.	Bid.	Ask.
Rutland—1st M., 6s, 1902....M&N	§103	104½
Con. 4½s, July 1, 1941.....J&J	§111	113
Ogd. & L. Ch. 1st, g., gu 4s, '48. J&J	§100	101
Rutl. Canad. 1st, g., gu., 4s, '49. J&J	§102	103½
St. Charles Br.—See Wabash RR.		
St. Clair Mad. & St. L. Belt—		
Alton Bridge 1st, gold, 5s, 1933	75	85
St. Johns. & L. Champlain—		
1st g. 5s, March 1, 1944....M&S	132	133
St. Joseph & Grand Island.—		
1st, g., 2-3-4s, 1947.....J&J	83	84
St. Lawrence & Adirondack—		
5s, g., 1996..... ..... J&J	110	.....
St. Louis Al. & T. H.—See Ill. Cent.		
St. Louis Br.—See Term. Ry. Ass'n.		
St. L. & Cairo—See Mobile & Ohio.		
St. L. & Iron Mt.—See Mo. Pac.		
St. L. Kan. City & N.—See Wabash.		
St. L. Mer. Bridge Ter.—		
1st, 5s, 1930.....A&O	111½	.....
Merch. Bridge, 6s, 1929....F&A	112	.....
St. L. So.—See St. L. Alt. & T. H.		
St. Louis & San Francisco—		
2d, g, 6s, Class A, 1906....M&N	111½	112½
2d, g., 6s, class B, 1906....M&N	111½	113½
2d, g., 6s, class C, 1906....M&N	111½	113½
1st M., P. C. & O., g., 6s, '19. F&A	106	.....
Gen. mort., g., 6s, 1931.....J&J	121	.....
Coll. tr., s. f., g., 6s, 1920...F&A	107	.....
Gen. mort., g., 5s, 1931.....J&J	108¼	.....
1st, trust, g., 5s, 1987.....A&O	100	.....
Cons. g. 4s, 1996.....J&J	.....	80
1st g. 5s, Sw. Div., 1947.....A&O	§ 98	100
Cent. Div., 1st, g, 4s, 1929. A&O	95	.....
Ft. S. & V. B. B., 1st, g. 6s, '10. A&O	105	.....
St. L. W. & W., g., 6s, 1919. M&S	105	.....
St. Louis Southwestern.—		
1st, g., 4s, 1989, certfs.....M&N.	90⅜	91
2d, g., cert., income 4s, 1989. J&J	59¼	60
Grays Pt. Term. g. 5s, 1947..J&D	100	106
St. Paul & Duluth—		
1st, 5s, 1931..... F&A	.....	....
2d mortgage 5s, 1917.....A&O	.....	.....
1st consol. g., 4s, 1968.....J&D	97½	98½
Duluth St. Line, gtd., 5s, '16. M&S	102	.....
Taylor's Falls & L. Sup., 6s, 1914	109	.....
Dul. Union Dep., 5s, 1930. A&O	108	.....
St. Paul Minn. & Manitoba—		
2d, now 1st, g. 6s, 1909....A&O	.....	121¾
Dak. ext., 1st 6s, g., 1910..M&N	119	.....
1st consol., g., 6s, 1933.....J&J	139	.....
1st con., red. to 4½s, g., 1933. J&J	113¼	.....
Montana ext., 1st, 4s, 1937. J&D	103	.....
Pacific ext., 1st, 4s, £, 1940. J&J	ℓ101	103
Minn. Union 1st, 6s, 1922...J&J	§120	.....
1st 5s, July, 1922.....J&J	110	.....
Montana Cen., 1st, gd. g. 6s, 37 J&J	.....	135½
1st, guar., gold, 5s, 1937..J&J	118	.....
East. Minn. 1st. g., 5s, 1908. A&O	109	111½
Nor. div. 1st, g., 4s, 1948. A&O	108	.....
Wil. & S. F. 1st, 5s, g., 1938. J&D	118	.....
Minn. & Wes. 1st g, 5s, 1911. J&J	.....	.....
St. P. & No. Pac.—See Nor. Pacific.		
St. P. & Sioux C.—See C. St. P. M. & O.		
San Ant. & Aran. Pass—See So. Pac.		
San Francisco & Nor. Pacific—		
1st, g., 5s, sink'g fund, 1919. J&J	113½	115
San. Fr. & San Joaquin Valley—		
1st g. 5s, Oct. 1, 1940 .....A&O	.....	115½
Santa Fe Prescott & Phœnix—		
1st M., 5s, g., 1942.....M&S	104	107
Sault Ste. Marie Bridge—		
1st M., s. f., g., 5s, July 1, '37. J&J	100	.....
Sault Ste. Marie & Southwest.—		
See Chic. St. P. Minn. & Omaha.		
Savannah Florida & Western—		
1st M., g., 6s, 1934.....A&O	.....	126
1st M., g., 5s, 1934.....A&O	114	116½
Cons. M., gold, 5s, 1943....M&N	.....	.....
St. J. Riv. Div., g., 4s, 1934..J&J	§ 90	95
Bruns. & West., 1st 4s, 1938. J&J	81	83
Scioto Val. & N. E.—See Nor. & W.		
Schenectady & Duanesburg—		
1st guar. 6s, 1924 .....M&S	§115	.....
Seaboard & Roanoke—		
Debenture 6s, 1916.... ....F&A	104	.....
1st mtg. 5s, 1926.....J&J	.....	106½
Shamokin Sunbury & Lewisburg.—		
1st, 5s, 1912.....M&N	98	.....
2d, 6s, g., 1925.....J&J	95	.....
Sh. V. & Potts.—7s, con., 1901. J&J	103¾	.....
Shore Line—See N. Y. N. H. & H.		
Sierra Ry. of California—		
1st, g., 6s, 1937.	.....	109
Silver Springs Ocala & Gulf—		
1st, g., 4s, 1918.....J&J	88	91
Sioux C. & N.—1st, 5s, 1920...J&J	.....	.....
Sioux C. & Pac.—See Chic. & N. W.		
Sodus Bay & S.—1st, 5s, g. 1924 J&J	100	.....
So. Car. & Ga.—1st, g., 5s, 1919 M&N	104⅞	.....
Aug. South. g, 5s, 1924.....J&D	.....	103
Sumter & Wat. Riv. 5s, g, '19. A&O	101	105
Southern Indiana Ry.—		
1st, g., 5s, June 1, 1938....J&D	§105	106½
Southern Pacific Co.—		
Coll. tr. 4s, Gen. Pac., 1949. J&D	82½	82⅝
Central Pacific—		
1st ref'd'g 4s, g., g'd, 1949..F&A	100½	100⅝
Mtg. 3½s, g., g'd., 1929..J&D	83⅝	84
Gal. Har. & S. An. 6s, g., 1910 F&A	109	112
2d mort., 7s, 1905.....J&D	105	.....
Mex. & P. Div., 1st, 5s, 1931. M&N	101½	102
Houston & Texas Central—		
W. & N. 7s, 1903.....J&J	.....	.....
1st, l. g.. g., 5s, 1937.....J&J	.....	110½
Consol., l. g., gold, 6s, 1912. A&O	111½	.....
Gen., gold, 4s, 1921.....A&O	84½	85
Morgan's Louis'a. & Texas—		
1st g. 6s, 1920.....J&J	123	.....
1st mort., 7s, 1918..... A&O	134	.....
N. Y. Tex. & Mex. 1st g 4s, '12. A&O	.....	.....
Oregon & Cal. 1st 5s, 1927...J&J	98	100
S. Ant. & Ar. Pass. 1st g. gu, 4s. 1943	78	78½
Texas & N. O. 1st, 7s, 1905..F&A	112	116
Sabine Div., 1st, 6s, 1912. M&S	109	.....
Consol., gold, 5s, 1943....F&A	103	.....

Bonds.	Bid.	Ask.
Southern Pacific Co.—(Con.)—		
South Pacific Arizona—		
1st, 6s, 1909-1910.....J&J	110	111
Southern Pacific RR., Cal.—		
1st, g. 6s ser. A, Apr. 1, 1905. A&O	109⅜	110¼
1st, g. 6s. ser. B, Oct. 1, 1905, A&O	109⅜	110¼
1st, g. 6s. ser. C&D, 1906...A&O	111	.....
1st, g. 6s, ser. E&F, Apr '12, A&O	116	119
1st con., g., 5s, gu., 1937. M&N	105	.....
1st con. g. 5s, stp'g 05-37. M&N	105¾	106¼
Aust. & Nor. 1st, 5s, g., '41. J&J	95	97
So. Pacific Br. 6s, 1937...A&O	124½	127
So. Pac. Coast 1st, g., 4s, '37. J&J	.....	81
So. Pac. N. M. 1st, 6s, 1911..J&J	109	112
No. Ry. of Cal., 1st 6s, g. gu, '07. J&J	110	116
5s, gold, guar., 1938.....A&O	114	117
Gila Val. Globe & Northern—		
1st, g., 5s, Nov. 1, 1924..M&N	.....	105
Southern—		
1st, consol., gold, 5s, 1994..J&J	107¾	108
E. Tenn. reor. lien, 4-5s, 1938 M&S	108	.....
1st Mem. div. g, 4-4½-5s, '96. J&J	108	.....
2d Mem. div. 5s, 1996.....A&O	.....	.....
Ala. Cent. 1st g., 6s, 1918...J&J	109	113
Atl. & Ch. Air-L. exten. 4s, '07. A&O	98	.....
1st, 7s, 1907.....J&J	116½	118
Income 6s, 1900.....A&O	101	102
Atl. & Danv., 1st, g., 5s. 1950. J&J	100½	.....
Atl. & Yad, 1st. gu. g. 4s. '49. A&O	95	.....
Atl. Tenn. & O.—1st, M. 6s, '13 A&O	110	.....
Char. Col. & Augusta—		
1st M., gold, ext. 5s, 1909..J&J	106	.....
2d M. 7s, 1910.....A&O	116	117½
Col. & Green. 1st, 6s, 1916...J&J	111⅝	116
E. T. Va. & Ga. 1st 7s, July 1, '00	101½	.....
Divisional g., 5s, 1930.....J&J	114	117
Consol., 1st, g., 5s, 1956..M&N	.....	118
Ga. Mid. 1st, g., 3s, 1946...A&O	56	63
Ga. Pac. 1st, g., 6s, 1922....J&J	121	121½
Ga. Pac. Ry. equip., 5s, g., 1904.	98	.....
Knoxv. & O. 1st, g., 6s, 1925. J&J	119	.....
Rich. & Dan. con., g., 6s, '15. J&J	120¼	121½
Equip., s. f., g., 5s, 1909..M&S	100	.....
Deb., 5s, stamped, 1927..A&O	100	.....
Va. Mid. Series A, 6s, 1906. M&S	112	.....
Series B, 6s, 1911.....M&S	119	.....
Series C, 6s, 1916.....M&S	114	.....
Series D, 4-5s, 1921.....M&S	104	.....
Series E, 5s, 1926.....M&S	110	.....
Series F, 5s, 1931.....M&S	106	.....
General, 5s, 1936.....M&N	110	113
Do guar., stamped M&N	110	113
Wash. O. & W., 1st, gu., 4s, '24. F&A	85	.....
W. No. Car., 1st con., g., 6s, '14. J&J	115	118
South & North Alabama — See Louisville & Nashville.		
Spartan U. & Col.—See Ashv. & Spar.		
Spokane Falls & Northern—		
1st, 6s, g., 1939.....J&J	.....	125
State Line & Sullivan—		
4½s, 1929.....J&J	.....	.....
Staten Island Railway—		
Gold, 4½s, 1943.....J&D	102½	.....
Staten Island Rapid Transit—		
1st g., 6s, 1913.....A&O	122	.....
Steub. & Ind.—See Penn. Co.		
Sumter & Wateree River—See So Car. & Ga.—		
Sunbury Hazleton & W. B.—		
1st, 5s, May 1, 1928.....M&N	.....	.....
2d mort., inc. 6s, 1938, coup. M&N	109½	.....
Sunbury & Lew.—See Penn. RR		
Susp. Br. & Erie Junc.—See Erie.		
Syracuse Binghampton N. Y.—		
See Del. Lack. & Western.		
Syracuse Geneva & Corning—		
1st M., s. f., 7s, 1905.....M&N	‡.....	101
2d 5s, Mar. 1, 1909.....M&S	‡.....	103
Tebo. & Nesho.—See Mo. Kan. & T.		
Term'l RR. Association (St. Louis)		
1st, gold, 4½, 1939.....A&O	110½	113
1st, consol., gold, 5s, 1944..F&A	114	.....
St. Louis Br. 1st, g., 7s, '29..A&O	138	.....
Terre Haute & Indiana—		
1st, 5s, g., 1925.....J&J	105	.....
New con. 5s, g., 1925.....J&J	100	.....
Terre Haute & Logansport—		
1st, gu., 6s, Jan. 1, 1910....J&J	.....	.....
Texas Central—		
1st 5s, 1923.....A&O	.....	.....
Texas & New Orleans—See So. Pac.		
Texas & Pacific—		
East. Div., 1st, 6s, 1905....M&S	104	.....
1st, gold, 5s, 2000.....J&D	112⅝	113
2d income, gold, 5s, 2000...Mch.	.....	54
Toledo & Ohio Central—		
1st, 5s, g., 1935.....J&J	106¼	106¾
West Div., 1st, 5s, g., 1935. A&O	106	107
Gen. g., 5s, 1935 .....J&D	90	.....
Kana. & Mich., 1st, 4s, 1990. A&O	86¾	88
Toledo & Ohio Central Exten.—		
1st, 5s, g., 1938 .....M&N	.....	.....
1st g., 5s, guar., 1938.....M&N	.....	.....
Marietta Minn., 1st, 6s, g., 1915.	.....	.....
Toledo Peoria & Western—		
1st, 4s, 1917. ....J&J	80¾	83
Tol. St. L. & K. C.—		
Tr. Co. ctfs., 1st, 6s, 1916....J&D	115	117
Tol. Walh. Val. & Ohio.—		
Gen., g., gu., 4½s, 1931, ser. A. J&J	.....	.....
Toronto Ham. & Buffalo—		
1st, g. 4s, July 1, 1946.....J&D	.....	100
Troy & West Troy Bridge—5s.....	108	109
Ulster & Delaware—		
Con., 5s, 1928..... .....J&D	103	.....
United Cos., N. J.—		
6s, g, 1901.....M&S	103¼	.....
General, gold, 6s, 1908.....M&S	119	.....
General, gold, 4s, 1923.....F&A	108½	.....
General, gold, 4s, 1929.....M&S	111	.....
General, gold, 4s, 1944.....M&S	115½	.....
Union Pacific.—		
1st Ry. & L. g. 4s, g. 1947....J&J	104⅜	104⅝
Oregon Railroad & Nav.—		
Or. Ry. & N. 1st, g., 6s, 1909. J&J	109	.....
Cons., g., 4s, 1946..... J&D	101	.....

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask
Union Pacific—(Con.)—		
Oregon Short Line—		
1st, g., 6s, 1922 F&A	129⅝	130
Utah & Nor., 1st, 7s, 1908 J&J	118	.....
Consol. gold, 5s, 1926 J&J	110	.....
1st consol. 5s, g., 1946 J&J	111½	112¼
Utah & No.—See Oreg. Sh. Line.		
Utah Central—See Rio Gr. West.		
Utica & Bl. R.—See N. Y. C. & H.		
Valley (N. Y.)—See Del. L. & W.		
Verdig. Val. Ind. & W.—See Mo. Pac.		
Vermont & Massachusetts—		
Guar., 5s, 1903 M&N	§105	.....
Vermont Valley—		
1st, 5s, 1910 A&O	§.....	.....
Virginia & Tenn.—See Norf. & W.		
Virginia Midland—See So. Ry.		
Vicks. Sh. & Pac.—		
1st 6s, g., Jan. 1, 1920 J&J	25	40
6s, p. l., g., Nov. 1, 1915 M&N	104	.....
Wabash—		
1st, gold, 5s, 1939 M&N	115	.....
2d, gold, 5s, 1939 F&A	101	102½
Deb. mort., 6s, series A, 1939 J&J	.....	83
Deb. mort., 6s, series B, 1939 J&J	38	38¼
Det. & Ch. ext., 1st, g, 5s. 1941 J&J	107	.....
Des M. div. 1st g. 4s, 1939 J&J	93	.....
St. L. C. Bl. & Om.—1st, 6s, 1908.	100	107
St. Louis Kan. City & North'n—		
St. Charles Bridge, 1st 6s, 1908	106	.....
Brunsw. & Chill., 6s, 1903. F&A	95	.....
Waco & N.—See Hous. & Tex. Cen.		
Warren RR.—See D. L. & W.		
Washing'n Central—See Nor. Pac		
Washington & Columbia River—		
1st, gold, 4s, 1935 J&J	.....	.....
Wash. O. & W.—See Southern Ry.		
West Jersey & Sea Shore—		
Consol. g. 4s, 1936 J&J	107	.....
Cons., 3½s, g., Ser. B, 1936 J&J	99	101
Cam. & At.—Con., 5s-6s, 1911. J&J	105	.....
W. Jersey consol. 6s, 1909. M&N	116	.....
W. J. & At., 1st M. 6s, 1910. M&S	106	.....
Western Maryland—		
Balt. & Harris., g., 5s, 1936. M&N	110	111
1st M. West. Ext. g. 5s, '38. M&N	100	105
West. N. Y. & Penn.—		
1st, 5s, 1937 J&J	114½	115¼
Gen. mort., gold, 3-4s, 1943. A&O	76½	77
Income, gold, 5s, 1943, Nov. 1.	27¼	27½
West. of Minn.—See Nor. Pacific.		
West. Nor. Car.—See Southern Ry.		
Western Pa.—		
Gold, 4s, 1928 J&D	111½	.....
Western Ry. Ala.—		
Cons. 4½s, g., gu. Oct., 1918. A&O	102	.....
West Shore—See N. Y. C. & H.		
West. Tr't—See N. Y. C. & H. R.		
West Va. & Pitts.—See B. & O.		
West Va. Cent. & Pitts.—		
1st, gold, 6s, 1911 J&J	112	114
Wheeling Bridge & Term. Ry.—		
1st M. 6s, 1939 J&D	42	.....
2d M. 6s, 1940 M&S	1½	3½
Wheeling & L. Erie RR.—		
1st, g., 5s, 1926 A&O	105	.....
Wheel. Div. 1st, g., 5s, 1928. J&J	95	100
Exten. & impt., g., 5s, 1930. F&A	90	.....
Wilkesb. & East. See N. Y. S & W.		
Wilkesbarre & Scranton—		
1st M., gold, gu., 4½s, 1938. M&N	104	.....
Willmar & S. Falls—See St. P. M. & M.		
Wilm. Col. & Aug.—		
6s, 1910 J&D	117	.....
Wilmington & Northern—		
1st, 5s, 1907-27 J&D	§102	.....
5s, gen. mort. g., 1932 Q-Aug	§104	.....
Wilmington & Weldon—		
Gen. mort., g. 5s, 1935 J&J	117	119
Gen. mort. g. 4s, 1935 J&J	104	105
Winona & St. P.—See Chic. & N. W.		
Wisconsin Central Company—		
1st mtg., g., 4s, 1949 J&J	90¼	90½
Cons. 1st series, g., 5s, 1909. J&J	105	.....
Ch. Wis & Minn., 1st, 6s, '16. M&S	110	.....
Wisconsin & Michigan Ry.—		
1st M., g., 5s. Jan. 1, 1945 J&J	.....	50
Wiscon. Val.—See C. M. & St. P.		
Worcester Nashua & Rochester—		
4s, Jan. 1, 1913 J&J	§107	.....
4s, Jan. 1, 1930 J&J	§.....	112½
4s, Oct. 1, 1934 A&O	§114½	.....
Zanesville & Ohio River—		
1st, g., 6s, Feb. 1, 1916 F&A	2	.....

Stocks.	Par.	Bid.	Ask.
Boston & Maine	100	197	199
Preferred	100	.....	.....
Bost. & N. Y. Air-Line, pref.	100	106	.....
Boston & Providence	100	302	.....
Boston Rev. Beach & Lynn	100	70	75
Buffalo Roch. & Pittsburg	100	57	58
Pref.	100	92	99
Burl. Cedar Rap. & Northern	100	112	.....
Canada Southern	100	48	49
Canadian Pacific	100	94¾	95¼
Pref	100	‖100½	101½
Catawissa, Com.	50	†.....	.....
1st pref.	50	†.....	56
2d pref.	50	†.....	.....
Cayuga & Susquehanna	30	200	.....
Central Massachusetts	100	13¼	14¼
Pref.	100	64	.....
Central of New Jersey	100	117	118
Chartiers Railway	50	†.....	.....
Chesapeake & Ohio	100	29⅛	29¼
Chicago & Alton	100	.....	.....
Preferred	100	.....	.....
Louisiana & Mo. River, pref.	100	180	.....
Chicago Burl. & Quincy	100	122½	122¾
Chicago & Eastern Illinois	100	87½	90
Preferred	100	118	124
Chicago Great Western—			
Common	100	13⅝	13⅞
4 p. c. deb.	100	87¼	88¼
5 p. c., pref. A, div. in cash	100	77½	77¾
4 p. c. preferred B	100	40¼	41
Chic. Ind. & Louisville—			
Common	100	15	16
Preferred	100	45	48
Chicago Milw. & St. Paul	100	118½	118⅝
Preferred	100	170	171½
Chicago & Northwestern	100	160	161
Preferred	100	197	202
Chicago Rock Isl. & Pac	100	106¾	106⅞
Chicago St. Paul Minn. & O.	100	120	121
Pref.	100	175	180
Chic. Terminal Transfer Co.	100	10⅜	11½
Preferred	100	35	37
Choctaw Oklah. & Gulf certs.	50	†44¼	.....
Preferred	50	†.....	.....
Cincinnati Hamilton & Dayton	100	.....	35
Preferred, A	100	95	98
Preferred, B	100	95	98
Preferred, Eagle	100	95	98
New 2d pref.	100	97½	98½
Cincinnati New Orleans & Texas Pacific	100	23	27
Cin. Ports. & Va., common	100	15	30
Preferred	100	75	90
Cleveland Akron & Columbus	100	.....	.....
Cleveland Cincinnati Chicago & St. Louis	100	60⅞	61
Preferred	100	104	108
Cleveland Lorain & Wheel'g	100	17	18
Preferred	100	50	53
Cleveland & Pitts	50	186	190
Col. Midland vot. tr. certfs.	100	8½	9
preferred vot. tr. certfs.	100	23	23½
Colorado & Southern—			
Common, vot. trustee certfs.	100	5¼	5½
1st preferred do	100	41	42
2d preferred do	100	13½	14½
Columbus & Xenia	50	213	.....
Concord & Montreal—			
Class I	100	.....	198
Class II	100	195	198
Class III	100	194	198
Class IV	100	198	.....
Concord & Portsmouth	100	205	210
Connecticut & Passumpsic	100	155	160
Connecticut River	100	275	277
Danbury & Norwalk	50	.....	.....
Dayton & Michigan, com.	50	84	85
Pref.	50	200	205
Delaware & Bound Brook	100	190	.....
Delaware & Hudson	100	116½	117
Delaware Lack. & West	50	177	179
Denver & Rio Grande	100	17½	.....
Pref.	100	68¾	69½
Des Moines & Fort Dodge	100	14½	16
Pref.	100	95	.....
Detroit Hills & S. W.	100	102	105
Duluth South Shore & Atl	100	⅛	5
Pref.	100	12¾	14
East Pennsylvania	50	†.....	.....
Eastern New Hampshire, J&D.	100	120	125
Elmira & Williamsport	50	†.....	.....
Pref	50	† 75	.....
Erie—			
Common	100	11½	12
1st pref.	100	33	33½
2d pref.	100	16	19
Erie & Pittsburg	50	155	165
Evansville & Terre Haute	50	46⅞	47⅛
Pref.	50	90	95
Fitchburg, common	100	50	.....
Preferred	100	123	123½
Florida Central & Peninsular	100	.....	.....
2d pref.	100	.....	.....
Ft. Wayne & Jackson—Com.	100	.....	.....
Preferred	100	140	.....
Fort Worth & Den. C., stamped		.....	.....
Fort Worth & Rio Grande	100	.....	.....
Georgia & Alabama—Com.	100	24	27
Preferred	100	48	49
Georgia RR. & Banking Co.	100	206	207
Georgia South'n & Florida—			
Common	100	32	37
First preferred	100	90½	.....
Second preferred	100	65½	67
Grand River Valley	100	125	135
Great North'n Ry. Pref.	100	158	162
Green Bay & Western	100	.....	.....
Deb. certfs. A	1000	.....	.....
Deb. certfs. B	1000	‡.....	7¾
Hartford & Conn. West	100	40	45
Harrisburg Ports. Mt. J. & Lan.	50	†106	.....
Henderson Bridge	100	.....	.....
Hibernia Mines RR.	100	.....	.....
Hocking Valley	100	33	34
Preferred	100	60½	61

Stocks.	Par.	Bid.	Ask.
Huntingdon & Broad Top	50	†.....	.....
Pref.	50	† 51	.....
Illinois Central	100	x112	112½
Leased lines	100	98	102
Iowa Central	100	12½	12¼
Pref.	100	52	53
Jackson Lans. & Sag.	100	85	.....
Joliet & Chicago	100	175	.....
Kal. Allegan & Gr. Rapids	100	145	.....
Kanawha & Michigan	100	12	12¾
Kansas City Ft. Scott & Mem.	100	15	18
Preferred (contracts)	100	65	.....
Kansas City Ft. S. & G., pref.	100	47	50
Kan. C. Mem. & Bir.	100	8	10
Kansas City Pittsburg & Gulf	100	7¾	8
Kan. City St. L. & Chic.—			
Preferred	100	150	.....
Kansas City Suburban Belt	100	.....	.....
Keokuk & Des Moines	100	3	4
Pref.	100	15	17
Keokuk & Western	100	.....	.....
Kingston & Pembroke	50	.....	.....
1st pref.	50	.....	.....
Lake Erie & Western	100	21	22
Pref.	100	83½	85
Lake Shore & Michigan South.	100	194	210
Lehigh Valley	50	† 25	25⅛
Pref.	50	†.....	.....
Little Miami	50	213	.....
Little Schuylkill	50	† 58	.....
Long Island	50	49	54
Louisiana & Missouri River—See Chicago & Alton.			
Louisville Bridge Co.	100	115	120
Louisville & Nashville	100	79	79¼
Lowell & Andover	100	200	.....
Mahoning Coal Railroad	50	150	200
Pref.	50	105	125
Maine Central, quar.	100	170	175
Manchester & Lawrence	100	250	.....
Massawippi Valley	100	.....	.....
Conn. Tr. & Safe Dep. Co. certfs.		.....	.....
Mexican Central	100	11¾	12⅛
Mexican National tr. receipts.	100	3⅞	4
Mexican Northern	100	60	70
Michigan Central	100	105	110
Mine Hill & Schy. Hav.	50	†.....	.....
Minneapolis & St. Louis Com.	100	61	61⅛
2d pref.	100	90½	93
Minneapolis St. P. & S. Ste. M.	100	15¼	17½
Preferred	100	52½	56
Missouri Kansas & Texas	100	10	11¼
Preferred	100	32½	33
Missouri Pacific	100	44	44⅛
Mobile & Ohio, assented	100	39	41
Morris & Essex	50	184	186
Nashville Chat. & St. Louis	100	60	70
Nashville & Decatur	25	167	170
Nashua & Lowell, M&N	100	258	265
Naugatuck	100	252	265
Nesquehoning Valley	50	†.....	54½
New England RR.—			
Common	100	65	.....
Preferred	100	.....	100
New Haven & Derby	100	104	.....
New Haven & Northampton	100	106	.....
New York Central & Hud. Riv.	100	134	134⅜
Dividend payable in London		‖137	138
New York Chicago & St. Louis	100	12½	12⅞
1st preferred	100	76	85
2d preferred	100	32	35
New York & Harlem	50	400	.....
New York Lackawanna & West.	100	130	135
New York New Haven & Hart.	100	212	216
New York Ontario & Western	100	22⅝	22⅞
New York Phila. & Norfolk	100	.....	.....
Norfolk & Southern	100	.....	.....
Norfolk & Western Ry.	100	25½	25⅝
Adjust., preferred	100	70¼	71
North Carolina	100	156	.....
Northern Central	50	† 96	101
Northeastern, S. C.	50	† 40	...
Northern, N. H.	100	160	165
Northern RR. of N. J.	100	.....	.....
Northern Pacific vot'g tr. certs.	100	51⅝	51¾
Preferred voting tr. certs.	100	74½	74⅝
North Pennsylvania	50	‖104½	.....
Norwich & Worcester	100	219	225
Old Colony	100	202	203
Ontario & Quebec	100	‖150	155
Oswego & Syracuse	50	210	.....
Pacific Coast Co.—See Miscell.			
Paterson & Hudson River	50	.....	.....
Pawtuxet Valley Railroad	100	175	
Pennsylvania Railroad	50	129¼	129⅞
Penn. & Northwestern	50	†.....	.....
Peoria & Bureau Valley	100	182	.....
Peoria Decatur & Evansville	100	2⅝	2⅞
Peoria & Eastern	100	5	6½
Pere Marquette RR.	100	20	21
Pref.	100	55¼	58
Philadelphia & Erie	50	† 22	.....
Phila German. & Norristown	50	‖150	...
Pittsburg Bess. & L. Erie	50	† 19¼	19½
Pittsb. Cin. Chic. & St. Louis	100	68	76⅝
Pref.	100	86	95
Pittsb. Ft. W. & Chic	100	186	190
Special	100	.....	.....
Pittsburg & Lake Erie	50	.....	...
Pittsb. McKeesport & Yough	50	140	.....
Pitts. Shawmut & Northern	100	31	31½
Pittsburg & Western, pref.	50	.....	.....
Prov. & Worcester	100	290	300
Providence Warren & B.	100	131	.....
Quincy RR. Bridge Co.	100	206	210
Raleigh & Gaston	100	.....	.....
Reading Company—			
Voting tr. certs.	50	17	17½
1st pref., voting tr. certs.	50	50¾	51¼
2d pref., voting tr. certs.	50	27½	28
Rensselaer & Saratoga	100	193	.....
Richmond Fred. & Potomac—			
Common	100	152	.....
Dividend obligations	100	141	150
6 per cent guarant'd.	100	155	.....
7 per cent guarant'd.	100	175	.....

RAILROAD STOCKS.

	Par.		
Ala. & Gt. South'n, A, pref.	£10	‖ 10½	11½
B, common	£10	‖ 2½	2½
Ala. N. O. T. & P. Junc., A, pref.	£10	‖	.....
B, deferred	£10	‖	.....
Alabama & Vicksburg	100	75	.....
Albany & Susquehanna	100	195	.....
Allegheny Valley, pref.	50	† 13⅞	14⅛
Ann Arbor Ry. com.	100	16	17
Pref.	100	42	45
Atchison Topeka & Santa Fe.	100	19¾	20
Preferred	100	61⅛	61¼
Atlantic 1st Leased lines, rent tr		‖102	105
Atlanta & Char. Air Line	100	129	.....
Atlanta & West Point	100	125	128
Atlantic Coast Line of Va. A.	100	145	.....
B.	100	135	.....
Augusta & Savannah, leased	100	107	109
Bald Eagle Valley	50	200	.....
Balt. & Ohio—			
Common, vot. tr. certfs.	100	58½	58¾
Preferred, vot. tr. certfs.	100	75	75¼
Beech Creek	50	102	.....
Boston & Albany	100	240	.....
Boston & Lowell	100	242	.....

◊ Purchaser also pays accrued interest. † Price per share not per cent. ‡ Sale price. ‖ In London. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Rich. & P. & R. F. & P. Connect.	70	120	.....
Rio Grande Southern	100	.....	.....
Rio Grande Western	100	43	44
Pref.	100	85	88
Rock Island & Peoria	100	103	.....
Rome & Clinton	100	125	.....
Rome Watertown & Og.	100	x128⅛	.....
Rutland, Common.	100	7	10
Pref.	100	.....	80
St. Jos. & Gd. Isl. vot. tr. certs.	100	6	6½
1st pref. vot. tr. certs.	100	45	50
2d pref. vot. tr. certs.	100	15½	16½
St. Louis Bridge, 1st pref.	100	†112	117
2d pref.	100	† 55	60
St. L. & S. Fr., vot. tr. certs.	100	10⅝	11⅛
1st pref., voting tr. certs.	100	67	70
2d pref., voting tr. certs.	100	34¾	35½
St Louis Southwestern	100	11¼	11¾
Pref.	100	27½	27⅞
St. Paul & Duluth	100	45	51
Pref.	100	100	104
Seaboard & Roanoke, com.	100	190	200
South Carolina & Georgia.	100	.....	.....
Southern Pacific Co.	100	38½	38¾
Southern (vot. trust certs.)	100	11⅝	11¾
Preferred do.	100	55	55⅛
Southwestern of Georgia.	100	107	108
Spuyten Duyvil & Port Morris.	100	.....	.....
Staten Island Ry.	75	25	50
Sunbury & Lewistown	50	.....	.....
Syracuse Binghi. & N. Y.	100	.....	.....
Texas & Pacific	100	15⅞	16
Toledo & Ohio Central	100	20	25
Preferred	100	40	50
Toledo Peoria & Western	100	8	.....
Troy & Greenbush	50	140	.....
Tunnel Rail of St. Louis.	100	ℓ	.....
Union Pacific—Common.	100	46¾	47
Preferred.	100	75⅛	75⅜
United New Jersey RR. & C. Co.	100	272	273½
Utica & Black River, guar.	100	180	.....
Utica Chen. & Susq. Valley.	100	145	.....
Valley RR. (N. Y.)	100	130	135
Vermont & Massachusetts.	100	170	172
Wabash Railroad.	100	6¾	7½
Pref.	100	20⅝	21
Warren, N. J.	50	.....	.....
West Jersey & Sea Shore—Com.	50	† 61½	.....
Western Maryland.	50	† 5	.....
Western N. Y. & Penn	50	† 8	8⅛
Trust certificates.		† 7½	7¾
West Virginia Cent. & Pitts.	100	40	47½
Wheeling & Lake Erie com.	100	9¾	10⅛
1st preferred.	100	51¾	52⅛
2d preferred.	100	26½	27
Wilmington & Weldon.	100	182½	.....
Wis. Cent. Co. com., vot. tr. certs.	100	17½	18
Preferred, vot. tr. certs.	100	46	47½
Wor. Nash. & Roch.	100	132	140

† Prices per share not per cent. ℓ In London

STREET RAILWAY SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices—that is, the purchaser does *not* pay accrued interest in addition

Bonds.	Bid.	Ask.
STREET R'WAY BONDS.		
ALBANY, N. Y.—		
United Traction Co.—		
Albany Ry, con. M, 5s, g, 1930. J&J	§117½	.....
Gen. g. 5s, 1947. J&D	§116½	.....
W. Turnp. & RR, 1st, g, 6s, '19. M&N	§125	127½
2d g'd 6s, 1919. M&N	§123	127
Troy Ry., 5s, g., 1492. A&O	§114	115
AKRON, O.—		
Akron Bed. & Clev. g. 5s, 1915, M&S	§.....	105
ALLENTOWN, PA.—		
Allen. & Lehigh Val. Traction—		
1st M., gold, 5s, 1913. M&S	101	.....
ATHENS, GA.—		
Athens Electric Ry.—		
1st g. 6s., 1916. J&J	90	100
ATLANTA, GA.—		
Atlanta Consolidated Str. Ry.—		
1st cons. g. 5s., 1939 opt. 1904. J&J	104	105
AUGUSTA, GA.—		
Augusta Ry. & Electric Co.—		
1st g. 5s., 1916. J&J	95	.....
BALLSTON SPA, N. Y.—		
Ballston Term., 5s, g., 1926. J&D	100	100½
BALTIMORE, MD.—		
Balt. Trac. Co., 1st M., 5s, 1929, M&N	115	117
No. Balt. Div., 1st. g. 5s, 1942. J&D	117	119
Exten. & imp., 6s, g., 1901, M&S	101½	102½
Conv. g. 5s, 1906. M&N	102	102½
Balt. City Pas. 1st, 5s, g., 1911, M&N	111	113
Cent. Ry., con. M., g., 5s, 1932, M&N	117	119
Exten. & imp. 5s, 1932. M&S	117	.....
City & Su., 1st, M., 5s, g., 1922, J&D	115½	116
Lake Ro. El., 1st, g., 5s, 1942. M&S	115	116
B. C. & Ell. Mills, 5s, g., g'd, 1916. J&J	107	109
United Rys. & Electric Co.—		
1st consol., g., 4s, 1949. M&S	96⅛	96¼
Incomes, g., 4s, 1929-1949	69⅞	70¼
BINGHAMTON, N. Y.—		
Binghamton Railroad—		
Mort. g. 5s., 1923. J&J	§102	105
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
1st mtg. g. 5s., 1920. J&J	96	97½
BOSTON, MASS.—		
Lynn & Bost., 1st, 5s. g., 1924. J&D	§112½	114
East Middlesex 5s, 1918. M&S	§110	111
Naumkeag, 1st 5s, 1906. J&D	§105	.....
Con. 5s, 1910. J&J	§106	.....
West End, deb., 5s, g., 1902. M&N	§102½	104
Debenture, 4½s, g., 1914. M&S	§110¼	112
Gold 4s, 1916. M&N	§105½	106⅜
Gold 4s, Feb. 1, 1917. F&A	§105¾	107¼
Boston con. 5s, Jan., 1907. J&J	§109	.....
Cambridge, 1st m., 5s, 1903, A&O.	§.....	104¾
Charles Riv., 1st m., 5s, 1904, A&O	§106	.....
Highl'd, non-con. pl. 5s, 1902, M&N	§104	.....
Metropolitan, plain 5s, 1903, J&D	§106	.....
Middlesex, plain 5s, July '04, J&J.	§107	.....
South Boston, plain 5s, 1905, M&N	§107¾	.....
BRIDGEPORT, CONN.—		
Bridgep. Trac., 1st, 5s, g., 1923, J&J	§105	109
BROCKTON, MASS.—		
Brock. Bridgwater & Taunton—		
1st., g. 5s, Aug. 1, 1917. F&A	§	108
Brock. St. Ry.—1st g., 5s, 1924. A&O	§105	107
BROOKLYN, N. Y.—		
Atlantic Ave., gen. M., 5s, 1909, A&O	§107	109
Consol. M., 5s, g., 1931. A&O	115	.....
Imp. M., 5s, g., 1934. J&J	99	.....
Brooklyn City—1st, 5s, 1941. J&J	115	117
Brooklyn Cross. 5s, 1908. J&J	104	.....
Grand St. & New. 5s, 1906. A&O	104	.....
BROOKLYN, N. Y.—(Concluded)		
Brooklyn City—(Cont'd)—		
Calv. C. Gr'p't & B. 6s, 1907. J&D	111	112
Gr'p't & Lor. St. 6s, 1910 M&N	108	.....
W'ms'g & Flatb'h ex. 4½s, '41 F&A	105	107
Bklyn Bath & W. E., gen. 5s, '33. A&O	101½	102½
B'k'n C. & New., 1st con. 5s, '39, J&J	§114	116
Brooklyn Union Elevated—		
1st 4-5s, Feb. 1, 1950. F&A	95½	96½
Brooklyn Queens Co. & Sub.—		
1st g. 5s, 1941. J&J	.....	.....
1st cons. g., guar., 5s, 1941. M&N	102	104
Bklyn Rap. Transit—5s, g., '45. A&O	.....	106
Coney Isl. & Brooklyn 1st 5s. 1903	101	.....
Kings Co. El. 1st 4s. 1949	84	86
Nassau Electric—1st, 5s, 1944. A&O	108½	109½
1st g. 4s, 1948. J&J	90	92
BUFFALO, N. Y.—		
Buff. Bell. & Lan., 5s., 1927.	§103	.....
Buff. Ry., 1st con. M., 5s, g., '31, F&A	§116	117½
Deb. g. 6s., 1917. A&O	§108	109
Buff. & Niag. Falls Elec. Ry—		
1st M. 5s, g., 1935. J&J	§109	111
2d mtg. g. 5s., 1921. J&J	§102	105
Buffalo Trac.—1st g. 5s., 1948. J&J	§109	110
Crosst'n St. Ry. 1st, 5s, g. 1932, M&N	§114	115
CAMDEN, N. J.—		
Cam. Glou. & Wood., 6s, 1904. M&N	89	.....
Cam. & Trenton, 5s, g., 1929. M&N	95	96
CHARLESTON, S. C.—		
Charleston Consol. Ry., Gas & Elec. Co. consol. g. 5s, 1999. M&S	99	100
Charleston City Ry.—		
1st mort., g., 5s, 1923. J&J	102½	104
CHESTER, PA.—		
Chester Trac., 1st g., 5s, 1914. M&N	.....	103
CHICAGO, ILL.—		
Chicago City Railway—		
1st, 4½s, opt. at 60 days. J&J	§100½	100⅝
Cicero & Prov. St., 1st 6s, '04. M&N	§105	106
Consolidated 5s, g., 1915. M&N	§	108
Lake St. El. deb. 5s, g. g'd, 1928. J&J	§ 91½	91⅞
Income deb. 5s, 1928. Feb. 1	§ 33½	35
Metropolitan West Side "L"—		
1st g 4s, 1938. F&A	§ 95½	95¾
No. Chic. St. RR., 1st, 5s, 1906. J&J	§104½	.....
1st 5s, 1909. J&J	§105	.....
No. Ch. City Cons. 4½s, 1927. M&N	§107¼	.....
South Side "L"—1st 4½, 1907. J&J	§103	105
Union El. (Loop) 5s, g., 1945. A&O	§108½	109½
West Chicago Street RR.—		
1st, 5s, 1928. M&N	§108½	109
Consol. g. 5s, Nov. 1, 1936. M&N	§103¾	104
Debenture 6s, 1914. J&D	§100½	101½
W. C. St. Tun., 1st, 5s, g'd, '09, F&A	§.....	107
Ch. W. Div. Ry., 1st, 4½s, '32, J&J	§107	.....
Chic. Pass. Ry., con. 5s, 1936. J&D	§105	.....
Ogden St., 6s, 1916. M&N	113	114
CINCINNATI, O.—		
Cin. & Hamilton, 6s, g., 1918. J&J	§106	107
Cin. New. & Cov., 5s, g., 1922. J&J	§112¾	113½
So. Cov. & Cin., 1st M., 6s, '12, M&S	§121½	122½
2d cons. M., 6s, g., 1932. J&J	§	114
Newport & Dayton, 1st, 6s, 1917	§115	120½
Cincinnati Street Ry.—		
Mt. Aub. Cable 1st 5s, 1907. J&D	§108¾	109
Mt. A. & Ed'n Pk., 1st 6s, 1900 A&O	§.....	103
1st M., 6s, 1905. A&O	§108	109
Consol. M., 5s, 1906. M&S	§108	109
CLEVELAND, O.—		
Cleveland Berea Elyria & Ober.—		
Clev. & Berea, g., 6s, '02-12. J&J	§103	104
Clev. & Elyria, g., 6s, '05-15. M&N	§107	107½
Elyria & Ober., g., 6s, '07-17. F&A	§106	107
Cleve. & Chagrin Falls Elec. RR.—		
1st g. 6s, May 1, 1916. M&N	§100	101
Cleveland Electric—		
Consol. M., 5s, gold, 1913. M&S	§105	105½
Br'klyn St., 1st M., 6s, 1903. M&S	§106	107
CLEVELAND, OHIO—(Conc'd.		
Cleveland Electric—		
East Clev., 1st, M., 5s, 1910. M&S	§107	107½
So. Side St. Ry., 6s, 1903. M&S	§106	107
Cleveland City Ry. Co.—		
Cl. City Cable, 1st, 5s, g., '09, J&J	§106	106½
Clev. Pains. & Eastern—		
1st, g., 5s, 1916. A&O	§104	105
Consol. 5s, 1918. A&O	§100	101
Lorain & Cleve. g. 5s, 1917-27. J&J	§101	103
COLUMBUS O.—		
Col. Con. St. Ry., 1st, g. 5s, g. '09. J&J	105	.....
Col. St. Ry., cons., 5s, g., 1932, J&J	110	113
Crosst'n St., 1st, 5s, g., 1933, J&D	108	112
DANBURY, CONN.—		
Danbury & Bethel St. Ry.—		
1st g. 5s, 1914. M&N	105	.....
DENVER, COL.—		
Consol. Tram. con. g. 5s, 1933. A&O	86	90
Denver. Tram., 1st, 6s, g., '08, J&J	§105	.....
6s, g., consol., 1910. J&J	§105	.....
Metropolitan g. 6s, 1911. J&J	§104	106
DETROIT, MICH.—		
Det. Citizens', 1st 5s, 1901. A&O	§.....	100
Con. Mort., 5s, 1905. J&J	§ 98	100
Det. Sub. Ry., 1st, 5s, 1902. M&N	§.....	100
Highland Park, 1st, 5s, 1908. J&J	§100	102
Detroit Ry.—1st, 5s, g, 1912-24. J&D	§100	103
Detroit Ypsilanti & Ann Arbor—		
1st g. 6s, Nov. 1, 1917. M&N	110	112
Cons. g. 6s, Feb. 1, 1924. F&A	100	103
Rapid Ry. 1st 5s, g., 1915. M&S	100	105
DULUTH, MINN.—		
Duluth St. Ry., consol. g., 5s, '24, J&J	§.....	50
EASTON, PA.—		
Easton Consolidated Electric Co.—		
Coll., tr., g 5s, 1949. M&N	§.....	98
Easton Palmer & Beth. St. Ry.		
1st g. 5s, Jan., 1919. J&J	§.....	102
HALIFAX, CANADA.—		
Halifax Elec. Tram. Co.—		
1st M., g., 5s, Jan. 1, 1916. J&J	§.....	‡106¼
HARTFORD, CONN.—		
Hart. Man. & Rock., 5s, 1924. A&O	§106	.....
Hartf. St. Ry., deb., 5s, 1914. A&O	§102	.....
H. & W'thersfield, deb. 5s, '08. M&S	§102	.....
East H. & Glas. deb., 5s, 1927. J&D	100	.....
HOBOKEN, N. J.—		
North Hudson Co. Ry. Co.—		
1st M., 6s, 1914. J&J	118	.....
Con. M., 5s, 1928. J&J	108	.....
Imp. M. g. 5s, 1904. M&N	.....	.....
INDIANAPOLIS, IND—		
Citizens' St. RR., con. 5s, g., '33, M&N	102	105
Indianapolis St. Ry. Gen. 4s. 1933	75	76
JERSEY CITY, N. J.—See Newark		
KANSAS CITY, MO.—		
Central Electric g. 5s, 1914. M&N	97	100
Grand Ave. Cable, 5s, g., 1908, J&J	§103	105
K. C. Elev. Ry. Co., 4s, g'd, '22. J&J	§ 85	88
G't'd 6s, 1922. J&J	§108	.....
K. C. Cable exten. 5s, g., 1901 A&O	§100	101½
Met., Corrigan iss., 5s, July, '16, J&J	§106½	110
Met. St. Ry., 5s, g., Sept., 1909, M&S	§104	105½
Cons. 5s, g. May 1, 1910. M&N	§103	104
LEXINGTON, KY.—		
Lexington Railway Co.—		
1st g. 5s, June 1, 1949. J&D	§100	102½
LOCKPORT, N. Y.—		
Buff. & Lockport Street Ry.—		
1st g. 5s, July 1, 1938. J&J	§107½	109
LONG ISLAND CITY, N. Y.—		
Steinway Ry.—1st M. g. 6s, '22. J&J	§116	117

§ Purchaser also pays accrued interest.

Bonds.	Bid.	Ask.
LONG BRANCH, N. J.—		
Atlantic Coast Electric RR.—		
1st, g., 5s, 1945.....M&N	§100	103½
General mortgage,5s, 1946. J&J	80	87
LOS ANGELES, CAL.—		
Los Ang. Ry., 5s, g., 1938. ...A&O	104½	.....
Los Ang. Pacific RR., 5s, 1928.J&D	102	104
Los Ang. & Pasa.—5s, g. 1928 J&J	.....	102
Los Ang. Trac., 1st 6s, 1915..M&N	.....	111
LOUISVILLE, KY.—		
Cent. Pass. Ry., 1st, 6s, 1908, M&N	§116	117
Louisv. Ry., con.M.,5s,g.,1930,J&J	§117	117½
Louisv. City Ry., con.,6s,1909,J&J	§117	118
LOWELL, MASS.—		
Lowell & Suburban Street Ry.—		
1st mortgage, 5s, 1911 .....J&D	§106	.....
MEMPHIS, TENN.—		
Citizens' St. RR 1st g. 6s, '16.J&J	122	123
MERIDEN, CONN.—		
Meriden El. RR. 1st, 5s, 1911.A&O	§110	.....
Con. M., g., 5s, 1924.....J&J	§110	.....
Mer. Southington & Compounce—		
1st g. 5s, 1928, Opt., 1903..J&J	§105	.....
MILWAUKEE, WIS.—		
Milw. City RR., 1st, 5s, g., '08, J&D	§106	109
Mil. Electric Ry. & Light—		
Consol., g., 5s .1926.....F&A	§104	106
Mil. Light, Heat & Traction—		
5s, guar., 1929.....M&N	§ 98½	100½
W. Side St. Ry., 1st M., 5s, g., '09, J&J	§107	109
MINNEAPOLIS, MINN.—		
Twin City Rapid Transit Co.—		
Minn. St. R., 7s g., '10. Opt. M&N	§105	.....
Con., 5s, g., 1919.....J&J	§108	110½
Cons. 6s, g., Nov. 1, 1913.M&N	§115	.....
St. Paul City Railway—		
1st g.6s,1931..... ..A&O	§120	.....
Con., 5s, g., 1937 .....J&J	§109	110½
1st M., 6s, g., 1934.....A&O	§120	.....
Deb. 6s, g., 1900.....M&N	§100	.....
MOBILE, ALA.—		
Mobile Light & Railway—		
1st g. 5s, 1937.....J&D	90	96
MUSCATINE, IOWA—		
Muscatine Electric Ry.—		
1st mtg. g. 6s, 1908-1913....J&J	§.....	107
NASHVILLE, TENN.—		
Nashv. St. Ry., 5s, 1925.....J&J	97	101
Edgefield St. RR.Con.6s, 1919.J&J	110	115
McGavock & Mt. V.—		
Summer St., 1st M., 6s, 1926,J&J	116	120
2d series, 6s, 1937.....J&J	120	126
2d M., 6s, 1919.....A&O	100	102
NEWARK, N. J.—		
Cons. Trac. of N. J., 1st 5s, '33, J&D	106	107
Newark Passenger Railway—		
New. & Bloomf. St., 6s, 1901, F&A	§100	.....
Orange & New., 1st, 6s, 1905, A&O	§102	.....
Bellev. & New., 1st, 7s, 1900, J&D	§100	.....
New. Pass., cons., 5s, g., 1930, J&J	§115	116
New. & Irvingt'n, 1st, 6s, 1900 J&D	§100	.....
Essex Pass. Ry., 6s, 1905..M&N	§108	110
Nor. Jersey St. Ry. 4s, 1948.M&N	§ 86	88
Rap. Tr. St. Ry., 1st M. 5s, g., '21, A&O	§109	.....
NEW BEDFORD, MASS.—		
Union St. Ry.—Con. 5s, g. 1914. J&J	105	.....
NEW BRITAIN, CONN.—		
Central Ry. & Electric Co.—		
1st mort. 5s, Dec. 1, 1923...J&D	§103	105
NEW HAVEN, CONN.—		
N. H. & Centrev., 1st, 5s, g. '33, M&S	§112	.....
New Hav. St. Ry., 1st, 5s, g., '13, M&S	§111	.....
Edgew. Div. 1st, g., 5s, 1914, J&D	§111	.....
Winchester Ave., 5s, g., 1912. M&N	§111	.....
NEW ORLEANS, LA.—		
Canal & Claib.—1st, 6s, 1912. M&N	.....	.....
1st, g., 6s, 1946.....M&N	130	135
N. O. City RR.—Gen. g. 4-5s, 1943	105	106
1st, 6s, 1903..... .....J&D	105	
N.O.City & Lake, 1st, 5s, g. '43. J&J	111¼	112
Power-house g., 6s, 1917....J&D	105½	112
N.O.&Car., 2d M., 6s, g., 1907. F&A	.....	.....
New mort. g., 5s ..... J&J	113¼	114½
Orleans RR. Co., 1st 6s, 1912 M&N	111	112½
2d 6s, 1912.....J&J	102½	106
NEW YORK, N. Y.—		
Bleecker St. & F. F. 1st g. 4s, '50. J&J	100	100½
Cent. Crosstown, 1st, 6s, 1922, M&N	§120	130
Cen. P'k N. E. Riv., con., 7s, '02, J&D	§107	109
Christ. & 10th Sts. ext. 4s, '18. A&O	98	105
Dry Dock E. B'way & Battery—		
1st, 5s, gold, 1932.....J&D	116	118
Cert. indebt., 5s, 1914.....F&A	102	104
Eighth Av., cert. indeb., 6s, '14, F&A	108	110
42d St. M. & St. N., 1st, 6s, '10, M&S	116½	118
2d M., inc., 6s, Jan., 1915.....	88½	90
Manhattan Elevated—		
Consol., 4s, gold, 1990 .....A&O	103	104
Met. El., 1st, 6s, 1908.....J&J	115⅛	.....
Metropolitan Street Ry. Co.—		
Gen. M. coll. tr., g., 5s, 1997. F&A	120¼	.....
Bway & 7th Ave. 5s, 1904..J&D	104	105
2d M., 5s, 1914.....J&J	110	112
Con. M., 5s, g., 1943.....J&D	118½	119½
B'way Surf. RR., 1st, 5s, '24, J&J	§117	118
2d, 5s, 1905.....J&J	§104	105
Col. & 9th Av., 1st, g. 5s, 1993, M&S	123	.....
Lex. Av. & P. F'y. 1st, 5s, g. '93, M&S	123	.....
34th St. Cr'st'n, 1st 5s, 1996. A&O	110	115
Second Avenue 1st 5s, 1909. M&N	107½	108½
Consol. 5s, gold, 1948..... F&A	116	118

Bonds.	Bid.	Ask.
NEW YORK, N. Y.—(Concl'd.)—		
Third Ave. 1st, 5s, g., 1937....J&J	123	.....
28th & 29th St. 1st g. 5s, 1996. A&O	113	116
Twenty-third St.—Deb. 5s, '06. J&J	106	108
Union Ry.—1st, 5s, g., 1942...F&A	113	116
South. Boulev'd—5s g., 1945. J&J	§113	115½
Westches. Elec., 1st, 5s, g., '43, J&J	§109	111
NIAGARA FALLS, N. Y.—		
Niagara Falls & Lewiston—		
1st, g., 5s, June 1, 1925 ...J&D	§.....	100
Niagara Falls & Suspen. Bridge—		
1st, g., 6s, July 1, 1903.....J&J	§103	.....
NORFOLK, VA.—		
Norfolk Street RR.—		
Norfolk St. cons., g., 5s, 1944, J&J	105	105½
NORWALK, CONN.—		
Norwalk Tramway—		
1st, mtg., g., 5s, 1923.....M&S	§ 98	100
NORWICH, CONN.—		
Norwich Street Ry.—		
1st g 5s, 1923..... A&O	§103	105
OAKLAND, CAL.—		
Oakland Transit Co.—		
Consol. g. 6s, July 7, 1918..J&J	.....	113
OMAHA, NEB.—		
Omaha St. Ry.—5s, g., 1914..M&N	§102	105
PATERSON, N. J.—		
Paterson Ry.—		
Con. M., 6s, g., 1931.....J&D	§113	.....
PHILADELPHIA, PA.—		
Elec. & People's, 4s, tr. certfs.....	99⅞	100
Hestonville M. & Fairm't P. R R.—		
Con. M., 5s, g., 1924.....M&N	.....	.....
People's Traction Co.—		
P. P. Ry. .stk. tr. ctfs., 4s, g. '43, F&A	106	107
West Phila 6s, 1906.....A&O	150½	.....
PITTSBURG, PA.—		
Central Trac., 1st, 5s, 1929....J&J	112½	.....
Citizens' Trac., 1st, 5s, 1927, A&O	115	.....
Duquesne Trac., 1st, 5s, 1930, J&J	116	120
Feder'l St. & P. V., gen., 5s, g., '42, J&J	112	.....
Penn St. Ry., 1st M., 5s, 1922, J&D	102	103
Pitts. Alle. & M., gen. M., 5s, '30, A&O	112	.....
Pitts. & Bir. Tr., gen., 5s, g., '29, M&N	108½	109
Pittsb. Trac. Co., 1st, 5s, 1927, A&O	115	.....
The Second Av. Tr. g. 5s, '34. J&D	117½	.....
United Traction 5s, 1997 .....J&J	109¾	110¼
West End Tr.—Cons. 5s, '1938. J&J	113½	.....
PORTLAND, ME.—		
Portland RR.—		
1st, g. 4½, May 1, 1913....M&N	§110	112
Port. & Cape Eliz. Ry.—		
1st M., g., 5s, Nov. 1, 1915. M&N	§115	117
PROVIDENCE, R. I.—		
United Tr. & El., 1st, 5s, g., '33, M&S	§113	115
READING, PA.—		
Reading Traction, 6s, 1933. J&J	.....	120
City Pass. Ry., 1st M., 5s, 1909, A&O	105	.....
Read & Womels., 1st, 5s, g., 1925.	108	110
United Traction g. 5s, 1926...J&J	102	.....
RICHMOND, VA.—		
Rich. Ry. & Elec., 1st 5s, g., 1920	73	77
Rich. Traction, 1st 5s, gold, 1925.	105	107
ROCHESTER, N. Y.—		
Rochester Railway—		
Con. M., 5s, g., 1930.....A&O	107	110
2d, 5s, g., 1933.....J&D	85	90
Debent. 6s, g., Mar. 1, 1911. M&S	99½	104
ST. LOUIS, MO.—		
Baden & St. L., 1st, 5s, g., 1913, J&J	100	102
Cass Av. & Fair Gds., 1st. 5s, '12, J&J	102	104
Citizens' RR., 1st, 6s, 1907....J&J	108	110
Jefferson Ave., 1st 5s, 1905. M&N	104	105
Lindell Ry. 5s, 1st, gold, 1911. F&A	107	108
Comp. H. & M. Ter., 6s, g., '13. J&J	117	118
Taylor Ave., 6s, g., 1913.....J&J	117	118
Missouri RR., 1st, 5s, 1906....M&S	105	106
St. L. (B'way line) 5s, 1900-10 M&N	100	101
St. L. & E. St. L., 1st M., 6s, 1905, J&J	100	102
St. L. & Sub., 1st, 5s, g., 1921, F&A	103	104
St. L. Cab. & W., 1st M., 6s, '14, M&N	117	119
St. L. & Meramack, 6s, g., '16, M&N	113	115
Southern Elec. Cons., 6s, 1904. M&N	106½	108½
Cons. 6s, 1914.....M&N	116	118
Gen., g., 5s, 1916.....F&A	105	106
Union Depot Cons., 6s, 1910. A&O	101	102
Con., 6s, g., 1918.....J&D	121½	122½
M'd City RR., 1st, 6s, g., '00-10, J&J	100	102
United Railways of St. Louis—		
Gen. 4s (when issued), 1934.....	§ 93	94
ST. PAUL, MINN.—See Minneapolis.		
SAN FRANCISCO, CAL.—		
Cal. St. Cable RR., 1st, 5s, g., '15, J&J	115½	.....
Ferries & Cliff, 6s, 1914.....M&S	115	.....
Geary St. Pk. & O., 1st, 5s, 1921, A&O	.....	95
Market Street Railway Co.—		
Market St. Cab., 1st, 6s, g., '13, J&J	125½	.....
1st cons. mort. 5s, 1924....M&S	117½	.....
Omnibus Cable, 1st, 6s, 1918, A&O	127½	.....
Park & Ocean, 1st, 6s, 1914, J&J	.....	.....
Park & Cliff Ho., 1st, 6s, 1912, J&J	104½	105¼
Powell St. RR., 1st, 6s, 1912, M&S	.....	121
SCRANTON, PA.—		
Scran. & Carbon. Tr., 1st, 6s, '23, J&J	§107	110
Scran. & Pittston, 1st, 6s, 1923. A&O	§109	.....
Scran. Traction, 1st, 6s, g., '32, M&N	§114	117
Scran. Ry. 1st con. 5s, g., 1932. J&J	102½	106

Stocks.	Bid.	Ask
SYRACUSE, N. Y.—		
Syracuse Rapid Transit Ry—		
1st mtg. g. 5s, 1946.....M&S	§.....	.....
TAUNTON, MASS.—		
Taunton St. Ry.—1st M. 5s, '14. J&J	§.....	105
Taun. & Brockton, 1st, g., 5s, 1917	§.....	105
TOLEDO, O.—		
Tol. Cons. St. Ry.—Cons., 5s, '09 J&J	§102	104
Tol. Trac., cons., g., 5s, 1909, J&J.	§101½	103
TRENTON, N. J.—		
Trenton Street Railway—		
Consol. g. 5s, July 1, 1938..J&J	107	109
TROY N. Y.—See Albany.		
WASHINGTON, D. C.—		
Anacostia & Poto'c 5s, g., '48..A&O	.....	.....
City & suburb., 5s, g., 1948..F&A	.....	.....
Columbia St., 1st M., 6s, 1914. A&O	128	...
Exten g.. 5s, 1914.....A&O	110¾	111½
Metropolitan 1st, g., 5s, 1925. F&A	125	128
Certif. of Indebt. A, 1906..A&O	.....	118
Certif. of Indebt. B, 1907 J&D	.....	118
Washington Tract. & Elect. Co.—		
1st coll. tr. gold 4½s, 1949. J&D	.....	85
WATERBURY, CONN.—		
Waterbury Traction Co.—		
1st, g., 5s, 1923.....M&N	§104	.....
WILKES-BARRE, PA.—		
Wilkes. & Wyom. Val. Trac.—		
1st, g., 5s, 1921.....A&O	105	115
WILMINGTON, DEL.		
Wilmington & Chester Trac.—		
Coll. tr. g. 5s, 1918.....A&O	§102	105
WORCESTER, MASS.—		
Worcester Cons. St., 1st, 5s, 1907.	§101	.....
Deb., 5s, g., 1914.....F&A	§102	.....
North End 5s, 1915.....F&A	§100	.....
Wor. & Clinton, 1st, g., 5s, 1918. J&J	§.....	106½
Wor. & Marlboro 1st, 5s, 1916.....	§104	.....
Wor. & Suburb., g., 5s, 1915. M&N	§100	.....
STREET R'Y STOCKS.		
AKRON, O.— Par.		
Northern Ohio Traction Com..100	20	22
Preferred.....100	90	92
ALBANY, N. Y.—		
United Traction.....100	130	135
ATHENS, GA.—		
Athens Electric Ry.....100	.....	.....
AUGUSTA, GA.—		
Augusta Ry. & Electric.....100	.....	.....
BALTIMORE, MD.—		
United Rys. & Elec. Co.—Com..50	† 15⅞	16
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
Common..... 100	20	30
Preferred.....100	45	50
BOSTON, MASS.—		
Boston Elevated RR. Receipts.100	97	98
West End Street Ry., com.....50	† 92⅝	93
Preferred, 8 per cent.....50	†110½	112
BROOKLYN, N. Y.—		
Brooklyn City RR.....10	235	237
Brooklyn Rapid Tran. vot. tr. certs.	76¾	76⅞
Coney Island & Brooklyn RR. 100	.....	325
Nassau Electric Co., pref.....100	.....	77
BUFFALO, N. Y.—		
Buffalo Ry.....100	100	.....
International Trac.—Trust rec'pts.	112	113
CHICAGO, ILL.—		
Chicago City Ry.....100	275	277
Chic. Consolidated Traction...100	38	40
Chicago Union Traction 100	28⅛	29
Preferred.....100	74½	75
Chicago West Div. Ry., guar..100	.....	.....
Lake Street Elevated.....100	12¼	12½
Trust certificates.....100	11	11½
Metrop. West Side El. Tr. cert..100	23½	25
Metro. West Side El. Pref.....100	74½	78
North Chicago Street RR.....100	220	225
South Side Elevated.....100	100	100½
Union Elevated RR. 100	97	100
West Chicago Street RR.....100	110½	111
CINCINNATI, O.—		
Cincinnati New. & Covington.100	50	51
Cincinnati Street Ry.....50	122	122½
CLEVELAND, O.—		
Cleve. Berea Elyria & Oberlin.100	65	65½
Cleve. & Chagrin Falls 100	.....	.....
Cleveland City Ry.....100	100	101
Cleveland Electric Ry.....100	90	91
Lorain & Cleveland.....100	x58	60
COLUMBUS, O.—		
Columbus Railway—Common..100	22½	24
Preferred 100	83	86
DAYTON, OHIO—		
City Railway, common 100	140	145
Preferred.....100	170	.....
DETROIT, MICH.—		
Detroit Citizens' Street Ry.....100	100½	.....
Fort Wayne & Belle Isle.....100	175	.....
Wyandotte & Detroit River....100	100	110
HALIFAX, CANADA—		
Halifax Elec. Tramway Co....100	94	100

§ Purchaser also pays accrued interest. ‡ Last sale. † Prices per share not per cent. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
HARTFORD, CONN.—			
Hartford Street Ry	100	150	.....
HOLYOKE, MASS.—			
Holyoke Street Ry	100	205	210
INDIANAPOLIS, IND.—			
Indianapolis Str. Ry. Co	50	† 26	28
JERSEY CITY, N. J.—See Newark.			
KANSAS CITY, MO.—			
Metropolitan Street Ry	100	100	101
LOUISVILLE, KY.—			
Louisville Ry., com	100	67	68
Preferred, 5s	100	110	111
MINNEAPOLIS, MINN.—			
Twin City Rapid Transit	100	‡.....	67½
Preferred	100	‡.....	137
MONONGAHELA, PA.—			
Monongahela Str. Ry	50	† 50	55
MONTREAL, CAN.—			
Montreal Street Ry	50	x291	291½
NASHVILLE, TENN.—			
Nashville Street Ry	100	60	.....
NEWARK, N. J.—			
Consolidated Traction of N. J.	100	60	62
North Jersey Street Ry	100	31	33
Rapid Transit St. Ry. Co	100	230	240
NEW BEDFORD, MASS.—			
Union Str. Ry. Co	100	.....	180
NEW HAVEN, CONN.—			
Fairhaven & Westville RR	25	† 38	41
Winchester Ave. RR	25	† 44	.....
NEW ORLEANS, LA.—			
N. O. & Carrollton	100	158	166
New Orleans City RR.—			
Common		28	28½
Preferred		100⅜	101¼
Orleans RR	50	† 49½	54
St. Charles Street	50	† 55¼	56½
NEW YORK, N. Y.—			
Bleecker St. & Fulton Ferry	100	35	40
Broadway & 7th Ave., guar	100	235	240
NEW YORK, N. Y.—(Con.)			
Central Crosstown, 7 per cent	100	270	300
Cent. Park North & East Riv	100	195	.....
Christopher & Tenth Streets	100	168	174
Dry D. E. B'way & Bat., 6 p. c.	100	125	150
Eighth Ave	100	390	400
42d St. & Grand St. Ferry	100	375	410
42d St. M. & St. N. Ave	100	68	75
Manhattan Consolidated	100	94½	95
Metropolitan Street RR	100	173½	174
Ninth Ave., guar., 6 per cent	100	185	196
Second Ave	100	200	205
Sixth Ave	100	200	220
Third Ave	100	109¼	109½
Twenty-third St., guar	100	398	420
Union Ry	100	.....	.....
NORFOLK, VA.—			
Norfolk Street Railroad	100	.....	63
NORTHAMPTON, MASS.—			
Northampton Street Ry	100	170	180
PHILADELPHIA, PA.—			
Citizens' Passenger, guar	50	†345	.....
Continental Pass. Ry. ($29 p'd)	50	†153	.....
Fairmount Pk. & Haddington	50	† 75	.....
Frankford & Southwark Pass	50	†445	.....
Germantown Passenger	50	†148	.....
Green & Coates Sts. ($15 p'd)	50	†150	.....
Hestonnville M. & F	50	† 45	50
Preferred	50	† 76	.....
Lehigh Ave. Ry. ($30 paid)	50	† 43	.....
Phila. City Pass. Ry. ($23¾ p'd)	50	†203	.....
Phila. & Gray's Ferry ($25 p'd)	50	†100	.....
Philadelphia Traction	50	† 96¾	97
Ridge Ave. Passenger ($28 p'd)	50	†310	.....
2d & 3d Sts. Ry., guar	50	†300	.....
13th & 15th Sts. Pass. Ry	50	†304	.....
Union Passenger ($30 5-6 paid)	50	†240	.....
Union Traction ($17½ p'd)	50	† 38	38¼
United Power & Transportation ($10 paid)	25	.....	.....
West Phila. Passenger, guar	50	†250½	.....
PITTSBURG, PA.—			
Allegheny Traction	50	† 54½	56½
Citizens' Traction	50	† 69	69½
Consolidated Traction, com	50	† 28¼	28⅜
Preferred	50	† 63	.....
Federal St. & P. V. RR	25	† 28	.....
Pittsburg & Birmingham Tr	50	† 41	42½
Pittsburg Traction	50	† 70⅞	.....
United Traction, com	50	† 12	.....
Preferred	50	† 47	.....
PITTSBURG, PA.—(Concluded.)			
West End, common	50	†.....	28½
PROVIDENCE, R. I.—			
United Traction & Electric	100	108	.....
READING, PA.—			
Reading Traction	50	† 24½	26
City Passenger Ry	50	†133	150
East Reading Electric Ry	50	†.....	90
RICHMOND, VA.—			
Richmond Traction Ry	100	.....	.....
ROCHESTER, N. Y.—			
Rochester Street Ry	100	15½	18
ST. LOUIS, MO.—			
St. L. & E. St. L. E. R.	100	150	200
St. Louis & Suburban Ry	100	68	70
United Railways of St. Louis—			
Common (w. i.)		26	28
Preferred (w. i.)		80	90
Subscriptions		118½	120
ST. PAUL, MINN.—See Minneapolis.			
SAN FRANCISCO, CAL.—			
Cal. St. Cable RR	100	.....	120
Geary St. Park & Ocean RR	100	50	.....
Market Street Ry	100	61	61¾
Presidio & Ferries RR	100	14	.....
SCRANTON, PA.—			
Scranton Railway Co	50	†.....	.....
SPRINGFIELD, MASS.—			
Springfield Street Ry	100	207	215
TORONTO, CANADA.—			
Toronto, Ry	100	103⅜	103¾
WASHINGTON, D. C.—			
Capital Traction Co	100	91¾	91⅞
City & Suburban	50	† 26½	33
Georgetown & Ten'ytown	50	† 15	.....
WORCESTER, MASS.—			
Worcester Traction	100	29	31
Preferred, 6s, cumul	100	105	.....
Worcester & Suburb. St. Ry	100	.....	85
Worcester & Marlboro	100	.....	90

† Prices per share not per cent. x Ex-dividend.

STATE AND MUNICIPAL BONDS.

Prices marked (*) are flat prices—that is, the purchaser does not pay accrued interest in addition. ***In all other cases accrued interest must be added to the price.***

The figures in the column "*to net*" indicate the basis on which the securities sell or the interest rate which the securities if held to maturity, will net to the purchaser at the present market price.

It should be borne in mind that municipal bonds are not subject to such decided fluctuations in value as are securities which form a basis for speculation

Bonds.	Bid.	Ask.	To Net.
ALABAMA			
5s, July 1, '06, J&J, Class B	109½	111	....
4-5s, J'y 1, '06, J&J, Class A	109½	111	....
4s, July 1, '06, J&J, Class C	104	105	....
4s, Cur'ncy, f'dg, 1920. J&J	106	107	....
Birmingham—			
6s, Improv., 1919...M&S	113	.....	....
6s, Refund., 1923...F&A	115	.....	....
5s, Improv. 1919-20 M&S	108	.....	....
Brewton—6s, g., 1927. J&D	100	.....	....
Colbert Co.—5s, Rd, '32. J&J	.....	104	4¾
Jefferson Co.—6s, 1927 J&D	.....	.....	4·50
6s, Oct. 1, 1921 .....A&O	.....	.....	4·50
6s, Dec. 1, 1917.....J&D	.....	.....	4·50
5s, July 15, 1920....J&J	.....	.....	4⅜
Madison Co.—5s, 1929. J&J	.....	.....	4·35
5s, Jan., 1919..... J&J	.....	.....	4·35
Mobile—4s-5s, Wharf., 1906	101½	102	....
4s-5s, Plain, 1906.....	103	104	....
4½s, Wat. & Sew., '39. J&J	.....	.....	4·10
Mobile Co.—8s, Feb, '09 F&A	130	.....	....
6s, Mar., 1908.....M&S	115	117	....
5s, June, 1911.....J&D	110½	112½	....
Montgomery—6s, 1918. J&J	.....	.....	4½
6s, Sts., sch., &c., '21. J&J	.....	.....	4½
6s, July 1, 1924.....J&J	.....	.....	4½
5s, Jan. 1, 1907.....J&J	.....	106·30	4
4½s, Water, 1928...A&O	.....	.....	4
Montgomery Co.—			
5s, 1935..... A&O	.....	.....	4¼
Troy—6s, 1925.....M&S	.....	.....	5½
ARIZONA			
8s, Gila B'ge, M'y, 1900. May	.....	.....	5
7s, Insane As., J'ly, '05. Jan.	105	.....	....
6s, F'nding, Jan., 1913. Jan.	108	.....	....
5s, F'dg, J'ly 15, '12-'42. J&J	.....	107⅝	4·25
5s, Funding, 1916-46...J&J	.....	109	4·25
5s, Bldg, 1918-1948...J&D	.....	.....	4¼
Prescott—			
5s, Water.....1947	.....	110	4½
ARKANSAS			
Bentonville—6s, 1916. M&S	.....	102⅛	5½
Helena—			
6s, Funding, 1904....J&J	95	.....	....
Phillips Co.—			
6s, Funding, 1919...J&J	110	.....	....
CALIFORNIA			
4s, Dock, Jan. 1, 1912. J&J	.....	.....	3·10
Hanford—			
6s, g., 1913.....An.	104	108⅝	5¼
Los Angeles—			
7s, g., Sch., Aug. 15, 1904	.....	.....	3·75
6s, July 1, 1906.....J&J	.....	.....	3·75
4½s, Sch, Oct., '00 to 1936	.....	.....	3⅞
4s, g., 1938..... J&J	.....	111	3·50
3¾s, g. Sc., 1900 to '39. M-N	.....	.....	3·50
Monrovia—6s, g., '00-38. Jul	.....	.....	4·50
Nevada City 6s, g., Sewer. Aug. 7, 1900-1939..Aug.	.....	.....	4·50
Oakland—8s, 1905....Q—J	125	130	4⅛
Sacramento—6s, 1903..Jan	102	104¾	4¼
4½s, Jan., 1904.....J&J	98	102	4¼
4s, Jan., 1908.....J&J	100	100	4
San Francisco—			
6s, April 1, 1904....A&O	.....	111·65	3·25
CANADA.			
4s, Dom., Nov. 1, 1903. M&N	l 103	108	....
Guelph—5s, 1910.....J&D	110	111½	....
5s, £, Ry. deb., 1917..J&D	114	115	....
5s, Cons. debt deb, '20. J&J	115½	117	....
Montreal—			
4s, May 1, 1925.....M&N	.....	.....	3⅛
4s, reg., May, 1927. M&N	.....	.....	3⅛
4s, May 1, 1933....M&N	.....	.....	3·20
New Brunswick, Prov. of—			
4s, Apl. 16, 1921 A. 16 O. 16	103	104	....
4s, July 3, 1930...J. 3 J. 3	103½	104¾	....
4s, Jan. 1, 1902-32...J&J	102	103½	....
4s, Feb. 15, '02-32. F&A. 15	102	103½	....
Nova Scotia, Prov. of—			
4s, July 1, 1919.....J&J	104	107½	....
4s, Jan. 1, 1920.....J&J	104	107½	....
4s, May 1, 1920....M&N	104	107½	....
Ottawa, City 5s, 1908. J&D	109½	110¾	....
5s, Sch., Dec. 30, 1909. J&D	109½	110¾	....
Quebec, City 4½s, 1914. J&J	l 105	107	....
4½s, 1922..... J&J	108½	110	....
Prov. 5s, 1908.....M&N	109½	110½	....
Toronto—			
4s, Imp., Apr. 1, 1900. J&J	101	105	....
4s, do 1905. J&J	101	101¾	....
4s, do 1910. J&J	101½	102¾	....
4s, Mar. 31, 1911.....J&J	101½	102¾	....
4s, Apr. 1, 1911.....J&J	101½	102¾	....
4s, Apr. 1, 1916.....J&J	102	103½	....
COLORADO			
4s, Jan. 1, 1907.....	.....	.....	3·40
3½s, Jan. 1, 1905.....	.....	.....	3·30
Bent Co.—5s, Ref., 1909-'19	103	105	....
Canon City 6s, '11-26. M&S	.....	103⅝	5½
Colorado Springs—			
6s, July 1, 1905.....J&J	.....	.....	3¾
Colorado Springs—(Concl.)			
5s, Water, 1906-1911....	.....	.....	3¾
4s, Water, 1909-'14..M&S	.....	.....	3·50
4s, Ref'g., 1914-'29...M&S	.....	.....	3·50
Conejos Co—6s, '09-19. A&O	.....	109·50	....
Denver 6s, 1905..... J&J	.....	.....	5¼
6s, Viaduct, 1908 to 1912.	.....	.....	5⅛
5s, July 1, 1901-1906 J&J	.....	.....	3·70
4s, Sew., July 1, '03. J&J	.....	.....	3·50
4s, Nov. 1, 1908....M&N	.....	.....	3·50
Florence—			
6s, Water, 1909-1914....	.....	.....	4·50
Fremont Co.—6s, Jan. 1, '09.	.....	.....	3·50
Golden 5s, 1914-1929. A&O	.....	108·80	4·20
Gr. Junct'n—6s, g., 1907-12	.....	.....	5¾
Gunnison—5s, Mar., 1908..	.....	97	....
Jefferson Co.—7s, Sch., '06.	.....	.....	6
Las Animas Co. Sch. Dist. No. 1—6s, May 1, 1904...	.....	101	5⅞
La Plata Co. Sch. Dist. No. 9 5s, Refdg. May 1, 1909 '19	.....	108¼	4
Pitkin Co. 8s, judg. 1904-14	.....	97½	....
Pueblo—6s, 1906.....J&D	.....	113	4¼
6s, Water, June, 1914....	115	122½	4¼
4½s, Refdg, 1907-17. M&S	.....	.....	4
Pueblo Co.—5s, 1907-1915.	101	103	4¼
Rio Grande Co—			
5s, Aug. 1, 1909-'19. F&A	.....	104	....
4s, Aug. 1, 1909-19. F&A	.....	100	....
Trinidad—			
5s, Ref'd'g, g., '04-'14. J&J	.....	104·30	4·00
5s, g., Wat'r, 1907-12. A&O	.....	106¼	4·00
CONNECTICUT			
3½s, War loan, 1903...J&J	100	.....	....
3s, War loan, Oct. 1910. A&O	97	.....	....
Ansonia—4s, g., F'd'g. 1915	105	.....	....
Bridgeport—7s, July, 1900	100	.....	....
5s, Municip, July '08. J&J	.....	.....	3·15
4½s C'rt H., J'ly '18. J&J	.....	.....	3·15
4s, Corp., July 1919. J&J	.....	.....	3·15
Bristol—4s, Sch., 1904. J&J	101	.....	....
4s, F'nd'g, July 1, '27. J&J	109	.....	....
Danbury—4s, 1927 to 1939	109	.....	....
Derby—4s, 1914.....J&J	106	.....	....
Enfield—4s, 1920.....M&N	108	.....	....
3½s, g. Park, J., 1926 J&J	101	.....	....
Greenwich—4s, 1913.....	104	.....	....
Hartford—			
4s, Reservoir, '08-'18 J&J	105	.....	....
4s, g., F'd'ng, 1918..J&J	109	.....	....
3½s, Sewer, 1921...J&D	105	.....	....
3½s g., Cap. Ref'g., '22 J&J	105	.....	....

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Hartford—(Concl.)—			
3½s, Park, 1926 .....J&J	105	.....	....
3½s, g., Jan. 1, 1938.J&J	106	.....	....
3½s, Police, Jan., '23.J&J	105	.....	....
3s, T'n (untax.) 1909.J&J	95	.....	...
Hartford School Districts—			
4s. Arsenal. 1917.....J&D	109	.....	....
4s, 2d North, 1924....J&J	109	.....	....
4s, South, 1925.....M&N	109	.....	....
4s, South, 1927.....	110	.....	....
Meriden—4s, May, 1902....	100½	.....	....
4s, Water, '01 to '10.M&N	103	.....	....
Middletown—4s, 1915.J&J	108	.....	....
New Britain—4s, 1908 J&J	104	.....	....
4s, July 1, 1927.....F&A	.....	115⅞	3·15
3½s, R'd'g., J'ly 1, '24.J&J	104	107·45	3·08
New Britain (Town)—			
3½s, School, 1914-29.F&A	.....	104·70	3·10
New Canaan—3½s '29.M&S	103	106	3·20
New Haven-7s, Oct. '01 A&O	106	.....	....
4s, Lib'ry, Jan. 1, '19.J&J	110	.....	....
4s, Sch. D., '09 to '20.F&A	108	.....	....
4s, School, 1928.....F&A	115	118¼	3·05
3½s, July, 1909-'39..J&D	102	104	3·05
New Haven (Town)—			
4s, Park, July 1, '15.J&J	109	.....	....
3½s, F'd'g, J'ly 1, '09.J&J	102	.....	....
3½s, A.L. RR., 1929.J&J	105	.....	....
3½s, Park, Jan. 1, '40.J&J	106	.....	....
New London—			
4s, School, June 1924 J&J	112	.....	....
3½s, Sewer, July '11.J&J	101½	.....	....
Norwalk—4s, g., Water, '35.	115	.....	....
4s, g., Mu., May, '35.J&J	115	.....	....
3½s, Funding, 1918.A&O	.....	.....	3·25
3½s, 1919 to 1929.....	.....	.....	3·25
Sou. Norwalk—4s. '13.M&S	107	.....	....
Wallingford—4s, '27...J&J	111	.....	....
3½s, Sch. D. '01 to '19.M&N	.....	.....	3·30
Waterbury—			
4½s, Water, 1905....J&J	105	.....	....
4s, Water, July, 1910.J&J	106½	.....	....
4s. School. 1927 to 1946..	.....	.....	3·20
3½s, 1905-1914.....J&J	.....	.....	3·20
Willimantic—4s, '10-25.A&O	107	.....	....
4s, Water, 1924.....	.....	.....	3·25
Windham.—4s, Apr. 1, 1925.	110	.....	....
DELAWARE			
6s, School, July, 1906.....	.....	.....	3·50
3½s, Hospital impt. June 1, 1906-1915.....J&J	.....	.....	3·50
3s, June 1, 1907 .....J&D	.....	.....	3·50
Newcastle Co.—			
4s, Ref'd'g, 1910 to 1924	.....	.....	3·50
3½s, 1914 to 1920.....	.....	.....	3·50
Wilmington—			
6s, July, 1900 to 1908 J&J	.....	.....	3·50
4½s, St. & sew., Ap. '22A&O	.....	.....	3·50
4s, S. & S., Oct., 1925. A&O	.....	.....	3·50
DIST. OF COLUMBIA			
7s, Water Stock, 1901.J&J	.....	.....	....
6s, 30-yr. Fd., g., '02..M&N	.....	.....	....
3·65s, "Fnd.," cur., '24.F&A	119	120	....
FLORIDA			
7s, Jan. 1, 1901.....Jan. 1	.....	.....	3.30
6s, g., Jan. 1, 1903.....J&J	.....	.....	3·30
Bartow—6s, May, '14.M&N	.....	.....	5
Duval Co.—6s, 1932...J&J	.....	.....	5
5½s, 1912-32 .....M&N	.....	.....	5
Jacksonville—			
5s, g., Improv., May 15, '24 §	.....	103¾	....
Key West—			
6s, Water, 1905-25..J&J	.....	104¼	5·25
St. Augustine—			
5s, Wat. & Fdg., '27.M&N.	.....	105·85	4⅝
Tampa—6s, g., 1920...J&J	.....	113·05	5
5s, g, R., June 1, 1929.J&D	.....	112·50	4¼
West Tampa—6s, g., improvement, 1923....M&S	.....	108	5·40
GEORGIA			
4½s, ref'g, 1900-1916..J&J	.....	.....	3·10
4½s, Act of 1884-1915.J&J	* 118	120	....
4½s, 1922.....J&J	* 120	.....	....
4s, July 1, 1926.....J&J	* 117	.....	....
3½s, May 1, 1915....M&N	* 106	.....	....
3½s, Jan., 1930.....J&J	* 108	.....	....
Albany—6s, g., 1921, Jan. 15	.....	.....	4·25
Atlanta—8s, July, 1902.J&J	.....	.....	3·50
7s, Water, Jan. 1904.J&J	.....	.....	3·50
6s, Capitol, Jan. '14.J&J	.....	.....	3·50
5s, Red., Sept., 1915..J&J	.....	.....	3·50
4½s, Red., July 1916..J&J	.....	.....	3·50
4½s, Water, 1922 ....J&J	.....	.....	3·50
4s, Water, Jan., 1923.J&J	.....	.....	3·50
4s, g., Ref'd'g, 1928..J&J	.....	.....	3·50
Athens—5s, 1922.....M&N	.....	.....	3·75
5s, Water, Nov. 1901 M&N	.....	.....	3·75
Augusta—7s, 1903 ....J&J	.....	.....	3⅝
6s, 1915..... F&A	.....	.....	3⅝
6s, 1904..... J&J	.....	.....	3⅝
6s, 1905.....J&J	.....	.....	3⅝
5s, 1921.....M&N	.....	.....	3⅝
5s, 1919.....F&A	.....	.....	3⅝
4½s, 1916 .....A&O	.....	.....	3⅝
4½s, Red., Apr. 1, '26.A&O	.....	.....	3⅝
4s, 1927.....A&O	.....	.....	3⅝
3½s, Mar., 1928.....M&S	.....	.....	3·50
Chatham Co.—			
5s, Ct. H., 1900-1919.J&J	.....	.....	4
Columbus.—5s, 1909...J&J	* 107	.....	...
4½s, 1927.....J&J	* 107	.....	....
Dalton—5s, Water, '18.J&J	* 103	.....	....
Greensboro—			
6s, 1919 to 1921 .....J-J	* 107	.....	....
Macon—6s, Jan. 1910.Q-J	118	.....	....
5s, Market, Jan. '18..Q-J	.....	.....	4·00
4½s, 1926 .....Q-J	* 108	.....	....
Rome—5s, F'd., Jan., '12 J&J	* 106	.....	....
4½s, 1926.....J&J	* 101	.....	....
4s, Sewer, 1907-20...J&J	.....	.....	4⅝
Savannah—5s, 1909....Q-F	* 112	114	....
5s, 1913.....Q-J	* 112½	114½	....
Summerville—			
5s, g., Nov. 1, 1927.M&N	* 108	.....	....

Bonds.	Bid.	Ask.	To Net.
IDAHO			
6s, 1905.....J&J	.....	.....	3·35
5s, 1905-1915.....J&J	.....	.....	3·35
Kootenai Co.—			
6s, g., Fdg., '07-'8-'12.J&J	.....	.....	5¼
Mountain Home—			
8s, Sch., Jan. 1904-08 Jan	.....	.....	6
Nez Perce Co—			
6s, g., Ref. 1915.....	.....	.....	6
ILLINOIS			
Astoria—5s, Water, 1902-17	.....	.....	4
Bloomington—4s, 1909-10.	.....	.....	3·50
Cairo—6s, F'd'g, 1914..J&J	.....	.....	4
Charleston—			
5s, Ref'd'g, 1900 to 1915	.....	.....	4
4½s, July 1, 1917.....	.....	.....	4
Chicago—			
6s, Imp., Dec. 31, 1900 to '03	.....	.....	4·25
5s, Hyde P. water, '04.J&J	.....	.....	3·25
5s, Town of Lake, water, Apr. 1, 1900 to 1902.J&J	.....	.....	3·20
4½s, Sew., Jly 1, 1900.J&J	.....	.....	3·15
4s, City, 1901.....J&J	.....	.....	3·20
4s, T'n of L., wat., '07J&J	.....	.....	3·15
4s, g., River Imp., 1914J-J	.....	.....	3⅛
4s, g., Ref'd'g, 1915..J&J	.....	.....	3⅛
4s, W'ld's Fair, 1921.J&J	.....	.....	3·20
3·65s, Water, J'ly '02.J&J	.....	.....	3·20
3½s, Water, July '09.J&J	.....	.....	3⅛
3½s, g., Oct. 1, 1918.A&O	.....	.....	3⅛
3½s, g., July 1, 1919.J&J	.....	.....	3⅛
Chicago Heights—			
6s, 1914.....M&S	.....	.....	4·25
Chicago Sanitary Dist.—			
5s, Nov. 1, 1900 to '07 M&N	.....	.....	3·50
5s, July 1, 1904.....J&J	.....	.....	3·50
5s, Jan. 1, 1907. ...J&J	.....	.....	3·50
5s, July 1, 1911-12...J&J	.....	.....	3·50
4½s, Jan. 1, 1901 to '15 J&J	.....	.....	3⅜
4½s, Jan. 1, 1910....J&J	.....	.....	3⅜
4½s, Jan. 1, 1915....J&J	.....	.....	3⅜
3½s, June 30, 1918..	.....	.....	3·20
Cook Co.—			
4½s, g. Rf'd'g, 1900 to 1919	.....	.....	3⅛
4s, Ref., 1900 to '12.M&N	.....	.....	3⅛
DeKalb—5s, Oct. 1, 1910..	.....	....	4
E. St. Louis 5s, 1908.J&D	.....	.....	3·50
Evanston—5s, 1901.....	.....	.....	3·50
5s, May 1, 1912..	.....	.....	3·50
Hillsboro—6s, 1900 to 1902	.....	.....	4·50
Jacksonville—			
4s. Ref'g, 1902 to '19 J&J	.....	.....	3·50
Macoupin Co.—4½s, '03 J&J	.....	.....	3⅜
Moline—4s, Sch., 1914-19..	.....	.....	3·40
Momence—			
5s, Rfdg., 1907-1917.....	.....	.....	4
Morgan Co.—4s, 1907. Opt	.....	100	4
Peoria, 4½s, Nov. 1, 1915..	.....	.....	4
Peoria Twp.—5s, 1910. J&D	.....	.....	4
Quincy—5s, 1902, Sept.....	.....	.....	3·62
4½s, Ref., July, 1908. J'ly	.....	.....	3·62
4s, Ref., 1911 to '17. J'ly 1	.....	.....	3·62
Rockford—5s, 1903-4.....	.....	.....	3·50
4½s, City, Mch., '07. M&S	.....	.....	3·50
Schuyler Co. Drain. Dist—			
5s, Oct. 2, 1901 to 1905.	.....	.....	4⅛
Tazewell Co.—			
4s, July, 1901-10, July 1.	.....	.....	3·25
West Chic.—5s, 1910...J&J	.....	.....	4
White County—			
4½s, Ref'g, 1904-'18.J&J	.....	.....	3·75
Wilmette—6s, 1900 to 1902	.....	.....	4·00
INDIANA			
3½s, Fund'g, 1910-15.M&N	.....	.....	3·00
3s, June 18, 1909.....J&D	.....	.....	3·00
Adams Co.—			
4½s, T. Rd., 1900-19.M&N	.....	.....	4·00
Allen Co.—			
3½s, Nov. 1, 1919..M&N	.....	.....	3·20
Bartholomew Co.—			
5s, Nov., 1900 to 1908...	.....	.....	3·70
Cannelton—6s, Refunding, 1901 to 1910.....M&N	.....	.....	4
Cicero—5s, Oct. 1, 1910....	.....	.....	4·50
Clay Co.—5s, Nov. '00 to '08	.....	.....	3·70
4½s, T. Rd., 1900-19.M&N	.....	.....	3·80
Columbus—5s, 1909...J&J	.....	.....	3·60
Covington—6s, F'g, '03 to '08	.....	.....	3·80
Dunkirk—6s, March, 1903.	.....	.....	4⅛
Evansville—			
6s, 1912.. .....J&J	120	.....	4
5s, June, 1907.....J&D	108	.....	....
5s, Jan. 1, 1912.....J&J	112	.....	....
4½s, Jan. 1, 1912....J&J	107	.....	....
4s, July 1, 1912.....J&J	.....	102⅝	3·75
Green Co.—6s, '08-'13.A&O	.....	.....	4
Greenfield—6s, 1914..A&O	.....	.....	4·20
Harrison Co.—			
4s, Ref., 1900 to '11.M&N	.....	.....	3·50
Indianapolis—			
6s, Apr. 15, 1900 to 1904.	.....	.....	3·25
5s, July 1, 1902.....J&D	.....	.....	3·25
4s, School, 1903-26..J&J	.....	.....	3·15
4s. School, July 1, '26.J&J	.....	.....	3·15
Jay Co.—3½s, '08 to '10.J&D	.....	.....	3·40
Jeffersonville—			
5s, Refdg, Apr. 1910.A&O	.....	.....	4½
Johnson Co.—			
4s, F'nd., 1900 to '12 J&J	.....	.....	3·25
Lake Co.—5s, Road, '00-'07	.....	.....	4·20
La Porte Co.—5s, Ct. H. 1907	.....	.....	3·25
La Porte—			
3½s, Water, 1919...F&A	.....	102¾	3·30
Lafayette—4½s, 1915-20..	.....	.....	3⅝
Lawrence Co.—5s, Road, 1900 to 1908.....Nov. 15	.....	.....	3·75
Lebanon—5½s, Fd. 1910-15	.....	.....	4
Marion—4½s, 1907-'17 J&D	.....	.....	3·75
Marion Co.—4s, Ref'g..1927	.....	.....	3·25
3½s, F'd'g., 1900-29.J&D	.....	.....	3·25
Mitchell—6s, Light, Sept. 1, 1900 to 1905 .....M&S	.....	.....	4
Monroe Co.—5s, Road, Nov. 15, 1900 to 1908.....	.....	.....	3·75
New Albany—6s, May. 1900	.....	.....	4
5s, July 1, 1915.....J&J	.....	.....	3·70

Bonds.	Bid.	Ask.	To Net.
Orange Co.—5s, 1901 to '08.	.....	.....	3·75
Richmond—			
6s, 1900 to 1908.....J&J	.....	.....	3·60
4s, Funding, Feb. 1, 1902.	.....	.....	3·50
South Bend—6s, 1908. M&N	.....	.....	3·50
5½s, Nov. 1, 1904...M&N	.....	.....	3·25
5s, Aug. 1, 1908.....F&A	.....	.....	3·25
4s, Jan. 2, 1919.....J&J	.....	.....	3·25
Sullivan Co.—			
6s, Drainage, '04-14.J&J	.....	.....	4·50
5s, Road, 1900 to '06. Nov.	.....	.....	4
Terre Haute—5s, 1905. M&N	.....	.....	3·25
4½s, 1900 to 1909..J&J	.....	.....	3·25
4s, Fdg, May 1, 1915 M&N	.....	.....	3·25
Vanderburg Co—			
5s, C. H., 1910.....J&J	.....	.....	3·25
5s, C. H., Jan. 1, '18.J&J	.....	.....	3·25
Vigo County—			
4½s, T. Rd., 1900-19. M&N	.....	.....	3·75
3½s, Funding, 1919. J&J	.....	.....	3·25
Vincennes—4½s, Rfd. 1913	.....	.....	3·60
Washington Co.—			
5s, Road, '00 to '07, Nov. 15	.....	.....	3·75
Wayne Co.—4½s, '01-'4.F&A	.....	.....	3·25
Wells Co.—			
4½s, Ct. H., 1900-'05. M&N	.....	.....	3·30
West Indianapolis—			
6s, Fund., 1902-10..M&N	.....	.....	4
IOWA			
Alta—6s, Wat'r, Au. 1, '05-15	.....	103·51	5·50
Burlington—			
6s, Nov. 1, 1902....M&N	107	.....	....
4s, Rfg, June, 1901-06 J&D	100	.....	....
Cedar Rapids—			
4½s, J'ne 1, 1900-'05.J&D	101	102	....
Council Bluffs—			
7s, July, 1900.....J&J	100	.....	....
6s, Aug. 1, 1903.....F&A	105	.....	....
5s, Sch., June 1, 1902.J&D	101½	.....	....
4½s, Ref'g, 1903-18.A&O	.....	105	....
Davenport—			
6s, Paving, Oct., '03.A&O	.....	103	5
Des Moines—			
4½s, Sch'l, 1901-06.M&N	.....	.....	3·75
4s, Fund'g, May, '16.M&N	.....	.....	3·30
3½s, Dec., 1905 to 1916.	.....	.....	3·15
Dubuque—			
4s, Ref'd'g, Apr., 1916...	.....	.....	3·45
4s, Refd'g, Feb. 1, '17.F&A	.....	.....	3·45
Fonda, 6s, 1905-1915 M&N	.....	103·51	5·50
Johnson Co.—3½s, '04 to '09	.....	3·25	....
Ottumwa—			
4½s, Refdg, 1916-17.A&O	.....	109⅜	3·80
Oxford—6s, 1900-'05..A&O	.....	104	5·50
Pottawattamie Co.—			
4½s, Fund., 1901 to 1905.	.....	.....	3·25
Red Oak—4½s, Rfdg, '09-15	.....	.....	3⅞
Rock Rap's, 5s, Sch. '01-'06	.....	101	....
Sac Co.—			
3½s, Ref'g, 1901-'10..J&J	.....	.....	3·25
Sioux City—5s, 1907-1917.	.....	109	....
Waterloo—6s, Sewer, 1903	.....	105	....
4½s, Fdg., 1907-17. M&N	.....	103	....
Woodbury Co.—			
3½s, Refunding, 1914 ...	.....	.....	3·30
KANSAS			
4s, Refund., 1902 .....J&J	102	.....	....
Atchison—4s, R., 1913..J&J	96	100	4
Atchison Co.—			
5s, Ref'd'g., 1916....J&J	.....	.....	3·75
4s, Ref., 1914-1929...J&J	100	105	3·55
Chanute—			
6s, Water, June 1, '05.J&J	100	102¾	5⅝
Chautauqua Co.—			
5s, Refund'g., 1917.A&O	105	108	4⅜
Coffeyville—			
6s, 1905.....J&J	102	107	4·75
Emporia—			
4½s. Ref'd., 1919-29.F&A	.....	.....	3·50
Girard—6s, May 1, '09.M&N	100	111	4·50
Jackson Co.—			
5s, Rfdg, 1908-1928.J&J	103	106¼	4·25
Kansas City—			
6s, Feb., 1901 to 1908....	106¾	111	3·75
6s, Ref., Oct. 1, 1915.F&A	118½	.....	....
5s, Jan. 1, 1917.....	108	.....	...
Leavenworth—			
6s, July 1, 1909-11..J&J	112	116	4·00
5s, July 1, 1909.....J&J	106	108	4·00
4s, Ref., July 1, 1914 J&J	96	100	4·00
Lyon Co.—4s, 1904-1919.	108	110	3·50
Newton-6s, Water, '05.J&J	103	106¼	4⅞
Norton Co. 6s, 1905-1925..	100	106½	5
Oxford—6s, 1905.....A&O	102½	105	5·00
Reno Co.—4½s, 1918-1928.	100	105·07	4⅛
Salamanca Township—			
6s, RR. Aid, 1916, Opt...	.....	.....	6·00
Sedgwick Co.—			
5¾s, Refdg, 1910...F&A	115	118	3·75
5s, C'rt H., 1908-'09.J&J	.....	.....	3·75
5s, Fund., J'ly, '15-25.J&J	112	115	3·75
Shawnee Co.—			
7s, June 1, 1902 ....June	.....	.....	3·75
4s, C. H., May 1, '24.M&N	101	104	3·75
Sumner Township—			
8s, Dec. 20, 1909.	110	115	6·00
Topeka—6s, J'ly 20, '06.J&J	105	108½	4·25
5s, Aug. 10, 1912 ....J&J	107½	110	4
4½s, Impvt., 1900 to 1909	100	102½	4
3¾s, Ref'd'g., 1919...J&J	.....	.....	3·75
Weir—6s, 1900-1905...J&J	100	102¾	....
Wellingt'n—7s, J'y 1, '10J&J	107	110	6
Wichita—6s, J'ne 1, '18.J&D	120	126	4
5s, Sch., July 1, 1905.J&J	103	105¼	4·00
KENTUCKY			
4s, g., June 1, 1905...J&D	103	.....	....
Allen Co.—			
New 6s, 1907.....J&J	90	95	....
Ashland—			
6s, Sch. Ref'd'g, '07.J&D	.....	.....	4
5s, Fdg, Sept., 1909-14...	.....	.....	4
Bowling Green—4s, 1918..	.....	.....	3·50
Boyd Co.—6s, Rf. '01-04.J&D	.....	.....	4·00
Caldwell—New 6s, '02.M&S	100	.....	
Christian Co.—5s, 1927....	.....	.....	3·50

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Covington—			
5s, Fd., Aug., '10-20. F&A	.....	.....	3·15
4s, Reser. & W.W., '28, J&J	114¾	115¼	...
Frankfort— 4½s, 1917-27..	.....	.....	3·75
Franklin Co.—6s, Bridge, Aug. 1, 1903-23.....F&A	.....	.....	3·75
5s, 1902.....A&O	.....	.....	3·70
5s, Fund., July 1, '08. July	.....	105	....
4½s, Ref'd'g, Jul. 1, '18 J&J	.....	.....	3·75
4s, Ref'g, July 1, '19. J&J	.....	.....	3·75
Henderson—			
4s Fund., 1927.....M&N	104½	105·34	3·50
Lexington—6s, 1913..F&A	.....	.....	4
5s, RR. aid, 1918...M&N	109	.....	4
Logan Co.—6s, 1901...J&J	101½	102	...
Louisville—7s, 1901..A&O	102	103	....
7s, E. & P. RR., Jan. 1, 1903	108	.....	...
5s, Park, Aug. 1, '11. F&A	109	.....	....
5s, 1900-1920.....M&N	100	100½	...
4s, g., Ref'g, Sept. 15, '10.	103½	.....	....
4s, Municip., 1928..Quar.	117	.....	....
4s, Park, 1930.....J&J	117	.....	....
4s, Ref'g, July 1, 1937 J&J	120	.....	....
Madison Co.—			
4½s Turnpike, 1904 to '18	.....	.....	....
4s, Ref'g, 1918-1938. J&J	102	103	....
McCracken Co.—			
5s, Ref., Mar. 1, '03-33. M-S	.....	104·70	3·62
5s, Ref., Mar. 1, '13-33. M-S	.....	113·50	3·75
5s, Ref., Mar. 1, '23-33. M-S	105	115	....
Montgomery Co.—			
4s, Turnpike, '19-29. F&A	102	103	....
Newport—			
7 3/10s, Water, M'y '03. M&N	.....	.....	3 25
5s, Defic., July, 1904. J&J	.....	.....	3·25
5s, St. imp., Jan. '19. J&J	.....	.....	3·25
4s, Bridge, July, 1911 J&J	.....	.....	3·25
Owen Co.—			
5s, Fund., Sep. 1, '03. M&S	.....	.....	3·65
6s, Refg, Feb. 1, '12-17 F&A	.....	.....	3·75
Paris—			
4½s, Rf'g May '02-'15 M&N	.....	.....	3·50
Pendleton Co.—			
5s, 1910.....J&J	.....	.....	3·75
Scott Co.—5s, 1918....J&J	100	.....	....
4s, Ref'd'g July 1, '01-'21	.....	.....	3·45
Shelby Co.—6s, 1901..J&D	100	.....	....
6s, C. & O. 1911.....A&O	100	.....	....
Spencer Co.—6s, 1911. A&O	100	.....	....
LOUISIANA			
4s, New consols., 1914. J&J	* 108¼	109	....
Atchafayla Dist. Levee—			
6s, 1910.....A&O	* 102	.....	....
Bossier Dist. Levee—			
6s, 1922.....M&N	* 114	118	....
Caddo Dist. Levee—			
6s, 1922.....J&D	*	118	....
Fifth Dist. Levee—			
6s, 1908.....F&A	* 102¾	103¾	....
6s, 1911.....F&A	* 104½	.....	....
6s, 1913.....F&A	* 107	110	....
Lafourche Dist. Levee—			
6s, 1913.....J&J	*	.....	....
Lake Borgne Dist. Levee—			
6s, 1912.....M&N	*	.....	....
New Orleans—			
7s, g., O. S. & G. S., '22. J&J	* 140	.....	....
5s, Premium.....	* 220	220½	...
5s, Premium (dr. num.)..	* 254	265	....
4s, Const., 1942.....J&J	* 108⅝	109⅛	....
Orleans District—5s..M&S	*	.....	....
Pontchartrain District—			
B, 6s, 1905.....	*	.....	....
C, 6s, 1912.....	* 110	114	....
D, 6s, 1944.....	* 124	125½	....
Red River A. & B.B. Dist.—			
6s, 1912.....	* 102	.....	....
Shreveport—5s, Pav., 1919	.....	.....	4
Tensas Basin Dist.—6s, '07.	* 105	107½	....
MAINE			
5s, June 1, 1919.....J&D	127	.....	...
4s, July 1, 1917.....J&J	111	.....	....
3s, Oct. 1, 1922.....A&O	98	.....	...
Aroostook Co.—			
4½s, July 1, 1915....J&J	110	.....	....
4s, C. H., June, 1915. J&D	104	.....	....
Auburn—4s, July, '17. J&J	107	.....	....
Bangor—6s, 1905 .....J&J	111	.....	....
4s, Nov. 1, 1914....M&N	107	.....	....
3½s, Wat., 1904 to '10. J&J	101	103	....
Bath—			
4½s, Mun., July, '07. J&J	106	.....	....
4s, Ref'dg., July, '21. J&J	109	.....	....
Belfast—4s, Ref'ding, 1918	107	.....	....
Houlton—			
4s, Fund, 1917.....A&O	106	.....	...
Lewiston—6s, July, '01. J&J	103	.....	....
5s, April 1, 1917....A&O	121	.....	...
4s, 1903..... .....J&J	101	.....	...
4s, g., Oct., 1927....A&O	.....	115	3·20
Portland—			
6s, Sept. 1, 1907.... M&S	.....	.....	3·15
4s, Mar., 1905.....M&S	.....	.....	3·15
4s, g., Ref., July 1, '12. J&J	.....	.....	3·15
4s, g., Mar. 1, 1916..M&S	.....	.....	3·15
Rumford—4s....1909-1919	.....	.....	3·15
Saco—4s, 1901.....J&J	100	.....	....
Washington County—			
4s, Jan., 1923-1928..J&J	108	.....	....
Waterville—4s, g., 1927..	110	.....	....
Westbrook, 4s F'g, '12. J&D	.....	107½	....
Yarmouth—4s, g., 1915....	106	.....	....
MARYLAND			
3½s, Jan., 1911.....J&J	* 102½	.....	....
3s, Jan. 1, 1903.....J&J	* 100	.....	....
Annapolis—			
5s, Sch., 1903 to '28..J&D	108	.....	....
Baltimore—			
6s, April 15, 1900....Q-J	* 100½	.....	....
5s, J. Falls, Apr. 9, '00. Q-F	101½	.....	....
5s, July 1, 1916.....M&N	123	125	....
4s, Nov. 1, 1926....M&N	115	.....	....
4s, Water, 1925.....M&N	115½	.....	....
3·65s, April 9, 1900..Q-F	101	102	....
3½s, Jan. 1, 1922....J&J	* 110	.....	....
Baltimore—(Concl.)—			
3½s, July 1, 1930....J&J	* 111½	112½	....
3½s, July, 1940.....J&J	* 111½	112½	....
3½s, Mar., 1945....M&S	113	113½	....
3½s, Jan. 1, 1927....J&J	* 100	101	....
3s, April 9, 1900....Q—F	100	.....	....
Pocomoke City 5s, '28. J&J	105	110	....
MASSACHUSETTS			
3½s, g., July, 1901.....J&J	.....	.....	2·90
3½s, g., April 1, 1920. A&O	107½	.....	2·92
3½s, Gold, Nov. 1923..M&N	109	110	2·92
3½s, g., July 1, 1935...J&J	112	.....	....
3½s, Water, 1938.....J&J	112½	.....	....
3s, g., April 1, 1909...A&O	100¼	.....	....
3s, g., April, 1915.....A&O	100½	.....	....
3s, g., Apr. 1, 1929.. .A&O	101	.....	....
3s, g., May 1, 1929...M&N	101	.....	...
3s, g., March, 1936. ..M&S	101½	.....	...
3s, g., July, 1939 ..... J&J	101½	.....	....
Arlington—4s, 1904..M&N	102½	.....	....
4s, Jan., 1922.....J&J	112	.....	....
4s, Nov., 1947.....M&N	.....	121	3·15
Athol—4s, July, 1924..J&J	112	.....	....
Attleborough—			
4s, Water, July 1, 1924 J&J	112	.....	....
4s, g., July, 1926 ....J&J	113	.....	....
Belmont—4s, June '17. J&D	109½	.....	...
Boston—6s, Apr., 1903 A&O	.....	.....	3⅛
5s, April 1, 1903....A&O	.....	.....	3⅛
5s, g., Oct. 1, 1906..A&O	.....	.....	3⅛
4s, Apr., 1903.....J&J	.....	.....	3·10
4s, July 1, 1912.....J&J	.....	.....	3 10
4s, Water, 1919.....A&O	.....	.....	3·07
4s, Park, 1920.....J&J	.....	.....	3·07
4s, July, 1936.....J&J	.....	.....	3·10
3½s, reg., Apr., 1902. A&O	.....	.....	3·10
3½s, Wat., Ap. 1, '17. A&O	.....	.....	3·10
3½s, Reg., July, 1919. J&J	.....	.....	3·10
3½s, Oct., 1936 ....A&O	.....	.....	3·10
3½s, Reg., Apr. 1938. A&O	.....	.....	3·10
3s, 1917.....A&O	98½	.....	....
Brockton—5s, 1910...A&O	114	.....	....
4s, April, 1903.....A&O	102	.....	....
4s, Apr., 1920.....A&O	111	.....	....
4s, May, 1927.....M&N	114	.....	....
3½s, July 1, 1916....J&J	103	.....	....
Cambridge—6s, 1904..J&J	.....	.....	3·10
4s, Aug., 1905.....F&A	.....	.....	3·10
4s, Water, July, 1919. J&J	.....	.....	3·10
3½s, City loan, 1909. J&J	.....	.....	3·10
3½s, School, 1919...J&J	.....	.....	3·10
3½s, Bridge, 1939...J&J	107½	.....	....
Chelsea—4s, Oct., 1907. A&O	105	.....	....
4s, Park, Oct., 1936. A&O	117	118¾	3·15
Chicopee—4s, gold, 1920...	111	.....	...
Danvers—			
4s, School, 1906 to '13 J&J	.....	.....	3·20
Everett—4s, Sew. '29..M&S	114	.....	....
Fall River—6s, 1906..M&N	.....	117⅝	....
5s, May 1908.....M&N	112	.....	....
4½s, Oct. 2, 1913...A&O	.....	.....	3·10
4s, Oct., 1914 .....A&O	.....	.....	3·10
4s, June, 1923.....J&D	.....	.....	3 10
4s, Aug., 1929.....F&A	.....	116½	....
Fitchburg—6s, 1905...J&J	112	.....	....
4s, Reg., June, 1914. J&D	109	.....	....
4s, Reg., Apr. 1, 1922. A&O	113	.....	....
Gloucester—4s, 1908..J&J	104½	.....	....
4s, Mun., May, 1906..M&N	103	.....	....
Haverhill—4s, Oct. 1, 1902.	101½	.....	..
4s, Dec. 1, 1912.....J&D	108	.....	....
4s, Dec., 1927.....J&D	114	.....	....
Holyoke—			
4s, g., Sept. 1, 1908. M&S	105½	.....	...
4s, g., July 1916....J&J	110	.....	....
4s, g., Jan., 1927.....J&J	114½	.....	....
Hull—4s, 1923.....	108	.....	....
Hyde Park—			
4s, Sewer, 1904 to 1918..	.....	.....	3·20
Ipswich—4s, 1924.....J&J	109¼	.....	....
Lawrence—6s, 1906..A&O	116⅝	.....	3·12
4s, July 1, 1924.....J&J	112	.....	....
4s, July, 1904.....J&J	102½	.....	....
Leominster—4s, g., 1926...	111	.....	....
4s, Feb., 1914.....	107	.....	....
Lincoln—4s, June, 1917....	108	.....	....
4s, 1905 to 1914.....	.....	.....	3·25
Lowell—4½s, 1903....M&N	.....	.....	3⅛
4s, May, 1900 .....M&N	.....	.....	3⅛
4s, Oct., 1920.....A&O	.....	.....	3⅛
3½s, Feb., 1904.....F&A	.....	.....	3⅛
Lynn—5s, Jan. 1, 1905. J&J	107½	.....	....
4s, Reg., Oct., 1907..A&O	106	.....	3·15
4s, Ref'dg Water, '21. J&J	111	.....	....
4s, July, 1925.....J&J	113	.....	....
4s, Apr., 1917.....A&O	109½	.....	....
4s, reg., Apr., 1916. A&O	109	.....	....
4s, July, 1927..... J&J	113	.....	....
3½s, May 1, 1905...M&N	100½	.....	....
Malden—			
4s, June, 1900 to '05. J&D	.....	.....	3⅛
4s, July, 1913.....J&J	108	.....	....
4s, May, 1924.....M&N	114⅝	.....	3·15
4s, July, 1947 .. ..J&J	114	.....	....
3½s, July 1, 1905....J&J	100	.....	....
Manchester—3½s, '00 to '08	.....	.....	3·15
Marlborough—			
4s, July, 1900.....J&J	100	.....	....
4s, Coup., gen. l'n A. 1915	109	.....	....
4s, July, 1926.....J&J	.....	115½	3·15
Medford—4s, 1901.....J&J	100	.....	....
4s, Oct., 1914... ....A&O	109	.....	....
4s, May, 1917 .....M&N	110	.....	....
4s, July, 1923.....J&J	112	.....	....
Melrose 4s, June, 1924. J&D	113	.....	....
Methuen—			
4s, Aug., 1910.....F&A	106	.....	....
4s, Oct., 1925.....A&O	112	.....	....
4s, Feb., 1928.....F&A	114	.....	....
Middlesex Co.—			
4s, Dec., 1902.....J&D	102	.....	...
4s, Dec. 1, '06 to '15. J&D	.....	.....	3·15
4s, 1916 to 1921.....J&D	.....	.....	3·15
Natick—			
4s, July, 1926.....J&J	.....	115½	3·15
Needham—4s, Sept., 1924.	113	.....	....
4s, Sept., 1923	112	.....	....
New Bedford—7s, '09. A&O	129	.....	....
5s, Oct. 1, 1903.....A&O	106	.....	....
4s, g., March, 1907..M&S	105	.....	....
4s, Wat., Apr. 1, '26. A&O	114	.....	....
3½s, 1910.....A&O	102½	.....	....
Newton—6s, 1905.....J&J	113	.....	....
5s, July 1, 1906.....J&J	110	.....	....
4s, Sch., Aug., 1915 F&A	110¾	.....	3·15
4s, Water, Mar., 1928. M&S	114½	.....	....
4s, Aug., 1935.....F&A	116½	.....	....
Northampton—			
4s, School, Jly 1, 1915. J&J	109	.....	....
4s, April, 1921.....	111½	.....	....
Pittsfield—			
4s, Sch'l, May 15, '00 to '24	.....	.....	3·15
Quincy—4s, May, 1901-05.	.....	.....	3·15
4s, 1900 to 1937....M&N	.....	.....	3·15
3½s, July, 1902.....	100¼	.....	....
Rockport—4s, 1918...M&N	108	.....	....
Salem—5s, 1, 1904 .....J&J	107	.....	....
4s, Aug. 1, '03 to '06..F&A	.....	.....	3⅛
4s, June, 1913.....J&D	109	.....	....
Somerville—			
5½s, July 1, 1906....J&J	.....	.....	3·15
4½s, g, Oct. 1, 1902. A&O	103	.....	....
4s, July, 1900 to 1919. J&J	.....	.....	3·15
4s, July, 1912.....J&J	109	.....	3 15
Springfield—			
7s, Apr. 1, 1903.....A&O	112	.....	....
6s, Water, Apr. 1, '05. A&O	113	.....	....
4s, Sewer, July 1, '06. J&J	104½	.....	....
4s, g., Wat., Ap. 1, '13. A&O	109	.....	....
4s, g., Sch., Jan., 1917. J&J	111	.....	....
3½s, g., May, 1907. M&N	102	.....	....
3½s, g., July, 1900 to '18	.....	.....	3·12
Taunton—4s, 1905....J&D	103	.....	....
4s, Dec, 1906.....J&D	104½	.....	....
4s, C. Hall, Dec. '15. J&D	110	.....	....
4s, June, 1917.....J&D	111	.....	....
4s, June, 1927.....J&D	114½	.....	....
4s, June, 1, 1907....J&D	105	.....	....
Wakefield—4s, 1902 to '10	.....	.....	3·20
4s, Munic., '15 to '24. A&O	.....	.....	3·20
Waltham—4½s, 1906. A&O	107	.....	....
4s, Sewer, Oct. 1, '11. A&O	107½	.....	....
4s, Apr., 1917.....A&O	110	.....	....
4s, Jan, 1927 .....J&J	114	.....	....
Ware—4s, Sept., 1904.....	102	.....	....
4s, Sept., 1911.....	106½	.....	....
Watertown—4s, 1906. M&N	104	.....	....
Webster—4s, 1913-1923...	.....	.....	3·20
Wellesley—4s, Sep'00-6. M&S	.....	.....	3·15
Westfield—4s, 1906 to '22..	.....	.....	3·20
3½s, J'nel, '01 to '29. J&D	.....	.....	3·15
Winthrop—3½s, Nov., 1900	100	.....	....
3½s, Nov., 1908.....	102	.....	....
Woburn—4s, Apr., '02 A&O	101	.....	....
4s, April, 1907.....A&O	.....	105¾	3·15
Worcester—5s, 1906..J&D	.....	.....	3·10
4s, April 1, 1912.....	108	.....	....
4s, July 1, 1928. ....J&J	116	.....	....
4s, Apr., 1938.....A&O	119	.....	....
3½s, June 1, 1929...J&D	107	.....	....
Wrentham—4s, Apr., '00-'08	.....	.....	3·15
4s, July, 1914.....	108	.....	....
MEXICO			
United States of Mexico—			
5s, g., Ref'd'g, July 1, '44 op'n'l after '09..Q.-Jan.	98	101	....
5s, con. sil. l'n of '94. A&O	l 40	44	....
MICHIGAN			
Alpena Co.—5s, 1915 to '32	.....	.....	3·50
Battle Creek—			
5s, Sewer, Oct., 1910. A&O	.....	.....	3·50
5s, Water, Sept. 1, 1917...	.....	.....	3·50
3½s, Pav., Sep. 1, '13. M&S	.....	102·80	3·25
Bay City—4s, Ref'd'g. 1927	.....	.....	3·60
Bay County—			
5s, Fd'g, Dec. '07 8-9. J&D	.....	....	3·50
4s, Ref'd'g, 1922-27.....	.....	.....	3·50
Detroit—			
7s, Water, Aug. 1, '04. F&A	.....	.....	3·15
6s, W. L., June, 1906. J&D	.....	.....	3·15
4s, Sewers, Ap. 1, '22. A&O	.....	.....	3·10
4s, Imp., July, 1926..J&J	.....	.....	3·10
3·65s, Pub. imp., '18. J&J	.....	.....	3·10
3½s, Pub. imp., '16..J&D	.....	.....	3·10
3½s, Pub. Imp., 1930. ...	.....	107¾	3·10
Escanaba—			
5s, School, 1909-14-19 J&J	.....	.....	3·70
Gladstone—			
4½s, Water, 1919...M&N	.....	106·73	4
Grand Haven—			
5s, Water, Jan. 1, '03. M&S	.....	102·61	4⅜
Grand Rapids—			
5s, C. Hall, July 1, '04. J&J	.....	.....	3·20
4½s, Wat., Jan. 1, '12. J&J	.....	.....	3·20
4s, School, Feb. 4, '07. F&A	.....	.....	3·20
4s, Market, reg., '16. M&N	.....	.....	3·20
Jackson—8s, 1900... M&S	.....	.....	4
5s, Pub. Bldg., 1907. M&N	.....	.....	4
Lansing—5s, Sept., 1908...	.....	112½	3·50
Manistee—			
5s, Water, 1901-'12..A&O	.....	.....	3·25
Muskegon—			
4s, School, 1905-'09. M&S	.....	.....	3·25
Muskegon Co.—			
4½s, Ref'd'g, 1904 to '12	.....	.....	3⅞
4½s, Road & Bdge., 1913.	.....	105·60	4
Owasso—4s, July 1, 1900 to 1913.....J&J	.....	.....	3¾
Port Huron—4s, Ref'd'g, '19	.....	108	....
Roscommon Co.—			
5s, Fund,, 1919, Mar. 15..	.....	113¾	4
Saginaw—6s, June, 1908...	118	.....	....
5s, Water, 1905.....M&N	107	.....	....
4½s, Mar. 10, 1905. M&S	104½	.....	....
4½s, Wat., J'ly 18, '14. J&J	.....	.....	3·35
4s, Ref. wat., Apr. '07. A&O	103½	.....	....
4s, Wat. June, 1918 J&D..	108	.....	....
3½s, Water, ref., '20. M&N	102	.....	....
St. Johns—5s, 1909-'10. A&O	.....	105¼	4½
Sault Ste. Marie—			
6s, Water. Nov., '13. M&N	.....	.....	....
5s, Ref'g, Apr. 1, '17 .A&O	.....	....	3·75
4½ School, July 1, '09. J&J	....	108·82	3·45

* Flat price.

Bonds.	Bid.	Ask.	To Net
Traverse City—			
5s,School,July 1,'06.J&J	103	104	4½
Wayne Co.—4s, May, 1910.	.....	103¾	3·60
3½s, May 1, 1914...M&N	§106	.....	....
West Bay City—			
5s, Bridges, 1909...M&S	.....	111·91	3·60
4s, Sewer, June, 1918...	.....	103½	....
4s, Water, 1929.....J&J	.....	109½	....
MINNESOTA			
6s, Ref. school certs., July 1, 1909 optional....July	.....	.....	3·25
4s, Ctfs. of Indt. 1901.J&J	.....	.....	3·20
3½s,State f'd. J'y 1,'21.J&J	.....	.....	3·10
Brainerd—			
6s,Ref'nd.,May,'04.M&N	.....	.....	4¾
5s, Ref'd'g, 1917....A&O	.....	106½	4½
Cass Co.—5s, June 20, 1919	.....	108½	4·37
Clay Co.—6s, C. H., 1903...	.....	108½	3·60
Crow Wing Co...4s, 1919 .	.....	105	....
Duluth—			
6s, Ref'd., Jan. 1,'08.J&J	113½	.....	....
5s, School, 1913....M&N	110⅜	.....	....
5, Nov., 1923.....M&N	.....	117⅝	3 87
4½s, May 1, 1914	105½	107	3·87
4½s, g., July 1, 1926.J&J	108	.....	....
4s, Apr. 1, 1928.....A&O	105	107	...
Hennepin Co.—			
4½s,C'urt-h.,Ap.'24.A&O	.....	.....	3¼
Itasca Co.—			
5½s, g., Fdg., 1919,June.	.....	116½	4·25
Little Falls—4½s,1912.J&J	.....	102¾	4¼
Mankato—3½s,Wt,'19F&A	.....	103·55	3·25
Minneapolis—			
3s, May, 1905.....M&N	.....	.....	3·25
7s, RR. Aid, Nov.,'01.M&N	.....	.....	3·25
4½s, Park, July, '13.J&J	.....	.....	3·25
4½s, g., July, 1921 ..J&J	.....	.....	3·20
4s,Oct. 15,1917.....A&O	.....	.....	3·15
4s, May 15,1919....M&N	.....	.....	3·15
4s, g., July 1, 1925...J&J	.....	.....	3·15
4s, Jan., 1927.....J&J	.....	.....	3·15
3½s,Sch.,Jan.1,1929J&J	.....	.....	3·15
Moorhead—7s,1901...M&S	.....	106¼	5¼
6s, g., water 1916.....	.....	112·37	5
Otter Tail Co.—5s,1904J&J	103¼	104⅛	4¼
Polk Co.—			
6s, Ditch. 1908... July	.....	111½	4
Ramsey Co.—5s, 1915.J&J	.....	.....	3·20
4½s,Refund'g,1905.M&S	.....	.....	3·20
4½s, Ct. H., 1916-17..J&J	.....	.....	3·20
St. Cloud—5½s, 1916..J&J	.....	109	....
5s, Bridge, 1918.....J&J	.....	110½	4¼
St. Louis Co.—5s, 1908.J&J	.....	.....	4¼
St. Paul—7s,July,1903.J&J	.....	.....	3·30
6s, 1904.....A&O	.....	.....	3·30
5s, Aug., 1904.....F&A	.....	.....	3·25
5s, April, 1909.....A&O	.....	.....	3·25
5s, C.H.& C.H., 1915.J&J	.....	.....	3·25
5s, Sch., May 2, '15.M&N	.....	.....	3·25
4½s, Sept., 1917.....M&S	.....	.....	3·20
4s, June, 1912.....J&D	.....	.....	3·20
4s, May, 1920.....M&N	.....	112⅛	3·20
South St. Paul—			
6s, B'dge, June 1,'21.J&D	.....	113½	....
Stillwater—			
5s, School, 1912-14.M&N	.....	.....	3·25
MISSISSIPPI			
3s, State, Jan. 1, 1907..Jan	110	112	....
4s, State, Jan. 1, 1919...Jan	100	102	....
5s, State, 1901-1906....J&J	.....	106	....
Greenville—8s, Sept. 1, '07	.....	.....	....
6s, Jan. 1, 1928.....J&J	.....	.....	6
Madison—6s,R,'02-22.J&D	.....	.....	6
Meridian—			
6s, Paving, 1917....A&O	.....	.....	6
6s, Paving, Apr. 1, 1926.	.....	.....	6
Miss. Levee Dist.—			
5s, Refunding, 1909-1924	108¼	.....	....
Vicksburg—			
5s, RR. aid, 1916....F&A	.....	.....	6
Yazoo Delta Levee Dist.—			
6s, Im., J'ly 1,'17-'47.J&J	108	110	....
MISSOURI			
3½s,State f'd'g,Jan.,'08.J-J	100½	.....	....
Benton Co.—5s,'02-12.Feb.	101	.....	..
Blue T'w'p—7s, 1903..J&J	109	.....	..
Buchanan Co.—			
5s, 1901.....Aug. 1	102½	104	....
Callaway Co.—5s,1907.Aug	100	.....	....
4s, 1902-'07-'17.....	100	.....	....
Carrollton—			
4s,Sew.&P.1900-'19.F&A	.....	.....	3·65
Cass Co.—4s, 1913.....Jan	100	.....	....
Clinton Co.—			
5s, C. & H., 1901-'06.J&J	101	.....	....
Columbia—5s, '01-'11.M&S	102½	.....	....
Dade Co.—5s, Fg., 1904-'14	100	105	....
4s,R.,J'ly1,'09-19,Feb.1.	.....	104¼	3·50
Franklin Co.—6s, '01.Feb.	103	105	....
Greene Co.—5s, Fd., '02-07	100	.....	....
Grundy Co.—5s.Ref.,'08-10	100	.....	...
Hannibal—4½s,'07-17A&O	99	.....	....
Henry Co.—4s,Ref.,'07,Oct.	100	.....	....
4½s, 1905-1915.....M&S	103	104	....
Jackson Co.—4s,1900 to '09	103	.....	....
Jefferson City—4½s,'07J&J	100	.....	....
JeffersonCo—4½,Rf.,'09-19	.....	.....	3·60
Kansas City—			
7s, park fund. certfs.B&C	105	110	....
6s,Renew'l,Jan.1901J&J	102½	.....	....
5s,School,July,1901.J&J	102	103	....
4½s,g.,Wat., July 1,1915	114	116	....
4s, School.....July, 1907	103	104	....
4s, City Hall.June1, 1910	103½	.....	....
Kaw Tp—.7s,Jan.,1903J&J	109	.....	....
Laclede Co.—4s,'08-18.J&J	100	101	....
Lafayette Co.—6s,1901J&J	102½	104½	....
Lamar—4s, Sc. D.,'04.M&S	.....	102·28	3 50
Lincoln Co.—5s,Ref.,'03-05	103	.....	....
Mt.Pleas't Tw'p., Bates Co.			
4½s, Ref'd'g, 1902-1917.	100	101½	....
4½s,Ref., June 1,1907-17	101½	102½	....
Nevada—4s, R., 1919..J&D	.....	109·43	3·35
Pettis Co.—4s,Rf.03 8-13 18	100	103	....

Bonds.	Bid.	Ask.	To Net.
Ralls Co.—4s, Ref., 1902-17	101	101½	....
St. Joseph—6s, 1903..F&A	108	110	....
5s, Sch'l, Aug., 1908.F&A	101	102	....
4s, Fund'g, 1901....F&O	100	101	....
4s, School, 1914.....A&O	102	105	....
St. Louis—			
6s, Prop'ty, cur.,'06.A&O	114	116	...
6s, Park, gold, 1905.A&O	113	115	....
4s, Renew.,ster..'11.M&N	.....	108⅞	....
4s,Renewal,g.,1914.J&D	111	112	....
4s, Renewal, g., '18..J&J	113	114	....
3·65s,renew'l,g.,'07.J&D	103	104	....
3·65s,renew.,g.,'15.M&N	106	107	....
3½s, renew., g., '09..J&D	104	106	....
3½s, renewal, g., '19.F&A	104	105	....
3½s,renewal, g., '20.M&S	105	106	....
Schuyler Co.—			
5s, 1902 .....M&S	100	102	....
5s, Sept., 1912.....M&S	106	111	....
Scotland Co.—			
4½s, '02-'07-'12-'17.J&D	.....	.....	3·95
Sedalia—4½s,R'f'd'g,'07-'27	102	103¾	....
4s,Ref.,July 1,1919..J&J	.....	107·15	3·50
Sullivan Co.—4s,June,1908	101	104	....
Springfield—5s,O't,'11.s-an	100	.....	....
4½s, May, 1911.semi-an.	100	.....	....
Vernon Co.—4½s, 1908-18.	.....	108½	3½
4½s, Ref., Sept., '18.M&S	.....	116·85	3·30
MONTANA			
Beaverhead Co.—5s.'09-'19	.....	.....	4·20
Bozeman—5s,W,'09-19J&J	.....	106½	4·20
Cascade Co. Sch. Dist. No. 1. 6s, gold, Mar. 1, 1905-15.	.....	.....	4·25
Custer Co.—6s, Jan. 1, 1915	.....	.....	4·20
Great Falls—6s,g, S.,'05-15	.....	.....	4
6s, School, July 1, '16.J&J	.....	.....	4
5s, 1908-13-18.....	.....	.....	4
Helena—5s, Sch Dis. No. 1. July 1, 1900-1910....J&J	.....	.....	4
Jefferson Co.—4½s, R,'14-19	.....	.....	4
Lewis & Clarke Co.—			
5½s, C. H. g., July, 1901-7	.....	.....	4
5½s, C. H. g., July,'08-'15	.....	.....	4
Missoula Co.—			
6s.g., Refund., 1916.J&J	.....	.....	4·20
Silver Bow Co.—			
5s, Fd. July 1, 1912..J&J	.....	.....	4·20
Yellowstone Co.—			
5s, Refdg, 1908-18 ..J&J	.....	.....	4·20
NEBRASKA			
Alma—6s,1900to1909.Aug.	.....	100	6
Beatrice—6s, 1901-06.....	100	104½	5
Buffalo Co.—7s.1900.M&N	.....	111	4⅜
Creighton—7s,1914.....	.....	103·51	6
Dodge Co.—			
4s, Ref'd'g, 1909-'19.M&S	.....	104·10	3·50
Douglas Co.—5s, 1907.J&J	.....	112	3·25
5s, 1911 ... .J&J	.....	.....	3·25
Grand Island—			
6s,Water,Nov.1,'05.M&N	.....	4·50	....
5s, Ref.lg, 1903-18 ..J&J	.....	.....	4½
Lincoln—			
6s, July 1, 1902-'12..J&J	.....	.....	4
5½s,Fd.Sept.1, 1912.Sept	.....	.....	4
5s, July 1,1902-1912.J&J	.....	.....	4
5s, Pvg., July 1, 1907.J&J	.....	.....	4
5s,Sch.Dist.1907-17 M&N	.....	.....	4
4s,Ref'g,1909-'19....M&S	.....	.....	4
Norfolk—			
4½s,R'f'd'g,1909-19.M&S	.....	104·10	4
Omaha—			
7s, Fdg., Nov., 1900.M&N	.....	.....	3·75
5s, Paving, 1905....F&A	.....	.....	3·50
5s, Funding, 1905...J&D	.....	.....	3·50
5s, SchoolDist., 1908J&J	109	.....	....
5s City Hall, 1912...F&A	113	.....	....
4½s, July, 1910.....J&J	107	.....	....
4½,s, Oct., 1917.....A&O	111	.....	....
4s, Paving,1901-'08.F&A	.....	.....	3·60
4s, Funding, 1918 ..M&S	104	.....	....
South Omaha—			
6s, Ref'd'g, Oct. 1, 1904..	.....	108¾	4
5s, June, 1915.....J&D	.....	109	4¼
Superior—5s, 1908... M&N	.....	101½	...
Wakefield—6s, 1912....Oct.	.....	101	6
NEW HAMPSHIRE			
6s,Mun.war.,Jan.1905.J&J	113	.....	....
4s, Lib'y, July 1, 1911..J&J	108	109	....
Berlin—4s, Ref., 1917, M&N	107	.....	....
Claremont—4s, 1909..J&J	105	.....	....
Concord—4s,Jan.1922.J&J	109	.....	...
Dover—4s, July,'00 to 1916	.....	.....	3·35
4s, Apr. 1, 1907.....A&O	103	.....	...
4s, July, 1903.....J&J	.....	102⅞	3·20
Farmington—4s, Ref '08-18	.....	.....	3·40
Haverhill—4s,Fund.,'00-03	.....	.....	3·40
4s, Funding, 1904 to 1913	... ..	.....	3·40
Hillsborough—4s, 1904-14.	.....	.....	3·40
Keene—4s, July, 1904.J&J	102	.....	....
Laconia—4s, July, 1921...	110	.....	....
4s, Sewer, 1925.....A&O	111½	.....	....
4s, 1940.....A&O	115	.....	....
Manchester—			
5s, Water, Aug. 1,'13.F&A	118	119	....
4½s, Nov. 1, 1913...M&N	113	114	....
4s, B'ld'g, Jan., 1917.J&J	109	110	....
4s, Water, Jan. 1,'14.A&O	108	109	....
Nashua—6s, 1901.....J&J	103	104	....
4s,City, g., J'ne 1,'13.J&D	107	108	....
4s, g., Oct., 1916...A&O	109	110	....
Portsmouth—			
4s, Nov., 1914.....M&N	107	108	....
4s, April, 1901.....A&O	100½	101	....
Rochester—4s, June, 1922.	110	111	....
Rockingham Co.—			
4s, Fdg., July 1, 1905.J&J	102	103	....
Somersworth—			
4s, 1906 to 1918....A&O	.....	.....	....
Whitefield—4s, 1914, op.J&J	.....	.....	3·50
NEW JERSEY			
Asbury Park—			
5s, Water, J'ne 1,'24.J&D	.....	.....	3·75
5s, Water, Jan. 1, '27. J&J	.....	.....	3·75

Bonds.	Bid.	Ask	To Net.
Atlantic City—			
5s, 1925.....J&D	.....	.....	3·80
4½s,Ro'd,Jne1,1903J&D	.....	103⅜	3¾
4½s, g., Water, 1909..J&J	.....	.....	3·70
4½s, 1918.....J&J	.....	.....	3·70
Atlantic Highlands—			
5s, reg., May 15,'06.M&N	.....	106	....
4½s,g.,Wtr.,J'ly1,'28 J&J	.....	111½	....
4s,g.,Sewr,Jly1,1928J&J	.....	102¾	....
Bayonne—5s, g., 1902..J&J	.....	.....	3·62
5s, gold, 1911 .....J&J	.....	.....	3·62
4½s, gold, Sept., 1916 ...	.....	.....	3·62
4s, g. Imp. 1905.....	.....	104	....
4s, g. Tax, 1909	.....	106	....
Camden—7s, 1906....M&N	.....	.....	3·25
6s, Bounty, Jly, 1900.J&J	.....	.....	3·25
4½s, Water, Jan.,'23.J&J	.....	.....	3·25
4s, Fl. debt, July,'11.J&J	.....	.....	3·20
4s, Paving, 1929...M&N	.....	.....	3·20
Cumberland Co.—			
4½s, Asy., '02 to '16.J&J	.....	.....	3·20
East Orange—			
5s,Dr'n'ge,N'v.1,'03M&N	103	104	....
Elizabeth—			
4s, Adj., July 1, 1922.J&J	98	.....	....
Essex Co.—4s, 1926..F&A	.....	.....	3·25
4s, g., Park, 1938....F&A	.....	.....	3·25
3·65s, Park, Aug. 1,'15-35	.....	.....	3·25
Hackensack—4s, g., Sewer, 1900 to 1913 .....F&A	.....	.....	3·62
Hoboken—			
5s,Redempt'n,1901.M&N	.....	.....	3·60
4s, Refunding, Feb.,1919	.....	109½	....
Hudson Co.—			
5s, Ref., Sept. 1,'05.M&S	.....	.....	3·30
4½s, g., R'd, 1924.....J&J	.....	.....	3·30
4½s, Road, 1923.....J&J	.....	.....	3·30
Jersey City—7s, 1905..Var	.....	.....	3·65
7s, Water, 1904.....J&J	.....	.....	3·65
7s, Dock loans, 1900.J&J	.....	.....	3·65
7s, Water scrip, 1902.J&J	.....	.....	3·65
7s,Imp.&gen.City'06J&J	.....	.....	3·65
7s, Water, 1908 .....M&S	.....	.....	3·65
7s, Water, 1913.....J&J	.....	.....	3·65
6s, April, 1904.....A&O	.....	.....	3·65
6s, Float'g, Feb. '09.F&A	.....	.....	3·65
5s, City Hall,'00-'12.F&A	.....	.....	3·60
5s, gold, Assess., 1923-24.	.....	.....	3·60
5s, Wat'r,J'ne 1, '21.J&D	.....	.....	3·60
5s,Assess,Apr.1916.A&O	.....	.....	3·60
5s, Water, 1916 ....A&O	.....	.....	3·60
4½s,Imp. op.to '02-3.J&J	.....	.....	3·60
4s, g.,TaxArrearage1903	.....	.....	3·55
4, g.,Sch.,Aug.2,'27.F&A	.....	.....	3·55
4s,g,Library,Apr.'28.A-O	.....	.....	3·55
Long Branch—5s, 1913....	.....	.....	4⅛
Morris Co.—			
4s, Road, 1935.....J&J	.....	.....	3·30
Newark—			
7s, Water, May, 1905M&N	.....	.....	3 15
6s, Corporate, Aug., 1908	.....	.....	3·15
5s, Corporate, June, 1910	.....	.....	3⅛
4½s, Water, May, 1915..	.....	.....	3⅛
4s, Market, 1911....A&O	.....	.....	3·10
4s, Refund'g, Mar., 1923	.....	.....	3·10
4s,Water,Feb.,1922.F&A	.....	.....	3·10
4s, Library, June 1, 1927	.....	.....	3·10
4s, Street Imp., May, 1906	.....	.....	3·10
3½s, 1929..... .....J&D	.....	.....	3·10
3·35s, H. Sch.,1917.M&N	.....	.....	3·10
New Brunswick—			
7s, Water, 1904.....M&N	.....	.....	3·75
6s, 1906 .....M&N	.....	.....	3·75
4s, Refund'g, 1922.M&N	.....	.....	3·60
Orange—			
5s, Water, Oct. 1, 1912 ..	.....	.....	3·50
5s, Sewer, 1927 to 1932..	.....	.....	3·50
4½s, School, 1900 to '07.	.....	.....	3·50
4½s, Sewer, 1915 to '21..	.....	.....	3·50
Passaic Co.—			
4s,C.Hse 1910-1911.F&A	.....	.....	3·30
Paterson—7s, 1900....J&D	.....	.....	3·40
6s, 1901.....M&N	.....	.....	3·30
5s,Sewer,Aug.,1909.F&A	.....	.....	3·35
4½s, 1934.....	.....	.....	3·35
4s, 1908.....A&O	.....	.....	3·35
4s,N.C.Hall,'28 to'30.J&J	.....	.....	3·35
Perth Amboy—			
4½s,Water, Sept. 1, 1927	.....	.....	3·75
Plainfield—			
4s, g. Sewer, 1914...J&J	.....	.....	3·75
Rahway—4s, New Adjust..	80	95	....
4s, Water, 1932..... J&J	80	.....	....
Trenton—			
6s, June 16,'00 to '03.J&J	.....	.....	3·25
5s, Sewer, 1900 to 1903..	.....	.....	3·20
4s, Funding, 1905-1911.	.....	.....	3·20
3½s, 1929	.....	107¾	....
Weehawken—4½s, School, April 1, 1911.....A&O	105	106	....
West Hoboken—			
6s, 1900-10.....J&J	.....	.....	4
5s, Redem., Nov.'04.M&N	104	105	....
NEW MEXICO			
6s, Prov.debt, '09 '19.M&S	.....	.....	4·25
6s, Ref'g, 1913-23. ..J&J	.....	.....	4·25
5s, Cas.def., 1903-23 .J&J	.....	.....	4·25
5s, Milit. Inst.'05-25...J&J	.....	.....	4·25
5s, Cap.Bldg.'15-25...M&N	.....	.....	4·25
5s, Ins. Asy..'15-25....J&D	.....	.....	4·25
4s,Bldg.,May 1,'19-29M&N	.....	103½	3·75
Las Vegas—			
6s, Ref'd'g, 1907-'17.J&J	.....	.....	4¾
NEW YORK			
3½s, Park, 1907-8....F&A	.....	.....	2·85
3s, g., Jan. 30, 1903...J&J	.....	.....	2·85
3s, g., Jan. 30, 1906...J&J	.....	.....	2·85
3s, g., Jan., 1912.....J&J	.....	.....	2·85
3s, g., 1913.....J&J	.....	.....	2·85
Albany—			
7s,P.O.site,M'y1,'04 M&S	.....	... ..	3·10
6s, Water, 1906.....F&A	.....	.....	3·10
6s, Park, 1915 to 1919..	.....	.....	3·10
5s,W'sh.P.M'y1,'20.M&N	.....	.....	3·10
4s, Imp.. Nov.,1906.M&N	.....	.....	3·05

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Albany—(Con)—			
4s, Park, Oct., 1900 to '17	.....	.....	3·05
3½s, St. imp., 1900..M&N	.....	.....	3·05
Auburn—			
4s, S. C. RR. Sep 1, '02. M&S	102	102½	3·20
3½s, Water, '23 to '36. J&D	.....	.....	3·20
3s, S.C. RR. M'r. 1, '06. M&S	.....	.....	3·20
Bergen, 3½s, 1903 to 1907	.....	.....	3·30
Binghamton—			
7s, Aug. 1, 1901.....F&A	.....	.....	3·15
4s, C.H., '17-'28 & '29 F&A	.....	.....	3·15
3½s, Wat., A'g. 1, '07. F&A	.....	.....	3·15
3½s, Bdg., 1930-1934 F&A	.....	.....	3·15
Brooklyn—¶			
7s, Reg., July, 1906. J&J	.....	.....	3·10
7s, Bridge, '15 to '24 .J&J	.....	.....	3·10
6s, Park, 1924.....J&J	.....	.....	3·10
6s, Water, 1902.....J&J	.....	.....	3·10
5s, Bridge, 1919.....J&J	.....	.....	3·10
4s, Bridge, 1926.....J&J	.....	.....	3·05
4s, Water, 1913.....J&J	.....	.....	3·05
4s, School, 1920.....J&J	.....	.....	3·05
4s, Public markets, 1922.	.....	.....	3·05
4s, do do 1925.	.....	.....	3·05
4s, Water, Jan. 1, '14. J&J	.....	.....	3·05
4s, Water, 1912.....J&J	.....	.....	3·05
3½s g., Oct. 4, 1902. J&J	.....	.....	3·00
3½s' g., Aug. 1, 1911 J&J	.....	.....	3·00
3½s, g., 1902-1937...J&J	.....	.....	3·00
3½s,,g, June 10, 1925. J&J	.....	.....	3·00
3½s, g, Jan. 1, 1928. J&J	.....	.....	3·00
3½s, g, July 10, 1932 J&J	.....	.....	3·00
3½s, g, July 10, 1933. J&J	.....	.....	3·00
3½s, g, July 10, 1934. J&J	.....	.....	3·00
3½s, Reg., g., 1924..J&J	.....	.....	3·00
3½s, gold, 1927.....J&J	.....	.....	3·00
3½s, gold, 1936.....J&J	.....	.....	3·00
3s, Bridge, 1925.....J&J	.....	.....	3·00
3s, Water, 1905.....J&J	.....	.....	3·00
Buffalo—			
7s, Oct., 1908. A&O.....	.....	.....	3·10
7s, Park, 1916.....J&J	.....	.....	3·10
7s, 1924 & '25.....J&J	.....	.....	3·10
6s, Parks, Jan. 1, 1924 J&J	.....	.....	3·10
4½s, Tax l'ns, 1900. J&D	.....	.....	3·05
4s, Sewer, May 1, '13. M&N	.....	.....	3·05
3½s, Oct., 1917.....A&O	.....	.....	3·05
3½s, Park, Reg., 1927 F&A	.....	.....	3·05
3½s, R'f., July 1900-14. J-J	.....	.....	3·05
3½s, Aug. 15, 1903. F&A	.....	.....	3·05
3½s, May, 1917.....M&N	.....	.....	3·05
3½s, Nov. 1, 1918..M&N	.....	.....	3·05
3s, Road, 1910 ..... J&D	98	100	3·00
Cohoes—			
7s, J'ly 1, 1900 to '13 J&J.	.....	.....	3·10
4s, July 1, 1920.....J&J	.....	.....	3·20
4s, Dec. 15, 1915 to 1928.	.....	.....	3·20
College Point—¶			
7s, Water, 1907-1912....	.....	.....	3·10
Elmira—			
4s, Sch'l, J'ly 1, 1904 M&N	.....	.....	3·15
4s, Reg. May 1, '10 .M&N	.....	.....	3·15
3½s, Redempt'n, 1912-21.	.....	.....	3·15
Far Rockaway—¶			
5s, St., 1821 to 1921. J&J	.....	.....	3·10
Flatbush—¶ 6s, 1911..M&S	.....	.....	3·10
Hempstead—¶ 4s, g, '23. J&J	.....	.....	3·10
Jamaica—¶ 4s, Apr. 1, 1917	.....	.....	3·10
Kings Co.—¶			
6s, Sch., 1900 to 1904. J&J	.....	.....	3·05
5s, Sch. July, '00 to '02, J&J	.....	.....	3·05
4s, Park, May 1, 1905-'44	.....	.....	3·05
4s, Str. Imp., 1900-20. J&J	.....	.....	3·05
4s, Highway, 1940...J&J	.....	.....	3·05
Kingston—			
7s, 1901.....J&J	.....	.....	3·20
6s, Refunding, 1910. J&J	.....	.....	3·20
4s, Rfd. Jan. 15, 1912 J&J	.....	.....	3·20
3½s, g., Wat., '19-'36. A&O	.....	.....	3·20
3, Rfd., Jan. 15, 1914. J&J	.....	.....	3·25
Larchmont—			
4s, r., H. & S., 1916-25. A&O	.....	.....	3·25
Long Island City—¶			
7s, Sept. 1, '00 to '14. M&S	.....	.....	3·10
6s, Feb. 1913 to '19. F&A	.....	.....	3·10
5s, Revenue, 1903.	.....	.....	3·10
4½s, May 1, 1907	.....	.....	3·10
4½s, 1902 to 1923..J&D	.....	.....	3·10
4s, Water, Sep. 1, '20. M&N	.....	.....	3·10
3½s, Wat., May 1, '20. M&N	.....	.....	3·10
Lowville—3½s, 1900 to '19.	.....	.....	3·20
Mount Vernon—			
5s, Tax Relief, 1902. A&O	.....	.....	3·15
4s, School, 1909-'17. M&N	.....	.....	3·15
4s, Road, Feb. 1, 1935...	.....	.....	3·15
Newburg—			
4s, Water, Feb. 1, '12. F&A	.....	.....	3·15
3½s, Wat., Sep. 1, '07. M&S	.....	.....	3·15
New Rochelle—			
3½s, 1902 to 1906..M&N	.....	.....	3·15
3½s, 1904 to 1933...J&D	.....	.....	3·15
New York City—			
7s, West Farms..'00-2147	.....	.....	3·05
7s, Morrisania. 1908-1980	.....	.....	3·05
6s, Williamsbridge Hig'y, May, 1909-44	.....	.....	3·05
7s, 1900..... .....M&N	.....	.....	3·05
6s, 1900..... .....M&N	.....	.....	3·05
5s, 1908.....M&N	.....	.....	3·05
5s, g., 1908-1928...M&N	.....	.....	3·05
3½s, g., Corlears H..1913	.....	.....	3·00
3½s, g., Park, 1916. M&N	.....	.....	3·00
3½s, Exmt., Oct. 1, '15..	.....	.....	3·00
3½s, Exmt., Nov. 1, '17..	.....	.....	3·00
3½s, Exmt., Nov. 1, '22..	.....	.....	3·00
3½s, g., Dock, 1927. M&N	.....	.....	3·00
3½s, g., Nov., 1928 M&N	.....	.....	3·00
3s, g., Street, 1916. M&N	.....	.....	2·98
3s, School, 1913 ....M&N	.....	.....	2·98
3s, g., Str. & Ave, 1914 M&N	.....	.....	2·98
3s, g. Dock, 1924....M&N	.....	.....	2·98
3s, School, 1907.... M&N	.....	.....	2·98
3s, Water, 1904.....A&O	.....	.....	2·98
2½s, Tax exempt, '09-29.	.....	.....	3·05
Niagara Falls—			
4s, School, May, 1913....	.....	.....	3·20
4s, Police, Feb., 1914....	.....	.....	3·20
North Tonawanda—			
5s, Sewer, Sept, 25, 1911.	.....	.....	3·25
4s, Wat., Mar. 31, '24. A&O	.....	.....	3·25
4s, Paving, 1900 '05. M&S	.....	.....	3·25
Nyack—4s, gold, 1908	.....	.....	3·20
4s, g., Water, 1927	.....	.....	3·20
Onondaga Co.—			
3s, July 1900 to 1929. J&J	.....	.....	3·00
Poughkeepsie—			
7s, RR., Feb. 1, 1902. F&A	.....	.....	3·15
5s, Bounties, 1900..M&S	.....	.....	3·15
4½s, do 1901..M&S	.....	.....	3·15
4s, do 1905..M&S	.....	.....	3·15
3½s, Sewer, Ag. 1, '05. F&A	.....	.....	3·15
3s, Bounties, 1907..M&S	.....	.....	3·00
Queens Co.—4s, 1902. J&D	.....	.....	3·10
4s, Nov., 1916.....M&N	.....	.....	3·10
4s, 1917.....J&D	.....	.....	3·10
4s, 1927.....J&D	.....	.....	3·10
Richmond Co.—¶			
4s, Fund., June 1, '14. J&D	.....	.....	3·10
4s, g., July, 1, 1921..J&J	.....	.....	3·10
Rochester—			
7s, Jan. 1, 1903.....J&J	.....	.....	3·10
4s, 1922.....J&J	.....	.....	3·05
3½s, Ref'g RR., 1913. F&A	.....	.....	3·05
3½s, Improv., 1919. F&A	.....	.....	3·05
3½s, B'dge, Sep. 1, '22. J&J	.....	.....	3·05
Rockland Co.—			
5s, Reg., 1910.....J&J	.....	.....	3·25
4½, Reg., 1903-'05..A&O	.....	.....	3·25
Rome—4s. 1921.....J&J	.....	.....	3·20
Rotterdam Sch. D. No. 15—			
5s, Nov. 1, 1900-1914....	.....	.....	3·30
SeaCliff-5s, g, H, S'p 1, '01-20	.....	.....	3·25
Schenectady—			
4s, Wat., N'v 1, '08-15. M&N	.....	.....	3½
3s, Water, Aug. 15, '11-13	.....	.....	3·00
Syracuse—			
4s, 1900 to 1908... .J&J	.....	.....	3·10
4s, Rfd. Feb. 1, 1904, F&A	.....	.....	3·10
3½s, Water, 1928....J&J	.....	.....	3·10
3s, Wa., July 1, 1920. J&J	.....	.....	3·00
Troy—			
5s, Wat., May 1, 1902. M&N	.....	.....	3·10
4½s, Water, '01 to '04. F&A	.....	.....	3·10
4s, June 2, 1900-'04. J&D	.....	.....	3·10
3½s, Ref'g, 1905-'14. F&A	.....	.....	3·05
3½s, Reg. Imp., 1914. J&J	.....	.....	3·05
Utica—			
7s, RR. Aid, July 1, '01	.....	.....	3·10
4s, Paving, 1900 to 1903.	.....	.....	3·05
Warren Co.—5s, Feb. 10, '01	.....	.....	3·15
Westchester Co.—			
4s, 1900 to 1915....J&D	.....	.....	3·15
White Plains—			
4s, 1914 to 1928 ....F&A	.....	.....	3·12
3½s, Oct. 1, 1920-29. A&O	.....	.....	3·12
Yonkers-			
7s, April 1, '01-2....A&O	.....	.....	3·10
4s, Pav., 1900 to '05. M&S	.....	.....	3·10
4s, Water, 1917.....A&O	.....	.....	3·10
3½s, Prk, 1910 to '24. F&A	.....	.....	3·10
NORTH CAROLINA			
4s, Jan. 1, 1909.....J&J	.....	.....	....
Consol. 4s, 1910.....J&J	109½	110	....
6s, 1919.....A&O	134	140	....
Asheville—			
5s, g., Str. Imp., 1911. J&J	.....	.....	3·95
Charlotte—5s, 1929 ...J&J	.....	.....	4·05
Forsyth Co.—			
6s, C. H., May 1, 1901..M	.....	.....	4·00
6s, C. H., May 1, 1906..M	.....	.....	3·90
6s, C. H., May 1, 1911..M	.....	.....	3·90
Mecklenburg County—			
6s, RR. aid, 1920...M&N	118	119	....
Raleigh—6s, 1907 .....J&J	103	104	....
5s, 1927.....A&O	106	108½	....
4s, July 1, 1929.....J&J	.....	107·23	3·60
Reidsville—			
5s, g., Water, 1929, May 1.	.....	.....	4·00
Swain Co.—			
6s, Ref'g, July 1, '19 J&J	.....	.....	5
Wilmington—			
5s, Fund., Jan. 1922. J&J	110	114	....
4s, g., Ref., J'ly 1, 1929 J&J	101	104	....
NORTH DAKOTA			
6s, Hospit'l, May 1, '04. M&N	.....	.....	3·30
4½s, Rev., Apr. 25, '05. A&O	.....	.....	3·30
4s, Ref., July 1, 1914..J&J	.....	.....	3·25
4s, Fund'g, Mar. 20, '21. M&N	.....	.....	3·25
4s, Refund'g, July 1, 1923.	.....	.....	3·25
Burleigh Co.—			
4½s, Oct. 15, 1918.....	.....	101	4·40
OHIO			
5s, B'd of Agri., Sept. 1 1902 to 1911.....M&S	.....	.....	3·90
4½s, Univ., Dec., '00-'03....	.....	.....	3·20
3s, Fund., July 1, 1902. J&J	.....	.....	3·00
Akron—5s, School, 1901...	.....	.....	3·40
4s, Sew. & Pav. '00-04 M&S	.....	.....	3·40
5s, Impt., 1900 to '04. J&D	.....	.....	3·40
Alliance—4s, Water, '20-'29	.....	.....	3·75
Avondale (in Cincinnati)—			
5s, June, 1916..... J&D	.....	.....	3·25
5s, T. & I., May 1914. M&N	.....	.....	3·25
5s, Water, Jan., 1907. J&J	.....	.....	3·25
4s, St. im., A, J'ne '21. J&D	.....	.....	3·25
4s, B, July, 1921 ....J&J	.....	.....	3·25
4s, D, April, 1923...A&O	.....	.....	3·25
Bowling Green—			
5s, Ref'g, y'rly to '17. M&S	.....	.....	3·75
Butler Co.—			
4½s, Ct. H., 1906-07. J&J	.....	.....	3·40
4½s, Bridge, 1910 to '24.	.....	.....	3·40
4½s, Replen., '04 to '18 J&J	.....	.....	3·40
4s, 1921-1924.....J&J	.....	.....	3·40
Caldwell—6s, Wtr, '17. A&O	.....	.....	4
6s, Water, 1922.....A&O	.....	.....	4
5s, Sch., July 10, '11. J&J	.....	.....	4
5s, Sch., Oct. 21, '03. A&O	.....	.....	4
Canton—			
4½s, Pav., 1900-'01. J&J	.....	.....	3·40
4½s, 1902 to 1908.....	.....	.....	3·40
Cincinnati—			
7·3s, May, 1906 ....M&N	.....	.....	3·20
7s, Fund'g, May, '04. M&N	.....	.....	3·20
7s, Nov., 1908,.....M&N	.....	.....	3·20
6s, gold, May, 1906. M&N	.....	.....	3·20
6s, Aug., 1909 .....F&A	.....	.....	3·20
5s, Sew., May, 1909. M&N	.....	.....	3·20
5s, 30-50s, s. f., 1930. M&N	.....	.....	3·20
4s, 30-50s, s. f., 1931. J&J	.....	.....	3·15
4s, S. F., 30-50s, J'ly, 1941	.....	.....	3·15
3·65 g., Feb., 1937..F&A	.....	.....	3·15
3½s, Aug. 1, 1918-38. F&A	.....	.....	3·15
3½s, Ext. to 1940....J&J	.....	.....	3·15
3s, Water, 1919-39..F&A	.....	104¼	....
Cleveland—			
6s, B'd of Ed., 1907 to 1916	.....	.....	3·20
5s, El. Rd., J'ne, 1903 J&D	.....	.....	3·20
5s, Oct., 1902.....A&O	.....	.....	3·20
5s, Viad., June, 1907. J&D	.....	.....	3·20
5s, Library, 1918...A&O	.....	.....	3·30
4½s, Wat., Apr., '02. A&O	.....	.....	3·30
4½s, School, J'e, '02. J&D	.....	.....	3·30
4s, Wat'r April, 1903 A&O	.....	.....	3·15
4s, Oct., 1907 .....A&O	.....	.....	3·15
4s, Apr., 1921.....A&O	.....	.....	3·15
4s, Park, 1929.....A&O	.....	.....	3·15
4s, Park, 1931 .....A&O	.....	.....	3·15
3·65s, Water, Sept., 1902.	.....	.....	3·20
Clifton (in Cincinnati)—			
5s, Water, Jan., 1906. J&J	.....	.....	3·25
4½s, Gen. imp., 1919. J&J	.....	.....	3·25
4½s, 2dser., May, '20. M&N	.....	.....	3·25
4½s, Sewer, July, '17 J&J	.....	.....	3·25
4½s, Wat., 2dser., '22 A&O	.....	.....	3·25
Collinwood 5s, '01-05. A&O	.....	.....	3·50
Columbiana Co—4s, Fund., July 20, 1901-1911 J&J..	.....	.....	3·50
Columbus—			
6s, June, 1904.....J&D	.....	.....	3·30
5s, Fire Dep't, June, 1904	.....	.....	3·30
5s, Water, Ap. 1, '07. A&O	.....	.....	3·30
5s, Sewer, July, 1912. J&J	.....	.....	3·30
5s, Apr., 1913.....A&O	.....	.....	3·30
4½s, Viad., Nov. '02. M&N	.....	.....	3·30
4½s, Sewer, 1921 ...M&S	.....	.....	3·30
4s, Sept. 1, 1900....A&O	.....	.....	3·30
4s, Nov., 1909.....J&D	.....	.....	3·30
4s, Fire Dep't, June 1, '16	.....	.....	3·30
4s, Dec. 1, 1927.....J&D	.....	.....	3·30
Cuyahoga Co—			
5s, July, 1918.....J&J	.....	.....	3·40
Dayton—6s, Nov., 1904	.....	.....	3·30
5s, Sch., Feb. 1, '06. F&A	.....	.....	3·30
5s, April, 1915.....	.....	.....	3·30
4½s, Wat., '00 to '04. F&A	.....	.....	3·30
4s, Wat., May 1, '05. M&N	.....	.....	3·30
4s, School, 1911-'12. J&J	.....	.....	3·30
Defiance—			
5s, Ref. Mr. 1, '02-'12 M&S	.....	.....	3·75
Delaware Co.—			
5s, Ditch, Mar., 1900 to '02	.....	.....	3·50
5s, Bridge, Mar., '00 to '03	.....	.....	3·50
Delphos—			
5s, 1916 to 1920.....A&O	.....	.....	4
Erie Co—			
4s, July 24, 1900-09. J&J	.....	.....	3·50
Fayette Co.—			
6s, Nov. 15, 1900-'02. M&S	.....	.....	3·50
Findlay—			
6s, 1900 to '07.. ....J&D	.....	.....	3·75
6s, Str. Imp., 1900...F&A	.....	.....	3·75
5¾s, 1919.....F&A	.....	.....	3·75
5s, Water, Mar. 1, '08. M&S	.....	.....	3·75
Fostoria—			
6s, Pvg, Sept. 1, 1907 M&S	.....	.....	3·75
6s, Sewer, 1904.....	.....	.....	3·75
Franklin Co.—			
6s, Dec., 1900 to '02. J&D	.....	.....	3·40
6s, Road, Sep. 1, '05, S-an.	.....	.....	3·40
4½s, May 1, '00 to '08. M&N	.....	.....	3·40
4s, Bridge, 1900-'09. A&O	.....	.....	3·40
Gallia Co.—5s, Turnp. 1909	.....	.....	3·50
5s, Road, July 28, '19. J&J	.....	125	....
Gallipolis—			
5s, Water, May 1, 1914..	.....	.....	3·75
5s, Redemption, 1900-15.	.....	.....	3·75
Hamilton—			
5s, Gas, Feb. 1, 1908. F&A	.....	.....	3·40
4½s, 1902 to 1911 ...M&S	.....	.....	3·40
Hamilton Co.—			
5s, Aug. 1, 1934.....F&A	.....	.....	3·20
5s, Elberon Av., 1911 J&D	.....	.....	3·20
4s, C. H., June, 1936. J&D	.....	.....	3·20
4s, Pike & Brdg, 1918. F&A	.....	.....	3·20
Hancock Co.—			
6s, Ditch, Jan. 30, 1900 J&J	.....	.....	3·50
Ironton—			
5s, Refund., 1903-08. J&J	.....	.....	3·50
Jackson Co.—			
4s, Road, 1915.....A&O	.....	.....	3·50
Kenton—			
4s, Ref'g, 1907 to '25. M&S	.....	.....	3·60
Lima—			
6s, 1900-1910.....J&J	.....	.....	3·50
5s, Impt., 1901 to '09. J&J	.....	.....	3·50
Logan—			
5s, Ref., 1900 to 1930 J&D	.....	.....	3·60
Lorain—			
6s, Paving, '00-1905. F&A	.....	.....	3·75
5s, River Imp., 1924-29..	.....	.....	3·75
Louisville—5s, 1914..F&A	.....	.....	3·25
Lucas Co.—			
5s, Gen. F., '00 to '07. M&N	.....	.....	3·25
4½s, Road, '00-1908. J&J	.....	.....	3·25
4s, Court-house, '44. M&S	.....	.....	3·25
Madison Co.—			
6s, Sept. 10, 1900-'04. M&S	.....	.....	3·50
Marietta—			
6s, g., 1900 to 1904. A&O	.....	.....	3·65
5s, Paving, 1906....A&O	.....	.....	3·65
Marion—6s, 1910. ...M&S	.....	.....	3·65
5s, Sewer, '00 to '17. M&S	.....	.....	3·65
Martin's Ferry—			
6s, Pav., Sept. 1, '00-1904	.....	.....	3·75
5s, Sch., 1926 to '44. M&S	.....	.....	3·75
Maumee—5s, '07-'27..A&O	.....	.....	4
McComb—6s, 1904 ....J&J	.....	.....	4

Flat price. ¶ Now part of New York City.

Bonds.	Bid.	Ask.	To Net.
Mercer Co.—			
6s, 1900 to 1908 ....M&S	.....	.....	3·50
Miami Co.—5s, Bridge, J'ly1,1900,to1908..J&J	.....	.....	3·50
Milford Center—			
6s, Ref., '00 to '13..A&O	.....	.....	4·25
Monterey Township—			
6s, Sch., 1900 to 1904...	.....	.....	4·25
Montpelier—			
6s, Wat.& Lt., 1900-1906	.....	.....	4·25
6s, Wat. & Lt., 1920-1929	.....	.....	4·25
Nelsonville—			
6s, Ref.,Apr.2, 1914.A&O	.....	.....	4
6s,School,1906to'14 M&S	.....	.....	4
North Baltimore—			
6s, Paving, 1906....M&N	.....	.....	4
Norwood—6s, 1900 to 1905	.....	.....	3·40
5s, Sept. 1, 1915	.....	.....	3·40
5s, El. Lt. Oct.1,'00 to '26	.....	.....	3 40
4½s, Road, 1900 to 1909.	.....	.....	3·40
Oberlin—			
6s, 1900 to 1904.....F&A	.....	.....	3·50
Ottawa Co.—			
6s, 1904 to 1918.....F&A	.....	.....	3·50
Pickaway Co.—			
6s, Road, '00 to 1900.M&S	.....	.....	3·50
Pomeroy—6s, 1914. M&S...	.....	.....	4·00
5s, Refund'g, 1917..M&S	.....	.....	4·00
4½s, Ref'd'g, 1917.. M&S	.....	.....	4 00
Port Clinton—5s, 1905-25.	.....	.....	3·75
Portland—6s, Sch. Dis.1913	.....	.....	4·25
Portsmouth—			
5s, Water, May 1, 1906..	.....	.....	3·50
4½s, School,1904-'05-'07.	.....	.....	3·50
Preble Co.—6s, Bridge,J&J, 1900 to 1913....J&J 16	.....	.....	3·50
6s, Building, J&J, 1900 to 1914.....J&J 16	.....	.....	3·50
St.Marys 6s, Imp., '08.M&S	.....	.....	4·00
Salineville—6s, 1915..J&D	.....	.....	4·00
Sandusky—5s, June, 1900.	.....	.....	3·40
5s, Wharf, Aug.1, '09.F&A	.....	.....	3·40
4s, Paving, 1905 to 1910.	.....	.....	3·40
Seneca T'w'p—			
4s Road, 1900 to '10, M&S	.....	.....	3·75
Shelby—5s, 1900-'14..J&D	.....	.....	3·65
Shelby Co.—6s,1900-9. J&J	.....	.....	3·50
Stark Co.—5s, 1912....M&S	.....	.....	3·50
Steubenville—4s,1924 M&S	.....	.....	3·60
Sycamore—5s, Water and Light, 1901 to 1920.M&S	.....	.....	3·75
Toledo—7·3s, May 4, 1900.	.....	.....	3·40
5s, Refunding, Water, June 1, 1903.....J&D	.....	.....	3·30
5s, May 1, 1911 ....M&N	.....	.....	3·30
4½s,Sch.,Ju'e18,'04.J&D	.....	.....	3·30
4½s, Fire, July, 1912.J&J	.....	.....	3·30
4½s, Oct., 1919.....A&O	.....	.....	3·30
4½s, Sch.,Feb.17,'16 F&A	.....	.....	3·30
4s, July 1, 1908.....J&J	.....	.....	3·30
4s, Sch.,Mar.1,1929.M&S	.....	.....	3·30
4s, Park, July 1 '42.J&J	.....	.....	3·30
Van Wert—5s,Apr.1,'11-41.	.....	.....	3·60
Van Wert Co.—			
6s, R'd, 1911 to 1919.F&A	.....	.....	3·50
Washington C. H.—			
5s,Refg.,'00 to 1904.M&S	.....	.....	3·75
Westwood (in Cincinnati)—			
6s, Beech Av.,'00 to 1905	.....	.....	3·25
5s, Sidewalk, Sept.2,1925	.....	.....	3·25
5s, Water, July 1, 1915..	.....	.....	3·25
Youngstown—6s, Paving, Oct. 1, 1900 to 1903.....	.....	.....	3·30
6s,School, Sept., '02..M&S	.....	.....	3·30
5s, Fund.,Sept.1,'01.S.-an	.....	.....	3·30
5s, Park, Mar. 1, '14.J&J	.....	.....	3·30
5s,Fire,Oct,'00to'15.A&O	.....	.....	3·30
5s, Sc.Dist..1907-08.M&S	.....	.....	3·30
Zanesville—4½s,1909.A&O	.....	.....	3·35
OKLAHOMA			
Cleveland Co.—			
6s,Fd.,Sept.10.1904.Sept.	.....	110	....
El Reno—			
5s, Ref'g, 1920 to '20.J&D	.....	.....	4·40
Logan Co.—			
5s, Ref'd'g.,1909-19..J&J	.....	106	....
Oklahoma City—			
6s, Sch., Jan. 1, 1914J&J	.....	110	....
6s, Fund'g, 1906 to 1915	.....	106	....
Oklahoma Co.—			
6s, Fund. Dec.,1904.Ann	.....	.....	....
6s, Fund'g., 1919 to 1922	.....	110	....
Payne Co.—			
4½s, Ref'd'g, 1920 to'29..	.....	.....	4·25
Tecumseh—			
7s, June 1, 1912.....J&J	.....	108	....
OREGON			
Astoria—			
5s, g., Water, 1925 ..J&J	114	.....	....
Portland—			
6s, g., Sewer, 1905..J&J	111	.....	....
6s, Sch. Dist., 1913..A&O	120	.....	....
5s, g.,C.H.,July1,'23.J&J	118	.....	....
5s, Wa., Jan 1, 1917.J&J	116	.....	....
5s, g.,Wat.,July1,'23.J&J	.....	124	3·50
5s, g., Bridge, 1925.A&O	120	.....	....
5s, g., Jan., 1922....J&J	123½	.....	3·50
Union Co. Sch. Dist. No. 1—			
5s g. June 1, '09-'19, J&D	.....	106·06	4·25
Wasco Co.—7s,Sch.Sep.,'04	.....	.....	4
PENNSYLVANIA			
6s, Agricultural College, Feb., 1922.....F&A	.....	.....	3
4s, Fund'g, Feb.,1912.F&A	111¾	.....	....
3½s, Fund.,Feb.,1912.F&A	105	.....	....
Allegheny—			
4½s, 1900 to 1903...Var.	.....	.....	3·15
4s, 1901 to 1919.....Var.	.....	.....	3·15
4s, July, 1925 .....J&J	.....	.....	3·15
4s, 1907-12-17-27....J&J	.....	.....	3·15
Allegheny Co.—			
5s,Comp., 1913-1940.J&J	102½	.....	....
4s, Riot, 1901-1906..Var.	102	.....	....
Braddock—4½s, '00-16.M-S	.....	.....	3·90
4½s, 1901 to 1927..A&O	.....	.....	3·50

Bonds.	Bid.	Ask.	To Net.
Bradford—4s. 1906-16-26..	.....	.....	3·90
Chester—			
4s,School, July 1, '14.J&J	.....	.....	3·25
3½s, 1929.....	.....	109·85	3½
Harrisb'g-6s, July,'03.J&J	.....	.....	3·20
4s, City, July 1, 1920.J&J	.....	.....	3·20
Johnstown—5s, 1921..J&D	.....	.....	3·50
4½s, Sept. 1, 1923...M&S	.....	.....	3·50
4s, Fire alarm, 1923.J&J	.....	.....	3·50
Lancaster-6s,'05 to 20.Jan	.....	.....	3·12
4s,Wat., Ap.,'05 to 20.Q-J	.....	.....	3·12
Luzerne Co., Cen. P'r Dist.			
3½s,g., B'd'g '03-'22 A&O	.....	.....	3·15
McKeesport—6s, 1907.J&J	.....	.....	3·50
5s, Water, 1911.....J&J	.....	.....	3·50
4½s, Funding, 1900.J&J	.....	.....	3·50
Philadelphia—			
6s, 1901.....J&J	.....	.....	2·90
6s, Taxed, 1904.....J&J	.....	.....	2·90
4s, f'd'g, 1900 to 04..J&J	.....	.....	2·90
3½s, 1904 to 1924...J&J	.....	.....	2·90
3½s, Dec. 31, 1906..J&J	.....	.....	2·90
3½s, 1907-26.....J&J	.....	.....	2·90
3s,Nov.1,1900to'19.M&N	.....	....2·	87½
Pittsburg—7s, Fund. d't,'09	.....	.....	3½
6s, Water, Jan.,1908.J&J	.....	.....	3½
5s, Fund.debt imp.'13J-D	.....	.....	3½
4½s, School, July, 1919..	.....	.....	3½
4s, Comp., Jan.,1915.J&J	.....	.....	3½
3½s, Ref'd'g, 1902 to '09.	.....	.....	3½
Reading—4s, Aug., 1910...	.....	.....	3½
4s, Apr., 1918.....A&O	.....	.....	3½
Schuylkill Co. 3½s, 1919..	.....	.....	3
Scranton—4½s, 1909..J&D	.....	.....	3·15
4½s, City imp.,June,1919	.....	.....	3·15
4½s, School, 1920...J&D	.....	.....	3·15
Wilkes-Barre—4½s,'22-'27	112½	.....	....
3½s,R'd'g..1906-17..F&A	.....	.....	3·20
Williamsport—			
3½s, Refg., Sept.1, '09-29	.....	104	....
RHODE ISLAND			
3½, g., S. H., 1934.....J&J	112	.....	....
3s, State House, 1938.A&O	102	103	....
Burrillville—			
4s, g., Impt., Jan. 1, 1907	103	.....	....
4s, g., Impt., Jan. 1, 1922	107	.....	....
Central Falls—			
4s, gold, Dec., 1905 to '20	.....	.....	3·50
Cranston—4s,Aug,'29.F&A	110	.....	....
4s, Funding, g. July,1937	112	.....	....
4s, g., 1939.....M&N	.....	.....	3·35
East Providence—			
4s,g.,Fdg.J'ne15,'47.J&D	114	.....	....
Lincoln—4s, July, 1911...	105	.....	....
4s, Oct. 15, 1928....A&O	110	.....	....
Newport—4s, March, 1905.	103	.....	....
4s, g., Park, Feb., 1927..	115	.....	....
Pawtucket—			
4s, g., July, 1910....J&J	104	105	....
4s, g., May, 1937.....	111½	.....	....
Providence—			
6g., July 1, 1900.....J&J	100	.....	....
5s,g.,Wat.,July1,'00.J&J	100	.....	....
5s, g., July, 1906 ....J&J	110	.....	....
4s, g.,Park, July,'21..J&J	113	.....	....
4s, g., Apr., 1927...A&O	116	.....	....
3½s, g., Wat., 1916.M&S	104½	.....	....
3½s, g. Sewer, 1928.A&O	107	.....	....
3½s, Sch. & Bridge, 1929	108	.....	....
3s, Sewer & Imp., 1929.	99	.....	....
Warren—4s, 1900 to 1922..	.....	.....	3·50
Westerly—4s, g., Sept 1927	113	.....	....
4s,Refunding,Jan.2,1929	112	.....	....
3½s,Water, Feb., 1929...	112	.....	....
Woonsocket—			
4s, g., Ref'd'g, 1919..A&O	109	.....	....
4s, Sew., Feb. 15,'25.F&A	107	.....	....
4s, Reg.g., May,'27.M&N	108	.....	....
SOUTH CAROLINA			
4½s, Blue, 1928.....J&J	.....	120	....
4½s, New issue, 1933..J&J	.....	123	....
4s, July 1, 1936.....J&J	.....	106	....
Aiken—4½s, Sew.,'49, J&J	.....	110·45	4
Charleston—5s, Oct'23.A&O	116	.....	....
4s, 1909.....J&J	105½	106½	....
Chester—5s. 1917-37..J&J	110	112	....
Columbia—3s-4s.1910.J&J	100	102	....
Darlington—			
5s, Refdg., 1920.....J&J	.....	112¼	4·13
Greenville Co.—			
4s, Fund.,July,1919,J&J	.....	105·63	3·60
Newberry—			
4½s, Refdg., 1919....J&J	.....	106·84	4
SOUTH DAKOTA			
6s,Sch.&Col.,J'y 1,'05.J&J	.....	.....	3·25
5s,Sch.&Col.,M'y 1,'07.J&J	.....	.....	3·25
4½s, Ref'd., May 1,'07.J&J	.....	.....	3·25
4s,Constit'n,Mar.1,'10.J&J	.....	.....	3·25
Aberdeen—6s,1915....J&J	.....	.....	5
5s, Oct. 1, 1900 to 1918..	.....	.....	4·40
Faulk Co.—6s, 1915..S.-an.	.....	.....	5
Hanson Co.—			
6s, Refunding, 1908.J&J	.....	.....	5
Lake Co.—5s,Fdg.,10-20 yr	.....	.....	5
Marshall Co.—6s,F.'15.J&J	.....	.....	5
Mitchell—6s,1914....A&O	.....	.....	5
Watertown—6s, 1909..J&J	.....	.....	5
Yankton Co.—			
4s, Rfdg., '09 to '19.M&N	.....	.....	3¾
TENNESSEE			
6s, Unfunded, 1900...J&J	90	.....	....
6s, Compromise, 1912.....	90	.....	....
4½s,Penitent.,Oct.'13.A&O	107	.....	....
4½s, Redemp., 1913..A&O	107	.....	....
4s, Redemption, 1907.A&O	95	.....	....
3s, Settlement (100)...J&J	95	95½	....
3s,Settlement (1000),1913	95	95½	....
3s, Scrip.....	110	.....	....
Chattanooga—6s,1909A&O	110	112	....
Clarksville—4s,Water,July 1, 1909-1929.....J&J	.....	.....	....
Davidson Co.—			
5s, Asylum, 1903-'08-'13	103	.....	....
5s, F'd'g, 1900.....J&J	100	.....	....

Bonds.	Bid.	Ask.	To Net.
Davidson Co. (Concl'd)—			
4½s, 1915.....J&J	.....	.....	4½
Hamilton Co.—			
5s, Bridge, 1909....A&O	.....	.....	3·50
Henderson Co.—6s.....	.....	.....	....
Knoxville—6s, 1915.....	.....	.....	4½
5s, g., Imp., 1921...A&O	.....	.....	4
4s, Funding, 1919...J&D	.....	.....	3·45
4s, Hosp.,Junel,'29 J&D	.....	.....	3·50
Marshall Co.-5s, 1901.F&A	100	102	....
Memphis—			
6s, Comp., 1915.....J&J	120	121	....
6s, Comp., Flippin, 1907.	112	114	....
5s, Market, 1917-1922...	107	111	....
4½, Refdg., g., 1926.J&J	113	115	....
Nashville—6s, 1901....J&J	101	103	....
6s, Funding, 1905...J&J	108½	.....	....
6s, Water, 1909....M&N	113	116	....
6s, Water, 1911A&O.30	115	118	....
6s, Water, 1913A&O.30	117	.....	....
5½s, Bridge, 1905...A&O	106	.....	....
5s, Sewer, Dec., 1911.J&D	107	.....	....
5s, Water, 1921 .....J&D	112	.....	....
5s, Haymark., 1922..M&S	114	.....	....
4½s, July, 1907.....J&J	103	.....	....
4½s, 1918, Water....J&J	105	.....	....
4½s, Apr. 1, 1923...A&O	107	.....	....
4s, Water, 1919 .....J&J	102	.....	....
4s, Bridge, Oct.1, '18J&J	102	.....	....
North Knoxville—			
5s, 1919.....M&S	.....	.....	3·50
Sevier Co.—5s, 1913..July	.....	.....	4·20
Shelby Co.—			
6s, Fund., Jan. 1,'24.J&J	.....	.....	4½
Sumner Co.—6s. 1913.J&J	101	103	....
TEXAS			
Austin—			
5s,g.,W.&L.1910,'30.Q-J	.....	.....	....
Bell County—5s,1909.Apr.	96	98	3⅞
Bexar Co.—			
6s, gold, 1933, Apr. 10	.....	.....	4
5s, Bridge, 1910..Apr. 10	.....	.....	....
4½s Bridge,'09-39,Ap.10	.....	106½	3·70
Brazoria Co.—			
5s, Ct. H. refdg., 1909-19	106	110⅛	3·75
Cleburne—6s, '06-36..J&D	.....	110½	4·25
Dallas—			
7s, RR., Apr. 1904..A&O	.....	.....	4
6s, Funding, 1917..A&O	.....	.....	4
5s, Water, 1917 .....J&J	.....	.....	4
5s, Fd., July, 1931...J&J	.....	.....	4
5s, g., Aug., 1928....F&A	.....	.....	4
Denison—6s, 1904.....J&J	.....	.....	4
5s, 1912.....J&J	.....	.....	4
El Paso 5s, School, 1914-'29	.....	.....	4
5s, Water Comp. 1909-'19	.....	.....	4
Fort Worth—			
6s, Water, Feb., 1922F&A	.....	.....	....
5s, Ref., 1920.....J&J	.....	.....	....
Gainesville—			
5s, Ref., 1903-1938.A&O	.....	.....	4
Galveston—			
5s, Fund'g, 1905-15.M&N	.....	.....	4
5s, Wat., 1908-1928..J&J	.....	.....	4
5s, Lim. debt, Sep. 1, '21.	.....	.....	4
5s, Lim. debt, Junel,'23.	.....	.....	4
5s, Lim. debt, Jan.22,'25	.....	.....	4
5s, Lim. debt, 1927.....	.....	.....	4
Houston—			
6s, Funding, 1912...J&J	.....	.....	4·10
6s,comp., July, 1918.J&J	.....	.....	4·10
5s, Comp.,July,1918.J&J	107	108	....
5s, Ref., Jan.1, 1923.J&J	108	111	....
5s, Sew.,Nov.15,'39.M&N	.....	119¾	4
Lavaca Co.—			
5s, 1902-1937, April 10..	.....	.....	3⅞
McLennan Co.—			
6s, Bridge, 1909..Apr.10	.....	.....	3⅞
Palestine—5s, 1938..M&N	.....	107¼	4⅛
Paris—6s, Water, Oct. 15, 1912 to 1937.....J&J	110	.....	....
5s, Improv., June, 1930.	105	.....	....
San Antonio—			
6s,g.,Fund.,1905-15.F&A	.....	.....	4½
6s, Impt.. 1908. Opt. F&A	.....	.....	4½
6s,1915,Option.....M&N	.....	.....	4½
6s, 1916.....A&O	.....	.....	4½
5s, 1917.....F&A	.....	.....	4
Sherman—6s, Ref.'12.A&O	.....	.....	4
6s, Funding, 1930..A&O	.....	.....	4
6s, Water, 1936.....A&O	.....	.....	4
Tarrant Co., 4s, Refund....	.....	.....	3·75
Waco—5s, Gold, 1923.A&O	114	.....	....
5s, Imp., 1920 .....M&S	112	.....	....
5s, Ref., July, 1909..J&J	106	.....	....
Waller County—			
4½s, Ref'g, '08-'18...A&O	100	104	4
U. S. OF MEXICO.			
See Mexico, page 30.			
UTAH			
5s, Build'g, 1900-1910.J&J	.....	.....	3·20
5s, Territorial, 1905...J&J	.....	.....	3·20
Logan—5s, g., 1912 .J&D	100	.....	....
Ogden—6s, g..June,1901-11	.....	.....	4·00
5s, 1913.....M&N	100	.....	....
4½s, 1908-1918.....F&A	101	102	....
Salt Lake City—			
5s, Gen. f'd.,1901-11.J&J	.....	.....	....
5s, Fund., 1908 .....M&S	.....	.....	3·70
5s, Funding, 1912...J&J	.....	.....	3·70
5s, Fund., 1914.....M&N	.....	.....	3·70
5s, School Dist, 1902.F&A	.....	.....	3·70
5s, " 1913 F&A	.....	.....	3·70
4s, Ref., Sept. 1,'18.M&S	.....	.....	3·70
Salt Lake County—			
5s, Fd.,Aug.1,'06-16F&A	.....	.....	3⅞
Weber Co.—5s, '02-12.J&J	.....	103¼	4
VERMONT			
6s, Agric. College, June 1, 1910.....J&D	124	125	....
Barre—4s, June, 1903. ...	.....	.....	3·20
4s, Water,1903-1916.J&D	.....	.....	3·20
Bellows Falls—			
4s, Water, 1915.....	106	.....	....

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Bennington—			
4s, Jan., 1917.....J&J	109	.....	....
Brattleboro-4s, Jan. 1, 1904	102	.....	...
4s, Jan. 1, 1911.....J&J	105	.....	...
4s, Jan. 1, 1918.....J&J	108	.....	...
Burlington—4s, July, 1908.	104	.....	...
Newport — 4s, g., Water June 1, 1920.....J&D	109	.....	...
Northfield—			
4s, Lt.& P'r, '04-7-17. J&D	.....	.....	3·50
Poultney—			
4s, June 1, 1910 to 1918.	.....	.....	3·50
Rockingham—			
4s, Jan., 1901 to 1917. J&J	.....	.....	3·50
Rutland—4s, g., 1926. M&N	110	.....	....
St. Albans—4s, Ref. Wat. '07	.....	.....	3·50
Stowe—4s, 1900 to 1918...	.....	.....	3·50
VIRGINIA			
8s, New, c., 1932.....J&J	87½	89	....
2-3s, Funded debt, '91. J&J	85¾	86	....
6s, Trust receipts, stamped	5	8	....
Berkley—6s, 1927.....J&D	.....	115·45	5
Danville—8s, 1903-11. J&J	125	.....	....
6s, 1900.....J&J	110	.....	....
5s, Nov. 1, 1927.. ..M&N	.....	.....	4⅛
Franklin Co.—6s, 1909. J&J	90	100	....
Lynchburg—3s, 1904-7. J&J	.....	.....	4½
6s, L. & Dan. RR. 1901. J&J	.....	.....	4½
6s, 1915.....J&J	.....	.....	4½
5s, Perm. imp., 1916. J&J	.....	.....	4½
4½s, Refunding, 1927....	.....	.....	4·30
Manchester—6s, 10-40. J&J	100	.....	....
5s, Refd'g, 1931.....J&J	104½	108	....
Newport News—			
4½s, 1918-1928.....A&O	.....	105	4⅛
4s. Pav'g, Aug. '19-29 F&A	.....	106·39	3·55
Norfolk—			....
8s, May, 1901.....M&N	103	.....	....
6s, Renew'l, Jan., '14. J&J	116	.....	....
5s, Renewal, Ap., '11. A&O	110	.....	....
5s, 1924.....M&N	113	.....	....
4s, Nov. 1, 1929....M&N	.....	3·75	....
Petersburg—8s, 1903. M&N	113	.....	....
6s, 1905.....F&A	108	.....	....
Richmond—8s, 1904-09 J&J	128	.....	....
6s, 1910.....J&J	114	.....	....
5s, 1920-1922.....J&J	112	.....	....
4s, 1920-1929.....J&J	104	105	....

Bonds.	Bid.	Ask.	To Net.
Richmond—(Con.)			
4s, July 1, 1924.....J&J	104	105	....
4s, 1925.....J&J	104	105	....
4s, 1926.....J&J	104	105	....
4s, Refd'g, reg. 1929. J&J	104	105	....
WASHINGTON.			
3½s, Fund., Apr. 1905, Apr. 1	.....	.....	3·70
Ballard—6s, g., 1915.. J&J	.....	.....	5
East Tacoma—6s, Sch. Dist., Feb. 1, 1900.....F&A	.....	.....	5
Fair Haven—6s, g., '11. J&J	.....	104	5⅝
King Co. Sch. Dist. No. 10—			
4½s, Sept. 1, 1919..M&S	.....	105·05	4·12
Pierce Co.—6s, 1911..June	.....	.....	5⅛
5s, May 2, 1912.....May	100	.....	....
San Juan Co.—			
6s, g., F'dg, Sep. 1, '05-15.	.....	104·90	5½
Seattle—			
6s, Sch. g., Jan. 1, '1909 J&J	105	.....	....
5s, F'dg, g., July, 1913. J&J	107½	.....	....
5s, g., Apr., 1912....A&O	107	.....	....
5s, Sch. Dis. No. 1, '10. J&J	.....	.....	5
5s, Sch. Dist., No. 1. 1915	.....	.....	5
Skagit Co.—			
6s, g., Fund, Dec. 1, 1913	.....	107½	5⅜
Spokane—6s, Oct. 1, '11. A&O	.....	117½	4·20
5½s, Feb. 1, 1918....F&A	.....	117	4·20
5s, g., Ref'd'g, Sept. 1, 1914	.....	106	4½
Spokane Co.—6s, School...			
Dist., July 1, 1910...J&J	.....	.....	5
Tacoma—			
6s, Apr. 15, 1911....A&O	100	.....	....
5s, g., June 1, 1913..J&D	98	.....	....
Whatcom Co. 6s, 1911 Dec.	.....	.....	5⅜
Whitman Co.—5s, 1912. Apr	103½	105	....
WEST VIRGINIA.			
Charleston—			
4½s, Sch. Dist. 1919-'29..	.....	.....	3·60
Huntington—			
6s, Paving, Oct. 1, 1921.	.....	.....	4
5s, Sch., Mar., 1900-1910.	.....	101	4
Parkersburg—			
5s, Park, June 1, '16. June	.....	.....	4
5s, Sept. 1, 1917..Sept. 1.	.....	.....	4
Wheeling—			
6s, Bdge., Nov. 1, '01-24.	.....	.....	4
5s, City, July 1, 1919....	.....	.....	4

Bonds.	Bid.	Ask.	To Net.
Wheeling—(Con.)			
4½s, Bridge, July 1, 1924	.....	.....	4
WISCONSIN.			
Ashland—5s, F'd'g, '09 J&J	.....	108½	4⅛
Bayfield Co. 5s, g. 1915 A&O	.....	111·65	4
Burlingt'n 5s, Sch., '01 to '06	.....	.....	4½
Cassville 5s, '02 to '11. A&O	.....	.....	4½
Chippewa Co.—			
5s, Dec., 1901.....Dec.	.....	104	4·10
Elkhorn—5s, Water, '00 to '07	100	.....	....
Elroy—5s, 1910 to '19. J&J	.....	.....	3·87
Green Bay—5s, 1901 to '17.	.....	.....	3·75
Kenosha—3½, '09-'19..J&J	.....	.....	3·25
La Crosse—			
5s, Bridge, Jan. 15, '10. J&J	110	.....	....
3½s, July 1, 1909-'19. J&J	.....	103½	....
3½s, Ref'd'g, 1919..A&O	.....	.....	3·25
Madison—4s, Ref., '15. A&O	95	.....	....
Milwaukee—			
7s, General, 1901....J&J	.....	.....	3·20
7s, Water, Jan. 1, '02. J&J	106	.....	....
5s, July 1, 1907.....J&J	110	.....	....
5s, July, 1910.....J&J	115	.....	....
5s, Liby&Mu. '00 to '17 J&J	.....	.....	3·20
4s, Water, 1906-7....J&J	.....	.....	3·20
Milwaukee Co.—			
5s, Build., July 1, '07. J&J	106	.....	....
5s, School, July 1, '14. J&J	109	.....	....
Oshkosh—4s, 1918....F&A	.....	110¾	3·25
Racine—5s, Adjust., '12. Ann.	.....	104	4⅝
4s, School, June 1, '13. J&D	.....	.....	3·20
3½s, Sch., 1919, July 1..	.....	.....	3·20
Sheboygan 4½s, 1911. M&N	107	108¼	3¾
South Milwaukee—			
5s, Wat'r, Oct. 1, 1913 A&O	.....	.....	4
Superior—			
6s, Sewer, Ag. 1, 1910. F&A	.....	120¾	3⅞
Waukesha—4s, School, Apr. 1, 1900 to 1918.....J&J	.....	.....	3¾
WYOMING.			
6s, Capitol, 1902-1911.....	.....	.....	3·35
6s, Univer. Build'g, 1902 to 1911.....Jan. 1	.....	.....	3·35
Cheyenne—			
5s, Refdg., 1909-'29..J&J	104	105	....
Uinta County—4½s, Refdg. July 1, 1909-1918....J&J	.....	104·10	4

* Flat price.

MISCELLANEOUS SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices.

Bonds.	Bid.	Ask.
MISCELLANEOUS BONDS.		
Acker, Merrall & Condit 6s..1903	100	102
Adams Express col. tr. g. 4s, 1948	104¼	105
Albe. & Ches. Canal Co.—7s, 1909	§100	102
Alton Br.—See St. C. M. & St. L. RR.		
Amer. Bell Telep'ne—Deb. 4s, 1908	§100¾	101½
American Bicycle Co.—		
S'kg f'd, g. deb., 5s, Sept. 1, '19 M&S	§ 91	92½
American Brew. Co. 6s, 1915 J&J	.....	117
Amer. Cot. Oil, deb., 8s, 1900, Q-F	103	104
Amer. Graphoph'e. Deb. 5s..M&N	100	.....
Amer. Mail Steamship Co.—		
1st g. s'g f. 6s, Nov. 1, '00-'08 M&N	§103	105
Amer. Safe Dep. Co.—6s, 1903. Q.-J.	.....	.....
American Security & Trust 4s.....	100	.....
Amer. Spirits, g., 6s, 1915....M&S	82	86
Amer. Strawboard Co., 6s....F&A	§102½	.....
American Thread Co.—		
1st coll. tr., g., 4s, 1919. ....J&J	.....	97½
American Writing Paper—		
1st g. 5s, July 1, 1919, Opt. 1909	§ 81	82
Artesian Water (Tenn.) 5s...1905	107	108
Asphalt Co. of America—		
Certfs.—Col. tr., g., 5s, 1949 .A&O	.....	‡83
Atchison & East. Bridge—See RR.		
Augusta Fact'y 1st M. 6s, '15. M&N	111	.....
B. & S. Car Co., 1st, g., 6s, 1942, J&J	103	107
Battle House (Mobile) 6s.....	111	.....
Berg. & Engle Brew., 6s, 1921. J&J	.....	105
Bon Air Coal, 2d series, 6s, '28. J&J	105	108
Booneville Bge.—See M. K. & T. RR.		
Boston & Mont'a, 7s, 1902...M&N	§107	.....
7s, 1907.....M&N	§115	.....
Boston El. Lt.—6s, 1908.....M&S	§115	.....
do 5s, 1924.....M&S	§111	.....
Boston Term. Co.—3½s, 1947 F&A	§113¾	116
Broadway Realty—G. 5s, 1926 ...	§110	.....
Bklyn Ferry Co.—5s, g., 1948. F&A	§ 88¾	90
Brooklyn & N. Y. Ferry—		
1st 6s, Jan. 1, 1911.....J&J	§115	118
Bklyn Wf. & W. Co, 1st, 5s, 1945, F&A	70	71
Buffalo Gen. Elec. Ref'g, g., 5s, 1939	§108½	110½
Buffalo Iron 5s, 1925.....A&O	70	78
Butte & Boston 6s, 1917.....A&O	§ 77	90
Cairo Bridge—See Ill. Cent. RR.		
Cambria Iron—6s, g., 1917 ...J&J	106	.....
Cent. Hudson Steamboat Co.—		
1st 5s, 1919.....M&N	100	103
Central Union Telephone Co.—		
1st, g., 6s, July 1. 1906-16...J&J	§112½	113½
5s, g., Jan. 1, 1909-1919....J&J	§104½	105½
Century B'ld'g (St. Louis) 6s, 1916	88	95
2d mort. 6s, 1917.....A&O	70	80
Champaign & Urbana Water—		
1st, g., refunding 5s, 1909-1914.	§.....	105
Chat'n'ga City Wat. Co.—6s, '12, J&J	§100	.....
Ches. & Del. Canal—5s, 1916..J&J	.....	.....
Ches. & Pot. Tel., 5s, 1911....J&D	103	.....
Cons. 5s, 1909-1929.....J&J	103½	106
Chic. Cons. Brew. & Malt. 6s. J&J	§.....	.....
Chic. Edison Co., Deb. 6s. ....J&J	§101	101½
1st mort., g., 5s, 1926.....A&O	§108	109
Chic. Junct., col., g., 5s, 1915, J&J	§.....	115
Chic. Sub. Water & Elec. Lt.—		
1st, g., 5s, Aug. 1, 1949.....F&A	§.....	103½
Cin. Chamb. Com., 4s, 1908, J&J.	§100¼	.....
Cleve. El. Ill. Co.—1st, g., 5s, 1927.	§107½	.....

Bonds.	Bid.	Ask.
Col. Fuel & Iron—		
Col. Coal & I. Dev. Co., 5s, 1909..	50	60
Colorado Coal & Ir., 6s, 1900, F&A	.....	103
Col. Fuel Co., 6s, gen., g., '19, M&N	100	.....
Gen., g., 5s, s. f., 1943....F&A	.....	95
Col. Riv. Bge.—See Int. & Gt. N. RR.		
Columbia College—3s, 1909..J&D	§‡.....	100
Columbus Elec.—6s, 1922....M&N	88	92
Commercial Bldg. Co., 6s, '07, M&N	100	102
Conn. L't'g & Pow. Co., g, 5s, 1939.	§101	.....
Consolidated Coal, 6s, 1911, M&S.	90	95
Consol. Water Co. of Utica—		
1st g. 5s, Jan., 1930.....J&J	§ 99	105
Contra Costa Water, 5s, 1915. J&J	106¾	107½
Consum. L. H. & P. Co. (Eliz. N.J.)		
5s, 1938.....J&D	§109	.....
Cov. & Cin. Bdg., 1st, g., 4s, 1915..	§104	106
Cumberland Teleph. & Telegr.—		
g. 5s, 1918..... .....J&J	§110	.....
Denver Union Water 5s, 1914 J&J	84	88
Domin. Coal, 1st, 6s, 1913....M&S	§.....	110
Eagle & Phenix Mfg. Co., 6s, 1928	105	107
Ed'n Elec. Ill. Co., N.Y., 1st, 5s, 1910	110	.....
1st con. g. 5s, 1995.....J&J	120	123
Edison Light & Power, S, F. 6s, Q-F	130	.....
Edison Elec. (Bklyn.)—See Kings Co. E lec.		
Edison Elec. (N.O)—G. 5s, 1929 J&J	102	109
Edison Elec. Illum., Savannah, 6s.	105	107
Ellicott Square Co. 1st g. 5s, 1935	§107½	110
1st g. 6s, 1910.....	§100	105
Elmira Mun. Imp.—5s, 1942. Certfs	.....	50
Enterprise Mfg. Co., 1st, 6s, 1903.	101	.....
Erie Tel. & Tel., 6s, 1909.....A&O	§106	.....
Col. tr., g., s. f., 5s, 1926 ....J&J	§105	107½
Debenture gold 5s, 1928-29. J&J	§100	.....
Evansville Brewing—6s, 1915....	§ 65	85
Evansville Cotton Mill—6s, 1910.	§100	103
Fay & Egan Co. (Cin.)—6s. 1903-'43	§106	107
Ft. S. & V. B. Br.—See St. L. & S. F. RR.		
Foxburg Bge.—See Pitts. & W. RR.		
Frank Jones Brew. Co.—deb., 5s, £	ℓ 69	74
Gen. Electric, deb., g., 5s, 1922, J&D	114½	117
Gramercy Sugar, 6s, g., 1923. A&O	.....	90
Grand River C. & C. g. 6s, 1919..A&O	100	.....
Hackens'k Water Re-org. con. 5s..	§105	.....
1st, g., 5s, 1926.....J&J	§105	.....
Hartford Elect. Light.—5s, 1915 .	§105	.....
Hartf'd L. & P. 6s, 1912, Opt. A&O	§100	.....
Hawaiian Com. & Sug. 5½s, 1916.	109	113
5s, 1919.....A&O	106¼	.....
Hecker-Jones-Jewell, 6s, 1922 M&S	70	80
Henderson Bridge—See RR.		
Hoboken Ferry—1st 5s, '46..M&N	§110	111
Hoboken Land Imp., 5s, '10, M&N	§105	.....
Hudson River Water Power Co.—		
1st, g., s'k'g. f'd., 1914-'29. M&N	§100	101
Huntington Water.—6s, 1913. M&N	§100	.....
Hydraulic Press Brick, 5s, 1904..	100	102
Ill. Steel Co., deb., 5s, 1913..A&O	100	102
Imperial Bldg. Co.—6s, 1913..J&J	102	104
2d, 6s, 1908.....M&S	80	90
International Navigation—		
1st g. 5s, Feb. 1. 1909-1929....'	§101	103
Internat'n'l Paper—6s., 1918. F&A	107	109
International Silver, 6s, 1948 J&D	§100	102
Iron Steamboat Co., 6s, 1901, J&J	45	.....
Jackson Brewing (N. O.) 1st 6s....	100	.....

Bonds.	Bid.	Ask.
Jefferson & Clearfield C. & I. Co.—		
1st, g., 5s, 1926.....J&D	§105	.....
2d, gold, 5s, 1926.....J&D	97	.....
Kan. C. & M. Ry. & Bridge—See RR.		
Keithsburg Br.—See Ia. Cent. RR.		
Keokuk & Ham. Bridge—See RR.		
Ky. Title Co. R. E. bonds, 6s....J&J	§102	103
Kentucky Wagon, 6s, 1901...J&D	§102	103
Kings Co. Elect. Light & Power—		
1st gold 5s, 1937..... A&O	§106	110
Purchase money 6s, gold, 1997..	§119	122
B'klyn Edis. Ill. cons. 4s, '39. J&J	.....	100
1st, g., 5s, 1940., call. Oct. 1, 1900	110	.....
Kinloch Telephone, 5s. 1928. F&A	99	100
Knickerb'ker Ice—(Chic.) g., 5s. '28	.....	95
Laclede B'ld'g Co.—5s, 1919. M&N	102	104
La Grange Furnace, 6s, 1912. Aug.	12	17
Lamson S. Service—6s, 1909. M&S	.....	‡103½
Leavenw. Term. Bridge—See RR.		
Lehigh Coal & Navigation—		
4½s, g., 1914..... Q-J	112⅜	.....
Railroad, gold, 4s, 1914.....Q-F.	104	.....
6s, extend. to 4s, g., 1914...Q-F.	104	.....
Consol. mort., 7s, 1911.....J&D	127	.....
Gen. mort., g., 4½s, 1924....Q-F	103	.....
Coll. tr., g., 4½s, Sept. 1, '05. M&S	.....	104
Funding 4s, g., July 1, 1948. J&J	102	.....
Leh. Val. Coal Co.—See RR.		
Levee S. Cot. Press, 1st, 6s, '07, M&N	100	.....
Long Branch Water, 5s, 1906.....	Basis	4%.
Los Angeles Lt. Co., 6s, 1905. J&J	99	100
Guaranteed, 6s, 1905.....J&J	.....	.....
Guar. 5s, 1924.....A&O	.....	103
Louisv. Board of Tr., 6s, 1910, J&J	§105	106
Louisv. Water Co., 1st, 6s, 1906, A&O	§114	115
2d, 5s, 1910.....F&A	§113	114
Lowell El. Lt. Cor., 1st, 5s, g., '14. J&J	§103	.....
Madison Sq. Gard., 1st 5s, 1919 M&N	101	105
6s, 1919..... .....M&N	30	50
Maryland Brew'g Co.—6s, g., 1939	§ 85⅜	86
Maryland Steel Co., 5s, 1922, F&A	§ 90	98
Masonic Hall Ass'n (Wash.) 5s, '08	108	.....
Mason. Temp. (Memph.), 5s, 1910-30	107	108
Merch. Br.—See St. L. Mer. Term.		
Metro. Opera & R. E., 5s, 1903....	102	.....
Mich. L. Superior Power Co.—		
1st g. 5s, May 1, 1949.....M&N	§ 95	100
Michigan Telephone—		
1st sinking fund, g., 5s, 1917. J&J	§110	.....
Cons. g. 5s, Jan. 1, 1929....J&J	§101	102
Milford Water—1st 5s, 1918. A&O	§100	.....
Minneapolis Brew.—G. 7s, Apr. '13	113	115
Miss. Levee (W. B. I. & S. Co.), 6s.	112	115
Miss. Levee (Yazoo Delta), 6s.....	120	122
Miss. Riv. Br.—See Chic. & Alton.		
Mo. Elec. Light, 2d, 6s, 1921, Q-May	120	123
Mo. Edison Elec. 5s, g., 1927. F&A	93	95
Monongahela Light & Pow. Co.—		
1st g., 5s, June 1, 1949.....	103	104
Morris Aqueduct—4s, 1915...F&A	‡.....	100½
Muncie (Ind.) W. W. Co., 6s, '13, F&A	§100	.....
Mystic Wharf & Stor'ge (Boston)—		
1st, gold, 5s, Dec. 1, 1906..J&D	§102½	105
Nat'l & Prov. Worsted Mills, 6s....	100	.....
Nat. Starch Co., 1st. g, 6s, 1920. M&N	104½	.....
N. E. Cotton Yarn Co., 1st, g, 5s 1929	§103	103½
New England Tel., 5s, 1919. A&O	§.....	.....

§ Purchaser also pays interest. ℓ In London. ‡ Sale price.

Bonds.	Bid.	Ask.
New Haven S.S. Co.--6s, 1902. A&O	§103	.....
N. O. Cotton Ex., 1st, 5s, '06, Q-Jy.	102½	.....
New York Biscuit Co.—6s, 1911 ..	114	.....
N. Y. & E. R. Ferry—5s, 1932. M&N	§ 95	99
N. Y. Gas & Elec. L. H. & P. Co.—		
1st g. 5s, Dec. 1, 1948 .....J&D	103½	105
Col. tr. 4s, 1949	93½	94
N. Y. & Hob. F.. gen. 5s, 1949..J&J	§ 93	95
N. Y. & N. J. Ferry—5s, 1946 J&J	107	110
N. Y. & N. J. Telep., 5s, g., '20, M&N	111	113
N.Y.& S. B'klyn Ferry, 5s.'06. M&N	§ 90	.....
N. Y. Susq. & Western Coal Co.—		
1st 6s, 1912.....M&S	98	.....
N. Y. & Wilkes-Barre Coal Co.—		
1st 6s, 1933;.....M&N	.....	50
Niagara Falls Power 5s, 1932....	§107	109
North Hudson L't H. & P. Co. (Hoboken, N. J.)—5s, 1938.....A&O	109	.....
Oakland Water 5s, guar. 1915 J&J	105	106½
Oceanic Steamship 5s..'09-'24. J&J	104¾	105¼
Ocean Steamship Co.—See Central	RR. of	Ga.
Pacific Coast Co.—G..5s, 1946 J&D	107	107⅝
Passaic Water Co., Paterson, N.J.—		
Gen. M., g., 5s, Jan., 1937, J&J..	100	107
Pennsylvania Canal—6s, 1910, J&J	48	....
Pennsylvania Steel—5s, 1917. M&N	.....	110
Con., gold, 6s, 1925.....M&S	.....	.....
People's L't, H.&P'r (Phillipsb'g)—		
1st g. 5s, Jan. 1, 193	97	100
Phila. Bourse 5s, 1913.....M&N	§.....	.....
Phila. Electric Coll. tr. g. 4s, 1949	.....	.....
Pittsburg Brewing 6s, 1949.....	106½	107
Pleasant Val. Coal—5s, 1928..J&J	105	107
Portland Water Co., 4s, 1927. F&A	§105	107
Procter & Gamble—1st, 6s, 1940	§112	113
Prov. Fall R. & Newport Steamboat 1st, g., 5s, June 1, 1916 ...J&D	§104½	106
Raleigh Water Co., 6s, 1911..F&A	105	.....
Rapid Tran. Ferry—G., 5s, '44. M&N	.....	102½
Rochester & Pitts. Coal & Iron—		
Purch.-money g. 5s, 1946..M&N	102	.....
St. Charles Br.—See Wabash RR.		
St. Joseph Water—6s, 1909..J&D	§100	.....
St. L. Agr. & M. Ass'n, 1st 5s, '01-'06	100	108
St. L. Brew. Ass'n, 6s, 1914, J&J.	99	100
St. L. Cot. Com. Co., 6s, 1910, M&N	94	96
St Louis Exposition 6s, 1912. M&N	91	93
St. L. Term. Cupples Stat. & Prop.—		
1st g., 4½s, 1917 ..... J&D	§100	105
St. Paul Union Depot—6s, 1930...	§130	.....
Consol. 5s, 1944.....	§116	.....
Consol. 4s, 1944.....	§100	.....
Sharon Estate, 5s, 1903.....A&O	§100	.....
Sibley Mfg. Co., 6s, 1st, 1903.....	104	105
Sloss Iron & S. Co. 1st, 6s, 1917 F&A	100	.....
Gen. 4½s, 1918 .....A&O	75	.....
So. Yuba Water 6s, g., 1923...J&J	106	.....
Springfield Brew.—6s, g., 1909-'1 .	§.....	101
Spring Val. Water—6s, 1906..M&S	115	115½
4s, 1917.....Q-F	104¼	.....
3d mtg., g., 4s, 1906.....Q-M	102¼	.....
Standard Rope & Twine—		
1st, g., 6s, 1946.....F&A	83	84
Income g. 5s, 1946.....	21	22
Stillwell Bierce & Smith Vail Co.—		
1st gold 6s, 1903-1918.....	§107	108
Sunday Creek Coal, g., 6s, '12..J&D	95	.....
Susquehanna Coal, 6s, 1911, J&J.	115	121
Swift & Co.—1st mtg. 6s, 1910 J&J	§105	105¼
Tampa (Fla.) Water-Works Co.—		
1st M., g., skg. fd., 6s, 1915. M&S	104	.....
Tenn. C. I. & RR.—		
Tenn. Div., 1st, 6s, 1917....A&O	107	109
Birm. Div., 1st con., 6s, '17, J&J	.....	110
Cahaba C. M. Co., 1st, 6s, '22, J&D	106	112
De Bard. C. & I. Co., 6s, 1910, F&A	108	.....
South Pittsburg, 6s, 1902..F&A	100	.....
Pratt Coal & Ir.—7s, 1903. M&N	112	120
10th-23d St. Fer. Co., 1st, 5s, '19, J&D	§106	108
Tenn. Cotton Mfg. Co.—6s, '05. J&J	85	90
2d mort., 6s, 1912.....J&J	32	38
Torrington Co., 1st g. 5s, '18..M&S	§105	108
Union Dairy Co., 5s, 1901....M&N	100	102
Union Ferry Co.—5s, 1920.. M&N	100½	101½
Union S'v'gs B'k & Tr. Co. 6s, 1898.	.....	100
United Electric Lt. & Power, Balt.,		
1st, consol., g., 4½s, 1929..M&N	90½	92
United Elec. Co. of N. J , 4s..1929	§ 79	80
United Electric Security Co.—		
Coll. Tr. g. 5s, ser. 1 to 11 .1926	§102	103
U. S. Elec. Lt. Deb. 6s, 1907. M&M	110	115
Cert. of indebt. 6s, 1907....A&O	110	115
U. S. Envelope Co.—6s, g. 1918. J&J	§106	110
U. S. Flour Mills—6s, 1939.....	40	50
U.S. Leath.—S.f. deb., 6s, g.'13. M&N	115¾	116½
U. S. Mortgage & Trust Co.—Real		
estate 1st g. coll. trust bonds—		
Series C, 5s, 1900-1915..M&N	100	.....
Series D, 4½s, 1901-1916..J&J	100	.....
Ser. E, F, G & H, 4s, '17-18. J&D	100	.....
Series I & J, 4s, 1914-1919 ..	100	.....
Utica Electric Light & Power—		
1st g. sink'g fund 5s, 1950..J&J	102	105
Wash. Mark. Co..1st, 6s, '92-'11, Q-J.	113	.....
Imp., 6s, 1912-27.....Q-J	113	.....
Extension, 6s, 1914-27.....Q-J	113	.....
West. Un., deb., 7s, '75-1900, M&N	101½	.....
Debenture, 7s, 1884-1900, M&N.	101½	.....
Collateral tr., cur., 5s, 1938, J&J	112	114
Mutual Union 6s, 1911 ....M&N	109	.....
Northwestern 7s, 1904.....J&J	107	.....
Real est., g., 7s, 1902.....M&N	§105	.....
Western Stone Co., 5s, 1909..A&O	.....	.....
Wheel. L.E. & P. Coal—g., 5s, 1919	32	40
Wyoming Val. Elec. L't, H't & P'r—		
1st 5s, Nov. 1, 1908-1928..M&N	101	102
GAS BONDS.		
Balt. Consol. Gas, 6s, 1910....J&J	114½	.....
Consol. 5s, 1939.....J&J	108½	109
Boston Un. Gas, 1st, 5s, 1939, J&J	§ 80¼	.....
2d. 5s, 1939.....J&J	§ 50	54
Brookline (Mass.) Gas Light Co.,		
gen. 5s, 1913.....F&A	§105	.....
Brooklyn Union Gas Co.—		
1st cons. 5s, g, May 1, 1945. M&N	115	116
Buffalo City Gas, g., 5s, 1947. A&O	§ 72	75
Carondelet Gas, 6s, 1902.....J&J	100	102

Bonds.	Bid.	Ask.
Chesapeake Gas, 6s, 1900....J&D	100¼	101
City Heat & Light, Fostoria—		
1st, g., 5s, 1928.....M&S	§ 98	100
Columbus Gas Co., 1st, 5s, g., '32, J&J	§105½	106½
Cons. Gas Co., J.C., 1st, 6, 1904, M&N	§103	.....
Consol. Gas Co. of N. J.—		
1st con. g. 5s, 1936.....J&J	85	87
Denver Gas & Electric Co.—		
1st g. 5s. Mar. 1, 1949.....M&N	78	79
Detroit C'y Gas, Pr. l'ng. 5s, '23. J&J	94¾	95⅛
Detroit Gas, con, 1st, M. g. 5s, 1918	.....	.....
Equit. Illum. Gas, Phila—5s, g. 1928	106¾	.....
Evansville Gas & Elect.—5s, 1913	§ 98	100
Ft. Wayne Gas Co., 1st, 6s, '25. J&J	60	67
Gas Co. of Luzerne Co. (Pa.)—		
1st g. 5s, July 1, 1908-1928..J&J	102	107
Glen Falls Gas & Elect. Light—		
1st g., 5s, Aug. 1, 1919.....F&A	§.....	103
Gr. Rapids Gas-L. Co. 1st 5s, '15. F&A	§102	105
Harrisburg Light, Heat & Power—		
1st g. 5s, July 1, 1924.....J&J	104	105
Haverhill Gas Light Co.—		
1st g. s'k'g f'd July 1, 1929...J&J	§.....	106
Hudson Co. Gas—5s, g., 1949	102	103
Hudson River Gas & Electric Co.—		
1st Ref. g. 5s, 1929.....M&N	§105	106
Indiana Nat. & Ill., 1st, 6s, '08, M&N	60	67
Indianapolis Gas, 1st, 6s, '20, M&N	103	105
Joliet Gas 1st, g., 5s, 1908-'38. A&O	§.....	103½
Kansas City (Mo.) Gas 5s, '22. A&O	§101½	103
Laclede Gas St. L., g. 5s, 1919, Q-F	.....	109¾
Lafayette Gas Co., 1st, 6s, '24, M&N	60	65
Lockport (N. Y.) Gas & Elec. Lt.—		
1st M., g., 5s, Feb. 1, 1920..F&A	§102	.....
Logansp't & Wab. Val. Gas 1st 6s, '25	58	60
Louisville Gas Co., 5s, 1916, A&O.	§107	108
Madison Gas & Elec. g., 6s, '26. A&O	§107	110
Minneapolis Gas 6s, 1902....M&S	.....	104
Cons. 6s, Mar. 1, 1910-30...M&S	.....	110
Mun. Gas., Albany 6s, 1st M., 1906.	§110	111½
Municipal Gas Co. (Yonkers)—		
6s, Jan. 1, 1904.....J&J	§100	105
Newark Gas 6s, 1944.....Q-J	§137	140
Newark Consolidated Gas Co.—		
Cons. g. 5s, Dec. 1, 1948. .J&D	§103	105
New Eng. Gas & Coke—5s, g., 1937	§ 72½	73
N. London G. & Elec., g. 5s, '27 A&O	§104	.....
New York City—		
Central Un. Gas 5s, g., 1927. J&J	§101	103
Consol. Gas deb. 5s, 1908..M&N	§ 98	100
Equitable Gas 1st 5s, 1932. M&S	115	118
Certs. Indebt. 5s, '01-'06 M&N	.....	.....
Metropolitan Gas 6s, 1901. F&A	§101	103
New Amsterd. Gas 5s, 1948. J&J	§ 93	93½
N. Y. & E. River Gas—Con. 5s, '45	100	105
1st M., gold, 5s, 1944.....J&J	110	112
N. Y. Gas & El.—See Miscell.		
N. Y. & Suburban 5s g. 1949 M&S.	.....	.....
Northern Un. Gas 5s, 1927. M&N	§ 90	95
Standard Gas—1st 5s, 1930. M&N	§115	118
N. Y. & Queens Gas & Elec. Co.—		
1st g. 5s, 1949.....J&J	§105	103
Norwich Gas & Elec., g. 5s, '27 J&J	§104	.....
Oakland G. L. & H. 2d 5s, 1916. M&S	108	110
Ohio & Indiana Gas, 1st, 6s, 1926	59	61
Paterson & Passaic Gas & Elec.—		
Consol g, 5s, 1949.....M&S	§101	102½
People's Gas & Coke, Chicago—		
1st, guar., gold, 6s, 1904...M&N	106	.....
2d guar., g., 6s, 1904.....J&D	103	.....
1st con., g., 6s, 1943.....A&O	.....	125
Equit. Lt. & Fuel 6s, 1905....J&J	103	.....
Chic. G.-L. & C. 1st, g., 5s, '37..J&J	§108½	109½
Consum. Gas, Chic., 1st, g., 5s, '36	106	.....
Mutual Fuel Gas g., 5s, 1947 ...	.....	.....
Refunding gold 5s, 1947...M&S	.....	.....
People's Light Co. (Pittston, Pa.)—		
1st g. 5s, Mar. 1, 1909-'29..M&S	100	103
Philadelphia Company—		
1st col. tr., g. 5s, 1949 .....M&S	108	108½
Pittsburg Consolidated Gas—		
1st 5s, g., Feb. 1, 1948.....F&A	112	.....
Quincy (Ill.) Gas & Light—		
1st 5s, Jan 1, 1929.. .....M&S	§.....	103½
St. Joseph Gas—1st, 5s, 1937. J&J	§ 94	96
St. Paul Gas-L.—Con. ex., 6s, 1918	§115	120
1st, 6s, 1915.....J&J	§115	120
Gen., g., 5s, 1944.....M&S	82	87
Stockton Gas & Elec.—6s, '05. M&S	101	105
Syracuse Gas, g., 5s, 1946....J&J	85	90
Trenton G. & El. Co., g. 5s, '49. M&S	§104	106
Troy Gas, 2d 6s, 1923.....F&A	§120	.....
Consol. 5s, 1939.....F&A	§114½	116½
Wash. Gas Co.—A, 6s, 1902-27, J&J.	115	.....
B, 6s, 1904-29.....J&J	115	.....
West. Gas, Mil., 1st, g., 5s, '33, M&N	103	106
Williamspt. Gas—1st g. 5s, '39. F&A	§107	108
Wyandotte Gas Co. (Beth'm, Pa.)		
1st g. 5s, July 1, 1909-1929. J&J	100	103
GAS STOCKS. Par.		
Augusta Gas Co.....25	† 36	.....
Baltimore Consolidated Gas...100	55½	56
Boston—Bay State.....50	† 1	.....
Charlestown Gas & Electric. 50	†.....	‡83
East Boston Gas..... 25	† 42½	.....
Jamaica Plain Gas Light....100	.....	‡105
Brooklyn Union Gas Co.....100	148	150
Buffalo City Gas Co. com.....100	4	7
Cambridge Gas Light.....100	‡.....	255
Chelsea Gas Light.....100	‡.....	80
Cincinnati Gas & Coke.....100	193½	194
Columbus Gas Lt. & Heat'g Co.100	x 53	56
Preferred.....100	82	83½
Consolidated Gas of N. J.....	17	21
Consumers' Gas (Toronto).....50	219	223
Denver Gas & Electric 100	36	38
Detroit City Gas Co.....50	96	97
East Newark Gas-Light Co...100	250	.....
Elizabeth Gas-Light Co.....100	125	.....
Essex & Hudson Gas Co.....100	38	42
Evansville Gas & Elect. Lt....100	75	90
Fort Wayne Gas Co.....100	38	42
Georgetown Gas.....25	† 55	.....
Grand Rapids Gas.....50	100	104
Hartford (Conn.) Gas-Light.....25	† 45	.....
Hudson County Gas.....	35	43
Indiana Natural & Illum. Gas.100	40	45

Stocks. Par	Bid.	Ask.
Indianapolis Gas.....50	100	105
Kansas City Gas.....100	40	50
Laclede Gas Light, com.....100	79½	80
Preferred.....100	95	100
Lafayette Gas.....100	40	45
Logansport & Wabash Val. Gas 100	40	45
Louisville Gas-Light.....100	100½	101
Lowell Gas 100	400	.....
Lynn Gas & Electric 100	230	.....
Madison (Wis.) Gas & Elec. Co. 100	80	83
Montreal Gas.....40	191	194
Municipal Gas (Albany).....100	213	220
Nashville Gas Light Co.....50	97	101
Newark Consolidated Gas.....100	55	60
New Bedford Gas & Edison.....100	.....	148
New England Gas & Coke.....100	19	19½
New Haven Gas Light.....25	† 85	.....
New Orleans Gas-Light.....100	105½	106½
New York City—Consolidated..100	187	190
Mutual.....100	285	300
New Amsterdam com.....100	26⅛	26½
Preferred.....100	47	48
Standard, com.....100	110	120
Preferred.....100	135	150
Oakland Gas-Light & Heat....100	43¼	45
Ohio & Indiana Gas.....100	40	45
Pawtucket Gas.....50	† 95	.....
Paterson & Passaic Gas & Elec..	38	40
People's Gas Lt. & Coke (Chic.) 100	105⅛	105¼
Philadelphia United Gas Imp .50	†‡..	150
Pittsb'g Consolidated Gas, pref. 50	† 52½	53
Manufacturers' Gas.....50	†105	.....
People's Natural Gas.....50	† 48	.....
People's Nat. Gas & Pipe'g ..25	† 20	21
Philadelphia Co.....50	† 36⅞	37
South Side Gas.....25	†.....	25
West. Penn. Gas Co.....50	† 50	.....
Portland (Me.) Gas-Light.....50	† 85	90
Providence Gas.....50	† 97½	.....
St. Joseph Gas.....100	38	41½
St. Paul Gas-Light.....100	50	55
Salem (Mass.) Gas-Light.....100	120	150
San Francisco Gas & Elec.....100	50⅞	.....
Equitable Gas-Lt Co ($5 pd)..20	† 4½	5
Pacific Gas Improvement ...100	45¼	.....
Pacific Lighting Co.....10	† 41¼	.....
San Francisco Gas.....3	† 4⅞	5¼
Savannah Gas-Light.....25	†x25½	26
Stockton Gas & Electric Co.....50	† 12	.....
Syracuse Gas Co.....100	10	13
Toledo Gas Light & Coke Co..100	120	123
Troy (N. Y.) Gas.....100	145	150
Union Gas & Electric of N.J....100	50	60
Preferred 100	100	103
Waltham Gas & Light Co.....100	.....	114
Washington (D. C.) Gas.....20	†x53⅛	53⅜
Western Gas of Milwaukee....100	99	101
Wheeling Gas Co.....50	† 60	.....
Worcester Gas.....100	200	.....
MINING STOCKS.		
Adventure Consolidated.....25	† 5	5¼
Aetna Consol. (Quicksilver).....5	† 4	5
Alamo.....1	.....	16c
Allouez.....25	† 2¾	3¼
Amalgamated Copper.....100	82¾	83¼
American Coal.....25	140	160
Am. Gold Mining Co. (St. L.)....10	1·30	1 35
Amer. Zinc, Lead & Smelting...25	† 15½	16
Anaconda Copper.....25	† 40	40½
Anchoria-Leland.....1	80c.	.....
Arcadian.. 25	† 16	17
Argentum-Juniata 2	.....	22c.
Arnold.....25	† 5½	6
Ash Bed.....25	† ½	1
Atlantic.....25	† 24	26
Baltic (assess't. paid).. 25	† 17	18
Bankers.....1	13⅛c	13⅜c
Banner Gold.....1	4⅞c.	5c.
Bingham (Cop. & Gold).....10	† 9½	10
Bob Lee.....1	7c.	7¼c.
Bon Air Coal, preferred.....100	97	100
Bonanza Development Co.....10	† 1¼	1⅜
Bonne Terre F. & C. Co.....10	† 2	4
Boston (Quicksilver).....10	† 4¾	5½
Boston & Cr. Cr. (gold) (asses. pd.) 2	20c.	35c.
Boston & Montana 25	†x268	269
British Columbia.....5	† 8¾	9½
Buffalo Iron Co. (Nashville)...100	45	55
Preferred.....100	70	80
Butte & Boston.....25	† 48	52
Calumet & Hecla.....25	†735	745
Centennial.....25	† 15½	16
Centennial-Eureka.....25	† 22	.....
Central Coal & Coke Com.....	8	10
Preferred.....	62	68
Central Lead Co 100	125	135
Central Oil 25	†x17½	18½
Cleveland Cliffs Iron Co.....100	105½	106
Cochiti (Gold).....10	† 12⅝	13
Colorado Fuel & Iron.....100	43½	43¾
Preferred.....100	119	122
Col. & Hock. Coal & Iron.....100	17	18½
Consolidation Coal of Md.....100	50	54½
Consolidated Coal Co., St. L...100	2	10
Copper Range.....25	† 23	23½
Creede & C. C.....1	.....	25c.
Cripple Creek Consolidated.....1	.....	16½c
Currency.....1	.....	7¾c.
Doe Run Lead.....100	125	135
Dominion Coal.....100	41⅜	42½
Preferred.....100	115⅜	116
Elkton Consolidated.....1	.....	1·18
Elm River.....12	† 4¼	4⅜
Enterprise Mining Co. (Colo.)....1	24½c.	26c.
Fannie Rawlings.....1	.....	32c.
Findley.....1	.....	14¾c
Flat Top Coal L'd Ass'n.....100	x 32½	33
Preferred.....100	.....	.....
Franklin (L. S.) Boston. 25	† 14	14¼
George's Creek Coal.....100	110	.....
Gold & Globe.....1	4½c.	4⅝c.
Golden Age.....1	4½c.	4¾c.
Golden Fleece.....1	.....	35c.
Granite-Bi-Metallic (St. L).....10	2·65	2·75
Hayden Gold 1	.....	2½c.
Homestake Mining.....100	69	75c.
Humboldt (Boston), asses. paid. 25	† 1	2

§ Purchaser also pays accrued interest. † Prices per share, not per cent. ‡ Sale price. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Ingham Consol	50c.	.....	17 7/8c.
Isabella	1	.....	1 27/32
Isle Royale Consol. Mining Co.	25	† 21	22 1/2
Jack Pot	1	.....	61c.
Kansas & Texas Coal	100	45	54
Lustre Mining Co	10	†.....	9
Magnet Rock	1	.....	4 1/4c.
Maryland Coal, pref	100	65	75
Mass. Consolidated	25	† 5 7/8	6
Mayflower	25	† 2	3
Melones	10	† 1 1/4	1 1/2
Merced Gold, assessment paid	15	† 5 1/2	6 1/2
Michigan	25	† 5 1/2	6 1/2
Mohawk	25	† 12 1/2	13 1/2
Mollie Gibson	5	.....	.....
Montana Coal & Coke	25	† 7 3/4	8
Moon Anchor	1	.....	71c.
Mount Rosa	1	64c.	.....
N. A. Gold Dredging	10	† 1 1/2	2 1/2
Napa (Quicksilver)	7	†.....	10 1/2
New Bedford Copper Co	100	110	.....
New Central Coal	100	35	40
New Haven	1	.....	8 1/2c.
New Idria (Quicksilver)	5	† 9 1/2	12
Old Colony	25	† 4 1/4	4 1/2
Old Dominion Copper	25	† 17	17 1/2
Ontario Silver Mining	100	8	9 1/2
Oriole	1	.....	5 7/8c.
Osceola	25	† 67 1/2	69
Parrot Silver & Copper	10	† 41	42
Pennsylvania Coal	50	390	.....
Pharmacist Consolidated	1	.....	15c.
Pilgrim Consolidated	1	.....	10c.
Pioneer (gold)	10	† 2	2 1/2
Portland	1	.....	2·39
Prince Albert	1	.....	6c.
Quicksilver Mining	100	2	2 1/2
Preferred	100	8 1/2	9
Quincy	25	†x 138	143
Rhode Island	25	† 4 1/4	4 3/4
St. Joseph Lead	10	† 15	16
Santa Fe (Gold & Copper)	10	† 5	5 1/4
Santa Ysabel (g.)	5	† 6	7
Specimen	1	.....	10 7/8c.
Tamarack	25	†175	185
Tecumseh, assess. paid	25	† 3	4
Tennessee Coal Iron & RR. Co.	100	86 1/2	87 1/4
Preferred	100	‡.....	157
Trachyte	1	.....	7 1/8c.
Tri-Mountain	25	† 7	8
Union G. M.	1	.....	44c.
United States	25	†.....	10
United States Oil	25	† 20	20 1/2
Utah Consol. Gold, Tr, rec'ts.	4·85	† 25 1/4	26
Victor	5	† 2 1/2	3
Victoria	25	† 4	5
Washington	25	† 1	1 1/4
Westmoreland Coal	50	† 58	.....
White Knob	100	10	15
Winona	25	† 4	5
Wolverine	25	† 39	40
Work	1	.....	30c.
Wyandotte	25	† 1 1/2	2

TELEPHONE.

American Bell Telephone	100	335	340
Bell Telephone of Buffalo	100	175	.....
Bell Telep'ne of Canada	100	171 1/2	183
Bell Telephone of Mo.	100	135	145
Central Union Telephone	100	...	51
Chesa. & Potomac Telephone	100	x 63 1/2	66
Chicago Telephone	100	215	220
City & Sub. Tel. (Cin.)	100	190	.....
Cumberland Telephone	100	115	120
East Tennessee Telephone	100	65	75
Erie Telegraph & Telephone	100	103 1/2	105
Hudson River Telephone	100	114	118
Mexican Telephone	10	† 3	3 1/4
Michigan Telephone	100	100	105
Missouri & Kan. Telephone	100	85	90
New England Telephone	100	135	138
N. Y. & New Jersey Telephone	100	170	.....
N. Y. & Penn. Telephone	100	110	115
Pennsylvania Telephone	50	† 38	48
Providence Telephone	50	† 93 1/2	.....
Southern New England Tel.	100	132	.....

TELEGRAPH.

American Dist. Teleg. (N. Y.)	100	30	32
American Telegraph & Cable	100	92	96
Central Dist. & P. Tel'gph.	100	150	160
Central & So. Amer. Telegraph	100	107	111
Commercial Cable	100	160	.....
Commercial Union Telegraph	25	114	116
Dominion Telegraph (Canada)	50	130	.....
Empire & Bay State Teleg.	100	75	.....
Franklin Telegraph	100	40	50
Gold & Stock Telegraph	100	115	118
Ill. & Mississippi Telegraph	50	72	80
International Ocean Teleg.	100	112	118
Mexican Telegraph	100	210	.....
Mobile & Gulf Telegraph	100	100	.....
Montreal Telegraph	40	171 1/2	176
Northwestern Telegr., guar.	50	115	.....
Pacific & Atlantic Telegraph	25	78	.....
Southern & Atl. Telegraph	25	98	.....
Western Union Telegraph	100	86 3/4	87 1/4

ELECTRIC.

Boston Electric Light	100	170	173
Bridgeport Electric Light	25	† 50	.....
Buffalo General Electric	100	98	100
Buff. & Niag. F'lls Elec. L. & P. Co.	100	100	.....
Central Light & Power (San Fran.)		.....	5
Columbus Electric		22	23
Eddy Electric Mfg. Co	25	† 10	15
Edison Co. (Chicago)	100	157	160
Edison El. Illum. Co. (Boston)	100	x.....	208
Edison Elec. Illum., Sav'nah	100	103	105
Electric Co. of America, $7 1/2 paid		‡.....	12 1/8
Electric Storage Battery, com.	120	‡.....	78
Electric Storage Battery, pref	100	.....	.....
General Electric—Common	100	123	124
Preferred	100	x135	.....
Hartford Electric Light	100	160	.....
Hartford Light & Power Co.	25	† 6	9
Kings Co. Electric Lt. & Pow.	100	.....	.....
Lowell Electric Light	100	100	.....
Mo. Edison Elec. Lt., com.	100	18	20
Preferred	100	53	55
Mutual Elec. Lt., S. Francisco	10	† 13 3/4	14 1/4
Narragansett Electric	50	† 92	100
Narragansett Elec. Debentures		87 1/2	.....
New Haven Electric Light	100	200	.....
Niagara Falls Power Co.	100	.....	82
Phila. Electric Co. ($2 50 paid)	25	†.....	5 1/4
Rhode Island Elec. Protect.	100	119	.....
Royal Electric Co. (Canada)	100	194	196
Salem (Mass.) Electric	100	125	150
Thomson-Houston, series C		.....	‡71c.
Series D		.....	‡75c.
United Electric of New Jersey		26	28
United Electric Secur., pref.	100	92	100
West'ghouse Elec. Lt. & Mnf.	50	† 41 7/8	.....
1st preferred	50	†.....	63
2d preferred	50	† 41 7/8	42

INSURANCE.

ALBANY—

Albany Insurance Co	100	142	145
Commerce Insurance Co	100	144	.....

BALTIMORE—

American Fire	5	†.....	5
Baltimore	10	† 23	.....
Firemen's	18	† 28	.....
German	10	† 25	26
German American	25	†.....	.....
Home	10	†.....	16
Maryland	5	†.....	5
Peabody	25	†.....	47
United Fire		† 7	9

BOSTON—

American (Fire & Marine)	100	.....	‡123 3/4
Boston Marine	100	.....	‡ 201
Conveyancers' Title	100	100	.....
Firemen's (Fire)	100	‡.....	200
Massachusetts Title	100	‡.....	25
Mercantile (Fire & Marine)	100	‡.....	88
North American (Fire)	100	‡.....	100 7/8

BROOKLYN—

Kings County	20	150	.....
Nassau	50	160	170
Phenix	50	175	185
Williamsburg City	50	420	.....

CINCINNATI—

Cincinnati	25	97 1/2	100
Commercial	25	100	.....
Eureka	20	.....	190
Fidelity	100	.....	90
Merchants' & Manufacturers'	20	.....	130
National	100	.....	100
Security	100	.....	100
Washington	25	96	100

DAYTON—

Columbia	100	180	.....
Cooper	20	† 38	.....
Teutonia	20	† 85	.....

HARTFORD—

Ætna	100	295	.....
Connecticut	100	195	.....
Hartford	100	515	.....
National	100	205	.....
Orient	50	† 93	.....
Phœnix	100	.....	175
Steam Boiler	50	†150	.....

LIFE INSURANCE—

Ætna Indemnity Co	100	†.....	110
Ætna, Life	100	290	.....
Connecticut General	100	150	.....
Hartford Life	100	180	.....
Travelers'	100	390	405

LOUISVILLE—

German	50	105	.....
Louisville	100	105	.....
Western	100	118	.....
Mutual Life of Kentucky	100	100	.....
Sun Life of Kentucky	100	130	.....

MEMPHIS—

Bluff City	100	100	102
Factors	100	100	102
Hernando	100	100	105
Planters'	100	85	90
Phœnix	100	90	95

MOBILE—

Factors & Traders	100	135	140
Stonewall	100	140	145

NEWARK—

American	5	275	.....
Firemens'	50	230	.....
Merchants	25	180	.....
Newark Fire	5	185	.....
Prudential Life		750	800

NEW HAVEN—

Security Insurance Co	40	† 49	51

NEW ORLEANS—

Germania	100	81	.....
Hibernia	100	.....	.....
Home	100	82	.....
Lafayette	50	†.....	.....
Merchants'	100	50	70 1/2
Mechanics' & Traders'	100	.....	.....
Sun Mutual	100	131	.....
Southern	100	.....	105
Teutonia	100	140	.....

NEW YORK—

Citizens'	20	110	120
Commonwealth	100	95	108
Continental	100	530	.....
Eagle	40	230	.....
Empire City	100	85	90
Farragut	50	90	100
German-American	100	480	.....
Germania	50	285	300
Greenwich	25	165	175
Hamilton	15	100	105
Hanover	50	150	.....
Home	100	210	220
New York	100	90	100
Niagara	50	165	175
North River	25	145	150
Pacific	25	130	140
Peter Cooper	20	110	120
Stuyvesant	25	90	105
Traders		.....	.....
United States	25	120	125
Westchester	10	300	.....

PHILADELPHIA—

American Fire	100	‡.....	145
Delaware	25	‡.....	25
Fire Association	50	‡.....	414
Franklin Fire	100	‡.....	424
Girard F. & M.	100	‡.....	389
Ins. Co. County of Phila.	100	‡.....	118
Insurance Co. of N. A.	10	† 23	23 1/2
Insurance Co. of State of Pa.	200	‡.....	200
Jefferson	50	‡.....	100
Lumbermen's	25	‡.....	61
Mechanics'	25	‡.....	35
Pennsylvania Fire	100	‡.....	526
Reliance	50	‡.....	68
Spring Garden	50	‡.....	80
Teutonia	100	‡.....	90
Union	20	†.....	19 1/2
United Firemens	10	‡.....	19 1/2

PITTSBURG—

Allegheny	50	†.....	50
Allemannia	50	† 58	.....
Armenia	100	65	.....
Artisans'	50	† 40	.....
Ben Franklin	50	† 75	.....
Birmingham	50	† 65	.....
Cash	50	† 41	.....
City	50	† 55	65
Citizens'	50	† 50	.....
German	50	† 82 1/2	.....
German-American	50	† 55	.....
Humboldt	50	† 74 1/2	.....
Man. & Mer.	50	† 50	.....
Monongahela	50	†.....	88
National	50	†110	.....
People's	37 1/2	† 38	.....
Pittsburg	50	†120	.....
Teutonia	50	† 65	.....
Union	50	† 50	.....
Western	50	† 47 1/2	.....

PROVIDENCE—

Equitable	50	† 63	.....
Merchants'	50	†.....	.....
Prov. Washington	50	† 80	.....

RICHMOND—

Virginia Fire & M.	25	† 38 1/2	.....
Virginia State	25	† 29	.....

SAN FRANCISCO—

Fireman's Fund	100	220	230

ST. LOUIS—

American Central	25	† 44	46

WASHINGTON—

Arlington	100	146 1/2	149 1/2
Columbia	5	† 12 3/4	13 3/4
Commercial	5	† 4	5
Corcoran	50	† 60	.....
Fireman's	20	† 30	.....
Franklin	25	† 40	.....
German-American	100	212	.....
Lincoln	5	†.....	.....
Metropolitan	50	† 80	.....
National Union	5	† 10 3/4	12
People's	5	† 6 1/4	6 3/4
Potomac	25	† 75	78
Riggs	5	† 8	8 1/2

TITLE INSURANCE—

Real Estate	100	85	100
Columbia	5	† 4 7/8	5
District	20	† 3 5/8	3 7/8
Washington	10	† 3	.....

MARINE INSURANCE SCRIP.

Atlantic Mutual—1895		x100	101 1/4
1896		x100 3/4	102 1/4
1897		x102	103 1/4
1898		x102 3/4	104 1/4
1899		x103 3/4	105 1/4
1900 (when iss'd)		106	.....

MANUFACTURING. Par.

Acushnet Mills (N. B.)	100	320	.....
Am. Linen (Fall River)	100	.....	105
Amory (N. H.)	100	126 ‡	126 3/8
Amoskeag (N. H.)	1000	1700	1710
Androscogin (Me.)	100	135	.....
Appleton (Mass.)	1000	†106	.....
Arkwright Manuf. Co. (F. R.)	100	.....	90
Arlington Mills (Mass.)	100	104	105
Atlantic Cotton Mills	100	67	.....
Barnaby Manuf. Co. (F. R.)	100	.....	90
Barnard Mfg. (Fall River)	100	98	100
Bates (Me.)	100	142 1/2 ‡	145 1/4
Boott Cot. (Mass.)	1000	†800 ‡	802 1/2
Border City Mfg. (Fall River)	100	150	.....
Boston Co. (Mass.)	1000	†400	450
Boston Belting	100	.....	x205
Boston Duck (Mass.)	700	‡.....	975
Bourne Mills (F. R.)	100	.....	.....
Bristol Manufacturing Co.	100	96	98
Cabot Manufacturing Co. (Me.)	100	60	‡62
Chace (Fall River)	100	.....	99
Chicopee (Mass.)	100	94	‡95
City Manufacturing Co. (N.B.)	100	.....	123 1/2
Cocheco (N. H.)	500	†300	.....
Collins Co. (Conn.)	100	121	.....
Columbian (N. H.)	100	.....	1000
Continental (Me.)	100	20	.....

† Prices are per share, not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Cornell Mills (F. R.)	100	.....	130
Cornell Stocking Co. (N. B.)	100	.....	.....
Dartmouth Manufactur'g Co.	100	125½	.....
Davol Mills (Fall River)	100	.....	112½
Dwight (Mass.)	500	†1000	1025
Elwards (Me.)	100	160	165
Everett (Mass.)	100	97	.....
Flint Mills (Fall River)	100	.....	110
Franklin (Me.)	100	105	.....
Granite (F. R.)	100	.....	115
Great Falls (N. H.)	100	153‡	155½
Grinnell Manuf't'g Co. (N. B.)	100	210	....
Hamilton (Mass.)	1000	†895	‡900
Hamilton Woolen (Mass.)	100	.....	50
Hargrave Mills (F. R.)	100	.....	110
Hathaway Manuf'g Co. (N.B.)	100	132	.....
Hill (Me.)	100	45	.....
Hosiery (Lowell)	100	86	.....
Jackson (N. H.)	1000	†1012½	.....
King Philip (F. R.)	100	.....	‡145
Lancaster Mills (Mass.)	400	†.....	440
Laurel Lake Mills (F. R.)	100	.....	125
Lawrence (Mass.)	100	126	‡127
Lockwood (Me.)	100	80	‡85
Lowell (Mass.)	690	†625	‡632½
Lowell Bleachery	100	75	80
Lowell Machine Shop	500	†780	790
Lyman Mills (Mass.)	100	70	.....
Manchester (N. H.)	100	100	100½
Massachusetts Cotton	100	100 ‡	102⅞
Mechanics' (F. R.)	100	.....	90
Merchants' (F. R.)	100	100	102
Merrimack (Mass.)	1000	†1155	1162½
Middlesex (Mass.)	100	115	.....
Mohawk Val.Cot.Mills (Utica.)	100	105	110
Monadnock (N. H.)	1000	‡.....	1150
Morse Twist Drill (N. B.)	50	†.....	178
Narragansett Mills (F. R.)	100	.....	108
Nashua (N. H.)	500	†670	‡675
Naumkeag (Mass.) Cotton	100	67	70
New Bedford Cordage	100	.....	103
New England Cotton Yarn Co.—Preferred	100	100	101
Newmarket (N. H.)	500	†.....	150
Osborn Mills (Fall River)	100	110	112½
Otis Manufact'g Co. (Mass.)	1000	†1850	1852½
Pacific (Mass.)	1000	†2200	2202½
Parker Mills (F. R.)	100	.....	110
Pepperell (Me.)	.....	†260	.....
Pierce Manufac'g Co. (N. B.)	100	140	.....
Pocasset (Fall River)	100	.....	122½
Potomska Mills (N. B.)	100	91	92
Rich. Borden (Fall River)	100	120	.....
Sagamore (Fall River)	100	.....	114
Salmon Falls (N. H.)	300	†167½	‡170
Seaconett Mills (F. R.)	100	103	.....
Shove (Fall River)	100	.....	105
Skenandoa Cotton Co. (Utica)	100	135	140
Stafford (Fall River)	100	110	.....
Stark Mills (N. H.)	1000	†1010	.....
Stonewall Cot. Mills (Mobile)	100	107½	110
Tecumseh (Fall River)	100	115	120
Thorndike (Mass.)	1000	†1000	.....
Tremont & S. (Mass.)	100	138¾	.....
Troy Cotton & Woolen (F. R.)	500	†1250	.....
Union C. Mfg. (Fall River)	100	200	210
Utica Steam Cotton Mills	100	105	111
Wampanoag (Fall River)	100	.....	105
Wamsutta Mills (N. B.)	100	104	106
Weetamoe (Fall River)	100	.....	65
Whitman Mills (N. B.)	100	110	112½
York Co. (Me.)	750	†810	.....

EXCHANGE SEATS.

	L. Sale	Bid.	Ask.
	$	$	$
New York Stock Exch...	39,000	.....	.....
N.Y.Consol.Stk.& Pet.Ex	600	575	625
New York Produce Ex...	150	100	150
New York Cotton Exch..	1,100	1,100	1200
New York Coffee Exch...	425	375	425
Baltimore Stock Exc'ge	3,500	3,000	4,500
Boston Stock Exchange.	25,000	.....	.....
Chicago Board of Trade..	900	.....	950
Chicago Stock Exchange.	1,450	1,450	1,500
Philadelphia Stock Ex...	8,500	8,000	9,000

MISCELLANEOUS STOCKS.

	Par.		
Adams Express	100	114	117
Aiken Manufacturing Co. (Ga.)	100	95	100
Aiken Redway Oil Co. (Cin.)	50	.....	.....
Alaska Packers' Ass'n	100	119¼	120
Albany Safe Deposit & Storage	100	110	.....
Amer. Agri. Chemical Co.	.....	30	32
Preferred	.....	76	78
American Air Power, Com.	100	40	47
American Bank Note	50	† 49	51
American Beet Sugar, Com.	100	.....	.....
Preferred	100	.....	.....
American Caramel Co.	100	50	52
Preferred	100	100	103
American Car & Foundry com.	100	12	13¼
Preferred	100	59½	60¼
American Cotton Co.	.....	.....	.....
Preferred	.....	.....	.....
American Cotton Oil	100	33¼	34
Preferred	100	93½	94
American Express	100	146	150
American Graphophone	10	† 11¾	12
Preferred	10	† 12¼	12½
American Hosiery Co.	25	†145	150
American Ice Co	100	41½	42
Preferred	100	74	75
Am. Linseed Oil Com.	100	14½	15
Preferred	100	55½	56
Amer. Malting Co., com.	100	5¾	6½
Preferred	100	26	28
American Publishing (Hartf'd)	25	†.....	25
American Radiator Co. com.	100	49½	50
American Radiator Co. pref.	100	104½	105
American Screw	250	†.....	.....
American Smelting & Ref., com.	100	39	39⅜
Preferred	100	89¼	90
American Soda Fountain, com	100	5	10
1st preferred	100	42	47
2d preferred	100	9	12
American Steel Hoop Co	100	45¼	45½
Preferred	100	82	83
American Steel & Wire, com.	100	57⅛	57¼
Preferred	100	92½	93
American Straw Board	100	30½	31½
American Sugar Refining	100	119	119½
Preferred	100	112	115
American Surety	50	200	215
American Tin Plate, Com.	100	31½	31¾
Preferred	100	80	81½
American Tobacco	50	101½	101⅝
Preferred	100	‡.....	136
American Type Founders	100	50	55
American Woolen, com.	100	22	22½
Preferred	100	79	79½
American Wringer, com.	100	107	.....
Preferred	100	116	.....
Asphalt Co. of America ($5 p'd)		11¼	.....
Augusta Land	100	25	45
Augusta Factory	100	83	85
Barney & Smith Car	100	10	14
Preferred, 8 per cent cum.	100	99	102
Bay Shell Road Co. (Mobile)	25	† 25	27½
Bethlehem Iron Co.	50	† 58	.....
Bethlehem Steel Co.	50	†.....	18
Billings & Spencer, 6 p. c.	25	† 32	.....
Bond & Mortgage Guarantee	100	295	325
Booth Co. (Chicago)	100	.....	.....
Boston Land	10	† 4¼	4⅜
Boston Water Power		† 3	4
Boylston St. Land	15	† 3	4
Brandon Printing Co. (Tenn.)	100	100	105
Broad Brook Co. (Hartford)	25	†.....	.....
Brooklyn Ferry Co.	100	24	26
Brunswick Dock & City Imp.	100	15¼	16
Burr Index Co. (Hartford)	25	† 20	25
Cal. & Chic. Can. & Dock Co.	100	70	74
Cambria Iron Co.	50	† 45	.....
Cambria Steel Co.	50	† 21½	21⅝
Canton Co. (Baltimore)	100	86	88
Caraleigh Cotton Mills (N. C.)	100	.....	102
Preferred	100	110	.....
Case Lockwood & Brainard Co.	100	115	121
Celluloid	100	87	90
Central Bridge Co. (Cin.)	100	8	15
Central Fire Works, preferred		55	60
Chartiers Valley Water	50	† 20	21
Chesapeake & Delaware Canal	50	†.....	.....
Chesebrough Manf'g Co.	100	345	360
Chicago Brew. & M., pref'd	£10	12	12½
Chic. Junct. Ry. & Stk. Yds.	100	133½	135
Preferred	100	125	130
Chic. Packing & Prov. Co. Lt.	£10	.....	.....
Preferred	£10	29	31
Chicago Title & Trust Co.	100	73	77
Church Co. (Cin.) pref.	100	.....	75
Cincinnati Chamber Com.	1000	† 27½	35
Cincinnati Ice	100	.....	.....
Cin. Leaf Tob. Warehouse com.	100	20	30
Preferred	100	67½	70
Cincinnati Union Stock Yards	100	86	89
Preferred	50	99¾	100
Citizens' Steamboat (Troy)	100	185	200
Claflin (H. B.) Co.	100	111	114
Cleveland Stone Co.	100	x 93	94
Colorado Coal & Iron Dev.	100	1⅜	1⅝
Preferred	100	2½	.....
Commercial Building Co.	100	.....	40
Consol. Car Heating	100	48	55
Consol. Fire Works Com.	100	10	.....
Preferred	100	70	.....
Consol. Lake Superior Co.	50	† 17	.....
Pref. (Tr. Co. rec'ts $5 p'd)	50	† 4½	.....
Consol. Rolling Stock, Br'port.	100	21	.....
Continental Tob., com.	100	33½	34
Preferred	100	86	86½
Contra Costa Water	100	73	.....
Corbin Cabinet Lock Co.	100	200	250
Corbin (P. & F.)	25	† 87	92
Cov. & Cin. Bridge, com.	100	5	10
Preferred	100	100	125
Cramp Ship Yard	100	78	82
Crescent City Slaughter-House	50	† 47	49
Cumberl'nd Flour Mills (Tenn.)	100	100	.....
Daylight Prism	50	† 25	.....
Denver Union Water, pref.	100	.....	12½
Devonshire B'lding (Boston)	100	102	103
Diamond Match Co. Ill.	100	120	122
Diamond State Steel ($5 p'd)	10	† 5½	.....
Distilling Co. of America	100	6⅛	6⅝
Preferred	100	20	21¼
Eagle & Phœnix Man'f'g Co.	100	106	108
Eagle Lock, 20 p. c.	25	63	66
East Boston Land		† 7¾	8
Electric Boat Co., common	100	15	17
Preferred	100	25	30
Electric Vehicle Co. com.	100	40	45
Preferred	100	50	65
Enterprise Mfg. Co. (Ga.)	100	97	100
Enterprise Soap Co. (Tenn.)	100	90	95
Erie & Western Trans.	50	† 50	.....
Evansville Cotton Mill	100	95	100
Farmington River Power	25	† 47	.....
Far. & Ship. Tob. W'h. Co., com.	100	57½	65
1st Preferred	100	.....	120
2d Preferred	100	.....	110
Fay & Egan Co. (Cin.) pref.	100	94	96
Federal Steel, common	100	53½	53⅝
Preferred	100	74¼	74⅜
Fidelity & Deposit Co. of Md.	50	†180	185
French Opera Assn. (N. O.)	250	† 45	65
Gen. Elec. Automobile	50	† 5⅞	.....
Germania Lead Works	100	.....	.....
Glucose Sugar Refining Co.	100	55½	56½
Preferred	100	100¼	101
Gorham Mfg. Co., common	100	99	.....
Preferred	100	119½	.....
Gray & Dudley Co. (Nashville)	100	112	114
Graniteville Mfg. Co.	100	160	170
Greger M'f'g Co. (Phila.)	10	† 4¼	.....
Hackensack Water Co.	100	110	.....
Hana Plantation C. (Cal.)	100	7½	7⅝
Harrison Bros. Co. Inc	100	.....	.....
Preferred	100	.....	.....
Hartford Carpet Co.	100	75	80
Hartford Machine Screw Co.		†.....	1500
Hartford Manilla Co.	100	75	100
Hartford Woven Wire Mat. Co.	25	† 20	25
Havana Commercial Co., com	100	20	21
Preferred	100	60	61
Hawaiian C. & Sugar	100	88	89
Henderson Bridge. See RR.			
Herring-Hall-Marvin, common	100	4	6
Preferred	100	10	15
Hoboken Land & Improvem't	100	100	.....
Holyoke Water Power	100	310	.....
Hutchinson Sugar Plant	50	† 26	27
Hydraulic Press Brick	100	95	100
Imperial Bldg. Co. (St. Louis)	100	.....	35
Preferred	100	.....	60
Importers' Bond. Wareh. (N.O.)	100	40	.....
International Paper Co., com	100	23	23½
Preferred	100	68	68⅛
International Power Co.	100	.....	55
International Silver, common	100	10¼	10¾
Preferred	100	58	60
Int'nat'nal St'm Pump, com.	100	15	17
Preferred	100	62	64
Jackson Brewing (N. O.)	100	205	.....
J. B. Stetson Co. Com.	100	90	.....
Preferred	100	117½	.....
J. R. Montgomery Co.	100	80	90
Johns-Pratt Co.	100	105	.....
John P. King Mfg. Co.	100	106	108
Journeay & Burnham, pref.	100	...	30
Kansas City Stock Yards	100	119	122
Kemp., Wool., Candy Co. (Tenn.)	100	70	.....
Kennard Carpet Co., com.	100	103	107
Preferred	100	102	107
Kentucky Heating Co.	100	108	110
Kentucky Title	100	112	114
Kentucky Wagon	100	148	150
Knickerbocker Ice (Chicago)	100	38	44
Preferred	100	.....	72
Lamson Store Serv.	25	†.....	35
Landers Frary & Clark	25	† 42	45
Langley Mfg. Co.	100	114	118
Lanston Monotype	20	† 15½	15⅞
La Variete Association (N.O.)	1500	†.....	1000
Lawyers' Surety Co.	100	.....	100
Lawyers' Title Ins. Co.	100	160	170
Lehigh Coal & Navigation	50	† 43½	44
Liberty Mills (Flour)	100	65	75
Louisville Public Wareh'se Co.	100	90	95
Louisv. Tobacco Wareh'se, com	100	48	52
Preferred	100	112	114
Mackey-Nesbit Dry Goods Co.	100	50	75
Madison Square Garden	100	.....	5
Manhattan Beach Co.	100	6	10
Marin County Water (Cal.)	100	50	.....
Marsden Co. (Phila.)	100	11⅞	.....
Preferred	100	.....	.....
Maryland Brewing Co., com.	100	14½	14¾
Preferred	100	40⅞	41
Maryland Casualty Co.		63	65
Merchants' Ex. Ass'n (S.Fran)	100	...	100
Merganthaler Linotype	100	195	200
Metaire Cemetery Assoc'tion	100	.....	.....
Milw. & Chic. Brew., Lt., 7s	£10	.....	.....
Pref., 7s	£10	15½	16
Minneapolis Brewing Co	100	30	.....
Mississippi Val. Trans. Co.	100	90	100
Mobile Brewery	100	120	.....
Monongahela Water	25	† 41	43
Morris Canal, guar., 4s	100	.....	.....
Preferred, guar., 10	100	.....	.....
Mosler Safe Co. pref.	100	.....	100
Mount Olivet Cemetery	100	79	83
Mystic Wharf & Storage com.	100	.....	100
Preferred, M&S	100	105	110
Nashville Title Company		85	95
Nashville Warehouse & Elev.	100	29	32
Nashville Woolen Mills	100	100	105
National Biscuit Co., com.	100	37	37¾
Preferred	100	93	.....
National Carbon Co., Com.	100	19¼	20
Preferred	100	82¼	82¾
National Fertilizer (Nashville)	100	68	75
National Gramophone	100	52	56
National Lead	100	26½	27¼
Preferred	100	106	106½
National Machine (Conn.)	25	† 15	25
National Safe Dep. Co. (N.Y.)	100	100	.....
National Salt Co., common	100	46	47
Preferred	100	77	79
National Starch	100	5	.....
1st preferred	100	60	.....
2d preferred	100	15	.....
National Steel Co., Common	100	44¾	45
Preferred	100	93	95
Nat'l St'k Yards Co., St. Louis	100	100	105
National Surety Co.	100	120	140
National Tube com.	100	44½	45
Preferred	100	91½	93
National Typewriter Co	25	.....	.....
National Wall Paper, debs.	100	55	60
New Eng. Electric Vehicle Trans.		6¼	6¾
New Haven Manufacturing Co.	25	† 25	.....
New Haven Water Co.	50	115	.....
New Jersey Zinc & Iron	100	.....	.....
New Orleans Cold Storage	100	116	.....
New Orleans Cotton Exchange	200	† 75	95
New Or. Swamp Land Reclaim'g.	10	† 5	6
New Orleans Water Works	100	.....	.....
New York Air Brake	100	125	134
N. Y. & East River Ferry	100	67	68
N. Y. & Hoboken Ferry	100	66	68
New York Electric Vehicle Co	100	9	9¼
New York & So. Brook. Ferry	100	.....	30
Nicholson File Co	50	† 63	.....
Nolensville Turnpike	100	40	45
Norfolk & Wash. Steamboat	100	.....	.....
North American Co.	100	14¼	14⅞
Oceanic Steamship (San Fr.)	100	9¼	9½
Old Dominion Steamship, J&J.	100	95	.....
Otis Elevator Co.—Common.	100	22	25
Preferred	100	86	88
Paauhau Sugar P. Co.	50	† 27¼	28
Pacific Coast Borax	100	146	.....
Pacific Coast Co.—Common.	100	50½	52
1st preferred	100	82	89
2d preferred	100	63	66

† Prices are per share not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Pacific Mail Steamship	100	43	43½
Parafline Paint	10	† 9½	.....
Pawtucket Hair Cloth	30	† 50	.....
Peck Stow & Wilcox Co	25	†.....	.....
Penn. Elec. Vehicle, common	50	† 8	.....
Preferred	50	† 3½	.....
Penn. Salt Mfg.	50	†113	.....
Penn. Steel -Common	100	78	.....
Preferred	100	90	.....
P. Lorillard, preferred	100	.....	105
P.H.&F.M. Roots Co.(Cin.) pref.	50	80	.....
Phillips Buttorff Mfg.	100	119	122
Pittsburg Brew. Co. - Common	50	† 23½	24
Preferred	50	† 47⅜	47⅝
Pittsburg Plate Glass Co	100	148½	150
Planters'C'mpr'ssCo.(New)w.i.	100	22	25
Plimpton (Hartford)	100	110	.....
Portland Water	100	115	120
Pratt & Cady Co.	100	85	93
Pratt & Whitney—Pref.	100	40	50
Pressed Steel Car Co., com	100	55½	57
Preferred	100	87	87¾
Procter & Gamble Co	100	400	405
Preferred	100	197½	200
Pullman Company	100	188	189½
Railway Automatic Sales Co.	100	⁋2	16
Preferred.	100	105	115
Raleigh Cotton Mills	100	115	.....
Raleigh Water Co.		.....	50
Republic Iron & Steel—Com.	100	23⅞	24
Preferred	100	66½	67¼
Rhode Isl. Perkins H. S., pref.	100	.....	.....
Rhode Island Safe Deposit	100	70	.....
Royal Baking Powder, pref.	100	93	95
Rubber Goods M'f'g Co.—Com.	100	29	30
Preferred	100	† 80	80½
Russell & Erwin Manf. Co.	25	† 69	73
Safe Dep. & Trust Co. of Balt.	100	.....	.....
Safety Car Heating & Lighting	100	125	140
St. Louis Agr. & M. Associat'n.	100	50	80
St. Louis Brew. Assn., com	£10	£1	£3
St. Louis Brewing Ass'n, pref.	£10	£5	£7

Stocks.	Par.	Bid.	Ask.
St. Louis Cotton Compress	100	32	36
St L. House Building, No. 3	500	†475	500
St. Louis Transfer	100	60	65
Savannah Brewing Co	100	103	105
Security Title & Trust (Chic.)	100	93	95
Shultz Belting	100	80	90
Sibley Mfg. Co	100	87	90
Silver bullion certificates		59½	60½
Simmons Hardware—Pref.	100	140	150
Common	100	210	220
Singer Mfg. Co	100	650	750
Sloss-Sheffield Steel&I.Co.Com.	100	.....	.....
Preferred	100	.....	.....
Smyth Mfg. Co. (Hartford)	100	250	.....
Southern Cotton Oil	50	† 52	.....
Spring Valley Water	100	92½	93
Springfield Breweries Pref.	100	.....	91
Standard Oil of New Jersey	100	516	518
Standard Plate Glass	100	107	.....
Standard Rope & Twine	100	8	9
Standard Underground Cable	100	170	172
Stanley Rule & Level Co	25	† 73	.....
Stanley Works	25	† 70	.....
State St. Exchange (Boston)	100	130	.....
Stillwell, Bierce & S. V. pref.	100	50	65
Streets West. Stable Car Line.	100	21	21½
Preferred	100	.....	75
Swift & Co.	100	101	101½
Talmage's (Dan) Sons Co., 8%.	100	110	115
Tenth & Twenty-third St. Ferry	100	84	90
Texas Pacific Land Trust	100	12¼	14
Tidewater Steel Co	10	†.....	15⅜
Torrington Co.—Common A	25	†x30	31
Preferred	25	† 29½	29¾
Trenton Potteries	100	5	10
Preferred	100	45	55
Trow Directory—Pref.	100	48	58
Union Bag & Paper—Common.	100	21½	22
Union Bag & Paper—Pref.	100	75	79
Union Copper Land & Mining	25	† 3	3½
Union Dairy Co (St. Louis)	100	115	120
Union Ferry (Brooklyn)	100	39	40

Stocks.	Par.	Bid.	Ask.
Union Steel Screw (Cleveland)	100	x130	131
Union Stock Yards, Nashville.	100	38	43
Union Switch & Signal	50	† 35½	36½
Preferred	50	† 59	60
Union Type Writer—Common	100	26½	27
1st preferred	100	111	112½
2nd pref.	100	120	123
United Fruit Co.	100	134	135
United Shoe Machinery	25	†.....	31
Preferred	25	† 23	23½
U. S. Envelope Co.—Common.	100	.....	60
Preferred	100	85	88
U. S. Express	100	47	48
U.S. Fidelity & Guar.Co.,(Md.).	100	117	119
U. S. Flour Milling Co	100	.....	.....
Preferred	100	.....	.....
U. S. Glass, com	100	26	27
Preferred	100	95	105
U. S. Leather	100	16⅜	16⅝
Preferred	100	76½	76¾
U. S. Printing Co.	100	.....	75
U. S. Rubber	100	38	39
Preferred	100	101	102
Va.-Carolina Chemical Co	100	.....	68
Preferred	100	.....	112
Warren Man'f'g Co. (Ga.)	100	75	.....
Preferred	100	100	.....
Warwick Iron & Steel	10	†.....	10¼
Washington Market, J&J	50	† 13	15
Washington Safe Deposit Co.	100	70	.....
Webb Manufact. Co—Nashv'le	100	60	70
Wells, Fargo Express	100	123	128
Welsbach Light Co.	5	‡.....	43½
Westcott Express, common	100	.....	20
Preferred	100	100	.....
West End Land & Imp. Co.(Va.)	25	†.....	25
Western Aut. Mach. Screw Co.	100	240	.....
Western Stone (Chic.)	100	31	35
Westinghouse Air Brake Co.	50	191	193
Wiggins Ferry Co.	100	220	230
Winchester R. Arms Co.	100	550	.....
Wollaston Land	5	†.....	2¼

† Prices are per share not per cent. ‡ Sale price. x Ex dividend.

QUOTATIONS OF BANK AND TRUST COMPANY STOCKS.

Prices are per share, not per cent, with the exception of New York City and Brooklyn bank stocks. Prices marked thus (*) are last sales.

The dagger (†) prefixed to a price indicates that the figures show the book value.

The double dagger (‡) prefixed to the capital stock indicates that only part is paid in.

The section mark (§) prefixed to surplus indicates that undivided profits are included.

ALABAMA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BIRMINGHAM—	$	$	$			
Alabama Nat. Bank.	200,000	§ 19,091	504,428	100	75	80
Ala. Trust & Sav. Co.	100,000	§ 4,500	85,000	100	.....	.....
Berney Nat. Bank..	200,000	§ 19,913	645,177	100	75	80
Birmingh'mTr.&Sav	500,000	§ 48,926	1,725,687	100	x109	111
First National Bank.	250,000	§ 74.194	2,377,853	100	x115	120
Jefferson Co. Sav. Bk.	100,000	§ 24,851	652,256	100	90	100
People's Sav. Bk.&Tr	75,000	§ 4,588	429,808	100	80	85
MOBILE—						
City National Bank.	149,640	§ 48	139,568	....	101	102½
First Nat'. Bank.....	300,000	§ 445,313	2,079,978	100	250	263
People's Bank.....	150,000	§ 274,583	1,511,084	100	250	265

ARKANSAS.

LITTLE ROCK—						
Bank of Commerce..	100,000	§ 8,000	290,000	25	.....	17½
Bank of Little Rock.	200,000	....	.....	25	.....	.....
Citizens' Bank.....	100,000	§ 29,853	550,428	25	30	31¼
Exchange Nat. Bk..	200,000	§ 34,699	798,908	100	105	107½
German Nat. Bk.....	300,000	§ 95,185	982,101	100	108	110

CALIFORNIA.

LOS ANGELES—						
California Bank.....	250,000	§ 29,635	1,041,304	100	119	.....
Citizens' Bank.....	100,000	§ 33,972	784,122	100	127	.....
Farmers' & Mer. Bk.	500,000	§ 953,331	4,481,446	1000	3100	.....
First National Bank.	400,000	§ 285,817	2,463,914	100	180	.....
German-Am.Sav.B'k	100,000	§ 48,348	1,072,821	....	138	.....
Los Angeles Nat. Bk.	500,000	§ 70,456	1,625,374	100	119	120
Main St. Savings. Bk.	100,000	14,748	496,413	50	50	.....
Merchants' Nat. Bk.	200,000	§ 71,085	826,086	100	150	.....
Nat. Bk.of California	200,000	§ 34,014	692,917	100	105	.....
Security Savings Bk.	100,000	§ 57,747	1,888,586	100	76	.....
Security L. & Tr. Co..	100,000	§	....	50	25	30
State Bank&Tr. Co..	500,000	7,756	968,469	100	89	91
OAKLAND—						
California Bank.....	100,000	§ 5,161	157,792	100	85	90
Central Bk (Savings)	300,000	§ 94,487	1,611,413	30	30	35
First National Bank.	300,000	§ 53,724	560,137	100	112½	115
Union Nat. Bank....	150,000	§ 124,663	1,005,472	100	120	125
SAN FRANCISCO—						
Amer'n Bk. & Tr. Co.	426,800	§ 60,157	336,631	100	.....	.....
Anglo-Cal. Bk. (Ld.).	1,500,000	§ 750,000	6,956,117	100	65	.....
Bank of California..	2,000,000	§ 3321212	12,087,246	100	400	402½
Bank of Commerce	52,720	§ 2,124	133,328	....	.....	.....
Crock'r-Wool'th N.B.	1,000,000	§ 895,768	6,220,552	100	.....	.....
Don'hoe-Kelly B'gCo	650,000	§ 15,978	1,561,914	....	.....	.....
First National Bank	1,500,000	1,000,000	6,660,000	100	250	.....
German Sav. & Loan	1,000,000	§ 1013146	28,494,485	1000	1750	1800
Humbo dt Sav. & L..	300,000	§ 101,12	2,548,206	1000	.....	.....
Mutual Sav'gs Bank.	300,000	§ 96,692	3,502,348	100	40	45
Nevada Nat. of S. Fr.	3,000,000	§ 1025970	9,289,296	100	.....	.....
S. Fran. Sav. Union.	1,000,000	§ 617,457	26,110,681	250	500	.....

Last sale. † Book value. ‡ Part paid in. §Undiv'd profits included.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
S. FRANCISCO—(Con)	$	$	$			
Sav. & Loan Society.	‡ 750,000	§ 179,911	5,823,545	100	70	.....
Security Savings Bk.	300,000	§ 81,883	3,454,060	100	.....	.....
Cal.Safe Dep.&T.Co.	1,000,000	§ 118,396	1,696,671	100	.....	97½
Union Trust Co.....	750,000	§ 146,433	4,257,993	1000	.....	.....
SAN JOSE.—						
Bank of San Jose...	300,000	§ 132,886	1,100,155	100	.....	.....
Comm'l & Sav'gs Bk.	300,000	§ 11,863	369,067	50	.....	.....
First National Bank	300,000	§ 101,897	808,601	100	.....	.....
San Jose S. Dep. Bk.	300,000	§ 300,000	2,096,865	30	.....	.....
Gard. C. Bk. & T. Co.	200,000	§ 30,694	367,596	100	.....	.....

CANADA.

[Returns of Canadian banks are given on page 46.]

COLORADO.

DENVER—						
Central Savings Bk.	25,000	§ 6,854	345,856	100	.....†	.....
Colorado Nat. Bank.	500,000	§ 217,301	8,758,361	100	.....†	.....
Denver Nat. Bank...	500,000	§ 177,867	5,804,870	100	.....†	.....
Denver Sav. Bank..	250,000	§ 14,503	1,033,975	100	.....†	.....
First National Bank.	500,000	§ 571,957	18,856,560	100	.....†	.....
Nat. Bk. of Comm'ce	200,000	§ 5,096	1,638,924	100	.....†	.....
Western Bank & Safe Deposit Co.....	100,000	§ 12,855	326,570	100	.....†	.....
International Tr. Co.	250,000	§ 131,101	1,729,589	100	.....†	.....

CONNECTICUT.

BRIDGEPORT—						
Bridgeport Nat. Bk..	215,850	§ 172,965	875,893	50	90	95
City National Bank.	250,000	§ 192,699	731,911	100	155	.....
Connecticut Nat. Bk.	332,100	§ 173,921	935,461	100	155	.....
First National Bank.	210,000	§ 163,257	1,011,478	100	178	.....
Pequonnock Nat. Bk.	200,000	§ 118,066	564,937	100	148	.....
HARTFORD—						
Ætna Nat. Bank....	525,000	§ 467,499	2,482,781	100	175	.....
American Nat. Bk...	600,000	§ 336,813	1,801,378	50	72	.....
Charter Oak Nat. Bk.	500,000	§ 147,383	1,089,423	100	92	.....
City Bk. of Hartford.	440,000	§ 142,590	1,422,415	100	112	.....
Conn. River Bg. Co.	150,000	§ 97,714	634,248	30	43	.....
Far. & Mech. Nat. Bk.	500,000	§ 156,872	1,549,363	100	114	.....
First National Bank.	650,000	§ 232,012	2,871,964	100	114	.....
Hartford Nat. Bank.	1,200,000	§ 651,791	3,908,348	100	138	.....
National Ex. Bank..	500,000	§ 215,642	1,088,309	50	62	.....
Phœnix Nat. Bank..	1,000,000	§ 553,516	1,206,734	100	123	.....
Security Company..	200,000	§ 111,901	553,980	100	125	.....
State Bank.....	400,000	§ 134,630	1,209,092	100	114	.....
United States Bank.	100,000	§ 275,402	2,029,765	100	360	.....
Conn. Tr. & S. D. Co.	300,000	§ 263,650	2,575,588	100	180	.....
Fidelity Co.....	50,000	§ 22,468	160,645	100	110	.....
Hartford Trust Co..	300,000	§ 188,111	1,390,973	100	155	.....
NEW HAVEN—						
City Bank of N. H...	500,000	§ 91,126	739,060	100	140	.....
First National Bank.	500,000	§ 264,525	1,420,686	100	.....	.....
Mechanics' Bank....	300,000	§ 45,173	432,142	60	65	.....
Merchants' Nat. Bk..	350,000	§ 136,066	930,945	50	55	.....

*Last sale. † Book value. ‡ Part paid in. §Including undivided profits. x Ex dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. HAVEN—(Con.)	$	$	$			
N. H. Co. Nat. Bank.	350,000	§ 279,538	762,940	10	16	.....
Nat. New Haven Bk.	464,800	§ 278,736	1,025,061	100	180	.....
Nat. Trad'men's Bk.	300,000	§ 200,072	1,365,476	100	150	.....
Second Nat. Bank...	500,000	§ 446,105	843,163	100	180	.....
Yale National Bank.	500,000	§ 199,836	928,521	100	127	.....
Union Trust Co.....	100,000	§ 76,330	521,209	100	.....	.....
WATERBURY—						
Citizens' Nat. Bank.	300,000	§ 130,620	640,000	100	125	135
Fourth Nat. Bank...	100,000	§ 56,329	580,081	100	135	...
Manufac's' Nat. Bk.	100,000	§ 45,185	571,196	100	125	135
Waterbury Nat. Bk.	500,000	§ 293,011	1,020,851	50	80	85
Colonial Trust Co. ..	400,000	§ 105,353	348,207	...	.....	.....
DELAWARE.						
WILMINGTON—						
Central Nat. Bank..	210,000	§ 60,882	459,651	100	119	.....
Farmers' Bk. of Del.	200,000	§ 40,410	500,000	50	70	..
First National Bank.	500,000	§ 131,641	852,572	100	111	.....
Nat. Bk. of Delaware	110,000	§ 138,168	424,775	....	400	.....
N. B. of Wilmington and Brandywine..	200,010	§ 200,508	960,688	30	74	.....
Union Nat. Bank....	203,175	§ 337,092	1,313,984	25	76	.....
Eqitab. Gu. & Tr. Co.	500,000	§ 203,064	1,690,739	100	138	.....
Sec'rity Tr. & S.D.Co.	500,000	§ 181,075	1,601,611	100	140	.....
DISTRICT OF COLUMBIA.						
WASHINGTON—						
Central Nat. Bank..	200,000	§ 75,515	1,698,248	100	170	.....
Citizens' Nat. Bank.	300,000	§ 154,369	1,140,845	100	150	.....
Columbia Nat. Bank.	250,000	§ 141,519	1,392,760	100	160	.....
F'rmers'&Mech. Nat. Bk. (Georgetown).	252,000	§ 246,892	1,296,228	100	200	.....
Lincoln Nat. Bank..	200,000	§ 35,458	632,653	100	120	125
Nat. Bank of Wash..	200,000	§ 312,206	2,009,709	100	355	400
Nat. Capital Bank...	200,000	§ 96,839	939,672	100	135	.....
Nat. M'tropolit'n Bk.	300,000	§ 518,448	2,537,458	100	544	575
Riggs Nat. Bank....	500,000	§ 278,089	5,324,686	100	.....	.....
Second Nat. Bank...	225,000	§ 100,701	1,200,378	100	150	.....
Traders' Nat. Bank.	200,000	§ 72,009	621,814	100	127	132
West End Nat. Bank.	200,000	§ 48,533	798,677	100	117	.....
American S. & Tr. Co.	1,250,000	§ 488,455	3,469,599	100	197	200
Nat. Safe D. Sav. & Trust Co. of D. of C.	1,000,000	§ 87,781	3,085,068	100	129½	131½
Wash. Loan & Tr. Co.	1,000,000	§ 260,113	4,006,670	100	x162½	167
FLORIDA.						
JACKSONVILLE—						
Commercial Bank...	50,000	§ 4,820	258,853	100	.....	115
First Nat. Bk. of Fla.	50,000	§ 11,954	216,254	100	.....	125
National Bank of Jacksonville.....	150,000	§ 150,463	1,819,570	100	250	300
Nat. Bk. State of Fla.	100,000	§ 29,721	381,925	100	165	..
South'n Sav. & Tr. Co.	50,000	§ 13,584	184,611	....	.....	*100
State Bank of Fla.	50,000	§ 6,092	255,853	...	.....	.....
GEORGIA.						
ATLANTA—						
American Trust & Banking Co.....	100,000	.....	.....	100	75	80
Atlanta Nat. Bank..	150,000	§ 496,434	2,571,111	100	400	.....
Capital City Bank...	400,000	§ 121,426	663,670	100	105	107
Exchange Bank.....	100,000	§ 3,697	137,851	100	.....	75
Fourth Nat. Bank..	400,000	§ 95,468	1,583,083	100	97½	100
Lowry Banking Co..	300,000	§ 116,971	824,101	100	120	125
Maddox Rucker B. Co	160,000	§ 64,617	798,564	100	150	.....
Neal Loan & Bkg. Co.	100,000	§ 217,125	1,162,169	100	200	.....
Third National Bk..	200,000	§ 60,436	830,198	100	110	115
Trust Co. of Georgia.	250,000	§ 49,115	.....	100	100	110
AUGUSTA—						
Augusta Savings Bk.	30,000	§ 24,477	465,654	100	110	.....
Commercial Bank...	150,000	§ 16,675	311,713	100	85	90
Georgia RR. Bank..	200,000	§ 104,857	1,450,322	100	.....	.....
Irish-American Bk..	15,645	§ 2,620	98,820	100	100	.....
Nat. Bk. of Augusta.	250,000	§ 115,000	400,000	100	115	.....
Nat. Exchange Bk..	200,000	§ 32,106	439,028	100	100	103
Planters' L. & S. Bk.	50,000	§ 12,314	393,503	10	12	.....
Union Savings Bank	30,000	§ 8,478	232,273	100	101	.....
MACON—						
American Nat. Bank	250,000	§ 69,042	537,607	100	97	98
Cent. Georgia Bank	100,000	§ 11,155	151,577	100	80	82
Commer'l & Sav. Bk.	50,000	§ 26,545	189,233	100	120	125
Exchange Bank.....	500,000	§ 146,794	1,079,771	100	96	97
First Nat. Bank.....	200,000	§ 65,000	500,000	100	110	115
Macon Savings Bank	115,000	§ 9,701	159,241	100	70	72
Union Savings Bank & Trust Co.....	200,000	§ 38,674	354,982	100	97	98
SAVANNAH—						
Chatham Bank.....	150,000	§ 22,575	649,232	100	109	110
Citizens' Bank	500,000	§ 86,941	1,728,093	100	122	.....
Germania Bank.....	200,000	§ 64,451	950,591	100	125	126
Merchants' Nat. Bk.	500,000	§ 121,685	758,731	100	x102½	104
Nat. Bk. of Savannah	250,000	§ 188,418	574,482	100	140	142
Oglethorpe Savings & Trust Co.....	125,000	§ 60,745	516,276	100	107	108
Savannah Bank & Trust Co.....	350,000	§ 41,749	1,058,503	100	114	115
Southern Bank of State of Georgia..	500,000	§ 391,495	2,280,804	100	145	.....
ILLINOIS.						
CHICAGO— *Surplus includes undivided profits.*						
America Nat. Bank..	1,000,000	687,965	9,024,946	100	170	175
Bankers' Nat. Bank.	1,000,000	194,287	8,506,591	100	125	128
Calumet Nat. Bank..	50,000	37,758	544,272	100	.....	.....
Chicago City Bank..	200,000	62,864	423,550	100	120	125
Chicago Nat. Bank..	500,000	694,972	11,376,471	100	300	325
Commercial Nat. Bk.	1,000,000	1,263,321	17,857,833	100	275	300
Continental Nat. Bk.	2,000,000	649,232	22,027,161	100	168	173
Corn Exchange National Bank.....	1,000,000	1,351,399	12,621,688	100	293	310

*Last sale † Book value. ‡ Part paid in. § Including undivided profits. x Ex-dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
CHICAGO—(Con.)—	$	$	$			
Drovers' Nat. Bank.	250,000	202,150	2,962,282	100	165	180
First National Bank.	3,000,000	2,505,855	43,630,069	100	310	315
First Nat. Englewood	100,000	25,989	661,064	100	95	.....
Foreman Bros Bg. Co.	500,000	622,263	2,357,922	100	....	.....
Ft. Dearborn Nat. Bk.	500,000	115,231	3,220,742	100	115	120
Hibernian Banking Association.....	222,000	316,224	6,881,628	100	250	260
Home Savings Bk ..	100,000	21,533	896,772	...	...	.....
Lincoln Nat. Bank..	200,000	20,522	817,477	100	85	95
Merchants' Nat. Bk..	1,000,000	1,778,688	13,257,179	100	500	.....
Metrop'litan Nat. Bk.	2,000,000	1,293,309	14,578,690	100	185	192
Milwaukee Avenue State Bank.....	250,000	113,442	1,427,510	100	103	109
Nat. Bk. of Republic.	1,000,000	186,804	9,176,607	100	114	115
Nat. Live Stock Bk..	1,000,000	1,113,879	5,175,849	100	263	275
N. Western. Nat. Bk.	1,000,000	588,334	6,628,495	100	163	175
Oakland Nat. Bank..	50,000	39,388	475,072	100	140	.....
Prairie State Bank..	250,000	47,220	3,032,913	100	100	105
Produce Exch'ge Bk.	500,000	.....	.....	100	.....	.....
Pullman Loan & Savings Bank	200,000	123,044	1,318,451	....	....	....
State Bk. of Chicago.	1,000,000	107,368	5,023,560	100	135	150
Union Nat. Bank....	2,000,000	390,164	12,959,761	100	130	135
Western State Bank.	300,000	13,751	587,739	100	....	80
American Trust & Savings Bank.	1,000,000	234,655	9,353,852	100	107	110
Equitable Trust Co..	500,000	196,654	1,261,869	100	130	135
Garden City Banking & Trust Co. ...	500,000	105,756	1,673,978	100	85	90
Guardian Trust Co...	2,500,000	1,250,000	.....	100	60	75
Illinois Trust & Savings Bank	3,000,000	3,555,150	54,804,218	100	625	.....
Merchants' Loan & Trust Co.....	2,000,000	1,753,236	19,603,803	100	307	315
Northern Trust Co...	1,000,000	1,007,372	17,655,631	100	250	325
Royal Trust Co.....	500,000	268,143	2,761,000	100	121	125
Union Trust Co.....	500,000	1,092,498	4,387,131	100	300	.....
ROCKFORD—						
Forest City Nat. Bk.	100,000	§ 34,001	445,603	100	.....	.....
Manufrs' Nat. Bank.	125,000	§ 33,445	388,124	100	.....	.....
People's Bank.....	125,000	§ 31,842	504,865	100	.....	.....
Rockford Nat. Bank.	100,000	§ 105,807	422,728	100	.....	.....
Third Nat. Bank.....	100,000	§ 82,251	729,871	100	.....	.....
Winnebago Nat. Bk.	100,000	§ 132,579	1,170,766	100	.....	.....
INDIANA.						
EVANSVILLE—						
Citizens' Nat. Bank.	200,000	§ 48,886	759,966	100	135	150
First Nat. Bank.....	500,000	§ 151,745	1,369,714	100	110	120
German Bank.....	250,000	§ 18,518	318,218	62½	75	85
Old Nat. Bank.....	500,000	§ 148,079	1,592,139	100	110	120
Ohio Valley Tr. Co..	126,000	.....	18,000	....	60	100
INDIANAPOLIS.						
Capital Nat. Bank...	300,000	§ 90,715	2,361,381	100	114	116
Fletcher's Nat. Bank	500,000	§ 167,884	7,309,522	100	.....	.....
Indiana Nat. Bank..	300,000	§ 812,988	5,849,737	100	.....	300
Merchants' Nat. Bk.	1,000,000	§ 171,002	4,452,268	100	131	133
State Bk of Indiana.	200,000	§ 40,000	560,000	100	.....	80
Central Trust Co....	‡300,000	.....	.....	100	.....	.....
Indiana Trust Co....	1,000,000	§ 74,624	1,429,530	100	116	118
Marion Trust Co....	300,000	§ 41,792	602,205	....	65	.....
Union Trust Co	600,000	§ 172,566	1,043,101	100	141	143
TERRE HAUTE.						
First National Bank.	300,000	§ 202,334	1,108,907	100	.....	†200
National State Bank	200,000	§ 72,492	431,378	100	115	.....
Vigo Co. Nat. Bank.	150,000	§ 56,500	1,064,099	100	115	.....
Terre Haute Tr'st Co	100,000	§ 27,792	109,659	100	.....	†100
IOWA.						
DAVENPORT—						
Citizens' Nat. Bank.	300,000	§ 117,938	1,064,026	100	140	145
Davenport Nat. Bk..	100,000	§ 38,449	422,755	100	100	104
Davenport Sav. Bank	30,000	§ 52,700	2,600,000	100	190	200
Farm. & Mech. Bank.	100,000	§ 5,943	573,507	100	162	165
First Nat. Bank.....	200,000	§ 76,484	727,890	100	135	140
German Savings Bk.	500,000	§ 220,034	5,190,231	100	212	216
Iowa National Bank.	100,000	§ 24,796	824,697	100	125	130
Scott Co. Sav. Bank.	250,000	§ 48,369	2,342,650	100	190	195
Union Savings Bank	60,000	§ 16,537	534,507	100	106	112
DES MOINES—						
Capital City State Bk	100,000	§ 30,000	520,000	100	.....	.....
Central State Bank.	50,000	§ 11,900	400,000	....	.....	.....
Citizens' Nat. Bank.	200,000	§ 117,075	1,835,086	100	.....	.....
Des Moines Nat. Bk	300,000	§ 46,681	2,224,235	100	.....	.....
Des Moines Sav. Bk.	300,000	§ 46,991	3,111,359	....	.....	.....
Iowa National Bank.	100,000	§ 5,071	486,336	100	.....	.....
People's Sav. Bank.	75,000	§ 33,932	801,286	....	.....	.....
Valley Savings Bank	50,000	§ 13,461	402,610	...	.....	.....
Valley Nation'l Bank	200,000	§ 113,702	1,512,324	100	.....	.....
Security L. & Tr. Co.	50,000	§ 65,800	326,615	100	.....	.....
DUBUQUE—						
Citizens' State Bank.	100,000	§ 17,000	350,000	100	90	100
Dubuque Nat. Bank.	100,000	§ 23,467	353,699	100	85	90
First National Bank.	200,000	§ 35,468	940,597	100	.....	*100
German Bank.....	150,000	§ 25,832	590,558	100	.....	* 90
Ger. Tr. & Sav. Bank	100,000	§ 6,564	528,525	100	.....	* 90
Iowa Tr. & Sav. Bk..	300,000	§ 52,845	1,548,859	100	.....	*125
Second Nat'l Bank..	400,000	§ 79,327	1,167,288	100	.....	*125
KENTUCKY.						
COVINGTON.						
Citizens' Nat. Bank..	200,000	§ 60,265	673,592	100	120	125
Far. & Traders' Nat.	300,000	§ 181,000	1,012,875	100	175	.....
First Nat. Bank.....	300,000	§ 96,182	1,119,364	100	135	150
German Nat. Bank..	350,000	§ 109,484	610,670	100	.....	125
Covington Trust Co.	100,000	1,267	59,319	100	100	105
LEXINGTON—						
Central Bank.....	200,000	§ 13,313	192,337	100	68	70
Fayette Nat. Bank..	300,000	§ 238,875	732,048	100	200	205
First Nat. Bank.....	400,000	§ 126,120	509,032	100	118	120
Lexington City Nat. Bank.....	200,000	§ 63,613	778,582	100	150	.....

*Last sale. † Book value. ‡ Part paid in. § Including undivided profits

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LEXINGTON—Con.	$	$	$			
Nat. Exchange Bank	100,000	§ 22,516	276,543	100	.....	102
Phœnix Nat. Bank..	150,000	§ 53,112	543,760	100	104	106
Second Nat. Bank...	150,000	§ 8,689	394,041	100	90	92
Third Nat. Bank.....	100.000	§ 7,703	94,614	100	80	82
LOUISVILLE—						
American Nat. Bank	800,000	§ 126,935	3,270,681	100	119	120
Bank of Commerce..	800,000	§ 367,007	3,787,134	100	175	180
Bank of Kentucky...	1,645,100	§1168732	2,72[illegible],73[illegible]	100	179	182
Citizens' Nat. Bank..	500,000	§ 148,071	3,045,012	100	134	.....
First Nat. Bank.....	500,000	§ 312,710	2,528,631	100	145	.....
German Bank.....	250,000	§ 258,606	3,229,091	100	225	.....
Ger. Insurance Bank.	249,500	§ 316,808	3,490,521	50	200	.....
German Security Bk.	179,000	§ 54,449	747,725	100	120	125
Louisville Nat. Banking Co.....	250,000	§ 15,790	1,481,225	100	108	.....
Southern Nat. Bank.	250,000	§ 12,903	1,541,301	100	110	111
Third Nat. Bank....	200,000	§ 64,587	955,757	100	104	107
Union Nat. Bank....	500,000	§ 173,473	3,914,842	100	138	.....
Western Bank.....	250,000	58,002	887,435	100	.....	105
Columbia Finance & Trust Co.....	1,000,000	§ 172,295	¶1791,730	100	134	.....
Fidelity Trust & Safety Vault Co.....	1,000,000	700,000	673,540	100	210	212
Louisville Trust Co..	806,100	§ 107,239	835,000	100	126	128
NEWPORT—						
German Nat. Bank..	100,000	§ 52,296	558,975	100	130	145
Newport Nat. Bank.	100,000	§ 8,335	411,481	100	100	110

¶ Deposits include trusts funds.

LOUISIANA.

NEW ORLEANS—						
Canal Bank.....	1,000,000	65,939	3,800,079	100	.....	.....
Citizens' Bank of La.	380,200	§ 113,172	793,349	100	100	105
Germania Nat. Bank	300,000	§ 96,127	1,048,269	100	103½	.....
Germania Sav. Bk....	100,000	§ 356,323	2,745,581	100	400	.....
Hibernia Nat. Bank.	300,000	§ 480,581	3,858,081	100	220	250
Louisiana Nat. Bank	500,000	§ 287,398	4,388,737	100	137	145
Metropolitan Bank..	250,000	§ 66,698	1,142,929	100	118	125
New Orleans Nat. Bk.	200,000	§ 873,616	4,012,589	100	490	540
People's Bank.....	250,000	§ 32,343	762,099	50	90½	97
Provident Savings & Safe Deposit Bank.	100,000	§ 7,044	401,489	100	95	.....
State National Bank	300,000	§ 102,921	1,860,462	100	111	120
Teutonia Bank.....	100,000	§ 10,496	376,635	100	95	100½
Union Nat'l Bank...	300,000	§ 30,536	1,087,751	100	88	92
U. S. Trust & Sav. Bk.	100,000	.....	147,371	100	.....	.....
Whitney Nat. Bank.	400,000	§1068188	4,560,181	100	365	.....

MAINE.

PORTLAND—						
Canal Nat. Bank.....	600,000	§ 164,100	603,869	100	98	100
Casco Nat. Bank.....	800,000	§ 300,455	2,236,820	100	108	110
Chapman Nat. Bank.	100,000	§ 25,934	765,200	100	.....	100
Cumberland Nat. Bk.	150,000	§ 40,214	308,868	100	98	100
First National Bank.	1,000,000	§ 235,881	1,560,772	100	99	100
Merchants' Nat. Bk..	300,000	§ 317,432	1,071,288	75	100	102
Nat. Traders' Bank..	300,000	§ 93,431	353,995	100	97	100
Portland Nat. Bank.	300,000	§ 105,388	2,060,093	100	108	110
Portland Trust Co...	200,000	§ 165,000	1,500,000	100	150	160

MARYLAND.

BALTIMORE—						
American Nat. Bank	200,000	§ 101,998	1,017,569	100	.....	100
Canton Nat. Bank...	100,000	§ 26,679	303,794	100	88	91
Citizens' Nat. Bank.	500,000	§ 768,628	2,616,745	10	22	22½
Com. & Farm. N. Bank	512,560	§ 162,094	969,756	100	121	.....
Commonwe'lth Bank	100,000	§ 16,521	723,288	....	57½	60
Continental N. Bank	300,000	§ 48,928	773,720	100	85	95
Drov. & Mec's N. Bank	300,000	§ 327,851	3,134,349	100	250	.....
Equitable Nat. Bank	500,000	§ 125,059	1,028,611	100	107	112
Farm. & Mer. N. Bank	650,000	§ 422,808	2,035.02[illegible]	40	.....	65
First National Bank.	555,000	§ 280,396	1,596,842	100	134	140
German-Amer. Bank	300,000	§ 104,857	497,712	100	108	.....
Ger. B'nk of Balt. City	400,000	§ 151,697	843,495	100	108	.....
Manufact'rs' N. Bank	500,000	§ 84,843	828,142	100	90	91
Merchants' N. Bank.	1,500,000	§ 774,041	7,734,510	100	150	151
Nat. Bank of Balt'ore	1,210,700	§ 478,503	2,085,411	100	120	.....
Nat. Bank of Com'rce	300,000	§ 160,907	1,165,320	15	20	.....
Nat. Exchange Bank	600,000	§ 276,050	3,128,208	100	140	.....
Nat. Howard Bank..	230,000	§ 54,803	804,870	10	10	10½
Nat. Marine Bank...	400,000	§ 133,610	1,325,820	30	36½	.....
Nat. Mechanics' Bank	1,000,000	§ 772,060	6,765,666	10	26½	27¼
Nat. Un. Bank of Md	900,000	§ 262,534	2,265,442	75	84	85
Old-Town Bank.....	150,000	§ 164,317	952,368	10	17	19
People's Bank.....	225,000	§ 18,723	334,491	20	17¼	.....
Second Nat. Bank...	500,000	§ 600,938	1,026,929	100	185	.....
Third National Bank	500,000	§ 87,704	1,705,826	100	92½	95
Western Nat. Bank..	500,000	§ 425,520	2,259,975	20	.....	40
Baltimore Trust & Guarantee Co.....	1,000,000	§1915324	4,034,657	100	340	350
Citiz. Tr. & Dep. Co.	2,000,000	§ 724.823	377,906	100	110	114
Continental Tr. Co..	*b*1,500,000	*b*2011000	1,675,617	100	150	155
Guard. Tr. & Dep. Co.	1,250,000	364,385	570,100	100	113	115
International Tr. Co.	*c*2,309,825	*d*1185335	386,795	....	90	92
Maryland Tr. Co....	1,500,000	§1707063	2,578,157	100	230	.....
Mercantile Trust & Deposit Co. of Balt	2,000,000	§3877170	6,241,988	50	220	.....
Old L. Rl. Es. & Tr. Co.	1,000,000	250,000	.....	50	55	57
Realty Trust Co.....	1,000,000	250,000	.....	50	49	50
FREDERICK—						
Central Nat. Bank...	120,000	§ 47,802	120,264	25	32½	.....
Citizens' Nat. Bank..	100,000	§ 200,583	1,587,783	100	280	.....
Far. & Mech. Nat. B'k.	125,000	§ 64,036	511,626	25	33	33½
First Nat. Bank.....	100,000	§ 12,953	135,974	100	.....	100
Franklin Sav. Bank.	*a*110,420	§ 14,189	151,230	100	115	.....
Frederick Co. Nat. Bk	150,000	§ 65,248	170,857	15	21	.....
Frederick-Town Sav. Institution.....	*a*171,177	§ 63,224	785,932	100	165	.....

a This is the so-called "Weekly Dep'sits" now forming capital on which dividends are paid.

b $500,000 capital and $500,000 surplus in addition to above remain to be paid in on call. *c* This is capital paid in; authorized, $3,000,000. *d* This includes surplus paid in and undivided profits; authorized surplus, $1,500,000.

MASSACHUSETTS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	Surplus of national banks includes undivided profits.					
BOSTON—	$	$	$			
Atlantic Nat. Bank..	750,000	341,901	1,737,000	100	124	126
Atlas Nat. Bank.....	1,500,000	547,934	4,001,000	100	115	120
Blackstone Nat. Bk.	1,000,000	34,495	1,534,000	100	68½	70
Boylston Nat. Bank.	700,000	286,474	1,631,000	100	118	.....
Broadway Nat. Bk...	200,000	In receiver's hands.		100	100	.....
Bunker Hill Nat. Bk.	500,000	416,851	1,910,574	100	200	.....
Central Nat. Bank...	500,000	236,190	3,264,000	100	126	.....
Colonial Nat. Bank..	1,000,000	534,221	3,810,000	100	150	160
Commercial Nat. Bk.	250,000	17,194	829,000	100	79	.....
Eliot National Bank.	1,000,000	612,514	8,650,000	100	140	145
Faneuil Hall Nat. Bk	1,000,000	457,699	2,589,000	100	134	.....
First National Bank.	1,000,000	1,076,087	4,971,000	100	190	.....
First Ward Nat. Bk..	200,000	154,375	941,568	100	125	130
Fourth Nat. Bank...	750,000	277,033	3,280,000	100	118	.....
Freemans' Nat. Bk..	500,000	150,941	2,082,000	100	102	105
Globe Nat. Bank....	1,000,000	In receiver's hands.		100	.....	.....
Mass. Nat. Bank.....	800,000	81,591	2,259,000	100	.....	.....
Mechanics' Nat. Bk..	250,000	119,792	1,408,000	100	121	.....
Merchants' Nat. Bk..	3,000,000	1,922,513	10,912,000	100	165	170
Metrop'litan Nat. Bk.	500,000	147,59[illegible]	1,132,000	100	105	.....
Monument Nat. Bk..	150,000	186,486	515,404	100	195	.....
Mt. Vernon Nat. Bk.	200,000	61,874	1,150,000	100	100	.....
Nat. Bk. of C'mmerce.	1,500,000	616,891	9,134,000	100	113	115
National Bank of Commonwealth ...	1,000,000	842,457	8,940,000	100	175	180
Nat. Bk. of Redemp..	1,000,000	445,398	9,533,000	100	120	125
Nat. Bk. of Republic.	1,500,000	1,060,486	14,123,000	100	165	175
Nat. Exchange Bk...	1,000,000	511,865	7,241,000	100	144	146
Nat. Hamilton Bk...	500,000	21,286	2,134,000	100	102	.....
Nat. Hide & Leather Bank.	1,500,000	407,086	4,945,000	100	113	115
N. Market Bk. of Brig.	250,000	104,499	598,818	100	100	.....
National Rockland Bank of Roxbury..	300,000	189,080	1,671,102	100	112	123
Nat. Security Bank..	250,000	555,896	1,852,000	100	200	.....
Nat. Shawmut Bank.	3,000,000	1,678,007	26,704,000	100	164	165
Nat. Union Bank....	1,000,000	688,822	2,316,000	100	143	145
Nat. Webster Bank..	1,000,000	329,636	2,229,000	100	104	106
N. Eng. Nat. Bank ..	1,000,000	707,730	2,950,000	100	152	155
Old Boston Nat. Bk.	900,000	256,765	2,069,000	100	115	120
Peoples' Nat. Bank of Roxbury.....	300,000	138,008	645,788	100	124	125
Second Nat. Bank...	1,600,000	1,154,304	11,009,000	100	175	180
Sh. & Leath. Nat. Bk.	1,000,000	383,441	9,516,000	100	120	122
South End Nat. Bk..	200,000	7,390	269,701	100	80	85
State Nat. Bank.....	2,000,000	612,770	3,961,000	100	115	120
Suffolk Nat. Bank...	1,000,000	430,331	2,112,000	100	105	110
Third Nat. Bank	1,500,000	232,729	10,381,000	100	99	100
Washington Nat. Bk.	750,000	340,087	2,028,000	100	120	125
Winthrop Nat. Bank	300,000	310,965	3,199,000	100	150	.....
American Loan & Trust Co.....	1,000,000	740,936	6,899,826	100	116	.....
Bay State Trust Co..	400,000	202,635	3,88[illegible],304	100	125	.....
Beacon Trust Co....	300,000	90,560	1,764,673	100	120	.....
Boston Safe Deposit & Trust Co.....	1,000,000	1,381,543	9,670,689	100	200	.....
Columbia Trust Co..	100,000	12,821	264,330	100	100	.....
Federal Trust Co....	500,000	17,824	1,562,690	100	100	.....
Internat'l Trust Co..	1,000,000	2,121,938	12,642,824	100	200	.....
Mass. Loan & Tr. Co.	1,000,000	287,417	2,578,158	100	112	115
Mattapan D. & Tr. Co.	100,000	49,604	818,302	100	115	125
Mercantile Tr. Co ...	250,000	146,531	3,452,747	100	140	.....
N. Engl'd Trust Co..	1,000,000	1,567,782	19,288,989	100	256	.....
Old Colony Trust Co.	1,000,000	2,108,420	23,273,797	100	350	400
Puritan Trust Co....	200,000	39,076	1,531,495	100	103	.....
State St. Trust Co ..	300,000	106,614	2,654,307	100	107	.....
U. S. Trust Co.....	200,000	206,515	2,306,148	100	.....	.....
BEVERLY—						
Beverly Nat. Bank..	200,000	100,500	455,385	100	137	140
BROCKTON—						
Brockton Nat. Bank.	100,000	§ 36,789	684,912	100	.....*	125
Home Nat. Bank....	200,000	§ 201,624	1,202,159	100	.....*	170
Plymouth Co. Safe Dep. & Trust Co...	100,000	§ 12,462	408,655	100	.....	103
CAMBRIDGE—						
Camb'dg'p't Nat. B'k.	100,000	§ 37,444	176,954	....	.....*	115⅜
Charles Riv. N. Bank	100,000	§ 71,009	638,238	100	.....*	155
First Nat. Bank.....	200,000	§ 172,920	552,357	100	.....*	172
Nat. City Bk., Cam'pt	100,000	§ 66,837	283,501	....	.....	.....
Camb'ge S.D. & Tr. Co	100,000	§ 34,609	814,986	100	.....*	113¼
EAST CAMBRIDGE—						
Cambridge Nat. B'k.	100,000	§ 45,140	502,607	....	.....*	118¾
Lechmere Nat. Bank	100,000	§ 81,559	181,088	....	.....*	150
CHELSEA—						
First National Bank.	300,000	§ 113,927	657,817	100	.....*	102½
Winnisimmet Nat. Bk	100,000	§ 29,253	377,794	100	.....*	100
DANVERS—						
First National Bank.	150,000	§ 41,634	151,750	75	65	75
FALL RIVER—						
Fall River Nat. Bank	400,000	§ 136,435	872,885	100	105	.....
First National Bank.	400,000	§ 252,194	759,906	100	150	.....
Massasoit Nat. Bank	300,000	§ 167,794	1,019,680	100	155	.....
Metacomet Nat. Bk..	500,000	§ 186,126	581,835	100	122	128
National Union Bank	200,000	§ 72,978	351,077	100	106	110
Pocasset Nat. Bank.	200,000	§ 145,634	527,124	100	145	.....
Second Nat. Bank...	150,000	§ 96,539	254,901	100	155	.....
FITCHBURG—						
Fitchburg Nat. Bank	250,000	§ 191,775	798,989	100	.....	.....
Rollstone Nat. Bank.	250,000	§ 138,287	498,284	100	.....	.....
Safety Fund Nat. Bk.	200,000	§ 64,742	416,758	100	.....	.....
Wachusett Nat. Bk..	250,000	§ 202,374	816,794	100	.....	.....
HAVERHILL—						
Essex Nat. Bank....	100,000	§ 23,499	191,329	100	..... *	55
First National Bank.	200,000	§ 137,383	406,170	100	160	.....
Haverhill Nat. Bank	200,000	§ 188,135	1,186,379	100	155	.....
Merchants' Nat. Bk.	100,000	§ 38,356	295,797	100	..... *	129½
Merrimack Nat. Bank	240,000	§ 151,563	604,933	100	150	.....
Second Nat. Bank...	150,000	§ 72,702	614,697	100	.....*	161½
Haverhill Safe Deposit & Trust Co...	200,000	§ 20,043	402,652	100	.....*	120

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
HOLYOKE—	$	$	$			
City National Bank.	500,000	§ 145,050	1,204,196	100	115	125
Hadley Falls Nat. Bk.	200,000	§ 145,400	107,917	100	125	135
Holyoke Nat. Bank..	200,000	§ 117,972	986,926	100	150	155
Home Nat. Bank....	250,000	§ 74,433	599,283	100	110	115
Park National Bank	100,000	§ 52,046	396,820	100	100	110
LAWRENCE—						
Arlington Nat. Bank	100,000	§ 24,490	445,088	100	120	.....
Bay State Nat. Bank	375,000	§ 147,406	534,297	75	115½	.....
Lawrence Nat. Bank	300,000	§ 75,958	546,874	100	120	.....
Merchants' Nat. Bk.	100,000	§ 59,091	668,010	100	115	.....
Pacific Nat. Bank...	150,000	§ 37,566	442,385	100	110	.....
LOWELL—						
Appleton Nat. Bank.	300,000	§ 140,716	993,613	100	125	.....
First National Bank.	250,000	§ 166,650	608,125	100	144	146
Merch. Nat. Bank...	400,000	§ 284,778	877,237	100	152	155
Old Lowell Nat. Bk.	200,000	§ 67,566	432,529	100	117	119
Prescott Nat. Bank..	300,000	§ 113,484	489,038	100	110	112
Railroad Nat. Bank.	400,000	§ 133,316	496,982	100	128	.....
Traders' Nat. Bank..	200,000	§ 161,736	2,532,950	100	150	.....
Wamesit Nat. Bank.	250,000	§ 81,009	305,371	100	.....	119
Lowell Trust Co.....	125,000	§ 39,381	653,943	100	.....	95
Middlesex Safe Deposit & Trust Co...	100,000	§ 2,704	325,232	100	.....	85
LYNN—						
Central Nat. Bank..	200,000	§ 128,240	595,868	100	150	160
First National Bank.	500,000	§ 223,654	910,110	100	120	127
Lynn National Bank	100,000	§ 154,926	532,282	100	220	225
Manufac's Nat. Bank	200,000	§ 55,008	477,791	100	85	90
National City Bank.	200,000	§ 169,793	639,191	100	150	160
Nat. Security Bank..	100,000	§ 135,233	631,357	100	200	225
Lynn Safe Deposit & Trust Co..... ..	100,000	§ 98,716	890,091	100	170	175
Security Safe Dep. & Trust Co.....	200,000	§ 86,302	1,099,776	100	130	135
NEW BEDFORD—						
First National Bank.	1,000,000	§ 270,264	979,482	100	125	.....
Mech. National Bank	600,000	§ 189,278	1,303,205	100	148	150
Merch. Nat'l Bank...	1,000,000	§ 668,914	1,371,367	100	197½	200
New Bedford S. Dep. & Tr. Co.....	200,000	§ 27,354	605,667	100	.....	85
PEABODY—						
So. Danvers Nat. Bk.	150,000	§ 69,673	260,526	100	110	114
Warren Nat. Bank..	250,000	§ 113,237	442,349	100	120	125
SALEM—						
Asiatic Nat. Bank...	315,000	§ 101,941	378,815	30	29	30
First National Bank.	300,000	§ 75,510	482,491	100	80	85
Mercantile Nat. Bank	200,000	§ 63,322	464,681	100	100	103
Merchants' Nat. Bank	200,000	§ 111,577	597,653	50	65	70
Naumkeag Nat. Bank	500,000	§ 313,996	577,495	100	126	130
Salem Nat. Bank....	300,000	§ 80,021	532,203	100	80	90
SPRINGFIELD—						
Agawam Nat. Bank.	500,000	§ 25,365	646,658	100	.....	.....
Chapin Nat. Bank...	500,000	§ 122,621	1,427,747	100	110	120
Chicopee Nat. Bank.	400,000	§ 183,348	1,972,573	100	150	160
City National Bank..	250,000	§ 145,599	1,023,231	100	140	147
First National Bank.	400,000	§ 93,143	574,204	100	105	115
John Hancock Nat..	250,000	§ 82,416	552,945	100	105	110
Pynchon Nat. Bank.	200,000	§ 116,671	1,686,749	100	125	130
Second Nat. Bank...	300,000	§ 197,503	831,226	100	130	135
Springfield Nat. B'k	200,000	§ 211,636	2,761,201	100	180	200
Third Nat. Bank.....	500,000	§ 486,709	2,013,531	100	215	225
Hampden L'n&Tr.Co	100,000	§ 27,765	7,196,039	100	120	135
Springfield Safe Deposit & Tr. Co.....	500,000	§ 213,922	2,562,015	100	140	150
TAUNTON—						
Bristol Co. Nat. Bank	500,000	§ 195,336	546,948	100	125	.....
Machinists' Nat. Bk.	200,000	§ 123,699	347,351	100	160	.....
Taunton Nat. Bank.	600,000	§ 203,462	664,593	100	155	.....
WORCESTER—						
Central Nat. Bank ..	300,000	§ 118,984	1,487,699	100	.....	130
Citizens' Nat. Bank.	150,000	§ 75,609	1,387,042	100	150	.....
City National Bank.	400,000	§ 186,893	1,657,397	100	.....	135
First Nat. Bank	300,000	§ 219,529	2,849,044	100	.....	197½
Mechanics' Nat. Bk.	200,000	§ 52,039	777,885	100	99	.....
Quinsigam'd Nat. Bk	250,000	§ 155,819	1,368,545	100	140	.....
Worcester Nat. Bank	250,000	§ 221, 56	1,946,757	100	175	.....
Worc. S. D. & Tr. Co.	200,000	§ 133,216	2,381,675	100	145	.....

MICHIGAN.

BAY CITY—						
Bay City Bank.....	150,000	§ 67,782	1,463,501	100	.....	150
Bay County Sav. Bk.	50,000	§ 31,655	525,748	....	162	165
Commercial Bank...	100,000	§ 8,330	331,44[illegible]	100	70	85
First National Bank.	100,000	§ 16,245	613,972	100	70	85
Old Second Nat. Bk.	200,000	§ 33,624	1,082,872	100	105	110
DETROIT—						
Am. Exch. Nat. Bk..	400,000	§ 119,014	3,106,711	100	.....	105
Central Sav. Bank..	100,000	§ 24,451	521,805	100	95	.....
Citizens' Sav. Bank.	200,000	§ 34,082	1,436,883	100	97	100
City Sav. Bank.....	150,000	§ 43,678	2,752,324	100	80	90
Commercial Nat. Bk.	500,000	§ 173,125	3,145,219	100	130	.....
Detroit Nat. Bank...	1,000,000	§ 26[illegible],643	5,698,715	100	131	.....
Detroit Riv. Sav. Bk.	100,000	§ 24,550	665,970	100	.....	97
Detroit Sav. Bank...	200,000	§ 438,800	6,062,592	100	¶175	.....
Dime Sav. Bank.....	200,000	§ 45,118	2,250,970	100	115	120
First National Bank.	500,000	§ 159,945	4,841,798	100	165	.....
German-Am. Bank..	100,000	§ 25,398	1,402 957	100	110	.....
Home Sav. Bank....	200,000	§ 47,209	2,062 942	100	105	110
McLellan & A. Sav..	150,000	§ 18,894	667,635	100	100	.....
Mechanics' Bank....	100,000	§ 29,054	1,212,580	100	.....	.....
Michigan Sav. Bank.	150,000	§ 53,374	1,527,968	100	112	.....
Peninsular Sav. Bk..	300,000	§ 73,999	2,776,618	100	.....	95
People's Sav. Bank..	500,000	§ 232,181	7,317,492	1000	1100	.....
Preston Nat. Bank..	700,000	§ 135,460	4,157,423	100	.....	95
State Sav. Bank.....	500,000	§ 122,714	7,485,993	100	200	205
Union Nat. Bank....	200,000	§ 26,745	713,36[illegible]	100	90	100
Union Trust Co.....	500,000	§ 100,039	348,519	100	115	.....
Wayne Co. Sav. Bk..	150,000	§ 516,683	8,455,934	100	¶200	.....
GRAND RAPIDS—						
Fifth Nat. Bank.....	100,000	§ 15,757	476,526	100	.....	95
Fourth Nat. Bank...	300,000	§ 69,327	1,546,347	100	.....	125
Gr. Rapids Nat. Bk..	500,000	§ 139,281	881,163	100	118	.....
Gr. Rapids Sav. Bk..	150,000	§ 45,750	1,393,328	50	125	.....

*Last sale †Book value. ‡Part paid in. §Including undivided profits. ¶ Ex rights.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
GRAND RAP.-(Con.)	$	$	$			
Kent Co. Sav. Bank.	50,000	§ 91,901	2,123,479	50	260	.....
National City Bank..	500,000	§ 128,153	1,214,888	100	110	112
Old National Bank..	800,000	§ 250,897	2,741,184	100	130	.....
People's Savings Bk.	100,000	§ 22,748	1,380,094	100	120	.....
State Bk. of Michigan	150,000	§ 35,410	753,424	50	.....	100
Michigan Trust Co...	200,000	§ 107,188	344,906	100	152	.....
Peninsular Trust Co.	100,000	§ 24,306	125,940	100	.....	115
SAGINAW—						
Bank of Saginaw....	200,000	§ 123,074	2,369,217	100	150	160
Commercial Nat. Bk.	100,000	§ 68,931	509,548	100	140	145
Peoples' Savings Bk. of East Saginaw...	50,000	§ 35,947	572,698	100	.....	.....
Saginaw Co. Sav. Bk.	50,000	§ 59,287	456,292	100	.....	200
Savings Bk. of East Saginaw	100,000	§ 80,068	2,050,093	100	.....	150
Second Nat. Bank...	200,000	§ 320,369	3,159,473	100	265	275

MINNESOTA.

DULUTH—						
American Exchange Bank	500,000	§ 79,786	4,400,065	100	112	120
Commercial Banking Company	25,000	§ 2,350	245,813	Private Bank		
First National Bank.	500,000	§ 314,253	3,954,251	100	135	150
St. Louis Co. Bank..	50,000	11,000	118,000	Private Bank		
MINNEAPOLIS—						
First National Bank.	1,000,000	§ 136,225	4,876,114	100	104	110
Flour City Nat. B'k..	500,000	§ 121,103	1,244,660	100	96	100
German - American Bank.....	60,000	§ 26,024	475,397	100	.....	.....
Germania Bank.....	50,000	§ 2,159	119,771	100	.....	.....
Hennepin Co. Sav. Bk	100,000	§ 24,842	2,084,215	100	.....	.....
Metropoltan Bank..	200,000	§ 36,405	816,656	100	95	100
Nat'l Bank of Commerce.....	1,000,000	§ 217,473	3,237,365	100	103	105
Nicollet Nat. Bank..	250,000	§ 82,439	1,541,403	100	106	110
Northwestern Nat'l Bank.....	1,000,000	§ 324,643	5,106,273	100	150	.....
People's Bk. of Minn.	76,000	§ 17,477	226,567	100	25	50
St. Anthony Falls Bk.	125,000	§ 25,022	547,533	100	.....	.....
Security Bank.....	1,000,000	§ 226,639	5,258,490	100	75	80
Swedish - American National Bank....	250,000	§ 30,040	1,368,685	100	100	.....
Minnesota Loan & Trust Co.....	500,000	§ 60,355	641,849	100	50	55
ST. PAUL—						
Capital Bank.....	100,000	§ 47,971	551,458	100	100	105
First National Bank.	1,000,000	§ 815,864	6,274,466	100	230	235
Merchants' N. Bank.	1,000,000	§ 82,405	4,020,975	100	82	90
National German-American Bank...	1,000,000	§ 104,744	5,457,466	100	82½	90
St. Paul Nat. Bank..	600,000	§ 31,704	1,365,300	100	80	.....
Scandinavian-American Bank.....	100,000	§ 28,912	706,790	100	115	121
Second Nat. Bank...	200,000	§ 145,465	1,900,350	100	195	200
State Bank.....	50,000	§ 1,486	135,500	....	.....	20
Union Bank.....	100,000	§ 21,951	417,829	100	120	.....
St. Paul Title & Trust Company	500,000	§ 8,781	.....	100	25	.....
St. Paul Trust Co....	250,000	20,000	.....	100	20	.....
Security Trust Co....	275,000	§ 20,000	50,000	100	.....	20

MISSOURI.

KANSAS CITY—						
American Nat. Bank	250,000	§ 72,601	1,927,762	100	90	95
Bank of Grand Ave.	50,000	§ 830	241,373	100	.....	100
First National Bank.	250,000	§ 341,825	8,565,942	100	275	300
Inter-State National Bank, Kansas.....	1,000,000	§ 505,474	3,545,728	100	138	142
Kan. City State Bank	200,000	§ 11,845	678,939	100	60	65
Mechanics' Bank....	50,000	§ 5,447	142,69[illegible]	100	90	95
Missouri Sav. Bk..	50,000	§ 23,000	300,000	100	140	150
Nat. Bank of Commerce.....	1,000,000	§ 482,266	20,538,744	100	132	136
New England National Bank	200,000	§ 79,496	1,972,717	100	135	140
Union Nat. Bank....	600,000	§ 228,172	6,467,569	100	128	134
Western Exch'ge Bk.	100,000	10,000	500,000	100	135	140
Fidelity Trust Co....	500,000	§ 10,000	600,000	100	105	110
Guardian Trust Co..	2,500,000	§ 1250000	.....	100	60	65
ST. JOSEPH—						
First Nat. Bank of Buchanan Co.....	250,000	§ 31,798	1,671,315	100	95	100
German-American Bank.....	100,000	§ 23,804	1,087,452	100	70	80
Merchants' Bank....	200,000	§ 11,177	1,128,602	100	90	100
National Bank of St. Joseph.....	100,000	§ 128,456	2,867,974	100	300	.....
Park Bank.....	40,000	§ 9,338	157,740	100	100	105
Tootle, Lemon & Co.	50,000	§ 6,325	2,658,156	Private bank.		
ST. LOUIS—						
American Exchange Bank.....	500,000	§ 392,078	4,199,102	50	98	101
Boatmen's Bank....	2,000,000	800,000	8,858,065	100	190	193
Bremen Bank.....	100,000	§ 221,709	1,340,471	100	230	235
Continental Nation'l Bank.....	1,000,000	§ 405,485	9,503,674	100	165	168
Fourth Nat. Bank...	1,000,000	§ 796,601	4,633,410	100	220	225
Franklin Bank.....	600,000	§ 121,364	3,622,864	100	155	160
German - American Bank.....	150,000	§ 880,609	3,636,207	100	775	825
German Savings Institution	250,000	§ 514,080	5,164,602	100	280	290
International Bank of St Louis.....	200,000	§ 83,164	991,957	100	125	130
Jefferson Bank.....	100,000	36,144	444,146	100	105	108
Lafayette Bank.....	100,000	454,667	2,544,098	100	350	370
Mechanics' Bank....	1,000,000	§ 572,678	5,532,417	100	205	210
Merchants' Laclede National Bank.....	1,400,000	§ 232,990	9,465,861	100	150	154

*Last sale. †Book value. ‡Part paid in. §Including undivided profits

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ST. LOUIS—*Concl.*	$	$	$			
Nat. Bank of Com'rce	5,000,000	3,286,308	24,345,956	100	243	246
Northwestern Savings Bank	200,000	§ 91,043	1,800,339	100	140	145
South'n Com. & Sav.	100,000	12,352	276,485	100	100	105
South Side Bank	200,000	§ 51,225	777,676	100	115	120
State National Bank	2,000,000	§ 481,223	6,588,748	100	164	166
Third National Bank	1,000,000	§ 276,774	10,821,828	100	145	148
Lincoln Trust Co.	1,000,000	§ 297,286	1,945,607	100	153	155
Mercantile Tr. Co.	750,000	800,000	.....	100	227	230
Mississip. Val'y Tr. Co	3,000,000	§1321781	10,681,725	100	272	275
St. Louis Safe Deposit & Savings Bank.	200,000	§ 65,994	1,396,554	100	135	140
St. Louis Trust Co.	2,500,000	§ 750,533	8,466,679	100	195	200
Union Trust Co.	1,000,000	§ 630,163	7,380,662	100	205	210
NEBRASKA.						
LINCOLN—						
City National Bank	80,000	§ 1,774	181,486	....	.....	.....
Columbia Nat. Bank.	100,000	§ 19,517	507,972	100	.....	.....
First National Bank.	200,000	§ 24,804	1,751,262	100	.....	.....
OMAHA—						
Commercial National Bank	400,000	§ 60,109	951,821	100	.....	.....
First National Bank.	500,000	§ 191,408	5,801,075	100	.....	.....
Merchants' N. Bank.	500,000	§ 118,769	2,630,347	100	.....	.....
Nat'l Bank of Commerce	300,000	§ 24,291	311,161	100	.....	.....
Nebraska Nat. Bank.	400,000	§ 43,609	1,352,650	100	.....	.....
Omaha Loan & Trust Co. Savings Bank.	50,000	§ 48,600	235,000	....	.....	.....
Omaha Nat. Bank.	1,000,000	§ 124,563	5,814,759	100	.....	.....
Union National Bank	250,000	§ 10,629	536,086	100	.....	.....
United States National Bank	400,000	§ 51,255	2,526,858	100	.....	.....
Omaha L'n & Tr. Co.	500,000	§111,491	.....	....	.....	.....
SOUTH OMAHA—						
Packers' Nat. Bank.	100,000	§ 37,781	608,735	100	.....	.....
South Omaha Nat. Bk	100,000	§ 133,082	1,767,964	100	.....	.....
Union Stock Yards National Bank	200,000	§ 172,848	2,203,116	100	.....	.....
NEW HAMPSHIRE.						
MANCHESTER—						
Amoskeag Nat. Bank	200,000	§ 155,507	1,359,571	100	.....*	165
First National Bank.	150,000	§ 81,142	644,918	100	.....*	139½
Manches'r Nat. Bank	150,000	§ 96,551	866,836	100	.....*	270½
Merchants' N. Bank.	150,000	§ 66,443	475,538	100	.....*	120
Second Nat. Bank.	100,000	§ 29,816	178,507	100	.....*	116
NEW JERSEY.						
CAMDEN—						
Camden Nat. Bank.	100,000	§ 37,524	625,887	100	.....*	80
First National Bank.	200,000	§ 165,532	929,999	100	.....*	140
National State Bank	260,000	§ 274,444	2,482,755	50	.....*	85
Camden S.D. & T. Co.	100,000	§ 431,097	4,021,346	25	.....*	120
Central Trust Co.	100,000	§ 73,559	1,122,953	25	.....*	25
N. J. Tr. & S. Dep. Co.	200,000	§ 21,561	1,018,036	100	.....*	53
ELIZABETH—						
Citizens' Bank.	100,000	§ 21,700	280,000	100	105	110
Elizabethp't Bkg. Co.	50,000	§ 57,900	245,000	50	180	.....
First National Bank.	200,000	§ 175,189	745,817	100	.....*	163
National State Bank	350,000	§ 402,877	1,384,484	50	.....*	203
HOBOKEN—						
First National Bank.	110,000	§ 450,300	1,417,000	25	125	130
Hudson Trust Co.	500,000	§ 258,467	3,936,957	100	..... *	250
Second Nat. Bank.	125,000	§ 95,200	936,700	100	155	160
JERSEY CITY—						
First National Bank.	400,000	§ 786,200	6,298,800	100	300	.....
Hudson Co. Nat. Bk.	250,000	§ 539,300	1,867,400	100	375	.....
Second Nat. Bank.	250,000	§ 368,400	1,145,300	100	230	.....
Third Nat. Bank.	200,000	§ 212,200	980,700	100	180	.....
Com. Tr. Co. of N. J.	500,000	500 000	.....	..	215	225
N. J. T. Gu. & Tr. Co.	200,000	§ 456,053	5,407,814	100	300	.....
MORRISTOWN—						
First Nat. Bank.	100,000	§ 144,590	954,076	100	*225	.....
Nat. Iron Bank.	200,000	§ 60,202	709,862	100	.....*	105
Morristown Tr. Co.	300,000	§ 527,918	2,281,731	100	450	500
NEWARK—						
Essex Co. Nat. Bank	300,000	§ 730,608	3,355,569	50	205	.....
German Nat. Bank.	200,000	§ 258,816	1,609,562	100	230	.....
Manufact'rs N. Bank	250,000	§ 131,119	1,219,291	100	160	.....
Merchants' N. Bank.	200,000	§ 200,093	2,246,763	100	215	.....
Nat. Newark Bkg. Co	500,000	§ 513,596	2,558,190	50	100	.....
National State Bank.	500,000	§ 324,284	2,178,751	50	90	.....
Newark City N. Bank	500,000	§ 328,8 8	2,006,381	50	90	.....
North Ward N. Bank	200,000	§ 176,169	1,503 456	100	180	.....
Second Nat. Bank.	300,000	§ 129,184	941,590	100	150	.....
State Banking Co.	100,000	§ 113,008	1,360,396	100	190	.....
Fidelity Trust Co.	920,900	§ 995,767	4,227,178	100	250	.....
NEW BRUNSWICK—						
Nat. Bank of N. J.	250,000	§ 289,041	1,457,059	....	.....	.....
People's Nat. Bank.	100,000	§ 75,214	446,939	....	.....	.....
PATERSON—						
First National Bank.	400,000	§ 435,212	2,385,034	100	380	.....
Paterson Nat. Bank.	300,000	§ 170,700	1,620,000	100	170	.....
Second Nat. Bank.	150,000	§ 153,000	1,030,000	50	120	.....
Paterson Sav. Inst'n	250,000	630,386	6,767,721	100	650	.....
Hamilton Trust Co.	150,000	1[illegible]0,000	.....	10 0	210	.....
Paterson S.D. & T. Co.	100,000	§ 110,134	1,585,847	100	240	.....
Silk City S. D. & T. Co.	100,000	§ 33,118	456,496	100	145	.....
TRENTON—						
Broad St. Nat. Bank.	250,000	§ 103,667	808,029	100	107	.....
First National Bank.	500,000	§ 303,398	868,714	100	155	160
Mechanics' Nat. Bk.	500,000	§ 362,359	1,653,980	50	85	86
Trenton Banking Co.	500,000	§ 375,000	1,700,000	50	86	.....
Trenton Tr. & S. D. Co.	150,000	§ 36,061	1,877,151	100	110	.....

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

NEW YORK.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ALBANY—	$	$	$			
Albany City Nat. Bk.	300,000	§ 85,615	2,609,166	100	108	110
Albany County Bank	250,000	§ 72,871	928,935	100	180	.....
First National Bank.	200,000	§ 123,927	626,022	100	140	146
Mech'nics & F'rmers'	250,000	§ 955,[illegible]29	1,244,391	100	475	.....
Merchants' Nat. Bk.	200,000	§ 217,778	715,727	50	170	175
Nat. Commercial Bk.	300,000	§ 826,036	4,666,886	100	400	.....
Nat. Exchange Bank	300,000	§ 86,924	1,427,041	100	114	115
N. Y. State Nat. Bk.	250,000	§ 368,762	5,689,234	100	220	.....
Park Bank	100,000	§ 39,336	517,318	100	140	.....
AUBURN—						
Cayuga Co. Nat. Bk.	200,000	§ 81,228	844,891	25	25¾	27½
Nat. Bank of Auburn	200,000	§ 86,693	646,294	100	106	110
BINGHAMTON—						
City National Bank	200,000	§ 51,461	458,745	100	100	.....
First National Bank.	200,000	§ 77,430	821,540	100	.....	110
People's Bank	100,000	§ 9,546	169,550	100	.....	.....
Strong State Bank	100,000	§ 73,462	703,271	100	.....	135
Susquehanna Valley	100,000	§ 24,069	377,220	100	.....	.....
Binghamton Tr. Co.	300,000	§ 161,225	1,722,540	100	.....	135
BROOKLYN—*Prices are per cent, not per share. Surplus includes undivided profits.*						
Bedford Bank	150,000	124,149	1,169,700	100	215	.....
Broadway Bank	100,000	145,185	1,389,900	100	190	200
Brooklyn Bank	300,000	163,960	1,175,700	50	110½	.....
Eighth Ward Bank.	100,000	39,156	313,400	100	.....	95
Fifth Ave. Bank	100,000	57,330	494,200	100	104	107
First National Bank.	300,000	529,568	4,365,000	100	315	335
Hamilton Bank	100,000	38,313	512,638	100	110½	.....
Kings County Bank.	100,000	59,873	629,700	100	100	.....
Manufact's' Nat. Bk.	150,000	460,957	2,888,500	100	250	260
Mechanics' Bank	252,000	392,172	2,717,100	30	.....	200½
Mech. & Traders' Bk.	500,000	201,699	846,800	50	280	.....
Merchants' Bank	100,000	17,036	364,600	100	110	.....
Nassau Nat. Bank.	300,000	584,531	4,041,000	100	285	.....
National City Bank.	300,000	574,753	2,525,000	50	280	.....
North Side Bank	100,000	115,082	620,700	100	170	.....
People's Bank	100,000	127,656	765,900	50	190	195
Schermerhorn Bank.	100,000	60,565	485,700	100	150	.....
Seventeenth Wd. Bk.	100,000	70,864	365,000	100	115	.....
Sprague Nat. Bank.	200,000	225,100	933,000	100	200	.....
Twenty-sixth Wd. Bk.	100,000	56,795	427,600	100	140	145
Union Bank,	100,000	55,783	196,100	100	120	.....
Wallabout Bank	100,000	43,843	641,500	100	105	115
[*For detailed statement of Brooklyn Trust Cos. see CHRONICLE Jan. 27 1900.—pages 181 to 184.*						
Brooklyn Trust Co.	1,000,000	1,697,912	9,464,701	100	410	.....
Flatbush Trust Co.	200,000	102,149	339,198	100	160	.....
Franklin Trust Co.	1,000,000	1,266,211	6,548,198	100	500	325
Hamilton Trust Co.	500,000	654,861	4,625,011	100	280	.....
Kings Co. Trust Co.	500,000	941,549	6,768,047	100	350	.....
Long I. Loan & Tr. Co.	500,000	530,069	2,945,082	100	252	.....
Manuf'rs' Trust Co.	500,000	737,907	4,426,102	100	320	330
Nassau Trust Co.	500,000	366,198	2,914,964	100	.....	188
People's Trust Co.	1,000,000	1,360,791	9,431,984	100	338	.....
Williamsburg Tr. Co.	700,000	388,561	2,114,990	....	200	210
BUFFALO—						
Bank of Buffalo	500,000	§ 565,142	4,293,339	100	200	225
Buffalo Commercial.	250,000	§ 86,430	1,721,647	100	105	120
Citizens' Bank	100,000	§ 148,245	1,388,678	100	.....	195
City National Bank.	300,000	§ 172,244	2,429,629	100	.....	.....
Columbia Nat. Bank.	200,000	§ 49,196	1,258,503	100	.....	105
German-American	200,000	§ 151,011	2,527,814	100	130	140
German Bank	100,000	§ 463,370	3,826,542	1000	4500	5000
Man'f'rs' & Traders'.	900,000	§ 572,184	6,849,852	50	.....	70
Marine Bank	200,000	§ 955,419	6,111,912	100	550	.....
Merchants' Bank	300,000	§ 152,098	1,531,256	100	.....	120
Metropolitan Bank.	200,000	§ 65,113	981,890	100	.....	120
Niagara Bank	100,000	§ 13,500	809,664	100	.....	100
People's Bank	300,000	§ 101,109	1,705,345	100	.....	115
Third National Bank.	500,000	§ 244,134	2,049,515	100	.....	115
Union Bank	200,000	§ 63,062	861,332	100	.....	100
Buffalo Loan Trust & Safe Deposit Co.	200.000	§ 73,628	2,861,834	100	.....	125
Fidelity Tr. & Guar.	500,000	§ 431,877	7,811,662	100	270	.....
ELMIRA—						
Chemung Canal Bk.	300,000	§ 600,000	4,368,468	100	.....†	300
Merchants' Nat. Bk.	100,000	§ 7,889	229,832	100	.....†	105
Second Nat. Bank	300,000	§ 138,333	1,235,393	100	.....†	140
NEW YORK CITY—*Prices are per cent, not per share. Surplus includes undivided profits.*						
America, Bank of	1,500,000	2,814,157	22,528,800	100	425	.....
Amer. Exch. Nat. Bk.	5,000,000	2,651,800	22,341,000	100	180	.....
Astor National Bk.	350,000	191,416	3,927,300	....	475	.....
Bowery Bank	250,000	682,517	3,669,000	100	283	300
Broadway, National.	1,000,000	1,624,305	5,202,300	25	230	250
Butchers' & Drovers' National	300,000	100,995	1,085,100	25	85	95
Central Nat. Bank,	1,000,000	534,541	12,410,000	100	175	185
Chase Nat. Bank	1,000,000	1,596,700	37,730,100	100	425	.....
Chatham Nat. Bank.	450,000	991,300	6,378,900	25	300	310
Chemical Nat. Bank.	300,000	6,560,100	25,649,300	100	3800	.....
Citizens' Bank, Nat.	600,000	383,19	2,829,100	25	148	155
City Bank, National	10,000,000	5,000,000	114889200	100	280	300
Colonial Bank	100,000	97,751	1,324,400	100	250	.....
Columbia Bank	300,000	198,466	2,294,000	100	190	.....
Commerce, Nat. Bk. of	5,000,000	3,778,778	23,176,600	100	270	.....
Continental Nat. Bk.	1,000,000	531,600	5,610,100	100	128	.....
Corn Exchange Bk	1,400,000	1,731,511	18,955,200	100	325	360
Domestic Ex. Nat. Bk.	300,000	.....	.....	100	105	115
East River Nat. Bk.	250,000	148,190	1,503,700	25	130	.....
Eleventh Ward Bk.	100,000	136,660	1,316,300	25	150	.....
Fifth Ave. Bank	100,000	1,211,530	9,143,000	100	2600	.....
Fifth Nat. Bank	200,000	331,778	2,336,600	100	225	.....
First Nat. Bank	500,000	7,767,341	32,012,200	100	3250	.....
Fourteenth St. Bank.	100,000	50,957	1,231,400	100	145	165
Fourth Nat. Bank	3,000,000	2,171,828	22,492,400	100	165	.....
Gallatin Nat. Bank.	1,000,000	1,718,589	6,459,900	50	400	.....
Gansevoort Bank	200,000	16,687	589,100	50	.....	80
Garfield Nat. Bank.	200,000	979,134	7,456,900	100	1600	.....
German-Amer. Bk.	750,000	318,517	3,431,000	75	115	.....
German Exch. Bk.	200,000	585,397	3,260,400	100	235	260
Germania Bank	200,000	774,606	4,221,200	100	325	.....
Greenwich Bank	200,000	168,633	834,600	25	165	.....
Hamilton Bank	200,000	96,609	1,403,000	100	125	.....
Hanover Nat. Bank	1,000,000	2,711,918	42,124,700	100	675	725
Hide & Leather N. Bk.	500,000	252,519	1,619,200	100	120	.....

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. Y. CITY—(Con.)	$	$	$			
Home Bank	100,000	81,741	611,300	100	120	140
Imp. & Traders' N. Bk	1,500,000	5,829,800	23,415,000	100	520	535
Irving Nat. Bank	500,000	412,212	4,486,000	50	172½	.....
Leather Mfrs. Nat. Bk	600,000	505,278	3,254,000	100	225	.....
Liberty Nat. Bank	500,000	445,944	4,587,000	100	310	.....
Lincoln Nat. Bank	300,000	848,234	10,731,000	100	775	825
Manhattan Co. Bk	2,050,000	2,114,071	21,054,000	50	255	275
Market & Ful. Nat. Bk	900,000	1,017,900	6,853,400	100	215	240
Mechanics' Nat. Bk.	2,000,000	2,197,141	9,807,000	25	190	200
Mech. & Traders' Bk.	400,000	129,786	2,203,000	25	90	110
Mercantile Nat. Bk	1,000,000	1,084,806	12,740,400	100	190	.....
Merchants' Ex. N. Bk.	600,000	207,600	5,055,100	50	116	.....
Merchants' Nat. Bk.	2,000,000	1,162,452	14,193,000	50	165	175
Metropolis, B'k of the	300,000	911,575	6,607,700	100	400	450
Mount Morris Bank	250,000	53,601	1,996,000	100	200	.....
Mutual Bank	200,000	126,190	1,351,000	100	140	.....
Nassau Bank	500,000	264,756	2,816,400	50	160	.....
N. Amsterdam, Bk. of	250,000	397,431	4,124,200	100	590	.....
N.Y. County Nat. Bk.	200,000	413,568	3,942,900	100	1500	.....
N. Y. Nat. Exch. Bk.	300,000	78,063	2,570,200	100	116	.....
N.Y., N. B. A., Bk. of.	2,000,000	1,999,235	12,938,000	100	245	265
Nineteenth Ward Bk.	100,000	38,916	1,373,900	100	100	.....
Ninth Nation'l Bank.	750,000	172,100	2,812,000	100	88	95
No. Amer., Nat. Bk. of	1,000,000	633,312	13,832,500	100	200	210
Oriental Bank	300,000	395,573	2,130,000	25	190	200
Pacific Bank	422,700	492,155	3,199,300	50	170	.....
Park Bank, National	2,000,000	3,339,462	48,318,000	100	.....	500
People's Bank	200,000	298,391	2,710,800	25	225	.....
Phenix Nat. Bank	1,000,000	252,300	4,188,000	20	100	110
Plaza Bank	100,000	145,757	2,009,000	100	475	.....
Produce Ex. Bk., N.Y.	1,000,000	329,927	3,076,000	100	120	130
Republic, Nat. Bk. of	1,500,000	974,139	18,271,500	100	200	.....
Riverside Bank	100,000	114,461	868,900	100	210	.....
Seaboard Nat. Bank.	500,000	629,547	12,052,000	100	275	.....
Second Nat. Bank	300,000	776,600	8,761,000	100	550	.....
Seventh Nat. Bank	300,000	200,300	4,216,700	100	170	.....
Shoe & Leather, Nat.	1,000,000	170,098	3,879,800	100	98	105
State Bank	100,000	175,378	3,213,000	100	225	.....
State of New York	1,200,000	527,978	3,426,500	100	128	.....
Twelfth Ward Bank.	200,000	86,336	1,663,800	100	115	.....
Twenty-third W'd Bk	100,000	64,566	979,400	100	100	.....
Union Bk., National.	1,200,000	1,301,728	14,386,700	100	600	675
Union Square Bank.	200,000	319,664	2,657,700	100	210	.....
Wells, Fargo & Co.	500,000	140,191	3,233,432	100	.....	.....
West Side Bank	200,000	393,304	2,721,000	100	375	.....
Western Nat. Bank.	2,100,000	1,292,780	33,722,300	100	335	360
Yorkville Bank	100,000	168,114	1,541,800	100	210	.....
[*For detailed statement of N. Y. City Trust Cos., see* CHRONICLE, *Jan. 27 and Feb. 3, 1900.*]						
Amer'n Dep. & L. Co.	500,000	61,027	5,516,972	....	.....	.....
Atlantic Trust Co.	1,000,000	496,045	4,090,983	100	190	200
Bankers' Trust Co.	1,500,000	1,507,134	2,242,649	100	195	205
Central Realty Bond & Trust Co	1,000,000	581,207	2,071,198	100	250	.....
Central Trust Co.	1,000,000	10257566	43,177,608	100	2075	.....
City Trust Co.	1,000,000	1,181,277	9,874,968	100	.....	400
Colonial Trust Co.	1,000,000	935,467	13,044,300	100	.....	400
Continental Trust Co.	500,000	607,386	6,965,684	100	375	.....
Farmers' L'n & Tr. Co.	1,000,000	5,525,124	41,519,851	25	1350	.....
Fifth Ave. Trust Co.	500,000	708,133	5,770,033	100	400	500
Guaranty Trust Co.	2,000,000	3,904,191	20,989,368	100	600	700
Inter. B'k'g. & T. Co.	1,000,000	528,538	2,055,199	100	135	.....
Knickerbock'r Tr. Co.	1,000,000	957,884	16,544,147	100	375	.....
Manhattan Tr. Co.	1,000,000	1,194,476	9,451,6[illegible]2	30	350	400
Mercantile Tr. Co.	2,000,000	4,230,785	41,870,994	100	775	.....
Merchants' Trust Co.	500,000	1,000,000	153,231	....	300	.....
Metropolitan Tr. Co.	1,000,000	1,425,265	14,545,841	100	400	450
Morton Trust Co.	1,000,000	1,549,538	4,791,156	100	400	425
N.Y. Life Ins. & T. Co.	1,000,000	3,432,713	24,117,944	100	1350	.....
N.Y. Security & Tr. Co.	1,000,000	2,145,471	15,690,302	100	650	.....
Nor. Amer. Tr. Co.	2,000,000	1,129,669	7,789,528	100	148	152
Produce Exc. Tr. Co.	2,500,000	2,641,466	5,809,932	100	125	130
Real Es. Tr. Co. of N.Y.	500,000	483,628	4,405,258	100	300	.....
Standard Trust Co.	1,000,000	251,180	3,792,637	100	210	.....
State Trust Co.	1,000,000	1,261,888	14,829,116	100	375	.....
Title Guar. & Tr. Co.	2,500,000	2,876,657	1,324,433	100	385	.....
Trust Co. of America	2,500,000	2,585,605	6,842,854	100	190	200
Trust Co. of N. Y.	1,000,000	1,000,000	.....	100	195	200
Union Tr. Co. of N.Y.	1,000,000	6,168,808	36,670,433	100	1350	1450
U. S. Mort. & Tr. Co.	2,000,000	2,412,903	13,785,349	100	500	540
U. S. Tr. Co. of N. Y.	2,000,000	11010632	50,176,0[illegible]1	100	1575	.....
Washington Tr. Co.	500,000	683,258	5,977,489	100	300	.....
RICHMOND BORO.—						
Bank of Staten Isl'd	25,000	51,400	475,400	....	.....	.....
First Nat., Staten Is.	100,000	79,300	638,700	100	.....	.....
ROCHESTER—						
Alliance Bank	150,000	§ 58,315	1,551,962	100	175	.....
Bank of Monroe	100,000	§ 186,893	1,199,455	100	.....	.....
Central Bank	200,000	§ 101,134	1,531,012	100	130	135
Commercial Bank	200,000	§ 132,163	1,373,311	100	135	140
Flour City Nat. Bank	300,000	§ 172,653	1,858,630	100	130	133
German-Amer. Bank	200,000	§ 261,366	2,989,149	100	275	.....
Merchants' Bank	100,000	§ 77,154	1,089,068	100	165	.....
Traders' Nat. Bank	250,000	§ 695,833	3,557,545	50	340	.....
Fidelity Trust Co.	200,000	§ 36,639	1,869,242	100	125	130
Roch. Tr. & S. Dep. Co.	200,000	§ 500,470	7,366,796	50	450	.....
Security Trust Co.	200,000	§ 228,041	3,535,736	100	200	.....
Union Trust Co.	200,000	§ 37,133	1,268,292	....	115	.....
SYRACUSE—						
American Exch. Bk.	200,000	§ 28,904	457,032	100	108	110
Bank of Syracuse	125,000	§ 122,274	1,207,498	100	175	180
Commercial Bank	250,000	§ 63,301	949,389	100	120	125
First National Bank.	250,000	§ 277,922	2,194,218	100	200	215
Merchants' Nat. Bk.	180,000	§ 253,140	822,946	100	200	.....
N. Y. State Bkg. Co.	100,000	§ 83,788	534,444	100	150	175
Salt Springs Nat. Bk.	200,000	§ 105,020	936,877	100	130	150
State Bk. of Syracuse	100,000	§ 128,126	1,952,958	100	180	200
The Robert Gere Bk.	100,000	§ 223,774	735,880	100	300	.....
Third Nat. Bank	300,000	§ 148,621	723,431	100	170	200
Tr. & Dep. Co. of Onon	100,000	§ 193,562	3,098,386	100	210	225
TROY—						
Central Nat. Bank	200,000	§ 91,953	870,092	50	145	150
Manufact'rs Nat. Bk.	150,000	§ 194,220	2,500,627	100	245	.....
Mutual Nat. Bank	250,000	§ 228,825	1,329,497	100	180	185
Nat. State Bk. of Troy	250,000	§ 270,468	1,786,203	100	195	200
Troy City Nat. Bank.	300,000	§ 232,686	1,286,186	100	160	165
Union Nat. Bank	300,000	§ 24,843	690,869	50	.....	75
United Nat. Bank	240,000	§ 346,341	893,473	100	250	.....
UTICA—						
First National Bank.	600,000	§ 461,058	2,019,026	60	116	120
Mather & Co.'s Bank	200,000	§ 25,657	332,704	100	100	105
Oneida County Bank	125,000	§ 249,762	662,257	100	250	280
Oneida Nat. Bank	400,000	§ 408,961	1,310,061	100	180	190
Second Nat. Bank	300,000	§ 128,910	719,811	100	105	110

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
UTICA—(Con.)	$	$	$			
Utica City Nat. Bank	400,000	§ 136,719	1,096,562	50	57	63
Utica Tr. & Dep. Co.	200,000	§ 57,441	306,738	100	.....	.....
YONKERS—						
Citizens' Nat. Bank.	100,000	§ 124,159	658,138	100	.....	.....
First National Bank.	150,000	§ 79,460	1,123,94[illegible]	50	.....	.....
Westchester Tr't Co.	200,000	§ 116,221	574,417	100	.....	.....
NORTH CAROLINA.						
RALEIGH—						
Citizens' Nat. Bank.	100,000	§ 54,060	591,147	100	130	.....
Comm'l & Farm's Bk	100,000	§ 33,250	488,556	100	125	128
Mech. Dime Sav. Bk.	15,000	§ 2,204	85,419	25	26	26½
Nat. Bk. of Raleigh.	225,000	§ 94,682	396,294	100	115	118
Raleigh Savings Bk.	15,000	§ 15,340	307,235	25	50	.....
OHIO.						
CINCINNATI—						
Atlas Nat. Bank	400,000	§ 227,910	2,424,454	100	169½	.....
Citizens' Nat. Bank.	1,000,000	§ 377,979	6,819,788	100	245	250
City Hall Bank	100,000	§ 13,[illegible]70	310,596	100	110	115
Equitable Nat. Bank	250,000	§ 64,991	1,229,153	100	100	105
Fifth Nat. Bank	300,000	§ 100,014	2,380,389	100	132	135
First Nat. Bank	1,200,000	§ 477,280	7,427,115	100	285	290
Fourth Nat. Bank	500,000	§ 468,302	4,160,384	100	200	250
Franklin Bank	240,000	§ 100,411	1,248,826	Private bank.		
German Nat. Bank	500,000	§ 408,223	2,804,982	100	210	215
Market Nat. Bank	250,000	§ 176,471	2,839,910	100	175	.....
Merchants' Nat. Bk.	600,000	§ 175,230	3,568,279	100	135	137
Nat. Lafayette Bank	600,000	§ 527,994	3,896,776	100	295	300
North Side Bank	25,000	§ 4,862	98,082	....	.....	.....
Ohio Valley Nat. Bk	700,000	§ 210,8[illegible]5	3,988,872	100	145	150
Second Nat. Bank	200,000	§ 207,641	2,115,323	100	.....	260
Third Nat. Bank	1,200,000	§ 456,460	4,658,374	100	157	160
Union Sav. B. & Tr. Co.	500,000	§ 55[illegible],081	4,851,76[illegible]	100	260	.....
Western German Bk.	200,000	§ 353,290	1,614,057	100	380	400½
Cent. Tr. & S. Dep. Co.	250,000	§ 43,593	1,185,745	100	115	120
CLEVELAND—						
Americ'n Ex. Nat. Bk	250,000	§ 66,075	2,183,483	100	149	150
Bk. of Com'erce, N. A.	2,000,000	§ 1102428	6,325,300	100	195	198
B'way Sav. & L'n Co.	300,000	§ 126,776	2,021,373	100	x150	151
Central Nat. Bank	800,000	§ 259,569	4,152,933	100	150	151
Citizens' S. & L. Ass'n	1,000,000	§ 1159421	8,503,546	500	x1200	1250
Cleveland Nat. Bank	500,000	§ 103,531	1,523,402	100	126	126½
Coal & Iron Nat. Bk.	500,000	§ 33,353	1,902,096	100	118	119
Columbia Sav. & L. Co	50,000	§ 13,738	372,587	50	x50	52
Colonial Nat. Bank.	500,000	§ 36,496	1,978,864	100	118	119
Commercial N. Bank	1,500,000	§ 314,718	2,511,330	100	125	126
Cuyahoga Sv. & B. Co	50,000	§ 4,500	300,000	100	102	103
Detroit St. S'v. Bk. Co.	100,000	§ 6,920	548,654	100	x115	116
Dime Sav. & Bkg. Co.	300,000	§ 135,692	4,418,802	100	x140	142
East End Sav. Bk. Co.	200,000	§ 91,986	2,153,480	100	x160	161
Euclid Ave. N. Bank	500,000	§ 226,672	3,918,418	100	150	152
Euclid A. T. & S. Co.	500,000	§ 55,000	1,194,537	100	115	116
Farm. & Mer'h. B'g Co	50,000	§ 4,060	273,458	50	x58	60
First National Bank.	500,000	§ 111,026	2,095,936	100	123	124
Forest City Sv. Bk. Co	90,000	§ 20,517	822,059	‖50	x63	65
Garfield Sav. Bk. Co.	50,000	§ 19,579	834,778	100	x144	145
Ger.-Amer. Sav. B. Co	50,000	§ 8,162	436,339	50	x60	62½
L. Sh. Bkg. & Sav. Co	100,000	§ 23,911	838,796	100	x125	126
Lorain St. Sav. Bk. Co	50,000	§ 39,296	976,920	50	78	79
Mercantile N. Bank.	600,000	§ 228,559	2,556,959	100	138	139
Merch. B'g. & Stor. Co	100,000	§ 37,184	27,008	....	.....	.....
National City Bank	250,000	§ 301,725	765,069	100	201	202
Park National Bank.	500,000	§ 76,264	3,249,801	100	135	136
Pearl St. Sav. & L. Co.	50,000	§ 39,229	1,098,592	50	x84	85
People's Sav. & L. As.	100,000	§ 193,555	2,616,750	200	x525	530
Permanent S. & L. Co.	1,265,526	§ 116,610	888,066	500	x550	555
Prod. Ex. Bank'g Co.	100,000	§ 44,649	1,489,882	50	60	61
So. Cleveland Bk. Co.	150,000	§ 27,389	991,420	100	x111	113
State National Bank	500,000	§ 124,273	3,100,003	100	133½	134
Unit'd Bkg. & Sav. Co	100,000	§ 23,073	1,717,348	50	138	140
Union Nat. Bank	1,000,000	§ 267,606	4,570,249	100	138	139
Wade Park B'k'g Co.	100,000	§ 22,146	927,000	100	x128	130
W. Cleveland Bkg. Co	50,000	§ 663	237,147	50	50	51
Wick B'k'g & Tr. Co.	250,000	§ 20,105	582,776	100	x100	101
Woodl'd Av. S. & L'n	250,000	§ 80,854	1,867,18[illegible]	100	x160	161
American Trust Co.	500,000	§ 325,981	1,727,323	100	179	180
Cleveland Trust Co.	500,000	§ 235,652	3,916,490	100	215	220
Guardian Trust Co.	500,000	§ 63,383	3,337,890	100	130	131
Savings & Trust Co.	750,000	§ 183,604	6,139,086	100	165	166
State Bkg. & Trust Co.	300,000	§ 13,587	445,569	100	112	113
COLUMBUS—						
Capital City Bank	60,000	§ 11,356	459,903	100	.....	150
Citizens' Savings Bk.	100,000	§ 83,105	1,031,721	100	.....	225
Columbus Savs. Bk.	50,000	§ 12,000	311,000	100	105	110
Commercial N. Bank	200,000	§ 50,000	1,000,000	100	120	125
Deshler Nat. Bank	300,000	§ 125,294	1,425,695	100	.....	175
East End Sav. Bk. Co.	25,000	§ 7,231	164,607	100	.....	110
Hayd'n-Clint. N't. Bk	400,000	§ 133,000	1,492,800	100	120	125
Market Exch. Bk. Co.	25,000	§ 8,250	290,000	100	100	105
Merchants' & Manufacturers' Nat. Bk.	350,000	§ 75,082	2,707,491	100	130	135
New First Nat. Bank	400,000	§ 84,794	1,894,223	100	122½	125
Ohio National Bank.	400,000	§ 73,588	2,028,447	100	120	125
State Savings Bank & Trust Co	200,000	§ 75,000	800,000	100	140	150
DAYTON—						
City National Bank.	200,000	§ 135,494	1,671,957	100	260	265
Dayton Nat. Bank	300,000	§ 88,948	829,203	100	130	.....
Fourth Nat. Bank	600,000	§ 169,084	955,376	100	150	.....
Merchants' Nat. Bk.	200,000	§ 53,435	710,460	100	130	.....
Teutonia Nat. Bank.	200,000	§ 25,375	408,439	100	110	.....
Third Nat. Bank	400,000	§ 136,319	1,212,903	100	200	210
Winters Nat. Bank	500,000	§ 175,248	911,361	100	200	.....
TOLEDO—						
Cent'l Sav'gs Bk. Co	50,000	§ 3,092	98,156	....	.....	.....
Comm'l Sav. Bk. Co.	50,000	§ 902	62,284	100	103	104
East Side Bank. Co.	30,000	§ 26,735	377,148	100	125	140
First National Bank	500,000	§ 790,109	1,565,758	100	260	265
Holcomb Nat. Bank.	300,000	§ 83,498	983,622	100	128	129
Home Savs. Bank	250,000	§ 65,165	1,057,214	100	130	132½
Merch. & Cl'k S. Bk.	150,000	§ 125,680	770,557	100	180	185
Merchants' Nat. Bk.	300,000	§ 187,908	1,398,482	100	165	175
Nat. Bk. of Commerce	250,000	§ 63,034	1,297,492	100	133	135
Northern Nat. Bank.	300,000	§ 192,954	1,792,994	100	178	180
Ohio Sav. Bk. & Tr. Co.	150,000	§ 32,517	1,140,328	100	117	119
Second Nat. Bank	350,000	§ 806,083	1,771,619	100	327½	335
Security Trust Co.	200,000	§ 9,850	138,500	100	103	104

x Ex-dividend. ‖ $46·50 paid in.

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TOLEDO—Con.—	$	$	$			
Tol. Sav. Bk. & Tr. Co.	100,000	§ 210,797	1,067,527	100	.....	†312
Uni'n Cen. Sav. Bk. Co	25,000	§ 911	68,524	....	.....	.....
Union Savs. Bank ..	250,000	§ 60,907	754,701	100	150	160
YOUNGSTOWN—						
Commercial Nat. Bk.	200,000	§ 63,000	525,000	100	102	105
Dollar Sav. & Tr. Co.	300,000	§ 34,972	1,278,198	100	120	.....
First National Bank.	500,000	§ 304,503	1,869,866	100	150	160
Mahoning Nat. Bank	229,000	§ 129,527	544,202	100	140	145
Second Nat. Bank...	200,000	§ 244,614	666,708	100	215	.....
Wick National Bank	300,000	§ 76,277	1,125,192	100	125	130
OREGON.						
PORTLAND—						
Ainsworth N. Bank.	100,000	§ 31,150	458,860	....	.....	.....
First National Bank.	500,000	§ 673,431	5,582,907	....	.....	.....
Ladd & Tilton Bank.	250,000	200,000	.....	Private		Bank
Merchants' N. Bank.	250,000	§ 55,716	1,193,721	....	.....	.....
Security Savings & Trust Co.....	250,000	1,000	1,810,530	....	.....	.....
Unit. States N. Bank	250,000	§ 42,339	607,382	....	.....	.....
PENNSYLVANIA.						
ALLEGHENY—						
Dollar Sav. Fd & Tr Co	150,000	§ 33,136	611,121	50	125	.....
Enterprise Nat. Bk..	200,000	§ 154,982	1,150,047	50	92	.....
First National Bank.	350,000	§ 99,147	1,215,091	100	125	.....
German Nat. Bank..	200,000	§ 441,932	2,258,358	100	325	.....
Nation's Bk. for Sav.	100,000	§ 37,024	540,243	50	58	.....
Second Nat. Bank...	150,000	§ 297,450	851,724	100	230	.....
Secured Savs., Bk. of	125,000	§ 19,306	559,632	50	.....	.....
Third National Bank	200,000	§ 211,600	586,000	100	189	.....
Work. S. Bk. & Tr. Co.	100,000	§ 207,521	1,572,371	50	150	.....
ALLENTOWN—						
Allentown Nat. Bank	500,000	§ 162,261	1,827,754	40	51	52
Second Nat. Bank...	200,000	§ 117,615	1,409,323	100	148¾	150
Leh. Val. T. & S. D. Co.	125,000	§ 84,972	1,077,058	50	75	80
ALTOONA—						
Altoona Bank.	50,000	§ 48,000	625,000	100	.....	.....
Fidelity Bank.....	50,000	§ 12,100	110,000	100	.....	.....
First National Bank.	150,000	§ 117,100	1,364,561	100	.....	.....
Second Nat. Bank...	100,000	§ 12,510	435,574	100	.....	.....
ERIE—						
First National Bank.	150,000	§ 237,701	1,970,078	100	200	.....
Marine Nat. Bank...	150,000	§ 242,098	1,162,432	100	200	.....
Second Nat. Bank...	300,000	§ 94,654	1,254,747	100	110	.....
Erie Dime Sav. & Trust Co.....	150,000	§ 85,933	732,473	....	110	.....
HARRISBURG—						
Dauphin Deposit Bk.	300,000	§ 13,090	2,128,782	Private		Bank
First National Bank.	100,000	§ 323,361	1,013,606	100	375	400
Harrisburg N. Bank.	300,000	§ 222,819	1,406,684	25	50	50
Mechanics' Bank....	100,000	76,716	895,670	Private		Bank
Merchants' N. Bank.	100,000	§ 41,399	273,358	100	140	150
Central Guar. Tr. & Safe Deposit Co....	125,000	§ 31,145	283,265	50	50	65
Commonw'l'th Guar. Tr. & Safe Dep. Co.	250,000	§ 283,700	850,000	100	200	225
Harrisburg Trust Co	250,000	§ 157,573	1,075,247	60	90	95
LANCASTER—						
Conestoga N. Bank..	200,000	§ 177,757	593,452	100	195	200
Farmers' Nat. Bank.	450,000	§ 316,149	775,484	50	118	119
First National Bank.	210,000	§ 134,320	387,386	100	209	210
Fulton Nat. Bank...	200,000	§ 110,530	516,626	100	202	204
Lancast'r Co. N. Bank	300,000	§ 236,709	587,362	50	120	122
Northern Nat. Bank.	125,000	§ 33,022	437,090	100	135	137
People's Nat. Bank..	200,000	§ 61,609	378,382	100	129	130
Lancaster Trust Co.	250,000	§ 257,318	2,434,485	100	225	228
People's Trust Sav. & Deposit Co.....	125,000	74,217	894,112	100	90	95
PHILADELPHIA—*Surplus includes undivided profits.*						
Bank of North Amer.	1,000,000	1,700,954	8,356,000	100	.....*	252
Centennial N. Bank.	300,000	244,795	2,572,000	100	.....*	170
Central Nat. Bank..	750,000	1,927,378	8,257,000	100	.....*	312½
City National Bank.	400,000	488,751	1,094,000	50	.....*	95
Consolidation Nat'l Bank.....	300,000	259,354	1,206,000	30	.....	41
Corn Exch. N. Bank.	500,000	585,229	8,845,000	50	.....*	85
Eighth Nat. Bank...	275,000	612,624	2,049,000	100	.....*	250
Far. & Mech. Nat. Bk.	2,000,000	723,883	8,032,000	100	105	.....
First National Bank.	1,000,000	612,834	8,950,000	100	.....*	160
Fourth St. Nat. Bank	1,500,000	1,620,684	23,665,000	100	.....	174¾
Girard Nat. Bank...	1,000,000	1,148,284	7,883,000	40	68	69
Independence N. B'k	500,000	339,392	4,453,000	100	.....*	122¼
Kensington N. Bank.	250,000	228,356	1,106,000	50	.....	55
Manayunk N. Bank.	200,000	232,912	1,318,245	100	.....*	192
Manufact'rs' N. Bank	500,000	225,339	2,181,000	100	100	.....
Market St. Nat. Bank	500,000	129,010	3,694,000	100	.....*	101½
Mechanics' N. Bank.	500,000	473,299	3,201,000	100	115	.....
Merchants' N. Bank.	600,000	359,426	9,700,000	100	.....*	100
Nat. Bank of Germantown	200,000	429,852	2,129,406	50	.....*	162¼
National Bank of Northern Liberties	500,000	753,888	2,861,000	50	109½	.....
Nat. Security Bank.	250,000	302,921	1,825,000	100	.....*	180
Ninth National Bank	300,000	278,630	1,876,000	100	.....*	143¼
Northern Nat. Bank.	200,000	88,970	1,101,000	100	.....*	115¼
Northwest. Nat. Bk..	200,000	239,937	1,954,000	100	.....*	201
Penn National Bank	500,000	616,837	4,260,000	50	.....*	84
Philadelphia Nat. Bk.	1,500,000	1,421,020	17,477,000	100	212	.....
Quaker City Nat. Bk.	500,000	225,057	2,168,000	100	.....*	95
Second Nat. Bank...	280,000	240,462	1,491,885	100	.....*	137
Sixth Nat. Bank.....	150,000	212 754	793,000	100	.....*	160
Southwark Nat. Bk.	250,000	141,118	1,137,000	50	.....	60
Southwestern Nat'l Bank.....	200,000	85,929	723,000	100	.....*	90
Tenth Nat. Bank....	200,000	80,141	808,000	100	.....*	95
Third Nat. Bank.....	600,000	269,525	4,727,000	100	.....*	112
Tradesmen's Nat. Bk.	500,000	338,317	4,290,000	50	.....*	.....
Union Nat. Bank....	500,000	507,523	2,944,000	50	.....*	72
West Phila. Bank....	50,000	32,226	285,624	100	.....*	30
Western Nat. Bank..	400,000	227,566	2,873,000	50	72	.....
American Trust Co..	200,000	45,367	373,866	50	.....*	30
City Trust Safe Deposit & Surety Co.	500,000	316,523	2,140,590	100	.....*	132

*Last sale. †Book value. ‡Part paid in. §Including undivided profits

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PHIL'A—(Con.)—	$	$	$			
Columbia Ave. Sav. F'd S. Dep. Ti. & Tr.	400,000	46,869	855,775	100	.....*	120
Commercial Tr. Co..	500,000	347,931	4,073,516	100	.....	.....
Commonwealth Title Ins. & Tr. Co	500,000	455,697	4,062,991	50	.....*	66½
Continental Title & Trust Co.....	250,000	44,476	1,270,436	25	.....*	35¼
Equitable Trust Co..	500,000	351,942	3,509,668	50	.....*	100
Fidelity Ins. Trust & Safe Deposit Co...	2,000,000	3,067,186	19,393,354	100	.....*	491½
Finance Co., com....	6,200	467,088	2,097,658	-100-	.....*	55¼
1st Pref.....	1,778,200				120	.....
2d Pref.....	2,029,600				.....*	90
Frankford Real Est. Tr. & Safe Dep. Co.	125,000	27,117	558,109	50	.....*	50
German Amer. Title & Trust Co.....	500,000	53,786	826,644	50	.....*	32
Germantown R. Est. Deposit & Tr. Co..	300,000	150,186	1,892,096	100	.....*	145½
Girard Trust Co.....	1,000,000	2,869,902	15,315,608	100	.....*	505
Guar. Tr. & S. Dep. Co.	1,000,000	856,823	5,545,079	100	.....*	185½
Industrial Trust Title & Savings Co.....	350,000	248,902	1,574,045	50	.....*	54½
Integrity Title Ins. Tr. & Safe Dep. Co.	375,000	247,416	1,895,555	50	.....*	72
Investm't Co. of Phil.	800,000	538,379	766,882	50	.....	100
Land Title & Tr. Co.	1,000,000	624,010	5,414,020	100	.....*	207
Lincoln Sav. & Tr. Co.	132,000	16,159	90,282	25	.....*	20
Manayunk Trust Co.	125,000	61,000	560,000	‡25	.....*	15½
Merchants' Tr. Co...	250,000	84,505	878,928	25	.....	13
Mortgage Trust Co..	500,000	100,622	93,407	100	.....*	19½
Northern Sav. Fund Safe Dep. & Tr. Co.	500,000	434,725	3,448,473	50	.....*	93⅜
Penn. Co. for Insur. on Lives & Gr. Ann	2,000,000	2,356,662	16,419,349	100	.....*	490
Penn. W'h'g & S. D. Co.	456,550	592,010	209,807	50	.....	.....
Phil. Mort. & Tr. Co.	1,000,000	86,509	120,133	100	.....*	45
Philadelphia Tr. Safe Deposit & Ins. Co.	1,000,000	2,620,752	8,389,276	100	.....	475
Provident Life & Tr..	1,000,000	2,958,594	8,980,967	100	.....*	512½
Real Est. Invest. Co.	155,402	22,025	132,418	5	.....*	1¾
Real Est. Ti. In. & Tr.	1,000,000	152,051	3,060,746	100	.....*	120
Real Estate Tr. Co..	960,830	517,202	4,824,838	50	.....*	120
Tacony Sav. F. Safe Dep. Ti. & Tr. Co..	127,500	48,054	329,243	100	.....*	92½
Tradesman's Trust & Sav. Fund Co.....	125,000	107,517	210,562	50	.....*	25
Trust Co. of N. A....	500,000	71,525	1,257,264	‡25	.....*	12½
Union Trust Co.....	494,400	362,711	954,587	50	.....*	49½
United Security Life Ins. & Tr. Co.....	1,000,000	358,949	473,813	100	.....*	100
W. End Tr. & S. D. Co.	500,000	154,746	1,250,869	50	.....*	71
West Phila. T. & Tr. Co.	250,000	130,305	1,291,116	50	.....*	39
PITTSBURG—						
Allegheny Nat. Bank	500,000	§ 334,726	2,693,017	50	61¼	.....
Anchor Sav'gs Bank	50,000	§ 18,518	521,282	50	.....	.....
Arsenal Bank.....	55,000	§ 76,674	416,559	50	100	.....
Bk. of Pittsburg N.A.	1,200,000	§ 681,692	3,120,021	50	.....	120
Citizens' Nat. Bank.	800,000	§ 317,103	2,490,638	50	.....	120
City Deposit Bank..	200,000	§ 264,832	1,426,498	50	85	.....
Columbia Nat. Bank.	300,000	§ 162,368	3,348,380	100	198	.....
Commercial Nat. Bk.	300,000	§ 93,700	865,000	100	.....	120
Diamond Nat. Bank.	200,000	§ 277,255	1,321,112	100	260	.....
Duquesne Nat. Bank	200,000	§ 184,792	1,576,876	100	205	.....
Exchange Nat. Bank	1,200,000	§ 496,083	2,025,376	50	71	72½
Farmers' Dep Nat Bk	500,000	§ 2858547	9,940,296	100	.....	800
Fifth Avenue Bank.	100,000	§ 8,520	338,692	50	38	.....
Fifth National Bank	100,000	§ 26,679	544,871	100	135	.....
First Nat. B'k of Birm	100,000	§ 202,768	721,286	100	310	.....
First Nat. Bk., Pitts.	750,000	§ 611,482	9,074,902	100	240	.....
Fort Pitt Nat. Bank.	200,000	§ 241,968	2,112,347	100	210	.....
Fourth Nat. Bank...	300,000	§ 105,810	635,694	100	125	.....
Freehold Bank.....	200,000	§ 735,318	4,543,794	50	300	.....
German Nat'nal Bk.	250,000	§ 91,453	1,984,892	100	186	205
Germania Sav. Bank	150,000	§ 157,261	3,762,718	100	175	.....
Iron City N. Bank...	400,000	§ 278,522	2,165,057	50	.....	81
Keystone Bank.....	300,000	§ 252,692	1,065,491	60	200	.....
Liberty Nat. Bank...	200,000	§ 57,206	1,053,255	100	.....	127
Lincoln Nat. Bank..	200,000	§ 183,144	1,946,501	50	75	.....
Manufacturers' Bk..	100,000	§ 96,470	541,133	50	85	.....
Marine Nat. Bank...	300,000	§ 45,751	644,605	100	.....	97
Mechanics' N. Bank.	500,000	§ 550,175	2,468,224	50	110	.....
Mercantile Bank....	100,000	§ 81,000	934,000	50	75	.....
Mer. & Manuf. N. Bank	800,000	§ 618,580	4,083,736	50	78	.....
Metropolitan N. Bank	200,000	§ 95,419	713,092	100	127	.....
Monongah'la N. Bank	250,000	§ 134,218	2,152,637	100	.....	194½
Nat. Bk. of West. Pa.	500,000	§ 294,034	2,421,121	100	171	.....
Pennsylva'ia N. Bank	200,000	§ 96,66	1,105,146	100	.....	150
People's Nat. Bank..	1,000,000	§ 1147971	4,899,212	100	.....	240
People's Sav. Bank..	300,000	§ 264,881	5,185,741	....	.....	200
Pittsb'g Bk. for Sav.	75,000	§ 173,000	4,800,000	50	250	.....
Pittsb. Nat Bk of Com	500,000	§ 875,824	5,496,482	100	315	.....
Real Estate Sav. Bk.	100,000	§ 24,477	1,070,169	100	.....	.....
Second Nat. Bank...	300,000	§ 766,175	7,789,313	100	.....	295
State Bank	50,000	§ 4,916	160,110	50	.....	56
Third National Bank	250,000	§ 42,558	836,727	100	.....	109
Trad's & Mech's Bk.	100,000	§ 14,719	564,334	....	.....	50
Tradesmens' N. Bank	400,000	§ 222,998	2,716,024	100	.....	.....
Union Nat. Bank....	250,000	§ 1079446	2,633,980	100	525	.....
U. S. Nat. Bank.....	200,000	§ 58,199	529,752	100	135	.....
West End Sav. Bank	62,600	§ 59,810	413,750	50	.....	61
West. Sav. & Dep. Bk.	100,000	§ 24,344	422,962	50	58	61
Equitable Trust Co..	250,000	§ 25,126	413,759	100	..... *	120
Fidel. Title & Tr. Co.	1,000,000	§ 536,639	4,380,069	100	260	300
Mercantile Trust Co.	500,000	§ 190,414	591,441	100	.....*	175
Penn. Title & Tr. Co.	250,000	§ 36,334	884,703	100	130	.....
Pittsburg Trust Co..	600,000	§ 251,335	1,615,906	100	225	.....
Safe Dep. & Tr. Co..	500,000	§ 108,555	....	50	71	.....
Union Trust Co.....	250,000	§ 271,732	7,430,161	100	300	.....
READING—						
Citizens' Bank.....	125,000	§ 54,667	166,634	50	60	65
Farmers' Nat. Bank.	400,000	§ 551,944	1,660,145	30	80	.....
First National Bank.	250,000	§ 225,620	636,861	100	175	.....
Keystone Nat. Bank	100,000	§ 110,726	582,446	100	215	.....
Nat. Union Bank....	200,000	§ 487,382	1,322,448	25	90	.....
Penn Nat. Bank.....	100,000	§ 129,404	640,330	100	225	.....
Reading Nat. Bank..	200,000	§ 142,861	568,091	100	175	.....
Schuylkill Valley Bk.	100,000	§ 85,622	395,124	50	90	.....
Second Nat. Bank...	200,000	§ 223,294	604,491	100	210	.....
Pennsylvania Tr. Co.	250,000	§ 111,431	671,724	100	125	.....
Reading Trust Co...	250,000	§ 86,923	463,970	100	135	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
SCRANTON—	$	$	$			
County Sav. Bk.&Tr.	100,000	§ 90,000	1,256,000	100	250	.....
Dime Deposit & Discount Bank.....	100,000	§ 96,531	1,100,923	50	112½	.....
First National Bank	200,000	§ 1259697	7,156,224	100	800	.....
Merch. & Mech. Bk ..	250,000	§ 201,436	1,324,566	100	.....	.....
Scranton Sav. Bank.	100,000	§ 175,471	1,681,534	100	300	.....
Third Nat. Bank.....	200,000	§ 527,952	3,004,725	100	425	.....
Traders' Nat. Bank..	250,000	§ 105,209	987,145	100	.....	.....
Lack. Tr & S. D. Co.	250,000	§ 159,473	1,009,211	100	150	.....
WILKES-BARRE—						
Anthracite Sav. Bk.	150,000	§ 182,971	1,148,659	50	85	.....
First National Bank.	375,000	§ 225,699	704,215	100	.....*	130
Miners' Savings Bk.	150,000	§ 482,666	1,758,003	50	.....	.....
Peoples' Bank.....	250,000	§ 253,992	1,425,272	100	175	180
Second Nat. Bank...	450,000	§ 437,880	2,330,029	100	.....*	232
W. B. Dep. & Sav. Bk.	150,000	§ 183.586	1,074,340	50	80	.....
Wyoming Nat. Bank	150,000	§ 384,253	1,295,792	50	.....*	256
Wyoming Val. Tr. Co	150,000	§ 83,480	414,800	50	.....	*75
WILLIAMSPORT—						
First National Bank.	300,000	§ 229,452	719,058	100	.....	.....
Lycoming Nat. Bank	100,000	§ 108,186	261,295	100	.....	.....
Merchants' N. Bank.	100,000	§ 15,351	212,141	100	.....	.....
West Branch N. Bank	100,000	§ 185,000	650,000	100	.....	.....
Williamsp't N. Bank	100,000	§ 35,000	257,597	100	.....	.....
Susq.Tr. & S. Dep.Co.	300,000	§ 31,278	807,870	50	.....	.....

RHODE ISLAND.

NEWPORT—						
Aquidneck Nat. Bk..	200,000	§ 46,115	414,560	50	.....*	66
First Nat. Bank.....	120,000	§ 77,261	223,355	100	.....*	199½
Merchants' Bank....	100,000	§ 17,000	240,000	100	.....*	90
Nat. Bk. of Rh. Isl...	100,000	§ 57,530	261,805	100	.....*	185
Nat. Exchange Bank	100,000	§ 61,248	398,751	50	.....*	80
New England Commercial Bank.....	75,000	§ 7,758	160,096	50	..... *	57
Newport Nat. Bank.	120,000	§ 82,561	329,969	60	.....*	116
Union Nat. Bank....	155,250	§ 18,543	142,742	90	.....*	97½
PAWTUCKET—						
First National Bank	300,000	§ 197,004	831,111	100	.....	.....
Pacific Nat'l Bank..	200,000	§ 97,000	641,000	50	73	.....
Slater Nat'l Bank...	300,000	§ 240,232	881,741	100	165	.....
PROVIDENCE—						
American Nat. Bank	1,000,000	§ 82,282	1,970,355	50	43	.....
Atlantic Nat. Bank.	225,000	§ 22,207	174,205	50	32½	.....
Blackstone Canal National Bank....	500,000	§ 180,202	326,646	25	24½	.....
City National Bank.	500,000	§ 155,198	489.643	50	.....	.....
Commercial N. Bank	1,000,000	§ 161,903	797,290	50	43	.....
Fifth Nat. Bank.....	300,000	§ 43,797	289,734	50	43	.....
First National Bank.	500,000	§ 185,491	1,003,094	50	111	.....
Fourth Nat. Bank...	500,000	§ 198,842	449,525	100	114	.....
High Street Bank...	120,000	§ 68,718	357,000	50	66	.....
Mechanics' N. Bank.	500,000	§ 86,957	612,398	50	44	.....
Merchants' N. Bank.	1,000,000	§ 385,100	3,456,539	50	60	.....
Nat. Bank of Com'ce	850,000	§ 118,605	1,337,829	50	49	.....
National Bank of North America....	1,000,000	§ 142,810	779,086	50	43	.....
National Eagle Bank	500,000	§ 35,316	434,285	50	36	.....
Nat. Exchange Bank	500,000	§ 611,717	1,241,608	50	100	.....
Old National Bank..	500,000	§ 57,894	422,870	100	83	.....
Phenix Nat. Bank...	450,000	§ 456,201	980,045	50	80	.....
Providence N. Bank.	500.000	§ 500,576	1,395,321	400	.....	.....
Rhode Island National Bank..	600,000	§ 40,183	775,376	25	.....	.....
Second Nat. Bank...	300,000	§ 87,965	111,104	100	.....	.....
Weybosset N. Bank.	500,000	§ 105,552	242,766	50	47	.....
Westminster Bank..	200,000	§ 69,549	109,955	50	.....	.....
Industrial Trust Co.	a1,000,000	§ 521,849	8,881,234	100	110	.....
Manufact'rs Trust Co	500,000	§ 352,349	2,997,671	100	.....	.....
Rhode Island Hospital Trust Co.....	1,000,000	§1034036	18,084,565	1000	.....	.....
Union Trust Co.....	250,000	§¶360884	2,755,481	50	160	.....
WOONSOCKET—						
Citizens' Nat. Bank.	100,000	§ 31,808	88,077	100	110	.....
First Nat. Bank.....	200,000	§ 89,951	143,717	50	.....	70
Nat. Globe Bank....	100,000	§ 39 654	129,379	25	.....	38
Nat. Union Bank....	150,000	§ 35,893	6,450	50	.....*	30
Producers' Nat. Bk..	200,000	§ 88,463	318,025	20	.....*	31
Woonsocket Nat. Bk.	200,000	§ 177,523	315,344	50	.....	86

SOUTH CAROLINA.

CHARLESTON—						
Bk.of Ch'lest',N.B.A.	300,000	§ 180,022	1,863,697	100	142	145
Carolina Savings Bk	200,000	§ 67,001	1,386,560	100	175	200
Charl. Sav'gs Inst'n.	30,000	§ 84,335	722,584	100	500	600
Colum. Bkg. & Tr. Co.	50,000	§ 9,579	198,217	50	45	47
Dime Savings Bank.	30,000	§ 26,692	553,815	100	220	225
Enterprise Bank....	50,000	§ 10,290	239,765	25	22	23
Exch. Bkg. & Tr. Co.	100,000	§ 6,500	195,500	100	.....	100
First Nat. Bank.....	200,000	§ 367,291	1,142,328	100	245	250
Germania Sav. Bank	40,000	§ 164,525	2,076,007	250	1300	1350
Hibernia Tr.&S'v.Bk	30,000	§ 15,811	240,587	...	105	110
Miners' & Merch. Bk.	100,000	§ 10,828	285,973	100	100	101
People's Nat. Bank..	250,000	§ 121,342	1,109,852	100	150	155
Security Savings Bk.	50,000	§ 2,885	481,406	....	101	102
State Savings Bank.	30,000	§ 9,381	116,081	25	23	25
So.Car.Loan & Tr.Co.	100,000	§ 14,415	1,221,710	100	101	102

TENNESSEE.

CHATTANOOGA—						
Chatt'nooga Nat. Bk.	300,000	§ 78,115	512,608	100	.....	.....
Chatt'nooga Sav. Bk.	100,000	§ 14,852	800,000	100	.....	.....
Citizens' Bank & Trust Co.....	225,000	§ 13,500	491,478	100	.....	.....
First Nat. Bank.....	200,000	§ 325,638	1,655,317	100	.....	.....
South Chattanooga Savings Bank.....	50,000	§ 10,500	204,000	100	.....	.....
Third Nat. Bank.....	150,000	§ 10,401	545,890	100	.....	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.
¶ Including the contribution of $250,000 by the stockholders.
a The Industrial Trust Co. of Providence has absorbed both the Roger Williams Nat. Bank and the Third Nat. Bank.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
KNOXVILLE—	$	$	$			
City National Bank.	200,000	§ 56,066	1,459,888	100	125	130
East Tennessee National Bank	175,000	§ 198,379	1,136,232	100	200	225
Holston Nat. Bank..	100,000	§ 25,796	303,414	100	100	.....
Knox Co. Bank & Trust Co.....	42,000	§ 500	40,000	100	50	.....
Knoxville Bkg. Co...	50,000	15,000	225,000	100	115	.....
Mechanics' Nat. Bk.	100,000	§ 119,839	491,841	100	200	210
Merchants' Bank....	100,000	§ 1,500	326,825	100	100	.....
Third Nat. Bank.....	200,000	§ 51,629	633,133	100	115	.....
MEMPHIS—						
Continental Sav. Bk.	25,000	§ 12,497	233,045	100	.....	.....
First Nat. Bank.....	500,000	§ 86,540	1,309,746	....	115	117
Manhattan Savings Bank & Trust Co..	30,000	§ 105,908	1,238,030	100	405	410
Memphis Nat. Bank.	500,000	§ 126,748	1,455,623	100	117	120
Memphis Sav. Bank.	50,000	§ 33,250	675,000	100	200	210
Memphis Trust Co...	200,000	§ 32,600	440,000	100	.....	.....
Mercantile Bank....	200,000	§ 18,130	1,200,000	100	120	125
National Bank of Commerce.....	500,000	§ 175,984	2,341,619	100	160	165
Security Bank.....	50,000	§ 28,886	224,712	100	.....	.....
State Nat. Bank.....	250,000	§ 233,349	2,462,677	100	175	185
State Savings Bank.	50,000	§ 61,333	545,727	100	200	205
Union & Plant'rs' Bk.	600,000	§ 55,801	1,322,704	100	112	115
Union Savings Bank & Trust Co.....	12,500	§ 13,000	280,000	100	200	210
NASHVILLE—						
American Nat. Bank	1,000,000	§ 5,197	1,702,377	100	68	71
City Savings Bank..	100,000	29,000	180,000	100	97	100
First National Bank.	400,000	§ 38,021	1,994,435	100	140	145
Fourth Nat. Bank...	600,000	§ 350,913	2,799,742	100	163	167
Merchants' Bank....	100,000	§ 15,000	300,000	100	100	102
Union Bank & Tr.Co.	100,000	§ 51,826	589,670	100	145	.....
Nashville Trust Co..	350,000	§ 22,470	.....	100	100	103

TEXAS.

AUSTIN—						
American Nat. Bank	200,000	§ 89,998	824,386	100	130	.....
Austin Nat. Bank...	150,000	§ 63,000	832,468	100	125	.....
City National Bank.	150,000	§ 4,651	324,746	100	100	.....
First National Bank.	100,000	§ 43,444	837,075	100	100	.....
State Nat. Bank.....	100,000	§ 56,579	697,448	100	150	.....
DALLAS—						
American Nat. Bank	200,000	§ 204,828	1,731,851	100	.....	200
City National Bank.	200,000	§ 175,295	1,853,000	100	175	.....
National Bank of Commerce	150,000	§ 37,011	392,063	100	.....	110
Nat. Bank of Dallas.	100,000	§ 38,898	981,449	100	.....	110
Nat. Exchange Bank	300,000	§ 119,051	1,650,838	100	.....	110
FORT WORTH—						
American Nat. Bank	150,000	§ 11,890	255,607	100	40	50
Farmers' & Mechanics' National Bank	200,000	§ 43,739	420,659	100	60	75
First National Bank.	250,000	§ 175,488	847,337	100	125	140
Fort Worth Nat. Bk.	500,000	§ 157,072	1,072,009	100	110	120
State Nat. Bank.....	250,000	§ 41,984	546,154	100	100	115
Traders' Nat'l Bank.	125,000	§ 61,443	233,581	100	100	115
GALVESTON—						
First National Bank.	300,000	§ 167,395	316,916	100	110	115
Galveston Nat. Bank	250,000	§ 31,359	688,235	100	95	100
Island City Sav. B'k.	100,000	§ 238,000	630,000	100	.....	285
HOUSTON—						
Commercial N. Bank	200,000	§ 122,763	1,343,283	100	165	200
First National Bank.	100,000	§ 443,480	2,171,063	100	600	700
Houston Nat. Bank.	100,000	§ 17,500	337,490	100	89	100
Planters' & Mechanics' National Bank.	200,000	§ 10,084	365,177	100	62½	70
South Texas N. Bank	500,000	§ 121,572	1,310,925	100	123	125
SAN ANTONIO—						
Alamo Nat. Bank...	250,000	§ 100,235	985,770	100	.....	120
City National Bank..	100,000	§ 2,894	108,575	....	.....	.....
Frost Nat. Bank.....	250,000	§ 43,414	1,269,669	100	.....	110
Lockwood Nat. Bank	100,000	§ 45,197	559,765	100	.....	130
San Antonio N. Bank	125,000	§ 149,000	1,489,000	100	.....	180
WACO—						
Citizens' Nat'l Bank.	100,000	100,000	397,291	100	.....	.....
First National Bank.	300,000	§ 149,318	1,042,526	100	.....	.....
Provident Nat'l B'k.	300,000	§ 67,502	578,805	100	.....	.....
Waco State Bank....	100,000	§ 21,103	284,872	Private		Bank

UTAH.

SALT LAKE CITY—						
Bank of Commerce..	100,000	§ 2,392	806,207	100	88	90
Bk of McCormick & Co	250,000	§ 37,042	4,803,264	Private		Bank
Commercial Nation'l Bank.....	200,000	§ 17,670	578,677	100	100	103
Deseret Nat. Bank..	500,000	§ 341,620	1,761,217	100	240	243
Deseret Sav'gs Bank	100,000	§ 22,574	1,178,147	100	138	139
National Bank of Republic.....	300,000	§ 18,646	927,532	100	85	90
State Bank of Utah.	250,000	§ 35,145	694,557	100	127	129
Utah Commercial & Savings Bank.....	200,000	§ 12,233	499,325	100	103	105
Utah National Bank.	100,000	§ 2,330	137,826	100	75	76
Wells, Fargo & Co. Bk	500,000	§7496227	8,818,304	....	.....	.....
Zion's Savings Bank & Trust Co.....	200,000	§ 14,222	2,172,013	100	126	128
Utah Savings & Trust Co	150,000	§ 30,074	215,513	1000	.....	.....

VIRGINIA.

NORFOLK—						
Bank of Commerce..	200,000	§ 145,128	1,164,469	100	151	153
Citizens' Bank.....	300,000	§ 214,565	1,916,652	100	155	158
City National Bank.	200,000	§ 53,585	531,766	100	110	112
Marine Bank.....	110,000	§ 155,140	638,398	100	190	.....
Nor. Bk.for Sav.&Tr.	100,000	§ 95,552	762,273	100	170	175
Norfolk Nat. Bank..	400,000	§ 274,250	2,315,309	100	168	175

*Last sale. † Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PETERSBURG—	$	$	$			
Petersburg Savings & Insurance Co....	200,000	§ 247,574	1,557,729	20	40	45
The National Bank..	100,000	§ 82,361	426,065	100	.....	* 141½
RICHMOND—						
American Nat. Bank	144,210	§ 1,277	124,077	100	.....	.....
City Bk. of Richm'd.	400,000	§ 103,000	825,000	25	30	.....
First Nat. Bank.....	600,000	§ 488,020	2,109,120	100	167	.....
Merchants' Nat. Bk.	200,000	§ 344,131	2,881,908	100	205	.....
Metropolitan Bank..	125,000	§ 28,579	419,395	25	245	.....
Nat. B'k of Virginia	500,000	§ 40,888	1,575,421	100	.....	112
Planters' Nat. Bank.	300,000	§ 732,335	1,889,103	100	265	.....
Savings Bk. of Rich..	100,000	§ 62,860	817,186	....	37	.....
Security Bank.....	200,000	§ 71,744	417,487	100	114	.....
State Bk. of Virginia	500,000	§ 292,774	1,535,977	100	150	.....
Union Bk. of Richm	219,750	§ 233,742	1,360,530	50	125	.....
Richmond Trust & Safe Deposit Co...	1,000,000	§ 123,378	1,181,463	100	.....	118
Southern Trust Co..	100,000	§ 7,000	75,000	100	100	110
Virginia Trust Co...	500,000	§ 74,380	526,557	100	116	.....

WASHINGTON.

SEATTLE—						
Boston Nat. Bank...	180,000	§ 17,163	671,925	100	.....	.....
Dexter, Horton & Co.	200,000	§ 26,000	2,906,569	100	.....	.....
First Nat. Bank.....	150,000	§ 32,900	1,300,00	100	.....	.....
Nat. Bk. of Commerce	150,000	§ 43,118	1,558,188	100	.....	.....
People's Sav. Bank.	a79,600	§ 4,592	388,792	100	.....	.....
Puget Sound Nat. Bk.	300,000	§ 25,691	2,639,681	100	.....	.....
Scandinavian-American Bank	75,000	§ 31,648	841,080	100	.....	.....
Seattle Nat. Bank...	100,000	§ 24,346	1,295,816	100	.....	.....
Washington Nat. Bk.	100,000	§ 86,227	2,177,993	100	.....	.....
SPOKANE—						
Exchange Nat. Bk..	250,000	§ 163,485	2,258,376	100	.....	.....
Fidelity Nat. Bank..	100,000	§ 27,428	271,800	100	.....	.....
Old Nat. Bank.....	200,000	§ 20,609	715,869	100	.....	.....
Traders' Nat. Bank.	200,000	§ 123,917	1,687,390	100	.....	.....
Spok'ne & East. Tr. Co	100,000	.....	863,044	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.
a This is capital paid in; authorized $100,000.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TACOMA—	$	$	$			
Nat. Bk. of Commerce	200,000	§ 36,704	909,774	100	.....	.....
Pacific Nat. Bank...	200,000	§ 18,267	714,615	100	.....	.....
Scandinavian-American Bank.....	60,000	§ 22,073	87,946	100	.....	.....
Fidelity Trust Co....	300,000	§ 30,835	729,670	100	.....	.....

WEST VIRGINIA.

WHEELING—						
Bank of Ohio Valley	175,000	§ 30,000	607,000	100	.....	.....
Bank of Wheeling...	200,000	§ 33,619	1,351,697	100	.....	.....
City Bk. of Wheeling	150,000	§ 60,150	969,494	100	.....	.....
Commercial Bank...	100,000	§ 41,000	437,139	100	.....	.....
Dollar Sav'gs Bank.	100,000	§ 42,000	824,521	100	.....	.....
German Bank.....	80,000	§ 201,000	1,396,243	100	.....	.....
Germania Half-Dollar Savings Bank..	50,000	§ 4,746	263,372	100	.....	.....
Nat. Bank of W. Va	200,000	§ 52,337	503,971	100	.....	.....
Nat'l Exch. Bank....	200,000	§ 39,932	1,436,500	....	.....	.....
People's Bank.....	100,000	§ 50,912	489,695	100	.....	.....
South Side Bank.....	25,000	§ 10,000	255,509	100	.....	.....
Wheel. Title & Tr. Co.	100,000	§ 5,880	478,870	100	.....	.....

WISCONSIN.

LA CROSSE.—						
Batavian Bank.....	200,000	§ 38,435	2,255,936	100	.....	* 150
Exchange State Bank	25,000	§ 5,135	164,925	100	.....	* 120
German-Amer. Bank	50,000	§ 16,130	400,966	100	.....	* 125
Nat. Bk. of La Crosse	250,000	§ 93,649	1,946,883	100	.....	* 180
Security Savings Bk.	30,000	§ 3,553	35,101	100	.....	.....
State B'k of La Crosse	50,000	§ 43,737	656,855	100	.....	* 170
MILWAUKEE.—						
First National Bank.	1,000,000	§ 467,341	14,515,536	100	.....	.....
German-Amer. Bank	200,000	§ 30,644	792,750	100	.....	.....
Marshall & Ilsley B'k	300,000	§ 64,004	3,814,048	100	.....	.....
Mil. Nat. Bank of W.	450,000	§ 60,194	2,078,489	100	.....	.....
Nat. Exchange Bank	500,000	§ 147,210	4,514,913	100	.....	.....
Second Ward Sav. Bk	200,000	§ 554,863	5,653,365	250	.....	.....
West Side Bank.....	100,000	§ 5,449	519,584	100	.....	.....
Wisconsin Marine & Fire Ins. Co. Bank.	500,000	§ 108,164	2,179,256	100	.....	.....
Wisconsin Nat. Bank	1,000,000	§ 283,750	10,254,049	100	.....	.....
Milwaukee Trust Co.	100,000	§ 15,000	.....	100	.....	.....
Wisconsin Trust Co.	250,000	§ 2,680	.....	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included

CANADA.

BRITISH COLUMBIA.

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
VICTORIA—	$	$	$			
Bank of British Col.	2,919,996	486,666	5,282,785	100	.....	.....

NEW BRUNSWICK.

FREDERICTON—						
People's Bk. of N. B.	180,000	140,000	292,282	150	.....	.....
ST. JOHN—						
Bank of New Bruns.	500,000	700,000	2,376,929	100	300	301½
ST. STEPHEN—						
St. Stephen's Bank..	200,000	45,000	266,886	100	.....	.....

NOVA SCOTIA.

HALIFAX—						
Bank of Nova Scotia	1,760,900	2,162,570	13,242,365	100	226	.....
Halifax Banking Co.	500,000	400,000	3,141,713	20	152	157
Mer. Bk. of Halifax.	1,985,070	1,700,000	11,267,521	100	178	181
Peop. Bk. of Halifax	700,000	230,000	1,651,442	20	116	118
Union Bk. of Halifax	500,000	250,000	2,464,112	50	155	158
WINDSOR—						
Com. Bk. of Windsor	350,000	90,000	808,067	40	110	115
YARMOUTH—						
Bank of Yarmouth..	300,000	30,000	548,796	75	92	97
Exch. Bk. of Yarm..	259,931	30,000	164,412	....	.....	.....

ONTARIO.

HAMILTON—						
Bank of Hamilton..	1,500,000	1,000,000	9,552,845	100	194	196
OSHAWA—						
Western Bk. of Can.	388,239	118,000	1,677,637	100	.....	.....
OTTAWA—						
Bank of Ottawa.....	1,720,380	1,395,285	8,667,599	100	200	.....

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
TORONTO—						
Bank of Toronto...	2,000,000	1,800,000	11,619,112	100	240	245
Can. Bank of Com...	6,000,000	1,000,000	28,651,568	50	145	145½
Dominion Bank.....	1,500,000	1,500,000	15,483,444	50	265⅞	267
Imperial Bk. of Can.	2,344,925	1,524,203	13,505,971	100	210	214
Ontario Bank	1,000,000	110,000	6,227,371	100	130	.....
Standard Bank.....	1,000,000	600,000	7,302,045	50	194	.....
Traders' Bank.....	920,420	70,000	6,294,122	100	111	.....

PRINCE EDWARD ISLAND.

SUMMERSIDE—						
Summerside Bank...	48,666	21,000	162,300	....	.....	.....
CHARLOTTETO'N—						
Mer. Bk. of P. E. Is.	200,020	80,000	385,920	....	.....	.....

QUEBEC.

MONTREAL—						
Bank of Montreal...	12,000,000	6,000,000	53,230,038	250	260	.....
Bk. of Br. Nor. Am..	4,866,666	1,460,000	12,464,528	¶	120	125
Ban. Jacques-Cartier	500,000	.....	1,276,153	25	.....	.....
Banque d'Hochelaga	1,482,200	565,000	5,498,851	100	.....	146
Mer. Bank of Can...	6,000,000	2,600,000	16,990,296	100	.....	165
Molson's Bank.....	2,180,645	1,625,000	12,857,867	50	190	191½
QUEBEC—						
Banque Nationale...	1,200,000	150,000	3,382,527	30	90	.....
Quebec Bank.....	2,500,000	700,000	7,035,4 3	100	125	.....
Union Bank of Can.	2,000,000	450,000	6,232,628	60	.....	120
ST. HYACINTHE—						
Ban. de St. Hyacinthe	314,360	75,000	749,686	....	.....	.....
ST. JOHNS—						
Banque de St. Jean.	261,604	10,000	205,018	....	.....	.....
SHERBROOKE—						
East. Townships Bk.	1,500,000	850,000	5,272,260	50	155	.....

¶ Par of this bank is £50.

MERCHANTS' NATIONAL BANK

OF THE CITY OF NEW YORK,

42 Wall Street.

CAPITAL, $2,000,000. SURPLUS, $1,000,000.
DEPOSITS, $15,000,000.

FOUNDED, 1803.

191st Consecutive Semi-Annual Dividend Declared January 1, 1900.

OFFICERS:

Robert M. Gallaway, President.
Elbert A. Brinckerhoff, Vice-President.
Joseph W. Harriman, Cashier.
Samuel S. Campbell, Assistant Cashier.

DIRECTORS:

John A. Stewart,	**Pres. U. S. Trust Co.**
Elbert A. Brinckerhoff,	**Capitalist.**
Chas. Stewart Smith,	**Merchant.**
Gustav H. Schwab,	**Oelrichs & Co.**
Donald Mackay,	**Vermilye & Co.**
Robert M. Gallaway,	**President.**
Charles D. Dickey,	**Brown Bros. & Co.**
Henry W. Banks,	**Henry W. Banks & Co.**
George Sherman,	**Vice-Pres. Cen. Tr. Co.**
Edward Holbrook,	**Pres. Gorham Mfg. Co**
Oris K. Eldredge,	**Wheelright, Eldredge & Co.**

THE QUOTATION

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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March 3, 1900.

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NEW YORK, MARCH 3, 1900.

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REVIEW OF FEBRUARY.

The progress in financial legislation at Washington and the successes achieved by British arms in South Africa were the distinguishing events during February. For the first time since the Anglo-Boer war broke out, the conflict took a favorable turn for Great Britain. Gen. Roberts assumed personal direction of the British movements, and inaugurated practically a new plan of campaign, beginning that central march upon Bloemfontein and Pretoria, through the Orange Free State, which has been pointed out by military critics as the correct line of policy for the British commanders to pursue. By a series of quick movements he invaded the Orange Free State, secured possession of a number of strategic points and effected the relief of the long-beleagured garrison at Kimberley, the British forces entering the city on the 16th. This was accomplished so rapidly that the Boers apparently had little chance to offer much opposition. The capture of the Boer army under Gen. Cronje, who evidently determined to retire towards Bloemfontein when he learned what had happened, was a more serious task. But the army was finally surrounded, and after a very determined resistance, lasting over a week, was on the 27th forced to surrender.

The gold standard and currency bill passed the United States Senate on Thursday, the 15th, by a vote of 46 to 29. That body substituted (with some amendments) the bill reported by the Senate Finance Committee in place of the measure which came from the House of Representatives the previous December. The matter then went to a Conference Committee of the two houses. The conferrees concluded an agree ment on the 23d and their report was submitted to the Senate the same day. They made a great many changes, some of the features of both bills being retained. As in the case of the separate bills however, there is a plain and unequivocal declaration in favor of the gold standard—in language so clear and direct that it will not be possible for the silver advocates hereafter to attempt to dispute the point or to raise any question as to what constitutes the legal standard of value.

The new measure contains decided possibilities of inflation, as has been pointed out in the CHRONICLE. But this is a consideration that had no influence upon the money market during the month under review. Except in the case of call loans, money rates developed a trifle more firmness during February. One feature was a striking and very noteworthy expansion in the loans of our Clearing House banks. This attracted a great deal of attention, and its precise significance was not fully explained. The movement excited the more interest as the latter part of the month it was coincident with a decrease in the money holdings of the banks. The operations of the U. S. Government (the transfer of internal revenue receipts to the depositary banks having come to an end) again took money out of our Clearing House institutions; at the same time and probably for the same reason the interior movement of currency was also reversed, so that the flow was away from New York, instead of, as in January, towards New York.

During January, when the Clearing House banks added very materially to their money holdings, the increase in loans was comparatively light. Thus, between December 30 and January 27 the item of loans rose less than fifteen million dollars. During February the addition to the loan account averaged nearly as much as that each week. In the week ending on the 3d of February an increase of $11,249,800 was recorded; in the week ending the 10th the expansion reached the extraordinary amount of $21,152,400; in the week ending the 17th the augmentation was $13,684,200, and in the week ending the 24th the item was further enlarged $11,035,900. In the four weeks, therefore, the total addition was $57 122,300, raising the aggregate from $688,332,800 to $745,455,100. In the same interval the deposits rose from $780,526,100 to $826,866,600, an increase of only $46,340,500. The money holdings were slightly heavier February 24 than January 27, standing $226,395,200, against $224,409,500, but this followed from

the gain in the weeks ending on the 3d and on the 10th; in the remaining weeks there was a loss each week.

With increased reserve requirements on account of the expansion in the deposit line, and with the money holdings shrinking, surplus reserves naturally fell off In the first week there was an increase of $1,593,300, to $30,871,275, but the next week there was a drop of $2,973,700, to $27,897,575, the following week a drop of $3,881,900, to $24,015,675, and the last week a further decrease of $4,337,125, bringing the amount of the surplus down to $19,678,550. The shrinkage was not without its effect upon the money market, for it led lenders to take more confident views as to rates in the future. In the case of cali loans the condition remained one of decided ease, and at the Stock Exchange the range for the week ending the 23d was only from 1½ to 2½ per cent, the average being no higher than 2¼ per cent. Banks and trust companies quoted 2½ per cent as the minimum, though large loans were made by some of the banks at 2 per cent. But on time there was a noticeable stiffening of rates. On the 2d the quoted rates were 4 per cent for sixty days to four months and 4@4½ per cent for longer periods. On the 23d quoted rates were one-half of one per cent higher, at 4½ per cent for sixty to ninety days and 4½@5 per cent for four to six months. In the same way rates for commercial paper rose, being reported 4@4½ per cent for sixty to ninety days endorsed bills and 4½@5 for prime single names at the earlier date, and 4½ per cent for endorsed bills and 4¾@5¼ per cent for prime single names at the later date. The following is the record by weeks for all the various classes of loans.

RATES FOR MONEY IN NEW YORK, WEEKLY.

	Feb. 2.	Feb. 9.	Feb. 16.	Feb. 23.
Call Loans—				
Stock Exchange—Range for week	2 -3	2 -2⅛	2 -2½	1⅛-2⅛
Average for week	2¾	2¼	2¼	2¼
At banks and trust companies	2½	2½	2½	2 -2½
Time Loans—				
Thirty days				
Sixty days	4	3½	4	4⅛
Ninety days	4	4	4	4½
Four months	4	4	4 -4⅛	4⅛-5
Five months	4 -4⅛	4	4 -4⅛	4⅛-5
Six months	4 -4⅛	4	4 -4⅛	4⅛-5
Seven months			4 -4⅛	
Commercial Paper—				
Double Names—Choice 60 to 90 days	4 -4⅛	4 -4⅛	4 -4¼	4⅛
Single Names—Prime 4 to 6 months	4½-5	4 -5	4½-5	4¾-5¼
Good 4 to 6 months	5½-6⅛	5½-6	5½-6	5⅛-6½

In the European money markets there were some further reductions in official discount rates, but mostly on the part of the less important banks. On the 5th the Bank of Austro-Hungary lowered its rate from 5 per cent to 4½ per cent, on the 6th the Bank of the Netherlands reduced from 4 per cent to 3½ per cent and on the 7th the Bank of Belgium marked its rate down from 4½ per cent to 4 per cent. The Bank of Germany made no change from 5½ per cent, the Bank of France none from 3½ per cent and the Bank of England none from 4 per cent. In the outside markets there was a perceptible hardening of rates after the 10th of the month, except at Paris, where the quotation closed at 3⅜@3½ per cent. At London rates for sixty to ninety-day bank bills advanced from 3⅜@3½ per cent on the 9th to 3¾@3⅞ per cent on the 23d, the close on the 28th being 3⅝@3¾ per cent, and at Berlin and Frankfort there was a rise from 3¾@3⅞ per cent to 4¾ per cent, the close on the 28th being even higher at 4⅞@5 per cent.

This hardening of discounts abroad had some influence upon the course of our foreign exchange market, but the latter was, on the whole, without important feature. Sterling fluctuated within a narrow range, the tendency of the market the latter part of the month, however, being decidedly downward. The downward course was influenced in part by offerings of security bills, but mainly by a more liberal supply of cotton bills. European consumers who had been holding off began to buy cotton very freely the latter half of the month, notwithstanding the further rise in the price of the staple. For the week ending the 23d the shipments aggregated 224,647 bales, against 115,458 bales in the corresponding week of last year, and owing to the higher price the difference in the market value of the shipments was still greater.

ACTUAL RATES.—BANKERS' AND COMMERCIAL BILLS.

	Bankers' Bills.			Commercial Bills.	
	60 Day.	Sight.	Cable.	On Banks.	On Documents for Payment.
Feb'ary 1	4 84 -4 84¼	4 87⅛-4 87¾	4 88 -4 88¼	4 83⅛-4 83¾	4 83 -4 84
" 7	4 84 -4 84¼	4 87¼-4 87⅛	4 87¾-4 88	4 83⅛-4 83¾	4 83 -4 84
" 8	4 84¼-4 84⅛	4 87⅛-4 87½	4 87¾-4 88	4 83¾-4 84	4 83 -4 84
" 13	4 84¼-4 84⅛	4 87⅛-4 87¾	4 88 -4 88¼	4 83¾-4 84	4 83 -4 84
" 15	4 84 -4 84¼	4 87½-4 87¾	4 88 -4 88¼	4 8 ⅛-4 83¾	4 83 -4 84
" 19	4 84¼-4 84⅛	4 87¾-4 88	4 88¼-4 88½	4 83¾-4 84	4 83¼-4 84¼
" 21	4 84 -4 84¼	4 87¼-4 87⅛	4 87¾-4 88	4 83⅛ 4 83¾	4 83 -4 84
" 23	4 83¾-4 84	4 87¼-4 87⅛	4 87¾-4 88	4 83¾-4 83⅞	4 82¾-4 83¾
" 26	4 83⅛-4 83¾	4 86¾-4 87	4 87⅛-4 87¾	4 82¾-4 83	4 82¼-4 83¼
" 27	4 83⅛-4 83¾	4 86¾-4 87	4 87⅛-4 87¾	4 83 -4 83¼	4 82⅛-4 83⅛

POSTED RATES—BANKERS' STERLING BILLS.

Feb.	60 days.	Demand.	Feb.	60 days.	Demand.	Feb.	60 days.	Demand.
1	4 85	4 88⅛	13	4 85	4 88-⅛	25	..... S.	.....
2	4 85	4 88-⅛	14	4 85	4 88-⅛	26	4 84-5	4 87⅛-88⅛
3	4 85	4 88-⅛	15	4 85	4 88-⅛	27	4 84-5	4 87⅛-88⅛
4	..... S.	.....	16	4 85	4 88-⅛	28	4 84-5	4 87⅛-88⅛
5	4 85	4 88-⅛	17	4 85	4 88-⅛			
6	4 85	4 88-⅛	18	..... S.	.....			
7	4 85	4 88-⅛	19	4 85	4 88-⅛			
8	4 85	4 88-⅛	20	4 85	4 88-⅛			
9	4 85	4 88-⅛	21	4 85	4 88-⅛	Open	4 85	4 88⅛
10	4 85	4 88-⅛	22	..... H	.....	High	4 85	4 88⅛
11	....S.	.....	23	4 84½-5	4 88-⅛	Low.	4 84	4 87⅛
12	.. .. H	.....	24	4 84½-5	4 88-⅛	Last	4 84-85	4 87⅛-88⅛

In the stock market there were some strong features and also some elements of weakness. The features of strength were the new or increased dividend declarations by a number of important railroad companies. The Union Pacific declared its first dividend on the common stock, the Baltimore & Ohio its first dividend on the preferred stock, the Reading its first dividend on the 1st preference shares and the Canadian Pacific raised the rate of distribution on its common stock. The break in Third Avenue RR. stock, on the difficulties attending the taking care of the company's floating debt, the downward tendency of American Sugar Refining stock, owing to the continued warfare with the independent refiners, and the drop in Peoples' Gas, U. S. Rubber, etc., for various special reasons, were some of the elements of weakness. Bituminous coal shares, as also stocks of Southern roads, were prime favorites on the activity of the iron and coal trades and the advance in the price of cotton. Norfolk & Western was a very conspicuous feature, the common stock rising from 22⅝ Jan. 10 to 33¼ Feb. 26. The British successes in South Africa did not appear to exert a very great amount of influence on speculation. The general tone of the market was strong the first half of the month, but somewhat of a sagging tendency developed later, owing to the continued break in Third Avenue stock. The unfavorable bank statements also induced some speculative selling. The close was firm on the 28th, notwithstanding the weakness in the specialites.

VOLUME OF BUSINESS ON THE STOCK EXCHANGE.

Month of February—	1900.	1899.	1898.	1897.
Stock sales—				
Number of shares	10,195,392	16,106,235	8,950,824	2,803,401
Par value	$976,723,925	$1,536,370,500	$873,528,400	$266,430,100
Bond sales (par value)—				
Railroad & misc. bds	$43,963,000	$90,597,000	$94,877,500	$38,871 240
Government bonds	658,600	686,220	451,500	2,264,500
State bonds	191,500	158,900	159,800	102,500
Total bond sales	$44,813,100	$91,442,120	$95,488,800	$41,238,240
Jan. 1 to Feb. 28—				
Stock sales—				
Number of shares	20,089,108	40,358,218	18,241,215	60,168,813
Par value	$1,923,305,412	$3,887,216,150	$1,786,083,075	$590,204,850
Bond sales (par value)—				
Railroad & misc. bds	$88,959,200	$232,821,400	$187,747,710	$77,683,340
Government bonds	1,291,900	2,668,160	1,209,300	3,505,(00
State bonds	453,200	531,600	269,000	435,000
Total bond sales	$90,704,300	$236,021,460	$189,226,010	$81,623,340

SALES OF GRAIN ON THE PRODUCE EXCHANGE.

	1900. Bushels.	1899. Bushels.	1898. Bushels.	1897. Bushels.
Month of February	49,998,780	51,696,345	90,505,745	75,802 090
January 1 to Feb. 28	102,278,980	110,420,980	165,009,025	150,283,230

NEW YORK STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The following tables furnish a complete record of the New York Stock Exchange transactions for the past month and the year 1900. They need no extended introduction, as they are self-explanatory. The tables embrace every security excepting only State bonds) dealt in on the Exchange. We give bonds first, using the classification adopted in the official list. As to prices the form is our own, and we think it will be found to contain just the facts desired by our readers and to present them in the most convenient way for study and reference. All quotations in the column headed "*Prices about January 2, 1900*," were made on that date except those in italics, which are the nearest in January, 1900.

☞ *For foot notes to tables see last page of Bonds and last page of Stocks.*

BONDS.—PRICES AND SALES FOR FEBRUARY AND THE YEAR TO DATE.

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900.		PRICES IN FEBRUARY						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.		Highest.		Lowest.	Highest.
U. S. Gov. Securities.		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices		Sale Prices.		Sale Prices.	Sale Prices.
U. S. 2s, registered.....Optional	Q-M	.....	102½	.....	102½	.....	103	.....	.....		.....		.....	.....
U. S. 3s, registered 10-20s...1918	Q-F	8,000	109¼	109⅜	109¼	109⅜	111	112	111¼	Feb. 28	112	Feb. 27	109¼ Jan. 2	112 Feb. 27
U. S. 3s, coupon 10-20s.....1918	Q-F	123,000	110	110⅜	109¼	109¾	111	112	109¼	Feb. 5	111⅜	Feb. 27	109¼ Feb. 5	111¾ Feb. 27
U. S. 3s, registered, small...1918	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
U. S. 3s, coupon, small.....1918	Q-F	12,800	109½	110½	109	110	111	112	109	Feb. 7	111	Feb. 27	109 Feb. 7	111 Feb. 27
U. S. 4s, registered.....1907	Q-J	28,000	114	115	114½	115	116⅛	117½	114½	Feb. 2	115¼	Feb. 3	114 Jan. 3	115¼ Feb. 3
U. S. 4s, coupon.....1907	Q-J	248,000	114	116	114½	115	117⅛	118½	114¾	Feb. 1	118	Feb. 28	114 Jan. 2	118 Feb. 28
U. S. 4s, registered.....1925	Q-F	17,000	133¾	134¼	133¼	134	137⅜	138¾	134¼	Feb. 16	135	Feb. 21	133⅛ Jan. 19	135 Feb. 21
U. S. 4s, coupon.....1925	Q-F	214,000	133⅜	134¼	133¼	134¼	137⅜	138⅜	134⅛	Feb. 16	134⅞	Feb. 8	133¾ Jan. 26	134⅞ Feb. 8
U. S. 5s, registered.....1904	Q-F	20,000	112¾	113¼	112	113	115¼	116¼	112¾	Feb. 7	113½	Feb. 21	112⅜ Jan. 19	113½ Feb. 21
U. S. 5s, coupon.....1904	Q-F	11,000	112¾	113¼	112	113	115¼	116¼	114	Feb. 23	115⅝	Feb. 28	113¼ Jan. 15	115⅝ Feb. 28
Railroad Bonds.														
Alabama Cent. *See* South'n Ry.														
Alabama Mid., 1st gu., g.....1928	M-N	10,000	.....	.....	.....	.....	.....	.....	102¾	Feb. 8	102¾	Feb. 8	102¾ Feb. 8	102¾ Feb. 8
Albany & Susq. *See* Del. & Hud.														
Allegheny Valley. *See* Penn. Co.														
Am. Dock & Imp. *See* Cent. of N.J.														
Ann Arbor, 1st, g. 4s.....1995	Q-J	119,000	90	93	92	91	93½	91	91	Feb. 6	93½	Feb. 23	90 Jan. 3	94 Jan. 26
Atch. Col. & Pac. 6s, tr. ctfs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Atch. Jewell Co. & W. 6s, tr. ctfs.	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Atch. Top. & S. Fe—G., g., 4s.1995	A-O	1,218,000	98½	99	101⅛	101¼	100½	100¾	100¼	Feb. 21	101½	Feb. 3	98½ Jan. 4	101½ Feb. 3
Registered.....1995	A-O	1,000	.....	*98*	.....	.....	.....	.....	99	Feb. 14	99	Feb. 14	99 Feb. 14	99 Feb. 14
Adjustm't, g., 4s.....1995	Nov	1,266,000	79	.....	82	82½	82	82½	81½	Feb. 26	83¼	Feb. 7	78½ Jan. 10	83¼ Feb. 7
Registered.....1995	Nov	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Equip. tr, Series A, g., 5s...1902	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Chic. & St. Louis, 1st, 6s...1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Atlanta & Char. *See* South'n Ry.														
Atlan. & Danv. *See* South'n Ry.														
Atlan. & Yadk. *See* South'n Ry.														
Austin & N. W. *See* So. Pacific.														
Battle Creek & Stur. *See* Mich. C.														
& O. prior lien, g., 3½s....1925	J-J	1,560,000	.....	*94*	94¾	95	94½	95	94¼	Feb. 26	95⅞	Feb. 6	92¼ Jan. 10	95⅞ Feb. 6
Registered.....	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Gold, 4s 1948	A-O	1,571,000	*98*	95½	100⅛	100½	100¼	100½	100⅛	Feb. 1	101	Feb. 6	97½ Jan. 3	101 Feb. 6
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
S. W. Div. 1st g. 3½s.....1925	J-J	1,525,000	*88*	88½	88¾	.....	89	89½	88¾	Feb. 1	90	Feb. 5	87 Jan. 11	90¼ Jan. 23
Registered 1925	Q-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pitts. Junc. & M. D. 1st g., 3½s, '25	M-N	24,000	.....	.....	.....	.....	87	88	88	Feb. 28	89¾	Feb. 15	88 Feb. 28	89¾ Feb. 15
Registered 1925	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mon. R., 1st gu., g., 5s.....1919	F-A	.....	*104¾*	.....	.....	.....	.....	.....	.....		.....		.....	.....
C. O. Reorg., 1st con. g., 4½s1930	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
West Va. & Pitts. 1st, g. 5s..1990	A-O	.....	*105*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Beech Creek. *See* N. ... Hud.														
Bellev. & Carond. *See* Ill. Cent.														
Booneville Bdg. Co. *See* Mo. K. & T.														
B'way & 7th Av.—*See* Met. St. Ry.														
B'klyn & Montauk. *See* L. Island.														
Bruns. & West., 1st, g., 4s....1938	J-J	.....	*78*	*81*	.....	.....	.....	.....	.....		.....		.....	.....
Buffalo N. York & Erie, *See* Erie.														
Buff. R. & P., gen. g., 5s.....1937	M-S	8,000	*107*	*107*	110½	.....	.....	.....	111	Feb. 26	111¼	Feb. 26	109 Jan. 18	111¼ Feb. 26
Debenture 6s.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cl. & Mah., 1st., gu. g. 5s...1943	J-J	.....	*132½*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Roch. & Pittsb., 1st, 6s....1921	F-A	.....	*124*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Consol., 1st, 6s.....1922	J-D	10,000	*124*	.....	.....	.....	125	129	124¾	Feb. 21	124¾	Feb. 21	124¾ Feb. 21	124¾ Feb. 21
Buff. & Southwestern. *See* Erie.														
Buff. & Susq., 1st, gold, 5s....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Burl. C. R. & No., 1st, 5s.....1906	J-D	49,000	106½	.....	107	.....	108	109	107⅜	Feb. 2	108	Feb. 13	106½ Jan. 18	108 Feb. 13
Con. 1st & col. tr., g., 5s....1934	A-O	12,000	*114*	.....	115	.....	116¾	.....	116	Feb. 7	116½	Feb. 8	115 Jan. 19	116½ Feb. 8
Registered.....1934	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
C. R. I. F. & N. W., 1st 5s...1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
M. & St. L., 1st, gu., g., 7s....1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Can. So., 1st, int. gu., 5s....1908	J-J	62,000	105	.....	106¾	107½	.....	107	106½	Feb. 7	107	Feb 20	105½ Jan. 3	107¼ Jan. 31
Can. So., 2d, 5s.....1913	M-S	58,000	*107½*	*108*	109	110	.....	109½	109	Feb. 26	109½	Feb. 9	107½ Jan. 18	109½ Jan. 25
Registered.....1913	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Carb. & Shawn. *See* Ill. Central..														
Carolina Cent.—*See* Seab. & Roan.														
Carthage & Ad. *See* N. Y. C. & H.														
Ced. R. Ia. F. & N. *See* B. C. R. & N.														
Cent. Br., Un. Pac., 1st g. 4s..1948	J-D	.....	86	87	.....	.....	86	.....	.....		.....		87⅛ Jan. 5	88⅛ Jan. 31
Central Ohio. *See* Balt. & Ohio.														
Cen. RR. & B. of Ga.-Col. g. 5s.1937	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		91 Jan. 15	91 Jan. 15
Central of Georgia Railway—														
1st, gold, 5s.....1945	F-A	.....	118	.....	115	.....	.....	118½	.....		.....		120 Jan. 15	120 Jan. 15
Registered.....1945	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Consol., gold, 5s.....1945	M-N	406,000	90	91	89½	90	89¼	.....	88½	Feb. 23	90½	Feb. 8	88½ Feb. 23	91 Jan. 2
Registered.....1945	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, pref., income, g., 5s...1945	Oct	38,000	33½	35	33	34	33½	34	32½	Feb. 24	34	Feb. 28	32½ Feb. 24	35 Jan. 2
2d, pref., income, g., 5s...1945	Oct.	.....	9	10	9⅛	10½	9½	10¼	.....		.....		9¼ Jan. 3	10¼ Jan. 19
3d, pref., income, g., 5s ...1945	Oct.	.....	4	6	4½	6	4½	6	.....		.....		4½ Jan. 5	5¾ Jan. 12
Mac. & Nor. Div., 1st, g. 5s.1946	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mid. Ga. & Atl. Div. 5s....1947	J-J	.....	.....	.....	.....	.....	.....	98	.....		.....		.....	.....
Mobile Div., 1st, g. 5s.....1946	J-J	.....	*105½*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Central of New Jersey—														
1st, conv. 7s.....1902	M-N	11,000	107¾	.....	108	.....	110	.....	110	Feb. 15	110	Feb. 15	110 Feb. 15	110 Feb. 15
General, gold, 5s.....1987	J-J	94,000	116	118	123½	125	.....	123	123	Feb. 23	124	Feb. 3	117½ Jan. 3	125 Jan. 29
Registered.....1987	Q-J	.....	*116*	.....	.....	.....	.....	122	.....		.....		116 Jan. 10	119 Jan. 27
Conv. deb. 6s.....1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Am. Dock & Imp. Co. 5s....1921	J-J	2,000	*112½*	.....	.....	.....	.....	.....	114	Feb. 2	114	Feb. 2	113 Jan. 19	114 Jan. 22
Leh. & Hud. R. gen., gu., g., 5s.....1920	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Leh. & W. Coal, con. ass. 7s. 1900	Q-M	4,000	98	101	100	101	99	100	100	Feb. 8	100	Feb. 8	98 Jan. 11	100¾ Jan. 30
5s.....1912	M-N	6,000	100	.....	103	.....	103	.....	103	Feb. 9	103	Feb. 9	100½ Jan. 6	103 Feb. 9
Cent. Pacific. *See* So. Pac. Co.														

BONDS.
NEW YORK STOCK EXCHANGE.

	Int. Period	Sales in February Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN FEBRUARY. Feb. 1 Bid.	Ask.	Feb. 28. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1 Lowest. Sale Prices.	Highest. Sale Prices.
Charl. & Sav., 1st, g., 7s.....1936	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ches. & O., Gold 6s, Series A.1908	A-O	3,000	.....	115	.....	119	.....	119½	116 Feb. 28	116 Feb. 28	115¼ Jan. 26	116 Feb. 28
Gold 6s.....1911	A-O	2,000	118	121	118	121	119	121	119¼ Feb. 28	119¼ Feb. 28	118 Jan. 26	119¼ Feb. 28
1st cons., g., 5s.....1939	M-N	85,000	115½	116	.....	.....	.....	118½	117 Feb. 1	119¾ Feb. 19	115½ Jan. 3	119¾ Feb. 19
Registered.....1939	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen. gold, 4½s.....1992	M-S	513,000	94	.....	.....	.....	98⅜	98½	97⅜ Feb. 5	98½ Feb. 23	95½ Jan. 2	98½ Feb. 23
Registered.....1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Craig Valley, 1st, g., 5s....1940	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. & A. Div., 1st con. g., 4s.1989	J - J	24,000	100½	103	.....	.....	101	.....	101 Feb. 9	102 Feb. 9	101 Jan. 8	103 Jan. 30
2d con. g., 4s.....1989	J - J	.....	.....	100	.....	99	.....	.....	.....	.....	99 Jan. 9	99 Jan. 9
Warm Spr. Val., 1st g., 5s...1941	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eliz. Lex. & Big S., gu., g. 5s.1902	M-S	23,000	.....	102	.....	.....	102¾	105	102 Feb. 5	103 Feb. 16	101 Jan. 2	103 Feb. 16
Chic. & Alton, sink. fd., 6s....1903	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lou. & Mo. R., 1st, 7s.....1900	F-A	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 7s.....1900	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miss. Riv. B'ge, 1st, s. f. g. 6s1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Burlington & Quincy—												
Consol., 7s.....1903	J - J	53,000	109½	.....	111½	.....	112	.....	111¾ Feb. 5	112½ Feb. 21	110½ Jan. 5	112½ Feb. 21
Sinking fund 5s.....1901	A-O	.....	100	.....	102½	.....	102⅜	.....	.....	.....	101 Jan. 15	101½ Jan. 15
Chic. & Iowa Div., 5s.....1909	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver Div., 4s.....1922	F-A	11,000	101	102	100	.....	101	.....	100½ Feb. 2	100¾ Feb. 23	100½ Feb. 2	102 Jan. 22
Illinois Division, 3½s.....1949	J - J	158,000	100¼	.....	105⅝	104⅛	104	.....	103⅞ Feb. 27	104¾ Feb. 2	100¾ Jan. 8	104¾ Feb. 2
Registered.....1945	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Div., sink. fd., 5s.....1919	A-O	.....	111	.....	111¼	.....	115½	.....	.....	.....	.....	.....
4s.....1919	A-O	16,000	103	.....	104¼	.....	105½	.....	105 Feb. 7	105⅞ Feb. 14	103 Jan. 5	105⅞ Feb. 14
Nebraska Exten., 4s 1927	M-N	76,000	.....	109½	111¼	111¾	111¼	111¾	111¼ Feb. 1	111¾ Feb. 15	108¾ Jan. 2	111¾ Feb. 15
Registered.....1927	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s.....1921	M-S	.....	.....	102	.....	.....	.....	102¼	.....	.....	102 Jan. 31	102 Jan. 31
Convertible 5s.....1903	M-S	2,000	120	.....	123	.....	124	.....	123½ Feb. 21	123½ Feb. 21	120½ Jan. 18	123½ Feb. 21
Debenture 5s.....1913	M-N	33,000	.....	110	.....	.....	.....	.....	110 Feb. 20	110¾ Feb. 24	108½ Jan. 10	111 Jan. 19
Han. & St. Jo., con., 6s.....1911	M-S	.....	.....	122	102½	.....	.....	.....	.....	.....	.....	.....
Chicago & Eastern Illinois—												
1st, sinking fund cur. 6s...1907	J-D	.....	113⅞	.....	.....	.....	.....	.....	.....	.....	113⅞ Jan. 26	113⅞ Jan. 26
Small.....1907	J-D	.....	.....	110	.....	.....	.....	.....	.....	.....	.....	.....
1st cons., g., 6s.....1934	A-O	15,000	136	.....	.....	139	.....	.....	137 Feb. 19	137 Feb. 19	136 Jan. 10	138 Jan. 25
Gen. cons., 1st, 5s.....1937	M-N	52,000	112	.....	112½	.....	113	114	113 Feb. 23	114 Feb. 20	112 Jan. 2	114 Jan. 31
Registered.....1937	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Ind. Coal R'y, 1st, 5s.1936	J - J	1,000	104½	.....	105	.....	105	.....	107 Feb. 24	107 Feb 24	107 Feb. 24	107 Feb. 24
Chicago & Erie. *See* Erie.												
Chic. Ind. & Louisv.—												
Refunding, gold, 6s.....1947	J - J	8,000	.....	115	.....	115	114	115	113 Feb. 6	114 Feb. 23	111½ Jan. 12	114 Feb. 23
Refunding, gold, 5s.....1947	J - J	9,000	.....	100	.....	100	101	103	100 Feb. 19	103 Feb. 26	100 Jan. 31	103 Feb. 26
Lou. N. A. & Chic., 1st 6s...1910	J - J	.....	110	.....	112	.....	.....	.....	.....	.....	113 Jan. 24	113 Jan. 24
Chicago Milwaukee & St. Paul—												
1st, 7s, $ gold, R. D.....1902	J - J	.....	107	.....	167¼	.....	167¼	.....	.....	.....	.....	.....
1st, 7s, £ gold, R. D.....1902	J - J	.....	107	.....	167¼	.....	167¼	.....	.....	.....	.....	.....
1st C. & M., 7s.....1903	J - J	.....	107	.....	167¼	.....	167¼	.....	.....	.....	166¼ Jan. 12	167¼ Jan. 29
Chic. Mil. & St. P., con. 7s....1905	J - J	31,000	107	.....	167¼	.....	167¼	.....	167¼ Feb. 6	167½ Feb. 7	166¼ Jan. 25	167½ Jan. 26
Terminal, gold, 5s.....1914	J - J	26,000	111⅝	.....	113½	115	.....	.....	114 Feb. 9	114⅛ Feb. 14	112⅜ Jan. 16	114⅛ Feb. 14
Gen., gold, 4s, series A....1989	J - J	47,000	108¾	.....	109½	.....	111	.....	109¾ Feb. 1	111⅜ Feb. 9	109 Jan. 10	111⅜ Feb. 9
Registered.....1989	Q - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen., g., 3½s, series B....1989	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1989	J - J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. & L. Sup.. Div., g., 5s..1921	J - J	.....	116⅛	.....	117⅝	.....	.....	.....	.....	.....	117⅝ Jan. 23	117⅝ Jan. 23
Ch. & Mo. Riv. Div., 5s....1926	J - J	.....	117⅛	.....	120	.....	.....	.....	.....	.....	.....	.....
Chic. & Pac. Div., 6s.....1910	J - J	.....	118	.....	119	120½	.....	.....	.....	.....	118⅛ Jan. 5	119 Jan. 26
Ch. & P. W., 1st, g., 5s....1921	J J	70,000	118	.....	119⅝	121	.....	.....	120 Feb. 1	120⅜ Feb. 19	118 Jan. 2	121⅛ Jan. 30
Dak. & Gt. So., g., 5s.....1916	J - J	3,000	110½	.....	113⅝	.....	.....	.....	114¼ Feb. 6	114⅜ Feb. 16	110½ Jan. 2	114⅜ Feb. 16
Far. & So. assu., g., 6s....1924	J - J	.....	131	.....	132	.....	.....	.....	.....	.....	.....	.....
1st Hast. & D. Div., 7s....1910	J - J	.....	124⅝	.....	127½	129	.....	.....	.....	.....	127⅞ Jan. 29	127⅞ Jan. 29
5s.....1910	J - J	.....	105⅝	.....	110⅛	111	.....	.....	.....	.....	110⅛ Jan. 20	110⅛ Jan. 20
1st I. & D. Exten.. 7s....1908	J - J	1,000	107	.....	167¼	.....	.....	.....	167¼ Feb. 16	167¼ Feb. 16	166 Jan. 17	167¼ Feb. 16
1st LaCrosse & D., 5s....1919	J - J	2,000	115⅛	.....	117⅛	.....	.....	.....	117⅝ Feb. 14	117⅝ Feb. 14	117⅝ Feb. 14	117⅝ Feb. 14
Mineral Point Div., 5s....1910	J - J	1,000	108⅝	.....	110⅝	111	110¾	.....	111⅛ Feb. 16	111⅛ Feb. 16	111⅛ Feb. 16	111⅛ Feb. 16
1st So. Minn. Div., 6s....1910	J - J	6,000	117	.....	119⅛	121½	.....	120	119½ Feb. 6	119¾ Feb. 6	117⅜ Jan. 6	119¾ Feb. 6
1st Southwest Div., 6s...1909	J - J	.....	116⅛	.....	117⅛	.....	.....	121	.....	.....	.....	.....
Wis. & Minn. Div., g. 5s..1921	J - J	7,000	117½	.....	118½	.....	.....	120⅛	119½ Feb. 27	119½ Feb. 27	117 Jan. 3	119½ Feb. 27
Mil. & No., 1st, M. L. 6s....1910	J - D	.....	118	.....	118½	.....	.....	.....	.....	.....	118 Jan. 12	119 Jan. 9
1st, consol. 6s.....1913	J - D	5,000	118½	.....	119	.....	122	.....	122 Feb. 8	122 Feb. 8	122 Feb. 8	122 Feb. 8
Chicago & Northwestern—												
Consol. 7s.....1915	Q-F	20,000	139	.....	.....	.....	141	.....	140⅛ Feb. 5	141¼ Feb. 20	140⅛ Feb. 5	141¼ Feb. 20
Gold, 7s.....1902	J - D	.....	108	111	110⅛	.....	110⅛	.....	.....	.....	109 Jan. 11	110 Jan. 24
Registered.....1902	J - D	2,000	108	.....	110⅛	.....	110⅛	.....	110¼ Feb. 19	110¼ Feb. 19	108¾ Jan. 6	110¼ Feb. 19
Extension 4s.....1886-1926	F-A	25,000	.....	110	.....	.....	.....	.....	110 Feb. 14	110 Feb. 14	108½ Jan. 23	110 Feb. 14
Registered.....1886-1926	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General, g., 3½s.....1987	M-N	69,000	.....	107½	.....	109½	.....	.....	109⅜ Feb. 27	110⅛ Feb. 13	105¼ Jan. 9	110⅛ Feb. 13
Registered.....1987	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sinking fund 6s.....1879-1929	A-O	.....	.....	121	.....	.....	116½	120	.....	.....	.....	.....
Registered.....1879-1929	A-O	4,000	.....	117	.....	.....	116	118	116 Feb. 23	116 Feb. 23	116 Feb. 23	116 Feb. 23
Sinking fund 5s.....1879-1929	A-O	1,000	107	.....	.....	.....	109¾	.....	110 Feb. 10	110 Feb. 10	109 Jan. 6	110 Feb. 10
Registered.....1879-1929	A-O	.....	.....	109	.....	.....	.....	.....	.....	.....	.....	.....
Debenture 5s.....1909	M-N	4,000	106½	.....	.....	.....	.....	.....	108½ Feb. 16	109¼ Feb. 23	107 Jan. 3	109¼ Feb. 23
Registered.....1909	M-N	.....	.....	110	.....	.....	.....	.....	.....	.....	.....	.....
Debenture 5s.....1921	A-O	14,000	112½	.....	.....	.....	.....	.....	116¼ Feb. 5	117 Feb. 5	116¼ Feb. 5	117 Feb. 5
Registered.....1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sinking fund deb. 5s.....1933	M-N	28,000	118½	121	.....	.....	.....	.....	121¼ Feb. 2	121¼ Feb. 2	118⅜ Jan. 12	121¼ Feb. 2
Registered.....1933	M-N	.....	.....	120	.....	.....	.....	.....	.....	.....	.....	.....
Des Mo. & Minn., 1st 7s....1907	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Escan. & L. Sup. 1st 6s....1901	J - J	10,000	103⅜	104¼	.....	.....	.....	.....	103¼ Feb. 26	103¼ Feb. 26	103¼ Feb. 26	103¼ Feb. 26
Iowa Midland, 1st, 8s.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milw. & Madison, 1st 6s....1905	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Illinois, 1st, 5s...1910	M-S	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ott. C. F. & St. Paul, 1st 5s.1909	M-S	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona & St. Pet., 2d 7s...1907	M-N	.....	120	.....	.....	.....	.....	.....	.....	.....	120 Jan. 4	120 Jan. 4
Mil. L. S. & West., 1st, g., 6s.1921	M-N	45,000	136	140	138	.....	138⅛	.....	138 Feb. 8	139½ Feb. 10	138 Feb. 8	139½ Feb. 10
Ext. & imp., s. f., g., 5s...1929	F-A	10,000	119	.....	122	.....	123⅛	124	122⅝ Feb. 8	123½ Feb. 20	122⅝ Feb. 8	125 Jan. 25
Ashland div., 1st, gold, 6s.1925	M-S	.....	137½	.....	137½	.....	.....	.....	.....	.....	.....	.....
Mich. div., 1st, gold, 6s..1924	J - J	.....	137	.....	138½	.....	.....	.....	.....	.....	.....	.....
Conv. deb., 5s.....1907	F-A	.....	137	.....	.....	.....	.....	.....	.....	.....	.....	.....
Incomes.....1911	M-N	.....	115	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. R. I. & Pacific, 6s.....1917	J - J	.....	128	.....	.....	134	129	.....	.....	.....	130 Jan. 26	132 Jan. 29
Registered.....1917	J - J	.....	126	.....	.....	.....	.....	.....	.....	.....	127 Jan. 8	131 Jan. 29
General, gold, 4s.....1988	J - J	431,000	104	104½	105⅞	106	106	106¼	105¾ Feb. 19	106½ Feb. 26	103½ Jan. 8	106½ Feb. 26
Registered.....1988	J - J	5,000	.....	103½	.....	.....	.....	.....	105⅞ Feb. 1	105⅞ Feb. 1	105⅞ Feb. 1	105⅞ Feb. 1
Des M. & Ft. D., 1st, 4s....1905	J - J	.....	92	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, 2½s.....1905	J - J	.....	80	.....	.....	.....	80	.....	.....	.....	.....	.....
Extension 4s.....1905	J - J	.....	92	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keok. & Des M., 1st, 5s....1923	A-O	10,000	.....	115	.....	114	.....	.....	113 Feb. 6	114 Feb. 19	113 Jan. 29	114 Feb. 19
Small.....1923	A-O	.....	.....	110	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & St. L. *See* At. Top & S. F.												
Chic. St. L. & N. O. *See* Ill. Cent.												
Chic. St. L. & Pitts. *See* Penn. Co.												
Chic. St. P. M. & O., con. 6s..1930	J-D	73,000	.....	136	134	134½	.....	.....	134½ Feb. 5	135 Feb. 21	131 Jan. 12	135 Feb. 21
Ch. St. P. & Min., 1st 6s....1918	M-N	3,000	131	.....	131½	.....	.....	.....	135 Feb. 9	135 Feb. 9	132 Jan. 2	135 Feb. 9
North Wisconsin 1st 6s....1930	J - J	.....	.....	140	.....	.....	.....	.....	.....	.....	.....	.....
St. P. & S. City, 1st g. 6s...1919	A-O	13,000	.....	132	128	.....	130½	.....	130 Feb. 9	130¼ Feb. 21	127 Jan. 10	130¼ Feb. 21
Ch. Ter. Trans., g., 4s 1947	J - J	82,000	94	96	.....	.....	.....	.....	92½ Feb. 21	93¾ Feb. 9	92½ Jan. 26	95 Jan. 12
Ch. & W. I., 1st, s. f., g. 6s....1919	M-N	.....	105	.....	105	108	.....	.....	.....	.....	.....	.....
General, gold, 6s.....1932	Q-M	10,000	115	.....	116	120	.....	.....	120 Feb. 7	120 Feb. 7	118 Jan. 29	120 Feb. 7
Chic. & West Mich. Ry., 5s..1921	J-D	.....	97	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coupons off.....1921	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Choc. Okla. & Gulf gen. g. 5s..1919	J - J	.....	.....	103¼	.....	103¼	.....	.....	.....	.....	103 Jan. 17	103 Jan. 17
Cin. H. & D., con. s. f. 7s....1905	A-O	.....	114	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 4½s.....1937	J - J	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. D. & I., 1st gu. g. 5s...1941	M-N	.....	110	.....	.....	.....	.....	.....	.....	.....	113½ Jan. 5	113½ Jan. 5

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900.		PRICES IN FEBRUARY.						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices	Sale Prices.	Sale Prices.
Cin. Ind. St. L. & C. *See* C. C. C. & St. L.												
Cin. San. & Clev. *See* C. C. C. & St. L.												
Clearfield & Mahon. *See* B. R. & P.												
Cl. Ak. & C., eq. & 2d, g. 6s...1930	F-A	.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. Cin. Ch. & St. L.—Gen. g. 4s. 1993	J-D	103,000	.....	94⅜	95⅜	96	.....	.....	94½ Feb. 23	96½ Feb. 7	94 Jan. 2	96¾ Jan. 22
Cairo Div., 1st, gold, 4s...1939	J-J	.....	90	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. W. & M. Div., 1st g. 4s. 1991	J-J	1,000	94	96½	.....	.....	.....	.....	95½ Feb. 14	95½ Feb. 14	93 Jan. 18	95½ Feb. 14
St. L. Div., 1st, col. tr. g. 4s. 1990	M-N	7,000	.....	101	.....	.....	.....	.....	102 Feb. 16	103 Feb. 14	101½ Jan. 23	103 Feb. 14
Registered.....1990	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sp. & Col. Div., 1st g. 4s....1940	M-8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. W. Val. Div., 1st g. 4s...1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. I. St. L. & C., Cons. 6s. 1920	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st gold 4s.....1936	Q-F	.....	.....	105½	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. S. & Cl., con. 1st g. 5s..1928	J-J	.....	113	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. C. C. & In. consol 7s....1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol sinking fund, 7s..1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen'l consol., gold, 6s....1934	J-J	.....	128	.....	131¼	.....	.....	.....	.....	.....	130 Jan. 15	130¾ Jan. 30
Registered.....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. & S., 1st M. C. C. C. & I., 7s. 1901	A-O	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
O. Ind. & West., 1st, pf., 5s. 1938	Q-J	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peo. & East., 1st con. 4s...1940	A-O	321,000	84½	85	86¼	87¼	87	88	86½ Feb. 2	88¼ Feb. 28	84½ Jan. 4	88¼ Feb. 28
Income 4s.....1990	Apr	46,000	25	30	.....	.....	.....	29½	27½ Feb. 6	29½ Feb. 6	25 Jan. 9	29½ Feb. 6
Clev. Lor. & Wh., con., 1st, 5s. 1933	A-O	2,000	106	.....	108	.....	.....	.....	107½ Feb. 7	108 Feb. 24	106 Jan. 29	108 Feb. 24
Cleve. & Marietta—*See* Penn. RR.												
Cleve. & Mahon. Val, g. 5s..1938	J-J	8,000	125	.....	.....	.....	.....	.....	130 Feb. 16	130 Feb. 16	128 Jan. 5	130 Feb. 16
Registered.....1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland & Pitts. *See* Penn. Co.												
Colo. Midland, 1st, g., 2-3-4s. 1947	J-J	692,000	62	.....	67⅜	68	69½	.....	67¼ Feb. 1	70¾ Feb. 14	63 Jan. 4	70¾ Feb. 14
1st, gold, 4s.....1947	J-J	169,000	70	.....	.....	.....	73¾	.....	72 Feb. 5	74¼ Feb. 16	71½ Jan. 2	74¼ Feb. 16
Colorado & South. 1st g. 4s..1929	F-A	279,000	82½	83	.....	.....	83½	.....	82½ Feb. 28	84⅞ Feb. 7	82 Jan. 4	86 Jan. 29
Col. & 9th Ave. *See* Met. St. Ry.												
Colum. & Greenv. *See* South. Ry.												
Col. & Hock. V. *See* Hock. Vall.												
Col. Conn. & Term. *See* Nor. & W.												
Conn. & Pas. Rivs., 1st, g., 4s..1943	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota & Gt. So. *See* C. M. & St. P.												
Dallas & Waco. *See* Mo. K. & Tex.												
Del. Lack. & West, 7s.....1907	M-8	.....	120	.....	124	.....	.....	.....	.....	.....	.....	.....
Morris & Essex, 1st, 7s....1914	M-N	6,000	130	.....	.....	.....	.....	.....	141 Feb. 20	141 Feb. 20	136 Jan. 4	142 Jan. 26
7s.....1871-1901	A-O	15,0 0	106½	.....	.....	.....	.....	.....	107½ Feb. 13	107½ Feb. 13	107⅛ Jan. 26	107½ Feb. 13
1st cons., guar., 7s.....1915	J-D	.....	139	.....	.....	.....	.....	.....	.....	.....	139 Jan. 5	139 Jan. 5
Registered.....1915	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. L. & W., 1st, 6s.....1921	J-J	.....	130	.....	.....	.....	.....	.....	.....	.....	136 Jan. 12	136 Jan. 12
Construction 5s.....1923	F-A	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Term. & impt. 4s.....1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Syr. Bingh. & N. Y., 1st, 7s. 1906	A-O	7,000	120	.....	.....	.....	.....	.....	122 Feb. 8	122 Feb. 8	122 Feb. 8	122 Feb. 8
Warren 2d, 7s.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. & Hud., 1st Penn. Div. 7s. 1917	M-8	7,000	.....	.....	.....	.....	.....	.....	148 Feb. 13	148 Feb. 13	148 Feb. 13	148 Feb. 13
Registered.....1917	M-8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alb. & Sus., 1st con. gu. 7s..1906	A-O	.....	.....	121	120	121	.....	.....	.....	.....	.....	.....
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6s.....1906	A-O	.....	115	.....	113½	.....	.....	.....	.....	.....	115 Jan. 12	115 Jan. 12
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rens. & Saratoga, 1st, 7s...1921	M-N	.....	145	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1921	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. Riv. RR. B'ge. *See* Penn. RR.												
Den. & R. Gr., 1st gold, 7s....1900	M-N	.....	.....	102	102½	.....	.....	.....	.....	.....	102½ Jan. 6	102¾ Jan. 19
1st con. g., 4s.....1936	J-J	151,000	96	.....	.....	.....	98¼	.....	98¼ Feb. 20	99½ Feb. 5	96½ Jan. 4	99⅛ Feb. 5
1st consol., gold, 4½s.....1936	J-J	.....	105½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Improvem't, gold, 5s 1928	J-D	10,000	.....	105	.....	.....	.....	.....	104½ Feb. 7	104½ Feb. 7	101¾ Jan. 10	104½ Feb. 7
Des Moines & Ft. D. *See* C. R. I. & P.												
Des Moines & Minn. *See* Ch. & N. W.												
Des Moines Un Ry., 1st, g..5s. 1917	M-N	6,000	107	110	.....	.....	108½	110	109 Feb. 20	109 Feb. 20	109 Feb. 20	109 Feb. 20
Det. M. & Tol. *See* L. S. & M. So.												
Det. & Mack., 1st lien g. 4s..1995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s.....1995	.....	19,000	76	78	.....	.....	78	.....	78 Feb. 17	78 Feb. 19	76½ Jan. 8	78 Jan. 12
Dul. & Iron Range, 1st, 5s....1937	A-O	6,000	.....	108	.....	109¾	107	109	107 Feb. 27	107½ Feb. 24	107 Feb. 27	107½ Feb. 24
Registered.....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s.....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. Red Wing & S., 1st, g. 5s. 1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. So. Shore & Atl., g. 5s...1937	J-J	2,000	110	.....	.....	.....	111	.....	110 Feb. 16	112 Feb. 26	110 Feb. 16	112 Jan. 29
East. of Minn. *See* S. P. M. & M.												
East Tenn. Va. & Ga. *See* So. Ry.												
Elgin Jol. & East., 1st g 5s..1941	M-N	22,000	108	.....	108	110	.....	.....	109¾ Feb. 6	111½ Feb. 16	107½ Jan. 9	111½ Feb. 16
Eliz. Lex. & B. San. *See* C. & O.												
Elm. Cort. & No. *See* Leh. & N. Y.												
Erie, 1st ext., gold, 4s 1947	M-N	40,000	114	.....	116	118	.....	.....	117 Feb. 14	117½ Feb. 16	117 Jan. 15	118 Jan. 24
2d, ext., gold, 5s.....1919	.....	.....	118	.....	120	.....	.....	.....	.....	.....	119⅛ Jan. 4	119⅛ Jan. 4
3d, ext., gold, 4½s.....1923	M-8	3,000	112	.....	115	.....	.....	.....	115 Feb. 6	115¼ Feb. 14	113⅜ Jan. 5	115¼ Feb. 14
4th, ext., gold, 5s 1920	A-O	.....	118	.....	120	.....	.....	.....	.....	.....	.....	.....
5th, ext., gold, 4s 1928	J-D	....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, consol., gold, 7s.....1920	M-8	28,000	135	143	141	143	.....	141	141 Feb. 15	141 Feb. 15	138 Jan. 12	142 Jan. 22
1st, consol., gold, fund. 7s. 1920	M-8	.....	135	138	.....	.....	.....	.....	.....	.....	.....	.....
Erie, 1st con., g., prior 4s 1996	J-J	416,000	88	91	89¾	90	89½	90	89½ Feb. 21	90¾ Feb. 5	88 Jan. 11	90⅞ Jan. 25
Registered....	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st con. gen. lien, g. 3-4s..1996	.....	976,000	67	70	68½	70	71	71¼	69¼ Feb. 2	71½ Feb. 7	67 Jan. 3	71½ Feb. 7
Registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buff. N. Y. & Erie, 1st. 7s..1916	J-D	.....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buff. & S. W., gold 6s.....1908	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Erie, 1st gold 5s...1982	M-N	31,000	113½	116½	115	.....	116	.....	114 Feb. 5	116¼ Feb. 9	114 Jan. 22	116¼ Feb. 9
Jeff. RR., 1st gu. gold 5s...1909	A-O	....	102	.....	106	.....	.....	.....	.....	.....	.....	.....
Long Dock, con., gold, 6s..1935	A-O	5,000	130	.....	.....	.....	.....	.....	139¼ Feb. 15	139¼ Feb. 15	139 Jan. 5	139¼ Feb. 15
C. & RR. Co, 1st cur. gu. 6s. 1922	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D. & Impt. Co. 1st cur. 6s. 1913	J-J	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Greenw'd L. gtd. g. 5s. '46	M-N	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid. RR. of N. J., 1st, 6s. 1910	A-O	.. ....	116⅞	.....	.....	.....	.....	.....	.....	.....	116½ Jan. 25	117 Jan. 15
N. Y. Sus. & W., 1st, ref. 5s. 1937	J-J	10,000	107	.....	.....	109	.....	.....	108 Feb. 10	108¼ Feb. 3	107½ Jan. 10	109 Jan. 3
2d, 4½s 1937	F-A	2,000	95	.....	.....	93	92¼	.....	98 Feb. 28	98 Feb. 28	98 Feb. 28	98 Feb. 28
General, g., 5s.....1940	F-A	12,000	.....	95	93½	.....	94	.....	94 Feb. 21	97½ Feb. 8	92 Jan. 3	97½ Feb. 8
Terminal, 1st, g., 5s.....1943	M-N	.....	108	.....	108	.....	.....	.....	.....	.....	108½ Jan. 3	108½ Jan. 3
Regist'ed, $5,000 each. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilk. & Ea., 1st, gtd., g., 5s. 1942	J-D	50,000	.....	105⅛	104½	106	104½	105	104½ Feb. 21	105 Feb. 8	104 Jan. 4	105 Jan. 22
Erie & Pittsburg. *See* Pa. Co.												
Escanaba & L. Sup. *See* C. & N. W.												
Eureka Springs, 1st g. 6s....1933	F-A	.....	65	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ev. & T. H—1st con. g. 6s..1921	J-J	11,000	.....	125	.....	.....	.....	.....	124¼ Feb. 7	125⅛ Feb. 24	124¼ Feb. 7	125⅛ Feb. 24
1st general gold 5s.....1942	A-O	61,000	103	105½	106½	107½	107¾	.....	107 Feb. 6	108½ Feb. 17	103 Jan. 2	108½ Feb. 17
Mt. Vernon 1st 6s.....1923	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sull. Co. Branch, 1st g. 5s. 1930	A-O	.....	93⅛	.....	100	.....	100	.....	.....	.....	.....	.....
Ev. & In., 1st con., gu., g. 6s. 1926	J-J	22,000	.....	110	.....	.....	.....	.....	100 Feb. 16	104 Feb. 16	100 Feb. 16	104 Feb. 16
Fargo & So. *See* Chic. M. & St. P.												
Flint & P. Marq., gold 6s...1920	A-O	3,000	119	120	.....	.....	122	125	122 Feb. 6	122 Feb. 6	120 Jan. 17	122 Jan. 27
1st consol. gold 5s..... 1939	M-N	5,000	100	.....	.....	.....	103½	104	103½ Feb. 23	103½ Feb. 23	102 Jan. 13	103½ Feb. 23
Port Huron Div., 1st g. 5s. 1939	A-O	9,000	.....	108	105	108	105	107½	107½ Feb. 23	107½ Feb. 23	105 Jan. 18	108 Jan. 24
Fla. Cen. & Pen., 1st g. 5s...1918	J-J	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st land gr. ext., gold 5s...1930	J-J	.....	97	109	.....	.....	.....	.....	.....	.....	.....	.....
Consol. gold 5s.....1943	J-J	.....	90	99	.....	.....	.....	.....	.....	.....	.....	.....
Ft. Sm. & V. B. B. *See* St. L. & S. F.												
Fort St. U. D. Co. 1st g. 4½s..1941	J-J	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
F. W. & Den. City—1st g. 4-6s. 1921	J-D	183,000	73	75	72	.....	71	.....	70½ Feb. 27	72¼ Feb. 1	70½ Feb. 27	74⅜ Jan. 24
Ft. W. & Rio Gr., 1st g. 3-4s..1928	J-J	30,000	55	59	.....	.....	.....	.....	58 Feb. 27	60 Feb. 7	55 Jan. 4	60 Feb. 7

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in February Par value	Price about January 2 1900.		PRICES IN FEBRUARY.						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask	Bid.	Ask	Bid.	Ask	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Gal. H. & San A.—*See* So. Pac. Co.												
Galv. H. & H. of 1882, 1st, 5s. 1913	A-O	6,000	99	102	.....	.....	102	104	103½ Feb. 8	104 Feb. 9	102 Jan. 8	104 Feb. 9
Ga. & Ala., 1st, pref., g., 5s. 1945	A-O	..	*103*	*100*	.....	.....	103½	.....	.....	.....	.....	.....
1st consol. 5s. 1945	J-J	1,000	.....	*100¼*	.....	.....	.....	.....	89 Feb. 5	89 Feb. 5	89 Feb. 5	89 Feb. 5
Ga. Car. & No., 1st, gu. g., 5s. 1929	J-J	.....	*96*	*100*	.....	.....	.....	.....	.....	.....	99½ Jan. 22	99½ Jan. 22
Georgia Pacific. *See* South'n Ry.												
Gila V. G. & N. *See* So. Pac.												
Gr. Rapids & Ind.—*See* Penn. Co												
Gray's Pt. Term. *See* St. L. S. W												
Han. & St. Jo. *See* C. B. & Q.												
Housatonic. *See* N.Y.N.H. & H												
Hock'g Val., 1st con., g., 4½s. 1999	J-J	167,000	98	100	99½	99⅝	.....	99⅝	98⅞ Feb. 27	99¾ Feb. 8	98⅞ Feb. 27	100 Jan. 2
Registered .. 1999	J-J	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & H. V., 1st ext. g., 4s. 1948	A-O	.....	102	.....	.....	.....	.....	.....	.....	.....	102 Jan. 8	105 Jan. 10
Hous. E. & W. Tex., 1st, g, 5s. 1933	M-N	5,000	*100*	*104*	101	104	101	104	103½ Feb. 8	103½ Feb. 8	100 Jan. 24	103½ Feb. 8
H. & Tex. Cent. *See* So. Pac Co.												
Illinois Central, 1st g. 4s. 1951	J-J	3,000	*110*	.....	113	.....	114	.....	114 Feb. 16	115 Feb. 5	114 Feb. 16	115 Jan. 31
Registered. 1951	J-J	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 3½s. 1951	J-J	.....	*104*	.....	.....	.....	105	.....	.....	.....	.....	.....
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st g. 3s, sterling 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s 1952	A-O	5,000	*102*	.....	.....	.....	.....	.....	104 Feb. 16	104½ Feb. 2	104 Jan. 29	104½ Feb. 2
Registered 1952	A-O	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s 1953	M-N	23,000	*102*	.....	.....	.....	.....	.....	103¼ Feb. 27	104 Feb. 19	101 Jan. 2	101 Feb. 19
Registered 1953	M-N	...	.....	.....	.....	.....	.....	.....	.....	.....	98 Jan. 9	98 Jan. 9
Western Lines 1st g. 4s. 1951	F-A	1,000	*110*	.....	.....	.....	111⅛	.....	111 Feb. 5	111 Feb. 5	111 Feb. 5	111 Feb. 5
Registered 1951	F-A	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville div., g., 3½s. 1953	J-J	5,000	98½	.....	100¾	101½	101¼	.....	101 Feb. 16	101¼ Feb. 27	100 Jan. 5	101½ Jan. 31
Registered 1953	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis div., g., 3s. 1951	J-J	.....	....	*89¾*	.....	.....	89	.....	.....	.....	.....	.....
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 3½s 1951	J-J	6,000	98½	.....	.....	101½	.....	.....	101 Feb. 1	101¼ Feb. 7	99½ Jan. 2	101¼ Jan. 31
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cairo Bridge, gold, 4s 1950	J-J	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1950	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle div., reg., 5s. 1921	F-A	.....	*115*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Springf. div. 1st gold 3½s. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. St. L. & N. O., gold 5s. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 3½s 1951	J-D	8,000	*98*	*101*	101	102	.....	.....	102¾ Feb. 13	103 Feb. 19	100 Jan. 20	103 Feb 19
Registered 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memph. div., 1st, g., 4s. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belle. & Caron., 1st, 6s. 1923	J-D	.....	*116*	.....	.....	.....	116	.....	.....	.....	.....	.....
St. L. So., 1st, gu., g., 4s. 1931	M-S	.....	*100*	.....	.....	.....	98	.....	.....	.....	.....	.....
Caro. & Shaw., 1st, g., 4s 1932	M-S	.....	*98*	.....	.....	.....	98	.....	.....	.....	.....	.....
Ind. Dec. & West., 1st, g., 5s. 1935	J-J	.....	*100*	.....	100	.....	104	106	.....	.....	105 Jan. 22	105 Jan. 22
1st guar. gold 5s. 1935	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Ill. & Ia., 1st refund. 5s. 1948	A-O	3,000	105	106½	.....	.....	.....	.....	109½ Feb. 9	109½ Feb. 9	106½ Jan. 10	109½ Feb. 9
Intern. & Gt. Nor.—1st, g., 6s. 1919	M-N	4,000	*120*	.....	121	.....	.....	125	121 Feb. 28	121¾ Feb. 10	120 Jan. 9	121¾ Feb. 10
2d, gold, 5s. 1909	M-S	46,000	.. ..	*91*	92	95	93	94	92 Feb. 13	94 Feb. 3	90 Jan. 18	94 Feb. 3
3d, gold, 4s. 1921	M-S	92,000	60	63	60	62	61	62	61 Feb. 27	61⅞ Feb. 14	60 Jan. 4	62 Jan. 2
Iowa Central, 1st, gold, 5s. 1938	J-D	23,000	*110*	.....	.....	.....	113	114	113 Feb. 26	113½ Feb. 23	111 Jan. 2	114¾ Jan. 25
Iowa Midland. *See* Chic. & N. W.												
Jefferson RR. *See* Erie.												
Kal. All. & G. R. *See* L. S. & M. S.												
Kan. & Mich. *See* Tol. & O. C.												
Kan. C. & M. R. & B.—1st gu. g., 5s. '29	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. Pitts. & Gulf.—Tr. Co. ctfs.												
1st & coll. 5s, g. 1923	A-O	1,344 000	.....	*70*	.....	.....	.....	.....	69 Feb. 1	74½ Feb. 6	68 Jan. 4	74½ Feb. 6
K. C. & Pacific. *See* M. K. & T.												
Kansas Midland. *See* St. L. & S. F.												
Kentucky Cent. *See* L. & N.												
Keok. & Des Mo. *See* C. R. I. & P.												
Knoxville & Ohio. *See* So. Ry.												
Lake E. & W., 1st, gold, 5s. 1937	J-J	6,000	*118*	*121*	119½	.....	.....	.....	120½ Feb. 13	121½ Feb. 15	116½ Jan. 8	121½ Feb. 15
2d, gold, 5s. 1941	J-J	.....	*108½*	.....	112½	.....	115	.....	.....	.....	108½ Jan. 2	112⅜ Jan. 19
Northern Ohio 1st gu. 5s. 1945	A-O	2,000	103¼	106½	107½	110¾	111	.....	110½ Feb. 2	110½ Feb. 2	1 01½ Feb. 2	110½ Feb. 2
L. Sh. & Mich. So. *See* N. Y. Cent.												
Lehigh Val. (Pa.), coll. g. 5s. 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. N. Y. 1st gu., g., 4½s. 1940	J-J	9,000	*110½*	.....	.....	.....	.....	.....	108 Feb. 28	109 Feb. 14	108 Feb. 28	109 Feb. 14
Registered 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Ter. Ry. 1st gu., g., 5s. 1941	A-O	43,000	*110*	.....	.....	.....	.....	.....	113 Feb. 1	115¼ Feb. 27	113 Feb. 9	115¼ Feb. 27
Registered. 1941	A-O	.....	.....	*112*	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Coal Co., 1st, gu., g., 5s. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1933	J-J	.....	... .	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & N. Y.—1st, gu. g., 4s. 1945	M-S	.....	.....	.....	.....	.....	90	.....	.....	.....	.....	.....
Registered.	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elm. C. & N.—1st g, 1st pf. 6s. '14	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold. guar. 5s. 1914	A-O	.....	*90*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & Hud. R. *See* Cent. of N. J.												
Leh. & Wilkesb. *See* Cent. N. J.												
Leroy & Caney Val. *See* Mo. Pac												
Lex. Ave. & P. F. *See* Met. St. Ry.												
Long Dock. *See* Erie.												
Long Island—												
1st consol., gold, 5s. 1931	Q-J	10,000	118	.....	118	.....	120½	.....	120 Feb. 2	120½ Feb. 27	120 Jan. 8	120½ Feb. 27
1st, con., g., 4s. 1931	Q-J	.....	98	.....	98	.....	101	.....	.....	.....	.....	.....
Gen. g., 4s. 1938	J-D	.....	94	.....	94	.....	94	99	.....	.....	96 Jan. 10	96 Jan. 10
Ferry, 1st, g., 4½s. 1922	M-S	4,000	95	.....	95	.....	97½	100	97½ Feb. 15	97½ Feb. 15	97½ Feb. 15	99 Jan. 19
Gold, 4s 1932	J-D	.....	*95*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deb., gold, 5s. 1934	J-D	.....	95	.....	.....	.....	95	.....	.....	.....	.....	.....
Unified gold 4s. 1949	M-S	25,000	*87*	.....	.....	.....	.....	85	85 Feb. 14	85 Feb. 14	85 Feb. 14	85 Feb. 14
N. Y. & Ro. Bch., 1st, g., 5s. 1927	M-S	.....	95	.....	.....	.....	95	.....	.....	.....	.....	.....
N. Y. B. & M. B., con., g. 5s. 1935	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
B'klyn & Montauk, 1st 6s. 1911	M-S	.....	110	.....	.....	.....	110	.....	.....	.....	.....	.....
1st 5s. 1911	M-S	.....	100	.....	.....	.....	100	.....	.....	.....	.....	.....
N. Sh. bch., 1st, con., gu., g, 5s. '32	Q-J	.....	95	.....	.....	.....	95	.....	.....	.....	.....	.....
La. & Mo. Riv. *See* Chic. & Alton.												
L. Ev. & St. L. Con., con., g. 5s., 1939												
Eng. Tr. Co. certifs. of deposit	J-J	239,000	*61*	*64*	68¾	69½	.....	69	67½ Feb. 5	69¾ Feb. 20	62 Jan. 3	70 Jan. 19
Gen., g.. 4s. 1943	M-S	10,000	*5*	*10*	7	8	.....	7½	7 Feb. 1	7 Feb. 1	6⅛ Jan. 18	8 Jan. 19
Louisisville & Nashville—												
Cecilian branch, 7s. 1907	M-S	.....	106	.....	107	.....	107	.....	.....	.....	.....	.....
N. O. & M., 1st, g., 6s. 1930	J-J	3,000	*115*	*122*	.....	.....	.....	.....	129 Feb. 2	129 Feb. 2	128¼ Jan. 29	129 Jan. 30
N. O. & M., 2d, 6s. 1930	J-J	1,000	115	120	115	117	.....	.....	117 Feb. 6	117 Feb. 6	117 Feb. 6	117 Feb. 6
E. H. & Nash., 1st, g., 6s. 1919	J-D	5,000	111	.....	112⅜	.....	112¾	.....	112¾ Feb. 28	112¾ Feb. 28	111½ Jan. 24	112¾ Feb. 28
Gen., g., 6s. 1930	J-D	2,000	*114*	.....	.....	.....	.....	.....	120 Feb. 24	120 Feb. 24	116 Jan. 27	120 Feb. 24
Pensacola div., 6s. 1920	M-S	.....	*109*	.....	109	.....	.....	.....	.....	.....	.....	.....
St. L. div., 1st, g., 6s. 1921	M-S	.....	125	127	.....	.....	.....	.....	.....	.....	125¾ Jan. 30	125¾ Jan. 30
2d, g., 3s. 1980	M-S	.....	60	.....	.....	.....	60	.....	.....	.....	.....	.....
Nashv. & Dec., 1st, 7s. 1900	J-J	.....	*100¼*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sink. fd. (S. & N. Ala.), 6s. 1910	A-O	.....	*112½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. & N. Ala., con., gu., g., 5s. 1936	F-A	1,000	*112*	.....	105	.....	.....	.....	107 Feb. 23	107 Feb 23	107 Feb. 23	107 Feb. 23
Gold, 5s. 1937	M-N	2,000	*106½*	*110*	107	.....	109	.....	109 Feb. 27	109 Feb. 27	107½ Jan. 11	109 Feb. 27
Unified, g., 4s. 1940	J-J	108,000	96	.....	.....	98⅞	98¾	99½	98¾ Feb. 24	100 Feb. 7	96¾ Jan. 6	100 Feb. 7
Registered. 1940	J-J	.....	*95*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coll. trust, 5-20s, g., 4s. 1903-18	A-O	114,000	96½	.....	.....	99¼	.....	.....	98½ Feb. 21	99¼ Feb. 8	96¼ Jan. 3	99¼ Feb. 8

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900.		PRICES IN FEBRUARY.						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.		Highest.	
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.	
Louisv. & Nashv.—(Concl.)—												
Pens. & Atl., 1st, gu., g., 6s. 1921	F-A	4,000	112	113	110	.....	110	114	111⅞ Feb. 9		112 Feb. 24	
Coll. trust, g., 5s. 1931	M-N	7,000	106½	.....	107	.....	107½	.....	108½ Feb. 20		108½ Feb. 20	
L. & N. & Mob. & M., 1st, g, 4½s. 1945	M-S	.....	107⅜	.....	107½	.....	.....	.....	.....		.....	
N. Fla. & Shef., 1st, gu., g., 5s 1937	F-A	5,000	106	.....	105½	.....	.....	.....	109 Feb. 23		109 Feb. 23	
Kentucky Cent., g., 4s. 1987	J-J	23,000	95	.....	.....	.....	.....	.....	96¼ Feb. 20		97½ Feb. 19	
L. & N. Lou. C. & Lex., g. 4½s. 1931	M-N	.....	111	.....	.....	.....	.....	.....	.....		.....	
Lo. & Jeff. Bdge Co., gu., g., 4s. 1945	M-S	.....	97	98	.....	.....	.....	.....	.....		.....	
L. N. A. & Ch. *See* Ch. Ind. & L.												
Mahoning Coal. *See* L. S. & M. So.												
Manhat. Ry. (N. Y) consol. 4s 1990	A-O	301,000	103	.....	102½	103⅞	103½	104	102¼ Feb. 5		104 Feb. 21	
Registered. 1904	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Metropol'n El., 1st, gold, 6s. 1908	J-J	12,000	113	.....	114½	116	114	.....	115 Feb. 21		116 Feb. 8	
Manito. S. W. Coloniz., g., 5s. 1934	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....	
McK'pt. & B. Vern. *See* P. McK. & Y.												
Metropol. Elev. *See* Manhat. Ry.												
Met. St. Ry. gen. col. tr. g., 5s 1997	F-A	141,000	118	120	117½	118½	117¼	117½	117½ Feb. 21		118 Feb. 7	
Bway & 7th Av. 1st. con. g. 5s. 1943	J-D	45,000	118	.....	118½	119	.....	.....	119 Feb. 5		121 Feb. 23	
Registered. 1943	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Col. & 9th Ave. 1st gu., g. 5s. 1993	M-S	4,000	120	.....	123	.....	123	.....	123 Feb. 1		123 Feb. 1	
Registered. 1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Lexington Ave. & Pav. Ferry—												
1st, guaranteed, gold, 5s. 1993	M-S	.....	121	.....	.....	.....	122½	.....	.....		.....	
Registered. 1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Mex. Cent., con., gold, 4s. 1911	J-J	3,000	71	74½	73½	74	75	.....	73¾ Feb. 1		73¾ Feb. 1	
1st, con., income, gold, 3s. 1939	July	1,205,000	20½	22	22½	23½	25¼	26	23 Feb. 1		26⅞ Feb. 14	
2d, con., income, g., 3s. 1939	July	335,000	9½	10½	12	.....	11	12	11⅜ Feb. 1		12¾ Feb. 16	
Equip. and collat., g., 5s. 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Mex. Internat. 1st con, g, 4s. 1977	M-S	127,000	87	.....	.....	.....	.....	.....	87¼ Feb. 21		88½ Feb. 5	
Mex. Nat., 1st, gold, 6s. 1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....	
2d inc., 6s, A, coup. stmpd. 1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....	
2d income, 6s, B. 1917	Aug	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Mex. Northern 1st gold, 6s. 1910	J-D	1,000	97	.....	.....	.....	105	.....	105¼ Feb. 13		105¼ Feb. 13	
Registered. 1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Michigan Central. *See* N. Y. Cent.												
Midland of N. J. *See* N. Y. Sus. & W.												
Mil. L. S. & West. *See* Chic. & N. W.												
Mil. & Madison. *See* Ch. & N. W.												
Mil. & North'n. *See* Ch. M. & St. P.												
Mil. & St P. *See* Ch. M. & St. P.												
Minn. & St. L., 1st. gold, 7s. 1927	J-D	.....	135	.....	143½	.....	.....	151	.....		.....	
Iowa ex., 1st, gold, 7s. 1909	J-D	.....	.....	123	122	123	123	.....	.....		.....	
S. W. ex., 1st, g., 7s. 1910	J-D	.....	116	.....	.....	.....	.....	.....	.....		.....	
Pacific ex., 1st, gold, 6s. 1921	A-O	.....	116	.....	.....	.....	.....	.....	.....		.....	
1st cons., g., 5s. 1934	M-N	28,000	108	.....	.....	.....	112	.....	112¼ Feb. 9		114 Feb. 5	
1st & refund., g., 4s. 1949	M-S	235,000	.....	96	.....	.....	.....	.....	96 Feb. 6		99 Feb. 23	
Min & St. L. gu. *See* B. C. R. & N.												
Minn. & Pacific, 1st, 5s, stpd.												
4s, payment of int. gu. 1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Minn. S. S. M. & Atl. 1st, g. 4s,												
stpd., payment of int. gu. 1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	
M. St. P. & S. S. M., con., g., 4s,												
stpd., payment of int. gu. 1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Minneap. Un. *See* St. P. M. & M.												
Mo. Kan. & Tex., 1st, g., 4s. 1990	J-D	226,000	89	.....	89½	.....	.....	91¼	90 Feb. 3		92⅛ Feb. 9	
2d, gold, 4s. 1990	F-A	401,000	67	.....	66	67	65	66	65 Feb. 19		67¼ Feb. 1	
1st, Exten. gold 5s. 1944	M-N	104,000	90	95	92	93	91	93	92 Feb. 9		93½ Feb. 19	
M. K. & T. of T. 1st gu. g. 5s. 1942	M-S	79,000	90	93	92	92½	92	93	92¼ Feb. 23		93 Feb. 8	
Kan. C. & Pac., 1st, g., 4s. 1990	F-A	7,000	77	78	.....	.....	.....	.....	76 Feb. 23		76½ Feb. 13	
Dal. & Wa., 1st, gu., g., 5s. 1940	M-N	.....	.....	95	.....	.....	.....	.....	.....		.....	
Boonev. Bdg. Co., gu., 7s. 1906	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Sher. Shr'v. & So. 1st, gu., g., 5s. '43	J-D	34,000	93	95¼	93	95¼	93	95	94⅞ Feb. 1		95¼ Feb. 2	
Tebo & Neosho. 1st, 7s. 1903	J D	.....	104	.....	.....	.....	.....	.....	.....		.....	
Mo. K. & E., 1st gu., g., 5s. 1942	A-O	3,000	102½	.....	102½	.....	102½	.....	104 Feb. 23		104 Feb. 23	
Missouri Pac. 1st con., g, 6s. 1920	M-N	161,000	114	115	116¼	.....	116½	.....	116¾ Feb. 3		117½ Feb. 20	
3d, 7s. 1906	M-N	7,000	111¼	115	113	116½	114	116½	114½ Feb. 17		115 Feb. 9	
Trust, g., 5s. 1917	M-S	388,000	.....	95	.....	.....	98	98½	96 Feb. 2		99 Feb. 23	
Registered. 1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....	
1st, coll., gold, 5s. 1920	F-A	234,000	92	94	.....	.....	90⅞	92½	90½ Feb. 26		92 Feb. 20	
Registered. 1920	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Pac. R. of Mo. 1st ex. g, 4s. 1938	F-A	.....	.....	106	103¾	.....	.....	.....	.....		.....	
2d extended, gold, 5. 1938	J-J	.....	.....	114	111	112	.....	.....	.....		.....	
Verdigris V. Ind. & W. 1st 5s. 1926	M-S	.....	80	.....	.....	.....	.....	.....	.....		.....	
Leroy & C. Val. A. L. 1st 5s. 1926	J-J	.....	75	.....	.....	.....	.....	.....	.....		.....	
St. Louis & Iron Mountain—												
Gen. con. Ry. & ld. gr. 5s. 1931	A-O	331,000	109½	110½	.....	.....	111¼	111⅜	110⅞ Feb. 26		112 Feb. 6	
Gen. con., stped. gu. g. 5s. 1931	A-O	94,000	109	.....	.....	.....	.....	.....	110⅛ Feb. 7		110⅛ Feb. 7	
New 30-year 4s (when issued)	....	457,000	79	80	80½	81	79½	80	80 Feb. 23		82 Feb. 7	
Miss. Riv. Bdge. *See* Chic. & Alt.												
Mob. & Birm., prior lien, g., 5s. 1945	J-J	1,000	106	.....	109	.....	.....	.....	110¼ Feb. 20		110¼ Feb. 20	
Small.	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Mortgage, gold, 4s. 1945	J-J	.....	80	.....	.....	.....	.....	.....	.....		.....	
Small.	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Mob. & Ohio, new, gold, 6s. 1927	J-D	1,000	123	126	125	130	126	.....	127½ Feb. 19		127½ Feb. 19	
1st extension, 6s. 1927	Q-J	.....	116	.....	.....	.....	120½	124	.....		.....	
Gen., 4s. 1938	M-S	145,000	82½	83½	84¾	85¾	.....	.....	85¾ Feb. 1		87 Feb. 23	
Montgom. Div., 1st, g. 5s. 1947	F-A	15,000	107	.....	.....	.....	.....	108½	108½ Feb. 24		108½ Feb. 26	
St. L. & Cairo, gu., gold, 4s. 1931	J-J	.....	82½	.....	.....	.....	.....	.....	.....		.....	
Mohawk & Mal. *See* N. Y. C. & H.												
Monongahela Riv. *See* Balt. & O												
Montana Cent. *See* St. P. M. & M.												
Morgan's La. & T.—*See* So. Pac. Co												
Morris & Essex. *See* Del. L. & W.												
Nashville Chatt. & St. Louis—												
1st, 7s. 1913	J-J	19,000	.....	123½	128	130	.....	.....	128½ Feb. 6		129 Feb. 9	
2d, 6s. 1901	J-J	.....	100	.....	.....	.....	.....	.....	.....		.....	
1st, con., gold, 5s. 1928	A-O	40,000	104¼	105	.....	105	.....	.....	105 Feb. 5		107 Feb. 7	
1st 6s, T. & P. b. 1917	J-J	.....	110	.....	.....	.....	110	.....	.....		.....	
1st 6s, McM. M. W. & Al. 1917	J-J	.....	110	.....	.....	.....	110	.....	.....		.....	
1st, gold, 6s, Jasper Bch. 1923	J-J	.....	110	.....	.....	.....	110	.....	.....		.....	
Nash. Flor. & Shef. *See* Lou. & N.												
New H. & Derby. *See* Housatonic.												
N. J. Junc'n RR. *See* N. Y. Cent.												
Newp't & Cin. B'ge. *See* Penn. Co.												
N. O. & N. E., prior lien, g., 6s. 1915	A-O	.....	110	.....	.....	.....	110	.....	.....		.....	
N. Y. B. & Man. Beach. *See* L. Isl.												
N. Y. Central & Hudson River—												
1st, 7s. 1903	J-J	57,000	109	.....	109¾	.....	110	110⅜	110 Feb. 9		110¼ Feb. 21	
Registered. 1903	J-J	15,000	108	.....	109½	.....	110	.....	110 Feb. 9		110 Feb. 9	
Debenture 5s of. 1884-1904	M-S	24,000	106¼	107½	107¾	.....	107⅞	.....	107⅞ Feb. 20		108 Feb. 21	
Registered. 1884-1904	M-S	10,000	106	.....	107¾	.....	.....	.....	107⅞ Feb. 1		107⅞ Feb. 1	
Reg. debenture 5s of. 1889-1904	M-S	.....	106	.....	107¾	.....	.....	.....	.....		.....	
Debenture, g., 4s. 1890-1905	J-D	.....	101	.....	102¼	.....	102⅝	.....	.....		.....	
Registered, deb. 4s. 1890-1905	J-D	.....	101	.....	102¼	.....	102⅝	.....	.....		.....	
Debt certs., ext., g., 4s. 1905	M-N	2,000	101	.....	102½	.....	102⅞	.....	102¾ Feb. 13		102¾ Feb. 13	
Registered. 1905	M-N	....	101	.....	102½	.....	102⅞	.....	.....		.....	
Gold mortgage 3½s. 1997	J-J	65,000	108	109	109	.....	.....	109	108 Feb. 27		108 Feb. 27	
Registered. 1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Lake Shore collat., g., 3½s. 1998	F-A	288,000	95	.....	96⅓	97¼	97	.....	97 Feb. 23		99 Feb. 13	
Registered. 1998	F-A	23,000	.....	97½	.....	95¾	.....	.....	95¾ Feb. 7		96 Feb. 8	
Mich. Cent. collat., g., 3½s. 1998	F-A	129,000	.....	97	95	.....	.....	.....	95¾ Feb. 1		97⅞ Feb. 10	
Registered. 1998	F-A	.....	.....	97	.....	.....	.....	.....	.....		.....	
Harlem, 1st, 7s. 1900	M-N	10,000	101	102	102¼	.....	.....	.....	102½ Feb. 19		102⅜ Feb. 26	
Registered. 1900	M-N	25,000	101	.....	102	.....	.....	.....	102½ Feb. 9		102½ Feb. 9	

RANGE SINCE JAN. 1.	
Lowest.	Highest.
Sale Prices.	Sale Prices.
111⅞ Feb. 9	113 Jan. 30
106¼ Jan. 17	108½ Feb. 20
107½ Jan. 9	107½ Jan. 9
109 Feb. 23	109 Feb. 23
95¾ Jan. 5	97½ Feb. 19
102¼ Feb. 5	105 Jan. 19
112 Jan. 2	116 Feb. 8
117½ Feb. 21	120½ Jan. 19
118¾ Jan. 16	121 Feb. 23
123 Jan. 27	123 Jan. 27
122 Jan. 11	122 Jan. 11
70 Jan. 12	73¾ Feb. 1
20½ Jan. 15	26⅞ Feb. 14
10 Jan. 2	12¾ Feb. 16
87 Jan. 3	88½ Jan. 26
105¼ Feb. 13	105¼ Feb. 13
143½ Jan. 22	145 Jan. 27
90 Jan. 4	92⅛ Feb. 9
65 Feb. 19	67¼ Jan. 31
92 Feb. 9	95⅞ Jan. 5
91 Jan. 11	93 Jan. 25
76 Feb. 23	77 Jan. 18
93 Jan. 15	99 Feb. 23
105¾ Jan. 6	105¾ Jan. 6
109¼ Jan. 8	112 Jan. 25
110 Jan. 23	110⅛ Feb. 7
77¾ Jan. 8	82 Feb. 7
110¼ Feb. 20	110¼ Feb. 20
124 Jan. 3	127½ Feb. 19
83 Jan. 8	87 Feb. 23
107 Jan. 9	108½ Feb. 26
126 Jan. 8	129 Jan. 30
104⅞ Jan. 6	107 Feb. 7
109 Jan. 4	110¼ Feb. 21
107 Jan. 12	108 Feb. 21
107⅞ Feb. 1	107⅞ Feb. 1
102¾ Feb. 13	102¾ Feb. 13
101 Jan. 11	102¾ Feb. 13
109 Jan. 23	109¼ Jan. 16
97 Jan. 2	99 Jan. 27
95½ Jan. 26	97 Jan. 10
95¾ Feb. 1	97⅞ Jan. 26
102¼ Feb. 19	102½ Feb. 19
101¾ Jan. 25	102½ Feb. 9

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900.		PRICES IN FEBRUARY.						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.		Highest		Lowest.	Highest
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.	Sale Prices.
N. Y. Cent. & Hud Riv.—(Con.)—														
N. J. June. R., gu., 1st, 4s...1986	F-A	1,000	100	.....	.....	.....	.....	.....	102	Feb. 3	102	Feb. 3	102 Feb. 3	102 Feb. 3
Registered certificates...1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
West Shore, 1st, 4s, gu.....2361	J-J	105,000	112	113	113	.....	.....	114	113½	Feb. 23	114¼	Feb. 9	110 Jan. 2	114¼ Feb. 9
Registered.....2361	J-J	70,000	.....	110½	.....	112	112	112½	111½	Feb. 1	113	Feb. 19	110 Jan. 4	113 Feb. 19
Beech Cr'k, 1st, gu., g., 4s..1936	J-J	4,000	108	.....	.....	.....	.....	.....	110	Feb. 27	110	Feb. 27	108 Jan. 4	110 Feb. 27
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d guar., gold, 5s.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Clearfield Bitum. Coal Corp.														
1sts.f.int.gu.,g.,4s,ser.A.1940	J-J	.....	80	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small bonds, series B..1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Gouv. & O. 1st guar., g., 5s.1942	J-D	.....	118	.....	.....	.....	.....	.....	.....		.....		.....	.....
R.W.&Og., con., 1st. ext.5s.1922	A-O	13,000	.....	129	129	132	.....	128	128	Feb. 27	129½	Feb. 13	128 Feb. 27	129½ Feb. 13
Nor. & Mont. 1st gu., g., 5s.1916	A-O	.....	109	.....	.....	.....	.....	.....	.....		.....		.....	.....
R. W. & O. T. R. 1st gu., g.5s.1918	M-N	.....	112	.....	.....	.....	.....	.....	.....		.....		.....	.....
Oswe. & R., 2d, gu., g., 5s...1915	F-A	.....	108	.....	.....	.....	108	.....	.....		.....		.....	.....
Utica & Bl. Riv., gu., g., 4s..1922	J-J	.....	105	.....	.....	.....	108	.....	.....		.....		.....	.....
Moh. & Mal. 1st, gu., g., 4s..1991	M-S	10,000	105	108	.....	.....	106¾	107½	106¾	Feb. 8	107	Feb. 16	106¾ Feb. 8	107 Jan. 18
Cart. & Ad., 1st, gu., g., 4s..1981	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N.Y.& Put., 1stcon., gu.g.4s.1993	A-O	.....	.....	.....	.....	.....	105	.....	.....		.....		.....	.....
N. Y. & North., 1st, g., 5s..1927	A-O	.....	121	125	122	124	120	126	.....		.....		.....	.....
Lake Shore & Mich. Southern—														
Det. Mon. & Tol., 1st, 7s.1906	F-A	5,000	118	122	.....	.....	119⅞	.....	120	Feb. 26	120	Feb. 26	120 Feb. 26	121 Jan. 13
Lake Shore cons., 1st, 7s.1900	J-J	1,000	100½	.....	101½	.....	101⅞	.....	101½	Feb. 1	101½	Feb. 1	100⅞ Jan. 4	101½ Feb. 1
Registered.....1900	Q-J	20,000	100½	.....	101½	.....	101⅞	.....	101½	Feb. 5	101½	Feb. 7	100⅝ Jan. 2	101½ Feb. 7
Consol., 2d, 7s.....1903	J-D	9,000	111	.....	112½	.....	113	.....	113	Feb. 6	113¾	eb. 28	112⅜ Jan. 19	113¾ Feb. 28
Registered.....1903	J-D	2,000	111	.....	112½	.....	112½	.....	113½	Feb. 10	113½	Feb. 10	112⅛ Jan. 10	113½ Feb. 10
Gold 3½s.....1997	J-D	25,000	109	110¼	.....	.....	109⅞	.....	110	Feb. 20	110½	Feb. 14	109½ Jan. 6	110⅓ Jan. 24
Registered.....1997	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cincinnati & Springfield—														
1st, gu., L. S.& M.S.,7s.1901	A-O	.....	.....	.....	.....	.....	107	.....	.....		.....		.....	.....
Kal. A. & G. R. 1st, gu. c. 5s.1938	J-J	.....	125	.....	.....	.....	124	.....	.....		.....		.....	.....
Mahon. Coal RR., 1st, 5s.1934	J-J	.....	.....	.....	.....	.....	125	.....	.....		.....		.....	.....
Mich. Cent. 1st, con., 7s....1902	M-N	27,000	108	.....	.....	.....	109	.....	109	Feb. 1	109¼	Feb. 23	108¼ Jan. 5	109¼ Feb. 23
1st, con., 5s.....1902	M-N	6,000	102½	.....	.....	.....	.....	.....	103¼	Feb. 8	103¼	Feb. 8	103¼ Feb. 8	103¼ Feb. 8
6s.....1909	M-S	.....	118	.....	120	.....	121	.....	.....		.....		.....	.....
5s.....1931	M-S	.....	122	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1931	Q-M	.....	.....	127¼	.....	.....	.....	.....	.....		.....		.....	.....
4s.....1940	J-J	.....	104	.....	.....	.....	.....	.....	.....		.....		105 Jan. 4	105 Jan. 4
Registered.....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Bat. C. & Stur. 1st gu. g. 3s.1989	J-D	.....	.....	.....	.....	.....	84	.....	.....		.....		.....	.....
N.Y.Chic.& St. L.—1st, g., 4s.1937	A-O	91,000	.....	104¼	107	.....	107¾	.....	107½	Feb. 5	108⅛	Feb. 20	104⅛ Jan. 3	108⅛ Feb. 20
Registered.....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		103½ Jan. 3	103½ Jan. 3
N. Y. & Greenwood L.—*See* Erie.														
N. Y. & Har.—*See* N. Y. C. & Hud.														
N.Y. Lack & West.—*See* Del. L. & W.														
N. Y. Lake Erie & West.—*See* Erie														
N. Y. & N. E.—*See* N. Y. N. H. & H.														
N. Y. New Haven & Hartford—														
1st, reg. 4s.....1903	J-D	.....	.....	.....	.....	.....	103	.....	.....		.....		.....	.....
Convert. deb. certfs., $1,000...	A-O	9,000	185	.....	185	.....	.....	.....	188	Feb. 19	188	Feb. 19	185¾ Jan. 5	188 Jan. 27
Small certfs., $100.....		500	.....	.....	.....	.....	.....	.....	185	Feb. 27	185	Feb. 27	185 Feb. 27	185 Feb. 27
Housaton. RR., con. g. 5s.1937	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. H. & Derby, con. 5s....1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. & N. Eng., 1st, 7s...1905	J-J	.....	114	.....	.....	.....	114¾	.....	.....		.....		114 Jan. 5	114 Jan. 5
1st, 6s.....1905	J-J	.....	109⅝	.....	.....	.....	110	.....	.....		.....		.....	.....
N. Y. & North'n—See N. Y. Cent.														
New York Ontario & Western—														
Refunding, 1st, g, 4s.....1992	M-S	60,000	102⅞	.....	.....	107	.....	107	106	Feb. 8	107½	Feb. 10	102 Jan. 11	107⅛ Feb. 10
Registered, $5,000 only..1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N.Y.& Putnam—*See* N.Y.C.&Hud.														
N.Y. & Rock. Beach—*See* L. Island														
N. Y. Susque. & West.—*See* Erie.														
N.Y. Tex. & Mex.—*See* So. Pac Co.														
Norfolk & Western—														
Gen. 6s.....1931	M-N	.....	128	130	.....	.....	130	.....	.....		.....		129 Jan. 2	129 Jan. 2
New River, 1st, 6s.....1932	A-O	.....	.....	.....	.....	.....	129	132	.....		.....		.....	.....
Improvement & ext., g., 6s.1934	F-A	.....	.....	.....	.....	.....	123	.....	.....		.....		.....	.....
Col. Con. & T. 1st, gu., g., 5s.1922	J-J	.....	103	.....	105	.....	106	.....	.....		.....		.....	.....
Scio. V. & N. E., 1st gu. g. 4s.1989	M-N	21,000	103	.....	.....	.....	98½	.....	95	Feb. 14	99	Feb. 19	95 Feb. 14	99½ Jan. 26
Nor. & W. Ry. 1st con. g. 4s.1996	A-O	797,000	90¼	91	93¼	93¾	.....	96	93¾	Feb. 1	96	Feb. 28	90½ Jan. 2	96 Feb. 28
Registered.....1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small.....1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
North. Illinois—*See* Chic. & N. W.														
Northern Ohio. *See* L. Erie & W.														
Northern Pacific—														
Prior lien, gold 4s.....1997	Q-J	578,000	102½	103½	103½	.....	103½	103¾	103½	Feb. 20	104⅜	Feb. 7	102½ Jan. 2	104⅜ Feb. 7
Registered.....1997	Q-J	37,000	102½	.....	.....	.....	103½	.....	103	Feb. 14	104	Feb. 17	103 Jan. 8	104 Feb. 17
General lien, g., 3s.....2047	Q-F	265,000	65	65½	.....	.....	66¼	67	66	Feb. 23	67⅛	Feb. 2	65 Jan. 10	67¼ Jan. 31
Registered.....2047	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
St. P. & Nor. Pac., gen., g., 6s.1923	F-A	.....	125	130	.....	.....	124	.....	.....		.....		.....	.....
Registered certificates...1923	Q-F	.....	.....	.....	.....	.....	121	.....	.....		.....		.....	.....
Wash. Cent. Ry. 1st g. 4s.1948	Q-M	.....	.....	86½	.....	.....	88	90⅛	.....		.....		.....	.....
Nor. P. Ter. Co., 1st, g., 6s....1933	J-J	45,000	117	120	.....	.....	.....	.....	118	Feb. 19	118⅜	Feb. 8	118 Jan. 5	118⅜ Feb. 8
Nor. Railway Cal.—*See* Cent. Pac.														
North Wiscon.—*See* C.St.P.M.& O.														
Norfolk & South., 1st, g., 5s..1941	M-N	.....	110	.....	112	112½	111	.....	.....		.....		110 Jan. 15	110 Jan. 15
Nor. & Mont.—*See* N. Y. Central.														
Ohio Ind. & W.—*See* C.C.C.& St.L.														
Ohio River RR.—1st, g., 5s..1936	J-D	.....	102½	.....	105	.....	107	.....	.....		.....		.....	.....
Gen., g., 5s.....1937	A-O	12,000	85	.....	90	95	.....	.....	95	Feb. 19	95	Feb. 19	95 Feb. 19	95 Feb. 19
Omaha & St. L., 1st, g., 4s...1901	J-J	4,000	50	.....	70	.....	70	.....	70	Feb. 1	70	Feb. 1	60 Jan. 5	70 Feb. 1
Oregon & Cal. *See* So. Pac. Co.														
Ore. Ry. & Nav. *See* Union Pac.														
Ore. RR. & Nav. *See* Union Pac.														
Ore. Short Line. *See* Union Pac.														
Oswego & Rome—*See* N. Y. Cent.														
Ottum. C.F.& St.P.—*See* C.&.N.W.														
Pacific Coast Co., 1st, g., 5s.1946	J-D	86,000	103⅜	.....	107	107⅜	107⅝	108	107	Feb. 2	108⅛	Feb. 16	104¼ Jan. 6	108⅛ Feb. 16
Pacific of Missouri—*See* Mo. Pac.														
Panama, 1st, s. f., g., 4½s...1917	A-O	4,000	105	.....	105	.....	105	.....	105	Feb. 14	105	Feb. 14	105 Jan. 24	105 Jan. 24
S. f., subsidy, g., 6s.....1910	M-N	.....	.....	.....	.....	.....	94	.....	.....		.....		.....	.....
Pennsylvania Co.—														
Penn. Co., gu., 1st, 4½s....1921	J-J	1,000	112½	.....	.....	.....	.....	.....	114½	Feb. 27	114½	Feb. 27	111½ Jan. 10	114½ Feb. 27
Registered.....1921	J-J	.....	.....	112½	.....	.....	.....	.....	.....		.....		111½ Jan. 19	111½ Jan. 19
Gu. 3½s, col. tr. reg. ctfs.1937	M-S	.....	100	.....	.....	.....	100½	.....	.....		.....		.....	.....
P. C. C. & St. L., con., gu., g., 4½s.														
Series A.....1940	A-O	36,000	113	.....	115	115⅝	.....	.....	115¼	Feb. 1	116	Feb. 13	114 Jan. 9	116 Feb. 13
Series B, guar.....1942	A-O	10,000	113½	.....	115	115⅝	.....	.....	115⅝	Feb. 13	116	Feb. 13	113⅞ Jan. 12	116 Feb. 13
Series C, guar.....1942	M-N	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
Series D, 4s, guar.....1945	M-N	10,000	103	106	.....	.....	.....	.....	115¾	Feb. 27	115¾	Feb. 27	115¾ Feb. 27	115¾ Feb. 27
Pittsb. Cin. & St. L., 1st, 7s.1900	F-A	.....	.....	108	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pitts. Ft. W. & Chic., 1st, 7s.1912	J-J	1,000	135	.....	.....	.....	.....	.....	137	Feb. 15	137	Feb 15	135 Jan. 12	137 Feb. 15
2d, 7s.....1912	J-J	.....	.....	139	.....	.....	135	.....	.....		.....		.....	.....
3d, 7s.....1912	A-O	19,000	.....	.....	.....	.....	135	.....	134	Feb. 15	134	Feb. 15	134 Feb. 15	134 Feb. 15
Chic. St. L. & P., 1st, c., g., 5s.1932	A-O	.....	117	122	.....	.....	134	.....	.....		.....		.....	.....
Registered.....1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Clev. & Pitts., con., s.f., 7s.1900	M-N	.....	101½	.....	113¼	.....	.....	.....	.....		.....		102 Jan. 12	103 Jan. 5
Gen., gu., g., 4½s, Series A.1942	J-J	5,000	117	.....	117	.....	.....	.....	117½	Feb. 2	117½	Feb. 2	117½ Feb. 2	117½ Feb. 2
Series B.....1942	A-O	.....	118	.....	118	.....	.....	.....	.....		.....		.....	.....
Erie & P., gen. gu. g. 3½s, B.1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Series C.....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900.		PRICES IN FEBRUARY.						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.		Highest.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.	Sale Prices.
Pennsylvania Co —(Con cl'd)—														
Gr. Ra. & I., ex. 1st, gu. g. 4½s. 1941	J-J	.....	108	.....	.....	.....	.....	.....	.....		.....		108 Jan. 15	108 Jan. 15
Allegh. Val., gen., gu., g., 4s. 1942	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Newport & Cin. B'dge gen. guar. gold 4½s. 1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pennsylvania RR. Co.—														
1st, 4s real est., g., 1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Con., sterling, g., 6s 1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Con., currency, 6s, reg 1905	Q-M	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Con., g., 5s 1919	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered 1919	Q-M	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Con., g., 4s 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cleve. & Mar. 1st gu. g. 4½s. 1935	M-N	10,000	.....	108½	109½	111	110	112	111 Feb. 6		111 Feb. 6		109 Jan. 12	111 Feb. 6
U.N.J.RR. & Can. Co., gn. 4s. 1944	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Delaware River RR. & Bridge 1st gen 4s, g. 1936	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Sunbury & Lewis. 1st g. 4s. 1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pensacola & At.—*See* Lou. & Nash.														
Peo. Dec. & E.—1st, g. 6s, 1920, Engraved Trust Co. certifs	.....	.....	98	.....	99	.....	99	101¼	.....		.....		100 Jan. 23	100 Jan. 23
Evans. Div., 1st, g., 6s, 1920, Engraved Trust Co. certifs	.....	8,000	95	.....	98	.....	.....	.....	99 Feb. 5		99½ Feb. 3		99 Feb. 5	99½ Feb. 3
2d, g., 5s, 1926, Eng. Tr. Co. certfs. of deposit	M-N	.....	.....	30	.....	.....	.....	.....	.....		.....		22 Jan. 18	22 Jan. 18
Peo. & East.—*See* C. C. C. & St. L.														
Peo. & Pek. Union., 1st, g., 6s. 1921	Q-F	.....	120	.....	.....	.....	125	.....	.....		.....		.....	.....
2d, g., 4½s. 1921	M-N	.....	93	98	.....	.....	95	.....	.....		.....		.....	.....
Pine Creek, reg., guar. 6s. 1932	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pitts. Cin. & St. L.—*See* Penn. Co.														
Pitts. C. C. & St. L.—*See* Penn. Co.														
Pitts. Clev. & Tol., 1st, 6s. 1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pitts. Ft. W. & Chic.—*See* Penn. Co.														
Pitts. Junc., 1st, 6s 1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pittsburg & Lake Erie— 2d, g., 5s, Ser. A & B 1928	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pitts. McKeesp't & Yough.—														
1st, gu., 6s 1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d, gu., 6s 1934	J-J	.....	130	.....	.....	.....	.....	.....	.....		.....		.....	.....
McKee. & Belle V., 1st, g., 6s. 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pitts. P. & F., 1st, g., 5s 1916	J-J	.....	90	.....	90	.....	90	.....	.....		.....		.....	.....
Pittsb. Shen. & L. E. 1st, g., 5s. 1940	A-O	.....	.....	114	.....	.....	114½	116	.....		.....		113½ Jan. 16	113½ Jan. 16
1st con., 5s 1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pittsburg & Western— 1st, g., 4s 1917	J-J	5,000	98	.....	100	.....	.....	.....	100¼ Feb. 28		100¼ Feb. 28		99⅝ Jan. 18	100¼ Feb. 28
J. P. M. & Co. certs	.....	1,000	.....	.....	100	.....	.....	.....	100¼ Feb. 19		100¼ Feb. 19		99½ Jan. 11	100½ Jan. 26
Pitts. Y. & Ash., 1st, con., 5s. 1927	M-N	.....	108	.....	.....	.....	.....	.....	.....		.....		.....	.....
Reading Co., gen., g., 4s. 1997	J-J	2,036,000	84½	85	84¾	85	85¼	85⅜	84¾ Feb. 20		86 Feb. 7		83 Jan. 9	86 Feb. 7
R Registered 1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Rensselaer & Sar. *See* D. & H.														
Rich. & Dan. *See* South'n Ry.														
Rio Gr. West., 1st, g., 4s. 1939	J-J	178,000	.....	95½	95¼	96	.....	.....	96 Feb. 8		97⅞ Feb. 21		94¼ Jan. 4	97⅞ Feb. 21
Utah Centl, 1st, gu., g., 4s. 1917	A-O	2,000	83	.....	84	.....	85	88	85 Feb. 20		85 Feb. 20		85 Feb. 20	85 Feb. 20
Rio Gr. Junc., 1st, gu., g., 5s. 1939	J-D	.....	100	.....	102½	.....	104	.....	.....		.....		.....	.....
Rio. Gr. So., 1st, g., 5s 1940	J-J	.....	.....	74½	.....	74½	71	74	.....		.....		.....	.....
Roch. & Pitts. *See* Buf. R. & Pit.														
Rome Wat & Og. *See* N. Y. Cent.														
Salt Lake C., 1st, g., s. f., 6s. 1913	J-J	.....	.....	.....	.....	.....	82	.....	.....		.....		.....	.....
St. Joseph & Grand Island— 1st, g., 2-3-4s. 1947	J-J	4,000	82½	85	83	84	.....	.....	82 Feb. 19		83 Feb. 2		82 Jan. 3	84¾ Jan. 18
St. L. & Cal. *See* Mobile & Ohio.														
St. L & Iron Mount. *See* Mo. Pac.														
St. L. K. C. & No. *See* Wabash.														
St. L. M. Br. *See* Ter. RR. As. of St. L.														
St. Louis & San Francisco—														
2d, g., 6s, Class A 1906	M-N	.....	110¼	.....	111½	.....	.....	.....	.....		.....		.....	.....
2d, g., 6s, Class B 1906	M-N	12,000	110½	.....	111½	.....	.....	.....	112½ Feb. 16		113¼ Feb. 15		111½ Jan. 30	113¼ Feb. 15
2d, g, 6s, Class C 1906	M-N	3,000	110¼	.....	111½	.....	.....	.....	113 Feb. 8		113 Feb. 8		113 Feb. 8	113 Feb. 8
1st g., 6s, Pierce C. & O. 1919	F-A	.....	105	.....	.....	.....	.....	.....	.....		.....		.....	.....
Gen., g., 6s 1931	J-J	16,000	120	.....	.....	.....	121	.....	123 Feb. 7		123 Feb. 8		123 Feb. 7	123 Feb. 8
Gen., g., 5s 1931	J-J	63,000	106½	.....	108½	.....	108½	109	108⅞ Feb. 1		109½ Feb. 17		106 Jan. 4	109½ Feb. 17
1st, trust, g., 5s 1987	A-O	.....	100	105	.....	.....	102½	.....	.....		.....		.....	.....
Ft. S. & V. B. Bdg. 1st, g. 6s. 1910	A-O	.....	105	.....	.....	.....	100	.....	.....		.....		.....	.....
Kansas Mid., 1st, g., 4s 1937	J-D	.....	50	.....	.....	.....	.....	.....	.....		.....		.....	.....
St. L. & S. F. RR. g. 4s. 1996	J-J	59,000	80	82	81	.....	.....	84	80 Feb. 1		84 Feb. 20		79 Jan. 8	84 Feb. 20
So. West. div., 1st, g. 5s. 1947	A-O	.....	98	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cent. Div. 1st. g., 4s 1929	A-O	1,000	.....	95	.....	.....	.....	.....	95 Feb. 19		95 Feb. 19		95 Feb. 19	95 Feb. 19
St. Louis South. *See* Ill. Central.														
St. L. S. W. 1st, g. 4s, bd., ctfs. 1989	M-N	427,000	86⅛	87½	90½	91	89½	90⅛	89½ Feb. 19		91 Feb. 3		86½ Jan. 9	91 Jan. 25
2d, g., 4s, inc. bond, ctfs. 1989	J-J	1,527,000	54½	56	.....	.....	60⅝	61	59 Feb. 9		61½ Feb. 21		53⅞ Jan. 10	61½ Feb. 21
Gray's Pt. Ter., 1st, gu. g. 5s. 1947	J-D	.....	100	.....	.....	.....	.....	.....	.....		.....		.....	.....
St. Paul & Duluth, 1st, 5s. 1931	F-A	.....	119	.....	.....	.....	117⅛	.....	.....		.....		.....	.....
2d, 5s 1917	A-O	.....	110¼	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st consol. gold 4s 1968	J-D	5,000	.....	99	.....	98½	.....	98	98 Feb. 1		98½ Feb. 1		98 Jan. 13	98½ Feb. 1
St. Paul Minn. & Manitoba—														
2d, 6s 1909	A-O	19,000	.....	119¼	.....	.....	120	121	119¾ Feb. 7		120 Feb. 23		119¾ Feb. 7	120 Feb. 23
Dakota ext., gold, 6s 1910	M-N	12,000	119⅛	.....	119½	.....	121¼	.....	121 Feb. 19		121¼ Feb. 23		119⅜ Jan. 6	121¼ Feb. 23
1st, consol., 6s 1933	J-J	25,000	136	.....	139	.....	.....	.....	141 Feb. 9		141⅞ Feb. 10		137 Jan. 3	141⅞ Feb. 10
Registered 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Reduced to gold 4½s 1933	J-J	62,000	112¼	.....	114	.....	.....	116	114½ Feb. 5		115¾ Feb. 10		112¼ Jan. 2	115¾ Feb. 10
Registered 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mont. Ext., 1st, gold, 4s. 1937	J-D	12,000	102½	.....	.....	104½	103½	104	104 Feb. 19		104¼ Feb. 16		102½ Jan. 2	104½ Jan. 24
Registered 1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Minneap. Union. 1st, 6s. 1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mont. C., 1st, gu. g., 6s. 1937	J-J	3,000	128	131	.....	.....	135	.....	134¾ Feb. 28		134¾ Feb. 28		129½ Jan. 10	134¾ Feb. 28
Registered 1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st., guar., gold, 5s 1937	J-J	.....	116	.....	117	.....	117½	.....	.....		.....		.....	.....
Registered 1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
E. M., 1st div., 1st, g. 5s. 1908	A-O	.....	.....	111½	109	.....	.....	.....	.....		.....		.....	.....
Registered 1908	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
E. Ry. M., No. div. 1st g. 4s. '40	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered 1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Will. & S. F., 1st g., 5s 1938	J-D	.....	.....	.....	.....	.....	119	.....	.....		.....		.....	.....
Registered 1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
St. Paul & Nor. Pac. *See* Nor. Pac.														
St. P. & Sioux Cy. *See* C. St. P. M. & O.														
S. Fe Pres. & Phe., 1st g. 5s. 1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
S. An. & Ar. Pass. *See* So. Pac. Co.														
S. F. & N. P., 1st, s. f. g., 5s. 1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Sav. F. & W., 1st, con., g., 6s. 1934	A-O	.....	123	125	.....	.....	124	126	.....		.....		125½ Jan. 3	126½ Jan. 13
1st, g., 5s 1934	A-O	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
St. John's Div., 1st, g., 4s. 1934	J-J	.....	90	96	.....	.....	.....	.....	.....		.....		.....	.....
Bruns. & W., 1st, gu., g., 4s. 1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Scioto Val. & N. E. *See* Nor. & West.														
Seab. & Roanoke, 1st, 5s. 1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Car. Cent. 1st con. g. 4s. 1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Sher. Shr. & So. *See* Mo. K. & Tex.														
Sod Bay & So., 1st, g., 5s 1924	J-J	.....	95	.....	.....	.....	.....	.....	.....		.....		.....	.....
So. Carolina & Ga. *See* Southern.														
Southern Pacific Company—														
4s, Cent. Pacific coll 1949	J-D	1,374,000	.....	82	.....	83⅛	83½	83¾	83 Feb. 1		84¼ Feb. 16		80 Jan. 9	84¼ Feb. 16
Registered 1949	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cent. Pac., 1st, ref. gu. g. 4s. 1949	F-A	840,000	99	.....	98¾	99	98	.....	98⅛ Feb. 28		99¼ Feb. 6		97⅞ Jan. 11	100¾ Jan. 23
Registered 1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mortgage gu. g. 3½s 1929	J-D	666,000	83½	83	.....	.....	82⅞	83⅛	82¾ Feb. 24		84⅜ Feb. 7		81 Jan. 9	84⅜ Feb. 7
Registered 1929	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....

BONDS NEW YORK STOCK EXCHANGE.	Int. Period	Sales in February Par value	Price about January 2, 1900.		PRICES IN FEBRUARY.						RANGE SINCE JAN. 1.	
					Feb. 1.		Feb. 28.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Southern Pacific Co.—(Concl.)—												
Galv. H. & S. A., 1st g. 6s..1910	F-A	....	108	112	.....	.....	109	.....	.....	.....	.....	.....
2d gold 7s.....1905	J-D	10,000	105	.....	.....	.....	105	.....	106½ Feb. 28	106½ Feb. 28	106½ Feb. 28	106½ Feb. 28
Mex. & Pac. D., 1st g. 5s.1931	M-N	139,000	101	.....	.....	.....	.....	.....	101½ Feb. 17	102¾ Feb. 3	101 Jan. 4	102¾ Jan. 31
H. & Tex. C., 1st W. & N. 7s.1903	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st gold 5s, interest gu..1937	J-J	.....	.....	110½	.....	.....	.....	.....	.....	.....	110 Jan. 29	110½ Jan. 18
Con. gold 6s, int. guar...1912	A-O	20,000	111¼	.....	.....	.....	110	.....	113 Feb. 21	113 Feb. 21	113 Feb. 21	113 Feb. 21
Gen. gold 4s, int. guar...1921	A-O	98,000	83	.....	....	.....	.....	.....	85¼ Feb. 9	86 Feb. 19	83¾ Jan. 9	86 Feb. 19
Morgan's L. & T., 1st, g., 6s.1920	J-J	3,000	123½	.....	.....	.....	.....	.....	120½ Feb. 28	120½ Feb. 28	120½ Feb. 28	120½ Feb. 28
1st, 7s.....1918	A-O	.....	131	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.Tex.&Mex.,gu.,1st,4s.1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg. & Cal., 1st, gu., g., 5s.1927	J-J	.....	97⅝	.....	.....	.....	.....	.....	.....	.....	.....	.....
S.A.& A.P., 1st, gu., g., 4s..1943	J-J	455,000	77	79	.....	.....	77	78	78 Feb. 23	80 Feb. 8	75 Jan. 9	80 Feb. 8
Texas & N. O., 1st, 7s.....1905	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sabine Div's'n, 1st, 6s...1912	M-S	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s 1943	J-J	180,000	101	.....	.....	.....	.....	.....	103¼ Feb. 21	104¼ Feb. 5	101 Jan. 2	104¼ Feb. 5
So. P. of Ar., gu. 1st, 6s.1909-10	J-J	....	110	.....	110	.....	112	.....	.....	.....	110 Jan. 2	110¾ Jan. 4
S.P. of Cal., 1st, g., 6s.....1905	Apr	.....	107	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do do	Oct.	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do do 1906	A-O	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do do 1912	A-O	.....	114	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, consol., guar. g. 5s..1937	M-N	.....	.....	106	.....	.....	.....	.....	.....	.....	105½ Jan. 19	105½ Jan. 19
Do. stamped...1905-1937	.....	200,000	105½	106	.....	.....	106	.....	105½ Feb. 3	107½ Feb. 19	104½ Jan. 10	107½ Feb. 19
A. & N. W. 1st, gu. g. 5s..1941	J-J	139,000	95	.....	.....	.....	.....	.....	97 Feb. 1	98¼ Feb. 28	95 Jan. 4	98¼ Jan. 4
S. P. Coast, 1st.. gu. g. 4s..1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Pac. of N. Mex., 1st. 6s..1911	J-J	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gila V.G.& N., 1st, gu., g., 5s.1924	M-N	18,000	102	105	.....	.....	105	107	110 Feb. 21	110 Feb. 21	110 Feb. 21	110 Feb. 21
No. of Cal., 1st gu., g. 6s...1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guar., gold, 5s.....1938	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Railway—												
1st consol. gold, 5s. 1994	J-J	497,000	106½	107	108	.....	.....	108⅛	107¾ Feb. 23	108¾ Feb. 8	106 Jan. 8	108¾ Feb. 8
registered.....1994	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mem. Div. 1st g. 4-4½-5s..1996	J-J	.....	108	.....	.....	.....	108	.....	.....	.....	.....	.....
Registered.....1996	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ala. Cen. R. 1st 6s.....1918	J-J	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atl. & Ch. Air Line, income.1900	A-O	....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlan. & Danv. 1st. g. 5s...1950	J-J	8,000	98½	100	100¼	100½	100½	.....	100⅝ Feb. 16	100⅝ Feb. 16	99¾ Jan. 10	100⅝ Feb. 16
Col. & Greenville 1st 6s...1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	115 Jan. 31	115 Jan. 31
East Tenn. Va. & Ga. 1st 7s.1900	J-J	8,000	.....	101½	106	.....	101¾	.....	101½ Feb. 9	101½ Feb. 9	101½ Feb. 9	101½ Feb. 9
Divisional, g., 5s.....1930	J-J	1,000	117	.....	.....	.... ..	.....	117	114¾ Feb. 19	114¾ Feb. 19	114¾ Feb. 19	116½ Jan. 24
Con., 1st, g., 5s.....1956	M-N	39,000	114	.....	.....	.....	.....	117½	117 Feb. 5	118½ Feb. 20	114 Jan. 2	118½ Feb. 20
E. Ten., reor. lien, g., 4-5s.1938	M-S	.....	108½	.....	.....	.....	.....	.....	.....	.....	108½ Jan. 10	108½ Jan. 10
Registered.....1938	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geor. Pac. Ry., 1st, g., 6s...1922	J-J	69,000	.....	120	.....	.....	.....	.....	121 Feb. 9	122½ Feb. 10	119½ Jan. 16	122½ Feb. 10
Knox. & Ohio, 1st, g., 6s..1925	J-J	13,000	117	119	120	121	119¾	120¼	119½ Feb. 9	120¼ Feb. 20	118 Jan. 13	120¼ Feb. 20
Rich. & Dan., con., g., 6s..1915	J-J	30,000	118	121	120	.....	121	123½	120⅝ Feb. 19	122 Feb. 9	119 Jan. 10	122 Feb. 9
Equip. sink. fd., g., 5s...1909	M-S	.....	100	.....	.....	.....	100	.....	.. ..	.....	101 Jan. 11	101 Jan. 11
Deb., 5s., stamped.....1927	A-O	....	100	.....	.....	.....	102	.....	.....	.....	.....	.....
So. Car. & Georg. 1st g. 5s.1919	M-N	29,000	104	104⅞	.....	.....	104	104½	104 Feb. 5	105 Feb. 16	102 Jan. 15	105 Jan. 5
Atlan. & Yad., 1st, gu. g. 4s.1949	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. Serial—Ser. E, 5s.1926	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. gen., 5s.....1936	M-N	.....	.....	110	110	113	110½	112	... .	.....	109 Jan. 8	110 Jan. 15
Gtd., stamped.....1936	M-N	.....	.....	110	110	113	.....	....	.....	.....	108 Jan. 4	110 Jan. 18
W.O.& W. 1st, cy., gtd., 4s.1924	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. N. C., 1st, con., g., 6s.1914	J-J	.....	113½	.....	114½	.....	.....	.....	.....	.....	114½ Jan. 10	114½ Jan. 10
T. & N. Ala. *See* Louisv. & Nash												
Spok. Falls & Nor., 1st, g., 6s.1939	J-J	.....	.....	125	.....	.....	.....	.....	.....	.....	.....	.....
Sunb. & Lewistown. *See* Penn. RR.												
Syra. Bing. & N.Y. *See* D.L.& W.												
Ter. Ass. of St. L., 1st g., 4½-2s.1939	A-O	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tol. 1st con. g., 5s.....1894-1944	F-A	.....	111	113	.....	.....	.....	.....	.....	.....	.....	.....
St. L. M. Bdge. Ter. gtd. g. 5s.1930	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	111 Jan. 19	111 Jan. 19
Texas & N. O. *See* So. Pac. Co.												
T. & P. Ry., E. Dv., 1st, g. 6s.1905	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 5s 2000	J-D	74,000	111	113	112⅝	113	.....	.....	112½ Feb. 1	114 Feb. 5	111 Jan. 3	114 Feb. 5
2d. gold, income, 5s.....2000	Mch	.....	.....	54	.....	.....	.....	.....	.....	.....	.....	.....
Eng. Trust Co, certificates....	... .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tol. & Ohio Cent.—1st, g., 5s.1935	J-J	18,000	103½	.....	106¼	107	109	.....	106 Feb. 6	109 Feb. 28	105 Jan. 8	109 Feb. 28
West'n Div., 1st, g., 5s 1935	A-O	....	101½	.....	106	107	108	.....	.....	.....	105 Jan. 29	105 Jan. 29
Gen. gold 5s.....1935	J-D	11,000	80	....	.....	.....	92	96	95 Feb. 6	95 Feb. 6	95 Feb. 6	95 Feb. 6
Kan. & M., 1st gu., g., 4s....1990	A-O	43,000	83	84⅞	.....	88	87½	88	86 Feb. 8	88 Feb. 23	84½ Jan. 2	88 Jan. 23
Tol. Peo. & W., 1st, gold. 4s.1917	J-J	18,000	78	.....	81	82	81	84	81½ Feb. 1	84 Feb. 9	78 Jan. 3	84 Feb. 9
Toledo St. Louis & Kansas City,												
1st. g. 6s, Trust Receipts...1916	J-D	554,000	109	110	.....	118	120	121	117 Feb. 9	123½ Feb. 14	110 Jan. 2	123½ Feb. 14
Tor. Ham. & Buff., 1st, g., 4s.1946	J-D	.....	92	.....	.....	.....	.....	100	.....	.....	.....	.....
Ulster & Del., 1st con. g., 5s.1928	J-D	2,000	103	104	103	105	.....	106½	104¼ Feb. 6	104¼ Feb. 6	103 Jan. 3	104¼ Feb. 6
Un. Pac., RR. & l. g., g., 4s..1947	J-J	1,171,000	102⅜	102⅝	104¼	.....	104	104⅛	104 Feb. 23	105⅛ Feb. 6	101¾ Jan. 10	105⅛ Feb. 6
Registered.....1947	J-J	.....	.....	.....	.....	.....	102	.....	.....	.....	103¼ Jan. 29	104½ Jan. 19
Oregon R. & N., 1st, s.f. g. 6s.1909	J-J	1,000	101¼	102	.....	110½	.....	.....	110 Feb. 3	110 Feb. 3	110 Feb. 3	110 Feb. 3
Ore. RR. & Nav. con. g. 4s..1946	J-D	109,000	100	.....	.....	.....	101¾	102	101¼ Feb. 21	102 Feb. 5	100½ Jan. 8	102¼ Jan. 22
Oreg. Sh. Line 1st, gold 6s.1922	F-A	70,000	126½	.....	127	130	127⅛	.....	127 Feb. 5	127½ Feb. 21	126¾ Jan. 2	130 Jan. 5
Utah & No., 1st, 7s 1908	J-J	....	.....	.....	.....	.....	120	.....	.....	.....	.....	.....
Gold. 5s.....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg. Sh. L. 1st con. g. 5s.1946	J-J	219,000	110	111	112	112½	113¾	115	112 Feb. 5	115¼ Feb. 15	110½ Jan. 6	115¼ Feb. 15
Non-cum. inc., A, 5s.....	Sept	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-cum. inc., B. & col. trst	Oct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. N.J.RR.& C.Co. *See* Penn. RR.												
Utah Central—*See* Rio Gr. West.												
Utah & North'n. *See* Or. Short L.												
Utica & Bl. Riv. *See* N. Y. Cent.												
Ver. Val. Ind. & W. *See* Mo. Pac.												
Virginia Mid. *See* South. Ry.												
Wabash RR. Co., 1st g. 5s..1939	M-N	147,000	113½	114½	.....	.....	116	.....	115½ Feb. 5	117⅝ Feb. 15	113 Jan. 3	117⅝ Feb. 15
2d, gold, 5s..... 1939	F-A	81,000	100	.....	99	100	99¼	99½	98½ Feb. 20	100 Feb. 14	98½ Feb. 20	103 Jan. 31
Debenture, series A.....1939	J-J	25,000	82	85	82	84	.....	.....	83 Feb. 1	83½ Feb. 1	83 Jan. 22	85 Jan. 2
Series B.....1939	J-J	1,483,000	36¼	36⅜	37½	38⅛	37⅛	37½	36½ Feb. 17	38¼ Feb. 7	34½ Jan. 10	38½ Jan. 25
1st, g. 5s, Det. & Ch. Ex...1941	J-J	18,000	108	.....	.....	.....	.....	.....	108½ Feb. 2	109½ Feb. 10	108½ Feb. 2	110 Jan. 19
Des Moines Div. 1st g. 4s..1939	J-J	.....	87	.....	93	.....	90	.....	.....	.....	91½ Jan. 6	93 Jan. 20
St. L. K. C. & N. St. Ch. Br., 1st 6s '08	A-O	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warren RR. *See* D. L. & W.												
Wash. Ohio & West. *See* So. Ry.												
Wash. Central. See No. Pacific.												
West. N.Y. & Penn., 1st, g., 5s.1937	J-J	3,000	110	.....	.....	.....	114	.....	115 Feb. 2	115⅜ Feb. 7	110 Jan. 3	115⅜ Feb. 7
Gen. g. 2-3-4s.....1943	A-O	318,000	68½	69	.....	.....	.....	.....	75¼ Feb. 7	77¼ Feb. 3	68¼ Jan. 12	77¼ Feb. 3
Income 5s.....1943	Nov.	858,000	23½	24	.....	.....	.....	.....	27¼ Feb. 9	30½ Feb. 6	22½ Jan. 17	30½ Feb. 6
West. No. Car. *See* South'n Ry.												
West Shore. *See* N. Y. Central.												
W. Va. & Pittsb'g. *See* B. & O.												
W. Va. Cent. & P., 1st, g., 6s.1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheel. & Lake Erie, 1st, 5s..1926	A-O	.....	105	.....	106	.....	107	.....	.....	.....	107 Jan. 18	107 Jan. 18
Wheel. Div., 1st, gold, 5s..1928	J-J	3,000	93	.....	95	.....	97	.....	99⅞ Feb. 2	99⅞ Feb. 2	99⅞ Feb. 2	99⅞ Feb. 2
Exten. & Imp., gold, 5s....1930	F-A	.....	91	.....	89	.....	92	.....	.....	.....	.....	.....
Wilkesb. & East. *See* N. Y. S. & W.												
Will. & Sioux F. *See* St. P. M. & M.												
Winona & St. P. *See* Chic. & N. W.												
Wis. Cent. Co., new 1st 4s.	.....	1,004,000	90	91	90	90½	89¾	90¼	89¾ Feb. 28	92 Feb. 7	88 Jan. 4	92 Feb. 7
Street Railway Bonds.												
Brook. Rap. Tran., g., 5s.....1945	A-O	116,000	105¼	105½	.....	110	105¾	.....	105¾ Feb. 2	106½ Feb. 19	103½ Jan. 18	106½ Feb. 19
Atl. Av., B'kl'n, impt. g. 5s.1934	J-J	....	109½	.....	.....	106	.....	.....	.....	.....	.....	.....
Brooklyn City, 1st, con. 5s.1941	J-J	.....	115½	.....	113	.....	.....	.....	.....	.....	.....	.....
B'k'n Q.Co.& S.o.g.g.5s 1st 16-'41	J-J	10,000	.....	104½	.....	103	.....	104	103½ Feb. 7	103½ Feb. 7	101 Jan. 30	103½ Feb. 7
B'klyn Un. El. 1st, g., 4-5s.1950	F-A	449,000	94	95	93½	94	.....	.....	93½ Feb.)	98 Feb. 17	92½ Jan. 4	97 Jan. 25
City & Sub. Ry., Balt. 1st, g. 5s.1922	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Ask.	Feb. 28. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		$										
Den. Con. Tram. Co., 1st,,g. 5s. 1933	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denv. Tram. Co. con. g. 6s. 1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metr. R'y Co., 1st gu. g. 6s. 1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisv. Ry. Co. 1st con. g. 5s. 1930	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mark. St. Cable (S. Fr.), 1st 6s. 1915	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. W. S. El. (Chic.) 1st 4s. 1938	F-A	91,000	95⅛	95¾	96	.....	.....	95⅞	95¼ Feb. 16	96¾ Feb. 9	95¼ Feb. 16	97½ Jan. 25
Mil. El. Ry. & Lt. con. 30 yr. g. 5s, '26	F-A	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minn. St. Ry., 1st, con. g., 5s. 1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul City Cable. con. g., 5s. 1937	J-J	6,000	111½	112	109	.....	.....	.....	112 Feb. 7	112 Feb. 7	112 Feb. 7	112 Feb. 7
Guaranteed, gold, 5s 1937	J-J	.....	109½	.....	109	.....	.....	.....	.....	.....	.....	.....
Stat. Isl. Ry., 1st gu., g., 4½s. 1943	J-D	.....	97	.....	.....	.....	.....	.....	.....	.....	.....	.....
Third Ave., 1st, gold, 5s 1937	J-J	41,000	.....	128	121	124	117	.....	117⅛ Feb. 28	123½ Feb. 3	117⅛ Feb. 28	125 Jan. 15
Union El. (Chic.), 1st, g. 5s. 1945	A-O	.....	107	111	.....	.....	.....	.....	.....	.....	.....	.....
W. Chic. St. 40-yr. 1st cu. 5s. 1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40-year con. g. 5s 1936	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gas & Electric L. Co. Bonds.												
Atlanta Gas-Light, 1st, g., 5s. 1947	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bos. U. Gas tr. ctfs. s. f., g., 5s. 1939	J-J	.....	115	.....	.....	.....	.....	.....	.....	.....	.....	.....
B'klyn Un. Gas Co. 1st con. g. 5s, '45	.....	7,000	114	.....	.....	.....	115½	.....	116 Feb. 21	116⅛ Feb. 9	114 Jan. 5	117 Jan. 29
Chic. Gas L. & C.—*See* Peop. Gas & C.												
Columbus Gas Co., 1st, g., 5s. 1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con. Gas Chic.—*See* Peop. Gas & C.												
Detroit City Gas Co., g., 5s. 1923	J-J	160,000	96	96½	.....	.....	.....	97	95 Feb. 5	97¼ Feb. 26	95 Jan. 22	97¼ Feb. 26
Det. Gas Co., con. 1st, g., 5s. 1918	F-A	.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., B'kn. *See* K C. E L. & P.												
Ed. El. Ill. *See* N. Y. G. & E. L. H. & P.												
Kings Co. E. L. & P., g. 5s. 1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase money 6s 1997	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., Bkn, 1st co. g. 4s. 1939	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, 5s 1940	A-O	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Registered 1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eq. Gas L. Co. N. Y., con., g., 5s. 1932	M-S	.....	.....	118	.....	.....	.....	.....	.....	.....	.....	.....
Equ. Gas & F.—*See* Peop. Gas & C.												
Gen. Elec. Co., deb., gold, 5s. 1922	J-D	5,000	.....	117	114¼	115	.....	.....	117 Feb. 13	117 Feb. 13	113 Jan. 23	117 Feb. 13
Gr. Rap. Gas-L. Co., 1st, g., 5s. 1915	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kan. City, Mo., Gas, 1st, g. 5s. 1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lac. Gas L., St. L., 1st, g., 5s. 1919	.....	25,000	107½	.....	109	110	107½	108½	107½ Feb. 5	109 Feb. 21	107½ Feb. 5	110 Jan. 22
Small bonds 1919	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Fuel Gas Co. *See* Peo. G. & C. Co												
N. Y. Gas E. L. H. & P. Co. 1st col. trust, gold, 5s 1948	J-D	251,000	.....	107	103½	.....	108	109	104 Feb. 7	110 Feb. 19	103½ Jan. 30	110 Feb. 19
Registered	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase mon. col. tr., g., 4s. '49	F-A	920,000	91	92	92	93	92½	92¾	92¼ Feb. 1	94¼ Feb. 17	91 Jan. 3	94¼ Jan. 31
Ed. El. Ill., 1st, con., g., 5s. 1910	M-S	6,000	107½	108⅛	.....	.....	.....	.....	110 Feb. 6	110 Feb. 7	108 Jan. 10	110 Jan. 23
1st consol., gold, 5s 1995	J-J	.....	119	123	120	124	120	124	.....	.....	.....	.....
Peo. Gas & C., 1st gu., g., 6s. 1904	M-N	.....	106	.....	106	.....	.....	109½	.....	.....	.....	.....
2d, guar., gold, 6s 1904	J-D	2,000	.....	106	103	106	.....	.....	104¾ Feb. 14	104¾ Feb. 14	104¾ Feb. 14	104¾ Feb. 14
1st, consol., gold, 6s 1943	A-O	52,000	.....	125	.....	.....	.....	.....	123 Feb. 5	127 Feb. 14	123 Feb. 5	127 Feb. 14
Refunding, g., 5s 1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Gas L. & C., 1st, gu., g. 5s. 1937	J-J	22,000	108	.....	108½	.....	.....	.....	108 Feb. 16	108½ Feb. 17	107¼ Jan. 10	108½ Feb. 17
Con. Gas Co. Ch. 1st gu. g. 5s. 1936	J-D	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eq. Gas & F., Chic. 1st gu. 6s. 1905	J-J	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mutual Fuel Gas 1st gu. g. 5s. '47	M-N	.....	109	.....	.....	110	.....	109	.....	.....	.....	.....
Trenton Gas & Elec., 1st g. 5s. 1949	M-S	.....	104	105	.....	.....	.....	.....	.....	.....	.....	.....
Western Gas col. tr. gold, 5s. 1933	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Bonds.												
Adams Express col. tr. g. 4s. 1948	M-S	17,000	.....	103¾	104½	.....	104	104½	104¼ Feb. 27	105 Feb. 8	102⅝ Jan. 4	105 Feb. 8
Am. Cot. Oil, deb., gold, 8s. 1900	Q-F	46,000	102½	.....	101	101¾	.....	.....	100½ Feb. 5	102½ Feb. 16	100½ Feb. 5	103⅞ Jan. 19
Am. Spirits Mfg. Co. 1st g. 6s. 1915	M-S	12,000	.....	86	82	86	80	83	82 Feb. 23	84 Feb. 7	82 Feb. 23	85 Jan. 5
Bar. & S. Car Co., 1st gold, 6s. 1942	J-J	.....	93½	.....	.....	.....	.....	.....	.....	.....	105 Jan. 10	105 Jan. 10
Bkl'n. F'ry of N. Y. 1st con., g., 5s '48	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Br'k'n W. & W. H. Co. 1st, g., 5s. 1945	F-A	151,000	75	85	70¼	.....	.....	.....	70½ Feb. 1	77 Feb. 7	70 Jan. 26	77 Feb. 7
Cah. Coal Min. Co. *See* T. C. I. & R.												
Chic. Jc. & St. Yd., col., g., 5s. 1915	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearf. Bit. Coal. *See* N. Y. C. & H.												
Col. C. & I., 1st, con., g., 6s. 1900	F-A	116,000	100½	.....	99	.....	100	.....	100¼ Feb. 1	100¾ Feb. 8	100¼ Feb. 1	103½ Jan. 18
Col. C. & I. Dev. Co., gu., g., 5s 1909	J-J	2,000	100½	.....	.....	.....	.....	.....	58 Feb. 14	58 Feb. 14	58 Feb. 14	58 Feb. 14
Col. Fuel Co., gen., gold, 6s. 1919	M-N	.....	100	.....	.....	.....	102	.....	.....	.....	103 Jan. 31	103 Jan. 31
Col. Fuel & I. Co., gen. s. f., g. s. 1943	F-A	50,000	.....	97	.....	91½	.....	93	91½ Feb. 1	93 Feb. 3	91½ Feb. 1	95½ Jan. 19
Commercial Cable, 1st, g. 4s. 2397	Q-J	.....	97½	97	.....	.....	.....	.....	.....	.....	.....	.....
Registered 2397	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
De Bardel. C. & I. *See* T. C. & I.												
Del. & Hud. Can. *See* RR. bonds.												
Det. M. & M., land gr., 3½, S. A. 1911	A-O	924,000	21	.....	.....	.....	29¾	30½	22 Feb. 9	30½ Feb. 28	19 Jan. 8	30½ Feb. 28
Erie Teleg. & T. col. tr., g., 5s. 1926	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gr. Riv. Coal & C., 1st, g., 6s. 1919	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henderson B'dge 1st s f g 6s. 1931	M-S	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Steel Co., deb., 5s. 1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-conv. deben., 5s. 1910	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron Steamboat Co., 6s. 1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Internat. Paper 1st con. g. 6s. '18	F-A	29,000	106	110	104	.....	107	108	106 Feb. 8	106 Feb. 9	106 Feb. 8	106 Feb. 9
Jeff. & Cleaf. C. & I. 1st, g, 5s. 1926	J-D	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, g., 5s 1926	J-D	.....	96	.....	.....	.....	.....	.....	.....	.....	.....	.....
Knickerb. Ice (Chic.). 1st g. 5s. '28	.....	9,000	.....	95	.....	95	.....	.....	92 Feb. 20	92 Feb. 20	92 Feb. 20	95 Jan. 3
Mad. Sq. Gard., 1st, gold, 5s. 1919	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. B. H. & L., lim., gen., g., 4s. 1940	M-N	.....	35	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. T. & T., 1st. s. f., g., 5s. 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Un. Teleg.—*See* West. Union												
Nat. Starch Mfg. Co. 1st, g., 6s. 1920	M-N	1,000	104	.....	104¾	.....	105	.....	105 Feb. 23	105 Feb. 23	105 Feb. 23	105 Feb. 23
Newp. News Shipbld'g & Dry Dock 5s 1890-1990	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. J. Tel., gen., g., 5s, cv. 1920	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Ont. Land, 1st, g., 6s. 1910	F-A	.....	90	.....	90	.....	.....	.....	.....	.....	.....	.....
North W. Teleg.—*See* West. Union												
Procter & Gamb., 1st, g., 6s. 1940	J-J	.....	.....	115	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Ter'l. Cupples Station & Prop. Co., 1st, g. 4½s, 5-20 yr. 1917	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stand'rd Rope & T., 1st, g., 6s. 1946	F-A	24,000	80¼	.....	.....	82½	76	78	78 Feb. 21	80 Feb. 6	78 Feb. 21	84 Jan. 26
Income, g., 5s 1946	.....	170,000	22	24	21¾	22	.....	.....	19 Feb. 21	22 Feb. 8	19 Feb. 21	24 Jan. 3
Sun. Cr. Coal, 1st, g., s. f., 6s. 1912	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T. C. I. & R., T. Div. 1st, g., 6s. 1917	A-O	20,000	103	.....	107	109	.....	.....	106 Feb. 1	110½ Feb. 8	106 Feb. 1	110½ Feb. 8
Birm. Div., 1st, con., 6s. 1917	J-J	43,000	106	.....	.....	.....	.....	109	108 Feb. 26	110 Feb. 8	107 Jan. 24	110 Feb. 8
Cah. C. M. Co., 1st, gu., g., 6s. 1922	J-D	4,000	100	.....	.....	.....	.....	.....	105 Feb. 9	105 Feb. 9	105 Feb. 9	105 Feb. 9
De Bar. C. & I. Co., gu., g., 6s. 1910	F-A	155,000	104	108	.....	.....	.....	.....	106 Feb. 6	107 Feb. 6	106 Jan. 9	109 Jan. 27
U. S. Envel. Co., 1st, s. f. g. 6s. 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leath. Co. s. f., deb., g., 6s. 1913	M-N	8,000	.....	110½	.....	.....	.....	.....	115 Feb. 5	115¾ Feb. 1	115 Feb 5	115¾ Feb. 1
Vermont Marble 1st, s. f. 5s. 1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. Union, deb., 7s. 1875-1900	M-N	3,000	100	.....	.....	.....	.....	.....	102½ Feb. 26	102½ Feb. 26	101¾ Jan. 24	102½ Feb. 26
Registered 1875-1900	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	101 Jan. 3	101 Jan. 3
Debenture 7s 1884-1900	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1884-1900	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collat. trust, currency, 5s. 1938	J-J	28,000	111¼	.....	.....	112½	.....	113	112 Feb. 3	113½ Feb. 21	111¼ Jan. 5	113½ Feb. 21
Mutual Union Tel., s. f., 6s. 1911	M-N	3,000	.....	.....	.....	.....	.....	.....	112 Feb 16	112 Feb. 16	112 Feb. 16	112 Feb. 16
North West'n Telegraph, 7s 1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. L. E. & P. Cl. Co. 1st, g., 5s. 1919	J-J	.....	32	.....	32	.....	.....	.....	.....	.....	32 Jan. 15	32 Jan. 15

STOCKS.—PRICES AND SALES FOR FEBRUARY AND THE YEAR TO DATE.

Prices are on basis of 100-share lots Exceptions of stocks which sell only in a small way are noted by the mark §. Option sales are disregarded

STOCKS N. Y. STOCK EXCHANGE.	Par.	SALES TO MAR. 1. In Feb.	SALES TO MAR. 1. Since Jan 1	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Feb. 1. Ask.	Feb. 28 Bid.	Feb. 28 Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		Shares.	Shares.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Albany & Susquehanna	100	.....	.....	195	.....	195	.....	195	.....	.....	.....	.....	.....
Ann Arbor	100	.....	40	16	19	16	17	16½	18	.....	.....	.....	.....
Pref.	100	3,327	4,103	41	45	42	45	44	45½	45 Feb. 8	47 Feb. 10	41 Jan. 3	47 Feb. 10
Atchison Top. & S. Fe	100	77,367	112,281	20	20½	20	20¼	21¼	21½	20 Feb. 5	22½ Feb. 28	18⅝ Jan. 8	22½ Feb. 28
Preferred	100	342,677	670,351	62⅛	62¼	62¼	62⅜	64⅝	64¾	62 Feb. 1	65¼ Feb. 28	58¼ Jan. 11	65¼ Feb. 28
B. & O. vot'g trust ctfs.	100	281,474	436,937	57¼	57¾	58½	59	61½	61¾	58½ Feb. 1	64⅞ Feb. 14	55¼ Jan. 8	64⅞ Feb. 14
Pref. voting tr. ctfs	100	150,722	261,130	76⅛	76½	74¾	75	78½	79½	74½ Feb. 1	80¼ Feb. 20	72¾ Jan. 9	80¼ Feb. 20
Bost. & N. Y. Air L., pf.	100	.....	.....	105	.....	106	.....	106	.....	.....	.....	.....	.....
Brookl'n Rapid Tr'nsit.	100	517,275	1,430,928	69½	69¾	75⅝	75⅞	66⅜	66⅝	64½ Feb. 28	77 Feb. 6	64½ Feb. 28	77 Jan. 31
Buff. Roch. & Pitts.	100	100	750	44¾	58	50	58	52	55	52 Feb. 27	52 Feb. 27	57½ Jan. 31	
Pref.	100	2,075	2,755	90	98	98	98¼	95½	97¾	95¾ Feb. 21	98¼ Feb. 1	92 Jan. 18	98¼ Feb. 1
Burl. C. R. & Nor.	100	50	140	115	.....	112	.....	123	.....	§126½ Feb. 28	§126½ Feb. 28	§119 Jan. 10	§126½ Feb. 28
Canadian Pacific	100	7,500	11,025	92	93	96	96¼	98	99	96 Feb. 1	99¾ Feb. 14	90¾ Jan. 4	99¾ Feb. 13
Canada Southern	100	3,340	7,625	48⅛	48½	48½	49½	47½	48½	47⅝ Feb. 27	50 Feb. 6	47⅝ Feb. 27	50¾ Jan. 5
Capital Traction	100	350	350	.....	95	.....	95	92	95	91¾ Feb. 26	93 Feb. 26	91¾ Feb. 26	93 Feb. 26
Central of New Jersey	100	5,080	12,265	118½	120	116½	118	116	117¼	116½ Feb. 15	118¾ Feb. 6	115 Jan. 6	119¾ Jan. 2
Chesapeake & Ohio	100	47,533	165,704	31¼	31½	29	29¼	28½	28¾	28⅜ Feb. 26	30¼ Feb. 8	28⅜ Feb. 26	31½ Jan. 2
Chicago & Alton	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pref.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. Burl. & Quincy	100	192,472	460,241	122¼	122½	123⅛	123¼	123	123⅛	121¾ Feb. 26	127 Feb. 7	119⅛ Jan. 10	127 Feb. 7
Chicago Cons. Traction	100	200	2,450	35	38	.....	.....	.....	39	39 Feb. 5	39 Feb. 5	37½ Jan. 2	39⅝ Jan. 15
Chicago & Eastern Ill.	100	2,110	2,610	90	92	87½	92	94⅞	96	90 Feb. 5	96 Feb. 26	88 Jan. 31	96 Feb. 26
Pref.	100	150	350	115	125	.....	.....	.....	.....	122 Feb. 16	122 Feb. 16	120 Jan. 17	124 Jan. 5
Chicago Great Western	100	29,710	78,644	12⅞	13¼	13½	13⅝	13¼	13⅜	13⅛ Feb. 2	14½ Feb. 6	11⅝ Jan. 11	14½ Feb. 6
4 p. c. deb.	100	1,250	4,890	84⅞	87	87¼	89	84¾	86	85⅞ Feb. 20	89 Feb. 1	85 Jan. 12	89 Feb. 1
5 p. c. pref. A	100	3,055	8,440	73¼	75½	77¼	77½	75½	77	74½ Feb. 28	77¾ Feb. 8	73 Jan. 11	77¾ Jan. 31
4 p. c. pref. B	100	3,410	7,799	35⅝	38	40	41	39	39½	38¾ Feb. 26	41¼ Feb. 7	35⅜ Jan. 6	41½ Jan. 31
Chic. Ind. & Louisv.	100	27,554	35,405	15	16	15	16	21	22	16 Feb. 5	22⅝ Feb. 27	14 Jan. 15	22⅝ Feb. 27
Pref.	100	6,250	7,637	43	48	45	50	54	56	48½ Feb. 5	56 Feb. 27	45¼ Jan. 24	56 Feb. 27
Chic. Milw. & St. Paul.	100	193,583	384,283	117¾	118	118¾	118⅞	121¾	122	118¾ Feb. 1	125½ Feb. 7	115¼ Jan. 10	125½ Feb. 7
Pref.	100	1,815	3,617	172	174	170	171	171	172¼	171 Feb. 2	172¼ Feb. 7	169½ Jan. 18	173⅝ Jan. 2
Chicago & North West.	100	4,153	12,168	161	162	159	161½	159	160	160 Feb. 2	163⅞ Feb. 6	158 Jan. 11	164½ Jan. 3
Pref.	100	545	1,425	198	203	.....	.....	.....	.....	198⅝ Feb. 7	199½ Feb. 6	198 Jan. 4	199½ Feb. 6
Chic. R. I. & Pacific	100	69,994	146,773	107	107¼	107⅜	107¾	107⅝	108⅛	106½ Feb. 2	111⅛ Feb. 7	104½ Jan. 9	111⅛ Feb. 7
Chic. St. P. M. & O.	100	500	1,135	120	121	118	123	105	115	115¾ Feb. 27	122½ Feb. 1	115¾ Feb. 27	123½ Jan. 31
Pref.	100	690	690	170	180	175	180	160	180	172 Feb. 8	173 Feb. 14	172 Feb. 8	173 Feb. 14
Chic. Term. Trans. RR.	100	4,242	9,184	10½	11	10½	11½	10½	12	11 Feb. 17	12½ Feb. 10	9 Jan. 9	12½ Feb. 10
Pref.	100	10,330	13,314	34	38	35	37	34	39	34¾ Feb. 15	39 Feb. 7	32 Jan. 16	39 Feb. 7
Clev. Cin. Chic. & St. L.	100	21,840	90,300	62¼	62⅞	61	61½	59	59½	58⅜ Feb. 26	63¾ Feb. 5	58⅜ Feb. 26	65 Jan. 5
Pref.	100	653	3,129	101	108	104	108	103	105½	106 Feb. 17	108 Feb. 6	106 Feb. 17	109½ Jan. 5
Clev. Lor. & Wheel'g	100	4,263	7,812	.....	15	18	19	19	21½	18 Feb. 1	22½ Feb. 21	14½ Jan. 10	22½ Feb. 21
Pref.	100	3,490	8,124	40	47¼	50	53	56½	57½	51 Feb. 5	60 Feb. 19	46 Jan. 2	60 Feb. 19
Cleve. & Pittsb., guar.	50	.....	.....	185	.....	186	.....	184	.....	.....	.....	.....	.....
Colorado Midland	100	3,880	6,768	9½	10	8½	9½	9½	10¼	9 Feb. 5	10¾ Feb. 14	9 Jan. 4	10¾ Feb. 14
Pref.	100	11,337	19,352	22½	23	22½	23½	26¼	27	23 Feb. 5	27½ Feb. 23	21 Jan. 5	27⅝ Feb. 23
Colorado & Southern	100	18,486	30,476	5½	5½	5¼	5½	5⅝	5⅞	5⅜ Feb. 26	6¼ Feb. 28	5⅛ Jan. 29	6¼ Feb. 28
1st pref.	100	4,842	11,357	41½	43	41½	42	42½	43	43 Feb. 19	44½ Feb. 7	39 Jan. 8	44½ Jan. 24
2d pref.	100	4,125	6,414	15½	16½	14½	15½	15½	16	15 Feb. 9	17 Feb. 28	14½ Jan. 6	17 Feb. 28
Delaware & Hudson	100	3,601	17,286	117	118½	114	117	114	115¼	115 Feb. 7	117 Feb. 21	113 Jan. 8	119 Jan. 3
Del. Lack. & Western	50	13,298	26,017	178	180	178½	179	.....	.....	177 Feb. 6	186 Feb. 20	174 Jan. 11	186 Feb. 20
Denver & Rio Grande	100	18,410	23,295	18⅜	19⅜	17¾	18¼	19⅓	20¼	18 Feb. 5	20½ Feb. 8	16⅞ Jan. 10	20½ Feb. 8
Pref.	100	19,865	28,949	71	71½	69¼	69½	71¾	72	69¼ Feb. 1	73¼ Feb. 7	66½ Jan. 10	73¼ Feb. 7
Des Moines & Ft. D.	100	2,100	3,710	14½	16	14½	15½	14	15	14 Feb. 24	16¼ Feb. 7	13½ Jan. 15	16¼ Feb. 7
Pref.	100	.....	.....	90	.....	95	.....	95	.....	.....	.....	.....	.....
Duluth S. S. & Atl.	100	5,025	6,005	5½	7	4⅝	5	5⅛	5½	5 Feb. 7	6⅛ Feb. 20	4¾ Jan. 12	6⅛ Feb. 20
Pref.	100	7,820	9,040	14	15	12½	14	15	15½	12¾ Feb. 3	16⅝ Feb. 20	12¾ Feb. 3	16⅝ Feb. 20
Eighth Avenue	100	.....	50	400	.....	375	400	375	400	.....	.....	§400 Jan. 20	§400 Jan. 20
Erie	100	6,535	8,195	11⅛	11½	11½	12	12¼	13	11¾ Feb. 6	13¼ Feb. 9	11⅜ Jan. 9	13¼ Feb. 9
1st pref.	100	30,487	39,337	33	33⅜	33	33¼	37½	38	33½ Feb. 5	38½ Feb. 27	31¼ Jan. 9	38½ Feb. 27
2d pref.	100	7,100	7,500	16½	18½	16	19	19½	20¼	19¼ Feb. 6	20⅝ Feb. 9	15⅝ Jan. 10	20⅝ Feb. 9
Evansville & Terre H.	50	7,757	13,473	40	41	47	47¾	47½	48	46¾ Feb. 15	48¼ Feb. 5	40⅛ Jan. 5	48¼ Feb. 5
Pref.	50	470	911	80	90	90	93	91½	93	93 Feb. 28	93 Feb 28	90 Jan. 24	93 Feb. 28
Ft. Worth & Den. C., stmpd		215	315	15	.....	.....	.....	.....	.....	15 Feb. 13	15 Feb. 13	15 Jan. 29	15 Jan. 29
Ft. Worth & Rio Grande	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern, pref.	100	6,346	14,182	172½	174	158	160	156	156½	156 Feb. 26	161½ Feb. 5	156 Feb. 26	174½ Dec. 3
Rights		19,077	19,077	.....	.....	.....	.....	.....	.....	5 Feb. 2	5¾ Feb. 16	5 Feb. 21	5¾ Feb. 16
Green Bay & Western	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certifs. A	1000	8	15	50	.....	.....	.....	.....	.....	54 Feb. 20	54 Feb. 20	54 Feb. 20	57 Jan. 19
Debt certifs. B	1000	136	434	6½	7¼	.....	.....	.....	.....	7¼ Feb. 7	7½ Feb. 20	6½ Jan. 3	7¾ Jan. 22
Hocking Valley	100	6,434	8,327	33½	34⅛	34	35	34	34¾	33½ Feb. 1	34⅞ Feb. 19	30½ Jan. 10	34⅞ Feb. 19
Pref.	100	10,990	17,272	62	62⅜	59½	61	61½	62½	60½ Feb. 1	64¼ Feb. 23	58 Jan. 8	64¼ Feb. 23
Illinois Central	100	11,385	21,187	112¼	.....	111¾	112½	112⅛	113¼	112 Feb. 1	114⅜ Feb. 15	110¾ Jan. 9	114½ Jan. 25
Leased line, 4 p. c.	100	25	45	100	.....	97	102	97	102	§100 Feb. 16	§100½ Feb. 13	§99 Jan. 26	§100½ Feb. 13
Iowa Central	100	13,450	15,785	11¾	12¼	12⅛	12½	13¾	14	12 Feb. 3	14¼ Feb. 17	11⅞ Jan. 12	14¼ Feb. 17
Pref.	100	2,580	4,665	50	51	52	53	49	50	50 Feb. 23	55¼ Feb. 7	48 Jan. 10	55¼ Feb. 7
Kanawha & Mich.	100	2,704	4,076	9½	10½	12	12¾	13½	14	12⅝ Feb. 3	13⅞ Feb. 8	10 Jan. 2	13⅞ Feb. 8
K. City Pittsb. & G., tr. rec.		7,183	11,863	8	9	7¾	8¾	†12½	13	8 Feb. 5	†12¾ Feb. 19	7⅞ Jan. 31	†12¾ Feb. 19
Keokuk & Des Moines	100	.....	.....	3	4	3	4	3	4	.....	.....	.....	.....
Pref.	100	400	400	15	18	15	17	15	17	15 Feb. 2	16 Feb. 2	15 Feb. 2	16 Feb. 2
Keokuk & Western	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston & Pembroke	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie & Western	100	450	8,980	24½	25	21½	23	21½	22	20⅝ Feb. 16	21⅛ Feb. 26	20⅝ Feb. 16	27 Jan. 2
Pref.	100	2,372	4,502	83	84½	83½	85	83¼	84¾	83¼ Feb. 2	85 Feb. 17	83¼ Feb. 2	87 Jan. 4
Lake Shore	100	.....	100	197	210	194	210	194	210	.....	.....	§197 Jan. 3	§200 Jan. 6
Long Island	50	1,350	2,640	46	50	50	54	50	54	50 Feb. 24	54 Feb. 21	47½ Jan. 4	55 Jan. 30
Louisville & Nashville	100	75,346	220,286	80⅝	80¾	79	79¼	81½	81¾	79⅛ Feb. 1	82¾ Feb. 28	77⅛ Jan. 9	82¾ Feb. 28
Manhattan consol.	100	181,554	416,703	96¾	97½	95¼	95⅓	93	94	92⅛ Feb. 27	101 Feb. 14	90⅝ Jan. 16	101 Feb. 14
Metropolitan Street.	100	122,124	260,958	176½	178	172	172¾	168	168½	164½ Feb. 27	182 Feb. 13	159½ Jan. 15	182 Feb. 13
Met. W. Side El. (Chic).	100	3,725	3,993	25	27½	24	25	27½	29	25 Feb. 3	29 Feb. 19	24½ Jan. 29	29 Feb. 19
Pref.	100	940	965	77	.....	74½	77	75	77	76 Feb. 27	82½ Feb. 14	76 Feb. 27	82½ Feb. 14
Mexican Central	100	11,860	30,328	11¾	12	12	12¼	11½	12¼	11¼ Feb. 26	13⅛ Feb. 13	10½ Jan. 8	13⅛ Feb. 13
Mex. Nat'l trust certs.	100	7,115	12,757	4	4⅛	3¾	4⅛	3¾	3⅞	3¾ Feb. 6	4⅝ Feb. 13	3¾ Jan. 4	4⅝ Feb. 13
Michigan Central	100	122	245	104	106	105	110	.....	.....	§108 Feb. 1	§112 Feb. 3	§104 Jan. 22	§112 Feb. 3
Minneap. & St. Louis	100	8,926	14,331	59½	60½	61	61½	60	62	60⅞ Feb. 1	65½ Feb. 5	58 Jan. 25	65½ Feb. 5
2d preferred	100	896	1,756	90	91	92	94	90½	93	91½ Feb. 23	96 Feb. 2	90¾ Jan. 12	96 Feb. 2
M. St. P. & S. St. Marie	100	600	2,221	15	20	16	18	16	23	16 Feb. 20	17 Feb. 23	15 Jan. 2	17½ Jan. 3
Pref.	100	1,077	1,213	50	60	52¼	60	52	59	50 Feb. 5	53 Feb. 6	50 Feb. 5	55 Jan. 20
Mo. Kansas & Texas	100	1,650	2,060	10½	11½	10	11¼	10⅝	11	10½ Feb. 5	10¾ Feb. 20	10 Jan. 5	10¾ Feb. 20
Pref.	100	14,310	25,975	33½	34	33	33½	32½	34	32 Feb. 19	34⅞ Feb. 6	31¼ Jan. 11	34⅞ Feb. 6
Missouri Pacific	100	153,153	398,013	41¼	41½	44¼	44½	45½	45¾	44 Feb. 1	47⅞ Feb. 14	38⅜ Jan. 11	47⅞ Feb. 14
Mob. & Ohio, assented	100	8,005	9,705	39	40	40	41	42	43½	40¾ Feb. 1	47 Feb. 8	39 Jan. 12	47 Feb. 8
Morris & Essex	50	33	283	182	185	183½	185	184½	187½	§183½ Feb. 6	§184 Feb. 2	§183½ Jan. 19	§184 Feb. 2
Nash. Chatt & St. Louis		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Cent. & Hud. Riv.	100	59,544	226,547	132¼	132¾	133¾	134½	132⅜	132¾	130¾ Feb. 26	136½ Feb. 7	130¾ Feb. 26	138 Jan. 5
N. Y. Chic. & St. Louis	100	1,160	2,610	12	12½	13	13¼	12½	13½	12½ Feb. 26	13¾ Feb. 7	12½ Jan. 2	13¾ Feb. 7
1st pref	100	425	665	80	.....	80	90	72	79	79 Feb. 13	83 Feb. 7	79 Feb. 13	85 Jan. 31
2d pref.	100	1,600	4,445	32	33	33	35	32	35¼	34¼ Feb. 5	36 Feb. 7	32 Jan. 2	36 Feb. 7
N. Y. & Harlem	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Lack. & Western	100	400	410	130	135	.....	.....	132	135	130 Feb. 2	134 Feb. 28	§130 Jan. 18	134 Feb. 28
N. Y. N. Haven & Hart.	100	381	902	212	215	212	216	211	215	§213 Feb. 9	§215 Feb. 6	§212½ Jan. 29	§215¾ Jan. 3
N. Y. Ontario & West.	100	129,687	171,335	22½	22¾	22⅝	22⅞	24¼	24⅜	22⅝ Feb. 1	25½ Feb. 7	20⅞ Jan. 6	25½ Feb. 7
Norfolk & Southern	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk & Western	100	382,944	496,119	25⅛	25½	25¼	25½	32⅛	32¼	25½ Feb. 1	33¼ Feb. 26	22⅝ Jan. 10	33¼ Feb. 26
Pref.	100	69,868	97,237	69½	70	70½	70¾	74⅝	75	70½ Feb. 1	75¼ Feb. 26	67 Jan. 8	75¼ Feb. 26
N. Pac. Ry. vot. tr. certs.	100	125,037	233,325	54	54⅜	51⅝	52	52¾	53⅛	51⅝ Feb. 1	54½ Feb. 8	50¼ Jan. 11	54½ Jan. 2
Pref. vot. tr. certs.	100	20,587	49,613	74¼	.....	74¾	75	74	75	74 Feb. 17	76¼ Feb. 6	72⅜ Jan. 8	76¼ Feb. 6
Omaha & St. Louis	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Or. RR. & N. Co. vo. tr. cts.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pref. vot. tr. certs.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Coast Co.	100	4,747	8,103	51½	52½	50	52	49	51½	50⅞ Feb. 1	52⅜ Feb. 14	50 Jan. 13	53 Jan. 2
1st pref.	100	80	330	82	90	82	89	80	88	§85 Feb. 6	§85½ Feb. 7	85 Jan. 9	87½ Jan. 4
2d pref.	100	345	2,087	65½	67	62	66	60	65	65 Feb. 16	6 ¼ Feb. 6	64¾ Jan. 19	66¾ Jan. 2

STOCKS. N. Y. STOCK EXCHANGE	Par.	SALES TO MAR. 1. In Feb.	SALES TO MAR. 1. Since Jan 1	Price about January 3, 1900. Bid.	Price about January 3, 1900. Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Feb. 1. Ask.	Feb. 28. Bid.	Feb. 28. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN 1 Lowest. Sale Prices.	RANGE SINCE JAN 1 Highest. Sale Prices.
Pennsylvania	50	236.878	334,957	131½	131¾	130	130⅜	133⅝	134	129¾ Feb. 1	136½ Feb. 14	128½ Jan. 12	136½ Feb. 14
Rights		2,715	90,698	.....	.....	.....	.....	.....	.....	.....	.....	2⅜ Jan. 16	3 Jan. 5
Subscrip r'cpts, full paid		.....	343	.....	.....	.....	.....	.....	.....	131 Feb. 7	133¾ Feb. 14	127¼ Jan. 23	133¾ Feb. 14
Peoria Dec. & Evansv.	100	7,880	24,700	2½	3	2⅞	3	2	2¼	1⅞ Feb. 27	3 Feb. 5	1⅞ Feb. 27	3⅛ Jan. 2
Peoria & Eastern	100	550	1,150	5	7	5	6½	6	6½	6 Feb. 21	6½ Feb. 9	5½ Jan. 17	6½ Jan. 23
Pere Marquette	100	.....	800	*22*	*24*	20	21	.....	.....	.....	.....	20 Jan. 29	21¼ Jan. 31
Pref.	100	.....	100	*55*	*60*	55	58	.....	.....	.....	.....	55¼ Jan. 31	55¼ Jan. 31
Pitts. Cinn. Ch. & St. L.	100	930	12,825	79¾	80	65	75	70	75	68 Feb. 27	72¼ Feb. 26	65 Jan. 30	80½ Jan. 2
Pref.	100	79	4,010	92	97	86	98	87	95	§85 Feb. 27	§89 Feb. 1	90½ Jan. 2	94 Jan. 8
Pitts. Ft. Wayne & Chic.	100	250	250	185	.....	186	.....	186	.....	187½ Feb. 24	188 Feb. 16	187½ Feb. 24	188 Feb. 16
Pittsburg McKees. & Y.	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. & West., pref. tr. ctfs.		425	1,359	.....	.....	.....	.....	.....	12	‡11 Feb. 28	‡12 Feb. 28	‡11 Feb. 28	15 Jan. 2
Reading Co. vot. tr. cert.	50	18,114	26,729	18½	19	18	18½	18¾	19	18⅛ Feb. 19	19¼ Feb. 20	17⅛ Jan. 16	19¼ Feb. 20
1st pref.	50	212,460	307,889	53⅜	53⅞	55⅛	55⅜	58¾	59¼	53⅜ Feb. 19	60 Feb. 24	49 Jan. 9	60 Feb. 24
2d pref.	50	40,354	53,914	29	29½	28¾	29	29¾	30½	2 ·¼ Feb. 20	30¾ Feb. 26	26 Jan. 9	30¾ Feb. 26
Rensselaer & Saratoga	100	.....	.....	190	.....	190	.....	190	.....	.....	.....	.....	.....
Rio Grande Western	100	2,950	3,200	*37*	.....	40	44½	50	.....	44 Feb. 7	50 Feb. 19	43¼ Jan. 27	50 Feb. 19
Pref.	100	1,514	1,984	*81*	*85*	82	90	89	90	85 Feb. 7	90⅜ Feb. 26	80 Jan. 16	90⅜ Feb. 26
Rome Wat. & Ogdensb.	100	30	50	130	.....	130	.....	130	.....	§130 Feb. 7	§132 Feb. 3	§130 Feb. 7	§134 Jan. 30
St. Jos. & G. I. vot. tr. ctfs.	100	1,020	1,920	6½	6¾	5½	6½	6	6½	6 Feb. 19	6½ Feb. 5	6 Jan. 23	6½ Jan. 4
1st pref. vot. tr. ctfs.	100	14	160	49	51	46	49	40	46	§42 Feb. 19	§42 Feb. 19	49⅞ Jan. 2	49⅞ Jan. 2
2d pref. vot. tr. ctfs.	100	2,085	2,285	16¾	17	15	16	15	16	15 Feb. 20	16½ Feb. 5	15 Feb. 20	16½ Feb. 5
St. L. & S. F. vot. tr. certs.	100	3,280	11,857	9½	10	10¾	11	10	10⅜	10 Feb. 26	11 Feb. 7	9 Jan. 24	11 Jan. 31
1st pref. vot. tr. certs.	100	550	1,320	66	73	68½	70	67½	70	§68½ Feb. 17	§70 Feb. 3	68 Jan. 25	70 Jan. 3
2d pref. vot. tr. rects.	100	8,995	15,925	32¼	32¾	35½	36	33¾	35	33¾ Feb. 26	37 Feb. 5	32⅛ Jan. 5	37 Feb. 5
St. Louis Southwest.	100	9,185	19,905	10⅜	10⅝	11	11¾	11½	12	11 Feb. 19	12¾ Feb. 21	9½ Jan. 9	12⅜ Feb. 21
Pref.	100	35,820	55,240	25¼	25½	27	28	29¼	30	27⅛ Feb. 10	31½ Feb. 21	23⅛ Jan. 1	31½ Feb. 21
St. Paul & Duluth	100	500	1,312	.....	61	.....	53	.....	.....	51 Feb. 27	52 Feb. 27	50⅛ Jan. 11	56 Jan. 3
Pref.	100	14	14	100	.....	100	104	.....	.....	.....	.....	.....	.....
Southern Pacific Co.	100	272,477	667,861	37⅞	38⅛	38⅜	38⅝	38¼	38½	38 Feb. 27	40½ Feb. 6	35½ Jan. 8	40½ Feb. 6
Southern (vot. tr. ctfs.)	100	120,175	153,8 5	12	12¼	11⅝	11¾	13⅜	13½	11⅝ Feb. 1	14 Feb. 28	11 Jan. 8	14 Feb. 28
Pref. " "	100	107,459	155,792	54¾	55	55⅛	55⅜	58	58¼	54⅞ Feb. 1	59 Feb. 28	51⅞ Jan. 8	59 Feb. 28
Texas & Pacific	100	27,065	52,618	15½	15⅝	15⅞	16⅛	16	16½	16 Feb. 5	17¼ Feb. 14	14⅜ Jan. 10	17¼ Feb. 14
Third Avenue (N. Y.)	100	665,146	775,077	133	134½	104	105	52¼	52½	50½ Feb. 28	108 Feb. 6	50½ Feb. 28	135⅛ Jan. 3
Tol. & Ohio Central	100	.....	.....	20	25	20	25	20	25	.....	.....	.....	.....
Pref.	100	.....	.....	40	50	40	50	49	50	.....	.....	.....	.....
Toledo Peoria & West	100	.....	200	8	.....	.....	.....	8	.....	.....	.....	10 Jan. 24	10 Jan. 24
Twin City Rapid Tran.	100	1,200	2,500	66	67	.....	.....	.....	.....	64¼ Feb. 27	65¾ Feb. 2	64¼ Feb. 27	68½ Jan. 24
Pref.	100	400	1,700	136	137	.....	.....	.....	.....	139 Feb. 3	139 Feb. 7	136 Jan. 2	139 Jan. 31
Union Pacific Railway	100	532,711	894,571	48	48⅛	46¾	47	48¾	48⅞	46⅝ Feb. 1	51⅛ Feb. 14	41⅜ Jan. 10	51⅛ Feb. 14
Pref.	100	60,414	143,638	75¼	75½	75¼	75½	74⅛	74⅜	74 Feb. 28	77½ Feb. 7	73½ Jan. 8	77½ Feb. 7
Unit. N. J. RR. & Canal	100	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	§272¼ Jan. 17	§272¼ Jan. 17
Wabash	100	2,646	7,371	7⅜	7½	6¾	7⅜	6½	7	6¾ Feb. 1	7⅜ Feb. 14	6¾ Feb. 1	7¾ Jan. 2
Pref.	100	13,810	29,895	21	21½	20½	21¼	20½	20⅞	20¼ Feb. 27	21⅝ Feb. 6	19¾ Jan. 10	21¾ Jan. 2
Wheel. & L. Erie, new	100	43,593	72,358	10⅝	10¾	9¾	10⅛	10⅜	10½	9¾ Feb. 1	11½ Feb. 7	9¼ Jan. 11	11½ Feb. 7
New 1st pref.		8,555	13,015	51	52¾	52	52⅞	53¾	55	52½ Feb. 1	55½ Feb. 21	52 Jan. 2	55½ Feb. 21
New 2d pref		29,913	42,9 2	28	28¼	26⅞	27	27¼	28¼	26⅝ Feb. 1	29 Feb. 7	26 Jan. 29	29¼ Jan. 3
Wisconsin Central	100	7,162	19,287	19	20	17½	18	17	.....	17 Feb. 28	20¼ Feb. 7	17 Jan. 11	20⅝ Jan. 3
Pref.	100	11,705	17,724	50	51	46½	47¾	51	.....	47⅛ Feb. 2	53½ Feb. 7	47⅛ Feb. 2	53½ Feb. 7
Miscellaneous Stocks.													
Adams Express	100	399	962	111	114	114	117	115	116½	§114 Feb. 6	§117 Feb. 20	111 Jan. 2	§117 Feb. 29
Alice Mining		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amer. Car & Foundry	100	52,451	62,206	13½	13¾	16⅛	16¼	15⅛	15½	14 Feb. 1	18 Feb. 7	12½ Jan. 15	18 Feb. 7
Pref.	100	21,139	27,446	58¾	60	62	62¼	61	63	61 Feb. 1	66 Feb. 6	59 Jan. 30	66 Feb. 6
American Coal	25	....	.....	140	.....	140	160	140	160	.....	.....	.....	.....
American Cotton Oil	100	8,290	23,975	33¼	33¾	33	34	33	34	33⅛ Feb. 1	35⅜ Feb. 7	31 Jan. 17	35⅜ Feb. 7
Pref.	100	995	2,875	89	92	93	94	93½	94½	94 Feb. 7	90 Jan. 8	94¼ Jan. 23	
Amer. District Teleg'h.	100	613	3,383	21	30	.....	32	26	31	26¼ Feb. 23	31⅜ Feb. 1	24⅞ Jan. 4	33½ Jan. 22
American Express	100	690	961	140	148	146	150	145	147½	§145 Feb. 27	§149½ Feb. 2	§142½ Jan. 11	§149½ Feb. 2
American Ice	100	23,017	42,659	35	37	40½	41½	42½	43	40 Feb. 1	44¾ Feb. 17	33½ Jan. 10	44¾ Feb. 17
Pref.	100	1,802	2,682	72½	80	74	75	75	77	75 Feb. 3	78½ Feb. 3	72½ Jan. 5	78½ Feb. 3
American Linseed	100	15,476	27,304	13¼	13¾	14⅝	14⅞	13¾	14⅜	13¼ Feb. 27	16¼ Feb. 6	12¾ Jan. 4	16¼ Feb. 6
Preferred	100	8,550	20,740	55¾	56¼	55½	56	56	56⅜	55 Feb. 3	60 Feb. 5	52¾ Jan. 11	60 Feb. 5
American Malting	100	7,573	11,943	7½	8	6	6½	5½	6	5½ Feb. 3	6⅜ Feb. 13	4¼ Jan. 22	7¾ Jan. 2
Pref.	100	6,245	11,070	31	32	26	28	23	24	24 Feb. 24	28 Feb. 5	24 Feb. 24	31½ Jan. 2
Amer. Smelt. & Ref'g.	100	59,696	87,232	36½	36⅞	39½	39¾	39¾	40	38¼ Feb. 26	43⅞ Feb. 6	35½ Jan. 2	43⅞ Feb. 6
Pref.	100	16,491	30,210	86½	87	89½	90	90½	91	89¾ Feb. 1	92 Feb. 5	86 Jan. 2	92 Feb. 5
Am. Spirit Mfg.	100	450	610	*3*	*4*	3⅛	3¾	2¼	4	3 Feb. 13	4 Feb. 15	3 Feb. 13	4 Feb. 15
Preferred	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amer. Steel Hoop	100	93,885	106,925	43	43½	46¼	46½	40½	40¾	39 Feb. 27	50½ Feb. 6	39 Feb. 27	50½ Feb. 6
Pref.	100	12,607	23,692	82	83	82	83	82	84	82½ Feb. 1	86 Feb. 6	80 Jan. 23	86 Feb. 6
Amer. Steel & Wire, new	100	300,564	733,288	48¾	49	57⅞	58	56¾	57¼	55⅜ Feb. 26	59¾ Feb. 15	45¼ Jan. 15	59¾ Feb. 15
Pref.	100	29,4 7	50,789	90	91	92½	93	91½	92½	91½ Feb. 27	95 Feb. 5	89 Jan. 15	95 Feb. 5
American Sugar Refin.	100	1,4 ,958	3,243,678	131⅞	132	117½	117¾	105½	106	101⅛ Feb. 27	118⅞ Feb. 2	101⅛ Feb. 27	137½ Jan. 4
Pref., new	100	1,692	2,442	113½	116	112	115	108	112	108 Feb. 27	115 Feb. 3	108 Feb. 27	115 Jan. 10
Amer. Teleg. & Cable	100	389	1,195	90	96	93	9	.....	96	§93½ Feb. 21	§97½ Feb. 7	92¼ Jan. 15	§98½ Jan. 13
American Tin Plate	100	31,9 1	55,661	31½	31¾	33	33½	31¾	34	31¼ Feb. 27	36⅝ Feb. 7	27⅞ Jan. 2	36⅝ Feb. 7
Pref.	100	2,639	4,542	82	84	81	81½	81	83	81 Feb. 23	84 Feb. 16	80½ Jan. 12	84 Feb. 16
American Tobacco	50	592,328	1,170,608	99	99¼	102	102⅜	105	105¼	101¼ Feb. 1	111½ Feb. 14	94½ Jan. 12	111½ Feb. 14
Pref.	100	430	520	*133*	*140*	.....	.....	.....	.....	136 Feb. 10	140 Feb. 15	136 Feb. 10	140 Feb. 15
Dividend scrip		603	993	.....	.....	.....	.....	.....	.....	100 Feb. 7	101 Feb. 23	99 Jan. 10	101 Feb. 23
Anaconda Mining	25	29,804	47,949	40	41	40	40½	42¼	43	39¾ Feb. 1	46½ Feb. 8	38 Jan. 8	46½ Feb. 8
Breece Mining	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Union Gas	100	4,355	12,021	140	143	148	150	145	147	145 Feb. 23	151 Feb. 2	140 Jan. 2	151 Feb. 2
Brunswick Dock & C. I.	100	4,755	19,880	*13*	*14*	13¾	14½	10½	11	10 Feb. 27	14 Feb. 3	10 Feb. 27	16⅝ Jan. 25
Brunswick Mining		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado Coal & I. Dev.	100	400	560	1½	1⅝	1⅜	1⅝	1¼	2	1⅜ Feb. 27	1⅝ Feb. 24	1⅜ Feb. 27	1⅝ Feb. 24
Pref.	100	.....	.....	2½	.....	2½	.....	2½	3⅛	.....	.....	.....	.....
Colorado Fuel & Iron	100	75,980	120,110	44¾	45½	44¾	45	42¾	43½	42½ Feb. 26	48½ Feb. 6	40½ Jan. 8	48½ Feb. 6
Pref.	100	502	2,580	128	130	120½	.....	125	.....	125 Feb. 16	125½ Feb. 21	121 Jan. 30	131½ Jan. 17
Col. & Hock. Coal & Ir.	100	4,220	5,655	15	17½	15	17½	16½	17½	16⅝ Feb. 27	18½ Feb. 19	15 Jan. 8	18½ Jan. 31
Commercial Cable	100	83	110	180	200	160	.....	160	.....	§168 Feb. 14	§170 Feb. 14	§168 Feb. 14	§183 Jan. 17
Consol. Cal. & Va. Min.		.....	100	.....	.....	.....	.....	.....	.....	.....	.....	1·75 Jan. 19	1·75 Jan. 19
Consolidated Gas, N. Y.	100	38,125	52,801	191½	193	187	190	181½	183	179½ Feb. 27	196 Feb. 13	179½ Feb. 27	199 Jan. 3
Consolidation Coal	100	200	200	50	.....	48	.....	45	.....	50 Feb. 16	50 Feb. 16	50 Feb. 16	50 Feb. 16
Continental Tobacco	100	98,066	183,214	34¼	34½	33⅞	34	31	31½	29 Feb. 26	35½ Feb. 7	29 Feb. 26	38 Jan. 3
Preferred	100	20,755	37,438	86	86½	84	86½	84	84½	84 Feb. 23	87 Feb. 2	83½ Jan. 11	89½ Jan. 3
Detroit Gas	50	800	800	.....	.....	.....	.....	.....	.....	94 Feb. 26	94¾ Feb. 27	94 Feb. 27	94¾ Feb. 27
Erie Teleg. & Teleph.	100	7,340	20,354	*101*	*102*	104½	106	.....	.....	105 Feb. 3	122⅜ Feb. 23	101 Jan. 3	122⅜ Feb. 23
Rights		....	1,175	.....	.....	.....	.....	.....	.....	.....	.....	1 Jan. 20	1½ Jan. 20
Federal Steel	100	189,750	429,041	54½	54¾	53⅞	54⅛	52¾	53¼	52¼ Feb. 26	57¾ Feb. 6	47¾ Jan. 11	57¾ Feb. 6
Preferred	100	25,544	54,189	74½	75	73½	74½	73	74	73 Feb. 1	77½ Feb. 6	70⅜ Jan. 10	77½ Feb. 6
General Electric	100	12,915	20,082	122	123½	123½	123⅞	125	127	123¾ Feb. 1	129½ Feb. 5	120 Jan. 10	129½ Feb. 5
Glucose Sugar Refin'g	100	16,031	46,748	48½	50	56¼	57⅞	51	52	50 Feb. 23	58½ Feb. 5	47 Jan. 2	58½ Feb. 5
Preferred	100	1,345	2,630	95	98	101½	102	98¼	100	100 Feb. 19	101⅝ Feb. 1	98 Jan. 2	101⅝ Feb. 1
Hawaiian Com. & Sug.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
H. B. Claflin Co.	100	410	1,738	112	.....	111	114	111½	113	112½ Feb. 26	112¾ Feb. 8	112½ Feb. 28	115½ Jan. 11
1st pref.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d pref.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horn Silver		40	100	.....	.....	.....	.....	.....	.....	1·15 Feb. 28	1·15 Feb. 28	1·15 Feb. 28	1·15 Feb. 28
Homestake Mining	100	.....	.....	68	73	.....	.....	70	75	.....	.....	.....	.....
International Paper	100	8,075	19,135	23	24	23½	24	22	22½	21½ Feb. 8	25¼ Feb. 5	21½ Feb. 28	25½ Jan. 3
Pref.	100	6,120	14,170	67	68	67¾	68	66	67	66 Feb. 28	70½ Feb. 6	65 Jan. 9	70½ Feb. 6
International Silver	100	1,810	6,129	9	11	10	.....	8	9	8 Feb. 27	10⅜ Feb. 1	8 Feb. 2	10⅜ Jan. 26
Iron Silver		.....	2,100	.....	.....	.....	.....	.....	.....	.....	.....	·50 Jan. 6	·53 Jan. 17
Kingston & Pemb. Iron		8,200	10,400	.....	.....	.....	.....	.....	.....	·40 Feb. 8	·60 Feb. 15	·40 Feb. 8	·75 Jan. 18
Knickerb. Ice (Chic.)	100	530	1,005	30	44	35	44	32	38	35 Feb. 13	40 Feb. 15	30 Jan. 2	40 Feb. 13
Preferred	100	310	310	62	72	66	.....	.....	68	66 Feb. 6	66 Feb. 8	66 Feb. 6	66 Feb. 8
Laclede Gas, St. Louis	100	1,820	6,000	78	81	79¼	79½	.....	74	73 Feb. 7	79½ Feb. 1	73 Feb. 7	80 Jan. 5
Pref.	100	70	470	100	101	95	101	.....	101	§100½ Feb. 14	§100½ Feb. 14	96 Jan. 11	100 Jan. 4
Manhattan Beach Co.	100	.....	100	6	10	6	10	7	10	.....	.....	6¼ Jan. 30	6¼ Jan. 30
Maryland Coal, pref.	100	200	250	67½	72½	65	75	70	.....	75 Feb. 16	75 Feb. 16	70 Jan. 9	75 Feb. 16
National Biscuit	100	4,945	8,182	37½	38	36¾	37	36	36½	36½ Feb. 23	40¼ Feb. 7	35 Jan. 9	40¼ Feb. 7
Preferred	100	1,136	2,161	.....	91½	92	95	90	93	92¼ Feb. 23	96 Feb. 7	90½ Jan. 2	96 Feb. 7

STOCKS. N. Y. STOCK EXCHANGE.	Par.	SALES TO MAR. 1. In Feb. Shares.	SALES TO MAR. 1. Since Jan. 1 Shares.	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Feb. 1. Ask.	Feb. 28. Bid.	Feb. 28. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	RANGE SINCE JAN. 1. Highest. Sale Prices.
National Linseed Oil	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3¼ Jan. 10	3¼ Jan. 10
Trust Co. certificates	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	23 Feb. 27	28¼ Feb. 5
National Lead	100	12,083	22,933	26½	27	26½	27¼	23¾	24⅞	23 Feb. 27	28¼ Feb. 5	23 Feb. 27	28¼ Feb. 5
Pref	100	1,065	3,920	107	.....	104⅜	106	103¼	106½	104 Feb. 27	106⅛ Feb. 20	104 Feb. 27	106½ Feb. 20
National Starch Mfg	100	.....	.....	5	.....	5	.....	.....	.....	.....	.....	.....	.....
1st pref	100	.....	.....	60	.....	60	.....	.....	.....	.....	.....	.....	.....
2d pref	100	.....	.....	15	.....	15	.....	.....	.....	.....	.....	.....	.....
National Steel	100	185,993	211,775	44¾	45¼	46¼	46¾	46½	47	45½ Feb. 26	53⅛ Feb. 6	40 Jan. 26	53⅛ Feb. 6
Preferred	100	7,181	13,615	92½	93	92½	95	94	96	94 Feb. 2	97 Feb. 17	92 Jan. 22	97 Feb. 17
New Central Coal	20	.....	.....	35	40	35	40	36	42	.....	.....	.....	.....
New York Air Brake	100	3,291	5,497	136	138	125	131	125	129	120 Feb. 27	134½ Feb. 7	120 Feb. 27	138 Jan. 2
North American Co.	100	16 545	41,259	14⅜	15¼	14½	14¾	14⅜	14¾	14 Feb. 17	15¼ Feb. 28	13⅝ Jan. 23	15½ Jan. 4
Ontario Silver	100	980	1,541	7½	8½	8¼	9	8	9	8¼ Feb. 2	9 Feb. 17	7¾ Jan. 4	9 Feb. 17
Pacific Mail	100	66,583	126,100	46⅝	46¾	43	43¼	38⅛	.....	35⅜ Feb. 19	44¾ Feb. 2	35⅜ Feb. 19	47¼ Jan. 2
Pennsylvania Coal	50	.....	.....	390	.....	390	.....	390	.....	.....	.....	.....	.....
People's Gas L. & C., Chic.		202,802	325,078	105½	105¾	105½	106	97¾	98¼	97¼ Feb. 26	109⅜ Feb. 6	97¼ Feb. 26	109⅜ Feb. 6
Philadelphia Co.	50	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	74 Jan. 19	74 Jan. 19
Phoenix Gold Mining		1,300	1,300	.....	.....	.....	.....	.....	.....	·12 Feb. 16	·12 Feb. 19	·12 Feb. 16	·12 Feb. 19
P. Lorillard, pref	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pressed Steel Car	100	11,102	22,557	56	58	56	57	54½	55½	54½ Feb. 27	58¾ Feb. 6	54½ Feb. 27	58¾ Jan. 17
Pref	100	2,990	7,814	84½	88	86¾	88	86	87	86 Feb. 23	88 Feb. 5	85½ Jan. 9	88½ Jan. 17
Pullman Company	100	3,298	6,822	187	190	187	189	183	187½	186 Feb. 27	189⅞ Feb. 15	186 Feb. 27	189⅞ Jan. 19
Quicksilver Mining	100	100	100	2	2½	2	2½	2	2½	2 Feb. 14	2 Feb. 14	2 Feb. 14	2 Feb. 14
Pref	100	.....	100	9	10	8	8½	8	10	.....	.....	.....	.....
Republic Iron & Steel		80,722	133,987	22¼	22¾	24	24¼	22¾	23¼	22½ Feb. 26	27½ Feb. 6	19⅜ Jan. 15	27½ Feb. 6
Pref		10 374	19,841	65½	66½	68½	69	67½	68	67¼ Feb. 1	70¾ Feb. 6	64¾ Jan. 18	70¾ Feb. 6
Silver Bullion certificates		.....	5,000	58½	59½	59½	60½	59¾	60⅜	.....	.....	59½ Jan. 16	59½ Jan. 16
Standard Rope & Twine	100	4,460	9,146	9½	10	8	9	7½	8	7½ Feb. 20	9⅛ Feb. 5	7½ Feb. 20	10¼ Jan. 3
Standard Mining	100	.....	400	.....	.....	.....	.....	.....	.....	.....	.....	2·75 Jan. 5	2·75 Jan. 5
Tennessee Coal & Iron	100	185,213	235,66·	83½	84½	86	87	91¼	92¼	86½ Feb. 1	104 Feb. 2	79¾ Jan. 11	104 Feb. 2
Pref	100	155	175	.....	.....	.....	.....	.....	.....	§160 Feb. 6	§106 Feb. 6	§155 Jan. 5	§160 Feb. 6
Texas Pac. Land Trust	100	5,850	7,117	12	14	12½	14	14	15	12½ Feb. 6	15¾ Feb. 16	11½ Jan 17	15¾ Feb. 16
Union Bag & Paper	100	5,140	11,090	21¼	21⅝	22	23½	22	23¼	22 Feb. 23	25 Feb. 7	21 Jan. 30	25 Feb. 7
Preferred	100	1,122	3,602	72½	75	75½	77	76	77	75½ Feb. 5	77¾ Feb. 5	73½ Jan. 9	77¾ Feb. 5
U. S. Express	100	924	1,569	45	48	47	49	45	48	46 Feb. 21	§48 Feb. 6	46 Feb. 21	§49 Jan. 22
U. S. Flour		.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....
Pref		234	234	12	25	.....	.....	.....	.....	12½ Feb. 23	13½ Feb. 23	12½ Feb. 23	13½ Feb. 23
U. S. Leather	100	248,342	663,168	17⅞	18	16¼	16½	11⅝	11¾	10⅝ Feb. 27	17⅞ Feb. 13	10⅝ Feb. 27	19 Jan. 3
Pref	100	34,373	53,873	75½	76	75⅞	76⅜	72¾	73	70 Feb. 28	77 Feb. 5	70 Feb. 28	77 Jan. 3
U. S. Rubber	100	20,429	29,694	41	43	38	39	31	32	30 Feb. 16	39⅛ Feb. 3	30 Feb. 16	44 Jan. 2
Pref	100	8,003	12,970	103	104	101	102	92	95	90 Feb. 27	102 Feb. 7	90 Feb. 27	104¾ Jan. 3
Wagner Palace Car	100	.....	150	185	187	.....	.....	.....	.....	.....	.....	§183 Jan. 3	185 Jan. 2
Wells, Fargo & Co	100	2·1	476	133	134½	125	128	122	128	§122 Feb. 27	§129½Feb. 2	§122 Feb. 27	§129½Feb. 2
Western Gas	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union Teleg	100	51,292	66,010	85	85½	86⅜	87	81¾	82¼	80⅛ Feb. 27	87⅛ Feb. 5	80⅛ Feb. 27	88½ Jan. 5

† First instalment paid. § Less than 100 shares. ‡ 25 cents paid.

BOSTON STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The railroad securities which are active on the New York Stock Exchange are omitted from this list.

☞ *In comparing New York and Boston prices, it should be noted that bond prices in New York are flat prices—that is, the price includes the accrued interest, while in Boston accrued interest must be paid in addition to price. It should also be remembered that New York stock prices are per cent while those in Boston are dollars per share.*

BONDS. BOSTON STOCK EXCHANGE.	Int. Period.	Sales in February Par value	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Feb. 1. Ask.	Feb. 27. Bid.	Feb. 27. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	RANGE SINCE JAN. 1. Highest. Sale Prices.
		$										
Amer. Bell Telephone 4s....1908	J-J	41,000	.....	100	100½	.....	100	.....	100½ Feb. 19	101 Feb. 1	99⅞ Jan. 9	101 Jan. 2
Atch. & Nebraska, 1st, 7s ..1908	M-S	.....	.....	.....	.....	.....	.....	.....	121 Feb. 3	121 Feb. 3	121 Jan. 29	121 Jan. 29
Boston & Albany 4s, reg....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Lowell, 4s.....1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	104⅛ Jan. 17	104⅛ Jan. 17
4s.....1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine, 4½s.....1944	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plain 4s.....1942	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	114⅝ Jan. 17	114⅝ Jan. 17
Boston & Providence, 4s....1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston Terminal 3½s.....1947	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bur.&Mo. R.(Neb.),ex'mt 6s.1918	J-J	1,000	120	.....	122	.....	122¾	.....	123½ Feb. 14	123½ Feb. 14	122 Jan. 13	123½ Feb. 24
Non-exempt, 6s.....1918	J-J	.....	107	.....	107½	.....	107	.....	.....	.....	.....	.....
Plain, 4s.....1910	M-N	.....	.....	102	100	.....	.....	.....	.....	.....	.....	.....
Cedar Rap. & Mo. R., 1st, 7s.1916	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Branch, 1st g., 4s..1919	F-A	2,000	.....	81	.....	81	.....	82	82 Feb. 14	82 Feb. 14	82 Feb. 14	82 Feb. 14
Cent'l Vermont 1st gold 4s.1920	Q-F	34,000	90	91	.....	.....	.....	.....	87½ Feb. 2	90 Feb. 10	87 Jan. 17	91 Jan. 2
Chic. Burl. & No., 1st, 5s....1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s 1918	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Jc. RR. & St'k Y'ds, 5s..1915	J-J	18,000	.....	114½	.....	112¼	.....	114	111¾ Feb. 6	112½ Feb. 7	111¾ Feb. 6	113½ Jan. 6
Chic. Ham. & W. 1st 6s.....1927	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Mil. & St. P. Dub. D., 6s.1920	J-J	6,000	128	132¼	131	.....	131	.....	131¼ Feb. 1	131½ Feb. 21	130 Jan. 9	131¼ Feb. 1
Ch. M. & St. P. Wis. V. div., 6s.1920	J-J	.....	126	.....	129	.....	130	.....	.....	.....	.....	.....
Chic. & W. Mich., gen., 5s...1921	J-D	114,000	97	98	99½	100	99½	100	99¾ Feb. 3	100¾ Feb. 3	97⅝ Jan. 19	100¾ Feb. 3
Chic. & Nor. Mich., 1st gu. 5s.1931	M-N	49,000	90	.....	94¼	95	95	97	94 Feb. 2	98 Feb. 13	90 Jan. 3	98 Feb. 13
Clev. & Can. Equip. Tr., 5s.1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord & Mont., cons., 4s.1920	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol. RR. of Vt., 1st, 5s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trust receipts.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Current River, 1st, 5s.....1927	A-O	9,000	.....	90	.....	90	.....	90	85 Feb. 3	88 Feb. 19	85 Jan. 2	88 Feb. 19
Det. Gr. Rap. & W., 1st, 4s..1946	A-O	18,500	92	94½	91	94	91	.....	91½ Feb. 2	92½ Feb. 9	91½ Feb. 2	92½ Feb. 9
Eastern Mass. 1st., gold, 6s.1906	M-S	1,000	114	115	114	118	115	.....	115½ Feb. 15	115½ Feb. 15	114½ Jan. 8	115½ Feb. 15
Fitchburg, 5s.....1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s 1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frem't Elk. & Mo. V., 1st, 6s.1933	A-O	.....	135	.....	135	.....	136	.....	.....	.....	.....	.....
Unstamped, 1st, 6s.....1933	A-O	.....	134½	.....	134½	.....	135	139½	.....	.....	.....	.....
Illinois Steel, conv., deb., 5s.1910	J-J	.....	.....	.....	.....	.....	99	100	.....	.....	100½ Jan. 27	100½ Jan. 27
Non-convert. deben., 5s...1913	A-O	41,000	99	100	.....	102	.....	100	100 Feb. 6	100½ Feb. 2	99 Jan. 3	100½ Jan. 27
Iowa Falls & Si'x C., 1st, 7s.1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City Belt 1st 6s.....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kan. C'y M. & B., gen., 4s...1934	M-S	.....	93	.....	.....	95	.....	94	.....	.....	94 Jan. 4	95 Jan. 13
Income, 5s.....1934	Sp. 1	230,000	48	48½	.....	50	54½	54¾	47¾ Feb. 2	55 Feb. 24	47¾ Feb. 2	55 Feb. 24
Kan. C. Clin. & Spr., 1st, 5s.1925	A-O	4,000	.....	90	.....	90	.....	90	87½ Feb. 21	87½ Feb. 21	87½ Feb. 21	87½ Feb. 21
Kan. C. & M. Ry. & Br., 1st, 5s.1929	A-O	3,000	100	.....	.....	.....	102	.....	102½ Feb. 1	103½ Feb. 26	102½ Feb. 1	103½ Jan. 9
Kan. C. St. J. & C. B., 1st, 7s.1907	J-J	16,500	115	.....	115	.....	117	.....	117 Feb. 3	117½ Feb. 21	115½ Jan. 13	117½ Feb. 21
Kan. C. Ft. Scott & M., 6s..1928	M-N	83,000	104½	.....	.....	.....	106	107	106 Feb. 1	107 Feb. 15	105 Jan. 2	107 Feb. 15
Kan. C. Ft. S. & Gulf, 1st, 7s.1908	J-D	.....	115	.....	113	115	113	.....	.....	.....	113½ Jan. 30	114 Jan. 30
Lincoln & N. W., 1st, 7s.....1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little R. & Ft. Sm., g., 1st, 7s.1905	J-J	5,500	.....	107	104	105	104	.....	105 Feb. 14	105 Feb. 14	104 Jan. 23	105 Jan. 22
Louisv. Ev. & St. L., 1st, 6s.1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 6s.....1936	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Cent., cons., 1st, 7s...1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marq. Hough. & On., M., 6s.1925	A-O	5,000	112	.....	113	.....	116	.....	117½ Feb. 23	117½ Feb. 23	117½ Feb. 23	117½ Feb. 23
Mexican Central, cons, 4s..1911	J-J	98,000	73	.....	.....	75	76	77	73¾ Feb. 1	77 Feb. 20	73 Jan. 2	77 Feb. 20
1st cons. inc., 3s.....1939	July	28,000	20	.....	22	.....	.....	26	22 Feb. 2	26 Feb. 15	21 Jan. 18	26 Feb. 15
2d cons. inc., 3s.....1939	July	41,000	.....	13	.....	12	11	12	11¾ Feb. 7	13 Feb. 13	11 Jan. 19	13 Feb. 13
N. Y. & New Eng., 1st, 7s...1905	J-J	18,000	114	.....	114½	.....	114½	.....	115¼ Feb. 2	115⅝ Feb. 8	114 Jan. 8	115⅝ Feb. 8
1st, 6s.....1905	J-J	14,000	110	112	110½	.....	110½	.....	111 Feb. 23	111¼ Feb. 8	110 Jan. 4	111¼ Feb. 8
N.Y. Prov. & Boston gen. 4s.1942	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ogdensb. & L. C., cons., 6s..1920	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS.

BOSTON STOCK EXCHANGE.

	Int. Period	Sales in February Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Ask.	Feb. 27. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		$										
Old Colony, 4s	1925 J-D	.... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa Os. & F. R. V., 1st, 8s.	1900 J-J	2,000	.....	.....	.....	.....	.....	.....	101½ Feb. 5	101½ Feb. 5	101½ Feb. 5	101½ Feb. 5
Portland & Ogdensburg, 6s.	1900 J-J	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ports. Gt, F'ls & Con'y, 4½s.	1937 J-D	1,000	.....	.....	.....	.....	.....	.....	125 Feb. 3	125 Feb. 3	124½ Jan. 12	125 Feb. 3
Repub. Valley, 1st, s. f., 6s.	1919 J-J	1,000	.....	.....	.....	.....	.....	.....	106¼ Feb. 2	106¼ Feb. 2	10[illegible]¼ Feb. 2	106¼ Feb. 2
Rutland, 1st, 6s.	1902 M-N	3,000	103½	106	104	104½	103½	.....	104 Feb. 1	104 Feb. 1	104 Feb. 1	104 Feb. 1
Summit Branch 7s.	1904 J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West End Street Ry., 5s.	1902 M-N	19,000	102	.....	102¾	.....	105½	.....	103 Feb. 7	103⅛ Feb. 8	103 Jan. 8	103⅛ Feb. 3
5s, registered.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4½s.	1914 M-S	6,000	108½	109½	110¼	.....	111	.....	110⅜ Feb. 1	111 Feb. 27	110⅜ Feb. 1	111 Feb. 27
Gold debenture 4s.	1916 M-N	.....	104	.....	105½	.....	103	.....	.....	.....	.....	.....
Gold 4s.	1917 F-A	1,000	.....	.....	.....	.....	.....	.....	107¼ Feb. 24	107¼ Feb. 24	105¾ Jan. 8	107¼ Feb. 24
Wisconsin Valley, 1st, 7s.	1909 J-J	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STOCKS.

BOSTON STOCK EXCHANGE.

	Par.	SALES TO MAR. 1. In Feb. Shares.	Since J'n 1 Shares.	Price about January 2, 1900. Bid.	Ask.	PRICES IN FEBRUARY. Feb. 1. Bid.	Ask.	Feb. 27. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
RAILROAD.													
Boston & Albany	100	379	947	244	245	240	.....	245	246	240 Feb. 1	246 Feb. 10	238⅞ Jan. 24	246 Feb. 10
Boston & Lowell	100	31	74	241	.....	242	.....	241	.....	241 Feb. 19	242 Feb. 5	241 Jan. 15	242 Jan. 4
Boston & Maine	100	661	1,356	200	202	197	198½	199	200	197 Feb. 1	200¼ Feb. 26	197 Jan. 29	202½ Jan. 5
Pref.	100	17	17	.....	.....	.....	.....	.....	.....	168 Feb. 8	168 Feb. 8	168 Feb. 8	168 Feb. 8
Boston & Providence	100	96	144	.....	300	.....	300	.....	300	299 Feb. 9	300 Feb. 5	297 Jan. 9	300 Feb. 5
Boston Elev., 75% pd.	100	6,254	10,020	98½	99	97½	.....	115	116	96 Feb. 14	122¼ Feb. 17	95 Jan. 11	122¼ Feb. 17
Central Mass.	100	525	2,637	11	13	13½	14	12	.....	12 Feb. 17	14 Feb. 2	11 Jan. 4	15 Jan. 27
Pref.	100	.....	1,155	60	65	.....	.....	61	.....	.....	.....	60 Jan. 3	65 Jan. 26
Ch. J'n Ry. & Stk. Yds.	100	1,783	3,680	133½	135	133½	136	135½	137	133½ Feb. 23	137½ Feb. 7	131½ Jan. 2	138 Jan. 4
Pref.	100	109	245	124	.....	125	130	127	130	125 Feb. 2	127 Feb. 5	122 Jan. 2	127 Feb. 5
Con. & Mont.—Class 1.	100	.....	.....	.....	198	198	.....	198	.....	.....	.....	.....	.....
Class 3	100	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	192 Jan. 15	192 Jan. 15
Class 4	100	1	1	199	.....	.....	.....	199	.....	200 Feb. 28	200 Feb. 28	200 Feb. 28	200 Feb. 28
Conn. & Pass. Riv., pf.	100	53	53	157	160	155	160	155	.....	155⅜ Feb. 21	158 Feb. 2	155⅜ Feb. 21	158 Feb. 2
Conn. River	100	.....	32	271	.....	.....	.....	275	.....	.....	.....	275¾ Jan. 22	277½ Jan. 22
East. New Hampshire	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fitchburg	100	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	35 Jan. 24	35 Jan. 24
Pref.	100	4,997	14,867	115	120	123	125	129	130	122 Feb. 13	135 Feb. 24	110 Jan. 22	135 Feb. 24
K. C. Ft. Scott & M.	100	780	2,430	13	18	15	18	17	18	15 Feb. 6	17 Feb. 13	10 Jan. 16	18 Jan. 26
Pref.	100	62	162	65	.....	65	.....	55	.....	60 Feb. 6	60 Feb. 6	60 Jan. 23	65 Jan. 24
Kan. City Mem & Birm.	100	8	8	.....	.....	.....	.....	.....	.....	5 Feb. 13	5 Feb. 13	5 Feb. 13	5 Feb. 13
Maine Central	100	5	6	. .	178	.....	.....	.....	.....	160 Feb. 8	160 Feb. 8	160 Feb. 8	170 Jan. 5
Mexican Central	100	2,508	3,845	11½	12½	12	12⅛	12	12⅛	11¾ Feb. 28	13¼ Feb. 1[illegible]	11⅜ Jan. 4	13¼ Feb. 13
New England Street.	25	500	500	.....	.....	.....	.....	.....	.....	12⅓ Feb. 8	12⅓ Feb. 8	12½ Feb. 8	12⅓ Feb. 8
Northern (New H.)	100	5	18	.....	165	.....	.....	.....	.....	167½ Feb. 23	167½ Feb. 23	165 Jan. 9	167½ Feb. 23
Norwich & Worc., pref.	100	30	60	.....	.....	.....	.....	.....	.....	218 Feb. 1	218 Feb. 1	218 Jan. 31	219 Jan. 6
Old Colony	100	371	657	205	205½	202	203	207	.....	202 Feb. 1	207 Feb. 24	202 Jan. 31	207 Feb. 24
Pere Marquette	100	199	1,915	21	23	20	22	19½	22	19½ Feb. 14	20½ Feb. 1	19½ Jan. 22	22 Jan. 12
Pref		379	1,069	55	60	54	57	55	60	55 Feb. 1	56 Feb. 21	54 Jan. 15	57 Jan. 15
Port. Saco & Ports.	100	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	200 Jan. 3	200 Jan. 3
Prov. & Worcester	100	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	290 Jan. 4	290 Jan. 4
Rutland	100	470	1,008	8½	.....	.....	.....	.....	.....	6 Feb. 3	10 Feb. 16	6 Feb. 3	10 Feb. 16
Pref.	100	11	61	.....	80	.....	80	.....	80	75 Feb. 26	78 Feb. 27	75 Jan. 25	78 Feb. 27
Southern Calif. Pref.	100	325	325	.....	.....	.....	.....	.....	.....	10 Feb. 23	10 Feb. 23	10 Feb. 23	10 Feb. 23
Vermont & Mass.	100	16	20	.....	.....	.....	.....	.....	.....	172½ Feb. 2[illegible]	172½ Feb. 27	170 Jan. 29	172½ Feb. 27
West End (Street)	50	992	1,989	93	94	92¾	93	92	92¾	92 Feb. 19	93½ Feb. 5	92 Jan. [illegible]	93½ Jan. 3
Pref.	50	107	412	.....	113	110½	112	112	113½	111 Feb. 1	114 Feb. 7	110 Jan. 23	114 Feb. 7
Worc. Nash & Roch.	100	3	23	.....	.....	.....	.....	.....	.....	132½ Feb. 17	132½ Feb. 17	132 Jan. 20	132½ Feb. 7
MINING.													
Adventure Consol.	25	1,810	2,915	6	6¼	5	5⅛	4¾	5	4 Feb. 7	5½ Feb. 2	4 Feb. 7	6½ Jan. 2
Ætna Con. (Quicksilver)	5	1,550	2,000	4	5	4¼	5	3½	4½	3½ Feb. 14	4 Feb. 9	3½ Feb. 14	4½ Jan. 26
Allouez	25	1,375	2,005	3	3⅛	2⅞	3⅛	2	3	2½ Feb. 24	3¼ Feb. 16	2½ Feb. 24	3¼ Feb. 16
Amalgamated Copper	100	15,628	25, 69	81½	82½	83¼	83¾	89⅝	90½	83 Feb. 1	95⅝ Feb. 14	81½ Jan. 2	95⅝ Feb. 14
Am. Zinc Lead & Smelt.	25	3,530	10,531	19½	20	15½	16½	15	15½	15 Feb. 28	18 Feb. 8	15 Jan. 25	20 Jan. 2
Anaconda	25	570	1,752	41	42	40	40½	42½	43	42 Feb. 5	46 Feb. 8	40 Jan. 13	46 Feb. 9
Arcadian	25	4,472	19,509	24½	24¾	16⅜	17	15	16	15¼ Feb. 28	21½ Feb. 8	13½ Jan. 23	26¼ Jan. 3
Arnold	25	720	3,775	5⅛	5¼	5½	6½	5	5½	5½ Feb. 26	6½ Feb. 19	5¼ Jan. 2	7 Jan. 10
Ash Bed	25	.....	1,170	.....	.....	50c.	1	50c.	1	.....	.....	50c. Jan. 2	50c. Jan. 2
Atlantic	25	370	1,120	23	25	25	26	.....	23	23 Feb. 20	25 Feb. 2	23 Feb. 20	27 Jan. 5
Baltic (assessment paid)	25	5,922	7,800	17	17½	17	18	20	20½	18 Feb. 2	23 Feb. 20	17 Jan. 2	23 Feb. 20
Bingham (Cop. & Gold)	10	1,970	4,380	11½	12	9¾	10	10¾	11½	10 Feb. 1	11⅜ Feb. 7	10 Jan. 18	11⅜ Feb. 7
Bonanza (Dev. Co)	10	6,410	15,270	1⅜	1⅝	1¼	1½	1⅛	1⅜	1¼ Feb. 19	1⅝ Feb. 6	1¼ Jan. 2	1⅞ Jan. 5
Boston (Quicksilver)	10	1,150	2,160	.....	6	4½	5½	4	5	4 Feb. 8	10 Feb. 5	4 Feb. 8	10 Feb. 5
Bost. & Crip. C. (G) (as't pd)	2	6,000	8,250	25c.	.....	20c.	35c.	12½c	17½c	15c Feb. 19	20c. Feb 8	15c. Feb. 19	25c. Jan. 12
Boston & Montana	25	2,060	6,111	275	280	265	268	265	267	265 Feb. 27	284½ Feb. 8	251 Jan. 18	287 Jan. 6
Breece (Iron)	25	100	600	2	.....	1	2	1	2	1⅜ Feb. 8	1⅜ Feb. 8	1¼ Jan. 27	2½ Jan. 9
British Columbia (Ltd.)	5	975	2,204	10	10½	9	10	8¾	9½	9⅝ Feb. 5	10⅞ Feb. 7	9⅝ Jan. 25	11⅛ Jan. 10
Butte & Boston	10	9,041	11,678	53	55	50	51	58	59	50 Feb. 1	70 Feb. 14	42 Jan. 2	70 Feb. 14
Calumet & Hecla	25	496	785	740	.....	737	745	765	770	740 Feb. 1	770 Feb. 16	730 Jan. 2	770 Feb. 16
Catalpa (Silver)	10	1,000	1,600	.....	35c.	.....	35c.	.....	35c.	25c. Feb. 23	25c. Feb. 23	25c. Jan. 13	30c. Jan. 5
Centennial	25	16,388	26,288	19	20	16	17	16	16¾	16½ Feb. 1	21 Feb. 7	15 Jan. 2[illegible]	21 Feb. 7
Centennial—Eureka	25	4,550	11,796	.....	24	21½	22	23	23½	22 Feb. 2	24¾ Feb. 6	21 Jan. 29	24¾ Jan 5
Central Oil.	25	985	2,887	21	21⅞	17½	18⅛	18	18⅛	18 Feb. 16	19 Feb. 23	18 Jan. 25	20 Jan. 5
Cochiti (Gold)	10	10,402	16,158	13½	13⅝	12½	13¼	10½	10¾	9¼ Feb. 14	13 Feb. 5	9¼ Feb. 14	13¾ Jan. 2
Continental Zinc & Lead	10	585	1,527	4	5	3¼	4	3¼	3½	3½ Feb. 9	3⅞ Feb. 9	3¼ Jan. 20	3⅞ Feb. 9
Copper Range Co	25	1,390	3,840	25½	26	24	25	.....	25	24½ Feb. 1	26⅛ Feb. 7	23 Jan. 31	28½ Jan. 5
Crescent (Silver)	10	.....	100	.....	30c.	.....	25c.	.....	25	.....	.....	20c. Jan. 5	20c. Jan. 5
Dominion Coal	100	4,590	12,288	44¾	.....	41¼	.....	42	.....	41 Feb. 3	44½ Feb. 7	40½ Jan. 16	46¼ Jan. 3
Pref	100	126	326	114½	115½	115½	.....	116	.....	115¾ Feb. 3	117 Feb. 21	115 Jan. 3	117 Feb. 21
Elm River	12	6,560	10,770	4⅜	5	4	4½	4¼	4⅜	4½ Feb. 2	5⅝ Feb. 6	4¼ Jan. 30	6⅜ Jan. 4
Franklin	25	1,360	3,262	14	14½	14	14½	14½	15	14¼ Feb. 2	15⅛ Feb. 16	14 Jan. 2	15 Feb. 10
Humboldt	25	200	450	1	2	1	2	.....	1	1 Feb. 17	1 Feb. 17	1 Feb. 17	1½ Jan. 17
Isle Royale	25	6,933	15,133	25	25½	21½	23	25	26	22½ Feb. 1	28½ Feb. 7	21 Jan. 23	29 Jan. 3
Mass. Consolidated	25	4,286	7,256	8	9	6¾	7	6	6¼	6 Feb. 1	7½ Feb. 2	5 Jan. 26	9 Jan. 3
Mayflower	25	2,370	2,895	2½	3¼	2	3	2	2½	2 Feb. 28	3 Feb. 8	2 Feb. 28	3 Jan. 4
Melones	10	300	3,900	1⅜	2	1¼	1⅜	1⅛	1¼	1 Feb 15	1¼ Feb. 23	1 Feb. 15	1⅜ Jan. 2
Merced (Gold)	15	1,780	2,035	8½	10	6¼	.....	6	8	5⅜ Feb. 5	8 Feb. 2[illegible]	5⅜ Feb. 5	8 Jan. 16
Michigan	25	1,080	3,215	5¾	6¼	6	7	6	6¼	5⅞ Feb. 3	6⅜ Feb. 7	5⅞ Feb. 3	7 Jan. 3
Mohawk	25	3,443	7,161	15	16	13⅛	14	12½	13½	12¼ Feb. 27	14⅜ Feb 7	12¼ Feb. 27	16½ Jan. 5
Montana Coal & Coke	25	590	1,500	8	8½	7½	8	.....	7¼	7¼ Feb. 20	7½ Feb. 10	7¼ Feb. 20	8½ Jan. 2
N. A. Gold Dredging	10	480	2,780	2	2½	1½	2½	1½	2⅛	2 Feb. 1	2⅛ Feb. 13	1⅜ Jan. 26	2½ Jan. 2
Napa (Quicksilver)	7	.....	100	.....	10½	.....	10½	.....	10	.....	.....	10 Jan. 26	10 Jan. 26
New Idria (Quicksilver)	5	150	150	9⅜	.....	10	.....	10½	12	10¼ Feb. 6	10¼ Feb. 6	10¼ Feb. 6	10¼ Feb. 6
Old Colony	25	765	1,610	4⅜	5	4	5	.....	3	3½ Feb. 13	4½ Feb. 7	3½ Feb. 13	5 Jan. 2
Old Dominion (Copper)	25	7,858	19,858	21¼	22	17½	18	18	19	17½ Feb. 2	21¼ Feb. 8	17 Jan. 15	23 Jan. 3
Osceola	25	6,900	11,632	73	74	69	70	71	73	70 Feb. 2	76¾ Feb. 7	67½ Jan. 15	76¾ Feb. 7
Parrott (Silver & Copper)	10	12,751	28,887	42½	43	42½	43	41½	42½	41½ Feb. 28	46¾ Feb. 7	39¾ Jan. 10	46¾ Feb. 7
Pioneer (Gold)	10	135	535	2¼	.....	1½	2½	1	2	1½ Feb. 16	1½ Feb. 16	1½ Feb. 16	2½ Jan. 6
Quincy	25	185	783	145	150	140	145	135	137½	135 Feb. 27	145 Feb. 5	132½ Jan. 23	151 Jan. 4
Rhode Island	25	270	1,200	4⅜	5	4	4⅜	4	4⅜	§ 4 Feb. 28	§ 5 Feb. 9	4½ Jan. 4	5 Jan. 2
Santa Fe (Gold & Cop.)	10	4,391	10,007	5½	5⅝	5	5¼	5½	6	5¼ Feb. 2	7 Feb. 7	5 Jan. 15	6⅝ Jan. 3
Santa Ysabel (Gold)	5	10,951	13,019	7¾	8¼	6½	7½	2⅜	3	1½ Feb. 6	6 Feb. [illegible]	1½ Feb. 6	8 Jan. 2
Tamarack	25	500	1,882	181	184	178	179	190	193	180 Feb. 1	195 Feb. 15	164 Jan. 16	195 Feb. 15
Tecumseh	25	210	1,284	3¼	4	3½	4½	3½	4½	4 Feb. 1[illegible]	4 Feb. 15	4 Jan. 5	4½ Jan. 3
Tri-Mountain	25	1,290	4,279	6¼	6½	7½	7⅝	6½	7¼	7 Feb. 13	7⅞ Feb. 17	7 Jan. 3	7⅞ Feb. 17
United States	25	4,415	4,490	.....	25	7¼	10	9	9½	7¼ Feb. 6	9½ Feb. [illegible]	7¼ Feb. 6	8½ Feb. 8
United States Oil	25	7,960	21,660	24½	25	21½	22	16½	17	17 Feb. 27	21¼ Feb. 1	17 Feb. 27	25 Jan. 2
Utah Con. (Gold) tr. rc. 4'85		6,580	15,212	29¾	30	25	26	28½	29	27½ Feb. 3	33 Feb. 7	25 Jan. 24	33 Feb. 7
Victor (Gold)	5	150	765	.....	2½	.....	2½	.....	2½	2⅜ Feb. 1	2½ Feb. 1	2½ Jan. 3	3 Jan. 3
Victoria	25	1,415	3,365	3½	4	3½	3¾	3	3½	3 Feb. 26	3¾ Feb. [illegible]	3 Feb. 26	4 Jan. 2
Washington	25	925	2,560	1⅜	1½	1	1¼	1	1¼	1 Feb. 6	1¼ Feb. 5	1 Feb. 6	1½ Jan. 3
White Knob	100	9,828	11,448	10	15	13	15	30	30½	15 Feb. 8	30 Feb. 21	12½ Jan. 2	35 Feb. 21
Winona	25	550	2,530	4½	5	3½	4	.....	[illegible]	3 Feb. 13	4 Feb. 7	3 Feb. 13	5 Jan. 6
Wolverine	25	2,900	5,719	39½	40	39	40	40	41	40 Feb. 2	43 Feb. 7	39 Jan. 15	43 Feb. 7
Wyandotte	25	2,260	3 705	1½	2	1⅜	2	1½	2	1⅜ Feb. 15	2 Feb. 15	1⅜ Jan 27	2 Jan. 3

† Assessment paid. § Less than 100 shares. ‡ 50 per cent paid.

GENERAL QUOTATIONS

—OF—

BONDS AND STOCKS.

1. In the following twenty-seven pages of tables quotations are given for all securities listed on any Stock Exchange in the United States; also for all leading unlisted and inactive securities for which we have been able to obtain reliable prices.

2. Quotations from all Stock Exchanges are as near as possible for the *last day of February*. Of course the coupon, is there be one, maturing between the date of quotation and the date of this publication, is not deducted from the price.

3. Bond prices marked thus (§) indicate that the purchaser must pay accrued interest *in addition to the price given* The method of quoting on the New York Stock Exchange is to quote the prices flat (that is to include the accrued interest in the price), and hence in the tables below no mark is now affixed where this method of quoting is followed.

4. Stock prices marked thus (†) are per share. All others are per cent except bank stock prices.

5. It should be borne in mind in the use of these tables that the quotations for many inactive and unlisted securities are merely nominal, but in all cases the figures are obtained from sources which are considered reliable.

6. The following abbreviations are often used, viz.; "M.," for mortgage; "g.," for gold; "g'd.," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

☞**Notice Change.**—We no longer affix a mark to prices quoted flat, but only to those which reqnire payment of accrued interest in addition to the price. Designating mark in this instance is (§).

Bonds.	Bid.	Ask.
RAILROAD BONDS.		
(Bonds of companies consol'd are often under the consolidated name.)		
Alabama Cent.—See South'n Ry.		
Alabama Great Southern—		
1st, 6s, 1908.....J&J	109	114
Debenture 6s, gold, 1906...F&A	£107	111
General mortgage 5s, 1927.J&D	£106	108
Alabama Midland—		
1st, guar., g., 5s, 1928.....M&N	98	100
Ala. N. O. T. & P.—		
"A" deb., 5s, g., 1910-1940..M&N	£108	112
"B" deb., g., 5s, 1910-1940.M&N	£ 88	90
"C" deb., g., 5s, 1940.....A&O	£.....	.....
Alabama & Vicksburg—		
Con. g., 5s, 1921.....A&O	100	105
2d, consol. g., 5s, 1921.....A&O	87	100
Vicks. & Mer., 1st. g., 6s, '21.A&O	113	115
Albany & Susq.—See Del. & Hud.		
Allegheny Valley—See Penn. RR.		
Allegheny & Western—		
1st g., g'd 4s, Oct. 1, 1998..A&O	§102	103
Allentown Terminal—		
4s, g., 1919.....J&J	100	.....
Alton Bridge—See St. C. M. & St. L.		
Am. Dock & Imp.—See Cen. of N. J.		
Ann Arbor Ry.—		
1st, g., 4s, 1995 .....Q.-J	93½	94
Aroostook Nor. See Bangor & Ar.		
Asheville & Spartanburg—S. U. &		
Col., 1st m., g., gu., 4s, 1995.J&J	80	.....
Atch. & East'n Bridge—		
4s, 1928..... J&J	75	82
Atch. & Nebraska—See C. B. & Q.		
Atch. & Pikes Peak—See C. Br. U. P.		
Atchison Topeka & Santa Fe—		
Gen. mort., gold, 4s, 1995..A&O	100½	100¾
Adjustment 4s, 1995.....Nov	82	82½
Eq. tr., series A, g., 5s, 1902.J&J	99	.....
Chic. & St. L., 1st, 6s, 1915.M&S	116	.....
Atl. & Char.—See Southern Ry.		
Atlan. Knox. & Nor.—		
5s, 1946, g.....J&D	103	106
Atlanta & West Pt.—		
Deb. 6s.....J&J	103	105
Atlantic & Dan.—See South'n RR.		
Atlantic & Yad.—See South'n RR.		
Atlantic City RR.—		
5s, g., guar'd, 1919.....M&N	111	.....
Atlantic Coast Line of Virginia—		
Petersb'rg—Class A, 5s, g., '26J&J	115	.....
Class B, 6s, g., 1926..... A&O	125	.....
Rich. & Peters. 6s, 1915...M&N	115	.....
Consol. 7s, 1915.....M&N	116	.....
Consol. 4½s, g., 1940.....M&N	100	.....
Atlantic Tenn. & O.—See So'n Ry.		
Augusta South—See So. Car. & Ga.		
Austin & Northw'n—See So. Pac.		
Balt. Ches. & Atlan.—See Pa. RR.		
Balt. & C. V. RR. Ex.—		
1st M. 6s, July, 1929.....J&J	105	.....
1st M., 6s, July, 1931.....J&J	115	.....
Balt. & Harrisb.—See West Mary.		
Baltimore & Ohio—		
Prior lien, 3½s, g., 1925.....J&J	94½	95
1st M., 4s, g., 1948.....A&O	100¼	100½
Pitts. Jc. & M. div 3½s, g. '25. M&N	87	88
So'w't div. 1st g., 3½s, 1925. J&J	89	89½
W. V. & P., 1st, 4s, g., 1990. M&N	94	98
Car trust, g., 5s, 1900.....J&J	§100	.....
Baltimore & Potomac—		
1st, 6s, g., gu., 1911.....A&O	119	.....
1st, tunnel 6s. g., gu., 1911..J&J	117	.....
Bangor & Aroostook—		
1st mort., 5s, g., Jan. 1, 1943.J&J	§113¾	114¼
2d, 5s, g., July 1, 1945.....J&J	§100	101
Piscat. Div. 1st, g, 5s, 1949...A&O	§113½	114
Aroost'k Nor.—5s, g., 1947. A&O	§105	107½
Battle Creek & Stur.—See. Mich. C.		
Beech Creek—See N. Y. C. & Hud.		
Bellaire Zanesville & Cin.—		
Prior lien 6s, July 1, 1899..J&J	45	.....
1st mort., 4s, 1940.....J&J	.....	10
Bell. & Caron.—See Ill. Central		
Bell's Gap—See Pa. & Northw'ern.		
Bellvidere Del.—1st, 6s, c, 1902 J&D	105½	.....
Cons., 4s, Feb. 1, 1927.....F&A	109	.....
Bennington & Rutland—		
Gold, 4½s, 1927.....M&N	§104	105
Booneville Bdg. Co.—See Mo. K. & T.		
Boston & Albany—		
4s, 1913.....A&O	§108	.....
Bos. Clin. F. & N. B.—See Old Col.		
Bos. Conc. & M.—See Con. & Mont.		
Boston & Lowell—		
4½s, May 1, 1903.....M&N	§103	104
4s, July, 1907.....	§104	.....
4s, March, 1915.....M&S	§108	109
4s, July 1, 1916.....J&J	§108½	109½
4s, Oct. 1, 1918.....	§109½	110½
4s, April, 1932.....A&O	§114	.....
3½s, July 1, 1919 .....J&J	§103	104
Boston & Maine—		
4½s, g., Jan. 1, 1944.....J&J	§128	129½
4s, Improvement, 1905.....F&A	§103	.....
4s, Feb. 1, 1907.....F&A	§104	.....
4s, Feb. 1, 1937.....F&A	§114	.....
4s, Aug. 1, 1942.....F&A	§116½	117½
Eastern Mass., 6s g., 1906. M&S	§115½	.....
Port. & Roch. 4s. Oct., 1907. A&O	§100	103
Ports. Gt. F. & Con., 4½s, '37. J&D	§124	125
Bos. & N. Y. A. L.—See N. Y. N. H. & H.		
Boston & Prov.—4s, 1918.....J&J	§111	.....
Boston Revere B. & L.—		
4½s, July 15, 1927.....J&J	§.....	119
Bost. Win. & Shore—		
5s, Sept. 1, 1906.....M&S	§107	.....
Brooklyn & Montauk—See Long I.		
Bruns. & W.—See Sav. Fla. W.		
Bruns. & Chilli.—See Wabash.		
Buff. & Erie—See L. Sh. & M. So.		
Buff. N. Y. & Erie—See Erie.		
Buffalo Rochester & Pittsburg—		
General 5s, g., 1937.....M&S	111¼	.....
Deb. 6s, Jan. 1, 1947.....J&J	.....	.....
Roch. & P., 1st, g., 6s, 1921. F&A	126	.....
Consol., 1st, g., 6s, 1922..J&D	125	129
Clear. & M. 1st, 5s, g., gu., '43. J&J	129	131
Buffalo & Southwest—See Erie.		
Buffalo & Susquehanna—		
1st, 5s, g., s. f., 1913.....A&O	100	104
Burl. Cedar Rapids & Northern—		
1st, 5s, 1906.....J&D	108	109
Cons. 1st & col. tr., 5s, g., '34. A&O	116¾	.....
Ced. Rap Ia. F. & N. W.—		
5s, gold, guar, 1921 .....A&O	106	.....
Burl. & Mo. (Neb.)—See C. B. & Q.		
California Pacific—		
1st mort., 4½s, g., 1912.....J&J	104½	.....
2d mort., g., g'd 4½s, 1911...J&J	101½	.....
3d mort. 6s, g., g'd 1905.....J&J	105	.....
3s, g., 1905.....J&J	90	95
Cambria & Clearfield—		
1st, 5s, g., 1941.....J&J	100	.....
Camd. & Atl.—See W. Jer. & Sea Sh.		
Canada Southern—		
1st, 5s, Jan. 1, 1908.....J&J	106½	107
2d mort., 5s, Mar. 1, 1913..M&S	.....	109½
Canadian Pacific—		
Land grant, 1st, 5s, g., 1931. A&O	.....	‡111
1st M., deb. £, g., 5s, 1915 ..J&J	£113	115
Canadian Pacific—(Con.)—		
Land grant gu., 3½s, g., 1938. J&J	£102	104
Cons. deben. 4s, perpetual..J&J	£110	112
Ont. & Quebec, deb. guar. 5s....	£139	142
New Brunsw., 1st, g., 5s, '34 F&A	£117	119
Cons. deb. 4s, perpetual...J&J	£108	111
Canastota Nor.—See Lehigh Val.		
Carb. & Shaw.—See Ill. Central.		
Carthage & Adiron.—See N. Y. Cent.		
Carolina Central—		
1st, g. 4, Jan. 1, 1948.....J&J	82	86
Catawissa—Mort. 7s, Aug., 1900..	101¾	102½
1st mort. 6s, 1902.....F&A	104	.....
Refunding g. 4s, 1948.....A&O	.....	.....
C. R. Ia. F. & N.—See B. C. R. & N.		
C. R. & Mo. Riv.—See Chic. N. W.		
Central Branch RR.—		
1st 4s, g., Feb., 1919.....F&A	75	83
Central Branch Union Pacific—		
1st g. 4s, 1948.....J&D	86	90
Central of Georgia—		
Coll. trust, 5s, g., 1937.....M&N	87	91
1st M., g. 5s, 1945 .....F&A	118	.....
Cons. g. 5s, 1945.....M&N	89¼	.....
Mobile Div. g. 5s, 1946.....J&J	103	106¾
Macon & Nor. g. 5s, 1946.....J&J	§ 98	.....
Mid. Ga. & Atl., 1st 5s, 1947. J&J	90	98
1st income (up to 5), 1945...Oct.	33½	34
2d income (up to 5), 1945...Oct.	9½	10½
3d income (up to 5), 1945...Oct.	4½	6
Ocean SS. Co., g., gtd. 5s, '20. J&J	106	.....
Central New England—		
1st g., 5s, Feb. 1, 1919.....F&A	102	104
Gen. inc. g. 5s, Feb. 1, 1949, Oct. 1	55	60
Dutchess Co. 4½s, g., 1940...J&D	75	84
Central of New Jersey—		
Consol. mort., 7s, 1902.....M&N	110	.....
Gen. mort., g., 5s, 1987.....J&J	.....	123
Conv. deb., 6s, 1908.....M&N	110	.....
Leh. & W. con. 7s, 1900, as'd...Q-M	99	100
Mortgage 5s, 1912.....M&N	103	.....
Am. D. & Imp. Co., gtd., 5s, '21. J&J	114	.....
N. Y. & L. Br., Gen. g. 4s, '41. M&S	§113½	114½
Gen., g., 5s, 1941.....M&S	127	.....
Central Pacific—(See So. Pacific.)		
Central of S. C.—		
1st g. 6s, 1921.....J&J	100	.....
Central Vermont.—		
1st g. 4s., 1920.....Q.-F	88	90
Charleston & Savannah—		
Gen. mort. 7s, g., 1936.....J&J	120	.....
Charleston & Western Carolina—		
1st g. 5s, 1946.....A&O	105	109
Charlotte Col. & Aug.—See South'n		
Chartiers—		
1st, 7s, 1901 .....A&O	106	.....
Chat. Rome & Southern—		
1st 5s, g., 1947.....J&J	90	96
Rome & Carrol.—1st g. 6s, '16. J&J	.....	80
Chateaugay Ry.—See Del. & Hud.		
Chesapeake & Ohio—		
Series A, gold, 6s, 1908.....A&O	116	119½
1st Mortg. g., 6s, 1911 ....A&O	119	121
Term., 1st, g., 6s, 1922 .....J&D	114	.....
C. & O. Ry. 1st con., g., 5s, '39. M&N	.....	118½
General 4½s, gold, 1992....M&S	98	98½
R. & A. Div. 1st con., g., 4s, '89. J&J	101	.....
2d con., g., 4s, 1989.....J&J	.....	99
Craig Valley, 1st, 5s, gold, 1940.	97	.....
Warm Sp. Val., 1st 5s, g., '41. M&S	95	.....
El. Lex. & B. S., 5s, g., 1902. M&S	102¾	105
Elevator Co., g. 4s, 1938....A&O	70	78
Cheshire—See Fitchburg.		
Chicago & Alton—		
Ref'd'g g. 3s, 1949 (w. iss.). A&O	95	98
Sinking fund 6s, gold, 1903. M&N	105	.....
La. & Mo. R., 1st gd. 7s, 1900. F&A	101½	101¾
2d g'd, 7s, 1900.....M&N	102	103

§ Purchaser also pays accrued interest. £ In London.

Bonds.	Bid.	Ask.
Chicago Burlington & Quincy—		
Consol. (now 1st) 7s, 1903..J&J	112	.....
3½s, July 1, 1949, opt. 1929..J&J	§103	104
5s, sinking fund, 1901.....A&O	102⅜	.....
5s, debenture, 1913 .....M&N	.....	.....
5s, conv. deb., 1903.....M&S	124	.....
Illinois Div , 3½s, 1949.....J&J	104	.....
Iowa Div., s. f., 5s, 1919....A&O	115½	.....
s. f. 4s, 1919.....A&O	105½	.....
Denv Ext., col. tr. 4s, 1922. F&A	101	.....
Skg. fd. 4s, S.W. div., 1921...M&S	.....	102¼
Chic. & Ia., col. tr. 5s, 1905, F&A	104	.....
Nebraska Ext., 4s, 1927....M&N	111	112
Atch. & Neb., 1st, 7s, 1908. M&S	117	.....
Burl. & Mo. (Neb.) 1st, 6s, '18. J&J	§123	.....
Consol. 6s, non-ex., 1918..J&J	§107	.....
4s (Neb.), 1910 ....J&J	§100	.....
Han. & St Jo., 1st 6s, 1911. M&S	121	123
Lincoln & N. W., 7s, 1910...J&J	126	.....
Ott. Osw. & Fox R., 8s, July 1900.	§102	.....
Repub. Val., 1st, 6s, 1919...J&J	§106	108
Chicago & Eastern Illinois—		
1st mort., 6s, 1907, sink. fd. J&D	.....	117
1st, consol. 6s, gold, 1934..A&O	135	139
Gen. consol. 1st, 5s, 1937..M&N	113	114
Danv. & G. C'k, 1st M. 6s, '20 M&N	105	.....
Ch. & I. C. Ry.—1st 5s, 1936. J&J	105	107
Chic. Ft. Mad. & Des Moines—		
1st g. 5s, 1911.....J&J	.....	.....
Chicago & Grand Trunk—		
N. W. Gr. Tr., 1st M., 6s, 1910 J&J	101	.....
2d M., g , 5s, Jan. 1, 1922...J&J	64	.....
Chic. & Gt. W'n.—See Chi. Ter. Tr.		
Chic. Hammond & West—		
1st, g., 6s, Jan. 1, 1927.....J&J	§125	.....
Chic. & I. C. Ry.—See Chic. & E. Ill.		
Chic. Ind. & Louisville—		
Ref'd'g mtg., g. 6s, 1947....J&J	114	115
Ref'd'g mtg., g., 5s, 1947....J&J	101	103
L. N. A. & C., 1st 6s, 1910...J&J	114	.....
C. & I. Div., g., 6s, 1911....F&A	112	116
Chic. & Milw.—See Chic. & N. W.		
Chicago Milwaukee & St. Paul—		
Gen., g., 4s, ser. A., 1989....J&J	111	111¼
Gen., g. 3½s, ser. B, 1989...J&J	.....	.....
R. D., 1st, $ gold, 7s, 1902 ..J&J	167¼	.....
R. D., 1st, £ gold, 7s, 1902..J&J	167½	.....
Ia. & Dak., Exten. 7s, 1908..J&J	167¼	.....
Chic. & Milw., 1st M., 7s, 1903. J&J	167¼	.....
Inc., conv., s. f., 5s, 1916..J&J	110	.....
1st cons. pr. lien 7s, 1904...J&J	167	.....
Chic. & M. consol. 7s, 1905..J&J	167¼	.....
Fargo & So., g. 6s, ass'd, 1924. J&J	132	.....
Dubuque Div., 1st, 6s, 1920. J&J	§131	.....
Southw. Div., 1st, 6s, 1909..J&J	.....	121
Dak. & Gt. So., 1st g. 5s, 1916. J&J	114½	.....
La. & D. Div., 1st, 5s, 1919..J&J	117½	.....
So. Minn., 1st, 6s, 1910.....J&J	119	120
H. & Dak. Ext., 1st, 7s, '10. J&J	.....	130
1st M. 5s, 1910.....J&J	110½	....
Chic. & Pac. Div., 6s, 1910..J&J	119¼	120½
West'n Div., gold 5s, 1921. J&J	119¾	120½
Ch. & Mo. Riv., 1st 5s, 1926. J&J	120	.....
Mineral Pt. Div., 5s, 1910...J&J	110¾	.....
Chic. & L. Sup. Div., g., 5s, '21. J&J	118	120½
Wis. & Minn. Div., g. 5s, '21. J&J	.....	120⅛
Wisconsin Valley Div.—		
1st, 6s, 1920.....J&J	§132	.....
1st, 7s, 1909.....J&J	.....	.....
Terminal 5s, gold, 1914.....J&J	113¾	.....
Milw. & No., 1st 6s, 1910....J&D	119	.....
1st consol. 6s, 1913.....J&D	122	.....
Ch. Ju. Rys. & St'k Y'ds—See Miscel.		
Ch. & No. M.—See Ch. & West. Mich.		
Chicago & North Western—		
General 3½s, g., 1987.....M&N	.....	109½
Con. s. f. 7s, 1915.....Q-F	141	.....
Gen. con., g., 7s, 1902.....J&D	110⅛	.....
Sinking fund 6s, 1929.....A&O	116½	120
5s, 1929.....A&O	109¾	.....
Sink. fd. deben. 5s, 1933...M&N	120	122
25-year deb. 5s, 1909.....M&N	108	110
30-year deb. 5s, 1921.....A&O	116	118½
Exten. bonds, 4s, 1926..F&A 15	.....	108
Iowa Div., 1st, 4½s, 1902...A&O	.....	.....
Escan. & L. Sup., 1st, 6s, 1901. J&J	103⅜	104¼
Des M. & Minn., 1st, 7s, 1907. F&A	114	.....
Iowa Mid., 1st M., 8s, 1900. A&O	102	.....
C. M. & N. W., 1st M., 6s, 1905. M&N	110	.....
Winona & St. P., 2d, 7s, 1907. M&N	120	123
1st exten., 7s, gold, 1916. J&D	135	.....
Mil. & Mad., 1st, 6s, 1905...M&S	110	.....
Ott. C. F. & St. P., 5s, 1909. M&S	109	.....
North. Ill., 1st, 5s, 1910.....M&S	111	.....
Madison ext., 1st g. 7s, 1911. A&O	127	.....
Marshfield ext., 1 M. 5s, '22. A&O	100	.....
Menominee ext., 1st g. 7s, '11. J&D	127	.....
Menominee Riv., 1st, 7s, '06. J&J	116	.....
Northwest. Un., 1st g. 7s, '17. M&S	134	.....
Chic. & Tomah, 1st, 6s, 1905. M&N	108	.....
Dak. Cent., 1st c. 6s, 1907..M&S	§112⅜	.....
Cedar R. & M., 1st, 7s, 1916. M&N	§139	.....
1st mort., 7s, 1909.....J&D	§126	.....
Frem. Elk. & Mo. V., 6s, '33. A&O	§135	.....
Unstamped.....	§135	139½
Milwaukee Lake Shore & W'n—		
Con. 1st 6s, gold, 1921...M&N	138½	.....
Mich. Div., 1st g. 6s, 1924. J&J	139	.....
Ashland Div., 1st g. 6s, '25. M&S	142	.....
Conv deb. g. 5s, 1907.....F&A	104	.....
Ext. & imp., s.f., g., 5s, 1929. F&A	123⅛	124
Incomes, 6s, 1911.....M&N	108	.....
St. P. & E. Gr. Tr., 1st, 6s, g. '13. J&J	115	.....
Chicago Peoria & St. Louis—		
1st mort., g., 4s, 1925.....J&J	20	28
2d mort. inc. g. 4s, 1945..Jan. 1	2	.....
Chicago Rock Island & Pacific—		
Refunding g. 4s, 1988.....J&J	106	106¼
1st M. 6s, 1917.....J&J	130	134
Des M. & Ft. D., 1st 4s, 1905..J&J	93⅝	.....
1st inc. 2½s, 1905 ... .J&J	84	.....
Exten. 4s, 1905.....J&J	92	.....
Keokuk & Des Moines—		
5s, 1st, '23..... A&O	112	115
Chic. & St. L.—See Atch. T. & S. Fe.		

Bonds.	Bid.	Ask.
Chic. St. L. & N. O.—See Illinois Cen.		
Chic. St. L. & Pitts.—See Penn. Co.		
Chic. St. L. & Pad.—See Ill. Cent.		
Chic. St. Paul Minn. & Omaha—		
Con. 6s, 1930.....J&D	135	135½
Ch. St. P. & M. 1st g. 6s, 1918. M&N	.....	.....
North Wisconsin—		
1st 6s, 1930.....J&J	.....	140
St. P. Stillwater & Tayl's Falls—		
1st mort. 7s, 1908.....J&J	116	.....
St. Paul & Sioux City—		
1st g. 6s, 1919.....A&O	130½	.....
Hud. & Riv. F., 1st M. 8s, '08. J&J	120	.....
Sault Ste. M. & Southwest -		
1st mort,, 5s, 1915.....M&N	106	.....
Chic. Term. Trans. g. 4s, 1947. J&J	.....	94
Chic. G. W. 5s g. 1936.. ....J&D	105	.....
Chic. & Tomah.—See Chic. & Nor.		
Chicago & Western Indiana.—		
Gen. g. 6s, 1932.....Q-M	116	.....
1st g. 6s, s. f., 1919.....M&N	105½	.....
Chic. & West Mich.—See Pere Marquette.		
Choctaw & Memphis—		
1st, g., 5s, Jan. 1, 1949.....J&J	101½	103
Choc. Ok. & Gulf—		
Gen. M., g., 5s, Oct. 1, 1919..J&J	104	104½
Cin. & Balt.—See B. & O. So'westn		
Cin. Dayton & Ironton—		
1st, g. gd. 5s, 1941.....M&N	112	115
Cincinnati Hamilton & Dayton—		
Consol. S. F. 7s, 1905.....A&O	§115	.....
Consol. mort., 6s, 1905.....A&O	§111½	112¼
Consol. 5s, 1905.....A&O	§106½	108
General 5s, gold, 1942.....J&D	§108	.....
2d mort., gold, 4½s, 1937...J&J	§111½	113
Day. & Mich., 1st 5s g'd 1911. J&J	§112½	.....
Cin. Hamilton & Indianapolis—		
1st 7s g'd, 1903.....J&J	§107	109
Gen. g. 5s, 1943.....J&D	§106	.....
C. I. St. L. & C.—See C. C. C. & St. L.		
Cin. Laf. & Chi.—See C. C. C. & St. L.		
Cincinnati Lebanon & Northern—		
1st, 5s, 1916.....J&J	110	.....
Cincinnati Northern—		
1st, g., 5s, 1947, certfs.....	.....	.....
Cincinnati Portsmouth & Va.—		
1st g. 5s, 1925.....J&D	§107	109
Cin. Conn. Belt. 1st gu., g. 5s, 1929	101½	103
Cincinnati Rich. & F. W.—		
1st, 7s, g., 1921.....J&D	122	.....
Cin. San. & Clev.—See C. C. C. & St. L.		
Cincinnati & Springfield—		
7s, C. C. C. & I., 1901 ....A&O	104	.....
7s, gu. L. S. & M. S., 1901....A&O	104	108
Clearfi'd & Jeff—See Pa. & Nor. W.		
Clearf. & Mahoning—See B. R. & P.		
Cleveland Akron & Columbus—		
Gen. gold 5s, 1927.....M&S	114	118
Eq. tr. and 2d M., g., 6s. 1930. F&A	99	.....
Cleve. Cin. Chic. & St. Louis—		
General 4s, gold, 1993.....J&D	91¾	.....
Cairo Div., 1st g. 4s, 1939....J&J	90	.....
St. L. Div., 1st, col. tr. g, 4s, '90 M&N	101½	.....
White W. V. Div., 1st, 4s, g. '40. J&J	90	.....
C. W. & M. Div., 1st, 4s, g., '91. J&J	92	.....
Spr. & Col. Div., 4s, 1st, g., '40. M&S	90	.....
Cin. San. & Clev. con. g. 5s, '28. J&J	113	.....
Col. Spr. & Cin., 1st 7s, 1901. M&S	103	.....
Cin. Laf. & Chic., g., 7s, 1901. M&S	102	104
Ind. & St. L., 1st 7s, 1919, A J&J	§133	.....
1st 7s, 1919, series B.....M&S	§133	.....
1st 7s, 1919, series C .M&N	§133	.....
C. I. St. L. & C., 1st, 4s, g., '36..Q-F	104	.....
6s, con., 1920.....M&N	§106	.....
Peoria & East, cons., 4s, '40. A&O	87	88
2d cons. income 4s, 1990. Apr 1	...	29½
Id. Blm. & W. ext. 4s, 1940 A&O	102	.....
O. Ind. & W., g. 5s, 1st, pf., 1938. Q-J	103	.....
Clev. Col. Cin. & Indianapolis—		
Consol. mort., 7s, 1914. ....J&D	135	.....
Gen. con., g., 6s, 1934.....J&J	131	.....
Cleveland Lorain & Wheeling—		
Con. g. 5s, 1933.....A&O	109	.....
Equip. notes 5s, 1902.....J&J	§100	.....
Cleveland Term. & Valley—		
1st, 4s, g., 1995.....M&N	95	99
Clev. & Mah. Val.—		
Con. 5s, g., 1938.....J&J	130	.....
Clev. & Marietta—See Penn. RR.		
Cleveland & Pitts.—See Penn. Co.		
Colorado Midland—		
1st, 2, 3, 4, l. g., 1947.....J&J	69½	.....
1st, 4s, g., 1947.....J&J	73	73¾
Colorado Southern—		
1st g. 4s, Feb. 1, 1929.....F&A	83	83½
Columbia & Gr.—See Southern Ry.		
Col. Newberry & Laurens—		
1st, g. 6s, 1937.....J&J	.....	.....
Columbus Hocking Valley & T.—		
See Hocking Valley Ry.—		
Col. & Ind. Cen.—See Penn. RR.		
Columbus Sandusky & Hocking—		
1st mort., 5s, gold, 1900 ...A&O	35	50
Gen. mort., 2½-4s, g., 1946 .J&J	2	5
Income 4s, g., 1945.....F&A	.....	.....
Zanesv. Ter., 1st, g., 5s, 1940. J&J	15	30
Col. Ter. & Tr. Co.—5s, 1943. M&S	50	65
Col. Connect. & Ter.—See Norf. & W.		
Concord & Montreal—		
4s, 1920.....J&D	§109	.....
Deb. 4s, 1920.....J&D	§106	.....
B. C. & M., imp. 6s, 1911.....J&J	§122	.....
Connecticut & Passumpsic—		
1st, g., 4s, 1943.....A&O	§112	113
New. & Rich., g'd 5s, 1911..J&J	§108	.....
Connecticut River.—		
Gold 4s, 1943. .....M&S	§114	.....
Scrip, 4s, 1903.....J&J	§100	.....
Consol. RR. of Vt.—See Central Vt.		
Cumberland & Penn.—		
1st, g., 5s, 1921.....M&N	107	.....
Current Riv.—See K. C. Ft. S. & M.		
Dak. Cent.—See Chic. & Northw.		
Dak. & Gt. So.—See C. M. & St. P.		
Dallas & Waco—See Mo. K. & T.		

Bonds.	Bid.	Ask.
Dayton & Mich. See Cin. H. & D.		
Day. & West.—1st M., 6s, '05..J&J	§109	111
1st mort., 7s, 1905.....J&J	§114	.....
Dayton & Union—		
1st, 7s, 1909.....J&D	§117	.....
Income 6s, due after 1910..J&D	§110	.....
Delaware—Gen. M. 4½s, g. A'32 J&J	.....	.....
Del. & Bound Brook—		
1st, 7s, 1905..... .....F&A	118	122½
Delaware & Hudson—		
Pa. Div., 7s, 1917.....M&S	144	.....
Adir. Ry., 1st, gu. 4½s, g., '42. M&N	100	.....
Alb. & S., 7s, 1st, con., gu., '06. A&O	120	121
1st, 6s, cons., gu., g., 1906. A&O	114½	.....
Deb. 5s, g., May 1, 1900 to 1902	100	.....
Bluff Pt. Land Imp. Co.—		
1st M., g., guar., 4s, 1940. J&J	90	100
Chat. O. & I. Co., not gu. 6s, '29..	35	50
6s, guar., D. & H., 1929	.....	.....
Chateaugay Ry. 6s, gtd., '07. F&A	100	.....
New York & Canada—		
2. M., 6s, g., 1904.....M&N	ℓ106	110
Deb. g., 4½s, guar. 1904..M&N	100	.....
Rens. & Sar., reg., 1st. 7s, '21. M&N	119	.....
Delaware Lack. & West.—		
1st mtg 7s, 1907.....M&S	125	.....
Morris & Essex—		
1st, 7s. 1914..... .....M&N	140	.....
7s, 1871-1901..... .....A&O	107½	.....
7s, 1st, con., guar., 1915..J&D	139	.....
4½s, Pur. Mon., Jan., 1912. J&J	103	.....
N. Y. Lack. & Western—		
1st, 6s, g'd, 1921.....J&J	134	.....
2d, 5s, g'd, constr., 1923..F&A	115	.....
Term. & Imp. 4s, g'd, '23..M&N	104	.....
Oswego & Syracuse—		
Guar., 5s, 1923. .. ..M&N	107	.....
Consol. mort., 7s, 1907...M&S	116	.....
Syracuse Binghamton & N. Y.—		
Con. 7s, g'd, 1906.....A&O	122½	.....
Valley, N. Y., 1st, 5s, 1911..F&A	109	.....
Warren, consol. 7s, 1905...M&S	109	.....
2d, now 1st, 7s, 1900 A15&O15	102	.....
Denver & Rio Grande—		
7s, g., 1900..... .....M&N	103	104
Impr., gold, 5s, 1928.....J&D	103½	104½
1st, con., g., 4s, 1936.....J&J	98¼	.....
1st, con. g., 4½s, 1936..... J&J	105½	.....
Des M. & F. D.—See C. R. I. & Pac.		
Des M. & Minn.—See Chic. & N. W.		
Des Moines Union—		
1st, g., 5s, 1917.....	108½	110
Detroit Grand Haven & Mil.—		
Eq. 6s, 1918	ℓ107	112
Con. mort., guar., 6s, 1918..A&O	ℓ103	108
Det. Gr. Rapids & W.—See Pere Marq.		
Detroit & Lima Northern—		
Lima No. 1st, g., 5s, 1945..A&O	.....	50
Det. & Lima N. g., 5s, 1947. A&O	.....	40
Detroit & Mack.—		
Prior lien, g., 4s, 1995 .....J&D	90	.....
Mort. gold, 4s, 1995.....J&D	78	.....
Detroit Mac. & Marq.—		
Land grant, 3½s, 1911 .....A&O	29¾	30½
Detroit M. & Tol.—See L. S. & M. S.		
Dul. & Ir. Range—1st, 5s, '37. A&O	107	109
2d mort., 6s, 1916.....J&J	100	.....
Duluth Missabe & Northern—		
1st, g., 6s, 1922.....J&J	102	.....
2d con. M., g., 6s, 1923.....J&J	102	.....
Gen. 2d mort. g. 4s, 1924...J&J	.....	.....
Duluth Red W. & So.—		
1st, g., 5s, 1928.....J&J	.....	80
Duluth South Shore & Atlantic—		
1st, g., 5s, 1937. .....J&J	111	113
Dul. Short Line—See St. P. & Dul.		
Dulu. Trans.—1st, g., 6s, 1921. J&J	25	40
Dun. War. & P.—See N. Y. C. & H. R.		
Dutchess Co.—See Ph. R. & N. Eng.		
East Tenn. Va. & Ga.—See So. Ry.		
Eastern Mass.—See Boston & Me..		
Eastern Minn.—See St. P. M. & M.		
Easton & Amboy—See Lehigh Val.		
Elgin Jol. & East. g. 5s, 1941. M&N	110¾	111
Elizab. Lex. & Big S.—See C. & O.		
Elmira Cort. & Nor.—See Leh. Val.		
Elmira State Line.—		
1st M. 7s. 1905..... A&O	105	.....
Elmira & Williamsport.—		
1st, 6s, conv. 1910.....J&J	119	120½
Income 5s. 2862.....A&O	106	.....
Erie—		
N. Y. & E. 1st ext. 4s, g. 1947. M&N	117	120
5s, 2d, ext., gold, 1919.....M&S	120½	.....
4½s, 3d, ext., gold, 1923....M&S	115½	.....
5s, 4th, ext., gold, 1920.....A&O	120½	.....
4s, 5th, ext., gold, 1928.....J&D	107	.....
7s, 1st, con. g., 1920 .....M&S	.....	141
7s, 1st, con., g, fund, 1920....M&S	.....	.....
Prior lien g. 4s, 1996.....J&J	89¼	90
Gen. lien, g., 4s, 1996.....J&J	71	71¼
Buff. N. Y. & E., 1st, 7s, 1916. J&D	135	.....
Buff. & So. W., 1st, 6s, g. 1908. J&J	108	.....
2d M., g., 5s, 1908 .....J&J	100	.....
Jeff. RR., 1st, 5s, gu., g., '09. A&O	106¼	.....
Chic. & Atlantic Term.—		
1st, M., g., 5s, 1918 .....J&J	100	.....
Ch. & Erie, 5s, 1st, g., 1982. M&N	116	.....
Long Dock, 6s, con., g., 1935 A&O	139	140
Newb. & N. Y., 1st, 5s, 1929. J&J	100	.....
N. Y. L. E. & W. C. & RR.—		
1st, 6s, cur., guar., 1922..M&N	105	.....
N. Y. L. E. & W. D. & I. Co.—		
1st, 6s, cur., 1913.....J&J	117	.....
N. Y. & Gr. Lake gu. g. 5s, '46. M&N	105½	110
Susp. Bridge & Erie Junct.—		
1st, g'd 7s, July 1, 1900...J&J	101	.....
N. Y. Sus. & Western—		
1st, refunding 5s, 1937....J&J	108	110
2d mort., 4½s, 1937.....F&A	92¼	95
Gen. mort., 5s, g., 1940...F&A	94	.....
Coll. trust 6s, 1905.....M&N	97	98
Term. 1st, g., 5s, 1943.....F&A	108	.....
Midl'd of N. J., 1st, 6s, 1910 A&O	115	119
Wilkes. & East, 1st g. 5s, '42. J&D	104½	105

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Erie & Pitts.—See Penn. RR.		
Escanaba & L. Su.—See Ch. & N.W.		
Eureka Springs Ry.—		
1st, 6s, g., 1933.....F&A	60	85
2d income 6s, 1933.....Feb. 1	3	8
Evansville & Indianapolis—		
Ter.H.&S'east, 1st, 7s,1909.M&S	100	.....
Ev. & In.,1st,g.,g'd 6s, '24J&J	100	105
Consol., g., g'd, 6s, 1926 ..J&J	102	105
Evans. Rock.& E.—See L.E.& St.L.		
Evansville & Terre Haute—		
1st, con., g., 6s, 1921.....J&J	123⅓	124
1st, gen. 5s, gold, 1942.....A&O	107¾	.....
Mt. Vernon, 1st, 6s, g., '23..A&O	100	.....
Sul. Co. Br., 1st, g., 5s, 1930.A&O	100	.....
E. T. H. & Chicago—		
1st, 6s, g., 1900..... .....M&N	100	.....
Income 6s, 1920.....M&N	100	.....
Fargo & So.—See Chic. M. & St. P.		
F. Ft. W. & W.—		
1st, g, 5s, 1945.....J&J	75	95
Income, 5s. 1945.....J&J	5	12
Fitchburg—		
5s, 1903.....J&D	§104½	.....
5s, 1908..... .....M&N	§111	.....
4½s, 1914.....M&N	§111	.....
4s, 1905.....J&D	§102½	.....
4s, 1907.....A&O	§103	.....
4s, 1915.....	§107	...
4s, July 1, 1916.....	§107½	....
4s, Refunding, Mar., 1927..M&S	§111½	112½
4s, Jan., 1928 .....J&J	§112	.....
Flint & Pere Marquette—See Pere Marquette.		
Florida Central & Peninsula—		
1st, gold, 5s, 1918.....J&J	106	.....
1st, l. g. ext. 5s, gold, 1930..J&J	101	.....
1st, con. 5s, gold, 1943.....J&J	99	102
So. Bound, 1st g., 5s,1941..A&O	97	99
Florida Southern—		
1st M., g, g'd, 4s, 1945. .....J&J	47	56
Fonda Johnstown & Gloversv.—		
1st cons.ref'd'g,g.,4½s,1947.J&J	122	125
Ft. St. Un. Dep. Co.—		
4½s, g., 1941.....J&J	105	.....
Ft. Smith & V.B.B.—See St.L & S.F.		
Fort Worth & Denver City—		
1st, g. 4-6s, 1921.....J&D	71	.....
Ft.W.& R.G.—1st, 3-4s, g., '28.J&J	57½	59
Foxbury Br.—See Pitt. & West.		
Fre. Elk & Mo. Riv.—See C. & N. W.		
Gainesville Jeff. & Southern—		
1st, guar. 5s, 1911.....J&J	80	.....
Galv. Har. & San An.—See So. Pac.		
Gal. Hous.& Hen.—1st, 5s, '13.A&O	102	104
Georgia & Alabama—		
1st pref., g., 5s.1945..... A&O	103½	105
1st con. M., g., 5s, 1945 .....J&J	92½	95
Georgia Car. & N.—		
1st, 5s, g., 1929.....J&J	94	99
Geo. Cr. & Cumb.—1st, 6s,'09.A&O	§105	.....
Geor. Midland—See Southern Ry.		
Georgia Pacific—See Southern Ry.		
Ga. RR. & Bank'g Co.—		
6s, Jan. 1, 1910..... J&J	113	.....
6s, Jan. 1, 1922.....J&J	118	.....
5s, Jan 1, 1922.....J&J	110	.....
Georgia Southern & Florida.—		
1st, g., 5s, 1945.....J&J	108½	109½
Gettysburg & Har. Ry.—		
Cons. 5s, g. g'd, 1926.....Var.	95	.....
Gila Val. Globe & Nor—See So. Pac.		
Grand Rapids & Ind.—		
Exten. 1st, g, 4½, 1941..... J&J	108	.....
Exten. 1st, g, 3½s, 1941....J&J	96	.....
Muskegon Div., g, 5s, 1926.J&J	40	.....
Gulf. Beau. &.Kan. C.—		
6s, g. 1913.....F&A	§.....	100
Han. & St. Jo.—See C. B. & Q.		
Harrisburg Portsmouth, &c.—		
1st, 4s, 1913.....J&J	109	.....
Hart. & Conn. West—		
5s, 1903..... ..... J&J	101	.....
Henderson Bridge 6s,g. 1931.M&S	110	.....
Hocking Valley Ry.—		
1st cons g. 4½s, 1999..... J&J	99	99½
Col. & H. V., Ext. 4s, 1948..A&O	102	.....
Col. & Toledo, 1st, 7s, 1905..F&A	§114	115
2d mort., 7s, 1900..... M&S	§100½	101½
Ohio & W. Va., 1st, 7s, 1910.M&N	§116	.....
Car trust s. f. g., 6s, 1904....Q-J	99	.....
Hot. Spr. RR.—1st, g., 5s, '33.M&N	55	85
Housatonic—See N. Y. N. H. & H.		
Houston East & West Texas—		
1st, 5s, g., May 1, 1933.....M&N	101	104
Houston & Tex. Cent.—See So. Pac		
Hud. & Riv. F.—See Ch. St. P.M.&O.		
Huntingdon & Broad Top.—		
1st, g., 4s, Sept. 30, 1920...A&O	107	.....
2d mort., 4s, gold, 1925.....F&A	105½	.....
Cons. mort. 5s, g., 1925.....A&O	.....	108½
Illinois Central—		
1st, gold, 4s, 1951.....J&J	114	.....
1st, g., 3½s, 1951.....J&J	105	....
Col. tr., gold, 4s, 1952.....A&O	104	106
Col Tr.L.N.O.&T.g.,4s,1953M&N	103½	.....
Cairo Bridge, 4s, g., 1950...J&D	102	.....
Spr'field Div.,Exten 3½s '51.J&J	95	.....
Middle Div., reg. 5s, 1921..F&A	115	.....
Sterling S. F., 5s, g., 1903..A&O	ℓ103	106
Sterling, gen. M., 5s, g.,'05. J&D	ℓ105	109
1st mort., £, g., 3s, 1951...M&S	.....	.....
St. Louis Div., 3½s, g., 1951.J&J	101	102
St. Louis Div. 3s, g., 1951...J&J	89	.....
Louisville Div.,3½s,g.,1953.J&J	101¼	.....
Western lines, g., 4s, 1951..F&A	111⅛	.....
Chicago St. Louis & N. O.—		
2d M 6s, 1907.....J&D	114	.....
Cons. g., 5s, 1951.....J&D	123	.....
Cons. gold 3½s, 1951.....J&D	.....	102⅜
Mem. Div., 1st, 4s, g., '51.J&D	101	.....
St. Louis Alton & Terre Haute—		
Bellev.&Car.,1st,6s,1923.J&D	116	.....
St. L. South.,1st,g., 4s,'31.M&S	98	.....
2d,inc.,non-cum.,5s,'31.M&S	.....	....
1st con. g., 5s, 1939.....M&S	.....	.....
Illinois Central—(Con.)		
St. L. Alton & T. Haute (Con.)—		
Carb.&Shaw.,1st,g.,4s,'32.M&S	98	.....
Ind. Bl. & Wn.—See C. C. C. & St. L.		
Indiana Decatur & West.—		
1st g., 5s, 1935.....J&J	104	106
Equip. notes, 5s, 1905.....F&A	§.....	100
Indiana Illinois & Iowa—		
1st g., 5s, 1948..... .....A&O	.....	107½
Ind. & St. L.—See C. C. C. & St. L.		
Indianapolis Union—		
1st, 4½s, 1926.....M&N	85	.....
Indianapolis & Vincennes—		
1st, 7s, 1908..... .....F&A	117	.....
2d mort., 6s, g., gu., 1900..M&N	100	.....
International & Gt. Northern—		
1st, g., 6s, 1919 .....M&N	120	125
2d, 4½-5s, 1909.....M&S	93½	94
3d, 4s, gold, 1921.....M&S	61	62
Colorado River Bridge—		
1st M. 7s, 1920.....M&N	100	.....
Iowa Central—		
1st,g.,5s,1938.....J&D	113	114
Keithsburg Br.,1st,6s,1925.J&D	99	.....
Iowa Falls & S. C.—		
1st, 7s, 1917.....A&O	132	.....
Iowa Midland—See Chic. & N. W.		
Jacksonville & St. Louis—		
Cons., g., 5s, 1925.....A&O	35	55
Income 4s, 1935 .....J&J	.....	.....
Jack.&So.East.—1st 6s, '10.J&J	75	.....
Jacksonville Terminal—		
1st M.,5s,g.,g'd,July 1,1939.J&J	100	.....
Jefferson—See Erie.		
Jeff. Mad. & Ind.—See Penn. RR..		
Joliet & Northern Indiana—		
1st M. 7s, 1907.....J&J	118	.....
Junction (Phila.)—		
1st, 4½s, 1907..... .....J&J	107	.....
2d, 6s, 1900.....A&O	100	.....
Kalamaz. Al.&G.R.—See L.S.&M.S.		
Kanaw. & Mich.—See Tol. & O. C.		
Kansas C. Belt—		
1st, 6s, 1916. .....J&J	§110	115
Kansas City Clinton & Sp.—		
1st, 5s, g, 1925.....A&O	§.....	90
Pleas. Hill & De Soto, 1st, 7s '07.	§100	.....
Kan. City Ft. Scott & Memphis—		
Cons. 6s, 1928.....M&N	§105½	107
Current Riv., 1st, 5s, 1927..A&O	§.....	90
Rich Hill RR., 1st, 7s, 1910.M&S	100	.....
Mem.K.&Col.1st M.7s,1910.M&S	§100	.....
K. C. Ft. S & G.—		
1st, 7s, 1908 ....J&D	§114	115
Kansas City & Mem. Ry. & B.—		
1st 5s, g., 1923. .....A&O	§102	.....
Kansas & Missouri—		
1st M. 5s, 1922.....A&O	90	.....
Kansas City Memphis & Bir.—		
Gen. 4s, 1934 .....M&S	§ 93	95
Income 5s, 1934.....Sept. 1	54½	55
Bir. equip., 6s, g., gu., 1903.M&S	90	95
Kan. C. & N.W.1st M. 5s,1933.J&J	65	.....
Kan. C. & Omaha—		
1st, gold, 5s, 1927.....J&J	30	40
Kan. City & Pac.—See M. K. & T.		
Kan. City St. Jos. & Council B.—		
1st 7s, 1907.....J&J	§117½	.....
Prior lien 7s, 1907 .....J&J	§117	120
Nodaway Val., 1st,7s, 1920.J&D	§108	112
Tarkio Val., 1st M. 7s,1920.J&D	§110	115
Kan. C. Pitts. & Gulf—		
Receivers' certificates.....	100	.....
1st, g., 5s, Apr.1,1923, ctfs.A&O	71½	72½
Kan. C. Southern, 3s, g.1950(w.i.)	67½	68½
Kansas City Suburban Belt—		
1st, 6s, 1920..... .....J&D	90	98
Con. Term. 1st, g., 5s, 1922.J&J	60	75
Kan. C. Union Terminal—		
5s, 1923. .....F&A	65	.....
Kan. C. & Ind. Air Line—		
5s, 1922.....M&S	65	.....
Kan. C. Wat. & Gulf—		
1st M., g., 5s, Jan. 1, 1930...J&J	.....	50
Kansas Midland—		
1st g., 4s, 1937.....J&D	50	65
Kansas Pacific—See Union Pac		
Keithsburg Br.—See Iowa Cent.		
Kentucky Central—See L. & N.		
Ken. & Ind. Bridge & Term. Co.—		
1st, g., 5s, 1911.....M&S	110	111
2d M., gold, 5s, 1919..... .A&O	.....	.....
Term., gold, 5s, 1916..... .J&D	.....	.....
Keokuk & Des M.—See C. R. I. & P.		
Knoxv. & Ohio—See Southern Ry.		
Lake Erie & Western—		
1st, g., 5s, 1937.....J&J	.....	122½
2d, g., 5s, 1941.....J&J	115	.....
No. Ohio, 1st, guar., g., 5s, 1945	111	.....
Lake Sh. & Mich. So.—See N.Y.C.&	R. H.	
Leavenworth Term. Ry.& Bridge—		
1st M., gold, 5s, 1923. .....J&J	§100	103
Lehigh & Hudson—		
1st mortgage, g., 5s, 1911...J&J	100	.....
2d M. 5s, 1917.....J&J	95	.....
Warwick Val.—1st 6s, 1900A&O	§100	.....
2d 6s, 1912.....A&O	§102	.....
Lehigh Valley—		
1st, 6s, ext. g. 4s, 1948.....J&D	117¼	.....
Con. M., 6s, ann.....J&D	124	.....
Con. M., 6s, R., gold, 1923..J&D	119	.....
Con. M., 4½s, C., 1923.....J&D	100	.....
Con. M., 4½s, ann..... ....J&D	.....	.....
2d, M., 7s, 1910.....M&S	127½	.....
Mtg. & coll. tr., g., 5s, 1997.M&N	105	.....
Car trusts, g., 5s, Feb. '01 to 1906	98	... ..
Middlesex Val.1st,g.,5s,'42.M&N	90	98
Pa. & N. Y. Canal—		
1st, 7s, 1906.....J&D	117½	.....
Con. M., 5s, 1939..... ....A&O	107½	.....
Con. M., 4½s, 1939.... ...A&O	.....	101⅛
Cons., 4s, 1939.....A&O	.....	93
Elmira Cortland & Northern—		
1st pref.,g.,6s,Apr.1,1914.A&O	§113	.....
1st M., g., 5s, 1914.....A&O	97½	100
Canastota Nor., 1st,6s, '06.J&J	96	.....
Lehigh Valley—(Con.)—		
Easton & Amboy—5s, 1920.M&N	111	.....
Lehigh & N. Y., 1st g. 4s, 1945..	90	.....
Leh. V.Coal,1st,5s,g.,gu.,'33.J&J	99¾	.....
Snow Shoe, 1st M., 5s, 1910.J&J	90	.....
Leh.V.Ry. of N.Y., 1st,4½s,g.,'40	.....	.....
Leh V.Ter.,1st,g.,gu.,5s,'41.A&O	111½	.....
Lehigh & Wilkes B.—See Cent. N. J.		
Leroy & Caney Val.—See Mo. Pac.		
Lexington & Eastern—		
Gen. mort. 5s, 1935.....A&O	25	40
Lima North.—See Det. & Lima No.		
Lincoln & No'westn—See C. B. & Q.		
Little Miami—		
Renewal 5s, 1912.....M&N	114	.....
Little Rock & Ft. S.—		
1st, 7s, 1905.....J&J	104	105
Long Br. & Sea Sh.—See C. of N. J.		
Long Dock—See Erie.		
Long Island—		
Unified g. 4s, 1949.....M&S	80	85
2d mortgage, 7s, 1918 .....F&A	135	.....
1st, consol., g., 5s, 1931.....Q-J	120½	.....
1st, consol., g., 4s, 1931.....Q-J	101	.....
Gen. mort., g., 4s, 1938.....J&D	94	99
Met. Ferry—1st, g. 5s, 1937M-N	105	.....
Ferry, 1st,4½s, con.g., 1922.M&S	97½	100
4s, gold, 1932..... .....J&D	92	.....
Debenture gold 5s, 1934. ..J&D	95	.....
N. Sh. Br., 1st, con. 5s, g., '32.Q-J	95	.....
N.Y. & R'k'y—1st 7s, 1901.A&O	.....	95
N.Y.& R.B.—1st,g.,5s,1927.M&S	95	.....
2d mort., inc., 1927.....Jan. 1	20	.....
N. Y. Brooklyn & Man. Beach,		
1st, gold, 5s, 1935.....	104	.....
Brook.& Mon.,1st,g.6s,1911M&S	115	.....
1st, 5s, 1911.....M&S	105	.....
2d, 5s, 1938.....J&D	103	.....
L. I. City & F.—1st, 6s, 1911.M&N	110	.....
2d 5s, 1937.....M&N	100	.....
N. Y. Bay Ext. R., 1st, 5s, gold,		
1943..... .....J&J	95	.....
Louisiana & Mo. Riv.—See Chi. & A.		
Louisiana Western—		
1st, 6s, 1921.....J&J	108	.....
Louisv. Cin. & Lex.—See L. & N.		
Louisville Ev. & St. L.—		
1st, 6s, 1926.....A&O	112	116
E. R. & E. Div., 1st, 6s, 1921.J&J	90	100
H. T. C. & C., 1st, 6s, 1927...A&O	.....	30
2d mort., 6s, gold, 1936....A&O	60	.....
Consol. g., 5s, 1939, certifs..J&J	68	69
Gen., gold, 4s, 1943.....M&S	.....	7½
Venice&Car., 1st M.,6s,1900J&D	97	.....
1st mort., 6s, 1902.....J&D	97	.....
Louisville Henderson & St. L.—		
1st mort., g., 5s, 1946.....J&J	94	98
Louisville & Jeffersonv. Bridge—		
Guaranteed gold 4s, 1945..M&S	94	98
Louisville & Nashville—		
St. L. prop., 1st g.,5s, 1916.M&S	106	.....
Cecilian Br., 7s, 1907.....M&S	107	.....
N. O. & Mobile—		
1st, 6s, 1930.....J&J	.....	130
2d, 6s, 1930.....J&J	116	.....
E. H. & N. 1st, 6s, 1919.....J&D	112¾	.....
Gen. mort., 6s, 1930..... ....J&D	118	120
Col. trust, g., 4s,1903-1918. A&O	98½	99½
Lou. C. & Lex.—Gen. 6s, red. to		
4½s, Nov., 1931.....M&N	112½	114
2d mort., 7s, 1907.....A&O	121	122
Mem. & O., stl. M., 7s, g., '01..J&D	102	107
Louis. Ry. T. Co., 1st, 8s, '01.M&N	104	106
M. Clarksv. & L, stl. 6s, g., '02.F&A	103	.....
Maysv. & Lex. 1st M. 7s, 1906.J&J	108	.....
L. & N., Mob. & Mont. 4½s, '45.M&S	106	.....
Pensacola Div., 1st, 6s, 1920.M&S	1 1½	.....
St. Louis Div., 1st, g, 6s, 1921.M&S	123	127½
2d, 3s, 1980.....M&S	60	.....
Nash. & Dec., 1st, 7s, July 1, 1900	101½	.....
So. & No. Ala. £., g'd. 6s, '03.M&N	ℓ102	105
S. F., 6s, 1910..... .....A&O	106	.....
Cons. mort., g'd, 5s, 1936.F&A	107	.....
50-year gold, 5s, 1937.....M&N	109	.....
Unified 4s, gold, 1940.....J&J	93½	99½
Pensa. & Atl., 1st 6s, gu., '21.F&A	112	114
Col. tr., gold, 5s, 1931.....M&N	107½	.....
Nas. F.&S., 1st, gu., g., 5s, '37.F&A	107½	109½
Ky. Cent., 4s, gold, 1987.....J&J	96¼	97½
Mahoning Coal—See L. S. & M. S.		
Maine Central—		
Exten. bonds, 6s, g., 1900...A&O	§103	.....
Cons., 7s, 1912.....A&O	§135	136
Knox. & Linc., 1st M., Pen. Sh.		
line, 4s, 1920.....F&A	§100	.....
2d, 5s, Feb. 1, 1921.....F&A	§.....	.....
Cons. 4s, Apr. 1, 1912.....A&O	§105	.....
Cons., 4½s, Apr. 1, 1912....A&O	§110	.....
4½s, gold, Feb., 1905..... F&A	§104	.....
Hereford Ry. -g., 4s, 1930.M&N	§ 98	100
Upper Coos, 1st 4s, gd.1930M&N	§100	.....
Upper Coos, Ex.4½s,g.,'30..M&N	§107	108
Eur. & N. A., 4s, gold, 1933...J&J	§114	115
Marq. H. & O.—		
Mort., 6s, 1925.....A&O	§114	.....
Maysv. & Lex.—See Louisv. & Nash.		
McK'sport & B. V.—See P. McK. & Y.		
Merchants' Br.—See St. L. Mer. Ter.		
Mexican Central—		
Consol. 4s, 1911..... J&J	75	.....
1st, con., inc. 3s, 1939.....July	25¼	26
2d, con., inc. 3s, 1939.....July	11	12
Mexican International—		
1st con. g. 4s, Sept. 1, 1977.M&S	.....	.....
Mexican National—		
1st, 6s, 1927.....J&D	102	105
2d, A, inc. 6s, '17, c'p'n stpd.M&S	60	65
2d M., ser B. inc. 6s, 1917...Apr.	11	14
Mexican Northern—		
1st M., g., 6s, 1910.....J&D	107½	.....
Mich. Cent.—See N. Y. C. & H. R.		
Middlesex Valley—See Leh. Val.		
Midland of N. J.—See N. Y. S. & W.		
Midland Terminal—		
1st 5s, gold, 1925..... .....J&D	101	105
Mil. L. Sh. & West.—See Chic. & N. W.		

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Milw. & Madison—See Chic. & N.W.		
Milw. & No.—See Chic. Mil. & St. P.		
Milw. & St P.—See C. M. & St. P.		
Minneapolis & Pacific—		
1st, 5s, 1936.....J&J	100	.....
1st, 4s, 1936.....J&J	90	101
Minneapolis & St. Louis—		
1st, 7s, 1927.....J&D	144	151
1st, 7s, Jan., 1907.....J&J	115	118
Minn. & Dul., 1st 7s, 1907..M&N	112	.....
1st, consol., gold, 5s, 1934.M&N	112½	113
1st, ref'd'g, g., 4s, 1949....M&S	....	98¾
Iowa Ext., 1st, g., 7s, 1909..J&D	123	.....
So'west Ext., 1st, g., 7s, 1910.J&D	120	.....
Pacific Ext., 1st, 6s, 1921...A&O	123	128¾
Minn. St. P. & Sault Ste Marie—		
1st, cons., g., 4s, 1938.....J&J	94	.....
Minn. S. Ste. M. & Atl.—1st, 4s, 1926	97	.....
Minn. Union—See St. P. M. & M.		
Min. Range—Cons., g., 5s, '31. J&J	90	.....
Miss. Riv. Bdg.—See Chic. & A.		
Missouri Kansas & Texas—		
1st, gold, 4s, 1990.....J&D	90⅞	91¼
2d, gold, 4s, 1990.....F&A	65	66
1st Extension 5s, 1944.....M&N	91	93
M.K.&T.of T., 1st, 5s, gu., '42. M&S	92	93
Teb. & Neosho., 1st, 7s, 1903. J&D	105	.....
Kan. C. & Pac., 1st, 4s, g. '90. F&A	.....	76
Dal. & Waco, 1st, gu., 5s, '40. M&N	.....	95
Sherman Shreveport & South.—		
1st M., gu., gold, 5s, 1943. J&D	93	95
S.W. Coal & Imp., 1st, 6s, 1929. J&J	92	.....
Missouri Kansas & Eastern—		
1st, 5s, gold. guar., 1942...A&O	102½	.....
2d M., gold, 5s, 1942.....A&O	75	86
Missouri Pacific—		
Consol. 6s, 1920.....M&N	116½	
3d mort., 7s, 1906.....M&N	114	116½
Trust, gold, 5s, 1917.....M&S	98	98½
Col. trusts, 5s, 1920.....F&A	90⅞	92½
Lexington Div., 5s, 1920...F&A	90	100
Pac. of Mo., 1st, ex., g., 4s, '38. F&A	105	.....
2d, ext. 5s, gold, 1938.....J&J	113	.....
St. L. R. E., 1st, 5s, 1938...M&N	103	.....
Carondelet Br., 1st, 4½s, '38. A&O	93	.....
Verdig Val. I. & W., 1st, 5s, '26. M&S	80	.....
Ler. & Can. V. A. L., 1st, 5s, '26. J&J	75	.....
St. Louis Iron Mount'n & South.		
Unify. & Ref'g. g. 4s, 1929..J&J	79½	80
Gen. con. ry. & l. g., 5s, '31. A&O	111¼	111¾
Gen. con. stpd. gu. g., 5s, '31. A&O	.....	111
Little R'k Jun. 1st 6s, gu. '16. A&O	90	.....
Mobile & Birm.—		
Prior lien 5s, 1945.....J&J	110¼	.....
Gen. M., gold, 4s, 1945.....J&J	80	85
Mobile & Ohio—		
1st mort., gold, 6s, 1927....J&D	126	.....
1st, exten., 6s, 1927.....Q—J	120½	124
Gen. mort., 4s, 1938.....M&S	86½	87
Montgom. Div., g, 5s, 1947. F&A	108	108¾
St. L. & Cairo, 4s, gu., 1931...J&J	.....	.....
Mohawk & Malone—See N.Y.C.&H.		
Mont. Cent.—See St. P. M. & M.		
Monongahela River—		
1st 5s, guar., gold, 1919....F&A	102	.....
Morgan's La. & Tex.—See So. Pac.		
Morris & Essex—See D. L. & W.		
Nashua & Lowell—		
5s, July 1900.....J&J	§100⅛	100¼
Nashville Chattanooga & S. L.—		
1st, 7s, 1913.....J&J	128	130
2d mort., 6s, 1901.....J&J	100	103
Consol., gold, 5s, 1928.....A&O	105	106
Duck River—2d, g. 6s, 1909 M&N	107	.....
Bon Air Br., 6s, 1917.....J&J	103	107
Lebanon Br., 6s, 1917.....J&J	110	.....
Centreville Br., g., 6s, 1923 J&J	111	.....
Tracy City Br., 6s, 1917.....J&J	110	.....
McM. M. W. & Al., 1st, 6s, '17. J&J	110	.....
Jasper Br., 1st 6s, 1923.....J&J	112	.....
8s, 1906.....J&J	112	.....
Nash. Flor. & Sheff.—See L. & N.		
Nebraska—See C. B. Q.		
Nevada Co.—Nar. G. RR.		
7s, 1924.....J&J	106	.....
Newb'g Dutch & Conn.—Inc., 1977	.....	.....
Newcastle & Shenango Valley—		
1st, g., 6s, 1917.....J&J	104	.....
New England Railroad—		
N. Y. & N. E., 1st, 7s, 1905..J&J	§115⅛	116
1st. 6s, Jan., 1905.....J&J	§110½	111½
Consol. g., 5s. July 1, 1945..J&J	§131	.....
N.Y.&N.E.Bos.T. 1st, 4s '39. A&O	§108	108½
Woon. & P., 1st, gu., 5s, 1910. A&O	§105	.....
N. Hav. & Derby—See Housatonic.		
New Hav. & No.—See N.Y.N.H.&H.		
N. J. Junction—See N. Y. Central.		
N J. & N. Y.—1st, 6s, 1910...M&N	108	.....
N. J. Southern—See Central N. J.		
New London Northern—		
1st, 5s, 1910.....J&J	§110	.....
1st, 4s, July, 1910.....J&J	§102	106
New Orleans & Northeastern—		
Prior l. g., 6s, Nov. 1, 1915..A&O	110	.....
Newport & Cincinnati Bridge—		
4½s, g., g'd, 1945.....J&J	113	114½
Newp. & Rich.—See Conn. & Pass.		
New River B'dge—See Ches. & Ohio		
N.Y. B. & M. Bch.—See Long Island.		
N.Y. Bay Ext. RR.—See Long Isl.		
N. Y. & Can.—See Del. & Hud.		
New York Central & Hud. Riv.—		
Ref'd'g g. 3½s, July 1, 1997. J&J	108⅞	109
L. S. Col. tr. g. 3½s, 1998...F&A	97	.....
M. C. col. tr., g., 3½s, 1998..F&A	.....	97½
1st, coupon, 7s, 1903.....J&J	110	110⅜
Debenture 5s, 1884-1904...M&S	107⅞	.....
5s, 1889-1904.....M&S	108	.....
4s, 1890-1905.....J&D	102⅝	.....
Debt certs., 4s, g., 1905, ext. M&N	102⅞	.....
Sterling mort., 6s, g., 1903..J&J	ℓ104	108
N.Y.& Har'm 1st, 7s, 1900. M&N	102⅜	.....
N. J. Junc., 1st, 4s, gu. 1986. F&A	104	.....
West Shore, 1st, 4s, 2361.....J&J	113¾	114
Beech Cr., 1st, 4s, g., gu. 1936. J&J	109	115
2d, guar., g., 5s, 1936.....J&J	110	.....

Bonds.	Bid.	Ask.
N.Y. Central & H.R. RR.—(Con.)—		
Beech Creek (Con.)—		
Clf. Bit. C. Co., 1st, g. 4s, '40. J&J	90	96
Gouv. & Osw., 1st, 5s, g., 1942. J&D	115	.....
Nor. & Mont., 1st, 5s, g., 1916. A&O	110	.....
Cart. & Adir., 1st, 4s, g., '81. J&D	100	.....
Dunkirk Warren & Pitts.—		
1st M., g., 7s, 1900.....J&D	100	.....
N.Y. & Nor. 1st, g., 5s, 1927..A&O	120	126
N.Y. & Put. 1st, 4s, g., 1993..A&O	105	.....
Oswego & Rome—		
2d, 5s, 1915.....F&A	108	.....
1st mort., 7s, 1915.....M&N	125	.....
Mohawk & M., 1st, 4s, g., 1991. M&S	106¾	107½
Rome W. & O., 1st ex., 5s, '22. A&O	.....	123
R.W. & O. Ter. R. 1st, 5s, 1918. M&N	111	.....
Syracuse No. 1st M. 7s, 1901. J&J	103	.....
Wat. & Rome 1st, 6s, 1910..M&S	111	.....
Utica & B. Riv., 4s, g., 1922..J&J	108	.....
West Transit Co., 4½s, 1903. F&A	101	.....
Lake Shore & Michigan So.—		
Con. g., 3½s, June 1, 1997. J&D	109⅞	.....
Det. Mon. & T.—1st, 7s, '06. F&A	119⅞	.....
Lake S., cons. 1st, 7s, July, 1900	101⅞	.....
Cons. 2d, 7s, 1903.....J&D	113	.....
Mahon. C. RR.—1st, 5s, '34. J&J	125	.....
K. A. & Gr. R.—1st, 5s, '38. J&J	124	.....
Kal & White Pig'n Mt., g., 5s, '40	122	.....
Michigan Central—		
Consol. 7s, 1902.....M&N	109	.....
Consol. 5s, 1902.....M&N	103½	.....
5s, cou., 1931, D. & B.C. div. M&S	125	.....
1st mtg. M. Air Line 4s, '40 J&J	104	.....
1st, 6s, Grand Riv. V., 1909. M&S	121	.....
1st, 5s, Kal. & S.H., 1939. M&N	117	.....
J.L. & Sag., 1st ext. 5s 1901. M&S	101½	.....
Det. & B. C., 1st, 8s, 1902. M&N	§110	.....
Det. & B. C. Bridge 8s, '03. M&N	§112	.....
Bay C. & B. C. 1st M. g. 3s, '89 J&D	84	.....
Bat. C. & S. 1st gu. g. 3s, '89. J&D	84	.....
N. Y. Chicago & St. Louis—		
1st, g. 4s, 1937.....A&O	107¾	.....
N. Y. & Greenw'd Lake—See Erie.		
N.Y. & Harlem—See N. Y. C. & H.		
N. Y. Lack. & W.—See D. L. & W.		
N.Y.L.E. & W. C. & RR.—See Erie.		
N. Y. & Long Branch—See Cent. of New Jersey.		
N.Y. & M. Beach—See Long Island.		
N. Y. & New Eng.—See New Eng.		
N. Y. New Haven & Hartford—		
1st, registered, 4s, 1903 ....J&D	103	.....
Con. deb., 4s, $1,000.....A&O	188	.....
Deb. 4s, 1947.....M&S	118	.....
Boston & New York Air Line—		
1st, 5s, Aug. 1, 1905.....F&A	105	.....
Danbury & Norwalk—		
Con. 5s, July 1, 1920.....J&J	118	.....
Gen. 5s, April 1, 1925....A&O	114	.....
Harlem River & Portchester—		
1st, 7s, guar., Oct., 1903..A&O	§113	115
1st, 6s, guar., Oct., 1903. A&O	111¼	.....
2d, 4s, June, 1911.. .....J&D	102	.....
Housatonic—1st, 4s, 1910..A&O	103	.....
Con. g., 5s, 1937.....M&N	132	133
New H. & Derby, 1st. m 7s, '00 F&A	100	.....
Consol. 5s, 1918.....M&N	116	.....
New Haven & Northampton—		
Consol. 6s, April, 1909.....A&O	120	.....
North ext., 5s, 1911.....A&O	108	.....
New York Provid. & Boston—		
Gen. g. 4s, April 1, 1942. A&O	111	.....
Shore Line—		
1st 4½s, 1910..M&S.....	110	.....
New York Ontario & Western—		
Ref'nd., 1st, g., reg, 4s, 1992. M&S	106	107
Pur. money certfs. 5s '01-11. F&A	.....	.....
New York Pennsylvania & Ohio—		
Prior lien 4½s, 1935.....M&S	104	109
Equip. trust, 5s, 1908.....M&N	98	.....
Equip. trust, 5s, scrip, 1910.....	98	.....
N. Y. Phila. & Nor.—		
1st g. 4s, Feb. 1, 1939.....J&J	103	.....
Income 4s. Feb. 1, 1939....M&N	80	.....
N. Y. & Putnam—See N.Y. C. & H.		
N.Y. & Rockaway Bch.—See L. I.		
New York Susq. & W.—See Erie.		
Nodaway Val.—See K.C.St.J.&C.B.		
Norf. & Car.—1st M. 5s, 1939. A&O	110	117
Norfolk & Southern—		
1st, gold, 5s. 1941.....M&N	111	.....
Nor. & Montreal—See N. Y. C.		
Norfolk & Western—		
General 6s, 1931.....M&N	130	.....
New River, 1st, 6s, 1932....A&O	129	132
Imp't and exten., 6s, 1934 .F&A	123	.....
Col. Con. & Ter., 1st, 5s, g., '22. J&J	106	.....
Scioto Val. & N.E., 1st, 4s, '89. M&N	98	99
South Side Virginia—		
Con. 1st pref., ext., 6s, '00. J&J	100	.....
Con. 2d pf., ex., 5s, g., 1900. J&J	100	.....
Con. 3d pf., ex., 5s, g., 1900. J&J	100	.....
Con. 3d pf., ex., 4½s, g, 1900. J&J	100	.....
Virginia & Tennessee—		
Extended, 5s, 1900.....J&J	100	.....
N. & W. Ry. 1st con., g., 4s, '96. A&O	95	96
Northern Alabama—		
1st mort., gold, 5s, 1926....J&J	.....	.....
North. Ry. of Cal.—See Sou. Pac.		
Northern Ill.—See Chic. & N. W.		
Northeast Pennsylvania—		
1st g., gu., 5s, 1920.....A&O	107	.....
Northeast. of South Carolina—		
Consol., gold, 6s, 1933.....J&J	116	120
Northern California Ry.—		
1st g., 5s, 1929.....J&D	109	.....
Northern Central—		
2d M., 6s, Apr. 1, 1900.....A&O	102	102¼
Con. mort., 6s, g., July 1, 1900. J&J	101	101¼
Con. gen. M., 6s, C, 1904....J&J	108½	109½
Con. G. M., 4½s, E, 1925...A&O	115	116
Mort. bds., 5s, 1926, ser. A...J&J	119	119½
Mort. bonds, 5s, 1926, Ser. B. J&J	119	119½
Union Railr'd, 2d g. 6s, 1900 M&N	105	.....
Northern New Jersey—		
1st 6s, 1917.....J&J	115	.....

Bonds.	Bid.	Ask.
Northern Ohio—See L. E. & West.		
Northern Pacific—		
West. of Minn., 1st, 7s, '07..M&N	115	.....
St. Paul & No. Pac., 6s, g., '23. F&A	124	.....
Reg. certs.....Q—F	121	.....
Prior lien, g., 4s, 1997.....Q—J	103½	103⅝
Gen. lien, g., 3s, 2047.....Q—F	66¼	67
Wash. Central, 1st g., 4s....1948	88	90⅛
North Pacific Coast RR.—		
1st M., g., 6s, Nov. 1, 1901. M&N	103	.....
Gen. M. g., 5s, Jan. 1, 1912. J&J	106	.....
Northern Pacific Ter. Co.—		
1st, 6s, 1933.....J&J	.....	.....
North Pennsylvania—		
1st M., 4s, extended, 1936. M&N	115	.....
6s, deb., 1905.....M&S	....	.....
7s, general mort., 1903, cou. J&J	111	.....
Norwich & Worcester—		
4s, March 1, 1927.....M&S	§111	.....
Ogdensburg & Lake Cham.—See Rutland RR.		
Ohio I. & W.—C. C. C. & St. L.		
Ohio & W. Va.—See Hocking Val.		
Ohio River RR.—		
1st g., 5s, 1936.....J&D	107	.....
Gen. gold 5s, 1937.....A&O	92	95
Hunt. & B. S., 1st, 6s, 1922. J&J	85	.....
Rav. Spen. & G., 1st, 6s, 1920. F&A	85	.....
Ohio Southern—		
1st g. 6s, 1921.....J&D	95	100
Old Colony—		
4½s, April 1, 1904.....A&O	§104	.....
4s, July 1, 1904.....J&J	§102½	.....
4s, gold, Feb., 1924.....F&A	§112½	.....
4s, Dec., 1925.....J&D	§112	.....
4s, Jan. 1, 1938.....J&J	§114	.....
B. C. F. & N. B. 5s, 1910....J&J	§113	.....
Omaha Bridge—See Union Pacific.		
Omaha & St. Louis RR.—		
1st, mtg. g. 4s, 1901.....J&J	70	.....
Oregon & California—See So. Pac.		
Oregon RR. & Nav.—See Un. Pac.		
Oregon Short Line—See Union Pac.		
Oswego & Rome—See N. Y. Cent.		
Oswego & Syracuse—See D. L. & W		
Ottawa Osw. & Fox R.—See C. B. & Q.		
Ottumwa C. F. & St. P.—See C. & N. W.		
Pacific Coast Co.—See Miscellan's.		
Panama—		
1st, 4½s, g., Oct. 1, 1917...A&O	105	.....
Subsidy bonds, 6s, 1910....M&N	96	.....
Pecos Val. & Northeastern—		
1st g., 5s, Jan. 1, 1948.....J&J	.....	88
Pennsylvania RR.—		
Gen. mort., 6s, $, r., 1910..A&O	129½	130
do 6s, £, c, 1910....J&J	120	123
Con. mort. 6s, c, 1905...J15&D15	114	115
do 6s, £, 1905.....J&J	ℓ110	113
do 5s, g., con., 1919. M&S	.....	127¼
do 4s, gold, 1943...M&N	114½	.....
do 3½s, g., £, 1945..J&J	ℓ103	105
Collateral Tr., g., 4½s, 1913. J&D	110	112
Col. tr. 4s, Ph. W. & B., 1921. J&J	107	.....
R.E. pur. money, 1st g. 4s, '23 M&N	107	.....
Equip. Tr., g. 4s, '14, ser. A. M&S	104	.....
Roll. stk. tr. certs. 3½s. g., '00..Q-J	98	102
Cleveland & Marietta—		
1st, guar., g. 4½s, 1935.. M&N	110	112
C. & Pitt. 7s, s. f., con., 1900. M&N	103½	.....
Ser. A, 4½s, gen., gtd., 1942. J&J	117½	.....
Ser. B, 4½s, gen., gtd., 1942. A&O	118¼	.....
Erie & Pitts. equip. 7s, 1900. A&O	110	.....
Gen. gu., g., 3½s, Ser. B, '40 J&J	100½	.....
Pennsylvania Co.—		
1st M. g. 4½s, 1921.....J&J	113	.....
Guar. col. tr. cts., g. 3½s, 1937	100½	.....
Phil. Germ. & Chest. Hill—		
1st g'd 4½s, 1913.....M&N	106	.....
Pitt. C. C. & St. L.—		
Con., g. gt. 4½s, ser. A, 1940. A&O	115¾	116½
do do ser. B, 1942. A&O	115¾	116½
do do ser. C, 1942. M&N	115	
do 4s, ser D, 1945. M&N	107	108
do 3½s, ser. E, 1949. F&A	98	100
Col. & In. Cen., 1st, 7s, 1904. J&J	111	.....
2d, M. 7s, 1904.....M&N	111	.....
C. St. L. & Pitts. 1st, 5s, g., '32. A&O	120	.....
Jeff. Mad. & Ind. 1st, 7s, '06. A&O	113	.....
J. M. & I. 2d M., 7s, 1910...J&J	118	.....
Pitts. C. & St. L. 1st, 7s, 1900 F&A	101⅜	.....
Steub. & Ind. 1st, 5s, 1914..J&J	110	.....
Un. & Log'nsp, 1st M. 7s, '05 A&O	114	.....
Pitts. Ft. W. & C. 1st, 7s, '12. Var.	137	...
2d, 7s, 1912.....Var.	133	138
3d, 7s, 1912.....A&O	133	.....
Alleg. Val., 1st M., 7s, 1910. A&O	129½	130½
General, 4s, gold, 1942...M&S	109	110
Balt. Ches. & At., 1st, g. 5s, '34. M&S	108	.....
Sun. & Lew. 1st g., 4s, 1936..J&J	107	.....
Penn & N. Y. Can. al—See Lehigh V.		
Pennsylvania & Northwestern—		
Gen. 5s, Jan. 1, 1930.....J&J	.....	89
Bells Gap, 1st, 6s, 1905....F&A	107	.....
Cons. mort. 6s, 1913.....A&O	109	.....
Clearfi'd & Jeff. 1st, 6s, 1927. J&J	.....	113
Penobscot Shore Line—See Maine Central.		
Pensacola & Atl.—See Lou. & Nash.		
Peo. Dec. & Evansv.—		
1st, 6s, 1920, certfs.....J&J	99	101¼
2d 5s, 1926, certfs.....	5	16
Evansv. Div. 6s, 1920 certs. M&S	98½	100
Peoria & East.—See C. C. C. & St. L.		
Peoria & Pekin Union—		
1st, 6s, 1921.....Q-F	125	.....
2d mort., g., 4½s, 1921..... M&N	95	.....
Pere Marquette RR.—		
Chic. & W. Mich. 5s, 1921..J&D	§100	100¼
Ch. & N. Mich., 5s, gu., '31. M&N	§ 96	98
Detroit Grand Rapids & West'n, 4s, 1946.....A&O	§ 91	92
Flint & Pere Marquette—		
Gold, 6s, 1920.....A&O	122	125
1st con., gold, 5s, 1939. M&N	103½	104
Holly W. & M. RR. 8s, 1901. J&J	102	.....
Pt. Huron Div., g, 5s, 1939. A&O	105	107½

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Perkiomen—		
1st ser., 5s, 1918.....Q-J	105½	106
2d series, 5s, 1918.....Q-J	92	.....
Petersburg—See At. Coast Line of Virginia.		
Phila. & Baltimore Central—		
1st, 5s, 1911.....M&N	100	.....
1st, 4½s, 1911.....M&N	98	.....
Philadelphia & Erie—		
General, guar., 6s, g., 1920..J&J	ℓ130	135
Gen., 5s, 1920.....A&O	120¼	....
Gen., 4s, 1920.....A&O	109	.....
Phil. Ger. & Ches. Hill—See Pa. RR.		
Phila. Harrisburg & Pittsburg—		
1st mort., gold, 5s, 1925....A&O	103	.....
Philadelphia Newtown & N. Y.—		
1st, g., 5s, 1942 .....A&O	65	.....
1st mort., red. to 3s, 1942..A&O	65	.....
Phila & Reading—See Reading.		
Phila. & Read. Coal & Iron—		
5-10 year cert., g., 6s, 1904..Q-J	102	.....
Philadelphia W. & Baltimore—		
Debenture, s. f., 5s, 1910...J&D	108	.....
Debenture, 4s, 1917.....A&O	108	110
Debenture, 4s, 1922.....M&N	107	.....
Debenture, g., 4s, 1926 .....J&J	103	.....
Debenture, g., 4s, 1932.....A&O	107	.....
Piedmont & Cumberland—		
1st, g. 5s, 1911..... .....F&A	106	.....
Pine Creek—		
Guar., 6s, reg. 1932.....J&D	135	.....
Pitts. Bessemer & Lake Erie—		
P. S. & L. E. 1st g., 5s, 1940. A&O	114½	116
Consol. 1st g., 5s, July 1, '43. J&J	107	.....
P. B. & L E. con. g., 5s, 1947. J&J	107	107½
Pitts. C. C. & St. L.—See Penn. Co.		
Pitts C. & St. L.—See Penn. Co		
Pitts. Char. & Youghiogheny—		
1st mort. 6s, 1902.....F&A	102	.....
Gen. mort., gtd., 4s. 1934..A&O	93	.....
Pitts. Cleveland & Toledo—		
1st, 6s, 1922.....A&O	107	.....
Pitts. Ft. W. & C.—See Penn. Co.		
Pitts. & Lake Erie—		
1st, g., 6s, 1928.....J&J	138	.....
2d, 5s, 1928 .....A&O	112	.....
Pitts. McKees. & Yough.—		
1st 6s, 1932.....J&J	141	.....
2d, 6s, guar. 1934 .....J&J	132	.....
McK. & B. V. 1st, 6s, g, 1918. J&J	126	.....
Pitts. Pains. & Fairport—		
1st, g., 5s, 1916.....J&J	90	.....
Term. mort., 5s, 1916.....A&O	90	.....
Pitts. Shawmut & Northern—		
1st, g., 5s, Feb. 1, 1949.....F&A	98	99
Pitts. Shen. & L. E—See P. Bess. & L. E		
Pittsburg & Western—		
1st, 4s, 1917, certfs.....J&J	100	.....
Foxb. Bridge—1st, 6s, 1902. M&S	85	.....
Pittsburg Youngst. & Ashtabula—		
Ashtab. & Pitts. 1st, 6s, 1908. F&A	§116¼	.....
Consol. 5s, 1927.....M&N	§112	.....
Pontiac Oxford & Northern—		
1st, g., 6s, July 1, 1916 .....J&J	§110	.....
Portland & Ogdensburg—		
1st, 6s, g., July 1, 1900.....J&J	§100	.....
Con. mort., 5s, 1908.....M&N	§110	112
Portland & Rochester—See Boston & Maine.		
Portland & Rumford Falls—		
1st, gold, 4s, Nov., 1926...M&N	§.....	103¾
Debenture 4s, Aug., 1927..F&A	§.....	101
Port Reading—		
1st M., gu., 5s, 1941.. .....J&J	.....	.....
Ports. Gt. F. & Con.—See Bos. & Me.		
Potomac V.—1st, gu. 5s, g., 1941 J&J	96	.....
Providence & Worcester—		
1st 4s, Oct. 1, 1947..... ..A&O	§117	118
Quincy Omaha & K. C.—		
1st g. 6s, opt., Sept. 12, 1900. J&D	§ 97	.....
Tr. Co. certs., non-pf., 5s, '17. M&S	40	50
Raleigh & Aug.—1st, 6s, 1926. J&J	113	117
Raleigh & Gaston—		
Gold 5s, Jan. 1, 1947.....J&J	109½	110½
Raritan River Ry.—		
1st g. 5s, Jan. 1, 1939.....J&J	§100	101
Reading Company—		
Gen., g., 4s, Jan. 1, 1997....J&J	85¼	85¾
Phila. & Reading—		
2d, 5s, gold, 1933.....A&O	128	.....
1st, 4½s, 1910.....J&J	.....	.....
1st, 6s, 1910.....J&J	.....	.....
Con. M., 7s, 1911, coup.....J&D	129½	.....
Consol. mort., g., 6s, 1911..J&D	121½	.....
Imp. exten., g. 4s, 1947....A&O	104½	.....
Cons. exten. gold, 4s, 1937. M&S	104	.....
Term., 5s, gold, guar., 1941..Q-F	123	.....
Del. R. Ter., p. mon. g. 5s, '42 M&N	90	.....
Ex. pur. mon. g. 5s, 1942..J&J	90	.....
Rens. & Saratoga—See Del. & Hud.		
Republican Val.—See C. B. & Q.		
Richmond & Danv.—See So. Ry.		
Rich. Fredricksb'g & Potomac—		
1st, 6s, 1901.....M&N	103	106
Extended, 5s. 1902.....J&J	104	.....
Cons. mort. 4½s, 1940 ....A&O	100	.....
Rich. Hill—See K. C. Ft. S. & M.		
Richmond & Mecklenburg—		
1st g. 4s, Nov. 1, 1948.....M&N	82	86
Richmond & Petersburg—*See* Atlantic Coast Line of Va.		
Richmond York River & Ches.—		
1st, 5s, 1910.....J&J	§100	.....
2d mort., 4½s, 1910.....M&N	75	.....
Rio Grand Junction—		
1st, gu., 5s, 1939.....J&D	104	.....
Rio Grande Southern—		
1st, 4s, 1940.....J&J	71	74
Rio Grande Western—		
1st, 4s, 1939. ... .J&J	.....	97½
1st consol. g. 4s, 1949.....A&O	85	92
Utah Cent., 4s, gd., g., 1917. A&O	85	88
Roch. & Pitts.—See Buff. R. & P.		
Rock Island & Peoria—		
1st M., 10s, 1906.....J&J	118	.....
Consol. 1st, 6s, 1925.....J&J	116	.....
Rome W. & O.—See N. Y. C. & H.		
Rutland—1st M., 6s, 1902....M&N	§104	.....
Con. 4½s, July 1, 1941.....J&J	§.....	109
Ogd. & L. Ch. 1st, g., gu 4s, '48. J&J	§100	101
Rutl. Canad. 1st, g., gu., 4s, '49. J&J	§102	103½
St. Charles Br.—See Wabash RR.		
St. Clair Mad. & St. L. Belt—		
Alton Bridge 1st, gold, 5s. 1933	70	90
St. Johns. & L. Champlain—		
1st g. 5s, March 1, 1944....M&S	132	133
St. Joseph & Grand Island.—		
1st, g., 2-3-4s, 1947.....J&J	82	84
St. Lawrence & Adirondack—		
5s, g., 1996..... ....J&J	110	.....
St. Louis Al. & T. H.—See Ill. Cent.		
St. Louis Br.—See Term. Ry. Ass'n.		
St. L. & Cairo—See Mobile & Ohio.		
St. L. & Iron Mt.—See Mo. Pac.		
St. L. Kan. City & N.—See Wabash.		
St. L. Mer. Bridge Ter.—		
1st, 5s, 1930.....A&O	111	.....
Merch. Bridge, 6s, 1929....F&A	112	.....
St. L. So.—See St. L. Alt. & T. H.		
St. Louis & San Francisco—		
2d, g, 6s, Class A, 1906....M&N	112	.....
2d, g., 6s, class B, 1906....M&N	112	.....
2d, g., 6s, class C, 1906....M&N	112	.....
1st M., P. C. & O., g., 6s, '19. F&A	106	.....
Gen. mort., g., 6s, 1931.....J&J	121	.....
Coll. tr., s. f., g., 6s, 1920...F&A	107	.....
Gen. mort., g., 5s, 1931.....J&J	108½	109
1st, trust, g., 5s, 1987.....A&O	102½	.....
Cons. g. 4s, 1996.....J&J	.....	84
1st g. 5s, Sw. Div., 1947.....A&O	.....	.....
Cent. Div., 1st, g, 4s, 1929. A&O	93	.....
Ft. S. & V. B. B., 1st, g. 6s, '10. A&O	104	.....
St. L. W. & W., g., 6s, 1919. M&S	105	.....
St. Louis Southwestern.—		
1st, g., 4s, 1989, certfs.....M&N.	89½	90
2d, g., cert., income 4s, 1989. J&J	60¾	61
Grays Pt. Term. g. 5s, 1947..J&D	101	105
St. Paul & Duluth—		
1st. 5s, 1931.....F&A	117⅛	....
2d mortgage 5s, 1917.....A&O	.....	.....
1st consol. g., 4s, 1968.....J&D	95	98½
Duluth St. Line, gtd., 5s, '16. M&S	102	.....
Taylor's Falls & L. Sup., 6s, 1914	109	.....
Dul. Union Dep., 5s, 1930. A&O	108	.....
St. Paul Minn. & Manitoba—		
2d, now 1st, g. 6s, 1909....A&O	120	121
Dak. ext., 1st 6s, g., 1910..M&N	121¼	.....
1st consol., g., 6s, 1933.....J&J	140⅝	.....
1st con., red. to 4½s, g., 1933. J&J	.....	116
Montana ext., 1st, 4s, 1937. J&D	103½	104
Pacific ext., 1st, 4s, £, 1940. J&J	ℓ102	104
Minn. Union 1st, 6s, 1922...J&J	120	.....
1st 5s, July, 1922.....J&J	110	.....
Montana Cen., 1st, gd. g. 6s, 37 J&J	135	.....
1st, guar., gold, 5s, 1937..J&J	117½	.....
East. Minn. 1st. g., 5s, 1908. A&O	109	112¼
Nor. div. 1st, g., 4s, 1948. A&O	108	.....
Wil. & S. F. 1st, 5s, g., 1938. J&D	119	.....
Minn. & Wes. 1st g, 5s, 1911. J&J	105	.....
St. P. & No. Pac.—See Nor. Pacific.		
St. P. & Sioux C.—See C. St. P. M. & O.		
San Ant. & Aran. Pass—See So. Pac.		
San Francisco & Nor. Pacific—		
1st, g., 5s, sink'g fund, 1919. J&J	108	.....
San. Fr. & San Joaquin Valley—		
1st g. 5s, Oct. 1, 1940 .....A&O	.....	115½
Santa Fe Prescott & Phœnix—		
1st M., 5s, g., 1942.....M&S	.....	.....
Sault Ste. Marie Bridge—		
1st M., s. f., g., 5s, July 1, '37. J&J	100	.....
Sault Ste. Marie & Southwest.—		
See Chic. St. P. Minn. & Omaha.		
Savannah Florida & Western—		
1st M., g., 6s, 1934.....A&O	124	126
1st M., g., 5s, 1934.....A&O	110	.....
Cons. M., gold, 5s, 1943....M&N	.....	.....
St. J. Riv. Div., g., 4s, 1934..J&J	§ 90	95
Bruns. & West., 1st 4s, 1938. J&J	81	83
Scioto Val. & N. E.—See Nor. & W.		
Schenectady & Duanesburg—		
1st guar. 6s, 1924 .....M&S	§115	.....
Seaboard & Roanoke—		
Debenture 6s, 1916.... ....F&A	105	107½
1st mtg. 5s, 1926.....J&J	106	107½
Shamokin Sunbury & Lewisburg.—		
1st, 5s, 1912.....M&N	107	.....
2d, 6s, g., 1925.....J&J	104	.....
Sh. V. & Potts.—7s, con., 1901. J&J	103¾	.....
Shore Line—See N. Y. N. H. & H.		
Sierra Ry. of California—		
1st, g., 6s, 1937.	.....	109
Silver Springs Ocala & Gulf—		
1st, g., 4s, 1918.....J&J	.....	.....
Sioux C. & N.—1st, 5s, 1920...J&J	.....	.....
Sioux C. & Pac.—See Chic. & N. W.		
Sodus Bay & S.—1st, 5s, g. 1924 J&J	100	.....
So. Car. & Ga.—1st, g., 5s, 1919 M&N	.....	104½
Aug. South. g, 5s, 1924.....J&D	.....	103
Sumter & Wat. Riv. 5s, g, '19. A&O	101	105
Southern Indiana Ry.—		
1st, g., 5s, June 1, 1938....J&D	§105	106½
Southern Pacific Co.—		
Coll. tr. 4s, Gen. Pac., 1949. J&D	83½	83¾
Central Pacific—		
1st ref'd'g 4s, g., g'd, 1949..F&A	98⅛	98⅜
Mtg 3½s, g., g'd., 1929..J&D	82⅞	83⅛
Gal. Har. & S. An. 6s, g., 1910 F&A	109	.....
2d mort., 7s, 1905..... ...J&D	105	.....
Mex. & P. Div., 1st, 5s, 1931. M&N	101½	102
Houston & Texas Central—		
W. & N. 7s, 1903.. .....J&J	110	110½
1st, l. g.. g., 5s, 1937.....J&J	110	111
Consol., l. g., gold, 6s, 1912. A&O	112	.....
Gen., gold, 4s, 1921.....A&O	85	85½
Morgan's Louis'a. & Texas—		
1st g. 6s, 1920.....J&J	123	.....
1st mort., 7s, 1918..... A&O	134	.....
N. Y. Tex. & Mex. 1st g 4s, '12. A&O	.....	....
Oregon & Cal. 1st 5s, 1927...J&J	100½	102
S. Ant. & Ar. Pass. 1st g. gu, 4s. 1943	77	78
Texas & N. O. 1st, 7s, 1905..F&A	112	116
Sabine Div., 1st, 6s, 1912. M&S	110	.....
Consol., gold, 5s, 1943....F&A	.....	103¾
Southern Pacific Co.—(Con.)—		
South Pacific Arizona—		
1st. 6s, 1909-1910.....J&J	112	.....
Southern Pacific RR., Cal.—		
1st, g 6s ser. A, Apr. 1, 1905 A&O	110	110½
1st, g. 6s. ser. B. Oct. 1, 1905, A&O	110	110½
1st, g. 6s. ser. C&D, 1906...A&O	112¼	112¾
1st, g. 6s, ser. E&F, Apr '12, A&O	117	119
1st con., g., 5s, gu., 1937. M&N	107	.....
1st con. g. 5s, stp'g 05-37. M&N	106	.....
Aust. & Nor. 1st, 5s, g., '41. J&J	.....	.....
So. Pacific Br. 6s, 1937...A&O	126	128
So. Pac. Coast 1st, g., 4s, '37..J&J	78	81
So. Pac. N. M. 1st, 6s, 1911..J&J	109	112
No. Ry. of Cal., 1st 6s, g. gu, '07. J&J	112½	114
5s, gold, guar., 1938.....A&O	114	117
Gila Val. Globe & Northern—		
1st, g., 5s, Nov. 1, 1924..M&N	105	107
Southern—		
1st, consol., gold, 5s, 1994..J&J	107½	108⅛
E. Tenn. reor. lien, 4-5s, 1938 M&S	108	.....
1st Mem. div. g, 4-4½-5s, '96. J&J	108	.....
2d Mem. div. 5s, 1996.....A&O	.....	.....
Ala. Cent. 1st g., 6s, 1918...J&J	109	113
Atl. & Ch. Air-L. exten. 4s, '07. A&O	98	.....
1st, 7s, 1907.....J&J	117	.....
Income 6s, 1900.....A&O	102	... ..
Atl. & Danv., 1st, g., 5s. 1950 J&J	100½	.....
Atl. & Yad, 1st. gu. g. 4s. '49. A&O	95	.....
Atl. Tenn. & O.—1st, M. 6s, '13 A&O	110	.....
Char. Col. & Augusta—		
1st M., gold, ext. 5s, 1909..J&J	106	.....
2d M. 7s, 1910.....A&O	114½	115
Col. & Green. 1st, 6s, 1916...J&J	116	.....
E. T. Va. & Ga. 1st 7s, July 1, '00	101¾	.....
Divisional g., 5s, 1930.....J&J	114	117
Consol., 1st, g., 5s, 1956..M&N	.....	117½
Ga. Mid. 1st, g., 3s, 1946...A&O	56	63
Ga. Pac. 1st, g., 6s, 1922....J&J	122	123
Ga. Pac. Ry. equip., 5s, g., 1904.	98	.....
Knoxv. & O. 1st, g., 6s, 1925. J&J	119¾	120¼
Rich. & Dan. con., g., 6s, '15. J&J	121	123½
Equip., s. f., g., 5s, 1909..M&S	100	.....
Deb., 5s, stamped, 1927..A&O	102	.....
Va. Mid. Series A, 6s, 1906. M&S	112	.....
Series B, 6s, 1911.....M&S	119	.....
Series C, 6s, 1916.....M&S	114	.....
Series D, 4-5s, 1921.....M&S	105	.....
Series E, 5s, 1926.....M&S	111¾	112
Series F, 5s, 1931.....M&S	106	.....
General, 5s, 1936.....M&N	110½	112
Do guar., stamped M&N	110	113
Wash. O. & W., 1st, gu., 4s, '24. F&A	85	.....
W. No. Car., 1st con., g., 6s, '14. J&J	114	.....
South & North Alabama — See Louisville & Nashville.		
Spartan U. & Col.—See Ashv. & Spar.		
Spokane Falls & Northern—		
1st, 6s, g., 1939.....J&J	.....	125
State Line & Sullivan—		
4½s, 1929.....J&J	100	.....
Staten Island Railway—		
Gold, 4½s, 1943.....J&D	102½	105
Staten Island Rapid Transit—		
1st g., 6s, 1913.....A&O	122	.....
Steub. & Ind.—See Penn. Co.		
Sumter & Wateree River—See So. Car. & Ga.—		
Sunbury Hazleton & W. B.—		
1st, 5s, May 1, 1928.....M&N	.....	107½
2d mort., inc. 6s, 1938, coup. M&N	110	.....
Sunbury & Lew.—See Penn RR		
Susp. Br. & Erie Junc.—See Erie.		
Syracuse Binghampton N. Y.—		
See Del. Lack. & Western.		
Syracuse Geneva & Corning—		
1st M., s. f., 7s, 1905.....M&N	104	.....
2d 5s, Mar. 1, 1909.....M&S	‡.....	103
Tebo. & Nesho.—See Mo. Kan. & T.		
Term'l RR. Association (St. Louis)		
1st, gold, 4½, 1939.....A&O	112	113
1st, consol., gold, 5s. 1944..F&A	113½	115½
St. Louis Br. 1st, g., 7s, '29..A&O	138	.....
Terre Haute & Indiana—		
1st, 5s, g., 1925.....J&J	105	.....
New con. 5s, g., 1925.....J&J	100	.....
Terre Haute & Logansport—		
1st, gu., 6s, Jan. 1, 1910....J&J	110	.....
Texas Central—		
1st 5s, 1923.....A&O	102	.....
Texas & New Orleans—See So. Pac.		
Texas & Pacific—		
East. Div., 1st, 6s, 1905....M&S	106	108
1st, gold, 5s, 2000.....J&D	.....	114
2d income, gold, 5s, 2000...Mch.	.....	.....
Toledo & Ohio Central—		
1st, 5s, g., 1935.....J&J	109	.....
West Div., 1st, 5s, g., 1935. A&O	108	.....
Gen. g., 5s, 1935 .....J&D	92	96
Kana. & Mich., 1st, 4s, 1990. A&O	87½	88
Toledo & Ohio Central Exten.—		
1st, 5s, g., 1938 . .....M&N	.....	.....
1st g., 5s, guar., 1938.....M&N	.....	.....
Marietta Minn., 1st, 6s, g., 1915.	.....	.....
Toledo Peoria & Western—		
1st, 4s, 1917. ... .J&J	81	84
Tol. St. L. & K. C.—		
Tr. Co. ctfs., 1st, 6s, 1916....J&D	.....	122
Tol. Walh. Val. & Ohio.—		
Gen., g., gu., 4½s, 1931, ser. A. J&J	105	.....
Toronto Ham. & Buffalo—		
1st, g. 4s, July 1, 1946.....J&D	.....	100
Troy & West Troy Bridge—5s.....	107	108
Ulster & Delaware—		
Con., 5s, 1928. .....J&D	.....	106½
United Cos., N. J.—		
6s, g, 1901.....M&S	101½	.....
General, gold, 6s, 1908.....M&S	116	.....
General, gold, 4s, 1923.....F&A	108½	.....
General, gold, 4s, 1929.....M&S	109	.....
General, gold, 4s, 1944.....M&S	112	.....
Union Pacific.—		
1st Ry. & L. g. 4s, g. 1947....J&J	104	104⅛
Oregon Railroad & Nav.—		
Or. Ry. & N. 1st, g., 6s, 1909. J&J	109½	.....
Cons., g., 4s, 1946..... J&D	101½	102

§Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask
Union Pacific—(Con.)—		
Oregon Short Line—		
1st, g., 6s, 1922.....F&A	127⅛	.....
Utah & Nor., 1st, 7s, 1908J&J	120	.....
Consol. gold, 5s, 1926...J&J	110	.....
1st consol. 5s, g., 1946.....J&J	113¾	115
Utah & No – See Oreg. Sh. Line.		
Utah Central—See Rio Gr. West.		
Utica & Bl. R.—See N. Y. C. & H.		
Valley (N. Y.)—See Del. L. & W.		
Verdig. Val. Ind. & W.—See Mo. Pac.		
Vermont & Massachusetts—		
Guar., 5s, 1903.....M&N	§105	.....
Vermont Valley—		
1st, 5s, 1910.....A&O	§112	.....
Virginia & Tenn.—See Norf. & W.		
Virginia Midland –See So. Ry.		
Vicks. Sh. & Pac.—		
1st 6s, g., Jan. 1, 1920.....J&J	25	40
6s, p. l., g., Nov. 1, 1915...M&N	104	.....
Wabash—		
1st, gold, 5s, 1939.....M&N	116¼	116½
2d, gold, 5s, 1939.....F&A	99	99½
Deb. mort., 6s, series A, 1939. J&J	.....	.....
Deb. mort., 6s, series B, 1939. J&J	37	37¼
Det. & Ch. ext., 1st, g, 5s. 1941. J&J	109	.....
Des M. div. 1st g. 4s, 1939..J&J	90	.....
St. L. C. Bl. & Om.—1st, 6s, 1908.	.....	.....
St. Louis Kan. City & North'n—		
St. Charles Bridge, 1st 6s, 1908	106	.....
Brunsw. & Chill., 6s, 1903. F&A	95	.....
Waco & N.—See Hous. & Tex. Cen.		
Warren RR.—See D. L. & W.		
Washing'n Central—See Nor. Pac.		
Washington & Columbia River—		
1st, gold, 4s, 1935.....J&J	.....	.....
Wash. O. & W.—See Southern Ry.		
West Jersey & Sea Shore—		
Consol. g. 4s, 1936.....J&J	107	.....
Cons., 3½s, g., Ser. B, 1936..J&J	.....	100¾
Cam. & At.—Con., 5s-6s, 1911. J&J	105	.....
W. Jersey consol. 6s, 1909. M&N	116	.....
W. J. & At., 1st M. 6s, 1910. M&S	106	.....
Western Maryland—		
Balt. & Harris., g., 5s, 1936. M&N	110	111
1st M. West. Ext. g. 5s, '38. M&N	.....	.....
West. N. Y. & Penn.—		
1st, 5s, 1937.....J&J	115	.....
Gen. mort., gold, 3-4s, 1943. A&O	75	76
Income, gold, 5s, 1943, Nov. 1.	28	29
West. of Minn.—See Nor. Pacific.		
West. Nor. Car.—See Southern Ry.		
Western Pa.—		
Gold, 4s, 1928.....J&D	111½	.....
Western Ry. Ala.—		
Cons. 4½s, g., gu. Oct., 1918. A&O	.....	.....
West Shore—See N. Y. C. & H.		
West. Tr't—See N. Y. C. & H. R.		
West Va. & Pitts.—See B. & O.		
West Va. Cent. & Pitts.—		
1st, gold, 6s, 1911.....J&J	112	112½
Wheeling Bridge & Term. Ry.—		
1st M. 6s, 1939.....J&D	60	.....
2d M. 6s, 1940.....M&S	1½	3½
Wheeling & L. Erie RR.—		
1st, g., 5s, 1926.....A&O	107	.....
Wheel. Div. 1st, g., 5s, 1928. J&J	97	.....
Exten. & impt., g., 5s, 1930. F&A	92	96
Wilkesb. & East. See N. Y. S & W.		
Wilkesbarre & Scranton—		
1st M., gold, gu., 4½s, 1938. M&N	104	.....
Willmar & S. Falls—See St. P. M. & M.		
Wilm. Col. & Aug.—		
6s, 1910.....J&D	117	.....
Wilmington & Northern—		
1st, 5s, 1907-27.....J&D	§102	.....
5s, gen. mort. g., 1932....Q-Aug	§104	.....
Wilmington & Weldon—		
Gen. mort., g. 5s, 1935.....J&J	117	119
Gen. mort. g. 4s, 1935.....J&J	104	106
Winona & St. P.—See Chic. & N. W.		
Wisconsin Central Company—		
1st mtg., g., 4s, 1949.....J&J	89¾	90¼
Cons. 1st series, g., 5s, 1909. J&J	105	.....
Ch. Wis & Minn., 1st, 6s, '16. M&S	110	.....
Wisconsin & Michigan Ry.—		
1st M., g., 5s. Jan. 1, 1945..J&J	.....	50
Wiscon. Val.—See C. M. & St. P.		
Worcester Nashua & Rochester—		
4s, Jan. 1, 1913.....J&J	§107	.....
4s, Jan. 1, 1930.....J&J	§.....	112½
4s, Oct. 1, 1934.....A&O	§114½	.....

Stocks.	Par.	Bid.	Ask.
Boston & Maine	100	199	200
Preferred	100	.....	.....
Bost. & N. Y. Air-Line, pref.	100	106	.....
Boston & Providence	100	302	.....
Boston Rev. Beach & Lynn.	100	70	75
Buffalo Roch. & Pittsburg	100	52	55
Pref.	100	96½	97¾
Burl. Cedar Rap. & Northern.	100	123	.....
Canada Southern	100	47½	48½
Canadian Pacific	100	98	99
Pref.	100	/100½	101½
Catawissa, Com.	50	†	.....
1st pref.	50	†	56
2d pref.	50	†	.....
Cayuga & Susquehanna	30	200	.....
Central Massachusetts	100	12	.....
Pref.	100	61	.....
Central of New Jersey	100	116	117¼
Chartiers Railway	50	† 90	95
Chesapeake & Ohio	100	28¼	28¾
Chicago & Alton	100	.....	.....
Preferred	100	.....	.....
Louisiana & Mo. River, pref.	100	180	.....
Chicago Burl. & Quincy	100	123	123⅛
Chicago & Eastern Illinois	100	94	96
Preferred	100	.....	.....
Chicago Great Western—			
Common	100	13¼	13⅜
4 p. c. deb.	100	84¾	86
5 p. c., pref. A, div. in cash.	100	75½	77
4 p. c. preferred B	100	39	39½
Chic. Ind. & Louisville—			
Common	100	21	22
Preferred	100	54	56
Chicago Milw. & St. Paul	100	121¾	122
Preferred	100	171	172¼
Chicago & Northwestern	100	159	160
Preferred	100	195	199
Chicago Rock Isl. & Pac.	100	107⅝	108⅛
Chicago St. Paul Minn. & O.	100	105	115
Pref.	100	160	180
Chic. Terminal Transfer Co.	100	10½	12
Preferred.	100	34	39
Choctaw Oklah. & Gulf certs.	50	†	.....
Preferred	50	†	.....
Cincinnati Hamilton & Dayton.	100	.....	30
Preferred, A	100	95	98
Preferred, B	100	95	98
Preferred, Eagle	100	95	98
New 2d pref.	100	99	99½
Cincinnati New Orleans & Texas Pacific	100	23	27
Cin. Ports. & Va., common	100	.....	.....
Preferred	100	.....	.....
Cleveland Akron & Columbus.	100	.....	.....
Cleveland Cincinnati Chicago & St. Louis	100	59	59½
Preferred	100	103	105½
Cleveland Lorain & Wheel'g	100	19	21½
Preferred	100	56½	57½
Cleveland & Pitts	50	185	190
Col. Midland vot. tr. certfs.	100	9½	10¼
preferred vot. tr. certfs.	100	20¼	27
Colorado & Southern—			
Common vot. trustee certfs.	100	55⅝	57⅛
1st preferred do.	100	42½	43
2d preferred do.	100	15½	16
Columbus & Xenia	50	214	.....
Concord & Montreal—			
Class I	100	198	200
Class II	100	195	198
Class III	100	197	200
Class IV	100	199	201
Concord & Portsmouth	100	205	210
Connecticut & Passumpsic	100	155	160
Connecticut River	100	280	285
Danbury & Norwalk	50	.....	.....
Dayton & Michigan, com.	50	84	85
Pref.	50	204	210
Delaware & Bound Brook	100	190	.....
Delaware & Hudson	100	x114	115¼
Delaware Lack. & West.	50	180½	181
Denver & Rio Grande	100	19½	20¼
Pref.	100	71¾	72
Des Moines & Fort Dodge	100	14	15
Pref.	100	95	.....
Detroit Hills & S. W.	100	102	105
Duluth South Shore & Atl.	100	5¼	5⅜
Pref.	100	15	15¾
East Pennsylvania	50	†	.....
Eastern New Hampshire, J&D.	100	120	125
Elmira & Williamsport	50	†	.....
Pref	50	†	.....
Erie—			
Common	100	12¼	13
1st pref.	100	37½	38
2d pref.	100	19¼	20½
Erie & Pittsburg	50	155	165
Evansville & Terre Haute	50	47½	48
Pref.	50	91½	93
Fitchburg, common	100	.....	.....
Preferred	100	129	130
Florida Central & Peninsular	100	.....	.....
2d pref.	100	.....	.....
Ft. Wayne & Jackson—Com.	100	.....	.....
Preferred	100	135	.....
Fort Worth & Den. C., stamped		.....	.....
Fort Worth & Rio Grande	100	.....	.....
Georgia & Alabama—Com.	100	26	28
Preferred	100	53	56
Georgia RR. & Banking Co.	100	206	207½
Georgia South'n & Florida—			
Common	100	42	45
First preferred	100	92½	93½
Second preferred	100	71	72
Grand River Valley	100	125	.....
Great North'n Ry. Pref.	100	156	156½
Green Bay & Western	100	.....	
Deb. certfs. A	1000	‡	56
Deb. certfs. B	1000	‡	7
Hartford & Conn. West	100	40	.....
Harrisburg Ports. Mt. J. & Lan.	50	†106	.....
Henderson Bridge	100	.....	.....
Hocking Valley	100	34	34⅜
Preferred	100	61½	62½

Stocks.	Par.	Bid.	Ask.
Huntingdon & Broad Top.	50	†	.....
Pref.	50	†	.....
Illinois Central	100	112½	113¼
Leased lines	100	100	103
Iowa Central	100	13⅜	14
Pref.	100	49	50
Jackson Lans. & Sag.	100	85	.....
Joliet & Chicago	100	175	.....
Kal. Allegan & Gr. Rapids	100	145	.....
Kanawha & Michigan	100	15½	24
Kansas City Ft. Scott & Mem.	100	17	18
Preferred (contracts)	100	55	.....
Kansas City Ft. S. & G., pref.	100	47	50
Kan. C. Mem. & Bir.	100	5	.....
Kansas City Pittsburg & Gulf	100	12½	13
Kan. City Southern (when iss.)		14	16
Preferred		40	42
Kan. City St. L. & Chic.—			
Preferred.	100	150	.....
Kansas City Suburban Belt.	100	.....	.....
Keokuk & Des Moines	100	3	4
Pref.	100	15	17
Keokuk & Western	100	.....	.....
Kingston & Pembroke	50	.....	.....
1st pref.	50	.....	.....
Lake Erie & Western.	100	21½	22
Pref.	100	83¼	84⅜
Lake Shore & Michigan South.	100	194	210
Lehigh Valley	50	† 26⅜	26½
Pref.	50	†	.....
Little Miami	50	215½	.....
Little Schuylkill	50	† 58	.....
Long Island	50	50	54
Louisiana & Missouri River—See Chicago & Alton.			
Louisville Bridge Co.	100	115	120
Louisville & Nashville	100	81½	81¾
Lowell & Andover	100	200	.....
Mahoning Coal Railroad	50	160	200
Pref.	50	110	125
Maine Central, quar.	100	160	170
Manchester & Lawrence.	100	.....	.....
Mexican Central	100	11½	12½
Mexican National tr. receipts.	100	3¾	3⅞
Mexican Northern.	100	.....	.....
Michigan Central.	100	106	.....
Mine Hill & Schy. Hav.	50	†	59
Minneapolis & St. Louis Com.	100	60	62
2d pref.	100	90½	93
Minneapolis St. P. & S. Ste. M.	100	16	23
Preferred.	100	52	59
Missouri Kansas & Texas.	100	10⅝	11
Preferred.	100	32½	34
Missouri Pacific.	100	45½	45¾
Mobile & Ohio, assented.	100	42	43½
Morris & Essex.	50	184½	187½
Nashville Chat. & St. Louis.	100	60	68
Nashville & Decatur.	25	167	170
Nashua & Lowell, M&N.	100	260	.....
Naugatuck.	100	252	265
Nesquehoning Valley.	50	†	54½
New England RR.—			
Common.	100	65	.....
Preferred.	100	.....	100
New Haven & Derby.	100	104	.....
New Haven & Northampton.	100	106	..
New York Central & Hud. Riv.	100	132⅜	132¾
Dividend payable in London.		/138	139
New York Chicago & St. Louis.	100	12½	13½
1st preferred.	100	72	79
2d preferred.	100	32	35¼
New York & Harlem.	50	400	.....
New York Lackawanna & West.	100	132	135
New York New Haven & Hart.	100	211	215
New York Ontario & Western.	100	24¼	24⅜
New York Phila. & Norfolk.	100	.....	.....
Norfolk & Southern	100	.....	.....
Norfolk & Western Ry.	100	32⅛	32¼
Adjust., preferred.	100	74⅝	75
North Carolina.	100	150	.....
Northern Central.	50	† 96	.....
Northeastern, S. C.	50	† 40	.....
Northern, N. H.	100	165	170
Northern RR. of N. J.	100	.....	.....
Northern Pacific vot'g tr. certs.	100	52¾	53⅛
Preferred voting tr. certs.	100	74	75
North Pennsylvania.	50	†104	.....
Norwich & Worcester.	100	219	225
Old Colony.	100	207	.....
Ontario & Quebec.	100	/150	155
Oswego & Syracuse.	50	200	.....
Pacific Coast Co.—See Miscell.			
Paterson & Hudson River.	50	.....	.....
Pawtuxet Valley Railroad.	100	175	.....
Pennsylvania Railroad.	50	133⅝	134
Penn. & Northwestern.	50	†	.....
Peoria & Bureau Valley	100	189	... ..
Peoria Decatur & Evansville.	100	2	2¼
Peoria & Eastern.	100	6	6½
Pere Marquette RR.	100	19½	22
Pref.	100	55	60
Philadelphia & Erie.	50	†	.....
Phila German. & Norristown.	50	†50	.....
Pittsburg Bess. & L. Erie.	50	† 21	21⅜
Pittsb. Cin. Chic. & St. Louis.	100	70	75
Pref.	100	87	95
Pittsb. Ft. W. & Chic.	100	186	190
Special.	100	.....	.....
Pittsburg & Lake Erie.	50	.....	...
Pittsb. McKeesport & Yough.	50	140	.....
Pitts. Shawmut & Northern.	100	28	30
Pittsburg & Western, pref.	50	.....	12
Prov. & Worcester.	100	290	300
Providence Warren & B.	100	131	.....
Quincy RR. Bridge Co.	100	206	210
Raleigh & Gaston.	100	80	.....
Reading Company—			
Voting tr. certs.	50	18⅝	19
1st pref., voting tr. certs.	50	58¾	59¼
2d pref., voting tr. certs.	50	29⅝	30½
Rensselaer & Saratoga.	100	193	.....
Richmond Fred. & Potomac—			
Common.	100	150	.....
Dividend obligations.	100	146⅜	146⅞
6 per cent guarant'd.	100	155	.....
7 per cent guarant'd.	100	175	.....

RAILROAD STOCKS.

	Par.		
Ala. & Gt. South'n, A, pref.	£10	/ 10½	11½
B, common	£10	/ 2½	2½
Ala. N. O. T. & P. Junc., A, pref.	£10	/	.....
B, deferred	£10	/	.....
Alabama & Vicksburg	100	80	.....
Albany & Susquehanna	100	195	.....
Allegheny Valley, pref.	50	† 14½	14⅝
Ann Arbor Ry. com.	100	16½	18
Pref.	100	44	45½
Atchison Topeka & Santa Fe.	100	21¼	21½
Preferred	100	64⅝	64¾
Atlantic 1st Leased lines, rent tr		/103	106
Atlanta & Char. Air Line.	100	128½	.....
Atlanta & West Point	100	125	128
Atlantic Coast Line of Va. A.	100	155	.....
B.	100	147	.....
Augusta & Savannah, leased.	100	107	109
Bald Eagle Valley.	50	200	.....
Balt. & Ohio—			
Common, vot. tr. certfs.	100	61½	61¾
Preferred, vot. tr. certfs.	100	78½	79½
Beech Creek.	50	102	.....
Boston & Albany.	100	245	246
Boston & Lowell.	100	241	.....

§ Purchaser also pays accrued interest. † Price per share not per cent. ‡ Sale price. / In London. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Rich. & P. & R. F. & P. Connect.	70	110	.....
Rio Grande Southern	100	.....	.....
Rio Grande Western	100	50	.....
Pref.	100	89	90
Rock Island & Peoria	100	.....	.....
Rome & Clinton	100	130	.....
Rome Watertown & Og.	100	130	135
Rutland, Common.	100	9 3/4	10 1/2
Pref.	100	70	80
St. Jos. & Gd. Isl. vot. tr. certs.	100	6	6 1/2
1st pref. vot. tr. certs.	100	40	45
2d pref. vot. tr. certs.	100	15	16
St. Louis Bridge, 1st pref.	100	ℓ 115	122
2d pref.	100	ℓ 55	60
St. L. & S. Fr., vot. tr. certs.	100	10	10 3/8
1st pref., voting tr. certs.	100	67 1/2	70
2d pref., voting tr. certs.	100	33 3/4	35
St Louis Southwestern	100	11 1/2	12
Pref.	100	29 1/4	30
St. Paul & Duluth	100	.....	.....
Pref.	100	100	.....
Seaboard & Roanoke, com.	100	190	.....
South Carolina & Georgia.	100	.....	.....
Southern Pacific Co.	100	38 1/4	38 1/2
Southern (vot. trust certs.)	100	13 3/8	13 1/2
Preferred do.	100	58	58 1/4
Southwestern of Georgia.	100	107	109
Spuyten Duyvil & Port Morris.	100	.....	.....
Staten Island Ry.	75	25	50
Sunbury & Lewistown	50 †	.....	.....
Syracuse Bingh. & N. Y.	100	160	.....
Texas & Pacific	100	16	16 1/2
Toledo & Ohio Central	100	20	25
Preferred	100	40	50
Toledo Peoria & Western	100	8	.....
Troy & Greenbush	50	140	.....
Tunnel Rail of St. Louis.	100 ℓ	.....	.....
Union Pacific—Common.	100 x	48 3/8	48 7/8
Preferred	100 x	74 1/2	74 3/8
United New Jersey RR. & C. Co.	100	272	276
Utica & Black River, guar.	100	180	.....
Utica Chen. & Susq. Valley.	100	145	.....
Valley RR. (N. Y.)	100	130	135
Vermont & Massachusetts.	100	170	172
Wabash Railroad.	100	6 1/2	7
Pref.	100	20 1/2	20 7/8
Warren, N. J.	50	182	.....
West Jersey & Sea Shore—Com.	50 †	61 1/4	.....
Western Maryland.	50 †	3	.....
Western N. Y. & Penn	50 †	6 7/8	7
Trust certificates.	†	.....	.....
West Virginia Cent. & Pitts.	100	.....	.....
Wheeling & Lake Erie com.	100	10 3/8	10 1/2
1st preferred.	100	53 3/4	55
2d preferred.	100	27 1/4	28 1/4
Wilmington & Weldon.	100	185	.....
Wis. Cent. Co. com., vot. tr. certs.	100	17 1/2	18
Preferred, vot. tr. certs.	100	50	52
Wor. Nash. & Roch.	100	.....	.....

† Prices per share not per cent. ℓ In London.

STREET RAILWAY SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. **Prices not marked are flat prices—that is, the purchaser does *not* pay accrued interest in addition.**

Bonds.	Bid.	Ask.
STREET R'WAY BONDS.		
ALBANY, N. Y.—		
United Traction Co.—		
Albany Ry, con. M, 5s, g, 1930. J&J	§117 1/2	.....
Gen. g. 5s, 1947. J&D	§116 1/2	.....
W. Turnp. & RR, 1st, g, 6s, '19. M&N	§125	127 1/2
2d g'd 6s, 1919. M&N	§123	127
Troy Ry., 5s, g., 1492. A&O	§116 1/2	.....
AKRON, O.—		
Northern Ohio—		
Consol. g. 5s., July, 1919. J&J	90	92
Akron Bed. & Clev. g. 5s, '15, M&S	§.....	105
Consol. g. 5s., Oct., 1918. A&O	90	91
ALLENTOWN, PA.—		
Allen. & Lehigh Val. Traction—		
1st M., gold, 5s, 1913. M&S	101	.....
ATLANTA, GA.—		
Atlanta Consolidated Str. Ry.—		
1st cons. g 5s, 1939 opt. 1904. J&J	104	105
AUGUSTA, GA.—		
Augusta Ry. & Electric Co.—		
1st g. 5s., 1916. J&J	95	.....
BALLSTON SPA, N. Y.—		
Ballston Term., 5s, g., 1926. J&D	98	100 1/2
BALTIMORE, MD.—		
Balt. Trac. Co., 1st M., 5s, 1929, M&N	116	118
No. Balt. Div., 1st. g. 5s, 1942. J&D	119	120
Exten. & imp., 6s, g., 1901, M&S	102 1/2	.....
Conv. g. 5s, 1906. M&N	102	102 1/2
Balt. City Pas., 1st, 5s, g., 1911, M&N	110	112
Cent. Ry., con. M., g., 5s, 1932, M&N	117	119
Exten. & imp. 5s, 1932. M&S	117	.....
City & Su., 1st, M., 5s, g., 1922, J&D	115 1/2	116
Lake Ro. El., 1st, g., 5s, 1942. M&S	116 1/2	.....
B. C. & Ell. Mills, 5s, g., g'd. 1916. J&J	107	109
United Rys. & Electric Co.—		
1st consol., g., 4s, 1949. M&S	97 1/4	97 1/2
Incomes, g., 4s, 1929-1949	71	71 5/8
BINGHAMTON, N. Y.—		
Binghamton Railroad—		
Mort. g. 5s., 1923. J&J	§102	105
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
1st mtg. g. 5s., 1920. J&J	96	97 1/2
BOSTON, MASS.—		
Lynn & Bost., 1st. 5s. g., 1924. J&D	§112 1/2	114
East Middlesex 5s, 1918. M&S	§110	111
Naumkeag, 1st 5s, 1906. J&D	§105	.....
Con. 5s, 1910. J&J	§106	.....
West End, deb., 5s, g., 1902, M&N	§103	.....
Debenture, 4 1/2s, g., 1914. M&S	§111	.....
Gold 4s, 1916. M&N	§106	.....
Gold 4s, Feb. 1, 1917. F&A	§106 1/8	.....
Boston con. 5s, Jan., 1907. J&J	§109	.....
Cambridge, 1st m., 5s, 1903, A&O.	§.....	104 3/4
Charles Riv., 1st m., 5s, 1904, A&O	§106	.....
Highl'd, non-con. pl. 5s, 1902, M&N	§104	.....
Metropolitan, plain 5s, 1903, J&D	§106	.....
Middlesex, plain 5s, July '04, J&J.	§107	.....
South Boston, plain 5s, 1905. M&N	§107 3/4	.....
BRIDGEPORT, CONN.—		
Bridgep. Trac., 1st, 5s, g., 1923, J&J	§105	109
BROCKTON, MASS.—		
Brock. Bridgwater & Taunton—		
1st., g. 5s, Aug. 1, 1917. F&A	§.....	108
Brock. St. Ry.—1st g., 5s, 1924. A&O	§105	107
BROOKLYN, N. Y.—		
Atlantic Ave., gen. M., 5s, 1909, A&O	§107	109
Consol. M., 5s, g., 1931. A&O	114	116
Imp. M., 5s, g., 1934. J&J	99	100
Brooklyn City—1st, 5s, 1941. J&J	.....	115
Brooklyn Cross. 5s, 1908. J&J	104	.....
Grand St. & New. 5s, 1906. A&O	104	.....
Calv. C. Gr'p't & B. 6s, 1907. J&D	§111	114
BROOKLYN, N. Y.—(Concluded)		
Brooklyn City—(Cont'd)—		
Gr'p't & Lor. St. 6s, 1910 M&N	108	.....
W'ms'g & Flatb'h ex. 4 1/2s, '41 F&A	105	107
Bklyn Bath & W. E., gen. 5s, '33. A&O	100	102 1/2
B'k'n C. & New., 1st con. 5s, '39, J&J	§114	116
Brooklyn Union Elevated—		
1st 4-5s, Feb. 1, 1950. F&A	94	96
Brooklyn Queens Co. & Sub.—		
1st cons. g., guar., 5s, 1941. M&N	103	104
Bklyn Rap. Transit—5s, g., '45. A&O	105 3/4	.....
Coney Isl. & Brooklyn 1st 5s. 1903	101	.....
Kings Co. El. 1st 4s, Aug. 1, 1949.	81 1/2	.....
Nassau Electric—1st, 5s, 1944. A&O	108 1/2	109 1/2
1st g. 4s, 1948. J&J	90	92
BUFFALO, N. Y.—		
Buff. Bell. & Lan., 5s, 1927. J&D	§103	.....
Buff. Ry., 1st con. M., 5s, g., '31, F&A	§116	117
Deb. g. 6s., 1917. A&O	§106	109
Buff. & Niag. Falls Elec. Ry—		
1st M. 5s, g., 1935. J&J	§108	110
2d mtg. g. 5s., 1921. J&J	§103	105
Buffalo Trac.—1st g. 5s., 1948. J&J	§110	111
Crosst'n St. Ry. 1st, 5s, g. 1932, M&N	§113	114 1/2
CAMDEN, N. J.—		
Cam. Glou & Wood., 6s, 1904. M&N	.....	.....
Cam. & Trenton, 5s, g., 1929. M&N	95	96 1/2
CHARLESTON, S. C.—		
Charleston Consol. Ry., Gas & Elec. Co. consol. g. 5s, 1999. M&S	100	101
Charleston City Ry.—		
1st mort.. g., 5s, 1923. J&J	102	104 3/4
CHESTER, PA.—		
Chester Trac., 1st g, 5s, 1911. M&N	.....	103
CHICAGO, ILL.—		
Chicago City Railway—		
1st, 4 1/2s, opt. at 60 days. J&J	§100 1/2	100 5/8
Cicero & Prov. St., 1st 6s, '04. M&N	§105	106
Consolidated 5s, g., 1915. M&N	§	108
Lake St. El. deb. 5s, g. g'd, 1928. J&J	§ 89	89 1/2
Income deb. 5s, 1928. Feb. 1	§ 30	31
Metropolitan West Side "L"—		
1st g. 4s, 1938. F&A	§ 95 5/8	95 3/4
No. Chic. St. RR., 1st, 5s, 1906. J&J	§105	.....
1st 5s, 1909. J&J	§106	.....
No. Ch. City Cons. 4 1/2s, 1927. M&N	§107 1/4	.....
Nor'western El., 1st 5s., 1940. J&J	§ 99 1/2	99 3/4
South Side "L"—1st 4 1/2s, 1907. J&J	§103	105
Union El. (Loop) 5s, g., 1945. A&O	§.....	109 3/4
West Chicago Street RR.—		
1st, 5s, 1928. M&N	§109 3/4	110
Consol. g. 5s, Nov. 1, 1936. M&N	§103 5/8	103 7/8
Debenture 6s, 1914. J&D	§100	100 1/4
W. C. St. Tun., 1st, 5s, g'd, '09, F&A	§103	107
Ch. W. Div. Ry., 1st, 4 1/2s, '32, J&J	§107	.....
Chic. Pass. Ry., con. 5s, 1936. J&D	§.....	106
Ogden St., 6s, 1916. M&N	113	114
CINCINNATI, O.—		
Cin. & Hamilton, 6s, g., 1918. J&J	§106	107
Cin. New. & Cov., 5s, g., 1922. J&J	§113 3/4	114 1/2
So. Cov. & Cin., 1st M., 6s, '12, M&S	§121 1/2	122 1/2
2d cons. M., 6s, g., 1932. J&J	§	134
Newport & Dayton, 1st, 6s, 1917	§115	120 1/2
Cincinnati Street Ry.—		
Mt. Aub. Cable 1st 5s, 1907. J&D	§109 1/8	109 3/4
Mt. A. & Ed'n Pk., 1st 6s, 1900 A&O	§.....	103
1st M., 6s, 1905. A&O	§108	109
Consol. M., 5s, 1906. M&S	§108	108 3/4
CLEVELAND, O.—		
Cleveland Berea Elyria & Ober.—		
Clev. & Berea, g., 6s, '02-12. J&J	§102	.....
Clev. & Elyria, g., 6s, '05-15. M&N	§107	107 1/2
Elyria & Ober., g., 6s, '07-17. F&A	§107	108
Cleve. & Chagrin Falls Elec. RR.—		
1st g. 6s. May 1, 1916. M&N	§ 99	100
Cleveland Electric—		
Consol. M., 5s, gold, 1913. M&S	§106	107
Br'klyn St., 1st M., 6s, 1903. M&S	§106	107
Cleveland Electric—		
East Clev., 1st, M., 5s, 1910. M&S	§107	107 1/2
So. Side St. Ry., 6s, 1903. M&S	§106	107
CLEVELAND, OHIO—(Conc'd.		
Cleveland City Ry. Co.—		
Cl. City Cable, 1st, 5s, g., '09, J&J	§106	106 1/2
Clev. Pains. & Eastern—		
1st, g., 5s, 1916. A&O	§101	102
Consol. 5s, 1918. A&O	§101	102
Lorain & Cleve. g. 5s, 1917-27. J&J	§101	101 1/2
COLUMBUS O.—		
Col. Con. St. Ry., 1st, g. 5s, g. '09. J&J	105	.....
Col. St. Ry., cons., 5s, g., 1932, J&J	110	114
Crosst'n St., 1st, 5s, g., 1933, J&D	110	113 1/2
DANBURY, CONN.—		
Danbury & Bethel St. Ry.—		
1st g. 5s, 1914. M&N	105	.....
DENVER, COL.—		
Consol. Tram. con. g. 5s, 1933. A&O	86	90
Denver. Tram., 1st, 6s, g., '08, J&J	§105	.....
6s, g., consol., 1910. J&J	§105	.....
Metropolitan g. 6s, 1911. J&J	§.....	104
DETROIT, MICH.—		
Det. Citizens', 1st 5s, 1901. A&O	§.....	100
Con. Mort., 5s, 1905. J&J	§ 98	100
Det. Sub. Ry., 1st, 5s, 1902. M&N	§.....	100
Highland Park, 1st, 5s, 1908. J&J	§100	102
Detroit Ry.—1st, 5s, g, 1912-24. J&D	§100	103
Detroit Ypsilanti & Ann Arbor—		
1st g. 6s, Nov. 1, 1917. M&N	112	115
Cons. g. 6s, Feb. 1, 1924. F&A	100	103
Rapid Ry. 1st 5s, g., 1915. M&S	100	105
EASTON, PA.—		
Easton Consolidated Electric Co.—		
Coll., tr., g 5s, 1949. M&N	‡.....	99
Easton Palmer & Beth. St. Ry.		
1st g. 5s, Jan., 1919. J&J	§.....	103 3/4
HALIFAX, CANADA.—		
Halifax Elec. Tram. Co.—		
1st M., g., 5s, Jan. 1, 1916. J&J	§.....	‡106 1/4
HARTFORD, CONN.—		
Hart. Man. & Rock., 5s, 1924. A&O	§106	.....
Hartf. St. Ry., deb., 5s, 1914. A&O	§102	.....
H. & W'thersfield, deb. 5s, '08. M&S	§102	.....
East H. & Glas. deb., 5s, 1927. J&D	100	.....
HOBOKEN, N. J.—		
J. C. Hoboken & Paterson Ry.—		
4s, g., Nov. 1, 1949. M&N	77 3/8	77 3/4
North Hudson Co. Ry. Co.—		
1st M., 6s, 1914. J&J	119	.....
Con. M., 5s, 1928. J&J	109	.....
Imp. M. g. 5s, 1904. M&N	.....	.....
Paterson Ry.—		
Con. M., 6s, g., 1931. J&D	114	120
INDIANAPOLIS, IND.—		
Citizens' St. RR., con. 5s, g., '33, M&N	102	105
Indianapolis St. Ry. Gen. 4s. 1933	74	75
JERSEY CITY, N. J.—See Newark		
KANSAS CITY, MO.—		
Central Electric g. 5s, 1914. M&N	99	100
Grand Ave. Cable, 5s, g., 1908, J&J	§104	105 1/2
K. C. Elev. Ry. Co., 4s, g'd, '22. J&J	§ 86	88
G't'd 6s, 1922. J&J	§108	112
K. C. Cable exten. 5s, g., 1901 A&O	§100	101 1/2
Met., Corrigan iss., 5s, July, '16, J&J	§106 1/2	111
Met. St. Ry., 5s, g., Sept., 1909, M&S	§104	105 1/2
Cons. 5s, g. May 1, 1910. M&N	§103	104
LEXINGTON, KY.—		
Lexington Railway Co.—		
1st g. 5s, June 1, 1949. J&D	§100	102 1/2
LOCKPORT, N. Y.—		
Buff. & Lockport Street Ry.—		
1st g. 5s, July 1, 1938. J&J	§107 1/2	109
LONG ISLAND CITY, N. Y.—		
Steinway Ry.—1st M. g. 6s, '22. J&J	§116	117

§ Purchaser also pays accrued interest.

Bonds.	Bid.	Ask.
LONG BRANCH, N. J.		
Atlantic Coast Electric RR —		
1st, g., 5s, 1945.....M&N	§ 99	101½
General mortgage, 5s, 1946. J&J	80	.....
LOS ANGELES, CAL.		
Los Ang. Ry., 5s, g., 1938. ...A&O	105	105½
Los Ang. Pacific RR., 5s, 1928. J&D	102⅜	.....
Los Ang. & Pasa.—5s, g. 1928 J&J	.....	102
Los Ang. Trac., 1st 6s, 1915..M&N	.....	111
LOUISVILLE, KY.		
Cent. Pass. Ry., 1st, 6s, 1908, M&N	§116	117
Louisv. Ry., con. M., 5s, g., 1930, J&J	§117	118
Louisv. City Ry., con., 6s, 1909, J&J	§117	118
LOWELL, MASS.		
Lowell & Suburban Street Ry.—		
1st mortgage, 5s, 1911 .....J&D	§106	.....
MEMPHIS, TENN.		
Citizens' St. RR 1st g. 6s, '16. J&J	122	123
MERIDEN, CONN.		
Meriden El. RR. 1st, 5s, 1911. A&O	§110	.....
Con. M., g., 5s, 1924.....J&J	§110	.....
Mer. Southington & Compounce—		
1st g. 5s, 1928, Opt., 1903..J&J	§105	.....
MILWAUKEE, WIS.		
Milw. City RR., 1st, 5s, g., '08, J&D	§106	109
Mil. Electric Ry. & Light—		
Consol., g., 5s .1926.....F&A	§105	106
Mil. Light, Heat & Traction—		
5s, guar., 1929.....M&N	§ 99	100
W. Side St. Ry., 1st M., 5s, g., '09, J&J	§107	109
MINNEAPOLIS, MINN.		
Twin City Rapid Transit Co.—		
Minn. St. R., 7s g., '10. Opt. M&N	§105	.....
Con., 5s, g., 1919.....J&J	§109	110½
Cons. 6s, g., Nov. 1, 1913. M&N	§115	.....
St. Paul City Railway—		
1st g. 6s, 1931.....A&O	§120	.....
Con., 5s, g., 1937.....J&J	§110½	111½
1st M., 6s, g., 1934.....A&O	§120	.....
Deb. 6s, g., 1900.....M&N	§100	.....
MOBILE, ALA.		
Mobile Light & Railway—		
1st g. 5s, 1937.....J&D	92	96
MUSCATINE, IOWA		
Muscatine Electric Ry.—		
1st mtg. g. 6s, 1908-1913....J&J	§.....	107
NASHVILLE, TENN.		
Nashv. St. Ry., 5s, 1925.....J&J	101	105
Edgefield St. RR. Con. 6s, 1919. J&J	110	115
McGavock & Mt. V.—		
Summer St., 1st M., 6s, 1926, J&J	116	120
2d series, 6s, 1937.....J&J	120	126
2d M., 6s, 1919.....A&O	100	102
NEWARK, N. J.		
Cons. Trac. of N. J., 1st 5s, '33, J&D	108	109
Newark Passenger Railway—		
New. & Bloomf. St., 6s, 1901, F&A	§102	.....
Orange & New., 1st, 6s, 1905, A&O	§109	110
Bellev. & New., 1st, 7s, 1900, J&D	§100	.....
New. Pass., cons., 5s, g., 1930, J&J	§115	116
New. & Irvingt'n, 1st, 6s, 1900 J&D	§100½	.....
Essex Pass. Ry., 6s, 1905..M&N	§109	110
Nor. Jersey St. Ry. 4s, 1948. M&N	§ 86	88
Rap. Tr. St. Ry., 1st M. 5s, g., '21, A&O	§109	.....
NEW BEDFORD, MASS.		
Union St. Ry.—Con. 5s, g. 1914. J&J	105	.....
NEW BRITAIN, CONN.		
Central Ry. & Electric Co.—		
1st mort. 5s, Dec. 1, 1923...J&D	§103	105
NEW HAVEN, CONN.		
N. H. & Centrev., 1st, 5s, g. '33, M&S	§112	.....
New Hav. St. Ry., 1st, 5s, g., '13, M&S	§111	.....
Edgew. Div. 1st, g., 5s, 1914, J&D	§111	.....
Winchester Ave., 5s, g., 1912. M&N	§111	.....
NEW ORLEANS, LA.		
Canal & Claib.—1st, 6s, 1912. M&N	.....	.....
1st, g., 6s, 1946.....M&N	131	135
N. O. City RR.—Gen. g. 4-5s, 1943	106⅞	107
1st, 6s, 1903.....J&D	106½	.....
N. O. City & Lake, 1st, 5s, g. '43. J&J	113⅞	.....
Power-house g., 6s, 1917....J&D	108½	112
N. O. & Car., 2d M., 6s, g., 1907. F&A	108	.....
New mort. g., 5s.....J&J	113¾	115
Orleans RR. Co., 1st 6s, 1912 M&N	114½	.....
2d 6s, 1912.....J&J	106	.....
NEW YORK, N. Y.		
Bleecker St. & F. F. 1st g. 4s, '50. J&J	100	100½
Cent. Crosstown, 1st, 6s, 1922, M&N	§125	130
Cen. P'k N. E. Riv., con., 7s, '02, J&D	§107	109
Christ. & 10th Sts. ext. 4s, '18. A&O	.....	.....
Dry Dock E. B'way & Battery—		
1st, 5s, gold, 1932.....J&D	116	118
Cert. indebt., 5s, 1914.....F&A	102	104
Eighth Av., cert. indeb., 6s, '14, F&A	108	109
42d St. M. & St. N., 1st, 6s, '10, M&S	116½	118
2d M., inc., 6s, Jan., 1915.....	88	89½
Manhattan Elevated—		
Consol., 4s, gold, 1990.....A&O	103½	104
Met. El., 1st, 6s, 1908.....J&J	114	.....
Metropolitan Street Ry. Co.—		
Gen. M. coll. tr., g., 5s, 1997. F&A	117¼	117½
Bway & 7th Ave. 5s, 1904..J&D	104	105
2d M., 5s, 1914.....J&J	110	112
Con. M., 5s, g., 1943.....J&D	120½	.....
B'way Surf. RR., 1st, 5s, '24, J&J	§117	118
2d, 5s, 1905.....J&J	§104	105
Col. & 9th Av., 1st, g. 5s, 1993, M&S	123	.....
Lex. Av. & P. F'y, 1st, 5s, g. '93, M&S	122½	.....
34th St. Cr'st'n, 1st 5s, 1996. A&O	.....	.....
Second Avenue 1st 5s, 1909. M&N	107½	108½
Consol. 5s, gold, 1948..... F&A	116	117¾

Bonds.	Bid.	Ask.
NEW YORK, N. Y.—(Concl'd.)		
Third Ave. 1st, 5s, g., 1937....J&J	117	.....
28th & 29th St. 1st g. 5s, 1996. A&O	§113	116
Twenty-third St.—Deb. 5s, '06. J&J	106	108
Union Ry.—1st, 5s, g., 1942...F&A	113	116
South. Boulev'd—5s, g., 1945. J&J	§113	115½
Westches. Elec., 1st, 5s, g., '43, J&J	§109	111
NIAGARA FALLS, N. Y.		
Niagara Falls & Suspen. Bridge—		
1st, g., 6s, July 1, 1903.....J&J	§103	.....
NORFOLK, VA.		
Norfolk Street RR.—		
Norfolk St. cons., g., 5s, 1944, J&J	108	.....
NORWALK, CONN.		
Norwalk Tramway—		
1st, mtg., g., 5s, 1923.....M&S	§ 98	100
NORWICH, CONN.		
Norwich Street Ry.—		
1st g. 5s, 1923.....A&O	§103	105
OAKLAND, CAL.		
Oakland Transit Co.—		
Consol. g. 6s, July 7, 1918..J&J	111	112½
OMAHA, NEB.		
Omaha St. Ry.—5s, g., 1914..M&N	§102	105
PATERSON, N. J.—See Hoboken.		
PHILADELPHIA, PA.		
Elec. & People's, 4s, tr. certfs.....	100¼	100½
Hestonville M. & Fairm't P. RR.—		
Con. M., 5s, g., 1924.....M&N	.....	.....
People's Traction Co.—		
P. P. Ry., stk. tr. ctfs., 4s, g. '43, F&A	106	.....
West Phila 6s, 1906..... A&O	150½	.....
PITTSBURG, PA.		
Central Trac., 1st, 5s, 1929....J&J	112½	.....
Citizens' Trac., 1st, 5s, 1927, A&O	115	.....
Duquesne Trac., 1st, 5s, 1930, J&J	116	120
Feder'l St. & P. V., gen., 5s, g., '42, J&J	112	.....
Penn St. Ry., 1st M., 5s, 1922, J&D	102	103
Pitts. Alle. & M., gen. M., 5s, '30, A&O	112	.....
Pitts. & Bir. Tr., gen., 5s, g., '29, M&N	108½	109
Pittsb. Trac. Co., 1st, 5s, 1927, A&O	115	.....
The Second Av. Tr. g. 5s, '34. J&D	117½	.....
United Traction 5s, 1997 .....J&J	111	112½
West End Tr.—Cons. 5s, 1938. J&J	113½	.....
PORTLAND, ME.		
Portland RR.—		
1st, g. 4½, May 1, 1913....M&N	§110	112
Port. & Cape Eliz. Ry.—		
1st M., g., 5s, Nov. 1, 1915. M&N	§115	117
PROVIDENCE, R. I.		
United Tr. & El., 1st, 5s, g., '33, M&S	§113	115
READING, PA.		
Reading Traction, 6s, 1933. .J&J	.....	120
City Pass. Ry., 1st M., 5s, 1909, A&O	105	.....
Read. & Womels., 1st, 5s, g., 1925.	108	110
United Traction g. 5s, 1926...J&J	.....	.....
RICHMOND, VA.		
Rich. Ry. & Elec., 1st 5s, g., 1920	70	78
Rich. Traction, 1st 5s, gold, 1925.	104½	106
ROCHESTER, N. Y.		
Rochester Railway—		
Con. M., 5s, g., 1930.....A&O	107	110
2d, 5s, g., 1933.....J&D	85	90
Debent. 6s, g., Mar. 1, 1911. M&S	100	.....
ST. LOUIS, MO.		
Baden & St. L., 1st, 5s, g., 1913, J&J	100	102
Cass Av. & Fair Gds., 1st 5s, '12, J&J	102	104
Citizens' RR., 1st, 6s, 1907....J&J	108	110
Jefferson Ave., 1st 5s, 1905. M&N	104	105
Lindell Ry. 5s, 1st, gold, 1911. F&A	107	108
Comp. H. & M. Ter., 6s, g., '13, J&J	117	118
Taylor Ave., 6s, g., 1913.....J&J	117	118
Missouri RR., 1st, 5s, 1906....M&S	105	106
St. L. (B'way line) 5s, 1900-10 M&N	100	101
St. L. & E. St. L., 1st M., 6s, 1905, J&J	100	102
St. L. & Sub., 1st, 5s, g., 1921, F&A	104	105
St. L. Cab. & W., 1st M., 6s, '14, M&N	117	119
St. L. & Meramack, 6s, g., '16, M&N	114	115
Southern Elec. Cons., 6s, 1904. M&N	106½	108½
Cons. 6s, 1914.....M&N	116	118
Gen., g., 5s, 1916.....F&A	105	106
Union Depot Cons., 6s, 1910. A&O	100	101
Con., 6s, g., 1918.....J&D	122	123
M'd City RR., 1st, 6s, g., '00-10, J&J	100	102
United Railways of St. Louis—		
Gen. 4s (when issued), 1934.....	§ 91	92½
ST. PAUL, MINN.—See Minneapolis.		
SAN FRANCISCO, CAL.		
Cal. St. Cable RR., 1st, 5s, g., '15, J&J	117	.....
Ferries & Cliff, 6s, 1914.....M&S	115	.....
Geary St. Pk. & O., 1st, 5s, 1921, A&O	.....	95
Market Street Railway Co.—		
Market St. Cab., 1st, 6s, g., '13, J&J	.....	.....
1st cons. mort. 5s, 1924....M&S	118	.....
Omnibus Cable, 1st, 6s, 1918, A&O	.....	128½
Park & Ocean, 1st, 6s, 1914, J&J	.....	.....
Park & Cliff Ho., 1st, 6s, 1912, J&J	104½	.....
Powell St. RR., 1st, 6s, 1912, M&S	119½	.....
SCRANTON, PA.		
Scran. & Carbon. Tr., 1st, 6s, '23, J&J	§107	110
Scran. & Pittston, 1st, 6s, 1923, A&O	§109	.....
Scran. Traction, 1st, 6s, g., '32, M&N	§114	117
Scran. Ry., 1st con. 5s, g., 1932. J&J	102½	106
SYRACUSE, N. Y.		
Syracuse Rapid Transit Ry—		
1st mtg. g. 5s, 1946.....M&S	§ 92½	96

Stocks.	Bid.	Ask
TAUNTON, MASS.		
Taunton St. Ry.—1st M. 5s, '14. J&J	§.....	105
Taun. & Brockton, 1st, g., 5s, 1917.	§.....	105
TOLEDO, O.		
Tol. Cons. St. Ry.—Cons., 5s, '09 J&J	§102	104
Tol. Trac., cons., g., 5s, 1909, J&J.	§102	103
TRENTON, N. J.		
Trenton Street Railway—		
Consol. g. 5s, July 1, 1938..J&J	107	109
TROY N. Y.—See Albany.		
WASHINGTON, D. C.		
Anacostia & Pote'c 5s, g., '48..A&O	.....	.....
City & Suburb., 5s, g., 1948..F&A	.....	106¼
Columbia St., 1st M., 6s, 1914. A&O	125	131
Exten. g., 5s, 1914.....A&O	110	112
Metropolitan 1st, g., 5s, 1925. F&A	120	125
Certif. of Indebt. A, 1906..A&O	110	116
Certif. of Indebt. B, 1907 ..J&D	110	116
Washington Tract. & Elect. Co.—		
1st coll. tr. gold 4½s, 1949..J&D	.....	85
WATERBURY, CONN.		
Waterbury Traction Co.—		
1st, g., 5s, 1923.....M&N	§104	.....
WILKES-BARRE, PA.		
Wilkes. & Wyom. Val. Trac.—		
1st, g., 5s, 1921.....A&O	105	115
WILMINGTON, DEL.		
Wilmington & Chester Trac.—		
Coll. tr. g. 5s, 1918.....A&O	§102	105
WORCESTER, MASS.		
Worcester Cons. St., 1st, 5s, 1907.	¶.....	.....
Deb., 5s, g., 1914.....F&A	¶.....	.....
North End 5s, 1915.....F&A	§100	.....
Wor. & Clinton, 1st, g., 5s, 1918. J&J	§.....	106½
Wor. & Marlboro 1st, 5s, 1916.....	§104	.....
Wor. & Suburb., g., 5s, 1915. M&N	§100	.....

STREET R'Y STOCKS.

	Par.		
AKRON, O.			
Northern Ohio Traction Com.	100	.....	.....
Preferred.....	100	90	91
ALBANY, N. Y.			
United Traction.....	100	129	131
ATHENS, GA.			
Athens Electric Ry.....	100	.....	.....
AUGUSTA, GA.			
Augusta Ry. & Electric.....	100	.....	.....
BALTIMORE, MD.			
United Rys. & Elec. Co.—Com.	50	† 16¼	16¾
BIRMINGHAM, ALA.			
Birmingham Ry. & Electric Co.—			
Common.....	100	20	30
Preferred.....	100	45	50
BOSTON, MASS.			
Boston Elevated RR. (75% paid)	100	116	.....
West End Street Ry., com.....	50	† 92½	93
Preferred, 8 per cent.....	50	†112	113½
BROOKLYN, N. Y.			
Brooklyn City RR.....	10	235	237
Brooklyn Rapid Tran. vot. tr. certs.		‡.....	68½
Coney Island & Brooklyn RR.	100	345	.....
Nassau Electric Co., pref.....	100	.....	77
BUFFALO, N. Y.			
Buffalo Ry.....	100	100	.....
International Trac.—Trust rec'pts.		110	112
CHICAGO, ILL.			
Chicago City Ry.....	100	275	276
Chic. Consolidated Traction...	100	.....	39
Chicago Union Traction	100	24	25
Preferred.....	100	74	75
Chicago West Div. Ry., guar..	100	.....	.....
Lake Street Elevated.....	100	10¾	11¼
Trust certificates.....	100	9¾	10
Metrop. West Side El. Tr. cert..	100	27¾	28¼
Metro. West Side El. Pref.....	100	x 78	78½
North Chicago Street RR.....	100	225	230
South Side Elevated.....	100	98½	99
Union Elevated RR.....	100	97	98
West Chicago Street RR.....	100	110½	110¾
CINCINNATI, O.			
Cincinnati New. & Covington.	100	52½	.....
Cincinnati Street Ry.....	50	124½	125
CLEVELAND, O.			
Cleve. Berea Elyria & Oberlin.	100	64	65
Cleve. & Chagrin Falls	100	25	30
Cleveland City Ry.....	100	100	101½
Cleveland Electric Ry.....	100	90	91
Lorain & Cleveland.....	100	58	60
COLUMBUS, O.			
Columbus Railway—Common..	100	26	27
Preferred.....	100	87½	88
DAYTON, OHIO			
City Railway, common	100	140	145
Preferred.....	100	170	.....
DETROIT, MICH.			
Detroit Citizens' Street Ry.....	100	100½	.....
Fort Wayne & Belle Isle.....	100	175	.....
Wyandotte & Detroit River....	100	100	110
HALIFAX, CANADA			
Halifax Elec. Tramway Co....	100	94	100

§ Purchaser also pays accrued interest. ‡ Last sale. † Prices per share not per cent. x Ex-dividend.
¶ Called for payment March 1, 1st 5s @ 100, deb. 5s @ 102½.

Stocks.	Par.	Bid.	Ask.
HARTFORD, CONN.—			
Hartford Street Ry	100	150	.....
HOBOKEN, N. J.—			
Jersey C. Hoboken & Paterson		20	21
HOLYOKE, MASS.—			
Holyoke Street Ry	100	207½	212
INDIANAPOLIS, IND.—			
Indianapolis Str. Ry. Co	50	† 23	25
JERSEY CITY, N. J.—See Newark.			
KANSAS CITY, MO.—			
Metropolitan Street Ry	100	100	101
LOUISVILLE, KY.—			
Louisville Ry., com	100	70	.....
Preferred, 5s	100	111	112
MINNEAPOLIS, MINN.—			
Twin City Rapid Transit	100	64¼	64½
Preferred	100	137	139
MONONGAHELA, PA.—			
Monongahela Str. Ry	50	† 50	55
MONTREAL, CAN.—			
Montreal Street Ry	50	290	294¼
NASHVILLE, TENN.—			
Nashville Street Ry	100	60	.....
NEWARK, N. J.—			
Consolidated Traction of N. J	100	61½	62
North Jersey Street Ry	100	28	30
Rapid Transit St. Ry. Co	100	240	250
NEW BEDFORD, MASS.—			
Union Str. Ry. Co	100	.....	180
NEW HAVEN, CONN.—			
Fairhaven & Westville RR	25	† 39	41
Winchester Ave. RR	25	† 45	.....
NEW ORLEANS, LA.—			
N. O. & Carrollton	100	155	165
New Orleans City RR.—			
Common		25½	26
Preferred		100¼	100½
Orleans RR	50	† 49	51
St. Charles Street	50	† 55½	57

Stocks.	Par.	Bid.	Ask.
NEW YORK, N. Y.—			
Bleecker St. & Fulton Ferry	100	35	40
Broadway & 7th Ave., guar	100	230	240
Central Crosstown, 7 per cent	100	270	300
Cent. Park North & East Riv	100	195	.....
Christopher & Tenth Streets	100	168	174½
Dry D. E. B'way & Bat., 6 p. c	100	125	150
Eighth Ave	100	375	400
42d St. & Grand St. Ferry	100	390	410
42d St. M. & St. N. Ave	100	68	75
Manhattan Consolidated	100	94	95
Metropolitan Street RR	100	†	171¼
Ninth Ave., guar., 6 per cent	100	185	196
Second Ave	100	195	200
Sixth Ave	100	200	210
Third Ave	100	†	58½
Twenty-third St., guar	100	†398	410
Union Ry	100	.....	.....
NORFOLK, VA.—			
Norfolk Street Railroad	100	60	65
NORTHAMPTON, MASS.—			
Northampton Street Ry	100	170	180
PHILADELPHIA, PA.—			
Citizens' Passenger, guar	50	†345	.....
Continental Pass. Ry. ($29 p'd)	50	†153	.....
Fairmount Pk. & Haddington	50	† 74¼	.....
Frankford & Southwark Pass	50	†448½	.....
Germantown Passenger	50	†148	.....
Green & Coates Sts. ($15 p'd)	50	†150	.....
Hestonnville M. & F	50	† 47	.....
Preferred	50	† 73½	.....
Lehigh Ave. Ry. ($30 paid)	50	† 43	.....
Phila. City Pass. Ry. ($23¾ p'd)	50	†203	.....
Phila. & Gray's Ferry ($25 p'd)	50	†100	.....
Philadelphia Traction	50	† 96¾	97
Ridge Ave. Passenger ($28 p'd)	50	†310	.....
2d & 3d Sts. Ry., guar	50	†300	.....
13th & 15th Sts. Pass. Ry	50	†304	310
Union Passenger ($30 5-6 paid)	50	†240	.....
Union Traction ($17½ p'd)	50	† 37¼	37½
West Phila. Passenger, guar	50	†265	.....
PITTSBURG, PA.—			
Allegheny Traction	50	† 56	.....
Citizens' Traction	50	† 70	71
Consolidated Traction, com	50	† 27⅞	28
Preferred	50	† 65	65½
Federal St. & P. V. RR	25	† 26½	27¼
Pittsburg & Birmingham Tr	50	† 41	42½
Pittsburg Traction	5	†	.....
United Traction, com	50	† 12	.....
Preferred	50	† 49	50

Stocks.	Par	Bid.	Ask.
PITTSBURG, PA.—(Concluded.)			
West End, common	50	† 27	.....
PROVIDENCE, R. I.—			
United Traction & Electric	100	109	112
READING, PA.—			
Reading Traction	50	† 24½	26
City Passenger Ry	50	†145	..
East Reading Electric Ry	50	† 75	90
RICHMOND, VA.—			
Richmond Traction Ry	100	.....	.....
ROCHESTER, N. Y.—			
Rochester Street Ry	100	19	20
ST. LOUIS, MO.—			
St. L. & E. St. L. E. R	100	150	200
St. Louis & Suburban Ry	100	74	76
United Railways of St. Louis—			
Common (w. i.)		26	30
Preferred (w. i.)		85	95
Subscriptions (ex. 15%)		116	117
ST. PAUL, MINN.—See Minneapolis.			
SAN FRANCISCO, CAL.—			
Cal. St. Cable RR	100	117½	119
Geary St. Park & Ocean RR	100	50	.....
Market Street Ry	100	61½	62
Presidio & Ferries RR	100	12	16
SCRANTON, PA.—			
Scranton Railway Co	50	† 28	30
SPRINGFIELD, MASS.—			
Springfield Street Ry	100	210	218
TORONTO, CANADA.—			
Toronto, Ry	100	103	103¼
WASHINGTON, D. C.—			
Capital Traction Co	100	90	95
City & Suburban	50	† 28¼	30
Georgetown & Ten'ytown	50	† 15	.....
WORCESTER, MASS.—			
Worcester Traction	100	27	29
Preferred, 6s, cumul	100	105	.....
Worcester & Suburb. St. Ry	100	.....	85
Worcester & Marlboro	100	.....	85

† Prices per share not per cent. x Ex-dividend.

STATE AND MUNICIPAL BONDS.

Prices marked (*) are flat prices—that is, the purchaser does not pay accrued interest in addition. *In all other cases accrued interest must be added to the price.*

The figures in the column "*to net*" indicate the basis on which the securities sell or the interest rate which the securities if held to maturity, will net to the purchaser at the present market price.

It should be borne in mind that municipal bonds are not subject to such decided fluctuations in value as are securities which form a basis for speculation

Bonds.	Bid.	Ask.	To Net.
ALABAMA			
5s, July 1, '06, J&J, Class B.	109½	111	....
4-5s, J'y 1, '06, J&J, Class A.	109½	111	....
4s, July 1, '06, J&J, Class C.	104	105	....
4s, Cur'ncy, f'dg, 1920. J&J	107	108	....
Barbour County -4½s, g., Ref'd'g. July 1, '29. July 1	.....	107	4·10
Birmingham—			
6s, Improv., 1919,..M&S	113	.....	....
6s, Refund., 1923...F&A	115	.....	....
5s, Improv. 1919-20 M&S	108	.....	....
Jefferson Co.—6s, 1927 J&D	.....	.....	4·50
6s, Oct. 1, 1921 .....A&O	.....	.....	4·50
6s, Dec. 1, 1917.....J&D	.....	.....	4·50
5s, July 15, 1920....J&J	.....	.....	4⅜
Madison Co.—5s, 1929. J&J	.....	.....	4·35
5s, Jan., 1919..... J&J	.....	.....	4·35
Mobile—4s-5s, Wharf., 1906	103	104½	....
4s-5s, Plain, 1906.....	104	105½	....
4½s, Wat. & Sew., '39. J&J	.....	.....	4·10
Mobile Co.—8s, Feb, '09 F&A	130	.....	....
6s, Mar., 1908.....M&S	115	117	....
5s, June, 1911.....J&D	110½	112½	....
Montgomery—6s, 1918. J&J	.....	.....	4½
6s, Sts., sch., &c., '21..J&J	.....	.....	4½
6s, July 1, 1924.....J&J	.....	.....	4½
5s, Jan. 1, 1907.....J&J	.....	106·30	4
4½s, Water, 1928...A&O	.....	.....	4
Montgomery Co.—			
5s, 1935..... A&O	.....	.....	4¼
Troy—6s, 1925.....M&S	.....	.....	5½
ARIZONA			
3s, Gila B'ge, M'y, 1900. May	.....	.....	5
7s, Insane As., J'ly, '05. Jan.	105	.....	....
6s, F'nding, Jan., 1913. Jan.	108	.....	....
5s, F'dg, J'ly 15, '12-'42. J&J	.....	107⅝	4·25
5s, Funding, 1916-46...J&J	.....	109	4·25
5s, Bldg. 1918-1948...J&D	.....	.....	4¼
Prescott—			
5s, Water.....1947	.....	110	4½
ARKANSAS			
Bentonville—6s, 1916. M&S	.....	102⅛	5½
Helena—			
6s, Funding, 1904....J&J	95	.....	....
Phillips Co.—			
6s, Funding, 1919...J&J	110	.....	....
CALIFORNIA			
4s, Dock, Jan. 1, 1912. J&J	.....	.....	3·10
Hanford—			
6s, g., 1913.....An.	104	108⅝	5¼

Bonds.	Bid.	Ask.	To Net.
Los Angeles—			
7s, g., Sch., Aug. 15, 1904	.....	.....	3·75
6s, July 1, 1906.....J&J	.....	.....	3·75
4½s, Sch., Oct., '00 to 1936	.....	.....	3⅞
4s, g., 1938..... J&J	.....	111	3·50
3⅜s, g. Sc., 1900 to '39. M-N	.....	.....	3·50
Monrovia—6s, g., '00-38. Jul	.....	.....	4·50
Nevada City 6s, g., Sewer. Aug. 7, 1900-1939..Aug.	.....	.....	4·50
Oakland—8s, 1905....Q—J	125	130	4⅛
Sacramento—6s, 1903..Jan	102	104¾	4¼
4½s, Jan., 1904.....J&J	98	102	4¼
4s, Jan., 1908.....J&J	100	100	4
San Francisco—			
6s, April 1, 1904....A&O	.....	111·65	3·25
Ukiah—5s, g., Light, June 26, 1900-1929.....J. 26	.....	.....	4·50
CANADA.			
4s, Dom., Nov. 1, 1903. M&N *l*	103	108	....
Guelph—5s, 1910.....J&D	110	111½	....
5s, £, Ry. deb., 1917..J&D	114	115	....
5s, Cons. debt deb, '20. J&J	115½	117	....
Montreal—			
4s, May 1, 1925.....M&N	.....	.....	3⅛
4s, reg., May, 1927. M&N	.....	.....	3⅛
4s, May 1, 1933....M&N	.....	.....	3·20
New Brunswick, Prov. of—			
4s, Apl. 16, 1921 A. 16 O. 16	103	104	....
4s, July 3, 1930...J. 3 J. 3	103½	104¾	....
4s, Jan. 1, 1902-32...J&J	102	103½	....
4s, Feb. 15, '02-32. F&A. *15*	102	103½	....
Nova Scotia, Prov. of—			
4s, July 1, 1919.....J&J	104	107½	....
4s, Jan. 1, 1920 .....J&J	104	107½	....
4s, May 1, 1920....M&N	104	107½	....
Ottawa, City 5s, 1908. J&D	109½	110¾	....
5s, Sch., Dec. 30, 1909. J&D	109½	110¾	....
Quebec, City 4½s, 1914. J&J *l*	105	107	....
4½s, 1922.....J&J	108½	110	....
Prov. 5s, 1908.....M&N	109½	110½	....
Toronto—			
4s, Imp., Apr. 1, 1905. J&J	101	101¾	....
4s, do 1910. J&J	101½	102¾	....
4s, Mar. 31, 1911.....J&J	101½	102¾	....
4s, Apr. 1, 1916.....J&J	102	103½	....
COLORADO			
4s, Jan. 1, 1907.....	.....	.....	3·40
3½s, Jan. 1, 1905.....	.....	.....	3·30
Bent Co.—5s, Ref., 1909-'19	103	105	....
Canon City 6s, '11-26. M&S	.....	.....	5
Colorado Springs—			
6s, July 1, 1905.....J&J	.....	.....	3¾

Bonds.	Bid.	Ask.	To Net.
Colorado Springs—(Concl.)			
5s, Water, 1906-1911....	.....	.....	3¾
4½s, Nov. 15, 1907-1912.	.....	105⅞	3⅝
4s, Water, 1909 '14..M&S	.....	.....	3·50
4s, Ref'g., 1914-'29...M&S	.....	.....	3·50
Conejos Co—6s, '09-19. A&O	.....	109·50	....
Denver 6s, 1905.....J&J	.....	.....	5¼
6s, Viaduct, 1908 to 1912.	.....	.....	5⅛
5s, July 1, 1901-1906 J&J	.....	.....	3·70
4s, Sew., July 1, '03. J&J	.....	.....	3·50
4s, Nov. 1, 1908....M&N	.....	.....	3·50
Florence—			
6s, Water, 1909-1914....	.....	.....	4·50
Fremont Co.—6s, Jan. 1, '09.	.....	.....	3·50
Golden 5s, 1914-1929. A&O	.....	108·80	4·20
Gr. Junct'n—6s, g., 1907-12	.....	.....	5¾
Gunnison—5s, Mar., 1908..	.....	97	....
Jefferson Co.—7s, Sch., '06.	.....	.....	6
Las Animas Co. Sch. Dist. No. 1—6s, May 1, 1904...	.....	101	5⅞
La Plata Co. Sch. Dist. No. 9			
5s, Refdg. May 1, 1909-'19	.....	108¼	4
Pitkin Co. 8s, judg. 1904-14	.....	97½	....
Pueblo—6s, 1906.....J&D	.....	113	4¼
6s, Water, June, 1914....	115	122½	4¼
4½s, Refdg, 1907-17. M&S	.....	.....	4
Pueblo Co.—5s, 1907-1915.	101	103	4¼
Rio Grande Co—			
5s, Aug. 1, 1909-'19. F&A	.....	104	....
4s, Aug. 1, 1909-19. F&A	.....	100	....
Trinidad—			
5s, Ref'd'g, g., '04-'14. J&J	.....	104½	....
5s, g., Wat'r, 1907-12. A&O	.....	106¼	4·00
CONNECTICUT			
3½s, War loan, 1903...J&J	100	.....	....
3s, War loan, Oct. 1910. A&O	97	.....	....
Ansonia—4s, g., F'd'g. 1915	105	.....	....
Bridgeport—7s, July, 1900	100	.....	....
5s, Municip, July '08. J&J	.....	.....	3·15
4½s C'rt H., J'ly '18. J&J	.....	.....	3·15
4s, Corp., July 1919. J&J	.....	.....	3·15
Bristol—4s, Sch., 1904. J&J	101	.....	....
4s, F'nd'g, July 1, '27. J&J	109	.....	....
Danbury—4s, 1927 to 1939	109	.....	....
Derby—4s, 1914.....J&J	106	.....	....
Enfield—4s, 1920.....M&N	108	.....	....
3½s, g. Park. J., 1926 J&J	101	.....	....
Greenwich—4s, 1913.....	104	.....	....
Hartford—			
4s, Reservoir, '08-'18 J&J	104	.....	....
4s, g., F'd'ng, 1918..J&J	110	.....	....
3½s, Sewer, 1921...J&D	105	.....	....
3½s g., Cap. Ref'g., '22 J&J	105	.....	....

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Hartford—(Concl.)—			
3½s, Park, 1926 .....J&J	105	.....	....
3½s, g., Jan. 1, 1938.J&J	106	.....	....
3½s, Police, Jan.,'23.J&J	105	.....	....
3s, T'n (untax.) 1909.J&J	95	.....	...
Hartford School Districts—			
4s. Arsenal. 1917....J&D	109	.....	....
4s, 2d North, 1924...J&J	109	.....	....
4s, South, 1925.....M&N	109	.....	....
4s, South, 1927.....	110	.....	....
Meriden—4s, May, 1902....	100½	.....	....
4s, Water,'01 to '10.M&N	103	.....	....
Middletown—4s, 1915.J&J	108	.....	....
New Britain—4s, 1908 J&J	104	.....	...
4s, July 1, 1927.....F&A	.....	115⅞	3·15
3½s, R'd'g., J'ly 1,'24.J&J	105	107·45	3·08
New Britain (Town)—			
3½s, School, 1914-29.F&A	.....	104·70	3·10
New Canaan—3½s '29.M&S	103	106	3·20
New Haven—7s, Oct.'01 A&O	106	.....	....
4s, Lib'ry, Jan.1,'19.J&J	110	.....	....
4s, Sch. D., '09 to '20.F&A	108	.....	....
4s, School, 1928.....F&A	115	118¼	3·05
3½s, July, 1909-'39..J&D	102	104	3·05
New Haven (Town)—			
4s, Park, July 1, '15.J&J	109	.....	....
3½s, F'd'g, J'ly 1,'09.J&J	102	.....	....
3½s, A.L. RR., 1929.J&J	105	.....	....
3½s, Park, Jan.1,'40.J&J	106	.....	....
New London—			
4s, School, June 1924 J&J	112	.....	....
3½s, Sewer, July '11.J&J	101⅓	.....	....
Norwalk—4s, g., Water,'35.	115	.....	....
4s, g., Mu., May, '35.J&J	115	.....	....
3½s, Funding, 1918.A&O	.....	.....	3·25
3½s, 1919 to 1929.....	.....	.....	3·25
Sou. Norwalk—4s.'13.M&S	107	.....	....
Wallingford—4s, '27...J&J	111	.....	....
3½s, Sch. D.'01 to '19.M&N	.....	.....	3·30
Waterbury—			
4½s, Water, 1905....J&J	105	.....	....
4s, Water, July, 1910.J&J	106½	.....	....
4s. School. 1927 to 1946..	.....	.....	3·20
3½s, 1905-1914.....J&J	.....	.....	3·20
Willimantic—4s,'10-25.A&O	107	.....	....
4s, Water, 1924.....	.....	.....	3·25
Windham.—4s, Apr.1, 1925.	110	.....	....
DELAWARE			
6s, School, July, 1906.....	.....	.....	3·45
3½s, Hospital impt. June 1, 1906-1915.....J&J	.....	.....	3·45
3s, June 1, 1907 .....J&D	.....	.....	3·45
Newcastle Co.—			
4s, Ref'd'g, 1910 to 1924	.....	.....	3·45
3½s, 1914 to 1920.....	.....	.....	3·45
Wilmington—			
6s, July, 1900 to 1908 J&J	.....	.....	3·45
4½s, St.&sew., Ap.'22A&O	.....	.....	3·45
4s, S.&S., Oct., 1925. A&O	.....	.....	3·45
DIST. OF COLUMBIA			
7s, Water Stock, 1901.J&J	.....	.....	....
6s, 30-yr. Fd., g., '02..M&N	.....	.....	....
3·65s, "Fnd.,"cur.,'24.F&A	117½	.....	....
FLORIDA			
7s, Jan. 1, 1901.....Jan. 1	.....	.....	3·25
6s, g., Jan. 1, 1903.....J&J	.....	.....	3·25
Bartow—6s, May, '14.M&N	.....	.....	5
Duval Co.—6s, 1932...J&J	.....	.....	5
5½s, 1912-32 .....M&N	.....	.....	5
Jacksonville—			
5s, g., Improv., May 15,'24	.....	103¾	....
Key West—			
6s, Water, 1905-25..J&J	.....	104¼	5·25
St. Augustine—			
5s, Wat. & Fdg.,'27.M&N.	.....	105·85	4⅝
Tampa—6s, g., 1920...J&J	.....	113·05	5
5s, g, R., June 1, 1929.J&D	.....	112·50	4¼
West Tampa—6s, g., improvement, 1923....M&S	.....	108	5·40
GEORGIA			
4½s, ref'g, 1900-1916..J&J	.....	.....	3·10
4½s, Act of 1884-1915.J&J *	117	119	....
4½s, 1922.....J&J *	120	.....	....
4s, July 1, 1926.....J&J *	117	.....	....
3½s, May 1, 1915....M&N *	106	.....	....
3½s, Jan., 1930.....J&J *	108	.....	....
Albany—6s, g., 1921. Jan. 15	.....	.....	4·25
Atlanta—8s, July, 1902.J&J	.....	.....	3·50
7s, Water, Jan. 1904.J&J	.....	.....	3·50
6s, Capitol, Jan. '14.J&J	.....	.....	3·50
5s, Red., Sept., 1915..J&J	.....	.....	3·50
4½s, Red., July 1916..J&J	.....	.....	3·50
4½s, Water, 1922 ....J&J	.....	.....	3·50
4s, Water, Jan., 1923.J&J	.....	.....	3·50
4s, g., Ref'd'g, 1928..J&J	.....	.....	3·50
Athens—5s, 1922.....M&N	.....	.....	3·75
5s, Water, Nov. 1901 M&N	.....	.....	3·75
Augusta—7s, 1903....J&J	.....	.....	3⅝
6s, 1915.....F&A	.....	.....	3⅝
6s, 1904.....J&J	.....	.....	3⅝
6s, 1905.....J&J	.....	.....	3⅝
5s, 1921.....M&N	.....	.....	3⅝
5s, 1919.....F&A	.....	.....	3⅝
4½s, 1916 .....A&O	.....	.....	3⅝
4½s, Red., Apr. 1,'26.A&O	.....	.....	3⅝
4s, 1927.....A&O	.....	.....	3⅝
3½s, Mar., 1928.....M&S	.....	.....	3·50
Chatham Co.			
5s, Ct. H., 1900-1919.J&J	.....	.....	4
Columbus.—5s, 1909...J&J *	107	.....	....
4½s, 1927.....J&J *	107	.....	....
Dalton—5s, Water,'18.J&J *	103	.....	....
Greensboro—			
6s, 1919 to 1921 .....J-J *	107	.....	....
Macon—6s, Jan. 1910.Q-J	118	.....	....
5s, Market, Jan. '18..Q-J	.....	.....	4·00
4½s, 1926 .....Q-J *	108	.....	....
Rome—5s, F'd., Jan.,'12 J-J *	106	.....	....
4½s, 1926.....J&J *	101	.....	....
4s, Sewer, 1907-20...J&J	.....	.....	4⅝
Savannah—5s, 1909....Q-F *	112	114	....
5s, 1913.....Q-J *	112½	114½	....
Summerville—			
5s, g., Nov. 1, 1927.M&N *	108		

Bonds.	Bid.	Ask.	To Net.
IDAHO			
6s, 1905.....J&J	.....	.....	3·35
5s, 1905-1915.....J&J	.....	.....	3·35
Kootenai Co.—			
6s, g., Fdg.,'07-'8-'12.J&J	.....	.....	5¼
Mountain Home—			
8s, Sch., Jan. 1904-08 Jan	.....	.....	6
Nez Perce Co—			
6s, g., Ref. 1915.....	.....	.....	6
ILLINOIS			
Astoria—5s, Water, 1902-17	.....	.....	4
Bloomington—4s, 1909-10.	.....	.....	3·50
Cairo—6s, F'd'g, 1914..J&J	.....	.....	4
Charleston—			
5s, Ref'd'g, 1900 to 1915	.....	.....	4
4½s, July 1, 1917.....	.....	.....	4
Chicago—			
6s, Imp., Dec. 31, 1900 to '03	.....	.....	4·25
5s, Hyde P. water,'04.J&J	.....	.....	3·25
5s, Town of Lake, water, Apr.1, 1901 to 1902.J&J	.....	.....	3·20
4½s, Sew., Jly 1, 1900.J&J	.....	.....	3·25
4s, City, 1901.....J&J	.....	.....	3·20
4s, T'n of L., wat.,'07 J&J	.....	.....	3·25
4s, g., River Imp., 1914 J-J	.....	.....	3·15
4s, g., Ref'd'g, 1915..J&J	.....	.....	3·15
4s, W'ld's Fair, 1921.J&J	.....	.....	3·20
3-65s, Water, J'ly'02.J&J	.....	.....	3·20
3½s, Water, July '09.J&J	.....	.....	3½
3½s, g., Oct. 1, 1918.A&O	.....	.....	3·10
3½s, g., July 1, 1919.J&J	.....	.....	3·10
Chicago Heights—			
6s, 1914.....M&S	.....	.....	4·25
Chicago Sanitary Dist.—			
5s, Nov.1, 1900 to '07 M&N	.....	.....	3·50
5s, July 1, 1904.....J&J	.....	.....	3·50
5s, Jan. 1, 1907. . J&J	.....	.....	3·50
5s, July 1, 1911-12...J&J	.....	.....	3·50
4½s, Jan.1, 1901 to '15 J&J	.....	.....	3·50
4½s, Jan. 1, 1910....J&J	.....	.....	3·50
4½s, Jan. 1, 1915....J&J	.....	.....	3·50
3½s, June 30, 1918..	.....	.....	3⅜
Cook Co.—			
4½s, g. Rf'd'g, 1900 to 1919	.....	.....	3⅛
4s, Ref., 1900 to '12.M&N	.....	.....	3⅛
DeKalb—5s, Oct. 1, 1910..	.....	....	4
E. St. Louis 5s, 1908.J&D	.....	.....	3·50
Evanston—5s, 1901.....	.....	.....	3⅜
5s, May 1, 1912.....	.....	.....	3·25
Hillsboro—6s, 1900 to 1902	.....	....	4·50
Jacksonville—			
4s, Ref'g, 1902 to '19 J&J	.....	.....	3·50
Macoupin Co.—4½s,'03 J&J	.....	.....	3⅜
Moline—4s, Sch., 1914-19..	.....	.....	3·40
Momence—			
5s, Rfdg., 1907-1917.....	.....	.....	4
Morgan Co.—4s, 1907. Opt	.....	100	4
Peoria, 4½s, Nov. 1, 1915..	.....	.....	4
Peoria Twp.—5s, 1910. J&D	.....	.....	4
Quincy—5s, 1902, Sept.....	.....	.....	3·62
4½s, Ref., July, 1908. J'ly	.....	.....	3·62
4s, Ref., 1911 to '17. J'ly 1	.....	.....	3·62
Rockford—5s, 1903-4.....	.....	.....	3·50
4½s, City, Mch., '07. M&S	.....	.....	3·50
Schuyler Co. Drain. Dist—			
5s, Oct. 2, 1901 to 1905.	.....	.....	4⅛
Tazewell Co.—			
4s, July, 1901-10, July 1.	.....	.....	3·25
West Chic.—5s, 1910...J&J	.....	.....	4
White County—			
4½s, Ref'g, 1904-'18.J&J	.....	.....	3⅝
Wilmette—5s, 1900 to 1902	.....	.....	4·00
INDIANA			
3½s, Fund'g, 1910-15.M&N	.....	.....	3·00
3s, June 18, 1909.....J&D	.....	.....	3 00
Adams Co.—			
4½s, T. Rd., 1900-19.M&N	.....	.....	4·00
Allen Co.—			
3½s, Nov. 1, 1919..M&N	.....	.....	3·20
Bartholomew Co.—			
5s, Nov., 1900 to 1908...	.....	.....	3·70
Cannelton—6s, Refunding, 1901 to 1910.....M&N	.....	.....	4
Cicero—5s, Oct. 1, 1910....	.....	.....	4·50
Clay Co.—5s, Nov.'00 to '08	.....	.....	3·70
4½s, T. Rd., 1900-19.M&N	.....	.....	3⅞
Columbus—5s, 1909...J&J	.....	.....	3⅝
Covington—6s, F'g,'03 to '08	.....	.....	3·80
Dunkirk—6s, March, 1903.	.....	.....	4⅛
Evansville—			
6s, 1912.. .....J&J	120	.....	4
5s, June, 1907.....J&D	.....	.....	3¾
5s, Jan. 1, 1912.....J&J	.....	.....	3¾
4½s, Jan. 1, 1912....J&J	107	.....	....
4s, July 1, 1912.....J&J	.....	102⅝	3·75
Green Co.—6s, '08-'13. A&O	.....	.....	3·75
Greenfield—6s, 1914..A&O	.....	.....	4⅛
Harrison Co.—			
4s, Ref., 1900 to '11.M&N	.....	.....	3·50
Indianapolis—			
6s, Apr. 15, 1900 to 1904.	.....	.....	3·25
5s, July 1, 1902.....J&D	.....	.....	3·25
4s, School, 1903-26..J&J	.....	.....	3·20
4s. School, July 1,'26. J&J	.....	.....	3·20
Jay Co.—3½s,'08 to '10.J&D	.....	.....	3·40
Jeffersonville—			
5s, Refdg, Apr. 1910. A&O	.....	.....	4½
Johnson Co.—			
4s, F'nd., 1900 to '12 J&J	.....	.....	3·25
Lake Co.—5s, Road, '00-'07	.....	.....	4
La Porte Co.—5s, Ct. H. 1907	.....	.....	3·25
La Porte—			
3½s, Water, 1919...F&A	.....	.....	3⅜
Lafayette—4½s, 1915-20..	.....	.....	3·50
Lawrence Co.—5s, Road, 1900 to 1908.....Nov. 15	.....	.....	4
Lebanon—5½s, Fd. 1910-15	.....	.....	4
Marion—4½s, 1907-'17 J&D	.....	.....	3·75
Marion Co.—4s, Ref'g..1927	.....	.....	3·25
3½s, F'd'g., 1900-29. J&D	.....	.....	3·2
Mitchell—6s, Light, Sept. 1, 1900 to 1905 .....M&S	.....	.....	4
Monroe Co.—5s, Road, Nov. 15, 1900 to 1908.	.....	.....	3·75
New Albany—6s, May. 1900	.....	.....	4
5s, July 1, 1915.....J&J	.....	.....	3·70

Bonds.	Bid.	Ask.	To Net.
Orange Co.—5s, 1901 to '08.	.....	.....	3·75
Richmond—			
6s, 1900 to 1908.....J&J	.....	.....	3·50
4s, Funding, Feb. 1, 1902.	.....	.....	3·50
South Bend—6s, 1908. M&N	.....	.....	3·50
5½s, Nov. 1, 1904...M&N	.....	.....	3·25
5s, Aug. 1, 1908.....F&A	.....	.....	3·25
4s, Jan. 2, 1919.....J&J	.....	.....	3·25
Sullivan Co.—			
6s, Drainage, '04-14. J&J	.....	.....	4·50
5s, Road, 1900 to '06. Nov.	.....	.....	3¾
Terre Haute—5s, 1905. M&N	.....	.....	3·25
4½s, 1900 to 1909..J&J	.....	.....	3·25
4s, Fdg, May 1, 1915 M&N	.....	.....	3·25
Vanderburg Co.—			
5s, C. H., 1910.....J&J	.....	.....	3·25
5s, C. H., Jan. 1, '18.J&J	.....	.....	3·25
Vigo County—			
4½s, T. Rd., 1900-19. M&N	.....	.....	3·75
3½s, Funding, 1919. J&J	.....	.....	3·25
Vincennes—4½s, Rfd. 1913	.....	.....	3·60
Washington Co.—			
5s, Road,'00 to '07, Nov. 15	.....	.....	3⅞
Wayne Co.—4½s,'01-'4. F&A	.....	.....	3·25
Wells Co.—			
4½s, Ct. H., 1900-'05. M&N	.....	.....	3·30
West Indianapolis—			
6s, Fund., 1902-10..M&N	.....	.....	4
IOWA			
Alta—6s, Wat'r, Au. 1,'05-15	.....	103·51	5·50
Burlington—			
6s, Nov. 1, 1902....M&N	107	.....	....
4s, Rfg, June, 1901-06 J&D	100	.....	....
Cedar Rapids—			
4½s, J'ne 1, 1900-'05. J&D	101	102	....
Council Bluffs—			
7s, July, 1900.....J&J	100	.....	....
6s, Aug. 1, 1903.....F&A	105	.....	....
5s, Sch., June 1, 1902. J&D	101½	.....	....
4½s, Ref'g., 1903-18. A&O	.....	105	....
Davenport—			
6s, Paving, Oct.,'03. A&O	.....	103	5
Des Moines—			
4½s, Sch'l, 1901-06. M&N	.....	.....	3·75
4s, Fund'g, May,'16. M&N	.....	.....	3·30
3½s, Dec., 1905 to 1916.	.....	.....	3·15
Dubuque—			
4s, Ref'd'g, Apr., 1916...	.....	.....	3·45
4s, Refd'g, Feb. 1,'17. F&A	.....	.....	3·45
Fonda, 6s, 1905-1915 M&N	.....	103·51	5·50
Johnson Co.—3½s,'04 to '09	.....	3·25	....
Ottumwa—			
4½s, Refdg, 1916-17. A&O	.....	109⅜	3·80
Oxford—6s, 1900-'05..A&O	.....	104	5·50
Pottawattamie Co.—			
4½s, Fund., 1901 to 1905.	.....	.....	3·25
Red Oak—4½s, Rfdg,'09-15	.....	.....	3⅞
Rock Rap's, 5s, Sch.'01-'06	.....	101	....
Sac Co.—			
3½s, Ref'g, 1901-'10..J&J	.....	.....	3·25
Sioux City—5s, 1907-1917.	.....	109	....
Waterloo—6s, Sewer, 1903	.....	105	....
4½s, Fdg., 1907-17. M&N	.....	103	....
Woodbury Co.—			
3½s, Refunding, 1914 ...	.....	.....	3·30
KANSAS			
4s, Refund., 1902 .....J&J	102	.....	....
Atchison—4s, R., 1913..J&J	96	100	4
Atchison Co.—			
5s, Ref'd'g., 1916....J&J	.....	.....	3·75
4s, Ref., 1914-1929...J&J	100	105	3·55
Chanute—			
6s, Water, June 1,'05. J&J	100	102¾	5⅝
Chautauqua Co.—			
5s, Refund'g., 1917. A&O	105	108	4⅜
Coffeyville—			
6s, 1905.....J&J	102	107	4·75
Emporia—			
4½s, Ref'd., 1919-29. F&A	.....	.....	3·50
Girard—6s, May 1,'09. M&N	100	111	4·50
Jackson Co.—			
5s, Rfdg, 1908-1928. J&J	103	106¼	4·25
Kansas City—			
6s, Feb., 1901 to 1908....	106¾	111	3·75
6s, Ref., Oct. 1, 1915. F&A	118½	.....	....
5s, Jan. 1, 1917.....	108	.....	...
Leavenworth—			
6s, July 1, 1909-11..J&J	112	116	4·00
5s, July 1, 1909.....J&J	106	108	4·00
4s, Ref., July 1, 1914 J&J	96	100	4 00
Lyon Co.—4s, 1904-1919.	108	110	3·50
Newton—6s, Water,'05. J&J	103	106¼	4⅞
Norton Co. 6s, 1905-1925..	100	106½	5
Oxford—6s, 1905.....A&O	102½	105	5·00
Reno Co.—4½s, 1918-1928.	100	105·07	4⅛
Salamanca Township—			
6s, RR. Aid, 1916, Opt...	.....	.....	6·00
Sedgwick Co.—			
5¾s, Refdg, 1910...F&A	115	118	3·75
5s, C'rt H., 1908-'09. J&J	.....	.....	3·75
5s, Fund., J'ly,'15-25. J&J	112	115	3·75
Shawnee Co.—			
7s, June 1, 1902 ....June	.....	.....	3·75
4s, C. H., May 1,'24. M&N	101	104	3·75
Sumner Township—			
8s, Dec. 20, 1909.....	110	115	6·00
Topeka—6s, J'ly 20,'06. J&J	105	108½	4 25
5s, Aug. 10, 1912 ....J&J	107½	110	4
4½s, Impvt., 1900 to 1909	100	102½	4
3¾s, Ref'd'g., 1919...J&J	.....	.....	3·75
Weir—6s, 1900-1905...J&J	100	102¾	....
Wellingt'n—7s, J'ly 1,'10 J&J	107	110	6
Wichita—6s, J'ne 1,'18. J&D	120	126	4
5s, Sch., July 1, 1905. J&J	103	105¼	4·00
KENTUCKY			
4s, g., June 1, 1905 ..J&D	103	.....	....
Allen Co.—			
New 6s, 1907.....J&J	90	95	....
Ashland—			
6s, Sch. Ref'd'g. '07. J&D	.....	.....	4
5s, Fdg, Sept., 1909-14...	.....	.....	4
Bowling Green—4s, 1918 ..	.....	.....	3·50
Boyd Co.—6s, Rf. '01-04 J&D	.....	.....	4·00
Caldwell—New 6s, '02. M&S	.....	.....	
Christian Co.—5s, 1927....	.....	.....	3·50

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Covington—			
5s, Fd., Aug., '10-20.F&A	.....	.....	3·15
4s, Reser.&W.W.,'28,J&J	.....	.....	
Frankfort— 4½s,1917-27..	.....	.....	3·75
Franklin Co.—6s, Bridge,			
Aug. 1, 1903-23.....F&A	.....	.....	3·75
5s, 1902.....A&O	.....	.....	3·70
5s, Fund., July 1,'08.July	.....	.....	....
4½s,Ref'd'g,Jul.1,'18J&J	.....	.....	
4s,Ref'g, July 1, '19.J&J	.....	110¼	3·3
Henderson—			
4s Fund , 1927.....M&N	104½	105·34	3·50
Lexington—6s, 1913..F&A	.....	.....	4
5s, RR. aid, 1918...M&N	109	.....	4
Logan Co.—6s, 1901...J&J	101	.....	...
Louisville—7s, 1901.. A&O	102	103	....
7s,E.&P.RR.,Jan.1,1903	107½	.....	...
5s, Park, Aug. 1,'11.F&A	109½	.....	....
5s, 1900-1920.....M&N	100	.....	...
4s, g., Ref'g, Sept.15, '10.	103½	.....	....
4s, Municip., 1928..Quar.	116	.....	....
4s, Park, 1930.....J&J	116	.....	....
4s,Ref'g,July 1,1937 J&J	117	.....	....
Madison Co.—			
4½s Turnpike,1904 to '18	.....	.....	....
4s, Ref'g, 1918-1938.J&J	100	.....	....
McCracken Co.—			
5s, Ref.,Mar.1,'03-33.M-S	.....	104·70	3·62
5s, Ref.,Mar.1,'13-33.M-S	.....	*113·30	3·75
5s, Ref.,Mar.1,'23-33.M-S	105	115	...
Montgomery Co.—			
4s, Turnpike,'19-29.F&A	100	.....	....
Newport—			
7 3/10s,Water,M'y'03.M&N	.....	.....	3 25
5s, Defic., July,1904.J&J	.....	.....	3·25
5s, St. imp., Jan. '19.J&J	.....	.....	3·25
4s, Bridge, July,1911J&J	.....	.....	3·25
Owen Co.—			
5s, Fund., Sep. 1,'03.M&S	.....	.....	3·65
6s,Refg,Feb.1,'12-17F&A	.....	.....	3·75
Paris—			
4½s,Rf'gMay'02-'15M&N	.....	.....	3·50
Pendleton Co.—			
5s, 1910.....J&J	.....	.....	3·75
Scott Co.—5s, 1918....J&J	100	.....	....
4s, Ref'd'g July 1, '01-'21	.....	.....	3·45
Shelby Co.—6s, 1901..J&D	100	.....	....
6s, C. & O. 1911.....A&O	100	.....	....
Spencer Co.—6s, 1911.A&O	100	.....	....
LOUISIANA			
4s, New consols., 1914.J&J	* 108⅜	109¾	....
Atchafayla Dist. Levee—			
6s, 1910.....A&O	* 102¼	.....	....
Bossier Dist. Levee—			
6s, 1922.....M&N	* 116	120	....
Caddo Dist. Levee—			
6s, 1922.....J&D	* 115½	120	....
Fifth Dist. Levee—			
6s, 1908.....F&A	* 101	102	....
6s, 1911.....F&A	* 102½	.....	....
6s, 1913.....F&A	* 106	.....	....
Lafourche Dist. Levee—			
6s, 1913.....J&J	* 107½	.....	....
Lake Borgne Dist. Levee—			
6s, 1912.....M&N	* 107	.....	....
New Orleans—			
7s, g.,O. S.& G. S.,'22.J&J	* 140	.....	....
5s, Premium.....	* 219½	220½	...
5s, Premium (dr. num.)..	* 254	265	....
4s, Const., 1942.....J&J	* 108¾	109	....
Orleans District—5s..M&S	*	.....	....
Pontchartrain District—			
B, 6s, 1905.....	*	.....	....
C, 6s, 1912.....	* 110½	.....	....
D, 6s, 1944.....	* 124½	125¾	....
Red River A.& B.B. Dist.—			
6s, 1912.....	* 105	.....	....
Shreveport—5s, Pav., 1919	.....	.....	4
Tensas Basin Dist.—6s,'07.	* 105	.....	....
MAINE			
5s, June 1, 1919.....J&D	127	.....	....
4s, July 1, 1917.....J&J	111	.....	....
3s, Oct. 1, 1922.....A&O	98	.....	....
Aroostook Co.—			
4½s, July 1, 1915....J&J	110	117	....
4s, C. H., June,1915.J&D	104	.....	....
Auburn—			
4s, July, 1917.....J&J	107	.....	....
Bangor—			
6s, 1905 .....J&J	111	.....	....
4s, Nov. 1, 1914....M&N	107	.....	....
3½s.Wat.,1904 to'10.J&J	101	103	....
Bath—			
4½s, Mun., July, '07.J&J	106	.....	....
4s, Ref'dg., July, '21.J&J	109	.....	....
Belfast—4s, Ref'ding, 1918	107	.....	....
Houlton—			
4s, Fund, 1917.....A&O	106	.....	...
Lewiston—			
6s, July, 1901.. .....J&J	103	.....	....
5s, April 1, 1917....A&O	121	.....	...
4s, 1903..... .....J&J	101	.....	....
4s, g., Oct., 1927....A&O	.....	115	3·20
Portland—			
6s, Sept. 1, 1907.....M&S	.....	.....	3·15
4s, Mar., 1905.....M&S	.....	.....	3·15
4s,g.,Ref., July 1,'12.J&J	.....	.....	3·15
4s, g., Mar. 1, 1916..M&S	.....	.....	3·15
Rumford—4s....1909-1919	.....	.....	3·15
Saco—4s, 1901.....J&J	100	.....	....
Washington County—			
4s, Jan., 1923-1928..J&J	108	.....	....
Waterville—4s, g., 1927...	110	.....	....
Westbrook, 4s F'g,'12.J&D	.....	107½	....
Yarmouth—4s, g., 1915....	106	.....	....
MARYLAND			
3½s, Jan., 1911.....J&J	103	.....	....
3s, Jan. 1, 1903.....J&J	100½	.....	....
Annapolis—			
5s, Sch., 1903 to '28..J&D	108	.....	....
Baltimore—			
5s, July 1, 1916.....M&N	123	124	....
4s, Nov. 1, 1926....M&N	115½	.....	....
4s, Water, 1925.....M&N	115½	.....	....
3½s, Jan. 1, 1922.....J&J	110	.....	...
Baltimore- (Concl.)—			
3½s, July 1, 1930....J&J	111½	112	....
3½s, July, 1940.....J&J	112	112½	....
3½s, Mar., 1945....M&S	111	112	....
3½s, Jan. 1, 1927....J&J	100	101	....
PocomokeCity 5s,'28.J&J	105	110	....
MASSACHUSETTS			
3½s, g., July, 1901.....J&J	.....	.....	2·90
3½s, g., April 1, 1920.A&O	107½	.....	2·92
3½s, Gold,Nov.1923..M&N	109	110	2·92
3½s, g., July 1, 1935...J&J	112	.....	....
3½s, Water, 1938.....J&J	112½	.....	....
3s, g., April 1, 1909...A&O	100¼	.....	....
3s, g., April, 1915.....A&O	100½	.....	....
3s, g., Apr. 1, 1929.. .A&O	101	.....	....
3s, g., May 1, 1929...M&N	101	.....	...
3s, g., March, 1936. ..M&S	101½	.....	...
3s, g., July, 1939 .....J&J	101½	.....	....
Arlington—			
4s, 1904..... M&N	102½	.....	....
4s, Jan., 1922.....J&J	112	.....	....
4s, Nov., 1947.....M&N	.....	121	3·15
Athol—4s, July, 1924..J&J	112	.....	....
Attleborough—			
4s,Water,July1,1924J&J	112	.....	....
4s, g., July, 1926 ....J&J	113	.....	....
Belmont—4s,June '17.J&D	109½	.....	...
Boston—			
6s, Apr., 1903..... A&O	.....	.....	3⅛
5s, April 1, 1903....A&O	.....	..	3⅛
5s, g., Oct. 1, 1906..A&O	.....	.....	3⅛
4s, Apr., 1903.....J&J	.....	...	3·10
4s, July 1, 1912.....J&J	.....	.....	3 10
4s, Water, 1919.....A&O	.....	.....	3·07
4s, Park, 1920.....J&J	.....	.....	3·07
4s, July, 1936.....J&J	.....	.....	3·10
3½s, reg.,Apr.,1902.A&O	.....	.....	3·10
3½s, Wat., Ap. 1,'17.A&O	.....	.....	3·10
3½s, Reg.,July,1919.J&J	.....	.....	3·10
3½s, Oct., 1936 ....A&O	.....	.....	3·10
3½s, Reg.,Apr. 1938.A&O	.....	.....	3·10
3s, 1917.....A&O	98½	.....	....
Brockton—5s, 1910...A&O	114	.....	....
4s, April, 1903.....A&O	102	.....	....
4s, Apr., 1920.....A&O	111	.....	....
4s, May, 1927.....M&N	114	.....	....
3½s, July 1, 1916....J&J	103	.....	...
Cambridge—6s, 1904..J&J	.....	.....	3·10
4s, Aug., 1905.....F&A	.....	.....	3·10
4s, Water,July,1919.J&J	.....	.....	3·10
3½s, City loan, 1909.J&J	.....	.....	3·10
3½s, School, 1919...J&J	.....	.....	3·10
3½s, Bridge, 1939...J&J	107½	.....	....
Chelsea-4s, Oct.,1907.A&O	105	.....	....
4s, Park, Oct.,1936.A&O	117	118¾	3·15
Chicopee—4s, gold, 1920...	111	.....	...
Danvers—			
4s,School,1906 to '13J&J	.....	.....	3·20
Everett—4s, Sew. '29..M&S	114	.....	....
Fall River—6s,1906..M&N	.....	117⅝	....
5s, May 1908.....M&N	112	.....	....
4½s, Oct. 2, 1913...A&O	.....	.....	3·10
4s, Oct., 1914 .....A&O	.....	.....	3·10
4s, June, 1923.....J&D	.....	.....	3·10
4s, Aug., 1929.....F&A	.....	116½	....
Fitchburg—6s, 1905...J&J	112	.....	....
4s, Reg., June, 1914.J&D	109	.....	....
4s,Reg.,Apr.1,1922.A&O	113	.....	....
Gloucester—4s, 1908..J&J	104½	.....	....
4s,Mun.,May,1906..M&N	103	.....	....
Haverhill—4s, Oct. 1, 1902.	101½	.....	
4s, Dec. 1, 1912.....J&D	108	.....	....
4s, Dec., 1927.....J&D	114	.....	....
Holyoke—			
4s, g., Sept. 1, 1908.M&S	105½	.....	...
4s, g., July 1916....J&J	110	.....	....
4s, g., Jan., 1927.....J&J	114½	.....	....
Hull—4s, 1923.....	108	.....	....
Hyde Park—			
4s, Sewer, 1904 to 1918..	.....	.....	3·20
Ipswich—4s, 1924.....J&J	109¼	.....	....
Lawrence—6s, 1906..A&O	116⅝	.....	3·12
4s, July 1, 1924.....J&J	112	.....	....
4s, July, 1904.....J&J	102½	.....	....
Leominster—4s, g., 1926...	111	.....	....
4s, Feb., 1914.....	107	.....	....
Lincoln—4s, June, 1917....	108	.....	....
4s, 1905 to 1914.....	.....	.....	3·25
Lowell—4½s,1903....M&N	.....	.....	3¼
4s, Oct., 1920.....A&O	.....	.....	3⅛
3½s, Feb., 1904.....F&A	.....	.....	3⅛
Lynn—5s,Jan. 1, 1905.J&J	107½	.....	....
4s, Reg., Oct.,1907..A&O	106	....	3·15
4s, Ref'dg Water,'21.J&J	111	.....	....
4s, July, 1925.....J&J	113	.....	....
4s, Apr., 1917.....A&O	109½	.....	....
4s, reg., Apr., 1916.A&O	109	.....	....
4s, July, 1927.....J&J	113	.....	....
3½s, May 1, 1905...M&N	100½	.....	....
Malden—			
4s, June,1900 to '05.J&D	.....	.....	3⅛
4s, July, 1913.....J&J	108	.....	....
4s, May, 1924.....M&N	114⅝	.....	3·15
4s, July, 1947 .. ..J&J	114	.....	....
3½s, July 1, 1905....J&J	100	.....	....
Manchester—3½s,'00 to '08	.....	.....	3·15
Marlborough—			
4s, July, 1900.....J&J	100	.....	....
4s, Coup., gen. l'n A.1915	109	...	....
4s, July, 1926.....J&J	.....	115½	3·15
Medford—4s, 1901.....J&J	100	.....	....
4s, Oct., 1914... ....A&O	109	.....	....
4s, May, 1917 .....M&N	110	.....	....
4s, July, 1923.....J&J	112	.....	....
Melrose 4s, June,1924.J&D	113	.....	....
Methuen—			
4s, Aug., 1910.....F&A	106	.....	....
4s, Oct., 1925.....A&O	112	.....	....
4s, Feb., 1928.....F&A	114	.....	....
Middlesex Co.—			
4s, Dec., 1902.....J&D	102	.....	...
4s, Dec. 1, '06 to '15.J&D	.....	.....	3·15
4s, 1916 to 1921.....J&D	.....	.....	3·15
Natick—			
4s, July, 1926.....J&J	.....	115½	3·15
Needham—4s, Sept., 1924.	113	.....	...
4s, Sept., 1923	112	.....	....
New Bedford—7s,'09.A&O	129	.....	....
5s, Oct. 1, 1903.....A&O	106	.....	....
4s, g., March, 1907..M&S	105	.....	....
4s, Wat., Apr. 1,'26.A&O	114	.....	....
3½s, 1910.....A&O	102½	.....	....
Newton—6s, 1905.....J&J	113	.....	....
5s, July 1, 1906.....J&J	110	.....	....
4s, Sch., Aug., 1915 F&A	110¾	.....	3·15
4s,Water,Mar.,1928.M&S	114½	.....	....
4s, Aug., 1935.....F&A	116½	.....	....
Northampton—			
4s,School,Jly1,1915.J&J	109	.....	....
4s, April, 1921.....	111½	.....	....
Pittsfield—			
4s, Sch'l,May 15,'00 to'24	.....	.....	3·15
Quincy—4s, May, 1901-05.	.....	.....	3·15
4s, 1900 to 1937....M&N	.....	.....	3·15
3½s, July, 1902.....	100¼	.....	....
Rockport—4s, 1918...M&N	108	.....	....
Salem—5s, 1, 1904.....J&J	107	.....	....
4s, Aug. 1,'03to'06..F&A	.....	.....	3⅛
4s, June, 1913.....J&D	109	.....	....
Somerville—			
5½s, July 1, 1906....J&J	.....	.....	3·15
4½s, g, Oct. 1, 1902.A&O	103	.....	...
4s,July,1900 to 1919.J&J	.....	.....	3·15
4s, July, 1912.....J&J	109	.....	3 15
Springfield—			
7s, Apr. 1, 1903.....A&O	112	.....	...
6s, Water, Apr. 1,'05.A&O	113	.....	....
4s, Sewer, July 1,'06.J&J	104½	.....	....
4s, g., Wat., Ap.1,'13.A&O	109	.....	....
4s, g., Sch.,Jan.,1917.J&J	111	.....	....
3½s, g., May, 1907.M&N	102	.....	...
3½s, g., July, 1900 to '18	.....	.....	3·12
Taunton—4s, 1905....J&D	103	.....	....
4s, Dec, 1906.....J&D	104½	.....	....
4s, C. Hall, Dec.'15..J&D	110	.....	....
4s, June, 1917.....J&D	111	.....	....
4s, June, 1927.....J&D	114½	.....	....
4s, June, 1, 1907....J&D	105	.....	...
Wakefield—4s, 1902 to '10.	.....	.....	3·20
4s,Munic.,'15 to'24.A&O	.....	.....	3·20
Waltham—4½s, 1906.A&O	107	.....	....
4s, Sewer, Oct. 1,'11.A&O	107½	.....	....
4s, Apr., 1917.....A&O	110	.....	....
4s, Jan, 1927 .....J&J	114	.....	....
Ware—4s, Sept., 1904.....	102	.....	....
4s, Sept., 1911.....	106½	.....	....
Watertown—4s, 1906.M&N	104	.....	....
Webster—4s,1913-1923....	.....	.....	3·20
Wellesley—4s,Sep'00-6.M&S	.....	.....	3·15
Westfield—4s, 1906 to '22..	.....	.....	3·20
3½s,J'ne1,'01 to'29.J&D	.....	.....	3·15
Winthrop—3½s, Nov., 1900	100	.....	....
3½s, Nov., 1908	102	.....	....
Woburn—4s, Apr.,'02 A&O	101	.....	...
4s, April, 1907.....A&O	.....	105¾	3·15
Worcester—5s, 1906..J&D	.....	.....	3·10
4s, April 1, 1912.....	108	.....	....
4s, July 1, 1928. ....J&J	116	.....	....
4s, Apr., 1938.....A&O	119	.....	....
3½s, June 1, 1929...J&D	107	.....	....
Wrentham—4s,Apr.,'01-'08	.....	.....	3·15
4s, July, 1914.....	108	.....	....
MEXICO			
United States of Mexico—			
5s, g., Ref'd'g, July 1, '44			
op'n'l after '09..Q.-Jan.	98¾	100	....
5s, con. sil. l'n of '94.A&O	l	.....	....
MICHIGAN			
Alpena Co.—5s, 1915 to '32	.....	.....	3·50
Battle Creek—			
5s, Sewer, Oct., 1910.A&O	.....	.....	3·50
5s, Water, Sept. 1, 1917..	.....	.....	3·50
3½s, Pav., Sep. 1,'13.M&S	.....	102·80	3·25
Bay City—4s, Ref'd'g. 1927	.....	.....	3·60
Bay County—			
5s,Fd'g, Dec.'07 8-9.J&D	.....	..	3·50
4s, Ref'd'g, 1922-27.....	.....	.....	3·50
Detroit—			
7s, Water, Aug. 1,'04.F&A	.....	.....	3·15
6s, W. L., June, 1906.J&D	.....	.....	3·15
4s, Sewers, Ap.1,'22.A&O	.....	.....	3·10
4s, Imp., July, 1926..J&J	.....	.....	3·10
3·65s, Pub. imp., '18.J&J	.....	.....	3·10
3½s, Pub. imp., '16..J&D	.....	.....	3·10
3½s, Pub. Imp., 1930. ...	.....	107⅜	3·10
Escanaba—			
5s,School,1909-14-19J&J	.....	.....	3·70
Gladstone—			
4½s, Water, 1919...M&N	.....	106·73	4
Grand Haven—			
5s, Water, Jan. 1,'03.M&S	.....	102·61	4⅜
Grand Rapids—			
5s, C.Hall, July 1,'04.J&J	.....	.....	3·20
4½s, Wat., Jan. 1,'12.J&J	.....	.....	3·20
4s, School, Feb. 4,'07.F&A	.....	.....	3·20
4s, Market, reg.,'16.M&N	.....	.....	3·20
Jackson—8s, 1900... M&S	.....	.....	4
5s, Pub. Bldg., 1907.M&N	.....	.....	4
Lansing—5s, Sept., 1908...	.....	112½	3·50
Manistee—			
5s, Water, 1901-'12..A&O	.....	.....	3 25
Muskegon—			
4s, School, 1905-'09.M&S	.....	.....	3·25
Muskegon Co.—			
4½s, Ref'd'g, 1904 to '12	.....	.....	3⅞
4½s, Road & Bdge., 1913.	.....	105·60	4
Owasso—4s, July 1, 1900			
to 1913.....J&J	.....	.....	3¾
Port Huron—4s, Ref'd'g,'19	.....	108	....
Roscommon Co.—			
5s, Fund,, 1919, Mar. 15..	.....	113¾	4
Saginaw—6s, June, 1908...	118	.....	....
5s, Water, 1905.....M&N	107	.....	....
4½s, Mar. 10, 1905.M&S	104½	.....	....
4½s, Wat., J'ly 18,'14.J&J	.....	.....	3·35
4s, Ref. wat., Apr.'07.A&O	103½	.....	....
4s, Wat. June, 1918J&D..	108	.....	....
3½s, Water, ref.,'20.M&N	102	.....	....
St. Johns—5s, 1909-'10.A&O	.....	105¼	4½
Sault Ste. Marie—			
6s, Water. Nov.,'13.M&N	.....	.....	....
5s, Ref'g, Apr. 1.'17 .A&O	.....	.....	3·75
4½ School, July1,'09.J&J	....	108·82	3·45

* Flat price.

Bonds.	Bid.	Ask.	To Net
Traverse City—			
5s,School,July 1,'06.J&J	103	104	4½
Wayne Co —4s, May, 1910	.....	103¾	3·60
3½s, May 1, 1914...M&N	§106	.....	....
West Bay City—			
5s, Bridges, 1909...M&S	.....	111·91	3·60
4s, Sewer, June, 1918.	.....	103½	....
4s, Water, 1929.....J&J	.....	109½	....
MINNESOTA			
6s, Ref. school certs., July 1, 1909 optional....July	.....	.....	3·25
4s, Ctfs. of Indt. 1901.J&J	.....	.....	3·20
3½s,State f'd.J'y 1,'21.J&J	.....	.....	3·10
Brainerd—			
6s, Ref'nd., May,'04.M&N	.....	.....	4¾
5s, Ref'd'g, 1917....A&O	.....	106½	4½
Cass Co.—5s, June 20, 1919	.....	108½	4·37
Clay Co.—6s, C. H., 1903...	.....	108½	3·60
Crow Wing Co...4s, 1919 .	.....	103½	....
Duluth—			
6s, Ref'd., Jan. 1,'08.J&J	113½	.....	....
5s, School, 1913....M&N	110⅜	.....	....
5, Nov., 1923.....M&N	.....	117⅝	3·87
4½s, May 1, 1914	105½	107	3·87
4½s, g., July 1, 1926.J&J	108	.....	....
4s, Apr. 1, 1928.....A&O	105	107	...
Hennepin Co.—			
4½s,C'urt-h.,Ap.'24.A&O	.....	.....	3¼
Itasca Co.—			
5½s, g., Fdg., 1919,June.	.....	116½	4·25
Mankato—3½s,Wt,'19F&A	.....	103·55	3·25
Minneapolis—			
3s, May, 1905.....M&N	.....	.....	3·25
7s, RR.Aid,Nov.,'01.M&N	.....	.....	3·25
4½s, Park, July, '13.J&J	.....	.....	3·25
4½s, g., July, 1921 ..J&J	.....	.....	3·20
4s,Oct. 15,1917.....A&O	.....	.....	3·20
4s, May 15,1919....M&N	.....	.....	3·20
4s, g., July 1, 1925...J&J	.....	.....	3·20
4s, Jan., 1927.....J&J	.....	.....	3·20
3½s,Sch.,Jan.1,1929J&J	.....	.....	3·20
Moorhead—7s, 1901...M&S	.....	106¼	5¼
6s, g., water 1916.....	.....	112·37	5
Otter Tail Co.—5s,1904J&J	103¼	104⅛	4¼
Polk Co.—			
6s, Ditch. 1908..... July	.....	111½	4
Ramsey Co.—5s, 1915.J&J	.....	.....	3·20
4½s,Refund'g, 1905.M&S	.....	.....	3·20
4½s, Ct. H., 1916-17..J&J	.....	.....	3·20
St. Cloud—5½s, 1916..J&J	.....	109	....
5s, Bridge, 1918.....J&J	.....	110½	4¼
St. Louis Co.—5s, 1908,J&J	.....	.....	4¼
St. Paul—7s,July,1903.J&J	.....	.....	3·30
6s, 1904.....A&O	.....	.....	3·30
5s, Aug., 1904.....F&A	.....	.....	3·25
5s, April, 1909.....A&O	.....	....	3·25
5s, C.H.& C.H., 1915.J&J	.....	.....	3·25
5s, Sch., May 2, '15.M&N	.....	.....	3·25
4½s, Sept., 1917.....M&S	.....	.....	3·20
4s, June, 1912.....J&D	.....	.....	3·20
4s, May, 1920.....M&N	.....	112⅛	3·20
South St. Paul—			
6s, B'dge, June 1,'21.J&D	.....	113½	....
Stillwater—			
5s, School, 1912-14.M&N	.....	.....	3·25
MISSISSIPPI			
6s, State, Jan. 1, 1907..Jan	110	112	....
4s, State, Jan. 1, 1919...Jan	100	102	....
5s, State, 1901-1906...J&J	.....	106	....
Greenville—8s, Sept. 1, '07	.....	.....	....
6s, Jan. 1, 1928.....J&J	.....	.....	6
Madison—6s,R,'02-22.J&D	.....	.....	6
Meridian—			
6s, Paving, 1917....A&O	.....	.....	6
6s, Paving, Apr. 1, 1926.	.....	.....	6
Miss. Levee Dist.—			
5s, Refunding, 1909-1924	108¼	.....	....
Vicksburg—			
5s, RR. aid, 1916....F&A	.....	.....	6
Yazoo Delta Levee Dist.—			
6s, Im., J'ly 1,'17-'47.J&J	108	110	....
MISSOURI			
3½s,State f'd'g,Jan.,'08.J-J	100½	.....	....
Benton Co.—5s,'02-12.Feb.	101	.....	..
Blue T'w'p—7s, 1903..J&J	109	.....	....
Buchanan Co.—			
5s, 1901.....Aug. 1	102½	104	....
Callaway Co.—5s,1907.Aug	100	.....	....
4s.1902-'07-'17.....	100	.....	....
Carrollton—			
4s,Sew.&P.1900-'19.F&A	.....	.....	3·65
Cass Co.—4s, 1913.....Jan	100	.....	....
Clinton Co.—			
5s, C. & H., 1901-'06.J&J	101	.....	....
Columbia—5s, '01-'11.M&S	102½	.....	....
Dade Co.—5s, Fg.,1904-'14	100	105	....
4s,R.,J'ly1,'09-19,Feb.1.	.....	104¼	3·50
Franklin Co.—6s, '01.Feb.	103	105	....
Greene Co.—5s, Fd., '02-07	100	.....	....
Grundy Co.—5s,Ref.,'08-10	100	.....	...
Hannibal—4½s,'07-17A&O	99	.....	....
Henry Co.—4s,Ref.,'07.Oct.	100	.....	....
4½s, 1905-1915.....M&S	103	104	....
Jackson Co.—4s, 1900 to '09	103	.....	....
Jefferson City—4½s,'07J&J	100	.....	....
JeffersonCo—4½,Rf.,'09-19	.....	.....	3·60
Kansas City—			
7s, park fund. certfs.B&C	105	110	....
6s,Renew'l,Jan.1901J&J	101½	.....	....
5s,School,July,1901.J&J	102	.....	....
4½s,g.,Wat., July 1,1915	114½	116½	....
4s, School.....July, 1907	103	104	....
4s, City Hall.June1, 1910	103½	.....	....
3½s, School, 1919.. .J&J	103	.....	....
Kaw Tp—.7s,Jan.,1903J&J	109	.....	....
Laclede Co.—4s,'08-18.J&J	100	101	....
Lafayette Co.—6s,1901J&J	102½	104½	....
Lamar—4s, Sc. D.,'04.M&S	.....	102·28	3·50
Lincoln Co.—5s,Ref.,'03-05	103	.....	....
Mt.Pleas't Tw'p., Bates Co.			
4½s, Ref'd'g, 1902-1917.	100	101½	....
4½s,Ref., June 1,1907-17	101½	102½	....
Nevada—4s, R., 1919..J&D	.....	109·43	3·35
Pettis Co.-4s,Rf. 03 8-13-18	100	103	....

Bonds.	Bid.	Ask.	To Net.
Ralls Co.—4s, Ref., 1902-17	101	101½	....
St. Joseph—6s, 1903..F&A	108	110	...
5s, Sch'l, Aug., 1908.F&A	101	102	....
4s, Fund'g, 1901....F&O	100	101	....
4s, School, 1914.....A&O	102	105	....
St. Louis—			
6s, Prop'ty, cur.,'06.A&O	113	114	...
6s, Park, gold, 1905.A&O	112½	113½	....
4s, Renew.,ster..'11.M&N	107	108	....
4s,Renewal,g.,1914.J&D	110	111	....
4s, Renewal, g., '18..J&J	111	112	....
3·65s,renew'l,g.,'07.J&D	103	104	...
3·65s, renew., g.,'15.M&N	106	107	....
3½s, renew., g., '09..J&D	103	104	....
3½s, renewal, g., '19.F&A	104	105	....
3½s, renewal, g., '20.M&S	104	105	....
Schuyler Co.—			
5s, 1902.....M&S	100	102	....
5s, Sept., 1912.....M&S	106	111	....
Scotland Co.—			
4½s, '02-'07-'12-'17.J&D	.....	.....	3·95
Sedalia—4½s,R'f'd'g,'07-'27	102	103¾	....
4s,Ref.,July 1,1919..J&J	.....	107·15	3·50
Sullivan Co.—4s,June,1908	101	104	....
Springfield—5s,O't,'11.s-an	100	.....	....
4½s, May, 1911.semi-an.	100	.....	....
Vernon Co.—4½s, 1908-18.	.....	108½	3½
4½s, Ref., Sept.,'18.M&S	.....	116·85	3·30
MONTANA			
Beaverhead Co.—5s,'09-'19	.....	.....	4
Bozeman—5s,W,'09-19 J&J	.....	.....	4
Cascade Co. Sch. Dist.No.1.			
6s, gold, Mar. 1, 1905-15.	.....	.....	4·25
Custer Co.—6s,Jan. 1, 1915	.....	.....	4
Great Falls—6s,g, S.,'05-15	.....	.....	4
6s.School,July 1,'16.J&J	.....	.....	4
5s, 1908-13-18.....	.....	.....	4
Helena—5s, Sch Dis. No. 1.			
July 1, 1900-1910....J&J	.....	.....	4
JeffersonCo.—4½s,R,'14-19	.....	.....	4
Lewis & Clarke Co.—			
5½s, C. H. g.,July,1901-7	.....	.....	4
5½s, C. H. g., July,'08-'15	.....	.....	4
Missoula Co.—			
6s.g., Refund., 1916.J&J	.....	.....	4·10
Silver Bow Co.—			
5s, Fd. July 1, 1912..J&J	.....	.....	4
Yellowstone Co.—			
5s, Refdg, 1908-18 ..J&J	.....	.....	4·10
NEBRASKA			
Alma—6s,1900to1909.Aug.	.....	100	6
Beatrice—6s, 1901-06.....	100	104½	5
Buffalo Co.—7s.1900.M&N	.....	111	4⅜
Creighton—7s,1914.....	.....	103·51	6
Dodge Co.—			
4s, Ref'd'g, 1909-'19.M&S	.....	104·10	3·50
Douglas Co.—5s, 1907.J&J	.....	112	3·25
5s, 1911.....J&J	.....	.....	3·25
Grand Island—			
6s,Water,Nov.1,'05.M&N	.....	.....	4·50
5s, Refdg, 1903-18 ..J&J	.....	.....	4½
Lincoln—			
6s, July 1, 1902-'12..J&J	.....	.....	4
5½s,Fd.Sept.1, 1912.Sept	.....	.....	4
5s, July 1,1902-1912.J&J	.....	.....	4
5s, Pvg., July 1, 1907.J&J	.....	.....	4
5s,Sch.Dist,1907-17 M&N	.....	.....	4
4s,Ref'g,1909-'19....M&S	.....	.....	4
Norfolk—			
4½s,R'f'd'g,1909-19.M&S	.....	104·10	4
Omaha—			
7s, Fdg., Nov., 1900.M&N	.....	.....	3·75
5s, Paving, 1905....F&A	.....	.....	3·50
5s, Funding, 1905...J&D	.....	.....	3·50
5s, SchoolDist., 1908J&J	109	.....	....
5s City Hall, 1912...F&A	113	.....	....
4½s, July, 1910.....J&J	107	.....	....
4½,s, Oct., 1917.....A&O	111	.....	....
4s, Paving,1901-'08.F&A	.....	.....	3·60
4s, Funding, 1918 ..M&S	104	.....	....
South Omaha —			
6s, Ref'd'g, Oct. 1, 1904..	.....	108¾	4
5s, June, 1915.....J&D	.....	109	4¼
Superior—5s, 1908... M&N	.....	101½	....
Wakefield—6s, 1912....Oct.	.....	101	6
NEW HAMPSHIRE			
6s,Mun.war.,Jan.1905.J&J	113	.....	....
4s, Lib'y, July 1, 1911.J&J	108	109	....
Berlin—4s, Ref., 1917, M&N	107	.....	....
Claremont—4s, 1909..J&J	105	.....	....
Concord—4s,Jan.1922.J&J	109	.....	...
Dover—4s, July,'00 to 1916	.....	.....	3·35
4s, Apr. 1, 1907.....A&O	103	.....	....
4s, July, 1903.....J&J	.....	102⅞	3·20
Farmington—4s, Ref.'08-18	.....	.....	3·40
Haverhill—4s,Fund.,'00-03	.....	.....	3·40
4s, Funding, 1904 to 1913	... ..	.....	3·40
Hillsborough—4s, 1904-14.	.....	.....	3·40
Keene—4s, July, 1904.J&J	102	.....	....
Laconia—4s, July, 1921...	110	.....	....
4s, Sewer, 1925.....A&O	111½	.....	....
4s, 1940.....A&O	115	.....	....
Manchester—			
5s,Water,Aug.1,'13.F&A	118	119	....
4½s, Nov. 1,1913...M&N	113	114	....
4s, B'ld'g, Jan., 1917.J&J	109	110	....
4s, Water, Jan.1,'14.A&O	108	109	....
Nashua—6s, 1901.....J&J	103	104	....
4s,City,g.,J'ne1,'13.J&D	107	108	....
4s, g., Oct., 1916...A&O	109	110	....
Portsmouth—			
4s, Nov., 1914.....M&N	107	108	....
4s, April, 1901.....A&O	100½	101	....
Rochester—4s, June, 1922.	110	111	....
Rockingham Co.—			
4s, Fdg.,July 1,1905.J&J	102	103	....
Somersworth—			
4s, 1906 to 1918....A&O	.....	.....	....
Whitefield--4s,1914,op.J&J	.....	.....	3·50
NEW JERSEY			
Asbury Park—			
5s, Water, J'ne 1,'24.J&D	.....	.....	3·75
5s, Water,Jan. 1,' 27. J&J	.....	.....	3·75

Bonds.	Bid.	Ask	To Net.
Atlantic City—			
5s, 1925.....J&D	.....	.....	3·75
4½s,Ro'd.Jne1,1903J&D	.....	.....	3·75
4½s, g., Water, 1909...J&J	.....	.....	3·50
4½s, 1918.....J&J	.....	.....	3·50
Atlantic Highlands—			
5s, reg., May 15,'06.M&N	.....	106	....
4½s,g..Wtr.J'ly1,'28.J&J	.....	111½	....
4s,g..Sewr,Jly1,1928J&J	.....	102¾	....
Bayonne—5s, g., 1902..J&J	.....	.....	3·62
5s, gold, 1911.....J&J	.....	.....	3·62
4½s, gold, Sept., 1916 ...	.....	.....	3·62
4s, g. Imp. 1905.....	.....	104	....
4s, g. Tax, 1909.....	.....	106	....
Camden—7s, 1906....M&N	.....	.....	3·25
6s, Bounty, Jly,1900.J&J	.....	.....	3·25
4½s, Water, Jan.,'23.J&J	.....	.....	3·25
4s, Fl. debt, July,'11.J&J	.....	.....	3·20
4s, Paving, 1929...M&N	.....	.....	3·20
Cumberland Co.—			
4½s, Asy., '02 to '16.J&J	.....	.....	3·20
East Orange—			
5s,Dr'n'ge,N'v.1,'03M&N	103	104	....
Elizabeth—			
4s, Adj.,July 1, 1922.J&J	99	100	....
Essex Co.—4s, 1926..F&A	.....	.....	3·25
4s, g., Park, 1938....F&A	.....	.....	3·25
3·65s, Park, Aug. 1,'15-35	.....	.....	3·25
Hackensack—4s, g., Sewer, 1900 to 1913.....F&A	.....	.....	3·62
Hoboken—			
5s,Redempt'n,1901.M&N	.....	.....	3·60
4s, Refunding, Feb.,1919	.....	109½	....
Hudson Co.—			
5s, Ref., Sept. 1,'05.M&S	.....	.....	3·30
4½s, g., R'd, 1924....J&J	.....	.....	3·30
4½s, Road, 1923.....J&J	.....	.....	3·30
Jersey City—7s, 1905..Var	.....	.....	3·65
7s, Water, 1904.....J&J	.....	.....	3·65
7s, Dock loans, 1900.J&J	.....	.....	3·65
7s, Water scrip, 1902.J&J	.....	.....	3·65
7s,Imp.&gen.City'06J&J	.....	.....	3·65
7s, Water, 1908 .....M&S	.....	.....	3·65
7s, Water, 1913.....J&J	.....	.....	3·65
6s, April, 1904.....A&O	.....	.....	3·65
6s, Float'g, Feb.'09.F&A	.....	.....	3·65
5s, City Hall,'00-'12.F&A	.....	.....	3·60
5s, gold, Assess., 1923-24.	.....	.....	3·60
5s, Wat'r,J'ne 1, '21.J&D	.....	.....	3·60
5s,Assess,Apr.1916.A&O	.....	.....	3·60
5s, Water, 1916 ....A&O	.....	.....	3·60
4½s,Imp. op.to '02-3.J&J	.....	.....	3·60
4s, g.,TaxArrearage1903	.....	.....	3·55
4, g.,Sch.,Aug.2,'27.F&A	.....	.....	3·55
4s,g,Library,Apr.'28.A-O	.....	.....	3·55
Long Branch—5s, 1913....	.....	.....	4⅛
Morris Co.—			
4s, Road, 1935.....J&J	.....	.....	3·30
Newark—			
7s, Water,May,1905M&N	.....	.....	3 15
6s, Corporate, Aug., 1908	.....	.....	3·15
5s, Corporate, June, 1910	.....	.....	3⅛
4½s, Water, May, 1915..	.....	.....	3⅛
4s, Market, 1911....A&O	.....	.....	3·10
4s, Refund'g, Mar., 1923	.....	.....	3·10
4s,Water,Feb.,1922.F&A	.....	.....	3·10
4s, Library, June 1, 1927	.....	.....	3·10
4s, Street Imp.,May,1906	.....	.....	3·10
3½s, 1929.....J&D	.....	.....	3·10
3·35s, H. Sch.,1917.M&N	.....	.....	3·10
New Brunswick—			
7s, Water, 1904.....M&N	.....	.....	3·75
6s, 1906 .....M&N	.....	.....	3·75
4s, Refund'g, 1922.M&N	.....	.....	3·60
Orange—			
5s, Water, Oct. 1, 1912 ..	.....	.....	3·50
5s, Sewer, 1927 to 1932..	.....	.....	3·50
4½s, School, 1900 to '07.	.....	.....	3·50
4½s, Sewer, 1915 to '21..	.....	.....	3·50
Passaic Co.—			
4s,C.Hse 1910-1911.F&A	.....	.....	3·30
Paterson—7s, 1900....J&D	.....	.....	3·40
6s, 1901.....M&N	.....	.....	3·30
5s,Sewer,Aug.,1909.F&A	.....	.....	3·35
4½s, 1934.....	.....	.....	3·35
4s, 1908.....A&O	.....	.....	3·35
4s,N.C.Hall,'28 to'30.J&J	.....	.....	3·35
Perth Amboy—			
4½s,Water, Sept. 1, 1927	.....	.....	3·75
Plainfield—			
4s, g. Sewer, 1914...J&J	.....	.....	3·75
Rahway—4s, New Adjust..	80	95	....
4s, Water, 1932..... J&J	85	.....	....
Trenton—			
6s, June 16,'00 to '03.J&J	.....	.....	3·25
5s, Sewer, 1900 to 1903..	.....	.....	3·20
4s, Funding, 1905-1911.	.....	.....	3·20
3½s, 1929	.....	107¾	....
Weehawken—4½s, School, April 1, 1911.....A&O	105	106	....
West Hoboken—			
6s, 1900-10.....J&J	.....	.....	4
5s, Redem., Nov.'04.M&N	104	105	....
NEW MEXICO			
6s, Prov.debt, '09-'19.M&S	.....	.....	4·25
6s, Ref'g, 1913-23. ...J&J	.....	.....	4·25
5s, Cas.def., 1903-23..J&J	.....	.....	4·25
5s, Milit. Inst.'05-25...J&J	.....	.....	4·25
5s, Cap.Bldg.'15-25...M&N	.....	.....	4·25
5s, Ins. Asy..'15-25...J&D	.....	.....	4·25
4s,Bldg.,May 1,'19-'29M&N	.....	103½	3·75
Las Vegas—			
6s, Ref'd'g, 1907-'17.J&J	.....	.....	4¾
NEW YORK			
3½s, Park, 1907-8....F&A	.....	.....	2·85
3s, g., Jan. 30, 1903...J&J	.....	.....	2·85
3s, g., Jan. 30, 1906...J&J	.....	.....	2·85
3s, g., Jan., 1912.....J&J	.....	.....	2·85
3s, g., 1913.....J&J	.....	.....	2·85
Albany—			
7s,P.O.site,M'y1,'04 M&S	.....	... ..	3·10
6s, Water, 1906.....F&A	.....	.....	3·10
6s, Park, 1915 to 1919..	.....	.....	3·10
5s,W'sh.P.M'y1,'20.M&N	.....	.....	3·10
4s, Imp., Nov.,1906.M&N	.....	.....	3·05

Flat price.

Bonds.	Bid.	Ask.	To Net.
Albany—(Con)—			
4s, Park, Oct., 1900 to '17	.....	.....	3·05
3½s, St. imp., 1900..M&N	.....	.....	3·05
Auburn—			
4s, S. C.RR.Sep 1,'02.M&S	102	102½	3·20
3½s, Water, '23 to '36.J&D	.....	.....	3·20
3s, S.C. RR.M'r.1,'06.M&S	.....	.....	3·20
Bergen, 3½s, 1903 to 1907	.....	.....	3·30
Binghamton—			
7s, Aug. 1, 1901.....F&A	.....	.....	3·15
4s, C.H.,'17-'28 & '29 F&A	.....	.....	3·15
3½s, Wat., A'g. 1,'07.F&A	.....	.....	3·15
3½s, Bdg., 1930-1934 F&A	.....	.....	3·15
Brooklyn—¶			
7s, Reg., July, 1906.J&J	.....	.....	3·10
7s, Bridge, '15 to '24 .J&J	.....	.....	3·10
6s, Park, 1924.....J&J	.....	.....	3·10
6s, Water, 1902.....J&J	.....	.....	3·10
5s, Bridge, 1919.....J&J	.....	.....	3·10
4s, Bridge, 1926.....J&J	.....	.....	3·05
4s, Water, 1913.....J&J	.....	.....	3·05
4s, School, 1920.....J&J	.....	.....	3·05
4s, Public markets, 1922.	.....	.....	3·05
4s, do do 1925.	.....	.....	3·05
4s, Water, Jan. 1,'14.J&J	.....	.....	3·05
4s, Water, 1912.....J&J	.....	.....	3·05
3½s, g., Oct. 4, 1902.J&J	.....	.....	3·00
3½s' g., Aug. 1, 1911J&J	.....	.....	3·00
3½s, g., 1902-1937...J&J	.....	.....	3·00
3½s,,g, June 10,1925.J&J	.....	.....	3·00
3½s, g, Jan. 1, 1928.J&J	.....	.....	3·00
3½s, g, July 10, 1932J&J	.....	.....	3·00
3½s, g, July 10, 1933.J&J	.....	.....	3·00
3½s, g, July 10, 1934.J&J	.....	.....	3·00
3½s, Reg., g., 1924..J&J	.....	.....	3·00
3½s, gold, 1927.....J&J	.....	.....	3·00
3½s, gold, 1936.....J&J	.....	.....	3·00
3s, Bridge, 1925.....J&J	.....	.....	3·00
3s, Water, 1905.....J&J	.....	.....	3·00
Buffalo—			
7s, Oct., 1908. A&O.....	.....	.....	3·10
7s, Park, 1916.....J&J	.....	.....	3·10
7s, 1924 & '25.....J&J	.....	.....	3·10
6s, Parks, Jan.1,1924J&J	.....	.....	3·10
4½s, Tax l'ns, 1900.J&D	.....	.....	3·05
4s, Sewer, May 1,'13.M&N	.....	.....	3·05
3½s, Oct., 1917.....A&O	.....	.....	3·05
3½s, Park, Reg., 1927 F&A	.....	.....	3·05
3½s, R'f., July 1900-14.J-J	.....	.....	3·05
3½s, Aug. 15, 1903.F&A	.....	.....	3·05
3½s, May, 1917.....M&N	.....	.....	3·05
3½s, Nov. 1, 1918..M&N	.....	.....	3·05
3s, Road, 1910 ..... J&D	98	100	3·00
Cohoes—			
7s, J'ly 1, 1900 to '13 J&J.	.....	.....	3·10
4s, July 1, 1920.....J&J	.....	.....	3·20
4s, Dec.15, 1915 to 1928.	.....	.....	3·20
College Point—¶			
7s, Water, 1907-1912....	.....	.....	3·10
Elmira—			
4s, Sch'l, J'ly 1, 1904M&N	.....	.....	3·15
4s, Reg. May 1, '10.M&N	.....	.....	3·15
3½s, Redempt'n, 1912-21.	.....	.....	3·15
Far Rockaway—¶			
5s, St., 1821 to 1921.J&J	.....	.....	3·10
Flatbush—¶ 6s, 1911..M&S	.....	.....	3·10
Hempstead—¶ 4s, g, '23.J&J	.....	.....	3·10
Jamaica—¶ 4s, Apr. 1, 1917	.....	.....	3·10
Kings Co.—¶			
6s, Sch., 1900 to 1904.J&J	.....	.....	3·05
5s, Sch. July, '00 to '02, J&J	.....	.....	3·05
4s, Park, May 1, 1905-'44	.....	.....	3·05
4s, Str. Imp., 1900-20.J&J	.....	.....	3·05
4s, Highway, 1940...J&J	.....	.....	3·05
Kingston—			
7s, 1901.....J&J	.....	.....	3·20
6s, Refunding, 1910.J&J	.....	.....	3· 0
4s, Rfd. Jan. 15, 1912J&J	.....	.....	3·20
3½s, g., Wat., '19-'36.A&O	.....	....	3·20
3, Rfd., Jan. 15, 1914.J&J	.....	.....	3·25
Larchmont—			
4s, r., H.&S., 1916-25.A&O	.....	.....	3·25
Long Island City—¶			
7s, Sept. 1,'00 to '14.M&S	.....	.....	3·10
6s, Feb. 1913 to '19.F&A	.....	.....	3·10
5s, Revenue, 1903.	.....	.....	3·10
4½s, May 1, 1907	.....	.....	3·10
4½s, 1902 to 1923..J&D	.....	.....	3·10
4s, Water, Sep. 1,'20.M&N	.....	.....	3·10
3½s, Wat., May 1,'20.M&N	.....	.....	3·10
Lowville—3½s, 1900 to '19.	.....	.....	3·20
Mount Vernon—			
5s, Tax Relief, 1902.A&O	.....	.....	3·15
4s, School, 1909-'17.M&N	.....	.....	3·15
4s, Road, Feb. 1, 1935...	.....	.....	3·15
Newburg—			
4s, Water, Feb.1,'12.F&A	.....	.....	3·15
3½s, Wat., Sep.1,'07.M&S	.....	.....	3·15
New Rochelle—			
3½s, 1902 to 1906..M&N	.....	.....	3·15
3½s, 1904 to 1933...J&D	.....	.....	3·15
New York City—			
7s, West Farms..'00-2147	.....	.....	3·05
7s, Morrisania. 1908-1980	.....	.....	3·05
6s, Williamsbridge Hig'y, May, 1909-44	.....	.....	3·05
7s, 1900..... .....M&N	.....	.....	3·05
6s, 1900..... .....M&N	.....	.....	3·05
5s, 1908..... .....M&N	.....	.....	3·05
5s, g., 1908-1928...M&N	.....	.....	3·05
3½s, g., Corlears H..1913	.....	.....	3·00
3½s, g., Park, 1916.M&N	.....	.....	3·00
3½s, Exmt., Oct. 1, '15..	.....	.....	3·00
3½s, Exmt., Nov. 1, '17..	.....	.....	3·00
3½s, Exmt., Nov. 1, '22..	.....	.....	3·00
3½s, g., Dock, 1927.M&N	.....	.....	3·00
3½s, g., Nov., 1928 M&N	.....	.....	3·00
3s, g., Street, 1916.M&N	.....	.....	2·98
3s, School, 1913 ....M&N	.....	.....	2·98
3s, g..Str.&Ave, 1914M&N	.....	.....	2·98
3s, g. Dock, 1924....M&N	.....	.....	2·98
3s, School, 1907.... M&N	.....	.....	2·98
3s, Water, 1904.....A&O	.....	.....	2·98
2½s, Tax exempt, '09-29.	.....	.....	3·05
Niagara Falls—			
4s, School, May, 1913....	.....	.....	3·20
4s, Police, Feb., 1914....	.....	.....	3·20
North Tonawanda—			
5s, Sewer, Sept, 25, 1911.	.....	.....	3·25
4s, Wat., Mar. 31,'24.A&O	.....	.....	3·25
4s, Paving, 1900-'05.M&S	.....	.....	3·25
Nyack—			
4s, gold, 1908..	.....	.....	3·20
4s, g., Water, 1927	.....	.....	3·20
Onondaga Co.—			
3s, July 1900 to 1929.J&J	.....	.....	3·00
Poughkeepsie—			
7s, RR., Feb. 1, 1902.F&A	.....	.....	3·15
5s, Bounties, 1900..M&S	.....	.....	3·15
4½s, do 1901..M&S	.....	.....	3·15
4s, do 1905..M&S	.....	.....	3·15
3½s, Sewer, Ag.1,'05.F&A	.....	.....	3·15
3s, Bounties, 1907..M&S	.....	.....	3·00
Queens Co.—			
4s, 1902.....J&D	.....	.....	3·10
4s, Nov., 1916.....M&N	.....	.....	3·10
4s, 1917.....J&D	.....	.....	3·10
4s, 1927.....J&D	.....	.....	3·10
Richmond Co.—¶			
4s, Fund., June 1,'14.J&D	.....	.....	3·10
4s, g., July, 1, 1921..J&J	.....	.....	3·10
Rochester—			
7s, Jan. 1, 1903.....J&J	.....	.....	3·10
4s, 1922.....J&J	.....	.....	3·05
3½s, Ref'g RR., 1913.F&A	.....	.....	3·05
3½s, Improv., 1919.F&A	.....	.....	3·05
3½s, B'dge, Sep.1,'22.J&J	.....	.....	3·05
Rockland Co.—			
5s, Reg., 1910.....J&J	.....	.....	3·25
4½, Reg., 1903-'05..A&O	.....	.....	3·25
Rome—4s, 1921.....J&J	.....	.....	3·20
Rotterdam Sch. D. No.15—			
5s, Nov. 1, 1900-1914....	.....	.....	3·30
SeaCliff-5s, g, H, S'p1,'01-20	.....	.....	3·25
Schenectady—			
4s, Wat., N'v1,'08-15.M&N	.....	.....	3⅛
3s, Water, Aug. 15,'11-13	.....	.....	3·00
Syracuse—			
4s, 1900 to 1908.... .J&J	.....	.....	3·10
4s, Rfd. Feb. 1, 1904, F&A	.....	.....	3·10
3½s, Water, 1928....J&J	.....	.....	3·10
3s, Wa., July 1, 1920.J&J	.....	.....	3·00
Troy—			
5s, Wat., May 1, 1902.M&N	.....	.....	3·10
4½s, Water,'01 to '04.F&A	.....	.....	3·10
4s, June 2, 1900-'04.J&D	.....	.....	3·10
3½s, Ref'g, 1905-'14.F&A	.....	.....	3·05
3½s, Reg. Imp., 1914.J&J	.....	.....	3·05
Utica—			
7s, RR. Aid, July 1, '01	.....	.....	3·10
4s, Paving, 1900 to 1903.	.....	.....	3·05
Warren Co.—			
5s, Feb. 10, 1901.....	.....	.....	3·15
Westchester Co.—			
4s, 1900 to 1915....J&D	.....	.....	3·15
White Plains—			
4s, 1914 to 1928 ....F&A	.....	.....	3·12
3½s, Oct.1, 1920-29.A&O	.....	.....	3·12
Yonkers-			
7s, April 1, '01-2....A&O	.....	.....	3·10
4s, Pav., 1900 to '05.M&S	.....	.....	3·10
4s, Water, 1917.....A&O	.....	.....	3·10
3½s, Prk, 1910 to '24.F&A	.....	.....	3·10
NORTH CAROLINA			
4s, Jan. 1, 1909.....J&J	.....	.....	....
Consol. 4s, 1910.....J&J	105½	107	....
6s, 1919.....A&O	134	140	....
Charlotte—5s, 1929 ...J&J	.....	.....	4·05
Forsyth Co.—			
6s, C. H., May 1, 1901..M	.....	.....	4·00
6s, C. H., May 1, 1906..M	.....	.....	3·90
6s, C. H., May 1, 1911..M	.....	.....	3·90
Mecklenburg County—			
6s, RR. aid, 1920...M&N	118	119	....
Raleigh—			
6s, 1907.....J&J	103	104	....
5s, 1927.....A&O	106	108¼	....
4s, July 1, 1929.....J&J	.....	107·23	3·60
Reidsville—			
5s, g., Water, 1929, May 1.	.....	.....	4·00
Swain Co.—			
6s, Ref'g, July 1,'19 J&J	.....	.....	5
Wilmington—			
5s, Fund., Jan. 1922.J&J	110	114	....
4s, g., Ref., J'ly 1, 1929 J&J	101	104	....
NORTH DAKOTA			
6s, Hospit'l, May 1,'04.M&N	.....	.....	3·30
4½s, Rev., Apr. 25,'05.A&O	.....	.....	3·30
4s, Ref., July 1, 1914..J&J	.....	.....	3·25
4s, Fund'g, Mar. 20,'21.M&N	.....	.....	3·25
4s, Refund'g, July 1, 1923.	.....	.....	3·25
Burleigh Co.—			
4½s, Oct. 15, 1918.....	.....	101	4·40
OHIO			
5s, B'd of Agri., Sept. 1 1902 to 1911.....M&S	.....	.....	3·90
4½s, Univ., Dec., '00-'03....	.....	.....	3·20
3s, Fund., July 1, 1902.J&J	.....	.....	3·00
Akron—			
5s, School, 1901	.....	.....	3·30
4s, Sew.& Pav.'00-04M&S	.....	.....	3·30
5s, Impt., 1900 to '04.J&D	.....	.....	3·30
Alliance—4s, Water, '20-'29	.....	.....	3·75
Avondale (in Cincinnati)—			
5s, June, 1916..... J&D	.....	.....	3·25
5s, T. & I., May 1914.M&N	.....	.....	3·25
5s, Water, Jan., 1907.J&J	.....	.....	3·25
4s, St. im., A, J'ne'21.J&D	.....	.....	3·25
4s, B, July, 1921 ....J&J	.....	.....	3·25
4s, D, April, 1923...A&O	.....	.....	3·25
Bowling Green—			
5s, Ref'g, y'rly to '17.M&S	.....	.....	3·75
Butler Co.—			
4½s, Ct. H., 1906-07.J&J	.....	.....	3·40
4½s, Bridge, 1910 to '24.	.....	.....	3·40
4½s, Replen.,'04 to '18J&J	.....	.....	3·40
4s, 1921-1924. .....J&J	.....	.....	3·40
Caldwell—6s, Wtr, '17.A&O	.....	.....	4
6s, Water, 1922.....A&O	.....	.....	4
5s, Sch., July 10, '11.J&J	.....	.....	4
5s, Sch., Oct. 21,'03.A&O	.....	.....	4
Canton—			
4½s, Pav., 1900-'01.J&J	.....	.....	3·40
4½s, 1902 to 1908.....	.....	.....	3·40
Cincinnati—			
7·3s, May, 1906 ....M&N	.....	.....	3·15
7s, Fund'g, May,'04.M&N	.....	.....	3·15
7s, Nov,, 1908,.....M&N	.....	.....	3·15
6s, gold, May, 1906.M&N	.....	.....	3·15
6s, Aug., 1909 .....F&A	.....	.....	3·15
5s, Sew., May, 1909.M&N	.....	.....	3·15
5s, 30-50s, s. f., 1930.M&N	.....	.....	3·15
4s, 30-50s, s. f., 1931.J&J	.....	.....	3·15
4s, S. F., 30-50s, J'ly, 1941	.....	.....	3·15
3·65 g., Feb., 1937..F&A	.....	.....	3·15
3½s, Aug. 1, 1918-38.F&A	.....	.....	3·15
3½s, Ext. to 1940....J&J	.....	.....	3·15
3s, Water, 1919-39..F&A	.....	104¼	....
Cleveland—			
6s, B'd of Ed., 1907 to 1916	.....	.....	3·15
5s, El. Rd., J'ne, 1903 J&D	.....	.....	3·15
5s, Oct., 1902.....A&O	.....	.....	3·15
5s, Viad., June, 1907.J&D	.....	.....	3·15
5s, Library, 1918...A&O	.....	.....	3·15
4½s, Wat., Apr., '02.A&O	.....	.....	3·15
4½s, School, J'e,'02.J&D	.....	.....	3·15
4s, Wat'r April, 1903A&O	.....	.....	3·15
4s, Oct., 1907 .....A&O	.....	.....	3·15
4s, Apr., 1921.....A&O	.....	.....	3·15
4s, Park, 1929.....A&O	.....	.....	3·15
4s, Park, 1931 .....A&O	.....	.....	3·15
3·65s, Water, Sept., 1902.	.....	.....	3·15
Clifton (in Cincinnati)—			
5s, Water, Jan., 1906.J&J	.....	.....	3·25
4½s, Gen. imp., 1919.J&J	.....	.....	3·25
4½s, 2dser., May,'20.M&N	.....	.....	3·25
4½s, Sewer, July,'17J&J	.....	.....	3·25
4½s, Wat., 2dser.,'22A&O	.....	.....	3·25
Collinwood 5s, '01-05.A&O	.....	.....	3·25
Columbiana Co—4s, Fund., July 20, 1901-1911J&J..	.....	.....	3·20
Columbus—			
6s, June, 1904.....J&D	.....	.....	3·30
5s, Fire Dep't, June, 1904	.....	.....	3·30
5s, Water, Ap. 1,'07.A&O	.....	.....	3·30
5s, Sewer,, July, 1912.J&J	.....	.....	3·30
5s, Apr., 1913.....A&O	.....	.....	3·30
4½s, Viad., Nov.'02.M&N	.....	.....	3·30
4½s, Sewer, 1921 ...M&S	.....	.....	3·30
4s, Sept. 1, 1900....A&O	.....	.....	3·30
4s, Nov., 1909.....J&D	.....	.....	3·30
4s, Fire Dep't, June 1,'16	.....	.....	3·30
4s, Dec. 1, 1927.....J&D	.....	.....	3·30
Cuyahoga Co—			
5s, July, 1918.....J&J	.....	.....	3·40
Dayton—6s, Nov., 1904....	.....	.....	3·30
5s, Sch., Feb. 1,'06.F&A	.....	.....	3·30
5s, April, 1915.....	.....	.....	3·30
4½s, Wat., '00 to '04.F&A	.....	.....	3·30
4s, Wat., May 1,'05.M&N	.....	.....	3·30
4s, School, 1911-'12.J&J	.....	.....	3·30
Defiance—			
5s, Ref. Mr.1,'02-'12 M&S	.....	.....	3·40
Delaware Co.—			
5s, Ditch, Mar., 1900 to '02	.....	.....	3·40
5s, Bridge, Mar.,'00 to '03	.....	.....	3·40
Delphos—			
5s, 1916 to 1920.....A&O	.....	.....	4
Erie Co—			
4s, July 24, 1900-09.J&J	.....	.....	3·40
Fayette Co.—			
6s, Nov. 15, 1900-'02.M&S	.....	.....	3·40
Findlay—			
6s, 1900 to '07.. ....J&D	.....	.....	3·75
5¾s, 1919.....F&A	.....	.....	3·75
5s, Water, Mar.1,'08.M&S	.....	.....	3·75
Fostoria—			
6s, Pvg, Sept.1, 1907 M&S	.....	.....	3·75
6s, Sewer, 1904.....	.....	.....	3·75
Franklin Co.—			
6s, Dec., 1900 to '02.J&D	.....	.....	3·40
6s, Road, Sep. 1,'05, S-an.	.....	.....	3·40
4½s, May 1,'00 to '08.M&N	.....	.....	3·40
4s, Bridge, 1900-'09.A&O	.....	.....	3·40
Gallia Co.—5s, Turnp. 1909	.....	.....	3·50
5s, Road, July 28,'19.J&J	.....	125	.....
Gallipolis—			
5s, Water, May 1, 1914..	.....	.....	3·75
5s, Redemption, 1900-15.	.....	.....	3·75
Hamilton—			
5s, Gas, Feb. 1, 1908.F&A	.....	.....	3·40
4½s, 1902 to 1911...M&S	.....	.....	3·40
Hamilton Co.—			
5s, Aug. 1, 1934.....F&A	.....	.....	3·15
5s, Elberon Av., 1911J&D	.....	.....	3·15
4s, C. H., June, 1936.J&D	.....	.....	3·15
4s, Pike & Brdg, 1918.F&A	.....	.....	3·15
Ironton—			
5s, Refund., 1903-08.J&J	.....	.....	3·50
Jackson Co.—			
4s, Road, 1915.....A&O	.....	109·08	3·25
Kenton—			
4s, Ref'g, 1907 to '25.M&S	.....	.....	3·60
Lima—			
6s, 1900-1910.....J&J	.....	.....	3·40
5s, Impt., 1901 to '09.J&J	.....	.....	3·40
Logan—			
5s, Ref., 1900 to 1930 J&D	.....	.....	3·60
Lorain—			
6s, Paving, '00-1905.F&A	.....	.....	3·75
5s, River Imp., 1924-29..	.....	.....	3·75
Louisville—5s, 1914..F&A	.....	.....	3·25
Lucas Co.—			
5s, Gen. F., '00 to '07.M&N	.....	.....	3·25
4½s, Road, '00-1908.J&J	.....	.....	3·25
4s, Court-house, '44.M&S	.....	.....	3·25
Madison Co.—			
6s, Sept. 10, 1900-'04.M&S	.....	.....	3·50
Marietta—			
6s, g., 1900 to 1904.A&O	.....	.....	3·55
5s, Paving, 1906....A&O	.....	.....	3·55
Marion—6s, 1910. M&S	.....	.....	3·65
5s, Sewer, '00 to '17.M&S	.....	.....	3·65
Martin's Ferry—			
6s, Pav., Sept. 1,'00-1904	.....	.....	3·75
5s, Sch., 1926 to '44.M&S	.....	.....	3·75
Maumee—5s, '07-'27..A&O	.....	.....	4
McComb—6s, 1904 ....J&J	.....	.....	4

Flat price. ¶ Now part of New York City.

Bonds.	Bid.	Ask.	To Net
Mercer Co.—			
6s, 1900 to 1908 ....M&S	.....	.....	3·50
Miami Co.—5s, Bridge, J'ly1,1900,to1908..J&J	.....	.....	3·50
Milford Center—			
6s, Ref., '00 to '13..A&O	.....	.....	4·25
Monterey Township—			
6s, Sch., 1900 to 1904...	.....	.....	4·25
Montpelier—			
6s, Wat.& Lt., 1900-1906	.....	.....	4·25
6s, Wat. & Lt., 1920-1929	.....	.....	4·25
Nelsonville—			
6s, Ref.,Apr.2, 1914.A&O	.....	.....	4
6s,School,1906to'14 M&S	.....	.....	4
North Baltimore—			
6s, Paving, 1906....M&N	.....	.....	4
Norwood—6s, 1900 to 1905	.....	.....	3·40
5s, Sept. 1, 1915	.....	.....	3·40
5s, El. Lt. Oct.1,'00 to '26	.....	.....	3·40
4½s, Road, 1900 to 1909.	.....	.....	3·40
Oberlin—			
6s, 1900 to 1904....F&A	.....	.....	3·50
Ottawa Co.—			
6s, 1904 to 1918.....F&A	.....	.....	3·50
Pickaway Co.—			
6s, Road, '00 to 1900.M&S	.....	.....	3·50
Pomeroy—6s, 1914. M&S...	.....	.....	4·00
5s, Refund'g, 1917..M&S	.....	.....	4·00
4½s, Ref'd'g, 1917.. M&S	.....	.....	4·00
Port Clinton—5s, 1905-25.	.....	.....	3·75
Portland—6s, Sch. Dis.1913	.....	.....	4·25
Portsmouth—			
5s, Water, May 1, 1906..	.....	.....	3·50
4½s, School,1904-'05-'07.	.....	.....	3·50
Preble Co.—6s, Bridge,J&J, 1900 to 1913....J&J 16	.....	.....	3·50
6s, Building, J&J, 1900 to 1914.....J&J 16	.....	.....	3·50
St.Marys 6s, Imp., '08.M&S	.....	.....	4·00
Salineville—6s, 1915..J&D	.....	.....	4·00
Sandusky—5s, June, 1900.	.....	.....	3·40
5s, Wharf, Aug.1,'09.F&A	.....	.....	3·40
4s, Paving, 1905 to 1910.	.....	.....	3·40
Seneca T'w'p—			
4s Road, 1900 to '10, M&S	.....	.....	3·75
Shelby—5s, 1900-'14..J&D	.....	.....	3·65
Shelby Co.—6s,1900-9. J&J	.....	.....	3·50
Stark Co.—5s, 1912....M&S	.....	.....	3·50
Steubenville—4s,1924 M&S	.....	.....	3·60
Sycamore—5s, Water and Light, 1901 to 1920.M&S	.....	.....	3·75
Toledo—7·3s, May 4, 1900.	.....	.....	3·40
5s, Refunding, Water, June 1, 1903.....J&D	.....	.....	3·30
5s, May 1, 1911 ....M&N	.....	.....	3·30
4½s,Sch.,Ju'e18,'04.J&D	.....	.....	3·30
4½s, Fire, July, 1912.J&J	.....	.....	3·30
4½s, Oct., 1919.....A&O	.....	.....	3·30
4½s, Sch.,Feb.17,'16 F&A	.....	.....	3·30
4s, July 1, 1908.....J&J	.....	.....	3·30
4s, Sch.,Mar.1,1929.M&S	.....	.....	3·30
4s, Park, July 1 '42..J&J	.....	.....	3·30
Van Wert—5s,Apr.1,'11-41.	.....	.....	3·60
Van Wert Co.—			
6s,R'd, 1911 to1919.F&A	.....	.....	3·50
Washington C. H.—			
5s,Refg.,'00 to 1904.M&S	.....	.....	3·75
Westwood (in Cincinnati)—			
6s, Beech Av.,'00 to 1905	.....	.....	3·25
5s, Sidewalk, Sept.2,1925	.....	.....	3·25
5s, Water, July 1, 1915..	.....	.....	3·25
Youngstown—6s, Paving, Oct. 1, 1900 to 1903.....	.....	.....	3·30
6s,School, Sept.,'02..M&S	.....	.....	3·30
5s, Fund.,Sept.1,'01.S.-an	.....	.....	3·30
5s, Park, Mar. 1, '14..J&J	.....	.....	3·30
5s,Fire,Oct,'00to'15.A&O	.....	.....	3·30
5s, Sc.Dist..1907-08.M&S	.....	.....	3·30
Zanesville—4½s,1909.A&O	.....	.....	3·35
OKLAHOMA			
Cleveland Co.—			
6s,Fd.,Sept.10.1904.Sept.	.....	104	....
El Reno—			
5s, Ref'g, 1920 to '29.J&D	.....	110	....
Logan Co.—			
5s, Ref'd'g.,1909-19..J&J	.....	105	....
Oklahoma City—			
6s, Sch., Jan. 1, 1914J&J	.....	108	....
6s, Fund'g, 1906 to 1915	.....	105	....
Oklahoma Co.—			
6s, Fund. Dec.,1904..Ann	.....	102	....
6s, Fund'g., 1919 to 1922	.....	110	....
Payne Co.—			
4½s, Ref'd'g, 1920 to '29..	.....	105	....
Tecumseh—			
7s, June 1, 1912.....J&J	.....	108	....
OREGON			
Astoria—			
5s, g., Water, 1925 ..J&J	114	.....	....
Portland—			
6s, g., Sewer, 1905..J&J	111	.....	....
6s, Sch. Dist., 1913..A&O	120	.....	....
5s, g.,C.H.,July 1,'23.J&J	118	.....	....
5s, Wa., Jan 1, 1917.J&J	116	.....	....
5s, g.,Wat.,July1,'23.J&J	.....	124	3·50
5s, g., Bridge, 1925.A&O	120	.....	....
5s, g., Jan., 1922....J&J	123½	.....	3·50
Union Co. Sch. Dist. No. 1—			
5s g. June 1, '09-'19, J&D	.....	106·06	4·25
Wasco Co.—7s,Sch.Sep.,'04	.....	.....	4
PENNSYLVANIA			
6s, Agricultural College, Feb., 1922.....F&A	.....	.....	3
4s, Fund'g, Feb.,1912.F&A	111¾	.....	....
8½s, Fund., Feb.,1912.F&A	105	.....	....
Allegheny—			
4½s, 1900 to 1903...Var.	.....	.....	3·15
4s, 1901 to 1919.....Var.	.....	.....	3·15
4s, July, 1925 .....J&J	.....	.....	3·15
4s, 1907-12-17-27....J&J	.....	.....	3·15
Allegheny Co.—			
5s,Comp.,1913-1940.J&J	102½	.....	....
4s, Riot, 1901-1906..Var.	102	.....	....
Braddock—4½s,'00-16.M-S	.....	.....	3·90
4½s, 1901 to 1927..A&O	.....	.....	3·50
Bradford—4s. 1906-16-26..	.....	.....	3·90
Chester-			
4s,School, July 1,'14.J&J	.....	.....	3·25
3½s, 1929.....	.....	109·85	3½
Harrisb'g-6s, July,'03.J&J	.....	.....	3·20
4s, City, July 1, 1920.J&J	.....	.....	3·20
Johnstown—5s,1921..J&D	.....	.....	3·50
4½s, Sept. 1, 1923...M&S	.....	.....	3·50
4s, Fire alarm, 1923.J&J	.....	.....	3·50
Lancaster-6s,'05 to 20.Jan	.....	.....	3·12
4s,Wat., Ap.,'05 to 20.Q-J	.....	.....	3·12
Luzerne Co., Cen. P'r Dist.			
3½s,g., B'd'g '03-'22 A&O	.....	.....	3·15
McKeesport—6s, 1907.J&J	.....	.....	3·50
5s, Water, 1911.....J&J	.....	.....	3·50
4½s, Funding, 1900.J&J	.....	.....	3·50
Philadelphia—			
6s, 1901.....J&J	.....	.....	2·90
6s, Taxed, 1904.....J&J	.....	.....	2·90
4s, f'd'g, 1900 to 04..J&J	.....	.....	2·90
3½s, 1904 to 1924...J&J	.....	.....	2·90
3½s, Dec. 31, 1906..J&J	.....	.....	2·90
3½s, 1907-26.....J&J	.....	.....	2·90
3s,Nov.1,1900to'19.M&N	.....	....2·	87½
Pittsburg—7s,Fund. d't,'09	.....	.....	3½
6s, Water, Jan.,1908.J&J	.....	.....	3½
5s,Fund.debt imp.'13J-D	.....	.....	3½
4½s, School, July, 1919..	.....	.....	3½
4s, Comp., Jan.,1915.J&J	.....	.....	3½
3½s, Ref'd'g, 1902 to '09.	.....	.....	3½
Reading—4s, Aug., 1910...	.....	.....	3½
4s, Apr., 1918.....A&O	.....	.....	3½
Schuylkill Co. 3½s, 1919..	.....	.....	3
Scranton—4½s, 1909..J&D	.....	.....	3·15
4½s, City imp.,June,1919	.....	.....	3·15
4½s, School, 1920...J&D	.....	.....	3·15
Wilkes-Barre—4½s,'22-'27	112½	.....	....
3½s,R'd'g.,1906-17. F&A	.....	.....	3·20
Williamsport—			
3½s, Refg., Sept.1, '09-29	.....	104	....
RHODE ISLAND			
3½, g., S. H., 1934.....J&J	112	.....	....
3s, State House, 1938.A&O	102	103	....
Burrillville—			
4s, g., Impt., Jan. 1, 1907	103	.....	....
4s, g., Impt , Jan. 1, 1922	107	.....	....
Central Falls—			
4s, gold, Dec., 1905 to '20	.....	.....	3·50
Cranston—4s,Aug,'29.F&A	110	.....	....
4s, Funding, g. July,1937	112	.....	....
4s, g., 1939.....M&N	.....	.....	3·35
East Providence—			
4s,g.,Fdg.J'ne15,'47.J&D	114	.....	....
Lincoln—			
4s, July, 1911.....	105	.....	....
4s, Oct. 15, 1928....A&O	110	.....	....
Newport—			
4s, March, 1905.....	103	.....	....
4s, g., Park, Feb., 1927..	115	.....	....
Pawtucket—			
4s, g., July, 1910....J&J	104	105	....
4s, g., May, 1937.....	111½	.....	....
Providence—			
6g., July 1, 1900.....J&J	100	.....	....
5s,g.,Wat.,July 1,'00.J&J	100	.....	....
5s, g., July, 1906....J&J	110	.....	....
4s, g.,Park, July,'21.J&J	113	.....	....
4s, g., A[illegible]., 1927...A&O	116	.....	....
3½s, g., Wat., 1916.M&S	104½	.....	....
3½s, g. Sewer, 1928.A&O	107	.....	....
3½s, Sch. & Bridge, 1929	108	.....	....
3s, Sewer & Imp., 1929.	99	.....	....
Warren—4s, 1900 to 1922..	.....	.....	3·50
Westerly—			
4s, g., Sept , 1927.....	113	.....	....
4s,Refunding,Jan.2,1929	112	.....	....
3½s,Water, Feb., 1929...	112	.....	....
Woonsocket—			
4s, g., Ref'd'g, 1919. A&O	109	.....	....
4s, Sew., Feb. 15,'25.F&A	107	.....	....
4s, Reg.g., May, '27.M&N	108	.....	....
SOUTH CAROLINA			
4½s, Blue, 1928.....J&J	.....	120	....
4½s, New issue, 1933..J&J	.....	123	....
4s, July 1, 1936.....J&J	.....	106	....
Aiken—4½s, Sew.,'49, J&J	.....	110·45	4
Charleston—5s,Oct'23.A&O	116	.....	....
4s, 1909.....J&J	105½	106½	....
Chester—5s. 1917-37..J&J	110	112	....
Columbia—3s-4s,1910.J&J	100	102	....
Darlington—			
5s, Refdg., 1920.....J&J	.....	112¼	4·13
SOUTH DAKOTA			
6s,Sch.&Col.,J'y 1,'05.J&J	.....	.....	3·25
5s,Sch.&Col.,M'y 1,'07.J&J	.....	.....	3·25
4½s, Ref'd., May 1,'07.J&J	.....	.....	3·25
4s,Constit'n,Mar.1,'10.J&J	.....	.....	3·25
Aberdeen—6s,1915....J&J	.....	.....	5
5s, Oct. 1, 1900 to 1918..	.....	.....	4·40
Faulk Co.—6s, 1915..S.-an.	.....	.....	5
Hanson Co.—			
6s, Refunding, 1908.J&J	.....	.....	5
Lake Co.—5s,Fdg.,10-20 yr	.....	.....	5
Marshall Co.—6s,F.'15.J&J	.....	.....	5
Mitchell—6s, 1914....A&O	.....	.....	5
Watertown—6s, 1909..J&J	.....	.....	5
Yankton Co.—			
4s, Rfdg., '09 to '19.M&N	.....	.....	3¾
TENNESSEE			
6s, Unfunded, 1900...J&J	90	.....	....
6s, Compromise, 1912.....	90	.....	....
4½s,Penitent.,Oct.'13.A&O	107	.....	....
4½s, Redemp., 1913..A&O	107	.....	....
4s, Redemption, 1907.A&O	95	.....	....
3s, Settlement (100)...J&J	93	.....	....
3s,Settlement (1000), 1913	94	95⅛	....
3s, Scrip.....	110	.....	....
Chattanooga—			
6s, 1909.....A&O	110	112	....
Clarksville—4s,Water,July 1, 1909-1929.....J&J	.....	103	....
Davidson Co.—			
5s, Asylum, 1903-'08-'13	103	.....	....
5s, F'd'g, 1900.....J&J	100	.....	....
Davidson Co. (Concl'd)—			
4½s, 1915.....J&J	.....	.....	4½
Hamilton Co.—			
5s, Bridge, 1909....A&O	.....	.....	3·30
Henderson Co.—6s.....	.....	.....	....
Knoxville—6s, 1915.....	.....	.....	4½
5s, g., Imp., 1921...A&O	.....	.....	4
4s, Funding, 1919...J&D	.....	.....	3½
4s, Hosp..June1,'29 J&D	.....	.....	3½
Marshall Co.-5s, 1901.F&A	100	102	....
Memphis—			
6s, Comp., 1915.....J&J	120	121	....
6s, Comp., Flippin, 1907.	112	114	....
5s, Market, 1917-1922..	107	111	....
4½, Refdg., g., 1926..J&J	113	115	....
Nashville—6s, 1901....J&J	101	103	....
6s, Funding, 1905 ..J&J	108½	.....	....
6s, Water, 1909 ...M&N	113	116	....
6s, Water, 1911A&O.30	115	118	....
6s, Water, 1913A&O.30	117	.....	....
5½s, Bridge, 1905...A&O	106	.....	....
5s, Sewer, Dec.,1911.J&D	107	.....	....
5s, Water, 1921 .....J&D	112	.....	....
5s, Haymark., 1922..M&S	114	.....	....
4½s, July, 1907.....J&J	103	.....	....
4½s, 1918, Water....J&J	105	.....	....
4½s, Apr. 1, 1923...A&O	107	.....	....
4s, Water, 1919 .....J&J	102	.....	....
4s, Bridge, Oct.1, '18J&J	102	.....	....
North Knoxville—			
5s, 1919.....M&S	.....	.....	3·50
Sevier Co.—5s, 1913..July	.....	.....	4·20
Shelby Co.—			
6s, Fund., Jan. 1,'24.J&J	.....	.....	4½
Sumner Co.—6s. 1913.J&J	101	103	....
TEXAS			
Austin—			
5s,g.,W.&L.1910,'30.Q-J	.....	98	....
Bell County—5s,1909.Apr.	.....	105	....
Bexar Co.—			
6s, gold, 1933, Apr. 10	.....	.....	4
5s, Bridge, 1910..Apr. 10	.....	.....	....
4½s. Bridge,'09 39,Ap.10	.....	106½	3·70
Brazoria Co.—			
5s, Ct. H. refdg., 1909-19	106	110½	3·75
Cleburne—6s, '06-36..J&D	.....	110½	4·25
Dallas—			
7s, RR., Apr. 1904..A&O	.....	.....	4
6s, Funding, 1917..A&O	.....	.....	4
5s, Water, 1917.....J&J	.....	.....	4
5s, Fd., July, 1931...J&J	110	112½	....
5s, g., Aug., 1928.....F&A	.....	.....	4
Denison—6s, 1904.....J&J	.....	.....	4
5s, 1912.....J&J	.....	.....	4
El Paso 5s, School, 1914-'29	.....	.....	4
5s, Water Comp. 1909-'19	.....	.....	4
Fort Worth—			
6s, Water, Feb., 1922F&A	.....	.....	....
5s, Ref., 1920.....J&J	.....	.....	....
Gainesville—			
5s, Ref., 1903-1938.A&O	.....	.....	4
Galveston—			
5s, Fund'g, 1905-15.M&N	.....	.....	4
5s, Wat., 1908-1928..J&J	.....	.....	4
5s, Lim. debt, Sep. 1, '21.	.....	.....	4
5s, Lim. debt, June1,'23.	.....	.....	4
5s, Lim. debt, Jan.22, '25	.....	.....	4
5s, Lim. debt, 1927.....	.....	.....	4
Houston—			
6s, Funding, 1912...J&J	.....	.....	4·10
6s,comp., July, 1918.J&J	.....	.....	4·10
5s, Comp.,July,1918.J&J	105	108	....
5s, Ref., Jan.1, 1923.J&J	108	111	....
5s, Sew.,Nov.15,'39.M&N	.....	119¾	4
Lavaca Co.—			
5s, 1902-1937, April 10..	.....	.....	3⅞
McLennan Co.—			
6s, Bridge, 1909..Apr.10	.....	.....	3⅞
Palestine—5s, 1938..M&N	.....	107¼	4⅛
Paris—6s, Water, Oct. 15, 1912 to 1937.....J&J	110	.....	....
5s, Improv., June, 1930.	105	.....	....
San Antonio—			
6s,g.,Fund.,1905-15.F&A	.....	.....	4½
6s, Impt.. 1908. Opt.F&A	.....	.....	4½
6s,1915,Option.....M&N	.....	.....	4½
6s, 1916.....A&O	.....	.....	4½
5s, 1917.....F&A	.....	.....	4
Sherman—6s, Ref.'12.A&O	.....	.....	4
6s, Funding, 1930..A&O	.....	.....	4
6s, Water, 1936.....A&O	.....	.....	4
Tarrant Co., 4s, Refund....	.....	.....	3·75
Waco—5s, Gold, 1923.A&O	114	.....	....
5s, Imp., 1920 .....M&S	112	.....	....
5s, Ref., July, 1909..J&J	106	.....	....
Waller County—			
4½s,Ref'g,'08-'18...A&O	100	104	4
U. S. OF MEXICO.			
See Mexico, page 30.			
UTAH			
5s, Build'g, 1900-1910.J&J	.....	.....	3·20
5s, Territorial, 1908...J&J	.....	.....	3·20
Logan—5s, g., 1912...J&D	100	.....	....
Ogden—6s, g..June,1901-11	.....	.....	4·00
5s, 1913.....M&N	100	.....	....
4½s, 1908-1918.....F&A	101	102	....
Salt Lake City—			
5s, Gen. f'd.,1901-11.J&J	.....	.....	....
5s, Fund.. 1908 .....M&S	.....	.....	3·70
5s, Funding, 1912...J&J	.....	.....	3·70
5s, Fund., 1914.....M&N	.....	.....	3·70
5s,School Dist,1902.F&A	.....	.....	3·70
5s, " 1913.F&A	.....	.....	3·70
4s, Ref., Sept. 1,'18.M&S	.....	.....	3·70
Salt Lake County—			
5s, Fd.,Aug.1,'06-16F&A	.....	.....	3⅞
Weber Co.—5s, '02-12.J&J	.....	103¼	4
VERMONT			
6s, Agric. College, June 1, 1910.....J&D	124	125	....
Barre—4s, June, 1903.....	.....	.....	3·20
4s,Water,1903-1916.J&D	.....	.....	3·20
Bellows Falls—			
4s, Water, 1915.....	106	.....	....

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Bennington—			
4s, Jan., 1917.....J&J	109	.....	....
Brattleboro-4s, Jan. 1, 1904	102	.....	..
4s, Jan. 1, 1911.....J&J	105	.....	...
4s, Jan. 1, 1918.....J&J	108	.....	..
Burlington—4s, July, 1908.	104	.....	...
Newport — 4s, g., Water June 1, 1920.....J&D	109	.....	...
Northfield—			
4s, Lt. & P'r, '04-7-17. J&D	.....	.....	3·50
Poultney—			
4s, June 1, 1910 to 1918.	.....	.....	3·50
Rockingham—			
4s, Jan., 1901 to 1917. J&J	.....	.....	3·50
Rutland—4s, g., 1926. M&N	110	.....	....
St. Albans—4s, Ref. Wat. '07	.....	.....	3·50
Stowe—4s, 1900 to 1918....	.....	.....	3·50
VIRGINIA			
3s, New, c., 1932.....J&J	88½	90	...
2-3s, Funded debt, '91. J&J	87½	88	....
6s, Trust receipts, stamped	5	8	....
Berkley—6s, 1927....J&D	.....	115·45	5
Danville—8s, 1903-11. J&J	125	.....	....
6s, 1900.....J&J	110	.....	....
5s, Nov. 1, 1927.. ..M&N	.....	.....	4⅛
Franklin Co.—6s, 1909. J&J	90	100	....
Lynchburg—3s, 1904-7. J&J	.....	.....	4½
6s, L. & Dan. RR. 1901. J&J	.....	.....	4½
6s, 1915.....J&J	.....	.....	4½
5s, Perm. imp., 1916. J&J	.....	.....	4½
4½s, Refunding, 1927....	....	.....	4·30
Manchester—6s, 10-40. J&J	100	.....	....
5s, Refd'g, 1931.....J&J	104½	108	....
Newport News—			
4½s, 1918-1928.....A&O	.....	105	4⅛
4s. Pav'g, Aug. '19-29 F&A	.....	106·39	3·55
Norfolk—			....
8s, May, 1901.....M&N	103	.....	....
6s, Renew'l, Jan., '14. J&J	116	.....	....
5s, Renewal, Ap., '11. A&O	110	.....	....
5s, 1924.....M&N	113	.....	....
4s, Nov. 1, 1929....M&N	.....	104	3·75
Petersburg—8s, 1903. M&N	113	.....	....
6s, 1905.....F&A	108	.....	....
Richmond—8s, 1904-09 J&J	128	.....	....
6s, 1910.....J&J	113	.....	....
5s, 1920-1922.....J&J	112	.....	....
4s, 1920-1929.....J&J	105½	106	....

Bonds.	Bid.	Ask.	To Net.
Richmond—(Con.)			
4s, July 1, 1924.....J&J	105½	106	....
4s, 1925.....J&J	105½	106	....
4s, 1926.....J&J	105½	106	....
4s, Refd'g, reg. 1929. J&J	105½	106	....
WASHINGTON.			
3½s, Fund., Apr. 1905, Apr. 1	.....	.....	3·70
Ballard—			
6s, g., 1915.....J&J	.....	.....	5
Fair Haven—6s, g., '11. J&J	.....	104	5⅝
King Co. Sch. Dist. No. 10—			
4½s, Sept. 1, 1919..M&S	.....	105·05	4·12
Pierce Co.—6s, 1911..June	.....	.....	5⅛
5s, May 2, 1912.....May	100	.....	....
San Juan Co.—			
6s, g., F'dg, Sep. 1, '05-15.	.....	104·90	5½
Seattle—			
6s, Sch. g., Jan. 1, '1909 J&J	.....	.....	4
5s, F'dg, g., July, 1913. J&J	.....	.....	4
5s, g., Apr., 1912....A&O	.....	.....	4
5s, Sch. Dis. No. 1, '10. J&J	.....	.....	5
5s, Sch. Dist., No. 1. 1915	.....	.....	5
Skagit Co.—			
6s, g., Fund, Dec. 1, 1913	.....	107½	5⅜
Spokane—			
6s, Oct. 1, 1911 .....A&O	.....	.....	4⅛
5½s, Feb. 1, 1918....F&A	.....	.....	4·10
5s, g., Ref'd'g, Sept. 1, 1914	.....	106	4½
Spokane Co.—6s, School...			
Dist., July 1, 1910...J&J	.....	.....	5
Tacoma—			
6s, Apr. 15, 1911....A&O	.....	.....	5
5s, g., June 1, 1913..J&D	100	.....	....
Whatcom Co. 6s, 1911 Dec.	.....	.....	....
Whitman Co.—5s, 1912. Apr	103½	105	....
WEST VIRGINIA.			
Charleston—			
4½s, Sch. Dist. 1919-'29..	.....	.....	3·60
Huntington—			
6s, Paving, Oct. 1, 1921	.....	.....	4
5s, Sch., Mar., 1901-1910.	.....	101	4
Parkersburg—			
5s, Park, June 1, '16. June	.....	.....	4
5s, Sept. 1, 1917..Sept. 1.	.....	.....	4
Wheeling—			
6s, Bdge., Nov. 1, '01-24.	.....	.....	4
5s, City, July 1, 1919....	.....	.....	4

Bonds.	Bid.	Ask.	To Net.
Wheeling—(Con.)			
4½s, Bridge, July 1, 1924	.....	.....	4
WISCONSIN.			
Ashland—5s, F'd'g, '09 J&J	.....	108½	4⅛
Bayfield Co. 5s, g. 1915 A&O	.....	111·65	4
Burlingt'n 5s, Sch., '01 to '06	.....	.....	4½
Cassville 5s, '02 to '11. A&O	.....	.....	4½
Chippewa Co.—			
5s, Dec., 1901.....Dec.	.....	104	4·10
Elkhorn-5s, Water, '00 to '07	100	.....	....
Elroy—5s, 1910 to '19. J&J	.....	.....	3·87
Green Bay—5s, 1901 to '17.	.....	.....	3·75
Kenosha—3½, '09-'19..J&J	.....	.....	3·25
La Crosse—			
5s, Bridge, Jan. 15, '10. J&J	110	.....	....
3½s, July 1, 1909-'19. J&J	.....	103½	....
3½s, Ref'd'g, 1919 .A&O	.....	.....	3·25
Madison—4s, Ref., '15. A&O	95	.....	...
Milwaukee—			
7s, General, 1901....J&J	.....	.....	3·20
7s, Water, Jan. 1, '02. J&J	106	.....	....
5s, July 1, 1907 .....J&J	110	.....	....
5s, July, 1910.....J&J	115	.....	....
5s, Liby&Mu. '00 to '17 J&J	.....	.....	3·20
4s, Water, 1906-7....J&J	.....	.....	3 20
Milwaukee Co.—			
5s, Build., July 1, '07. J&J	106	.....	....
5s, School, July 1, '14. J&J	109	.....	....
Oshkosh—4s, 1918....F&A	.....	110¾	3·25
Racine-5s, Adjust., '12. Ann.	.....	104	4·50
4s, School, June 1, '13. J&D	.....	.....	3·20
3½s, Sch., 1919, July 1..	.....	.....	3·20
Sheboygan 4½s, 1911. M&N	107	108¼	3¾
South Milwaukee—			
5s, Wat'r, Oct. 1, 1913 A&O	.....	.....	4
Superior—			
6s, Sewer, Ag. 1, 1910. F&A	.....	120¾	3⅞
Waukesha—4s, School, Apr. 1, 1900 to 1918.....J&J	.....	.....	3¾
WYOMING.			
6s, Capitol, 1902-1911.....	.....	.....	3·35
6s, Univer. Build'g, 1902 to 1911.....Jan. 1	.....	.....	3·35
Cheyenne—			
5s, Refdg., 1909-'29..J&J	104	105	....
Uinta County—4½s, Refdg. July 1, 1909-1918....J&J	.....	104·10	4

* Flat price.

MISCELLANEOUS SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices.

Bonds.	Bid.	Ask.
MISCELLANEOUS BONDS.		
Acker, Merrall & Condit 6s..1903	100	102
Adams Express col. tr. g. 4s, 1948	104½	105
Albe. & Ches. Canal Co.—7s, 1909	§100	102
Alton Br.—See St. C.M. & St. L. RR.		
Amer. Bell Telep'ne—Deb. 4s, 1908	§100	101
American Bicycle Co.—		
S'kg f'd, g. deb., 5s, Sept. 1, '19 M&S	§.....	90½
American Brew. Co. 6s, 1915 J&J	109¼	118
Amer. Cot. Oil, deb., 8s, 1900, Q-F	102½	103
Amer. Graphoph'e. Deb. 5s..M&N	100	.....
Amer. Mail Steamship Co.—		
1st g.s'g f. 6s, Nov. 1, '00-'08 M&N	§103	105
Amer. Safe Dep. Co.—6s, 1903. Q.-J.	.....	.....
American Security & Trust 4s.....	100	.....
Amer. Spirits, g., 6s, 1915....M&S	80	83
Amer. Strawboard Co., 6s....F&A	§102½	.....
American Thread Co.—		
1st coll. tr., g., 4s, 1919.....J&J	.....	.....
American Writing Paper—		
1st g. 5s, July 1, 1919, Opt. 1909	§ 79	81
Artesian Water (Tenn.) 5s...1909	107	108
Asphalt Co. of America—		
Certfs.—Col. tr., g., 5s, 1949 .A&O	.....	‡85¾
Atchison & East. Bridge—See RR.		
Augusta Fact'y 1st M. 6s, '15. M&N	111	.....
B. & S. Car Co., 1st, g., 6s, 1942, J&J	104	108
Battle House (Mobile) 6s.....	111	.....
Berg. & Engle Brew., 6s, 1921. J&J	.....	109½
Bon Air Coal, 2d series, 6s, '28. J&J	105	107
Booneville Bge.—See M.K. & T. RR.		
Boston & Mont'a, 7s, 1902...M&N	§107	.....
7s, 1907.....M&N	§115	.....
Boston El. Lt.—6s, 1908.....M&S	§115	.....
do 5s, 1924.....M&S	§111	.....
Boston Term. Co.—3½s, 1947 F&A	§113¾	116
Broadway Realty—G. 5s, 1926....	§110	.....
Bklyn Ferry Co.—5s, g., 1948. F&A	§ 88	90
Brooklyn & N. Y. Ferry—		
1st 6s, Jan. 1, 1911.....J&J	§115	118
Bklyn Wf. & W. Co, 1st, 5s, 1945, F&A	73	73½
Buffalo Gen. Elec. Ref'g. g., 5s, 1939	§108½	110½
Buffalo Iron 5s, 1925.....A&O	72	78
Butte & Boston 6s, 1917.....A&O	§ 90	.....
Cairo Bridge—See Ill. Cent. RR.		
Cambria Iron—6s, g., 1917 ...J&J	106	.....
Cent. Hudson Steamboat Co.—		
1st 5s, 1919.....M&N	98	100
Central Union Telephone Co.—		
1st, g., 6s, July 1. 1906-16...J&J	§110	112
5s, g., Jan. 1, 1909-1919....J&J	§102½	104½
Century B'ld'g (St. Louis) 6s, 1916	88	93
2d mort. 6s, 1903.....A&O	40	60
Champaign & Urbana Water—		
1st, g., refunding 5s, 1909-1914.	§.....	105
Chat'n'ga City Wat. Co.—6s, '12, J&J	§100	.....
Ches. & Del. Canal—5s, 1916..J&J	.....	.....
Ches. & Pot. Tel., 5s, 1911....J&D	104	.....
Cons. 5s, 1909-1929.....J&J	104½	105
Chic. Edison Co., Deb. 6s. ....J&J	§101	101½
1st mort., g., 5s, 1926.....A&O	§108	109
Chic. Junct., col., g., 5s, 1915, J&J	§.....	114
Chic. Sub. Water & Elec. Lt.—		
1st, g., 5s, Aug. 1, 1949.....F&A	§.....	103½
Cin. Chamb. Com., 4s, 1908, J&J.	§100	.....
Cleve. El. Ill. Co.—1st, g., 5s, 1927.	§.....	.....
Cleve. & Sand. Brewing—6s.....	84	85

Bonds.	Bid.	Ask.
Col. Fuel & Iron—		
Col. Coal & I. Dev. Co., 5s, 1909..	50	60
Colorado Coal & Ir., 6s, g. '02, F&A	100	101
Col. Fuel Co., 6s, gen., g., '19, M&N	102	.....
Gen., g., 5s, s. f., 1943....F&A	.....	95
Col. Riv. Bge.—See Int. & Gt. N. RR.		
Columbia College—3s, 1909..J&D	§‡.....	100
Columbus Elec.—6s, 1922....M&N	95	100
Commercial Bldg. Co., 6s, '07, M&N	100	102
Conn. L't'g & Pow. Co., g., 5s, 1939.	§.....	101
Consolidated Coal, 6s, 1911, M&S.	90	95
Consol. Water Co. of Utica—		
1st g. 5s, Jan., 1930.....J&J	§100	105
Contra Costa Water, 5s, 1915. J&J	106½	107
Consum. L. H. & P. Co. (Eliz. N.J.)		
5s, 1938.....J&D	§109	.....
Cov. & Cin. Bdg., 1st, g., 4s, 1915..	§104	106
Cumberland Teleph. & Telegr.—		
g. 5s, 1918.....J&J	§110	.....
Denver Union Water 5s, 1914 J&J	78	82
Domin. Coal, 1st, 6s, 1913....M&S	§110	.....
Eagle & Phenix Mfg. Co., 6s, 1928	109	110
Ed'n Elec.—See N. Y. Gas & Elec.		
Edison Light & Power, 8, F. 6s, Q-F	129	.....
Edison Elec. (Bklyn.)—See Kings Co. E lec.		
Edison Elec. (N.O)—G. 5s, 1929 J&J	103	110
Edison Elec. Illum., Savannah, 6s.	107	108
Ellicott Square Co. 1st g. 5s, 1935	§107½	110
1st g. 6s, 1910.....J&J	§100	105
Elmira Mun. Imp.—5s, 1942. Certfs	.....	50
Enterprise Mfg. Co., 1st, 6s, 1903.	101	.....
Erie Tel. & Tel., 6s, 1909.....A&O	§104¾	105½
Col. tr., g., s. f., 5s, 1926 ....J&J	§105	107½
Debenture gold 5s, 1928-29. J&J	§ 99	99⅞
Evansville Brewing—6s, 1915....	§ 65	85
Evansville Cotton Mill—6s, 1910.	§100	103
Fay & Egan Co. (Cin.)—6s. 1903-'43	§106	107
Ft. S. & V. B. Br.—See St. L. & S. F. RR.		
Foxburg Bge.—See Pitts. & W. RR.		
Frank Jones Brew. Co.—deb., 5s, £	ℓ.....	.....
Gen. Electric, deb., g., 5s, 1922, J&D	.....	117
Gramercy Sugar, 6s, g., 1923. A&O	.....	89
Grand River C. & C. g. 6s, 1919..A&O	100	.....
Hackens'k Water Re-org. con. 5s..	§105	.....
1st, g., 5s, 1926.....J&J	§105	.....
Harrison Bros.—Inc., g., 5s, 1924.	98	102
Hartford Elect. Light.—5s, 1915 .	§105	.....
Hartf'd L. & P. 6s, 1912, Opt. A&O	§100	.....
Hawaiian Com. & Sug. 5½s, 1916.	105	110
5s, 1919.....A&O	106½	.....
Hecker-Jones-Jewell, 6s, 1922 M&S	70	80
Henderson Bridge—See RR.		
Hoboken Ferry—1st 5s, '46..M&N	§110	112
Hoboken Land Imp., 5s, '10, M&N	§105	.....
Hudson River Water Power Co.—		
1st, g., s'k'g. f'd., 1914-'29. M&N	§100	101
Huntington Water.—6s, 1913. M&N	§100	.....
Hydraulic Press Brick, 5s, 1904..	100	102
Ill. Steel Co., deb., 5s, 1913..A&O	.....	100
Imperial Bldg. Co.—6s, 1913..J&J	102	104
2d, 6s, 1908.....M&S	80	90
International Navigation—		
1st g. 5s, Feb. 1. 1909-1929....	§100	102
Internat'n'l Paper—6s, 1918. F&A	107	108
International Silver, 6s, 1948 J&D	§100½	102
Iron Steamboat Co., 6s, 1901, J&J	45	.....
Jackson Brewing (N. O.) 1st 6s....	100½	.....

Bonds.	Bid.	Ask.
Jefferson & Clearfield C. & I. Co.—		
1st, g., 5s, 1926.....J&D	§105	.....
2d, gold, 5s, 1926.....J&D	97	.....
Ky. Title Co. R. E. bonds, 6s....J&J	§102	103
Kentucky Wagon, 6s, 1901...J&D	§102	103
Kings Co. Elect. Light & Power—		
1st gold 5s, 1937.....A&O	§106	110
Purchase money 6s, gold, 1997..	§119	122
B'klyn Edis. Ill. cons. 4s, '39. J&J	.....	100
1st, g., 5s, 1940., call. Oct. 1, 1900	110	.....
Kinloch Telephone, 5s, 1928. F&A	99	100
Knickerb'ker Ice (Chic.)—g., 5s. '28	92	95
Laclede B'ld'g Co.—5s, 1919. M&N	102	104
La Grange Furnace, 6s, 1912. Aug.	12	17
Lamson S. Service—6s, 1909. M&S	.....	‡103½
Lehigh Coal & Navigation—		
4½s, g., 1914.....Q-J	113	.....
Railroad, gold, 4s, 1914.....Q-F.	104	.....
6s, extend. to 4s, g., 1914...Q-F.	104	.....
Consol. mort., 7s, 1911.....J&D	128	.....
Gen. mort., g., 4½s, 1924....Q-F	103	.....
Coll. tr., g., 4½s, Sept. 1, '05. M&S	.....	.....
Funding 4s, g., July 1, 1948. J&J	102½	.....
Leh. Val. Coal Co.—See RR.		
Levee S. Cot. Press, 1st, 6s, '07, M&N	101¼	.....
Long Branch Water, 5s, 1906.....	Basis	4%.
Los Angeles Lt. Co., 6s, 1905. J&J	99	100
Guaranteed, 6s, 1905.....J&J	.....	.....
Guar. 5s, 1924.....A&O	.....	103
Louisv. Board of Tr., 6s, 1910, J&J	§105	106
Louisv. Water Co., 1st, 6s, 1906, A&O	§114	116
2d, 5s, 1910.....F&A	§112	114
Lowell El. Lt. Cor., 1st, 5s, g., '14. J&J	§103	.....
Madison Sq. Gard., 1st 5s, 1919 M&N	102	.....
6s, 1919.....M&N	32	.....
Maryland Brew'g Co.—6s, g., 1939	§ 83¼	83½
Maryland Steel Co., 5s, 1922, F&A	§ 93	97½
Masonic Hall Ass'n (Wash.) 5s, '08	108	.....
Mason. Temp. (Memph.), 5s, 1910-30	107	108
Metro. Opera & R. E., 5s, 1903....	102	.....
Mich. L. Superior Power Co.—		
1st g. 5s, May 1, 1949.....M&N	§ 95	100
Michigan Telephone—		
1st sinking fund, g., 5s, 1917. J&J	§108	110
Cons. g. 5s, Jan. 1, 1929....J&J	§100	101
Milford Water—1st 5s, 1918. A&O	§100	.....
Minneapolis Brew.—G. 7s, Apr. '13	113	115
Miss. Levee (W. B. I. & S. Co.), 6s.	112	115
Miss. Levee (Yazoo Delta), 6s.....	120	122
Miss. Riv. Br.—See Chic. & Alton.		
Mo. Elec. Light, 2d, 6s, 1921. Q-May	117	118
Mo. Edison Elec. 5s, g., 1927. F&A	96	97
Monongahela Light & Pow. Co.—		
1st g., 5s, June 1, 1949.....	103	104
Monongahela Riv. Coal—6s, 1949	113½	.....
Morris Aqueduct—		
4s, 1915.....F&A	‡.....	100½
Muncie (Ind.) W. W. Co., 6s, '13, F&A	§100	.....
Mystic Wharf & Stor'ge (Boston)—		
1st, gold, 5s, Dec. 1, 1906..J&D	§102½	105
Nat'l & Prov. Worsted Mills, 6s....	100	.....
Nat. Starch Co., 1st, g, 6s, 1920. M&N	105	.....
N. E. Cotton Yarn Co., 1st, g, 5s 1929	§103	104
New Haven S. S. Co.—6s, 1902. A&O	§103	.....
N. O. Cotton Ex., 1st, 5s, '06. Q-Jy.	104¼	.....
New York Biscuit Co.—6s, 1911 ..	114	.....
N. Y. & E. R. Ferry—5s, 1932. M&N	§ 95	99

§ Purchaser also pays interest. ℓ In London. ‡ Sale price.

Bonds.	Bid.	Ask.
N. Y. Gas & Elec. L. H. & P. Co.—		
1st g. 5s, Dec. 1, 1948 ....J&D	108	109
Pur -mon col. tr. 4s, 1949..F&A	92¼	92½
Ed'n El. Ill. Co., N. Y., 1st, 5s, 1910	.....	112½
1st con. g. 5s, 1995.....J&J	120	125
N. Y. & Hob. F..gen. 5s, 1949..J&J	§ 93½	95
N. Y. & N. J. Ferry—5s, 1946 J&J	107	110
N. Y. & N. J. Telep., 5s, g., '20, M&N	110	.....
N.Y.& S. B'klyn Ferry, 5s.'06. M&N	§ 90	.....
N.Y. Susq. & W. Coal-6s, 1912. M&S	98	.....
N. Y. & Wilkes-Barre Coal Co.—		
1st 6s, 1933;.....M&N	.....	50
Niagara Falls Power 5s, 1932....	§107	109
North Hudson L't H. & P. Co. (Hoboken, N. J.)—5s, 1938.....A&O	109	.....
Oakland Water 5s, guar. 1915 J&J	105	.....
Oceanic Steamship 5s..'09-'24. J&J	105¼	.....
Ocean Steamship Co.—See Central RR. of Ga.		
Pacific Coast Co.—G..5s, 1946 J&D	107⅝	108
Passaic Water Co., Paterson, N.J.—		
Gen. M., g., 5s, Jan., 1937, J&J..	102	.....
Pennsylvania Canal—6s, 1910, J&J	48	...
Pennsylvania Steel—5s, 1917. M&N	108	110
Con., gold, 6s, 1925.....M&S	.....	.....
People's L't, H. & P'r (Phillipsb'g)—		
1st g. 5s, Jan 1, 193 , Opt. 105. J&J	95	101
Phila. Electric Coll. tr. g. 4s, 1949	.....	102
Pittsburg Brewing 6s, 1949...J&J	109¾	110
Pleasant Val. Coal—5s, 1928..J&J	.....	.....
Portland Water Co., 4s, 1927. F&A	§105	107
Procter & Gamble—1st, 6s, 1940	§112	113
Prov. Fall R. & Newport Steamboat		
1st, g., 5s, June 1, 1916 ...J&D	§104½	106
Raleigh Water Co., 6s, 1911..F&A	105	.....
Rapid Tran. Ferry—G., 5s, '44. M&N	.....	102½
Rochester & Pitts. Coal & Iron—		
Purch.-money g. 5s, 1946..M&N	102	.....
St. Charles Br.—See Wabash RR.		
St. Joseph Water—6s, 1909..J&D	§100	.....
St. L. Agr. & M. Ass'n, 1st 5s, '01-'06	100	108
St. L. Brew. Ass'n, 6s, 1914, J&J.	99	100
St. L. Cot. Com. Co., 6s, 1910, M&N	93	94
St Louis Exposition 6s, 1912. M&N	91	93
St. L. Term. Cupples Stat. & Prop.—		
1st g., 4½s, 1917 ..... J&D	....	.....
St. Paul Union Depot—6s, 1930...	§130	.....
Consol. 5s, 1944.....	§116	.....
Consol. 4s, 1944.....	§100	.....
Sharon Estate, 5s, 1903.....A&O	§100	.....
Sibley Mfg. Co., 6s, 1st, 1903.....	102	.....
Sloss Iron & S. Co. 1st, 6s, 1917 F&A	103	..
Gen. 4½s, 1918 .....A&O	75	78¼
So. Yuba Water 6s, g., 1923...J&J	106	.....
Springfield Brew.—6s, g., 1909-'1 .	§.....	101
Spring Val. Water—6s, 1906..M&S	116	.....
4s, 1917.....Q-F	103¾	.....
3d mtg., g., 4s, 1906 .....Q-M	102¾	.....
Standard Rope & Twine—		
1st, g., 6s, 1946.....F&A	76	78
Income g. 5s, 1946.....	.....	20
Stillwell Bierce & Smith Vail Co.—		
1st gold 6s, 1903-1918.....	§107	108
Sunday Creek Coal, g., 6s, '12..J&D	95	.....
Susquehanna Coal, 6s, 1911, J&J.	115	121
Swift & Co.—1st mtg. 6s, 1910 J&J	§105¼	.....
Tampa (Fla.) Water-Works Co.—		
1st M., g., skg. fd., 6s, 1915. M&S	103	.....
Tenn. C. I. & RR.—		
Tenn. Div., 1st, 6s, 1917....A&O	107	109
Birm. Div., 1st con., 6s, '17, J&J	.....	110
Cahaba C. M. Co., 1st, 6s, '22, J&D	.....	109
De Bard. C. & I. Co., 6s, 1910, F&A	.....	107
South Pittsburg, 6s, 1902..F&A	98	103
Pratt Coal & Ir.—7s, 1903. M&N	112	120
10th-23d St. Fer. Co., 1st, 5s, '19, J&D	§105½	107½
Tenn. Cotton Mfg. Co.—6s, '05. J&J	85	90
2d mort., 6s, 1912.....J&J	32	38
Torrington Co., 1st g. 5s, '18..M&S	§105	108
Union Dairy Co., 5s, 1901....M&N	100	102
Union Ferry Co.—5s, 1920.. M&N	99	100¼
United Electric Lt. & Power, Balt.,		
1st, consol., g., 4½s, 1929..M&N	90	91½
United Elec. Co. of N. J , 4s..1929	§ 77	79
United Electric Security Co.—		
Coll. Tr. g. 5s, ser. 1 to 11 .1926	§100	102½
United Illum. Co., New Haven—		
1st 4s, Feb. 1, 1940 .....F&A	90	95
U. S. Elec. Lt. Deb. 6s, 1907. M&M	.....	113
Cert. of indebt. 6s, 1907....A&O	.....	115
U. S. Envelope Co.—6s, g. 1918. J&J	§118	.....
U. S. Flour Mills—6s, 1939.....	35	40
U. S. Leath.—S. f. deb., 6s, g. '13. M&N	115½	116½
U. S. Mortgage & Trust Co.—Real		
estate 1st g coll. trust bonds—		
Series C, 5s, 1900-1915...M&N	100	.....
Series D, 4½s, 1901-1916..J&J	100	.....
Ser. E, F, G & H, 4s, '17-18, J&D	100	.....
Series I & J, 4s, 1914-1919. ..	100	.....
Utica Electric Light & Power—		
1st g. sink'g fund 5s, 1950..J&J	102	105
Wash. Mark. Co..1st, 6s, '92-'11, Q-J.	114	.....
Imp., 6s, 1912-27.....Q-J	114	.....
Extension, 6s, 1914-27.....Q-J	114	.....
West. Un., deb., 7s, '75-1900, M&N	101¾	.....
Debenture, 7s, 1884-1900, M&N.	101¾	.....
Collateral tr., cur., 5s, 1938, J&J	112	114
Mutual Union 6s, 1911 ....M&N	111	.....
Northwestern 7s, 1904.....J&J	107	.....
Real est., g., 7s, 1902.....M&N	§104¾	.....
F'd'g & R. E. mtg. 4½s, g. 1950..	§103	105
Wheel. L. E. & P. Coal—g., 5s, 1919	22	40
Wyoming Val. Elec. L't, H't & P'r—		
1st 5s, Nov. 1, 1908-1928..M&N	101	102
York (Pa.) L'gt. Heat & Power Co.—		
1st g. 5s, June 1, 1929.....J&D	102	105
York (Pa.) Telephone Co.—		
1st g. 5s, Nov. 1, 1929.....M&N	100	102½

GAS BONDS.

Balt. Consol. Gas, 6s, 1910....J&J	115	116
Consol. 5s, 1939.....J&J	109	109½
Boston Un. Gas, 1st, 5s, 1939, J&J	§ 80	.....
2d, 5s, 1939.....J&J	§ 46½	49½
Brookline (Mass.) Gas Light Co.,		
gen. 5s, 1913.....F&A	§‡.....	105⅛
Brooklyn Union Gas Co.—		
1st cons. 5s, g. May 1, 1945. M&N	115½	118

Bonds.	Bid.	Ask.
Buffalo City Gas, g., 5s, 1947..A&O	§ 69	71
Carondelet Gas, 6s, 1902.....J&J	100	102
Chesapeake Gas, 6s, 1900....J&D	101	101½
City Heat & Light, Fostoria—		
1st, g., 5s, 1928.....M&S	§ 98	100
Columbus Gas Co., 1st, 5s, g., '32, J&J	§105½	106½
Cons. Gas Co., J.C., 1st, 6, 1904, M&N	§104	106
Consol. Gas Co. of N. J.—		
1st con. g. 5s, 1936.....J&J	84	87
Denver Gas & Electric Co.—		
1st g. 5s. Mar. 1, 1949.....M&N	77	79
Detroit C'y Gas, Pr. l'n'g. 5s, '23. J&J	96½	97½
Detroit Gas, con, 1st, M. g. 5s, 1918	.....	.....
Equit. Illum. Gas, Phila—5s, g. 1928	107	108
Evansville Gas & Elect.—5s, 1913	§100	105
Ft. Wayne Gas Co., 1st, 6s, '25. J&J	58½	61½
Gas Co. of Luzerne Co. (Pa.)—		
1st g. 5s, July 1, 1908-1928..J&J	102	107
Glen Falls Gas & Elect. Light—		
1st g., 5s, Aug. 1, 1919.. .. F&A	§.....	103
Gr. Rapids Gas-L. Co. 1st 5s, '15 F&A	§103	105
Harrisburg Light, Heat & Power—		
1st g. 5s, July 1, 1924.....J&J	104	105
Haverhill Gas Light Co.—		
1st g. s'k'g f'd. July 1, 1929...J&J	§.....	106
Hudson Co. Gas—5s, g., 1949	102	103
Hudson River Gas & Electric Co.—		
1st Ref. g. 5s, 1929.....M&N	§105	106
Indiana Nat. & Ill., 1st, 6s, '08, M&N	58½	61½
Indianapolis Gas, 1st, 6s, '20, M&N	104	106
Joliet Gas 1st, g., 5s, 1908-'38. A&O	§.....	103½
Kansas City (Mo.) Gas 5s, '22. A&O	§101½	103
Laclede Gas St. L., g. 5s, 1919, Q-F	.....	108½
Lafayette Gas Co., 1st, 6s, '24, M&N	60	65
Lockport (N. Y.) Gas & Elec. Lt.—		
1st M., g., 5s, Feb. 1, 1920..F&A	§100	102
Logansp't & Wab. Val. Gas 1st 6s, '25	58½	61½
Louisville Gas Co., 5s, 1916, A&O.	§106	107
Madison Gas & Elec. g., 6s, '26. A&O	§106	107½
Minneapolis Gas 6s, 1902....M&S	.....	104
Cons. 6s, Mar. 1, 1910-30...M&S	.....	110
Mun. Gas., Albany 6s, 1st M., 1906.	§110	111½
Municipal Gas Co. (Yonkers)—		
6s, Jan. 1, 1904.....J&J	§100	105
Newark Gas 6s, 1944.....Q—J	§137	140
Newark Consolidated Gas Co.—		
Cons. g. 5s, Dec. 1, 1948. .J&D	§103	104
New Eng. Gas & Coke—5s, g., 1937	§ 71½	72½
N. London G. & Elec., g. 5s, '27 A&O	§104	.....
New York City—		
Central Un. Gas 5s, g., 1927. J&J	§103	104
Consol. Gas deb. 5s, 1908..M&N	§ 98	100
Equitable Gas 1st 5s, 1932. M&S	115	119
Metropolitan Gas 6s, 1901. F&A	§101	103
New Amsterd. Gas 5s, 1948. J&J	§ 95¾	96¾
N. Y. & E. River Gas—Con. 5s, '45	103	104
1st M., gold, 5s, 1944.....J&J	110	112
N. Y. Gas & El.—See Miscell.		
Northern Un. Gas 5s, 1927. M&N	§ 90	94
Standard Gas—1st 5s, 1930. M&N	§115	118½
N. Y. & Queens Gas & Elec. Co.—		
1st g. 5s, 1949.....J&J	§105	106
Norwich Gas & Elec., g. 5s, '27 J&J	§105	.....
Oakland G. L. & H. 2d 5s, 1916. M&S	111	.....
Ohio & Indiana Gas, 1st, 6s, 1926	58½	61½
Paterson & Passaic Gas & Elec.—		
Consol g, 5s, 1949.....M&S	101	102½
People's Gas & Coke, Chicago—		
1st, guar., gold, 6s, 1904...M&N	107	109½
2d guar., g., 6s, 1904.....J&D	104	.....
1st con., g., 6s, 1943.....A&O	124¾	125¼
Equit. Lt. & Fuel 6s, 1905....J&J	103	....
Chic. G.-L. & C. 1st, g., 5s, '37..J&J	§108½	108¾
Consum. Gas, Chic., 1st, g., 5s, '36	106½	111
Mutual Fuel Gas g., 5s, 1947....	.....	109
Refunding gold 5s, 1947...M&S	108½	.....
People's Light Co. (Pittston, Pa.)—		
1st g. 5s, Mar. 1, 1909-'29..M&S	100	103
Philadelphia Company—		
1st col. tr., g. 5s, 1949 .....M&S	108¾	109
Pittsburg Consolidated Gas—		
1st 5s, g., Feb. 1, 1948.....F&A	110	.....
Quincy (Ill.) Gas & Light—		
1st 5s, Jan 1, 1929.. .....M&S	§103½	105
St. Joseph Gas—1st, 5s, 1937. J&J	§ 95	97
St. Paul Gas-L.—Con. ex., 6s, 1918	§115	120
1st, 6s, 1915.....J&J	§115	120
Gen., g., 5s, 1944.....M&S	82	87
Stockton Gas & Elec.—6s, '05. M&S	102	107½
Syracuse Gas, g., 5s, 1946....J&J	88	92
Trenton G. & El. Co., g. 5s, '49. M&S	§100	104
Troy Gas, 2d 6s, 1923.....F&A	§120	.....
Consol. 5s, 1939.....F&A	§114½	116½
Wash. Gas Co.—A, 6s, 1902-27, J&J.	113	.....
B, 6s, 1904-29.....J&J	113	.....
West. Gas, Mil., 1st, g., 5s, '33, M&N	102	105
Williamspt. Gas—1st g. 5s, '39. F&A	§107	108
Wyandotte Gas Co. (Beth'm, Pa.)		
1st g. 5s, July 1, 1909-1929. J&J	100	103

GAS STOCKS.

	Par.		
Augusta Gas Co.	25	† 36	.....
Baltimore Consolidated Gas...	100	60⅜	60⅝
Boston—Bay State	50	† 90c.	.....
Charlestown Gas & Electric.	50	†.....	‡83
East Boston Gas	25	† 44	.....
Jamaica Plain Gas Light....	100	110	.....
Brooklyn Union Gas Co	100	145	147
Buffalo City Gas Co. com	100	4	7
Cambridge Gas Light	100	.....	250
Chelsea Gas Light	100	‡.....	80
Cincinnati Gas & Coke	100	193¼	193½
Columbus Gas Lt. & Heat'g Co.	100	.....	55
Preferred	100	.....	82¾
Consolidated Gas of N. J		20½	22½
Consumers' Gas (Toronto)	50	219	223
Denver Gas & Electric	100	38	39
Detroit City Gas Co	50	96	98
East Newark Gas-Light Co...	100	250	.....
Elizabeth Gas-Light Co	100	125	.....
Essex & Hudson Gas Co	100	38	42
Evansville Gas & Elect. Lt....	100	100	105
Fort Wayne Gas Co	100	36	40
Georgetown Gas	25	† 55	.....
Grand Rapids Gas	50	103	106
Hartford (Conn.) Gas-Light....	25	† 47	.....
Hudson County Gas.....		39	.....
Indiana Natural & Illum. Gas.	100	38	45

Stocks.	Par	Bid.	Ask.
Indianapolis Gas	50	95	100
Kansas City Gas	100	40	50
Laclede Gas Light, com	100	.....	74
Preferred	100	.....	101
Lafayette Gas	100	40	45
Logansport & Wabash Val. Gas	100	40	45
Louisville Gas-Light	100	101	102
Lowell Gas	100	.....	.....
Lynn Gas & Electric	100	230	.....
Madison (Wis.) Gas & Elec. Co.	100	77	80
Montreal Gas	40	190	191½
Municipal Gas (Albany)	100	217½	220
Nashville Gas Light Co	50	97	101
Newark Consolidated Gas	100	55	60
New Bedford Gas & Edison	100	.....	149
New England Gas & Coke	100	19	20
New Haven Gas Light	25	† 85	.....
New Orleans Gas-Light	100	105	107
New York City—Consolidated	100	181½	183
Mutual	100	285	300
New Amsterdam com	100	26	27
Preferred	100	45	47
Standard, com	100	110	117
Preferred	100	135	145
Oakland Gas-Light & Heat	100	45	.....
Ohio & Indiana Gas	100	38	42
Pawtucket Gas	50	† 95	.....
Paterson & Passaic Gas & Elec...		37	.....
People's Gas Lt. & Coke (Chic.)	100	97¾	98¼
Philadelphia United Gas Imp.	50	†151	153
Pittsb'g Consolidated Gas, pref.	50	† 51	52
Manufacturers' Gas	50	†105	.....
People's Natural Gas	50	† 48	.....
People's Nat. Gas & Pipe'g ..	25	† 20	21
Philadelphia Co	50	† 39	39¼
Preferred	50	†.....	44
South Side Gas	25	†.....	25
West. Penn. Gas Co	50	† 50	.....
Portland (Me.) Gas-Light	50	† 85	90
Providence Gas	50	† 98	.....
St. Joseph Gas	100	38	40½
St. Paul Gas-Light	100	53	55
Salem (Mass.) Gas-Light	100	120	150
San Francisco Gas & Elec.	100	50½	.....
Equitable Gas-Lt Co ($5 pd)	20	† 4¼	4⅜
Pacific Gas Improvement ...	100	51	.....
Pacific Lighting Co.	10	† 44	45
San Francisco Gas	3	† 4½	4⅞
Savannah Gas-Light	25	† 25½	26
Stockton Gas & Electric Co	50	† 12	.....
Syracuse Gas Co	100	12	15
Toledo Gas Light & Coke Co.	100	120	123
Troy (N. Y.) Gas	100	140	145
Union Gas & Electric of N.J.	100	40	50
Preferred	100	100	102
Waltham Gas & Light Co	100	.....	114
Washington (D. C.) Gas	20	† 53¾	53⅞
Western Gas of Milwaukee	100	96	98½
Wheeling Gas Co	50	† 60	.....
Worcester Gas	100	200	.....

MINING STOCKS.

Adventure Consolidated	25	† 4¾	5
Aetna Consol. (Quicksilver)	5	† 3½	4½
Alamo	1	16c.	17½c
Allouez	25	† 2½	3
Amalgamated Copper	100	89¼	89⅞
American Coal	25	140	150
Am. Gold Mining Co. (St. L.)	10	1·15	1 20
Amer. Zinc, Lead & Smelting.	25	† 15	16
Anaconda Copper	25	† 42½	43½
Anchoria-Leland	1	90c.	.....
Arcadian..	25	† 16¼	17
Argentum-Juniata	2	19½c	.....
Arnold	25	† 5¼	6
Ash Bed	25	† ½	1
Atlantic	25	† 23½	24
Baltic (assess't. paid)..	25	† 20	21
Bankers	1	16¾c	16⅞c
Banner Gold	1	4 ¾c.	4⅞c.
Bingham (Cop. & Gold)	10	† 10¾	11¼
Bob Lee	1	6½c.	6¾c.
Bon Air Coal, preferred	100	98	101
Bonanza Development Co.	10	† 1¼	1⅜
Bonne Terre F. & C. Co.	10	† 2	4
Boston (Quicksilver)	10	† 4	5
Boston & Cr. Cr. (gold) (asses. pd.)	2	12½c	17½c
Boston & Montana	25	†270	275
British Columbia	5	† 9½	10¼
Buffalo Iron Co. (Nashville)	100	45	55
Preferred	100	70	80
Butte & Boston	25	† 62	65
Calumet & Hecla	25	†765	770
Centennial	25	† 18	18½
Centennial-Eureka	25	† 23½	24½
Central Coal & Coke Com.	100	3	5
Preferred	100	62	68
Central Lead Co	100	125	135
Central Oil	25	† 18½	18¾
Cleveland Cliffs Iron Co.	100	x107	110
Cochiti (Gold)	10	† 10½	11
Colorado Fuel & Iron	100	42¾	43
Preferred	100	125	.....
Col. & Hock. Coal & Iron	100	16½	17½
Consolidation Coal of Md.	100	50	53½
Consolidated Coal Co., St. L.	100	2	10
Copper Range	25	†.....	25
Creede & C. C.	1	12c.	.....
Cripple Creek Consolidated	1	20c.	20½c
Currency	1	6¾c.	7c.
Doe Run Lead	100	125	135
Dominion Coal	100	42⅛	.....
Preferred	100	116	.....
Elkton Consolidated	1	1·21½	1·21⅝
Elm River	12	† 4	5
Enterprise Mining Co. (Colo.)	1	24c.	25c.
Fannie Rawlings	1	28c	28½c
Findley	1	13¼c	.....
Flat Top Coal L'd Ass'n	100	35	.....
Preferred	100	.....	82
Franklin (L. S.) Boston	25	† 14½	15¼
George's Creek Coal	100	110	.....
Gold & Globe	1	4¾c.	5c.
Golden Fleece	1	....	31c.
Granite-Bi-Metallic (St. L)	10	2·65	2·70
Hayden Gold	1	2¼c.	2⅜c.
Homestake Mining	100	70	75
Humboldt (Boston), asses. paid	25	†.....	1

§ Purchaser also pays accrued interest. † Prices per share, not per cent. ‡ Sale price. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Ingham Consol	50c	18¾c	19c.
Isabella	1	1·29¼	1·30
Isle Royale Consol. Mining Co.	25	† 25½	26½
Jack Pot	1	59¾c	60¼c
Kansas & Texas Coal	100	45	54
Lustre Mining Co.	10	†.....	10
Magnet Rock	1	4⅜c	4½c.
Maryland Coal, pref.	100	70	.....
Mass. Consolidated	25	† 6	6½
Mayflower	25	† 2	2½
Melones	10	† 1⅛	1¼
Merced Gold, assessment paid.	15	†.....	8
Michigan	25	† 6	6½
Mohawk	25	† 14½	15
Mollie Gibson	5	25c.	28c.
Monongahela River Coal		† 11	.....
Preferred	50	† 40	40⅛
Montana Coal & Coke	25	† 6	7½
Moon Anchor	1	65¼c	65½c
Mount Rosa	1	74½c	85c.
N. A. Gold Dredging	10	† 1½	2½
Napa (Quicksilver)	7	†.....	10
New Bedford Copper Co.	100	115	.....
New Central Coal	100	36	42
New Haven	1	9⅜c.	9½c.
New Idria (Quicksilver)	5	† 10½	12
Old Colony	25	† 3	4
Old Dominion Copper	25	† 19½	20
Ontario Silver Mining	100	8¼	9
Oriole	1	5⅝c.	5⅞c.
Osceola	25	† 73⅜	74
Parrot Silver & Copper	10	† 43¾	45
Pennsylvania Coal	50	390	....
Pharmacist Consolidated	1	13c.	13¼c
Pilgrim Consolidated	1	12½c	13c
Pioneer (gold)	10	† 1	2
Pittsburg Coal	100	223⅜	223¼
Preferred	100	823¼	827⅛
Portland	1	2·37	2·39
Prince Albert	1	6c.	6¼c.
Quicksilver Mining	100	2	2½
Preferred	100	8	10
Quincy	25	†135	140
Rhode Island	25	† 4	4½
St. Joseph Lead	10	† 14	15
Santa Fe (Gold & Copper)	10	† 6	6¾
Santa Ysabel (g.)	5	† 2¼	3
Specimen	1	12¼c	12⅜c
Tamarack	25	†190	192
Tecumseh, assess. paid	25	† 3½	4½
Tennessee Coal Iron & RR. Co.	100	91¼	92¼
Preferred	100	‡.....	160
Trachyte	1	6¾c.	7¼c.
Tri Mountain	25	† 6¾	7½
Union G. M.	1	48¼c	48¾c
United States	25	† 9	10
United States Oil	25	† 18	19½
Utah Consol. Gold, Tr, rec'ts.	4·85	† 29½	.....
Victor	5	†.....	2½
Victoria	25	† 3	3½
Washington	25	†.....	.....
Westmoreland Coal	50	† 59	61
White Knob	100	32	35
Winona	25	† 3	3½
Wolverine	25	† 40½	41½
Work	1	34c.	34½c
Wyandotte	25	† 1¾	1⅞

TELEPHONE.

American Bell Telephone	100	.....	330
Bell Telephone of Buffalo	100	100	.....
Bell Telep'ne of Canada	100	177½	190
Bell Telephone of Mo.	100	140	145
Central Union Telephone	100	47	50
Ches. & Potomac Telephone	100	65	70
Chicago Telephone	100	216	220
City & Sub. Tel. (Cin.)	100	190	.....
Cumberland Telephone	100	110	115
Cuyahoga Telephone	100	20	.....
East Tennessee Telephone	100	65	75
Erie Telegraph & Telephone	100	119	119½
Hudson River Telephone	100	117	118
Mexican Telephone	10	† 2⅝	3
Michigan Telephone	100	100	.....
Missouri & Kan. Telephone	100	85	90
New England Telephone	100	135	‡ 138
N. Y. & New Jersey Telephone	100	167	173
N. Y. & Penn. Telephone	100	115	120
Pennsylvania Telephone	50	† 38	48
Providence Telephone	50	† 94¾	.....
Southern New England Tel.	100	132	.....

TELEGRAPH.

American Dist. Teleg. (N. Y.)	100	26	31
American Telegraph & Cable	100	93	96
Central Dist. & P. Tel'gph.	100	145	.....
Central & So. Amer. Telegraph	100	107	111
Commercial Cable	100	160	....
Commercial Union Telegraph	25	114	116
Dominion Telegraph (Canada)	50	130	.....
Empire & Bay State Teleg.	100	75	.....
Franklin Telegraph	100	40	50
Gold & Stock Telegraph	100	117	121
Ill. & Mississippi Telegraph	50	.....	.....
International Ocean Teleg.	100	115	.....
Mexican Telegraph	100	210	215
Mobile & Gulf Telegraph	100	100	.....
Montreal Telegraph	40	170	175
Northwestern Telegr., guar.	50	119	.....
Pacific & Atlantic Telegraph	25	78	.....
Southern & Atl. Telegraph	25	98	.....
Western Union Telegraph.	100	81¾	82¼

ELECTRIC.

Boston Electric Light	100	170	175
Buffalo General Electric	100	95	98
Buff. & Niag. F'lls Elec. L. & P. Co.	100	100	.....
Central Light & Power (San Fran.)		.....	4½
Eddy Electric Mfg. Co.	25	† 10	15
Edison Co. (Chicago)	100	xr 150	155
Edison El. Illum. Co. (Boston)	100	205	210
Edison Elec. Illum., Sav'nah.	100	104	.....
Electric Co. of America, $7½ paid		‡.....	13⅛
Electric Storage Battery, com.	120	93	.....
Electric Storage Battery, pref	100	96	.....
General Electric—Common	100	125	127
Preferred	100	.....	.....
Hartford Electric Light	100	160	.....

Stocks.	Par.	Bid.	Ask.
Hartford Light & Power Co.	25	† 6½	10
Lowell Electric Light	100	100	.....
Mo. Edison Elec. Lt., com.	100	18	20
Preferred	100	52	55
Mutual Elec. Lt., S. Francisco	10	†.....	.....
Narragansett Electric	50	† 93	100
Narragansett Elec. Debentures		89	.....
Niagara Falls Power Co.	100	.....	82
Phila. Electric Co. ($2 50 paid)	25	† 5⅜	.....
Rhode Island Elec. Protect.	100	117	.....
Royal Electric Co. (Canada)	100	193	195
Salem (Mass.) Electric	100	.....	.....
United Elec. Lt & Pow., Baltimore		.....	.....
Preferred	50	†.....	34
United Electric of New Jersey		27	29
United Electric Secur., pref.	100	95	100
United Illum. Co. of N. Haven	100	70	80
West'ghouse Elec. 1st preferred	50	† 62	63
2d preferred	50	† 42	42⅜

INSURANCE.

ALBANY—

Albany Insurance Co	100	142	145
Commerce Insurance Co	100	144	.....

BALTIMORE—

American Fire	5	†.....	5
Baltimore	10	† 23	.....
Fidelity		.....	30
Firemen's	18	† 28	.....
German	10	† 24	26
German American	25	† 30	.....
Home	10	† 14½	16
Maryland	5	† 4¼	.....
Peabody	25	† 35	41
United Fire		† 7	9

BOSTON—

American (Fire & Marine)	100	‡.....	120½
Boston Marine	100	199	200
Conveyancers' Title	100	100	.....
Firemen's (Fire)	100	‡.....	200
Massachusetts Title	100	‡.....	25
Mercantile (Fire & Marine)	100	‡ 85	86
North American (Fire)	100	‡.....	100⅞

BROOKLYN—

Kings County	20	150	.....
Nassau	50	155	165
Phenix	50	175	185
Williamsburg City	50	420	.....

CINCINNATI—

Cincinnati	25	97½	100
Commercial	25	100	.....
Eureka	20	.....	190
Fidelity	100	.....	90
Merchants' & Manufacturers'	20	.....	130
National	100	.....	100
Security	100	.....	100
Washington	25	96	100

DAYTON—

Columbia	100	180	.....
Cooper	20	† 38	.....
Teutonia	20	† 85	.....

HARTFORD—

Ætna	100	295	.....
Connecticut	100	200	205
Hartford	100	515	.....
National	100	210	.....
Orient	50	†.....	91
Phœnix	100	167	175
Steam Boiler	50	†150	.....

LIFE INSURANCE—

Ætna Indemnity Co	100	†105	110
Ætna, Life	100	290	.....
Connecticut General	100	150	.....
Hartford Life	100	200	.....
Travelers'	100	392	402

LOUISVILLE—

German	50	100	.....
Louisville	100	105	.....
Western	100	118	.....
Mutual Life of Kentucky	100	100	.....
Sun Life of Kentucky	100	130	.....

MEMPHIS—

Bluff City	100	100	102
Factors	100	100	102
Hernando	100	100	105
Planters'	100	85	90
Phœnix	100	90	95

MOBILE—

Factors & Traders	100	135	140
Stonewall	100	140	145

NEWARK—

American	5	280	300
Firemens'	50	230	.....
Merchants	25	180	188
Newark Fire	5	190	.....
Prudential Life		750	800

NEW HAVEN—

Security Insurance Co	40	† 49	52

NEW ORLEANS—

Germania	100	82½	85½
Hibernia	100	112½	120
Home	100	84	100
Lafayette	50	† 96	.....
Merchants'	100	48	55
Mechanics' & Traders'	100	.....	.....
Sun Mutual	100	.....	137
Southern	100	.....	95
Teutonia	100	140	.....

NEW YORK—

Citizens'	20	110	117
Commonwealth	100	90	105
Continental	100	540	.....
Eagle	40	230	.....
Empire City	100	85	90
Farragut	50	85	95
German-American	100	500	.....
Germania	50	285	300

Stocks.	Par.	Bid.	Ask
Greenwich	25	165	175
Hamilton	15	100	105
Hanover	50	155	165
Home	100	210	220
New York	100	90	100
Niagara	50	160	170
North River	25	140	147
Pacific	25	130	140
Peter Cooper	20	110	120
Stuyvesant	25	90	105
Traders		50	.....
United States	25	120	125
Westchester	10	300	.....

PHILADELPHIA—

American Fire	100	‡.....	141
Delaware	25	† 24	.....
Fire Association	50	‡.....	417
Franklin Fire	100	‡.....	424
Girard F. & M.	100	‡.....	383
Ins. Co. County of Phila.	100	‡.....	118
Insurance Co. of N. A.	10	† 22	.....
Insurance Co. of State of Pa.	200	‡	200
Jefferson	50	‡.....	100
Lumbermen's	25	‡.....	61
Mechanics'	25	‡.....	35
Pennsylvania Fire	100	‡.....	526
Reliance	50	‡.....	68
Spring Garden	50	‡.....	80
Teutonia	100	‡.....	90
Union	20	‡.....	19½
United Firemens	10	‡.....	19

PITTSBURG—

Allegheny	50	†	.....
Allemannia	50	† 58	.....
Armenia	100	65	.....
Artisans'	50	† 40	.....
Ben Franklin	50	† 70	.....
Birmingham	50	† 65	.....
Cash	50	† 41	.....
City	50	† 55	63
Citizens'	50	†.....	50
German	50	† 82½	.....
German-American	50	†.....	55
Humboldt	50	† 74½	.....
Man. & Mer.	50	† 50	.....
Monongahela	50	†.....	38
National	50	†110	.....
People's	37½	† 38	.....
Pittsburg	50	†120	.....
Teutonia	50	† 69½	70
Union	50	† 50	.....
Western	50	†.....	40

PROVIDENCE—

Equitable	50	† 60	64
Merchants'	50	†.....	.....
Prov. Washington	50	† 80	.....

RICHMOND—

Virginia Fire & M.	25	† 38½	42
Virginia State	25	† 29½	.....

SAN FRANCISCO—

Fireman's Fund	100	226	.....

ST. LOUIS—

American Central	25	† 44	46

WASHINGTON—

Arlington	100	147	153
Colonial	100	108	112
Columbia	5	† 12¼	13¼
Commercial	5	† 4	5
Corcoran	50	† 60	.....
Fireman's	20	† 30	.....
Franklin	25	† 40	.....
German-American	100	210	.....
Lincoln	5	†.....	.....
Metropolitan	50	† 81	90
National Union	5	† 11½	13
People's	5	† 6¼	6¾
Potomac	25	† 73	76
Riggs	5	† 8	8½

TITLE INSURANCE—

Real Estate	100	‡3	90
Columbia	5	† 4¾	5
District	20	† 3½	.....
Washington	10	† 3½	.....

MARINE INSURANCE SCRIP.

Atlantic Mutual—1895	100	101
1896	100⅛	102
1897	101¾	103
1898	102½	104
1899	103½	105
1900 (when iss'd)	106	.....

MANUFACTURING. Par

Acushnet Mills (N. B.)	100	325	.....
Am. Linen (Fall River)	100	.....	105
Amory (N. H.)	100	.....	125
Amoskeag (N. H.)	1000	1720	1725
Androscogin (Me.)	100	135	.....
Appleton (Mass.)	1000	†101¼	.....
Arkwright Manuf. Co. (F. R.)	100	.....	90
Arlington Mills (Mass.)	100	104	105
Atlantic Cotton Mills	100	65	66
Barnaby Manuf. Co. (F. R.)	100	.....	90
Barnard Mfg. (Fall River)	100	100	.....
Bates (Me.)	100	140	143
Boott Cot. (Mass.)	1000	†800	.....
Border City Mfg. (Fall River)	100	150	155
Boston Co. (Mass.)	1000	†350	.....
Boston Belting	100	200	205
Boston Duck (Mass.)	700	‡.....	975
Bourne Mills (F. R.)	100	.....	.....
Bristol Manufacturing Co.	100	94	.....
Cabot Manufacturing Co. (Me.)	100	60	62½
Chace (Fall River)	100	.....	99
Chicopee (Mass.)	100	90	91½
City Manufacturing Co. (N.B.)	100	122	123¼
Cocheco (N. H.)	500	†275	.....
Collins Co. (Conn.)	100	125	134
Columbian (N. H.)	100	700	.....
Continental (Me.)	100	25	.....

† Prices are per share, not per cent. ‡ Last sale. x Ex-dividend. xr is ex-rights and ex-dividend.

Stocks.	Par.	Bid.	Ask.
Cornell Mills (F. R.)	100	.....	130
Cornell Stocking Co. (N. B.)	100	.....	.....
Dartmouth Manufactur'g Co.	100	125½	.....
Davol Mills (Fall River)	100	.....	112½
Dwight (Mass.)	500	†1000	1075½
Edwards (Me.)	100	150	160
Everett (Mass.)	100	96½	97
Flint Mills (Fall River)	100	.....	110
Franklin (Me.)	100	103	.....
Granite (F. R.)	100	.....	120
Great Falls (N. H.)	100	152	152½
Grinnell Manuf't'g Co. (N. B.)	100	210	.....
Hamilton (Mass.)	1000	†990	.....
Hamilton Woolen (Mass.)	100	50	51
Hargrave Mills (F. R.)	100	.....	10½
Hathaway Manuf'g Co. (N. B.)	100	132½	.....
Hill (Me.)	100	45	.....
Hosiery (Lowell)	100	87	90
Jackson (N. H.)	1000	†1010	.....
King Philip (F. R.)	100	.....	.....
Lancaster Mills (Mass.)	400	†425	440
Laurel Lake Mills (F. R.)	100	.....	130
Lawrence (Mass.)	100	125	.....
Lockwood (Me.)	100	.....	‡85
Lowell (Mass.)	690	†.....	625
Lowell Bleachery	100	76	79
Lowell Machine Shop	500	†780	790
Lyman Mills (Mass.)	100	70	.....
Manchester (N. H.)	100	100	.....
Massachusetts Cotton	100	.....	101
Mechanics' (F. R.)	100	.....	87½
Merchants' (F. R.)	100	105	110
Merrimack (Mass.)	1000	†1150	1160
Middlesex (Mass.)	100	117½	.....
Mohawk Val. Cot. Mills (Utica.)	100	123	125
Monadnock (N. H.)	1000	‡.....	1150
Morse Twist Drill (N. B.)	50	†.....	178
Narragansett Mills (F. R.)	100	.....	108
Nashua (N. H.)	500	†682½	700
Naumkeag (Mass.) Cotton	100	.....	.....
New Bedford Cordage	100	103	.....
New England Cotton Yarn Co.—Preferred	100	101½	102
Newmarket (N. H.)	500	†.....	150
Osborn Mills (Fall River)	100	112½	.....
Otis Manufact'g Co. (Mass.)	1000	†1850	.....
Pacific (Mass.)	1000	¶2000	2010
Parker Mills (F. R.)	100	.....	110
Pepperell (Me.)	100	†265	.....
Pierce Manufac'g Co. (N. B.)	100	141	.....
Pocasset (Fall River)	100	.....	122½
Potomska Mills (N. B.)	100	91	92
Rich. Borden (Fall River)	100	120	.....
Sagamore (Fall River)	100	.....	114
Salmon Falls (N. H.)	300	†175	.....
Seaconett Mills (F. R.)	100	103	.....
Shove (Fall River)	100	.....	105
Skenandoa Cotton Co. (Utica)	100	140	150
Stafford (Fall River)	100	110	.....
Stark Mills (N. H.)	1000	†1000	1025
Stonewall Cot. Mills (Mobile)	100	107½	110
Tecumseh (Fall River)	100	115	117½
Thorndike (Mass.)	1000	†1000	.....
Tremont & S. (Mass.)	100	140	.....
Troy Cotton & Woolen (F. R.)	500	†1300	.....
Union C. Mfg. (Fall River)	100	202½	208
Utica Steam Cotton Mills	100	121	123
Utica & Willowvale Bleach'y.	100	194	196
Wampanoag (Fall River)	100	.....	105
Wamsutta Mills (N. B.)	100	106	.....
Weetamoe (Fall River)	100	.....	67½
Whitman Mills (N. B.)	100	108½	112
York Co. (Me.)	750	†815	.....

EXCHANGE SEATS.

	L. Sale	Bid.	Ask.
	$	$	$
New York Stock Exch...	40,000	.....	.....
N.Y.Consol.Stk.& Pet.Ex	600	550	600
New York Produce Ex...	200	150	200
New York Cotton Exch..	1,100	1,100	1200
New York Coffee Exch...	425	375	425
Baltimore Stock Exc'ge	3,500	3,250	4,000
Boston Stock Exchange.	25,000	.....	23,000
Chicago Board of Trade..	1,800	1,500	1,700
Chicago Stock Exchange.	1,450	1,450	1,500
Philadelphia Stock Ex...	8,500	8,000	9,000

MISCELLANEOUS STOCKS.

	Par.		
Adams Express	100	115	116½
Aiken Manufacturing Co. (Ga.)	100	95	98
Alaska Packers' Ass'n	100	.....	119¾
Albany Safe Deposit & Storage	100	110	.....
Amer. Agricul. Chemical Co...	100	27¼	30
Preferred	100	77¼	77½
American Air Power, Com....	100	44	49
American Bank Note	50	† 49	51
American Beet Sugar, Com...	100	.....	.....
Preferred	100	.....	.....
American Caramel Co	100	30	35
Preferred	100	100	103
American Car & Foundry com.	100	15⅛	15½
Preferred	100	61	62½
American Cotton Co.		.....	.....
Preferred		.....	.....
American Cotton Oil	100	33½	34
Preferred	100	93½	95
American Express	100	146	148
American Graphophone	10	† 11⅜	11⅝
Preferred	10	† 11½	12
American Hosiery Co.	25	†145	.....
American Ice Co	100	42½	43
Preferred	100	74½	77
Am. Linseed Oil Com.	100	13¾	14¼
Preferred	100	56¼	56½
Amer. Malting Co., com.	100	5½	6
Preferred	100	23	24
American Publishing (Hartf'd)	25	†.....	25
American Radiator Co. com...	100	49	49½
American Radiator Co. pref ..	100	104	104½
American Screw	250	†.....	.....
American Smelting & Ref., com.	100	39⅜	39⅞
Preferred	100	90¼	90⅜

Stocks.	Par.	Bid.	Ask.
American Soda Fountain, com	100	.....	10
1st preferred	100	42	47
2d preferred	100	9	12
American Steel Hoop Co	100	43¼	43½
Preferred	100	82	84
American Steel & Wire, com..	100	56¾	57¼
Preferred	100	91½	92
American Straw Board	100	30½	31
American Sugar Refining	100	.....	107¾
Preferred	100	108	112
American Surety	50	190	210
American Tin Plate, Com.	10	31½	34
Preferred	100	81	83
American Tobacco	50	105	105¼
Preferred	100	‡.....	143
American Type Founders	100	50	55
American Woolen, com	100	21	22½
Preferred	100	81	82¼
American Wringer, com	100	107	.....
Preferred	100	116	.....
Asphalt Co. of America ($5 p'd)		.....	12⅜
Augusta Land	100	25	40
Augusta Factory	100	83	85
Barney & Smith Car	100	.....	.....
Preferred, 8 per cent cum	100	99	105
Bay Shell Road Co. (Mobile)	25	† 25	27½
Bethlehem Iron Co	50	† 58	58¼
Bethlehem Steel Co	50	† 17	17½
Billings & Spencer, 6 p. c	25	† 32	.....
Bond & Mortgage Guarantee	100	300	325
Boston Land	10	†.....	4
Boston Water Power		†.....	3¼
Boylston St. Land	15	†.....	4
Brandon Printing Co. (Tenn.)	100	100	105
Broad Brook Co. (Hartford)	25	†.....	25
Brooklyn Ferry Co	100	22	25
Brunswick Dock & City Imp.	100	11½	12½
Burr Index Co. (Hartford)	25	† 20	.....
Cal. & Chic. Can. & Dock Co.	100	70½	72
Cambria Iron Co	50	† 44	45
Cambria Steel Co	50	† 21⅛	21⅜
Canton Co. (Baltimore)	100	86	88
Caraleigh Cotton Mills (N. C.)	100	103	105
Preferred	100	110	.....
Case Lockwood & Brainard Co.	100	119	125
Celluloid	100	90	95
Central Fire Works, common		12	15
Preferred		50	60
Chartiers Valley Water	50	† 20	21
Chesapeake & Delaware Canal	50	†.....	.....
Chesebrough Manf'g Co	100	340	365
Chicago Brew. & M., pref'd	£10	10¼	10½
Chic. Junct. Ry. & Stk. Yds	100	135½	137
Preferred	100	127	130
Chic. Pack. & Prov. Co. Lt., pf.	£10	.....	28
Chicago Title & Trust Co	100	70	74
Church Co. (Cin.) pref	100	.....	75
Cincinnati Chamber Com.	1000	† 27½	35
Cin. Leaf Tob. Warehouse com.	100	11	.....
Preferred	100	60	70
Cincinnati Union Stock Yards	100	89	89½
Preferred	50	100	.....
Citizens' Steamboat (Troy)	100	175	185
Claflin (H. B.) Co	100	111½	112¾
Cleveland & Sand. Brewing	100	12	15
Preferred	100	52	54
Cleveland Stone Co	100	x 95	96
Colorado Coal & Iron Dev.	100	1⅜	2
Preferred	100	2½	.....
Commercial Building Co.	100	.....	40
Consol. Car Heating	100	45	55
Consol. Fire Works Com.	100	10	.....
Preferred	100	70	...
Consolidated Ice Co.	50	†.....	20½
Preferred	50	†.....	45
Consol. Lake Superior Co.	50	†.....	.....
Pref. (Tr. Co. rec'ts $10 p'd)	50	† 3½	3⅞
Consol. Rolling Stock, Br'port.	100	21	.....
Continental Tob., com.	100	31	31¾
Preferred	100	84	84½
Contra Costa Water	100	71⅝	75
Corbin Cabinet Lock Co.	100	200	.....
Corbin (P. & F.)	25	† 89	92
Cov. & Cin. Bridge, com.	100	5	10
Preferred	100	100	125
Cramp Ship Yard	100	78	82
Crescent City Slaughter-House	50	† 46⅛	49
Cumberl'nd Flour Mills (Tenn.)	100	100	.....
Daylight Prism	50	†.....	.....
Denver Union Water, pref.	100	.....	12½
Devonshire B'lding (Boston)	100	102	103
Diamond Match Co. Ill.	100	126	126¾
Diamond State Steel ($5 p'd)	10	†.....	.....
Distilling Co. of America.	100	7	7¼
Preferred	100	26½	27
Eagle & Phœnix Man'f'g Co.	100	106	.....
Eagle Lock, 20 p. c	25	† 50	63½
East Boston Land		† 7¾	8
Electric Boat Co., common	100	17	20
Preferred	100	30	35
Electric Vehicle Co. com.	100	36	44
Preferred	100	.....	90
Enterprise Mfg. Co. (Ga.)	100	99	101
Enterprise Soap Co. (Tenn.)	100	90	95
Erie & Western Trans.	50	† 50	.....
Evansville Cotton Mill	100	95	100
Farmington River Power	25	† 47	.....
Far. & Ship. Tob. W'h. Co., com.	100	.....	60
1st Preferred	100	.....	120
2d Preferred	100	.....	110
Fay & Egan Co. (Cin.) pref.	100	98	100
Federal Steel, common	100	52⅞	53¼
Preferred	100	73	74
Fidelity & Deposit Co. of Md.	50	†175	180
French Opera Assn. (N. O.)	250	† 50	60
Gen. Elec. Automobile	50	† 4	.....
Glucose Sugar Refining Co.	100	50¼	51¼
Preferred	100	98¼	100
Gorham Mfg. Co., common	100	100	.....
Preferred	100	119½	.....
Gray & Dudley Co. (Nashville)	100	112	114
Graniteville Mfg. Co.	100	160	170
Gregor M'f'g Co. (Phila.)	10	† 4	.....
Hackensack Water Co	100	110	.....
Hana Plantation C. (Cal.)	100	8¼	8½
Harrison Bros. Co. Inc	100	.....	60
Preferred	100	.....	75
Hartford Carpet Co.	100	73½	78

Stocks.	Par.	Bid.	Ask.
Hartford Machine Screw Co.		†.....	.....
Hartford Manilla Co.	100	75	100
Hartford Woven Wire Mat. Co	25	† 20	26
Havana Commercial Co., com	100	16½	17½
Preferred	100	58	59½
Hawaiian C. & Sugar	100	83	85¼
Henderson Bridge. See RR.			
Hoboken Land & Improvem't.	100	100	.....
Holyoke Water Power	100	325	.....
Hutchinson Sugar Plant	50	25½	26
Hydraulic Press Brick	100	95	100
Imperial Bldg. Co. (St. Louis)	100	.....	35
Preferred	100	.....	60
Importers' Bond. Wareh. (N. O.)	100	40	.....
International Paper Co., com.	100	22	23
Preferred	100	66	67
International Power Co	100	.....	...
International Silver, common	100	5	9
Preferred	100	50	57
Int'nat'nal St'm Pump, com.	100	17	18¼
Preferred	100	64	66
Jackson Brewing (N. O.)	100	202½	.....
J. B. Stetson Co. Com.	100	90	.....
Preferred	100	117½	.....
J. R. Montgomery Co.	100	90	96
Johns-Pratt Co.	100	106	.....
John P. King Mfg. Co.	100	104	106
Journeay & Burnham, pref	100	...	30
Kansas City Stock Yards	100	116	118
Kemp., Wool., Candy Co. (Tenn.)	100	70	.....
Kennard Carpet Co., com.	100	103	107
Preferred	100	99	104
Kentucky Heating Co.	100	109	110
Kentucky Title	100	114	115
Kentucky Wagon	100	148	150
Knickerbocker Ice (Chicago)	100	32	38
Preferred	100	.....	68
Lamson Store Serv.	25	†.....	35
Landers Frary & Clark	25	† 40	45
Langley Mfg. Co.	100	115	120
Lanston Monotype	20	† 13⅝	14¼
La Variete Association (N.O.)	1500	†825	1000
Lawyers' Surety Co	100	.....	100
Lawyers' Title Ins. Co.	100	160	170
Lehigh Coal & Navigation	50	† 47¾	.....
Liberty Mills (Flour)	100	65	75
Louisville Public Wareh'se Co.	100	90	95
Louisv. Tobacco Wareh'se, com	100	48	50
Preferred	100	110	112
Mackey-Nesbit Dry Goods Co.	100	50	75
Madison Square Garden	100	5	.....
Manhattan Beach Co.	100	7	12
Marin County Water (Cal.)	100	50	.....
Marsden Co. (Phila.)	100	8¾	9
Preferred	100	.....	.....
Maryland Brewing Co., com.	100	10	12½
Preferred	100	37	39
Maryland Casualty Co.		63	65
Merchants' Ex. Ass'n (S. Fran)	100	.....	100
Merganthaler Linotype	100	198⅜	199¼
Metaire Cemetery Assoc'tion	100	105	.....
Milw. & Chic. Brew., Lt., pf.	£10	14	14⅞
Minneapolis Brewing Co	100	67	72
Mississippi Val. Trans. Co.	100	90	100
Mobile Brewery	100	120	.....
Monongahela Water	25	† 41	42½
Morris Canal, guar., 4s	100	.....	.....
Preferred, guar., 10	100	.....	.....
Mosler Safe Co. pref.	100	.....	100
Mount Olivet Cemetery	100	80	85
Mystic Wharf & Storage com.	100	95	100
Preferred, M&S	100	105	110
Nashville Title Company		87	91
Nashville Warehouse & Elev.	100	29	32
Nashville Woolen Mills	100	100	105
National Biscuit Co., com.	100	36	36½
Preferred	100	90	93
National Carbon Co., Com.	100	19½	20
Preferred	100	85	85½
National Fertilizer (Nashville)	100	68	75
National Gramophone	100	50	55
National Lead	100	24	24¾
Preferred	100	104	106½
National Machine (Conn.)	25	† 15	20
National Safe Dep. Co. (N.Y.)	100	100	.....
National Salt Co., common	100	48	50
Preferred	100	78	80
National Starch	100	.....	.....
1st preferred	100	.....	.....
2d preferred	100	.....	.....
National Steel Co., Common	100	46	46¾
Preferred	100	94	96
Nat'l St'k Yards Co., St. Louis	100	100	105
National Surety Co.	100	134	140
National Tube com.	100	53¼	53½
Preferred	100	93⅜	93⅝
National Typewriter Co	25	.....	.....
National Wall Paper, debs.	100	55	60
New Eng. Electric Vehicle Trans.		4½	5½
New Haven Manufacturing Co.	25	† 25	.....
New Haven Water Co.	50	†117	.....
New Jersey Zinc & Iron	100	.....	.....
New Louisiana Jockey Club	100	190	.....
New Orleans Brewing, com.	100	24	26
Preferred	100	66	67½
New Orleans Cold Storage.	100	116	.....
New Orleans Cotton Exchange	200	† 75	100
New Or. Swamp Land Reclaim'g	10	6	7¼
New Orleans Water Works	100	80	85
New York Air Brake	100	125	129
N. Y. & East River Ferry	100	67	70
N. Y. & Hoboken Ferry	100	69	70
New York Electric Vehicle Co	100	7¾	8½
New York & So. Brook. Ferry	100	.....	30
Nicholson File Co	50	† 63	.....
Nolensville Turnpike	100	40	45
Norfolk & Wash. Steamboat	100	.....	.....
North American Co	100	14¾	14½
Oceanic Steamship (San Fr.)	100	93	94¼
Old Dominion Steamship, J. & J.	100	95	.....
Otis Elevator Co.—Common	100	21½	23
Preferred	100	86	88
Paauhau Sugar P. Co	50	† 25¾	.....
Pacific Coast Borax	100	144	.....
Pacific Coast Co.—Common	100	49	51½
1st preferred	100	80	88
2d preferred	100	60	65

† Prices are per share not per cent. ‡ Last sale. ¶ Ex-dividend and ex-rights. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Pacific Mail Steamship	100	36⅝	37
Paraffine Paint	10	† 10	.....
Pawtucket Hair Cloth	30	† 50	.....
Peck Stow & Wilcox Co	25	† 27	.....
Penn. Elec. Vehicle, common	50	† 7	.....
Preferred	50	† 3½	.....
Penn. Salt Mfg.	50	†113	.....
Penn. Steel -Common	100	82	.....
Preferred	100	93	.....
P. Lorillard, preferred	100	99	101
P.H.&F.M. Roots Co.(Cin.) pref.	50	80	.....
Phillips Buttorff Mfg.	100	119	122
Pittsburg Brew. Co. Common	50	† 23	23½
Preferred	50	† 47	47⅛
Pittsburg Plate Glass Co	100	149	150
Planters'C'mpr'ssCo.(New)w.i.	100	25	26
Plimpton (Hartford)	100	110	125
Portland Water	100	115	120
Pratt & Cady Co.	100	85	95
Pratt & Whitney—Pref.	100	42	48
Pressed Steel Car Co., com	100	54½	55½
Preferred	100	86	87
Procter & Gamble Co	100	400	405
Preferred	100	197½	200
Pullman Company	100	183	187½
Railway Automatic Sales Co	100	12	15
Preferred	100	105	115
Raleigh Cotton Mills	100	115	.....
Raleigh Water Co		50	56
Republic Iron & Steel—Com.	100	22¾	23¼
Preferred	100	67½	68
Rhode Isl. Perkins H. S., pref.	100	.....	.....
Rhode Island Safe Deposit	100	70	.....
Royal Baking Powder, pref.	100	93½	95
Rubber Goods M'f'g Co.—Com.	100	29½	30½
Preferred	100	† 81½	82½
Russell & Erwin Manf. Co.	25	† 73	76
Safe Dep. & Trust Co. of Balt.	100	.....	.....
Safety Car Heating & Lighting	100	135	150
St. Louis Agr. & M. Associat'n	100	50	80
St. Louis Brew. Assn., com	£10	£1	£3
St. Louis Brewing Ass'n, pref.	£10	£5	£7
St. Louis Cotton Compress	100	30	34
St L. House Building, No. 3	500	†475	500
St. Louis Transfer	100	60	65
Savannah Brewing Co	100	104	105
Security Title & Trust (Chic.)	100	88	90
Shelby Steel Tube Co	100	19	20
Preferred	100	79⅜	82
Shultz Belting	100	80	90
Sibley Mfg. Co	100	90	92
Silver bullion certificates		59¾	60⅜
Simmons Hardware—Pref.	100	140	148
Common	100	210	220
Singer Mfg. Co	100	625	725
Sloss-Sheffield Steel&I.Co.Com.	100	28½	30
Preferred	100	68	70
Smyth Mfg. Co. (Hartford)	100	250	.....
Southern Cotton Oil	50	† 52	.....
Spring Valley Water	100	98½	99
Springfield Breweries Pref.	100	.....	91
Standard Oil of New Jersey	100	530	535
Standard Plate Glass	100	110	.....
Standard Rope & Twine	100	7½	8
Standard Underground Cable	100	185	190
Stanley Rule & Level Co.	25	† 75	.....
Stanley Works	25	† 67	72
State St. Exchange (Boston)	100	130	.....
Stillwell, Bierce & S. V. pref.	100	50	65
Streets West. Stable Car Line	100	20	21
Preferred	100	.....	75
Swift & Co.	100	101	102
Talmage's (Dan) Sons Co., 8%	100	110	115
Tenth & Twenty-third St. Ferry	100	84	90
Texas Pacific Land Trust	100	14½	15
Tidewater Steel Co	10	† 15¼	.....
Torrington Co.—Common A	25	† 28½	29½
Preferred	25	† 28½	29½
Trenton Potteries	100	5	8
Preferred	100	50	.....
Trow Directory—Pref	100	50	.....
Union Bag & Paper—Common	100	23	23¼
Union Bag & Paper—Pref.	100	76	77½
Union Copper Land & Mining	25	† 2	3
Union Dairy Co. (St. Louis)	100	115	120
Union Ferry (Brooklyn)	100	37½	38½
Union Steel Screw (Cleveland)	100	125	130
Union Stock Yards, Nashville	100	38	45
Union Switch & Signal	50	†.....	39
Preferred	50	† 60½	.....
Union Type Writer—Common	100	29	31
1st preferred	100	111½	113
2nd pref.	100	125	127
United Fruit Co.	100	133½	135
United Shoe Machinery	25	† 32½	33¼
Preferred	25	† 23¾	24½
U. S. Envelope Co.—Common	100	.....	70
Preferred	100	84	87
U. S. Express	100	46	48
U.S. Fidelity & Guar.Co.,(Md.)	100	117	119
U. S. Glass, com	100	25	.....
Preferred	100	95	105
U. S. Leather	100	11	11¼
Preferred	100	72¾	73
U. S. Printing Co.	100	.....	75
U. S. Rubber	100	31	32
Preferred	100	92	95
Va.-Carolina Chemical Co	100	62⅜	64
Preferred	100	111	111¼
Warren Man'f'g Co. (Ga.)	100	75	.....
Preferred	100	100	102½
Warwick Iron & Steel	10	† 10	.....
Washington Market, J&J	50	† 14	.....
Washington Safe Deposit Co.	100	72	80
Webb Manufact. Co—Nashv'le	100	60	70
Wells, Fargo Express	100	123	128
Welsbach Light Co.	5	‡.....	41
Westcott Express, common	100	.....	20
Preferred	100	100	.....
West End Land & Imp. Co.(Va.)	25	† 15	25
Western Aut. Mach. Screw Co.	100	245	.....
Western Stone (Chic.)	100	31	34
Westinghouse Air Brake Co.	50	†190½	191½
Wiggins Ferry Co.	100	220	230
Winchester R. Arms Co.	100	550	....
Wollaston Land	5	†.....	2¼

† Prices are per share, not per cent. ‡ Sale price. x Ex dividend.

QUOTATIONS OF BANK AND TRUST COMPANY STOCKS.

Prices are per share, not per cent, with the exception of New York City and Brooklyn bank stocks. Prices marked thus (*) are last sales.

The dagger (†) prefixed to a price indicates that the figures show the book value.

The double dagger (‡) prefixed to the capital stock indicates that only part is paid in.

The section mark (§) prefixed to surplus indicates that undivided profits are included.

ALABAMA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BIRMINGHAM—	$	$	$			
Alabama Nat. Bank.	200,000	§ 8,573	511,492	100	80	85
Ala. Trust & Sav. Co.	100,000	§ 4,500	85,000	100	.....	.....
Berney Nat. Bank..	200,000	§ 23,771	684,725	100	80	90
Birmingh'm Tr.&Sav	500,000	§ 76,428	1,606,524	100	105	110
First National Bank.	250,000	§ 81,916	2,724,148	100	115	120
Jefferson Co. Sav. Bk.	100,000	§ 24,851	652,256	100	90	100
People's Sav. Bk. & Tr	75,000	§ 4,588	429,808	100	80	85
MOBILE—						
City National Bank.	199,420	§ 2,417	234,027	....	101	102½
First Nat. Bank	300,000	§ 460,715	2,279,638	100	250	263
People's Bank	150,000	§ 274,583	1,511,084	100	250	265

ARKANSAS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LITTLE ROCK—						
Bank of Commerce..	100,000	§ 8,000	290,000	25	20	.....
Bank of Little Rock.	200,000	.....	.....	25	.....	.....
Citizens' Bank	100,000	§ 29,853	550,428	25	32½	35
Exchange Nat. Bk..	200,000	§ 31,940	928,675	100	107	110
German Nat. Bk.	300,000	§ 95,185	982,101	100	110	.....

CALIFORNIA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LOS ANGELES—						
California Bank	250,000	§ 29,635	1,041,304	100	125	.....
Citizens' Bank	100,000	§ 33,972	784,122	100	127	.....
Farmers' & Mer. Bk.	500,000	§ 953,331	4,481,446	*1000*	3250	.....
First National Bank.	400,000	§ 292,347	2,575,408	100	180	.....
German-Am. Sav. B'k	100,000	§ 48,348	1,072,821	....	145	.....
Los Angeles Nat. Bk.	500,000	§ 78,881	1,781,061	100	119	120
Main St. Savings. Bk.	100,000	14,748	496,413	50	50	.....
Merchants' Nat. Bk.	200,000	§ 71,085	526,086	100	151	.....
Nat. Bk. of California	200,000	§ 34,014	692,917	100	107	110
Security Savings Bk.	100,000	§ 57,747	1,888,586	100	76	.....
Security L. & Tr. Co..	100,000	§	.....	50	25	30
State Bank & Tr. Co..	500,000	7,756	968,469	100	85	95
OAKLAND—						
California Bank	100,000	§ 5,161	157,792	100	85	90
Central Bank	300,000	§ 100,000	1,915,986	30	30	35
First National Bank.	300,000	§ 53,724	560,137	100	112½	115
Union Nat. Bank.	150,000	§ 124,663	1,005,472	100	120	125
SAN FRANCISCO—						
Amer'n Bk. & Tr. Co.	426,800	§ 60,157	336,631	100	.....	.....
Anglo-Cal. Bk. (Ld.).	1,500,000	§ 850,000	6,692,044	100	68⅛	.....
Bank of California..	2,000,000	§ 3212212	15,542,373	100	402½	.....
Bank of Commerce..	52,720	§ 2,124	133,328	....	.....	.....
Crock'r-Wool'th N.B.	1,000,000	§ 895,768	6,220,552	100	.....	.....
Don'hoe-Kelly B'g Co	650,000	§ 15,978	1,564,914	....	.....	.....
First National Bank	1,500,000	§ 1106440	7,078,743	100	250	305
German Sav. & Loan	1,000,000	§ 1013146	28,494,485	*1000*	1775	.....
Humboldt Sav. & L..	*a*300,000	§ 101,12	2,548,206	*1000*	.....	.....
Mutual Sav'gs Bank.	300,000	§ 96,994	3,827,520	100	45	.....
Nevada Nat. of S. Fr.	3,000,000	§ 1183467	7,877,890	100	.....	.....
S. Fran. Sav. Union.	1,000,000	§ 617,457	26,110,681	250	505	.....

a This is capital paid in; authorized $1,000,000.

*Last sale. † Book value. ‡ Part paid in. §Undiv'd profits included.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
S. FRANCISCO—(Con)	$	$	$			
Sav. & Loan Society.	‡ 750,000	§ 179,911	5,823,545	100	74	78
Security Savings Bk.	300,000	§ 81,883	3,454,060	100	.....	.....
Cal. Safe Dep. & T. Co.	1,000,000	§ 118,396	1,696,671	100	98	.....
Union Trust Co.	750,000	§ 186,011	4,681,893	*1000*	.....	.....
SAN JOSE.—						
Bank of San Jose	300,000	§ 132,886	1,100,155	100	.....	.....
Comm'l & Sav'gs Bk.	300,000	§ 11,863	369,067	50	.....	.....
First National Bank	300,000	§ 101,897	808,601	100	.....	.....
San Jose S. Dep. Bk.	300,000	§ 300,000	2,096,865	30	.....	.....
Gard. C. Bk. & T. Co.	200,000	§ 30,694	367,596	100	.....	.....

CANADA.

[Returns of Canadian banks are given on page 46.]

COLORADO.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
DENVER—	$	$	$			
Central Savings Bk.	25,000	§ 9,000	425,000	100	.....	.....
Colorado Nat. Bank.	500,000	§ 215,695	8,590,194	100	.....	.....
Denver Nat. Bank...	500,000	§ 189,072	5,868,119	100	.....	.....
Denver Sav. Bank..	250,000	§ 14,503	1,033,975	100	.....	.....
First National Bank.	500,000	§ 527,510	18,646,682	100	.....	.....
Nat. Bk. of Comm'ce	200,000	§ 8,232	2,057,25.	100	.....	.....
Western Bank & Safe Deposit Co	100,000	§ 12,855	326,570	100	.....	.....
International Tr. Co.	250,000	§ 131,101	1,729,589	100	.....	.....

CONNECTICUT.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
BRIDGEPORT—						
Bridgeport Nat. Bk..	215,850	§ 169,797	768,056	50	90	95
City National Bank.	250,000	§ 191,541	762,404	100	155	.....
Connecticut Nat. Bk.	332,100	§ 164,315	791,191	100	155	.....
First National Bank.	210,000	§ 172,352	1,162,872	100	180	.....
Pequonnock Nat. Bk.	200,000	§ 112,606	545,833	100	148	.....
HARTFORD—						
Ætna Nat. Bank....	525,000	§ 458,213	3,226,809	100	175	.....
American Nat. Bk...	600,000	§ 326,162	1,823,373	50	70	.....
Charter Oak Nat. Bk.	500,000	§ 158,353	1,113,810	100	91	.....
City Bk. of Hartford.	440,000	§ 142,590	1,422,415	100	112	.....
Conn. River Bg. Co.	150,000	§ 97,714	634,248	30	42	.....
Far. & Mech. Nat. Bk.	500,000	§ 146,282	1,435,211	100	118	.....
First National Bank.	650,000	§ 211,040	2,431,929	100	120	.....
Hartford Nat. Bank.	1,200,000	§ 682,490	3,505,100	100	140	144
National Ex. Bank..	500,000	§ 202,501	1,078,445	50	62½	.....
Phœnix Nat. Bank..	1,000,000	§ 543,292	1,076,068	100	123	.....
Security Company..	200,000	§ 111,901	553,980	100	125	.....
State Bank	400,000	§ 134,630	1,209,092	100	118	.....
United States Bank.	100,000	§ 275,402	2,029,765	100	360	.....
Conn. Tr. & S. D. Co.	300,000	§ 263,650	2,575,588	100	185	.....
Fidelity Co.	50,000	§ 22,468	160,645	100	112	.....
Hartford Trust Co..	300,000	§ 188,111	1,390,973	100	155	.....
NEW HAVEN—						
City Bank of N. H...	500,000	§ 91,126	739,060	100	145	.....
First National Bank.	500,000	§ 279,661	1,299,028	100	.....	.....
Mechanics' Bank....	300,000	§ 45,173	432,142	60	65	.....
Merchants' Nat. Bk..	350,000	§ 131,454	1,050,754	50	56	.....

*Last sale. † Book value. ‡ Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. HAVEN—(Con.)	$	$	$			
N. H. Co. Nat. Bank.	350,000	§ 283,059	722,252	10	16	.....
Nat. New Haven Bk.	464,800	§ 266,784	970,306	100	180	.....
Nat. Trad'men's Bk.	300,000	§ 192,822	1,511,364	100	150	.....
Second Nat. Bank...	500,000	§ 439,508	741,434	100	180	.....
Yale National Bank.	500,000	§ 207,965	1,013,826	100	127½	.....
Union Trust Co.....	100,000	§ 76,330	521,209	100	.....	.....
WATERBURY—						
Citizens' Nat. Bank.	300,000	§ 130,620	640,000	100	135	145
Fourth Nat. Bank...	100,000	§ 53,800	315,000	100	135	.....
Manufac's' Nat. Bk.	100,000	§ 61,000	560,000	100	125	135
Waterbury Nat. Bk.	500,000	§ 288,240	1,621,752	50	80	85
Colonial Trust Co. ..	400,000	§ 105,353	348,207	100	.....	.....
DELAWARE.						
WILMINGTON—						
Central Nat. Bank..	210,000	§ 56,615	369,584	100	119	.....
Farmers' Bk. of Del.	200,000	§ 40,410	500,000	50	70	.....
First National Bank.	500,000	§ 127,510	803,684	100	112	.....
Nat. Bk. of Delaware	110,000	§ 142,076	454,412	200	410	.....
N. B. of Wilmington and Brandywine..	200,010	§ 193,674	857,921	30	74	.....
Union Nat. Bank....	203,175	§ 326,255	1,281,507	25	76	.....
Eqitab. Gu. & Tr. Co.	500,000	§ 203,064	1,690,739	100	140	.....
Sec'rity Tr.& S.D.Co.	500,000	§ 181,075	1,601,611	100	140	....
DISTRICT OF COLUMBIA.						
WASHINGTON—						
Central Nat. Bank..	200,000	§ 75,515	1,698,248	100	190	.....
Citizens' Nat. Bank.	300,000	§ 154,369	1,140,845	100	150	.....
Columbia Nat. Bank.	250,000	§ 141,519	1,392,760	100	155	.....
F'rmers'&Mech.Nat. Bk. (Georgetown).	252,000	§ 246,892	1,296,228	100	200	.....
Lincoln Nat. Bank..	200,000	§ 35,458	632,653	100	123	128
Nat. Bank of Wash..	200,000	§ 312,206	2,009,709	100	357	400
Nat. Capital Bank...	200,000	§ 96,839	939,672	100	140	.....
Nat. M'tropolit'n Bk.	300,000	§ 518,448	2,537,458	100	545	575
Riggs Nat. Bank....	500,000	§ 278,089	5,324,686	100	.....	.....
Second Nat. Bank...	225,000	§ 100,701	1,200,378	100	155	.....
Traders' Nat. Bank.	200,000	§ 71,091	575,306	100	125	135
West End Nat. Bank.	200,000	§ 48,533	798,677	100	117½	120
American S. &Tr.Co.	1,250,000	§ 488,455	3,469,599	100	198	200
Nat. Safe D. Sav. & Trust Co.of D. of C.	1,000,000	§ 87,781	3,065,068	100	127	133
Wash. Loan & Tr. Co.	1,000,000	§ 260,113	4,006,670	100	157	160
FLORIDA.						
JACKSONVILLE—						
Commercial Bank...	50,000	§ 6,300	358,108	100	.....	115
First Nat. Bk. of Fla.	50,000	§ 11,954	216,254	100	.....	125
National Bank of Jacksonville.....	150,000	§ 150,463	1,819,570	100	250	300
Nat. Bk. State of Fla.	100,000	§ 29,721	381,925	100	165	.....
South'n Sav.& Tr.Co.	50,000	§ 12,225	256,416	....	.....	*100
State Bank of Fla.	50,000	§ 9,139	341,683	....	.....	.....
GEORGIA.						
ATLANTA—						
American Trust & Banking Co.....	100,000	.....	.....	100	80	85
Atlanta Nat. Bank..	150,000	§ 491,831	2,629,418	100	400	.....
Capital City Bank...	400,000	§ 121,426	663,670	100	105	107
Exchange Bank.....	100,000	§ 3,697	137,851	100	.....	75
Fourth Nat. Bank..	400,000	§ 103,294	1,626,648	100	100	102½
Lowry Banking Co..	300,000	§ 116,971	824,101	100	120	125
Maddox Rucker B.Co	160,000	§ 70,012	758,636	100	150	.....
Neal Loan & Bkg. Co.	100,000	§ 217,125	1,162,169	100	200	.....
Third National Bk..	200,000	§ 63,071	1,185,368	100	115	120
Trust Co. of Georgia.	250,000	§ 49,115	.....	100	125	130
AUGUSTA—						
Augusta Savings Bk.	30,000	§ 24,477	465,654	100	110	.....
Commercial Bank...	150,000	§ 16,675	311,713	100	85	90
Georgia RR. Bank..	200,000	§ 113,566	1,595,059	100	.....	.....
Irish-American Bk..	15,467	§ 3,519	120,253	100	100	.....
Nat. Bk. of Augusta.	250,000	§ 116,137	449,175	100	115	.....
Nat. Exchange Bk..	200,000	§ 30,615	386,468	100	100	103
Planters' L. & S. Bk	50,000	§ 12,314	393,503	10	12	.....
Union Savings Bank	30,000	§ 9,955	245,966	100	101	.....
MACON—						
American Nat. Bank	250,000	§ 69,372	582,071	100	100	101
Cent. Georgia Bank	100,000	§ 11,155	351,577	100	80	82
Commer'l & Sav. Bk.	50,000	§ 26,545	189,233	100	120	125
Exchange Bank.....	500,000	§ 146,794	1,079,771	100	96	97
First Nat. Bank.....	200,000	§ 65,015	532,869	100	110	115
Macon Savings Bank	115,000	§ 9,701	159,241	100	70	72
Union Savings Bank & Trust Co.....	200,000	§ 38,674	354,982	100	97	98
SAVANNAH—						
Chatham Bank.....	150,000	§ 13,956	696,248	100	109	110
Citizens' Bank	500,000	§ 104,382	1,929,982	100	123	.....
Germania Bank.....	200,000	§ 66,365	1,166,642	100	126	.....
Merchants' Nat. Bk.	500,000	§ 109,237	789,261	100	104½	105¼
Nat. Bk. of Savannah	250,000	§ 185,733	602,615	100	140	142
Oglethorpe Savings & Trust Co.....	125,000	§ 60,745	516,276	100	107	108
Savannah Bank & Trust Co.....	350,000	§ 47,734	1,625,624	100	116	120
Southern Bank of State of Georgia..	500,000	§ 391,495	2,280,804	100	145	146
ILLINOIS.						
CHICAGO— *Surplus includes undivided profits.*						
America Nat. Bank..	1,000,000	669,613	9,733,694	100	170	172
Bankers' Nat. Bank.	1,000,000	182,055	9,359,781	100	126	130
Calumet Nat. Bank..	50,000	37,758	544,272	100	.....	.....
Chicago City Bank...	200,000	62,864	423,550	100	120	125
Chicago Nat. Bank..	500,000	677,300	11,742,637	100	300	325
Commercial Nat. Bk.	1,000,000	1,240,875	19,617,253	100	275	300
Continental Nat. Bk.	2,000,000	659,688	23,794,609	100	165	169
Corn Exchange National Bank	1,000,000	1,344,369	10,279,394	100	293	310

*Last sale † Book value ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
CHICAGO—(Con.)—	$	$	$			
Drovers' Nat. Bank	250,000	202,915	3,513,821	100	165	180
First National Bank.	3,000,000	2,579,589	47,530,561	100	300	325
First Nat. Englewood	100,000	25,760	619,452	100	95	.....
Foreman Bros Bg. Co.	500,000	610,836	2,347,184	100	.....	...
Ft. Dearborn Nat. Bk.	500,000	111,398	3,809,69	100	115	120
Hibernian Banking Association.....	222,000	316,224	7,083,636	100	250	260
Home Savings Bk...	100,000	21,533	506,772	...	.....	.....
Lincoln Nat. Bank..	200,000	17,863	835,907	100	85	95
Merchants' Nat. Bk..	1,000,000	1,757,294	13,132,741	100	300	.....
Metrop'litan Nat. Bk.	2,000,000	1,382,990	16,609,765	100	185	190
Milwaukee Avenue State Bank.....	250,000	113,442	1,465,188	100	103	109
Nat. Bk. of Republic.	1,000,000	189,104	9,671,810	100	114	116
Nat. Live Stock Bk..	1,000,000	1,085,130	5,737,853	100	263	275
N. Western. Nat. Bk.	1,000,000	572,748	6,461,53	100	163	175
Oakland Nat. Bank..	50,000	40,449	503,080	100	140	.....
Prairie State Bank..	250,000	47,220	3,174,727	100	100	105
Produce Exch'ge Bk.	500,000	.....	.....	100	.....	.....
Pullman Loan & Savings Bank	200,000	123,044	1,318,45	...	.....	.....
State Bk. of Chicago.	1,000,000	119,824	5,169,074	100	130	.....
Union Nat. Bank....	2,000,000	402,044	12,765,877	100	132	135
Western State Bank.	300,000	13,751	622,548	100	...	80
American Trust & Savings Bank.	1,000,000	257,517	9,967,076	100	109	112
Equitable Trust Co..	500,000	205,497	1,232,883	100	120	135
Garden City Banking & Trust Co.....	500,000	97,823	1,791,856	100	88	93
Guardian Trust Co...	2,500,000	1,250,000	.....	100	60	75
Illinois Trust & Savings Bank	3,000,000	3,687,141	56,971,747	100	625	.....
Merchants' Loan & Trust Co.....	2,000,000	1,776,616	20 962,178	100	312	316
Northern Trust Co...	1,000,000	1,038,713	17,247,094	100	300	350
Royal Trust Co.....	500,000	273,319	2,291,328	100	120	123
Union Trust Co.....	500,000	961,073	4,713,840	100	300	.....
ROCKFORD—						
Forest City Nat Bk.	100,000	§ 34,383	464,051	100	.....	.....
Manufrs' Nat. Bank.	125,000	§ 33,368	458,009	100	.....	.....
People's Bank.....	125,000	§ 31,823	511,203	100	.....	.....
Rockford Nat. Bank.	100,000	§ 103,102	415,439	100	.....	.....
Third Nat. Bank.....	100,000	§ 77,806	793,876	100	.....	.....
Winnebago Nat. Bk.	100,000	§ 140,679	1,146,154	100	.....	.....
INDIANA.						
EVANSVILLE—						
Citizens' Nat. Bank.	200,000	§ 43,800	783,213	100	135	150
First Nat. Bank.....	500,000	§ 132,557	1,466,428	100	110	120
German Bank.....	250,000	§ 6,568	336,818	62½	75	85
Old Nat. Bank.....	500,000	§ 133,553	1,714,107	100	120	125
Ohio Valley Tr. Co..	126,000	.....	18,000	....	60	100
INDIANAPOLIS.						
Capital Nat. Bank...	300,000	§ 86,854	2,485,586	100	116	118
Fletcher's Nat. Bank	500,000	§ 213,152	7,372,340	100	.....	.....
Indiana Nat. Bank..	300,000	§ 835,319	6,271,090	100	.....	300
Merchants' Nat. Bk.	1,000,000	§ 177,717	4,935,6-0	100	131	133
State Bk of Indiana.	200,000	§ 40,000	560,000	100	.....	77
Central Trust Co....	‡300,000	.....	.....	1 0	.....	100
Indiana Trust Co....	1,000,000	§ 74,624	1,429,530	100	116	118
Marion Trust Co....	300,000	§ 41,792	602,205	....	65	...
Union Trust Co	600,000	§ 172,566	1,043,101	100	141	143
TERRE HAUTE.						
First National Bank.	300,000	§ 236,239	1,022,992	100	.....†	200
National State Bank	200,000	§ 70,399	511,187	10	115	.....
Vigo Co. Nat. Bank.	150,000	§ 53,890	977,380	100	115	.....
Terre Haute Tr'st Co	100,000	§ 27,792	109,659	100	.....†	100
IOWA.						
DAVENPORT—						
Citizens' Nat. Bank.	300,000	§ 118,350	1,067,187	100	140	145
Davenport Nat. Bk..	100,000	§ 41,6-0	355,949	100	100	104
Davenport Sav. Bank	300,000	§ 54,179	2,039,719	100	190	200
Farm. & Mech. Bank.	100,000	§ 5,204	603,110	100	102	105
First Nat. Bank.....	200,000	§ 73,071	711,707	100	135	140
German Savings Bk.	500,000	§ 224,44	5,318,271	100	212	216
Iowa National Bank.	100,000	§ 27,674	812,748	100	120	.....
Scott Co. Sav. Bank.	250,000	§ 50,341	2,427,781	100	190	195
Union Savings Bank	60,000	§ 12,488	512,044	100	110	115
DES MOINES—						
Capital City State Bk	100,000	§ 30,000	520,000	100	.....	.....
Central State Bank.	50,000	§ 11,900	400,000	...	.....	.....
Citizens' Nat. Bank.	200,000	§ 106,969	1,640,760	100	.....	.....
Des Moines Nat. Bk	300,000	§ 26,080	2,148,775	100	.....	.....
Des Moines Sav. Bk.	400,000	§ 57,211	3,182,189	....	.....	.....
Iowa National Bank.	100,000	§ 5,405	400,879	100	.....	.....
People's Sav. Bank.	100,000	§ 11,161	766,279	....	.....	.....
Valley Savings Bank	50,000	§ 11,035	398,776	...	.....	.....
Valley Nation'l Bank	200,000	§ 105,366	1,396,488	100	.....	.....
Security L. & Tr. Co.	50,000	§ 71,202	322,457	100	.....	.....
DUBUQUE—						
Citizens' State Bank.	100,000	§ 10,881	297,286	100	90	100
Dubuque Nat. Bank.	100,000	§ 20,601	361,961	100	85	90
Dubuque Sav. Bank	50,000	§ 138	140,231	100	.....	.....
First National Bank.	200,000	§ 33,381	1,015,667	100	.....*	100
German Bank.....	150,000	§ 26,406	575,525	100	.....*	90
Ger. Tr. & Sav. Bank	100,000	§ 1,317	497,903	100	.....*	90
Iowa Tr. & Sav. Bk..	300,000	§ 53,516	1,584,070	100	.....*	125
Second Nat'l Bank..	400,000	§ 72,066	1,317,545	100	.....	*125
KENTUCKY						
COVINGTON.						
Citizens' Nat. Bank..	200,000	§ 57,254	688,132	100	120	125
Far. & Traders' Nat.	300,000	§ 171,492	897,101	100	.....	260
First Nat. Bank.....	300,000	§ 90,359	1,078,565	100	135	150
German Nat. Bank..	350,000	§ 105,661	618,506	100	.....	125½
Covington Trust Co.	100,000	3,444	70,437	100	100	105
LEXINGTON—						
Central Bank.....	200,000	§ 11,874	160,229	100	68	70
Fayette Nat. Bank..	300,000	§ 236,27	942,475	100	200	205
First Nat. Bank.. ..	400,000	§ 129,083	454,751	100	118	120
Lexington City Nat. Bank.....	200,000	§ 111,865	814,255	100	150	.....

*Last sale. † Book value. ‡ Part paid in. § Including undivided profi

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LEXINGTON—Con.	$	$	$			
Nat. Exchange Bank	100,000	§ 23,822	260,57	100	.....	102
Phœnix Nat. Bank ..	150,000	§ 54,510	417,098	100	104	106
Second Nat. Bank...	150,000	§ 11,153	201,779	100	90	92
Third Nat. Bank....	100.000	§ 8,273	86,905	100	75	80
LOUISVILLE—						
American Nat. Bank	800,000	§ 122,071	3,634,352	100	119	120
Bank of Commerce..	800,000	367,007	3,787,134	100	175	180
Bank of Kentucky...	1,645,100	§1168732	2,747,732	100	178	180
Citizens' Nat. Bank..	500,000	§ 151,469	2,906,145	100	134	.....
First Nat. Bank.....	500,000	§ 319,332	2,691,020	100	143	145
German Bank.....	250,000	§ 262,699	2,931,055	100	220	.....
Ger. Insurance Bank.	249,500	§ 316,808	3,490,521	50	200	.....
German Security Bk.	179,000	§ 54,449	747,725	100	120	125
Louisville Nat. Banking Co.....	250,000	§ 8,457	1,589,589	100	108	.....
Southern Nat. Bank.	250,000	§ 6,561	1,551,957	100	110	111
Third Nat. Bank....	200,000	§ 47,147	993,556	100	103	105
Union Nat. Bank....	500,000	§ 181,188	5,022,167	100	138	.....
Western Bank.....	250,000	§ 34,090	902,979	100	.....	105
Columbia Finance & Trust Co.....	1,000,000	§ 172,295	¶1791,730	100	134	.....
Fidelity Trust & Safety Vault Co.....	1,000,000	700,000	.....	100	210	212
Louisville Trust Co..	806,100	100,000	900,000	100	126	128
NEWPORT—						
German Nat. Bank..	100,000	§ 52,420	543,532	100	130	145
Newport Nat. Bank.	100,000	§ 8,595	513,605	100	100	110

¶ Deposits include trusts funds.

LOUISIANA.

NEW ORLEANS—						
Canal Bank.....	1,000,000	65,939	3,800,079	100	130	.....
Citizens' Bank of La.	380,200	§ 120,607	940,709	100	105	112
Germania Nat. Bank	300,000	§ 101,339	1,023,271	100	105	.....
Germania Sav. Bk...	100,000	§ 356,323	2,745,581	100	400	450
Hibernia Nat. Bank.	300,000	§ 498,837	4,404,203	100	225	240
Louisiana Nat. Bank	500,000	§ 302,046	4,871,175	100	.....	142
Metropolitan Bank..	250,000	§ 66.698	1,142,929	100	119	125
New Orleans Nat. Bk.	200,000	§ 887,811	4,687,367	100	495	545
People's Bank.....	250,000	§ 32,343	762,099	50	89	94
Provident Savings & Safe Deposit Bank.	100,000	§ 7,044	401,489	100	95	.....
State National Bank	300,000	§ 114,849	2,248,274	100	112	119
Teutonia Bank.....	100,000	§ 10,496	376,635	100	100	105
Union Nat'l Bank...	300,000	§ 34,127	1,199,172	100	87½	90
U. S. Trust & Sav. Bk.	100,000	.....	147,371	100	88	.....
Whitney Nat. Bank.	400,000	§1104966	4,920,749	100	360	.....

MAINE.

PORTLAND—						
Canal Nat. Bank.....	600,000	§ 167,456	724,700	100	98	100
Casco Nat. Bank.....	800,000	§ 289,669	1,763,330	100	108	110
Chapman Nat. Bank.	100,000	§ 29,913	774,442	100	.....	100
Cumberland Nat. Bk.	150,000	§ 38,905	316,218	100	98	100
First National Bank.	1,000,000	§ 217,534	1,481,495	100	99	100
Merchants' Nat. Bk..	300,000	§ 312,332	1,019,471	75	100	102
Nat. Traders' Bank..	200,000	§ 86,001	364,405	100	97	100
Portland Nat. Bank.	300,000	§ 102,012	2,094,006	100	108	110
Portland Trust Co...	200,000	§ 165,000	1,500,000	100	150	160

MARYLAND.

BALTIMORE—						
American Nat. Bank	200,000	§ 106,707	840,254	100	.....	100
Canton Nat. Bank...	100,000	§ 26,815	316,839	100	88	91
Citizens' Nat. Bank.	500,000	§ 739,623	2,792,025	10	22	22½
Com. & Farm. N. Bank	512,560	§ 156,271	976,359	100	120½	.....
Commonwe'lth Bank	100,000	§ 16,521	723,288	....	57½	60
Continental N. Bank	250,000	§ 57,388	809,447	100	85	95
Drov. & Mec's N. Bank	300,000	§ 341,243	3,214,536	100	259½	.....
Equitable Nat. Bank	500,000	§ 125,070	1,155,891	100	109½	115
Farm. & Mer. N. Bank	650,000	§ 417,401	1,986,075	40	.....	65
First National Bank.	555,000	§ 288,971	1,751,494	100	139	.....
German-Amer. Bank	300,000	§ 96,133	513,031	100	105	.....
Ger. B'nk of Balt. City	400,000	§ 151,697	843,495	100	108	.....
Manufact'rs' N. Bank	500,000	§ 77,433	1,041,156	100	90	91
Merchants' N. Bank.	1,500,000	§ 724,580	8,512,060	100	151	152
Nat. Bank of Balt'ore	1,210,700	§ 454,696	1,727,486	100	120	125
Nat. Bank of Com'rce	300,000	§ 152,961	1,237,840	15	203¾	.....
Nat. Exchange Bank	600,000	§ 287,656	2,714,655	100	140	.....
Nat. Howard Bank..	230,000	§ 50,293	740,720	10	10	10½
Nat. Marine Bank...	400,000	§ 132,950	1,209,050	30	37	.....
Nat. Mechanics' Bank	1,000,000	§ 734,058	7,045,547	10	26½	27¼
Nat. Un. Bank of Md	900,000	§ 241,458	2,276,957	75	.....	83
Old-Town Bank.....	150,000	§ 164,317	952,368	10	17	19
People's Bank.....	225,000	§ 17,366	364,218	20	17¼	.....
Second Nat. Bank...	500,000	§ 608,782	1,050,324	100	184	.....
Third National Bank	500,000	§ 74,535	1,265,832	100	95	97
Western Nat. Bank..	500,000	§ 416,126	2,149,287	20	.....	40
Baltimore Trust & Guarantee Co.....	1,000,000	§1915324	4,034,657	100	340	350
Citiz. Tr. & Dep. Co.	2,000,000	§ 724,823	377,906	100	110	114
Continental Tr. Co..	*b*1,500,000	*b*2011000	1,675,617	100	160	165
Guard. Tr. & Dep. Co.	1,250,000	364,385	570,100	100	115	117
International Tr. Co.	*c*2,309,825	*d*1185335	386,795	....	93	94
Maryland Tr. Co....	1,500,000	§1707063	2,578,157	100	230	235
Mercantile Trust & Deposit Co. of Balt	2,000,000	§3877170	6,241,988	50	200	205
Old L. Rl. Es. & Tr, Co.	1,000,000	250,000	.....	50	55	57
Realty Trust Co.....	1,000,000	250,000	.....	50	49	50
FREDERICK—						
Central Nat. Bank...	120,000	§ 47,802	190,264	25	32½	.....
Citizens' Nat. Bank..	100,000	§ 200,723	1,572,196	100	280	.....
Far. & Mech. Nat. B'k.	125,000	§ 67,768	504,631	25	33	33½
First Nat. Bank.....	100,000	§ 13,139	131,837	100	.....	100
Franklin Sav. Bank.	*a*110,420	§ 14,184	151,767	100	115	.....
Frederick Co. Nat. Bk	150,000	§ 63,306	184,318	15	21	.....
Frederick-Town Sav. Institution.....	*a*171,177	§ 78,167	788,014	100	165	.....

a This is the so-called "Weekly Dep'sits" now forming capital on which dividends are paid.

b $500,000 capital and $500,000 surplus in addition to above remain to be paid in on call. *c* This is capital paid in; authorized, $3,000,000. *d* This includes surplus paid in and undivided profits; authorized surplus, $1,500,000.

MASSACHUSETTS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	Surplus of national banks includes undivided profits.					
BOSTON—	$	$	$			
Atlantic Nat. Bank..	750,000	353,121	1,916,000	100	124	126
Atlas Nat. Bank.....	1,500,000	583,578	3,878,000	100	115	120
Blackstone Nat. Bk.	1,000,000	34,495	1,425,000	100	65	70
Boylston Nat. Bank.	700,000	300,251	1,679,000	100	118	.....
Broadway Nat. Bk...	200,000	In receiver's hands.		100	.....	.....
Bunker Hill Nat. Bk.	500,000	430,870	1,772,810	100	200	.....
Central Nat. Bank...	500,000	252,581	3,709,000	100	126	.....
Colonial Nat. Bank..	1,000,000	570,675	3,730,000	100	150	160
Commercial Nat. Bk.	250,000	19,493	795,000	100	79	.....
Eliot National Bank	1,000,000	686,890	8,832,000	100	142½	145
Faneuil Hall Nat. Bk	1,000,000	480,829	2,677,000	100	134	.....
First National Bank	1,000,000	1,124,604	4,555,000	100	190	.....
First Ward Nat. Bk..	200,000	160,123	902,289	100	125	130
Fourth Nat. Bank...	750,000	300,725	3,371,000	100	100	110
Freemans' Nat. Bk..	500,000	171,644	1,983,000	100	102	105
Globe Nat. Bank....	1,000,000	In receiver's hands.		100	.....	.....
Mass. Nat. Bank....	800,000	80,006	2,722,000	100	50	55
Mechanics' Nat. Bk.	250,000	119,792	1,417,000	100	121	.....
Merchants' Nat. Bk..	3,000,000	2,053,995	10,493,000	100	155	160
Metrop'litan Nat. Bk.	500,000	147,596	1,043,000	100	105	.....
Monument Nat. Bk..	150,000	190,500	477,736	100	195	.....
Mt. Vernon Nat. Bk	200,000	65,945	1,134,000	100	100	.....
Nat. Bk. of C'mmerce.	1,500,000	675,071	9,422,000	100	113	115
National Bank of Commonwealth ..	1,000,000	899,543	8,578,000	100	173	175
Nat. Bk. of Redemp..	1,000,000	501,207	10,079,000	100	120	125
Nat. Bk. of Republic	1,500,000	1,162,587	14,493,000	100	165	175
Nat. Exchange Bk..	1,000,000	555,445	7,282,000	100	144	146
Nat. Hamilton Bk...	500,000	30,470	1,730,000	100	102	.....
Nat. Hide & Leather Bank.....	1,500,000	447,890	4,787,000	100	113	115
N. Market Bk. of Brig.	250,000	110,008	528,871	100	100	.....
National Rockland Bank of Roxbury..	300,000	200,491	1,451,482	100	112	123
Nat. Security Bank..	250,000	566,972	1,787,000	100	200	.....
Nat. Shawmut Bank.	3,000,000	1,766,485	29,009,000	100	165	170
Nat. Union Bank....	1,000,000	723,167	2,453,000	100	135	140
Nat. Webster Bank..	1,000,000	355.017	2,258,000	100	104	106
N. Eng. Nat. Bank ..	1,000,000	750,124	2,798,000	100	152	155
Old Boston Nat. Bk.	900,000	267,864	2,378,000	100	110	112
Peoples' Nat. Bank of Roxbury.....	300,000	138,008	645,788	100	124	125
Second Nat. Bank...	1,600,000	1,217,729	10,589,000	100	175	180
Sh. & Leath. Nat. Bk.	1,000,000	419,713	9,628,000	100	120	122
South End Nat. Bk..	200,000	9,241	270,495	100	80	85
State Nat. Bank.....	2,000,000	660,522	3,838,000	100	110	115
Suffolk Nat. Bank...	1,000,000	430,331	2,303,000	100	102	105
Third Nat. Bank	1,500,000	287,660	10,044,000	100	99	100
Washington Nat. Bk.	750,000	355,204	2,247,000	100	120	125
Winthrop Nat. Bank	300,000	331,643	3,133,000	100	150	.....
American Loan & Trust Co.....	1,000,000	740,936	6,899,826	100	130	140
Bay State Trust Co..	400,000	202,635	3,889,304	100	125	.....
Beacon Trust Co....	300,000	90,560	1,764,673	100	120	.....
Boston Safe Deposit & Trust Co.....	1,000,000	1,381,543	9,670,689	100	200	.....
Columbia Trust Co..	100,000	12,521	264,330	100	100	.....
Federal Trust Co....	500,000	17,824	1,562,690	100	100	.....
Internat'l Trust Co..	1,000,000	2,121,938	12,642,824	100	200	.....
Mass. Loan & Tr. Co.	1,000,000	287,417	2,578,158	100	112	115
Mattapan D. & Tr. Co.	100,000	49,604	818,302	100	115	125
Mercantile Tr. Co ...	250,000	146,531	3,452,747	100	140	.....
N. Engl'd Trust Co..	1,000,000	1,567,782	19,288,989	100	256	.....
Old Colony Trust Co.	1,000,000	2,108,420	23,273,797	100	350	400
Puritan Trust Co....	200,000	39,076	1,531,495	100	103	.....
State St. Trust Co ..	300,000	106,614	2,654,307	100	107	.....
U. S. Trust Co.....	200,000	206,515	2,306,148	100	.....	.....
BEVERLY—						
Beverly Nat. Bank..	200,000	100,500	455,385	100	137	140
BROCKTON—						
Brockton Nat. Bank.	100,000	§ 40,005	629,582	100	.....*	125
Home Nat. Bank....	200,000	§ 204,255	1,071,127	100	.....*	170
Plymouth Co. Safe Dep. & Trust Co...	100,000	§ 12,462	408,655	100	.....	103
CAMBRIDGE—						
Camb'dg'p't Nat. B'k.	100,000	§ 39,661	193,349	....	.....*	115[3]/[9]
Charles Riv. N. Bank	100,000	§ 76,099	619,830	100	.....*	155
First Nat. Bank.....	200,000	§ 177,884	508,922	100	.....*	172
Nat. City Bk., Cam'pt	100,000	§ 67,304	397,671	....	.....	.....
Camb'ge S.D. & Tr. Co	100,000	§ 35,538	767,154	100	.....*	113¼
EAST CAMBRIDGE—						
Cambridge Nat. B'k.	100,000	§ 46,983	408,274	....	.....*	118[3]/[8]
Lechmere Nat. Bank	100,000	§ 83,009	242,804	....	.....*	150
CHELSEA—						
First National Bank.	300,000	§ 111,942	640,302	100	.....*	108
Winnisimmet Nat. Bk	100,000	§ 31,590	343,724	100	.....*	100
DANVERS—						
First National Bank.	150,000	§ 43,361	153,518	75	65	75
FALL RIVER—						
Fall River Nat. Bank	400,000	§ 144,246	606,220	100	105	.....
First National Bank.	400,000	§ 248,442	672,509	100	150	.....
Massasoit Nat. Bank	300,000	§ 163,810	916,229	100	155	.....
Metacomet Nat. Bk..	500,000	§ 178,932	533,006	100	122	128
National Union Bank	200,000	§ 75,385	378,402	100	106	110
Pocasset Nat. Bank.	200,000	§ 144,442	677,119	100	145	.....
Second Nat. Bank...	150,000	§ 94,885	253,121	100	155	.....
FITCHBURG—						
Fitchburg Nat. Bank	250,000	§ 191,775	798,989	100	.....	.....
Rollstone Nat. Bank	250,000	§ 138,287	498,284	100	.....	.....
Safety Fund Nat. Bk.	200,000	§ 64,742	416,758	100	.....	.....
Wachusett Nat. Bk..	250,000	§ 202,374	816,794	100	.....	.....
HAVERHILL—						
Essex Nat. Bank....	100,000	§ 24,093	195,456	100	..... *	55
First National Bank.	200,000	§ 131,484	404,748	100	160	.....
Haverhill Nat. Bank	200,000	§ 179,527	1,154,490	100	155	....
Merchants' Nat. Bk.	100,000	§ 40,847	375,180	100	..... *	129½
Merrimack Nat. Bank	240,000	§ 148,719	547,751	100	150	.....
Second Nat. Bank...	150,000	§ 69,504	501,296	100	.....*	161½
Haverhill Safe Deposit & Trust Co...	200,000	§ 20,043	402,652	100	.....*	120

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
HOLYOKE—	$	$	$			
City National Bank.	500,000	§ 145,050	1,204,196	100	115	125
Hadley Falls Nat. Bk.	200,000	§ 145,400	107,917	100	125	135
Holyoke Nat. Bank..	200,000	§ 117,972	986,926	100	150	155
Home Nat. Bank....	250,000	§ 74,433	599,283	100	110	115
Park National Bank	100,000	§ 52,046	396,820	100	100	110
LAWRENCE—						
Arlington Nat. Bank	100,000	§ 22,830	415,181	100	120	.....
Bay State Nat. Bank	375,000	§ 155,706	499,899	75	115½	.....
Lawrence Nat. Bank	300,000	§ 83,741	465,708	100	120	.....
Merchants' Nat. Bk.	100,000	§ 68,531	680,426	100	115	.....
Pacific Nat. Bank...	150,000	§ 41,186	425,377	100	110	.....
LOWELL—						
Appleton Nat. Bank.	300,000	§ 139,718	961,886	100	125	.....
First National Bank.	250,000	§ 175,270	492,680	100	144	146
Merch. Nat. Bank...	400,000	§ 289,511	693,956	100	152	155
Old Lowell Nat. Bk.	200,000	§ 69,593	404,503	100	117	119
Prescott Nat. Bank..	300,000	§ 110,718	49 ,937	100	110	112
Railroad Nat. Bank.	400,000	§ 135,139	530,166	100	128	.....
Traders' Nat. Bank..	200,000	§ 203,776	2,533,163	100	160	.....
Wamesit Nat. Bank.	250,000	§ 79,359	321,240	100	.....	119
Lowell Trust Co.....	125,000	§ 39,381	653,943	100	.....	95
Middlesex Safe Deposit & Trust Co...	100,000	§ 2,704	325,232	100	.....	85
LYNN—						
Central Nat. Bank..	200,000	§ 137,124	552,918	100	150	160
First National Bank.	500,000	§ 232,918	831,987	100	120	127
Lynn National Bank	100,000	§ 153,231	476,559	100	220	225
Manufac's Nat. Bank	200,000	§ 52,244	483,301	100	85	90
National City Bank.	200,000	§ 176,290	526,702	100	150	160
Nat. Security Bank..	100,000	§ 130,465	535,542	100	200	225
Lynn Safe Deposit & Trust Co..... ..	100,000	§ 98,716	890,091	100	170	175
Security Safe Dep. & Trust Co.....	200,000	§ 86,302	1,099,776	100	130	135
NEW BEDFORD—						
First National Bank.	1,000,000	§ 296,255	915,622	100	125	.....
Mech. National Bank	600,000	§ 215,281	1,210,238	100	148½	150
Merch. Nat'l Bank...	1,000,000	§ 688,971	1,922,183	100	198	202½
New Bedford S. Dep. & Tr. Co.....	200,000	§ 27,354	605,967	100	.....	.....
PEABODY—						
So. Danvers Nat. Bk.	150,000	§ 66,000	252,000	100	110	114
Warren Nat. Bank..	250,000	§ 121,858	380,207	100	120	125
SALEM—						
Asiatic Nat. Bank...	315,000	§ 101,941	378,815	30	29	30
First National Bank.	300,000	§ 75,510	482,491	100	80	85
Mercantile Nat. Bank	200,000	§ 63,322	464,681	100	100	103
Merchants' Nat. Bank	200,000	§ 111,577	597,653	50	65	70
Naumkeag Nat. Bank	500,000	§ 322,166	575,188	100	126	130
Salem Nat. Bank....	300,000	§ 80,021	532,203	100	80	90
SPRINGFIELD—						
Agawam Nat. Bank.	500,000	§ 25,365	646,658	100	.....	.....
Chapin Nat. Bank...	500,000	§ 122,621	1,427,747	100	110	120
Chicopee Nat. Bank.	400,000	§ 198,847	1,749,628	100	150	160
City National Bank..	250,000	§ 145,599	1,023,231	100	140	147
First National Bank.	400,000	§ 93,143	574,204	100	105	115
John Hancock Nat..	250,000	§ 82,416	552,945	100	105	110
Pynchon Nat. Bank.	200,000	§ 116,671	1,686,749	100	125	130
Second Nat. Bank...	300,000	§ 194,683	809,766	100	130	135
Springfield Nat. B'k	200,000	§ 223,965	2,576,658	100	180	200
Third Nat. Bank.....	500,000	§ 468,439	1,792,075	100	215	225
Hampden L'n&Tr.Co	100,000	§ 27,765	7,196,039	100	120	135
Springfield Safe Deposit & Tr. Co.....	500,000	§ 230,874	2,546,271	100	140	150
TAUNTON—						
Bristol Co. Nat. Bank	500,000	§ 207,115	555,636	100	125	.....
Machinists' Nat. Bk.	200,000	§ 129,916	329,457	100	160	.....
Taunton Nat. Bank.	600,000	§ 242,586	641,781	100	155	.....
WORCESTER—						
Central Nat. Bank ..	300,000	§ 123,936	1,362,163	100	.....	130
Citizens' Nat. Bank.	150,000	§ 78,677	1,381,384	100	150	.....
City National Bank.	400,000	§ 172,042	1,296,293	100	.....	135
First Nat. Bank	300,000	§ 234,554	2,634,487	100	.....	197½
Mechanics' Nat. Bk.	200,000	§ 55,593	1,426,035	100	99	.....
Quinsigam'd Nat. Bk	250,000	§ 163,510	1,265,821	100	140	.....
Worcester Nat. Bank	250,000	§ 230,516	1,992,504	100	175	.....
Worc. S. D. & Tr. Co.	200,000	§ 133,216	2,381,675	100	145	.....

MICHIGAN.

BAY CITY—						
Bay City Bank.....	150,000	§ 67,782	1,463,501	100	.....	150
Bay County Sav. Bk.	50,000	§ 31,655	525,748	....	162	165
Commercial Bank...	100,000	§ 8,330	331,447	100	70	85
First National Bank.	100,000	§ 16,413	666,399	100	70	85
Old Second Nat. Bk.	200,000	§ 43,305	1,047,340	100	105	110
DETROIT—						
Am. Exch. Nat. Bk..	400,000	§ 130,541	3,077,588	100	.....	105
Central Sav. Bank..	100,000	§ 24,451	521,805	100	98	100
Citizens' Sav. Bank.	200,000	§ 34,082	1,436,883	100	98	100
City Sav. Bank.....	150,000	§ 43,678	2,752,324	100	90	.....
Commercial Nat. Bk.	500,000	§ 174,388	3,203,489	100	130	.....
Detroit Nat. Bank...	1,000,000	§ 268,718	5,353,163	100	135	.....
Detroit Riv. Sav. Bk.	100,000	§ 24,550	665,970	100	99	100
Detroit Sav. Bank...	200,000	§ 438,800	6,062,592	100	¶175	.....
Dime Sav. Bank.....	200,000	§ 45,118	2,250,970	100	120	.....
First National Bank.	500,000	§ 146,775	4,639,527	100	165	.....
German-Am. Bank..	100,000	§ 25,398	1,402,957	100	110	.....
Home Sav. Bank....	200,000	§ 47,209	2,062,942	100	105	110
McLellan & A. Sav..	150,000	§ 18,894	667,635	100	100	.....
Mechanics' Bank....	100,000	§ 29,054	1,212,580	100	.....	.....
Michigan Sav. Bank.	150,000	§ 53,374	1,527,968	100	112	.....
Peninsular Sav. Bk..	300,000	§ 73,999	2,776,618	100	.....	95
People's Sav. Bank..	500,000	§ 232,181	7,317,492	100	1150	.....
Preston Nat. Bank..	700,000	§ 126,604	4,082,073	100	.....	100
State Sav. Bank.....	500,000	§ 136,844	8,490,460	100	200	.....
Union Nat. Bank....	200,000	§ 26,248	672,064	100	90	100
Union Trust Co.....	500,000	§ 100,039	348,519	100	118	.....
Wayne Co. Sav. Bk..	150,000	§ 516,683	8,455,934	100	¶225	.....
GRAND RAPIDS—						
Fifth Nat. Bank.....	100,000	§ 16,211	497,735	100	.....	95
Fourth Nat. Bank...	300,000	§ 76,484	1,890,139	100	125	.....
Gr. Rapids Nat. Bk..	500,000	§ 104,310	1,051,999	100	118	.....
Gr. Rapids Sav. Bk..	150,000	§ 57,180	1,399,764	50	125	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits. ¶ Ex rights.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
GRAND RAP.-(Con.)	$	$	$			
Kent Co. Sav. Bank.	50,000	§ 84,508	2,103,109	50	260	.....
National City Bank..	500,000	§ 117,599	1,275,547	100	110	112
Old National Bank..	800,000	§ 241,942	2,668,828	100	130	.....
People's Savings Bk.	100,000	§ 23,027	1,396,511	100	120	.....
State Bk.of Michigan	150,000	§ 37,291	854,134	50	.....	100
Michigan Trust Co...	200,000	§ 107,188	344,906	100	152	.....
Peninsular Trust Co.	100,000	§ 24,306	125,940	100	.....	120
SAGINAW—						
Bank of Saginaw....	200,000	§ 123,074	2,369,217	100	150	160
Commercial Nat. Bk.	100,000	§ 68,647	627,225	100	140	145
Peoples' Savings Bk. of East Saginaw...	50,000	§ 35,947	572,698	100	.....	.....
Saginaw Co. Sav. Bk.	50,000	§ 59,287	456,292	100	.....	200
Savings Bk. of East Saginaw	100,000	§ 80,068	2,050,093	100	.....	150
Second Nat. Bank...	200,000	§ 339,873	3,379,316	100	265	275

MINNESOTA.

DULUTH—						
American Exchange Bank.....	500,000	§ 62,163	3,109,828	100	110	115
Commercial Banking Company	25,000	§ 2,350	245,813	Private Bank		
First National Bank.	500,000	§ 316,131	3,592,018	100	137½	150
St. Louis Co. Bank..	50,000	11,000	118,000	Private Bank		
MINNEAPOLIS—						
First National Bank.	1,000,000	§ 115,955	4,538,636	100	104	110
Flour City Nat. B'k..	500,000	§ 118,679	1,267,811	100	96	100
German - American Bank.....	60,000	§ 19,215	461,776	100	.....	.....
Germania Bank.....	50,000	§ 1,748	133,917	100	.....	.....
Hennepin Co.Sav. Bk	100,000	§ 43,623	2,117,739	100	.....	.....
Metropoltan Bank..	200,000	§ 32,579	871,941	100	95	100
Nat'l Bank of Commerce.....	1,000,000	§ 198,942	2,627,402	100	103	105
Nicollet Nat. Bank..	250,000	§ 84,282	1,378,018	100	106	110
Northwestern Nat'l Bank.....	1,000,000	§ 300,000	4,586,864	100	148	.....
People's Bk.of Minn.	76,000	§ 9,685	184,109	100	25	50
St.Anthony Falls Bk.	125,000	§ 21,006	571,283	100	.....	.....
Security Bank.....	1,000,000	§ 125,578	5,014,568	100	80	85
Swedish - American National Bank....	250,000	§ 33,005	1,169,129	100	100	.....
Minnesota Loan & Trust Co.....	500,000	§ 60,355	641,849	100	50	55
ST. PAUL—						
Capital Bank.....	100,000	§ 36,163	511,725	100	100	105
First National Bank.	1,000,000	§ 811,864	6,340,116	100	230	235
Merchants' N. Bank.	1,000,000	§ 88,426	3,790,188	100	85	90
National German-American Bank...	1,000,000	§ 61,359	4,594,901	100	87	90
St. Paul Nat. Bank..	600,000	§ 35,128	1,518,131	100	80	.....
Scandinavian American Bank.....	100,000	§ 28,041	677,399	100	115	121
Second Nat. Bank...	200,000	§ 129,197	2,031,947	100	195	200
State Bank.....	50,000	§ 1,486	135,500	....	.....	20
Union Bank.....	100,000	§ 23,542	430,284	100	120	.....
St. Paul Title & Trust Company	500,000	§ 8,781	.....	100	25	.....
St. Paul Trust Co....	250,000	20,000	.....	100	25	.....
Security Trust Co....	275,000	§ 20,000	50,000	100	.....	20

MISSOURI.

KANSAS CITY—						
American Nat. Bank	250,000	§ 59,692	2,143,494	100	94	98
Bank of Grand Ave.	50,000	§ 830	241,373	100	.....	100
City National Bank.	250,000	25,000	401,794	100	110	115
First National Bank.	250,000	§ 349,843	8,814,511	100	275	300
Inter-State National Bank, Kansas.....	1,000,000	§ 483,393	3,039,011	100	135	142
Kan. City State Bank	200,000	§ 11,229	528,583	100	60	65
Missouri Sav. Bk....	50,000	§ 23,000	300,000	100	140	150
Nat. Bank of Commerce.....	1,000,000	§ 498,346	20,817,749	100	145	155
New England National Bank	200,000	§ 70,098	1,806,310	100	135	140
Union Nat. Bank....	600,000	§ 228,497	6,499,856	100	128	134
Western Exch'ge Bk.	100,000	10,000	500,000	100	135	140
Fidelity Trust Co....	500,000	§ 10,000	600,000	100	105	110
Guardian Trust Co..	2,500,000	§ 1250000	.....	100	50	55
ST. JOSEPH—						
First Nat. Bank of Buchanan Co.....	250,000	§ 14,486	1,599,322	100	95	100
German-American Bank.....	100,000	§ 23,804	1,087,452	100	70	80
Merchants' Bank....	200,000	§ 11,177	1,128,602	100	90	100
National Bank of St. Joseph.....	100,000	§ 121,444	2,886,389	100	300	.....
Park Bank.....	40,000	§ 9,338	157,740	100	100	105
Tootle, Lemon & Co.	50,000	§ 6,325	2,658,156	Private bank.		
ST. LOUIS—						
American Exchange Bank.....	500,000	§ 399,821	4,039,286	50	99	101
Boatmen's Bank....	2,000,000	§ 892,080	9,009,161	100	185	188
Bremen Bank.....	100,000	§ 216,345	1,315,387	100	230	235
Continental Nation'l Bank.....	1,000,000	§ 442,804	10,950,190	100	164	166
Fourth Nat. Bank...	1,000,000	§ 840,663	4,584,205	100	220	225
Franklin Bank.....	600,000	§ 148,994	3,832,838	100	155	160
German - American Bank.....	150,000	§ 900,056	3,486,897	100	775	825
German Savings Institution	250,000	§ 500,719	5,272,764	100	280	290
International Bank of St Louis.....	200,000	§ 80,855	1,013,653	100	125	130
Jefferson Bank.....	100,000	§ 8,421	471,600	100	105	108
Lafayette Bank.....	100,000	502,908	2,594,991	100	350	370
Mechanics' Bank....	1,000,000	§ 580,089	5,770,143	100	200	205
Merchants' Laclede National Bank....	1,400,000	§ 274,355	10,663,409	100	148	152

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ST. LOUIS—*Concl.*	$	$	$			
Nat. Bank of Com'rce	5,000,000	§3100222	25,423,665	100	250	252
Northwestern Savings Bank	200,000	§ 90,591	1,756,908	100	140	145
South'n Com. & Sav.	100,000	12,655	269,441	100	100	105
South Side Bank	200,000	§ 54,344	624,489	100	115	120
State National Bank	2,000,000	§ 527,047	7,027,715	100	164	166
Third National Bank	1,000,000	§ 296,287	11,342,384	100	145	148
Lincoln Trust Co	1,000,000	§ 297,286	1,945,607	100	150	154
Mercantile Tr. Co	750,000	800,000	.....	100	232	235
Mississip. Val'y Tr. Co	3,000,000	§1321781	10,681,725	100	275	280
St. Louis Safe Deposit & Savings Bank.	200,000	§ 65,994	1,396,554	100	135	140
St. Louis Trust Co	2,500,000	§ 750,533	8,466,679	100	195	200
Union Trust Co	1,000,000	§ 640,503	6,210,912	100	205	210

NEBRASKA.

LINCOLN—						
City National Bank	100,000	§ 3,575	281,848	....	.....	.....
Columbia Nat. Bank.	100,000	§ 19,517	507,972	100	.....	.....
First National Bank.	200,000	§ 25,617	1,625,739	100	.....	.....
OMAHA—						
Commercial National Bank	400,000	§ 53,825	955,656	100	.....	.....
First National Bank.	500,000	§ 190,988	5,973,468	100	.....	.....
Merchants' N. Bank.	500,000	§ 112,246	2,594,028	100	.....	.....
Nat'l Bank of Commerce	300,000	§ 24,291	311,161	100	.....	.....
Nebraska Nat. Bank.	400,000	§ 43,294	1,391,206	100	.....	.....
Omaha Loan & Trust Co. Savings Bank	50,000	§ 48,600	235,000	....	.....	.....
Omaha Nat. Bank	1,000,000	§ 152,386	5,485,187	100	.....	.....
Union National Bank	250,000	§ 10,904	512,673	100	.....	.....
United States National Bank	400,000	§ 50,048	2,274,740	100	.....	.....
Omaha L'n & Tr. Co.	500,000	§111,491	.....	....	.....	.....
SOUTH OMAHA—						
Packers' Nat. Bank.	100,000	§ 24,340	589,783	100	.....	.....
South Omaha Nat. Bk	100,000	§ 124,901	1,613,325	100	.....	.....
Union Stock Yards National Bank	200,000	§ 171,391	1,801,189	100	.....	.....

NEW HAMPSHIRE.

MANCHESTER—						
Amoskeag Nat. Bank	200,000	§ 156,996	1,146,186	100	.....*	165
First National Bank.	150,000	§ 78,817	478,731	100	.....*	139½
Manches'r Nat. Bank	150,000	§ 87,777	1,116,193	100	.....*	270½
Merchants' N. Bank.	150,000	§ 68,414	487,721	100	.....*	120
Second Nat. Bank	100,000	§ 32,543	254,384	100	.....*	116

NEW JERSEY.

CAMDEN—						
Camden Nat. Bank	100,000	§ 37,180	588,433	100	.....*	80
First National Bank.	200,000	§ 164,998	753,339	100	.....*	140
National State Bank	260,000	§ 282,928	2,430,055	50	.....*	85
Camden S.D. & T. Co.	100,000	§ 354,164	4,047,466	25	.....*	120
Central Trust Co	100,000	§ 73,559	1,122,953	25	.....*	25
N. J. Tr. & S. Dep. Co.	200,000	§ 21,561	1,018,036	100	.....*	53
ELIZABETH—						
Citizens' Bank	100,000	§ 22,269	271,685	100	105	110
Elizabethp't Bkg. Co.	50,000	§ 58,114	221,145	50	180	.....
First National Bank.	200,000	§ 171,786	742,127	100	.....*	162
National State Bank	350,000	§ 419,506	1,153,998	50	.....*	205
HOBOKEN—						
First National Bank.	110,000	§ 443,946	1,444,800	25	125	130
Hudson Trust Co	500,000	§ 258,467	3,936,957	100	..... *	250
Second Nat. Bank	125,000	§ 97,366	853,500	100	155	160
JERSEY CITY—						
First National Bank.	400,000	§ 780,594	6,376,400	100	300	.....
Hudson Co. Nat. Bk.	250,000	§ 543,475	1,818,800	100	375	.....
Second Nat. Bank	250,000	§ 362,683	1,173,100	100	230	.....
Third Nat. Bank	200,000	§ 220,689	958,500	100	180	.....
Com. Tr. Co. of N. J.	500,000	500,000	.....	..	215	225
N. J. T. Gu. & Tr. Co.	200,000	§ 456,053	5,407,814	100	300	.....
MORRISTOWN—						
First Nat. Bank	100,000	§ 144,379	1,004,856	100	225	.....
Nat. Iron Bank	200,000	§ 59,605	772,725	100	.... *	105
Morristown Tr. Co.	300,000	§ 533,804	2,660,276	100	450	500
NEWARK—						
Essex Co. Nat. Bank	300,000	§ 756,361	3,321,033	50	210	.....
German Nat. Bank	200,000	§ 267,733	1,655,751	100	232	.....
Manufact'rs N. Bank	250,000	§ 130,061	1,242,766	100	160	.....
Merchants' N. Bank.	200,000	§ 203,975	1,848,117	100	215	.....
Nat. Newark Bkg. Co	500,000	§ 505,770	2,496,272	50	101	.....
National State Bank.	500,000	§ 363,235	2,481,689	50	92½	.....
Newark City N. Bank	500,000	§ 312,163	2,026,633	50	92½	.....
North Ward N. Bank	200,000	§ 174,407	1,440,001	100	180	.....
Second Nat. Bank	300,000	§ 123,222	842,185	100	160	.....
State Banking Co	100,000	§ 113,913	1,158,971	100	200	.....
Fidelity Trust Co	920,900	§ 995,767	4,227,178	100	260	.....
NEW BRUNSWICK—						
Nat. Bank of N. J.	250,000	§ 268,962	1,280,806	100	215	220
People's Nat. Bank	100,000	§ 75,214	446,939	100	155	165
PATERSON—						
First National Bank.	400,000	§ 446,377	2,706,818	100	.....	400
Paterson Nat. Bank.	300,000	§ 173,960	1,784,480	100	170	.....
Second Nat. Bank	150,000	§ 156,871	1,163,947	50	120	.....
Paterson Sav. Inst'n	250,000	630,386	6,767,721	100	650	.....
Hamilton Trust Co.	150,000	150,000	.....	100	.....	225
Paterson S.D. & T. Co	100,000	§ 110,134	1,585,847	100	240	.....
Silk City S. D. & T. Co.	100,000	§ 33,118	456,496	100	145	.....
TRENTON—						
Broad St. Nat. Bank.	250,000	§ 96,078	896,769	100	107	.....
First National Bank.	500,000	§ 289,967	839,967	100	155	160
Mechanics' Nat. Bk.	500,000	§ 353,704	1,879,606	50	85	86
Trenton Banking Co.	500,000	§ 375,000	1,700,000	50	86	.....
Trenton Tr. & S. D. Co.	150,000	§ 36,061	1,877,151	100	110	.....

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

NEW YORK.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ALBANY—	$	$	$			
Albany City Nat. Bk.	300,000	§ 88,017	2,032,385	100	106	110
Albany County Bank	250,000	§ 72,871	928,935	100	190	200
First National Bank.	200,000	§ 121,102	512,929	100	140	146
Mech'nics & F'rmers'	250,000	§ 955,729	1,244,391	100	475	.....
Merchants' Nat. Bk.	200,000	§ 204,148	979,540	50	170	175
Nat. Commercial Bk.	300,000	§ 814,935	4,374,287	100	400	.....
Nat. Exchange Bank	300,000	§ 76,332	1,326,003	100	114	115
N. Y. State Nat. Bk.	250,000	§ 269,217	5,720,755	100	220	.....
Park Bank	100,000	§ 39,336	517,318	100	140	.....
AUBURN—						
Cayuga Co. Nat. Bk.	200,000	§ 84,445	866,115	25	25¾	27½
Nat. Bank of Auburn	200,000	§ 90,933	638,905	100	106	110
BINGHAMTON—						
City National Bank	200,000	§ 51,461	458,745	100	100	.....
First National Bank.	200,000	§ 77,430	821,540	100	.....	110
People's Bank	100,000	§ 9,546	169,550	100	.....	.....
Strong State Bank	100,000	§ 73,462	703,271	100	.....	135
Susquehanna Valley	100,000	§ 24,069	377,220	100	.....	.....
Binghamton Tr. Co.	300,000	§ 149,348	2,202,492	100	.....	135
BROOKLYN—*Prices are per cent, not per share. Surplus includes undivided profits.*						
Bedford Bank	150,000	124,149	1,239,500	100	215	.....
Broadway Bank	100,000	145,185	1,385,700	100	190	200
Brooklyn Bank	300,000	163,960	1,294,000	50	110½	.....
Eighth Ward Bank	100,000	39,156	305,000	100	.....	95
Fifth Ave. Bank	100,000	57,330	539,300	100	104	107
First National Bank.	300,000	524,161	4,208,000	100	300	310
Hamilton Bank	100,000	38,313	512,638	100	110½	.....
Kings County Bank.	150,000	59,873	610,100	100	100	.....
Manufact's' Nat. Bk.	252,000	450,728	2,793,400	30	265	.....
Mechanics' Bank	500,000	392,172	2,712,600	50	202¼	.....
Mech. & Traders' Bk.	100,000	201,699	838,800	100	280	.....
Merchants' Bank	100,000	17,036	369,400	100	110	.....
Nassau Nat. Bank	300,000	616,699	4,103,000	100	285	.....
National City Bank.	300,000	561,365	2,672,000	50	290	.....
North Side Bank	100,000	115,082	720,800	100	170	172
People's Bank	100,000	127,656	830,300	50	190	195
Schermerhorn Bank.	100,000	60,565	484,000	100	150	.....
Seventeenth Wd. Bk.	100,000	70,864	409,800	100	115	.....
Sprague Nat. Bank	200,000	226,105	936,000	100	200	.....
Twenty-sixth Wd. Bk.	100,000	56,795	454,000	100	140	145
Union Bank,	100,000	55,783	187,300	100	120	.....
Wallabout Bank	100,000	43,843	603,300	100	105	115
[*For detailed statement of Brooklyn Trust Cos. see* CHRONICLE *Jan. 27 1900.—pages 181 to 184.*]						
Brooklyn Trust Co	1,000,000	1,697,912	9,464,701	100	410	.....
Flatbush Trust Co	200,000	102,149	339,198	100	160	.....
Franklin Trust Co	1,000,000	1,266,211	6,548,198	100	300	325
Hamilton Trust Co	500,000	654,861	4,625,011	100	280	.....
Kings Co. Trust Co	500,000	941,549	6,768,047	100	345	.....
Long I. Loan & Tr. Co.	500,000	530,069	2,945,082	100	252	.....
Manuf'rs' Trust Co.	500,000	737,907	4,426,102	100	310	.....
Nassau Trust Co	500,000	366,198	2,914,964	100	188	200
People's Trust Co	1,000,000	1,360,791	9,431,984	100	338	.....
Williamsburg Tr. Co.	700,000	388,561	2,114,990	100	190	200
BUFFALO—						
Bank of Buffalo	500,000	§ 565,142	4,293,339	100	200	225
Buffalo Commercial.	250,000	§ 86,430	1,721,647	100	105	120
Citizens' Bank	100,000	§ 148,243	1,388,678	100	.....	195
City National Bank.	300,000	§ 184,846	2,275,530	100	.....	.....
Columbia Nat. Bank.	200,000	§ 42,013	1,577,892	100	.....	105
German-American	200,000	§ 151,011	2,527,814	100	130	140
German Bank	100,000	§ 463,370	3,826,542	1000	4500	5000
Man'f'rs' & Traders'.	900,000	§ 572,184	6,849,852	50	.....	70
Marine Bank	200,000	§ 955,419	6,111,912	100	550	.....
Merchants' Bank	300,000	§ 152,098	1,531,256	100	.....	120
Metropolitan Bank	200,000	§ 65,113	981,890	100	.....	120
Niagara Bank	100,000	§ 13,500	809,664	100	.....	100
People's Bank	300,000	§ 101,109	1,705,345	100	.....	115
Third National Bank.	500,000	§ 213,728	1,933,122	100	.....	115
Union Bank	200,000	§ 63,062	861,332	100	.....	100
Buffalo L. T. & S. D. Co.	200,000	§ 73,000	2,855,602	100	.....	125
Fidelity Tr. & Guar.	500,000	§ 462,127	7,177,497	100	270	.....
ELMIRA—						
Chemung Canal Bk.	300,000	§ 600,000	4,368,468	100	.....†	300
Merchants' Nat. Bk.	100,000	§ 8,003	239,264	100	..... †	105
Second Nat. Bank	300,000	§ 131,616	1,248,458	100	x ....*	140
NEW YORK CITY—*Prices are per cent, not per share. Surplus includes undivided profits.*						
America, Bank of	1,500,000	2,814,157	24,058,700	100	440	....
Amer. Exch. Nat. Bk.	5,000,000	2,823,070	23,320,000	100	182½	187½
Astor National Bk.	350,000	211,498	4,089,600	100	500	....
Bowery Bank	250,000	682,517	3,411,000	100	285	300
Broadway, National.	1,000,000	1,624,305	5,291,300	25	240	248
Butch. & Drov. Nat.	300,000	83,589	1,094,900	25	85	90
Central Nat. Bank,	1,000,000	491,194	12,838,000	100	175	185
Chase Nat. Bank	1,000,000	1,705,878	41,506,300	100	425	..
Chatham Nat. Bank	450,000	986,541	6,033,200	25	300	310
Chemical Nat. Bank	300,000	6,697,529	25,967,400	100	3900	4100
Citizens' Bank, Nat.	600,000	383,946	2,826,300	25	145	155
City Bank, National.	10,000,000	5,073,740	121103500	100	.	300
Colonial Bank	100,000	97,751	1,396,800	100	275	.....
Columbia Bank	300,000	198,466	2,147,000	100	190	.....
Commerce, Nat. Bk. of	5,000,000	3,639,448	21,603,100	100	270	.....
Continental Nat. Bk.	1,000,000	506,191	6,005,200	100	130	.....
Corn Exchange Bk.	1,400,000	1,731,511	19,368,600	100	345	360
Domestic Ex Nat. Bk.	300,000	.....	.....	100	.....	.....
East River Nat. Bk.	250,000	152,445	1,449,000	25	130	.....
Eleventh Ward Bk.	100,000	136,660	1,372,000	25	150	.....
Fifth Ave. Bank	100,000	1,211,530	8,983,600	100	2400	.....
Fifth Nat. Bank	200,000	340,166	2,447,200	100	225	.....
First Nat. Bank	500,000	8,925,370	36,522,900	100	3250	.....
Fourteenth St. Bank.	100,000	50,957	1,257,000	100	145	165
Fourth Nat. Bank	3,000,000	2,171,828	25,840,100	100	172	177½
Gallatin Nat. Bank.	1,000,000	1,798,709	6,539,300	50	400	.....
Gansevoort Bank	200,000	16,687	645,100	50	.....	70
Garfield Nat. Bank.	200,000	1,015,771	7,343,700	100	1600	.....
German-Amer. Bk.	750,000	318,517	3,473,200	75	120	.....
German Exch. Bk.	200,000	585,397	3,110,500	100	230	260
Germania Bank	200,000	774,606	4,231,200	100	325	.....
Greenwich Bank	200,000	168,633	811,100	25	165	.....
Hamilton Bank	200,000	96,609	1,433,600	100	145	155
Hanover Nat. Bank	1,000,000	2,846,384	45,196,800	100	675	725
Hide & Leather N. Bk	500,000	268,267	1,540,000	100	115	.....
Home Bank	100,000	81,741	666,200	100	120	140
Imp. & Traders' N. Bk	1,500,000	5,829,800	24,615,000	100	515	530

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
N. Y. CITY—(Con.)	$	$	$			
Irving Nat. Bank....	500,000	419,885	4,429,000	50	172½	.....
Leather Mfrs.Nat.Bk	600,000	505,278	3,534,600	100	225	250
Liberty Nat. Bank...	500,000	478,079	5,314,000	100	310	.....
Lincoln Nat. Bank..	300,000	880,129	10,166,900	100	775	825
Manhattan Co. Bk...	2,050,000	2,114,071	21,639,000	50	255	275
Market & Ful.Nat.Bk	900,000	980,617	6,969,000	100	215	240
Mechanics' Nat. Bk.	2,000,000	2,187,826	11,241,000	25	194	.....
Mech. & Traders' Bk.	400,000	129,786	2,015,000	25	90	110
Mercantile Nat. Bk..	1,000,000	1,150,815	13,278,400	100	190	.....
Merchants' Ex.N.Bk.	600,000	207,000	5,453,800	50	120	.....
Merchants' Nat. Bk.	2,000,000	1,144,153	15,596,800	50	170	.....
Metropolis, B'k of the	300,000	911,575	6,861,000	100	415	440
Mount Morris Bank.	250,000	53,601	2,155,000	100	.....	200
Mutual Bank.....	200,000	126,190	1,418,600	100	140	.....
Nassau Bank.....	500,000	264,756	2,762,400	50	160	.....
N. Amsterdam,Bk. of	250,000	397,431	4,478,600	100	590	.....
N.Y. County Nat. Bk.	200,000	419,137	3,928,400	100	1500	.....
N. Y. Nat. Exch. Bk.	300,000	86,184	2,797,100	100	116	.....
N.Y., N. B. A., Bk. of.	2,000,000	2,003,699	13,511,000	100	250	255
Nineteenth Ward Bk.	100,000	38,916	1,511,400	100	100	.....
Ninth Nation'l Bank.	750,000	181,683	2,756,600	100	85	90
No.Amer.,Nat. Bk. of	1,000,000	610,337	13,541,100	100	200	210
Oriental Bank.....	300,000	395,573	1,950,000	25	190	200
Pacific Bank.....	422,700	492,155	2,949,300	50	.....	180
Park Bank, National	2,000,000	3,393,391	55,570,000	100	.....	440
People's Bank.....	200,000	298,391	2,600,600	25	225	.....
Phenix Nat. Bank...	1,000,000	248,897	4,430,000	20	100	110
Plaza Bank.....	100,000	145,7-7	2,050,000	100	475	...
ProduceEx.Bk.,N.Y.	1,000,000	329,927	3,293,700	100	120	130
Republic, Nat. Bk. of	1,500,000	1,051,591	20,167,700	100	200	215
Riverside Bank.....	100,000	114,461	884,800	100	210	.....
Seaboard Nat. Bank.	500,000	674,404	15,224,000	100	275	.....
Second Nat. Bank...	300,000	780,665	9,178,000	100	550	.....
Seventh Nat. Bank..	300,000	200,300	3,931,000	100	170	.....
Shoe & Leather, Nat.	1,000,000	194,941	4,104,300	100	100	105
State Bank.....	100,000	175,378	3,231,000	100	225	.....
State of New York..	1,200,000	527,978	3,354,300	100	128	.....
Twelfth Ward Bank.	200,000	86,336	1,608,200	100	115	.....
Twenty-third W'd Bk	100,000	64,566	1,076,200	100	100	.....
Union Bk.,National.	1,200,000	1,365,416	16,372,800	100	600	625
Union Square Bank.	200,000	319,664	2,631,300	100	210	.....
Wells, Fargo & Co..	500,000	140,191	3,233,437	100	.....	.....
West Side Bank.....	200,000	393,304	2,735,000	100	375	.....
Western Nat. Bank.	2,100,000	1,440,254	35,903,500	100	350	375
Yorkville Bank.....	100,000	168,114	1,578,000	100	210	.....
[*For detailed statement of N. Y. City Trust Cos., see* CHRONICLE, *Jan. 27 and Feb. 3, 1900.*]						
Amer'n Dep. & L. Co.	500,000	61,027	5,516,972	100	.....	.....
Atlantic Trust Co...	1,000,000	496,045	4,090,983	100	195	205
Bankers' Trust Co...	1,500,000	1,507,134	2,242,649	100	.....	200
Central Realty Bond & Trust Co.....	1,000,000	581,207	2,071,198	100	250	.....
Central Trust Co....	1,000,000	10257566	43,177,608	100	2100	2250
City Trust Co.....	1,000,000	1,181,277	9,874,968	100	325	.....
Colonial Trust Co...	1,000,000	935,467	13,044,390	100	.....	400
Continental TrustCo.	500,000	607,386	6,965,684	100	375	.....
Farmers' L'n&Tr.Co.	1,000,000	5,525,124	41,519,851	25	1400	1450
Fifth Ave. Trust Co.	500,000	708,133	5,770,033	100	400	475
Guaranty Trust Co..	2,000,000	3,904,191	20,989,368	100	600	700
Inter. B'k'g. & T. Co.	1,000,000	528,538	2,055,199	100	.....	140
Knickerbock'r Tr.Co.	1,000,000	957,884	16,544,147	100	390	.....
Manhattan Tr. Co...	1,000,000	1,194,476	9,451,692	30	350	.....
Mercantile Tr. Co...	2,000,000	4,230,785	41,870,994	100	775	.....
Merchants'Trust Co.	500,000	1,000,000	153,231	100	.....	.....
Metropolitan Tr. Co.	1,000,000	1,425,265	14,545,841	100	400	450
Morton Trust Co....	1,000,000	1,549,538	4,791,156	100	400	.....
N.Y.Life Ins.& T.Co.	1,000,000	3,432,713	24,117,944	100	1400	1450
N.Y.Security&Tr.Co.	1,000,000	2,145,471	15,690,302	100	700	775
Nor. Amer. Tr. Co...	2,000,000	1,129,669	7,789,528	100	.....	155
Produce Exc. Tr. Co.	2,500,000	2,641,466	5,809,932	100	.....	125
Real Es.Tr.Co.ofN.Y.	500,000	483,628	4,406,258	100	300	.....
Standard Trust Co..	1,000,000	251,180	3,792,637	100	210	.....
State Trust Co.....	1,000,000	1,261,888	14,829,116	100	400	.....
Title Guar. & Tr. Co.	2,500,000	2,876,657	1,329,433	100	375	395
Trust Co. of America	2,500,000	2,585,605	6,842,854	100	190	195
Trust Co. of N. Y...	1,000,000	1,000,000	.....	100	195	205
Union Tr. Co. of N.Y.	1,000,000	6,168,808	36,670,433	100	1400	1450
U. S. Mort. & Tr. Co.	2,000,000	2,412,903	13,785,349	100	500	530
U. S. Tr. Co. of N. Y.	2,000,000	11010632	50,176,0-1	100	1575	.....
Washington Tr. Co..	500,000	683,258	5,977,489	100	300	.....
RICHMOND BORO.—						
Bank of Staten Isl'd	25,000	51,400	526,000	50	.....	.....
First Nat., Staten Is.	100,000	79,300	618,100	100	.....	.....
ROCHESTER—						
Alliance Bank.....	150,000	58,315	1,551,962	100	175	.....
Bank of Monroe.....	100,000	186,893	1,199,455	100	.....	.....
Central Bank.....	200,000	101,134	1,531,012	100	130	135
Commercial Bank...	200,000	132,163	1,373,311	100	135	140
Flour City Nat. Bank	300,000	169,166	1,989,046	100	130	133
German-Amer. Bank	200,000	261,366	2,989,149	100	275	.....
Merchants' Bank....	100,000	77,154	1,089,068	100	165	.....
Traders' Nat. Bank..	250,000	685,789	3,474,796	50	340	...
Fidelity Trust Co...	200,000	47,990	2,086,945	100	125	130
Roch.Tr. & S. Dep.Co.	200,000	595,101	7,366,795	50	450	.....
Security Trust Co....	200,000	228,041	3,535,736	100	200	.....
Union Trust Co.....	200,000	50,205	1,476,299	....	115	.....
SYRACUSE—						
American Exch. Bk.	200,000	28,904	457,032	100	108	110
Bank of Syracuse..	125,000	122,274	1,207,498	100	175	180
Commercial Bank...	250,000	63,301	949,389	100	120	125
First National Bank.	250,000	284,142	2,409,185	100	200	215
Merchants' Nat. Bk..	180,000	227,394	1,084,933	100	200	.....
N. Y. State Bkg. Co..	100,000	83,788	534,444	100	150	175
Salt Springs Nat. Bk.	200,000	101,823	1,004,485	100	130	150
State Bk. of Syracuse	100,000	128,126	1,952,928	100	180	200
The Robert Gere Bk.	100,000	223,774	735,880	100	300	.....
Third Nat. Bank	300,000	152,121	660,595	100	170	200
Tr.&Dep.Co.of Onon	100,000	186,666	3,227,381	100	210	225
TROY—						
Central Nat. Bank...	200,000	85,575	774,360	50	145	150
Manufact'rs Nat. Bk.	150,000	199,261	2,577,372	100	245	.....
Mutual Nat. Bank...	250,000	218,311	1,430,717	100	175	180
Nat. State Bk.of Troy	250,000	253,166	1,707,459	100	200	205
Troy City Nat. Bank.	300,000	224,696	1,171,058	100	160	165
Union Nat. Bank....	300,000	28,857	698,444	50	.....	75
United Nat. Bank...	240,000	340,470	751,302	100	250	.....
UTICA—						
First National Bank, *a*	600,000	413,575	2,034,045	60	116	120
Mather & Co.'s Bank	200,000	25,657	332,704	100	100	105
Oneida County Bank *a*	125,000	249,762	662,257	100	250	280
Oneida Nat. Bank...	400,000	395,146	1,239,631	100	180	190
Second Nat. Bank...	300,000	126,774	787,878	100	105	110

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.
a The First National Bank and the Oneida County Bank of Utica are being consolidated as we are going to press.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
UTICA—(Con.)	$	$	$			
Utica City Nat. Bank	400,000	133,272	1,178,027	50	57	63
Utica Tr. & Dep. Co.	200,000	57,441	306,738	100	.....	.....
YONKERS—						
Citizens' Nat. Bank.	100,000	125,000	798,132	100	.....	.....
First National Bank.	150,000	72,812	1,352,793	50	.....	.....
Westchester Tr't Co.	200,000	119,071	522,114	100	.....	.....
NORTH CAROLINA.						
RALEIGH—						
Citizens' Nat. Bank.	100,000	52,340	775,820	100	130	.....
Comm'l & Farm'rs Bk	100,000	34,439	507,099	100	125	128
Mech. Dime Sav. Bk.	15,000	1,510	94,181	25	26	26¼
Nat. Bk. of Raleigh.	225,000	94,327	464,833	100	115	118
Raleigh Savings Bk.	15,000	14,261	317,090	25	50	.....
OHIO.						
CINCINNATI—						
Atlas Nat. Bank.....	400,000	233,273	3,217,916	100	190	.....
Citizens' Nat. Bank.	1,000,000	440,431	7,242,743	100	245	.....
City Hall Bank.....	100,000	13,670	310,596	100	110	115
Equitable Nat. Bank	250,000	69,377	1,199,718	100	100	105
Fifth Nat. Bank.....	300,000	103,605	2,616,865	100	136	.....
First Nat. Bank.....	1,200,000	536,619	7,140,356	100	285	290
Fourth Nat. Bank...	500,000	489,398	4,352,145	100	220	250½
Franklin Bank.....	240,000	100,411	1,248,826	Private bank		
German Nat. Bank..	500,000	420,383	3,104,413	100	215	220
Market Nat. Bank...	250,000	192,955	2,892,350	100	200	.....
Merchants' Nat. Bk.	600,000	189,701	3,302,604	100	134	136
Nat. Lafayette Bank	600,000	528,300	3,586,314	100	295	302½
North Side Bank	25,000	4,862	98,082	..	.....	.....
Ohio Valley Nat. Bk	700,000	223,816	4,144,956	100	145	150
Second Nat. Bank...	200,000	203,500	2,277,457	100	.....	253
Third Nat. Bank.....	1,200,000	500,450	4,730,260	100	157	160
Union Sav.B.&Tr.Co.	500,000	555,081	4,851,760	100	260	.....
Western German Bk.	200,000	353,290	1,614,057	100	380	385
Cent. Tr. & S. Dep.Co.	250,000	43,393	1,185,745	100	115	120
CLEVELAND—						
Americ'n Ex. Nat.Bk	250,000	75,598	2,529,381	100	149½	150
Bk.of Com'erce,N.A.	2,000,000	1181853	6,701,529	100	195	196½
B'way Sav.& L'n Co.	300,000	126,778	2,021,373	100	150	151
Central Nat. Bank..	800,000	256,651	4,100,745	100	150	151
Citizens' S.&L.Ass'n	1,000,000	1159421	8,503,546	500	1200	1250
Cleveland Nat. Bank	500,000	110,159	1,493,322	100	125	125½
Coal & Iron Nat. Bk..	500,000	39,525	2,008,542	100	119	119½
Columbia Sav.&L.Co	50,000	13,738	372,587	50	50	52
Colonial Nat. Bank.	500,000	46,130	1,983,416	100	119	119½
Commercial N. Bank	1,500,000	317,453	2,443,590	100	123	124
Cuyahoga Sv. & B.Co	50,000	4,500	300,000	100	102	103
Detroit St.S'v.Bk.Co.	100,000	6,920	548,654	100	115	116
Dime Sav.& Bkg. Co.	300,000	135,692	4,418,802	100	150	155
East End Sav.Bk.Co.	200,000	91,986	2,153,480	100	160	161
Euclid Ave. N. Bank	500,000	242,784	5,899,285	100	150	152
Euclid A. T. & S. Co.	500,000	55,000	1,194,537	100	115	118
Farm.&Mer'h.B'g Co	50,000	4,060	273,458	50	58	60
First National Bank.	500,000	116,320	2,261,641	100	123	124
Forest City Sv.Bk.Co	90,000	20,517	822,059	50	63	65
Garfield Sav. Bk. Co.	50,000	19,579	834,778	100	144	145
Ger.-Amer.Sav.B.Co	50,000	8,162	436,339	50	60	62½
L. Sh. Bkg. & Sav. Co	100,000	23,911	838,786	100	125	126
Lorain St. Sav.Bk.Co	50,000	39,296	976,920	50	78	79
Mercantile N. Bank.	600,000	230,598	2,282,110	100	138	139
Merch. B'g.& Stor.Co	100,000	37,184	27,008	...	.....	.....
National City Bank .	250,000	300,071	731,262	100	201	202
Park National Bank.	500,000	96,686	3,204,425	100	137	138
Pearl St. Sav.& L.Co.	50,000	39,229	1,098,592	50	84	85
People's Sav.& L. As.	100,000	193,555	2,616,750	200	525	530
Permanent S.& L.Co	1,265,526	116,610	888,066	500	550	555
Prod. Ex. Bank'g Co.	100,000	44,649	1,489,882	50	60	61
So. Cleveland Bk.Co.	150,000	37,389	991,420	100	111	113
State National Bank	500,000	130,766	3,081,669	100	133½	134
Unit'd Bkg. & Sav.Co	100,000	23,073	1,717,348	50	160	161
Union Nat. Bank....	1,000,000	271,792	4,829,561	100	138	139
Wade Park B'k'g Co.	100,000	22,146	927,000	100	128	130
W.Cleveland Bkg. Co	50,000	663	237,147	50	50	51
Wick B'k'g & Tr. Co.	250,000	20,105	582,776	100	100	101
Woodl'd Av. S. & L'n	250,000	80,854	1,867,182	100	160	161
American Trust Co..	500,000	325,981	1,727,323	100	180	180½
Cleveland Trust Co.	500,000	235,652	3,916,490	100	230	.....
Guardian Trust Co..	500,000	63,383	3,337,890	100	132	133
Savings & Trust Co..	750,000	183,604	6,139,086	100	190	200
State Bkg.& Trust Co.	300,000	13,587	445,569	100	110	112
COLUMBUS—						
Capital City Bank...	60,000	11,356	459,903	100	.....	150
Citizens' Savings Bk.	100,000	83,105	1,031,721	100	.....	225
Columbus Savs. Bk..	50,000	12,000	311,000	100	105	110
Commercial N. Bank	200,000	52,559	912,514	100	120	125
Deshler Nat. Bank..	300,000	123,323	1,475,939	100	.....	175
East End Sav. Bk.Co.	25,000	7,231	164,607	100	.....	110
Hayden-Clinton National Bank	400,000	52,451	1,471,604	100	120	125
Market Exch. Bk.Co.	25,000	8,250	290,000	100	100	105
Merchants' & Manufacturers' Nat. Bk.	350,000	86,660	2,624,612	100	130	135
New First Nat. Bank	400,000	83,412	1,976,200	100	124	125
Ohio National Bank.	400,000	70,924	1,779,208	100	120	125
State Sav.Bk. & Tr.Co	200,000	75,000	800,000	100	140	150
DAYTON—						
City National Bank.	200,000	124,020	1,434,671	100	260	265
Dayton Nat. Bank...	300,000	87,100	751,284	100	130	.....
Fourth Nat. Bank...	600,000	161,317	923,502	100	150	.....
Merchants' Nat. Bk	200,000	51,939	682,401	100	130	.....
Teutonia Nat. Bank.	200,000	34,000	373,850	100	170	.....
Third Nat. Bank.....	400,000	145,010	1,291,818	100	200	210
Winters Nat. Bank..	500,000	169,473	1,029,349	100	200	.....
TOLEDO—						
Cent'l Sav'gs Bk. Co	50,000	3,092	98,156	...	.....	.....
Comm'l Sav. Bk. Co.	50,000	902	62,284	100	104	105
East Side Bank. Co	30,000	26,735	377,148	100	125	140
First National Bank	500,000	817,514	2,322,960	100	260	265
Holcomb Nat. Bank.	300,000	84,772	895,584	100	128	129
Home Savs. Bank...	250,000	65,165	1,057,214	100	155	185
Merch. & Cl'k S. Bk.	150,000	125,680	770,557	100	180	185
Merchants' Nat. Bk.	300,000	197,634	1,402,812	100	165	175
Nat.Bk.of Commerce	250,000	61,091	1,349,139	100	133	135
Northern Nat. Bank.	300,000	202,864	1,770,413	100	180	182
OhioSav.Bk.& Tr.Co.	150,000	82,517	1,140,328	100	117	119
Second Nat. Bank...	350,000	827,338	1,693,016	100	327½	335
Security Trust Co ...	200,000	9,850	138,500	100	103	104

$46 50 paid in.

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TOLEDO—Con.—	$	$	$			
Tol. Sav. Bk. & Tr. Co.	100,000	§ 210,797	1,067,527	100	.....	†312
Uni'n Cen. Sav. Bk. Co	25,000	§ 911	68,524	....	.....	.....
Union Savs. Bank ..	250,000	§ 60,907	754,701	100	150	160
YOUNGSTOWN—						
Commercial Nat. Bk.	200,000	§ 57,326	817,788	100	102	105
Dollar Sav. & Tr. Co.	300,000	§ 34,972	1,278,198	100	120	.....
First National Bank.	500,000	§ 326,936	2,142,049	100	150	160
Mahoning Nat. Bank	229,000	§ 125,158	606,752	100	140	145
Second Nat. Bank...	200,000	§ 244,999	994,736	100	215	.....
Wick National Bank	300,000	§ 84,412	1,223,662	100	125	130
OREGON.						
PORTLAND—						
Ainsworth N. Bank	100,000	§ 14,754	468,188	....	.....	.....
First National Bank.	500,000	§ 677,908	5,169,838	....	.....	.....
Ladd & Tilton Bank.	250,000	200,000	.....	Private		Bank
Merchants' N. Bank.	250,000	§ 58,565	1,174,289	....	.....	.....
Security Savings & Trust Co.....	250,000	1,070	1,810,530	....	.....	.....
Unit. States N. Bank	250,000	§ 29,817	629,248	....	.....	.....
PENNSYLVANIA.						
ALLEGHENY—						
Dollar Sav. Fd & Tr Co	150,000	§ 33,136	611,121	50	130	.....
Enterprise Nat. Bk..	200,000	§ 155,051	1,245,828	50	88	.....
First National Bank.	350,000	§ 102,444	1,139,264	100	125	.....
German Nat. Bank..	200,000	§ 448,148	2,467,840	100	325	.....
Nation's Bk. for Sav.	100,000	§ 37,024	540,243	50	61	.....
Second Nat. Bank...	150,000	§ 297,450	851,724	100	235	.....
Secured Savs., Bk. of	125,000	§ 19,306	559,632	50	.....	.....
Third National Bank	200,000	§ 211,600	586,000	100	189	.....
Work. S. Bk. & Tr. Co.	100,000	§ 207,521	1,572,371	50	165	.....
ALLENTOWN—						
Allentown Nat. Bank	500,000	§ 168,760	1,954,196	40	51	52
Second Nat. Bank...	200,000	§ 125,628	996,455	100	148¾	150
Leh. Val. T. & S. D. Co.	125,000	§ 84,972	1,077,058	50	75	80
ALTOONA—						
Altoona Bank.	50,000	§ 48,000	625,000	100	.....	.....
Fidelity Bank.....	50,000	§ 12,100	110,000	100	115	120
First National Bank.	150,000	§ 121,033	1,063,197	100	175	.....
Second Nat. Bank...	100,000	§ 15,264	438,690	100	.....	105
ERIE—						
First National Bank.	150,000	§ 237,564	1,870,055	100	200	.....
Marine Nat. Bank...	150,000	§ 251,790	1,274,802	100	200	.....
Second Nat. Bank..	300,000	§ 100,903	1,166,702	100	110	.....
Erie Dime Sav. & Trust Co.....	150,000	§ 85,933	732,473	100	110	.....
HARRISBURG—						
Dauphin Deposit Bk	300,000	§ 13,090	2,128,782	Private		Bank
First National Bank.	100,000	§ 328,902	1,075,632	100	375	400
Harrisburg N. Bank.	300,000	§ 207,667	1,374,050	25	50	60
Mechanics' Bank....	100,000	76,716	895,670	Private		Bank
Merchants' N. Bank.	100,000	§ 41,306	326,464	100	140	150
Central Guar. Tr. & Safe Deposit Co....	125,000	§ 31,145	283,265	50	50	65
Commonwl'th Guar. Tr. & Safe Dep. Co.	250,000	§ 283,700	850,000	100	200	225
Harrisburg Trust Co	250,000	§ 157,573	1,075,247	60	90	95
LANCASTER—						
Conestoga N. Bank..	200,000	§ 184,224	584,613	100	195	200
Farmers' Nat. Bank.	450,000	§ 328,054	880,095	50	118	119
First National Bank.	210,000	§ 134,320	387,386	100	209	210
Fulton Nat. Bank...	200,000	§ 106,175	543,543	100	205	.....
Lancast'r Co. N. Bank	300,000	§ 246,521	653,310	50	120	122
Northern Nat. Bank.	125,000	§ 35,121	421,907	100	135	137
People's Nat. Bank..	200,000	§ 59,441	436,145	100	129	130
Lancaster Trust Co.	250,000	§ 257,318	2,434,485	100	225	228
People's Trust Sav. & Deposit Co.....	125,000	91,155	1,066,954	100	90	95
PHILADELPHIA—*Surplus includes undivided profits.*						
Bank of North Amer.	1,000,000	1,712,899	9,050,000	100	.....*	251
Centennial N. Bank.	300,000	264,775	2,645,000	100	.....*	170
Central Nat. Bank..	750,000	1,982,442	8,049,000	100	.....*	311¾
City National Bank.	400,000	500,057	1,060,000	50	.....*	90
Consolidation Nat'l Bank.....	300,000	255,080	1,237,000	30	.....'	40⅛
Corn Exch. N. Bank.	500,000	631,179	9,313,000	50	.....*	87½
Eighth Nat. Bank...	275,000	604,689	2,162,000	100	.....*	250
Far. & Mech. Nat. Bk.	2,000,000	769,292	7,990,000	100	105	.....
First National Bank.	1,000,000	586,443	9,573,000	100	.....*	160
Fourth St. Nat. Bank	1,500,000	1,693,908	25,571,000	100	175	.....
Girard Nat. Bank...	1,000,000	1,184,610	7,582,000	40	68	69
Independence N. B'k	500,000	338,416	4,475,000	100	.....*	125
Kensington N. Bank.	250,000	233,265	1,185,000	50	....	55
Manayunk N. Bank.	200,000	225,561	1,333,515	100	.....*	192
Manufact'rs' N. Bank	500,000	237,987	2,136,000	100	101	.....
Market St. Nat. Bank	500,000	137,345	3,812,000	100	.....*	100
Mechanics' N. Bank.	500,000	491,868	3,336,000	100	117½	.....
Merchants' N. Bank.	600,000	399,676	11,254,000	100	101	.....
Nat. Bank of Germantown	200,000	437,271	2,285,848	50	.....*	160
National Bank of Northern Liberties	500,000	763,968	2,990,000	50	109½	.....
Nat. Security Bank.	250,000	305,818	1,821,000	100	.....'	180
Ninth National Bank	300,000	290,632	1,824,000	100	.....'	143¼
Northern Nat. Bank.	200,000	94,527	1,116,000	100	.....*	115¼
Northwest. Nat. Bk..	200,000	241,687	1,974,000	100	.....*	205
Penn National Bank	500,000	648,910	4,095,000	50	.....*	85
Philadelphia Nat. Bk.	1,500,000	1,508,721	18,471,000	100	212	....
Quaker City Nat. Bk.	500,000	222,873	2,213,000	100	.....'	93¼
Second Nat. Bank...	280,000	247,418	1,497,514	100	.....'	135
Sixth Nat. Bank.....	150,000	215,902	820,000	100	.....*	159
Southwark Nat. Bk.	250,000	144,590	1,125,000	50	.....	70
Southwestern Nat'l Bank.....	200,000	86,160	784,000	100	.....'	90
Tenth Nat. Bank....	200,000	83,919	753,000	100	112	.....
Third Nat. Bank.....	600,000	293,487	4,314,000	100	115	.....
Tradesmen's Nat. Bk.	500,000	351,468	4,606,000	50	.....*	.....
Union Nat. Bank....	500,000	537,882	2,896,000	50	.....'	72
West Phila. Bank...	50,000	32,226	285,624	100	.....*	50
Western Nat. Bank..	400,000	228,766	3,038,000	50	71	.....
American Trust Co..	200,000	45,367	373,866	50	.....*	30
City Trust Safe Deposit & Surety Co.	500,000	316,523	2,140,590	100	.....*	133

*Last sale. 'Book value. †Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PHIL'A—(Con.)—	$	$	$			
Columbia Ave. Sav. F'd S. Dep. Ti. & Tr.	400,000	46,869	855,775	100	.....*	120
Commercial Tr. Co..	1,000,000	1,000,000	.....	100	.....	.....
Commonwealth Title Ins. & Tr. Co	500,000	455,697	4,062,991	50	.....*	67½
Continental Title & Trust Co.....	250,000	44,476	1,270,436	25	.....*	35¼
Equitable Trust Co..	500,000	351,942	3,509,668	50	.....*	104⅛
Fidelity Ins. Trust & Safe Deposit Co....	2,000,000	3,067,186	19,393,354	100	.....*	490
Finance Co., com....	6,200	467,088	2,097,658	100	.....*	55¼
1st Pref.....	1,778,200			100	.....	118
2d Pref.....	2,029,600			100	.....	95
Frankford Real Est. Tr. & Safe Dep. Co.	125,000	27,117	558,109	50	.....*	50
German Amer. Title & Trust Co.....	500,000	53,786	826,644	50	.....*	32
Germantown R. Est. Deposit & Tr. Co..	300,000	150,186	1,892,096	100	..... *	145½
Girard Trust Co.....	2,000,000	5,377,728	14,213,325	100	.....	500
Guar. Tr. & S. Dep. Co.	1,000,000	856,823	5,545,079	100	..... *	190
Industrial Trust Title & Savings Co.....	350,000	248,902	1,574,045	50	.....*	53½
Integrity Title Ins. Tr. & Safe Dep. Co.	375,000	247,416	1,895,555	50	..... *	58
Investm't Co. of Phil	800,000	538,379	766,882	50	.....	100
Land Title & Tr. Co.	1,000,000	624,010	5,414,020	100	.....*	207
Lincoln Sav. & Tr. Co.	132,000	16,159	90,282	25	.....*	20
Manayunk Trust Co.	125,000	61,000	560,000	†25	.....*	15½
Merchants' Tr. Co..	250,000	84,50	878,928	25	.....	13
Mortgage Trust Co..	500,000	100,622	93,407	100	.....*	19½
Northern Sav. Fund Safe Dep. & Tr. Co.	500,000	434,725	3,148,473	50	.....*	93⅜
Penn. Co. for Insur. on Lives & Gr. Ann	2,000,000	2,356,662	16,419,349	100	.....*	490
Penn. W'h'g & S. D. Co.	456,550	592,010	209,807	50	.....	.....
Phil. Mort. & Tr. Co.	1,000,000	86,509	120,133	100	.....*	45
Philadelphia Tr. Safe Deposit & Ins. Co.	1,000,000	2,620,752	8,389,276	100	.....	460
Provident Life & Tr..	1,000,000	2,958,594	8,980,967	100	.....*	505
Real Est. Invest. Co.	155,402	22,025	132,418	5	.....*	1⅜
Real Est. Ti. In. & Tr.	1,000,000	152,051	3,060,746	100	..... *	119½
Real Estate Tr. Co..	960,830	517,202	4,824,838	50	.....*	120
Tacony Sav. F. Safe Dep. Ti. & Tr. Co..	127,500	48,054	329,243	100	.....*	92½
Tradesman's Trust & Sav. Fund Co.....	125,000	107,517	210,562	50	.....*	25
Trust Co. of N. A....	1,000,000	87,000	1,130,000	25	24¾	25
Union Trust Co.....	494,400	362,711	954,587	50	.....*	49½
United Security Life Ins. & Tr. Co.....	1,000,000	358,919	473,813	100	.....*	100
W. End Tr. & S. D. Co.	500,000	154,746	1,250,869	50	.....*	71
West Phila. T. & Tr. Co.	250,000	130,305	1,291,116	50	.....*	39
PITTSBURG—						
Allegheny Nat. Bank	500,000	§ 338,152	2,878,200	50	61¼	.....
Anchor Sav'gs Bank	50,000	§ 18,518	521,282	50	60	.....
Arsenal Bank.....	55,000	§ 76,674	416,559	50	115	150
Bk. of Pittsburg N.A.	1,200,000	§ 711,947	3,544,148	50	120	.....
Citizens' Nat. Bank.	800,000	§ 328,585	2,214,951	50	.....	.....
City Deposit Bank..	200,000	§ 264,832	1,426,498	50	90	.....
Columbia Nat. Bank.	300,000	§ 171,380	3,981,979	100	200	.....
Commercial Nat. Bk.	300,000	§ 89,044	929,394	100	115	.....
Diamond Nat. Bank.	200,000	§ 289,449	1,483,298	100	265	.....
Duquesne Nat. Bank	200,000	§ 175,411	1,694,370	100	199½	.....
Exchange Nat. Bank	1,200,000	§ 516,611	2,197,045	50	72½	73
Farmers' Dep Nat Bk	500,000	§ 2951572	8,604,649	100	710	800
Fifth Avenue Bank.	100,000	§ 8,520	338,692	50	42	.....
Fifth National Bank	100,000	§ 26,679	544,871	100	135	.....
First Nat. B'k of Birm	100,000	§ 204,283	844,219	100	300	.....
First Nat. Bk., Pitts.	750,000	§ 652,760	9,893,550	100	240	.....
Fort Pitt Nat. Bank.	200,000	§ 240,464	1,958,509	100	220	.....
Fourth Nat. Bank...	300,000	§ 105,810	635,694	100	128	.....
Freehold Bank.....	200,000	§ 735,318	4,543,794	50	300	.....
German Nat'nal Bk	250,000	§ 127,188	2,131,275	100	202	205
Germania Sav. Bank	150,000	§ 157,261	3,762,718	100	185	.....
Iron City N. Bank...	400,000	§ 293,496	2,023,970	50	85	.....
Keystone Bank.....	300,000	§ 252,692	1,065,491	60	197	205
Liberty Nat. Bank...	200,000	§ 61,316	1,106,729	100	123	.....
Lincoln Nat. Bank..	200,000	§ 164,690	1,887,279	50	80	.....
Manufacturers' Bk..	100,000	§ 96,470	541,133	50	100	.....
Marine Nat. Bank...	300,000	§ 45,199	662,667	100	100	.....
Mechanics' N. Bank	500,000	§ 557,424	2,784,765	50	110	.....
Mercantile Bank....	100,000	§ 81,000	934,000	50	100	.....
Mer. & Manuf. N. Bank	800,000	§ 623,102	4,099,793	50	100½	.....
Metropolitan N. Bank	200,000	§ 92,308	638,094	100	127	.....
Monongah'la N. Bank	250,000	§ 144,742	2,246,266	100	195	200
Nat. Bk. of West. Pa.	500,000	§ 291,717	2,226,618	100	170	.....
Pennsylva'ia N. Bank	200,000	§ 96,212	1,037,571	100	135	150
People's Nat. Bank..	1,000,000	§ 1155178	4,995,435	100	235	240
People's Sav. Bank..	300,000	§ 261,881	5,185,741	....	185	200
Pittsb'g Bk. for Sav.	75,000	§ 173,000	4,800,000	50	250	.....
Pittsb. Nat Bk of Com	500,000	§ 905,127	5,467,074	100	325	.....
Real Estate Sav. Bk.	100,000	§ 24,477	1,070,169	100	104	.....
Second Nat. Bank...	300,000	§ 824,100	8,615,188	100	324	.....
State Bank	50,000	§ 4,916	160,110	50	50	56
Third National Bank	250,000	§ 47,615	983,951	100	115	.....
Trad's & Mech's Bk.	100,000	§ 14,719	564,334	....	.....	50
Tradesmens' N. Bank	400,000	§ 214,604	2,765,433	100	110	.....
Union Nat. Bank....	250,000	§ 1087026	3,126,021	100	580	.....
U. S. Nat. Bank.....	200,000	§ 53,877	581,543	100	135	139
West End Sav. Bank	62,600	§ 59,810	413,750	50	60	.....
West. Sav. & Dep. Bk.	100,000	§ 24,344	422,962	50	61	.....
Equitable Trust Co..	250,000	§ 25,126	413,759	100	120	.....
Fidel. Title & Tr. Co.	1,000,000	§ 536,639	4,380,069	100	260	.....
Mercantile Trust Co.	500,000	§ 190,414	591,441	100	175	.....
Penn. Title & Tr. Co.	250,000	§ 36,334	884,703	100	130	.....
Pittsburg Trust Co..	600,000	§ 251,335	1,615,906	100	230	.....
Safe Dep. & Tr. Co..	500,000	§ 108,555	....	50	69	.....
Union Trust Co.....	250,000	§ 271,732	7,430,161	100	300	.....
READING—						
Citizens' Bank.....	125,000	§ 54,667	166,634	50	60	65
Farmers' Nat. Bank.	400,000	§ 531,610	1,519,006	30	80	.....
First National Bank.	250,000	§ 220,203	680,586	100	180	183
Keystone Nat. Bank	100,000	§ 105,691	566,639	100	.....	235
Nat. Union Bank....	200,000	§ 485,576	1,390,462	25	90	.....
Penn Nat. Bank.....	100,000	§ 129,404	640,330	100	225	.....
Reading Nat. Bank..	200,000	§ 142,221	551,487	100	175	.....
Schuylkill Valley Bk.	100,000	§ 85,622	395,124	50	90	.....
Second Nat. Bank...	200,000	§ 229,907	538,893	100	210	.....
Pennsylvania Tr. Co.	250,000	§ 111,431	671,724	100	125	.....
Reading Trust Co...	250,000	§ 86,923	463,970	100	135	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
SCRANTON—	$	$	$			
County Sav. Bk. & Tr	100,000 §	90,000	1,256,000	100	250	.....
Dime Deposit & Discount Bank	100,000 §	96,531	1,100,923	50	112½	.....
First National Bank	200,000 §	1225649	6,836,105	100	800	.....
Merch. & Mech. Bk	250,000 §	201,436	1,324,566	100	.....	.....
Scranton Sav. Bank.	100,000 §	175,471	1,681,534	100	300	.....
Third Nat. Bank	200,000 §	537,511	2,845,830	100	425	.....
Traders' Nat. Bank	250,000 §	98,832	1,283,239	100	.....	.....
Lack. Tr & S. D. Co.	250,000 §	159,473	1,009,211	100	150	.....
WILKES-BARRE—						
Anthracite Sav. Bk.	150,000 §	182,971	1,148,659	50	85	.....
First National Bank.	375,000 §	229,499	616,498	100	.....	130
Miners' Savings Bk.	150,000 §	482,666	1,758,003	50	.....	.....
Peoples' Bank	250,000 §	267,822	1,320,977	100	175	180
Second Nat. Bank	450,000 §	458,626	2,203,690	100	..... *	232
W. B. Dep. & Sav. Bk.	150,000 §	198,785	1,144,083	50	80	.....
Wyoming Nat. Bank	150,000 §	390,579	1,255,949	50	..... *	256
Wyoming Val. Tr. Co	150,000 §	83,480	414,800	50	..... *	75½
WILLIAMSPORT—						
First National Bank.	300,000 §	213,866	767,613	100	.....	.....
Lycoming Nat. Bank	100,000 §	108,186	261,295	100	.....	.....
Merchants' N. Bank.	100,000 §	15,979	212,498	100	.....	.....
West Branch N. Bank	100,000 §	188,164	946,927	100	.....	.....
Williamsp't N. Bank	100,000 §	35,000	257,597	100	.....	.....
Susq. Tr. & S. Dep. Co.	300,000 §	31,278	807,870	50	.....	.....

RHODE ISLAND.

NEWPORT—						
Aquidneck Nat. Bk.	200,000 §	44,677	319,363	50	..... *	66
First Nat. Bank	120,000 §	73,895	193,703	100	..... *	199½
Merchants' Bank	100,000 §	14,300	180,000	100	..... *	90
Nat. Bk. of Rh. Isl.	100,000 §	54,839	273,434	100	..... *	185
Nat. Exchange Bank	100,000 §	13,044	248,245	50	..... *	80
New England Commercial Bank	75,000 §	7,095	111,159	50	..... *	57
Newport Nat. Bank.	120,000 §	80,850	258,871	60	..... *	116
Union Nat. Bank	155,250 §	17,145	114,856	90	..... *	97½
PAWTUCKET—						
Slater Nat'l Bank	300,000 §	240,702	872,625	100	180	.....
PROVIDENCE—						
American Nat. Bank	1,000,000 §	82,282	1,970,355	50	43	.....
Atlantic Nat. Bank.	225,000 §	19,462	179,170	50	32½	.....
Blackstone Canal National Bank	500,000 §	174,534	301,437	25	24½	.....
City National Bank.	500,000 §	155,198	489,643	50	.....	.....
Commercial N. Bank	1,000,000 §	156,778	985,524	50	44	.....
Fifth Nat. Bank	300,000 §	41,209	361,085	50	43	.....
First National Bank.	500,000 §	199,683	1,054,180	50	111	.....
Fourth Nat. Bank	500,000 §	185,739	427,966	100	114	.....
High Street Bank	120,000 §	67,856	418,913	50	66	.....
Mechanics' N. Bank.	500,000 §	85,306	522,653	50	44	.....
Merchants' N. Bank.	1,000,000 §	411,037	3,492,186	50	61	.....
Nat. Bank of Com'ce	850,000 §	114,269	1,229,452	50	49	.....
National Bank of North America	1,000,000 §	155,604	796,638	50	43	.....
National Eagle Bank	500,000 §	40,801	374,706	50	36	.....
Nat. Exchange Bank	500,000 §	607,158	1,169,782	50	100	.....
Old National Bank	500,000 §	55,569	357,688	100	83	.....
Phenix Nat. Bank	450,000 §	468,636	1,002,761	50	80	.....
Providence N. Bank.	500,000 §	517,475	1,369,991	400	.....	.....
Rhode Island National Bank	600,000 §	23,815	671,156	25	20	.....
Second Nat. Bank	300,000 §	91,138	119,918	100	.....	.....
Weybosset N. Bank.	500,000 §	103,487	306,792	50	46	.....
Westminster Bank	200,000 §	64,400	157,000	50	.....	.....
Industrial Trust Co.	a1,000,000 §	521,849	8,881,234	100	130	150
Manufact'rs Trust Co	500,000 §	349,653	3,034,669	100	159	.....
Rhode Island Hospital Trust Co	1,000,000 §	1034036	18,084,565	1000	.....	.....
Union Trust Co	250,000 §	¶360884	2,755,481	50	160	.....
WOONSOCKET—						
Citizens' Nat. Bank.	100,000 §	31,745	58,051	100	110	.....
First Nat. Bank	200,000 §	89,951	143,717	50	.....	70
Nat. Globe Bank	100,000 §	36,514	92,667	25	.....	38
Nat. Union Bank	150,000 §	37,799	4,188	50	..... *	30
Producers' Nat. Bk.	200,000 §	93,677	375,961	20	..... *	31
Woonsocket Nat. Bk.	200,000 §	165,339	365,213	50	.....	86

SOUTH CAROLINA.

CHARLESTON—						
Bk. of Ch'lest', N.B.A.	300,000 §	192,593	1,703,698	100	142	145
Carolina Savings Bk	200,000 §	67,004	1,386,560	100	175	200
Charl. Sav'gs Inst'n.	30,000 §	84,335	722,584	100	500	600
Colum. Bkg. & Tr. Co.	50,000 §	9,579	198,217	50	45	47
Dime Savings Bank.	30,000 §	26,692	553,815	100	220	225
Enterprise Bank	50,000 §	10,290	239,765	25	22	23
Exch. Bkg. & Tr. Co.	100,000 §	6,500	195,500	100	.....	100
First Nat. Bank	200,000 §	349,238	1,162,868	100	245	250
Germania Sav. Bank	40,000 §	164,525	2,076,007	250	1300	1350
Hibernia Tr. & S'v. Bk	30,000 §	15,811	240,587	....	105	110
Miners' & Merch. Bk.	100,000 §	10,828	285,973	100	100	101
People's Nat. Bank	250,000 §	124,271	1,108,972	100	152½	155
Security Savings Bk.	50,000 §	2,885	481,406	....	101	102
State Savings Bank.	30,000 §	9,381	116,081	25	23	25
So. Car. Loan & Tr. Co.	100,000 §	14,415	1,221,710	100	101	102

TENNESSEE.

CHATTANOOGA—						
Chatt'nooga Nat. Bk.	200,000 §	2,636	543,961	100	.....	.....
Chatt'nooga Sav. Bk.	100,000 §	14,852	800,000	100	.....	.....
Citizens' Bank & Trust Co	225,000 §	16,500	580,000	100	.....	.....
First Nat. Bank	200,000 §	338,325	1,635,701	100	.....	.....
South Chattanooga Savings Bank	50,000 §	10,500	204,000	100	.....	.....
Third Nat. Bank	150,000 §	5,826	568,977	100	.....	.....
KNOXVILLE—						
City National Bank.	200,000 §	44,723	1,489,791	100	125	130
East Tennessee National Bank	175,000 §	203,366	1,113,648	100	200	225
Holston Nat. Bank	100,000 §	24,382	300,118	100	100	.....
Knox Co. Bank & Trust Co	42,000 §	500	40,000	100	50	.....
Knoxville Bkg. Co.	50,000	15,000	225,000	100	115	.....
Mechanics' Nat. Bk.	100,000 §	112,741	574,536	100	200	210
Merchants' Bank	100,000 §	2,000	100,000	100	100	.....
Third Nat. Bank	200,000 §	47,345	582,208	100	115	.....
MEMPHIS—						
Continental Sav. Bk.	25,000 §	12,497	233,045	100	.....	.....
First Nat. Bank	500,000 §	81,413	1,833,867	.....	117	120
Manhattan Savings Bank & Trust Co.	30,000 §	105,908	1,238,030	100	405	410
Memphis Nat. Bank.	500,000 §	111,487	1,482,454	100	120	125
Memphis Sav. Bank.	50,000 §	33,250	675,000	100	200	210
Memphis Trust Co.	200,000 §	32,600	440,000	100	.....	.....
Mercantile Bank	200,000 §	18,130	1,200,000	100	120	125
National Bank of Commerce	500,000 §	178,145	3,201,198	100	160	165
Security Bank	50,000 §	28,886	224,712	100	.....	.....
State Nat. Bank	250,000 §	205,401	3,284,332	100	180	185
State Savings Bank.	50,000 §	61,333	545,727	100	200	205
Union & Plant'rs' Bk.	600,000 §	55,801	1,322,704	100	112	115
Union Savings Bank & Trust Co	12,500 §	13,000	280,000	100	210	220
NASHVILLE—						
American Nat. Bank	1,000,000 §	18,601	1,587,546	100	69	71
City Savings Bank	100,000	29,000	180,000	100	95	98
First National Bank.	400,000 §	49,641	2,166,921	100	140	145
Fourth Nat. Bank	600,000 §	347,769	2,883,628	100	163	167
Merchants' Bank	100,000 §	15,000	300,000	100	100	102
Union Bank & Tr. Co.	100,000 §	51,826	589,670	100	145	.....
Nashville Trust Co.	350,000 §	22,470	.....	100	100	103

TEXAS.

AUSTIN—						
American Nat. Bank	200,000 §	83,540	813,389	100	145	.....
Austin Nat. Bank	150,000 §	63,000	832,468	100	140	.....
City National Bank.	150,000 §	4,651	324,746	100	100	.....
First National Bank.	100,000 §	43,444	837,075	100	100	.....
State Nat. Bank	100,000 §	56,579	697,448	100	150	.....
DALLAS—						
American Nat. Bank	200,000 §	208,709	1,428,632	100	.....	200
City National Bank.	200,000 §	188,150	2,297,786	100	175	.....
National Bank of Commerce	150,000 §	31,157	375,557	100	.....	110
Nat. Bank of Dallas.	100,000 §	42,808	871,442	100	.....	110
Nat. Exchange Bank	300,000 §	116,729	1,947,617	100	.....	110
FORT WORTH—						
American Nat. Bank	150,000 §	11,454	219,139	100	40	50
Farmers' & Mechanics' National Bank	200,000 §	35,210	529,061	100	60	75
First National Bank.	300,000 §	159,408	713,292	100	140	150
Fort Worth Nat. Bk.	300,000 §	116,309	1,324,564	100	110	120
State Nat. Bank	250,000 §	28,798	558,473	100	110	115
Traders' Nat'l Bank.	125,000 §	57,585	231,240	100	100	115
GALVESTON—						
First National Bank.	300,000 §	145,582	336,591	100	110	115
Galveston Nat. Bank	125,000 §	17,483	1,161,748	100	100	105
Island City Sav. B'k.	100,000 §	238,000	630,000	100	.....	285
HOUSTON—						
Commercial N. Bank	200,000 §	125,449	1,312,068	100	175	200
First National Bank.	100,000 §	442,594	2,561,295	100	600	700
Houston Nat. Bank.	100,000 §	17,863	354,273	100	91	100
Planters' & Mechanics' National Bank.	200,000 §	11,719	475,780	100	62½	70
South Texas N. Bank	500,000 §	139,101	1,485,728	100	123	125
SAN ANTONIO—						
Alamo Nat. Bank	250,000 §	100,235	985,770	100	.....	120
City National Bank.	100,000 §	2,894	108,575	100	.....	100
Frost Nat. Bank	250,000 §	43,414	1,269,669	100	.....	110
Lockwood Nat. Bank	100,000 §	45,197	559,765	100	.....	130
San Antonio N. Bank	125,000 §	149,000	1,489,000	100	.....	180
WACO—						
Citizens' Nat'l Bank.	100,000 §	109,548	448,602	100	.....	.....
First National Bank.	300,000 §	105,550	1,069,379	100	.....	.....
Provident Nat'l B'k.	300,000 §	56,028	603,793	100	.....	.....
Waco State Bank	100,000 §	21,103	284,872	Private		Bank

UTAH.

SALT LAKE CITY—						
Bank of Commerce	100,000 §	6,12[illegible]	618,426	100	87	90
Bk of McCornick & Co.	250,000 §	14,100	3,345,139	Private		Bank
Commercial Nation'l Bank	200,000 §	15,982	566,757	100	100	102
Deseret Nat. Bank	500,000 §	341,620	1,810,474	100	239	241
Deseret Sav'gs Bank	100,000 §	22,374	1,228,611	100	150	153
National Bank of Republic	300,000 §	12,521	824,374	100	85	87
State Bank of Utah.	250,000 §	19,618	902,103	100	129	132
Utah Commercial & Savings Bank	200,000 §	7,962	499,325	100	106	108
Utah National Bank.	100,000 §	3,412	189,096	100	75	76
Wells, Fargo & Co. Bk	500,000 §	7496227	10,266,238	....	.....	.....
Zion's Savings Bank & Trust Co	200,000 §	6,650	2,243,088	100	127	129
Utah Savings & Trust Co	150,000 §	16,568	219,039	1000	.....	.....

VIRGINIA.

NORFOLK—						
Bank of Commerce	200,000 §	145,128	1,164,469	100	151	153
Citizens' Bank	300,000 §	214,565	1,916,652	100	155	158
City National Bank.	200,000 §	53,555	531,766	100	110	112
Marine Bank	110,000 §	155,140	638,398	100	190	.....
Nor. Bk. for Sav. & Tr.	100,000 §	95,552	762,273	100	170	175
Norfolk Nat. Bank	400,000 §	274,250	2,315,309	100	168	175

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

¶ Including the contribution of $250,000 by the stockholders.

a The Industrial Trust Co. of Providence, besides absorbing the Rose Williams Nat. Bank and the Third Nat. Bank of Providence, has taken over the First Nat. Bank and the Pacific Nat. Bank of Pawtucket.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PETERSBURG—	$	$	$			
Petersb. B'g & T. Co. *b*	100,000	.....	.....	....	.....	.....
Petersburg Savings & Insurance Co....	200,000	§ 247,574	1,557,729	20	48	50
The National Bank..	100,000	§ 82,361	426,065	100	..... *	141½
RICHMOND—						
American Nat. Bank	181,806	§ 3,451	371,554	100	.....	.....
City Bk. of Richm'd.	400,000	§ 107,692	894,114	25	30½	32
First Nat. Bank.....	600,000	§ 462,032	2,409,966	100	170	.....
Merchants' Nat. Bk.	200,000	§ 348,233	2,963,551	100	210	.....
Metropolitan Bank..	125,000	§ 23,708	449,958	25	24⅝	.....
Nat. B'k of Virginia	500,000	§ 36,850	1,758,433	100	109	112
Planters' Nat. Bank.	300,000	§ 724,418	2,182,751	100	270	.....
Savings Bk. of Rich..	100,000	§ 59,046	785,526	....	38	.....
Security Bank.....	200,000	§ 59,858	418,861	100	112	.....
State Bk. of Virginia	500,000	§ 259,007	1,787,292	100	150	.....
Union Bk. of Richm	219,750	§ 231,500	1,151,668	50	125	.....
Richmond Trust & Safe Deposit Co...	1,000,000	§ 123,378	1,181,463	100	110½	117
Southern Trust Co..	100,000	§ 7,000	75,000	100	100	110
Virginia Trust Co..	500,000	§ 74,380	526,557	100	115½	117

WASHINGTON.

SEATTLE—						
Boston Nat. Bank...	180,000	§ 20,540	600,000	100	.....	.....
Dexter, Horton & Co	200,000	§ 26,000	2,906,569	100	.....	.....
First Nat. Bank.....	150,000	§ 34,225	1,192,400	100	.....	.....
Nat. Bk. of Commerce	150,000	§ 43,118	1,558,188	100	.....	.....
People's Sav. Bank.	*a*79,600	§ 4,592	388,792	100	.....	.....
Puget Sound Nat. Bk.	300,000	§ 25,691	2,639,681	100	.....	.....
Scandinavian-American Bank	75,000	§ 31,648	841,080	100	.....	.....
Seattle Nat. Bank...	100,000	§ 24,346	1,295,816	100	.....	.....
Washington Nat. Bk.	100,000	§ 86,227	2,177,993	100	.....	.....
SPOKANE—						
Exchange Nat. Bk..	250,000	§ 163,485	2,258,376	100	.....	.....
Fidelity Nat. Bank..	100,000	§ 27,428	271,800	100	.....	.....
Old Nat. Bank.....	200,000	§ 23,258	600,889	100	.....	.....
Traders' Nat. Bank.	200,000	§ 123,917	1,687,390	100	.....	.....
Spok'ne & East. Tr. Co	100,000	.....	863,044	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.
a This is capital paid in; authorized $100,000.
b This is capital paid in; authorized $300,000.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TACOMA—	$	$	$			
Nat. Bk. of Commerce	200,000	§ 40,986	807,606	100	.....	.....
Pacific Nat. Bank...	200,000	§ 18,267	714,615	100	.....	.....
Scandinavian-American Bank.....	100,000	§ 14,000	150,000	100	.....	.....
Fidelity Trust Co....	300,000	§ 30,835	729,670	100	.....	.....

WEST VIRGINIA.

WHEELING—						
Bank of Ohio Valley	175,000	§ 30,000	607,000	100	.....	.....
Bank of Wheeling...	200,000	§ 33,619	1,351,697	100	.....	.....
City Bk. of Wheeling	150,000	§ 60,150	969,498	100	.....	.....
Commercial Bank...	100,000	§ 41,000	437,139	100	.....	.....
Dollar Sav'gs Bank.	100,000	§ 42,000	824,521	100	.....	.....
German Bank.....	80,000	§ 201,000	1,396,243	100	.....	.....
Germania Half-Dollar Savings Bank..	50,000	§ 4,746	263,372	100	.....	.....
Nat. Bank of W. Va	200,000	§ 51,131	458,873	100	.....	.....
Nat'l Exch. Bank....	200,000	§ 42,347	1,780,509	....	.....	.....
People's Bank.....	100,000	§ 50,912	489,695	100	.....	.....
South Side Bank.....	25,000	§ 10,000	255,509	100	.....	.....
Wheel. Title & Tr. Co.	100,000	§ 5,880	478,870	100	.....	.....

WISCONSIN.

LA CROSSE.—						
Batavian Bank.....	200,000	§ 38,435	2,255,936	100	..... *	150
Exchange State Bank	25,000	§ 5,135	164,925	100	..... *	120
German-Amer. Bank	50,000	§ 16,130	400,866	100	..... *	125
Nat. Bk. of La Crosse	250,000	§ 95,139	2,165,410	100	..... *	180
Security Savings Bk.	30,000	§ 3,553	35,101	100	.....	.....
State B'k of La Crosse	50,000	§ 43,737	† 56,855	100	..... *	170
MILWAUKEE.—						
First National Bank.	1,000,000	§ 512,700	14,585,860	100	.....	.....
German-Amer. Bank	200,000	§ 30,644	792,750	100	.....	.....
Marshall & Ilsley B'k	300,000	§ 64,004	3,814,048	100	.....	.....
Mil. Nat. Bank of W.	450,000	§ 51,574	2,102,137	100	.....	.....
Nat. Exchange Bank	500,000	§ 130,670	4,374,927	100	.....	.....
Second Ward Sav. Bk	200,000	§ 554,863	5,653,365	250	.....	.....
West Side Bank.....	100,000	§ 5,449	519,584	100	.....	.....
Wisconsin Marine & Fire Ins. Co. Bank	500,000	§ 108,164	2,179,256	100	.....	.....
Wisconsin Nat. Bank	1,000,000	§ 262,605	9,872,649	100	.....	.....
Milwaukee Trust Co.	100,000	§ 15,000	.....	100	.....	.....
Wisconsin Trust Co	250,000	§ 2,680	.....	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.

CANADA.

BRITISH COLUMBIA.

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
VICTORIA—	$	$	$			
Bank of British Col.	2,919,996	486,666	5,138,129	100	.....	.....

NEW BRUNSWICK.

FREDERICTON—						
People's Bk. of N. B.	180,000	150,000	281,389	150	.....	.....
ST. JOHN—						
Bank of New Bruns.	500,000	700,000	2,310,380	100	300	301½
ST. STEPHEN—						
St. Stephen's Bank..	200,000	45,000	249,390	100	.....	.....

NOVA SCOTIA.

HALIFAX—						
Bank of Nova Scotia	1,768,000	2,171,090	13,105,015	100	.....	228
Halifax Banking Co.	500,000	400,000	3,098,905	20	152	157
Mer. Bk. of Halifax.	1,990,430	1,700,000	10,307,087	100	178	181
Peop. Bk. of Halifax	700,000	240,000	1,663,800	20	116	118
Union Bk. of Halifax	500,000	275,000	2,499,238	50	155	158
WINDSOR—						
Com. Bk. of Windsor	350,000	80,000	823,057	40	110	115
YARMOUTH—						
Bank of Yarmouth..	300,000	30,000	556,721	75	92	97
Exch. Bk. of Yarm..	259,931	30,000	146,180	....	.....	.....

ONTARIO.

HAMILTON—						
Bank of Hamilton..	1,516,590	1,010,949	9,605,249	100	187	.....
OSHAWA—						
Western Bk. of Can.	388,239	118,000	1,651,356	100	.....	.....
OTTAWA—						
Bank of Ottawa.....	1,732,270	1,404,202	8,699,283	100	200	.....

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
TORONTO—						
Bank of Toronto...	2,000,000	1,800,000	12,336,274	100	.....	245
Can. Bank of Com...	6,000,000	1,000,000	27,521,255	50	147	149½
Dominion Bank.....	1,500,000	1,500,000	15,260,895	50	267¼	268½
Imperial Bk. of Can.	2,383,053	1,548,989	13,238,787	100	208¾	212
Ontario Bank	1,000,000	110,000	6,030,084	100	127	.....
Standard Bank.....	1,000,000	600,000	7,004,028	50	197	.....
Traders' Bank.....	920,420	70,000	6,224,014	100	111	.....

PRINCE EDWARD ISLAND.

SUMMERSIDE—						
Summerside Bank...	48,666	21,000	151,754	....	.....	.....
CHARLOTTETO'N—						
Mer. Bk. of P. E. Is.	200,020	80,000	351,499	....	.....	.....

QUEBEC.

MONTREAL—						
Bank of Montreal...	12,000,000	6,000,000	53,048,588	250	260	.....
Bk. of Br. Nor. Am..	4,866,666	1,460,000	12,340,255	¶	120	125
Ban. Jacques-Cartier	500,000	.....	1,185,295	25	.....	.....
Banque d'Hochelaga	1,485,870	565,000	5,209,568	100	.....	146
Mer. Bank of Can...	6,000,000	2,600,000	16,578,494	100	.....	162
Molson's Bank.....	2,248,280	1,625,000	12,859,140	50	190	191½
QUEBEC—						
Banque Nationale...	1,200,000	150,000	3,502,321	30	90	.....
Quebec Bank.....	2,500,000	700,000	7,054,070	100	125	.....
Union Bank of Can.	2,000,000	450,000	6,139,134	60	.....	120
ST. HYACINTHE—						
Ban. de St. Hyacinthe	314,360	75,000	785,543	....	.....	.....
ST. JOHNS—						
Banque de St. Jean.	262,054	10,000	200,743	....	.....	.....
SHERBROOKE—						
East. Townships Bk.	1,500,000	850,000	5,435,166	50	155	.....

¶ Par of this bank is £50

MERCHANTS' NATIONAL BANK

OF THE CITY OF NEW YORK,

42 Wall Street.

CAPITAL, $2,000,000. SURPLUS, $1,000,000.
DEPOSITS, $15,000,000.

FOUNDED, 1803.

191st Consecutive Semi-Annual Dividend Declared January 1, 1900.

OFFICERS:

Robert M. Gallaway, President.
Elbert A. Brinckerhoff, Vice-President.
Joseph W. Harriman, Cashier.
Samuel S. Campbell, Assistant Cashier.

DIRECTORS:

John A. Stewart, Pres. U. S. Trust Co.
Elbert A. Brinckerhoff, Capitalist.
Chas. Stewart Smith, Merchant.
Gustav H. Schwab, Oelrichs & Co.
Donald Mackay, Vermilye & Co.
Robert M. Gallaway, President.
Charles D. Dickey, Brown Bros. & Co.
Henry W. Banks, Henry W. Banks & Co.
George Sherman, Vice-Pres. Cen. Tr. Co.
Edward Holbrook, Pres. Gorham Mfg. Co
Oris K. Eldredge, Wheelright, Eldredge & Co.

THE QUOTATION

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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April 7, 1900.

WILLIAM B. DANA COMPANY, PUBLISHERS,

PINE STREET, corner PEARL STREET, NEW YORK.

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Messrs. ROTHSCHILD,

LONDON .·. PARIS .·. FRANKFORT .·. VIENNA.

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INVESTMENT SECURITIES.

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MEMBERS OF NEW YORK, BOSTON AND CHICAGO STOCK EXCHANGES.

THE QUOTATION SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, APRIL 7, 1900.

THE QUOTATION SUPPLEMENT.

THE QUOTATION SUPPLEMENT, issued monthly, is furnished *without extra charge* to every annual subscriber of the COMMERCIAL AND FINANCIAL CHRONICLE.

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WILLIAM B. DANA COMPANY, PUBLISHERS,
PINE ST., CORNER OF PEARL ST., NEW YORK.

REVIEW OF MARCH.

A decided revival of speculation occurred on the Stock Exchange during March, leading to a noteworthy rise in the prices of railroad shares. Two main influences were responsible for this result, namely the passage by Congress of the Gold Standard and Refunding Bill, which became a law on the 14th of the month with the President's approval, and the taking over of the Third Avenue Railroad of this city by the Metropolitan Street Railway Company. In the current discussions special prominence has been given to the latter occurrence as a stimulating influence, and it was certainly a large independent transaction of far-reaching importance whose beneficial effects it were difficult to overestimate. At the same time the part played by the new Congressional enactment should not be lost sight of. This was an antecedent event of great moment and of tremendous significance, having a bearing on the situation and upon market conditions in almost numberless ways. The Third Avenue movement thus came at a time when the general market had by this preliminary occurrence been put in condition to respond to such a stimulating agency.

As the Third Avenue operation was of many sided importance and influence, so the Gold Standard Law embodied features operating in many different directions. As our readers know, the bill is something more than a mere reaffirmation of the gold standard. It is a composite measure, embracing legislation with regard to bank-note circulation and the refunding of the public debt, as well as making provision for a gold reserve and the maintenance of gold payments. The particular in which the law was of most immediate and of most direct influence was in its bearing upon the money market. Obviously no active or prolonged speculation could have been carried on in the stock market if a belief or likelihood existed that the money market would work in a way to make it difficult to maintain such speculation. As a matter of fact, the new measure contains decided possibilities of inflation, as we pointed out at the time it was under discussion.

The feature of the law which is relied upon to furnish a material addition to the stock of money afloat is the provision with reference to the note issues of the banks. The monthly Government statements show an increase in the total of bank notes outstanding during March in the sum of $21,518,190. Expectations of continued increase for some time to come are based (1) on the fact that the banks already having circulation outstanding can, under the new provisions, take out notes to the full par value of the deposited bonds instead of to only 90 per cent of the amount, and (2) because the new law offers greater inducement than existed before for the emission of notes by reason of that fact and the further fact that the tax on a deposit of the new 2 per cents is only one-half of one per cent per annum on the average of notes outstanding, against one per cent, and also the fact that the Act authorizes the formation of banks with a smaller minimum of capital than before.

In addition the Secretary of the Treasury is allowed to refund the U. S. bonds designated in the Act on a 2¼ per cent basis, and under this provision of the law has been paying in cash the premium on the old bonds exchanged, thus reducing his accumulations to that extent, and for the time being adding to instead of taking away from the supply of currency in the banks. Up to April 1 $195,466,250 bonds had been presented for exchange, $173,550,750 by the banks and $21,915,500 by other holders. This is a process, of course, which can continue only until the outstanding fundable bonds have been exchanged, and in the meantime Treasury receipts on the ordinary operations of the Government are running largely in excess of disbursements, the excess for the month of March having been $16,538,566.

Money rates eased off the latter part of the month, in anticipation of the effects of the new measure, and thus removed a restraint on Stock Exchange speculation. Third Avenue RR. stock displayed exceptional

strength on Monday, the 19th, the price rising almost 20 points, on large transactions, and the next morning the newspapers contained the sensational and wholly unlooked-for announcement that the Metropolitan Street Railway Company had bought control of the property in the open market and would make it part of its system. Nothing more exhilarating to the market could possibly have happened. The occurrence meant that a railroad which only the day before seemed to be without a future was to be restored to solvency and an assured future just as soon as the necessary arrangements to that end could be perfected. What was equally, if not more, important, it meant that the enormous volume of loans incurred by the company would be taken care of without the loss of a dollar to any of the creditors. This was a matter of great moment, as considerable anxiety had been felt as to whether under the company's embarrassment these loans could all be regarded as safe. The change of ownership removed all anxiety on that score. Furthermore, the rise in the price of the stock which followed the acquisition of the road by the Metropolitan made it certain that those who had advanced money to the shareholders on the pledge of the stock would also suffer no loss The general market at once developed a rising tendency, and it gained in buoyancy and strength to the close of the month. Third Avenue stock from 45¼ March 2 (the low point of the month) advanced to 112 on the 21st and it closed at 105 on the 31st, dealings in it having dwindled to small proportions at the end.

In the last week of the month the new Gold Standard Law again played an important part as a factor in the market. As had been predicted by careful observers, legislative action establishing and protecting the standard of values produced a decidedly favorable impression abroad. The effect was to cause a revival of European interest in American railroad properties. Large purchases were reported from day to day, and though these were evidently to a great extent of a speculative character, the result on prices was very marked. Events having shown that the market was established on a firm basis (the industrial shares having played a comparatively unimportant part in the upward movement), the tone finally became very confident, and buying both at home and abroad was maintained on a large scale. Even the excessive valuations placed on local franchises by the State Tax Commissioners under the law of 1399, and a further cut by the independent refiners in the price of sugar, accompanied by very depressing utterances on the part of President Havemeyer of the American Sugar Refining Company concerning the prospect for future dividends (which remarks those short of the stock were not slow to avail of in their efforts to cover their outstanding contracts), served in no degree to change the course of the market or to modify the prevailing confidence in its future. The aggregate of the stock sales for the month was 14,446,782 shares, as will be seen by the following:

VOLUME OF BUSINESS ON THE STOCK EXCHANGE.

Month of March—	1900.	1899.	1898.	1897
Stock sales—				
Number of shares...	14,446,782	17,742,390	10,086,988	5,039,916
Par value.....	$1,409,933,550	$1,705,438,450	$984,492,750	$485,428,750
Bond sales (par value)—				
Railroad & misc. bds	$66,456,200	$86,836,700	$51,285,500	$35,372,600
Government bonds..	1,951,940	1,785,600	933,000	1,196,000
State bonds	448,000	646,500	117,900	212,500
Total bond sales ..	$68,856,140	$89,268,800	$52,336,400	$36,781,100

Jan. 1 to Mar. 31—	1900.	1899.	1898.	1897.
Stock sales—				
Number of shares.....	34,485,890	58,100,608	28,328,203	11,208,729
Par value.....	$3,333,238,962	$5,592,651,600	$2,770,585,825	$1,075,633,600
Bond sales (par value)—				
Railroad & misc. bds..	$155,415,400	$319,658,100	$239,033,210	$113,055,940
Government bonds...	3,243,840	4,454,060	2,142,300	4,701,000
State bonds.....	901,200	1,178,100	386,900	647,500
Total bond sales....	$159,560,440	$325,290,260	$241,562,410	$118,404,440

SALES OF GRAIN ON THE PRODUCE EXCHANGE.

	1900. *Bushels.*	1899. *Bushels.*	1898. *Bushels.*	1897. *Bushels.*
Month of March	71,891,600	73,426,478	88,926,345	86,104,772
January 1 to Mar. 31.....	174,170,580	183,847,458	253,935,370	236,338,002

Money rates kept advancing until the passage of the new financial bill. This, as already stated, was on the 14th, and in that week call money on the Stock Exchange got up to 7 per cent. The Clearing-House banks statement of the 17th showed a surplus reserve of but $2,686,425. After that rates eased off in expectation of continued improvement in the position of the banks, which expectation was realized, the surplus reserve rising to $5,817,300 March 24 and to $9,836,150 March 31.

RATES FOR MONEY IN NEW YORK, WEEKLY.

Call Loans—	*Mar.* 2.	*Mar.* 9.	*Mar.* 16.	*Mar.* 23.	*Mar.* 30
At Stock Exchange—Range for week.	2 -2½	2 -4	3 -7	3 -6	2 -4½
Average for week.....	2¼	2¾	5	4½	3½
At banks and trust companies.....	2 -2½	3 -3½	4 -6	4 -6	3 -3½
Time Loans—					
Thirty days.....	.....	.....	.....	4½	.....
Sixty days.....	4½	.....	5	4½	4
Ninety days.....	4½	4½-5	5	4½	4
Four months.....	4½-5	4½-5	5	5	4 -4½
Five months.....	4½-5	4½-5	5	5	4 -4½
Six months.....	4½-5	4½-5	5	5	4 -4½
Seven months.....	.....	.....	.....	.....	.....
Commercial Paper—					
Double Names Choice—60 to 90 days..	4½-5	4¾-5	5	4¾-5	4½-5
Single Names—Prime 4 to 6 months..	5 -5½	5 -5½	5 5½	5 5½	4¾-5½
Good 4 to 6 months...	6 -7	5½-6½	6 -6½	6 -6½	5½-6½

The foreign exchange market the first part of the month was weak, and rates sharply declined. The main influences seemed to be the firm money market here and pretty free offerings of bills against cotton exports. After the 22d of the month, however, the tone changed, and sterling recovered quite abruptly. Our money market had relaxed, while on the other hand discounts abroad grew firmer. There was at the same time a good demand for bills to provide for the 1st of April interest payments on American securities held abroad. Offerings of bills against European purchases of American stocks were a feature all through the month, but it is rather noteworthy that the rise in exchange occurred the latter part of the month when these purchases were, according to the daily papers, especially heavy. Some of the foreign exchange houses state that there was concurrently continued and quite extensive selling for European account of investment securities, the high prices tempting holders to sell.

ACTUAL RATES.—BANKERS' AND COMMERCIAL BILLS.

	Bankers' Bills.			*Commercial Bills.*	
	60 Day.	*Sight.*	*Cable.*	*On Banks.*	*Documents for Payment.*
March 1	4 83 -4 83¼	4 86¼-4 86⅜	4 87 -4 87¼	4 82⅛-4 82¾	4 82 -4 83
" 2	4 82¾-4 83	4 86¼-4 86⅜	4 86¾-4 87	4 82¼-4 82⅛	4 81¾-4 82¾
" 7	4 82¼-4 82⅛	4 85¾-4 86	4 86⅛-4 86¾	4 81¾-4 82	4 81 -4 82
" 8	4 82⅛-4 82¾	4 86 -4 86¼	4 86¾-4 87	4 82 -4 82¼	4 81¼-4 82¾
" 9	4 82¼-4 82⅛	4 86 -4 86¼	4 86¾-4 87	4 81¾-4 82	4 81 -4 82⅛
" 13	4 82 -4 82¼	4 85⅛-4 85¾	4 86⅛-4 86¾	4 81⅛-4 81¾	4 80¾-4 82¼
" 14	4 82 -4 82¼	4 85¾-4 86	4 86⅛-4 86¾	4 81⅛ 4 81¾	4 80¾-4 82¼
" 20	4 82 -4 82¼	4 85⅛-4 85¾	4 86 -4 86¼	4 81⅛-4 81¾	4 80¾-4 82¼
" 22	4 82 -4 82¼	4 85¼-4 85⅛	4 86 -4 86¼	4 81⅛-4 81¾	4 80¾-4 82
" 26	4 82¼-4 82⅛	4 85⅛-4 85¾	4 86¼-4 86⅛	4 81¾-4 83	4 81¼-4 82¼
" 27	4 82¼-4 82⅛	4 85¾-4 86	4 86⅛-4 86¾	4 81¾-4 82	4 81¼-4 82⅛
" 28	4 82¼-4 82¾	4 86 -4 86¼	4 86¾-4 87	4 82 -4 82¼	4 81⅛-4 82¾

POSTED RATES—BANKERS' STERLING BILLS.

Mar.	*60 days.*	*Demand.*	*Mar.*	*60 days.*	*Demand.*	*Mar.*	*60 days.*	*Demand.*
1....	4 84 -4½	4 87⅛-88	13....	4 83 -3½	4 87	25....	..... S.	.....
2....	4 83½-4½	4 87 -88	14....	4 83 -3½	4 87	26....	4 83 -3½	4 86½-87
3....	4 83½-4½	4 87 -88	15....	4 83 -3½	4 86½-87	27....	4 83 -3½	4 86½-87
4....	..... S.	.....	16....	4 83 -3½	4 86½-87	28...	4 83½	4 87
5....	4 83½-4½	4 87 -88	17....	4 83 -3½	4 86½-87	29....	4 83½	4 87
6....	4 83½-4	4 87 -87½	18....	..... S.	.....	30....	4 83½	4 87
7....	4 83½-4	4 87 -87½	19....	4 83 -3½	4 86½-87	31....	4 83½	4 87
8....	4 83½-4	4 87 -87½	20....	4 83 -3½	4 86½-87			
9....	4 83 -4	4 87 -87½	21....	4 83 -3½	4 86½-87	Open	4 84 -4½	4 87⅛-88
10....	4 83 -4	4 87 -87½	22....	4 83 -3½	4 86 -87	High	4 84½	4 88
11....	..... S.	.....	23....	4 83 -3½	4 86 -87	Low.	4 83	4 86
12....	4 83 -3½	4 87	24....	4 83 -3½	4 86 -87	Last	4 83½	4 87

NEW YORK STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The following tables furnish a complete record of the New York Stock Exchange transactions for the past month and the year 1909. They need no extended introduction, as they are self-explanatory. The tables embrace every security (excepting only State bonds) dealt in on the Exchange. We give bonds first, using the classification adopted in the official list. As to prices the form is our own, and we think it will be found to contain just the facts desired by our readers and to present them in the most convenient way for study and reference. All quotations in the column headed "*Prices about January 2, 1900*," were made on that date except those in italics, which are the nearest in January, 1900.

☞ *For foot notes to tables see last page of Bonds and last page of Stocks.*

BONDS.—PRICES AND SALES FOR MARCH AND THE YEAR TO DATE.

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.						RANGE SINCE JAN. 1.			
					March 1.		March 31.		Lowest.		Highest.		Lowest.		Highest.	
U. S. Gov. Securities.		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices		Sale Prices.		Sale Prices.		Sale Prices.	
U. S. 2s, refunding (when issued)	.....	40,000	.....	.....	.....	.....	104	105	104	Mar. 21	104¾	Mar. 22	104	Mar. 21	104¾	Mar. 22
U. S. 2s, registered.....Optional	Q-M	.....	102½	.....	103	.....	100½	.....	.....		.....		.....		.....	
U. S. 3s, registered 10-20s...1918	Q-F	5,000	109¼	109⅜	111¼	112¼	110½	111½	111¼	Mar. 17	112	Mar. 14	109¼	Jan. 2	112	Feb. 27
U. S. 3s, coupon 10-20s.....1918	Q-F	404,000	110	110⅜	111¼	112¼	110½	111½	109¾	Mar. 20	112¼	Mar. 9	109¼	Feb. 5	112¼	Mar. 9
U. S. 3s, registered, small...1918	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
U. S. 3s, coupon, small.....1918	Q-F	3,840	109½	110½	111¼	112¼	110	111½	109½	Mar. 20	111¾	Mar. 13	109	Feb. 7	111¾	Mar. 13
U. S. 4s, registered.....1907	Q-J	378,000	114	115	116½	117½	115¼	116	115	Mar. 20	117½	Mar. 12	114	Jan. 3	117½	Mar. 12
U. S. 4s, coupon.....1907	Q-J	141,000	114	116	117½	118½	116¼	117	114¾	Mar 20	118½	Mar. 12	114	Jan. 2	118½	Mar. 12
U. S. 4s, registered.....1925	Q-F	52,000	133¾	134¼	137½	138	134	135	134½	Mar. 20	137½	Mar. 6	133⅛	Jan. 19	137½	Mar. 6
U. S. 4s, coupon.....1925	Q-F	81,000	133¾	134¼	137½	138⅛	134	135	134	Mar. 22	137⅝	Mar. 5	133¾	Jan. 26	137⅝	Mar. 5
U. S. 5s, registered.....1904	Q-F	38,000	112¾	113¼	115½	116½	114½	115¼	115⅜	Mar. 16	116½	Mar. 12	112⅜	Jan. 19	116½	Mar. 12
U. S. 5s, coupon.....1904	Q-F	603,000	112¾	113¼	115⅜	116¼	114½	115¼	114⅜	Mar. 19	116¾	Mar. 14	113¼	Jan. 15	116¾	Mar. 14
Railroad Bonds.																
Alabama Cent. *See* South'n Ry.																
Alabama Mid., 1st gu., g.....1928	M-N	5,000	.....	.....	.....	.....	.....	.....	105	Mar. 28	105	Mar. 28	102¾	Feb. 8	105	Mar. 28
Albany & Susq. *See* Del. & Hud.																
Allegheny Valley. *See* Penn. Co.																
Am. Dock & Imp. *See* Cent. of N. J.																
Ann Arbor, 1st, g. 4s.....1995	Q-J	117,000	90	93	93	94	94⅛	94½	92¾	Mar. 8	94½	Mar. 16	90	Jan. 3	94½	Mar. 16
Atch. Col. & Pac. 6s, tr. ctfs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Atch. Jewell Co. & W. 6s, tr. ctfs.	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Atch. Top. & S. Fe—G., g., 4s.1995	A-O	2,462,000	98½	99	100¾	101	102½	102¾	100⅞	Mar. 2	103	Mar. 31	98½	Jan. 4	103	Mar. 31
Registered.....1995	A-O	.....	.....	*98*	.....	.....	.....	.....	.....		.....		99	Feb. 14	99	Feb. 14
Adjustm't, g., 4s.....1995	Nov	2,772,000	79	.....	82⅜	82½	84½	84¾	82	Mar. 3	85	Mar. 28	78½	Jan. 10	85	Mar. 28
Registered.....1995	Nov	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Equip. tr, Series A, g., 5s...1902	.....	.....	.....	.....	.....	.....	100	.....	.....		.....		.....		.....	
Chic. & St. Louis, 1st, 6s...1915	M-S	.....	.....	.....	.....	.....	116	.....	.....		.....		.....		.....	
Atlanta & Char. *See* South'n Ry.																
Atlan. & Danv. *See* South'n Ry.																
Atlan. & Yadk. *See* South'n Ry.																
Atl. Knox. & No., 1st, g., 5s.1946	J-D	10,000	.....	.....	104	106	101½	106½	105¼	Mar. 1	105⅜	Mar. 7	105¼	Mar. 1	105⅜	Mar. 7
Austin & N. W. *See* So. Pacific.																
Battle Creek & Stur. *See* Mich. C.																
& O. prior lien, g., 3½s....1925	J-J	1,871,000	.....	*94*	94⅞	95	96½	97	94¾	Mar. 3	97	Mar. 30	92¼	Jan. 10	97	Mar. 30
Registered.....	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Gold, 4s.....1948	A-O	1,545,000	*98*	*98½*	.....	.....	102¼	102½	100⅜	Mar. 1	102¾	Mar. 27	97½	Jan. 3	102¾	Mar. 27
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
S. W. Div. 1st g. 3½s.....1925	J-J	924,000	*88*	*88½*	.....	89	.....	.....	88½	Mar. 21	91	Mar. 26	87	Jan. 11	91	Mar. 26
Registered.....1925	Q-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Pitts. Junc. & M. D. 1st g., 3½s, '25	M-N	.....	.....	.....	.....	89	87	.....	.....		.....		88	Feb. 28	89¾	Feb. 15
Registered.....1925	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mon. R., 1st gu., g., 5s.....1919	F-A	.....	*104¾*	.....	.....	.....	108	110	.....		.....		.....		.....	
C. O. Reorg., 1st con. g., 4½s1930	M-S	.....	.....	.....	.....	.....	103	.....	.....		.....		.....		.....	
West Va. & Pitts. 1st, g. 5s..1990	A-O	.....	*105*	.....	.....	.....	92	.....	.....		.....		.....		.....	
Beech Creek. *See* N. Y. & Hud.																
Bellev. & Carond. *See* Ill. Cent.																
Booneville Bdg. Co. *See* Mo. K. & T.																
B'way & 7th Av.—*See* Met. St. Ry.																
B'klyn & Montauk. *See* L. Island.																
Bruns. & West. *See* Sav. Fl. & W.																
Buffalo N. York & Erie, *See* Erie.																
Buff. R. & P., gen. g., 5s.....1937	M-S	8,000	*107*	*109*	108¾	.....	112	.....	103¼	Mar. 6	111	Mar. 19	109	Jan. 18	111¼	Feb. 26
Debenture 6s.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Cl. & Mah., 1st., gu. g. 5s...1943	J-J	.....	*132½*	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Roch. & Pittsb., 1st, 6s....1921	F-A	.....	*124*	.....	.....	.....	124	.....	.....		.....		.....		.....	
Consol., 1st, 6s.....1922	J-D	.....	*124*	.....	.....	.....	124½	128	.....	.....	.....		124¾	Feb. 21	124¾	Feb. 21
Buff. & Southwestern. *See* Erie.																
Buff. & Susq., 1st, gold, 5s....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Burl. C. R. & No., 1st, 5s.....1906	J-D	14,000	106½	.....	108	.....	108½	109½	108	Mar. 8	109	Mar. 2	106½	Jan. 18	109	Mar. 2
Con. 1st & col. tr., g., 5s....1934	A-O	10,000	*114*	.....	116½	119	.....	.....	117½	Mar. 15	117½	Mar. 15	115	Jan. 19	117½	Mar. 15
Registered.....1934	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
C. R. I. F. & N. W., 1st 5s...1921	A-O	.....	.....	.....	.....	.....	115	.....	.....		.....		.....		.....	
M. & St. L., 1st, gu., g., 7s....1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Can. So., 1st, int. gu., 5s....1908	J-J	148,000	105	.....	.....	107	107¼	.....	106½	Mar. 5	108	Mar. 27	105½	Jan. 3	108	Mar. 27
Can. So., 2d, 5s.....1913	M-S	59,000	*107½*	*109*	105	108	.....	.....	106¼	Mar. 8	107	Mar. 14	106¼	Mar. 8	109½	Jan. 25
Registered.....1913	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Carb. & Shawn. *See* Ill. Central.																
Carolina Cent.—*See* Seab. & Roan.																
Carthage & Ad. *See* N. Y. C. & H.																
Ced. R. Ia. F. & N. *See* B. C. R. & N.																
Cent. Br., Un. Pac., 1st g. 4s..1948	J-D	.....	86	87	86	.....	86	90	.....		.....		87⅛	Jan. 5	88⅛	Jan. 31
Central Ohio. *See* Balt. & Ohio.																
Cen. RR. & B. of Ga.-Col. g. 5s.1937	M-N	.....	.....	.....	87	90	.....	.....	.....		.....		91	Jan. 15	91	Jan. 15
Cent. of Ga. Ry.—1st, g., 5s.1945	F-A	.....	118	.....	118	.....	.....	.....	.....		.....		120	Jan. 15	120	Jan. 15
Registered.....1945	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Consol., gold, 5s.....1945	M-N	1,039,000	90	91	89¼	.....	.....	.....	89½	Mar. 1	94	Mar. 31	88⅛	Feb. 23	94	Mar. 31
Registered.....1945	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
1st, pref., income, g., 5s....1945	Oct	242,000	33½	35	33½	35	.....	.....	34	Mar. 1	38¼	Mar. 29	32½	Feb. 24	38¼	Mar. 29
2d, pref., income, g., 5s....1945	Oct.	66,000	9	10	9½	11	.....	.....	9½	Mar. 1	11	Mar. 28	9¼	Jan. 3	11	Mar. 28
3d, pref., income, g., 5s....1945	Oct.	18,000	4	6	4½	6	.....	.....	5¾	Mar. 1	6	Mar. 29	4½	Jan. 5	6	Mar. 29
Mac. & Nor. Div., 1st, g. 5s.1946	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mid. Ga. & Atl. Div. 5s.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Mobile Div., 1st, g. 5s.....1946	J-J	.....	*105½*	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Central of New Jersey—																
1st, conv. 7s.....1902	M-N	.....	107¾	.....	110	.....	110	.....	.....		.....		110	Feb. 15	110	Feb. 15
General, gold, 5s.....1987	J-J	184,000	116	118	.....	123	.....	.....	122½	Mar. 14	124¼	Mar. 30	117½	Jan. 3	125	Jan. 29
Registered.....1987	Q-J	60,000	*116*	.....	117½	123	.....	.....	120	Mar. 17	122	Mar. 7	116	Jan. 10	122	Mar. 7
Conv. deb. 6s.....1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Am. Dock & Imp. Co. 5s....1921	J-J	.....	*112½*	.....	.....	.....	114½	.....	.....		.....		113	Jan. 19	114	Jan. 22
Leh. & Hud. R. gen., gu., g., 5s.....1920	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....	
Leh. & W. Coal, con. ass. 7s. 1900	Q-M	52,000	98	101	.....	100	.....	.....	99	Mar. 28	100	Mar. 16	98	Jan. 11	100⅞	Jan. 30
5s.....1912	M-N	.....	100	.....	100½	.....	.....	.....	.....		.....		100½	Jan. 6	103	Feb. 9

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN MARCH. March 1. Bid.	Ask.	March 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
Cent. Pacific. *See* So. Pac. Co.												
Charl. & Sav., 1st, g., 7s.....1936	J - J											
Ches. & O., Gold 6s, Series A.1908	A-O	1,000		115	116	119½	118		117¾ Mar. 29	117¾ Mar. 29	115¼ Jan. 26	117¾ Mar. 29
Gold 6s.....1911	A-O	5,000	118	121	118½	120			119½ Mar. 3	119½ Mar. 3	118 Jan. 26	119½ Mar. 3
1st cons., g., 5s.....1939	M-N	74,000	115½	116					118 Mar. 30	119¾ Mar. 28	115½ Jan. 3	119¾ Feb. 19
Registered.....1939	M-N											
Gen. gold, 4½s.....1992	M-S	890,000	94		95⅞		98¾		96 Mar. 1	99 Mar. 31	95½ Jan. 2	99 Mar. 31
Registered.....1992	M-S											
Craig Valley, 1st, g., 5s....1940	J - J											
R. & A. Div., 1st con. g., 4s.1989	J - J	57,000	100½	103	101		103½	105⅛	102½ Mar. 2	105⅛ Mar. 24	101 Jan. 8	105⅛ Mar. 24
2d con. g., 4s.....1989	J - J			100		99¼					99 Jan. 9	99 Jan. 9
Warm Spr. Val., 1st g., 5s...1941	M-S											
Eliz. Lex. & Big S., gu., g. 5s.1902	M-S	18,000		102			101		100¼ Mar. 5	101 Mar. 29	100¼ Mar. 5	103 Feb. 16
Chic. & Alton, sink. fd., 6s....1903	M-N											
Lou. & Mo. R., 1st, 7s.....1900	F-A	2,000	100				101½		101⅞ Mar. 28	101⅞ Mar. 28	101⅞ Mar. 28	101⅞ Mar. 28
2d, 7s.....1900	M-N		100									
Miss. Riv. B'ge, 1st, s. f. g. 6s1912	A-O											
Chicago Burlington & Quincy—												
Consol., 7s.....1903	J - J	141,000	109½		112				111⅞ Mar. 17	112¾ Mar. 3	110½ Jan. 5	112¾ Mar. 3
Sinking fund 5s.....1901	A-O		100		102⅜						101 Jan. 15	101½ Jan. 15
Chic. & Iowa Div., 5s.....1909	F-A											
Denver Div., 4s.....1922	F-A	7,000	101	102	100¾		100¾		100½ Mar 28	100⅞ Mar. 23	100½ Feb. 2	102 Jan. 22
Illinois Division, 3½s.....1949	J - J	114,000	100¼		104	104¼	104		104 Mar. 5	105 Mar. 30	100¾ Jan. 8	105 Mar. 30
Registered.....1945	J - J											
Iowa Div., sink. fd., 5s....1919	A-O	3,000	111		115½		117		116½ Mar. 21	117 Mar. 28	116½ Mar. 21	117 Mar. 28
4s.....1919	A-O	4,000	103		105½		106½		106½ Mar. 8	107 Mar. 28	103 Jan. 5	107 Mar. 28
Nebraska Exten., 4s 1927	M-N	30,000		109½	111	112			111⅝ Mar. 7	112¼ Mar. 27	108¾ Jan. 2	112¼ Mar. 27
Registered.....1927	M-N											
4s.....1921	M-S			102		100½					102 Jan. 31	102 Jan. 31
Convertible 5s.....1903	M-S	6,000	120					125	123 Mar. 10	127½ Mar. 22	120½ Jan. 18	127½ Mar. 22
Debenture 5s.....1913	M-N	49,000		110					111 Mar. 7	112 Mar. 30	108½ Jan. 10	112 Mar. 30
Han. & St. Jo., con., 6s.....1911	M-S	8,000		122			119		119 Mar. 5	119 Mar. 5	119 Mar. 5	119 Mar. 5
Chicago & Eastern Illinois—												
1st, sinking fund cur. 6s...1907	J - D	19,000	113⅞				113½	116	114 Mar. 13	116 Mar. 21	113⅞ Jan. 26	116 Mar. 21
Small.....1907	J - D			110								
1st cons., g., 6s.....1934	A-O		136				136½				136 Jan. 10	138 Jan. 25
Gen. cons., 1st, 5s.....1937	M-N	70,000	112		113¼	114			113¼ Mar. 7	115 Mar. 2	112 Jan. 2	115 Mar. 29
Registered.....1937	M-N											
Chic. & Ind. Coal R'y, 1st, 5s.1936	J - J		104½		105		106				107 Feb. 24	107 Feb. 24
Chicago & Erie. *See* Erie.												
Chic. Ind. & Louisv.—												
Refunding, gold, 6s.....1947	J - J	7,000		115					115 Mar. 20	115¼ Mar. 28	111½ Jan. 12	115¼ Mar. 28
Refunding, gold, 5s.....1947	J - J	11,000		100					101¼ Mar. 28	103 Mar. 31	100 Jan. 31	103 Feb. 26
Lou. N. A. & Chic., 1st 6s...1910	J - J	6,000	110				113		114 Mar. 15	114 Mar. 15	113 Jan. 24	114 Mar. 15
Chicago Milwaukee & St. Paul—												
1st, 7s, $ gold, R. D.....1902	J - J		167		167¼		170					
1st, 7s, £ gold, R. D.....1902	J - J		167		167¼		170					
1st C. & M., 7s.....1903	J - J		167		167¼		170				166¼ Jan. 12	167¼ Jan. 29
Chic. Mil. & St. P., con. 7s....1905	J - J	27,000	167		167¼		170		167⅜ Mar. 7	169¾ Mar. 27	166¼ Jan. 25	169¾ Mar. 27
Terminal, gold, 5s.....1914	J - J	8,000	111⅝				114⅛		114 Mar. 17	114½ Mar. 29	112⅜ Jan. 16	114½ Mar. 29
Gen., gold, 4s, series A....1989	J - J	26,000	108¾		111		111½		111⅜ Mar. 12	111⅝ Mar. 20	109 Jan. 10	111⅝ Mar. 20
Registered.....1989	Q - J											
Gen., g., 3½s, series B....1989	J - J											
Registered.....1989	J - J											
Ch. & L. Sup. Div., g., 5s..1921	J - J		116⅛				119				117⅝ Jan. 23	117⅝ Jan. 23
Ch. & Mo. Riv. Div., 5s...1926	J - J		117⅛				120⅝					
Chic. & Pac. Div., 6s.....1910	J - J	9,000	118				119½	121	119¾ Mar. 7	120 Mar. 26	118⅛ Jan. 5	120 Mar. 26
Ch. & P. W., 1st, g., 5s....1921	J - J	68,000	118				120½		120¼ Mar. 3	121⅛ Mar. 29	118 Jan. 2	121⅛ Jan. 30
Dak. & Gt. So., g., 5s.....1916	J - J		110½				114½				110½ Jan. 2	114⅜ Feb. 16
Far. & So. assu., g., 6s....1924	J - J		131									
1st Hast. & D. Div., 7s....1910	J - J		124⅝			130	127¼	129			127⅞ Jan. 29	127⅞ Jan. 29
5s.....1910	J - J		105⅝				110⅝				110⅛ Jan. 20	110⅛ Jan. 20
1st I. & D. Exten., 7s....1908	J - J		167		167¼		170				166 Jan. 17	167¼ Feb. 16
1st LaCrosse & D., 5s....1919	J - J		115⅛		117½		117⅛				117⅝ Feb. 14	117⅝ Feb. 14
Mineral Point Div., 5s....1910	J - J		108⅝		110¾		111⅛				111⅛ Feb. 16	111⅛ Feb. 16
1st So. Minn. Div., 6s....1910	J - J	24,000	117		119¾		119⅞		119¾ Mar. 1	120 Mar. 15	117⅜ Jan. 6	120 Mar. 15
1st Southwest Div., 6s....1909	J - J		116⅛		118¾	121	117⅞					
Wis. & Minn. Div., g. 5s..1921	J - J	11,000	117½			120⅛	119	121½	119½ Mar. 12	120¾ Mar. 16	117 Jan. 3	120¾ Mar. 16
Mil. & No., 1st, M. L. 6s....1910	J-D		118				121				118 Jan. 12	119 Jan. 9
1st, consol. 6s.....1913	J-D		118½		122		121				122 Feb. 8	122 Feb. 8
Chicago & Northwestern—												
Consol. 7s.....1915	Q-F	12,000	139		141		142		141 Mar. 27	144 Mar. 14	140⅛ Feb. 5	144 Mar. 14
Gold, 7s.....1902	J - D	16,000	108	111	110⅛		110½		110⅜ Mar. 12	111⅛ Mar. 31	109 Jan. 11	111⅛ Mar. 31
Registered.....1902	J - D	2,000	108				110½		111 Mar. 17	111 Mar. 17	108¾ Jan. 6	111 Mar. 17
Extension 4s.....1886-1926	F-A	4,000		110					111⅛ Mar. 30	111⅛ Mar. 30	108½ Jan. 23	111⅛ Mar. 30
Registered.....1886-1926	F-A	5,000							107 Mar. 7	107 Mar. 7	107 Mar. 7	107 Mar. 7
General, g., 3½s.....1987	M-N	52,000		107½		110⅛			109½ Mar. 1	110⅞ Mar. 21	105¼ Jan. 9	110⅞ Mar. 21
Registered.....1987	Q-F											
Sinking fund 6s.....1879-1929	A-O			121	117		118					
Registered.....1879-1929	A-O	5,000		117	116	118	115	116	117 Mar. 7	117 Mar. 7	116 Feb. 23	117 Mar. 7
Sinking fund 5s.....1879-1929	A-O	2,000	107		109¾		109¾		109¾ Mar. 27	109¾ Mar. 27	109 Jan. 6	110 Feb. 10
Registered.....1879-1929	A-O			109				109¾				
Debenture 5s.....1909	M-N	2,000	106½				109½		109 Mar. 26	109½ Mar. 29	107 Jan. 3	109½ Mar. 29
Registered.....1909	M-N			110								
Debenture 5s.....1921	A-O		112½		116	119	117½	119½			116¼ Feb. 5	117 Feb. 5
Registered.....1921	A-O											
Sinking fund deb. 5s.....1933	M-N	5,000	118½	121		121¼	121¼		121 Mar. 1	121 Mar. 1	118⅜ Jan. 12	121¼ Feb. 2
Registered.....1933	M-N			120								
Des Mo. & Minn., 1st 7s....1907	F-A											
Escan. & L. Sup. 1st 6s....1901	J - J		103⅜	104¼							103¼ Feb. 26	103¼ Feb. 26
Iowa Midland, 1st, 8s.....1900	A-O											
Milw. & Madison, 1st 6s....1905	M-S											
Northern Illinois, 1st, 5s...1910	M-S		106				109					
Ott. C. F. & St. Paul, 1st 5s.1909	M-S	2,000	106				109		110 Mar. 20	110 Mar. 20	110 Mar. 20	110 Mar. 20
Winona & St. Pet., 2d 7s...1907	M-N		120								120 Jan. 4	120 Jan. 4
Mil. L. S. & West., 1st, g., 6s.1921	M-N	36,000	136	140	138⅜	140	138⅜	140	138⅜ Mar. 20	138½ Mar. 7	138 Feb. 8	139½ Feb. 10
Ext. & imp., s. f., g., 5s...1929	F-A	14,000	119		123⅛	124	123½		124 Mar. 5	124 Mar. 5	122⅝ Feb. 8	125 Jan. 25
Ashland div., 1st, gold, 6s.1925	M-S		137½		139		139					
Mich. div., 1st, gold, 6s..1924	J - J		137									
Conv. deb., 5s.....1907	F-A		137									
Incomes.....1911	M-N		115									
Chic. R. I. & Pacific, 6s.....1917	J - J	4,000	128				133		133¼ Mar. 21	133¼ Mar. 21	130 Jan. 26	133¼ Mar. 21
Registered.....1917	J - J	5,000	126						131 Mar. 19	131 Mar. 19	127 Jan. 8	131 Jan. 29
General, gold, 4s.....1988	J - J	483,000	104	104½	106	106¼	107⅛	107¼	106¼ Mar. 9	107¼ Mar. 23	103½ Jan. 8	107¼ Mar. 23
Registered.....1988	J - J			103½							105⅞ Feb. 1	105⅞ Feb. 1
Des M. & Ft. D., 1st, 4s....1905	J - J	10,000	92						96 Mar. 31	96 Mar. 31	96 Mar. 31	96 Mar. 31
1st, 2½s.....1905	J - J		80		80							
Extension 4s.....1905	J - J		92									
Keok. & Des M., 1st, 5s....1923	A-O	1,000		115		113			112 Mar. 21	112 Mar. 21	112 Mar. 21	114 Feb. 19
Small.....1923	A-O			110								
Chic. & St. L. *See* At. Top & S. F.												
Chic. St. L. & N. O. *See* Ill. Cent.												
Chic. St. L. & Pitts. *See* Penn. Co.												
Chic. St. P. M. & O., con. 6s..1930	J-D	31,000		136			135½		135⅛ Mar. 14	136 Mar. 12	131 Jan. 12	136 Mar. 12
Ch. St. P. & Min., 1st 6s....1918	M-N	4,000	131						135 Mar. 12	135 Mar. 12	132 Jan. 2	135 Feb. 9
North Wisconsin 1st 6s....1930	J - J			140				140				
St. P. & S. City, 1st g. 6s...1919	A-O	17,000		132	130½		131½		130½ Mar. 1	132½ Mar. 21	127 Jan. 10	132½ Mar. 21
Ch. Ter. Trans., g., 4s 1947	J - J	340,000	94	96	92¾				92¾ Mar. 7	97 Mar. 22	92½ Jan. 26	97 Mar. 22
Ch. & W. I., 1st, s. f., g. 6s....1919	M-N		105		105½	108	106½					
General, gold, 6s.....1932	Q-M	3,000	115				118½		119 Mar. 22	119 Mar. 22	118 Jan. 29	120 Feb. 7
Chic. & West Mich. Ry., 5s..1921	J-D		97									
Coupons off.....1921											103 Jan. 17	103 Jan. 17
Choc. Okla. & Gulf gen. g. 5s..1919	J - J			103¼								
Cin. H. & D., con. s. f. 7s....1905	A-O		114									
2d, gold, 4½s.....1937	J - J		106									
Cin. D. & I., 1st gu. g. 5s...1941	M-N		110				113				113½ Jan. 5	113½ Jan. 5

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH						RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices	Sale Prices.	Sale Prices.
Cin. Ind. St. L. & C. *See* C. C. C. & St. L.												
Cin. San. & Clev. *See* C. C. C. & St. L.												
Clearfield & Mahon. *See* B. R. & P.												
Cl. Ak. & C., eq. & 2d, g. 6s...1930	F-A	.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. Cin. Ch. & St. L.—Gen. g. 4s. 1993	J-D	267,000	.....	94 3/8	.....	.....	.....	97	95 1/2 Mar. 12	97 Mar. 31	94 Jan. 2	97 Mar. 31
Cairo Div., 1st, gold, 4s....1939	J-J	.....	90	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. W. & M. Div., 1st g. 4s. 1991	J-J	.....	94	96 1/2	.....	.....	95	.....	.....	.....	93 Jan. 18	95 1/2 Feb. 14
St. L. Div., 1st, col. tr. g. 4s. 1990	M-N	.....	.....	101	.....	.....	102 1/2	.....	.....	.....	101 1/2 Jan. 23	103 Feb. 14
Registered.....1990	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sp. & Col. Div., 1st g. 4s....1940	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. W. Val. Div., 1st g. 4s...1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. I. St. L. & C., Cons. 6s. 1920	M-N	.....	100	.....	.....	.....	103	.....	.....	.....	.....	.....
1st gold 4s.....1936	Q-F	2,000	.....	105 1/2	.....	.....	.....	.....	105 Mar. 24	105 Mar. 24	105 Mar. 24	105 Mar. 24
Registered.....1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. S. & Cl., con. 1st g. 5s. 1928	J-J	5,000	113	.....	.....	.....	115	.....	115 3/4 Mar. 21	115 3/4 Mar. 21	115 3/4 Mar. 21	115 3/4 Mar. 21
Cl. C. C. & In. consol 7s....1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol sinking fund, 7s. 1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen'l consol., gold, 6s....1934	J-J	9,000	128	.....	.....	.....	132	.....	132 Mar. 17	133 Mar. 28	130 Jan. 15	133 Mar. 28
Registered.....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. & S., 1st M. C. C. C. & I., 7s. 1901	A-O	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
O. Ind. & West., 1st, pf., 5s. 1938	Q-J	.....	[illegible]	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peo. & East., 1st con. 4s...1940	A-O	185,000	84 1/2	85	88	88 1/2	91 1/2	92	88 1/2 Mar. 5	92 1/4 Mar. 31	84 1/2 Jan. 4	92 1/4 Mar. 31
Income 4s.....1990	Apr	590,000	25	30	.....	.....	33	34	28 Mar. 2	34 1/2 Mar. 27	25 Jan. 9	34 1/2 Mar. 27
Clev. Lor. & Wh., con., 1st, 5s. 1933	A-O	.....	106	.....	108	.....	.....	.....	.....	.....	106 Jan. 29	108 Feb. 24
Cleve. & Marietta—*See* Penn. RR.												
Cleve. & Mahon. Val, g. 5s. 1938	J-J	12,000	125	.....	.....	.....	.....	.....	129 Mar. 22	130 Mar. 1	128 Jan. 5	130 Feb. 16
Registered.....1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland & Pitts. *See* Penn. Co.												
Colo. Midland, 1st, g., 2-3-4s. 1947	J-J	1,280,000	62	.....	69 1/2	70	.....	.....	69 1/2 Mar. 5	79 1/4 Mar. 26	63 Jan. 4	79 1/4 Mar. 26
1st, gold, 4s.....1947	J-J	288,000	70	.....	73 1/2	74	.....	.....	73 Mar. 2	80 Mar. 23	71 1/2 Jan. 2	80 Mar. 23
Colorado & South. 1st g. 4s. 1929	F-A	605,000	82 1/2	83	82 1/2	83 1/4	84 3/4	85	82 1/2 Mar. 1	85 Mar. 30	82 Jan. 4	86 Jan. 29
Col. & 9th Ave. *See* Met. St. Ry.												
Colum. & Greenv. *See* South. Ry.												
Col. & Hock. V. *See* Hock. Vall.												
Col. Conn. & Term. *See* Nor. & W.												
Conn. & Pas. Rivs., 1st, g., 4s. 1943	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota & Gt. So. *See* C. M. & St. P.												
Dallas & Waco. *See* Mo. K. & Tex.												
Del. Lack. & West. 7s.....1907	M-S	.....	120	.....	.....	.....	123	.....	.....	.....	.....	.....
Morris & Essex, 1st, 7s....1914	M-N	.....	136	.....	.....	.....	140	.....	.....	.....	136 Jan. 4	142 Jan. 26
7s.....1871-1901	A-O	5,000	106 1/2	.....	.....	.....	107 3/4	.....	107 1/2 Mar. 12	107 1/2 Mar. 12	107 1/8 Jan. 26	107 1/2 Feb. 13
1st cons., guar., 7s.....1915	J-D	.....	139	.....	.....	.....	139	.....	.....	.....	139 Jan. 5	139 Jan. 5
Registered.....1915	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. L. & W., 1st, 6s.....1921	J-J	3,000	130	.....	126 1/8	.....	136	.....	137 1/4 Mar. 26	137 1/4 Mar. 26	136 Jan. 12	137 1/4 Mar. 26
Construction 5s.....1923	F-A	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Term. & impt. 4s.....1923	M-N	6,000	.....	.....	.....	.....	105	.....	105 Mar. 7	106 Mar. 7	105 Mar. 7	106 Mar. 7
Syr. Bingh. & N. Y., 1st, 7s. 1906	A-O	.....	120	.....	.....	.....	122 1/2	.....	.....	.....	122 Feb. 8	122 Feb. 8
Warren 2d, 7s.....1900	A-O	.....	.....	.....	.....	.....	104	.....	.....	.....	.....	.....
Del. & Hud., 1st Penn. Div. 7s. 1917	M-S	.....	.....	.....	.....	.....	145	.....	.....	.....	148 Feb. 13	148 Feb. 13
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alb. & Sus., 1st con. gu. 7s. 1906	A-O	.....	.....	121	.....	.....	121	.....	.....	.....	.....	.....
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6s.....1906	A-O	1,000	115	.....	.....	116	115 3/8	.....	115 Mar. 20	115 Mar. 20	115 Jan. 12	115 Jan. 12
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rens. & Saratoga, 1st, 7s...1921	M-N	.....	145	.....	.....	.....	149	.....	.....	.....	.....	.....
Registered.....1921	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. Riv. RR. B'ge. *See* Penn. RR.												
Den. & R. Gr., 1st gold, 7s....1900	M-N	.....	.....	102	.....	.....	.....	.....	.....	.....	102 1/2 Jan. 6	102 3/4 Jan. 19
1st con. g., 4s.....1936	J-J	182,000	96	.....	.....	.....	.....	.....	98 Mar. 3	99 3/8 Mar. 28	96 1/2 Jan. 4	99 1/2 Feb. 5
1st consol., gold, 4 1/2s.....1936	J-J	7,000	105 1/2	.....	.....	.....	.....	.....	107 Mar. 21	107 Mar. 21	107 Mar. 21	107 Mar. 21
Improvem't, gold, 5s 1928	J-D	94,000	.....	105	.....	.....	.....	.....	104 1/4 Mar. 8	105 Mar. 30	101 3/4 Jan. 10	105 Mar. 30
Des Moines & Ft. D. *See* C. R. I. & P.												
Des Moines & Minn. *See* Ch. & N. W.												
Des Moines Un Ry., 1st, g., 5s. 1917	M-N	.....	107	110	108	110	108 1/8	110	.....	.....	109 Feb. 20	109 Feb. 20
Det. M. & Tol. *See* L. S. & M. So.												
Det. & Mack., 1st lien g. 4s. 1995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s.....1995	.....	6,000	76	78	78	.....	.....	.....	79 Mar. 12	81 Mar. 31	76 1/2 Jan. 8	81 Mar. 31
Dul. & Iron Range, 1st, 5s....1937	A-O	25,000	.....	108	107 3/4	109 3/4	109	.....	109 Mar. 2	109 3/4 Mar. 12	107 Feb. 27	109 3/4 Mar. 12
Registered.....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s.....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. Red Wing & S., 1st, g. 5s. 1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. So. Shore & Atl., g. 5s...1937	J-J	9,000	110	.....	112 1/2	114	112 1/2	.....	112 1/2 Mar. 8	114 Mar. 3	110 Feb. 16	114 Mar. 3
East. of Minn. *See* S. P. M. & M.												
East Tenn. Va. & Ga. *See* So. Ry.												
Elgin Jol. & East., 1st g 5s. 1941	M-N	25,000	108	.....	110 1/2	111 3/4	.....	.....	111 5/8 Mar. 22	111 5/8 Mar. 22	107 1/2 Jan. 9	111 5/8 Mar. 22
Elis. Lex. & B. San. *See* C. & O.												
Elm. Cort. & No. *See* Leh. & N. Y.												
Erie, 1st ext., gold, 4s 1947	M-N	.....	114	.....	.....	120	117 1/4	123	.....	.....	117 Jan. 15	118 Jan. 24
2d, ext., gold, 5s.....1919	.....	.....	118	.....	.....	.....	119 1/2	.....	.....	.....	119 1/8 Jan. 4	119 1/8 Jan. 4
3d, ext., gold, 4 1/2s 1923	M-S	.....	112	.....	.....	.....	115	.....	.....	.....	113 3/4 Jan. 5	115 1/4 Feb. 14
4th, ext., gold, 5s 1920	A-O	1,000	118	.....	.....	.....	122 1/2	.....	123 1/2 Mar. 30	123 1/2 Mar. 30	123 1/2 Mar. 30	123 1/2 Mar. 30
5th, ext., gold, 4s 1928	J-D	.....	104	.....	.....	.....	108 1/8	.....	.....	.....	.....	.....
1st, consol., gold, 7s.....1920	M-S	29,000	135	143	.....	.....	.....	.....	137 Mar. 22	138 1/2 Mar. 29	137 Mar. 22	142 Jan. 22
1st, consol., gold, fund. 7s. 1920	M-S	.....	135	138	.....	.....	.....	.....	.....	.....	.....	.....
Erie, 1st con., g., prior 4s 1996	J-J	203,000	88	91	89 7/8	90	.....	.....	89 1/2 Mar. 14	91 1/2 Mar. 28	88 Jan. 11	91 1/2 Mar. 28
Registered	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st con. gen. lien, g. 3-4s. 1996	.....	859,000	67	70	70 3/4	71 1/4	.....	.....	70 3/4 Mar. 8	74 1/2 Mar. 29	67 Jan. 3	74 1/2 Mar. 29
Registered	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buff. N. Y. & Erie, 1st, 7s. 1916	J-D	.....	130	.....	.....	.....	135	.....	.....	.....	.....	.....
Buff. & S. W., gold 6s.....1908	J-J	.....	.....	.....	.....	.....	108	.....	.....	.....	.....	.....
Small	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Erie, 1st gold 5s....1982	M-N	17,000	113 1/2	116 1/2	.....	.....	116 1/2	.....	116 1/2 Mar. 3	117 Mar. 14	114 Jan. 22	117 Mar. 14
Jeff. RR., 1st gu. gold 5s....1909	A-O	.....	102	.....	.....	.....	107	.....	.....	.....	.....	.....
Long Dock, con., gold, 6s. 1935	A-O	.....	130	.....	.....	.....	139	.....	.....	.....	139 Jan. 5	139 1/4 Feb. 15
O. & RR. Co, 1st cur. gu. 6s. 1922	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D. & Impt. Co. 1st cur. 6s. 1913	J-J	.....	112	.....	.....	.....	118	.....	.....	.....	.....	.....
N. Y. & Greenw'd L. gtd. g. 5s. '46	M-N	.....	105	.....	.....	.....	105 1/2	110	.....	.....	.....	.....
Small	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid. RR. of N. J., 1st, 6s. 1910	A-O	17,000	116 7/8	.....	.....	.....	119	.....	119 1/2 Mar. 21	120 Mar. 14	116 1/2 Jan. 25	120 Mar. 14
N. Y. Sus. & W., 1st, ref. 5s. 1937	J-J	4,000	107	.....	108	110	110	.....	110 Mar. 9	110 Mar. 9	107 1/2 Jan. 10	110 Mar. 9
2d, 4 1/2s 1937	F-A	.....	95	.....	.....	.....	.....	.....	.....	.....	98 Feb. 28	98 Feb. 28
General, g., 5s.....1940	F-A	36,000	.....	95	.....	.....	.....	.....	94 1/4 Mar. 22	96 1/2 Mar. 9	92 Jan. 3	97 1/2 Feb. 8
Terminal, 1st, g., 5s.....1943	M-N	1,000	108	.....	.....	.....	109 1/2	.....	111 Mar. 2	111 Mar. 2	108 1/2 Jan. 3	111 Mar. 2
Regist'ed, $5,000 each. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilk. & Ea., 1st, gtd., g., 5s. 1942	J-D	24,000	.....	105 1/8	104 1/2	106	.....	.....	104 1/2 Mar. 13	106 Mar. 30	104 Jan. 4	106 Mar. 30
Erie & Pittsburg. *See* Pa. Co.												
Escanaba & L. Sup. *See* C. & N. W.												
Eureka Springs, 1st g. 6s....1933	F-A	.....	65	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ev. & T. H—1st con. g. 6s. 1921	J-J	3,000	.....	125	.....	.....	125	.....	125 Mar. 26	125 1/4 Mar. 23	124 1/4 Feb. 7	125 1/4 Mar. 23
1st general gold 5s.....1942	A-O	61,000	103	105 1/2	106 1/2	109	106 1/2	110	107 1/4 Mar. 7	110 Mar. 27	103 Jan. 2	110 Mar. 27
Mt. Vernon 1st 6s.....1923	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sull. Co. Branch, 1st g. 5s. 1930	A-O	.....	93 1/8	.....	100	.....	100	.....	.....	.....	.....	.....
Ev. & In., 1st con., gu., g. 6s. 1926	J-J	.....	.....	110	.....	.....	.....	.....	.....	.....	100 Feb. 16	104 Feb. 16
Fargo & So. *See* Chic. M. & St. P.												
Flint & P. Marq., gold 6s...1920	A-O	11,000	119	120	.....	125	123	.....	122 1/2 Mar. 7	123 1/4 Mar. 17	120 Jan. 17	123 1/4 Mar. 17
1st consol. gold 5s.....1939	M-N	23,000	100	.....	.....	104	103	.....	103 1/2 Mar. 5	105 3/4 Mar. 31	102 Jan. 13	105 3/4 Mar. 31
Port Huron Div., 1st g. 5s. 1939	A-O	147,000	.....	108	.....	107 1/2	107	.....	105 Mar. 22	107 7/8 Mar. 30	105 Jan. 18	108 Jan. 24
Fla. Cen. & Pen., 1st g. 5s...1918	J-J	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st land gr. ext., gold 5s...1930	J-J	.....	97	109	.....	.....	.....	.....	.....	.....	.....	.....
Consol. gold 5s.....1943	J-J	.....	96	99	.....	.....	.....	.....	.....	.....	.....	.....
Ft. Sm. & V. B. B. *See* St. L. & S. F.												
Fort St. U. D. Co. 1st g. 4 1/2s. 1941	J-J	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
F. W. & Den. City—1st g. 4-6s. 1921	J-D	61,000	73	75	70	.....	71	.....	70 Mar. 19	72 Mar. 5	70 Mar. 19	74 3/4 Jan. 24
Ft. W. & Rio Gr., 1st g. 3-4s. 1928	J-J	65,000	55	59	.....	.....	57	65	55 Mar. 27	60 Mar. 19	55 Jan. 4	60 Feb. 7

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.						RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Gal. H. & San A.—*See* So. Pac. Co.												
Galv. H. & H. of 1882, 1st, 5s. 1913	A-O	16,000	99	102	.....	.....	.....	.....	104 Mar. 22	104¾ Mar. 22	102 Jan. 8	101¾ Mar. 22
Ga. & Ala., 1st, pref., g., 5s. 1945	A-O	.....	*103*	*106*	.....	.....	104½	....	.....	.....	.....	.....
1st consol. 5s. 1945	J-J	.....	.....	*100⅛*	.....	.....	.....	100⅞	.....	.....	89 Feb. 5	89 Feb. 5
Ga. Car. & No., 1st, gu. g., 5s. 1929	J-J	.....	*96*	*100*	.....	.....	.....	.....	.....	.....	99½ Jan. 22	99½ Jan. 22
Georgia Pacific. *See* South'n Ry.												
Gila V. G. & N. *See* So. Pac.												
Gr. Rapids & Ind.—*See* Penn. Co.												
Gray's Pt. Term. *See* St. L. S. W.												
Han. & St. Jo. *See* C. B. & Q.												
Housatonic. *See* N.Y. N. H. & H.												
Hock'g Val., 1st con., g., 4½s. 1999	J-J	329,000	98	100	99¼	99½	.....	.....	99½ Mar. 8	102 Mar. 28	98⅞ Feb. 27	102 Mar. 28
Registered. 1999	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & H. V., 1st ext. g., 4s. 1948	A-O	22,000	102	.....	105	.....	.....	.....	107 Mar. 29	108 Mar. 13	102 Jan. 8	108 Mar. 13
Hous. E. & W. Tex., 1st, g, 5s. 1933	M-N	49,000	*100*	*104*	.....	.....	103½	105	102 Mar. 15	105 Mar. 26	100 Jan. 24	105 Mar. 26
H. & Tex. Cent. *See* So. Pac Co.												
Illinois Central, 1st g. 4s. 1951	J-J	2,000	*110*	.....	114	.....	114	.....	114 Mar. 14	114 Mar. 14	114 Feb. 16	115 Jan. 31
Registered. 1951	J-J	15,000	*110*	.....	.....	.....	113½	.....	113½ Mar. 12	113½ Mar. 12	113½ Mar. 12	113½ Mar. 12
1st, gold, 3½s. 1951	J-J	28,000	*104*	.....	105	.....	105	.....	104½ Mar. 3	105⅛ Mar. 30	104½ Mar. 3	105⅛ Mar. 30
Registered. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st g. 3s, sterling. 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s. 1952	A-O	32,000	*102*	.....	.....	.....	.....	.....	103¼ Mar. 6	105 Mar. 17	103¼ Mar. 6	105 Mar. 17
Registered. 1952	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s. 1953	M-N	16,000	*102*	.....	.....	.....	.....	.....	102¾ Mar. 6	104 Mar. 12	101 Jan. 2	104 Feb. 19
Registered. 1953	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	98 Jan. 9	98 Jan. 9
Cairo Bridge, gold, 4s. 1950	J-D	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1950	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville div., g., 3½s. 1953	J-J	19,000	98½	.....	101	.....	102¼	102¾	101 Mar. 5	102½ Mar. 29	100 Jan. 5	102½ Mar. 29
Registered. 1953	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle div., reg., 5s. 1921	F-A	.....	*115*	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis div., g., 3s. 1951	J-J	33,000	.....	*89¾*	89	.....	91	92	90 Mar. 8	90⅛ Mar. 13	90 Mar. 8	90⅛ Mar. 13
Registered. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 3½s. 1951	J-J	10,000	98½	.....	.....	.....	.....	.....	102 Mar. 20	102 Mar. 20	99½ Jan. 2	102 Mar. 20
Registered. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Springf. div. 1st gold 3½s. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Lines 1st g. 4s. 1951	F-A	21,000	*110*	.....	111⅛	.....	112½	.....	111 Mar. 5	113 Mar. 21	111 Feb. 5	113 Mar. 21
Registered. 1951	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belle. & Caron., 1st, 6s. 1923	J-D	.....	*116*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carb. & Shaw., 1st, g., 4s. 1932	M-S	.....	*98*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. St. L. & N. O., gold 5s. 1951	J-D	6,000	.....	.....	.....	.....	125	.....	125 Mar. 22	126¼ Mar. 7	125 Mar. 22	126¼ Mar. 7
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 3½s. 1951	J-D	.....	*98*	*101*	.....	.....	.....	.....	.....	.....	100 Jan. 20	103 Feb. 19
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memph. div., 1st, g., 4s. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. So., 1st, gu., g., 4s. 1931	M-S	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Dec. & West., 1st, g., 5s. 1935	J-J	7,000	*100*	.....	104	106	104½	.....	105 Mar. 9	105 Mar. 9	105 Jan. 22	105 Jan. 22
1st guar. gold 5s. 1935	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Ill. & Ia., 1st refund. 5s. 1948	A-O	5,000	105	106½	107½	.....	.....	.....	110½ Mar. 13	110½ Mar. 13	106½ Jan. 10	110½ Mar. 13
International & Gt. Northern—												
1st, gold, 6s. 1919	M-N	10,000	*120*	.....	121	.....	121½	.....	121 Mar. 14	121½ Mar. 19	120 Jan. 9	121¾ Feb. 10
2d, gold, 5s. 1909	M-S	189,000	.....	*91*	90	91	90¼	.....	89¼ Mar. 13	91 Mar. 2	89¼ Mar. 13	94 Feb. 3
3d, gold, 4s. 1921	M-S	26,000	60	63	59¼	62	.....	61	57 Mar. 28	59 Mar. 17	57 Mar. 28	62 Jan. 2
Iowa Central, 1st, gold, 5s. 1938	J-D	8,000	*110*	.....	113	.....	.....	.....	113½ Mar. 7	114 Mar. 6	111 Jan. 22	114¾ Jan. 25
Iowa Midland. *See* Chic. & N. W.												
Jefferson RR. *See* Erie.												
Kal. All. & G. R. *See* L. S. & M. S.												
Kan. & Mich. *See* Tol. & O. C.												
Kan. C. & M. R. & B.—1st gu. g., 5s. '29	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. Pitts. & Gulf.—Tr. Co. ctfs.												
1st & coll. 5s, g. 1923	A-O	1,629,000	.....	*70*	.....	.....	74¾	75	69½ Mar. 17	75 Mar. 30	68 Jan. 4	75 Mar. 30
K. C. & Pacific. *See* M. K. & T.												
Kan. City South. 3s (when issued)	.....	767,000	.....	.....	.....	.....	69½	70	68½ Mar. 29	70 Mar. 30	68½ Mar. 29	70 Mar. 30
Kansas Midland. *See* St. L. & S. F.												
Kentucky Cent. *See* L. & N.												
Keok. & Des Mo. *See* C. R. I. & P.												
Knoxville & Ohio. *See* So. Ry.												
Lake E. & W., 1st, gold, 5s. 1937	J-J	8,000	*118*	*121*	120½	.....	.....	.....	121½ Mar. 5	121½ Mar. 8	116½ Jan. 8	121½ Feb. 15
2d, gold, 5s. 1941	J-J	2,000	*108½*	.....	115	.....	.....	.....	115 Mar. 12	115 Mar. 12	108½ Jan. 2	115 Mar. 12
Northern Ohio 1st gu. 5s. 1945	A-O	.....	103¼	106½	.....	.....	111	.....	.....	.....	110½ Feb. 2	110½ Feb. 2
L. Sh. & Mich. So. *See* N. Y. Cent.												
Lehigh Val. (Pa.), coll. g. 5s. 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. N Y. 1st gu., g., 4½s. 1940	J-J	13,000	*110½*	.....	.....	.....	.....	.....	109½ Mar. 9	109½ Mar. 9	108 Feb. 28	109½ Mar. 9
Registered. 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Ter. Ry. 1st gu. g., 5s. 1941	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	113 Feb. 9	115¼ Feb. 27
Registered. 1941	A-O	.....	.....	*112*	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Coal Co., 1st, gu., g., 5s. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh & New York—												
1st, guar., gold, 4s. 1945	M-S	3,000	.....	.....	.....	.....	90	92½	91½ Mar. 30	91½ Mar. 30	91½ Mar. 30	91½ Mar. 30
Registered.	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elm. C. & N.—1st g, 1st pf. 6s. '14	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, guar. 5s. 1914	A-O	.....	*90*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & Hud. R. *See* Cent. of N. J.												
Leh. & Wilkesb. *See* Cent. N. J.												
Leroy & Caney Val. *See* Mo. Pac												
Lex. Ave. & P. F. *See* Met. St. Ry.												
Long Dock. *See* Erie.												
Long Island—												
1st consol., gold, 5s. 1931	Q-J	1,000	118	.....	120½	.....	122½	.....	122 Mar. 20	122 Mar. 20	120 Jan. 8	122 Mar. 20
1st, con., g., 4s. 1931	Q-J	.....	98	.....	102	.....	105	.....	.....	.....	.....	.....
Gen. g., 4s. 1938	J-D	6,000	94	.....	94	100	94	99	98 Mar. 12	98 Mar. 12	96 Jan. 10	98 Mar. 12
Ferry, 1st, g., 4½s. 1922	M-S	.....	95	.....	95	.....	94	99	.....	.....	97½ Feb. 15	99 Jan. 19
Gold, 4s. 1932	J-D	.....	*95*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unified gold 4s. 1949	M-S	.....	*87*	.....	.....	83	.....	.....	.....	.....	85 Feb. 14	85 Feb. 14
Deb., gold, 5s. 1934	J-D	.....	95	.....	95	.....	95	.....	.....	.....	.....	.....
B'klyn & Montauk, 1st 6s. 1911	M-S	.....	110	.....	107	.....	107½	.....	.....	.....	.....	.....
1st 5s. 1911	M-S	.....	100	.....	100	.....	100	.....	.....	.....	.....	.....
N. Y. & Ro. Beh., 1st, g., 5s. 1927	M-S	.....	95	.....	92½	.....	95	.....	.....	.....	.....	.....
N. Y. B. & M. B., con., g. 5s. 1935	A-O	.....	.....	.....	.....	.....	105	.....	.....	.....	.....	.....
N. Sh. beh., 1st, con., gu., g, 5s. '32	Q-J	.....	95	.....	95	.....	95	.....	.....	.....	.....	.....
La. & Mo. Riv. *See* Chic. & Alton.												
L. Ev. & St. L. Con., con., g. 5s., 1939												
Eng. Tr. Co. certifs. of deposit	J-J	191,000	*61*	*64*	.....	.....	.....	67½	67 Mar. 8	67⅞ Mar. 16	62 Jan. 3	70 Jan. 19
Gen., g., 4s. 1943	M-S	17,000	*5*	*10*	.....	.....	.....	.....	6 Mar. 16	7 Mar. 20	6 Mar. 16	8 Jan. 19
Louisville & Nashville—												
Gen., g., 6s. 1930	J-D	.....	*114*	.....	.....	.....	118½	.....	.....	.....	116 Jan. 27	120 Feb. 24
Gold, 5s. 1937	M-N	20,000	*106½*	*110*	109	.....	109	.....	109½ Mar. 8	110 Mar. 30	107½ Jan. 11	110 Mar. 30
Unified, g., 4s. 1940	J-J	106,000	96	.....	98¾	99½	99⅞	100	98⅞ Mar. 1	99⅞ Mar. 30	96¾ Jan. 6	100 Feb. 7
Registered. 1940	J-J	.....	*95*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coll. trust, g., 5s. 1931	M-N	10,000	*106½*	.....	107	.....	108½	.....	109¼ Mar. 28	109¼ Mar. 28	106¼ Jan. 17	109¼ Mar. 28
Coll. trust, 5-20s, g., 4s. 1903-18	A-O	75,000	96½	.....	.....	99	100	100½	98⅝ Mar. 1	100 Mar. 27	96¼ Jan. 3	100 Mar. 27
Cecilian branch. 7s. 1907	M-S	.....	106	.....	103½	.....	103	.....	.....	.....	.....	.....
E. H. & Nash., 1st, g., 6s. 1919	J-D	1,000	111	.....	112¾	.....	113½	.....	113¼ Mar. 13	113¼ Mar. 13	111½ Jan. 24	113¼ Mar. 13
Lou. Cin & Lex., g., 4½s. 1931	M-N	.....	*111*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashv. & Dec., 1st, 7s. 1900	J-J	.....	*100¼*	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. O. & M., 1st, g., 6s. 1930	J-J	4,000	*115*	*122*	.....	.....	.....	.....	129 Mar. 21	129 Mar. 22	128¼ Jan. 29	129 Jan. 30
N. O. & M., 2d, 6s. 1930	J-J	.....	115	120	116	.....	.....	.....	.....	.....	117 Feb. 6	117 Feb. 6
Pensacola div., 6s. 1920	M-S	.....	*109*	.....	106	.....	.....	.....	.....	.....	.....	.....
Sink. fd. (S. & N. Ala.), 6s. 1910	A-O	.....	*112½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pens. & Atl., 1st, gu., g., 6s. 1921	F-A	6,000	*112*	*113*	110	114	112½	.....	112¼ Mar. 19	113½ Mar. 21	111⅞ Feb. 9	113½ Mar. 21

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.						RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.		Highest.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.	Sale Prices.
Louisv. & Nashv.—(Concl.)—														
St. L. div., 1st, g., 6s.....1921	M-S	.....	125	127	.....	.....	123	.....	.....		.....		125¾ Jan. 30	125¾ Jan. 30
2d, g., 3s.....1980	M-S	.....	60	.....	58½	.....	.....	.....	.....		.....		.....	.....
S. & N. Ala., con., gu., g., 5s.1936	F-A	.....	112	.....	.....	.....	109	.....	.....		.....		107 Feb. 23	107 Feb. 23
Kentucky Cent., g., 4s.....1987	J-J	17,000	95	.....	.....	.....	.....	.....	96¾ Mar. 1		97½ Mar. 7		95¾ Jan. 5	97½ Feb. 19
L.&N.&Mob.&M., 1st, g, 4½s.1945	M-S	.....	107⅝	.....	.....	.....	.....	.....	.....		.....		107½ Jan. 9	107½ Jan. 9
N. Fla.& Shef., 1st, gu., g., 5s 1937	F-A	.....	106	.....	107	.....	.....	.....	.....		.....		109 Feb. 23	109 Feb. 23
Lo.&Jeff. Bdge Co., gu., g., 4s.1945	M-S	.....	97	98	.....	.....	.....	.....	.....		.....		.....	.....
L. N. A. & Ch. *See* Ch. Ind. & L.														
Mahoning Coal. *See* L.S.&M.So.														
Manhat. Ry. (N.Y) consol. 4s 1990	A-O	122,000	103	.....	103½	.....	104¼	105	103 Mar. 22		104½ Mar. 30		102¼ Feb. 5	105 Jan. 19
Registered.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Metropol'n El., 1st, gold, 6s.1908	J-J	42,000	113	.....	.....	.....	115	116	115¼ Mar. 10		116½ Mar. 2		112 Jan. 2	116½ Mar. 2
Manito. S.W. Coloniz., g., 5s..1934	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
McK'pt. & B. Vern. *See* P.McK.&Y.														
Metropol. Elev. *See* Manhat. Ry.														
Mex. Cent., con., gold, 4s....1911	J-J	150,000	71	74½	.....	.....	.....	.....	7⅛½ Mar. 12		81 Mar. 14		70 Jan. 12	81 Mar. 14
1st, con., income, gold, 3s..1939	July	2,258,000	20½	22	27½	28	25½	28	25½ Mar. 3		29¼ Mar. 20		20½ Jan. 15	29¼ Mar. 20
2d, con., income, g., 3s.....1939	July	1,534,000	9½	10½	14¼	14½	11½	.....	11½ Mar. 13		15 Mar. 23		10 Jan. 2	15 Mar. 23
Equip. and collat., g., 5s...1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mex. Internat. 1st con, g, 4s.1977	M-S	197,000	87	.....	.....	.....	.....	.....	86 Mar. 2		87¼ Mar. 27		86 Mar. 2	88½ Jan. 26
Mex. Nat., 1st, gold, 6s.....1927	J-D	2,000	.....	.....	.....	.....	.....	.....	103 Mar. 30		103 Mar. 30		103 Mar. 30	103 Mar. 30
2d inc., 6s, A, coup. stmpd.1917	M-S	1,000	.....	.....	.....	.....	.....	.....	18 Mar. 23		18 Mar. 23		18 Mar. 23	18 Mar. 23
2d income, 6s, B.....1917	Aug	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mex. Northern 1st gold, 6s..1910	J-D	.....	97	.....	.....	.....	.....	.....	.....		.....		105¼ Feb. 13	105¼ Feb. 13
Registered.....1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Michigan Central. *See* N. Y. Cent.														
Midland of N. J. *See* N.Y. Sus. & W.														
Mil. L.S.& West. *See* Chic.& N.W.														
Mil. & Madison. *See* Ch. & N. W.														
Mil. & North'n. *See* Ch. M. & St. P.														
Mil. & St P. *See* Ch. M. & St. P.														
Minn. & St. L., 1st, gold, 7s..1927	J-D	2,000	135	.....	.....	.....	.....	.....	150 Mar. 14		151 Mar. 14		143½ Jan. 22	151 Mar. 14
Iowa ex., 1st, gold, 7s.....1909	J-D	.....	.....	123	123	.....	.....	.....	.....		.....		.....	.....
S. W. ex., 1st, g., 7s 1910	J-D	.....	116	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pacific ex., 1st, gold, 6s....1921	A-O	.....	116	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st cons., g., 5s.....1934	M-N	4,000	108	.....	.....	.....	.....	.....	113¼ Mar. 16		115 Mar. 29		112 Jan. 3	115 Mar. 29
1st & refund., g., 4s.....1949	M-S	232,000	.....	96	97	.....	.....	.....	96½ Mar. 13		99¾ Mar. 30		93 Jan. 15	99¾ Mar. 30
Min & St. L. gu. *See* B. C. R. & N.														
Minn. & Pacific, 1st, 5s, stpd.														
4s, payment of int. gu.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Minn. S. S.M. & Atl. 1st, g. 4s,														
stpd., payment of int. gu..1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
M. St. P.&S. S. M., con., g., 4s,														
stpd., payment of int. gu..1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Minneap. Un. *See* St. P. M. & M.														
Missouri Kansas & Texas—														
1st, gold, 4s.....1990	J-D	358,000	89	.....	.....	91¼	93½	.....	90⅜ Mar. 3		93⅞ Mar. 30		88½ Jan. 9	93⅞ Mar. 30
2d, gold, 4s.....1990	F-A	1,148,000	67	.....	65½	66	69½	70	65 Mar. 22		70 Mar. 31		65 Feb. 19	70 Mar. 31
1st, Exten. gold 5s.....1944	M-N	301,000	90	95	91	92	92	.....	90 Mar. 8		94 Mar. 30		90 Mar. 8	95⅞ Jan. 5
Boonv. Bridge Co., gu., 7s.1906	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Dal. & Wa., 1st, gu., g., 5s...1940	M-N	.....	.....	95	.....	.....	.....	.....	.....		.....		.....	.....
M.K. & T. of T. 1st gu. g. 5s.1942	M-S	63,000	90	93	89	91	92	.....	89 Mar. 7		92½ Mar. 30		95⅞ Mar. 30	93 Jan. 25
Sher.Shr'v. & So. 1st, gu., g., 5s.'43	J-D	75,000	93	95¼	93	95	.....	.....	94¾ Mar. 6		95⅞ Mar. 30		92¼ Jan. 27	89 Mar. 7
Kan. C. & Pac., 1st, g., 4s...1990	F-A	.....	77	78	.....	.....	75	.....	.....		.....		76 Feb. 23	77 Jan. 18
Tebo & Neosho, 1st, 7s.....1903	J-D	.....	104	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mo. K. & E., 1st gu., g., 5s.....1942	A-O	14,000	102½	.....	102½	105½	106	.....	104 Mar. 9		106 Mar. 28		102½ Jan. 3	105 Mar. 28
Missouri Pacific—														
3d, 7s.....1906	M-N	7,000	111¼	115	114	116½	114	.....	114½ Mar. 17		115 Mar. 21		114½ Feb. 17	115 Feb. 9
1st consol, gold 6s.....1920	M-N	413,000	114	115	116¾	117½	120	.....	116⅞ Mar. 7		121 Mar. 29		114⅞ Jan. 13	121 Mar. 29
Trust, g., 5s.....1917	M-S	420,000	.....	95	.....	.....	.....	.....	95½ Mar. 20		97½ Mar. 30		94 Jan. 2	99 Feb. 23
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, coll., gold, 5s.....1920	F-A	492,000	92	94	90	92	93	93¼	90 Mar. 5		93½ Mar. 29		90 Mar. 5	94 Jan. 25
Registered.....1920	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Leroy & C. Val. A. L. 1st 5s..1926	J-J	.....	75	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pac. R. of Mo. 1st ex. g., 4s..1938	F-A	.....	.....	106	104½	.....	.....	.....	.....		.....		105¾ Jan. 6	105¾ Jan. 6
2d extended, gold, 5s.....1938	J-J	6,000	.....	114	113	.....	113	.....	112¾ Mar. 12		113 Mar. 5		112¾ Mar. 12	113 Mar. 5
St. Louis & Iron Mountain—														
Gen. con. ry. & ld. gr. 5s.1931	A-O	827,000	109½	110½	111⅛	111½	113⅜	113½	110¾ Mar. 5		113½ Mar. 30		109¼ Jan. 8	113½ Mar. 30
Gen. con., stped. gu. g. 5s.1931	A-O	.....	109	.....	.....	.....	.....	.....	.....		.....		110 Jan. 23	110⅛ Feb. 7
New 30-year 4s (when issued)	....	915,000	79	80	79½	80	.....	.....	79⅜ Mar. 2		82¾ Mar. 28		77¾ Jan. 8	82¾ Mar. 28
Verdigris V. Ind. & W. 1st 5s.1926	M-S	.....	80	.....	.....	.....	.....	.....	.....		.....		.....	.....
Miss. Riv. Bdge. *See* Chic. & Alt.														
Mob. & Birm., prior lien, g., 5s.1945	J-J	.....	106	.....	.....	.....	.....	.....	.....		.....		110¼ Feb. 20	110¼ Feb. 20
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mortgage, gold, 4s.....1945	J-J	.....	80	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mob. & Ohio, new, gold, 6s..1927	J-D	28,000	123	126	126	127½	120	.....	127 Mar. 5		127½ Mar. 12		124 Jan. 3	127½ Feb. 19
1st extension, 6s.....1927	Q-J	7,000	116	.....	120½	124	.....	.....	123 Mar. 5		123 Mar. 5		123 Mar. 5	123 Mar. 5
Gen., 4s.....1938	M-S	153,000	82½	83½	84⅛	.....	.....	.....	84 Mar. 7		86½ Mar. 6		83 Jan. 8	87 Feb. 23
Montgom. Div., 1st, g. 5s..1947	F-A	7,000	107	.....	.....	.....	.....	.....	108¼ Mar. 31		108¾ Mar. 23		107 Jan. 9	108¾ Mar. 23
St. L. & Cairo, gu., gold, 4s..1931	J-J	.....	82½	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mohawk & Mal. *See* N. Y. C. & H.														
Monongahela Riv. *See* Balt. & O														
Montana Cent. *See* St. P. M. & M.														
Morgan's La. & T.—*See* So. Pac. Co														
Morris & Essex. *See* Del. L. & W.														
Nashville Chatt. & St. Louis—														
1st, 7s.....1913	J-J	11,000	.....	123½	.....	.....	.....	.....	128 Mar. 16		129 Mar. 29		126 Jan. 8	129 Jan. 30
2d, 6s.....1901	J-J	.....	100	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, con., gold, 5s.....1928	A-O	7,000	104¼	105	.....	.....	.....	.....	106 Mar. 5		107⅛ Mar. 21		104⅞ Jan. 6	107⅛ Mar. 21
1st 6s, T. & P. b.....1917	J-J	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st 6s, McM. M. W. & Al...1917	J-J	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, gold, 6s, Jasper Bch...1923	J-J	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
Nash. Flor. & Shef. *See* Lou. & N.														
N. H. & Derby. *See* N.Y.N.H.& H.														
N. J. Junc'n RR. *See* N. Y. Cent.														
Newp't & Cin. B'ge. *See* Penn. Co.														
N. O. & N. E., prior lien, g., 6s.1915	A-O	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. B. & Man. Beach. *See* L. Isl.														
N. Y. Central & Hudson River—														
1st, 7s.....1903	J-J	16,000	109	.....	109¾	.....	110⅛	.....	110¼ Mar. 8		110½ Mar. 6		109 Jan. 4	110½ Mar. 6
Registered.....1903	J-J	15,000	108	.....	.....	.....	110⅛	.....	110¼ Mar. 8		110¼ Mar. 8		110 Feb. 9	110¼ Mar. 8
Gold mortgage 3½s.....1997	J-J	129,000	108	109	107	109	110¼	111¼	109 Mar. 5		110¾ Mar. 30		109 Jan. 23	110¾ Mar. 30
Registered 1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Debenture 5s of.....1884-1904	M-S	3,000	106¼	107½	.....	.....	105¾	.....	102¾ Mar. 8		105⅝ Mar. 21		102¾ Mar. 8	108 Feb. 21
Registered.....1884-1904	M-S	1,000	106	.....	.....	.....	105⅝	.....	105⅝ Mar. 9		105⅝ Mar. 9		105⅝ Mar. 9	107⅞ Feb. 1
Reg. debenture 5s of. 1889-1904	M-S	.....	106	.....	.....	.....	105¾	.....	.....		.....		.....	.....
Debenture, g., 4s.....1890-1905	J-D	.....	101	.....	102¾	.....	103	.....	.....		.....		.....	.....
Registered, deb. 4s. 1890-1905	J-D	.....	101	.....	102¾	.....	103	.....	.....		.....		.....	.....
Debt certs., ext., g., 4s.....1905	M-N	11,000	101	.....	103	.....	103¼	.....	103 Mar. 10		103⅛ Mar. 14		101 Jan. 11	103⅛ Mar. 14
Registered.....1905	M-N	.....	101	.....	103	.....	103¼	.....	.....		.....		.....	.....
Lake Shore collat., g., 3½s 1998	F-A	159,000	95	.....	97	97½	98	98½	97 Mar. 6		98½ Mar. 28		97 Jan. 2	99 Jan. 27
Registered 1998	F-A	70,000	.....	97½	.....	.....	97	97⅛	96½ Mar. 9		97¾ Mar. 29		95½ Jan. 26	97¾ Mar. 29
Mich. Cent. collat., g., 3½s 1998	F-A	95,000	.....	97	.....	.....	.....	.....	95½ Mar. 6		97 Mar. 28		95½ Mar. 6	97⅞ Jan. 26
Registered.....1998	F-A	.....	.....	97	.....	.....	.....	.....	.....		.....		.....	.....
Beech Cr'k, 1st, gu., g., 4s..1936	J-J	7,000	108	.....	.....	.....	.....	.....	109½ Mar. 16		109¼ Mar. 13		108 Jan. 4	110 Feb. 27
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d guar., gold, 5s.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered..... 1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cart. & Ad., 1st, gu., g., 4s..1981	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Clearfield Bitum. Coal Corp.														
1sts. f. int. gu., g., 4s, ser. A.1940	J-J	.....	86	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small bonds, series B..1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.						RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.	Highest.	Lowest.	Highest
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
N.Y. Cent. & Hud. Riv.—(Con.)—												
Gouv. & O. 1st guar., g., 5s. 1942	J-D	.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moh. & Mal. 1st, gu., g., 4s. 1991	M-S	.....	105	108	.....	.....	.....	.....	.....	.....	106¾ Feb. 8	107 Jan. 18
N. J. Junc. R., gu., 1st, 4s. 1986	F-A	.....	100	.....	.....	.....	.....	.....	.....	.....	102 Feb. 5	102 Feb. 3
Registered certificates. 1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y. & Put., 1st con., gu. g. 4s. 1993	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nor. & Mont. 1st gu., g., 5s. 1916	A-O	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Shore, 1st, 4s, gu. 2361	J-J	146,000	112	113	.....	.....	114	.....	112 Mar. 5	114¼ Mar. 28	110 Jan. 2	114¼ Feb. 9
Registered. 2361	J-J	92,000	.....	110½	.....	113	113½	.....	112 Mar. 14	114 Mar. 30	110 Jan. 4	114 Mar. 30
Lake Shore cons., 1st, 7s. 1900	J-J	.....	100½	.....	101¾	.....	102	.....	.....	.....	100⅞ Jan. 4	101½ Feb. 1
Registered. 1900	Q-J	9,000	100½	.....	101¾	.....	.....	.....	101⅞ Mar. 5	102⅛ Mar. 21	100⅝ Jan. 2	102⅛ Mar. 21
Consol., 2d, 7s. 1903	J-D	6,000	111	.....	113	.....	113¾	.....	114 Mar. 15	114 Mar. 15	112⅜ Jan. 19	114 Mar. 15
Registered. 1903	J-D	.....	111	.....	113	.....	.....	.....	.....	.....	112⅛ Jan. 10	113½ Feb. 10
Gold 3½s. 1997	J-D	184,000	109	110⅛	109⅞	.....	110	111	109⅞ Mar. 2	110½ Mar. 14	109½ Jan. 6	110½ Jan. 24
Registered. 1997	J-D	32,000	.....	.....	.....	.....	.....	.....	110⅛ Mar. 16	110½ Mar. 17	110⅛ Mar. 16	110½ Mar. 17
Cincinnati & Springfield—												
1st, gu., L. S. & M. S., 7s. 1901	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Det. Mon. & Tol., 1st, 7s. 1906	F-A	.....	118	122	120	.....	.....	.....	.....	.....	120 Feb. 26	121 Jan. 13
Kal. A. & G. R. 1st, gu. c. 5s. 1938	J-J	.....	125	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahon. Coal RR., 1st, 5s. 1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mich. Cent. 1st, con., 7s. 1902	M-N	18,000	108	.....	109	.....	109¼	110	109¼ Mar. 9	109⅜ Mar. 14	108¼ Jan. 5	109⅜ Mar. 14
1st, con., 5s. 1902	M-N	.....	102½	.....	103	.....	103	.....	.....	.....	103¼ Feb. 8	103¼ Feb. 8
6s. 1909	M-S	.....	118	.....	117	.....	118	.....	.....	.....	.....	.....
5s. 1931	M-S	.....	122	.....	123	.....	.....	.....	.....	.....	.....	.....
Registered. 1931	Q-M	.....	.....	127¼	121	.....	.....	.....	.....	.....	.....	.....
4s. 1940	J-J	.....	104	.....	.....	.....	.....	.....	.....	.....	105 Jan. 4	105 Jan. 4
Registered. 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bat. C. & Stur. 1st gu. g. 3s. 1989	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Harlem, 1st, 7s. 1900	M-N	3,000	101	102	102¼	.....	102¾	.....	102¾ Mar. 13	102¾ Mar. 13	101¾ Jan. 25	102¾ Mar. 13
Registered. 1900	M-N	49,000	101	.....	102¼	.....	102¾	.....	102½ Mar. 14	102⅞ Mar. 7	101½ Jan. 5	102⅞ Mar. 7
N. Y. & North., 1st, g., 5s. 1927	A-O	.....	121	125	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & Og., con., 1st. ext. 5s. 1922	A-O	14,000	.....	129	.....	.....	.....	129½	127¾ Mar. 5	128¾ Mar. 26	127¾ Mar. 5	129½ Feb. 13
Oswe. & R., 2d, gu., g., 5s. 1915	F-A	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & O. T. R. 1st gu., g. 5s. 1918	M-N	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica & Bl. Riv., gu., g., 4s. 1922	J-J	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y. Chic. & St. L.—1st, g., 4s. 1937	A-O	21,000	.....	104¼	107⅞	.....	108¼	.....	107⅞ Mar. 12	108½ Mar. 28	104⅛ Jan. 3	108⅛ Mar. 28
Registered. 1937	A-O	.....	.....	.....	107	.....	.....	.....	.....	.....	103½ Jan. 3	103½ Jan. 3
N. Y. & Greenwood L.—*See* Erie.												
N. Y. & Har.— *See* N. Y. C. & Hud.												
N.Y. Lack & West.—*See* Del. L. & W.												
N. Y. Lake Erie & West.—*See* Erie												
N. Y. & N. E.— *See* N. Y. N. H. & H.												
N. Y. New Haven & Hartford—												
1st, reg. 4s. 1903	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Convert. deb. certfs., $1,000.	A-O	2,000	185	.....	.....	.....	185	.....	188 Mar. 20	188 Mar. 20	185¾ Jan. 5	188 Jan. 27
Small certfs., $100.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	185 Feb. 27	185 Feb. 27
Housaton. RR., con. g. 5s. 1937	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. H. & Derby, con. 5s. 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. Eng., 1st, 7s. 1905	J-J	.....	114	.....	.....	.....	114¾	.....	.....	.....	114 Jan. 5	114 Jan. 5
1st, 6s. 1905	J-J	.....	109⅝	.....	.....	.....	109⅝	.....	.....	.....	.....	.....
N. Y. & North'n—See N. Y. Cent.												
New York Ontario & Western—												
Refunding, 1st, g., 4s. 1992	M-S	27,000	102⅞	.....	.....	.....	.....	.....	103⅞ Mar. 21	104½ Mar. 8	102 Jan. 11	107½ Feb. 10
Registered, $5,000 only. 1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y. & Putnam—*See* N.Y.C. & Hud.												
N.Y. & Rock. Beach—*See* L. Island												
N. Y. Susque. & West.—*See* Erie.												
N.Y. Tex. & Mex.—*See* So. Pac Co.												
Norfolk & Western, gen. 6s. 1931	M-N	.....	128	130	.....	.....	132	.....	.....	.....	129 Jan. 2	129 Jan. 2
New River, 1st, 6s. 1932	A-O	5,000	.....	.....	.....	.....	.....	.....	133 Mar. 23	133 Mar. 23	133 Mar. 23	133 Mar. 23
Improvement & ext., g., 6s. 1934	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nor. & W. Ry. 1st con. g. 4s. 1996	A-O	1,003,000	90¼	91	95½	.....	99	99¼	95¼ Mar. 6	99⅛ Mar. 28	90½ Jan. 2	99⅛ Mar. 28
Registered. 1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small. 1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. Con. & T. 1st, gu., g., 5s. 1922	J-J	.....	103	.....	.....	.....	106	.....	.....	.....	.....	.....
Scio. V. & N. E., 1st gu. g. 4s. 1989	M-N	30,000	103	.....	98½	.....	.....	.....	98½ Mar. 5	100½ Mar. 13	95 Feb. 14	100½ Mar. 13
North. Illinois—*See* Chic. & N. W.												
Northern Ohio. *See* L. Erie & W.												
Northern Pacific—												
Prior lien, gold 4s. 1997	Q-J	1,210,000	102½	103½	103½	104	105¼	105½	103½ Mar. 1	105½ Mar. 29	102½ Jan. 2	105½ Mar. 29
Registered. 1997	Q-J	1,000	102½	.....	.....	.....	.....	.....	105⅛ Mar. 13	105⅛ Mar. 13	103 Jan. 8	105⅛ Mar. 13
General lien, g., 3s. 2047	Q-F	1,479,000	65	65½	.....	.....	68½	69	66 Mar. 16	68¾ Mar. 30	65 Jan. 10	68¾ Mar. 30
Registered. 2047	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. P. & Nor. Pac., gen., g., 6s. 1923	F-A	3,000	125	130	.....	.....	.....	.....	131½ Mar. 22	131½ Mar. 22	131½ Mar. 22	131½ Mar. 22
Registered certificates. 1923	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wash. Cent. Ry. 1st g. 4s. 1948	Q-M	.....	.....	86½	87	.....	82	.....	.....	.....	.....	.....
Nor. P. Ter. Co., 1st, g., 6s. 1933	J-J	14,000	117	120	118	.....	.....	.....	118 Mar. 8	120 Mar. 12	118 Jan. 5	120 Mar. 12
Nor. Railway Cal.—*See* Cent. Pac.												
North Wiscon.—*See* C. St. P. M. & O.												
Norfolk & South., 1st, g., 5s. 1941	M-N	10,000	110	.....	.....	.....	112	.....	111½ Mar. 16	112 Mar. 30	110 Jan. 15	112 Mar. 30
Nor. & Mont.—*See* N. Y. Central.												
Ohio Ind. & W.—*See* C. C. C. & St. L.												
Ohio River RR.—1st, g., 5s. 1936	J-D	.....	102½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen., g., 5s. 1937	A-O	.....	85	.....	.....	.....	.....	.....	.....	.....	95 Feb. 19	95 Feb. 19
Omaha & St. L., 1st, g., 4s. 1901	J-J	10,000	50	.....	.....	.....	.....	.....	77 Mar. 12	77 Mar. 12	60 Jan. 5	77 Mar. 12
Oregon & Cal. *See* So. Pac. Co.												
Ore. Ry. & Nav. *See* Union Pac.												
Ore. RR. & Nav. *See* Union Pac.												
Ore. Short Line. *See* Union Pac.												
Oswego & Rome—*See* N. Y. Cent.												
Ottum. C.F. & St.P.—*See* C. & N.W.												
Pacific Coast Co., 1st, g., 5s. 1946	J-D	32,000	103⅜	.....	107⅝	108	107½	.....	107⅝ Mar. 9	108⅛ Mar. 23	104¼ Jan. 6	108⅛ Feb. 16
Pacific of Missouri—*See* Mo. Pac.												
Panama, 1st, s. f., g., 4½s. 1917	A-O	2,000	105	.....	105	.....	104	.....	104 Mar. 27	104 Mar. 27	104 Mar. 27	105 Jan. 24
S. f., subsidy, g., 6s. 1910	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Co.—												
Penn. Co., gu., 1st, 4½s. 1921	J-J	4,000	112½	.....	.....	.....	.....	.....	114½ Mar. 5	114½ Mar. 5	111½ Jan. 10	114½ Feb. 27
Registered. 1921	J-J	.....	.....	112½	.....	.....	.....	.....	.....	.....	111½ Jan. 19	111½ Jan. 19
Gu. 3½s, col. tr. reg. ctfs. 1937	M-S	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. St. L. & P., 1st, c., g., 5s. 1932	A-O	.....	117	122	120	.....	120	.....	.....	.....	.....	.....
Registered. 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev. & Pitts., con., s. f., 7s. 1900	M-N	3,000	101½	.....	103½	.....	104	.....	103½ Mar. 6	103½ Mar. 6	102 Jan. 12	103½ Mar. 6
Gen., gu., g., 4½s, Series A. 1942	J-J	.....	117	.....	117	.....	118	.....	.....	.....	117½ Feb. 2	117½ Feb. 2
Series B. 1942	A-O	.....	118	.....	118	.....	119	.....	.....	.....	.....	.....
Erie & P., gen. gu. g. 3½s, B. 1940	J-J	.....	.....	.....	100	.....	101	.....	.....	.....	.....	.....
Series C. 1940	J-J	.....	.....	.....	100	.....	101	.....	.....	.....	.....	.....
Newport & Cin. B'dge gen. guar. gold 4½s. 1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsb. Cin. & St. L., 1st, 7s. 1900	F-A	.....	.....	108	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P. C. C. & St. L., con., gu., g., 4½s.												
Series A. 1940	A-O	10,000	113	.....	.....	.....	116¼	.....	117 Mar. 27	117 Mar. 27	114 Jan. 9	117 Mar. 27
Series B, guar. 1942	A-O	.....	113½	.....	.....	.....	116¼	.....	.....	.....	113⅞ Jan. 12	116 Feb. 13
Series C, guar. 1942	M-N	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series D, 4s, guar. 1945	M-N	9,000	103	106	.....	.....	.....	.....	108 Mar. 26	108 Mar. 26	108 Mar. 26	115¾ Feb. 27
Series E, 3½s, guar., g. 1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft. W. & Chic., 1st, 7s. 1912	J-J	.....	135	.....	.....	.....	.....	.....	.....	.....	135 Jan. 12	137 Feb. 15
2d, 7s. 1912	J-J	1,000	.....	139	.....	.....	.....	.....	136 Mar. 1	136 Mar. 1	136 Mar. 1	136 Mar. 1
3d, 7s. 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	134 Feb. 15	134 Feb. 15
Pennsylvania RR. Co.—												
1st, 4s real estate, g. 1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., sterling, g., 6s. 1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., currency, 6s, reg. 1905	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 5s. 1919	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1919	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 4s. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.				RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.
Pennsylvania RR. Co.—(Con.)—										
Gr.Ra.&I.,ex.1st,gu.g.4½s.1941	J-J	.....	108	.....	.....	.....	.....	.....	.....	.....
Cleve.& Mar.1st gu.g.4½s.1935	M-N	5,000	.....	108½	111	112	.....	.....	112¾ Mar. 7	112¾ Mar. 7
Delaware River RR. & Bridge 1st gen 4s, g.....1936	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....
Allegh.Val., gen.,gu.,g.,4s.1942	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury & Lewis. 1st g. 4s.1936	J-J	.....	.....	.....	107	.....	.....	.....	.....	.....
U.N.J.RR.& Can.Co.,gn.4s.1944	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola & At.—*See* Lou.& Nash.										
Peo. Dec. & E.—1st,g.6s,1920,Engraved Trust Co. certifs.....	.....	21,000	98	.....	.....	.....	100	.....	100 Mar. 29	100 Mar. 30
Evans.Div., 1st, g., 6s, 1920,Engraved Trust Co. certifs.....	.....	20,000	95	.....	.....	.....	99	.....	99 Mar. 29	99 Mar. 29
2d, g., 5s, 1926, Eng. Tr. Co. certfs. of deposit.....	M-N	.....	.....	30	.....	.....	.....	.....	.....	.....
Peo. & East.—*See* C. C. C. & St. L.										
Peo.& Pek. Union.,1st, g.,6s.1921	Q-F	2,000	120	.....	126½	.....	.....	.....	130¾ Mar. 10	130¾ Mar. 10
2d, g., 4½s.....1921	M-N	.....	95	98	95	.....	97¼	.....	.....	.....
Pine Creek, reg., guar. 6s....1932	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Cin. & St. L.—*See* Penn. Co.										
Pitts. C. C. & St.L.—*See* Penn. Co.										
Pitts. Clev. & Tol., 1st, 6s...1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft.W.&Chic.—*See* Penn. Co.										
Pitts. Junc., 1st, 6s.....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Lake Erie— 2d, g., 5s, Ser. A & B.....1928	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. McKeesp't & Yough.— 1st, gu., 6s.....1932	J-J	.....	.....	.....	141	.....	.....	.....	.....	.....
2d, gu., 6s.....1934	J-J	.....	130	.....	.....	.....	.....	.....	.....	.....
McKee. & Belle V.,1st,g.,6s.1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. P. & F., 1st, g., 5s.....1916	J-J	.....	80	.....	90	.....	.....	.....	.....	.....
Pittsb. Shen. & L. E.1st,g.,5s.1940	A-O	12,000	.....	114	114½	116	.....	.....	115¼ Mar. 19	115¼ Mar. 19
1st con., 5s.....1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Western— 1st, g., 4s.....1917	J-J	.....	98	.....	.....	.....	100	.....	.....	.....
J. P. M. & Co. certs.....	.....	10,000	.....	.....	.....	.....	100	.....	100¼ Mar. 3	100¼ Mar. 3
Pitts. Y. & Ash., 1st,con.,5s.1927	M-N	.....	108	.....	.....	.....	.....	.....	.....	.....
Reading Co., gen., g., 4s....1997	J-J	3,623,000	84½	85	85⅜	85⅝	88¼	88½	84⅞ Mar. 15	89⅛ Mar. 28
Registered.....1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rensselaer & Sar. *See* D. & H.										
Rich. & Dan. *See* South'n Ry.										
Rio Gr. West., 1st, g., 4s.....1939	J-J	378,000	.....	95½	.....	.....	99¼	99½	97¼ Mar. 6	100⅛ Mar. 22
Utah Centl, 1st, gu., g., 4s.1917	A-O	5,000	83	.....	.....	.....	.....	.....	86½ Mar. 22	86½ Mar. 22
Rio Gr. Junc., 1st, gu., g., 5s.1939	J-D	.....	100	.....	.....	.....	.....	.....	.....	.....
Rio. Gr. So., 1st, g., 3-4s.....1940	J-J	33,000	.....	74½	.....	.....	74	.....	71 Mar. 9	74 Mar. 27
Roch. & Pitts. *See* Buf. R. & Pit.										
Rome Wat & Og. *See* N. Y. Cent.										
Salt Lake C., 1st, g., s. f., 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Joseph & Grand Island— 1st, g., 2-3-4s. 1947.....1947	J-J	16,000	82½	85	.....	.....	83	84	83 Mar. 3	84 Mar. 14
St. L. & Cal. *See* Mobile & Ohio.										
St. L & Iron Mount. *See* Mo. Pac.										
St. L. K. C. & No. *See* Wabash.										
St.L.M.Br. *See* Ter.RR.As. of St.L.										
St. Louis & San Francisco— 2d, g., 6s, Class A.....1906	M-N	.....	110¼	.....	112⅛	114	113¼	.....	.....	.....
2d, g., 6s, Class B. 1906	M-N	7,000	110½	.....	112⅛	114	113¼	.....	112 Mar. 10	113¼ Mar. 27
2d, g, 6s, Class C.....1906	M-N	.....	110¼	.....	112⅛	114	113¼	.....	.....	.....
1st g., 6s, Pierce C. & O....1919	F-A	.....	105	.....	.....	.....	.....	.....	.....	.....
Gen., g., 6s.....1931	J-J	5,000	120	.....	.....	124¾	.....	.....	122 Mar. 26	122¾ Mar. 27
Gen., g., 5s.....1931	J-J	20,000	106½	.....	108¾	110	.....	.....	109½ Mar. 3	110 Mar. 27
1st, trust, g., 5s.....1987	A-O	.....	100	105	102½	.....	103½	.....	.....	.....
St. L. & S. F. RR. g. 4s.....1996	J-J	32,000	80	82	.....	84	.....	.....	82½ Mar. 19	83½ Mar. 8
So. West. div., 1st, g. 5s...1947	A-O	.....	98	.....	.....	.....	.....	.....	.....	.....
Cent. Div. 1st. g., 4s.....1929	A-O	.....	.....	95	.....	.....	.....	.....	.....	95 Feb. 19
St.S.&V.B.Bdg.1st,g.6s....1910	A-O	.....	105	.....	.....	.....	.....	.....	.....	.....
Kansas Mid., 1st, g., 4s.....1937	J-D	.....	50	.....	.....	.....	.....	.....	.....	.....
St. Louis South. *See* Ill. Central.										
St. L. S. W. 1st, g. 4s, bd., ctfs. 1989	M-N	655,000	86⅛	87½	88	90½	91	91½	88⅝ Mar. 17	91¾ Mar. 27
2d, g., 4s, inc. bond, ctfs....1989	J-J	2,977,000	54½	56	.....	61½	63	63½	59½ Mar. 13	64 Mar. 26
Gray's Pt. Ter., 1st, gu. g.5s.1947	J-D	.....	100	.....	.....	.....	.....	.....	.....	.....
St. Paul & Duluth, 1st, 5s....1931	F-A	.....	119	.....	117⅛	.....	118	.....	.....	.....
2d, 5s.....1917	A-O	1,000	110¼	.....	.....	.....	.....	.....	110¾ Mar. 29	110¾ Mar. 29
1st consol. gold 4s.....1968	J-D	5,000	.....	99	97	.....	97	.....	98 Mar. 29	98 Mar. 29
St. Paul Minn. & Manitoba— 2d, 6s.....1909	A-O	8,000	.....	119¼	120	121	120	.....	120 Mar. 9	121 Mar. 12
1st, consol., 6s.....1933	J-J	49,000	136	.....	.....	.....	141½	.....	140½ Mar. 20	141½ Mar. 30
Registered.....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reduced to gold 4½s.....1933	J-J	102,000	112¼	.....	.....	.....	.....	116⅜	115⅜ Mar. 12	116¼ Mar. 31
Registered.....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota ext., gold, 6s.....1910	M-N	5,000	119⅛	.....	121	122	121⅜	.....	121¼ Mar. 16	121¼ Mar. 16
Mont. Ext., 1st, gold, 4s....1937	J-D	21,000	102½	.....	.....	.....	.....	105	103 Mar. 12	104¼ Mar. 26
Registered.....1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. M., 1st div., 1st, g. 5s....1908	A-O	.....	.....	111½	.....	.....	110	.....	.....	.....
Registered.....1908	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Ry. M., No. div. 1st g. 4s.'40	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneap. Union. 1st, 6s....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont. C., 1st, gu. g., 6s....1937	J-J	.....	128	131	.....	.....	.....	.....	.....	129½ Jan. 10
Registered.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st., guar., gold, 5s.....1937	J-J	.....	116	.....	117	.....	.....	.....	.....	.....
Registered.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Will. & S. F., 1st g., 5s.....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
St.Paul & Nor.Pac. *See* Nor. Pac.										
St.P.& Sioux Cy. *See* C.St.P.M&O.										
S. Fe Pres. & Phe., 1st g. 5s.1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. An. & Ar. Pass. *See* So. Pac. Co.										
S.F.&N.P.,1st, s. f. g., 5s....1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sav. F. & W., 1st, con., g., 6s.1934	A-O	.....	123	125	124½	126	.....	.....	.....	125½ Jan. 3
1st, g., 5s.....1934	A-O	.....	110	.....	.....	.....	.....	.....	.....	.....
St. John's Div., 1st, g., 4s.1934	J-J	.....	90	96	.....	.....	.....	.....	.....	.....
Bruns.&W., 1st, gu., g.,4s.1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scioto Val.& N. E. *See* Nor.&West.										
Seab. & Roanoke, 1st, 5s....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Car. Cent. 1st con. g. 4s....1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sher. Shr. & So. *See* Mo. K. & Tex.										
Sod. Bay & So., 1st, g., 5s ...1924	J-J	.....	95	.....	.....	.....	.....	.....	.....	.....
So. Carolina & Ga. *See* Southern.										
Southern Pacific Company— 4s, Cent. Pacific coll 1949	J-D	958,000	.....	82	83½	.....	84½	85	82⅞ Mar. 16	84⅞ Mar. 31
Registered 1949	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cent. Pac.,1st, ref. gu.g. 4s.1949	F-A	1,472,000	99	.....	98	98⅜	99½	100	98⅛ Mar. 1	100 Mar. 29
Registered 1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mortgage gu. g. 3½s.....1929	J-D	861,000	82½	83	.....	.....	85	85¼	82⅞ Mar. 21	85¼ Mar. 29
Registered 1929	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galv. H. & S. A., 1st g. 6s. .1910	F-A	.....	108	112	.....	.....	.....	.....	.....	.....
2d gold 7s.....1905	J-D	.....	105	.....	.....	.....	108½	110	.....	106½ Feb. 28
Mex. & Pac. D., 1st g. 5s.1931	M-N	132,000	101	.....	.....	.....	.....	.....	100¾ Mar. 14	102 Mar. 31
H. & Tex. C., 1st W.& N. 7s.1903	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st gold 5s, interest gu..1937	J-J	4,000	.....	110½	.....	.....	.....	.....	110½ Mar. 22	110½ Mar. 22
Con. gold 6s, int. guar...1912	A-O	.....	111¼	.....	.....	.....	.....	.....	.....	.....
Gen. gold 4s, int. guar...1921	A-O	166,000	83	.....	.....	.....	.....	.....	85 Mar. 1	87 Mar. 28
Morgan's L. & T., 1st, g.,6s.1920	J-J	.....	123½	.....	.....	.....	121¾	.....	.....	.....
1st, 7s.....1918	A-O	.....	131	.....	.....	.....	.....	.....	.....	.....

									108 Jan. 15	108 Jan. 15
									109 Jan. 12	112¾ Mar. 7
									100 Jan. 23	100 Jan. 23
									99 Feb. 5	99½ Feb. 3
									22 Jan. 18	22 Jan. 18
									130¾ Mar. 10	130¾ Mar. 10

BONDS. New York Stock Exchange.	Int. Period.	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.						RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Southern Pacific Co.—(Concl.)—												
N.Y.Tex.&Mex.,gu.,1st,4s.1912	A-O											
Oreg.&Cal.,1st, gu., g., 5s.1927	J-J											
S.A.&A.P., 1st, gu., g., 4s..1943	J-J	667,000	77	79		78	80	80¼	76 Mar. 17	80⅝ Mar. 31	75 Jan. 9	80⅝ Mar. 31
Texas & N. O., 1st, 7s.....1905	F-A											
Sabine Div's'n, 1st, 6s...1912	M-S		108									
Consol., gold, 5s 1943	J-J	225,000	101						103 Mar. 16	103¾ Mar. 12	101 Jan. 2	104¼ Feb. 5
So. P. of Ar., gu.1st, 6s.1909-10	J-J		110								110 Jan. 2	110¾ Jan. 4
S.P.of Cal.,1st, g., 6s.....1905	Apr	1,000	107						110 Mar. 26	110 Mar. 26	110 Mar. 26	110 Mar. 26
Do do	Oct.		108									
Do do 1906	A-O		109									
Do do 1912	A-O		114									
1st,consol., guar. g.5s..1937	M-N			106							105½ Jan. 19	105½ Jan. 19
Do. stamped...1905-1937		266,000	105½	106	106		106		107 Mar. 9	109½ Mar. 30	104½ Jan. 10	109½ Mar. 30
A. & N. W. 1st, gu. g. 5s..1941	J-J	196,000	95						98 Mar. 7	99¼ Mar. 31	95 Jan. 4	99¼ Mar. 31
S. P. Coast. 1st.. gu. g. 4s..1937	J-J											
S. Pac. of N. Mex., 1st. 6s..1911	J-J		109									
GilaV.G.& N.,1st, gu.,g.,5s.1924	M-N		102	105	104	106	105	107			110 Feb. 21	110 Feb. 21
No. of Cal., 1st gu., g. 6s...1907	J-J											
Guar., gold, 5s.....1938	A-O											
Southern Railway—												
1st consol. gold, 5s.....1994	J-J	704,000	106½	107	107⅝	108	112¼	112¾	108 Mar. 1	113 Mar. 29	106 Jan. 8	113 Mar. 29
Registered.....1994	J-J											
Mem. Div. 1st g. 4-4½-5s..1996	J-J		108		108							
Registered.....1996	J-J											
Ala. Cen. R. 1st 6s.....1918	J-J		106									
Atl. & Ch. Air Line, income.1900	A-O		100									
Atlan. & Danv. 1st. g. 5s...1950	J-J	9,000	98½	100					100¾ Mar. 1	101¼ Mar. 28	99¾ Jan. 10	101¼ Mar. 28
Col. & Greenville 1st 6s...1916	J-J										115 Jan. 31	115 Jan. 31
East Tenn. Va. & Ga. 1st 7s.1900	J-J	17,000		101½	101		102	102½	101⅞ Mar. 7	102⅛ Mar. 21	101½ Feb. 9	102⅛ Mar. 21
Divisional, g., 5s.....1930	J-J			117	114	118					114¾ Feb. 19	116½ Jan. 24
Con., 1st, g., 5s.....1956	M-N	81,000	114				118		117 Mar. 5	118 Mar. 23	114 Jan. 2	118½ Feb. 20
E. Ten., reor. lien, g., 4-5s.1938	M-S	10,000	105½						109 Mar. 23	110 Mar. 30	108½ Jan. 10	110 Mar. 30
Registered.....1938	M-S											
Geor. Pac. Ry., 1st, g., 6s...1922	J-J	13,000		120					121¾ Mar. 8	123 Mar. 22	119½ Jan. 16	123 Mar. 22
Knox. & Ohio, 1st, g., 6s..1925	J-J	10,000	117	119	119¾			122⅛	120¼ Mar. 6	121 Mar. 23	118 Jan. 13	121 Mar. 23
Rich. & Dan., con., g., 6s..1915	J-J	40,000	118	121			121½		121½ Mar. 19	122¼ Mar. 21	119 Jan. 10	122¼ Mar. 21
Equip. sink. fd., g., 5s...1909	M-S		100								101 Jan. 11	101 Jan. 11
Deb., 5s., stamped.....1927	A-O		100				103					
So. Car. & Georg. 1st g. 5s.1919	M-N	24,000	104	104⅞		105			104 Mar. 8	105½ Mar. 22	102 Jan. 15	105½ Mar. 22
Atlan.&Yad., 1st, gu. g. 4s.1949	A-O											
Va. Mid. Serial—Ser. E, 5s.1926	M-S											
Va. Mid. gen., 5s.....1936	M-N	13,000		110					110 Mar. 20	111 Mar. 30	109 Jan. 8	111 Mar. 30
Gtd., stamped.....1936	M-N	4,000		110					110¼ Mar. 21	110¼ Mar. 21	108 Jan. 4	110¼ Mar. 21
W.O.& W. 1st, cy., gtd., 4s.1924	F-A											
West. N. C., 1st, con.,g.,6s.1914	J-J	3,000	113½						118 Mar. 28	119 Mar. 31	114½ Jan. 10	119 Mar. 31
S. & N. Ala. *See* Louisv. & Nash.												
Spok. Falls&Nor., 1st, g., 6s.1939	J-J			125								
Stat.Isl.Ry., 1st gu., g., 4½s.1943	J-D		97									
Sunb.& Lewistown. *See* Penn.RR.												
Syra. Bing. & N.Y. *See* D.L.& W.												
Ter. Ass. of St. L.,1st g.,4½s.1939	A-O		110				113					
1st con. g., 5s.....1894-1944	F-A		111	113			113					
St.L.M.Bdge.Ter.,gtd,g.5s.1930	A-O						111¾				111 Jan. 19	111 Jan. 19
Texas & N. O. *See* So. Pac. Co.												
T. & P.Ry., E. Dv., 1st, g. 6s.1905	M-S											
1st, gold, 5s 2000	J-D	98,000	111	113					113½ Mar. 3	115 Mar. 23	111 Jan. 3	115 Mar. 23
2d, gold, income, 5s.....2000	Mch	28,000		54					53 Mar. 8	69 Mar. 13	53 Mar. 8	69 Mar. 13
Eng. Trust Co, certificates....												
Toledo & Ohio Central—												
1st, gold, 5s.....1935	J-J	94,000	103½		108	110	113	114	110 Mar. 2	114 Mar. 30	105 Jan. 8	114 Mar. 30
West'n Div., 1st, g., 5s 1935	A-O	20,000	101½		107½		112	114	109½ Mar. 2	112 Mar. 10	105 Jan. 29	112 Mar. 10
Gen. gold 5s.....1935	J-D	171,000	80		94	99	99½	100	97 Mar. 2	100 Mar. 16	95 Feb. 6	100 Mar. 16
Kan. & M., 1st gu.,g.,4s....1990	A-O	45,000	83	84⅞	87½	88	90⅛		87½ Mar. 5	90 Mar. 13	84½ Jan. 2	90 Mar. 13
Tol. Peo. & W., 1st, gold. 4s.1917	J-J	24,000	78		81	82½	83	84	82½ Mar. 7	83½ Mar. 20	78 Jan. 3	84 Feb. 9
Toledo St. Louis & Kansas City,												
1st. g. 6s, Trust Receipts...1916	J-D	861,000	109	110			126	126½	117¾ Mar. 14	127 Mar. 30	110 Jan. 2	127 Mar. 30
Tor. Ham. & Buff., 1st, g., 4s.1946	J-D		92									
Ulster & Del., 1st con. g., 5s.1928	J-D	7,000	103	104		106½			105½ Mar. 29	106½ Mar. 16	103 Jan. 3	106½ Mar. 16
Un. Pac., RR. & l. g., g., 4s..1947	J-J	1,569,000	102⅜	102⅝	104⅜	104½	105¾	106	104¼ Mar. 1	106⅛ Mar. 28	101¾ Jan. 10	106¼ Mar. 28
Registered.....1947	J-J										103¼ Jan. 29	104½ Jan. 19
Oregon R. & N.,1st, s.f. g.6s.1909	J-J		101¼	102							110 Feb. 3	110 Feb. 3
Ore. RR. & Nav. con. g. 4s..1946	J-D	228,000	100		102	102¼			102 Mar. 3	104⅞ Mar. 23	100½ Jan. 8	104⅞ Mar. 23
Oreg. Sh. Line 1st, gold 6s.1922	F-A	40,000	126½						127½ Mar. 7	128 Mar. 5	126¾ Jan. 2	130 Jan. 5
Utah & No., 1st, 7s 1908	J-J											
Gold. 5s.....1926	J-J											
Oreg. Sh. L. 1st con. g. 5s.1946	J-J	98,000	110	111	113	114	128		113 Mar. 15	115 Mar. 26	110½ Jan. 6	115¼ Feb. 15
Non-cum. inc., A, 5s.....	Sept											
Non-cum. inc., B. & col. trst	Oct.											
U N.J.RR.& C.Co. *See* Penn. RR.												
Utah Central—*See* Rio Gr. West.												
Utah & North'n. *See* Or. Short L.												
Utica & Bl. Riv. *See* N. Y. Cent.												
Ver. Val. Ind. & W. *See* Mo. Pac.												
Virginia Mid. *See* South. Ry.												
Wabash RR. Co., 1st g. 5s..1939	M-N	157,000	113½	114½	116¼		117¼	118	116⅜ Mar. 1	117½ Mar. 29	113 Jan. 3	117⅝ Feb. 15
2d, gold, 5s..... 1939	F-A	165,000	100		98½	100	100¼	100½	98½ Mar. 6	100¾ Mar. 31	98½ Feb. 20	103 Jan. 31
Debenture, series A.....1939	J-J	47,000	82	85		83	86	87	83 Mar. 13	86½ Mar. 31	83 Jan. 22	86½ Mar. 31
Series B.....1939	J-J	3,005,000	36¼	36¾	37⅛	37½	40⅝	40⅞	36½ Mar. 19	41 Mar. 31	34½ Jan. 10	41 Mar. 31
1st, g. 5s, Det. & Ch. Ex...1941	J-J	46,000	108		108				108 Mar. 23	109 Mar. 12	108 Mar. 23	110 Jan. 19
Des Moines Div. 1st g. 4s..1939	J-J		87		90		91	94			91½ Jan. 6	93 Jan. 20
St.L.K.C.&N.St.Ch.Br.,1st6s'08	A-O	2,000	108				112		113 Mar. 27	113 Mar. 30	113 Mar. 27	113 Mar. 30
Warren RR. *See* D. L. & W.												
Wash. Ohio & West. *See* So. Ry.												
Wash. Central. See No. Pacific.												
West. N.Y.& Penn.,1st, g.,5s.1937	J-J	23,000	110		114				113 Mar. 16	114¾ Mar. 5	110 Jan. 3	115⅜ Feb. 7
Gen. g. 2-3-4s.....1943	A-O	506,000	68½	69					70 Mar. 9	76½ Mar. 1	68¼ Jan. 12	77¼ Feb. 3
Income 5s.....1943	Nov.	190,000	23½	24					25¾ Mar. 10	29 Mar. 27	22½ Jan. 17	30½ Feb. 6
West. No. Car. *See* South'n Ry.												
West Shore. *See* N. Y. Central.												
W. Va. & Pittsb'g. *See* B. & O.												
W. Va. Cent. & P., 1st, g., 6s.1911	J-J											
Wheel. & Lake Erie, 1st, 5s..1926	A-O		105		107		108				107 Jan. 18	107 Jan. 18
Wheel. Div., 1st, gold, 5s..1928	J-J		93		98		98				99⅞ Feb. 2	99⅞ Feb. 2
Exten. & Imp., gold, 5s....1930	F-A		91		92		94					
Wilkesb. & East. *See* N. Y. S. & W.												
Will. & Sioux F. *See* St.P.M.& M.												
Winona & St. P. *See* Chic. & N. W.												
Wis. Cent. Co., new 1st 4s.		1,659,000	90	91		90⅛			89¾ Mar. 1	93¼ Mar. 31	88 Jan. 4	93¼ Mar. 31
Street Railway Bonds.												
Brook. Rap. Tran., g., 5s.....1945	A-O	5,000	105¼	105½					105¾ Mar. 1	106½ Mar. 19	103½ Jan. 18	106½ Feb. 19
Atl. Av., B'kl'n, impt. g.5s.1934	J-J		109½									
Brooklyn City, 1st, con. 5s.1941	J-J		115½									
B'k'n Q.Co.& S.c.g.g.5s 1916-'41	J-J	5,000		104½					104 Mar. 14	104 Mar. 14	101 Jan. 30	104 Mar. 14
B'klyn Un. El. 1st, g., 4-5s.1950	F-A	159,000	94	95			95½	96½	92 Mar. 8	95⅞ Mar. 30	92 Mar. 8	97 Jan. 25
City & Sub. Ry., Balt. 1st, g. 5s.1922	J-D											
Den. Con. Tram. Co., 1st, g. 5s.1933	A-O											
Denv. Tram. Co. con. g. 6s.1910	J-J											
Metr. R'y Co., 1st gu. g. 6s..1911	J-J											
Louisv. Ry. Co. 1st con. g. 5s.1930	J-J											
Mark. St. Cable(S.Fr.),1st 6s.1913	J-J											
Met. St. Ry. gen. col.tr.g.,5s 1997	F-A	88,000	118	120	117½				118 Mar. 7	119¾ Mar. 28	117½ Feb. 21	120½ Jan. 19
Bway&7thAv.1st.con.g.5s.1943	J-D	1,000	118						121¼ Mar. 13	121¼ Mar. 13	118¾ Jan. 16	121¼ Mar. 13
Registered.....1943	J-D											

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900.		PRICES IN MARCH.						RANGE SINCE JAN. 1.	
					March 1.		March 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Metropol. Street Ry.—(Con.)—												
Col. & 9th Ave. 1st gu., g. 5s. 1993	M-S	3,000	120	.....	.....	.....	.....	.....	122 Mar. 17	122 Mar. 17	122 Mar. 17	123 Jan. 27
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lexington Ave. & Pav. Ferry—												
1st, guaranteed, gold, 5s. 1993	M-S	5,000	121	.....	.....	.....	.....	.....	122 Mar. 13	122 Mar. 16	122 Jan. 11	122 Jan. 11
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. W. S. El. (Chic.) 1st 4s. 1938	F-A	217,000	95⅛	95¾	95½	95⅞	.....	.....	95½ Mar. 2	96½ Mar. 5	95¼ Feb. 16	97½ Jan. 25
Mil. El. Ry. & Lt. con. 30 yr. g. 5s, '26	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minn. St. Ry., 1st, con. g., 5s. 1919	J-J	.....	.....	.....	.....	.....	.....	107	.....	.....	.....	.....
St. Paul City Cable. con. g., 5s. 1937	J-J	5,000	111½	112	.....	.....	111½	.....	111 Mar. 2	111½ Mar. 9	111 Mar. 2	112 Feb. 7
Guaranteed, gold, 5s 1937	J-J	.....	109½	.....	.....	.....	111½	.....	.....	.....	.....	.....
Third Ave., 1st, gold, 5s.....1937	J-J	223,000	.....	128	118½	.....	121	126	117¼ Mar. 9	125 Mar. 21	117½ Feb. 28	125 Jan. 15
Union El. (Chic.), 1st, g. 5s. 1945	A-O	.....	107	111	.....	.....	.....	.....	.....	.....	.....	.....
W. Chic. St. 40-yr. 1st cu. 5s. 1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40-year con. g. 5s.....1936	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gas & Electric L. Co. Bonds.												
Atlanta Gas-Light, 1st, g., 5s. 1947	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bos. U. Gas tr. ctfs. s. f., g., 5s. 1939	J-J	.....	115	.....	.....	.....	.....	.....	.....	.....	.....	.....
B'klyn Un. Gas Co. 1st con. g. 5s, '45	.....	8,000	114	.....	.....	118	.....	.....	117 Mar. 9	118 Mar. 22	114 Jan. 5	118 Mar. 22
Chic. Gas L. & C.—*See* Peop. Gas & C.												
Columbus Gas Co., 1st, g., 5s. 1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con. Gas Chic.—*See* Peop. Gas & C.												
Detroit City Gas Co., g., 5s. 1923	J-J	50,000	96	96½	.....	.....	97½	100	95 Mar. 23	100 Mar. 29	95 Jan. 22	100 Mar. 29
Det. Gas Co., con. 1st, g., 5s. 1918	F-A	.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., B'kn. *See* K. C. E. L. & P.												
Ed. El. Ill. *See* N. Y. G. & E. L. H. & P.												
Kings Co. E. L. & P., g. 5s...1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase money 6s.....1997	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., Bkn, 1st co. g. 4s. 1939	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, 5s.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eq. Gas L. Co. N. Y., con., g., 5s. 1932	M-S	.....	.....	118	.....	.....	.....	.....	.....	.....	.....	.....
Equ. Gas & F.—*See* Peop. Gas & C.												
Gen. Elec. Co., deb., gold, 5s. 1922	J-D	1,000	.....	117	.....	116	.....	.....	115 Mar. 23	115 Mar. 23	113 Jan. 23	117 Feb. 13
Gr. Rap. Gas-L. Co., 1st, g., 5s. 1915	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kan. City, Mo., Gas, 1st, g. 5s. 1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lac. Gas L., St. L., 1st, g., 5s. 1919	.....	40,000	107½	.....	107½	108½	108	109	107¾ Mar. 1	109 Mar. 13	107½ Feb. 5	110 Jan. 22
Small bonds.....1919	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Fuel Gas Co. *See* Peo. G. & C. Co												
N. Y. Gas E. L. H. & P. Co. 1st col.												
trust, gold, 5s.....1948	J-D	106,000	.....	107	.....	110	.....	.....	108½ Mar. 16	109¾ Mar. 26	103½ Jan. 30	110 Feb. 19
Registered.....1948	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase mon. col. tr., g., 4s. '49	F-A	372,000	91	92	.....	94	.....	93⅛	92⅞ Mar. 1	93½ Mar. 2	91 Jan. 3	94¼ Jan. 31
Ed. El. Ill., 1st, con., g., 5s. 1910	M-S	19,000	107½	108⅛	.....	.....	108	110½	108 Mar. 10	109 Mar. 8	108 Jan. 10	110 Jan. 23
1st consol., gold, 5s.....1995	J-J	.....	119	123	120	125	.....	.....	.....	.....	.....	.....
Peo. Gas & C., 1st gu., g., 6s. 1904	M-N	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, guar., gold, 6s.....1904	J-D	4,000	.....	106	104¾	.....	.....	.....	105 Mar. 17	105½ Mar. 29	104¾ Feb. 14	105½ Mar. 29
1st, consol., gold, 6s.....1943	A-O	1,000	.....	125	120	127	122	.....	122 Mar. 14	122 Mar. 14	122 Mar. 14	127 Feb. 14
Refunding, g., 5s.....1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Gas L. & C., 1st, gu., g. 5s. 1937	J-J	29,000	108	.....	107	110	108	.....	107½ Mar. 21	108½ Mar. 29	107¼ Jan. 10	108½ Feb. 17
Con. Gas Co. Ch. 1st gu. g. 5s. 1936	J-D	.....	106	.....	.....	.....	106	.....	.....	.....	.....	.....
Eq. Gas & F., Chic. 1st gu. 6s. 1905	J-J	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mutual Fuel Gas 1st gu. g. 5s. '47	M-N	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trenton Gas & Elec., 1st g. 5s. 1949	M-S	.....	104	105	.....	.....	.....	.....	.....	.....	.....	.....
Western Gas col. tr. gold, 5s. 1933	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Bonds.												
Adams Express col. tr. g. 4s. 1948	M-S	164,000	.....	103¾	102	102½	103	103½	102 Mar. 7	104 Mar. 28	102 Mar. 7	105 Feb. 8
Bkl'n. F'ry of N. Y. 1st con., g., 5s'48	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Br'k'n W. & W. H. Co. 1st, g., 5s. 1945	F-A	76,000	75	85	.....	.....	.....	.....	70½ Mar. 6	73½ Mar. 1	70 Jan. 26	77 Feb. 7
Chic. Jc. & St. Yd., col., g., 5s. 1915	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Commercial Cable, 1st, g. 4s. 2397	Q-J	3,000	93½	97	.....	.....	.....	.....	103½ Mar. 2	103½ Mar. 2	103½ Mar. 2	103½ Mar. 2
Registered.....2397	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Det. M. & M., land gr., 3½, S. A. 1911	A-O	1,876,000	21	.....	27	30	.....	36½	28¼ Mar. 5	39 Mar. 19	19 Jan. 8	39 Mar. 19
Erie Teleg. & T. col. tr., g., 5s. 1926	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gr. Riv. Coal & C., 1st, g., 6s. 1919	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henderson B'dge 1st s f g 6s. 1931	M-S	.....	110	.....	107½	.....	.....	.....	.....	.....	.....	.....
Iron Steamboat Co., 6s.....1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mad. Sq. Gard., 1st, gold, 5s. 1919	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. B. H. & L., lim., gen., g., 4s. 1940	M-N	.....	35	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. T. & T., 1st. s. f., g., 5s. 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Un. Teleg.—*See* West. Union												
Newp. News Shipbld'g & Dry Dock												
5s 1890-1990	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. J. Tel., gen., g., 5s, cv. 1920	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Ont. Land, 1st, g., 6s. 1910	F-A	.....	90	.....	.....	.....	.....	.....	.....	.....	.....	.....
North W. Teleg.—*See* West. Union												
St. Louis Ter'l. Cupples Station &												
Prop. Co., 1st, g. 4½s, 5-20yr. 1917	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vermont Marble 1st, s. f. 5s. 1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. Union, deb., 7s..1875-1900	M-N	.....	100	.....	.....	.....	102½	.....	.....	.....	101¾ Jan. 24	102½ Feb. 26
Registered.....1875-1900	M-N	5,000	100	.....	.....	.....	.....	.....	102¾ Mar. 29	102¾ Mar. 29	101 Jan. 3	102¾ Mar. 29
Debenture 7s 1884-1900	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1884-1900	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collat. trust, currency, 5s. 1938	J-J	16,000	111¼	.....	.....	.....	.....	.....	112 Mar. 5	113 Mar. 15	111¼ Jan. 5	113½ Feb. 21
Mutual Union Tel., s.f., 6s. 1911	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	112 Feb. 16	112 Feb. 16
North West'n Telegraph, 7s 1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manufact'g & Indus. Bonds.												
Am. Cot. Oil, deb., gold, 8s..1900	Q-F	33,000	102½	.....	.....	103	104	.....	102⅞ Mar. 5	103¼ Mar. 28	100½ Feb. 5	103⅞ Jan. 19
Am. Spirits Mfg. Co. 1st g. 6s. 1915	M-S	5,000	.....	86	80	81½	.....	.....	80 Mar. 5	80 Mar. 9	80 Mar. 5	85 Jan. 5
Bar. & S. Car Co., 1st gold, 6s. 1942	J-J	.....	93½	.....	.....	.....	.....	.....	.....	.....	105 Jan. 10	105 Jan. 10
Gramercy Sugar, 1st, g., 6s. 1923	A-O	.....	.....	.....	.....	89	.....	.....	.....	.....	.....	.....
Illinois Steel Co., deb., 5s....1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-conv. deben., 5s.....1910	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Internat. Paper 1st con. g. 6s. '18	F-A	36,000	106	110	107½	.....	.....	108	107 Mar. 9	107½ Mar. 15	106 Feb. 8	107½ Mar. 15
Knickerb. Ice (Chic.). 1st g. 5s. '28	.....	5,000	.....	95	.....	.....	.....	.....	93 Mar. 23	95 Mar. 22	92 Feb. 20	95 Jan. 3
Nat. Starch Mfg. Co. 1st, g., 6s. 1920	M-N	8,000	104	.....	105	.....	105	.....	105 Mar. 5	105 Mar. 6	105 Feb. 23	105 Feb. 23
Procter & Gamb., 1st, g., 6s. 1940	J-J	.....	.....	115	.....	.....	.....	.....	.....	.....	.....	.....
Stand'rd Rope & T., 1st, g., 6s. 1946	F-A	52,000	80¼	.....	.....	77	71	73	68 Mar. 6	77 Mar. 1	68 Mar. 6	84 Jan. 26
Income, g., 5s.....1946	.....	703,000	22	24	19	21	15	16½	11 Mar. 6	19 Mar. 2	11 Mar. 6	24 Jan. 3
U. S. Envel. Co., 1st, s.f. g. 6s. 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leath. Co. s.f., deb., g., 6s. 1913	M-N	5,000	.....	116½	.....	116½	.....	.....	116 Mar. 20	116½ Mar. 12	115 Feb. 5	116½ Mar. 12
Coal and Iron Bonds.												
Cah. Coal Min. Co. *See* T. C. I. & R.												
Clearf. Bit. Coal. *See* N. Y. C. & H.												
Col. C. & I., 1st, con., g., 6s. 1902	F-A	40,000	100½	.....	100½	.....	.....	.....	100½ Mar. 7	101 Mar. 9	100¼ Feb. 1	103½ Jan. 18
Col. C. & I. Dev. Co., gu., g., 5s 1909	J-J	.....	100½	.....	.....	.....	.....	.....	.....	.....	58 Feb. 14	58 Feb. 14
Col. Fuel Co., gen., gold, 6s. 1919	M-N	.....	100	.....	100	.....	.....	.....	.....	.....	103 Jan. 31	103 Jan. 31
Col. Fuel & I. Co., gen. s.f., g.s. 1943	F-A	134,000	.....	97	.....	93	.....	.....	90 Mar. 9	95 Mar. 22	90 Mar. 9	95½ Jan. 19
De Bardel. C. & I. *See* T. C. & I.												
Jeff. & Cleaf. C. & I. 1st. g, 5s. 1926	J-D	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, g., 5s.....1926	J-D	.....	96	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sun. Cr. Coal, 1st, g., s.f., 6s. 1912	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T. C. I. & R., T. Div. 1st, g., 6s. 1917	A-O	11,000	103	.....	.....	.....	.....	.....	108 Mar. 20	112 Mar. 8	106 Feb. 1	112 Mar. 8
Birm. Div., 1st, con., 6s....1917	J-J	14,000	106	.....	.....	109	109	110	109 Mar. 5	110 Mar. 30	107 Jan. 24	110 Feb. 8
Cah. C. M. Co., 1st, gu., g., 6s. 1922	J-D	.....	100	.....	.....	.....	.....	.....	.....	.....	105 Feb. 9	105 Feb. 9
De Bar. C. & I. Co., gu., g., 6s. 1910	F-A	27,000	104	108	.....	107	.....	.....	106 Mar. 9	106¾ Mar. 16	106 Jan. 9	109 Jan. 27
W. L. E. & P. Cl. Co. 1st, g., 5s. 1919	J-J	.....	32	.....	.....	.....	.....	.....	.....	.....	32 Jan. 15	32 Jan. 15

STOCKS.—PRICES AND SALES FOR MARCH AND THE YEAR TO DATE.

Prices are on basis of 100-share lots Exceptions of stocks which sell only in a small way are noted by the mark §. Option sales are disregarded

STOCKS N. Y. STOCK EXCHANGE.	Par.	SALES TO APR. 1. In March Shares.	SALES TO APR. 1. Since Jan 1 Shares.	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN MARCH. March 1. Bid.	March 1. Ask.	March 31. Bid.	March 31. Ask	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
Albany & Susquehanna	100	.....	.....	195	.....	195	.....	195	.....	.....	.....	.....	.....
Ann Arbor	100	550	590	16	19	16½	18	17	18	16½ Mar. 8	18 Mar. 26	16½ Mar. 8	18 Mar. 26
Pref.	100	1,736	5,839	41	45	44	45½	47	48	44¼ Mar. 16	47½ Mar. 31	41 Jan. 3	47½ Mar. 31
Atchison Top. & S. Fe	100	536,387	648,668	20	20½	23	23⅛	29⅛	29¼	22 Mar. 3	29½ Mar. 29	18⅝ Jan. 8	29½ Mar. 29
Preferred	100	615,840	1,286,191	62⅛	62¼	65¾	65⅞	73⅛	73⅜	64⅜ Mar. 2	73¾ Mar. 31	58¼ Jan. 11	73¾ Mar. 31
B. & O. vot'g trust ctfs.	100	370,017	806,954	57¼	57¾	62¾	63	81¾	82	60¾ Mar. 3	82¾ Mar. 26	55¼ Jan. 8	82¾ Mar. 26
Pref. voting tr. ctfs	100	247,730	508,860	76⅛	76½	79½	79⅝	82	82½	75⅝ Mar. 16	83 Mar. 26	72¾ Jan. 9	83 Mar. 26
Bost. & N. Y. Air L., pf.	100	.....	.....	105	.....	106	.....	106	.....	.....	.....	.....	.....
Brookl'n Rapid Tr'nsit.	100	778,726	2,209,654	69½	69⅜	66½	66¾	72⅝	72¾	63½ Mar. 19	74 Mar. 28	63½ Mar. 19	77 Jan. 31
Buff. Roch. & Pitts.	100	3,195	3,945	44¾	58	53	58	69⅛	70¾	55 Mar. 5	70½ Mar. 29	52 Feb. 27	70½ Mar. 29
Pref.	100	2,950	5,705	90	98	97	97¾	109	113	96 Mar. 3	111 Mar. 29	92 Jan. 18	111 Mar. 29
Burl. C. R. & Nor.	100	.....	140	115	.....	123	.....	125	.....	.....	.....	§119 Jan. 10	§126½ Feb. 28
Canadian Pacific	100	1,875	12,900	92	93	98½	99	97	97½	95½ Mar. 19	98¾ Mar. 2	90¾ Jan. 4	99¾ Feb. 13
Canada Southern	100	22,740	30,365	48⅛	48½	48	49	53½	54½	47¾ Mar. 3	55⅜ Mar. 29	47⅝ Feb. 27	55⅜ Mar. 29
Capital Traction.	100	250	600	.....	95	.....	.....	.....	.....	92½ Mar. 1	92½ Mar. 1	91¾ Feb. 26	93 Feb. 26
Central of New Jersey	100	10,319	22,584	118½	120	116½	118	118	119	115 Mar. 15	120 Mar. 28	115 Jan. 6	120 Mar. 28
Chesapeake & Ohio	100	220,538	386,242	31¼	31½	29¼	29½	32¼	32⅜	28 Mar. 8	33 Mar. 29	28 Mar. 8	33 Mar. 29
Chic. Burl. & Quincy	100	276,139	736,380	122¼	122½	124½	124¾	131⅛	131⅜	122¼ Mar. 8	132 Mar. 31	119⅛ Jan. 10	132 Mar. 31
Chicago Cons. Traction.	100	.....	2,450	35	38	.....	37	.....	37	.....	.....	37½ Jan. 2	39⅝ Jan. 15
Chicago & Eastern Ill.	100	7,460	10,070	90	92	95	96	104	106	94⅞ Mar. 6	109 Mar. 27	88 Jan. 31	109 Mar. 27
Pref.	100	690	1,010	115	125	.....	.....	.....	.....	120¼ Mar. 8	121 Mar. 3	120 Jan. 17	124 Jan. 5
Chicago Great Western.	100	35,213	113,857	12⅞	13⅛	13¼	13⅞	14⅜	14⅝	13 Mar. 8	15⅛ Mar. 28	11⅝ Jan. 11	15⅛ Mar. 28
4 p. c. deb.	100	1,700	6,590	84⅞	87	84¾	89	86½	88	86 Mar. 1	87⅞ Mar. 27	85 Jan. 12	89 Feb. 1
5 p. c. pref. A.	100	2,181	10,621	73¼	75½	75	77	78	78¼	75¼ Mar. 9	78½ Mar. 31	73 Jan. 11	78½ Mar. 31
4 p. c. pref. B.	100	8,225	16,024	35⅝	38	38¼	39¼	41½	42	37¾ Mar. 6	42 Mar. 31	35⅜ Jan. 6	42 Mar. 31
Chic. Ind. & Louisv.	100	27,419	62,824	15	16	21½	22	25⅛	25½	19⅛ Mar. 8	26 Mar. 29	14 Jan. 15	26 Mar. 29
Pref.	100	6,390	14,027	43	48	54	55¾	58½	59½	53⅛ Mar. 13	60 Mar. 28	45¼ Jan. 24	60 Mar. 28
Chic. Milw. & St. Paul.	100	270,449	654,732	117¾	118	123⅛	123⅜	124	124¼	120¼ Mar. 3	125¾ Mar. 22	115¼ Jan. 10	125¾ Mar. 22
Pref.	100	3,804	7,421	172	174	171	172¼	171½	172½	171 Mar. 23	174½ Mar. 21	169½ Jan. 18	174½ Mar. 21
Chicago & North West.	100	4,758	16,926	161	162	160	162	164	165	160 Mar. 10	164¼ Mar. 26	158 Jan. 11	164½ Jan. 3
Pref.	100	1,195	2,620	198	203	.....	.....	199	201	198 Mar. 24	200 Mar. 28	198 Jan. 4	200 Mar. 28
Chic. R. I. & Pacific.	100	143,213	289,986	107	107¼	108½	108¾	113	113¼	106⅛ Mar. 9	114¾ Mar. 28	104½ Jan. 9	114¾ Mar. 28
Chic. St. P. M. & O.	100	200	1,335	120	121	105	113	.....	.....	114½ Mar. 19	114½ Mar. 19	114½ Mar. 19	123½ Jan. 31
Pref.	100	150	840	170	180	160	180	.....	.....	175 Mar. 3	175 Mar. 3	172 Feb. 8	175 Mar. 3
Chic. Term. Trans. RR.	100	6,584	15,768	10½	11	11	12	11¼	11½	10 Mar. 5	13 Mar. 22	9 Jan. 9	13 Mar. 22
Pref.,	100	8,405	21,719	34	38	34	38	33	35	32 Mar. 20	37½ Mar. 22	32 Jan. 16	39 Feb. 7
Clev. Cin. Chic. & St. L.	100	83,330	173,672	62¼	62⅞	59½	60	66	66¼	58½ Mar. 2	66⅝ Mar. 30	58⅜ Feb. 26	66⅝ Mar. 30
Pref.	100	1,820	4,949	101	108	103	105½	110½	112	104 Mar. 6	111½ Mar. 29	104 Mar. 6	111½ Mar. 29
Clev. Lor. & Wheel'g.	100	2,255	10,067	.....	15	.....	.....	23	25	18 Mar. 20	24 Mar. 28	14½ Jan. 10	24 Mar. 28
Pref.	100	1,210	9,334	40	47¼	56½	57½	57⅞	59¾	56½ Mar. 9	60 Mar. 28	46 Jan. 2	60 Feb. 19
Cleve. & Pittsb., guar.	50	.....	.....	185	.....	184	.....	186	.....	.....	.....	.....	.....
Colorado Midland	100	5,615	12,383	9½	10	9½	10½	11½	12	9¾ Mar. 2	12 Mar. 26	9 Jan. 4	12 Mar. 26
Pref.	100	7,438	26,790	22½	23	26½	27	28½	29	26½ Mar. 5	29⅞ Mar. 21	21 Jan. 5	29⅞ Mar. 21
Colorado & Southern	100	62,587	93,063	5¼	5½	6¼	6⅜	7¼	7⅜	6 Mar. 3	7⅝ Mar. 26	5⅛ Jan. 29	7⅝ Mar. 26
1st pref.	100	11,025	22,382	41½	43	44	44½	45½	46	43 Mar. 8	47¼ Mar. 27	39 Jan. 8	47¼ Mar. 27
2d pref.	100	11,550	17,964	15½	16½	17	17½	18½	19½	16½ Mar. 3	20¼ Mar. 21	14½ Jan. 6	20¼ Mar. 21
Delaware & Hudson.	100	11,905	29,191	117	118½	115½	115¾	116	118	114⅜ Mar. 15	119½ Mar. 28	113 Jan. 8	119½ Mar. 28
Del. Lack. & Western.	50	8,316	34,333	178	180	180¼	181½	181	183	176½ Mar. 16	183¾ Mar. 28	174 Jan. 11	186 Feb. 20
Denver & Rio Grande.	100	46,120	69,415	18⅜	19⅜	20⅛	20½	22½	22⅝	19 Mar. 9	24¼ Mar. 26	16⅞ Jan. 10	24¼ Mar. 26
Pref.	100	24,274	53,223	71	71¼	72	72¼	74¼	74½	71 Mar. 9	76¼ Mar 26	66½ Jan. 10	76¼ Mar. 26
Des Moines & Ft. D.	100	3,560	7,270	14½	16	14¾	15½	17	19	15 Mar. 20	19 Mar. 26	13½ Jan. 15	19 Mar. 26
Pref.	100	.....	.....	90	.....	97	.....	95	.....	.....	.....	.....	.....
Duluth S. S. & Atl.	100	2,140	8,145	5½	7	5⅛	5½	5¾	6¼	5⅛ Mar. 2	6¼ Mar. 5	4¾ Jan. 12	6¼ Mar. 5
Pref.	100	7,060	16,100	14	15	15½	15¾	16¼	17	15⅛ Mar. 2	17⅛ Mar. 5	12¾ Feb. 3	17⅛ Mar. 5
Eighth Avenue	100	.....	50	400	.....	375	400	375	400	.....	.....	§400 Jan. 20	§400 Jan. 20
Erie	100	10,199	18,394	11⅛	11⅜	12⅝	12⅞	14	14¼	12¼ Mar. 12	14⅜ Mar. 27	11⅜ Jan. 9	14⅜ Mar. 27
1st pref.	100	43,093	82,430	33	33⅜	38¼	38⅝	42½	42⅝	37 Mar. 10	43 Mar. 28	31¼ Jan. 9	43 Mar. 28
2d pref.	100	7,445	14,945	16½	18½	19½	20½	21¼	22	19 Mar. 5	21⅞ Mar. 29	15⅝ Jan. 10	21⅞ Mar. 29
Evansville & Terre H.	50	15,438	28,911	40	41	48	48½	53	53¾	48¼ Mar. 1	54⅜ Mar. 15	40⅛ Jan. 5	54⅜ Mar. 15
Pref.	50	350	1,261	80	90	91½	95	93	95	94 Mar. 1	94 Mar. 26	90 Jan. 24	94 Mar. 26
Ft. Worth & Den. C., stmpd		12	327	15	.....	.....	.....	.....	.....	§12½ Mar. 12	§12½ Mar. 12	15 Jan. 29	15 Jan. 29
Ft. Worth & Rio Grande.	100	500	500	.....	.....	.....	.....	.....	.....	17 Mar. 29	17 Mar. 29	17 Mar. 29	17 Mar. 29
Great Northern, pref.	100	26,570	40,752	172½	174	156	157	165	166	156 Mar. 3	166¼ Mar. 30	156 Feb. 26	174½ Dec. 3
Rights		.....	19,077	.....	.....	.....	.....	.....	.....	.....	.....	5 Feb. 21	5¾ Feb. 16
Green Bay & Western.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certifs. A.	1000	22	37	56	.....	.....	.....	.....	.....	53½ Mar. 7	58 Mar. 29	53½ Mar. 7	58 Mar. 29
Debt certifs. B.	1000	1,102	1,536	6½	7¼	.....	.....	.....	.....	6 Mar. 9	8 Mar. 27	6 Mar. 9	8 Mar. 27
Hocking Valley	100	17,688	26,015	33½	34⅜	34¼	34½	36¾	37¼	32 Mar. 8	38 Mar. 26	30½ Jan. 10	38 Mar. 26
Pref.	100	18,288	35,560	62	62⅜	62¼	63⅛	66½	66⅞	62⅛ Mar. 2	67⅛ Mar. 28	58 Jan. 8	67⅛ Mar. 28
Illinois Central	100	17,058	38,245	112¼	.....	113½	113¾	115¾	116¼	112½ Mar. 2	116⅛ Mar. 31	110¾ Jan. 9	116⅛ Mar. 31
Leased line, 4 p. c.	100	30	75	100	.....	97	102	102	.....	§103 Mar. 15	§103 Mar. 19	§99 Jan. 26	§103 Mar. 19
Iowa Central	100	28,316	44,101	11¾	12¼	14	14¼	19	19½	13¾ Mar. 9	19¾ Mar. 30	11⅞ Jan. 12	19¾ Mar. 30
Pref.	100	9,924	14,589	50	51	49	50	57½	58	47½ Mar. 5	58 Mar. 30	47½ Mar. 5	58 Mar. 30
Kanawha & Mich.	100	5,756	9,832	9½	10½	13½	14	15⅓	16¼	13½ Mar. 8	17 Mar. 26	10 Jan. 2	17 Mar. 26
K. City Pittsb. & G., tr. rec.		24,615	36,478	8	9	†12½	13	*19½	20½	†12 Mar. 14	*21½ Mar. 27	7⅞ Jan. 31	*21½ Mar. 27
Kan. City Sou. (when iss'd)		.....	.....	.....	.....	.....	.....	15	20	.....	.....	.....	.....
Pref. (when issued).		4,310	4,310	.....	.....	.....	.....	41	42½	42 Mar. 30	43 Mar. 29	42 Mar. 30	43 Mar. 29
Keokuk & Des Moines.	100	.....	.....	3	4	3	4	3½	5	.....	.....	.....	.....
Pref.	100	210	610	15	18	15	17	17	19	17 Mar. 26	17½ Mar. 27	15 Feb. 2	17½ Mar. 27
Keokuk & Western	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston & Pembroke	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie & Western	100	2,380	11,360	24½	25	21⅛	22	23	23¾	20⅛ Mar. 16	23¾ Mar. 30	20⅛ Mar. 16	27 Jan. 2
Pref.	100	2,060	6,562	83	84½	83¼	84¾	87	100	84⅝ Mar. 6	87⅜ Mar. 29	83¼ Feb. 2	87⅜ Mar. 29
Lake Shore	100	100	200	197	210	194	210	200	210	210 Mar. 24	210 Mar. 24	§197 Jan. 3	210 Mar. 24
Long Island	50	1,074	3,714	46	50	50	55	53	60	50 Mar. 22	55½ Mar. 29	47½ Jan. 4	55½ Mar. 29
Louisville & Nashville	100	105,335	325,621	80⅝	80¾	82⅝	82¾	86½	86⅝	81 Mar. 9	87 Mar. 29	77⅛ Jan. 9	87 Mar. 29
Manhattan consol.	100	246,513	663,216	96¾	97½	94½	95	96¾	96⅞	91¾ Mar. 19	98⅝ Mar. 29	90⅝ Jan. 16	101 Feb. 14
Metropolitan Street.	100	283,825	544,783	176½	178	169¼	170½	164	165	155 Mar. 19	174½ Mar. 1	155 Mar. 19	182 Feb. 13
Met. W. Side El. (Chic).	100	3,414	7,407	25	27½	27½	28½	.....	.....	28½ Mar. 6	35 Mar. 28	24½ Jan. 29	35 Mar. 28
Pref.	100	1,695	2,661	77	.....	76½	78½	.....	.....	78 Mar. 21	81¼ Mar. 29	76 Feb. 27	82½ Feb. 14
Mexican Central.	100	42,215	72,543	11¾	12	12	12⅜	13⅜	13⅝	11⅝ Mar. 3	14⅝ Mar. 19	10½ Jan. 8	14⅝ Mar. 19
Mex. Nat'l trust certs.	100	24,105	36,862	4	4⅛	4	4⅛	.....	.....	3¾ Mar. 13	5 Mar. 17	3¾ Jan. 4	5 Mar. 17
Michigan Central.	100	15	260	104	106	106	.....	108	.....	§108 Mar. 3	§108 Mar. 3	§104 Jan. 22	§112 Feb. 3
Minneap. & St. Louis.	100	20,000	34,331	59½	60½	62½	63½	67¾	68¼	60 Mar. 9	69¾ Mar. 28	58 Jan. 25	69¾ Mar. 28
2d preferred.	100	3,835	5,591	90	91	92	93	96	98	92¼ Mar. 1	97 Mar. 28	90¾ Jan. 12	97 Mar. 28
M. St. P. & S. St. Marie.	100	1,567	3,788	15	20	16	20	20	20½	17 Mar. 5	21 Mar. 26	15 Jan. 2	21 Mar. 26
Pref.	100	1,300	2,513	50	60	54	57	60	62	53¼ Mar. 12	62 Mar. 28	50 Feb. 5	62 Mar. 28
Mo. Kansas & Texas.	100	6,430	8,490	10½	11½	10⅞	11	11¼	12½	10½ Mar. 9	12¾ Mar. 28	10 Jan. 5	12¾ Mar. 28
Pref.	100	46,736	72,711	33½	34	33½	34¼	36⅜	36⅝	32½ Mar. 2	37¼ Mar. 29	31¼ Jan. 11	37¼ Mar. 29
Missouri Pacific	100	330,974	728,987	41¼	41½	46¼	46½	50	50⅛	44½ Mar. 15	51⅛ Mar. 29	38⅜ Jan. 11	51⅛ Mar. 29
Mob. & Ohio, assented	100	8,690	18,395	39	40	44½	45	47½	48	43½ Mar. 1	48⅛ Mar. 31	39 Jan. 12	48⅛ Mar. 31
Morris & Essex	50	900	1,183	182	185	184½	187½	188	189	186 Mar. 15	188⅜ Mar. 31	§183½ Jan. 19	188⅜ Mar. 31
Nash. Chatt & St. Louis		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Cent. & Hud. Riv.	100	101,721	328,268	132¼	132¾	133¾	134	137¼	137½	132 Mar. 2	139 Mar. 28	130¾ Feb. 26	139 Mar. 28
N. Y. Chic. & St. Louis.	100	4,805	7,415	12	12½	12	13½	14¼	15	12 Mar. 14	14⅞ Mar. 29	12 Mar. 14	14⅞ Mar. 29
1st pref	100	510	1,175	80	.....	74	79	76	81	79 Mar. 28	80 Mar. 29	79 Feb. 13	85 Jan. 31
2d pref.	100	12,190	16,635	32	33	32	35	39	39¾	32 Mar. 3	40¼ Mar. 29	32 Jan. 2	40¼ Mar. 29
N. Y. & Harlem	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Lack. & Western.	100	30	440	130	135	132	135	134	.....	§132½ Mar. 14	§135 Mar. 10	§130 Jan. 18	§ 135 Mar. 10
N. Y. N. Haven & Hart.	100	40	942	212	215	212	216	210	216	§214 Mar. 5	§214 Mar. 5	§212½ Jan. 29	§215¾ Jan. 3
N. Y. Ontario & West.	100	136,294	307,629	22½	22⅜	24¼	24⅜	25⅞	26¼	22⅞ Mar. 17	26½ Mar. 26	20⅞ Jan. 6	26½ Mar. 28
Norfolk & Southern.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk & Western.	100	240,385	736,504	25⅛	25½	32¾	33	36¾	37	31¼ Mar. 2	38 Mar. 23	22⅝ Jan. 10	38 Mar. 23
Pref.	100	29,005	126,242	69½	70	74¾	75¼	76¾	77½	74 Mar. 3	78 Mar. 26	67 Jan. 8	78 Mar. 26
N. Pac. Ry. vot. tr. certs.	100	331,720	565,045	54	54⅜	53½	53¾	60½	60⅝	52⅛ Mar. 9	61⅜ Mar. 29	50¼ Jan. 11	61⅜ Mar. 29
Pref. vot. tr. certs.	100	58,488	108,101	74¼	.....	74½	74¾	77	77⅜	73½ Mar. 14	78¼ Mar. 28	72½ Jan. 8	78¼ Mar. 28
Omaha & St. Louis.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Or. RR. & N. Co. vo. tr. cts.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pref. vot. tr. certs.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Coast Co.	100	2,815	10,918	51½	52½	49½	51½	52	53	49½ Mar. 1	53 Mar. 26	49½ Mar. 1	53 Jan. 2
1st pref.	100	332	662	82	90	82	88	82	88	84¾ Mar. 9	85 Mar. 16	84¾ Mar. 9	87½ Jan. 4
2d pref.	100	130	2,217	65½	67	60	65	62	65	63¾ Mar. 24	63¾ Mar. 24	63¾ Mar. 24	66¾ Jan. 2

STOCKS. N. Y. STOCK EXCHANGE	Par.	SALES TO APR. 1. In March	SALES TO APR. 1. Since Jan 1	Price about January 3, 1900. Bid.	Price about January 3, 1900. Ask.	PRICES IN MARCH. March 1. Bid.	March 1. Ask	March 31. Bid.	March 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN 1. Lowest. Sale Prices.	Highest. Sale Prices.
Pennsylvania	50	384,055	719,012	131½	131¾	134	134½	139¼	139½	133½ Mar. 2	140⅝ Mar. 26	128½ Jan. 12	140⅝ Mar. 26
Rights			90,698									2⅜ Jan. 16	3 Jan. 5
Subscrip. r'cpts, full paid		1,350	1,693							131 Mar. 2	137⅛ Mar. 31	127¼ Jan. 23	137⅛ Mar. 31
Peoria Dec. & Evansv.	100	3,600	28,300	2½	3	1⅞	2⅛	2½	2⅞	2 Mar. 5	3 Mar. 31	1⅞ Feb. 27	3⅛ Jan. 2
Peoria & Eastern	100	8,937	10,087	5	7	6	6½	8½	9¼	5¾ Mar. 8	9½ Mar. 26	5½ Jan. 17	9½ Mar. 26
Pere Marquette	100	7,912	8,712	22	24			25¾	26½	21 Mar. 24	29¼ Mar. 27	20 Jan. 29	29¼ Mar. 27
Pref.	100	2,550	2,650	55	60			57	62	54½ Mar. 2	64½ Mar. 27	54½ Mar. 22	64½ Mar. 27
Pitts. Cinn. Ch. & St. L.	100	2,500	15,325	79¾	80	70	72	66	68	66¼ Mar. 31	70 Mar. 29	65 Jan. 30	80½ Jan. 2
Pref.	100	7,355	11,365	92	97	85	95	85	88	81 Mar. 9	91 Mar. 1	81 Mar. 9	94 Jan. 8
Pitts. Ft. Wayne & Chic.	100	100	350	185		186		186		186 Mar. 10	186 Mar. 10	186 Mar. 10	188 Feb. 16
Pittsburg McKees. & Y.	50												
Pitts. & West., pref. tr. ctfs.		1,404	2,763							$13 Mar. 2	$14 Mar. 2	$11 Feb. 28	$15 Jan. 2
Reading Co. vot. tr. cert.	50	33,693	60,422	18½	19	18¾	19	19⅜	19⅝	17 Mar. 20	20⅝ Mar. 28	17 Mar. 20	20⅝ Mar. 28
1st pref.	50	229,520	537,409	53⅜	53⅞	59⅜	59⅝	62¾	63	56¼ Mar. 15	65½ Mar. 28	49 Jan. 9	65½ Mar. 28
2d pref.	50	47,793	101,707	29	29½	30¼	30½	33⅜	33⅝	28½ Mar. 19	34⅝ Mar. 28	26 Jan. 9	34⅝ Mar. 28
Rensselaer & Saratoga	100			190		190		195	200				
Rio Grande Western	100	900	4,100	37		51	59	58½	60	52¼ Mar. 6	60 Mar. 8	43¼ Jan. 27	60 Mar. 8
Pref.	100	2,880	4,864	81	85	88	90	90¼	92½	90 Mar. 1	93 Mar. 22	80 Jan. 16	93 Mar. 22
Rome Wat. & Ogdensb.	100	125	175	130		130		131		§130½ Mar. 22	131¾ Mar. 26	§130 Feb. 7	§134 Jan. 30
St. Jos. & G. I. vot. tr. ctfs.	100	4,325	6,245	6½	6¾	6	6½	6	6½	6 Mar. 19	6½ Mar. 26	6 Jan. 23	6½ Jan. 4
1st pref. vot. tr. ctfs.	100	1,042	1,202	49	51	40	46	43	47	43 Mar. 6	45 Mar. 29	43 Mar. 6	49⅞ Jan. 2
2d pref. vot. tr. ctfs.	100	2,857	5,142	16¾	17	15	16¼	15	16	15 Mar. 20	16½ Mar. 29	15 Feb. 20	16½ Feb. 5
St. L. & S. F. vot. tr. certs.	100	9,963	21,820	9½	10	10½	10¾	11¾	12	10¼ Mar. 24	12 Mar. 31	9 Jan. 24	12 Mar. 31
1st pref. vot. tr. certs.	100	2,679	3,999	66	73	68¼	70	71½	72⅜	68 Mar. 1	72⅛ Mar. 30	68 Jan. 23	72⅛ Mar. 30
2d pref. vot. tr. rects.	100	15,250	31,175	32¼	32¾	34	34½	38⅜	38⅞	34 Mar. 5	39 Mar. 30	32⅛ Jan 5	39 Mar. 30
St. Louis Southwest.	100	18,820	38,725	10⅜	10⅝	12¼	12⅜	12¼	12⅜	11¼ Mar. 21	13¾ Mar. 26	9½ Jan. 9	13⅜ Mar. 26
Pref.	100	82,155	137,395	25¼	25½	30½	30⅝	32¾	32⅞	28½ Mar. 8	34 Mar. 26	23½ Jan. 1	34 Mar. 26
St. Paul & Duluth	100		1,312		61							50⅛ Jan. 11	56 Jan. 3
Pref.	100	625	639	100						100 Mar. 1	101½ Mar. 16	100 Mar. 1	101½ Mar. 16
Southern Pacific Co.	100	543,034	1,210,895	37⅞	38⅛	39⅛	39¼	41⅞	42	37 Mar. 9	43 Mar. 27	35½ Jan. 8	43 Mar. 27
Southern (vot. tr. ctfs.)	100	283,039	436,864	12	12¼	14⅛	14¼	15½	15⅝	13 Mar. 9	15¾ Mar. 27	11 Jan. 8	15¾ Mar. 27
Pref. " "	100	127,708	283,500	54¾	55	59	59¼	60⅝	60⅞	57½ Mar. 3	61½ Mar. 27	51⅞ Jan. 8	61½ Mar. 27
Texas & Pacific	100	57,145	109,763	15½	15⅝	16¼	16⅜	17¾	18¼	16 Mar. 7	19 Mar. 26	14⅜ Jan. 10	19 Mar. 26
Third Avenue (N. Y.)	100	729,836	1,504,913	133	134½	55¼	56	102	104	45¼ Mar. 2	112 Mar. 21	45¼ Mar. 2	135⅛ Jan. 3
Tol. & Ohio Central	100			20	25	20	25	20	25				
Pref.	100			40	50	40	50	40	45				
Toledo Peoria & West	100		200	8				8				10 Jan. 24	10 Jan. 24
Twin City Rapid Tran.	100	1,250	3,750	66	67					64 Mar. 1	65½ Mar. 29	64 Mar. 1	68⅛ Jan. 24
Pref.	100	652	2,352	136	137					138⅛ Mar. 14	139 Mar. 30	136 Jan. 3	139 Jan. 31
Union Pacific Railway	100	656,629	1,551,200	48	48⅛	49¾	49⅞	58⅛	58¼	48 Mar. 9	59 Mar. 29	44⅜ Jan. 10	59 Mar. 29
Pref.	100	96,576	240,214	75¼	75½	74⅝	74¾	77	77½	73⅜ Mar. 2	77¾ Mar. 28	73½ Jan. 8	77¾ Mar. 28
Unit. N. J. RR. & Canal.	100		15									§272½ Jan. 17	§272½ Jan. 17
Wabash	100	6,220	13,591	7⅜	7½	6½	7	7¾	8	6½ Mar. 16	8⅛ Mar. 26	6½ Mar. 16	8⅛ Mar. 26
Pref.	100	46,985	76,880	21	21½	20½	21	22⅝	22¾	20 Mar. 20	23 Mar. 26	19¾ Jan. 10	23 Mar. 26
Wheel. & L. Erie, new	100	26,930	99,288	10⅝	10¾	10½	10⅞	11¼	11½	10 Mar. 13	11⅜ Mar. 26	9¼ Jan 11	11¾ Mar. 26
New 1st pref.		4,138	17,153	51	52¾	54	55½	57	58	52 Mar. 15	58 Mar. 26	52 Jan. 2	58 Mar. 26
New 2d pref		71,348	114,270	28	28¼	27	28⅛	32⅜	32½	26¼ Mar. 9	33⅛ Mar. 26	26 Jan. 29	33⅛ Mar. 26
Wisconsin Central	100	21,195	40,482	19	20	17¼	18	20	20¼	16½ Mar. 17	20¾ Mar. 31	16⅛ Mar. 17	20¾ Mar. 31
Pref.	100	16,619	34,343	50	51	51	52	54⅞	55	49 Mar. 17	56 Mar. 31	47⅛ Feb. 2	56 Mar. 31
Miscellaneous Stocks.													
Adams Express	100	851	1,813	111	114	115	116	116	118	§114½ Mar. 12	§117 Mar. 28	111 Jan. 2	§117 Feb. 20
Alice Mining													
Amer. Car & Foundry	100	24,856	87,062	13½	13¾	15⅛	16	16½	16¾	14⅛ Mar. 9	17¼ Mar. 26	12½ Jan. 15	18 Feb. 7
Pref.	100	25,310	52,756	58¾	60	62	63	67	67¼	60 Mar. 3	67¼ Mar. 31	59 Jan. 30	67¼ Mar. 31
American Coal	25			140		140	160						
American Cotton Oil	100	15,580	39,555	33¼	33¾	33½	34	36¼	36½	32¼ Mar. 6	37 Mar. 29	31 Jan. 17	37 Mar. 29
Pref.	100	330	3,205	89	92	93½	95	94¼	96	93½ Mar. 6	94 Mar. 1	90 Jan. 8	94¼ Jan. 23
Amer. District Teleg'h.	100	35	3,418	21	30	26	31½	26	31	§26 Mar. 7	§27½ Mar. 7	24⅞ Jan. 4	33½ Jan. 22
American Express	100	1,254	2,218	140	148	145	148	149	151	§142 Mar. 6	§151 Mar. 29	§142 Mar. 6	§151 Mar. 29
American Ice	100	44,407	87,066	35	37	44	44⅝	47	47¼	43½ Mar. 6	48¾ Mar. 17	33½ Jan. 10	48¾ Mar. 17
Pref.	100	2,317	4,999	72½	80	74	77	76	77	73½ Mar. 7	76½ Mar. 28	72½ Jan. 5	78½ Feb. 3
American Linseed	100	27,040	54,344	13¼	13¾	14¼	14⅝	13⅞	14¼	11 Mar. 7	15 Mar. 1	11 Mar. 17	16¼ Feb. 6
Preferred	100	8,148	28,888	55¾	56¼	55¼	56½	57¾	58	54½ Mar. 3	58 Mar. 26	52¾ Jan. 11	60 Feb. 5
American Malting	100	6,950	18,893	7½	8	5	5¼			3¼ Mar. 2	5½ Mar. 26	3¼ Mar. 2	7⅜ Jan. 2
Pref.	100	5,695	16,765	31	32	22	24			22 Mar. 3	25⅜ Mar. 8	22 Mar. 5	31½ Jan. 2
Amer. Smelt. & Ref'g.	100	30,723	117,955	36½	36⅞	39¼	40	41¾	42¼	38½ Mar. 6	42¾ Mar. 27	35½ Jan. 2	43⅞ Feb. 6
Pref.	100	15,630	45,840	86½	87	90½	91	90	91	90 Mar. 6	93 Mar. 24	86 Jan. 2	93 Mar. 24
Am. Spirit Mfg.	100	85	695	3	4	2½	4	2¼	3½	§2 Mar. 21	§ 4¼ Mar. 7	3 Feb. 13	4 Feb. 15
Preferred	100												
Amer. Steel Hoop	100	101,418	208,343	43	43½	37¼	37⅜	36¼	36¾	32 Mar. 6	41⅝ Mar. 1	32 Mar. 6	50½ Feb. 6
Pref.	100	6,495	30,187	82	83	80		80½	81½	79 Mar. 7	82 Mar. 28	79 Mar. 1	86 Feb. 6
Amer. Steel & Wire, new.	100	294,886	1,028,174	48¾	49	57½	57¾	57⅛	57½	53¼ Mar. 6	58½ Mar. 31	45¼ Jan. 15	59⅜ Feb. 15
Pref.	100	12,120	62,909	90	91	92	93	90½	91½	90 Mar. 7	92½ Mar. 1	89 Jan. 15	95 Feb. 5
American Sugar Refin.	100	1,906,939	5,150,617	131⅞	132	103⅞	104	107¾	107⅞	95¼ Mar. 3	111¼ Mar. 31	95¼ Mar. 3	137½ Jan. 4
Pref., new	100	1,744	4,186	113½	116	108	110			107 Mar. 2	111½ Mar. 23	107 Mar. 2	115 Jan. 10
Amer. Teleg. & Cable	100	955	2,150	90	96		96	91	94½	91 Mar. 26	§95½ Mar. 1	91 Mar. 26	§98½ Jan. 13
American Tin Plate	100	24,418	80,079	31½	31¾	31¾	32	33	33½	30 Mar. 7	34 Mar. 27	27⅞ Jan. 2	36⅝ Feb. 7
Pref.	100	1,019	5,561	82	84	81	83	82⅞	83	80½ Mar. 7	83 Mar. 28	80½ Jan. 12	84 Feb. 16
American Tobacco	50	357,814	1,528,422	99	99¼	107	107½	106¼	106½	102½ Mar. 6	109¼ Mar. 20	94½ Jan. 12	111½ Feb. 14
Pref.	100	583	1,103	133	140					139 Mar. 29	139 Mar. 29	136 Feb. 10	140 Feb. 15
Dividend scrip		290	1,283							100½ Mar. 7	102 Mar. 27	99 Jan. 10	102 Mar. 27
Anaconda Mining	25	69,864	117,813	40	41	42½	43	51⅛	51½	43¼ Mar. 2	51⅝ Mar. 31	38 Jan. 8	51⅝ Mar. 31
Breece Mining	25												
Brooklyn Union Gas	100	6,531	18,552	140	143	145	146	152	154	144 Mar. 9	153½ Mar. 30	140 Jan. 2	153½ Mar. 30
Brunswick Dock & C. I.	100	15,421	35,301	13	14			10¾	11⅛	8¾ Mar. 19	11¼ Mar. 31	8¾ Mar. 19	16⅝ Jan. 25
Brunswick Mining													
Colorado Coal & I. Dev.	100	800	1,360	1½	1⅝	1¼	2	1¼	2	2 Mar. 26	2¼ Mar. 28	1⅜ Feb. 27	2¼ Mar. 28
Pref.	100	200	200	2½		2½	3⅛			3⅛ Mar. 26	3⅜ Mar. 26	3⅛ Mar. 26	3⅜ Mar. 26
Colorado Fuel & Iron	100	67,980	188,090	41¾	45½	44½	45	50⅜	50⅝	42½ Mar. 10	51¼ Mar. 27	40½ Jan. 8	51¼ Mar. 27
Pref.	100	630	3,210	128	130	126			129½	122 Mar. 14	129½ Mar. 7	121 Jan. 30	131½ Jan. 17
Col. & Hock. Coal & Ir.	100	1,390	7,045	15	17½	16½	18½	19½	20	15 Mar. 17	20⅜ Mar. 30	15 Jan. 8	20⅜ Mar. 30
Commercial Cable	100	22	132	180	200	160		160		§168 Mar. 24	§168 Mar. 24	§168 Feb. 14	§183 Jan. 17
Consol. Cal. & Va. Min.		100	200							1·50 Mar. 6	1·50 Mar. 6	1·50 Mar. 6	1·75 Jan. 19
Consolidated Gas, N. Y.	100	39,437	92,238	191½	193	184	185	189½	191	174½ Mar. 8	193 Mar. 30	174½ Mar. 8	199 Jan. 3
Consolidation Coal	100		200	50		45		50				50 Feb. 16	50 Feb. 16
Continental Tobacco	100	87,062	270,276	34¼	34½	31½	32	32¾	33¼	28⅜ Mar. 9	34⅜ Mar. 26	28⅜ Mar. 9	38 Jan. 3
Preferred	100	11,660	49,098	86	86½	84	85¼	84	85	82¾ Mar. 7	85¾ Mar. 26	82¾ Mar. 7	89½ Jan. 3
Detroit Gas	50		800									94 Feb. 24	94¾ Feb. 27
Erie Teleg. & Teleph.	100	10	20,355	101	102					§104¾ Mar. 27	§104¾ Mar. 27	101 Jan. 3	122⅜ Feb. 23
Rights			1,175									1 Jan. 20	1½ Jan. 20
Federal Steel	100	245,105	674,156	54½	54¾	53½	53¾	55	55¼	47⅞ Mar. 9	57 Mar. 31	47¾ Jan. 11	57¾ Feb. 6
Preferred	100	24,735	78,924	74½	75	73½	74	74½	75½	72 Mar. 5	76½ Mar. 27	70¾ Jan. 10	77½ Feb. 6
General Electric	100	17,089	37,171	122	123½	125	128	128¼	129	124 Mar. 6	131½ Mar. 23	120 Jan. 10	131½ Mar. 23
Glucose Sugar Refin'g.	100	5,748	52,494	48½	50	52	54	52½	54¼	50¾ Mar. 3	54 Mar. 31	47 Jan. 2	58½ Feb. 5
Preferred	100	735	3,365	95	98	98¼	100	98¼	100	98½ Mar. 14	99½ Mar. 9	98 Jan. 2	101⅝ Feb. 1
Hawaiian Com. & Sug.	100												
H. B. Claflin Co.	100	1,210	2,948	112		111½	113	110	114	110 Mar. 9	112½ Mar. 27	110 Mar. 9	115½ Jan. 11
1st pref.	100												
2d pref.	100							104					
Horn Silver		1,700	1,800							1·15 Mar. 27	1·40 Mar. 8	1·15 Feb. 28	1·40 Mar. 8
Homestake Mining	100			68	73	70		70					
International Paper	100	17,187	36,322	23	24	21	21¼	21½	22	14½ Mar. 6	23⅞ Mar. 28	14½ Mar. 6	25½ Jan. 3
Pref.	100	14,787	28,957	67	68	66	67	66	67	58 Mar. 6	67¼ Mar. 26	58 Mar. 6	70½ Feb. 6
International Silver	100	460	6,589	9	11	8	9	6½	7	6½ Mar. 22	8 Mar. 1	6½ Mar. 22	10⅞ Jan. 26
Iron Silver		500	2,600							·65 Mar. 23	·65 Mar. 23	·50 Jan. 16	·65 Mar. 23
Kingston & Pemb. Iron		1,000	11,400							·30 Mar. 8	·30 Mar. 8	·30 Mar. 8	·75 Jan. 18
Knickerb. Ice (Chic.)	100	40	1,045	30	44	33	38	35	38	§39 Mar. 6	§39 Mar. 6	30 Jan. 2	40 Feb. 13
Preferred	100		310	62	72		68	60	70			66 Feb. 6	66 Feb. 8
Laclede Gas, St. Louis	100	2,215	8,215	78	81	70	75	75	77	74 Mar. 8	78 Mar. 15	73 Feb. 7	80 Jan. 5
Pref.	100	250	720	100	101		101		100	98 Mar. 12	99 Mar. 28	98 Jan. 11	100 Jan. 4
Manhattan Beach Co.	100	1,204	1,304	6	10	7	10	12	15	8 Mar. 12	14⅞ Mar. 21	6¼ Jan. 30	14⅞ Mar. 21
Maryland Coal, pref.	100	100	350	67½	72½	70		75	85	81 Mar. 23	81 Mar. 23	70 Jan. 9	81 Mar. 23
National Biscuit	100	4,128	12,310	37½	38	36¼	36⅝	36	38½	35 Mar. 8	36½ Mar. 1	35 Jan. 9	40¼ Feb. 7
Preferred	100	950	3,111		91½	90	94		91	89¼ Mar. 28	91 Mar. 16	89¼ Mar. 28	96 Feb. 7

STOCKS. N. Y. STOCK EXCHANGE.	Par.	SALES TO APR. 1. In March	SALES TO APR. 1. Since Jan 1	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN MARCH. March 1. Bid.	March 1. Ask.	March 31. Bid.	March 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
National Linseed Oil	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trust Co. certificates	....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	3¼ Jan. 10	3¼ Jan. 10
National Lead	100	10,062	32,995	26½	27	23½	24⅞	24	24½	23 Mar. 10	24¾ Mar. 26	23 Feb. 27	28¼ Feb. 5
Pref	100	2,099	6,019	107	.....	103¼	106½	105	106½	103½ Mar. 6	106 Mar. 31	103½ Mar. 6	106½ Feb. 20
National Steel	100	102,460	314,235	44¾	45¼	44⅝	45	44¼	45	41 Mar. 6	47¼ Mar. 19	40 Jan. 26	53½ Feb. 6
Preferred	100	7,739	21,354	92½	93	96	96½	94	95½	93¾ Mar. 20	97 Mar. 20	92 Jan. 22	97 Feb. 17
National Tube	100	19,058	19,058	.....	.....	.....	.....	52⅞	53	51 Mar. 21	53¾ Mar. 28	51 Mar. 21	53¾ Mar. 28
Preferred	100	8,141	8,141	.....	.....	.....	.....	92	92¼	91½ Mar. 16	92⅜ Mar. 26	91½ Mar. 16	92⅜ Mar. 26
New Central Coal	20	.....	.....	35	40	36	41	36	40	.....	.....	.....	.....
New York Air Brake	100	5,646	11,143	136	138	.....	.....	130	133	125 Mar. 6	137½ Mar. 21	120 Feb. 27	138 Jan. 2
North American Co.	100	27,648	68,907	14⅜	15¼	15	15⅜	15⅜	15½	14¾ Mar. 9	15⅞ Mar. 24	13⅝ Jan. 23	15⅞ Mar. 24
Ontario Silver	100	365	1,906	7½	8½	8	9½	8½	9½	8⅞ Mar. 21	9 Mar. 21	7¾ Jan. 4	9 Feb. 17
Pacific Mail	100	20,905	147,005	46⅝	46¾	38	38¾	37¾	38	35½ Mar. 23	38⅝ Mar. 6	35⅜ Feb. 19	47¼ Jan. 2
Pennsylvania Coal	50	.....	.....	390	.....	390	.....	395	.....	.....	.....	.....	.....
People's Gas L. & C., Chic.		576,722	901,800	105½	105¾	100½	100⅞	106⅞	107	92 Mar. 9	109 Mar. 31	92 Mar. 9	109⅜ Feb. 6
Philadelphia Co.	50	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	74 Jan. 19	74 Jan. 19
Phoenix Gold Mining		500	1,800	.....	.....	.....	.....	.....	.....	.....	.....	·12 Feb. 16	·12 Feb. 19
P. Lorillard, pref	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pressed Steel Car	100	6,017	28,574	56	58	54⅞	55⅜	51	53	48 Mar. 6	54½ Mar. 20	48 Mar. 6	58¾ Jan. 17
Pref	100	3,395	11,209	84½	88	85	87	82	84	83 Mar. 29	86 Mar. 15	83 Mar. 29	88½ Jan. 17
Pullman Company	100	3,800	10,422	187	190	185	187	184	185	183 Mar. 7	187 Mar. 5	183 Mar. 7	189⅞ Jan. 19
Quicksilver Mining	100	800	900	2	2½	2	2½	2	3	2 Mar. 2	2½ Mar. 29	2 Feb. 14	2½ Mar. 29
Pref	100	4,425	4,525	9	10	8	10	9	10	8¼ Mar. 26	10⅛ Mar. 28	8¼ Mar. 26	10⅛ Mar. 28
Republic Iron & Steel		44,794	178,781	22¼	22¾	22⅝	22¾	23	23⅜	19¾ Mar. 6	23½ Mar. 27	19⅜ Jan. 15	27½ Feb. 6
Pref		8,956	28,797	65½	66½	67½	68½	66	66½	65⅛ Mar. 6	68¼ Mar. 1	64¾ Jan. 18	70¾ Feb. 6
Silver Bullion certificates		380,000	385,000	58⅛	59½	59¾	60¾	60¼	61¼	60⅜ Mar. 8	60⅜ Mar. 8	59½ Jan. 16	60⅜ Mar. 8
Standard Rope & Twine	100	9,360	18,506	9½	10	7½	8	7	8	4½ Mar. 6	8 Mar. 27	4½ Mar. 6	10¼ Jan. 3
Standard Mining	100	2,950	3,350	.....	.....	.....	.....	.....	.....	3·00 Mar. 1	3·30 Mar. 27	2·75 Jan. 5	3·30 Mar. 27
Tennessee Coal & Iron	100	96,757	332,425	83½	84½	95	95½	97	97½	90½ Mar. 2	98⅛ Mar. 30	79¾ Jan. 11	104 Feb. 2
Pref	100	314	489	.....	.....	.....	.....	.....	.....	§160 Mar. 7	§160 Mar. 7	§155 Jan. 5	§160 Feb. 6
Texas Pac. Land Trust	100	1,900	9,017	12	14	14	15	.....	.....	13⅞ Mar. 23	15 Mar. 26	11½ Jan 17	15¾ Feb. 16
Union Bag & Paper	100	3,460	14,550	21¼	21⅝	22	23¼	20	22	20⅛ Mar. 12	22½ Mar. 27	20⅛ Mar. 12	25 Feb. 7
Preferred	100	3,215	6,817	72½	75	75¾	77½	72¼	75	72⅜ Mar. 30	75¾ Mar. 5	72⅜ Mar. 30	77¾ Feb. 5
U. S. Express	100	793	2,362	45	48	45	48	48	50	§45 Mar. 12	§49¾ Mar. 31	§45 Mar. 12	§49¾ Mar. 31
U. S. Flour		.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....
Pref		412	646	12	25	.....	.....	.....	.....	4 Mar. 23	6 Mar. 7	4 Mar. 23	13½ Feb. 23
U. S. Leather	100	121,969	785,137	17⅞	18	11½	11⅝	13	13½	10⅜ Mar. 2	14⅝ Mar. 26	10⅜ Mar. 2	19 Jan. 3
Pref	100	20,975	74,848	75½	76	71½	71¾	73	73½	71 Mar. 6	74½ Mar. 22	70 Feb. 2	77 Jan. 3
U. S. Rubber	100	17,039	46,733	41	43	33½	34¼	31½	32½	25¼ Mar. 14	34 Mar. 1	25¼ Mar. 14	44 Jan. 2
Pref	100	2,634	15,604	103	104	92	95	97	99	92¾ Mar. 10	98 Mar. 29	90 Feb. 27	104¾ Jan. 3
Wagner Palace Car	100	.....	150	185	187	.....	.....	.....	.....	.....	.....	§183 Jan. 3	185 Jan. 2
Wells, Fargo & Co	100	26⅝	744	133	134½	122	128	124	128	§123 Mar. 28	§128 Mar. 30	§122 Feb. 27	§129½ Feb. 2
Western Gas	100	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union Teleg.	100	21,844	87,854	85	85½	82¾	83	83½	84⅛	81¾ Mar. 2	84⅜ Mar. 26	80⅛ Feb. 27	88½ Jan. 5

† First instalment paid. * All assessments paid. § Less than 100 shares. ‡ 25 cents paid.

BOSTON STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The railroad securities which are active on the New York Stock Exchange are omitted from this list.

☞ *In comparing New York and Boston prices, it should be noted that bond prices in New York are flat prices – that is, the price includes the accrued interest, while in Boston accrued interest must be paid in addition to price. It should also be remembered that New York stock prices are per cent while those in Boston are dollars per share.*

BONDS. BOSTON STOCK EXCHANGE.	Int. Period.	Sales in March. Par value	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN MARCH. March 1. Bid.	March 1. Ask.	March 31. Bid.	March 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		$										
Amer. Bell Telephone 4s 1908	J-J	34,000	.....	100	100	.....	100	.....	100¼ Mar. 23	100¾ Mar. 8	99⅞ Jan. 9	101 Jan. 2
Atch. & Nebraska, 1st, 7s 1908	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	121 Jan. 29	121 Jan. 29
Boston & Albany 4s, reg. 1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Lowell, 4s 1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	104⅛ Jan. 17	104⅛ Jan. 17
4s 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine, 4½s 1944	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plain 4s 1942	F-A	.....	.....	....	.....	.....	.....	.....	.....	.....	114⅝ Jan. 17	114⅝ Jan. 17
Boston & Providence, 4s 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston Terminal 3½s 1947	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bur.&Mo. R.(Neb.),ex'mt 6s 1918	J-J	3,000	120	.....	122½	.....	123	.....	123⅝ Mar. 19	123⅝ Mar. 19	122 Jan. 13	123⅝ Mar. 19
Non-exempt, 6s 1918	J-J	.....	107	.....	107	.....	107	.....	.....	.....	.....	.....
Plain, 4s 1910	M-N	2,000	.....	102	.....	.....	.....	.....	100 Mar. 27	100 Mar. 27	100 Mar. 27	100 Mar. 27
Cedar Rap. & Mo. R., 1st, 7s. 1916	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Branch, 1st g., 4s. 1919	F-A	.....	.....	81	.....	82	.....	82	.....	.....	82 Feb. 14	82 Feb. 14
Cent'l Vermont 1st gold 4s. 1920	Q-F	19,600	90	91	.....	.....	.....	.....	87 Mar. 9	88 Mar. 23	87 Jan. 17	91 Jan. 2
Chic. Burl. & No., 1st, 5s. 1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s 1918	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Jc. RR. & St'k Y'ds, 5s. 1915	J-J	32,000	.....	114½	.....	114	.....	112	111½ Mar. 27	112½ Mar. 6	111½ Mar. 27	113½ Jan. 6
Chic. Ham. & W. 1st 6s 1927	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Mil. & St. P. Dub. D., 6s. 1920	J-J	.....	128	132¼	131	.....	131	.....	.....	.....	130 Jan. 9	131¼ Feb. 1
Ch. M. & St. P. Wis. V. div., 6s. 1920	J-J	.....	126	.....	130	.....	131	.....	.....	.....	.....	.....
Chic. & W. Mich., gen., 5s. 1921	J-D	42,000	97	98	99½	100½	101	.....	99¼ Mar. 21	101⅜ Mar. 31	97⅝ Jan. 19	101⅜ Mar. 31
Chic. & Nor. Mich., 1st gu. 5s. 1931	M-N	21,000	90	.....	95	97	96	97	96 Mar. 9	96 Mar. 9	90 Jan. 3	98 Feb. 13
Clev. & Can. Equip. Tr., 5s. 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord & Mont., cons., 4s. 1920	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol. RR. of Vt., 1st, 5s. 1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trust receipts	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Current River, 1st, 5s. 1927	A-O	8,000	.....	90	.....	90	.....	.....	86 Mar. 9	87 Mar. 9	85 Jan. 2	88 Feb. 19
Det. Gr. Rap. & W., 1st, 4s. 1946	A-O	14,000	92	94½	91	.....	92	93	91 Mar. 14	92 Mar. 3	91 Mar. 14	92½ Feb. 9
Eastern Mass. 1st., gold, 6s. 1906	M-S	16,500	114	115	115	.....	115	116	115⅛ Mar. 2	115⅜ Mar. 14	114½ Jan. 8	115½ Feb. 15
Fitchburg, 5s 1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s 1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frem't Elk. & Mo. V., 1st, 6s. 1933	A-O	.....	135	.....	136	.....	136⅛	.....	.....	.....	.....	.....
Unstamped, 1st, 6s 1933	A-O	3,000	134½	.....	135	139½	136⅛	139	136 Mar. 20	139 Mar. 27	136 Mar. 20	139 Mar. 30
Illinois Steel, deben., 5s. 1910	J-J	4,000	.....	.....	99	100	.....	99	98 Mar. 15	98 Mar. 15	98 Mar. 15	100½ Jan. 27
Non-convert. deben., 5s. 1913	A-O	16,000	99	100	.....	100	.....	100	99 Mar. 14	100 Mar. 2	99 Jan. 3	100½ Jan. 27
Iowa Falls & Si'x C., 1st, 7s. 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City Belt 1st 6s. 1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kan. C'y M. & B., gen., 4s. 1934	M-S	41,000	93	.....	.....	95	96	97	93 Mar. 1	96 Mar. 28	93 Mar. 1	96 Mar. 28
Income, 5s 1934	Sp. 1	191,500	48	48½	54½	55	61	62	54½ Mar. 6	66 Mar. 16	47¾ Feb. 2	66 Mar. 16
Kan. C. Clin. & Spr., 1st, 5s. 1925	A-O	3,000	.....	90	.....	90	.....	87	85 Mar. 21	87 Mar. 5	85 Mar. 21	87½ Feb. 21
Kan. C.&M. Ry. &Br., 1st, 5s. 1929	A-O	1,000	100	.....	102	.....	102	.....	103¼ Mar. 14	103¼ Mar. 14	102½ Feb. 1	103½ Jan. 9
Kan. C. St. J. & C. B., 1st, 7s. 1907	J-J	1,500	115	.....	117	...	118	120	118 Mar. 23	118 Mar. 23	115½ Jan. 13	118 Mar. 23
Kan. C. Ft. Scott & M., 6s. 1928	M-N	96,000	104½	.....	106½	107	108	.....	106½ Mar. 1	107¾ Mar. 22	105 Jan. 2	107¾ Mar. 22
Kan. C. Ft. S. & Gulf, 1st, 7s. 1908	J-D	1,000	115	.....	114	115	.....	115	114 Mar. 28	114 Mar. 28	113½ Jan. 30	114 Jan. 30
Lincoln & N. W., 1st, 7s. 1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little R. & Ft. Sm., g., 1st, 7s. 1905	J-J	2,000	.....	107	104	105	.....	105	105 Mar. 5	105 Mar. 5	104 Jan. 23	105 Jan. 22
Louisv. Ev. & St. L., 1st, 6s. 1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 6s 1936	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Cent., cons., 1st, 7s. 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marq. Hough. & On., M., 6s. 1925	A-O	.....	112	.....	116	.....	118¼	.....	.....	.....	117½ Feb. 23	117½ Feb. 23
Mexican Central, cons., 4s. 1911	J-J	83,000	73	.....	76	78	.....	79½	77½ Mar. 1	79½ Mar. 12	73 Jan. 2	79½ Mar. 12
1st cons. inc., 3s 1939	July	122,000	20	.....	26¼	27	27½	29½	26¼ Mar. 12	29 Mar. 19	21 Jan. 18	29 Mar. 19
2d cons. inc., 3s 1939	July	152,000	.....	13	11¾	12½	14	15	11½ Mar. 14	14½ Mar. 22	11 Jan. 19	14½ Mar. 22
N. Y. & New Eng., 1st, 7s. 1905	J-J	2,000	114	.....	114½	.....	115¼	.....	115¼ Mar. 21	115⅜ Mar. 17	114 Jan. 8	115⅝ Feb. 8
1st, 6s 1905	J-J	1,000	110	112	110½	.....	111	.....	111⅛ Mar. 26	111⅛ Mar. 26	110 Jan. 4	111¼ Feb. 8
N.Y. Prov. & Boston gen. 4s. 1942	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ogdensb. & L. C., cons., 6s. 1920	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS.
BOSTON STOCK EXCHANGE.

	Int. Period.	Sales in March. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN MARCH. March 1. Bid.	Ask.	March 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		$										
Old Colony, 4s.....1925	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	101½ Feb. 5	101½ Feb. 5
Ottawa Os. & F. R. V., 1st, 8s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland & Ogdensburg, 6s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ports. Gt. F'ls & Con'y, 4½s.1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	124½ Jan. 12	125 Feb. 3
Repub. Valley, 1st, s. f., 6s.1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	106¼ Feb. 2	106¼ Feb. 2
Rutland, 1st, 6s.....1902	M-N	1,000	103½	106	103½	.....	103½	105	104 Mar. 30	104 Mar. 30	104 Feb. 1	104 Feb. 1
Summit Branch 7s.....1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West End Street Ry., 5s.....1902	M-N	5,000	102	.....	103	.....	103	.....	103 Mar. 5	103 Mar. 5	103 Jan. 8	103⅛ Feb. 3
5s, registered.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4½s.....1914	M-S	2,000	108½	109½	111	.....	111	.....	111 Mar. 1	111 Mar. 1	110⅝ Feb. 1	111 Feb. 27
Gold debenture 4s.....1916	M-N	.....	104	.....	106	.....	107	.....	.....	.....	.....	.....
Gold 4s.....1917	F-A	10,000	.....	.....	.....	.....	107	.....	107 Mar. 1	108 Mar. 30	105¾ Jan. 8	108 Mar. 30
Wisconsin Valley, 1st, 7s....1909	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STOCKS.
BOSTON STOCK EXCHANGE.

	SALES TO APR. 1. In March	Since Jan 1	Price about January 2, 1900. Bid.	Ask.	PRICES IN MARCH. March 1. Bid.	Ask.	March 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
RAILROAD. Par.	Shares.	Shares.										
Boston & Albany.....100	614	1,591	244	245	240	242	245	246	238 Mar. 15	246 Mar. 31	238 Mar. 15	246 Feb. 10
Boston & Lowell.....100	111	185	241	.....	242	.....	243	.....	242 Mar. 19	243 Mar. 13	241 Jan. 18	243 Mar. 13
Boston & Maine.....100	1,222	2,578	200	202	196	197	194	195	192 Mar. 14	197¾ Mar. 1	192 Mar. 14	202½ Jan. 5
Pref.....100	23	40	.....	.....	.....	.....	.....	.....	173 Mar. 7	173 Mar. 7	168 Feb. 8	173 Mar. 7
Boston & Providence..100	65	209	.....	300	.....	300	298½	.....	298½ Mar. 26	305 Mar. 3	297 Jan. 9	305 Mar. 3
Boston Elev., 75% pd..100	2,721	12,741	98½	99	116	117	.....	120	116 Mar. 1	123 Mar. 28	95 Jan. 11	123 Mar. 28
Central Mass.....100	1,400	4,037	11	13	11½	13	13	15	11½ Mar. 5	15 Mar. 27	11 Jan. 4	15 Jan. 27
Pref.....100	431	1,586	60	65	60	.....	62	65	62 Mar. 26	65 Mar. 8	60 Jan. 3	65 Jan. 26
Ch. J'n Ry. & Stk. Yds.100	3,685	7,365	133½	135	134	137	140	141	131 Mar. 12	140½ Mar. 31	131 Mar. 12	140½ Mar. 31
Pref.....100	181	426	124	.....	127	130	.....	.....	125 Mar. 3	125¼ Mar. 5	122 Jan. 2	127 Feb. 5
Con. & Mont.—Class 3. 100	.....	2	.....	.....	.....	.....	200	.....	.....	.....	192 Jan. 15	192 Jan. 15
Class 4.....100	1,049	1,050	199	.....	.....	.....	200	.....	200 Mar. 3	200 Mar. 3	200 Feb. 28	200 Feb. 28
Conn. & Pass. Riv., pf.100	7	60	157	160	155	160	157½	.....	155 Mar. 1	155 Mar. 1	155 Mar. 1	158 Feb. 2
Conn. River.....100	5	37	271	.....	275	.....	277	.....	279 Mar. 22	279 Mar. 22	275¾ Jan. 22	279 Mar. 22
Fitchburg.....100	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	35 Jan. 24	35 Jan. 24
Pref.....100	1,691	16,558	115	120	130	131	132	134	130 Mar. 1	133 Mar. 17	110 Jan. 22	135 Feb. 24
K. C. Ft. Scott & M....100	.....	2,430	13	18	17	18	17	.....	.....	.....	10 Jan. 16	18 Jan. 26
Pref.....100	22	184	65	.....	55	.....	.....	.....	65 Mar. 29	65 Mar. 29	60 Jan. 23	65 Jan. 24
Kan. City Mem & Birm.100	790	793	.....	.....	.....	.....	.....	.....	10 Mar. 10	14 Mar. 16	5 Feb. 13	14 Mar. 16
Maine Central.....100	30	36	.....	178	.....	.....	162	.....	160 Mar. 12	163 Mar. 23	160 Feb. 8	170 Jan. 8
Mass. Electric Co's....100	2,063	14,857	18¼	19	26	.....	25½	26½	25 Mar. 23	27 Mar. 2	15 Jan. 4	29 Feb. 14
Pref.....100	2,154	6,675	74½	.....	77	77¾	76½	77	76¼ Mar. 2	78¼ Mar. 6	75 Jan. 2	79¾ Feb. 15
Mexican Central.....100	9,700	13,515	11½	12½	12	12¾	13⅞	14⅛	12 Mar. 8	14½ Mar. 19	11⅜ Jan. 4	14½ Mar. 19
New England Street....25	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	12½ Feb. 8	12½ Feb. 8
Northern (New H.).....100	20	38	.....	165	.....	.....	165	.....	167¼ Mar 24	167¼ Mar. 24	165 Jan. 9	167½ Feb. 23
Norwich & Worc., pref.100	46	106	.....	.....	.....	.....	220	.....	218 Mar. 7	222 Mar. 30	218 Jan. 31	222 Mar. 30
Old Colony.....100	289	916	205	205½	207	.....	206	.....	205½ Mar. 21	208 Mar. 2	202 Jan. 31	208 Mar. 2
Pere Marquette.....100	6,061	7,976	21	23	19½	22	25	26	18 Mar. 19	29½ Mar. 27	18 Mar. 19	29½ Mar. 19
Pref.....100	2,591	3,660	55	60	55	60	60½	61½	54½ Mar. 15	64 Mar. 27	54 Jan. 15	64 Mar. 27
Port. Saco & Ports.....100	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	200 Jan. 3	200 Jan. 3
Prov. & Worcester.....100	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	290 Jan. 4	290 Jan. 4
Rutland.....100	740	1,748	8½	.....	.....	.....	8½	9	8 Mar 29	10 Mar. 5	6 Feb. 3	10 Feb. 16
Pref.....100	112	173	.....	80	.....	80	65½	70	70 Mar. 10	70 Mar. 10	70 Mar. 10	78 Feb. 27
Southern Calif. Pref....100	45	370	.....	.....	.....	.....	.....	.....	10 Mar. 8	10 Mar. 8	10 Feb. 23	10 Feb. 23
Vermont & Mass.....100	8	28	.....	.....	.....	.....	170	.....	172½ Mar. 1	172½ Mar. 17	170 Jan. 29	172½ Feb. 27
West End (Street)..... 50	1,667	3,656	93	94	93½	94	92½	93½	92 Mar. 27	94½ Mar. 9	92 Jan. 5	94½ Mar. 9
Pref..... 50	142	554	.....	113	112	113	113	.....	112 Mar. 2	113 Mar. 7	110 Jan. 23	114 Feb. 7
Worc. Nash & Roch....100	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	132 Jan. 20	132½ Feb. 7
MINING.												
Adventure Consol.....25	1,120	4,035	6	6¼	4½	5	4½	5	4¼ Mar 27	4¾ Mar. 8	4 Feb. 7	6½ Jan. 2
Ætna Con. (Quicksilver) 5	800	2,800	4	5	3½	4	3	3¼	3 Mar. 23	4 Mar. 5	3 Mar. 23	4½ Jan. 26
Allouez.....25	2,830	4,835	3	3½	2¼	2¾	2⅜	2¾	1 Mar. 21	2¾ Mar. 5	1 Mar. 21	3¼ Feb. 16
Amalgamated Copper.100	12,322	38,091	81½	82½	91⅜	91¾	96⅝	97	91 Mar. 2	97¼ Mar. 28	81½ Jan. 2	97¼ Mar. 28
Am. Zinc Lead & Smelt.25	3,509	14,040	19½	20	15½	16	16½	18	13 Mar. 15	18½ Mar. 29	13 Mar. 15	20 Jan. 2
Anaconda.....25	461	2,213	41	42	44	45	51	52	46⅞ Mar. 19	48⅞ Mar. 13	40 Jan. 13	48⅞ Mar. 13
Arcadian.....25	11,327	30,836	24½	24¾	15½	16	27	28	16 Mar. 1	27 Mar. 31	13½ Jan. 23	27 Mar. 31
Arnold.....25	1,455	5,230	5⅛	5¼	5	5½	6⅞	7	5¼ Mar. 20	7 Mar. 31	5¼ Jan. 2	7 Jan. 10
Ash Bed.....25	300	1,470	.....	.....	50c.	1	25c.	1	50c. Mar. 14	50c. Mar. 14	50c. Jan. 2	50c. Jan. 2
Atlantic.....25	2,026	3,146	23	25	.....	23	24½	25½	22 Mar. 23	26 Mar. 31	22 Mar. 23	27 Jan. 5
Baltic (assessment paid)25	6,768	14,568	17	17½	20½	21	23	24	19⅛ Mar. 17	23¼ Mar. 31	17 Jan. 2	23¼ Mar. 31
Bingham (Cop. & Gold).10	6,155	10,535	11½	12	10½	10⅞	13¼	13½	10½ Mar. 13	13½ Mar. 31	10 Jan. 18	13½ Mar. 31
Bonanza (Dev. Co).....10	4,035	19,303	1⅜	1⅝	1⅛	1⅜	1 1/16	1⅜	1⅛ Mar 23	1⅜ Mar. 2	1⅛ Mar. 23	1⅞ Jan. 5
Boston (Quicksilver).....10	400	2,560	.....	6	4	5	3¼	.....	3 Mar. 15	4 Mar. 15	3 Mar. 15	10 Feb. 5
Bost. & Crip. C. (G) (as't pd)2	7,250	15,500	25c.	.....	12½c	17½c	.....	15c.	12½c Mar. 28	15c. Mar. 2	12½c. Mar. 28	25c. Jan. 12
Boston & Montana.....25	4,244	10,355	275	280	265	266	322	325	265 Mar. 1	325 Mar. 31	251 Jan. 18	325 Mar. 31
Breece (Iron).....25	.....	600	2	.....	1	2	.....	1½	.....	.....	1¼ Jan. 27	2½ Jan. 9
British Columbia (Ltd.)..5	2,729	4,933	10	10½	9¼	10	10¼	10¾	9¼ Mar. 27	10¾ Mar. 30	9¼ Mar. 27	11⅛ Jan. 10
Butte & Boston.....10	13,507	25,185	53	55	60	63	81	82	60 Mar. 1	83¼ Mar. 31	42 Jan. 2	83¼ Mar. 31
Calumet & Hecla.....25	428	1,213	740	.....	760	765	748	755	725 Mar. 7	765 Mar. 1	725 Mar. 7	770 Feb. 16
Catalpa (Silver).....10	.....	1,600	.....	35c.	.....	30c.	.....	30c.	.....	.....	25c. Jan. 13	30c. Jan. 5
Centennial.....25	28,140	54,428	19	20	16¾	17¼	24½	25	16½ Mar. 2	24¾ Mar. 31	15 Jan. 23	24¾ Mar. 31
Centennial—Eureka....25	6,932	18,728	.....	24	23	23½	27	27½	22½ Mar. 3	29 Mar. 29	21 Jan. 29	29 Mar. 29
Central Oil.....25	885	3,772	21	21⅞	18	18½	19	19¼	16½ Mar. 21	18 Mar. 29	16½ Mar. 21	20 Jan. 5
Cochiti (Gold).....10	11,632	27,790	13½	13⅝	11½	12¼	13⅛	13⅜	10½ Mar. 5	14 Mar. 31	9¼ Feb. 14	14 Mar. 31
Continental Zinc & Lead.10	705	2,232	4	5	3¼	3½	3¾	.....	2¾ Mar. 23	3 Mar. 19	2¾ Mar. 23	3⅞ Feb. 9
Copper Range Co.....25	830	4,670	25½	26	24	25½	22	24	22½ Mar. 1	24 Mar. 1	22½ Mar. 1	28½ Jan. 5
Dominion Coal.....100	18,001	30,289	44¾	.....	42½	43	50½	51	42 Mar. 22	51 Mar. 31	40½ Jan. 16	51 Mar. 31
Pref.....100	491	817	114½	115½	116	.....	115	.....	114½ Mar. 16	117 Mar. 6	114½ Mar. 16	117 Feb. 21
Elm River.....12	6,865	17,635	4¾	5	4	5	5⅜	6	4 Mar. 9	6 Mar. 31	4 Mar. 9	6⅜ Jan. 4
Franklin.....25	3,260	6,522	14	14½	14	14½	16½	17	14 Mar. 3	16¾ Mar. 31	14 Jan. 2	16¾ Mar. 31
Gold Coin Mines (gold) 5	4,275	4,275	.....	50c.	10c.	15c.	.....	.....	10c. Mar. 1	15c. Mar. 1	10c. Mar. 1	15c. Mar. 1
Humboldt.....25	.....	450	1	2	.....	1	.....	1	.....	.....	1 Feb. 17	1½ Jan. 17
Isle Royale.....25	9,364	24,497	25	25½	26	.....	32¼	32½	25 Mar. 3	32½ Mar. 31	21 Jan. 23	32½ Mar. 31
Mass. Consol. (ass't paid) 25	2,500	9,756	8	9	6	6¼	6½	7	†5 Mar. 9	7 Mar. 29	5 Jan. 26	9 Jan. 3
Mayflower.....25	4,445	7,340	2½	3¼	2	2½	3⅜	3½	2 Mar. 2	3½ Mar. 31	2 Feb. 28	3½ Mar. 31
Melones.....10	5,759	9,659	1¾	2	1	1½	3	3½	1⅛ Mar. 7	3 Mar. 30	1 Feb. 15	3 Mar. 30
Merced (Gold).....15	1,185	3,240	8½	10	6	8	6	.....	6 Mar. 26	6½ Mar. 14	5¾ Feb. 5	8 Jan. 16
Michigan.....25	3,200	6,415	5¾	6¼	6	6½	4½	5	4½ Mar. 29	5 Mar. 6	4½ Mar. 29	7 Jan. 3
Mohawk.....25	8,211	15,372	15	16	13⅛	13⅞	16¾	17	12⅝ Mar. 1	17 Mar. 31	12¼ Feb. 27	17 Mar. 31
Montana Coal & Coke....25	3,065	4,865	8	8½	.....	7¼	8¾	9½	6½ Mar. 5	9½ Mar. 30	6½ Mar. 5	9½ Mar. 30
N. A. Gold Dredging....10	690	3,470	2	2½	1½	2½	2½	3	2⅜ Mar. 27	3 Mar. 31	1¾ Jan. 26	3 Mar. 31
Napa (Quicksilver).....7	.....	100	.....	10½	.....	10	.....	9½	.....	.....	10 Jan. 26	10 Jan. 26
New Idria (Quicksilver)..5	.....	150	9¾	.....	10½	12	.....	10½	.....	.....	10¼ Feb. 6	10¼ Feb. 6
Old Colony.....25	4,976	6,586	4¾	5	3	3½	4½	.....	3 Mar. 17	4½ Mar. 31	3 Mar. 17	5 Jan. 2
Old Dominion (Copper).25	17,360	37,218	21¼	22	18½	19	20⅜	20¾	14 Mar. 14	20½ Mar. 31	14 Mar. 14	23 Jan. 3
Osceola.....25	6,128	17,760	73	74	73	74	73¼	74	63⅝ Mar. 16	73½ Mar. 1	63⅝ Mar. 16	76¾ Feb. 7
Parrott (Silver&Copper)10	14,840	43,727	42½	43	43	43¼	51¼	51⅜	42½ Mar. 2	52 Mar. 31	39¾ Jan. 10	52 Mar. 31
Pioneer (Gold).....10	242	777	2¼	.....	1	2	.....	1	1 Mar. 22	1 Mar. 22	1 Mar. 22	2½ Jan. 6
Quincy.....25	486	1,269	145	150	133	136	138	140	133 Mar. 5	140 Mar. 10	132½ Jan. 23	151 Jan. 4
Rhode Island.....25	1,790	2,990	4¾	5	4	4½	3½	4½	4 Mar. 8	4¼ Mar. 21	4 Mar. 8	5 Jan. 2
Santa Fe (Gold & Cop.) 10	4,175	14,182	5½	5¾	5½	6	6½	7¼	5⅛ Mar. 19	7 Mar. 28	5 Jan. 18	7 Mar. 28
Santa Ysabel (Gold).....5	16,995	30,014	7¾	8¼	2¼	3	1	1½	1 Mar. 7	2 Mar. 6	1 Mar. 7	8 Jan. 2
Tamarack.....25	823	2,705	181	184	189	190	194	196	179½ Mar. 16	195 Mar. 29	169 Jan. 16	195 Feb. 15
Tecumseh.....25	200	1,484	3¼	4	3½	4½	3	4	§ 3¼ Mar. 17	§ 3½ Mar. 9	4 Jan. 5	4½ Jan. 3
Tri-Mountain.....25	3,647	7,926	6¼	6½	6½	6¾	8	9	6¾ Mar. 1	8¾ Mar. 30	6¾ Mar. 1	8¾ Mar. 30
United States.....25	1,754	6,244	.....	25	9	10	8¾	9	8 Mar. 30	9 Mar. 30	7¼ Feb. 6	8½ Feb. 8
United States Oil.....25	7,884	29,544	24½	25	16¾	18	21½	22¼	16¾ Mar. 1	22½ Mar. 29	16¾ Mar. 1	25 Jan. 2
Utah Con. (Gold) tr. rc. 4·85	1,985	17,197	29¾	30	28	28½	35¾	36	28 Mar. 6	36½ Mar. 31	25 Jan. 24	36½ Mar. 31
Victor (Gold).....5	300	1,065	.....	2½	.....	2½	.....	1	2 Mar. 23	2¾ Mar. 26	2 Mar. 23	3 Jan. 3
Victoria.....25	1,510	4,875	3½	4	3	3½	3	3½	2¾ Mar. 26	3½ Mar. 15	2¾ Mar. 26	4 Jan. 2
Washington.....25	500	3,060	1⅜	1½	1	1¼	1 1/16	1½	1 1/16 Mar. 26	1¼ Mar. 19	1 Feb. 6	1½ Jan. 3
White Knob.....100	1,800	13,248	10	15	30	30¾	.....	29	30 Mar. 7	32 Mar. 20	12½ Jan. 2	35 Feb. 21
Winona.....25	1,335	3,865	4½	5	.....	3¼	4½	5	2⅝ Mar. 7	4½ Mar. 31	2⅝ Mar. 7	5 Jan. 6
Wolverine.....25	2,106	7,825	39½	40	40¼	41½	41½	42	39⅞ Mar. 26	42 Mar. 20	39 Jan. 18	43 Feb.
Wyandotte.....25	2,110	5,815	1½	2	1¼	1¾	1⅜	1⅝	1 Mar. 22	1½ Mar. 6	1 Mar. 22	2 Jan. 7

† Before payment of assessment. § Less than 100 shares. ‡ 50 per cent paid.

GENERAL QUOTATIONS

—OF—

BONDS AND STOCKS.

1. In the following twenty-seven pages of tables quotations are given for all securities listed on any Stock Exchange in the United States; also for all leading unlisted and inactive securities for which we have been able to obtain reliable prices.

2. Quotations from all Stock Exchanges are as near as possible for the *last day of March.* Of course the coupon, is there be one, maturing between the date of quotation and the date of this publication, is not deducted from the price.

3. Bond prices marked thus (§) indicate that the purchaser must pay accrued interest *in addition to the price given* The method of quoting on the New York Stock Exchange is to quote the prices flat (that is to include the accrued interest in the price), and hence in the tables below no mark is now affixed where this method of quoting is followed.

4. Stock prices marked thus (†) are per share. All others are per cent except bank stock prices.

5. It should be borne in mind in the use of these tables that the quotations for many inactive and unlisted securities are merely nominal, but in all cases the figures are obtained from sources which are considered reliable.

6. The following abbreviations are often used, viz.; "M.," for mortgage; "g.," for gold; "g'd.," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

☞**Notice Change.**—We no longer affix a mark to prices quoted flat, but only to those which require payment of accrued interest in addition to the price. Designating mark in this instance is (§).

Bonds.	Bid.	Ask.
RAILROAD BONDS.		
(Bonds of companies consol'd are often under the consolidated name.)		
Alabama Cent.—See South'n Ry.		
Alabama Great Southern—		
1st, 6s, 1908.....J&J	110	114
Debenture 6s, gold, 1906...F&A	ℓ105	109
General mortgage 5s, 1927.J&D	ℓ107	109
Alabama Midland—		
1st, guar., g., 5s, 1928.....M&N	100	105
Ala. N. O. T. & P.—		
"A" deb., 5s, g., 1910-1940..M&N	ℓ110	112
"B" deb., g., 5s, 1910-1940.M&N	ℓ 92	94
"C" deb., g., 5s, 1940.....A&O	ℓ 57	59
Alabama & Vicksburg—		
Con. g., 5s, 1921.....A&O	100	105
2d, consol. g., 5s, 1921.....A&O	87	100
Vicks. & Mer., 1st. g., 6s, '21.A&O	115	118
Albany & Susq.—See Del. & Hud.		
Allegheny Valley—See Penn. RR		
Allegheny & Western—		
1st g., g'd 4s, Oct. 1, 1998..A&O	§101½	102½
Allentown Terminal—		
4s, g., 1919.....J&J	100	.....
Alton Bridge—See St. C. M. & St. L.		
Am. Dock & Imp.—See Cen. of N. J.		
Ann Arbor Ry.—		
1st, g., 4s, 1995 .....Q.-J	94½	94½
Aroostook Nor. See Bangor & Ar.		
Asheville & Spartanburg—S. U. & Col., 1st m., g., gu., 4s, 1995.J&J	80	.....
Atch. & East'n Bridge—		
4s, 1928.....J&J	75	82
Atch. & Nebraska—See C. B. & Q.		
Atch. & Pikes Peak—See C. Br. U. P.		
Atchison Topeka & Santa Fe—		
Gen. mort., gold, 4s, 1995..A&O	102½	102¾
Adjustment 4s, 1995.....Nov	84½	84¾
Eq. tr., series A, g., 5s, 1902.J&J	100	.....
Chic. & St. L., 1st, 6s, 1915.M&S	116	.....
Atl. & Char.—See Southern Ry.		
Atlan. Knox. & Nor.—		
5s, 1946, g.....J&D	104½	106½
Atlanta & West Pt.—		
Deb. 6s.....J&J	104	.....
Atlantic & Dan.—See South'n RR.		
Atlantic & Yad.—See South'n RR.		
Atlantic City RR.—		
5s, g., guar'd, 1919.....M&N	112	.....
Atlantic Coast Line of Virginia—		
Petersb'rg—Class A, 5s, g., '26J&J	117	.....
Class B, 6s, g., 1926.....A&O	129	132
Rich. & Peters. 6s, 1915...M&N	118	.....
Consol. 7s, 1915.....M&N	116	.....
Consol. 4½s, g., 1940.....M&N	100	.....
Atlantic Tenn. & O.—See So'n Ry.		
Augusta South—See So. Car. & Ga.		
Austin & Northw'n—See So. Pac.		
Balt. Ches. & Atlan.—See Pa. RR.		
Balt. & Cumb. Valley—		
Ry. 1st M. 6s, July, 1929....J&J	105	.....
Ex. 1st M., 6s, July, 1931...J&J	135	142½
Balt. & Harrisb.—See West Mary.		
Baltimore & Ohio—		
Prior lien, 3½s, g., 1925.....J&J	96½	97
1st M., 4s, g., 1948.....A&O	102¼	102½
Pitts. Jc. & M. div. 3½s, g. '25.M&N	87	88
So'w't div. 1st g., 3½s, 1925.J&J	90	90½
W. V. & P., 1st, 4s, g., 1990.M&N	96	99
Monon. Riv. 1st g'd 5s, '19..F&A	108	110
C. O. Reorg. 1st cn. g. 4½s '30.M&S	103	.....
Car trust, g., 5s, 1900.....J&J	§100	.....
Baltimore & Potomac—		
1st, 6s, g., gu., 1911.....A&O	121	.....
1st, tunnel 6s. g., gu., 1911..J&J	122	.....
Bangor & Aroostook—		
1st mort., 5s, g., Jan. 1, 1943.J&J	§114	114½
2d, 5s, g., July 1, 1945.....J&J	§100	101
Piscat. Div. 1st, g, 5s, 1949...A&O	§113¾	114¼
Van Buren Ex. 5s, g., 1943.A&O	§109	110
Aroost'k Nor.—5s, g., 1947. A&O	§105	107
Battle Creek & Stur.—See. Mich. C.		
Beech Creek—See N. Y. C. & Hud.		
Bellaire Zanesville & Cin.—		
Prior lien 6s, July 1, 1899..J&J	45	60
1st mort., 4s, 1940.....J&J	.....	10
Bell. & Caron.—See Ill. Central		
Bell's Gap—See Pa. & Northw'ern.		
Bellvidere Del.—1st, 6s, c, 1902 J&D	105½	.....
Cons., 4s, Feb. 1, 1927.....F&A	110	.....
Bennington & Rutland—		
Gold, 4½s, 1927.....M&N	§104	105
Booneville Bdg. Co.—See Mo. K. & T.		
Boston & Albany—		
4s, 1913.....A&O	§108	.....
Bos. Clin. F. & N. B.—See Old Col.		
Bos. Conc. & M.—See Con. & Mont		
Boston & Lowell—		
4½s, May 1, 1903.....M&N	§103	104
4s, July, 1907.....	§104	.....
4s, March, 1915.....M&S	§108	109
4s, July 1, 1916.....J&J	§108½	109½
4s, Oct. 1, 1918.....	§109½	110½
4s, April, 1932.....A&O	§114	.....
3½s, July 1, 1919.....J&J	§103	104
Boston & Maine—		
4½s, g., Jan. 1, 1944.....J&J	§127	128
4s, Improvement, 1905.....F&A	§103	.....
4s, Feb. 1, 1907.....F&A	§104	.....
4s, Feb. 1, 1937.....F&A	§114	.....
4s, Aug. 1, 1942.....F&A	§.....	118½
Eastern Mass., 6s g., 1906.M&S	§115	116
Port. & Roch. 4s. Oct., 1907.A&O	§100	103
Ports. Gt. F. & Con., 4½s, '37.J&D	§124	125
Bos. & N. Y. A. L.—See N. Y. N. H. & H.		
Boston & Prov.—4s, 1918.....J&J	§111	.....
Boston Revere B. & L.—		
4½s, July 15, 1927.....J&J	§.....	119
Bost. Win. & Shore—		
5s, Sept. 1, 1906.....M&S	§107	.....
Brooklyn & Montauk—See Long I.		
Bruns. & W.—See Sav. Fla. W.		
Bruns. & Chilli.—See Wabash.		
Buff. & Erie—See L. Sh. & M. So.		
Buff. N. Y. & Erie—See Erie.		
Buffalo Rochester & Pittsburg—		
General 5s, g., 1937.....M&S	112	.....
Deb. 6s, Jan. 1, 1947.....J&J	105	.....
Roch. & P., 1st, g., 6s, 1921.F&A	124	.....
Consol., 1st, g., 6s, 1922..J&D	124¼	128
Clear. & M. 1st, 5s, g., gu., '43.J&J	129	131
Buffalo & Southwest—See Erie.		
Buffalo & Susquehanna—		
1st, 5s, g., s. f., 1913.....A&O	100	104
Burl. Cedar Rapids & Northern—		
1st, 5s, 1906.....J&D	108½	109½
Cons. 1st & col. tr., 5s, g., '34.A&O	117¾	.....
Ced. Rap. Ia. F. & N. W.—		
5s, gold, guar, 1921.....A&O	115	.....
Burl. & Mo. (Neb.)—See C. B. & Q.		
California Pacific—		
1st mort., 4½s, g., 1912.....J&J	104½	.....
2d mort., g., g'd 4½s, 1911...J&J	102¼	103½
3d mort. 6s, g., g'd 1905.....J&J	105	.....
3s, g., 1905.....J&J	88	92
Cambria & Clearfield—		
1st, 5s, g., 1941.....J&J	100	105
Camd. & Atl.—See W. Jer. & Sea Sh.		
Canada Southern—		
1st, 5s, Jan. 1, 1908.....J&J	107¼	.....
2d mort., 5s, Mar. 1, 1913..M&S	106	107
Canadian Pacific—		
Land grant, 1st, 5s, g., 1931.A&O	.....‡	111
Canadian Pacific—(Con.)—		
1st M., deb. £, g., 5s, 1915 ..J&J	ℓ115	117
Land grant gu., 3½s, g., 1938.J&J	ℓ104	106
Cons. deben. 4s, perpetual..J&J	ℓ111	113
Ont. & Quebec, deb. guar. 5s....	ℓ141	144
New Brunsw., 1st, g., 5s, '34 F&A	ℓ118	120
Cons. deb. 4s, perpetual...J&J	ℓ108	111
Canastota Nor.—See Lehigh Val.		
Carb. & Shaw.—See Ill. Central.		
Carthage & Adiron.—See N. Y. Cent.		
Carolina Central—		
1st, g. 4, Jan. 1, 1948.....J&J	84	85
Catawissa—Mort. 7s, Aug., 1900..	101¾	102
1st mort. 6s, 1902.....F&A	104	.....
Refunding g. 4s, 1948.....A&O	98	.....
C. R. Ia. F. & N.—See B. C. R. & N.		
C. R. & Mo. Riv.—See Chic. N. W.		
Central Branch RR.—		
1st 4s, g., Feb., 1919.....F&A	75	82
Central Branch Union Pacific—		
1st g. 4s, 1948.....J&D	86	90
Central of Georgia—		
Coll. trust, 5s, g., 1937.....M&N	90	93
1st M., g. 5s, 1945 .....F&A	118	.....
Cons. g. 5s, 1945.....M&N	93	93½
Mobile Div. g. 5s, 1946.....J&J	103	106¾
Macon & Nor. g. 5s, 1946....J&J	§ 98	102
Mid. Ga. & Atl., 1st 5s, 1947.J&J	95	98
1st income (up to 5), 1945...Oct	38	40
2d income (up to 5), 1945...Oct.	10½	12½
3d income (up to 5), 1945...Oct.	5½	6½
Ocean SS. Co., g., gtd. 5s, '20.J&J	105	107½
Central New England—		
1st g., 5s, Feb. 1, 1919.....F&A	102	103
Gen. inc. g. 5s, Feb. 1, 1949, Oct. 1	50	55
Dutchess Co. 4½s, g., 1940...J&D	75	85
Central of New Jersey—		
Consol. mort., 7s, 1902.....M&N	110	.....
Gen. mort., g., 5s, 1987.....J&J	123½	124½
Conv. deb., 6s, 1908.....M&N	.....	.....
Leh. & W. con. 7s, 1900, as'd...Q-M	100	100⅛
Mortgage 5s, 1912.....M&N	100	.....
Am. D. & Imp. Co., gtd., 5s, '21.J&J	114½	.....
N. Y. & L. Br., Gen. g. 4s, '41.M&S	108	114
Gen., g., 5s, 1941.....M&S	120	.....
Central Pacific—(See So. Pacific.)		
Central of S. C.—		
1st g. 6s, 1921.....J&J	100	.....
Central Vermont.—		
1st g. 4s, 1920.....Q.-F	88	90
Charleston & Savannah—		
Gen. mort. 7s, g., 1936.....J&J	120	.....
Charleston & Western Carolina—		
1st g. 5s, 1946.....A&O	109	.....
Charlotte Col. & Aug.—See South'n		
Chartiers—		
1st, 7s, 1901 .....A&O	106	.....
Chat. Rome & Southern—		
1st 5s, g., 1947.....J&J	96	.....
Chateaugay Ry.—See Del. & Hud.		
Chesapeake & Ohio—		
Series A, gold, 6s, 1908.....A&O	118	.....
1st Mortg. g., 6s, 1911 ....A&O	.....	125½
Term., 1st, g., 6s, 1922 .....J&D	115	.....
C. & O. Ry. 1st con., g., 5s, '39.M&N	.....	120
General 4½s, gold, 1992....M&S	98¾	.....
R. & A. Div. 1st con., g., 4s, '89.J&J	103½	105⅛
2d con., g., 4s, 1989.....J&J	.....	100
Craig Valley, 1st, 5s, gold, 1940.	97	.....
Warm Sp. Val., 1st 5s, g., '41.M&S	95	.....
El. Lex. & B. S., 5s, g., 1902.M&S	101	.....
Elevator Co., g. 4s, 1938....A&O	70	.....
Cheshire—See Fitchburg.		
Chicago & Alton—		
Ref'd'g g. 3s, 1949 (w. iss.).A&O	93	98
Sinking fund 6s, gold, 1903.M&N	ℓ104	108
La. & Mo. R., 1st gd. 7s, 1900.F&A	101½	.....
2d g'd, 7s, 1900.....M&N	.....	.....

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Chicago Burlington & Quincy—		
Consol. (now 1st) 7s, 1903..J&J	112¼	113
3½s, July 1, 1949, opt. 1929..J&J	§103	104
5s, sinking fund, 1901.....A&O	102½	.....
5s, debenture, 1913 .....M&N	107	.....
5s, conv. deb., 1903.....M&S	.....	125
Illinois Div., 3½s, 1949.....J&J	104	.....
Iowa Div., s. f., 5s, 1919....A&O	117	.....
s. f. 4s, 1919.....A&O	106½	.....
Denv Ext., col. tr. 4s, 1922. F&A	100¾	.....
8kg. fd. 4s, S.W. div., 1921...M&S	§ 98	.....
Chic. & Ia., col. tr. 5s, 1905, F&A	104	.....
Nebraska Ext., 4s, 1927....M&N	112⅛	.....
Atch. & Neb., 1st, 7s, 1908. M&S	117	.....
Burl. & Mo. (Neb.) 1st, 6s, '18. J&J	§123	.....
Consol. 6s, non-ex., 1918..J&J	§107	.....
4s (Neb.), 1910 .....J&J	§100	.....
Han. & St. Jo., 1st 6s, 1911. M&S	119	.....
Lincoln & N. W., 7s, 1910...J&J	120	.....
Ott. Osw. & Fox R., 8s, July 1900.	§102	.....
Repub. Val., 1st, 6s, 1919...J&J	§106	108
Chicago & Eastern Illinois—		
1st mort., 6s. 1907, sink. fd. J&D	113½	116
1st, consol. 6s, gold, 1934..A&O	136½	.....
Gen. consol. 1st, 5s, 1937..M&N	114½	115
Danv. & G. C'k, 1st M. 6s, '20 M&N	105	.....
Ch. & I. C. Ry.—1st 5s, 1936. J&J	106	.....
Chicago & Grand Trunk—		
N. W. Gr. Tr., 1st M., 6s, 1910 J&J	107	114
2d M., g, 5s, Jan. 1, 1922...J&J	64	.....
Chic. & Gt. W'n.—See Chi. Ter. Tr.		
Chic. Hammond & West—		
1st, g., 6s, Jan. 1, 1927.....J&J	§124	129
Chic. & I.C. Ry.—See Chic. & E. Ill.		
Chic. Ind. & Louisville—		
Ref'd'g mtg., g, 6s., 1947....J&J	.....	115
Ref'd'g mtg., g., 5s, 1947....J&J	100	.....
L. N. A. & C., 1st 6s, 1910...J&J	113	.....
C. & I. Div., g., 6s, 1911....F&A	113	117
Chic. & Milw.—See Chic. & N. W.		
Chicago Milwaukee & St. Paul—		
Gen., g., 4s, ser. A., 1989....J&J	111½	.....
Gen., g. 3½s, ser. B, 1989...J&J	.....	.....
R. D., 1st, $ gold, 7s, 1902..J&J	170	.....
R. D., 1st, £ gold, 7s, 1902..J&J	170	.....
Ia. & Dak., Exten. 7s, 1908..J&J	170	.....
Chic. & Milw., 1st M., 7s, 1903. J&J	170	.....
Inc., conv., s. f., 5s, 1916..J&J	.....	.....
1st cons. pr. lien 7s, 1904...J&J	170	.....
Chic. & M. consol. 7s, 1905..J&J	170	.....
Fargo & So., g. 6s, ass'd, 1924. J&J	130	.....
Dubuque Div., 1st, 6s, 1920. J&J	§131	.....
Southw. Div., 1st, 6s, 1909..J&J	117⅞	.....
Dak. & Gt. So., 1st g. 5s, 1916. J&J	114½	.....
La. & D. Div., 1st, 5s, 1919..J&J	117⅛	.....
So. Minn., 1st, 6s, 1910.....J&J	119⅞	.....
H. & Dak. Ext., 1st, 7s, '10. J&J	127¼	129
1st M. 5s, 1910.....J&J	110⅝	.....
Chic. & Pac. Div., 6s, 1910..J&J	119½	121
West'n Div., gold 5s, 1921. J&J	120½	.....
Ch. & Mo. Riv., 1st 5s, 1926. J&J	120⅝	.....
Mineral Pt. Div., 5s, 1910...J&J	111⅛	.....
Chic. & L. Sup. Div., g., 5s, '21. J&J	119	.....
Wis. & Minn. Div., g. 5s, '21. J&J	119	121½
Wisconsin Valley Div.—		
1st, 6s, 1920.....J&J	§131	.....
1st, 7s, 1909.....J&J	§131	.....
Terminal 5s, gold, 1914.....J&J	114⅛	.....
Milw. & No., 1st 6s, 1910....J&D	121	.....
1st consol. 6s, 1913.....J&D	121	.....
Ch. Ju. Rys. & St'k Y'ds—See Miscel.		
Ch. & No. M.—See Ch. & West. Mich.		
Chicago & North Western—		
General 3½s, g., 1987.....M&N	107	.....
Con. s. f. 7s, 1915.....Q-F	142	.....
Gen. con., g., 7s, 1902.....J&D	110½	.....
Sinking fund 6s, 1929.....A&O	118	.....
5s, 1929.....A&O	109¾	.....
Sink. fd. deben. 5s, 1933...M&N	121¼	.....
25-year deb. 5s, 1909.....M&N	109½	.....
30-year deb. 5s, 1921.....A&O	117½	119½
Exten. bonds, 4s, 1926..F&A 15	109	.....
Iowa Div., 1st, 4½s, 1902...A&O	101	.....
Escan. & L. Sup., 1st, 6s, 1901. J&J	103⅜	104¼
Des M. & Minn., 1st, 7s, 1907. F&A	114	.....
Iowa Mid., 1st M., 8s, 1900. A&O	102	.....
C. M. & N. W., 1st M., 6s, 1905. M&N	110	.....
Winona & St. P., 2d, 7s, 1907. M&N	120	123
1st exten., 7s, gold, 1916. J&D	135	.....
Mil. & Mad., 1st, 6s, 1905...M&S	110	.....
Ott. C. F. & St. P., 5s, 1909. M&S	109	.....
North. Ill., 1st, 5s, 1910.....M&S	109	.....
Madison ext., 1st g. 7s, 1911. A&O	127	.....
Marshfield ext., 1 M. 5s, '22. A&O	100	.....
Menominee ext., 1st g. 7s, '11. J&D	127	.....
Menominee Riv., 1st, 7s, '06. J&J	116	.....
Northwest. Un., 1st g. 7s, '17. M&S	134	.....
Chic. & Tomah, 1st, 6s, 1905. M&N	108	.....
Dak. Cent., 1st c. 6s, 1907..M&S	§.....	116⅜
Cedar R. & M., 1st, 7s, 1916. M&N	§139	.....
1st mort., 7s, 1909.....J&D	§126	.....
Frem. Elk. & Mo. V., 6s, '33. A&O	§136⅛	.....
Unstamped.....	§136⅛	139
Milwaukee Lake Shore & W'n—		
Con. 1st 6s, gold, 1921...M&N	138⅜	140
Mich. Div., 1st g. 6s, 1924. J&J	139	.....
Ashland Div., 1st g. 6s, '25. M&S	139	.....
Conv deb. g. 5s, 1907.....F&A	104	.....
Ext. & imp., s. f., g., 5s, 1929. F&A	123½	.....
Incomes, 6s, 1911.....M&N	108	.....
St. P. & E. Gr. Tr., 1st, 6s, g. '13. J&J	115	.....
Chicago Peoria & St. Louis—		
Prior lien, g., 4½s, 1930....M&S	95	100
Cons. mtg., g., 5s, 1930.....	75	85
Incomes, 1930.....	15	30
1st mort., g., 4s, 1925.....J&J	20	28
2d mort. inc. g. 4s, 1945..Jan. 1	.....	.....
Chicago Rock Island & Pacific—		
Refunding g. 4s, 1988.....J&J	107⅛	107¼
1st M. 6s, 1917.....J&J	133	.....
Des M. & Ft. D., 1st 4s, 1905..J&J	93⅝	.....
1st inc. 2½s, 1905 ....J&J	87	88
Exten. 4s, 1905.....J&J	93	.....
Keokuk & Des Moines—		
5s, 1st, '23.....A&O	110	.....
Chic. & St. L.—See Atch. T. & S. Fe.		

Bonds.	Bid.	Ask.
Chic. St. L. & N. O.—See Illinois Cen.		
Chic. St. L. & Pitts.—See Penn. Co.		
Chic. St. L. & Pad.—See Ill. Cent.		
Chic. St. Paul Minn. & Omaha—		
Con. 6s, 1930.....J&D	135½	.....
Ch. St. P. & M. 1st g. 6s, 1918. M&N	.....	.....
North Wisconsin—		
1st 6s, 1930.....J&J	130	140
St. P. Stillwater & Tayl's Falls—		
1st mort. 7s, 1908.....J&J	116	.....
St. Paul & Sioux City—		
1st g. 6s, 1919.....A&O	131½	.....
Hud. & Riv. F., 1st M. 8s, '08. J&J	120	.....
Sault Ste. M. & Southwest-		
1st mort., 5s, 1915.....M&N	106	.....
Chic. Term. Trans. g. 4s, 1947. J&J	96	97
Chic. G. W. 5s g. 1936.....J&D	105	.....
Chic. & Tomah.—See Chic. & Nor.		
Chicago & Western Indiana.—		
Gen. g. 6s, 1932.....Q-M	118½	.....
1st g. 6s, s. f., 1919.....M&N	106½	.....
Chic. & West Mich.—See Pere Marquette.		
Choctaw & Memphis—		
1st, g., 5s, Jan. 1, 1949.....J&J	101	101½
Choc. Ok. & Gulf—		
Gen. M., g., 5s, Oct. 1, 1919..J&J	104¾	105
Cin. & Balt.—See B. & O. So'westn		
Cin. Dayton & Ironton—		
1st, g. gd. 5s, 1941.....M&N	113	115
Cincinnati Hamilton & Dayton—		
Consol. S. F. 7s, 1905.....A&O	§113	.....
Consol. mort., 6s, 1905.....A&O	§110	.....
Consol. 5s, 1905.....A&O	§105	.....
General 5s, gold, 1942.....J&D	§105	.....
2d mort., gold, 4½s, 1937...J&J	§110	.....
Day. & Mich., 1st 5s g'd 1911. J&J	§111	.....
Cin. Hamilton & Indianapolis—		
1st 7s g'd, 1903.....J&J	§108	108¾
Gen. g. 5s, 1943.....J&D	§106	.....
C. I. St. L. & C.—See C. C. C. & St. L.		
Cin. Jack. & Mackinaw—		
4s, g., 1991.....J&D	15	25
Cin. Laf. & Chi.—See C. C. C. & St. L.		
Cincinnati Lebanon & Northern—		
1st, 5s, 1916.....J&J	110	.....
Cincinnati Northern—		
1st, g., 5s, 1947, certfs.....	30	60
Cincinnati Portsmouth & Va.—		
1st g. 5s, 1925.....J&D	§107	109
Cin. Conn. Belt. 1st gu., g. 5s, 1929	101½	103
Cincinnati Rich. & F. W.—		
1st, 7s, g., 1921.....J&D	122	.....
Cin. San. & Clev.—See C. C. C. & St. L.		
Cincinnati & Springfield—		
7s, C. C. C. & I., 1901. ....A&O	104	.....
7s, gu. L. S. & M. S., 1901....A&O	104	108
Clearfi'd & Jeff—See Pa. & Nor. W.		
Clearf. & Mahoning—See B. R. & P.		
Cleveland Akron & Columbus—		
Gen. gold 5s, 1927.....M&S	114	.....
Eq. tr. and 2d M., g., 6s, 1930. F&A	99	.....
Cleve. Cin. Chic. & St. Louis—		
General 4s, gold, 1993.....J&D	.....	97
Cairo Div., 1st g. 4s, 1939....J&J	90	.....
St. L. Div., 1st, col. tr. g, 4s, '90 M&N	102½	.....
White W. V. Div., 1st, 4s, g. '40. J&J	90	.....
C. W. & M. Div., 1st, 4s, g., '91. J&J	95	.....
Spr. & Col. Div., 4s, 1st, g., '40. M&S	90	.....
Cin. San. & Clev. con. g. 5s, '28. J&J	115	.....
Col. Spr. & Cin., 1st 7s, 1901. M&S	103	.....
Cin. Laf. & Chic., g., 7s, 1901. M&S	102	.....
Ind. & St. L., 1st 7s, 1919, A J&J	§133	138
1st 7s, 1919, series B.....M&S	§133	138
1st 7s, 1919, series C .M&N	§133	138
C. I. St. L. & C., 1st, 4s, g., '36..Q-F	104	.....
6s, con., 1920.....M&N	103	.....
Peoria & East, cons., 4s, '40. A&O	91½	92
2d cons. income 4s, 1990. Apr. 1	33	34
Id. Blm. & W. ext. 4s, 1940. A&O	102	.....
O. Ind. & W., g. 5s, 1st, pf., 1938. Q-J	103	.....
Clev. Col. Cin. & Indianapolis—		
Consol. mort., 7s, 1914. ....J&D	135	.....
Gen. con., g., 6s, 1934.....J&J	132	.....
Cleveland Lorain & Wheeling—		
Con. g. 5s, 1933.....A&O	109	.....
Equip. notes 5s, 1902.....J&J	§100	.....
Cleveland Term. & Valley—		
1st, 4s, g., 1995.....M&N	95	99
Clev. & Mah. Val.—		
Con. 5s, g., 1938.....J&J	130	.....
Clev. & Marietta—See Penn. RR.		
Cleveland & Pitts.—See Penn. Co.		
Colorado Midland—		
1st, 2, 3, 4, l. g., 1947.....J&J	.....	78
1st, 4s, g., 1947.....J&J	.....	80
Colorado Southern—		
1st g. 4s, Feb. 1, 1929.....F&A	84¾	85
Columbia & Gr.—See Southern Ry.		
Columbus Hocking Valley & T.—See Hocking Valley Ry.—		
Col. & Ind. Cen.—See Penn. RR.		
Columbus Sandusky & Hocking—		
1st mort., 5s, gold, 1900 ...A&O	25	50
Gen. mort., 2½-4s, g., 1946 .J&J	2	5
Income 4s, g., 1945.....F&A	.....	.....
Zanesv. Ter., 1st, g., 5s, 1940. J&J	15	30
Col. Ter. & Tr. Co.—5s, 1943. M&S	50	65
Col. Connect. & Ter.—See Norf. & W.		
Concord & Montreal—		
4s, 1920.....J&D	§110	.....
Deb. 4s, 1920.....J&D	§107½	108½
B. C. & M., imp. 6s, 1911.....J&J	§122	.....
Connecticut & Passumpsic—		
1st, g., 4s, 1943.....A&O	§112	113
New. & Rich., g'd 5s, 1911..J&J	§108	.....
Connecticut River.—		
Gold 4s, 1943.....M&S	§114	.....
Scrip, 4s, 1903.....J&J	§100	.....
Consol. RR. of Vt.—See Central Vt.		
Cumberland & Penn.—		
1st, g., 5s, 1921.....M&N	107	.....
Current Riv.—See K. C. Ft. S. & M.		
Dak. Cent.—See Chic. & Northw.		
Dak. & Gt. So.—See C. M. & St. P.		
Dallas & Waco—See Mo. K. & T.		
Dayton & Mich. See Cin. H. & D.		

Bonds.	Bid.	Ask.
Day. & West.—1st M., 6s, '05..J&J	§109	111
1st mort., 7s, 1905.....J&J	§114	.....
Dayton & Union—		
1st, 7s, 1909.....J&D	§116	.....
Income 6s, due after 1910..J&D	§110	.....
Delaware—Gen. M. 4½s, g. A'32 J&J	112½	.....
Del. & Bound Brook—		
1st, 7s, 1905.....F&A	118	.....
Delaware & Hudson—		
Pa. Div., 7s, 1917.....M&S	145	.....
Adir. Ry., 1st. gu. 4½s, g., '42. M&N	100	.....
Alb. & S., 7s, 1st, con., gu., '06. A&O	121	.....
1st, 6s, cons., gu., g., 1906. A&O	115⅜	.....
Deb. 5s, g., May 1, 1900 to 1902	100	.....
Bluff Pt. Land Imp. Co.—		
1st M., g., guar., 4s, 1940 J&J	90	100
Chat. O. & I. Co., not gu. 6s, '29..	35	50
6s, guar., D. & H., 1929	.....	.....
Chateaugay Ry. 6s, gtd., '07. F&A	100	.....
New York & Canada—		
£. M., 6s, g., 1904.....M&N	¿106	110
Deb. g., 4½s, guar. 1904..M&N	100	.....
Rens. & Sar., reg., 1st. 7s, '21. M&N	149	.....
Delaware Lack. & West.—		
1st mtg. 7s, 1907.....M&S	123	.....
Morris & Essex—		
1st, 7s. 1914..... .....M&N	140	.....
7s, 1871-1901..... .....A&O	107¾	.....
7s, 1st, con., guar., 1915..J&D	139	140
4½s, Pur. Mon., Jan., 1912. J&J	103	.....
N. Y. Lack. & Western—		
1st, 6s, g'd, 1921.....J&J	136	.....
2d, 5s, g'd, constr., 1923..F&A	115	120¼
Term. & Imp. 4s, g'd, '23..M&N	105	.....
Oswego & Syracuse—		
Guar., 5s, 1923. . .....M&N	109	.....
Consol. mort., 7s, 1907...M&S	116	.....
Syracuse Binghamton & N. Y.—		
Con. 7s, g'd, 1906.....A&O	122½	.....
Valley, N.Y., 1st, 5s, 1911..F&A	109	.....
Warren, consol. 7s, 1905...M&S	109	.....
2d, now 1st, 7s, 1900 A15&O15	104	.....
Denver & Rio Grande—		
7s, g., 1900.....M&N	.....	.....
Impr., gold, 5s, 1928.....J&D	104½	.....
1st, con., g., 4s, 1936.....J&J	98¾	99
1st, con. g., 4½s, 1936..... J&J	.....	105
Denver & Southwestern—		
Mid. Term. 5, 1925. . .....J&D	103	105
Gen. skg. f'd, g., 5s, 1929...J&D	.....	101
Des M. & F. D.—See C. R. I. & Pac.		
Des M. & Minn.—See Chic. & N. W.		
Des Moines Union—		
1st, g., 5s, 1917.....	108⅛	110
Detroit Grand Haven & Mil.—		
Eq. 6s, 1918.....	¿104	108
Con. mort., guar., 6s, 1918..A&O	¿103	107
Det. Gr. Rapids & W.—See Pere Marq.		
Detroit & Lima Northern—		
Lima No. 1st, g., 5s, 1945..A&O	.....	50
Det. & Lima N. g., 5s, 1947. A&O	.....	40
Detroit & Mack.—		
Prior lien, g., 4s, 1995 .....J&D	90	.....
Mort. gold, 4s, 1995.....J&D	80	.....
Detroit Mac. & Marq.—		
Land grant, 3½s, 1911 .....A&O	.....	36½
Detroit M. & Tol.—See L. S. & M. S.		
Dul. & Ir. Range—1st, 5s, '37. A&O	109	.....
2d mort., 6s, 1916.....J&J	100	.....
Duluth Missabe & Northern—		
1st, g., 6s, 1922.....J&J	§105	.....
2d con. M., g., 6s, 1923.....J&J	.....	.....
Gen. 2d mort. g. 4s, 1924...J&J	.....	.....
Duluth Red W. & So.—		
1st, g., 5s, 1928.....J&J	.....	80
Duluth South Shore & Atlantic—		
1st, g., 5s, 1937.....J&J	112½	.....
Dul. Short Line—See St. P. & Dul.		
Dulu. Trans.—1st, g., 6s, 1921. J&J	25	40
Dun. War. & P.—See N. Y. C. & H. R.		
Dutchess Co.—See Ph. R. & N. Eng.		
East Tenn. Va. & Ga.—See So. Ry.		
Eastern Mass.—See Boston & Me..		
Eastern Minn.—See St. P. M. & M.		
Easton & Amboy—See Lehigh Val.		
Elgin Jol. & East. g. 5s, 1941. M&N	.....	113
Elizab. Lex. & Big S.—See C. & O.		
Elmira Cort. & Nor.—See Leh. Val.		
Elm. State Line—1st M. 7s, '05. A&O	105	.....
Elmira & Williamsport.—		
1st, 6s, conv. 1910.....J&J	120	.....
Income 5s. 2862.....A&O	107½	.....
Erie—		
N. Y. & E. 1st ext. 4s, g. 1947. M&N	117¼	123
5s, 2d, ext., gold, 1919.....M&S	119½	.....
4½s, 3d, ext., gold, 1923....M&S	115	.....
5s, 4th, ext., gold, 1920.....A&O	122⅛	.....
4s, 5th, ext., gold, 1928.....J&D	108⅛	.....
7s, 1st, con. g., 1920 .....M&S	138	.....
7s, 1st, con., g, fund, 1920....M&S	136	.....
Prior lien g. 4s, 1996.....J&J	91	91⅛
Gen. lien, g., 4s, 1996.....J&J	74	74½
Buff. N. Y. & E., 1st, 7s, 1916. J&D	135	.....
Buff. & So. W., 1st, 6s, g. 1908. J&J	108	.....
2d M., g., 5s, 1908 .....J&J	100	.....
Jeff. RR., 1st, 5s, gu., g., '09. A&O	107	.....
Chic. & Atlantic Term.—		
1st, M., g., 5s, 1918.....J&J	100	.....
Ch. & Erie, 5s, 1st, g., 1982. M&N	116½	.....
Long Dock, 6s, con., g., 1935 A&O	139	.....
Newb. & N. Y., 1st, 5s, 1929. J&J	100	.....
N. Y. L. E. & W. C. & RR.—		
1st, 6s, cur., guar., 1922..M&N	105	.....
N. Y. L. E. & W. D. & I. Co.—		
1st, 6s, cur., 1913.....J&J	118	.....
N. Y. & Gr. Lake gu. g. 5s, '46. M&N	105½	110
Susp. Bridge & Erie Junct.—		
1st, g'd 7s, July 1, 1900...J&J	101	.....
N. Y. Sus. & Western—		
1st, refunding 5s, 1937....J&J	110	.....
2d mort., 4½s, 1937.....F&A	92¼	95
Gen. mort., 5s, g., 1940...F&A	94¼	94½
Coll. trust 6s, 1905.....M&N	97	98
Term. 1st, g., 5s, 1943.....F&A	109½	.....
Midl'd of N. J., 1st, 6s, 1910 A&O	119	.....
Wilkes. & East, 1st g. 5s, '42. J&D	105	.....

§ Purchaser also pays accrued interest. ¿ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Erie & Pitts.—See Penn. RR.		
Escanaba & L. Su.—See Ch. & N.W.		
Eureka Springs Ry.—		
1st, 6s, g., 1933.....F&A	60	70
2d income 6s, 1933.....Feb. 1	3	8
Evansville & Indianapolis—		
Ter.H.&S'east, 1st, 7s,1909.M&S	105	115
Ev. & In.,1st,g., g'd 6s, '24J&J	100	105
Consol., g., g'd, 6s, 1926 ..J&J	102	105
Evans. Rock.& E.—See L.E.& St.L.		
Evansville & Terre Haute—		
1st, con., g., 6s, 1921.....J&J	123½	124
1st, gen. 5s, gold, 1942.....A&O	107¾	.....
Mt. Vernon, 1st, 6s, g., '23..A&O	100	.....
Sul. Co. Br., 1st, g., 5s, 1930..A&O	100	.....
E. T. H. & Chicago—		
1st, 6s, g., 1900..... .....M&N	100	.....
Income 6s, 1920.....M&N	100	.....
Fargo & So.—See Chic. M. & St. P.		
F. Ft. W. & W.—		
1st, g, 5s, 1945.....J&J	75	95
Income, 5s, 1945.....J&J	5	12
Fitchburg—		
5s, 1903.....J&D	§104½	.....
5s, 1908.....M&N	§111	.....
4½s, 1914.....M&N	§111	.....
4s, 1905.....J&D	§102½	.....
4s, 1907.....A&O	§103	.....
4s, 1915.....	§107	.....
4s, July 1, 1916.....	§107½	.....
4s, Refunding, Mar., 1927..M&S	§111½	112½
4s, Jan., 1928.....J&J	§112	.....
Flint & Pere Marquette—See Pere Marquette.		
Florida Central & Peninsula—		
1st, gold, 5s, 1918.....J&J	106	.....
1st, l. g. ext. 5s, gold, 1930..J&J	101	.....
1st, con. 5s, gold, 1943.....J&J	99	.....
So. Bound, 1st g., 5s,1941..A&O	99	101
Florida Southern—		
1st M., g, g'd, 4s, 1945.....J&J	47	56
Fonda Johnstown & Gloversv.—		
1st cons.ref'd'g,g.,4½s,1947.J&J	§122	125
Ft. St. Un. Dep. Co.—		
4½s, g., 1941.....J&J	105	.....
Ft. Smith & V. B. B.—See St. L. & S. F.		
Fort Worth & Denver City—		
1st, g. 4-6s, 1921.....J&D	71	.....
Ft. W. & R. G.—1st, 3-4s, g., '28.J&J	57	65
Foxbury Br.—See Pitt. & West.		
Fre. Elk & Mo. Riv.—See C. & N. W.		
Gainesville Jeff. & Southern—		
1st, guar. 7s, 1911.....J&J	80	.....
Galv. Har. & San An.—See So. Pac.		
Gal. Hous. & Hen.—1st, 5s, '13.A&O	103	.....
Georgia & Alabama—		
1st pref., g., 5s.1945..... A&O	105¾	106¼
1st con. M., g., 5s, 1945 .....J&J	94½	95½
Georgia Car. & N.—		
1st, 5s, g., 1929.....J&J	102¾	103¼
Geo. Cr. & Cumb.—1st, 6s, '09.A&O	§105	.....
Geor. Midland—See Southern Ry.		
Georgia Pacific—See Southern Ry.		
Ga. RR. & Bank'g Co.—		
6s, Jan. 1, 1910..... J&J	113	.....
6s, Jan. 1, 1922.....J&J	118	.....
5s, Jan 1, 1922.....J&J	110	.....
Georgia Southern & Florida.—		
1st, g., 5s, 1945.....J&J	109	112½
Gettysburg & Har. Ry.—		
Cons. 5s, g. g'd, 1926.....Var.	95	.....
Gila Val. Globe & Nor—See So. Pac.		
Grand Rapids Belding & Sag —		
1st g., 5s, Mar., 1921 .....M&S	§.....	105¾
Grand Rapids & Ind.—		
Exten. 1st, g, 4½, 1941.....J&J	108	.....
Exten. 1st, g, 3½s, 1941....J&J	96	.....
Muskegon Div., g, 5s, 1926.J&J	40	.....
Gulf. Beau. & Kan. C.—		
6s, g. 1913.....F&A	§ 90	100
Han. & St. Jo.—See C. B. & Q.		
Harrisburg Portsmouth, &c.—		
1st, 4s, 1913.....J&J	109	.....
Hart. & Conn. West—		
5s, 1903..... .....J&J	101	.....
Henderson Bridge 6s,g. 1931.M&S	112	.....
Hocking Valley Ry.—		
1st cons. g. 4½s, 1999.....J&J	102	.....
Col. & H. V., Ext. 4s, 1948..A&O	107	.....
Col. & Toledo, 1st, 7s, 1905..F&A	§113	115
2d mort., 7s, 1900..... M&S	§101¼	101½
Ohio & W. Va., 1st, 7s, 1910.M&N	§116	120
Car trust s. f. g., 6s, 1904....Q-J	99	.....
Hoosac Tunnel & Wilmington—		
1st s'k'g f. g., 5s, Sept. 1, '22.M&S	§.....	107½
Hot. Spr. RR.—1st, g., 5s, '35.M&N	60	85
Housatonic—See N. Y. N. H. & H.		
Houston East & West Texas—		
1st, 5s, g., May 1, 1933.....M&N	103½	105
Houston & Tex. Cent.—See So. Pac		
Hud. & Riv. F.—See Ch. St. P. M. & O.		
Huntingdon & Broad Top.—		
1st, g., 4s, Sept. 30, 1920...A&O	107	.....
2d mort., 4s, gold, 1925.....F&A	105½	.....
Cons. mort. 5s, g., 1925.....A&O	.....	108½
Hutchinson & Southern—		
1st g., 5s, Jan. 1, 1928.....J&J	100	.....
Illinois Central—		
1st, gold, 4s, 1951.....J&J	114	.....
1st, g., 3½s, 1951.....J&J	105	.....
Col. tr., gold, 4s, 1952.....A&O	104½	105½
Col Tr. L.N.O.&T.g.,4s,1953M&N	103½	104½
Cairo Bridge, 4s, g., 1950...J&D	102	.....
Spr'field Div., Exten. 3½s '51.J&J	95	.....
Middle Div., reg. 5s, 1921..F&A	115	.....
Sterling S. F., 5s, g., 1903..A&O	ℓ103	106
Sterling, gen. M., 5s, g., '05. J&D	ℓ105	109
1st mort., £, g., 3s, 1951...M&S	ℓ 88	93
St. Louis Div., 3½s, g., 1951.J&J	ℓ100	105
St. Louis Div. 3s, g., 1951...J&J	91	92
Louisville Div., 3½s, g., 1953.J&J	102¼	102¾
Western lines, g., 4s, 1951..F&A	112½	.....
Chicago St. Louis & N. O.—		
2d M 6s, 1907.....J&D	114	.....
Cons. g., 5s, 1951.....J&D	125	.....
Cons. gold 3½s, 1951.....J&D	.....	.....
Mem. Div., 1st, 4s, g., '51.J&D	101	.....
Illinois Central—(Con.)		
St. Louis Alton & Terre Haute—		
Bellev. & Car., 1st, 6s, 1923.J&D	116	.....
St. L. South., 1st, g., 4s, '31.M&S	100	.....
Carb. & Shaw., 1st, g., 4s, '32.M&S	98	.....
Ind. Bl. & Wn.—See C. C. C. & St. L.		
Indiana Decatur & West.—		
1st g., 5s, 1935.....J&J	104½	.....
Equip. notes, 5s, 1905.....F&A	§.....	100
Indiana Illinois & Iowa—		
1st g., 5s, 1948.....A&O	§107	107½
Ind. & St. L.—See C. C. C. & St. L.		
Indianapolis Union—		
1st, 4½s, 1926.....M&N	85	.....
Indianapolis & Vincennes—		
1st, 7s, 1908.....F&A	117	.....
2d mort., 6s, g., gu., 1900..M&N	100	.....
International & Gt. Northern—		
1st, g., 6s, 1919 .....M&N	121½	.....
2d, 5s, 1909.....M&S	90¼	.....
3d, 4s, gold, 1921.....M&S	.....	61
Colorado River Bridge—		
1st M. 7s, 1920.....M&N	100	.....
Iowa Central—		
1st, g., 5s, 1938.....J&D	.....	114
Keithsburg Br., 1st, 6s, 1925.J&D	99	.....
Iowa Falls & S. C.—		
1st, 7s, 1917.....A&O	132	.....
Iowa Midland—See Chic. & N. W.		
Jacksonville & St. Louis—		
Cons., g., 5s, 1925.....A&O	35	55
Income 4s, 1935 .....J&J	.....	30
Jack. & So. East.—1st 6s, '10 J&J	75	.....
Jacksonville Terminal—		
1st M., 5s, g., g'd, July 1, 1939.J&J	100	.....
Jefferson—See Erie.		
Jeff. Mad. & Ind.—See Penn. RR..		
Joliet & Northern Indiana—		
1st M. 7s, 1907.....J&J	118	.....
Junction (Phila.)—		
1st, 4½s, 1907.....J&J	107	.....
2d, 6s, 1900.....A&O	100	.....
Kalamaz. Al. & G. R.—See L. S. & M. S.		
Kanaw. & Mich.—See Tol. & O. C.		
Kansas C. Belt 1st, 6s, 1916...J&J	§110	115
Kansas City Clinton & Sp.—		
1st, 5s, g, 1925.....A&O	§.....	87
Pleas. Hill & De Soto, 1st, 7s '07.	§100	.....
Kan. City Ft. Scott & Memphis—		
Cons. 6s, 1928.....M&N	§108	.....
Current Riv., 1st, 5s, 1927..A&O	§.....	90
Rich Hill RR., 1st, 7s, 1910.M&S	100	.....
Mem. K. & Col. 1st M. 7s, 1910.M&S	§100	.....
Kau. C. Ft. Scott & Gulf—		
1st, 7s, 1908 .....J&D	§114	115
Kansas City & Mem. Ry. & B.—		
1st 5s, g., 1923.....A&O	§102	.....
Kansas & Missouri—		
1st M. 5s, 1922.....A&O	90	.....
Kansas City Memphis & Bir.—		
Gen. 4s, 1934 .....M&S	§ 96	97
Income 5s, 1934.....Sept. 1	61	62
Bir. equip., 6s, g., gu., 1903.M&S	90	95
Kan. C. & N.W. 1st M. 5s, 1933.J&J	65	.....
Kan. C. & Omaha—		
1st, gold, 5s, 1927.....J&J	30	40
Kan. City & Pac.—See M. K. & T.		
Kan. City St. Jos. & Council B.—		
1st 7s, 1907.....J&J	§118	120
Prior lien 7s, 1907 .....J&J	§117	120
Nodaway Val., 1st, 7s, 1920.J&D	§108	112
Tarkio Val., 1st M. 7s, 1920.J&D	§110	115
Kan. C. Pitts. & Gulf—		
Receivers' certificates.....	.....	.....
1st, g., 5s, Apr. 1, 1923, ctfs.A&O	74¾	75
Kan. C. Southern, 3s, g. 1950 (w. i.)	69½	70
Kansas City Suburban Belt—		
1st, 6s, 1920..... .....J&D	.....	.....
Con. Term. 1st, g., 5s, 1922.J&J	75	.....
Kan. C. Union Terminal—		
5s, 1923.....F&A	75	.....
Kan. C. & Ind. Air Line—		
5s, 1922.....M&S	75	.....
Kan. C. Wat. & Gulf—		
1st M., g., 5s, Jan. 1, 1930...J&J	.....	50
Kansas Midland—		
1st g., 4s, 1937.....J&D	.....	.....
Kansas Pacific—See Union Pac		
Keithsburg Br.—See Iowa Cent.		
Kentucky Central—See L. & N.		
Ken. & Ind. Bridge & Term. Co.—		
1st, g., 5s, 1911.....M&S	108	111
2d M., gold, 5s, 1919..... .A&O	30	.....
Term., gold, 5s, 1916.....J&D	.....	80
Keokuk & Des M.—See C. R. I. & P.		
Knoxv. & Ohio—See Southern Ry.		
Lake Erie & Western—		
1st, g., 5s, 1937.....J&J	119	.....
2d, g., 5s, 1941.....J&J	120	.....
No. Ohio, 1st, guar., g., 5s, 1945	111	.....
Lake Sh. & Mich. So.—See N.Y.C.&	R. H.	
Leavenworth Term. Ry. & Bridge—		
1st M., gold, 5s, 1923. .....J&J	§100	103
Lehigh & Hudson—		
1st mortgage, g., 5s, 1911....J&J	100	.....
2d M. 5s, 1917.....J&J	95	.....
Warwick Val.—1st 6s, 1900A&O	§100	.....
2d 6s, 1912.....A&O	§102	.....
Lehigh Valley—		
1st, 6s, ext. g. 4s, 1948.....J&D	118	.....
Con. M., 6s, ann.....J&D	126½	.....
Con. M., 6s, R., gold, 1923..J&D	118	.....
Con. M., 4½s, R., 1923.....J&D	100	.....
Con. M., 4½s, ann..... ....J&D	101	.....
2d, M., 7s, 1910.....M&S	127½	.....
Mtg. & coll. tr., g., 5s, 1997.M&N	106	107
Car trusts, g., 5s, Feb. '01 to 1906	.....	.....
Middlesex Val. 1st, g., 5s, '42.M&N	92	98
Pa. & N. Y. Canal—		
1st, 7s, 1906.....J&D	120	.....
Con. M., 5s, 1939..... ....A&O	107	.....
Con. M., 4½s, 1939.... ...A&O	.....	101⅛
Cons., 4s, 1939.....A&O	.....	93
Elmira Cortland & Northern—		
1st pref., g., 6s, Apr. 1, 1914.A&O	§113	.....
1st M., g., 5s, 1914.....A&O	97½	100
Lehigh Valley—(Con.)—		
E. C. & N.-Can. Nor. 1st, 6s, '06.J&J	96	.....
Easton & Amboy—5s, 1920.M&N	113	.....
Lehigh & N. Y., 1st g. 4s, 1945..	90	92½
Leh. V. Coal, 1st, 5s, g., gu., '33.J&J	101⅛	101¼
Snow Shoe, 1st M., 5s, 1910.J&J	90	.....
Leh. V. Ry. of N.Y., 1st, 4½s, g., '40	109	.....
Leh V. Ter., 1st, g., gu., 5s, '41.A&O	.....	117½
Lehigh & Wilkes B.—See Cent. N. J.		
Leroy & Caney Val.—See Mo. Pac.		
Lexington & Eastern—		
Gen. mort. 5s, 1935.....A&O	22	35
Lima North.—See Det. & Lima No.		
Lincoln & No'westn—See C. B. & Q.		
Little Miami—		
Renewal 5s, 1912.....M&N	114	.....
Little Rock & Ft. S.—		
1st, 7s, 1905.....J&J	.....	105
Long Br. & Sea Sh.—See C. of N. J.		
Long Dock—See Erie.		
Long Island—		
Unified g. 4s, 1949.....M&S	77	82
2d mortgage, 7s, 1918 .....F&A	138	.....
1st, consol., g., 5s, 1931.....Q-J	122½	.....
1st, consol., g., 4s, 1931.....Q-J	105	.....
Gen. mort., g., 4s, 1938.....J&D	94	99
Met. Ferry—1st, g. 5s, 1937M-N	105	.....
Ferry, 1st, 4½s, con. g., 1922.M&S	94	99
4s, gold, 1932..... .....J&D	92	.....
Debenture gold 5s, 1934. ..J&D	95	.....
N. Sh. Br., 1st, con. 5s, g., '32.Q-J	95	.....
N.Y. & R'k'y—1st 7s, 1901.A&O	.....	95
N.Y. & R.B.—1st, g., 5s, 1927.M&S	95	.....
2d mort., inc., 1927.....Jan. 1	20	.....
N. Y. Brooklyn & Man. Beach, 1st, gold, 5s, 1935.....	105	.....
Brook. & Mon., 1st, g. 6s, 1911M&S	107½	.....
1st, 5s, 1911.....M&S	100	.....
2d, 5s, 1938.....J&D	103	.....
L. I. City & F.—1st, 6s, 1911.M&N	110	.....
2d 5s, 1937.....M&N	100	.....
N. Y. Bay Ext. R., 1st, 5s, gold, 1943.....J&J	95	.....
Louisiana & Mo. Riv.—See Chi. & A.		
Louisiana Western—		
1st, 6s, 1921.....J&J	§108	.....
Louisv. Cin. & Lex.—See L. & N.		
Louisville Ev. & St. L.—		
1st, 6s, 1926.....A&O	115	120
E. R. & E. Div., 1st, 6s, 1921.J&J	90	.....
H. T. C. & C., 1st, 6s, 1927...A&O	.....	30
2d mort., 6s, gold, 1936....A&O	60	.....
Consol. g., 5s, 1939, certifs..J&J	.....	67½
Gen., gold, 4s, 1943.....M&S	6½	7½
Venice&Car., 1st M., 6s, 1900J&D	97	.....
1st mort., 6s, 1902.....J&D	97	.....
Louisville Henderson & St. L.—		
1st mort., g., 5s, 1946.....J&J	95	100
Louisville & Jeffersonv. Bridge—		
Guaranteed gold 4s, 1945..M&S	95	96½
Louisville & Nashville—		
St. L. prop., 1st g., 5s, 1916.M&S	108	110
Cecilian Br., 7s, 1907.....M&S	104	.....
N. O. & Mobile—		
1st, 6s, 1930.....J&J	.....	130
2d, 6s, 1930.....J&J	116	.....
E. H. & N. 1st, 6s, 1919.....J&D	113½	.....
Gen. mort., 6s, 1930..... .....J&D	118½	.....
Col. trust, g., 4s, 1903-1918.A&O	100	100½
Lou. C. & Lex.—Gen. 6s, red. to 4½s, Nov., 1931.....M&N	114	115
2d mort., 7s, 1907.....A&O	121	122
Mem. & O., stl. M., 7s, g., '01..J&D	102	.....
Louis. Ry. T. Co., 1st, 8s, '01.M&N	103	.....
M. Clarksv. & L, stl. 6s, g., '02.F&A	103	.....
Maysv. & Lex. 1st M. 7s, 1906.J&J	108	.....
L. & N., Mob. & Mont. 4½s, '45.M&S	106	.....
Pensacola Div., 1st, 6s, 1920.M&S	109	.....
St. Louis Div., 1st, g, 6s, 1921.M&S	123	.....
2d, 3s, 1980.....M&S	60	.....
Nash. & Dec., 1st, 7s, July 1, 1900	101½	.....
So. & No. Ala. £., g'd. 6s, '03.M&N	ℓ104	109
S. F., 6s, 1910..... .....A&O	106	.....
Cons. mort., g'd, 5s, 1936.F&A	109	.....
50-year gold, 5s, 1937.....M&N	109	.....
Unified 4s, gold, 1940.....J&J	99⅞	100
Pensa. & Atl., 1st 6s, gu., '21.F&A	112½	.....
Col. tr., gold, 5s, 1931.....M&N	108½	.....
Nas. F. & S., 1st, gu., g., 5s, '37.F&A	107½	109½
Ky. Cent., 4s, gold, 1987.....J&J	97	.....
Mahoning Coal—See L. S. & M. S.		
Maine Central—		
Exten. bonds, 6s, g., 1900...A&O	§103	.....
Cons., 7s, 1912.....A&O	§135	136
Knox. & Linc., 1st M., Pen. Sh. line, 4s, 1920.....F&A	§100	.....
2d, 5s, Feb. 1, 1921.....F&A	§.....	.....
Cons. 4s, Apr. 1, 1912.....A&O	§105	.....
Cons., 4½s, Apr. 1, 1912....A&O	§110	.....
4½s, gold, Feb., 1905..... F&A	§104	.....
Hereford Ry. —g., 4s, 1930.M&N	§ 98	100
Upper Coos, 1st 4s, gd. 1930M&N	§100	.....
Upper Coos, Ex. 4½s, g., '30..M&N	§107	108
Eur. & N. A., 4s, gold, 1933...J&J	§114	115
Marquette Houghton & Ont.—		
Mort., 6s, 1925.....A&O	§118¼	.....
Maysv. & Lex.—See Louisv. & Nash.		
McK'sport & B. V.—See P. McK. & Y.		
Merchants' Br.—See St. L. Mer. Ter.		
Mexican Central —		
Consol. 4s, 1911..... J&J	79½	81
1st, con., inc. 3s, 1939.....July	27⅓	28
2d, con., inc. 3s, 1939.....July	14¼	14½
Mexican International—		
Prior lien, g., 4½s, 1947.....M&S	ℓ 97	100
1st con. g. 4s, Sept. 1, 1977.M&S	.....	.....
Mexican National—		
1st, 6s, 1927.....J&D	102	105
2d, A, inc. 6s, '17, c'p'n stpd.M&S	60	65
2d M., ser B, inc. 6s, 1917...Apr.	11	14
Mexican Northern—		
1st M., g., 6s, 1910.....J&D	107½	108
Mich. Cent.—See N. Y. C. & H. R.		
Middlesex Valley—See Leh. Val.		
Midland of N. J.—See N. Y. S. & W.		
Midland Term.—See Den & So'w'n.		
Mil. L. Sh. & West.—See Chic. & N. W.		

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask.
Milw. & Madison—See Chic. & N.W.		
Milw. & No.—See Chic. Mil. & St. P.		
Milw. & St P.—See C. M. & St. P.		
Minneapolis & Pacific—		
1st, 5s, 1936.....J&J	100	.....
1st, 4s, 1936.....J&J	90	101
Minneapolis & St. Louis—		
1st, 7s, 1927.....J&D	150	.....
1st, 7s, Jan., 1907.....J&J	115	119
Minn. & Dul., 1st 7s, 1907..M&N	112	.....
1st, consol., gold, 5s, 1934.M&N	.....	115
1st, ref'd'g, g., 4s, 1949....M&S	98	.....
Iowa Ext., 1st, g., 7s, 1909..J&D	123	125
So'west Ext., 1st, g., 7s, 1910.J&D	120	.....
Pacific Ext., 1st, 6s, 1921...A&O	123	.....
Minn. St. P. & Sault Ste Marie—		
1st, cons., g., 4s, 1938.....J&J	94	.....
Minn. S. Ste. M. & Atl.—1st, 4s, 1926	97	.....
Minn. Union—See St. P. M. & M.		
Min. Range—Cons., g., 5s, '31.J&J	80	.....
Miss. Riv. Bdg.—See Chic. & A.		
Missouri Kansas & Texas—		
1st, gold, 4s, 1990.....J&D	93½	.....
2d, gold, 4s, 1990.....F&A	69½	70
1st Extension 5s, 1944.....M&N	92	.....
M.K.&T.of T., 1st, 5s, gu., '42.M&S	92	.....
Teb. & Neosho., 1st. 7s, 1903.J&D	104	110
Kan. C. & Pac., 1st, 4s, g.'90.F&A	75	.....
Dal. & Waco, 1st, gu., 5s, '40.M&N	.....	.....
Sherman Shreveport & South.—		
1st M., gu., gold, 5s, 1943.J&D	94	97
S.W.Coal & Imp., 1st, 6s, 1929.J&J	92	.....
Missouri Kansas & Eastern—		
1st, 5s, gold. guar., 1942...A&O	106	.....
2d M., gold, 5s, 1942.....A&O	75	85
Missouri Pacific—		
Consol. 6s, 1920.....M&N	120	.....
3d mort., 7s, 1906.....M&N	114	.....
Trust, gold, 5s, 1917.....M&S	97	
Col. trusts, 5s, 1920.....F&A	93	93¼
Lexington Div., 5s, 1920...F&A	90	100
Pac. of Mo., 1st, ex., g., 4s, '38.F&A	105	.....
2d, ext. 5s, gold, 1938.....J&J	113	.....
St. L. R. E., 1st, 5s, 1938...M&N	103	.....
Carondelet Br., 1st, 4½s, '38.A&O	93	.....
Verdig Val. I. & W., 1st, 5s, '26.M&S	80	.....
Ler. & Can. V. A. L., 1st, 5s, '26.J&J	75	.....
St. Louis Iron Mount'n & South.		
Unify. & Ref'g. g. 4s, 1929..J&J	82¼	82½
Gen. con. ry. & l. g., 5s, '31.A&O	113⅜	113½
Gen. con. stpd. gu. g., 5s, '31.A&O	.....	113
Little R'k Jun. 1st 6s, gu. '16.A&O	90	.....
Mobile & Birm.—		
Prior lien 5s, 1945.....J&J	105	.....
Gen. M., gold, 4s, 1945.....J&J	.....	85
Mobile & Ohio—		
1st mort., gold, 6s, 1927....J&D	.....	131
1st, exten., 6s, 1927.....Q—J	120	.....
Gen. mort., 4s, 1938.....M&S	.....	87
Montgom. Div., g, 5s, 1947.F&A	.....	109
St. L. & Cairo, 4s, gu., 1931...J&J	90	.....
Mohawk & Malone—See N.Y.C.&H.		
Mont. Cent.—See St. P. M. & M.		
Monongahela River—		
1st 5s, guar., gold, 1919....F&A	105	.....
Morgan's La. & Tex.—See So. Pac.		
Morris & Essex—See D. L. & W.		
Nashua & Lowell—		
5s, July 1900.....J&J	§100⅛	100¼
Nashville Chattanooga & S. L.—		
1st, 7s, 1913.....J&J	127	130
2d mort., 6s, 1901.....J&J	100	103
Consol., gold, 5s, 1928.....A&O	106	108
Duck River—2d, g. 6s, 1909M&N	107	.....
Bon Air Br., 6s, 1917.....J&J	103	107
Lebanon Br., 6s, 1917.....J&J	110	.....
Centreville Br., g., 6s, 1923J&J	110	.....
Tracy City Br., 6s, 1917.....J&J	110	.....
McM. M. W. & Al., 1st, 6s, '17.J&J	110	.....
Jasper Br., 1st 6s, 1923.....J&J	111	.....
8s, 1906.....J&J	110	.....
Nash. Flor. & Sheff.—See L. & N.		
Nebraska—See C. B. Q.		
Nevada Co. Nar. G. RR.—		
7s, 1924.....J&J	106	.....
Newb'g Dutch & Conn.—Inc., 1977	2	10
Newcastle & Shenango Valley—		
1st, g., 6s, 1917.....J&J	104	.....
New England Railroad—		
N. Y. & N. E., 1st, 7s, 1905..J&J	114¾	.....
1st, 6s, Jan., 1905.....J&J	§109⅝	.....
Consol. g., 5s, July 1, 1945..J&J	§131	.....
N.Y.&N.E.Bos.T. 1st, 4s '39.A&O	§108	108½
Woon. & P., 1st, gu., 5s, 1910.A&O	§105	.....
N. Hav. & Derby—See Housatonic.		
New Hav. & No.—See N.Y.N.H.&H.		
N. J. Junction—See N. Y. Central.		
N J. & N. Y.— 1st, 6s, 1910...M&N	108	.....
N. J. Southern—See Central N. J.		
New London Northern—		
1st, 5s, 1910.....J&J	§110	.....
1st, 4s, July, 1910.....J&J	§102	106
New Orleans & Northeastern—		
Prior l. g., 6s, Nov. 1, 1915..A&O	110	.....
Newport & Cincinnati Bridge—		
4½s, g., g'd, 1945.....J&J	113	114½
Newp. & Rich.—See Conn. & Pass.		
New River B'dge—See Ches. & Ohio		
N.Y. B. & M. Bch.—See Long Island.		
N.Y. Bay Ext. RR.—See Long Isl.		
N. Y. & Can.—See Del. & Hud.		
New York Central & Hud. Riv.—		
Ref'd'g g 3½s, July 1, 1997.J&J	110¼	111¼
L. S. Col. tr. g. 3½s, 1998...F&A	98	98½
M. C. col. tr., g., 3½s, 1998..F&A	97	97⅛
1st, coupon, 7s, 1903.....J&J	110⅛	.....
Debenture 5s, 1884-1904...M&S	105¾	.....
5s, 1889-1904.....M&S	105¾	.....
4s, 1890-1905.....J&D	103	.....
Debt certs., 4s, g., 1905, ext.M&N	103¼	.....
Sterling mort., 6s, g., 1903..J&J	ℓ104	108
N.Y.& Har'm 1st, 7s, 1900.M&N	102¾	.....
N. J. Junc., 1st, 4s, gu. 1986.F&A	104½	.....
West Shore, 1st, 4s, 2361.....J&J	114	.....
Beech Cr., 1st, 4s, g., gu. 1936.J&J	109	.....
2d, guar., g., 5s, 1936 .....J&J	110	.....
Clf. Bit. C. Co., 1st, g. 4s, '40.J&J	90	96

Bonds.	Bid.	Ask.
N.Y. Central & H.R. RR.—(Con.)—		
Gouv. & Osw., 1st, 5s, g., 1942.J&D	115	.....
Nor. & Mont., 1st, 5s, g., 1916.A&O	113	.....
Cart. & Adir., 1st, 4s, g., '81.J&D	ℓ 106	110
Dunkirk Warren & Pitts.—		
1st M., g., 7s, 1900.....J&D	100	.....
N.Y. & Nor. 1st, g., 5s, 1927..A&O	120	.....
N.Y. & Put. 1st, 4s, g., 1993..A&O	ℓ 105	109
Oswego & Rome—		
2d, 5s, 1915.....F&A	110	.....
1st mort., 7s, 1915.....M&N	130	.....
Mohawk & M., 1st, 4s, g., 1991.M&S	105½	.....
Rome W. & O., 1st ex., 5s, '22.A&O	.....	129½
R.W. & O. Ter. R. 1st, 5s, 1918.M&N	111	.....
Syracuse No. 1st M. 7s, 1901.J&J	103	.....
Wat. & Rome 1st, 6s, 1910..M&S	111	.....
Utica & B. Riv., 4s, g., 1922..J&J	108	.....
West Transit Co., 4½s, 1903.F&A	101	.....
Pitts. McKees. & Yough.—		
1st 6s, 1932.....J&J	141	.....
2d, 6s, guar. 1934.....J&J	132	.....
McK. & B.V. 1st, 6s, g, 1918.J&J	126	.....
Lake Shore & Michigan So.—		
Con. g., 3½s, June 1, 1997.J&D	110	111
Det. Mon. & T.—1st, 7s, '06.F&A	119⅞	.....
Lake S., cons. 1st, 7s, July, 1900	102	.....
Cons. 2d, 7s, 1903 .....J&D	113¾	.....
Mahon. C. RR.—1st, 5s, '34..J&J	125	.....
K. A. & Gr. R.—1st, 5s, '38.J&J	124	.....
Kal & White Pig'n Mt., g., 5s, '40	122	.....
Michigan Central—		
Consol. 7s, 1902.....M&N	109¼	110
Consol. 5s, 1902.....M&N	103	.....
5s, cou., 1931, D. & B.C.div.M&S	125	.....
1st mtg. M. Air Line 4s, '40J&J	104	.....
1st, 6s, Grand Riv. V., 1909.M&S	118	.....
1st, 5s, Kal. & S.H., 1939.M&N	117	.....
J.L. & Sag., 1st ext. 5s 1901.M&S	101	.....
Det. & B. C., 1st, 8s, 1902.M&N	§110	.....
Det. & B. C. Bridge 8s, '03.M&N	§112	.....
Bay C. & B. C. 1st M. g. 3s, '89 J&D	84	.....
Bat. C. & S. 1st gu. g. 3s, '89.J&D	84	.....
N. Y. Chicago & St. Louis—		
1st, g. 4s, 1937.....A&O	108¼	.....
N. Y. & Greenw'd Lake—See Erie.		
N.Y. & Harlem—See N. Y. C. & H.		
N. Y. Lack. & W.—See D. L. & W.		
N.Y. L. E. & W. C. & RR.—See Erie.		
N. Y. & Long Branch—See Cent. of New Jersey.		
N.Y. & M. Beach—See Long Island.		
N. Y. & New Eng.—See New Eng.		
N. Y. New Haven & Hartford—		
1st, registered, 4s, 1903 ....J&D	103	.....
Con. deb., 4s, $1,000.....A&O	185	.....
Deb. 4s, 1947.....M&S	118	.....
Boston & New York Air Line—		
1st, 5s, Aug. 1, 1905.....F&A	105	.....
Danbury & Norwalk—		
Con. 5s, July 1, 1920.....J&J	118	.....
Gen. 5s, April 1, 1925....A&O	114	.....
Harlem River & Portchester—		
1st, 7s, guar., Oct., 1903..A&O	§113	115
1st, 6s, guar., Oct., 1903.A&O	111¼	.....
2d, 4s, June, 1911.....J&D	102	.....
Housatonic—1st, 4s, 1910..A&O	103	.....
Con. g., 5s, 1937.....M&N	126	.....
New H. & Derby, 1st. m 7s, '00F&A	100	.....
Consol. 5s, 1918.....M&N	116	.....
New Haven & Northampton—		
Consol. 6s, April, 1909....A&O	120	.....
North ext., 5s, 1911.....A&O	108	.....
New York Provid. & Boston—		
Gen. g. 4s, April 1, 1942.A&O	111	.....
Shore Line—		
1st 4½s, 1910..M&S.....	110	.....
New York Ontario & Western—		
Ref'nd., 1st, g., reg, 4s, 1992.M&S	.....	105
Pur. money certfs. 5s '01-11.F&A	.....	.....
New York Pennsylvania & Ohio—		
Prior lien 4½s, 1935.....M&S	106	111
Equip. trust, 5s, 1908.....M&N	98	.....
Equip. trust, 5s, scrip, 1910.....	98	.....
N. Y. Phila. & Nor.—		
1st g. 4s, Feb. 1, 1939.....J&J	103¼	.....
Income 4s. Feb. 1, 1939....M&N	80	.....
N. Y. & Putnam—See N.Y. C. & H.		
N.Y. & Rockaway Bch.—See L. I.		
New York Susq. & W.—See Erie.		
Nodaway Val.—See K.C.St.J.&C.B.		
Norfolk & Carolina—		
1st M. 5s, 1939.....A&O	115	117
Norfolk & Southern—		
1st, gold, 5s. 1941.....M&N	112	115
Nor. & Montreal—See N. Y. C.		
Norfolk & Western—		
General 6s, 1931.....M&N	132	.....
New River, 1st, 6s, 1932....A&O	130	133
Imp't and exten., 6s, 1934 .F&A	123	.....
Col. Con. & Ter., 1st, 5s, g., '22.J&J	106	.....
Scioto Val. & N.E., 1st, 4s, '89.M&N	99	.....
Virginia & Tennessee—		
Extended, 5s, 1900.....J&J	100⅜	102
N. & W. Ry. 1st con., g., 4s, '96.A&O	99	99¼
Northern Alabama—		
1st mort., gold, 5s, 1926....J&J	.....	.....
North. Ry. of Cal.—See Sou. Pac.		
Northern Ill.—See Chic. & N. W.		
Northeast Pennsylvania—		
1st, g., gu., 5s, 1920.....A&O	.....	.....
Northeast. of South Carolina—		
Consol., gold, 6s, 1933.....J&J	116	.....
Northern California Ry.—		
1st g., 5s, 1929.....J&D	109	.....
Northern Central—		
Con. mort., 6s, g., July 1, 1900.J&J	101¼	101⅜
Con. gen. M., 6s, C, 1904....J&J	108	.....
Con. G. M., 4½s, E, 1925...A&O	115	116
Mort. bds., 5s, 1926, ser. A...J&J	119	119½
Mort. bonds, 5s, 1926, Ser. B.J&J	118	.....
Union Railr'd, 2d g. 6s, 1900 M&N	.....	.....
Northern New Jersey—		
1st 6s, 1917.....J&J	§120	125
Northern Ohio—See L. E. & West.		
Northern Pacific—		
West. of Minn., 1st, 7s, '07..M&N	115	.....
St. Paul & No. Pac., 6s, g., '23.F&A	125	.....

Bonds.	Bid.	Ask.
Northern Pacific—(Con.)—		
St. Paul & No. Pac.—(Con.)—		
Reg. certs.....Q—F	121	.....
Prior lien, g., 4s, 1997. .....Q—J	105¼	105½
Gen. lien, g., 3s, 2047.....Q—F	68½	69
Wash. Central, 1st g., 4s....1948	82	88
North Pacific Coast RR.—		
1st M., g., 6s, Nov. 1, 1901.M&N	104	.....
Gen. M. g., 5s, Jan. 1, 1912.J&J	106½	107½
Northern Pacific Ter. Co.—		
1st, 6s, 1933.....J&J	117	.....
North Pennsylvania—		
1st M., 4s, extended, 1936.M&N	115	.....
6s, deb., 1905.....M&S	111	.....
7s, general mort., 1903, cou.J&J	112	.....
Norwich & Worcester—		
4s, March 1, 1927.....M&S	§111	.....
Ogdensburg & Lake Cham.—See Rutland RR.		
Ohio I. & W.—C. C. C. & St. L.		
Ohio & W. Va.—See Hocking Val.		
Ohio River RR.—		
1st g., 5s, 1936.....J&D	107	.....
Gen. gold 5s, 1937.....A&O	92	95
Hunt. & B. S., 1st, 6s, 1922.J&J	85	.....
Rav. Spen. & G., 1st, 6s, 1920.F&A	85	.....
Ohio Southern—		
1st g., 6s, 1921, Tr. rec'ts...J&D	97	99
Gen. g., 4s, 1921.....M&N	2½	3
Old Colony—		
4½s, April 1, 1904.....A&O	§104	.....
4s, July 1, 1904.....J&J	§102½	.....
4s, gold, Feb., 1924.....F&A	§112½	.....
4s, Dec., 1925.....J&D	§112	.....
4s, Jan. 1, 1938.....J&J	§114	.....
B. C. F. & N. B. 5s, 1910....J&J	§113	.....
Omaha Bridge—See Union Pacific.		
Omaha & St. Louis RR.—		
1st, mtg. g. 4s, 1901.....J&J	75	77
Oregon & California—See So. Pac.		
Oregon RR. & Nav.—See Un. Pac.		
Oregon Short Line—See Union Pac.		
Oswego & Rome—See N. Y. Cent.		
Oswego & Syracuse—See D. L. & W.		
Ottawa Osw. & Fox R.—See C.B.&Q.		
Ottumwa C.F.&St.P.—See C.& N.W.		
Pacific Coast Co.—See Miscellan's.		
Panama—		
1st, 4½s, g., Oct. 1, 1917...A&O	104	.....
Subsidy bonds, 6s, 1910....M&N	96	.....
Pecos Val. & Northeastern—		
1st g., 5s, Jan. 1, 1948.....J&J	.....	85
Pennsylvania RR.—		
Gen. mort., 6s, $, r., 1910..A&O	126½	130½
do 6s, £, c, 1910....J&J	ℓ 123	126
Con. mort. 6s, c, 1905...J15&D15	113	.....
do 6s, £, 1905.....J&J	ℓ 112	116
do 5s, g., con., 1919.M&S	.....	127¼
do 4s, gold, 1943...M&N	116	120
do 3½s, g., £, 1945..J&J	ℓ 104	106
Collateral Tr., g., 4½s, 1913.J&D	111¼	112½
Col. tr. 4s, Ph. W. & B., 1921.J&J	110	.....
R.E. pur. money, 1st g. 4s, '23M&N	110	.....
Equip. Tr., g. 4s, '14, ser. A.M&S	104	.....
Roll. stk. tr. certs. 3½s. g., '00..Q-J	98	102
Cleveland & Marietta—		
1st, guar., g. 4½s, 1935..M&N	110	112
C. & Pitt. 7s, s. f., con., 1900.M&N	104	.....
Ser. A, 4½s, gen., gtd., 1942.J&J	118	.....
Ser. B, 4½s, gen., gtd., 1942.A&O	119	.....
Ser. C., 3½s, gen. gtd., 1948.M&N	107	108
Erie & Pitts. equip. 7s, 1900. A&O	110	.....
Gen. gu., g., 3½s, Ser. B, '40J&J	101	.....
Pennsylvania Co.—		
1st M. g. 4½s, 1921.....J&J	114¼	115¼
Guar. col. tr. cts., g. 3½s, 1937	100½	.....
Phil. Germ. & Chest. Hill—		
1st g'd 4½s, 1913.....M&N	106	.....
Pitt. C. C. & St. L.—		
Con., g. gt. 4½s, ser. A, 1940.A&O	116¼	.....
do do ser. B, 1942.A&O	116¼	.....
do do ser. C, 1942.M&N	114	.....
do 4s, ser D, 1945.M&N	107¾	108¾
do 3½s, ser. E, 1949.F&A	99½	100
Col. & In. Cen., 1st, 7s, 1904.J&J	111	.....
2d, M. 7s, 1904.....M&N	111	.....
C.St.L.&Pitts. 1st, 5s, g. '32.A&O	120	.....
Jeff. Mad. & Ind. 1st, 7s, '06.A&O	113	.....
J. M. & I. 2d M., 7s, 1910...J&J	;	126⅞
Pitts. C. & St. L. 1st, 7s, 1900 F&A	101⅞	.....
Steub. & Ind. 1st, 5s, 1914..J&J	110	.....
Un. & Log'nsp, 1st M. 7s, '05A&O	111	.....
Pitts. Ft. W. & C. 1st, 7s, '12. Var.	137	.....
2d, 7s, 1912.....Var.	133	138
3d, 7s, 1912..... -- A&O	133	.....
Alleg. Val., 1st M., 7s, 1910.A&O	126½	128½
General, 4s, gold, 1942...M&S	107	.....
Balt. Ches. & At., 1st, g. 5s, '34.M&S	108	.....
Sun. & Lew. 1st g., 4s, 1936..J&J	107	.....
Penn & N. Y. Can. al—See Lehigh V.		
Pennsylvania & Northwestern—		
Gen. 5s, Jan. 1, 1930.....J&J	.....	98
Bells Gap, 1st, 6s, 1905....F&A	107	.....
Cons. mort. 6s, 1913.....A&O	109	.....
Clearfi'd & Jeff. 1st, 6s, 1927.J&J	.....	113
Penobscot Shore Line—See Maine Central.		
Pensacola & Atl.—See Lou. & Nash.		
Peo. Dec. & Evansv.—		
1st, 6s, 1920, certfs.....J&J	100	.....
2d 5s, 1926, certfs.....	10	16
Evansv. Div. 6s, 1920 certs. M&S	99	.....
Peoria & East.—See C. C. C. & St. L.		
Peoria & Pekin Union—		
1st, 6s, 1921.....Q-F	128	.....
2d mort., g., 4½s, 1921..... M&N	97¼	.....
Pere Marquette RR.—		
Chic. & W. Mich. 5s, 1921..J&D	§101	.....
Ch. & N. Mich., 5s, gu., '31.M&N	§ 96	97
Detroit Grand Rapids & West'n, 4s, 1946..... ....A&O	§ 92	93
Flint & Pere Marquette—		
Gold, 6s, 1920.....A&O	123	.....
1st con., gold, 5s, 1939...M&N	103	.....
Holly W. & M. RR. 8s, 1901.J&J	102	.....
Pt. Huron Div., g, 5s, 1939.A&O	107	.....

§ Purchaser also pays accrued interest. ℓ In London. ; Last sale.

Bonds.	Bid.	Ask.
Perkiomen—		
1st ser., 5s, 1918.....Q-J	105½	106
2d series, 5s, 1918.....Q-J	92	.....
Petersburg—See At. Coast Line of Virginia.		
Phila. & Baltimore Central—		
1st, 5s, 1911.....M&N	103	.....
1st, 4½s, 1911.....M&N	100	.....
Philadelphia & Erie—		
General, guar., 6s, g., 1920..J&J	ℓ137	141
Gen., 5s, 1920.....A&O	120½	....
Gen., 4s, 1920.....A&O	107	.....
Phil. Ger. & Ches. Hill—See Pa. RR.		
Phila. Harrisburg & Pittsburg—		
1st mort., gold, 5s, 1925....A&O	103	.....
Philadelphia Newtown & N. Y.—		
1st, g., 5s, 1942.....A&O	.....	.....
1st mort., red. to 3s, 1942..A&O	65	67½
Phila. & Reading—See Reading.		
Phila. & Read. Coal & Iron—		
5-10 year cert., g., 6s, 1904..Q-J	102	.....
Philadelphia W. & Baltimore—		
Debenture, s. f., 5s, 1910...J&D	108	.....
Debenture, 4s, 1917.....A&O	108	110
Debenture, 4s, 1922.....M&N	107	.....
Debenture, g., 4s, 1926 .....J&J	103	.....
Debenture, g., 4s, 1932.....A&O	107	.....
Piedmont & Cumberland—		
1st, g. 5s, 1911..... .....F&A	106	.....
Pine Creek—		
Guar., 6s, reg. 1932.....J&D	135	.....
Pitts. Bessemer & Lake Erie—		
P. S. & L. E. 1st g., 5s, 1940. A&O	116	117
Consol. 1st g., 5s, July 1, '43. J&J	110	.....
P. B. & L E. con. g., 5s, 1947. J&J	112	112¼
Pitts. C. C. & St. L.—See Penn. Co.		
Pitts C. & St. L.—See Penn. Co		
Pitts. Char. & Youghiogheny—		
1st mort. 6s, 1902.....F&A	102	.....
Gen. mort., gtd., 4s. 1934..A&O	93	.....
Pitts. Cleveland & Toledo—		
1st, 6s, 1922.....A&O	107	.....
Pitts. Ft. W. & C.—See Penn. Co.		
Pitts. & Lake Erie—		
1st, g., 6s, 1928.....J&J	138	.....
2d, 5s, 1928 .....A&O	112	.....
Pitts. McKees. & Yough.—See New York Central—		
Pitts. Pains. & Fairport—		
1st, g., 5s, 1916.....J&J	90	.....
Term. mort., 5s, 1916.....A&O	90	.....
Pitts. Shawmut & Northern—		
1st, g., 5s, Feb. 1, 1949.....F&A	100½	102
Pitts. Shen. & L. E—See P. Bess. & L. E		
Pittsburg & Western—		
1st, 4s, 1917, certfs.....J&J	100	.....
Foxb. Bridge—1st, 6s, 1902. M&S	85	.....
Pittsburg Youngst. & Ashtabula—		
Ashtab. & Pitts. 1st, 6s, 1908. F&A	116	.....
Consol. 5s, 1927.....M&N	§112	.....
Pontiac Oxford & Northern—		
1st, g., 6s, July 1, 1916 .....J&J	§110	.....
Portland & Ogdensburg—		
1st, 6s, g., July 1, 1900.....J&J	§100	.....
Con. mort., 5s, 1908.....M&N	§110	112
Portland & Rochester—See Boston & Maine.		
Portland & Rumford Falls—		
1st, gold, 4s, Nov., 1926...M&N	§.....	103¾
Debenture 4s, Aug., 1927..F&A	§.....	101
Port Reading—		
1st M., gu., 5s, 1941.. .....J&J	106	.....
Ports. Gt. F. & Con.—See Bos. & Me.		
Potomac Valley—		
1st, gu. 5s, g., 1941.....J&J	98	.....
Providence & Worcester—		
1st 4s, Oct. 1, 1947..... ..A&O	§117	118
Quincy Omaha & K. C.—		
1st g. 6s, opt., Sept. 12, 1900. J&D	§ 97	.....
Tr. Co. certs., non-pf., 5s, '17. M&S	40	50
Raleigh & Augusta—		
1st, 6s, 1926..... J&J	114	116
Raleigh & Gaston -		
Gold 5s, Jan. 1, 1947.....J&J	109½	110½
Raritan River Ry.—		
1st g. 5s, Jan. 1, 1939.....J&J	§100	102
Reading Company—		
Gen., g., 4s, Jan. 1, 1997....J&J	88¼	88½
Phila. & Reading—		
2d, 5s, gold, 1933.....A&O	128½	.....
1st, 4½s, 1910.....J&J	107	.....
1st, 6s, 1910.....J&J	117	.....
Con. M., 7s, 1911, coup.....J&D	130	.....
Consol. mort., g., 6s, 1911..J&D	122¼	.....
Imp. exten., g. 4s, 1947....A&O	106¼	106¾
Cons. exten. gold, 4s, 1937. M&S	102½	103
Term., 5s, gold, guar., 1941..Q-F	123	.....
Del. R. Ter., p. mon. g. 5s, '42 M&N	90	.....
Ex. pur. mon. g. 5s, 1942..J&J	90	.....
Rens. & Saratoga—See Del. & Hud.		
Republican Val.—See C. B. & Q.		
Richmond & Danv.—See So. Ry.		
Rich. Fredricksb'g & Potomac—		
1st, 6s, 1901.....M&N	103	106
Extended, 5s, 1902.....J&J	104	.....
Cons. mort. 4½s, 1940 ....A&O	100	.....
Rich. Hill—See K. C. Ft. S. & M.		
Richmond & Mecklenburg—		
1st g. 4s, Nov. 1, 1948.....M&N	82	86
Richmond & Petersburg—*See* Atlantic Coast Line of Va.		
Richmond York River & Ches.—		
1st, 5s, 1910.....J&J	§100	.....
2d mort., 4½s, 1910.....M&N	75	.....
Rio Grand Junction—		
1st, gu., 5s, 1939.....J&D	104	.....
Rio Grande Southern—		
1st, 4s, 1940.....J&J	74	75
Rio Grande Western—		
1st, 4s, 1939. ... .J&J	99¼	99½
1st consol. g. 4s, 1949.....A&O	85	90
Utah Cent., 4s, gd., g., 1917. A&O	84	88
Roch. & Pitts.—See Buff. R. & P.		
Rock Island & Peoria—		
1st M., 10s, 1906.....J&J	118	.....
Consol. 1st, 6s, 1925.....J&J	116	.....
Rome W. & O.—See N. Y. C. & H.		

Bonds.	Bid.	Ask.
Rutland—1st M., 6s, 1902....M&N	§103½	105
Con. 4½s, July 1, 1941.....J&J	§.....	109
Ogd. & L. Ch. 1st, g., gu 4s, '48. J&J	§100	101
Rutl. Canad. 1st, g., gu., 4s, '49. J&J	§102	103½
St. Charles Br.—See Wabash RR.		
St. Clair Mad. & St. L. Belt—		
Alton Bridge 1st, gold, 5s. 1933	70	90
St. Johns. & L. Champlain—		
1st g. 5s, March 1, 1944....M&S	132	133
St. Joseph & Grand Island.—		
1st, g., 2-3-4s, 1947.....J&J	83	84
St. Lawrence & Adirondack—		
5s, g., 1996..... .....J&J	113	117
St. Louis Al. & T. H.—See Ill. Cent.		
St. Louis Br.—See Term. Ry. Ass'n.		
St. L. & Cairo—See Mobile & Ohio.		
St. L. & Iron Mt.—See Mo. Pac.		
St. L. Kan. City & N.—See Wabash.		
St. L. Mer. Bridge Ter.—		
1st, 5s, 1930.....A&O	111¾	.....
Merch. Bridge, 6s, 1929....F&A	114	115
St. L. So.—See St. L. Alt. & T. H.		
St. Louis & San Francisco—		
2d, g, 6s, Class A, 1906....M&N	113¼	.....
2d, g., 6s, class B, 1906....M&N	113¼	.....
2d, g., 6s, class C, 1906....M&N	113¼	.....
1st M., P. C. & O., g., 6s, '19. F&A	.....	.....
Gen. mort., g., 6s, 1931.....J&J	120	.....
Coll. tr., s. f., g., 6s, 1920...F&A	107	.....
Gen. mort., g., 5s, 1931.....J&J	§.....	109¾
1st, trust, g., 5s, 1987.....A&O	103½	.....
Cons. g. 4s, 1996.....J&J	.....	84
1st g. 5s, 8w. Div., 1947.....A&O	100	.....
Cent. Div., 1st, g, 4s, 1929. A&O	93	.....
Ft. S. & V. B. B., 1st, g. 6s, '10. A&O	104	.....
St. L. W. & W., g., 6s, 1919. M&S	105	.....
St. Louis Southwestern.—		
1st, g., 4s, 1989, certfs.....M&N.	91	91½
2d, g., cert., income 4s, 1989. J&J	63	63½
Grays Pt. Term. g. 5s, 1947..J&D	100	105
St. Paul & Duluth—		
1st. 5s, 1931..... F&A	118	....
2d mortgage 5s, 1917.....A&O	110¾	.....
1st consol. g., 4s, 1968.....J&D	97	.....
Duluth St. Line, gtd., 5s, '16. M&S	100	.....
Taylor's Falls & L. Sup., 6s, 1914	109	.....
Dul. Union Dep., 5s, 1930. A&O	108	.....
St. Paul Minn. & Manitoba—		
2d, now 1st, g. 6s, 1909....A&O	120	.....
Dak. ext., 1st 6s, g., 1910..M&N	121⅜	.....
1st consol., g., 6s, 1933.....J&J	141½	.....
1st con., red. to 4½s, g., 1933. J&J	.....	116¾
Montana ext., 1st, 4s, 1937. J&D	.....	105
Pacific ext., 1st, 4s, £, 1940. J&J	.....	.....
Minn. Union 1st, 6s, 1922...J&J	124	.....
1st 5s, July, 1922.....J&J	.....	.....
Montana Cen., 1st, gd. g. 6s, 37 J&J	135	.....
1st, guar., gold, 5s, 1937..J&J	117	.....
East. Minn. 1st. g., 5s, 1908. A&O	110	.....
Nor. div. 1st, g., 4s, 1948. A&O	108	.....
Wil. & S. F. 1st, 5s, g., 1938. J&D	ℓ120	125
Minn. & Wes. 1st g, 5s, 1911. J&J	105	.....
St. P. & No. Pac.—See Nor. Pacific.		
St. P. & Sioux C.—See C. St. P. M. & O.		
San Ant. & Aran. Pass—See So. Pac.		
San Francisco & Nor. Pacific—		
1st, g., 5s, sink'g fund, 1919. J&J	108	.....
San. Fr. & San Joaquin Valley—		
1st g. 5s, Oct. 1, 1940 .....A&O	117¼	.....
Santa Fe Prescott & Phœnix—		
1st M., 5s, g., 1942.....M&S	100	105
Sault Ste. Marie Bridge—		
1st M., s. f., g., 5s, July 1, '37. J&J	100	.....
Sault Ste. Marie & Southwest.—		
See Chic. St. P. Minn. & Omaha.		
Savannah Florida & Western—		
1st M., g., 6s, 1934.....A&O	121	.....
1st M., g., 5s, 1934.....A&O	110	.....
Cons. M., gold, 5s, 1943....M&N	.....	.....
St. J. Riv. Div., g., 4s, 1934..J&J	93½	.....
Bruns. & West., 1st 4s, 1938. J&J	82	84
Scioto Val. & N. E.—See Nor. & W.		
Schenectady & Duanesburg—		
1st guar. 6s, 1924 .....M&S	116	.....
Seaboard & Roanoke—		
Debenture 6s, 1916.... ....F&A	105	.....
1st mtg. 5s, 1926.....J&J	107½	108
Shamokin Sunbury & Lewisburg.—		
1st, 5s, 1912.....M&N	107	.....
2d, 6s, g., 1925.....J&J	104	.....
Sham. Val. & Potts.—		
7s, con., 1901.....J&J	104	.....
Shore Line—See N. Y. N. H. & H.		
Sierra Ry. of California—		
1st, g., 6s, 1937.	.....	110
Silver Springs Ocala & Gulf—		
1st, g., 4s, 1918.....J&J	.....	.....
Sioux C. & N.—1st, 5s, 1920...J&J	.....	.....
Sioux C. & Pac.—See Chic. & N. W.		
Sodus Bay & S.—1st, 5s, g. 1924 J&J	100	....
So. Car. & Ga.—1st, g., 5s, 1919 M&N	105½	107½
Aug. South. g, 5s, 1924.....J&D	.....	103
Sumter & Wat. Riv. 5s, g, '19. A&O	§101	104
Southern Indiana Ry.—		
1st, g., 5s, June 1, 1938....J&D	§105	106½
Southern Pacific Co.—		
Coll. tr. 4s, Cen. Pac., 1949. J&D	84½	85
Central Pacific—		
1st ref'd'g 4s, g., g'd, 1949. F&A	99½	100
Mtg. 3½s, g., g'd., 1929..J&D	85	85¼
Gal. Har. & S. An. 6s, g., 1910 F&A	110	113
2d mort., 7s, 1905.....J&D	108½	110
Mex. & P. Div., 1st, 5s, '31. M&N	100½	.....
Houston & Texas Central—		
1st, l. g., g., 5s, 1937.....J&J	110	.....
Consol., l. g., gold, 6s, 1912. A&O	110	.....
Gen., gold, 4s, 1921.....A&O	86½	87
Morgan's Louis'a. & Texas—		
1st g. 6s, 1920.....J&J	121¾	.....
1st mort., 7s, 1918..... A&O	136	.....
N. Y. Tex. & Mex. 1st g 4s, '12. A&O	.....	.....
Oregon & Cal. 1st 5s, 1927...J&J	100½	102
S. Ant. & Ar. Pass. 1st g. gu, 4s. 1943	80	80¼
Texas & N. O. 1st, 7s, 1905..F&A	112	116
Sabine Div., 1st, 6s, 1912. M&S	110	.....
Consol., gold, 5s, 1943....F&A	103½	.....

Bonds.	Bid.	Ask.
Southern Pacific Co.—(Con.)—		
South Pacific Arizona—		
1st. 6s, 1909-1910.....J&J	111	111¾
Southern Pacific RR., Cal.—		
1st, g. 6s ser. A, Apr. 1, 1905. A&O	111	.....
1st, g. 6s. ser. B, Oct. 1, 1905, A&O	111	.....
1st, g. 6s. ser. C&D, 1906...A&O	112¼	112¾
1st, g. 6s, ser. E&F, Apr '12, A&O	119	119½
1st con., g., 5s, gu., 1937. M&N	108¾	109¾
1st con. g. 5s, stp'g 05-37. M&N	109	.....
Aust. & Nor. 1st, 5s, g., '41. J&J	98½	99½
So. Pacific Br. 6s, 1937...A&O	127½	128¼
So. Pac. Coast 1st, g., 4s, '37..J&J	78	81
So. Pac. N. M. 1st, 6s, 1911..J&J	109	112
No. Ry. of Cal., 1st 6s, g. gu, '07. J&J	113¼	114
5s, gold, guar., 1938.....A&O	116	117
Gila Val. Globe & Northern—		
1st, g., 5s, Nov. 1, 1924..M&N	105	107
Southern—		
1st, consol., gold, 5s, 1994..J&J	112¼	112¾
E. Tenn. reor. lien, 4-5s, 1938 M&S	.....	110
1st Mem. div. g, 4-4½-5s, '96. J&J	108	.....
2d Mem. div. 5s, 1996.....A&O	.....	.....
Alabama Central—		
1st g., 6s, 1918.....J&J	109	113
Atl. & Ch. Air-L. exten. 4s, '07. A&O	98	.....
1st, 7s, 1907.....J&J	117½	118⅛
Atl. & Danv., 1st, g., 5s. 1950 J&J	101¼	102
Atl. & Yad, 1st. gu. g. 4s. '49. A&O	95	.....
Atl. Tenn. & O.—1st, M. 6s, '13 A&O	110	.....
Char. Col. & Augusta—		
1st M., gold, ext. 5s, 1909..J&J	107	.....
2d M. 7s, 1910.....A&O	114½	115
Col. & Green. 1st, 6s, 1916...J&J	118	.....
E. T. Va. & Ga. 1st 7s, July 1, '00	102	102½
Divisional g., 5s, 1930.....J&J	.....	119
Consol., 1st, g., 5s, 1956..M&N	118	.....
Ga. Mid. 1st, g., 3s, 1946...A&O	56	63
Ga. Pac. 1st, g., 6s, 1922....J&J	122	123
Ga. Pac. Ry. equip., 5s, g., 1904.	98	.....
Knoxv. & O. 1st, g., 6s, 1925. J&J	.....	122⅛
Rich. & Dan. con., g., 6s, '15. J&J	121½	.....
Equip., s. f., g., 5s, 1909..M&S	100	.....
Deb., 5s, stamped, 1927..A&O	103	.....
Virginia Midland—		
Series A. 6s, 1906.....M&S	112	.....
Series B, 6s, 1911.....M&S	119	.....
Series C, 6s, 1916.....M&S	119	.....
Series D, 4-5s, 1921.....M&S	105	.....
Series E, 5s, 1926.....M&S	111½	.....
Series F, 5s, 1931.....M&S	.....	.....
General, 5s, 1936.....M&N	.....	.....
Do guar., stamped M&N	.....	110¼
Wash. O. & W., 1st, gu., 4s, '24. F&A	85	.....
W. No. Car., 1st con., g., 6s, '14. J&J	118	119½
South & North Alabama — See Louisville & Nashville.		
Spartan U. & Col.—See Ashv. & Spar.		
Spokane Falls & Northern—		
1st, 6s, g., 1939.....J&J	.....	125
State Line & Sullivan—		
4½s, 1929.....J&J	100	.....
Staten Island Railway—		
Gold, 4½s, 1943.....J&D	102½	105
Staten Island Rapid Transit—		
1st g., 6s, 1913.....A&O	119	.....
Steub. & Ind.—See Penn. Co.		
Sumter & Wateree River—See So Car. & Ga.—		
Sunbury Hazleton & W. B.—		
1st, 5s, May 1, 1928.....M&N	107½	.....
2d mort., inc. 6s, 1938, coup. M&N	113	.....
Sunbury & Lew.—See Penn RR		
Susp. Br. & Erie Junc.—See Erie.		
Syracuse Binghampton N. Y.—		
See Del. Lack. & Western.		
Syracuse Geneva & Corning—		
1st M., s. f., 7s, 1905.....M&N	102	.....
2d 5s, Mar. 1, 1909.....M&S	104	.....
Tebo. & Nesho.—See Mo. Kan. & T.		
Term'l RR. Association (St. Louis)		
1st, gold, 4½, 1939.....A&O	113	115
1st, consol., gold, 5s, 1944..F&A	113	115
St. Louis Br. 1st, g., 7s, '29..A&O	138	.....
Terre Haute & Indiana—		
1st, 5s, g., 1925.....J&J	105	.....
New con. 5s, g., 1925.....J&J	100	.....
Terre Haute & Logansport—		
1st, gu., 6s, Jan. 1, 1910....J&J	110	.....
Texas Central—		
1st 5s, 1923..... .....A&O	102	.....
Texas & New Orleans—See So. Pac.		
Texas & Pacific—		
East. Div., 1st, 6s, 1905....M&S	104	.....
1st, gold, 5s, 2000.....J&D	114	115
Toledo & Ohio Central—		
1st, 5s, g., 1935.....J&J	113	114
West Div., 1st, 5s, g., 1935. A&O	112	114
Gen. g., 5s, 1935 .....J&D	99½	100
Kana. & Mich., 1st, 4s, 1990. A&O	90⅛	.....
Toledo & Ohio Central Exten.—		
1st, 5s, g., 1938, certfs.....M&N	.....	7
1st g., 5s, guar., 1938.....M&N	.....	30
Marietta Minn., 1st, 6s, g., 1915.	.....	12
Toledo Peoria & Western—		
1st, 4s, 1917. ... .J&J	83	84
Tol. St. L. & K. C.—		
Tr. Co. ctfs., 1st, 6s, 1916....J&D	126	126½
Tol. Walh. Val. & Ohio.—		
Gen., g., gu., 4½s, 1931, ser. A. J&J	105	.....
Toronto Ham. & Buffalo—		
1st, g. 4s, July 1, 1946.....J&D	.....	100
Troy & West Troy Bridge—5s.....	107	108
Ulster & Delaware—		
Con., 5s, 1928.....J&D	106	106½
United Cos., N. J.—		
6s, g, 1901.....M&S	101½	.....
General, gold, 6s, 1908.....M&S	116	.....
General, gold, 4s, 1923.....F&A	108½	.....
General, gold, 4s, 1929.....M&S	109	.....
General, gold, 4s, 1944.....M&S	112	.....
Union Pacific.—		
1st Ry. & l. g. 4s, g. 1947....J&J	105¾	106
Oregon Railroad & Nav.—		
Or. Ry. & N. 1st, g., 6s, 1909. J&J	110	.....
Cons., g., 4s, 1946..... J&D	.....	104¾

§Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask
Union Pacific—(Con.)—		
Oregon Short Line—		
1st, g., 6s, 1922.....F&A	128	130
Utah & Nor., 1st, 7s, 1908.J&J	120	.....
Consol. gold, 5s, 1926...J&J	110	.....
1st consol. 5s, g., 1946.....J&J	.....	115
Utah & No – See Oreg. Sh. Line.		
Utah Central—See Rio Gr. West.		
Utica & Bl. R.—See N. Y. C. & H.		
Valley (N. Y.)—See Del. L. & W.		
Verdig. Val. Ind. & W.—See Mo. Pac.		
Vermont & Massachusetts—		
Guar., 5s, 1903.....M&N	§105	.....
Vermont Valley—		
1st, 5s, 1910.....A&O	§112	.....
Virginia & Tenn.—See Norf. & W.		
Virginia Midland –See So. Ry.		
Vicks. Sh. & Pac.—		
1st 6s, g., Jan. 1, 1920.....J&J	30	40
6s, p. l., g., Nov. 1, 1915...M&N	104	.....
Wabash—		
1st, gold, 5s, 1939.....M&N	117¼	118
2d, gold, 5s, 1939.....F&A	100¼	100½
Deb. mort., 6s, series A, 1939.J&J	86	87
Deb. mort., 6s, series B, 1939.J&J	40⅝	40⅞
Det. & Ch. ext., 1st, g, 5s. 1941.J&J	108¼	109
Des M. div. 1st g. 4s, 1939..J&J	91	94
St. L. C. Bl. & Om.—1st, 6s, 1908.	100	.....
St. Louis Kan. City & North'n—		
St. Charles Bridge, 1st 6s, 1908	112	.....
Brunsw. & Chill., 6s, 1903.F&A	95	.....
Waco & N.—See Hous. & Tex. Cen.		
Warren RR.—See D. L. & W.		
Washing'n Central—See Nor. Pac.		
Washington & Columbia River—		
1st, gold, 4s, 1935.....J&J	85	95
Wash. O. & W.—See Southern Ry.		
West Jersey & Sea Shore—		
Consol. g. 4s, 1936.....J&J	107	.....
Cons., 3½s, g., Ser. B, 1936..J&J	.....	101
Cam. & At.—Con., 5s-6s, 1911.J&J	105	.....
W. Jersey consol. 6s, 1909.M&N	116	.....
W. J. & At., 1st M. 6s, 1910.M&S	106	.....
Western Maryland—		
Balt. & Harris., g., 5s, 1936.M&N	112	114
1st M. West. Ext. g. 5s, '38.M&N	.....	.....
West. N. Y. & Penn.—		
1st, 5s, 1937.....J&J	113½	114½
Gen. mort., gold, 3-4s, 1943.A&O	75	.....
Income, gold, 5s, 1943, Nov. 1.	.....	.....
West. of Minn.—See Nor. Pacific.		
West. Nor. Car.—See Southern Ry.		
Western Pa.—		
Gold, 4s, 1928.....J&D	109	113
Western Ry. Ala.—		
Cons. 4½s, g., gu. Oct., 1918.A&O	102	.....
West Shore—See N. Y. C. & H.		
West. Tr't—See N. Y. C. & H. R.		
West Va. & Pitts.—See B. & O.		
West Va. Cent. & Pitts.—		
1st, gold, 6s, 1911 .....J&J	111¾	112¼
Wheeling Bridge & Term. Ry.—		
1st M. 6s, 1939.....J&D	60	.....
2d M. 6s, 1940..... .....M&S	1½	3½
Wheeling & L. Erie RR.—		
1st, g., 5s, 1926.....A&O	108	.....
Wheel. Div. 1st, g., 5s, 1928.J&J	98	.....
Exten. & impt., g., 5s, 1930.F&A	94	99
Wilkesb. & East. See N.Y. S & W.		
Wilkesbarre & Scranton—		
1st M., gold, gu., 4½s, 1938.M&N	104	.....
Willmar & S. Falls—See St. P. M. & M.		
Wilm. Col. & Aug.—		
6s, 1910.....J&D	117	119
Wilmington & Northern—		
1st, 5s, 1907-27.....J&D	§102	.....
5s, gen. mort. g., 1932....Q-Aug	§104	.....
Wilmington & Weldon—		
Gen. mort., g. 5s, 1935.....J&J	117¾	120
Gen. mort. g. 4s, 1935.....J&J	103	105
Winona & St. P.—See Chic. & N. W.		
Wisconsin Central Company—		
1st mtg., g., 4s, 1949.....J&J	92	93
Cons. 1st series, g., 5s, 1909.J&J	105	.....
Ch. Wis & Minn., 1st, 6s, '16.M&S	110	.....
Wisconsin & Michigan Ry.—		
1st M., g., 5s. Jan. 1, 1945..J&J	.....	50
Wiscon. Val.—See C. M. & St. P.		
Worcester Nashua & Rochester—		
4s, Jan. 1, 1913.....J&J	§107	.....
4s, Jan. 1, 1930.....J&J	§.....	112½
4s, Oct. 1, 1934.....A&O	§114½	.....

RAILROAD STOCKS.

	Par.	Bid.	Ask.
Ala. & Gt. South'n, A, pref.....£10		l 11	12
B, common.....£10		l 2¾	3¼
Ala. N.O. T. & P. Junc., A, pref..£10		l 3⅛	3⅜
B, deferred.....£10		l ⅜	½
Alabama & Vicksburg 100		60	.....
Albany & Susquehanna.....100		195	.....
Allegheny Valley, pref.....50		† 15⅛	15⅜
Ann Arbor Ry. com.....100		17	18
Pref.....100		47	48
Atchison Topeka & Santa Fe..100		29⅛	29¼
Preferred 100		73⅛	73⅜
Atlantic 1st Leased lines, rent tr		l 103	106
Atlanta & Char. Air Line.....100		129	129½
Atlanta & West Point 100		125	128
Atlantic Coast Line of Va. A..100		185	200
B.....100		180	200
Augusta & Savannah, leased..100		107	109
Bald Eagle Valley.....50		200	.....
Balt. & Cumb. Val. Extension..50		† 65	70
Balt. & Ohio—			
Common, vot. tr. certfs.....100		81¾	82
Preferred, vot. tr. certfs.....100		82	82½
Beech Creek.....50		102	.....
Boston & Albany.....100		245	246
Boston & Lowell.....100		243	.....
Boston & Maine.....100		x194	195
Preferred.....100		.....	.....
Bost. & N. Y. Air-Line, pref....100		106	.....

Stocks.	Par.	Bid.	Ask.
Boston & Providence.....100		x298½	.....
Boston Rev. Beach & Lynn....100		70	75
Buffalo Roch. & Pittsburg.....100		69⅛	70¾
Pref.....100		109	113
Burl. Cedar Rap. & Northern..100		125	.....
Canada Southern.....100		53½	54½
Canadian Pacific.....100		97	97½
Pref.....100		100	102
Catawissa, Com.....50		†	.....
1st pref.....50		†	56
2d pref.....50		†	.....
Cayuga & Susquehanna.....30		200	210
Central Massachusetts.....100		13	15
Pref.....100		62	65
Central of New Jersey.....100		118	119
Chartiers Railway.....50		† 90	95
Chesapeake & Ohio 100		32¼	32⅜
Chicago & Alton.....100		.....	.....
Preferred.....100		.....	.....
Louisiana & Mo. River, pref.100		175	.....
Chicago Burl. & Quincy.....100		131⅛	131⅜
Chicago & Eastern Illinois 100		104	106
Preferred.....100		121	122
Chicago Great Western—			
Common 100		14⅜	14⅞
4 p. c. deb.....100		86½	88
5 p. c., pref. A, div. in cash..100		78	78¼
4 p. c. preferred B.....100		41½	42
Chic. Ind. & Louisville—			
Common.....100		25⅛	25½
Preferred.....100		58½	59½
Chicago Milw. & St. Paul.....100		124	124¼
Preferred.....100		171½	172½
Chicago & Northwestern.....100		164	165
Preferred.....100		199	201
Chicago Rock Isl. & Pac.....100		113	113¼
Chicago St. Paul Minn. & O. ..100		107½	115
Pref.....100		160	175
Chic. Terminal Transfer Co...100		11¼	11½
Preferred.....100		33	35
Choctaw & Memphis.....50		†	.....
Preferred.....50		†	.....
Choctaw Oklah. & Gulf certs....50		† 32¾	33½
Preferred.....50		† 42½	42¾
Cincinnati Hamilton & Dayton.100		.....	30
Preferred, A 100		95	98
Preferred, B 100		95	98
Preferred, Eagle... 100		95	98
New 2d pref.....100		103	104
Cincinnati New Orleans & Texas Pacific.....100		20	.....
Cin. Ports. & Va., common 100		15	.....
Preferred 100		75	.....
Cleveland Akron & Columbus.100		.....	.....
Cleveland Cincinnati Chicago & St. Louis.....100		66	66¼
Preferred.....100		110¼	112
Cleveland Lorain & Wheel'g ..100		23	25
Preferred.....100		57⅞	59¾
Cleveland & Pitts.....50		186	189
Col. Midland vot. tr. certfs....100		11½	12
preferred vot. tr. certfs.....100		28½	29
Colorado & Southern—			
Common vot. trustee certfs.100		7¼	7⅜
1st preferred..... do..100		45½	46
2d preferred..... do..100		18½	19½
Columbus & Xenia.....50		216¾	.....
Concord & Montreal—			
Class I.....100		x200	.....
Class II.....100		x200	.....
Class III.....100		x200	.....
Class IV.....100		x200	.....
Concord & Portsmouth 100		205	210
Connecticut & Passumpsic....100		157½	160
Connecticut River.....100		277	.....
Danbury & Norwalk.....50		.....	.....
Dayton & Michigan, com.....50		84	85
Pref.....50		204	210
Delaware & Bound Brook.....100		175	.....
Delaware & Hudson.....100		116	118
Delaware Lack. & West.....50		181	183
Denver & Rio Grande.....100		22⅛	22⅝
Pref.....100		74¼	74½
Denver & Southwestern.....		40	45
Preferred.....		60	70
Des Moines & Fort Dodge.....100		17	19
Pref.....100		95	.....
Detroit Hills & S. W.....100		102	105
Duluth South Shore & Atl.....100		5⅜	6¼
Pref.....100		16¼	17
East Pennsylvania.....50		†	.....
Eastern New Hampshire, J&D.100		120	125
Elmira & Williamsport.....50		†	.....
Pref.....50		†	.....
Erie—			
Common.....100		14	14¼
1st pref.....100		42½	42⅝
2d pref.....100		21¼	22
Erie & Pittsburg.....50		150	160
Evansville & Terre Haute.....50		53	53¾
Pref.....50		93	95
Fitchburg, common..... 100		.....	.....
Preferred.....100		132	134
Florida Central & Peninsular..100		a13	.....
2d pref.....100		a50	.....
Ft. Wayne & Jackson—Com...100		.....	.....
Preferred.....100		137	.....
Fort Worth & Den. C., stamped...		.....	.....
Fort Worth & Rio Grande.....100		16	18½
Georgia & Alabama—Com.....100		27½	28¼
Preferred.....100		53	53½
Georgia RR. & Banking Co....100		205	206
Georgia South'n & Florida—			
Common.....100		50	.....
First preferred.....100		96½	98
Second preferred.....100		72	73
Grand River Valley.....100		125	.....
Great North'n Ry. Pref.....100		165	166
Green Bay & Western.....100		.....	.....
Deb. certfs. A.....1000		.....	58
Deb. certfs. B.....1000		.....	7½
Hartford & Conn. West.....100		40	.....
Harrisburg Ports. Mt. J. & Lan.50		†106	.....
Henderson Bridge.....100		102	105
Hocking Valley.....100		36¾	37¼
Preferred.....100		66½	66⅞

Stocks.	Par.	Bid.	Ask.
Huntingdon & Broad Top.....50		† 20	.....
Pref.....50		† 50	51
Illinois Central.....100		115¾	116¼
Leased lines 100		102	104
Iowa Central.....100		19	19½
Pref.....100		57½	58
Jackson Lans. & Sag.....100		85	.....
Joliet & Chicago.....100		180	.....
Kal. Allegan & Gr. Rapids 100		145	.....
Kanawha & Michigan.....100		15½	16½
Kansas City Ft. Scott & Mem..100		17	18
Preferred (contracts).....100		55	.....
Kansas City Ft. S. & G., pref..100		47	50
Kan. C. Mem. & Bir.....100		5	.....
Kansas City Pittsburg & Gulf.100		19½	20⅛
Kan. City Southern (when iss.)....		15	20
Preferred 100		41	42½
Kan. City St. L. & Chic.—			
Preferred.....100		145	.....
Kansas City Suburban Belt....100		.....	.....
Keokuk & Des Moines.....100		3½	5
Pref.....100		17	19
Keokuk & Western.....100		.....	.....
Kingston & Pembroke 50		.....	.....
1st pref..... 50		.....	.....
Lake Erie & Western.....100		23	23¾
Pref.....100		87	100
Lake Shore & Michigan South..100		200	210
Lehigh Valley.....50		† 26⅝	26⅝
Pref.....50		†	.....
Little Miami.....50		216¾	.....
Little Schuylkill.....50		† 58	.....
Long Island.....50		53	60
Louisiana & Missouri River—See Chicago & Alton.			
Louisville Bridge Co.....100		116	120
Louisville & Nashville.....100		86½	86⅝
Lowell & Andover.....100		200	.....
Mahoning Coal Railroad.....50		150	200
Pref.....50		110	.....
Maine Central, quar.....100		162	165
Manchester & Lawrence.....100		259	265
Mexican Central 100		13⅜	13⅝
Mexican National tr. receipts..100		4⅜	4¾
Mexican Northern.....100		50	.....
Michigan Central.....100		108	.....
Mine Hill & Schy. Hav.....50		† 58	58½
Minneapolis & St. Louis Com.100		67¾	68¼
2d pref.....100		96	98
Minneapolis St. P. & S. Ste. M..100		20	20½
Preferred.....100		60	62
Missouri Kansas & Texas.....100		11¼	12½
Preferred.....100		36⅜	36⅝
Missouri Pacific..... 100		50	50⅛
Mobile & Ohio, assented.....100		47½	48
Morris & Essex.....50		188	189
Nashville Chat. & St. Louis....100		60	67
Nashville & Decatur.....25		169	172
Nashua & Lowell, M&N.....100		260	.....
Naugatuck.....100		255	.....
Nesquehoning Valley.....50		†	54
New England RR.—			
Common.....100		65	.....
Preferred.....100		.....	100
New Haven & Derby.....100		104	.....
New Haven & Northampton..100		106	.....
New York Central & Hud. Riv.100		137¼	137½
Dividend payable in London....		l 139	140
New York Chicago & St. Louis.100		14¼	15
1st preferred.....100		76	81
2d preferred.....100		39	39¾
New York & Harlem.....50		400	.....
New York Lackawanna & West.100		134	.....
New York New Haven & Hart.100		210	216
New York Ontario & Western..100		25⅞	26⅛
New York Phila. & Norfolk...100		.....	.....
Norfolk & Southern.....100		.....	.....
Norfolk & Western Ry.....100		36⅜	37
Adjust., preferred.....100		76¾	77½
North Carolina.....100		150	.....
Northern Central.....50		† 95	97
Northeastern, S. C.....50		† 40	.....
Northern, N. H.....100		x165	170
Northern RR. of N. J.....100		95	99
Northern Pacific vot'g tr. certs.100		60½	60⅝
Preferred voting tr. certs....100		77	77⅜
North Pennsylvania.....50		†104½	.....
Norwich & Worcester.....100		x220	.....
Old Colony.....100		x206	.....
Ontario & Quebec.....100		l 152	157
Oswego & Syracuse.....50		200	.....
Pacific Coast Co.—See Miscell.			
Paterson & Hudson River.....50		.....	.....
Pawtuxet Valley Railroad....100		175	.....
Pennsylvania Railroad.....50		139¼	139½
Penn. & Northwestern.....50		.....	23
Peoria & Bureau Valley 100		202	.....
Peoria Decatur & Evansville..100		2¼	2⅝
Peoria & Eastern.....100		8½	9¼
Pere Marquette RR.....100		25¾	26⅛
Pref.....100		57	62
Philadelphia & Erie.....50		.....	.....
Phila German. & Norristown...50		151	.....
Pittsburg Bess. & L. Erie.....50		23⅛	23¾
Pittsb. Cin. Chic. & St. Louis..100		66	68
Pref.....100		85	88
Pittsb. Ft. W. & Chic.....100		187	190
Special.....100		183	.....
Pittsburg & Lake Erie.....50		†116	117¼
Pittsb. McKeesport & Yough ...50		137	.....
Pitts. Shawmut & Northern...100		30	31
Pittsburg & Western, pref.....50		.....	14
Prov. & Worcester.....100		290	.....
Providence Warren & B.....100		131	.....
Quincy RR. Bridge Co.....100		206	210
Raleigh & Gaston.....100		80	.....
Reading Company—			
Voting tr. certs 50		193⅜	193⅝
1st pref., voting tr. certs.....50		62¾	63
2d pref., voting tr. certs.....50		33¾	33⅝
Rensselaer & Saratoga.....100		195	200
Richmond Fred. & Potomac—			
Common.....100		175	200
Dividend obligations.....100		169	175
6 per cent guarant'd.....100		176	.....
7 per cent guarant'd.....100		190	.....

† Purchaser also pays accrued interest. | Price per share not per cent. ‡ Sale price. l In London. x Ex-dividend. a In Amsterdam.

Stocks.	Par.	Bid.	Ask.
Rich. & P. & R. F. & P. Connect.	70	110	.....
Rio Grande Southern	100	.....	.....
Rio Grande Western	100	58½	60
Pref.	100	90¼	92½
Rock Island & Peoria	100	105	112
Rome & Clinton	100	120	.....
Rome Watertown & Og	100	131	.....
Rutland, Common	100	8½	9
Pref.	100	65½	70
St. Jos. & Gd. Isl. vot. tr. certs.	100	6	6½
1st pref. vot. tr. certs	100	43	47
2d pref. vot. tr. certs	100	15	16
St. Louis Bridge, 1st pref	100	l115	122
2d pref.	100	l 55	60
St. L. & S. Fr., vot. tr. certs.	100	11¾	12
1st pref., voting tr. certs.	100	71½	72⅜
2d pref., voting tr. certs.	100	38½	38⅞
St Louis Southwestern	100	12¼	12¾
Pref.	100	32⅜	32⅞
St. Paul & Duluth	100	.....	.....
Pref.	100	.....	.....
Seaboard & Roanoke, com.	100	.....	.....
South Carolina & Georgia	100	.....	.....
Southern Pacific Co.	100	41⅞	42
Southern (vot. trust certs.)	100	15½	15⅝
Preferred do.	100	60⅝	60⅞
Southwestern of Georgia	100	107	109
Spuyten Duyvil & Port Morris.	100	200	.....
Staten Island Ry.	75	25	50
Sunbury & Lewistown	50 †	75	.....
Syracuse Bingh. & N. Y.	100	160	.....
Texas & Pacific	100	17¾	18⅛
Toledo & Ohio Central	100	20	25
Preferred	100	40	45
Toledo Peoria & Western	100	8	.....
Troy & Greenbush	50	150	.....
Tunnel Rail of St. Louis	100	l 115	122
Union Pacific—Common	100	58⅛	58¼
Preferred	100	77	77½
United New Jersey RR. & C. Co.	100	270	.....
Utica & Black River, guar.	100	180	.....
Utica Chen. & Susq. Valley	100	145	.....
Valley RR. (N. Y.)	100	130	135
Vermont & Massachusetts	100	x 170	172½
Wabash Railroad	100	7¾	8
Pref.	100	22⅝	22¾
Warren, N. J.	50	180	.....
West Jersey & Sea Shore—Com.	50 †	62½	.....
Western Maryland	50 †	3	.....
Western N. Y. & Penn	50 †	7½	7⅝
Trust certificates	†	.....	.....
West Virginia Cent. & Pitts.	100	.....	.....
Wheeling & Lake Erie com.	100	11¼	11½
1st preferred	100	57	58
2d preferred	100	32⅜	32½
Wilmington & Weldon	100	.....	.....
Wis. Cent. Co. com., vot. tr. certs.	100	20	20¼
Preferred, vot. tr. certs	100	54⅞	55
Wor. Nash. & Roch.	100	.....	.....

† Prices per share not per cent. l In London

STREET RAILWAY SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices—that is, the purchaser does *not* pay accrued interest in addition

Bonds.	Bid.	Ask.
STREET R'WAY BONDS.		
ALBANY, N. Y.—		
United Traction Co.—		
Albany Ry, con. M, 5s, g, 1930. J&J	§117½	.....
Gen. g. 5s, 1947. J&D	§116½	.....
W. Turnp. & RR, 1st g, 6s, '19. M&N	§125	127½
2d g'd 6s, 1919. M&N	§123	127
Troy Ry., 5s, g., 1492. A&O	§116½	.....
AKRON, O.—		
Northern Ohio—		
Consol. g. 5s., July, 1919. J&J	90	95
Akron Bed. & Clev. g. 5s, '15, M&S	§102	104
Consol. g. 5s., Oct., 1918. A&O	90	95
ALLENTOWN, PA.—		
Allen. & Lehigh Val. Traction—		
1st M., gold, 5s, 1913. M&S	101	.....
ATLANTA, GA.-		
Atlanta Consolidated Str. Ry.—		
1st cons. g 5s, 1939 opt. 1904. J&J	104	105
AUGUSTA, GA.—		
Augusta Ry. & Electric Co.—		
1st g. 5s., 1916. J&J	95	.....
BALLSTON SPA, N. Y.—		
Ballston Term., 5s, g., 1926. J&D	98	100½
BALTIMORE, MD.—		
Balt. Trac. Co., 1st M., 5s, 1929, M&N	116½	119
No. Balt. Div., 1st. g. 5s, 1942. J&D	119	120
Exten. & imp., 6s, g., 1901, M&S	101	101½
Conv. g. 5s, 1906. M&N	102	102½
Balt. City Pas. 1st, 5s, g., 1911, M&N	111	112
Cent. Ry., con. M., g., 5s, 1932, M&N	117	119
Exten. & imp. 5s, 1932. M&S	116	.....
City & Su., 1st, M., 5s, g., 1922, J&D	116	117
Lake Ro. El., 1st, g., 5s, 1942. M&S	115	.....
B. C. & Ell. Mills, 5s, g., g'd, 1916. J&J	107	109
United Rys. & Electric Co.—		
1st consol., g., 4s, 1949. M&S	97¾	97⅞
Incomes, g., 4s, 1929-1949. J&D	75	75¾
BINGHAMTON, N. Y.—		
Binghamton Railroad—		
Mort. g. 5s., 1923. J&J	§103	105
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
1st mtg. g. 5s., 1920. J&J	.....	.....
BOSTON, MASS.-		
Lynn & Bost., 1st, 5s. g., 1924. J&D	§113	114
East Middlesex 5s, 1918. M&S	§110	111
Naumkeag, 1st 5s, 1906. J&D	§105	.....
Con. 5s, 1910. J&J	§106	.....
West End, deb., 5s, g., 1902, M&N	§105	.....
Debenture, 4½s, g., 1914. M&S	§111	.....
Gold 4s, 1916. M&N	§107	.....
Gold 4s, Feb. 1, 1917. F&A	§107	.....
Boston con. 5s, Jan., 1907. J&J	§109	.....
Cambridge, 1st m., 5s, 1903, A&O.	§104¾	.....
Charles Riv., 1st m., 5s, 1904, A&O	§106	.....
Highl'd, non-con. pl. 5s, 1902, M&N	§104	.....
Metropolitan, plain 5s, 1903, J&D	§106	.....
Middlesex, plain 5s, July '04, J&J.	§107	.....
South Boston, plain 5s, 1905. M&N	§107¾	.....
South Shore & Boston—		
1st con. ref'd'g g. 5s, Aug. 1, 1919	§.....	108½
BRIDGEPORT, CONN.—		
Bridgep. Trac., 1st, 5s, g., 1923, J&J	§106	110
BROCKTON, MASS.—		
Brock. Bridgwater & Taunton—		
1st., g. 5s, Aug. 1, 1917. F&A	§.....	108
Brock. St. Ry.—1st g., 5s, 1924. A&O	§.....	.....
BROOKLYN, N. Y.—		
Atlantic Ave., gen. M., 5s, 1909, A&O	§107	109
Consol. M., 5s, g., 1931. A&O	113	115
Imp. M., 5s, g., 1934. J&J	99	101
Brooklyn City—1st, 5s, 1941. J&J	.....	116
Brooklyn Cross. 5s, 1908. J&J	105	.....
BROOKLYN, N. Y.—(Concluded)		
Brooklyn City—(Cont'd)—		
Grand St. & New. 5s, 1906. A&O	104	.....
Calv. C. Gr'p't & B. 6s, 1907. J&D	§111	112
Gr'p't & Lor. St. 6s, 1910 M&N	108	.....
W'ms'g & Flatb'h ex. 4½s, '41 F&A	105	107
Bklyn Bath & W. E., gen. 5s, '33. A&O	§100	102
B'k'n C. & New., 1st con. 5s, '39, J&J	§114	117
Brooklyn Union Elevated—		
1st 4-5s, Feb. 1, 1950. F&A	95½	96½
Brooklyn Queens Co. & Sub.—		
1st cons. g., guar., 5s, 1941. M&N	.....	104
Bklyn Rap. Transit—5s, g., '45. A&O	106½	.....
Coney Isl. & Brooklyn 1st 5s. 1903	100	102
Kings Co. El. 1st 4s, Aug. 1, 1949..	81	82½
Nassau Electric—1st, 5s, 1944. A&O	109	112
1st g. 4s, 1948. J&J	90	92
BUFFALO, N. Y.—		
Buff. Bell. & Lan., 5s., 1927. J&D	§103	.....
Buff. Ry., 1st con. M., 5s, g., '31, F&A	§116	117
Deb. g. 6s., 1917. A&O	§108	110
Buff. & Niag. Falls Elec. Ry—		
1st M. 5s, g., 1935. J&J	§107	109½
2d mtg. g. 5s., 1921. J&J	§103	.....
Buffalo Trac.—1st g. 5s., 1948. J&J	§110	111
Crosst'n St. Ry. 1st, 5s, g. 1932, M&N	§113½	114½
CAMDEN, N. J.—		
Cam. & Trenton, 5s, g., 1929. M&N	96	97½
CHARLESTON, S. C.—		
Charleston Consol. Ry., Gas & Elec. Co. consol. g. 5s, 1999. M&S	96	98
Charleston City Ry.—		
1st mort.. g., 5s, 1923. J&J	104	105
CHESTER, PA.—		
Chester Trac., 1st g, 5s, 1911. M&N	.....	103
CHICAGO, ILL.—		
Chicago City Railway—		
1st, 4½s, opt. at 60 days. J&J	§100⅜	100⅝
Cicero & Prov. St., 1st 6s, '04. M&N	§105	106
Consolidated 5s, g., 1915. M&N	§.....	108
Lake St. El. deb. 5s, g. g'd, 1928. J&J	§ 87¼	87½
Income deb. 5s, 1928. Feb. 1	§ 27	28
Metropolitan West Side "L"—		
1st g. 4s, 1938. F&A	§ 95⅞	96
No. Chic. St. RR., 1st, 5s, 1906, J&J	§105	.....
1st 5s, 1909. J&J	§106	.....
No. Ch. City Cons. 4½s, 1927. M&N	§107¼	.....
Nor' western El., 1st 5s., 1940. J&J	§ 99	99¼
South Side "L"—1st 4½, 1907. J&J	§103	105
Union El. (Loop) 5s, g., 1945. A&O	§108½	109¾
West Chicago Street RR.—		
1st, 5s, 1928. M&N	§109½	.....
Consol. g. 5s, Nov. 1, 1936. M&N	§103	103¼
Debenture 6s, 1914. J&D	§100	100¼
W. C. St. Tun., 1st, 5s, g'd, '09, F&A	§103	107
Ch. W. Div. Ry., 1st, 4½s, '32, J&J	§107	.....
Chic. Pass. Ry., con. 5s, 1936. J&D	§.....	.....
Ogden St., 6s, 1916. M&N	113	114
CINCINNATI, O.—		
Cin. & Hamilton, 6s, g., 1918. J&J	§106	107
Cin. New. & Cov., 5s, g., 1922. J&J	§114¼	115
So. Cov. & Cin., 1st M., 6s, '12, M&S	§121½	122½
2d cons. M., 6s, g., 1932. J&J	§136½	138
Newport & Dayton, 1st, 6s, 1917	§115	120½
Cincinnati Street Ry.—		
Mt. Aub. Cable 1st 5s, 1907. J&D	§109⅛	109¾
Mt. A. & Ed'n Pk., 1st 6s, 1900 A&O	§.....	103
1st M., 6s, 1905. A&O	§109	109½
Consol. M., 5s, 1906. M&S	§108	108¾
CLEVELAND, O.—		
Cleveland Berea Elyria & Ober.—		
Clev. & Berea, g., 6s, '02-12. J&J	§101	102
Clev. & Elyria, g., 6s, '05-15. M&N	§107	107½
Elyria & Ober., g., 6s, '07-17. F&A	§107	108
Cleve. & Chagrin Falls Elec. RR.—		
1st g. 6s, May 1, 1916. M&N	§ 99	101
Cleveland Electric—		
Consol. M., 5s, gold, 1913. M&S	§106	107
Br'klyn St., 1st M., 6s, 1903. M&S	§103	104
Cleveland Electric—		
East Clev., 1st, M., 5s, 1910. M&S	§107	107½
CLEVELAND, OHIO—(Conc'd.		
Cleveland Electric—(Cont'd.)		
So. Side St. Ry., 6s, 1903. M&S	§103	104
Cleveland City Ry. Co.—		
Cl. City Cable, 1st, 5s, g., '09, J&J	§104	106
Clev. Pains. & Eastern—		
1st, g., 5s, 1916. A&O	§102	104
Consol. 5s, 1918. A&O	§ 94	97
Lorain & Cleve. g. 5s, 1917-27. J&J	§100	102
COLUMBUS O.—		
Col. Con. St. Ry., 1st, g. 5s, g. '09. J&J	105	.....
Col. St. Ry., cons., 5s, g., 1932, J&J	110	112
Crosst'n St., 1st, 5s, g., 1933, J&D	110	112
DANBURY, CONN.—		
Danbury & Bethel St. Ry.—		
1st g. 5s, 1914. M&N	105	.....
DENVER, COL.—		
Consol. Tram. con. g. 5s, 1933. A&O	86	90
Denver. Tram., 1st, 6s, g., '08, J&J	§102	105
6s, g., consol., 1910. J&J	§103	105
Metropolitan g. 6s, 1911. J&J	§101	104
DETROIT, MICH.—		
Det. Citizens', 1st 5s, 1901. A&O	§.....	100
Con. Mort., 5s, 1905. J&J	§ 98	100
Det. Sub. Ry., 1st, 5s, 1902. M&N	§.....	100
Highland Park, 1st, 5s, 1908. J&J	§100	102
Detroit Ry.—1st, 5s, g, 1912-24. J&D	§100	103
Detroit Ypsilanti & Ann Arbor—		
1st g. 6s, Nov. 1, 1917. M&N	112	.....
Cons. g. 6s, Feb. 1, 1924. F&A	100	103
Rapid Ry. 1st 5s, g., 1915. M&S	100	105
EASTON, PA.—		
Easton Consolidated Electric Co.—		
Coll., tr., g. 5s, 1949. M&N	‡.....	97½
Easton Palmer & Beth. St. Ry.		
1st g. 5s, Jan., 1919. J&J	§.....	103¾
HALIFAX, CANADA.—		
Halifax Elec. Tram. Co.—		
1st M., g., 5s, Jan. 1, 1916. J&J	§.....	‡105
HARTFORD, CONN.—		
Hart. Man. & Rock., 5s, 1924. A&O	§106	.....
Hartf. St. Ry., deb., 5s, 1914. A&O	§102	.....
H. & W'thersfield, deb. 5s, '08. M&S	§102	.....
East H. & Glas. deb., 5s, 1927. J&D	100	.....
HOBOKEN, N. J.—		
J. C. Hoboken & Paterson Ry.—		
4s, g., Nov. 1, 1949. M&N	78½	79½
North Hudson Co. Ry. Co.—		
1st M., 6s, 1914. J&J	119	.....
Con. M., 5s, 1928. J&J	109	.....
Paterson Ry.—		
Con. M., 6s, g., 1931. J&D	114	120
INDIANAPOLIS, IND.—		
Citizens' St. RR., con. 5s, g., '33, M&N	103½	105½
Indianapolis St. Ry. Gen. 4s. 1933	74	75
JERSEY CITY, N. J.—See Newark		
KANSAS CITY, MO.—		
Central Electric g. 5s, 1914. M&N	99	100
Grand Ave. Cable, 5s, g., 1908, J&J	§104	105½
K. C. Elev. Ry. Co., 4s, g'd, '22. J&J	§ 87	88
G't'd 6s, 1922. J&J	§108	112
K. C. Cable exten. 5s, g., 1901 A&O	§100	101½
Met., Corrigan iss., 5s, July, '16, J&J	§106½	111
Met. St. Ry., 5s, g., Sept., 1909, M&S	§102	104
Cons. 5s, g. May 1, 1910. M&N	§103	104
LEXINGTON, KY.—		
Lexington Railway Co.—		
1st g. 5s, June 1, 1949. J&D	§100	103
LOCKPORT, N. Y.—		
Buff. & Lockport Street Ry.—		
1st g. 5s, July 1, 1938. J&J	§107	109
LONG ISLAND CITY, N. Y.—		
Steinway Ry.—1st M. g. 6s, '22. J&J	§116	117

§ Purchaser also pays accrued interest.

Bonds.	Bid.	Ask.
LONG BRANCH, N. J.–		
Atlantic Coast Electric RR.–		
1st, g., 5s, 1945.....M&N	§100	102
General mortgage,5s, 1946. J&J	80	82½
LOS ANGELES, CAL.–		
Los Ang. Ry., 5s, g., 1938.....A&O	105¼	.....
Los Ang. Pacific RR., 5s, 1928.J&D	102⅛	102¾
Los Ang. & Pasa.–5s, g. 1928 J&J	100	102½
Los Ang. Trac., 1st 6s, 1915..M&N	§.....	110½
1st g , 5s, 1938 .....J&D	.....	100
LOUISVILLE, KY.–		
Cent. Pass. Ry., 1st, 6s, 1908, M&N	§116	117
Louisv. Ry., con.M.,5s,g.,1930,J&J	§117	118
Louisv. City Ry., con.,6s,1909,J&J	§117	118
LOWELL, MASS.–		
Lowell & Suburban Street Ry.–		
1st mortgage, 5s, 1911 .....J&D	§106	.....
MEMPHIS, TENN.–		
Citizens' St. RR. 1st g. 6s,'16.J&J	122	123
MERIDEN, CONN.–		
Meriden El. RR. 1st, 5s, 1911.A&O	§110	.....
Con. M., g., 5s, 1924.....J&J	§111	.....
Mer. Southington & Compounce–		
1st g. 5s, 1928, Opt., 1903..J&J	§105	.....
MILWAUKEE, WIS.–		
Milw. City RR., 1st, 5s, g., '08, J&D	§106	109
Mil. Electric Ry. & Light–		
Consol., g., 5s .1926.....F&A	§106	107¼
Mil. Light, Heat & Traction–		
5s, guar., 1929.....M&N	§ 98½	100½
W. Side St. Ry., 1st M., 5s, g., '09, J&J	§107	109
MINNEAPOLIS, MINN.–		
Twin City Rapid Transit Co.–		
Minn. St. R., 7s g., '10.Opt. M&N	§105	.....
Con., 5s, g., 1919.....J&J	§109	109½
Cons. 6s, g., Nov. 1, 1913.M&N	§115	.....
St. Paul City Railway–		
1st g.6s,1931..... .....A&O	§120	.....
Con., 5s, g., 1937 .....J&J	§111	112½
1st M., 6s, g., 1934.....A&O	§120	.....
Deb. 6s, g., 1900.....M&N	§100	.....
MOBILE, ALA.–		
Mobile Light & Railway–		
1st g. 5s, 1937.....J&D	94	96
NASHVILLE, TENN.–		
Nashville Railway–		
1st consol. g.,5s,Feb.1,1950.F&A	§.....	100
Nashv. St. Ry., 5s, 1925....J&J	100	103
Edgefield St. RR.Con.6s,'19..J&J	110	115
McGavock & Mt. V.–		
SummerSt.,1stM.,6s,1926,J&J	114	116
2d series, 6s, 1937.....J&J	120	125
2d M., 6s, 1919.....A&O	100	102
NEWARK, N. J.–		
Cons. Trac. of N. J., 1st 5s,'33, J&D	108	109
Newark Passenger Railway–		
New.& Bloomf. St., 6s, 1901, F&A	§100	.....
Orange & New., 1st, 6s, 1905, A&O	§108	.....
Bellev. & New., 1st, 7s, 1900, J&D	§100	.....
New. Pass., cons., 5s, g., 1930, J&J	§116	117
New.&Irvingt'n, 1st, 6s, 1900J&D	§100	.....
Essex Pass. Ry., 6s, 1905..M&N	§108	.....
Nor. Jersey St. Ry. 4s, 1948. M&N	§ 86	88
Rap. Tr. St. Ry., 1st M. 5s, g., '21, A&O	§109	.....
NEW BEDFORD, MASS.–		
Union St. Ry.–Con. 5s, g. 1914. J&J	105	.....
NEW BRITAIN, CONN.–		
Central Ry. & Electric Co.–		
1st mort. 5s, Dec. 1, 1923...J&D	§104	.....
NEW HAVEN, CONN.–		
N. H. & Centrev., 1st, 5s, g.'33, M&S	§112	.....
New Hav. St. Ry., 1st, 5s, g., '13, M&S	§111	.....
Edgew. Div. 1st, g., 5s, 1914, J&D	§111	.....
Winchester Ave., 5s, g., 1912. M&N	§111	.....
NEW ORLEANS, LA.–		
Canal & Claib.–1st, 6s, 1912. M&N	.....	.....
1st, g., 6s, 1946.....M&N	132	135
N. O. City RR.–Gen. g. 4-5s, 1943	106¾	106⅞
1st, 6s, 1903.....J&D	108	110
N.O.City & Lake, 1st, 5s, g.'43. J&J	113¾	115
Power-house g., 6s, 1917....J&D	107	114
N.O.&Car., 2d M., 6s, g., 1907. F&A	107	113
New mort. g., 5s .....J&J	114½	114¾
Orleans RR. Co., 1st 6s, 1912M&N	115¾	117
2d 6s, 1912.....J&J	108	113
NEW YORK, N. Y.–		
Bleecker St.&F.F. 1st g. 4s,'50. J&J	100	100½
Cent. Crosstown, 1st, 6s, 1922, M&N	§125	130
Cen. P'k N. E. Riv., con., 7s,'02, J&D	106½	107⅓
Christ. & 10th Sts. ext. 4s, '18. A&O	.....	.....
Dry Dock E. B'way & Battery–		
1st, 5s, gold, 1932.....J&D	114	115
Cert. indebt., 5s, 1914.....F&A	92	94
Eighth Av., cert. indeb., 6s,'14, F&A	108	110
42d St. M. & St. N., 1st, 6s,'10, M&S	111	113
2d M., inc., 6s, Jan., 1915.....	85	92
Manhattan Elevated–		
Consol., 4s, gold, 1990.....A&O	104½	105
Met. El., 1st, 6s, 1908.....J&J	115	116
Metropolitan Street Ry. Co.–		
Gen. M. coll. tr., g., 5s, 1997. F&A	118¾	.....
Bway & 7th Ave. 5s, 1904..J&D	103	104
2d M., 5s, 1914.....J&J	109½	111½
Con. M., 5s, g., 1943.....J&D	121	.....
B'way Surf. RR., 1st, 5s, '24, J&J	§117	118
2d, 5s, 1905.....J&J	§104	105
Col.& 9th Av., 1st, g. 5s, 1993, M&S	123	125
Lex. Av.&P. F'y, 1st, 5s, g.'93, M&S	123	126
34th St. Cr'st'n, 1st 5s, 1996. A&O	.....	.....
Second Avenue 1st 5s, 1909. M&N	107½	108
Consol. 5s, gold, 1948..... F&A	117½	118½

Bonds.	Bid.	Ask.
NEW YORK, N. Y.–(Concl'd.)–		
Third Ave. 1st, 5s, g., 1937....J&J	121	126
28th & 29th St. 1st g. 5s, 1996. A&O	§111	115
Twenty-third St.–Deb. 5s,'06. J&J	106	108
Union Ry.–1st, 5s, g., 1942...F&A	111	113
South. Boulev'd–5s, g., 1945. J&J	§111	114
Westches. Elec., 1st, 5s, g.,'43, J&J	§111	114
NIAGARA FALLS, N. Y.–		
Niagara Falls & Suspen. Bridge –		
1st, g., 6s, July 1, 1903.....J&J	§103	.....
NORFOLK, VA.–		
Norfolk Railway & Electric Co.–		
Norfolk St. cons., g., 5s, 1944. J&J	109½	111
1st cons. g., s.kg. f'd, 1949...M&N	100	102½
NORWALK, CONN.–		
Norwalk Tramway–		
1st, mtg., g., 5s, 1923.....M&S	§ 98	100
NORWICH, CONN.–		
Norwich Street Ry.–		
1st g. 5s, 1923..... A&O	§103	105
OAKLAND, CAL.–		
Oakland Transit Co.–		
Consol. g. 6s, July 7, 1918..J&J	112¼	113
OMAHA, NEB.–		
Omaha St. Ry.–5s, g., 1914..M&N	§102	105
PATERSON, N. J.–See Hoboken.		
PHILADELPHIA, PA. –		
Elec. & People's, 4s, tr. certfs.....	98¾	99
Hestonville M. & Fairm't P. RR.–		
Con. M., 5s, g., 1924.....M&N	.....	.....
People's Traction Co.–		
P.P.Ry., stk.tr.ctfs., 4s, g.'43, F&A	107	.....
West Phila Cs, 1906..... A&O	150½	.....
PITTSBURG, PA.–		
Central Trac., 1st, 5s, 1929....J&J	112½	.....
Citizens' Trac., 1st, 5s, 1927, A&O	115	.....
Duquesne Trac., 1st, 5s, 1930, J&J	116	120
Feder'l St.&P.V., gen., 5s, g.,'42, J&J	112	.....
Penn St. Ry., 1st M., 5s, 1922, J&D	102	103
Pitts. Alle. & M., gen. M., 5s,'30, A&O	111	.....
Pitts. & Bir. Tr., gen., 5s, g.,'29, M&N	111	112
Pittsb. Trac. Co., 1st, 5s, 1927, A&O	117	.....
The Second Av. Tr. g. 5s,'34. J&D	118½	119½
United Traction 5s, 1997 .....J&J	113	114
West End Tr.–Cons. 5s, 1938. J&J	114	114½
PORTLAND, ME.–		
Portland RR.–		
1st, g. 4½, May 1, 1913....M&N	§110	112
Port. & Cape Eliz. Ry.–		
1st M., g., 5s, Nov. 1, 1915. M&N	§115	117
PROVIDENCE, R. I.–		
United Tr. & El., 1st, 5s, g.,'33, M&S	§113½	114½
READING, PA.–		
Reading Traction, 6s, 1933. J&J	115	.....
City Pass. Ry., 1st M., 5s, 1909, A&O	105	.....
Read & Womels., 1st, 5s, g., 1925.	108	110
United Traction g. 5s, 1926...J&J	.....	.....
RICHMOND, VA.–		
Rich. Ry. & Elec., 1st 5s, g., 1920	73	78
Rich. Traction, 1st 5s, g., 1925 J&J	103	103¾
ROCHESTER, N. Y.–		
Rochester Railway–		
Con. M., 5s, g., 1930.....A&O	108	110
2d, 5s, g., 1933.....J&D	85	89
Debent. 6s, g., Mar. 1, 1911. M&S	100	.....
ST. LOUIS, MO.–		
Baden & St. L., 1st, 5s, g., 1913, J&J	100	102
Cass Av. & Fair Gds., 1st. 5s,'12, J&J	102	104
Citizens' RR., 1st, 6s, 1907....J&J	109	111
Jefferson Ave., 1st 5s, 1905. M&N	104	105
Lindell Ry. 5s, 1st, gold, 1911. F&A	107	108
Comp. H. & M. Ter., 6s, g.,'13. J&J	117	118
Taylor Ave., 6s, g., 1913.....J&J	117	118
Missouri RR., 1st, 5s, 1906....M&S	105	106
St. L. (B'way line) 5s, 1900-10 M&N	100	101
St. L. & E. St. L., 1st M., 6s, 1905, J&J	100	102
St. L. & Sub., 1st, 5s, g., 1921, F&A	104½	105½
St. L. Cab. & W., 1st M., 6s,'14, M&N	117	119
St. L. & Meramack, 6s, g.,'16, M&N	114	115
Southern Elec. Cons., 6s, 1904. M&N	106½	108½
Cons. 6s, 1914.....M&N	116	118
Gen., g., 5s, 1916.....F&A	105	106
Union Depot Cons., 6s, 1910. A&O	100	101
Con., 6s, g., 1918.....J&D	124	125
M'd City RR., 1st, 6s, g.,'00-10, J&J	100	102
United Railways of St. Louis–		
Gen. 4s (when issued), 1934.....	§ 85	.....
ST. PAUL, MINN.–See Minneapolis.		
SAN FRANCISCO, CAL.–		
Cal. St. Cable RR., 1st, 5s, g., '15, J&J	117	.....
Ferries & Cliff, 6s, 1914.....M&S	.....	115
Geary St. Pk. & O., 1st, 5s, 1921, A&O	.....	95
Market Street Railway Co.–		
Market St. Cab., 1st, 6s, g., '13, J&J	.....	.....
1st cons. mort. 5s, 1924....M&S	.....	117
Omnibus Cable, 1st, 6s, 1918, A&O	127½	128
Park & Ocean, 1st, 6s, 1914, J&J	.....	.....
Park & Cliff Ho., 1st, 6s, 1912, J&J	103	.....
Powell St. RR., 1st, 6s, 1912, M&S	117	.....
SCRANTON, PA.–		
Scran. & Carbon. Tr., 1st, 6s,'23, J&J	§107	110
Scran. & Pittston, 1st, 6s, 1923. A&O	§109	.....
Scran. Traction, 1st, 6s, g., '32. M&N	§118	120
Scran. Ry., 1st con. 5s, g., 1932. J&J	103	106
SYRACUSE, N. Y.–		
Syracuse Rapid Transit Ry–		
1st mtg. g. 5s, 1946.....M&S	94¾	96¾

Stocks.	Bid.	Ask
TAUNTON, MASS.–		
Taunton St. Ry.–1st M. 5s,'14. J&J	§.....	105
Taun. & Brockton, 1st, g., 5s, 1917.	§.....	105
TOLEDO, O.–		
Tol. Cons. St. Ry.–Cons., 5s,'09 J&J	§.....	103
Tol. Trac., cons., g., 5s, 1909, J&J.	§102	103
TRENTON, N. J.–		
Trenton Street Railway–		
Consol. g. 5s, July 1, 1938..J&J	107	109
TROY N. Y.–See Albany.		
WASHINGTON, D. C.–		
Anacostia & Poto'c 5s, g.,'48..A&O	.....	.....
City & Suburb., 5s, g., 1948..F&A	105	107
Columbia St., 1st M., 6s, 1914. A&O	131	.....
Exten. g., 5s, 1914.....A&O	112	114
Metropolitan 1st, g., 5s, 1925. F&A	123	126
Certif. of Indebt. A, 1906..A&O	110	.....
Certif. of Indebt. B, 1907 ..J&D	110	.....
Washington Tract. & Elect. Co.–		
1st coll. tr. gold 4½s, 1949..J&D	.....	.....
WATERBURY, CONN.–		
Waterbury Traction Co.–		
1st, g., 5s, 1923.....M&N	§104	.....
WILKES-BARRE, PA.–		
Wilkes. & Wyom. Val. Trac.–		
1st, g., 5s, 1921.....A&O	105	115
WILMINGTON, DEL.		
Wilmington & Chester Trac.–		
Coll. tr. g. 5s, 1918.....A&O	§102	105
WORCESTER, MASS.–		
Worcester Consolidated St. Ry.–		
North End 5s, 1915.....F&A	§100	.....
Wor. & Clinton, 1st, g., 5s, 1918. J&J	§.....	106½
Wor. & Marlboro 1st, 5s, 1916.....	§104	.....
Wor. & Suburb., g., 5s, 1915. M&N	§100	.....

STREET R'Y STOCKS.

	Par.		
AKRON, O.–			
Northern Ohio Traction Com..	100	20	22
Preferred.....	100	89	91
ALBANY, N. Y.–			
United Traction.....	100	123	124
Rights		5	6
ATHENS, GA.–			
Athens Electric Ry.....	100	.....	.....
AUGUSTA, GA.–			
Augusta Ry. & Electric.....	100	.....	.....
BALTIMORE, MD.–			
United Rys. & Elec. Co.–Com..	50	† 19	19⅛
BIRMINGHAM, ALA.–			
Birmingham Ry. & Electric Co.–			
Common.....	100	.....	.....
Preferred.....	100	.....	.....
BOSTON, MASS.–			
Boston Elevated RR. (75% paid)	100	.....	120
Mass. Electric Companies.....	100	25½	26½
Preferred.....	100	76½	77
West End Street Ry., com.....	50	†x92½	93½
Preferred, 8 per cent.....	50	†113	.....
BROOKLYN, N. Y.–			
Brooklyn City RR.....	10	234	235
Brooklyn Rapid Tran. vot. tr. certs.		72⅝	72¾
Coney Island & Brooklyn RR.	100	325	330
Nassau Electric Co., pref.....	100	75	80
BUFFALO, N. Y.–			
Buffalo Ry.....	100	100	.....
International Trac.–Trust rec'pts.		110	114
CHICAGO, ILL.–			
Chicago City Ry.....	100	x265	275
Chic. Consolidated Traction...	100	.....	37
Chicago Union Traction	100	22¼	22½
Preferred.....	100	.....	.....
Chicago West Div. Ry., guar..	100	.....	.....
Lake Street Elevated.....	100	9	9¼
Trust certificates.....	100	7¼	8
Metrop. West Side El. Tr. cert..	100	35	36
Metro. West Side El. Pref.....	100	80½	81½
North Chicago Street RR.....	100	220	225
South Side Elevated.....	100	x 99¾	100
Union Elevated RR.....	100	x 92	94
West Chicago Street RR.....	100	111	111½
CINCINNATI, O.–			
Cincinnati New. & Covington.	100	69	70
Cincinnati Street Ry.....	50	125¾	126
CLEVELAND, O.–			
Cleve. Berea Elyria & Oberlin.	100	64	65
Cleve. & Chagrin Falls	100	25	27
Cleveland City Ry.....	100	102	103
Cleveland Electric Ry.....	100	83	86
Lorain & Cleveland.....	100	58	60
COLUMBUS, O.–			
Columbus Railway–Common..	100	24½	25½
Preferred.....	100	84½	86
DAYTON, OHIO–			
City Railway, common	100	140	145
Preferred.....	100	170	.....
DETROIT, MICH.–			
Detroit Citizens' Street Ry.....	100	100½	.....
Fort Wayne & Belle Isle.....	100	175	.....
Wyandotte & Detroit River....	100	100	110
HALIFAX, CANADA–			
Halifax Elec. Tramway Co....	100	x 95	97¾

§ Purchaser also pays accrued interest. ‡ Last sale. † Prices per share not per cent. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
HARTFORD, CONN.—			
Hartford Street Ry.	100	150	.....
HOBOKEN, N. J.—			
Jersey C. Hoboken & Paterson.		16	19
HOLYOKE, MASS.—			
Holyoke Street Ry.	100	207½	212
INDIANAPOLIS, IND.—			
Indianapolis Str. Ry. Co.	50	† 25	28
JERSEY CITY, N. J.—See Newark.			
KANSAS CITY, MO.—			
Metropolitan Street Ry.	100	100	101
LOUISVILLE, KY.—			
Louisville Ry., com.	100	75	76
Preferred	100	111½	112½
MINNEAPOLIS, MINN.—			
Twin City Rapid Transit.	100	65	66
Preferred	100	‡.....	139
MONONGAHELA, PA.—			
Monongahela Str. Ry.	50	† 50	55
MONTREAL, CAN.—			
Montreal Street Ry.	50	299	300
NASHVILLE, TENN.—			
Nashville Street Ry.	100	60	.....
NEWARK, N. J.—			
Consolidated Traction of N. J.	100	61½	62
North Jersey Street Ry.	100	29	30
Rapid Transit St. Ry. Co.	100	240	250
NEW BEDFORD, MASS.—			
Union Str. Ry. Co.	100	.....	180
NEW HAVEN, CONN.—			
Fairhaven & Westville RR.	25	† 39	41
Winchester Ave. RR.	25	† 46	48
NEW ORLEANS, LA.—			
N. O. & Carrollton.	100	159	165
New Orleans City RR.—			
Common		24⅞	25⅛
Preferred		100	100¼
Orleans RR.	50	† 55½	60
St. Charles Street	50	† 55	56

Stocks.	Par.	Bid.	Ask.
NEW YORK, N. Y.—			
Bleecker St. & Fulton Ferry	100	33	36
Broadway & 7th Ave., guar.	100	230	240
Central Crosstown, 7 per cent.	100	270	300
Cent. Park North & East Riv.	100	199	.....
Christopher & Tenth Streets.	100	175	185
Dry D. E. B'way & Bat., 6 p. c.	100	100	125
Eighth Ave.	100	375	400
42d St. & Grand St. Ferry	100	395	410
42d St. M. & St. N. Ave.	100	50	65
Manhattan Consolidated	100	96¾	96⅞
Metropolitan Street RR.	100	164	165
Ninth Ave., guar., 6 per cent.	100	198	205
Second Ave.	100	199	201
Sixth Ave.	100	200	210
Third Ave.	100	102	104
Twenty-third St., guar.	100	400	405
NORFOLK, VA.—			
Norfolk Street Railroad	100	62	64
NORTHAMPTON, MASS.—			
Northampton Street Ry.	100	170	180
PHILADELPHIA, PA.—			
Citizens' Passenger, guar.	50	†.....	.....
Continental Pass. Ry. ($29 p'd)	50	†.....	.....
Fairmount Pk. & Haddington.	50	† 74½	.....
Frankford & Southwark Pass.	50	†.....	445
Germantown Passenger.	50	†148	.....
Green & Coates Sts. ($15 p'd).	50	†150	.....
Hestonnville M. & F.	50	† 47	50
Preferred	50	† 73½	.....
Lehigh Ave. Ry. ($30 paid)	50	† 43	.....
Phila. City Pass. Ry. ($23¾ p'd)	50	†205	.....
Phila. & Gray's Ferry ($25 p'd)	50	†100	.....
Philadelphia Traction	50	† 96	.....
Railways Company, General	5	† 2½	2⅝
Ridge Ave. Passenger ($28 p'd)	50	†.....	.....
2d & 3d Sts. Ry., guar.	50	†300	.....
13th & 15th Sts. Pass. Ry.	50	†305	.....
Union Passenger ($30 5-6 paid)	50	†237	.....
Union Traction ($17½ p'd)	50	† 40¼	40⅜
United Power & Trans. ($10 p'd)	25	† 29	.....
West Phila. Passenger, guar.	50	†253	260
PITTSBURG, PA.—			
Allegheny Traction.	50	† 54	56
Citizens' Traction.	50	† 71	72
Consolidated Traction, com.	50	† 27¾	27⅞
Preferred	50	x 66	66¼
Federal St. & P. V. RR.	25	† 27½	28
Pittsburg & Birmingham Tr.	50	† 42	43
Pleasant Valley	25	† 27½	28

Stocks.	Par	Bid.	Ask.
PITTSBURG, PA.—(Concluded.)			
United Traction, com.	50	† 12	.....
Preferred	50	† 51	51½
West End, common	50	† 25	.....
PROVIDENCE, R. I.—			
United Traction & Electric.	100	109	111
READING, PA.—			
Reading Traction.	50	† 25	.....
City Passenger Ry.	50	†145	.....
East Reading Electric Ry.	50	† 75	90
RICHMOND, VA.—			
Richmond Traction Ry.	100	.....	.....
ROCHESTER, N. Y.—			
Rochester Street Ry.	100	.....	17
ST. LOUIS, MO.—			
St. L. & E. St. L. E. R.	100	150	200
St. Louis & Suburban Ry.	100	72	74
United Railways of St. Louis—			
Common (w. i.)		25	26
Preferred (w. i.)		75	76
Subscriptions (ex. 15%)		78½	80½
ST. PAUL, MINN.—See Minneapolis.			
SAN FRANCISCO, CAL.—			
Cal. St. Cable RR.	100	119¾	121½
Geary St. Park & Ocean RR.	100	50	.....
Market Street Ry.	100	63	63½
Presidio & Ferries RR.	100	15½	.....
SCRANTON, PA.—			
Scranton Railway Co.	50	† 25	30
SPRINGFIELD, MASS.—			
Springfield Street Ry.	100	210	218
TORONTO, CANADA.—			
Toronto, Ry.	100	x 99¾	100
WASHINGTON, D. C.—			
Capital Traction Co.	100	x107⅛	107½
Rights.		6¾	7
City & Suburban	50	† 35¼	40
Georgetown & Ten'ytown.	50	† 20	.....
WORCESTER, MASS.—			
Worcester Traction.	100	31½	.....
Preferred, 6s, cumul.	100	105	.....

† Prices per share not per cent. x Ex-dividend.

STATE AND MUNICIPAL BONDS.

Prices marked (*) are flat prices—that is, the purchaser does not pay accrued interest in addition. *In all other cases accrued interest must be added to the price.*

The figures in the column "*to net*" indicate the basis on which the securities sell or the interest rate which the securities if held to maturity, will net to the purchaser at the present market price.

It should be borne in mind that municipal bonds are not subject to such decided fluctuations in value as are securities which form a basis for speculation

Bonds.	Bid.	Ask.	To Net.
ALABAMA			
5s, July 1, '06, J&J, Class B.	110½	112	....
4-5s, J'y 1, '06, J&J, Class A.	110½	112	....
4s, July 1, '06, J&J, Class C.	105	106	....
4s, Cur'ncy, f'dg, 1920. J&J	110½	111½	....
Barbour County -4½s, g., Ref'd'g, July 1, '29. July 1	.....	.....	4·10
Birmingham—			
6s, Improv., 1919, ..M&S	.....	.....	4·90
6s, Refund., 1923. ..F&A	.....	.....	4·90
5s, Improv. 1919-20 M&S	.....	.....	4·75
Jefferson Co.—6s, 1927 J&D	.....	.....	4·50
6s, Oct. 1, 1921 .....A&O	.....	.....	4·50
6s, Dec. 1, 1917.....J&D	.....	.....	4·50
5s, July 15, 1920....J&J	.....	.....	4⅜
Madison Co.—5s, 1929. J&J	.....	.....	4·35
5s, Jan., 1919..... J&J	.....	.....	4·35
Mobile—4s-5s, Wharf., 1906	104	105	....
4s-5s, Plain, 1906.....	105	106	....
4½s, Wat. & Sew., '39. J&J	.....	.....	4·10
Mobile Co.—8s, Feb, '09 F&A	130	.....	....
6s, Mar., 1908.....M&S	115	117	....
5s, June, 1911.....J&D	110½	112½	....
Montgomery—6s, 1918. J&J	.....	.....	4½
6s, Sts., sch., &c., '21. J&J	.....	.....	4½
6s, July 1, 1924.....J&J	.....	.....	4½
5s, Jan. 1, 1907.....J&J	.....	.....	4
4½s, Water, 1928...A&O	.....	.....	4
Montgomery Co.—			
5s, 1935..... A&O	.....	.....	4¼
Troy—6s, 1925.....M&S	.....	.....	5½
ARIZONA			
6s, Gila B'ge, M'y, 1900. May	.....	.....	....
7s, Insane As., J'ly, '05. Jan.	.....	.....	4
6s, F'nding, Jan., 1913. Jan.	.....	.....	4
5s, F'dg, J'ly 15, '12-'42. J&J	.....	.....	3·75
5s, Funding, 1916-46...J&J	.....	.....	3·75
5s, Bldg, 1918-1948...J&D	.....	.....	3·75
Prescott—			
5s, Water.....1947	.....	110	4½
ARKANSAS			
Bentonville—6s, 1916. M&S	.....	102⅛	5½
Helena—			
6s, Funding, 1904....J&J	95	.....	....
Phillips Co.—			
6s, Funding, 1919...J&J	110	.....	....
CALIFORNIA			
4s, Dock, Jan. 1, 1912. J&J	.....	.....	3·10
Hanford—			
6s, g., 1913.....An.	104	108⅝	5¼

Bonds.	Bid.	Ask.	To Net.
Los Angeles—			
7s, g., Sch., Aug. 15, 1904	.....	.....	3·75
6s, July 1, 1906.....J&J	.....	.....	3·75
4½s, Sch, Oct., '00 to 1936	.....	.....	3⅞
4s, g., 1938..... J&J	.....	111	3·50
3¾s, g. Sc., 1900 to '39. M-N	.....	.....	3·50
Nevada City 6s, g., Sewer Aug. 7, 1900-1939..Aug.	.....	.....	4·50
Oakland—8s, 1905....Q—J	125	130	4⅛
Sacramento—6s, 1903..Jan	102	104¾	4¼
4½s, Jan., 1904.....J&J	98	102	4¼
4s, Jan., 1908.....J&J	100	100	4
San Francisco—			
6s, April 1, 1904....A&O	.....	111·65	3·25
Ukiah—5s, g., Light, June 26, 1900-1929.....J. 26	.....	.....	4·50
CANADA.			
4s, Dom., Nov. 1, 1903. M&N *l*	103	108	....
Guelph—5s, 1910.....J&D	110	111½	....
5s, £, Ry. deb., 1917..J&D	114	115	....
5s, Cons. debt deb, '20. J&J	115½	117	....
Montreal—			
4s, May 1, 1925.....M&N	.....	.....	3·20
4s, reg., May, 1927. M&N	.....	.....	3·20
4s, May 1, 1933....M&N	.....	.....	3·20
4s..... 1939	.....	.....	3·25
New Brunswick, Prov. of—			
4s, Apl. 16, 1921 A. 16 O. 16	103	104	....
4s, July 3, 1930...J. 3 J. 3	103½	104¾	....
4s, Jan. 1, 1902-32...J&J	102	103½	....
4s, Feb. 15, '02-32. F&A. *15*	102	103½	....
Nova Scotia, Prov. of—			
4s, July 1, 1919.....J&J	104	107½	....
4s, Jan. 1, 1920.....J&J	104	107½	....
4s, May 1, 1920....M&N	104	107½	....
Ottawa, City 5s, 1908. J&D	109½	110¾	....
5s, Sch., Dec. 30, 1909. J&D	109½	110¾	....
Quebec, City 4½s, 1914. J&J *l*	105	107	....
4½s, 1922.....J&J	108½	110	....
Prov. 5s, 1908.....M&N	109½	110½	....
Toronto—			
4s, Imp., Apr. 1, 1905. J&J	101	101¾	....
4s, do 1910. J&J	101½	102¾	....
4s, Mar. 31, 1911....J&J	101½	102¾	....
4s, Apr. 1, 1916.....J&J	102	103½	....
COLORADO			
4s, Jan. 1, 1907.....	.....	.....	3·40
3½s, Jan. 1, 1905.....	.....	.....	3·30
Bent Co.—5s, Ref., 1909-'19	103	105	....
Canon City 6s, '11-26. M&S	.....	.....	5
Colorado Springs—			
6s, July 1, 1905.....J&J	.....	.....	3¾

Bonds.	Bid.	Ask.	To Net.
Colorado Springs—(Concl.)			
5s, Water, 1906-1911....	.....	107⅜	3⅝
4½s, Nov. 15, 1907-1912.	.....	105⅞	3⅝
4s, Water, 1909-'14..M&S	.....	.....	3·50
4s, Ref'g., 1914-'29...M&S	.....	.....	3·50
Conejos Co—6s, '09-19. A&O	.....	109·50	....
Denver 6s, 1905.....J&J	.....	.....	5¼
6s, Viaduct, 1908 to 1912.	.....	.....	5⅛
5s, July 1, 1901-1906 J&J	.....	.....	3·70
4s, Sew., July 1, '03. J&J	.....	.....	3·50
4s, Nov. 1, 1908....M&N	.....	.....	3·50
Florence—			
6s, Water, 1909-1914....	.....	.....	4·50
Fremont Co.—6s, Jan. 1, '09.	.....	.....	3·50
Golden 5s, 1914-1929. A&O	.....	108·80	4·20
Gr. Junct'n—6s, g., 1907-12	.....	.....	5¾
Jefferson Co.—7s, Sch., '06.	.....	.....	6
Las Animas Co. Sch. Dist. No. 1—6s, May 1, 1904...	.....	101	5⅞
La Plata Co. Sch. Dist. No. 9 5s, Refdg. May 1, 1909-'19	.....	108¼	4
Pitkin Co. 8s, judg. 1904-14	.....	97½	....
Prowens Co. 5s, Jan. '12-'22	.....	107	4·25
Pueblo—6s, 1906.....J&D	.....	113	4¼
6s, Water, June, 1914....	115	122½	4¼
4½s, Refdg, 1907-17. M&S	.....	.....	4
Pueblo Co.—5s, 1907-1915.	101	103	4¼
Rio Grande Co—			
5s, Aug. 1, 1909-'19. F&A	.....	104	....
4s, Aug. 1, 1909-19. F&A	.....	100	....
Trinidad—			
5s, Ref'd'g, g., '04-'14. J&J	.....	104½	....
5s, g., Wat'r, 1907-12. A&O	.....	106¼	4·00
CONNECTICUT			
3½s, War loan, 1903...J&J	.....	.....	3
3s, War loan, Oct. 1910. A&O	.....	.....	3
Ansonia—4s, g., F'd'g. 1915	105	.....	....
Bridgeport—7s, July, 1900	100	.....	....
5s, Municip, July '08. J&J	.....	.....	3·15
4½s C'rt H., J'ly '18. J&J	.....	.....	3·15
4s, Corp., July 1919. J&J	.....	.....	3·15
Bristol—4s, Sch., 1904. J&J	101	.....	....
4s, F'nd'g, July 1, '27. J&J	109	.....	....
Danbury—4s, 1927 to 1939	109	.....	....
Derby—4s, 1914.....J&J	106	.....	....
Enfield—4s, 1920.....M&N	108	.....	....
3½s, g. Park, J., 1926 J&J	101	.....	....
Greenwich—4s, 1913.....	104	.....	....
Hartford—			
4s, Reservoir, '08-'18 J&J	.....	.....	3·10
4s, g., F'd'ng, 1918. J&J	.....	.....	3·10
3½s, Sewer, 1921...J&D	.....	.....	3·10
3½s g., Cap. Ref'g., '22 J&J	.....	.....	3·10

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Hartford—(Concl.)—			
3½s, Park, 1926 .....J&J	.....	.....	3·10
3½s, g., Jan. 1, 1938.J&J	.....	.....	3·10
3½s, Police, Jan., '23.J&J	.....	.....	3·10
3s, T'n (untax.) 1909.J&J	95	.....	...
Hartford School Districts—			
4s, Arsenal, 1917.....J&D	109	.....	....
4s, 2d North, 1924...J&J	111	.....	....
4s, South, 1925.....M&N	111½	.....	....
4s, South, 1927.....	112	.....	....
Meriden—4s, May, 1902....	100½	.....	....
4s, Water, '01 to '10.M&N	103	.....	....
Middletown—4s, 1915.J&J	108	.....	....
New Britain—4s, 1908 J&J	104	.....	...
4s, July 1, 1927.....F&A	.....	115⅞	3·15
3½s, R'd'g., J'ly 1, '24.J&J	105	107·45	3·08
New Britain (Town)—			
3½s, School, 1914-29.F&A	.....	104·70	3·10
New Canaan—3½s '29.M&S	103	106	3·20
New Haven—7s, Oct. '01 A&O	.....	.....	3·15
4s, Lib'ry, Jan. 1, '19.J&J	.....	.....	3·15
4s, Sch. D., '09 to '20.F&A	.....	.....	3·10
4s, School, 1928.....F&A	.....	.....	3·10
3½s, July, 1909-'39..J&D	.....	.....	3·10
New Haven (Town)—			
4s, Park, July 1, '15.J&J	.....	.....	3⅛
3½s, F'd'g, J'ly 1, '09.J&J	.....	.....	3⅛
3½s, A.L. RR., 1929.J&J	.....	.....	3⅛
3½s, Park, Jan. 1, '40.J&J	.....	.....	3⅛
New London—			
4s, School, June 1924 J&J	112	.....	....
3½s, Sewer, July '11.J&J	101½	.....	....
Norwalk—4s, g., Water, '35.	115	.....	....
4s, g., Mu., May, '35.J&J	115	.....	....
3½s, Funding, 1918.A&O	.....	.....	3·25
3½s, 1919 to 1929.....	.....	.....	3·25
Nor. Norwalk—4s. '13.M&S	107	.....	....
Wallingford—4s, '27...J&J	111	.....	....
3½s, Sch. D. '01 to '19.M&N	.....	.....	3·30
Waterbury—			
4½s, Water, 1905....J&J	105	.....	....
4s, Water, July, 1910.J&J	.....	107⅝	3·15
4s, School, 1927 to 1946..	.....	.....	3·20
3½s, 1905-1914.....J&J	.....	.....	3·20
Willimantic—4s, '10-25.A&O	107	.....	....
4s, Water, 1924.....	.....	.....	3·25
Windham.—4s, Apr. 1, 1925.	110	.....	....
DELAWARE			
6s, School, July, 1906.....	.....	.....	3·40
3½s, Hospital impt. June 1, 1906-1915.....J&J	.....	.....	3·40
3s, June 1, 1907 .....J&D	.....	.....	3·45
Newcastle Co.—			
4s, Ref'd'g, 1910 to 1924	.....	.....	3·45
3½s, 1914 to 1920.....	.....	.....	3·45
Wilmington—			
6s, July, 1900 to 1908 J&J	.....	.....	3·45
4½s, St. & sew., Ap. '22 A&O	.....	.....	3·45
4s, S. & S., Oct., 1925. A&O	.....	.....	3·45
DIST. OF COLUMBIA			
7s, Water Stock, 1901. J&J	.....	.....	....
6s, 30-yr. Fd., g., '02..M&N	105	.....	....
3 65s, "Fnd.," cur., '24. F&A	119	121	....
FLORIDA			
7s, Jan. 1, 1901.....Jan. 1	.....	.....	3·25
6s, g., Jan. 1, 1903.....J&J	.....	.....	3·25
Bartow—6s, May, '14.M&N	.....	.....	5
Duval Co.—6s, 1932...J&J	.....	.....	5
5½s, 1912-32 .....M&N	.....	.....	5
Jacksonville—			
5s, g., Improv., May 15, '24	.....	103¾	....
Key West—			
6s, Water, 1905-25..J&J	.....	104¼	5·25
St. Augustine—			
5s, Wat. & Fdg., '27.M&N.	.....	105·85	4⅝
Tampa—6s, g., 1920...J&J	.....	113·05	5
5s, g, R., June 1, 1929.J&D	.....	112·50	4¼
West Tampa—6s, g., improvement, 1923....M&S	.....	108	5·40
GEORGIA			
4½s, ref'g, 1900-1916..J&J	.....	.....	3·05
4½s, Act of 1884-1915.J&J	* 118	119	....
4½s, 1922.....J&J	* 122	.....	....
4s, July 1, 1926.....J&J	* 117	.....	....
3½s, May 1, 1915....M&N	* 106	.....	....
3½s, Jan., 1930.....J&J	* 109	.....	....
Albany—6s, g., 1921. Jan. 15	.....	.....	4·25
Atlanta—8s, July, 1902.J&J	.....	.....	3·50
7s, Water, Jan. 1904.J&J	.....	.....	3·50
6s, Capitol, Jan. '14.J&J	.....	.....	3·50
5s, Red., Sept., 1915..J&J	.....	.....	3·50
4½s, Red., July 1916..J&J	.....	.....	3·50
4½s, Water, 1922 ....J&J	.....	.....	3·50
4s, Water, Jan., 1923. J&J	.....	.....	3·50
4s, g., Ref'd'g, 1928..J&J	.....	.....	3·50
Athens—5s, 1922.....M&N	.....	.....	3·75
5s, Water, Nov. 1901 M&N	.....	.....	3·75
Augusta—7s, 1903 ....J&J	.....	.....	3⅝
6s, 1915..... .....F&A	.....	.....	3⅝
6s, 1904.....J&J	.....	.....	3⅝
6s, 1905.....J&J	.....	.....	3⅝
5s, 1921.....M&N	.....	.....	3⅝
5s, 1919.....F&A	.....	.....	3⅝
4½s, 1916 .....A&O	.....	.....	3⅝
4½s, Red., Apr. 1, '26.A&O	.....	.....	3⅝
4s, 1927.....A&O	.....	.....	3⅝
3½s, Mar., 1928.....M&S	.....	.....	3·50
Chatham Co.—			
5s, Ct. H., 1900-1919. J&J	.....	.....	4
Columbus.—5s, 1909...J&J	* 107	.....	....
4½s, 1927.....J&J	* 107	.....	....
Dalton—5s, Water, '18.J&J	* 103	.....	....
Greensboro—			
6s, 1919 to 1921 .....J-J	* 107	.....	....
Macon—6s, Jan. 1910.Q-J	118	.....	....
5s, Market, Jan. '18..Q-J	.....	.....	4·00
4½s, 1926 .....Q-J	* 108	.....	....
Rome—5s, F'd., Jan., '12 J&J	* 106	.....	....
4½s, 1926.....J&J	* 101	.....	....
4s, Sewer, 1907-20...J&J	.....	.....	4⅝
Savannah—5s, 1909....Q-F	* 112	114	....
5s, 1913.....Q-J	* 112½	114½	....
Summerville—			
5s, g., Nov. 1, 1927.M&N	* 108	.....	....

Bonds.	Bid.	Ask.	To Net.
IDAHO			
6s, 1905.....J&J	.....	.....	3·35
5s, 1905-1915.....J&J	.....	.....	3·35
Kootenai Co.—			
6s, g., Fdg., '07-'8-'12.J&J	.....	.....	5¼
Mountain Home—			
8s, Sch., Jan. 1904-08 Jan	.....	.....	6
Nez Perce Co—			
6s, g., Ref. 1915.....	.....	.....	6
ILLINOIS			
Astoria—5s, Water, 1902-17	.....	.....	4
Bloomington—4s, 1909-10.	.....	.....	3·50
Cairo—6s, F'd'g, 1914..J&J	.....	.....	4
Charleston—			
5s, Ref'd'g, 1900 to 1915	.....	.....	4
4½s, July 1, 1917.....	.....	.....	4
Chicago—			
6s, Imp., Dec. 31, 1900 to '03	.....	.....	4
5s, Hyde P. water, '04.J&J	.....	.....	3·25
5s, Town of Lake, water, Apr. 1, 1901 to 1902. J&J	.....	.....	3·30
4½s, Sew., Jly 1, 1900. J&J	.....	.....	3·25
4s, City, 1901 .....J&J	.....	.....	3·20
4s, T'n of L., wat., '07 J&J	.....	.....	3·25
4s, g., River Imp., 1914 J-J	.....	.....	3·25
4s, g., Ref'd'g, 1915..J&J	.....	.....	3·25
4s, W'ld's Fair, 1921. J&J	.....	.....	3·25
3-65s, Water, J'ly '02. J&J	.....	.....	3·20
3½s, Water, July '09. J&J	.....	.....	3·15
3½s, g., Oct. 1, 1918. A&O	.....	.....	3·15
3½s, g., July 1, 1919. J&J	.....	.....	3·15
Chicago Heights—			
6s, 1914.....M&S	.....	.....	4·25
Chicago Sanitary Dist.—			
5s, Nov. 1, 1900 to '07 M&N	.....	.....	3·25
5s, July 1, 1904.....J&J	.....	.....	3·25
5s, Jan. 1, 1907. ..J&J	.....	.....	3·25
5s, July 1, 1911-12...J&J	.....	.....	3·25
4½s, Jan. 1, 1901 to '15 J&J	.....	.....	3·25
4½s, Jan. 1, 1910....J&J	.....	.....	3·25
4½s, Jan. 1, 1915....J&J	.....	.....	3·25
3½s, June 30, 1918..	.....	.....	3·25
Cook Co.—			
4½s, g. Rf'd'g, 1900 to 1919	.....	.....	3⅛
4s, Ref., 1900 to '12 M&N	.....	.....	3⅛
DeKalb—5s, Oct. 1, 1910..	.....	....	4
E. St. Louis 5s, 1908. J&D	.....	.....	3·50
Evanston—5s, 1901.....	.....	.....	3⅜
5s, May 1, 1912..	.....	.....	3·25
Hillsboro—6s, 1900 to 1902	.....	.....	4·50
Jacksonville—			
4s, Ref'g, 1902 to '19 J&J	.....	.....	3·50
Macoupin Co.—4½s, '03 J&J	.....	.....	3⅜
Moline—4s, Sch., 1914-19..	.....	.....	3·50
Momence—			
5s, Rfdg., 1907-1917.....	.....	.....	4
Morgan Co.—4s, 1907. Opt	.....	100	4
Peoria, 4½s, Nov. 1, 1915..	.....	.....	3·50
Peoria Twp.—5s, 1910. J&D	.....	.....	3·62
Quincy—5s, 1902, Sept.....	.....	.....	3·62
4½s, Ref., July, 1908. J'ly	.....	.....	3·62
4s, Ref., 1911 to '17. J'ly 1	.....	.....	3·62
Rockford—5s, 1903-4.....	.....	.....	3·50
4½s, City, Mch., '07. M&S	.....	.....	3·50
Schuyler Co. Drain. Dist—			
5s, Oct. 2, 1901 to 1905.	.....	.....	4⅛
Tazewell Co.—			
4s, July, 1901-10, July 1.	.....	.....	3·25
West Chic.—5s, 1910...J&J	.....	.....	4
White County—			
4½s, Ref'g, 1904-'18. J&J	.....	.....	3·75
Wilmette—5s, 1900 to 1902	.....	.....	4·00
INDIANA			
3½s, Fund'g, 1910-15. M&N	.....	.....	3·00
3s, June 18, 1909.....J&D	.....	.....	3·00
Adams Co.—			
4½s, T. Rd., 1900-19. M&N	.....	.....	4·00
Allen Co.—			
3½s, Nov. 1, 1919..M&N	.....	.....	3·20
Bartholomew Co.—			
5s, Nov., 1900 to 1908...	.....	.....	3·70
Cannelton—6s, Refunding, 1901 to 1910.....M&N	.....	.....	4
Cicero—5s, Oct. 1, 1910....	.....	.....	4·50
Clay Co.—5s, Nov. '00 to '08	.....	.....	3·70
4½s, T. Rd., 1900-19. M&N	.....	.....	3⅞
Columbus—5s, 1909...J&J	.....	.....	3⅝
Covington—6s, F'g, '03 to '08	.....	.....	3·80
Dunkirk—6s, March, 1903.	.....	.....	4⅛
Evansville—			
6s, 1912.. .....J&J	120	.....	4
5s, June, 1907.....J&D	.....	.....	3·50
5s, Jan. 1, 1912.....J&J	.....	.....	3·50
4½s, Jan. 1, 1912....J&J	.....	.....	3·50
4s, July 1, 1912.....J&J	.....	.....	3·50
Green Co.—6s, '08-'13. A&O	.....	.....	3¾
Greenfield—6s, 1914..A&O	.....	.....	4⅛
Harrison Co.—			
4s, Ref., 1900 to '11. M&N	.....	.....	3·50
Indianapolis—			
6s, Apr. 15, 1900 to 1904.	.....	.....	3·20
5s, July 1, 1902.....J&D	.....	.....	3·20
4s, School, 1903-26..J&J	.....	.....	3·20
4s. School, July 1, '26. J&J	.....	.....	3·20
Jay Co.—3½s, '08 to '10. J&D	.....	.....	3·40
Jeffersonville—			
5s, Refdg, Apr. 1910. A&O	.....	.....	4½
Johnson Co.—			
4s, F'nd., 1900 to '12. J&J	.....	.....	3·25
Lake Co.—5s, Road, '00-'07	.....	.....	4
La Porte Co.—5s, Ct. H. 1907	.....	.....	3·25
La Porte—			
3½s, Water, 1919...F&A	.....	.....	3⅜
Lafayette—4½s, 1915-20 ..	.....	.....	3·50
Lawrence Co.—5s, Road, 1900 to 1908.....Nov. 15	.....	.....	4
Lebanon—5½s, Fd. 1910-15	.....	.....	4
Marion—4½s, 1907-'17 J&D	.....	.....	3·75
Marion Co.—4s, Ref'g..1927	.....	.....	3·25
3½s, F'd'g., 1900-29. J&D	.....	.....	3·25
Mitchell—6s, Light, Sept. 1, 1900 to 1905 .....M&S	.....	.....	4
Monroe Co.—5s, Road, Nov. 15, 1900 to 1908.....	.....	.....	3⅞
New Albany—6s, May. 1900	.....	.....	4
5s, July 1, 1915.....J&J	.....	.....	3·70

Bonds.	Bid.	Ask.	To Net.
Orange Co.—5s, 1901 to '08.	.....	.....	3·75
Richmond—			
6s, 1900 to 1908.....J&J	.....	.....	3·50
4s, Funding, Feb. 1. 1902.	.....	.....	3·50
South Bend—6s, 1908. M&N	.....	.....	3·50
5½s, Nov. 1, 1904...M&N	.....	.....	3·25
5s, Aug. 1, 1908.....F&A	.....	.....	3·25
4s, Jan. 2, 1919.....J&J	.....	.....	3·25
Sullivan Co.—			
6s, Drainage, '04-14. J&J	.....	.....	4·50
5s, Road, 1900 to '06. Nov.	.....	.....	3⅜
Terre Haute—5s, 1905. M&N	.....	.....	3·25
4½s, 1900 to 1909..J&J	.....	.....	3·25
4s, Fdg, May 1, 1915 M&N	.....	.....	3·25
Vanderburg Co —			
5s, C. H., 1910.....J&J	.....	.....	3·25
5s, C. H., Jan. 1, '18.J&J	.....	.....	3·25
Vigo County—			
4½s, T. Rd., 1900-19. M&N	.....	.....	3·75
3½s, Funding, 1919. J&J	.....	.....	3·25
Vincennes—4½s, Rfd. 1913	.....	.....	3·60
Washington Co.—			
5s, Road, '00 to '07, Nov. 15	.....	.....	3⅞
Wayne Co.—4½s, '01-'4. F&A	.....	.....	3·25
Wells Co.—			
4½s, Ct. H., 1900-'05. M&N	.....	.....	3·30
West Indianapolis—			
6s, Fund., 1902-10..M&N	.....	.....	4
IOWA			
Alta—6s, Wat'r, Au. 1, '05-15	.....	103·51	5·50
Burlington—			
6s, Nov. 1, 1902....M&N	107	.....	....
4s, Rfg, June, 1901-06 J&D	100	.....	....
Cedar Rapids—			
4½s, J'ne 1, 1900-'05. J&D	101	102	...
4s, 1900 to 1919.....J&D	.....	.....	3·50
Council Bluffs—			
7s, July, 1900.....J&J	100	.....	....
6s, Aug. 1, 1903.....F&A	105	.....	....
5s, Sch., June 1, 1902. J&D	101½	.....	....
4½s, Ref'g., 1903-18. A&O	.....	105	....
Davenport—			
6s, Paving, Oct., '03. A&O	.....	103	5
Des Moines—			
4½s, Sch'l, 1901-06. M&N	.....	.....	3·40
4s, Fund'g, May, '16. M&N	.....	.....	3·25
3½s, Dec., 1905 to 1916.	.....	.....	3·20
Dubuque—			
4s, Ref'd'g, Apr., 1916...	.....	.....	3·45
4s, Refd'g, Feb. 1, '17. F&A	.....	.....	3·45
Fonda, 6s, 1905-1915 M&N	.....	103·51	5·50
Johnson Co.—3½s, '04 to '09	.....	.....	3·25
Ottumwa—			
4½s, Refdg, 1916-17. A&O	.....	109⅜	3·80
Oxford—6s, 1900-'05..A&O	.....	104	5·50
Pottawattamie Co.—			
4½s, Fund., 1901 to 1905.	.....	.....	3·25
Red Oak—4½s, Rfdg, '09-15	.....	.....	3⅞
Rock Rap's, 5s, Sch. '01-'06	.....	101	....
Sac Co.—			
3½s, Ref'g, 1901-'10..J&J	.....	.....	3·25
Sioux City—5s, 1907-1917.	.....	109	....
Waterloo—6s, Sewer, 1903	.....	105	....
4½s, Fdg., 1907-17. M&N	.....	103	....
Woodbury Co.—			
3½s, Refunding, 1914 ...	.....	.....	3·30
KANSAS			
4s, Refund., 1902 .....J&J	102	.....	....
Atchison—4s, R., 1913..J&J	96	100	4
Atchison Co.—			
5s, Ref'd'g., 1916....J&J	.....	.....	3·75
4s, Ref., 1914-1929..J&J	100	105	3·55
Chanute—			
6s, Water, June 1, '05. J&J	100	102¾	5⅝
Chautauqua Co.—			
5s, Refund'g., 1917. A&O	105	108	4⅜
Coffeyville—6s, 1905. .J&J	102	107	4·75
Emporia—			
4½s. Ref'd., 1919-29. F&A	.....	.....	3·50
Girard—6s, May 1, '09. M&N	100	111	4·50
Jackson Co.—			
5s, Rfdg, 1908-1928. J&J	103	106¼	4·25
Kansas City—			
6s, Feb., 1901 to 1908....	106¾	111	3·75
6s, Ref., Oct. 1, 1915. F&A	118½	.....	....
5s, Jan. 1, 1917.....	108	.....	....
Leavenworth—			
6s, July 1, 1909-11..J&J	112	116	4·00
5s, July 1, 1909.....J&J	106	108	4·00
4s, Ref., July 1, 1914 J&J	96	100	4·00
Lyon Co.—4s, 1904-1919.	108	110	3·50
Newton—6s, Water, '05. J&J	103	106¼	4⅞
Norton Co. 6s, 1905-1925..	100	106½	5
Oxford—6s, 1905.....A&O	102½	105	5·00
Reno Co.—4½s, 1918-1928.	100	105·07	4⅛
Salamanca Township—			
6s, RR. Aid, 1916, Opt...	.....	.....	6·00
Sedgwick Co.—			
5¾s, Refdg, 1910...F&A	115	118	3·75
5s, C'rt H., 1908-'09. J&J	.....	.....	3·75
5s, Fund., J'ly, '15-25. J&J	112	115	3·75
Shawnee Co.—			
7s, June 1, 1902 ....June	.....	.....	3·75
4s, C. H., May 1, '24. M&N	101	104	3·75
Sumner Township—			
8s, Dec. 20, 1909.	110	115	6·00
Topeka—6s, J'ly 20, '06. J&J	105	108½	4·25
5s, Aug. 10, 1912 ....J&J	107½	110	4
4½s, Impvt., 1900 to 1909	100	102½	4
3¾s, Ref'd'g., 1919..J&J	.....	.....	3·75
Weir—6s, 1900-1905...J&J	100	102¾	....
Wellingt'n—7s, J y 1, '10 J&J	107	110	6
Wichita—6s, J'ne 1, '18. J&D	120	126	4
5s, Sch., July 1, 1905. J&J	103	105¼	4·00
KENTUCKY			
4s, g., June 1, 1905...J&D	103	.....	....
Allen Co.—			
New 6s, 1907.....J&J	95	100	....
Ashland—			
6s, Sch. Ref'd'g, '07. J&D	.....	.....	4
5s, Fdg, Sept., 1909-14...	.....	.....	4
Bowling Green—4s, 1918..	.....	.....	3·50
Boyd Co.—6s, Rf. '01-04. J&D	.....	.....	4·00
Caldwell—New 6s, '02. M&S	100	.....	...
Christian Co.—5s, 1927....	.....	.....	3·50

*Flat price.

Bonds.		Bid.	Ask.	To Net.
Covington—				
5s, Fd., Aug.,'10-20.	F&A	.....	.....	3·15
4s, Reser. & W.W.,'28,	J&J	.....	.....	...
Frankfort— 4½s, 1917-27..		.....	.....	3·75
Franklin Co.—6s, Bridge, Aug. 1, 1903-23.....	F&A	.....	.....	3·75
5s, 1902.....	A&O	.....	.....	3·70
5s, Fund., July 1,'08.	July	.....	.....	...
4½s, Ref'd'g, Jul. 1,'18	J&J	.....	.....	...
4s, Ref'g, July 1, '19.	J&J	.....	110¼	3·30
Henderson—				
4s Fund., 1927.....	M&N	104½	105·34	3·50
Lexington—6s, 1913..	F&A	.....	.....	4
5s, RR. aid, 1918...	M&N	109	.....	4
Logan Co.—6s, 1901...	J&J	101	.....	...
Louisville—7s, 1901..	A&O	.....	.....	3·60
7s, E. & P. RR., Jan. 1, 1903		.....	.....	3·60
5s, Park, Aug. 1, '11.	F&A	.....	.....	3·50
5s, 1900-1920.....	M&N	.....	.....	3·50
4s, g., Ref'g, Sept. 15, '10.		....	.....	3·40
4s, Municip., 1928..	Quar.	.....	.....	3·40
4s, Park, 1930.....	J&J	.....	.....	3·40
4s, Ref'g, July 1, 1937	J&J	.....	.....	3·40
Madison Co.—				
4½s Turnpike, 1904 to '18		.....	.....	....
4s, Ref'g, 1918-1938.	J&J	100	.....	....
McCracken Co.—				
5s, Ref., Mar. 1,'03-33.	M-S	102½	103½	....
5s, Ref., Mar. 1,'13-33.	M-S	.....	110	....
5s, Ref., Mar. 1,'23-33.	M-S	.....	115	....
Montgomery Co.—				
4s, Turnpike,'19-29.	F&A	100	.....	....
Newport—				
7.30s, Water, M'y'03.	M&N	.....	.....	3·25
5s, Defic., July, 1904.	J&J	.....	.....	3·25
5s, St. imp., Jan. '19.	J&J	.....	.....	3·25
4s, Bridge, July, 1911	J&J	.....	.....	3·25
Owen Co.—				
5s, Fund., Sep. 1,'03.	M&S	.....	.....	3·65
6s, Refg, Feb. 1,'12-17	F&A	.....	.....	3·75
Paris—				
4½s, Rf'g May'02-'15	M&N	.....	.....	3·50
Pendleton Co.—				
5s, 1910.....	J&J	.....	.....	3·75
Scott Co.—5s, 1918....	J&J	100	.....	....
4s, Ref'd'g July 1, '01-'21		.....	.....	3·45
Shelby Co.—6s, 1901..	J&D	100	.....	....
6s, C. & O. 1911.....	A&O	100	.....	....
Spencer Co.—6s, 1911.	A&O	100	.....	....
LOUISIANA				
4s, New consols., 1914.	J&J	* 109½	110	....
Atchafayla Dist. Levee—				
6s, 1910.....	A&O	* 102¾	103½	....
Bossier Dist. Levee—				
6s, 1922.....	M&N	* 117	120	....
Caddo Dist. Levee—				
6s, 1922.....	J&D	* 116¾	119	....
Fifth Dist. Levee—				
6s, 1908.....	F&A	* 101	102	....
6s, 1911.....	F&A	* 103	.....	....
6s, 1913.....	F&A	* 106	110	....
Lafourche Dist. Levee—				
6s, 1913.....	J&J	* 108	.....	....
Lake Borgne Dist. Levee—				
6s, 1912.....	M&N	* 108	.....	....
New Orleans—				
7s, g., O. S. & G. S.,'22	J&J	* 141	.....	....
5s, Premium.....		* 220¾	221½	....
5s, Premium (dr. num.)..		* 255	.....	....
4s, Const., 1942.....	J&J	* 110	110½	....
Orleans District—5s..	M&S	* 104	.....	....
Pontchartrain District—				
B, 6s, 1905.....		*	.....	....
C, 6s, 1912.....		* 111½	.....	....
D, 6s, 1944.....		* 125	127½	....
Red River A. & B.B. Dist.—				
6s, 1912.....		* 105	107½	....
Tensas Basin Dist.—6s.'07.		* 100½	.....	....
MAINE				
5s, June 1, 1919.....	J&D	.....	.....	3
4s, July 1, 1917.....	J&J	.....	.....	3
3s, Oct. 1, 1922.....	A&O	100	.....	3
Aroostook Co.—				
4½s, July 1, 1915....	J&J	110	117	....
4s, C. H., June, 1915.	J&D	104	.....	....
Auburn—				
4s, July, 1917.....	J&J	107	.....	....
Bangor—				
6s, 1905	J&J	111	.....	....
4s, Nov. 1, 1914....	M&N	107	.....	....
3½s, Wat., 1904 to '10.	J&J	101	103	....
Bath—				
4½s, Mun., July, '07.	J&J	106	.....	....
4s, Ref'dg., July, '21.	J&J	109	.....	....
Belfast—				
4s, Refunding, 1918.....		107	.....	....
Houlton—				
4s, Fund, 1917.....	A&O	106	.....	...
Lewiston—				
6s, July, 1901.....	J&J	103	.....	....
5s, April 1, 1917....	A&O	121	.....	...
4s, 1903.....	J&J	101	.....	...
4s, g., Oct., 1927....	A&O	.....	115	3·20
Portland—				
6s, Sept. 1, 1907....	M&S	.....	.....	3·15
4s, Mar., 1905.....	M&S	.....	.....	3·15
4s, g., Ref., July 1,'12.	J&J	.....	.....	3·15
4s, g., Mar. 1, 1916..	M&S	.....	.....	3·15
Rumford—4s....1909-1919		.....	.....	3·15
Saco—4s, 1901.....	J&J	100	.....	....
Washington County—				
4s, Jan., 1923-1928..	J&J	108	.....	....
Waterville—4s, g., 1927...		110	.....	....
Westbrook, 4s F'g,'12.	J&D	.....	107½	....
Yarmouth—4s, g., 1915....		106	.....	....
MARYLAND				
3½s, Jan., 1911.....	J&J	103½	105	....
3s, Jan. 1, 1903.....	J&J	101	102½	....
Annapolis—				
5s, Sch., 1903 to '28..	J&D	.....	.....	....
Baltimore—				
5s, July 1, 1916.....	M&N	123	124	....
4s, Nov. 1, 1926....	M&N	115½	.....	....
4s, Water, 1925.....	M&N	115½	.....	....
3½s, Jan. 1, 1922....	J&J	110	.....	...
Baltimore—(Concl.)—				
3½s, July 1, 1930....	J&J	112	112¼	....
3½s, July, 1940.....	J&J	112	112½	....
3½s, Mar., 1945....	M&S	111	112	....
3¼s, Jan. 1, 1927....	J&J	100	101	....
PocomokeCity—5s,'28.	J&J	.....	.....	4·40
MASSACHUSETTS				
3½s, g., July, 1901.....	J&J	.....	.....	2·85
3½s, g., April 1, 1920.	A&O	109	.....	....
3½s, Gold, Nov. 1923..	M&N	110	.....	....
3½s, g., July 1, 1935...	J&J	114	.....	....
3½s, Water, 1938.....	J&J	114½	.....	....
3s, g., April 1, 1909...	A&O	100½	.....	....
3s, g., April, 1915.....	A&O	101	.....	....
3s, g., Apr. 1, 1929..	A&O	102	.....	....
3s, g., May 1, 1929..	M&N	102	.....	...
3s, g., March, 1936. ..	M&S	102½	.....	...
3s, g., July, 1939	J&J	102½	.....	....
Arlington—				
4s, 1904.....	M&N	102½	.....	....
4s, Jan., 1922.....	J&J	112	.....	....
4s, Nov., 1947.....	M&N	.....	121	3·15
Athol—4s, July, 1924..	J&J	112	.....	....
Attleborough—				
4s, Water, July 1, 1924	J&J	112	.....	....
4s, g., July, 1926	J&J	113	.....	....
Belmont—4s, June '17.	J&D	109½	.....	....
Boston—				
6s, Apr., 1903.....	A&O	.....	.....	3·07
5s, April 1, 1903....	A&O	.....	.....	3·07
5s, g., Oct. 1, 1906..	A&O	.....	.....	3·07
4s, Apr., 1903.....	J&J	.....	...	3·07
4s, July 1, 1912.....	J&J	.....	.....	3·07
4s, Water, 1919.....	A&O	.....	.....	3·07
4s, Park, 1920.....	J&J	.....	.....	3·07
4s, July, 1936.....	J&J	.....	.....	3·07
3½s, reg., Apr., 1902.	A&O	.....	.....	3·07
3½s, Wat., Ap. 1,'17.	A&O	.....	.....	3·07
3½s, Reg., July, 1919.	J&J	.....	.....	3·05
3½s, Oct., 1936	A&O	.....	.....	3·05
3½s, Reg., Apr. 1938.	A&O	.....	.....	3·05
3s, 1917.....	A&O	.....	.....	3⅛
Brockton—5s, 1910...	A&O	114	.....	....
4s, April, 1903.....	A&O	102	.....	....
4s, Apr., 1920.....	A&O	111	.....	....
4s, May, 1927.....	M&N	114	.....	....
3½s, July 1, 1916....	J&J	103	.....	...
Cambridge—6s, 1904..	J&J	.....	.....	3·10
4s, Aug., 1905.....	F&A	.....	.....	3·10
4s, Water, July, 1919.	J&J	.....	.....	3·10
3½s, City loan, 1909.	J&J	.....	.....	3·10
3½s, School, 1919...	J&J	.....	.....	3·10
3½s, Bridge, 1939...	J&J	107½	.....	....
Chelsea—4s, Oct., 1907.	A&O	105	.....	....
4s, Park, Oct., 1936.	A&O	117	118¾	3·15
Chicopee—4s, gold, 1920...		111	.....	....
Danvers—				
4s, School, 1906 to '13	J&J	.....	.....	3·20
Everett—4s, Sew. '29..	M&S	114	.....	....
Fall River—6s, 1906..	M&N	.....	.....	3·15
5s, May 1908.....	M&N	.....	.....	3·15
4½s, Oct. 2, 1913...	A&O	.....	.....	3·10
4s, Oct., 1914	A&O	.....	.....	3·10
4s, June, 1923.....	J&D	.....	.....	3⅛
4s, Aug., 1929.....	F&A	.....	.....	3⅛
Fitchburg—6s, 1905...	J&J	112	.....	....
4s, Reg., June, 1914.	J&D	109	.....	....
4s, Reg., Apr. 1, 1922.	A&O	113	.....	....
Gloucester—4s, 1908..	J&J	104½	.....	....
4s, Mun., May, 1906..	M&N	103	.....	....
Haverhill—4s, Oct. 1, 1902.		101½	.....	..
4s, Dec. 1, 1912.....	J&D	108	.....	....
4s, Dec., 1927.....	J&D	114	.....	....
Holyoke—				
4s, g., Sept. 1, 1908.	M&S	105½	.....	....
4s, g., July 1916....	J&J	110	.....	....
4s, g., Jan., 1927.....	J&J	114½	.....	....
Hull—4s, 1923.....		108	.....	....
Hyde Park—				
4s, Sewer, 1904 to 1918..		.....	.....	3·20
Ipswich—4s, 1924.....	J&J	109¼	.....	....
Lawrence—6s, 1906..	A&O	116⅝	.....	3·12
4s, July 1, 1924.....	J&J	112	.....	....
4s, July, 1904.....	J&J	102½	.....	....
Leominster—4s, g., 1926...		111	.....	....
4s, Feb., 1914.....		107	.....	....
Lincoln—4s, June, 1917....		108	.....	....
4s, 1905 to 1914.....		.....	.....	3·25
Lowell—4½s, 1903....	M&N	.....	.....	3⅛
4s, Oct., 1920.....	A&O	.....	.....	3⅛
3½s, Feb., 1904.....	F&A	.....	.....	3⅛
Lynn—5s, Jan. 1, 1905.	J&J	107½	.....	....
4s, Reg., Oct., 1907..	A&O	106	.....	3·15
4s, Ref'dg Water,'21.	J&J	111	.....	....
4s, July, 1925.....	J&J	113	.....	....
4s, Apr., 1917.....	A&O	109½	.....	....
4s, reg., Apr., 1916.	A&O	109	.....	....
4s, July, 1927.....	J&J	113	.....	....
3½s, May 1, 1905...	M&N	100½	.....	....
Malden—				
4s, June, 1900 to '05.	J&D	.....	.....	3⅛
4s, July, 1913.....	J&J	108	.....	....
4s, May, 1924.....	M&N	114⅝	.....	3·15
4s, July, 1947	J&J	114	.....	....
3½s, July 1, 1905....	J&J	100	.....	....
Manchester—3½s,'00 to '08		.....	.....	3·15
Marlborough—				
4s, July, 1900.....	J&J	100	.....	....
4s, Coup., gen. l'n A.	1915	109	.....	....
4s, July, 1926.....	J&J	.....	115½	3·15
Medford—4s, 1901.....	J&J	100	.....	....
4s, Oct., 1914...	A&O	109	.....	....
4s, May, 1917	M&N	110	.....	....
4s, July, 1923.....	J&J	112	.....	....
Melrose 4s, June, 1924.	J&D	113	.....	....
Methuen—				
4s, Aug., 1910.....	F&A	106	.....	....
4s, Oct., 1925.....	A&O	112	.....	....
4s, Feb., 1928.....	F&A	114	.....	....
Middlesex Co.—				
4s, Dec., 1902.....	J&D	102	.....	...
4s, Dec. 1, '06 to '15.	J&D	.....	.....	3·15
4s, 1916 to 1921.....	J&D	.....	.....	3·15
Natick—				
4s, July, 1926.....	J&J	.....	115½	3·15
Needham—4s, Sept., 1924.		113	.....	...
4s, Sept., 1923		112	.....	....
New Bedford—7s, '09.	A&O	129	.....	....
5s, Oct. 1, 1903.....	A&O	106	.....	....
4s, g., March, 1907..	M&S	105	.....	....
4s, Wat., Apr. 1, '26.	A&O	114	.....	....
3½s, 1910.....	A&O	102½	.....	....
Newton—6s, 1905.....	J&J	113	.....	....
5s, July 1, 1906.....	J&J	110	.....	....
4s, Sch., Aug., 1915.	F&A	110¾	.....	3·15
4s, Water, Mar., 1928.	M&S	114½	.....	....
4s, Aug., 1935.....	F&A	116½	.....	....
Northampton—				
4s, School, Jly 1, 1915.	J&J	109	.....	....
4s, April, 1921.....		111½	.....	....
Pittsfield—				
4s, Sch'l, May 15,'00 to '24		.....	.....	3·15
Quincy—4s, May, 1901-05.		.....	.....	3·15
4s, 1900 to 1937....	M&N	.....	.....	3·15
3½s, Mar., 1901 to 1910.		.....	.....	3·10
Rockport—4s, 1918...	M&N	108	.....	....
Salem—5s, 1, 1904.....	J&J	107	.....	....
4s, Aug. 1,'03 to '06..	F&A	.....	.....	3⅛
4s, June, 1913.....	J&D	109	.....	....
Somerville—				
5½s, July 1, 1906....	J&J	.....	.....	3·10
4½s, g, Oct. 1, 1902.	A&O	.....	.....	3·10
4s, July, 1900 to 1919.	J&J	.....	.....	3·10
4s, July, 1912.....	J&J	.....	.....	3·10
Springfield—				
7s, Apr. 1, 1903.....	A&O	112	.....	....
6s, Water, Apr. 1,'05.	A&O	113	.....	....
4s, Sewer, July 1,'06.	J&J	104½	.....	....
4s, g., Wat., Ap. 1,'13.	A&O	109	.....	....
4s, g., Sch., Jan., 1917.	J&J	111	.....	....
3½s, g., May, 1907.	M&N	102	.....	....
3½s, g., July, 1900 to '18		.....	.....	3·07
Taunton—4s, 1905....	J&D	103	.....	....
4s, Dec, 1906.....	J&D	104½	.....	....
4s, C. Hall, Dec.'15..	J&D	110	.....	....
4s, June, 1917.....	J&D	111	.....	....
4s, June, 1927.....	J&D	114½	.....	....
4s, June, 1, 1907....	J&D	105	.....	....
Wakefield—4s, 1902 to '10.		.....	.....	3·15
4s, Munic., '15 to '24.	A&O	.....	.....	3·15
Waltham—4½s, 1906.	A&O	107	.....	....
4s, Sewer, Oct. 1,'11.	A&O	107½	.....	....
4s, Apr., 1917.....	A&O	110	.....	....
4s, Jan, 1927	J&J	114	.....	....
Ware—4s, Sept., 1904.....		102	.....	....
4s, Sept., 1911.....		106½	.....	....
Watertown—4s, 1906.	M&N	104	.....	....
Webster—4s, 1913-1923....		.....	.....	3·20
Wellesley-4s, Sep'00-6.	M&S	.....	.....	3·15
Westfield—4s, 1906 to '22..		.....	.....	3·20
3½s, J'ne 1,'01 to '29.	J&D	.....	.....	3·15
Winthrop—3½s, Nov., 1900		100	.....	....
3½s, Nov., 1908...		102	.....	....
Woburn—4s, Apr.,'02	A&O	101	.....	....
4s, April, 1907.....	A&O	.....	.....	105¾ 3·15
Worcester—5s, 1906..	J&D	.....	.....	3·10
4s, April 1, 1912.....		108	.....	....
4s, July 1, 1928.	J&J	116	.....	....
4s, Apr., 1938.....	A&O	119	.....	....
3½s, June 1, 1929...	J&D	107	.....	....
Wrentham—4s, Apr.,'01-'08		.....	.....	3·15
4s, July, 1914.....		108	.....	....
MEXICO				
United States of Mexico—				
5s, g., Ref'd'g, July 1, '44				
op'n'l after '09..	Q.-Jan.	98¾	100	....
5s, con. sil. l'n of '94.	A&O	l 42	45	....
MICHIGAN				
Alpena Co.—5s, 1915 to '32		.....	.....	3·50
Battle Creek—				
5s, Sewer, Oct., 1910.	A&O	.....	.....	3·50
5s, Water, Sept. 1, 1917...		.....	.....	3·50
3½s, Pav., Sep. 1,'13.	M&S	.....	102·80	3·25
Bay City—4s, Ref'd'g. 1927		.....	.....	3·60
Bay County—				
5s, Fd'g, Dec.'07 8-9.	J&D	.....	.....	3·50
4s, Ref'd'g, 1922-27.....		.....	.....	3·50
Detroit—				
7s, Water, Aug. 1,'04.	F&A	.....	.....	3·15
6s, W. L., June, 1906.	J&D	.....	.....	3·15
4s, Sewers, Ap. 1,'22.	A&O	.....	.....	3·10
4s, Imp., July, 1926..	J&J	.....	.....	3·10
3·65s, Pub. imp., '18.	J&J	.....	.....	3·10
3½s, Pub. imp., '16..	J&D	.....	.....	3·10
3½s, Pub. Imp., 1930. ...		.....	107¾	3·10
Escanaba—				
5s, School, 1909-14-19	J&J	.....	.....	3·70
Gladstone—				
4½s, Water, 1919...	M&N	.....	106·73	4
Grand Haven—				
5s, Water, Jan. 1,'03.	M&S	.....	102·61	4⅜
Grand Rapids—				
5s, C. Hall, July 1,'04.	J&J	.....	.....	3·20
4½s, Wat., Jan. 1,'12.	J&J	.....	.....	3·20
4s, School, Feb. 4,'07.	F&A	.....	.....	3·20
4s, Market, reg.,'16.	M&N	.....	.....	3·20
Jackson—8s, 1900....	M&S	.....	.....	4
5s, Pub. Bldg., 1907.	M&N	.....	.....	4
Lansing—5s, Sept., 1908...		.....	112½	3·50
Manistee—				
5s, Water, 1901-'12..	A&O	.....	.....	3·25
Muskegon—				
4s, School, 1905-'09.	M&S	.....	.....	3·25
Muskegon Co.—				
4½s, Ref'd'g, 1904 to '12		.....	.....	3⅞
4½s, Road & Bdge., 1913.		.....	105·60	4
Owasso—4s, July 1, 1900				
to 1913.....	J&J	.....	.....	3¾
Port Huron—4s, Ref'd'g,'19		.....	108	....
Roscommon Co.—				
5s, Fund,, 1919, Mar. 15..		.....	113¾	4
Saginaw—6s, June, 1908...		118	.....	....
5s, Water, 1905.....	M&N	107	.....	....
4½s, Mar. 10, 1905.	M&S	104½	.....	....
4½s, Wat., J'ly 18,'14.	J&J	.....	.....	3·35
4s, Ref. wat., Apr.'07.	A&O	103½	.....	....
4s, Wat. June, 1918	J&D..	108	.....	....
3½s, Water, ref.,'20.	M&N	102	.....	....
St. Johns—5s, 1909-'10.	A&O	.....	105¼	4½
Sault Ste. Marie—				
6s, Water. Nov.,'13.	M&N	.....	.....	....
5s, Ref'g, Apr. 1,'17..	A&O	.....	.....	3·75
4½ School, July 1,'09.	J&J	.....	108·82	3·45

* Flat price.

Bonds.	Bid.	Ask.	To Net
Traverse City—			
5s,School,July 1,'06.J&J	103	104	4½
Wayne Co.—4s, May, 1910.	.....	103¾	3·60
3½s, May 1, 1914...M&N	§106	.....	....
West Bay City—			
5s, Bridges, 1909...M&S	.....	111·91	3·60
4s, Sewer, June, 1918....	.....	103½	....
4s, Water, 1929.....J&J	.....	109½	....
MINNESOTA			
6s, Ref. school certs., July 1, 1909. optional....July	.....	.....	3·25
4s, Ctfs. of Indt. 1901.J&J	.....	.....	3·20
3½s,State f'd.J'y 1,'21.J&J	.....	.....	3·10
Brainerd—			
6s,Ref'nd., May,'04.M&N	.....	.....	4¾
5s, Ref'd'g, 1917 ....A&O	.....	106½	4½
Cass Co.—5s, June 20, 1919	.....	108½	4·37
Clay Co.—6s, C. H., 1903...	.....	108½	3·60
Crow Wing Co...4s, 1919 .	.....	103½	....
Duluth—			
6s, Ref'd., Jan. 1,'08.J&J	113½	.....	....
5s, School, 1913....M&N	110⅜	.....	....
5, Nov., 1923.....M&N	.....	117⅝	3·87
4½s, May 1, 1914	105½	107	3·87
4½s, g., July 1, 1926.J&J	108	.....	....
4s, Apr. 1, 1928.....A&O	105	107	...
Hennepin Co.—			
4½s,C'urt-h.,Ap.'24.A&O	.....	.....	3¼
Itasca Co.—			
5½s, g., Fdg., 1919,June.	.....	116½	4·25
Mankato—3½s,Wt,'19F&A	.....	103·55	3·25
Minneapolis—			
8s, May, 1905.....M&N	.....	.....	3·25
7s,RR.Aid,Nov.,'01.M&N	.....	.....	3·25
4½s, Park, July, '13.J&J	.....	.....	3·25
4½s, g., July, 1921 ..J&J	.....	.....	3·20
4s,Oct. 15,1917.....A&O	.....	.....	3·15
4s, May 15,1919....M&N	.....	.....	3·15
4s, g., July 1, 1925...J&J	.....	.....	3·15
4s, Jan., 1927.....J&J	.....	.....	3·15
3½s,Sch.,Jan.1,1929J&J	.....	.....	3·15
Moorhead—7s, 1901...M&S	.....	106¼	5¼
6s, g., water 1916.....	.....	112·37	5
Otter Tail Co.—5s,1904J&J	103¼	104⅛	4¼
Polk Co.—			
6s, Ditch, 1908.....July	.....	111½	4
Ramsey Co.—5s, 1915.J&J	.....	.....	3·20
4½s,Refund'g,1905.M&S	.....	.....	3·20
4½s, Ct. H., 1916-17..J&J	.....	.....	3·20
St. Cloud—5½s, 1916..J&J	.....	109	....
5s, Bridge, 1918.....J&J	.....	110½	4¼
St. Louis Co.—5s, 1908,J&J	.....	.....	4¼
St. Paul—7s,July,1903.J&J	.....	.....	3·30
6s,1904.....A&O	.....	.....	3·30
5s, Aug., 1904.....F&A	.....	.....	3·25
5s, April, 1909.....A&O	.....	....	3·25
5s, C.H.& C.H., 1915.J&J	.....	.....	3·25
5s, Sch., May 2, '15.M&N	.....	.....	3·25
4½s, Sept., 1917.....M&S	.....	.....	3·20
4s, June, 1912.....J&D	.....	.....	3·20
4s, May, 1920.....M&N	.....	112⅛	3·20
South St. Paul—			
6s, B'dge, June 1,'21.J&D	.....	113½	....
Stillwater—			
5s, School, 1912-14.M&N	.....	.....	3·25
MISSISSIPPI			
6s, State, Jan. 1, 1907..Jan	110	112	....
4s, State, Jan. 1, 1919...Jan	100	102	....
5s, State, 1901-1906...J&J	.....	106	....
Greenville—8s, Sept. 1, '07	.....	.....	....
6s, Jan. 1, 1928.....J&J	.....	.....	6
Madison—6s,R,'02-22.J&D	.....	.....	6
Meridian—			
6s, Paving, 1917....A&O	.....	.....	6
6s, Paving, Apr. 1, 1926.	.....	.....	6
Miss. Levee Dist.—			
5s, Refunding, 1909-1924	108¼	.....	....
Vicksburg—			
5s, RR. aid, 1916....F&A	.....	.....	6
Yazoo Delta Levee Dist.—			
6s, Im., J'ly 1,'17-'47.J&J	108	110	....
MISSOURI			
3½s,State f'd'g,Jan.,'08.J-J	100½	.....	....
Benton Co.—5s,'02-12.Feb.	101	.....	..
Blue T'w'p—7s, 1903..J&J	109	.....	....
Buchanan Co.—			
5s, 1901.....Aug. 1	102½	104	....
Callaway Co.—5s,1907.Aug	100	.....	....
4s,1902-'07-'17.....	100	.....	....
Carrollton—			
4s,Sew.&P.1900-'19.F&A	.....	.....	3·65
Cass Co.—4s, 1913.....Jan	100	.....	....
Clinton Co.—			
5s, C. & H., 1901-'06.J&J	101	.....	....
Columbia—5s, '01-'11.M&S	102½	.....	....
Dade Co.—5s, Fg.,1904-'14	100	105	....
4s,R.,J'ly1,'09-19,Feb.1.	.....	104¼	3·50
Franklin Co.—6s, '01.Feb.	103	105	....
Greene Co.—5s, Fd., '02-07	100	.....	....
Grundy Co.—5s,Ref.,'08-10	100	.....	...
Hannibal—4½s,'07-17A&O	99	.....	....
Henry Co.—4s,Ref.,'07.Oct.	100	.....	....
4½s, 1905-1915.....M&S	103	104	....
Jackson Co.—4s,1900 to '09	103	.....	....
Jefferson City—4½s,'07J&J	100	.....	....
JeffersonCo—4½,Rf.,'09-19	.....	.....	3·60
Kansas City—			
7s, park fund. certfs.B&O	105	110	....
6s,Renew'l,Jan.1901J&J	101	.....	....
5s,School,July,1901.J&J	101	.....	....
4½s,g.,Wat., July 1,1915	114½	116½	....
4s, School.....July, 1907	103	104	....
4s, City Hall.June1, 1910	103½	.....	....
3½s, School, 1919....J&J	103	.....	....
Kaw Tp—.7s,Jan.,1903J&J	109	.....	....
Laclede Co.—4s,'08-18.J&J	100	101	....
Lafayette Co.—6s,1901J&J	102½	104½	....
Lamar—4s, Sc. D.,'04,M&S	.....	102·28	3·50
Lincoln Co.—5s,Ref.,'03-05	103	.....	....
Mt.Pleas't Tw'p., Bates Co.			
4½s, Ref'd'g, 1902-1917.	100	101½	....
4½s,Ref., June 1,1907-17	101½	102½	....
Nevada—4s, R., 1919. J&D	.....	109·43	3·35
Pettis Co.-4s,Rf. 03 8-13-18	100	103	...

Bonds.	Bid.	Ask.	To Net.
Ralls Co.—4s, Ref., 1902-17	101	101½	....
St. Joseph—6s, 1903..F&A	107	109	....
5s, Sch'l, Aug., 1908.F&A	.....	.....	....
4s, Fund'g, 1901.....F&O	100	101	....
4s, School, 1914.....A&O	102	105	....
St. Louis—			
6s, Prop'ty, cur.,'06.A&O	113	115	...
6s, Park, gold, 1905.A&O	112½	113½	....
4s, Renew.,ster.'11.M&N	108	110	....
4s,Renewal,g.,1914.J&D	111	112	....
4s, Renewal, g., '18..J&J	111	113	....
3·65s,renew'l,g.,'07.J&D	103	104	...
3·65s, renew., g.,'15.M&N	105	106	....
3½s, renew., g., '09..J&D	102	106	....
3½s, renewal, g., '19.F&A	104	106	....
3½s, renewal, g., '20.M&S	104	106	....
Schuyler Co.—			
5s, 1902.....M&S	100	102	....
5s, Sept., 1912.....M&S	106	111	....
Scotland Co.—			
4½s, '02-'07-'12-'17.J&D	.....	.....	3·95
Sedalia—4½s,R'f'd'g,'07-'27	102	103¾	....
4s,Ref.,July 1,1919..J&J	.....	107·15	3·50
Sullivan Co.—4s,June,1908	101	104	....
Springfield—5s,O't,'11.s-an	100	.....	....
4½s, May, 1911.semi-an.	100	.....	....
Vernon Co.—4½s, 1908-18.	.....	108½	3½
4½s, Ref., Sept., '18.M&S	.....	116·85	3·30
MONTANA			
Beaverhead Co.—5s,'09-'19	.....	.....	4
Bozeman—5s,W,'09-19J&J	.....	.....	4
Cascade Co. Sch. Dist.No.1. 6s, gold, Mar. 1, 1905-15.	.....	.....	4·25
Custer Co.—6s,Jan. 1, 1915	.....	.....	4
Great Falls—6s,g, S.,'05-15	.....	.....	4
6s, School,July 1, '16.J&J	.....	.....	4
5s, 1908-13-18.....	.....	.....	4
Helena—5s, Sch Dis. No. 1. July 1, 1900-1910....J&J	.....	.....	4
JeffersonCo.—4½s,R,'14-19	.....	.....	4
Lewis & Clarke Co.—			
5½s, C. H. g.,July,1901-7	.....	.....	4
5½s, C. H. g., July,'08-'15	.....	.....	4
Missoula Co.—			
6s.g., Refund., 1916.J&J	.....	.....	4·10
Silver Bow Co.—			
5s, Fd. July 1, 1912..J&J	.....	.....	4
Yellowstone Co.—			
5s, Refdg, 1908-18 ..J&J	.....	.....	4·10
NEBRASKA			
Alma—6s,1900to1909.Aug.	.....	100	6
Beatrice—6s, 1901-06.....	100	104½	5
Buffalo Co.—7s,1900.M&N	.....	111	4⅜
Creighton—7s,1914.....	.....	103·51	6
Dodge Co.—			
4s, Ref'd'g, 1909-'19.M&S	.....	104·10	3·50
Douglas Co.—5s, 1907.J&J	.....	112	3·25
5s, 1911 .....J&J	.....	.....	3·25
Grand Island—			
6s,Water,Nov.1,'05.M&N	.....	.....	4·50
5s, Ref'g, 1903-18 ..J&J	.....	.....	4½
Lincoln—			
6s, July 1, 1902-'12..J&J	.....	.....	4
5½s,Fd.Sept. 1, 1912.Sept	.....	.....	4
5s, July 1,1902-1912.J&J	.....	.....	4
5s, Pvg., July 1, 1907.J&J	.....	.....	4
5s,Sch.Dist,1907-17 M&N	.....	.....	4
4s,Ref'g,1909-'19....M&S	.....	.....	4
Norfolk—			
4½s,R'f'd'g,1909-19.M&S	.....	104·10	4
Omaha—			
7s, Fdg., Nov., 1900.M&N	.....	.....	3·75
5s, Paving, 1905....F&A	.....	.....	3·50
5s, Funding, 1905...J&D	.....	.....	3·50
5s, SchoolDist., 1908J&J	109	.....	....
5s City Hall. 1912...F&A	113	.....	....
4½s, July, 1910.....J&J	107	.....	....
4½,s, Oct., 1917.....A&O	111	.....	....
4s, Paving,1901-'08.F&A	.....	.....	3·60
4s, Funding, 1918 ..M&S	104	.....	....
South Omaha —			
6s, Ref'd'g, Oct. 1, 1904..	.....	108¾	4
5s, June, 1915.....J&D	.....	109	4¼
Superior—5s, 1908... M&N	.....	101½	....
Wakefield—6s, 1912....Oct.	.....	101	6
NEW HAMPSHIRE			
6s,Mun.war.,Jan.1905.J&J	113	.....	....
4s, Lib'y, July 1, 1911.J&J	108	109	....
Berlin—4s, Ref.,1917, M&N	107	.....	....
Claremont—4s, 1909..J&J	105	.....	....
Concord—4s,Jan.1922.J&J	109	.....	...
Dover—4s, July,'00 to 1916	.....	.....	3·35
4s, Apr. 1, 1907.....A&O	103	.....	....
4s, July, 1903.....J&J	.....	102⅞	3·20
Farmington—4s, Ref.'08-18	.....	.....	3·40
Haverhill—4s,Fund.,'00-03	.....	.....	3·40
4s, Funding, 1904 to 1913	.....	.....	3·40
Hillsborough—4s, 1904-14.	.....	.....	3·40
Keene—4s, July, 1904.J&J	102	.....	....
Laconia—4s, July, 1921...	110	.....	....
4s, Sewer, 1925.....A&O	111½	.....	....
4s, 1940.....A&O	115	.....	....
Manchester—			
5s,Water, Aug.1,'13.F&A	118	119	....
4½s, Nov. 1,1913...M&N	113	114	....
4s, B'ld'g, Jan., 1917.J&J	109	110	....
4s, Water, Jan.1,'14.A&O	108	109	....
Nashua—6s, 1901.....J&J	103	104	....
4s,City, g., J'ne 1,'13.J&D	107	108	....
4s, g., Oct., 1916...A&O	109	110	....
Portsmouth—			
4s, Nov., 1914.....M&N	107	108	....
4s, April, 1901.....A&O	100½	101	....
Rochester—4s, June, 1922.	110	111	....
Rockingham Co.—			
4s, Fdg., July 1,1905.J&J	102	103	....
Somersworth—			
4s, 1906 to 1918....A&O	.....	.....	....
Whitefield—4s,1914,op.J&J	.....	.....	3·50
NEW JERSEY			
Asbury Park—			
5s, Water, J'ne 1,'24.J&D	.....	.....	3·75
5s, Water,Jan. 1,' 27. J&J	.....	.....	3·75

Bonds.	Bid.	Ask	To Net.
Atlantic City—			
5s, 1925.....J&D	.....	.....	3·50
4½s,Ro'd.Jnel,1903J&D	.....	.....	3·50
4½s, g., Water, 1909..J&J	.....	.....	3·50
4½s, 1918..... J&J	.....	.....	3·50
4½s, Road, Nov.,'19.M&N	.....	.....	3·50
4½s, Park, July, 1929 J&J	.....	.....	3·50
Atlantic Highlands—			
5s, reg., May 15,'06.M&N	.....	106	....
4½s,g.,Wtr.J'ly1,'28.J&J	.....	111½	....
4s,g..Sewr.J'ly1,1928J&J	.....	102¾	....
Bayonne—5s, g., 1902..J&J	.....	.....	3·62
5s, gold, 1911 .....J&J	.....	.....	3·62
4½s, gold, Sept., 1916 ...	.....	.....	3·62
4s, g. Imp. 1905.....	.....	104	....
4s, g. Tax, 1909	.....	106	....
Camden—7s, 1906... M&N	.....	.....	3·25
6s, Bounty, J'ly,1900.J&J	.....	.....	3·25
4½s, Water, Jan.,'23.J&J	.....	.....	3·25
4s, Fl. debt, July,'11.J&J	.....	.....	3·20
4s, Paving, 1929...M&N	.....	.....	3·20
East Orange—			
5s,Dr'n'ge,N'v.1,'03M&N	103	104	....
Elizabeth—			
4s, Adj.,July 1, 1922.J&J	99	.....	....
Essex Co.—4s, 1926..F&A	.....	.....	3·20
4s, g., Park, 1938....F&A	.....	.....	3·20
3·65s, Park, Aug. 1,'15-35	.....	.....	3·20
Hackensack—4s, g., Sewer, 1900 to 1913.....F&A	.....	.....	3·62
Hoboken—			
5s,Redempt'n,1901.M&N	.....	.....	3·60
4s, Refunding, Feb.,1919	.....	109½	....
Hudson Co.—			
5s, Ref., Sept. 1,'05.M&S	.....	.....	3·30
4½s, g., R'd, 1924....J&J	.....	.....	3·30
4½s, Road, 1923.....J&J	.....	.....	3·30
Jersey City—7s, 1905..Var	.....	.....	3·60
7s, Water, 1904.....J&J	.....	.....	3·60
7s, Dock loans, 1900.J&J	.....	.....	3·60
7s, Water scrip, 1902.J&J	.....	.....	3·60
7s,Imp.&gen.City'06J&J	.....	.....	3·60
7s, Water, 1908 .....M&S	.....	.....	3·60
7s, Water, 1913.....J&J	.....	.....	3·60
6s, April, 1904.....A&O	.....	.....	3·60
6s, Float'g, Feb.'09.F&A	.....	.....	3·60
5s, City Hall,'00-'12.F&A	.....	.....	3·60
5s, gold, Assess., 1923-24.	.....	.....	3·60
5s, Wat'r,J'ne 1, '21.J&D	.....	.....	3·60
5s,Assess,Apr.1916.A&O	.....	.....	3·60
5s, Water, 1916 ....A&O	.....	.....	3·60
4½s,Imp. op.to '02-3.J&J	.....	.....	3·60
4s, g.,TaxArrearage1903	.....	.....	3·55
4, g.,Sch.,Aug.2,'27.F&A	.....	.....	3·55
4s,g,Library,Apr.'28.A-O	.....	.....	3·55
Long Branch—5s, 1913....	.....	.....	4
Morris Co.—			
4s, Road, 1935.....J&J	.....	.....	3·30
Newark—			
7s, Water,May,1905M&N	.....	.....	3·10
6s, Corporate, Aug., 1908	.....	.....	3·10
5s, Corporate, June, 1910	.....	.....	3·10
4½s, Water, May, 1915..	.....	.....	3·10
4s, Market, 1911.....A&O	.....	.....	3·05
4s, Refund'g, Mar., 1923	.....	.....	3·05
4s,Water,Feb.,1922.F&A	.....	.....	3·05
4s, Library, June 1, 1927	.....	.....	3·05
4s, Street Imp.,May,1906	.....	.....	3·05
3½s, 1929.....J&D	.....	.....	3·05
3·35s, H. Sch.,1917.M&N	.....	.....	3·05
New Brunswick—			
7s, Water, 1904.....M&N	.....	.....	3·75
6s, 1906 .....M&N	.....	.....	3·75
4s, Refund'g, 1922.M&N	.....	.....	3·60
Orange—			
5s, Water, Oct. 1, 1912 ..	.....	.....	3·40
5s, Sewer, 1927 to 1932..	.....	.....	3·40
4½s, School, 1900 to '07.	.....	.....	3·40
4½s, Sewer, 1915 to '21..	.....	.....	3·40
Passaic Co.—			
4s,C.Hse 1910-1911.F&A	.....	.....	3·30
Paterson—7s, 1900....J&D	.....	.....	4
6s, 1901.....M&N	.....	.....	3·75
5s,Sewer,Aug.,1909.F&A	.....	.....	3·50
4½s, 1934.....	.....	.....	3·50
4s, 1908.....A&O	.....	.....	3·50
4s,N.C.Hall,'28 to'30.J&J	.....	.....	3·50
Perth Amboy —			
4½s,Water, Sept. 1, 1927	.....	.....	3·75
Plainfield—			
4s, g. Sewer, 1914...J&J	.....	.....	3·50
Rahway—4s, New Adjust..	80	95	....
4s, Water, 1932..... J&J	85	.....	....
Trenton—			
6s, June 16,'00 to '03.J&J	.....	.....	3·25
5s, Sewer, 1900 to 1903..	.....	.....	3·20
4s, Funding, 1905-1911.	.....	.....	3·20
3½s, 1929.....	.....	107¾	....
Weehawken—4½s, School, April 1, 1911.....A&O	107	108	....
West Hoboken—			
6s, 1900-10.....J&J	.....	.....	4
5s, Redem., Nov.'04.M&N	104	105	....
NEW MEXICO			
6s, Prov.debt,'09 '19.M&S	.....	.....	4·25
6s, Ref'g, 1913-23. . J&J	.....	.....	4·25
5s, Cas.def., 1903-23..J&J	.....	.....	4·25
5s, Milit. Inst.'05-25...J&J	.....	.....	4·25
5s, Cap.Bldg.'15-25...M&N	.....	.....	4·25
5s, Ins. Asy..'15-25...J&D	.....	.....	4·25
4s,Bldg.,May 1,'19-'29M&N	.....	.....	3·75
Las Vegas—			
6s, Ref'd'g, 1907-'17.J&J	.....	.....	4¾
NEW YORK			
3½s, Park, 1907-8....F&A	.....	.....	2·85
3s, g., Jan. 30, 1903...J&J	.....	.....	2·85
3s, g., Jan. 30, 1906...J&J	.....	.....	2·85
3s, g., Jan., 1912.....J&J	.....	.....	2·85
3s, g , 1913.....J&J	.....	.....	2·85
Albany—			
7s,P.O.site,M'y1,'04 M&S	.....	.....	3·10
6s, Water, 1906.....F&A	.....	.....	3·10
6s, Park, 1915 to 1919..	.....	.....	3·10
5s,W'sh.P.M'y1,'20.M&N	.....	.....	3·10
4s, Imp., Nov.,1906.M&N	.....	.....	3·15

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Albany—(Con)—			
4s, Park, Oct., 1900 to '17	.....	.....	3·10
3½s, St. imp., 1900..M&N	.....	.....	3·10
Auburn—			
4s, S. C. RR. Sep 1, '02. M&S	102	102½	3·20
3½s, Water, '23 to '36. J&D	.....	.....	3·20
3s, S.C. RR. M'r. 1, '06. M&S	.....	.....	3·20
Bergen, 3½s, 1903 to 1907	.....	.....	3·30
Binghamton—			
7s, Aug. 1, 1901.....F&A	.....	.....	3·15
4s, C.H., '17-'28 & '29 F&A	.....	.....	3·15
3½s, Wat., A'g. 1, '07. F&A	.....	.....	3·15
3½s, Bdg., 1930-1934 F&A	.....	.....	3·15
Brooklyn—¶			
7s, Reg., July, 1906. J&J	.....	.....	3·10
7s, Bridge, '15 to '24 .J&J	.....	.....	3·10
6s, Park, 1924.....J&J	.....	.....	3·10
6s, Water, 1902.....J&J	.....	.....	3·10
5s, Bridge, 1919.....J&J	.....	.....	3·10
4s, Bridge, 1926.....J&J	.....	.....	3·05
4s, Water, 1913.....J&J	.....	.....	3·05
4s, School, 1920.....J&J	.....	.....	3·05
4s, Public markets, 1922.	.....	.....	3·05
4s, do do 1925.	.....	.....	3·05
4s, Water, Jan. 1, '14. J&J	.....	.....	3·05
4s, Water, 1912.....J&J	.....	.....	3·05
3½s, g., Oct. 4, 1902. J&J	.....	.....	3·00
3½s g., Aug. 1, 1911 J&J	.....	.....	3·00
3½s, g., 1902-1937...J&J	.....	.....	3·00
3½s, g, June 10, 1925. J&J	.....	.....	3·00
3½s, g, Jan. 1, 1928. J&J	.....	.....	3·00
3½s, g, July 10, 1932 J&J	.....	.....	3·00
3½s, g, July 10, 1933. J&J	.....	.....	3·00
3½s, g, July 10, 1934. J&J	.....	.....	3·00
3½s, Reg., g., 1924..J&J	.....	.....	3·00
3½s, gold, 1927.....J&J	.....	.....	3·00
3½s, gold, 1936.....J&J	.....	.....	3·00
3s, Bridge, 1925.....J&J	.....	.....	3·00
3s, Water, 1905.....J&J	.....	.....	3·00
Buffalo—			
7s, Oct., 1908. A&O.....	.....	.....	3·10
7s, Park, 1916.....J&J	.....	.....	3·10
7s, 1924 & '25.....J&J	.....	.....	3·20
6s, Parks, Jan. 1, 1924 J&J	.....	.....	3·15
4½s, Tax l'ns, 1900. J&D	.....	.....	3·30
4s, Sewer, May 1, '13. M&N	.....	.....	3·10
3½s, Oct., 1917.....A&O	.....	.....	3·10
3½s, Park, Reg., 1927 F&A	.....	.....	3·10
3½s, R'f., July 1900-14. J-J	.....	.....	3·50
3½s, Aug. 15, 1903. F&A	.....	.....	3·15
3½s, May, 1917.....M&N	.....	.....	3·10
3½s, Nov. 1, 1918..M&N	.....	.....	3·10
3s, Road, 1910 ..... J&D	98	100	3·00
Cohoes—			
7s, J'ly 1, 1900 to '13 J&J.	.....	.....	3·50
4s, July 1, 1920.....J&J	.....	.....	3·20
4s, Dec. 15, 1915 to 1928.	.....	.....	3·20
College Point—¶			
7s, Water, 1907-1912....	.....	.....	3⅛
Elmira—			
4s, Sch'l, J'ly 1, 1904 M&N	.....	.....	3·15
4s, Reg. May 1, '10. M&N	.....	.....	3·15
3½s, Redempt'n, 1912-21.	.....	.....	3·15
Far Rockaway—¶			
5s, St., 1821 to 1921. J&J	.....	.....	3⅛
Flatbush—¶ 6s, 1911..M&S	.....	.....	3⅛
Hempstead—¶ 4s, g, '23. J&J	.....	.....	3⅛
Jamaica—¶			
4s, Apr. 1, 1917.....	.....	.....	3⅛
Kings Co.—¶			
6s, Sch., 1900 to 1904. J&J	.....	.....	3·05
5s, Sch. July, '00 to '02, J&J	.....	.....	3·05
4s, Park, May 1, 1905-'44	.....	.....	3·05
4s, Str. Imp., 1900-20. J&J	.....	.....	3·05
4s, Highway, 1940...J&J	.....	.....	3·05
Kingston—			
7s, 1901.....J&J	.....	.....	3·25
6s, Refunding, 1910. J&J	.....	.....	3·20
4s, Rfd. Jan. 15, 1912 J&J	.....	.....	3·20
3½s, g., Wat., '19-'36. A&O	.....	.....	3·20
3, Rfd., Jan. 15, 1914. J&J	.....	.....	3·25
Larchmont—			
4s, r., H. & S., 1916-25. A&O	.....	.....	3·25
Long Island City—¶			
7s, Sept. 1, '00 to '14. M&S	.....	.....	3⅛
6s, Feb. 1913 to '19. F&A	.....	.....	3⅛
5s, Revenue, 1903.	.....	.....	3⅛
4½s, May 1, 1907	.....	.....	3⅛
4½s, 1902 to 1923..J&D	.....	.....	3⅛
4s, Water, Sep. 1, '20. M&N	.....	.....	3⅛
3½s, Wat., May 1, '20. M&N	.....	.....	3⅛
Lowville—			
3½s, 1900 to 1919.....	.....	.....	3·20
Mount Vernon—			
5s, Tax Relief, 1902. A&O	.....	.....	3·20
4s, School, 1909-'17. M&N	.....	.....	3·15
4s, Road, Feb. 1, 1935...	.....	.....	3·15
Newburg—			
4s, Water, Feb. 1, '12. F&A	.....	.....	3·15
3½s, Wat., Sep. 1, '07. M&S	.....	.....	3·15
New Rochelle—			
3½s, 1902 to 1906..M&N	.....	.....	3·20
3½s, 1904 to 1933...J&D	.....	.....	3·20
New York City—			
7s, West Farms..'00-2147	.....	.....	3·1[illegible]
7s, Morrisania. 1908-1980	.....	.....	3·15
6s, Williamsbridge Hig'y, May, 1909-44	.....	.....	3·15
5s, 1908.....M&N	.....	.....	3·10
5s, g., 1908-1928...M&N	.....	.....	3·10
3½s, g., Corlears H..1913	.....	.....	3·00
3½s, g., Park, 1916. M&N	.....	.....	3·00
3½s, Exmt., Oct. 1, '15..	.....	.....	3·00
3½s, Exmt., Nov. 1, '17..	.....	.....	3·00
3½s, Exmt., Nov. 1, '22..	.....	.....	3·00
3½s, g., Dock, 1927. M&N	.....	.....	3·00
3½s, g., Nov., 1928 M&N	.....	.....	3·00
3s, g., Street, 1916. M&N	.....	.....	2·98
3s, School, 1913 ....M&N	....	.....	2·98
3s, g., Str. & Ave, 1914 M&N	.....	.....	2·98
3s, g. Dock, 1924....M&N	.....	.....	2·98
3s, School, 1907.... M&N	.....	.....	2·98
3s, Water, 1904.....A&O	.....	.....	2·98
2½s, Tax exempt, '09-29.	.....	.....	3·05
Niagara Falls—			
4s, School, May, 1913....	.....	.....	3·20
4s, Police, Feb., 1914....	.....	.....	3·20
North Tonawanda—			
5s, Sewer, Sept, 25, 1911.	.....	.....	3·25
4s, Wat., Mar. 31, '24. A&O	.....	.....	3·25
4s, Paving, 1900-'05. M&S	.....	.....	3·25
Nyack—			
4s, gold, 1908..	.....	.....	3·20
4s, g., Water, 1927	.....	.....	3·20
Onondaga Co.—			
3s, July 1900 to 1929. J&J	.....	.....	3·00
Poughkeepsie—			
7s, RR., Feb. 1, 1902. F&A	.....	.....	3·20
4½s, Bounties, 1901. M&S	.....	.....	3·20
4s, do 1905..M&S	.....	.....	3·15
3½s, Sewer, Ag. 1, '05. F&A	.....	.....	3·15
3s, Bounties, 1907..M&S	.....	.....	3·20
Queens Co.—			
4s, 1902.....J&D	.....	.....	3·15
4s, Nov., 1916.....M&N	.....	.....	3·10
4s, 1917.....J&D	.....	.....	3·10
4s, 1927.....J&D	.....	.....	3·10
Richmond Co.—¶			
4s, Fund., June 1, '14. J&D	.....	.....	3⅛
4s, g., July, 1, 1921..J&J	.....	.....	3⅛
Rochester—			
7s, Jan. 1, 1903.....J&J	.....	.....	3·15
4s, 1922.....J&J	.....	.....	3·10
3½s, Ref'g RR., 1913. F&A	.....	.....	3·10
3½s, Improv., 1919. F&A	.....	.....	3·10
3¼s, B'dge, Sep. 1, '22. J&J	.....	.....	3⅛
Rockland Co.—			
5s, Reg., 1910.....J&J	.....	.....	3·25
4½, Reg., 1903-'05..A&O	.....	.....	3·25
Rome—			
4s, 1921.....J&J	.....	.....	3·20
Rotterdam Sch. D No. 15—			
5s, Nov. 1, 1900-1914....	.....	.....	3·30
SeaCliff-5s, g, H, S'p1, '01-20	.....	.....	3·25
Schenectady—			
4s, Wat., N'v1, '08-15. M&N	.....	.....	3⅛
3s, Water, Aug. 15, '11-13	.....	.....	3·20
Syracuse—			
4s, 1900 to 1908... .J&J	.....	.....	3·10
4s, Rfd. Feb. 1, 1904, F&A	.....	.....	3·10
3½s, Water, 1928....J&J	.....	.....	3·10
3s, Wa., July 1, 1920. J&J	.....	.....	3·20
Troy—			
5s, Wat., May 1, 1902. M&N	.....	.....	3·15
4½s, Water, '01 to '04. F&A	.....	.....	3·15
4s, June 2, 1900-'04. J&D	.....	.....	3·15
3½s, Ref'g, 1905-'14. F&A	.....	.....	3·10
3½s, Reg. Imp., 1914. J&J	.....	.....	3·10
Utica—			
7s, RR. Aid, July 1, '01	.....	.....	3·20
4s, Paving, 1900 to 1903.	.....	.....	3·20
Warren Co.—			
5s, Feb. 10, 1901.....	.....	.....	3·20
Westchester Co.—			
4s, 1900 to 1915....J&D	.....	.....	3·15
White Plains—			
4s, 1914 to 1928 ....F&A	.....	.....	3·12
3½s, Oct. 1, 1920-29. A&O	.....	.....	3·12
Yonkers—			
7s, April 1, '01-2....A&O	.....	.....	3·20
4s, Pav., 1900 to '05. M&S	.....	.....	3·15
4s, Water, 1917.....A&O	.....	.....	3·10
3¼s, Prk, 1910 to '24. F&A	.....	.....	3·10
NORTH CAROLINA			
Consol. 4s, 1910.....J&J	106½	.....	....
6s, 1919.....A&O	135	140	....
Charlotte—5s, 1929 ...J&J	.....	.....	4·05
Forsyth Co.—			
6s, C. H., May 1, 1901..M	.....	.....	4·00
6s, C. H., May 1, 1906..M	.....	.....	3·90
6s, C. H., May 1, 1911..M	.....	.....	3·90
Mecklenburg County—			
6s, RR. aid, 1920...M&N	118	119	....
Raleigh—			
6s, 1907.....J&J	103	104	....
5s, 1927.....A&O	106	108¼	....
4s, July 1, 1929.....J&J	.....	107·23	3·60
Reidsville—			
5s, g., Water, 1929, May 1.	.....	.....	4·00
Swain Co.—			
6s, Ref'g, July 1, '19 J&J	.....	.....	5
Wilmington—			
5s, Fund., Jan. 1922. J&J	110	114	....
4s, g., Ref., J'ly 1, 1929 J&J	101	104	....
NORTH DAKOTA			
6s, Hospit'l, May 1, '04. M&N	.....	.....	3·30
4½s, Rev., Apr. 25, '05. A&O	.....	.....	3·30
4s, Ref., July 1, 1914..J&J	.....	.....	3·25
4s, Fund'g, Mar. 20, '21. M&N	.....	.....	3·25
4s, Refund'g, July 1, 1923.	.....	.....	3·25
Burleigh Co.—			
4½s, Oct. 15, 1918.....	.....	.....	4·40
OHIO			
5s, B'd of Agri., Sept. 1 1902 to 1911.....M&S	.....	.....	3·90
4½s, Univ., Dec., '00-'03....	.....	.....	3·20
3s, Fund., July 1, 1902. J&J	.....	.....	3·00
Akron—			
5s, School, 1901	.....	.....	3·30
4s, Sew. & Pav. '00-04 M&S	.....	.....	3·30
5s, Impt., 1900 to '04. J&D	.....	.....	3·30
Alliance—			
4s, Water, 1020-1929....	.....	.....	3·60
Avondale (in Cincinnati)—			
5s, June, 1916..... J&D	.....	.....	3·20
5s, T. & I., May 1914. M&N	.....	.....	3·20
5s, Water, Jan., 1907. J&J	.....	.....	3·20
4s, St. im., A, J'ne '21. J&D	.....	.....	3·20
4s, B, July, 1921 ....J&J	.....	.....	3·20
4s, D, April, 1923...A&O	.....	.....	3·20
Bowling Green—			
5s, Ref'g, y'rly to '17. M&S	.....	.....	3·60
Butler Co.—			
4½s, Ct. H., 1906-07. J&J	.....	.....	3·35
4½s, Bridge, 1910 to '24.	.....	.....	3·35
4½s, Replen..'04 to '18 J&J	.....	.....	3·35
4s, 1921-1924.....J&J	.....	.....	3·35
Caldwell—6s, Wtr, '17. A&O	.....	.....	4
6s, Water, 1922.....A&O	.....	.....	4
5s, Sch., July 10, '11. J&J	.....	.....	4
5s, Sch., Oct. 21, '03. A&O	.....	.....	4
Canton—			
4½s, Pav., 1900-'01. J&J	.....	.....	3·35
4½s, 1902 to 1908.....	.....	.....	3·35
Cincinnati—			
7·3s, May, 1906 ....M&N	.....	.....	3·15
7s, Fund'g, May, '04. M&N	.....	.....	3·15
7s, Nov,, 1908,.....M&N	.....	.....	3·15
6s, gold, May, 1906. M&N	.....	.....	3·15
6s, Aug., 1909 .....F&A	.....	.....	3·15
5s, Sew., May, 1909. M&N	.....	.....	3·15
5s, 30-50s, s. f., 1930. M&N	.....	.....	3·15
4s, 30-50s, s. f., 1931. J&J	.....	.....	3·15
4s, S. F., 30-50s, J'ly, 1941	.....	.....	3·15
3·65 g., Feb., 1937..F&A	.....	.....	3·15
3½s, Aug. 1, 1918-38. F&A	.....	.....	3·15
3½s, Ext. to 1940....J&J	.....	.....	3·15
3s, Water, 1919-39..F&A	.....	.....	3·20
Cleveland—			
6s, B'd of Ed., 1907 to 1916	.....	.....	3·10
5s, El. Rd., J'ne, 1903 J&D	.....	.....	3·10
5s, Oct., 1902.....A&O	.....	.....	3·10
5s, Viad., June, 1907. J&D	.....	.....	3·10
5s, Library, 1918....A&O	.....	.....	3·10
4½s, Wat., Apr., '02. A&O	.....	.....	3·10
4½s, School, J'e, '02. J&D	.....	.....	3·10
4s, Wat'r April, 1903 A&O	.....	.....	3·10
4s, Oct., 1907 .....A&O	.....	.....	3·10
4s, Apr., 1921.....A&O	.....	.....	3·10
4s, Park, 1929.....A&O	.....	.....	3·10
4s, Park, 1931 .....A&O	.....	.....	3·10
3·65s, Water, Sept., 1902.	.....	.....	3·10
Clifton (in Cincinnati)—			
5s, Water, Jan., 1906. J&J	.....	.....	3·15
4½s, Gen. imp., 1919. J&J	.....	.....	3·15
4½s, 2dser., May, '20. M&N	.....	.....	3·15
4½s, Sewer, July, '17 J&J	.....	.....	3·15
4½s, Wat., 2dser., '22 A&O	.....	.....	3·15
Collinwood 5s, '01-05. A&O	.....	.....	3·25
Columbiana Co—4s, Fund., July 20, 1901-1911 J&J..	.....	.....	3·30
Columbus—			
6s, June, 1904.....J&D	.....	.....	3·30
5s, Fire Dep't, June, 1904	.....	.....	3·30
5s, Water, Ap. 1, '07. A&O	.....	.....	3·30
5s, Sewer,, July, 1912. J&J	.....	.....	3·30
5s, Apr., 1913.....A&O	.....	.....	3·30
4½s, Viad., Nov. '02. M&N	.....	.....	3·30
4½s, Sewer, 1921 ...M&S	.....	.....	3·30
4s, Sept. 1, 1900....A&O	.....	.....	3·30
4s, Nov., 1909.....J&D	.....	.....	3·30
4s, Fire Dep't, June 1, '16	.....	.....	3·30
4s, Dec. 1, 1927.....J&D	.....	.....	3·30
Cuyahoga Co—			
5s, July, 1918.....J&J	.....	.....	3·25
Dayton—6s, Nov., 1904....	.....	.....	3·30
5s, Sch., Feb. 1, '06. F&A	.....	.....	3·30
5s, April, 1915.....	.....	.....	3·30
4½s, Wat., '00 to '04. F&A	.....	.....	3·30
4s, Wat., May 1, '05. M&N	.....	.....	3·30
4s, School, 1911-'12. J&J	.....	.....	3·30
Defiance—			
5s, Ref. Mr. 1, '02-'12 M&S	.....	.....	3·50
Delaware Co.—			
5s, Ditch, Mar., 1900 to '02	.....	.....	3·40
5s, Bridge, Mar., '00 to '03	.....	.....	3·40
Delphos—			
5s, 1916 to 1920.....A&O	.....	.....	4
Erie Co—			
4s, July 24, 1900-09. J&J	.....	.....	3·40
Fayette Co.—			
6s, Nov. 15, 1900-'02. M&S	.....	.....	3·40
Findlay—			
6s, 1900 to '07.. ....J&D	.....	.....	3·75
5¾s, 1919.....F&A	.....	.....	3·75
5s, Water, Mar. 1, '08. M&S	.....	.....	3·75
Fostoria—			
6s, Pvg, Sept. 1, 1907 M&S	.....	.....	3·60
6s, Sewer, 1904.....	.....	.....	3·60
Franklin Co.—			
6s, Dec., 1900 to '02. J&D	.....	.....	3·40
6s, Road, Sep. 1, '05, S-an.	.....	.....	3·40
4½s, May 1, '00 to '08. M&N	.....	.....	3·40
4s, Bridge, 1900-'09. A&O	.....	.....	3·40
Gallia Co.—5s, Turnp. 1909	.....	.....	3·50
5s, Road, July 28, '19. J&J	.....	125	....
Gallipolis—			
5s, Water, May 1, 1914..	.....	.....	3·60
5s, Redemption, 1900-15.	.....	.....	3·60
Hamilton—			
5s, Gas, Feb. 1, 1908. F&A	.....	.....	3·40
4½s, 1902 to 1911 ...M&S	.....	.....	3·40
Hamilton Co.—			
5s, Aug. 1, 1934.....F&A	.....	.....	3·15
5s, Elberon Av., 1911 J&D	.....	.....	3·15
4s, C. H., June, 1936. J&D	.....	.....	3·15
4s, Pike & Brdg, 1918. F&A	.....	.....	3·15
Ironton—			
5s, Refund., 1903-08. J&J	.....	.....	3·40
Jackson Co.—			
4s, Road, 1915.....A&O	.....	.....	3·35
Kenton—			
4s, Ref'g, 1907 to '25. M&S	.....	.....	3·60
Lima—			
6s, 1900-1910.....J&J	.....	.....	3·40
5s, Impt., 1901 to '09. J&J	.....	.....	3·40
Logan—			
5s, Ref., 1900 to 1930 J&D	.....	.....	3·60
Lorain—			
6s, Paving, '00-1905. F&A	.....	.....	3·75
5s, River Imp., 1924-29..	.....	.....	3·75
Louisville—5s, 1914..F&A	.....	.....	3·25
Lucas Co.—			
5s, Gen. F., '00 to '07. M&N	.....	.....	3·25
4½s, Road, '00-1908. J&J	.....	.....	3·25
4s, Court-house, '44. M&S	.....	.....	3·25
Madison Co.—			
6s, Sept. 10, 1900-'04. M&S	.....	.....	3·40
Marietta—			
6s, g., 1900 to 1904. A&O	.....	.....	3·50
5s, Paving, 1906....A&O	.....	.....	3·50
Marion—6s, 1910. .. M&S	.....	.....	3·50
5s, Sewer, '00 to '17. M&S	.....	.....	3·50
Martin's Ferry—			
6s, Pav., Sept. 1, '00-1904	.....	.....	3·75
5s, Sch., 1926 to '44. M&S	.....	.....	3·75
Maumee—5s, '07-'27..A&O	.....	.....	4
McComb—6s, 1904 ....J&J	.....	.....	4

Flat price. ¶ Now part of New York City.

Bonds.	Bid.	Ask.	To Net
Mercer Co.—			
6s, 1900 to 1908 ....M&S	.....	.....	3·50
Miami Co.—5s, Bridge,			
J'ly 1,1900,to1908..J&J	.....	.....	3·40
Milford Center—			
6s, Ref., '00 to '13..A&O	.....	.....	4·25
Monterey Township—			
6s, Sch., 1900 to 1904...	.....	.....	4·25
Montpelier—			
6s, Wat.& Lt., 1900-1906	.....	.....	4·25
6s, Wat. & Lt., 1920-1929	.....	.....	4·25
Nelsonville—			
6s, Ref.,Apr.2, 1914.A&O	.....	.....	4
6s,School,1906to'14 M&S	.....	.....	4
North Baltimore—			
6s, Paving, 1906....M&N	.....	.....	4
Norwood—6s, 1900 to 1905	.....	.....	3·35
5s, Sept. 1, 1915	.....	.....	3·35
5s, El. Lt. Oct.1,'00 to '26	.....	.....	3 35
4½s, Road, 1900 to 1909.	.....	.....	3·35
Oberlin—			
6s, 1900 to 1904.....F&A	.....	.....	3·50
Ottawa Co.—			
6s, 1904 to 1918.....F&A	.....	.....	3·40
Pickaway Co.—			
6s, Road, '00 to 1900.M&S	.....	.....	3·40
Pomeroy—6s, 1914. M&S...	.....	.....	3·75
5s, Refund'g, 1917..M&S	.....	.....	3·75
4½s, Ref'd'g, 1917.. M&S	.....	.....	4·00
Port Clinton—5s, 1905-25.	.....	.....	3·75
Portland—6s, Sch. Dis.1913	.....	.....	4·25
Portsmouth—			
5s, Water, May 1, 1906..	.....	.....	3·40
4½s, School,1904-'05-'07.	.....	.....	3·40
Preble Co.—6s, Bridge,J&J,			
1900 to 1913....J&J 16	.....	.....	3·40
6s, Building, J&J, 190 to			
1914 .....J&J 16	.....	.....	3·50
St.Marys 6s, Imp.,'08.M&S	.....	.....	4·00
Salineville—6s, 1915 ..J&D	.....	.....	4·00
Sandusky—5s, June, 1900.	.....	.....	3·30
5s, Wharf, Aug.1, '09.F&A	.....	.....	3·30
4s, Paving, 1905 to 1910.	.....	.....	3·3
Seneca T'w'p—			
4s Road, 900 to '10, M&S	.....	.....	3·75
Shelby—5s, 1900-'14..J&D	.....	.....	3·65
Shelby Co.—6s,1900-9. J&J	.....	.....	3·40
Stark Co.—5s, 1912. ..M&S	.....	.....	3·30
Steubenville—4s,1924 M&S	.....	.....	3·40
Sycamore—5s, Water and			
Light, 1901 to 1920.M&S	.....	.....	3·60
Toledo—			
5s, Refunding, Water,			
June 1, 1903.....J&D	.....	.....	3·30
5s, May 1, 1911 ....M&N	.....	.....	3·30
4½s,Sch.,Ju'e18,'04.J&D	.....	.....	3·30
4½s, Fire, July, 1912.J&J	.....	.....	3·30
4½s, Oct., 1919.....A&O	.....	.....	3·30
4½s,Sch.,Feb.17,'16 F&A	.....	.....	3·30
4s, July 1, 1908.....J&J	.....	.....	3·30
4s, Sch.,Mar.1,1929.M&S	.....	.....	3·30
4s, Park, July 1 '42.J&J	.....	.....	3·30
Van Wert—5s,Apr.1,'11-41.	.....	.....	3·60
Van Wert Co.—			
6s,R'd, 1911 to1919.F&A	.....	.....	3·40
Washington C. H.—			
5s,Refg.,'00 to 1904.M&S	.....	.....	3·60
Westwood (in Cincinnati)—			
6s, Beech Av.,'00 to 1905	.....	.....	3·25
5s, Sidewalk,Sept.2,1925	.....	.....	3·25
5s, Water, July 1, 1915..	.....	.....	3·25
Youngstown—6s, Paving,			
Oct. 1, 1900 to 1903.....	.....	.....	3·30
6s,School, Sept., '02..M&S	.....	.....	3·30
5s, Fund.,Sept.1,'01.S.-an	.....	.....	3·30
5s, Park, Mar. 1, '14.J&J	.....	.....	3·30
5s,Fire,Oct,'00to'15.A&O	.....	.....	3·30
5s, Sc.Dist..1907-08.M&S	.....	.....	3·30
Zanesville—4½s,1909.A&O	.....	.....	3·35
OKLAHOMA			
Cleveland Co —			
6s,Fd.,Sept.10.1904.Sept.	.....	104	....
El Reno—			
5s, Ref'g, 1920 to '29.J&D	.....	108	....
Logan Co.—			
5s, Ref'd'g.,1909-19..J&J	.....	105	....
Oklahoma City—			
6s, Sch., Jan. 1, 1914J&J	.....	108	....
6s, Fund'g, 1906 to 1915	.....	103	....
Oklahoma Co.—			
6s, Fund. Dec.,1904.Ann	.....	102	....
6s, Fund'g., 1919 to 1922	.....	108	....
Payne Co.—			
4½s, Ref'd'g, 1920 to'29..	.....	100	....
Tecumseh—			
7s, June 1, 1912.....J&J	.....	106	....
OREGON			
Astoria—			
5s, g., Water, 1925 ..J&J	.....	.....	....
Portland—			
6s, g., Sewer, 1905..J&J	.....	.....	3·50
6s, Sch. Dist., 1913..A&O	.....	.....	3·50
5s, g.,C.H.,July 1,'23.J&J	.....	.....	3·50
5s, Wa., Jan 1, 1917.J&J	.....	.....	3 50
5s, g.,Wat.,July1,'23.J&J	.....	.....	3·50
5s, g., Bridge, 1925.A&O	.....	.....	3·50
5s, g., Jan., 1922....J&J	.....	.....	3·50
Union Co. Sch. Dist. No 1—			
5s g. June 1, '09-'19, J&D	.....	106·06	4·25
Wasco Co.—7s,Sch.Sep.,'04	.....	.....	4
PENNSYLVANIA			
6s, Agricultural College,			
Feb.. 1922.....F&A	.....	.....	3
4s, Fund'g, Feb.,1912.F&A	111¾	.....	....
3½s, Fund.,Feb.,1912.F&A	105	.....	....
Allegheny—			
4½s, 1900 to 1903...Var.	.....	.....	3·20
4s, 1901 to 1919.....Var	.....	.....	3·15
4s, July, 1925 .....J&J	.....	.....	3·15
4s, 1907-12-17-27....J&J	.....	.....	3·15
Allegheny Co.—			
5s,Comp., 1913-1940.J&J	102½	.....	....
4s, Riot, 1901-1906..Var.	102	.....	....
Braddock—4½s, '00-16.M-S	.....	.....	3·90
4½s, 1901 to 1927..A&O	.....	.....	3·50
Bradford—4s.1906-16-26..	.....	.....	3·90
Chester-			
4s,School,July 1,'14.J&J	.....	.....	3·25
3½s, 1929.....	.....	109·85	3⅛
Harrisb'g-6s, July,'03.J&J	.....	.....	3·20
4s, City, July 1, 1920.J&J	.....	.....	3·20
Johnstown—5s,1921..J&D	.....	.....	3·50
4½s, Sept. 1, 1923...M&S	.....	.....	3· 0
4s, Fire alarm, 1923.J&J	.....	.....	3·50
Lancaster-6s,'05 to 20 Jan	.....	.....	3·12
4s,Wat., Ap.,'05 to 20.Q-J	.....	.....	3·12
Luzerne Co., Cen. P'r Dist.			
3½s,g., B'd'g '03-'22 A&O	.....	.....	3·15
McKeesport—6s, 1907.J&J	.....	.....	3·25
5s, Water, 1911.....J&J	.....	.....	3·25
4½s, Funding, 1900.J&J	.....	.....	3·25
Philadelphia—			
6s, 1901.....J&J	.....	.....	2·90
6s, Taxed, 1904.....J&J	.....	.....	3·00
4s, Fd'g. 1900 to 04..J&J	.....	.....	2·90
3½s, 1904 to 1924...J&J	.....	.....	2·90
3½s, Dec. 31, 1906..J&J	.....	.....	2·90
3½s, 1907-28.....J&J	.....	.....	2·90
3s,Nov.1,1900to'19.M&N	.....	.....	2⅞
Pittsburg—7s,Fund. d't,'09	.....	.....	3·15
6s, Water, Jan.,1908.J&J	.....	.....	3 15
5s.Fund.debt imp.'13J-D	.....	.....	3·15
4½s, School, July, 1919..	.....	.....	3·15
4s,Comp., Jan.,1915.J&J	.....	.....	3·15
3½s, Ref'd'g, 1902 to '09.	.....	.....	3·1
3½s, April, '15-'30..A&O	.....	.....	3·15
Reading—4s, Aug., 1910.	.....	.....	3·15
4s, Apr., 1918.....A&O	.....	.....	3·15
Schuylkill Co 3½s, 1919..	.....	.....	3
Scranton—4½s, 1909 .J&D	.....	.....	3·15
4½s, City Imp.,June,1919	.....	.....	3·15
4½s, School, 1920 ..J&D	.....	.....	3·15
Wilkes-Barre—4½s,'22 '27	112½	.....	
3½s,R'd'g.,1906-17. F&A	.....	.....	3·20
Williamsport—			
3½s, Refg., Sept.1, '09-29	.....	104	..
RHODE ISLAND			
3½, g., S. H., 1934.....J&J	112	.....	...
3s, State House, 1938.A&O	102	103	...
Burrillville—			
4s, g., Impt., Jan. 1, 1907	103	.....	..
4s, g , Impt , Jan. 1, 1922	107	.....	..
Central Falls—			
4s, gold, Dec., 1905 to '20	.....	.....	3·50
Cranston—4s,Aug,'29.F&A	110	.....	..
4s, g., 1939 .....M&N	.....	.....	3·35
East Providence—			
4s,g.,Fdg.J'ne15,'47.J&D	114	.....	....
Lincoln—			
4s, July, 1911.....	105	.....	....
4s, Oct. 15, 1928....A&O	110	.....	...
Newport—			
4s, March, 1905.....	103	.....	....
4s, g., Park, Feb., 1927..	115	.....	....
Pawtucket—			
4s, g., July, 1910....J&J	104	105	....
4s, g., May, 1937.....	111¼	.....	....
Providence—			
6g., July 1, 1900.....J&J	.....	.....	3·50
5s,g.,Wat.,July 1,'00.J&J	.....	.....	3·50
5s, g., July, 1906 ....J&J	.....	.....	3·15
4s, g.,Park, July,'21.J&J	.....	.....	3·10
4s, g., Apr., 1927...A&O	.....	.....	3·10
3½s, g., Wat., 1916.M&S	.....	.....	3·07
3½s, g. Sewer, 1928.A&O	.....	.....	3·07
3½s, Sch. & Bridge, 1929	.....	.....	3·07
3s, Sewer & Imp., 1929.	99	.....	..
Warren—4s, 1900 to 1922..	.....	.....	3·50
Westerly—			
4s, g., Sept , 1927.....	113	.....	....
4s,Refunding.Jan.2,1929	112	.....	....
3½s,Water, Feb., 1929.	102	.....	....
Woonsocket—			
4s, g., Ref'd'g, 1919.A&O	109	.....	....
4s, Sew., Feb. 15,'25.F&A	107	.....	....
4s, Reg.g., May, '27.M&N	108	.....	....
SOUTH CAROLINA			
4½s, Blue, 1928.....J&J	.....	120	....
4½s, New issue, 1933..J&J	115	120	....
4s, July 1, 1936.....J&J	.....	106	....
Aiken—4½s, Sew.,'49, J&J	.....	110·45	4
Charleston-5s,Oct'25.A&O	116	.....	....
4s, 1909.....J&J	105½	106½	....
Chester—5s. 1917-37..J&J	110	112	....
Columbia—3s-4s.1910.J&J	100	102	....
Darlington—			
5s, Refdg., 1920.....J&J	.....	112¼	4 13
SOUTH DAKOTA			
6s,Sch.&Col.,J'y 1,'05.J&J	.....	.....	3·25
5s,Sch.&Col.,M'y 1,'07.J&J	.....	.....	3·25
4½s, Ref'd., May 1, '07.J&J	.....	.....	3·25
4s,Constit'n,Mar.1,'10.J&J	.....	.....	3·.5
Aberdeen—6s, 1915....J&J	.....	.....	5
5s, Oct. 1, 1900 to 1918..	.....	.....	4·40
Faulk Co.—6s, 1915..S.-an.	.....	.....	5
Hanson Co.—			
6s, Refunding, 1908.J&J	.....	.....	5
Lake Co.—5s,Fdg.,10-20 yr	.....	.....	5
Marshall Co.—6s,F.'15.J&J	.....	.....	5
Mitchell—6s, 1914....A&O	.....	.....	5
Watertown 6s, 1909..J&J	.....	.....	5
Yankton Co.—			
4s, Rfdg., '09 to '19.M&N	.....	.....	3¾
TENNESSEE			
6s, Unfunded, 1900...J&J	90	.....	....
6s, Compromise, 1912.....	90	.....	....
4½s,Penitent..Oct.'13.A&O	107	.....	....
4½s, Redemp., 1913..A&O	107	.....	....
4s, Redemption, 1907.A&O	95	.....	....
3s, Settlement (100)...J&J	93	.....	....
3s,Settlement (1000), 1913	95	.....	....
3s, Scrip.....	110	.....	....
Chattanooga—			
6s, 1909.....A&O	110	112	....
Clarksville—4s,Water,July			
1, 1909-1929 .....J&J	.....	103	....
Davidson Co —			
5s, Asylum, 1903-'08-'13	103	.....	....
5s, Fd'g, 1900 .....J&J	100	.....	....
Davidson Co. (Concl'd)—			
4½s, 1915.....J&J	.....	.....	4½
Hamilton Co.—			
5s, Bridge, 1909....A&O	.....	.....	3·30
Henderson Co.—6s	.....	.....	....
Knoxville—6s, 1915.....	.....	.....	4½
5s, g., Imp., 1921...A&O	.....	.....	4
4s, Funding, 1919...J&D	.....	.....	3⅝
4s. Hosp..June1,'29 J&D	.....	.....	3⅝
Marshall Co.-5s, 1901.F&A	100	102	....
Memphis—			
6s, Comp., 1915.....J&J	120	121	....
6s, Comp., Flippin, 1907.	112	114	....
5s, Market, 1917-1922...	107	111	....
4½, Refdg., g., 1926.J&J	113	115	....
Nashville—6s, 1901...J&J	101	103	....
6s, Funding, 1905.. J&J	108½	.....	....
6s, Water, 1909 ...M&N	113	116	....
6s, Water, 1911A&O.30	115	118	....
6s, Water, 1913A&O.30	117	.....	....
5½s, Bridge, 1905. .A&O	106	.....	....
5s, Sewer, Dec.,1911.J&D	107	.....	....
5s, Water, 1921 ....J&D	112	.....	....
5s, Haymark., 1922..M&S	114	.....	....
4½s, July, 1907.....J&J	103	.....	....
4½s, 1918, Water ...J&J	105	.....	....
4½s, Apr. 1, 1923...A&O	107	.....	....
4s, Water, 1919 ....J&J	102	.....	....
4s, Bridge,Oct.1,'18J&J	101	.....	....
North Knoxville—			
5s, 1919. .....M&S	.....	.....	3·50
Sevier Co.—5s, 1913..July	.....	.....	4·20
Shelby Co.—			
6s, Fund., Jan. 1,'24.J&J	.....	.....	4½
Sumner Co.—6s. 1913.J&J	100	103	....
TEXAS			
Austin—			
5s,g.,W.&L.1910,'30 Q-J	.....	90	....
Bell County—5s,1909.Apr	105	.....	....
Bexar Co.—			
6s, gold, 1933, Apr. 10	.....	.....	4
5s, Bridge, 1910..Apr. 10	.....	.....	....
4½s Bridge,'09 .9,Ap 10	.....	106½	3·70
Brazoria Co.—			
5s, Ct. H. refdg., 1909-19	106	110⅛	3·75
Cleburne—6s, '06-36..J&D	.....	110½	4·25
Dallas—			
7s, RR., Apr. 1904..A&O	.....	.....	4
6s, Funding, 1917..A&O	.....	.....	4
5s, Water, 1917 ....J&J	.....	.....	4
5s, Fd., July, 1931...J&J	110	112½	....
5s, g., Aug., 1928....F&A	.....	.....	4
Denison—6s, 1904.....J&J	.....	....	4
5s, 1912.....J&J	.....	.....	4
El Paso 5s, School, 1914-'29	.....	.....	4
5s, Water Comp.1909-'19	.....	.....	4
Fort Worth—			
6s, Water, Feb., 1922F&A	.....	.....	....
5s, Ref., 1920.....J&J	.....	.....	....
Gainesville—			
5s, Ref.. 1903-1938.A&O	.....	.....	4
Galveston—			
5s, Fund'g, 1905-15.M&N	.....	.....	4
5s, Wat., 1908-1938..J&J	.....	.....	4
5s, Lim. debt, Sep. 1, '21.	.....	.....	4
5s, Lim. debt, June1,'23.	.....	.....	4
5s, Lim. debt, Jan.22,'25	.....	.....	4
5s, Lim. debt, 1927.....	.....	.....	4
Houston—			
6s, Funding, 1912...J&J	.....	.....	4·10
6s,comp., July, 1918.J&J	.....	.....	4·10
5s, Comp., July,1918.J&J	105	108	....
5s, Ref., Jan.1, 1923.J&J	108	111	....
5s, Sew..Nov.15,'39.M&N	.....	119¾	4
Lavaca Co.—			
5s, 1902-1937, April 10..	.....	.....	3⅞
McLennan Co.—			
6s, Bridge, 1909..Apr.10	.....	.....	3⅞
Palestine—5s, 1938..M&N	.....	107¼	4⅛
Paris—6s, Water, Oct. 15,			
1912 to 1937.....J&J	110	.....	....
5s, Improv., June, 1930.	105	.....	....
San Antonio—			
6s,g.,Fund.,1905-15.F&A	.....	.....	4½
6s, Impt. 1908. Opt.F&A	.....	.....	4½
6s,1915,Option.... M&N	.....	.....	4½
6s, 1916.....A&O	.....	.....	4½
5s, 1917.....F&A	.....	.....	4
Sherman—6s, Ref.'12.A&O	.....	.....	4
6s, Funding, 1930..A&O	.....	.....	4
6s, Water, 1936 ....A&O	.....	.....	4
Tarrant Co., 4s, Refund....	.....	.....	3·75
Waco—5s, Gold, 1923.A&O	114	.....	....
5s, Imp., 1920 .....M&S	112	.....	....
5s, Ref., July, 1909..J&J	106	.....	....
Waller County—			
4½s,Ref'g,'08-'18...A&O	100	104	4
U. S. OF MEXICO.			
See Mexico, page 30.			
UTAH			
5s, Build'g, 1900-1910.J&J	.....	.....	3·20
5s, Territorial, 1908...J&J	.....	.....	3·20
Logan—5s, g., 1912 .J&D	100	.....	....
Ogden—6s, g..June,1901-11	.....	.....	4·00
5s, 1913..... .....M&N	100	.....	....
4½s, 1908-1918.....F&A	101	102	....
Salt Lake City—			
5s, Gen. f'd.,1901-11.J&J	.....	.....	....
5s, Fund.. 1908 ....M&S	.....	.....	3·70
5s, Funding, 1912...J&J	.....	.....	3·70
5s, Fund., 1914 ....M&N	.....	.....	3·70
5s,School Dist,1902.F&A	.....	.....	3·70
5s, " 1913 F&A	.....	.....	3·70
4s, Ref., Sept. 1,'18.M&S	.....	.....	3·70
Salt Lake County—			
5s, Fd..Aug.1,'06-16F&A	.....	.....	3·75
Weber Co.—5s, '02-12.J&J	.....	103¼	4
VERMONT			
6s, Agric. College, June 1,			
1910.....J&D	124	125	
Barre—4s, June, 1903. ...	.....	102⅞	3·20
4s, Water,1921-1924.J&D	.....	.....	3·20
Bellows Falls—			
4s, Water, 1915	106	.....	...

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Bennington—			
4s, Jan., 1917.....J&J	109	.....	....
Brattleboro-4s, Jan. 1, 1904	102	.....	..
4s, Jan. 1, 1911.....J&J	105	.....	...
4s, Jan. 1, 1918.....J&J	108	.....	..
Burlington -4s, July, 1908.	104	.....	...
Newport—4s, g., Water June 1, 1920.....J&D	109	.....	...
Northfield—			
4s, Lt.& P'r,'04-7-17.J&D	.....	.....	3·50
Poultney—			
4s, June 1, 1910 to 1918.	.....	.....	3·50
Rockingham—			
4s, Jan., 1901 to 1917.J&J	.....	.....	3·50
Rutland—4s, g., 1926. M&N	110	.....	....
St. Albans—4s, Ref. Wat. '07	.....	.....	3·50
Stowe—4s, 1900 to 1918...	.....	.....	3·50
VIRGINIA			
3s, New, c., 1932.....J&J	90¾	91	...
2-3s, Funded debt, '91. J&J	89⅝	90	....
6s, Trust receipts, stamped	.....	9½	...
Berkley—6s, 1927....J&D	.....	115·45	5
Danville—8s, 1903-11. J&J	125	.....	....
6s, 1900.....J&J	110	.....	....
5s, Nov. 1, 1927.....M&N	.....	.....	4⅛
Franklin Co.—6s, 1909. J&J	90	100	....
Lynchburg—3s, 1904-7. J&J	.....	.....	4½
6s, L. & Dan. RR. 1901. J&J	.....	.....	4½
6s, 1915.....J&J	.....	.....	4½
5s, Perm. imp., 1916. J&J	.....	.....	4½
4½s, Refunding, 1927....	....	.....	4·30
Manchester—6s, 10-40. J&J	100	.....	....
5s, Refd'g, 1931.....J&J	104½	108	....
Newport News—			
4½s, 1918-1928.....A&O	.....	105	4⅛
4s, Pav'g, Aug. '19-29 F&A	.....	106·39	3·55
Norfolk—			....
8s, May, 1901.....M&N	103	.....	....
6s, Renew'l, Jan., '14. J&J	116	.....	....
5s, Renewal, Ap., '11. A&O	110	.....	....
5s, 1924.....M&N	113	.....	....
4s, Nov. 1, 1929....M&N	105	.....	....
Petersburg—8s, 1903. M&N	113	.....	....
6s, 1905.....F&A	108	.....	....
Richmond—8s, 1904-09 J&J	128½	.....	....
6s, 1904-1914.....J&J	115	.....	....
5s, 1920-1922.....J&J	112	.....	....
4s, 1920-1929.....J&J	107	108	....
Richmond—(Con.)			
4s, July 1, 1924.....J&J	107	108	....
4s, 1925.....J&J	107	108	....
4s, 1926.....J&J	107	108	....
4s, Refd'g, reg. 1929. J&J	107	108	....
WASHINGTON.			
3½s, Fund., Apr. 1905, Apr. 1	.....	.....	3·70
Ballard—			
6s, g., 1915.....J&J	.....	.....	5
King Co. Sch. Dist. No. 10—			
4½s, Sept. 1, 1919..M&S	.....	105·05	4·12
Pierce Co.—			
6s, 1911.....June	.....	.....	5⅙
5s, May 2, 1912.....May	100	.....	....
San Juan Co.—			
6s, g., F'dg, Sep. 1, '05-15.	.....	104·90	5½
Seattle—			
6s, Sch. g., Jan. 1, '1909 J&J	.....	.....	4
5s, F'dg, g., July, 1913. J&J	.....	.....	4
5s, g., Apr., 1912....A&O	.....	.....	4
5s, Sch. Dis. No. 1, '10. J&J	.....	.....	5
5s, Sch. Dist., No. 1. 1915	.....	.....	5
Skagit Co.—			
6s, g., Fund, Dec. 1, 1913	.....	.....	5
Spokane—			
6s, Oct. 1, 1911 .....A&O	.....	.....	4
5½s, Feb. 1, 1918....F&A	.....	.....	4
5s, g., Ref'd'g, Sept. 1, 1914	.....	.....	4
Spokane Co.—6s, School...			
Dist., July 1, 1910...J&J	.....	.....	5
Tacoma—			
6s, Apr. 15, 1911....A&O	.....	.....	5
5s, g., June 1, 1913..J&D	100	.....	....
Whatcom Co. 6s, 1911 Dec.	.....	.....	4·25
Whitman Co.—5s, 1912. Apr	.....	.....	4·25
WEST VIRGINIA.			
Charleston—			
4½s, Sch. Dist. 1919-'29..	.....	.....	3·60
Huntington—			
6s, Paving, Oct. 1, 1921.	.....	.....	4
5s, Sch., Mar., 1901-1910.	.....	101	4
Parkersburg—			
5s, Park, June 1, '16. June	.....	.....	4
5s, Sept. 1, 1917..Sept. 1.	.....	.....	4
Wheeling—			
6s, Bdge., Nov. 1, '01-24.	.....	.....	4
5s, City, July 1, 1919....	.....	.....	4
Wheeling—(Con.)			
4½s, Bridge, July 1, 1924	.....	.....	4
WISCONSIN.			
Ashland—5s, F'd'g, '09 J&J	.....	108½	4⅛
Bayfield Co. 5s, g. 1915 A&O	.....	111·65	4
Burlingt'n 5s, Sch., '01 to '06	.....	.....	4½
Cassville 5s, '02 to '11. A&O	.....	.....	4½
Chippewa Co.—			
5s, Dec., 1901.....Dec.	.....	104	4·10
Elkhorn-5s, Water, '00 to '07	100	.....	....
Elroy—5s, 1910 to '19. J&J	.....	.....	3·87
Green Bay—5s, 1901 to '17.	.....	.....	3·75
Kenosha—3½, '09-'19..J&J	.....	.....	3·25
La Crosse—			
5s, Bridge, Jan. 15, '10. J&J	110	.....	....
3½s, July 1, 1909-'19. J&J	.....	103½	....
3½s, Ref'd'g, 1919..A&O	.....	.....	3·25
Madison—4s, Ref., '15. A&O	95	.....	....
Milwaukee—			
7s, General, 1901....J&J	.....	.....	3·25
7s, Water, Jan. 1, '02. J&J	.....	.....	3·20
5s, July 1, 1907.....J&J	.....	.....	3·20
5s, July, 1910.....J&J	.....	.....	3·20
5s, Liby&Mu.'00 to '17 J&J	.....	.....	3·20
4s, Water, 1906-7....J&J	.....	.....	3 20
Milwaukee Co.—			
5s, Build., July 1, '07. J&J	106	.....	....
5s, School, July 1, '14. J&J	109	.....	....
Oshkosh—4s, 1918....F&A	.....	110¾	3·25
Racine-5s, Adjust., '12. Ann.	.....	104	4⅝
4s, School, June 1, '13. J&D	.....	.....	3·20
3½s, Sch., 1919, July 1..	.....	.....	3·20
Sheboygan 4½s, 1911. M&N	107	108¼	3¾
South Milwaukee—			
5s, Wat'r, Oct. 1, 1913 A&O	.....	.....	4
Superior—			
6s, Sewer, Ag. 1, 1910. F&A	.....	120¾	3⅞
Waukesha—4s, School, Apr. 1, 1900 to 1918.....J&J	.....	.....	3¾
WYOMING.			
6s, Capitol, 1902-1911.....	.....	.....	3·35
6s, Univer. Build'g, 1902 to 1911.....Jan. 1	.....	.....	3·35
Cheyenne—			
5s, Refdg., 1909-'29..J&J	104	105	....
Uinta County—4½s, Refdg. July 1, 1909-1918....J&J	.....	104·10	4

* Flat price.

MISCELLANEOUS SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices.

Bonds.	Bid.	Ask.
MISCELLANEOUS BONDS.		
Acker, Merrall & Condit 6s..1903	100	102
Adams Express col. tr. g. 4s, 1948	103	103½
Albe. & Ches. Canal Co.—7s, 1909	§100	102
Amer. Bell Telep'ne—Deb. 4s, 1908	§100	.....
American Bicycle Co.—		
S'kg f'd, g. deb., 5s, Sept. 1, '19 M&S	§.....	85
American Brew. Co. 6s, 1915 J&J	109	.....
Amer. Cot. Oil, deb., 8s, 1900, Q-F.	104	.....
Amer. Graphoph'e. Deb. 5s..M&N	100	.....
Amer. Mail Steamship Co.—		
1st g. s'g f. 6s, Nov. 1, '00-'08 M&N	§.....	106½
Amer. Safe Dep. Co.—6s, 1903. Q.-J.	.....	.....
American Security & Trust 4s.....	100½	.....
Amer. Spirits, g., 6s, 1915....M&S	‡.....	80
Amer. Strawboard Co., 6s....F&A	§100	.....
American Teleph. & Teleg. Co.—		
Coll. tr., g. 4s, 1929.....J&J	§ 99¾	100
American Thread Co.—		
1st coll. tr., g., 4s, 1919.....J&J	80	100
American Writing Paper—		
1st g. 5s, July 1, 1919, Opt. 1909	§ 78	81
Artesian Water (Tenn.) 5s...1909	107	108
Asphalt Co. of America—		
Certfs.—Col. tr., g., 5s, 1949 .A&O	.....	‡82½
Atchison & East. Bridge—See RR.		
Augusta Fact'y 1st M. 6s, '15. M&N	111	.....
B. & S. Car Co., 1st, g., 6s, 1942, J&J	104	108
Battle House (Mobile) 6s.....	111	.....
Berg. & Engle Brew., 6s, 1921. J&J	.....	102
Bon Air Coal, 2d series, 6s, '28. J&J	106	108
Booneville Bge.—See M.K. & T. RR.		
Boston & Mont'a, 7s, 1902...M&N	§107	.....
7s, 1907.....M&N	§115	.....
Boston El. Lt.—6s, 1908.....M&S	§115	.....
do 5s, 1924.....M&S	§111	.....
Boston Term. Co.—3½s, 1947 F&A	§116	117
Broadway Realty—G. 5s, 1926....	§109	111
Bklyn Ferry Co.—5s, g., 1948. F&A	§ 88¼	90
Brooklyn & N. Y. Ferry—		
1st 6s, Jan. 1, 1911.....J&J	§116	117½
Bklyn Wf. & W. Co, 1st, 5s, 1945, F&A	70	72
Buffalo Gen. Elec. Ref'g, g., 5s, 1939	§108	110
Buffalo Iron 5s, 1925.....A&O	72	75
Butte & Boston 6s, 1917.....A&O	§ 90	.....
Cambria Iron—6s, g., 1917 ...J&J	106	.....
Cent. Hudson Steamboat Co.—		
1st 5s, 1919.....M&N	98	100
Central Union Telephone Co.—		
1st, g., 6s, July 1. 1906-16...J&J	§110	112
5s, g., Jan. 1, 1909-1919....J&J	§102½	104½
Century B'ld'g (St. Louis) 6s, 1916	93	100
2d mort. 6s, 1903.....A&O	40	60
Champaign & Urbana Water—		
1st, g., refunding 5s, 1909-1914.	§103	105
Chat'n'ga City Wat. Co.—6s, '12, J&J	§100	.....
Ches. & Del. Canal—5s, 1916. J&J	‡.....	51⅞
Ches. & Pot. Tel., 5s, 1911....J&D	103	.....
Cons. 5s, 1909-1929.....J&J	103¾	104½
Chic. Edison Co., Deb. 6s. ....J&J	§101	101½
1st mort., g., 5s, 1926.....A&O	§108	109
Chic. Junct., col., g., 5s, 1915, J&J	§112	114
5s, Notes, Jan., 1903.....J&J	§100	101
Chic. Sub Water & Elec. Lt.—		
1st, g., 5s, Aug. 1, 1949.....F&A	§.....	103½
Cin. Chamb. Com., 4s, 1908, J&J.	§100	.....
Cleve. El. Ill. Co.—1st, g., 5s, 1927.	§105	.....
Cleve. & Sand. Brewing—6s.....	83	84
Col. Fuel & Iron—		
Col. Coal & I. Dev. Co., 5s, 1909..	50	60
Colorado Coal & Ir., 6s, g. '02, F&A	100	.....
Col. Fuel Co., 6s, gen., g., '19, M&N	102	.....
Gen., g., 5s, s. f., 1943....F&A	.....	95
Colo. Springs L't & Power Co.—		
1st, g., 5s, Apr. 1, 1919....A&O	§	100
Columbia College—3s, 1909..J&D	§‡.....	100
Columbus Elec.—6s, 1922....M&N	90	95
Commercial Bldg. Co., 6s, '07, M&N	100	102
Conn. L't'g & Pow. Co., g, 5s, 1939.	§.....	101
Consolidated Coal, 6s, 1911, M&S.	90	95
Consol. Water Co. of Utica—		
1st g. 5s, Jan., 1930.....J&J	§100	105
Contra Costa Water, 5s, 1915. J&J	105½	.....
Consum. L. H. & P. Co. (Eliz. N.J.)		
5s, 1938.....J&D	§107	110
Cov. & Cin. Bdg., 1st, g., 4s, 1915..	§104	106½
Cumberland Teleph. & Telegr.—		
1st s'k'g fd g. 5s, 1918.....J&J	§109	.....
Denver Union Water 5s, 1914. J&J	80	83
Domin. Coal, 1st, 6s, 1913....M&S	§110	.....
Eagle & Phenix Mfg. Co., 6s, 1928	106	108
Ed'n Elec.—See N. Y. Gas & Elec.		
Edison Light & Power, 8, F. 6s, Q-F	129	.....
Edison Elec. (Bklyn.)—See Kings	Co. E	lec.
Edison Elec. (N.O)—G. 5s, 1929 J&J	104	110
Edison Elec. Illum., Savannah, 6s.	108	109
Ellicott Square Co. 1st g. 5s, 1935	§107½	110
1st g. 6s, 1910	§100	105
Elmira Mun. Imp.—5s, 1942. Certfs	.....	.....
Enterprise Mfg. Co., 1st, 6s, 1903.	103	.....
Erie Tel. & Tel., 6s, 1909.....A&O	§104¾	105½
Col. tr., g., s. f., 5s, 1926 ....J&J	§105	107½
Debenture gold 5s, 1928-29. J&J	§ 98	100
Evansville Brewing—6s, 1915....	§ 65	85
Evansville Cotton Mill—6s, 1910.	§100	103
Fay & Egan Co. (Cin.)—6s. 1903-'43	§106	107
Ft. S. & V. B. Br.—See St. L. & S. F. RR.		
Foxburg Bge.—See Pitts. & W. RR.		
Frank Jones Brew. Co.—deb., 5s, £	*l* 66	71
Gen. Electric, deb., g., 5s, 1922, J&D	.....	115½
Gramercy Sugar, 6s, g., 1923. A&O	.....	.....
Grand River C. & C. g. 6s, 1919..A&O	100	.....
Hackens'k Water Re-org. con. 5s..	§105	.....
1st, g., 5s, 1926.....J&J	§105	.....
Hartford Elect. Light.—5s, 1915 .	§105	.....
Hartf'd L. & P. 6s, 1912, Opt. A&O	§100	.....
Hawaiian Com. & Sug. 5½s, 1916.	105	110
5s, 1919 ..... A&O	106½	.....
Hecker-Jones-Jewell, 6s, 1922 M&S	70	....
Henderson Bridge—See RR.		
Hoboken Ferry—1st 5s, '46..M&N	§110	111
Hoboken Land Imp., 5s, '10, M&N	§105	110
Hudson River Water Power Co.—		
1st, g., s'k'g. f'd., 1914-'29. M&N	§100	101
Huntington Water.—6s, 1913. M&N	§100	.....
Hydraulic Press Brick, 5s, 1904..	100	102
Ill. Steel Co., deb., 5s, 1913..A&O	.....	100
Imperial Bldg. Co.—6s, 1913..J&J	102	104
2d, 6s, 1908.....M&S	80	90
International Navigation—		
1st g. 5s, Feb. 1. 1909-1929....	‡.....	100
Internat'n'l Paper—6s., 1918. F&A	.....	108
International Silver, 6s, 1948 J&D	§100	101
Iron Steamboat Co., 6s, 1901, J&J	45	.....
Jefferson & Clearfield C. & I. Co.—		
1st, g., 5s, 1926.....J&D	§105	.....
2d, gold, 5s, 1926.....J&D	97	.....
Kansas City Stock Yards Co.—		
Conv. 5s, Feb. 1, 1910.....F&A	§116½	118
Ky. Title Co. R. E. bonds, 6s....J&J	§102	103
Kentucky Wagon, 6s, 1901...J&D	§102	103
Kings Co. Elect. Light & Power—		
1st gold 5s, 1937.....A&O	§106	110
Purchase money 6s, gold, 1997..	§115	.....
B'klyn Edis. Ill. cons. 4s, '39. J&J	97	100
1st, g., 5s, 1940., call. Oct. 1, 1900	110	.....
Kinloch Telephone, 5s, 1928. F&A	99	100
Knickerb'ker Ice (Chic.)—g., 5s. '28	.....	.....
Laclede B'ld'g Co.—5s, 1919. M&N	102	104
La Grange Furnace, 6s, 1912. Aug.	12	17
Lamson S. Service—6s, 1909. M&S	100	.....
Lehigh Coal & Navigation—		
4½s, g., 1914..... Q-J	112½	.....
Railroad, gold, 4s, 1914.....Q-F.	107	.....
6s, extend. to 4s, g., 1914...Q-F.	107	.....
Consol. mort., 7s, 1911.....J&D	128	.....
Gen. mort., g., 4½s, 1924....Q-F	104	.....
Funding 4s, g., July 1, 1948. J&J	102½	.....
Leh. Val. Coal Co.—See RR.		
Levee S. Cot. Press, 1st, 6s, '07, M&N	101	.....
Long Branch Water, 5s, 1906.....	Basis	4%.
Los Angeles Lt. Co., 6s, 1905. J&J	.....	.....
Guar. 5s, 1924.....A&O	.....	103
Louisv. Board of Tr., 6s, 1910, J&J	§105	106
Louisv. Water Co., 1st, 6s, 1906, A&O	§114	116
2d, 5s, 1910.....F&A	§112	114
Lowell El. Lt. Cor., 1st, 5s, g., '14. J&J	§103	.....
Madison Sq. Gard., 1st 5s, 1919 M&N	104	.....
6s, 1919.....M&N	45	.....
Maryland Brew'g Co.—6s, g., 1939	§ 75	75¾
Maryland Steel Co., 5s, 1922, F&A	§ 92	.....
Masonic Hall Ass'n (Wash.) 5s, '08	107	.....
Mason. Temp. (Memph.), 5s, 1910-30	108	110
Metro. Opera & R. E., 5s, 1903....	102	.....
Met. Teleph. & Teleg. Co.—		
1st g. 5s, May 1, 1918.....M&N	‡§.....	115
Mich. L. Superior Power Co.—		
1st g. 5s, May 1, 1949.....M&N	§ 95	100
Michigan Telephone—		
1st sinking fund, g., 5s, 1917. J&J	§108	110
Cons. g. 5s, Jan. 1, 1929....J&J	§ 98	100
Milford Water—1st 5s, 1918. A&O	§100	.....
Minneapolis Brew.—G. 7s, Apr. '13	113	115
Minn. General Electric Co.—		
Consol. g. 5s, Jan. 2, 1929..J&J	§ 99	102
Miss. Levee (W. B. I. & S. Co.), 6s.	112	115
Miss. Levee (Yazoo Delta), 6s.....	120	122
Mo. Elec. Light, 2d, 6s, 1921. Q-May	117	118
Mo. Edison Elec. 5s, g., 1927. F&A	93½	94½
Monongahela Light & Pow. Co.—		
1st g., 5s, June 1. 1949.....	106½	107
Monongahela Riv. Coal—6s, 1949	x114¼	115
Mystic Wharf & Stor'ge (Boston)—		
1st, gold, 5s, Dec. 1, 1906..J&D	§102½	105
Nat'l & Prov. Worsted Mills, 6s....	100	.....
Nat. Starch Co., 1st, g, 6s, 1920. M&N	105	.....
N. E. Cotton Yarn Co., 1st, g, 5s 1929	§103	103½
New Haven S.S. Co.—6s, 1902. A&O	§103	.....
N. O. Cotton Ex., 1st, 5s, '06, Q-Jy.	104½	.....
New York Biscuit Co.—6s, 1911 ..	113½	.....
N. Y. & E. R. Ferry—5s, 1922. M&N	§ 95	99

§ Purchaser also pays interest. *l* In London. ‡ Sale price.

Bonds.	Bid.	Ask.
N. Y. Gas & Elec. L. H. & P. Co.—		
1st g. 5s, Dec. 1, 1948 ....J&D	109	110
Pur -mon col. tr. 4s, 1949..F&A	.....	93⅛
Ed'n El. Ill. Co., N. Y., 1st, 5s, 1910	108	110½
1st con. g. 5s, 1995.....J&J	120	125
N. Y. & Hob. F.. gen. 5s, 1949..J&J	§ 93½	95
N. Y. & N. J. Ferry—5s, 1946. J&J	107	110
N. Y. & N. J. Telep., 5s, g., '20, M&N	110	.....
N. Y. & Pa. Teleph. & Teleg. Co.—		
1st gold 5s, Feb. 1, 1926....F&A	§.....	115¼
N. Y. Susq. & W. Coal-6s, 1912. M&S	98	.....
N. Y. & Wilkes-Barre Coal Co.—		
1st 6s, 1933;.....M&N	.....	50
Niagara Falls Power 5s, 1932....	§107	109
North Hudson L't H. & P. Co. (Hoboken, N. J.)—5s, 1938.....A&O	107	110
Oakland Water 5s, guar. 1915 J&J	105	.....
Oceanic Steamship 5s..'09-'24. J&J	.....	105¾
Ocean Steamship Co.—See Central RR. of Ga.		
Pacific Coast Co.—G..5s, 1946 J&D	107½	.....
Passaic Water Co., Paterson, N. J.—		
Gen. M., g., 5s, Jan., 1937, J&J..	102	.....
Pennsylvania Canal—6s, 1910, J&J	49	...
Pennsylvania Steel—5s, 1917. M&N	.....	110
Con., gold, 6s, 1925.....M&S	.....	.....
Pennsylvania Telephone—		
1st s'k'g fund g. 5s, 1908-18, A&O	§.....	105½
People's L't, H. & P'r (Phillipsb'g)—		
1st g. 5s, Jan. 1. 1930, Opt. 105. J&J	§ 95	101
Phila. Electric Coll. tr. g. 4s, 1949	†.....	66
Pittsburg Brewing 6s, 1949...J&J	110	110¼
Pleasant Val. Coal—6s, 1928..J&J	104	107
Portland Water Co., 4s, 1927. F&A	§105	107
Procter & Gamble—1st, 6s, 1940	§112	113
Prov. Fall R. & Newport Steamboat 1st, g., 5s, June 1, 1916 ...J&D	§.....	.....
Raleigh Water Co., 6s, 1911..F&A	103	.....
Rapid Tran. Ferry—G., 5s, '44. M&N	.....	102½
Rochester & Pitts. Coal & Iron—		
Purch.-money g. 5s, 1946..M&N	102	.....
St. Charles Br.—See Wabash RR.		
St. Joseph Water—6s, 1909..J&D	§100	.....
St. L. Agr. & M. Ass'n, 1st 5s, '01-'06	100	108
St. L. Brew. Ass'n, 6s, 1914, J&J.	100	101
St. L. Cot. Com. Co., 6s, 1910, M&N	93	94
St Louis Exposition 6s, 1912. M&N	92	95
St. L. Term. Cupples Stat. & Prop.—		
1st g., 4½s, 1917 ..... J&D	100	105
St. Paul Union Depot—6s, 1930...	§130	.....
Consol. 5s, 1944.....	§116	.....
Consol. 4s, 1944.....	§100	.....
Sharon Estate, 5s, 1903.....A&O	§100	.....
Sibley Mfg. Co., 6s, 1st, 1903.....	102	.....
Sloss Iron & S. Co. 1st, 6s, 1917 F&A	104	..
Gen. 4½s, 1918 .....A&O	77	78
So. Yuba Water 6s, g., 1923...J&J	106	.....
Springfield Brew.—6s, g., 1909-'11..	§.....	.....
Spring Val. Water—6s, 1906..M&S	114	.....
4s, 1917.....Q-F	104⅛	.....
3d mtg., g., 4s, 1906.....Q-M	102½	.....
Standard Rope & Twine—		
1st, g., 6s, 1946.....F&A	71	73
Income g. 5s, 1946.....	15	16½
Stillwell Bierce & Smith Vail Co.—		
1st gold 6s, 1903-1918.....	§106	107
Sunday Creek Coal, g., 6s, '12..J&D	95	.....
Susquehanna Coal, 6s, 1911, J&J.	115	121
Swift & Co.—1st mtg. 6s, 1910 J&J	§105½	.....
Tampa (Fla.) Water-Works Co.—		
1st M., g., skg. fd., 6s, 1915. M&S	103	.....
Tenn. C. I. & RR.—		
Tenn. Div., 1st, 6s, 1917....A&O	109	112
Birm. Div., 1st con., 6s, '17, J&J	109	110
Cahaba C. M. Co., 1st, 6s, '22, J&D	106	112
De Bard. C. & I. Co., 6s, 1910, F&A	.....	110
South Pittsburg, 6s, 1902..F&A	98	103
Pratt Coal & Ir.—7s, 1903. M&N	112	120
10th-23d St. Fer. Co., 1st, 5s, '19, J&D	§105½	107½
Tenn. Cotton Mfg. Co.—6s, '05. J&J	85	90
2d mort., 6s, 1912.....J&J	32	38
Torrington Co., 1st g. 5s, '18..M&S	§105	108
Union Dairy Co., 5s, 1901....M&N	100	102
Union Ferry Co.—5s, 1920.. M&N	96½	97
United Electric Lt. & Power, Balt.,		
1st, consol., g., 4½s, 1929..M&N	90	91½
United Elec. Co. of N. J., 4s..1929	§ 79	81
United Electric Security Co.—		
Coll. Tr. g. 5s, ser. 1 to 11 .1926	§101	103
United Illum. Co., New Haven—		
1st 4s, Feb. 1, 1940 ..... F&A	92	95
U. S. Elec. Lt. Deb. 6s, 1907. M&M	107	.....
Cert. of indebt. 6s, 1907....A&O	107	112
U. S. Envelope Co.—6s, g. 1918. J&J	§107	110
U. S. Flour Mills—6s, 1939.....	25	30
U. S. Leath.—S. f. deb., 6s, g. '13. M&N	‡.....	116
U. S. Mortgage & Trust Co.—Real estate 1st g. coll. trust bonds—		
Series C, 5s, 1900-1915..M&N	100	.....
Series D, 4½s, 1901-1916..J&J	100	.....
Ser. E, F, G & H, 4s, '17-18. J&D	100	.....
Series I & J, 4s, 1914-1919 ..	100	.....
Utica Electric Light & Power—		
1st g. sink'g fund 5s, 1950..J&J	102	104¾
Wash. Mark. Co..1st, 6s, '92-'11, Q-J.	114	.....
Imp., 6s, 1912-27.....Q-J	114	.....
Extension, 6s, 1914-27.....Q-J	114	.....
West. Un., deb., 7s, '75-1900, M&N	102¾	.....
Debenture, 7s, 1884-1900, M&N.	102¾	.....
Collateral tr., cur., 5s, 1938, J&J	112	.....
Mutual Union 6s, 1911 ....M&N	111	.....
Northwestern 7s, 1904.....J&J	107	.....
Real est., g., 7s, 1902.....M&N	§105¼	.....
F'd'g & R. E. mtg. 4½s, g. 1950..	§103	105
Wheel. L. E. & P. Coal—g., 5s, 1919	24	50
Wyoming Val. Elec. L't, H't & P'r—		
1st 5s, Nov. 1, 1908-1928..M&N	§101	101
York (Pa.) L'gt. Heat & Power Co.—		
1st g. 5s, June 1, 1929.....J&D	§102	105
York (Pa.) Telephone Co.—		
1st g. 5s, Nov. 1, 1929.....M&N	§100	102
GAS BONDS.		
Balt. Consol. Gas, 6s, 1910....J&J	116	117
Consol. 5s, 1939.....J&J	109½	109¾
Boston Un. Gas, 1st, 5s, 1939, J&J	§ 76	80
2d, 5s, 1939.....J&J	§‡. ...	45
Brooklyn Union Gas Co.—		
1st cons. 5s, g. May 1, 1945. M&N	....	117
Buffalo City Gas, g., 5s, 1947..A&O	§ 71	72
Carondelet Gas, 6s, 1902.....J&J	100	102
Chesapeake Gas, 6s, 1900....J&D	101¾	102
City Heat & Light, Fostoria—		
1st, g., 5s, 1928.....M&S	§ 98	100
Columbus Gas Co., 1st, 5s, g., '32, J&J	§104½	105¼
Cons. Gas Co..J. C., 1st, 6, 1904, M&N	§104	106
Consol. Gas, N. J —5s, g..1936. J&J	85	87
Denver Gas & Electric Co.—		
1st g. 5s, Mar. 1, 1949.....M&N	75	76
Detroit C'y Gas, Pr. l'n'g. 5s, '23. J&J	97½	100
Detroit Gas, con, 1st, M. g. 5s, 1918	95	96
Equit. Illum. Gas, Phila—5s, g. 1928	108	.....
Evansville Gas & Elect.—5s, 1913	§100	105
Ft. Wayne Gas Co., 1st, 6s, '25. J&J	58½	61½
Gas Co. of Luzerne Co. (Pa.)—		
1st g. 5s, July 1, 1908-1928..J&J	§103	107
Glen Falls Gas & Elect. Light—		
1st g., 5s, Aug. 1, 1919.....F&A	§.....	100
Gr. Rapids Gas-L. Co. 1st 5s, '15. F&A	§102	104
Harrisburg Light, Heat & Power—		
1st g. 5s, July 1, 1924.....J&J	§101	105
Haverhill Gas Light Co.—		
1st g. s'k'g f'd July 1, 1929...J&J	§.....	106
Hudson Co. Gas—5s, g., 1949	102	103
Hudson River Gas & Electric Co.—		
1st Ref. g. 5s, 1929.....M&N	§105	106
Indiana Nat. & Ill., 1st, 6s, '08, M&N	58½	61½
Indianapolis Gas, 1st, 6s, '20, M&N	102	104
Joliet Gas 1st, g., 5s, 1908-'38. A&O	§.....	103½
Kansas City (Mo.) Gas 5s, '22. A&O	§101½	103
Laclede Gas St. L., g. 5s, 1919, Q-F	108	109
Lafayette Gas Co., 1st, 6s, '24, M&N	60	65
Lockport (N. Y.) Gas & Elec. Lt.—		
1st M., g., 5s, Feb. 1, 1920..F&A	§100	102
Logansp't & Wab. Val. Gas 1st 6s, '25	57	61
Louisville Gas Co., 5s, 1916, A&O	§106	107
Madison Gas & Elec. g., 6s, '26. A&O	§104	107
Minneapolis Gas 6s, 1902....M&S	.....	105
Cons. 6s, Mar. 1, 1910-30...M&S	.....	110
Mun. Gas., Albany 6s, 1st M., 1906.	§110	111½
Municipal Gas Co. (Yonkers)—		
6s, Jan. 1, 1904.....J&J	§100	105
Newark Gas 6s, 1944..... Q—J	§137	140
Newark Consolidated Gas Co.—		
Cons. g. 5s, Dec. 1, 1948. .J&D	§102⅜	104
New Eng. Gas & Coke—5s, g., 1937	§ 71	71½
N. London G. & Elec., g. 5s, '27 A&O	§104	.....
New York City—		
Central Un. Gas 5s, g., 1927. J&J	§102	105
Consol. Gas deb. 5s, 1908..M&N	§ 98	100
Equitable Gas 1st 5s, 1932. M&S	§114	116
Metropolitan Gas 6s, 1901. F&A	§101	103
New Amsterd. Gas 5s, 1948. J&J	§100½	101
N. Y. & E. River Gas—Con. 5s, '45	103	107
1st M., gold, 5s, 1944.....J&J	109	112
N. Y. Gas & El.—See Miscell.		
N. Y. & Suburb. 5s, g., 1949..M&S	102½	.....
Northern Un. Gas 5s, 1927. M&N	§ 90	93
Standard Gas—1st 5s, 1930. M&N	§115	118
N. Y. & Queens Gas & Elec. Co.—		
1st g. 5s, 1949.....J&J	§105	108
Norwich Gas & Elec., g. 5s, '27 J&J	§105	.....
Oakland G. L. & H. 2d 5s, 1916. M&S	108½	.....
Ohio & Indiana Gas, 1st, 6s, 1926	58½	62
Paterson & Passaic Gas & Elec.—		
Consol g, 5s, 1949.....M&S	100½	102
People's Gas & Coke, Chicago—		
1st, guar., gold, 6s, 1904...M&N	.....	.....
2d guar., g., 6s, 1904.....J&D	105½	106
1st con., g., 6s, 1943.....A&O	122	.....
Equit. Lt. & Fuel 6s, 1905....J&J	.....	.....
Chic. G.-L. & C. 1st, g., 5s, '37..J&J	§108	.....
Consum. Gas, Chic., 1st, g., 5s, '36	106	107
Mutual Fuel Gas g., 5s, 1947....	.....	.....
Refunding gold 5s, 1947...M&S	.....	.....
People's Light Co. (Pittston, Pa.)—		
1st g. 5s, Mar. 1, 1909-'29..M&S	§100	103
Philadelphia Company—		
1st col. tr., g. 5s, 1949 .....M&S	109	109½
Pittsburg Consolidated Gas—		
1st 5s, g., Feb. 1, 1948.....F&A	112¼	.....
Quincy (Ill.) Gas & Light—		
1st 5s, Jan 1, 1929.. .....M&S	§103½	105
St. Joseph Gas—1st, 5s, 1937. J&J	§ 95	97
St. Paul Gas-L.—Con. ex., 6s, 1918	§110	120
1st, 6s, 1915.....J&J	§110	120
Gen., g., 5s, 1944.....M&S	79	81
Stockton Gas & Elec.—6s, '05. M&S	100	103
Syracuse Gas, g., 5s, 1946.....J&J	89	92
Trenton G. & El. Co., g. 5s, '49. M&S	§103	105
Troy Gas, 2d 6s, 1923.....F&A	§120	.....
Consol. 5s, 1939.....F&A	§114½	116½
Wash. Gas Co.—A, 6s, 1902-27, J&J.	115	.....
B, 6s, 1904-29.....J&J	115	.....
West. Gas, Mil., 1st, g., 5s, '33, M&N	§102	104
Williamspt. Gas—1st g. 5s, '39. F&A	§107	108
Wyandotte Gas Co. (Beth'm, Pa.)		
1st g. 5s, July 1, 1909-1929. J&J	§100	103
GAS STOCKS. Par.		
Augusta Gas Co.....25	† 36	.....
Baltimore Consolidated Gas...100	54½	55
Boston—Bay State.....50	† 75c.	.....
Charlestown Gas & Electric. 50	†.....	‡79
East Boston Gas..... 25	† 40	.....
Jamaica Plain Gas Light....100	125	.....
Brooklyn Union Gas Co.....100	152	154
Buffalo City Gas Co. com.....100	6	8
Cambridge Gas Light.....100	.....	245
Chelsea Gas Light.....100	‡.....	80
Cincinnati Gas & Coke.....100	197¾	198¼
Columbus Gas Lt. & Heat'g Co. 100	52½	52¾
Preferred.....100	82½	83
Consolidated Gas of N. J.....	21	23
Consumers' Gas (Toronto).....50	209	.....
Denver Gas & Electric 100	35	36
Detroit City Gas Co.....50	.....	.....
East Newark Gas-Light Co...100	250	.....
Elizabeth Gas-Light Co.....100	125	.....
Essex & Hudson Gas Co.....100	41	43
Evansville Gas & Elect. Lt....100	100	105
Fort Wayne Gas Co.....100	40	45
Georgetown Gas.....25	† 55	.....
Grand Rapids Gas.....50	102	105
Hartford (Conn.) Gas-Light.....25	† 47	.....
Hudson County Gas.....	38	.....
Indiana Natural & Illum. Gas. 100	38	45

Stocks. Par	Bid.	Ask.
Indianapolis Gas.....50	95	100
Kansas City Gas.....100	40	50
Laclede Gas Light, com.....100	75	77
Preferred.....100	.....	100
Lafayette Gas.....100	40	45
Logansport & Wabash Val. Gas 100	40	45
Louisville Gas-Light.....100	100	101
Lowell Gas.....100	265	.....
Lynn Gas & Electric 100	230	.....
Madison (Wis.) Gas & Elec. Co. 100	78	80
Montreal Gas.....40	191½	192¼
Municipal Gas (Albany).....100	218	220
Nashville Gas Light Co.....50	95	100
Newark Consolidated Gas.....100	55	60
New Bedford Gas & Edison....100	.....	150
New England Gas & Coke.....100	20	20½
New Haven Gas Light.....25	† 85	.....
New Orleans Gas-Light.....100	105¼	106
New York City—Consolidated..100	189½	191
Mutual.....100	285	310
New Amsterdam com.....100	32	32½
Preferred.....100	55	57
Standard, com.....100	108	110
Preferred.....100	145	145
Oakland Gas-Light & Heat....100	46	48½
Ohio & Indiana Gas.....100	37	39
Pawtucket Gas.....50	† 95	.....
Paterson & Passaic Gas & Elec...	37	42
People's Gas Lt. & Coke (Chic.) 100	106⅞	107
Philadelphia United Gas Imp..50	†121	.....
Pittsb'g Consolidated Gas, pref. 50	† 54⅞	56
People's Natural Gas.....50	† 48	.....
People's Nat. Gas & Pipe'g ..25	† 20¾	.....
Philadelphia Co.....50	† 41½	42
Preferred.....50	† 41	42
South Side Gas.....25	† 25	.....
West. Penn. Gas Co.....50	† 50	.....
Portland (Me.) Gas-Light.....50	† 85	90
Providence Gas.....50	† 96½	.....
St. Joseph Gas.....100	35	40
St. Paul Gas-Light.....100	50	52
Salem (Mass.) Gas-Light.....100	125	150
San Francisco Gas & Elec.....100	51⅜	51⅝
Equitable Gas-Lt Co ($5 pd)..20	† 3¾	3⅞
Pacific Gas Improvement ...100	52	52¼
Pacific Lighting Co.....10	† 44	.....
San Francisco Gas.....3	† 4½	4⅝
Savannah Gas-Light.....25	† 25½	26
Stockton Gas & Electric Co.....50	† 10	.....
Syracuse Gas Co.....100	13½	15
Toledo Gas Light & Coke Co..100	108	118
Troy (N. Y.) Gas.....100	145	150
Union Gas & Electric of N. J...100	40	50
Preferred 100	100	102
Waltham Gas & Light Co.....100	.....	114
Washington (D. C.) Gas.....20	† 54¾	54⅞
Western Gas of Milwaukee....100	92	96
Wheeling Gas Co..... 50	† 65	.....
Worcester Gas.....100	210	.....
MINING STOCKS.		
Adventure Consolidated.....25	† 4½	5
Aetna Consol. (Quicksilver).....5	†x 3	3¼
Alamo.....1	15c.	15½c
Allouez.....25	† 2⅜	2¾
Amalgamated Copper.....100	96¾	97
American Coal.....25	145	160
Am. Gold Mining Co. (St. L.)....10	1·55	1·57
Amer. Zinc, Lead & Smelting...25	† 16½	18
Anaconda Copper.....25	† 51⅛	51½
Anchoria-Leland.....1	85c.	.....
Arcadian.. 25	† 27	28
Argentum-Juniata 2	193¾c	.....
Arnold.....25	† 6⅞	7
Ash Bed.....25	† ¼	1
Atlantic.....25	† 24½	25½
Baltic (assess't. paid).. 25	† 23	24
Bankers.....1	19¾c	20c.
Banner Gold.....1	4½c.	4¾c.
Bingham (Cop. & Gold).....10	† 13¼	13½
Bob Lee.....1	4¾c.	4⅞c.
Bon Air Coal, preferred.....100	97	100
Bonanza Development Co.....10	† 1	1⅜
Bonne Terre F. & C. Co.....10	† 2	4
Boston (Quicksilver).....10	† 3¼	.....
Boston & Cr. Cr. (gold) (asses. pd.) 2	.....	15c.
Boston & Montana 25	†322	325
British Columbia.....5	† 10¼	10¾
Buffalo Iron Co. (Nashville)...100	48	55
Preferred.....100	70	80
Butte & Boston.....25	† 81	82
Calumet & Hecla.....25	†748	755
Centennial.....25	† 24½	25
Centennial-Eureka..... 25	†x27	27½
Central Coal & Coke Com.....100	3	5
Preferred.....100	62	68
Central Lead Co 100	125	135
Central Oil 25	† 19	19¼
Cleveland Cliffs Iron Co.....100	109	110
Cochiti (Gold).....10	† 13⅛	13⅜
Colorado Fuel & Iron.....100	50⅜	50⅝
Preferred.....100	.....	129½
Col. & Hock. Coal & Iron.....100	19½	20
Consolidation Coal of Md.....100	53½	54
Consolidated Coal Co., St. L...100	2	10
Copper Range.....25	† 22	24
Creede & C. C.....1	14¾c	15c.
Cripple Creek Consolidated.....1	14c.	14¼c
Currency.....1	5¼c.	6¼c.
Doe Run Lead.....100	125	135
Dominion Coal.....100	50½	51
Preferred.....100	115	.....
Elkton Consolidated.....1	1·15	1·16¼
Elm River.....12	† 5¾	6
Enterprise Mining Co. (Colo.)....1	21c.	22½c
Fannie Rawlings.....1	40c.	41c.
Findley.....1	14½c	14¾c
Flat Top Coal L'd Ass'n.....100	37	40c.
Preferred.....100	80	82
Franklin (L. S.) Boston. 25	† 16½	17
George's Creek Coal.....100	110	.....
Gold & Globe.....1	5½c.	5¾c.
Golden Fleece.....1	37c.	50c.
Granite-Bi-Metallic (St. L).....10	2·50	2·55
Hayden Gold 1	2c.	2¼c.
Homestake Mining.....100	70	.....
Humboldt (Boston), asses. paid. 25	.....	1
Ingham Consol 50c	20½c	21½c

§ Purchaser also pays accrued interest. † Prices per share, not per cent. ‡ Sale price. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Isabella	1	1·13	1·15
Isle Royale Consol. Mining Co.	25	† 32¼	32½
Jack Pot	1	58c.	59½c
Kansas & Texas Coal	100	45	54
Lustre Mining Co.	10	†	10
Magnet Rock	1	4c.	...
Maryland Coal, pref.	100	75	85
Mass. Consolidated	25	† 6½	7
Mayflower	25	† 3½	3½
McClones	10	† 3	3½
Merced Gold, assessment paid	15	† 6	.....
Michigan	25	† 4½	5
Mohawk	25	† 16⅝	17
Mollie Gibson	5	.....	28c.
Monongahela River Coal	50	† 14¼	14½
Preferred	50	† 44	44½
Montana Coal & Coke	25	† 8¾	9½
Moon Anchor	1	70c.	73½c
Mount Rosa	1	74½c	80c.
N. A. Gold Dredging	10	† 2½	3
Napa (Quicksilver)	7	†x	9½
New Bedford Copper Co.	100	107	.....
New Central Coal	100	36	40
New Haven	1	8½c.	8¾c
New Idria (Quicksilver)	5	†	10½
Old Colony	25	† 4	4½
Old Dominion Copper	25	† 20⅜	20¾
Ontario Silver Mining	100	8½	9½
Oriole	1	4½c.	5c.
Osceola	25	† 73¾	74
Parrot Silver & Copper	10	† 51¼	51⅜
Pennsylvania Coal	50	345	.....
Pharmacist Consolidated	1	13½c.	13¾c
Pigeon Consolidated	1	13¾c	13¾c
Pioneer (gold)	10	†	1
Pittsburg Coal	100	29½	29⅝
Preferred	100	84	84
Portland	1	2·45	2·50
Prince Albert	1	5c.	5½c.
Quicksilver Mining	100	2	3
Preferred	100	9	10
Quincy	25	†138	140
Rhode Island	25	† 3½	4½
St. Joseph Lead	10	† 14	15
Santa Fe (Gold & Copper)	10	† 6½	7¼
Santa Ysabel (g.)	5	† 1	1½
Specimen	1	9¾c.	10c.
Tamarack	25	†194	196
Tecumseh, assess. paid	25	† 3	4
Tennessee Coal Iron & RR. Co.	100	97	97½
Preferred	100	.....	.....
Trachyte	1	6¾c.	6⅞c.
Tri Mountain	25	† 8	9
Union G. M.	1	49⅝c	.....
United States	25	† 8¾	9
United States Oil	25	†x21½	22¼
Utah Consol. Gold, Tr. rec'ts.	4·85	† 35¾	36
Victor	5	†	1
Victoria	25	† 3	3½
Washington	25	† 1⅝	1½
Westmoreland Coal	50	† 59	61
White Knob	100	.....	29
Winona	25	† 4½	5
Wolverine	25	†x41½	42
Work	1	31¾c	.....
Wyandotte	25	† 1⅜	1⅝

TELEPHONE.

American Bell Telephone	100	x310	311
Bell Telephone of Buffalo	100	105	.....
Bell Telephone of Canada	100	181	185
Bell Telephone of Mo.	100	141	144
Central Union Telephone	10	.....	46
Chesa. & Potomac Telephone	100	58	65
Chicago Telephone	100	250	.....
City & Sub. Tel. (Cin.)	100	190	.....
Cumberland Telephone	100	108	112
Cuyahoga Telephone	100	20	.....
East Tennessee Telephone	100	65	75
Erie Telegraph & Telephone	100	x101	104
Hudson River Telephone	100	112	116
Mexican Telephone	10	† 2⅝	3
Michigan Telephone	100	x.....	100
Missouri & Kan. Telephone	100	85	90
New England Telephone	100	134	135
N. Y. & New Jersey Telephone	100	170	173
N. Y. & Penn. Telephone	100	115	120
Pennsylvania Telephone	50	† 37	.....
Providence Telephone	50	† 94½	.....
Southern New England Tel.	100	132	.....
Tel. Teleg. & Cable Co. ($5 pd.)	50	† 4⅜	4⅝

TELEGRAPH.

American Dist. Teleg. (N. Y.)	100	26	31
American Telegraph & Cable	100	91	94½
Central Dist. & P. Tel'gph	100	.....	.....
Central & So. Amer. Telegraph	100	107	111
Commercial Cable	100	160	.....
Commercial Union Telegraph	25	115	.....
Dominion Telegraph (Canada)	50	128½	132
Empire & Bay State Teleg	100	75	.....
Franklin Telegraph	100	40	50
Gold & Stock Telegraph	100	117	121
Ill. & Mississippi Telegraph	50	.....	.....
International Ocean Teleg	100	115	.....
Mexican Telegraph	100	210	.....
Mobile & Gulf Telegraph	100	140	.....
Montreal Telegraph	40	160	161
Northwestern Teleg., guar	50	119	.....
Pacific & Atlantic Telegraph	25	78	.....
Southern & Atl. Telegraph	25	98	.....
Western Union Telegraph.	100	83½	84⅛

ELECTRIC.

Boston Electric Light	100	x175	177
Buffalo General Electric	100	93	95
Buff. & Niag. F'lls Elec. L. & P. Co.	100	100	.....
Central Light & Power (San Fran.)		.....	4⅜
Eddy Electric Mfg. Co.	25	† 10	14
Edison Co. (Chicago)	100	151	153
Edison El. Illum. Co. (Boston)	100	205	.....
Edison Elec. Illum., Sav'nah	100	105	.....
Electric Co. of America, $7½ paid		.....	13½
Electric Storage Battery, com.	100	.....	92
Electric Storage Battery, pref.	100	.....	94
General Electric—Common	100	128½	129
Preferred	100	136	137
Hartford Electric Light	100	150	.....

Stocks.	Par.	Bid.	Ask.
Hartford Light & Power Co.	25	† 8	.....
Lowell Electric Light	100	101	.....
Mo. Edison Elec. Lt., com.	100	16	18
Preferred	100	49	51
Mutual Elec. Lt., S. Francisco	10	† 11½	.....
Narragansett Electric	50	† 93	.....
Narragansett Elec. Debentures		89	.....
Niagara Falls Power Co.	100	.....	80
Phila. Electric Co. ($2 50 paid)	25	†.....	‡ 5
Rhode Island Elec. Protect.	100	117	.....
Royal Electric Co. (Canada)	100	196	196½
Salem (Mass.) Electric	100	125	.....
United Elec. Lt & Pow., Baltimore			
Preferred	50	†.....	45
United Electric of New Jersey		27	29
United Electric Secur., pref.	100	100	102
United Illum. Co. of N. Haven	100	70	80
West'ghouse Elec. 1st preferred	50	†x61	65
2d preferred	50	† 45	45¼

INSURANCE.

ALBANY—

Albany Insurance Co.	100	142	145
Commerce Insurance Co.	100	144	.....

BALTIMORE—

American Fire	5	†.....	5
Baltimore	10	† 23½	24¼
Fidelity		16	30
Firemen's	18	† 28	.....
German	10	† 24½	25½
German American	25	† 28	30
Home	10	† 16	.....
Maryland	5	† 4½	5
Peabody	25	† 35	50
United Fire		† 8	9

BOSTON—

American (Fire & Marine)	100	118	‡ 120½
Boston Marine	100	200	....
Conveyancers' Title	100	100	.....
Firemen's (Fire)	100	‡.....	200
Massachusetts Title	100	‡.....	25
Mercantile (Fire & Marine)	100	‡ 85	.....
North American (Fire)	100	‡.....	100⅞

BROOKLYN—

Kings County	20	140	.....
Nassau	50	155	165
Phenix	50	175	185
Williamsburg City	50	430	.....

CINCINNATI—

Cincinnati	25	97½	100
Commercial	25	100	.....
Eureka	20	.....	190
Fidelity	100	.....	90
Merchants' & Manufacturers'	20	.....	130
National	100	.....	100
Security	100	.....	100
Washington	25	96	100

DAYTON—

Columbia	100	180	.....
Cooper	20	† 38	.....
Teutonia	20	† 85	.....

HARTFORD—

Ætna	100	298	.....
Connecticut	100	200	205
Hartford	100	520	540
National	100	210	.....
Orient	50	†.....	91
Phœnix	100	167	174
Steam Boiler	50	†150	.....

LIFE INSURANCE—

Ætna Indemnity Co.	100	†106	110
Ætna, Life	100	290	.....
Connecticut General	100	150	.....
Hartford Life	100	200	.....
Travelers'	100	390	400

LOUISVILLE—

German	50	100	.....
Louisville	100	105	.....
Western	100	118	.....
Mutual Life of Kentucky	100	100	.....
Sun Life of Kentucky	100	130	.....

MEMPHIS—

Bluff City	100	100	102
Factors	100	100	102
Hernando	100	100	105
Planters'	100	85	90
Phœnix	100	90	95

MOBILE—

Factors & Traders	100	135	140
Stonewall	100	140	145

NEWARK—

American	5	280	300
Firemens'	50	220	.....
Merchants	25	180	188
Newark Fire	5	185	190
Prudential Life		750	800

NEW HAVEN—

Security Insurance Co.	40	† 49	.....

NEW ORLEANS—

Germania	100	82	.....
Hibernia	100		117½
Home	100	87	100
Lafayette	50	† 97	100
Merchants'	100	.....	47½
Mechanics' & Traders'	100	70	80
Sun Mutual	100	.....	138
Southern	100	.....	100
Teutonia	100	141	.....

NEW YORK—

Citizens'	20	110	117
Commonwealth	100	90	105
Continental	100	540	.....
Eagle	40	230	.....
Empire City	100	85	90
Farragut	50	85	95
German-American	100	500	.....
Germania	50	280	300

Stocks.	Par.	Bid.	Ask.
Greenwich	25	160	165
Hamilton	15	100	105
Hanover	50	155	165
Home	100	206	212
New York	100	90	100
Niagara	50	160	170
North River	25	140	147
Pacific	25	130	140
Peter Cooper	20	110	120
Stuyvesant	25	70	100
Traders		50	.....
United States	25	115	125
Westchester	10	320	350

PHILADELPHIA—

American Fire	100	†.....	141
Delaware	25	† 24	.....
Fire Association	50	‡.....	425½
Franklin Fire	100	‡.....	424
Girard F. & M.	100	‡.....	388½
Ins. Co. County of Phila.	100	‡.....	118
Insurance Co. of N. A.	10	†.....	22
Insurance Co. of State of Pa.	200	‡.....	200
Jefferson	50	‡.....	100
Lumbermen's	25	‡.....	61
Mechanics'	25	‡.....	32½
Pennsylvania Fire	100	‡.....	531½
Reliance	50	‡.....	68
Spring Garden	50	‡.....	80
Teutonia	100	‡.....	90
Union	20	†.....	20½
United Firemens	10	‡.....	19

PITTSBURG—

Allegheny	50	†.....	.....
Allemannia	50	† 60	.....
Armenia	100	65	.....
Artisans'	50	†..	37
Ben Franklin	50	† 70	.....
Birmingham	50	† 65	.....
Cash	50	† 41	.....
City	50	† 55	63
Citizens'	50	†.....	50
German	50	† 82½	.....
German-American	50	†.....	55
Humboldt	50	† 74½	.....
Man. & Mer.	50	† 50	.....
Monongahela	50	†.....	38
National	50	†110	.....
People's	37½	† 38	.....
Pittsburg	50	†120	.....
Teutonia	50	† 69½	71
Union	50	† 50	.....
Western	50	†.....	40

PROVIDENCE—

Equitable	50	† 60	64
Merchants'	50	†.....	.....
Prov. Washington	50	† 80	.....

RICHMOND—

Virginia Fire & M.	25	† 39	42
Virginia State	25	† 29	.....

SAN FRANCISCO—

Fireman's Fund	100	227½	.....

ST. LOUIS—

American Central	25	† 43	45

WASHINGTON—

Arlington	100	146	150½
Colonial	100	111	115
Columbia	5	† 12⅛	13
Commercial	5	†.....	4¾
Corcoran	50	† 60	.....
Fireman's	20	† 30	.....
Franklin	25	† 40	.....
German-American	100	200	.....
Lincoln	5	†.....	.....
Metropolitan	50	† 80	85
National Union	5	† 11½	13
People's	5	† 6¼	6¾
Potomac	25	† 74	.....
Riggs	5	† 8	.....

TITLE INSURANCE—

Real Estate	100	83	85
Columbia	5	† 4¾	5
District	20	† 3½	.....
Washington	10	† 3½	3⅝

MARINE INSURANCE SCRIP.

Atlantic Mutual—1895	100½	101½
1896	101⅛	102⅛
1897	102½	103⅛
1898	103½	104⅜
1899	104½	106
1900 (when iss'd)	106	108

MANUFACTURING. Par

Acushnet Mills (N. B.)	100	324	325
Am. Linen (Fall River)	100	.....	105
Amory (N. H.)	100	.....	125
Amoskeag (N. H.)	1000	1785	1800
Androscogin (Me.)	100	135	.....
Appleton (Mass.)	1000	†101	.....
Arkwright Manuf. Co. (F. R.)	100	.....	90
Arlington Mills (Mass.)	100	104	105
Atlantic Cotton Mills	100	60	.....
Barnaby Manuf. Co. (F. R.)	100	.....	.....
Barnard Mfg. (Fall River)	100	103	106
Bates (Me.)	100	140	.....
Boott Cot. (Mass.)	1000	†810	.....
Border City Mfg. (Fall River)	100	152½	155
Boston Co. (Mass.)	1000	†375	400
Boston Belting	100	202½	‡ 204
Boston Duck (Mass.)	700	‡.....	975
Bourne Mills (F. R.)	100	.....	.....
Bristol Manufacturing Co.	100	94	.....
Cabot Manufacturing Co. (Me.)	100	60	62½
Chace (Fall River)	100	.....	99
Chicopee (Mass.)	100	90	.....
City Manufacturing Co. (N.B.)	100	120	122
Cocheco (N. H.)	500	†290	‡ 300
Collins Co. (Conn.)	100	127	.....
Columbian (N. H.)	100	700	.....
Continental (Me.)	100	25	.....

† Prices are per share, not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Cornell Mills (F. R.)	100	.....	130
Cornell Stocking Co. (N. B.)	100	.....	.....
Dartmouth Manufactur'g Co.	100	126¼	.....
Davol Mills (Fall River)	100	.....	112½
Dwight (Mass.)	500	†100 0	.....
Edwards (Me.)	100	150	.....
Everett (Mass.)	100	95	.....
Flint Mills (Fall River)	100	.....	110
Franklin (Me.)	100	100	101⅞
Granite (F. R.)	100	121	125
Great Falls (N. H.)	100	1.5 ‡	156¼
Grinnell Manuf't'g Co. (N. B.)	100	.....	210
Hamilton (Mass.)	1000	†890	‡895
Hamilton Woolen (Mass.)	100	.....	.....
Hargrave Mills (F. R.)	100	.....	110
Hathaway Manuf'g Co. (N.B.)	100	.....	.....
Hill (Me.)	100	45	.....
Hosiery (Lowell)	100	87	90
Jackson (N. H.)	1000	†1010	.....
King Philip (F. R.)	100	.....	.....
Lancaster Mills (Mass.)	400	†410	420
Laurel Lake Mills (F. R.)	100	.....	130
Lawrence (Mass.)	100	125	.....
Lockwood (Me.)	100	.....	‡85⅝
Lowell Bleachery	100	76	79
Lowell Machine Shop	500	†780	790
Lyman Mills (Mass.)	100	70	‡71
Manchester (N. H.)	100	100	.....
Massachusetts Cotton	100	101	.....
Mechanics' (F. R.)	100	.....	87½
Merchants' (F. R.)	100	.....	110
Merrimack (Mass.)	1000	†1150	.....
Middlesex (Mass.)	100	117½	‡118
Mohawk Val.Cot.Mills (Utica.)	100	123	125
Monadnock (N. H.)	1000	‡.....	1150
Morse Twist Drill (N. B.)	50	†.....	179
Narragansett Mills (F. R.)	100	.....	108
Nashua (N. H.)	500	†690	700
Naumkeag (Mass.) Cotton	100	65	70
New Bedford Cordage	100	103	.....
New England Cotton Yarn Co.— Preferred	10	103	103½
Newmarket (N. H.)	500	†.....	150
Osborn Mills (Fall River)	100	112½	....
Otis Manufact'g Co. (Mass.)	1000	†1850	.....
Pacific (Mass.)	1000	2000	.....
Parker Mills (F. R.)	100	.....	110
Pepperell (Me.)	100	†270	‡272
Pierce Manufac'g Co. (N. B.)	100	146	.....
Pocasset (Fall River)	100	.....	120
Potomska Mills (N. B.)	100	91	92
Rich. Borden (Fall River)	100	125	127½
Sagamore (Fall River)	100	.....	112½
Salmon Falls (N. H.)	300	†170	.....
Seaconett Mills (F. R.)	100	103	.....
Shove (Fall River)	100	.....	105
Skenandoa Cotton Co. (Utica)	100	140	150
Stafford (Fall River)	100	110	..
Stark Mills (N. H.)	1000	†.....	1000
Stonewall Cot. Mills (Mobile)	100	107½	110
Tecumseh (Fall River)	100	115	117½
Thorndike (Mass.)	1000	†.....	.....
Tremont & S. (Mass.)	100	142	.....
Troy Cotton & Woolen (F. R.)	500	†1300	.....
Union C. Mfg. (Fall River)	100	200	207
Utica Steam Cotton Mills	100	121	123
Utica & Willowvale Bleach'y.	100	194	196
Wampanoag (Fall River)	100	.....	105
Wamsutta Mills (N. B.)	100	104½	.....
Weetamoe (Fall River)	100	.....	67½
Whitman Mills (N. B.)	100	108½	112
York Co. (Me.)	750	†840	850

EXCHANGE SEATS.

	L. Sale	Bid.	Ask.
	$	$	$
New York Stock Exch...	40,000	.....	.....
N.Y.Consol.Stk.& Pet.Ex	600	575	600
New York Produce Ex...	300	250	300
New York Cotton Exch..	1,500	1,500	.....
New York Coffee Exch...	425	375	425
Baltimore Stock Exc'ge	3,500	3,250	3,700
Boston Stock Exchange.	.....	23,500	.....
Chicago Board of Trade..	1,825	1,825	1,900
Chicago Stock Exchange.	1,300	1,250	1,350
Philadelphia Stock Ex...	8,000	8,500	9,000

MISCELLANEOUS STOCKS.

	Par.		
Adams Express	100	116	118
Aiken Manufacturing Co. (Ga.)	100	97	100
Alaska Packers' Ass'n	100	118	118¼
Albany Safe Deposit & Storage	100	110	.....
Amer. Agricul. Chemical Co...	100	31½	32
Preferred	100	x 78	78½
American Air Power, Com	100	35	40
American Bank Note	50	† 47	50½
American Beet Sugar, Com...	100	.....	.....
Preferred	100	.....	.....
American Car & Foundry com.	100	16½	16⅜
Preferred	100	67	67¼
American Cotton Co.		30	.....
Preferred		80	.....
American Cotton Oil	100	36¼	36½
Preferred	100	94¼	96
American Express	100	149	151
American Graphophone	10	† 11⅝	11¾
Preferred	10	† 12⅛	.....
American Hosiery Co.	25	†148	..
American Ice Co	100	47	47¼
Preferred	100	76	77
Am. Linseed Oil Com.	100	13⅞	14¼
Preferred	100	57¾	58
Amer. Malting Co., com.	100	4⅝	5
Preferred	100	23¼	24
American Publishing (Hartf'd)	25	†.....	25
American Radiator Co. com.	100	47	47½
American Radiator Co. pref	100	107	.....
American Screw	250	†.....	.....
American Smelting & Ref., com.	100	41¾	42¼
Preferred	100	90	91
American Soda Fountain, com	100	.....	10
1st preferred	100	42	47
2d preferred	100	9	12
American Steel Hoop Co	100	36¼	36¾
Preferred	100	80½	81¼
American Steel & Wire, com.	100	57⅛	57½
Preferred	100	90½	91½
American Straw Board	100	31	32
American Sugar Refining	100	107⅜	107⅝
Preferred	100	‡.....	108
American Surety	50	.....	205
American Thread Co., pref.	100	.....	100
American Tin Plate, Com.	10	33	33½
Preferred	100	82⅞	83
American Tobacco	50	106¼	106½
Preferred	100	‡.....	139
American Type Founders	100	51	55
American Woolen, com.	100	22½	23
Preferred	100	80	80½
American Wringer, com.	100	107	.....
Preferred	100	116	.....
Asphalt Co. of America ($5 p'd)		‡.....	10¼
Augusta Land	100	30	35
Augusta Factory	100	85	90
Barney & Smith Car	100	15	20
Preferred, 8 per cent cum.	100	100	104
Bay Shell Road Co. (Mobile)	25	† 25	27½
Bethlehem Iron Co.	50	†.....	.....
Bethlehem Steel Co.	50	† 18⅛	.....
Billings & Spencer, 6 p. c.	25	† 32	.....
Bond & Mortgage Guarantee	100	280	300
Boston Land	10	† 3½	5
Boston Water Power		† 2⅝	.....
Boylston St. Land	15	† 3	.....
Brandon Printing Co. (Tenn.)	100	100	105
Broad Brook Co. (Hartford)	25	†.....	25
Brooklyn Ferry Co.	100	22	24
Brunswick Dock & City Imp.	100	10¾	11⅛
Burr Index Co. (Hartford)	25	† 20	.....
Cal. & Chic. Can. & Dock Co.	100	65	70
Cambria Iron Co.	50	† 43⅜	.....
Cambria Steel Co.	50	† 21½	21¾
Canton Co. (Baltimore)	100	90	91
Caraleigh Cotton Mills (N. C.)	100	.....	105
Preferred	100	110	.....
Case Lockwood & Brainard Co.	100	120	....
Celluloid	100	92½	97½
Central Fire Works, common		14½	16
Preferred		53	57
Chartiers Valley Water	50	† 22	22½
Chesapeake & Delaware Canal	50	†.....	.....
Chesebrough Manf'g Co.	100	340	365
Chicago Brew. & M., pref'd.	210	.....	.....
Chic. Junct. Ry. & Un. Stk. Yds.	100	140	141
Preferred	100	.....	125
Chic. Pack. & Prov. Co. Lt., pf.	£10	.....	.....
Chicago Title & Trust Co.	10	71	75
Church Co. (Cin.) pref.	100	.....	7[illegible]
Cincinnati Chamber Com.	1000	† 27½	35
Cin. Leaf Tob. Warehouse com.	100	19	20
Preferred	100	66	67½
Cincinnati Union Stock Yards	100	89	89½
Preferred	50	103	105
Citizens' Steamboat (Troy)	100	185	200
Claflin (H. B.) Co.	100	110	114
2d preferred	100	104	....
Cleveland & Sand. Brewing	100	10	12
Preferred	100	43	45
Cleveland Stone Co.	100	96	97
Colorado Coal & Iron Dev.	100	1¼	2
Preferred	100	3¼	.....
Commercial Building Co.	100	.....	.....
Consol. Car Heating	100	47½	.....
Consol. Fire Works Com.	100	10	.....
Preferred	100	70	.....
Consolidated Ice Co.	50	†.....	.....
Preferred	50	†.....	42
Consol. Lake Superior Co.	50	†.....	.....
Pref. (Tr. Co. rec'ts $15 p'd)	50	†.....	....
Consol. Rolling Stock, Br'port.	100	21	.....
Continental Tob., com.	100	32¾	33
Preferred	100	84	85
Contra Costa Water	100	64	64½
Corbin Cabinet Lock Co.	100	200	....
Corbin (P. & F.)	25	† 88	92
Cov. & Cin. Bridge, com.	100	5	10
Preferred	100	100	125
Cramp Ship Yard	100	76	80
Crescent City Slaughter House	50	† 45½	47
Cumberl'nd Flour Mills (Tenn.)	100	100	.....
Daylight Prism	50	† 21	.....
Denver Union Water, pref.	100	.....	10
Devonshire B'lding (Boston)	100	103	104
Diamond Match Co. Ill.	100	124½	125
Diamond State Steel ($5 p'd)	10	† 1⅝	5⅛
Distilling Co. of America	100	8¼	8½
Preferred	100	28½	29
Eagle & Phœnix Manf'g Co.	100	106	.....
Eagle Lock, 20 p. c.	25	† 60	64
East Boston Land		† 9	9½
Electric Boat Co., common	100	23	25
Preferred	100	35	40
Electric Vehicle Co. com.	100	43	46
Preferred	100	80	90
Enterprise Mfg. Co. (Ga.)	100	100	103
Enterprise Soap Co. (Tenn.)	100	88	91
Erie & Western Trans	50	† 50	.....
Evansville Cotton Mill	100	95	100
Farmington River Power	25	† 47	.....
Far. & Ship. Tob. W'h. Co., com.	100	57½	62½
1st Preferred	100	116	120
2d Preferred	100	108	110
Fay & Egan Co. (Cin.) pref.	100	98	100
Federal Steel, common	100	55	55¼
Preferred	100	74½	75½
Fidelity & Deposit Co. of Md.	50	†165	170
French Opera Assn. (N. O.)	250	† 60	.....
Gen. Elec. Automobile	50	† 1	.....
Glucose Sugar Refining Co.	100	52½	54¼
Preferred	100	98¼	100
Gorham Mfg. Co., common	100	110	.....
Preferred	100	120	.....
Gray & Dudley Co. (Nashville)	100	112	114
Graniteville Mfg. Co.	100	165	170
Hackensack Water Co.	100	110	.....
Hana Plantation C. (Cal.)	100	9¼	9½
Hartford Carpet Co.	100	72½	77
Hartford Machine Screw Co.		†.....	1500
Hartford Manilla Co.	100	75	100
Hartford Woven Wire Mat. Co.	25	† 20	26
Havana Commercial Co., com.	100	19	21
Preferred	100	60	61¾
Hawaiian C. & Sugar	100	87½	.....
Henderson Bridge — See RR.			
Hoboken Land & Improvem't.	100	110	.....
Holyoke Water Power	100	320	.....
Hutchinson Sugar Plant	50	2[illegible]½	.....
Hydraulic Press Brick	100	95	98
Imperial Bldg Co. (St. Louis)	100	.....	35
Preferred	100	.....	60
Importers' Bond. Wareh. (N. O.)	100	40	.....
International Paper Co., com.	100	21½	22
Preferred	100	66	67
International Power Co.	100	.....	.....
International Silver, common	100	6½	8
Preferred	100	52	58
Int'nat'nal St'm Pump, com.	100	21¾	22¼
Preferred	100	66	67½
Jackson Brewing (N. O.)	100	202½	.....
J. B. Stetson Co. Com.	100	95	115
Preferred	100	117½	.....
J. R. Montgomery Co.	100	90	100
Johns-Pratt Co.	100	106	.....
John P. King Mfg. Co.	100	105	107
Journeay & Burnham, pref.	100	..	30
Kansas City Stock Yards	100	116	118
Kemp., Wool., Candy Co. (Tenn.)	100	70	.....
Kennard Carpet Co., com.	100	103	107
Preferred	100	99	104
Kentucky Heating Co.	100	107	109
Kentucky Title	100	115	118
Kentucky Wagon	100	145	148
Knickerbocker Ice (Chicago)	100	35	38
Preferred	100	60	70
Lamson Store Serv.	25	†.....	35
Landers Frary & Clark	25	† 42	45
Langley Mfg. Co.	100	115	120
Lanston Monotype	20	† 12½	13⅛
La Variete Association (N.O.)	1500	†825	1000
Lawyers' Surety Co.	100	.....	100
Lawyers' Title Ins. Co.	100	155	165
Lehigh Coal & Navigation	50	† 47	.....
Liberty Mills (Flour)	100	68	75
Louisville Public Wareh'se Co.	100	90	95
Louisv. Tobacco Wareh'se, com.	100	45	50
Preferred	100	110	112
Mackey-Nesbit Dry Goods Co.	100	50	75
Madison Square Garden	100	5	.....
Manhattan Beach Co.	100	12	15
Marin County Water (Cal.)	100	.....	....
Marsden Co. (Phila.)	100	10⅝	10¾
Preferred	100	.....	.....
Maryland Brewing Co., com.	100	6	7
Preferred	100	25	27
Maryland Casualty Co.		55	56
Merchants' Ex. Ass'n (S. Fran.)	100	85	100
Mergenthaler Linotype	100	190	195
Metairie Cemetery Assoc'tion	100	105	.....
Milw. & Chic. Brew., Lt., pf.	£10	.....	14
Minneapolis Brewing Co.	100	67	72
Mississippi Val. Trans. Co.	100	90	100
Mobile Brewery	100	120	...
Monongahela Water	25	†.....	42½
Morris Canal, guar., 4s	100	.....	.....
Preferred, guar., 10	100	.....	.....
Mosler Safe Co. pref.	100	.....	100
Mount Olivet Cemetery	100	80	90
Mystic Wharf & Storage com.	100	95	100
Preferred, M&S	100	105	110
Nashville Title Company		87	91
Nashville Warehouse & Elev.	100	29	32
Nashville Woolen Mills	100	100	105
National Biscuit Co., com.	100	36	38½
Preferred	100	.....	91
National Carbon Co., Com.	100	16	17
Preferred	100	82	83
National Fertilizer (Nashville)	100	68	75
National Gramophone	100	50	55
National Lead	100	24	24½
Preferred	100	105	106½
National Machine (Conn.)	25	† 16	20
National Safe Dep. Co (N.Y.)	100	100	.....
National Salt Co., common	10	48¼	49
Preferred	100	77	78
National Starch	100	.....	.....
1st preferred	100	.....	.....
2d preferred	100	.....	.....
National Steel Co., Common	10	44¼	45
Preferred	10	94	95½
Nat'l St'k Yards Co., St. Louis	100	100	105
National Surety Co.	100	150	165
National Tube com.	100	52⅞	53
Preferred	100	92	92¼
National Typewriter Co.	25	† 1½	1⅝
National Wall Paper, debs.	100	48	55
New Eng. Electric Vehicle Trans.		6½	6⅝
New Haven Iron & Steel	5	....	†.....
New Haven Manufacturing Co.	25	† 25	.....
New Haven Water Co.	50	†119	.....
New Jersey Zinc & Iron	100	130	.....
New Louisiana Jockey Club	100	175	.....
New Orleans Brewing, com.	100	29⅛	30¼
Preferred	100	70¾	73
New Orleans Cold Storage	100	118¼	.....
New Orleans Cotton Exchange	200	† 80	90
New Or. Swamp Land Reclaim'g.	10	† 6½	7¼
New Orleans Water Works	100	83½	87
New York Air Brake	100	130	133
N. Y. & East River Ferry	100	67	70
N. Y. & Hoboken Ferry	100	63	65
New York Electric Vehicle Co.	100	10¾	11
Nicholson File Co.	50	† 67½	.....
Nolensville Turnpike	100	40	45
Norfolk & Wash. Steamboat	100	140	.....
North American Co.	100	153⅜	154½
Oceanic Steamship (San Fr.)	100	93	93½
Old Dominion Steamship, J. & J.	100	97	..
Otis Elevator Co. —Common.	100	25	26
Preferred	100	87	89
Paauhau Sugar P. Co.	50	† 29½	.....
Pacific Coast Borax	100	149	.....
Pacific Coast Co.—Common.	100	52	53
1st preferred	100	82	88
2d preferred	100	62	65

† Prices are per share not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Pacific Mail Steamship	100	37¾	38
Paraffine Paint	10	† 10	.....
Pawtucket Hair Cloth	30	† 50	.....
Peck Stow & Wilcox Co	25	† 27	.....
Penn. Elec. Vehicle, common	50	† 7	.....
Preferred	50	† 3½	.....
Penn. Salt Mfg	50	†113	.....
Penn. Steel -Common	100	84	.....
Preferred	100	85	.....
P. Lorillard, preferred	100	92	95
P.H.&F.M. Roots Co.(Cin.) pref.	50	80	.....
Phillips Buttorff Mfg	100	119	122
Pittsburg Brew. Co. - Common	50	† 24¼	24½
Preferred	50	† 46¾	47
Pittsburg Plate Glass Co	100	156¾	157
Preferred	100	.....	300
Planters'C'mpr'ssCo.(New)w.i.	100	21½	22
Plimpton (Hartford)	100	115	125
Portland Water	100	115	120
Pratt & Cady Co	100	86	95
Pratt & Whitney—Pref.	100	42	.....
Pressed Steel Car Co., com	100	51	53
Preferred	100	82	84
Procter & Gamble Co	100	400	405
Preferred	100	200	200½
Pullman Company	100	184	185
Railway Automatic Sales Co	100	10	15
Preferred	100	100	110
Raleigh Cotton Mills	100	115	.....
Raleigh Water Co		.....	53
Republic Iron & Steel—Com.	100	23	23⅜
Preferred	100	66	66½
Rhode Island Safe Deposit	100	70	.....
Royal Baking Powder, pref.	100	93	94
Rubber Goods M'f'g Co.—Com.	100	28	28½
Preferred	100	† 80	80½
Russell & Erwin Manf. Co.	25	† 72½	76
Safe Dep. & Trust Co. of Balt.	100	340	.....
Safety Car Heating & Lighting	100	120	135
St. Louis Agr. & M. Associat'n.	100	50	80
St. Louis Brew. Assn., com	£10	£1	£3
St. Louis Brewing Ass'n. pref.	£10	£5	£7
St. Louis Cotton Compress	100	30	34
St L. House Building, No. 3	500	†475	480
St. Louis Transfer	100	60	65
Savannah Brewing Co	100	102	104
Security Title & Trust (Chic.)	100	78	80
Shelby Steel Tube Co	100	15½	16
Preferred	100	67	68
Shultz Belting	100	80	90
Sibley Mfg. Co	100	90	.....
Silver bullion certificates		60¼	61¼
Simmons Hardware—Pref.	100	140	145
Common	100	230	238
Singer Mfg. Co	100	700	800
Sloss-Sheffield Steel&I.Co.Com.	100	29½	32
Preferred	100	68½	.....
Smyth Mfg. Co. (Hartford)	100	250	.....
Southern Cotton Oil	50	† 52	52½
Spring Valley Water	100	96½	96⅝
Springfield Breweries Pref.	100	.....	.....
Standard Oil of New Jersey	100	529	535
Standard Plate Glass	100	109	.....
Standard Rope & Twine	100	7	8
Standard Underground Cable	100	190	.....
Stanley Rule & Level Co	25	† 75	.....
Stanley Works	25	† 65	72
State St. Exchange (Boston)	100	134	135
Stillwell, Bierce & S. V. pref.	100	50	65
Streets West. Stable Car Line	100	.....	21
Preferred	100	.....	70
Susquehanna Iron & Steel	5	† 4¼	4⅜
Swift & Co	100	x101	101¼
Talmage's (Dan) Sons Co., 8%	100	110	120
Tenth & Twenty-third St. Ferry	100	84	90
Texas Pacific Land Trust	100	14	14½
Tidewater Steel Co	10	† 15	.....
Torrington Co.—Common A	25	† 28	29
Preferred	25	† 28	29
Trenton Potteries	100	5	8
Preferred	100	5	.....
Trow Directory—Pref	100	50	60
Union Bag & Paper—Common	100	20	22
Union Bag & Paper—Pref.	100	72¼	75
Union Copper Land & Mining	25	† 2½	3½
Union Dairy Co (St. Louis)	100	115	120
Union Ferry (N.Y. & Br'klyn)	100	35	35½
Union Steel Screw (Cleveland)	100	130	131
Union Stock Yards, Nashville	100	38	45
Union Switch & Signal	50	†x38½	39
Preferred	50	† 67	70
Union Type Writer—Common	100	30	31
1st preferred	100	x110	112
2nd pref	100	x120	122
United Fruit Co.	100	x132	134
United Shoe Machinery	25	†x30½	32
Preferred	25	†x23¾	24¼
U. S. Envelope Co.—Common	100	.....	55
Preferred	100	83	87
U. S. Express	100	48	50
U.S. Fidelity & Guar.Co.,(Md.)	100	115	116
U. S. Glass, com	100	30½	31
Preferred	100	95	105
U. S. Leather	100	13	13½
Preferred	100	73	73½
U. S. Printing Co.	100	76	77½
U. S. Rubber	100	31½	32½
Preferred	100	97	99
Va.-Carolina Chemical Co	100	61¾	.....
Preferred	100	110	111
Warren Man'f'g Co. (Ga.)	100	85	90
Preferred	100	102	105
Warwick Iron & Steel	10	† 9¾	10
Washington Market, J&J	50	† 14	.....
Washington Safe Deposit Co.	100	73½	80
Webb Manufact. Co—Nashv'le	100	75	85
Wells, Fargo Express	100	124	128
Welsbach Light Co.	5	† 47	47¼
Westcott Express, common	100	.....	20
Preferred	100	100	110
West End Land & Imp. Co.(Va.)	25	† 16	.....
Western Aut. Mach. Screw Co.	100	250	.....
Western Stone (Chic.)	100	25	.....
Westinghouse Air Brake Co.	50	†x91¼	192
Wiggins Ferry Co.	100	220	230
Winchester R. Arms Co.	100	550	.....

† Prices are per share, not per cent. ‡ Sale price. x Ex dividend.

QUOTATIONS OF BANK AND TRUST COMPANY STOCKS.

Prices are per share, not per cent, with the exception of New York City and Brooklyn bank stocks. Prices marked thus (*) are last sales.

The dagger (†) prefixed to a price indicates that the figures show the book value.

The double dagger (‡) prefixed to the capital stock indicates that only part is paid in.

The section mark (§) prefixed to surplus indicates that undivided profits are included.

ALABAMA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BIRMINGHAM—	$	$	$			
Alabama Nat. Bank.	200,000	§ 8,573	511,492	100	80	85
Ala. Trust & Sav. Co.	100,000	§ 4,500	85,000	100	.....	.....
Berney Nat. Bank..	200,000	§ 23,771	684,725	100	80	90
Birmingh'm Tr.&Sav	500,000	§ 76,428	1,606,524	100	105	110
First National Bank.	250,000	§ 81,916	2,724,148	100	115	120
Jefferson Co. Sav. Bk.	100,000	§ 24,851	652,256	100	90	100
People's Sav. Bk. & Tr	75,000	§ 4,588	429,808	100	80	85
MOBILE—						
City National Bank.	199,420	§ 2,417	234,027	....	103	105
First Nat. Bank....	300,000	§ 460,715	2,279,638	100	250	263
People's Bank.....	150,000	§ 274,583	1,511,084	100	250	265

ARKANSAS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LITTLE ROCK—						
Bank of Commerce..	100,000	§ 6,511	283,125	25	21	25
Bank of Little Rock.	200,000	.....	.....	25	.....	.....
Citizens' Bank.....	100,000	§ 29,853	550,428	25	32¼	35
Exchange Nat. Bk..	200,000	§ 31,940	928,675	100	110	120
German Nat. Bk.....	300,000	§ 88,696	1,322,596	100	115	125

CALIFORNIA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LOS ANGELES—						
California Bank.....	250,000	§ 29,635	1,041,304	100	125	.....
Citizens' Bank.....	100,000	§ 33,972	784,122	100	127	.....
Farmers' & Mer. Bk.	500,000	§ 953,331	4,481,446	1000	3250	.....
First National Bank.	400,000	§ 292,347	2,575,408	100	180	.....
German-Am. Sav. B'k	100,000	§ 48,348	1,072,821	....	145	.....
Los Angeles Nat. Bk.	500,000	§ 78,881	1,781,061	100	119	120
Main St. Savings. Bk.	100,000	14,748	496,413	50	50	.....
Merchants' Nat. Bk.	200,000	§ 74,793	889,189	100	151	.....
Nat. Bk. of California	200,000	§ 33,568	664,677	100	107	110
Security Savings Bk.	100,000	§ 57,747	1,888,586	100	76	.....
Security L. & Tr. Co..	100,000	§	.....	50	25	30
State Bank & Tr. Co..	500,000	7,756	968,469	100	85	95
OAKLAND—						
California Bank.....	100,000	§ 5,161	157,792	100	85	90
Central Bank.....	300,000	§ 100,000	1,915,986	30	30	35
First National Bank.	300,000	§ 48,291	594,353	100	112½	115
Union Nat. Bank....	150,000	§ 114,735	880,731	100	120	125
SAN FRANCISCO—						
Amer'n Bk. & Tr. Co.	426,800	§ 60,157	336,631	100	.....	.....
Anglo-Cal. Bk. (Ld.).	1,500,000	§ 850,000	6,692,044	100	.....	69
Bank of California..	2,000,000	§3321212	15,542,373	100	405	.....
Bank of Commerce..	52,720	§ 2,124	133,328	....	.....	.....
Crock'r-Wool'th N.B.	1,000,000	§ 844,232	6,313,482	100	.....	.....
Don'hoe-Kelly B'g Co	650,000	§ 15,978	1,564,914	....	.....	.....
First National Bank	1,500,000	§1106440	7,078,743	100	.....	290
German Sav. & Loan	1,000,000	§1013146	28,494,455	1000	1800	.....
Humboldt Sav. & L..	a300,000	§ 101,12	2,548,206	1000	.....	.....
Mutual Sav'gs Bank.	300,000	§ 96.994	3,827,520	100	45	.....
Nevada Nat. of S. Fr.	3,000,000	§1183467	7,877,890	100	.....	.....
S. Fran. Sav. Union.	1,000,000	§ 617,457	26,110,681	250	510	.....

a This is capital paid in; authorized $1,000,000.

*Last sale. † Book value. ‡ Part paid in. §Undiv'd profits included.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
S. FRANCISCO—(Con)	$	$	$			
Sav. & Loan Society.	‡ 750,000	§ 179,911	5,823,545	100	74	78
Security Savings Bk.	300,000	§ 81,883	3,454,060	100	.....	.....
Sav. Safe Dep. & T.Co.	1,000,000	§ 118,396	1,696,671	100	101	.....
Union Trust Co.....	750,000	§ 186,011	4,681,893	1000	.....	.....
SAN JOSE.—						
Bank of San Jose...	300,000	§ 132,886	1,100,155	100	.....	.....
Comm'l & Sav'gs Bk.	300,000	§ 11,863	369,067	50	.....	.....
First National Bank	300,000	§ 107,940	705,139	100	.....	.....
San Jose S. Dep. Bk.	300,000	§ 300,000	2,096,865	30	.....	.....
Gard. C. Bk. & T. Co.	200,000	§ 30,694	367,596	100	.....	.....

CANADA.

[Returns of Canadian banks are given on page 46.]

COLORADO.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
DENVER—						
Central Savings Bk.	25,000	§ 9,000	425,000	100	.....	.....
Colorado Nat. Bank.	500,000	§ 215,695	8,390,194	100	.....	.....
Denver Nat. Bank...	500,000	§ 189,072	5,868,119	100	.....	.....
Denver Sav. Bank..	250,000	§ 14,503	1,033,975	100	.....	.....
First National Bank.	500,000	§ 527,510	18,646,682	100	.....	.....
Nat. Bk. of Comm'ce	200,000	§ 8,232	2,057,255	100	.....	.....
Western Bank & Safe Deposit Co.....	100,000	§ 12,855	326,570	100	.....	.....
International Tr. Co.	250,000	§ 131,101	1,729,589	100	.....	.....

CONNECTICUT.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BRIDGEPORT—						
Bridgeport Nat. Bk..	215,850	§ 169,797	768,056	50	90	95
City National Bank.	250,000	§ 191,541	762,404	100	153	.....
Connecticut Nat. Bk.	332,100	§ 164,315	791,191	100	153	.....
First National Bank.	210,000	§ 172,352	1,162,872	100	180	.....
Pequonnock Nat. Bk.	200,000	§ 112,606	545,833	100	148	.....
HARTFORD—						
Ætna Nat. Bank....	525,000	§ 458,213	3,226,809	100	180	190
American Nat. Bk...	600,000	§ 326,162	1,823,373	50	72	.....
Charter Oak Nat. Bk.	500,000	§ 158,353	1,113,810	100	93	100
City Bk. of Hartford.	440,000	§ 143,896	1,296,689	100	112	.....
Conn. River Bg. Co.	150,000	§ 104,313	739,602	30	44	.....
Far. & Mech. Nat. Bk.	500,000	§ 146,282	1,435,211	100	118	.....
First National Bank.	650,000	§ 211,040	2,431,929	100	120	133
Hartford Nat. Bank.	1,200,000	§ 682,490	3,505,100	100	140	143
National Ex. Bank..	500,000	§ 202,501	1,078,445	50	62½	.....
Phœnix Nat. Bank..	1,000,000	§ 543,292	1,076,068	100	123	.....
Security Company..	200,000	§ 115,317	625,180	100	125	.....
State Bank.....	400,000	§ 150,591	1,398,697	100	120	.....
United States Bank.	100,000	§ 276,420	1,982,489	100	360	.....
Conn. Tr. & S. D. Co.	300,000	§ 275,148	2,089,172	100	185	.....
Fidelity Co.....	50,000	§ 22,468	160,645	100	112	.....
Hartford Trust Co..	300,000	§ 192,158	1,579,633	100	160	.....
NEW HAVEN—						
City Bank of N. H...	500,000	§ 91,126	739,060	100	140	.....
First National Bank.	500,000	§ 279,661	1,299,028	100	.....	.....
Mechanics' Bank....	300,000	§ 45,173	432,142	60	70	.....
Merchants' Nat. Bk..	350,000	§ 131,454	1,050,754	50	56	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. HAVEN—(Con.)	$	$	$			
N. H. Co. Nat. Bank.	350,000	§ 283,059	722,252	10	15½	.....
Nat. New Haven Bk.	464,800	§ 266,784	970,306	100	180	.....
Nat. Trad'men's Bk.	300,000	§ 192,822	1,511,364	100	150	.....
Second Nat. Bank...	500,000	§ 439,508	741,434	100	180	.....
Yale National Bank.	500,000	§ 207,965	1,013,826	100	128	.....
Union Trust Co.....	100,000	§ 76,330	521,209	100	.....	.....
WATERBURY—						
Citizens' Nat. Bank.	300,000	§ 120,155	822,790	100	135	145
Fourth Nat. Bank...	100,000	§ 53,800	315,000	100	135	.....
Manufac's' Nat. Bk.	100,000	§ 61,000	560,000	100	125	135
Waterbury Nat. Bk.	500,000	§ 288,240	1,621,752	50	80	85
Colonial Trust Co. ..	400,000	§ 105,353	348,207	100	.....	.....
DELAWARE.						
WILMINGTON—						
Central Nat. Bank..	210,000	§ 56,615	369,584	100	118	.....
Farmers' Bk. of Del.	200,000	§ 40,410	500,000	50	70	
First National Bank.	500,000	§ 127,510	803,684	100	113	.....
Nat. Bk. of Delaware	110,000	§ 142,076	454,412	200	420	.....
N. B. of Wilmington and Brandywine..	200,010	§ 193,674	857,921	30	76	.....
Union Nat. Bank....	203,175	§ 326,255	1,281,507	25	77½	.....
Eqitab. Gu. & Tr. Co.	500,000	§ 203,064	1,690,739	100	140	.....
Sec'rity Tr. & S.D.Co.	500,000	§ 181,075	1,601,611	100	140	...
DISTRICT OF COLUMBIA.						
WASHINGTON—						
Central Nat. Bank..	200,000	§ 80,317	1,724,031	100	199	.....
Citizens' Nat. Bank.	300,000	§ 155,888	1,207,609	100	1[illegible]0	.....
Columbia Nat. Bank.	250,000	§ 142,612	1,392,829	100	158	.....
F'rmers'&Mech. Nat. Bk. (Georgetown).	252,000	§ 248,143	1,220,448	100	x210	.....
Lincoln Nat. Bank..	200,000	§ 31,984	628,354	100	120	125
Nat. Bank of Wash..	200,000	§ 311,373	1,910,174	100	363	400
Nat. Capital Bank...	200,000	§ 97,025	878,486	100	145	.....
Nat. M'tropolit'n Bk.	300,000	§ 516,903	2,419,919	100	575	600
Riggs Nat. Bank....	500,000	§ 288,799	5,721,148	100	.....	.....
Second Nat. Bank...	225,000	§ 98,059	1,082,041	100	158	.....
Traders' Nat. Bank.	200,000	§ 71,091	575,306	100	125	.....
West End Nat. Bank.	200,000	§ 50,801	682,569	100	119	.....
American S. & Tr. Co.	1,250,000	§ 464,023	3,635,032	100	198	.....
Nat. Safe D. Sav. & Trust Co. of D. of C.	1,000,000	§ 83,222	3,097,663	100	132	135
Wash. Loan & Tr. Co.	1,000,000	§ 244,924	3,720,665	100	158	165
FLORIDA.						
JACKSONVILLE—						
Commercial Bank...	50,000	§ 6,300	358,108	100	.....	115
First Nat. Bk. of Fla.	50,000	§ 14,630	215,292	100	.....	125
National Bank of Jacksonville.....	150,000	§ 164,615	1,880,285	100	250	300
Nat. Bk. State of Fla.	100,000	§ 29,990	415,799	100	165	.....
South'n Sav. & Tr. Co.	50,000	§ 12,225	256,416	....	.....*	100
State Bank of Fla.	50,000	§ 9,139	341,683	....	.....	.....
GEORGIA.						
ATLANTA—						
American Trust & Banking Co.....	100,000	.....	.....	100	80	85
Atlanta Nat. Bank..	150,000	§ 491,831	2,629,418	100	400	.....
Capital City Bank...	400,000	§ 121,426	663,670	100	107	110
Exchange Bank.....	100,000	§ 3,697	137,851	100	.....	75
Fourth Nat. Bank..	400,000	§ 103,294	1,626,648	100	101	103
Lowry Banking Co..	300,000	§ 116,971	824,101	100	125	130
Maddox Rucker B.Co	160,000	§ 70,012	758,636	100	150	.....
Neal Loan & Bkg. Co.	100,000	§ 217,125	1,162,169	100	200	.....
Third National Bk..	200,000	§ 63,071	1,185,368	100	120	125
Trust Co. of Georgia.	250,000	§ 77,113	.....	100	135	145
AUGUSTA—						
Augusta Savings Bk.	30,000	§ 24,477	465,654	100	110	.....
Commercial Bank...	150,000	§ 16,675	311,713	100	85	90
Georgia RR. Bank..	200,000	§ 113,566	1,595,059	100	.....	.....
Irish-American Bk..	15,467	§ 3,519	120,253	100	100	.....
Nat. Bk. of Augusta.	250,000	§ 116,137	449,175	100	115	.....
Nat. Exchange Bk..	200,000	§ 30,615	386,468	100	100	103
Planters' L. & S. Bk	50,000	§ 12,314	393,503	10	12	.....
Union Savings Bank	30,000	§ 9,955	245,966	100	101	.....
MACON—						
American Nat. Bank	250,000	§ 69,372	582,071	100	101	102
Cent. Georgia Bank	100,000	§ 11,155	151,577	100	80	82
Commer'l & Sav. Bk.	50,000	§ 26,545	189,233	100	120	125
Exchange Bank.....	500,000	§ 146,794	1,079,771	100	95	96
First Nat. Bank.....	200,000	§ 65,015	532,869	100	110	115
Macon Savings Bank	115,000	§ 9,701	159,241	100	75	80
Union Savings Bank & Trust Co.....	200,000	§ 44,684	365,787	100	97	98
SAVANNAH—						
Chatham Bank.....	150,000	§ 13,956	686,248	100	110	111
Citizens' Bank	500,000	§ 104,382	1,929,982	100	126	.....
Germania Bank.....	200,000	§ 66,365	1,166,642	100	128	130
Merchants' Nat. Bk.	500,000	§ 109,237	789,261	100	107	108
Nat. Bk. of Savannah	250,000	§ 185,733	602,615	100	145	.....
Oglethorpe Savings & Trust Co.....	125,000	§ 60,745	516,276	100	109	.....
Savannah Bank & Trust Co.....	350,000	§ 47,734	1,625,624	100	118	120
Southern Bank of State of Georgia..	500,000	§ 391,495	2,280,804	100	147	150
ILLINOIS.						
CHICAGO— *Surplus includes undivided profits.*						
America Nat. Bank..	1,000,000	669,613	9,733,694	100	172	180
Bankers' Nat. Bank.	1,000,000	182,055	9,359,781	100	129	133
Calumet Nat. Bank..	50,000	34,247	627,400	100	.....	.....
Chicago City Bank..	200,000	59,779	452,625	100	120	125
Chicago Nat. Bank..	500,000	677,300	11,742,637	100	300	325
Commercial Nat. Bk.	1,000,000	1,240,875	19,617,253	100	275	300
Continental Nat. Bk.	2,000,000	659,688	23,794,609	100	170	175
Corn Exchange National Bank	1,000,000	1,344,369	10,279,394	100	293	310

*Last sale. †Book value. ‡Part paid in. §Including undivided profits. x Ex-dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
CHICAGO—(Con.)—	$	$	$			
Drovers' Nat. Bank.	250,000	202,915	3,513,821	100	165	180
First National Bank.	3,000,000	2,579,589	47,530,561	100	325	330
First Nat. Englewood	100,000	25,576	619,452	100	95	.....
Foreman Bros Bg. Co.	500,000	610,836	2,347,184	100	.....	.....
Ft. Dearborn Nat. Bk.	500,000	111,398	3,809,69[illegible]	100	115	120
Hibernian Banking Association.....	222,000	315,677	7,083,634	100	250	260
Home Savings Bk ..	100,000	19,812	933,727	....	.....	.....
Lincoln Nat. Bank..	200,000	17,863	835,967	100	85	95
Merchants' Nat. Bk..	1,000,000	1,757,294	13,132,741	100	300	.....
Metrop'litan Nat. Bk.	2,000,000	1,282,990	16,609,785	100	190	200
Milwaukee Avenue State Bank.....	250,000	112,115	1,465,188	100	103	109
Nat. Bk. of Republic.	1,000,000	189,104	9,671,811	100	114	116
Nat. Live Stock Bk..	1,000,000	1,085,130	5,737,853	100	263	275
N. Western. Nat. Bk.	1,000,000	572,748	6,461,531	100	163	175
Oakland Nat. Bank..	50,000	40,449	503,080	100	140	.....
Prairie State Bank..	250,000	49,373	3,174,727	100	100	105
Produce Exch'ge Bk.	500,000	.....	.....	100	.....	.....
Pullman Loan & Savings Bank	200,000	123,044	1,318,451	....	.....	.....
State Bk. of Chicago.	1,000,000	119,824	5,169,074	100	150	170
Union Nat. Bank.....	2,000,000	402,044	12,765,877	100	133	136
Western State Bank.	300,000	13,986	622,805	100	..	80
American Trust & Savings Bank.	1,000,000	257,517	9,967,076	100	112	116
Equitable Trust Co..	500,000	205,497	1,232,883	100	130	135
Garden City Banking & Trust Co.....	500,000	97,823	1,791,856	100	90	95
Guardian Trust Co...	2,500,000	1,250,000	.....	100	42	47
Illinois Trust & Savings Bank	3,000,000	3,687,141	56,971,747	100	625	.....
Merchants' Loan & Trust Co..... ..	2,000,000	1,797,011	20,962,178	100	313	318
Northern Trust Co...	1,000,000	1,038,713	17,247,094	100	300	350
Royal Trust Co.....	500,000	268,562	2,287,882	100	120	123
Union Trust Co.....	500,000	976,982	4,713,840	100	300	....
ROCKFORD—						
Forest City Nat Bk.	100,000	§ 34,383	464,051	100	.....	.....
Manufrs' Nat. Bank.	125,000	§ 33,368	458,009	100	.....	.....
People's Bank.....	125,000	§ 31,823	511,203	100	.....	.....
Rockford Nat. Bank.	100,000	§ 103,102	415,439	100	.....	.....
Third Nat. Bank.....	100,000	§ 77,806	793,876	100	.....	.....
Winnebago Nat. Bk.	100,000	§ 140,679	1,146,154	100	.....	...
INDIANA.						
EVANSVILLE—						
Citizens' Nat. Bank.	200,000	§ 43,800	783,213	100	135	150
First Nat. Bank.....	500,000	§ 132,557	1,466,428	100	110	115
German Bank.....	250,000	§ 6,568	336,818	62½	75	85
Old Nat. Bank.....	500,000	§ 133,553	1,714,107	100	110	125
Ohio Valley Tr. Co..	126,000	.....	18,000	....	60	100
INDIANAPOLIS.						
Capital Nat. Bank...	300,000	§ 86,854	2,485,586	100	118	120
Fletcher's Nat. Bank	500,000	§ 213,152	7,372,340	100	.....	.....
Indiana Nat. Bank..	300,000	§ 835,319	6,271,090	100	.....	300
Merchants' Nat. Bk.	1,000,000	§ 177,717	4,935,680	100	131	133
State Bk of Indiana.	200,000	§ 40,000	560,000	100	.....	75
Central Trust Co....	‡300,000	.....	.....	100	103	105
Indiana Trust Co....	1,000,000	§ 74,624	1,429,530	100	118	120
Marion Trust Co....	300,000	§ 41,792	602,205	....	65	.. ..
Union Trust Co	600,000	§ 172,566	1,043,101	100	142	144
TERRE HAUTE.						
First National Bank.	300,000	§ 236,239	1,022,992	100	.....	†200
National State Bank	200,000	§ 70,399	514,187	100	115	.....
Vigo Co. Nat. Bank.	150,000	§ 53,890	977,380	100	115	.....
Terre Haute Tr'st Co	100,000	§ 27,792	109,659	100	.....	†100
IOWA.						
DAVENPORT—						
Citizens' Nat. Bank.	300,000	§ 118,350	1,067,187	100	140	14[illegible]
Davenport Nat. Bk..	100,000	§ 41,600	355,949	100	100	106
Davenport Sav. Bank	300,000	§ 54,179	2,639,719	100	190	200
Farm. & Mech. Bank.	100,000	§ 5,204	603,110	100	103	106
First Nat. Bank.....	200,000	§ 73,071	711,707	100	135	140
German Savings Bk.	500,000	§ 224,443	5,318,271	100	212	216
Iowa National Bank.	100,000	§ 27,674	812,748	100	120	.....
Scott Co. Sav. Bank.	250,000	§ 50,344	2,427,781	100	190	195
Union Savings Bank	60,000	§ 12,488	512,044	100	110	115
DES MOINES—						
Capital City State Bk	100,000	§ 1,500	600,000	100	.....	.....
Central State Bank.	50,000	§ 10,900	350,000	....	.....	.....
Citizens' Nat. Bank.	200,000	§ 106,969	1,640,760	100	.....	.....
Des Moines Nat. Bk	300,000	§ 26,080	2,148,775	100	.....	.....
Des Moines Sav. Bk.	400,000	§ 57,211	3,182,189	....	.....	.....
Iowa National Bank.	100,000	§ 5,405	460,879	100	.....	.....
People's Sav. Bank.	100,000	§ 11,161	766,279	....	.....	.....
Valley Savings Bank	50,000	§ 11,03	398,776	....	.....	.....
Valley Nation'l Bank	200,000	§ 105,366	1,396,488	100	.....	.....
Security L. & Tr. Co.	50,000	§ 71,202	322,457	100	.....	.....
DUBUQUE—						
Citizens' State Bank.	100,000	§ 10,881	297,286	100	90	100
Dubuque Nat. Bank.	100,000	§ 20,601	361,961	100	85	90
Dubuque Sav. Bank	50,000	§ 138	140,231	100	100	.....
First National Bank.	200,000	§ 33,381	1,015,667	100	.....*	100
German Bank.....	150,000	§ 26,406	575,525	100	.....*	90
Ger. Tr. & Sav. Bank	100,000	§ 1,317	497,903	100	.....*	90
Iowa Tr. & Sav. Bk..	300,000	§ 53,516	1,584,050	100	125	.....
Second Nat'l Bank..	400,000	§ 72,066	1,317,545	100	125	.....
KENTUCKY						
COVINGTON.						
Citizens' Nat. Bank..	200,000	§ 57,254	688,132	100	120	125
Far. & Traders' Nat.	300,000	§ 171,492	897,101	100	190	200
First Nat. Bank.....	300,000	§ 90,359	1,078,565	100	135	150
German Nat. Bank	350,000	§ 105,661	618,506	100	.....	125
Covington Trust Co.	100,000	3,444	70,437	100	100	105
LEXINGTON—						
Central Bank.....	200,000	§ 11,874	160,229	100	68	70
Fayette Nat. Bank..	300,000	§ 236,271	942,475	100	200	205
First Nat. Bank.....	400,000	§ 129,083	484,751	100	118	120
Lexington City Nat. Bank.....	200,000	§ 111,865	814,255	100	150	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LEXINGTON—Con.	$	$	$			
Nat. Exchange Bank	100,000	§ 23,822	260,57[illegible]	100	.....	102
Phœnix Nat. Bank..	150,000	§ 54,510	417,098	100	104	106
Second Nat. Bank...	150,000	§ 11,453	401,779	100	90	92
Third Nat. Bank....	100,000	§ 8,273	86,905	100	75	80
LOUISVILLE—						
American Nat. Bank	800,000	§ 122,071	3,634,352	100	120	121
Bank of Commerce.	800,000	367,007	3,787,134	100	174	177
Bank of Kentucky ..	1,645,100	§1150800	2,030,440	100	175	180
Citizens' Nat. Bank..	500,000	§ 151,469	2,9[illegible]6,145	100	134	.....
First Nat. Bank.....	500,000	§ 319,332	2,69[illegible],020	100	143	145
German Bank	250,000	§ 262,699	2,9[illegible]1,055	100	210	.....
Ger. Insurance Bank.	249,500	§ 316,808	3,490,521	50	200	.....
German Security Bk.	179,000	§ 54,449	747,725	100	120	125
Louisville Nat. Banking Co.	256,000	§ 8,457	1,589,589	100	109	.....
Southern Nat. Bank.	250,000	§ 6,501	1,551,957	100	110	112
Third Nat. Bank ...	200,000	§ 47,147	993,5[illegible]6	100	104	106
Union Nat. Bank....	500,000	§ 181,188	5,022,167	100	138	.....
Western Bank.....	250,000	§ 34,090	902,979	100	100	105
Columbia Finance & Trust Co.....	1,000,000	§ 172,295	¶1791,730	100	134	135
Fidelity Trust & Safety Vault Co.....	1,000,000	700,000	.....	100	210	212
Louisville Trust Co..	806,100	100,000	900,000	100	127	128
NEWPORT—						
German Nat. Bank..	100,000	§ 52,420	543,532	100	130	145
Newport Nat. Bank.	100,000	§ 8,595	513,605	100	100	110

¶ Deposits include trusts funds.

LOUISIANA.

NEW ORLEANS—						
Canal Bank.....	1,000,000	65,939	3,800,079	100	130	.....
Citizens' Bank of La.	380,200	§ 120,607	940,709	100	105½	.....
Germania Nat. Bank	300,000	§ 101,339	1,023,271	100	112	.....
Germania Sav. Bk...	100,000	§ 356,373	2,745,581	100	400	.....
Hibernia Nat. Bank.	300,000	§ 498,837	4,404,203	100	225	240
Louisiana Nat. Bank	500,000	§ 302,046	4,871,175	100	136½	142½
Metropolitan Bank..	250,000	§ 66,698	1,142,929	100	120	125
New Orleans Nat. Bk.	200,000	§ 887,801	4,687,367	100	500	550
People's Bank.....	250,000	§ 32,343	762,099	50	86¾	91
Provident Savings & Safe Deposit Bank.	100,000	§ 7,044	401,489	100	95	.....
State National Bank	300,000	§ 114,849	2,248,274	100	112	.....
Teutonia Bank.....	100,000	§ 10,496	376,635	100	100	102½
Union Nat'l Bank...	300,000	§ 34,127	1,199,172	100	90	92½
U. S. Trust & Sav. Bk.	100,000	.....	147,371	100	92	.....
Whitney Nat. Bank.	400,000	§1104966	4,920,749	100	366	.....

MAINE.

PORTLAND—						
Canal Nat. Bank.....	600,000	§ 167,456	724,700	100	98	100
Casco Nat. Bank.....	800,000	§ 289,66[illegible]	1,763,330	100	108	110
Chapman Nat. Bank	100,000	§ 29,913	774,442	100	.....	100
Cumberland Nat. Bk.	150,000	§ 38,905	316,218	100	98	100
First National Bank	1,000,000	§ 217,534	1,4[illegible]1,495	100	99	100
Merchants' Nat. Bk..	300,000	§ 312,332	1,019,471	75	100	102
Nat. Traders' Bank..	200,000	§ 86,001	364,405	100	97	100
Portland Nat. Bank.	300,000	§ 102,012	2,094,006	100	108	110
Portland Trust Co	200,000	§ 165,000	1,500,000	100	150	160

MARYLAND.

BALTIMORE—						
American Nat. Bank	200,000	§ 106,707	840,254	100	.....	100
Canton Nat. Bank...	100,000	§ 26,815	316,839	100	88	91
Citizens' Nat. Bank.	500,000	§ 739,623	2,792,025	10	22	22½
Com. & Farm. N. Bank	512,560	§ 156,271	9[illegible]6,359	100	120½	.....
Commonwe'lth Bank	100,000	§ 17,575	787,954	....	57½	60
Continental N. Bank	250,000	§ 57,388	809,447	100	85	95
Drov. & Mec's N. Bank	300,000	§ 341,243	3,214,536	100	250	.....
Equitable Nat. Bank	500,000	§ 125,070	1,155,891	100	110	115
Farm. & Mer. N. Bank	650,000	§ 417,401	1,986,075	40	.....	65
First National Bank.	555,000	§ 288,971	1,751,494	100	139	.....
German-Amer. Bank	300,000	§ 96,13[illegible]	513,031	100	105	.....
Ger. B'nk of Balt. City	400,000	§ 151,697	843,495	100	108	.....
Manufact'rs' N. Bank	500,000	§ 77,433	1,041,156	100	90	91
Merchants' N. Bank.	1,500,000	§ 724,580	8,512,060	100	154	.....
Nat. Bank of Balt'ore	1,210,700	§ 454,696	1,727,486	100	.....	121
Nat. Bank of Com'rce	300,000	§ 152,961	1,237,840	15	103¾	.....
Nat. Exchange Bank	600,000	§ 287,6[illegible]6	2,714,655	100	140	.....
Nat. Howard Bank..	230,000	§ 50,293	740,720	10	10	10½
Nat. Marine Bank....	400,000	§ 132,950	1,209,050	30	37	.....
Nat. Mechanics' Bank	1,000,000	§ 734,0[illegible]8	7,045,547	10	27	.....
Nat. Un. Bank of Md	900,000	§ 241,458	2,276,957	75	.....	83
Old-Town Bank.....	150,000	§ 164,317	952,368	10	17	19
People's Bank.....	225,000	§ 17,366	364,218	20	17¼	.....
Second Nat. Bank...	500,000	§ 608,782	1,050,324	100	184	.....
Third National Bank	500,000	§ 74,535	1,265,832	100	.....	95½
Western Nat. Bank..	500,000	§ 416,126	2,149,287	20	.....	40
Baltimore Trust & Guarantee Co.....	1,000,000	§1915324	4,034,657	100	300	325
Citiz. Tr. & Dep. Co.	2,000,000	§ 724,823	377,906	100	103	105
Colonial Trust Co....	e 300,000	e 202,217	.....	e	32	35
Continental Tr. Co..	b1,500,000	b2011000	1,675,617	100	152	155
Guard. Tr. & Dep. Co.	1,250,000	364,385	570,100	100	107½	110
International Tr. Co.	c2,309,825	d1185335	38[illegible],795	....	88	90
Maryland Tr. Co....	1,500,000	§1707063	2,578,157	100	210	220
Mercantile Trust & Deposit Co. of Balt	2,000,000	§3877170	6,241,988	50	.....	205
Old L. Rl. Es. & Tr. Co.	1,000,000	250,000	.....	50	53	55
Union Trust Co.....	1,000,000	250,000	.....	50	49	50
FREDERICK—						
Central Nat. Bank...	120,000	§ 49,705	164,039	25	32½	.....
Citizens' Nat. Bank	100,000	§ 200,723	1,572,196	100	280	.....
Far. & Mech. Nat. B'k.	125,000	§ 67,768	504,631	25	37½	.....
First Nat. Bank.	100,000	§ 13,139	131,837	100	100	.....
Franklin Sav. Bank	a110,420	§ 14,18	151,767	100	115	.....
Frederick Co. Nat. Bk	150,000	§ 63,306	184,318	15	21	.....
Frederick-Town Sav. Institution....	a171,177	§ 78,167	788,014	100	160	.....

a This is the so-called "Weekly Deposits" now forming capital on which dividends are paid.

b $500,000 capital and $500,000 surplus in addition to above remain to be paid in on call. *c* This is capital paid in; authorized, $3,000,000. *d* This includes surplus paid in and undivided profits; authorized surplus, $1,500,000.

e Only half of capital and surplus has been paid in; when full paid, par of shares will be $50, capital $600,000 and surplus $300,000.

MASSACHUSETTS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	Surplus of national banks includes undivided profits.					
BOSTON—	$	$	$			
Atlantic Nat. Bank..	750,000	353,121	1,762,000	100	x116	120
Atlas Nat. Bank.....	1,500,000	583,578	3,[illegible]90,000	100	112½	115
Blackstone Nat. Bk.	1,000,000	40,952	1,425,000	100	65	70
Boylston Nat. Bank.	700,000	300,251	1,614,000	100	118	.....
Broadway Nat. Bk...	200,000	In receiver's hands.		100	.....	.....
Bunker Hill Nat. Bk.	500,000	430,870	1,772,810	100	200	.....
Central Nat. Bank...	500,000	252,581	3,517,000	100	126	.....
Colonial Nat. Bank..	1,000,000	570,675	3,886,000	100	150	160
Commercial Nat. Bk.	250,000	19,493	722,000	100	79	.....
Eliot National Bank	1,000,000	686,890	8,305,000	100	142½	145
Faneuil Hall Nat. Bk	1,000,000	480,829	2,799,000	100	130	135
First National Bank.	1,000,000	1,124,604	4,600,000	100	190	.....
First Ward Nat. Bk..	200,000	160,123	902,289	100	125	130
Fourth Nat. Bank...	750,000	300,725	2,683,000	100	110	115
Freemans' Nat. Bk..	500,000	171,644	1,888,000	100	x100	102
Globe Nat. Bank....	1,000,000	In receiver's hands.		100	.....	.....
Mass. Nat. Bank.....	800,000	80,006	2,758,000	100	50	51
Mechanics' Nat. Bk..	250,000	120,934	1,390,000	100	x121	.....
Merchants' Nat. Bk..	3,000,000	2,053,993	11,156,000	100	160	162
Metrop'litan Nat. Bk.	500,000	143,915	1,045,000	100	100	105
Monument Nat. Bk..	150,000	190,500	477,736	100	195	.....
Mt. Vernon Nat. Bk.	200,000	65,945	1,039,000	100	100	.....
Nat. Bk. of C'mmerce.	1,500,000	675,071	8,766,000	100	113	115
National Bank of Commonwealth ..	1,000,000	899,543	8,369,000	100	174	175
Nat. Bk. of Redemp..	1,000,000	501,207	9,551,000	100	x120	125
Nat. Bk. of Republic.	1,500,000	1,162,587	13,558,000	100	165	175
Nat. Exchange Bk...	1,000,000	555,445	6,898,000	100	144	146
Nat. Hamilton Bk...	500,000	30,470	1,797,000	100	95	100
Nat. Hide & Leather Bank.	1,500,000	447,890	4,551,000	100	110	113
N. Market Bk. of Brig.	250,000	110,008	528,871	100	100	.....
National Rockland Bank of Roxbury..	300,000	200,491	1,451,482	100	112	123
Nat. Security Bank..	250,000	566,972	1,734,000	100	200	.....
Nat. Shawmut Bank.	3,000,000	1,766,485	28,127,000	100	165	170
Nat. Union Bank....	1,000,000	723,167	2,663,000	100	135	140
Nat. Webster Bank..	1,000,000	355,017	3,154,000	100	101	102
N. Eng. Nat. Bank ..	1,000,000	750,124	2,564,000	100	152	155
Old Boston Nat. Bk.	900,000	267,864	2,299,000	100	109	110
Peoples' Nat. Bank of Roxbury.....	300,000	147,588	630,265	100	120	122
Second Nat. Bank...	1,600,000	1,217,729	10,746,000	100	x171	175
Sh. & Leath. Nat. Bk.	1,000,000	419,713	10,043,000	100	125	130
South End Nat. Bk..	200,000	9,241	270,495	100	80	85
State Nat. Bank.....	2,000,000	660,522	3,651,000	100	108	110
Suffolk Nat. Bank...	1,000,000	456,944	2,125,000	100	x105	107
Third Nat. Bank	1,500,000	287,660	9,651,000	100	100	.....
Washington Nat. Bk.	750,000	355,204	2,330,000	100	x110	111
Winthrop Nat. Bank	300,000	331,643	3,290,000	100	150	.....
American Loan & Trust Co.....	1,000,000	740,936	6,899,826	100	130	140
Bay State Trust Co..	400,000	202,635	3,889,304	100	125	.....
Beacon Trust Co....	300,000	90,560	1,764,673	100	120	.....
Boston Safe Deposit & Trust Co.....	1,000,000	1,381,543	9,670,689	100	200	.....
Columbia Trust Co..	100,000	12,821	264,330	100	100	.....
Federal Trust Co....	500,000	17,824	1,562,690	100	100	.....
Internat'l Trust Co..	1,000,000	2,121,938	12,642,824	100	200	.....
Mass. Loan & Tr. Co.	1,000,000	287,417	2,578,158	100	112	115
Mattapan D. & Tr. Co.	100,000	49,604	818,302	100	115	125
Mercantile Tr. Co ...	250,000	146,531	3,452,747	100	140	.....
N. Engl'd Trust Co..	1,000,000	1,567,782	19,288,989	100	256	.....
Old Colony Trust Co.	1,000,000	2,108,420	23,273,797	100	350	400
Puritan Trust Co....	200,000	39,076	1,531,495	100	103	.....
State St. Trust Co ..	300,000	106,614	2,654,307	100	107	.....
U. S. Trust Co.....	200,000	206,515	2,306,148	100	.....	.....
BEVERLY—						
Beverly Nat. Bank..	200,000	102,978	399,703	100	137	140
BROCKTON—						
Brockton Nat. Bank.	100,000	§ 40,005	629,582	100	.....*	125
Home Nat. Bank....	200,000	§ 204,255	1,071,127	100	.....*	170
Plymouth Co. Safe Dep. & Trust Co...	100,000	§ 12,462	408,655	100	.....	103
CAMBRIDGE—						
Camb'dg'p't Nat. B'k.	100,000	§ 39,661	193,349	....	.....*	115⅜
Charles Riv. N. Bank	100,000	§ 76,099	619,830	100	.....*	155
First Nat. Bank.....	200,000	§ 177,884	508,922	100	.....*	172
Nat. City Bk., Cam'pt	100,000	§ 67,304	397,671	....	.....	.....
Camb'ge S.D. & Tr. Co	100,000	§ 35,538	767,154	100	.....*	113¼
EAST CAMBRIDGE—						
Cambridge Nat. B'k.	100,000	§ 46,983	408,274	....	114	.....
Lechmere Nat. Bank	100,000	§ 83,009	242,804	....	.....*	150
CHELSEA—						
First National Bank.	300,000	§ 111,942	640,302	100	.....*	108
Winnisimmet Nat. Bk	100,000	§ 31,590	343,724	100	.....*	100
DANVERS—						
First National Bank.	150,000	§ 43,361	153,518	75	65	75
FALL RIVER—						
Fall River Nat. Bank	400,000	§ 144,246	606,220	100	105	.....
First National Bank.	400,000	§ 248,442	672,509	100	150	.....
Massasoit Nat. Bank	300,000	§ 163,810	916,229	100	155	.....
Metacomet Nat. Bk..	500,000	§ 178,932	533,006	100	122	128
National Union Bank	200,000	§ 75,385	378,402	100	106	110
Pocasset Nat. Bank.	200,000	§ 144,442	677,119	100	145	.....
Second Nat. Bank...	150,000	§ 94,885	253,121	100	155	.....
FITCHBURG—						
Fitchburg Nat. Bank	250,000	§ 196,356	600,605	100	.....	.....
Rollstone Nat. Bank	250,000	§ 143,899	464,901	100	.....	.....
Safety Fund Nat. Bk.	200,000	§ 64,243	397,528	100	.....	.....
Wachusett Nat. Bk..	250,000	§ 197,486	733,735	100	.....	.....
HAVERHILL—						
Essex Nat. Bank....	100,000	§ 24,093	195,456	100	..... *	55
First National Bank.	200,000	§ 131,484	404,748	100	151	.....
Haverhill Nat. Bank	200,000	§ 179,527	1,154,490	100	155	.....
Merchants' Nat. Bk.	100,000	§ 40,847	375,180	100	..... *	129½
Merrimack Nat. Bank	240,000	§ 148,719	547,751	100	150	.....
Second Nat. Bank...	150,000	§ 69,504	501,296	100	161	.....
Haverhill Safe Deposit & Trust Co...	200,000	§ 20,043	402,652	100	..... *	120

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
HOLYOKE—	$	$	$			
City National Bank.	500,000	§ 159,235	995,416	100	115	125
Hadley Falls Nat. Bk.	200,000	§ 148,530	166,849	100	125	135
Holyoke Nat. Bank..	200,000	§ 124,990	886,092	100	150	155
Home Nat. Bank....	250,000	§ 75,543	642,036	100	110	115
Park National Bank	100,000	§ 51,772	325,526	100	100	110
LAWRENCE—						
Arlington Nat. Bank	100,000	§ 22,830	415,181	100	120	.....
Bay State Nat. Bank	375,000	§ 155,706	499,899	75	115½	.....
Lawrence Nat. Bank	300,000	§ 83,741	465,708	100	120	.....
Merchants' Nat. Bk.	100,000	§ 66,531	680,426	100	115	.....
Pacific Nat. Bank...	150,000	§ 41,186	425,377	100	110	.....
LOWELL—						
Appleton Nat. Bank.	300,000	§ 139,718	961,886	100	125	.....
First National Bank.	250,000	§ 175,270	492,680	100	146	.....
Merch. Nat. Bank...	400,000	§ 289,511	699,956	100	152	.....
Old Lowell Nat. Bk.	200,000	§ 69,593	404,503	100	117	119
Prescott Nat. Bank..	300,000	§ 110,718	49 ,937	100	108	110
Railroad Nat. Bank.	400,000	§ 135,139	530,166	100	128	.....
Traders' Nat. Bank..	200,000	§ 203,776	2,533,163	100	160	.....
Wamesit Nat. Bank.	250,000	§ 79,359	324,240	100	.....	117
Lowell Trust Co.....	125,000	§ 39,381	653,943	100	.....	95
Middlesex Safe Deposit & Trust Co...	100,000	§ 2,704	325,232	100	.....	85
LYNN—						
Central Nat. Bank..	200,000	§ 137,124	552,918	100	150	160
First National Bank.	500,000	§ 232,918	831,987	100	120	127
Lynn National Bank	100,000	§ 153,231	476,559	100	220	225
Manufac's Nat. Bank	200,000	§ 52,244	483,301	100	85	90
National City Bank.	200,000	§ 176,290	526,702	100	150	160
Nat. Security Bank..	100,000	§ 130,465	535,542	100	200	225
Lynn Safe Deposit & Trust Co	100,000	§ 98,716	890,091	100	170	175
Security Safe Dep. & Trust Co.....	200,000	§ 86,302	1,099,776	100	130	135
NEW BEDFORD—						
First National Bank.	1,000,000	§ 296,255	915,622	100	125½	.....
Mech. National Bank	600,000	§ 215,281	1,210,238	100	149	150
Merch. Nat'l Bank...	1,000,000	§ 688,971	1,922,183	100	198	202½
New Bedford S. Dep. & Tr. Co.....	200,000	§ 27,354	605,067	100	.....	.....
PEABODY—						
So. Danvers Nat. Bk.	150,000	§ 66,000	252,000	100	105	110
Warren Nat. Bank ..	250,000	§ 121,858	380,207	100	115	120
SALEM—						
Asiatic Nat. Bank...	315,000	§ 106,790	364,018	30	29	30
First National Bank.	300,000	§ 91,923	449,083	100	80	85
Mercantile Nat. Bank	200,000	§ 68,569	444,380	100	100	103
Merchants' Nat. Bank	200,000	§ 118,235	638,550	50	65	70
Naumkeag Nat. Bank	500,000	§ 322,166	575,188	100	127	130
Salem Nat. Bank....	300,000	§ 82,927	439,355	100	80	90
SPRINGFIELD—						
Agawam Nat. Bank.	500,000	§ 25,365	646,658	100	.....	.....
Chapin Nat. Bank...	500,000	§ 125,295	1,254,862	100	110	120
Chicopee Nat. Bank.	400,000	§ 198,847	1,749,628	100	150	160
City National Bank..	250,000	§ 143,652	933,255	100	140	147
First National Bank.	400,000	§ 102,580	573,753	100	105	115
John Hancock Nat..	250,000	§ 82,416	552,945	100	105	110
Pynchon Nat. Bank.	200,000	§ 122,208	1,529,297	100	125	130
Second Nat. Bank...	300,000	§ 194,683	809,766	100	130	135
Springfield Nat. B'k	200,000	§ 223,9 5	2,576,658	100	180	200
Third Nat. Bank.....	500,000	§ 468,439	1,792,075	100	215	225
Hampden L'n&Tr.Co	100,000	§ 26,436	1,178,465	100	120	135
Springfield Safe Deposit & Tr. Co.....	500,000	§ 260,874	2,546,271	100	140	150
TAUNTON—						
Bristol Co. Nat. Bank	500,000	§ 207,115	555,636	100	125	.....
Machinists' Nat. Bk.	200,000	§ 129,916	329,457	100	160	.....
Taunton Nat. Bank.	600,000	§ 242,586	641,781	100	150	.....
WORCESTER—						
Central Nat. Bank ..	300,000	§ 123,936	1,362,163	100	.....	130
Citizens' Nat. Bank.	150,000	§ 78,677	1,381,384	100	150	.....
City National Bank.	400,000	§ 172,042	1,296,293	100	.....	135
First Nat. Bank	300,000	§ 234,554	2,634,487	100	.....	197½
Mechanics' Nat. Bk.	200,000	§ 55,593	1,426,035	100	99	.....
Quinsigam'd Nat. Bk	250,000	§ 163,510	1,265,821	100	140	.....
Worcester Nat. Bank	250,000	§ 230,516	1,992,504	100	175	.....
Worc. S. D. & Tr. Co.	200,000	§ 133,216	2,381,675	100	145	.....

MICHIGAN.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BAY CITY—						
Bay City Bank.....	150,000	§ 67,782	1,463,501	100	.....	150
Bay County Sav. Bk.	50,000	§ 31,655	525,748	....	162	165
Commercial Bank...	100,000	§ 8,330	331,447	100	80	85
First National Bank	100,000	§ 16,4 3	666,399	100	90	100
Old Second Nat. Bk.	200,000	§ 43,305	1,047,340	100	108	115
DETROIT—						
Am. Exch. Nat. Bk..	400,000	§ 130,541	3,077,588	100	.....	105
Central Sav. Bank..	100,000	§ 24,451	521,805	100	98	100
Citizens' Sav. Bank.	200,000	§ 34,082	1,436,883	100	98	100
City Sav. Bank.....	150,000	§ 43,678	2,752,824	100	90	.....
Commercial Nat. Bk.	500,000	§ 174,388	3,203,489	100	130	.....
Detroit Nat. Bank...	1,000,000	§ 268,718	5,353,163	100	135	.....
Detroit Riv. Sav. Bk.	100,000	§ 24,550	665,970	100	90	95
Detroit Sav. Bank...	400,000	§ 438,800	6,062,592	100	175	.....
Dime Sav. Bank.....	200,000	§ 45,118	2,250,970	100	120	.....
First National Bank.	500,000	§ 146,775	4,639,527	100	160	.....
German-Am. Bank..	100,000	§ 25,398	1,402,957	100	111	.....
Home Sav. Bank....	200,000	§ 47,209	2,062 942	100	105	110
McLellan & A. Sav..	150,000	§ 18,894	667,635	100	100	.....
Mechanics' Bank....	100,000	§ 29,054	1,212,580	100	.....	.....
Michigan Sav. Bank.	150,000	§ 53,374	1,527,968	100	112	.....
Peninsular Sav. Bk..	300,000	§ 73,999	2,776,618	100	.....	95
People's Sav. Bank..	500,000	§ 232,181	7,317,492	1000	1200	.....
Preston Nat. Bank..	700,000	§ 126,604	4,0-2,073	100	.....	98
State Sav. Bank.....	500,000	§ 136,844	8,490,460	100	20	.....
Union Nat. Bank....	200,000	§ 26,248	672,064	100	90	100
Union Trust Co.....	500,000	§ 100,039	348,519	100	118	.....
Wayne Co. Sav. Bk..	400,000	§ 516,683	8,455,934	100	225	.....
GRAND RAPIDS—						
Fifth Nat. Bank.....	100,000	§ 16,211	497,735	100	.....	95
Fourth Nat. Bank...	300,000	§ 76,484	1,890,139	100	125	.....
Gr. Rapids Nat. Bk..	500,000	§ 104,310	1,051,999	100	118	.....
Gr. Rapids Sav. Bk..	150,000	§ 37,180	1,399,764	50	125	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
GRAND RAP.-(Con.)	$	$	$			
Kent Co. Sav. Bank.	50,000	§ 84,508	2,103,109	50	260	.....
National City Bank..	500,000	§ 117,599	1,275,547	100	110	112
Old National Bank..	800,000	§ 241,942	2,668,828	100	130	.....
People's Savings Bk.	100,000	§ 23,027	1,396,511	100	120	.....
State Bk.of Michigan	150,000	§ 37,291	854,134	50	.....	100
Michigan Trust Co..	200,000	§ 107,158	344,906	100	152	.....
Peninsular Trust Co.	100,000	§ 24,306	125,940	100	.....	120
SAGINAW—						
Bank of Saginaw....	200,000	§ 123,074	2,369,217	100	150	160
Commercial Nat. Bk.	100,000	§ 68,647	627,225	100	140	145
Peoples' Savings Bk. of East Saginaw...	50,000	§ 35,947	572,698	100	.....	.....
Saginaw Co. Sav. Bk.	50,000	§ 59,287	456,292	100	.....	200
Savings Bk. of East Saginaw	100,000	§ 80,068	2,050,093	100	.....	150
Second Nat. Bank...	200,000	§ 339,873	3,379,316	100	265	275

MINNESOTA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
DULUTH—						
American Exchange Bank.....	500,000	§ 62,163	3,109,828	100	105	115
Commercial Banking Company	25,000	§ 2,350	245,813	Private Bank		
First National Bank.	500,000	§ 316,131	3,592,018	100	138	155
St. Louis Co. Bank..	50,000	11,000	118,000	Private Bank		
MINNEAPOLIS—						
First National Bank.	1,000,000	§ 115,955	4,538,636	100	108	111
Flour City Nat. B'k..	500,000	§ 118,679	1,267,811	100	99	101
German - American Bank.	60,000	§ 19,215	461,776	100	.....	.....
Germania Bank.....	50,000	§ 1,748	133,917	100	.....	.....
Hennepin Co.Sav.Bk	100,000	§ 43,623	2,117,739	100	.....	.....
Metropoltan Bank..	200,000	§ 32,579	871,941	100	95	100
Nat'l Bank of Commerce.....	1,000,000	§ 198,942	2,627,402	100	103	105
Nicollet Nat. Bank..	250,000	§ 84,282	1,378,018	100	106	110
Northwestern Nat'l Bank.....	1,000,000	§ 300,000	4,586,864	100	.....	151
People's Bk.of Minn.	76,000	§ 9,685	184,109	100	25	50
St.Anthony Falls Bk.	125,000	§ 21,006	571,263	100	.....	.....
Security Bank.....	1,000,000	§ 125,578	5,014,568	100	87	95
Swedish - American National Bank....	250,000	§ 33,005	1,169,129	100	100	.....
Minnesota Loan & Trust Co.....	500,000	§ 60,355	641,849	100	65	71
ST. PAUL—						
Capital Bank.....	100,000	§ 36,163	511,725	100	100	105
First National Bank.	1,000,000	§ 811,364	6,340,116	100	230	235
Merchants' N. Bank.	1,000,000	§ 88,426	3,790,188	100	90	92½
National German-American Bank...	1,000,000	§ 61,359	4,594,901	100	90	92
St. Paul Nat. Bank..	600,000	§ 35,128	1,518,131	100	85	.....
Scandinavian American Bank.....	100,000	§ 28,041	677,399	100	115	121
Second Nat. Bank...	200,000	§ 129,197	2,031,947	100	195	200
State Bank.....	50,000	§ 1,486	135,500	....	.....	20
Union Bank.....	100,000	§ 23,542	430,284	100	120	.....
St. Paul Title & Trust Company	500,000	§ 8,781	.....	100	20	25
St. Paul Trust Co....	250,000	20,000	.....	100	25	.....
Security Trust Co....	275,000	§ 20,000	50,000	100	.....	20

MISSOURI.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
KANSAS CITY—						
American Nat. Bank	250,000	§ 59,692	2,143,494	100	95	98
Bank of Grand Ave.	50,000	§ 2,900	285,000	100	.....	100
City National Bank.	250,000	25,000	401,784	100	110	115
First National Bank.	250,000	§ 349,843	8,814,511	100	275	300
Inter-State National Bank, Kansas.....	1,000,000	§ 483,393	3,039,011	100	135	142
Kan. City State Bank	200,000	§ 11,229	528,583	100	60	65
Missouri Sav. Bk..	50,000	§ 32,500	325,000	100	140	150
Nat. Bank of Commerce.....	1,000,000	§ 498,346	20,817,749	100	155	162
New England National Bank	200,000	§ 70,098	1,806,310	100	135	140
Union Nat. Bank....	600,000	§ 228,497	6,499,856	100	138	145
Western Exch'ge Bk.	100,000	20,000	700,000	100	135	140
Fidelity Trust Co....	500,000	§ 10,000	600,000	100	105	110
Guardian Trust Co..	2,500,000	§ 1250000	.....	100	40	45
ST. JOSEPH—						
First Nat. Bank of Buchanan Co.....	250,000	§ 14,486	1,599,322	100	95	100
German-American Bank.....	100,000	§ 17,227	1,103,667	100	70	80
Merchants' Bank....	200,000	§ 5,724	1,220,180	100	90	100
National Bank of St. Joseph.....	100,000	§ 121,444	2,886,389	100	300	.....
Park Bank.....	40,000	§ 8,654	160,778	100	100	105
Tootle, Lemon & Co.	50,000	§ 9,168	2,574,285	Private bank.		
ST. LOUIS—						
American Exchange Bank.....	500,000	§ 399,821	4,039,236	50	100	104
Boatmen's Bank....	2,000,000	§ 892,080	9,009,161	100	190	193
Bremen Bank.....	100,000	§ 216,345	1,315,387	100	230	235
Continental Nation'l Bank.....	1,000,000	§ 442,804	10,950,190	100	169	171
Fourth Nat. Bank...	1,000,000	§ 840,663	4,584,205	100	210	225
Franklin Bank.....	600,000	§ 148,994	3,832,838	100	155	160
German - American Bank....	150,000	§ 900,056	3,486.897	100	775	825
German Savings Institution	250,000	§ 500,719	5,272,764	100	280	290
International Bank of St Louis.....	200,000	§ 80,855	1,013,653	100	125	130
Jefferson Bank.....	100,000	18,451	471,600	100	105	108
Lafayette Bank.....	100,000	502,908	2,594,991	100	350	370
Mechanics' Bank....	1,000,000	§ 580,089	5,770,143	100	200	205
Merchants' Laclede National Bank.....	1,400,000	§ 274,355	10,663,409	100	151	153

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ST. LOUIS—*Concl.*	$	$	$			
Nat. Bank of Com'rce	5,000,000	§3100222	25,423,665	100	261	263
Northwestern Savings Bank	200,000	§ 90,591	1,756,908	100	140	145
South'n Com. & Sav.	100,000	12,655	269,441	100	100	105
South Side Bank	200,000	§ 54,344	624,489	100	120	122
State National Bank	2,000,000	§ 527,047	7,027,715	100	164	166
Third National Bank	1,000,000	§ 296,287	11,342,584	100	150	152
Lincoln Trust Co	1,000,000	§ 297,286	1,945,607	100	155	158
Mercantile Tr. Co	750,000	800,000	.....	100	253	256
Mississip. Val'y Tr. Co	3,000,000	§3810810	11,160,107	100	294	298
St. Louis Safe Deposit & Savings Bank.	200,000	§ 65,994	1,396,554	100	137	139
St. Louis Trust Co	2,500,000	§ 750,533	8,466,679	100	202	205
Union Trust Co	1,000,000	§ 681,677	5,477,221	100	205	210
NEBRASKA.						
LINCOLN—						
City National Bank	100,000	§ 3,575	281,848	....	.....	.....
Columbia Nat. Bank.	100,000	§ 24,048	500,704	100	.....	.....
First National Bank.	200,000	§ 25,617	1,625,739	100	.....	.....
OMAHA—						
Commercial National Bank	400,000	§ 53,825	955,656	100	.....	.....
First National Bank.	500,000	§ 190,968	5,973,468	100	.....	.....
Merchants' N. Bank.	500,000	§ 112,246	2,594,028	100	.....	.....
Nat'l Bank of Commerce	300,000	§ 24,291	311,161	100	.....	.....
Nebraska Nat. Bank.	400,000	§ 43,294	1,391,206	100	.....	.....
Omaha Loan & Trust Co. Savings Bank	50,000	§ 48,600	235,000	....	.....	.....
Omaha Nat. Bank	1,000,000	§ 152,386	5,485,187	100	.....	.....
Union National Bank	250,000	§ 10,904	512,673	100	.....	.....
United States National Bank	400,000	§ 50,048	2,274,740	100	.....	.....
Omaha L'n & Tr. Co.	500,000	§111,491	.... ..	....	.....	.....
SOUTH OMAHA—						
Packers' Nat. Bank.	100,000	§ 24,340	589,783	100	.....	.....
South Omaha Nat. Bk	100,000	§ 124,901	1,613,325	100	.....	.....
Union Stock Yards National Bank	200,000	§ 171,391	1,801,189	100	.....	.....
NEW HAMPSHIRE.						
MANCHESTER—						
Amoskeag Nat. Bank	200,000	§ 156,096	1,146,186	100	.....*	165
First National Bank.	150,000	§ 78,817	478,731	100	.....*	139½
Manches'r Nat. Bank	150,000	§ 87,777	1,116,193	100	.....*	270½
Merchants' N. Bank.	150,000	§ 68,414	487,721	100	.....*	120
Second Nat. Bank	100,000	§ 32,543	254,384	100	.....*	116
NEW JERSEY.						
CAMDEN—						
Camden Nat. Bank	100,000	§ 37,180	588,433	100	.....*	80
First National Bank.	200,000	§ 164,998	753,339	100	.....*	140
National State Bank	260,000	§ 282,928	2,430,055	50	.....*	85
Camden S.D. & T. Co.	100,000	§ 354,164	4,047,466	25	.....*	120
Central Trust Co	100,000	§ 73,559	1,122,953	25	.....*	25
N. J. Tr. & S. Dep. Co.	200,000	§ 21,561	1,018,036	100	.....*	53
ELIZABETH—						
Citizens' Bank	100,000	§ 22,269	271,685	100	105	110
Elizabethp't Bkg. Co.	50,000	§ 58,114	221,145	50	180	.....
First National Bank.	200,000	§ 171,786	742,127	100	.....*	162
National State Bank	350,000	§ 419,506	1,153,998	50	.....*	205
HOBOKEN—						
First National Bank.	110,000	§ 443,946	1,471,500	25	125	130
Hudson Trust Co	500,000	§ 258,467	3,936,957	100	..... *	250
Second Nat. Bank	125,000	§ 97,366	846,900	100	155	160
JERSEY CITY—						
First National Bank.	400,000	§ 780,594	5,702,300	100	300	.....
Hudson Co. Nat. Bk.	250,000	§ 543,475	1,861,800	100	370	375
Second Nat. Bank	250,000	§ 362,683	1,161,700	100	220	230
Third Nat. Bank	200,000	§ 220,689	888,300	100	185	200
Com. Tr. Co. of N. J.	500,000	500,000	.....	100	230	.....
N. J. T. Gu. & Tr. Co.	200,000	§ 456,053	5,407,814	100	300	.....
MORRISTOWN—						
First Nat. Bank	100,000	§ 144,379	1,004,856	100	225	.....
Nat. Iron Bank	200,000	§ 59,605	772,725	100	.....*	105
Morristown Tr. Co.	300,000	§ 533,804	2,660,276	100	450	500
NEWARK—						
Essex Co. Nat. Bank	300,000	§ 756,361	3,321,033	50	215	.....
German Nat. Bank	200,000	§ 267,733	1,655,751	100	232	.....
Manufact'rs N. Bank	250,000	§ 130,061	1,242,766	100	160	.....
Merchants' N. Bank.	200,000	§ 203,975	1,848,117	100	215	.....
Nat. Newark Bkg. Co	500,000	§ 505,770	2,496,272	50	101	.....
National State Bank.	500,000	§ 363,235	2,481,689	50	90	.....
Newark City N. Bank	500,000	§ 312,163	2,026,633	50	90	.....
North Ward N. Bank	200,000	§ 174,407	1,440,001	100	180	.....
Second Nat. Bank	300,000	§ 123,222	842,185	100	155	.....
State Banking Co.	100,000	§ 113,913	1,158,971	100	205	.....
Fidelity Trust Co.	920,900	§ 995,767	4,227,178	100	280	.....
NEW BRUNSWICK—						
Nat. Bank of N. J.	250,000	§ 268,962	1,280,806	100	215	220
People's Nat. Bank	100,000	§ 75,214	446,939	100	155	165
PATERSON—						
First National Bank.	400,000	§ 446,377	2,706,818	100	395	410
Paterson Nat. Bank.	300,000	§ 173,960	1,784,480	100	185	.....
Second Nat. Bank	150,000	§ 156,871	1,163,947	50	120	.....
Paterson Sav. Inst'n	250,000	630,386	6,767,721	100	800	.....
Hamilton Trust Co.	150,000	150,000	.....	100	.....	225
Paterson S.D. & T. Co.	100,000	§ 110,134	1,585,847	100	275	.....
Silk City S. D. & T. Co.	100,000	§ 33,118	456,496	100	150	.....
TRENTON—						
Broad St. Nat. Bank.	250,000	§ 96,078	896,769	100	107	.....
First National Bank.	500,000	§ 289,967	839,967	100	156	.....
Mechanics' Nat. Bk.	500,000	§ 353,704	1,879,606	50	84	.....
Trenton Banking Co.	500,000	§ 375,000	1,700,000	50	83	.....
Trenton Tr. & S. D. Co.	150,000	§ 36,061	1,877,151	100	110	.....

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

NEW YORK.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ALBANY—	$	$	$			
Albany City Nat. Bk.	300,000	§ 88,017	2,032,385	100	107½	110
Albany County Bank	250,000	§ 64,142	984,779	100	196	.....
First National Bank.	200,000	§ 121,102	512,929	100	138	140
Mech'nics & F'rmers'	250,000	§ 963,834	1,101,831	100	475	.....
Merchants' Nat. Bk.	200,000	§ 204,128	979,540	50	170	175
Nat. Commercial Bk.	300,000	§ 814,935	4,374,287	100	400	.....
Nat. Exchange Bank	300,000	§ 76,332	1,326,003	100	114	115
N. Y. State Nat. Bk.	250,000	§ 269,217	5,720,755	100	220	.....
Park Bank	100,000	§ 35,258	466,129	100	140	.....
AUBURN—						
Cayuga Co. Nat. Bk.	200,000	§ 84,445	866,115	25	25¾	27½
Nat. Bank of Auburn	200,000	§ 90,933	638,905	100	106	110
BINGHAMTON—						
City National Bank	200,000	§ 44,738	427,914	100	100	.....
First National Bank.	200,000	§ 70,737	793,076	100	.....	110
People's Bank	100,000	§ 8,846	230,010	100	.....	.....
Strong State Bank	100,000	§ 57,872	659,903	100	.....	135
Susquehanna Valley	100,000	§ 22,404	389,277	100	.....	.....
Binghamton Tr. Co.	300,000	§ 149,348	2,202,492	100	.....	135
BROOKLYN—*Prices are per cent, not per share. Surplus includes undivided profits.*						
Bedford Bank	150,000	116,000	1,265,300	100	215	.....
Broadway Bank	100,000	151,722	1,360,600	100	220	250
Brooklyn Bank	300,000	161,635	1,275,900	50	110	.....
Eighth Ward Bank	100,000	41,180	304,100	100	.....	95
Fifth Ave. Bank	100,000	55,079	604,700	100	104	107
First National Bank.	300,000	524,161	4,903,000	100	275	350
Hamilton Bank	100,000	41,982	450,021	100	110½	.....
Kings County Bank.	150,000	57,912	613,100	100	100	.....
Manufact's' Nat. Bk.	252,000	450,728	2,890,600	30	265	.....
Mechanics' Bank	500,000	390,797	2,830,400	50	200	.....
Mech. & Traders' Bk.	100,000	204,800	921,700	100	260	.....
Merchants' Bank	100,000	10,100	377,000	100	110	.....
Nassau Nat. Bank	300,000	616,699	4,061,000	100	285	.....
National City Bank.	300,000	561,365	2,713,000	50	290	.....
North Side Bank	100,000	115,700	715,600	100	170	172
People's Bank	100,000	133,516	821,500	50	190	195
Schermerhorn Bank.	100,000	64,100	502,100	100	150	.....
Seventeenth Wd. Bk.	100,000	71,700	421,400	100	115	.....
Sprague Nat. Bank	200,000	226,125	958,000	100	200	.....
Twenty-sixth Wd. Bk.	100,000	53,931	436,800	100	140	145
Union Bank,	100,000	55,285	214,200	100	120	.....
Wallabout Bank	100,000	40,416	656,500	100	105	115
For detailed statement of Brooklyn Trust Cos. see CHRONICLE Jan. 27 1900.—pages 181 to 184.						
Brooklyn Trust Co.	1,000,000	1,697,912	9,464,701	100	400	425
Flatbush Trust Co	200,000	102,149	339,198	100	160	.....
Franklin Trust Co.	1,000,000	1,266,211	6,548,198	100	300	325
Hamilton Trust Co.	500,000	654,861	4,625,011	100	270	.....
Kings Co. Trust Co.	500,000	941,549	6,768,047	100	350	.....
Long I. Loan & Tr. Co.	500,000	530,069	2,945,082	100	250	.....
Manuf'rs' Trust Co.	500,000	737,907	4,426,102	100	315	.....
Nassau Trust Co	500,000	366,198	2,914,964	100	188	200
People's Trust Co.	1,000,000	1,360,791	9,431,984	100	325	.....
Williamsburg Tr. Co.	700,000	388,561	2,114,990	100	180	200
BUFFALO—						
Bank of Buffalo	500,000	§ 564,240	3,785,796	100	200	225
Buffalo Commercial.	250,000	§ 84,556	1,578,363	100	105	120
Citizens' Bank	100,000	§ 139,294	1,403,601	100	.....	195
City National Bank.	300,000	§ 184,846	2,275,530	100	.....	.....
Columbia Nat. Bank.	200,000	§ 42,013	1,577,892	100	.....	105
German-American	200,000	§ 120,454	2,481,853	100	130	140
German Bank	100,000	§ 433,366	3,778,367	1000	4500	5000
Man'f'rs' & Traders'.	900,000	§ 584,174	6,337,257	50	.....	70
Marine Bank	200,000	§1003996	5,774,397	100	550	.....
Merchants' Bank	300,000	§ 152,464	1,432,591	100	.....	115
Metropolitan Bank	200,000	§ 53,298	1,167,401	100	.....	110
Niagara Bank	100,000	§ 14,504	684,918	100	.....	100
People's Bank	300,000	§ 103,092	1,541,021	100	.....	115
Third National Bank.	500,000	§ 213,728	1,933,122	100	.....	115
Union Bank	200,000	§ 54,087	816,457	100	.....	100
Buffalo L. T. & S. D. Co.	200,000	§ 73,000	2,855,602	100	.....	125
Fidelity Tr. & Guar.	500,000	§ 462,127	7,177,497	100	300	.....
ELMIRA—						
Chemung Canal Bk.	300,000	§ 600,000	4,376,629	100	.....†	300
Merchants' Nat. Bk.	100,000	§ 8,003	239,264	100	.....†	105
Second Nat. Bank	300,000	§ 131,616	1,248,458	100	.....*	140
NEW YORK CITY—*Prices are per cent, not per share. Surplus includes undivided profits.*						
America, Bank of	1,500,000	2,866,470	23,222,200	100	450	475
Amer. Exch. Nat. Bk.	5,000,000	2,823,070	23,646,000	100	185	195
Astor National Bk.	350,000	211,498	4,338,000	100	500	.....
Bowery Bank	250,000	682,485	3,443,000	100	285	300
Broadway, National.	1,000,000	1,611,100	5,181,600	25	242	250
Butch. & Drov. Nat.	300,000	83,589	1,062,900	25	85	95
Central Nat. Bank,	1,000,000	491,194	12,300,000	100	175	185
Chase Nat. Bank	1,000,000	1,705,878	43,604,100	100	510	.....
Chatham Nat. Bank.	450,000	986,541	6,068,800	25	300	310
Chemical Nat. Bank.	300,000	6,697,529	23,735,500	100	4000	4100
Citizens' Bank, Nat.	600,000	383,946	3,015,000	25	145	152
City Bank, National	10,000,000	5,073,740	107729000	100	300	310
Colonial Bank	100,000	106,619	1,339,000	100	275	.....
Columbia Bank	300,000	201,355	2,244,000	100	190	.....
Commerce, Nat. Bk. of	5,000,000	3,639,448	22,169,700	100	285	290
Continental Nat. Bk.	1,000,000	506,191	5,194,800	100	135	145
Corn Exchange Bk	1,400,000	1,718,839	19,662,500	100	355	365
Domestic Ex Nat. Bk.	200,000	.....	.....	100	.....	.....
East River Nat. Bk.	250,000	152,445	1,429,300	25	140	.....
Eleventh Ward Bk.	100,000	130,112	1,253,700	25	150	.....
Fifth Ave. Bank	100,000	1,257,403	8,925,200	100	2400	.....
Fifth Nat. Bank	200,000	340,166	2,263,900	100	225	.....
First Nat. Bank	500,000	8,925,370	37,801,500	100	3400	.....
Fourteenth St. Bank.	100,000	55,929	1,164,200	100	145	165
Fourth Nat. Bank	3,000,000	2,255,100	22,305,000	100	168	175
Gallatin Nat. Bank	1,000,000	1,798,709	6,690,800	50	400	.....
Gansevoort Bank	200,000	12,777	614,100	50	.....	70
Garfield Nat. Bank	200,000	1,015,771	7,775,300	100	1600	.....
German-Amer. Bk.	750,000	326,956	3,506,100	75	120	.....
German Exch. Bk.	200,000	619,593	3,050,400	100	230	260
Germania Bank	200,000	797,866	4,264,800	100	325	.....
Greenwich Bank	200,000	176,643	874,500	25	165	.....
Hamilton Bank	200,000	100,212	1,388,100	100	145	.....
Hanover Nat. Bank	1,000,000	2,846,384	45,988,300	100	690	720
Hide & Leather N. Bk.	500,000	268,267	1,619,400	100	115	.....
Imp. & Traders' N. Bk	1,500,000	5,900,700	24,254,000	100	520	530

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
N. Y. CITY—(Con.)	$	$	$			
Irving Nat. Bank	500,000	419,885	4,573,000	50	175	.....
Leather Mfrs.Nat.Bk	600,000	478,200	3,960,500	100	215	235
Liberty Nat. Bank	500,000	478,07[illegible]	5,092,000	100	310	.....
Lincoln Nat. Bank	300,000	880,129	10,105,100	100	775	825
Manhattan Co. Bk	2,050,000	2,098,215	22,179,000	50	260	280
Market & Ful.Nat.Bk	900,000	980,617	7,027,200	100	220	230
Mechanics' Nat. Bk	2,000,000	2,187,826	11,129,000	25	190	195
Mech. & Traders' Bk	400,000	111,090	2,109,000	25	90	110
Mercantile Nat. Bk	1,000,000	1,150,815	13,186,500	100	190	195
Merchants' Ex.N.Bk	600,000	186,700	5,295,100	50	120	.....
Merchants' Nat. Bk	2,000,000	1,144,153	14,193,200	50	170	.....
Metropolis, B'k of the	300,000	963,835	6,485,500	100	415	440
Mount Morris Bank	250,000	54,020	2,290,000	100	.....	200
Mutual Bank	200,000	134,100	1,412,000	100	140	.....
Nassau Bank	500,000	277,687	2,833,900	50	160	.....
N. Amsterdam, Bk. of	250,000	393,675	4,900,000	100	630	.....
N.Y. County Nat. Bk.	200,000	419,137	4,039,800	100	1500	.....
N. Y. Nat. Exch. Bk.	300,000	86,184	2,932,500	100	116	.....
N.Y., N. B. A., Bk. of	2,000,000	2,003,699	12,447,000	100	255	265
Nineteenth Ward Bk.	100,000	44,800	1,488,300	100	100	.....
Ninth Nation'l Bank	750,000	181,683	2,609,000	100	80	90
No.Amer., Nat. Bk. of	1,000,000	610,337	11,853,000	100	200	210
Oriental Bank	300,000	396,666	2,056,000	25	.....	200
Pacific Bank	422,700	495,730	2,852,500	50	170	.....
Park Bank, National	2,000,000	3,393,391	51,061,000	100	415	.....
People's Bank	200,000	319,984	2,514,800	25	225	.....
Phenix Nat. Bank	1,000,000	248,897	4,357,000	20	100	106
Plaza Bank	100,000	158,935	1,945,000	100	475	.....
ProduceEx.Bk.,N.Y.	1,000,000	391,227	3,379,900	100	125	.....
Republic, Nat. Bk. of	1,500,000	1,051,591	19,764,600	100	200	215
Riverside Bank	100,000	120,700	931,700	100	210	.....
Seaboard Nat. Bank.	500,000	674,404	16,28[illegible],000	100	275	.....
Second Nat. Bank	300,000	780,665	9,110,000	100	550	.....
Seventh Nat. Bank	300,000	203,100	4,182,700	100	170	.....
Shoe & Leather, Nat.	1,000,000	194,941	3,826,400	100	103	108
State Bank	100,000	174,561	3,204,000	100	275	.....
State of New York	1,200,000	564,800	3,358,200	100	128	.....
Twelfth Ward Bank	200,000	51,368	1,578,900	100	115	130
Twenty-third W'd Bk	100,000	63,560	1,085,900	100	100	.....
Union Bk., National	1,200,000	1,365,416	17,583,000	100	.....	.....
Union Square Bank	200,000	334,479	2,570,600	100	210	.....
Wells, Fargo & Co.	500,000	140,191	3,233,432	100	.....	.....
West Side Bank	200,000	393,304	2,853,000	100	375	.....
Western Nat. Bank	2,100,000	1,440,254	37,652,800	100	375	385
Yorkville Bank	100,000	178,803	1,633,900	100	210	.....
For detailed statem	*ent of N. Y.*	*City Trust*	*Cos., see*	CH	RONIC	LE,
Jan. 27	*and Feb. 3,*	*1900.*				
Amer'n Dep. & L. Co.	500,000	61,027	5,516,972	100	.....	.....
Atlantic Trust Co	1,000,000	496,045	4,090,983	100	195	205
Bankers' Trust Co	1,500,000	1,507,134	2,242,649	100	198	204
Central Realty Bond & Trust Co	1,000,000	581,207	2,071,198	100	275	325
Central Trust Co	1,000,000	10257566	43,177,608	100	2100	2200
City Trust Co	1,000,000	1,181,277	9,874,968	100	325	350
Colonial Trust Co	1,000,000	935,467	13,044,390	100	.....	390
Continental TrustCo.	500,000	607,386	6,965,684	100	375	.....
Farmers' L'n&Tr.Co.	1,000,000	5,525,124	41,519,851	25	1390	1425
Fifth Ave. Trust Co.	500,000	708,133	5,770,033	100	425	475
Guaranty Trust Co.	2,000,000	3,904,191	20,989,368	100	600	.....
Inter. B'k'g. & T. Co.	1,000,000	528,538	2,055,198	100	125	.....
Knickerbock'r Tr.Co.	1,000,000	957,884	16,544,147	100	390	.....
Manhattan Tr. Co	1,000,000	1,194,476	9,451,682	30	365	.....
Mercantile Tr. Co	2,000,000	4,230,785	41,870,994	100	800	.....
Merchants'Trust Co.	500,000	1,000,000	153,231	100	.....	.....
Metropolitan Tr. Co.	1,000,000	1,425,265	14,545,841	100	400	450
Morton Trust Co	1,000,000	1,549,538	4,791,156	100	400	.....
N.Y.Life Ins.& T.Co.	1,000,000	3,432,713	24,117,944	100	1400	1450
N.Y.Security&Tr.Co.	1,000,000	2,145,471	15,690,302	100	750	.....
Nor. Amer. Tr. Co	2,000,000	1,129,669	7,789,528	100	150	155
Produce Exc. Tr. Co.	2,500,000	2,641,466	5,809,932	100	100	120
Real Es.Tr.Co.ofN.Y.	500,000	483,628	4,405,258	100	300	.....
Standard Trust Co.	1,000,000	251,180	3,792,637	100	210	.....
State Trust Co	1,000,000	1,261,889	14,829,116	100	400	.....
Title Guar. & Tr. Co	2,500,000	2,876,657	1,329,433	100	370	390
Trust Co. of America	2,500,000	2,585,605	6,842,854	100	206	211
Trust Co. of N. Y.	1,000,000	1,000,000	.....	100	.....	195
Union Tr. Co. of N.Y.	1,000,000	6,168,808	36,670,433	100	1375	1425
U. S. Mort. & Tr. Co	2,000,000	2,412,903	13,785,349	100	475	.....
U. S. Tr. Co. of N. Y.	2,000,000	11010632	50,176,0[illegible]1	100	1575	.....
Washington Tr. Co.	500,000	683,258	5,977,489	100	295	.....
RICHMOND BORO.—						
Bank of Staten Isl'd	25,000	55,100	560,700	50	.....	.....
First Nat., Staten Is.	100,000	80,800	643,600	100	.....	.....
ROCHESTER—						
Alliance Bank	150,000	§ 44,482	1,561,906	100	175	.....
Bank of Monroe	100,000	§ 167,390	1,258,832	100	.....	.....
Central Bank	200,000	§ 103,403	1,933,198	100	130	135
Commercial Bank	200,000	§ 130,102	1,494,602	100	135	140
Flour City Nat. Bank	300,000	§ 169,166	1,989,046	100	130	135
German-Amer. Bank	200,000	§ 256,039	2,920,901	100	275	.....
Merchants' Bank	100,000	§ 59,064	1,028,232	100	165	.....
Traders' Nat. Bank	250,000	§ 685,789	3,454,796	50	340	...
Fidelity Trust Co	200,000	47,991	2,086,945	100	125	130
Roch.Tr. & S. Dep.Co.	200,000	§ 595,101	7,366,795	50	450	.....
Security Trust Co	200,000	§ 228,041	3,535,736	100	200	.....
Union Trust Co	200,000	§ 50,205	1,476,299	....	.....	130
SYRACUSE—						
American Exch. Bk.	200,000	§ 30,970	495,828	100	108	110
Bank of Syracuse	125,000	§ 106,593	1,252,490	100	175	180
Commercial Bank	250,000	§ 57,768	987,686	100	120	125
First National Bank.	250,000	§ 284,142	2,409,185	100	200	215
Merchants' Nat. Bk.	180,000	§ 227,394	1,084,933	100	200	.....
N. Y. State Bkg. Co.	100,000	§ 86,198	542,694	100	150	175
Salt Springs Nat. Bk.	200,000	§ 101,823	1,004,485	100	130	150
State Bk. of Syracuse	100,000	§ 138,489	2,016,455	100	180	200
Third Nat. Bank	300,000	§ 152,121	660,595	100	170	200
Tr.&Dep.Co.of Onon	100,000	§ 186,666	3,227,381	100	210	225
TROY—						
Central Nat. Bank	200,000	§ 85,575	774,360	50	145	150
Manufact'rs Nat. Bk.	150,000	§ 199,261	2,577,372	100	245	.....
Mutual Nat. Bank	250,000	§ 216,311	1,430,717	100	175	180
Nat. State Bk. of Troy	250,000	§ 253,166	1,707,459	100	200	205
Troy City Nat. Bank.	300,000	§ 224,696	1,171,058	100	160	165
Union Nat. Bank	300,000	§ 28,857	698,444	50	.....	75
United Nat. Bank	240,000	§ 340,470	751,302	100	260	.....
UTICA—						
First National Bank.	600,000	§ 413,575	2,034,045	60	116	120
Mather & Co.'s Bank	200,000	§ 15,946	345,687	100	100	105
Oneida Nat. Bank	400,000	§ 395,146	1,239,631	100	180	190
Second Nat. Bank	300,000	§ 126,774	787,878	100	105	110
Utica City Nat. Bank	400,000	§ 133,272	1,178,027	50	57	63
Utica Tr. & Dep. Co.	200,000	§ 57,441	306,738	100	..	..

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
YONKERS—	$	$	$			
Citizens' Nat. Bank.	100,000	§ 125,000	798,132	100	.....	...
First National Bank.	150,000	72,812	1,352,793	50	.....	.....
Westchester Tr't Co.	200,000	§ 119,071	522,144	100	.....	.....
NORTH CAROLINA.						
RALEIGH—						
Citizens' Nat. Bank.	100,000	§ 52,340	775,820	100	130	.....
Comm'l & Farm's Bk	100,000	§ 34,439	507,099	100	125	128
Mech. Dime Sav. Bk.	15,000	§ 1,510	94,181	25	26	26¼
Nat. Bk. of Raleigh.	225,000	§ 94,327	464,[illegible]33	100	115	118
Raleigh Savings Bk.	15,000	§ 14,261	317,090	25	50	.....
OHIO.						
CINCINNATI—						
Atlas Nat. Bank	400,000	§ 233,273	3,217,916	100	190	.....
Citizens' Nat. Bank.	1,000,000	§ 440,431	7,242,743	100	247½	.....
City Hall Bank	100,000	§ 13,470	310,596	100	110	115
Equitable Nat. Bank	250,000	§ 69,377	1,199,718	100	100	105
Fifth Nat. Bank	300,000	§ 103,605	2,616,865	100	146	.....
First Nat. Bank	1,200,000	§ 536,619	7,140,356	100	285	295
Fourth Nat. Bank	500,000	§ 489,398	4,352,145	100	220	250½
Franklin Bank	240,000	§ 100,411	1,248,826	Pri	vate b	ank
German Nat. Bank	500,000	§ 420,383	3,104,413	100	210	220
Market Nat. Bank	250,000	§ 192,955	2,892,350	100	200	.....
Merchants' Nat. Bk.	600,000	§ 189,701	3,302,604	100	140	.....
Nat. Lafayette Bank	600,000	§ 528,300	3,586,344	100	295	302½
North Side Bank	25,000	§ 4,862	98,082	...	.....	.....
Ohio Valley Nat. Bk	700,000	§ 223,816	4,144,956	100	150	155
Second Nat. Bank	200,000	§ 203,500	2,277,457	100	.....	253
Third Nat. Bank	1,200,000	§ 500,450	4,730,280	100	167	175
Union Sav.B.&Tr.Co.	500,000	§ 638,041	4,947,885	100	260	.....
Western German Bk.	200,000	§ 353,290	1,614,057	100	380	385
Cent. Tr. & S.Dep.Co.	250,000	§ 43,393	1,185,745	100	117	120
CLEVELAND—						
Americ'n Ex. Nat.Bk	250,000	§ 75,598	2,529,381	100	148	149
Bk.of Com'erce,N.A.	2,000,000	§1181853	6,701,529	100	195	196
B'way Sav.& L'n Co.	300,000	§ 126,776	2,021,373	100	150	151
Central Nat. Bank	800,000	§ 256,651	4,100,745	100	150	151
Citizens' S.& L.Ass'n	1,000,000	§1159421	8,503,546	500	1200	1250
Cleveland Nat. Bank	500,000	§ 110,159	1,493,322	100	126	127
Coal & Iron Nat. Bk.	500,000	§ 39,525	2,008,542	100	120	121
Columbia Sav.&L.Co	50,000	§ 13,738	372,587	50	51	52
Colonial Nat. Bank.	500,000	§ 46,130	1,983,416	100	119	120
Commercial N. Bank	1,500,000	§ 317,453	2,443,595	100	124	125
Cuyahoga Sv. & B.Co	50,000	§ 4,500	300,000	100	102	103
Detroit St.S'v.Bk.Co.	100,000	§ 6,920	548,654	100	115	116
Dime Sav.& Bkg. Co.	300,000	§ 123,257	4,010,173	100	150	152
East End Bk. & Tr.	200,000	§ 91,986	2,153,480	100	160	161
Euclid Ave. N. Bank	500,000	§ 242,784	5,899,285	100	150	152
Euclid A. T. & S. Co.	500,000	§ 58,264	1,073,778	100	115	116
Farm.&Mer'h.B'g Co	50,000	§ 4,060	273,458	50	58	60
First National Bank.	500,000	§ 116,320	2,261,641	100	123	124
Forest City Sv.Bk.Co	90,000	§ 20,517	822,059	‖50	68	70
Garfield Sav. Bk. Co.	50,000	§ 19,579	834,778	100	144	145
Ger.-Amer.Sav.B.Co	50,000	§ 8,162	436,339	50	61	62
L. Sh. Bkg. & Sav. Co	100,000	§ 23,911	838,796	100	125	126
Lorain St. Sav.Bk.Co	50,000	§ 39,296	976,920	50	78	79
Mercantile N. Bank.	600,000	§ 230,598	2,282,410	100	138	139
Merch. B'g.& Stor.Co	100,000	§ 37,184	27,008	....	.....	.....
National City Bank	250,000	§ 300,071	731,262	100	201	202
Park National Bank.	500,000	§ 96,686	3,204,425	100	137	138
Pearl St. Sav.& L.Co.	50,000	§ 39,229	1,098,592	50	84	85
People's Sav.& L. As.	100,000	§ 193,555	2,616,750	200	525	530
Permanent S.& L.Co	1,282,341	§ 123,226	1,184,906	500	550	555
Prod. Ex. Bank'g Co.	100,000	§ 44,649	1,489,882	50	60	63
So. Cleveland Bk.Co.	150,000	§ 27,389	991,420	100	111	113
State National Bank	500,000	§ 130,766	3,081,669	100	134	135
Unit'd Bkg. & Sav.Co	100,000	§ 23,073	1,717,348	50	160	161
Union Nat. Bank	1,000,000	§ 271,792	4,829,561	100	143	145
Wade Park B'k'g Co	100,000	§ 22,146	927,000	100	128	130
W. Cleveland Bkg. Co	50,000	§ 663	237,147	50	50	51
Wick B'k'g & Tr. Co	250,000	§ 20,105	582,776	100	100	101
Woodl'd Av. S. & L'n	250,000	§ 80,854	1,867,182	100	160	161
American Trust Co.	500,000	§ 336,856	2,019,977	100	178	180
Cleveland Trust Co.	500,000	§ 235,652	3,916,490	100	230	.....
Guardian Trust Co.	500,000	§ 64,459	3,536,705	100	132	133
Savings & Trust Co.	750,000	§ 183,604	6,139,086	100	190	200
State Bkg. & Trust Co.	300,000	§ 13,587	445,569	100	110	112
COLUMBUS—						
Capital City Bank	60,000	§ 11,356	459,903	100	.....	150
Citizens' Savings Bk.	100,000	§ 83,105	1,031,721	100	.....	225
City Deposit Bk. Co.	150,000	.....	.....	100	110	115
Columbus Savs. Bk.	50,000	§ 12,000	311,000	100	105	110
Commercial N. Bank	200,000	§ 52,559	912,514	100	120	125
Deshler Nat. Bank	300,000	§ 123,323	1,475,939	100	.....	175
East End Sav. Bk.Co.	25,000	§ 7,231	164,607	‡100	.....	110
Hayden-Clinton National Bank	400,000	§ 52,451	1,471,604	100	120	125
Market Exch.Bk.Co.	25,000	§ 8,250	290,000	100	100	105
Merch. & Man. N. Bk.	350,000	§ 86,660	2,624,612	100	130	135
New First Nat. Bank	400,000	§ 83,412	1,976,200	100	122½	125
Ohio National Bank.	400,000	§ 70,924	1,779,208	100	120	125
State Sav. Bk. & Tr.Co	200,000	§ 75,000	800,000	100	140	150
DAYTON—						
City National Bank.	200,000	§ 124,020	1,434,671	100	260	265
Dayton Nat. Bank	300,000	§ 87,100	751,284	100	132½	135
Fourth Nat. Bank	600,000	§ 161,317	923,502	100	153	.....
Merchants' Nat. Bk	200,000	§ 51,939	682,401	100	135	.....
Teutonia Nat. Bank.	200,000	§ 34,000	373,8[illegible]0	100	110	.....
Third Nat. Bank	400,000	§ 145,010	1,291,818	100	200	215
Winters Nat. Bank	500,000	§ 169,473	1,029,349	100	201	.....
TOLEDO—						
Cent'l Sav'gs Bk. Co	50,000	§ 3,092	98,156	...	.....	.....
Comm'l Sav. Bk. Co.	50,000	§ 902	62,284	100	106	110
East Side Bank. Co.	30,000	§ 26,735	377,148	100	125	140
First National Bank	500,000	§ 817,514	2,322,960	100	260	265
Holcomb Nat. Bank.	300,000	§ 84,772	895,584	100	128	129
Home Savs. ank	250,000	§ 65,165	1,057,214	100	133	135
Merch. & Cl'k S. Bk.	150,000	§ 125,680	770,557	100	180	185
Merchants' Nat. Bk.	300,000	§ 197,63[illegible]	1,402,812	100	165	175
Nat. Bk. of Commerce	250,000	§ 61,091	1,349,139	100	134	135
Northern Nat. Bank.	300,000	§ 202,884	1,770,413	100	180	182
OhioSav.Bk.& Tr.Co.	150,000	§ 32,517	1,140,328	100	117	119
Second Nat. Bank	350,000	§ 827,338	1,603,016	100	327½	335
Security Trust Co	200,000	§ 9,850	138,500	100	103	104

‡ $46 50 paid in.

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TOLEDO—Con.—	$	$	$			
Tol. Sav. Bk. & Tr. Co.	100,000	§ 210,797	1,067,527	100	.....	†312
Uni'n Cen. Sav. Bk. Co	25,000	§ 911	68,524	....	.....	.....
Union Savs. Bank ..	250,000	§ 60,907	754,701	100	150	160
YOUNGSTOWN—						
Commercial Nat. Bk.	200,000	§ 57,326	817,788	100	102	105
Dollar Sav. & Tr. Co.	300,000	§ 34,972	1,278,198	100	120	....
First National Bank	500,000	§ 326,936	2,142,049	100	150	160
Mahoning Nat. Bank	229,000	§ 125,158	606,752	100	140	145
Second Nat. Bank...	200,000	§ 244,999	994,736	100	225	.....
Wick National Bank	300,000	§ 84,412	1,223,662	100	125	130
OREGON.						
PORTLAND—						
Ainsworth N. Bank	100,000	§ 14,754	468,188	....	.....	.....
First National Bank.	500,000	§ 677 908	5,169,838	....	.....	.....
Ladd & Tilton Bank.	250,000	200,000	.....	Pri	vate	Bank
Merchants' N. Bank.	250,000	§ 58,565	1,174,289	....	.....	.....
Security Savings & Trust Co.....	250,000	1,000	1,810,530	....	.....	.....
Unit. States N. Bank	250,000	§ 29,817	629,248	....	.....	.....
PENNSYLVANIA.						
ALLEGHENY—						
Dollar Sav. Fd & Tr Co	150,000	§ 33,136	611,121	50	129	.....
Enterprise Nat. Bk..	200,000	§ 155,051	1,245,828	50	90	.....
First National Bank.	350,000	§ 102,444	1,139,264	100	138	.....
German Nat. Bank.	200,000	§ 448,148	2,467,840	100	340	.....
Nation's Bk. for Sav.	100,000	§ 37,024	540,243	50	60	.....
Second Nat. Bank..	150,000	§ 288,549	858,165	100	235	....
Secured Savs., Bk. of	125,000	§ 19,306	559,632	50	52	.....
Third National Bank	200,000	§ 212,118	622,058	100	190	.....
Work. S. Bk. & Tr. Co.	100,000	§ 207,521	1,572,371	50	165	.....
ALLENTOWN—						
Allentown Nat. Bank	500,000	§ 168,760	1,954,196	40	51	52
Second Nat. Bank..	200,000	§ 125,628	996,455	100	148¾	150
Leh. Val. T. & S. D. Co.	125,000	§ 84,972	1,077,058	50	75	80
ALTOONA—						
Altoona Bank.....	50,000	§ 48,000	625,000	100	.....	150
Fidelity Bank.....	50,000	§ 12,100	110,000	100	115	120
First National Bank.	150,000	§ 121,033	1,063,197	100	175	.....
Second Nat. Bank...	100,000	§ 15,264	438,690	100	.....	105
ERIE—						
First National Bank.	150,000	§ 237,564	1,870,055	100	200	.....
Marine Nat. Bank...	150,000	§ 251,790	1,274,802	100	200	.....
Second Nat. Bank..	300,000	§ 100,903	1,166,702	100	110	.....
Erie Dime Sav. & Trust Co.....	150,000	§ 85,933	732,473	100	110	.....
HARRISBURG—						
Dauphin Deposit Bk	300,000	§ 13,090	2,128,782	Pri	vate	Bank
First National Bank.	100,000	§ 328,902	1,075,632	100	375	400
Harrisburg N. Bank.	300,000	§ 207,667	1,374,050	25	50	50
Mechanics' Bank....	100,000	76,716	895,670	Pri	vate	Bank
Merchants' N. Bank.	100,000	§ 41,306	326,464	100	140	150
Central Guar. Tr. & Safe Deposit Co...	125,000	§ 31,145	283,263	50	50	65
Commonw'l'th Guar. Tr. & Safe Dep. Co.	250,000	§ 283,706	850,000	100	225	250
Harrisburg Trust Co	250,000	§ 157,573	1,075,247	60	100	105
LANCASTER—						
Conestoga N. Bank.	200,000	§ 184,224	584,613	100	200	.....
Farmers' Nat. Bank	450,000	§ 328,054	880,095	50	118	119
First National Bank.	210,000	§ 141,282	404,288	100	209	210
Fulton Nat. Bank	200,000	§ 106,175	543,543	100	205	.....
Lancast'r Co. N. Bank	300,000	§ 246,521	653,310	50	120	122
Northern Nat. Bank	125,000	§ 35,121	421,907	100	135	137
People's Nat. Bank	200,000	§ 59,441	436,145	100	129	130
Lancaster Trust Co.	250,000	§ 257,318	2,434,485	100	225	228
People's Trust Sav. & Deposit Co.....	125,000	91,155	1,066,954	100	90	95
PHILADELPHIA— *Surplus includes undivided profits.*						
Bank of North Amer.	1,000,000	1,712,899	9,356,000	100	.....*	251
Centennial N. Bank	300,000	264,775	2,641,000	100	.....*	175
Central Nat. Bank..	750,000	1,982,442	8,389,000	100	.....*	311¾
City National Bank	400,000	500,057	1,046,000	50	.....*	90
Consolidation Nat'l Bank.....	300,000	255,080	1,219,000	30	.....*	40⅛
Corn Exch. N. Bank	500,000	631,179	8,871,000	50	.....*	87½
Eighth Nat. Bank..	275,000	604,689	2,145,000	100	.....*	245½
Far. & Mech. Nat. Bk.	2,000,000	769,292	9,479,000	100	105	.....
First National Bank.	1,000,000	586,443	10,276,000	100	.....*	160
Fourth St. Nat. Bank	1,500,000	1,693,908	25,465,000	100	175	.....
Girard Nat. Bank...	1,000,000	1,184,610	7,711,000	40	68	.....
Independence N. B'k	500,000	338,416	4,364,000	100	.....*	125
Kensington N. Bank.	250,000	233,268	1,153,000	50	.....	55
Manayunk N. Bank	200,000	225.561	1,333,515	100	.....*	205
Manufact'rs' N. Bank	500,000	237,987	2,246,000	100	101	.....
Market St. Nat. Bank	500,000	137,345	3,691,000	100	.....*	101
Mechanics' N. Bank	500,000	491,868	3,510,000	100	.....	125
Merchants' N. Bank.	600,000	399,676	11,593,000	100	.....*	100
Nat. Bank of Germantown	200,000	437,271	2,285,848	50	.....*	160
National Bank of Northern Liberties	500,000	763,968	2,968,000	50	109½	.....
Nat. Security Bank.	250,000	305,818	1,897,000	100	.....*	180
Ninth National Bank	300,000	290,632	1,925,000	100	.....*	143¼
Northern Nat. Bank.	200,000	94,527	1,128,000	100	.....*	115¼
Northwest. Nat. Bk..	200,000	241,687	1,990,000	100	.....*	205
Penn National Bank	500,000	648,910	4,535,000	50	.....*	85
Philadelphia Nat. Bk.	1,500,000	1,508,721	20,122,000	100	212	.....
Quaker City Nat. Bk.	500,000	222,873	2,200,000	100	.....*	93¼
Second Nat. Bank..	280,000	247,418	1,497,514	100	.....*	135
Sixth Nat. Bank.....	150,000	215,902	870,000	100	.....*	159
Southwark Nat. Bk	250,000	144,890	1,061,000	50	.....	70
Southwestern Nat'l Bank.....	200,000	86,160	775,000	100	.....*	90
Tenth Nat. Bank....	200,000	83,919	770,000	100	112	.....
Third Nat. Bank....	600,000	293,487	4,156,000	100	115	.....
Tradesmen's Nat. Bk.	500,000	351,468	4,113,000	50	.....*	60
Union Nat. Bank....	500,000	537,882	2,914,000	50	.....*	72
West Phila. Bank..	50,000	32,226	285,624	100	.....*	50
Western Nat. Bank..	400,000	228,766	2,953,000	50	71	.....
American Trust Co..	200,000	45,367	373,866	50	.....*	30
City Trust Safe Deposit & Surety Co.	500,000	316,523	2,140,590	100	.....*	133

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PHIL'A—(Con.)—	$	$	$			
Columbia Ave. Sav. F'd S. Dep. Ti. & Tr.	400,000	46,869	855,775	100	.....*	120
Commercial Tr. Co..	1,000,000	1,000,000	.....	100	.....	.....
Commonwealth Title Ins. & Tr. Co	500,000	455,697	4,062,991	50	.....*	67½
Continental Title & Trust Co.	250,000	44,476	1,270,436	25	.....*	35¼
Equitable Trust Co	500,000	351,942	3,509,668	50	.....*	104¼
Fidelity Ins. Trust & Safe Deposit Co...	2,000,000	3,067,186	19,393,354	100	.....*	500
Finance Co., com....	6,200				.....*	55¼
1st Pref.....	1,778,200	467,088	2,097,658	-100-	..... *	120
2d Pref.....	2,029,600				.....*	90
Frankford Real Est. Tr. & Safe Dep. Co.	125,000	27,117	558,109	50	.... *	50
German Amer. Title & Trust Co.....	500,000	53,786	826,644	50	.....*	32
Germantown R. Est. Deposit & Tr. Co..	300,000	156,612	2,101,954	100	..... *	145½
Girard Trust Co.....	2,000,000	5,377,728	14,213,325	100	.....	500
Guar. Tr. & S. Dep. Co.	1,000,000	856,823	5,545,079	100	..... *	185⅛
Industrial Trust Title & Savings Co.....	350,000	248,902	1,574,045	50	.....*	53½
Integrity Title Ins. Tr. & Safe Dep. Co.	375,000	247,416	1,895,555	50	..... *	58
Investm't Co. of Phil	800,000	538,379	766,882	50	..... *	98
Land Title & Tr. Co.	1,000,000	624,010	5,414,020	100	..... *	210
Lincoln Sav. & Tr. Co.	132,000	16,159	90,282	25	.....*	20
Manayunk Trust Co.	125,000	61,000	560,000	†25	..... *	151½
Merchants' Tr. Co..	250,000	84,505	878,928	25	.....*	14
Mortgage Trust Co..	500,000	100,622	93,407	100	.....*	191½
Northern Sav. Fund Safe Dep. & Tr. Co.	500,000	434,725	3,448,473	50	.....*	93⅜
Penn. Co. for Insur. on Lives & Gr. Ann	2,000,000	2,356,662	16,419,349	100	.....*	495
Penn. W'h'g & S. D. Co.	456,550	592,010	209,807	50	.....	.....
Phil. Mort. & Tr. Co.	1,000,000	86,509	120,133	100	..... *	45
Philadelphia Tr. Safe Deposit & Ins. Co.	1,000,000	2,620,752	8,389,276	100	.....	460
Provident Life & Tr..	1,000,000	2,958,594	8,980,967	100	.....*	500
Real Est. Invest. Co.	155,402	22,025	132,418	5	.....*	1¾
Real Est. Ti. In. & Tr.	1,000,000	152,051	3,060,746	100	..... *	114
Real Estate Tr. Co..	960,830	517,202	4,824,838	50	.....*	125
Tacony Sav. F. Safe Dep. Ti. & Tr. Co..	127,500	48,054	329,243	100	.....*	92½
Tradesman's Trust & Sav. Fund Co.....	125,000	107,517	210,562	50	..... *	25
Trust Co. of N. A....	1,000,000	87,000	1,130,000	25	24¾	25
Union Trust Co.....	494,400	362,711	954,587	50	.....*	45
United Security Life Ins. & Tr. Co.....	1,000,000	358,949	473,813	100	.....*	100
W. End Tr. & S. D. Co.	500,000	154,746	1,250,869	50	..... *	71
West Phila. T. & Tr. Co.	250,000	130,305	1,291,116	50	..... *	39
PITTSBURG—						
Allegheny Nat. Bank	500,000	§ 338,152	2,878,200	50	61¼	.....
Anchor Sav'gs Bank	50,000	§ 18,518	521,282	50	60	.....
Arsenal Bank.....	55,000	§ 76,674	416,559	50	125	.....
Bk. of Pittsburg N.A.	1,000,000	§ 711,947	3,544,148	50	120	.....
Citizens' Nat. Bank.	800,000	§ 328,58.	2,214,951	50	70	.....
City Deposit Bank..	200,000	§ 264,832	1,426,498	50	90	.....
Columbia Nat. Bank.	300,000	§ 171,580	3,581,979	100	200	210
Commercial Nat. Bk.	300,000	89,044	929,394	100	115	.....
Diamond Nat. Bank.	200,000	§ 289,449	1,483,298	100	265	275
Duquesne Nat. Bank	200,000	§ 175,411	1,694,370	100	199½	.....
Exchange Nat. Bank	1,200,000	§ 516,611	2,197,045	50	72½	73
Farmers' Dep Nat Bk	500,000	§ 295157	8,604,649	100	760	.....
Fifth Avenue Bank	100,000	§ 8,520	338.692	50	42	.....
Fifth National Bank	100,000	§ 24,545	835,071	100	135	.....
First Nat. B'k of Birm	100,000	§ 204,283	844,219	100	300	.....
First Nat. Bk., Pitts.	750,000	§ 652,760	9,893,550	100	300	.....
Fort Pitt Nat. Bank	200,000	§ 240,464	1,958,509	100	220	.....
Fourth Nat. Bank...	300,000	§ 108,404	448,475	100	135	140
Freehold Bank.....	200,000	§ 735,318	4,543,794	50	300	.....
German Nat'nal Bk	250,000	§ 127,188	2,131,275	100	214	215
Germania Sav. Bank	150,000	§ 157,261	3,762,718	100	185	.....
Iron City N. Bank..	400,000	§ 293,496	2,023,970	50	85	.....
Keystone Bank	300,000	§ 252,692	1,065,491	60	215	.....
Liberty Nat. Bank...	200,000	§ 91,316	1,106,7. 9	100	123	.....
Lincoln Nat. Bank..	200,000	§ 164,690	1,887,279	50	80	.....
Manufacturers' Bk..	100,000	§ 96,470	541,133	50	100	.....
Marine Nat. Bank...	300,000	§ 45,199	662,667	100	100	110
Mechanics' N. Bank	500,000	§ 557,424	2,784,765	50	110	.....
Mercantile Bank....	100,000	§ 81,000	934,000	50	100	.....
Mer. & Manuf. N. Bank	800,000	§ 625,102	4,099,793	50	115	.....
Metropolitan N. Bank	200,000	§ 92,308	658,094	100	127	.....
Monongah'la N. Bank	250,000	§ 144,742	2,246,266	100	200	.....
Nat. Bk. of West. Pa.	500,000	§ 291,717	2,226,618	100	175	.....
Pennsylva'ia N. Bank	200,000	§ 96,212	1,037,571	100	135	150
People's Nat. Bank..	1,000,000	§ 1155178	4,995,435	100	280	.....
People's Sav. Bank..	300,000	§ 264,881	5,185,741	..	185	200
Pittsb'g Bk. for Sav.	75,000	§ 173,000	4,800,000	50	250	.....
Pittsb. Nat Bk of Com	500,000	§ 905,127	5,467,074	100	325	.....
Real Estate Sav. Bk.	100,000	§ 24,477	1,070,169	100	104	.....
Second Nat. Bank...	300,000	§ 824,100	8,615,188	100	324	.....
State Bank	50,000	§ 4,916	160,110	50	50	56
Third National Bank	250,000	§ 47,615	983,951	100	134	.....
Trad's & Mech's Bk	100,000	§ 14,719	564,334	....	....	50
Tradesmens' N. Bank	400,000	§ 214,604	2,765,433	100	110	.....
Union Nat. Bank....	250,000	§ 1087026	3,126,021	100	500	.....
U. S. Nat. Bank.....	200,000	§ 53,877	581,543	100	135	139
West End Sav. Bank	62,600	§ 59,810	413,750	50	60	.....
West. Sav. & Dep. Bk.	100,000	§ 24,344	422,962	50	60	.....
Equitable Trust Co..	250,000	§ 25,126	413,759	100	120	.....
Fidel. Title & Tr. Co.	1,000,000	§ 536,639	4,380,069	100	270	290
Mercantile Trust Co.	500,000	§ 190,414	591,441	100	..... *	180
Penn. Title & Tr. Co.	250,000	§ 36,334	884,703	100	145	.....
Pittsburg Trust Co..	600,000	§ 251,335	1,615,906	100	240	260
Safe Dep. & Tr. Co..	500,000	§ 108,555	....	50	71	.....
Union Trust Co.....	250,000	§ 271,732	7,430,161	100	300	.....
READING—						
Citizens' Bank.....	125,000	§ 54,667	166,634	50	60	65
Farmers' Nat. Bank.	400,020	§ 531,610	1,519,006	30	80	.....
First National Bank.	250,000	§ 220,203	680,586	100	180	183
Keystone Nat. Bank	100,000	§ 105,691	566,639	100	.....	235
Nat. Union Bank....	200,000	§ 485,576	1,390,462	25	90	.....
Penn Nat. Bank.....	100,000	§ 135,270	618,980	100	225	.....
Reading Nat. Bank..	200,000	§ 142,221	551,487	100	175	.....
Schuylkill Valley Bk.	100,000	§ 85,622	395,124	50	90	.....
Second Nat. Bank...	200,000	§ 229,907	538,893	100	210	.....
Pennsylvania Tr. Co.	250,000	§ 111,431	671,724	100	130	.....
Reading Trust Co...	250,000	§ 86,923	463,970	100	135	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
SCRANTON—	$	$	$			
County Sav. Bk.&Tr	100,000 §	90,000	1,256,000	100	250	.....
Dime Dep. & Dis. Bk.	100,000 §	96,531	1,100,923	50	112½	.....
First National Bank	200,000 §	1225649	6,836,105	100	800	.....
Merch. & Mech. Bk ..	250,000 §	201,436	1,324,56[illegible]	100	.....	.....
Scranton Sav. Bank.	100,000 §	175,471	1,681,534	100	300	.....
Third Nat. Bank.....	200,000 §	537,511	2,845,830	100	425	.....
Traders' Nat. Bank..	250,000 §	98,832	1,283,239	100	145	.....
Lack. Tr & S. D. Co.	250,000 §	159,473	1,009,211	100	150	.....
WILKES-BARRE—						
Anthracite Sav. Bk.	150,000 §	182,971	1,148,659	50	85	.....
First National Bank.	375,000 §	229,499	616,498	100	.....*	130
Miners' Savings Bk.	150,000 §	482,666	1,758,003	50	.....	.....
Peoples' Bank.....	250,000 §	267,822	1,320,977	100	.....	200
Second Nat. Bank...	450,000 §	458,626	2,203,690	100	.....	250
W. B. Dep. & Sav. Bk.	150,000 §	198,785	1,144,083	50	80	.....
Wyoming Nat. Bank	150,000 §	390,579	1,255,949	50	.....*	256
Wyoming Val. Tr. Co	150,000 §	83,480	414,800	50	.....	77½
WILLIAMSPORT—						
First National Bank.	300,000 §	213,866	767,613	100	.....	.....
Lycoming Nat. Bank	100,000 §	106,200	272,000	100	.....	.....
Merchants' N. Bank.	100,000 §	15,979	212,498	100	.....	.....
West Branch N.Bank	100,000 §	188,164	946,927	100	.....	.....
Williamsp't N. Bank	100,000 §	37 500	257,597	100	.....	.....
Susq.Tr. & S. Dep.Co.	300,000 §	31,278	807,870	50	.....	.....
YORK—						
City Bank.	100,000 §	62,948	372,538	50	.....*	70
Drov. & M. Nat. B'k.	100,000 §	67,453	409,616	100	.....*	180
Farmers' Nat. Bank	200,000 §	132,257	221,256	100	.....*	155
First National Bank	300,000 §	136,353	973,776	100	*208	210
Western Nat. Bank..	150,000 §	38,704	296,084	100	130	135
York Co. Nat Bank.	300,00 §	130,820	636,2 4	20	43	43¾
York National Bank	500,000 §	174,760	780,525	25	42¼	43
Se ur. itle & Tr. Co.	150,000 §	61,131	594,375	50	* 75	80
York Tr., R. Es. & Dep	150,000 §	27,000	395,000	50	68½	70

RHODE ISLAND.

NEWPORT—						
Aquidneck Nat. Bk.	200,000 §	44,677	319,363	50	.....*	66
First Nat. Bank.....	120,000 §	73,895	193,703	100	.....*	199½
Merchants' Bank....	100,000 §	14,300	180,000	100	.....*	90
Nat. Exchange Bank	100,000 §	63,044	248,245	50	.....*	80
New England Commercial Bank.....	75,000 §	7,095	111,159	50	..... *	57
Newport Nat. Bank.	120,000 §	80,850	258,871	60	.....*	116
Union Nat. Bank....	155,250 §	17,145	114,856	90	.....*	97½
PAWTUCKET—						
Slater Nat'l Bank...	300,000 §	240,702	872,625	100	.....	.....
PROVIDENCE—						
American Nat. Bank	1,000,000 §	97,933	1,688,901	50	43½	.....
Atlantic Nat. Bank.	225,000 §	19,862	179,170	50	30	.....
Blackstone Canal National Bank....	500,000 §	174,534	301,437	25	25	.....
Commercial N. Bank	1,000,000 §	156,778	985,524	50	44½	.....
Fifth Nat. Bank.....	300,000 §	41,209	361,085	50	47	.....
First National Bank.	500,000 §	199,683	1,054,180	50	112½	.....
Fourth Nat. Bank...	500,000 §	185,739	427,966	100	115	.....
High Street Bank...	120,000 §	67,856	418,913	50	66½	.....
Mechanics' N. Bank.	500,000 §	85,306	522,653	50	45½	.....
Merchants' N. Bank.	1,000,000 §	411,037	3,492,186	50	62¾	.....
Nat. Bank of Com'ce	850,000 §	114,269	1,229,452	50	49	.....
Nat. B'k of No. Amer.	1,000,000 §	155,604	796,638	50	43¾	.....
National Eagle Bank	500,000 §	40,801	374,706	50	36½	.....
Nat. Exchange Bank	500,000 §	607,158	1,169,782	50	100	.....
Old National Bank..	500,000 §	85,569	357,688	100	83	.....
Phenix Nat. Bank...	450,000 §	468,636	1,002,761	50	80	.....
Providence N. Bank.	500.000 §	517,475	1,369,991	400	.....	.....
Rhode Island Nat...	600,000 §	23,815	671.156	25	20	.....
Second Nat. Bank...	300,000 §	91,138	119,918	100	.....	.....
Weybosset N. Bank.	500,000 §	103,487	306,792	50	46½	.....
Westminster Bank..	200,000 §	68,100	125,000	50	.....	.....
Industrial Trust Co	a1,000,000 §	521,849	8,881,234	100	138	.....
Manufact'rs Trust o	500,000 §	349,653	3,034,669	100	160	.....
R. I. Hospital Tr. Co.	1,000,000 §	1034036	18,084,565	1000	....	.....
Union Trust Co.....	250,000 §	¶360884	2,755,481	50	172½	.....
WOONSOCKET—						
Citizens' Nat. Bank.	100,000 §	31,745	58,051	100	110	.....
First Nat. Bank.....	200,000 §	95,553	101,202	50	.....	70
Nat. Globe Bank....	100.000 §	36,514	92,667	25	.....	38
Nat. Union Bank....	150,000 §	37,799	4,188	50	.....*	30
Producers' Nat. Bk..	200,000 §	93,677	375,961	20	.....*	31
Woonsocket Nat. Bk.	200,000 §	165,339	365,213	50	.....	86

SOUTH CAROLINA.

CHARLESTON—						
Bk.of Ch'lest',N.B.A.	300,000 §	192,593	1,703,698	100	142	145
Carolina Savings Bk	200,000 §	67,004	1,386,560	100	175	200
Charl. Sav'gs Inst'n.	100,000 §	84,335	722,584	100	250	300
Colum. Bkg. & Tr. Co.	50,000 §	9,579	198,217	50	45	47
Dime Savings Bank.	30,000 §	26,692	553,815	100	220	225
Enterprise Bank....	50,000 §	10,290	239,765	25	22	23
Exch. Bkg. & Tr. Co.	100,000 §	6,500	195,500	100	.....	100
First Nat. Bank.....	200,000 §	349,238	1,162,868	100	245	250
Germania Sav. Bank	40,000 §	164,525	2,076,007	250	1300	1350
Hibernia Tr.&S'v.Bk	30,000 §	15,811	240,587	..	105	110
Miners' & Merch. Bk.	100,000 §	10,828	285,973	100	101	102
People's Nat. Bank..	250,000 §	124,271	1,108,972	100	154	155
Security Savings Bk.	50,000 §	2,885	481,406	....	102	103
State Savings Bank.	30,000 §	9,381	116,081	25	23	25
So. Car. Loan & Tr. Co.	100,000 §	14,415	1,221,710	100	101	102

TENNESSEE.

CHATTANOOGA—						
Chatt'nooga Nat. Bk.	200,000 §	2,636	543,961	100	.....	.....
Chatt'nooga Sav. Bk.	100,000 §	14,852	800,000	100	.....	.....
Citizens' Bank & Trust Co.....	225,000 §	16,500	580,000	100	.....	.....
First Nat. Bank.....	200,000 §	338,325	1,635,701	100	.....	.....
South Chattanooga Savings Bank....	50,000 §	10,500	204,000	100	.....	.....
Third Nat. Bank...	150,000 §	5,826	568,977	100	.....	.....

¶ Including the contribution of $250,000 by the stockholders.

a The Industrial Trust Co. of Providence, besides the banks previously absorbed, has now also taken over the Nat. Bk. of Rhode I. at Newport.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
KNOXVILLE—	$	$	$			
City National Bank.	200,000 §	44,723	1,489,791	100	125	130
East Tennessee National Bank	175,000 §	203,366	1,113,648	100	200	225
Holston Nat. Bank..	100,000 §	24,382	300,118	100	100	.....
Knox Co. Bank & Trust Co.....	42,000 §	500	40,000	100	50	.....
Knoxville Bkg. Co...	50,000	15,000	225,000	100	115	.....
Mechanics' Nat. Bk.	100,000 §	112,741	574,536	100	200	210
Merchants' Bank....	100,000 §	2,000	100,000	100	100	.....
Third Nat. Bank.....	200,000 §	47,345	582,208	100	115	.....
MEMPHIS—						
Continental Sav. Bk.	25,000 §	12,497	233,045	100	150	160
First Nat. Bank.....	500,000 §	81,413	1,833,86	....	119	122
Manhattan Savings Bank & Trust Co..	30,000 §	105,908	1,238,030	100	405	410
Memphis Nat. Bank.	500,000 §	114,487	1,482,454	100	120	125
Memphis Sav. Bank.	50,000 §	33,250	675,000	100	200	210
Memphis Trust Co...	200,000 §	32,600	440,00	100	113	116
Mercantile Bank....	200,000 §	18,130	1,200,000	100	120	125
National Bank of Commerce	500,000 §	178,145	3,201,198	100	160	165
Security Bank.	50,000 §	28,886	224,712	100	...	.....
State Nat. Bank.....	250,000 §	205,401	3,284,332	100	180	185
State Savings Bank.	50,000 §	61,333	545,727	100	200	205
Union & Plant'rs' Bk.	600,000 §	55,801	1,322,704	100	112	115
Union Savings Bank & Trust Co.....	12,500 §	13,000	280,000	100	210	220
NASHVILLE—						
American Nat. Bank	1,000,000 §	18,601	1,587,546	100	69	71
City Savings Bank..	100,000	29,000	180,000	100	95	98
First National Bank.	400,000 §	49,641	2,166,921	100	139	142
Fourth Nat. Bank...	600,000 §	347,769	2,883,628	100	165	168
Merchants' Bank....	100,000 §	15,000	300,000	100	100	102
Union Bank & Tr. Co.	100,000 §	51,826	589,670	100	145	.....
Nashville Trust Co..	350,000 §	22,470	.....	100	100	103

TEXAS.

AUSTIN—						
American Nat. Bank	200,000 §	83,540	813,389	100	145	.....
Austin Nat. Bank...	150,000 §	58,177	810,142	100	140	.....
City National Bank.	150,000 §	5,874	338,254	100	100	.....
First National Bank.	100,000 §	50,406	752,209	100	100	.....
State Nat. Bank.....	100,000 §	50,940	730,007	100	150	.....
DALLAS—						
American Nat. Bank	200,000 §	206,709	1,428,632	100	.....	200
City National Bank.	200,000 §	188,150	2,297,786	100	175	.....
National Bank of Commerce	150,000 §	31,137	375,557	100	.....	110
Nat. Bank of Dallas.	100,000 §	42,808	871,432	100	.....	110
Nat. Exchange Bank	300,000 §	116,729	1,947,617	100	.....	110
FORT WORTH—						
American Nat. Bank	150,000 §	11,454	219,139	100	40	50
Farmers' & Mechanics' National Bank	200,000 §	35,210	529,061	100	60	75
First National Bank.	300,000 §	159,408	713,292	100	140	150
Fort Worth Nat. Bk.	300,000 §	116,309	1,324,564	100	110	120
State Nat. Bank.....	250,000 §	28,798	558,473	100	110	115
Traders' Nat'l Bank.	125,000 §	57,585	231,240	100	100	115
GALVESTON—						
First National Bank.	300,000 §	145,582	336,591	100	110	115
Galveston Nat. Bank	125,000 §	17,483	1,161,748	100	100	105
Island City Sav. B'k.	100,000 §	238,000	630,000	100	.....	285
HOUSTON—						
Commercial N. Bank	200,000 §	125,449	1,312,068	100	170	175
First National Bank.	100,000 §	442,594	2,561,295	100	600	700
Houston Nat. Bank.	100,000 §	17,863	354,27	100	91	92½
Planters' & Mechanics' National Bank.	200,000 §	11,719	475,780	100	62½	65
South Texas N. Bank	500,000 §	139,101	1,485,728	100	123	125
SAN ANTONIO—						
Alamo Nat. Bank...	250,000 §	92,000	900,000	100	.....	120
City National Bank..	100,000 §	3,320	119,150	100	.....	100
Frost Nat. Bank.....	250,000 §	42,248	1,153,344	100	.....	110
Lockwood Nat. Bank	100,000 §	40,695	553,392	100	.....	130
San Antonio N. Bank	125,000 §	129,440	1,326,463	100	.....	180
WACO—						
Citizens' Nat'l Bank.	100,000 §	109,548	448,602	100	.....	.....
First National Bank.	300,000 §	105,550	1,069,379	100	.....	.....
Provident Nat'l B'k.	300,000 §	56,028	604,793	100	.....	.....
Waco State Bank....	100,000 §	21,103	284,872	Private		Bank

UTAH.

SALT LAKE CITY—						
Bank of Commerce..	100,000 §	9,803	519,441	100	87	90
Bk of McCornick & Co.	250,000 §	14,100	3,266,324	Private		Bank
Commercial Nation'l Bank.....	200,000 §	17,417	454,320	100	100	102
Deseret Nat. Bank..	500,000 §	361,620	1,810,474	100	241	244
Deseret Sav'gs Bank	100,000 §	.....	1,272,226	100	150	153
National Bank of Republic.....	300,000 §	16,730	1,097,397	100	85	87
State Bank of Utah.	250,000 §	30,714	751,396	100	130	132
Utah Commercial & Savings Bank.....	200,000 §	11,272	399,694	100	108	110
Utah National Bank.	100,000 §	3,515	185,644	100	75	100
Wells, Fargo & Co. Bk	500,000 §	7496227	8,818,304	....	.....	.....
Zion's Savings Bank & Trust Co.....	200,000 §	7,170	2,285,995	100	128	130
Utah Savings & Trust Co	150.000 §	16,568	254,144	1000	....	.....

VIRGINIA.

NORFOLK—						
Bank of Commerce..	200,000 §	135,000	1,050,000	100	151	153
Citizens' Bank.....	300,000 §	193,003	1,708,879	100	155	158
City National Bank.	200,000 §	56,466	694,457	100	110	112
Marine Bank.....	110,000 §	147,410	668,686	100	200	.....
Nor. Bk. for Sav. & Tr.	100,000 §	95,552	762,773	100	170	175
Norfolk Nat. Bank..	400,000 §	261,461	2,509,833	100	168	175

*Last sale. † Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PETERSBURG—	$	$	$			
Petersb. B'g & T. Co. *b*	100,000	.....	.....	....	.....	.....
Petersburg Savings & Insurance Co....	200,000 §	224,432	1,533,754	20	48	50
The National Bank..	100,000 §	80,000	375,000	100	.....*	141½
RICHMOND—						
American Nat. Bank	181,800 §	3,451	371,554	100	.....	.....
City Bk. of Richm'd.	400,000 §	107,692	894,114	25	30½	31½
First Nat. Bank.....	600,000 §	462,032	2,409,966	100	170	.....
Merchants' Nat. Bk.	200,000 §	348,233	2,963,551	100	210	.....
Metropolitan Bank..	125,000 §	23,708	449,958	25	24⅝	.....
Nat. B'k of Virginia	500,000 §	36,850	1,758,433	100	108¾	110½
Planters' Nat. Bank.	300,000 §	724,418	2,182,751	100	280	.....
Savings Bk. of Rich..	100,000 §	59,046	785,526	....	38	.....
Security Bank.....	200,000 §	59,858	418,861	100	.....	114
State Bk. of Virginia	500,000 §	259,007	1,787,292	100	153	.....
Union Bk. of Richm.	219,750 §	231,500	1,151,668	50	128	.....
Richmond Trust & Safe Deposit Co...	1,000,000 §	123,378	1,181,463	100	108	112
Southern Trust Co..	100,000 §	7,000	75,000	100	100	110
Virginia Trust Co...	500,000 §	74,380	526,557	100	115½	118

WASHINGTON.

SEATTLE—						
Boston Nat. Bank...	180,000 §	20,540	600,000	100	.....	.....
Dexter, Horton & Co	200,000 §	26,000	2,786,360	100	.....	.....
First Nat. Bank.....	150,000 §	34,225	1,192,400	100	.....	.....
Nat. Bk. of Commerce	150,000 §	45,273	1,371,779	100	.....	.....
People's Sav. Bank.	*a*79,600 §	4,592	388,792	100	.....	.....
Puget Sound Nat. Bk.	300,000 §	26,171	2,421,285	100	.....	.....
Scandinavian-American Bank	75,000 §	36,377	897,879	100	.....	.....
Seattle Nat. Bank...	100,000 §	14,709	1,175,097	100	.....	.....
Washington Nat. Bk.	100,000 §	99,567	2,034,744	100	.....	.....
SPOKANE—						
Exchange Nat. Bk..	250,000 §	154,112	1,845,266	100	.....	.....
Fidelity Nat. Bank..	100,000 §	24,705	263,108	100	.....	.....
Old Nat. Bank.....	200,000 §	23,258	600,889	100	.....	.....
Traders' Nat. Bank.	200,000 §	88,296	1,744,244	100	.....	.....
Spok'ne & East. Tr. Co	100,000	.....	783,570	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.
a This is capital paid in; authorized $100,000.
b This is capital paid in; authorized $300,000.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TACOMA—	$	$	$			
Nat. Bk. of Commerce	200,000 §	40,986	807,606	100	.....	.....
Pacific Nat. Bank...	200,000 §	20,000	800,000	100	.....	.....
Scandinavian-American Bank.....	100,000 §	14,000	150,000	100	.....	.....
Fidelity Trust Co....	300,000 §	8,212	727,105	100	.....	.....

WEST VIRGINIA.

WHEELING—						
Bank of Ohio Valley	175,000 §	30,000	607,000	100	.....	.....
Bank of Wheeling...	200,000 §	33,619	1,351,697	100	.....	.....
City Bk. of Wheeling	150,000 §	60,150	969,498	100	.....	.....
Commercial Bank...	100,000 §	41,000	437,139	100	.....	.....
Dollar Sav'gs Bank.	100,000 §	42,000	824,521	100	.....	.....
German Bank.....	80,000 §	201,000	1,396,243	100	.....	.....
Germania Half-Dollar Savings Bank..	50,000 §	4,746	263,372	100	.....	.....
Nat. Bank of W. Va	200,000 §	51,131	458,873	100	.....	.....
Nat'l Exch. Bank....	200,000 §	42,347	1,780,509	....	.....	.....
People's Bank.....	100,000 §	50,912	489,695	100	.....	.....
South Side Bank.....	25,000 §	10,000	255,509	100	.....	.....
Wheel. Title & Tr. Co.	100,000 §	5,880	478,870	100	.....	.....

WISCONSIN.

LA CROSSE.—						
Batavian Bank.....	200,000 §	38,435	2,255,936	100	.....*	150
Exchange State Bank	25,000 §	5,135	164,925	100	.....*	120
German-Amer. Bank	50,000 §	16,130	400,866	100	.....*	125
Nat. Bk. of La Crosse	250,000 §	95,139	2,165,410	100	.....*	180
Security Savings Bk.	30,000 §	3,553	35,101	100	.....	.....
State B'k of La Crosse	50,000 §	43,737	656,855	100	.....*	170
MILWAUKEE.—						
First National Bank.	1,000,000 §	512,700	14,585,860	100	.....	.....
German-Amer. Bank	200,000 §	30,644	792,750	100	.....	.....
Marshall & Ilsley B'k	300,000 §	64,004	3,814,048	100	.....	.....
Mil. Nat. Bank of W.	450,000 §	51,574	2,102,137	100	.....	.....
Nat. Exchange Bank	500,000 §	130,670	4,374,927	100	.....	.....
Second Ward Sav. Bk	200,000 §	554,863	5,653,365	250	.....	.....
West Side Bank.....	100,000 §	5,449	519,584	100	.....	.....
Wisconsin Marine & Fire Ins. Co. Bank.	500,000 §	108,164	2,179,256	100	.....	.....
Wisconsin Nat. Bank	1,000,000 §	262,605	9,872,649	100	.....	.....
Milwaukee Trust Co.	100,000 §	15,000	.....	100	.....	.....
Wisconsin Trust Co.	250,000 §	7,047	.....	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.

CANADA.

BRITISH COLUMBIA.

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
VICTORIA—	$	$	$			
Bank of British Col.	2,919,996	486,666	4,943,601	100	.....	.....

NEW BRUNSWICK.

FREDERICTON—						
People's Bk. of N. B.	180,000	150,000	286,988	150	.....	.....
ST. JOHN—						
Bank of New Bruns.	500,000	700,000	2,239,437	100	300	301½
ST. STEPHEN—						
St. Stephen's Bank..	200,000	45,000	244,304	100	.....	.....

NOVA SCOTIA.

HALIFAX—						
Bank of Nova Scotia	1,779,000	2,184,830	13,054,448	100	220	.....
Halifax Banking Co.	500,000	400,000	3,086,257	20	154	157
Mer. Bk. of Halifax.	1,996,820	1,708,812	10,060,931	100	179	183¼
Peop. Bk. of Halifax	700,000	240,000	1,653,138	20	114¼	117
Union Bk. of Halifax	530,150	289,575	2,482,373	50	150	154
WINDSOR—						
Com. Bk. of Windsor	350,000	80,000	822,428	40	110	115
YARMOUTH—						
Bank of Yarmouth..	300,000	30,000	525,850	75	92	98
Exch. Bk. of Yarm..	259,931	30,000	160,207	....	.....	.....

ONTARIO.

HAMILTON—						
Bank of Hamilton..	1,576,020	1,050,173	9,534,829	100	185	.....
OSHAWA—						
Western Bk. of Can.	388,239	118,000	1,693,932	100	.....	.....
OTTAWA—						
Bank of Ottawa.....	1,735,050	1,406,287	8,493,069	100	200	.....

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
TORONTO—						
Bank of Toronto...	2,000,000	1,800,000	12,190,820	100	239	
Can. Bank of Com...	6,000,000	1,000,000	27,189,715	50	147¾	149
Dominion Bank.....	1,500,000	1,500,000	15,289,583	50	267¾	269
Imperial Bk. of Can.	2,391,213	1,554,298	13,183,667	100	208¾	210
Ontario Bank	1,000,000	110,000	6,147,462	100	128	129
Standard Bank.....	1,000,000	600,000	6,828,322	50	196½	198
Traders' Bank.....	920,420	70,000	6,301,766	100	114½	.....

PRINCE EDWARD ISLAND.

SUMMERSIDE—						
Summerside Bank...	48,666	21,000	147,810	....	.....	.....
CHARLOTTETO'N—						
Mer. Bk. of P. E. Is.	200,020	80,000	370,390	....	.....	.....

QUEBEC.

MONTREAL—						
Bank of Montreal...	12,000,000	6,000,000	51,777,839	250	260	.....
Bk. of Br. Nor. Am..	4,866,666	1,581,666	12,455,897	¶	120	125
Ban. Jacques-Cartier	500,000	.....	1,147,617	25	.....	.....
Banque d'Hochelaga	1,489,130	565,000	5,262,252	100	135	145
Mer. Bank of Can...	6,000,000	2,600,000	16,400,442	100	160	162
Molson's Bank.....	2,268,455	1,625,000	12,647,442	50	188	195
QUEBEC—						
Banque Nationale...	1,200,000	150,000	3,716,513	30	90	.....
Quebec Bank.....	2,500,000	700,000	7,100,618	100	126	.....
Union Bank of Can.	2,000,000	450,000	6,061,992	60	.....	120
ST. HYACINTHE—						
Ban. de St. Hyacinthe	314,380	75,000	794,593	....	.....	.....
ST. JOHNS—						
Banque de St. Jean.	262,154	10,000	203,078	....	.....	.....
SHERBROOKE—						
East. Townships Bk.	1,500,000	850,000	5,241,742	50	155	.....

¶ Par of this bank is £50.

MERCHANTS' NATIONAL BANK

OF THE CITY OF NEW YORK,

42 Wall Street.

CAPITAL, $2,000,000. SURPLUS, $1,000,000.
DEPOSITS, $15,000,000.

FOUNDED, 1803.

191st Consecutive Semi-Annual Dividend Declared January 1, 1900.

OFFICERS:

Robert M. Gallaway, President.
Elbert A. Brinckerhoff, Vice-President.
Joseph W. Harriman, Cashier.
Samuel S. Campbell, Assistant Cashier.

DIRECTORS:

John A. Stewart, Pres. U. S. Trust Co.
Elbert A. Brinckerhoff, Capitalist.
Chas. Stewart Smith, Merchant.
Gustav H. Schwab, Oelrichs & Co.
Donald Mackay, Vermilye & Co.
Robert M. Gallaway, President.
Charles D. Dickey, Brown Bros. & Co.
Henry W. Banks, Henry W. Banks & Co.
George Sherman, Vice-Pres. Cen. Tr. Co.
Edward Holbrook, Pres. Gorham Mfg. Co
Oris K. Eldredge, Wheelright, Eldredge & Co.

THE QUOTATION

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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May 5, 1900.

WILLIAM B. DANA COMPANY, PUBLISHERS,

PINE STREET, CORNER PEARL STREET, NEW YORK.

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THE QUOTATION SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, MAY 5, 1900.

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WILLIAM B. DANA COMPANY, PUBLISHERS,
PINE ST., CORNER OF PEARL ST., NEW YORK.

REVIEW OF APRIL.

After the speculative activity and buoyancy of the previous month (induced by the enactment of the new Gold Standard law, the absorption of the Third Avenue Railroad by the Metropolitan Street Railway Company, and large purchases of stocks here for foreign account,) the tone of the stock market during April was completely changed and a sudden and violent decline in prices occurred. The foreign buying of our stocks was not maintained, and home buying was by no means very active; but that was not the source of the trouble. As has happened so many times during the last year and a half, the disturbance was caused chiefly by an unfavorable development among the industrial properties.

The stock market had been dull and somewhat irregular the first two weeks, when on Monday the 16th the unexpected announcement came that the American Steel & Wire Company had shut down a large number of its mills because of a falling off in the demand for its products. Mr. John W. Gates, the Chairman of the Board of Directors of the company, was at the same time quoted in the daily papers as taking a very lugubrious view of the condition of the trade. From the way the opinion was stated a disposition was induced to view the action with suspicion as intended for effect on the stock market, and it was hence severely criticised and vigorously denounced; but it was soon seen to have a much wider bearing. Very naturally after the events of last year and the more recent disclosures concerning American Malting and some other industrial properties, this latest unfavorable development was calculated further to undermine confidence in the industrial shares. The iron and steel stocks had been deemed the best among this class, because of the exceptional prosperity of these trades, and only the previous February the American Steel & Wire Company had announced profits of over 12 million dollars for 1899 and had begun dividends at the rate of 7 per cent on the common shares based on these profits and the prospect that for the current year the amount of the profits might rise to 20 or 25 millions. This new development made all past reckonings worthless and completely changed the situation.

There was another aspect in which the matter was equally if not more disturbing. It seems to be admitted that the American Steel & Wire Company holds large unsold stocks of goods. It seems also to be admitted that these accumulations have resulted from the policy of fixing prices too high; but high prices have been the rule throughout the whole mercantile world. It became an important question, therefore, whether like results as in this instance were to follow in other branches of the iron and steel industry and in other lines of trade. On Friday the 20th the Board of Directors of the American Steel & Wire Company authorized a radical reduction in prices in the effort to get rid of accumulated stocks of goods. To add to the disquietude, it appeared that the company had an order for 50,000 tons of steel with the Federal Steel Company, and that it had asked that deliveries on this order be deferred, with

the result of compelling the latter company also to close the special mills at work on this order.

Under these circumstances a totally demoralized stock market and an unsettled iron market were the inevitable outcome. Steel & Wire common sold down from 59⅞ on the 2d to 37¼ on the 23d, Federal Steel common from 57½ on the 2d to 39 on the 21st, Tennessee Coal & Iron from 98½ on the 2d to 80⅛ on the 30th, Steel Hoop common from 37¾ on the 2d to 25¼ on the 23d, and so through the whole range of stocks of this class. The railroad shares of course were also dragged down, but their decline was smaller, and was quickly followed by substantial recovery. Sugar common was very erratic within a wide range, influenced by conditions peculiar to itself.

VOLUME OF BUSINESS ON THE STOCK EXCHANGE.

Month of April—	1900.	1899.	1898.	1897.
Stock sales—				
Number of shares...	14,772,973	16,993,626	5,979,445	3,569,007
Par value	$1,434,106,700	$1,675,038,550	$566,527,150	$335,716,350
Bond sales (par value)—				
Railroad & misc. bds	$58,888,500	$83,314,300	$26,692,400	$21,537,950
Government bonds..	631,480	1,082,540	1,106,200	709,600
State bonds	170,700	206,000	77,000	101,000
Total bond sales	$59,690,680	$84,602,840	$27,875,600	$22,348,550
Jan. 1 to April 30—				
Stock sales—				
Number of shares.....	49,258,863	75,094,234	34,307,648	14,777,736
Par value	$4,767,345,662	$7,267,693,150	$3,337,102,975	$1,411,349,950
Bond sales (par value)—				
Railroad & misc. bds	$214,303,900	$402,972,400	$265,725,610	$134,593,890
Government bonds...	3,875,320	5,536,600	3,248,500	5,410,600
State bonds	1,071,900	1,384,300	463,900	748,500
Total bond sales....	$219,251,120	$409,893,300	$269,438,010	$140,752,990

SALES OF GRAIN ON THE PRODUCE EXCHANGE.

	1900. *Bushels.*	1899. *Bushels.*	1898. *Bushels.*	1897. *Bushels.*
Month of April..	76,460,300	88,696,690	141,605,900	228,317,070
January 1 to April 30.....	250,620,880	271,913,670	395,541,270	464,705,072

The reverse in the stock market came at a time of growing ease in money. There was a steady accumulation of cash at this centre, and the position of the New York Clearing House banks improved from week to week throughout the month. The holdings of gold and legal tenders increased from $211,790,300 March 31 to $230,089,900 April 28, and the surplus reserve rose from $9,836,150 to $17,074,275. Deposits were augmented from $807,816,600 to $852,062,500, and loans and discounts went up from $742,611,900 to $774,548,600. As a result of these conditions, money rates tended strongly downwards. The latter part of the month call loans were freely made at 2@2½ per cent, and even the quotation for time loans running sixty to ninety days was down to 3 per cent.

RATES FOR MONEY IN NEW YORK, WEEKLY.

	Apr. 6.	*Apr.* 13.	*Apr.* 20.	*Apr.* 27.
Call Loans—				
Stock Exchange—Range for week	3 -5	2½-4	2 -4	2 -2½
Average for week	3¾	3¼	3	2¼
At banks and trust companies	3½-4	3 -3½	3 -3½	2 -2½
Time Loans—				
Thirty days				
Sixty days	4	3½	3½	3
Ninety days	4	3½	3½	3
Four months	4	4	3¾-4	3½-4
Five months	4	4	4	3½-4
Six months	4	4	4	3½-4
Seven months				
Commercial Paper—				
Double Names—Choice 60 to 90 days	4½	4¼	4 -4½	4
Single Names—Prime 4 to 6 months	4½-5	4½-5	4¼-5	4 -4½
Good 4 to 6 months	5½-6	5½-6	5½-6	5 -6

The plethora of loanable funds was of course in great part directly due to the new currency law, which on the one hand, through the extra inducements offered the banks to take out circulation, added to the supply of bank notes, and on the other hand, through the refunding provisions of the bill, furnished an outlet for the Treasury accumulations of cash. On its ordinary operations alone the Government continued to take money out of the banks, as the month's revenue aggregated $45,039,326, while the ordinary disbursements amounted to only $40,903,927. Nevertheless, aggregate cash in Sub-Treasuries was reduced from $126,667,056 March 31 to $112,646,440 April 30, and thus we see disclosed the effects of the premium payments by the Government on the fundable bonds offered for conversion into 2 per cents. Up to May 1 $260,783,050 bonds had been presented for exchange ($215,033,600 by the banks and $45,749,450 by other holders), this comparing with $195,466,250 up to April 1. As to the new note issues, the monthly statement of the Comptroller of the Currency shows that during April the total amount of bank notes outstanding increased $14,325,258, this being in addition to an increase of $21,518,190 during March.

In the foreign exchange market there was a further rise in sterling and some small export shipments of gold. This under other circumstances might have produced some uneasiness. As it was, there being a growing accumulation of money here, the matter was viewed with comparative indifference. Indeed, as we have pointed out several times in the columns of the Chronicle, the course of exchange has been directly connected with the course of the money market, both being ascribable to the operation of the new financial law. By making money easy at this centre at a time when there was an active demand for it at the foreign financial centres, an inducement has obviously been offered for the transfer of funds to these foreign centres. Hence exchange rates are ruling high notwithstanding that month after month our foreign trade is showing an extraordinarily large merchandise balance in favor of the United States.

The strength of exchange was very marked. Sterling rates rose from beginning to end of month. The upward movement was unvaried even by temporary recessions, except on one occasion, namely the 25th, when there was a drop of one-quarter of a cent, which loss was recovered again two days afterwards. The market closed at its highest point. There were hardly any features aside from the strength prevailing. It was common report that most of the securities so freely bought for foreign account the previous month were being retained here, thus depriving the market of bills which would otherwise have been drawn against these purchases. An export of $500,000 gold to Buenos Ayres occurred as early as the 10th of the month by the steamer Westhall and another of $490,000 by the Bellaura on the 23d. On the 26th the National City Bank shipped $500,000 gold to Paris. It is understood that these shipments were not strictly exchange operations. A special inducement existed in the last instance in the fact that the Bank of France was allowing advances free of interest on gold imports. The Bank of England seemed to evince no disposition to attract gold, though it lost £3,214,063 gold the first three weeks of the month, of which loss £752,531 was recovered in the last week The open market discount rate in London stood at 4⅛ per cent at the close.

ACTUAL RATES.—BANKERS' AND COMMERCIAL BILLS.

	Bankers' Bills. 60 Day.	Bankers' Bills. Sight.	Bankers' Bills. Cable.	Commercial Bills. On Banks.	Commercial Bills. Documents for Payment.
April 2	4 82¾-4 83	4 86¼-4 86½	4 87 -4 87¼	4 82¼-4 82½	4 81¾-4 83
" 5	4 83¼-4 83½	4 86¼-4 86⅝	4 87 -4 87¼	4 82½-4 82¾	4 82 -4 83¼
" 6	4 83½-4 83¾	4 86¾-4 87	4 87½-4 87¾	4 82¾-4 83	4 82¼-4 83½
" 9	4 83½-4 83¾	4 86¾-4 87	4 87¾-4 88	4 82¾-4 83	4 82¼-4 83½
" 10	4 83½-4 83¾	4 87¼-4 87½	4 88 -4 88¼	4 82¾-4 83	4 82¼-4 83½
" 11	4 83½-4 83¾	4 87¼-4 87½	4 88¼-4 88½	4 82¾-4 83	4 82¼-4 83½
" 12	4 83¾-4 84	4 87½-4 87¾	4 88¼-4 88½	4 83¼ 4 83½	4 82¾-4 84
" 19	4 84 -4 84¼	4 87¾-4 88	4 88½-4 88¾	4 83½-4 83¾	4 83 -4 84¼
" 20	4 84¼-4 84½	4 88 -4 88¼	4 88¾-4 89	4 83¾-4 84	4 83¼-4 84¾
" 23	4 84½-4 84¾	4 89¼-4 89½	4 89 -4 89¼	4 84 -4 84¼	4 83½-4 85
" 25	4 84¼-4 84½	4 88 -4 88¼	4 88¾-4 89	4 83¾-4 84	4 83¼-4 84¾
" 27	4 84½-4 84¾	4 88¼-4 88½	4 89 -4 89¼	4 84 -4 84¼	4 83½-4 85

POSTED RATES—BANKERS' STERLING BILLS.

Apr.	60 *days.*	*Demand.*	*Apr.*	60 *days.*	*Demand.*	*Apr.*	60 *days.*	*Demand.*
1....	..... S.	.....	13....	4 84½	4 88 - ½	25....	4 85 - ½	4 89 - ½
2....	4 83½	4 87	14....	4 84½	4 88 - ½	26....	4 85 - ½	4 88 -89½
3....	4 83½	4 87	15....	..... S.	.....	27....	4 85 - ½	4 89 - ½
4....	4 83½-4	4 87 -½	16....	4 84½	4 88 - ½	28...	4 85 - ½	4 89 - ½
5....	4 83½-4	4 87 -½	17....	4 84½	4 88 - ½	29....	..... S.	.....
6....	4 83½-4	4 87 -½	18....	4 84½	4 88 - ½	30....	4 85 - ½	4 89 - ½
7....	4 83½-4	4 87 -½	19...	4 84½	4 88½			
8....	..... S.	.....	20....	4 84½-5	4 88½-89			
9....	4 84 - ½	4 87 -88	21....	4 84½-5	4 88½-89	Open	4 83½-	4 87
10....	4 84 - ½	4 87 -88½	22....	..... S.	.....	High	4 85½	4 89½
11....	4 84 - ½	4 88 - ½	23....	4 84½-5	4 88½-89	Low.	4 83½	4 87
12....	4 84½	4 88 - ½	24....	4 85 - ½	4 89 - ½	Last	4 85-½	4 89-½

NEW YORK STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The following tables furnish a complete record of the New York Stock Exchange transactions for the past month and the year 1900. They need no extended introduction, as they are self-explanatory. The tables embrace every security (excepting only State bonds) dealt in on the Exchange. We give bonds first, using the classification adopted in the official list. As to prices the form is our own, and we think it will be found to contain just the facts desired by our readers and to present them in the most convenient way for study and reference. All quotations in the column headed "*Prices about January 2, 1900*," were made on that date except those in italics, which are the nearest in January, 1900.

☞ *For foot notes to tables see last page of Bonds and last page of Stocks.*

BONDS.—PRICES AND SALES FOR APRIL AND THE YEAR TO DATE.

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.		Highest.	
											Lowest.	Highest.
U. S. Gov. Securities.		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices		Sale Prices.	Sale Prices.
U. S. 2s, refunding (when issued)	.....	92,000	.....	.....	104½	105	102½	103⅛	103¼ Apr. 9		104½ Apr. 2	103¼ Apr. 9 / 104⅜ Mar. 22
U. S. 2s, registered.....Optional	Q-M	20,000	102½	.....	100½	.....	99¼	.....	100¼ Apr. 4		100½ Apr. 2	100¼ Apr. 4 / 100½ Apr. 2
U. S. 3s, registered 10-20s...1918	Q-F	4,000	109¼	109⅜	109¾	110½	108¾	109¼	108¾ Apr. 30		109 Apr. 21	108¾ Apr. 30 / 112 Feb. 27
U. S. 3s, coupon 10-20s.....1918	Q-F	71,000	110	110⅜	110½	111½	109⅛	110	110 Apr. 19		110¾ Apr. 2	109¼ Feb. 5 / 112¼ Mar. 9
U. S. 3s, registered, small...1918	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
U. S. 3s, coupon, small.....1918	Q-F	280	109½	110½	110	111	109	110	109 Apr. 6		109¾ Apr. 18	109 Feb. 7 / 111⅜ Mar. 13
U. S. 4s, registered.....1907	Q-J	243,000	114	115	115¼	116	114	114½	114 Apr. 27		115 Apr. 3	114 Jan. 3 / 117½ Mar. 12
U. S. 4s, coupon.....1907	Q-J	361,000	114	116	115¼	116	114	114⅛	114⅛ Apr. 27		115½ Apr. 4	114 Jan. 2 / 118½ Mar. 12
U. S. 4s, registered.....1925	Q-F	49,000	133¾	134¼	134	135	133½	133⅞	132⅝ Apr. 16		133 Apr. 25	132⅝ Apr. 16 / 137½ Mar. 6
U. S. 4s, coupon.....1925	Q-F	31,000	133¾	134¼	134	135	134½	134⅞	133 Apr. 11		134¼ Apr. 23	133 Apr. 11 / 137⅝ Mar. 5
U. S. 5s, registered.....1904	Q-F	25,000	112⅜	113¼	114½	115¼	112	112¾	112½ Apr. 24		112⅝ Apr. 20	112⅜ Jan. 19 / 116½ Mar. 12
U. S. 5s, coupon.....1904	Q-F	32,000	112¾	113¼	114½	115¼	113¼	114	113½ Apr. 24		114½ Apr. 18	113¼ Jan. 15 / 116¾ Mar. 14
Foreign Gov't Securities.												
U. S. of Mexico External gold loan of 1899, sinking fund 5s...	Q.-J	20,000	.....	.....	.....	.....	96¼	97½	96 Apr. 16		96½ Apr. 18	96 Apr. 16 / 96½ Apr. 18
Railroad Bonds.												
Alabama Cent. *See* South'n Ry.												
Alabama Mid., 1st gu., g.....1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....	102¾ Feb. 8 / 105 Mar. 28
Albany & Susq. *See* Del. & Hud.												
Allegheny Valley. *See* Penn. Co.												
Am. Dock & Imp. *See* Cent. of N. J.												
Ann Arbor, 1st, g. 4s.....1995	Q-J	34,000	90	93	.....	94	92½	93	92½ Apr. 28		93½ Apr. 24	90 Jan. 3 / 94½ Mar. 16
Atch. Top. & S. Fe—G., g., 4s. 1995	A-O	1,480,000	98½	99	.....	101	100¼	100¾	100¼ Apr. 18		101 Apr. 3	98½ Jan. 4 / 103 Mar. 31
Registered.....1995	A-O	.....	.....	98	.....	.....	.....	.....	.....		.....	99 Feb. 14 / 99 Feb. 14
Adjustm't, g., 4s.....1995	Nov	1,782,000	79	.....	84½	85	84	84⅜	83¾ Apr. 25		85 Apr. 2	78½ Jan. 10 / 85 Mar. 28
Registered.....1995	Nov	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Equip. tr, Series A, g., 5s...1902	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Chic. & St. Louis, 1st, 6s...1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Atlanta & Char. *See* South'n Ry.												
Atlan. & Danv. *See* South'n Ry.												
Atlan. & Yadk. *See* South'n Ry.												
Atl. Knox. & No., 1st, g., 5s. 1946	J-D	5,000	.....	.....	105	107	105	107	106 Apr. 23		106 Apr. 23	105¼ Mar. 1 / 106 Apr. 23
Austin & N. W. *See* So. Pacific.												
Battle Creek & Stur. *See* Mich. C.												
& O. prior lien, g., 3½s....1925	J-J	820,000	.....	94	.....	97	96	96½	96¼ Apr. 26		97⅜ Apr. 4	92¼ Jan. 10 / 97⅜ Apr. 4
Registered.....1925	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Gold, 4s.....1948	A-O	1,027,000	98	98½	100¼	.....	100¼	100½	100¼ Apr. 3		101 Apr. 20	97½ Jan. 3 / 102¾ Mar. 27
Registered.....1948	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
S. W. Div. 1st g. 3½s.....1925	J-J	1,452,000	88	88½	.....	91½	.....	90	89½ Apr. 30		91⅜ Apr. 6	87 Jan. 11 / 91⅜ Apr. 6
Registered.....1925	Q-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Pitts. Junc. & M. D. 1st g., 3½s, '25	M-N	18,000	.....	.....	.....	.....	90	.....	89 Apr. 19		89 Apr. 19	88 Feb. 28 / 89¾ Feb. 15
Registered.....1925	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Mon. R., 1st gu., g., 5s.....1919	F-A	.....	104¾	.....	.....	.....	.....	.....	.....		.....	..... / .....
C. O. Reorg., 1st con. g., 4½s 1930	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
West Va. & Pitts. 1st, g. 4s..1990	A-O	.....	105	.....	.....	.....	.....	.....	.....		.....	..... / .....
Beech Creek. *See* N. [illegible] Hud.												
Bellev. & Carond. *See* Ill. Cent.												
Booneville Bdg. Co. *See* Mo. K. & T.												
B'way & 7th Av.—*See* Met. St. Ry.												
B'klyn & Montauk. *See* L. Island.												
Bruns. & West. *See* Sav. Fl. & W.												
Buffalo N. York & Erie, *See* Erie.												
Buff. R. & P., gen. g., 5s.....1937	M-S	21,000	107	109	112	.....	.....	.....	113½ Apr. 16		113½ Apr. 18	109 Jan. 18 / 113½ Apr. 18
Debenture 6s.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Cl. & Mah., 1st., gu. g. 5s...1943	J-J	.....	132½	.....	.....	.....	.....	.....	.....		.....	..... / .....
Roch. & Pittsb., 1st, 6s....1921	F-A	4,000	124	.....	.....	.....	.....	132	131 Apr. 3		131 Apr. 3	131 Apr. 3 / 131 Apr. 3
Consol., 1st, 6s.....1922	J-D	.....	124	.....	.....	.....	.....	.....	.....		.....	124¾ Feb. 21 / 124¾ Feb. 21
Buff. & Southwestern. *See* Erie.												
Buff. & Susq., 1st, gold, 5s....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Registered.....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Burl. C. R. & No., 1st, 5s.....1906	J-D	11,000	106½	.....	108¼	.....	108¼	.....	108¼ Apr. 9		108¼ Apr. 12	106½ Jan. 18 / 109 Mar. 2
Con. 1st & col. tr., g., 5s....1934	A-O	4,000	114	.....	.....	.....	117	.....	117 Apr. 19		117 Apr. 19	115 Jan. 19 / 117½ Mar. 15
Registered.....1934	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
C. R. I. F. & N. W., 1st 5s...1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
M. & St. L., 1st, gu., g., 7s....1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Can. So., 1st, int. gu., 5s....1908	J-J	138,000	105	.....	.....	.....	107¼	108	107 Apr. 5		108¼ Apr. 5	105½ Jan. 3 / 108¼ Apr. 5
Can. So., 2d, 5s.....1913	M-S	38,000	107½	108	106	107	.....	.....	107 Apr. 10		107½ Apr. 17	106¼ Mar. 8 / 109½ Jan. 25
Registered.....1913	M-S	1,000	.....	.....	.....	.....	.....	.....	104 Apr. 24		104 Apr. 24	104 Apr. 24 / 104 Apr. 24
Carb. & Shawn. *See* Ill. Central.												
Carolina Cent.—*See* Seab. & Roan.												
Carthage & Ad. *See* N. Y. C. & H.												
Ced. R. Ia. F. & N. *See* B. C. R. & N.												
Cent. Br., Un. Pac., 1st g. 4s..1948	J-D	13,000	86	87	.....	.....	87	88	88 Apr. 18		90 Apr. 10	87⅛ Jan. 5 / 90 Apr. 10
Central Ohio. *See* Balt. & Ohio.												
Cen. RR. & B. of Ga.-Col. g. 5s. 1937	M-N	.....	.....	.....	.....	.....	93	.....	.....		.....	91 Jan. 15 / 91 Jan. 15
Cent. of Ga. Ry.—1st, g., 5s. 1945	F-A	22,000	118	.....	.....	.....	118¾	120	118½ Apr. 6		119½ Apr. 10	118½ Apr. 6 / 120 Jan. 15
Registered.....1945	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Consol., gold, 5s.....1945	M-N	839,000	90	91	94½	.....	95	95½	94 Apr. 2		96 Apr. 20	88½ Feb. 23 / 96 Apr. 20
Registered.....1945	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
1st, pref., income, g., 5s...1945	Oct	466,000	33½	35	38½	.....	43½	44½	39¼ Apr. 2		44½ Apr. 24	32½ Feb. 24 / 44½ Apr. 24
2d, pref., income, g., 5s... 1945	Oct.	287,000	9	10	.....	.....	13½	14½	11½ Apr. 5		14½ Apr. 20	9¼ Jan. 3 / 14½ Apr. 20
3d, pref., income, g., 5s ...1945	Oct.	74,000	4	6	.....	6	6½	.....	6 Apr. 16		7 Apr. 19	4½ Jan. 5 / 7 Apr. 19
Mac. & Nor. Div., 1st, g. 5s. 1946	J-J	.....	.....	.....	.....	.....	98	.....	.....		.....	..... / .....
Mid. Ga. & Atl. Div. 5s....1947	J-J	.....	.....	.....	.....	.....	96	.....	.....		.....	..... / .....
Mobile Div., 1st, g. 5s.....1946	J-J	.....	105½	.....	.....	.....	102	.....	.....		.....	..... / .....
Cent'l of N. J.—1st, conv. 7s. 1902	M-N	22,000	107¾	.....	110	.....	.....	.....	110½ Apr. 3		111¼ Apr. 10	110 Feb. 15 / 111¼ Apr. 10
General, gold, 5s.....1987	J-J	78,000	116	118	.....	125	123	123½	122⅜ Apr. 27		124½ Apr. 5	117½ Jan. 3 / 125 Jan. 29
Registered.....1987	Q-J	129,000	116	.....	.....	.....	121¾	123	120½ Apr. 17		122½ Apr. 20	116 Jan. 10 / 122½ Apr. 20
Conv. deb. 6s.....1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Am. Dock & Imp. Co. 5s....1921	J-J	4,000	112½	.....	114½	.....	.....	.....	115¾ Apr. 18		115¾ Apr. 18	113 Jan. 19 / 115¾ Apr. 18
Leh. & H. R. gen. gu., g., 5s. 1920	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....	..... / .....
Leh. & W. Coal, con. ass. 7s. 1900	Q-M	4,000	98	101	100	100⅛	100½	.....	100⅛ Apr. 25		100½ Apr. 25	98 Jan. 11 / 100¾ Jan. 30
5s.....1912	M-N	3,000	100	.....	.....	.....	104¼	.....	100 Apr. 16		103 Apr. 10	100 Apr. 16 / 103 Feb. 9

BONDS. New York Stock Exchange.	Int. Period.	Sales in April. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN APRIL. April 2. Bid.	Ask.	April 30. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
Cent. Pacific. *See* So. Pac. Co.												
Charl. & Sav., 1st, g., 7s....1936	J-J											
Ches. & O., Gold 6s, Series A.1908	A-O	16,000		115	115			117½	115 Apr. 18	115¼ Apr. 7	115 Apr. 18	117¾ Mar. 29
Gold 6s....1911	A-O		118	121				120½			118 Jan. 26	119½ Mar. 3
1st cons., g., 5s....1939	M-N	135,000	115½	116	119½	120			119½ Apr. 2	121¾ Apr. 16	115½ Jan. 3	121¾ Apr. 16
Registered....1939	M-N											
Gen. gold, 4½s....1992	M-S	1,275,000	94		98½	99			98¾ Apr. 2	100⅜ Apr. 5	95½ Jan. 2	100⅜ Apr. 5
Registered....1992	M-S											
Craig Valley, 1st, g., 5s....1940	J-J						102					
R. & A. Div., 1st con. g., 4s.1989	J-J	100,000	100½	103			105½	107	104½ Apr. 3	105½ Apr. 19	101 Jan. 8	105½ Apr. 19
2d con. g., 4s....1989	J-J	1,000		100					99½ Apr. 5	99½ Apr. 5	99 Jan. 9	99½ Apr. 5
Warm Spr. Val., 1st g., 5s...1941	M-S											
Eliz. Lex. & Big S., gu., g. 5s.1902	M-S	8,000		102			101¼		101 Apr. 3	101⅝ Apr. 23	100¼ Mar. 5	103 Feb. 16
Chic. & Alton, sink. fd., 6s....1903	M-N	3,000							106¼ Apr. 3	106¼ Apr. 3	106¼ Apr. 3	106¼ Apr. 3
Lou. & Mo. R., 1st, 7s....1900	F-A		100								101⅞ Mar. 28	101⅞ Mar. 28
2d, 7s....1900	M-N		100									
Miss. Riv. B'ge, 1st, s. f. g. 6s1912	A-O											
Chicago Burlington & Quincy—												
Consol., 7s....1903	J-J	22,000	109½		112		112½		112 Apr. 9	113 Apr. 10	110½ Jan. 5	113 Apr. 10
Sinking fund 5s....1901	A-O	2,000	100				101		101 Apr. 9	101 Apr. 9	101 Jan. 15	101½ Jan. 15
Chic. & Iowa Div., 5s....1909	F-A	2,000							104¾ Apr. 11	104¾ Apr. 11	104¾ Apr. 11	104¾ Apr. 11
Denver Div., 4s....1922	F-A	3,000	101	102			100½		100⅞ Apr. 27	101 Apr. 27	100½ Feb. 2	102 Jan. 22
Illinois Division, 3½s....1949	J-J	97,000	100¼		104¼		104¾		104½ Apr. 5	105⅛ Apr. 27	100¾ Jan. 8	105⅛ Apr. 27
Registered....1945	J-J											
Iowa Div., sink. fd., 5s....1919	A-O		111				114½				116½ Mar. 21	117 Mar. 28
4s....1919	A-O	21,000	103				105¾		105¼ Apr. 16	105¾ Apr. 28	103 Jan. 5	107 Mar. 28
Nebraska Exten., 4s....1927	M-N	30,000		109½			112½		112¼ Apr. 7	113 Apr. 23	108¾ Jan. 2	113 Apr. 23
Registered....1927	M-N											
4s....1921	M-S			102							102 Jan. 31	102 Jan. 31
Convertible 5s....1903	M-S	7,000	120						125 Apr. 23	132 Apr. 7	120½ Jan. 18	132 Apr. 7
Debenture 5s....1913	M-N	29,000		110					111¼ Apr. 16	112 Apr. 6	108½ Jan. 10	112 Mar. 30
Han. & St. Jo., con., 6s....1911	M-S	19,000		122				122	120 Apr. 6	120¾ Apr. 25	119 Mar. 5	120¾ Apr. 25
Chicago & Eastern Illinois—												
1st, sinking fund cur. 6s...1907	J-D	1,000	113⅞		114		114	116	116 Apr. 18	116 Apr. 18	113⅞ Jan. 26	116 Mar. 21
Small....1907	J-D			110								
1st cons., g., 6s....1934	A-O	5,000	136		135½		134	135½	133½ Apr. 10	134 Apr. 9	133½ Apr. 10	138 Jan. 25
Gen. cons., 1st, 5s....1937	M-N	35,000	112				116¾	117	116¾ Apr. 23	117 Apr. 19	112 Jan. 2	117 Apr. 19
Registered....1937	M-N											
Chic. & Ind. Coal R'y, 1st, 5s.1936	J-J	2,000	104½				108		105½ Apr. 18	108½ Apr. 25	105½ Apr. 18	108½ Apr. 25
Chicago & Erie. *See* Erie.												
Chic. Ind. & Louisv.—												
Refunding, gold, 6s....1947	J-J	1,000		115	114				115 Apr. 9	115 Apr. 9	111½ Jan. 12	115¼ Mar. 28
Refunding, gold, 5s....1947	J-J	149,000		100	101				103 Apr. 2	107 Apr. 10	100 Jan. 31	107 Apr. 10
Lou. N. A. & Chic., 1st 6s...1910	J-J	6,000	110						115 Apr. 6	115⅛ Apr. 17	113 Jan. 24	115⅛ Apr. 17
Chicago Milwaukee & St. Paul—												
1st, 7s, $ gold, R. D....1902	J-J		167				172¼					
1st, 7s, £ gold, R. D....1902	J-J	10,000	167				172¼		172⅛ Apr. 10	172⅛ Apr. 10	172⅛ Apr. 10	172⅛ Apr. 10
1st C. & M., 7s....1903	J-J	1,000	167				172¼		172½ Apr. 19	172½ Apr. 19	166¼ Jan. 12	172½ Apr. 19
Chic. Mil. & St. P., con. 7s....1905	J-J	23,000	167				172¼		170 Apr. 2	173¼ Apr. 20	166¼ Jan. 25	173¼ Apr. 20
Terminal, gold, 5s....1914	J-J	1,000	111⅝		114½	116	114⅜		112 Apr. 2	113 Apr. 20	112 Apr. 2	114½ Mar. 29
Gen., gold, 4s, series A....1989	J-J	46,000	108¾		112		112		112½ Apr. 11	113 Apr. 25	109 Jan. 10	113 Apr. 25
Registered....1989	Q-J											
Gen., g., 3½s, series B....1989	J-J											
Registered....1989	J-J											
Ch. & L. Sup. Div., g., 5s..1921	J-J		116⅛		119		119¼				117⅝ Jan. 23	117⅝ Jan. 23
Ch. & Mo. Riv. Div., 5s...1926	J-J		117⅛		120¾		121⅛					
Chic. & Pac. Div., 6s....1910	J-J	10,000	118		119½	121½	120		120⅛ Apr. 20	120⅛ Apr. 20	118⅛ Jan. 5	120⅛ Apr. 20
Ch. & P. W., 1st, g., 5s....1921	J-J	102,000	118		121		121		121⅜ Apr. 2	122 Apr. 26	118 Jan. 2	122 Apr. 26
Dak. & Gt. So., g., 5s....1916	J-J	3,000	110½		114½		114⅜		114½ Apr. 23	114½ Apr. 23	110½ Jan. 2	114½ Apr. 23
Far. & So. assu., g., 6s....1924	J-J		131									
1st Hast. & D. Div., 7s....1910	J-J		124⅝		127¼		127	129			127⅞ Jan. 29	127⅞ Jan. 29
5s....1910	J-J	2,000	108⅝		110⅝		111⅛	115	111½ Apr. 5	111½ Apr. 5	110⅛ Jan. 20	111½ Apr. 5
1st I. & D. Exten., 7s....1908	J-J	5,000	107				172¼		171 Apr. 3	172 Apr. 6	166 Jan. 17	172 Apr. 6
1st LaCrosse & D., 5s....1919	J-J	15,000	115⅛				118⅝		119 Apr. 19	119⅛ Apr. 12	117⅝ Feb. 14	119⅛ Apr. 12
Mineral Point Div., 5s....1910	J-J		108⅝				111⅛				111⅛ Feb. 16	111⅛ Feb. 16
1st So. Minn. Div., 6s....1910	J-J	11,000	117		119½		119⅛		120 Apr. 6	120¼ Apr. 16	117⅜ Jan. 6	120¼ Apr. 16
1st Southwest Div., 6s...1909	J-J		110⅛				118⅜					
Wis. & Minn. Div., g. 5s..1921	J-J	14,000	117½		119		119⅞	121	119¾ Apr. 19	120¼ Apr. 28	117 Jan. 3	120¾ Mar. 16
Mil. & No., 1st, M. L. 6s....1910	J-D		118		120		120				118 Jan. 12	119 Jan. 9
1st, consol. 6s....1913	J-D		118½		122		121				122 Feb. 8	122 Feb. 8
Chicago & Northwestern—												
Consol. 7s....1915	Q-F	20,000	139						142½ Apr. 16	143 Apr. 16	140⅛ Feb. 5	144 Mar. 14
Gold, 7s....1902	J-D	10,000	108	111	111				111 Apr. 17	111¼ Apr. 5	109 Jan. 11	111¼ Apr. 5
Registered....1902	J-D	19,000	108		111				111¼ Apr. 2	112 Apr. 30	108¾ Jan. 6	112 Apr. 30
Extension 4s....1886-1926	F-A	7,000		110					109½ Apr. 19	109½ Apr. 19	108½ Jan. 23	111⅛ Mar. 30
Registered....1886-1926	F-A										107 Mar. 7	107 Mar. 7
General, g., 3½s....1987	M-N	11,000		107½					110¾ Apr. 6	110¾ Apr. 6	105¼ Jan. 9	110⅞ Mar. 21
Registered....1987	Q-F											
Sinking fund 6s....1879-1929	A-O	1,000		121					117 Apr. 12	117 Apr. 12	117 Apr. 12	117 Apr. 12
Registered....1879-1929	A-O			117							116 Feb. 23	117 Mar. 7
Sinking fund 5s....1879-1929	A-O	2,000	107						107 Apr. 26	108 Apr. 24	107 Apr. 26	110 Feb. 10
Registered....1879-1929	A-O			109								
Debenture 5s....1909	M-N		106½		109½						107 Jan. 3	109½ Mar. 29
Registered....1909	M-N			110								
Debenture 5s....1921	A-O	5,000	112½		117				118½ Apr. 7	119 Apr. 7	116¼ Feb. 5	119 Apr. 7
Registered....1921	A-O											
Sinking fund deb. 5s....1933	M-N	7,000	118½	121	122½				121½ Apr. 28	122 Apr. 18	118⅜ Jan. 12	122 Apr. 18
Registered....1933	M-N			120								
Des Mo. & Minn., 1st 7s....1907	F-A											
Escan. & L. Sup. 1st 6s....1901	J-J		103⅜	104¼							103¼ Feb. 26	103¼ Feb. 26
Iowa Midland, 1st, 8s....1900	A-O											
Milw. & Madison, 1st 6s....1905	M-S	4,000					112⅝		112⅝ Apr. 24	112⅝ Apr. 24	112⅝ Apr. 24	112⅝ Apr. 24
Northern Illinois, 1st, 5s...1910	M-S	5,000	106		109		112⅝		112¼ Apr. 24	112¼ Apr. 24	112¼ Apr. 24	112¼ Apr. 24
Ott. C. F. & St. Paul, 1st 5s.1909	M-S	5,000	106		109		111½		111¼ Apr. 24	111¼ Apr. 24	110 Mar. 20	111¼ Apr. 24
Winona & St. Pet., 2d 7s...1907	M-N		120								120 Jan. 4	120 Jan. 4
Mil. L. S. & West., 1st, g., 6s.1921	M-N	3,000	136	140					138⅛ Apr. 24	138⅛ Apr. 27	138 Feb. 8	139½ Feb. 10
Ext. & imp., s. f., g., 5s...1929	F-A	6,000	119						125 Apr. 3	125 Apr. 3	122⅝ Feb. 8	125 Jan. 25
Ashland div., 1st, gold, 6s.1925	M-S	19,000	137½						139½ Apr. 5	139½ Apr. 17	139½ Apr. 5	139½ Apr. 17
Mich. div., 1st, gold, 6s..1924	J-J		137									
Conv. deb., 5s....1907	F-A		137									
Incomes....1911	M-N		115									
Chic. R. I. & Pacific, 6s....1917	J-J	4,000	128		133				133⅛ Apr. 16	133¼ Apr. 16	130 Jan. 26	133¼ Mar. 21
Registered....1917	J-J		126					133			127 Jan. 8	131 Jan. 29
General, gold, 4s....1988	J-J	414,000	104	104½	107	107¼	107	107½	107 Apr. 2	107⅞ Apr. 21	103½ Jan. 8	107⅞ Apr. 21
Registered....1988	J-J	1,000		103½					107 Apr. 9	107 Apr. 9	105⅞ Feb. 1	107 Apr. 9
Des M. & Ft. D., 1st, 4s....1905	J-J		92								96 Mar. 31	96 Mar. 31
1st, 2½s....1905	J-J		80				85					
Extension 4s....1905	J-J		92									
Keok. & Des M., 1st, 5s....1923	A-O	1,000		115					108¼ Apr. 18	108¼ Apr. 18	108¼ Apr. 18	114 Feb. 19
Small....1923	A-O			110								
Chic. & St. L. *See* At. Top & S. F.												
Chic. St. L. & N. O. *See* Ill. Cent.												
Chic. St. L. & Pitts. *See* Penn. Co.												
Chic. St. P. M. & O., con. 6s..1930	J-D	15,000		136	135	137			136 Apr. 17	136¾ Apr. 16	131 Jan. 12	136¾ Apr. 16
Ch. St. P. & Min., 1st 6s....1918	M-N		131								132 Jan. 2	135 Feb. 9
North Wisconsin 1st 6s....1930	J-J			140								
St. P. & S. City, 1st g. 6s...1919	A-O	1,000		132				131	130 Apr. 16	130 Apr. 16	127 Jan. 10	132½ Mar. 21
Ch. Ter. Trans., g., 4s....1947	J-J	195,000	94	96	96½	97½	95	97	96 Apr. 6	97½ Apr. 17	92½ Jan. 26	97½ Apr. 17
Ch. & W. I., 1st, s. f., g. 6s....1919	M-N		105				107					
General, gold, 6s....1932	Q-M		115				119				118 Jan. 29	120 Feb. 7
Chic. & West Mich. Ry., 5s..1921	J-D		97									
Coupons off....1921											103 Jan. 17	103 Jan. 17
Choc. Okla. & Gulf gen. g. 5s..1919	J-J			103¼								
Cin. H. & D., con. s. f. 7s....1905	A-O		114				114					
2d, gold, 4½s....1937	J-J		106									
Cin. D. & I., 1st gu. g. 5s...1941	M-N	6,000	110				114		113½ Apr. 19	114 Apr. 24	113½ Jan. 5	114 Apr. 24

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices	Sale Prices.	Sale Prices.	Sale Prices.
Cin.Ind.St.L.&C. *See* C.C.C.&St.L.												
Cin. San. & Clev. *See* C.C.C.&St.L.												
Clearfield & Mahon. *See* B. R. & P.												
Cl. Ak. & C., eq. & 2d, g. 6s...1930	F-A	.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. Cin. Ch. & St. L.—Gen. g. 4s. 1993	J-D	138,000	.....	94⅜	.....	.....	.....	.....	97 Apr. 4	98 Apr. 9	94 Jan. 2	98 Apr. 9
Cairo Div., 1st, gold, 4s....1939	J-J	.....	90	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. W. & M. Div., 1st g. 4s. 1991	J-J	20,000	94	96½	.....	.....	.....	.....	98 Apr. 12	98 Apr. 12	93 Jan. 18	98 Apr. 12
St. L. Div., 1st, col. tr. g. 4s. 1990	M-N	35,000	.....	101	.....	.....	.....	.....	103¼ Apr. 5	104½ Apr. 26	101½ Jan. 23	104½ Apr. 26
Registered.....1990	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sp. & Col. Div., 1st g. 4s....1940	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. W. Val. Div., 1st g. 4s...1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. I. St. L. & C., Cons. 6s. 1920	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st gold 4s.....1936	Q-F	2,000	.....	105½	.....	.....	.....	.....	105½ Apr. 5	105½ Apr. 5	105 Mar. 24	105½ Apr. 5
Registered.....1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. S. & Cl., con. 1st g. 5s..1928	J-J	.....	113	.....	.....	.....	.....	.....	.....	.....	115¾ Mar. 21	115¾ Mar. 21
Cl. C. C. & In. consol 7s....1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol sinking fund, 7s..1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen'l consol., gold, 6s....1934	J-J	9,000	128	.....	.....	.....	133	.....	137 Apr. 18	137 Apr. 18	130 Jan. 15	137 Apr. 18
Registered.....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C.&S., 1st M.C.C.C.&I., 7s. 1901	A-O	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
O. Ind. & West., 1st, pf., 5s. 1938	Q-J	.....	103	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peo. & East., 1st con. 4s...1940	A-O	106,000	84½	85	.....	.....	.....	90	89 Apr. 3	90½ Apr. 10	84½ Jan. 4	92¼ Mar. 31
Income 4s.....1990	Apr	329,000	25	30	.....	.....	30	.....	29 Apr. 23	33½ Apr. 4	25 Jan. 9	34½ Mar. 27
Clev. Lor. & Wh., con., 1st, 5s. 1933	A-O	.....	106	.....	106	.....	110	.....	.....	.....	106 Jan. 29	108 Feb. 24
Cleve. & Marietta—*See* Penn. RR.												
Cleve. & Mahon. Val, g. 5s..1938	J-J	.....	125	.....	.....	.....	.....	.....	.....	.....	128 Jan. 5	130 Feb. 16
Registered.....1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland & Pitts. *See* Penn. Co.												
Colo. Midland, 1st, g., 2-3-4s. 1947	J-J	501,000	62	.....	.....	.....	.....	.....	76½ Apr. 6	78¾ Apr. 20	63 Jan. 4	79¼ Mar. 26
1st, gold, 4s.....1947	J-J	82,000	70	.....	.....	.....	.....	.....	78¼ Apr. 6	80 Apr. 27	71½ Jan. 2	80 Mar. 23
Colorado & South. 1st g. 4s..1929	F-A	307,000	82½	83	84½	85	.....	84½	83 Apr. 26	85 Apr. 2	82 Jan. 4	86 Jan. 29
Col. & 9th Ave. *See* Met. St. Ry..												
Colum. & Greenv. *See* South. Ry.												
Col. & Hock. V. *See* Hock. Vall.												
Col. Conn. & Term. *See* Nor. & W.												
Conn. & Pas. Rivs., 1st, g., 4s..1943	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota & Gt. So. *See* C.M.&St.P.												
Dallas & Waco. *See* Mo. K. & Tex.												
Del. Lack. & West. 7s.....1907	M-S	18,000	120	.....	.....	.....	123¼	.....	123 Apr. 21	123⅞ Apr. 30	123 Apr. 21	123⅞ Apr. 30
Morris & Essex, 1st, 7s....1914	M-N	5,000	136	.....	140	.....	140½	.....	140⅛ Apr. 16	141 Apr. 12	136 Jan. 4	142 Jan. 26
7s.....1871-1901	A-O	.....	106½	.....	.....	.....	.....	.....	.....	.....	107⅛ Jan. 26	107⅛ Feb. 13
1st cons., guar., 7s.....1915	J-D	1,000	139	.....	140	.....	141½	.....	141¼ Apr. 16	141¼ Apr. 16	139 Jan. 5	141¼ Apr. 16
Registered.....1915	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. L. & W., 1st, 6s.....1921	J-J	2,000	130	.....	.....	.....	.....	138⅛	137 Apr. 20	137 Apr. 20	136 Jan. 12	137¼ Mar. 26
Construction 5s.....1923	F-A	1,000	110	.....	.....	.....	.....	.....	120 Apr. 24	120 Apr. 24	120 Apr. 24	120 Apr. 24
Term. & impt. 4s.....1923	M-N	.....	.....	.....	105	.....	.....	.....	.....	.....	105 Mar. 7	106 Mar. 7
Syr. Bingh. & N. Y., 1st, 7s. 1906	A-O	.....	120	.....	.....	.....	118	.....	.....	.....	122 Feb. 8	122 Feb. 8
Warren 2d, 7s.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. & Hud., 1st Penn. Div. 7s. 1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	148 Feb. 13	148 Feb. 13
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alb. & Sus., 1st con. gu. 7s..1906	A-O	.....	.....	121	.....	.....	.....	125	.....	.....	.....	.....
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6s.....1906	A-O	2,000	115	.....	.....	.....	.....	.....	112½ Apr. 2	113 Apr. 23	112½ Apr. 2	115 Jan. 12
Registered.....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rens. & Saratoga, 1st, 7s...1921	M-N	.....	145	.....	.....	.....	153	.....	.....	.....	.....	.....
Registered.....1921	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. Riv. RR. B'ge. *See* Penn. RR.												
Den. & R. Gr., 1st gold, 7s....1900	M-N	7,000	.....	102	.....	.....	104¾	.....	104⅝ Apr. 25	104⅝ Apr. 25	102½ Jan. 6	104⅝ Apr. 25
1st con. g., 4s.....1936	J-J	115,000	96	.....	.....	.....	.....	100	99⅛ Apr. 5	99½ Apr. 16	96½ Jan. 4	99½ Feb. 5
1st consol., gold, 4½s.....1936	J-J	.....	105½	.....	.....	.....	.....	.....	.....	.....	107 Mar. 21	107 Mar. 21
Improvem't, gold, 5s 1928	J-D	121,000	.....	105	.....	.....	.....	.....	105 Apr. 2	105½ Apr. 7	101¾ Jan. 10	105½ Apr. 7
Des Moines & Ft. D. *See* C.R.I.&P.												
Des Moines & Minn. *See* Ch. & N.W.												
Des Moines Un Ry., 1st, g..5s. 1917	M-N	.....	107	110	.....	.....	.....	.....	.....	.....	109 Feb. 20	109 Feb. 20
Det. M. & Tol. *See* L. S. & M. So.												
Det. & Mack., 1st lien g. 4s..1995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s.....1995	.....	19,000	76	78	80	.....	82¼	.....	81 Apr. 2	82½ Apr. 27	76½ Jan. 8	82½ Apr. 27
Dul. & Iron Range, 1st, 5s....1937	A-O	66,000	.....	108	.....	.....	.....	.....	109½ Apr. 19	109½ Apr. 19	107 Feb. 27	109¾ Mar. 12
Registered.....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s.....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. Red Wing & S., 1st, g. 5s. 1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dul. So. Shore & Atl., g. 5s...1937	J-J	1,000	110	.....	.....	.....	112½	.....	112½ Apr. 16	112½ Apr. 16	110 Feb. 16	114 Mar. 3
East. of Minn. *See* S. P. M. & M.												
East Tenn. Va. & Ga. *See* So. Ry.												
Elgin Jol. & East., 1st g 5s..1941	M-N	17,000	108	.....	110¾	.....	.....	.....	111½ Apr. 3	113 Apr. 18	107½ Jan. 9	113 Apr. 18
Eliz. Lex. & B. San. *See* C. & O.												
Elm. Cort. & No. *See* Leh. & N. Y.												
Erie, 1st ext., gold, 4s 1947	M-N	.....	114	.....	117	.....	117¼	122	.....	.....	117 Jan. 15	118 Jan. 24
2d, ext., gold, 5s.....1919	.....	.....	118	.....	119½	.....	120¼	.....	.....	.....	119⅛ Jan. 4	119⅛ Jan. 4
3d, ext., gold, 4½s 1923	M-S	.....	112	.....	115	.....	115½	.....	.....	.....	113⅜ Jan. 5	115¼ Feb. 14
4th, ext., gold, 5s 1920	A-O	.....	118	.....	120	.....	121⅜	.....	.....	.....	123½ Mar. 30	123½ Mar. 30
5th, ext., gold, 4s 1928	J-D	.....	104	.....	108⅛	.....	108⅜	.....	.....	.....	.....	.....
1st, consol., gold, 7s.....1920	M-S	16,000	135	143	.....	.....	138	139	137 Apr. 23	138¼ Apr. 3	137 Mar. 22	142 Jan. 22
1st, consol., gold, fund. 7s. 1920	M-S	.....	135	138	.....	.....	.....	.....	.....	.....	.....	.....
Erie, 1st con., g., prior 4s 1996	J-J	468,000	68	91	.....	.....	89⅞	90	89½ Apr. 18	92 Apr. 4	88 Jan. 11	92 Apr. 4
Registered.....1996	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st con. gen. lien, g. 3-4s..1996	.....	658,000	67	70	.....	.....	.....	74¾	73 Apr. 30	75½ Apr. 4	67 Jan. 3	75½ Apr. 4
Registered.....1996	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buff. N. Y. & Erie, 1st. 7s..1916	J-D	.....	130	.....	.....	.....	135	.....	.....	.....	.....	.....
Buff. & S. W., gold 6s.....1908	J-J	.....	.....	.....	.....	.....	108½	.....	.....	.....	.....	.....
Small.....1908	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Erie, 1st gold 5s...1982	M-N	15,000	113½	116½	116½	.....	117	.....	116½ Apr. 7	117½ Apr. 26	114 Jan. 22	117½ Apr. 26
Jeff. RR., 1st gu. gold 5s...1909	A-O	.....	102	.....	104	.....	105¼	.....	.....	.....	.....	.....
Long Dock, con., gold, 6s..1935	A-O	.....	130	.....	136	.....	136	.....	.....	.....	139 Jan. 5	139¼ Feb. 15
C. & RR. Co, 1st cur. gu. 6s. 1922	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D. & Impt. Co. 1st cur. 6s. 1913	J-J	.....	112	.....	.....	.....	118	.....	.....	.....	.....	.....
N.Y. & Greenw'd L. gtd. g. 5s. '46	M-N	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid. RR. of N. J., 1st, 6s. 1910	A-O	3,000	116⅞	.....	.....	.....	.....	119½	118 Apr. 20	118 Apr. 20	116½ Jan. 25	120 Mar. 14
N. Y. Sus. & W., 1st, ref. 5s. 1937	J-J	25,000	107	.....	108	.....	108½	.....	109¼ Apr. 19	110 Apr. 19	107½ Jan. 10	110 Mar. 9
2d, 4½s 1937	F-A	4,000	95	.....	.....	.....	92¼	.....	99½ Apr. 6	99½ Apr. 6	98 Feb. 28	99½ Apr. 6
General, g., 5s.....1940	F-A	17,000	.....	95	.....	.....	96	.....	96 Apr. 4	97 Apr. 20	92 Jan. 3	97½ Feb. 8
Terminal, 1st, g., 5s.....1943	M-N	1,000	108	.....	.....	.....	113	.....	113 Apr. 27	113 Apr. 27	108½ Jan. 3	113 Apr. 27
Regist'ed, $5,000 each. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilk. & Ea., 1st, gtd., g., 5s. 1942	J-D	40,000	.....	105⅛	.....	.....	104⅜	105½	104 Apr. 27	105 Apr. 23	104 Jan. 4	106 Mar. 30
Erie & Pittsburg. *See* Pa. Co.												
Escanaba & L. Sup. *See* C. & N. W.												
Eureka Springs, 1st g. 6s....1933	F-A	.....	65	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ev. & T. H.—1st con. g. 6s...1921	J-J	11,000	.....	125	.....	.....	.....	125½	125 Apr. 2	125¼ Apr. 25	124¼ Feb. 7	125¼ Mar. 23
1st general gold 5s.....1942	A-O	74,000	103	105½	106½	110	.....	.....	106½ Apr. 3	108 Apr. 4	103 Jan. 2	110 Mar. 27
Mt. Vernon 1st 6s.....1923	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sull. Co. Branch, 1st g. 5s. 1930	A-O	.....	93⅛	.....	97	.....	.....	.....	.....	.....	.....	.....
Ev. & In., 1st con., gu., g. 6s. 1926	J-J	2,000	.....	110	.....	.....	108	110	106 Apr. 19	108 Apr. 18	100 Feb. 16	108 Apr. 18
Fargo & So. *See* Chic. M. & St. P.												
Flint & P. Marq., gold 6s...1920	A-O	2,000	119	120	120	.....	121½	123	121¾ Apr. 9	121¾ Apr. 9	120 Jan. 17	123¼ Mar. 17
1st consol. gold 5s..... 1939	M-N	45,000	100	.....	103	.....	107½	108⅝	105½ Apr. 5	108½ Apr. 26	102 Jan. 13	108½ Apr. 26
Port Huron Div., 1st g. 5s. 1939	A-O	41,000	.....	108	103	.....	107½	108	106½ Aug. 3	110 Apr. 21	105 Jan. 18	110 Apr. 21
Fla. Cen. & Pen., 1st g. 5s...1918	J-J	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st land gr. ext., gold 5s...1930	J-J	.....	97	109	.....	.....	.....	.....	.....	.....	.....	.....
Consol. gold 5s.....1943	J-J	.....	96	99	.....	.....	.....	.....	.....	.....	.....	.....
Ft. Sm. & V. B. B. *See* St. L. & S. F.												
Fort St. U. D. Co. 1st g. 4½s..1941	J-J	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ft. W. & Den. City—1st g. 4-6s. 1921	J-D	127,000	73	75	70	72	71½	73	71 Apr. 3	73½ Apr. 5	70 Mar. 19	74¾ Jan. 24
Ft. W. & Rio Gr., 1st g. 3-4s..1928	J-J	10,000	55	59	59¼	60	57½	.....	57½ Apr. 18	60 Apr. 26	55 Jan. 4	60 Feb. 7

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Gal. H. & San A.—*See* So. Pac. Co.												
Galv. H. & H. of 1882, 1st, 5s. 1913	A-O	.....	99	102	101	.....	102	.....	.....	.....	102 Jan. 8	104¾ Mar. 22
Ga. & Ala., 1st, pref., g., 5s. 1945	A-O	.....	*103*	*106*	.....	.....	105	105⅜	.....	.....	.....	.....
1st consol. 5s. 1945	J-J	.....	.....	*100⅛*	.....	.....	.....	.....	.....	.....	89 Feb. 5	89 Feb. 5
Ga. Car. & No., 1st, gu. g., 5s. 1929	J-J	.....	*96*	*100*	.....	.....	.....	.....	.....	.....	99½ Jan. 22	99½ Jan. 22
Georgia Pacific. *See* South'n Ry.												
Gila V. G. & N. *See* So. Pac.												
Gr. Rapids & Ind.—*See* Penn. Co.												
Gray's Pt. Term. *See* St. L. S. W.												
Han. & St. Jo. *See* C. B. & Q.												
Housatonic. *See* N. Y. N. H. & H.												
Hock'g Val., 1st con., g., 4½s. 1999	J-J	242,000	98	100	101	102	.....	103	101½ Apr. 2	103½ Apr. 5	98⅞ Feb. 27	103½ Apr. 5
Registered. 1999	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & H. V., 1st ext. g., 4s. 1948	A-O	13,000	102	.....	.....	.....	105	.....	104½ Apr. 2	106 Apr. 19	102 Jan. 8	108 Mar. 13
Hous. E. & W. Tex., 1st, g, 5s. 1933	M-N	11,000	*100*	*104*	103	105	101⅛	.....	103 Apr. 30	105 Apr. 11	100 Jan. 24	105 Mar. 26
H. & Tex. Cent. *See* So. Pac Co.												
Illinois Central, 1st g. 4s. 1951	J-J	10,000	*110*	.....	114	.....	115½	.....	115½ Apr. 12	115½ Apr. 12	114 Feb. 16	115½ Apr. 12
Registered. 1951	J-J	.....	*110*	.....	.....	.....	114½	.....	.....	.....	113½ Mar. 12	113½ Mar. 12
1st, gold, 3½s. 1951	J-J	.....	*104*	.....	105	.....	105½	.....	.....	.....	104½ Mar. 3	105⅜ Mar. 30
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st g. 3s, sterling. 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s. 1952	A-O	.....	*102*	.....	.....	.....	.....	.....	.....	.....	103¼ Mar. 6	105 Mar. 17
Registered 1952	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s. 1953	M-N	.....	*102*	.....	.....	.....	.....	.....	.....	.....	101 Jan. 2	104 Feb. 19
Registered 1953	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	98 Jan. 9	98 Jan. 9
Cairo Bridge, gold, 4s. 1950	J-D	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1950	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville div., g., 3½s. 1953	J-J	23,000	98½	.....	101½	.....	102½	103½	102½ Apr. 3	103½ Apr. 19	100 Jan. 5	103½ Apr. 19
Registered 1953	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle div., reg., 5s. 1921	F-A	.....	*115*	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis div., g., 3s. 1951	J-J	21,000	.....	*89¾*	90	.....	91⅝	.....	91½ Apr. 18	92¼ Apr. 19	90 Mar. 8	92¼ Apr. 19
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 3½s. 1951	J-J	35,000	98½	.....	.....	.....	.....	103¼	102⅞ Apr. 10	103¼ Apr. 11	99½ Jan. 2	103¼ Apr. 11
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Springf. div. 1st gold 3½s. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Lines 1st g. 4s. 1951	F-A	6,000	*110*	.....	112½	.....	113⅜	.....	113⅛ Apr. 17	113½ Apr. 23	111 Feb. 5	113½ Apr. 23
Registered. 1951	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belle. & Caron., 1st, 6s. 1923	J-D	.....	*116*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caro. & Shaw., 1st, g., 4s. 1932	M-S	.....	*98*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. St. L. & N. O., gold 5s. 1951	J-D	1,000	.....	.....	125	.....	.....	.....	126½ Apr. 30	126½ Apr. 30	125 Mar. 22	126½ Apr. 30
Registered 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 3½s 1951	J-D	.....	*98*	*101*	.....	.....	.....	.....	.....	.....	100 Jan. 20	103 Feb. 19
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memph. div., 1st, g., 4s. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. So., 1st, gu., g., 4s. 1931	M-S	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Dec. & West., 1st, g., 5s. 1935	J-J	11,000	*100*	.....	104	.....	105	.....	104½ Apr. 9	105 Apr. 4	104½ Apr. 9	105 Jan. 22
1st guar. gold 5s. 1935	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Ill. & Ia., 1st refund. 5s. 1948	A-O	.....	105	106½	106½	.....	.....	.....	.....	.....	106½ Jan. 10	110½ Mar. 13
International & Gt. Northern—												
1st, gold, 6s. 1919	M-N	.....	*120*	.....	122	.....	122	.....	.....	.....	120 Jan. 9	121¾ Feb. 10
2d, gold, 5s. 1909	M-S	69,000	.....	*91*	90½	91½	90½	92	89¾ Apr. 11	91 Apr. 30	89¼ Mar. 13	94 Feb. 3
3d, gold, 4s. 1921	M-S	12,000	60	63	57	60	.....	60	58 Apr. 2	59 Apr. 23	57 Mar. 28	62 Jan. 2
Iowa Central, 1st, gold, 5s. 1938	J-D	23,000	*110*	.....	.....	.....	.....	.....	113½ Apr. 19	114½ Apr. 17	111 Jan. 22	114¾ Jan. 25
Iowa Midland. *See* Chic. & N. W.												
Jefferson RR. *See* Erie.												
Kal. All. & G. R. *See* L. S. & M. S.												
Kan. & Mich. *See* Tol. & O. C.												
Kan. C. & M. R. & B.—1st gu. g., 5s. '29	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. Pitts. & Gulf.—Tr. Co. ctfs.												
1st & coll. 5s, g. 1923	A-O	664,000	.....	*70*	.....	.....	.....	.....	72 Apr. 12	74⅞ Apr. 4	68 Jan. 4	75 Mar. 30
K. C. & Pacific. *See* M. K. & T.												
Kan. City South. 3s (when issued)	.....	113,000	.....	.....	69½	69¾	.....	.....	69⅜ Apr. 4	69½ Apr. 2	68½ Mar. 29	70 Mar. 30
Kansas Midland. *See* St. L. & S. F.												
Kentucky Cent. *See* L. & N.												
Keok. & Des Mo. *See* C. R. I. & P.												
Knoxville & Ohio. *See* So. Ry.												
Lake E. & W., 1st, gold, 5s. 1937	J-J	40,000	*118*	*121*	.....	.....	120	.....	121¾ Apr. 2	123 Apr. 28	116½ Jan. 8	123 Apr. 28
2d, gold, 5s. 1941	J-J	11,000	*108½*	.....	.....	.....	117	119	117 Apr. 16	117 Apr. 20	108½ Jan. 2	117 Apr. 20
Northern Ohio 1st gu. 5s. 1945	A-O	67,000	103¼	106½	110	.....	110½	112½	110½ Apr. 12	111½ Apr. 2	110½ Feb. 2	111½ Apr. 2
L. Sh. & Mich. So. *See* N. Y. Cent.												
Lehigh Val. (Pa.), coll. g. 5s. 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. N. Y. 1st gu., g., 4½s. 1940	J-J	10,000	*110½*	.....	.....	.....	.....	.....	110 Apr. 5	110¼ Apr. 23	108 Feb. 28	110¼ Apr. 23
Registered 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Ter. Ry. 1st gu., g., 5s. 1941	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	113 Feb. 9	115¼ Feb. 27
Registered. 1941	A-O	.....	.....	*112*	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Coal Co., 1st, gu., g., 5s. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh & New York—												
1st, guar., gold, 4s. 1945	M-S	.....	.....	.....	.....	.....	91½	93½	.....	.....	91½ Mar. 30	91½ Mar. 30
Registered.	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elm. C. & N.—1st g, 1st pf. 6s. '14	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, guar. 5s. 1914	A-O	.....	*90*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & Hud. R. *See* Cent. of N. J.												
Leh. & Wilkesb. *See* Cent. N. J.												
Leroy & Caney Val. *See* Mo. Pac.												
Lex. Ave. & P. F. *See* Met. St. Ry.												
Long Dock. *See* Erie.												
Long Island—												
1st consol., gold, 5s. 1931	Q-J	.....	118	.....	121	.....	121	.....	.....	.....	120 Jan. 8	122 Mar. 20
1st, con., g., 4s. 1931	Q-J	.....	98	.....	103	.....	105	.....	.....	.....	.....	.....
Gen. g., 4s. 1938	J-D	19,000	94	.....	94	100	98½	100	98 Apr. 25	99 Apr. 27	96 Jan. 10	99 Apr. 27
Ferry, 1st, g., 4½s. 1922	M-S	.....	95	.....	94	100	94	99	.....	.....	97½ Feb. 15	99 Jan. 19
Gold, 4s. 1932	J-D	.....	*95*	.....	.....	.....	.....	100½	.....	.....	.....	.....
Unified gold 4s. 1949	M-S	.....	*87*	.....	80	.....	85	90	.....	.....	85 Feb. 14	85 Feb. 14
Deb., gold, 5s. 1934	J-D	.....	95	.....	95	.....	95	.....	.....	.....	.....	.....
B'klyn & Montauk, 1st 6s. 1911	M-S	.....	110	.....	107½	.....	117	120	.....	.....	.....	.....
1st 5s. 1911	M-S	.....	100	.....	100	.....	109	111½	.....	.....	.....	.....
N. Y. & Ro. Beh., 1st, g., 5s. 1927	M-S	.....	95	.....	102½	.....	102½	.....	.....	.....	.....	.....
N. Y. B. & M. B., con., g. 5s. 1935	A-O	.....	.....	.....	95	.....	95	.....	.....	.....	.....	.....
N. Sh. beh., 1st, con., gu., g, 5s. '32	Q-J	.....	95	.....	93½	.....	95	.....	.....	.....	.....	.....
La. & Mo. Riv. *See* Chic. & Alton.												
L. Ev. & St. L. Con., con., g. 5s., 1939												
Eng. Tr. Co. certifs. of deposit	J-J	437,000	*61*	*64*	.....	.....	.....	.....	66½ Apr. 16	70½ Apr. 24	62 Jan. 3	70½ Apr. 24
Gen., g., 4s. 1943	M-S	45,000	*5*	*10*	.....	.....	.....	.....	5 Apr. 30	6½ Apr. 2	5 Apr. 30	8 Jan. 19
Louisville & Nashville—												
Gen., g., 6s. 1930	J-D	.....	*114*	.....	.....	.....	.....	.....	.....	.....	116 Jan. 27	120 Feb. 24
Gold, 5s. 1937	M-N	6,000	*106½*	*110*	110	112	112	.....	112½ Apr. 23	112½ Apr. 23	107½ Jan. 11	112½ Apr. 23
Unified, g., 4s. 1940	J-J	253,000	96	.....	99¾	.....	100½	101	99¾ Apr. 3	101⅛ Apr. 7	96¾ Jan. 6	101⅛ Apr. 7
Registered. 1940	J-J	.....	*95*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coll. trust, g., 5s. 1931	M-N	.....	*106½*	.....	109	.....	111	.....	.....	.....	106¼ Jan. 17	109¼ Mar. 28
Coll. trust, 5-20s, g., 4s. 1903-18	A-O	290,000	96½	.....	.....	.....	98	98⅝	98 Apr. 3	98¾ Apr. 5	96¼ Jan. 3	100 Mar. 27
Cecilian branch. 7s. 1907	M-S	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. H. & Nash., 1st, g., 6s. 1919	J-D	.....	111	.....	.....	.....	.....	.....	.....	.....	111½ Jan. 24	113¼ Mar. 13
Lou. Cin & Lex., g., 4½s. 1931	M-N	.....	*111*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashv. & Dec., 1st, 7s. 1900	J-J	.....	*100¼*	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. O. & M., 1st, g., 6s. 1930	J-J	.....	*115*	*122*	.....	.....	.....	.....	.....	.....	128¼ Jan. 29	129 Jan. 30
N. O. & M., 2d, 6s. 1930	J-J	.....	115	120	.....	.....	.....	.....	.....	.....	117 Feb. 6	117 Feb. 6
Pensacola div., 6s. 1920	M-S	.....	*109*	.....	110½	.....	107	.....	.....	.....	.....	.....
Sink. fd. (S. & N. Ala.), 6s. 1910	A-O	.....	*112½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pens. & Atl., 1st, gu., g., 6s. 1921	F-A	2,000	*112*	*113*	.....	112½	111	.....	113⅝ Apr. 7	113⅝ Apr. 7	111⅞ Feb. 9	113⅝ Apr. 7

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.		Highest.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.	Sale Prices.
Louisv. & Nashv.—(Concl.)—														
St. L. div., 1st, g., 6s.....1921	M-S	2,000	125	127	.....	.....	.....	.....	123	Apr. 19	125	Apr. 20	123 Apr. 19	125¾ Jan. 30
2d, g., 3s.....1980	M-S	.....	60	.....	.....	.....	.....	.....	.....		.....		.....	.....
S. & N. Ala., con., gu., g., 5s.1936	F-A	.....	112	.....	.....	.....	.....	.....	.....		.....		107 Feb. 23	107 Feb. 23
Kentucky Cent., g., 4s.....198	J-J	25,000	95	.....	.....	.....	.....	.....	98	Apr. 17	98	Apr. 17	95¾ Jan. 5	98 Apr. 17
L.&N.&Mob.&M., 1st, g, 4½s.1945	M-S	.....	107⅝	.....	.....	.....	.....	.....	.....		.....		107½ Jan. 9	107½ Jan. 9
N. Fla. & Shef., 1st, gu., g., 5s 1937	F-A	6,000	106	.....	.....	.....	.....	115	110⅝	Apr. 7	110¾	Apr. 7	109 Feb. 23	110¾ Apr. 7
Lo. & Jeff. Brdge Co., gu., g., 4s.1945	M-S	.....	97	98	.....	.....	.....	.....	.....		.....		.....	.....
L N. A. & Ch. *See* Ch. Ind. & L.														
Mahoning Coal. *See* L.S.&M.So.														
Manhat. Ry. (N.Y) consol. 4s 1990	A-O	72,000	103	.....	.....	.....	101	102	102	Apr. 17	103	Apr. 4	102 Apr. 17	105 Jan. 19
Registered.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Metropol'n El., 1st, gold, 6s.1908	J-J	18,000	113	.....	.....	.....	115¾	117	115½	Apr. 4	116	Apr. 24	112 Jan. 2	116½ Mar. 2
Manito. S.W. Coloniz., g., 5s..1934	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
McK'pt. & B. Vern. *See* P. McK. & Y.														
Metropol. Elev. *See* Manhat. Ry.														
Mex. Cent., con., gold, 4s....1911	J-J	41,000	71	74½	.....	.....	.....	.....	78	Apr. 11	81	Apr. 26	70 Jan. 12	81 Mar. 14
1st, con., income, gold, 3s..1939	July	335,000	20½	22	.....	.....	.....	.....	26½	Apr. 26	28¼	Apr. 3	20½ Jan. 15	29¼ Mar. 20
2d, con., income, g., 3s.....1939	July	338,000	9½	10½	.....	.....	.....	.....	13¾	Apr. 11	14¾	Apr. 19	10 Jan. 2	15 Mar. 23
Equip. and collat., g., 5s...1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mex. Internat. 1st con, g, 4s.1977	M-S	54,000	87	.....	.....	.....	.....	.....	85¾	Apr. 16	86¾	Apr. 5	85¾ Apr. 16	88½ Jan. 26
Mex. Nat., 1st, gold, 6s.....1927	J-D	1,000	.....	.....	.....	.....	.....	.....	103⅛	Apr. 19	103⅛	Apr. 19	103 Mar. 30	103⅛ Apr. 19
2d inc., 6s, A, coup. stmpd.1917	M-S	1,000	.....	.....	.....	.....	.....	.....	81	Apr. 10	81	Apr. 10	81 Apr. 10	81 Apr. 10
2d income, 6s, B.....1917	Aug	5,000	.....	.....	.....	.....	.....	.....	17	Apr. 25	17	Apr. 25	17 Apr. 25	18 Mar. 23
Mex. Northern 1st gold, 6s..1910	J-D	.....	97	.....	.....	.....	.....	.....	.....		.....		105¼ Feb. 13	105¼ Feb. 13
Registered.....1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Michigan Central. *See* N. Y. Cent.														
Midland of N. J. *See* N.Y. Sus. & W.														
Mil. L.S.& West. *See* Chic. & N.W.														
Mil. & Madison. *See* Ch. & N. W.														
Mil. & North'n. *See* Ch. M. & St. P.														
Mil. & St P. *See* Ch. M. & St. P.														
Minn. & St. L., 1st, gold, 7s..1927	J-D	.....	135	.....	.....	.....	.....	.....	.....		.....		143½ Jan. 22	151 Mar. 14
Iowa ex., 1st, gold, 7s.....1909	J-D	6,000	.....	123	.....	.....	.....	.....	122¾	Apr. 6	123⅛	Apr. 20	122¾ Apr. 6	123⅛ Apr. 20
S. W. ex., 1st, g., 7s.....1910	J-D	.....	116	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pacific ex., 1st, gold, 6s....1921	A-O	.....	116	.....	.....	.....	.....	128	.....		.....		.....	.....
1st cons., g., 5s.....1934	M-N	9,000	108	.....	.....	.....	116½	.....	115½	Apr. 18	116½	Apr. 20	112 Jan. 3	116½ Apr. 20
1st & refund., g., 4s.....1949	M-S	24,000	.....	96	97	.....	.....	.....	98¼	Apr. 18	99	Apr. 20	93 Jan. 15	99¾ Mar. 30
Min & St. L. gu. *See* B. C. R. & N.														
Minn. & Pacific, 1st, 5s, stpd.														
4s, payment of int. gu.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Minn. S. S.M. & Atl. 1st, g. 4s,														
stpd., payment of int. gu..1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
M. St. P.&S. S. M., con., g., 4s,														
stpd., payment of int. gu..1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Minneap. Un. *See* St. P. M. & M.														
Missouri Kansas & Texas—														
1st, gold, 4s.....1990	J-D	340,000	89	.....	93	93½	93	93¼	93	Apr. 19	93¾	Apr. 5	88½ Jan. 9	93⅞ Mar. 30
2d, gold, 4s.....1990	F-A	1,000,000	67	.....	.....	.....	69½	70	68	Apr. 23	70½	Apr. 27	65 Feb. 19	70½ Apr. 27
1st, Exten. gold 5s.....1944	M-N	284,000	90	95	93½	.....	93	95	92½	Apr. 3	95⅜	Apr. 19	90 Mar. 8	95⅞ Jan. 5
Boonv. Bridge Co., gu., 7s.1906	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Dal. & Wa., 1st, gu., g., 5s...1940	M-N	.....	.....	95	.....	.....	.....	.....	.....		.....		.....	.....
M.K. & T. of T. 1st gu. g. 5s.1942	M-S	82,000	90	93	93	.....	91½	93	91½	Apr. 30	93½	Apr. 19	89 Mar. 7	93½ Apr. 19
Sher. Shr'v & So. 1st, gu., g., 5s. '43	J-D	83,000	93	95½	.....	.....	.....	.....	95⅞	Apr. 2	97¾	Apr. 12	92¼ Jan. 27	97¾ Apr. 12
Kan. C. & Pac., 1st, g., 4s...1990	F-A	42,000	77	78	75	.....	.....	.....	78	Apr. 18	80⅝	Apr. 20	76 Feb. 23	80⅝ Apr. 20
Tebo & Neosho, 1st, 7s....1903	J-D	.....	104	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mo. K. & E., 1st gu., g., 5s.....1942	A-O	20,000	102½	.....	103	.....	103	.....	103	Apr. 16	104	Apr. 27	102½ Jan. 3	106 Mar. 28
Missouri Pacific—														
3d, 7s.....1906	M-N	10,000	111¼	115	114	.....	116	.....	115½	Apr. 2	116½	Apr. 27	114½ Feb. 17	116½ Apr. 27
1st consol. gold 6s.....1920	M-N	213,000	114	115	120	122	120¼	121	120	Apr. 24	121⅛	Apr. 12	114⅞ Jan. 13	121⅛ Apr. 12
Trust, g., 5s.....1917	M-S	1,400,000	.....	95	.....	.....	99½	100½	97⅛	Apr. 6	101¾	Apr. 16	94 Jan. 2	101¾ Apr. 16
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, coll., gold, 5s.....1920	F-A	718,000	92	94	93⅛	94	96	96½	93½	Apr. 2	98⅜	Apr. 16	90 Mar. 5	98⅜ Apr. 16
Registered.....1920	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Leroy & C. Val. A. L. 1st 5s..1926	J-J	.....	75	.....	.....	.....	.....	.....	.....		.....		.....	.....
Pac. R. of Mo. 1st ex. g., 4s..1938	F-A	.....	.....	106	.....	.....	106½	.....	.....		.....		105¾ Jan. 6	105¾ Jan. 6
2d extended, gold, 5s.....1938	J-J	2,000	.....	114	.....	.....	111	.....	112½	Apr. 30	112½	Apr. 30	112½ Apr. 30	113 Mar. 5
St. Louis & Iron Mountain—														
Gen. con. ry. & ld. gr. 5s.1931	A-O	727,000	109½	110½	.....	.....	.....	.....	110	Apr. 27	111¾	Apr. 12	109¼ Jan. 8	113½ Mar. 30
Gen. con., stped. gu. g. 5s.1931	A-O	2,000	109	.....	.....	.....	.....	.....	110	Apr. 27	110	Apr. 27	110 Jan. 23	110⅛ Feb. 7
New 30-year 4s (when issued)	....	1,292,000	79	80	82¼	82½	82½	83½	82⅛	Apr. 2	84¼	Apr. 16	77¾ Jan. 8	84¼ Apr. 16
Verdigris V. Ind. & W. 1st 5s.1926	M-S	.....	80	.....	.....	.....	.....	.....	.....		.....		.....	.....
Miss. Riv. Bdge. *See* Chic. & Alt.														
Mob. & Birm., prior lien, g., 5s.1945	J-J	.....	106	.....	.....	.....	110¼	.....	.....		.....		110¼ Feb. 20	110¼ Feb. 20
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mortgage, gold, 4s.....1945	J-J	.....	80	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small.....	....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mob. & Ohio, new, gold, 6s..1927	J-D	43,000	123	126	127¼	.....	127½	.....	120	Apr. 2	128¼	Apr. 21	124 Jan. 3	128¼ Apr. 21
1st extension, 6s.....1927	Q-J	3,000	116	.....	.....	.....	124	127	124	Apr. 20	124	Apr. 20	123 Mar. 5	124 Apr. 20
Gen., 4s.....1938	M-S	39,000	82½	83½	85½	.....	.....	.....	86	Apr. 25	87	Apr. 18	83 Jan. 8	87 Feb. 23
Montgom. Div., 1st, g. 5s..1947	F-A	29,000	107	.....	.....	.....	.....	.....	108½	Apr. 27	109	Apr. 11	107 Jan. 9	109 Apr. 11
St. L. & Cairo, gu., gold, 4s..1931	J-J	.....	82½	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mohawk & Mal. *See* N. Y. C. & H.														
Monongahela Riv. *See* Balt. & O														
Montana Cent. *See* St. P. M. & M.														
Morgan's La. & T.—*See* So. Pac. Co														
Morris & Essex. *See* Del. L. & W.														
Nashville Chatt. & St. Louis—														
1st, 7s.....1913	J-J	4,000	.....	125½	.....	.....	.....	.....	128½	Apr. 26	129	Apr. 16	126 Jan. 8	129 Jan. 30
2d, 6s.....1901	J-J	.....	100	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, con., gold, 5s.....1928	A-O	14,000	104¼	105	.....	.....	.....	.....	104½	Apr. 18	105¼	Apr. 26	104½ Apr. 18	107⅛ Mar. 21
1st 6s, T. & P. b.....1917	J-J	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st 6s, McM. M. W. & Al...1917	J-J	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, gold, 6s, Jasper Bch...1923	J-J	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
Nash. Flor. & Shef. *See* Lou. & N.														
N. H. & Derby. *See* N.Y.N.H. & H.														
N. J. Junc'n RR. *See* N. Y. Cent.														
Newp't & Cin. B'ge. *See* Penn. Co.														
N. O. & N. E., prior lien, g., 6s.1915	A-O	.....	110	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. B. & Man. Beach. *See* L. Isl.														
N. Y. Central & Hudson River—														
1st, 7s.....1903	J-J	7,000	109	.....	110⅛	.....	110⅜	.....	110½	Apr. 12	112	Apr. 6	109 Jan. 4	112 Apr. 6
Registered.....1903	J-J	15,000	108	.....	110⅛	.....	.....	.....	110¾	Apr. 19	110⅜	Apr. 19	110 Feb. 9	110¾ Apr. 19
Gold mortgage 3½s.....1997	J-J	80,000	108	109	.....	.....	.....	.....	110½	Apr. 11	110⅜	Apr. 12	109 Jan. 23	110¾ Mar. 30
Registered.....1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Debenture 5s of.....1884-1904	M-S	6,000	106¼	107½	105¾	.....	106	.....	105⅞	Apr. 12	106	Apr. 19	102¾ Mar. 8	108 Feb. 21
Registered.....1884-1904	M-S	.....	106	.....	105¾	.....	.....	.....	.....		.....		105⅝ Mar. 9	107⅞ Feb. 1
Reg. debenture 5s of. 1889-1904	M-S	.....	106	.....	105¾	.....	.....	.....	.....		.....		.....	.....
Debenture, g., 4s.....1890-1905	J-D	.....	101	.....	103	.....	103¼	.....	.....		.....		.....	.....
Registered, deb. 4s. 1890-1905	J-D	.....	101	.....	103	.....	.....	.....	.....		.....		.....	.....
Debt certs., ext., g., 4s.....1905	M-N	7,000	101	.....	103¼	.....	103½	.....	103⅝	Apr. 27	103⅝	Apr. 27	101 Jan. 11	103⅝ Apr. 27
Registered.....1905	M-N	.....	101	.....	103¼	.....	.....	.....	.....		.....		.....	.....
Lake Shore collat., g., 3½s. 1998	F-A	237,000	95	.....	98	98½	98	.....	98	Apr. 19	99	Apr. 6	97 Jan. 2	99 Jan. 27
Registered.....1998	F-A	69,000	.....	97½	.....	98	.....	.....	96½	Apr. 10	97⅞	Apr. 5	95½ Jan. 26	97⅞ Apr. 5
Mich. Cent. collat., g., 3½s 1998	F-A	97,000	.....	97	97	.....	.....	.....	97	Apr. 4	98	Apr. 10	95½ Mar. 6	98 Apr. 10
Registered.....1998	F-A	7,000	.....	97	.....	.....	.....	.....	96	Apr. 6	96¼	Apr. 7	96 Apr. 6	96¼ Apr. 7
Beech Cr'k, 1st, gu., g., 4s..1936	J-J	1,000	108	.....	.....	.....	.....	.....	109½	Apr. 6	109½	Apr. 6	108 Jan. 4	110 Feb. 27
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d guar., gold, 5s.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cart. & Ad., 1st, gu., g., 4s..1981	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Clearfield Bitum. Coal Corp.														
1sts. f. int. gu., g., 4s, ser. A.1940	J-J	.....	86	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small bonds, series B..1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.	Highest.	Lowest.	Highest
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
N. Y. Cent. & Hud. Riv.—(Con.)—												
Gouv. & O. 1st guar., g., 5s. 1942	J-D	.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moh. & Mal. 1st, gu., g., 4s. 1991	M-S	10,000	105	108	.....	.....	.....	.....	106¾ Apr. 2	106¾ Apr. 2	106¾ Feb. 8	107 Jan. 18
N. J. June. R., gu., 1st, 4s. 1986	F-A	.....	100	.....	.....	.....	105	.....	.....	.....	102 Feb. 5	102 Feb. 3
Registered certificates. 1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.&Put.,1steon.,gu.g.4s. 1993	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nor. & Mont. 1st gu., g., 5s. 1916	A-O	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Shore, 1st, 4s, gu. 2361	J-J	78,000	112	113	.....	.....	113½	114	113½ Apr. 25	115 Apr. 10	110 Jan. 2	115 Apr. 10
Registered. 2361	J-J	41,000	.....	110½	.....	.....	.....	113½	112¾ Apr. 24	113¾ Apr. 4	110 Jan. 4	114 Mar. 30
Lake Shore cons., 1st, 7s. 1900	J-J	4,000	100½	.....	102	.....	101	.....	102⅛ Apr. 2	102¼ Apr. 4	100⅞ Jan. 4	102¼ Apr. 4
Registered. 1900	Q-J	4,000	100½	.....	100¼	.....	.....	.....	100⅝ Apr. 4	100¾ Apr. 28	100⅝ Jan. 2	102⅛ Mar. 21
Consol., 2d, 7s. 1903	J-D	38,000	111	.....	114	.....	114⅜	115	114¼ Apr. 16	116½ Apr. 4	112⅜ Jan. 19	116½ Apr. 4
Registered. 1903	J-D	62,000	111	.....	.....	.....	.....	.....	114 Apr. 6	114⅜ Apr. 17	112⅛ Jan. 10	114⅜ Apr. 17
Gold 3½s. 1997	J-D	170,000	109	110⅛	110⅛	.....	110¼	.....	110¼ Apr. 2	111 Apr. 18	109½ Jan. 6	111 Apr. 18
Registered. 1997	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	110⅛ Mar. 16	110½ Mar. 17
Cincinnati & Springfield—												
1st, gu., L. S. & M. S., 7s. 1901	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Det. Mon. & Tol., 1st, 7s. 1906	F-A	.....	118	122	.....	.....	.....	.....	.....	.....	120 Feb. 26	121 Jan. 13
Kal. A. & G. R. 1st, gu. c. 5s. 1938	J-J	.....	125	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahon. Coal RR., 1st, 5s. 1934	J-J	5,000	.....	.....	.....	.....	.....	.....	129¾ Apr. 21	129¾ Apr. 21	129¾ Apr. 21	129¾ Apr. 21
Mich. Cent. 1st, con., 7s. 1902	M-N	3,000	108	.....	.....	.....	109⅞	.....	109⅜ Apr. 6	109¾ Apr. 19	108¼ Jan. 5	109¾ Apr. 19
1st, con., 5s. 1902	M-N	5,000	102½	.....	104½	105½	104⅞	.....	104¼ Apr. 6	104¾ Apr. 25	103¼ Feb. 8	104¾ Apr. 25
6s. 1909	M-S	31,000	118	.....	.....	.....	119½	.....	119¼ Apr. 16	119½ Apr. 25	119¼ Apr. 16	119½ Apr. 25
5s. 1931	M-S	.....	122	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1931	Q-M	.....	.....	127¼	.....	.....	.....	.....	.....	.....	.....	.....
4s. 1940	J-J	.....	104	.....	.....	.....	.....	.....	.....	.....	105 Jan. 4	105 Jan. 4
Registered. 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bat. C. & Stur. 1st gu. g. 3s. 1989	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Harlem, 1st, 7s. 1900	M-N	.....	101	102	.....	.....	.....	.....	.....	.....	101¾ Jan. 25	102¾ Mar. 13
Registered. 1900	M-N	2,000	101	.....	.....	.....	.....	.....	102¾ Apr. 2	102¾ Apr. 6	101½ Jan. 5	102⅞ Mar. 7
N. Y. & North., 1st, g., 5s. 1927	A-O	.....	121	125	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & Og., con., 1st. ext. 5s. 1922	A-O	36,000	.....	129	.....	.....	.....	128	126 Apr. 2	127¼ Apr. 18	126 Apr. 2	129½ Feb. 13
Oswe. & R., 2d, gu., g., 5s. 1915	F-A	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & O. T. R. 1st gu., g. 5s. 1918	M-N	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica & Bl. Riv., gu., g., 4s. 1922	J-J	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.Chic.& St. L.—1st, g., 4s. 1937	A-O	49,000	.....	104¼	.....	.....	.....	.....	105¾ Apr. 30	107¼ Apr. 18	104⅛ Jan. 3	108⅛ Mar. 28
Registered. 1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	103½ Jan. 3	103½ Jan. 3
N. Y. & Greenwood L.—*See* Erie.												
N. Y. & Har.—*See* N. Y. C. & Hud.												
N. Y. Lack & West.—*See* Del. L. & W.												
N. Y. Lake Erie & West.—*See* Erie												
N. Y. & N. E.—*See* N. Y. N. H. & H.												
N. Y. New Haven & Hartford—												
1st, reg. 4s. 1903	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Convert. deb. certfs., $1,000.	A-O	.....	185	.....	.....	.....	185	.....	.....	.....	185¾ Jan. 5	188 Jan. 27
Small certfs., $100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	185 Feb. 27	185 Feb. 27
Housaton. RR., con. g. 5s. 1937	M-N	8,000	.....	.....	.....	.....	.....	.....	133 Apr. 11	133 Apr. 11	133 Apr. 11	133 Apr. 11
N. H. & Derby, con. 5s. 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. Eng., 1st, 7s. 1905	J-J	.....	114	.....	.....	.....	.....	.....	.....	.....	114 Jan. 5	114 Jan. 5
1st, 6s. 1905	J-J	.....	109⅝	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & North'n—See N. Y. Cent.												
New York Ontario & Western—												
Refunding, 1st, g., 4s. 1992	M-S	115,000	102⅞	.....	.....	.....	.....	.....	104½ Apr. 5	105⅞ Apr. 20	102 Jan. 11	107½ Feb. 10
Registered, $5,000 only. 1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.Y.& Putnam—*See* N.Y.C.&Hud.												
N.Y. & Rock. Beach—*See* L. Island												
N. Y. Susque. & West.—*See* Erie.												
N.Y. Tex. & Mex.—*See* So. Pac Co.												
Norfolk & South., 1st, g., 5s. 1941	M-N	.....	110	.....	112	.....	113	.....	.....	.....	110 Jan. 15	112 Mar. 30
Norfolk & Western, gen. 6s. 1931	M-N	.....	128	130	133	.....	135	137½	.....	.....	129 Jan. 2	129 Jan. 2
New River, 1st, 6s. 1932	A-O	.....	.....	.....	.....	.....	128	.....	.....	.....	133 Mar. 23	133 Mar. 23
Improvement & ext., g., 6s. 1934	F-A	.....	.....	.....	130	.....	133	134	.....	.....	.....	.....
Nor. & W. Ry. 1st con. g. 4s. 1996	A-O	1,429,000	90¼	91	.....	.....	.....	.....	97¼ Apr. 12	98¾ Apr. 5	90½ Jan. 2	99⅛ Mar. 28
Registered. 1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small. 1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. Con. & T. 1st, gu., g., 5s. 1922	J-J	.....	103	.....	106	.....	.....	.....	.....	.....	.....	.....
Scio. V. & N. E., 1st gu. g. 4s. 1989	M-N	56,000	103	.....	99	.....	103	.....	100¾ Apr. 4	103 Apr. 16	95 Feb. 14	103 Apr. 16
North. Illinois—*See* Chic. & N. W.												
Northern Ohio. *See* L. Erie & W.												
Northern Pacific—												
Prior lien, gold 4s. 1997	Q-J	423,000	102½	103½	104½	104¾	.....	.....	103½ Apr. 30	104¾ Apr. 5	102½ Jan. 2	105½ Mar. 29
Registered. 1997	Q-J	.....	102½	.....	.....	.....	.....	.....	.....	.....	103 Jan. 8	105⅛ Mar. 13
General lien, g., 3s. 2047	Q-F	769,000	65	65½	.....	.....	.....	.....	68 Apr. 16	69 Apr. 2	65 Jan. 10	69 Apr. 2
Registered. 2047	Q-F	1,000	.....	.....	.....	.....	.....	.....	68 Apr. 6	68 Apr. 6	68 Apr. 6	68 Apr. 6
St. P. & Nor. Pac., gen., g., 6s. 1923	F-A	.....	125	130	.....	.....	132	133	.....	.....	131½ Mar. 22	131½ Mar. 22
Registered certificates. 1923	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wash. Cent. Ry. 1st g. 4s. 1948	Q-M	.....	.....	86½	.....	.....	88	.....	.....	.....	.....	.....
Nor. P. Ter. Co., 1st, g., 6s. 1933	J-J	.....	117	120	.....	.....	.....	.....	.....	.....	118 Jan. 5	120 Mar. 12
Nor. Railway Cal.—*See* Cent. Pac.												
North Wiscon.—*See* C. St. P. M. & O.												
Nor. & Mont.—*See* N. Y. Central.												
Ohio Ind. & W.—*See* C. C. C. & St. L.												
Ohio River RR.—1st, g., 5s. 1936	J-D	1,000	102½	.....	.....	.....	.....	.....	109 Apr. 25	109 Apr. 25	109 Apr. 25	109 Apr. 25
Gen., g., 5s. 1937	A-O	.....	85	.....	.....	.....	.....	.....	.....	.....	95 Feb. 19	95 Feb. 19
Omaha & St. L., 1st, g., 4s. 1901	J-J	4,000	50	.....	.....	.....	.....	.....	75 Apr. 4	75 Apr. 4	60 Jan. 5	77 Mar. 12
Oregon & Cal. *See* So. Pac. Co.												
Ore. Ry. & Nav. *See* Union Pac.												
Ore. RR. & Nav. *See* Union Pac.												
Ore. Short Line. *See* Union Pac.												
Oswego & Rome—*See* N. Y. Cent.												
Ottum. C. F. & St. P.—*See* C. & N. W.												
Pacific Coast Co., 1st, g., 5s. 1946	J-D	30,000	103⅜	.....	.....	.....	108½	109⅝	108 Apr. 3	110 Apr. 16	104¼ Jan. 6	110 Apr. 16
Pacific of Missouri—*See* Mo. Pac.												
Panama, 1st, s. f., g., 4½s. 1917	A-O	1,000	105	.....	.....	.....	102½	.....	102 Apr. 5	102 Apr. 5	102 Apr. 5	105 Jan. 24
S. f., subsidy, g., 6s. 1910	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Co.—												
Penn. Co., gu., 1st, 4½s. 1921	J-J	16,000	112½	.....	113½	.....	.....	.....	116 Apr. 4	116¼ Apr. 18	111½ Jan. 10	116¼ Apr. 18
Registered. 1921	J-J	.....	.....	112½	.....	.....	.....	.....	.....	.....	111½ Jan. 19	111½ Jan. 19
Gu. 3½s, col. tr. reg. ctfs. 1937	M-S	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. St. L. & P., 1st, c., g., 5s. 1932	A-O	.....	117	122	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev. & Pitts., con., s. f., 7s. 1900	M-N	.....	101½	.....	.....	.....	.....	.....	.....	.....	102 Jan. 12	103½ Mar. 6
Gen., gu., g., 4½s, Series A. 1942	J-J	.....	117	.....	.....	.....	.....	.....	.....	.....	117½ Feb. 2	117½ Feb. 2
Series B. 1942	A-O	.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie & P., gen. gu. g. 3½s, B. 1940	J-J	3,000	.....	.....	.....	.....	.....	.....	101¼ Apr. 11	101¼ Apr. 11	101¼ Apr. 11	101¼ Apr. 11
Series C. 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport & Cin. B'dge gen. guar. gold 4½s. 1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsb. Cin. & St. L., 1st, 7s. 1900	F-A	3,000	.....	108	.....	.....	.....	.....	101 Apr. 6	101 Apr. 6	101 Apr. 6	101 Apr. 6
Registered. 1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P. C. C. & St. L., con., gu., g., 4½s.												
Series A. 1940	A-O	5,000	113	.....	114	.....	.....	117½	116 Apr. 11	116 Apr. 11	114 Jan. 9	117 Mar. 27
Series B, guar. 1942	A-O	8,000	113½	.....	114	.....	.....	117½	115½ Apr. 4	116 Apr. 11	113⅞ Jan. 12	116 Feb. 13
Series C, guar. 1942	M-N	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series D, 4s, guar. 1945	M-N	11,000	103	106	.....	.....	.....	.....	106½ Apr. 3	109 Apr. 12	106½ Apr. 3	115¾ Feb. 27
Series E, 3½s, guar., g. 1949	F-A	1,000	.....	.....	.....	.....	.....	.....	100 Apr. 10	100 Apr. 10	100 Apr. 10	100 Apr. 10
Pitts. Ft. W. & Chic., 1st, 7s. 1912	J-J	.....	135	.....	.....	.....	.....	.....	.....	.....	135 Jan. 12	37 Feb. 15
2d, 7s. 1912	J-J	.....	.....	139	.....	.....	.....	.....	.....	.....	136 Mar. 1	136 Mar. 1
3d, 7s. 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	134 Feb. 15	134 Feb. 15
Pennsylvania RR. Co.—												
1st, 4s real estate, g. 1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., sterling, g., 6s. 1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., currency, 6s, reg. 1905	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 5s. 1919	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1919	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 4s. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.				RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.
Pennsylvania RR. Co.—(Con.)—										
Gr.Ra.&I.,ex.1st,gu.g.4½s.1941	J-J	.....	108	.....	.....	.....	.....	.....	108 Jan. 15	108 Jan. 15
Cleve.& Mar.1st gu.g.4½s.1935	M-N	.....	.....	108½	.....	.....	.....	.....	109 Jan. 12	112¾ Mar. 7
Delaware River RR. & Bridge 1st gen 4s, g.....1936	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....
Allegh.Val., gen.,gu.,g.,4s.1942	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury & Lewis. 1st g. 4s.1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
U.N.J.RR.& Can.Co.,gn.4s.1944	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola & At.—*See* Lou.& Nash.										
Peo. Dec. & E.—1st,g.6s,1920,Engraved Trust Co. certifs.....	.....	2,000	98	.....	.....	.....	.....	.....	100 Apr. 18	101 Apr. 24
Evans.Div., 1st, g., 6s, 1920,Engraved Trust Co. certifs.....	.....	39,000	95	.....	.....	.....	.....	.....	100 Apr. 3	100½ Apr. 30
2d, g., 5s, 1926, Eng. Tr. Co. certfs. of deposit.....	M-N	.....	.....	30	.....	.....	.....	.....	22 Jan. 18	22 Jan. 18
Peo. & East.—*See* C. C. C. & St. L.										
Peo.& Pek. Union.,1st, g.,6s.1921	Q-F	[s].....	120	.....	.....	.....	131	.....	.....	130¾ Mar. 10
2d, g., 4½s.....1921	M-N	.....	95	98	97¼	.....	97¼	.....	.....	.....
Pine Creek, reg., guar. 6s....1932	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Cin. & St. L.—*See* Penn. Co.										
Pitts. C. C. & St.L.—*See* Penn. Co.										
Pitts. Clev. & Tol., 1st, 6s...1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Ft.W.&Chic.—*See* Penn. Co.										
Pitts. Junc., 1st, 6s.....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Lake Erie— 2d, g., 5s, Ser. A & B.....1928	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. McKeesp't & Yough.— 1st, gu., 6s.....1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gu., 6s.....1934	J-J	.....	130	.....	.....	.....	.....	.....	.....	.....
McKee. & Belle V.,1st,g.,6s.1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. P. & F., 1st, g., 5s.....1916	J-J	.....	90	.....	90	.....	90	.....	.....	.....
Pittsb. Shen. & L. E.1st,g.,5s.1940	A-O	.....	.....	114	112	.....	112	.....	.....	113½ Jan. 16
1st cons. 5s.....1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....	115¼ Mar. 19
Pittsburg & Western— 1st, g., 4s.....1917	J-J	.....	98	.....	.....	.....	.....	.....	.....	.....
J. P. M. & Co. certs.....	.....	4,000	.....	.....	.....	.....	.....	.....	100¾ Apr. 19	100¾ Apr. 20
Pitts. Y. & Ash., 1st,con.,5s.1927	M-N	.....	108	.....	.....	.....	.....	.....	.....	.....
Reading Co., gen., g., 4s....1997	J-J	5,531,000	84½	85	88¼	88½	88¾	89	88 Apr. 2	90⅝ Apr. 5
R Registered.....1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rensselaer & Sar. *See* D. & H.										
Rich. & Dan. *See* South'n Ry.										
Rio Gr. West., 1st, g., 4s.....1939	J-J	146,000	.....	95½	.....	.....	.....	99	99 Apr. 12	99⅝ Apr. 5
Utah Centl, 1st, gu., g., 4s.1917	A-O	.....	83	.....	84	.....	85	88	.....	.....
Rio Gr. Junc., 1st, gu., g., 5s.1939	J-D	.....	100	.....	.....	.....	.....	.....	.....	.....
Rio. Gr. So., 1st, g., 3-4s.....1940	J-J	82,000	.....	74½	73½	.....	.....	.....	74 Apr. 17	81¼ Apr. 25
Roch. & Pitts. *See* Buf. R. & Pit.										
Rome Wat & Og. *See* N. Y. Cent.										
Salt Lake C., 1st, g., s. f., 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Joseph & Grand Island— 1st, g., 2-3-4s. 1947.....1947	J-J	18,000	82½	85	.....	.....	.....	.....	83 Apr. 12	84⅛ Apr. 6
St. L. & Cal. *See* Mobile & Ohio.										
St. L & Iron Mount. *See* Mo. Pac.										
St. L. K. C. & No. *See* Wabash.										
St.L.M.Br. *See* Ter.RR.As. of St.L.										
St. Louis & San Francisco— 2d, g., 6s, Class A.....1906	M-N	.....	110¼	.....	113⅜	.....	.....	.....	.....	.....
2d, g., 6s, Class B. 1906	M-N	.....	110½	.....	113⅜	.....	.....	.....	.....	111½ Jan. 30
2d, g, 6s, Class C.....1906	M-N	.....	110¼	.....	113⅜	.....	.....	.....	.....	113¼ Feb. 15
1st g., 6s, Pierce C. & O....1919	F-A	.....	105	.....	.....	.....	.....	.....	113 Feb. 8	113 Feb. 8
Gen., g., 6s.....1931	J-J	35,000	120	.....	.....	.....	.....	.....	.....	.....
Gen., g., 5s.....1931	J-J	317,000	106½	.....	.....	.....	.....	113	122¾ Apr. 11	124¼ Apr. 21
1st, trust, g., 5s.....1987	A-O	31,000	100	105	101	.....	.....	.....	110½ Apr. 4	113¼ Apr. 21
St. L. & S. F. RR. g. 4s.....1996	J-J	50,000	80	82	.....	84	.....	83¾	103½ Apr. 4	104 Apr. 20
So. West. div., 1st, g. 5s...1947	A-O	.....	98	.....	97½	.....	.....	.....	82½ Apr. 23	83⅞ Apr. 9
Cent. Div. 1st. g., 4s.....1929	A-O	1,000	.....	95	.....	.....	.....	.....	91 Apr. 11	91 Apr. 11
Ft.S.&V.B.Bdg.1st,g.6s....1910	A-O	.....	105	.....	.....	.....	.....	.....	.....	.....
Kansas Mid., 1st, g., 4s.....1937	J-D	.....	50	.....	.....	.....	.....	.....	.....	.....
St. Louis South. *See* Ill. Central.										
St. L. S. W. 1st, g. 4s, bd., ctfs.1989	M-N	1,265,000	86½	87½	.....	.....	92	93½	91 Apr. 2	93½ Apr. 12
2d, g., 4s, inc. bond, ctfs....1989	J-J	2,287,000	54½	56	.....	.....	.....	65	62⅜ Apr. 3	65½ Apr. 16
Gray's Pt. Ter.,1st, gu. g.5s.1947	J-D	.....	100	.....	.....	.....	.....	.....	.....	.....
St. Paul & Duluth, 1st, 5s....1931	F-A	.....	119	.....	.....	.....	120	.....	.....	.....
2d, 5s.....1917	A-O	12,000	110¼	.....	.....	.....	110¼	.....	109 Apr. 19	111½ Apr. 2
1st consol. gold 4s.....1968	J-D	36,000	.....	99	.....	.....	98	.....	97½ Apr. 19	98¾ Apr. 27
St. Paul Minn. & Manitoba— 2d, 6s.....1909	A-O	14,000	.....	119¼	.....	.....	117	.....	117⅝ Apr. 24	118 Apr. 16
1st, consol., 6s.....1933	J-J	4,000	136	.....	141½	.....	142½	.....	141⅞ Apr. 6	142¼ Apr. 2
Registered.....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reduced to gold 4½s.....1933	J-J	17,000	112¼	.....	115¾	.....	116⅝	.....	116⅝ Apr. 23	116⅞ Apr. 21
Registered.....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota ext., gold, 6s.....1910	M-N	5,000	119⅛	.....	.....	122½	121½	.....	121 Apr. 27	121½ Apr. 16
Mont. Ext., 1st, gold, 4s....1937	J-D	22,000	102½	.....	.....	.....	104	105½	104 Apr. 6	105 Apr. 16
Registered.....1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. M., 1st div., 1st, g. 5s....1908	A-O	2,000	.....	111½	.....	.....	.....	.....	108⅝ Apr. 19	108⅝ Apr. 19
Registered.....1908	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Ry. M., No. div. 1st g. 4s.'40	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneap. Union. 1st, 6s....1922	J-J	3,000	.....	.....	.....	.....	.....	.....	128 Apr. 4	128 Apr. 4
Mont. C., 1st, gu. g., 6s....1937	J-J	14,000	128	131	.....	.....	.....	134¾	134 Apr. 21	134¼ Apr. 24
Registered.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st., guar., gold, 5s.....1937	J-J	.....	116	.....	.....	.....	117½	.....	.....	.....
Registered.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Will. & S. F., 1st g., 5s.....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
St.Paul & Nor.Pac. *See* Nor. Pac.										
St.P.& Sioux Cy. *See* C.St.P.M&O.										
S. Fe Pres. & Phe., 1st g. 5s.1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. An. & Ar. Pass. *See* So. Pac. Co.										
S.F.&N.P., 1st, s. f. g., 5s....1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sav. F. & W., 1st, con., g., 6s.1934	A-O	.....	123	125	.....	.....	.....	.....	.....	125½ Jan. 3
1st, g., 5s.....1934	A-O	.....	110	.....	.....	.....	.....	.....	.....	126½ Jan. 13
St. John's Div., 1st, g., 4s.1934	J-J	.....	90	96	.....	.....	.....	.....	.....	.....
Bruns.&W., 1st, gu., g.,4s.1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scioto Val.& N. E. *See* Nor.& West.										
Seab. & Roanoke, 1st, 5s....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Car. Cent. 1st con. g. 4s...1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sher. Shr. & So. *See* Mo. K. & Tex.										
Sod. Bay & So., 1st, g., 5s ...1924	J-J	.....	95	.....	.....	.....	.....	.....	.....	.....
So. Carolina & Ga. *See* Southern.										
Southern Pacific Company— 4s, Cent. Pacific coll.....1949	J-D	1,436,000	.....	82	.....	.....	.....	.....	83 Apr. 25	85⅜ Apr. 5
Registered.....1949	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cent. Pac.,1st, ref. gu.g. 4s.1949	F-A	744,000	99	.....	.....	.....	.....	.....	99½ Apr. 30	100½ Apr. 4
Registered.....1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mortgage gu. g. 3½s.....1929	J-D	926,000	82½	83	.....	.....	.....	85	84¾ Apr. 24	85½ Apr. 10
Registered.....1929	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galv. H. & S. A., 1st g. 6s..1910	F-A	10,000	108	112	.....	.....	.....	.....	110½ Apr. 27	110½ Apr. 27
2d gold 7s.....1905	J-D	.....	105	.....	108½	110	109	112	.....	106½ Feb. 28
Mex. & Pac. D., 1st g. 5s.1931	M-N	130,000	101	.....	.....	.....	.....	.....	101⅜ Apr. 20	102¼ Apr. 4
H.&Tex. C., 1st g.5s,int. gu.1937	J-J	10,,000	.....	110½	.....	.....	.....	.....	111⅛ Apr. 16	111½ Apr. 16
Con. gold 6s, int. guar...1912	J-J	.....	111¼	.....	.....	.....	.....	.....	.....	.....
Gen. gold 4s, int. guar...1921	A-O	475,000	83	.....	.....	.....	.....	.....	84½ Apr. 18	85 Apr. 2
Morgan's L. & T., 1st, g., 6s.1920	A-O	.....	123½	.....	.....	.....	122¾	.....	.....	.....
1st, 7s.....1918	J-J A-O	.....	131	.....	.....	.....	.....	.....	.....	.....

RANGE SINCE JAN. 1.	
Lowest.	Highest.
Sale Prices.	Sale Prices.
108 Jan. 15	108 Jan. 15
109 Jan. 12	112¾ Mar. 7
103 Jan. 29	111½ Apr. 16
110 Jan. 29	111½ Apr. 16
113 Feb. 21	113 Feb. 21
83¾ Jan. 9	87 Mar. 28
120½ Feb. 28	120½ Feb. 28

BONDS. New York Stock Exchange.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Southern Pacific Co.—(Concl.)—												
N.Y.Tex.&Mex.,gu.,1st,4s.1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg.& Cal.,1st, gu., g., 5s.1927	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S.A.& A.P., 1st, gu., g., 4s..1943	J-J	299,000	77	79	.....	.....	78	78½	78 Apr. 23	80½ Apr. 5	75 Jan. 9	80⅝ Mar. 31
Texas & N. O., 1st, 7s.....1905	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sabine Div's'n, 1st, 6s...1912	M-S	.....	*108*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s 1943	J-J	130,000	*101*	.....	.....	.....	.....	.....	103½ Apr. 5	104¼ Apr. 30	101 Jan. 2	104¼ Feb. 5
So. P. of Ar., gu.1st, 6s.1909-10	J-J	40,000	*110*	.....	.....	.....	.....	.....	113½ Apr. 30	114 Apr. 18	110 Jan. 2	114 Apr. 18
S.P.of Cal., 1st, g., 6s.....1905	Apr	.. ....	*107*	.....	.....	.....	109⅛	.....	.....	.....	110 Mar. 26	110 Mar. 26
Do do	Oct.	.....	*108*	.....	.....	.....	109⅝	.....	.....	.....	.....	.....
Do do 1906	A-O	.....	*109*	.....	.....	.....	111⅜	.....	.....	.....	.....	.....
Do do 1912	A-O	.....	*114*	.....	.....	.....	118⅝	.....	.....	.....	.....	.....
1st,consol., guar. g.5s..1937	M-N	.....	.....	*106*	.....	.....	.....	.....	.....	.....	105½ Jan. 19	105½ Jan. 19
Do. stamped...1905-1937	.....	12,000	*105½*	*106*	108	109½	.....	.....	109 Apr. 17	109½ Apr. 4	104½ Jan. 10	109½ Mar. 30
A. & N. W. 1st, gu. g. 5s..1941	J-J	153,000	*95*	.....	.....	.....	.....	.....	98½ Apr. 20	99¾ Apr. 5	95 Jan. 4	99¾ Apr. 5
S. P. Coast. 1st.. gu. g. 4s..1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Pac. of N. Mex., 1st. 6s..1911	J-J	.....	*109*	.....	.....	.....	.....	.....	.....	.....	.....	.....
GilaV.G.& N.,1st, gu.,g.,5s.1924	M-N	5,000	102	105	104	106½	.....	105	106¼ Apr. 5	106¼ Apr. 5	110 Apr. 5	110 Feb. 21
No. of Cal., 1st gu., g. 6s...1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guar., gold, 5s.....1938	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Railway—												
1st consol. gold, 5s.....1994	J-J	330,000	106½	107	112	113	112½	113	112¼ Apr. 19	113¼ Apr. 17	106 Jan. 8	113¼ Apr. 17
Registered.....1994	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mem. Div. 1st g. 4-4½-5s..1996	J-J	10,000	108	.....	.....	.....	.....	.....	108¼ Apr. 10	109½ Apr. 23	108¼ Apr. 10	109½ Apr. 23
Registered.....1996	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ala. Cen. R. 1st 6s.....1918	J-J	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atl. & Ch. Air Line, income.1900	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlan. & Danv. 1st. g. 5s...1950	J-J	13,000	98½	100	.....	.....	101⅜	.....	101⅜ Apr. 10	101½ Apr. 17	99¾ Jan. 10	101½ Apr. 17
Col. & Greenville 1st 6s...1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	115 Jan. 31	115 Jan. 31
East Tenn. Va. & Ga. 1st 7s.1900	J-J	22,000	.....	*101½*	.....	.....	102⅝	.....	102¼ Apr. 10	102⅝ Apr. 27	101½ Feb. 9	102⅝ Apr. 27
Divisional, g., 5s.....1930	J-J	7,000	.....	*117*	.....	.....	.....	119½	117 Apr. 16	117 Apr. 16	114¾ Feb. 19	117 Apr. 16
Con., 1st, g., 5s.....1956	M-N	14,000	*114*	.....	.....	.....	.....	.....	118¾ Apr. 10	120 Apr. 25	114 Jan. 2	120 Apr. 25
E. Ten., reor. lien, g., 4-5s.1938	M-S	15,000	*105½*	.....	.....	.....	.....	.....	110 Apr. 4	111 Apr. 10	108½ Jan. 10	111 Apr. 10
Registered.....1938	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geor. Pac. Ry., 1st, g., 6s...1922	J-J	5,000	.....	*120*	.....	.....	123½	.....	122½ Apr. 17	122½ Apr. 17	119½ Jan. 16	123 Mar. 22
Knox. & Ohio, 1st, g., 6s..1925	J-J	33,000	*117*	*119*	120	.....	122½	.....	122⅛ Apr. 16	124 Apr. 20	118 Jan. 13	124 Apr. 20
Rich. & Dan., con., g., 6s..1915	J-J	25,000	118	121	.....	.....	.....	125½	126 Apr. 23	126 Apr. 23	119 Jan. 10	126 Apr. 23
Equip. sink. fd., g., 5s...1909	M-S	.....	100	.....	.....	.....	.....	.....	.....	.....	101 Jan. 11	101 Jan. 11
Deb., 5s., stamped.....1927	A-O	.....	100	.....	.....	.....	103	109	.....	.....	.....	.....
So. Car. & Georg. 1st g. 5s.1919	M-N	10,000	104	104⅞	.....	.....	.....	.....	107½ Apr. 5	109 Apr. 19	102 Jan. 15	109 Apr. 19
Atlan.&Yad., 1st, gu. g. 4s.1949	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. Serial—Ser. E, 5s.1926	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. gen., 5s.....1936	M-N	5,000	.....	*110*	.....	.....	.....	.....	111¼ Apr. 6	111¼ Apr. 6	109 Jan. 8	111¼ Apr. 6
Gtd., stamped.....1936	M-N	3,000	.....	*110*	.....	.....	.....	.....	110¾ Apr. 27	110¾ Apr. 27	108 Jan. 4	110¾ Apr. 27
W.O.& W. 1st, cy., gtd., 4s.1924	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. N. C., 1st, con., g., 6s.1914	J-J	1,000	113½	.....	.....	.....	.....	.....	118 Apr. 18	118 Apr. 18	114½ Jan. 10	119 Mar. 31
S. & N. Ala. *See* Louisv. & Nash.												
Spok. Falls&Nor., 1st, g., 6s.1939	J-J	.....	.....	125	.....	.....	.....	.....	.....	.....	.....	.....
Stat.Isl.Ry., 1st gu., g., 4½s.1943	J-D	.....	*97*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunb.& Lewistown. *See* Penn.RR.												
Syra. Bing. & N.Y. *See* D.L.& W.												
Ter. Ass. of St. L., 1st g., 4½s.1939	A-O	.....	*110*	.....	.....	.....	110½	.....	.....	.....	.....	.....
1st con. g., 5s.....1894-1944	F-A	.....	111	113	.....	.....	113¾	.....	.....	.....	.....	.....
St.L.M.Bdge.Ter.,gtd,g.5s.1930	A-O	.....	.....	.....	.....	.....	110½	.....	.....	.....	111 Jan. 19	111 Jan. 19
Texas & N. O. *See* So. Pac. Co.												
T. & P.Ry., E. Dv., 1st, g. 6s.1905	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 5s 2000	J-D	81,000	*111*	*113*	.....	.....	.....	.....	114 Apr. 2	115¼ Apr. 20	111 Jan. 3	115¼ Apr. 20
2d, gold, income, 5s.....2000	Mch	24,000	.....	*54*	.....	.....	57	.....	57 Apr. 10	62½ Apr. 30	53 Mar. 8	69 Mar. 13
Eng. Trust Co, certificates....	... .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo & Ohio Central—												
1st, gold, 5s.....1935	J-J	26,000	103½	.....	113	114	112½	113	112½ Apr. 27	114½ Apr. 4	105 Jan. 8	114½ Apr. 4
West'n Div., 1st, g., 5s 1935	A-O	25,000	101½	.....	110	113	110	113	110 Apr. 20	111 Apr. 27	105 Jan. 29	112 Mar. 10
Gen. gold 5s.....1935	J-D	209,000	80	.....	99½	101	101	102	99½ Apr. 20	101½ Apr. 27	95 Feb. 6	101½ Apr. 27
Kan. & M., 1st gu.,g.,4s....1990	A-O	8,000	83	84⅞	.....	95	88	90	87⅛ Apr. 25	88 Apr. 26	84½ Jan. 2	90 Mar. 13
Tol. Peo. & W., 1st, gold. 4s.1917	J-J	11,000	78	.....	83	84	83½	84½	83 Apr. 4	84 Apr. 27	78 Jan. 3	84 Feb. 9
Toledo St. Louis & Kansas City,												
1st, g. 6s, Trust Receipts...1916	J-D	1,075,000	*109*	*110*	.....	.....	.....	.....	122½ Apr. 26	127 Apr. 6	110 Jan. 2	127 Mar. 30
Tor. Ham. & Buff., 1st, g., 4s.1946	J-D	.....	*92*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ulster & Del., 1st con. g., 5s.1928	J-D	8,000	*103*	*104*	.....	.....	.....	.....	107 Apr. 18	107 Apr. 20	103 Jan. 3	107 Apr. 20
Un. Pac., RR. & l. g., g., 4s..1947	J-J	973,000	102⅜	102⅝	.....	.....	104⅞	105	104¾ Apr. 30	106¼ Apr. 16	101¾ Jan. 10	106¼ Mar. 28
Registered.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	103¼ Jan. 29	104½ Jan. 19
Oregon R. & N., 1st, s.f. g.6s.1909	J-J	2,000	*101¼*	*102*	.....	.....	.....	.....	110 Apr. 9	110 Apr. 9	110 Feb. 3	110 Feb. 3
Ore. RR. & Nav. con. g. 4s..1946	J-D	109,000	100	.....	104	104½	.....	.....	103½ Apr. 20	104½ Apr. 2	100½ Jan. 8	104⅞ Mar. 23
Oreg. Sh. Line 1st, gold 6s.1922	F-A	44,000	126½	.....	.....	.....	129	130	127¾ Apr. 9	129 Apr. 21	126¾ Jan. 2	130 Jan. 5
Utah & No., 1st, 7s 1908	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 5s.....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg. Sh.L. 1st con. g. 5s.1946	J-J	182,000	*110*	*111*	113	113¾	114½	114⅞	113⅜ Apr. 2	115 Apr. 27	110½ Jan. 6	115¼ Feb. 15
Non-cum. inc., A, 5s.....	Sept	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-cum. inc., B. & col. trst	Oct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U N.J.RR.& C.Co. *See* Penn. RR.												
Utah Central—*See* Rio Gr. West.												
Utah & North'n. *See* Or. Short L.												
Utica & Bl. Riv. *See* N. Y. Cent.												
Ver. Val. Ind. & W. *See* Mo. Pac.												
Virginia Mid. *See* South. Ry.												
Wabash RR. Co., 1st g. 5s..1939	M-N	98,000	113½	114½	117¾	118½	118⅛	118½	117½ Apr. 2	118½ Apr. 17	113 Jan. 3	118½ Apr. 17
2d, gold, 5s.....1939	F-A	288,000	*100*	.....	100½	.....	103	104	100¼ Apr. 23	104 Apr. 7	98½ Feb. 20	104 Apr. 7
Debenture, series A.....1939	J-J	157,000	82	85	.....	.....	.....	.....	86½ Apr. 2	94¼ Apr. 21	83 Jan. 22	94¼ Apr. 21
Series B.....1939	J-J	5,316,000	36¼	36¾	42	.....	41¼	41⅜	40⅛Apr. 25	43⅛ Apr. 2	34½ Jan. 10	43⅛ Apr. 2
1st, g. 5s, Det. & Ch. Ex...1941	J-J	43,000	*108*	.....	108	109½	108½	.....	108½ Apr. 6	110 Apr. 10	108 Mar. 23	110 Jan. 19
Des Moines Div. 1st g. 4s..1939	J-J	33,000	87	.....	90	.....	91	92	91 Apr. 11	93¼ Apr. 27	91 Apr. 11	93¼ Apr. 17
St.L.K.C.&N.St.Ch.Br.,1st6s'08	A-O	.....	*108*	.....	.....	.....	109	.....	.....	.....	113 Mar. 27	113 Mar. 30
Warren RR. *See* D. L. & W.												
Wash. Ohio & West. *See* So. Ry.												
Wash. Central. See No. Pacific.												
West. N.Y.& Penn.,1st, g.,5s.1937	J-J	122,000	*110*	.....	.....	.....	118¾	119¼	114 Apr. 3	120 Apr. 24	110 Jan. 3	120 Apr. 24
Gen. g. 2-3-4s.....1943	A-O	2,025,000	*68½*	*69*	.....	.....	87⅞	88	73½ Apr. 10	91½ Apr. 24	68¼ Jan. 12	91½ Apr. 24
Income 5s.....1943	Nov.	682,000	*23½*	*24*	.....	.....	.....	.....	27 Apr. 10	29⅞ Apr. 24	22½ Jan. 17	30½ Feb. 6
West. No. Car. *See* South'n Ry.												
West Shore. *See* N. Y. Central.												
W. Va. & Pittsb'g. *See* B. & O.												
W. Va. Cent. & P., 1st. g., 6s.1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheel. & Lake Erie, 1st, 5s..1926	A-O	.....	105	.....	.....	.....	111½	.....	.....	.....	107 Jan. 18	107 Jan. 18
Wheel. Div., 1st, gold, 5s..1928	J-J	17,000	93	.....	99	.....	104⅛	.....	104 Apr. 16	104 Apr. 20	99⅞ Feb. 2	104 Apr. 20
Exten. & Imp., gold, 5s....1930	F-A	.....	91	.....	95	98	.....	.....	.....	.....	.....	.....
Wilkesb. & East. *See* N. Y. S. & W.												
Will. & Sioux F. *See* St.P.M.& M.												
Winona & St. P. *See* Chic. & N. W.												
Wis. Cent. Co., new 1st 4s.	.....	660,000	90	91	92¾	93	91½	91¾	91½ Apr. 25	93¼ Apr. 4	88 Jan. 4	93¼ Mar. 31
Street Railway Bonds.												
Brook. Rap. Tran., g., 5s.....1945	A-O	47,000	105¼	105½	.....	.....	.....	.....	104 Apr. 4	106½ Apr. 17	103½ Jan. 18	106½ Feb. 19
Atl. Av., B'kl'n, impt. g.5s.1934	J-J	.....	*109½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn City, 1st, con. 5s.1941	J-J	.....	*115½*	.....	.....	.....	104	.....	.....	.....	.....	.....
B'k'n Q.C'o.& S.C.g.g.5s 1916-'41	J-J	.....	.....	*104½*	101	104	.....	.....	.....	.....	101 Jan. 30	104 Mar. 14
B'klyn Un. El. 1st, g., 4-5s.1950	F-A	179,000	94	95	.....	.....	94	.....	94½ Apr. 27	96¼ Apr. 16	92 Mar. 8	97 Jan. 25
City & Sub.Ry., Balt.1st,g.5s.1922	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Den. Con. Tram. Co., 1st,,g.5s.1933	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denv. Tram. Co. con. g. 6s.1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metr. R'y Co., 1st gu. g. 6s..1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisv. Ry. Co. 1st con. g. 5s.1930	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mark. St. Cable(S.Fr.),1st 6s.1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. St. Ry. gen. col.tr.g.,5s 1997	F-A	22,000	118	120	.....	.....	119½	.....	118¾ Apr. 11	119½ Apr. 30	117½ Feb. 21	120½ Jan. 19
Bway&7thAv.1st.con.g.5s.1943	J-D	18,000	118	.....	.....	.....	121	122	120 Apr. 19	122½ Apr. 24	118¾ Jan. 16	122½ Apr. 24
Registered.....1943	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900.		PRICES IN APRIL.						RANGE SINCE JAN. 1.	
					April 2.		April 30.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Metropol. Street Ry.—(Con.)—												
Col. & 9th Ave. 1st gu., g. 5s. 1993	M-S	5,000	120	.....	.....	.....	.....	.....	123 Apr. 27	124 Apr. 10	122 Mar. 17	124 Apr. 10
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lexington Ave. & Pav. Ferry—												
1st, guaranteed, gold, 5s. 1993	M-S	10,000	121	.....	.....	.....	.....	.....	124 Apr. 10	124 Apr. 10	122 Jan. 11	124 Apr. 10
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. W. S. El. (Chic.) 1st 4s. 1938	F-A	33,000	95⅛	95¾	.....	.....	.....	.....	97 Apr. 10	98 Apr. 19	95¼ Feb. 16	98 Apr. 19
Mil. El. Ry. & Lt. con. 30 yr. g. 5s, '26	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minn. St. Ry., 1st, con. g., 5s. 1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul City Cable con. g., 5s. 1937	J-J	.....	*111½*	*113*	.....	.....	.....	.....	.....	.....	111 Mar. 2	112 Feb. 7
Guaranteed, gold, 5s 1937	J-J	.....	*109½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Third Ave., 1st, gold, 5s.....1937	J-J	74,000	.....	*128*	.....	.....	123	125¾	123 Apr. 11	125⅞ Apr. 19	117⅛ Feb. 28	125⅞ Apr. 19
Union El. (Chic.), 1st, g. 5s..1945	A-O	.....	*107*	*111*	.....	.....	.....	.....	.....	.....	.....	.....
W. Chic. St. 40-yr. 1st cu. 5s. 1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40-year con. g. 5s.....1936	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gas & Electric L. Co. Bonds.												
Atlanta Gas-Light, 1st, g. 5s. 1947	J-D	.....	.....	.....	.....	.....	106	.....	.....	.....	.....	.....
Bos. U. Gas tr. ctfs. s. f., g. 5s. 1939	J-J	.....	*115*	.....	.....	.....	.....	.....	.....	.....	.....	.....
B'klyn Un. Gas Co. 1st con. g. 5s, '45	.....	52,000	*114*	.....	.....	117	116½	.....	116 Apr. 16	117 Apr. 5	114 Jan. 5	118 Mar. 22
Chic. Gas L. & C.—*See* Peop. Gas & C.												
Columbus Gas Co., 1st, g., 5s. 1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con. Gas Chic.—*See* Peop. Gas & C.												
Detroit City Gas Co., g., 5s..1923	J-J	109,000	96	96½	97	100	97	98	97 Apr. 18	99¾ Apr. 4	95 Jan. 22	100 Mar. 29
Det. Gas Co., con. 1st, g., 5s. 1918	F-A	.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., B'kn. *See* K. C. E. L. & P.												
Ed. El. Ill. *See* N. Y. G. & E. L. H. & P.												
Kings Co. E. L. & P., g. 5s...1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase money 6s.....1997	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ed. El. Ill., Bkn, 1st co. g. 4s. 1939	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, 5s..... 1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eq. Gas L. Co. N. Y., con. g., 5s. 1932	M-S	.....	.....	*118*	.....	.....	.....	.....	.....	.....	.....	.....
Equ Gas & F.—*See* Peop Gas & C.												
G. & Elec. Berg. Co. 1st con. g. 5s. '32	J-D	167,000	.....	.....	.....	.....	110	111	103½ Apr. 12	110¾ Apr. 27	103½ Apr. 12	110¾ Apr. 27
Gen. Elec. Co., deb., gold, 5s. 1922	J-D	59,000	.....	*117*	.....	116½	.....	.....	115¼ Apr. 2	120½ Apr. 27	113 Jan. 23	120½ Apr. 27
Gr. Rap. Gas-L. Co., 1st, g., 5s. 1915	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kan. City, Mo., Gas, 1st, g. 5s. 1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lac. Gas L., St. L., 1st, g., 5s. 1919	.....	55,000	107½	.....	108	109	.....	109½	108½ Apr. 6	109½ Apr. 18	107½ Feb. 5	110 Jan. 22
Small bonds.....1919	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Fuel Gas Co. *See* Peo. G. & C. Co												
N. Y. Gas E. L. H. & P. Co. 1st col. trust, gold, 5s.....1948	J-D	112,000	.....	*107*	109	.....	.....	.....	108½ Apr. 27	109½ Apr. 6	103½ Jan. 30	110 Feb. 19
Registered.....	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchase mon. col. tr., g. 4s. '49	F-A	510,000	*91*	*92*	92½	94	.....	.....	92¾ Apr. 4	93¾ Apr. 17	91 Jan. 3	94¼ Jan. 31
Ed. El. Ill., 1st, con., g., 5s. 1910	M-S	.....	107½	108⅛	108	110½	108	110	.....	.....	108 Jan. 10	110 Jan. 23
1st consol., gold, 5s.... .1995	J-J	.....	*119*	*123*	.....	.....	.....	.....	.....	.....	.....	.....
Peo. Gas & C., 1st gu., g., 6s. 1904	M-N	.....	*106*	.....	107	109½	.....	.....	.....	.....	.....	.....
2d, guar., gold, 6s.....1904	J-D	3,000	.....	*106*	105⅛	.....	106	108	105½ Apr. 2	106 Apr. 9	104¾ Feb. 14	106 Apr. 9
1st, consol., gold, 6s.....1943	A-O	13,000	.....	*125*	.....	.....	.....	126	123 Apr. 10	123½ Apr. 6	122 Mar. 14	127 Feb. 14
Refunding, g., 5s.....1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Gas L. & C., 1st, gu., g. 5s. 1937	J-J	15,000	*108*	.....	108	.....	.....	.....	108 Apr. 4	109 Apr. 20	107¼ Jan. 10	109 Apr. 20
Con. Gas Co. Ch. 1st gu. g. 5s. 1936	J-D	10,000	*106*	.....	106½	.....	.....	.....	109 Apr. 17	109 Apr. 17	109 Apr. 17	109 Apr. 17
Eq. Gas & F., Chic. 1st gu. 6s. 1905	J-J	.....	*103*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mutual Fuel Gas 1st gu. g. 5s. '47	M-N	.....	109	.....	.....	.....	.....	107½	.....	.....	.....	.....
Trenton Gas & Elec., 1st g. 5s. 1949	M-S	.....	*104*	*106*	.....	.....	.....	.....	.....	.....	.....	.....
Western Gas col. tr. gold, 5s..1933	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Bonds.												
Adams Express col. tr. g. 4s. 1948	M-S	131,000	.....	103¾	.....	.....	103	104	103 Apr. 27	104½ Apr. 19	102 Mar. 7	105 Feb. 8
Bkl'n. F'ry of N. Y. 1st con., g., 5s'48	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Br'k'n W. & W. H. 1st, g., 5s, tr. rec..	F-A	42,000	75	85	.....	.....	.....	.....	71 Apr. 10	71 Apr. 10	71 Apr. 10	71 Apr. 10
Chic. Jc. & St. Yd., col., g., 5s. 1915	J-J	2,000	.....	.....	.....	.....	.....	.....	111 Apr. 25	111 Apr. 25	111 Apr. 25	111 Apr. 25
Commercial Cable, 1st, g. 4s. 2397	Q-J	.....	*93½*	*97*	.....	.....	.....	.....	.....	.....	103½ Mar. 2	103½ Mar. 2
Registered.....2397	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Det. M. & M., land gr., 3½, S. A. 1911	A-O	405,000	*21*	.....	.....	.....	32	36	33 Apr. 20	40 Apr. 3	19 Jan. 8	40 Apr. 3
Erie Teleg. & T. col. tr., g., 5s. 1926	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henderson B'dge 1st s f g 6s. 1931	M-S	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron Steamboat Co., 6s.....1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mad. Sq. Gard., 1st, gold, 5s. 1919	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. B. H. & L., lim., gen., g., 4s. 1940	M-N	.....	*35*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. T. & T., 1st. s. f., g., 5s..1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mut. Un. Teleg.—*See* West. Union												
Newp. News Shipbld'g & Dry Dock 5s 1890-1990	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. J. Tel., gen., g., 5s, cv. 1920	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Ont. Land, 1st, g., 6s. 1910	F-A	.....	*90*	.....	.....	.....	.....	.....	.....	.....	.....	.....
North W. Teleg.—*See* West. Union												
St. Louis Ter'l. Cupples Station & Prop. Co., 1st, g. 4½s, 5-20 yr. 1917	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vermont Marble 1st, s. f. 5s. 1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. Union, deb., 7s..1875-1900	M-N	.....	*100*	.....	.....	.....	102½	.....	.....	.....	101¾ Jan. 24	102½ Feb. 26
Registered.....1875-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....	.....	101 Jan. 3	102¾ Mar. 29
Debenture 7s 1884-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1884-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collat. trust, currency, 5s. 1938	J-J	33,000	*111¼*	.....	.....	.....	.....	.....	113 Apr. 4	114½ Apr. 6	111¼ Jan. 5	114½ Apr. 6
Mutual Union Tel., s. f., 6s. 1911	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	112 Feb. 16	112 Feb. 16
North West'n Telegraph, 7s 1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manufact'g & Indus. Bonds.												
Am. Cot. Oil, deb., gold, 8s..1900	Q-F	20,000	102½	.....	.....	.....	103½	.....	103¼ Apr. 2	104 Apr. 26	100½ Feb. 5	104 Apr. 26
Am. Spirits Mfg. Co. 1st g. 6s. 1915	M-S	48,000	.....	86	.....	80	.....	75	68 Apr. 10	75 Apr. 21	68 Apr. 10	85 Jan. 5
Bar. & S. Car Co., 1st gold, 6s. 1942	J-J	.....	*93½*	.....	.....	.....	.....	.....	.....	.....	105 Jan. 10	105 Jan. 10
Gramercy Sugar, 1st, g., 6s..1923	A-O	.....	.....	.....	.....	90	.....	.....	.....	.....	.....	.....
Illinois Steel Co., deb., 5s....1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-conv. deben., 5s.....1910	A-O	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Internat. Paper 1st con. g. 6s. '18	F-A	45,000	106	110	107	.....	.....	.....	106 Apr. 20	107½ Apr. 16	106 Feb. 8	107½ Mar. 15
Knickerb. Ice (Chic.). 1st g. 5s. '28	.....	.....	.....	*95*	.....	95	.....	90	.....	.....	92 Feb. 20	95 Jan. 3
Nat. Starch Mfg. Co. 1st, g., 6s. 1920	M-N	13,000	104	.....	.....	.....	105	.....	106⅞ Apr. 19	108 Apr. 12	105 Feb. 23	108 Apr. 12
Procter & Gamb., 1st, g., 6s. 1940	J-J	.....	.....	*115*	.....	.....	.....	.....	.....	.....	.....	.....
Stand'rd Rope & T., 1st, g., 6s. 1946	F-A	66,000	*80¼*	.....	72	78	.....	.....	71 Apr. 24	75 Apr. 7	68 Mar. 6	84 Jan. 26
Income, g.. 5s.....1946	.....	38,000	*22*	*24*	.....	.....	.....	.....	14 Apr. 27	16 Apr. 2	11 Mar. 6	24 Jan. 3
U. S. Envel. Co., 1st, s. f. g. 6s. 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leath. Co. s. f., deb., g., 6s. 1913	M-N	.....	.....	*116½*	.....	.....	115	.....	.....	.....	115 Feb. 5	116½ Mar. 12
Coal and Iron Bonds.												
Cah. Coal Min. Co. *See* T. C. I. & R.												
Clearf. Bit. Coal. *See* N. Y. C. & H.												
Col. C. & I., 1st, con., g., 6s..1902	F-A	14,000	*100½*	.....	101	.....	101¾	.....	101 Apr. 3	101½ Apr. 4	100¼ Feb. 1	103½ Jan. 18
Col. C. & I. Dev. Co., gu., g., 5s 1909	J-J	.....	*100½*	.....	.....	.....	.....	.....	.....	.....	58 Feb. 14	58 Feb. 14
Col. Fuel Co., gen., gold, 6s..1919	M-N	.....	100	.....	.....	.....	.....	.....	.....	.....	103 Jan. 31	103 Jan. 31
Col. Fuel & I. Co., gen. s. f., g. s. 1943	F-A	9,000	.....	97	.....	.....	.....	.....	93 Apr. 9	94 Apr. 21	90 Mar. 9	95½ Jan. 19
De Bardel. C. & I. *See* T. C. & I.												
Gr. Riv. Coal & C., 1st, g., 6s. 1919	A-O	.....	*100*	.....	100	.....	.....	.....	.....	.....	.....	.....
Jeff. & Cleaf. C. & I. 1st. g. 5s. 1926	J-D	.....	*103*	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, g., 5s.....1926	J-D	.....	*96*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sun. Cr. Coal, 1st, g., s. f., 6s. 1912	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T. C. I. & R., T. Div. 1st, g., 6s. 1917	A-O	4,000	103	.....	.....	.....	105	.....	106 Apr. 4	106 Apr. 4	106 Feb. 1	112 Mar. 8
Birm. Div., 1st, con., 6s....1917	J-J	10,000	*106*	.....	.....	.....	.....	.....	109 Apr. 12	110 Apr. 4	107 Jan. 24	110 Feb. 8
Cah. C. M. Co., 1st, gu., g., 6s. 1922	J-D	.....	*100*	.....	.....	.....	.....	.....	.....	.....	105 Feb. 9	105 Feb. 9
De Bar. C. & I. Co., gu., g., 6s. 1910	F-A	3,000	*104*	*108*	.....	.....	.....	106	106¾ Apr. 6	106¾ Apr. 6	106 Jan. 9	109 Jan. 27
W. L. E. & P. Cl. Co. 1st, g., 5s. 1919	J-J	.....	*32*	.....	.....	.....	.....	.....	.....	.....	32 Jan. 15	32 Jan. 15

STOCKS.—PRICES AND SALES FOR APRIL AND THE YEAR TO DATE.

Prices are on basis of 100-share lots Exceptions of stocks which sell only in a small way are noted by the mark §. Option sales are disregarded

STOCKS N. Y. STOCK EXCHANGE.	Par.	SALES TO MAY 1. In April.	SALES TO MAY 1. Since Jan 1	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN APRIL. April 2. Bid.	April 2. Ask.	April 30. Bid.	April 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		Shares.	Shares.										
Albany & Susquehanna	100	.....	.....	195	.....	195	....	195	.....	.....	.....	.....	.....
Ann Arbor	100	310	900	16	19	17	17¾	16½	17¾	17 Apr. 26	17¼ Apr. 9	16½ Mar. 8	18 Mar. 26
Pref.	100	1,240	7,079	41	45	46½	47½	43½	44	44 Apr. 21	48 Apr. 2	41 Jan. 3	48 Apr. 2
Atchison Top. & S. Fe	100	253,559	902,227	20	20½	29⅜	29½	26¼	26⅜	25 Apr. 23	29¾ Apr. 2	18⅝ Jan. 8	29¾ Apr. 2
Preferred	100	496,106	1,782,297	62⅛	62¼	73¾	74	69⅞	70	68½ Apr. 23	74⅜ Apr. 2	58¼ Jan. 11	74⅜ Apr. 2
B. & O. vot'g trust ctfs.	100	331,395	1,138,349	57¼	57¾	81⅝	82	83¾	84½	80½ Apr. 3	89⅞ Apr. 19	55¼ Jan. 8	89⅞ Apr. 19
Pref. voting tr. ctfs.	100	408,725	917,585	76⅛	76½	81⅞	82	85⅜	85½	81⅜ Apr. 3	90 Apr. 16	72¾ Jan. 9	90 Apr. 16
Rights		69,878	69,878	.....	.....	.....	.....	.....	.....	⅞ Apr. 20	1⅜ Apr. 21	⅞ Apr. 20	1⅜ Apr. 21
Bost. & N. Y. Air L., pf.	100	.....	.....	105	.....	106	.....	106	.....	.....	.....	.....	.....
Brookl'n Rapid Tr'nsit.	100	628,204	2,837,858	69½	69¾	73	73¼	73¾	74¼	71 Apr. 3	80½ Apr. 10	63½ Mar. 19	80½ Apr. 10
Buff. Roch. & Pitts.	100	1,200	5,145	44¾	58	69	.....	60	.....	65 Apr. 9	70 Apr. 5	52 Feb. 27	70½ Mar. 29
Pref.	100	100	5,805	90	98	109	118	105	.....	115 Apr. 26	115 Apr. 26	92 Jan. 18	115 Apr. 26
Burl. C. R. & Nor.	100	.....	140	115	.....	125	.....	124	.....	.....	.....	§119 Jan. 10	§126½ Feb. 28
Canadian Pacific	100	2,110	15,010	92	93	97	97⅝	95¼	95¾	95½ Apr. 30	98 Apr. 5	90¾ Jan. 4	99¾ Feb. 13
Canada Southern	100	39,168	69,533	48⅛	48½	54	54½	54½	55½	53½ Apr. 5	58½ Apr. 7	47⅝ Feb. 27	58½ Apr. 7
Capital Traction	100	.....	600	.....	95	.....	.....	.....	.....	.....	.....	91¾ Feb. 26	93 Feb. 26
Central of New Jersey	100	42,118	64,702	118½	120	118	119	118	120	x116 Apr. 17	122¾ Apr. 20	115 Jan. 6	122¾ Apr. 20
Chesapeake & Ohio	100	208,285	594,527	31¼	31½	33½	33¾	30⅝	30¾	30 Apr. 30	33⅞ Apr. 9	28 Mar. 8	33⅞ Apr. 9
Chic. Burl. & Quincy	100	225,033	961,413	122¼	122½	131½	131¾	125⅛	125¼	124½ Apr. 30	133⅛ Apr. 2	119⅛ Jan. 10	133¼ Apr. 2
Chicago Cons. Traction	100	400	2,850	35	38	.....	37	39½	.....	37 Apr. 25	39 Apr. 28	37 Apr. 25	39⅝ Jan. 15
Chicago & Eastern Ill.	100	1,872	11,942	90	92	.....	105½	102	107	101 Apr. 23	106 Apr. 6	88 Jan. 31	109 Mar. 27
Pref.	100	352	1,592	115	125	120½	122	.....	.....	121⅛ Apr. 2	124 Apr. 4	120 Jan. 17	124 Jan. 5
Chicago Great Western	100	39,230	153,087	12⅞	13¼	14⅞	15	13⅜	13¾	13⅛ Apr. 30	15¼ Apr. 2	11⅝ Jan. 11	15¼ Apr. 2
4 p. c. deb.	100	3,820	10,510	84⅞	87	86½	88¾	87	87¾	87 Apr. 16	89 Apr. 20	85 Jan. 12	89 Feb. 1
5 p. c. pref. A	100	1,986	12,607	73¼	75½	77½	78¼	75	77¼	76¾ Apr. 27	78¾ Apr. 2	73 Jan. 11	78¾ Apr. 2
4 p. c. pref. B	100	2,925	18,949	35⅝	38	41½	42	38½	39	39 Apr. 23	42 Apr. 2	35⅜ Jan. 6	42 Mar. 31
Chic. Ind. & Louisv.	100	34,947	97,771	15	16	25½	26	26	27	25 Apr. 24	29 Apr. 16	14 Jan. 15	29 Apr. 16
Pref.	100	11,654	25,681	43	48	59	60	56	58	56½ Apr. 17	63⅞ Apr. 4	45¼ Jan. 24	63⅞ Apr. 4
Chic. Milw. & St. Paul	100	228,871	883,603	117¾	118	124¼	124½	118⅝	118⅞	118⅛ Apr. 30	126¾ Apr. 4	115¼ Jan. 10	126¾ Apr. 4
Pref.	100	4,078	11,499	172	174	171½	172½	173	174	172 Apr. 2	174 Apr. 20	169½ Jan. 18	174⅛ Mar. 21
Chicago & North West.	100	7,760	24,686	161	162	164	165	161	163½	161 Apr. 17	166⅞ Apr. 5	158 Jan. 11	166⅞ Apr. 5
Pref.	100	300	2,920	198	203	199	.....	197	201	197 Apr. 24	199 Apr. 26	197 Apr. 24	200 Mar. 28
Chic. R. I. & Pacific	100	129,174	419,160	107	107¼	112¾	113⅛	108¼	108½	107½ Apr. 23	114¼ Apr. 2	104½ Jan. 9	114⅜ Mar. 28
Chic. St. P. M. & O.	100	2,104	3,439	120	121	115	117	.....	119	115 Apr. 2	119 Apr. 5	114½ Mar. 19	123½ Jan. 31
Pref.	100	.....	840	170	180	160	165	165	175	.....	.....	172 Feb. 8	175 Mar. 3
Chic. Term. Trans. RR.	100	13,654	29,422	10½	11	11¼	11½	12¾	13⅛	10¼ Apr. 16	13⅝ Apr. 27	9 Jan. 9	13⅝ Apr. 27
Pref.	100	12,605	34,324	34	38	37½	38	38½	39	35 Apr. 16	39¾ Apr. 27	32 Jan. 16	39¾ Apr. 27
Clev. Cin. Chic. & St. L.	100	40,885	214,557	62¼	62⅞	65⅞	66⅛	61	61½	60¾ Apr. 24	66½ Apr. 2	58⅜ Feb. 26	66⅝ Mar. 30
Pref.	100	310	5,259	101	108	110½	111½	.....	.....	110 Apr. 20	110⅞ Apr. 2	104 Mar. 6	111½ Mar. 29
Clev. Lor. & Wheel'g.	100	2,472	12,539	.....	15	22½	25	27	27½	24¾ Apr. 9	28 Apr. 27	14½ Jan. 10	28 Apr. 27
Pref.	100	5,055	14,389	40	47¼	57⅞	59¾	66	71	58 Apr. 4	72 Apr. 19	46 Jan. 2	72 Apr. 19
Cleve. & Pittsb., guar.	50	14	14	185	.....	186	.....	186	.....	§186 Apr. 30	§186 Apr. 30	§186 Apr. 30	§186 Apr. 30
Colorado Midland	100	3,239	15,622	9½	10	11½	12	11¾	12⅛	11¼ Apr. 5	12¼ Apr. 19	9 Jan. 4	12¼ Apr. 19
Pref.	100	4,799	31,589	22½	23	29	29⅜	29¼	29¾	28 Apr. 6	29⅞ Apr. 20	21 Jan. 5	29⅞ Mar. 21
Colorado & Southern	100	4,735	97,798	5¼	5½	7⅛	7⅜	6⅛	6½	6 Apr. 25	7¼ Apr. 2	5⅛ Jan. 29	7⅝ Mar. 26
1st pref.	100	2,736	25,118	41½	43	45½	46	42	43	42 Apr. 25	46 Apr. 2	39 Jan. 8	47¼ Mar. 27
2d pref.	100	1,355	19,319	15½	16½	19½	20	16½	17½	17 Apr. 17	20 Apr. 2	14½ Jan. 6	20¼ Mar. 21
Delaware & Hudson	100	7,960	37,151	117	118½	117½	118½	115	116½	115 Apr. 24	118½ Apr. 3	113 Jan. 8	119½ Mar. 28
Del. Lack. & Western	50	7,354	41,687	178	180	181½	183	178	180	x177 Apr. 24	x182 Apr. 4	174 Jan. 11	186 Feb. 20
Denver & Rio Grande	100	16,099	85,514	18⅜	19⅜	22⅞	23	19	20	19 Apr. 30	22⅞ Apr. 2	16⅞ Jan. 10	24¼ Mar. 26
Pref.	100	11,932	65,155	71	71½	74¾	75¼	69¾	70⅜	69⅞ Apr. 30	75 Apr. 2	66½ Jan. 10	76¼ Mar. 26
Des Moines & Ft. D.	100	1,300	8,570	14½	16	17¾	18½	15½	16½	15½ Apr. 20	18 Apr. 2	13½ Jan. 15	19 Mar. 26
Pref.	100	.....	.....	90	.....	95	.....	100	.....	.....	.....	.....	.....
Duluth S. S. & Atl.	100	1,120	9,265	5½	7	5¾	6¼	5¼	6	5 Apr. 18	6 Apr. 2	4¾ Jan. 12	6¼ Mar. 5
Pref.	100	3,830	19,930	14	15	16¼	17	15¾	16¼	15 Apr. 16	16⅜ Apr. 6	12¾ Feb. 3	17⅛ Mar. 5
Eighth Avenue	100	.....	50	400	.....	375	400	375	425	.....	.....	§400 Jan. 20	§400 Jan. 20
Erie	100	3,530	21,924	11⅛	11½	14	14⅜	13	13¼	13 Apr. 30	14⅜ Apr. 16	11⅜ Jan. 9	14⅜ Mar. 27
1st pref.	100	30,294	112,724	33	33⅜	42	42¾	39	39½	39 Apr. 30	43½ Apr. 4	31¼ Jan. 9	43½ Apr. 4
2d pref.	100	9,009	23,954	16½	18½	22½	22¾	20	21	19½ Apr. 27	23⅛ Apr. 4	15⅝ Jan. 10	23⅛ Apr. 4
Evansville & Terre H.	50	3,171	32,082	40	41	53	53½	50	50½	x50 Apr. 25	53½ Apr. 2	40⅛ Jan. 5	54⅜ Mar. 15
Pref.	50	538	1,799	80	90	93	95	93	95	93½ Apr. 26	94½ Apr. 19	90 Jan. 24	94½ Apr. 19
Ft. Worth & Den. C., stmpd		287	614	15	.....	.....	.....	.....	.....	14½ Apr. 4	14½ Apr. 4	14½ Apr. 4	15 Jan. 29
Ft. Worth & Rio Grande.	100	1,812	2,312	.....	.....	17½	19½	.....	.....	18 Apr. 12	19 Apr. 3	17 Mar. 29	19 Apr. 3
Great Northern, pref.	100	11,133	51,885	172½	174	167	168	157	159½	x157 Apr. 30	168 Apr. 2	156 Feb. 26	174½ Dec. 3
Rights		.....	19,077	.....	.....	.....	.....	.....	.....	.....	.....	5 Feb. 21	5¾ Feb. 16
Green Bay & Western	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certifs. A	1000	5	42	56	.....	.....	.....	.....	.....	58 Apr. 5	58 Apr. 5	53½ Mar. 7	58 Mar. 29
Debt certifs. B	1000	329	1,865	6½	7¼	.....	.....	.....	.....	7⅛ Apr. 20	7¾ Apr. 2	6 Mar. 9	8 Mar. 27
Hocking Valley	100	35,465	61,480	33½	34⅛	37	37¼	40	41	37 Apr. 2	41½ Apr. 21	30½ Jan. 10	41½ Apr. 21
Pref.	100	17,990	53,550	62	62⅜	67	67½	67⅛	67¾	65⅞ Apr. 23	67⅞ Apr. 5	58 Jan. 8	67⅞ Apr. 5
Illinois Central	100	11,306	49,551	112¼	.....	116	116½	114¾	115¼	114⅛ Apr. 30	116⅞ Apr. 2	110¾ Jan. 9	116⅞ Apr. 2
Leased line, 4 p. c.	100	230	305	100	.....	102	.....	102	.....	102½ Apr. 18	§104¼ Apr. 9	§99 Jan. 26	§104½ Apr. 9
Iowa Central	100	15,294	59,395	11¾	12⅛	19⅛	19¾	17¾	18	17¼ Apr. 23	19¾ Apr. 2	11⅞ Jan. 12	19¾ Mar. 30
Pref.	100	5,267	19,856	50	51	56	58	50½	52	50 Apr. 27	57¾ Apr. 2	47½ Mar. 5	58 Mar. 30
Kanawha & Mich.	100	1,950	11,782	9½	10½	15½	16½	15	16	15½ Apr. 20	16¾ Apr. 6	10 Jan. 2	17 Mar. 26
K. City Pittsb. & G., tr. rec.		5,030	41,508	8	9	*19	20⅛	*18	19	*17¾ Apr. 19	*20½ Apr. 2	7⅞ Jan. 31	*21½ Mar. 27
Kan. City Sou. (when iss'd)		150	150	.....	.....	14	18	14	17	17½ Apr. 19	17½ Apr. 19	17½ Apr. 19	17½ Apr. 19
Pref. (when issued)		4,100	8,410	.....	.....	42⅛	42½	.....	41½	41 Apr. 6	43⅜ Apr. 3	41 Apr. 6	43⅜ Apr. 3
Keokuk & Des Moines	100	.....	.....	3	4	3½	4½	3½	4½	.....	.....	.....	.....
Pref.	100	100	710	15	18	17½	19	16	17	17¼ Apr. 9	17¼ Apr. 9	15 Feb. 2	17½ Mar. 27
Keokuk & Western	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston & Pembroke	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie & Western	100	52,657	64,017	24½	25	26¼	27½	31	32	23½ Apr. 2	34⅛ Apr. 9	20⅛ Mar. 16	34⅛ Apr. 9
Pref.	100	2,270	8,882	83	84½	90	95	95	98	95 Apr. 2	100 Apr. 2	83¼ Feb. 2	100 Apr. 2
Lake Shore	100	220	420	197	210	200	210	.....	210	§200 Apr. 9	206 Apr. 26	§197 Jan. 3	210 Mar. 24
Long Island	50	8,921	12,635	46	50	50	58	65	68	55 Apr. 9	70½ Apr. 23	47½ Jan. 4	70½ Apr. 23
Louisville & Nashville	100	112,909	438,530	80⅝	80¾	86⅜	86⅝	81⅝	82	81⅜ Apr. 25	87⅜ Apr. 2	77⅛ Jan. 9	87⅜ Apr. 2
Manhattan consol.	100	185,765	848,981	96¾	97½	95¾	96	93¼	93½	92½ Apr. 23	99 Apr. 10	90⅝ Jan. 16	101 Feb. 14
Metropolitan Street.	100	97,094	641,877	176½	178	163	163¾	158¼	159	157 Apr. 23	169 Apr. 10	155 Mar. 19	182 Feb. 13
Met. W. Side El. (Chic).	100	1,507	8,914	25	27½	.....	.....	34	35	34 Apr. 3	37½ Apr. 5	24½ Jan. 29	37½ Apr. 5
Pref.	100	1,307	3,968	77	.....	.....	.....	78	79	78 Apr. 30	82 Apr. 2	76 Feb. 27	82½ Feb. 14
Mexican Central	100	20,775	93,318	11¾	12	.....	.....	13⅜	13¾	13 Apr. 10	14¾ Apr. 18	10½ Jan. 8	14¾ Apr. 18
Mex. Nat'l trust certs.	100	8,071	44,933	4	4⅛	4⅝	4¾	3¾	4	3¾ Apr. 17	4¾ Apr. 2	3¾ Jan. 4	5 Mar. 17
Michigan Central	100	68	328	104	106	.....	.....	.....	.....	§108 Apr. 12	§109 Apr. 27	§104 Jan. 22	§112 Feb. 3
Minneap. & St. Louis	100	14,845	49,176	59½	60½	68	68½	64	65	62½ Apr. 23	69¾ Apr. 4	58 Jan. 25	69¾ Mar. 28
2d preferred	100	1,270	6,561	90	91	96	96½	95	95½	95⅜ Apr. 24	97¼ Apr. 5	90¾ Jan. 12	97¼ Apr. 5
M. St. P. & S. St. Marie	100	8,535	12,323	15	20	20½	22½	25	25½	21 Apr. 5	27 Apr. 24	15 Jan. 2	27 Apr. 24
Pref.	100	4,373	6,886	50	60	60	63	66	68	62 Apr. 2	69 Apr. 24	50 Feb. 5	69 Apr. 24
Mo. Kansas & Texas	100	5,350	13,840	10½	11½	12	12⅜	11¼	12¼	11½ Apr. 6	12½ Apr. 16	10 Jan. 5	12¾ Mar. 28
Pref.	100	103,615	176,326	33½	34	36⅛	36¾	35	35¼	34¼ Apr. 23	40¼ Apr. 17	31¼ Jan. 11	40¼ Apr. 17
Missouri Pacific	100	920,831	1,649,818	41¼	41½	49⅝	49¾	58⅝	58¾	49 Apr. 2	61½ Apr. 16	38⅜ Jan. 11	61½ Apr. 16
Mob. & Ohio, assented	100	2,510	20,905	39	40	48	49	43½	45	44½ Apr. 24	48½ Apr. 2	39 Jan. 12	48½ Apr. 2
Morris & Essex	50	651	1,834	182	185	189	190	188¼	190	§188¼ Apr. 16	189 Apr. 2	§183½ Jan. 19	189 Apr. 2
Nash. Chatt. & St. Louis		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Cent. & Hud. Riv.	100	123,481	451,749	132¼	132¾	137⅛	137¾	134⅛	134½	133⅛ Apr. 24	139⅝ Apr. 4	130¾ Feb. 26	139⅝ Apr. 4
N. Y. Chic. & St. Louis	100	2,270	9,685	12	12½	14⅛	14⅝	12½	13¾	13 Apr. 6	14⅝ Apr. 2	12 Mar. 14	14⅞ Mar. 29
1st pref	100	200	1,375	80	.....	76	81	76¼	79	78 Apr. 17	78 Apr. 17	78 Apr. 17	85 Jan. 31
2d pref.	100	2,110	18,745	32	33	39¼	39¾	35½	39	36¾ Apr. 27	39¾ Apr. 2	32 Jan. 2	40¼ Mar. 29
N. Y. & Harlem	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Lack. & Western	100	180	620	130	135	134	.....	133¾	.....	§133½ Apr. 17	§134 Apr. 30	§130 Jan. 18	§ 135 Mar. 10
N. Y. N. Haven & Hart.	100	998	1,940	212	215	210	215	213¾	214½	§ 211½ Apr. 5	213½ Apr. 21	§ 211½ Apr. 5	§215¾ Jan. 3
N. Y. Ontario & West.	100	66,020	373,649	22½	23¾	25⅝	26	22⅝	23	22½ Apr. 30	26¼ Apr. 4	20⅞ Jan. 6	26½ Mar. 28
Norfolk & Southern	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk & Western	100	222,388	958,892	25⅛	25½	36½	36¾	38	38⅛	34¾ Apr. 6	40⅛ Apr. 18	22⅝ Jan. 10	40⅛ Apr. 18
Pref.	100	19,549	145,791	69½	70	76¾	77	79¾	80	76 Apr. 6	81 Apr. 28	67 Jan. 8	81 Apr. 28
N. Pac. Ry. vot. tr. certs.	100	334,556	899,601	54	54⅜	61½	61⅝	58	58¼	57¼ Apr. 23	62¾ Apr. 4	50¼ Jan. 11	62¾ Apr. 4
Pref. vot. tr. certs.	100	45,470	153,571	74¼	.....	77½	77⅞	75½	76	75⅜ Apr. 30	78¼ Apr. 4	72½ Jan. 8	78¼ Mar. 28
Pacific Coast Co.	100	5,237	16,155	51½	52½	52	53	51½	52	x51 Apr. 9	53¼ Apr. 10	49½ Mar. 1	53¼ Apr. 10
1st pref.	100	114	776	82	90	82	88	83	88	§82 Apr. 25	§87½ Apr. 2	84¾ Mar. 9	87½ Jan. 4
2d pref.	100	1,541	3,758	65½	67	62	65	60	64	x61½ Apr. 9	64½ Apr. 10	61½ Apr. 9	66¾ Jan. 2
Pennsylvania	50	755,288	1,474,300	131½	131¾	139	139¼	137	137½	134¼ Apr. 23	142¾ Apr. 5	128½ Jan. 12	142¾ Apr. 5
Subscrip. r'cpts, full paid		1,520	3,213	.....	.....	.....	.....	.....	.....	135½ Apr. 26	135½ Apr. 26	127¼ Jan. 23	137⅛ Mar. 31

STOCKS. N. Y. STOCK EXCHANGE	Par.	SALES TO MAY 1. In April.	SALES TO MAY 1. Since Jan 1	Price about January 3, 1900. Bid.	Price about January 3, 1900. Ask.	PRICES IN APRIL. April 2. Bid.	April 2. Ask.	April 30. Bid.	April 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
Peoria Dec. & Evansv.	100	13,715	42,015	2½	3	3	3⅛	3	3¼	2⅝ Apr 26	3¼ Apr. 2	1⅞ Feb. 27	3¼ Apr. 2
Peoria & Eastern	100	1,632	11,719	5	7	8	9	7	8	6⅞ Apr. 25	8¾ Apr. 2	5½ Jan. 17	9½ Mar. 26
Pere Marquette	100	5,121	13,833	*22*	*24*	.....	.....	24¾	25⅝	24 Apr. 18	26¾ Apr. 9	20 Jan. 29	29¼ Mar. 27
Pref.	100	.....	2,650	*55*	*60*	.....	.....	.....	.....	.....	.....	54½ Mar. 22	64½ Mar. 27
Pitts. Cinn. Ch. & St. L.	100	1,134	16,459	79¾	80	66½	68	60	65	63 Apr. 23	69 Apr. 5	63 Apr. 23	80½ Jan. 2
Pref.	100	4,760	16,125	92	97	85	88	82½	85	82¼ Apr. 30	88 Apr. 4	81 Mar. 9	94 Jan. 8
Pitts. Ft. Wayne & Chic.	100	125	475	185	.....	186	.....	186	.....	§187¾ Apr. 11	§187¾ Apr. 17	186 Mar. 10	188 Feb. 16
Pittsburg McKees. & Y.	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. & West., pref. tr. ctfs.		100	2,863	.....	.....	.....	.....	.....	.....	‡12 Apr. 30	‡12 Apr. 30	‡11 Feb. 28	‡15 Jan. 2
Reading Co. vot. tr. cert.	50	41,864	102,286	18½	19	19⅜	19⅞	19	19¼	18½ Apr. 17	21½ Apr. 4	17 Mar. 20	21½ Apr. 4
1st pref.	50	433,563	970,972	53⅜	53⅞	62⅞	63¼	58¾	58⅞	58 Apr. 17	66⅜ Apr. 5	49 Jan. 9	66¾ Apr. 5
2d pref.	50	64,624	166,331	29	29½	33½	34	31	31½	30⅝ Apr. 24	35⅝ Apr. 5	26 Jan. 9	35⅝ Apr. 5
Rensse. & Saratoga.	100	.....	.....	190	.....	195	200	195	200	.....	.....	.....	.....
Rio Grande Western	100	500	4,600	*37*	.....	53½	60	.....	.....	54 Apr. 7	59⅞ Apr. 5	43¼ Jan. 27	60 Mar. 8
Pref.	100	849	5,713	*81*	*85*	90¼	92½	.....	.....	89½ Apr. 25	91 Apr. 4	80 Jan. 16	93 Mar. 22
Rome Wat. & Ogdensb.	100	.....	175	130	.....	131	.....	133	.....	.....	.....	§130 Feb. 7	§134 Jan. 30
St. Jos. & G. I. vot. tr. ctfs.	100	2,120	8,365	6½	6¾	6	6½	5	7	6 Apr. 4	6 Apr. 20	6 Jan. 23	6½ Jan. 4
1st pref. vot. tr. ctfs.	100	673	1,875	49	51	44	47	39¼	44	43 Apr. 18	43½ Apr. 2	43 Mar. 6	49⅞ Jan. 2
2d pref. vot. tr. ctfs.	100	2,000	7,142	16¾	17	15	16	12½	16½	12¼ Apr. 23	15 Apr. 2	12¼ Apr. 23	16½ Feb. 5
St. L. & S. F. vot. tr. certs.	100	5,285	27,105	9½	10	12	12½	10½	10¾	10⅜ Apr. 26	12 Apr. 2	9 Jan. 24	12 Mar. 31
1st pref. vot. tr. certs.	100	593	4,592	66	73	71½	72½	69	72	68 Apr. 25	71½ Apr. 3	68 Jan. 25	72⅛ Mar. 30
2d pref. vot. tr. rects.	100	9,270	40,445	32¼	32¾	38½	38⅞	35¾	36¼	35½ Apr. 23	39 Apr. 2	32⅛ Jan 5	39 Mar. 30
St. Louis Southwest.	100	8,150	46,875	10⅜	10⅝	12	12¾	12	12½	11½ Apr. 24	13¼ Apr. 16	9½ Jan. 9	13⅜ Mar. 26
Pref.	100	78,810	216,205	25¼	25½	32¼	32¾	30½	30⅞	29½ Apr. 23	34¾ Apr. 16	23½ Jan. 10	34¾ Apr. 16
St. Paul & Duluth	100	.....	1,312	.....	64	.....	.....	.....	.....	.....	.....	50⅛ Jan. 11	56 Jan. 3
Pref.	100	100	739	100	.....	.....	.....	.....	.....	99½ Apr. 30	99½ Apr. 30	99½ Apr. 30	101½ Mar. 16
Southern Pacific Co.	100	509,816	1,720,711	37⅞	38⅛	42	42⅛	36¼	36⅜	36 Apr. 30	42½ Apr. 2	35½ Jan. 8	43 Mar. 27
Southern (vot. tr. ctfs.)	100	84,077	520,941	12	12¼	15½	15⅝	13¼	13½	13⅛ Apr. 24	15¾ Apr. 2	11 Jan. 8	15¾ Mar. 27
Pref. " "	100	64,575	348,075	54¾	55	60¾	61	57	57⅜	56½ Apr. 30	61⅜ Jan. 8	51⅞ Jan. 8	61½ Mar. 27
Texas Central		30	30	.....	.....	.....	.....	.....	.....	§14 Apr. 11	§14 Apr. 11	§14 Apr. 11	§14 Apr. 11
Pref.		15	15	.....	.....	.....	.....	.....	.....	§60 Apr. 9	§60 Apr. 9	§60 Apr. 9	§60 Apr. 9
Texas & Pacific	100	145,748	255,511	15½	15⅝	.....	.....	19⅜	19⅝	17⅜ Apr. 6	21 Apr. 17	14⅜ Jan. 10	21 Apr. 17
Third Avenue (N. Y.)	100	42,007	1,546,920	133	134½	103	105	107½	109	102¼ Apr. 5	124 Apr. 11	45¼ Mar. 2	135⅛ Jan. 3
Tol. & Ohio Central	100	.....	.....	20	25	20	25	25	.....	.....	.....	.....	.....
Pref.	100	.....	.....	40	50	40	45	45	.....	.....	.....	.....	.....
Toledo Peoria & West.	100	10	210	8	.....	8	.....	.....	.....	§8¼ Apr. 9	§8¼ Apr. 9	§8¼ Apr. 9	10 Jan. 24
Twin City Rapid Tran.	100	870	4,620	66	67	.....	.....	.....	.....	63½ Apr. 21	66½ Apr. 3	63½ Apr. 21	68½ Jan. 24
Pref.	100	610	2,962	136	137	.....	.....	.....	.....	141 Apr. 30	142 Apr. 18	136 Jan. 2	142 Apr. 18
Union Pacific Railway	100	821,485	2,372,685	48	48⅛	59⅛	59¼	55⅞	56⅛	55½ Apr. 23	60⅞ Apr. 4	44⅜ Jan. 10	60⅞ Apr. 4
Pref.	100	81,358	321,572	75¼	75½	77¼	77½	75	75⅛	74½ Apr. 30	78⅛ Apr. 4	73½ Jan. 8	78⅛ Apr. 4
Unit. N. J. RR. & Canal.	100	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	§272¼ Jan. 17	§272¼ Jan. 17
Wabash	100	47,135	60,726	7⅜	7½	7⅞	8	8½	8⅝	7¼ Apr. 23	9⅜ Apr. 27	6½ Mar. 16	9⅜ Apr. 27
Pref.	100	151,560	228,440	21	21½	22¾	23	22⅞	23	21⅝ Apr. 23	24¼ Apr. 27	19¾ Jan. 10	24¼ Apr. 27
Wheel. & L. Erie, new.	100	16,365	115,653	10⅝	10¾	11⅜	11⅝	10⅜	10⅝	10 Apr. 26	11¾ Apr. 2	9¼ Jan. 11	11¾ Mar. 26
New 1st pref.		3,245	20,398	51	52¾	57½	58½	56½	57½	53½ Apr. 23	58½ Apr. 2	52 Jan. 2	58½ Apr. 2
New 2d pref		34,426	148,696	28	28¼	32⅜	32¾	29⅛	29½	28¼ Apr. 23	32⅞ Apr. 2	26 Jan. 29	33⅛ Mar. 26
Wisconsin Central	100	17,960	58,382	19	20	20	20¼	16¾	17⅓	16½ Apr. 24	20¾ Apr. 2	16½ Mar. 17	20¾ Mar. 31
Pref.	100	14,699	49,042	50	51	56⅝	56¾	48½	49½	49 Apr. 24	57 Apr. 2	47⅛ Feb. 2	57 Apr. 2
Miscellaneous Stocks.													
Adams Express	100	967	2,780	111	114	116½	118	122	125	§116 Apr. 5	§130 Apr. 30	111 Jan. 2	§130 Apr. 30
Alice Mining		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amer. Car & Foundry	100	34,232	121,294	13⅛	13¾	16½	17	16¼	16½	14 Apr. 24	17¾ Apr. 3	12½ Jan. 15	18 Feb. 7
Pref.	100	23,235	75,991	58¾	60	67¼	67⅜	65	66	x63 Apr. 23	67⅞ Apr. 2	59 Jan. 30	67⅞ Apr. 2
American Coal	25	.....	.....	140	.....	145	160	140	142	.....	.....	.....	.....
American Cotton Oil	100	16,472	56,027	33¼	33¾	36½	36⅝	36	36½	35⅛ Apr. 23	37¾ Apr. 7	31 Jan. 17	37¾ Apr. 7
Pref.	100	455	3,660	89	92	94½	96½	96	98	96⅛ Apr. 24	100 Apr. 5	90 Jan. 8	100 Apr. 5
Amer. District Teleg'h.	100	2,210	5,628	21	30	26	31	26	30	26 Apr. 6	28 Apr. 26	24⅞ Jan. 4	33½ Jan. 22
American Express	100	519	2,737	140	148	148	150	148	150	§145 Apr. 4	§150 Apr. 26	§142 Mar. 6	§151 Mar. 29
American Ice	100	33,768	120,834	35	37	48	.....	47¼	48	47 Apr. 2	49½ Apr. 4	33½ Jan. 10	49½ Apr. 4
Pref.	100	3,072	8,071	72½	80	.....	.....	75	76	x74½ Apr. 2	77 Apr. 6	72½ Jan. 5	78½ Feb. 3
American Linseed	100	6,631	60,975	13¼	13¾	14¼	14¾	12⅜	12¾	12⅜ Apr. 30	14⅜ Apr. 2	11 Mar. 17	16¼ Feb. 6
Preferred	100	6,458	35,346	55¾	56¼	58	58½	56¼	57	55¼ Apr. 23	58 Apr. 2	52¾ Jan. 11	60 Feb. 5
American Malting	100	1,110	20,003	7½	8	4¾	5	3½	4	4⅛ Apr. 17	4⅝ Apr. 3	3¼ Mar. 2	7¾ Jan. 2
Pref.	100	2,267	19,032	31	32	22½	23	21	22	20 Apr. 16	23 Apr. 2	20 Apr. 16	31½ Jan. 2
Amer. Smelt. & Ref'g.	100	28,602	146,557	36½	36⅞	41½	42¼	37¼	38	36⅛ Apr. 23	42¼ Apr. 2	35½ Jan. 2	43⅞ Feb. 6
Pref.	100	12,653	58,493	86½	87	90	90⅜	88¾	89	88¼ Apr. 17	90¾ Apr. 2	86 Jan. 2	93 Mar. 24
Am. Spirit Mfg.	100	110	805	*3*	*4*	2¼	3½	2½	4	2½ Apr. 18	2½ Apr. 18	2½ Apr. 18	4 Feb. 15
Preferred	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amer. Steel Hoop	100	42,667	251,010	43	43½	36	36½	25¼	26	25¼ Apr. 23	37¾ Apr. 2	25¼ Apr. 23	50½ Feb. 6
Pref.	100	12,726	42,913	82	83	80½	81	74½	75	x73 Apr. 17	81½ Apr. 3	73 Apr. 17	86 Feb. 6
Amer. Steel & Wire, new.	100	813,100	1,841,274	48¾	49	59	59⅛	37¾	38¼	37¼ Apr. 23	59⅞ Apr. 2	37¼ Apr. 23	59⅞ Apr. 2
Pref.	100	182,332	245,241	90	91	91	91¼	75¾	76	75½ Apr. 21	91¼ Apr. 2	75½ Apr. 21	95 Feb. 5
American Sugar Refin.	100	1,881,186	7,031,805	131⅞	132	106¼	106½	114¾	115	101¼ Apr. 23	121½ Apr. 30	95¼ Mar. 3	137½ Jan. 4
Pref., new	100	3,336	7,522	113½	116	108	110	112	113½	108⅛ Apr. 2	113 Apr. 30	107 Mar. 2	115 Jan. 10
Amer. Teleg. & Cable.	100	502	2,652	90	96	91	94½	90	96	§90¼ Apr. 11	§93 Apr. 28	§90¼ Apr. 11	§98½ Jan. 13
American Tin Plate	100	20,944	101,023	31½	31¾	34	34½	26½	26¾	25 Apr. 23	34⅜ Apr. 2	25 Apr. 23	36⅝ Feb. 7
Pref.	100	7,268	12,829	82	84	83½	84	78	79	x78 Apr. 20	84¼ Apr. 9	78 Apr. 20	84¼ Apr. 9
American Tobacco	50	293,242	1,821,664	99	99¼	106⅜	106⅝	104¼	105	x100 Apr. 17	109¾ Apr. 6	94½ Jan. 12	111½ Feb. 14
Pref.	100	537	1,640	*133*	*140*	138	140	.....	.....	133 Apr. 27	135 Apr. 24	133 Apr. 27	140 Feb. 15
Dividend scrip		390	1,673	.....	.....	.....	.....	.....	.....	99½ Apr. 17	100 Apr. 18	99 Jan. 16	102 Mar. 27
Anaconda Mining	25	47,790	165,603	40	41	53¾	54	46	46¾	44⅛ Apr. 23	54⅞ Apr. 3	38 Jan. 8	54⅞ Apr. 3
Breece Mining	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Union Gas	100	2,892	21,444	140	143	151½	153	149	152	150 Apr. 23	154 Apr. 7	140 Jan. 2	154 Apr. 7
Brunswick Dock & C. I.	100	8,025	43,326	*13*	*14*	11½	11¾	.....	.....	8½ Apr. 27	12 Apr. 2	8½ Apr. 27	16⅝ Jan. 25
Brunswick Mining		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado Coal & I. Dev.	100	400	1,760	1½	1⅝	1½	2	1½	2	1½ Apr. 24	2⅜ Apr. 10	1⅜ Feb. 27	2⅜ Apr. 10
Pref.	100	.....	200	2½	.....	.....	.....	.....	3⅛	.....	.....	3⅛ Mar. 26	3⅜ Mar. 26
Colorado Fuel & Iron.	100	64,710	252,800	44¾	45½	50⅞	51⅛	41	41½	39½ Apr. 23	51½ Apr. 2	39½ Apr. 23	51½ Apr. 2
Pref.	100	650	3,860	128	130	.....	129	126	134	127 Apr. 7	130 Apr. 12	121 Jan. 30	131½ Jan. 17
Col. & Hock. Coal & Ir.	100	9,100	16,145	15	17½	20	20½	17¼	18½	17¼ Apr. 21	21 Apr. 2	15 Jan. 8	21 Apr. 2
Commercial Cable	100	.....	132	180	200	165	.....	160	.....	.....	.....	§168 Feb. 14	§183 Jan. 17
Consol. Cal. & Va. Min.		.....	200	.....	.....	.....	.....	.....	.....	.....	.....	1·50 Mar. 6	1·75 Jan. 19
Consolidated Gas, N. Y.	100	22,479	114,717	191½	193	188	190½	183	186	180⅝ Apr. 25	193 Apr. 6	174½ Mar. 8	199 Jan. 3
Consolidation Coal	100	.....	200	50	.....	50	.....	52	.....	.....	.....	50 Feb. 16	50 Feb. 16
Continental Tobacco	100	193,784	464,060	34¼	34½	32⅝	33	30	30½	27½ Apr. 10	33¾ Apr. 4	27½ Apr. 10	38 Jan. 3
Preferred	100	24,071	73,169	86	86½	85	85⅜	81⅜	82	80 Apr. 17	85 Apr. 2	80 Apr. 17	89½ Jan. 3
Detroit Gas	50	700	1,500	.....	.....	.....	.....	.....	.....	94 Apr. 16	94 Apr. 16	94 Feb. 26	94¾ Feb. 27
Erie Teleg. & Teleph.	100	200	20,555	*101*	*102*	.....	.....	.....	.....	103 Apr. 6	103½ Apr. 6	101 Jan. 3	122⅜ Feb. 23
Rights		.....	1,175	.....	.....	.....	.....	.....	.....	.....	.....	1 Jan. 20	1½ Jan. 20
Federal Steel	100	555,869	1,230,025	54½	54¾	56¼	56½	41	41¼	39 Apr. 21	57½ Apr. 2	39 Apr. 21	57¾ Feb. 6
Preferred	100	48,578	127,502	74½	75	75	75½	69¼	69¾	68 Apr. 17	75½ Apr. 2	68 Apr. 17	77½ Feb. 6
Gas & Elec., Berg'n Co.	100	800	800	.....	.....	.....	.....	.....	.....	69 Apr. 27	75 Apr. 23	69 Apr. 27	75 Apr. 23
General Electric	100	40,865	78,036	122	123½	129½	130	135¾	137	128½ Apr. 2	140¼ Apr. 19	120 Jan. 10	140¼ Apr. 19
Glucose Sugar Refin'g.	100	8,399	60,893	48½	50	53	55	.....	50¼	47⅞ Apr. 19	53½ Apr. 2	47 Jan. 2	58½ Feb. 5
Preferred	100	702	4,067	95	98	98	100	.....	100	98 Apr. 26	99⅜ Apr. 3	98 Jan. 2	101⅝ Feb. 1
Hawaiian Com. & Sug.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
H. B. Claflin Co.	100	829	3,777	112	.....	110	114	109	110	109 Apr. 25	114 Apr. 5	109 Apr. 25	115½ Jan. 11
1st pref.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d pref.	100	.....	.....	.....	.....	104	.....	.....	.....	.....	.....	.....	.....
Horn Silver		1,000	2,800	.....	.....	.....	.....	.....	.....	1·15 Apr. 2	1·20 Apr. 18	1·15 Feb. 28	1·40 Mar. 8
Homestake Mining	100	20	20	68	73	70	75	72	75	§73 Apr. 26	§73 Apr. 26	§73 Apr. 26	§73 Apr. 26
International Paper	100	17,775	54,097	23	24	21	22	24	24¼	21 Apr. 5	24⅜ Apr. 30	14½ Mar. 6	25½ Jan. 3
Pref.	100	6,047	35,004	67	68	66	67	65	66	63¼ Apr. 26	67¼ Apr. 2	58 Mar. 6	70½ Feb. 6
International Silver	100	2,800	9,389	9	11	6½	8	7½	8	6⅝ Apr. 17	9¼ Apr. 18	6½ Mar. 22	10⅞ Jan. 26
Iron Silver		.....	2,600	.....	.....	.....	.....	.....	.....	.....	.....	·50 Jan. 16	·65 Mar. 23
Kingston & Pemb. Iron		.....	11,400	.....	.....	.....	.....	.....	.....	.....	.....	·30 Mar. 3	·75 Jan. 18
Knickerb. Ice (Chic.)	100	150	1,195	30	44	.....	.....	33	40	38 Apr. 11	38 Apr. 11	30 Jan. 2	40 Feb. 13
Preferred	100	.....	310	62	72	.....	.....	62½	65	.....	.....	66 Feb. 6	66 Feb. 8
Laclede Gas, St. Louis.	100	1,615	9,830	78	81	74	78	.....	.....	70 Apr. 24	76¾ Apr. 2	70 Apr. 24	80 Jan. 5
Pref.	100	250	970	100	101	.....	.....	.....	.....	100 Apr. 12	100 Apr. 12	96 Jan. 11	100 Jan. 4
Manhattan Beach Co.	100	420	1,724	6	10	10	15	10	14	13½ Apr. 24	15 Apr. 23	6¼ Jan. 30	15 Apr. 23
Maryland Coal, pref.	100	100	450	67½	72½	75	85	70	84	78 Apr. 11	78 Apr. 11	70 Jan. 9	81 Mar. 23
National Biscuit	100	4,235	16,545	37½	38	36⅝	37¼	32½	32¾	32½ Apr. 30	36⅞ Apr. 3	33 Apr. 17	40¼ Feb. 7
Preferred	100	682	3,793	.....	91½	.....	90	85	87	88¼ Apr. 18	90 Apr. 2	88¼ Apr. 18	96 Feb. 7

STOCKS. N. Y. STOCK EXCHANGE.	Par.	SALES TO MAY 1. In April. Shares.	SALES TO MAY 1. Since Jan 1 Shares.	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN APRIL. April 2. Bid.	April 2. Ask.	April 30. Bid.	April 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	RANGE SINCE JAN. 1. Highest. Sale Prices.
National Linseed Oil	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trust Co. certificates	....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	3¼ Jan. 10	3¼ Jan. 10
National Lead	100	7,560	40,555	26½	27	24¾	25	22	22⅜	22 Apr. 23	25½ Apr. 2	22 Apr. 23	28¼ Feb. 5
Pref	100	2,172	8,191	107	.....	105	106	104	104⅞	104¼ Apr. 30	105½ Apr. 12	103½ Mar. 6	106½ Feb. 20
National Steel	100	60,255	374,490	44¾	45¼	45	45¾	33	33⅜	33 Apr. 30	46½ Apr. 2	33 Apr. 30	53½ Feb. 6
Preferred	100	12,079	32,433	92½	93	94½	95⅝	89½	90	88¾ Apr. 23	95⅝ Apr. 2	88¾ Apr. 23	97 Feb. 17
National Tube	100	37,247	56,305	.....	.....	53¼	54	50½	51	48⅝ Apr. 23	54¼ Apr. 5	48⅝ Apr. 23	54¼ Apr. 5
Preferred	100	10,990	19,131	.....	.....	92	92½	90¾	91½	90 Apr. 21	92½ Apr. 4	90 Apr. 21	92½ Apr. 4
New Central Coal	20	100	100	35	40	35	40	37	40	37 Apr. 30	37 Apr. 30	37 Apr. 30	37 Apr. 30
New York Air Brake	100	775	11,918	136	138	.....	.....	120	128	129 Apr. 16	130 Apr. 3	120 Feb. 27	138 Jan. 2
North American Co.	100	14,775	83,684	14⅜	15¼	15¼	15½	14¾	15	14⅞ Apr. 30	15⅞ Apr. 7	13⅝ Jan. 23	15⅞ Mar. 24
Ontario Silver	100	142	2,048	7½	8½	8½	9	8½	9	8½ Apr. 27	8½ Apr. 27	7¾ Jan. 4	9 Feb. 17
Pacific Mail	100	23,349	170,354	46⅝	46¾	37½	38	32	33½	30 Apr. 16	38 Apr. 2	30 Apr. 16	47¼ Jan. 2
Pennsylvania Coal	50	.....	.....	390	.....	400	.....	400	.....	.....	.....	.....	.....
People's Gas L. & C., Chic.		427,258	1,329,058	105½	105¾	109½	109¾	103½	103⅜	101 Apr. 23	111½ Apr. 2	92 Mar. 9	111½ Apr. 2
Philadelphia Co.	50	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	74 Jan. 19	74 Jan. 19
Phoenix Gold Mining		200	2,000	.....	.....	.....	.....	.....	.....	·12 Apr. 16	·12 Apr. 26	·12 Feb. 16	·12 Feb. 19
P. Lorillard, pref	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pressed Steel Car	100	7,630	36,204	56	58	53¼	53⅜	46	49	46 Apr. 30	54 Apr. 3	46 Apr. 0	58¾ Jan. 17
Pref	100	2,588	13,797	84½	88	83¼	83⅜	80	82½	79 Apr. 23	84 Apr. 2	79 Apr. 23	88½ Jan. 17
Pullman Company	100	6,256	16,678	187	190	184	185	183	186	182 Apr. 18	188¾ Apr. 27	182 Apr. 18	189⅞ Jan. 19
Quicksilver Mining	100	500	1,400	2	2½	2	2½	.....	.....	1¾ Apr. 16	2 Apr. 16	1¾ Apr. 16	2½ Mar. 29
Pref	100	100	4,625	9	10	9½	10	.....	.....	9 Apr. 10	9 Apr. 10	8¼ Mar. 26	10⅛ Mar. 28
Republic Iron & Steel		33,476	212,257	22¼	22¾	25¼	25½	17¼	17¾	17 Apr. 17	24¼ Apr. 2	17 Apr. 17	27½ Feb. 6
Pref		11,260	40,057	65½	66½	65¾	66¾	59¼	60	58½ Apr. 17	66¾ Apr. 5	58½ Apr. 17	70¾ Feb. 6
Silver Bullion certificates		.....	385,000	58½	59½	60¼	61¼	59½	60½	.....	.....	59½ Jan. 16	60⅜ Mar. 8
Standard Rope & Twine	100	3,520	22,026	9½	10	7	8	6	7	6¼ Apr. 19	7½ Apr. 2	4½ Mar. 6	10¼ Jan. 3
Standard Mining	100	1,800	5,150	.....	.....	.....	.....	.....	.....	3·35 Apr. 4	4·15 Apr. 26	2·75 Jan. 5	4·15 Apr. 26
Tennessee Coal & Iron	100	82,290	414,715	83½	84½	97½	98	81	81½	80⅛ Apr. 30	98½ Apr. 2	79¾ Jan. 11	104 Feb. 2
Pref	100	.....	489	.....	.....	.....	.....	.....	.....	.....	.....	§155 Jan. 5	§160 Feb. 6
Texas Pac. Land Trust	100	4,100	13,117	12	14	14¼	14⅜	.....	.....	14 Apr. 10	14⅜ Apr. 4	11½ Jan. 17	15¾ Feb. 16
Union Bag & Paper	100	8,010	22,560	21¼	21⅝	20	22⅜	11	12	11½ Apr. 30	21 Apr. 2	11½ Apr. 30	25 Feb. 7
Preferred	100	4,647	11,464	72½	75	72¼	75	60	65	64 Apr. 30	75 Apr. 2	64 Apr. 30	77¾ Feb. 5
U. S. Express	100	638	3,000	45	48	48	50	46¼	49	§48 Apr. 17	§49¾ Apr. 4	§45 Mar. 12	§49¾ Mar. 31
U. S. Flour		.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....
Pref		.....	646	12	25	.....	.....	.....	.....	.....	.....	4 Mar. 23	13½ Feb. 23
U. S. Leather	100	116,605	901,742	17⅞	18	13⅛	13⅜	13⅜	13½	10⅞ Apr. 23	14⅜ Apr. 6	10⅜ Mar. 2	19 Jan. 3
Pref	100	21,634	96,482	75½	76	73¾	73⅞	71	71½	69 Apr. 18	74¾ Apr. 6	69 Apr. 18	77 Jan. 3
U. S. Rubber	100	20,610	67,343	41	43	31	32½	31	31¼	30½ Apr. 30	36⅜ Apr. 7	25¼ Mar. 14	44 Jan. 2
Pref	100	3,535	19,439	103	104	98½	99¾	97	98	x96 Apr. 24	100½ Apr. 6	90 Feb. 27	104¾ Jan. 3
Wagner Palace Car	100	.....	150	185	187	.....	.....	.....	.....	.....	.....	§183 Jan. 3	185 Jan. 2
Wells, Fargo & Co	100	266	1,010	133	134½	125	128	124	126	§125 Apr. 2	§127 Apr. 4	§122 Feb. 27	§129½ Feb. 2
Western Gas	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union Teleg.	100	16,125	103,979	85	85½	83½	84	82⅛	82⅝	80⅝ Apr. 21	84¼ Apr. 3	80⅛ Feb. 27	88½ Jan. 5

† First instalment paid. * All assessments paid. § Less than 100 shares. ‡ 25 cents paid.

BONDS. BOSTON STOCK EXCHANGE.	Int. Period.	Sales in April. Par value	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN APRIL. April 2. Bid.	April 2. Ask.	April 30. Bid.	April 30. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	RANGE SINCE JAN. 1. Highest. Sale Prices.
Amer. Bell Telephone 4s	1908 J-J	$ 64,000	.....	100	100¼	.....	101	.....	100¾ Apr. 2	101¼ Apr. 28	99⅞ Jan. 9	101¼ Apr. 28
Atch. & Nebraska, 1st, 7s	1908 M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	121 Jan. 29	121 Jan. 29
Boston & Albany 4s, reg.	1913 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Lowell, 4s	1907 J-J	1,000	.....	.....	.....	.....	.....	.....	104½ Apr. 17	104½ Apr. 17	104⅛ Jan. 17	104½ Apr. 17
4s	1932 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine, 4½s	1944 J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plain 4s	1942 F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	114⅝ Jan. 17	114⅝ Jan. 17
Boston & Providence, 4s	1918 J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston Terminal 3½s	1947 F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bur.&Mo. R.(Neb.),ex'mt 6s	1918 J-J	2,200	120	.....	123	.....	121	123	121⅝ Apr. 27	123½ Apr. 2	121⅝ Apr. 27	123⅝ Mar. 19
Non-exempt, 6s	1918 J-J	.....	107	.....	107	.....	107½	.....	.....	.....	.....	.....
Plain, 4s	1910 M-N	.....	.....	102	.....	.....	.....	.....	.....	.....	100 Mar. 27	100 Mar. 27
Cedar Rap. & Mo. R., 1st, 7s	1916 M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Branch, 1st g., 4s	1919 F-A	.....	.....	81	.....	82	.....	82	.....	.....	82 Feb. 14	82 Feb. 14
Cent'l Vermont 1st gold 4s	1920 Q-F	21,300	90	91	88	89	85	86	85 Apr. 27	88½ Apr. 4	85 Apr. 27	91 Jan. 2
Chic. Burl. & No., 1st, 5s	1926 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s	1918 J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Jc. RR. & St'k Y'ds, 5s	1915 J-J	21,000	.....	114½	.....	114	112	114	110½ Apr. 17	112 Apr. 28	110½ Apr. 17	113½ Jan. 6
Chic. Ham. & W. 1st 6s	1927 J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Mil. & St. P. Dub. D., 6s	1920 J-J	2,000	128	132¼	131	.....	131½	.....	132 Apr. 6	132 Apr. 6	130 Jan. 9	132 Apr. 6
Ch. M. & St. P. Wis. V. div., 6s	1920 J-J	.....	126	.....	131	.....	131½	.....	.....	.....	.....	.....
Chic. & W. Mich., gen., 5s	1921 J-D	48,000	97	98	.....	.....	101½	101¾	100¾ Apr. 18	102 Apr. 5	97⅝ Jan. 19	102 Apr. 5
Chic. & Nor. Mich., 1st gu. 5s	1931 M-N	29,000	90	.....	96	97	.....	99½	97½ Apr. 6	99⅞ Apr. 20	90 Jan. 3	99⅞ Apr. 20
Clev. & Can. Equip. Tr., 5s	1917 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord & Mont., cons., 4s	1920 J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connecticut River 4s	1943 M-S	1,500	.....	.....	.....	.....	.....	.....	116¾ Apr. 27	116¾ Apr. 27	116¾ Apr. 27	116¾ Apr. 27
Current River, 1st, 5s	1927 A-O	38,000	.....	90	.....	.....	91	94	88½ Apr. 5	94 Apr. 30	85 Jan. 2	94 Apr. 30
Det. Gr. Rap. & W., 1st, 4s	1946 A-O	39,500	92	94½	92	93	96	97	92⅞ Apr. 3	96 Apr. 27	91 Mar. 14	96 Apr. 26
Eastern Mass. 1st., gold, 6s	1906 M-S	8,000	114	115	115¼	.....	116	.....	116 Apr. 17	116 Apr. 17	114½ Jan. 8	116 Apr. 17
Fitchburg, 5s	1908 M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s	1907 A-O	1,000	.....	.....	.....	.....	.....	.....	104⅛ Apr. 18	104⅛ Apr. 18	104⅛ Apr. 18	104⅛ Apr. 18
4s	1915 M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frem't Elk. & Mo. V., 1st, 6s	1933 A-O	.....	135	.....	136⅛	.....	136⅛	.....	.....	.....	.....	.....
Unstamped, 1st, 6s	1933 A-O	.....	134½	.....	136⅛	139	136⅛	.....	.....	.....	136 Mar. 20	139 Mar. 30
Illinois Steel, deben., 5s	1910 J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	98 Mar. 15	100½ Jan. 27
Non-convert. deben., 5s	1913 A-O	42,000	99	100	.....	100	.....	100	99 Apr. 2	100 Apr. 2	99 Jan. 3	100½ Jan. 27
Iowa Falls & Si'x C., 1st, 7s	1917 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City Belt 1st 6s	1916 J-J	1,000	.....	.....	.....	.....	.....	.....	111 Apr. 18	111 Apr. 18	111 Apr. 18	111 Apr. 18
Kan. C'y M. & B., gen., 4s	1934 M-S	55,000	93	.....	96	97	.....	98	96 Apr. 3	98 Apr. 16	93 Mar. 1	98 Apr. 16
Income, 5s	1934 Sp. 1	194,500	48	48½	60	62	69	70	60 Apr. 2	70 Apr. 27	47¾ Feb. 2	70 Apr. 27
Equipment 6s	1905 F-A	1,000	.....	.....	.....	.....	.....	.....	100 Apr. 11	100 Apr. 11	100 Apr. 11	100 Apr. 11
Kan. C. Clin. & Spr., 1st, 5s	1925 A-O	53,000	.....	90	.....	87	91	95	87½ Apr. 5	93 Apr. 21	85 Mar. 21	93 Apr. 21
Kan. C.&M. Ry. &Br., 1st, 5s	1929 A-O	.....	100	.....	.....	.....	102	.....	.....	.....	102½ Feb. 1	103½ Jan. 9
Kan. C. St. J. & C. B., 1st, 7s	1907 J-J	7,000	115	.....	118	....	118	119	118 Apr. 26	119 Apr. 10	115½ Jan. 13	119 Apr. 10
Kan. C. Ft. Scott & M., 6s	1928 M-N	64,000	104½	.....	108	.....	.....	110	108 Apr. 5	110½ Apr. 25	105 Jan. 2	110½ Apr. 25
Kan. C. Ft. S. & Gulf, 1st, 7s	1908 J-D	5,000	115	.....	.....	.....	.....	115	114 Apr. 3	114 Apr. 3	113½ Jan. 30	114 Jan. 30
Lincoln & N. W., 1st, 7s	1910 J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little R. & Ft. Sm., g., 1st, 7s	1905 J-J	15,500	.....	107	.....	105	.....	105	104¼ Apr. 25	105 Apr. 10	104 Jan. 23	105 Jan. 22
Louisv. Ev. & St. L., 1st, 6s	1926 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 6s	1936 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Cent., cons., 1st, 7s	1912 A-O	7,000	.....	.....	.....	.....	.....	.....	135½ Apr. 10	135½ Apr. 10	135½ Apr. 10	135½ Apr. 10
Marq. Hough. & On., M., 6s	1925 A-O	.....	112	.....	118¼	.....	118¼	.....	.....	.....	117½ Feb. 23	117½ Feb. 23
Mexican Central, cons, 4s	1911 J-J	86,000	73	.....	.....	80	78	79	79 Apr. 11	80 Apr. 5	73 Jan. 2	80 Apr. 5
1st cons. inc., 3s	1939 July	.....	20	.....	28½	29½	27	29	.....	.....	21 Jan. 18	29 Mar. 19
2d cons. inc., 3s	1939 July	40,000	.....	13	13¾	14½	12½	14	14⅛ Apr. 26	14½ Apr. 18	11 Jan. 19	14½ Mar. 22
N. Y. & New Eng., 1st, 7s	1905 J-J	35,000	114	.....	115	.....	115	.....	115⅛ Apr. 26	115⅜ Apr. 10	114 Jan. 8	115⅝ Feb. 8
1st, 6s	1905 J-J	32,000	110	112	111	.....	110¾	.....	111 Apr. 9	111⅛ Apr. 12	110 Jan. 4	111¼ Feb. 8
N.Y. Prov. & Boston gen. 4s	1942 A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BOSTON STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The railroad securities which are active on the New York Stock Exchange are omitted from this list.

☞ *In comparing New York and Boston prices, it should be noted that bond prices in New York are flat prices—that is, the price includes the accrued interest, while in Boston accrued interest must be paid in addition to price. It should also be remembered that New York stock prices are per cent while those in Boston are dollars per share.*

BONDS.
BOSTON STOCK EXCHANGE.

	Int. Period.	Sales in April. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN APRIL. April 2. Bid.	Ask.	April 30. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		$										
Old Colony, 4s.....1925	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa Os. & F. R. V., 1st, 8s.1900	J-J	1,000	.....	.....	.....	.....	.....	.....	101¼ Apr. 9	101¼ Apr. 9	101¼ Apr. 9	101½ Feb. 5
Portland & Ogdensburg, 6s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ports. Gt, F'ls & Con'y, 4½s.1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	124½ Jan. 12	125 Feb. 3
Repub. Valley, 1st, s. f., 6s.1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	106¼ Feb. 2	106¼ Feb. 2
Rutland, 1st, 6s.....1902	M-N	6,000	103½	106	104	105	103½	104½	104 Apr. 20	104 Apr. 20	104 Feb. 1	104 Feb. 1
Summit Branch 7s.....1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West End Street Ry., 5s.....1902	M-N	2,000	102	.....	103	104	103	103½	103 Apr. 9	103⅛ Apr. 21	103 Jan. 8	103⅛ Feb. 3
5s, registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4½s.....1914	M-S	1,000	108½	109½	111½	.....	111⅝	.....	111⅝ Apr. 10	111⅝ Apr. 10	110⅝ Feb. 1	111⅝ Apr. 10
Gold debenture 4s.....1916	M-N	.....	104	.....	107	.....	107	.....	.....	.....	.....	.....
Gold 4s.....1917	F-A	.....	.....	.....	107	.....	107	.....	.....	.....	105¾ Jan. 8	108 Mar. 30
Wisconsin Valley, 1st, 7s....1909	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STOCKS.
BOSTON STOCK EXCHANGE.

	Par.	SALES TO MAY 1. In April. Shares.	Since Jan 1 Shares.	Price about January 2, 1900. Bid.	Ask.	PRICES IN APRIL. April 2. Bid.	Ask.	April 30. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
RAILROAD.													
Boston & Albany	100	682	2,2 3	244	245	245	.....	245	246	243 Apr. 20	246 Apr. 2	238 Mar. 15	246 Feb. 10
Boston & Lowell	100	142	327	241	.....	243	.....	242	244	242 Apr. 11	249 Apr. 18	241 Jan. 18	249 Apr. 18
Boston & Maine	100	708	3,286	200	202	194	195	194	195	187 Apr. 12	195 Apr. 30	187 Apr. 12	202½ Jan. 5
Pref.	100	1	41	.....	.....	.....	.....	.....	.....	172 Apr. 18	172 Apr. 18	168 Feb. 8	173 Mar. 7
Boston & Providence	100	52	261	.....	300	300	.....	300	.....	300 Apr. 2	303 Apr. 16	297 Jan. 9	305 Mar. 3
Boston Elev., full paid.	100	2,281	15,022	‡98½	99	.....	120	143½	145	‡117½ Apr. 11	145½ Apr. 23	‡95 Jan. 11	145½ Apr. 23
Central Mass.	100	402	4,439	11	13	.....	.....	12¼	13½	12½ Apr. 24	13 Apr. 9	11 Jan. 4	15 Jan. 27
Pref.	100	555	2,141	60	65	62	65	.....	63	62 Apr. 7	65 Apr. 10	60 Jan. 3	65 Jan. 26
Ch. J'n Ry. & Stk. Yds.	100	1,695	9,060	133½	135	141½	142	135	137	134 Apr. 28	142 Apr. 2	131 Mar. 12	142 Apr. 2
Pref.	100	211	637	124	.....	.....	125	.....	.....	123½ Apr. 26	125¼ Apr. 2	122 Jan. 2	127 Feb. 5
Con. & Mont.—Class 3.	100	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	192 Jan. 15	192 Jan. 15
Class 4.	100	64	1,114	199	.....	200	.....	.....	199	199 Apr. 26	200 Apr. 2	199 Apr. 26	200 Feb. 28
Conn. & Pass. Riv., pf.	100	8	68	157	160	160½	.....	.....	160	159 Apr. 28	160 Apr. 23	155 Mar. 1	160 Apr. 23
Conn. River	100	44	81	271	.....	277	.....	277	.....	278 Apr. 9	280 Apr. 27	275¾ Jan. 22	280 Apr. 27
Fitchburg	100	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	35 Jan. 24	35 Jan. 24
Pref.	100	1,850	18,408	115	120	132	132½	137	137½	131½ Apr. 6	138 Apr. 28	110 Jan. 22	138 Apr. 28
K. C. Ft. Scott & M.	100	2,295	4,725	13	18	17	.....	.....	.....	17¼ Apr. 2	22 Apr. 26	10 Jan. 16	22 Apr. 26
Pref.	100	59	243	65	.....	.....	.....	.....	.....	65 Apr. 7	80 Apr. 25	60 Jan. 23	80 Apr. 25
Kan. City Mem & Birm.	100	55	853	.....	.....	.....	.....	.....	.....	14 Apr. 26	15 Apr. 25	5 Feb. 13	15 Apr. 25
Maine Central.	100	55	91	.....	178	162	.....	.....	160	160 Apr. 27	163 Apr. 5	160 Feb. 8	170 Jan. 8
Mass. Electric Co's	100	1,695	16,552	18¼	19	26	.....	24	24¾	24 Apr. 27	26 Apr. 2	15 Jan. 4	29 Feb. 14
Pref.	100	2,200	7,875	74½	.....	.....	.....	79½	79¾	77 Apr. 2	79½ Apr. 28	75 Jan. 2	79¾ Feb. 15
Mexican Central	100	2,097	15,642	11½	12½	13⅞	14	13½	14	12¾ Apr. 11	14½ Apr. 18	11⅜ Jan. 4	14½ Mar. 19
New England Street.	25	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	12½ Feb. 8	12½ Feb. 8
Northern (New H.)	100	10	48	.....	165	165	.....	165	.....	167 Apr. 18	168 Apr. 17	165 Jan. 9	168 Apr. 17
Norwich & Worc., pref.	100	11	117	.....	.....	220	.....	220	.....	221 Apr. 9	221 Apr. 9	218 Jan. 31	222 Mar. 30
Old Colony	100	209	1,155	205	205½	206	.....	209	.....	206 Apr. 2	209 Apr. 30	202 Jan. 31	209 Apr. 30
Pere Marquette	10	2,201	10,177	21	23	26	28	25	26	23½ Apr. 24	26½ Apr. 3	18 Mar. 19	29½ Mar. 19
Pref.	.....	537	4,197	55	60	60	61½	58½	61	57 Apr. 26	62 Apr. 2	54 Jan. 15	64 Mar. 27
Port. Saco & Ports.	100	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	200 Jan. 3	200 Jan. 3
Prov. & Worcester	100	7	11	.....	.....	.....	.....	.....	.....	.....	.....	290 Jan. 4	290 Jan. 4
Rutland	100	.....	1,748	8½	.....	8½	9	.....	.....	290 Apr. 25	290 Apr. 25	6 Feb. 3	10 Feb. 16
Pref.	100	201	374	.....	80	65½	70	65	.....	65 Apr. 18	65½ Apr. 16	65 Apr. 18	78 Feb. 27
Southern Calif. Pref.	100	.....	370	.....	.....	.....	.....	.....	.....	.....	.....	10 Feb. 23	10 Feb. 23
Vermont & Mass.	100	24	52	.....	.....	170	.....	170½	.....	170⅛ Apr. 7	172 Apr. 10	170 Jan. 29	172½ Feb. 27
West End (Street)	50	2,706	6,362	93	94	93	93¼	93	93½	93 Apr. 2	94 Apr. 9	92 Jan.	94½ Mar. 9
Pref.	50	289	843	.....	113	.....	.....	.....	116	113 Apr. 2	116 Apr. 27	110 Jan. 23	116 Apr. 27
Worc. Nash & Roch.	100	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	132 Jan. 20	132½ Feb. 7
MINING.													
Adventure Consol.	25	1,285	5,320	6	6¼	5¼	6	4¾	5	5½ Apr. 4	6 Apr. 4	4 Feb. 7	6½ Jan. 2
Ætna Con. (Quicksilver)	5	1,350	4,150	4	5	3	3½	2¼	2½	2½ Apr. 20	3 Apr. 3	2½ Apr. 20	4½ Jan. 26
Allouez	25	11,063	15,898	3	3½	2½	3	1¾	2	1¾ Apr. 23	3 Apr. 2	1 Mar. 21	3¼ Feb. 16
Amalgamated Copper.	100	5,859	43,950	81½	82½	96½	97	90½	91½	91 Apr. 23	97½ Apr. 2	81½ Jan. 2	97½ Apr. 2
Am. Zinc Lead & Smelt.	25	2,067	16,107	19½	20	.....	17	13	15	13½ Apr. 30	18½ Apr. 2	13 Mar. 15	20 Jan. 2
Anaconda.	25	40	2,253	41	42	53½	54	45½	46½	§45 Apr. 23	§53⅞ Apr. 2	40 Jan. 13	48⅞ Mar. 13
Arcadian.	25	10,967	41,803	24½	24¾	26	27	20	21	19½ Apr. 23	29½ Apr. 2	13½ Jan. 23	29½ Apr. 2
Arnold	25	13,686	18,916	5⅛	5¼	7½	8½	6	6½	6 Apr. 21	9½ Apr. 7	5¼ Jan. 2	9½ Apr. 2
Ash Bed	25	5,271	6,741	.....	.....	35c.	50c.	40c.	60c.	50c. Apr. 6	1 Apr. 16	50c. Jan. 2	1 Apr. 16
Atlantic	25	3,241	6,387	23	25	26¼	27	23½	24½	23¾ Apr. 30	30 Apr. 4	22 Mar. 23	30 Apr. 4
Baltic (assessment paid)	25	9,583	24,151	17	17½	23¾	24½	21	.....	20 Apr. 17	25 Apr. 4	17 Jan. 2	25 Apr. 4
Bingham (Cop. & Gold).	10	4,010	14,545	11½	12	13	14	10½	10¾	10½ Apr. 20	14 Apr. 2	10 Jan. 18	14 Apr. 2
Bonanza (Dev. Co)	10	2,625	21,930	1⅜	1⅝	1¼	1½	1⅛	1¼	1⅜ Apr. 16	1⅜ Apr. 2	1⅛ Mar 23	1⅞ Jan. 5
Boston (Quicksilver)	10	200	2,760	.....	6	3¼	.....	2½	3½	3 Apr. 16	3 Apr. 16	3 Mar. 15	10 Feb. 5
Bost. & Crip. C. (G) (as't pd)	2	550	16,050	25c.	.....	12½c.	.....	.....	15c.	12½c Apr. 2	12½c. Apr. 3	12½c. Mar. 28	25c. Jan. 12
Boston & Montana	25	3,406	13,761	275	280	325	327	297	300	296 Apr. 23	330 Apr. 3	251 Jan. 18	330 Apr. 3
Breece (Iron)	25	.....	600	2	.....	.....	1½	.....	1½	.....	.....	1¼ Jan. 27	2½ Jan. 9
British Columbia (Ltd.)	5	9,365	14,298	10	10½	10¾	11	11¼	11¾	10¾ Apr. 2	13⅛ Apr. 7	9¼ Mar. 27	13⅛ Apr. 7
Butte & Boston	10	13,226	38,411	53	55	78	80	.....	76	69 Apr. 23	85½ Apr. 3	42 Jan. 2	85½ Apr. 3
Calumet & Hecla	25	298	1,511	740	.....	753	758	750	755	745 Apr. 17	760 Apr. 6	725 Mar. 7	770 Feb. 16
Catalpa (Silver)	10	1,200	2,800	.....	35c.	.....	35c.	.....	35c.	20c. Apr. 3	25c. Apr. 6	20c. Apr. 3	30c. Jan. 5
Centennial	25	16,922	71,350	19	20	24⅜	24½	19	20	19¾ Apr. 23	24½ Apr. 2	15 Jan. 23	24¾ Mar. 31
Centennial—Eureka	25	4,276	23,004	.....	24	27½	28	24	24½	23 Apr. 24	28¼ Apr. 2	21 Jan. 29	29 Mar. 29
Central Oil.	25	1,150	4,922	21	21⅞	18½	19¼	15½	15¾	16 Apr. 28	17 Apr. 23	16 Apr. 28	20 Jan. 5
Cochiti (Gold)	10	5,012	32,802	13½	13⅝	12½	13	10⅝	11	11 Apr. 17	13¼ Apr. 3	9¼ Feb. 14	14 Mar. 31
Continental Zinc & Lead.	10	200	2,432	4	5	3	.....	2½	3	4¼ Apr. 5	4¼ Apr. 5	2¾ Mar. 23	4¼ Apr. 5
Copper Range Co	25	4,030	8,700	25½	26	27½	28	22	24	21 Apr. 21	28⅛ Apr. 4	21 Apr. 21	28½ Jan. 5
Dominion Coal.	100	7,326	37,615	44¾	.....	48¾	50	44	44½	43½ Apr. 10	50 Apr. 2	40½ Jan. 16	51 Mar. 31
Pref.	100	65	882	114½	115½	115	.....	116	.....	115 Apr. 3	116 Apr. 18	114½ Mar. 16	117 Feb. 21
Elm River.	12	7,136	24,771	4¾	5	6	6¼	4½	5	4¾ Apr. 18	6½ Apr. 2	4 Mar. 9	6¾ Jan. 4
Franklin	25	4,375	10,897	14	14½	16	17	15	16	15½ Apr. 17	17¾ Apr. 7	14 Jan. 2	17¾ Apr. 7
Gold Coin Mines (Gold)	5	100	4,375	.....	50c.	10c.	20c.	10c.	20c	10c. Apr. 9	10c. Apr. 9	10c. Mar. 1	15c. Mar. 1
Humboldt.	25	1,650	2,100	1	2	75c.	1½	50c.	1⅛	75c. Apr. 2	1¼ Apr. 4	75c. Apr. 2	1½ Jan. 17
Isle Royale.	25	8,345	32,842	25	25½	32¾	33	.....	26	26 Apr. 17	34½ Apr. 2	21 Jan. 23	34½ Apr. 2
Mass. Consol. (ass't paid)	25	3,540	13,296	8	9	6¾	7¼	7½	7¾	7¼ Apr. 2	9 Apr. 6	5 Jan. 26	9 Jan. 3
Mayflower.	25	5,245	12,585	2½	3¼	3¾	4	2½	3	3 Apr. 26	4⅝ Apr. 5	2 Feb. 28	4⅝ Apr. 5
Melones.	10	615	10,274	1¾	2	2¾	3¼	.....	.....	2 Apr. 20	2¾ Apr. 5	1 Feb. 15	3 Mar. 30
Merced (Gold)	15	235	3,475	8½	10	6	.....	6	.....	6 Apr. 23	6 Apr. 23	5¾ Feb. 5	8 Jan. 16
Michigan	25	1,611	8,026	5¾	6¼	5¼	5⅝	5	5½	5 Apr. 2	6¼ Apr. 6	4½ Mar. 29	7 Jan. 3
Mohawk.	25	6,935	22,307	15	16	18	18½	15	16	15 Apr. 26	20 Apr. 4	12¼ Feb. 27	20½ Apr. 4
Montana Coal & Coke.	25	4,345	9,210	8	8½	.....	9¼	7⅜	.....	7¼ Apr. 26	9¼ Apr. 2	6½ Mar. 5	9½ Mar. 30
N. A. Gold Dredging.	10	1,795	5,265	2	2½	2½	3½	3	4	3 Apr. 2	3¾ Apr. 11	1¾ Jan. 26	3¾ Apr. 11
Napa (Quicksilver)	7	25	125	.....	10½	.....	9½	.....	9½	§9¼ Apr. 24	§9¼ Apr. 24	10 Jan. 26	10 Jan. 26
New Idria (Quicksilver).	5	.....	150	9¾	.....	.....	10½	.....	10½	.....	.....	10¼ Feb. 6	10¼ Feb. 6
Old Colony.	25	2,266	8,852	4¾	5	4½	5⅛	3½	3¾	3¾ Apr. 11	5½ Apr. 2	3 Mar. 17	5½ Apr. 2
Old Dominion (Copper)	25	23,476	60,694	21¼	22	22⅜	23	18¼	19¼	19 Apr. 17	24⅞ Apr. 4	14 Mar. 14	24⅞ Apr. 4
Osceola	25	5,200	22,960	73	74	74	75	68	68½	67½ Apr. 18	75 Apr. 2	63⅝ Mar. 16	76¾ Feb. 7
Parrott (Silver & Copper)	10	13,523	57,250	42½	43	.....	51	44½	45	43¾ Apr. 23	53¼ Apr. 2	39¾ Jan. 10	53¼ Apr. 2
Pioneer (Gold)	10	2,345	3,122	2¼	.....	75c.	1	35c.	40c.	40c. Apr. 25	50c. Apr. 16	40c. Apr. 25	2½ Jan. 6
Quincy	25	764	2,033	145	150	137	139½	136	138	135 Apr. 17	140 Apr. 4	132½ Jan. 23	151 Jan. 4
Rhode Island	25	745	3,735	4¾	5	4⅝	4⅞	4½	5	4¼ Apr. 2	5½ Apr. 5	4 Mar. 8	5½ Apr. 5
Santa Fe (Gold & Cop.)	10	4,655	18,837	5½	5¾	7	7¼	5⅜	5¾	5½ Apr. 23	7¼ Apr. 2	5 Jan. 18	7¼ Apr. 2
Santa Ysabel (Gold)	5	4,132	34,146	7¾	8¼	1	.....	1¼	1½	1 Apr. 2	1¼ Apr. 30	1 Mar. 7	8 Jan. 2
Tamarack	25	342	3,047	181	184	195	200	.....	185	190 Apr. 18	199 Apr. 2	169 Jan. 16	199 Apr. 2
Tecumseh	25	1,945	3,429	3¼	4	4¾	5	3	4	3¾ Apr. 26	5 Apr. 2	3¾ Apr. 26	5 Apr. 2
Tri-Mountain	25	4,442	12,368	6¼	6½	8½	9	.....	9	8 Apr. 25	10½ Apr. 4	6¾ Mar. 1	10½ Apr. 4
United States.	25	9,760	16,004	.....	25	9	9¼	8¾	9½	8⅞ Apr. 2	12½ Apr. 5	7¼ Feb. 6	12½ Apr. 5
United States Oil.	25	2,921	32,465	24½	25	22	22⅜	18	19½	19 Apr. 17	22½ Apr. 2	16¾ Mar. 1	25 Jan. 2
Utah Con. (Gold) tr. rc. 4·85		15,601	32,798	29¾	30	36	37	30	30½	29½ Apr. 25	37½ Apr. 2	25 Jan. 24	37½ Apr. 2
Victor (Gold)	5	2,295	3,360	.....	2½	.....	1	.....	1¼	1 Apr. 20	1 Apr. 20	1 Apr. 20	3 Jan. 3
Victoria.	25	2,175	7,050	3½	4	3¼	3½	3	3¼	3 Apr. 16	3⅞ Apr. 5	2¾ Mar. 26	4 Jan. 2
Washington.	25	1,920	4,980	1⅜	1½	1	1¼	1 1/16	.....	1 1/16 Apr. 18	1 1/16 Apr. 18	1 Feb. 6	1½ Jan. 3
White Knob.	100	1,245	14,493	10	15	.....	29	15	18	18 Apr. 30	26 Apr. 12	12½ Jan. 2	35 Feb. 21
Winona	25	7,740	11,605	4½	5	5⅜	5½	4	4⅛	3½ Apr. 24	6 Apr. 4	2⅝ Mar. 7	6 Apr. 4
Wolverine.	25	3,019	10,844	39½	40	42	42¾	40	41	40 Apr. 25	43 Apr. 4	39 Jan. 18	43 Feb. 7
Wyandotte	25	2,155	7,970	1⅛	2	1⅜	1⅝	1½	2	1½ Apr. 30	2½ Apr. 10	1 Mar. 22	2½ Apr. 10

† 75 per cent paid. § Less than 100 shares. ‡ 50 per cent paid.

GENERAL QUOTATIONS

—OF—

BONDS AND STOCKS.

1. In the following twenty-seven pages of tables quotations are given for all securities listed on any Stock Exchange in the United States; also for all leading unlisted and inactive securities for which we have been able to obtain reliable prices.

2. Quotations from all Stock Exchanges are as near as possible for the *last day of April.* Of course the coupon, is there be one, maturing between the date of quotation and the date of this publication, is not deducted from the price.

3. Bond prices marked thus (§) indicate that the purchaser must pay accrued interest *in addition to the price given* The method of quoting on the New York Stock Exchange is to quote the prices flat (that is to include the accrued interest in the price), and hence in the tables below no mark is now affixed where this method of quoting is followed.

4. Stock prices marked thus (†) are per share. All others are per cent except bank stock prices.

5. It should be borne in mind in the use of these tables that the quotations for many inactive and unlisted securities are merely nominal, but in all cases the figures are obtained from sources which are considered reliable.

6. The following abbreviations are often used, viz.; "M.," for mortgage; "g.," for gold; "g'd.," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

☞**Notice Change.**—We no longer affix a mark to prices quoted flat, but only to those which require payment of accrued interest in addition to the price. Designating mark in this instance is (§).

Bonds.	Bid.	Ask.
RAILROAD BONDS.		
Bonds of companies consol'd are often under the consolidated name.)		
Alabama Cent.—See South'n Ry.		
Alabama Great Southern—		
1st, 6s, 1908.....J&J	111	115
Debenture 6s, gold, 1906...F&A	£105	109
General mortgage 5s, 1927.J&D	£108	110
Alabama Midland—		
1st, guar., g., 5s, 1928.....M&N	100	105
Ala. N. O. T. & P.—		
"A" deb., 5s, g., 1910-1940..M&N	£110	112
"B" deb., g., 5s, 1910-1940.M&N	£ 93	95
"C" deb., g., 5s, 1940.....A&O	£ 58	60
Alabama & Vicksburg—		
Con. g., 5s, 1921.....A&O	100	110
2d, consol. g., 5s, 1921.....A&O	87	100
Vicks. & Mer., 1st. g., 6s, '21.A&O	112	118
Albany & Susq.—See Del. & Hud.		
Allegheny Valley—See Penn. RR		
Allegheny & Western—See Buff. Roch. & Pitts.		
Allentown Terminal—		
4s, g., 1919.....J&J	100	.....
Alton Bridge—See St. C. M. & St. L.		
Am. Dock & Imp.—See Cen. of N. J.		
Ann Arbor Ry.—		
1st, g., 4s, 1995 .....Q.-J	92½	93
Aroostook Nor. See Bangor & Ar.		
Asheville & Spartanburg—S. U. & Col., 1st m., g., gu., 4s, 1995.J&J	80	.....
Atch. & East'n Bridge—		
4s, 1928.....J&J	75	82
Atch. & Nebraska—See C. B. & Q		
Atch. & Pikes Peak—See C. Br. U. P.		
Atchison Topeka & Santa Fe—		
Gen. mort., gold, 4s, 1995..A&O	100¼	100¾
Adjustment 4s, 1995.....Nov	84	84⅜
Eq. tr., series A, g., 5s, 1902.J&J	.....	.....
Chic. & St. L., 1st, 6s, 1915.M&S	116	.....
Atl. & Char.—See Southern Ry.		
Atlan. Knox. & Nor.—		
5s, 1946, g.....J&D	105	107
Atlanta & West Pt.—		
Deb. 6s.....J&J	105½	.....
Atlantic & Dan.—See South'n RR.		
Atlantic & Yad.—See South'n RR.		
Atlantic City RR.—		
5s, g., guar'd, 1919.....M&N	112	.....
Atlantic Coast Line of Virginia—		
Petersb'rg—Class A, 5s, g., '26J&J	116	.....
Class B, 6s, g., 1926.....A&O	124	126
Rich. & Peters. 6s, 1915...M&N	118	.....
Consol. 7s, 1915.....M&N	116	.....
Consol. 4½s, g., 1940.....M&N	100	.....
Atlantic Tenn. & O.—See So'n Ry.		
Augusta South—See So. Car. & Ga.		
Austin & Northw'n—See So. Pac.		
Balt. Ches. & Atlan.—See Pa. RR.		
Balt. & Cumb. Valley—		
Ry. 1st M. 6s, July, 1929....J&J	105	...
Ex. 1st M., 6s, July, 1931...J&J	135	142½
Balt. & Harrisb.—See West Mary.		
Baltimore & Ohio—		
Prior lien, 3½s, g., 1925.....J&J	96	96½
1st M., 4s, g., 1948.....A&O	100¼	100½
Pitts. Jc. & M. div. 3½s, g. '25.M&N	90	.....
So'w't div. 1st g., 3½s, 1925.J&J	.....	90
W. V. & P., 1st, 4s, g., 1990.M&N	92	.....
Monon. Riv. 1st g'd 5s, '19..F&A	105	110
C. O. Reorg. 1st cn. g. 4½s '30.M&S	103	.....
Car trust, g., 5s, 1900.....J&J	§100	.....
Baltimore & Potomac—		
1st, 6s, g., gu., 1911.....A&O	121	.....
1st tunnel 6s, g., gu., 1911..J&J	122	.....
Bangor & Aroostook—		
1st mort., 5s, g., Jan. 1, 1943.J&J	§114	114½
2d, 5s, g., July 1, 1945.....J&J	§100	101
Piscat. Div. 1st, g, 5s, 1949...A&O	§113½	114¼
Van Buren Ex. 5s, g., 1943.A&O	§109	110
Aroost'k Nor.—5s, g., 1947.A&O	§105	107
Battle Creek & Stur.—See. Mich. C.		
Beech Creek—See N. Y. C. & Hud.		
Bellaire Zanesville & Cin.—		
Prior lien 6s, July 1, 1899..J&J	30	60
1st mort., 4s, 1940.....J&J	.....	10
Bell. & Caron.—See Ill. Central		
Bell's Gap—See Pa. & Northw'ern.		
Bellvidere Del.—1st, 6s, c, 1902J&D	105¾	.....
Cons., 4s, Feb. 1, 1927.....F&A	110	.....
Bennington & Rutland—See Rut'd		
Booneville Bdg. Co.—See Mo. K. & T.		
Boston & Albany—		
4s, 1913.....A&O	§108	.....
Bos. Clin. F. & N. B.—See Old Col.		
Bos. Conc. & M.—See Con. & Mont.		
Boston & Lowell—		
4½s, May 1, 1903.....M&N	§103	104
4s, July, 1907.....J&J	§104	.....
4s, March, 1915.....M&S	§108	109
4s, July 1, 1916.....J&J	§108½	109½
4s, Oct. 1, 1918.....J&J	§109½	110½
4s, April, 1932.....A&O	§114	.....
3½s, July 1, 1919.....J&J	§103	104
Boston & Maine—		
4½s, g., Jan. 1, 1944.....J&J	§127	128
4s, Improvement, 1905.....F&A	§103	.....
4s, Feb. 1, 1907.....F&A	§104	.....
4s, Feb. 1, 1937.....F&A	§114	.....
4s, Aug. 1, 1942.....F&A	§.....	118½
Eastern Mass., 6s g., 1906.M&S	§116	.....
Port. & Roch. 4s. Oct., 1907.A&O	§100	103
Ports. Gt. F. & Con, 4½s, '37.J&D	§124	125
Bos. & N. Y. A. L.—See N. Y. N. H. & H.		
Boston & Prov.—4s, 1918.....J&J	§111	.....
Boston Revere B. & L.—		
4½s, July 15, 1927.....J&J	§.....	119
Bost. Win. & Shore—		
5s, Sept. 1, 1906.....M&S	§107	.....
Brooklyn & Montauk—See Long I.		
Bruns. & W.—See Sav. Fla. W.		
Bruns. & Chilli.—See Wabash.		
Buff. & Erie—See L. Sh. & M. So.		
Buff. N. Y. & Erie—See Erie.		
Buffalo Rochester & Pittsburg—		
General 5s, g., 1937.....M&S	.....	114½
Deb. 6s, Jan. 1, 1947.....J&J	105	.....
Al. & West. 4s, g., g'd, 1998..A&O	§100	.....
Roch. & P., 1st, g., 6s, 1921.F&A	.....	132
Consol., 1st, g., 6s, 1922..J&D	126	.....
Clear. & M. 1st, 5s, g., gu., '43.J&J	129	131
Buffalo & Southwest—See Erie.		
Buffalo & Susquehanna—		
1st, 5s, g., s. f., 1913.....A&O	100	104
Burl. Cedar Rapids & Northern—		
1st, 5s, 1906.....J&D	108¼	.....
Cons. 1st & col. tr., 5s, g., '34.A&O	117	.....
Ced. Rap. Ia. F. & N. W.—		
5s, gold, guar, 1921.....A&O	112½	.....
Burl. & Mo. (Neb.)—See C. B. & Q.		
California Pacific—		
1st mort., 4½s, g., 1912.....J&J	104½	...
2d mort., g., g'd 4½s, 1911...J&J	102¼	103½
3d mort. 6s, g., g'd 1905.....J&J	103	.....
3s, g., 1905.....J&J	88	92
Cambria & Clearfield—		
1st, 5s, g., 1941.....J&J	100	105
Camd. & Atl.—See W. Jer. & Sea Sh.		
Canada Southern—		
1st, 5s, Jan. 1, 1908.....J&J	107¼	108
2d mort., 5s, Mar. 1, 1913..M&S	107	107¼
Canadian Pacific—		
Land grant, 1st, 5s, g., 1931.A&O	.....	‡111
Canadian Pacific—(Con.)—		
1st M., deb. £, g., 5s, 1915 ..J&J	£115	117
Land grant gu., 3½s, g., 1938.J&J	£104	106
Cons. deben. 4s, perpetual..J&J	£112	114
Ont. & Quebec, deb. guar. 5s....	£141	144
New Brunsw., 1st, g., 5s, '34 F&A	£118	120
Cons. deb. 4s, perpetual...J&J	£108	111
Canastota Nor.—See Lehigh Val.		
Carb. & Shaw.—See Ill. Central.		
Carthage & Adiron.—See N. Y. Cent.		
Carolina Central—		
1st, g. 4, Jan. 1, 1948.....J&J	85	88
Catawissa—Mort. 7s, Aug., 1900..	102½	.....
1st mort. 6s, 1902.....F&A	104	.....
1st cons. refdg. g. 4s, 1948..A&O	98	.....
C. R. Ia. F. & N.—See B. C. R. & N.		
C. R. & Mo. Riv.—See Chic. N. W.		
Central Branch RR.—		
1st 4s, g., Feb., 1919.....F&A	76	82
Central Branch Union Pacific—		
1st g. 4s, 1948.....J&D	87	88
Central of Georgia—		
Coll. trust, 5s, g., 1937.....M&N	93	96
1st M., g. 5s, 1945.....F&A	118¾	120
Cons. g. 5s, 1945.....M&N	95	95½
Mobile Div. g. 5s, 1946.....J&J	102	.....
Macon & Nor. g. 5s, 1946....J&J	§100	104⅝
Mid. Ga. & Atl., 1st 5s, 1947.J&J	96	99
1st income (up to 5), 1945...Oct.	43	45
2d income (up to 5), 1945...Oct.	13½	14½
3d income (up to 5), 1945...Oct.	6½	8
Ocean SS. Co., g., gtd. 5s, '20.J&J	105	107½
Central New England—		
1st g., 5s, Feb. 1, 1919.....F&A	101	102
Gen. inc. g. 5s, Feb. 1, 1949, Oct. 1	.....	50
Dutchess Co. 4½s, g., 1940...J&D	75	85
Central of New Jersey—		
Consol. mort., 7s, 1902.....M&N	110½	.....
Gen. mort., g., 5s, 1987.....J&J	123	123½
Conv. deb., 6s, 1908.....M&N	.....	.....
Leh. & W. con. 7s, 1900, as'd...Q-M	100½	.....
Mortgage 5s, 1912.....M&N	104¼	.....
Am. D. & Imp. Co., gtd., 5s, '21.J&J	114½	.....
N. Y. & L. Br., Gen. g. 4s, '41.M&S	108	114
Gen., g., 5s, 1941.....M&S	120	.....
Central Pacific—(See So. Pacific.)		
Central of S. C.—		
1st g. 6s, 1921.....J&J	100	.....
Central Vermont.—		
1st g. 4s., 1920.....Q.-F	85	90
Charleston & Savannah—		
Gen. mort. 7s, g., 1936.....J&J	120	.....
Charleston & Western Carolina—		
1st g. 5s, 1946.....A&O	108	.....
Charlotte Col. & Aug.—See South'n		
Chartiers—		
1st, 7s, 1901.....A&O	103	.....
Chat. Rome & Southern—		
1st 5s, g., 1947.....J&J	96	.....
Chateaugay Ry.—See Del. & Hud.		
Chesapeake & Ohio—		
Series A, gold, 6s, 1908.....A&O	.....	117½
1st Mortg. g., 6s, 1911 ....A&O	.....	120½
Term., 1st, g., 6s, 1922 .....J&D	115	.....
C. & O. Ry. 1st con., g., 5s, '39.M&N	120¾	121½
General 4½s, gold, 1992....M&S	99⅜	99½
R. & A. Div. 1st con., g., 4s, '89.J&J	105½	107
2d con., g., 4s, 1989.....J&J	99	.....
Craig Valley, 1st, 5s, gold, 1940.	102	.....
Warm Sp. Val., 1st 5s, g., '41.M&S	95	.....
El. Lex. & B. S., 5s, g., 1902.M&S	101¼	.....
Elevator Co., g. 4s, 1938....A&O	74	.....
Cheshire—See Fitchburg.		
Chicago & Alton—		
Ref'd'g g. 3s, 1949.....A&O	.....	.....
Sinking fund 6s, gold, 1903.M&N	107	.....
La. & Mo. R., 1st gd. 7s, 1900. F&A	102	.....
2d g'd, 7s, 1900.....M&N	101	.....

§ Purchaser also pays accrued interest.

‡ In London.

Bonds.	Bid.	Ask.
Chicago Burlington & Quincy—		
Consol. (now 1st) 7s, 1903..J&J	112½	.....
3½s, July 1, 1949, opt. 1929..J&J	§103	104
5s, sinking fund, 1901.....A&O	101	.....
5s, debenture, 1913.....M&N	111	.....
5s, conv. deb., 1903.....M&S	125	126
Illinois Div., 3½s, 1949.....J&J	104¾	.....
Iowa Div., s. f., 5s, 1919....A&O	114½	.....
s. f. 4s, 1919.....A&O	105¾	.....
Denv. Ext., col. tr. 4s, 1922..F&A	100½	.....
Skg. fd. 4s, S.W.div., 1921...M&S	§ 98½	.....
Chic. & Ia., col. tr. 5s, 1905, F&A	104	.....
Nebraska Ext., 4s, 1927....M&N	112½	.....
Atch. & Neb., 1st, 7s, 1908. M&S	117	.....
Burl. & Mo. (Neb.) 1st, 6s, '18. J&J	§121	123
Consol. 6s, non-ex., 1918..J&J	§107½	.....
4s (Neb.), 1910..... .....J&J	.....	.....
Han. & St. Jo., 1st 6s, 1911. M&S	119	122
Lincoln & N. W., 7s, 1910...J&J	120	.....
Ott. Osw. & Fox R., 8s, July 1900.	§101½	102
Repub. Val., 1st, 6s, 1919...J&J	§104	106
Chicago & Eastern Illinois—		
1st mort., 6s, 1907, sink. fd. J&D	114	116
1st, consol. 6s, gold, 1934..A&O	134	135½
Gen. consol. 1st, 5s, 1937..M&N	116¾	117
Danv. & G. C'k, 1st M. 6s, '20 M&N	105	.....
Ch. & I. C. Ry.—1st 5s, 1936. J&J	108	.....
Chicago & Grand Trunk—		
N.W.Gr. Tr., 1st M., 6s, 1910 J&J	107	114
2d M., g, 5s, Jan. 1, 1922...J&J	64	.....
Chic. & Gt. W'n.—See Chi. Ter. Tr.		
Chic. Hammond & West—		
1st, g., 6s, Jan. 1, 1927.....J&J	§124	129
Chic. & I.C. Ry.—See Chic. & E.Ill.		
Chic. Ind. & Louisville—		
Ref'd'g mtg., g, 6s., 1947....J&J	116	.....
Ref'd'g mtg., g., 5s, 1947....J&J	105½	107
L. N. A. & C., 1st 6s, 1910...J&J	114½	.....
C. & I. Div., g., 6s, 1911....F&A	114	117
Chic. & Milw.—See Chic. & N. W.		
Chicago Milwaukee & St. Paul—		
Gen., g., 4s, ser. A., 1989....J&J	112	.....
Gen., g. 3½s, ser. B, 1989...J&J	.....	.....
R. D., 1st, $ gold, 7s, 1902..J&J	172¼	.....
R. D., 1st, £ gold, 7s, 1902..J&J	172¼	.....
Ia. & Dak., Exten. 7s, 1908..J&J	172¼	.....
Chic. & Milw., 1st M., 7s, 1903. J&J	172¼	.....
Inc., conv., s. f., 5s, 1916..J&J	115	.....
1st cons. pr. lien 7s, 1904...J&J	.....	.....
Chic. & M. consol. 7s, 1905..J&J	172¼	.....
Fargo & So., g. 6s, ass'd, 1924. J&J	130	.....
Dubuque Div., 1st, 6s, 1920. J&J	§131	134
Southw. Div., 1st, 6s, 1909..J&J	118⅜	.....
Dak. & Gt. So., 1st g. 5s, 1916. J&J	114⅜	.....
La. & D. Div., 1st, 5s, 1919..J&J	118⅝	.....
So. Minn., 1st, 6s, 1910.....J&J	119⅛	.....
H. & Dak. Ext., 1st, 7s, '10. J&J	127	129
1st M. 5s, 1910.....J&J	111⅛	115
Chic. & Pac. Div., 6s, 1910..J&J	120	.....
West'n Div., gold 5s, 1921. J&J	121	.....
Ch. & Mo. Riv., 1st 5s, 1926. J&J	121⅛	.....
Mineral Pt. Div., 5s, 1910...J&J	111⅛	.....
Chic. & L. Sup. Div., g., 5s, '21. J&J	119¼	.....
Wis. & Minn. Div., g. 5s, '21. J&J	119⅞	121
Wisconsin Valley Div.—		
1st, 6s, 1920.....J&J	§.....	.....
1st, 7s, 1909.....J&J	§.....	124½
Terminal 5s, gold, 1914.....J&J	114⅜	.....
Milw. & No., 1st 6s, 1910....J&D	120	.....
1st consol. 6s, 1913.....J&D	121	.....
Ch. Ju. Rys. & St'k Y'ds—See Miscel.		
Ch. & No. M.—See Ch. & West. Mich.		
Chicago & North Western—		
General 3½s, g., 1987.....M&N	107	.....
Con. s. f. 7s, 1915.....Q-F	142	.....
Gen. con., g., 7s, 1902.....J&D	111¼	.....
Sinking fund 6s, 1929.....A&O	118	.....
5s, 1929.....A&O	109¾	.....
Sink. fd. deben. 5s, 1933...M&N	121¼	.....
25-year deb. 5s, 1909.....M&N	109½	.....
30-year deb. 5s, 1921.....A&O	117½	119½
Exten. bonds, 4s, 1926..F&A 15	109	.....
Iowa Div., 1st, 4½s, 1902...A&O	101	.....
Escan. & L.Sup., 1st, 6s, 1901. J&J	103⅜	104¼
Des M. & Minn., 1st, 7s, 1907. F&A	114	.....
Iowa Mid., 1st M., 8s, 1900. A&O	102	.....
C. M. & N.W., 1st M., 6s, 1905. M&N	110	.....
Winona & St. P., 2d, 7s, 1907. M&N	120	123
1st exten., 7s, gold, 1916. J&D	135	.....
Mil. & Mad., 1st, 6s, 1905...M&S	112⅝	.....
Ott. C. F. & St. P., 5s, 1909. M&S	111½	.....
North. Ill., 1st, 5s, 1910.....M&S	112⅝	.....
Madison ext., 1st g. 7s, 1911. A&O	129⅝	.....
Marshfield ext., 1 M. 5s, '22. A&O	100	.....
Menominee ext., 1st g. 7s, '11. J&D	132⅛	.....
Menominee Riv., 1st, 7s, '06. J&J	116	.....
Northwest. Un., 1st g. 7s, '17. M&S	134	.....
Chic. & Tomah, 1st, 6s, 1905. M&N	108	.....
Dak. Cent., 1st c. 6s, 1907..M&S	§.....	116⅜
Cedar R. & M., 1st, 7s, 1916. M&N	§139	.....
1st mort., 7s, 1909.....J&D	§126	.....
Frem. Elk. & Mo. V., 6s, '33. A&O	§136⅛	.....
Unstamped.....	§136⅛	139
Milwaukee Lake Shore & W'n—		
Con. 1st 6s, gold, 1921...M&N	138⅛	.....
Mich. Div., 1st g. 6s, 1924. J&J	139	.....
Ashland Div., 1st g. 6s, '25. M&S	139½	.....
Conv. deb. g. 5s, 1907.....F&A	104	.....
Ext. & imp., s. f., g., 5s, 1929. F&A	123	126
Incomes, 6s, 1911.....M&N	108	.....
St. P. & E. Gr. Tr., 1st, 6s, g. '13. J&J	115	.....
Chicago Peoria & St. Louis—		
Prior lien, g., 4½s, 1930....M&S	98	102
Cons. mtg., g., 5s, 1930.....	75	85
Incomes, 1930.....	15	30
1st mort., g., 4s, 1925.....J&J	25	28
2d mort. inc. g. 4s, 1945..Jan. 1	.....	.....
Chicago Rock Island & Pacific—		
Refunding g. 4s, 1988.....J&J	107	107½
1st M. 6s, 1917.....J&J	132	.....
Des M. & Ft. D., 1st 4s, 1905..J&J	93⅝	.....
1st inc. 2½s, 1905 ... .J&J	85	88
Exten. 4s, 1905.....J&J	.....	99¼
Keokuk & Des Moines—		
5s, 1st, '23.....A&O	108	.....
Chic. & St. L.—See Atch. T. & S. Fe.		

Bonds.	Bid.	Ask.
Chic. St. L. & N.O.—See Illinois Cen.		
Chic. St. L. & Pitts.—See Penn. Co.		
Chic. St. L. & Pad.—See Ill. Cent.		
Chic. St. Paul Minn. & Omaha—		
Con. 6s, 1930.....J&D	135½	.....
Ch. St. P. & M. 1st g. 6s, 1918. M&N	133	.....
North Wisconsin—		
1st 6s, 1930.....J&J	.....	140
St. P. Stillwater & Tayl's Falls—		
1st mort. 7s, 1908.....J&J	116	.....
St. Paul & Sioux City—		
1st g. 6s, 1919.....A&O	.....	131
Hud. & Riv. F., 1st M. 8s, '08. J&J	120	.....
Sault Ste. M. & Southwest -		
1st mort., 5s, 1915.....M&N	106	.....
Chic. Term. Trans. g. 4s, 1947. J&J	95	97
Chic. G. W. 5s g. 1936.. ....J&D	.....	.....
Chic. & Tomah.—See Chic. & Nor.		
Chicago & Western Indiana.—		
Gen. g. 6s, 1932.....Q-M	119	.....
1st g. 6s, s. f., 1919.....M&N	107	.....
Chic. & West Mich.—See Pere Marquette.		
Choctaw & Memphis—		
1st, g., 5s, Jan. 1, 1949.....J&J	102	102½
Choc. Ok. & Gulf—		
Gen. M., g., 5s, Oct. 1, 1919..J&J	105	105½
Cin. & Balt.—See B. & O. So'westn		
Cin. Dayton & Ironton—		
1st, g. gd. 5s, 1941.....M&N	114	115
Cincinnati Hamilton & Dayton—		
Consol. S. F. 7s, 1905.....A&O	§114	.....
Consol. mort., 6s, 1905.....A&O	§110	112
Consol. 5s, 1905.....A&O	§105	108
General 5s, gold, 1942.....J&D	§105	.....
2d mort., gold, 4½s, 1937...J&J	§110	114
Day. & Mich., 1st 5s g'd 1911. J&J	§111	114
Cin. Hamilton & Indianapolis—		
1st 7s g'd, 1903.....J&J	§108	108¾
Gen. g. 5s, 1943.....J&D	§106	.....
C. I. St. L. & C.—See C. C. C. & St. L.		
Cin. Jack. & Mack.—4s, g, 1991. J&D	15	25
Cin. Laf. & Chi.—See C. C. C. & St. L.		
Cincinnati Lebanon & Northern—		
1st, 5s, 1916.....J&J	110	.....
Cincinnati Northern—		
1st, g., 5s, 1947, certfs.....	30	60
Cincinnati Portsmouth & Va.—		
1st g. 5s, 1925.....J&D	§108	110
Cin. Conn. Belt. 1st gu., g. 5s, 1929	101½	103
Cincinnati Rich. & F. W.—		
1st, 7s, g., 1921.....J&D	122	.....
Cin. San. & Clev.—See C. C. C. & St. L.		
Cincinnati & Springfield—		
7s, C. C. C. & I., 1901.....A&O	104	.....
7s, gu. L. S. & M. S., 1901....A&O	104	108
Clearfi'd & Jeff—See Pa. & Nor. W.		
Clearf. & Mahoning—See B. R. & P.		
Cleveland Akron & Columbus—		
Gen. gold 5s, 1927.....M&S	114	.....
Eq. tr. 2d g., 6s, Aug. 1, 1900..F&A	99	.....
Cleve. Cin. Chic. & St. Louis—		
General 4s, gold, 1993.....J&D	97	97¾
Cairo Div., 1st g. 4s, 1939....J&J	90	.....
St. L. Div., 1st, col. tr. g, 4s, '90 M&N	102	.....
White W. V. Div., 1st, 4s, g. '40. J&J	90	.....
C. W. & M. Div., 1st, 4s, g., '91. J&J	98	.....
Spr. & Col. Div., 4s, 1st, g., '40. M&S	90	.....
Cin. San. & Clev. con. g. 5s, '28. J&J	116	.....
Col. Spr. & Cin., 1st 7s, 1901. M&S	103	.....
Cin. Laf. & Chic., g., 7s, 1901. M&S	104½	105
Ind. & St. L., 1st 7s, 1919, A J&J	§133	138
1st 7s, 1919, series B.....M&S	§133	138
1st 7s, 1919, series C....M&N	§133	138
C. I. St. L. & C., 1st, 4s, g., '36..Q-F	105	.....
6s, con., 1920.....M&N	103	.....
Peoria & East, cons., 4s, '40. A&O	89	90
2d cons. income 4s, 1990. Apr. 1	30	31
Id. Blm. & W. ext. 4s, 1940. A&O	102	.....
O. Ind. & W., g. 5s, 1st, pf., 1938. Q-J	103	.....
Clev. Col. Cin. & Indianapolis—		
Consol. mort., 7s, 1914. ....J&D	137	137½
Gen. con., g., 6s, 1934.....J&J	133	.....
Cleveland Lorain & Wheeling—		
Con. g. 5s, 1933.....A&O	110	.....
Equip. notes 5s, 1902.....J&J	§100	.....
Cleveland Term. & Valley—		
1st, 4s, g., 1995.....M&N	92	96
Clev. & Mah. Val.—		
Con. 5s, g., 1938.....J&J	129½	.....
Clev. & Marietta—See Penn. RR.		
Cleveland & Pitts.—See Penn. Co.		
Colorado Midland—		
1st, 2, 3, 4, l. g., 1947.....J&J	78	.....
1st, 4s, g., 1947.....J&J	78½	80
Colorado Southern—		
1st g. 4s, Feb. 1, 1929.....F&A	.....	84½
Columbia & Gr.—See Southern Ry.		
Columbus Hocking Valley & T.—		
See Hocking Valley Ry.—		
Col. & Ind. Cen.—See Penn. RR.		
Columbus Sandusky & Hocking—		
1st mort., 5s, gold, 1900 ...A&O	25	50
Gen. mort., 2½-4s, g., 1946 .J&J	2	5
Income 4s, g., 1945.....F&A	.....	.....
Zanesv. Ter., 1st, g., 5s, 1940. J&J	15	30
Col. Ter. & Tr. Co.—5s, 1943. M&S	50	65
Col. Connect. & Ter.—See Norf. & W.		
Concord & Montreal—		
4s, 1920.....J&D	§110	.....
Deb. 4s, 1920.....J&D	§107½	108½
B. C. & M., imp. 6s, 1911.....J&J	§122	.....
Connecticut & Passumpsic—		
1st, g., 4s, 1943.....A&O	§112	113
New. & Rich., g'd 5s, 1911..J&J	§108	.....
Connecticut River.—		
Gold 4s, 1943.....M&S	§114	118⅞
Scrip, 4s, 1903.....J&J	§100	.....
Cumberland & Penn.—		
1st, g., 5s, 1921.....M&N	107	.....
Current Riv.—See K. C. Ft. S. & M.		
Dak. Cent.—See Chic. & Northw.		
Dak. & Gt. So.—See C. M. & St. P.		
Dallas & Waco—See Mo. K. & T.		
Dayton & Mich. See Cin. H. & D.		
Day. & West.—1st M., 6s, '05..J&J	§110¼	111
1st mort., 7s, 1905.....J&J	§114	....

Bonds.	Bid.	Ask.
Dayton & Union—		
1st, 7s, 1909.....J&D	§116	.....
Income 6s, due after 1910..J&D	§110	.....
Delaware—Gen. M. 4½s, g. A'32 J&J	112½	.....
Del. & Bound Brook—		
1st, 7s, 1905.....F&A	116	.....
Delaware & Hudson—		
Pa. Div., 7s, 1917.....M&S	145	.....
Adir. Ry., 1st, gu. 4½s, g., '42. M&N	100	.....
Alb. & S., 7s, 1st, con., gu., '06. A&O	119	125
1st, 6s, cons., gu., g., 1906. A&O	114	.....
Deb. 5s, g., May 1, 1900 to 1902	100	.....
Bluff Pt. Land Imp. Co.—		
1st M., g., guar., 4s, 1940. J&J	90	100
Chat. O. & I. Co., not gu. 6s, '29..	35	50
6s, guar., D. & H., 1929.....	.....	.....
Chateaugay Ry. 6s, gtd., '07. F&A	100	.....
New York & Canada—		
2. M., 6s, g., 1904.....M&N	ℓ106	110
Deb. g., 4½s, guar. 1904..M&N	100	.....
Rens. & Sar., reg., 1st. 7s, '21. M&N	153	.....
Delaware Lack. & West.—		
1st mtg. 7s, 1907.....M&S	123¼	.....
Greene RR. 7s, Dec., 1902..J&D	§.....	109⅜
Morris & Essex—		
1st, 7s. 1914..... .....M&N	140½	.....
7s, 1871-1901..... .....A&O	104½	.....
7s, 1st, con., guar., 1915..J&D	141½	.....
4½s, Pur. Mon., Jan., 1912. J&J	103	.....
N. Y. Lack. & Western—		
1st, 6s, g'd, 1921.....J&J	136	138½
2d, 5s, g'd, constr., 1923..F&A	119	121
Term. & Imp. 4s, g'd, '23..M&N	104	.....
Oswego & Syracuse—		
Guar., 5s, 1923. .. ..M&N	109	.....
Consol. mort., 7s, 1907...M&S	116	.....
Syracuse Binghamton & N. Y.—		
Con. 7s, g'd, 1906.....A&O	118	.....
Valley, N.Y., 1st, 5s, 1911..F&A	.....	.....
Warren, consol. 7s, 1905...M&S	.....	.....
2d, now 1st, 7s, 1900 A15&O15	101	103
Denver & Rio Grande—		
7s, g., Nov. 1, 1900.....M&N	104¾	.....
Impr., gold, 5s, 1928.....J&D	105	106
1st, con., g., 4s, 1936.....J&J	.....	100
1st, con. g., 4½s, 1936.....J&J	107½	108
Denver & Southwestern—		
Mid. Term. 5, 1925.....J&D	103	105
Gen. skg. f'd, g., 5s, 1929...J&D	§.....	101
Des M. & F. D.—See C. R. I. & Pac.		
Des M. & Minn.—See Chic. & N.W.		
Des Moines Union—		
1st, g., 5s, 1917.....	109½	111 -
Detroit Grand Haven & Mil.—		
Eq. 6s, 1918.....	ℓ104	108
Con. mort., guar., 6s, 1918..A&O	ℓ103	107
Det. Gr. Rapids & W.—See Pere Marq.		
Detroit & Lima Northern—		
Lima No. 1st, g., 5s, 1945..A&O	.....	50
Det. & Lima N. g., 5s, 1947. A&O	.....	40
Detroit & Mack.—		
Prior lien, g., 4s, 1995 .....J&D	92	95
Mort. gold, 4s, 1995.....J&D	82¼	.....
Detroit Mac. & Marq.—		
Land grant, 3½s, 1911 .....A&O	34	36
Detroit M. & Tol.—See L. S. & M. S.		
Dul. & Ir. Range—1st, 5s, '37. A&O	§.....	110
2d mort., 6s, 1916.....J&J	.....	.....
Duluth Missabe & Northern—		
1st, g., 6s, 1922.....J&J	§105	.....
2d con. M., g., 6s, 1923.....J&J	.....	.....
Gen. 2d mort. g. 4s, 1924...J&J	.....	.....
Duluth Red W. & So.—		
1st, g., 5s, 1928.....J&J	.....	80
Duluth South Shore & Atlantic—		
1st, g., 5s, 1937.....J&J	112½	.....
Dul. Short Line—See St. P. & Dul.		
Dulu. Trans.—1st, g., 6s, 1921. J&J	.....	.....
Dun. War. & P.—See N.Y. C. & H. R.		
Dutchess Co.—See Ph. R. & N. Eng.		
East Tenn. Va. & Ga.—See So. Ry.		
Eastern Mass.—See Boston & Me..		
Eastern Minn.—See St. P. M. & M.		
Easton & Amboy—See Lehigh Val.		
Elgin Jol. & East. g. 5s, 1941. M&N	112	113
Elizab. Lex. & Big S. -See C. & O.		
Elmira Cort. & Nor.—See Leh.		
Elmira State Line—		
1st M. 7s, 1905.....A&O	104	.....
Elmira & Williamsport.—		
1st, 6s, conv. 1910.....J&J	120	.....
Income 5s, 2862.....A&O	107½	.....
Erie—		
N. Y. & E. 1st ext. 4s, g. 1947. M&N	117¼	122
5s, 2d, ext., gold, 1919.....M&S	120¼	.....
4½s, 3d, ext., gold, 1923....M&S	115½	.....
5s, 4th, ext., gold, 1920.....A&O	121⅜	.....
4s, 5th, ext., gold, 1928.....J&D	108⅜	.....
7s, 1st, con. g., 1920 .....M&S	138	139
7s, 1st, con., g, fund, 1920....M&S	136	.....
Prior lien g. 4s, 1996.....J&J	89⅞	90
Gen. lien, g., 4s, 1996.....J&J	.....	74¾
Buff. N.Y. & E., 1st, 7s, 1916. J&D	135	.....
Buff. & So. W., 1st, 6s, g. 1908. J&J	108½	.....
2d M., g., 5s, 1908 .....J&J	100	.....
Jeff. RR., 1st, 5s, gu., g., '09. A&O	105¼	.....
Chic. & Atlantic Term.—		
1st, M., g., 5s, 1918.....J&J	100	.....
Ch. & Erie, 5s, 1st, g., 1982. M&N	117	.....
Long Dock, 6s, con., g., 1935 A&O	136	.....
Newb. & N.Y., 1st, 5s, 1929. J&J	100	.....
N. Y. L. E. & W. C. & RR.—		
1st, 6s, cur., guar., 1922..M&N	105	.....
N. Y. L. E. & W. D. & I. Co.—		
1st, 6s, cur., 1913.....J&J	118	.....
N.Y. & Gr. Lake gu. g. 5s, '46. M&N	105½	110
Susp. Bridge & Erie Junct.—		
1st. g'd 7s, July 1, 1900...J&J	101	.....
N. Y. Sus. & Western—		
1st, refunding 5s, 1937....J&J	108½	.....
2d mort., 4½s, 1937.....F&A	92¼	95
Gen. mort., 5s, g., 1940...F&A	96	.....
Coll. trust 6s, 1905.....M&N	97	98
Term. 1st, g., 5s, 1943.....F&A	113	.....
Midl'd of N.J., 1st, 6s, 1910 A&O	.....	119½
Wilkes. & East, 1st g. 5s, '42. J&D	104⅜	105½

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Erie & Pitts.—See Penn. RR.		
Escanaba & L. Su.—See Ch. & N.W.		
Eureka Springs Ry.—		
1st, 6s, g., 1933.....F&A	60	70
2d income 6s, 1933.....Feb. 1	3	8
Evansville & Indianapolis—		
Ter.H.&S'east, 1st, 7s,1909.M&S	105	115
Ev. & In.,1st,g.,g'd 6s, '24J&J	10[illegible]	.....
Consol., g., g'd, 6s, 1926 ..J&J	108	110
Evans. Rock.& E.—See L.E.& St.L.		
Evansville & Terre Haute—		
1st, con., g., 6s, 1921.....J&J	.....	125½
1st, gen. 5s, gold, 1942.....A&O	106⅞	107
Mt. Vernon, 1st, 6s, g., '23..A&O	106	108
Sul. Co. Br., 1st, g., 5s, 1930.A&O	97½	.....
E. T. H. & Chicago—		
1st, 6s, g., 1900..... .....M&N	100	.....
Income 6s, 1920.....M&N	100	.....
Fargo & So.—See Chic. M. & St. P.		
F. Ft. W. & W.—		
1st, g, 5s, 1945.....J&J	75	95
Income, 5s, 1945.....J&J	5	12
Fitchburg—		
5s, 1903.....J&D	§104½	.....
5s, 1908.....M&N	§111	.....
4½s, 1914.....M&N	§111	.....
4s, 1905.....J&D	§102½	.....
4s, 1907.....A&O	§103	.....
4s, 1915.....	§107	.....
4s, July 1, 1916.....	§107½	.....
4s, Refunding, Mar., 1927..M&S	§111½	112½
4s, Jan., 1928.....J&J	§112	113¾
Flint & Pere Marquette—See Pere Marquette.		
Florida Central & Peninsula—		
1st, gold, 5s, 1918.....J&J	106	.....
1st, l. g. ext. 5s, gold, 1930..J&J	101	.....
1st, con. 5s, gold, 1943.....J&J	100	.....
So. Bound, 1st g., 5s,1941..A&O	.....	99
Florida Southern—		
1st M., g, g'd, 4s, 1945.....J&J	53	60
Fonda Johnstown & Gloversv.—		
1st cons.ref'd'g,g.,4½s,1947.J&J	§122	125
Ft. St. Un. Dep. Co.—		
4½s, g., 1941.....J&J	105	.....
Ft. Smith & V.B.B.—See St.L & S.F.		
Fort Worth & Denver City—		
1st, g. 4-6s, 1921.....J&D	71½	73
Ft.W.& R.G.—1st, 3-4s, g., '28.J&J	57½	.....
Foxbury Br.—See Pitt. & West.		
Fre. Elk & Mo. Riv.—See C. & N. W.		
Gainesville Jeff. & Southern—		
1st, guar. 7s, 1911.....J&J	80	.....
Galv. Har. & San An.—See So. Pac.		
Gal. Hous.& Hen.—1st, 5s,'13.A&O	102	.....
Georgia & Alabama—		
1st pref., g., 5s.1945..... A&O	105	105⅜
1st con. M., g., 5s, 1945 .....J&J	96½	97½
Georgia Car. & N.—		
1st, 5s, g., 1929.....J&J	102¾	104
Geo. Cr. & Cumb.—1st, 6s,'09.A&O	§105	.....
Geor. Midland—See Southern Ry.		
Georgia Pacific—See Southern Ry.		
Ga. RR. & Bank'g Co.—		
6s, Jan. 1, 1910..... J&J	115	.....
6s, Jan. 1, 1922.....J&J	118	.....
5s, Jan 1, 1922.....J&J	110	.....
Georgia Southern & Florida.—		
1st, g., 5s, 1945.....J&J	111	111½
Gettysburg & Har. Ry.—		
Cons. 5s, g. g'd, 1926.....Var.	95	.....
Gila Val. Globe & Nor—See So. Pac.		
Grand Rapids Belding & Sag —		
1st g., 5s, Mar., 1924 .....M&S	§.....	105¾
Grand Rapids & Ind.—		
Exten. 1st, g, 4½, 1941.....J&J	108	.....
Exten. 1st, g, 3½s, 1941....J&J	96	.....
Muskegon Div., g, 5s, 1926.J&J	40	.....
Gulf. Beau. & Kan. C.—		
6s, g. 1913.....F&A	.....	100
Han. & St. Jo.—See C. B. & Q.		
Harrisburg Portsmouth, &c.—		
1st, 4s, 1913.....J&J	109	.....
Hart. & Conn. West—		
5s, 1903..... .....J&J	100	.....
Henderson Bridge 6s,g. 1931.M&S	113	.....
Hocking Valley Ry.—		
1st cons. g. 4½s, 1999..... J&J	102	103
Col. & H. V., Ext. 4s, 1948..A&O	105	.....
Col. & Toledo, 1st, 7s, 1905..F&A	§113	115¼
2d mort., 7s, 1900..... M&S	§101¼	101½
Ohio & W. Va., 1st, 7s, 1910.M&N	§116	.....
Car trust s. f. g., 6s, 1904....Q-J	99	.....
Hoosac Tunnel & Wilmington—		
1st s'k'g f. g., 5s, Sept. 1,'22.M&S	§.....	107½
Hot. Spr. RR.—1st, g., 5s, '33.M&N	.....	.....
Housatonic—See N. Y. N. H. & H.		
Houston East & West Texas—		
1st, 5s, g., May 1, 1933.....M&N	101⅛	105
Houston & Tex. Cent.—See So. Pac		
Hud. & Riv. F.—See Ch. St. P.M.&O.		
Huntingdon & Broad Top.—		
1st, g., 4s, Sept. 30, 1920...A&O	.....	.....
2d mort., 4s, gold, 1925.....F&A	.....	.....
Cons. mort. 5s, g., 1925.....A&O	.....	108½
Hutchinson & Southern—		
1st g., 5s, Jan. 1, 1928.....J&J	100	.....
Illinois Central—		
1st, gold, 4s, 1951.....J&J	115½	.....
1st, g., 3½s, 1951.....J&J	105½	.....
Col. tr., gold, 4s, 1952.....A&O	103½	104½
Col Tr.L.N.O.&T.g.,4s,1953M&N	ℓ104	106
Cairo Bridge, 4s, g., 1950....J&D	.....	.....
Spr'field Div.,Exten 3½s'51.J&J	.....	.....
Middle Div., reg. 5s, 1921..F&A	.....	.....
Sterling S. F., 5s, g., 1903..A&O	ℓ100	105
Sterling, gen. M., 5s, g.,'05. J&D	ℓ105	109
1st mort., 2, g., 3s, 1951...M&S	ℓ 88	93
St. Louis Div., 3½s, g., 1951.J&J	.....	103¼
St. Louis Div. 3s, g., 1951...J&J	91⅝	.....
Louisville Div.,3½s,g.,1953.J&J	102½	103½
Western lines, g., 4s, 1951..F&A	113⅜	.....
Chicago St. Louis & N. O.—		
2d M 6s, 1907.....J&D	.....	.....
Cons. g., 5s, 1951.....J&D	125	.....
Cons. gold 3½s, 1951.....J&D	.....	.....
Mem. Div., 1st, 4s, g., '51.J&D	104	.....
Illinois Central—(Con.)		
St. Louis Alton & Terre Haute—		
Bellev. & Car., 1st, 6s, 1923.J&D	119	.....
St. L. South., 1st, g., 4s, '31.M&S	100	110
Carb. & Shaw., 1st, g., 4s, '32.M&S	98	.....
Ind. Bl. & Wn.—See C. C. C. & St. L.		
Indiana Decatur & West.—		
1st g., 5s, 1935.....J&J	105	.....
Equip. notes, 5s, 1905.....F&A	§.....	100
Indiana Illinois & Iowa—		
1st g., 5s, 1948.....A&O	§.....	.....
Ind. & St. L.—See C. C. C. & St. L.		
Indianapolis Union—		
1st, 4½s, 1926.....M&N	85	.....
Indianapolis & Vincennes—		
1st, 7s, 1908..... .....F&A	117	.....
International & Gt. Northern—		
1st, g., 6s, 1919 .....M&N	122	.....
2d, 5s, 1909.....M&S	90½	92
3d, 4s, gold, 1921.....M&S	.....	60
Colorado River Bridge—		
1st M. 7s, 1920.....M&N	100	.....
Iowa Central—		
1st, g., 5s, 1938.....J&D	113½	115
Keithsburg Br., 1st, 6s, 1925.J&D	99	.....
Iowa Falls & S. C.—		
1st. 7s, 1917.....A&O	132	.....
Iowa Midland—See Chic. & N. W.		
Jacksonville & St. Louis—		
Cons., g., 5s, 1925.....A&O	35	55
Income 4s, 1935 .....J&J	.....	30
Jack. & So. East.—1st 6s, '10 .J&J	75	.....
Jacksonville Terminal—		
1st M., 5s, g., g'd, July 1, 1939.J&J	100	.....
Jefferson—See Erie.		
Jeff. Mad. & Ind.—See Penn. RR..		
Joliet & Northern Indiana—		
1st M. 7s, 1907.....J&J	118	.....
Junction (Phila.)—		
1st, 4½s, 1907..... .....J&J	107	.....
2d, 6s, 1900.....A&O	100	.....
Kalamaz. Al. & G. R.—See L. S. & M. S.		
Kanaw. & Mich.—See Tol. & O. C.		
Kansas C. Belt—		
1st, 6s, 1916.....J&J	§110	115
Kansas City Clinton & Sp.—		
1st, 5s, g, 1925.....A&O	§ 93	95
Pleas. Hill & De Soto, 1st, 7s '07.	§100	.....
Kan. City Ft. Scott & Memphis—		
Cons. 6s, 1928.....M&N	§109	110
Current Riv., 1st, 5s, 1927..A&O	§ 91	94
Rich Hill RR., 1st, 7s, 1910.M&S	100	.....
Mem. K. & Col. 1st M. 7s, 1910.M&S	§100	.....
Kan. C. Ft. Scott & Gulf—		
1st, 7s, 1908 ..... J&D	§114	115
Kansas City & Mem. Ry. & B.—		
1st 5s, g., 1929.....A&O	§102	.....
Kansas & Missouri—		
1st M. 5s, 1922.....A&O	90	.....
Kansas City Memphis & Bir.—		
Gen. 4s, 1934 .....M&S	§ 97	98
Income 5s, 1934.....Sept. 1	69	70
Bir. equip., 6s, g., gu., 1903.M&S	90	95
Kansas City & N. W.—		
1st M. 5s, 1933.....J&J	65	.....
Kan. C. & Omaha—		
1st, gold, 5s, 1927.....J&J	30	40
Kan. City & Pac.—See M. K. & T.		
Kan. City St. Jos. & Council B.—		
1st 7s, 1907.....J&J	§118	119
Prior lien 7s, 1907 .....J&J	§117	120¼
Nodaway Val., 1st, 7s, 1920.J&D	§108	112
Tarkio Val., 1st M. 7s, 1920.J&D	§110	115
Kan. C. & Southern—		
3s, g. 1950 .....A&O	67½	68½
Kansas City Suburban Belt—		
1st, 6s, 1920..... .....J&D	90	.....
Con. Term. 1st, g., 5s, 1922.J&J	75	.....
Kan. C. Union Terminal—		
5s, 1923.....F&A	75	.....
Kan. C. & Ind. Air Line—		
5s, 1922.....M&S	75	.....
Kan. C. Wat. & Gulf—		
1st M., g., 5s, Jan. 1, 1930...J&J	.....	.....
Kansas Pacific—See Union Pac		
Keithsburg Br.—See Iowa Cent.		
Kentucky Central—See L. & N.		
Ken. & Ind. Bridge & Term. Co.—		
1st, g., 5s, 1911.....M&S	110	111
2d M., gold, 5s, 1919..... .A&O	30	.....
Term., gold, 5s, 1916..... .J&D	.....	80
Keokuk & Des M.—See C. R. I. & P.		
Knoxv. & Ohio—See Southern Ry.		
Lake Erie & Western—		
1st, g., 5s, 1937.....J&J	120	.....
2d, g., 5s, 1941.....J&J	117	119
No. Ohio, 1st, guar., g., 5s, 1945	110½	112½
Lake Sh. & Mich. So.—See N.Y.C.& R. H.		
Leavenworth Term. Ry. & Bridge—		
1st M., gold, 5s, 1923. .....J&J	§100	103
Lehigh & Hudson—		
1st mortgage, g., 5s, 1911...J&J	100	.....
2d M. 5s, 1917.....J&J	95	.....
Warwick Valley—		
1st 6s, 1900 .... A&O	§100	.....
2d 6s, 1912.....A&O	§102	.....
Lehigh Valley—		
1st, 6s, ext. g. 4s, 1948.....J&D	118	.....
Con. M., 6s, ann.....J&D	127½	.....
Con. M., 6s, R., gold, 1923..J&D	119½	120
Con. M., 4½s, R., 1923.....J&D	100	.....
Con. M., 4½s, ann..... ....J&D	101	.....
2d, M., 7s, 1910.....M&S	128½	.....
Mtg. & coll. tr., g., 5s, 1997.M&N	106½	.....
Car trusts, g., 5s, Feb. '01 to 1906	.....	.....
Middlesex Valley—		
1st, g., 5s, 1942.....M&N	.....	100
Pa. & N. Y. Canal—		
1st, 7s, 1906.....J&D	120	.....
Con. M., 5s, 1939..... ....A&O	107	.....
Con. M., 4½s, 1939.... ...A&O	.....	101⅛
Cons., 4s, 1939.....A&O	.....	93
Elmira Cortland & Northern—		
1st pref., g., 6s, Apr. 1, 1914.A&O	§113	.....
1st M., g., 5s, 1914.....A&O	98	.....
Can. Nor. 1st, 6s, '06.....J&J	96	.....
Lehigh Valley—(Con.)—		
Easton & Amboy—5s, 1920.M&N	111½	.....
Lehigh & N. Y., 1st g. 4s, 1945..	91½	93½
Leh. V. Coal, 1st, 5s, g., gu., '33.J&J	101	.....
Snow Shoe, 1st M., 5s, 1910.J&J	90	.....
Leh. V. Ry. of N. Y., 1st, 4½s, g., '40	110	.....
Leh V. Ter., 1st, g., gu., 5s, '41.A&O	114	.....
Lehigh & Wilkes B.—See Cent. N. J.		
Leroy & Caney Val.—See Mo. Pac.		
Lexington & Eastern—		
Gen. mort. 5s, 1935.....A&O	22	35
Lima North.—See Det. & Lima No.		
Lincoln & No'westn—See C. B. & Q.		
Little Miami—		
Renewal 5s, 1912.....M&N	114	.....
Little Rock & Ft. S.—		
1st, 7s, 1905.....J&J	.....	105
Long Br. & Sea Sh.—See C. of N. J.		
Long Dock—See Erie.		
Long Island—		
Unified g. 4s, 1949.....M&S	85	90
2d mortgage, 7s, 1918 .....F&A	138	.....
1st, consol., g., 5s, 1931.....Q-J	121	.....
1st, consol., g., 4s, 1931.....Q-J	105	.....
Gen. mort., g., 4s, 1938.....J&D	98½	100
Met. Ferry—1st, g. 5s, 1937M-N	.....	.....
Ferry, 1st, 4½s, con. g., 1922.M&S	94	99
4s, gold, 1932..... .....J&D	.....	100½
Debenture gold 5s, 1934. ..J&D	95	.....
N. Sh. Br., 1st, con. 5s, g., '32.Q-J	95	.....
N.Y. & R'k'y—1st 7s, 1901.A&O	.....	95
N.Y. & R.B.—1st, g., 5s, 1927.M&S	95	.....
2d mort., inc., 1927.....Jan. 1	20	.....
N. Y. Brooklyn & Man. Beach,		
1st, gold, 5s, 1935.....	102½	.....
Brook. & Mon., 1st, g. 6s, 1911M&S	117	120
1st, 5s, 1911.....M&S	109	111½
2d, 5s, 1938.....J&D	103	.....
L. I. City & F.—1st, 6s, 1911.M&N	110	.....
2d 5s, 1937.....M&N	100	.....
N. Y. Bay Ext. R., 1st, 5s, gold,		
1943.....J&J	95	.....
Louisiana & Mo. Riv.—See Chi. & A.		
Louisiana Western—		
1st, 6s, 1921.....J&J	§108	.....
Louisv. Cin. & Lex.—See L. & N.		
Louisville Ev. & St. L.—		
1st, 6s, 1926.....A&O	116	121
E. R. & E. Div., 1st, 6s, 1921.J&J	100	102
H. T. C. & C., 1st, 6s, 1927...A&O	.....	.....
2d mort., 6s, gold, 1936....A&O	.....	.....
Consol. g., 5s, 1939, certifs..J&J	70	71
Gen., gold, 4s, 1943.....M&S	.....	6
Venice & Car., 1st M., 6s, 1900J&D	97	.....
1st mort., 6s, 1902.....J&D	97	.....
Louisville Henderson & St. L.—		
1st mort., g., 5s, 1946.....J&J	98	100
Louisville & Jeffersonv. Bridge—		
Guaranteed gold 4s, 1945..M&S	95	96¾
Louisville & Nashville—		
St. L. prop., 1st g., 5s, 1916.M&S	107	.....
Cecilian Br., 7s, 1907.....M&S	103	.....
N. O. & Mobile—		
1st, 6s, 1930.....J&J	128	.....
2d, 6s, 1930.....J&J	115	.....
E. H. & N. 1st, 6s, 1919.....J&D	114½	.....
Gen. mort., 6s, 1930.....J&D	118	.....
Col. trust, g., 4s, 1903-1918. A&O	98	98⅝
Lou. C. & Lex.—Gen. 6s, red. to		
4½s, Nov., 1931.....M&N	113½	114
2d mort., 7s, 1907.....A&O	121	.....
Mem. & O., stl. M., 7s, g., '01..J&D	102	.....
Louis. Ry. T. Co., 1st, 8s, '01.M&N	103	.....
M. Clarksv. & L, stl. 6s, g., '02.F&A	103	.....
Maysv. & Lex. 1st M. 7s, 1906.J&J	108	.....
L. & N., Mob. & Mont. 4½s, '45.M&S	.....	109
Pensacola Div., 1st, 6s, 1920.M&S	107	.....
St. Louis Div., 1st, g, 6s, 1921.M&S	123½	.....
2d, 3s, 1980.....M&S	60	.....
Nash. & Dec., 1st, 7s, July 1, 1900	102	.....
So. & No. Ala. £., g'd. 6s, '03.M&N	ℓ104	109
S. F., 6s, 1910..... .....A&O	108	.....
Cons. mort., g'd, 5s, 1936.F&A	109½	111½
50-year gold, 5s, 1937.....M&N	112	.....
Unified 4s, gold, 1940.....J&J	100½	101
Pensa. & Atl., 1st 6s, gu., '21.F&A	111	.....
Col. tr., gold, 5s, 1931.....M&N	111	.....
Nas. F. & S., 1st, gu., g., 5s, '37.F&A	.....	115
Ky. Cent., 4s, gold, 1987.....J&J	97	.....
Mahoning Coal—See L. S. & M. S.		
Maine Central—		
Exten. bonds, 6s, g., 1900...A&O	§103	.....
Cons., 7s, 1912.....A&O	§135	137
Knox. & Linc., 1st M., Pen. Sh.		
line, 4s, 1920.....F&A	§100	.....
2d, 5s, Feb. 1, 1921.....F&A	§.....	.....
Cons. 4s, Apr. 1, 1912.....A&O	§105	.....
Cons., 4½s, Apr. 1, 1912....A&O	§110	.....
4½s, gold, Feb., 1905..... F&A	§104	.....
Hereford Ry.—g., 4s, 1930.M&N	§ 98	100
Upper Coos, 1st 4s, gd. 1930M&N	§100	.....
Upper Coos, Ex. 4½s, g., '30..M&N	§107	108
Eur. & N. A., 4s, gold, 1933...J&J	§114	114¼
Marquette Houghton & Ont.—		
Mort., 6s, 1925.....A&O	§118¼	.....
Maysv. & Lex.—See Louisv. & Nash.		
McK'sport & B. V.—See P. McK. & Y.		
Merchants' Br.—See St. L. Mer. Ter.		
Mexican Central—		
Consol. 4s, 1911..... J&J	80	81
1st, con., inc. 3s, 1939.....July	27	27½
2d, con., inc. 3s, 1939.....July	14	14½
Mexican International—		
Prior lien, g., 4½s, 1947.....M&S	ℓ 98	101
1st con. g. 4s, Sept. 1, 1977.M&S	.....	.....
Mexican National—		
1st, 6s, 1927.....J&D	102	105
2d, A, inc. 6s, '17, c'p'n stpd. M&S	60	65
2d M, ser B. inc. 6s, 1917...Apr.	15	.....
Mexican Northern—		
1st M., g., 6s, 1910.....J&D	107½	108
Mich. Cent.—See N. Y. C. & H. R.		
Middlesex Valley—See Leh. Val.		
Midland of N. J.—See N. Y. S. & W.		
Midland Term.—See Den. & So'w'n.		
Mil. L. Sh. & West.—See Chic. & N. W.		

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Milw. & Madison—See Chic. & N.W.		
Milw. & No.—See Chic. Mil. & St. P.		
Milw. & St P.—See C. M. & St. P.		
Minneapolis & Pacific—		
1st, 5s, 1936.....J&J	100	.....
1st, 4s, 1936.....J&J	90	101
Minneapolis & St. Louis—		
1st, 7s, 1927.....J&D	.....	151
1st, 7s, Jan., 1907.....J&J	115	119
Minn. & Dul., 1st 7s, 1907..M&N	112	.....
1st, consol., gold, 5s, 1934..M&N	116½	.....
1st, ref'd'g, g., 4s, 1949....M&S	.....	99
Iowa Ext., 1st, g., 7s, 1909..J&D	123	.....
So'west Ext., 1st, g., 7s, 1910.J&D	120	.....
Pacific Ext., 1st, 6s, 1921...A&O	123	128
Minn. St. P. & Sault Ste Marie—		
1st, cons., g., 4s, 1938.....J&J	ℓ101	103
Minn. S. Ste. M. & Atl.—1st, 4s, 1926	ℓ101	104
Minn. Union—See St. P. M. & M.		
Min. Range—Cons., g., 5s, '31..J&J	90	.....
Miss. Riv. Bdg.—See Chic. & A.		
Missouri Kansas & Texas—		
1st, gold, 4s, 1990.....J&D	93	93½
2d, gold, 4s, 1990.....F&A	69½	70
1st Extension 5s, 1944.....M&N	93	95
M.K.&T. of T., 1st, 5s, gu., '42.M&S	91½	93
Teb. & Neosho., 1st, 7s, 1903.J&D	.....	.....
Kan. C. & Pac., 1st, 4s, g.'90.F&A	.....	80
Dal. & Waco, 1st, gu., 5s, '40.M&N	90	95
Sherman Shreveport & South.—		
1st M., gu., gold, 5s, 1943.J&D	95½	97¼
S.W. Coal & Imp., 1st, 6s, 1929.J&J	92	.....
Missouri Kansas & Eastern—		
1st, 5s, gold. guar., 1942...A&O	103	.....
2d M., gold, 5s, 1942.....A&O	75	.....
Missouri Pacific—		
Consol. 6s, 1920.....M&N	120¼	121
3d mort., 7s, 1906.....M&N	116	.....
Trust, gold, 5s, 1917.....M&S	99½	100½
Col. trusts, 5s, 1920.....F&A	96	96½
Lexington Div., 5s, 1920...F&A	90	100
Pac. of Mo., 1st, ex., g., 4s, '38.F&A	106½	.....
2d, ext. 5s, gold, 1938.....J&J	111	.....
St. L. R. E., 1st, 5s, 1938...M&N	103	.....
Carondelet Br., 1st, 4½s, '38.A&O	93	.....
Verdig Val. I. & W., 1st, 5s, '26.M&S	80	.....
Ler. & Can. V. A. L., 1st, 5s, '26.J&J	75	.....
St. Louis Iron Mount'n & South.		
Unify. & Ref'g. g. 4s, 1929..J&J	82½	83½
Gen. con. ry. & l. g., 5s, '31.A&O	110¼	110¾
Gen. con. stpd. gu. g., 5s, '31.A&O	110	111
Little R'k Jun. 1st 6s, gu. '16.A&O	90	.....
Mobile & Birm.—		
Prior lien 5s, 1945.....J&J	110¼	.....
Gen. M., gold, 4s, 1945.....J&J	.....	85
Mob. Jackson & Kan. City—		
1st, g., 5s, 1946.....J&D	85	90
Mobile & Ohio—		
1st mort., gold, 6s, 1927....J&D	127½	.....
1st, exten., 6s, 1927.....Q—J	124	127
Gen. mort., 4s, 1938.....M&S	86⅜	87
Montgom. Div., g, 5s, 1947.F&A	108	110
St. L. & Cairo, 4s, gu., 1931...J&J	90	.....
Mohawk & Malone—See N.Y.C.&H.		
Mont. Cent.—See St. P. M. & M.		
Monongahela River—		
1st 5s, guar., gold, 1919....F&A	105	.....
Morgan's La. & Tex.—See So. Pac.		
Morris & Essex—See D. L. & W.		
Nashua & Lowell—		
5s, July 1900.....J&J	§100⅛	100¼
Nashville Chattanooga & S. L.—		
1st, 7s, 1913.....J&J	127	128
2d mort., 6s, 1901.....J&J	101	103
Consol., gold, 5s, 1928.....A&O	104	106
Duck River—2d, g. 6s, 1909M&N	107	.....
Bon Air Br., 6s, 1917.....J&J	103	107
Lebanon Br., 6s, 1917.....J&J	110	.....
Centreville Br., g., 6s, 1923J&J	110	.....
Tracy City Br., 6s, 1917.....J&J	110	.....
McM. M. W. & Al., 1st, 6s, '17.J&J	110	.....
Jasper Br., 1st 6s, 1923.....J&J	112	.....
8s, 1906.....J&J	110	.....
Nash. Flor. & Sheff.—See L. & N.		
Nebraska—See C. B. Q.		
Nevada Co. Nar. G. RR.—		
7s, 1924.....J&J	109	.....
Newb'g Dutch & Conn.—Inc., 1977	2	10
Newcastle & Shenango Valley—		
1st, g., 6s, 1917.....J&J	104	.....
New England Railroad—		
N. Y. & N. E., 1st, 7s, 1905..J&J	115	.....
1st, 6s, Jan., 1905.....J&J	§110¾	.....
Consol. g., 5s, July 1, 1945..J&J	§131	.....
N.Y.&N.E.Bos.T. 1st, 4s '39.A&O	§108	108½
Woon. & P., 1st, gu., 5s, 1910.A&O	§105	.....
N. Hav. & Derby—See Housatonic.		
New Hav. & No.—See N.Y.N.H.&H.		
N.J. Junction—See N. Y. Central.		
New Jersey & New York—		
1st, 6s, 1910.....M&N	108	.....
N.J. Southern—See Central N.J.		
New London Northern—		
1st, 5s, 1910.....J&J	§110	.....
1st, 4s, July, 1910.....J&J	§102	106
New Orleans & Northeastern—		
Prior l. g., 6s, Nov. 1, 1915..A&O	110	.....
Newport & Cincinnati Bridge—		
4½s, g., g'd, 1945.....J&J	113½	115
Newp. & Rich.—See Conn. & Pass.		
New River B'dge—See Ches. & Ohio		
N.Y. B. & M. Bch.—See Long Island.		
N.Y. Bay Ext. RR.—See Long Isl.		
N. Y. & Can.—See Del. & Hud.		
New York Central & Hud. Riv.—		
Ref'd'g g. 3½s, July 1, 1997.J&J	110½	111
L. S. Col. tr. g. 3½s, 1998...F&A	98	.....
M. C. col. tr., g., 3½s, 1998..F&A	97	97¾
1st, coupon, 7s, 1903.....J&J	110⅜	.....
Debenture 5s, 1884-1904...M&S	106	.....
5s, 1889-1904.....M&S	106	.....
4s, 1890-1905.....J&D	103¼	.....
Debt certs., 4s, g., 1905, ext.M&N	103½	.....
Sterling mort., 6s, g., 1903..J&J	ℓ104	108
N.Y.& Har. 1st g. 3½s, 2000. M&N	§	115·82
N. J. Junc., 1st, 4s, gu. 1986. F&A	105	.....
West Shore, 1st, 4s, 2361.....J&J	113½	114

Bonds.	Bid.	Ask.
N.Y. Central & H.R. RR.—(Con.)—		
Beech Cr., 1st, 4s, g., gu. 1936.J&J	109	.....
2d, guar., g., 5s, 1936.....J&J	110	.....
Clf. Bit. C.Co., 1st, g. 4s, '40.J&J	90	96
Gouv. & Osw., 1st, 5s, g., 1942.J&D	115	.....
Nor. & Mont., 1st, 5s, g., 1916.A&O	113	.....
Cart. & Adir., 1st, 4s, g., '81.J&D	ℓ106	110
Dunkirk Warren & Pitts.—		
1st M., g., 7s, 1900.....J&D	100	.....
N. Y. & Nor. 1st, g., 5s, 1927..A&O	.....	126⅝
N.Y. & Put. 1st, 4s, g., 1993..A&O	ℓ105	109
Oswego & Rome—		
2d, 5s, 1915.....F&A	110	.....
1st mort., 7s, 1915.....M&N	130	.....
Mohawk & M., 1st, 4s, g., 1991.M&S	106½	.....
Rome W. & O., 1st ex., 5s, '22.A&O	.....	128
R.W. & O. Ter. R. 1st, 5s, 1918.M&N	112	.....
Syracuse No. 1st M. 7s, 1901.J&J	103	.....
Wat. & Rome 1st, 6s, 1910..M&S	111	.....
Utica & B. Riv., 4s, g., 1922..J&J	108	.....
West Transit Co., 4½s, 1903.F&A	101	.....
Pitts. McKees. & Yough.—		
1st 6s, 1932.....J&J	141	.....
2d, 6s, guar. 1934.....J&J	132	.....
McK. & B.V. 1st, 6s, g, 1918.J&J	126	.....
Lake Shore & Michigan So.—		
Con. g., 3½s, June 1, 1997.J&D	110¼	.....
Det. Mon. & T.—1st, 7s, '06.F&A	119⅞	.....
Lake S., cons. 1st, 7s, July, 1900	101	.....
Cons. 2d, 7s, 1903.....J&D	114⅜	115
Mahon. C. RR.—1st, 5s, '34.J&J	125	.....
K. A. & Gr. R.—1st, 5s, '38.J&J	124	.....
Kal & White Pig'n Mt., g., 5s, '40	122	.....
Michigan Central—		
Consol. 7s, 1902.....M&N	109⅞	.....
Consol. 5s, 1902.....M&N	104⅞	.....
5s, cou., 1931, D. & B.C. div. M&S	125	.....
1st mtg. M. Air Line 4s, '40J&J	104	.....
1st, 6s, Grand Riv. V., 1909. M&S	119½	.....
1st, 5s, Kal. & S.H., 1939. M&N	117	.....
J.L. & Sag., 1st ext. 5s 1901. M&S	101	.....
Det. & B. C., 1st, 8s, 1902. M&N	§110	.....
Det. & B. C. Bridge 8s, '03. M&N	§112	.....
Bay C. & B.C. 1st M. g. 3s, '89 J&D	84	.....
Bat. C. & S. 1st gu. g. 3s, '89. J&D	84	.....
N. Y. Chicago & St. Louis—		
1st, g. 4s, 1937.....A&O	106¼	.....
N. Y. & Greenw'd Lake—See Erie.		
N.Y. & Harlem—See N. Y. C. & H.		
N. Y. Lack. & W.—See D. L. & W.		
N.Y. L. E. & W. C. & RR.—See Erie.		
N. Y. & Long Branch—See Cent. of New Jersey.		
N.Y. & M. Beach—See Long Island.		
N. Y. & New Eng.—See New Eng.		
N. Y. New Haven & Hartford—		
1st, registered, 4s, 1903 ....J&D	103	.....
Con. deb., 4s, $1,000.....M&S	185	.....
Deb. 4s, 1947.....M&S	118	.....
Boston & New York Air Line—		
1st, 5s, Aug. 1, 1905.....F&A	105	.....
Danbury & Norwalk—		
Con. 5s, July 1, 1920.....J&J	118	.....
Gen. 5s, April 1, 1925....A&O	114	.....
Harlem River & Portchester—		
1st, 7s, guar., Oct., 1903..A&O	§113	115
1st, 6s, guar., Oct., 1903.A&O	111¼	.....
2d, 4s, June, 1911.....J&D	102	.....
Housatonic—1st, 4s, 1910..A&O	103	.....
Con. g., 5s, 1937.....M&N	130	.....
New H. & Derby, 1st. m 7s, '00F&A	100	.....
Consol. 5s, 1918.....M&N	116	.....
New Haven & Northampton—		
Consol. 6s, April, 1909....A&O	120	.....
North ext., 5s, 1911.....A&O	108	.....
New York Provid. & Boston—		
Gen. g. 4s, April 1, 1942.A&O	111	.....
Shore Line—		
1st 4½s, 1910..M&S.....	110	.....
New York Ontario & Western—		
Ref'nd., 1st, g., reg, 4s, 1992.M&S	105	105¼
Pur. money certfs. 5s '01-11.F&A	.....	.....
New York Pennsylvania & Ohio—		
Prior lien 4½s, 1935.....M&S	106	111
Equip. trust, 5s, 1908.....M&N	98	.....
Equip. trust, 5s, scrip, 1910.....	98	.....
N. Y. Phila. & Nor.—		
1st g. 4s, Feb. 1, 1939.....J&J	103	.....
Income 4s, Feb. 1, 1939....M&N	80	.....
N. Y. & Putnam—See N.Y. C. & H.		
N.Y. & Rockaway Bch.—See L. I.		
New York Susq. & W.—See Erie.		
Nodaway Val.—See K.C.St.J. & C.B.		
Norfolk & Carolina—		
1st M. 5s, 1939.....A&O	115	116
Norfolk & Southern—		
1st, gold, 5s, 1941.....M&N	113	.....
Nor. & Montreal—See N. Y. C.		
Norfolk & Western—		
General 6s, 1931.....M&N	135	137½
New River, 1st, 6s, 1932....A&O	133	134
Imp't and exten., 6s, 1934 .F&A	128	.....
Col. Con. & Ter., 1st, 5s, g., '22.J&J	107	.....
Scioto Val. & N.E., 1st, 4s, '89.M&N	103	.....
N. & W. Ry. 1st con., g., 4s, '96.A&O	97¼	97¾
Northern Alabama—		
1st mort., gold, 5s, 1926....J&J	.....	.....
North. Ry. of Cal.—See Sou. Pac.		
Northern Ill.—See Chic. & N. W.		
Northeast Pennsylvania—		
1st, g., gu., 5s, 1920.....A&O	115	.....
Northeast. of South Carolina—		
Consol., gold, 6s, 1933.....J&J	116	.....
Northern California Ry.—		
1st g., 5s, 1929.....J&D	113	.....
Northern Central—		
Con. mort., 6s, g., July 1, 1900. J&J	102	102½
Con. gen. M., 6s, C, 1904....J&J	108	.....
Con. G. M., 4½s, E, 1925...A&O	113	.....
Mort. bds., 5s, 1926, ser. A...J&J	119	.....
Mort. bonds, 5s, 1926, Ser. B. J&J	118	.....
Northern New Jersey—		
1st 6s, 1917.....J&J	§120	125
Northern Ohio—See L. E. & West.		
Northern Pacific—		
West. of Minn., 1st, 7s, '07..M&N	115	.....
St. Paul & No. Pac., 6s, g., '23.F&A	132	133

Bonds.	Bid.	Ask.
Northern Pacific—(Con.)—		
St. Paul & No. Pac.—(Con.)—		
Reg. certs., 6s, 1923.....Q—F	.....	.....
Prior lien, g., 4s, 1997. .....Q—J	103¾	103⅞
Gen. lien, g., 3s, 2047.....Q—F	68¼	68½
Wash. Central, 1st g., 4s....1948	88	.....
North Pacific Coast RR.—		
1st M., g., 6s, Nov. 1, 1901.M&N	104½	.....
Gen. M. g., 5s, Jan. 1, 1912.J&J	107¼	.....
Northern Pacific Ter. Co.—		
1st, 6s, 1933.....J&J	.....	.....
North Pennsylvania—		
1st M., 4s, extended, 1936.M&N	115	.....
6s, deb., 1905.....M&S	111	.....
7s, general mort., 1903, cou.J&J	112	.....
Norwich & Worcester—		
4s, March 1, 1927.....M&S	§111	.....
Ogdensburg & Lake Cham.—See Rutland RR.		
Ohio I. & W.—C. C. C. & St. L.		
Ohio & W. Va.—See Hocking Val.		
Ohio River RR.—		
1st g., 5s, 1936.....J&D	108	.....
Gen. gold 5s, 1937.....A&O	90	.....
Hunt. & B. S., 1st, 6s, 1922.J&J	85	.....
Rav. Spen. & G., 1st, 6s, 1920.F&A	85	.....
Ohio Southern—		
1st g., 6s, 1921, Tr. rec'ts...J&D	98	100
Gen. g., 4s, 1921.....M&N	2½	3
Old Colony—		
4½s, April 1, 1904.....A&O	§104	.....
4s, July 1, 1904.....J&J	§102½	.....
4s, gold, Feb., 1924.....F&A	§112½	.....
4s, Dec., 1925.....J&D	§112	.....
4s, Jan. 1, 1938.....J&J	§114	.....
B. C. F. & N. B. 5s, 1910....J&J	§113	.....
Omaha Bridge—See Union Pacific.		
Omaha & St. Louis RR.—		
1st, mtg. g. 4s, 1901.....J&J	70	80
Oregon & California—See So. Pac.		
Oregon RR. & Nav.—See Un. Pac.		
Oregon Short Line—See Union Pac.		
Oswego & Rome—See N. Y. Cent.		
Oswego & Syracuse—See D. L. & W.		
Ottawa Osw. & Fox R.—See C. B. & Q.		
Ottumwa C.F. & St.P.—See C. & N.W.		
Pacific Coast Co.—See Miscellan's.		
Panama—		
1st, 4½s, g., Oct. 1, 1917...A&O	104	.....
Subsidy bonds, 6s, 1910....M&N	98	.....
Pecos Val. & Northeastern—		
1st g., 5s, Jan. 1, 1948.....J&J	.....	85
Pennsylvania RR.—		
Gen. mort., 6s, $, r., 1910..A&O	126	.....
do 6s, £, c, 1910....J&J	ℓ123	126
Con. mort. 6s, c, 1905...J15&D15	115	.....
do 6s, £, 1905.....J&J	ℓ112	116
do 5s, g., con., 1919. M&S	.....	127¼
do 4s, gold, 1943...M&N	116	.....
do 3½s, g., £, 1945..J&J	ℓ104	107
Collateral Tr., g., 4½s, 1913.J&D	112	113
Col. tr. 4s, Ph. W. & B., 1921.J&J	109½	.....
R.E. pur. money, 1st g. 4s, '23M&N	106	.....
Equip. Tr., g. 4s, '14, ser. A. M&S	104	.....
Roll. stk. tr. certs. 3½s. g., '00..Q—J	98	102
Cleveland & Marietta—		
1st, guar., g. 4½s, 1935.. M&N	106	.....
C. & Pitt. 7s, s. f., con., 1900. M&N	104	.....
Ser. A, 4½s, gen., gtd., 1942. J&J	118	.....
Ser. B, 4½s, gen., gtd., 1942. A&O	119	.....
Ser. C., 3½s, gen. gtd., '48. M&N	107	108
Erie & Pittsburg—		
Gen. gu., g., 3½s, Ser. B, '40J&J	101	.....
Pennsylvania Co.—		
1st M. g. 4½s, 1921.....J&J	116	.....
Guar. col. tr. cts., g. 3½s, 1937	100	.....
Phil. Germ. & Chest. Hill—		
1st g'd 4½s, 1913.....M&N	106	.....
Pitt. C. C. & St. L.—		
Con., g. gt. 4½s, ser. A, 1940. A&O	116¾	117½
do do ser. B, 1942. A&O	116¾	117½
do do ser. C, 1942. M&N	112½	.....
do 4s, ser. D, 1945. M&N	10[illegible]½	.....
do 3½s, ser. E, 1949. F&A	102	.....
Col. & In. Cen., 1st, 7s, 1904. J&J	112½	.....
2d, M. 7s, 1904.....M&N	110	.....
C. St. L. & Pitts. 1st, 5s, g, '32. A&O	120	.....
Jeff. Mad. & Ind. 1st, 7s, '06. A&O	113	.....
J. M. & L. 2d M., 7s, 1910...J&J	.....	126⅞
Pitts. C. & St. L. 1st, 7s, 1900 F&A	102	.....
Steub. & Ind. 1st, 5s, 1914..J&J	109½	.....
Un. & Log'nsp, 1st M. 7s, '05 A&O	§.....	116¾
Pitts. Ft. W. & C. 1st, 7s, '12. Var.	133	.....
2d, 7s, 1912.....Var.	133	.....
3d, 7s, 1912.....A&O	130½	.....
Alleg. Val., 1st M., 7s, 1910. A&O	126½	128½
General, 4s, gold, 1942...M&S	109½	.....
Balt. Ches. & At., 1st, g. 5s, '34. M&S	108	.....
Sun. & Lew. 1st g., 4s, 193 6..J&J	108	.....
Penn & N. Y. Canal—See Lehigh V.		
Pennsylvania & Northwestern—		
Gen. 5s, Jan. 1, 1930.....J&J	.....	99
Bells Gap, 1st, 6s, 1905....F&A	107	.....
Cons. mort. 6s, 1913.....A&O	109	.....
Clearfi'd & Jeff. 1st, 6s, 1927. J&J	.....	113
Penobscot Shore Line—See Maine Central.		
Pensacola & Atl.—See Lou. & Nash.		
Peo. Dec. & Evansv.—		
1st, 6s, 1920, certfs.....J&J	100	.....
2d 5s, 1926, certfs.....	.....	.....
Evansv. Div. 6s, 1920 certs. M&S	99	.....
Peoria & East.—See C. C. C. & St. L.		
Peoria & Pekin Union—		
1st, 6s, 1921.....Q—F	131	.....
2d mort., g., 4½s, 1921.....M&N	97¼	.....
Pere Marquette RR.—		
Chic. & W. Mich. 5s, 1921..J&D	§101½	101¾
Ch. & N. Mich., 5s, gu., '31. M&N	§.....	99½
Detroit Grand Rapids & West'n,		
4s, 1946.....A&O	§ 96	97
Flint & Pere Marquette—		
Gold, 6s, 1920.....A&O	121½	123
1st con., gold, 5s, 1939...M&N	107½	108⅝
Holly W. & M. RR. 8s, 1901. J&J	102	.....
Pt. Huron Div., g, 5s, 1939. A&O	107½	108

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Perkiomen—		
1st ser., 5s, 1918.....Q-J	105	.....
2d series, 5s, 1918.....Q-J	92	.....
Petersburg—See At. Coast Line of Virginia.		
Phila. & Baltimore Central—		
1st, 5s, 1911.....M&N	103	.....
1st, 4½s, 1911.....M&N	100	.....
Philadelphia & Erie—		
General, guar., 6s, g., 1920..J&J	ℓ136	140
Gen., 5s, 1920.....A&O	121	....
Gen., 4s, 1920.....A&O	108	.....
Phil. Ger. & Ches. Hill—See Pa. RR.		
Phila. Harrisburg & Pittsburg—		
1st mort., gold, 5s, 1925....A&O	103	.....
Philadelphia Newtown & N. Y.—		
1st, g., 5s, 1942.....A&O	.....	.....
1st mort., red. to 3s, 1942..A&O	64	70
Phila. & Reading—See Reading.		
Phila. & Read. Coal & Iron—		
5-10 year cert., g., 6s, 1904..Q-J	102	.....
Philadelphia W. & Baltimore—		
Debenture, s. f., 5s, 1910...J&D	108	.....
Debenture, 4s, 1917.....A&O	108	110
Debenture, 4s, 1922.....M&N	107	.....
Debenture, g., 4s, 1926 .....J&J	103	.....
Debenture, g., 4s, 1932.....A&O	107	.....
Piedmont & Cumberland—		*
1st, g. 5s, 1911..... .....F&A	106	.....
Pine Creek—		
Guar., 6s, reg. 1932.....J&D	135	.....
Pitts. Bessemer & Lake Erie—		
P. S. & L. E. 1st g., 5s, 1940. A&O	115	116
Consol. 1st g., 5s, July 1, '43. J&J	110	.....
P. B. & L. E. con. g., 5s, 1947. J&J	113	115
Pitts. C. C. & St. L.—See Penn. Co.		
Pitts C. & St. L.—See Penn. Co		
Pitts. Char. & Youghiogheny—		
1st mort. 6s, 1902.....F&A	102	.....
Gen. mort., gtd., 4s. 1934..A&O	93	.....
Pitts. Cleveland & Toledo—		
1st, 6s, 1922.....A&O	112	.....
Pitts. Ft. W. & C.—See Penn. Co.		
Pitts. & Lake Erie—		
1st, g., 6s, 1928.....J&J	138	.....
2d, 5s, 1928 .....A&O	112	.....
Pitts. McKees. & Yough.—See New York Central—		
Pitts. Pains. & Fairport—		
1st, g., 5s, 1916.....J&J	90	.....
Term. mort., 5s, 1916.....A&O	90	.....
Pitts. Shawmut & Northern—		
1st, g., 5s, Feb. 1, 1949.....F&A	102	103
Pitts. Shen. & L. E—See P. Bess. & L. E		
Pittsburg & Western—		
1st, 4s, 1917, certfs.....J&J	100½	.....
Foxb. Bridge—1st, 6s, 1902. M&S	85	.....
Pittsburg Youngst. & Ashtabula—		
Ashtab. & Pitts. 1st, 6s, 1908. F&A	115	.....
Consol. 5s, 1927.....M&N	116	.....
Pontiac Oxford & Northern—		
1st, g., 6s, July 1, 1916 .....J&J	§.....	.....
Portland & Ogdensburg—		
1st, 6s, g., July 1, 1900.....J&J	§100	.....
Con. mort., 5s, 1908.....M&N	§110	112
Portland & Rochester—See Boston & Maine.		
Portland & Rumford Falls—		
1st, gold, 4s, Nov., 1926...M&N	§.....	103¾
Debenture 4s, Aug., 1927..F&A	§.....	101
Port Reading—		
1st M., gu., 5s, 1941.. .....J&J	106	.....
Ports. Gt. F. & Con.—See Bos. & Me.		
Potomac Valley—		
1st, gu. 5s, g., 1941.....J&J	100	102
Providence & Worcester—		
1st 4s, Oct. 1, 1947..... ..A&O	§117	118
Quincy Omaha & K. C.—		
1st g. 6s, opt., Sept. 12, 1900. J&D	§ 97	.....
Tr. Co. certs., non-pf., 5s, '17. M&S	40	50
Raleigh & Augusta—		
1st, 6s, 1926..... J&J	112	.....
Raleigh & Gaston —		
Gold 5s, Jan. 1, 1947.....J&J	110	111
Raritan River Ry.—		
1st g. 5s, Jan. 1, 1939.....J&J	§.....	115
Reading Company—		
Gen., g., 4s, Jan. 1, 1997....J&J	88¾	89
Phila. & Reading—		
2d, 5s, gold, 1933.....A&O	127	.....
1st, 4½s, 1910.....J&J	.....	.....
1st, 6s, 1910.....J&J	.....	.....
Con. M., 7s, 1911, coup.....J&D	131	.....
Consol. mort., g., 6s, 1911..J&D	123½	.....
Imp. exten., g. 4s, 1947.....A&O	104¼	.....
Cons. exten. gold, 4s, 1937. M&S	104	.....
Term., 5s, gold, guar., 1941..Q-F	124	.....
Del. R. Ter., p. mon. g. 5s, '42 M&N	90	.....
Ex. pur. mon. g. 5s, 1942..J&J	90	.....
Rens. & Saratoga—See Del. & Hud.		
Republican Val.—See C. B. & Q.		
Richmond & Danv.—See So. Ry.		
Rich. Fredricksb'g & Potomac—		
1st, 6s, 1901.....M&N	103	106
Extended, 5s. 1902.....J&J	104	.....
Cons. mort. 4½s, 1940.....A&O	100	.....
Rich. Hill—See K. C. Ft. S. & M.		
Richmond & Mecklenburg—		
1st g. 4s, Nov. 1, 1948.....M&N	82	86
Richmond & Petersburg—*See* Atlantic Coast Line of Va.		
Richmond York River & Ches.—		
1st, 5s, 1910.....J&J	§100	.....
2d mort., 4½s, 1910.....M&N	75	.....
Rio Grand Junction—		
1st, gu., 5s, 1939.....J&D	104	.....
Rio Grande Southern—		
1st, 4s, 1940.....J&J	79	81
Rio Grande Western—		
1st, 4s, 1939. ... .J&J	.....	99
1st consol. g. 4s, 1949.....A&O	85	90
Utah Cent., 4s, gd., g., 1917. A&O	85	88
Roch. & Pitts.—See Buff. R. & P.		
Rock Island & Peoria—		
1st M., 10s, 1906.....J&J	118	.....
Consol. 1st, 6s, 1925.....J&J	116	.....
Rome W. & O.—See N. Y. C. & H.		
Rutland—1st M., 6s, 1902....M&N	§103½	104½
Con. 4½s, July 1, 1941.....J&J	§.....	113
Benn. & Rut., 4½s, g., 1927. M&N	§104	.....
Ogd. & L. Ch. 1st, g., gu 4s, '48. J&J	§ 98	102½
Rutl. Canad. 1st, g., gu., 4s, '49. J&J	§.....	101
St. Charles Br.—See Wabash RR.		
St. Clair Mad. & St. L. Belt—		
Alton Bridge 1st, gold, 5s, 1933	75	85
St. Johns. & L. Champlain—		
1st g. 5s, March 1, 1944....M&S	132	133
St. Joseph & Grand Island.—		
1st, g., 2-3-4s, 1947.....J&J	83	84
St. Lawrence & Adirondack—		
5s, g., 1996..... .....J&J	113	117
St. Louis Al. & T. H.—See Ill. Cent.		
St. Louis Br.—See Term. Ry. Ass'n.		
St. L. & Cairo—See Mobile & Ohio.		
St. L. & Iron Mt.—See Mo. Pac.		
St. L. Kan. City & N.—See Wabash.		
St. L. Mer. Bridge Ter.—		
1st, 5s, 1930.....A&O	111	113
Merch. Bridge, 6s, 1929....F&A	114	115
St. L. So.—See St. L. Alt. & T. H.		
St. Louis & San Francisco—		
2d, g, 6s, Class A, 1906....M&N	113	.....
2d, g., 6s, class B, 1906....M&N	113	.....
2d, g., 6s, class C, 1906....M&N	113	.....
1st M., P. C. & O., g., 6s, '19. F&A	105	.....
Gen. mort., g., 6s, 1931.....J&J	124	125
Coll. tr., s. f., g., 6s, 1920...F&A	107	.....
Gen. mort., g., 5s, 1931.....J&J	.....	113
1st, trust, g., 5s, 1987.....A&O	102½	.....
Cons. g. 4s, 1996.....J&J	.....	83¾
1st g. 5s, Sw. Div., 1947.....A&O	97½	.....
Cent. Div., 1st, g., 4s, 1929. A&O	93	.....
Ft. S. & V. B. B., 1st, g. 6s, '10. A&O	105	.....
Kan. Mid. div. 1st, 4s.....	.....	.....
St. L. W. & W., g., 6s, 1919. M&S	105	.....
St. Louis Southwestern.—		
1st, g., 4s, 1989, certfs.....M&N.	92	93½
2d, g., cert., income 4s, 1989. J&J	.....	65
Grays Pt. Term. g. 5s, 1947..J&D	101	105
St. Paul & Duluth—		
1st, 5s, 1931.....F&A	120	.....
2d mortgage 5s, 1917.....A&O	110¼	.....
1st consol. g., 4s, 1968.....J&D	98	.....
Duluth St. Line, gtd., 5s, '16. M&S	100	.....
Taylor's Falls & L. Sup., 6s, 1914	109	.....
Dul. Union Dep., 5s, 1930. A&O	108	.....
St. Paul Minn. & Manitoba—		
2d, now 1st, g. 6s, 1909....A&O	117	.....
Dak. ext., 1st 6s, g., 1910..M&N	121½	.....
1st consol., g., 6s, 1933.....J&J	142½	.....
1st con., red. to 4½s, g., 1933. J&J	116⅝	.....
Montana ext., 1st, 4s, 1937. J&D	104	105½
Pacific ext., 1st, 4s, £, 1940. J&J	100	.....
Minn. Union 1st, 6s, 1922...J&J	124	.....
1st 5s, July, 1922.....J&J	109	.....
Montana Cen., 1st, gd. g. 6s, 37 J&J	.....	134¾
1st, guar., gold, 5s, 1937..J&J	117¼	.....
East. Minn. 1st. g., 5s, 1908. A&O	107½	.....
Nor. div. 1st, g., 4s, 1948. A&O	108	.....
Wil. & S. F. 1st, 5s, g., 1938. J&D	120	.....
Minn. & Wes. 1st g, 5s, 1911. J&J	.....	.....
St. P. & No. Pac.—See Nor. Pacific.		
St. P. & Sioux C.—See C. St. P. M. & O.		
San Ant. & Aran. Pass—See So. Pac.		
San Francisco & Nor. Pacific—		
1st, g., 5s, sink'g fund, 1919. J&J	111	.....
San. Fr. & San Joaquin Valley—		
1st g. 5s, Oct. 1, 1940 .....A&O	116	.....
Santa Fe Prescott & Phœnix—		
1st M., 5s, g., 1942.....M&S	100	105
Sault Ste. Marie Bridge—		
1st M., s. f., g., 5s, July 1, '37. J&J	.....	.....
Sault Ste. Marie & Southwest.—		
See Chic. St. P. Minn. & Omaha.		
Savannah Florida & Western—		
1st M., g., 6s, 1934.....A&O	121	.....
1st M., g., 5s, 1934.....A&O	110	.....
Cons. M., gold, 5s, 1943....M&N	.....	.....
St. J. Riv. Div., g., 4s, 1934..J&J	90	94
Bruns. & West., 1st 4s, 1938. J&J	82	85
Scioto Val. & N. E.—See Nor. & W.		
Schenectady & Duanesburg—		
1st guar. 6s, 1924.....M&S	116	.....
Seaboard Air Line—		
1st, g., 4s, 1950 (when issued)..	75	90
Seaboard & Roanoke—		
Debenture 6s, 1916.... ....F&A	105	.....
1st mtg. 5s, 1926.....J&J	107½	108
Shamokin Sunbury & Lewisburg.—		
1st, 5s, 1912.....M&N	107	.....
2d, 6s, g., 1925.....J&J	104	110
Sham. Val. & Potts.—		
7s, con., 1901.....J&J	104¾	.....
Shore Line—See N. Y. N. H. & H.		
Sierra Ry. of California—		
1st, g., 6s, 1937.	105	112
Silver Springs Ocala & Gulf—		
1st, g., 4s, 1918.....J&J	.....	90
Sioux C. & Pac.—See Chic. & N. W.		
Sodus Bay & S.—1st, 5s, g. 1924 J&J	100	.....
So. Car. & Ga.—1st, g., 5s, 1919 M&N	.....	.....
Aug. South. g, 5s, 1924.....J&D	100	105
Sumter & Wat. Riv. 5s, g., '19. A&O	§101	104
Southern Indiana Ry.—		
1st, g., 5s, June 1, 1938....J&D	§105	106½
Southern Pacific Co.—		
Coll. tr. 4s, Cen. Pac., 1949. J&D	83	83½
Central Pacific—		
1st ref'd'g 4s, g., g'd, 1949..F&A	99½	99⅝
Mtg. 3½s, g., g'd., 1929..J&D	.....	85
Gal. Har. & S. An. 6s, g., 1910 F&A	110	113
2d mort., 7s, 1905.....J&D	109	112
Mex. & P. Div., 1st, 5s, '31. M&N	101½	103
Houston & Texas Central—		
1st, l. g., g., 5s, 1937.....J&J	111½	112
Consol., l. g., gold, 6s, 1912. A&O	110	.....
Gen., gold, 4s, 1921.....A&O	83½	85
Morgan's Louis'a. & Texas—		
1st g. 6s, 1920.....J&J	122¾	.....
1st mort., 7s, 1918..... A&O	135	.....
N. Y. Tex. & Mex. 1st g 4s, '12. A&O	.....	.....
Oregon & Cal. 1st 5s, 1927...J&J	100½	102
S. Ant. & Ar. Pass. 1st g. gu, 4s. 1943	78	78½
Southern Pacific Co.—(Con.)—		
Texas & N. O. 1st, 7s, 1905..F&A	112	116
Sabine Div., 1st, 6s, 1912. M&S	110	.....
Consol., gold, 5s, 1943....F&A	103½	.....
South Pacific Arizona—		
1st. 6s, 1909-1910.....J&J	113½	115
Southern Pacific RR., Cal.—		
1st, g. 6s ser. A, Apr. 1, 1905, A&O	109⅛	.....
1st, g. 6s. ser. B, Oct. 1, 1905, A&O	109⅝	.....
1st, g. 6s. ser. C&D, 1906...A&O	111⅜	.....
1st, g. 6s, ser. E&F, Apr '12, A&O	118⅝	.....
1st con., g., 5s, gu., 1937. M&N	108¾	109¾
1st con. g. 5s, stp'g 05-37. M&N	108½	109½
Aust. & Nor. 1st, 5s, g., '41. J&J	98½	99½
So. Pacific Br. 6s, 1937...A&O	127	129
So. Pac. Coast 1st, g., 4s, '37..J&J	78	81
So. Pac. N. M. 1st, 6s, 1911..J&J	109	112
No. Ry. of Cal., 1st 6s, g. gu, '07. J&J	113¼	114
5s, gold, guar., 1938.....A&O	115⅜	.....
Gila Val. Globe & Northern—		
1st, g., 5s, Nov. 1, 1924..M&N	.....	105
Southern—		
1st, consol., gold, 5s, 1994..J&J	112½	113
E. Tenn. reor. lien, 4-5s, 1938 M&S	111½	.....
1st Mem. div. g, 4-4½-5s, '96. J&J	109½	.....
2d Mem. div, 5s, 1996.....A&O	.....	.....
Alabama Central—		
1st g., 6s, 1918.....J&J	110	.....
Atl. & Ch. Air-L. exten. 4s, '07. A&O	98	.....
1st, 7s, 1907.....J&J	117¾	118½
Atl. & Danv., 1st, g., 5s. 1950. J&J	101⅜	.....
Atl. & Yad, 1st, gu. g. 4s. '49. A&O	95	.....
Atl. Tenn. & O.—1st, M. 6s, '13 A&O	110	.....
Char. Col. & Augusta—		
1st M., gold, ext. 5s, 1909..J&J	107	.....
2d M. 7s, 1910.....A&O	114½	115
Col. & Green. 1st, 6s, 1916...J&J	118	.....
E. T. Va. & Ga. 1st 7s, July 1, '00	102⅝	.....
Divisional g., 5s, 1930.....J&J	.....	119½
Consol., 1st, g., 5s, 1956..M&N	119	.....
Ga. Mid. 1st, g., 3s, 1946...A&O	56	63
Ga. Pac. 1st, g., 6s, 1922....J&J	123½	.....
Ga. Pac. Ry. equip., 5s, g., 1904.	98	.....
Knoxv. & O. 1st, g., 6s, 1925. J&J	122½	.....
Rich. & Dan. con., g., 6s, '15. J&J	124½	125½
Equip., s. f., g., 5s, 1909..M&S	100	.....
Deb., 5s, stamped, 1927..A&O	103	109
Virginia Midland—		
Series A, 6s, 1906.....M&S	112	.....
Series B, 6s, 1911.....M&S	118	.....
Series C, 6s, 1916.....M&S	119	.....
Series D, 4-5s, 1921.....M&S	105	.....
Series E, 5s, 1926.....M&S	112	.....
Series F, 5s, 1931.....M&S	.....	.....
General, 5s, 1936.....M&N	.....	.....
Do guar., stamped M&N	.....	.....
Wash. O. & W., 1st, gu., 4s, '24. F&A	88	.....
W. No. Car., 1st con., g., 6s, '14. J&J	118¼	119½
South & North Alabama — See Louisville & Nashville.		
Spartan U. & Col.—See Ashv. & Spar.		
Spokane Falls & Northern—		
1st, 6s, g., 1939.....J&J	.....	.....
State Line & Sullivan—		
4½s, 1929.....J&J	100	.....
Staten Island Railway—		
Gold, 4½s, 1943.....J&D	102½	.....
Staten Island Rapid Transit—		
1st g., 6s, 1913.....A&O	119	.....
Steub. & Ind.—See Penn. Co.		
Sumter & Water. R.—See S. C. & Ga.		
Sunbury Hazleton & W. B.—		
1st, 5s, May 1, 1928.....M&N	107½	.....
2d mort., inc. 6s, 1938, coup. M&N	113½	.....
Sunbury & Lew.—See Penn. RR		
Susp. Br. & Erie Junc.—See Erie.		
Syracuse Bing. & N. Y.—See D. L. & W.		
Syracuse Geneva & Corning—		
1st M., s. f., 7s, 1905.....M&N	102	.....
2d 5s, Mar. 1, 1909.....M&S	104	.....
Tebo. & Nesho.—See Mo. Kan. & T.		
Term'l RR. Association (St. Louis)		
1st, gold, 4½, 1939.....A&O	110½	.....
1st, consol., gold, 5s, 1944..F&A	113¾	.....
St. Louis Br. 1st, g., 7s, '29..A&O	110½	.....
Terre Haute & Indiana—		
1st, 5s, g., 1925.....J&J	105	.....
New con. 5s, g., 1925.....J&J	100	.....
Terre Haute & Logansport—		
1st, gu., 6s, Jan. 1, 1910....J&J	110	.....
Texas Central—		
1st 5s, 1923..... .....A&O	102	.....
Texas & New Orleans—See So. Pac.		
Texas & Pacific—		
East. Div., 1st, 6s, 1905....M&S	104	.....
1st, gold, 5s, 2000.....J&D	115	.....
2d, income, g., 5s, 2000, Mar....	57	.....
Toledo & Ohio Central—		
1st, 5s, g., 1935.....J&J	112½	113
West Div., 1st, 5s, g., 1935. A&O	110	113
Gen. g., 5s, 1935 .....J&D	101	102
Kana. & Mich., 1st, 4s, 1990. A&O	88	90
Toledo & Ohio Central Exten.—		
1st, 5s, g., 1938, certfs.....M&N	.....	.....
1st g., 5s, guar., 1938.....M&N	.....	.....
Marietta Minn., 1st, 6s, g., 1915.	.....	.....
Toledo Peoria & Western—		
1st, 4s, 1917. ....J&J	83½	84½
Tol. St. L. & K. C.—		
Tr. Co. ctfs., 1st, 6s, 1916....J&D	124	125½
Tol. Walh. Val. & Ohio.—		
Gen., g., gu., 4½s, 1931, ser. A. J&J	105	.....
Toronto Ham. & Buffalo—		
1st, g. 4s, July 1, 1946.....J&D	.....	100
Troy & West Troy Bridge—5s.....	107	108
Ulster & Delaware—		
Con., 5s, 1928.....J&D	106	106½
United Cos., N. J.—		
6s, g, 1901.....M&S	101½	.....
General, gold, 6s, 1908.....M&S	116⅛	.....
General, gold, 4s, 1923.....F&A	109¼	.....
General, gold, 4s, 1929.....M&S	109	.....
General, gold, 4s, 1944.....M&S	112	.....
Union Pacific.—		
1st Ry. & l. g. 4s, g. 1947....J&J	104⅞	105
Oregon Railroad & Nav.—		
Or. Ry. & N. 1st, g., 6s, 1909. J&J	‡.....	110
Cons., g., 4s, 1946..... J&D	103½	104

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask
Union Pacific—(Con.)—		
Oregon Short Line—		
1st, g., 6s, 1922.....F&A	129	130
Utah & Nor., 1st, 7s, 1908J&J	.....	.....
Consol. gold, 5s, 1926...J&J	.....	.....
1st consol. 5s, g., 1946.....J&J	114½	114⅞
Utah Central—See Rio Gr. West.		
Utica & Bl. R.—See N. Y. C. & H.		
Valley (N. Y.)—See Del. L. & W.		
Verdig. Val. Ind. & W.—See Mo. Pac.		
Vermont & Massachusetts—		
Guar., 5s, 1903.....M&N	§105	.....
Vermont Valley—		
1st, 5s, 1910.....A&O	§112	.....
Virginia & Tenn.—See Norf. & W.		
Virginia Midland—See So. Ry.		
Vicks. Sh. & Pac.—		
1st 6s, g., Jan. 1, 1920.....J&J	30	40
6s, p. l., g., Nov. 1, 1915...M&N	104	.....
Wabash—		
1st, gold, 5s, 1939.....M&N	118⅛	118⅞
2d, gold, 5s, 1939.....F&A	103	104
Deb. mort., 6s, series A, 1939. J&J	92	93½
Deb. mort., 6s, series B, 1939. J&J	41¼	41½
Det. & Ch. ext., 1st, g, 5s. 1941. J&J	108½	.....
Des M. div. 1st g. 4s, 1939..J&J	91	92
St. L. C. Bl. & Om.—1st, 6s, 1908.	100	.....
St. Louis Kan. City & North'n—		
St. Charles Bridge, 1st 6s, 1908	109	.....
Brunsw. & Chill., 6s, 1903. F&A	95	.....
Waco & N.—See Hous. & Tex. Cen.		
Warren RR.—See D. L. & W.		
Washing'n Central—See Nor. Pac.		
Washington & Columbia River—		
1st, gold, 4s, 1935.....J&J	85	95
Wash. O. & W.—See Southern Ry.		
West Jersey & Sea Shore—		
Consol. g. 4s, 1936.....J&J	107	.....
Cons., 3½s, g., Ser. B, 1936. J&J	.....	101½
Cam. & At.—Con., 5s-6s, 1911. J&J	105	.....
W. Jersey consol. 6s, 1909. M&N	116	.....
W. J. & At., 1st M. 6s, 1910. M&S	106	.....
Western Maryland—		
Balt. & Harris., g., 5s, 1936. M&N	112	114
1st M. West. Ext. g. 5s, '38. M&N	100	.....
West. N. Y. & Penn.—		
1st, 5s, 1937.....J&J	118¾	119¼
Gen. mort., gold, 3-4s, 1943. A&O	87½	88
Income, gold, 5s, 1943, Nov. 1.	29½	29⅝
West. of Minn.—See Nor. Pacific.		
West. Nor. Car.—See Southern Ry.		
Western Pa.—		
1st mort., gold, 4s, 1928....J&D	111½	.....
Western Ry. Ala.—		
Cons. 4½s, g., gu. Oct., 1918. A&O	102	.....
West Shore—See N. Y. C. & H.		
West. Tr't—See N. Y. C. & H. R.		
West Va. & Pitts.—See B. & O.		
West Va. Cent. & Pitts.—		
1st, gold, 6s, 1911.....J&J	113	115
Wheeling Bridge & Term. Ry.—		
1st M. 6s, 1939.....J&D	65	.....
2d M. 6s, 1940.....M&S	2	.....
Wheeling & L. Erie RR.—		
1st, g., 5s, 1926.....A&O	111½	.....
Wheel. Div. 1st, g., 5s, 1928. J&J	104⅛	.....
Exten. & impt., g., 5s, 1930. F&A	104	.....
Wilkesb. & East. See N. Y. S & W.		
Wilkesbarre & Scranton—		
1st M., gold, gu., 4½s, 1938. M&N	.....	.....
Willmar & S. Falls—See St. P. M. & M.		
Wilm. Col. & Aug.—		
6s, 1910.....J&D	117¾	118½
Wilmington & Northern—		
1st, 5s, 1907-27.....J&D	§102	.....
5s, gen. mort. g., 1932....Q-Aug	§104	.....
Wilmington & Weldon—		
Gen. mort., g. 5s, 1935.....J&J	119¼	119⅜
Gen. mort. g. 4s, 1935.....J&J	103	.....
Winona & St. P.—See Chic. & N. W.		
Wisconsin Central Company—		
1st mtg., g., 4s, 1949.....J&J	91½	91¾
Cons. 1st series, g., 5s, 1909. J&J	105	.....
Ch. Wis & Minn., 1st, 6s, '16. M&S	110	.....
Wisconsin & Michigan Ry.—		
1st M., g., 5s, Jan. 1, 1945..J&J	.....	.....
Wiscon. Val.—See C. M. & St. P.		
Worcester Nashua & Rochester—		
4s, Jan. 1, 1913.....J&J	§107	.....
4s, Jan. 1, 1930.....J&J	§.....	112½
4s, Oct. 1, 1934.....A&O	§114½	.....

RAILROAD STOCKS.

	Par.	Bid.	Ask.
Ala. & Gt. South'n, A, pref.....	£10	ℓ 11½	12½
B, common.....	£10	ℓ 2¾	3¼
Ala. N. O. T. & P. Junc., A, pref.	£10	ℓ 3⅛	3⅜
B, deferred.....	£10	ℓ ⅜	½
Alabama & Vicksburg.....	100	60	.....
Albany & Susquehanna.....	100	195	.....
Allegheny Valley, pref.....	50	† 17	17¼
Allegheny & Western.....	100	115	.....
Ann Arbor Ry. com.....	100	16½	17¾
Pref.....	100	43½	44
Atchison Topeka & Santa Fe..	100	26¼	26⅜
Preferred.....	100	69⅞	70
Atlantic 1st Leased lines, rent tr		ℓ 103	106
Atlanta & Char. Air Line.....	100	129	130
Atlanta & West Point.....	100	125	128
Atlantic Coast Line RR.....		76	78
Preferred.....	100	104½	108
Atlantic Coast Line of Va. A..	100	237¼	.....
B.....	100	237¼	.....
Augusta & Savannah, leased..	100	111	112
Bald Eagle Valley.....	50	.....	.....
Balt. & Cumb. Val. Extension..	50	† 65	70
Balt. & Ohio—			
Common, vot. tr. certfs.....	100	83¾	84½
Preferred, vot. tr. certfs.....	100	85⅜	85½
Beech Creek.....	50	102	.....
Boston & Albany.....	100	245	246
Boston & Lowell.....	100	243	244
Boston & Maine.....	100	194	195
Bost. & N. Y. Air-Line, pref....	100	106	.....
Boston & Providence.....	100	300	.....
Boston Rev. Beach & Lynn....	100	72	75
Buffalo Roch. & Pittsburg.....	100	60	.....
Pref.....	100	105	.....
Burl. Cedar Rap. & Northern..	100	124	.....
Canada Southern.....	100	54½	55½
Canadian Pacific.....	100	95¼	95¾
Pref.....	100	ℓ 101	103
Catawissa, Com.....	50	†	.....
1st pref.....	50	†	55
2d pref.....	50	†	.....
Cayuga & Susquehanna.....	30	200	210
Central Massachusetts.....	100	12¼	13⅛
Pref.....	100	.....	63
Central of New Jersey.....	100	118	120
Chartiers Railway.....	50	† 90	.....
Chesapeake & Ohio.....	100	30⅝	30¾
Chicago & Alton Ry.....	100	.....	.....
Preferred.....	100	.....	.....
Chicago Burl. & Quincy.....	100	125⅛	125¼
Chicago & Eastern Illinois	100	102	107
Preferred.....	100	.....	.....
Chicago Great Western—			
Common.....	100	13⅜	13¾
4 p. c. deb.....	100	87	87¾
5 p. c., pref. A, div. in cash..	100	75	77¼
4 p. c. preferred B.....	100	38½	39
Chic. Ind. & Louisville—			
Common.....	100	26	27
Preferred.....	100	56	58
Chicago Milw. & St. Paul.....	100	118⅝	118⅞
Preferred.....	100	173	174
Chicago & Northwestern.....	100	161	163½
Preferred.....	100	197	201
Chicago Rock Isl. & Pac.....	100	108¼	108½
Chicago St. Paul Minn. & O. ..	100	.....	119
Pref.....	100	165	175
Chic. Terminal Transfer Co...	100	12¾	13⅛
Preferred.....	100	38½	39
Choctaw & Memphis.....	50	† 13½	16
Preferred.....	50	† 32½	34
Choctaw Oklah. & Gulf certs....	50	† 31½	32
Preferred.....	50	† 41½	42½
Cincinnati Hamilton & Dayton.	100	.....	30
Preferred, A.....	100	95	98
Preferred, B.....	100	95	98
Preferred, Eagle.....	100	95	98
New 2d pref.....	100	103	104
Cincinnati New Orleans & Texas Pacific.....	100	26	.....
Cin. Ports. & Va., common	100	15	.....
Preferred.....	100	75	.....
Cleveland Akron & Columbus.	100	a 17½	18½
Cleveland Cincinnati Chicago & St. Louis.....	100	61	61½
Preferred.....	100	106	108
Cleveland Lorain & Wheel'g ..	100	27	27½
Preferred.....	100	66	71
Cleveland & Pitts.....	50	186	189
Col. Midland vot. tr. certfs....	100	11¾	12⅛
preferred vot. tr. certfs.....	100	29¼	29¾
Colorado & Southern—			
Common vot. trustee certfs.	100	6⅛	6½
1st preferred..... do..	100	42	43
2d preferred..... do..	100	16½	17½
Columbus & Xenia.....	50	218	220
Concord & Montreal—			
Class I.....	100	195	200
Class II.....	100	195	200
Class III.....	100	195	200
Class IV.....	100	.....	199
Concord & Portsmouth	100	205	210
Connecticut & Passumpsic....	100	157½	160
Connecticut River.....	100	277	280
Danbury & Norwalk.....	50	.....	.....
Dayton & Michigan, com.....	50	84	85
Pref.....	50	204	210
Delaware & Bound Brook.....	100	175	.....
Delaware & Hudson.....	100	115	116½
Delaware Lack. & West.....	50	178	180
Denver & Rio Grande.....	100	19	20
Pref.....	100	69¾	70⅜
Denver & Southwestern.....		41	45
Preferred.....		50	55
Des Moines & Fort Dodge.....	100	15½	16½
Pref.....	100	100	.....
Detroit Hills & S. W.....	100	102	.....
Duluth South Shore & Atl.....	100	5¼	6
Pref.....	100	15⅜	16¼
East Pennsylvania.....	50	†	.....
Eastern New Hampshire, J&D.	100	120	125
Elmira & Williamsport.....	50	†	.....
Pref.....	50	†	.....
Erie—			
Common.....	100	13	13¼
1st pref.....	100	39	39½
2d pref.....	100	20	21
Erie & Pittsburg.....	50	150	160
Evansville & Terre Haute.....	50	50	50½
Pref.....	50	93	95
Fitchburg, common.....	100	.....	.....
Preferred.....	100	137	137½
Florida Central & Peninsular.	100	a 14	.....
2d pref.....	100	a 50	.....
Ft. Wayne & Jackson—Com...	100	.....	.....
Preferred.....	100	137	.....
Fort Worth & Den. C., stamped...		.....	.....
Fort Worth & Rio Grande.....	100	.....	18½
Georgia & Alabama—Com.....	100	28	28½
Preferred.....	100	55⅜	56¼
Georgia RR. & Banking Co....	100	207	210
Georgia South'n & Florida—			
Common.....	100	40	.....
First preferred.....	100	x 94	97
Second preferred.....	100	65	72
Grand River Valley.....	100	125	.....
Great North'n Ry. Pref.....	100	157	159½
Green Bay & Western.....	100	.....	.....
Deb. certfs. A.....	1000	.....	.....
Deb. certfs. B.....	1000	.....	7⅛
Hartford & Conn. West.....	100	40	44
Harrisburg Ports. Mt. J. & Lan.	50	† 106	.....
Henderson Bridge.....	100	102	105
Hocking Valley.....	100	40	41
Preferred.....	100	67⅛	67¾
Huntingdon & Broad Top.....	50	†	.....
Pref.....	50	†	.....
Illinois Central.....	100	114¾	115¼
Leased lines.....	100	102	104
Iowa Central.....	100	17⅝	18
Pref.....	100	50½	52
Jackson Lans. & Sag.....	100	85	.....
Joliet & Chicago.....	100	180	.....
Kal. Allegan & Gr. Rapids	100	145	.....
Kanawha & Michigan.....	100	15	16
Kansas City Ft. Scott & Mem..	100	20	.....
Preferred (contracts).....	100	80	.....
Kansas City Ft. S. & G., pref..	100	47	50
Kan. C. Mem. & Bir.....	100	14	16
Kan. City & Southern.....		14	17
Preferred.....		.....	41½
Kan. City St. L. & Chic.—			
Preferred.....	100	145	.....
Kansas City Suburban Belt....	100	.....	.....
Keokuk & Des Moines.....	100	3½	4½
Pref.....	100	16	17
Keokuk & Western.....	100	.....	.....
Kingston & Pembroke	50	.....	.....
1st pref.....	50	.....	.....
Lake Erie & Western.....	100	31	32
Pref.....	100	95	98
Lake Shore & Michigan South..	100	.....	210
Lehigh Valley.....	50	† 28	28⅛
Pref.....	50	†	.....
Little Miami.....	50	218	219
Little Schuylkill.....	50	†	59
Long Island.....	50	65	68
Louisiana & Mo. River, pref...	100	175	.....
Louisville Bridge Co.....	100	120	125
Louisville & Nashville.....	100	81⅝	82
Lowell & Andover.....	100	200	.....
Mahoning Coal Railroad.....	50	150	200
Pref.....	50	110	.....
Maine Central, quar.....	100	.....	160
Manchester & Lawrence.....	100	259	265
Mexican Central.....	100	13⅜	13¾
Mexican National tr. receipts..	100	3¾	4
Mexican Northern.....	100	60	.....
Michigan Central.....	100	108	.....
Mine Hill & Schy. Hav.....	50	† 59	.....
Minneapolis & St. Louis Com..	100	64	65
2d pref.....	100	95	95½
Minneapolis St. P. & S. Ste. M..	100	25	26½
Preferred.....	100	66	68
Missouri Kansas & Texas.....	100	11¼	12¼
Preferred.....	100	35	35¼
Missouri Pacific.....	100	58⅝	58¾
Mobile & Ohio, assented.....	100	43½	45
Morris & Essex.....	50	188¼	190
Nashville Chat. & St. Louis....	100	45	55½
Nashville & Decatur.....	25	170	175
Nashua & Lowell, M&N.....	100	260	.....
Naugatuck.....	100	256	.....
Nesquehoning Valley.....	50	†	54
New England RR.—			
Common.....	100	65	.....
Preferred.....	100	.....	100
New Haven & Derby.....	100	104	.....
New Haven & Northampton..	100	106	.....
New York Central & Hud. Riv.	100	134⅛	134½
Dividend payable in London....		ℓ 138	139
New York Chicago & St. Louis.	100	12½	13¾
1st preferred.....	100	76¼	79
2d preferred.....	100	35½	39
New York & Harlem.....	50	400	.....
New York Lackawanna & West.	100	133¾	.....
New York New Haven & Hart.	100	213¾	214½
New York Ontario & Western.	100	22⅝	23
New York Phila. & Norfolk...	100	.....	.....
Norfolk & Southern.....	100	.....	.....
Norfolk & Western Ry.....	100	38	38⅛
Adjust., preferred.....	100	79¾	80
North Carolina.....	100	150	.....
Northern Central.....	50	† 87	91
Northeastern, S. C.....	50	† 40	.....
Northern, N. H.....	100	165	170
Northern RR. of N. J.....	100	.....	.....
Northern Pacific vot'g tr. certs.	100	58	58¼
Preferred voting tr. certs....	100	75½	76
North Pennsylvania.....	50	† 105	.....
Norwich & Worcester.....	100	220	.....
Old Colony.....	100	209	.....
Ontario & Quebec.....	100	ℓ 152	157
Oswego & Syracuse.....	50	200	.....
Pacific Coast Co.—See Miscell.			
Pawtuxet Valley Railroad....	100	175	.....
Pennsylvania Railroad.....	50	137	137½
Penn. & Northwestern.....	50	†	.....
Peoria & Bureau Valley	100	195	.....
Peoria Decatur & Evansville..	100	3	3¼
Peoria & Eastern.....	100	7	8
Pere Marquette RR.....	100	24¾	25⅝
Pref.....	100	58½	61
Philadelphia & Erie.....	50	† 22½	.....
Phila German. & Norristown...	50	† 152½	.....
Pittsburg Bess. & L. Erie.....	50	†	22
Pittsb. Cin. Chic. & St. Louis..	100	60	65
Pref.....	100	82½	85
Pittsb. Ft. W. & Chic.....	100	187	190
Special.....	100	183	.....
Pittsburg & Lake Erie.....	50	†	.....
Pittsb. McKeesport & Yough ...	50	137	.....
Pitts. Shawmut & Northern...	100	30	31
Pittsburg & Western, pref.....	50	.....	.....
Prov. & Worcester.....	100	290	.....
Providence Warren & B.....	100	132	.....
Quincy RR. Bridge Co.....	100	205	210
Raleigh & Gaston.....	100	.....	.....
Reading Company—			
Voting tr. certs.....	50	19	19¼
1st pref., voting tr. certs.....	50	58¾	58⅞
2d pref., voting tr. certs.....	50	31	31½
Rensselaer & Saratoga.....	100	195	200
Richmond Fred. & Potomac—			
Common.....	100	175	200
Dividend obligations.....	100	178	198
6 per cent guarant'd.....	100	180	.....
7 per cent guarant'd.....	100	190	.....
Rich. & P. & R. F. & P. Connect..	70	110	.....
Rio Grande Southern.....	100	.....	.....
Rio Grande Western.....	100	.....	.....
Pref.....	100	86½	90

§ Purchaser also pays accrued interest. † Price per share not per cent. ‡ Sale price. ℓ In London. x Ex-dividend. a In Amsterdam.

Stocks.	Par.	Bid.	Ask
Rock Island & Peoria	100	105	112
Rome & Clinton	100	120	.....
Rome Watertown & Og	100	x133	.....
Rutland, Common	100	.....	.....
Pref.	100	65	.....
St. Jos. & Gd. Isl. vot. tr. certs.	100	5	7
1st pref. vot. tr. certs.	100	39¼	44
2d pref. vot. tr. certs.	100	12½	16½
St. Louis Bridge, 1st pref.	100	ℓ 115	122
2d pref.	100	ℓ 55	60
St. L. & S. Fr., vot. tr. certs.	100	10½	10¾
1st pref., voting tr. certs.	100	69	72
2d pref., voting tr. certs.	100	35¾	36¼
St. Louis Southwestern	100	12	12½
Pref.	100	30½	30⅞
St. Paul & Duluth	100	.....	.....
Pref.	100	.....	.....
Seaboard Air Line Ry. (w. i.)		12	12½
Preferred (wh. iss.)		33	35
Loan certificates		....	125
Seaboard Air Line Ry.—(Con.)—			
Greater Seaboard certificates		†	117½
Seaboard & Roanoke, com.	100	200	.....
South Carolina & Georgia	100	.....	.....
Southern Pacific Co.	100	36¼	36⅜
Southern Ry. (vot. trust certs.)	100	13¼	13½
Preferred do.	100	57	57⅜
Southwestern of Georgia	100	111	112
Spuyten Duyvil & Port Morris.	100	.....	.....
Staten Island Ry.	75	25	50
Sunbury & Lewistown	50	†	.....
Syracuse Bingh. & N. Y.	100	160	.....
Texas & Pacific	100	19⅜	19⅝
Toledo & Ohio Central	100	25	.....
Preferred	100	45	.....
Toledo Peoria & Western	100	9	.....
Troy & Greenbush	50	150	.....
Tunnel Rail. of St. Louis	100	ℓ 115	122
Union Pacific—Common	100	55⅞	56⅛
Preferred	100	75	75⅛
United New Jersey RR. & C. Co.	100	272½	273½
Utica & Black River, guar.	100	180	.....
Utica Chen. & Susq. Valley	100	145	.....
Valley RR. (N. Y.)	100	130	135
Vermont & Massachusetts	100	170	172½
Wabash Railroad	100	8½	8⅝
Pref.	100	22⅞	23
Warren, N. J.	50	180	.....
West Jersey & Sea Shore—Com.	50	† 63½	.....
Western Maryland	50	†	.....
Western N. Y. & Penn	50	† 85⅛	83¾
Trust certificates.		.....	.....
West Virginia Cent. & Pitts.	100	42½	50
Wheeling & Lake Erie com.	100	10⅜	10⅝
1st preferred	100	56½	57½
2d preferred	100	29⅛	29½
Wilmington & Weldon	100	350	.....
Wis. Cent. Co. com., vot. tr. certs.	100	16¾	17¼
Preferred, vot. tr. certs	100	48½	49½
Wor. Nash. & Roch.	100	.....	.....

† Prices per share not per cent. ℓ In London

STREET RAILWAY SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices—that is, the purchaser does *not* pay accrued interest in addition.

Bonds.	Bid.	Ask.
STREET R'WAY BONDS.		
ALBANY, N. Y.—		
United Traction Co.—		
Albany Ry, con. M, 5s, g, 1930. J&J	§117½	.....
Gen. g. 5s, 1947. J&D	*117	.....
W. Turnp. & RR, 1st, g, 6s, '19. M&N	§125	127½
2d g'd 6s, 1919. M&N	§123	127
Troy Ry., 5s, g., 1492. A&O	§116½	.....
AKRON, O.—		
Northern Ohio—		
Consol. g. 5s., July, 1919. J&J	89	89½
Akron Bed. & Clev. g. 5s, '15, M&S	§102	105
Consol. g. 5s., Oct., 1918. A&O	89	91
ALLENTOWN, PA.—		
Lehigh Valley Traction—		
1st gold, 4s, 1929. J&D	§ 90	92½
ATLANTA, GA.—		
Atlanta Consolidated Str. Ry.—		
1st cons. g. 5s, 1939 opt. 1904. J&J	†	106
AUGUSTA, GA.—		
Augusta Ry. & Electric Co.—		
1st g. 5s., 1916. J&J	95	.....
BALLSTON SPA, N. Y.—		
Ballston Term., 5s, g., 1926. J&D	.....	96
BALTIMORE, MD.—		
Balt. Trac. Co., 1st M., 5s, 1929, M&N	116½	119
No. Balt. Div., 1st. g. 5s, 1942. J&D	119	120
Exten. & imp., 6s, g., 1901, M&S	101¾	102
Conv. g. 5s, 1906. M&N	102½	102¾
Balt. City Pas. 1st, 5s, g., 1911, M&N	111	112
Cent. Ry., con. M., g., 5s, 1932, M&N	118	120
Exten. & imp. 5s, 1932. M&S	117	120
City & Su., 1st, M., 5s, g., 1922, J&D	116	117
Lake Ro. El., 1st, g., 5s, 1942. M&S	115	.....
B. C. & Ell. Mills, 5s, g., g'd, 1916. J&J	107	109
United Rys. & Electric Co.—		
1st consol., g., 4s, 1949. M&S	96⅜	96½
Incomes, g., 4s, 1929-1949. J&D	74⅝	74¾
BINGHAMTON, N. Y.—		
Binghamton Railroad—		
Mort. g. 5s., 1923. J&J	§103	105
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
1st mtg. g. 5s., 1920. J&J	98	100
BOSTON, MASS.—		
Lynn & Bost., 1st, 5s. g., 1924. J&D	§113	114
East Middlesex 5s, 1918. M&S	§110	111
Naumkeag, 1st 5s, 1906. J&D	§105	.....
Con. 5s, 1910. J&J	§106	.....
West End, deb., 5s, g., 1902, M&N	§103	103¾
Debenture, 4½s, g., 1914. M&S	§111¾	.....
Gold 4s, 1916. M&N	§107	.....
Gold 4s, Feb. 1, 1917. F&A	§107	.....
Boston con. 5s, Jan., 1907. J&J	§109	.....
Cambridge, 1st m., 5s, 1903, A&O.	§104¾	.....
Charles Riv., 1st m., 5s, 1904, A&O	§106	.....
Highl'd, non-con. pl. 5s, 1902, M&N	.....	103
Metropolitan, plain 5s, 1903, J&D	§106	.....
Middlesex, plain 5s, July '04, J&J.	§107	.....
South Boston, plain 5s, 1905. M&N	§107¾	.....
South Shore & Boston—		
1st con. ref'd'g g. 5s, Aug. 1, 1919	§	108½
BRIDGEPORT, CONN.—		
Bridgep. Trac, 1st, 5s, g., 1923, J&J	§106	110
BROCKTON, MASS.—		
Brock. Bridgwater & Taunton—		
1st., g. 5s, Aug. 1, 1917. F&A	§	108
BROOKLYN, N. Y.—		
Atlantic Ave., gen. M., 5s, 1909, A&O	§108	110
Consol. M., 5s, g., 1931. A&O	115	116½
Imp. M., 5s, g., 1934. J&J	.....	.....
Brooklyn City—1st, 5s, 1941. J&J	116	117
Brooklyn Cross. 5s, 1908. J&J	105	.....
Grand St. & New. 5s, 1906. A&O	105	107
BROOKLYN, N. Y.—(Concluded)		
Brooklyn City—(Cont'd)—		
Calv. C. Gr'p't & B. 6s, 1907. J&D	111	112
Gr'p't & Lor. St. 6s, 1910 M&N	108	.....
W'ms'g & Flatb'h ex. 4½s, '41 F&A	106	107
Bklyn Bath & W. E., gen. 5s, '33. A&O	101½	103
B'k'n C. & New., 1st con. 5s, '39, J&J	114	117
Brooklyn Union Elevated—		
1st 4-5s, Feb. 1, 1950. F&A	94	.....
Brooklyn Queens Co. & Sub.—		
1st cons. g., guar., 5s, 1941. M&N	.....	104
Bklyn Rap. Transit—5s, g., '45. A&O	105½	107
Coney Isl. & Brooklyn 1st 5s. 1903	102	104
Kings Co. El. 1st 4s, Aug. 1, 1949.	82	83
Nassau Electric—1st, 5s, 1944. A&O	109	112
1st g. 4s, 1948. J&J	92	94
BUFFALO, N. Y.—		
Buff. Bell. & Lan., 5s., 1927. J&D	§103	.....
Buff. Ry., 1st con. M., 5s, g., '31, F&A	§116½	117½
Deb. g. 6s., 1917. A&O	§108	111
Buff. & Niag. Falls Elec. Ry—		
1st M. 5s, g., 1935. J&J	§108	109½
2d mtg. g. 5s., 1921. J&J	§104	.....
Buffalo Trac.—1st g. 5s., 1948. J&J	§110	112
Crosst'n St. Ry. 1st, 5s, g. 1932, M&N	§112	114
CAMDEN, N. J.—		
Cam. & Trenton, 5s, g., 1929. M&N	95	96
CHARLESTON, S. C.—		
Charleston Consol. Ry., Gas & Elec. Co. consol. g. 5s, 1999. M&S	96	98
Charleston City Ry.—		
1st mort., g., 5s, 1923. J&J	104	105
CHESTER, PA.—		
Chester Trac., 1st g, 5s, 1911. M&N	.....	103
CHICAGO, ILL.—		
Chicago City Railway—		
1st, 4½s, opt. at 60 days. J&J	§100½	100⅝
Chic & Harlem 1st 5s. 1939. M&N	§103½	104
Cicero & Prov. St., 1st 6s, '04. M&N	§105	106
Consolidated 5s, g., 1915. M&N	§	108
Lake St. El. deb. 5s, g, g'd, 1928. J&J	§ 91	91½
Income deb. 5s, 1928. Feb. 1	§ 32	35
Metropolitan West Side "L"—		
1st g. 4s, 1938. F&A	§ 97	97¼
No. Chic. St. RR., 1st, 5s, 1906, J&J	§105	.....
1st 5s, 1909. J&J	§106	.....
No. Ch. City Cons. 4½s, 1927. M&N	§107¼	.....
Nor'western El., 1st 5s., 1940. J&J	§100	101½
South Side "L"—1st 4½, 1907. J&J	§103	105
Union El. (Loop) 5s, g., 1945. A&O	§108½	110
West Chicago Street RR.—		
1st, 5s, 1928. M&N	§109¾	110
Consol. g. 5s, Nov. 1, 1936. M&N	§103⅛	103⅜
Debenture 6s, 1914. J&D	§100	100¼
W. C. St. Tun., 1st, 5s, g'd, '09, F&A	§103	107
Ch. W. Div. Ry., 1st, 4½s, '32, J&J	§107	.....
Chic. Pass. Ry., con. 5s, 1936. J&D	§	105½
Ogden St., 6s, 1916. M&N	113	114
CINCINNATI, O.—		
Cin. & Hamilton, 6s, g., 1918. J&J	§106	107
Cin. New. & Cov., 5s, g., 1922. J&J	§114¼	115
So. Cov. & Cin., 1st M., 6s, '12, M&S	§121½	122½
2d cons. M., 6s, g., 1932. J&J	§136½	138
Newport & Dayton, 1st, 6s, 1917	§115	120½
Cincinnati Street Ry.—		
Mt. Aub. Cable 1st 5s, 1907. J&D	§108¾	109¼
Mt. A. & Ed'n Pk., 1st 6s, Oct., 1900	§	103
1st M., 6s, 1905. A&O	§107¾	109
Consol. M., 5s, 1906. M&S	§108	108¾
CLEVELAND, O.—		
Cleveland Berea Elyria & Ober.—		
Clev. & Berea, g., 6s, '02-12. J&J	§101	102
Clev. & Elyria, g., 6s, '05-15. M&N	§107	107½
Elyria & Ober., g., 6s, '07-17. F&A	§107	107½
Cleve. & Chagrin Falls Elec. RR.—		
1st g. 6s, May 1, 1916. M&N	§ 99	101
Cleveland Electric—		
Consol. M., 5s, gold, 1913. M&S	§106	107
Br'klyn St., 1st M., 6s, 1903. M&S	§102	103
Cleveland Electric—		
East Clev., 1st, M., 5s, 1910. M&S	§106	107
CLEVELAND, OHIO—(Conc'd.		
Cleveland Electric—(Cont'd.)		
So. Side St. Ry., 6s, 1903. M&S	§102	103
Cleveland City Ry. Co.—		
Cl. City Cable, 1st, 5s, g., '09, J&J	§104	106
Clev. Pains. & E.—1st, g., 5s, A&O	§102	105
Consol. 5s, 1918. A&O	§ 89	91
Lorain & Cleve. g. 5s, 1917-27. J&J	§101	102
COLUMBUS O.—		
Col. Con. St. Ry., 1st, g. 5s, g. '09. J&J	105	.....
Col. St. Ry., cons., 5s, g., 1932, J&J	110	112
Crosst'n St., 1st, 5s, g., 1933, J&D	110	112
DANBURY, CONN.—		
Danbury & Bethel St. Ry.—		
1st g. 5s, 1914. M&N	105	.....
DENVER, COL.—		
Consol. Tram. con. g. 5s, 1933. A&O	88	90
Denver. Tram., 1st, 6s, g., '08, J&J	104	.....
6s, g., consol., 1910. J&J	104	.....
Metropolitan g. 6s, 1911. J&J	104	.....
DETROIT, MICH.—		
Det. Citizens', 1st 5s, 1901. A&O	§	100
Con. Mort., 5s, 1905. J&J	§ 98	100
Det. Sub. Ry., 1st, 5s, 1902. M&N	§	100
Highland Park, 1st, 5s, 1908. J&J	§100	102
Detroit Ry.—1st, 5s, g, 1912-24. J&D	§100	103
Detroit Ypsilanti & Ann Arbor—		
1st g. 6s, Nov. 1, 1917. M&N	†	112
Cons. g. 6s, Feb. 1, 1924. F&A	100	103
Detroit Pt. Huron & L. S. 5s, 1930	.....	.....
Rapid Ry. 1st 5s, g., 1915. M&S	100	105
EASTON, PA.—		
Easton Consolidated Electric Co.—		
Coll., tr., g 5s, 1949. M&N	† 97½	98
Easton Palmer & Beth. St. Ry.		
1st g. 5s, Jan., 1919. J&J	§	104¾
HALIFAX, CANADA.—		
Halifax Elec. Tram. Co.—		
1st M., g., 5s, Jan. 1, 1916. J&J	§	†105
HARTFORD, CONN.—		
Hart. Man. & Rock., 5s, 1924. A&O	§106	.....
Hartf. St. Ry., deb., 5s, 1914. A&O	§102	.....
H. & W'thersfield, deb. 5s, '08. M&S	§102	.....
East Hartford & Glas.—		
Deb., 5s, 1927 (Con. Dec. 1, 1900)	110	.....
HOBOKEN, N. J.—		
J. C. Hoboken & Paterson Ry.—		
4s, g., Nov. 1, 1949. M&N	82½	83½
North Hudson Co. Ry. Co.—		
1st M., 6s, 1914. J&J	119	.....
Con. M., 5s, 1928. J&J	109	.....
Paterson Ry.—Con. 6s, g., 1931 J&D	114	120
INDIANAPOLIS, IND.—		
Citizens' St. RR., con. 5s, g., '33, M&N	108	109
Indianapolis St. Ry. Gen. 4s. 1933	77½	78
JERSEY CITY, N. J.—See Newark		
KANSAS CITY, MO.—		
Central Electric g. 5s, 1914. M&N	99	100
Grand Ave. Cable, 5s, g., 1908, J&J	§104	105½
K. C. Elev. Ry. Co., 4s, g'd, '22. J&J	§ 89	91
G't'd 6s, 1922. J&J	§108	112
K. C. Cable exten. 5s, g., 1901 A&O	§100	101½
Met., Corrigan iss., 5s, July, '16, J&J	§106½	110½
Met. St. Ry., 5s, g., Sept., 1909, M&S	§104	106
Cons. 5s, g. May 1, 1910. M&N	§103	104
LEXINGTON, KY.—		
Lexington Railway Co.—		
1st g. 5s, June 1, 1949. J&D	§100	103
LOCKPORT, N. Y.—		
Buff. & Lockport Street Ry.—		
1st g. 5s, July 1, 1938. J&J	§107	108
LONG ISLAND CITY, N. Y.—		
Steinway Ry.—1st M. g. 6s, '22. J&J	§115½	116½

§ Purchaser also pays accrued interest.

Bonds.	Bid.	Ask.
LONG BRANCH, N. J.–		
Atlantic Coast Electric RR.–		
1st, g., 5s, 1945.....M&N	§100	.....
General mortgage,5s, 1946. J&J	80	82½
LOS ANGELES, CAL.–		
Los Ang. Ry., 5s, g., 1938.....A&O	104⅛	.....
Los Ang. Pacific RR., 5s, 1928.J&D	102½	.....
Los Ang. & Pasa.–5s, g. 1928 J&J	.....	102½
Los Ang. Trac., 1st 6s, 1915..M&N	.....	112
1st g., 5s, 1938 .....J&D	.....	101
LOUISVILLE, KY.–		
Cent. Pass. Ry., 1st, 6s, 1908, M&N	§115	.....
Louisv. Ry., con.M., 5s, g., 1930, J&J	§119½	120½
2d mtg. 4½s, 1940.....	§109	110
Louisv. City Ry., con., 6s, 1909, J&J	116	.....
LOWELL, MASS.–		
Lowell & Suburban Street Ry.–		
1st mortgage, 5s, 1911 .....J&D	§106	.....
MEMPHIS, TENN.–		
Citizens' St. RR. 1st g. 6s, '16.J&J	122	123
MERIDEN, CONN.–		
Meriden El. RR. 1st, 5s, 1911.A&O	§110	.....
Con. M., g., 5s, 1924.....J&J	§111	.....
Mer. Southington & Compounce–		
1st g. 5s, 1928, Opt., 1903..J&J	§105	.....
MILWAUKEE, WIS.–		
Milw. City RR., 1st, 5s, g., '08, J&D	§106	109
Mil. Electric Ry. & Light–		
Consol., g., 5s .1926.....F&A	§106	107½
Mil. Light, Heat & Traction–		
5s, guar., 1929.....M&N	§ 99½	100½
W. Side St. Ry., 1st M., 5s, g., '09, J&J	§107	109
MINNEAPOLIS, MINN.–		
Twin City Rapid Transit Co.–		
Minn. St. R., 7s g., '10. Opt. M&N	§105	.....
Con., 5s, g., 1919.....J&J	§109	110
Cons. 6s, g., Nov. 1, 1913. M&N	§115	118
St. Paul City Railway–		
1st g. 6s, 1931..... .... ..A&O	§120	.....
Con., 5s, g., 1937 .....J&J	§112½	113
1st M., 6s, g., 1934.....A&O	§120	.....
MOBILE, ALA.–		
Mobile Light & Railway–		
1st g. 5s, 1937.....J&D	92	96
NASHVILLE, TENN.–		
Nashville Railway–		
1st consol. g., 5s, Feb. 1, 1950. F&A	§.....	100
Nashv. St. Ry., 5s, 1925....J&J	99	102
Edgefield St. RR. Con. 6s, '19..J&J	110	115
McGavock & Mt. V.–		
Summer St., 1st M., 6s, 1926, J&J	114	116
2d series, 6s, 1937.....J&J	120	125
2d M., 6s, 1919.....A&O	100	102
NEWARK, N. J.–		
Cons. Trac. of N. J., 1st 5s, '33, J&D	108	109
Newark Passenger Railway–		
New. & Bloomf. St., 6s, 1901, F&A	§100	.....
Orange & New., 1st, 6s, 1905, A&O	§108	.....
Bellev. & New., 1st, 7s, 1900, J&D	§100	.....
New. Pass., cons., 5s, g., 1930, J&J	§117	118
New. & Irvingt'n, 1st, 6s, 1900 J&D	§100	.....
Essex Pass. Ry., 6s, 1905..M&N	§108	.....
Nor. Jersey St. Ry. 4s, 1948. M&N	§ 88	89
Rap. Tr. St. Ry., 1st M. 5s, g., '21, A&O	§109	.....
NEW BEDFORD, MASS.–		
Union St. Ry.–Con. 5s, g. 1914. J&J	105	.....
NEW BRITAIN, CONN.–		
Central Ry. & Electric Co.–		
1st mort. 5s, Dec. 1, 1923...J&D	§105	.....
NEW HAVEN, CONN.–		
N. H. & Centrev., 1st, 5s, g. '33, M&S	§112	.....
New Hav. St. Ry., 1st, 5s, g., '13, M&S	§111	.....
Edgew. Div. 1st, g., 5s, 1914, J&D	§111	.....
Winchester Ave., 5s, g., 1912. M&N	§111	.....
NEW ORLEANS, LA.–		
Canal & Claib.–1st, 6s, 1912. M&N	.....	.....
1st, g., 6s, 1946.....M&N	130	135
N. O. City RR.–Gen. g. 4-5s, 1943	106⅞	107⅛
1st, 6s, 1903.....J&D	108	.....
N. O. City & Lake, 1st, 5s, g. '43. J&J	113¾	114
Power-house g., 6s, 1917.....J&D	108½	.....
N. O. & Car., 2d M., 6s, g., 1907. F&A	.....	.....
Cons. mort. g., 5s.....J&J	113¾	114½
Orleans RR. Co., 1st 6s, 1912 M&N	115½	.....
2d 6s, 1912.....J&J	108	.....
NEW YORK, N. Y.–		
Bleecker St. & F. F. 1st g. 4s, '50. J&J	§100	101
Cent. Crosstown, 1st, 6s, 1922, M&N	§125	130
Cen. P'k N. E. Riv., con., 7s, '02, J&D	106½	107½
Christ. & 10th Sts. ext. 4s, '18. A&O	.....	.....
Dry Dock E. B'way & Battery–		
1st, 5s, gold, 1932.....J&D	115	117
Cert. indebt., 5s, 1914.....F&A	95	98
Eighth Av., cert. indeb., 6s, '14, F&A	108	112
42d St. M. & St. N., 1st, 6s, '10, M&S	112	113
2d M., inc., 6s, Jan., 1915.....	98	99½
Manhattan Elevated–		
Consol., 4s, gold, 1990.....A&O	101	102
Met. El., 1st, 6s, 1908.....J&J	115¾	117
Metropolitan Street Ry. Co.–		
Gen. M. coll. tr., g., 5s, 1997. F&A	119½	.....
Bway & 7th Ave. 5s, 1904..J&D	104	105
2d M., 5s, 1914.....J&J	110	112
Con. M., 5s, g., 1943.....J&D	121	122
B'way Surf. RR., 1st, 5s, '24, J&J	§115	117
2d, 5s, 1905.....J&J	§104	105
Col. & 9th Av., 1st, g. 5s, 1993, M&S	124	126
Lex. Av. & P. F'y, 1st, 5s, g. '93, M&S	124	126
34th St. Cr'st'n, 1st 5s, 1996..A&O	.....	.....
Second Avenue 1st 5s, 1909. M&N	107½	108½
Consol. 5s, gold, 1948..... F&A	§.....	121¼

Bonds.	Bid.	Ask.
NEW YORK, N. Y.–(Concl'd.)–		
Third Ave. 1st, 5s, g., 1937....J&J	123	125¾
28th & 29th St. 1st g. 5s, 1996. A&O	§114	115
Twenty-third St.–Deb. 5s, '06. J&J	106	108
Union Ry.–1st, 5s, g., 1942...F&A	112	114
South. Boulev'd–5s, g., 1945. J&J	§111	114
Westches. Elec., 1st, 5s, g., '43, J&J	§109	111
NIAGARA FALLS, N. Y.–		
Niagara Falls & Suspen. Bridge–		
1st, g., 6s, July 1, 1903.....J&J	§103	.....
NORFOLK, VA.–		
Norfolk Railway & Light–		
Norfolk St. cons., g., 5s, 1944. J&J	110½	111
1st cons. g., s. f., 5s, 1949...M&N	§.....	100
NORWALK, CONN.–		
Norwalk Tramway–		
1st, mtg., g., 5s, 1923.....M&S	§ 97	100
NORWICH, CONN.–		
Norwich Street Ry.–		
1st g. 5s, 1923.....A&O	§103	105
OAKLAND, CAL.–		
Oakland Transit Co.–		
Consol. g. 6s, July 7, 1918..J&J	114¾	113
OMAHA, NEB.–		
Omaha St. Ry.–5s, g., 1914..M&N	§102	105
PATERSON, N. J.–See Hoboken.		
PHILADELPHIA, PA. –		
Elec. & People's, 4s, tr. certfs.....	99	99½
People's Traction Co.–		
P. P. Ry., stk. tr. ctfs., 4s, g. '43, F&A	108	.....
West Phila 6s, 1906.....A&O	.....	.....
PITTSBURG, PA.–		
Central Trac., 1st, 5s, 1929....J&J	112½	.....
Citizens' Trac., 1st, 5s, 1927, A&O	115	.....
Duquesne Trac., 1st, 5s, 1930, J&J	116	120
Feder'l St. & P. V., gen., 5s, g., '42, J&J	112	.....
Penn St. Ry., 1st M., 5s, 1922, J&D	102	103
Pitts. Alle. & M., gen. M., 5s, '30, A&O	111	.....
Pitts. & Bir. Tr., gen., 5s, g., '29, M&N	111	112
Pittsb. Trac. Co., 1st, 5s, 1927, A&O	117	.....
The Second Av. Tr. g. 5s, '34. J&D	118	.....
United Traction 5s, 1997 .....J&J	115½	.....
West End Tr.–Cons. 5s, 1938. J & J	114	114½
PORTLAND, ME.–		
Portland RR.–		
1st, g. 4½, May 1, 1913....M&N	§110	112
Port. & Cape Eliz. Ry.–		
1st M., g., 5s, Nov. 1, 1915. M&N	§115	117
PROVIDENCE, R. I.–		
United Tr. & El., 1st, 5s, g., '33, M&S	§113½	114½
READING, PA.–		
Reading Traction, 6s, 1933. .J&J	115	.....
City Pass. Ry., 1st M., 5s, 1909, A&O	105	.....
Read & Womels., 1st, 5s, g., 1925.	105	.....
United Traction g. 5s, 1926...J&J	.....	.....
RICHMOND, VA.–		
Rich. Ry. & Elec., 1st 5s, g., 1920	.....	.....
Rich. Traction, 1st 5s, g., 1925. J&J	102	106
ROCHESTER, N. Y.–		
Rochester Railway–		
Con. M., 5s, g., 1930.....A&O	107	.....
2d, 5s, g., 1933.....J&D	85	89
Debent. 6s, g., Mar. 1, 1911. M&S	100	.....
ST. LOUIS, MO.–		
Baden & St. L., 1st, 5s, g., 1913, J&J	100	102
Cass Av. & Fair Gds., 1st. 5s, '12, J&J	102	104
Citizens' RR., 1st, 6s, 1907....J&J	110	112
Jefferson Ave., 1st 5s, 1905. M&N	104	105
Lindell Ry. 5s, 1st, gold, 1911. F&A	107	108
Comp. H. & M. Ter., 6s, g., '13. J&J	117	118
Taylor Ave., 6s, g., 1913.....J&J	117	118
Missouri RR., 1st, 5s, 1906....M&S	105	106
St. L. (B'way line) 5s, 1900-10 M&N	100	101
St. L. & E. St. L., 1st M., 6s, 1905. J&J	100	102
St. L. & Sub., 1st, 5s, g., 1921, F&A	104	105
St. L. Cab. & W., 1st M., 6s, '14, M&N	117	119
St. L. & Meramack, 6s, g., '16, M&N	114	115
Southern Elec. Cons., 6s, 1904. M&N	106½	108½
Cons. 6s, 1914.....M&N	116	118
Gen., g., 5s, 1916.....F&A	105	106
Union Depot Cons., 6s, 1910. A&O	100	101
Con., 6s, g., 1918.....J&D	124	125
M'd City RR., 1st, 6s, g., '00-10, J&J	100	102
United Railways of St. Louis–		
Gen. 4s, 1934.....J&J	§ 87	87½
ST. PAUL, MINN.–See Minneapolis.		
SAN FRANCISCO, CAL.–		
Cal. St. Cable RR., 1st, 5s, g., '15, J&J	118	122
Ferries & Cliff, 6s, 1914.....M&S	115	.....
Geary St. Pk. & O., 1st, 5s, 1921, A&O	.....	92½
Market Street Railway Co.–		
Market St. Cab., 1st, 6s, g., '13, J&J	128¼	.....
1st cons. mort. 5s, 1924....M&S	117	.....
Omnibus Cable, 1st, 6s, 1918, A&O	125	.....
Park & Ocean, 1st, 6s, 1914, J&J	.....	.....
Park & Cliff Ho., 1st, 6s, 1912, J&J	104½	.....
Powell St. RR., 1st, 6s, 1912, M&S	117	.....
SCRANTON, PA.–		
Scran. & Carbon. Tr., 1st, 6s, '23, J&J	§107	110
Scran. & Pittston, 1st, 6s, 1923, A&O	§109	.....
Scran. Traction, 1st, 6s, g. '32, M&N	118	.....
Scran. Ry., 1st con. 5s, g., 1932. J&J	104	106
SYRACUSE, N. Y.–		
Syracuse Rapid Transit Ry–		
1st mtg. g. 5s, 1946.....M&S	94½	96½
East Side Traction–		
1st, g., g'd. 5s, 1930.....	§.....	101

Stocks.	Bid.	Ask
TAUNTON, MASS.–		
Taunton St. Ry.–1st M. 5s, '14. J&J	§.....	105
Taun. & Brockton, 1st, g., 5s, 1917.	§.....	105
TOLEDO, O.–		
Tol. Cons. St. Ry.–Cons., 5s, '09 J&J	§.....	103
Tol. Trac., cons., g., 5s, 1909, J&J.	§102	103
TRENTON, N. J.–		
Trenton Street Railway–		
Consol. g. 5s, July 1, 1938..J&J	107	109
TROY N. Y.–See Albany.		
WASHINGTON, D. C.–		
Anacostia & Poto'c 5s, g., '48..A&O	.....	.....
Capital Tr. 4s, 1903-1920... A&O	107⅜	108
City & Suburb., 5s, g., 1948..F&A	.....	106½
Columbia St., 1st M., 6s, 1914. A&O	126	.....
Exten. g., 5s. 1914.....A&O	111¾	112½
Metropolitan 1st, g., 5s, 1925. F&A	121	122¼
Certif. of Indebt. A, 1906..A&O	110	.....
Certif. of Indebt. B, 1907 ..J&D	110	.....
Washington Tract. & Elect. Co.–		
1st coll. tr. gold 4½s, 1949..J&D	.....	.....
WATERBURY, CONN.–		
Waterbury Traction Co.–		
1st, g., 5s, 1923.....M&N	§104	.....
WILKES-BARRE, PA.–		
Wilkes. & Wyom. Val. Trac.–		
1st, g., 5s, 1921.....A&O	108	115
WILMINGTON, DEL.		
Wilmington & Chester Trac.–		
Coll. tr. g. 5s, 1918.....A&O	§103	106
WORCESTER, MASS.–		
Worcester Consolidated St. Ry.–		
North End 5s, 1915.....F&A	§100	.....
Wor. & Clinton, 1st, g., 5s, 1918. J&J	§.....	106½
Wor. & Marlboro 1st, 5s, 1916.....	§104	.....
Wor. & Suburb., g., 5s, 1915. M&N	§100	.....

STREET R'Y STOCKS.

	Par.		
AKRON, O.–			
Northern Ohio Traction Com.	100	17½	20
Preferred.....	100	89	91
ALBANY, N. Y.–			
United Traction.....	100	123	124
Rights		4½	5½
ATHENS, GA.–			
Athens Electric Ry.....	100	.....	.....
AUGUSTA, GA.–			
Augusta Ry. & Electric.....	100	.....	.....
BALTIMORE, MD.–			
United Rys. & Elec. Co.–Com.	50	† 18	18⅛
BIRMINGHAM, ALA.–			
Birmingham Ry. & Electric Co.–			
Common.....	100	20	25
Preferred.....	100	40	50
BOSTON, MASS.–			
Boston Elevated RR.....	100	144	144¾
Mass. Electric Companies.....	100	23	.....
Preferred.....	100	79	79½
West End Street Ry., com.....	50	† 93⅞	94
Preferred, 8 per cent.....	50	†115	116
BROOKLYN, N. Y.–			
Brooklyn City RR.....	10	228	230
Brooklyn Rapid Tran. vot. tr. certs.		73¾	74¼
Coney Island & Brooklyn RR.	100	325	330
Nassau Electric Co., pref.....	100	74	78
BUFFALO, N. Y.–			
Buffalo Ry.....	100	100	.....
International Trac.–Trust rec'pts.		108	112
CHICAGO, ILL.–			
Chicago City Ry.....	100	255	260
Chic. Consolidated Traction...	100	39½	.....
Chicago Union Traction	100	21	22
Preferred	100	72	74
Chicago West Div. Ry., guar..	100	.....	.....
Lake Street Elevated.....	100	9	9¼
Trust certificates.....	100	8½	8¾
Metrop. West Side El. Tr. cert..	100	34	35
Preferred.	100	78	79
North Chicago Street RR.....	100	219	221
North Western El. Tr. rec'ts, com.		.....	24
Preferred		.....	.....
South Side Elevated.....	100	98½	99
Union Elevated RR.....	100	92	94
West Chicago Street RR.....	100	109¾	110¼
CINCINNATI, O.–			
Cincinnati New. & Covington.	100	74	75
Cincinnati Street Ry.....	50	125⅜	126
CLEVELAND, O.–			
Cleve. Berea Elyria & Oberlin.	100	70	75
Cleve. & Chagrin Falls	100	25	27
Cleveland City Ry.....	100	101¾	102½
Cleveland Electric Ry.....	100	85	87
Lorain & Cleveland.....	100	59	65
COLUMBUS, O.–			
Columbus Railway–Common..	100	24½	25½
Preferred.....	100	85	86
DAYTON, OHIO–			
City Railway, common	100	140	145
Preferred.....	100	170	.....
DETROIT, MICH.–			
Detroit Citizens' Street Ry.....	100	100½	.....
Fort Wayne & Belle Isle.....	100	175	.....
Wyandotte & Detroit River....	100	100	110
HALIFAX, CANADA–			
Halifax Elec. Tramway Co.	100	95	96

§ Purchaser also pays accrued interest. ‡ Last sale. † Prices per share not per cent. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
HARTFORD, CONN.—			
Hartford Street Ry.	100	150	.....
HOBOKEN, N. J.—			
Jersey C. Hoboken & Paterson.		18½	19½
HOLYOKE, MASS.—			
Holyoke Street Ry.	100	207½	212
INDIANAPOLIS, IND.—			
Indianapolis Str. Ry. Co.	50	† 22½	25
JERSEY CITY, N. J.—See Newark.			
KANSAS CITY, MO.—			
Metropolitan Street Ry.	100	100	101
LOUISVILLE, KY.—			
Louisville Ry., com.	100	78	79
Preferred	100	110½	111½
MINNEAPOLIS, MINN.—			
Twin City Rapid Transit.	100	63½	67
Preferred	100	140	142
MONONGAHELA, PA.—			
Monongahela Str. Ry.	50	†.....	.....
MONTREAL, CAN.—			
Montreal Street Ry.	50	¶ 255	258
NASHVILLE, TENN.—			
Nashville Street Ry.	100	60	.....
NEWARK, N. J.—			
Consolidated Traction of N. J.	100	59	60
North Jersey Street Ry.	100	29	30
Rapid Transit St. Ry. Co.	100	240	250
NEW BEDFORD, MASS.—			
Union Str. Ry. Co.	100	.....	180
NEW HAVEN, CONN.—			
Fairhaven & Westville RR.	25	† 40	.....
Winchester Ave. RR.	25	† 48	.....
NEW ORLEANS, LA.—			
N. O. & Carrollton.	100	156	165
New Orleans City RR.—			
Common		24	24¾
Preferred		99¼	99¾
Orleans RR.	50	† 50	.....
St. Charles Street.	50	† 58½	60
NEW YORK, N. Y.—			
Bleecker St. & Fulton Ferry	100	33	36
Broadway & 7th Ave., guar.	100	235	.....
Central Crosstown, 7 per cent.	100	270	300
Cent. Park North & East Riv.	100	199	.....
Christopher & Tenth Streets.	100	175½	184½
Dry D. E. B'way & Bat., 6 p. c.	100	100	125
Eighth Ave.	100	395	400
42d St. & Grand St. Ferry	100	395	410
42d St. M. & St. N. Ave.	100	50	65
Manhattan Consolidated	100	93¼	93½
Metropolitan Street RR.	100	158¼	159
Ninth Ave., guar., 6 per cent.	100	198	203
Second Ave.	100	200	202
Sixth Ave.	100	200	225
Third Ave.	100	107½	109
Twenty-third St., guar.	100	400	405
NORFOLK, VA.—			
Norfolk Ry. & Light		‡.....	13
Norfolk Street Railroad	100	62	64
NORTHAMPTON, MASS.—			
Northampton Street Ry.	100	170	180
PHILADELPHIA, PA.—			
Amer. Railways Co. ($7½ pd.)	50	†.....	‡ 6⅞
Citizens' Passenger, guar.	50	††....	148½
Continental Pass. Ry. ($29 p'd)	50	†.....	.....
Fairmount Pk. & Haddington.	50	† 74½	.....
Frankford & Southwark Pass.	50	†446½	450
Germantown Passenger.	50	†148	.....
Green & Coates Sts. ($15 p'd)	50	†.....	.....
Hestonnville M. & F.	50	† 47	50
Preferred	50	† 73½	.....
Lehigh Ave. Ry. ($30 paid)	50	†.....	.....
Phila. City Pass. Ry. ($23¾ p'd)	50	†200	.....
Phila. & Gray's Ferry ($25 p'd)	50	†100	.....
Philadelphia Traction	50	† 96½	97
Railways Company, General	5	†.....	‡ 2⅛
Ridge Ave. Passenger ($28 p'd)	50	†300	.....
2d & 3d Sts. Ry., guar.	50	†300	.....
13th & 15th Sts. Pass. Ry.	50	†305	.....
Union Passenger ($30 5-6 paid)	50	†240⅛	243
Union Traction ($17½ p'd)	50	† 37⅞	38⅛
United Power & Trans. ($10 p'd)	25	† 34	.....
West Phila. Passenger, guar.	50	†253	258
PITTSBURG, PA.—			
Allegheny Traction.	50	† 25¼	25¾
Preferrd		† 64½	65
Citizens' Traction.	50	†.....	.....
Consolidated Traction, com.	50	† 25	25¼
Preferred	50	† 64½	64¾
PITTSBURG, PA.—(Concluded.)			
Federal St. & P. V. RR.	25	†.....	.....
Pittsburg & Birmingham Tr.	50	† 41	.....
Pleasant Valley	25	† 27½	28
United Traction, com.	50	†.....	.....
Preferred	50	† 51½	51¾
West End, common	50	† 25	.....
PROVIDENCE, R. I.—			
United Traction & Electric.	100	109	111
READING, PA.—			
Reading Traction.	50	† 25	.....
City Passenger Ry.	50	†145	.....
East Reading Electric Ry.	50	† 75	90
RICHMOND, VA.—			
Richmond Traction Ry.	100	.....	.....
ROCHESTER, N. Y.—			
Rochester Street Ry.	100	16	.....
ST. LOUIS, MO.—			
St. L. & E. St. L. E. R.	100	150	200
St. Louis & Suburban Ry.	100	65	67
United Railways of St. Louis—			
Common		23½	24½
Preferred		74	74½
ST. PAUL, MINN.—See Minneapolis.			
SAN FRANCISCO, CAL.—			
Cal. St. Cable RR.	100	.....	123
Geary St. Park & Ocean RR.	100	50	.....
Market Street Ry.	100	62⅜	63¼
Presidio & Ferries RR.	100	16⅛	.....
SCRANTON, PA.—			
Scranton Railway Co.	50	† 25	30
SPRINGFIELD, MASS.—			
Springfield Street Ry.	100	215	220
TORONTO, CANADA.—			
Toronto, Ry.	100	98	98½
WASHINGTON, D. C.—			
Capital Traction Co.	100	104⅜	104½
Scrip.		107½	108
City & Suburban	50	† 28¼	32
Georgetown & Ten'ytown.	50	†.....	.....
WORCESTER, MASS.—			
Worcester Traction.	100	29½	31
Preferred, 6s, cumul.	100	105	.....

† Prices per share not per cent. x Ex-dividend. ¶ Ex-rights and dividend. Rights sold at $72.

STATE AND MUNICIPAL BONDS.

Prices marked (*) are flat prices—that is, the purchaser does not pay accrued interest in addition. *In all other cases accrued interest must be added to the price.*

The figures in the column "*to net*" indicate the basis on which the securities sell or the interest rate which the securities if held to maturity, will net to the purchaser at the present market price.

It should be borne in mind that municipal bonds are not subject to such decided fluctuations in value as are securities which form a basis for speculation

Bonds.	Bid.	Ask.	To Net.
ALABAMA			
5s, July 1, '06, J&J, Class B.	111	.....	....
4-5s, J'y 1, '06, J&J, Class A.	110½	112	....
4s, July 1, '06, J&J, Class C.	105	106	....
4s, Cur'ncy, f'dg, 1920. J&J	110½	111½	....
Barbour County -4½s, g., Ref'd'g, July 1, '29. July 1	.....	.....	4·10
Birmingham—			
6s, Improv., 1919,..M&S	.....	.....	4·90
6s, Refund., 1923...F&A	.....	.....	4·90
5s, Improv., 1919-20 M&S	.....	.....	4·75
Jefferson Co.—6s, 1927 J&D	.....	.....	4·50
6s, Oct. 1, 1921 .....A&O	.....	.....	4·50
6s, Dec. 1, 1917.....J&D	.....	.....	4·50
5s, July 15, 1920....J&J	.....	.....	4⅜
Madison Co.—5s, 1929. J&J	.....	.....	4·35
5s, Jan., 1919.....J&J	.....	.....	4·35
Mobile—4s-5s, Wharf., 1906	104	105	....
4s-5s, Plain, 1906.....	105	106	....
4½s, Wat. & Sew., '39. J&J	.....	.....	4·10
Mobile Co.—8s, Feb, '09 F&A	130	.....	....
6s, Mar., 1908.....M&S	115	117	....
5s, June, 1911.....J&D	110½	112½	....
Montgomery—			
6s, 1918.....J&J	.....	.....	4½
6s, Sts., sch., &c., '21..J&J	.....	.....	4½
6s, July 1, 1924.....J&J	.....	.....	4½
5s, Jan. 1, 1907.....J&J	.....	.....	4
4½s, Water, 1928...A&O	.....	.....	4
Montgomery Co.—			
5s, 1935.....A&O	.....	.....	4¼
Troy—6s, 1925.....M&S	.....	.....	5½
ARIZONA			
7s, Insane As., J'ly, '05. Jan.	.....	.....	4
6s, F'nding, Jan., 1913. Jan.	.....	.....	4
5s, F'dg, J'ly 15, '12-'42. J&J	.....	.....	3·75
5s, Funding, 1916-46...J&J	.....	.....	3·75
3s, Bldg. 1918-1948...J&D	.....	.....	3·75
Cochise County—			
7s, June, 1906.....	.....	110	5·10
Prescott—			
5s, Water.....1947	.....	.....	4½
ARKANSAS			
Bentonville—6s, 1916. M&S	.....	.....	5½
Helena—			
6s, Funding, 1904....J&J	95	.....	....
Phillips Co.—			
6s, Funding, 1919...J&J	.....	.....	5·15
CALIFORNIA			
4s, Dock, Jan. 1, 1912. J&J	.....	.....	3·10
Ferndale—			
5s, Sewer, Nov. 1900 to '39	.....	.....	4·00
Lakeport—			
5s, Water, Jan. '01 to '39	.....	.....	4·00
Los Angeles—			
7s, g., Sch., Aug. 15, 1904	.....	.....	3·75
6s, July 1, 1906.....J&J	.....	.....	3·75
5s, Oct., 1901.....	.....	102¾	3·50
4½s, Sch, Oct., '00 to 1936	.....	.....	3·50
4s, g., 1938..... J&J	.....	.....	3·50
3¾s, g. Sc., 1900 to '39. M-N	.....	.....	3·50
Oakland—8s, 1905....Q—J	.....	.....	4⅛
Redwood City—			
5½s, Water, Jan., '01-'40	.....	.....	4·00
Sacramento—6s, 1903..Jan	.....	.....	4¼
4½s, Jan., 1904.....J&J	.....	.....	4¼
4s, Jan., 1908.....J&J	.....	.....	4
San Francisco—			
6s, April 1, 1904....A&O	.....	.....	3·25
Ukiah—5s, g., Light, June 26. 1900-1929.....J. 26	.....	.....	4·50
Visalia—6s, g., 1901-1910..	.....	.....	4·00
Woodland—			
5s, Oct., 1927-1929.....	.....	.....	4·00
CANADA.			
4s, Dom., Nov. 1. 1903. M&N	104	.....	....
Guelph—5s, 1910.....J&D	109	111	....
5s, £, Ry. deb., 1917..J&D	114	115	....
5s, Cons. debt deb, '20. J&J	116	117	....
Montreal—			
4s, May 1, 1925.....M&N	109	.....	....
4s, reg., May, 1927. M&N	109	.....	....
4s, May 1, 1933....M&N	110	.....	....
3½s, 1939.....	102	.....	....
New Brunswick, Prov. of—			
4s, Apl. 16, 1921 A. 16 O. 16	110	111	....
4s, July 3, 1930...J. 3 J. 3	113	114	....
4s, Jan. 1, 1902-32...J&J	101	102	....
4s, Feb. 15, '02-32. F&A. *15*	.....	.....	....
Nova Scotia, Prov. of—			
4s, July 1, 1919.....J&J	110	.....	....
4s, Jan. 1, 1920.....J&J	110	.....	....
4s, May 1, 1920....M&N	110	.....	....
Ottawa, City 5s, 1908. J&D	110	.....	....
5s, Sch., Dec. 30, 1909. J&D	110	.....	....
Quebec, City 4½s, 1914. J&J	108	.....	....
4½s, 1922.....J&J	111	.....	....
Prov. 5s, 1908.....M&N	113	.....	....
Toronto—			
4s, Imp., Apr. 1, 1905. J&J	101	.....	....
4s, do 1910. J&J	104	.....	....
4s, Mar. 31, 1911....J&J	104	.....	....
4s. Apr. 1, 1916.....J&J	106	.....	....
COLORADO			
4s, Jan. 1, 1907.....	.....	.....	3·40
3½s, Jan. 1, 1905.....	.....	.....	3·30
Bent Co.—5s, Ref., 1909-'19	.....	.....	4·30
Colorado Springs—			
6s, July 1, 1905.....J&J	.....	.....	3¾
5s, Water, 1906-1911....	.....	107⅜	3⅝
4½s, Nov. 15, 1907-1912.	.....	105⅞	3⅝
4s, Water, 1909-'14..M&S	.....	.....	3·50
4s, Ref'g, 1914-'29...M&S	.....	.....	3·50
Denver 6s, 1905..... J&J	.....	.....	5¼
6s, Viaduct, 1908 to 1912.	.....	.....	5⅛
5s, July 1, 1901-1906 J&J	.....	.....	3·70
4s, Sew., July 1, '03. J&J	.....	.....	3·50
4s, Nov. 1, 1908....M&N	.....	.....	3·50
Florence—			
6s, Water, 1909-1914....	.....	.....	4·50
Glenwood Springs—			
5s, May, 1914-1929.....	.....	105½	4·50
Gr. Junct'n—6s, g., 1907-12	.....	.....	5¾
Jefferson Co.—7s, Sch., '06.	.....	.....	6
Lamar—			
5s, Ref'd'g, Oct., 1914-'29	.....	105·63	4·50
La Plata County—			
4½s, Ref., Jan. '10-'20. J&J	100	.....	....
Manitou—			
5s, Nov., 1914-1929.....	.....	107·13	4·38
Prowers Co. 5s, Jan. '12-'22	.....	107	4·25
Pueblo—6s, 1906.....J&D	.....	113	4¼
6s, Water, June, 1914....	115	122½	4¼
4½s, Refdg, 1907-17. M&S	.....	.....	4
Pueblo Co.—5s, 1907-1915.	101	103	4¼
Rio Grande Co—			
5s, Aug. 1, 1909-'19. F&A	.....	104	....
4s, Aug. 1, 1909-19. F&A	.....	100	....
Trinidad—			
5s, Ref'd'g, g., '04-'14 A&O	.....	104·30	4
5s, g., Wat'r, 1907-12. A&O	.....	106¼	4·00
CONNECTICUT			
3½s, War loan, 1903...J&J	101	.....	....
3s, War loan, Oct. 1910. A&O	97	.....	....
Bridgeport—7s, July, 1900	.....	.....	....
5s, Municip, July '08. J&J	.....	.....	3·15
4½s C'rt H., J'ly '18. J&J	.....	.....	3·15
4s, Corp., July 1919. J&J	.....	.....	3·15
Bristol—4s, Sch., 1904. J&J	101	.....	....
4s, F'nd'g, July 1, '27. J&J	109	.....	....
Danbury—4s, 1927 to 1939	112	.....	....
Derby—4s, 1914.....J&J	106	.....	....
Enfield—4s, 1920.....M&N	108	.....	....
3½s, g. Park, J., 1926 J&J	101	.....	....
Greenwich—4s, 1913.....	104	.....	....

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Hartford—			
4s, Reservoir,'08-'18J&J	104	110	....
4s, g., F'd'ng, 1918..J&J	110	.....	....
3½s, Sewer, 1921...J&D	105	.....	....
3½s g.,Cap.Ref'g.,'22J&J	105	.....	....
3½s, Park, 1926.....J&J	105	.....	....
3½s, g., Jan. 1, 1938.J&J	105	.....	....
3½s, Police, Jan.,'23.J&J	105	.....	....
3s, T'n (untax.) 1909.J&J	99	.....	....
Hartford School Districts—			
4s, Arsenal. 1917....J&D	109	.....	....
4s, 2d North, 1924...J&J	111	.....	....
4s, South, 1925.....M&N	111½	.....	....
4s, South, 1927.....	112	.....	....
Meriden—4s, May, 1902....	100½	.....	....
4s, Water,'01 to '10.M&N	103	.....	....
Middletown—4s, 1915.J&J	108	.....	....
New Britain—4s, 1908 J&J	104	.....	....
4s, July 1, 1927.....F&A	.....	115⅞	3·15
3½s,R'd'g.,J'ly 1,'24.J&J	105	107·45	3·08
New Britain (Town)—			
3½s,School,1914-29.F&A	.....	104·70	3·10
New Canaan—3½s '29.M&S	103	106	....
NewHaven-7s,Oct.'01A&O	.....	.....	3·15
4s, Lib'ry, Jan.1,'19.J&J	112	.....	3·10
4s, Sch. D., '09 to '20.F&A	.....	.....	3·10
4s, School, 1928.....F&A	.....	.....	3·10
3½s, July,1909-'39..J&D	.....	.....	3·10
New Haven (Town)—			
4s, Park, July 1, '15.J&J	.....	.....	3⅛
3½s, F'd'g, J'ly 1,'09.J&J	.....	.....	3⅛
3½s, A.L. RR., 1929.J&J	.....	.....	3⅛
3½s, Park, Jan.1,'40.J&J	.....	.....	3⅛
New London—			
4s,School, June 1924J&J	112	.....	....
3½s, Sewer, July '11.J&J	101½	.....	....
Norwalk—4s, g., Water,'35.	115	.....	....
4s, g., Mu., May, '35.J&J	115	.....	....
3½s, Funding, 1918.A&O	.....	.....	3·25
3½s, 1919 to 1929.....	.....	.....	3·25
Sou. Norwalk—4s,'13.M&S	107	.....	....
Wallingford—4s, '27...J&J	111	.....	....
3½s,Sch.D.'01to'19.M&N	.....	.....	3·30
Waterbury—			
4½s, Water, 1905....J&J	105	.....	....
4s, Water, July,1910.J&J	.....	107⅝	3·15
4s. School. 1927 to 1946..	.....	.....	3·20
3½s, 1905-1914.....J&J	.....	.....	3·20
Willimantic-4s,'10-25.A&O	107	.....	....
4s, Water, 1924.....	.....	.....	3·25
Windham.—4s,Apr.1,1925.	.....	.....	3·30
DELAWARE			
6s, School, July, 1906.....	.....	.....	3·40
3½s, Hospital impt. June 1, 1906-1915.....J&J	.....	.....	3·40
3s, June 1, 1907 .....J&D	.....	.....	3·45
Newcastle Co.—			
4s, Ref'd'g, 1910 to 1924	.....	.....	3·45
3½s, 1914 to 1920.....	.....	.....	3·45
Wilmington—			
6s, July, 1900 to 1908J&J	.....	.....	3·45
4½s,St.&sew.,Ap.'22A&O	.....	.....	3·45
4s, S.&S., Oct.,1925.A&O	.....	.....	3·45
DIST. OF COLUMBIA			
7s, Water Stock, 1901.J&J	.....	.....	....
6s, 30-yr. Fd., g.,'02..M&N	104	.....	....
3·65s, "Fnd.,"cur.,'24.F&A	121	.....	....
FLORIDA			
7s, Jan. 1, 1901.....Jan. 1	.....	.....	3·25
6s, g., Jan. 1, 1903.....J&J	.....	.....	3·25
Bartow—6s, May, '14.M&N	.....	.....	5
Duval Co.—6s, 1932...J&J	.....	.....	5
5½s, 1912-32 .....M&N	.....	.....	5
Jacksonville—			
5s,g.,Improv.,May15,'24	.....	.....	4·75
Key West—			
6s, Water, 1905-25..J&J	.....	.....	5·25
St. Augustine—			
5s,Wat. & Fdg.,'27.M&N.	.....	.....	4⅝
Tampa—6s, g., 1920...J&J	.....	.....	5
5s,g ,R.,June1,1929.J&D	.....	.....	4¼
West Tampa—6s, g., improvement, 1923....M&S	.....	.....	5·40
GEORGIA			
4½s, ref'g, 1900-1916..J&J	.....	.....	3·05
4½s, Act of 1884-1915.J&J	.....	.....	3·05
4½s, 1922.....J&J	.....	.....	3·05
4s, July 1, 1926.....J&J	.....	.....	3·05
3½s, May 1, 1915....M&N	.....	.....	3·05
3½s, Jan., 1930.....J&J	.....	.....	3·05
Albany—6s,g.,1921,Jan. 15	.....	.....	4·25
Atlanta—			
8s, July, 1902.....J&J	.....	.....	3·50
7s, Water, Jan. 1904.J&J	.....	.....	3·50
6s, Capitol, Jan. '14.J&J	.....	.....	3·50
5s, Red., Sept., 1915..J&J	.....	.....	3·50
4½s, Red., July 1916..J&J	.....	.....	3·50
4½s, Water, 1922 ....J&J	.....	.....	3·50
4s, Water, Jan.,1923.J&J	.....	.....	3·50
4s, g.,Ref'd'g, 1928..J&J	.....	.....	3·50
Athens—5s, 1922.....M&N	.....	.....	3·75
5s, Water, Nov. 1901M&N	.....	.....	3·75
Augusta—7s, 1903 ....J&J	.....	.....	3⅝
6s, 1915..... .....F&A	.....	.....	3⅝
6s, 1904.....J&J	.....	.....	3⅝
6s, 1905.....J&J	.....	.....	3⅝
5s, 1921.....M&N	.....	.....	3⅝
5s, 1919.....F&A	.....	.....	3⅝
4½s, 1916 .....A&O	.....	.....	3⅝
4½s, Red.,Apr.1,'26.A&O	.....	.....	3⅝
4s, 1927.....A&O	.....	.....	3⅝
3½s, Mar., 1928.....M&S	.....	.....	3·50
Chatham Co.—			
5s,Ct. H., 1900-1919.J&J	.....	.....	4
Columbus.—5s,1909...J&J	* 107	.....	....
4½s, 1927.....J&J	* 107	.....	....
Greensboro—			
6s, 1919 to 1921 .....J-J	* 107	109	....
Macon— 6s, Jan. 1910.Q-J	118	119	....
5s, Market, Jan. '18..Q-J	.....	.....	4·00
4½s, 1926 .....Q-J	* 108	.....	....
Rome-5s,F'd.,Jan.,'12 J&J	* 106	.....	....
4½s, 1926.....J&J	* 101	.....	....
4s, Sewer, 1907-20...J&J	.....	.....	4⅝

Bonds.	Bid.	Ask.	To Net.
Savannah—5s, 1909....Q-F	* 112	114	....
5s, 1913.....Q-J	* 112½	114½	....
Summerville—			
5s, g., Nov. 1, 1927.M&N	* 108	109	....
IDAHO			
6s, 1905.....J&J	.....	.....	3·35
5s, 1905-1915.....J&J	.....	.....	3·35
Kootenai Co.—			
6s, g., Fdg.,'07-'8-'12.J&J	.....	.....	5¼
Mountain Home—			
8s, Sch., Jan. 1904-08Jan	.....	.....	6
Nez Perce Co—			
6s, g., Ref. 1915.....	.....	.....	6
ILLINOIS			
Charleston—			
5s, Ref'd'g, 1900 to 1915	.....	.....	4
4½s, July 1, 1917.....	.....	.....	4
Chicago—			
6s,Imp.,Dec.31,1900to'03	.....	.....	4
5s, Hyde P.water,'04.J&J	.....	.....	3·25
5s, Town of Lake, water, Apr.1,1901to1902.J&J	.....	.....	3·30
4½s, Sew., Jly1,1900.J&J	.....	.....	3·25
4s, City, 1901.....J&J	.....	.....	3·20
4s, T'n of L., wat.,'07J&J	.....	.....	3·25
4s,g.,River Imp.,1914J-J	.....	.....	3·25
4s, g., Ref'd'g, 1915..J&J	.....	.....	3·25
4s, W'ld's Fair, 1921.J&J	.....	.....	3·25
3-65s,Water,J'ly'02.J&J	.....	.....	3·20
3½s, Water, July'09.J&J	.....	.....	3·15
3½s, g., Oct. 1, 1918.A&O	.....	.....	3·15
3½s, g., July 1, 1919.J&J	.....	.....	3·15
Chicago Heights—			
6s, 1914.....M&S	.....	.....	4·25
Chicago Sanitary Dist.—			
5s,Nov.1,1900 to'07M&N	.....	.....	3·25
5s, July 1, 1904.....J&J	.....	.....	3·25
5s, Jan. 1, 1907. ...J&J	.....	.....	3·2
5s, July 1,1911-12...J&J	.....	.....	3·25
4½s,Jan.1,1901to'15J&J	.....	.....	3·25
4½s, Jan. 1, 1910....J&J	.....	.....	3·25
4½s, Jan. 1, 1915....J&J	.....	.....	3·25
3½s, June 30, 1918..	.....	.....	3·25
Cook Co.—			
4½s, g.Rf'd'g,1900to1919	.....	.....	3⅛
4s, Ref.,1901 to '20.M&N	.....	.....	3⅛
DeKalb—5s, Oct. 1, 1910..	.....	.....	4
E. St. Louis 5s, 1908.J&D	.....	.....	3·50
Evanston—5s,1901....	.....	.....	3⅜
5s, May 1, 1912..	.....	.....	3·25
Hillsboro—6s, 1900 to 1902	.....	.....	4·50
Jacksonville—			
4s, Ref'g,1902 to '19.J&J	.....	.....	3·25
Macoupin Co.—4½s,'03J&J	.....	.....	3⅜
Moline—4s, Sch., 1914-19..	.....	.....	3·50
Momence—			
5s, Rfdg., 1907-1917.....	.....	.....	4
Morgan Co.—4s, 1907.Opt	.....	.....	4
Peoria, 4½s, Nov. 1, 1915..	.....	.....	3·50
Peoria Twp.—5s,1910.J&D	.....	.....	3·62
Quincy—5s,1902, Sept.....	.....	.....	3·62
4½s, Ref., July, 1908.J'ly	.....	.....	3·62
4s, Ref., 1911 to '17.J'ly 1	.....	.....	3·62
Rockford—5s, 1903-4.....	.....	.....	3·50
4½s, City, Mch., '07.M&S	.....	.....	3·50
Schuyler Co. Drain. Dist—			
5s, Oct. 2, 1901 to 1905.	.....	.....	4½
Tazewell Co.—			
4s, July, 1901-10, July 1.	.....	.....	3·25
West Chic.—5s,1910...J&J	.....	.....	4
White County—			
4½s, Ref'g, 1904-'18.J&J	.....	.....	3·75
Wilmette—5s, 1900 to 1902	.....	.....	4·00
INDIANA			
3½s, Fund'g, 1910-15.M&N	.....	.....	3·00
3s, June 18, 1909.....J&D	.....	.....	3 00
Adams Co.—			
4½s,T. Rd.,1901-19.M&N	.....	.....	4·00
Allen Co.—			
3½s, Nov. 1, 1919..M&N	.....	.....	3·20
Bartholomew Co.—			
5s, Nov., 1900 to 1908...	.....	.....	3·70
Cannelton—6s, Refunding, 1901 to 1910.....M&N	.....	.....	4
Cicero—5s, Oct. 1, 1910....	.....	.....	4·50
Clay Co.—5s, Nov.'00 to '08	.....	.....	3·70
4½s,T. Rd.,1901-19.M&N	.....	.....	3⅞
Columbus—5s, 1909...J&J	.....	.....	3⅝
Covington--6s,F'g,'03 to'08	.....	.....	3·80
Dunkirk—6s, March, 1903.	.....	.....	4⅛
Evansville—6s, 1912. J&J	.....	.....	4
5s, June, 1907.....J&D	.....	.....	3·50
5s, Jan. 1, 1912.....J&J	.....	.....	3·50
4½s, Jan. 1, 1912....J&J	.....	.....	3·50
4s, July 1, 1912.....J&J	.....	.....	3·50
Fort Wayne—			
3½s, Jan. 15, 1920.....	.....	104⅝	3·20
Green Co.—6s, '08-'13.A&O	.....	.....	3½
Greenfield—6s, 1914..A&O	.....	.....	4⅛
Harrison Co.—			
4s, Ref., 1901 to'11.M&N	.....	.....	3·50
Indianapolis—			
6s, Apr. 15, 1901 to 1904.	.....	.....	3·20
5s, July 1, 1902.....J&D	.....	.....	3·20
4s, School, 1903-26..J&J	.....	.....	3·15
4s,School, July1,'26.J&J	.....	.....	3·15
Jay Co.—3½s,'08to'10.J&D	.....	.....	3·40
Jeffersonville—			
5s, Refdg, Apr. 1910.A&O	.....	.....	4½
Johnson Co.—			
4s, F'nd.,1900 to'12 J&J	.....	.....	3·25
Lake Co.—5s, Road, '00-'07	.....	.....	4
La Porte Co.—5s,Ct.H.1907	.....	.....	3·25
Lafayette—4½s, 1915-20..	.....	.....	3·50
Lawrence Co.—5s, Road, 1900 to 1908.....Nov. 15	.....	.....	4
Lebanon—5½s, Fd.1910-15	.....	.....	4
Marion—4½s,1907-'17 J&D	.....	.....	3·75
Marion Co.—4s,Ref'g..1927	.....	.....	3·25
3½s, F'd'g., 1900-29.J&D	.....	.....	3·2
Mitchell—6s, Light, Sept. 1, 1900 to 1905 .....M&S	.....	.....	4
Monroe Co.—5s, Road, Nov. 15, 1900 to 1908.....	.....	.....	3⅞
New Albany—			
5s, July 1, 1915.....J&J	.....	.....	3·70

Bonds.	Bid.	Ask.	To Net.
Orange Co.—5s,1901 to'08.	.....	.....	3·75
Richmond—			
6s, 1900 to 1908.....J&J	.....	.....	3·50
4s, Funding, Feb. 1. 1902.	.....	.....	3·50
South Bend—6s, 1908.M&N	.....	.....	3·50
5½s, Nov. 1, 1904...M&N	.....	.....	3·25
5s, Aug. 1, 1908.....F&A	.....	.....	3·25
4s, Jan, 2, 1919.....J&J	.....	.....	3·25
Sullivan Co.—			
6s, Drainage, '04-14.J&J	.....	.....	4·50
5s, Road, 1900 to '06.Nov.	.....	.....	3¾
Terre Haute—5s,1905.M&N	.....	.....	3·25
4½s, 1900 to 1909..J&J	.....	.....	3·25
4s, Fdg, May 1,1915 M&N	.....	.....	3·25
Vanderburg Co.—			
5s, C. H., 1910.....J&J	.....	.....	3·25
5s, C. H., Jan. 1,'18.J&J	.....	.....	3·25
Vigo County—			
4½s,T. Rd.,1900-19.M&N	.....	.....	3·75
3½s, Funding, 1919.J&J	.....	.....	3·25
Vincennes—4½s, Rfd.1913	.....	.....	3·60
Washington Co.—			
5s,Road,'00 to '07,Nov.15	.....	.....	3⅞
Wayne Co.-4½s,'01-'4.F&A	.....	.....	3·25
Wells Co.—			
4½s,Ct.H.,1900-'05.M&N	.....	.....	3·30
West Indianapolis—			
6s, Fund., 1902-10..M&N	.....	.....	4
IOWA			
Alta—6s,Wat'r,Au.1,'05-15	.....	103·51	5·50
Burlington—			
6s, Nov. 1, 1902....M&N	107	.....	....
4s,Rfg,June,1901-06J&D	100	.....	....
Cedar Rapids—			
4½s,J'ne1,1900-'05. J&D	101	102	....
4s, 1900 to 1919.....J&D	.....	.....	3·50
Council Bluffs—			
7s, July, 1900.....J&J	100	.....	....
6s, Aug. 1, 1903.....F&A	105	.....	....
5s, Sch.,June1,1902.J&D	101½	.....	....
4½s, Ref'g.,1903-18.A&O	.....	105	....
Davenport—			
6s, Paving, Oct.,'03.A&O	.....	103	5
Des Moines—			
4½s, Sch'l, 1901-06.M&N	.....	.....	3·40
4s,Fund'g, May,'16.M&N	.....	.....	3·25
3½s, Dec., 1905 to 1916	.....	.....	3·20
Dubuque—			
4s, Ref'd'g, Apr., 1916...	.....	.....	3·45
4s,Refd'g,Feb.1,'17.F&A	.....	.....	3·45
Fonda, 6s, 1905-1915 M&N	.....	103·51	5·50
Johnson Co.—3½s,'04to'09	.....	.....	3·25
Ottumwa—			
4½s,Refdg,1916-17.A&O	.....	109⅜	3·80
Oxford—6s, 1900-'05..A&O	.....	104	5·50
Pottawattamie Co.—			
4½s, Fund., 1901 to 1905.	.....	.....	3·25
Red Oak—4½s,Rfdg,'09-15	.....	.....	3⅞
Rock Rap's, 5s, Sch.'01-'06	.....	101	....
Sac Co.—			
3½s, Ref'g, 1901-'10..J&J	.....	.....	3·25
Sioux City—5s, 1907-1917	.....	109	....
Waterloo—6s, Sewer, 1903	.....	105	....
4½s, Fdg., 1907-17.M&N	.....	103	....
Woodbury Co.—			
3½s, Refunding, 1914 ...	.....	.....	3·30
KANSAS			
4s, Refund., 1902 .....J&J	102	.....	....
Atchison—4s,R.,1913..J&J	96	100	4
Atchison Co.—			
5s, Ref'd'g., 1916....J&J	.....	.....	3·75
4s, Ref., 1914-1929...J&J	100	105	3·55
Chanute—			
6s,Water, June 1,'05.J&J	100	102¾	5⅝
Chautauqua Co.—			
5s, Refund'g., 1917.A&O	105	108	4⅜
Coffeyville—6s, 1905. .J&J	102	107	4·75
Emporia—			
4½s. Ref'd.,1919-29.F&A	.....	.....	3·50
Girard—6s, May 1,'09.M&N	100	111	4·50
Jackson Co.—			
5s, Rfdg, 1908-1928.J&J	103	106¼	4·25
Kansas City—			
6s, Feb., 1901 to,'09.F&A	106¾	111	3·75
6s,Ref.,Oct. 1, 1915.F&A	118½	.....	....
5s, Jan. 1, 1917.....	108	.....	....
Leavenworth—			
6s, July 1, 1909-11..J&J	112	116	4·00
5s, July 1, 1909.....J&J	106	108	4·00
4s, Ref., July 1, 1914J&J	96	100	4 00
Lyon Co.—4s, 1904-1919.	108	110	3·50
Newton-6s,Water,'05.J&J	103	106¼	4⅞
Norton Co. 6s, 1905-1925..	100	106½	5
Oxford—6s, 1905.....A&O	102½	105	5·00
Reno Co.—4½s, 1918-1928.	100	105·07	4⅛
Salamanca Township—			
6s, RR. Aid, 1916, Opt...	95	100	6·00
Sedgwick Co.—			
5⅛s, Refdg, 1910...F&A	115	118	3·75
5s, C'rt H., 1908-'09.J&J	.....	.....	3·75
5s,Fund.,J'ly,'15-25.J&J	112	115	3·75
Shawnee Co.—			
7s, June 1, 1902 ....June	.....	.....	3·75
4s, C. H., May 1,'24.M&N	101	104	3·75
Sumner Township—			
8s, Dec. 20, 1909.....	110	115	6·00
Topeka—6s,J'ly 20,'06.J&J	105	108½	4·25
5s, Aug. 10, 1912 ....J&J	107½	110	4
4½s, Impvt., 1900to1909	100	102½	4
3¾s, Ref'd'g., 1919..J&J	.....	.....	3·75
Weir—6s, 1900-1905...J&J	100	102¾	....
Wellingt'n—7s,Jy1,'10J&J	107	110	6
Wichita—6s,J'ne 1,'18.J&D	120	126	4
5s, Sch., July 1, 1905.J&J	103	105½	4·00
KENTUCKY			
4s, g., June 1, 1905...J&D	103	.....	....
Allen Co.—			
New 6s, 1907.....J&J	95	100	....
Ashland—			
6s, Sch. Ref'd'g, '07.J&D	.....	.....	4
5s, Fdg, Sept., 1909-14...	.....	.....	4
Bowling Green—4s, 1918..	.....	.....	3·50
Boyd Co.—6s,Rf.'01-04J&D	.....	.....	4·00
Caldwell—New 6s,'02..M&S	100	.....	....
Christian Co.—5s, 1927....	.....	.....	3·50

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Covington—			
5s, Fd., Aug.,'10-20.F&A	.....	.....	3·15
4s, Reser.&W.W.,'28,J&J	.....	.....	...
Frankfort— 4½s,1917-27..	.....	.....	3·75
Franklin Co.—6s, Bridge, Aug. 1, 1903-23.....F&A	.....	.....	3·75
5s, 1902.....A&O	.....	.....	3·70
5s, Fund., July 1,'08.July	.....	.....	....
4½s,Ref'd'g,Jul.1,'18J&J	.....	.....	....
4s,Ref'g, July 1, '19.J&J	.....	110¼	3·30
Henderson—			
4s Fund., 1927.....M&N	104½	.....	....
Lexington—6s, 1913..F&A	.....	.....	4
5s, RR. aid, 1918...M&N	109	.....	4
Logan Co.—6s, 1901...J&J	101	.....	...
Louisville—7s, 1901..A&O	103	.....	....
7s,E.&P.RR., Jan.1,1903	108	.....	....
5s, Park, Aug. 1,'11.F&A	115	.....	....
4s, g., Ref'g, Sept.15,'10.	105	.....	....
4s, Municip., 1928..Quar.	117	.....	....
4s, Park, 1930.....J&J	117	.....	...
4s,Ref'g,July1,1937J&J	120	.....	....
3½s, g., Ref'g, 1940.M&N	109½	.....	....
Madison Co.—			
4½s Turnpike,1904 to '18	.....	.....	....
4s, Ref'g, 1918-1938.J&J	100	.....	....
McCracken Co.—			
5s, Ref.,Mar.1,'03-33.M-S	102½	103½	....
5s, Ref.,Mar.1,'13-33.M-S	.....	110	....
5s, Ref.,Mar.1,'23-33.M-S	.....	115	....
Montgomery Co.—			
4s, Turnpike,'19-29.F&A	100	.....	....
Newport—			
7 3/10s,Water,M'y'03.M&N	.....	.....	3·25
5s, Defic., July,1904.J&J	.....	.....	3·25
5s, St. imp., Jan.'19.J&J	.....	.....	3·25
4s, Bridge, July,1911J&J	.....	.....	3·25
Owen Co.—			
5s, Fund., Sep. 1,'03.M&S	.....	.....	3·65
6s,Refg,Feb.1,'12-17F&A	.....	.....	3·75
Paris—			
4½s,Rf'gMay'02-'15M&N	.....	.....	3·50
Pendleton Co.—			
5s, 1910.....J&J	.....	.....	3·75
Scott Co.—5s, 1918....J&J	100	.....	....
4s, Ref'd'g July 1, '01-'21	.....	.....	3·45
Shelby Co.—6s, 1901..J&D	100	.....	....
6s. C. & O. 1911.....A&O	100	.....	....
Spencer Co.—6s, 1911.A&O	100	.....	....
LOUISIANA			
4s, New consols., 1914.J&J	* 109⅜	109¾	....
Atchafayla Dist. Levee—			
6s, 1910.....A&O	* 100⅜	.....	....
Bossier Dist. Levee—			
6s, 1922.....M&N	* 117	120	....
Caddo Dist. Levee—			
6s, 1922.....J&D	* 116	118¼	....
Fifth Dist. Levee—			
6s, 1908.....F&A	* 101½	103	....
6s, 1911.....F&A	* 103½	106	....
6s, 1913.....F&A	* 106½	110	....
Lafourche Dist. Levee—			
6s, 1913.....J&J	* 109	.....	....
Lake Borgne Dist. Levee—			
6s, 1912.....M&N	* 109	.....	....
New Orleans—			
7s, g.,O. S.& G. S.,'22.J&J	* 140	.....	....
5s, Premium.....	.....	.....	....
5s, Premium (dr. num.)..	* 252	.....	....
4s, Const., 1942.....J&J	* 110	110¾	....
Orleans District—5s..M&S	* 104	.....	....
Pontchartrain District—			
B, 6s, 1905.....	*	.....	....
C, 6s, 1912.....	* 112	.....	....
D, 6s, 1944.....	* 126½	130	....
Red River A.& B.B. Dist.—			
6s, 1912.....	* 105	.....	....
Tensas Basin Dist.—6s,'07.	* 100½	.....	....
MAINE			
5s, June 1, 1919.....J&D	.....	.....	3
4s, July 1, 1917.....J&J	.....	.....	3
3s. Oct. 1, 1922.....A&O	100	.....	3
Aroostook Co.—			
4½s, July 1, 1915....J&J	110	117	....
4s, C. H., June,1915.J&D	104	.....	....
Auburn—			
4s, July, 1917.....J&J	107	.....	....
Bangor—			
6s, 1905 .....J&J	111	.....	....
4s, Nov. 1, 1914....M&N	107	.....	....
3½s,Wat.,1904 to'10.J&J	101	103	....
Bath—			
4½s, Mun., July, '07.J&J	106	.....	....
4s, Ref'dg., July, '21.J&J	109	.....	....
Belfast—			
4s. Refunding, 1918.....	107	.....	....
Houlton—			
4s, Fund, 1917.....A&O	106	.....	...
Lewiston—			
6s, July, 1901.....J&J	103	.....	....
5s, April 1, 1917....A&O	121	.....	....
4s, 1903..... .....J&J	101	.....	...
4s, g., Oct., 1927....A&O	.....	115¾	3·15
Portland—			
6s, Sept. 1, 1907.... M&S	.....	.....	3·15
4s, Mar., 1905.....M&S	.....	.....	3·15
4s,g.,Ref., July 1,'12.J&J	.....	.....	3·15
4s, g., Mar. 1, 1916..M&S	.....	.....	3·15
Rumford—4s, 1909-1919...	.....	.....	3·15
Saco—4s, 1901.....J&J	100	.....	....
Washington County—			
4s, Jan., 1923-1928..J&J	108	.....	....
Waterville—4s. g., 1927...	110	.....	....
Westbrook, 4s F'g,'12.J&D	.....	107½	....
Yarmouth—4s, g., 1915....	106	.....	....
MARYLAND			
3½s, Jan., 1911.....J&J	103½	105	....
3s, Jan. 1, 1903.....J&J	101	102½	....
Annapolis—			
5s, Sch., 1903 to '28..J&D	.....	.....	....
Baltimore—			
5s, July 1, 1916.....M&N	123½	124½	....
4s, Nov. 1, 1926....M&N	115½	.....	....
4s, Water, 1925.....M&N	115½	.....	....
3½s, Jan. 1, 1922....J&J	110	.....	....
Baltimore- (Concl.)—			
3½s, July 1, 1930....J&J	113	113¼	....
3½s, July, 1940.....J&J	114¾	115	....
3½s, Mar., 1945....M&S	112	.....	....
3½s, Jan. 1, 1927....J&J	101	.....	....
PocomokeCity—5s,'28.J&J	.....	.....	4·40
MASSACHUSETTS			
3½s, g., July, 1901.....J&J	.....	.....	2·85
3½s, g., April 1, 1920.A&O	109	.....	....
3½s, Gold,Nov.1923..M&N	110	.....	....
3½s, g., July 1, 1935...J&J	115	117	....
3½s, Water, 1938.....J&J	116	.....	....
3s, g., April 1, 1909...A&O	101	.....	....
3s, g., April, 1915.....A&O	102	.....	....
3s, g., Apr. 1, 1929...A&O	103	.....	....
3s, g., May 1, 1929...M&N	103	.....	...
3s, g., March, 1936...M&S	103½	.....	...
3s, g., July, 1939 .....J&J	104	.....	....
Amherst—4s, g., 1920.....	.....	113¾	3·08
Arlington—4s, 1904..M&N	102½	.....	....
4s, Jan., 1922.....J&J	112	.....	....
4s, Nov., 1947.....M&N	.....	121	3·15
Athol—4s, July, 1924..J&J	112	113½	3·20
Attleborough—			
4s,Water,July1,1924J&J	112	113½	3·20
4s, g., July, 1926 ....J&J	113	114¼	3·20
Belmont—4s,June'17.J&D	109½	.....	...
Boston—			
6s, Apr., 1903.....A&O	.....	.....	3·07
5s. April 1, 1903....A&O	.....	.....	3·07
5s, g., Oct. 1, 1906..A&O	.....	.....	3·07
4s, Apr., 1903.....J&J	.....	.....	3·07
4s, July 1, 1912.....J&J	.....	.....	3·07
4s, Water, 1919.....A&O	.....	.....	3·07
4s, Park, 1920.....J&J	.....	.....	3·07
4s, July, 1936.....J&J	.....	.....	3·07
3½s,reg.,Apr.,1902.A&O	.....	.....	3·07
3½s,Wat., Ap. 1,'17.A&O	.....	.....	3·07
3½s, Reg.,July,1919.J&J	.....	.....	3·05
3½s, Oct., 1936 ....A&O	.....	.....	3·05
3½s,Reg.,Apr.1938.A&O	.....	.....	3·05
3s, 1917.....A&O	.....	.....	3⅛
Brockton—5s, 1910...A&O	114	115¾	3·25
4s, April, 1903.....A&O	102	102¾	3·25
4s, Apr., 1920.....A&O	111	.....	3·25
4s, May, 1927.....M&N	114	.....	3·25
3½s, July 1, 1916....J&J	103	.....	....
Cambridge—6s, 1904..J&J	.....	.....	3·10
4s, Aug., 1905.....F&A	.....	.....	3·10
4s, Water,July,1919.J&J	.....	.....	3·10
3½s, City loan, 1909.J&J	.....	.....	3·10
3½s, School, 1919...J&J	.....	.....	3·10
3½s, Bridge, 1939...J&J	107½	.....	....
Chelsea—4s, Oct.,1907.A&O	105	.....	....
4s, Park, Oct.,1936.A&O	117	118¾	3·15
Chicopee—4s, g.,1920.J&D	111	.....	....
Danvers—			
4s,School,1906 to'13J&J	.....	.....	3·20
Everett—4s, Sew. '29..M&S	114	.....	....
Fall River—6s,1906..M&N	.....	.....	3·10
5s, May 1908.....M&N	.....	.....	3·10
4½s, Oct. 2, 1913...A&O	.....	.....	3·10
4s, Oct., 1914 .....A&O	.....	.....	3·10
4s, June, 1923.....J&D	.....	.....	3·10
3½s, Feb., 1930 ....F&A	.....	108⅜	3·08
Fitchburg—6s, 1905...J&J	112	.....	....
4s, Reg., June, 1914.J&D	109	.....	....
4s,Reg.,Apr.1,1922.A&O	113	.....	....
Gloucester—4s, 1908..J&J	104½	.....	....
4s,Mun.,May,1906..M&N	103	.....	....
Haverhill—4s, Oct. 1, 1902.	101½	.....	...
4s, Dec. 1, 1912.....J&D	108	.....	....
4s, Dec., 1927.....J&D	114	.....	....
Holyoke—			
4s, g., Sept. 1, 1908.M&S	105½	.....	....
4s, g., July 1916....J&J	110	.....	....
4s, g., Jan., 1927.....J&J	114½	.....	....
Hull—4s, 1923.....	108	.....	....
Hyde Park—			
4s, Sewer, 1904 to 1918..	.....	.....	3·20
Ipswich—4s, 1924.....J&J	109¼	.....	....
Lawrence—6s, 1906..A&O	116⅝	.....	3·12
4s, July 1, 1924.....J&J	112	.....	....
4s, July, 1904.....J&J	102½	.....	....
Leominster—4s, g., 1926...	111	.....	....
4s, Feb., 1914.....	107	.....	....
Lincoln—4s, June, 1917....	108	.....	....
4s, 1905 to 1914.....	.....	.....	3·25
Lowell—4½s,1903....M&N	.....	.....	3⅛
4s, Oct., 1920.....A&O	.....	.....	3·10
3½s, Feb., 1904.....F&A	.....	.....	3⅛
Lynn—5s,Jan. 1, 1905.J&J	107½	.....	....
4s, Reg., Oct.,1907..A&O	106	.....	3·15
4s, Ref'dg Water,'21.J&J	111	113	3·15
4s, July, 1925.....J&J	113	.....	3·15
4s, Apr., 1917.....A&O	109½	111	3·15
4s, reg., Apr., 1916.A&O	109	110½	3·15
4s, July, 1927..... J&J	113	115½	3·15
3½s, May 1, 1905...M&N	100½	101¾	3·15
Malden—			
4s, June,1900 to '05.J&D	.....	.....	3⅛
4s, July, 1913.....J&J	108	.....	....
4s, May, 1924.....M&N	114⅝	.....	3·15
4s, July, 1947.....J&J	114	.....	....
3½s, July 1, 1905....J&J	100	.....	....
Manchester—3½s,'00 to '08	.....	.....	3·15
Marlborough—			
4s, July, 1900.....J&J	100	.....	....
4s, Coup., gen. l'n A.1915	109	110¼	3·15
4s, July, 1926.....J&J	.....	115½	3·15
Medford—4s, 1901.....J&J	100	.....	....
4s, Oct., 1914.....A&O	109	.....	....
4s, May, 1917 .....M&N	110	.....	....
4s, Feb., 1930.....F&A	.....	118⅝	....
Melrose4s, June,1924.J&D	113	.....	....
Methuen—			
4s, Aug., 1910.....F&A	106	.....	....
4s, Oct., 1925.....A&O	112	.....	....
4s, Feb., 1928.....F&A	114	.....	....
Middlesex Co.—			
4s, Dec., 1902.....J&D	102	.....	...
4s, Dec. 1, '06 to '15.J&D	.....	.....	3·15
4s, 1916 to 1921.....J&D	.....	.....	3·15
Natick—			
4s, July, 1926.....J&J	.....	115½	3·15
Needham—4s, Sept., 1924.	113	.....	....
4s, Sept., 1923	112	.....	...
New Bedford—7s,'09.A&O	129	.....	....
5s, Oct. 1, 1903.....A&O	106	.....	....
4s, g., March, 1907..M&S	105	.....	....
4s, Wat., Apr. 1,'26.A&O	114	.....	....
3½s, 1910.....A&O	102½	.....	....
Newton—6s, 1905.....J&J	113	.....	...
5s, July 1, 1906.....J&J	110	.....	....
4s, Sch., Aug., 1915.F&A	110¾	.....	3·15
4s,Water,Mar.,1928.M&S	114½	.....	....
4s, Aug., 1935.....F&A	116½	.....	....
Northampton—			
4s,School,Jly1,1915.J&J	109	.....	....
4s, April, 1921.....	111½	.....	....
Pittsfield—			
4s, Sch'l,May 15,'00 to'24	.....	.....	3·15
Quincy—4s, May, 1901-05.	.....	.....	3·10
4s, 1900 to 1937....M&N	.....	.....	3·10
3½s, Mar., 1901 to 1910.	.....	.....	3·10
Rockport—4s, 1918...M&N	108	.....	....
Salem—5s, 1, 1904.....J&J	107	.....	....
4s, Aug. 1,'03to'06..F&A	.....	.....	3⅛
4s, June, 1913.....J&D	109	.....	....
Somerville—			
5½s, July 1, 1906....J&J	.....	.....	3·10
4½s, g, Oct. 1, 1902.A&O	.....	.....	3·10
4s,July,1900 to 1919.J&J	.....	.....	3·10
4s, July, 1912.....J&J	.....	.....	3·10
Springfield—			
7s, Apr. 1, 1903.....A&O	112	.....	....
6s, Water, Apr. 1,'05.A&O	113	.....	....
4s, Sewer, July 1,'06.J&J	104½	.....	....
4s, g., Wat., Ap.1,'13.A&O	109	.....	....
4s, g., Sch., Jan.,1917.J&J	111	.....	....
3½s, g., May, 1907.M&N	102	.....	
3½s, g., July, 1900 to '18	.....	.....	3·07
Taunton—4s, 1905....J&D	103	.....	....
4s, Dec, 1906.....J&D	104½	.....	....
4s, C. Hall, Dec.'15..J&D	110	.....	....
4s, June, 1917.....J&D	111	.....	....
4s, June, 1927.....J&D	114½	.....	....
4s, June, 1, 1907....J&D	105	.....	....
Wakefield—4s, 1902 to '10.	.....	.....	3·15
4s,Munic.,'15 to'24.A&O	.....	.....	3·15
Waltham—4½s, 1906.A&O	107	.....	....
4s, Sewer, Oct. 1,'11.A&O	107½	.....	....
4s, Apr., 1917.....A&O	110	.....	....
4s, Jan, 1927 .....J&J	114	.....	....
Ware—4s, Sept., 1904.....	102	.....	....
4s, Sept., 1911.....	106½	.....	....
Watertown—4s, 1906.M&N	104	.....	....
Webster—4s, 1913-1923....	.....	.....	3·20
Wellesley—4s, Sep'00-6.M&S	.....	.....	3·15
Westfield—4s, 1906 to '22..	.....	.....	3·20
3½s,J'ne1,'01 to'29.J&D	.....	.....	3·15
Winthrop—3½s, Nov., 1900	100	.....	....
3½s, Nov., 1908	102	.....	....
Woburn—4s, Apr.,'02 A&O	101	.....	....
4s, April, 1907.....A&O	.....	.....	105¾ 3·15
Worcester—5s, 1906..J&D	.....	.....	3·10
4s, April 1, 1912.....	108	.....	....
4s, July 1, 1928. ....J&J	116	.....	....
4s, Apr., 1938.....A&O	119	.....	....
3½s, June 1, 1929...J&D	107	.....	....
Wrentham—4s,Apr.,'01-'08	.....	.....	3·15
4s, July, 1914.....	108	.....	....
MEXICO			
United States of Mexico—			
5s,g., Ref'd'g, July 1, '44 op'n'l after '09..Q.-Jan.	96¼	97½	....
5s,con. sil. l'n of '94.A&O	l 42	45	....
MICHIGAN			
Alpena Co.—5s, 1915 to '32	.....	.....	3·50
Battle Creek—			
5s, Sewer,Oct.,1910.A&O	.....	.....	3·50
5s,Water, Sept.1, 1917...	.....	.....	3·50
3½s, Pav., Sep.1,'13.M&S	.....	102·80	3·25
Bay City—4s, Ref'd'g.1927	.....	.....	3·60
Bay County—			
5s,Fd'g, Dec.'07 8-9.J&D	.....	....	3·50
4s, Ref'd'g, 1922-27.....	.....	.....	3·50
Detroit—			
7s,Water,Aug.1,'04.F&A	.....	.....	3·15
6s,W. L.,June, 1906.J&D	.....	.....	3·15
4s, Sewers, Ap.1,'22.A&O	.....	.....	3·10
4s, Imp., July, 1926..J&J	.....	.....	3·10
3·65s, Pub. imp., '18.J&J	.....	.....	3·10
3½s, Pub. imp., '16..J&D	.....	.....	3·10
3½s, Pub. Imp., 1930. ...	.....	107⅜	3·10
Escanaba—			
5s,School,1909-14-19J&J	.....	.....	3·70
Gladstone—			
4½s, Water, 1919...M&N	.....	106·73	4
Grand Haven—			
5s, Water, Jan.1,'03.M&S	.....	102·61	4⅜
Grand Rapids—			
5s,C.Hall, July 1,'04.J&J	.....	.....	3·20
4½s, Wat., Jan. 1,'12.J&J	.....	.....	3·20
4s, School, Feb.4,'07.F&A	.....	.....	3·20
4s, Market, reg.,'16.M&N	.....	.....	3·20
Jackson—8s, Sept. 1, 1900	.....	.....	4
5s, Pub.Bldg., 1907.M&N	.....	.....	4
Lansing—5s, Sept., 1908...	.....	112½	3·50
Manistee—			
5s,Water, 1901-'12..A&O	.....	.....	3·25
Marquette—			
4s, Ref., Jan. 1, 1910.J&J	.....	104½	3·50
Muskegon—			
4s, School, 1905-'09.M&S	.....	.....	3·25
Muskegon Co.—			
4½s, Ref'd'g, 1904 to '12	.....	.....	3⅞
4½s, Road & Bdge..1913.	.....	105·60	4
Port Huron—4s, Ref'd'g,'19	.....	108	....
Roscommon Co.—			
5s, Fund,, 1919, Mar. 15..	.....	113¾	4
Saginaw—6s, June,1908...	118	.....	....
5s, Water, 1905.....M&N	107	.....	....
4½s, Mar. 10, 1905.M&S	104½	.....	....
4½s,Wat., J'ly 18,'14.J&J	.....	.....	....
4s,Ref.wat.,Apr.'07.A&O	103½	.....	....
4s,Wat. June, 1918J&D..	108	.....	....
3½s, Water, ref.,'20.M&N	102	.....	....
St. Johns--5s,1909-'10.A&O	.....	105¼	4½
Sault Ste. Marie—			
6s, Water. Nov.,'13.M&N	.....	.....	....
5s, Ref'g, Apr.1,'17..A&O	.....	.....	3·75
4½ School,July1,'09.J&J	.....	108·82	3·45

* Flat price.

Bonds.	Bid.	Ask.	To Net
Traverse City—			
5s,School,July 1,'06.J&J	103	104	4½
Wayne Co.—4s, May, 1910.	.....	103¾	3·60
3½s, May 1, 1914...M&N	§106	.....	....
West Bay City—			
5s, Bridges, 1909...M&S	.....	111·91	3·60
4s, Sewer, June, 1918....	.....	103½	....
4s, Water, 1929.....J&J	.....	109½	....
MINNESOTA			
6s, Ref. school certs., July 1, 1909, optional....July	.....	.....	3·25
4s, Ctfs. of Indt. 1901.J&J	.....	.....	3·20
3½s,State f'd. J'y 1,'21.J&J	.....	.....	3·10
Brainerd—			
6s,Ref'nd.,May,'04.M&N	.....	.....	4¾
5s, Ref'd'g, 1917....A&O	.....	106½	4½
Cass Co.—5s, June 20, 1919	.....	108½	4·37
Clay Co.—6s, C. H., 1903...	.....	108½	3·60
Crow Wing Co...4s, 1919 .	.....	105½	3·53
Duluth—			
6s, Ref'd., Jan. 1,'08.J&J	113½	.....	....
5s, School, 1913....M&N	110⅜	.....	....
5, Nov., 1923.....M&N	.....	117⅝	3·87
4½s, May 1, 1914..M&N	105½	107	3·87
4½s, g., July 1, 1926.J&J	108	.....	....
4s, Apr. 1, 1928.....A&O	105	107	...
Hennepin Co.—			
4½s,C'urt-h.,Ap.'24.A&O	.....	.....	3¼
Itasca Co.—			
5½s, g., Fdg., 1919,June.	.....	116½	4·25
Mankato—3½s,Wt,'19F&A	.....	103·55	3·25
Minneapolis—			
8s, May, 1905.....M&N	.....	.....	3·25
7s, RR.Aid,Nov.,'01.M&N	.....	.....	3·25
4½s, Park, July, '13.J&J	.....	.....	3·25
4½s, g., July, 1921 ..J&J	.....	.....	3·20
4s,Oct. 15,1917.....A&O	.....	.....	3·15
4s, May 15,1919....M&N	.....	.....	3·15
4s, g., July 1, 1925...J&J	.....	.....	3·15
4s, Jan., 1927.....J&J	.....	.....	3·15
3½s,Sch.,Jan.1,1929J&J	.....	.....	3·15
Moorhead—7s, 1901...M&S	.....	106¼	5¼
6s, g., water 1916.....	.....	112·37	5
Otter Tail Co.—5s,1904J&J	103¼	104⅛	4¼
Polk Co.—			
6s, Ditch. 1908... ...July	.....	111½	4
Ramsey Co.—5s, 1915.J&J	.....	.....	3·20
4½s,Refund'g,1905.M&S	.....	.....	3·20
4½s, Ct. H., 1916-17..J&J	.....	.....	3·20
St. Cloud—5½s, 1916..J&J	.....	109	....
5s, Bridge, 1918.....J&J	.....	110½	4¼
St. Louis Co.—5s, 1908,J&J	.....	.....	4¼
St. Paul—7s,July,1903.J&J	.....	.....	3·30
6s, 1904.....A&O	.....	.....	3·30
5s, Aug., 1904.....F&A	.....	.....	3·25
5s, April, 1909.....A&O	.....	.....	3·25
5s, C.H.& C.H., 1915.J&J	.....	.....	3·25
5s, Sch., May 2, '15.M&N	.....	.....	3·25
4½s, Sept., 1917.....M&S	.....	.....	3·20
4s, June, 1912.....J&D	.....	.....	3·20
4s, May, 1920.....M&N	.....	112⅛	3·20
South St. Paul—			
6s, B'dge, June 1,'21.J&D	.....	113½	....
Stillwater—			
5s, School, 1912-14.M&N	.....	.....	3·25
MISSISSIPPI			
6s, State, Jan. 1, 1907..Jan	110	112	....
4s, State, Jan. 1, 1919...Jan	100	102	....
5s, State, 1901-1906...J&J	.....	106	....
Greenville—8s, Sept. 1, '07	.....	.....	....
6s, Jan. 1, 1928.....J&J	.....	.....	6
Madison—6s,R,'02-22.J&D	.....	.....	6
Meridian—			
6s, Paving, 1917....A&O	.....	.....	6
6s, Paving, Apr. 1, 1926.	.....	.....	6
Miss. Levee Dist.—			
5s, Refunding, 1909-1924	108¼	.....	....
Vicksburg—			
5s, RR. aid, 1916....F&A	.....	.....	6
Yazoo Delta Levee Dist.—			
6s, Im., J'ly 1,'17-'47.J&J	108	110	....
MISSOURI			
3½s,State f'd'g,Jan.,'08.J-J	100½	.....	....
Benton Co.—5s,'02-12.Feb.	101	.....	..
Blue T'w'p—7s, 1903..J&J	109	.....	....
Buchanan Co.—			
5s, 1901.....Aug. 1	102½	104	....
Callaway Co.—5s,1907.Aug	100	.....	....
4s, 1902-'07-'17.....	100	.....	....
Carrollton—			
4s,Sew.&P.1901-'19.F&A	.....	.....	3·65
Cass Co.—4s, 1913.....Jan	100	.....	....
Clinton Co.—			
5s, C. & H., 1901-'06.J&J	101	.....	....
Columbia—5s, '01-'11.M&S	102½	.....	....
Dade Co.—5s, Fg.,1904-'14	100	105	....
4s,R.,J'ly1,'09-19,Feb.1.	.....	104¼	3·50
Franklin Co.—6s, '01.Feb.	103	105	....
Greene Co.—5s, Fd., '02-07	100	.....	....
Grundy Co.—5s,Ref.,'08-10	100	.....	...
Hannibal—4½s,'07-17A&O	99	.....	....
Henry Co.—4s,Ref.,'07.Oct.	100	.....	....
4½s, 1905-1915.....M&S	103	104	....
Jackson Co.—4s,1901 to '09	103	.....	....
Jefferson City—4½s,'07J&J	100	.....	....
JeffersonCo—4½,Rf.,'09-19	.....	.....	3·60
Kansas City—			
7s, park fund. certfs.B&C	105	110	....
6s,Renew'l,Jan.1901J&J	101	.....	....
5s,School,July,1901.J&J	101	.....	....
4½s,g.,Wat., July 1,1915	.....	115·88	....
4s, School.....July, 1907	103	104	....
4s, City Hall.June1, 1910	103½	.....	....
3½s, School, 1919....J&J	103	.....	....
Kaw Tp—.7s,Jan.,1903J&J	109	.....	....
Laclede Co.—4s,'08-18.J&J	100	101	....
Lafayette Co.—6s,1901J&J	102½	104½	....
Lamar—4s, Sc. D.,'04,M&S	.....	102·28	3·50
Lincoln Co.—5s,Ref.,'03-05	103	.....	....
Mt.Pleas't Tw'p., Bates Co.			
4½s, Ref'd'g, 1902-1917.	100	101½	....
4½s,Ref., June 1,1907-17	101½	102½	....
Nevada—4s, R., 1919..J&D	.....	109·43	3·35
Pettis Co.-4s,Rf. 03 8-13-18	100	103	...

Bonds.	Bid.	Ask.	To Net.
Ralls Co.—4s, Ref., 1902-17	101	101½	....
St. Joseph—6s, 1903..F&A	107	109	....
5s, Sch'l, Aug., 1908.F&A	.....	.....	....
4s, Fund'g, 1901....F&O	100	101	....
4s, School, 1914.....A&O	102	105	....
St. Louis—			
6s, Prop'ty, cur.,'06.A&O	113	115	....
6s, Park, gold, 1905.A&O	112½	113½	....
4s, Renew.,ster.,'11.M&N	108	110	....
4s,Renewal,g.,1914.J&D	111	112	....
4s, Renewal, g., '18..J&J	111	113	....
3·65s,renew'l,g.,'07.J&D	103	104	...
3·65s, renew., g.,'15.M&N	105	106	....
3½s, renew., g., '09..J&D	102	106	....
3½s, renewal, g., '19.F&A	104	106	....
3½s,renewal, g., '20.M&S	104	106	....
Schuyler Co.—			
5s, 1902.....M&S	100	102	....
5s, Sept., 1912.....M&S	106	111	....
Scotland Co.—			
4½s, '02-'07-'12-'17.J&D	.....	.....	3·95
Sedalia—4½s,R'f'd'g,'07-'27	102	103¾	....
4s,Ref.,July 1,1919..J&J	.....	107·15	3·50
Sullivan Co.—4s,June,1908	101	104	....
Springfield—5s,O't,'11.s-an	100	.....	....
4½s, May, 1911.semi-an.	100	.....	....
Vernon Co.—4½s, 1908-18.	.....	108½	3½
4½s, Ref., Sept.,'18.M&S	.....	116·85	3·30
MONTANA			
Beaverhead Co.—5s.'09-'19	.....	.....	4
Bozeman—5s,W,'09-19 J&J	.....	.....	4
Cascade Co. Sch. Dist.No.1.			
6s, gold, Mar. 1, 1905-15.	.....	.....	4·25
Custer Co.—6s, Jan. 1, 1915	.....	.....	4
Great Falls—6s,g, S.,'05-15	.....	.....	4
6s, School, July 1, '16.J&J	.....	.....	4
5s, 1908-13-18.....	.....	.....	4
Helena—5s, Sch Dis. No. 1.			
July 1, 1900-1910....J&J	.....	.....	4
Jefferson Co.—4½s,R,'14-19	.....	.....	4
Lewis & Clarke Co.—			
5½s, C. H. g., July, 1901-7	.....	.....	4
5½s, C. H. g., July,'08-'15	.....	.....	4
Missoula Co.—			
6s.g., Refund., 1916.J&J	.....	.....	4·10
Silver Bow Co.—			
5s, Fd. July 1, 1912..J&J	.....	.....	4
Yellowstone Co.—			
5s, Refdg, 1908-18 ..J&J	.....	.....	4·10
NEBRASKA			
Alma—6s,1900to1909.Aug.	.....	100	6
Creighton—7s,1914.....	.....	103·51	6
Dodge Co.—			
4s, Ref'd'g, 1909-'19.M&S	.....	104·10	3·50
Douglas Co.—5s, 1907.J&J	.....	112	3·25
5s, 1911 ... .J&J	.....	.....	3·25
Fremont Prect.(Dodge Co.)			
4s, Ref., 1909-1919 M&S	.....	102·83	3·65
Grand Island—			
6s,Water,Nov.1,'05.M&N	.....	.....	4·50
5s, Refdg, 1903-18 ..J&J	.....	.....	4½
Lincoln—			
6s, July 1, 1902-'12..J&J	.....	.....	4
5½s,Fd.Sept. 1, 1912.Sept	.....	.....	4
5s, July 1,1902-1912.J&J	.....	.....	4
5s, Pvg., July 1, 1907.J&J	.....	.....	4
5s,Sch.Dist,1907-17 M&N	.....	.....	4
4s,Ref'g,1909-'19....M&S	.....	.....	4
Norfolk—			
4½s,R'f'd'g,1909-19.M&S	.....	104·10	4
Omaha—			
7s, Fdg., Nov., 1900.M&N	.....	.....	3·75
5s, Paving, 1905....F&A	.....	.....	3·50
5s, Funding, 1905...J&D	.....	.....	3·50
5s, SchoolDist., 1908J&J	109	.....	....
5s City Hall, 1912...F&A	113	.....	....
4½s, July, 1910.....J&J	107	.....	....
4½,s, Oct., 1917.....A&O	111	.....	....
4s, Paving,1901-'08.F&A	.....	.....	3·60
4s, Funding, 1918 ..M&S	104	.....	....
South Omaha —			
6s, Ref'd'g, Oct. 1, 1904..	.....	108¾	4
5s, June, 1915.....J&D	.....	109	4¼
Superior—5s, 1908... M&N	.....	101½	....
Wakefield—6s, 1912....Oct.	.....	101	6
NEW HAMPSHIRE			
6s,Mun.war.,Jan.1905.J&J	113	.....	....
4s, Lib'y, July 1, 1911.J&J	108	109	....
Berlin—4s, Ref., 1917, M&N	107	.....	....
Claremont—4s, 1909..J&J	105	.....	....
Concord—4s,Jan.1922.J&J	109	.....	...
Dover—4s, July,'00 to 1916	.....	.....	3·35
4s, Apr. 1, 1907.....A&O	103	.....	....
4s, July, 1903.....J&J	.....	102⅞	3·20
Farmington—4s, Ref.'08-18	.....	.....	3·40
Haverhill—4s,Fund.,'00-03	.....	.....	3·40
4s, Funding, 1904 to 1913	... ..	.....	3·40
Hillsborough—4s, 1904-14.	.....	.....	3·40
Keene—4s, July, 1904.J&J	102	.....	....
Laconia—4s, July, 1921...	110	.....	....
4s, Sewer, 1925.....A&O	111½	.....	....
4s, 1940.....A&O	115	.....	....
Manchester—			
5s, Water, Aug.1,'13.F&A	118	119	....
4½s, Nov. 1,1913...M&N	113	114	....
4s, B'ld'g, Jan., 1917.J&J	109	110	....
4s, Water, Jan.1,'14.A&O	108	109	....
Nashua—6s, 1901.....J&J	103	104	....
4s,City, g., J'ne1,'13.J&D	107	108	....
4s, g., Oct., 1916...A&O	109	110	....
Portsmouth—			
4s, Nov., 1914.....M&N	107	108	....
4s, April, 1901.....A&O	100½	101	....
Rochester—4s, June, 1922.	110	111	....
Rockingham Co.—			
4s, Fdg., July 1,1905.J&J	102	103	....
Somersworth—			
4s, 1906 to 1918....A&O	.....	.....	....
Whitefield--4s,1914,op.J&J	.....	.....	3·50
NEW JERSEY			
Asbury Park—			
5s, Water, J'ne 1,'24.J&D	.....	.....	3·75
5s, Water,Jan. 1,' 27. J&J	.....	.....	3·75

Bonds.	Bid.	Ask.	To Net.
Atlantic City—			
5s, 1925.....J&D	.....	.....	3·50
4½s,Ro'd,Jne1,1903J&D	.....	.....	3·50
4½s, g., Water, 1909..J&J	.....	.....	3·50
4½s, 1918.....J&J	.....	.....	3·50
4½s, Road, Nov ,'19.M&N	.....	.....	3·50
4½s, Park, July, 1929 J&J	.....	.....	3·50
Atlantic Highlands—			
5s, reg., May 15,'06.M&N	.....	106	....
4½s,g..Wtr,J'ly1,'28.J&J	.....	111½	....
4s,g..Sewr,Jly1,1928J&J	.....	102¾	....
Bayonne—5s, g., 1902..J&J	.....	.....	3·62
5s, gold, 1911.....J&J	.....	.....	3·62
4½s, gold, Sept., 1916 ...	.....	.....	3·62
4s, g. Imp. 1905.....	.....	104	....
4s, g. Tax, 1909	.....	106	....
Camden—7s, 1906....M&N	.....	.....	3·10
6s, Bounty, Jly,1900.J&J	.....	.....	3·10
4½s, Water, Jan.,'23.J&J	.....	.....	3·10
4s, Fl. debt, July,'11.J&J	.....	.....	3·10
4s, Paving, 1929...M&N	.....	.....	3·10
East Orange—			
5s, Dr'n'ge, N'v.1,'03M&N	103	104	....
Elizabeth—			
4s, Adj.,July 1, 1922.J&J	90	.....	....
Essex Co.—4s, 1926..F&A	.....	.....	3·20
4s, g., Park, 1938....F&A	.....	.....	3·20
3·65s, Park, Aug. 1,'15-35	.....	.....	3·20
Hackensack—4s, g., Sewer, 1901 to 1913.....F&A	.....	.....	3·62
Hoboken—			
5s,Redempt'n,1901.M&N	.....	.....	3·60
4s, Refunding, Feb.,1919	.....	109½	....
Hudson Co.—			
5s, Ref., Sept. 1,'05.M&S	.....	.....	3·30
4½s, g., R'd, 1924....J&J	.....	.....	3·30
4½s, Road, 1923.....J&J	.....	.....	3·30
Jersey City—7s, 1905..Var	.....	.....	3·60
7s, Water, 1904.....J&J	.....	.....	3·60
7s, Dock loans, 1900.J&J	.....	.....	3·60
7s, Water scrip, 1902.J&J	.....	.....	3·60
7s,Imp.&gen.City'06J&J	.....	.....	3·60
7s, Water, 1908 .....M&S	.....	.....	3·60
7s, Water, 1913.....J&J	.....	.....	3·60
6s, April, 1904.....A&O	.....	.....	3·60
6s, Float'g, Feb.'09.F&A	.....	.....	3·60
5s, City Hall,'01-'12.F&A	.....	.....	3·60
5s, gold, Assess., 1923-24.	.....	.....	3·60
5s, Wat'r,J'ne 1, '21.J&D	.....	.....	3·60
5s,Assess,Apr.1916.A&O	.....	.....	3·60
5s, Water, 1916 ....A&O	.....	.....	3·60
4½s,Imp. op.to '02-3.J&J	.....	.....	3·60
4s, g.,TaxArrearage1903	.....	.....	3·55
4, g.,Sch.,Aug.2,'27.F&A	.....	.....	3·55
4s,g,Library,Apr.'28.A-O	.....	.....	3·55
Long Branch—5s, 1913....	.....	.....	4
Morris Co.—			
4s, Road, 1935.....J&J	.....	.....	3·30
Newark—			
7s, Water,May,1905M&N	.....	.....	3·10
6s, Corporate, Aug., 1908	.....	.....	3·10
5s, Corporate, June, 1910	.....	.....	3·10
4½s, Water, May, 1915..	.....	.....	3·10
4s, Market, 1911....A&O	.....	.....	3·05
4s, Refund'g, Mar., 1923	.....	.....	3·05
4s,Water,Feb.,1922.F&A	.....	.....	3·05
4s, Library, June 1, 1927	.....	.....	3·05
4s, Street Imp.,May,1906	.....	.....	3·05
3½s, 1929.....J&D	.....	.....	3·05
3·35s, H. Sch.,1917.M&N	.....	.....	3·05
New Brunswick—			
7s, Water, 1904.....M&N	.....	.....	3·75
6s, 1906 .....M&N	.....	.....	3·75
4s, Refund'g, 1922.M&N	.....	.....	3·60
Orange—			
5s, Water, Oct. 1, 1912 ..	.....	.....	3·40
5s, Sewer, 1927 to 1932..	.....	.....	3·40
4½s, School, 1900 to '07.	.....	.....	3·40
4½s, Sewer, 1915 to '21..	.....	.....	3·40
Passaic Co.—			
4s,C.Hse 1910-1911.F&A	.....	.....	3·30
Paterson—7s, 1900....J&D	.....	.....	4
6s, 1901.....M&N	.....	.....	3·75
5s,Sewer,Aug.,1909.F&A	.....	.....	3·40
4½s, 1934.....	.....	.....	3·40
4s, 1908.....A&O	.....	.....	3·40
4s,N.C.Hall,'28 to'30.J&J	.....	.....	3·40
Perth Amboy —			
4½s,Water, Sept. 1, 1927	.....	.....	3·75
Plainfield—			
4s, g., Sewer, 1914...J&J	.....	.....	3·50
Rahway—4s, New Adjust..	80	95	....
4s, Water, 1932..... J&J	85	.....	....
Trenton—			
6s, June 16,'00 to '03.J&J	.....	.....	3⅛
5s, Sewer, Dec. 1, 1901..	.....	.....	3⅛
4s, Funding, 1905-1911.	.....	.....	3⅛
3½s, Sch.,Nov.1,'29.M&N	.....	.....	3·10
Weehawken—4½s, School, April 1, 1911.....A&O	107	108	....
West Hoboken—			
6s, 1900-10.....J&J	.....	.....	4
5s, Redem., Nov.'04.M&N	104	105	....
NEW MEXICO			
6s, Prov.debt,'09-'19.M&S	.....	.....	4·25
6s, Ref'g, 1913-23. ...J&J	.....	.....	4·25
5s, Cas.def., 1903-23..J&J	.....	.....	4·25
5s, Milit. Inst.'05-25...J&J	.....	.....	4·25
5s, Cap.Bldg.'15-25...M&N	.....	.....	4·25
5s, Ins. Asy..'15-25...J&D	.....	.....	4·25
4s,Bldg.,May 1,'19-'29M&N	.....	.....	3·75
Las Vegas —			
6s, Ref'd'g, 1907-'17.J&J	.....	.....	4¾
NEW YORK			
3½s, Park, 1907-8....F&A	.....	.....	2·85
3s, g., Jan. 30, 1903...J&J	.....	.....	2·85
3s, g., Jan. 30, 1906...J&J	.....	.....	2·85
3s, g., Jan., 1912.....J&J	.....	.....	2·85
3s, g., 1913.....J&J	.....	.....	2·85
Albany—			
7s,P.O.site,M'y1,'04M&S	.....	.....	3·05
6s, Water, 1906.....F&A	.....	.....	3·05
6s, Park, 1915 to 1919..	.....	.....	3·05
5s,W'sh.P.M'y1,'20.M&N	.....	.....	3·05
4s, Imp.. Nov..1906.M&N	.....	.....	3·05

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Albany—(Con)—			
4s, Park, Oct., 1900 to '17	.....	.....	3·05
Auburn—			
4s, S. C. RR. Sep 1, '02. M&S	.....	.....	3·15
3½s, Water, '23 to '36. J&D	.....	.....	3·15
3s, S. C. RR. M'r. 1, '06. M&S	.....	.....	3·15
Bergen—			
3½s, 1903 to 1907.....	.....	.....	3·30
Binghamton—			
7s, Aug. 1, 1901.....F&A	.....	.....	3·15
4s, C.H., '17-'28 & '29 F&A	.....	.....	3·15
3½s, Wat., A'g. 1, '07. F&A	.....	.....	3·15
3½s, Bdg., 1930-1934 F&A	.....	.....	3·15
Brooklyn—¶			
7s, Reg., July, 1906. J&J	.....	.....	3·05
7s, Bridge, '15 to '24. J&J	.....	.....	3·05
6s, Park, 1924.....J&J	.....	.....	3·05
6s, Water, 1902.....J&J	.....	.....	3·05
5s, Bridge, 1919.....J&J	.....	.....	3·05
4s, Bridge, 1926.....J&J	.....	.....	3·05
4s, Water, 1913.....J&J	.....	.....	3·05
4s, School, 1920.....J&J	.....	.....	3·05
4s, Public markets, 1922.	.....	.....	3·05
4s, do do 1925.	.....	.....	3·05
4s, Water, Jan. 1, '14. J&J	.....	.....	3·05
4s, Water, 1912.....J&J	.....	.....	3·05
3½s, g., Oct. 4, 1902. J&J	.....	.....	3·00
3½s, g., Aug. 1, 1911 J&J	.....	.....	3·00
3½s g., 1902-1937...J&J	.....	.....	3·00
3½s, Reg., g., 1924..J&J	.....	.....	3·00
3½s,,g, June 10, 1925. J&J	.....	.....	3·00
3½s, gold, 1927.....J&J	.....	.....	3·00
3½s, g, Jan. 1, 1928. J&J	.....	.....	3·00
3½s, g, July 10, 1932 J&J	.....	.....	3·00
3½s, g, July 10, 1933. J&J	.....	.....	3·00
3½s, g, July 10, 1934. J&J	.....	.....	3·00
3½s, gold, 1936.....J&J	.....	.....	3·00
3s. Water, 1905.....J&J	.....	.....	3·00
3s, Bridge, 1925.....J&J	.....	.....	3·00
Buffalo—			
7s, Oct., 1908. A&O.....	.....	.....	3·10
7s, Park, 1916.....J&J	.....	.....	3·10
7s, 1924 & '25.....J&J	.....	.....	3·10
6s, Parks, Jan. 1, 1924 J&J	.....	.....	3·10
4½s, Tax l'ns, 1900. J&D	.....	.....	3·10
4s, Sewer, May 1, '13. M&N	.....	.....	3·10
3½s, R'f., July 1900-14. J-J	.....	.....	3·10
3½s, Aug. 15, 1903. F&A	.....	.....	3·10
3½s, Oct., 1917..... A&O	.....	.....	3·10
3½s, Park, Reg., 1927 F&A	.....	.....	3·10
3s, Road, 1910 ..... J&D	98	100	3·00
Cohoes—			
7s, J'ly 1, 1900 to '13 J&J.	.....	.....	3·35
4s, July 1, 1920.....J&J	.....	.....	3·20
4s, Dec. 15, 1915 to 1928.	.....	.....	3·20
College Point—¶			
7s, Water, 1907-1912....	.....	.....	3½
Elmira—			
4s, Sch'l, J'ly 1, 1904 M&N	.....	.....	3·15
4s, Reg. May 1, '10. M&N	.....	.....	3·15
3½s, Redempt'n, 1912-21.	.....	.....	3·15
Far Rockaway—¶			
5s, Imp., 1900 to '21. J&J	.....	.....	3½
Flatbush—¶			
6s, 1911..... .....M&S	.....	.....	3½
Hempstead—¶			
4s, g., 1923..... ... J&J	.....	.....	3½
Jamaica—¶			
4s, Apr. 1, 1917.....	.....	.....	3½
Kings Co.—¶			
6s, Sch., 1900 to 1904. J&J	.....	.....	3·05
5s, Sch. July, '00 to '02, J&J	.....	.....	3·05
4s, Park, May 1, 1905-'44	.....	.....	3·05
4s, Str. Imp., 1900-20. J&J	.....	.....	3·05
4s, Highway, 1940...J&J	.....	.....	3·05
Kingston—			
7s, 1901.....J&J	.....	.....	3·25
6s, Refunding, 1910. J&J	.....	.....	3·20
4s, Rfd. Jan. 15, 1912 J&J	.....	.....	3·20
3½s, g., Wat., '19-'36. A&O	.....	....	3·20
3, Rfd., Jan. 15, 1914. J&J	.....	.....	3·25
Larchmont—			
4s, r., H. & S., 1916-25. A&O	.....	.....	3·25
Long Island City—¶			
7s, Sept. 1, '00 to '14. M&S	.....	.....	3½
6s, Feb. 1913 to '19. F&A	.....	.....	3½
5s, Revenue, 1903.	.....	.....	3½
4½s, May 1, 1907	.....	.....	3½
4½s, 1902 to 1923..J&D	.....	.....	3½
4s, Water, Sep. 1, '20. M&N	.....	.....	3½
3½s, Wat., May 1, '20. M&N	.....	.....	3½
Lowville—			
3½s, 1900 to 1919.....	.....	.....	3·20
Mount Vernon—			
5s, Tax Relief, 1902. A&O	.....	.....	3·15
4s, School, 1909-'17. M&N	.....	.....	3·15
4s, Road, Feb. 1, 1935...	.....	.....	3·15
Newburg—			
4s, Water, Feb. 1, '12. F&A	.....	.....	3·15
3½s, Wat., Sep. 1, '07. M&S	.....	.....	3·15
New Rochelle—			
3½s, 1902 to 1906..M&N	.....	.....	3·20
3½s, 1904 to 1933...J&D	.....	.....	3·20
New York City—			
7s, West Farms..'00-2147	.....	.....	3·10
7s, Morrisania. 1908-1980	.....	.....	3·10
6s, Williamsbridge Hig'y, May, 1909-44	.....	.....	3·10
5s, 1908.....M&N	.....	.....	3·10
5s, g., 1908-1928...M&N	.....	.....	3·10
3½s, g., Corlears H..1913	.....	.....	2·95
3½s, g., Park, 1916. M&N	.....	.....	2·95
3½s, Exmt., Oct. 1, '15..	.....	.....	2·95
3½s, Exmt., Nov. 1, '17..	.....	.....	2·95
3½s, Exmt., Nov. 1, '22..	.....	.....	2·95
3½s, g., Dock, 1927. M&N	.....	.....	2·95
3½s, g., Nov., 1928 M&N	.....	.....	2·95
3s, Water, 1904.....A&O	.....	.....	2·95
3s, School, 1907.... M&N	.....	.....	2·95
3s, School, 1913 ....M&N	.....	.....	2·95
3s, g., Str. & Ave. 1914 M&N	.....	.....	2·95
3s, g., Street, 1916. M&N	.....	.....	2·95
3s, g. Dock, 1924....M&N	.....	.....	2·95
2½s, Tax exempt, '09-29.	.....	.....	...
Niagara Falls—			
4s, School, May, 1913....	.....	.....	3·20
4s, Police, Feb., 1914....	.....	.....	3·20
North Tonawanda—			
5s, Sewer, Sept, 25, 1911.	.....	.....	3·25
4s, Wat., Mar. 31, '24. A&O	.....	.....	3·25
Nyack—			
4s, gold, 1908..	.....	.....	3·20
4s, g., Water, 1927	.....	.....	3·20
3½s, June, 1914-1923....	.....	105	3·15
Onondaga Co.—			
3s, July 1900 to 1929. J&J	.....	.....	3·00
Poughkeepsie—			
7s, RR., Feb. 1, 1902. F&A	.....	.....	3·20
4½s, Bounties, 1901. M&S	.....	.....	3·20
4s, do 1905..M&S	.....	.....	3·15
3½s, Sewer, Ag. 1, '05. F&A	.....	.....	3·15
3s, Bounties, 1907..M&S	.....	.....	3·20
Queens Co.—			
4s, 1902.....J&D	.....	.....	3·10
4s, Nov., 1916.....M&N	.....	.....	3·10
4s, 1917.....J&D	.....	.....	3·10
4s, 1927.....J&D	.....	.....	3·10
Richmond Co.—¶			
4s, Fund., June 1, '14. J&D	.....	.....	3⅛
4s, g., July, 1, 1921..J&J	.....	.....	3⅛
Rochester—			
7s, Jan. 1, 1903.....J&J	.....	.....	3·10
4s, 1922.....J&J	.....	.....	3·05
3½s, Ref'g RR., 1913. F&A	.....	.....	3·05
3½s, Improv., 1919. F&A	.....	.....	3·05
3¼s, B'dge, Sep. 1, '22. J&J	.....	.....	3·05
Rockland Co.—			
5s, Reg., 1910.....J&J	.....	.....	3·25
4½, Reg., 1903-'05..A&O	.....	.....	3·25
Rome—			
4s, 1921.....J&J	.....	.....	3·20
Rotterdam Sch. D. No. 15—			
5s, Nov. 1, 1900-1914....	.....	.....	3·30
SeaCliff-5s, g, H, S'p1, '01-20	.....	.....	3·25
Schenectady—			
4s, Wat., N'v1, '08-15. M&N	.....	.....	3⅛
3s, Water, Aug. 15, '11-13	.....	.....	3·20
Syracuse—			
4s, 1900 to 1908.....J&J	.....	.....	3·10
4s, Rfd. Feb. 1, 1904, F&A	.....	.....	3·10
3½s, Water, 1928.....J&J	.....	.....	3·10
3s, Wa., July 1, 1920. J&J	.....	.....	3·20
Troy—			
5s, Wat., May 1, 1902. M&N	.....	.....	3·15
4½s, Water, '01 to '04. F&A	.....	.....	3·15
4s, June 2, 1900-'04. J&D	.....	.....	3·15
3½s. Ref'g, 1905-'14. F&A	.....	.....	3·10
3½s, Reg. Imp., 1914. J&J	.....	.....	3·10
Utica—			
7s, RR. Aid, July 1, '01	.....	.....	3·20
4s, Paving, 1900 to 1903.	.....	.....	3·20
Warren Co.—			
5s. Feb. 10, 1901.....	.....	.....	3·20
Westchester Co.—			
4s, 1900 to 1915....J&D	.....	.....	3·15
White Plains—			
4s, 1914 to 1928 ....F&A	.....	.....	3·12
3½s, Oct. 1, 1920-29. A&O	.....	.....	3·12
Yonkers—			
7s, April 1, 1901-2..A&O	.....	.....	3·20
4s, Pav., 1901 to '05. M&S	.....	.....	3·15
4s, Water, 1917.....A&O	.....	.....	3·10
3¼s, Prk, 1910 to '24. F&A	.....	.....	3·10
NORTH CAROLINA			
Consol. 4s, 1910.....J&J	106½	.....	....
6s, 1919.....A&O	134	.....	....
Charlotte—5s, 1929 ...J&J	.....	.....	4·05
Forsyth Co.—			
6s, C. H., May 1, 1901..M	.....	.....	4·00
6s, C. H., May 1, 1906..M	.....	.....	3·90
6s, C. H., May 1, 1911..M	.....	.....	3·90
Mecklenburg County—			
6s, RR. aid, 1920...M&N	.....	.....	4·55
Raleigh—			
6s, 1907.....J&J	103	104	....
5s, 1927.....A&O	106	108¼	....
4s, July 1, 1929.....J&J	.....	107·23	3·60
Reidsville—			
5s, g., Water, 1929, May 1.	.....	.....	4·00
Swain Co.—			
6s, Ref'g, July 1, '19 J&J	.....	.....	5
Wilmington—			
5s, Fund., Jan. 1922. J&J	110	114	....
4s, g., Ref., J'ly 1, 1929 J&J	101	104	....
NORTH DAKOTA			
6s, Hospit'l, May 1, '04. M&N	.....	.....	3·30
4½s, Rev., Apr. 25, '05. A&O	.....	.....	3·30
4s, Ref., July 1, 1914..J&J	.....	.....	3·25
4s, Fund'g, Mar. 20, '21. M&N	.....	.....	3·25
4s, Refund'g, July 1, 1923.	.....	.....	3·25
Burleigh Co.—			
4½s, Oct. 15, 1918.....	.....	.....	4·40
OHIO			
5s, B'd of Agri., Sept. 1 1902 to 1911.....M&S	.....	.....	3·90
4½s, Univ., Dec., 1900-'03..	.....	.....	3·20
3s, Fund., July 1, 1902. J&J	.....	.....	3·00
Akron—			
5s, School, 1901	.....	.....	3·30
5s, Impt., 1900 to '04. J&D	.....	.....	3·30
4s, Sew. & Pav. '00-04 M&S	.....	.....	3·30
Alliance—			
4s, Water, 1020-1929....	.....	.....	3·50
Avondale (in Cincinnati)—			
5s, June, 1916..... J&D	.....	.....	3·20
5s, T. & I., May 1914. M&N	.....	.....	3·20
5s, Water, Jan., 1907. J&J	.....	.....	3·20
4s, St. im., A, J'ne '21. J&D	.....	.....	3·20
4s, B, July, 1921 ....J&J	.....	.....	3·20
4s, D, April, 1923...A&O	.....	.....	3·20
Bowling Green—			
5s, Ref'g, y'rly to '17. M&S	.....	.....	3·60
Butler Co.—			
4½s, Ct. H., 1906-07. J&J	.....	.....	3·35
4½s, Bridge, 1910 to '24.	.....	.....	3·35
4½s, Replen., '04 to '18 J&J	.....	.....	3·35
4s, 1921-1924.....J&J	.....	.....	3·35
Caldwell—6s, Wtr, '17. A&O	.....	.....	4
6s, Water, 1922.....A&O	.....	.....	4
5s, Sch., July 10, '11. J&J	.....	.....	4
5s, Sch.. Oct. 21, '03. A&O	.....	.....	4
Canton—			
4½s, Pav., 1900-'01. J&J	.....	.....	3·35
4½s, 1902 to 1908.....	.....	.....	3·35
Cincinnati—			
7·3s, May, 1906 ....M&N	.....	.....	3·20
7s, Fund'g, May, '04. M&N	.....	.....	3·20
7s, Nov,, 1908,.....M&N	.....	.....	3·20
6s, gold, May, 1906. M&N	.....	.....	3·20
6s, Aug., 1909 .....F&A	.....	.....	3·20
5s, Sew., May, 1909. M&N	.....	.....	3·15
5s, 30-50s, s. f., 1930. M&N	.....	.....	3·15
4s, 30-50s, s. f., 1931. J&J	.....	.....	3·15
4s, S. F., 30-50s, J'ly, 1941	.....	.....	3·15
3·65 g., Feb., 1937..F&A	.....	.....	3·10
3½s, Aug. 1, 1918-38. F&A	.....	.....	3·15
3½s, Ext. to 1940....J&J	.....	.....	3·15
3s, Water, 1919-39..F&A	.....	.....	2·90
Cleveland—			
6s, B'd of Ed., 1907 to 1916	.....	.....	3·10
5s, El. Rd., J'ne, 1903 J&D	105¾	106½	3·10
5s, Oct., 1902.....A&O	.....	.....	3·10
5s, Viad., June, 1907. J&D	.....	.....	3·10
5s, Library, 1918...A&O	.....	.....	3·10
4½s, Wat., Apr., '02. A&O	.....	.....	3·10
4½s, School, J'e, '02. J&D	.....	.....	3·10
4s, Wat'r April, 1903 A&O	.....	.....	3·10
4s, Oct., 1907 .....A&O	.....	.....	3·10
4s, Apr., 1921.....A&O	.....	.....	3·10
4s, Park, 1929.....A&O	.....	.....	3·10
4s, Park, 1931 .....A&O	.....	.....	3·10
3·65s, Water, Sept., 1902.	.....	.....	3·10
Clifton (in Cincinnati)—			
5s, Water, Jan., 1906. J&J	.....	.....	3·15
4½s, Gen. imp., 1919. J&J	.....	.....	3·15
4½s, 2dser., May, '20. M&N	.....	.....	3·15
4½s, Sewer, July, '17 J&J	.....	.....	3·15
4½s, Wat., 2dser., '22 A&O	.....	.....	3·15
Collinwood 5s, '01-05. A&O	.....	.....	3·40
Columbiana Co—4s, Fund., July 20, 1901-1911 J&J.	.....	.....	3·30
Columbus—			
6s, June, 1904.....J&D	.....	.....	3·20
5s, Fire Dep't, June, 1904	.....	.....	3·20
5s, Water, Ap. 1, '07. A&O	.....	.....	3·20
5s, Sewer,, July, 1912. J&J	.....	.....	3·20
5s, Apr., 1913.....A&O	.....	.....	3·20
4½s, Viad., Nov. '02. M&N	.....	.....	3·20
4½s, Sewer, 1921 ...M&S	.....	.....	3·20
4s, Sept. 1, 1900....A&O	.....	.....	3·20
4s, Nov., 1909.....J&D	.....	.....	3·20
4s, Fire Dep't, June 1, '16	.....	.....	3·20
4s, Dec. 1, 1927.....J&D	.....	.....	3·20
Cuyahoga Co—			
5s, July, 1918.....J&J	.....	.....	3·20
Dayton—6s, Nov., 1904....	.....	.....	3·25
5s, Sch., Feb. 1, '06. F&A	.....	.....	3·25
5s, April, 1915.....A&O	.....	.....	3·25
4½s, Wat., '00 to '04. F&A	.....	.....	3·25
4s, Wat., May 1, '05. M&N	.....	.....	3·25
4s, School, 1911-'12. J&J	.....	.....	3·25
Defiance—			
5s, Ref. Mr. 1, '02-'12 M&S	.....	.....	3 50
Delaware Co.—			
5s, Ditch, Mar., 1901 to '02	.....	.....	3·40
5s, Bridge, Mar., '01 to '03	.....	.....	3·40
Delphos—			
5s, 1916 to 1920.....A&O	.....	.....	4
Erie Co—			
4s, July 24, 1900-09. J&J	.....	.....	3·40
Fayette Co.—			
6s, Nov. 15, 1900-'02. M&S	.....	.....	3·40
Findlay—			
6s, 1900 to 1907 ....J&D	.....	.....	3·75
5¾s, 1919.....F&A	.....	.....	3·75
5s, Water, Mar. 1, '08. M&S	.....	.....	3·75
Fostoria—			
6s, Pvg, Sept. 1, 1907 M&S	.....	.....	3·60
6s, Sewer, 1904.....	.....	.....	3·60
Franklin Co.—			
6s, Dec., 1900 to '02. J&D	.....	.....	3·30
6s, Road, Sep. 1, '05, S-an.	.....	.....	3·30
4½s, May 1, '01 to '08. M&N	.....	.....	3·30
4s, Bridge, 1901-'09. A&O	.....	.....	3·30
Gallia Co.—5s, Turnp. 1909	.....	.....	3·50
5s, Road, July 28, '19. J&J	.....	125	....
Gallipolis—			
5s, Water, May 1, 1914..	.....	.....	3·60
5s, Redemption, 1900-15.	.....	.....	3·60
Hamilton—			
5s, Gas, Feb. 1, 1908. F&A	.....	.....	3·30
4½s, 1902 to 1911 ...M&S	.....	.....	3·30
Hamilton Co.—			
5s, Aug. 1, 1934.....F&A	.....	.....	3·10
5s, Elberon Av., 1911 J&D	.....	.....	3·10
4s, C. H., June, 1936. J&D	.....	.....	3·10
4s, Pike & Brdg, 1918. F&A	.....	.....	3·10
Ironton—			
5s, Refund., 1903-08. J&J	.....	.....	3·40
Jackson Co.—			
4s, Road, 1915.....A&O	.....	.....	3·35
Kenton—			
4s, Ref'g, 1907 to '25. M&S	.....	.....	3·60
Lima—			
6s, 1900-1910.....J&J	.....	.....	3·30
5s, Impt., 1901 to '09. J&J	.....	.....	3·30
Logan—			
5s, Ref., 1900 to 1930 J&D	.....	.....	3·60
Lorain—			
6s, Paving, 1901-'05. F&A	.....	.....	3·75
5s, River Imp., 1924-29..	.....	.....	3·75
Louisville—5s, 1914..F&A	.....	.....	3·15
Lucas Co.—			
5s, Gen. F., '01 to '07. M&N	.....	.....	3·25
4½s, Road, '00-1908. J&J	.....	.....	3·25
4s, Court-house, '44. M&S	.....	.....	3·25
Madison Co.—			
6s, Sept. 10, 1900-'04. M&S	.....	.....	3·40
Marietta—			
6s, g., 1900 to 1904. A&O	.....	.....	3·50
5s, Paving, 1906....A&O	.....	.....	3·50
Marion—6s, 1910. M&S	.....	.....	3·50
5s, Sewer, '00 to '17. M&S	.....	.....	3·50
Martin's Ferry—			
6s, Pav., Sept. 1, '00-1904	.....	.....	3·75
5s, Sch., 1926 to '44. M&S	.....	.....	3·75
Maumee—5s, '07-'27..A&O	.....	.....	4
McComb—6s, 1904 ....J&J	.....	.....	4

Flat price. ¶ Now part of New York City.

Bonds.	Bid.	Ask.	To Net.
Mercer Co.—			
6s, Sept., 1900 to 08 M&S	.....	.....	3·50
Miami Co.—5s, Bridge, J'ly 1, 1900, to 1908..J&J	.....	.....	3·40
Milford Center—			
6s, Ref., '00 to '13..A&O	.....	.....	4·25
Monterey Township—			
6s, Sch., 1900 to 1904...	.....	.....	4·25
Montpelier—			
6s, Wat.& Lt., 1900-1906	.....	.....	4·25
6s, Wat. & Lt., 1920-1929	.....	.....	4·25
Nelsonville—			
6s, Ref., Apr. 2, 1914. A&O	.....	.....	4
6s, School, 1906 to '14 M&S	.....	.....	4
North Baltimore—			
6s, Paving, 1906....M&N	.....	.....	4
Norwood—6s, 1900 to 1905	.....	.....	3·25
5s, Sept. 1, 1915.....	.....	.....	3·25
5s, El. Lt. Oct. 1, '00 to '26	.....	.....	3 25
4½s, Road, 1900 to 1909.	.....	.....	3·25
Oberlin—			
6s, 1900 to 1904.....F&A	.....	.....	3·50
Ottawa Co.—			
6s, 1904 to 1918.....F&A	.....	.....	3·40
Pickaway Co.—			
6s, Road, '00 to 1900. M&S	.....	.....	3·40
Pomeroy—6s, 1914. M&S...	.....	.....	3·75
5s, Refund'g, 1917..M&S	.....	.....	3·75
4½s, Ref'd'g, 1917.. M&S	.....	.....	4 00
Port Clinton—5s, 1905-25.	.....	.....	3·75
Portland—6s, Sch. Dis. 1913	.....	.....	4·25
Portsmouth—			
5s, Water, May 1, 1906..	.....	.....	3·40
4½s, School, 1904-'05-'07.	.....	.....	3·40
Preble Co.—6s, Bridge, J&J, 1900 to 1913....J&J 16	.....	.....	3·40
6s, Building, J&J, 1900 to 1914.....J&J 16	.....	.....	3·50
St. Marys 6s, Imp., '08. M&S	.....	.....	4·00
Salineville—6s, 1915..J&D	.....	.....	4·00
Sandusky—5s, June, 1900.	.....	.....	3·30
5s, Wharf, Aug. 1, '09. F&A	.....	.....	3·30
4s, Paving, 1905 to 1910.	.....	.....	3·30
Seneca T'w'p—			
4s Road, 1900 to '10, M&S	.....	.....	3·75
Shelby—5s, 1900-'14..J&D	.....	.....	3·65
Shelby Co.—6s, 1900-9. J&J	.....	.....	3·40
Stark Co.—5s, 1912....M&S	.....	.....	3·30
Steubenville—4s, 1924 M&S	.....	.....	3·40
Sycamore—5s, Water and Light, 1901 to 1920. M&S	.....	.....	3·60
Toledo—			
5s, Refunding, Water, June 1, 1903.....J&D	.....	.....	3·20
5s, May 1, 1911 ....M&N	.....	.....	3·20
4½s, Sch., Ju'e 18, '04. J&D	.....	.....	3·20
4½s, Fire, July, 1912. J&J	.....	.....	3·20
4½s, Oct., 1919.....A&O	.....	.....	3·20
4½s, Sch., Feb. 17, '16 F&A	.....	.....	3·20
4s, July 1, 1908.....J&J	.....	.....	3·20
4s, Sch., Mar. 1, 1929. M&S	.....	.....	3·20
4s, Park, July 1 '42. J&J	.....	.....	3·20
Van Wert—5s, Apr. 1, '11-41.	.....	.....	3·60
Van Wert Co.—			
6s, R'd, 1911 to 1919. F&A	.....	.....	3·40
Washington C. H.—			
5s, Refg., '00 to 1904. M&S	.....	.....	3·60
Westwood (in Cincinnati)—			
6s, Beech Av., '00 to 1905	.....	.....	3·25
5s, Sidewalk, Sept. 2, 1925	.....	.....	3·25
5s, Water, July 1, 1915..	.....	.....	3·25
Youngstown—6s, Paving, Oct. 1, 1900 to 1903.....	.....	.....	3·30
6s, School, Sept., '02..M&S	.....	.....	3·30
5s, Fund., Sept. 1, '01. S.-an	.....	.....	3·30
5s, Park, Mar. 1, '14. J&J	.....	.....	3·30
5s, Fire, Oct, '00 to '15. A&O	.....	.....	3·30
5s, Sc. Dist..1907-08. M&S	.....	.....	3·30
Zanesville—4½s, 1909. A&O	.....	.....	3·25
OKLAHOMA			
Cleveland Co.—			
6s, Fd., Sept. 10, 1904. Sept.	.....	103·50	....
El Reno—			
5s, Ref'g, 1920 to '20. J&D	.....	.....	4·40
Logan Co.—			
5s, Ref'd'g., 1909-19..J&J	.....	104	....
Oklahoma City—			
6s, Sch., Jan. 1, 1914 J&J	.....	107·37	....
6s, Fund'g, 1906 to 1915	.....	104·25	....
Oklahoma Co.—			
6s, Fund. Dec., 1904. Ann	.....	102	....
6s, Fund'g., 1919 to 1922	.....	112·91	....
Payne Co.—			
4½s, Ref'd'g, 1920 to '29..	.....	103·55	....
Tecumseh—			
7s, June 1, 1912.....J&J	.....	108·47	....
OREGON			
Astoria—			
5s, g., Water, 1925 ..J&J	.....	.....	....
Portland—			
6s, g., Sewer, 1905..J&J	.....	.....	3·50
6s, Sch. Dist., 1913..A&O	.....	.....	3·50
5s, g., C.H., July 1, '23. J&J	.....	.....	3·50
5s, Wa., Jan 1, 1917. J&J	.....	.....	3·50
5s, g., Wat., July 1, '23. J&J	.....	.....	3·50
5s, g., Bridge, 1925. A&O	.....	.....	3·50
5s, g., Jan., 1922....J&J	.....	.....	3·50
Union Co. Sch. Dist. No. 1—			
5s g. June 1, '09-'19, J&D	.....	.....	4·25
Wasco Co.—7s, Sch. Sep., '04	.....	.....	4
PENNSYLVANIA			
6s, Agricultural College, Feb., 1922.....F&A	.....	.....	3
4s, Fund'g, Feb., 1912. F&A	111¾	.....	....
3½s, Fund., Feb., 1912. F&A	105	.....	....
Allegheny—			
4½s, 1900 to 1903...Var.	.....	.....	3·20
4s, 1901 to 1919.....Var.	.....	.....	3·15
4s, July, 1925 .....J&J	.....	.....	3·15
4s, 1907-12-17-27....J&J	.....	.....	3·15
Allegheny Co.—			
5s, Comp., 1913-1940. J&J	102½	.....	....
4s, Riot, 1901-1906..Var.	102	.....	....
Braddock—4½s, '00-16. M-S	.....	.....	3·90
4½s, 1901 to 1927..A&O	.....	.....	3·50
Bradford—4s. 1906-16-26..	.....	.....	3·90
Chester—			
4s, School, July 1, '14. J&J	.....	.....	3·25
3½s, 1929.....	.....	109·85	3⅛
Harrisb'g—6s, July, '03. J&J	.....	.....	3·20
4s, City, July 1, 1920. J&J	.....	.....	3·20
Johnstown—5s, 1921..J&D	.....	.....	3·50
4½s, Sept. 1, 1923...M&S	.....	.....	3·50
4s, Fire alarm, 1923. J&J	.....	.....	3·50
Lancaster—6s, '05 to 20. Jan	.....	.....	3·12
4s, Wat., Ap., '05 to 20. Q-J	.....	.....	3·12
Luzerne Co., Cen. P'r Dist. 3½s, g., B'd'g '03-'22 A&O	.....	.....	3·15
McKeesport—6s, 1907. J&J	.....	.....	3·25
5s, Water, 1911.....J&J	.....	.....	3·25
4½s, Funding, 1900. J&J	.....	.....	3·25
Philadelphia—			
6s, 1901.....J&J	.....	.....	2·90
6s, Taxed, 1904.....J&J	.....	.....	3·00
4s, f'd'g, 1900 to 04..J&J	.....	.....	2·90
3½s, 1904 to 1924...J&J	.....	.....	2·90
3½s, Dec. 31, 1906..J&J	.....	.....	2·90
3½s, 1907-26.....J&J	.....	.....	2·90
3s, Nov. 1, 1900 to '19. M&N	.....	.....	2⅞
Pittsburg—7s, Fund. d't, '09	.....	.....	3·15
6s, Water, Jan., 1908. J&J	.....	.....	3·15
5s, Fund. debt imp. '13 J-D	.....	.....	3·15
4½s, School, July, 1919..	.....	.....	3·15
4s, Comp., Jan., 1915. J&J	.....	.....	3·15
3½s, Ref'd'g, 1902 to '09.	.....	.....	3·15
3½s, April, '15-'30..A&O	.....	.....	3·15
Reading—4s, Aug., 1910...	.....	.....	3·15
4s, Apr., 1918.....A&O	.....	.....	3·15
Schuylkill Co. 3½s, 1919..	.....	.....	3
Scranton—4½s, 1909..J&D	.....	.....	3·15
4½s, City imp., June, 1919	.....	.....	3·15
4½s, School, 1920...J&D	.....	.....	3·15
Wilkes-Barre—4½s, '22-'27	112½	.....	....
3½s, R'd'g., 1906-17..F&A	.....	.....	3·20
Williamsport—			
3½s, Refg., Sept. 1, '09-29	.....	104	....
RHODE ISLAND			
3½, g., S. H., 1934.....J&J	112	.....	....
3s, State House, 1938. A&O	102	103	....
Burrillville—			
4s, g., Impt., Jan. 1, 1907	103	.....	....
4s, g., Impt., Jan. 1, 1922	107	.....	....
Central Falls—			
4s, gold, Dec., 1905 to '20	.....	.....	3·50
Cranston—4s, Aug, '29. F&A	110	.....	....
4s, g., 1939.....M&N	.....	.....	3·35
East Providence—			
4s, g., Fdg. J'ne 15, '47. J&D	114	.....	....
Lincoln—			
4s, July, 1911.....	105	.....	....
4s, Oct. 15, 1928....A&O	110	.....	....
Newport—			
4s, March, 1905.....	103	.....	....
4s, g., Park, Feb., 1927..	115	.....	....
Pawtucket—			
4s, g., July, 1910....J&J	104	105	....
4s, g., May, 1937.....	111½	.....	....
Providence—			
6g., July 1, 1900.....J&J	.....	.....	3·50
5s, g., Wat., July 1, '00. J&J	.....	.....	3·50
5s, g., July, 1906 ....J&J	110½	111½	3·05
4s, g., Park, July, '21. J&J	114	.....	3
4s, g., Apr., 1927...A&O	117	.....	3
3½s, g., Wat., 1916. M&S	105	.....	3
3½s, g. Sewer, 1928. A&O	108	.....	3
3½s, Sch. & Br., 1929. M&N	108¼	.....	3
3s, Sew. & Imp., '29. M&N	.....	.....	2·95
Warren—4s, Oct., 1900-'22	.....	.....	3·50
Westerly—			
4s, g., Sept, 1927 ...M&S	113	.....	....
4s, Refunding, Jan. 2, 1929	112	.....	....
3½s, Water, Feb., '29. F&A	112	.....	....
Woonsocket—			
4s, g., Ref'd'g, 1919. A&O	109	.....	....
4s, Sew., Feb. 15, '25. F&A	107	.....	....
4s, Reg. g., May, '27. M&N	108	.....	....
SOUTH CAROLINA			
4½s, Blue, 1928.....J&J	.....	120	....
4½s, New issue, 1933..J&J	115	120	....
4s, July 1, 1936.....J&J	.....	106	....
Aiken—4½s, Sew., '49, J&J	.....	110·45	4
Charleston—5s, Oct'23. A&O	116	.....	....
4s, 1909.....J&J	105½	106½	....
Chester—5s, 1917-37..J&J	110	112	....
Columbia—3s-4s, 1910. J&J	100	102	....
Darlington—			
5s, Refdg., 1920.....J&J	.....	112¼	4·13
SOUTH DAKOTA			
6s, Sch. & Col., J'y 1, '05. J&J	.....	.....	3·25
5s, Sch. & Col., M'y 1, '07. J&J	.....	.....	3·25
4½s, Ref'd., May 1, '07. J&J	.....	.....	3·25
4s, Constit'n, Mar. 1, '10. J&J	.....	.....	3·25
Aberdeen—6s, 1915....J&J	.....	.....	5
5s, Oct. 1, 1900 to 1918..	.....	.....	4·40
Faulk Co.—6s, 1915..S.-an.	.....	.....	5
Hanson Co.—			
6s, Refunding, 1908. J&J	.....	.....	5
Lake Co.—5s, Fdg., 10-20 yr	.....	.....	5
Marshall Co.—6s, F.'15. J&J	.....	.....	5
Mitchell—6s, 1914....A&O	.....	.....	5
Watertown—6s, 1909..J&J	.....	.....	5
Yankton Co.—			
4s, Rfdg., '09 to '19. M&N	.....	.....	3¾
TENNESSEE			
6s, Unfunded, 1900...J&J	90	.....	....
6s, Compromise, 1912.....	90	.....	....
4½s, Penitent., Oct. '13. A&O	107	.....	....
4½s, Redemp., 1913..A&O	107	.....	....
4s, Redemption, 1907. A&O	95	.....	....
3s, Settlement (100)...J&J	.....	.....	....
3s, Settlement (1000), 1913	95½	.....	....
3s, Scrip.....	110	.....	....
Chattanooga—			
6s, 1909.....A&O	110	112	....
Clarksville—4s, Water, July 1, 1909-1929.....J&J	.....	103	....
Davidson Co.—			
5s, Asylum, 1903-'08-'13	103	.....	....
5s, F'd'g, 1900.....J&J	100	.....	....
Davidson Co. (Concl'd)—			
4½s, 1915.....J&J	.....	.....	4⅛
Hamilton Co.—			
5s, Bridge, 1909....A&O	.....	.....	3·50
Henderson Co.—6s.....	.....	.....	....
Knoxville—6s, 1915.....	.....	.....	4½
5s, g., Imp., 1921...A&O	.....	.....	4
4s, Funding, 1919...J&D	.....	.....	3⅝
4s, Hosp., June 1, '29 J&D	.....	.....	3⅝
Marshall Co.—5s, 1901. F&A	100	102	....
Memphis—			
6s, Comp., 1915.....J&J	122	124	....
6s, Comp., Flippin, 1907.	112	114	....
5s, Market, 1917-1922...	107	111	....
4½, Refdg., g., 1926. J&J	113	115	....
Nashville—6s, 1901...J&J	101	103	....
6s, Funding, 1905...J&J	108½	.....	....
6s, Water, 1909....M&N	113	116	....
6s, Water, 1911 A&O. 30	115	118	....
6s, Water, 1913 A&O. 30	117	.....	....
5½s, Bridge, 1905...A&O	106	.....	....
5s, Sewer, Dec., 1911. J&D	107	.....	....
5s, Water, 1921 .....J&D	112	.....	....
5s, Haymark., 1922..M&S	114	.....	....
4½s, July, 1907.....J&J	103	.....	....
4½s, 1918, Water....J&J	105	.....	....
4½s, Apr. 1, 1923...A&O	.....	114¼	3·60
4s, Water, 1919 .....J&J	102	.....	....
4s, Bridge, Oct. 1, '18 J&J	101	.....	....
North Knoxville—			
5s, 1919.....M&S	.....	.....	3·50
Sevier Co.—5s, 1913..July	.....	.....	4·20
Shelby Co.—			
6s, Fund., Jan. 1, '24. J&J	.....	.....	4⅛
Sumner Co.—6s. 1913. J&J	100	103	....
TEXAS			
Austin—			
5s, g., W. & L. 1910, '30. Q-J	.....	85	....
Bell County—5s, 1909. Apr.	105	.....	....
Bexar Co.—			
6s, gold, 1933, Apr. 10	.....	.....	4
5s, Bridge, 1910..Apr. 10	.....	.....	....
4½s, Bridge, '09-39, Ap. 10	.....	106½	3·70
Brazoria Co.—			
5s, Ct. H. refdg., 1909-19	106	110⅛	3·75
Cleburne—6s, '06-36..J&D	.....	110½	4·25
Dallas—			
7s, RR., Apr. 1904..A&O	.....	.....	4⅛
6s, Funding, 1917..A&O	.....	.....	4⅛
5s, Water, 1917.....J&J	.....	.....	4⅛
5s, Fd., July, 1931...J&J	110	112½	....
5s, g., Aug., 1928....F&A	109	113	....
Denison—6s, 1904.....J&J	.....	.....	4
5s, 1912.....J&J	.....	.....	4
El Paso 5s, School, 1914-'29	.....	.....	4
5s, Water Comp. 1909-'19	.....	.....	4
Fort Worth—			
6s, Water, Feb., 1922 F&A	.....	.....	....
5s, Ref., 1920.....J&J	.....	.....	....
Gainesville—			
5s, Ref., 1903-1938. A&O	.....	.....	4
Galveston—			
5s, Fund'g, 1905-15. M&N	.....	.....	4
5s, Wat., 1908-1928..J&J	.....	.....	4
5s, Lim. debt, Sep. 1, '21.	.....	.....	4
5s, Lim. debt, June 1, '23.	.....	.....	4
5s, Lim. debt, Jan. 22, '25	.....	.....	4
5s, Lim. debt, 1927.....	.....	.....	4
Houston—			
6s, Funding, 1912...J&J	.....	.....	4·10
6s, comp., July, 1918. J&J	.....	.....	4·10
5s, Comp., July, 1918. J&J	105	108	....
5s, Ref., Jan. 1, 1923. J&J	108	111	....
5s, Sew., Nov. 15, '39. M&N	.....	119¾	4
Lavaca Co.—			
5s, 1902-1937, April 10..	.....	.....	3⅞
McLennan Co.—			
6s, Bridge, 1909..Apr. 10	.....	.....	3⅞
Palestine—5s, 1938..M&N	.....	107¼	4⅛
Paris—6s, Water, Oct. 15, 1912 to 1937.....J&J	110	.....	....
5s, Improv., June, 1930.	105	.....	....
San Antonio—			
6s, g., Fund., 1905-15. F&A	.....	.....	4½
6s, Impt.. 1908. Opt. F&A	.....	.....	4½
6s, 1915, Option.....M&N	.....	.....	4½
6s, 1916.....A&O	.....	.....	4½
5s, 1917.....F&A	.....	.....	4
Sherman—6s, Ref.'12. A&O	.....	.....	4
6s, Funding, 1930..A&O	.....	.....	4
6s, Water, 1936.....A&O	.....	.....	4
Tarrant Co., 4s, Ref'd'g, '19	.....	.....	3·75
Waco—5s, Gold, 1923. A&O	114	.....	....
5s, Imp., 1920 .....M&S	112	.....	....
5s, Ref., July, 1909..J&J	106	.....	....
Waller County—			
4½s, Ref'g, '08-'18...A&O	100	104	4
U. S. OF MEXICO.			
See Mexico, page 30.			
UTAH			
5s, Build'g, 1900-1910. J&J	.....	.....	3·20
5s, Territorial, 1908...J&J	.....	.....	3·20
Logan—5s, g., 1912 .J&D	100	.....	....
Ogden—6s, g..June, 1901-11	.....	.....	4·00
5s, 1913.....M&N	100	.....	....
4½s, 1908-1918.....F&A	101	102	....
Salt Lake City—			
5s, Gen. f'd., 1901-11. J&J	.....	.....	....
5s, Fund., 1908 .....M&S	.....	.....	3·70
5s, Funding, 1912...J&J	.....	.....	3·70
5s, Fund., 1914.....M&N	.....	.....	3·70
5s, School Dist, 1902. F&A	.....	.....	3·70
5s, " 1913. F&A	.....	.....	3·70
4s, Ref., Sept. 1, '18. M&S	.....	.....	3·70
Salt Lake County—			
5s, Fd., Aug. 1, '06-16 F&A	.....	.....	3·75
Weber Co.—5s, '02-12. J&J	.....	103¼	4
VERMONT			
6s, Agric. College, June 1, 1910.....J&D	124	125	...
Barre—4s, June, 1903.....	.....	102⅞	3·20
4s, Water, 1921-1924. J&D	.....	.....	3·20
Bellows Falls—			
4s, Water, 1915.....	106	.....	....

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Bennington—			
4s, Jan., 1917.....J&J	109	.....	....
Brattleboro-4s, Jan.1, 1904	102	.....	....
4s, Jan. 1, 1911.....J&J	105	.....	....
4s, Jan. 1, 1918.....J&J	108	.....	....
Burlington—4s, July, 1908.	104	.....	....
Newport — 4s, g., Water.			
June 1, 1920.....J&D	109	.....	....
Northfield—			
4s, Lt.& P'r,'04-7-17.J&D	.....	.....	3·50
Poultney—			
4s, June 1, 1910 to 1918.	.....	.....	3·50
Rockingham—			
4s, Jan., 1901 to 1917.J&J	.....	.....	3·25
Rutland—4s, g., 1926.M&N	110	.....	....
St. Albans—4s, Ref. Wat.'07	.....	.....	3·50
Stowe—4s, 1900 to 1918...	.....	.....	3·50
VIRGINIA			
3s, New, c., 1932.....J&J	93	93¼	....
2-3s, Funded debt, '91.J&J	92	92¼	....
6s, Trust receipts, stamped	.....	9½	....
Berkley—6s, 1927....J&D	.....	115·45	5
Danville—8s, 1903-11.J&J	125	.....	....
6s, 1900.....J&J	110	.....	....
5s, Nov. 1, 1927....M&N	.....	.....	4⅛
Franklin Co.—6s, 1909.J&J	90	100	....
Lynchburg—3s, 1904-7.J&J	.....	.....	4½
6s, L. & Dan. RR. 1901.J&J	.....	.....	4½
6s, 1915.....J&J	.....	.....	4½
5s, Perm. imp., 1916.J&J	.....	.....	4½
4½s, Refunding, 1927....	.....	.....	4·30
Manchester—			
5s, Refd'g, 1931.....J&J	104½	108	....
Newport News—			
4½s, 1918-1928.....A&O	.....	105	4⅛
4s, Pav'g, Aug.'19-29 F&A	.....	106·39	3·55
Norfolk—			....
8s, May, 1901.....M&N	103	.....	....
6s, Renew'l, Jan., '14.J&J	116	.....	....
5s, Renewal, Ap., '11.A&O	110	.....	....
5s, 1924.....M&N	113	.....	....
4s, Nov. 1, 1929....M&N	105¾	.....	....
Petersburg—8s, 1903.M&N	113	.....	....
6s, 1905.....F&A	108	.....	....
Richmond—8s, 1904-09 J&J	130	.....	....
6s, 1904-1914.....J&J	115	.....	....
5s, 1920-1922.....J&J	112	.....	....
4s, 1920-1929.....J&J	106	107½	....
Richmond—(Con.)			
4s, July 1, 1924.....J&J	106	107½	....
4s, 1925.....J&J	106	107½	....
4s, 1926.....J&J	106	107½	....
4s, Refd'g, reg. 1929. J&J	106	107½	....
WASHINGTON.			
3½s, Fund., Apr. 1905, Apr. 1	.....	.....	3·70
Ballard—			
6s, g., 1915.....J&J	.....	.....	5
King Co. Sch. Dist. No. 10—			
4½s, Sept. 1, 1919..M&S	.....	105·05	4·12
Pierce Co.—6s, 1911..June	.....	.....	5⅛
5s, May 2, 1912.....May	100	.....	....
Pierce Co. Sch. Dist. No. 10—			
Ref'd'g 4½s, Feb., 1920 .	.....	106·88	4·00
San Juan Co.—			
6s, g., F'dg, Sep. 1, '05-15.	.....	104·90	5½
Seattle—			
6s, Sch. g., Jan. 1, '1909 J&J	.....	.....	5
5s, F'dg, g., July, 1913. J&J	108	.....	....
5s, g., Apr., 1912....A&O	107½	.....	....
5s, Sch. Dis. No. 1, '10. J&J	.....	.....	5
5s, Sch. Dist., No. 1. 1915	.....	.....	5
Skagit Co.—			
6s, g., Fund, Dec. 1, 1913	.....	.....	5
Spokane—6s, 1911....A&O	.....	.....	4
5½s, Feb. 1, 1918....F&A	.....	.....	4
5s, g., Ref'd'g, Sept. 1, 1914	.....	.....	4
Spokane Co.—6s, School...			
Dist., July 1, 1910...J&J	.....	.....	5
Tacoma—			
6s, Apr. 15, 1911....A&O	.....	.....	5
5s, g., June 1, 1913..J&D	100	.....	....
Whatcom Co. 6s, 1911 Dec.	.....	.....	4·25
Whitman Co.—5s, 1912. Apr	.....	.....	4·25
WEST VIRGINIA.			
Charleston—			
4½s, Sch. Dist. 1919-'29..	.....	.....	3·60
Huntington—			
6s, Paving, Oct. 1, 1921.	.....	.....	4
5s, Sch., Mar., 1901-1910.	.....	.....	4
Parkersburg—			
5s, Park, June 1, '16. June	.....	.....	4
5s, Sept. 1, 1917..Sept. 1.	.....	.....	4
Wheeling—			
6s, Bdge., Nov. 1, '01-24.	.....	.....	4
5s, City, July 1, 1919....	.....	.....	4
Wheeling—(Con.)			
4½s, Bridge, July 1, 1924	.....	.....	4
WISCONSIN.			
Ashland—5s, F'd'g, '09 J&J	.....	108½	4·0
Bayfield Co. 5s, g. 1915 A&O	.....	111·65	4
Burlingt'n 5s, Sch., '01 to '06	.....	.....	4½
Cassville 5s, '02 to '11. A&O	.....	.....	4½
Chippewa Co.—			
5s, Dec., 1901.....Dec.	.....	104	4·10
Elkhorn-5s, Water, '00 to '07	100	.....	....
Elroy—5s, 1911-1919. J&J.	.....	.....	3·87
Green Bay—5s, 1901 to '17.	.....	.....	3·75
Kenosha—3½, '09-'19..J&J	.....	.....	3·25
La Crosse—			
5s, Bridge, Jan. 15, '10. J&J	110	.....	....
3½s, July 1, 1909-'19. J&J	.....	103½	....
3½s, Ref'd'g, 1919..A&O	.....	.....	3·25
Madison—4s, Ref., '15. A&O	95	.....	....
Milwaukee—			
7s, General, 1901....J&J	.....	.....	3·25
7s, Water, Jan. 1, '02. J&J	.....	.....	3·20
5s, July 1, 1907 .....J&J	.....	.....	3·20
5s, July, 1910.....J&J	.....	.....	3·20
5s, Liby&Mu.'00 to '17 J&J	.....	.....	3·20
4s, Water, 1906-7....J&J	.....	.....	3·20
Milwaukee Co.—			
5s, Build., July 1, '07. J&J	106	.....	....
5s, School, July 1, '14. J&J	109	.....	....
Oshkosh—4s, 1918....F&A	.....	110¾	3·25
Racine-5s, Adjust., '12. Ann.	.....	104	4·0
4s, School, June 1, '13. J&D	.....	.....	3·20
3½s, Sch., 1919, July 1..	.....	.....	3·20
Sheboygan 4½s, 1911. M&N	107	108¼	3¾
South Milwaukee—			
5s, Wat'r, Oct. 1, 1913 A&O	.....	.....	4
Superior—			
6s, Sewer, Ag. 1, 1910. F&A	.....	120¾	3·7
Waukesha—4s, School, Apr.			
1, 1901 to 1918.....J&J	.....	.....	3¾
WYOMING.			
6s, Capitol, 1902-1911.....	.....	.....	3·35
6s, Univer. Build'g, 1902			
to 1911.....Jan. 1	.....	.....	3·35
Cheyenne—			
5s, Refdg., 1909-'29..J&J	.....	.....	4·35
Uinta County—4½s, Refdg.			
July 1, 1909-1918....J&J	.....	.....	4·20

* Flat price.

MISCELLANEOUS SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices.

Bonds.	Bid.	Ask.
MISCELLANEOUS BONDS.		
Acker, Merrall & Condit 6s..1903	100	102
Adams Express col. tr. g. 4s, 1948	103	104
Albe. & Ches. Canal Co.—7s, 1909	§100	102
Amer. Bell Telep'ne—Deb. 4s, 1908	§100	.....
Am. Bicycle—G. deb., 5s, 1919. M&S	§.....	85
American Brew. Co. 6s, 1915 J&J	109	118
Amer. Cot. Oil, deb., 8s, 1900, Q-F.	103½	.....
Amer. Graphoph'e, Deb. 5s..M&N	100	.....
Amer. Mail Steamship Co.—		
1st g. s'g f. 6s, Nov. 1, '00-'08 M&N	§.....	106½
Amer. Safe Dep. Co.—6s, 1903. Q.-J.	.....	.....
American Security & Trust 4s.....	100	.....
Amer. Spirits, g., 6s, 1915....M&S	.....	75
Amer. Strawboard Co., 6s....F&A	§100	.....
American Teleph. & Teleg. Co.—		
Coll. tr., g. 4s, 1929.....J&J	§100⅛	100⅝
American Thread Co.—		
1st coll. tr., g., 4s, 1919. ....J&J	§.....	100
American Writing Paper—		
1st g. 5s, July 1, 1919, Opt. 1909	79	81
Artesian Water (Tenn.) 5s...1909	109	110
Asphalt Co. of America—		
Certfs.—Col. tr., g., 5s, 1949 .A&O	.....	‡74
Atchison & East. Bridge—See RR.		
Augusta Fact'y 1st M. 6s, '15. M&N	113	.....
B. & S. Car Co., 1st, g., 6s, 1942, J&J	105	109
Battle House (Mobile) 6s.....	111	.....
Berg. & Engle Brew., 6s, 1921. J&J	.....	.....
Bon Air Coal, 2d series, 6s, '28. J&J	106	108
Booneville Bge.—See M.K. & T. RR.		
Boston & Mont'a, 7s, 1902...M&N	§107	.....
7s, 1907.....M&N	§115	.....
Boston El. Lt.—6s, 1908.....M&S	§115	.....
do 5s, 1924.....M&S	§111	.....
Boston Term. Co.—3½s, 1947 F&A	§116	117
Broadway Realty—G. 5s, 1926....	§109	111
Bklyn Ferry Co.—5s, g., 1948. F&A	88¼	90
Brooklyn & N. Y. Ferry—		
1st 6s, Jan. 1, 1911.....J&J	§116	118
Bklyn Wt. & W. Co, 1st, 5s, 1945, F&A	70	72
Buffalo Gen. Elec. Ref'g, g., 5s, 1939	§108	110
Buffalo Iron 5s, 1925.....A&O	70	75
Butte & Boston 6s, 1917.....A&O	§.....	90
Cambria Iron—6s, g., 1917 ...J&J	106	.....
Cent. Hudson Steamboat Co.—		
1st 5s, 1919.....M&N	98	100
Central Union Telephone Co.—		
1st, g., 6s, July 1. 1906-16...J&J	§110	112
5s, g., Jan. 1, 1909-1919....J&J	§102½	104½
Century B'ld'g (St. Louis) 6s, 1916	95	100
2d mort. 6s, 1903.....A&O	40	60
Champaign & Urbana Water—		
1st, g., refunding 5s, 1909-1914.	§103	105
Chat'n'ga City Wat. Co.—6s, '12, J&J	§100	..
Ches. & Del. Canal—5s, 1916..J&J	‡.....	52
Ches. & Pot. Tel., 5s, 1911....J&D	104	.....
Cons. 5s, 1909-1929.....J&J	.....	.....
Chic. Edison Co., Deb. 6s. ....J&J	§101	101½
1st mort., g., 5s, 1926.....A&O	§.....	.....
Chic. Junct., col., g., 5s, 1915, J&J	§113	113¼
Coll. tr. ref'd'g g. 4s, 1940. A&O	§.....	98½
5s, Notes, called July 1, 1900..J&J	§100	.....
Chic. Sub Water & Elec. Lt.—		
1st, g., 5s, Aug. 1, 1949.....F&A	§.....	103⅛
Cin. Chamb. Com., 4s, 1908, J&J.	§100	.....
Cleve. El. Ill. Co.—1st, g., 5s, 1927.	§108	110
Cleve. & Sand. Brewing—6s.....	81¾	83
Col. Fuel & Iron—		
Col. Coal & I. Dev. Co., 5s, 1909..	50	60
Colorado Coal & Ir., 6s, g.'02, F&A	101¾	.....
Col. Fuel Co., 6s, gen., g., '19, M&N	104	.....
Gen., g., 5s, s. f., 1943.... F&A	.....	95
Colo. Springs L't & Power Co.—		
1st, g., 5s, Apr. 1, 1919....A&O	§.....	100
Columbia College—3s, 1909..J&D	§‡.....	100
Columbus Elec.—6s, 1922....M&N	93½	97½
Commercial Bldg. Co., 6s, '07, M&N	100	102
Conn. L't'g & Pow. Co., g, 5s, 1939.	§.....	101
Consolidated Coal, 6s, 1911, M&S.	90	95
Consol. Water Co. of Utica—		
1st g. 5s, Jan., 1930.....J&J	§100	105
Contra Costa Water, 5s, 1915. J&J	107	.....
Consum. L. H. & P. Co. (Eliz. N.J.)		
5s, 1938.....J&D	§108	109
Cov. & Cin. Bdg., 1st, g., 4s, 1915..	§104	106½
Cumberland Teleph. & Telegr.—		
1st s'k'g fd. g. 5s, 1918.....J&J	§108	111½
Deb. 5s, Feb. 1, 1920.....	§.....	100
Denver Union Water 5s, 1914 J&J	89	92
Domin. Coal, 1st, 6s, 1913....M&S	§.....	110½
Eagle & Phenix Mfg. Co., 6s, 1928	108	.....
Edison Light & Power, S, F. 6s, Q-F	129	.....
Edison Elec. (Bklyn.)—See Kings	Co. E	lec.
Edison Elec. (N.O)—G. 5s, 1929 J&J	106½	110
Edison Elec. Illum., Savannah, 6s.	105	106
Ellicott Square Co. 1st g. 5s, 1935	§107½	110
1st g. 6s, 1910.....	§100	105
Elmira Mun. Imp.—5s, 1942. Certfs	.....	.....
Enterprise Mfg. Co., 1st, 6s, 1903.	103	.....
Erie Tel. & Tel., 6s, 1909.....A&O	§105	106
Col. tr., g., s. f., 5s, 1926 ....J&J	§105	107
Debenture gold 5s, 1928-29. J&J	§ 99	101
Evansville Brewing—6s, 1915....	§ 85	100
Evansville Cotton Mill—6s, 1910.	§100	103
Fay & Egan Co. (Cin.)—6s. 1903-'43	§106	107
Ft. S. & V. B. Br.—See St. L. & S. F. RR.		
Foxburg Bge.—See Pitts. & W. RR.		
Frank Jones Brew. Co.—deb., 5s, £	£ 66	71
Gen. Electric, deb., g., 5s, 1922, J&D	117	.....
Gramercy Sugar, 6s, g., 1923. A&O	.....	.....
Grand River C. & C. g. 6s, 1919.. A&O	105	115
Hackens'k Water Re-org. con. 5s..	§105	.....
1st, g., 5s, 1926.....J&J	§105	.....
Hartford Elect. Light.—5s, 1915 .	§105	.....
Hartf'd L. & P. 6s, 1912, Opt. A&O	§100	.....
Hawaiian Com. & Sug. 5½s, 1916.	.....	.....
5s, 1919.....	105½	.....
Hecker-Jones-Jewell, 6s, 1922 M&S	77½	....
Henderson Bridge—See RR.		
Hoboken Ferry—1st 5s, '46..M&N	§111	113
Hoboken Land Imp., 5s, '10, M&N	§107	.....
Hudson River Water Power Co.—		
1st, g., s'k'g. f'd., 1914-'29. M&N	§100	101
Huntington Water.—6s, 1913. M&N	§100	.....
Hydraulic Press Brick, 5s, 1904..	100	102
Ill. Steel Co., deb., 5s, 1913..A&O	.....	100
Imperial Bldg. Co.—6s, 1913..J&J	102	104
2d, 6s, 1908.....M&S	80	90
International Navigation—		
1st g. 5s, Feb. 1. 1909-1929.	100	101½
Internat'n'l Paper—6s., 1918. F&A	106	106¼
International Silver, 6s, 1948 J&D	§ 98½	102
Iron Steamboat Co., 6s, 1901, J&J	45	.....
Jefferson & Clearfield C. & I. Co.—		
1st, g., 5s, 1926.....J&D	§105	.....
2d, gold, 5s, 1926.....J&D	97	.....
Kansas City Stock Yards Co.—		
Conv. 5s, Feb. 1, 1910.....F&A	§115	116
Ky. Title Co. R. E. bonds, 6s....J&J	§102	103
Kentucky Wagon, 6s, 1901...J&D	§102	103
Kings Co. Elect. Light & Power—		
1st gold 5s, 1937.....A&O	§104½	105¾
Purchase money 6s, gold, 1997..	§116	116½
B'klyn Edis. Ill. cons. 4s, '39. J&J	93	95
1st, g., 5s, 1940., call. Oct. 1, 1900	.....	.....
Kinloch Telephone, 5s, 1928. F&A	99	100
Knickerb'ker Ice (Chic.)—g., 5s. '28	.....	90
Laclede B'ld'g Co.—5s, 1919. M&N	102	104
La Grange Furnace, 6s, 1912. Aug.	12	17
Lamson S. Service—6s, 1909. M&S	100	‡102
Lehigh Coal & Navigation—		
4½s, g., 1914..... Q-J	113	113½
Railroad, gold, 4s, 1914.....Q-F.	107	.....
6s, extend. to 4s, g., 1914...J&D	107	.....
Consol. mort., 7s, 1911.....J&D	128	.....
Gen. mort., g., 4½s, 1924....Q-F	.....	.....
Funding 4s, g., July 1, 1948. J&J	102½	.....
Leh. Val. Coal Co.—See RR.		
Levee S. Cot. Press, 1st, 6s, '07, M&N	101¼	.....
Long Branch Water, 5s, 1906.....	Basis	4%.
Los Angeles Lt. Co., 6s, 1905. J&J	.....	.....
Guar. 5s, 1924.....A&O	98	100½
Louisv. Board of Tr., 6s, 1910, J&J	§105	.....
Louisv. Water Co., 1st, 6s, 1906, A&O	§113	.....
2d, 5s, 1910.....F&A	§112	.....
Lowell El. Lt. Cor., 1st, 5s, g., '14, J&J	§103	.....
Madison Sq. Gard., 1st 5s, 1919 M&N	104	.....
6s, 1919.....M&N	50	70
Maryland Brew'g Co. —6s, g., 1939	§ 71	71½
Maryland Steel Co., 5s, 1922, F&A	§.....	.....
Masonic Hall Ass'n (Wash.) 5s, '08	108	.....
Mason. Temp. (Memph.), 5s, 1910-30	108	110
Metro. Opera & R. E., 5s, 1903....	102	.....
Met. Teleph. & Teleg. Co.—		
1st g. 5s, May 1, 1918.....M&N	§.....	115
Mich. L. Superior Power Co.—		
1st g. 5s, May 1, 1949.....M&N	§ 95	100
Michigan Telephone—		
1st sinking fund, g., 5s, 1917. J&J	§108	110
Cons. g. 5s, Jan. 1, 1929....J&J	§98	100
Milford Water—1st 5s, 1918. A&O	§100	.....
Minneapolis Brew.—G. 7s, Apr. '13	113	115
Minn. General Electric Co.—		
Consol. g. 5s, Jan. 2, 1929..J&J	§ 99	102
Miss. Levee (W. B. I. & S. Co.), 6s.	112	115
Miss. Levee (Yazoo Delta), 6s.....	120	122
Mo. Elec. Light, 2d, 6s, 1921. Q-May	117	118
Mo. Edison Elec. 5s, g., 1927. F&A	95	96
Monongahela Light & Pow. Co.—		
1st g., 5s, June 1. 1949.....	107⅞	108
Monongahela Riv. Coal—6s, 1949	115	115¼
Mystic Wharf & Stor'ge (Boston)—		
1st, gold, 5s, Dec. 1, 1906..J&D	§102½	105
Nat. Starch Co., 1st, g, 6s, 1920. M&N	105	.....
N. E. Cotton Yarn Co., 1st, g, 5s 1929	§103½	103¾
New Eng. Teleph. 6s, 1906...A&O	§103	.....
New Haven S. S. Co.—6s, 1902. A&O	§105	.....
N. O. Cotton Ex., 1st, 5s, '06, Q-Jy.	103½	106
New York Biscuit Co.—6s, 1911 ..	113½	.....
N. Y. & E. R. Ferry—5s, 1922. M&N	93	95

§ Purchaser also pays interest. £ In London. ‡ Sale price.

Bonds.	Bid.	Ask.
N. Y. Gas & Elec. L. H. & P. Co.—		
1st g. 5s, Dec. 1, 1948.....J&D	108	108½
Pur -mon col. tr. 4s, 1949..F&A	93	93⅜
Ed'n El. Ill. Co., N. Y., 1st, 5s, 1910	108	110
1st con. g. 5s, 1995.....J&J	120	125
N. Y. & Hob. F..gen. 5s, 1949..J&J	§ 92	94
N. Y. & N. J. Ferry—5s, 1946..J&J	107	110
N. Y. & N. J. Telep., 5s, g.,'20, M&N	110	.....
N. Y. & Pa. Teleph. & Teleg. Co.—		
1st gold 5s, Feb. 1, 1926...F&A	§.....	115¼
N. Y. Susq. & W. Coal-6s, 1912. M&S	98	.....
N. Y. & Wilkes-Barre Coal Co.—		
1st 6s, 1933.....M&N	.....	55
Niagara Falls Power 5s, 1932....	§106	107½
North Hudson L't H. & P. Co. (Hoboken, N. J.)—5s, 1938.....A&O	108	109
Oakland Water 5s, guar. 1915 J&J	.....	105½
Oceanic Steamship 5s..'09-'24. J&J	106⅞	108
Ocean Steamship Co.—See Central RR. of Ga.		
Pacific Coast Co.—G..5s, 1946 J&D	108½	109⅝
Passaic Water Co., Paterson, N.J.—		
Gen. M., g., 5s, Jan., 1937, J&J..	102	.....
Pennsylvania Canal—6s, 1910, J&J	49½	....
Pennsylvania Steel—5s, 1917. M&N	.....	110
Con., gold, 6s, 1925.....M&S	.....	.....
Pennsylvania Telephone—		
1st s'k'g fund g. 5s, 1908-18, A&O	§103	105½
People's L't, H. & P'r (Phillipsb'g)—		
1st g. 5s, Jan. 1. 193 , Opt. 105. J&J	§ 95	101
Phila. Electric—Coll. tr. g. 4s, 1949.	‡.....	64¾
5s, g , Tr. certfs.....	‡.....	99
Pittsburg Brewing 6s, 1949...J&J	110	110¼
Pleasant Val. Coal—5s, 1928..J&J	106	.....
Portland Water Co., 4s, 1927. F&A	§105	107
Procter & Gamble—1st, 6s, 1940	§112	113
Raleigh Water Co., 6s, 1911..F&A	103	.....
Rapid Tran. Ferry—G., 5s, '44. M&N	.....	102½
Rochester & Pitts. Coal & Iron—		
Purch.-money g. 5s, 1946..M&N	102	.....
St. Charles Br.—See Wabash RR.		
St. Joseph Water—6s, 1909..J&D	§100	.....
St. L. Agr. & M. Ass'n, 1st 5s, '01-'06	100	108
St. L. Brew. Ass'n, 6s, 1914, J&J.	99¾	100
St. L. Cot. Com. Co., 6s, 1910, M&N	93	94
St Louis Exposition 6s, 1912. M&N	92	95
St. L. Term. Cupples Stat. & Prop.—		
1st g., 4½s, 1917..... J&D	100	105
St. Paul Union Depot—6s, 1930...	§130	.....
Consol. 5s, 1944.....	§116	.....
Consol. 4s, 1944.....	§100	.....
Sharon Estate, 5s, 1903.....A&O	§100	.....
Sibley Mfg. Co., 6s, 1st, 1903.....	103½	105
Sloss Iron & S. Co. 1st, 6s, 1917 F&A	104	.....
Gen. 4½s, 1918 .....A&O	75	.....
So. Yuba Water 6s, g., 1923...J&J	.....	.....
Springfield Brew.—6s, g., 1909-'19.	§.....	.....
Spring Val. Water—6s, 1906..M&S	114½	.....
4s, 1917..... Q-F	104	104¼
3d mtg., g., 4s, 1906.....Q-M	102	.....
Standard Rope & Twine—		
1st, g., 6s, 1946.....F&A	71	73
Income g. 5s, 1946.....	13	15
Stillwell Bierce & Smith Vail Co.—		
1st gold 6s, 1903-1918.....	§106	107
Sunday Creek Coal, g., 6s, '12..J&D	95	.....
Susquehanna Coal, 6s, 1911, J&J.	115	121
Swift & Co.—1st mtg. 6s, 1910 J&J	§105½	.....
Tampa (Fla.) Water-Works Co.—		
1st M., g., skg. fd., 6s, 1915. M&S	102½	.....
Tenn. C. I. & RR.—		
Tenn. Div., 1st, 6s, 1917....A&O	105	.....
Birm. Div., 1st con., 6s, '17, J&J	109	110
Cahaba C. M. Co., 1st, 6s, '22, J&D	106	112
De Bard. C. & I. Co., 6s, 1910, F&A	.....	106
South Pittsburg, 6s, 1902..F&A	98	103
Pratt Coal & Ir.—7s, 1903. M&N	112	120
10th-23d St. Fer. Co., 1st, 5s, '19, J&D	§105	106
Tenn. Cotton Mfg. Co.—6s, '05. J&J	85	90
2d mort., 6s, 1912.....J&J	32	37
Torrington Co., 1st g. 5s, '18..M&S	§105	108
Union Dairy Co., 5s, 1901....M&N	100	102
Union Ferry Co.—5s, 1920.. M&N	99	100½
United Electric Lt. & Power, Balt.,		
1st, consol., g., 4½s, 1929..M&N	91¾	.....
United Elec. Co. of N. J., 4s..1929	§ 77	78
United Electric Security Co.—		
Coll. Tr. g. 5s, ...1920 to 1929	§ 98	103
United Illum. Co., New Haven—		
1st 4s, Feb. 1, 1940 .....F&A	92	95
U. S. Elec. Lt. Deb. 6s, 1907. M&M	109	112
Cert. of indebt. 6s, 1907.....A&O	106	112
U. S. Envelope Co.—6s, g. 1918. J&J	§107½	110½
U. S. Flour Mills—6s, 1939.....	26	28
U. S. Leath.—S. f. deb., 6s, g. '13. M&N	115	.....
U. S. Mortgage & Trust Co.—Real		
estate 1st g coll. trust bonds—		
Series C, 5s, 1900-1915...M&N	100	.....
Series D, 4½s, 1901-1916..J&J	100	.....
Ser. E, F, G & H, 4s, '17-18, J&D	100	.....
Series I & J, 4s, 1914-1919. ..	100	.....
Utica Electric Light & Power—		
1st g. sink'g fund 5s, 1950..J&J	103	105
Va. I. Coal & Coke 5s, 1949...M&S	60	61
Wash. Mark. Co..1st, 6s, '92-'11, Q-J.	112	.....
Imp., 6s, 1912-27.....Q-J	112	.....
Extension, 6s, 1914-27.....Q-J	112	.....
Western Union—		
Collateral tr., cur., 5s, 1938, J&J	113	.....
Mutual Union 6s, 1911 ....M&N	108	.....
Northwestern 7s, 1904.....J&J	108	.....
Real est., g., 7s, 1902.....M&N	§105	106
F'd'g & R. E. mtg. 4½s, g. 1950	§105	106¼
Wheel. L. E. & P. Coal—g., 5s, 1919	25	45
Wyoming Val. Elec. L't, H't & P'r—		
1st 5s, Nov. 1, 1908-1928..M&N	§101	101
York (Pa.) L'gt. Heat & Power Co.—		
1st g. 5s, June 1, 1929.....J&D	§102	105
York (Pa.) Telephone Co.—		
1st g. 5s, Nov. 1, 1929.....M&N	§100	102
GAS BONDS.		
Atl'ta Gas Light, 5s, g., 1947..J&D	106	.....
Balt. Consol. Gas, 6s, 1910....J&J	115¾	116¼
Consol. 5s, 1939.....J&J	106	108
Boston Un. Gas, 1st, 5s, 1939, J&J	§ 82	85
2d, 5s, 1939.....J&J	§ 47½	50
Brooklyn Union Gas Co.—		
1st cons. 5s, g. May 1, 1945. M&N	116½	.....

Bonds.	Bid.	Ask.
Buffalo City Gas, g., 5s, 1947..A&O	§ 70	73
Carondelet Gas, 6s, 1902.....J&J	100	102
Chesapeake Gas, 6s, 1900....J&D	102	102¼
City Heat & Light, Fostoria—		
1st, g., 5s, 1928.....M&S	§ 95	100
Columbus Gas Co., 1st, 5s, g., '32, J&J	§104½	105¼
Cons. Gas Co., J. C., 1st, 6, 1904, M&N	§102	104
Consol. Gas, N. J —5s, g., 1936. J&J	.....	85
Denver Gas & Electric Co.—		
1st g. 5s. Mar. 1, 1949.....M&N	65	70
Detroit C'y Gas, Pr. l'n g. 5s, '23. J&J	97	98
Detroit Gas, con, 1st, M. g. 5s, 1918	.....	.....
Equit. Illum. Gas, Phila—5s, g. 1928	109	.....
Evansville Gas & Elect.—5s, 1913	§100	105
Ft. Wayne Gas Co., 1st, 6s, '25. J&J	59	61½
Gas Co. of Luzerne Co. (Pa.)—		
1st g. 5s, July 1, 1908-1928..J&J	§103	107
Gas & Elec. Co. of Bergen Co —		
Cons. g. 5s, 1949..... J&D	110	111
Glen Falls Gas & Elect. Light—		
1st g., 5s, Aug. 1, 1919.....F&A	§100	105
Gr. Rapids Gas-L. Co. 1st 5s, '15. F&A	§103	105
Harrisburg Light, Heat & Power—		
1st g. 5s, July 1, 1924.....J&J	§104	105
Haverhill Gas Light Co.—		
1st g. s'k'g f'd 5s, July 1, 1929. J&J	§.....	106
Hudson Co. Gas—5s, g., 1949	101½	102½
Hudson River Gas & Electric Co.—		
1st Ref. g. 5s, 1929.....M&N	§105	106
Indiana Nat. & Ill., 1st, 6s, '08, M&N	58½	61½
Indianapolis Gas, 1st, 6s, '20, M&N	102	104
Joliet Gas 1st, g., 5s, 1908-'38. A&O	§.....	103½
Kansas City (Mo.) Gas 5s, '22. A&O	§101½	103
Laclede Gas St. L., g. 5s, 1919, Q-F	108	109½
Lafayette Gas Co., 1st, 6s, '24, M&N	60	65
Lockport (N. Y.) Gas & Elec. Lt.—		
1st M., g., 5s, Feb. 1, 1920..F&A	§100	102
Logansp't & Wab. Val. Gas 1st 6s, '25	57	61
Louisville Gas Co., 5s, 1916, A&O.	§105	.....
Madison Gas & Elec. g., 6s, '26. A&O	§104	107
Minneapolis Gas 6s, 1902....M&S	100	105
Cons. 6s, Mar. 1, 1910-30...M&S	100	110
Mun. Gas., Albany 6s, 1st M., 1906.	§109½	110½
Municipal Gas Co. (Yonkers)—		
6s, Jan. 1, 1904.....J&J	§100	105
Newark Gas 6s, 1944.....Q—J	§137	140
Newark Consolidated Gas Co.—		
Cons. g. 5s, Dec. 1, 1948. .J&D	104	.....
New Eng. Gas & Coke—5s, g, 1937	§ 68½	69
N. London G. & Elec., g. 5s, '27 A&O	§105	.....
New York City—		
Central Un. Gas 5s, g., 1927. J&J	§103½	105
Consol. Gas deb. 5s, 1908..M&N	§ 98	100
Equitable Gas 1st 5s, 1932. M&S	§114	116
Metropolitan Gas 6s, 1901. F&A	§101	103
New Amsterd. Gas 5s, 1948. J&J	§ 97½	98½
N. Y. & E. River Gas—Con. 5s, '45	105	108
1st M., gold, 5s, 1944.....J&J	108½	110
N. Y. Gas & El.—See Miscell.		
N. Y. & Suburb. 5s, g., 1949..M&S	.....	.....
Northern Un. Gas 5s, 1927. M&N	§ 92	94
Standard Gas—1st 5s, 1930. M&N	§115	117
N. Y. & Queens Gas & Elec. Co.—		
1st g. 5s, 1949.....J&J	§105	103
Norwich Gas & Elec., g. 5s, '27 J&J	§105	.....
Oakland G. L. & H. 2d 5s, 1916. M&S	109½	.....
Ohio & Indiana Gas, 1st, 6s, 1926	62	65
Paterson & Passaic Gas & Elec.—		
Consol g, 5s, 1949.....M&S	100½	102
People's Gas & Coke, Chicago—		
1st, guar., gold, 6s, 1904...M&N	108	110
2d guar., g., 6s, 1904.....J&D	106	108
1st con., g., 6s, 1943.....A&O	.....	126
Equit. Lt. & Fuel 6s, 1905....J&J	105	108
Chic. G.-L. & C. 1st, g., 5s, '37..J&J	109	.....
Consum. Gas, 1st, g., 5s, 1936. J&D	108	.....
Mutual Fuel Gas g., 5s, 1947. M&N	.....	107½
Refunding gold 5s, 1947...M&S	104	107
People's Light Co. (Pittston, Pa.)—		
1st g. 5s, Mar. 1, 1909-'29..M&S	§100	103
Philadelphia Company—		
1st col. tr., g. 5s, 1949 .....M&S	110	110½
Pittsburg Consolidated Gas—		
1st 5s, g., Feb. 1, 1948.....F&A	113	113½
Quincy (Ill.) Gas & Light—		
1st 5s, Jan 1, 1929.. .....M&S	§103½	105
St. Joseph Gas—1st, 5s, 1937. J&J	§ 94	97
St. Paul Gas-L.—Con. ex., 6s, 1918	§105	115
1st, 6s, 1915.....J&J	§105	115
Gen., g., 5s, 1944.....M&S	79½	81½
Stockton Gas & Elec.—6s, '05. M&S	99	.....
Syracuse Gas, g., 5s, 1946....J&J	90	92
Trenton G. & El. Co., g. 5s, '49. M&S	§103	105
Troy Gas, 2d 6s, 1923.....F&A	§120	.....
Consol. 5s, 1939.....F&A	§114½	116½
Wash. Gas Co.—A, 6s, 1902-27, J&J.	117	125
B, 6s, 1904-29.....J&J	117	125
West. Gas, Mil., 1st, g., 5s, '33. M&N	§103	105
Williamspt. Gas—1st g. 5s, '39. F&A	§107	108
Wyandotte Gas Co. (Beth'm, Pa.)		
1st g. 5s, July 1, 1909-1929. J&J	§100	103
GAS STOCKS. Par.		
Augusta Gas Co.....25	† 36	.....
Baltimore Consolidated Gas...100	55	55¼
Boston—Bay State.....50	† 75c.	80c.
Charlestown Gas & Electric. 50	†.....	‡79
East Boston Gas..... 25	† 45	47
Jamaica Plain Gas Light....100	125	....
Brooklyn Union Gas Co.....100	149	152
Buffalo City Gas Co. com.....100	6	7
Cambridge Gas Light.....100	.....	240
Cincinnati Gas & Coke.....100	198¾	199½
Columbus Gas Lt. & Heat'g Co. 100	.....	50
Preferred.....100	.....	80¼
Consolidated Gas of N. J.....	16	19
Consumers' Gas (Toronto).....50	.....	221
Denver Gas & Electric.....100	25	30
East Newark Gas-Light Co...100	250	.....
Elizabeth Gas-Light Co.....100	125	.....
Essex & Hudson Gas Co.....100	40	41
Evansville Gas & Elect. Lt....100	100	105
Fort Wayne Gas Co.....100	40	45
Georgetown Gas.....25	† 55	.....
Grand Rapids Gas.....50	104	106
Hartford (Conn.) Gas-Light.....25	† 48	.....
Hudson County Gas.....	35	40
Indiana Natural & Illum. Gas. 100	38	45

Stocks. Par	Bid.	Ask.
Indianapolis Gas.....50	95	100
Kansas City Gas.....100	35	40
Laclede Gas Light, com.....100	71½	73
Preferred.....100	.....	100
Lafayette Gas.....100	40	45
Logansport & Wabash Val. Gas 100	40	45
Louisville Gas-Light.....100	90	95
Lowell Gas.....100	265	.....
Lynn Gas & Electric 100	230	.....
Madison (Wis.) Gas & Elec. Co. 100	76	82
Montreal Gas.....40	183¼	184
Municipal Gas (Albany).....100	218	221
Nashville Gas Light Co.....50	95	98
Newark Consolidated Gas.....100	50	.....
New Bedford Gas & Edison....100	.....	149
New England Gas & Coke.....100	18½	19
New Haven Gas-Light.....25	† 85	.....
New Orleans Gas-Light.....100	104⅝	105
New York City—Consolidated..100	183	186
Mutual.....100	280	305
New Amsterdam com.....100	26½	28
Preferred.....100	51	54
Standard, com.....100	105	110
Preferred.....100	130	140
Oakland Gas-Light & Heat....100	46	.....
Ohio & Indiana Gas.....100	37	39
Pawtucket Gas.....50	†.....	.....
Paterson & Passaic Gas & Elec...	37	42
People's Gas Lt. & Coke (Chic.) 100	103½	103¾
Philadelphia United Gas Imp..50	†115¼	116
Pittsb'g Consolidated Gas, pref. 50	†.....	54¾
People's Natural Gas.....50	† 48	.....
People's Nat. Gas & Pipe'g ..25	† 20¾	.....
Philadelphia Co.....50	† 41½	42
Preferred.....50	†.....	45
South Side Gas.....25	† 25	.....
West. Penn. Gas Co.....50	† 50	.....
Portland (Me.) Gas-Light.....50	† 85	90
Providence Gas.....50	† 93	.....
St. Joseph Gas.....100	38	42
St. Paul Gas-Light.....100	50	52
Salem (Mass.) Gas-Light.....100	.....	.....
San Francisco Gas & Elec.....100	49½	49⅞
Equitable Gas-Lt Co ($5 pd)..20	† 3⅜	3¾
Pacific Gas Improvement ...100	.....	51
Pacific Lighting Co.....10	†.....	45
San Francisco Gas.....3	† 4½	4⅝
Savannah Gas-Light.....25	† 25½	26
Stockton Gas & Electric Co.....50	† 10	.....
Syracuse Gas Co.....100	12	14
Toledo Gas Light & Coke Co..100	108	118
Troy (N. Y.) Gas.....100	145	150
Union Gas & Electric of N.J...100	40	50
Preferred 100	100	102
Waltham Gas & Light Co.....100	‡.....	114
Washington (D. C.) Gas.....20	†x51½	54⅝
Western Gas of Milwaukee....100	96	98
Wheeling Gas Co..... ... 50	† 65	.....
Worcester Gas.....100	210	.....
MINING STOCKS.		
Adventure Consolidated.....25	† 4½	5
Aetna Consol. (Quicksilver).....5	† 2	2½
Alamo.....1	15c.	15¼c
Allouez.....25	† 1¾	2
Amalgamated Copper.....100	x 90	91
American Coal.....25	140	142
Am. Gold Mining Co. (St. L.)....10	1·25	1 30
Amer. Zinc, Lead & Smelting...25	† 14	15
Anaconda Copper.....25	† 46	46¾
Anchoria-Leland.....1	80c.	.....
Arcadian.. 25	† 22	23
Argentum-Juniata 2	20c.	.....
Arnold.....25	† 6½	6¾
Ash Bed.....25	† ½	1
Atlantic.....25	† 24½	25¼
Baltic (assess't. paid).. 25	† 21½	22
Bankers.....1	20¼c	.....
Banner Gold.....1	4⅜c.	5c.
Bingham (Cop. & Gold).....10	† 10½	.....
Bob Lee.....1	5c.	5½c.
Bon Air Coal, preferred.....100	98	100
Bonanza Development Co.....10	† 1⅛	1¼
Bonne Terre F. & C. Co.....10	† 2	4
Boston (Quicksilver).....10	† 2½	3½
Boston & Cr. Cr. (gold) (asses. pd.) 2	.....	15c.
Boston & Montana 25	†312	313
British Columbia.....5	† 11	11½
Buffalo Iron Co. (Nashville)...100	40	50
Preferred.....100	65	75
Butte & Boston.....25	† 70	74
Calumet & Hecla.....25	†750	752
Centennial.....25	† 19½	20½
Centennial-Eureka..... 25	† 24	25
Central Coal & Coke Com.....100	.....	.....
Preferred..... 100	.....	.....
Central Lead Co 100	125	135
Central Oil 25	†x15¾	16
Cleveland Cliffs Iron Co.....100	106	108
Cochiti (Gold).....10	† 11	11½
Colorado Fuel & Iron.....100	41	41½
Preferred.....100	126	134
Col. & Hock. Coal & Iron.....100	17¼	18½
Consolidation Coal of Md.....100	52	.....
Consolidated Coal Co., St. L...100	2	10
Copper Range.....25	† 22	.....
Creede & C. C.....1	15c.	15¼c
Cripple Creek Consolidated.....1	13⅛c	13⅝c
Currency.....1	6½c.	7c.
Doe Run Lead.....100	125	135
Dominion Coal.....100	44½	46
Preferred.....100	116	.....
Elkton Consolidated.....1	1·27¾	1·28
Elm River.....12	† 4½	5
Enterprise Mining Co. (Colo.)....1	23c.	.....
Fannie Rawlings.....1	47½c	49c.
Findley.....1	15½c	15¾c
Flat Top Coal L'd Ass'n.....100	x 38	40
Preferred.....100	x 79	81
Franklin (L. S.) Boston. 25	† 15½	16
George's Creek Coal.....100	110	.....
Gold & Globe.....1	4⅞c.	5⅛c.
Golden Fleece.....1	32c.	42c.
Granite-Bi-Metallic (St. L).....10	2·65	2·70
Hayden Gold 1	17⅛c.	.....
Homestake Mining.....100	72	75
Humboldt (Boston), asses. paid. 25	† ¾	1
Ingham Consol.....50c	.....	24½c

§ Purchaser also pays accrued interest. † Prices per share, not per cent. ‡ Sale price. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Isabella	1	1·25¾	1·26⅛
Isle Royale Consol. Mining Co.	25	† 26½	27½
Jack Pot	1	66c.	67⅝c
Kansas & Texas Coal	100	45	54
Lustre Mining Co	10	†.....	10
Magnet Rock	1	3½c.	3¾c.
Maryland Coal, pref	100	75	84
Mass. Consolidated (assess. pd.)	25	† 7⅜	7¾
Mayflower	25	† 2½	3
Melones	10	† 1¾	2¼
Merced Gold, assessment paid	15	† 6	.....
Michigan	25	† 5	5½
Mohawk	25	† 15	16
Mollie Gibson	5	.....	.....
Monongahela River Coal	50	† 12⅛	12½
Preferred	50	† 42⅝	43
Montana Coal & Coke	25	† 7⅜	....
Moon Anchor	1	66c.	68c.
Mount Rosa	1	76c.	.....
N. A. Gold Dredging	10	† 3	4
Napa (Quicksilver)	7	†.....	9½
New Central Coal	100	37	40
New Haven	1	83¾c.	87c.
New Idria (Quicksilver)	5	†.....	10½
Old Colony	25	† 3½	4
Old Dominion Copper	25	† 19	19½
Ontario Silver Mining	100	8½	9
Oriole	1	4c.	4⅞c.
Osceola	25	† 68½	70
Parrot Silver & Copper	10	† 45	45½
Pennsylvania Coal	50	400	.....
Pharmacist Consolidated	1	11⅞c.	12c.
Pilgrim Consolidated	1	12¾c	.....
Pioneer (gold)	10	30c.	.....
Pittsburg Coal	100	28	28½
Preferred	100	82⅛	82⅜
Portland	1	2·58	2·65
Prince Albert	1	3⅞c.	4½c.
Quicksilver Mining	100	.....	.....
Preferred	100	.....	.....
Quincy	25	†135	137
Rhode Island	25	† 4½	5
St. Joseph Lead	10	† 14	15
Santa Fe (Gold & Copper)	10	† 5½	6
Santa Ysabel (g.)	5	† 1⅛	1¼
Specimen	1	10⅝c.	10¾c
Tamarack	25	†185	190
Tecumseh, assess. paid	25	† 3	.....
Tennessee Coal Iron & RR. Co.	100	81	81½
Preferred	100	.....	.....
Trachyte	1	6¾c.	.....
Tri Mountain	25	† 8¾	9½
Union G. M	1	44c.	49c.
United States	25	† 8¾	9½
United States Oil	25	† 18	19
Utah Consol. Gold, Tr, rec'ts.	4·85	† 30½	30¾
Victor	5	† 1	.....
Victoria	25	† 3	3¼
Virginia Iron Coal & Coke	100	18	20
Washington	25	† 1	1¼
Westmoreland Coal	50	† 60	.....
White Knob	100	18	25
Winona	25	† 4	4½
Wolverine	25	† 40⅛	40¾
Work	1	32c.	33c.
Wyandotte	25	† 1½	2

TELEPHONE.

American Bell Telephone	100	340	344
Bell Telephone of Buffalo	100	115	.....
Bell Telep'ne of Canada	100	177	185
Bell Telephone of Mo	100	141	144
Central Union Telephone	100	37	40
Chesa. & Potomac Telephone	100	x61	.....
Chicago Telephone	100	¶190	195
City & Sub. Tel. (Cin.)	100	190	.....
Cumberland Telephone	100	109	112
Cuyahoga Telephone	100	16	20
East Tennessee Telephone	100	50	.....
Erie Telegraph & Telephone	100	102½	104
Hudson River Telephone	100	115	120
Mexican Telephone	10	† 2½	2⅝
Michigan Telephone	100	.....	100
Missouri & Kan. Telephone	100	85	90
New England Telephone	100	134	135
N. Y. & New Jersey Telephone	100	170	173
N. Y. & Penn. Telephone	100	115	120
Pennsylvania Telephone	50	† 36	.....
Providence Telephone	50	† 94½	.....
Southern New England Tel	100	133	.....
Tel. Teleg. & Cable Co. ($5 pd.)	50	† 3	3½

TELEGRAPH.

American Dist. Teleg. (N. Y.)	100	26	27
American Telegraph & Cable	100	91	96
Central & So. Amer. Telegraph	100	105	106
Commercial Cable	100	160	.....
Commercial Union Telegraph	25	115	.....
Dominion Telegraph (Canada)	50	128	130
Empire & Bay State Teleg	100	75	.....
Franklin Telegraph	100	40	50
Gold & Stock Telegraph	100	117	121
Ill. & Mississippi Telegraph	50	70	80
International Ocean Teleg	100	115	.....
Mexican Telegraph	100	210	220
Mobile & Gulf Telegraph	100	140	.....
Montreal Telegraph	40	164½	167
Northwestern Telegr., guar	50	120	127
Pacific & Atlantic Telegraph	25	78	.....
Southern & Atl. Telegraph	25	98	.....
Western Union Telegraph	100	82⅛	82⅝

ELECTRIC.

Boston Electric Light	100	.....	173
Buffalo General Electric	100	93	95
Buff. & Niag. F'lls Elec. L. & P. Co.	100	100	.....
Central Light & Power (San Fran.)		† 3¾	.....
Eddy Electric Mfg. Co	25	† 10	14
Edison Co. (Chicago)	100	138	142
Edison El. Illum. Co. (Boston)	100	x205	.....
Edison Elec. Illum., Sav'nah	100	106	110
Electric Co. of America, $7½ paid		‡.....	11
Electric Storage Battery, com	120	‡.....	80
Electric Storage Battery, pref	100	.....	.....
General Electric—Common		135¾	137
Preferred	100	137	139
Hartford Electric Light	100	150	.....

Stocks.	Par.	Bid.	Ask.
Lowell Electric Light	100	101	.....
Mo. Edison Elec. Lt., com	100	18	20
Preferred	100	53	55
Mutual Elec. Lt., S. Francisco	10	†.....	13
Narragansett Electric	50	† 93	.....
Narragansett Elec. Debentures		87½	.....
Niagara Falls Power Co	100	.....	80
Phila. Electric Co. ($2 50 paid)	25	†.....	‡4⅛
Rhode Island Elec. Protect	100	120	.....
Royal Electric Co. (Canada)	100	200⅛	201
Salem (Mass.) Electric	100	115	130
United Elec. Lt. & Pow., Baltimore			
Preferred	50	† 34	40
United Electric of New Jersey		25	27
United Electric Secur., pref	100	100	101
United Illum. Co. of N. Haven	100	78	.....
West'ghouse Elec. 1st preferred	50	† 61	.....
2d preferred	50	†.....	49

INSURANCE.

Albany—

Albany Insurance Co	100	142	145
Commerce Insurance Co	100	144	.....

Baltimore—

American Fire	5	†.....	5
Baltimore	10	† 23½	24¼
Fidelity		20	29
Firemen's	18	† 28	.....
German	10	† 24½	25½
German American	25	† 28	30
Home	10	†.....	16¼
Maryland	5	†.....	4½
Peabody	25	† 35	50
United Fire		† 7	9

Boston—

American (Fire & Marine)	100	118	‡120½
Boston Marine	100	200	.....
Conveyancers' Title	100	100	.....
Firemen's (Fire)	100	‡.....	200
Massachusetts Title	100	‡.....	25
Mercantile (Fire & Marine)	100	‡ 85	.....
North American (Fire)	100	‡.....	100⅞

Brooklyn—

Kings County	20	140	.....
Nassau	50	150	.....
Phenix	50	175	180
Williamsburg City	50	430	.....

Cincinnati—

Cincinnati	25	97½	100
Commercial	25	100	.....
Eureka	20	.....	190
Fidelity	100	.....	90
Merchants' & Manufacturers'	20	.....	130
National	100	.....	100
Security	100	.....	100
Washington	25	96	100

Dayton—

Columbia	100	180	.....
Cooper	20	† 38	.....
Teutonia	20	† 85	.....

Hartford—

Ætna	100	297½	300
Connecticut	100	200	203½
Hartford	100	520	535
National	100	210	.....
Orient	50	† 85	90
Phœnix	100	165	174
Steam Boiler	50	†150	.....

Life Insurance—

Ætna Indemnity Co	100	†106	110
Ætna, Life	100	290	.....
Connecticut General	100	150	.....
Hartford Life	100	140	.....
Travelers'	100	385	398

Louisville—

German	50	100	.....
Louisville	100	105	.....
Western	100	118	.....
Mutual Life of Kentucky	100	95	.....
Sun Life of Kentucky	100	130	.....

Memphis—

Bluff City	100	100	102
Factors	100	100	102
Hernando	100	100	105
Planters'	100	85	90
Phœnix	100	90	95

Mobile—

Factors & Traders	100	135	140
Stonewall	100	140	145

Newark—

American	5	280	300
Firemens'	50	225	.....
Merchants	25	175	190
Newark Fire	5	185	190
Prudential Life		775	825

New Haven—

Security Insurance Co	40	† 49	.....

New Orleans—

Germania	100	82	.....
Hibernia	100	115	120
Home	100	86½	95
Lafayette	50	†100	110
Merchants'	100	47	55
Mechanics' & Traders'	100	71½	.....
Sun Mutual	100	.....	140
Southern	100	85	100
Teutonia	100	140	.....

New York—

Citizens'	20	110	117
Commonwealth	100	90	105
Continental	100	540	.....
Eagle	40	200	.....
Empire City	100	85	90
Farragut	50	85	95
German-American	100	480	.....
Germania	50	285	300

Stocks.	Par.	Bid.	Ask
Greenwich	25	160	165
Hamilton	15	100	105
Hanover	50	150	160
Home	100	206	212
New York	100	90	100
Niagara	50	160	170
North River	25	140	147
Pacific	25	130	140
Peter Cooper	20	110	120
Stuyvesant	25	70	100
Traders		50	.....
United States	25	115	125
Westchester	10	300	340

Philadelphia—

American Fire	100	††.....	140
Delaware	25	†.....	26
Fire Association	50	††.....	425
Franklin Fire	100	‡.....	424
Girard F. & M	100	‡.....	375¼
Ins. Co. County of Phila	100	‡.....	118
Insurance Co. of N. A	10	† 22½	23
Insurance Co. of State of Pa	200	††.....	200
Jefferson	50	††.....	100
Lumbermen's	25	††.....	61
Mechanics'	25	††.....	32½
Pennsylvania Fire	100	‡.....	526
Reliance	50	††.....	68
Spring Garden	50	††.....	80
Teutonia	100	‡.....	90
Union	20	†.....	21
United Firemens	10	††.....	19¼

Pittsburg—

Allegheny	50	†.....	.....
Allemannia	50	† 60	.....
Armenia	100	65	.....
Artisans'	50	†.....	37
Ben Franklin	50	† 70	.....
Birmingham	50	† 65	.....
Cash	50	† 41	.....
City	50	† 55	63
Citizens'	50	†.....	50
German	50	† 80	.....
German-American	50	†.....	55
Humboldt	50	† 74½	.....
Man. & Mer	50	† 50	.....
Monongahela	50	† 40	.....
National	50	†110	.....
People's	37½	† 38	.....
Pittsburg	50	†120	.....
Teutonia	50	† 69½	71
Union	50	† 50	.....
Western	50	†.....	40

Providence—

Equitable	50	† 60	.....
Merchants'	50	†.....	.....
Prov. Washington	50	† 80	.....

Richmond—

Virginia Fire & M	25	† 38	.....
Virginia State	25	† 29	.....

San Francisco—

Fireman's Fund	100	226	.....

St. Louis—

American Central	25	† 43	44

Washington—

Arlington	100	150	.....
Colonial	100	111	.....
Columbia	5	†x12¼	13
Commercial	5	† 4	4⅜
Corcoran	50	† 62	.....
Fireman's	20	† 30	.....
Franklin	25	† 40	.....
German-American	100	210	.....
Lincoln	5	†.....	.....
Metropolitan	50	† 80	.....
National Union	5	† 12	.....
People's	5	† 6½	6¾
Potomac	25	† 75	.....
Riggs	5	† 8	.....

Title Insurance—

Real Estate	100	80	85
Columbia	5	† 4¾	5
District	20	† 3½	.....
Washington	10	† 3½	.....

MARINE INSURANCE SCRIP.

Atlantic Mutual—1895	101	102
1896	102	103
1897	102⅜	104
1898	103⅜	105
1899	104⅜	106
1900	105½	107⅜

MANUFACTURING. Par.

Acushnet Mills (N. B.)	100	320	325
Am. Linen (Fall River)	100	.....	105
Amory (N. H.)	100	124	.....
Amoskeag (N. H.)	1000	x1720	1730
Androscogin (Me.)	100	135	.....
Appleton (Mass.)	1000	†‡.....	1044
Arkwright Manuf. Co. (F. R.)	100	.....	90
Arlington Mills (Mass.)	100	105	.....
Atlantic Cotton Mills	100	55	60
Barnaby Manuf. Co. (F. R.)	100	.....	100
Barnard Mfg. (Fall River)	100	102½	105
Bates (Me.)	100	140	.....
Boott Cot. (Mass.)	1000	†800	.....
Border City Mfg. (Fall River)	100	150	154
Boston Co. (Mass.)	1000	†375	400
Boston Belting	100	206	.....
Boston Duck (Mass.)	700	††.....	975
Bourne Mills (F. R.)	100	.....	.....
Bristol Manufacturing Co.	100	98	.....
Cabot Manufacturing Co. (Me.)	100	60	62½
Chace (Fall River)	100	.....	95
Chicopee (Mass.)	100	90	.....
City Manufacturing Co. (N.B.)	100	120	121½
Cocheco (N. H.)	500	†285	300
Collins Co. (Conn.)	100	128	133
Columbian (N. H.)	100	700	.....
Continental (Me.)	100	25	.....

† Prices are per share, not per cent. ‡ Last sale. x Ex-dividend. ¶ Ex-rights and ex-dividend 3%.

Stocks.	Par.	Bid.	Ask.
Cornell Mills (F. R.)	100	.....	135
Cornell Stocking Co. (N. B.)	100	.....	.....
Dartmouth Manufactur'g Co.	100	128	.....
Davol Mills (Fall River)	100	.....	112½
Dwight (Mass.)	500	†990	1000
Edwards (Me.)	100	157½	.....
Everett (Mass.)	100	97	.....
Flint Mills (Fall River)	100	.....	106
Franklin (Me.)	100	102	‡103
Granite (F. R.)	100	.....	122½
Great Falls (N. H.)	100	156	‡ 156½
Grinnell Manuf't'g Co. (N. B.)	100	.....	207
Hamilton (Mass.)	1000	†.....	‡900
Hamilton Woolen (Mass.)	100	.....	‡ 51
Hargrave Mills (F. R.)	100	.....	110
Hathaway Manuf'g Co. (N.B.)	100	.....	.....
Hill (Me.)	100	44	45
Hosiery (Lowell)	100	87	90
Jackson (N. H.)	1000	†1010	.....
King Philip (F. R.)	100	.....	101
Lancaster Mills (Mass.)	400	†405	420
Laurel Lake Mills (F. R.)	100	.....	130
Lawrence (Mass.)	100	126	‡ 127½
Lockwood (Me.)	100	87½	90
Lowell Bleachery	100	76	80
Lowell Machine Shop	500	†790	797½
Lyman Mills (Mass.)	100	70	.....
Manchester (N. H.)	100	100	.....
Massachusetts Cotton	100	102½	.....
Mechanics' (F. R.)	100	.....	87½
Merchants' (F. R.)	100	.....	108
Merrimack (Mass.)	1000	†1150	.....
Middlesex (Mass.)	100	118	.....
Mohawk Val. Cot. Mills (Utica.)	100	123	125
Monadnock (N. H.)	1000	†.....	1000
Morse Twist Drill (N. B.)	50	†178	180
Narragansett Mills (F. R.)	100	.....	106
Nashua (N. H.)	500	†695	‡700
Naumkeag (Mass.) Cotton	100	65	68
New Bedford Cordage	100	106	.....
New England Cotton Yarn Co.—Preferred	100	102½	103
Newmarket (N. H.)	500	†150	.....
Osborn Mills (Fall River)	100	112½	.....
Otis Manufact'g Co. (Mass.)	1000	†1800	x.....
Pacific (Mass.)	1000	†2005	‡2010
Parker Mills (F. R.)	100	.....	107½
Pepperell (Me.)	100	280	.....
Pierce Manufac'g Co. (N. B.)	100	148	.....
Pocasset (Fall River)	100	.....	119
Potomska Mills (N. B.)	100	90	.....
Rich. Borden (Fall River)	100	.....	125
Sagamore (Fall River)	100	.....	110
Salmon Falls (N. H.)	300	†.....	.....
Seaconett Mills (F. R.)	100	.....	102½
Shove (Fall River)	100	.....	80
Skenandoa Cotton Co. (Utica)	100	140	150
Stafford (Fall River)	100	.....	110
Stark Mills (N. H.)	1000	†1000	‡1010
Stonewall Cot. Mills (Mobile)	100	107½	110
Tecumseh (Fall River)	100	.....	115
Thorndike (Mass.)	1000	†1000	.....
Tremont & S. (Mass.)	100	143	.....
Troy Cotton & Woolen (F. R.)	500	†1200	.....
Union C. Mfg. (Fall River)	100	.....	200
Utica Steam Cotton Mills	100	121	123
Utica & Willowvale Bleach'y	100	194	196
Wampanoag (Fall River)	100	.....	102
Wamsutta Mills (N. B.)	100	106¼	107
Weetamoe (Fall River)	100	.....	65
Whitman Mills (N. B.)	100	110	.....
York Co. (Me.)	750	†850	.....

EXCHANGE SEATS.

	L. Sale	Bid.	Ask.
	$	$	$
New York Stock Exch...	42,000	.....	.....
N.Y.Consol.Stk.& Pet.Ex	600	575	600
New York Produce Ex...	300	250	300
New York Cotton Exch..	2,200	.....	.....
New York Coffee Exch...	400	375	425
Baltimore Stock Exc'ge	3,500	3,000	4,000
Boston Stock Exchange.	23,000	.....	.....
Chicago Board of Trade..	2,200	2,100	2,150
Chicago Stock Exchange.	1,275	1,250	1,300
Philadelphia Stock Ex...	8,500	8,000	9,000

MISCELLANEOUS STOCKS.

	Par.		
Adams Express	100	122	125
Aiken Manufacturing Co. (Ga.)	100	97	100
Alaska Packers' Ass'n	100	118	118½
Albany Safe Deposit & Storage	100	110	.....
Amer. Agricul. Chemical Co...	100	25½	26
Preferred	100	75	76
American Air Power, Com	100	.....	39
American Bank Note	50	† 47	50
American Car & Foundry com.	100	16¼	16½
Preferred	100	65	66
American Chicle Co		57	62
Preferred		77	85
American Cotton Co.		30	40
Preferred		85	90
American Cotton Oil	100	36	36½
Preferred	100	96	98
American Express	100	148	150
American Graphophone	10	† 12	12⅛
Preferred	10	† 13	13½
American Hosiery Co	25	†148	....
American Ice Co	100	47¼	48
Preferred	100	75	76
Am. Linseed Oil Com	100	12⅜	12¾
Preferred	100	56¼	57
Amer. Malting Co., com	100	3½	4
Preferred	100	21	22
American Publishing (Hartf'd)	25	†.....	25
American Radiator Co. com	100	40	42
American Radiator Co. pref	100	108	.....
American Screw	250	†.....	.....
American Smelting & Ref., com.	100	37¼	38
Preferred	100	88¾	89
American Soda Fountain, com	100	.....	10
1st preferred	100	42	47
2d preferred	100	9	11
American Steel Hoop Co	100	25¼	26
Preferred	100	74½	75
American Steel & Wire, com.	100	37¾	38¼
Preferred	100	75¾	76
American Straw Board	100	32	.....
American Sugar Refining	100	114¾	115
Preferred	100	112	113½
American Surety	50	160	200
American Thread Co., pref.	5	† 4	5
American Tin Plate, Com.	100	26½	26¾
Preferred	100	78	79
American Tobacco	50	104¼	105
Preferred	100	133	136
American Type Founders	100	51	55
American Woolen, com	100	18	18¾
Preferred	100	74	76
American Wringer, com	100	107	.....
Preferred	100	116	.....
Asphalt Co. of America ($5 p'd)		‡.....	7
Augusta Land	100	30	35
Augusta Factory	100	85	90
Barney & Smith Car	100	15	20
Preferred, 8 per cent cum	100	104	105
Bay Shell Road Co. (Mobile)	25	† 25	27½
Bethlehem Steel Co.	50	† 17	.....
Billings & Spencer, 6 p. c.	25	† 33	.....
Bond & Mortgage Guarantee	100	290	310
Boston Land	10	† 3¾	4
Boston Water Power		† 2½	3
Boylston St. Land	15	† 2¾	3¼
Brandon Printing Co. (Tenn.)	100	100	105
Broad Brook Co. (Hartford)	25	†.....	25
Brooklyn Ferry Co.	100	23	25½
Brunswick Dock & City Imp.	100	8½	9½
Burr Index Co. (Hartford)	25	† 21	.....
Cal. & Chic. Can. & Dock Co.	100	67	69½
Cambria Iron Co.	50	† 44½	.....
Cambria Steel Co.	50	† 20¾	21
Canton Co. (Baltimore)	100	87	89
Caraleigh Cotton Mills (N. C.)	100	102	.....
Preferred	100	110	.....
Case Lockwood & Brainard Co.	100	123	.....
Celluloid	100	92½	97½
Central Fire Works, common		15½	17
Preferred		55	60
Chartiers Valley Water	50	†.....	.....
Chesapeake & Delaware Canal	50	†.....	.....
Chesebrough Manf'g Co.	100	345	360
Chicago Brew. & M., pref'd	£10	14	14½
Chic. Junct. Ry. & Un. Stk. Yds.	100	135	137
Preferred	100	.....	123½
Chic. Pack. & Prov. Co. Lt., pf.	£10	25	26
Chicago Title & Trust Co.	100	71	74
Church Co. (Cin.) pref.	100	.....	75
Cincinnati Chamber Com.	1000	† 27½	35
Cin. Leaf Tob. Warehouse com.	100	19	20
Preferred	100	66	67½
Cincinnati Union Stock Yards	100	88½	89½
Preferred	50	100	102
Citizens' Steamboat (Troy)	100	185	200
Claflin (H. B.) Co.	100	109	110
2d preferred	100	104	.....
Cleveland & Sand. Brewing	100	6	10
Preferred	100	43	45
Cleveland Stone Co.	100	95	96½
Colorado Coal & Iron Dev.	100	1½	2
Preferred	100	.....	3⅛
Commercial Building Co.	100	.....	40
Consol. Car Heating	100	45	.....
Consol. Fire Works Com.	100	14	.....
Preferred	100	65	75
Consolidated Ice Co.	50	† 17¼	17½
Preferred	50	† 39	.....
Consol. Lake Superior Co.	50	† 23	.....
Pref. (Tr. Co. rec'ts $15 p'd)	50	† 7⅜	7⅝
Consol. Rolling Stock, Br'port.	100	21	.....
Continental Tob., com.	100	30	30½
Preferred	100	81⅜	82
Contra Costa Water	100	64⅝	65
Corbin Cabinet Lock Co.	100	225	.....
Corbin (P. & F.)	25	† 85	90
Cov. & Cin. Bridge, com.	100	5	10
Preferred	100	100	125
Cramp Ship Yard	100	73	78
Crescent City Slaughter-House	50	† 45	.....
Cumberl'nd Flour Mills (Tenn.)	100	100	.....
Daylight Prism	50	†.....	.....
Denver Union Water, pref.	100	3	10
Devonshire B'lding (Boston)	100	103	104
Diamond Match Co. Ill.	100	124¾	125
Diamond State Steel ($5 p'd)	10	† 4⅜	.....
Distilling Co. of America	100	7	7¼
Preferred	100	26½	27
Eagle & Phœnix Man'f'g Co.	100	105	.....
Eagle Lock, 20 p. c.	25	† 60	63
East Boston Land		† 9⅝	9¾
Electric Boat Co., common	100	24	26
Preferred	100	40	46
Electric Vehicle Co. com.	100	31	35
Preferred	100	78	81
Enterprise Mfg. Co. (Ga.)	100	100	103
Enterprise Soap Co. (Tenn.)	100	88	91
Erie & Western Trans.	50	† 50	.....
Evansville Cotton Mill	100	95	100
Farmington River Power	25	† 48	.....
Far. & Ship. Tob. W'h. Co., com.	100	62½	70
1st Preferred	100	116	120
2d Preferred	100	109½	110¼
Fay & Egan Co. (Cin.) pref.	100	98	100
Federal Steel, common	100	41	41¼
Preferred	100	69¼	69¾
Fidelity & Deposit Co. of Md.	50	†170	172
French Opera Assn. (N. O.)	250	† 60	.....
Gen. Elec. Automobile	50	†.....	.....
Glucose Sugar Refining Co.	100	.....	50½
Preferred	100	.....	100
Gorham Mfg. Co., common	100	110	.....
Preferred	100	120	.....
Gray & Dudley Co. (Nashville)	100	112	114
Graniteville Mfg. Co.	100	165	170
Hackensack Water Co.	100	110	.....
Hana Plantation C. (Cal.)	100	8¾	9¼
Hartford Carpet Co.	100	70	75
Hartford Machine Screw Co.		†.....	.....
Hartford Manilla Co.	100	.....	.....
Hartford Woven Wire Mat. Co.	25	† 21	26
Havana Commercial Co., com.	100	16	18
Preferred	100	57	59
Hawaiian C. & Sugar	100	88¾	90
Henderson Bridge. See RR.			
Hoboken Land & Improvem't.	100	110	.....
Holyoke Water Power	100	310	.....
Hutchinson Sugar Plant	50	†.....	26½
Hydraulic Press Brick	100	95	98
Illinois Electric Vehicle	10	† 1¾	2
Imperial Bldg. Co. (St. Louis) c.	100	.....	35
Preferred	100	.....	60
Importers' Bond. Wareh. (N.O.)	100	40	.....
International Paper Co., com	100	24	24¼
Preferred	100	65	66
International Power Co.	100	29	35
International Silver, common	100	7½	8
Preferred	100	52	60
Int'nat'nal St'm Pump, com.	100	20	21
Preferred	100	65	66½
Jackson Brewing (N. O.)	100	225	.....
J. B. Stetson Co. Com	100	95	115
Preferred	100	117½	.....
J. R. Montgomery Co.	100	85	100
Johns-Pratt Co.	100	106	.....
John P. King Mfg. Co.	100	105	106
Journeay & Burnham, pref.	100	.....	30
Kansas City Stock Yards	100	116	118
Kemp., Wool., Candy Co. (Tenn.)	100	70	.....
Kennard Carpet Co., com.	100	103	107
Preferred	100	99	104
Kentucky Heating Co.	100	105	108
Kentucky Title	100	112	114
Kentucky Wagon	100	145	146
Knickerbocker Ice (Chicago)	100	33	40
Preferred	100	62½	65
Lamson Store Serv.	25	†.....	35
Landers Frary & Clark	25	† 42	45
Langley Mfg. Co.	100	115	120
Lanston Monotype	20	† 13⅛	13¼
La Variete Association (N.O.)	1500	†700	.....
Lawyers' Surety Co.	100	70	100
Lawyers' Title Ins. Co.	100	155	165
Lehigh Coal & Navigation	50	† 50	50⅛
Liberty Mills (Flour)	100	68	75
Louisville Public Wareh'se Co.	100	90	95
Louisv. Tobacco Wareh'se, com	100	45	50
Preferred	100	110	112
Mackey-Nesbit Dry Goods Co.	100	50	75
Madison Square Garden	100	5	.....
Manhattan Beach Co.	100	10	14
Marin County Water (Cal.)	100	.....	.....
Marsden Co. (Phila.)	100	9⅛	9¼
Maryland Brewing Co., com.	100	4¾	5¼
Preferred	100	21	22
Maryland Casualty Co.		56	57
Merchants' Ex. Ass'n (S.Fran)	100	.....	100
Merganthaler Linotype	100	190	193
Metaire Cemetery Assoc'tion	100	105	.....
Milw. & Chic. Brew., Lt., pf.	£10	15	16
Minneapolis Brewing Co	100	67	72
Mississippi Val. Trans. Co.	100	90	100
Mobile Brewery	100	120	.....
Monongahela Water	25	†.....	40½
Mosler Safe Co. pref.	100	.....	100
Mount Olivet Cemetery	100	80	90
Mystic Wharf & Storage com.	100	95	100
Preferred, M&S	100	105	110
Nashville Title Company		87	91
Nashville Warehouse & Elev.	100	29	32
Nashville Woolen Mills	100	100	105
National Biscuit Co., com.	100	32½	32¾
Preferred	100	85	87
National Carbon Co., Com.	100	15½	16
Preferred	100	79½	80
National Fertilizer (Nashville)	100	68	75
National Gramophone	100	45	50
National Lead	100	22	22¾
Preferred	100	104	104⅞
National Machine (Conn.)	25	† 20	.....
National Safe Dep. Co. (N.Y.)	100	100	.....
National Salt Co., common	100	46	47½
Preferred	100	75	76
National Starch	100	.....	.....
1st preferred	100	.....	.....
2d preferred	100	.....	.....
National Steel Co., Common	100	33	33¾
Preferred	100	89½	90
Nat'l St'k Yards Co., St. Louis	100	100	105
National Surety Co.	100	152	160
National Tube com.	100	50½	51
Preferred	100	90¾	91½
National Typewriter Co.	25	†.....	.....
National Wall Paper, debs.	100	45	55
New Eng. Elec. Vehicle Trans.	10	† 4½	5¼
New Haven Iron & Steel	5	†.....	.....
New Haven Manufacturing Co.	25	† 25	.....
New Haven Water Co.	50	†122	.....
New Jersey Zinc & Iron	100	.....	.....
New Louisiana Jockey Club	100	.....	.....
New Orleans Brewing, com.	100	31½	32
Preferred	100	71½	72½
New Orleans Cold Storage	100	120	.....
New Orleans Cotton Exchange	200	† 85	.....
New Or. Swamp Land Reclaim'g.	10	† 6	7
New Orleans Water Works	100	.....	.....
New York Air Brake	100	120	128
N. Y. & East River Ferry	100	64	67
N. Y. & Hoboken Ferry	100	68½	69½
New York Electric Vehicle Co	100	11½	12¼
Nicholson File Co.	50	† 67½	.....
Nolensville Turnpike	100	40	45
Norfolk & Wash. Steamboat	100	140	155
North American Co.	100	14¾	15
Oceanic Steamship (San Fr.)	100	94½	95½
Old Dominion Steamship, J. & J.	100	98	..
Otis Elevator Co.—Common	100	28½	30
Preferred	100	87	89
Paauhau Sugar P. Co.	50	† 31½	32¼
Pacific Coast Borax	100	150	.....
Pacific Coast Co.—Common.	100	51½	52
1st preferred	100	83	88
2d preferred	100	60	64
Pacific Mail Steamship	100	32	33½
Paraffine Paint	10	† 10	.....
Pawtucket Hair Cloth	30	† 50	.....

† Prices are per share not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Peck Stow & Wilcox Co	25	† 27	.....
Penn. Elec. Vehicle, common	50	†.....	.....
Preferred	50	†.....	.....
Penn. Salt Mfg.	50	†.....	.....
Penn. Steel—Common	100	77	.....
Preferred	100		.....
P. Lorillard, preferred	100	100	103
P.H.&F.M. Roots Co.(Cin.) pref.	50	80	.....
Phillips Buttorff Mfg	100	119	122
Pittsburg Brew. Co.—Common	50	† 23	23¾
Preferred	50	†.....	46
Pittsburg Plate Glass Co	100	164	164½
Preferred	100	.....	.....
Planters'C'mpr'ssCo.(New)w.i.	100	18	19
Plimpton (Hartford)	100	114	125
Portland Water	100	115	120
Pratt & Cady Co.	100	85	95
Pratt & Whitney—Pref.	100	42	47
Pressed Steel Car Co., com	100	46	49
Preferred	100	80	82½
Procter & Gamble Co	100	420	440
Preferred	100	200	200½
Pullman Company	100	183	186
Railway Automatic Sales Co	100	7	12
Preferred	100	100	105
Raleigh Cotton Mills	100	115	130
Raleigh Water Co		.....	53
Republic Iron & Steel—Com.	100	17¼	17⅜
Preferred	100	59¼	60
Rhode Island Safe Deposit	100	70	.....
Royal Baking Powder, pref.	100	90	91
Rubber Goods M'f'g Co.—Com.	100	26	27¼
Preferred	100	74	76
Russell & Erwin Manf. Co.	25	† 68	74
Safe Dep. & Trust Co. of Balt.	100	340	.....
Safety Car Heating & Lighting	100	120	130
St. Louis Agr. & M. Associat'n.	100	50	80
St. Louis Brew. Assn., com	£10	£1	£3
St. Louis Brewing Ass'n, pref.	£10	£5	£7
St. Louis Cotton Compress	100	26	31
St L. House Building, No. 3	500	†475	480
St. Louis Transfer	100	60	65
Savannah Brewing Co	100	102	104
Security Title & Trust (Chic.)	100	75	80
Shelby Steel Tube Co.	100	14	15
Preferred	100	62	65
Shultz Belting	100	80	90
Sibley Mfg. Co	100	x 92	95
Silver bullion certificates		59½	60½
Simmons Hardware—Pref.	100	135	141
Common	100	240	245
Singer Mfg. Co	100	650	750
Sloss-Sheffield Steel&I.Co.Com.	100	24	26
Preferred	100	65	68
Smyth Mfg. Co. (Hartford)	100	275	.....
Southern Cotton Oil	50	† 52	.....
Spring Valley Water	100	94½	94⅝
Standard Oil of New Jersey	100	535	540
Standard Plate Glass	100	.....	125
Standard Rope & Twine	100	6	7
Standard Underground Cable.	100	190	192
Stanley Rule & Level Co.	25	† 70	76
Stanley Works	25	† 67	.....
State St. Exchange (Boston)	100	‡.....	135½
Stillwell, Bierce & S. V. pref.	100	50	65
Streets West. Stable Car Line.	100	20	20¼
Preferred	100	....	...
Susquehanna Iron & Steel.	5	† 3¾	4
Swift & Co.	100	101	101½
Talmage's (Dan) Sons Co., 8%.	100	110	120
Tenth & Twenty-third St. Ferry	100	85	91
Texas Pacific Land Trust	100	.....	.....
Tidewater Steel Co	10	† 13⅜	14⅜
Torrington Co.—Common A	25	† 28	29
Preferred	25	† 28	29
Trenton Potteries	100	5	8
Preferred	100	48	52
Trow Directory—Pref	100	50	60
Union Bag & Paper—Common.	100	11	12
Preferred.	100	60	65
Union Copper Land & Mining.	25	†..	.....
Union Dairy Co (St. Louis)	100	115	120
Union Ferry (N.Y. & Br'klyn)	100	35	36½
Union Steel Screw (Cleveland)	100	128	130
Union Stock Yards, Nashville.	100	38	45
Union Switch & Signal	50	† 43¾	44
Preferred	50	† 69⅞	.....
Union Type Writer—Common	100	28	29
1st preferred	100	110	112
2nd pref.	100	120	123
United Fruit Co.	100	132½	135
United Shoe Machinery	25	†.....	30½
Preferred	25	† 23¾	24
U. S Cast Iron & Foundry	100	5	6
Preferred	100	44½	46¼
U. S. Envelope Co.—Common.	100	.....	55
Preferred	100	84	88
U. S. Express	100	x 46½	49
U.S. Fidelity & Guar.Co.,(Md.).	100	119	120
U. S. Glass, com	100	33¼	33¾
Preferred	100	105	110
U. S. Leather	100	13⅜	13½
Preferred	100	71	71½
U. S. Printing Co.	100	75	80
U. S. Rubber	100	31	31¼
Preferred	100	97	98
Va.-Carolina Chemical Co.	100	62⅜	63½
Preferred	100	.....	111
Warren Man'f'g Co. (Ga.)	100	85	90
Preferred	100	102	105
Warwick Iron & Steel	10	† 9¾	.....
Washington Market, J&J	50	† 13	.....
Washington Safe Deposit Co.	100	70	.....
Webb Manufact. Co—Nashv'le	100	75	85
Wells, Fargo Express	100	124	126
Welsbach Commercial	100	‡.....	21¼
Preferred	100	‡.....	72½
Welsbach Light Co.	5	†‡.....	46
Westcott Express, common	100	.....	20
Preferred	100	100	110
West End Land & Imp. Co.(Va.)	25	†.....	25
Western Aut. Mach. Screw Co.	100	250	.....
Western Stone (Chic.)	100	25	26½
Westinghouse Air Brake Co.	50	†191⅛	191¼
Wiggins Ferry Co.	100	220	230
Winchester R. Arms Co.	100	550	.....

† Prices are per share, not per cent. ‡ Sale price. x Ex dividend.

QUOTATIONS OF BANK AND TRUST COMPANY STOCKS.

Prices are per share, not per cent, with the exception of New York City and Brooklyn bank stocks. Prices marked thus (*) are last sales.

The dagger (†) prefixed to a price indicates that the figures show the book value.

The double dagger (‡) prefixed to the capital stock indicates that only part is paid in.

The section mark (§) prefixed to surplus indicates that undivided profits are included.

Where names of the banks are printed in italics, fuller returns may be found in the advertising columns in the front part of the paper.

ALABAMA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BIRMINGHAM—	$	$	$			
Alabama Nat. Bank.	200,000	§ 8,573	511,492	100	85	95
Ala. Trust & Sav. Co.	100,000	§ 4,500	85,000	100	100	103
Berney Nat. Bank..	200,000	§ 23,771	684,725	100	85	95
Birmingh'm Tr.&Sav	500,000	§ 76,428	1,606,524	100	100	110
First National Bank.	250,000	§ 81,916	2,724,148	100	125	.....
Jefferson Co. Sav.Bk.	100,000	§ 24,851	652,256	100	90	100
People's Sav.Bk.&Tr	75,000	§ 4,588	429,808	100	90	.....
MOBILE—						
City National Bank.	199,420	§ 2,417	234,027	....	105	107
First Nat. Bank.....	300,000	§ 460,715	2,279,638	100	250	263
People's Bank.....	150,000	§ 274,583	1,511,084	100	250	265

ARKANSAS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LITTLE ROCK—	$	$	$			
Bank of Commerce..	100,000	§ 6,511	283,125	25	21	25
Bank of Little Rock.	200,000	.... ..	.....	25	.....	.....
Citizens' Bank.....	100,000	§ 29,853	550,428	25	33	35
Exchange Nat. Bk..	200,000	§ 31,940	928,675	100	112	120
German Nat. Bk.....	300,000	§ 88,696	1,322,596	100	120	125
Little Rock Tr. Co..	50,000	§ 14,146	137,685	25	32½	.....

CALIFORNIA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LOS ANGELES—	$	$	$			
California Bank.....	250,000	§ 29,635	1,041,304	100	.....	125
Citizens' Bank.....	100,000	§ 33,972	784,122	100	127	.....
Farmers' & Mer. Bk.	500,000	§ 953,331	4,481,446	1000	3250	.....
First National Bank.	400,000	§ 292,347	2,575,408	100	.....	180
German-Am.Sav.B'k	100,000	§ 48,348	1,072,821	....	145	146
Los Angeles Nat. Bk.	500,000	§ 78,881	1,781,061	100	120½	.....
Main St. Savings. Bk.	100,000	14,748	496,413	50	50	.....
Merchants' Nat. Bk.	200,000	§ 74,793	889,489	100	152	.....
Nat. Bk.of California	200,000	§ 33,568	664,677	100	.....	111
Security Savings Bk.	100,000	§ 57,747	1,888,586	100	76	.....
Security L. & Tr. Co..	100,000	§	.....	50	.....	30
State Bank & Tr. Co..	500,000	7,756	968,469	100	92	95
OAKLAND—						
California Bank.....	100,000	§ 5,161	157,792	100	85	90
Central Bank.....	300,000	§ 100,000	1,915,986	30	30	35
First National Bank.	300,000	§ 48,291	594,353	100	112½	115
Union Nat. Bank....	150,000	§ 114,735	880,731	100	120	125
SAN FRANCISCO—						
Amer'n Bk. & Tr. Co.	426,800	§ 60,157	336,631	100	.....	.....
Anglo-Cal. Bk. (Ld.).	1,500,000	§ 850,000	6,692,044	100	.....	66
Bank of California..	2,000,000	§ 3321212	15,542,373	100	406	.....
Bank of Commerce..	52,720	§ 2,124	133,328	....	.....	.....
Crock'r-Wool'th N.B.	1,000,000	§ 844,232	6,313,482	100	.....	.....
Don'hoe-Kelly B'gCo	650,000	§ 15,978	1,564,914	....	.....	.....
First National Bank	1,500,000	§ 1106440	7,078,743	100	.....	290
German Sav. & Loan	1,000,000	§ 1013146	28,494,485	1000	1850	.....
Humboldt Sav. & L..	a300,000	§ 101,12[illegible]	2,548,206	1000	.....	.....
Mutual Sav'gs Bank.	300,000	§ 96,994	3,827,520	100	45⅛	.....
Nevada Nat. of S. Fr.	3,000,000	§ 1183467	7,877,890	100	.....	.....
S. Fran. Sav. Union.	1,000,000	§ 617,457	26,110,681	250	512½	.....

a This is capital paid in; authorized, $1,000,000.

*Last sale. † Book value. ‡ Part paid in. §Undiv'd profits included

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
S. FRANCISCO—(Con)	$	$	$			
Sav. & Loan Society.	‡ 750,000	§ 179,911	5,823,545	100	74	78
Security Savings Bk.	300,000	§ 81,883	3,454,060	100	.....	.....
Cal.Safe Dep.& T.Co.	1,000,000	§ 118,396	1,696,671	100	104½	107
Union Trust Co.....	750,000	§ 186,011	4,681,893	1000	.....	.....
SAN JOSE.—						
Bank of San Jose...	300,000	§ 132,886	1,100,155	100	.....	.....
Comm'l & Sav'gs Bk.	300,000	§ 11,863	369,067	50	.....	.....
First National Bank	300,000	§ 107,940	705,139	100	.....	.....
San Jose S. Dep. Bk.	300,000	§ 200,000	2,293,818	30	.....	.....
Gard. C. Bk. & T. Co.	200,000	§ 30,694	367,596	100	.....	.....

CANADA.

[Returns of Canadian banks are given on page 50.]

COLORADO.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
DENVER—	$	$	$			
Central Savings Bk.	25,000	§ 9,000	425,000	100	.....	.....
Colorado Nat. Bank.	500,000	§ 215,695	8,390,194	100	.....	.....
Denver Nat. Bank...	500,000	§ 189,072	5,868,119	100	.....	.....
Denver Sav. Bank..	250,000	§ 14,503	1,033,975	100	.....	.....
First National Bank.	500,000	§ 527,510	18,646,682	100	.....	.....
Nat. Bk. of Comm'ce	200,000	§ 8,232	2,057,255	100	.....	.....
Western Bank & Safe Deposit Co.....	100,000	§ 12,855	326,570	100	.....	.....
International Tr. Co.	250,000	§ 131,101	1,729,589	100	.....	.....

CONNECTICUT.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
BRIDGEPORT—	$	$	$			
Bridgeport Nat. Bk..	215,850	§ 169,797	768,056	50	90	95
City National Bank.	250,000	§ 191,541	762,404	100	153	.....
Connecticut Nat. Bk.	332,100	§ 164,315	791,191	100	153	.....
First National Bank.	210,000	§ 172,352	1,162,872	100	180	.....
Pequonnock Nat. Bk.	200,000	§ 112,606	545,833	100	148	.....
HARTFORD—						
Ætna Nat. Bank....	525,000	§ 458,213	3,226,809	100	185	190
American Nat. Bk...	600,000	§ 326,162	1,823,373	50	72	.....
Charter Oak Nat. Bk.	500,000	§ 158,353	1,113,810	100	93	100
City Bk. of Hartford.	440,000	§ 143,896	1,296,689	100	115	.....
Conn. River Bg. Co.	150,000	§ 104,313	739,602	30	44	.....
Far. & Mech. Nat. Bk.	500,000	§ 146,282	1,435,211	100	120	.....
First National Bank.	650,000	§ 211,040	2,431,929	100	123	129
Hartford Nat. Bank.	1,200,000	§ 682,490	3,505,100	100	140	143
National Ex. Bank..	500,000	§ 202,501	1,078,445	50	62½	.....
Phœnix Nat. Bank..	1,000,000	§ 543,292	1,076,068	100	123	.....
Security Company..	200,000	§ 115,317	625,180	100	125	.....
State Bank.....	400,000	§ 150,591	1,398,697	100	120	.....
United States Bank.	100,000	§ 276,420	1,982,489	100	360	.....
Conn. Tr. & S. D. Co.	300,000	§ 275,148	2,089,172	100	185	.....
Fidelity Co.....	50,000	§ 24,479	184,378	100	112	.....
Hartford Trust Co..	300,000	§ 192,158	1,579,633	100	160	.....
NEW HAVEN—						
City Bank of N. H...	500,000	§ 101,533	861,316	100	135	.....
First National Bank.	500,000	§ 279,661	1,299,028	100	.....	.....
Mechanics' Bank....	300,000	§ 52,406	376,217	60	73	.....
Merchants' Nat. Bk..	350,000	§ 131,454	1,050,754	50	56	.....

*Last sale. † Book value. ‡ Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. HAVEN—(Con.)	$	$	$			
N. H. Co. Nat. Bank.	350,000	§ 283,059	722,252	10	15½	.....
Nat. New Haven Bk.	464,800	§ 266,784	970,306	100	180	.....
Nat. Trad'men's Bk.	300,000	§ 192,822	1,511,364	100	150	.....
Second Nat. Bank...	500,000	§ 439,508	741,434	100	180	.....
Yale National Bank.	500,000	§ 207,965	1,013,826	100	125	.....
Union Trust Co.....	100,000	§ 77,748	556,801	100	.....	.....
WATERBURY—						
Citizens' Nat. Bank.	300,000	§ 127,000	750,000	100	135	145
Fourth Nat. Bank...	100,000	§ 53,800	315,000	100	135	.....
Manufac's' Nat. Bk.	100,000	§ 61,000	560,000	100	125	135
Waterbury Nat. Bk.	500,000	§ 288,240	1,621,752	50	80	85
Colonial Trust Co. ..	400,000	§ 111,347	468,866	100	.....	.....
DELAWARE.						
WILMINGTON—						
Central Nat. Bank..	210,000	§ 56,615	369,584	100	118	.....
Farmers' Bk. of Del.	200,000	§ 40,410	500,000	50	70	--
First National Bank.	500,000	§ 127,510	803,684	100	114	.....
Nat. Bk. of Delaware	110,000	§ 142,076	454,412	200	420	.....
N. B. of Wilmington and Brandywine..	200,010	§ 193,674	857,921	30	76	.....
Union Nat. Bank....	203,175	§ 326,255	1,281,507	25	79	.....
Eqitab. Gu. & Tr. Co.	500,000	§ 203,064	1,690,739	100	140	.....
Sec'rity Tr.& S.D.Co.	500,000	§ 181,075	1,601,611	100	140	...
DISTRICT OF COLUMBIA.						
WASHINGTON—						
Central Nat. Bank..	200,000	§ 80,317	1,724,031	100	198	.....
Citizens' Nat. Bank.	300,000	§ 155,888	1,207,609	100	160	.....
Columbia Nat. Bank.	250,000	§ 142,612	1,392,829	100	160	.....
F'rmers'&Mech.Nat. Bk. (Georgetown).	252,000	§ 248,143	1,220,448	100	210	.....
Lincoln Nat. Bank..	200,000	§ 31,984	628,354	100	118	125
Nat. Bank of Wash..	200,000	§ 311,373	1,910,174	100	363	.....
Nat. Capital Bank...	200,000	§ 97,025	878,486	100	150	160
Nat. M'tropolit'n Bk.	300,000	§ 516,903	2,419,919	100	615	.....
Riggs Nat. Bank....	500,000	§ 288,799	5,721,148	100	.....	.....
Second Nat. Bank...	225,000	§ 98,059	1,082,041	100	160	.....
Traders' Nat. Bank.	200,000	§ 71,091	575,306	100	125	135
West End Nat. Bank.	200,000	§ 50,801	682,569	100	119	.....
American S. &Tr.Co.	1,250,000	§ 464,023	3,635,032	100	199	.....
Nat. Safe D. Sav. & Trust Co.of D. of C.	1,000,000	§ 83,222	3,097,663	100	x133	136½
Wash. Loan & Tr. Co.	1,000,000	§ 244,924	3,720,665	100	x160	162
FLORIDA.						
JACKSONVILLE—						
Commercial Bank...	50,000	§ 6,300	358,108	100	.....	115
First Nat. Bk. of Fla.	50,000	§ 14,630	215,292	100	.....	125
National Bank of Jacksonville.....	150,000	§ 164,615	1,880,285	100	250	300
Nat. Bk. State of Fla.	100,000	§ 29,990	415,799	100	165	.....
South'n Sav.& Tr.Co.	50,000	§ 12,225	256,416	....	.....	*100
State Bank of Fla.	50,000	§ 9,139	341,683	....	.....	.....
GEORGIA.						
ATLANTA—						
American Trust & Banking Co.....	100,000	.....	.....	100	80	85
Atlanta Nat. Bank..	150,000	§ 491,831	2,629,418	100	400	.....
Capital City Bank...	400,000	§ 121,426	663,670	100	107	110
Exchange Bank.....	100,000	§ 3,697	137,851	100	.....	75
Fourth Nat. Bank..	400,000	§ 103,294	1,626,648	100	101	103
Lowry Banking Co..	300,000	§ 116,971	824,101	100	125	130
Maddox Rucker B.Co	160,000	§ 70,012	758,636	100	150	.....
Neal Loan & Bkg. Co.	100,000	§ 217,125	1,162,169	100	200	.....
Third National Bk..	200,000	§ 63,071	1,185,368	100	125	130
Trust Co. of Georgia.	250,000	§ 77,113	.....	100	.....	140
AUGUSTA—						
Augusta Savings Bk.	30,000	§ 24,477	465,654	100	110	.....
Commercial Bank...	150,000	§ 16,675	311,713	100	88	.....
Georgia RR Bank..	200,000	§ 113,566	1,595,059	100	.....	.....
Irish-American Bk..	15,467	§ 3,519	120,253	100	100	.....
Nat. Bk. of Augusta.	250,000	§ 116,137	449,175	100	115	.....
Nat. Exchange Bk..	200,000	§ 30,615	386,468	100	100	103
Planters' L. & S. Bk.	50,000	§ 12,314	393,503	10	12	.....
Union Savings Bank	30,000	§ 9,955	245,966	100	101	.....
MACON—						
American Nat. Bank	250,000	§ 69,372	582,071	100	101	102
Cent. Georgia Bank	100,000	§ 11,155	151,577	100	80	82
Commer'l & Sav. Bk.	50,000	§ 26,545	189,233	100	120	125
Exchange Bank.....	500,000	§ 146,794	1,079,771	100	97	100
First Nat. Bank.....	200,000	§ 65,015	532,869	100	110	115
Macon Savings Bank	115,000	§ 9,701	159,241	100	75	80
Union Savings Bank & Trust Co.....	200,000	§ 44,684	365,787	100	97	98
SAVANNAH—						
Chatham Bank.....	150,000	§ 13,956	686,248	100	111	112
Citizens' Bank	500,000	§ 104,382	1,929,982	100	129	130
Germania Bank.....	200,000	§ 66,365	1,166,642	100	129	130
Merchants' Nat. Bk.	500,000	§ 109,237	789,261	100	110	112
Nat. Bk. of Savannah	250,000	§ 185,733	602,615	100	150	.....
Oglethorpe Savings & Trust Co.....	125,000	§ 60,745	516,276	100	111	112
Savannah Bank & Trust Co.....	350,000	§ 47,734	1,625,624	100	120	121
Southern Bank of State of Georgia..	500,000	§ 391,495	2,280,804	100	155	160
ILLINOIS.						
CHICAGO—*Surplus includes undivided profits.*						
America Nat. Bank..	1,000,000	669,613	9,733,694	100	175	180
Bankers' Nat. Bank.	1,000,000	182,055	9,359,781	100	130	135
Calumet Nat. Bank..	50,000	34,247	627,400	100	.....	.....
Chicago City Bank..	200,000	59,779	452,625	100	120	125
Chicago Nat. Bank..	500,000	677,300	11,742,637	100	300	325
Commercial Nat. Bk.	1,000,000	1,240,875	19,617,253	100	275	300
Continental Nat. Bk.	2,000,000	659,688	23,794,609	100	173	178
Corn Exchange National Bank.....	1,000,000	1,344,369	10,279,394	100	293	310

*Last sale. † Book value. ‡ Part paid in. § Including undivided profits.
a This is capital paid in; authorized, $1,000,000. x Ex-dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
CHICAGO—(Con.)—	$	$	$			
Drovers' Nat. Bank.	250,000	202,915	3,513,821	100	165	180
First National Bank.	3,000,000	2,579,589	47,530,561	100	323	328
First Nat. Englewood	100,000	25,576	619,452	100	95	.....
Foreman Bros Bg. Co.	500,000	610,836	2,347,184	100	.....	.....
Ft. Dearborn Nat. Bk.	500,000	111,398	3,809,690	100	115	120
Hibernian Banking Association.....	222,000	315,677	7,083,634	100	250	260
Home Savings Bk...	100,000	19,812	933,727	....	.....	.....
Lincoln Nat. Bank..	200,000	17,863	835,967	100	85	95
Merchants' Nat. Bk..	1,000,000	1,757,294	13,132,741	100	300	.....
Metrop'litan Nat. Bk.	2,000,000	1,282,990	16,609,785	100	194	200
Milwaukee Avenue State Bank.....	250,000	112,115	1,465,188	100	103	109
Nat. Bk. of Republic.	1,000,000	195,897	9,590,882	100	114	116
Nat. Live Stock Bk..	1,000,000	1,085,130	5,737,853	100	263	275
N. Western. Nat. Bk.	1,000,000	572,748	6,461,531	100	163	175
Oakland Nat. Bank..	50,000	40,449	503,080	100	140	.....
Prairie State Bank..	250,000	49,373	3,174,727	100	100	105
Produce Exch'ge Bk.	500,000	.....	.....	100	.....	.....
Pullman Loan & Savings Bank	200,000	131,472	1,380,529	....	.....	.....
State Bk. of Chicago.	1,000,000	119,824	5,169,074	100	150	170
Union Nat. Bank....	2,000,000	402,044	12,765,877	100	133	136
Western State Bank.	300,000	13,986	622,805	100	.....	80
American Trust & Savings Bank.	1,000,000	257,517	9,967,076	100	113	115
Equitable Trust Co..	500,000	205,497	1,232,883	100	125	130
Garden City Banking & Trust Co.....	500,000	97,823	1,791,856	100	90	95
Guardian Trust Co...	2,500,000	1,250,000	.....	100	42	47
Illinois Trust & Savings Bank.....	3,000,000	3,687,141	56,971,747	100	650	.....
Merchants' Loan & Trust Co.....	2,000,000	1,797,011	20,962,178	100	320	324
Northern Trust Co...	1,000,000	1,038,713	17,247,094	100	300	350
Royal Trust Co.....	500,000	268,562	2,287,882	100	118	122
Union Trust Co.....	500,000	976,982	4,713,840	100	300	.....
ROCKFORD—						
Forest City Nat Bk.	100,000	§ 34,383	464,051	100	.....	.....
Manufrs' Nat. Bank.	125,000	§ 33,368	458,009	100	.....	.....
People's Bank.....	125,000	§ 31,823	511,203	100	.....	.....
Rockford Nat. Bank.	100,000	§ 103,102	415,439	100	.....	.....
Third Nat. Bank.....	100,000	§ 77,806	793,876	100	.....	.....
Winnebago Nat.Bk.	100,000	§ 140,679	1,146,154	100	.....	.....
INDIANA.						
EVANSVILLE—						
Citizens' Nat. Bank.	200,000	§ 43,800	783,213	100	135	150
First Nat. Bank.....	500,000	§ 132,557	1,466,428	100	110	115
German Bank.....	250,000	§ 6,568	336,818	62½	75	85
Old Nat. Bank.....	500,000	§ 133,553	1,714,107	100	110	125
Ohio Valley Tr. Co..	125,000	§ 1,500	14,000	....	60	100
INDIANAPOLIS.						
Capital Nat. Bank...	300,000	§ 86,854	2,485,586	100	118	120
Fletcher's Nat. Bank	500,000	§ 285,240	6,905,674	100	.....	.....
Indiana Nat. Bank..	300,000	§ 835,319	6,271,090	100	.....	300
Merchants' Nat. Bk.	1,000,000	§ 177,717	4,935,680	100	131	133
State Bk of Indiana.	300,000	§ 40,000	560,000	100	.....	75
Central Trust Co....	300,000	§ 7,450	145,552	100	103	105
Indiana Trust Co....	*a*810,900	§ 90,674	1,644,984	100	118	120
Marion Trust Co....	300,000	§ 46,062	769,403	....	65	.....
Union Trust Co	600,000	§ 182,476	1,053,279	100	142	144
TERRE HAUTE.						
First National Bank.	300,000	§ 236,239	1,022,992	100	.....†	200
National State Bank	200,000	§ 70,399	514,187	100	115	.....
Vigo Co. Nat. Bank.	150,000	§ 53,890	977,380	100	115	.....
Terre Haute Tr'st Co	200,000	§ 30,000	109,000	100	.....†	100
IOWA.						
DAVENPORT—						
Citizens' Nat. Bank.	300,000	§ 118,350	1,067,187	100	140	145
Davenport Nat. Bk..	100,000	§ 41,600	355,949	100	100	106
Davenport Sav. Bank	300,000	§ 54,179	2,639,719	100	190	200
Farm. & Mech. Bank.	100,000	§ 5,204	603,110	100	103	106
First Nat. Bank.....	200,000	§ 73,071	711,707	100	135	140
German Savings Bk.	500,000	§ 224,444	5,318,271	100	212	216
Iowa National Bank.	100,000	§ 27,674	812,748	100	120	125
Scott Co. Sav. Bank.	250,000	§ 50,344	2,427,781	100	190	195
Union Savings Bank	60,000	§ 12,488	512,044	100	110	115
DES MOINES—						
Capital City State Bk	100,000	§ 1,500	600,000	100	.....	.....
Central State Bank.	50,000	§ 10,900	350,000	....	.....	.....
Citizens' Nat. Bank.	200,000	§ 106,969	1,640,760	100	.....	.....
Des Moines Nat. Bk	300,000	§ 26,080	2,148,775	100	.....	.....
Des Moines Sav. Bk.	400,000	§ 57,211	3,182,189	....	.....	.....
Iowa National Bank.	100,000	§ 5,405	460,879	100	.....	.....
People's Sav. Bank.	100,000	§ 11,161	766,279	....	.....	.....
Valley Savings Bank	50,000	§ 11,03-	398,776	....	.....	.....
Valley Nation'l Bank	200,000	§ 105,366	1,396,488	100	.....	.....
Security L. & Tr. Co.	50,000	§ 71,202	322,457	100	.....	.....
DUBUQUE—						
Citizens' State Bank.	100,000	§ 10,881	297,286	100	90	100
Dubuque Nat. Bank.	100,000	§ 20,601	361,961	100	85	90
Dubuque Sav. Bank	50,000	§ 138	140,231	100	100	....
First National Bank.	200,000	§ 33,381	1,015,667	100	.....*	00
German Bank.....	150,000	§ 26,406	575,525	100	.....*	90
Ger. Tr. & Sav. Bank	100,000	§ 1,317	497,903	100	.....*	90
Iowa Tr. & Sav. Bk..	300,000	§ 53,516	1,584,050	100	125	.....
Second Nat'l Bank..	400,000	§ 72,066	1,317,545	100	125	.....
KENTUCKY						
COVINGTON.						
Citizens' Nat. Bank..	200,000	§ 57,254	688,132	100	123	125
Far. & Traders' Nat.	300,000	§ 171,492	897,101	100	200	225
First Nat. Bank.....	300,000	§ 90,359	1,078,565	100	135	150
German Nat. Bank..	350,000	§ 105,661	618,506	100	122	125
Covington Trust Co.	100,000	3,444	70,437	100	97	100
LEXINGTON—						
Central Bank.....	200,000	§ 11,874	160,229	100	68	70
Fayette Nat. Bank..	300,000	§ 236,271	942,475	100	205	206
First Nat. Bank.....	400,000	§ 129,083	454,751	100	119	120
Lexington City Nat. Bank.....	200,000	§ 111,865	814,255	100	155	156

*Last sale. † Book value. ‡ Part paid in. § Including undivided profit.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LEXINGTON—Con.	$	$	$			
Nat. Exchange Bank	100,000	§ 23,822	260,579	100	100	105
Phœnix Nat. Bank..	150,000	§ 54,510	417,098	100	115½	116
Second Nat. Bank...	150,000	§ 11,453	401,779	100	98	100
Third Nat. Bank.....	100.000	§ 8,273	86,905	100	78	80
LOUISVILLE—						
American Nat. Bank	800,000	§ 122,071	3,634,352	100	122	123
Bank of Commerce..	800,000	367,007	3,787,134	100	174	175
Bank of Kentucky...	1,645,100	§1150800	2,030,440	100	175	180
Citizens' Nat. Bank..	500,000	§ 151,469	2,996,145	100	135	.....
First Nat. Bank.....	500,000	§ 319,332	2,694,020	100	143	145
German Bank.....	250,000	§ 262,699	2,931,055	100	210	.....
Ger. Insurance Bank.	249,500	§ 316,808	3,490,521	50	195	.....
German Security Bk.	179,000	§ 54,449	747,725	100	.....	125
Louisville Nat. Banking Co.....	250,000	§ 8,457	1,589,589	100	110	112
Southern Nat. Bank	250,000	§ 6,501	1,551,957	100	110	112
Third Nat. Bank....	200,000	§ 47,147	993,556	100	104	106
Union Nat. Bank....	500,000	§ 181,188	5,022,167	100	138	.....
Western Bank.....	250,000	§ 34,090	902,979	100	100	105
Columbia Finance & Trust Co.....	1,000,000	§ 172,295	¶1791,730	100	134½	135½
Fidelity Trust & Safety Vault Co.....	1,000,000	700,000	.....	100	212	215
Louisville Trust Co..	806,100	100,000	900,000	100	128	129
NEWPORT—						
German Nat. Bank..	100,000	§ 52,420	543,532	100	130	145
Newport Nat. Bank.	100,000	§ 8,595	513,605	100	100	110

¶ Deposits include trusts funds.

LOUISIANA.

NEW ORLEANS—						
Canal Bank.....	1,000,000	65,939	3,800,079	100	130	.....
Citizens' Bank of La.	380,200	§ 120,607	940,709	100	.....	110
Germania Nat. Bank	300,000	§ 101,339	1,023,271	100	112	120
Germania Sav. Bk...	100,000	§ 366,744	2,914,159	100	400	550
Hibernia Nat. Bank.	300,000	§ 498,837	4,404,203	100	235	250
Louisiana Nat. Bank	500,000	§ 302,046	4,871,175	100	137½	150
Metropolitan Bank..	250,000	§ 82,908	1,211,484	100	122	.....
New Orleans Nat. Bk.	200,000	§ 887,811	4,687,367	100	500	550
People's Bank.....	250,000	§ 32,343	762,099	50	85	90
Provident Savings & Safe Deposit Bank.	100,000	§ 11,615	408,846	100	95	.....
State National Bank	300,000	§ 114,849	2,248,274	100	114½	.....
Teutonia Bank.....	100,000	§ 12,860	391,150	100	100	105
Union Nat'l Bank...	300,000	§ 34,127	1,199,172	100	85¼	90
U. S. Trust & Sav. Bk.	100,000	§ 1,945	171,856	100	.....	.....
Whitney Nat. Bank.	400,000	§1104966	4,920,749	100	368	.....

MAINE.

PORTLAND—						
Canal Nat. Bank.....	600,000	§ 167,456	724,700	100	98	100
Casco Nat. Bank.....	800,000	§ 289,669	1,763,330	100	108	110
Chapman Nat. Bank.	100,000	§ 29,913	774,442	100	.....	100
Cumberland Nat. Bk.	150,000	§ 38,905	316,218	100	98	100
First National Bank.	1,000,000	§ 217,534	1,481,495	100	99	100
Merchants' Nat. Bk..	300,000	§ 312,332	1,019,471	75	100	102
Nat. Traders' Bank..	200,000	§ 86,001	364,405	100	97	100
Portland Nat. Bank.	300,000	§ 102,012	2,094,006	100	108	110
Portland Trust Co...	200,000	§ 165,000	1,500,000	100	150	160

MARYLAND.

BALTIMORE—						
American Nat. Bank	200,000	§ 106,707	840,254	100	.....	100
Canton Nat. Bank...	100,000	§ 26,815	316,839	100	88	91
Citizens' Nat. Bank.	500,000	§ 739,623	2,792,025	10	22	22½
Com. & Farm. N. Bank	512,560	§ 156,271	976,359	100	120½	.....
Commonwe'lth Bank	100,000	§ 17,575	787,954	....	57½	60
Continental N. Bank	250,000	§ 57,388	809,447	100	85	95
Drov. & Mec's N. Bank	300,000	§ 341,243	3,214,536	100	250	.....
Equitable Nat. Bank	500,000	§ 125,070	1,155,891	100	122	123
Farm. & Mer. N. Bank	650,000	§ 417,401	1,986,075	40	.....	65
First National Bank.	555,000	§ 288,971	1,751,494	100	163½	.....
German-Amer. Bank	300,000	§ 96,133	513,031	100	165½	.....
Ger. B'nk of Balt. City	400,000	§ 151,697	843,495	100	109	.....
Manufact'rs' N. Bank	500,000	§ 77,433	1,041,156	100	90	91
Merchants' Nat. Bk.	1,500,000	§ 763,915	9,684,463	100	160	.....
Nat. Bank of Balt'ore	1,210,700	§ 454,696	1,727,486	100	.....	120
Nat. Bank of Com'rce	300,000	§ 152,961	1,237,840	15	22	.....
Nat. Exchange Bank	600,000	§ 287,656	2,714,655	100	145	.....
Nat. Howard Bank..	230,000	§ 50,293	740,720	10	10	10½
Nat. Marine Bank...	400,000	§ 132,950	1,209,050	30	36	.....
Nat. Mechanics' Bank	1,000,000	§ 734,058	7,045,547	10	27	.....
Nat. Un. Bank of Md	900,000	§ 241,458	2,276,957	75	83	88
Old-Town Bank.....	150,000	§ 164,317	952,368	10	17	19
People's Bank.....	225,000	§ 17,366	364,218	20	17	.....
Second Nat. Bank...	500,000	§ 608,782	1,050,324	100	185	195
Third National Bank	500,000	§ 74,535	1,265,832	100	95	98
Western Nat. Bank..	500.000	§ 416,126	2,149,287	20	.....	.....
Baltimore Trust & Guarantee Co.....	1,000,000	§1915324	4,034,657	100	315	325
Citiz. Tr. & Dep. Co.	2,000,000	§ 724,823	377,906	100	103	105
Colonial Trust Co....	*e* 300,000	*e* 202,217	.....	*e*	32	35
Continental Tr. Co..	*b*1,500,000	*b*2011000	1,675,617	100	160	163
Guard. Tr. & Dep. Co.	1,250,000	364,385	570,100	100	107½	110
International Tr. Co.	*c*2,309,825	*d*1185335	386,795	....	94	95
Maryland Tr. Co....	1,500,000	§1707063	2,578,157	100	210	220
Mercantile Trust & Deposit Co. of Balt	2,000,000	§3877170	6,241,988	50	201	.....
Old L. Rl. Es. & Tr. Co.	1,000,000	250,000	.....	50	53	55
Union Trust Co.....	1,000,000	§ 288,202	.....	50	49	50
FREDERICK—						
Central Nat. Bank...	120,000	§ 49,705	164,039	25	32½	.....
Citizens' Nat. Bank..	100,000	§ 200,723	1,572,196	100	280	.....
Far. & Mech. Nat. B'k.	125,000	§ 67,768	504,631	25	37½	.....
First Nat. Bank.....	100,000	§ 13,139	131,837	100	100	.....
Franklin Sav. Bank.	*a*110,420	§ 14,189	151,767	100	115	.....
Frederick Co. Nat. Bk	150,000	§ 63,306	184,318	15	21	.....
Frederick-Town Sav. Institution.....	*a*171.177	§ 78.167	788,014	100	160	.....

a This is the so-called "Weekly Deposits" now forming capital on which dividends are paid.
b $500.000 capital and $500,000 surplus in addition to above remain to be paid in on call. *c* This is capital paid in; authorized, $3,000,000. *d* This includes surplus paid in and undivided profits; authorized surplus, $1,500,000.
e Only half of capital and surplus has been paid in; when full paid, par of shares will be $50, capital $600,000 and surplus $300,000.

MASSACHUSETTS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	Surplus of nation	al banks i	ncludes un		divi	ded pr
BOSTON—	$	$	$			ofits.
Atlantic Nat. Bank..	750,000	353,121	1,752,000	100	114	115
Atlas Nat. Bank.....	1,500,000	583,578	3,855.000	100	112½	115
Blackstone Nat. Bk.	1,000,000	In liqu	idation.	100	65	70
Boylston Nat. Bank.	700,000	300,251	1,783,000	100	110	115
Broadway Nat. Bk...	200,000	In receive	r's hands.	100	.....	.....
Bunker Hill Nat. Bk.	500,000	430,870	1,772,810	100	200	.....
Central Nat. Bank...	500,000	252,581	3,711,000	100	122	125
Colonial Nat. Bank..	1,000,000	570,675	4,009,000	100	150	160
Commercial Nat. Bk.	250,000	19,493	729,000	100	62	65
Eliot National Bank.	1,000,000	686,890	9,546,000	100	142½	145
Faneuil Hall Nat. Bk	1,000,000	480,829	2,805,000	100	127½	130
First National Bank.	1,000,000	1,124,604	4,886,000	100	190	191
First Ward Nat. Bk..	200,000	160,123	902,289	100	125	130
Fourth Nat. Bank...	750,000	300,725	3,815,000	100	110	115
Freemans' Nat. Bk..	500,000	171,644	1,977,000	100	101	102
Globe Nat. Bank....	1,000,000	In receive	r's hands.	100	.....	.....
Mass. Nat. Bank.....	800,000	80,006	2,603,000	100	50	51
Mechanics' Nat. Bk..	250,000	120,934	1,420,000	100	121	.....
Merchants' Nat. Bk..	3,000,000	2,053,993	11,459,000	100	160	162
Metrop'litan Nat. Bk.	500,000	143,915	1,043,000	100	100	105
Monument Nat. Bk..	150,000	190,500	477,736	100	195	.....
Mt. Vernon Nat. Bk.	200,000	65,945	1,068,000	100	100	.....
Nat. Bk. of C'mmerce.	1,500,000	675,071	8,644,000	100	113	115
National Bank of Commonwealth ...	1,000,000	899,543	9,067,000	100	174	175
Nat. Bk. of Redemp..	1,000,000	501,207	11,978,000	100	120	125
Nat. Bk. of Republic.	1,500,000	1,162,587	14,163,000	100	148	153
Nat. Exchange Bk...	1,000,000	555,445	7,571,000	100	144	146
Nat. Hamilton Bk...	500,000	30,470	1,947,000	100	95	100
Nat. Hide & Leather Bank.....	1,500,000	447,890	4,764,000	100	108	110
N. Market Bk. of Brig.	250,000	110,008	528,871	100	100	.....
National Rockland Bank of Roxbury..	300,000	200,491	1,451,482	100	112	123
Nat. Security Bank..	250,000	566,972	1,791,000	100	200	.....
Nat. Shawmut Bank.	3,000,000	1,766,485	28,520,000	100	169	172
Nat. Union Bank....	1,000,000	723,167	2,450,000	100	134	135
Nat. Webster Bank..	1,000,000	355.017	3,896,000	100	101	102
N. Eng. Nat. Bank..	1,000,000	750,124	2,613,000	100	142	145
Old Boston Nat. Bk.	900,000	267,864	2,384,000	100	100	102
Peoples' Nat. Bank of Roxbury.....	300,000	147,588	630,265	100	120	122
Second Nat. Bank...	1,600,000	1,217,729	11,924,000	100	174	176
Sh. & Leath. Nat. Bk.	1,000,000	419.713	11,164,000	100	121	123
South End Nat. Bk..	200,000	9,241	270,495	100	75	80
State Nat. Bank.....	2,000,000	660,522	3,586,000	100	108	110
Suffolk Nat. Bank...	1,000,000	456,944	2,245,000	100	110	112
Third Nat'l Bank...	1,500,000	287,660	10,465,000	100	95	100
Washington Nat. Bk.	750,000	355,204	2,726,000	100	110	112
Winthrop Nat. Bank	300,000	331,643	3,350,000	100	150	.....
American Loan & Trust Co.....	1,000,000	740,936	6,899,826	100	130	140
Bay State Trust Co..	400,000	202,635	3,889,304	100	125	.....
Beacon Trust Co....	300,000	90,560	1,764,673	100	120	.....
Boston Safe Deposit & Trust Co.....	1,000,000	1,381,543	9,670,689	100	200	.....
Columbia Trust Co..	100,000	12,821	264,330	100	100	.....
Federal Trust Co....	500,000	17,824	1,562,690	100	100	.....
Internat'l Trust Co..	1,000,000	2,121,938	12,642,824	100	200	.....
Mass. Loan & Tr. Co.	1,000,000	287,417	2,578,158	100	112	115
Mattapan D. & Tr. Co.	100,000	49,604	818,302	100	115	125
Mercantile Tr. Co ...	250,000	146,531	3,452,747	100	140	.....
N. Engl'd Trust Co..	1,000,000	1,567,782	19,288,989	100	256	.....
Old Colony Trust Co.	1,000,000	2,108,420	23,273,797	100	350	400
Puritan Trust Co....	200,000	39,076	1,531,495	100	103	.....
State St. Trust Co ..	300,000	106,614	2,654,307	100	107	.....
U. S. Trust Co.....	200.000	206,515	2,306,148	100	.....	.....
BEVERLY—						
Beverly Nat. Bank..	200,000	102,978	399,703	100	140	145
BROCKTON—						
Brockton Nat. Bank.	100,000	§ 40,005	629,582	100	.....*	125
Home Nat. Bank....	200,000	§ 204,255	1,071,127	100	.....*	170
Plymouth Co. Safe Dep. & Trust Co...	100,000	§ 12,462	408,655	100	.....	103
CAMBRIDGE—						
Camb'dg'p't Nat. B'k.	100,000	§ 39,661	193,349	....	.....*	115⅜
Charles Riv. N. Bank	100,000	§ 76,099	619,830	100	.....*	155
First Nat. Bank.....	200,000	§ 177,884	508,922	100	.....*	172
Nat. City Bk., Cam'pt	100,000	§ 67,304	397,671	....	.....	.....
Camb'ge S.D. & Tr. Co	100,000	§ 35,538	767,154	100	.....‡	113¼
EAST CAMBRIDGE—						
Cambridge Nat. B'k.	100,000	§ 46,983	408,274	....	114	.....
Lechmere Nat. Bank	100,000	§ 83,009	242,804	....	.....*	150
CHELSEA—						
First National Bank.	300,000	§ 111,942	640,302	100	.....*	108
Winnisimmet Nat. Bk	100,000	§ 31,590	343,724	100	.....*	100
DANVERS—						
First National Bank.	150,000	§ 43,361	153,518	75	65	75
FALL RIVER—						
Fall River Nat. Bank	400,000	§ 144,246	606,220	100	108	.....
First National Bank.	400,000	§ 248,442	672,509	100	150	.....
Massasoit Nat. Bank	300,000	§ 163,810	916,229	100	155	.....
Metacomet Nat. Bk..	500,000	§ 178,932	533,006	100	122	128
National Union Bank	200,000	§ 75,385	378,402	100	106	110
Pocasset Nat. Bank.	200,000	§ 144,442	677,119	100	145	.....
Second Nat. Bank...	150,000	§ 94,885	253,121	100	155	.....
FITCHBURG—						
Fitchburg Nat. Bank	250,000	§ 196,356	600,605	100	.....	.....
Rollstone Nat. Bank	250,000	§ 143,899	464,901	100	.....	.....
Safety Fund Nat. Bk.	200,000	§ 64,243	397,528	100	.....	.....
Wachusett Nat. Bk..	250,000	§ 197,486	733,735	100	.....	.....
HAVERHILL—						
Essex Nat. Bank....	100,000	§ 24,093	195,456	100	.....‡	55
First National Bank.	200,000	§ 131,484	404,748	100	151	.....
Haverhill Nat. Bank	200,000	§ 179,527	1,154,490	100	155	.....
Merchants' Nat. Bk.	100,000	§ 40,847	375,180	100	..... *	129½
Merrimack Nat. Bank	240,000	§ 148,719	547,751	100	150	.....
Second Nat. Bank...	150,000	§ 69,504	501,296	100	161	.....
Haverhill Safe Deposit & Trust Co...	200,000	§ 20,043	402,652	100	.....*	120

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
HOLYOKE—	$	$	$			
City National Bank.	500,000	§ 159,235	995,416	100	115	125
Hadley Falls Nat. Bk.	200,000	§ 148,530	166,849	100	125	135
Holyoke Nat. Bank..	200,000	§ 124,990	886,092	100	150	155
Home Nat. Bank....	250,000	§ 75,543	642,036	100	110	115
Park National Bank	100,000	§ 51,772	325,526	100	100	110
LAWRENCE—						
Arlington Nat. Bank	100,000	§ 22,830	415,181	100	120	.....
Bay State Nat. Bank	375,000	§ 155,706	499,899	75	115½	.....
Lawrence Nat. Bank	300,000	§ 83,741	465,708	100	120	.....
Merchants' Nat. Bk.	100,000	§ 66,531	680,426	100	115	.....
Pacific Nat. Bank...	150,000	§ 41,186	425,377	100	110	.....
LOWELL—						
Appleton Nat. Bank.	300,000	§ 139,718	961,886	100	124	125
First National Bank.	250,000	§ 175,270	492,680	100	145	147
Merch. Nat. Bank...	400,000	§ 289,511	699,956	100	152	.....
Old Lowell Nat. Bk.	200,000	§ 69,593	404,503	100	117	119
Prescott Nat. Bank..	300,000	§ 110,718	496,937	100	108	110
Railroad Nat. Bank.	400,000	§ 135,139	530,166	100	128	.....
Traders' Nat. Bank..	200,000	§ 203,776	2,533,163	100	160	.....
Wamesit Nat. Bank.	250,000	§ 79,359	324,240	100	.....	116
Lowell Trust Co.....	125,000	§ 39,381	653,943	100	.....	95
Middlesex Safe Deposit & Trust Co...	100,000	§ 2,704	325,232	100	.....	80
LYNN—						
Central Nat. Bank..	200,000	§ 137,124	552,918	100	150	160
First National Bank.	500,000	§ 232,918	831,987	100	120	125
Lynn National Bank	100,000	§ 153,231	476,559	100	200	210
Manufac's Nat. Bank	200,000	§ 52,244	483,301	100	85	90
National City Bank.	200,000	§ 176,290	526,702	100	150	160
Nat. Security Bank..	100,000	§ 130,465	535,542	100	220	230
Lynn S. Dp. & Tr. Co.	100,000	§ 98,716	890,091	100	150	160
Security S. D. & Tr. Co	200,000	§ 86,302	1,099,776	100	125	130
NEW BEDFORD—						
First National Bank.	1,000,000	§ 296,255	915,622	100	x125	.....
Mech. National Bank	600,000	§ 215,281	1,210,238	100	x147	149
Merch. Nat'l Bank...	1,000,000	§ 698,971	1,922,183	100	x.....	200
New Bedford S. Dep. & Tr. Co.....	200,000	§ 27,354	605,667	100	x85	87
PEABODY—						
So. Danvers Nat. Bk.	150,000	§ 66,000	252,000	100	100	110
Warren Nat. Bank..	250,000	§ 121,858	380,207	100	115	118
SALEM—						
Asiatic Nat. Bank...	315,000	§ 106,790	364,018	30	28	28½
First National Bank.	300,000	§ 91,923	449,083	100	80	85
Mercantile Nat. Bank	200,000	§ 68,569	444,380	100	100	103
Merchants' Nat. Bank	200,000	§ 118,235	638,550	50	66	67
Naumkeag Nat. Bank	500,000	§ 322,166	575,188	100	125	126
Salem Nat. Bank....	300,000	§ 82,927	439,395	100	80	90
SPRINGFIELD—						
Agawam Nat. Bank.	500,000	§ 25,365	646,658	100	.....	.....
Chapin Nat. Bank...	500,000	§ 125,295	1,254,862	100	110	120
Chicopee Nat. Bank.	400,000	§ 198,847	1,749,628	100	150	160
City National Bank..	250,000	§ 143,652	933,255	100	140	147
First National Bank.	400,000	§ 102,580	573,753	100	105	115
John Hancock Nat..	250,000	§ 82,416	552,945	100	105	110
Pynchon Nat. Bank.	200,000	§ 122,208	1,529,297	100	125	130
Second Nat. Bank...	300,000	§ 194,683	809,766	100	130	135
Springfield Nat. B'k	200,000	§ 223,965	2,576,658	100	180	200
Third Nat. Bank.....	500,000	§ 468,439	1,792,075	100	215	225
Hampden L'n&Tr. Co	100,000	§ 26,436	1,178,465	100	120	135
Springfield Safe Deposit & Tr. Co.....	500,000	§ 260,874	2,546,271	100	140	160
TAUNTON—						
Bristol Co. Nat. Bank	500,000	§ 207,115	555,636	100	125	.....
Machinists' Nat. Bk.	200,000	§ 129,916	329,457	100	160	.....
Taunton Nat. Bank.	600,000	§ 242,586	641,781	100	150	.....
WORCESTER—						
Central Nat. Bank ..	300,000	§ 123,936	1,362,163	100	.....	130
Citizens' Nat. Bank.	150,000	§ 78,677	1,381,384	100	150	.....
City National Bank.	400,000	§ 172,042	1,296,293	100	.....	135
First Nat. Bank	300,000	§ 234,554	2,434,487	100	.....	197½
Mechanics' Nat. Bk.	200,000	§ 55,593	1,426,035	100	99	.....
Quinsigam'd Nat. Bk	250,000	§ 163,510	1,265,821	100	140	.....
Worcester Nat. Bank	250,000	§ 230,516	1,992,504	100	175	.....
Worc. S. D. & Tr. Co.	200,000	§ 139,353	2,599,058	100	145	.....

MICHIGAN.

BAY CITY—						
Bay City Bank.....	150,000	§ 67,782	1,463,501	100	150	160
Bay County Sav. Bk.	50,000	§ 31,655	525,748	....	162	165
Commercial Bank...	100,000	§ 8,330	331,447	100	80	90
First National Bank.	100,000	§ 16,413	666,399	100	120	130
Old Second Nat. Bk.	200,000	§ 43,305	1,047,340	100	110	115
DETROIT—						
Am. Exch. Nat. Bk..	400,000	§ 130,541	3,077,588	100	.....	105
Central Sav. Bank..	100,000	§ 24,451	521,805	100	98	100
Citizens' Sav. Bank.	200,000	§ 34,082	1,436,883	100	99	101
City Sav. Bank.....	150,000	§ 43,678	2,752,824	100	90	.....
Commercial Nat. Bk.	500,000	§ 174,388	3,203,489	100	130	.....
Detroit Nat. Bank...	1,000,000	§ 268,718	5,353,163	100	135	.....
Detroit Riv. Sav. Bk.	100,000	§ 24,550	665,970	100	90	95
Detroit Sav. Bank...	400,000	§ 438,800	6,062,592	100	175	.....
Dime Sav. Bank.....	200,000	§ 45,118	2,250,970	100	120	.....
First National Bank.	500,000	§ 146,775	4,639,527	100	160	.....
German-Am. Bank..	100,000	§ 25,398	1,402,957	100	115	.....
Home Sav. Bank....	200,000	§ 47,209	2,062 942	100	105	110
McLellan & A. Sav..	150,000	§ 18,894	667,635	100	100	.....
Mechanics' Bank....	100,000	§ 29,054	1,212,580	100	.....	.....
Michigan Sav. Bank.	150,000	§ 53,374	1,527,968	100	112	.....
Peninsular Sav. Bk..	300,000	§ 73,999	2,776,618	100	.....	95
People's Sav. Bank..	500,000	§ 232,181	7,317,492	1000	1200	.....
Preston Nat. Bank..	700,000	§ 126,604	4,082,073	100	.....	98
State Sav. Bank.....	500,000	§ 136,844	8,490,460	100	200	.....
Union Nat. Bank....	200,000	§ 26,248	672,064	100	90	100
Union Trust Co.....	500,000	§ 100,039	348,519	100	118	.....
Wayne Co. Sav. Bk..	400,000	§ 516,683	8,455,934	100	225	.....
GRAND RAPIDS—						
Fifth Nat. Bank.....	100,000	§ 16,211	497,735	100	.....	95
Fourth Nat. Bank...	300,000	§ 76,484	1,890,139	100	125	.....
Gr. Rapids Nat. Bk..	500,000	§ 104,310	1,051,999	100	118	.....
Gr. Rapids Sav. Bk..	150,000	§ 37,180	1,399,764	50	115	.....

*Last sale †Book value. ‡Part paid in. §Including undivided profits. x Ex-dividend.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
GRAND RAP.-(Con.)	$	$	$			
Kent Co. Sav. Bank.	50,000	§ 84,508	2,103,109	50	260	.....
National City Bank..	500,000	§ 117,599	1,275,547	100	110	112
Old National Bank..	800,000	§ 241,942	2,668,828	100	128	130
People's Savings Bk.	100,000	§ 23,027	1,396,511	100	120	.....
State Bk. of Michigan	150,000	§ 37,291	854,134	50	.....	100
Michigan Trust Co...	200,000	§ 107,188	344,906	100	152	.....
Peninsular Trust Co.	100,000	§ 24,306	125,940	100	115	.....
SAGINAW—						
Bank of Saginaw....	200,000	§ 123,074	2,369,217	100	150	160
Commercial Nat. Bk.	100,000	§ 68,647	627,225	100	140	145
Peoples' Savings Bk. of East Saginaw...	50,000	§ 35,947	572,698	100	.....	.....
Saginaw Co. Sav. Bk.	50,000	§ 59,287	456,292	100	.....	200
Savings Bk. of East Saginaw	100,000	§ 80,068	2,050,093	100	.....	150
Second Nat. Bank...	200,000	§ 339,873	3,379,316	100	265	275

MINNESOTA.

DULUTH—						
American Exchange Bank.....	500,000	§ 62,163	3,109,828	100	115	120
Commercial Banking Company	25,000	§ 2,350	245,813	P	rivate	Bank
First National Bank.	500,000	§ 316,131	3,592,018	100	139	155
St. Louis Co. Bank..	50,000	11,000	118,000	P	rivate	Bank
MINNEAPOLIS—						
First National Bank.	1,000,000	§ 115,955	4,538,636	100	110	115
Flour City Nat. B'k..	500,000	§ 118,679	1,267,811	100	99	101
German - American Bank.....	60,000	§ 19,215	461,776	100	.....	.....
Germania Bank.....	50,000	§ 1,748	133,917	100	.....	.....
Hennepin Co. Sav. Bk	100,000	§ 43,623	2,117,739	100	.....	.....
Metropoltan Bank..	200,000	§ 32,579	871,941	100	95	100
Nat'l Bank of Commerce.....	1,000,000	§ 198,942	2,627,402	100	103	105
Nicollet Nat. Bank..	250,000	§ 84,282	1,378,018	100	106	110
Northwestern Nat'l Bank.....	1,000,000	§ 300,000	4,586,864	100	145	150
People's Bk. of Minn.	76,000	§ 9,685	184,109	100	25	50
St. Anthony Falls Bk.	125,000	§ 21,006	571,263	100	.....	.....
Security Bank.....	1,000,000	§ 125,578	5,014,568	100	90	95
Swedish - American National Bank....	250,000	§ 33,005	1,169,129	100	.....	100
Minnesota Loan & Trust Co.....	500,000	§ 60,355	641,849	100	65	71
ST. PAUL—						
Capital Bank.....	100,000	§ 36,163	511,725	100	100	105
First National Bank.	1,000,000	§ 811,864	6,340,116	100	230	235
Merchants' N. Bank.	1,000,000	§ 88,426	3,790,188	100	90	92½
National German-American Bank...	1,000,000	§ 61,359	4,594,901	100	90	92
St. Paul Nat. Bank..	600,000	§ 35,128	1,518,131	100	90	.....
Scandinavian-American Bank.....	100,000	§ 28,041	677,399	100	115	121
Second Nat. Bank...	200,000	§ 129,197	2,031,947	100	195	200
State Bank.....	50,000	§ 1,486	135,500	....	.....	20
Union Bank.....	100,000	§ 23,542	430,284	100	120	.....
St. Paul Title & Trust Company	500,000	§ 8,781	.....	100	20	25
St. Paul Trust Co....	250,000	20,000	.....	100	20	.....
Security Trust Co....	275,000	§ 20,000	50,000	100	.....	20

MISSOURI.

KANSAS CITY—						
American Nat. Bank	250,000	§ 59,692	2,143,494	100	95	98
Bank of Grand Ave.	50,000	§ 2,900	285,000	100	.....	100
City National Bank.	250,000	25,000	401,794	100	110	115
First National Bank.	250,000	§ 349,843	8,814,511	100	300	325
Inter-State National Bank, Kansas.....	1,000,000	§ 483,393	3,039,011	100	135	142
Kan. City State Bank	200,000	§ 11,229	528,583	100	60	65
Missouri Sav. Bk....	50,000	§ 32,500	325,000	100	140	150
Nat. Bank of Commerce	1,000,000	§ 498,346	20,817,749	100	165	170
New England National Bank	200,000	§ 70,098	1,806,310	100	135	140
Union Nat. Bank....	600,000	§ 228,497	6,499,856	100	138	145
Western Exch'ge Bk.	100,000	20,000	700,000	100	135	140
Fidelity Trust Co....	500,000	§ 10,000	600,000	100	105	110
Guardian Trust Co..	2,500,000	§ 1250000	.....	100	40	45
ST. JOSEPH—						
First Nat. Bank of Buchanan Co.....	250,000	§ 14,486	1,599,322	100	95	100
German-American Bank.....	100,000	§ 17,227	1,103,667	100	70	80
Merchants' Bank....	200,000	§ 5,724	1,220,180	100	90	100
National Bank of St. Joseph.....	100,000	§ 121,444	2,886,389	100	300	.....
Park Bank.....	40,000	§ 8,654	160,778	100	100	105
Tootle, Lemon & Co.	50,000	§ 9,168	2,574,285	Pri	vate b	ank.
Missouri Val. Tr. Co.	100,000	§ 5,000	170,000	100	.....	.....
ST. LOUIS—						
American Exchange Bank.....	500,000	§ 399,821	4,039,236	50	100	102
Boatmen's Bank....	2,000,000	§ 892,080	9,009,161	100	190	193
Bremen Bank.....	100,000	§ 216,345	1,315,387	100	230	235
Continental Nation'l Bank.....	1,000,000	§ 442,804	10,950,190	100	172	174
Fourth Nat. Bank...	1,000,000	§ 840,663	4,584,205	100	220	225
Franklin Bank.....	600,000	§ 148,994	3,832,838	100	155	160
German - American Bank.....	150,000	§ 900,056	3,486.897	100	775	825
German Savings Institution	250,000	§ 500,719	5,272,764	100	280	285
International Bank of St Louis.....	200,000	§ 80,855	1,013,653	100	125	130
Jefferson Bank.....	100,000	28,451	471,600	100	105	108
Lafayette Bank.....	100,000	502,908	2,594,991	100	350	370
Mechanics' Bank....	1,000,000	§ 580,089	5,770,143	100	200	205
Merchants' Laclede National Bank...	1,400,000	§ 274,355	10,663,409	100	159	161

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ST. LOUIS—*Concl.*	$	$	$			
Nat. Bank of Com'rce	5,000,000	§3100222	25,423,665	100	257	260
Northwestern Savings Bank	200,000	§ 90,591	1,756,908	100	140	145
South'n Com. & Sav.	100,000	12,655	269,441	100	100	105
South Side Bank	200,000	§ 54,344	624,489	100	120	122
State National Bank	2,000,000	§ 527,047	7,027,715	100	161	164
Third National Bank	1,000,000	§ 296,287	11,342,584	100	150	152
Lincoln Trust Co	1,000,000	§ 297,286	1,945,607	100	153	155
Mercantile Tr. Co	750,000	800,000	.....	100	250	254
Mississip. Val'y Tr. Co	3,000,000	§3810810	11,160,107	100	294	298
St. Louis Safe Deposit & Savings Bank.	200,000	§ 65,994	1,396,554	100	137	139
St. Louis Trust Co	2,500,000	§ 750,533	8,466,679	100	200	205
Union Trust Co	1,000,000	§ 681,677	5,477,221	100	205	210
NEBRASKA.						
LINCOLN—						
City National Bank	100,000	§ 3,575	281,848	....	.....	.....
Columbia Nat. Bank.	100,000	§ 24,048	500,704	100	.....	.....
First National Bank.	200,000	§ 25,617	1,625,739	100	.....	.....
OMAHA—						
Commercial National Bank	400,000	§ 53,825	955,656	100	.....	.....
First National Bank.	500,000	§ 190,968	5,973,468	100	.....	.....
Merchants' N. Bank.	500,000	§ 112,246	2,594,028	100	.....	.....
Nat'l Bank of Commerce	300,000	§ 24,291	311,161	100	.....	.....
Nebraska Nat. Bank.	400,000	§ 43,294	1,391,206	100	.....	.....
Omaha Loan & Trust Co. Savings Bank	50,000	§ 48,600	235,000	....	.....	.....
Omaha Nat. Bank	1,000,000	§ 152,386	5,485,187	100	.....	.....
Union National Bank	250,000	§ 10,904	512,673	100	.....	.....
United States National Bank	400,000	§ 50,048	2,274,740	100	.....	.....
Omaha L'n & Tr. Co.	500,000	§111,491	.... ..	....	.....	.....
SOUTH OMAHA—						
Packers' Nat. Bank	100,000	§ 24,340	589,783	100	.....	.....
South Omaha Nat. Bk	100,000	§ 124,901	1,613,325	100	.....	.....
Union Stock Yards National Bank	200,000	§ 171,391	1,801,189	100	.....	.....
NEW HAMPSHIRE.						
MANCHESTER—						
Amoskeag Nat. Bank	200,000	§ 156,996	1,146,186	100	.....*	165
First National Bank.	150,000	§ 78,817	478,731	100	.....*	139½
Manches'r Nat. Bank	150,000	§ 87,777	1,116,193	100	.....*	270½
Merchants' N. Bank.	150,000	§ 68,414	487,721	100	.....*	120
Second Nat. Bank	100,000	§ 32,543	254,384	100	.....*	116
NEW JERSEY.						
CAMDEN—						
Camden Nat. Bank	100,000	§ 37,180	588,433	100	.....*	80
First National Bank.	200,000	§ 164,998	753,339	100	.....*	140
National State Bank	260,000	§ 282,928	2,430,055	50	.....*	83
Camden S.D. & T. Co.	100,000	§ 354,164	4,047,466	25	.....*	120
Central Trust Co	100,000	§ 73,559	1,122,953	25	.....*	25
N. J. Tr. & S. Dep. Co.	200,000	§ 21,561	1,018,036	100	.....*	53
ELIZABETH—						
Citizens' Bank	100,000	§ 22,269	271,685	100	105	110
Elizabethp't Bkg. Co.	50,000	§ 58,114	221,145	50	180	.....
First National Bank.	200,000	§ 171,786	742,127	100	.....*	162
National State Bank	350,000	§ 419,506	1,153,998	50	.....*	205
HOBOKEN—						
First National Bank.	110,000	§ 443,946	1,496,600	25	125	130
Hudson Trust Co	500,000	§ 258,467	3,936,957	100	.....*	250
Second Nat. Bank	125,000	§ 97,366	889,200	100	155	160
JERSEY CITY—						
First National Bank.	400,000	§ 780,594	6,039,200	100	300	.....
Hudson Co. Nat. Bk.	250,000	§ 543,475	1,823,400	100	370	375
Second Nat. Bank	250,000	§ 362,683	1,169,000	100	220	230
Third Nat. Bank	200,000	§ 220,689	952,600	100	185	200
Com. Tr. Co. of N. J.	500,000	500,000	.....	100	230	.....
N. J. T. Gu. & Tr. Co.	200,000	§ 456,053	5,407,814	100	300	.....
MORRISTOWN—						
First Nat. Bank	100,000	§ 144,379	1,004,856	100	*225	.....
Nat. Iron Bank	200,000	§ 59,605	772,725	100	.....*	105
Morristown Tr. Co.	300,000	§ 533,804	2,660,276	100	450	500
NEWARK—						
Essex Co. Nat. Bank	300,000	§ 756,361	3,321,033	50	225	.....
German Nat. Bank	200,000	§ 267,733	1,655,751	100	232	.....
Manufact'rs N. Bank	250,000	§ 130,061	1,242,766	100	160	.....
Merchants' N. Bank.	200,000	§ 203,975	1,848,117	100	215	.....
Nat. Newark Bkg. Co	500,000	§ 505,770	2,496,272	50	101	.....
National State Bank.	500,000	§ 363,235	2,481,689	50	90	.....
Newark City N. Bank	500,000	§ 312,163	2,026,633	50	90	.....
North Ward N. Bank	200,000	§ 174,407	1,440,001	100	180	.....
Second Nat. Bank	300,000	§ 123,222	842,185	100	165	.....
State Banking Co	100,000	§ 113,913	1,158,971	100	205	.....
Fidelity Trust Co	920,900	§ 995,767	4,227,178	100	310	.....
NEW BRUNSWICK—						
Nat. Bank of N. J.	250,000	§ 268,962	1,280,806	100	215	220
People's Nat. Bank	100,000	§ 75,214	446,939	100	155	165
PATERSON—						
First National Bank.	400,000	§ 446,377	2,706,818	100	400	410
Paterson Nat. Bank.	300,000	§ 173,960	1,784,480	100	195	.....
Second Nat. Bank	150,000	§ 156,871	1,163,947	50	125	.....
Paterson Sav. Inst'n	250,000	630,386	6,767,721	100	800	.....
Hamilton Trust Co.	150,000	150,000	.....	100	.....	225
Paterson S.D. & T. Co	100,000	§ 110,134	1,585,847	100	295	.....
Silk City S. D. & T. Co.	100,000	§ 33,118	456,496	100	160	.....
TRENTON—						
Broad St. Nat. Bank.	250,000	§ 96,078	896,769	100	108	110
First National Bank.	500,000	§ 289,967	839,967	100	.....	160
Mechanics' Nat. Bk.	500,000	§ 353,704	1,879,606	50	84½	.....
Trenton Banking Co.	500,000	§ 375,000	1,700,000	50	.....	85
Trenton Tr. & S D. Co.	150,000	§ 36,061	1,877,151	100	110	.....

* Last sale. †Book value. ‡Part paid in. §Including undivided profits

NEW YORK.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ALBANY—	$	$	$			
Albany City Nat. Bk.	300,000	§ 88,017	2,032,385	100	107½	110
Albany County Bank	250,000	§ 64,142	984,779	100	200	.....
First National Bank.	200,000	§ 121,102	512,929	100	125	130
Mech'nics & F'rmers'	250,000	§ 963,834	1,101,831	100	475	.....
Merchants' Nat. Bk.	200,000	§ 204,128	979,540	50	170	175
Nat. Commercial Bk.	300,000	§ 814,935	4,374,287	100	400	.....
Nat. Exchange Bank	300,000	§ 76,332	1,326,003	100	114	115
N. Y. State Nat. Bk.	250,000	§ 269,217	5,720,755	100	220	.....
Park Bank	100,000	§ 35,258	466,129	100	140	.....
AUBURN—						
Cayuga Co. Nat. Bk.	200,000	§ 84,445	866,115	25	25¾	27½
Nat. Bank of Auburn	200,000	§ 90,933	638,905	100	106	110
BINGHAMTON—						
City National Bank	200,000	§ 44,738	427,914	100	100	.....
First National Bank.	200,000	§ 70,737	793,076	100	.....	110
People's Bank	100,000	§ 8,846	230,010	100	.....	100
Strong State Bank	100,000	§ 57,872	659,903	100	.....	135
Susquehanna Valley	100,000	§ 22,404	389,277	100	.....	.....
Binghamton Tr. Co.	300,000	§ 149,348	2,202,492	100	.....	135
BROOKLYN—*Prices are per cent, not per share. Surplus includes undivided profits.*						
Bedford Bank	150,000	116,000	1,302,800	100	210	220
Broadway Bank	100,000	151,722	1,550,000	100	190	210
Brooklyn Bank	300,000	161,635	1,411,100	50	.....	110
Eighth Ward Bank	100,000	41,180	286,000	100	.....	85
Fifth Ave. Bank	100,000	55,079	607,100	100	100	110
First National Bank.	300,000	524,161	4,890,000	100	.....	350
Hamilton Bank	100,000	41,982	450,021	100	110½	.....
Kings County Bank.	150,000	57,912	608,500	100	100	.....
Manufact's' Nat. Bk.	252,000	450,728	3,072,000	30	250	.....
Mechanics' Bank	500,000	390,797	3,009,200	50	202	205
Mech. & Traders' Bk.	100,000	204,800	917,100	100	260	.....
Merchants' Bank	100,000	10,100	377,800	100	110	.....
Nassau Nat. Bank	300,000	616,699	4,211,000	100	295	.....
National City Bank.	300,000	561,365	2,897,000	50	290	310
North Side Bank	100,000	115,700	707,300	100	175	.....
People's Bank	100,000	133,516	986,600	50	195	205
Schermerhorn Bank.	100,000	64,100	657,100	100	150	155
Seventeenth Wd. Bk.	100,000	71,700	470,700	100	115	.....
Sprague Nat. Bank.	200,000	226,125	1,101,000	100	200	215
Twenty-sixth Wd. Bk.	100,000	53,931	475,700	100	140	145
Union Bank,	100,000	55,285	639,000	100	120	130
Wallabout Bank	100,000	40,416	698,700	100	100	105
For detailed statement of Brooklyn Trust Cos. see CHRONICLE Jan. 27 1900.—pages 181 to 184.						
Brooklyn Trust Co.	1,000,000	1,697,912	9,464,701	100	410	420
Flatbush Trust Co	200,000	102,149	339,198	100	170	.....
Franklin Trust Co	1,000,000	1,266,211	6,548,198	100	300	305
Hamilton Trust Co.	500,000	654,861	4,625,011	100	265	270
Kings Co. Trust Co.	500,000	941,549	6,768,047	100	350	.....
Long I. Loan & Tr. Co.	500,000	530,069	2,945,082	100	260	.....
Manuf'rs' Trust Co.	500,000	737,907	4,426,102	100	315	.....
Nassau Trust Co	500,000	366,198	2,914,964	100	190	200
People's Trust Co.	1,000,000	1,360,791	9,431,984	100	300	325
Williamsburg Tr. Co.	700,000	388,561	2,114,990	100	185	205
BUFFALO—						
Bank of Buffalo	500,000	§ 564,240	3,785,796	100	200	225
Buffalo Commercial.	250,000	§ 84,556	1,578,363	100	105	120
Citizens' Bank	100,000	§ 139,294	1,403,601	100	.....	195
City National Bank	300,000	§ 188,023	2,461,155	100	.....	.....
Columbia Nat. Bank.	200,000	§ 42,013	1,577,892	100	.....	105
German-American	200,000	§ 120,454	2,481,853	100	130	140
German Bank	100,000	§ 433,366	3,778,367	1000	4500	5000
Man'f'rs' & Traders'.	900,000	§ 584,174	6,337,257	50	65	70
Marine Bank	200,000	§1003996	5,774,397	100	550	.....
Merchants' Bank	300,000	§ 152,464	1,432,591	100	.....	115
Metropolitan Bank	200,000	§ 53,298	1,167,401	100	.....	110
Niagara Bank	100,000	§ 14,504	684,918	100	.....	100
People's Bank	300,000	§ 103,092	1,541,021	100	.....	115
Third National Bank.	500,000	§ 213,728	1,933,122	100	.....	115
Union Bank	200,000	§ 54,087	816,457	100	.....	100
Buffalo L. T. & S. D. Co.	200,000	§ 73,000	2,855,602	100	.....	125
Fidelity Tr. & Guar.	500,000	§ 462,127	7,177,497	100	325	.....
ELMIRA—						
Chemung Canal Bk.	300,000	§ 600,000	4,376,629	100	.....†	300
Merchants' Nat. Bk.	100,000	§ 8,003	239,264	100	.....†	105
Second Nat. Bank	300,000	§ 131,616	1,248,458	100	.....*	140
NEW YORK CITY—*Prices are per cent, not per share. Surplus includes undivided profits.*						
America, Bank of	1,500,000	2,866,470	25,235,000	100	450	475
Amer. Exch. Nat. Bk.	5,000,000	2,823,070	24,313,000	100	190	194
Astor National Bk.	350,000	211,498	3,778,000	100	500	.....
Bowery Bank	250,000	682,485	3,638,000	100	285	300
Broadway, National.	1,000,000	1,611,100	5,718,500	25	242	250
Butch. & Drov. Nat.	300,000	83,589	1,036,300	25	85	.....
Central Nat. Bank,	1,000,000	491,194	13,080,000	100	175	185
Chase Nat. Bank	1,000,000	1,705,878	46,557,800	100	510	.....
Chatham Nat. Bank	450,000	986,541	6,510,500	25	300	310
Chemical Nat. Bank	300,000	6,780,315	23,510,900	100	4000	4100
Citizens' Bank, Nat.	600,000	383,946	3,244,900	25	145	152
City Bank, National	10,000,000	5,073,740	111546800	100	340	345
Colonial Bank	100,000	106,619	1,410,100	100	275	.....
Columbia Bank	300,000	201,355	2,140,000	100	190	.....
Commerce, Nat. Bk. of	10,000,000	6,693,900	48,032,500	100	278	.....
Continental Nat. Bk.	1,000,000	506,191	5,903,500	100	135	145
Corn Exchange Bk.	1,400,000	1,718,839	20,332,700	100	355	.....
Domestic Ex. Nat. Bk.	300,000	.....	.....	100	102	.....
East River Nat. Bk.	250,000	152,445	1,478,300	25	140	.....
Eleventh Ward Bk.	100,000	130,112	1,343,800	25	150	.....
Fifth Ave. Bank	100,000	1,257,403	9,270,700	100	2400	.....
Fifth Nat. Bank	200,000	340,166	2,301,900	100	225	.....
First Nat. Bank	500,000	8,925,370	39,496,200	100	3400	.....
Fourteenth St. Bank.	100,000	55,929	1,351,000	100	145	165
Fourth Nat. Bank	3,000,000	2,255,100	24,415,000	100	170	175
Gallatin Nat'l Bank.	1,000,000	1,840,474	7,007,200	50	400	.....
Gansevoort Bank	200,000	12,777	645,100	50	60	.....
Garfield Nat. Bank.	200,000	1,015,771	8,466,600	100	1700	.....
German-Amer. Bk.	750,000	326,956	3,025,800	75	125	.....
German Exch. Bk.	200,000	619,593	3,342,600	100	240	.....
Germania Bank	200,000	797,866	4,727,900	100	325	.....
Greenwich Bank	200,000	176,643	846,100	25	165	.....
Hamilton Bank	200,000	100,212	1,454,300	100	145	.....
Hanover Nat. Bank.	1,000,000	2,846,384	48,097,200	100	775	.....
Hide & Leather N. Bk.	500,000	268,267	1,776,300	100	115	.....
Imp. & Traders' N. Bk	1,500,000	5,900,700	26,519,000	100	515	530

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
N. Y. CITY—(Con.)	$	$	$			
Irving Nat'l Bank	500,000	444,948	4,750,000	50	180	190
Leather Mfrs. Nat. Bk	600,000	478,200	3,519,200	100	225	235
Liberty Nat. Bank	500,000	478,079	5,516,200	100	310	.....
Lincoln Nat. Bank	300,000	880,129	13,076,500	100	775	825
Manhattan Co. Bk	2,050,000	2,098,215	21,957,000	50	265	280
Market & Ful. Nat. Bk	900,000	980,617	7,022,600	100	220	240
Mechanics' Nat. Bk.	2,000,000	2,187,826	11,938,000	25	196	200
Mech. & Traders' Bk.	400,000	111,090	2,218,000	25	100	.....
Mercantile Nat. Bk.	1,000,000	1,150,815	13,313,900	100	190	200
Merchants' Ex. N. Bk.	600,000	186,700	5,412,400	50	120	.....
Merchants' Nat. Bk.	2,000,000	1,144,153	14,931,900	50	172	.....
Metropolis, B'k of the	300,000	983,835	7,240,500	100	475	.....
Mount Morris Bank	250,000	54,020	2,354,500	100	190	.....
Mutual Bank	200,000	134,100	1,434,900	100	140	.....
Nassau Bank	500,000	277,647	2,913,800	50	160	.....
N. Amsterdam, Bk. of	250,000	393,675	5,467,400	100	630	.....
N. Y. County Nat. Bk.	200,000	419,137	4,371,200	100	1500	.....
N. Y. Nat. Exch. Bk.	300,000	86,184	3,180,200	100	117	.....
New York, N. B. A., Bank of	2,000,000	2,003,699	13,866,000	100	250	270
Nineteenth Ward Bk.	100,000	44,800	1,524,200	100	100	.....
Ninth Nation'l Bank.	750,000	181,683	2,721,000	100	85	90
No. Amer., Nat. Bk. of	1,000,000	610,337	13,372,600	100	200	.....
Oriental Bank	300,000	396,666	2,086,000	25	188	.....
Pacific Bank	422,700	495,730	3,314,100	50	170	.....
Park Bank, National	2,000,000	3,393,391	53,592,000	100	450	.....
People's Bank	200,000	319,984	2,621,500	25	225	.....
Phenix Nat. Bank	1,000,000	248,897	4,470,000	20	100	106
Plaza Bank	100,000	158,935	2,305,000	100	475	.....
Produce Ex. Bk., N.Y.	1,000,000	391,227	3,733,900	100	125	.....
Republic, Nat. Bk. of	1,500,000	1,144,312	20,018,900	100	205	215
Riverside Bank	100,000	120,700	1,015,500	100	210	.....
Seaboard Nat. Bank	500,000	718,699	15,363,000	100	295	.....
Second Nat. Bank	300,000	780,665	9,086,000	100	550	.....
Seventh Nat. Bank	300,000	203,100	4,352,300	100	180	.....
Shoe & Leather Nat.	1,000,000	194,941	4,022,100	100	103	108
State Bank	100,000	174,561	3,291,000	100	300	.....
State of New York	1,200,000	564,800	3,218,700	100	128	.....
Twelfth Ward Bank.	200,000	51,368	1,660,600	100	115	130
Twenty-third W'd Bk	100,000	63,860	1,121,800	100	100	.....
Union Square Bank.	200,000	334,479	2,759,800	100	210	.....
Wells, Fargo & Co.	500,000	113,504	5,792,524	100	.....	.....
West Side Bank	200,000	393,304	2,880,000	100	375	.....
Western Nat. Bank.	2,100,000	1,440,254	38,386,400	100	400	410
Yorkville Bank	100,000	178,803	1,580,700	100	225	.....
For detailed statement of N. Y. City Trust Cos., see Jan. 27 and Feb. 3, 1900.				CHRONICLE,		
Amer'n Dep. & L. Co.	500,000	61,027	5,516,972	100	.....	.....
Atlantic Trust Co.	1,000,000	496,045	4,090,983	100	200	210
Bankers' Trust Co.	1,500,000	1,507,134	2,242,649	100	.....	200
Central Realty Bond & Trust Co	1,000,000	581,207	2,071,198	100	285	.....
Central Trust Co.	1,000,000	10257566	43,177,608	100	2075	212 5
City Trust Co.	1,000,000	1,181,277	9,874,968	100	325	350
Colonial Trust Co.	1,000,000	935,467	13,044,390	100	325	340
Continental Trust Co.	500,000	607,386	6,965,684	100	375	.....
Farmers' L'n & Tr. Co.	1,000,000	5,525,124	41,519,851	25	1375	1425
Fifth Ave. Trust Co.	500,000	708,133	5,770,033	100	440	.....
Guaranty Trust Co.	2,000,000	3,904,191	20,989,368	100	600	650
Knickerbock'r Tr. Co.	1,000,000	957,884	16,544,147	100	400	.....
Manhattan Tr. Co.	1,000,000	1,194,476	9,451,692	30	365	.....
Mercantile Tr. Co.	2,000,000	4,230,785	41,870,994	100	800	.....
Merchants' Trust Co.	500,000	1,000,000	2,947,243	100	.....	.....
Metropolitan Tr. Co.	1,000,000	1,425,265	14,545,841	100	400	450
Morton Trust Co.	a1,000,000	a1549538	a4,791,156	100	440	.....
N.Y. Life Ins. & T. Co.	1,000,000	3,432,713	24,117,944	100	1400	1450
N.Y. Security & Tr. Co.	1,000,000	2,145,471	15,690,302	100	750	.....
Nor. Amer. Tr. Co.	a2,000,000	a1129669	a7,789,528	100	150	155
Produce Exc. Tr. Co.	2,500,000	2,641,466	5,809,932	100	120	130
Real Es. Tr. Co. of N.Y.	500,000	483,628	4,405,258	100	300	.....
Standard Trust Co.	1,000,000	251,180	3,792,637	100	210	.....
Title Guar. & Tr. Co.	2,500,000	2,876,657	1,329,433	100	390	410
Trust Co. of America	2,500,000	2,585,605	6,842,854	100	207	212
Trust Co. of N. Y.	1,000,000	1,000,000	.....	100	.....	195
Union Tr. Co. of N.Y.	1,000,000	6,168,808	36,670,433	100	1390	1420
U. S. Mort. & Tr. Co.	2,000,000	2,412,903	13,785,349	100	450	500
U. S. Tr. Co. of N. Y.	2,000,000	11010632	50,176,021	100	1575	.....
Washington Tr. Co.	500,000	683,258	5,977,489	100	295	.....
RICHMOND BORO.—						
Bank of Staten Isl'd	25,000	55,100	583,600	50	.....	.....
First Nat., Staten Is.	100,000	80,800	702,000	100	.....	.....
ROCHESTER—						
Alliance Bank	150,000	§ 44,482	1,561,906	100	165	175
Bank of Monroe	100,000	§ 167,390	1,258,832	100	.....	.....
Central Bank	200,000	§ 103,403	1,933,198	100	155	175
Commercial Bank	200,000	§ 130,102	1,494,602	100	140	150
Flour City Nat. Bank	300,000	§ 169,166	1,989,046	100	130	135
German-Amer. Bank	200,000	§ 256,039	2,920,901	100	275	.....
Merchants' Bank	100,000	§ 59,064	1,028,232	100	165	.....
Traders' Nat. Bank	250,000	§ 685,789	3,454,796	50	340	.....
Fidelity Trust Co.	200,000	§ 47,991	2,086,945	100	125	130
Roch. Tr. & S. Dep. Co.	200,000	§ 595,101	7,366,795	50	450	.....
Security Trust Co.	200,000	§ 228,041	3,535,736	100	200	.....
Union Trust Co.	200,000	§ 50,205	1,476,299	100	120	130
SYRACUSE—						
American Exch. Bk.	200,000	§ 30,970	495,828	100	108	110
Bank of Syracuse	125,000	§ 106,593	1,252,490	100	175	180
Commercial Bank	250,000	§ 57,768	987,686	100	120	125
First National Bank.	250,000	§ 284,142	2,409,185	100	200	215
Merchants' Nat. Bk.	180,000	§ 227,394	1,084,933	100	200	.....
N. Y. State Bkg. Co.	100,000	§ 86,198	542,694	100	150	175
Salt Springs Nat. Bk.	200,000	§ 101,823	1,004,485	100	130	150
State Bk. of Syracuse	100,000	§ 138,489	2,016,455	100	180	200
Third Nat. Bank	300,000	§ 152,121	660,595	100	170	200
Tr. & Dep Co. of Onon.	100,000	§ 186,666	3,227,381	100	210	225
TROY—						
Central Nat. Bank	200,000	§ 85,575	774,360	50	145	150
Manufact'rs Nat. Bk.	150,000	§ 199,261	2,577,372	100	245	.....
Mutual Nat. Bank	250,000	§ 216,311	1,430,717	100	175	180
Nat. State Bk. of Troy	250,000	§ 253,166	1,707,459	100	200	205
Troy City Nat. Bank.	300,000	§ 224,696	1,171,058	100	162	165
Union Nat. Bank	300,000	§ 28,857	698,444	50	.....	75
United Nat. Bank	240,000	§ 340,470	751,302	100	260	.....
UTICA—						
First National Bank.	600,000	§ 413,575	2,034,045	50	116	120
Mather & Co.'s Bank	200,000	§ 15,946	345,687	100	100	105
Oneida Nat. Bank	400,000	§ 395,146	1,239,631	100	180	190
Second Nat. Bank	300,000	§ 126,774	787,878	100	105	110
Utica City Nat. Bank	400,000	§ 133,272	1,178,027	50	57	63
Utica Tr. & Dep. Co.	200,000	§ 57,441	306,738	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits. a These are the figures before merger with the company absorbed.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
YONKERS—	$	$	$			
Citizens' Nat. Bank.	100,000	§ 125,000	798,132	100	.....	.....
First National Bank.	150,000	§ 72,812	1,352,793	50	.....	.....
Westchester Tr't Co.	200,000	§ 119,071	522,144	100	.....	.....
NORTH CAROLINA.						
RALEIGH—						
Citizens' Nat. Bank.	100,000	§ 52,340	775,820	100	130	.....
Comm'l & Farm's Bk	100,000	§ 34,439	507,099	100	125	128
Mech. Dime Sav. Bk.	15,000	§ 1,510	94,181	25	26	26¼
Nat. Bk. of Raleigh.	225,000	§ 94,327	464,633	100	115	118
Raleigh Savings Bk.	15,000	§ 14,261	317,090	25	50	.....
OHIO.						
CINCINNATI—						
Atlas Nat. Bank	400,000	§ 233,273	3,217,916	100	190	.....
Citizens' Nat. Bank.	1,000,000	§ 440,431	7,242,743	100	250	.....
City Hall Bank	100,000	§ 13,970	310,596	100	115	.....
Equitable Nat. Bank	250,000	§ 69,377	1,199,718	100	100	105
Fifth Nat. Bank	300,000	§ 103,605	2,616,865	100	152	155
First Nat. Bank	1,200,000	§ 536,619	7,140,356	100	290	300
Fourth Nat. Bank	500,000	§ 489,398	4,352,145	100	230	250
Franklin Bank	240,000	§ 100,411	1,248,826	Private bank.		
German Nat. Bank.	500,000	§ 420,383	3,104,413	100	220	225
Market Nat. Bank	250,000	§ 192,955	2,892,350	100	200	.....
Merchants' Nat. Bk.	600,000	§ 189,701	3,302,604	100	140	.....
Nat. Lafayette Bank	600,000	§ 528,300	3,586,344	100	295	302½
North Side Bank	25,000	§ 4,862	98,082	...	.....	.....
Ohio Valley Nat. Bk	700,000	§ 223,816	4,144,956	100	155	160
Second Nat. Bank	200,000	§ 203,500	2,277,457	100	.....	253
Third Nat. Bank	1,200,000	§ 500,450	4,730,260	100	175	.....
Union Sav. B. & Tr. Co.	500,000	§ 638,041	4,947,885	100	260	.....
Western German Bk.	200,000	§ 353,290	1,614,057	100	380	385
Cent. Tr. & S. Dep. Co.	250,000	§ 43,393	1,185,745	100	117	120
CLEVELAND—						
Americ'n Ex. Nat. Bk	250,000	§ 75,598	2,529,381	100	150	152
Bk. of Com'erce, N.A.	2,000,000	§ 1181453	6,701,529	100	193	195
B'way Sav. & L'n Co.	300,000	§ 137,773	2,178,698	100	150	151
Central Nat'l Bank	800,000	§ 269,342	4,267,047	100	152	153½
Century Nat. Bank.	500,000	.....	.....	100	103	.....
Citizens' S. & L. Ass'n	1,000,000	§ 1117925	8,601,485	500	1225	.....
Cleveland Nat. Bank	500,000	§ 110,159	1,493,322	100	130	133
Cleve. Sav. & Bkg. Co.	50,000	§ 1,703	186,297	50	55	56
Coal & Iron Nat. Bk.	500,000	§ 39,525	2,008,542	100	124	127
Columbia Sav. & L. Co	50,000	§ 14,468	435,811	50	51	52
Colonial Nat. Bank.	500,000	§ 46,130	1,983,416	100	124½	.....
Commercial N. Bank	1,500,000	§ 317,453	2,443,595	100	124	125
Cuyahoga Sv. & B. Co	50,000	§ 6,086	283,676	100	102	103
Detroit St. S'v. Bk. Co.	100,000	§ 4,425	512,145	100	120	.....
Dime Sav. & Bkg. Co.	300,000	§ 135,351	4,634,593	100	142	150
East End Bk. & Tr.	200,000	§ 93,504	2,296,623	100	160	161
Euclid Ave. N. Bank	500,000	§ 242,784	5,899,285	100	151	152
Euclid A. T. & S. Co.	500,000	§ 78,151	1,242,652	100	117	117½
Farm. & Mer'h. B'g Co	50,000	§ 5,371	312,432	50	58	60
First National Bank.	500,000	§ 116,320	2,261,641	100	125	.....
Forest City Sv. Bk. Co	93,000	§ 30,106	912,319	‖50	74	.....
Garfield Sav. Bk. Co.	50,000	§ 26,610	801,911	100	144	145
Ger.-Amer. Sav. B. Co	50,000	§ 8,559	452,870	50	62½	.....
L. Sh. Bkg. & Sav. Co	100,000	§ 6,626	937,158	100	125	127
Lorain St. Sav. Bk. Co	50,000	§ 44,408	1,056,573	50	76	79
Mercantile N. Bank.	600,000	§ 230,598	2,282,410	100	138	139
Merch. B'g. & Stor. Co	100,000	§ 37,184	27,008	....	.....	.....
National City Bank	250,000	§ 300,071	731,262	100	201	202
Park National Bank.	500,000	§ 96,686	3,204,425	100	143	.....
Pearl St. Sav. & L. Co.	50,000	§ 33,884	1,202,026	50	84	85
People's Sav. & L. As.	100,000	§ 199,172	2,625,448	200	525	535
Permanent S. & L. Co	1,282,341	§ 123,226	1,134,906	500	545	550
Prod. Ex. Bank'g Co.	100,000	§ 46,504	1,547,534	50	60	63
So. Cleveland Bk. Co.	150,000	§ 29,100	1,068,862	100	111	113
State National Bank	500,000	§ 130,766	3,081,669	100	134	135
Unit'd Bkg. & Sav. Co	100,000	§ 22,930	1,745,621	100	160	161
Union Nat. Bank	1,000,000	§ 271,792	4,829,561	100	143	145
Wade Park B'k'g Co.	100,000	§ 25,727	1,023,074	100	128	130
W. Cleveland Bkg. Co	50,000	§ 2,667	240,272	50	50	51
Wick B'k'g & Tr. Co.	250,000	§ 22,587	680,320	100	100	101
Woodl'd Av. S. & L'n	250,000	§ 87,230	1,932,428	100	160	161
American Trust Co.	500,000	§ 336,856	2,019,977	100	179	180
Cleveland Trust Co.	500,000	§ 285,672	4,255,296	100	220	.....
Guardian Trust Co.	500,000	§ 64,459	3,536,705	100	133	135
Savings & Trust Co.	750,000	§ 168,537	5,104,024	100	165	.....
State Bkg. & Trust Co.	300,000	§ 33,220	698,046	100	113	115
COLUMBUS—						
Bank of Commerce.	100,000	New Bank.		1000	1000	.....
Capital City Bank	60,000	§ 11,356	459,903	100	.....	150
Citizens' Savings Bk.	100,000	§ 83,105	1,031,721	100	.....	225
City Deposit Bk. Co.	150,000	.....	.....	100	110	115
Columbus Savs. Bk.	50,000	§ 12,000	311,000	100	105	110
Commercial N. Bank	200,000	§ 52,559	912,514	100	120	135
Deshler Nat. Bank	300,000	§ 123,323	1,475,939	100	.....	175
East End Sav. Bk. Co.	25,000	§ 7,231	164,607	‡100	.....	110
Hayden-Clin'n N. B.	400,000	§ 52,451	1,471,604	100	120	125
Market Exch. Bk. Co.	25,000	§ 8,250	290,000	100	100	105
Merch. & Man. N. Bk.	350,000	§ 86,660	2,624,612	100	130	150
New First Nat. Bank	400,000	§ 83,412	1,976,200	100	122½	125
Ohio National Bank.	400,000	§ 70,924	1,779,208	100	120	125
State Sav. Bk. & Tr. Co	200,000	§ 75,000	800,000	100	140	150
DAYTON—						
City National Bank.	200,000	§ 124,020	1,434,671	100	260	265
Dayton Nat. Bank	300,000	§ 87,100	751,284	100	132½	135
Fourth Nat. Bank	600,000	§ 161,317	923,502	100	153	.....
Merchants' Nat. Bk.	200,000	§ 51,939	662,401	100	135	.....
Teutonia Nat. Bank.	200,000	§ 34,000	373,860	100	110	.....
Third Nat. Bank	400,000	§ 145,010	1,291,818	100	200	215
Winters Nat. Bank	500,000	§ 169,473	1,029,349	100	201	.....
TOLEDO—						
Cent'l Sav'gs Bk. Co	50,000	§ 3,735	159,377	....	.....	.....
Comm'l Sav. Bk. Co.	50,000	§ 4,810	145,799	100	106	110
East Side Bank. Co.	30,000	§ 23,300	384,026	100	125	140
First National Bank	500,000	§ 817,514	2,322,960	100	260	265
Holcomb Nat. Bank.	300,000	§ 84,772	895,584	100	128	129
Home Savs. Bank	250,000	§ 75,533	1,199,411	100	133	135
Merch. & Cl'k S. Bk.	150,000	§ 128,286	820,696	100	180	185
Merchants' Nat. Bk.	300,000	§ 197,636	1,402,812	100	165	175
Nat. Bk. of Commerce	250,000	§ 61,091	1,349,139	100	134	135
Northern Nat. Bank.	300,000	§ 202,864	1,770,413	100	180	182
Ohio Sav. Bk. & Tr. Co.	150,000	§ 41,755	1,370,815	100	117	119
Second Nat. Bank	350,000	§ 827,338	1,803,016	100	327½	335
Security Trust Co.	200,000	§ 9,850	138,500	100	103	104

* Last sale. † Book val. ‡ Part paid in. § Inc. und. profs. ‖ $46·50 paid in.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TOLEDO—Con.—	$	$	$			
Tol. Sav. Bk. & Tr. Co.	100,000	§ 208,899	1,124,872	100	.....	†312
Uni'n Cen. Sav. Bk. Co	25,000	§ 2,567	114,942	....	.....	.....
Union Savs. Bank ..	250,000	§ 68,856	827,279	100	150	160
YOUNGSTOWN—						
Commercial Nat. Bk.	200,000	§ 57,326	817,788	100	102	105
Dollar Sav. & Tr. Co.	300,000	§ 34,972	1,278,198	100	120	.....
First National Bank.	500,000	§ 326,936	2,142,049	100	150	160
Mahoning Nat. Bank	229,000	§ 125,158	606,752	100	140	145
Second Nat. Bank...	200,000	§ 244,999	994,736	100	225	.....
Wick National Bank	300,000	§ 84,412	1,223,662	100	125	130
OREGON.						
PORTLAND—						
Ainsworth N. Bank.	100,000	§ 14,754	468,188	....	.....	.....
First National Bank.	500,000	§ 677,908	5,169,838	....	.....	.....
Ladd & Tilton Bank.	250,000	200,000	.....	Pri	vate	Bank
Merchants' N. Bank.	250,000	§ 58,565	1,174,289	....	.....	.....
Security Savings & Trust Co.....	250,000	1,000	1,810,530	....	.....	.....
Unit. States N. Bank	250,000	§ 29,817	629,248	....	.....	.....
PENNSYLVANIA.						
ALLEGHENY—						
Dollar Sav. Fd & Tr Co	150,000	§ 33,136	611,121	50	129	.....
Enterprise Nat. Bk..	200,000	§ 155,051	1,245,828	50	90	.....
First National Bank.	350,000	§ 102,444	1,139,264	100	138	.....
German Nat. Bank..	200,000	§ 448,148	2,467,840	100	340	.....
Nation's Bk. for Sav.	100,000	§ 37,024	540,243	50	60	.....
Second Nat. Bank...	150,000	§ 288,549	858,165	100	235	.....
Secured Savs., Bk. of	125,000	§ 19,306	559,632	50	52	.....
Third National Bank	200,000	§ 212,118	622,058	100	190	.....
Work. S. Bk. & Tr. Co.	100,000	§ 207,521	1,572,371	50	165	.....
ALLENTOWN—						
Allentown Nat. Bank	500,000	§ 168,760	1,954,196	40	52½	53
Second Nat. Bank...	200,000	§ 125,628	996,455	100	162	163
Leh. Val. T. & S. D. Co.	125,000	§ 84,972	1,077,058	50	76	80
ALTOONA—						
Altoona Bank.	50,000	§ 48,000	625,000	100	.....	150
Fidelity Bank.	50,000	§ 12,100	110,000	100	115	120
First National Bank.	150,000	§ 121,033	1,063,197	100	175	.....
Second Nat. Bank...	100,000	§ 15,264	438,690	100	.....	105
ERIE—						
First National Bank.	150,000	§ 237,564	1,870,055	100	200	.....
Marine Nat. Bank...	150,000	§ 251,790	1,274,802	100	200	.....
Second Nat. Bank...	300,000	§ 100,903	1,166,702	100	110	.....
Erie Dime Sav. & Trust Co.....	150,000	§ 85,933	732,473	100	110	.....
HARRISBURG—						
Dauphin Deposit Bk.	300,000	§ 13,090	2,128,782	Pri	vate	Bank
First National Bank.	100,000	§ 328,902	1,075,632	100	375	400
Harrisburg N. Bank.	300,000	§ 207,667	1,374,050	25	50	50
Mechanics' Bank....	100,000	76,716	895,670	Pri	vate	Bank
Merchants' N. Bank.	100,000	§ 41,306	326,464	100	140	150
Central Guar. Tr. & Safe Deposit Co....	125,000	§ 31,145	283,265	50	50	65
Commonwl'th Guar. Tr. & Safe Dep. Co.	250,000	§ 283,700	850,000	100	225	250
Harrisburg Trust Co	250,000	§ 157,573	1,075,247	60	100	105
LANCASTER—						
Conestoga N. Bank..	200,000	§ 184,224	584,613	100	200	.....
Farmers' Nat. Bank.	450,000	§ 328,054	880,095	50	120	121
First National Bank.	210,000	§ 141,282	404,288	100	209	210
Fulton Nat. Bank...	200,000	§ 106,175	543,543	100	205	.....
Lancast'r Co. N. Bank	300,000	§ 246,521	653,310	50	121	122
Northern Nat. Bank.	125,000	§ 35,121	421,907	100	135	137
People's Nat. Bank.	200,000	§ 59,441	436,145	100	129	130
City T. Sav. & Dep. Co.	150,000	§ 20,000	552,754	....	100	120
Lancaster Trust Co.	250,000	§ 257,318	2,434,485	100	225	228
People's Trust Sav. & Deposit Co.....	125,000	91,155	1,066,954	100	90	95
PHILADELPHIA—*Surplus includes undivided profits.*						
Bank of No. Amer..	1,000,000	1,749,232	9,362,000	100	.....*	252
Centennial N. Bank.	300,000	264,775	2,362,000	100	.....*	175
Central Nat. Bank..	750,000	1,982,442	8,935,000	100	.....*	311¾
City National Bank.	400,000	500,057	1,046,000	50	.....*	85
Consolidation N. Bk.	300,000	255,080	1,223,000	30	.....	40
Corn Exch. N. Bank.	500,000	631,179	9,650,000	50	.....*	87½
Eighth Nat. Bank...	275,000	604,689	2,348,000	100	.....*	245½
Far. & Mech. Nat. Bk.	2,000,000	769,292	8,973,000	100	105½	.....
First National Bank.	1,000,000	586,443	12,877,000	100	.....*	160
Fourth St. Nat. Bank	1,500,000	1,693,908	26,320,000	100	195	.....
Girard Nat'l Bank..	1,000,000	1,231,425	7,975,000	40	.....*	70
Independence N. B'k	500,000	338,416	4,601,000	100	.....*	125
Kensington N. Bank.	250,000	233,268	1,217,000	50	.....	55
Manayunk N. Bank.	200,000	225,561	1,333,515	100	.....*	192
Manufact'rs' N. Bank	500,000	237,987	2,459,000	100	100	.....
Market St. Nat. Bank	500,000	137,345	3,764,000	100	.....	100
Mechanics' N. Bank.	500,000	491,868	3,603,000	100	.....	127
Merchants' N. Bank.	600,000	399,676	12,293,000	100	.....*	100
Nat. Bank of Germantown	200,000	437,271	2,285,848	50	.....*	160
National Bank of Northern Liberties	500,000	763,968	3,005,000	50	.....*	110
Nat. Security Bank.	250,000	305,818	1,951,000	100	.....*	180
Ninth National Bank	300,000	290,632	2,229,000	100	.....*	143¼
Northern Nat. Bank.	200,000	94,527	1,242,000	100	.....*	115¼
Northwest. Nat. Bk..	200,000	241,687	1,985,000	100	.....*	205
Penn National Bank	500,000	648,910	4,287,000	50	.....*	85
Philadel'a Nat Bank	1,500,000	1,592,798	18,298,000	100	215	.....
Quaker City Nat. Bk.	500,000	222,873	2,202,000	100	.....*	93¼
Second Nat. Bank...	280,000	247,418	1,497,514	100	.....*	135
Sixth Nat. Bank.....	150,000	215,902	822,000	100	.....*	159
Southwark Nat. Bk.	250,000	144,890	1,101,000	50	.....	70
Southwestern N. Bk.	200,000	86,160	802,000	100	.....*	102½
Tenth Nat. Bank....	200,000	83,919	823,000	100	.....*	95
Third Nat. Bank.....	600,000	293,487	4,291,000	100	.....*	112
Tradesmen's Nat. Bk.	500,000	351,468	4,126,000	50	.....*	60
Union Nat. Bank....	500,000	537,882	2,936,000	50	.....*	72
West Phila. Bank....	50,000	32,226	285,624	100	.....*	50
Western Nat. Bank..	400,000	228,766	3,128,000	50	71	.....
American Trust Co..	200,000	45,367	373,866	50	.....*	30
City Trust Safe Deposit & Surety Co.	500,000	316,523	2,140,590	100	.....*	133

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PHIL'A—(Con.)—	$	$	$			
Columbia Ave. Sav. F'd S. Dep. Ti. & Tr.	400,000	46,869	855,775	100	.....*	120
Commercial Tr. Co..	1,000,000	1,000,000	.....	100	.....	.....
Commonwealth Title Ins. & Tr. Co	500,000	458,286	3,890,852	50	.....*	64¾
Continental Title & Trust Co.....	250,000	44,476	1,270,436	25	.....*	36
Equitable Trust Co..	500,000	351,942	3,509,668	50	.....*	100
Fidelity Ins. Trust & Safe Deposit Co...	2,000,000	3,067,186	19,393,354	100	.....*	490
Finance Co., com....	6,200	467,088	2,097,658	100	.....*	55¼
1st Pref.....	1,778,200				.....*	120
2d Pref.....	2,029,600				.....*	90
Frankford Real Est. Tr. & Safe Dep. Co.	125,000	27,117	558,109	50	.....*	50
German Amer. Title & Trust Co.....	500,000	53,786	826,644	50	.....*	32
Germantown R. Est. Deposit & Tr. Co..	300,000	156,612	2,101,954	100	.....*	163
Girard Trust Co.....	2,000,000	5,503,281	15,992,279	100	.....*	500
Guar. Tr. & S. Dep. Co.	1,000,000	856,823	5,545,079	100	.....*	196½
Industrial Trust Title & Savings Co.....	350,000	248,902	1,574,045	50	.....*	53½
Integrity Title Ins. Tr. & Safe Dep. Co.	375,000	247,416	1,895,555	50	.....*	77
Investm't Co. of Phil.	800,000	538,379	766,882	50	.....*	96
Land Title & Tr. Co.	1,000,000	624,010	5,414,020	100	.....*	207
Lincoln Sav. & Tr. Co.	132,000	16,159	90,282	25	.....*	20
Manayunk Trust Co.	125,000	61,000	560,000	25	.....*	14¾
Merchants' Tr. Co...	250,000	84,505	878,928	25	.....*	14
Mortgage Trust Co..	500,000	100,622	93,407	100	.....*	191½
Northern Sav. Fund Safe Dep. & Tr. Co.	500,000	434,725	3,448,473	50	.....*	93⅜
Penn. Co. for Insur. on Lives & Gr. Ann	2,000,000	2,356,662	16,419,349	100	.....*	490
Penn. W'h'g & S. D. Co.	456,550	592,010	209,807	50	.....	.....
Phil. Mort. & Tr. Co.	1,000,000	86,509	120,133	100	.....*	45
Philadelphia Tr. Safe Deposit & Ins. Co.	1,000,000	2,620,752	8,389,276	100	.....*	460
Provident Life & Tr..	1,000,000	2,958,594	8,980,967	100	.....*	507½
Real Est. Invest. Co.	155,402	22,025	132,418	5	.....*	1¾
Real Est. Ti. In. & Tr.	1,000,000	152,051	3,060,746	100	.....*	114
Real Estate Tr. Co..	960,830	517,202	4,824,838	50	.....*	125
Tacony Sav. F. Safe Dep. Ti. & Tr. Co..	127,500	48,054	329,243	100	.....*	92½
Tradesman's Trust & Sav. Fund Co.....	125,000	107,517	210,562	50	.....*	25
Trust Co. of N. A....	1,000,000	87,000	1,130,000	25	24¾	25
Union Trust Co.....	494,400	362,711	954,587	50	.....*	491½
United Security Life Ins. & Tr. Co.....	1,000,000	358,949	473,813	100	.....*	102
W. End Tr. & S. D. Co.	500,000	154,746	1,250,869	50	.....*	71
West Phila. T. & Tr. Co.	*a*250,000	130,305	1,291,116	*a*25	.....*	39
PITTSBURG—						
Allegheny Nat. Bank	500,000	§ 338,152	2,878,200	50	61¼	.....
Anchor Sav'gs Bank	50,000	§ 18,518	521,282	50	60	.....
Arsenal Bank.....	55,000	§ 76,674	416,559	50	125	.....
Bk. of Pittsburg N.A.	1,200,000	§ 711,947	3,544,148	50	120	.....
Citizens' Nat. Bank.	800,000	§ 328,585	2,214,951	50	70	.....
City Deposit Bank..	200,000	§ 264,832	1,426,498	50	90	.....
Columbia Nat. Bank.	300,000	§ 171,380	3,881,979	100	200	210
Commercial Nat. Bk.	300,000	§ 89,044	929,394	100	124	.....
Diamond Nat. Bank.	200,000	§ 289,449	1,483,298	100	265	275
Duquesne Nat. Bank	200,000	§ 175,411	1,694,370	100	199½	.....
Exchange Nat. Bank	1,200,000	§ 516,611	2,197,045	50	72½	73
Farmers' Dep Nat Bk	500,000	§ 2951572	8,604,649	100	750	800
Fifth Avenue Bank.	100,000	§ 8,520	338,692	50	42	.....
Fifth National Bank	100,000	§ 24,545	835,071	100	135	.....
First Nat. B'k of Birm	100,000	§ 204,283	844,219	100	300	.....
First Nat. Bk., Pitts.	750,000	§ 652,760	9,893,550	100	300	.....
Fort Pitt Nat. Bank.	200,000	§ 240,464	1,958,509	100	220	.....
Fourth Nat. Bank...	300,000	§ 108,404	448,475	100	135	140
Freehold Bank.....	200,000	§ 735,318	4,543,794	50	300	.....
German Nat'nal Bk.	250,000	§ 127,188	2,131,275	100	214	215
Germania Sav. Bank	150,000	§ 157,261	3,762,718	100	185	.....
Iron City N. Bank...	400,000	§ 293,496	2,023,970	50	85	.....
Keystone Bank.....	300,000	§ 252,692	1,065,491	60	215	.....
Liberty Nat. Bank...	200,000	§ 61,316	1,106,759	100	123	.....
Lincoln Nat. Bank..	200,000	§ 164,690	1,887,279	50	80	.....
Manufacturers' Bk..	100,000	§ 96,470	541,133	50	100	.....
Marine Nat. Bank...	300,000	§ 45,199	662,667	100	100	110
Mechanics' N. Bank.	500,000	§ 557,424	2,784,765	50	110	.....
Mercantile Bank....	100,000	§ 81,000	934,000	50	100	.....
Mer. & Manuf. N. Bk.	800,000	§ 639,711	4,330,483	50	124	.....
Metropolitan N. Bank	200,000	§ 92,308	638,094	100	127	.....
Monongah'la N. Bank	250,000	§ 144,742	2,246,266	100	200	.....
Nat. Bk. of West. Pa.	500,000	§ 291,717	2,226,618	100	180	.....
Pennsylva'ia N. Bank	200,000	§ 96,212	1,037,571	100	135	150
People's Nat. Bank..	1,000,000	§ 1155178	4,995,435	100	310	.....
People's Sav. Bank..	300,000	§ 264,881	5,185,741	....	185	200
Pittsb'g Bk. for Sav.	75,000	§ 173,000	4,800,000	50	250	.....
Pittsb. Nat Bk of Com	500,000	§ 905,127	5,467,074	100	325	.....
Real Estate Sav. Bk.	100,000	§ 24,477	1,070,169	100	104	.....
Second Nat. Bank...	300,000	§ 824,100	8,615,188	100	324	.....
State Bank	50,000	§ 4,916	160,110	50	50	56
Third National Bank	250,000	§ 47,615	983,951	100	134	.....
Trad's & Mech's Bk.	100,000	§ 14,719	564,334	....	.....	50
Tradesmens' N. Bank	400,000	§ 214,604	2,765,433	100	110	.....
Union Nat. Bank....	250,000	§ 1087026	3,126,021	100	500	.....
U. S. Nat. Bank.....	200,000	§ 53,877	581,543	100	135	139
West End Sav. Bank	62,600	§ 59,810	413,750	50	60	.....
West. Sav. & Dep. Bk.	100,000	§ 24,344	422,962	50	61	.....
Equitable Trust Co..	250,000	§ 25,126	413,759	100	121	.....
Fidel. Title & Tr. Co.	1,000,000	§ 536,639	4,380,069	100	270	290
Mercantile Trust Co.	500,000	§ 190,414	591,441	100	.....	175
Penn. Title & Tr. Co.	250,000	§ 36,334	884,703	100	145	.....
Pittsburg Trust Co..	600,000	§ 251,335	1,615,906	100	240	260
Safe Dep. & Tr. Co..	500,000	§ 108,555	....	50	71	.....
Union Trust Co.....	250,000	§ 271,732	7,430,161	100	300	.....
READING—						
Citizens' Bank.....	125,000	§ 54,667	166,634	50	60	65
Farmers' Nat. Bank.	400,020	§ 531,610	1,519,006	30	80	.....
First National Bank.	250,000	§ 220,203	680,586	100	175	180
Keystone Nat. Bank	100,000	§ 105,691	566,639	100	210	.....
Nat. Union Bank....	200,000	§ 485,576	1,390,462	25	90	.....
Penn Nat. Bank.....	100,000	§ 135,270	618,980	100	225	.....
Reading Nat. Bank..	200,000	§ 142,221	551,487	100	175	.....
Schuylkill Valley Bk.	100,000	§ 85,622	395,124	50	90	.....
Second Nat. Bank...	200,000	§ 229,907	538,893	100	210	.....
Pennsylvania Tr. Co.	250,000	§ 111,431	671,724	100	135	.....
Reading Trust Co...	250,000	§ 86,923	463,970	100	135	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.
a Capital subscribed, $500,000; when full paid par will be $50.

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	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
SCRANTON—	$	$	$			
County Sav. Bk. & Tr	100,000	§ 90,000	1,256,000	100	300	.....
Dime Dep. & Dis. Bk.	100,000	§ 96,531	1,100,923	50	112½	.....
First National Bank	200,000	§ 225649	6,836,105	100	800	.....
Merch. & Mech. Bk ..	250,000	§ 201,436	1,324,566	100	.....	.....
Scranton Sav. Bank.	100,000	§ 175,471	1,681,534	100	300	.....
Third Nat. Bank.....	200,000	§ 537,511	2,845,830	100	425	.....
Traders' Nat. Bank..	250,000	§ 98,832	1,283,239	100	145	.....
Lack. Tr & S. D. Co.	250,000	§ 159,473	1,009,211	100	150	.....
WILKES-BARRE—						
Anthracite Sav. Bk.	150,000	§ 182,971	1,148,659	50	85	.....
First National Bank.	375,000	§ 229,499	616,498	100	.....	*130
Miners' Savings Bk.	150,000	§ 482,666	1,758,003	50	.....	.....
Peoples' Bank.....	250,000	§ 267,922	1,320,977	100	.....	200
Second Nat. Bank...	450,000	§ 458,626	2,203,690	100	.....	250
W. B. Dep. & Sav. Bk.	150,000	§ 198,785	1,144,083	50	80	.....
Wyoming Nat. Bank	150,000	§ 390,579	1,255,949	50	.....	*256
Wyoming Val. Tr. Co	150,000	§ 83,480	414,800	50	.....	*80
WILLIAMSPORT—						
First National Bank.	300,000	§ 213,866	767,613	100	.....	.....
Lycoming Nat. Bank	100,000	§ 106,200	272,000	100	.....	.....
Merchants' N. Bank.	100,000	§ 15,979	212,498	100	.....	.....
West Branch N. Bank	100,000	§ 188,164	946,927	100	.....	.....
Williamsp't N. Bank	100,000	§ 37,500	257,597	100	.....	.....
Susq. Tr. & S. Dep. Co.	300,000	§ 31,278	807,870	50	.....	.....
YORK—						
City Bank.....	100,000	§ 62,948	372,538	50	68	70¼
Drov. & M. Nat. B'k.	100,000	§ 67,453	409,616	100	175	180
Farmers' Nat. Bank.	200,000	§ 132,257	221,256	100	150	155
First National Bank	300,000	§ 136,353	973,776	100	208	210
Western Nat. Bank..	150,000	§ 38,704	296,084	100	130	135
York Co. Nat. Bank.	300,000	§ 130,820	636,274	20	43	43¾
York National Bank	500,000	§ 174,760	780,525	25	42¼	43¼
Secur. Title & Tr. Co.	150,000	§ 61,131	594,375	50	75	80
York Tr., R. Es. & Dep	150,000	§ 27,000	395,000	50	68½	70

RHODE ISLAND.

NEWPORT—						
Aquidneck Nat. Bk..	200,000	§ 44,677	319,363	50	.....	*65
First Nat. Bank.....	120,000	§ 73,495	193,703	100	.....	*199½
Merchants' Bank....	100,000	§ 14,300	180,000	100	.....	* 90
Nat. Exchange Bank	100,000	§ 63,044	248,245	50	.....	* 80
New England Commercial Bank.....	75,000	§ 7,095	111,159	50	.....	* 57
Newport Nat. Bank.	120,000	§ 80,850	258,871	60	.....	*116
Union Nat. Bank....	155,250	§ 17,145	114,856	90	.....	* 97½
PAWTUCKET—						
Slater Trust Co.....	500,000	§ 521,000	1,100,000	100	205	.....
PROVIDENCE—						
American Nat. Bank	1,000,000	§ 97,933	1,688,901	50	43½	.....
Atlantic Nat. Bank.	225,000	§ 19,962	179,170	50	32½	.....
Blackstone Canal National Bank....	500,000	§ 174,534	301,437	25	25	.....
Commercial N. Bank	1,000,000	§ 156,778	985,524	50	44½	.....
Fifth Nat. Bank.....	300,000	§ 41,209	361,085	50	47½	.....
First National Bank.	500,000	§ 199,683	1,054,180	50	112½	.....
Fourth Nat. Bank...	500,000	§ 185,739	427,966	100	115	.....
High Street Bank...	120,000	§ 67,856	418,913	50	66½	.....
Mechanics' N. Bank.	500,000	§ 85,306	522,653	50	45½	.....
Merchants' N. Bank.	1,000,000	§ 411,037	3,492,186	50	62	.....
Nat. Bank of Com'ce	850,000	§ 114,269	1,229,452	50	49	.....
Nat. B'k of No. Amer.	1,000,000	§ 155,604	796,638	50	43¾	.....
National Eagle Bank	500,000	§ 40,801	374,706	50	37	.....
Nat. Exchange Bank	500,000	§ 607,158	1,169,782	50	99½	.....
Old National Bank..	500,000	§ 55,569	357,688	100	83	.....
Phenix Nat. Bank...	450,000	§ 468,636	1,002,761	50	82	.....
Providence N. Bank.	500,000	§ 517,475	1,369,991	400	.....	.....
Rhode Island Nat...	600,000	§ 23,815	671,156	25	20	.....
Second Nat. Bank...	300,000	§ 91,138	119,918	100	.....	.....
Weybosset N. Bank.	500,000	§ 103,487	306,792	50	49	.....
Westminster Bank..	200,000	§ 68,100	125,000	50	.....	.....
Industrial Trust Co.	a1,000,000	§ 537,200	11,701,148	100	140	.....
Manufact'rs Trust Co	500,000	§ 349,653	3,034,669	100	160	.....
R. I. Hospital Tr. Co.	1,000,000	§1034036	18,084,565	1000	.....	.....
Union Trust Co.....	250,000	§¶360884	2,755,481	50	172½	.....
WOONSOCKET—						
Citizens' Nat. Bank.	100,000	§ 31,745	58,051	100	110	111½
First Nat. Bank.....	200,000	§ 95,553	101,202	50	.....	70
Nat. Globe Bank....	100,000	§ 36,514	92,667	25	.....	38
Nat. Union Bank....	150,000	§ 37,799	4,188	50	..... *	30
Producers' Nat. Bk..	200,000	§ 93,677	375,961	20	..... *	31
Woonsocket Nat. Bk.	200,000	§ 165,339	365,213	50	.....	86

SOUTH CAROLINA.

CHARLESTON—						
Bk. of Ch'lest', N.B.A.	300,000	§ 192,593	1,703,698	100	145	150
Carolina Savings Bk	200,000	§ 67,004	1,386,560	100	175	200
Charl. Sav'gs Inst'n.	100,000	§ 84,335	722,584	100	275	300
Colum. Bkg. & Tr. Co.	50,000	§ 9,579	198,217	50	45	47
Dime Savings Bank.	30,000	§ 26,692	553,815	100	220	225
Enterprise Bank....	50,000	§ 10,290	239,765	25	22	23
Exch. Bkg. & Tr. Co.	100,000	§ 6,500	195,500	100	.....	100
First Nat. Bank.....	200,000	§ 349,238	1,162,868	100	245	250
Germania Sav. Bank	40,000	§ 164,525	2,076,007	250	1300	1350
Hibernia Tr. & S'v. Bk	30,000	§ 15,811	240,587	....	105	110
Miners' & Merch. Bk.	100,000	§ 10,828	285,973	100	102	103
People's Nat. Bank..	250,000	§ 124,271	1,108,972	100	155	160
Security Savings Bk.	50,000	§ 2,885	481,406	....	102	103
State Savings Bank.	30,000	§ 9,381	116,081	25	22	23
So. Car. Loan & Tr. Co.	100,000	§ 14,415	1,221,710	100	101	102

TENNESSEE.

CHATTANOOGA—						
Chatt'nooga Nat. Bk.	200,000	§ 2,636	543,961	100	.....	80
Chatt'nooga Sav. Bk.	100,000	§ 14,852	800,000	100	.....	90
Citizens' Bank & Trust Co.....	225,000	§ 16,500	580,000	100	.....	.....
First Nat. Bank.....	200,000	§ 338,325	1,635,701	100	.....	175
South Chattanooga Savings Bank.....	50,000	§ 10,500	204,000	100	.....	90
Third Nat. Bank....	150,000	§ 5,826	568,977	100	.....	80

¶ Including the contribution of $250,000 by the stockholders.
a The Industrial Trust Co. of Providence, besides the banks previously absorbed, has now also taken over the Nat. Bk. of Rhode I. at Newport.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
KNOXVILLE—	$	$	$			
City National Bank.	200,000	§ 44,723	1,489,791	100	125	130
East Tennessee National Bank	175,000	§ 203,366	1,113,648	100	200	225
Holston Nat. Bank..	100,000	§ 24,382	300,118	100	98	.....
Knox Co. Bank & Trust Co.....	42,000	§ 500	40,000	100	50	.....
Knoxville Bkg. Co...	50,000	15,000	225,000	100	115	.....
Mechanics' Nat. Bk.	100,000	112,741	574,536	100	200	210
Merchants' Bank....	100,000	§ 2,000	100,000	100	100	.....
Third Nat. Bank.....	200,000	§ 47,345	582,208	100	115	.....
MEMPHIS—						
Continental Sav. Bk.	25,000	§ 12,497	233,045	100	150	160
First Nat. Bank.....	500,000	§ 81,413	1,833,867	....	119	122
Manhattan Savings Bank & Trust Co..	30,000	§ 105,908	1,238,030	100	450	475
Memphis Nat. Bank.	500,000	§ 114,487	1,482,454	100	120	125
Memphis Sav. Bank.	50,000	§ 33,250	675,000	100	200	210
Memphis Trust Co...	200,000	§ 32,600	440,000	100	115	118
Mercantile Bank....	200,000	§ 18,130	1,200,000	100	130	135
National Bank of Commerce	500,000	§ 178,145	3,201,198	100	160	165
Security Bank.....	50,000	§ 28,886	224,712	100	.....	.....
State Nat. Bank.....	250,000	§ 205,401	3,284,332	100	180	185
State Savings Bank.	50,000	§ 61,333	545,727	100	200	205
Union & Plant'rs' Bk.	600,000	§ 55,801	1,322,704	100	112	115
Union Savings Bank & Trust Co.....	12,500	§ 13,000	280,000	100	210	220
NASHVILLE—						
American Nat. Bank	1,000,000	§ 18,601	1,587,546	100	69	71
City Savings Bank..	100,000	29,000	180,000	100	94	97
First National Bank.	400,000	§ 49,641	2,166,921	100	139	142
Fourth Nat. Bank...	600,000	§ 347,769	2,883,628	100	164	167
Merchants' Bank....	100,000	§ 15,000	300,000	100	100	102
Union Bank & Tr. Co.	100,000	§ 51,826	589,670	100	145	.....
Nashville Trust Co..	350,000	§ 22,470	.....	100	100	103

TEXAS.

AUSTIN—						
American Nat. Bank	200,000	§ 83,540	813,389	100	145	.....
Austin Nat. Bank...	150,000	§ 58,177	810,142	100	140	.....
City National Bank.	150,000	§ 5,874	338,254	100	100	.....
First National Bank.	100,000	§ 50,406	752,209	100	100	.....
State Nat. Bank.....	100,000	§ 50,940	730,007	100	150	.....
DALLAS—						
American Nat. Bank	200,000	§ 206,709	1,428,632	100	.....	200
City National Bank.	200,000	§ 188,150	2,297,786	100	175	.....
National Bank of Commerce	150,000	§ 31,137	375,557	100	.....	110
Nat. Exchange Bank	300,000	§ 116,729	1,947,617	100	125	.....
FORT WORTH—						
American Nat. Bank	150,000	§ 15,104	321,696	100	.....	100
Farmers' & Mechanics' National Bank	200,000	§ 35,210	529,061	100	.....	*100
First National Bank.	300,000	§ 159,408	713,292	100	140	150
Fort Worth Nat. Bk.	300,000	§ 116,309	1,324,564	100	110	120
State Nat. Bank.....	250,000	§ 28,798	558,473	100	110	115
Traders' Nat'l Bank.	125,000	§ 57,585	231,240	100	100	115
GALVESTON—						
First National Bank.	300,000	§ 145,582	336,591	100	110	115
Galveston Nat. Bank	125,000	§ 17,483	1,161,748	100	100	105
Island City Savings Bank.....	100,000	§ 238,000	630,000	100	.....	285
HOUSTON—						
Commercial N. Bank	200,000	§ 125,449	1,312,068	100	170	175
First National Bank.	100,000	§ 442,594	2,561,295	100	600	700
Houston Nat. Bank.	100,000	§ 17,863	354,275	100	91	92½
Planters' & Mechanics' National Bank.	200,000	§ 11,719	475,780	100	60	62½
South Texas N. Bank	500,000	§ 139,101	1,485,728	100	125	127½
SAN ANTONIO—						
Alamo Nat. Bank...	250,000	§ 92,000	900,000	100	.....	120
City National Bank..	100,000	§ 3,320	119,150	100	.....	100
Frost Nat. Bank.....	250,000	§ 42,248	1,153,344	100	.....	110
Lockwood Nat. Bank	100,000	§ 40,695	553,392	100	.....	130
San Antonio N. Bank	125,000	§ 129,440	1,326,463	100	.....	180
WACO—						
Citizens' Nat'l Bank.	100,000	§ 109,548	448,602	100	.....	.....
First National Bank.	300,000	§ 105,550	1,069,379	100	.....	.....
Provident Nat'l B'k.	300,000	§ 56,028	603,793	100	.....	.....
Waco State Bank....	100,000	§ 21,103	284,872	Private		Bank

UTAH.

SALT LAKE CITY—						
Bank of Commerce..	100,000	§ 9,803	519,441	100	87	90
Bk of McCornick & Co.	250,000	§ 14,100	3,266,324	Private		Bank
Commercial Nation'l Bank.....	200,000	§ 17,417	454,320	100	100	102
Deseret Nat. Bank..	500,000	§ 361,620	1,810,474	100	244	245
Deseret Sav'gs Bank	100,000	§	1,272,226	100	148	149
National Bank of Republic.....	300,000	§ 16,730	1,097,397	100	85	87
State Bank of Utah.	250,000	§ 30,714	751,396	100	131	133
Utah Commercial & Savings Bank.....	200,000	§ 11,272	399,694	100	108	110
Utah National Bank.	100,000	§ 3,515	185,644	100	75	100
Wells, Fargo & Co. Bk	500,000	§ 7496227	8,818,304	....	.....	.....
Zion's Savings Bank & Trust Co.....	200,000	§ 7,170	2,285,995	100	127	128
Utah Savings & Trust Co....	150,000	§ 16,568	254,144	1000	.....	.....

VIRGINIA.

NORFOLK—						
Bank of Commerce..	200,000	§ 135,000	1,050,000	100	151	153
Citizens' Bank.....	300,000	§ 193,003	1,708,879	100	155	158
City National Bank.	200,000	§ 56,466	694,457	100	110	112
Marine Bank.....	110,000	§ 147,400	688,686	100	200	.....
Nor. Bk. for Sav. & Tr.	100,000	§ 95,552	762,273	100	170	175
Norfolk Nat. Bank..	400,000	§ 261,461	2,509,833	100	168	175

*Last sale. † Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PETERSBURG—	$	$	$			
Petersb. B'g & T. Co. *b*	100,000	.....	.....	....	.....	.....
Petersburg Savings & Insurance Co....	200,000	§ 224,432	1,533,754	20	48	50
The National Bank..	100,000	§ 80,000	375,000	100	.....*	141½
RICHMOND—						
American Nat. Bank	181,800	§ 3,451	371,554	100	.....	.....
City Bk. of Richm'd.	400,000	§ 107,692	894,114	25	30	.....
First Nat. Bank.....	600,000	§ 462,032	2,409,966	100	171½	.....
Merchants' Nat. Bk.	200,000	§ 348,233	2,963,551	100	220	.....
Metropolitan Bank..	125,000	§ 23,708	449,958	25	.....	.....
Nat. B'k of Virginia	500,000	§ 36,850	1,758,433	100	109½	.....
Planters' Nat. Bank.	300,000	§ 724,418	2,182,751	100	270	.....
Savings Bk. of Rich..	100,000	§ 59,046	785,526	....	37	.....
Security Bank.....	200,000	§ 59,858	418,861	100	.....	.....
State Bk. of Virginia	500,000	§ 259,007	1,787,292	100	150	.....
Union Bk. of Richm.	219,750	§ 231,500	1,151,668	50	.....	.....
Richmond Trust & Safe Deposit Co...	1,000,000	§ 123,378	1,181,463	100	112½	115
Southern Trust Co..	100,000	§ 7,000	75,000	100	100	110
Virginia Trust Co...	500,000	§ 74,380	526,557	100	115½	.....

WASHINGTON.

SEATTLE—						
Boston Nat. Bank...	180,000	§ 20,540	600,000	100	.....	.....
Dexter, Horton & Co	200,000	§ 26,000	2,786,360	100	.....	.....
First Nat. Bank.....	150,000	§ 34,225	1,192,400	100	.....	.....
Nat. Bk. of Commerce	150,000	§ 45,273	1,371,779	100	.....	.....
People's Sav. Bank.	*a*79,600	§ 4,592	388,792	100	.....	.....
Puget Sound Nat. Bk.	300,000	§ 26,171	2,421,285	100	.....	.....
Scandinavian-American Bank	75,000	§ 36,377	897,879	100	.....	.....
Seattle Nat. Bank...	100,000	§ 14,709	1,175,097	100	.....	.....
Washington Nat. Bk.	100,000	§ 99,567	2,034,744	100	.....	.....
SPOKANE—						
Exchange Nat. Bk..	250,000	§ 154,112	1,845,266	100	.....	.....
Fidelity Nat. Bank..	100,000	§ 24,705	263,108	100	.....	.....
Old Nat. Bank.....	200,000	§ 23,258	600,889	100	.....	.....
Traders' Nat. Bank.	200,000	§ 88,296	1,744,244	100	.....	.....
Spok'ne & East. Tr. Co	100,000	.....	783,570	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.
a This is capital paid in; authorized $100,000.
b This is capital paid in; authorized $300,000.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TACOMA—	$	$	$			
Nat. Bk. of Commerce	200,000	§ 40,986	807,606	100	.....	.....
Pacific Nat. Bank•..	200,000	§ 20,000	800,000	100	.....	.....
Scandinavian-American Bank.....	100,000	§ 14,000	150,000	100	.....	.....
Fidelity Trust Co....	300,000	§ 8,212	727,105	100	.....	.....

WEST VIRGINIA.

WHEELING—						
Bank of Ohio Valley	175,000	§ 30,000	607,000	100	.....	.....
Bank of Wheeling...	200,000	§ 33,619	1,351,697	100	.....	.....
City Bk. of Wheeling	150,000	§ 60,150	969,498	100	.....	.....
Commercial Bank...	100,000	§ 41,000	437,139	100	.....	.....
Dollar Sav'gs Bank.	100,000	§ 42,000	824,521	100	.....	.....
German Bank.....	80,000	§ 201,000	1,396,243	100	.....	.....
Germania Half-Dollar Savings Bank..	50,000	§ 4,746	263,372	100	.....	.....
Nat. Bank of W. Va	200,000	§ 51,131	458,873	100	.....	.....
Nat'l Exch. Bank....	200,000	§ 42,347	1,780,509	....	.....	.....
People's Bank.....	100,000	§ 50,912	489,695	100	.....	.....
South Side Bank.....	25,000	§ 10,000	255,509	100	.....	.....
Wheel. Title & Tr. Co.	100,000	§ 5,880	478,870	100	.....	.....

WISCONSIN.

LA CROSSE.—						
Batavian Bank.....	200,000	§ 38,435	2,255,936	100	.....*	150
Exchange State Bank	25,000	§ 5,135	164,925	100	.....	120
German-Amer. Bank	50,000	§ 16,130	400,866	100	.....*	125
Nat. Bk. of La Crosse	250,000	§ 95,139	2,165,410	100	.....*	180
Security Savings Bk.	30,000	§ 3,553	35,101	100	.....	.....
State B'k of La Crosse	50,000	§ 43,737	656,855	100	.....*	170
MILWAUKEE.—						
First National Bank.	1,000,000	§ 512,700	14,585,860	100	.....	.....
German-Amer. Bank	200,000	§ 30,644	792,750	100	.....	.....
Marshall & Ilsley B'k	300,000	§ 64,004	3,814,048	100	.....	.....
Mil. Nat. Bank of W.	450,000	§ 51,574	2,102,137	100	.....	.....
Nat. Exchange Bank	500,000	§ 130,670	4,374,927	100	.....	.....
Second Ward Sav. Bk	200,000	§ 554,863	5,653,365	250	.....	.....
West Side Bank.....	100,000	§ 5,449	519,584	100	.....	.....
Wisconsin Marine & Fire Ins. Co. Bank.	500,000	§ 108,164	2,179,256	100	.....	.....
Wisconsin Nat. Bank	1,000,000	§ 262,605	9,872,649	100	.....	.....
Milwaukee Trust Co.	100,000	§ 15,000	.....	100	.....	.....
Wisconsin Trust Co.	250,000	§ 7,047	.....	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.

CANADA.

BRITISH COLUMBIA.

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
VICTORIA—	$	$	$			
Bank of British Col.	2,919,996	486,666	5,077,260	100	.....	.....

NEW BRUNSWICK.

FREDERICTON—						
People's Bk. of N. B.	180,000	150,000	297,434	150	.....	.....
ST. JOHN—						
Bank of New Bruns.	500,000	700,000	2,168,374	100	300	301½
ST. STEPHEN—						
St. Stephen's Bank..	200,000	45,000	225,623	100	.....	.....

NOVA SCOTIA.

HALIFAX—						
Bank of Nova Scotia	1,794,200	2,202,830	13,009,584	100	220	225
Halifax Banking Co.	500,000	400,000	3,066,608	20	155	157½
Mer. Bk. of Halifax.	1,997,240	1,700,000	9,862,914	100	179	183
Peop. Bk. of Halifax	700,000	240,000	1,635,915	20	115	118
Union Bk. of Halifax	629,250	338,925	2,486,710	50	150	154
WINDSOR—						
Com. Bk. of Windsor	350,000	80,000	834,350	40	111	115
YARMOUTH—						
Bank of Yarmouth..	300,000	30,000	533,984	75	92	97
Exch. Bk. of Yarm..	260,148	30,000	165,049	....	.....	.....

ONTARIO.

HAMILTON—						
Bank of Hamilton..	1,676,080	1,116,212	9,540,088	100	188	190
OSHAWA—						
Western Bk. of Can.	388,239	118,000	1,680,673	100	.....	.....
OTTAWA—						
Bank of Ottawa.....	1,763,250	1,427,437	8,301,066	100	200	.....

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
TORONTO—						
Bank of Toronto....	2,000,000	1,800,000	12,019,403	100	235	243
Can. Bank of Com...	6,000,000	1,000,000	27,210,695	50	149	150
Dominion Bank.....	1,500,000	1,500,000	15,354,170	50	262	266
Imperial Bk. of Can.	2,407,213	1,564,692	13,087,416	100	211¾	212
Ontario Bank	1,000,000	110,000	6,375,184	100	127½	129
Standard Bank.....	1,000,000	600,000	6,930,117	50	201½	212
Traders' Bank.....	1,000,000	70,000	6,258,532	100	114½	116½

PRINCE EDWARD ISLAND.

SUMMERSIDE—						
Summerside Bank...	48,666	21,000	148,057	....	.....	.....
CHARLOTTETO'N—						
Mer. Bk. of P. E. Is.	200,020	80,000	414,131	....	.....	.....

QUEBEC.

MONTREAL—						
Bank of Montreal...	12,000,000	6,000,000	50,612,419	200	.....*	261
Bk. of Br. Nor. Am..	4,866,666	1,581,000	12,300,513	¶	130	135
Ban. Jacques-Cartier	500,000	.....	1,099,521	25	.....	.....
Banque d'Hochelaga	1,495,830	565,000	5,100,369	100	137	143
Mer. Bank of Can...	6,000,000	2,600,000	16,011,816	100	160	162
Molson's Bank.....	2,285,935	1,625,000	12,472,563	50	.....	192
QUEBEC—						
Banque Nationale...	1,200,000	150,000	3,665,536	30	.....	.....
Quebec Bank.....	2,500,000	700,000	6,976,284	100	126	.....
Union Bank of Can.	2,000,000	450,000	6,057,718	60	.....	120
ST. HYACINTHE—						
Ban. de St. Hyacinthe	320,840	75,000	807,779	....	.....	.....
ST. JOHNS—						
Banque de St. Jean.	262,154	10,000	199,171	....	.....	.....
SHERBROOKE—						
East. Townships Bk.	1,500,000	850,000	5,173,300	50	155	.....

¶ Par of this bank is £50.

MERCHANTS' NATIONAL BANK

OF THE CITY OF NEW YORK,

42 Wall Street.

CAPITAL, $2,000,000. SURPLUS, $1,000,000.
DEPOSITS, $15,000,000.

FOUNDED, 1803.

191st Consecutive Semi-Annual Dividend Declared January 1, 1900.

OFFICERS:

Robert M. Gallaway, President.
Elbert A. Brinckerhoff, Vice-President.
Joseph W. Harriman, Cashier.
Samuel S. Campbell, Assistant Cashier.

DIRECTORS:

John A. Stewart,	**Pres. U. S. Trust Co.**
Elbert A. Brinckerhoff,	**Capitalist.**
Chas. Stewart Smith,	**Merchant.**
Gustav H. Schwab,	**Oelrichs & Co.**
Donald Mackay,	**Vermilye & Co.**
Robert M. Gallaway,	**President.**
Charles D. Dickey,	**Brown Bros. & Co.**
Henry W. Banks,	**Henry W. Banks & Co.**
George Sherman,	**Vice-Pres. Cen. Tr. Co.**
Edward Holbrook,	**Pres. Gorham Mfg. Co**
Oris K. Eldredge,	**Wheelright, Eldredge & Co.**

THE QUOTATION

SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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June 2, 1900.

WILLIAM B. DANA COMPANY, PUBLISHERS,

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Messrs. ROTHSCHILD,

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THE QUOTATION SUPPLEMENT

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NEW YORK, JUNE 2, 1900.

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WILLIAM B. DANA COMPANY, PUBLISHERS,

PINE ST., CORNER OF PEARL ST., NEW YORK.

REVIEW OF MAY.

The month of May may be said to have been a period of reaction, the course of prices having tended downward both on the Stock Exchange and in the mercantile markets. The movement was only a continuance of that noted the previous month, when the unexpected closing of some of the mills of the American Steel & Wire Company produced a widespread shock and caused general disturbance. The developments during May have made it clear that the situation of the Wire Company, which led to the action mentioned, reflected a state of things more or less common throughout the mercantile world. In other words, the extraordinarily high level of prices ruling had on the one hand operated to increase production and on the other hand had served to check consumption, so that manufacturers and producers found themselves with accumulating stocks of goods.

Whether this be accepted as a correct diagnosis or not, producers have found it advisable in many instances to lower prices either because they recognized that such a situation as outlined above existed or because they feared it might develop unless inducements were offered to stimulate consumption. Consumers on their part, having had their attention called in such a prominent way to this weak and threatening feature of the situation, have been less inclined to buy than usual, even at the lower prices. Looking upon substantial recessions in prices as inevitable, some of them have been disposed to hold off altogether until the outlook became more clearly defined. As a consequence a sort of dead-lock has resulted at times, making the situation appear worse than it really is. On account of the close relationship existing between our industries and those abroad, the same condition of hesitancy and uncertainty has been communicated to the foreign trade centres. This is particularly true of those two great industries, iron and steel and cotton goods, as has been made so evident in the letters of our Manchester correspondent. In Germany, as well as in England, events here are being watched with interest and anxiety.

Apart from the halt in the revival of trade—which we may be sure will not be prolonged, since it had its origin entirely in an extravagant level of prices and requires for its removal nothing more than an adjustment of prices to a lower level—there were quite a number of favorable developments in the stock mar-

ket, some decidedly healing in their nature. The local gas war, which has been waged for about a year, is believed to have been settled by the acquisition of the New Amsterdam Gas Company and the Standard Gas Light Company by the Consolidated Gas Company, and an advance in the price of gas to consumers is momentarily looked for. In the case of the Third Avenue RR. the final step in the rehabilitation of the property was taken, Messrs. Kuhn, Loeb & Co. paying for the $35,000,000 of new bonds purchased by them and the receiver being discharged. In the sugar war between the American Sugar Refining Co. and the independent refiners, the developments also suggest an early settlement, and the price of refined sugar has been very materially raised. On the other hand, the outcome early in the month of the differences in the board of directors of the American Steel & Wire Company was not what had been hoped, Messrs. Henry Seligman and Frederick Strauss, who represented J. & W. Seligman & Co., having resigned from the board; later, however, Mr. John W. Gates gave up his position as Chairman of the board and Mr. John Lambert resigned as President, and were replaced by other men. The failure of Price, McCormick & Co. on the 24th was an unfavorable development the latter part of the month; being due, however, entirely to operations in cotton, where an attempt had been made to corner the staple, the effect did not extend much beyond the Cotton Exchange. On the 28th Seymour, Johnson & Co. also failed, but their operations were not extensive.

The foreign exchange market was very quiet, with dealings decidedly limited. In fact some of the bankers complained of stagnation and an almost entire absence of business. This situation was due to the hovering of rates around the gold-export point. Bills were reported in small supply, and the inquiry for remittance was met in considerable part by gold shipments. The export movement of the metal was entirely to Paris, $2,712,162 going on the 3d, $2,855,300 on the 10th, $3,197,779 on the 17th, and $1,257,134 on the 24th, making $10,022,375 together. There was no outflow of gold to London. Early in the month there was an advance in the price for American eagles and for gold bars in the London bullion market, and on the 9th the Bank of England raised its bid price for eagles from 76s. 3½d. to 76s. 4d., but this still left sterling rates below the export point. The Bank was urged by critics at home to offer inducements to attract gold by making advances on shipments in transit, but the managers of the institution evidently did not consider such a step necessary. Subsequently the Bank received £1,000,000 gold from Russia, and some Russian gold also went to Paris. As a result, the previously-existing tension was relieved and discounts in the open market in London at once declined. The following week (on the 24th) the Bank reduced its official minimum from 4 per cent to 3½ per cent, this being the first change since the previous January. On the 25th the Bank of France also lowered its minimum, namely from 3½ to 3 per cent, this being likewise the first change since January. At the close of the month open market rates were lower at all the European centres, being in London 2⅝@2¾ per cent May 31 against 4⅛ per cent April 30, in Paris 2¾ per cent against 3½ per cent, and in Berlin and Frankfort 4⅝ per cent against 4⅝@4¾ per cent.

The fluctuations in the price of exchange on London were governed mainly by the decline in discounts at that centre. As a result of this decline the difference between the rates for sixty-day bills and those for sight and cable transfers was narrowed, as below.

ACTUAL RATES.—BANKERS' AND COMMERCIAL BILLS.

	Bankers' Bills.			Commercial Bills.	
	60 Day.	Sight.	Cable.	On Banks.	Documents for Payment.
May 1	4 84⅛-4 84¾	4 88¼-4 88⅛	4 89 -4 89¼	4 84 -4 84¼	4 83⅛-4 85
" 2	4 84⅛-4 84¾	4 88 -4 88¼	4 88¾-4 89	4 84 -4 84¼	4 83⅛-4 83¾
" 4	4 84⅛-4 84¾	4 88¼-4 88⅛	4 89 -4 89¼	4 84 -4 84¼	4 83⅛-4 84¾
" 7	4 84⅛-4 84¾	4 88 -4 88¼	4 88¾-4 89	4 84 -4 84¼	4 83⅛-4 84¾
" 14	4 84¾-4 85	4 88¼-4 88⅛	4 89 -4 89¼	4 84¼-4 84⅛	4 83¾-4 85
" 15	4 84¾-4 85	4 88 -4 88¼	4 88¾-4 89	4 84¼-4 84⅛	4 83¾-4 85
" 17	4 84¾-4 85	4 87⅞-4 88	4 88⅛-4 88¾	4 84¼-4 84⅛	4 83⅞-4 84¾
" 23	4 84¾-4 85	4 87⅛-4 87⅝	4 88¼-4 88⅛	4 84¼-4 84⅛	4 83¾-4 84¾
" 25	4 84¾-4 85	4 87⅛-4 87¾	4 88 -4 88¼	4 84¼-4 84⅛	4 83¾-4 84⅛
" 28	4 84⅛-4 84¾	4 87¼-4 87⅛	4 88 -4 88¼	4 84 -4 84¼	4 83⅛-4 84⅛
" 31	4 84⅛-4 84¾	4 87 -4 87¼	4 87¾-4 88	4 84 -4 84¼	4 83⅛-4 84¼

POSTED RATES—BANKERS' STERLING BILLS.

May.	60 days.	Demand.	May.	60 days.	Demand.	May.	60 days.	Demand.
1....	4 85-⅛	4 89-⅛	13....	.....S.	.....	25....	4 85⅛	4 88⅛-89
2....	4 85-⅛	4 89-⅛	14....	4 85-⅛	4 89-⅛	26....	4 85⅛	4 88⅛-89
3....	4 85-⅛	4 89-⅛	15....	4 85-⅛	4 89-⅛	27....	.....S.	.....
4....	4 85-⅛	4 89-⅛	16....	4 85-⅛	4 89-⅛	28...	4 85⅛	4 88⅛
5....	4 85-⅛	4 89-⅛	17....	4 85-⅛	4 89-⅛	29....	4 85⅛	4 88⅛
6....	.....S.	.....	18....	4 85-⅛	4 89-⅛	30....	....HOLIDAY.....	
7....	4 85-⅛	4 89-⅛	19 ...	4 85-⅛	4 89-⅛	31....	4 85⅛	4 88⅛
8....	4 85-⅛	4 89-⅛	20....	..... S.	.....			
9....	4 85-⅛	4 89-⅛	21....	4 85⅛	4 88⅛-89	Open	4 85-⅛	4 89-⅛
10....	4 85-⅛	4 89-⅛	22....	4 85⅛	4 88⅛-89	High	4 85⅛	4 89⅛
11....	4 85-⅛	4 89-⅛	23....	4 85⅛	4 88⅛-89	Low.	4 85	4 88⅛
12....	4 85-⅛	4 89-⅛	24....	4 85⅛	4 88⅛-89	Last	4 85⅛	4 88⅛

There was no feature in the money market save its continued ease. Notwithstanding the large outflow of gold to Europe (the exports for the four weeks ending May 26th having, as shown above, reached over ten million dollars), the money holdings of the Clearing-House banks very largely increased. There was a falling off in aggregate holdings in but one week, and that loss was quickly recovered. The gold holdings were $166,712,400 May 26, against $163,468,900 April 28, and the legal tenders $71,252,500, against $66,621,000, making together $237,964,900, against $230,089,900. On account of the increase in deposits the surplus reserve dropped from $17,074,275 April 28 to $15,332,725 May 12, but by May 26th was up to $18,812,325. Loans were expanded from $774,548,600 April 28 to $792,921,000 May 26, and the deposits rose from $852,062,500 to $876,610,300. The payment of $35,000,000 by Kuhn, Loeb & Co. for the Third Avenue Railroad bonds purchased by the firm was made without disturbing rates in the least.

RATES FOR MONEY IN NEW YORK, WEEKLY.

	May 4.	May 11.	May 18.	May 25.
Call Loans—				
Stock Exchange—Range for week	1⅛-3	2 -2⅛	1⅛-2¼	1⅛-2¼
Average for week	2	2⅛	2	2
At banks and trust companies	1¼-2¼	2	2 -2¼	2
Time Loans—				
Thirty days	.....	.....	.....	.....
Sixty days	3	3	3	3
Ninety days	3	3	3	3
Four months	3½-4	3½	3½	3
Five months	4	3¾-4	4	3½-4
Six months	4	3½-4	4	3½-4
Seven months	4	.....	.....	3½-4
Commercial Paper—				
Double Names—Choice 60 to 90 days	3½-4	3¾	3¼-3¾	3⅛-3¾
Single Names—Prime 4 to 6 months	4 -4½	3¾-4½	3¾-4½	3⅛-3¾
Good 4 to 6 months	5 -6	4½-5½	5 -5½	5 -6

We have already outlined the course of the stock market above, so will only say that while prices were weak most of the time, transactions were not on a large scale, the market being dull and inactive. News regarding the British advance towards Pretoria imparted strength to the market on the last day.

VOLUME OF BUSINESS ON THE STOCK EXCHANGE.

Month of May—	1900.	1899.	1898.	1897.
Stock sales—				
Number of shares...	9,519,473	14,955,899	9,191,684	3,342,035
Par value	$902,298,900	$1,467,563,850	$871,436,450	$324,135,850
Bond sales (par value)—				
Railroad & misc. bds	$38,386,000	$82,082,000	$53,758,700	$24,476,700
Government bonds..	787,340	689,300	403,000	1,110,850
State bonds	112,000	215,500	159,500	71,000
Total bond sales..	$39,285,340	$82,986,300	$54,321,200	$25,658,550
Jan. 1 to May 31—				
Stock sales—				
Number of shares....	58,778,336	90,050,133	43,199,332	18,119,771
Par value	$5,669,644,562	$8,735,257,000	$4,208,539,425	$1,735,485,800
Bond sales (par value)—				
Railroad & misc. bds .	$252,689,900	$485,054,400	$319,484,310	$159,070,590
Government bonds...	4,662,660	6,225,900	3,651,500	6,521,450
State bonds	1,183,900	1,599,800	623,400	819,500
Total bond sales....	$258,536,460	$492,880,100	$323,759,210	$166,411,540

SALES OF GRAIN ON THE PRODUCE EXCHANGE.

	1900. Bushels.	1899. Bushels.	1898. Bushels.	1897. Bushels.
Month of May	79,257,650	68,472,300	127,544,150	124,918,275
January 1 to May 31	329,878,530	340,385,970	523,085,420	589,623,347

NEW YORK STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The following tables furnish a complete record of the New York Stock Exchange transactions for the past month and the year 1900. They need no extended introduction, as they are self-explanatory. The tables embrace every security (excepting only State bonds) dealt in on the Exchange. We give bonds first, using the classification adopted in the official list. As to prices the form is our own, and we think it will be found to contain just the facts desired by our readers and to present them in the most convenient way for study and reference. All quotations in the column headed "*Prices about January 2, 1900*," were made on that date except those in italics, which are the nearest in January, 1900.

☞ *For foot notes to tables see last page of Bonds and last page of Stocks.*

BONDS.—PRICES AND SALES FOR MAY AND THE YEAR TO DATE.

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.				RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices	Sale Prices
U. S. Gov. Securities.										
U. S. 2s, refunding (when issued)	.....	43,000	.....	.....	102½	103½	104	.....	103⅛ May 8	104 May 22
U S. 2s, registered.....Optional	Q-M	.....	102½	.....	99¼	99¾	99⅞	.....	.....	.....
U. S. 3s, registered 10-20s...1918	Q-F	15,000	109¼	109⅜	108¾	109¼	109½	110	108¾ May 2	109½ May 8
U. S. 3s, coupon 10-20s.....1918	Q-F	176,000	110	110⅜	108¾	109¼	109½	110	109 May 2	110 May 21
U. S. 3s, registered, small...1918	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 3s, coupon, small.....1918	Q-F	5,640	109½	110½	108½	109½	109	110	108½ May 11	109½ May 23
U. S. 4s, registered.....1907	Q-J	150,000	114	115	114	114½	114¾	115¼	114½ May 10	116¼ May 21
U. S. 4s, coupon.....1907	Q-J	81,000	114	116	114	114½	115¾	116¼	114 May 1	116¼ May 21
U. S. 4s, registered.....1925	Q-F	113,000	133¾	134¼	133¼	133⅞	134½	135	134½ May 4	134⅝ May 7
U. S. 4s, coupon.....1925	Q-F	24,000	133¾	134¼	133¼	133⅞	134½	135	134½ May 4	135 May 22
U. S. 5s, registered.....1904	Q-F	62,000	112¾	113¼	112	112¾	113¾	114¼	112⅝ May 12	114⅛ May 19
U. S. 5s, coupon.....1904	Q-F	125,000	112¾	113¼	112	112¾	113¾	114¼	112½ May 16	114 May 21
Foreign Gov't Securities.										
U. S. of Mexico External gold loan of 1899, sinking fund 5s...	Q.-J	45,000	.....	.....	96¼	97½	.....	.....	96¾ May 1	97½ May 8
Railroad Bonds.										
Alabama Cent. *See* South'n Ry.										
Alabama Mid., 1st gu., g.....1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....	102¾ Feb. 8
Albany & Susq. *See* Del. & Hud.										
Allegheny Valley. *See* Penn. Co.										
Am. Dock & Imp. *See* Cent. of N. J.										
Ann Arbor, 1st, g. 4s.....1995	Q-J	70,000	90	93	92	.....	91½	93	91½ May 17	93 May 2
Atch. Top. & S. Fe—G., g., 4s. 1995	A-O	1,502,000	98½	99	.....	100⅜	100⅞	101	99⅞ May 9	101⅛ May 29
Registered.....1995	A-O	61,000	.....	98	.....	.....	.....	.....	99¼ May 14	100⅝ May 7
Adjustm't, g., 4s.....1995	Nov	1,143,000	79	.....	83¾	84	83⅞	84⅛	83 May 14	84½ May 24
Registered.....1995	Nov	.....	.....	.....	.....	.....	.....	.....	.....	.....
Equip. tr, Series A, g., 5s...1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & St. Louis, 1st, 6s...1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlanta & Char. *See* South'n Ry.										
Atlan. & Danv. *See* South'n Ry.										
Atlan. & Yadk. *See* South'n Ry.										
Atl. Knox. & No., 1st, g., 5s. 1946	J-D	.....	.....	.....	105	107	105	107	.....	.....
Austin & N. W. *See* So. Pacific.										
Battle Creek & Stur. *See* Mich. C.										
& O. prior lien, g., 3½s....1925	J-J	719,000	.....	94	96	96½	96¼	96½	95 May 10	96½ May 2
Registered.....	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 4s.....1948	A-O	1,561,000	98	98½	100	100½	100¼	100⅜	99½ May 16	100½ May 2
Registered.....	A-O	10,000	.....	.....	.....	.....	.....	.....	100 May 10	100½ May 7
S. W. Div. 1st g. 3½s.....1925	J-J	831,000	88	88½	89½	90	89	89¼	88¼ May 10	89⅞ May 5
Registered.....1925	Q-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Junc. & M. D. 1st g., 3½s, '25	M-N	5,000	.....	.....	.....	.....	.....	.....	89 May 1	89 May 1
Registered.....1925	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mon. R., 1st gu., g., 5s.....1919	F-A	5,000	104¾	.....	.....	.....	111	115	111 May 22	112 May 11
C. O. Reorg., 1st con. g., 4½s 1930	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Va. & Pitts. 1st, g. 4s..1990	A-O	.....	105	.....	.....	.....	.....	.....	.....	.....
Beech Creek. *See* N. Y. & Hud.										
Bellev. & Carond. *See* Ill. Cent.										
Booneville Bdg. Co. *See* Mo. K. & T.										
B'way & 7th Av.—*See* Met. St. Ry.										
B'klyn & Montauk. *See* L. Island.										
Bruns. & West. *See* Sav. Fl. & W.										
Buffalo N. York & Erie, *See* Erie.										
Buff. R. & P., gen. g., 5s.....1937	M-S	20,000	107	109	112	.....	112	.....	112½ May 28	113 May 24
Debenture 6s.....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cl. & Mah., 1st., gu. g. 5s...1943	J-J	.....	132½	.....	.....	.....	.....	.....	.....	.....
Roch. & Pittsb., 1st, 6s....1921	F-A	.....	124	.....	129	131	.....	.....	.....	.....
Consol., 1st, 6s.....1922	J-D	.....	124	.....	126	130	.....	.....	.....	.....
Buff. & Southwestern. *See* Erie.										
Buff. & Susq., 1st, gold. 5s....1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burl. C. R. & No., 1st, 5s.....1906	J-D	25,000	106½	.....	108¼	.....	108¾	.....	108¼ May 3	109 May 18
Con. 1st & col. tr., g., 5s....1934	A-O	26,000	114	.....	117	.....	.....	.....	116 May 28	117¼ May 11
Registered.....1934	A-O	10,000	.....	.....	.....	.....	.....	.....	115 May 26	115 May 26
C. R. I. F. & N. W., 1st 5s...1921	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. & St. L., 1st, gu., g., 7s....1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....
Can. So., 1st, int. gu., 5s....1908	J-J	139,000	105	.....	107¼	108	107⅛	108	107⅛ May 8	108 May 23
Can. So., 2d, 5s.....1913	M-S	93,000	107½	108	.....	107¼	106½	107	106½ May 8	107⅜ May 4
Registered.....1913	M-S	.....	.....	.....	.....	.....	.....	.....	.....	104 Apr. 24
Carb. & Shawn. *See* Ill. Central.										
Carolina Cent.—*See* Seab. & Roan.										
Carthage & Ad. *See* N. Y. C. & H.										
Ced. R. Ia. F. & N. *See* B. C. R. & N.										
Cent. Br., Un. Pac., 1st g. 4s..1948	J-D	10,000	86	87	86½	90	90	91	90 May 25	90¾ May 31
Central Ohio. *See* Balt. & Ohio.										
Cen. RR. & B. of Ga.-Col. g. 5s. 1937	M-N	.....	.....	.....	.....	.....	92	94	.....	.....
Cent. of Ga. Ry.—1st, g., 5s. 1945	F-A	11,000	118	.....	118½	.....	119	119½	118½ May 22	119½ May 2
Registered.....1945	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s.....1945	M-N	514,000	90	91	92	92½	91⅞	92	89⅝ May 14	92¼ May 1
Registered.....1945	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, pref., income, g., 5s...1945	Oct	205,000	33½	35	.....	.....	42½	42⅞	41 May 9	43½ May 8
2d, pref., income, g., 5s... 1945	Oct.	64,000	9	10	14	14½	12	12½	12 May 26	14¼ May 1
3d, pref., income, g., 5s ...1945	Oct.	15,000	4	6	6½	.....	6	6½	6 May 28	6½ May 29
Mac. & Nor. Div., 1st, g. 5s. 1946	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid. Ga. & Atl. Div. 5s....1947	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile Div., 1st, g. 5s.....1946	J-J	8,000	105½	.....	.....	106¾	102	104¼	105 May 22	105 May 24
Cent'l of N. J.—1st, conv. 7s. 1902	M-N	13,000	107¾	.....	.....	.....	.....	.....	107½ May 3	107½ May 3
General, gold, 5s.....1987	J-J	179,000	116	118	.....	.....	121½	122	121¼ May 31	123⅛ May 1
Registered.....1987	Q-J	8,000	116	.....	.....	123	.....	120¾	120⅝ May 22	121½ May 3
Conv. deb. 6s.....1908	M-N	.....	.....	.....	110	.....	.....	.....	.....	.....
Am. Dock & Imp. Co. 5s....1921	J-J	3,000	112½	.....	.....	.....	.....	.....	115 May 23	115¾ May 7
Leh. & H. R. gen. gu., g., 5s. 1920	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & W. Coal, con. ass. 7s. 1900	Q-M	223,000	98	101	100½	.....	101½	102⅛	102 May 16	102½ May 18
5s.....1912	M-N	.....	100	.....	100½	.....	.....	.....	.....	100 Apr. 16

BONDS. NEW YORK STOCK EXCHANGE.	RANGE SINCE JAN. 1.
	Highest.
	Sale Prices.
U. S. Gov. Securities.	
U. S. 2s, refunding (when issued)	103¾ Mar. 22
U S. 2s, registered.....Optional	100½ Apr. 2
U. S. 3s, registered 10-20s...1918	112 Feb. 27
U. S. 3s, coupon 10-20s.....1918	112¼ Mar. 9
U. S. 3s, registered, small...1918	.....
U. S. 3s, coupon, small.....1918	111¾ Mar. 13
U. S. 4s, registered.....1907	117½ Mar. 12
U. S. 4s, coupon.....1907	118½ Mar. 12
U. S. 4s, registered.....1925	137½ Mar. 6
U. S. 4s, coupon.....1925	137⅝ Mar. 5
U. S. 5s, registered.....1904	116½ Mar. 12
U. S. 5s, coupon.....1904	116¾ Mar. 14
Foreign Gov't Securities.	
U. S. of Mexico External gold loan of 1899, sinking fund 5s...	97½ May 8
Railroad Bonds.	
Alabama Cent. *See* South'n Ry.	
Alabama Mid., 1st gu., g.....1928	105 Mar. 28
Albany & Susq. *See* Del. & Hud.	
Allegheny Valley. *See* Penn. Co.	
Am. Dock & Imp. *See* Cent. of N. J.	
Ann Arbor, 1st, g. 4s.....1995	94½ Mar. 16
Atch. Top. & S. Fe—G., g., 4s. 1995	103 Mar. 31
Registered.....1995	100⅝ May 7
Adjustm't, g., 4s.....1995	85 Mar. 28
Registered.....1995	.....
Equip. tr, Series A, g., 5s...1902	.....
Chic. & St. Louis, 1st, 6s...1915	.....
Atlanta & Char. *See* South'n Ry.	
Atlan. & Danv. *See* South'n Ry.	
Atlan. & Yadk. *See* South'n Ry.	
Atl. Knox. & No., 1st, g., 5s. 1946	106 Apr. 23
Austin & N. W. *See* So. Pacific.	
Battle Creek & Stur. *See* Mich. C.	
& O. prior lien, g., 3½s....1925	97⅜ Apr. 4
Registered.....	.....
Gold, 4s.....1948	102¾ Mar. 27
Registered.....	100 May 10
S. W. Div. 1st g. 3½s.....1925	91⅜ Apr. 6
Registered.....1925	.....
Pitts. Junc. & M. D. 1st g., 3½s, '25	89¾ Feb. 15
Registered.....1925	.....
Mon. R., 1st gu., g., 5s.....1919	112 May 11
C. O. Reorg., 1st con. g., 4½s 1930	.....
West Va. & Pitts. 1st, g. 4s..1990	.....
Beech Creek. *See* N. Y. & Hud.	
Bellev. & Carond. *See* Ill. Cent.	
Booneville Bdg. Co. *See* Mo. K. & T.	
B'way & 7th Av.—*See* Met. St. Ry.	
B'klyn & Montauk. *See* L. Island.	
Bruns. & West. *See* Sav. Fl. & W.	
Buffalo N. York & Erie, *See* Erie.	
Buff. R. & P., gen. g., 5s.....1937	113½ Apr. 18
Debenture 6s.....1947	.....
Cl. & Mah., 1st., gu. g. 5s...1943	.....
Roch. & Pittsb., 1st, 6s....1921	131 Mar. 3
Consol., 1st, 6s.....1922	124¾ Feb. 21
Buff. & Southwestern. *See* Erie.	
Buff. & Susq., 1st, gold. 5s....1913	.....
Registered.....	.....
Burl. C. R. & No., 1st, 5s.....1906	109 Mar. 2
Con. 1st & col. tr., g., 5s....1934	117½ Mar. 15
Registered.....1934	115 May 26
C. R. I. F. & N. W., 1st 5s...1921	.....
M. & St. L., 1st, gu., g., 7s....1927	.....
Can. So., 1st, int. gu., 5s....1908	108¼ Apr. 5
Can. So., 2d, 5s.....1913	109½ Jan. 25
Registered.....1913	104 Apr. 24
Carb. & Shawn. *See* Ill. Central.	
Carolina Cent.—*See* Seab. & Roan.	
Carthage & Ad. *See* N. Y. C. & H.	
Ced. R. Ia. F. & N. *See* B. C. R. & N.	
Cent. Br., Un. Pac., 1st g. 4s..1948	90¾ May 31
Central Ohio. *See* Balt. & Ohio.	
Cen. RR. & B. of Ga.-Col. g. 5s. 1937	91 Jan. 15
Cent. of Ga. Ry.—1st, g., 5s. 1945	120 Jan. 15
Registered.....1945	.....
Consol., gold, 5s.....1945	96 Apr. 20
Registered.....1945	.....
1st, pref., income, g., 5s...1945	44½ Apr. 24
2d, pref., income, g., 5s... 1945	14½ Apr. 20
3d, pref., income, g., 5s ...1945	7 Apr. 19
Mac. & Nor. Div., 1st, g. 5s. 1946	.....
Mid. Ga. & Atl. Div. 5s....1947	.....
Mobile Div., 1st, g. 5s.....1946	105 May 24
Cent'l of N. J.—1st, conv. 7s. 1902	111¼ Apr. 10
General, gold, 5s.....1987	125 Jan. 29
Registered.....1987	122½ Apr. 20
Conv. deb. 6s.....1908	.....
Am. Dock & Imp. Co. 5s....1921	115¾ Apr. 18
Leh. & H. R. gen. gu., g., 5s. 1920	.....
Leh. & W. Coal, con. ass. 7s. 1900	102½ May 18
5s.....1912	103 Feb. 9

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in May. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN MAY. May 1. Bid.	Ask.	May 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
Cent. Pacific. *See* So. Pac. Co.												
Charl. & Sav., 1st, g., 7s.....1936	J-J											
Ches. & O., Gold 6s, Series A.1908	A-O			115				116¼			115 Apr. 18	117¾ Mar. 29
Gold 6s.....1911	A-O	1,000	118	121	117	119		120½	115¼ May 18	115¼ May 18	115¼ May 18	119½ Mar. 3
1st cons., g., 5s.....1939	M-N	29,000	115½	116			116	117	116 May 18	117¾ May 2	115½ Jan. 3	121¾ Apr. 16
Registered.....1939	M-N											
Gen. gold, 4½s.....1992	M-S	443,000	94			99⅜		100	97⅞ May 9	99½ May 1	95½ Jan. 2	100⅜ Apr. 5
Registered.....1992	M-S	6,000							93 May 4	96 May 10	93 May 4	96 May 10
Craig Valley, 1st, g., 5s....1940	J-J				102							
R. & A. Div., 1st con. g., 4s.1989	J-J	40,000	100½	103	105½	107	104	105	104 May 10	105½ May 1	101 Jan. 8	105½ Apr. 19
2d con. g., 4s.....1989	J-J			100							99 Jan. 9	99½ Apr. 5
Warm Spr. Val., 1stg., 5s...1941	M-S											
Eliz. Lex. & Big S., gu., g. 5s.1902	M-S	11,000		102			101⅝		101½ May 1	102 May 14	100¼ Mar. 5	103 Feb. 16
Chic. & Alton, sink. fd., 6s....1903	M-N	11,000							105 May 2	105½ May 16	105 May 2	106¼ Apr. 3
Lou. & Mo. R., 1st, 7s.....1900	F-A	1,000	100			102½			102½ May 11	102½ May 11	101⅞ Mar. 28	102½ May 11
2d, 7s.....1900	M-N		100									
Miss. Riv. B'ge, 1st, s. f. g. 6s1912	A-O											
Chicago Burlington & Quincy—												
Consol., 7s.....1903	J-J	49,000	109½		112½	112⅞	113		112⅝ May 1	113¼ May 23	110½ Jan. 5	113¼ May 23
Sinking fund 5s.....1901	A-O	1,000	100		101		102⅜	102½	101⅛ May 3	101⅛ May 3	101 Jan. 15	101½ Jan. 15
Chic. & Iowa Div., 5s.....1909	F-A						104½	104¾			104¾ Apr. 11	104¾ Apr. 11
Denver Div., 4s.....1922	F-A	10,000	101	102	100½		101¼		100½ May 10	101½ May 16	100½ Feb. 2	102 Jan. 22
Illinois Division, 3½s.....1949	J-J	68,000	100¼		104		104½	105	104¾ May 18	105⅛ May 9	100¾ Jan. 8	105⅛ Apr. 27
Registered.....1945	J-J											
Iowa Div., sink. fd., 5s....1919	A-O		111		114½		115¼				116½ Mar. 21	117 Mar. 28
4s.....1919	A-O	5,000	103		105¾		106		105⅜ May 2	106 May 29	103 Jan. 5	107 Mar. 28
Nebraska Exten., 4s 1927	M-N	85,000		109½	110¾		110¾		110½ May 18	110¾ May 9	108¾ Jan. 2	113 Apr. 23
Registered.....1927	M-N											
4s.....1921	M-S			102							102 Jan. 31	102 Jan. 31
Convertible 5s.....1903	M-S	6,000	120						125⅝ May 15	126 May 3	120½ Jan. 18	132 Apr. 7
Debenture 5s.....1913	M-N	89,000		110			109¼	109¾	108¾ May 2	109¾ May 7	108½ Jan. 10	112 Mar. 30
Han. & St. Jo., con., 6s.....1911	M-S	31,000		122		122			120¾ May 3	122 May 17	119 Mar. 5	122 May 17
Chicago & Eastern Illinois—												
1st, sinking fund cur. 6s...1907	J-D	1,000	113⅞			116		115¼	116 May 3	116 May 3	113⅞ Jan. 26	116 Mar. 21
Small.....1907	J-D			110								
1st cons., g., 6s.....1934	A-O	2,000	136						134½ May 2	134½ May 2	133½ Apr. 10	138 Jan. 25
Gen. cons., 1st, 5s.....1937	M-N	139,000	112		114¼	117	115½	116	115 May 11	116 May 24	112 Jan. 2	117 Apr. 19
Registered.....1937	M-N	3,000							115 May 11	115 May 11	115 May 11	115 May 11
Chic. & Ind. Coal R'y, 1st, 5s.1936	J-J	1,000	104½		108		108		108¼ May 16	108¼ May 16	105½ Apr. 18	108½ Apr. 25
Chicago & Erie. *See* Erie.												
Chic. Ind. & Louisv.—												
Refunding, gold, 6s.....1947	J-J	17,000		115			115⅛	116¾	115 May 11	117 May 7	111½ Jan. 12	117 May 7
Refunding, gold, 5s.....1947	J-J			100			104½	106			100 Jan. 31	107 Apr. 10
Lou. N. A. & Chic., 1st 6s...1910	J-J	13,000	110						114¼ May 17	116 May 29	113 Jan. 24	116 May 29
Chicago Milwaukee & St. Paul—												
1st, 7s, $ gold, R. D.....1902	J-J	5,000	107						169 May 16	169 May 16	169 May 16	169 May 16
1st, 7s, £ gold, R. D.....1902	J-J		107								172⅛ Apr. 10	172⅛ Apr. 10
1st C. & M., 7s.....1903	J-J		107								166¼ Jan. 12	172½ Apr. 19
Chic. Mil. & St. P., con. 7s....1905	J-J	15,000	107						168½ May 21	170⅞ May 22	166¼ Jan. 25	173¼ Apr. 20
Terminal, gold, 5s.....1914	J-J	2,000	111⅝		114⅜		114⅜		115⅛ May 12	115⅛ May 12	112 Apr. 2	115⅛ May 12
Gen., gold, 4s, series A....1989	J-J	24,000	108¾		112				112½ May 2	113 May 3	109 Jan. 10	113 Apr. 25
Registered.....1989	Q-J											
Gen., g., 3½s, series B....1989	J-J											
Registered.....1989	J-J											
Ch. & L. Sup. Div., g., 5s..1921	J-J		116⅛		119¼		119¼				117⅝ Jan. 23	117⅝ Jan. 23
Ch. & Mo. Riv. Div., 5s....1926	J-J	3,000	117⅛		121⅛		121¼		121⅝ May 18	122 May 9	121⅝ May 18	122 May 9
Chic. & Pac. Div., 6s.....1910	J-J	1,000	118		120		120	121½	120 May 21	120 May 21	118⅛ Jan. 5	120⅛ Apr. 20
Ch. & P. W., 1st, g., 5s....1921	J-J	67,000	118		121		121½	122	120⅛ May 7	122¼ May 4	118 Jan. 2	122¼ May 4
Dak. & Gt. So., g., 5s.....1916	J-J		110½		114⅜		114⅜				110½ Jan. 2	114½ Apr. 23
Far. & So. assu., g., 6s....1924	J-J		131									
1st Hast. & D. Div., 7s....1910	J-J	1,000	124⅝		127	129	127	129	127 May 21	127 May 21	127 May 21	127⅞ Jan. 29
5s.....1910	J-J	1,000	108⅝		111⅛	115	111⅛	115	111⅛ May 24	111⅛ May 24	110⅛ Jan. 20	111½ Apr. 5
1st I. & D. Exten., 7s....1908	J-J	4,000	107						171 May 23	171 May 23	166 Jan. 17	172 Apr. 6
1st LaCrosse & D., 5s....1919	J-J		115⅛		118⅝		119				117⅝ Feb. 14	119⅛ Apr. 12
Mineral Point Div., 5s....1910	J-J		108⅝		111⅛		111⅞				111⅛ Feb. 16	111⅛ Feb. 16
1st So. Minn. Div., 6s....1910	J-J	28,000	117		119⅛		119½		119½ May 1	120¼ May 5	117⅜ Jan. 6	120¼ Apr. 16
1st Southwest Div., 6s...1909	J-J	3,000	116⅛		119¼	120	119¼		119½ May 2	119½ May 2	119½ May 2	119½ May 2
Wis. & Minn. Div., g. 5s..1921	J-J	1,000	117½		119⅞	121	119⅞	121	120 May 18	120 May 18	117 Jan. 3	120¾ Mar. 16
Mil. & No., 1st, M. L. 6s....1910	J-D	1,000	118						120 May 2	120 May 2	118 Jan. 12	120 May 2
1st, consol. 6s.....1913	J-D		118½								122 Feb. 8	122 Feb. 8
Chicago & Northwestern—												
Consol. 7s.....1915	Q-F	24,000	139						141¼ May 3	141½ May 5	140⅛ Feb. 5	144 Mar. 14
Gold, 7s.....1902	J-D	22,000	108	111					112 May 1	112¼ May 17	109 Jan. 11	112¼ May 17
Registered.....1902	J-D		108								108¾ Jan. 6	112 Apr. 30
Extension 4s.....1886-1926	F-A	7,000		110					110 May 7	110 May 7	108½ Jan. 23	111⅛ Mar. 30
Registered.....1886-1926	F-A										107 Mar. 7	107 Mar. 7
General, g., 3½s.....1987	M-N	5,000		107½					110 May 12	110 May 12	105¼ Jan. 9	110⅞ Mar. 21
Registered.....1987	Q-F											
Sinking fund 6s.....1879-1929	A-O	2,000		121					118 May 14	119½ May 10	117 Apr. 12	119½ May 10
Registered.....1879-1929	A-O	11,000		117				116⅜	113½ May 3	115¼ May 11	113½ May 3	117 Mar. 7
Sinking fund 5s.....1879-1929	A-O		107								107 Apr. 26	110 Feb. 10
Registered.....1879-1929	A-O			109								
Debenture 5s.....1909	M-N	2,000	106½						107 May 18	107 May 18	107 Jan. 3	109½ Mar. 29
Registered.....1909	M-N			110								
Debenture 5s.....1921	A-O		112½					117			116¼ Feb. 5	119 Apr. 7
Registered.....1921	A-O											
Sinking fund deb. 5s.....1933	M-N	6,000	118½	121					119 May 2	120 May 10	118⅜ Jan. 12	122 Apr. 18
Registered.....1933	M-N			120								
Des Mo. & Minn., 1st 7s....1907	F-A											
Escan. & L. Sup. 1st 6s....1901	J-J		103⅜	104¼							103¼ Feb. 26	103¼ Feb. 26
Iowa Midland, 1st, 8s.....1900	A-O						102					
Milw. & Madison, 1st 6s....1905	M-S				112⅝		112⅝				112⅝ Apr. 24	112⅝ Apr. 24
Northern Illinois, 1st, 5s...1910	M-S		106		112⅝		112⅜				112¼ Apr. 24	112¼ Apr. 24
Ott. C. F. & St. Paul, 1st 5s.1909	M-S		106		111½		111½				110 Mar. 20	111¼ Apr. 24
Winona & St. Pet., 2d 7s...1907	M-N		120								120 Jan. 4	120 Jan. 4
Mil. L. S. & West., 1st, g., 6s.1921	M-N	9,000	136	140			135⅛		135⅛ May 25	136 May 3	135⅛ May 25	139½ Feb. 10
Ext. & imp., s. f., g., 5s...1929	F-A	40,000	119				125⅛		124 May 9	125½ May 11	122⅝ Feb. 8	125½ May 11
Ashland div., 1st, gold, 6s.1925	M-S		137½				139½				139½ Apr. 5	139½ Apr. 17
Mich. div., 1st, gold, 6s..1924	J-J		137				140					
Conv. deb., 5s.....1907	F-A		137									
Incomes.....1911	M-N		115									
Chic. R. I. & Pacific, 6s.....1917	J-J	28,000	128			133		133	132 May 17	134 May 3	130 Jan. 26	134 May 3
Registered.....1917	J-J	15,000	126						132 May 31	132⅞ May 4	127 Jan. 8	132⅞ May 4
General, gold, 4s.....1988	J-J	720,000	104	104½	107		107½	107¾	107 May 11	108 May 24	103½ Jan. 8	108 May 24
Registered.....1988	J-J			103½							105⅞ Feb. 1	107 Apr. 9
Des M. & Ft. D., 1st, 4s....1905	J-J	1,000	92						96 May 25	96 May 25	96 Mar. 31	96 Mar. 31
1st, 2½s.....1905	J-J		80									
Extension 4s.....1905	J-J		92									
Keok. & Des M., 1st, 5s....1923	A-O	9,000		115			108		107 May 14	108 May 17	107 May 14	114 Feb. 19
Small.....1923	A-O			110				109				
Chic. & St. L. *See* At. Top & S. F.												
Chic. St. L. & N. O. *See* Ill. Cent.												
Chic. St. L. & Pitts. *See* Penn. Co.												
Chic. St. P. M. & O., con. 6s..1930	J-D	16,000		136			136		135½ May 14	136 May 8	131 Jan. 12	136¾ Apr. 16
Ch. St. P. & Min., 1st 6s....1918	M-N	1,000	131						132 May 23	132 May 23	132 Jan. 2	135 Feb. 9
North Wisconsin 1st 6s....1930	J-J	1,000		140					140 May 31	140 May 31	140 May 31	140 May 31
St. P. & S. City, 1st g. 6s...1919	A-O	1,000		132			129	130	129¼ May 31	129¼ May 31	127 Jan. 10	132½ Mar. 21
Ch. Ter. Trans., g., 4s 1947	J-J	63,000	94	96	96				95 May 11	96½ May 4	92½ Jan. 26	97½ Apr. 17
Ch. & W. I., 1st, s. f., g. 6s....1919	M-N		105									
General, gold, 6s.....1932	Q-M	3,000	115				120		119 May 15	119 May 15	118 Jan. 29	120 Feb. 7
Chic. & West Mich. Ry., 5s..1921	J-D		97									
Coupons off.....1921												
Choc. Okla. & Gulf gen. g. 5s..1919	J-J			103¼							103 Jan. 17	103 Jan. 17
Cin. H. & D., con. s. f. 7s....1905	A-O		114									
2d, gold, 4½s.....1937	J-J		106									
Cin. D. & I., 1st gu. g. 5s...1941	M-N		110		111½						113½ Jan. 5	114 Apr. 24

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.		Highest.		Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.	Sale Prices.
Cin. Ind. St. L. & C. *See* C. C. C. & St. L.														
Cin. San. & Clev. *See* C. C. C. & St. L.														
Clearfield & Mahon. *See* B. R. & P.														
Cl. Ak. & C., eq. & 2d, g. 6s....1930	F-A	.....	98	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cl. Cin. Ch. & St. L.—Gen. g. 4s. 1993	J-D	247,000	.....	94⅜	.....	.....	97	97¼	96½	May 14	97¾	May 1	94 Jan. 2	98 Apr. 9
Cairo Div., 1st, gold, 4s....1939	J-J	.....	90	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cin. W. & M. Div., 1st g. 4s. 1991	J-J	.....	94	96½	.....	.....	.....	.....	.....		.....		93 Jan. 18	98 Apr. 12
St. L. Div., 1st, col. tr. g. 4s. 1990	M-N	32,000	.....	101	.....	.....	.....	102	101	May 9	102½	May 28	101 May 9	104½ Apr. 26
Registered....1990	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Sp. & Col. Div., 1st g. 4s....1940	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
W. W. Val. Div., 1st g. 4s....1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cin. I. St. L. & C., Cons. 6s. 1920	M-N	.....	100	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st gold 4s....1936	Q-F	.....	.....	105½	.....	.....	104	.....	.....		.....		105 Mar. 24	105½ Apr. 5
Registered....1936	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cin. S. & Cl., con. 1st g. 5s. 1928	J-J	.....	113	.....	.....	.....	.....	.....	.....		.....		115¾ Mar. 21	115¾ Mar. 21
Cl. C. C. & In. consol 7s....1914	J-D	16,000	.....	.....	.....	.....	.....	.....	136	May 29	136	May 29	136 May 29	136 May 29
Consol sinking fund, 7s. 1914	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Gen'l consol., gold, 6s....1934	J-J	.....	128	.....	.....	.....	.....	.....	.....		.....		130 Jan. 15	137 Apr. 18
Registered....1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
C. & S., 1st M. C. C. C. & I., 7s. 1901	A-O	.....	112	.....	.....	.....	.....	.....	.....		.....		.....	.....
O. Ind. & West., 1st, pf., 5s. 1938	Q-J	.....	103	.....	.....	.....	.....	.....	.....		.....		.....	.....
Peo. & East., 1st con. 4s....1940	A-O	17,000	84½	95	.....	89¼	87½	88⅛	88	May 16	88½	May 11	84½ Jan. 4	92¼ Mar. 31
Income 4s....1990	Apr	201,000	25	30	30	31	28¼	28¾	28	May 9	30¼	May 2	25 Jan. 9	34½ Mar. 27
Clev. Lor. & Wh., con., 1st, 5s. 1933	A-O	10,000	106	.....	.....	.....	.....	.....	109	May 4	109	May 4	106 Jan. 29	109 May 4
Cleve. & Marietta—*See* Penn. RR.														
Cleve. & Mahon. Val, g. 5s. 1938	J-J	4,000	125	.....	.....	.....	.....	.....	150	May 8	130	May 8	128 Jan. 5	130 Feb. 16
Registered....1938	Q-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Cleveland & Pitts. *See* Penn. Co.														
Colo. Midland, 1st, g., 2-3-4s. 1947	J-J	306,000	62	.....	78¼	.....	78	.....	77¾	May 18	78⅝	May 8	63 Jan. 4	79¼ Mar. 26
1st, gold, 4s....1947	J-J	56,000	70	.....	.....	80	78¾	.....	78	May 12	78¾	May 9	71½ Jan. 2	80 Mar. 23
Colorado & South. 1st g. 4s. 1929	F-A	503,000	82½	83	83¼	.....	86½	87	83	May 9	87	May 31	82 Jan. 4	87 May 31
Col. & 9th Ave. *See* Met. St. Ry.														
Colum. & Greenv. *See* South. Ry.														
Col. & Hock. V. *See* Hock. Vall.														
Col. Conn. & Term. *See* Nor. & W.														
Conn. & Pas. Rivs., 1st, g., 4s. 1943	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Dakota & Gt. So. *See* C. M. & St. P.														
Dallas & Waco. *See* Mo. K. & Tex.														
Del. Lack. & West, 7s....1907	M-S	.....	120	.....	.....	.....	.....	.....	.....		.....		123 Apr. 21	123⅞ Apr. 30
Morris & Essex, 1st, 7s....1914	M-N	1,000	136	.....	.....	.....	.....	.....	138½	May 7	138½	May 7	136 Jan. 4	142 Jan. 26
7s....1871-1901	A-O	6,000	106½	.....	.....	.....	.....	.....	104¾	May 16	104¾	May 16	104¾ May 16	107½ Feb. 13
1st cons., guar., 7s....1915	J-D	3,000	139	.....	.....	.....	.....	.....	141	May 8	141	May 8	139 Jan. 5	141¼ Apr. 16
Registered....1915	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. L. & W., 1st, 6s....1921	J-J	.....	130	.....	.....	.....	136⅛	138⅛	.....		.....		136 Jan. 12	137¼ Mar. 26
Construction 5s....1923	F-A	1,000	110	.....	.....	.....	.....	.....	119	May 1	119	May 1	119 May 1	120 Apr. 24
Term. & impt. 4s....1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		105 Mar. 7	106 Mar. 7
Syr. Bingh. & N. Y., 1st, 7s. 1906	A-O	.....	120	.....	.....	.....	.....	.....	.....		.....		122 Feb. 8	122 Feb. 8
Warren 2d, 7s....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Del. & Hud., 1st Penn. Div. 7s. 1917	M-S	7,000	.....	.....	.....	.....	.....	.....	146⅛	May 2	146⅛	May 2	146⅛ May 2	148 Feb. 13
Registered....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Alb. & Sus., 1st con. gu. 7s. 1906	A-O	4,000	.....	121	.....	.....	118	.....	118	May 8	120½	May 3	118 May 8	120½ May 3
Registered....1906	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
6s....1906	A-O	21,000	115	.....	.....	.....	112¾	.....	113	May 7	113	May 9	112½ Apr. 2	115 Jan. 12
Registered....1906	A-O	3,000	.....	.....	.....	.....	.....	.....	112½	May 23	112½	May 23	112½ May 23	112½ May 23
Rens. & Saratoga, 1st, 7s. 1921	M-N	.....	145	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered....1921	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Del. Riv. RR. B'ge. *See* Penn. RR.														
Den. & R. Gr., 1st gold. 7s. 1900	M-N	.....	.....	102	.....	.....	.....	.....	.....		.....		102½ Jan. 6	104⅝ Apr. 25
1st con. g., 4s....1936	J-J	134,000	96	.....	.....	.....	.....	.....	98¾	May 10	99⅜	May 25	96½ Jan. 4	99½ Feb. 5
1st consol., gold, 4½s....1936	J-J	9,000	105½	.....	.....	.....	107⅜	.....	107	May 15	107½	May 19	107 Mar. 21	107½ May 19
Improvem't, gold, 5s....1928	J-D	22,000	.....	105	.....	.....	.....	.....	105½	May 2	106	May 21	101¾ Jan. 10	106 May 21
Des Moines & Ft. D. *See* C. R. I. & P.														
Des Moines & Minn. *See* Ch. & N. W.														
Des Moines Un. Ry., 1st, g. 5s. 1917	M-N	3,000	107	110	107	109	107½	109	108¼	May 7	108¼	May 7	108¼ May 7	109 Feb. 20
Det. M. & Tol. *See* L. S. & M. So.														
Det. & Mack., 1st lien g. 4s. 1995	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Gold 4s....1995	.....	.....	76	78	82¼	.....	.....	.....	.....		.....		76½ Jan. 8	82½ Apr. 27
Dul. & Iron Range, 1st, 5s....1937	A-O	12,000	.....	108	.....	.....	.....	108⅜	108¾	May 24	109	May 18	107 Feb. 27	109¾ Mar. 12
Registered....1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d, 6s....1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Dul. Red Wing & S., 1st, g. 5s. 1928	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Dul. So. Shore & Atl., g. 5s. 1937	J-J	3,000	110	.....	112½	.....	.....	.....	114½	May 5	114½	May 9	110 Feb. 16	114½ May 9
East. of Minn. *See* S. P. M. & M.														
East Tenn. Va. & Ga. *See* So. Ry.														
Elgin Jol. & East., 1st g 5s. 1941	M-N	.....	108	.....	.....	.....	106	.....	.....		.....		107½ Jan. 9	113 Apr. 18
Eliz. Lex. & B. San. *See* C. & O.														
Elm. Cort. & No. *See* Leh. & N. Y.														
Erie, 1st ext., gold, 4s....1947	M-N	12,000	114	.....	115¼	121	117	120	116½	May 22	117	May 23	116½ May 22	118 Jan. 24
2d, ext., gold, 5s....1919	.....	.....	118	.....	.....	.....	.....	.....	.....		.....		119⅛ Jan. 4	119⅛ Jan. 4
3d, ext., gold, 4½s....1923	M-S	3,000	112	.....	.....	.....	.....	.....	115½	May 26	115½	May 26	113⅜ Jan. 5	115½ May 26
4th, ext., gold, 5s....1920	A-O	.....	118	.....	.....	.....	.....	.....	.....		.....		123½ Mar. 30	123½ Mar. 30
5th, ext., gold, 4s....1928	J-D	.....	104	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, consol., gold, 7s....1920	M-S	39,000	135	143	.....	.....	137¼	.....	137½	May 17	139	May 8	137 Mar. 22	142 Jan. 22
1st, consol., gold, fund. 7s. 1920	M-S	.....	135	138	.....	.....	.....	.....	.....		.....		.....	.....
Erie, 1st con., g., prior 4s. 1996	J-J	243,000	88	91	.....	91	89¾	90½	89	May 8	90½	May 2	88 Jan. 11	92 Apr. 4
Registered	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st con. gen. lien, g. 3-4s. 1996	.....	137,000	67	70	.....	.....	71¾	.....	71½	May 14	73¼	May 3	67 Jan. 3	75½ Apr. 4
Registered	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Buff. N. Y. & Erie, 1st, 7s. 1916	J-D	.....	130	.....	.....	.....	.....	.....	.....		.....		.....	.....
Buff. & S. W., gold 6s....1908	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Chic. & Erie, 1st gold 5s....1982	M-N	7,000	113½	116½	.....	.....	117	.....	115	May 14	116	May 18	114 Jan. 22	117½ Apr. 26
Jeff. RR., 1st gu. gold 5s....1909	A-O	.....	102	.....	.....	.....	.....	.....	.....		.....		.....	.....
Long Dock, con., gold, 6s. 1935	A-O	.....	130	.....	.....	.....	.....	.....	.....		.....		139 Jan. 5	139¼ Feb. 15
C. & RR. Co, 1st cur. gu. 6s. 1922	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
D. & Impt. Co. 1st cur. 6s. 1913	J-J	.....	112	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. & Greenw'd L. gtd. g. 5s. '46	M-N	.....	105	.....	.....	.....	.....	.....	.....		.....		.....	.....
Small	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mid. RR. of N. J., 1st, 6s. 1910	A-O	11,000	116⅞	.....	118	.....	118	119½	119	May 14	119	May 14	116½ Jan. 25	120 Mar. 14
N. Y. Sus. & W., 1st, ref. 5s. 1937	J-J	7,000	107	.....	108½	.....	109½	.....	109¼	May 26	111	May 5	107½ Jan. 10	111 May 5
2d, 4½s....1937	F-A	.....	95	.....	.....	.....	92¼	.....	.....		.....		98 Feb. 28	99½ Apr. 6
General, g., 5s....1940	F-A	14,000	.....	95	.....	.....	96	96	96	May 22	97	May 5	92 Jan. 3	97½ Feb. 8
Terminal, 1st, g., 5s....1943	M-N	.....	108	.....	.....	.....	110½	.....	.....		.....		108½ Jan. 3	113 Apr. 27
Regist'ed, $5,000 each. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Wilk. & Ea., 1st, gtd., g., 5s. 1942	J-D	43,000	.....	105⅛	104½	.....	106¾	.....	104¾	May 5	108	May 31	104 Jan. 4	108 May 31
Erie & Pittsburg. *See* Pa. Co.														
Escanaba & L. Sup. *See* C. & N. W.														
Eureka Springs, 1st g. 6s....1933	F-A	.....	65	.....	.....	.....	.....	.....	.....		.....		.....	.....
Ev. & T. H.—1st con. g. 6s. 1921	J-J	2,000	.....	125	.....	.....	.....	.....	124	May 17	124	May 17	124 May 17	125¼ Mar. 23
1st general gold 5s....1942	A-O	38,000	103	105½	106⅞	.....	.....	108	107	May 3	108	May 23	103 Jan. 2	110 Mar. 27
Mt. Vernon 1st 6s....1923	A-O	.....	100	.....	.....	.....	.....	.....	.....		.....		.....	.....
Sull. Co. Branch, 1st g. 5s. 1930	A-O	.....	93⅛	.....	97½	.....	97½	.....	.....		.....		.....	.....
Ev. & In., 1st con., gu., g. 6s. 1926	J-J	.....	.....	110	108	110	.....	.....	.....		.....		100 Feb. 16	108 Apr. 18
Fargo & So. *See* Chic. M. & St. P.														
Flint & P. Marq., gold 6s. 1920	A-O	25,000	119	120	.....	.....	123	.....	122½	May 8	122½	May 8	120 Jan. 17	123¼ Mar. 17
1st consol. gold 5s....1939	M-N	13,000	100	.....	105	108	.....	105	105	May 31	107	May 4	102 Jan. 13	108½ Apr. 26
Port Huron Div., 1st g. 5s. 1939	A-O	1,000	.....	108	107½	108	.....	109	107½	May 3	107½	May 3	105 Jan. 18	110 Apr. 21
Fla. Cen. & Pen., 1st g. 5s. 1918	J-J	.....	104	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st land gr. ext., gold 5s. 1930	J-J	.....	97	109	.....	.....	.....	.....	.....		.....		.....	.....
Consol. gold 5s....1943	J-J	.....	96	99	.....	.....	.....	.....	.....		.....		.....	.....
Ft. Sm. & V. B. B. *See* St. L. & S. F.														
Fort St. U. D. Co. 1st g. 4½s. 1941	J-J	.....	105	.....	.....	.....	.....	.....	.....		.....		.....	.....
F. W. & Den. City—1st g. 4-6s. 1921	J-D	110,000	73	75	71	73	72	72½	70	May 9	72½	May 29	70 Mar. 19	74¾ Jan. 24
Ft. W. & Rio Gr., 1st g. 3-4s. 1928	J-J	7,000	55	59	57½	60	.....	.....	57½	May 24	59	May 23	55 Jan. 4	60 Feb. 7

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Gal. H. & San A.—*See* So. Pac. Co.												
Galv. H. & H. of 1882, 1st, 5s. 1913	A-O	.....	99	102	102	.....	----	-----	.....	.....	102 Jan. 8	104¾ Mar. 22
Ga. & Ala., 1st, pref., g., 5s. 1945	A-O	.....	*103*	*106*	.....	.....	.....	.....	.....	.....	.....	.....
1st consol. 5s. 1945	J-J	.....	.....	*100⅛*	.....	.....	.....	.....	.....	.....	89 Feb. 5	89 Feb. 5
Ga. Car. & No., 1st, gu. g., 5s. 1929	J-J	.....	*96*	*100*	.....	.....	.....	.....	.....	.....	99½ Jan. 22	99½ Jan. 22
Georgia Pacific. *See* South'n Ry.												
Gila V. G. & N. *See* So. Pac.												
Gr. Rapids & Ind.—*See* Penn. Co.												
Gray's Pt. Term. *See* St. L. S. W.												
Han. & St. Jo. *See* C. B. & Q.												
Housatonic. *See* N. Y. N. H. & H.												
Hock'g Val., 1st con., g., 4½s. 1999	J-J	340,000	98	100	.....	102¾	102½	103	102 May 18	103 May 31	98⅞ Feb. 27	103½ Apr. 5
Registered 1999	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. & H. V., 1st ext. g., 4s. 1948	A-O	.....	102	.....	105	.....	100	107	.....	.....	102 Jan. 8	108 Mar. 13
Hous. E. & W. Tex., 1st, g, 5s. 1933	M-N	.....	*100*	*104*	100	.....	100	105	.....	.....	100 Jan. 24	105 Mar. 26
H. & Tex. Cent. *See* So. Pac Co.												
Illinois Central, 1st g. 4s. 1951	J-J	.....	*110*	.....	115½	.....	115¾	.....	.....	.....	114 Feb. 16	115½ Apr. 12
Registered. 1951	J-J	.....	*110*	.....	114½	.....	114½	.....	.....	.....	113½ Mar. 12	113½ Mar. 12
1st, gold, 3½s. 1951	J-J	1,000	*104*	.....	105½	.....	106	.....	106 May 17	106 May 17	104½ Mar. 3	106 May 17
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st g. 3s, sterling. 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s. 1952	A-O	9,000	*102*	.....	.....	.....	.....	.....	100 May 19	103½ May 29	100 May 19	105 Mar. 17
Registered 1952	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4s. 1953	M-N	27,000	*102*	.....	.....	.....	.....	.....	101 May 8	103¼ May 26	101 Jan. 2	104 Feb. 19
Registered 1953	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	98 Jan. 9	98 Jan. 9
Cairo Bridge, gold, 4s. 1950	J-D	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1950	J-D	.....	.....	.....	.....	.....	102½	104	.....	.....	.....	.....
Louisville div., g., 3½s. 1953	J-J	40,000	98½	.....	102½	103½	.....	.....	102¾ May 25	103½ May 7	100 Jan. 5	103½ Apr. 19
Registered 1953	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle div., reg., 5s. 1921	F-A	.....	*115*	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis div., g., 3s. 1951	J-J	19,000	.....	*89¾*	91⅝	.....	91⅞	.....	92 May 18	92¼ May 31	90 Mar. 8	92¼ Apr. 19
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 3½s 1951	J-J	10,000	98½	.....	.....	.....	102	104	103¼ May 2	103¼ May 2	99½ Jan. 2	103¼ Apr. 11
Registered 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Springf. div. 1st gold 3½s. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Lines 1st g. 4s. 1951	F-A	.....	*110*	.....	113⅜	.....	118½	.....	.....	.....	111 Feb. 5	113½ Apr. 23
Registered. 1951	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belle. & Caron., 1st, 6s. 1923	J-D	.....	*116*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caro. & Shaw., 1st, g., 4s. 1932	M-S	.....	*98*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. St. L. & N. O., gold 5s. 1951	J-D	12,000	.....	.....	.....	.....	.....	.....	126¾ May 8	126¾ May 8	125 Mar. 22	126¾ May 8
Registered 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 3½s 1951	J-D	.....	*98*	*101*	.....	.....	.....	.....	.....	.....	100 Jan. 20	103 Feb. 19
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memph. div., 1st, g., 4s. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1951	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. So., 1st, gu., g., 4s. 1931	M-S	.....	*100*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Dec. & West., 1st, g., 5s. 1935	J-J	.....	*100*	.....	105	.....	.....	.....	.....	.....	104½ Apr. 9	105 Jan. 22
1st guar. gold 5s. 1935	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Ill. & Ia., 1st refund. 5s. 1948	A-O	2,000	105	106½	.....	.....	.....	.....	108 May 8	108 May 8	106½ Jan. 10	110½ Mar. 13
International & Gt. Northern—												
1st, gold, 6s. 1919	M-N	31,000	*120*	.....	.....	.....	108½	.....	119½ May 21	119½ May 25	119½ May 21	121¾ Feb. 10
2d, gold, 5s. 1909	M-S	14,000	.....	*91*	.....	.....	88	90	88 May 11	90½ May 4	88 May 11	94 Feb. 3
3d, gold, 4s. 1921	M-S	1,000	60	63	.....	60	.....	.....	55½ May 22	55½ May 22	55½ May 22	62 Jan. 2
Iowa Central, 1st, gold, 5s. 1938	J-D	40,000	*110*	.....	.....	.....	.....	.....	113⅜ May 15	115 May 31	111 Jan. 22	115 May 31
Iowa Midland. *See* Chic. & N. W.												
Jefferson RR. *See* Erie.												
Kal. All. & G. R. *See* L. S. & M. S.												
Kan. & Mich. *See* Tol. & O. C.												
Kan. C. & M. R. & B.—1st gu. g, 5s. '29	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. Pitts. & Gulf.—Tr. Co. ctfs.												
1st & coll. 5s, g. 1923	A-O	205,000	.....	*70*	.....	.....	71½	.....	70½ May 16	72½ May 1	68 Jan. 4	75 Mar. 30
K. C. & Pacific. *See* M. K. & T.												
Kan. City South. 3s (when issued)	.....	58,000	.....	.....	.....	.....	.....	.....	66⅜ May 18	67 May 25	66⅜ May 18	70 Mar. 30
Kansas Midland. *See* St. L. & S. F.												
Kentucky Cent. *See* L. & N.												
Keok. & Des Mo. *See* C. R. I. & P.												
Knoxville & Ohio. *See* So. Ry.												
Lake E. & W., 1st, gold, 5s. 1937	J-J	16,000	*118*	*121*	122	.....	122	123	122 May 17	123 May 31	116½ Jan. 8	123 Apr. 28
2d, gold, 5s. 1941	J-J	31,000	*108½*	.....	117	.....	117	119	117 May 2	118¼ May 11	108½ Jan. 2	118¼ May 11
Northern Ohio 1st gu. 5s. 1945	A-O	7,000	103¼	106½	110½	112½	.....	112½	110½ May 7	110½ May 8	110½ Feb. 2	111½ Apr. 2
L. Sh. & Mich. So. *See* N. Y. Cent.												
Lehigh Val. (Pa.), coll. g. 5s. 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered 1997	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. N. Y. 1st gu., g., 4½s. 1940	J-J	12,000	*110½*	.....	.....	.....	.....	109½	108½ May 18	109⅛ May 4	108 Feb. 28	110¼ Apr. 23
Registered 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Ter. Ry. 1st gu., g., 5s. 1941	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	113 Feb. 9	115¼ Feb. 27
Registered. 1941	A-O	.....	.....	*112*	.....	.....	.....	.....	.....	.....	.....	.....
Leh. V. Coal Co., 1st, gu., g., 5s. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh & New York—												
1st, guar., gold, 4s. 1945	M-S	10,000	.....	.....	91½	92½	91½	93¾	92 May 11	92¾ May 3	91½ Mar. 30	92¾ May 3
Registered.	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elm. C. & N.—1st g, 1st pf. 6s. '14	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold. guar. 5s. 1914	A-O	.....	*90*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & Hud. R. *See* Cent. of N. J.												
Leh. & Wilkesb. *See* Cent. N. J.												
Leroy & Caney Val. *See* Mo. Pac.												
Lex. Ave. & P. F. *See* Met. St. Ry.												
Long Dock. *See* Erie.												
Long Island—												
1st consol., gold, 5s. 1931	Q-J	.....	118	.....	121	.....	121½	.....	.....	.....	120 Jan. 8	122 Mar. 20
1st, con., g., 4s. 1931	Q-J	.....	98	.....	105	.....	105	.....	.....	.....	.....	.....
Gen. g., 4s. 1938	J-D	3,000	94	.....	99	100	103	.....	99½ May 1	102 May 9	96 Jan. 10	102 May 9
Ferry, 1st, g., 4½s. 1922	M-S	18,000	95	.....	94	99	102½	.....	102 May 7	105 May 10	97½ Feb. 15	05 May 10
Gold, 4s. 1932	J-D	4,000	*95*	.....	.....	100⅝	.....	101½	100⅝ May 5	102½ May 5	100⅝ May 5	102½ May 5
Unified gold 4s. 1949	M-S	1,022,000	*87*	.....	.....	.....	95½	96½	90 May 2	98¼ May 5	85 Feb. 14	98¼ May 5
Deb., gold, 5s. 1934	J-D	.....	95	.....	95	.....	.....	.....	.....	.....	.....	.....
B'klyn & Montauk, 1st 6s. 1911	M-S	.....	110	.....	117	120	117	120	.....	.....	.....	.....
1st 5s. 1911	M-S	.....	100	.....	109	112	109	.....	.....	.....	.....	.....
N. Y. & Ro. Beh., 1st, g., 5s. 1927	M-S	9,000	95	.....	102½	.....	103	.....	105 May 4	105 May 4	105 May 4	105 May 4
N. Y. B. & M. B., con., g. 5s. 1935	A-O	.....	.....	.....	95	.....	103	.....	.....	.....	.....	.....
N. Sh. beh., 1st, con., gu., g, 5s. '32	Q-J	25,000	95	.....	95	.....	103	.....	105 May 5	106 May 5	105 May 5	106 May 5
La. & Mo. Riv. *See* Chic. & Alton.												
L. Ev. & St. L. Con., con., g. 5s., 1939												
Eng. Tr. Co. certifs. of deposit	J-J	212,000	*61*	*64*	.....	70	.....	.....	70 May 7	71 May 1	62 Jan. 3	71 May 1
Gen., g., 4s. 1943	M-S	15,000	*5*	*10*	.....	.....	.....	5	4½ May 17	5 May 15	4½ May 17	8 Jan. 19
Louisville & Nashville—												
Gen., g., 6s. 1930	J-D	15,000	*114*	.....	117½	.....	.....	121	119 May 1	122 May 15	116 Jan. 27	122 May 15
Gold, 5s. 1937	M-N	.....	*106½*	*110*	110	.....	110	.....	.....	.....	107½ Jan. 11	112½ Apr. 23
Unified, g., 4s. 1940	J-J	232,000	96	.....	100¾	101	99	100½	99½ May 26	101 May 5	96¾ Jan. 6	101⅛ Apr. 7
Registered. 1940	J-J	.....	*95*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coll. trust, g., 5s. 1931	M-N	.....	*106½*	.....	.....	.....	108	.....	.....	.....	106¼ Jan. 17	109¼ Mar. 28
Coll. trust, 5-20s, g., 4s. 1903-18	A-O	140,000	96½	.....	98	.....	97¾	98¼	97¼ May 16	98¼ May 9	96¼ Jan. 3	100 Mar. 27
Cecilian branch. 7s. 1907	M-S	.....	106	.....	103	.....	103	.....	.....	.....	.....	.....
E. H. & Nash., 1st, g., 6s. 1919	J-D	5,000	111	.....	114	.....	115	.....	114½ May 2	114½ May 2	111½ Jan. 24	114½ May 2
Lou. Cin & Lex., g., 4½s. 1931	M-N	.....	*111*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashv. & Dec., 1st, 7s. 1900	J-J	15,000	*100¼*	.....	.....	.....	102⅞	.....	102¾ May 4	103 May 28	102¾ May 4	103 May 28
N. O. & M., 1st, g., 6s. 1930	J-J	.....	*115*	*122*	.....	.....	.....	.....	.....	.....	128¼ Jan. 29	129 Jan. 30
N. O. & M., 2d, 6s. 1930	J-J	.....	115	120	115	117	.....	.....	.....	.....	117 Feb. 6	117 Feb. 6
Pensacola div., 6s. 1920	M-S	.....	*109*	.....	107	.....	.....	.....	.....	.....	.....	.....
Sink. fd. (S. & N. Ala.), 6s. 1910	A-O	.....	*112½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pens. & Atl., 1st, gu., g., 6s. 1921	F-A	.....	*113*	*113*	111	.....	.....	.....	.....	.....	111⅞ Feb. 9	113⅝ Apr. 7

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1		May 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Louisv. & Nashv.—(Concl.)—												
St. L. div., 1st, g., 6s.....1921	M-S	.....	125	127	.....	.....	.....	.....	.....	.....	123 Apr. 19	125¾ Jan. 30
2d, g., 3s.....1980	M-S	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. & N. Ala., con., gu., g., 5s.1936	F-A	14,000	112	.....	110½	111	.....	.....	111 May 9	111 May 9	107 Feb. 23	111 May 9
Kentucky Cent., g., 4s.....1987	J-J	16,000	95	.....	.....	.....	.....	.....	97½ May 11	98 May 23	95¾ Jan. 5	98 Apr. 17
L. & N. & Mob. & M., 1st, g, 4½s.1945	M-S	.....	107⅝	.....	.....	.....	.....	.....	.....	.....	107½ Jan. 9	107½ Jan. 9
N. Fla. & Shef., 1st, gu., g., 5s 1937	F-A	.....	106	.....	.....	.....	.....	.....	.....	.....	109 Feb. 23	110¾ Apr. 7
Lo. & Jeff. Bridge Co., gu., g., 4s.1945	M-S	.....	97	98	.....	.....	.....	.....	.....	.....	.....	.....
L. N. A. & Ch. *See* Ch. Ind. & L.												
Mahoning Coal. *See* L.S. & M.So.												
Manhat. Ry. (N. Y) consol. 4s 1990	A-O	152,000	103	.....	.....	.....	100¼	.....	99 May 10	101¼ May 7	99 May 10	105 Jan. 19
Registered.....1900	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metropol'n El., 1st, gold, 6s.1908	J-J	20,000	113	.....	.....	.....	.....	.....	115¾ May 17	116 May 5	112 Jan. 2	116½ Mar. 2
Manito. S. W. Coloniz., g., 5s..1934	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
McK'pt. & B. Vern. *See* P. McK. & Y.												
Metropol. Elev. *See* Manhat. Ry.												
Mex. Cent., con., gold, 4s.....1911	J-J	4,000	71	74½	80¼	.....	.....	.....	80½ May 1	80½ May 2	70 Jan. 12	81 Mar. 14
1st, con., income, gold, 3s..1939	July	388,000	20½	22	.....	.....	.....	27¾	25½ May 18	27¼ May 5	20½ Jan. 15	29¼ Mar. 20
2d, con., income, g., 3s.....1939	July	39,000	9½	10½	.....	.....	13	14	12 May 18	14 May 4	10 Jan. 2	15 Mar. 23
Equip. and collat., g., 5s...1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mex. Internat. 1st con, g, 4s.1977	M-S	39,000	87	.....	.....	.....	.....	.....	85 May 22	85¼ May 25	85 May 22	88½ Jan. 26
Mex. Nat., 1st, gold, 6s.....1927	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	103 Mar. 30	103⅜ Apr. 19
2d inc., 6s, A, coup. stmpd.1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	81 Apr. 10	81 Apr. 10
2d income, 6s, B.....1917	Aug	20,000	.....	.....	.....	.....	.....	.....	13½ May 8	13½ May 8	13½ May 8	18 Mar. 23
Mex. Northern 1st gold, 6s..1910	J-D	1,000	97	.....	.....	.....	.....	.....	105 May 2	105 May 2	105 May 2	105¼ Feb. 13
Registered.....1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central. *See* N. Y. Cent.												
Midland of N. J. *See* N. Y. Sus. & W.												
Mil. L. S. & West. *See* Chic. & N. W.												
Mil. & Madison. *See* Ch. & N. W.												
Mil. & North'n. *See* Ch. M. & St. P.												
Mil. & St P. *See* Ch. M. & St. P.												
Minn. & St. L., 1st, gold, 7s..1927	J-D	20,000	135	.....	.....	.....	.....	.....	149 May 9	149½ May 9	143½ Jan. 22	151 Mar. 14
Iowa ex., 1st, gold, 7s.....1909	J-D	2,000	.....	123	.....	.....	.....	.....	122½ May 25	122½ May 25	122½ May 25	123⅛ Apr. 20
S. W. ex., 1st, g., 7s.....1910	J-D	.....	116	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific ex., 1st, gold, 6s....1921	A-O	2,000	116	.....	.....	128	.....	.....	128 May 7	128 May 7	128 May 7	128 May 7
1st cons., g., 5s.....1934	M-N	12,000	108	.....	.....	115	114¼	.....	114 May 2	115 May 21	112 Jan. 3	116⅛ Apr. 20
1st & refund., g., 4s.....1949	M-S	93,000	.....	96	.....	99	.....	99	96 May 25	99 May 3	93 Jan. 15	99¾ Mar. 30
Min & St. L. gu. *See* B. C. R. & N.												
Minn. & Pacific, 1st, 5s, stpd. 4s, payment of int. gu.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minn. S. S. M. & Atl. 1st, g. 4s, stpd., payment of int. gu..1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. St. P. & S. S. M., con., g., 4s, stpd., payment of int. gu..1938	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneap. Un. *See* St. P. M. & M.												
Missouri Kansas & Texas—												
1st, gold, 4s.....1990	J-D	244,000	89	.....	93¼	93½	93	93½	92½ May 15	93⅞ May 8	88½ Jan. 9	93⅞ Mar. 30
2d, gold, 4s.....1990	F-A	626,000	67	.....	69	69½	68½	68⅝	67 May 14	69½ May 7	65 Feb. 19	70½ Apr. 27
1st, Exten. gold 5s.....1944	M-N	67,000	90	95	90	93	.....	.....	90⅝ May 9	92½ May 1	90 Mar. 8	95⅞ Jan. 5
Boonv. Bridge Co., gu., 7s.1906	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dal. & Wa., 1st, gu., g., 5s...1940	M-N	.....	.....	95	.....	.....	.....	.....	.....	.....	.....	.....
M. K. & T. of T. 1st gu. g. 5s.1942	M-S	35,000	90	93	91	93	91	91½	90 May 10	92 May 8	89 Mar. 7	93½ Apr. 19
Sher. Shr'v. & So. 1st, gu., g., 5s.'43	J-D	53,000	93	95¼	96	97⅛	97	99	97 May 2	98¾ May 31	92¼ Jan. 27	98¾ May 31
Kan. C. & Pac., 1st, g., 4s...1990	F-A	75,000	77	78	.....	.....	80	81½	79½ May 28	81 May 1	76 Feb. 23	81 May 1
Tebo & Neosho, 1st, 7s.....1903	J D	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo. K. & E., 1st gu., g., 5s.....1942	A-O	16,000	102½	.....	102	104	103	103¾	102 May 2	103¾ May 16	102 May 2	106 Mar. 28
Missouri Pacific—												
3d, 7s.....1906	M-N	10,000	111¼	115	112½	115	112	.....	112 May 18	113 May 10	112 May 18	116½ Apr. 27
1st consol. gold 6s.....1920	M-N	229,000	114	115	.....	....	116	116½	116 May 16	117¾ May 2	114⅞ Jan. 13	121⅛ Apr. 12
Trust, g., 5s.....1917	M-S	207,000	.....	95	.....	100	97	99	97 May 24	99½ May 2	94 Jan. 2	101¾ Apr. 16
Registered.....1917	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, coll., gold, 5s.....1920	F-A	148,000	92	94	.....	.....	.....	.....	93 May 10	96½ May 3	90 Mar. 5	98⅜ Apr. 16
Registered.....1920	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leroy & C. Val. A. L. 1st 5s..1926	J-J	5,000	75	.....	.....	.....	.....	.....	92 May 4	92 May 4	92 May 4	92 May 4
Pac. R. of Mo. 1st ex. g., 4s..1938	F-A	.....	.....	106	.....	.....	106	.....	.....	.....	105¾ Jan. 16	105¾ Jan. 6
2d extended, gold, 5s.....1938	J-J	.....	.....	114	.....	.....	.....	.....	.....	.....	112½ Apr. 30	113 Mar. 5
St. Louis & Iron Mountain—												
Gen. con. ry. & ld. gr. 5s.1931	A-O	798,000	109½	110½	109½	110½	.....	.....	109½ May 8	111 May 31	109¼ Jan. 8	113½ Mar. 30
Gen. con., stped. gu. g. 5s.1931	A-O	.....	109	.....	.....	110	.....	.....	.....	.....	110 Jan. 23	110⅛ Feb. 7
New 30-year 4s (when issued)	....	385,000	79	80	82½	83	81¾	82	81 May 9	83⅛ May 2	77¾ Jan. 8	84¼ Apr. 16
Verdigris V. Ind. & W. 1st 5s.1926	M-S	.....	80	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miss. Riv. Bdge. *See* Chic. & Alt.												
Mob. & Birm., prior lien, g., 5s.1945	J-J	.....	106	.....	110¼	.....	.....	.....	.....	.....	110¼ Feb. 20	110¼ Feb. 20
Small.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mortgage, gold, 4s.....1945	J-J	.....	80	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mob. & Ohio, new, gold, 6s..1927	J-D	9,000	123	126	127½	.....	127	.....	127 May 25	127½ May 15	124 Jan. 3	128¼ Apr. 21
1st extension, 6s.....1927	Q-J	7,000	116	.....	124	126½	120	.....	124 May 7	124 May 8	123 Mar. 5	124 Apr. 20
Gen., 4s.....1938	M-S	53,000	82½	83½	.....	86¾	.....	.....	85½ May 25	87 May 5	83 Jan. 8	87 Feb. 23
Montgom. Div., 1st, g. 5s..1947	F-A	17,000	107	.....	.....	.....	.....	.....	108¾ May 3	108¾ May 3	107 Jan. 9	109 Apr. 11
St. L. & Cairo, gu., gold, 4s..1931	J-J	....	82½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mohawk & Mal. *See* N. Y. C. & H.												
Monongahela Riv. *See* Balt. & O												
Montana Cent. *See* St. P. M. & M.												
Morgan's La. & T.—*See* So. Pac. Co												
Morris & Essex. *See* Del. L. & W.												
Nashville Chatt. & St. Louis—												
1st, 7s.....1913	J-J	10,000	.....	125½	.....	.....	.....	.....	128 May 22	128 May 22	126 Jan. 8	129 Jan. 30
2d, 6s.....1901	J-J	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, con., gold, 5s.....1928	A-O	25,000	104¼	105	105	.....	105¼	.....	105¼ May 1	105½ May 9	104½ Apr. 18	107⅛ Mar. 21
1st 6s, T. & P. b.....1917	J-J	.....	110	.....	.....	.....	112	.....	.....	.....	.....	.....
1st 6s, McM. M. W. & Al...1917	J-J	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 6s, Jasper Bch...1923	J-J	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nash. Flor. & Shef. *See* Lou. & N.												
N. H. & Derby. *See* N. Y. N. H. & H.												
N. J. Junc'n RR. *See* N. Y. Cent.												
Newp't & Cin. B'ge. *See* Penn. Co.												
N. O. & N. E., prior lien, g., 6s.1915	A-O	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. B. & Man. Beach. *See* L. Isl.												
N. Y. Central & Hudson River—												
1st, 7s 1903	J-J	8,000	109	.....	110½	.....	111⅛	.....	111 May 9	111 May 9	109 Jan. 4	112 Apr. 6
Registered.....1903	J-J	10,000	108	.....	110½	.....	111⅛	.....	111 May 25	111 May 25	110 Feb. 9	111 May 25
Gold mortgage 3½s.....1997	J-J	206,000	108	109	.....	.....	.....	.....	110¼ May 4	111 May 25	109 Jan. 23	111 May 25
Registered 1997	J-J	.....	.....	.....	.....	.....	.....	111	.....	.....	.....	.....
Debenture 5s of.....1884-1904	M-S	81,000	106¼	107½	106⅛	.....	106⅜	.....	106¼ May 7	106½ May 15	102¾ Mar. 8	108 Feb. 21
Registered.....1884-1904	M-S	4,000	106	.....	106⅛	.....	.....	.....	106⅛ May 3	106¼ May 15	105⅝ Mar. 9	107⅞ Feb. 1
Reg. debenture 5s of.1889-1904	M-S	.....	106	.....	106⅛	.....	.....	.....	.....	.....	.....	.....
Debenture, g., 4s.....1890-1905	J-D	3,000	101	.....	103⅜	.....	103½	.....	103⅜ May 14	103⅜ May 14	103⅜ May 14	103⅜ May 14
Registered, deb. 4s.1890-1905	J-D	.....	101	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certs., ext., g., 4s.....1905	M-N	2,000	101	.....	101⅝	.....	101⅞	.....	101⅝ May 9	102⅛ May 29	101 Jan. 11	103⅝ Apr. 27
Registered.....1905	M-N	....	101	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore collat., g., 3½s 1998	F-A	243,000	95	.....	98⅛	98½	98	98¼	97½ May 9	98½ May 8	97 Jan. 2	99 Jan. 27
Registered.....1998	F-A	43,000	.....	97½	.....	.....	.....	.....	97½ May 4	98 May 2	95½ Jan. 26	98 May 2
Mich. Cent. collat., g., 3½s 1998	F-A	76,000	.....	97	.....	.....	.....	.....	97 May 2	97 May 10	95½ Mar. 6	98 Apr. 10
Registered.....1998	F-A	4,000	.....	97	.....	.....	.....	.....	97 May 10	97 May 10	96 Apr. 6	97 May 10
Beech Cr'k, 1st, gu., g., 4s..1936	J-J	6,000	108	.....	.....	.....	.....	.....	110½ May 8	110½ May 8	108 Jan. 4	110½ May 8
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d guar., gold, 5s.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cart. & Ad., 1st, gu., g., 4s..1981	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clearfield Bitum. Coal Corp.												
1sts. f. int. gu., g., 4s, ser. A.1940	J-J	.....	86	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small bonds, series B..1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.	Highest.	Lowest.	Highest
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
N. Y. Cent. & Hud Riv.—(Con.)—												
Gouv. & O. 1st guar., g., 5s. 1942	J-D	.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moh. & Mal. 1st, gu., g., 4s. 1991	M-S	.....	105	108	.....	.....	.....	.....	.....	.....	106¾ Feb. 8	107 Jan. 18
N. J. Junc. R., gu., 1st, 4s. 1986	F-A	.....	100	.....	105	.....	105	.....	.....	.....	102 Feb. 5	102 Feb. 3
Registered certificates. 1986	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Put., 1st con., gu. g. 4s. 1993	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nor. & Mont. 1st gu., g., 5s. 1916	A-O	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Shore, 1st, 4s, gu. 2361	J-J	99,000	112	113	.....	114	113	113⅛	112 May 11	113¾ May 4	110 Jan. 2	115 Apr. 10
Registered. 2361	J-J	104,000	.....	110½	.....	.....	.....	.....	115⅝ May 10	112½ May 4	110 Jan. 4	114 Mar. 30
Lake Shore cons., 1st, 7s. 1900	J-J	33,000	100½	.....	.....	.....	.....	.....	102⅛ May 1	103⅛ May 25	100⅞ Jan. 4	103⅛ May 25
Registered. 1900	Q-J	73,000	100½	.....	.....	.....	.....	.....	101 May 1	101¼ May 16	100⅝ Jan. 2	102⅛ Mar. 21
Consol., 2d, 7s. 1903	J-D	69,000	111	.....	.....	.....	.....	115	114½ May 4	114⅜ May 24	112⅜ Jan. 19	116½ Apr. 4
Registered. 1903	J-D	.....	111	.....	.....	.....	.....	.....	111¼ May 31	111¼ May 31	111¼ May 31	114⅜ Apr. 17
Gold 3½s. 1997	J-D	77,000	109	110⅛	.....	.....	.....	.....	110 May 17	111⅜ May 25	109½ Jan. 6	111⅜ May 25
Registered. 1997	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	110⅛ Mar. 16	110½ Mar. 17
Cincinnati & Springfield—												
1st, gu., L. S. & M. S., 7s. 1901	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Det. Mon. & Tol., 1st, 7s. 1906	F-A	1,000	118	122	.....	.....	.....	.....	119 May 3	119 May 3	119 May 3	121 Jan. 13
Kal. A. & G. R. 1st, gu. c. 5s. 1938	J-J	.....	125	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahon. Coal RR., 1st, 5s. 1934	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	129¾ Apr. 21	129¾ Apr. 21
Mich. Cent. 1st, con., 7s. 1902	M-N	10,000	108	.....	.....	.....	.....	.....	106⅝ May 10	106⅝ May 10	106⅝ May 10	109¾ Apr. 19
1st, con., 5s. 1902	M-N	.....	102½	.....	.....	.....	102½	103½	.....	.....	103¼ Feb. 8	104¾ Apr. 25
6s. 1909	M-S	.....	118	.....	.....	.....	119½	.....	.....	.....	119¼ Apr. 16	119½ Apr. 25
5s. 1931	M-S	1,000	122	.....	.....	.....	.....	.....	128 May 14	128 May 14	128 May 14	128 May 14
Registered. 1931	Q-M	.....	.....	127¼	.....	.....	.....	.....	.....	.....	.....	.....
4s. 1940	J-J	.....	104	.....	.....	.....	.....	.....	.....	.....	105 Jan. 4	105 Jan. 4
Registered. 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bat. C. & Stur. 1st gu. g. 3s. 1989	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Harlem, g., 3½s. 2000	M-N	5,000	101	102	.....	.....	.....	.....	115⅞ May 2	115⅞ May 2	115⅞ May 2	115⅞ May 2
Registered. 2000	M-N	.....	101	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & North., 1st, g., 5s. 1927	A-O	.....	121	125	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & Og., con., 1st. ext. 5s. 1922	A-O	15,000	.....	129	.....	128	127½	128	126 May 8	126½ May 3	126 Apr. 2	129½ Feb. 13
Oswe. & R., 2d, gu., g., 5s. 1915	F-A	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. W. & O. T. R. 1st gu., g. 5s. 1918	M-N	.....	112	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica & Bl. Riv., gu., g., 4s. 1922	J-J	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Chic. & St. L.—1st, g., 4s. 1937	A-O	48,000	.....	104¼	.....	107	106¼	.....	106 May 9	107 May 18	104⅛ Jan. 3	108⅛ Mar. 28
Registered. 1937	A-O	2,000	.....	.....	.....	.....	.....	.....	105 May 31	105 May 31	103½ Jan. 3	105 May 31
N. Y. & Greenwood L.—*See* Erie.												
N. Y. & Har.—*See* N. Y. C. & Hud.												
N. Y. Lack & West.—*See* Del. L. & W.												
N. Y. Lake Erie & West.—*See* Erie												
N. Y. & N. E.—*See* N. Y. N. H. & H.												
N. Y. New Haven & Hartford—												
1st, reg. 4s. 1903	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Convert. deb. certfs., $1,000.	A-O	7,000	185	.....	185	.....	185	.....	189 May 29	189 May 29	185¾ Jan. 5	189 May 29
Small certfs., $100.	.....	1,000	.....	.....	.....	.....	190	.....	189 May 16	189 May 16	185 Feb. 27	189 May 16
Housaton. RR., con. g. 5s. 1937	M-N	.....	.....	.....	132	.....	.....	.....	.....	.....	133 Apr. 11	133 Apr. 11
N. H. & Derby, con. 5s. 1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & N. Eng., 1st, 7s. 1905	J-J	.....	114	.....	.....	.....	117	.....	.....	.....	114 Jan. 5	114 Jan. 5
1st, 6s. 1905	J-J	.....	109⅝	.....	.....	.....	113	.....	.....	.....	.....	.....
N. Y. & North'n—See N. Y. Cent.												
New York Ontario & Western—												
Refunding, 1st, g., 4s. 1992	M-S	131,000	102⅞	.....	105	105½	.....	.....	104 May 17	105¾ May 10	102 Jan. 11	107½ Feb. 10
Registered, $5,000 only. 1992	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. & Putnam—*See* N. Y. C. & Hud.												
N. Y. & Rock. Beach—*See* L. Island												
N. Y. Susque. & West.—*See* Erie.												
N. Y. Tex. & Mex.—*See* So. Pac Co.												
Norfolk & South., 1st, g., 5s. 1941	M-N	37,000	110	.....	.....	.....	111¾	114½	110 May 4	113 May 10	110 Jan. 15	113 May 10
Norfolk & Western, gen. 6s. 1931	M-N	8,000	128	130	132	134½	132	.....	132 May 17	132 May 17	129 Jan. 2	132 May 17
New River, 1st, 6s. 1932	A-O	10,000	.....	.....	126	.....	127	.....	130 May 18	130 May 18	130 May 18	133 Mar. 23
Improvement & ext., g., 6s. 1934	F-A	.....	.....	.....	133	134	132½	134	.....	.....	.....	.....
Nor. & W. Ry. 1st con. g. 4s. 1996	A-O	364,000	90¼	91	97¼	97½	96½	97	96½ May 14	97½ May 7	90½ Jan. 2	99⅛ Mar. 28
Registered. 1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small. 1996	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Col. Con. & T. 1st, gu., g., 5s. 1922	J-J	.....	103	.....	.....	.....	107	.....	.....	.....	.....	.....
Scio. V. & N. E., 1st gu. g. 4s. 1989	M-N	15,000	103	.....	.....	.....	.....	.....	99 May 10	101½ May 7	95 Feb. 14	103 Apr. 16
North. Illinois—*See* Chic. & N. W.												
Northern Ohio. *See* L. Erie & W.												
Northern Pacific—												
Prior lien, gold 4s. 1997	Q-J	1,056,000	102½	103½	103¼	103¾	105	105⅛	103¼ May 12	105¼ May 31	102½ Jan. 2	105½ Mar. 29
Registered. 1997	Q-J	6,000	102½	.....	.....	.....	.....	.....	104⅛ May 7	104⅛ May 7	103 Jan. 8	105⅛ Mar. 13
General lien, g., 3s. 2047	Q-F	757,000	65	65½	67	67½	67¼	67⅓	66¾ May 11	67¾ May 31	65 Jan. 10	69 Apr. 2
Registered. 2047	Q-F	7,000	.....	.....	.....	.....	.....	.....	66½ May 21	66½ May 21	66½ May 21	68 Apr. 6
St. P. & Nor. Pac., gen., g., 6s. 1923	F-A	20,000	125	130	132	.....	.....	.....	131½ May 21	132½ May 3	131½ Mar. 22	132½ May 3
Registered certificates. 1923	Q-F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wash. Cent. Ry. 1st g. 4s. 1948	Q-M	10,000	.....	86½	88	.....	88¾	93	88¾ May 31	88¾ May 31	88¾ May 31	88¾ May 31
Nor. P. Ter. Co., 1st, g., 6s. 1933	J-J	18,000	117	120	.....	.....	118	118½	118 May 15	119 May 25	118 Jan. 5	120 Mar. 12
Nor. Railway Cal.—*See* Cent. Pac.												
North Wiscon.—*See* C. St. P. M. & O.												
Nor. & Mont.—*See* N. Y. Central.												
Ohio Ind. & W.—*See* C. C. C. & St. L.												
Ohio River RR.—1st, g., 5s. 1936	J-D	.....	102½	.....	.....	.....	.....	.....	.....	.....	109 Apr. 25	109 Apr. 25
Gen., g., 5s. 1937	A-O	.....	85	.....	.....	.....	.....	.....	.....	.....	95 Feb. 19	95 Feb. 19
Omaha & St. L., 1st, g., 4s. 1901	J-J	.....	50	.....	.....	.....	.....	.....	.....	.....	60 Jan. 5	77 Mar. 12
Oregon & Cal. *See* So. Pac. Co.												
Ore. Ry. & Nav. *See* Union Pac.												
Ore. RR. & Nav. *See* Union Pac.												
Ore. Short Line. *See* Union Pac.												
Oswego & Rome—*See* N. Y. Cent.												
Ottum. C. F. & St. P.—*See* C. & N. W.												
Pacific Coast Co., 1st, g., 5s. 1946	J-D	5,000	103⅜	.....	108½	109⅝	108½	.....	109⅝ May 2	110 May 26	104¼ Jan. 6	110 Apr. 16
Pacific of Missouri—*See* Mo. Pac.												
Panama, 1st, s. f., g., 4½s. 1917	A-O	4,000	105	.....	102½	103½	102½	.....	103½ May 11	103½ May 11	102 Apr. 5	105 Jan. 24
S. f., subsidy, g., 6s. 1910	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Co.—												
Penn. Co., gu., 1st, 4½s. 1921	J-J	37,000	112½	.....	.....	.....	116⅛	116½	115¾ May 7	116½ May 15	111½ Jan. 10	116⅛ May 15
Registered. 1921	J-J	.....	.....	112½	.....	.....	.....	.....	.....	.....	111½ Jan. 19	111½ Jan. 19
Gu. 3½s, col. tr. reg. ctfs. 1937	M-S	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. St. L. & P., 1st, c., g., 5s. 1932	A-O	.....	117	122	.....	.....	101½	.....	.....	.....	.....	.....
Registered. 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev. & Pitts., con., s. f., 7s. 1900	M-N	.....	101½	.....	.....	.....	.....	.....	.....	.....	102 Jan. 12	103½ Mar. 6
Gen., gu., g., 4½s, Series A. 1942	J-J	.....	117	.....	.....	.....	.....	.....	.....	.....	117½ Feb. 2	117½ Feb. 2
Series B. 1942	A-O	.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie & P., gen. gu. g. 3½s, B. 1940	J-J	10,000	.....	.....	.....	.....	.....	.....	101½ May 5	101½ May 5	101¼ Apr. 11	101½ May 5
Series C. 1940	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport & Cin. B'dge gen. guar. gold 4½s. 1945	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsb. Cin. & St. L., 1st, 7s. 1900	F-A	.....	.....	108	.....	.....	.....	.....	.....	.....	101 Apr. 6	101 Apr. 6
Registered. 1900	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P. C. C. & St. L., con., gu., g., 4½s.												
Series A. 1940	A-O	.....	113	.....	.....	.....	.....	.....	.....	.....	114 Jan. 9	117 Mar. 27
Series B, guar. 1942	A-O	4,000	113½	.....	.....	.....	.....	.....	116¼ May 18	117 May 23	113⅞ Jan. 12	117 May 23
Series C, guar. 1942	M-N	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
Series D, 4s, guar. 1945	M-N	.....	103	106	.....	.....	.....	.....	.....	.....	106½ Apr. 3	115¾ Feb. 27
Series E, 3½s, guar., g. 1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	100 Apr. 10	100 Apr. 10
Pitts. Ft. W. & Chic., 1st, 7s. 1912	J-J	2,000	135	.....	.....	.....	139	.....	139⅛ May 5	139⅛ May 5	135 Jan. 12	39⅛ May 5
2d, 7s. 1912	J-J	.....	.....	139	.....	.....	.....	.....	.....	.....	136 Mar. 1	136 Mar. 1
3d, 7s. 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	134 Feb. 15	134 Feb. 15
Pennsylvania RR. Co.—												
1st, 4s real estate, g. 1923	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., sterling, g., 6s. 1905	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., currency, 6s, reg. 1905	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 5s. 1919	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered. 1919	Q-M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Con., g., 4s. 1943	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period.	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Pennsylvania RR. Co.—(Con.)—												
Gr.Ra.&I.,ex.1st,gu.g.4½s.1941	J-J	.....	108	.....	.....	.....	.....	.....	.....	.....	108 Jan. 15	108 Jan. 15
Cleve.& Mar.1st gu.g.4½s.1935	M-N	.....	.....	108½	.....	.....	.....	.....	.....	.....	109 Jan. 12	112¾ Mar. 7
Delaware River RR. & Bridge 1st gen 4s, g.....1936	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Allegh.Val., gen.,gu.,g.,4s.1942	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury & Lewis. 1st g. 4s.1936	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U.N.J.RR.& Can.Co.,gn.4s.1944	M-S	3,000	.....	.....	.....	.....	.....	.....	117 May 1	117 May 1	117 May 1	117 May 1
Pensacola & At.—*See* Lou.& Nash.												
Peo. Dec. & E.—1st,g.6s,1920,Engraved Trust Co. certifs.....	.....	5,000	98	.....	.....	.....	102	.....	101 May 2	101 May 2	100 Jan. 23	101 Apr. 24
Evans.Div.,1st, g., 6s, 1920,Engraved Trust Co. certifs.....	.....	.....	95	.....	.....	.....	100	.....	.....	.....	99 Feb. 5	100½ Apr. 30
2d, g., 5s, 1926, Eng. Tr. Co. certfs. of deposit.....	M-N	.....	.....	30	.....	.....	.....	.....	.....	.....	22 Jan. 18	22 Jan. 18
Peo. & East.—*See* C. C. C. & St. L.												
Peo.& Pek. Union.,1st,g.,6s.1921	Q-F	.....	120	.....	129	.....	130	132	.....	.....	130¾ Mar. 10	130¾ Mar. 10
2d, g., 4½s.....1921	M-N	.....	95	98	97	.....	.....	.....	.....	.....	.....	.....
Pine Creek, reg., guar. 6s....1932	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. Cin. & St. L.—*See* Penn. Co.												
Pitts. C. C. & St.L.—*See* Penn. Co.												
Pitts. Clev. & Tol., 1st, 6s...1922	A-O	.....	.....	.....	117	119	.....	.....	.....	.....	.....	.....
Pitts. Ft.W.&Chic.—*See* Penn. Co.												
Pitts. Junc., 1st, 6s.....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Lake Erie— 2d, g., 5s, Ser. A & B.....1928	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. McKeesp't & Yough.— 1st, gu., 6s.....1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gu., 6s.....1934	J-J	.....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....
McKee. & Belle V.,1st,g.,6s.1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. P. & F., 1st, g., 5s.....1916	J-J	.....	90	.....	90	.....	90	.....	.....	.....	.....	.....
Pittsb. Shen. & L. E.1st,g.,5s.1940	A-O	.....	.....	114	112	.....	112	.....	.....	.....	113½ Jan. 16	115¼ Mar. 19
1st cons. 5s.....1943	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg & Western— 1st, g., 4s.....1917	J-J	5,000	98	.....	.....	.....	.....	.....	100¾ May 4	100¾ May 4	99⅝ Jan. 18	100¾ May 4
J. P. M. & Co. certs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	99½ Jan. 11	100¾ Apr. 20
Pitts. Y. & Ash., 1st,con., 5s.1927	M-N	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading Co., gen., g., 4s....1997	J-J	1,133,000	84½	85	88½	89	87⅞	88⅛	87 May 11	88⅞ May 2	83 Jan. 9	90⅝ Apr. 5
Registered.....1997	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rensselaer & Sar. *See* D. & H.												
Rich. & Dan. *See* South'n Ry.												
Rio Gr. West., 1st, g., 4s.....1939	J-J	167,000	.....	95½	98½	99	.....	99	98 May 21	99¾ May 23	94¼ Jan. 4	100⅛ Mar. 22
Utah Centl, 1st, gu., g., 4s.1917	A-O	.....	83	.....	84	88	84	.....	.....	.....	85 Feb. 20	86½ Mar. 22
Rio Gr. Junc., 1st, gu., g., 5s.1939	J-D	.....	100	.....	.....	.....	104	.....	.....	.....	.....	.....
Rio. Gr. So., 1st, g., 3-4s.....1940	J-J	16,000	.....	74½	.....	.....	.....	79½	79⅛ May 23	79½ May 17	71 Mar. 9	81¼ Apr. 25
Roch. & Pitts. *See* Buf. R. & Pit.												
Rome Wat & Og. *See* N. Y. Cent.												
Salt Lake C., 1st, g., s. f., 6s..1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Joseph & Grand Island— 1st, g., 2-3-4s. 1947.....1947	J-J	24,000	82½	85	.....	.....	84	.....	84 May 5	85 May 28	82 Jan. 3	85 May 28
St. L. & Cal. *See* Mobile & Ohio.												
St. L & Iron Mount. *See* Mo. Pac.												
St. L. K. C. & No. *See* Wabash.												
St.L.M.Br. *See* Ter.RR.As. of St.L.												
St. Louis & San Francisco— 2d, g., 6s, Class A.....1906	M-N	.....	110¼	.....	.....	.....	.....	112	.....	.....	.....	.....
2d, g., 6s, Class B. 1906	M-N	11,000	110½	.....	.....	.....	.....	112	111 May 3	111¼ May 17	111 May 3	113¼ Feb. 15
2d, g, 6s, Class C.....1906	M-N	.....	110¼	.....	.....	.....	.....	112	.....	.....	113 Feb. 8	113 Feb. 8
1st g., 6s, Pierce C. & O....1919	F-A	.....	105	.....	110	.....	.....	.....	.....	.....	.....	.....
Gen., g., 6s.....1931	J-J	31,000	120	.....	124	124¾	124	.....	124⅛ May 8	124⅝ May 22	122 Mar. 26	124⅝ May 22
Gen., g., 5s.....1931	J-J	109,000	106½	.....	111½	112½	.....	112½	111½ May 14	112½ May 9	106 Jan. 4	113¼ Apr. 21
1st, trust, g., 5s.....1987	A-O	.....	100	105	.....	.....	103	.....	.....	.....	103½ Apr. 4	104 Apr. 20
St. L. & S. F. RR. g. 4s.....1996	J-J	29,000	80	82	.....	.....	82½	82⅝	81⅞ May 14	82½ May 2	79 Jan. 8	84 Feb. 20
So. West. div., 1st, g. 5s....1947	A-O	1,000	98	.....	.....	.....	.....	.....	98½ May 10	98½ May 10	98½ May 10	98½ May 10
Cent. Div. 1st, g., 4s.....1929	A-O	.....	.....	95	.....	.....	.....	.....	.....	.....	91 Apr. 11	95 Feb. 19
Ft.S.&V.B.Bdg.1st,g.6s....1910	A-O	.....	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Mid., 1st, g., 4s.....1937	J-D	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis South. *See* Ill. Central.												
St. L. S. W. 1st, g. 4s, bd., ctfs.1989	M-N	484,000	86½	87½	90½	91	.....	89½	89 May 9	91 May 3	86½ Jan. 9	93½ Apr. 12
2d, g., 4s, inc. bond, ctfs....1989	J-J	761,000	54½	56	63	65	61	61½	60⅜ May 9	63¾ May 2	53⅞ Jan. 10	65½ Apr. 16
Gray's Pt. Ter.,1st, gu. g.5s.1947	J-D	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul & Duluth, 1st, 5s....1931	F-A	.....	119	.....	119	.....	120	.....	.....	.....	.....	.....
2d, 5s.....1917	A-O	.....	110¼	.....	110	.....	110	.....	.....	.....	109 Apr. 19	111½ Apr. 2
1st consol. gold 4s.....1968	J-D	28,000	.....	99	98	.....	101	102	99½ May 7	100 May 8	97½ Apr. 19	100 May 8
St. Paul Minn. & Manitoba— 2d, 6s.....1909	A-O	3,000	.....	119¼	117	.....	117	.....	117¾ May 8	120 May 10	117⅝ Apr. 24	121 Mar. 12
1st, consol., 6s..... 1933	J-J	23,000	136	.....	142½	.....	141½	.....	141¾ May 9	142½ May 9	137 Jan. 3	142½ May 9
Registered.....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reduced to gold 4½s.....1933	J-J	20,000	112¼	.....	116⅝	.....	116½	116⅞	116 May 14	116¾ May 22	112¼ Jan. 2	116⅞ Apr. 21
Registered.....1933	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota ext., gold, 6s.....1910	M-N	15,000	119⅛	.....	118	.....	118	.....	118½ May 2	118¾ May 9	118½ May 2	121½ Apr. 16
Mont. Ext., 1st, gold, 4s....1937	J-D	17,000	102½	.....	104	105½	104½	105½	104 May 15	105 May 10	102½ Jan. 2	105 Apr. 16
Registered.....1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. M., 1st div., 1st, g. 5s....1908	A-O	.....	.....	111½	.....	.....	107½	.....	.....	.....	108⅝ Apr. 19	108⅝ Apr. 19
Registered.....1908	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Ry. M., No. div. 1st g. 4s.'40	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Registered.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneap. Union. 1st, 6s....1922	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	128 Apr. 4	128 Apr. 4
Mont. C., 1st, gu. g., 6s....1937	J-J	.....	128	131	.....	134¾	.....	134¾	.....	.....	129½ Jan. 10	134¾ Feb. 28
Registered.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st., guar., gold, 5s.....1937	J-J	1,000	116	.....	117½	.....	117½	.....	118¼ May 9	118¼ May 9	118¼ May 9	118¼ May 9
Registered.....1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Will. & S. F., 1st g., 5s.....1938	J-D	.....	.....	.....	118½	.....	.....	.....	.....	.....	.....	.....
Registered.....1938	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St.Paul & Nor.Pac. *See* Nor. Pac.												
St.P.& Sioux Cy. *See* C.St.P.M&O.												
S. Fe Pres. & Phe., 1st g. 5s.1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. An. & Ar. Pass. *See* So. Pac. Co.												
S.F.&N.P.,1st, s. f. g., 5s....1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sav. F. & W., 1st, con., g., 6s.1934	A-O	.....	123	125	.....	.....	.....	.....	.....	.....	125½ Jan. 3	126½ Jan. 13
1st, g., 5s.....1934	A-O	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. John's Div., 1st, g., 4s.1934	J-J	.....	90	96	93	.....	.....	.....	.....	.....	.....	.....
Bruns.&W., 1st, gu., g.,4s.1938	J-J	15,000	.....	.....	85	.....	.....	.....	85 May 2	85 May 2	85 May 2	85 May 2
Scioto Val.& N. E. *See* Nor.&West.												
Seab. & Roanoke, 1st, 5s....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Car. Cent. 1st con. g. 4s...1949	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sher. Shr. & So. *See* Mo. K. & Tex.												
Sod. Bay & So., 1st, g., 5s ...1924	J-J	.....	95	.....	.....	.....	.....	.....	.....	.....	.....	.....
So. Carolina & Ga. *See* Southern.												
Southern Pacific Company— 4s, Cent. Pacific coll.....1949	J-D	891,000	.....	82	.....	.....	82¾	83¼	82 May 10	83½ May 4	80 Jan. 9	85⅜ Apr. 5
Registered.....1949	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cent. Pac., 1st, ref. gu.g. 4s.1949	F-A	766,000	99	.....	.....	99¾	.....	.....	98¾ May 11	100 May 29	97⅞ Jan. 11	100¾ Jan. 23
Registered.....1949	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mortgage gu. g. 3½s.....1929	J-D	491,000	82½	83	.....	85	.....	.....	84⅝ May 9	86¼ May 10	81 Jan. 9	86¼ May 10
Registered.....1929	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galv. H. & S. A., 1st g. 6s. .1910	F-A	2,000	108	112	.....	.....	111½	113	110 May 28	110 May 28	110 May 28	110½ Apr. 27
2d gold 7s.....1905	J-D	....	105	.....	109	112	107	.....	.....	.....	106½ Feb. 28	106½ Feb. 28
Mex. & Pac. D., 1st g. 5s.1931	M-N	232,000	101	.....	.....	.....	.....	.....	98½ May 2	100 May 10	98½ May 2	102¾ Jan. 31
H.&Tex. C., 1st g.5s,int. gu.1937	J-J	... ..	.....	110½	111½	112	.....	.....	.....	.....	110 Jan. 29	111½ Apr. 16
Con. gold 6s, int. guar....1912	J-J	11,000	111¼	.....	110	.....	.....	.....	111¾ May 25	111¾ May 25	111¾ May 25	113 Feb. 21
Gen. gold 4s, int. guar....1921	A-O	133,000	83	.....	.....	85	.....	.....	84 May 7	85¾ May 17	83¾ Jan. 9	87 Mar. 28
Morgan's L. & T., 1st, g.,6s.1920	A-O	.....	123½	.....	.....	.....	122¾	.....	.....	.....	120½ Feb. 28	120½ Feb. 28
1st, 7s.....1918	J-J A-O	.....	131	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. New York Stock Exchange.	Int. Period.	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.	Highest.	Lowest.	Highest.
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Southern Pacific Co.—(Concl.)—												
N.Y.Tex.&Mex.,gu.,1st,4s.1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg.&Cal.,1st, gu., g., 5s.1927	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S.A.&A.P., 1st, gu., g., 4s..1943	J-J	514,000	77	79	.....	.....	78¾	79	77¾ May 16	79 May 7	75 Jan. 9	80⅝ Mar. 31
Texas & N. O., 1st, 7s.....1905	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sabine Div's'n, 1st, 6s...1912	M-S	.....	*108*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., gold, 5s 1943	J-J	214,000	*101*	.....	.....	.....	.....	.....	103¾ May 3	104½ May 17	101 Jan. 2	104½ May 17
So. P. of Ar., gu.1st, 6s.1909-10	J-J	165,000	*110*	.....	.....	113¾	.....	.....	113¼ May 9	114¼ May 29	110 Jan. 2	114¼ May 29
S.P.of Cal.,1st, g., 6s.....1905	Apr	3,000	*107*	.....	.....	.....	109⅝	.....	109⅜ May 31	109⅜ May 31	109⅜ May 31	110 Mar. 26
Do do	Oct.	.....	*108*	.....	.....	.....	110⅛	.....	.....	.....	.....	.....
Do do 1906	A-O	1,000	*109*	.....	.....	.....	111⅞	.....	112 May 28	112 May 28	112 May 28	112 May 28
Do do 1912	A-O	.....	*114*	.....	.....	.....	119⅜	.....	.....	.....	.....	.....
1st,consol., guar. g.5s..1937	M-N	.....	.....	*106*	.....	.....	.....	.....	.....	.....	105½ Jan. 19	105½ Jan. 19
Do. stamped...1905-1937	.....	76,000	*105½*	*106*	.....	.....	.....	.....	105½ May 29	107½ May 31	104½ Jan. 10	109½ Mar. 30
A. & N. W. 1st, gu. g. 5s..1941	J-J	136,000	*95*	.....	.....	.....	.....	.....	98 May 26	99 May 14	95 Jan. 4	99¾ Apr. 5
S. P. Coast. 1st.. gu. g. 4s..1937	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Pac. of N. Mex., 1st. 6s..1911	J-J	20,000	*109*	.....	.....	.....	116	.....	116¼ May 19	116½ May 19	116¼ May 19	116½ May 19
Gila V.G.& N.,1st, gu.,g.,5s.1924	M-N	84,000	102	105	102	105	104	105½	100 May 8	104 May 2	100 May 8	110 Feb. 21
No. of Cal., 1st gu., g. 6s...1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guar., gold, 5s.....1938	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Railway—												
1st consol. gold, 5s.....1994	J-J	490,000	106½	107	111½	112½	111⅜	111½	110½ May 14	113 May 7	106 Jan. 8	113¼ Apr. 17
Registered.....1994	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mem. Div. 1st g. 4-4½-5s..1996	J-J	.....	108	.....	.....	.....	.....	.....	.....	.....	108¼ Apr. 10	109½ Apr. 23
Registered.....1996	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ala. Cen. R. 1st 6s.....1918	J-J	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atl. & Ch. Air Line, income.1900	A-O	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlan. & Danv. 1st. g. 5s...1950	J-J	23,000	98½	100	101⅜	102	102	.....	102 May 1	102 May 1	99¾ Jan. 10	102 May 1
Col. & Greenville 1st 6s...1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	115 Jan. 31	115 Jan. 31
East Tenn. Va.& Ga. 1st 7s.1900	J-J	6,000	.....	*101½*	102⅝	.....	103	.....	102⅝ May 2	103⅛ May 31	101½ Feb. 9	103⅛ May 31
Divisional, g., 5s.....1930	J-J	2,000	.....	*117*	.....	.....	.....	.....	117 May 10	117 May 10	114¾ Feb. 19	117 Apr. 16
Con., 1st, g., 5s.....1956	M-N	25,000	*114*	.....	.....	.....	117½	.....	116¾ May 13	117½ May 4	114 Jan. 2	120 Apr. 25
E. Ten., reor. lien, g., 4-5s.1938	M-S	2,000	*105½*	.....	.....	.....	110	.....	111½ May 4	112 May 8	108½ Jan. 10	112 May 8
Registered.....1938	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geor. Pac. Ry., 1st, g., 6s...1922	J-J	2,000	.....	*120*	.....	.....	122½	124½	124½ May 8	124½ May 8	119½ Jan. 16	124½ May 8
Knox. & Ohio, 1st, g., 6s..1925	J-J	3,000	*117*	*119*	123	124	.....	.....	124 May 16	124 May 16	118 Jan. 13	124 Apr. 20
Rich. & Dan., con., g., 6s..1915	J-J	11,000	118	121	.....	.....	122¾	.....	122½ May 1	123¼ May 22	119 Jan. 10	126 Apr. 23
Equip. sink. fd., g., 5s...1909	M-S	.....	100	.....	100	.....	.....	.....	.....	.....	101 Jan. 11	101 Jan. 11
Deb., 5s., stamped.....1927	A-O	.....	100	.....	102	.....	103	.....	.....	.....	.....	.....
So. Car. & Georg. 1st g. 5s.1919	M-N	60,000	104	104⅞	107½	107¾	103¾	104¾	105¾ May 24	104⅞ May 11	102 Jan. 15	109 Apr. 19
Atlan.&Yad., 1st, gu. g. 4s.1949	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. Serial—Ser. E, 5s.1926	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Va. Mid. gen., 5s.....1936	M-N	11,000	.....	*110*	.....	.....	.....	.....	109½ May 7	111 May 4	109 Jan. 8	111¼ Apr. 6
Gtd., stamped.....1936	M-N	.....	.....	*110*	.....	.....	.....	.....	.....	.....	108 Jan. 4	110¾ Apr. 27
W.O.& W. 1st, cy., gtd., 4s.1924	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. N. C., 1st, con.,g.,6s.1914	J-J	1,000	113½	.....	.....	118	.....	.....	118 May 2	118 May 2	114½ Jan. 10	119 Mar. 31
S. & N. Ala. *See* Louisv. & Nash.												
Spok. Falls&Nor., 1st, g., 6s.1939	J-J	.....	.....	125	.....	.....	.....	.....	.....	.....	.....	.....
Stat.Isl.Ry., 1st gu., g., 4½s.1943	J-D	.....	*97*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunb.& Lewistown. *See* Penn.RR.												
Syra. Bing. & N.Y. *See* D.L.& W.												
Ter. Ass. of St. L.,1stg.,4½s.1939	A-O	.....	*110*	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st con. g., 5s.....1894-1944	F-A	.....	111	113	114	.....	.....	.....	.....	.....	.....	.....
St.L.M.Bdge.Ter.,gtd,g.5s.1930	A-O	.....	.....	.....	111¼	.....	.....	.....	.....	.....	111 Jan. 19	111 Jan. 19
Texas & N. O. *See* So. Pac. Co.												
T. & P.Ry., E. Dv., 1st, g. 6s.1905	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, gold, 5s.....2000	J-D	234,000	*111*	*113*	.....	.....	114¾	115	114⅛ May 9	116 May 4	111 Jan. 3	116 May 4
2d, gold, income, 5s.....2000	Mch	11,000	.....	*54*	.....	.....	.....	.....	62 May 5	68 May 15	53 Mar. 8	69 Mar. 13
Eng. Trust Co, certificates....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo & Ohio Central—												
1st, gold, 5s.....1935	J-J	17,000	103½	.....	112	113	112½	.....	113 May 5	113½ May 11	105 Jan. 8	114½ Apr. 4
West'n Div., 1st, g., 5s 1935	A-O	7,000	101½	.....	110	113	110	112	110 May 28	111¼ May 18	105 Jan. 29	112 Mar. 10
Gen. gold 5s.....1935	J-D	73,000	80	.....	101	102	102	102½	101½ May 10	102¼ May 18	95 Feb. 6	102¼ May 18
Kan. & M., 1st gu.,g.,4s....1990	A-O	36,000	83	84⅞	88	90	.....	89½	89 May 4	90 May 11	84½ Jan. 2	90 Mar. 13
Tol. Peo. & W., 1st, gold. 4s.1917	J-J	.....	78	.....	83¾	84	82	84	.....	.....	78 Jan. 3	84 Feb. 9
Toledo St. Louis & Kansas City,												
1st, g. 6s, Trust Receipts...1916	J-D	1,044,000	*109*	*110*	.....	.....	.....	129⅜	120 May 9	129½ May 31	110 Jan. 2	129½ May 31
Tor. Ham. & Buff., 1st, g., 4s.1946	J-D	.....	*92*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ulster & Del., 1st con. g., 5s.1928	J-D	.....	*103*	*104*	.....	.....	.....	.....	.....	.....	103 Jan. 3	107 Apr. 20
Un. Pac., RR. & l. g., g., 4s..1947	J-J	1,108,000	102⅜	102⅝	104½	105	.....	.....	104¼ May 14	106¼ May 29	101¾ Jan. 10	106¼ Mar. 28
Registered.....1947	J-J	13,000	.....	.....	.....	.....	.....	.....	104½ May 8	105¼ May 28	103¼ Jan. 29	105¼ May 28
Oregon R. & N.,1st, s.f. g.6s.1909	J-J	.....	*101¼*	*102*	.....	.....	.....	.....	.....	.....	110 Feb. 3	110 Feb. 3
Ore. RR. & Nav. con. g. 4s..1946	J-D	208,000	100	.....	.....	.....	.....	.....	103¼ May 5	104½ May 31	100½ Jan. 8	104⅞ Mar. 23
Oreg. Sh. Line 1st, gold 6s.1922	F-A	35,000	126½	.....	128½	129	128½	129	128 May 14	129½ May 28	126¾ Jan. 2	130 Jan. 5
Utah & No., 1st, 7s 1908	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold, 5s.....1926	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oreg. Sh.L. 1st con. g. 5s.1946	J-J	76,000	*110*	*111*	114½	115	.....	.....	114 May 15	115 May 9	110½ Jan. 6	115¼ Feb. 15
Non-cum. inc., A, 5s.....	Sept	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-cum. inc., B. & col. trst	Oct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U N.J.RR.& C.Co. *See* Penn. RR.												
Utah Central—*See* Rio Gr. West.												
Utah & North'n. *See* Or. Short L.												
Utica & Bl. Riv. *See* N. Y. Cent.												
Ver. Val. Ind. & W. *See* Mo. Pac.												
Virginia Mid. *See* South. Ry.												
Wabash RR. Co., 1st g. 5s..1939	M-N	119,000	113½	114½	115½	116	.....	.....	114½ May 14	116 May 23	113 Jan. 3	118½ Apr. 17
2d, gold, 5s.....1939	F-A	83,000	*100*	.....	.....	104	102⅛	102½	102 May 15	103½ May 4	98½ Feb. 20	104 Apr. 7
Debenture, series A.....1939	J-J	.....	82	85	.....	.....	.....	.....	.....	.....	83 Jan. 22	94¼ Apr. 21
Series B.....1939	J-J	2,229,000	36¼	36¾	40½	.....	37⅝	38	36⅜ May 14	41 May 1	34½ Jan. 10	43⅛ Apr. 2
1st, g. 5s, Det. & Ch. Ex...1941	J-J	29,000	*108*	.....	108½	.....	.....	.....	111 May 10	112 May 17	108 Mar. 23	112 May 17
Des Moines Div. 1st g. 4s..1939	J-J	.....	87	.....	91	92	90	91	.....	.....	91 Apr. 11	93¼ Apr. 17
St.L.K.C.&N.St.Ch.Br.,1st6s'08	A-O	6,000	*108*	.....	.....	.....	109	.....	109½ May 5	111 May 29	109½ May 5	113 Mar. 30
Warren RR. *See* D. L. & W.												
Wash. Ohio & West. *See* So. Ry.												
Wash. Central. See No. Pacific.												
West. N.Y.& Penn.,1st, g.,5s.1937	J-J	97,000	*110*	.....	.....	.....	.....	.....	118 May 14	119 May 17	110 Jan. 3	120 Apr. 24
Gen. g. 2-3-4s.....1943	A-O	388,000	*68½*	*69*	.....	.....	.....	89	86½ May 1	89 May 24	68¼ Jan. 12	91½ Apr. 24
Income 5s.....1943	Nov.	134,000	*23½*	*24*	.....	.....	.....	.....	29½ May 3	29¾ May 16	22½ Jan. 17	30½ Feb. 6
West. No. Car. *See* South'n Ry.												
West Shore. *See* N. Y. Central.												
W. Va. & Pittsb'g. *See* B. & O.												
W. Va. Cent. & P., 1st, g., 6s.1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheel. & Lake Erie, 1st, 5s..1926	A-O	19,000	105	.....	112	.....	109	110½	110 May 31	110⅜ May 17	107 Jan. 18	110⅜ May 17
Wheel. Div., 1st, gold, 5s..1928	J-J	1,000	93	.....	104	.....	105	.....	105 May 23	105 May 23	99⅞ Feb. 2	105 May 23
Exten. & Imp., gold, 5s....1930	F-A	.....	91	.....	95	.....	.....	.....	.....	.....	.....	.....
Wilkesb. & East. *See* N. Y. S. & W.												
Will. & Sioux F. *See* St.P.M.& M.												
Winona & St. P. *See* Chic. & N. W.												
Wis. Cent. Co., new 1st 4s.....	.....	526,000	90	91	90⅞	91	90⅝	.....	90 May 9	91⅝ May 1	88 Jan. 4	93¼ Mar. 31
Street Railway Bonds.												
Brook. Rap. Tran., g., 5s.....1945	A-O	59,000	105¼	105½	.....	.....	105	.....	104 May 11	106½ May 1	103½ Jan. 18	106½ Feb. 19
Atl. Av., B'kl'n, impt. g.5s.1934	J-J	.....	*109½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn City, 1st, con. 5s.1941	J-J	.....	*115½*	.....	.....	.....	.....	.....	.....	.....	.....	.....
B'k'n Q.Co.& S.c.g.g.5s 1916-'41	J-J	64,000	.....	*104½*	.....	.....	.....	100	100 May 16	102 May 7	100 May 16	104 Mar. 14
B'klyn Un. El. 1st, g., 4-5s.1950	F-A	125,000	94	95	.....	.....	.....	.....	93 May 16	94½ May 8	92 Mar. 8	97 Jan. 25
City & Sub.Ry.,Balt.1st,g.5s.1922	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Den. Con. Tram. Co.,1st,,g.5s.1933	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denv. Tram. Co. con. g. 6s.1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Metr. R'y Co., 1st gu. g. 6s..1911	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisv. Ry. Co. 1st con. g. 5s.1930	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mark. St. Cable(S.Fr.),1st 6s.1913	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Met. St. Ry. gen. col.tr.g.,5s 1997	F-A	249,000	118	120	119½	119¾	.....	119	118¼ May 21	119½ May 1	117½ Feb. 21	120½ Jan. 19
Bway&7th Av. 1st. con. g. 5s.1943	J-D	4,000	118	.....	.....	122½	.....	.....	122½ May 1	123¼ May 14	118¾ Jan. 16	123¼ May 14
Registered.....1943	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS. NEW YORK STOCK EXCHANGE.	Int. Period	Sales in May. Par value	Price about January 2, 1900.		PRICES IN MAY.						RANGE SINCE JAN. 1.	
					May 1.		May 31.		Lowest.		Highest.		Lowest.	Highest
		$	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.		Sale Prices.		Sale Prices.	Sale Prices
Metropol. Street Ry.—(Con.)—														
Col. & 9th Ave. 1st gu.,g.5s.1993	M-S	.....	120	.....	.....	.....	.....	.....	.....		.....		122 Mar. 17	124 Apr. 10
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Lexington Ave. & Pav. Ferry—														
1st, guaranteed, gold, 5s.1993	M-S	2,000	121	.....	.....	.....	.....	.....	123½	May 14	123½	May 29	122 Jan. 11	124 Apr. 10
Registered.....1993	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Met. W. S. El. (Chic.) 1st 4s..1938	F-A	6,000	95⅛	95¾	97½	.....	.....	.....	97¾	May 22	98	May 22	95¼ Feb. 16	98 Apr. 19
Mil. El. Ry. & Lt. con. 30 yr. g. 5s, '26	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Minn. St. Ry., 1st, con. g., 5s. 1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
St. Paul City Cable. con. g., 5s. 1937	J-J	3,000	*111⅛*	*112*	.....	.....	.....	.....	113½	May 10	113½	May 11	111 Mar. 2	113½ May 11
Guaranteed, gold, 5s 1937	J-J	.....	*109⅛*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Third Ave., 1st, gold, 5s.....1937	J-J	1,000	.....	*128*	123	125¾	124	125¾	124	May 1	124	May 1	117⅛ Feb. 28	125⅞ Apr. 19
Union El. (Chic.), 1st, g. 5s..1945	A-O	.....	*107*	*111*	.....	.....	.....	.....	.....		.....		.....	.....
W. Chic. St. 40-yr. 1st cu. 5s. 1928	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
40-year con. g. 5s.....1936	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Gas & Electric L. Co. Bonds.														
Atlanta Gas-Light, 1st, g., 5s. 1947	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Bos. U. Gas tr. ctfs. s. f., g., 5s. 1939	J-J	.....	*115*	.....	.....	.....	.....	.....	.....		.....		.....	.....
B'klyn Un. Gas Co. 1st con. g. 5s, '45	.....	99,000	*114*	.....	114	114½	114	115	114	May 1	115	May 29	114 Jan. 5	118 Mar. 22
Chic. Gas L. & C.—*See* Peop. Gas & C.														
Columbus Gas Co., 1st, g., 5s. 1932	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Con. Gas Chic.—*See* Peop. Gas & C.														
Detroit City Gas Co., g., 5s..1923	J-J	73,000	98	96½	.....	.....	.....	.....	95½	May 17	97¾	May 1	95 Jan. 22	100 Mar. 29
Det. Gas Co., con. 1st, g., 5s. 1918	F-A	.....	98	.....	.....	.....	.....	.....	.....		.....		.....	.....
Ed. El. Ill., B'kn. *See* K. C. E. L. & P.														
Ed. El. Ill. *See* N. Y. G. & E. L. H. & P.														
Kings Co. E. L. & P., g. 5s...1937	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Purchase money 6s.....1997	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Ed. El. Ill., Bkn, 1st co. g. 4s. 1939	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
1st, 5s.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1940	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Eq. Gas L. Co. N. Y., con., g., 5s. 1932	M-S	.....	.....	*118*	.....	.....	.....	.....	.....		.....		.....	.....
Equ. Gas & F.—*See* Peop Gas & C.														
G. & Elec. Berg. Co. 1st con. g. 5s '32	J-D	27,000	.....	.....	.....	110⅛	.....	.....	106½	May 29	109½	May 4	103½ Apr. 12	110¾ Apr. 27
Gen. Elec. Co., deb., gold, 5s. 1922	J-D	13,000	.....	*117*	.....	.....	.....	.....	120	May 1	120	May 11	113 Jan. 23	120½ Apr. 27
Gr. Rap. Gas-L. Co., 1st, g., 5s. 1915	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Kan. City, Mo., Gas, 1st, g. 5s. 1922	A-O	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Lac. Gas L., St. L., 1st, g., 5s. 1919	.....	42,000	107½	.....	108½	109½	108½	109	107½	May 10	108½	May 5	107½ Feb. 5	110 Jan. 22
Small bonds.....1919	Q-F	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mut. Fuel Gas Co. *See* Peo. G. & C. Co														
N. Y. Gas E. L. H. & P. Co. 1st col.														
trust, gold, 5s.....1948	J-D	278,000	.....	*107*	.....	.....	109½	110	106¼	May 17	109¾	May 31	103½ Jan. 30	110 Feb. 19
Registered.....1948	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Purchase mon. col. tr., g., 4s..'49	F-A	327,000	*91*	*92*	.....	.....	93	94	91	May 18	94	May 25	91 Jan. 3	94¼ Jan. 31
Ed. El. Ill., 1st, con., g., 5s. 1910	M-S	10,000	107½	108⅛	.....	.....	109	111	108½	May 18	108½	May 18	108 Jan. 10	110 Jan. 23
1st consol., gold, 5s.....1995	J-J	4,000	*119*	*123*	.....	.....	.....	.....	120	May 21	120	May 21	120 May 21	120 May 21
Peo. Gas & C., 1st gu., g., 6s. 1904	M-N	.....	*106*	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d, guar., gold, 6s.....1904	J-D	.....	.....	*106*	107	108	.....	.....	.....		.....		104¾ Feb. 14	106 Apr. 9
1st, consol., gold, 6s.....1943	A-O	20,000	.....	*125*	120	123	121½	123	121½	May 29	122½	May 16	121½ May 29	127 Feb. 14
Refunding, g., 5s.....1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1947	M-S	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Ch. Gas L. & C., 1st, gu., g. 5s. 1937	J-J	3,000	*108*	.....	108½	110	108½	110	108½	May 2	108½	May 10	107¼ Jan. 10	109 Apr. 20
Con. Gas Co. Ch. 1st gu. g. 5s. 1936	J-D	2,000	*106*	.....	107½	.....	107½	.....	108	May 4	108	May 4	108 May 4	109 Apr. 17
Eq. Gas & F., Chic. 1st gu. 6s. 1905	J-J	1,000	*103*	.....	.....	.....	.....	.....	103	May 4	103	May 4	103 May 4	103 May 4
Mutual Fuel Gas 1st gu. g. 5s. '47	M-N	.....	109	.....	.....	.....	.....	105	.....		.....		.....	.....
Trenton Gas & Elec., 1st g. 5s. 1949	M-S	.....	*104*	*106*	.....	.....	.....	.....	.....		.....		.....	.....
Western Gas col. tr. gold, 5s..1933	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Miscellaneous Bonds.														
Adams Express col. tr. g. 4s. 1948	M-S	75,000	.....	103¾	.....	.....	103	104	102½	May 11	103½	May 21	102 Mar. 7	105 Feb. 8
Bkl'n. F'ry of N. Y. 1st con., g., 5s'48	F-A	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Br'k'n W. & W. H. 1st, g., 5s, tr. rec..	F-A	23,000	75	85	.....	.....	.....	.....	71½	May 3	75	May 16	71 Apr. 10	75 May 16
Chic. Jc. & St. Yd., col., g., 5s. 1915	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		111 Apr. 25	111 Apr. 25
Commercial Cable, 1st, g. 4s. 2397	Q-J	3,000	*93½*	*97*	.....	.....	101¼	.....	101½	May 21	101½	May 21	101½ May 21	103½ Mar. 2
Registered.....2397	Q-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Det. M. & M., land gr., 3½, S. A. 1911	A-O	319,000	*21*	.....	.....	.....	28½	29½	26	May 15	32	May 3	19 Jan. 8	40 Apr. 3
Erie Teleg. & T. col. tr., g., 5s. 1926	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Henderson B'dge 1st s f g 6s. 1931	M-S	.....	*110*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Iron Steamboat Co., 6s.....1901	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mad. Sq. Gard., 1st, gold, 5s. 1919	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
M. B. H. & L., lim., gen., g., 4s. 1940	M-N	.....	*35*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Met. T. & T., 1st. s. f., g., 5s..1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1918	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Mut. Un. Teleg.—*See* West. Union														
Newp. News Shipbld'g & Dry Dock														
5s 1890-1990	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. & N. J. Tel., gen., g., 5s, cv. 1920	M-N	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
N. Y. & Ont. Land, 1st, g., 6s. 1910	F-A	.....	*90*	.....	.....	.....	.....	.....	.....		.....		.....	.....
North W. Teleg.—*See* West. Union														
St. Louis Ter'l. Cupples Station &														
Prop. Co., 1st, g. 4½s, 5-20yr. 1917	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Vermont Marble 1st, s. f. 5s. 1910	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
West. Union, deb., 7s..1875-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....		.....		101¾ Jan. 24	102½ Feb. 26
Registered.....1875-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....		.....		101 Jan. 3	102¾ Mar. 29
Debenture 7s 1884-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Registered.....1884-1900	M-N	.....	*100*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Collat. trust, currency, 5s. 1938	J-J	10,000	*111¼*	.....	.....	.....	.....	114½	113	May 8	113¼	May 4	111¼ Jan. 5	114½ Apr. 6
Mutual Union Tel., s.f., 6s. 1911	M-N	1,000	.....	.....	.....	.....	.....	.....	109	May 21	109	May 21	109 May 21	112 Feb. 16
North West'n Telegraph, 7s 1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Manufact'g & Indus. Bonds.														
Am. Cot. Oil, deb., gold, 8s..1900	Q-F	44,000	102½	.....	102	.....	102¼	102¾	102	May 9	102¾	May 29	100½ Feb. 5	104 Apr. 26
Am. Spirits Mfg. Co. 1st g. 6s. 1915	M-S	1,000	.....	86	.....	75	.....	75	72	May 17	72	May 17	68 Apr. 10	85 Jan. 5
Bar. & S. Car Co., 1st gold, 6s. 1942	J-J	.....	*93½*	.....	.....	.....	.....	.....	.....		.....		105 Jan. 10	105 Jan. 10
Gramercy Sugar, 1st, g., 6s..1923	A-O	.....	.....	.....	.....	.....	.....	90	.....		.....		.....	.....
Illinois Steel Co., deb., 5s....1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
Non-conv. deben., 5s.....1910	A-O	.....	*100*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Internat. Paper 1st con. g. 6s. '18	F-A	22,000	106	110	106	106¼	105½	.....	105	May 18	106	May 2	105 May 18	107½ Mar. 15
Knickerb. Ice (Chic.). 1st g. 5s. '28	.....	3,000	.....	*95*	.....	.....	.....	.....	87½	May 21	87½	May 23	87½ May 21	95 Jan. 3
Nat. Starch Mfg. Co. 1st, g., 6s. 1920	M-N	1,000	104	.....	102	.....	103	.....	104¾	May 7	104¾	May 7	104¾ May 7	108 Apr. 12
Procter & Gamb., 1st, g., 6s. 1940	J-J	.....	.....	*115*	.....	.....	.....	.....	.....		.....		.....	.....
Stand'rd Rope & T., 1st, g., 6s, 1946	F-A	45,000	*80¼*	.....	70	72	.....	.....	70	May 10	71	May 3	68 Mar. 6	84 Jan. 26
Income, g., 5s.....1946	.....	204,000	*22*	*24*	.....	.....	.....	.....	11¼	May 11	13	May 2	11 Mar. 6	24 Jan. 3
U. S. Envel. Co., 1st, s.f. g. 6s. 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
U. S. Leath. Co. s.f., deb., g., 6s. 1913	M-N	7,000	.....	*110½*	113½	.....	.....	.....	113	May 15	113½	May 4	113 May 15	116½ Mar. 12
Coal and Iron Bonds.														
Cah. Coal Min. Co. *See* T. C. I. & R.														
Clearf. Bit. Coal. *See* N. Y. C. & H.														
Col. C. & I., 1st, con., g., 6s..1902	F-A	32,000	*100½*	.....	101⅜	.....	.....	.....	102	May 1	102	May 3	100¼ Feb. 1	103½ Jan. 18
Col. C. & I. Dev. Co., gu., g., 5s. 1909	J-J	.....	*100⅛*	.....	.....	.....	.....	.....	.....		.....		58 Feb. 14	58 Feb. 14
Col. Fuel Co., gen., gold, 6s..1919	M-N	.....	100	.....	106	.....	.....	.....	.....		.....		103 Jan. 31	103 Jan. 31
Col. Fuel & I. Co., gen. s.f., g. 6s. 1943	F-A	12,000	.....	97	92	.....	.....	.....	91	May 10	91	May 11	90 Mar. 9	95½ Jan. 19
De Bardel. C. & I. *See* T. C. & I.														
Gr. Riv. Coal & C., 1st, g., 6s. 1919	A-O	.....	*100*	.....	105	.....	.....	.....	.....		.....		.....	.....
Jeff. & Cleaf. C. & I. 1st. g, 5s. 1926	J-D	.....	*103*	.....	.....	.....	.....	.....	.....		.....		.....	.....
2d, g., 5s.....1926	J-D	.....	*96*	.....	.....	.....	.....	.....	.....		.....		.....	.....
Sun. Cr. Coal, 1st, g., s. f., 6s. 1912	J-D	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....
T. C. I. & R., T. Div. 1st, g., 6s. 1917	A-O	3,000	103	.....	105	.....	104½	107	104½	May 10	104½	May 10	104½ May 10	112 Mar. 8
Birm. Div., 1st, con., 6s....1917	J-J	53,000	*106*	.....	.....	.....	.....	110¼	109	May 11	109¾	May 7	107 Jan. 24	110 Feb. 8
Cah. C. M. Co., 1st, gu., g., 6s. 1922	J-D	.....	*100*	.....	.....	.....	.....	.....	.....		.....		105 Feb. 9	105 Feb. 9
De Bar. C. & I. Co., gu., g., 6s. 1910	F-A	21,000	*104*	*108*	.....	.....	103	104	104	May 24	105½	May 5	104 May 24	109 Jan. 27
W. L. E. & P. Cl. Co. 1st, g., 5s. 1919	J-J	.....	*32*	.....	.....	.....	.....	.....	.....		.....		32 Jan. 15	32 Jan. 15

STOCKS.—PRICES AND SALES FOR MAY AND THE YEAR TO DATE.

Prices are on basis of 100-share lots Exceptions of stocks which sell only in a small way are noted by the mark §. Option sales are disregarded

STOCKS N. Y. Stock Exchange.	Par.	SALES TO JUNE 1. In May.	SALES TO JUNE 1. Since Jan 1	Price about January 2, 1900. Bid.	Price about January 2, 1900. Ask.	PRICES IN MAY. May 1. Bid.	May 1. Ask.	May 31. Bid.	May 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		Shares.	Shares.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Sale Prices.	Sale Prices.	Sale Prices.	Sale Prices.
Albany & Susquehanna	100	.....	.....	195	.....	195	.....	195	.....	.....	.....	.....	.....
Ann Arbor	100	.....	900	16	19	.....	.....	16½	17¾	.....	.....	16½ Mar. 8	18 Mar. 26
Pref.	100	585	7,664	41	45	.....	.....	42	44	42 May 12	43½ May 9	41 Jan. 3	48 Apr. 2
Atchison Top. & S. Fe.	100	166,423	1,068,650	20	20½	26¾	26⅞	26¼	26⅜	23⅛ May 9	27 May 31	18⅝ Jan. 8	29¾ Apr. 2
Preferred	100	489,390	2,271,687	62⅛	62¼	70½	70⅝	71½	71⅝	67 May 9	73 May 31	58¼ Jan. 11	74⅜ Apr. 2
B. & O. vot'g trust ctfs.	100	198,697	1,337,046	57¼	57¾	83¾	84¼	76¼	76½	72½ May 14	84⅛ May 1	55¼ Jan. 8	8⁷⁄₈ Apr. 19
Pref. voting tr. ctfs.	100	64,134	981,719	76⅛	76½	84½	85	80⅛	80½	78¼ May 14	85 May 1	72¾ Jan. 9	90 Apr. 16
Rights		21,695	91,573	.....	.....	.....	.....	.....	.....	¼ May 7	1 May 1	¼ May 7	1⅜ Apr. 21
Bost. & N. Y. Air L., pf.	100	.....	.....	105	.....	.....	.....	106	.....	.....	.....	.....	.....
Brookl'n Rapid Tr'nsit.	100	294,297	3,132,155	69½	69¾	73¾	74¼	71¼	71½	67⅛ May 14	74¼ May 1	63½ Mar. 19	80½ Apr. 10
Buff. Roch. & Pitts.	100	200	5,345	44¾	58	61	.....	60	65	60 May 12	61 May 3	52 Feb. 27	70½ Mar. 29
Pref.	100	.....	5,805	90	98	106	.....	105	109	.....	.....	92 Jan. 18	115 Apr. 26
Burl. C. R. & Nor.	100	135	275	115	.....	124	.....	124	127	125 May 23	125 May 23	§119 Jan. 10	§126½ Feb. 28
Canadian Pacific	100	3,685	18,695	92	93	95	95½	94¾	95	93 May 12	95¼ May 4	90¾ Jan. 4	99¾ Feb. 13
Canada Southern	100	5,900	75,433	48⅛	48½	55	56	51¾	52½	51⅝ May 28	55⅞ May 4	47⅝ Feb. 27	58½ Apr. 7
Capital Traction	100	.....	600	.....	95	100	.....	102	.....	.....	.....	91¾ Feb. 26	93 Feb. 26
Central of New Jersey	100	6,761	71,463	118½	120	118	119½	116	117½	116 May 14	121 May 4	115 Jan. 6	122¾ Apr. 20
Chesapeake & Ohio	100	42,671	637,198	31¼	31½	30⅜	30½	27½	27¾	26⅝ May 12	30½ May 1	26⅝ May 12	33⅞ Apr. 9
Chic. Burl. & Quincy	100	352,270	1,313,683	122¼	122½	125½	125¾	128	128¼	123⅛ May 12	129¾ May 31	119⅛ Jan. 10	133¼ Apr. 2
Chicago Cons. Traction.	100	.....	2,850	35	38	.....	.....	.....	.....	.....	.....	37 Apr. 25	39⅝ Jan. 15
Chicago & Eastern Ill.	100	1,988	13,930	90	92	.....	105	97	100	100 May 31	105 May 4	88 Jan. 31	109 Mar. 27
Pref.	100	10	1,402	115	125	.....	.....	123½	127	§120¼ May 17	§120¼ May 17	120 Jan. 17	124 Jan. 5
Chicago Great Western.	100	22,427	175,514	12⅞	13¼	13⅛	13½	12⅛	12¼	12 May 24	13½ May 1	11⅝ Jan. 11	15¼ Apr. 2
4 p. c. deb.	100	761	11,271	84⅞	87	87	87⅞	85½	86⅞	86 May 11	88⅞ May 1	85 Jan. 12	89 Feb. 1
5 p. c. pref. A.	100	1,450	14,057	73¼	75½	76	78	74½	76	74⅛ May 10	77¼ May 1	73 Jan. 11	78¾ Apr. 2
4 p. c. pref. B	100	1,600	20,549	35⅝	38	38½	39	35	36	35 May 24	39⅝ May 15	35 May 24	42 Mar. 31
Chic. Ind. & Louisv.	100	6,264	104,035	15	16	25	26	20	24	20½ May 31	26 May 1	14 Jan. 15	29 Apr. 16
Pref.	100	4,568	30,249	43	48	56	57½	51	53	51 May 9	57 May 1	45¼ Jan. 24	6⁵⁄₈ Apr. 4
Chic. Milw. & St. Paul.	100	232,137	1,115,740	117¾	118	118¾	119	116¾	117	114½ May 15	119⅛ May 1	114½ May 12	126¾ Apr. 4
Pref.	100	2,910	14,409	172	174	172½	174	172½	173¼	172⅝ May 21	173½ May 1	169½ Jan. 18	174⅝ Mar. 21
Chicago & North West.	100	4,202	28,888	161	162	161	163	163	165	157¾ May 14	167½ May 22	157¾ May 14	167½ May 22
Pref.	100	420	3,340	198	203	197	200	.....	.....	195⅛ May 9	200 May 2	195⅛ May 9	200 Mar. 28
Chic. R. I. & Pacific.	100	106,960	526,140	107	107¼	108¼	108¾	107	107¼	105 May 14	108¾ May 4	104½ Jan. 9	114¾ Mar. 28
Chic. St. P. M. & O.	100	600	4,039	120	121	.....	119	111	116	112 May 12	117 May 23	112 May 12	123½ Jan. 31
Pref.	100	250	1,090	170	180	165	175	170	180	175 May 8	175 May 8	172 Feb. 8	17 Mar. 3
Chic. Term. Trans. RR.	100	8,967	38,389	10½	11	12¼	12¾	12	13	11¾ May 15	13¼ May 17	9 Jan. 9	13⅝ Apr. 27
Pref.	100	8,300	42,624	34	38	37½	38½	35	36	35 May 12	38⅛ May 17	32 Jan. 16	39¾ Apr. 27
Clev. Cin. Chic. & St. L.	100	17,024	231,581	62¼	62⅞	61	62	58½	59½	57⅛ May 12	61⅞ May 1	57⅛ May 12	66⅝ Mar. 30
Pref.	100	477	5,736	101	108	103	108	.....	.....	106 May 25	107 May 14	104 Mar. 6	111½ Mar. 29
Clev. Lor. & Wheel'g.	100	700	13,239	.....	15	24	28	24	27½	27 May 1	28 May 3	14½ Jan. 10	28 Apr. 27
Pref.	100	1,209	15,589	40	47¼	66	71	64	67	66 May 11	70 May 7	46 Jan. 2	72 Apr. 19
Cleve. & Pittsb., guar.	50	.....	14	185	.....	186	.....	.....	.....	.....	.....	§186 Apr. 30	§186 Apr. 30
Colorado Midland	100	2,550	18,172	9½	10	11¾	12⅛	.....	.....	12⅛ May 1	12⅜ May 8	9 Jan. 4	12⅜ May 8
Pref.	100	2,560	34,149	22½	23	29¼	29½	.....	.....	29½ May 1	29¾ May 3	21 Jan. 5	29⅞ Mar. 21
Colorado & Southern	100	9,752	107,550	5¼	5½	.....	.....	6	6¼	5⅜ May 15	6⅛ May 1	5⅛ Jan. 29	7⅝ Mar. 26
1st pref.	100	3,591	28,709	41½	43	.....	.....	42	43	38¾ May 15	42½ May 24	38⅜ May 15	47¼ Mar. 27
2d pref.	100	1,092	20,411	15½	16½	.....	.....	16½	17	15½ May 14	17 May 17	14½ Jan. 6	20¼ Mar. 21
Delaware & Hudson.	100	6,309	43,460	117	118½	114⅝	115	111¾	113⅜	113 May 14	115½ May 11	113 Jan. 8	119½ Mar. 28
Del. Lack. & Western.	50	3,459	45,146	178	180	177	178	177	177½	176 May 12	178 May 1	174 Jan. 11	186 Feb. 20
Denver & Rio Grande.	100	9,530	95,044	18⅜	19⅜	18¾	19½	18¾	19¼	17⅝ May 14	19½ May 5	16⅞ Jan. 10	24¼ Mar. 26
Pref.	100	5,245	70,400	71	71½	69¾	70½	68½	69	67¾ May 24	70 May 1	66½ Jan. 10	76¼ Mar. 26
Des Moines & Ft. D.	100	985	9,555	14½	16	15	15½	13½	14½	14 May 12	15 May 2	13½ Jan. 15	19 Mar. 26
Pref.	100	.....	.....	90	.....	100	.....	100	115	.....	.....	.....	.....
Duluth S. S. & Atl.	100	1,310	10,575	5½	7	5¼	6	4¼	5	4½ May 24	5 May 12	4½ May 24	6¼ Mar. 5
Pref.	100	1,285	21,215	14	15	15¾	16¼	14⅝	15½	14¾ May 24	16 May 3	12¾ Feb. 3	17⅛ Mar. 5
Eighth Avenue	100	.....	50	400	.....	375	425	375	425	.....	.....	§400 Jan. 20	§400 Jan. 20
Erie	100	3,480	25,404	11⅛	11½	12¾	13¼	11½	12¼	11½ May 22	13 May 1	11⅜ Jan. 9	14⅜ Mar. 27
1st pref.	100	11,422	124,146	33	33⅜	39	39¾	36¼	37	35½ May 12	39¼ May 2	31¼ Jan. 9	43½ Apr. 4
2d pref.	100	825	24,779	16½	18½	19¾	21	18	19	18½ May 16	19¾ May 3	15⅝ Jan. 10	23⅛ Apr. 4
Evansville & Terre H.	50	1,296	33,378	40	41	.....	.....	47¼	50	47¼ May 22	49¾ May 2	40⅛ Jan. 5	54⅜ Mar. 15
Pref.	50	220	2,019	80	90	.....	.....	92	95	93 May 15	93 May 15	90 Jan. 24	94½ Apr. 19
Ft. Worth & Den. C., stmpd		386	1,000	15	.....	.....	.....	.....	.....	15 May 4	15¼ May 22	14½ Apr. 4	15¼ May 22
Ft. Worth & Rio Grande.		340	2,652	.....	.....	.....	.....	.....	.....	17 May 2	18 May 3	17 Mar. 29	19 Apr. 3
Great Northern, pref.	100	12,790	64,675	172½	174	166½	168	153½	155	150 May 12	157½ May 1	150 May 12	174½ Dec. 3
Rights		.....	19,077	.....	.....	.....	.....	.....	.....	.....	.....	5 Feb. 21	5¾ Feb. 16
Green Bay & Western.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Debt certifs. A.	1000	1	43	56	.....	.....	.....	.....	.....	56½ May 12	56½ May 12	53½ Mar. 7	58 Mar. 29
Debt certifs. B.	1000	200	2,065	6½	7¼	.....	.....	.....	.....	6 May 16	7⅛ May 1	6 Mar. 9	8 Mar. 27
Hocking Valley	100	8,546	70,026	33½	34⅛	40	41	38	39	36½ May 9	40⅛ May 1	30½ Jan. 10	41½ Apr. 21
Pref.	100	18,482	72,032	62	62⅜	67	67½	66	66¼	63⅞ May 12	67⅜ May 26	58 Jan. 8	67⅞ Apr. 5
Illinois Central	100	8,443	57,994	112¼	.....	114½	115¼	112	113	111⅛ May 15	114¼ May 2	110¾ Jan. 9	116⅞ Apr. 2
Leased line, 4 p. c.	100	30	335	100	.....	102	.....	102	.....	§104 May 14	§104 May 14	§99 Jan. 26	§104½ Apr. 9
Iowa Central	100	2,506	61,901	11¾	12¼	.....	.....	18	18¼	16½ May 14	18 May 2	11⅞ Jan. 12	19¾ Mar. 30
Pref.	100	2,880	22,736	50	51	.....	.....	48	50¼	47 May 15	51 May 2	47 May 12	58 Mar. 30
Kanawha & Mich.	100	4,083	15,865	9½	10½	14½	15½	16	17	15 May 1	18 May 4	10 Jan. 2	18 May 4
K. City Pittsb. & G., tr. rec.		2,710	44,218	8	9	17⅛	18	*16½	17½	*16⅝ May 12	*18 May 19	7⅞ Jan. 31	*21½ Mar. 27
Kan. City Sou. (when iss'd)		.....	150	.....	.....	14	17	.....	16	.....	.....	17½ Apr. 19	17⅝ Apr. 19
Pref. (when issued).		.....	8,410	.....	.....	.....	41½	.....	40	.....	.....	41 Apr. 6	43⅜ Apr. 3
Keokuk & Des Moines.	100	100	100	3	4	.....	.....	3	5	3½ May 24	3½ May 24	3½ May 24	3½ May 24
Pref.	100	200	910	15	18	.....	.....	15	16	15 May 4	15 May 4	15 Feb. 2	17½ Mar. 27
Keokuk & Western	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston & Pembroke	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie & Western	100	8,460	72,477	24½	25	29½	30½	27½	29	26¼ May 14	31 May 4	20⅛ Mar. 16	34⅛ Apr. 9
Pref.	100	1,890	10,722	83	84½	95	98	90	93	92 May 25	95 May 3	83¼ Feb. 2	100 Apr. 2
Lake Shore	100	265	685	197	210	.....	210	212½	.....	210 May 4	§212½ May 28	§197 Jan. 3	§212½ May 28
Long Island	50	50,016	62,651	46	50	70	72	73	75	66½ May 1	89 May 5	47½ Jan. 4	89 May 5
Louisville & Nashville.	100	79,530	518,060	80⅝	80¾	82	83	80¾	81	78⅛ May 12	82½ May 1	77⅛ Jan. 9	87⅜ Apr. 2
Manhattan consol.	100	107,101	956,082	96¾	97½	93¼	94	90¼	90⅞	87⅛ May 14	95 May 4	87⅛ May 14	101 Feb. 14
Metropolitan Street.	100	110,595	752,472	176½	178	158¼	159	156	157	144¼ May 14	158¼ May 22	144⅛ May 14	182 Feb. 13
Met. W. Side El. (Chic).	100	210	9,124	25	27½	33	34	.....	.....	31 May 9	32 May 10	24½ Jan. 29	37⅛ Apr. 5
Pref.	100	437	4,405	77	.....	77	78	.....	.....	76¼ May 29	78½ May 4	76 Feb. 27	82½ Feb. 14
Mexican Central	100	12,120	105,438	11¾	12	13¼	14	12¼	13¼	12⅛ May 25	14 May 2	10½ Jan. 8	14¾ Apr. 18
Mex. Nat'l trust certs.	100	5,820	50,753	4	4⅛	3¾	4	.....	.....	3⅜ May 31	4 May 2	3⅜ May 31	5 Mar. 17
Michigan Central	100	20	348	104	106	108	.....	108	.....	§108 May 15	§108 May 15	§104 Jan. 22	§112 Feb. 3
Minneap. & St. Louis.	100	6,647	55,823	59½	60½	63½	65	62	62½	62 May 14	66½ May 7	58 Jan. 25	69¾ Mar. 28
2d preferred	100	2,712	9,573	90	91	94½	95½	96	97	94¾ May 4	98⅝ May 5	90¾ Jan. 12	98⅝ May 5
M. St. P. & S. St. Marie.	100	4,207	16,530	15	20	25	26	24	25	24 May 14	26 May 4	15 Jan. 2	27 Apr. 24
Pref.	100	3,144	10,030	50	60	65	68	66	68	64¾ May 14	67½ May 21	50 Feb. 5	69 Apr. 24
Mo. Kansas & Texas.	100	5,790	19,630	10½	11½	11¼	12½	10½	11⅝	10¼ May 16	11⅞ May 29	10 Jan. 5	12¾ Mar. 28
Pref.	100	18,545	194,871	33½	34	34½	36	32½	34	32¼ May 9	35¼ May 4	31¼ Jan. 11	40¼ Apr. 17
Missouri Pacific	100	532,686	2,182,504	41¼	41½	58½	58⅝	54⅞	55	51 May 9	59⅞ May 1	38⅜ Jan. 11	61½ Apr. 16
Mob. & Ohio, assented.	100	2,450	23,355	39	40	43	45	39	40	39 May 31	43 May 8	39 Jan. 12	48½ Apr. 2
Morris & Essex	50	754	2,588	182	185	188¼	190	187½	189½	§188¼ May 2	§189½ May 4	§183½ Jan. 19	§189½ May 4
Nash. Chatt. & St. Louis.		10	10	.....	.....	.....	.....	.....	.....	§50 May 7	§50 May 7	§ 50 May 7	§ 50 May 7
N. Y. Cent. & Hud. Riv.	100	66,450	518,199	132¼	132¾	134⅝	135½	131½	132	129½ May 12	135¼ May 4	129½ May 12	139⅝ Apr. 4
N. Y. Chic. & St. Louis.	100	2,040	11,725	12	12⅛	12½	13	11	13	11½ May 28	12⅝ May 1	11½ May 28	14⅞ Mar. 29
1st pref	100	90	1,465	80	.....	76¼	79	70	79	§74¾ May 14	§74¾ May 14	78 Apr. 17	85 Jan. 31
2d pref.	100	300	19,045	32	33	35½	38	33	35	35 May 11	35½ May 2	32 Jan. 2	40¼ Mar. 29
N. Y. & Harlem	50	33	33	.....	.....	.....	.....	.....	.....	§400 May 16	§400 May 16	§400 May 16	§400 May 16
N. Y. Lack. & Western.	100	285	905	130	135	134	.....	132½	135	§133 May 29	133½ May 24	§130 Jan. 18	§ 135 Mar. 10
N. Y. N. Haven & Hart.	100	316	2,256	212	215	214	216	211	214	§211¾ May 21	215½ May 1	§ 211½ Apr. 5	§215¾ Jan. 3
N. Y. Ontario & West.	100	30,957	404,606	22½	22¾	22½	23	21⅜	21¾	20⅝ May 26	22¾ May 1	20⅝ May 26	26½ Mar. 28
Norfolk & Southern.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk & Western.	100	79,633	1,038,525	25⅛	25½	38⅛	38¼	35¼	35¾	33¼ May 9	38½ May 1	22⅝ Jan. 10	40⅛ Apr. 18
Pref.	100	5,688	151,479	69½	70	79¼	80	.....	79	76 May 12	80 May 1	67 Jan. 8	81 Apr. 28
N. Pac. Ry. vot. tr. certs.	100	224,832	1,124,433	54	54⅜	58	58¼	60⅞	61⅛	55 May 9	61½ May 31	50¼ Jan. 11	62¾ Apr. 4
Pref. vot. tr. certs.	100	26,232	179,803	74¼	.....	75½	75¾	75¾	75⅞	x73¼ May 12	76¼ May 31	72⅜ Jan. 8	78¼ Mar. 28
Pacific Coast Co.	100	1,630	17,785	51½	52½	50	52	49	51	46 May 12	51 May 1	46 May 12	53¼ Apr. 10
1st pref.	100	110	886	82	90	83	88	80	87	83 May 11	83 May 11	83 May 11	87½ Jan. 4
2d pref.	100	2,170	5,928	65½	67	60	64	59	61	57 May 14	60¼ May 8	57 May 14	66¾ Jan. 2
Pennsylvania	50	242,878	1,717,178	131½	131¾	136¾	137	130	130½	128½ May 14	137¾ May 1	128½ Jan. 12	142¾ Apr. 5
Subscrip. r'cpts, full paid	50	3,263	.....	.....	.....	.....	.....	.....	.....	§133 May 2	§133 May 2	127¼ Jan. 23	137⅛ Mar. 31

STOCKS. N. Y. STOCK EXCHANGE	Par.	SALES TO JUNE 1. In May.	SALES TO JUNE 1. Since Jan 1	Price about January 3, 1900. Bid.	Price about January 3, 1900. Ask.	PRICES IN MAY. May 1. Bid.	May 1. Ask.	May 31. Bid.	May 31. Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		Shares.	Shares.										
Peoria Dec. & Evansv.	100	12,265	54,280	2½	3	3½	3¾	2¼	2½	2⅛ May 28	4 May 1	1⅞ Feb. 27	4 May 1
Peoria & Eastern	100	875	12,594	5	7	7	8	6	7½	7 May 14	7¼ May 8	5½ Jan. 17	9½ Mar. 26
Pere Marquette	100	4,325	18,158	*22*	*24*	24¾	25¾	24¼	24⅞	23⅞ May 15	25½ May 7	20 Jan. 29	29¼ Mar. 27
Pref.	100	550	3,200	*55*	*60*	55	61	55⅛	60	58 May 15	60 May 10	54½ Mar. 22	64½ Mar. 27
Pitts. Cinn. Ch. & St. L.	100	1,120	17,579	79¾	80	60	65	59	65	56 May 22	59½ May 29	56 May 22	80½ Jan. 2
Pref.	100	4,372	20,497	92	97	83	86	83	85	81¾ May 12	85 May 4	81 Mar. 9	94 Jan. 8
Pitts. Ft. Wayne & Chic.	100	.....	475	185	.....	186	.....	186	.....	.....	.....	186 Mar. 10	188 Feb. 16
Pittsburg McKees. & Y.	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pitts. & West., pref. tr. ctfs.		400	3,263	.....	.....	.....	.....	.....	.....	‡ 9 May 31	‡12 May 2	‡ 9 May 31	‡15 Jan. 2
Reading Co. vot. tr. cert.	50	20,475	122,761	18½	19	18¾	20	16¾	17⅛	16¼ May 25	18⅞ May 2	16¼ May 25	21½ Apr. 4
1st pref.	50	108,199	1,079,171	53⅜	53⅞	59	59½	56	56¼	54 May 14	59½ May 1	49 Jan. 9	66¾ Apr. 5
2d pref.	50	12,640	178,971	29	29½	31¼	32	28	28½	26½ May 14	31¼ May 3	26 Jan. 9	35⅝ Apr. 5
Renssel. & Saratoga	100	.....	.....	190	.....	.....	.....	195	200	.....	.....	.....	.....
Rio Grande Western	100	390	4,990	*37*	.....	.....	.....	59	59½	53 May 4	60 May 15	43¼ Jan. 27	60 Mar. 8
Pref.	100	662	6,375	*81*	*85*	.....	.....	87½	89	87½ May 31	89 May 12	80 Jan. 16	93 Mar. 22
Rome Wat. & Ogdensb.	100	60	235	130	.....	133	.....	133	.....	§135 May 31	§136 May 31	§130 Feb. 7	§136 May 31
St. Jos. & G. I. vot. tr. ctfs.	100	250	8,615	6½	6¾	5	7	5	6	5 May 24	5⅛ May 10	5 May 24	6½ Jan. 4
1st pref. vot. tr. ctfs.	100	278	2,163	49	51	39¼	44	37	45	38¼ May 26	38¼ May 28	38¼ May 26	49⅞ Jan. 2
2d pref. vot. tr. ctfs.	100	.....	7,142	16¾	17	12¼	16	12½	15½	.....	.....	12¼ Apr. 23	16½ Feb. 5
St. L. & S. F. vot. tr. certs.	100	5,815	32,920	9½	10	10½	10¾	10	10¼	9⅞ May 23	10¾ May 1	9 Jan. 24	12 Mar. 31
1st pref. vot. tr. certs.	100	335	4,927	66	73	69	72	68	72	68 May 8	70 May 31	68 Jan. 25	72⅛ Mar. 30
2d pref. vot. tr. rects.	100	10,085	50,530	32¼	32¾	35	36	33½	34	32½ May 14	35¼ May 2	32⅛ Jan 5	39 Mar. 30
St. Louis Southwest.	100	2,700	49,575	10⅜	10⅝	12	12½	11	12	11 May 15	12 May 1	9½ Jan. 9	13⅜ Mar. 26
Pref.	100	27,168	243,373	25¼	25½	30¼	31	26¼	27	25¾ May 28	30⅝ May 1	23½ Jan. 10	34¾ Apr. 16
St. Paul & Duluth	100	250	1,562	.....	64	.....	.....	58	62	57 May 3	62 May 9	50⅛ Jan. 11	62 May 9
Pref.	100	.....	739	100	.....	.....	.....	103⅜	.....	.....	.....	99½ Apr. 30	101½ Mar. 16
Southern Pacific Co.	100	261,665	1,982,376	37⅞	38⅛	36¼	36⅜	34½	34⅝	32⅜ May 9	36½ May 1	32⅜ May 9	43 Mar. 27
Southern (vot. tr. ctfs.)	100	39,887	560,828	12	12¼	13	13⅜	.....	.....	12 May 12	13½ May 7	11 Jan. 8	15¾ Mar. 27
Pref. " "	100	61,068	409,143	54¾	55	57¼	57½	.....	.....	53⅜ May 9	57⅜ May 1	51⅞ Jan. 8	61½ Mar. 27
Texas Central		.....	30	.....	.....	.....	.....	.....	.....	.....	.....	§14 Apr. 11	§14 Apr. 11
Pref.		.....	15	.....	.....	.....	.....	.....	.....	.....	.....	§60 Apr. 9	§60 Apr. 9
Texas & Pacific	100	31,395	286,906	15½	15⅝	19⅛	19⅜	16¼	16¾	16¼ May 28	19½ May 1	14⅜ Jan. 10	21 Apr. 17
Third Avenue (N. Y.)	100	13,306	1,560,226	133	134½	107	108	.....	.....	107 May 2	115½ May 22	45¼ Mar. 2	135⅛ Jan. 3
Tol. & Ohio Central	100	.....	.....	20	25	25	.....	25	.....	.....	.....	.....	.....
Pref.	100	.....	.....	40	50	45	.....	45	.....	.....	.....	.....	.....
Toledo Peoria & West	100	.....	210	8	.....	9	.....	9	.....	.....	.....	§8¼ Apr. 9	10 Jan. 24
Twin City Rapid Tran.	100	400	5,020	66	67	.....	.....	61	63	62 May 9	64 May 11	62 May 9	68½ Jan. 24
Pref.	100	25	2,987	136	137	.....	.....	.....	.....	§141 May 4	§141 May 4	135 Jan. 2	142 Apr. 18
Union Pacific Railway	100	396,910	2,769,595	48	48⅛	56	56¼	54⅝	54¾	52 May 9	56½ May 1	44⅜ Jan. 10	60⅞ Apr. 4
Pref.	100	50,763	372,335	75¼	75½	74¾	75	74	74¼	72½ May 9	75⅛ May 1	72½ May 9	78⅛ Apr. 4
Unit. N. J. RR. & Canal.	100	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	§272¼ Jan. 17	§272¼ Jan. 17
Wabash	100	9,411	70,137	7⅜	7½	8½	8¾	8	8½	8 May 3	9 May 4	6½ Mar. 16	9⅜ Apr. 27
Pref.	100	41,405	269,845	21	21½	22⅜	23	20¾	21	20¾ May 29	23¼ May 1	19¾ Jan. 10	24¼ Apr. 27
Wheel. & L. Erie, new	100	19,900	135,553	10⅝	10¾	10⅜	10½	9	9⅛	9 May 28	10½ May 1	9 May 28	11¾ Mar. 26
New 1st pref.		3,251	23,649	51	52¾	56	57	49⅞	53	50 May 14	55 May 2	50 May 14	58½ Apr. 2
New 2d pref		17,511	166,207	28	28¼	29	29½	25⅞	26¼	25⅞ May 31	29⅝ May 1	25⅞ May 31	33⅛ Mar. 26
Wisconsin Central	100	7,465	65,847	19	20	16½	17½	15	16¼	14½ May 16	17 May 3	14½ May 16	20¾ Mar. 31
Pref.	100	7,804	56,846	50	51	48	50	46	48	44½ May 10	49 May 3	44½ May 10	57 Apr. 2
Miscellaneous Stocks.													
Adams Express	100	115	2,895	111	114	125	140	114	118	§116 May 16	§130 May 1	111 Jan. 2	§130 Apr. 30
Alice Mining		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amer. Car & Foundry	100	39,994	161,288	13⅛	13¾	16	16⅜	16½	16¾	15¾ May 9	17⅝ May 7	12½ Jan. 15	18 Feb. 7
Pref.	100	19,284	95,275	58¾	60	64½	65½	64⅞	65½	64 May 16	66½ May 3	59 Jan. 30	67⅞ Apr. 2
American Coal	25	....	.....	140	.....	140	200	140	160	.....	.....	.....	.....
American Cotton Oil	100	8,700	64,727	33¼	33¾	35½	36	34½	35¼	33 May 12	36½ May 19	31 Jan. 17	37¾ Apr. 7
Pref.	100	902	4,562	89	92	95	98	90	93	95 May 1	96½ May 7	90 Jan. 8	100 Apr. 5
Amer. District Teleg'h.	100	640	6,268	21	30	.....	30	.....	.....	25 May 29	26 May 18	24⅞ Jan. 4	33½ Jan. 22
American Express	100	1,850	4,587	140	148	146	150	147	153	§149½ May 28	159 May 2	§142 Mar. 6	159 May 2
American Ice	100	30,394	151,228	35	37	46½	47	32½	35½	28⅛ May 26	x47 May 1	28⅛ May 26	49½ Apr. 4
Pref.	100	2,387	10,458	72½	80	75	76	61	67	62½ May 26	75⅛ May 1	62½ May 26	78½ Feb. 3
American Linseed	100	3,958	64,933	13¼	13¾	12½	12⅞	11⅝	12	11½ May 24	13 May 4	11 Mar. 17	16¼ Feb. 6
Preferred.	100	5,619	40,965	55¾	56¼	56	56¾	54½	55¾	54⅛ May 28	57 May 22	52¾ Jan. 11	60 Feb. 5
American Malting	100	2,295	22,298	7½	8	3¾	4½	3¾	4	3⅝ May 29	4½ May 7	3¼ Mar. 2	7¾ Jan. 2
Pref.	100	4,772	23,804	31	32	21	22	22	23	20½ May 16	23½ May 7	20 Apr. 16	31½ Jan. 2
Amer. Smelt. & Ref'g.	100	47,754	194,311	36½	36⅞	37½	38½	38	38½	36⅝ May 2	41⅜ May 10	35½ Jan. 2	43⅞ Feb. 6
Pref.	100	15,775	74,268	86½	87	88¾	89¼	89	89½	87½ May 16	89¾ May 31	86 Jan. 2	93 Mar. 24
Am. Spirit Mfg.	100	210	1,015	*3*	*4*	2½	4	2¼	3	2½ May 14	2⅝ May 14	2½ Apr. 18	4 Feb. 15
Preferred	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amer. Steel Hoop	100	30,535	281,545	43	43½	25½	25¾	22	22½	20 May 15	26 May 5	20 May 15	50½ Feb. 6
Pref.	100	9,661	52,574	82	83	73	73½	70	71	69 May 5	74½ May 1	69 May 15	86 Feb. 6
Amer. Steel & Wire, new.	100	321,778	2,163,052	48¾	49	39½	39⅝	35¼	35⅜	33 May 24	40⅞ May 10	33 May 24	59⅞ Apr. 2
Pref.	100	91,917	337,158	90	91	76¾	77	75	75½	73 May 20	80 May 10	73 May 20	95 Feb. 5
American Sugar Refin.	100	1,543,155	8,574,958	131⅞	132	112	112¼	118⅝	118⅞	105⅛ May 18	120 May 31	95¼ Mar. 3	137½ Jan. 4
Pref., new	100	2,720	10,242	113½	116	111	113	.....	.....	110 May 16	113½ May 31	107 Mar. 2	115 Jan. 10
Amer. Teleg. & Cable	100	110	2,762	90	96	90	96	89	93	§92 May 7	§93 May 7	§90¼ Apr. 11	§98½ Jan. 13
American Tin Plate	100	17,737	118,760	31½	31¾	26½	27	22¾	23	21 May 15	27½ May 4	21 May 15	36⅝ Feb. 7
Pref.	100	6,306	19,135	82	84	77	80	73	75	72¼ May 28	79 May 5	72½ May 28	84¼ Apr. 9
American Tobacco.	50	798,313	2,619,977	99	99¼	104	104¼	92⅛	92¾	85½ May 18	104¼ May 2	85½ May 18	111½ Feb. 14
Pref.	100	1,027	2,667	*133*	*140*	.....	.....	.....	.....	128 May 17	133¾ May 22	128 May 17	140 Feb. 15
Dividend scrip		530	2,203	.....	.....	.....	.....	.....	.....	98 May 15	100 May 3	98 May 15	102 Mar. 27
Anaconda Mining	25	17,830	183,433	40	41	45	45½	41	43	40¾ May 28	46 May 1	38 Jan. 8	54⅞ Apr. 3
Breece Mining	25	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Union Gas	100	15,078	36,522	140	143	148	152	170	172	x145 May 14	175 May 31	140 Jan. 2	175 May 31
Brunswick Dock & C. I.	100	9,050	52,376	*13*	*14*	.....	.....	7½	8	7½ May 12	9 May 4	7½ May 12	16⅝ Jan. 25
Brunswick Mining		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado Coal & I. Dev.	100	100	1,860	1½	1⅝	1½	2	.....	1½	1¼ May 7	1¼ May 7	1¼ May 7	2⅜ Apr. 10
Pref.	100	.....	200	2½	.....	.....	3½	.....	3	.....	.....	3⅛ Mar. 26	3⅜ Mar. 26
Colorado Fuel & Iron	100	36,600	289,400	44¾	45½	41	42	35½	36¼	35½ May 15	41½ May 1	35½ May 15	51½ Apr. 2
Pref.	100	20	3,880	128	130	126	133	124	125	§120 May 28	§126 May 8	121 Jan. 30	131½ Jan. 17
Col. & Hock. Coal & Ir.	100	5,300	21,445	15	17½	17	18	14	16½	14½ May 15	17 May 2	14½ May 15	21 Apr. 2
Commercial Cable	100	20	152	180	200	168	.....	160	170	§168 May 1	§175 May 9	§168 Feb. 14	§183 Jan. 17
Consol. Cal. & Va. Min.		.....	200	.....	.....	.....	.....	.....	.....	.....	.....	1·50 Mar. 6	1·75 Jan. 19
Consolidated Gas, N. Y.	100	66,053	180,770	191½	193	181½	185	191	192	181 May 12	196½ May 18	174½ Mar. 8	199 Jan. 3
Consolidation Coal	100	.....	200	50	.....	52	.....	50	.....	.....	.....	50 Feb. 16	50 Feb. 16
Continental Tobacco	100	169,884	633,944	34¼	34½	30¼	30¾	24	25	21½ May 20	30¾ May 4	21½ May 20	38 Jan. 3
Preferred	100	48,727	121,896	86	86½	81½	82½	78½	79½	70 May 12	82¼ May 1	70 May 12	89½ Jan. 3
Detroit Gas	50	2,000	3,500	.....	.....	.....	.....	.....	.....	93½ May 16	97½ May 25	93½ May 16	97½ May 25
Erie Teleg. & Teleph.	100	200	20,755	*101*	*102*	.....	.....	.....	.....	106⅞ May 10	106⅞ May 10	101 Jan. 3	122⅜ Feb. 23
Rights		....	1,175	.....	.....	.....	.....	.....	.....	.....	.....	1 Jan. 20	1½ Jan. 20
Federal Steel	100	248,875	1,478,800	54½	54¾	41⅝	41¾	34⅝	35	33 May 24	42¼ May 1	33 May 24	57¾ Feb. 6
Preferred.	100	34,545	162,047	74½	75	69	69½	67	67¾	64½ May 15	69½ May 1	64½ May 15	77½ Feb. 6
Gas & Elec., Berg'n Co.	100	2,984	3,784	.....	.....	.....	.....	.....	.....	64 May 17	74 May 26	64 May 17	75 Apr. 23
General Electric.	100	9,790	87,826	122	123½	136	137	133	135	132½ May 31	139¾ May 7	120 Jan. 10	140¼ Apr. 19
Glucose Sugar Refin'g.	100	10,582	71,475	48½	50	49½	50¼	47	48¼	x44 May 15	50½ May 3	44 May 15	58½ Feb. 5
Preferred.	100	.....	4,067	95	98	95	100	.....	99½	§99½ May 9	§99⅝ May 9	98 Jan. 2	101⅝ Feb. 1
Hawaiian Com. & Sug.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
H. B. Claflin Co.	100	155	3,932	112	.....	109	110	109	110	109 May 4	109 May 4	109 Apr. 25	115½ Jan. 11
1st pref.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d pref.	100	.....	.....	.....	.....	102½	.....	102½	.....	.....	.....	.....	.....
Horn Silver		600	3,400	.....	.....	.....	.....	.....	.....	1·30 May 21	1·30 May 21	1·15 Feb. 28	1·40 Mar. 8
Homestake Mining	100	20	40	68	73	72	75	70	73	§73 May 9	§73 May 9	§73 Apr. 26	§73 Apr. 26
International Paper	100	20,677	74,774	23	24	23¾	24½	21½	22	21 May 14	24 May 1	14½ Mar. 6	25½ Jan. 3
Pref.	100	9,254	44,258	67	68	64½	65½	63½	64½	63 May 14	65 May 1	58 Mar. 6	70½ Feb. 6
International Silver	100	1,540	10,929	9	11	7	8	5	6	5 May 9	7⅛ May 1	5 May 9	10⅞ Jan. 26
Iron Silver		1,400	4,000	.....	.....	.....	.....	.....	.....	·33 May 31	·67 May 16	·50 Jan. 16	·67 May 16
Kingston & Pemb. Iron		100	11,500	.....	.....	.....	.....	.....	.....	·40 May 4	·60 May 4	·30 Mar. 3	·75 Jan. 18
Knickerb. Ice (Chic.)	100	900	2,095	30	44	33	40	30	40	30 May 15	33 May 2	30 Jan. 2	40 Feb. 13
Preferred	100	200	510	62	72	62½	65	56	62½	58 May 19	60 May 15	58 May 19	66 Feb. 8
Laclede Gas, St. Louis.	100	2,240	12,070	78	81	70	72	67	70	65 May 10	71 May 1	65 May 10	80 Jan. 5
Pref.	100	79	1,049	100	101	98	101	98	100	§95 May 10	§97 May 10	96 Jan. 11	100 Jan. 4
Manhattan Beach Co.	100	2,887	4,611	6	10	10	14	10½	15	10¾ May 31	18¾ May 2	6¼ Jan. 30	18¾ May 2
Maryland Coal, pref.	100	.....	450	67½	72½	70	84	70	82	.....	.....	70 Jan. 9	81 Mar. 23
National Biscuit	100	9,805	26,350	37½	38	32⅛	32½	29¼	30¼	28½ May 15	32½ May 1	28½ May 15	40¼ Feb. 7
Preferred	100	1,466	5,259	.....	91½	.....	90	79½	.....	80 May 16	86 May 2	80 May 16	96 Feb. 7

STOCKS. N. Y. STOCK EXCHANGE.	Par.	SALES TO JUNE 1. In May. Shares.	Since Jan 1 Shares.	Price about January 2, 1900. Bid.	Ask.	PRICES IN MAY. May 1. Bid.	Ask.	May 31. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
National Linseed Oil	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3¼ Jan. 10	3¼ Jan. 10
Trust Co. certificates	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
National Lead	100	8,480	49,035	26½	27	22	22½	20	21⅛	18½ May 16	22½ May 1	18½ May 16	28¼ Feb. 5
Pref	100	2,768	10,959	107	.....	104	104⅞	97½	100	95 May 16	104 May 2	95 May 16	106½ Feb. 20
National Steel	100	38,935	413,425	44¾	45¼	33	34	28	30	27¼ May 15	34 May 1	27¼ May 15	53½ Feb. 6
Preferred	100	11,187	43,620	92½	93	89	90	86½	87	85 May 14	89⅝ May 5	85 May 14	97 Feb. 17
National Tube	100	55,139	107,444	.....	.....	49½	50	44⅜	44¾	43 May 22	50½ May 1	43 May 22	54¼ Apr. 5
Preferred	100	20,687	39,818	.....	.....	90½	91	88	88¼	86¾ May 14	90½ May 2	86¾ May 14	9..½ Apr. 4
New Central Coal	20	300	400	35	40	35	38	38	37	35 May 5	36 May 2	35 May 5	37 Apr. 30
New York Air Brake	100	2,197	14,115	136	138	125	128½	125	128	115 May 1	128 May 29	115 May 1	138 Jan. 2
North American Co	100	12,395	96,079	14⅜	15¼	14¾	15	14¾	15	14½ May 11	15 May 1	13⅝ Jan. 23	15⅞ Mar. 24
O.&In.Con.Nat.&I.Gas	100	.....	.....	.....	.....	.....	.....	26	28	25 May 21	31⅞ May 15	25 May 21	31⅞ May 15
Ontario Silver	100	200	2,248	7½	8½	8	9	7¼	.....	7¾ May 29	7¾ May 29	7¾ ... 4	9 Feb. 17
Pacific Mail	100	23,762	194,116	46⅝	46¾	32	33	27⅞	28½	26½ May 19	33¾ May 4	26½ May 19	47¼ Jan. 2
Pennsylvania Coal	50	.....	.....	390	.....	410	.....	400	.....	.....	.....	.....	.....
People's Gas L. & C., Chic.		222,813	1,551,871	105½	105¾	103½	104	100	100¼	x96⅜ May 16	104½ May 4	92 Mar. 9	111½ Apr. 2
Philadelphia Co	50	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	74 Jan. 19	74 Jan. 19
Phoenix Gold Mining		.....	2,000	.....	.....	.....	.....	.....	.....	.....	.....	·12 Feb. 16	·12 Feb. 19
P. Lorillard, pref	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pressed Steel Car	100	12,550	48,754	56	58	46	47	44	45	42¼ May 16	50 May 7	42¼ May 16	58¾ Jan. 17
Pref	100	3,010	16,807	84½	88	79	82	75	77	76⅝ May 31	81 May 5	76⅝ May 31	88½ Jan. 17
Pullman Company	100	3,276	19,954	187	190	182	185	182	183	180 May 12	x185 May 2	180 May 12	189⅞ Jan. 19
Quicksilver Mining	100	100	1,500	2	2½	.....	.....	.....	.....	1⅝ May 8	1⅝ May 8	1⅝ May 8	2½ Mar. 29
Pref	100	500	5,125	9	10	.....	.....	.....	.....	8½ May 7	9¼ May 8	8¼ Mar. 26	10⅛ Mar. 28
Republic Iron & Steel		26,459	238,716	22¼	22⅜	16¾	17	13	13½	12 May 28	16⅜ May 1	12 May 28	27½ Feb. 6
Pref		16,124	56,181	65½	66½	56½	57½	55	57	52 May 2	59 May 1	52 May 2	70⅜ Feb. 6
Silver Bullion certificates		.....	385,000	58½	59½	59½	60	.....	.....	.....	.....	59½ Jan. 16	60⅜ Mar. 8
Standard Rope & Twine	100	2,952	24,978	9½	10	6⅛	6½	5¾	6⅛	5¼ May 5	6 May 2	4½ Mar. 6	10¼ Jan. 3
Standard Mining	100	1,800	6,950	.....	.....	.....	.....	.....	.....	3·87½ May 2	4·20 May 3	2·75 Jan. 5	4·20 May 3
Tennessee Coal & Iron	100	104,429	519,144	83½	84½	80½	83	.....	.....	68¼ May 15	82¾ May 4	68¼ May 15	104 Feb. 2
Pref	100	.....	489	.....	.....	.....	.....	.....	.....	.....	.....	§155 Jan. 5	§160 Feb. 6
Texas Pac. Land Trust	100	850	13,967	12	14	.....	.....	13½	14½	13½ May 25	14 May 2	11½ Jan 17	15¾ Feb. 16
Union Bag & Paper	100	10,210	32,770	21¼	21⅝	13	14	12	13¼	11⅜ May 29	15 May 4	11½ Apr. 30	25 Feb. 7
Preferred	100	19,713	31,177	72½	75	61	65	62	62⅞	56¼ May 9	65¼ May 4	56¼ May 9	77¾ Feb. 5
U. S. Express	100	910	3,910	45	48	47	49	45	47	§46¼ May 21	48 May 2	§45 Mar. 12	§49¾ Mar. 31
U. S. Flour		200	200	.....	10	.....	.....	.....	.....	¼ May 22	½ May 23	¼ May 22	¼ May 23
Pref		.....	646	12	25	.....	.....	.....	.....	.....	.....	4 Mar. 23	13½ Feb. 23
U. S. Leather	100	66,737	968,479	17⅞	18	13⅛	13⅜	10⅞	11¼	10½ May 28	13⅝ May 1	10⅜ Mar. 2	19 Jan. 3
Pref	100	22,987	119,419	75½	76	70½	71	69½	70	67 May 16	71¼ May 2	67 May 16	77 Jan. 3
U. S. Rubber	100	9,000	76,343	41	43	30½	31½	28¼	29¼	27 May 9	30½ May 1	25¼ Mar. 14	44 Jan. 2
Pref	100	2,493	21,932	103	104	95¼	97¾	95½	97½	92 May 15	96½ May 28	90 Feb. 27	104¾ Jan. 3
Wells, Fargo & Co	100	196	1,206	133	134½	128	126	118	125	123 May 8	§127½ May 3	§122 Feb. 27	§129½ Feb. 2
Western Gas	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union Teleg	100	38,578	142,557	85	85½	82	82½	79¾	80⅝	78⅜ May 11	82 May 1	78⅜ May 11	88½ Jan. 5

† First instalment paid. * All assessments paid. § Less than 100 shares. ‡ 25 cents paid.

BOSTON STOCK EXCHANGE.

MONTHLY AND YEARLY RECORD.

The railroad securities which are active on the New York Stock Exchange are omitted from this list.

☞ *In comparing New York and Boston prices, it should be noted that bond prices in New York are flat prices—that is, the price includes the accrued interest, while in Boston accrued interest must be paid in addition to price. It should also be remembered that New York stock prices are per cent while those in Boston are dollars per share.*

BONDS. BOSTON STOCK EXCHANGE.	Int. Period	Sales in May. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN MAY. May 1. Bid.	Ask.	May 29. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
Amer. Bell Telephone 4s 1908	J-J	$ 25,000	.....	100	101	.....	100½	.....	100⅞ May 14	101⅛ May 2	99⅞ Jan. 9	101¼ Apr. 28
Atch. & Nebraska, 1st, 7s 1908	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	121 Jan. 29	121 Jan. 29
Boston & Albany 4s, reg. 1913	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Lowell, 4s 1907	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	104⅛ Jan. 17	104½ Apr. 17
4s 1932	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine, 4½s 1944	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plain 4s 1942	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	114⅝ Jan. 17	114⅝ Jan. 17
Boston & Providence, 4s 1918	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston Terminal 3½s 1947	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bur.&Mo. R.(Neb.),ex'mt 6s 1918	J-J	5,200	120	.....	121	123	119½	121	119½ May 24	122 May 1	119½ May 24	123⅝ Mar 19
Non-exempt, 6s 1918	J-J	.....	107	.....	107½	.....	107	.....	.....	.....	.....	.....
Plain, 4s 1910	M-N	.....	.....	102	.....	.....	.....	.....	.....	.....	100 Mar. 27	100 Mar. 27
Cedar Rap. & Mo. R., 1st, 7s 1916	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Branch, 1st g., 4s 1919	F-A	4,000	.....	81	.....	82	.....	.....	78 May 10	78 May 10	78 May 10	82 Feb. 14
Cent'l Vermont 1st gold 4s 1920	Q-F	43,100	90	91	85	86	.....	.....	85 May 1	88 May 21	85 Apr. 27	91 Jan. 2
Chic. Burl. & No., 1st, 5s 1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, 6s 1918	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Jc. RR. & St'k Y'ds, 5s 1915	J-J	7,000	.....	114½	112	114	110	112	110¼ May 24	112½ May 11	110½ Apr. 17	113½ Jan. 6
Chic. Ham. & W. 1st 6s 1927	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ch. Mil. & St. P. Dub. D., 6s 1920	J-J	1,000	128	132¼	131½	.....	131½	.....	132 May 14	132 May 14	130 Jan. 9	132 Apr. 6
Ch. M. & St.P.Wis.V. div., 6s 1920	J-J	.....	126	.....	131½	.....	131½	.....	.....	.....	.....	.....
Chic. & W. Mich., gen., 5s 1921	J-D	43,000	97	98	101½	.....	.....	102¼	102 May 3	102¾ May 8	97⅝ Jan. 19	102¾ May 8
Chic. & Nor. Mich., 1st gu. 5s 1931	M-N	31,000	90	.....	99	99⅞	.....	99¾	99⅜ May 17	99⅞ May 2	80 Jan. 3	99⅞ Apr. 20
Clev. & Can. Equip. Tr., 5s 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord & Mont., cons., 4s 1920	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connecticut River 4s 1943	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	116 ¾ Apr. 27	116¾ Apr. 27
Current River, 1st, 5s 1927	A-O	.....	.....	90	91	94	.....	93	.....	.....	85 Jan. 2	94 Apr. 30
Det. Gr. Rap. & W., 1st, 4s 1946	A-O	22,000	92	94½	95	97	96	97	96 May 9	97 May 10	91 Mar. 14	97 May 10
Eastern Mass. 1st., gold, 6s 1906	M-S	6,000	114	115	116	.....	115	.....	115¼ May 24	115⅜ May 18	114½ Jan. 8	116 Apr. 17
Fitchburg, 5s 1908	M-N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4s 1907	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	104⅛ Apr. 18	104⅛ Apr. 18
4s 1915	M-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frem't Elk. & Mo. V., 1st, 6s 1933	A-O	.....	135	.....	136⅛	.....	136	.....	.....	.....	.....	.....
Unstamped, 1st, 6s 1933	A-O	.....	134½	.....	136⅛	.....	136	.....	.....	.....	136 Mar. 20	139 Mar. 30
Illinois Steel, deben., 5s 1910	J-J	.....	.....	.....	.....	.....	.....	100	.....	.....	98 Mar. 15	100½ Jan. 27
Non-convert. deben., 5s 1913	A-O	6,000	99	100	.....	100	.....	99	98½ May 17	99½ May 7	98½ May 17	100½ Jan. 27
Iowa Falls & Si'x C., 1st, 7s 1917	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City Belt 1st 6s 1916	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	111 Apr. 18	111 Apr. 18
Kan. C'y M. & B., gen., 4s 1934	M-S	23,300	93	.....	.....	98	97½	.....	98 May 15	98 May 15	93 Mar. 1	98 Apr. 16
Income, 5s 1934	Sp. 1	122,500	48	48½	69½	70	65	67½	65 May 18	70 May 1	47¾ Feb. 2	70 Apr. 27
Equipment 6s 1905	F-A	.....	.....	.....	.....	.....	.....	.....	.....	.....	100 Apr. 11	100 Apr. 11
Kan. C. Clin. & Spr., 1st, 5s 1925	A-O	2,000	.....	90	91	95	91	92	93½ May 3	93½ May 3	85 Mar. 21	93½ May 3
Kan. C.&M. Ry. &Br., 1st, 5s 1929	A-O	.....	100	.....	102	.....	102	.....	.....	.....	102½ Feb. 1	103⅛ Jan. 9
Kan. C. St. J. & C. B., 1st, 7s 1907	J-J	.....	115	.....	118	119	117½	120	.....	.....	115½ Jan. 13	119 Apr. 10
Kan. C. Ft. Scott & M., 6s 1928	M-N	68,000	104½	.....	.....	109⅞	109	109½	108¾ May 28	109⅞ May 2	105 Jan. 2	110½ Apr. 25
Kan. C. Ft. S. & G'ulf, 1st, 7s 1908	J-D	36,000	115	.....	.....	115	114	116	113 May 16	113½ May 9	113 May 16	114 Jan. 30
Lincoln & N. W. 1st, 7s 1910	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little R. & Ft. Sm., g., 1st, 7s 1905	J-J	.....	.....	107	.....	105	.....	105	.....	.....	104 Jan. 23	105 Jan. 22
Louisv. Ev. & St. L., 1st, 6s 1926	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d, gold, 6s 1936	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Cent., cons., 1st, 7s 1912	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	135½ Apr. 10	135½ Apr. 10
Marq. Hough. & On., M., 6s 1925	A-O	.....	112	.....	118¼	.....	118	.....	.....	.....	117½ Feb. 23	117½ Feb. 23
Mexican Central, cons., 4s 1911	J-J	22,078	73	.....	78	79¼	77¼	78½	77 May 19	79 May 7	73 Jan. 2	80 Apr. 5
1st cons. inc., 3s 1939	July	57,000	20	.....	27	29	26	.....	25¼ May 16	26 May 10	21 Jan. 18	29 Mar. 19
2d cons. inc., 3s 1939	July	12,000	.....	13	.....	15	12¾	13½	12¼ May 14	12½ May 14	11 Jan. 19	14½ Mar. 22
N. Y. & New Eng., 1st, 7s 1905	J-J	14,000	114	.....	115	.....	114½	.....	114⅞ May 23	115½ May 2	114 Jan. 8	115⅝ Feb. 8
1st, 6s 1905	J-J	3,000	110	112	110¾	.....	110½	.....	110¾ May 22	111 May 18	110 Jan. 4	111¼ Feb. 8
N.Y. Prov. & Boston gen. 4s 1942	A-O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BONDS.

BOSTON STOCK EXCHANGE.

	Int. Period.	Sales in May. Par value	Price about January 2, 1900. Bid.	Ask.	PRICES IN MAY. May 1. Bid.	Ask.	May 29. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
		$										
Old Colony, 4s.....1925	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	101¼ Apr. 9	101½ Feb. 5
Ottawa Os. & F. R. V., 1st, 8s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland & Ogdensburg, 6s.1900	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ports. Gt, F'ls & Con'y, 4½s.1937	J-D	.....	.....	.....	.....	.....	.....	.....	.....	.....	124½ Jan. 12	125 Feb. 3
Repub. Valley, 1st, s. f., 6s.1919	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	106¼ Feb. 2	106¼ Feb. 2
Rutland, 1st, 6s.....1902	M-N	.....	103½	106	103½	104½	103½	.....	.....	.....	104 Feb. 1	104 Feb. 1
Summit Branch 7s.....1904	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West End Street Ry., 5s.....1902	M-N	6,000	102	.....	103	103½	103	.....	103 May 23	103⅛ May 17	103 Jan. 8	103⅛ Feb. 3
5s, registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold 4½s.....1914	M-S	4,000	108½	109½	111⅝	.....	111	.....	112 May 23	112 May 23	110⅝ Feb. 1	112 May 23
Gold debenture 4s.....1916	M-N	.....	104	.....	107	.....	107	108	.....	.....	.....	.....
Gold 4s.....1917	F-A	.....	.....	.....	107	.....	107	.....	.....	.....	105¾ Jan. 8	108 Mar. 30
Wisconsin Valley, 1st, 7s....1909	J-J	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STOCKS.

BOSTON STOCK EXCHANGE.

	Par.	SALES TO JUNE 1. In May. Shares.	Since Jan 1 Shares.	Price about January 2, 1900. Bid.	Ask.	PRICES IN MAY. May 1. Bid.	Ask.	May 29. Bid.	Ask.	Lowest. Sale Prices.	Highest. Sale Prices.	RANGE SINCE JAN. 1. Lowest. Sale Prices.	Highest. Sale Prices.
RAILROAD.													
Boston & Albany	100	343	2,616	244	245	246	246½	240	240½	240 May 28	246 May 1	238 Mar. 15	246 Feb. 10
Boston & Lowell	100	73	400	241	.....	242	244	243	.....	242 May 2	243 May 14	241 Jan. 18	249 Apr. 18
Boston & Maine	100	819	4,105	200	202	192	194	.....	193	193 May 3	194 May 1	187 Apr. 12	202½ Jan. 5
Pref	100	62	103	.....	.....	.....	.....	.....	.....	170 May 28	171 May 14	168 Feb. 8	173 Mar. 7
Boston & Providence	100	73	334	.....	300	300	.....	300	.....	303 May 1	303 May 1	297 Jan. 9	305 Mar. 3
Boston Elev., full paid.	100	2,107	17,129	‡98½	99	144	145	139	140	136½ May 16	145 May 2	‡95 Jan. 11	145½ Apr. 23
Central Mass.	100	310	4,749	11	13	12	13½	12	13	12 May 15	13 May 4	11 Jan. 4	15 Jan. 27
Pref	100	42	2,183	*60*	*65*	.....	.....	62	65	62 May 29	62 May 29	60 Jan. 3	65 Jan. 26
Ch. J'n Ry. & Stk. Yds.	100	1,198	10,258	133½	135	135	137	134	135	132 May 8	136 May 1	131 Mar. 12	142 Apr. 2
Pref	100	125	762	*124*	.....	124	.....	124	.....	123½ May 14	125 May 4	122 Jan. 2	127 Feb. 5
Con. & Mont.—Class 3.	100	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	192 Jan. 15	192 Jan. 15
Class 4	100	1	1,115	199	.....	.....	199	.....	.....	195 May 24	195 May 24	195 May 24	200 Feb. 28
Conn. & Pass. Riv., pf.	100	45	113	*157*	*160*	.....	160	160	.....	159 May 3	161 May 19	155 Mar. 1	161 May 19
Conn. River	100	29	110	271	.....	277	.....	280	280¼	280 May 11	280¼ May 28	275¾ Jan. 22	280¼ May 28
Fitchburg	100	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	35 Jan. 24	35 Jan. 24
Pref	100	782	19,190	115	120	136	137	133	133½	130 May 17	136¾ May 2	110 Jan. 22	138 Apr. 28
K. C. Ft. Scott & M	100	620	5,345	13	18	22	24	19	24	19 May 16	24 May 1	10 Jan. 16	24 May 1
Pref	100	100	343	*65*	.....	.....	.....	.....	.....	80 May 11	85 May 7	60 Jan. 23	85 May 7
Kan. City Mem & Birm.	100	.....	853	.....	.....	.....	.....	.....	.....	.....	.....	5 Feb. 13	15 Apr. 25
Maine Central	100	14	105	.....	*178*	.....	160	158	.....	158 May 8	160 May 25	158 May 8	170 Jan. 8
Mass. Electric Co's	100	1,087	17,639	*18¼*	*19*	24	25	23	24	23 May 1	25½ May 7	15 Jan. 4	29 Feb. 14
Pref	100	1,387	9,262	*74½*	.....	78½	79½	76½	77	76 May 26	79½ May 1	75 Jan. 2	79¾ Feb. 15
Mexican Central	100	1,235	16,877	11½	12½	13½	14	12¾	13¼	12⅜ May 26	13¼ May 8	11⅜ Jan. 4	14½ Mar. 19
New England Street	25	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	12½ Feb. 8	12½ Feb. 8
Northern (New H.)	100	5	53	.....	*165*	165	.....	.....	.....	164 May 11	164½ May 11	164 May 11	168 Apr. 17
Norwich & Worc., pref.	100	10	127	.....	.....	220	.....	.....	.....	223 May 22	223 May 22	218 Jan. 31	223 May 22
Old Colony	100	100	1,255	205	205½	209	210	.....	207	207 May 14	209¼ May 1	202 Jan. 31	209¼ May 1
Pere Marquette	100	383	10,560	*21*	*23*	25	27	24½	26	24 May 24	26 May 8	18 Mar. 19	29½ Mar. 19
Pref	...	2,369	6,566	*55*	*60*	58½	60	57½	59½	57 May 18	60 May 10	54 Jan. 15	64 Mar. 27
Port. Saco & Ports.	100	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	200 Jan. 3	200 Jan. 3
Prov. & Worcester	100	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	290 Jan. 4	290 Jan. 4
Rutland	100	.....	1,748	*8½*	.....	.....	.....	.....	.....	.....	.....	6 Feb. 3	10 Feb. 16
Pref	100	38	412	.....	*80*	65	.....	.....	.....	64 May 18	67½ May 29	64 May 18	78 Feb. 27
Southern Calif. Pref.	100	20	390	.....	.....	.....	.....	.....	.....	10 May 7	10 May 7	10 Feb. 23	10 Feb. 23
Vermont & Mass.	100	31	83	.....	.....	170½	.....	.....	.....	170 May 8	172 May 14	170 Jan. 29	172½ Feb. 27
West End (Street)	50	616	6,978	93	94	93½	94	91½	92	91½ May 28	94 May 2	91½ May 29	94½ Mar. 9
Pref	50	233	1,076	.....	113	114	115	113	.....	113 May 17	114½ May 3	110 Jan. 23	116 Apr. 27
Worc. Nash & Roch.	100	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	132 Jan. 20	132½ Feb. 7
MINING.													
Adventure Consol.	25	620	5,940	6	6¼	4¾	5	4	5	4½ May 11	4½ May 11	4 Feb. 7	6½ Jan. 2
Ætna Con. (Quicksilver)	5	950	5,100	4	5	2¼	2½	1½	2½	1½ May 11	2¼ May 5	1½ May 11	4½ Jan. 26
Allouez	25	615	16,513	3	3½	1¾	2	1½	2	1¾ May 3	1¾ May 3	1 Mar. 21	3¼ Feb. 16
Amalgamated Copper	100	5,169	49,119	81½	82½	89½	90½	88	88½	86½ May 9	90½ May 1	81½ Jan. 2	97½ Apr. 2
Am. Zinc Lead & Smelt.	25	787	16,894	19½	20	13	15	11	14	11¾ May 17	13½ May 8	11¾ May 17	20 Jan. 2
Anaconda	25	363	2,616	41	42	44½	45½	41½	42½	44¾ May 4	44¾ May 4	40 Jan. 13	48⅞ Mar. 13
Arcadian	25	3,180	44,983	24½	24¾	18½	20½	17	18	16½ May 16	19½ May 5	13½ Jan. 23	29½ Apr. 2
Arnold	25	2,385	21,301	5⅛	5¼	6	7	5	5⅜	5¼ May 18	6½ May 3	5¼ Jan. 2	9½ Apr. 2
Ash Bed	25	.....	6,741	.....	.....	40c.	60c.	30c.	60c.	.....	.....	50c. Jan. 2	1 Apr. 16
Atlantic	25	844	7,231	23	25	24¼	24¾	22	23½	21¾ May 9	26 May 2	21¾ May 9	30 Apr. 4
Baltic (assessment paid)	25	5,885	30,036	17	17½	21	22	18½	19	17½ May 17	20¾ May 2	17 Jan. 2	25 Apr. 4
Bingham (Cop. & Gold)	10	2,970	17,515	11½	12	10½	11½	10	11	9 May 8	10 May 5	9 May 9	14 Apr. 2
Bonanza (Dev. Co)	10	7,025	28,955	1⅜	1⅝	1⅛	1¼	1	1⅛	1 May 4	1⅛ May 1	1 May 4	⅞ Jan. 5
Boston (Quicksilver)	10	1,100	3,860	.....	6	2½	3½	2	3	2½ May 15	3 May 10	2½ May 15	10 Feb. 5
Bost. & Crip. C. (G) (as't pd)	2	800	16,850	25c.	.....	.....	15c.	12c.	15c.	12c May 28	12c. May 28	12c. May 28	25c. Jan. 12
Boston & Montana	25	3,803	17,564	275	280	297	300	.....	.....	276 May 16	300 May 1	251 Jan. 18	330 Apr. 3
Breece (Iron)	25	1,400	2,000	2	.....	.....	1½	1¾	2¼	2 May 22	2 May 22	1¼ Jan. 27	2½ Jan. 9
British Columbia (Ltd.)	5	1,740	16,038	10	10½	11¼	11½	9¾	10	10⅛ May 22	12 May 2	9¼ Mar. 27	13⅛ Apr. 7
Butte & Boston	10	3,072	41,483	53	55	70	74	63	66	61 May 12	72 May 1	42 Jan. 2	85½ Apr. 3
Calumet & Hecla	25	958	2,469	740	.....	752	755	705	710	695 May 29	758 May 11	695 May 29	770 Feb. 16
Catalpa (Silver)	10	.....	2,800	.....	35c.	.....	35c.	.....	35c.	.....	.....	20c. Apr. 3	30c. Jan. 5
Centennial	25	5,395	76,745	19	20	18½	19½	16	17	15¾ May 15	18⅝ May 2	15 Jan. 23	24¾ Mar. 31
Centennial—Eureka	25	2,762	25,766	.....	*24*	23½	24	22½	23	23 May 8	24 May 1	21 Jan. 29	29 Mar. 29
Central Oil.	25	2,136	7,058	21	21⅞	15½	15¾	13½	....	12½ May 9	15¼ May 4	12½ May 9	20 Jan. 5
Cochiti (Gold)	10	8,293	41,095	13½	13⅝	10½	11	9¾	10¼	9½ May 8	11 May 4	9¼ Feb. 14	14 Mar. 31
Continental Zinc & Lead	10	20	2,452	4	5	2½	3	2½	3	§ 2¾ May 17	§ 2¾ May 17	2¾ Mar. 23	4¼ Apr. 5
Copper Range Co	25	460	9,160	25½	26	21½	24	.....	20	20 May 3	20 May 3	20 May 3	28½ Jan. 5
Dominion Coal	100	12,286	49,901	44¾	.....	43½	44½	42⅛	43½	37 May 14	44½ May 3	37 May 14	51 Mar. 31
Pref	100	69	951	114½	115½	116	.....	115	117	116 May 24	118½ May 11	114½ May 16	118½ May 11
Elm River	12	2,370	27,141	4¾	5	4⅝	5	3½	3⅞	3¾ May 16	4⅜ May 2	3¾ May 16	6¾ Jan. 4
Franklin	25	3,855	14,752	14	14½	15	16	12½	13¼	12¾ May 31	15 May 3	12¾ May 31	17¾ Apr. 7
Gold Coin Mines (Gold)	5	.....	4,375	.....	50c.	10c.	20c.	10c.	.....	.....	.....	10c. Mar. 1	15c. Mar. 1
Humboldt	25	100	2,200	1	2	75c.	1	50c.	1	75c. May 14	75c. May 14	75c. Apr. 2	1½ Jan. 17
Isle Royale	25	5,674	38,516	25	25½	25½	27	24	24⅜	24 May 11	26¼ May 2	21 Jan. 23	34½ Apr. 2
Mass. Consol. (ass't paid)	25	1,320	14,616	8	9	7½	7⅝	6¼	6⅜	6¼ May 28	6¾ May 8	5 Jan. 26	9 Jan. 3
Mayflower	25	715	13,300	2½	3¼	2½	3	2	3	2¼ May 14	3 May 9	2 Feb. 28	4⅝ Apr. 5
Melones	10	1,300	11,574	1¾	2	1½	2½	1½	2½	2 May 17	2½ May 18	1 Feb. 15	3 Mar. 30
Merced (Gold)	15	385	3,860	8½	10	.....	.....	6	.....	6½ May 1	6½ May 1	5¾ Feb. 5	8 Jan. 16
Michigan	25	930	8,956	5¾	6¼	5	5½	4¼	5	4½ May 15	5 May 1	4½ Mar. 29	7 Jan. 3
Mohawk	25	2,395	24,702	15	16	15	15½	13¾	15	13½ May 16	15¼ May 19	12¼ Feb. 27	20½ Apr. 4
Montana Coal & Coke	25	3,130	12,340	8	8½	7⅜	.....	7½	8½	7¼ May 10	8 May 2	6½ Mar. 5	9½ Mar. 30
N. A. Gold Dredging	10	1,600	6,865	2	2½	3½	4½	2	2½	2½ May 16	4 May 1	1¾ Jan. 26	4 May 1
Napa (Quicksilver)	7	.....	125	.....	10½	.....	9½	.....	9½	.....	.....	10 Jan. 26	10 Jan. 26
New Idria (Quicksilver)	5	.....	150	9¾	.....	.....	10½	.....	10½	.....	.....	10¼ Feb. 6	10¼ Feb. 6
Old Colony	25	845	9,697	4¾	5	3½	4	2½	3½	3 May 13	3½ May 3	3 Mar. 17	5½ Apr. 2
Old Dominion (Copper)	25	4,427	65,121	21¼	22	18	18⅜	16½	17	16 May 16	18 May 2	14 Mar. 14	24⅞ Apr. 4
Osceola	25	5,018	27,978	73	74	67	.....	61	62	60½ May 15	68 May 1	60½ May 15	76¾ Feb. 7
Parrott (Silver & Copper)	10	11,881	69,131	42½	43	44½	45	41	42	37¾ May 8	44½ May 1	37¾ May 8	53¼ Apr. 2
Pioneer (Gold)	10	1,660	4,782	2¼	.....	45c.	60c.	.....	50c.	40c. May 1	0c. May 8	40c. Apr. 25	2½ Jan. 6
Quincy	25	489	2,522	145	150	136	138	135	138	135 May 8	138 May 4	132½ Jan. 23	151 Jan. 4
Rhode Island	25	744	4,479	4¾	5	4½	5	4	4½	4⅛ May 10	4⅝ May 10	4 Mar. 8	5½ Apr. 5
Santa Fe (Gold & Cop.)	10	2,488	21,325	5½	5¾	5½	6	4⅜	5¼	4½ May 15	5½ May 8	4½ May 16	7¼ Apr. 2
Santa Ysabel (Gold)	5	2,043	36,189	7¾	8¼	1¼	1½	1¼	1½	1 May 18	1½ May 10	1 Mar. 7	8 Jan. 2
Tamarack	25	1,494	4,541	181	184	185	189	191	194	172 May 8	200 May 23	169 Jan. 16	200 May 23
Tecumseh	25	1,050	4,479	3¼	4	3¼	4	2	3	2⅜ May 18	3¼ May 8	2⅜ May 18	5 Apr. 2
Tri-Mountain	25	1,545	13,913	6¼	6½	.....	.....	7	7½	7 May 29	8¼ May 3	6⅜ Mar. 1	10½ Apr. 4
United States	25	520	16,524	.....	25	8¾	9	7½	8⅝	7½ May 18	8⅛ May 11	7¼ Feb. 6	12½ Apr. 5
United States Oil	25	4,090	36,535	24½	25	18	19½	15½	16	15½ May 15	18 May 4	15½ May 15	25 Jan. 2
Utah Con. (Gold) tr. rc.	4·85	7,703	40 501	29¾	30	29¾	30¼	25¾	26¼	24⅝ May 16	30 May 1	24⅝ May 16	37½ Apr. 2
Victor (Gold)	5	300	3,660	.....	2½	1¼	2	1	1¼	1 May 18	1 May 18	1 Apr. 20	3 Jan. 3
Victoria	25	1,140	8,190	3½	4	3	3⅛	2	2½	2 May 16	3 May 2	2 May 16	4 Jan. 2
Washington	25	1,220	6,200	1⅜	1½	1	1¼	.....	1	1 May 3	1 May 3	1 Feb. 6	1½ Jan. 3
White Knob	100	1 320	15,813	10	15	16	18	14	18	15 May 16	20 May 5	12½ Jan. 2	35 Feb. 21
Winona	25	1,665	13,270	4½	5	3½	4	2¾	3½	2½ May 15	3¼ May 22	2½ May 15	6 Apr. 4
Wolverine	25	1,675	12,519	39½	40	40	40⅜	37¼	38	38 May 16	40 May 5	38 May 16	43 Feb. 7
Wyandotte	25	265	8.235	1½	2	1½	1¾	1	1½	1 May 21	1 May 21	1 Mar. 22	2½ Apr. 10

† 75 per cent paid. § Less than 100 shares. ‡ 50 per cent paid.

GENERAL QUOTATIONS

—OF—

BONDS AND STOCKS.

1. In the following twenty-seven pages of tables quotations are given for all securities listed on any Stock Exchange in the United States; also for all leading unlisted and inactive securities for which we have been able to obtain reliable prices.

2. Quotations from all Stock Exchanges are as near as possible for the *last day of May*. Of course the coupon, if there be one, maturing between the date of quotation and the date of this publication, is not deducted from the price.

3. Bond prices marked thus (§) indicate that the purchaser must pay accrued interest *in addition to the price given* The method of quoting on the New York Stock Exchange is to quote the prices flat (that is to include the accrued interest in the price), and hence in the tables below no mark is now affixed where this method of quoting is followed.

4. Stock prices marked thus (†) are per share. All others are per cent except bank stock prices.

5. It should be borne in mind in the use of these tables that the quotations for many inactive and unlisted securities are merely nominal, but in all cases the figures are obtained from sources which are considered reliable.

6. The following abbreviations are often used, viz.; "M.," for mortgage; "g.," for gold; "g'd.," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

☞**Notice Change.**—We no longer affix a mark to prices quoted flat, but only to those which require payment of accrued interest in addition to the price. Designating mark in this instance is (§).

Bonds.	Bid.	Ask.
RAILROAD BONDS.		
Bonds of companies consol'd are often under the consolidated name.)		
Alabama Cent.—See South'n Ry.		
Alabama Great Southern—		
1st, 6s, 1908.....J&J	111	115
Debenture 6s, gold, 1906...F&A	ℓ105	109
General mortgage 5s, 1927.J&D	ℓ108	110
Alabama Midland—		
1st, guar., g., 5s, 1928.....M&N	100	105
Ala. N. O. T. & P.—		
"A" deb., 5s, g., 1910-1940..M&N	ℓ107	110
"B" deb., g., 5s, 1910-1940.M&N	ℓ 94	95
"C" deb., g., 5s, 1940.....A&O	ℓ 54	58
Alabama & Vicksburg—		
Con. g., 5s, 1921.....A&O	100	110
2d, consol. g., 5s, 1921.....A&O	87	100
Vicks. & Mer., 1st, g., 6s, '21.A&O	112	118
Albany & Susq.—See Del. & Hud.		
Allegheny Valley—See Penn. RR		
Allegheny & Western—See Buff. Roch. & Pitts.		
Allentown Terminal—		
4s, g., 1919.....J&J	100	.....
Alton Bridge—See St. C. M. & St. L.		
Am. Dock & Imp.—See Cen. of N. J.		
Ann Arbor Ry.—		
1st, g., 4s, 1995 .....Q.-J	91½	93
Aroostook Nor. See Bangor & Ar.		
Asheville & Spartanburg—S. U. & Col., 1st m., g., gu., 4s, 1995.J&J	80	.....
Atch. & East'n Bridge—		
4s, 1928..... J&J	75	82
Atch. & Nebraska—See C. B. & Q.		
Atch. & Pikes Peak—See C. Br. U. P.		
Atchison Topeka & Santa Fe—		
Gen. mort., gold, 4s, 1995..A&O	100⅞	101
Adjustment 4s, 1995.....Nov	83⅞	84⅛
Eq. tr., series A, g., 5s, 1902.J&J	.....	.....
Chic. & St. L., 1st, 6s, 1915.M&S	.....	.....
Atl. & Char.—See Southern Ry.		
Atlan. Knox. & Nor.—		
5s, 1946, g.....J&D	105	107
Atlanta & West Pt.—		
Deb. 6s.....J&J	105½	.....
Atlantic & Dan.—See South'n RR.		
Atlantic & Yad.—See South'n RR.		
Atlantic City RR.—		
5s, g., guar'd, 1919.....M&N	116	.....
Alantic Coast Co. of Conn.—		
Certs. indebt., 5s, irredeem.J&D	110	115
Atlantic Coast Line RR—		
Petersb'g—Class A, 5s, g., '26 J&J	117	.....
Class B, 6s, g., 1926....A&O	124	126
Rich. & Peters. 6s, 1915.M&N	118	.....
Consol. 7s, 1915.....M&N	116	.....
Consol. 4½s, g., 1940...M&N	100	.....
Nor. & Car. 5s, 1939.....A&O	114	115
Wil. & Wel. gen. g. 5s, '35...J&J	119½	120½
Gen. mort. g. 4s, 1935..J&J	104½	106
Atlantic Coast Line of S. C.—		
Northeast of S. C., consol. gold, 6s, 1933.....J&J	116	.....
Wil. Col. & Aug. 6s, 1910. J&D	118	119
Gen. 1st g. 4s, 1948 ..J&D	102	.....
Atlantic Tenn. & O.—See So'n Ry.		
Atlantic Valdosta & Western—		
1st g. 5s, March 1, 1939....M&S	.....	100
Augusta South—See So. Car. & Ga.		
Austin & Northw'n—See So. Pac.		
Balt. Ches. & Atlan.—See Pa. RR.		
Balt. & Cumb. Valley—		
Ry. 1st M. 6s, July, 1929....J&J	105	.....
Ex. 1st M., 6s, July, 1931...J&J	140	142½
Balt. & Harrisb.—See West Mary.		
Baltimore & Ohio—		
Prior lien, 3½s, g., 1925.....J&J	96¼	96½
1st M., 4s, g., 1948.....A&O	100¼	100⅜
Pitts. Jc. & M. div. 3½s, g. '25. M&N	85	.....
So'w't div. 1st g., 3½s, 1925. J&J	89	89¼
Baltimore & Chio—(on.)		
W. V. & P., 1st, 4s, g., 1990. A&O	95	.....
Monon. Riv. 1st g'd 5s, '19..F&A	111	115
C. O. Reorg. 1st cn. g. 4½s'30. M&S	110	.....
Car trust, g., 5s, 1900.....J&J	§100	.....
Baltimore & Potomac—		
1st, 6s, g., gu., 1911.....A&O	121	.....
1st tunnel 6s. g., gu., 1911..J&J	122	.....
Bangor & Aroostook—		
1st mort., 5s, g., Jan. 1, 1943. J&J	§114	114½
2d, 5s, g., July 1, 1945.....J&J	§100	101
Piscat. Div. 1st, g, 5s, 1949...A&O	§113¼	114
Van Buren Ex. 5s, g., 1943. A&O	§109	110
Aroost'k Nor.—5s, g., 1947. A&O	§105	107
Battle Creek & Stur.—See. Mich. C.		
Beech Creek—See N. Y. C. & Hud.		
Bellaire Zanesville & Cin.—		
Prior lien 6s, July 1, 1899..J&J	30	60
1st mort., 4s, 1940.....J&J	.....	10
Bell. & Caron.—See Ill. Central		
Bell's Gap—See Pa. & Northw'ern.		
Bellvidere Del.—1st, 6s, c, 1902 J&D	105¾	.....
Cons., 4s, Feb. 1, 1927.....F&A	110	.....
Bennington & Rutland—See Rut'd		
Booneville Bdg. Co.—See Mo. K. & T.		
Boston & Albany—		
4s, 1913.....A&O	§108	.....
Bos. Clin. F. & N. B.—See Old Col.		
Bos. Conc. & M.—See Con. & Mont.		
Boston & Lowell—		
4½s, May 1, 1903.....M&N	§103	104
4s, July, 1907.....	§104	.....
4s, March, 1915.....M&S	§108	109
4s, July 1, 1916.....J&J	§108½	109½
4s, Oct. 1, 1918.....	§109½	110½
4s, April, 1932.....A&O	§114	.....
3½s, July 1, 1919 .....J&J	§103	104
Boston & Maine—		
4½s, g., Jan. 1, 1944.....J&J	§127	128
4s, Improvement, 1905.....F&A	§103	.....
4s, Feb. 1, 1907.....F&A	§104	.....
4s, Feb. 1, 1937.....F&A	§114	.....
4s, Aug. 1, 1942.....F&A	§.....	118½
Eastern Mass., 6s g., 1906. M&S	§115¼	115½
Port. & Roch. 4s. Oct., 1907. A&O	§100	103
Ports. Gt. F. & Con, 4½s, '37. J&D	§124	125
Bos. & N. Y. A. L.—See N. Y. N. H. & H.		
Boston & Prov.—4s, 1918.....J&J	§111	.....
Boston Revere B. & L.—		
4½s, July 15, 1927.....J&J	§.....	119
Bost. Win. & Shore—		
5s, Sept. 1, 1906.....M&S	§107	.....
Brooklyn & Montauk—See Long I.		
Bruns. & W.—See Sav. Fla. W.		
Bruns. & Chilli.—See Wabash.		
Buff. & Erie—See L. Sh. & M. So.		
Buff. N. Y. & Erie—See Erie.		
Buffalo Rochester & Pittsburg—		
General 5s, g., 1937.....M&S	112	.....
Deb. 6s, Jan. 1, 1947.....J&J	105	.....
Al. & West. 4s, g., g'd, 1998..A&O	101	.....
Roch. & P., 1st, g., 6s, 1921. F&A	126	.....
Consol., 1st, g., 6s, 1922..J&D	125	.....
Clear. & M. 1st, 5s, g., gu., '43. J&J	129	131
Buffalo & Southwest—See Erie.		
Buffalo & Susquehanna—		
1st, 5s, g., s. f., 1913.....A&O	.....	.....
Burl. Cedar Rapids & Northern—		
1st, 5s, 1906.....J&D	108¾	.....
Cons. 1st & col. tr., 5s, g., '34. A&O	116	.....
Ced. Rap. Ia. F. & N. W.—		
5s, gold, guar, 1921 .....A&O	112½	.....
Burl. & Mo. (Neb.)—See C. B. & Q.		
California Pacific—		
1st mort., 4½s, g., 1912.....J&J	104½	....
2d mort., g., g'd 4½s, 1911...J&J	102¼	103½
3d mort. 6s, g., g'd 1905.....J&J	103	.....
3s, g., 1905.....J&J	88	92
Cambria & Clearfield—		
1st, 5s, g., 1941.....J&J	.....	.....
Camd. & Atl.—See W. Jer. & Sea Sh.		
Canada Southern—		
1st, 5s, Jan. 1, 1908.....J&J	107½	108
2d mort., 5s, Mar. 1, 1913..M&S	106½	107
Canadian Pacific—		
Land grant, 1st, 5s, g., 1931. A&O	.....‡	111
1st M., deb. £, g., 5s, 1915 ..J&J	ℓ115	117
Land grant gu., 3½s, g., 1938. J&J	ℓ104	106
Cons. deben. 4s, perpetual..J&J	ℓ112	114
Ont. & Quebec, deb. guar. 5s....	ℓ139	142
New Brunsw., 1st, g., 5s, '34 F&A	ℓ118	120
Cons. deb. 4s, perpetual...J&J	ℓ108	111
Canastota Nor.—See Lehigh Val.		
Carb. & Shaw.—See Ill. Central.		
Carthage & Adiron.—See N.Y. Cent.		
Carolina Central—		
1st, g. 4, Jan. 1, 1948.....J&J	87	92
Catawissa—Mort. 7s, Aug., 1900..	102	.....
1st mort. 6s, 1902.....F&A	104	.....
1st cons. refdg. g. 4s, 1948..A&O	98	.....
C. R. Ia. F. & N.—See B.C. R. & N.		
C. R. & Mo. Riv.—See Chic. N. W.		
Central Branch RR.—		
1st 4s, g., Feb., 1919.....F&A	78	84
Central Branch Union Pacific—		
1st g. 4s, 1948.....J&D	80	91
Central of Georgia—		
Coll. trust, 5s, g., 1937.....M&N	92	94
1st M., g. 5s, 1945 .....F&A	119	119½
Cons. g. 5s, 1945.....M&N	91⅞	92
Mobile Div. g. 5s, 1946.....J&J	102	104¼
Macon & Nor. g. 5s, 1946....J&J	§101	104⅝
Mid. Ga. & Atl., 1st 5s, 1947. J&J	97	99
1st income (up to 5), 1945...Oct.	42½	42⅞
2d income (up to 5), 1945...Oct.	12	12½
3d income (up to 5), 1945...Oct.	6	6½
Ocean SS. Co., g., gtd. 5s, '20. J&J	104	.....
Central New England—		
1st g., 5s, Feb. 1, 1919.....F&A	103½	.....
Gen. inc. g. 5s, Feb. 1, 1949, Oct. 1	.....	45
Dutchess Co. 4½s, g., 1940...J&D	75	85
Central of New Jersey—		
Consol. mort., 7s, 1902.....M&N	107½	.....
Gen. mort., g., 5s, 1987.....J&J	121½	122
Conv. deb., 6s, 1908.....M&N	115	.....
Leh. & W. ext. 4½s, 1910,.....Q-M	.....	.....
Mortgage 5s, 1912.....M&N	101	.....
Am. D. & Imp. Co., gtd., 5s, '21. J&J	114½	.....
N. Y. & L. Br., Gen. g. 4s, '41. M&S	108	114
Gen., g., 5s, 1941.....M&S	120	.....
Central Pacific—(See So. Pacific.)		
Central of S. C.—1st g. 6s, '21. J&J	100	.....
Central Vermont.—		
1st g. 4s., 1920.....Q.-F	86	88
Charleston & Savannah—		
Gen. mort. 7s, g., 1936.....J&J	120	.....
Charleston & Western Carolina—		
1st g. 5s, 1946.....A&O	.....	108¾
Charlotte Col. & Aug.—See South'n		
Chartiers—1st, 7s, 1901 .....A&O	103	.....
Chat. Rome & Southern—		
1st 5s, g., 1947.....J&J	96	.....
Chateaugay Ry.—See Del. & Hud.		
Chesapeake & Ohio—		
Series A, gold, 6s, 1908.....A&O	115	116¼
1st Mortg. g., 6s, 1911 ....A&O	117	120½
Term., 1st, g., 6s, 1922 .....J&D	115	.....
C. & O. Ry. 1st con., g., 5s, '39. M&N	116	117
General 4½s, gold, 1992....M&S	.....	100
R. & A. Div. 1st con., g., 4s, '89. J&J	104	105
2d con., g., 4s, 1989.....J&J	99	.....
Craig Valley, 1st, 5s, gold, 1940.	102	.....
Warm Sp. Val., 1st 5s, g., '41. M&S	98	.....
El. Lex. & B. S., 5s, g., 1902. M&S	101⅝	.....
Elevator Co., g. 4s, 1938....A&O	74	.....
Cheshire—See Fitchburg.		
Chicago & Alton Ry.—		
1st lien g. 3½s, 1950 (w. i.).....	86	94
RR. ref'd'g g. 3s, 1949.....A&O	92	94
RR. sink. fund 6s, g., 1903..M&N	105	.....
L. & Mo. R.., 1st gd. 7s, Aug. 1, 1900.	102⅝	.....
2d g'd, 7s, Nov. 1, 1900..M&N	101¼	.....

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Chicago Burlington & Quincy—		
Consol. (now 1st) 7s, 1903..J&J	113	.....
3½s, July 1, 1949, opt. 1929..J&J	§103	104
5s, sinking fund, 1901.....A&O	102⅞	102½
5s, debenture, 1913.....M&N	109¼	109¾
5s, conv. deb., 1903.....M&S	§126	.....
Illinois Div., 3½s, 1949.....J&J	104½	105
Iowa Div., s. f., 5s, 1919....A&O	115¼	.....
s. f. 4s, 1919.....A&O	106	.....
Denv. Ext., col. tr. 4s, 1922. F&A	101¼	.....
Skg. fd. 4s, S.W. div., 1921...M&S	§ 98½	.....
Chic. & Ia., col. tr. 5s, 1905, F&A	104½	104⅜
Nebraska Ext., 4s, 1927....M&N	110¾	.....
Atch. & Neb., 1st, 7s, 1908. M&S	117	.....
Burl. & Mo. (Neb.) 1st, 6s, '18. J&J	§119½	121
Consol. 6s, non-ex., 1918..J&J	§107	.....
4s (Neb.), 1910.....J&J	§100	.....
Han. & St. Jo., 1st 6s, 1911. M&S	§121	.....
Lincoln & N. W., 7s, 1910...J&J	120	.....
Ott. Osw. & Fox R., 8s, July 1900.	§101½	102
Repub. Val., 1st, 6s, 1919...J&J	§104	106
Chicago & Eastern Illinois—		
1st mort., 6s, 1907, sink. fd. J&D	.....	115¼
1st, consol. 6s, gold, 1934..A&O	.....	135
Gen. consol. 1st, 5s, 1937..M&N	115½	116
Danv. & G. C'k, 1st M. 6s, '20 M&N	105	.....
Ch. & I. C. Ry.—1st 5s, 1936. J&J	108	.....
Ev. T. H. & Chic. inc. 6s, '20..M&N	.....	.....
Chicago & Grand Trunk—		
N. W. Gr. Tr., 1st M., 6s, 1910 J&J	108	115
2d M., g, 5s, Jan. 1, 1922...J&J	64	.....
Chic. & Gt. W'n.—See Chi. Ter. Tr.		
Chic. Hammond & West—		
1st, g., 6s, Jan. 1, 1927.....J&J	§124	129
Chic. & I. C. Ry.—See Chic. & E. Ill.		
Chic. Ind. & Louisville—		
Ref'd'g mtg., g, 6s., 1947....J&J	115⅛	116⅜
Ref'd'g mtg., g., 5s, 1947....J&J	104½	106
L. N. A. & C., 1st 6s, 1910...J&J	.....	116
C. & I. Div., g., 6s, 1911....F&A	.....	.....
Chicago Milwaukee & St. Paul—		
Gen., g., 4s, ser. A., 1989....J&J	112	.....
Gen., g. 3½s, ser. B, 1989...J&J	.....	.....
R. D., 1st, $ gold, 7s, 1902..J&J	168	.....
R. D., 1st, £ gold, 7s, 1902..J&J	168	.....
Ia. & Dak., Exten. 7s, 1908..J&J	168	.....
Chic. & Milw., 1st M., 7s, 1903. J&J	168	.....
Inc., conv., s. f., 5s, 1916..J&J	....	.....
1st cons. pr. lien 7s, 1904...J&J	171	.....
Chic. & M. consol. 7s, 1905..J&J	168	.....
Fargo & So., g. 6s, ass'd, 1924. J&J	130	.....
Dubuque Div., 1st, 6s, 1920. J&J	§131½	.....
Southw. Div., 1st, 6s, 1909..J&J	119¼	.....
Dak. & Gt. So., 1st g. 5s, 1916. J&J	114⅜	.....
La. & D. Div., 1st, 5s, 1919..J&J	119	.....
So. Minn., 1st, 6s, 1910.....J&J	119½	.....
H. & Dak. Ext., 1st, 7s, '10. J&J	127	129
1st M. 5s, 1910.....J&J	111⅛	115
Chic. & Pac. Div., 6s, 1910..J&J	120	121½
West'n Div., gold 5s, 1921. J&J	121½	122
Ch. & Mo. Riv., 1st 5s, 1926. J&J	121¼	.....
Mineral Pt. Div., 5s, 1910...J&J	111⅞	.....
Chic. & L. Sup. Div., g., 5s, '21. J&J	119¼	.....
Wis. & Minn. Div., g. 5s, '21. J&J	119⅞	121
Wisconsin Valley Div.—		
1st, 6s, 1920.....J&J	§131½	.....
1st, 7s, 1909.....J&J	§.....	124½
Terminal 5s, gold, 1914.....J&J	114⅜	.....
Milw. & No., 1st 6s, 1910....J&D	120	.....
1st consol. 6s, 1913.....J&D	121	.....
Ch. Ju. Rys. & St'k Y'ds—See Miscel.		
Ch. & No. M.—See Ch. & West. Mich.		
Chicago & North Western—		
General 3½s, g., 1987.....M&N	107	109
Con. s. f. 7s, 1915.....Q-F	142	.....
Gen. con., g., 7s, 1902.....J&D	112	.....
Sinking fund 6s, 1929.....A&O	118	121
5s, 1929.....A&O	107	109
Sink. fd. deben. 5s, 1933...M&N	119	120
25-year deb. 5s, 1909.....M&N	109½	.....
30-year deb. 5s, 1921.....A&O	.....	117
Exten. bonds, 4s, 1926..F&A 15	109	.....
Iowa Div., 1st, 4½s, 1902...A&O	101	.....
Escan. & L. Sup., 1st, 6s, 1901. J&J	103⅜	104¼
Des M. & Minn., 1st, 7s, 1907. F&A	114	.....
Iowa Mid., 1st M., 8s, Oct. 1, 1900	102	.....
C. M. & N. W., 1st M., 6s, 1905. M&N	110	.....
Winona & St. P., 2d, 7s, 1907. M&N	120	123
1st exten., 7s, gold, 1916. J&D	135	.....
Mil. & Mad., 1st, 6s, 1905...M&S	112⅝	.....
Ott. C. F. & St. P., 5s, 1909. M&S	111½	.....
North. Ill., 1st, 5s, 1910.....M&S	112⅜	.....
Madison ext., 1st g. 7s, 1911. A&O	129⅝	.....
Marshfield ext., 1 M. 5s, '22. A&O	100	.....
Menominee ext., 1st g. 7s, '11. J&D	132⅛	.....
Menominee Riv., 1st, 7s, '06. J&J	116	.....
Northwest. Un., 1st g. 7s, '17. M&S	134	.....
Chic. & Tomah, 1st, 6s, 1905. M&N	108	.....
Dak. Cent., 1st c. 6s, 1907..M&S	§.....	116⅜
Cedar R. & M., 1st, 7s, 1916. M&N	§139	.....
1st mort., 7s, 1909.....J&D	§126	.....
Frem. Elk. & Mo. V., 6s, '33. A&O	§136	.....
Unstamped.....	§136	.....
Milwaukee Lake Shore & W'n—		
Con. 1st 6s, gold, 1921...M&N	135⅛	.....
Mich. Div., 1st g. 6s, 1924. J&J	140	.....
Ashland Div., 1st g. 6s, '25. M&S	139½	.....
Conv. deb. g. 5s, 1907.....F&A	104	.....
Ext. & imp., s. f., g., 5s, 1929. F&A	125⅛	.....
Incomes, 6s, 1911.....M&N	108	.....
St. P. & E. Gr. Tr., 1st, 6s, g. '13. J&J	115	.....
Chicago Peoria & St. Louis—		
Prior lien, g., 4½s, 1930....M&S	99	103
Cons. mtg., g., 5s, 1930.....J&J	75	85
Incomes, 1930.....	15	30
1st mort., g., 4s, 1925.....J&J	25	28
2d mort. inc. g. 4s, 1945..Jan. 1	.....	.....
Chicago Rock Island & Pacific—		
Refunding g. 4s, 1988.....J&J	107½	107¾
1st M. 6s,.. 1917.....J&J	.....	133
Des M. & Ft. D., 1st 4s, 1905..J&J	96	99
1st inc. 2½s, 1905 .....J&J	85	88
Exten. 4s, 1905.....J&J	95	.....
Keokuk & Des Moines—		
1st 5s, 1923..... A&O	108	.....

Bonds.	Bid.	Ask.
Chic. & St. L.—See Atch. T. & S. Fe.		
Chic. St. L. & N. O.—See Illinois Cen.		
Chic. St. L. & Pitts.—See Penn. Co.		
Chic. St. Paul Minn. & Omaha—		
Con. 6s, 1930.....J&D	136	.....
Ch. St. P. & M. 1st g. 6s, 1918. M&N	133	.....
North Wisconsin—		
1st 6s, 1930.....J&J	132	.....
St. P. Stillwater & Tayl's Falls—		
1st mort. 7s, 1908.....J&J	115	.....
St. Paul & Sioux City—		
1st g. 6s, 1919.....A&O	129	130
Hud. & Riv. F., 1st M. 8s, '08. J&J	120	.....
Sault Ste. M. & Southwest -		
1st mort., 5s, 1915.....M&N	106	.....
Chic. Term. Trans. g. 4s, 1947. J&J	95	97
Chic. G. W. 5s g. 1936.. ....J&D	106	.....
Chic. & Tomah.—See Chic. & Nor.		
Chicago & Western Indiana.—		
Gen. g. 6s, 1932.....Q-M	120	.....
1st g. 6s, s. f., 1919.....M&N	107	.....
Chic. & West Mich.—See Pere Marquette.		
Choctaw & Memphis—		
1st, g., 5s, Jan. 1, 1949.....J&J	102	102½
Choc. Ok. & Gulf—		
Gen. M., g., 5s, Oct. 1, 1919..J&J	104½	105
Cin. & Balt.—See B. & O. So'westn		
Cin. Dayton & Ironton—		
1st, g. gd. 5s, 1941.....M&N	112	.....
Cincinnati Hamilton & Dayton—		
Consol. S. F. 7s, 1905.....A&O	§114	116
Consol. mort., 6s, 1905.....A&O	§110	112
Consol. 5s, 1905.....A&O	§106	108
General 5s, gold, 1942.....J&D	§110¼	.....
2d mort., gold, 4½s, 1937...J&J	§111	114
Day. & Mich., 1st 5s g'd 1911. J&J	§111	113¾
Cin. Hamilton & Indianapolis—		
1st 7s g'd, 1903.....J&J	§107¼	108½
Gen. g. 5s, 1943.....J&D	§106	.....
C. I. St. L. & C.—See C. C. C. & St. L.		
Cin. Jack. & Mack.—4s, g, 1991. J&D	12	22
Cin. Laf. & Chi.—See C. C. C. & St. L.		
Cincinnati Lebanon & Northern—		
1st, 5s, 1916.....J&J	110	.....
Cincinnati Portsmouth & Va.—		
1st g. 5s, 1925.....J&D	§108	110
Cin. Conn. Belt. 1st gu., g. 5s, 1929	101½	103
Cincinnati Rich. & F. W.—		
1st, 7s, g., 1921.....J&D	122	.....
Cin. San. & Clev.—See C. C. C. & St. L.		
Cincinnati & Springfield—		
7s, C. C. C. & I., 1901.....A&O	104	.....
7s, gu. L. S. & M. S., 1901....A&O	104	108
Clearfi'd & Jeff.—See Pa. & Nor. W.		
Clearf. & Mahoning—See B. R. & P.		
Cleveland Akron & Columbus—		
Gen. gold 5s, 1927.....M&S	114	.....
Eq. tr. 2d g., 6s, Aug. 1, 1900. F&A	99	.....
Cleve. Cin. Chic. & St. Louis—		
General 4s, gold, 1993.....J&D	97	97¼
Cairo Div., 1st g. 4s, 1939....J&J	97	.....
St. L. Div., 1st, col. tr. g, 4s, '90 M&N	.....	102
White W. V. Div., 1st, 4s, g. '40. J&J	90	.....
C. W. & M. Div., 1st, 4s, g., '91. J&J	96	.....
Spr. & Col. Div., 4s, 1st, g., '40. M&S	92	.....
Cin. San. & Clev. con. g. 5s, '28. J&J	116	.....
Col. Spr. & Cin., 1st 7s, 1901. M&S	103	.....
Cin. Laf. & Chic., g., 7s, 1901. M&S	103	.....
Ind. & St. L., 1st 7s, 1919, A J&J	§133	138
1st 7s, 1919, series B.....M&S	§133	138
1st 7s, 1919, series C.....M&N	§133	138
C. I. St. L. & C., 1st, 4s, g., '36..Q-F	104	.....
6s, con., 1920.....M&N	103	.....
Peoria & East, cons., 4s, '40. A&O	87½	88⅛
2d cons. income 4s, 1990. Apr. 1	28¼	28¾
Id. Bim. & W. ext. 4s, 1940. A&O	102	.....
O. Ind. & W., g. 5s, 1st, pf., 1938. Q-J	103	.....
Clev. Col. Cin. & Indianapolis—		
Consol. mort., 7s, 1914. ....J&D	.....	137
Gen. con., g., 6s, 1934.....J&J	132	.....
Cleveland Lorain & Wheeling—		
Con. g. 5s, 1933.....A&O	110	.....
Equip. notes 5s, 1902.....J&J	§100	.....
Cleveland Term. & Valley—		
1st, 4s, g., 1995.....M&N	92	96
Clev. & Mah. Val.—		
Con. 5s, g., 1938.....J&J	129½	.....
Clev. & Marietta—See Penn. RR.		
Cleveland & Pitts.—See Penn. Co.		
Colorado Midland—		
1st, 2, 3, 4, l. g., 1947.....J&J	78	.....
1st, 4s, g., 1947.....J&J	78¾	.....
Colorado Southern—		
1st g. 4s, Feb. 1, 1929.....F&A	86½	87
Columbia & Gr.—See Southern Ry.		
Columbus Hocking Valley & T.—		
See Hocking Valley Ry.—		
Col. & Ind. Cen.—See Penn. RR.		
Columbus Sandusky & Hocking—		
1st mort., 5s, Oct. 1, 1900 .A&O	25	50
Gen. mort., 2½-4s, g., 1946 .J&J	2	5
Income 4s, g., 1945.....F&A	.....	.....
Zanesv. Ter., 1st, g., 5s, 1940. J&J	15	30
Col. Ter. & Tr. Co.—5s, 1943. M&S	50	65
Col. Connect. & Ter.—See Norf. & W.		
Concord & Montreal—		
4s, 1920.....J&D	§110	.....
Deb. 4s, 1920.....J&D	§107½	108½
B. C. & M., Imp. 6s, 1911.....J&J	§122	.....
Connecticut & Passumpsic—		
1st, g., 4s, 1943.....A&O	§112	113
New. & Rich., g'd 5s, 1911..J&J	§108	.....
Connecticut River.—		
Gold 4s, 1943.....M&S	§116	117
Scrip, 4s, 1903.....J&J	§100	.....
Cumberland & Penn.—		
1st, g., 5s, 1921.....M&N	107	.....
Current Riv.—See K. C. Ft. S. & M.		
Dak. Cent.—See Chic. & Northw.		
Dak. & Gt. So.—See C. M. & St. P.		
Dallas & Waco—See Mo. K. & T.		
Dayton & Mich. See Cin. H. & D.		
Dayton & Union—		
1st, 7s, 1909.....J&D	§114	.....
Income 6s, due after 1910..J&D	§108	.....

Bonds.	Bid.	Ask.
Day. & West.—1st M., 6s, '05..J&J	§110¼	110¾
1st mort., 7s, 1905.....J&J	§114	.....
Delaware—Gen. M. 4½s, g. A'32 J&J	112½	.....
Del. & Bound Brook—		
1st, 7s, 1905.....F&A	116	.....
Delaware & Hudson—		
Pa. Div., 7s, 1917.....M&S	146¼	.....
Adir. Ry., 1st, gu. 4½s, g., '42. M&N	100	.....
Alb. & S., 7s, 1st, con., gu., '06. A&O	118	.....
1st, 6s, cons., gu., g., 1906. A&O	112⅜	.....
Deb. 5s, g., May 1, 1901 to 1902	100	.....
Bluff Pt. Land Imp. Co.—		
1st M., g., guar., 4s, 1940. J&J	90	100
Chat. O. & I. Co., not gu. 6s, '29..	35	50
6s, guar., D. & H., 1929.....	.....	.....
Chateaugay Ry. 6s, gtd., '07. F&A	100	.....
New York & Canada—		
2. M., 6s, g., 1904.....M&N	£103	107
Deb. g., 4½s, guar. 1904..M&N	100	.....
Rens. & Sar., reg., 1st. 7s, '21. M&N	145½	.....
Delaware Lack. & West.—		
1st mtg 7s, 1907.....M&S	124	.....
Greene RR. 7s, Dec., 1902..J&D	105	.....
Morris & Essex—		
1st, 7s. 1914..... .....M&N	135	139
7s, 1871-1901..... .....A&O	104¾	.....
7s, 1st, con., guar., 1915..J&D	.....	.....
4½s, Pur. Mon., Jan., 1912. J&J	.....	.....
N. Y. Lack. & Western—		
1st, 6s, g'd, 1921.....J&J	136⅛	138⅛
2d, 5s, g'd, constr., 1923..F&A	119	121
Term. & Imp. 4s, g'd, '23..M&N	104	.....
Oswego & Syracuse—		
Guar., 5s, 1923. .. ..M&N	109	.....
Consol. mort., 7s, 1907...M&S	116	.....
Syracuse Binghamton & N. Y.—		
Con. 7s, g'd, 1906.....A&O	119½	.....
Valley, N. Y., 1st, 5s, 1911..F&A	.....	.....
Warren, consol. 7s, 1905...M&S	.....	.....
2d, now 1st, 7s, Oct. 15, 1900..	101	103
Denver & Rio Grande—		
7s, g., Nov. 1, 1900.....M&N	101½	.....
Impr., gold, 5s, 1928.....J&D	105	106
1st, con., g., 4s, 1936.....J&J	99¼	99½
1st, con. g., 4½s, 1936.....J&J	107⅜	108
Denver & Southwestern—		
Mid. Term. 5, 1925.....J&D	§103	105
Gen. skg. f'd, g., 5s, 1929...J&D	§.....	101
Des M. & F. D.—See C. R. I. & Pac.		
Des M. & Minn.—See Chic. & N. W.		
Des Moines Union—		
1st, g., 5s, 1917.....M&N	107½	109
Detroit Grand Haven & Mil.—		
1st Equip. 6s, 1918.....A&O	£104	108
Con. mort., guar., 6s, 1918..A&O	£104	108
Det. Gr. Rapids & W.—See Pere Marq.		
Detroit & Lima Northern—		
Lima No. 1st, g., 5s, 1945..A&O	.....	50
Det. & Lima N. g., 5s, 1947. A&O	.....	40
Detroit & Mack.—		
Prior lien, g., 4s, 1995 .....J&D	92	96
Mort. gold, 4s, 1995.....J&D	82¼	.....
Detroit Mac. & Marq.—		
Land grant, 3½s, 1911 .....A&O	28½	29½
Detroit M. & Tol.—See L. S. & M. S.		
Dul. & Ir. Range—1st, 5s, '37. A&O	.....	108¾
2d mort., 6s, 1916.....J&J	.....	.....
Duluth Missabe & Northern—		
1st, g., 6s, 1922.....J&J	§105	.....
2d con. M., g., 6s, 1923.....J&J	.....	.....
Gen. 2d mort. g. 4s, 1924...J&J	.....	.....
Duluth Red W. & So.—		
1st, g., 5s, 1928.....J&J	.....	80
Duluth South Shore & Atlantic—		
1st, g., 5s, 1937.....J&J	113	.....
Dul. Short Line—See St. P. & Dul.		
Dulu. Trans.—1st, g., 6s, 1921. J&J	.....	.....
Dutchess Co.—See Ph. R. & N. Eng.		
East Tenn. Va. & Ga.—See So. Ry.		
Eastern Mass.—See Boston & Me..		
Eastern Minn.—See St. P. M. & M.		
Easton & Amboy—See Lehigh Val.		
Elgin Joliet & Eastern—		
Gold 5s, 1941. .....M&N	109	110
Elizab. Lex. & Big S. -See C. & O.		
Elmira Cort. & Nor.—See Leh. Val.		
Elmira State Line—		
1st M. 7s, 1905.....A&O	104	.....
Elmira & Williamsport.—		
1st, 6s, conv. 1910.....J&J	120	.....
Income 5s, 2862.....A&O	107½	.....
Erie—		
N. Y. & E. 1st ext. 4s, g. 1947. M&N	117	120
5s, 2d, ext., gold, 1919.....M&S	120	.....
4½s, 3d, ext., gold, 1923....M&S	115½	.....
5s, 4th, ext., gold, 1920.....A&O	121	.....
4s, 5th, ext., gold, 1928.....J&D	108¾	.....
7s, 1st, con. g., 1920 .....M&S	137¼	.....
7s, 1st, con., g, fund, 1920....M&S	.....	136
Prior lien g. 4s, 1996.....J&J	89¾	90½
Gen. lien, g., 4s, 1996.....J&J	71⅜	.....
Buff. N. Y. & E., 1st, 7s, 1916. J&D	135	.....
Buff. & So. W., 1st, 6s, g. 1908. J&J	108½	.....
2d M., g., 5s, 1908 .....J&J	100	.....
Jeff. RR., 1st, 5s, gu., g., '09. A&O	105	.....
Chic. & Atlantic Term.—		
1st, M., g., 5s, 1918.....J&J	100	.....
Ch. & Erie, 5s, 1st, g., 1982. M&N	117	.....
Long Dock, 6s, con., g., 1935 A&O	134	140
Newb. & N. Y., 1st, 5s, 1929. J&J	100	.....
N. Y. L. E. & W. C. & RR.—		
1st, 6s, cur., guar., 1922..M&N	105	.....
N. Y. L. E. & W. D. & I. Co.—		
1st, 6s, cur., 1913.....J&J	119	.....
N. Y. & Gr. Lake gu. g. 5s, '46. M&N	105½	110
Susp. Bridge & Erie Junct.—		
1st, g'd 7s, July 1, 1900...J&J	103	.....
N. Y. Sus. & Western—		
1st, refunding 5s, 1937....J&J	109½	.....
2d mort., 4½s, 1937.....F&A	92¼	95
Gen. mort., 5s, g., 1940...F&A	96	.....
Coll. trust 6s, 1905.....M&N	97	.....
Term. 1st, g., 5s, 1943.....F&A	110½	.....
Midl'd of N. J., 1st, 6s, 1910 A&O	118	119½
Wilkes. & East, 1st g. 5s, '42. J&D	106¾	.....

§ Purchaser also pays accrued interest. £ In London

Bonds.	Bid.	Ask.
Erie & Pitts.—See Penn. RR.		
Escanaba & L. Su.—See Ch. & N.W.		
Eureka Springs Ry.—		
1st, 6s, g., 1933.....F&A	60	70
2d income 6s, 1933.....Feb. 1	3	8
Evansville & Indianapolis—		
Ter.H.&S'east, 1st, 7s,1909.M&S	105	115
Ev. & In.,1st,g.,g'd 6s, '24J&J	100	.....
Consol., g., g'd, 6s, 1926 ..J&J	.....	105
Evans. Rock.& E.—See L.E.&St.L.		
Evansville & Terre Haute—		
1st, con., g., 6s, 1921.....J&J	.....	125½
1st, gen. 5s, gold, 1942.....A&O	.....	108
Mt. Vernon, 1st, 6s, g., '23..A&O	100	.....
Sul. Co. Br., 1st, g., 5s, 1930.A&O	97½	.....
E. T. H. & Chicago—See Chic. & East. Ill.		
Fargo & So.—See Chic. M. & St. P.		
F. Ft. W. & W.—		
1st, g, 5s, 1945.....J&J	75	95
Income, 5s. 1945.....J&J	5	12
Fitchburg—		
5s, 1903.....J&D	§104½	.....
5s, 1908.....M&N	§111	.....
4½s, 1914.....M&N	§111	.....
4s, 1905.....J&D	§102½	.....
4s, 1907.....A&O	§103	.....
4s, 1915.....A&O	§107	.....
4s, July 1, 1916.....J&J	§107½	.....
4s, Refunding, Mar., 1927..M&S	§111½	112½
4s, Jan., 1928.....J&J	§112	113¾
Troy & Boston.—7s, 1924...J&J	§.....	156½
Flint & Pere Marquette—See Pere Marquette.		
Florida Central & Peninsula—		
1st, gold, 5s, 1918.....J&J	106	.....
1st, l. g. ext. 5s, gold, 1930..J&J	102	.....
1st, con. 5s, gold, 1943.....J&J	102	106
So. Bound, 1st g., 5s,1941..A&O	.....	100
Florida Southern—		
1st M., g, g'd, 4s, 1945.....J&J	52	58
Fonda Johnstown & Gloversv.—		
1st cons.ref'd'g,g.,4½s,1947.J&J	§122	125
Ft. St. Un. Dep. Co.—		
4½s, g., 1941.....J&J	107	.....
Ft. Smith & V.B.B.—See St.L & S.F.		
Fort Worth & Denver City—		
1st, g. 4-6s, 1921.....J&D	72	72½
Ft.W.& R.G.—1st, 3-4s, g., '28.J&J	55	59
Foxbury Br.—See Pitt. & West.		
Fre. Elk & Mo. Riv.—See C. & N. W.		
Gainesville Jeff. & Southern—		
1st, guar. 7s, 1911.....J&J	80	.....
Galv. Har. & San An.—See So. Pac.		
Gal. Hous.& Hen.—1st, 5s,'13.A&O	102	.....
Georgia & Alabama—		
1st pref., g., 5s.1945.....A&O	104¾	105½
1st con. M., g., 5s, 1945 .....J&J	98	99¼
Georgia Car. & N.—		
1st, 5s, g., 1929.....J&J	102	102¾
Geo. Cr. & Cumb.—1st, 6s,'09.A&O	§105	.....
Geor. Midland—See Southern Ry.		
Georgia Pacific—See Southern Ry.		
Ga. RR. & Bank'g Co.—		
6s, Jan. 1, 1910.....J&J	115	.....
6s, Jan. 1, 1922.....J&J	118	.....
5s, Jan 1, 1922.....J&J	110	.....
Georgia Southern & Florida.—		
1st, g., 5s, 1945.....J&J	110¾	111
Gettysburg & Har. Ry.—		
Cons. 5s, g. g'd, 1926.....Var.	95	.....
Gila Val. Globe & Nor—See So.Pac.		
Grand Rapids Belding & Sag —		
1st g., 5s, Mar., 1924 .....M&S	§.....	105¾
Grand Rapids & Ind.—		
Exten. 1st, g, 4½, 1941.....J&J	108	.....
Exten. 1st, g, 3½s, 1941.....J&J	96	.....
Muskegon Div., g, 5s, 1926.J&J	40	.....
Gulf. Beau. & Kan. C.—		
6s, g. 1913.....F&A	102	.....
Han. & St. Jo.—See C. B. & Q.		
Harrisburg Portsmouth, &c.—		
1st, 4s, 1913.....J&J	107	.....
Hart. & Conn. West—		
5s, 1903.....J&J	100	.....
Henderson Bridge 6s,g. 1931.M&S	113	.....
Hocking Valley Ry.—		
1st cons. g. 4½s, 1999.....J&J	102½	103
Col. & H. V., Ext. 4s, 1948..A&O	100	107
Col. & Toledo, 1st, 7s, 1905..F&A	§113	115¼
2d mort., 7s, Sept. 1, 1900.M&S	§101¼	101½
Ohio & W. Va., 1st, 7s, 1910.M&N	§116	.....
Car trust s. f. g., 6s, 1904....Q-J	99	.....
Hoosac Tunnel & Wilmington—		
1st s'k'g f. g., 5s, Sept. 1,'27.M&S	§.....	107½
Hot. Spr. RR.—1st, g., 5s,'33.M&N	.....	.....
Housatonic—See N. Y. N. H. & H.		
Houston East & West Texas—		
1st, 5s, g., May 1, 1933.....M&N	101⅛	105
Houston & Tex. Cent.—See So. Pac		
Hud.& Riv. F.—See Ch. St. P.M.&O.		
Huntingdon & Broad Top.—		
1st, g., 4s, Sept. 30, 1920...A&O	.....	.....
2d mort., 4s, gold, 1925.....F&A	.....	.....
Cons. mort. 5s, g., 1925.....A&O	.....	108½
Hutchinson & Southern—		
1st g., 5s, Jan. 1, 1928.....J&J	100	.....
Illinois Central—		
1st, gold, 4s, 1951.....J&J	115¾	.....
1st, g., 3½s, 1951.....J&J	106	.....
Col. tr., gold, 4s, 1952.....A&O	102½	.....
Col Tr.L.N.O.&T.g.,4s,1953M&N	ℓ104	106
Cairo Bridge, 4s, g., 1950...J&D	102½	104
Spr'field Div.,Exten.3½s '51.J&J	.....	.....
Middle Div., reg. 5s, 1921..F&A	.....	.....
Sterling S. F., 5s, g., 1903..A&O	ℓ100	105
Sterling, gen. M., 5s, g.,'05. J&D	ℓ105	109
1st mort., £, g., 3s, 1951...M&S	ℓ 88	93
St. Louis Div., 3½s, g., 1951.J&J	102	104
St. Louis Div. 3s, g., 1951...J&J	91⅞	.....
Louisville Div.,3½s,g.,1953.J&J	‡.....	102¾
Western lines, g., 4s, 1951..F&A	113½	.....
Chicago St. Louis & N. O.—		
2d M 6s, 1907.....J&D	.....	122
Cons. g., 5s, 1951.....J&D	126	.....
Cons. gold 3½s, 1951.....J&D	.....	.....
Mem. Div., 1st, 4s, g., '51.J&D	104	.....

Bonds.	Bid.	Ask.
Illinois Central—(Con.)		
St. Louis Alton & Terre Haute—		
Bellev.&Car.,1st,6s,1923.J&D	119	124
St. L. South.,1st,g., 4s,'31.M&S	.....	.....
Carb.&Shaw.,1st,g.,4s,'32.M&S	.....	.....
Ind. Bl. & Wn.—See C. C. C. & St. L.		
Indiana Decatur & West.—		
1st g., 5s, 1935.....J&J	106	.....
Equip. notes, 5s, 1905.....F&A	§.....	100
Indiana Illinois & Iowa—		
1st g., 5s, 1948.....A&O	§.....	.....
Ind. & St. L.—See C. C. C. & St. L.		
Indianapolis Union—		
1st, 4½s, 1926.....M&N	85	.....
Indianapolis & Vincennes—		
1st, 7s, 1908.....F&A	117	.....
International & Gt. Northern—		
1st, g., 6s, 1919.....M&N	‡119½	.....
2d, 5s, 1909.....M&S	88	90
3d, 4s, gold, 1921.....M&S	57	59
Colorado River Bridge—		
1st M. 7s, 1920.....M&N	100	.....
Iowa Central—		
1st,g.,5s,1938.....J&D	113½	115½
Keithsburg Br.—		
1st, 6s, 1925.....J&D	99	.....
Iowa Falls & S. C.—		
1st, 7s, 1917.....A&O	.....	.....
Iowa Midland—See Chic. & N. W.		
Jacksonville & St. Louis—		
Cons., g., 5s, 1925.....A&O	.....	.....
Income 4s, 1935.....J&J	.....	.....
Jack. & So. East.—		
1st 6s, 1910.....J&J	75	.....
Jacksonville Terminal—		
1st M.,5s,g.,g'd,July 1,1939.J&J	100	.....
Jefferson—See Erie.		
Jeff. Mad. & Ind.—See Penn. RR..		
Joliet & Northern Indiana—		
1st M. 7s, 1907.....J&J	.....	.....
Junction (Phila.)—		
1st, 4½s, 1907.....J&J	.....	.....
Kalamaz. Al. & G.R.—See L.S.&M.S.		
Kanaw. & Mich.—See Tol. & O. C.		
Kansas C. Belt—		
1st, 6s, 1916.....J&J	§110	115
Kansas City Clinton & Sp.—		
1st, 5s, g, 1925.....A&O	§ 91	92
Pleas. Hill & De Soto, 1st, 7s '07.	§.....	.....
Kan. City Ft. Scott & Memphis—		
Cons. 6s, 1928.....M&N	§109	109½
Current Riv., 1st, 5s, 1927..A&O	§ 91	93
Rich Hill RR., 1st, 7s, 1910.M&S	100	.....
Mem.K.&Col.1st M.7s,1910.M&S	§100	.....
Kan. C. Ft. Scott & Gulf—		
1st, 7s, 1908.....J&D	§114	.....
Kansas City & Mem. Ry. & B.—		
1st 5s, g., 1923.....A&O	§102	.....
Kansas & Missouri—		
1st M. 5s, 1922.....A&O	.....	.....
Kansas City Memphis & Bir.—		
Gen. 4s, 1934.....M&S	§ 97½	.....
Income 5s, 1934.....Sept. 1	65	67½
Bir. equip., 6s, g., gu., 1903.M&S	90	95
Kansas City & N. W.—		
1st M. g., 5s, 1933.....J&J	65	.....
Kan. C. & Omaha—		
1st, gold, 5s, 1927.....J&J	30	40
Kan. City & Pac.—See M. K. & T.		
Kan. City St. Jos. & Council B.—		
1st 7s, 1907.....J&J	§117½	120
Prior lien 7s, 1907.....J&J	§117	120¼
Nodaway Val., 1st,7s, 1920.J&D	§108	112
Tarkio Val., 1st M. 7s,1920.J&D	§110	115
Kan. C. Southern—		
3s, g. 1950.....A&O	67½	68½
Kansas City Suburban Belt—		
1st, 6s, 1920.....J&D	90	.....
Con. Term. 1st, g., 5s, 1922.J&J	75	.....
Kan. C. Union Terminal—		
1st, guar., 5s, 1923.....F&A	75	.....
Kan. C. & Ind. Air Line—		
1st, g.,£5s, 1922.....M&S	75	.....
Kan. C. Wat. & Gulf—		
1st M., g., 5s, Jan. 1, 1930...J&J	.....	.....
Kansas Pacific—See Union Pac		
Keithsburg Br.—See Iowa Cent.		
Kentucky Central—See L. & N.		
Ken. & Ind. Bridge & Term. Co.—		
1st, g., 5s, 1911.....M&S	108	.....
2d M., gold, 5s, 1919.....A&O	30	.....
Term., gold, 5s, 1916.....J&D	.....	80
Keokuk & Des M.—See C. R. I. & P.		
Knoxv. & Ohio—See Southern Ry.		
Lake Erie & Western—		
1st, g., 5s, 1937.....J&J	122	123
2d, g., 5s, 1941.....J&J	117	119
No. Ohio, 1st, guar., g., 5s, 1945	.....	112½
Lake Sh. & Mich. So.—See N.Y.C.&	R. H.	
Leavenworth Term. Ry.& Bridge—		
1st M., gold, 5s, 1923.....J&J	§100	103
Lehigh & Hudson—		
1st mortgage, g., 5s, 1911...J&J	100	.....
2d M. 5s, 1917.....J&J	95	.....
Warwick Valley—		
2d 6s, 1912.....A&O	§102	.....
Lehigh Valley—		
1st, 6s, ext. g. 4s, 1948.....J&D	118	.....
Con. M., 6s, ann.....J&D	127	.....
Con. M., 6s, R., gold, 1923..J&D	.....	.....
Con. M., 4½s, R., 1923.....J&D	103½	.....
Con. M., 4½s, ann.....J&D	101	.....
2d, M., 7s, 1910.....M&S	130	.....
Mtg. & coll. tr., g., 5s, 1997.M&N	106¼	107
Car trusts, g., 5s, Feb. '01 to 1906	.....	.....
Middlesex Valley—		
1st, g., 5s, 1942.....M&N	.....	103
Pa. & N. Y. Canal—		
1st, 7s, 1906.....J&D	117	120
Con. M., 5s, 1939.....A&O	107	110
Con. M., 4½s, 1939.....A&O	.....	.....
Cons., 4s, 1939.....A&O	92	.....
Elmira Cortland & Northern—		
1st pref.,g.,6s,Apr.1,1914.A&O	§113	.....
1st M., g., 5s,1914.....A&O	98	.....
Can. Nor. 1st, 6s, '06.....J&J	96	.....

Bonds.	Bid.	Ask.
Lehigh Valley—(Con.)—		
Easton & Amboy—5s, 1920.M&N	111½	.....
Lehigh & N. Y., 1st g. 4s, 1945..	91½	93¾
Leh. V. Coal, 1st, 5s, g., gu., '33.J&J	102¾	103
Snow Shoe, 1st M., 5s, 1910.J&J	90	.....
Leh. V. Ry. of N. Y., 1st, 4½s, g., '40	.....	109½
Leh V. Ter., 1st, g., gu., 5s, '41.A&O	114	115
Lehigh & Wilkes B.—See Cent. N. J.		
Leroy & Caney Val.—See Mo. Pac.		
Lexington & Eastern—		
Gen. mort. 5s, 1935.....A&O	22	35
Lima North.—See Det. & Lima No.		
Lincoln & No'westn—See C. B. & Q.		
Little Miami—		
Renewal 5s, 1912.....M&N	116½	.....
Little Rock & Ft. S.—		
1st, 7s, 1905.....J&J	§.....	105
Long Br. & Sea Sh.—See C. of N. J.		
Long Dock—See Erie.		
Long Island—		
Unified g. 4s, 1949.....M&S	95½	96½
2d mortgage, 7s, 1918.....F&A	138	.....
1st, consol., g., 5s, 1931.....Q-J	121½	.....
1st, consol., g., 4s, 1931.....Q-J	105	.....
Gen. mort., g., 4s, 1938.....J&D	103	.....
Met. Ferry—1st, g. 5s, 1937M-N	108	.....
Ferry, 1st, 4½s, con.g., 1922.M&S	102½	.....
4s, gold, 1932.....J&D	.....	101½
Debenture gold 5s, 1934...J&D	100	.....
N. Sh. Br., 1st, con. 5s, g., '32.Q-J	105	.....
N.Y. & R'k'y—1st 7s, 1901.A&O	.....	95
N.Y.& R.B.—1st, g., 5s, 1927.M&S	103	.....
2d mort., inc., 1927.....Jan. 1	10	.....
N. Y. Brooklyn & Man. Beach, 1st, gold, 5s, 1935.....A&O	102½	.....
Brook.& Mon., 1st, g.6s, 1911M&S	117	120
1st, 5s, 1911.....M&S	109	111½
2d, 5s, 1938.....J&D	103	.....
L. I. City & F.—1st, 6s, 1911.M&N	110	.....
2d 5s, 1937.....M&N	100	.....
N. Y. Bay Ext. R., 1st, 5s, gold, 1943.....J&J	100	.....
Louisiana & Mo. Riv.—See Chi. & A.		
Louisiana Western—		
1st, 6s, 1921.....J&J	§.....	.....
Louisv. Cin. & Lex.—See L. & N.		
Louisville Ev. & St. L.—		
1st, g., 6s, 1926.....A&O	116	121
2d, g., 6s, 1926.....A&O	.....	.....
E. R. & E. Div., 1st, 6s, 1921.J&J	100	102
H. T. C. & C., 1st, 6s, 1927...A&O	.....	.....
2d mort., 6s, gold, 1936....A&O	85	.....
Consol. g., 5s, 1939, certifs..J&J	.....	71
Gen., gold, 4s, 1943.....M&S	.....	5
Venice&Car., 1st M,, 6s, Dec ,1900	97	.....
1st mort., 6s, Apr. 1, 1902.....	97	.....
Louisville Henderson & St. L.—		
1st mort., g., 5s, 1946.....J&J	95	100
Louisville & Jeffersonv. Bridge—		
Guaranteed gold 4s, 1945..M&S	.....	97
Louisville & Nashville—		
St. L. prop., 1st g., 5s, 1916.M&S	107	.....
Cecilian Br., 7s, 1907.....M&S	103	.....
N. O. & Mobile—		
1st, 6s, 1930.....J&J	128	.....
2d, 6s, 1930.....J&J	115	.....
E. H. & N. 1st, 6s, 1919.....J&D	115	.....
Gen. mort., 6s, 1930.....J&D	.....	121
Col. trust, g., 4s, 1903-1918. A&O	97¾	98¼
Lou. C. & Lex.—Gen. 6s, red. to 4½s, Nov., 1931.....M&N	112	.....
2d mort., 7s, 1907.....A&O	121	.....
Mem. & O., stl. M., 7s, g., '01..J&D	102	.....
Louis. Ry. T. Co., 1st, 8s, '01.M&N	103	.....
M. Clarksv. & L, stl. 6s, g., '02.F&A	103	.....
Maysv. & Lex. 1st M. 7s, 1906.J&J	108	.....
L. & N., Mob. & Mont. 4½s, '45.M&S	.....	.....
Pensacola Div., 1st, 6s, 1920.M&S	108	.....
St. Louis Div., 1st, g, 6s, 1921.M&S	123	.....
2d, 3s, 1980.....M&S	60	.....
Nash. & Dec., 1st, 7s, July 1, 1900	102⅞	.....
So. & No. Ala. £., g'd. 6s, '03.M&N	ℓ.....	.....
S. F., 6s, 1910.....A&O	.....	.....
Cons. mort., g'd, 5s, 1936.F&A	110	111¼
50-year gold, 5s, 1937.....M&N	110	.....
Unified 4s, gold, 1940.....J&J	99	100½
Pensa. & Atl., 1st 6s, gu., '21.F&A	111	.....
Col. tr., gold, 5s, 1931.....M&N	108	.....
Nas. F. & S., 1st, gu., g., 5s, '37.F&A	108	.....
Ky. Cent., 4s, gold, 1987.....J&J	97	.....
Mahoning Coal—See L. S. & M. S.		
Maine Central—		
Exten. bonds, 6s, g., Oct. 1, 1900.	§103	.....
Cons., 7s, 1912.....A&O	§135	137
Knox. & Linc., 1st M., Pen. Sh. line, 4s, 1920.....F&A	§100	.....
2d, 5s, Feb. 1, 1921.....F&A	§.....	.....
Cons. 4s, Apr. 1, 1912.....A&O	§105	.....
Cons., 4½s, Apr. 1, 1912....A&O	§110	.....
4½s, gold, Feb., 1905.....F&A	§104	.....
Hereford Ry. —g., 4s, 1930.M&N	§ 98	100
Upper Coos, 1st 4s, gd. 1930M&N	§100	.....
Upper Coos, Ex.4½s, g., '30..M&N	§107	108
Eur. & N. A., 4s, gold, 1933...J&J	§114	114¼
Marquette Houghton & Ont.—		
Mort., 6s, 1925.....A&O	§118¼	.....
Maysv. & Lex.—See Louisv. & Nash.		
McK'sport & B. V.—See P. McK. & Y.		
Merchants' Br.—See St. L. Mer. Ter.		
Mexican Central—		
Consol. 4s, 1911.....J&J	78½	79½
1st, con., inc. 3s, 1939.....July	26	27¾
2d, con., inc. 3s, 1939.....July	13	14
Mexican International—		
Prior lien, g., 4½s, 1947.....M&S	ℓ 94	98
1st con. g. 4s, Sept. 1, 1977.M&S	.....	.....
Mexican National—		
1st, 6s, 1927.....J&D	103	.....
2d, A, inc. 6s, '17, c'p'n stpd.M&S	ℓ 61	64
2d M. ser B. inc. 6s, 1917...Apr.	ℓ 16	18
Mexican Northern—		
1st M., g., 6s, 1910.....J&D	104	108
Mich. Cent.—See N. Y. C. & H. R.		
Middlesex Valley—See Leh. Val.		
Midland of N. J.—See N. Y. S. & W.		
Midland Term.—See Den. & So'w'n.		
Mil. L. Sh. & West.—See Chic. & N. W.		

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Milw. & Madison—See Chic. & N.W.		
Milw. & No.—See Chic. Mil. & St. P.		
Milw. & St P.—See C. M. & St. P.		
Minneapolis & Pacific—		
1st, 5s, 1936.....J&J	100	.....
1st, 4s, 1936.....J&J	90	101
Minneapolis & St. Louis—		
1st, 7s, 1927.....J&D	145	.....
1st, 7s, Jan., 1907.....J&J	.....	123½
Minn. & Dul., 1st 7s, 1907..M&N	112	.....
1st, consol., gold, 5s, 1934..M&N	114¼	.....
1st, ref'd'g, g., 4s, 1949....M&S	.....	99
Iowa Ext., 1st, g., 7s, 1909..J&D	118	122
So'west Ext., 1st, g., 7s, 1910.J&D	120	.....
Pacific Ext., 1st, 6s, 1921...A&O	123	129
Minn. St. P. & Sault Ste Marie—		
1st, cons., g., 4s, 1938.....J&J	.....	.....
Minn. S. Ste. M. & Atl.—1st, 4s, 1926	ℓ101	104
Minn. Union—See St. P. M. & M.		
Min. Range—Cons., g., 5s, '31. J&J	90	.....
Miss. Riv. Bdg.—See Chic. & A.		
Missouri Kansas & Texas—		
1st, gold, 4s, 1990.....J&D	93	93½
2d, gold, 4s, 1990.....F&A	68½	68⅝
1st Extension 5s, 1944.....M&N	.....	91¼
M.K.&T. of T., 1st, 5s, gu., '42. M&S	91	91½
Teb. & Neosho., 1st, 7s, 1903. J&D	103	.....
Kan. C. & Pac., 1st, 4s, g. '90. F&A	80	81½
Dal. & Waco, 1st, gu., 5s, '40. M&N	92	94
Sherman Shreveport & South.—		
1st M., gu., gold, 5s, 1943. J&D	97	99
S.W. Coal & Imp., 1st, 6s, 1929. J&J	92	.....
Missouri Kansas & Eastern—		
1st, 5s, gold. guar., 1942...A&O	103	103¾
2d M., gold, 5s, 1942.....A&O	75	.....
Missouri Pacific—		
Consol. 6s, 1920.....M&N	116	116½
3d mort., 7s, 1906.....M&N	112	.....
Trust, gold, 5s, 1917.....M&S	97	99
Col. trusts, 5s, 1920.....F&A	92½	95
Lexington Div., 5s, 1920...F&A	90	100
Pac. of Mo., 1st, ex., g., 4s, '38. F&A	106	.....
2d, ext. 5s, gold, 1938.....J&J	.....	.....
St. L. R. E., 1st, 5s, 1938...M&N	103	.....
Carondelet Br., 1st, 4½s, '38. A&O	93	.....
Verdig Val. I. & W., 1st, 5s, '26. M&S	80	.....
Ler. & Can. V. A. L., 1st, 5s, '26. J&J	80	92
St. Louis Iron Mount'n & South.		
Unify. & Ref'g. g. 4s, 1929..J&J	81¾	82
Gen. con. ry. & l. g., 5s, '31. A&O	110¼	110½
Gen. con. stpd. gu. g., 5s, '31. A&O	109	.....
Little R'k Jun. 1st 6s, gu. '16. A&O	90	.....
Mobile & Birm.—		
Prior lien 5s, 1945.....J&J	110¼	.....
Gen. M., gold, 4s, 1945.....J&J	.....	85
Mob. Jackson & Kan. City—		
1st, g., 5s, 1946.....J&D	85	90
Mobile & Ohio—		
1st mort., gold, 6s, 1927....J&D	127	.....
1st, exten., 6s, 1927.....Q—J	120	.....
Gen. mort., 4s, 1938.....M&S	85½	87
Montgom. Div., g, 5s, 1947. F&A	108	.....
St. L. & Cairo, 4s, gu., 1931...J&J	90	.....
Mohawk & Malone—See N.Y.C.&H.		
Mont. Cent.—See St. P. M. & M.		
Monongahela River—		
1st 5s, guar., gold, 1919....F&A	110	113
Morgan's La. & Tex.—See So. Pac.		
Morris & Essex—See D. L. & W.		
Nashua & Lowell—		
5s, July 1900.....J&J	§100⅛	100¼
Nashville Chattanooga & S. L.—		
1st, 7s, 1913.....J&J	128	129
2d mort., 6s, 1901.....J&J	101	103
Consol., gold, 5s, 1928.....A&O	105	106
Duck River—2d, g. 6s, 1909 M&N	107	.....
Bon Air Br., 6s, 1917.....J&J	103	107
Lebanon Br., 6s, 1917.....J&J	110	.....
Centreville Br., g., 6s, 1923 J&J	110	.....
Tracy City Br., 6s, 1917.....J&J	110	.....
McM. M. W. & Al., 1st, 6s, '17. J&J	110	.....
Jasper Br., 1st 6s, 1923.....J&J	112	.....
8s, 1906.....J&J	110	.....
Nash. Flor. & Sheff.—See L. & N.		
Nebraska—See C. B. Q.		
Nevada Co. Nar. G. RR.—		
7s, 1924.....J&J	.....	114
Newb'g Dutch & Conn.—Inc., 1977	.....	.....
Newcastle & Shenango Valley—		
1st, g., 6s, 1917.....J&J	104	.....
New England Railroad—		
N. Y. & N. E., 1st, 7s, 1905..J&J	117	.....
1st, 6s, Jan., 1905.....J&J	113	.....
Consol. g., 5s, July 1, 1945..J&J	§131	.....
N.Y.&N.E.Bos.T. 1st, 4s '39. A&O	§108	108½
Woon. & P., 1st, gu., 5s, 1910. A&O	§105	.....
N. Hav. & Derby—See Housatonic.		
New Hav. & No.—See N.Y.N.H.&H.		
N. J. Junction—See N. Y. Central.		
New Jersey & New York—		
1st, 6s, 1910.....M&N	108	.....
N. J. Southern—See Central N. J.		
New London Northern—		
1st, 5s, 1910.....J&J	§110	.....
1st, 4s, July, 1910.....J&J	§102	106
New Orleans & Northeastern—		
Prior l. g., 6s, Nov. 1, 1915..A&O	110	.....
Newport & Cincinnati Bridge—		
4½s, g., g'd, 1945.....J&J	113½	115
Newp. & Rich.—See Conn. & Pass.		
New River B'dge—See Ches. & Ohio		
N.Y. B. & M. Bch.—See Long Island.		
N.Y. Bay Ext. RR.—See Long Isl.		
N. Y. & Can.—See Del. & Hud.		
New York Central & Hud. Riv.—		
Ref'd'g g. 3½s, July 1, 1997. J&J	110⅝	.....
L. S. Col. tr. g. 3½s, 1998...F&A	98	98¼
M. C. col. tr., g., 3½s, 1998..F&A	.....	97
1st, coupon, 7s, 1903.....J&J	111⅛	.....
Debenture 5s, 1884-1904...M&S	106⅜	.....
5s, 1889-1904.....M&S	106⅜	.....
4s, 1890-1905.....J&D	103½	.....
Debt certs., 4s, g., 1905, ext. M&N	101⅞	.....
Sterling mort., 6s, g., 1903..J&J	ℓ105	108
N.Y.& Har. 1st. g. 3½s, 2000. M&N	§113½	116
N. J. Junc., 1st, 4s, gu. 1986. F&A	105	.....
West Shore, 1st, 4s, 2361.....J&J	113	113⅛

Bonds.	Bid.	Ask.
N.Y. Central & H.R. RR.—(Con.)—		
Beech Cr., 1st, 4s, g., gu. 1936. J&J	109½	.....
2d, guar., g., 5s, 1936 .....J&J	110	.....
Clf. Bit. C. Co., 1st, g. 4s, '40. J&J	90	96
Gouv. & Osw., 1st, 5s, g., 1942. J&D	115	.....
Nor. & Mont., 1st, 5s, g., 1916. A&O	113	.....
Cart. & Adir., 1st, 4s, g., '81. J&D	ℓ 104	108
N. Y. & Nor. 1st, g., 5s, 1927..A&O	.....	.....
N.Y. & Put. 1st, 4s, g., 1993..A&O	ℓ 105	109
Oswego & Rome—		
2d, 5s, 1915.....F&A	110	.....
1st mort., 7s, 1915.....M&N	130	.....
Mohawk & M., 1st, 4s, g., 1991. M&S	106½	.....
Rome W. & O., 1st ex., 5s, '22. A&O	127½	128
R.W. & O. Ter. R. 1st, 5s, 1918. M&N	112	.....
Syracuse No. 1st M. 7s, 1901. J&J	103	.....
Wat. & Rome 1st, 6s, 1910..M&S	111	.....
Utica & B. Riv., 4s, g., 1922..J&J	108	.....
West Transit Co., 4½s, 1903. F&A	101	.....
Pitts. McKees. & Yough.—		
1st 6s, 1932.....J&J	141	.....
2d, 6s, guar. 1934.....J&J	132	.....
McK. & B. V. 1st, 6s, g, 1918. J&J	126	.....
Lake Shore & Michigan So.—		
Con. g., 3½s, June 1, 1997. J&D	110½	111
Det. Mon. & T.—1st, 7s, '06. F&A	119⅞	.....
Lake S., cons. 1st, 7s, July, 1900	103	.....
Cons. 2d, 7s, 1903.....J&D	.....	115
Mahon. C. RR.—1st, 5s, '34. J&J	125	.....
K. A. & Gr. R.—1st, 5s, '38. J&J	124	.....
Kal & White Pig'n Mt., g., 5s, '40	122	.....
Michigan Central—		
Consol. 7s, 1902.....M&N	106½	.....
Consol. 5s, 1902.....M&N	102½	103½
5s, cou., 1931, D. & B.C. div. M&S	125	.....
1st mtg. M. Air Line 4s, '40 J&J	104	.....
1st, 6s, Grand Riv. V., 1909. M&S	119½	.....
1st, 5s, Kal. & S.H., 1939. M&N	117	.....
J.L. & Sag., 1st ext. 5s 1901. M&S	101	.....
Det. & B.C., 1st, 8s, 1902. M&N	§110	.....
Det. & B.C. Bridge 8s, '03. M&N	§112	.....
Bay C. & B.C. 1st M. g. 3s, '89 J&D	84	.....
Bat. C. & S. 1st gu. g. 3s, '89. J&D	84	.....
N. Y. Chicago & St. Louis—		
1st, g. 4s, 1937.....A&O	106¼	.....
N. Y. & Greenw'd Lake—See Erie.		
N.Y. & Harlem—See N. Y. C. & H.		
N. Y. Lack. & W.—See D. L. & W.		
N.Y.L.E. & W. C. & RR.—See Erie.		
N. Y. & Long Branch—See Cent. of New Jersey.		
N.Y. & M. Beach—See Long Island		
N. Y. & New Eng.—See New Eng		
N. Y. New Haven & Hartford—		
1st, registered, 4s, 1903 ....J&D	101¼	103
Conv. deb., 4s, $1,000.... A&O	185	.....
Deb. 4s, 1947.....M&S	117	118
Boston & New York Air Line—		
1st, 5s, Aug. 1, 1905.....F&A	105	.....
Danbury & Norwalk—		
Con. 5s, July 1, 1920.....J&J	118	.....
Gen. 5s, April 1, 1925....A&O	114	.....
Harlem River & Portchester—		
1st, 7s, guar., Oct., 1903..A&O	§113	115
1st, 6s, guar., Oct., 1903..A&O	111¼	.....
2d, 4s, June, 1911.....J&D	102	.....
Housatonic—1st, 4s, 1910..A&O	103	.....
Con. g., 5s, 1937.....M&N	130	.....
New Haven & Derby—		
Consol. 5s, 1918.....M&N	116	.....
New Haven & Northampton—		
Consol. 6s, April, 1909....A&O	120	.....
North ext., 5s, 1911.....A&O	108	.....
New York Provid. & Boston—		
Gen. g. 4s, April 1, 1942. A&O	111	.....
Shore Line—		
1st 4½s, 1910.....M&S	110	.....
New York Ontario & Western—		
Ref'nd., 1st, g., reg, 4s, 1992. M&S	105	105¼
Pur. money certfs. 5s '01-11. F&A	.....	.....
New York Pennsylvania & Ohio—		
Prior lien 4½s, 1935.....M&S	106	111
Equip. trust, 5s, 1908.....M&N	98	.....
Equip. trust, 5s, scrip, 1910.....	98	.....
N. Y. Phila. & Nor.—		
1st g. 4s, Feb. 1, 1939.....J&J	103	.....
Income 4s, Feb. 1, 1939....M&N	80	.....
N. Y. & Putnam—See N.Y. C. & H.		
N.Y. & Rockaway Bch.—See L. I.		
New York Susq. & W.—See Erie.		
Nodaway Val.—See K.C.St.J.&C.B.		
Norfolk & Carolina—See Atlantic Coast Line.		
Norfolk & Southern—		
1st, gold, 5s. 1941.....M&N	111¾	114½
Nor. & Montreal—See N. Y. C.		
Norfolk & Western—		
General 6s, 1931.....M&N	132	.....
New River, 1st, 6s, 1932....A&O	132½	134
Imp't and exten., 6s, 1934 .F&A	127	.....
Col. Con. & Ter., 1st, 5s, g., '22. J&J	107	.....
Scioto Val. & N.E., 1st, 4s, '89. M&N	99	.....
N. & W. Ry. 1st con., g., 4s, '96. A&O	96½	97
Northern Alabama—		
1st mort., gold, 5s, 1926....J&J	.....	.....
North. Ry. of Cal.—See Sou. Pac.		
Northern Ill.—See Chic. & N. W.		
Northeast Pennsylvania—		
1st, g., gu., 5s, 1920.....A&O	115	.....
Northeast. of South Carolina—See Atlantic Coast Line of S. C.		
Northern California Ry.—		
1st g., 5s, 1929.....J&D	113	.....
Northern Central—		
Con. mort., 6s, g., July 1, 1900. J&J	.....	.....
Con. gen. M., 6s, C, 1904....J&J	111¼	.....
Con. G. M., 4½s, E, 1925...A&O	.....	.....
Mort. bds., 5s, 1926, ser. A....J&J	121	.....
Mort. bonds, 5s, 1926, Ser. B. J&J	120	.....
Northern New Jersey—		
1st 6s, 1917.....J&J	§117	.....
Northern Ohio—See L. E. & West.		
Northern Pacific—		
West. of Minn., 1st, 7s, '07..M&N	115	.....
St. Paul & No. Pac., 6s, g., '23. F&A	132	133
Reg. certs., 6s, 1923.....Q—F	.....	.....
Prior lien, g., 4s, 1997. .....Q—J	105	105⅛

Bonds.	Bid.	Ask.
Northern Pacific—(Con.)—		
Gen. lien, g., 3s, 2047.....Q—F	67¼	67½
Wash. Central, 1st g., 4s....1948	88¾	93
St. Paul & Duluth—		
1st. 5s, 1931.....F&A	120	.....
2d mortgage 5s, 1917.....A&O	110	.....
1st consol. g., 4s. 1968....J&D	101	102
Dul. Sh. Line, gtd., 5s. '16..M&S	100	.....
Taylor's Falls & L. Sup., 6s, '14	109	.....
Dul. Union Dep., 5s, '30. A&O	108	.....
North Pacific Coast RR.—		
1st M., g., 6s, Nov. 1, 1901. M&N	101½	102¼
Gen. M. g., 5s, Jan. 1, 1912. J&J	107¾	108½
Northern Pacific Ter. Co.—		
1st, 6s, 1933.....J&J	118	118½
North Pennsylvania—		
1st M., 4s, extended, 1936. M&N	115	.....
6s, deb., 1905.....M&S	111½	.....
7s, general mort., 1903, cou. J&J	112	113
Norwich & Worcester—		
4s, March 1, 1927.....M&S	§111	.....
Ogdensburg & Lake Cham.—See Rutland RR.		
Ohio I. & W.—C. C. C. & St. L.		
Ohio & W. Va.—See Hocking Val.		
Ohio River RR.—		
1st g., 5s, 1936.....J&D	108	.....
Gen. gold 5s, 1937.....A&O	90	.....
Hunt. & B. S., 1st, 6s, 1922. J&J	85	.....
Rav. Spen. & G., 1st, 6s, 1920. F&A	85	.....
Ohio Southern—		
1st g., 6s, 1921, Tr. rec'ts...J&D	99	101
Gen. g., 4s, 1921.....M&N	2½	3
Old Colony—		
4½s, April 1, 1904.....A&O	§104	.....
4s, July 1, 1904.....J&J	§102½	.....
4s, gold, Feb., 1924.....F&A	§111	.....
4s, Dec., 1925.....J&D	§111	.....
4s, Jan. 1, 1938.....J&J	§114	.....
B. C. F. & N. B. 5s, 1910....J&J	§113	.....
Omaha Bridge—See Union Pacific.		
Omaha & St. Louis RR.—		
1st, mtg. g. 4s, 1901.....J&J	65	75
Oregon & California—See So. Pac.		
Oregon RR. & Nav.—See Un. Pac.		
Oregon Short Line—See Union Pac.		
Oswego & Rome—See N. Y. Cent.		
Oswego & Syracuse—See D. L. & W.		
Ottawa Osw. & Fox R.—See C. B. & Q.		
Ottumwa C.F. & St.P.—See C. & N.W.		
Pacific Coast Co.—See Miscellan's.		
Panama—		
1st, 4½s, g., Oct. 1, 1917...A&O	102½	.....
Subsidy bonds, 6s, 1910....M&N	98	.....
Pecos Val. & Northeastern—		
1st g., 5s, Jan. 1, 1948.....J&J	.....	85
Pennsylvania RR.—		
Gen. mort., 6s, $, r., 1910..A&O	127⅛	.....
do 6s, £, c, 1910....J&J	ℓ 123	126
Con. mort. 6s, c, 1905...J15&D15	115¾	116
do 6s, £, 1905.....J&J	ℓ112	116
do 5s, g., con., 1919. M&S	127	.....
do 4s, gold, 1943...M&N	114½	.....
do 3½s, g., £, 1945..J&J	ℓ104	107
Collateral Tr., g., 4½s, 1913. J&D	112½	113
Col. tr. 4s, Ph. W. & B., 1921. J&J	109	.....
R.E. pur. money, 1st g. 4s, '23 M&N	106	.....
Equip. Tr., g. 4s, '14, ser. A. M&S	104	.....
Roll. stk. tr. certs. 3½s. g., '00..Q-J	98	102
Cleveland & Marietta—		
1st, guar., g. 4½s, 1935..M&N	108	.....
C. & Pitt. 7s, s. f., con., Nov., 1900	101	.....
Ser. A, 4½s, gen., gtd., 1942. J&J	119	.....
Ser. B, 4½s, gen., gtd., 1942. A&O	118	.....
Ser. C., 3½s, gen. gtd., '48. M&N	105⅜	.....
Erie & Pittsburg—		
Gen. gu., g., 3½s, Ser. B, '40 J&J	101	.....
Pennsylvania Co.—		
1st M. g. 4½s, 1921.....J&J	116⅛	116½
Guar. col. tr. cts., g. 3½s, 1937	100	.....
Phil. Germ. & Chest. Hill—		
1st g'd 4½s, 1913.....M&N	106	.....
Pitt. C. C. & St. L.—		
Con., g. gt. 4½s, ser. A, 1940. A&O	116¾	117½
do do ser. B, 1942. A&O	116¾	117½
do do ser. C, 1942. M&N	112½	.....
do 4s, ser. D, 1945. M&N	107	109
do 3½s, ser. E, 1949. F&A	98	102
Col. & In. Cen., 1st, 7s, 1904. J&J	112½	.....
2d, M. 7s, 1904.....M&N	110	.....
C. St. L. & Pitts. 1st, 5s, g., '32. A&O	119	.....
Jeff. Mad. & Ind. 1st, 7s, '06. A&O	113	.....
J. M. & I. 2d M., 7s, 1910...J&J	.....	126⅞
P.C. & St.L. 1st, 7s, Aug. 1, 1900	102⅜	.....
Steub. & Ind. 1st, 5s, 1914..J&J	110	.....
Un. & Log'nsp, 1st M. 7s, '05 A&O	§.....	116¾
Pitts. Ft. W. & C. 1st, 7s, '12. Var.	139	.....
2d, 7s, 1912.....Var.	138	.....
3d, 7s, 1912.....A&O	130½	.....
Alleg. Val., 1st M., 7s, 1910. A&O	128	129
General, 4s, gold, 1942...M&S	109½	110½
Balt. Ches. & At., 1st, g. 5s, '34. M&S	108	.....
Sun. & Lew. 1st g., 4s, 1936..J&J	108	.....
Penn & N. Y. Canal—See Lehigh V.		
Pennsylvania & Northwestern—		
Gen. 5s, Jan. 1, 1930.....J&J	.....	96
Bells Gap, 1st, 6s, 1905....F&A	107	.....
Cons. mort. 6s, 1913.....A&O	109	.....
Clearfi'd & Jeff. 1st, 6s, 1927. J&J	.....	110
Penobscot Shore Line—See Maine Central.		
Pensacola & Atl.—See Lou. & Nash.		
Peo. Dec. & Evansv.—		
1st, 6s, 1920, certfs.....J&J	102	.....
2d 5s, 1926, certfs.....M&N	12	.....
Evansv. Div. 6s, 1920 certs. M&S	100	.....
Peoria & East.—See C. C. C. & St. L.		
Peoria & Pekin Terminal—		
1st g. sxg. fd. 5s, 1905-1930. J&J	§107	108¼
Peoria & Pekin Union—		
1st, 6s, 1921.....Q-F	130	132
2d mort., g., 4½s, 1921..... M&N	97¼	.....
Pere Marquette RR.—		
Chic. & W. Mich. 5s, 1921..J&D	§.....	102½
Ch. & N. Mich., 5s, gu., '31. M&N	§.....	99¾
Detroit Grand Rapids & West'n, 4s, 1946.....A&O	§ 96	97

§ Purchaser also pays accrued interest. ℓ In London.

Bonds.	Bid.	Ask.
Pere Marquette RR.—(Con.)—		
Flint & Pere Marquette—		
Gold, 6s, 1920....A&O	123	.....
1st con., gold, 5s, 1939...M&N	.....	105
Holly W. & M. RR. 8s, 1901. J&J	104	.....
Pt. Huron Div., g, 5s, 1939. A&O	.....	109
Perkiomen—		
1st ser., 5s, 1918....Q-J	105	.....
2d series, 5s, 1918....Q-J	92	.....
Petersburg—See At. Coast Line of Virginia.		
Phila. & Baltimore Central—		
1st, 5s, 1911....M&N	103	.....
1st, 4½s, 1911....M&N	100	.....
Philadelphia & Erie—		
General, guar., 6s, g., 1920..J&J	ℓ137	142
Gen., 5s, 1920....A&O	121	.....
Gen., 4s, 1920....A&O	108	.....
Phil. Ger. & Ches. Hill—See Pa. RR.		
Phila. Harrisburg & Pittsburg—		
1st mort., gold, 5s, 1925....A&O	103	.....
Philadelphia Newtown & N. Y.—		
1st, g., 5s, 1942....A&O	.....	.....
1st mort., red. to 3s, 1942..A&O	64½	70
Phila. & Reading—See Reading.		
Phila. & Read. Coal & Iron—		
5-10 year cert., g., 6s, 1904..Q-J	102	.....
Philadelphia W. & Baltimore—		
Debenture, s. f., 5s, 1910...J&D	108	.....
Debenture, 4s, 1917....A&O	108	110
Debenture, 4s, 1922....M&N	107	.....
Debenture, g., 4s, 1926 ....J&J	103	.....
Debenture, g., 4s, 1932....A&O	107	.....
Piedmont & Cumberland—		
1st, g. 5s, 1911....F&A	106	.....
Pine Creek—		
Guar., 6s, reg. 1932....J&D	135	.....
Pitts. Bessemer & Lake Erie—		
P. S. & L. E. 1st g., 5s, 1940. A&O	112	114
Consol. 1st g., 5s, July 1, '43. J&J	110	.....
P. B. & L. E. con. g., 5s, 1947. J&J	112½	113½
Pitts. C. C. & St. L.—See Penn. Co.		
Pitts C. & St. L.—See Penn. Co		
Pitts. Char. & Youghiogheny—		
1st mort. 6s, 1902....F&A	102	.....
Gen. mort., gtd., 4s. 1934..A&O	93	.....
Pitts. Cleveland & Toledo—		
1st, 6s, 1922....A&O	115	.....
Pitts. Ft. W. & C.—See Penn. Co.		
Pitts. & Lake Erie—		
1st, g., 6s, 1928....J&J	138	.....
2d, 5s, 1928....A&O	112	.....
Pitts. McKees. & Yough.—See New York Central—		
Pitts. Pains. & Fairport—		
1st, g., 5s, 1916....J&J	90	.....
Term. mort., 5s, 1916....A&O	90	.....
Pitts. Shawmut & Northern—		
1st, g., 5s, Feb. 1, 1949....F&A	102½	103
Pitts. Shen. & L. E—See P. Bess. & L. E		
Pittsburg & Western—		
1st, 4s, 1917, certfs....J&J	101	.....
Foxb. Bridge—1st, 6s, 1902. M&S	85	.....
Pittsburg Youngst. & Ashtabula—		
Ashtab. & Pitts. 1st, 6s, 1908. F&A	115	.....
Consol. 5s 1927....M&N	116	.....
Pontiac ford & Northern—		
1st, s. July 1, 1916 ....J&J	§.....	.....
Portla & Ogdensburg—		
1st, 6s, g., July 1, 1900....J&J	§100	.....
Con. mort., 5s, 1908....M&N	§110	112
Portland & Rochester—See Boston & Maine.		
Portland & Rumford Falls—		
1st, gold, 4s, Nov., 1926...M&N	§.....	103¾
Debenture 4s, Aug., 1927..F&A	§.....	101
Port Reading—		
1st M., gu., 5s, 1941.. ....J&J	106	.....
Ports. Gt. F. & Con.—See Bos. & Me.		
Potomac Valley—		
1st, gu. 5s, g., 1941....J&J	100	.....
Providence & Worcester—		
1st 4s, Oct. 1, 1947....A&O	§117	118
Quincy Omaha & K. C.—		
1st g. 6s, opt., Sept. 12, 1900. J&D	§ 97	.....
Tr. Co. certs., non-pf., 5s, '17. M&S	40	50
Raleigh & Augusta—		
1st, 6s, 1926.... J&J	112	.....
Raleigh & Gaston—		
Gold 5s, Jan. 1, 1947....J&J	112	114
Raritan River Ry.—		
1st g. 5s, Jan. 1, 1939....J&J	§.....	115
Reading Company—		
Gen., g., 4s, Jan. 1, 1997....J&J	87⅞	88⅛
Phila. & Reading—		
2d, 5s, gold, 1933....A&O	128	.....
1st, 4½s, 1910....J&J	.....	.....
1st, 6s, 1910....J&J	.....	.....
Con. M., 7s, 1911, coup....J&D	132	.....
Consol. mort., g., 6s, 1911..J&D	123½	.....
Imp. exten., g. 4s, 1947....A&O	104½	.....
Cons. exten. gold, 4s, 1937. M&S	104	.....
Term., 5s, gold, guar., 1941..Q-F	125	.....
Del. R. Ter., p. mon. g. 5s, '42 M&N	90	.....
Ex. pur. mon. g. 5s, 1942..J&J	90	.....
Rens. & Saratoga—See Del. & Hud.		
Republican Val.—See C. B. & Q.		
Richmond & Danv.—See So. Ry.		
Rich. Fredricksb'g & Potomac—		
1st, 6s, 1901....M&N	103	106
Extended, 5s. 1902....J&J	104	.....
Cons. mort. 4½s, 1940....A&O	103	.....
Rich. Hill—See K. C. Ft. S. & M.		
Richmond & Mecklenburg—		
1st g. 4s, Nov. 1, 1948....M&N	82	86
Richmond & Petersburg—*See* Atlantic Coast Line of Va.		
Richmond York River & Ches.—		
1st, 5s, 1910....J&J	§100	.....
2d mort., 4½s, 1910....M&N	75	.....
Rio Grand Junction—		
1st, gu., 5s, 1939....J&D	104	.....
Rio Grande Southern—		
1st, 4s, 1940....J&J	.....	79½
Rio Grande Western—		
1st, 4s, 1939. ....J&J	.....	99
1st consol. g. 4s, 1949....A&O	.....	.....
Utah Cent., 4s, gd., g., 1917. A&O	84	.....

Bonds.	Bid.	Ask.
Roch. & Pitts.—See Buff. R. & P.		
Rock Island & Peoria—		
1st M., 10s, 1906....J&J	118	.....
Consol. 1st, 6s, 1925....J&J	116	.....
Rome W. & O.—See N. Y. C. & H.		
Rutland—		
1st M., 6s, 1902....M&N	§103½	105
Con. 4½s, July 1, 1941....J&J	§.....	113
Benn. & Rut., 4½s, g., 1927. M&N	§104	.....
Ogd. & L. Ch. 1st, g., gu 4s, '48. J&J	§.....	102½
Rutl. Canad. 1st, g., gu., 4s, '49. J&J	§.....	101
St. Charles Br.—See Wabash RR.		
St. Clair Mad. & St. L. Belt—		
Alton Bridge 1st, gold, 5s, 1933	75	85
St. Johns. & L. Champlain—		
1st g. 5s, March 1, 1944....M&S	132	133
St. Joseph & Grand Island.—		
1st, g., 2-3-4s, 1947....J&J	84	.....
St. Lawrence & Adirondack—		
5s, g., 1996....J&J	113	.....
St. Louis Al. & T. H.—See Ill. Cent.		
St. Louis Br.—See Term. Ry. Ass'n.		
St. L. & Cairo—See Mobile & Ohio.		
St. L. & Iron Mt.—See Mo. Pac.		
St. L. Kan. City & N.—See Wabash.		
St. L. Mer. Bridge Ter.—		
1st, 5s, 1930....A&O	111	113
Merch. Bridge, 6s, 1929....F&A	114	116
St. L. So.—See St. L. Alt. & T. H.		
St. Louis & San Francisco—		
2d, g, 6s, Class A, 1906....M&N	.....	112
2d, g., 6s, class B, 1906....M&N	.....	112
2d, g., 6s, class C, 1906....M&N	.....	112
1st M., P. C. & O., g., 6s, '19. F&A	.....	.....
Gen. mort., g., 6s, 1931....J&J	124	.....
Coll. tr., s. f., g., 6s, 1920...F&A	107	.....
Gen. mort., g., 5s, 1931....J&J	.....	112½
1st, trust, g., 5s, 1987....A&O	103	.....
Cons. g. 4s, 1996....J&J	82½	83½
1st g. 5s, Sw. Div., 1947....A&O	100	.....
Cent. Div., 1st, g, 4s, 1929. A&O	93	.....
Ft. S. & V. B. B., 1st, g. 6s, '10. A&O	105	.....
Kan. Mid. div. 1st, 4s....J&J	.....	.....
St. L. W. & W., g., 6s, 1919. M&S	105	.....
St. Louis Southwestern.—		
1st, g., 4s, 1989, certfs....M&N.	.....	89½
2d, g., cert., income 4s, 1989. J&J	61	61½
Grays Pt. Term. g. 5s, 1947..J&D	100	105
St. Paul & Duluth—See Nor. Pac.		
St. Paul Minn. & Manitoba—		
2d, now 1st, g. 6s, 1909....A&O	117	.....
Dak. ext., 1st 6s, g., 1910..M&N	118	.....
1st consol., g., 6s, 1933....J&J	141½	.....
1st con., red. to 4½s, g., 1933. J&J	116½	116⅞
Montana ext., 1st, 4s, 1937. J&D	104½	105½
Pacific ext., 1st, 4s, £, 1940. J&J	100	.....
Minn. Union 1st, 6s, 1922...J&J	124	.....
1st 5s, July, 1922....J&J	109	.....
Montana Cen., 1st, gd. g. 6s, 37 J&J	.....	134⅜
1st, guar., gold, 5s, 1937..J&J	117¼	.....
East. Minn. 1st. g., 5s, 1908. A&O	107½	.....
Nor. div. 1st, g., 4s, 1948. A&O	108	.....
Wil. & S. F. 1st, 5s, g., 1938. J&D	119	.....
Minn. & W. 1st g, 5s, 1911. J&J	.....	.....
St. P. & No. Pac.—See Nor. Pacific.		
St. P. & Sioux C.—See C. St. P. M. & O.		
San Ant. & Aran. Pass—See So. Pac.		
San Francisco & Nor. Pacific—		
1st, g., 5s, sink'g fund, 1919. J&J	.....	.....
San. Fr. & San Joaquin Valley—		
1st g. 5s, Oct. 1, 1940....A&O	120	.....
Santa Fe Prescott & Phœnix—		
1st M., 5s, g., 1942....M&S	100	105
Sault Ste. Marie Bridge—		
1st M., s. f., g., 5s, July 1, '37. J&J	100	.....
Sault Ste. Marie & Southwest.—		
See Chic. St. P. Minn. & Omaha.		
Savannah Florida & Western—		
1st M., g., 6s, 1934....A&O	121	.....
1st M., g., 5s, 1934....A&O	.....	112½
Cons. M., gold, 5s, 1943....M&N	.....	.....
St. J. Riv. Div., g., 4s, 1934..J&J	93	95½
Bruns. & West., 1st 4s, 1938. J&J	82	85
Scioto Val. & N. E.—See Nor. & W.		
Schenectady & Duanesburg—		
1st guar. 6s, 1924....M&S	116	.....
Seaboard Air Line—		
1st, g., 4s, 1950 (when issued)..	80	90
Seaboard & Roanoke—		
Debenture 6s, 1916.... ....F&A	105	107
1st mtg. 5s, 1926....J&J	108	108½
Shamokin Sunbury & Lewisburg.—		
1st, 5s, 1912....M&N	107	.....
2d, 6s, g., 1925....J&J	104	110
Sham. Val. & Potts.—		
7s, con., 1901....J&J	104½	.....
Shore Line—See N. Y. N. H. & H.		
Sierra Ry. of California—		
1st, g., 6s, 1937. ....A&O	111¼	.....
Silver Springs Ocala & Gulf—		
1st, g., 4s, 1918....J&J	89	91
Sioux C. & Pac.—See Chic. & N. W.		
Sodus Bay & S.—1st, 5s, g. 1924 J&J	100	.....
So. Car. & Ga.—1st, g., 5s, 1919 M&N	103¾	104¾
Aug. South. g, 5s, 1924....J&D	100	103
Sumter & Wat. Riv. 5s, g, '19. A&O	§101	104
Southern Indiana Ry.—		
1st, g., 5s, June 1, 1938....J&D	105	106½
Southern Pacific Co.—		
Coll. tr. 4s, Gen. Pac., 1949. J&D	82¾	83¼
Central Pacific—		
1st ref'd'g 4s, g., g'd, 1949..F&A	99½	99⅝
Mtg. 3½s, g., g'd., 1929..J&D	85½	85⅞
Gal. Har. & S. An. 6s, g., 1910 F&A	111½	113
2d mort., 7s, 1905....J&D	107	.....
Mex. & P. Div., 1st, 5s, '31. M&N	98½	100
Houston & Texas Central—		
1st, l. g., g., 5s, 1937....J&J	111¾	112¼
Consol., l. g., gold, 6s, 1912. A&O	111	112
Gen., gold, 4s, 1921....A&O	85	85½
Morgan's Louis'a. & Texas—		
1st g. 6s, 1920....J&J	122¾	.....
1st mort., 7s, 1918.... A&O	135	.....
N. Y. Tex. & Mex. 1st g 4s, '12. A&O	.....	.....
Oregon & Cal. 1st 5s, 1927...J&J	100	101½
S. Ant. & Ar. Pass. 1st g. gu, 4s. 1943	78¾	79

Bonds.	Bid.	Ask.
Southern Pacific Co.—(Con.)—		
Texas & N. O. 1st, 7s, 1905..F&A	112	116
Sabine Div., 1st, 6s, 1912. M&S	110	.....
Consol., gold, 5s, 1943....F&A	104	.....
South Pacific Arizona—		
1st. 6s, 1909-1910....J&J	113¾	114¼
Southern Pacific RR., Cal.—		
1st, g. 6s ser. A, Apr. 1, 1905, A&O	109⅝	.....
1st, g. 6s. ser. B, Oct. 1, 1905, A&O	110⅛	.....
1st, g. 6s. ser. C&D, 1906...A&O	111⅞	.....
1st, g. 6s, ser. E&F, Apr '12, A&O	119⅜	122½
1st con., g., 5s, gu., 1937. M&N	106	107½
1st con. g. 5s, stp'g 05-37. M&N	105½	106½
Aust. & Nor. 1st, 5s, g., '41. J&J	98	99
So. Pacific Br. 6s, 1937....A&O	129	131
So. Pac. Coast 1st, g., 4s, '37..J&J	78	81
So. Pac. N. M. 1st, 6s, 1911..J&J	116	117
No. Ry. of Cal., 1st 6s, g. gu, '07. J&J	115	.....
5s, gold, guar., 1938....A&O	117	.....
Gila Val. Globe & Northern—		
1st, g., 5s, Nov. 1, 1924..M&N	104	106
Southern—		
1st, consol., gold, 5s, 1994..J&J	111¾	111½
E. Tenn. reor. lien, 4-5s, 1938 M&S	111½	.....
1st Mem. div. g, 4-4½-5s, '96. J&J	109	.....
2d Mem. div, 5s, 1996....A&O	.....	.....
Alabama Central—		
1st g., 6s, 1918....J&J	110	.....
Atl. & Ch. Air-L. exten. 4s, '07. A&O	98	.....
1st, 7s, 1907....J&J	118¼	119¼
Atl. & Danv., 1st, g., 5s. 1950. J&J	102	.....
Atl. & Yad, 1st. gu. g. 4s. '49. A&O	95	.....
Atl. Tenn. & O.—1st, M. 6s, '13 A&O	110	.....
Char. Col. & Augusta—		
1st M., gold, ext. 5s, 1909..J&J	107	.....
2d M. 7s, 1910....A&O	.....	115
Col. & Green. 1st, 6s, 1916...J&J	118	.....
E. T. Va. & Ga. 1st 7s, July 1, '00	103	.....
Divisional g., 5s, 1930....J&J	117	119½
Consol., 1st, g., 5s, 1956..M&N	117½	.....
Ga. Mid. 1st, g., 3s, 1946...A&O	56	63
Ga. Pac. 1st, g., 6s, 1922....J&J	122½	124½
Ga. Pac. Ry. equip., 5s, g., 1904.	98	.....
Knoxv. & O. 1st, g., 6s, 1925. J&J	122	.....
Rich. & Dan. con., g., 6s, '15. J&J	122¾	.....
Equip., s. f., g., 5s, 1909..M&S	100	.....
Deb., 5s, stamped, 1927..A&O	103	109
Virginia Midland—		
Series A, 6s, 1906....M&S	.....	111
Series B, 6s, 1911....M&S	117	.....
Series C, 6s, 1916....M&S	118	.....
Series D, 4-5s, 1921....M&S	105	.....
Series E, 5s, 1926....M&S	111⅝	112
Series F, 5s, 1931....M&S	.....	.....
General, 5s, 1936....M&N	111	.....
Do guar., stamped M&N	110½	.....
Wash. O. & W., 1st, gu., 4s, '24. F&A	89	.....
W. No. Car., 1st con., g., 6s, '14. J&J	117	120
South & North Alabama — See Louisville & Nashville.		
Spartan U. & Col.—See Ashv. & Spar.		
Spokane Falls & Northern—		
1st, 6s, g., 1939....J&J	.....	.....
State Line & Sullivan—		
4½s, 1929....J&J	100	.....
Staten Island Railway—		
Gold, 4½s, 1943....J&D	100	105
Staten Island Rapid Transit—		
1st g., 6s, 1913....A&O	119	.....
Steub. & Ind.—See Penn. Co.		
Sumter & Water. R.—See S. C. & Ga.		
Sunbury Hazleton & W. B.—		
1st, 5s, May 1, 1928....M&N	107½	.....
2d mort., inc. 6s, 1938, coup. M&N	113	.....
Sunbury & Lew.—See Penn. RR		
Susp. Br. & Erie Junc.—See Erie.		
Syracuse Bing. & N. Y.—See D. L. & W.		
Syracuse Geneva & Corning—		
1st M., s. f., 7s, 1905....M&N	102	.....
2d 5s, Mar. 1, 1909....M&S	104	.....
Tebo. & Nesho.—See Mo. Kan. & T.		
Term'l RR. Association (St. Louis)		
1st, gold, 4½, 1939....A&O	110½	.....
1st, consol., gold, 5s, 1944..F&A	114	.....
St. Louis Br. 1st, g., 7s, '29..A&O	110½	.....
Terre Haute & Indiana—		
1st, 5s, g., 1925....J&J	105	.....
New con. 5s, g., 1925....J&J	100	.....
Terre Haute & Logansport—		
1st, gu., 6s, Jan. 1, 1910....J&J	110	.....
Texas Central—		
1st 5s, 1923....A&O	102	.....
Texas & New Orleans—See So. Pac.		
Texas & Pacific—		
East. Div., 1st, 6s, 1905....M&S	.....	105
1st, gold, 5s, 2000....J&D	114¾	115
2d, income, g., 5s, 2000. ....Mar	55	70
Toledo & Ohio Central—		
1st, 5s, g., 1935....J&J	112½	115
West Div., 1st, 5s, g., 1935. A&O	110	112
Gen. g., 5s, 1935....J&D	102	102½
Kana. & Mich., 1st, 4s, 1990. A&O	.....	89½
Toledo & Ohio Central Exten.—		
1st, 5s, g., 1938, certfs....M&N	.....	.....
1st g., 5s, guar., 1938....M&N	.....	.....
Marietta Minn., 1st, 6s, g., 1915.	.....	.....
Toledo Peoria & Western—		
1st, 4s, 1917....J&J	82	84
Tol. St. L. & K. C.—		
Tr. Co. ctfs., 1st, 6s, 1916....J&D	.....	129⅜
Tol. Walh. Val. & Ohio.—		
Gen., g., gu., 4½s, 1931, ser. A. J&J	.....	.....
Toronto Ham. & Buffalo—		
1st, g. 4s, July 1, 1946....J&D	90	100
Troy & West Troy Bridge—5s.....	107	108
Ulster & Delaware—		
Con., 5s, 1928....J&D	108	.....
United Cos., N. J.—		
6s, g, 1901....M&S	101½	.....
General, gold, 6s, 1908....M&S	116½	.....
General, gold, 4s, 1923....F&A	109½	.....
General, gold, 4s, 1929....M&S	109	.....
General, gold, 4s, 1944....M&S	112	.....
Union Pacific.—		
1st Ry. & l. g. 4s, g. 1947....J&J	106	.....
Oregon Railroad & Nav.—		
Or. Ry. & N. 1st, g., 6s, 1909. J&J	111	112
Cons., g., 4s, 1946....J&D	104¼	104½

§ Purchaser also pays accrued interest. ℓ In London. ‡ Last sale.

Bonds.	Bid.	Ask
Union Pacific—(Con.)—		
Oregon Short Line—		
1st, g., 6s, 1922 F&A	129	130
Utah & Nor., 1st, 7s, 1908 J&J	119	.....
Consol. gold, 5s, 1926 J&J	112	.....
1st consol. 5s, g., 1946 J&J	114¼	115
Utah Central—See Rio Gr. West.		
Utica & Bl. R.—See N. Y. C. & H.		
Valley (N. Y.)—See Del. L. & W.		
Verdig. Val. Ind. & W.—See Mo. Pac.		
Vermont & Massachusetts—		
Guar., 5s, 1903 M&N	§105	.....
Vermont Valley—		
1st, 5s, 1910 A&O	§112	.....
Virginia & Tenn.—See Norf. & W.		
Virginia Midland—See So. Ry.		
Vicks. Sh. & Pac.—		
1st 6s, g., Jan. 1, 1920 J&J	.....	35
6s, p. l., g., Nov. 1, 1915 M&N	104	.....
Wabash—		
1st, gold, 5s, 1939 M&N	115⅝	.....
2d, gold, 5s, 1939 F&A	102⅛	102½
Deb. mort., 6s, series A, 1939. J&J	.....	.....
Deb. mort., 6s, series B, 1939. J&J	37⅝	38
Det. & Ch. ext., 1st, g, 5s. 1941. J&J	111½	.....
Des M. div. 1st g. 4s, 1939 J&J	90	91
St. L. C. Bl. & Om.—1st, 6s, 1908.	100	.....
St. Louis Kan. City & North'n—		
St. Charles Bridge, 1st 6s, 1908	109	.....
Brunsw. & Chill., 6s, 1903. F&A	.....	.....
Waco & N.—See Hous. & Tex. Cen.		
Warren RR.—See D. L. & W.		
Washing'n Central—See Nor. Pac.		
Washington & Columbia River—		
1st, gold, 4s, 1935 J&J	85	95
Wash. O. & W.—See Southern Ry.		
West Jersey & Sea Shore—		
Consol. g. 4s, 1936 J&J	107	.....
Cons., 3½s, g., Ser. B, 1936. J&J	.....	101½
Cam. & At.—Con., 5s-6s, 1911. J&J	105	.....
W. Jersey consol. 6s, 1909. M&N	116	.....
W. J. & At., 1st M. 6s, 1910. M&S	106	.....
Western Maryland—		
Balt. & Harris., g., 5s, 1936. M&N	112	114
1st M. West. Ext. g. 5s, '38. M&N	100	.....
West. N. Y. & Penn.—		
1st, 5s, 1937 J&J	118	119½
Gen. mort., gold, 3-4s, 1943. A&O	88⅜	89
Income, gold, 5s, 1943 Nov. 1	29¾	.....
West. of Minn.—See Nor. Pacific.		
West. Nor. Car.—See Southern Ry.		
Western Pa.—		
1st mort., gold, 4s, 1928 J&D	111½	.....
Western Ry. Ala.—		
Cons. 4½s, g., gu. Oct., 1918. A&O	102	.....
West Shore—See N. Y. C. & H.		
West. Tr't—See N. Y. C. & H. R.		
West Va. & Pitts.—See B. & O.		
West Va. Cent. & Pitts.—		
1st, 6s, 1911 J&J	114¼	115
Wheeling Bridge & Term. Ry.—		
1st M. 6s, 1939 J&D	65	.....
2d M. 6s, 1940 M&S	.....	.....
Wheeling & L. Erie RR.—		
Lake Erie Div. 1st, g., 5s, '26. A&O	109	110
Wheel. Div. 1st, g., 5s, 1928. J&J	105	.....
Exten. & impt., g., 5s, 1930. F&A	.....	.....
1st cons., g., 4s, 1949 (w. i.). M&S	88	89
Wilkesb. & East. See N. Y. S & W.		
Wilkesbarre & Scranton—		
1st M., gold, gu., 4½s, 1938. M&N	.....	.....
Willmar & S. Falls—See St. P. M. & M.		
Wilm. Col. & Aug.—See Atl. Coast Line of S. C.		
Wilmington & Northern—		
1st, 5s, 1907-27 J&D	§102	.....
5s, gen. mort. g., 1932 Q-Aug	§104	.....
Wilmington & Weldon—See Atlantic Coast Line RR.		
Winona & St. P.—See Chic. & N. W.		
Wisconsin Central Company—		
1st mtg., g., 4s, 1949 J&J	90⅝	.....
Cons. 1st series, g., 5s, 1909 J&J	105	.....
Ch. Wis & Minn., 1st, 6s, '16. M&S	110	.....
Wisconsin & Michigan Ry.—		
1st M., g., 5s. Jan. 1, 1945 J&J	.....	.....
Wiscon. Val.—See C. M. & St. P.		
Worcester Nashua & Rochester—		
4s, Jan. 1, 1913 J&J	§107	.....
4s, Jan. 1, 1930 J&J	§.....	112½
4s, Oct. 1, 1934 A&O	§114½	.....

RAILROAD STOCKS.

	Par.	Bid.	Ask.
Ala. & Gt. South'n, A, pref.	£10	l 11½	12½
B, common	£10	l 2¾	3¼
Ala. N. O. T. & P. Junc., A, pref.	£10	l 2⅝	2⅞
B, deferred	£10	l ⅛	⅜
Alabama & Vicksburg	100	60	.....
Albany & Susquehanna	100	195	.....
Allegheny Valley, pref.	50	† 16¼	16½
Allegheny & Western	100	115	.....
Ann Arbor Ry. com.	100	16½	17¾
Pref.	100	42	44
Atchison Topeka & Santa Fe.	100	26¼	26⅜
Preferred	100	71½	71⅝
Atlantic 1st Leased lines, rent tr		l 103	106
Atlanta & Char. Air Line.	100	128½	.....
Atlanta & West Point	100	125	128
Atlantic Coast Line Co. of Ct.	100	220	225
Atlantic Coast Line RR	100	63½	.....
Preferred	100	100½	.....
Atlantic Coast Line.—A	100	70	73
Augusta & Savannah, leased.	100	110	112
Bald Eagle Valley	50	.....	.....
Balt. & Cumb. Val. Extension.	50	† 67½	72
Balt. & Ohio—			
Common, vot. tr. certfs.	100	76¼	76½
Preferred, vot. tr. certfs.	100	80⅛	80½
Beech Creek	50	102	.....
Boston & Albany	100	242	243
Boston & Lowell	100	243	244
Boston & Maine	100	.....	194
Bost. & N. Y. Air-Line, pref.	100	106	.....
Boston & Providence	100	300	.....
Boston Rev. Beach & Lynn.	100	72	75
Buffalo Roch. & Pittsburg	100	60	65
Pref.	100	105	109
Burl. Cedar Rap. & Northern.	100	124	127
Canada Southern	100	51⅜	52½
Canadian Pacific	100	94¾	95
Pref.	100	‡101	103
Catawissa, Com.	50	†.....	.....
1st pref.	50	† 55½	
2d pref.	50	† 55	55½
Cayuga & Susquehanna	30	200	220
Central Massachusetts	100	11½	.....
Pref.	100	.....	.....
Central of New Jersey	100	116	117½
Chartiers Railway	50	†.....	92
Chesapeake & Ohio	100	27½	27¾
Chicago & Alton Ry. (w. i.)	100	.....	.....
Preferred (w. i.)	100	.....	.....
Chicago Burl. & Quincy	100	128	128¼
Chicago & Eastern Illinois	100	97	100
Preferred	100	123½	127
Chicago Great Western—			
Common	100	12¼	12¼
4 p. c. deb.	100	85½	86
5 p. c., pref. A, div. in cash.	100	74½	76
4 p. c. preferred B.	100	35	36
Chic. Ind. & Louisville—			
Common	100	20	24
Preferred	100	51	53
Chicago Milw. & St. Paul.	100	116¾	117
Preferred	100	172½	173¼
Chicago & Northwestern.	100	163	165
Preferred	100	195	200
Chicago Rock Isl. & Pac.	100	107	107¼
Chicago St. Paul Minn. & O.	100	111	116
Pref.	100	170	180
Chic. Terminal Transfer Co.	100	12	13
Preferred.	100	35	36
Choctaw & Memphis	50	† 16	18
Preferred	50	† 34½	34¾
Choctaw Oklah. & Gulf certs.	50	† 30⅞	31½
Preferred	50	† 39¾	40½
Cincinnati Hamilton & Dayton.	100	.....	30
Preferred, A	100	95	98
Preferred, B	100	95	98
Preferred, Eagle	100	95	98
New 2d pref.	100	99	100¼
Cincinnati New Orleans & Texas Pacific	100	26	.....
Cin. Ports. & Va., common	100	15	.....
Preferred	100	75	.....
Cleveland Akron & Columbus.	100	a 13	.....
Cleveland Cincinnati Chicago & St. Louis	100	58¼	59½
Preferred	100	‡.....	106
Cleveland Lorain & Wheel'g.	100	24	27½
Preferred	100	64	67
Cleveland & Pitts.	50	188	190
Col. Midland vot. tr. certfs.	100	.....	.....
preferred vot. tr. certfs.	100	.....	.....
Colorado & Southern—			
Common, vot. trustee certfs.	100	6	6¼
1st preferred do.	100	42	43
2d preferred do.	100	16½	17
Columbus & Xenia	50	219¼	220
Concord & Montreal—			
Class I.	100	195	200
Class II.	100	195	200
Class III	100	195	200
Class IV.	100	.....	199
Concord & Portsmouth	100	205	210
Connecticut & Passumpsic.	100	160	.....
Connecticut River.	100	280	280¼
Danbury & Norwalk.	50	† 63½	.....
Dayton & Michigan, com.	50	84	85
Pref.	50	204	210
Delaware & Bound Brook.	100	175	.....
Delaware & Hudson.	100	x 111¾	113¾
Delaware Lack. & West.	50	177	177½
Denver & Rio Grande.	100	18¾	19¼
Pref.	100	68½	69
Denver & Southwestern.		42½	44
Preferred.		52½	54
Des Moines & Fort Dodge.	100	13½	14½
Pref.	100	100	115
Detroit Hills & S. W.	100	102	.....
Duluth South Shore & Atl.	100	4¼	5
Pref.	100	14⅝	15½
East Pennsylvania.	50	† 65	.....
Eastern New Hampshire, J&D.	100	120	125
Elmira & Williamsport.	50	†.....	.....
Pref.	50	†.....	77½
Erie—			
Common	100	11½	12¼
1st pref.	100	36¼	37
2d pref.	100	18	19
Erie & Pittsburg.	50	150	160
Evansville & Terre Haute.	50	47¼	50
Pref.	50	92	95
Fitchburg, common	100	.....	.....
Preferred.	100	131	133½
Florida Central & Peninsular.	100	a 12	.....
2d pref.	100	a 41	50
Ft. Wayne & Jackson—Com.	100	.....	.....
Preferred.	100	137	.....
Fort Worth & Den. C., stamped.		.....	.....
Fort Worth & Rio Grande.	100	15	17½
Georgia & Alabama—Com.	100	28	29
Preferred.	100	56	57
Georgia RR. & Banking Co.	100	210	212
Georgia South'n & Florida—			
Common	100	40	.....
First preferred.	100	92	94
Second preferred.	100	67½	72½
Grand River Valley.	100	125	.....
Great North'n Ry. Pref.	100	153½	155
Green Bay & Western.	100	.....	.....
Deb. certfs. A.	1000	.....	.....
Deb. certfs. B.	1000	‡.....	6⅛
Hartford & Conn. West.	100	40	.....
Harrisburg Ports. Mt. J. & Lan.	50	†.....	.....
Henderson Bridge.	100	102	105
Hocking Valley.	100	38	39
Preferred.	100	66	66¼
Huntingdon & Broad Top.	50	†.....	.....
Pref.	50	†.....	50
Illinois Central.	100	112	113
Leased lines.	100	102	104
Iowa Central.	100	18	18½
Pref.	100	48	50¼
Jackson Lans. & Sag.	100	85	.....
Joliet & Chicago.	100	180	.....
Kal. Allegan & Gr. Rapids.	100	145	.....
Kanawha & Michigan.	100	16	17
Kansas City Ft. Scott & Mem.	100	19	24
Preferred (contracts)	100	80	.....
Kansas City Ft. S. & G., pref.	100	47	50
Kan. C. Mem. & Bir.	100	14	16
Kan. City Southern.		.....	16
Preferred		.....	40
Kan. City St. L. & Chic.—			
Preferred.	100	145	.....
Kansas City Suburban Belt.	100	.....	.....
Keokuk & Des Moines.	100	3	5
Pref.	100	15	16
Keokuk & Western.	100	.....	.....
Kingston & Pembroke	50	.....	.....
1st pref.	50	.....	.....
Lake Erie & Western.	100	27½	29
Pref.	100	90	93
Lake Shore & Michigan South.	100	212½	.....
Lehigh Valley.	50	† 27	27¼
Pref.	50	†.....	.....
Little Miami.	50	219½	220½
Little Schuylkill.	50	†.....	.....
Long Island.	50	73	75
Louisiana & Mo. River, pref.	100	175	.....
Louisville Bridge Co.	100	120	125
Louisville & Nashville.	100	80¾	81
Lowell & Andover.	100	200	.....
Mahoning Coal Railroad.	50	150	200
Pref.	50	110	.....
Maine Central, quar.	100	158	160
Manchester & Lawrence.	100	2[illegible]9	265
Mexican Central	100	12¼	12¾
Mexican National tr. receipts.	100	3⅜	3½
Mexican Northern.	100	60	.....
Michigan Central.	100	108	.....
Mine Hill & Schy. Hav.	50	† 59	.....
Minneapolis & St. Louis Com.	100	62	62½
2d pref.	100	96	97
Minneapolis St. P. & S. Ste. M.	100	24	25
Preferred.	100	66	68
Missouri Kansas & Texas.	100	10½	11⅝
Preferred.	100	32½	34
Missouri Pacific.	100	54⅞	55
Mobile & Ohio, assented.	100	39	40
Morris & Essex.	50	187½	189½
Nashville Chat. & St. Louis.	100	48	55
Nashville & Decatur.	25	172	175
Nashua & Lowell, M&N.	100	263	270
Naugatuck.	100	257½	.....
Nesquehoning Valley.	50	† 54	.....
New England RR.—Common.	100	65	.....
Preferred.	100	.....	100
New Haven & Derby.	100	106½	.....
New Haven & Northampton.	100	106	.....
New York Central & Hud. Riv.	100	131½	132
Dividend payable in London.		l 133½	134½
New York Chicago & St. Louis.	100	11	13
1st preferred.	100	70	79
2d preferred.	100	[illegible]	35
New York & Harlem.	50	40	.....
New York Lackawanna & West.	100	13[illegible]	135
New York New Haven & Hart.	100	211	214
New York Ontario & Western.	100	21[illegible]	21¾
New York Phila. & Norfolk.	100	.....	.....
Norfolk & Southern.	100	.....	.....
Norfolk & Western Ry.	100	35¼	35¾
Adjust., preferred.	100	.....	79
North Carolina.	100	150	.....
Northern Central.	50	† 87	88
Northeastern, S. C.	50	† 40	.....
Northern, N. H.	100	164	170
Northern RR. of N. J.	100	95	99
Northern Pacific vot'g tr. certs.	100	60⅞	61⅛
Preferred voting tr. certs.	100	75¾	75⅞
North Pennsylvania.	50	106	.....
Norwich & Worcester.	100	220	.....
Old Colony.	100	.....	208
Ontario & Quebec.	100	l 150	155
Oswego & Syracuse.	50	200	.....
Pacific Coast Co.—See Miscell.			
Pawtuxet Valley Railroad.	100	175	.....
Pennsylvania Railroad.	50	130	130½
Penn. & Northwestern.	50	† 24	.....
Peoria & Bureau Valley	100	200	210
Peoria Decatur & Evansville.	100	2¼	2½
Peoria & Eastern.	100	6	7½
Pere Marquette RR.	100	24¼	24⅞
Pref.	100	56[illegible]	58
Philadelphia & Erie.	50	†.....	.....
Phila German. & Norristown.	50	†153	.....
Pittsburg Bess. & L. Erie.	50	† 20½	21
Pittsb. Cin. Chic. & St. Louis.	100	59	65
Pref.	100	83	85
Pittsb. Ft. W. & Chic.	100	187	190
Special.	100	188	.....
Pittsburg & Lake Erie.	50	†.....	.....
Pittsb. McKeesport & Yough.	50	137	.....
Pitts. Shawmut & Northern.	100	29	30
Pittsburg & Western, pref.	50	9	12
Prov. & Worcester.	100	291	.....
Providence Warren & B.	100	132	.....
Quincy RR. Bridge Co.	100	204	210
Raleigh & Gaston.	100	90	.....
Reading Company—			
Voting tr. certs.	50	16¾	17⅛
1st pref., voting tr. certs.	50	56	56¼
2d pref., voting tr. certs.	50	28	28½
Rensselaer & Saratoga.	100	195	200
Richmond Fred. & Potomac—			
Common.	100	200	.....
Dividend obligations.	100	200	215
6 per cent guarant'd.	100	180	.....
7 per cent guarant'd.	100	190	.....
Rich. & P. & R. F. & P. Connect.	70	110	.....
Rio Grande Southern.	100	10	20
Rio Grande Western.	100	59	59½
Pref.	100	87½	89
Rock Island & Peoria.	100	108	112

§ Purchaser also pays accrued interest. † Price per share not per cent. ‡ Sale price. l In London. x Ex-dividend. a In Amsterdam.

Stocks.	Par.	Bid.	Ask
Rome & Clinton	100	120	....
Rome Watertown & Og	100	133	.....
Rutland, Common	100	5	10
Pref.	100	60	65
St. Jos. & Gd. Isl. vot. tr. certs.	100	5	6
1st pref. vot. tr. certs.	100	37	45
2d pref. vot. tr. certs.	100	12 1/2	15 1/2
St. Louis Bridge, 1st pref.	100	ℓ 115	122
2d pref.	100	ℓ 55	60
St. L. & S. Fr., vot. tr. certs.	100	10	10 1/4
1st pref., voting tr. certs.	100	68	72
2d pref., voting tr. certs.	100	33 1/2	34
St. Louis Southwestern	100	11	12
Pref.	100	26 1/4	27
St. Paul & Duluth	100	58	82
Preferred	100	103 3/8	.....
Seaboard Air Line Ry. (w. i.)		10 1/4	11
Preferred (wh. iss.)		30	31
Loan certificates		118	123
Greater Seaboard certificates		116	118
Seaboard & Roanoke, com.	100	200	.....
South Carolina & Georgia	100	.....	.....
Southern Pacific Co.	100	34 1/2	34 5/8
Southern Ry. (vot. trust certs.)	100	12 1/8	12 3/8
Preferred do.	100	54 3/4	55 1/8
Southwestern of Georgia	100	110	112
Spuyten Duyvil & Port Morris.	100	.....	.....
Staten Island Ry.	75	25	50
Sunbury & Lewistown	50	†	.....
Syracuse Bingh. & N. Y.	100	160	.....
Texas & Pacific	100	16 1/4	16 3/4
Toledo & Ohio Central	100	25	.....
Preferred	100	45	.....
Toledo Peoria & Western	100	9	.....
Troy & Greenbush	50	150	.....
Tunnel Rail. of St. Louis	100	ℓ 115	122
Union Pacific—Common	100	54 5/8	54 3/4
Preferred	100	74	74 1/4
United New Jersey RR. & Coal Company	100	272 1/2	273 1/2
Utica & Black River, guar.	100	180	.....
Utica Chen. & Susq. Valley	100	150	.....
Valley RR. (N. Y.)	100	130	135
Vermont & Massachusetts	100	170	172 1/2
Wabash Railroad	100	8	8 1/2
Pref.	100	20 3/4	21
Warren, N. J.	50	180	.....
West Jersey & Sea Shore—Com.	50	† 64	65
Western Maryland	50	† 3	.....
Western N. Y. & Penn	50	† 8 3/4	9
Trust certificates.		.....	.....
West Virginia Cent. & Pitts.	100	.....	.....
Wheeling & Lake Erie com.	100	9	9 1/8
1st preferred	100	49 7/8	53
2d preferred	100	25 7/8	26 1/4
Wilmington & Weldon	100	315	325
Wisconsin Central Co.—			
Ccommon, vot. tr. certs	100	15	16 1/4
Preferred, vot. tr. certs	100	46	48
Wor. Nash. & Roch.	100	.....	.....

† Prices per share not per cent. ℓ In London.

STREET RAILWAY SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices—that is, the purchaser does *not* pay accrued interest in addition

Bonds.	Bid.	Ask.
STREET R'WAY BONDS.		
ALBANY, N. Y.—		
United Traction Co.—		
Albany Ry, con. M, 5s, g, 1930. J&J	§ 117 1/2	119 1/2
Gen. g. 5s, 1947. J&D	§ 117	.....
W. Turnp. & RR, 1st, g, 6s, '19. M&N	§ 125	127 1/2
2d g'd 6s, 1919. M&N	§ 123	127
Troy Ry., 5s, g., 1492. A&O	§ 116 1/2	.....
AKRON, O.—		
Northern Ohio—		
Consol. g. 5s., July, 1919. J&J	89	90
Akron Bed. & Clev. g. 5s, '15, M&S	§ 102	105
Consol. g. 5s., Oct., 1918. A&O	89	90
ALLENTOWN, PA.—		
Lehigh Valley Traction—		
1st gold, 4s, 1929. J&D	§ 90	92 1/2
ATLANTA, GA.—		
Atlanta Consolidated Str. Ry.—		
1st cons. g. 5s, 1939 opt. 1904. J&J	‡	106
AUGUSTA, GA.—		
Augusta Ry. & Electric Co.—		
1st g. 5s., 1916, opt. J&J	95	.....
BALLSTON SPA, N. Y.—		
Ballston Term., 5s, g., 1926. J&D	.....	.....
BALTIMORE, MD.—		
Balt. Trac. Co., 1st M., 5s, 1929, M&N	115	.....
No. Balt. Div., 1st. g. 5s, 1942. J&D	119	120
Exten. & imp., 6s, g., 1901, M&S	102	.....
Conv. g. 5s, 1906. M&N	102 1/2	102 3/4
Balt. City Pas. 1st, 5s, g., 1911, M&N	109 1/2	.....
Cent. Ry., con. M., g., 5s, 1932, M&N	118	120
Exten. & imp. 5s, 1932. M&S	.....	.....
City & Su., 1st, M., 5s, g., 1922, J&D	116	117
Lake Ro. El., 1st, g., 5s, 1942. M&S	117 3/8	117 3/4
B. C. & Ell. Mills, 5s, g., g'd, 1916. J&J	107	109
United Rys. & Electric Co.—		
1st consol., g., 4s, 1949. M&S	96 1/8	96 1/4
Incomes, g., 4s, 1929-1949. J&D	73	73 1/4
BINGHAMTON, N. Y.—		
Binghamton Railroad—		
Mort. g. 5s., 1923. J&J	§ 102	105
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
1st mtg. g. 5s., 1920. J&J	98	100
BOSTON, MASS.—		
Lynn & Bost., 1st, 5s. g., 1924. J&D	§ 113 ‡	113 3/8
East Middlesex 5s, 1918. M&S	§ 110	111
Naumkeag, 1st 5s, 1906. J&D	§ 105	.....
Con. 5s, 1910. J&J	§ 106	.....
West End, deb., 5s, g., 1902, M&N	§ 103	.....
Debenture, 4 1/2s, g., 1914. M&S	§ 111	.....
Gold 4s, 1916. M&N	§ 107	108
Gold 4s, Feb. 1, 1917. F&A	§ 107	.....
Boston con. 5s, Jan., 1907. J&J	§ 109	.....
Cambridge, 1st m., 5s, 1903, A&O.	§ 104 1/4	.....
Charles Riv., 1st m., 5s, 1904, A&O	§ 105 3/4 ‡	106 1/8
Highl'd, non-con. pl. 5s, 1902, M&N	§ 102	.....
Metropolitan, plain 5s, 1903, J&D	§ 105	.....
Middlesex, plain 5s, July '04, J&J.	§ 106 1/4	.....
South Boston, plain 5s, 1905. M&N	§ 107 1/2	.....
South Shore & Boston—		
1st con. ref'd'g g. 5s, Aug. 1, 1919	§	110 1/4
BRIDGEPORT, CONN.—		
Bridgep. Trac, 1st, 5s, g., 1923, J&J	§ 108	112
BROCKTON, MASS.—		
Brock. Bridgwater & Taunton—		
1st., g. 5s, Aug. 1, 1917. F&A	§	108
BROOKLYN, N. Y.—		
Atlantic Ave., gen. M., 5s, 1909, A&O	§ 107	116
Consol. M., 5s, g., 1931. A&O	114	116
Imp. M., 5s, g., 1934. J&J	98	100
Brooklyn City—1st, 5s, 1941. J&J	114	116
Brooklyn Cross. 5s, 1908. J&J	107	107 1/2
Grand St. & New. 5s, 1906. A&O	104	.....
BROOKLYN, N. Y.—(Concluded)		
Brooklyn City—(Cont'd)—		
Calv. C. Gr'p't & B. 6s, 1907. J&D	.....	.....
Gr'p't & Lor. St. 6s, 1910 M&N	108	.....
W'ms'g & Flatb'h ex. 4 1/2s, '41 F&A	107	.....
Bklyn Bath & W. E., gen. 5s, '33. A&O	101 1/2	102 1/2
B'k'n C. & New., 1st con. 5s, '39, J&J	115	117
Brooklyn Queens Co. & Sub.—		
1st cons. g., guar., 5s, 1941. M&N	.....	100
Bklyn Rap. Transit—5s, g., '45. A&O	104 1/4	105
Brooklyn Union Elevated—		
1st 4-5s, Feb. 1, 1950. F&A	93	93 3/4
Coney Isl. & Brooklyn 1st 5s. 1903	102	103
Kings Co. El. 1st 4s, Aug. 1, 1949.	82	83
Nassau Electric—1st, 5s, 1944. A&O	109	112
1st g. 4s, 1948. J&J	90 1/4	91
BUFFALO, N. Y.—		
Buff. Bell. & Lan., 5s., 1927. J&D	§ 103	.....
Buff. Ry., 1st con. M., 5s, g., '31, F&A	§ 116	117 1/2
Deb. g. 6s., 1917. A&O	§ 106	110
Buff. & Niag. Falls Elec. Ry—		
1st M. 5s, g., 1935. J&J	§ 106 1/2	110
2d mtg. g. 5s., 1921. J&J	§ 104	.....
Buffalo Trac.—1st g. 5s., 1948. J&J	§ 108 1/2	112
Crosst'n St. Ry. 1st, 5s, g. 1932, M&N	§ 114	115
CAMDEN, N. J.—		
Cam. & Trenton, 5s, g., 1929. M&N	95	96
CHARLESTON, S. C.—		
Charleston Consol. Ry., Gas & Elec. Co. consol. g. 5s, 1999. M&S	96	98
Charleston City Ry.—		
1st mort., g., 5s, 1923. J&J	104 1/2	105
CHESTER, PA.—		
Chester Trac., 1st g, 5s, 1911. M&N	.....	103
CHICAGO, ILL.—		
Chicago City Railway—		
1st, 4 1/2s, opt. at 60 days. J&J	§ 100 3/8	100 1/2
Chic & Harlem 1st 5s, 1939. M&N	§ 103 1/2	104
Cicero & Prov. St., 1st 6s, '04. M&N	§ 105	106
Consolidated 5s, g., 1915. M&N	§	108
Lake St. El. deb. 5s, g. g'd, 1928. J&J	§ 91 1/2	92 1/2
Income deb. 5s, 1928. Feb. 1	§ 30 1/2	.....
Metropolitan West Side "L"—		
1st g. 4s, 1938. F&A.	§ 97	97 1/4
No. Chic. St. RR., 1st, 5s, 1906, J&J	§ 105	.....
1st 5s, 1909. J&J	§ 107	108
No. Ch. City Cons. 4 1/2s, 1927. M&N	§ 107 1/4	.....
Nor'western El., 1st 5s., 1940. J&J	§ 101 3/4	102
South Side "L"—1st 4 1/2, 1907. J&J	§ 103	105
Union El. (Loop) 5s, g., 1945. A&O	§ 108	108 1/2
West Chicago Street RR.—		
1st, 5s, 1928. M&N	§ 110	111
Consol. g. 5s, Nov. 1, 1936. M&N	§ 102 1/2	103 1/4
Debenture 6s, 1914. J&D	§ 100 1/2	101
W. C. St. Tun., 1st, 5s, g'd, '09, F&A	§	107
Ch. W. Div. Ry., 1st, 4 1/2s, '32, J&J	§ 107	.....
Chic. Pass. Ry., con. 5s, 1936. J&D	§	105 1/2
Ogden St., 6s, 1916. M&N	113	114
CINCINNATI, O.—		
Cin. & Hamilton, 6s, g., 1918. J&J	§ 106	107
Cin. New. & Cov., 5s, g., 1922. J&J	§ 114 1/4	115
So. Cov. & Cin., 1st M., 6s, '12, M&S	§ 121 1/2	122 1/2
2d cons. M., 6s, g., 1932. J&J	§ 135	138
Newport & Dayton, 1st, 6s, 1917	§ 115	120 1/2
Cincinnati Street Ry.—		
Mt. Aub. Cable 1st 5s, 1907. J&D	§ 108 3/4	109 1/4
Mt. A. & Ed'n Pk., 1st 6s, Oct., 1900	§	103
1st M., 6s, 1905. A&O	§ 107 3/4	109
Consol. M., 5s, 1906. M&S	§	109 1/4
CLEVELAND, O.—		
Cleveland Berea Elyria & Ober.—		
Clev. & Berea, g., 6s, '02-12. J&J	§ 101	102
Clev. & Elyria, g., 6s, '05-15. M&N	§ 107	107 1/2
Elyria & Ober., g., 6s, '07-17. F&A	§ 107	107 1/2
Cleve. & Chagrin Falls Elec. RR.—		
1st g. 6s, May 1, 1916. M&N	§ 100	102
Cleveland Electric—		
Consol. M., 5s, gold, 1913. M&S	§ 106	107
Br'klyn St., 1st M., 6s, 1903. M&S	§ 102	103
Cleveland Electric—		
East Clev., 1st, M., 5s, 1910. M&S	§ 106	107
CLEVELAND, OHIO—(Conc'd.		
Cleveland Electric—(Cont'd.)		
So. Side St. Ry., 6s, 1903. M&S	§ 102	103
Cleveland City Ry. Co.—		
Cl. City Cable, 1st, 5s, g., '09, J&J	§ 104	106
Clev. Pains. & E.—1st, g., 5s, A&O	§ 102	105
Consol. 5s, 1918. A&O	§ 89	91
Lorain & Cleve. g. 5s, 1917-27. J&J	§ 101	102
COLUMBUS O.—		
Col. Con. St. Ry., 1st, g. 5s, g. '09. J&J	105	.....
Col. St. Ry., cons., 5s, g., 1932, J&J	110	112
Crosst'n St., 1st, 5s, g., 1933, J&D	110	112
DANBURY, CONN.—		
Danbury & Bethel St. Ry.—		
1st g. 5s, 1914. M&N	104	.....
DENVER, COL.—		
Consol. Tram. con. g. 5s, 1933. A&O	88	90
Denver Tram., 1st, 6s, g., '08, J&J	104	.....
6s, g., consol., 1910. J&J	103	.....
Metropolitan g. 6s, 1911. J&J	104	.....
DETROIT, MICH.—		
Det. Citizens', 1st 5s, 1901. A&O	§	100
Con. Mort., 5s, 1905. J&J	§ 98	100
Det. Sub. Ry., 1st, 5s, 1902. M&N	§	100
Highland Park, 1st, 5s, 1908. J&J	§ 100	102
Detroit Ry.—1st, 5s, g, 1912-24. J&D	§	103
Detroit Ypsilanti & Ann Arbor—		
1st g. 6s, Nov. 1, 1917. M&N	§	112
Cons. g. 6s, Feb. 1, 1924. F&A	§	103
Detroit Pt. Huron & L. S. 5s, 1930	.....	.....
Rapid Ry. 1st 5s, g., 1915. M&S	100	105
EASTON, PA.—		
Easton Consolidated Electric Co.—		
Coll., tr., g 5s, 1949. M&N	96	98
Easton Palmer & Beth. St. Ry.		
1st g. 5s, Jan., 1919. J&J	§	103 1/2
HALIFAX, CANADA.—		
Halifax Elec. Tram. Co.—		
1st M., g., 5s, Jan. 1, 1916. J&J	§	‡ 105
HARTFORD, CONN.—		
Hart. Man. & Rock., 5s, 1924. A&O	§ 106	.....
Hartf. St. Ry., deb., 5s, 1914. A&O	§ 100	.....
H. & W'thersfield, deb. 5s, '08. M&S	§ 102	.....
East Hartford & Glas.—		
Deb., 5s, 1927 (Con. Dec. 1, 1900)	115	.....
HOBOKEN, N. J.—		
J. C. Hoboken & Paterson Ry.—		
4s, g., Nov. 1, 1949. M&N	79 1/2	80 1/2
North Hudson Co. Ry. Co.—		
1st M., 6s, 1914. J&J	119	.....
Con. M., 5s, 1928. J&J	109	.....
Paterson Ry.—Con. 6s, g., 1931 J&D	115	120
INDIANAPOLIS, IND.—		
Citizens' St. RR., con. 5s, g., '33, M&N	105 1/2	106 1/2
Indianapolis St. Ry. Gen. 4s. 1933	75	77
JERSEY CITY, N. J.—See Newark		
KANSAS CITY, MO.—		
Central Electric g. 5s, 1914. M&N	99	100
Grand Ave. Cable, 5s, g., 1908, J&J	§ 104	105 1/2
K. C. Elev. Ry. Co., 4s, g'd, '22. J&J	§ 89	91
G't'd 6s, 1922. J&J	§ 110	120
K. C. Cable exten. 5s, g., 1901 A&O	§ 100 1/2	101 1/2
Met., Corrigan iss., 5s, July, '16, J&J	§ 106	109
Met. St. Ry., 5s, g., Sept., 1909, M&S	§ 104	106
Cons. 5s, g. May 1, 1910. M&N	§ 103	104
LEXINGTON, KY.—		
Lexington Railway Co.—		
1st g. 5s, June 1, 1949. J&D	§ 101 1/2	102 1/2
LOCKPORT, N. Y.—		
Buff. & Lockport Street Ry.—		
1st g. 5s, July 1, 1938. J&J	§ 105	107
LONG ISLAND CITY, N. Y.—		
Steinway Ry.—1st M. g. 6s, '22. J&J	§ 115 1/2	116 1/2

§ Purchaser also pays accrued interest.

Bonds.	Bid.	Ask.
LONG BRANCH, N. J.—		
Atlantic Coast Electric RR.—		
1st, g., 5s, 1945.....M&N	§100	105
General mortgage,5s, 1946. J&J	75	80
LOS ANGELES, CAL.—		
Los Ang. Ry., 5s, g., 1938.....A&O	104¼	104½
Los Ang. Pacific RR., 5s, 1928.J&D	102½	.....
Los Ang. & Pasa.—5s, g. 1928 J&J	.....	102½
Los Ang. Trac., 1st 6s, 1915..M&N	.....	112
1st g., 5s, 1938 .....J&D	.....	100
LOUISVILLE, KY.—		
Cent. Pass. Ry., 1st, 6s, 1908, M&N	§115	.....
Louisv. Ry., con.M.,5s,g.,1930,J&J	§119	120
2d mtg. 4½s, 1940.....	§108	109
Louisv. City Ry., con.,6s,1909,J&J	116	.....
LOWELL, MASS.—		
Lowell & Suburban Street Ry.—		
1st mortgage, 5s, 1911 .....J&D	§106	.....
MEMPHIS, TENN.—		
Citizens' St. RR. 1st g. 6s, '16.J&J	122	123
MERIDEN, CONN.—		
Meriden El. RR. 1st, 5s, 1911.A&O	§110	.....
Con. M., g., 5s, 1924.....J&J	§111	.....
Mer. Southington & Compounce—		
1st g. 5s, 1928, Opt., 1903..J&J	§104	.....
MILWAUKEE, WIS.—		
Milw. City RR., 1st, 5s, g., '08, J&D	§106	109
Mil. Electric Ry. & Light—		
Consol., g., 5s .1926.....F&A	§104½	106½
Mil. Light, Heat & Traction—		
5s, guar., 1929.....M&N	§ 99½	102
W. Side St. Ry., 1st M., 5s, g., '09, J&J	§107	109
MINNEAPOLIS, MINN.—		
Twin City Rapid Transit Co.—		
Minn. St. R., 7s g., '10. Opt. M&N	§105	.....
Con., 5s, g., 1919.....J&J	§110	110½
Cons. 6s, g., Nov. 1, 1913. M&N	§115	118
St. Paul City Railway—		
1st g. 6s, 1931..... .....A&O	§120	.....
Con., 5s, g., 1937 .....J&J	§112	114
1st M., 6s, g., 1934.....A&O	§120	.....
MOBILE, ALA.—		
Mobile Light & Railway—		
1st g. 5s, 1937.....J&D	92	94
Mobile Street RR.—		
1st, g. 6s, 1923..... .....M&N	100	113
NASHVILLE, TENN.—		
Nashville Railway—		
1st consol. g., 5s, Feb. 1, 1950. F&A	§.....	100
Nashv. St. Ry., 5s, 1925....J&J	100	102
Edgefield St. RR. Con. 6s, '19..J&J	110	115
McGavock & Mt. V.—		
Summer St., 1st M., 6s, 1926, J&J	114	117
2d series, 6s, 1937.....J&J	117	120
2d M., 6s, 1919.....A&O	100	102
NEWARK, N. J.—		
Cons. Trac. of N. J., 1st 5s, '33, J&D	108	109
Newark Passenger Railway—		
New. & Bloomf. St., 6s, 1901, F&A	§100	.....
Orange & New., 1st, 6s, 1905, A&O	§108	.....
New. Pass., cons., 5s, g., 1930, J&J	§117	118
Essex Pass. Ry., 6s, 1905..M&N	§108	.....
Nor. Jersey St. Ry. 4s, 1948. M&N	§ 87	88
Rap. Tr. St. Ry., 1st M. 5s, g., '21, A&O	§109	.....
NEW BEDFORD, MASS.—		
New Bed. Middleboro & Brockton		
1st, g. 5s, Jan. 1, 1920.....J&J	§107	108
Union St. Ry.—Con. 5s, g. 1914. J&J	105	.....
NEW BRITAIN, CONN.—		
Central Ry. & Electric Co.—		
1st mort. 5s, Dec. 1, 1923...J&D	§104	.....
NEW HAVEN, CONN.—		
N. H. & Centrev., 1st, 5s, g. '33, M&S	§112	.....
New Hav. St. Ry., 1st, 5s, g., '13, M&S	§111	.....
Edgew. Div. 1st, g., 5s, 1914, J&D	§111	.....
Winchester Ave., 5s, g., 1912. M&N	§111	.....
NEW ORLEANS, LA.—		
Canal & Claib.—1st, g., 6s, '46. M&N	128	131
N. O. City RR.—Gen. g. 4-5s, 1943	107¼	107½
1st, 6s, 1903.....J&D	108	...
N. O. City & Lake, 1st, 5s, g. '43. J&J	114½	114⅞
Power-house g., 6s, 1917.....J&D	107½	.....
N. O. & Car.—Cons. g., 5s.... J&J	113¼	114¼
Orleans RR. Co., 1st 6s, 1912 M&N	116½	118
2d 6s, 1912.....J&J	108½	114
NEW YORK, N. Y.—		
Bleecker St. & F. F. 1st g. 4s, '50. J&J	§100	101
Cent. Crosstown, 1st, 6s, 1922, M&N	§125	130
Cen. P'k N. E. Riv., con., 7s, '02, J&D	106	107
Christ. & 10th Sts. ext. 4s, '18. A&O	.....	.....
Dry Dock E. B'way & Battery—		
1st, 5s, gold, 1932.....J&D	115	117
Cert. indebt., 5s, 1914.....F&A	97	99
Eighth Av., cert. indeb., 6s, '14, F&A	105	109
42d St. M. & St. N., 1st, 6s, '10, M&S	112	113
2d M., inc., 6s, Jan., 1915.....	99	99½
Manhattan Elevated—		
Consol., 4s, gold, 1990 .....A&O	100¼	100⅝
Met. El., 1st, 6s, 1908.....J&J	115⅝	116⅝
Metropolitan Street Ry. Co.—		
Gen. M. coll. tr., g., 5s, 1997. F&A	118	118¾
Bway & 7th Ave. 5s, 1904..J&D	104	105
2d M., 5s, 1914.....J&J	110	112
Con. M., 5s, g., 1943.....J&D	123	.....
B'way Surf. RR., 1st, 5s, '24, J&J	§115	117
2d, 5s, 1905.....J&J	§104	105
Col. & 9th Av., 1st, g. 5s, 1993, M&S	123½	125
Lex. Av. & P. F'y, 1st, 5s, g. '93, M&S	123¾	125
34th St. Cr'st'n, 1st 5s, 1996..A&O	.....	.....
Second Avenue 1st 5s, 1909. M&N	107½	108½
Consol. 5s, gold, 1948..... F&A	§118½	120

Bonds.	Bid.	Ask.
NEW YORK, N. Y.—(Concl'd.)—		
Third Ave. 1st, 5s, g., 1937....J&J	124	125¾
28th & 29th St. 1st g. 5s, 1996. A&O	§113	114
Twenty-third St.—Deb. 5s, '06. J&J	106	108
Union Ry.—1st, 5s, g., 1942....F&A	112	114
South. Boulev'd—5s, g., 1945. J&J	§112	114
Westches. Elec., 1st, 5s, g., '43, J&J	§112	114
NIAGARA FALLS, N. Y.—		
Niagara Falls & Suspen. Bridge—		
1st, g., 6s, July 1, 1903.....J&J	§103	.....
NORFOLK, VA.—		
Norfolk Railway & Light—		
Norfolk St. cons., g., 5s, 1944. J&J	110¼	111
1st cons. g., s. f., 5s, 1949...M&N	§ 99	100
NORWALK, CONN.—		
Norwalk Tramway—		
1st, mtg., g., 5s, 1923.....M&S	§ 97	100
NORWICH, CONN.—		
Norwich Street Ry.—		
1st g. 5s, 1923.....A&O	§103	105
OAKLAND, CAL.—		
Oakland Transit Co.—		
Consol. g. 6s, July 7, 1918..J&J	117½	120
OMAHA, NEB.—		
Omaha St. Ry.—5s, g., 1914..M&N	§102	105
PATERSON, N. J.—See Hoboken.		
PHILADELPHIA, PA.—		
Elec. & People's, 4s, tr. certfs.....	98½	99
People's Traction Co.—		
P. P. Ry., stk. tr. ctfs., 4s, g. '43, F&A	108	.....
West Phila 6s, 1906.....A&O	.....	.....
PITTSBURG, PA.—		
Central Trac., 1st, 5s, 1929....J&J	112½	.....
Citizens' Trac., 1st, 5s, 1927, A&O	115	.....
Duquesne Trac., 1st, 5s, 1930, J&J	116	120
Feder'l St. & P. V., gen., 5s, g., '42, J&J	112	.....
Monongahela St. Ry. 5s, g., '28. J&D	115	.....
Penn St. Ry., 1st M., 5s, 1922, J&D	102	103
Pitts. Alle. & M., gen. M., 5s, '30, A&O	111	.....
Pitts. & Bir. Tr., gen., 5s, g., '29, M&N	111	112
Pittsb. Trac. Co., 1st, 5s, 1927, A&O	117	.....
The Second Av. Tr. g. 5s, '34. J&D	118	.....
United Traction 5s, 1997 .....J&J	114½	116
West End Tr.—Cons. 5s, 1938. J & J	114	114½
PORTLAND, ME.		
Portland RR.—		
1st, g. 4½, May 1, 1913....M&N	§109	110
Port. & Cape Eliz. Ry.—		
1st M., g., 5s, Nov. 1, 1915. M&N	§112	115
PROVIDENCE, R. I.—		
United Tr. & El., 1st, 5s, g., '33, M&S	§113½	114
READING, PA.—		
Reading Traction, 6s, 1933. .J&J	115	.....
City Pass. Ry., 1st M., 5s, 1909, A&O	105	.....
Read & Womels., 1st, 5s, g., 1925.	105	.....
United Traction g. 5s, 1926...J&J	.....	.....
RICHMOND, VA.—		
Rich. Ry. & Elec., 1st 5s, g., 1920	.....	.....
Rich. Traction, 1st 5s, g., 1925. J&J	103	106
ROCHESTER, N. Y.—		
Rochester Railway—		
Con. M., 5s, g., 1930.....A&O	107	108
2d, 5s, g., 1933.....J&D	86	88
Debent. 6s, g., Mar. 1, 1911. M&S	100	.....
ST. LOUIS, MO.—		
Baden & St. L., 1st, 5s, g., 1913, J&J	100	102
Cass Av. & Fair Gds., 1st. 5s, '12, J&J	102	104
Citizens' RR., 1st, 6s, 1907....J&J	110	112
Jefferson Ave., 1st 5s, 1905. M&N	103	104
Lindell Ry. 5s, 1st, gold, 1911. F&A	107½	108½
Comp. H. & M. Ter., 6s, g., '13. J&J	117	118
Taylor Ave., 6s, g., 1913.....J&J	117	118
Missouri RR., 1st, 5s, 1906....M&S	105	106
St. L. (B'way line) 5s, 1900-10 M&N	100	101
St. L. & E. St. L., 1st M., 6s, 1905, J&J	100	102
St. L. & Sub., 1st, 5s, g., 1921, F&A	104	105
St. L. Cab. & W., 1st M., 6s, '14, M&N	117	119
St. L. & Meramack, 6s, g., '16, M&N	114	115
Southern Elec. Cons., 6s, 1904. M&N	106½	108½
Cons. 6s, 1914.....M&N	116	118
Gen., g., 5s, 1916.....F&A	105	106
Union Depot Cons., 6s, 1910. A&O	100	101
Con., 6s, g., 1918.....J&D	122½	123½
M'd City RR., 1st, 6s, g., '00-10, J&J	100	102
United Railways of St. Louis—		
Gen. 4s, 1934.....J&J	§ 86¾	87¼
ST. PAUL, MINN.—See Minneapolis.		
SAN FRANCISCO, CAL.—		
Cal. St. Cable RR., 1st, 5s, g., '15, J&J	119	.....
Ferries & Cliff, 6s, 1914.....M&S	116	.....
Geary St. Pk. & O., 1st, 5s, 1921, A&O	.....	99
Market Street Railway Co.—		
Market St. Cab., 1st, 6s, g., '13, J&J	127	.....
1st cons. mort. 5s, 1924....M&S	118¼	.....
Omnibus Cable, 1st, 6s, 1918, A&O	127½	.....
Park & Ocean, 1st, 6s, 1914, J&J	115	.....
Park & Cliff Ho., 1st, 6s, 1912, J&J	104½	.....
Powell St. RR., 1st, 6s, 1912, M&S	120	.....
SCRANTON, PA.—		
Scran. & Carbon. Tr., 1st, 6s, '23, J&J	§107	110
Scran. & Pittston, 1st, 6s, 1923, A&O	§109	.....
Scran. Traction, 1st, 6s, g., '32. M&N	118	120
Scran. Ry., 1st con. 5s, g., 1932. J&J	105	107
SIOUX CITY, IOWA—		
Sioux City Traction Co.—		
1st, g. 5s, July 1, 1919.....J&J	§.....	103½

Stocks.	Bid.	Ask
SYRACUSE, N. Y.—		
Syracuse Rapid Transit Ry—		
1st mtg. g. 5s. 1946.....M&S	94½	97½
East Side Traction—		
1st, g., g'd. 5s, 1930.....	§.....	.....
TAUNTON, MASS.—		
Taunton St. Ry.—1st M. 5s, '14. J&J	§.....	105
Taun. & Brockton, 1st, g., 5s, 1917.	§.....	105
TOLEDO, O.—		
Tol. Cons. St. Ry.—Cons., 5s, '09 J&J	§103½	104
Tol. Trac., cons., g., 5s, 1909, J&J.	§103¾	104
TRENTON, N. J.—		
Trenton Street Railway—		
Consol. g. 5s, July 1, 1938..J&J	107	109
TROY N. Y.—See Albany.		
WASHINGTON, D. C.—		
Anacostia & Poto'c 5s, g., '48..A&O	.....	.....
Capital Tr. 4s, 1903-1920....A&O	106½	107
City & Suburb., 5s, g., 1948..F&A	105	105¼
Columbia St., 1st M., 6s, 1914. A&O	123	127
Exten. g.. 5s. 1914.....A&O	111¾	112½
Metropolitan 1st, g., 5s, 1925. F&A	119¾	121
Certif. of Indebt. A, 1906..A&O	108	112
Certif. of Indebt. B, 1907 ..J&D	108	112
Washington Tract. & Elect. Co.—		
1st coll. tr. gold 4½s, 1949..J&D	.....	.....
WATERBURY, CONN.—		
Waterbury Traction Co.—		
1st, g., 5s, 1923.....M&N	§104	.....
WILKES-BARRE, PA.—		
Wilkes. & Wyom. Val. Trac.—		
1st, g., 5s, 1921.....A&O	108	115
WILMINGTON, DEL.		
Wilmington & Chester Trac.—		
Coll. tr. g. 5s, 1918.....A&O	§103	105
WORCESTER, MASS.—		
Worcester Consolidated St. Ry.—		
North End 5s, 1915.....F&A	§100	.....
Wor. & Clinton, 1st, g., 5s, 1918. J&J	§108	108½
Wor. & Marlboro 1st, 5s, 1916.....	§104	.....
Wor. & Suburb., g., 5s, 1915. M&N	§100	.....
STREET R'Y STOCKS.		
AKRON, O.— Par.		
Northern Ohio Traction Com..100	17½	20
Preferred.....100	89	90
ALBANY, N. Y.—		
United Traction.....100	124	125
AUGUSTA, GA.—		
Augusta Ry. & Electric.....100	.....	.....
BALTIMORE, MD.—		
United Rys. & Elec. Co.—Com..50	† 16	16⅛
BIRMINGHAM, ALA.—		
Birmingham Ry. & Electric Co.—		
Common.....100	20	25
Preferred.....100	30	45
BOSTON, MASS.—		
Boston Elevated RR.....100	139	140
Mass. Electric Companies.....100	23	24
Preferred.....100	x 76½	77
West End Street Ry., com.....50	† 91½	92
Preferred, 8 per cent.....50	†113	.....
BROOKLYN, N. Y.—		
Brooklyn City RR.....10	228	230
Brooklyn Rapid Tran. vot. tr. certs.	71¼	71½
Coney Island & Brooklyn RR.100	325	330
Nassau Electric Co., pref.....100	75	80
BUFFALO, N. Y.—		
Buffalo Ry.....100	100	.....
International Trac.—Trust rec'pts.	.....	107
CHICAGO, ILL.—		
Chicago City Ry.....100	250	253
Chic. Consolidated Traction...100	.....	.....
Chicago Union Traction 100	17¾	17⅞
Preferred.....100	65	67½
Chicago West Div. Ry., guar..100	.....	.....
Lake Street Elevated.....100	9½	9⅞
Trust certificates.....100	8⅞	.....
Metrop. West Side El. Tr. cert..100	30½	31½
Preferred.....100	76	77½
North Chicago Street RR.....100	210	215
North Western El. Tr. rec'ts, com.	20	24
Preferred.....	.....	60
South Side Elevated.....100	94½	94¾
Union Elevated RR.....100	91	92
West Chicago Street RR.....100	105	106
CINCINNATI, O.—		
Cincinnati New. & Covington.100	75½	76½
Cincinnati Street Ry.....50	126¼	126½
CLEVELAND, O.—		
Cleve. Berea Elyria & Oberlin.100	70	75
Cleve. & Chagrin Falls 100	30	35
Cleveland City Ry.....100	101¾	102
Cleveland Electric Ry.....100	84	85
Lorain & Cleveland.....100	59	65
COLUMBUS, O.—		
Columbus Railway—Common..100	24	25½
Preferred.....100	83½	85½
DAYTON, OHIO—		
City Railway, common 100	140	145
Preferred.....100	170	.....
DETROIT, MICH.—		
Detroit Citizens' Street Ry.....100	100½	.....
Fort Wayne & Belle Isle.....100	175	.....
Wyandotte & Detroit River....100	100	110

§ Purchaser also pays accrued interest. ‡ Last sale. † Prices per share not per cent. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
HALIFAX, CANADA—			
Halifax Elec. Tramway Co.	100	91	95
HARTFORD, CONN.—			
Hartford Street Ry.	100	150	.....
HOBOKEN, N. J.—			
Jersey C. Hoboken & Paterson.		17	18
HOLYOKE, MASS.—			
Holyoke Street Ry.	100	210	212½
INDIANAPOLIS, IND.—			
Indianapolis Str. Ry. Co.	50	† 20	23
JERSEY CITY, N. J.—See Newark.			
KANSAS CITY, MO.—			
Metropolitan Street Ry.	100	100	101
LOUISVILLE, KY.—			
Louisville Ry., com.	100	80	81
Preferred	100	110	111
MINNEAPOLIS, MINN.—			
Twin City Rapid Transit.	100	61	63
Preferred	100	.....	141
MONTREAL, CAN.—			
Montreal Street Ry.	50	253	254
NASHVILLE, TENN.—			
Nashville Street Ry.	100	60	.....
NEWARK, N. J.—			
Consolidated Traction of N. J.	100	58	59
North Jersey Street Ry.	100	26½	27½
Rapid Transit St. Ry. Co.	100	240	250
NEW BEDFORD, MASS.—			
Union Str. Ry. Co.	100	.....	180
NEW HAVEN, CONN.—			
Fairhaven & Westville RR.	25	† 40	.....
New England Str. Ry.	25	†.....	18
Winchester Ave. RR.	25	† 47	.....
NEW ORLEANS, LA.—			
N. O. & Carrollton.	100	160	164
New Orleans City RR.—			
Common		22	22⅜
Preferred		98¼	99
Orleans RR.	50	† 59½	54
St. Charles Street.	50	† 57¼	59

Stocks.	Par.	Bid.	Ask.
NEW YORK, N. Y.—			
Bleecker St. & Fulton Ferry	100	33	36
Broadway & 7th Ave., guar.	100	235	.....
Central Crosstown, 7 per cent.	100	270	300
Cent. Park North & East Riv.	100	199	.....
Christopher & Tenth Streets.	100	175	180
Dry D. E. B'way & Bat., 6 p. c.	100	100	125
Eighth Ave.	100	375	425
42d St. & Grand St. Ferry	100	395	400
42d St. M. & St. N. Ave.	100	50	65
Manhattan Consolidated	100	90¼	90⅞
Metropolitan Street RR.	100	156	157
Ninth Ave., guar., 6 per cent.	100	198	203
Second Ave.	100	200	202
Sixth Ave.	100	203	210
Third Ave.	100	113	114
Twenty-third St., guar.	100	400	405
NORFOLK, VA.—			
Norfolk Ry. & Light.		13	14
Norfolk Street Railroad	100	.....	.....
NORTHAMPTON, MASS.—			
Northampton Street Ry.	100	170	180
PHILADELPHIA, PA.—			
Amer. Railways Co. ($7½ pd.)	50	†.....	‡ 6⅞
Citizens' Passenger, guar.	50	‡.....	148½
Continental Pass. Ry. ($29 p'd)	50	†151	.....
Fairmount Pk. & Haddington.	50	† 74½	.....
Frankford & Southwark Pass.	50	†449	.....
Germantown Passenger.	50	†148	.....
Green & Coates Sts. ($15 p'd)	50	†150	.....
Hestonnville M. & F.	50	† 47	.....
Preferred	50	† 73½	.....
Lehigh Ave. Ry. ($30 paid)	50	†.....	.....
Phila. City Pass. Ry. ($23¾ p'd)	50	†.....	.....
Phila. & Gray's Ferry ($25 p'd)	50	†100	.....
Philadelphia Traction	50	†.....	.....
Railways Company, General	5	†.....	‡ 2⅛
Ridge Ave. Passenger ($28 p'd)	50	†300	.....
2d & 3d Sts. Ry., guar.	50	†300	.....
13th & 15th Sts. Pass. Ry.	50	†305	.....
Union Passenger ($30 5-6 paid)	50	†241½	245
Union Traction ($17½ p'd)	50	† 37⅞	38
United Power & Trans. ($15 p'd)	25	† 30	30⅛
West Phila. Passenger, guar.	50	†256	.....
PITTSBURG, PA.—			
Allegheny Traction.	50	† 54	56
Citizens' Traction.	50	† 72¼	73
Consolidated Traction, com.	50	† 25⅞	26¼
Preferred	50	† 63⅛	64
Monongahela Str. Ry.	50	†.....	.....

Stocks.	Par	Bid.	Ask.
PITTSBURG, PA.—(Concluded.)			
Pittsburg & Birmingham Tr.	50	† 41	.....
Pleasant Valley	25	† 27½	28
United Traction, com.	50	† 12	15½
Preferred	50	† 51½	51¾
West End, common	50	† 25	27½
PROVIDENCE, R. I.—			
United Traction & Electric	100	108	110
READING, PA.—			
Reading Traction.	50	† 25	.....
City Passenger Ry.	50	†145	..
East Reading Electric Ry.	50	† 75	90
RICHMOND, VA.—			
Richmond Traction Ry.	100	88	90
ROCHESTER, N. Y.—			
Rochester Street Ry.	100	16	17½
ST. LOUIS, MO.—			
St. L. & E. St. L. E. R.	100	150	200
St. Louis & Suburban Ry.	100	65	67
United Railways of St. Louis—			
Common		20¼	21½
Preferred		69¾	70¾
ST. PAUL, MINN.—See Minneapolis.			
SAN FRANCISCO, CAL.—			
Cal. St. Cable RR.	100	121½	123
Geary St. Park & Ocean RR.	100	50	..
Market Street Ry.	100	62½	62¾
Presidio & Ferries RR.	100	16	.....
SCRANTON, PA.—			
Scranton Railway Co.	50	† 25	30
SPRINGFIELD, MASS.—			
Springfield Street Ry.	100	215	220
TORONTO, CANADA.—			
Toronto, Ry.	100	98½	99
WASHINGTON, D. C.—			
Capital Traction Co.	100	103¼	103⅜
Scrip.		106¼	.....
City & Suburban	50	†.....	38
Georgetown & Tenallytown	50	† 20	.....
WORCESTER, MASS.—			
Worcester Traction.	100	29½	31
Preferred	100	105	.....

† Prices per share not per cent. x Ex-dividend.

STATE AND MUNICIPAL BONDS.

Prices marked (*) are flat prices—that is, the purchaser does not pay accrued interest in addition. *In all other cases accrued interest must be added to the price.*

The figures in the column "*to net*" indicate the basis on which the securities sell or the interest rate which the securities if held to maturity, will net to the purchaser at the present market price.

It should be borne in mind that municipal bonds are not subject to such decided fluctuations in value as are securities which form a basis for speculation

Bonds.	Bid.	Ask.	To Net.
ALABAMA			
5s, July 1, '06, J&J, Class B.	110½	.....	....
4-5s, J'y 1, '06, J&J, Class A.	110¾	.....	....
4s, July 1, '06, J&J, Class C.	105	106	....
4s, Cur'ncy, f'dg, 1920. J&J	110½	111½	....
Barbour County -4½s, g., Ref'd'g, July 1, '29. July 1	.....	.....	4·10
Birmingham—			
6s, Improv., 1919,..M&S	.....	.....	4·90
6s, Refund., 1923...F&A	.....	.....	4·90
5s, Improv. 1919-20 M&S	.....	.....	4·75
Jefferson Co.—6s, 1927 J&D	.....	.....	4·50
6s, Oct. 1, 1921 .....A&O	.....	.....	4·50
6s, Dec. 1, 1917.....J&D	.....	.....	4·50
5s, July 15, 1920....J&J	.....	.....	4⅜
Madison Co.—5s, 1929. J&J	.....	.....	4·35
5s, Jan., 1919..... J&J	.....	.....	4·35
Mobile—4s-5s, Wharf., 1906	104	105	....
4s-5s, Plain, 1906.....	105	106	....
4½s, Wat. & Sew., '39. J&J	.....	.....	4·10
Mobile Co.—8s, Feb, '09 F&A	130	.....	....
6s, Mar., 1908.....M&S	115	117	....
5s, June, 1911.....J&D	112	114	....
Montgomery—			
6s, 1918.....J&J	.....	.....	4½
6s, Sts., sch., &c., '21...J&J	.....	.....	4½
6s, July 1, 1924.....J&J	.....	.....	4½
5s, Jan. 1, 1907.....J&J	.....	.....	4
4½s, Water, 1928...A&O	.....	.....	4
Montgomery Co.—			
5s. 1935..... A&O	.....	.....	4¼
Troy—6s, 1925.....M&S	.....	.....	5½
ARIZONA			
7s, Insane As., J'ly, '05. Jan.	.....	.....	4
6s, F'nding, Jan., 1913. Jan.	.....	.....	4
5s, F'dg, J'ly 15, '12-'42. J&J	.....	.....	3·75
5s, Funding, 1916-46...J&J	.....	.....	3·75
5s, Bldg. 1918-1948...J&D	.....	.....	3·75
Cochise County—			
7s, June, 1906.....	.....	110	5·10
Prescott—			
5s, Water.....1947	.....	.....	4½
ARKANSAS			
Bentonville—6s, 1916. M&S	.....	.....	5½
Helena—			
6s, Funding, 1904....J&J	95	.....	....
Phillips Co.—			
6s, Funding, 1919...J&J	.....	.....	5·15
CALIFORNIA			
4s, Dock, Jan. 1, 1912. J&J	.....	.....	3·10

Bonds.	Bid.	Ask.	To Net.
Ferndale—			
5s, Sewer, Nov. 1900 to '39	.....	.....	4·25
Lakeport—			
5s, Water, Jan. '01 to '39	.....	.....	4·25
Los Angeles—			
7s, g., Sch., Aug. 15, 1904	.....	.....	3·75
6s, July 1, 1906.....J&J	.....	.....	3·75
5s, Oct., 1901.....	.....	102¾	3·50
4½s, Sch, Oct., '00 to 1936	.....	.....	3·50
4s, g., 1938 ..... J&J	.....	.....	3·50
3¾s, g. Sc., 1900 to '39. M-N	.....	.....	3·50
Oakland—8s, 1905....Q—J	.....	.....	4⅛
Redwood City—			
5½s, Water, Jan., '01-'40	.....	.....	4·00
Sacramento—6s, 1903..Jan	.....	.....	4¼
4½s, Jan., 1904.....J&J	.....	.....	4¼
4s, Jan., 1908.....J&J	.....	.....	4
San Francisco—			
6s, April 1, 1904....A&O	.....	.....	3·25
Ukiah—5s, g., Light, June 26. 1900-1929.....J. 26	.....	.....	4·50
Visalia—6s, g., 1901-1910..	.....	.....	4·25
Woodland—			
5s, Oct., 1927-1929.....	.....	.....	4·00
CANADA.			
4s, Dom., Nov. 1, 1903. M&N	104	.....	....
Guelph—5s, 1910.....J&D	109	111	....
5s, £, Ry. deb., 1917..J&D	114	115	....
5s, Cons. debt deb, '20. J&J	116	117	....
Montreal—			
4s, May 1, 1925.....M&N	109	.....	....
4s, reg., May, 1927. M&N	109	.....	....
4s, May 1, 1933....M&N	110	.....	....
3½s, 1939.....	102	.....	....
New Brunswick, Prov. of—			
4s, Apl. 16, 1921 A. 16 O. 16	110	111	....
4s, July 3, 1930...J. 3 J. 3	113	114	....
4s, Jan. 1, 1902-32....J&J	101	102	....
4s, Feb. 15, '02-32. F&A. *15*	.....	.....	....
Nova Scotia, Prov. of—			
4s, July 1, 1919.....J&J	110	.....	....
4s, Jan. 1, 1920.....J&J	110	.....	....
4s, May 1, 1920....M&N	110	.....	....
Ottawa, City 5s, 1908. J&D	110	.....	....
5s, Sch., Dec. 30, 1909. J&D	110	.....	....
Quebec, City 4½s, 1914. J&J	108	.....	....
4½s, 1922.....J&J	111	.....	....
Prov. 5s, 1908.....M&N	113	.....	....
Toronto—			
4s, Imp., Apr. 1, 1905. J&J	101	.....	....
4s, do 1910. J&J	104	.....	....
4s, Mar. 31, 1911....J&J	104	.....	....
4s, Apr. 1, 1916.....J&J	106	.....	....

Bonds.	Bid.	Ask.	To Net.
COLORADO			
4s, Jan. 1, 1907.....	.....	.....	3·40
3½s, Jan. 1, 1905.....	.....	.....	3·30
Bent Co.—5s, Ref., 1909-'19	.....	.....	4·30
Colorado Springs—			
6s, July 1, 1905.....J&J	.....	.....	3¾
5s, Water, 1906-1911....	.....	107⅜	3⅝
4½s, Nov. 15, 1907-1912.	.....	105⅞	3⅝
4s, Water, 1909-'14..M&S	.....	.....	3·50
4s, Ref'g., 1914-'29...M&S	.....	.....	3·50
Denver 6s, 1905..... J&J	.....	.....	5¼
6s, Viaduct, 1908 to 1912.	.....	.....	5⅛
5s, July 1, 1901-1906 J&J	.....	.....	3·70
4s, Sew., July 1, '03. J&J	.....	.....	3·50
4s, Nov. 1, 1908....M&N	.....	.....	3·50
Florence—6s, 1909-1914...	.....	.....	4·50
Glenwood Springs—			
5s, May, 191[illegible]-1929.....	.....	105½	4·50
Gr. Junct'n—6s, g., 1907-12	.....	.....	5¾
Gunnison Co.—4s, 1909-'19	.....	91½	4·70
Jefferson Co.—7s, Sch., '06.	.....	.....	6
Lamar—			
5s, Ref'd'g, Oct., 1914-'29	.....	105·63	4·50
La Plata County—			
4½s, Ref., Jan. '10-'20. J&J	100	.....	....
Manitou—			
5s, Nov., 1914-1929.....	.....	107·13	4·38
Prowers Co. 5s, Jan. '12-'22	.....	107	4·25
Pueblo—6s, 1906.....J&D	.....	113	4¼
6s, Water, June, 1914....	115	122½	4¼
4½s, Refdg, 1907-17. M&S	.....	.....	4
Pueblo Co.—5s, 1907-1915.	101	103	4¼
Rio Grande Co—			
5s, Aug. 1, 1909-'19. F&A	.....	104	....
4s, Aug. 1, 1909-19. F&A	.....	100	....
Trinidad—			
5s, Ref'd'g, g., '04-'14 A&O	.....	104·30	4
5s, g., Wat'r, 1907-12. A&O	.....	106¼	4·00
CONNECTICUT			
3½s, War loan, 1903...J&J	101	102	....
3s, War loan, Oct. 1910. A&O	97	.....	....
Bridgeport—			
5s, Municip, July '08. J&J	.....	.....	3·15
4½s C'rt H., J'ly '18. J&J	.....	.....	3·15
4s, Corp., July 1919. J&J	.....	.....	3·15
Bristol—4s, Sch., 1904. J&J	101	.....	....
4s, F'nd'g, July 1, '27. J&J	109	.....	....
Danbury—4s, 1927 to 1939	112	.....	....
Derby—4s, 1914.....J&J	106	.....	....
Enfield—4s, 1920.....M&N	108	.....	....
3½s, g. Park, J., 1926 J&J	101	.....	....
Greenwich—4s, 1913.....	104	.....	....

* Flat price.

Bonds.	Bid.	Ask.	To Net.
Hartford—			
4s, Reservoir,'08-'18 J&J	106	107	....
4s, g., F'd'ng, 1918..J&J	112	113	....
3½s, Sewer, 1921....J&D	106	107	....
3½s g.,Cap.Ref'g.,'22 J&J	106¼	107¼	....
3½s, Park, 1926.....J&J	107	108	....
3½s, g., Jan. 1, 1938.J&J	108	109½	....
3½s, Police, Jan.,'23..J&J	106¼	107½	....
3s, T'n (untax.) 1909.J&J	99	.....	....
Hartford School Districts—			
4s, Arsenal, 1917.....J&D	109	.....	....
4s, 2d North, 1924....J&J	111	.....	....
4s, South, 1925.....M&N	111½	.....	....
4s, South, 1927.....	112	.....	....
Meriden—4s, May, 1902....	100½	.....	....
4s, Water,'01 to '10.M&N	103	.....	....
Middletown—4s, 1915.J&J	108	.....	....
New Britain—4s, 1908.J&J	104	.....	....
4s, July 1, 1927.....F&A	.....	115⅞	3·15
3½s,R'd'g.,J'ly 1,'24.J&J	105	107·45	3·08
New Britain (Town)—			
3½s,School,1914-29.F&A	.....	104·70	3·10
New Canaan—3½s '29.M&S	103	106	....
New Haven—7s,Oct.'01 A&O	.....	.....	3·15
4s, Lib'ry, Jan.1,'19.J&J	112½	113½	3·10
4s, Sch. D.,'09 to '20.F&A	107	108	3·10
4s, School, 1928.....F&A	116	117½	3·10
3½s, July,1909-'39..J&D	.....	.....	3·10
New Haven (Town)—			
4s, Park, July 1, '15.J&J	.....	.....	3⅛
3½s, F'd'g, J'ly 1,'09.J&J	.....	.....	3⅛
3½s, A.L. RR., 1929.J&J	.....	.....	3⅛
3½s, Park, Jan.1,'40.J&J	.....	.....	3⅛
New London—			
4s,School, June 1924 J&J	112	.....	....
3½s, Sewer, July '11.J&J	101½	.....	....
Norwalk—4s, g., Water,'35.	115	.....	....
4s, g., Mu., May, '35.J&J	115	.....	....
3½s, Funding, 1918.A&O	.....	.....	3·25
3½s, 1919 to 1929.....	.....	.....	3·25
Sou. Norwalk—4s.'13.M&S	107	.....	....
Wallingford—4s, '27...J&J	111	.....	....
3½s,Sch.D.'01 to '19.M&N	.....	.....	3·30
Waterbury—			
4½s, Water, 1905.....J&J	105	.....	....
4s, Water, July,1910.J&J	.....	107⅝	3·15
4s, School. 1927 to 1946..	.....	.....	3·20
3½s, 1905-1914.....J&J	.....	.....	3·20
Willimantic—4s,'10-25.A&O	107	.....	....
4s, Water, 1924.....	.....	.....	3·25
Windham.—4s, Apr.1,1925.	.....	.....	3·30
DELAWARE			
6s, School, July, 1906.July	.....	.....	3·40
3½s, Hospital impt. June 1, 1906-1915.....J&J	.....	.....	3·40
3s, June 1, 1907 .....J&D	.....	.....	3·45
Newcastle Co.—			
4s, Ref'd'g, 1910 to 1924	.....	.....	3·45
3½s, 1914 to 1920....J&J	.....	.....	3·45
Wilmington—			
6s, July, 1900 to 1908 J&J	.....	.....	3·45
4½s,St.&sew.,Ap.'22 A&O	.....	.....	3·45
4s, S.&S., Oct.,1925.A&O	.....	.....	3·45
DIST. OF COLUMBIA			
7s, Water Stock, 1901.J&J	.....	.....	3·10
6s, 30-yr. Fd., g., '02..M&N	.....	.....	3·10
3·65s, "Fnd.,"cur.,'24.F&A	121	.....	....
FLORIDA			
7s, Jan. 1, 1901.....Jan. 1	.....	.....	3·25
6s, g., Jan. 1, 1903.....J&J	.....	.....	3·25
Bartow—6s, May, '14.M&N	.....	.....	5
Duval Co.—6s, 1932...J&J	.....	.....	5
5½s, 1912-32 .....M&N	.....	.....	5
Jacksonville—			
5s,g.,Improv.,May 15,'24	.....	.....	4·75
Key West—			
6s, Water, 1905-25..J&J	.....	.....	5·25
St. Augustine—			
5s,Wat. & Fdg.,'27.M&N.	.....	.....	4⅝
Tampa—6s, g., 1920...J&J	.....	.....	5
5s,g ,R.,June1,1929.J&D	.....	.....	4¼
West Tampa—6s, g., improvement, 1923....M&S	.....	.....	5·40
GEORGIA			
4½s, ref'g, 1900-1916..J&J	.....	.....	3·05
4½s, Act of 1884-1915.J&J	.....	.....	3·05
4½s, 1922.....J&J	.....	.....	3·05
4s, July 1, 1926.....J&J	.....	.....	3·05
3½s, May 1, 1915....M&N	.....	.....	3·05
3½s, Jan., 1930.....J&J	.....	.....	3·05
Albany—6s,g.,1921.Jan. 15	.....	.....	4·25
Atlanta—			
8s, July, 1902.....J&J	.....	.....	3·50
7s, Water, Jan. 1904.J&J	.....	.....	3·50
6s, Capitol, Jan. '14.J&J	.....	.....	3·50
5s, Red., Sept., 1915..J&J	.....	.....	3·50
4½s, Red., July 1916..J&J	.....	.....	3·50
4½s, Water, 1922 ....J&J	.....	.....	3·50
4s, Water, Jan.,1923.J&J	.....	.....	3·50
4s, g.,Ref'd'g, 1928..J&J	.....	.....	3·50
Athens—5s, 1922.....M&N	.....	.....	3·75
5s, Water, Nov. 1901 M&N	.....	.....	3·75
Augusta—7s, 1903....J&J	.....	.....	3⅝
6s, 1915..... .....F&A	.....	.....	3⅝
6s, 1904.....J&J	.....	.....	3⅝
6s, 1905.....J&J	.....	.....	3⅝
5s, 1921.....M&N	.....	.....	3⅝
5s, 1919.....F&A	.....	.....	3⅝
4½s, 1916 .....A&O	.....	.....	3⅝
4½s, Red.,Apr.1,'26.A&O	.....	.....	3⅝
4s, 1927.....A&O	.....	.....	3⅝
3½s, Mar., 1928.....M&S	.....	.....	3·50
Chatham Co.—			
5s,Ct. H., 1900-1919.J&J	.....	.....	4
Columbus.—5s,1909...J&J	* 107	.....	....
4½s, 1927.....J&J	* 107	.....	....
Greensboro—			
6s, 1919 to 1921 .....J-J	* 107	109	....
Macon— 6s, Jan. 1910.Q-J	118	119	....
5s, Market, Jan. '18..Q-J	.....	.....	4·00
4½s, 1926 .....Q-J	* 108	.....	....
Rome—5s,F'd.,Jan.,'12.J&J	* 106	.....	....
4½s, 1926.....J&J	* 101	.....	....
4s, Sewer, 1907-20...J&J	.....	.....	4⅝

Bonds.	Bid.	Ask.	To Net.
Savannah—5s, 1909....Q-F	* 112	114	....
5s, 1913.....Q-J	* 112½	114½	....
Summerville—			
5s, g., Nov. 1, 1927.M&N	* 108	109	....
Waycross—			
5s,g.,sew'r&F'd'g,'30 J&J	.....	113½	4·20
IDAHO			
6s, 1905.....J&J	.....	.....	3·35
5s, 1905-1915.....J&J	.....	.....	3·35
Kootenai Co.—			
6s, g., Fdg.,'07-'8-'12.J&J	.....	.....	5¼
Mountain Home—			
8s, Sch., Jan. 1904-08 Jan	.....	.....	6
Nez Perce Co—			
6s, g., Ref. 1915.....	.....	.....	6
ILLINOIS			
Charleston—			
5s, Ref'd'g, 1900 to 1915	.....	.....	4
4½s, July 1, 1917.....	.....	.....	4
Chicago—			
6s,Imp.,Dec.31,1900 to '03	.....	.....	4
5s, Hyde P. water,'04.J&J	.....	.....	3·25
5s, Town of Lake, water, Apr.1,1901 to 1902.J&J	.....	.....	3·30
4½s, Sew., Jly 1,1900.J&J	.....	.....	3·25
4s, City, 1901.....J&J	.....	.....	3·20
4s, T'n of L., wat.,'07 J&J	.....	.....	3·25
4s,g.,River Imp.,1914 J-J	.....	.....	3·15
4s, g., Ref'd'g, 1915..J&J	.....	.....	3·15
4s, W'ld's Fair, 1921.J&J	.....	.....	3·25
3-65s, Water, J'ly'02.J&J	.....	.....	3·15
3½s, Water, July'09.J&J	.....	.....	3·10
3½s, g., Oct. 1, 1918.A&O	.....	.....	3·10
3½s, g., July 1, 1919.J&J	.....	.....	3·10
Chicago Heights—			
6s, 1914.....M&S	.....	.....	4·25
Chicago Sanitary Dist.—			
5s,Nov.1,1900 to'07 M&N	.....	.....	3·50
5s, July 1, 1904.....J&J	.....	.....	3·50
5s, Jan. 1, 1907. ...J&J	.....	.....	3·50
5s, July 1,1911-12...J&J	.....	.....	3·50
4½s,Jan.1,1901 to'15 J&J	.....	.....	3·50
4½s, Jan. 1, 1910....J&J	.....	.....	3·50
4½s, Jan. 1, 1915....J&J	.....	.....	3·50
3½s, June 30, 1918..J&D	.....	.....	3·25
Cook Co.—			
4½s,g.,Rf'd'g,'00 to'19 J&J	.....	.....	3⅛
4s, Ref.,1901 to '20.M&N	.....	.....	3⅛
DeKalb—5s, Oct. 1, 1910..	.....	....	3·75
E. St. Louis 5s, 1908.J&D	.....	.....	3·50
Evanston—5s,1901.....	.....	.....	3⅜
5s, May 1, 1912.....	.....	.....	3·25
Hillsboro—6s, 1900 to 1902	.....	.....	4·50
Jacksonville—			
4s, Ref'g, 1902 to '19.J&J	.....	.....	3·25
Macoupin Co.—4½s,'03 J&J	.....	.....	3⅜
Moline—4s, Sch., 1914-19..	.....	.....	3·50
Momence—			
5s, Rfdg., 1907-1917.....	.....	.....	4
Morgan Co.—4s, 1907.Opt	.....	.....	4
Peoria, 4½s, Nov. 1, 1915..	.....	.....	3·50
Peoria Twp.—5s,1910.J&D	.....	.....	3·62
Quincy—5s,1902. .....Sept	.....	.....	3·62
4½s, Ref., July, 1908.J'ly	.....	.....	3·62
4s, Ref., 1911 to '17.J'ly 1	.....	.....	3·62
Rockford—5s, 1903-4.....	.....	.....	3·50
4½s, City, Mch., '07.M&S	.....	.....	3·50
Tazewell Co.—			
4s, July, 1901-10, July 1.	.....	.....	3·25
West Chic.—5s,1910...J&J	.....	.....	4
White County—			
4½s, Ref'g, 1904-'18.J&J	.....	.....	3·75
Wilmette—5s, 1900 to 1902	.....	.....	4·00
INDIANA			
3½s, Fund'g, 1910-15.M&N	.....	.....	3·00
3s, June 18, '99-1909.J&D	.....	.....	3·00
Adams Co.—			
4½s,T. Rd.,1901-19.M&N	.....	.....	4·00
Allen Co.—			
3½s, Nov. 1, 1919..M&N	.....	.....	3·20
Bartholomew Co.—			
5s, Nov., 1900 to 1908...	.....	.....	3·70
Cannelton—6s, Refunding, 1901 to 1910.....M&N	.....	.....	4
Cicero—5s, Oct. 1, 1910....	.....	.....	4·50
Clay Co.—5s, Nov.'00 to '08	.....	.....	3·70
4½s,T. Rd.,1901-19.M&N	.....	.....	3⅞
Columbus—5s, 1909...J&J	.....	.....	3⅝
Covington—6s,F'g,'03 to'08	.....	.....	3·80
Dunkirk—6s, March, 1903.	.....	.....	4⅛
Evansville—6s, 1912. J&J	.....	.....	4
5s, June, 1907.....J&D	106	108	....
5s, Jan. 1, 1912.....J&J	111	113	....
4½s, Jan. 1, 1912....J&J	106	108	....
4s, July 1, 1912.....J&J	102	104	....
Fort Wayne—			
3½s, Jan. 15, 1920.....	.....	104⅝	3·20
Green Co.—6s, '08-'13.A&O	.....	.....	3⅞
Greenfield—6s, 1914..A&O	.....	.....	4⅛
Harrison Co.—			
4s, Ref., 1901 to'11.M&N	.....	.....	3·50
Indianapolis—			
6s, Apr. 15, 1901 to 1904.	.....	.....	3·20
5s, July 1, 1902.....J&D	.....	.....	3·20
4s, School, 1903-26..J&J	.....	.....	3·15
4s.School, July 1,'26.J&J	.....	.....	3·15
Jay Co.—3½s,'08 to'10.J&D	.....	.....	3·40
Jeffersonville—			
5s, Refdg, Apr. 1910.A&O	.....	.....	4½
Johnson Co.—			
4s, F'nd., 1900 to '12 J&J	.....	.....	3·25
Lake Co.—5s, Road, '00-'07	.....	.....	4
La Porte Co.—5s,Ct.H.1907	.....	.....	3·25
Lafayette—4½s, 1915-20..	.....	.....	3·50
Lawrence Co.—5s, Road, 1900 to 1908.....Nov. 15	.....	.....	4
Lebanon—5½s, Fd.1910-15	.....	.....	4
Marion—4½s,1907-'17 J&D	.....	.....	3·75
Marion Co.—4s,Ref'g..1927	.....	.....	3·25
3½s, F'd'g., 1900-29.J&D	.....	.....	3·25
Mitchell—6s, Light, Sept. 1, 1900 to 1905 .....M&S	.....	.....	4
Monroe Co.—5s, Road, Nov. 15, 1900 to 1908 ....Nov.	.....	.....	3⅞
New Albany—			
5s, July 1, 1915.....J&J	.....	.....	3·70

Bonds.	Bid.	Ask.	To Net.
Orange Co.—5s, 1901 to '08.	.....	.....	3·75
Richmond—			
6s, 1900 to 1908.....J&J	.....	.....	3·50
4s, Funding, Feb. 1. 1902.	.....	.....	3·50
South Bend—6s, 1908.M&N	.....	.....	3·50
5½s, Nov. 1, 1904...M&N	.....	.....	3·25
5s, Aug. 1, 1908.....F&A	.....	.....	3·25
4s, Jan. 2, 1919.....J&J	.....	.....	3·25
Sullivan Co.—			
6s, Drainage, '04-14.J&J	.....	.....	4·50
5s, Road, 1900 to '06.Nov.	.....	.....	3¾
Terre Haute—5s, 1905.M&N	.....	.....	3·25
4½s, 1900 to 1909..J&J	.....	.....	3·25
4s, Fdg, May 1, 1915 M&N	.....	.....	3·25
Vanderburg Co —			
5s, C. H., 1910.....J&J	.....	.....	3·25
5s, C. H., Jan. 1, '18.J&J	.....	.....	3·25
Vigo County—			
4½s, T. Rd., 1900-19.M&N	.....	.....	3·75
3½s, Funding, 1919.J&J	.....	.....	3·25
Vincennes—4½s, Rfd.1913	.....	.....	3·60
Washington Co.—			
5s, Road,'00 to '07, Nov. 15	.....	.....	3⅞
Wayne Co.—4½s,'01-'4.F&A	.....	.....	3·25
Wells Co.—			
4½s, Ct. H., 1900-'05.M&N	.....	.....	3·30
West Indianapolis—			
6s, Fund., 1902-10..M&N	.....	.....	4
IOWA			
Alta—6s, Wat'r, Au.1,'05-15	.....	103·51	5·50
Burlington—			
6s, Nov. 1, 1902....M&N	107	.....	....
4s, Rfg, June, 1901-06 J&D	100	.....	....
Cedar Rapids—			
4½s, J'ne1, 1900-'05. J&D	101	102	....
4s, 1900 to 1919.....J&D	.....	.....	3·50
Council Bluffs—			
7s, July, 1900.....J&J	100	.....	....
6s, Aug. 1, 1903.....F&A	105	.....	....
5s, Sch., June1, 1902.J&D	101½	.....	....
4½s, Ref'g., 1903-18.A&O	.....	105	....
Davenport—			
6s, Paving, Oct., '03.A&O	.....	103	5
Des Moines—			
4½s, Sch'l, 1901-06.M&N	.....	.....	3·40
4s, Fund'g, May, '16.M&N	.....	.....	3·25
3½s, Dec., 1905 to 1916.	.....	.....	3·20
Dubuque—			
4s, Ref'd'g, Apr., 1916...	.....	.....	3·45
4s,Refd'g,Feb.1,'17.F&A	.....	.....	3·45
Fonda, 6s, 1905-1915 M&N	.....	103·51	5·50
Johnson Co.—3½s,'04 to'09	.....	.....	3·25
Ottumwa—			
4½s,Refdg,1916-17.A&O	.....	109⅜	3·80
Oxford—6s, 1900-'05..A&O	.....	104	5·50
Pottawattamie Co.—			
4½s, Fund., 1901 to 1905.	.....	.....	3·25
Red Oak—4½s,Rfdg,'09-15	.....	.....	3⅞
Rock Rap's, 5s, Sch.'01-'06	.....	101	....
Sac Co.—			
3½s, Ref'g, 1901-'10..J&J	.....	.....	3·25
Sioux City—5s, 1907-1917.	.....	109	....
Waterloo—6s, Sewer, 1903	.....	105	....
4½s, Fdg., 1907-17.M&N	.....	103	....
Woodbury Co.—			
3½s, Refunding, 1914 ...	.....	.....	3·30
KANSAS			
4s, Refund., 1902.....J&J	102	.....	....
Atchison—4s,R.,1913..J&J	96	100	4
Atchison Co.—			
5s, Ref'd'g., 1916....J&J	.....	.....	3·75
4s, Ref., 1914-1929...J&J	100	105	3·55
Chanute—			
6s,Water, June 1,'05.J&J	100	102¾	5⅝
Chautauqua Co.—			
5s, Refund'g., 1917.A&O	105	108	4⅜
Coffeyville—6s, 1905. .J&J	102	107	4·75
Emporia—			
4½s. Ref'd., 1919-29.F&A	.....	.....	3·50
Jackson Co.—			
5s, Rfdg, 1908-1928.J&J	103	106¼	4·25
Kansas City—			
6s, Feb., 1901 to '09.F&A	.....	.....	4·25
6s,Ref.,Oct. 1, 1915.F&A	118½	.....	....
5s, Jan. 1, 1917.....	108	.....	....
Leavenworth—			
6s, July 1, 1909-11..J&J	112	116	4·00
5s, July 1, 1909.....J&J	106	108	4·00
4s, Ref., July 1, 1914 J&J	96	100	4·00
Lyon Co.—4s, 1904-1919.	108	110	3·50
Newton—6s,Water,'05.J&J	103	106¼	4⅞
Norton—			
5½s,Rfdg,'09-'19-'29 J&J	.....	.....	4·75
Norton Co. 6s, 1905-1925..	100	106½	5
Oxford—6s, 1905.....A&O	102½	105	5·00
Reno Co.—4½s, 1918-1928.	100	105·07	4½
Salamanca Township—			
6s, RR. Aid, 1916, Opt...	95	100	6·00
Sedgwick Co.—			
5¾s, Refdg, 1910...F&A	115	118	3·75
5s, C'rt H., 1908-'09.J&J	.....	.....	3·75
5s,Fund.,J'ly,'15-25.J&J	112	115	3·75
Shawnee Co.—			
7s, June 1, 1902 ....June	.....	.....	3·75
4s, C. H., May 1,'24.M&N	101	104	3·75
Sumner Township—			
8s, Dec. 20, 1909.....	110	115	6·00
Topeka—6s,J'ly 20,'06.J&J	105	108½	4·25
5s, Aug. 10, 1912 ....J&J	107½	110	4
4½s, Impvt., 1900 to 1909	100	102½	4
3¾s, Ref'd'g., 1919...J&J	.....	.....	3·75
Weir—6s, 1900-1905...J&J	100	102¾	....
Wellington—7s,Jy 1,'10.J&J	107	110	6
Wichita—6s,J'ne 1,'18.J&D	120	126	4
5s, Sch., July 1, 1905.J&J	104	105	....
KENTUCKY			
4s, g., June 1, 1905...J&D	103	.....	....
Allen Co.—New 6s,1907 J&J	95	100	....
Ashland—			
6s, Sch. Ref'd'g, '07.J&D	.....	.....	4
5s, Fdg, Sept., 1909-14...	.....	.....	4
Bowling Green—4s, 1918..	.....	.....	3·50
Boyd Co.—6s, Rf.'01-04 J&D	.....	.....	4·00
Caldwell—New 6s,'02.M&S	100	.....	....
Christian Co.—5s, 1927....	.....	.....	3·50

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Covington—			
5s, Fd., Aug., '10-20. F&A	.....	.....	3·15
4s, Reser. & W.W., '28, J&J	.....	.....	....
Frankfort— 4½s, 1917-27..	.....	.....	3·75
Franklin Co.—6s, Bridge, Aug. 1, 1903-23.....F&A	.....	.....	3·75
5s, 1902.....A&O	.....	.....	3·70
5s, Fund., July 1, '08. July	.....	.....	....
4½s, Ref'd'g, Jul. 1, '18 J&J	.....	.....	....
4s, Ref'g, July 1, '19. J&J	.....	110¼	3·30
Henderson—			
4s Fund., 1927.....M&N	104½	.....	....
Lexington—6s, 1913..F&A	.....	.....	4
5s, RR. aid, 1918...M&N	109	.....	4
Logan Co.—6s, 1901...J&J	101	.....	....
Louisville—7s, 1901.. A&O	.....	.....	3·20
7s, E. & P. RR., Jan. 1, 1903	.....	.....	3·20
5s, Park, Aug. 1, '11. F&A	115	116⅝	3·20
4s, g., Ref'g, Sept. 15, '10.	106	.....	....
4s, Municip., 1928..Quar.	114	115	....
4s, Park, 1930.....J&J	115	116	....
4s, Ref'g, July 1, 1937 J&J	117	118½	....
3½s, g., Ref'g, 1940. M&N	112	113	....
adison Co.—			
4½s Turnpike, 1904 to '18	.....	.....	....
4s, Ref'g, 1918-1938. J&J	100	.....	....
cCracken Co.—			
5s, Ref., Mar. 1, '03-33. M-S	102½	103	....
5s, Ref., Mar. 1, '13-33. M-S	109½	110	....
5s, Ref., Mar. 1, '23-33. M-S	114	115	....
Montgomery Co.—			
4s, Turnpike, '19-29. F&A	100	.....	....
Newport—			
7s 10s, Water, M'y '03. M&N	.....	.....	3·25
5s, Defic., July, 1904. J&J	.....	.....	3·25
5s, St. imp., Jan. '19. J&J	.....	.....	3·25
4s, Bridge, July, 1911 J&J	.....	.....	3·25
Owen Co.—			
5s, Fund., Sep. 1, '03. M&S	.....	.....	3·65
6s, Refg, Feb. 1, '12-17 F&A	.....	.....	3·75
Paris—			
4½s, Rf'g May '02-'15 M&N	.....	.....	3·50
Pendleton Co.—			
5s, 1910.....J&J	.....	.....	3·75
Scott Co.—5s, 1918....J&J	.....	.....	....
4s, Ref'd'g July 1, '01-'21	.....	.....	3·45
Shelby Co.—6s, 1901..J&D	100	.....	....
6s, C. & O. 1911.....A&O	100	.....	....
Spencer Co.—6s, 1911. A&O	100	.....	....
LOUISIANA			
4s, New consols., 1914. J&J	* 109½	110½	....
Atchafayla Dist. Levee—			
6s, 1910.....A&O	* 101⅜	102	....
Bossier Dist. Levee—			
6s, 1922.....M&N	*	.....	....
Caddo Dist. Levee—			
6s, 1922.....J&D	*	.....	....
Fifth Dist. Levee—			
6s, 1908.....F&A	* 101	102	....
6s, 1911.....F&A	* 102	103⅞	....
6s, 1913.....F&A	* 104½	109	....
Lafourche Dist. Levee—			
6s, 1913.....J&J	* 110	111	....
Lake Borgne Dist. Levee—			
6s, 1912.....M&N	* 106	.....	....
New Orleans—			
7s, g., O. S. & G. S., '22 J&J	* 140	.....	....
5s, Premium.....J&J	* 219½	220½	....
5s, Prem. (dr. num.) J&J	* 260	267½	....
4s, Const., 1942.....J&J	* 109¼	109¾	....
Orleans District—5s..M&S	* 104	.....	....
Pontchartrain District—			
B, 6s, 1905.....	*	.....	....
C, 6s, 1912.....	* 112½	.....	....
D, 6s, 1944.....	* 126¾	128½	....
ed River A. & B.B. Dist.—			
6s, 1912.....	* 106	107¼	....
ensas Basin Dist.—6s, '07.	* 101	105	....
MAINE			
5s, June 1, 1919.....J&D	127	128½	....
4s, July 1, 1917.....J&J	111¾	113	....
3s, Oct. 1, 1922.....A&O	100	.....	3
Aroostook Co.—			
4½s, July 1, 1915....J&J	110	117	....
4s, C. H., June, 1915. J&D	104	.....	....
Auburn—			
4s, July, 1917.....J&J	107	.....	....
Bangor—			
6s, 1905 .....J&J	111	.....	....
4s, Nov. 1, 1914....M&N	107	.....	....
3½s, Wat., 1904 to '10. J&J	101	103	....
Bath—			
4½s, Mun., July, '07. J&J	106	.....	....
4s, Ref'dg., July, '21. J&J	109	.....	....
Belfast—			
4s, Refunding, 1918. F&A	107	.....	....
Houlton—			
4s, Fund, 1917.....A&O	106	.....	....
Lewiston—			
6s, July, 1901.....J&J	103	.....	....
5s, April 1, 1917....A&O	121	.....	....
4s, 1903..... .....J&J	101	.....	....
4s, g., Oct., 1927....A&O	.....	115¾	3·15
Portland—			
6s, Sept. 1, 1907.....M&S	117	117¾	....
4s, Mar., 1905.....M&S	103⅛	103½	....
4s, g., Ref., July 1, '12. J&J	108½	109	....
4s, g., Mar. 1, 1916..M&S	110½	111¼	....
Rumford—4s, 1909-1919...	.....	.....	3·15
Saco—4s, 1901.....J&J	100	.....	....
Washington County—			
4s, Jan., 1923-1928..J&J	108	.....	....
Waterville—4s, g., 1927...	110	.....	....
Westbrook, 4s F'g, '12. J&D	.....	107½	....
Yarmouth—4s, g., 1915....	106	.....	....
MARYLAND			
3½s, Jan., 1911.....J&J	103½	105	....
3s, Jan. 1, 1903.....J&J	101	102½	....
Annapolis—			
5s, Sch., 1903 to '28..J&D	.....	.....	....
Baltimore—			
5s, July 1, 1916.....M&N	123½	124½	....
4s, Nov. 1, 1926....M&N	115½	.....	....
4s, Water, 1925.....M&N	115½	.....	....
3½s, Jan. 1, 1922....J&J	110	.....	....
Baltimore—(Concl.)—			
3½s, July 1, 1930....J&J	113	113¼	....
3½s, July, 1940.....J&J	114¾	115	....
3½s, Mar., 1945....M&S	112	.....	....
3½s, Jan. 1, 1927....J&J	101	.....	....
Pocomoke City—5s, '28. J&J	.....	.....	4·40
Takoma Park 4s, May, 1930	.....	107½	3·60
MASSACHUSETTS			
3½s, g., July, 1901.....J&J	.....	.....	2·80
3½s, g., April 1, 1920. A&O	.....	.....	2⅞
3½s, Gold, Nov. 1923..M&N	.....	.....	2⅞
3½s, g., July 1, 1935...J&J	.....	.....	2⅞
3½s, Water, 1938.....J&J	.....	.....	2⅞
3s, g., April 1, 1909...A&O	.....	.....	2⅞
3s, g., April, 1915.....A&O	.....	.....	2⅞
3s, g., Apr. 1, 1929.. .A&O	.....	.....	2⅞
3s, g., May 1, 1929...M&N	.....	.....	2⅞
3s, g., March, 1936. ..M&S	.....	.....	2⅞
3s, g., July, 1939 .....J&J	.....	.....	2⅞
Amherst—4s, g., 1920. J&J	.....	113¾	3·08
Arlington—4s, 1904..M&N	102½	.....	....
4s, Jan., 1922.....J&J	112	.....	....
4s, Nov., 1947..... ..M&N	.....	121	3·15
Attleborough—			
4s, Water, July 1, 1924 J&J	112	113½	3·20
4s, g., July, 1926 ....J&J	113	114¼	3·20
Belmont—4s, June '17. J&D	109½	.....	....
Boston—			
6s, Apr., 1903..... A&O	.....	.....	3·07
5s, April 1, 1903....A&O	.....	.....	3·07
5s, g., Oct. 1, 1906..A&O	.....	.....	3·07
4s, Apr., 1903.....J&J	.....	.....	3·07
4s, July 1, 1912.....J&J	.....	.....	3·07
4s, Water, 1919.....A&O	.....	.....	3·07
4s, Park, 1920.....J&J	.....	.....	3·07
4s, July, 1936.....J&J	.....	.....	3·07
3½s, reg., Apr., 1902. A&O	.....	.....	3·07
3½s, Wat., Ap. 1, '17. A&O	.....	.....	3·07
3½s, Reg., July, 1919. J&J	.....	.....	3·05
3½s, Oct., 1936 ....A&O	.....	.....	3·05
3½s, Reg., Apr. 1938. A&O	.....	.....	3·05
3s, 1917.....A&O	.....	.....	3⅛
Brockton—5s, 1910...A&O	114	115¾	3·25
4s, April, 1903.....A&O	102	102¾	3·25
4s, Apr., 1920.....A&O	111	.....	3·25
4s, May, 1927.....M&N	114	.....	3·25
3½s, July 1, 1916....J&J	103	.....	....
Cambridge—6s, 1904..J&J	.....	.....	3·10
4s, Aug., 1905.....F&A	.....	.....	3·10
4s, Water, July, 1919. J&J	.....	.....	3·10
3½s, City loan, 1909. J&J	.....	.....	3·10
3½s, School, 1919...J&J	.....	.....	3·10
3½s, Bridge, 1939...J&J	107½	.....	....
Chelsea—4s, Oct., 1907. A&O	105	.....	....
4s, Park, Oct., 1936. A&O	117	118¾	3·15
Chicopee—4s, g., 1920. J&D	111	.....	....
Danvers—			
4s, School, 1906 to '13 J&J	.....	.....	3·20
Everett—4s, Sew. '29..M&S	114	.....	....
Fall River—6s, 1906..M&N	115	115¾	....
5s, May 1908.....M&N	112¾	113⅜	....
4½s, Oct. 2, 1913...A&O	114	115	....
4s, Oct., 1914 .....A&O	115	115¾	....
4s, June, 1923.....J&D	114	114¾	....
3½s, Feb., 1930 ....F&A	107¼	108	....
Fitchburg—6s, 1905...J&J	112	.....	....
4s, Reg., June, 1914. J&D	109	.....	....
4s, Reg., Apr. 1, 1922. A&O	113	.....	....
Gloucester—4s, 1908..J&J	104½	.....	....
4s, Mun., May, 1906..M&N	103	.....	....
Haverhill—4s, Oct. 1, 1902.	101½	.....	....
4s, Dec. 1, 1912.....J&D	108	.....	....
4s, Dec., 1927.....J&D	114	.....	....
Holyoke—			
4s, g., Sept. 1, 1908. M&S	105½	.....	....
4s, g., July 1916....J&J	110	.....	....
4s, g., Jan., 1927.....J&J	114½	.....	....
Hull—4s, 1923.....	108	.....	....
Hyde Park—			
4s, Sewer, 1904 to 1918..	.....	.....	3·20
Ipswich—4s, 1924.....J&J	109¼	.....	....
Lawrence—6s, 1906..A&O	116⅝	.....	3·12
4s, July 1, 1924.....J&J	112	.....	....
4s, July, 1904.....J&J	102½	.....	....
Leominster—4s, g., 1926...	111	.....	....
4s, Feb., 1914.....	107	.....	....
Lincoln—4s, June, 1917....	108	.....	....
4s, 1905 to 1914.....	.....	.....	3·25
Lowell—4½s. 1903....M&N	.....	.....	3⅛
4s, Oct., 1920.....A&O	.....	.....	3·10
3½s, Feb., 1904.....F&A	.....	.....	3⅛
Lynn—5s, Jan. 1, 1905. J&J	107½	.....	....
4s, Reg., Oct., 1907..A&O	106	.....	3·15
4s, Ref'dg Water, '21. J&J	111	113	3·15
4s, July, 1925.....J&J	113	.....	3·15
4s, Apr., 1917.....A&O	109½	111	3·15
4s, reg., Apr., 1916. A&O	109	110½	3·15
4s, July, 1927.....J&J	113	115½	3·15
3½s, May 1, 1905...M&N	100½	101¾	3·15
Malden—			
4s, June, 1900 to '05. J&D	.....	.....	3⅛
4s, July, 1913.....J&J	108	.....	....
4s, May, 1924.....M&N	114⅝	.....	3·15
4s, July, 1947 .....J&J	114	.....	....
3½s, July 1, 1905....J&J	100	.....	....
Manchester—3½s, '00 to '08	.....	.....	3·15
Marlborough—			
4s, July, 1900.....J&J	100	.....	....
4s, Coup., gen. l'n A. 1915	109	110¼	3·15
4s, July, 1926.....J&J	.....	115½	3·15
Medford—4s, 1901.....J&J	100	.....	....
4s, Oct., 1914..... ....A&O	109	.....	....
4s, May, 1917 .....M&N	110	.....	....
4s, Feb., 1930.....F&A	.....	118⅝	....
Melrose 4s, June, 1924. J&D	113	.....	....
Methuen—			
4s, Aug., 1910.....F&A	106	.....	....
4s, Oct., 1925.....A&O	112	.....	....
4s, Feb., 1928.....F&A	114	.....	....
Middlesex Co.—			
4s, Dec., 1902.....J&D	102	.....	....
4s, Dec. 1, '06 to '15. J&D	.....	.....	3·15
4s, 1916 to 1921.....J&D	.....	.....	3·15
Natick—			
4s, July, 1926.....J&J	.....	115½	3·15
Needham—4s, Sept., 1924.	113	.....	....
4s, Sept., 1923	112	.....	....
New Bedford—7s, '09. A&O	129	.....	....
5s, Oct. 1, 1903.....A&O	106	.....	....
4s, g., March, 1907..M&S	105	.....	....
4s, Wat., Apr. 1, '26. A&O	114	.....	....
3½s, 1910.....A&O	102½	.....	....
Newton—6s, 1905.....J&J	113	.....	....
5s, July 1, 1906.....J&J	110	.....	....
4s, Sch., Aug., 1915. F&A	110¾	.....	3·15
4s, Water, Mar., 1928. M&S	114½	.....	....
4s, Aug., 1935.....F&A	116½	.....	....
Northampton—			
4s, School, Jly 1, 1915. J&J	109	.....	....
4s, April, 1921.....	111½	.....	....
Pittsfield—			
4s, Sch'l, May 15, '00 to '24	.....	.....	3·15
Quincy—4s, May, 1901-05.	.....	.....	3·10
4s, 1900 to 1937....M&N	.....	.....	3·10
3½s, Apr., 1901 to 1930.	.....	.....	3·08
Rockport—4s, 1918...M&N	108	.....	....
Salem—5s, 1, 1904.....J&J	107	.....	....
4s, Aug. 1, '03 to '06..F&A	.....	.....	3⅛
4s, June, 1913.....J&D	109	.....	....
Somerville—			
5½s, July 1, 1906....J&J	.....	.....	3·10
4½s, g, Oct. 1, 1902. A&O	.....	.....	3·10
4s, July, 1900 to 1919. J&J	.....	.....	3·10
4s, July, 1912.....J&J	.....	.....	3·10
Springfield—			
7s, Apr. 1, 1903.....A&O	111	.....	....
6s, Water, Apr. 1, '05. A&O	113	113½	....
4s, Sewer, July 1, '06. J&J	104½	104⅞	....
4s, g., Wat., Ap. 1, '13. A&O	109	109¼	....
4s, g., Sch., Jan., 1917. J&J	111	111¾	....
3½s, g., May, 1907. M&N	102	102½	....
3½s, g., July, 1900 to '18	100	.....	....
Taunton—4s, 1905....J&D	103	.....	....
4s, Dec, 1906.....J&D	104½	.....	....
4s, C. Hall, Dec. '15..J&D	110	.....	....
4s, June, 1917.....J&D	111	.....	....
4s, June, 1927.....J&D	114½	.....	....
4s, June, 1, 1907....J&D	105	.....	....
Wakefield—4s, 1902 to '10.	.....	.....	3·15
4s, Munic., '15 to '24. A&O	.....	.....	3·15
Waltham—4½s, 1906. A&O	107	.....	....
4s, Sewer, Oct. 1, '11. A&O	107½	.....	....
4s, Apr., 1917.....A&O	110	.....	....
4s, Jan, 1927 .....J&J	114	.....	....
Ware—4s, Sept., 1904.....	102	.....	....
4s, Sept., 1911.....	106½	.....	....
Watertown—4s, 1906. M&N	104	.....	....
Webster—4s, 1913-1923....	.....	.....	3·20
Wellesley—4s, Sep'00-6. M&S	.....	.....	3·15
Westfield—4s, 1906 to '22..	.....	.....	3·20
3½s, J'nel, '01 to '29. J&D	.....	.....	3·15
Winthrop—3½s, Nov., 1900	100	.....	....
3½s, Nov., 1908	102	.....	....
Woburn—4s, Apr., '02 A&O	101	.....	....
4s, April, 1907.....A&O	.....	105¾	3·15
Worcester—5s, 1906..J&D	.....	.....	3·10
4s, Jan 1, 1912.....J&J	108	.....	....
4s, July 1, 1928. ....J&J	116	.....	....
4s, Apr., 1938.....A&O	119	.....	....
3½s, June 1, 1929...J&D	107	.....	....
Wrentham—4s, Apr., '01-'08	.....	.....	3·15
4s, July, 1914.....	108	.....	....
MEXICO			
United States of Mexico—			
5s, g., Ref'd'g, July 1, '44			
op'n'l after '09..Q.-Jan.	99½	.....	....
5s, con. sil. l'n of '94. A&O	l 41	44	....
MICHIGAN			
Alpena Co.—5s, 1915 to '32	.....	.....	3·50
Battle Creek—			
5s, Sewer, Oct., 1910. A&O	.....	.....	3·50
5s, Water, Sept. 1, 1917...	.....	.....	3·50
3½s, Pav., Sep. 1, '13. M&S	.....	102·80	3·25
Bay City—4s, Ref'd'g. 1927	.....	.....	3·60
Bay County—			
5s, Fd'g, Dec. '07 8-9. J&D	.....	....	3·50
4s, Ref'd'g, 1922-27.....	.....	.....	3·50
Detroit—			
7s, Water, Aug. 1, '04. F&A	.....	.....	3·15
6s, W. L., June, 1906. J&D	.....	.....	3·15
4s, Sewers, Ap. 1, '22. A&O	.....	.....	3·10
4s, Imp., July, 1926..J&J	.....	.....	3·10
3·65s, Pub. imp., '18. J&J	.....	.....	3·10
3½s, Pub. imp., '16..J&D	.....	.....	3·10
3½s, Pub. Imp., 1930. M&S	.....	.....	3·10
Escanaba—			
5s, School, 1909-14-19 J&J	.....	.....	3·70
Gladstone—			
4½s, Water, 1919...M&N	.....	106·73	4
Grand Haven—			
5s, Water, Jan. 1, '03. M&S	.....	102·61	4⅜
Grand Rapids—			
5s, C. Hall, July 1, '04. J&J	.....	.....	3·20
4½s, Wat., Jan. 1, '12. J&J	.....	.....	3·20
4s, School, Feb. 4, '07. F&A	.....	.....	3·20
4s, Market, reg., '16. M&N	.....	.....	3·20
Jackson—8s, Sept. 1, 1900	.....	.....	4
5s, Pub. Bldg., 1907. M&N	.....	.....	4
Lansing—5s, Sept., 1908...	.....	112½	3·50
Manistee—			
4s, Water, 1901-'09..A&O	.....	.....	3·40
Marquette—			
4s, Ref., Jan. 1, 1910. J&J	.....	104½	3·50
Muskegon—			
4s, School, 1905-'09. M&S	.....	.....	3·25
Muskegon Co.—			
4½s, Ref'd'g, 1904 to '12	.....	.....	3⅞
4½s, Road & Bdge..1913.	.....	105·60	4
Port Huron—4s, Ref'd'g, '19	.....	108	....
Roscommon Co.—			
5s, Fund,, 1919, Mar. 15..	.....	113¾	4
Saginaw—6s, June, 1908...	118	.....	....
5s, Water, 1905.....M&N	107	.....	....
4½s, Mar. 10, 1905. M&S	104½	.....	....
4½s, Wat., J'ly 18, '14. J&J	.....	.....	....
4s, Ref. wat., Apr. '07. A&O	103½	.....	....
4s, Wat. June, 1918 J&D..	108	.....	....
3½s, Water, ref., '20. M&N	102	.....	....
St. Johns—5s, 1909-'10. A&O	.....	105¼	4½
Sault Ste. Marie—			
6s, Water. Nov., '13. M&N	.....	.....	....
5s, Ref'g, Apr. 1, '17..A&O	.....	.....	3·75
4½ School, July 1, '09. J&J	.....	108·82	3·45

* Flat price.

Bonds.	Bid.	Ask.	To Net
Traverse City—			
5s,School,July 1,'06.J&J	103	104	4½
Wayne Co.—4s, May, 1910.	.....	103¾	3·60
3½s, May 1, 1914...M&N	§106	.....	....
West Bay City—			
5s, Bridges, 1909...M&S	.....	111·91	3·60
4s, Sewer, June, 1918...	.....	103½	....
4s, Water, 1929.....J&J	.....	109½	....
MINNESOTA			
6s, Ref. school certs., July 1, 1909. optional....July	.....	.....	3·25
4s, Ctfs. of Indt. 1901.J&J	.....	.....	3·20
3½s,State f'd. J'y 1,'21.J&J	.....	.....	3·10
Brainerd—			
6s,Ref'nd., May,'04.M&N	.....	.....	4¾
5s, Ref'd'g, 1917....A&O	.....	106½	4½
Cass Co.—5s, June 20, 1919	.....	108½	4·37
Clay Co.—6s, C. H., 1903...	.....	108½	3·60
Crow Wing Co...4s, 1919	.....	105½	3·63
Duluth—			
6s, Ref'd., Jan. 1,'08.J&J	110	113	....
5s, School, 1913....M&N	108	110	....
5, Nov., 1923.....M&N	112	114	....
4½s, May 1, 1914..M&N	104	105	....
4½s, g., July 1, 1926.J&J	106	108	....
4s, Apr. 1, 1928.....A&O	.....	107	...
Hennepin Co.—			
4½s,C'urt-h.,Ap.'24.A&O	.....	.....	3¼
Itasca Co.—			
5½s, g., Fdg., 1919,June.	.....	116½	4·25
Mankato—3½s,Wt,'19F&A	.....	103·55	3·25
Minneapolis—			
8s, May, 1905.....M&N	.....	.....	3·20
7s, RR. Aid, Nov.,'01.M&N	105⅜	105⅝	....
4½s, Park, July, '13.J&J	114	114⅞	..
4½s, g., July, 1921..J&J	119¾	121	....
4s,Oct. 15,1917.....A&O	111	111⅜	....
4s, May 15,1919....M&N	112	112¾	....
4s. g., July 1, 1925...J&J	.....	.....	3·15
4s, Jan., 1927.....J&J	.....	.....	3·15
3½s,Sch.,Jan.1,1929J&J	.....	.....	3·15
Moorhead—7s, 1901...M&S	.....	106¼	5¼
6s, g., water 1916.....	.....	112·37	5
Otter Tail Co.—5s.1904J&J	103¼	104⅛	4¼
Polk Co.—			
6s, Ditch. 1908... .. July	.....	111½	4
Ramsey Co.—5s, 1915.J&J	.....	.....	3·20
4½s,Refund'g,1905.M&S	.....	.....	3·20
4½s, Ct. H., 1916-17..J&J	.....	.....	3·20
St. Cloud—5½s, 1916..J&J	.....	109	....
5s, Bridge, 1918.....J&J	.....	110½	4¼
St. Louis Co.—5s, 1908,J&J	.....	.....	4¼
St. Paul—7s,July,1903.J&J	.....	.....	3·30
6s, 1904.....A&O	.....	.....	3·30
5s, Aug., 1904.....F&A	.....	.....	3·25
5s, April, 1909.....A&O	.....	....	3·25
5s, C.H.& C.H., 1915.J&J	.....	.....	3·25
5s, Sch., May 2, '15.M&N	.....	.....	3·25
4½s, Sept., 1917.....M&S	.....	.....	3·20
4s, June, 1912.....J&D	.....	.....	3·20
4s, May, 1920.....M&N	.....	112⅛	3·20
South St. Paul—			
6s, B'dge, June 1,'21.J&D	.....	113½	...
Stillwater—			
5s, School, 1912-14.M&N	.....	.....	3·25
MISSISSIPPI			
6s, State, Jan. 1, 1907..Jan	110	112	....
4s, State, Jan. 1, 1919...Jan	100	102	....
5s, State, 1901-1906...J&J	.....	106	....
Greenville—8s, Sept. 1, '07	.....	.....	....
6s, Jan. 1, 1928.....J&J	.....	.....	6
Madison—6s,R,'02-22.J&D	.....	.....	6
Meridian—			
6s, Paving, 1917....A&O	.....	.....	6
6s, Paving, Apr. 1, 1926	.....	.....	6
Miss. Levee Dist.—			
5s, Refunding, 1909-1924	108¼	.....	....
Vicksburg—			
5s, RR. aid, 1916....F&A	.....	.....	6
Yazoo Delta Levee Dist.—			
6s, Im., J'ly 1,'17-'47.J&J	108	110	....
MISSOURI			
3½s,State f'd'g,Jan.,'08.J-J	100½	.....	....
Benton Co.—5s,'02-12.Feb.	101	.....	...
Blue T'w'p—7s, 1903..J&J	109	.....	....
Buchanan Co.—			
5s, 1901.....Aug. 1	102½	104	....
Callaway Co.—5s,1907.Aug	100	.....	....
4s, 1902-'07-'17.....	100	.....	....
Carrollton—			
4s,Sew.&P.1901-'19.F&A	.....	.....	3·65
Cass Co.—4s, 1913.....Jan	100	.....	....
Clinton Co.—			
5s, C. & H., 1901-'06.J&J	101	.....	....
Columbia—5s, '01-'11.M&S	102½	.....	....
Dade Co.—5s, Fg., 1904-'14	100	105	....
4s,R.,J'ly1,'09-19,Feb.1.	.....	104¼	3·50
Franklin Co.—6s, '01.Feb.	103	105	....
Greene Co.—5s, Fd., '02-07	100	.....	....
Grundy Co.—5s,Ref.,'08-10	100	.....	...
Hannibal—4½s,'07-17A&O	99	.....	....
Henry Co.—4s,Ref.,'07.Oct.	100	.....	....
4½s, 1905-1915.....M&S	103	104	....
Jackson Co.—4s,1901 to '09	103	.....	....
Jefferson City—4½s,'07J&J	100	.....	....
JeffersonCo—4½s,Rf.,'09-19	.....	.....	3·60
Kansas City—			
7s, park fund. certfs.B&C	105	110	....
6s,Renew'l,Jan.1901J&J	101	.....	....
5s,School,July,1901.J&J	101	.....	....
4½s,g.,Wat., July 1,1915	114	115·88	3·20
4s, School.....July, 1907	103	104	....
4s, City Hall.June1, 1910	103½	.....	....
3½s, School, 1919....J&J	102½	104	....
Kaw Tp—.7s,Jan.,1903J&J	109	.....	....
Laclede Co.—4s,'08-18.J&J	100	101	....
Lafayette Co.—6s,1901J&J	102½	104½	....
Lamar—4s, Sc. D.,'04,M&S	.....	102·28	3·50
Lincoln Co.—5s,Ref.,'03-05	103	.....	....
Mt.Pleas't Tw'p., Bates Co.			
4½s, Ref'd'g, 1902-1917.	100	101½	....
4½s,Ref., June 1,1907-17	101½	102½	....
Nevada—4s, R., 1919..J&D	.....	109·43	3·35
Pettis Co.—4s,Rf.03 8-13-18	100	103	...

Bonds.	Bid.	Ask.	To Net.
Ralls Co.—4s, Ref., 1902-17	101	101½	...
St. Joseph—6s, 1903..F&A	107	109	...
5s, Sch'l, Aug., 1908.F&A	.....	.....	...
4s, Fund'g, 1901....F&O	100	101	....
4s, School, 1914.....A&O	102	105	...
St. Louis—			
6s, Prop'ty, cur.,'06.A&O	113	115	...
6s, Park, gold, 1905.A&O	112½	113½	....
4s, Renew.,ster.,'11.M&N	108	110	....
4s,Renewal,g.,1914.J&D	111	112	...
4s, Renewal, g., '18..J&J	111	113	....
3·65s,renew'l,g.,'07.J&D	103	104	...
3·65s,renew.,g.,'15.M&N	105	106	....
3½s, renew., g., '09..J&D	102	103	....
3½s, renewal, g.,'19.F&A	104	106	...
3½s,renewal, g.,'20.M&S	104	106	....
Schuyler Co.—			
5s, 1902.....M&S	100	102	....
5s, Sept., 1912.....M&S	106	111	...
Scotland Co.—			
4½s, '02-'07-'12-'17.J&D	.....	.....	3·95
Sedalia—4½s,R'f'd'g,'07-'27	102	103¾	....
4s,Ref.,July 1,1919..J&J	.....	107·15	3·50
Sullivan Co.—4s,June,1908	101	104	....
Springfield—5s,O't,'11.s-an	100	.....	....
4½s, May, 1911.semi-an	100	.....	....
Vernon Co.—4½s, 1908-18.	.....	108½	3½
4½s, Ref., Sept., '18.M&S	.....	116·85	3·30
MONTANA			
Beaverhead Co.—5s.'09-'19	.....	.....	4
Bozeman—5s,W,'09-19J&J	.....	.....	4
Cascade Co. Sch. Dist. No. 1			
6s, gold, Mar. 1, 1905-15.	.....	.....	4·25
Custer Co.—6s,Jan. 1, 1915	.....	.....	4
Great Falls—6s,g, S.,'05-15	.....	.....	4
6s, School, July 1, '16.J&J	.....	.....	4
5s, 1908-13-18.....	.....	.....	4
Helena—5s, Sch Dis. No. 1.			
July 1, 1900-1910....J&J	.....	.....	4
Jefferson Co.—4½s,R,'14-19	.....	.....	4
Lewis & Clarke Co.—			
5½s, C. H. g., July, 1901-7	.....	.....	4
5½s, C. H. g., July,'08-'15	.....	.....	4
Missoula Co.—			
6s. g., Refund., 1916.J&J	.....	.....	4·10
Silver Bow Co.—			
5s, Fd. July 1, 1912..J&J	.....	.....	4
Yellowstone Co.—			
5s, Refdg, 1908-18 ..J&J	.....	.....	4
NEBRASKA			
Alma—6s,1900to1909.Aug.	.....	100	6
Creighton—7s,1914.....	.....	103·51	6
Dodge Co.—			
4s, Ref'd'g, 1909-'19.M&S	.....	104·10	3·50
Douglas Co.—5s, 1907.J&J	.....	112	3·25
5s, 1911..... .....J&J	.....	.....	3·25
Fremont Prect.(Dodge Co.)			
4s, Ref., 1909-1919 M&S	.....	102·83	3·65
Grand Island—			
6s,Water,Nov.1,'05.M&N	.....	.....	4·50
5s, Refdg, 1903-18 ..J&J	.....	.....	4½
Lincoln—			
6s, July 1, 1902-'12..J&J	.....	.....	4
5½s,Fd.Sept.1, 1912.Sept	.....	.....	4
5s, July 1,1902-1912.J&J	.....	.....	4
5s, Pvg., July 1, 1907.J&J	.....	.....	4
5s,Sch.Dist,1907-17 M&N	.....	.....	4
4s,Ref'g,1909-'19....M&S	.....	.....	4
Norfolk—			
4½s,R'f'd'g,1909-19.M&S	.....	104·10	4
Omaha—			
7s, Fdg., Nov., 1900.M&N	.....	.....	3·75
5s, Paving, 1905....F&A	.....	.....	3·35
5s, Funding, 1905...J&D	.....	.....	3·35
5s, SchoolDist., 1908J&J	109	.....	....
5s City Hall, 1912...F&A	.....	114½	....
4½s, July, 1910.....J&J	107	.....	....
4½s,s, Oct., 1917.....A&O	111	.....	....
4s, Paving,1901-'08.F&A	.....	.....	3·35
4s, Funding, 1918 ..M&S	104	.....	....
South Omaha —			
6s, Ref'd'g, Oct. 1, 1904..	.....	108¾	4
5s, June, 1915.....J&D	.....	109	4¼
Superior—5s, 1908... M&N	.....	101½	...
Wakefield—6s, 1912....Oct.	.....	101	6
NEW HAMPSHIRE			
6s,Mun.war.,Jan.1905.J&J	113	.....	....
4s, Lib'y, July 1, 1911.J&J	108	109	....
Berlin—4s, Ref., 1917, M&N	107	.....	....
Claremont—4s, 1909..J&J	105	.....	....
Concord—4s,Jan.1922.J&J	109	.....	...
Dover—4s, July,'00 to 1916	.....	.....	3·35
4s, Apr. 1, 1907.....A&O	103	.....	....
4s, July, 1903.....J&J	.....	102⅞	3·20
Farmington—4s, Ref.'08-18	.....	.....	3·40
Haverhill—4s,Fund.,'00-03	.....	.....	3·40
4s, Funding, 1904 to 1913	.....	.....	3·40
Hillsborough—4s, 1904-14	.....	.....	3·40
Keene—4s, July, 1904.J&J	102	.....	....
Laconia—4s, July, 1921...	110	.....	....
4s, Sewer, 1925.....A&O	111½	.....	....
4s, 1940.....A&O	115	.....	....
Manchester—			
5s, Water, Aug.1,'13.F&A	118	119	....
4½s, Nov. 1,1913...M&N	113	114	....
4s, B'ld'g, Jan., 1917.J&J	109	110	....
4s, Water, Jan.1,'14.A&O	108	109	....
Nashua—6s, 1901.....J&J	103	104	....
4s,City, g., J'ne1.'13.J&D	107	108	....
4s, g., Oct., 1916...A&O	109	110	....
Portsmouth—			
4s, Nov., 1914.....M&N	107	108	....
4s, April, 1901.....A&O	100½	101	....
Rochester—4s, June, 1922.	110	111	....
Rockingham Co.—			
4s, Fdg., July 1, 1905.J&J	102	103	....
Whitefield—4s, 1914, op.J&J	.....	.....	3·50
Woodsville—4s, Sch. Dist., 1901 to 1919.....M&N	.....	.....	3·20
NEW JERSEY			
Asbury Park—			
5s, Water, J'ne 1,'24.J&D	.....	.....	3·75
5s, Water, Jan. 1, '27. J&J	.....	.....	3·75

Bonds.	Bid.	Ask.	To Net
Atlantic City—			
5s, 1925.....J&D	.....	.....	3·50
4½s,Ro'd,Jne1,1903J&D	.....	.....	3·50
4½s, g., Water, 1909..J&J	.....	.....	3·50
4½s, 1918.....J&J	.....	.....	3·50
4½s, Road, Nov.,'19.M&N	.....	.....	3·50
4½s, Park, July, 1929 J&J	.....	.....	3·50
Atlantic Highlands—			
5s, reg., May 15,'06.M&N	.....	106	....
4½s, g., Wtr. J'ly1,'28.J&J	.....	111½	....
4s,g..Sewr,Jly1,1928J&J	.....	102¾	....
Bayonne—5s, g., 1902..J&J	.....	.....	3·62
5s, gold, 1911.....J&J	.....	.....	3·62
4½s, gold, Sept., 1916 ...	.....	.....	3·62
4s, g. Imp. 1905.....	.....	104	....
4s, g. Tax, 1909.....	.....	106	....
Camden—7s, 1906....M&N	.....	.....	3·10
6s, Bounty, Jly, 1900.J&J	.....	.....	3·10
4½s, Water, Jan.,'23.J&J	.....	.....	3·10
4s, Fl. debt, July,'11.J&J	.....	.....	3·10
4s, Paving, 1929...M&N	.....	.....	3·10
East Orange—			
5s, Dr'n'ge, N'v.1,'03M&N	103	104	....
Elizabeth—			
4s, Adj., July 1, 1922.J&J	99	.....	....
Essex Co.—4s, 1926..F&A	.....	.....	3·20
4s, g., Park, 1938....F&A	.....	.....	3·20
3·65s, Park, Aug. 1,'15-35	.....	.....	3·20
Hackensack—4s, g., Sewer, 1901 to 1913.....F&A	.....	.....	3·62
Hoboken—			
5s,Redempt'n,1901.M&N	.....	.....	3·60
4s, Refunding, Feb.,1919	.....	109½	....
Hudson Co.—			
5s, Ref., Sept. 1,'05.M&S	.....	.....	3·30
4½s, g., R'd, 1924....J&J	.....	.....	3·30
4½s, Road, 1923.....J&J	.....	.....	3·30
Jersey City—7s, 1905..Var	.....	.....	3·60
7s, Water, 1904.....J&J	.....	.....	3·60
7s, Water scrip, 1902.J&J	.....	.....	3·60
7s,Imp.&gen.City'06J&J	.....	.....	3·60
7s, Water, 1908 .....M&S	.....	.....	3·60
7s, Water, 1913.....J&J	.....	.....	3·60
6s, April, 1904.....A&O	.....	.....	3·60
6s, Float'g, Feb.'09.F&A	.....	.....	3·60
5s, City Hall,'01-'12.F&A	.....	.....	3·60
5s, gold, Assess., 1923-24.	.....	.....	3·60
5s, Wat'r,J'ne 1,'21.J&D	.....	.....	3·60
5s,Assess,Apr.1916.A&O	.....	.....	3·60
5s, Water, 1916 ....A&O	.....	.....	3·60
4½s,Imp. op.to '02-3.J&J	.....	.....	3·60
4s, g.,TaxArrearage1903	.....	.....	3·55
4, g.,Sch.,Aug.2,'27.F&A	.....	.....	3·55
4s,g,Library,Apr.'28.A-O	.....	.....	3·55
Long Branch—			
5s. 1913.....	.....	.....	4
Morris Co.—			
4s. Road, 1935.....J&J	.....	.....	3·30
Newark—			
7s, Water, May, 1905M&N	.....	.....	3·10
6s, Corporate, Aug., 1908	.....	.....	3·10
5s, Corporate, June, 1910	.....	.....	3·10
4½s, Water, May, 1915..	.....	.....	3·10
4s. Market, 1911.....A&O	.....	.....	3·05
4s, Refund'g, Mar., 1923	.....	.....	3·05
4s,Water,Feb.,1922.F&A	.....	.....	3·05
4s, Library, June 1, 1927	.....	.....	3·05
4s,Street Imp.,May,1906	.....	.....	3·05
3½s, 1929..... .... J&D	.....	.....	3·05
3·35s, H. Sch.,1917.M&N	.....	.....	3·05
New Brunswick—			
7s, Water, 1904.....M&N	.....	.....	3·75
6s, 1906 .....M&N	.....	.....	3·75
4s, Refund'g, 1922.M&N	.....	.....	3·60
Orange—			
5s, Water, Oct. 1, 1912 ..	.....	.....	3·40
5s, Sewer, 1927 to 1932..	.....	.....	3·40
4½s, School, 1900 to '07.	.....	.....	3·40
4½s, Sewer, 1915 to '21..	.....	.....	3·40
Passaic Co.—			
4s,C.Hse 1910-1911.F&A	.....	.....	3·30
Paterson—			
6s, 1901.....M&N	.....	.....	3·75
5s,Sewer,Aug.,1909.F&A	.....	.....	3·40
4½s, 1934.....	.....	.....	3·40
4s, 1908.....A&O	.....	.....	3·40
4s,N.C.Hall,'28 to'30.J&J	.....	.....	3·40
Perth Amboy—			
4½s,Water, Sept. 1, 1927	.....	.....	3·75
Plainfield—			
4s, g., Sewer, 1914...J&J	.....	.....	3·50
Rahway—4s, New Adjust..	80	95	....
4s, Water, 1932..... J&J	85	.....	....
Trenton—			
6s, June 16,'00 to '03.J&J	.....	.....	3⅛
5s, Sewer, Dec. 1, 1901..	.....	.....	3⅛
4s, Funding, 1905-1911.	.....	.....	3⅛
3½s, Sch., Nov.1,'29.M&N	.....	.....	3·10
Weehawken—4½s, School, April 1, 1911.....A&O	107	108	....
West Hoboken—			
6s, 1900-10.....J&J	.....	.....	4
5s, Redem., Nov.'04.M&N	104	105	....
NEW MEXICO			
6s, Prov.debt,'09-'19.M&S	.....	.....	4·25
6s, Ref'g, 1913-23.... J&J	.....	.....	4·25
5s, Cas.def., 1903-23..J&J	.....	.....	4·25
5s, Milit. Inst.'05-25...J&J	.....	.....	4·25
5s, Cap.Bldg.'15-25...M&N	.....	.....	4·25
5s, Ins. Asy..'15-25....J&D	.....	.....	4·25
4s,Bldg.,May 1,'19-29M&N	.....	.....	3·75
Las Vegas—			
6s, Ref'd'g, 1907-'17.J&J	.....	.....	4¾
NEW YORK			
3½s, Park, 1907-8....F&A	.....	.....	2·85
3s, g., Jan. 30, 1903...J&J	.....	.....	2·85
3s, g., Jan. 30, 1906...J&J	.....	.....	2·85
3s, g., Jan., 1912.....J&J	.....	.....	2·85
3s, g., 1913.....J&J	.....	.....	2·85
Albany—			
7s,P.O.site,M'y1,'04 M&S	.....	.....	3·05
6s, Water, 1906.....F&A	.....	.....	3·05
6s, Park, 1915 to 1919..	.....	.....	3·05
5s,W'sh.P.M'y1,'20.M&N	.....	.....	3·05
4s, Imp., Nov.,1906.M&N	.....	.....	3·05

Flat price.

Bonds.	Bid.	Ask.	To Net.
Albany—(Con.)—			
4s, Park, Oct., 1900 to '17	.....	.....	3·05
Auburn—			
4s, S. C. RR. Sep 1, '02. M&S	.....	.....	3·15
3½s, Water, '23 to '36. J&D	.....	.....	3·15
3s, S.C. RR. M'r. 1, '06. M&S	.....	.....	3·15
Bergen—			
3½s, 1903 to 1907.....	.....	.....	3·30
Binghamton—			
7s, Aug. 1, 1901.....F&A	.....	.....	3·15
4s, C.H., '17-'28 & '29 F&A	.....	.....	3·15
3½s, Wat., A'g. 1, '07. F&A	.....	.....	3·15
3½s, Bdg., 1930-1934 F&A	.....	.....	3·15
Brooklyn—¶			
7s, Reg., July, 1906. J&J	.....	.....	3·05
7s, Bridge, '15 to '24. J&J	.....	.....	3·05
6s, Park, 1924.....J&J	.....	.....	3·05
6s, Water, 1902.....J&J	.....	.....	3·05
5s, Bridge, 1919.....J&J	.....	.....	3·05
4s, Bridge, 1926.....J&J	.....	.....	3·05
4s, Water, 1913.....J&J	.....	.....	3·05
4s, School, 1920.....J&J	.....	.....	3·05
4s, Public markets, 1922.	.....	.....	3·05
4s, do do 1925.	.....	.....	3·05
4s, Water, Jan. 1, '14. J&J	.....	.....	3·05
4s, Water, 1912.....J&J	.....	.....	3·05
3½s, g., Oct. 4, 1902. J&J	.....	.....	3·00
3½s, g., Aug. 1, 1911 J&J	.....	.....	3·00
3½s g., 1902-1937..J&J	.....	.....	3·00
3½s, Reg., g., 1924..J&J	.....	.....	3·00
3½s,,g, June 10, 1925. J&J	.....	.....	3·00
3½s, gold, 1927.....J&J	.....	.....	3·00
3½s, g, Jan. 1, 1928. J&J	.....	.....	3·00
3½s, g, July 10, 1932 J&J	.....	.....	3 00
3½s, g, July 10, 1933. J&J	.....	.....	3·00
3½s, g, July 10, 1934. J&J	.....	.....	3·00
3½s, gold, 1936.....J&J	.....	.....	3·00
3s, Water, 1905.....J&J	.....	.....	3·00
3s, Bridge, 1925.....J&J	.....	.....	3·00
Buffalo—			
7s, Oct., 1908.....A&O	.....	.....	3·10
7s, Park, 1916.....J&J	.....	.....	3·10
7s, 1924 & '25.....J&J	.....	.....	3·10
6s, Parks, Jan. 1, 1924 J&J	.....	.....	3 10
4½s, Tax l'ns, Ju'e 28, 1900	.....	.....	3·10
4s, Sewer, May 1, '13. M&N	.....	.....	3·05
3½s, R'f., July 1900-14. J-J	.....	.....	3·05
3½s, Aug. 15, 1903. F&A	.....	.....	3·05
3½s, Oct., 1917.....A&O	.....	.....	3·05
3½s, Park, Reg., 1927 F&A	.....	.....	3·05
3s, Road, 1910 ..... J&D	98	100	3·00
Cohoes—			
7s, J'ly 1, 1900 to '13 J&J.	.....	.....	3·35
4s, July 1, 1920.....J&J	.....	.....	3·20
4s, Dec. 15, 1915 to 1928.	.....	.....	3·20
College Point—¶			
7s, Water, 1907-1912....	.....	.....	3⅛
Elmira—			
4s, Sch'l, J'ly 1, 1904 M&N	.....	.....	3·15
4s, Reg. May 1, '10. M&N	.....	.....	3·15
3½s, Redempt'n, 1912-21.	.....	.....	3·15
Far Rockaway—¶			
5s, Imp., 1900 to '21. J&J	.....	.....	3⅛
Flatbush—¶			
6s, 1911..... .....M&S	.....	.....	3⅛
Hempstead—¶			
4s, g., 1923..... ... J&J	.....	.....	3⅛
Jamaica—¶			
4s, Apr. 1, 1917.....	.....	.....	3⅛
Kings Co.—¶			
6s, Sch., 1900 to 1904. J&J	.....	.....	3·05
5s, Sch. July, '00 to '02, J&J	.....	.....	3·05
4s, Park, May 1, 1905-'44	.....	.....	3·05
4s, Str. Imp., 1900-20. J&J	.....	.....	3·05
4s, Highway, 1940...J&J	.....	.....	3·05
Kingston—			
7s, 1901.....J&J	.....	.....	3·25
6s, Refunding, 1910. J&J	.....	.....	3·20
4s, Rfd. Jan. 15, 1912 J&J	.....	.....	3·20
3½s, g., Wat., '19-'36. A&O	.....	.....	3·20
3, Rfd., Jan. 15, 1914. J&J	.....	.....	3·25
Larchmont—			
4s, r., H.&S., 1916-25. A&O	.....	.....	3·25
Long Island City—¶			
7s, Sept. 1, '00 to '14. M&S	.....	.....	3⅛
6s, Feb. 1913 to '19. F&A	.....	.....	3⅛
5s, Revenue, 1903.	.....	.....	3⅛
4½s, May 1, 1907	.....	.....	3⅛
4½s, 1902 to 1923..J&D	.....	.....	3⅙
4s, Water, Sep. 1, '20. M&N	.....	.....	3⅛
3½s, Wat., May 1, '20. M&N	.....	.....	3⅛
Lowville—			
3½s, 1900 to 1919.....	.....	.....	3·20
Mount Vernon—			
5s, Tax Relief, 1902. A&O	.....	.....	3·15
4s, School, 1909-'17. M&N	.....	.....	3·15
4s, Road, Feb. 1, 1935...	.....	.....	3·15
Newburg—			
4s, Water, Feb. 1, '12. F&A	.....	.....	3·15
3½s, Wat., Sep. 1, '07. M&S	.....	.....	3·15
New Rochelle—			
3½s, 1902 to 1906..M&N	.....	.....	3·20
3½s, 1904 to 1933...J&D	.....	.....	3·20
New York City—			
7s, West Farms..'00-2147	.....	.....	3·10
7s, Morrisania. 1908-1980	.....	.....	3·10
6s, Williamsbridge Hig'y, May, 1909-44	.....	.....	3·10
5s, 1908.....M&N	.....	.....	3·10
5s, g., 1908-1928...M&N	.....	.....	3·10
3½s, g., Corlears H..1913	.....	.....	2·95
3½s, g., Park, 1916. M&N	.....	.....	2·95
3½s, Exmt., Oct. 1, '15..	.....	.....	2·95
3½s, Exmt., Nov. 1, '17..	.....	.....	2·95
3½s, Exmt., Nov. 1, '22..	.....	.....	2·95
3½s, g., Dock, 1927. M&N	.....	.....	2·95
3½s, g., Nov., 1928. M&N	.....	.....	2·95
3s, Water, 1904.....A&O	.....	.....	2·95
3s, School, 1907.... M&N	.....	.....	2·95
3s, School, 1913 ....M&N	.....	.....	2·95
3s, g., Str. &Ave, 1914 M&N	.....	.....	2·95
3s, g., Street, 1916. M&N	.....	.....	2·95
3s, g. Dock, 1924....M&N	.....	.....	2·95
2½s, Tax exempt, '09-29.	.....	.....	...
Niagara Falls—			
4s, School, May, 1913....	.....	.....	3·20
4s, Police, Feb., 1914....	.....	.....	3·20
North Tonawanda—			
5s, Sewer, Sept. 25, 1911.	.....	.....	3·25
4s, Wat., Mar. 31, '24. A&O	.....	.....	3·25
Nyack—			
4s, gold, 1908..	.....	.....	3·20
4s, g., Water, 1927	.....	.....	3·20
3½s, June, 1914-1923....	.....	105	3·15
Onondaga Co.—			
3s, July 1900 to 1929. J&J	.....	.....	3·00
Poughkeepsie—			
7s, RR., Feb. 1, 1902. F&A	.....	.....	3·20
4½s, Bounties, 1901..M&S	.....	.....	3·20
4s, do 1905..M&S	.....	.....	3·15
3½s, Sewer, Ag. 1, '05. F&A	.....	.....	3·15
3s, Bounties, 1907..M&S	.....	.....	3·20
Queens Co.—			
4s, 1902.....J&D	.....	.....	3·10
4s, Nov., 1916.....M&N	.....	.....	3·10
4s, 1917.....J&D	.....	.....	3·10
4s, 1927.....J&D	.....	.....	3·10
Richmond Co.—¶			
4s, Fund., June 1, '14. J&D	.....	.....	3⅛
4s, g., July, 1, 1921..J&J	.....	.....	3⅛
Rochester—			
7s, Jan. 1, 1903.....J&J	.....	.....	3·10
4s, 1922.....J&J	.....	.....	3·05
3½s, Ref'g RR., 1913. F&A	.....	.....	3·05
3½s, Improv., 1919. F&A	.....	.....	3·05
3½s, B'dge, Sep. 1, '22. J&J	.....	.....	3·05
Rockland Co.—			
5s, Reg., 1910.....J&J	.....	.....	3·20
4½, Reg., 1903-'05..A&O	.....	.....	3·20
Rome—			
4s, 1921.....J&J	.....	.....	3·15
Rotterdam Sch. D. No. 15—			
5s, Nov. 1, 1900-1914....	.....	.....	3·30
SeaCliff-5s, g, H, S'p1, '01-20	.....	.....	3·25
Schenectady—			
4s, Wat., N'v1, '08-15. M&N	.....	.....	3⅛
3s, Water, Aug. 15, '11-13	.....	.....	3·10
Syracuse—			
4s, 1901 to 1908.....J&J	.....	.....	3·10
4s, Rfd. Feb. 1, 1904, F&A	.....	.....	3·10
3½s, Water, 1928....J&J	.....	.....	3·10
3s, Wa., July 1, 1920. J&J	.....	.....	3·15
Troy—			
5s, Wat., May 1, 1902. M&N	.....	.....	3·15
4½s, Water, '01 to '04. F&A	.....	.....	3·15
4s, June 2, 1901-'04. J&D	.....	.....	3·10
3½s, Ref'g, 1905-'14. F&A	.....	.....	3·10
3½s, Reg. Imp., 1914. J&J	.....	.....	3·10
Utica—			
7s, RR. Aid, July 1, '01	.....	.....	3·20
4s, Paving, 1900 to 1903.	.....	.....	3·20
Warren Co.—			
5s, Feb. 10, 1901.....	.....	.....	3·20
Westchester Co.—			
4s, 1900 to 1915....J&D	.....	.....	3·15
White Plains—			
4s, 1914 to 1928 ....F&A	.....	.....	3·12
3½s, Oct. 1, 1920-29. A&O	.....	.....	3·12
Yonkers—			
7s, April 1, 1901-2..A&O	.....	.....	3·15
4s, Pav., 1901 to '05. M&S	.....	.....	3·10
4s, Water, 1917.....A&O	.....	.....	3·10
3½s, Prk, 1910 to '24. F&A	.....	.....	3·10
NORTH CAROLINA			
Consol. 4s, 1910.....J&J	107	107¾	....
6s, 1919.....A&O	134	138	....
Charlotte—5s, 1929 ...J&J	.....	.....	4·05
Forsyth Co.—			
6s, C. H., May 1, 1901..M	.....	.....	4·00
6s, C. H., May 1, 1906..M	.....	.....	3·90
6s, C. H., May 1, 1911..M	.....	.....	3·90
Mecklenburg County—			
6s, RR. aid, 1920...M&N	.....	.....	4·55
Raleigh—			
6s, 1907.....J&J	108	110	....
5s, 1927.....A&O	106	108¼	....
4s, July 1, 1929.....J&J	.....	107·23	3·60
Reidsville—			
5s, g., Water, 1929, May 1.	.....	.....	4·00
Swain Co.—			
6s, Ref'g, July 1, '19 J&J	.....	.....	5
Wilmington—			
5s, Fund., Jan. 1922. J&J	112	115	....
4s, g., Ref., J'ly 1, 1929 J&J	101	103	....
NORTH DAKOTA			
6s, Hospit'l, May 1, '04. M&N	.....	.....	3·30
4½s, Rev., Apr. 25, '05. A&O	.....	.....	3·30
4s, Ref., July 1, 1914..J&J	.....	.....	3·25
4s, Fund'g, Mar. 20, '21. M&N	.....	.....	3·25
4s, Refund'g, July 1, 1923.	.....	.....	3·25
Burleigh Co.—			
4½s, Oct. 15, 1918.....	.....	.....	4·40
OHIO			
5s, B'd of Agri., Sept. 1 1902 to 1911.....M&S	.....	.....	3·90
4½s, Univ., Dec., 1900-'03..	.....	.....	3·20
3s, Fund., July 1, 1902. J&J	.....	.....	3·00
Akron—			
5s, School, 1901	.....	.....	3·30
5s, Impt., 1900 to '04. J&D	.....	.....	3·30
4s, Sew. & Pav. '00-04 M&S	.....	.....	3·30
Alliance—			
4s, Water, 1020-1929....	.....	.....	3·50
Avondale (in Cincinnati)—			
5s, June, 1916..... J&D	.....	.....	3·15
5s, T. & I., May 1914. M&N	.....	.....	3·15
5s, Water, Jan., 1907. J&J	.....	.....	3·15
4s, St. im., A, J'ne '21. J&D	.....	.....	3·15
4s, B, July, 1921 ....J&J	.....	.....	3·15
4s, D, April, 1923...A&O	.....	.....	3·15
Bowling Green—			
5s, Ref'g, y'rly to '17. M&S	.....	.....	3·50
Butler Co.—			
4½s, Ct. H., 1906-07. J&J	.....	.....	3·20
4½s, Bridge, 1910 to '24.	.....	.....	3·20
4½s, Replen., '04 to '18 J&J	.....	.....	3·20
4s, 1921-1924.....J&J	.....	.....	3·20
Caldwell—6s, Wtr, '17. A&O	.....	.....	4
6s, Water, 1922.....A&O	.....	.....	4
5s, Sch., July 10, '11. J&J	.....	.....	4
5s, Sch., Oct. 21, '03. A&O	.....	.....	4
Canton—			
4½s, Pav., 1900-'01. J&J	.....	.....	3·20
4½s, 1902 to 1908.....	.....	.....	3·20
Cincinnati—			
7·3s, May, 1906 ....M&N	.....	.....	3·10
7s, Fund'g, May, '04. M&N	.....	.....	3·10
7s, Nov,, 1908,.....M&N	.....	.....	3·10
6s, gold, May, 1906. M&N	.....	.....	3·10
6s, Aug., 1909 .....F&A	.....	.....	3·10
5s, Sew., May, 1909. M&N	.....	.....	3·10
5s, 30-50s, s. f., 1930. M&N	.....	.....	3·10
4s, 30-50s, s. f., 1931. J&J	.....	.....	3·10
4s, S. F., 30-50s, J'ly, 1941	.....	.....	3·10
3·65 g., Feb., 1937..F&A	.....	.....	3·10
3½s, Aug. 1, 1918-38. F&A	.....	.....	3·10
3½s, Ext. to 1940....J&J	.....	.....	3·10
3s, Water, 1919-39..F&A	.....	.....	3·10
Cleveland—			
6s, B'd of Ed., 1907 to 1916	.....	.....	3·10
5s, El. Rd., J'ne, 1903 J&D	105¾	106½	3·10
5s, Oct., 1902.....A&O	.....	.....	3·10
5s, Viad., June, 1907. J&D	.....	.....	3·10
5s, Library, 1918...A&O	.....	.....	3·10
4½s, Wat., Apr., '02. A&O	.....	.....	3·10
4½s, School, J'e, '02. J&D	.....	.....	3·10
4s, Wat'r April, 1903 A&O	.....	.....	3·10
4s, Oct., 1907 .....A&O	.....	.....	3·10
4s, Apr., 1921.....A&O	.....	.....	3·10
4s, Park, 1929.....A&O	.....	.....	3·10
4s, Park, 1931 .....A&O	.....	.....	3·10
3·65s, Water, Sept., 1902.	.....	.....	3·10
Clifton (in Cincinnati)—			
5s, Water, Jan., 1906. J&J	.....	.....	3·15
4½s, Gen. imp., 1919. J&J	.....	.....	3·15
4½s, 2dser., May, '20. M&N	.....	.....	3·15
4½s, Sewer, July, '17 J&J	.....	.....	3·15
4½s, Wat., 2dser., '22 A&O	.....	.....	3·15
Collinwood 5s, '01-05. A&O	.....	.....	3·40
Columbiana Co—4s, Fund., July 20, 1901-1911..J&J	.....	.....	3·30
Columbus—			
6s, June, 1904.....J&D	.....	.....	3·20
5s, Fire Dep't, June, 1904	.....	.....	3·20
5s, Water, Ap. 1, '07. A&O	.....	.....	3·20
5s, Sewer,, July, 1912. J&J	.....	.....	3·20
5s, Apr., 1913.....A&O	.....	.....	3·20
4½s, Viad., Nov. '02. M&N	.....	.....	3·20
4½s, Sewer, 1921 ...M&S	.....	.....	3·20
4s, Sept. 1, 1900....A&O	.....	.....	3·20
4s, Nov., 1909.....J&D	.....	.....	3·20
4s, Fire Dep't, June 1, '16	.....	.....	3·20
4s, Dec. 1, 1927.....J&D	.....	.....	3·20
Cuyahoga Co—			
5s, July, 1918.....J&J	.....	.....	3·20
Dayton—6s, Nov., 1904....	.....	.....	3·25
5s, Sch., Feb. 1, '06. F&A	.....	.....	3·25
5s, April, 1915.....A&O	.....	.....	3·25
4½s, Wat., '00 to '04. F&A	.....	.....	3·25
4s, Wat., May 1, '05. M&N	.....	.....	3·25
4s, School, 1911-'12. J&J	.....	.....	3·25
Defiance—			
5s, Ref. Mr. 1, '02-'12 M&S	.....	.....	3 50
Delaware Co.—			
5s, Bridge, Mar., '01 to '03	.....	.....	3·40
Delphos—			
5s, 1916 to 1920.....A&O	.....	.....	4
Erie Co—			
4s, July 24, 1900-09. J&J	.....	.....	3·40
Fayette Co.—			
6s, Nov. 15, 1900-'02. M&S	.....	.....	3·40
Findlay—			
6s, 1900 to 1907 ....J&D	.....	.....	3⅜
5½s, 1919.....F&A	.....	.....	3⅜
5s, Water, Mar. 1, '08. M&S	.....	.....	3⅜
Fostoria—			
6s, Pvg, Sept. 1, 1907 M&S	.....	.....	3·60
6s, Sewer, 1904.....	.....	.....	3·60
Franklin Co.—			
6s, Dec., 1900 to '02. J&D	.....	.....	3·30
6s, Road, Sep. 1, '05, S-an.	.....	.....	3·30
4½s, May 1, '01 to '08. M&N	.....	.....	3·30
4s, Bridge, 1901-'09. A&O	.....	.....	3·30
Gallia Co.—5s, Turnp. 1909	.....	.....	3·50
5s, Road, July 28, '19. J&J	.....	125	....
Gallipolis—			
5s, Water, May 1, 1914..	.....	.....	3·60
5s, Redemption, 1900-15.	.....	.....	3·60
Hamilton—			
5s, Gas, Feb. 1, 1908. F&A	.....	.....	3·30
4½s, 1902 to 1911...M&S	.....	.....	3·30
Hamilton Co.—			
5s, Aug. 1, 1934.....F&A	.....	.....	3·10
5s, Elberon Av., 1911 J&D	.....	.....	3·10
4s, C. H., June, 1936. J&D	.....	.....	3·10
4s, Pike & Brdg, 1918. F&A	.....	.....	3·10
Ironton—			
5s, Refund., 1903-08. J&J	.....	.....	3·40
Jackson Co.—			
4s, Road, 1915.....A&O	.....	.....	3·35
Kenton—			
4s, Ref'g, 1907 to '25. M&S	.....	.....	3·60
Lima—			
6s, 1900-1910.....J&J	.....	.....	3·30
5s, Impt., 1901 to '09. J&J	.....	.....	3·30
4s, Sewer, 1901-13..A&O	.....	.....	3·30
Logan—			
5s, Ref., 1901 to 1930 J&D	.....	.....	3·60
Lorain—			
6s, Paving, 1901-'05. F&A	.....	.....	3·50
5s, River Imp., 1924-29..	.....	.....	3·50
Louisville—5s, 1914..F&A	.....	.....	3·15
Lucas Co.—			
5s, Gen. F., '01 to '07. M&N	.....	.....	3·25
4½s, Road, '00-1908. J&J	.....	.....	3·25
4s, Court-house, '44. M&S	.....	.....	3·25
Madison Co.—			
6s, Sept. 10, 1900-'04. M&S	.....	.....	3·40
Marietta—			
6s, g., 1900 to 1904. A&O	.....	.....	3·40
5s, Paving, 1906....A&O	.....	.....	3·40
Marion—6s, 1910.....M&S	.....	.....	3·40
5s, Sewer, '00 to '17. M&S	.....	.....	3·40
Martin's Ferry—			
6s, Pav., Sept. 1, '00-1904	.....	.....	3·75
5s, Sch., 1926 to '44. M&S	.....	.....	3·75
Maumee—5s, '07-'27..A&O	.....	.....	4
McComb—6s, 1904 .....J&J	.....	.....	4

Flat price. ¶ Now part of New York City.

Bonds.	Bid.	Ask.	To Net.
Mercer Co.—			
6s, Sept., 1900 to 08 M&S	.....	.....	3·40
Miami Co.—5s, Bridge, J'ly1,1900,to1908..J&J	.....	.....	3·40
Milford Center—			
6s, Ref., '00 to '13..A&O	.....	.....	4·25
Monterey Township—			
6s, Sch., 1900 to 1904...	.....	.....	4·25
Montpelier—			
6s, Wat.& Lt., 1900-1906	.....	.....	4·25
6s, Wat. & Lt., 1920-1929	.....	.....	4·25
Nelsonville—			
6s, Ref.,Apr.2, 1914.A&O	.....	.....	4
6s,School,1906to'14 M&S	.....	.....	4
North Baltimore—			
6s, Paving, 1906....M&N	.....	.....	4
Norwood—6s, 1900 to 1905	.....	.....	3·50
5s, Sept. 1, 1915.....	.....	.....	3·50
5s, El. Lt. Oct.1,'00 to '26	.....	.....	3·50
4½s, Road, 1900 to 1909.	.....	.....	3·50
Oberlin—			
6s, 1900 to 1904.....F&A	.....	.....	3·50
Ottawa Co.—			
6s, 1904 to 1918.....F&A	.....	.....	3·40
Pickaway Co.—			
6s, Road, '00 to 1900.M&S	.....	.....	3·40
Pomeroy—6s,1914. M&S...	.....	.....	3·75
5s, Refund'g, 1917..M&S	.....	.....	3·75
4½s, Ref'd'g, 1917.. M&S	.....	.....	4 00
Port Clinton—5s, 1905-25.	.....	.....	3·75
Portland—6s, Sch. Dis.1913	.....	.....	4·25
Portsmouth—			
5s, Water, May 1, 1906..	.....	.....	3·40
4½s, School,1904-'05-'07.	.....	.....	3·40
Preble Co.—6s, Bridge,J&J, 1900 to 1913....J&J 16	.....	.....	3·40
6s, Building, J&J, 1900 to 1914.....J&J 16	.....	.....	3·50
St.Marys 6s, Imp., '08.M&S	.....	.....	4·00
Salineville—6s, 1915..J&D	.....	.....	4·00
Sandusky—5s, June, 1900.	.....	.....	3·30
5s, Wharf, Aug.1,'09.F&A	.....	.....	3·30
4s, Paving, 1905 to 1910.	.....	.....	3·30
Seneca T'w'p—			
4s Road, 1900 to '10, M&S	.....	.....	3·75
Shelby—5s, 1900-'14..J&D	.....	.....	3·65
Shelby Co.—6s,1900-9. J&J	.....	.....	3·40
Stark Co.—5s, 1912....M&S	.....	.....	3·30
Steubenville—4s,1924 M&S	.....	.....	3·40
Sycamore—5s, Water and Light, 1901 to 1920.M&S	.....	.....	3·60
Toledo—			
5s,Ref'd'g,Ju'e1,'03.J&D	.....	.....	3·20
5s, May 1, 1911 ....M&N	.....	.....	3·20
4½s,Sch.,Ju'e18,'04.J&D	.....	.....	3·20
4½s, Fire, July, 1912.J&J	.....	.....	3·20
4½s, Oct., 1919.....A&O	.....	.....	3·20
4½s, Sch.,Feb.17,'16 F&A	.....	.....	3·20
4s, July 1, 1908.....J&J	.....	.....	3·20
4s, Sch.,Mar.1,1929.M&S	.....	.....	3·20
4s, Park, July 1 '42.J&J	.....	.....	3·20
3½s,Ref'g,May 4,'30.M&N	.....	.....	.....
Van Wert—5s,Apr.1,'11-41.	.....	.....	3·60
Van Wert Co.—			
6s,R'd, 1911 to1919.F&A	.....	.....	3·40
Washington C. H.—			
5s,Refg.,'00 to 1904.M&S	.....	.....	3·60
Westwood (in Cincinnati)—			
6s, Beech Av.,'00 to 1905	.....	.....	3·25
5s, Sidewalk, Sept.2,1925	.....	.....	3·25
5s, Water, July 1, 1915..	.....	.....	3·25
Youngstown—6s, Paving, Oct. 1, 1900 to 1903.....	.....	.....	3·30
6s,School, Sept., '02..M&S	.....	.....	3·30
5s, Fund.,Sept.1,'01.S.-an	.....	.....	3·30
5s, Park, Mar. 1, '14..J&J	.....	.....	3·30
5s,Fire,Oct,'00to'15.A&O	.....	.....	3·30
5s, Sc.Dist..1907-08.M&S	.....	.....	3·30
Zanesville—4½s,1909.A&O	.....	.....	3·25
OKLAHOMA			
Cleveland Co.—			
6s,Fd.,Sept.10.1904.Sept.	.....	103·50	....
El Reno—			
5s, Ref'g,1920 to'20.J&D	.....	106·55	....
Logan Co.—			
5s, Ref'd'g.,1909-19..J&J	.....	104	....
Oklahoma City—			
6s, Sch., Jan. 1, 1914J&J	.....	107·40	....
6s, Fund'g, 1906 to 1915	.....	104·25	....
Oklahoma Co.—			
6s, Fund. Dec.,1904.Ann	.....	102	....
6s, Fund'g., 1919 to 1922	.....	112	....
Payne Co.—			
4½s, Ref'd'g, 1920 to'29..	.....	103	....
Tecumseh—			
7s, June 1, 1912.....J&J	.....	108	....
OREGON			
Astoria—			
5s, g., Water, 1925 ..J&J	.....	.....	....
Portland—			
6s, g., Sewer, 1905..J&J	.....	.....	3·50
6s, Sch. Dist., 1913..A&O	.....	.....	3·50
5s, g.,C.H.,July1,'23.J&J	.....	.....	3·50
5s, Wa., Jan 1, 1917.J&J	.....	.....	3·50
5s, g.,Wat.,July1,'23.J&J	.....	.....	3·50
5s, g., Bridge, 1925.A&O	.....	.....	3·50
5s, g., Jan., 1922....J&J	.....	.....	3·50
Union Co. Sch. Dist. No. 1—			
5s g. June 1, '09-'19, J&D	.....	.....	4·25
Wasco Co.—7s,Sch.Sep.,'04	.....	.....	4
PENNSYLVANIA			
6s, Agricultural College, Feb., 1922.....F&A	.....	.....	3
4s, Fund'g, Feb.,1912.F&A	111¾	.....	....
3½s, Fund., Feb.,1912.F&A	105	.....	....
Allegheny—			
4½s, 1900 to 1903...Var.	.....	.....	3·20
4s, 1901 to 1919.....Var.	.....	.....	3·15
4s, July, 1925 .....J&J	.....	.....	3·15
4s, 1907-12-17-27....J&J	.....	.....	3·15
Allegheny Co.—			
5s,Comp., 1913-1940.J&J	102½	.....	....
4s, Riot, 1901-1906..Var.	102	.....	....
Braddock—4½s,'00-16.M-S	.....	.....	3·90
4½s, 1901 to 1927..A&O	.....	.....	3·50
Bradford—4s. 1906-16-26..	.....	.....	3·90
Chester—			
4s,School,July 1,'14.J&J	.....	.....	3·25
3½s, 1929.....	.....	109·85	3½
Harrisb'g-6s, July,'03.J&J	.....	.....	3·20
4s, City, July 1, 1920.J&J	.....	.....	3·20
Johnstown—5s,1921..J&D	.....	.....	3·50
4½s, Sept. 1, 1923...M&S	.....	.....	3·50
4s, Fire alarm, 1923.J&J	.....	.....	3·50
Lancaster-6s,'05 to 20.Jan	.....	.....	3·12
4s,Wat., Ap.,'05 to 20.Q-J	.....	.....	3·12
Luzerne Co., Cen. P'r Dist. 3½s,g., B'd'g '03-'22 A&O	.....	.....	3·15
McKeesport—6s, 1907.J&J	.....	.....	3·25
5s, Water, 1911.....J&J	.....	.....	3·25
4½s, Funding, 1900.J&J	.....	.....	3·25
Philadelphia—			
6s, 1901.....J&J	.....	.....	2·90
6s, Taxed, 1904.....J&J	.....	.....	3·00
4s, f'd'g, 1900 to 04..J&J	.....	.....	2·90
3½s, 1904 to 1924...J&J	.....	.....	2·90
3½s, Dec. 31, 1906..J&J	.....	.....	2·90
3½s, 1907-26.....J&J	.....	.....	2·90
3s,Nov.1,1900to'19.M&N	.....	.....	2⅞
Pittsburg—7s,Fund. d't,'09	.....	.....	3·15
6s, Water, Jan.,1908.J&J	.....	.....	3·15
5s,Fund.debt imp.'13J-D	.....	.....	3·15
4½s, School, July, 1919..	.....	.....	3·15
4s, Comp., Jan.,1915.J&J	.....	.....	3·15
3½s, Ref'd'g, 1902 to '09.	.....	.....	3·15
3½s, April, '15-'30..A&O	.....	.....	3·15
Reading—4s, Aug., 1910...	.....	.....	3·15
4s, Apr., 1918.....A&O	.....	.....	3·15
Schuylkill Co. 3½s, 1919..	.....	.....	3
Scranton—4½s, 1909..J&D	.....	.....	3·15
4½s, City imp.,June,1919	.....	.....	3·15
4½s, School, 1920...J&D	.....	.....	3·15
Wilkes-Barre—4½s,'22-'27	112½	.....	....
3½s,R'd'g.,1906-17..F&A	.....	.....	3·20
Williamsport—			
3½s, Refg., Sept.1, '09-29	.....	104	....
RHODE ISLAND			
3½, g., S. H., 1934.....J&J	112	.....	....
3s, State House, 1938.A&O	102	103	....
Burrillville—			
4s, g., Impt., Jan. 1, 1907	103	.....	....
4s, g., Impt., Jan. 1, 1922	107	.....	....
Central Falls—			
4s, gold, Dec., 1905 to '20	.....	.....	3·50
Cranston—4s,Aug,'29.F&A	110	.....	....
4s, g., 1939 .....M&N	.....	.....	3·35
East Providence—			
4s,g.,Fdg.J'ne15,'47.J&D	114	.....	....
Lincoln—			
4s, July, 1911.....	105	.....	....
4s, Oct. 15, 1928....A&O	110	.....	....
Newport—			
4s, March, 1905.....	103	.....	....
4s, g., Park, Feb., 1927..	115	.....	....
Pawtucket—			
4s, g., July, 1910....J&J	.....	107·63	3·15
4s, g., May, 1937.....	111½	.....	....
Providence—			
6g., July 1, 1900.....J&J	.....	.....	3·50
5s,g.,Wat.,July1,'00.J&J	.....	.....	3·50
5s, g., July, 1906....J&J	110½	111½	3·05
4s, g.,Park, July,'21.J&J	114	.....	3
4s, g., Apr., 1927...A&O	117	.....	3
3½s, g., Wat., 1916.M&S	105	.....	3
3½s, g. Sewer, 1928.A&O	108	.....	3
3½s,Sch.& Br.,1929.M&N	108¼	.....	3
3s, Sew. & Imp., '29.M&N	.....	.....	2·95
Warren—4s, Oct., 1900-'22	.....	.....	3·50
Westerly—			
4s, g., Sept , 1927 ...M&S	113	.....	....
4s,Refunding,Jan.2,1929	112	.....	....
3½s,Water, Feb., '29.F&A	112	.....	....
Woonsocket—			
4s, g., Ref'd'g, 1919.A&O	109	.....	....
4s, Sew., Feb. 15,'25.F&A	107	.....	....
4s, Reg.g., May, '27.M&N	108	.....	....
SOUTH CAROLINA			
4½s, Blue, 1928.....J&J	.....	120	....
4½s, New issue, 1933..J&J	115	120	....
4s, July 1, 1936.....J&J	.....	106	....
Aiken—4½s, Sew.,'49, J&J	.....	.....	4
Charleston—5s,Oct'23.A&O	.....	114	....
4s, 1909.....J&J	.....	104	....
Chester—5s. 1917-37..J&J	110	112	....
Columbia—3s-4s.1910.J&J	100	102	....
Darlington—			
5s, Refdg., 1920.....J&J	.....	.....	4·13
SOUTH DAKOTA			
6s,Sch.& Col., J'y 1,'05.J&J	.....	.....	3·25
5s,Sch.& Col.,M'y 1,'07.J&J	.....	.....	3·25
4½s, Ref'd., May 1,'07.J&J	.....	.....	3·25
4s,Constit'n,Mar.1,'10.J&J	.....	.....	3·25
Aberdeen—6s,1915.....J&J	.....	.....	5
5s, Oct. 1, 1900 to 1918..	.....	.....	4·40
Faulk Co.—6s, 1915..S.-an.	.....	.....	5
Hanson Co.—			
6s, Refunding, 1908.J&J	.....	.....	5
Lake Co.—5s,Fdg.,10-20 yr	.....	.....	5
Marshall Co.—6s,F.'15.J&J	.....	.....	5
Mitchell—6s,1914.....A&O	.....	.....	5
Watertown—6s, 1909..J&J	.....	.....	5
Yankton Co.—			
4s, Rfdg., '09 to '19.M&N	.....	.....	3¾
TENNESSEE			
6s, Unfunded, 1900...J&J	90	.....	....
6s, Compromise, 1912.....	90	.....	....
4½s,Penitent.,Oct.'13.A&O	107	.....	....
4½s, Redemp., 1913..A&O	107	.....	....
4s, Redemption, 1907.A&O	95	.....	....
3s, Settlement (100)...J&J	.....	.....	....
3s,Settlement (1000),1913	96¼	.....	....
3s, Scrip.....	110	.....	....
Chattanooga—			
6s, 1909.....A&O	110	112	....
Clarksville—4s,Water,July 1, 1909-1929.....J&J	.....	103	....
Davidson Co.—			
5s, Asylum, 1903-'08-'13	103	.....	....
5s, F'd'g, 1900.....J&J	100	.....	....
Davidson Co. (Concl'd)—			
4½s, 1915.....J&J	.....	.....	4½
Hamilton Co.—			
5s, Bridge, 1909....A&O	.....	.....	3·50
Henderson Co.—6s.....	.....	.....	....
Knoxville—6s, 1915.....	.....	.....	4½
5s, g., Imp., 1921...A&O	.....	.....	4
4s, Funding, 1919...J&D	.....	.....	3⅝
4s, Hosp.,June1,'29 J&D	.....	.....	3⅝
Marshall Co.-5s, 1901.F&A	100	102	....
Memphis—			
6s, Comp., 1915.....J&J	122	124	....
6s, Comp., Flippin, 1907.	112	114	....
5s, Market, 1917-1922...	107	111	....
4½, Refdg., g., 1926.J&J	113	115	....
Nashville—6s, 1901....J&J	101	103	....
6s, Funding, 1905...J&J	108½	.....	....
6s, Water, 1909....M&N	113	116	....
6s, Water, 1911A&O.30	115	118	....
6s, Water, 1913A&O.30	117	.....	....
5½s, Bridge, 1905...A&O	106	.....	....
5s, Sewer, Dec.,1911.J&D	107	.....	....
5s, Water, 1921 .....J&D	112	.....	....
5s, Haymark., 1922..M&S	114	.....	....
4½s, July, 1907.....J&J	103	.....	....
4½s, 1918, Water.....J&J	105	.....	....
4½s, Apr. 1, 1923...A&O	.....	114¼	3·60
4s, Water, 1919.....J&J	102	.....	....
4s, Bridge,Oct.1, '18J&J	101	.....	....
North Knoxville—			
5s, 1919.....M&S	.....	.....	3·50
Sevier Co.—5s, 1913..July	.....	.....	4·20
Shelby Co.—			
6s, Fund., Jan. 1,'24.J&J	.....	.....	4½
Sumner Co.—6s. 1913.J&J	100	103	....
TEXAS			
Austin—			
5s,g.,W.& L.1910,'30.Q-J	50	70	....
Bell County—5s,1909.Apr.	105	.....	....
Bexar Co.—			
6s, gold, 1933, Apr. 10	.....	.....	4
5s, Bridge, 1910..Apr. 10	.....	.....	.....
4½s, Bridge,'09-39,Ap.10	.....	106½	3·70
Brazoria Co.—			
5s, Ct. H. refdg., 1909-19	106	110⅛	3·75
Cleburne—6s, '06-36..J&D	.....	110½	4·25
Dallas—			
7s, RR., Apr. 1904..A&O	.....	.....	4½
6s, Funding, 1917..A&O	.....	.....	4½
5s, Water, 1917.....J&J	.....	.....	4½
5s, Fd., July, 1931...J&J	110	112½	....
5s, g., Aug., 1928....F&A	109	113	....
Denison—6s, 1904.....J&J	.....	.....	4
5s, 1912.....J&J	.....	.....	4
El Paso 5s, School, 1914-'29	.....	.....	4
5s, Water Comp.1909-'19	.....	.....	4
Fort Worth—			
6s, Water,Feb.,1922F&A	.....	.....	....
5s, Ref., 1920.....J&J	.....	.....	....
Gainesville—			
5s, Ref., 1903-1938.A&O	.....	.....	4
Galveston—			
5s, Fund'g,1905-15.M&N	.....	.....	4
5s, Wat., 1908-1928..J&J	.....	.....	4
5s, Lim. debt, Sep. 1, '21.	.....	.....	4
5s, Lim. debt, June1,'23.	.....	.....	4
5s, Lim. debt, Jan.22, '25	.....	.....	4
5s, Lim. debt, 1927.....	.....	.....	4
Houston—			
6s, Funding, 1912...J&J	.....	.....	4·10
6s,comp., July, 1918.J&J	.....	.....	4·10
5s, Comp.,July,1918.J&J	.....	.....	4⅛
5s, Ref., Jan.1, 1923.J&J	.....	.....	4⅛
5s, Sew.,Nov.15,'39.M&N	.....	114½	4·25
Lavaca Co.—			
5s, 1902-1937, April 10..	.....	.....	3⅞
McLennan Co.—			
6s, Bridge, 1909..Apr.10	.....	.....	3⅞
Palestine—5s, 1938..M&N	.....	107¼	4⅛
Paris—6s, Water, Oct. 15, 1912 to 1937.....J&J	110	.....	....
5s, Improv., June, 1930.	105	.....	....
San Antonio—			
6s,g.,Fund.,1905-15.F&A	.....	.....	4½
6s, Impt.. 1908. Opt.F&A	.....	.....	4½
6s,1915,Option.....M&N	.....	.....	4½
6s, 1916.....A&O	.....	.....	4½
5s, 1917.....F&A	.....	.....	4
Sherman—6s, Ref.'12.A&O	.....	.....	4
6s, Funding, 1930..A&O	.....	.....	4
6s, Water, 1936.....A&O	.....	.....	4
Tarrant Co., 4s, Ref'd'g, '19	.....	.....	3·75
Waco—5s, Gold, 1923.A&O	14	.....	....
5s, Imp., 1920 .....M&S	112	.....	....
5s, Ref., July, 1909..J&J	106	.....	....
Waller County—			
4½s,Ref'g,'08-'18...A&O	100	104	4
U. S. OF MEXICO.			
See Mexico, page 30.			
UTAH			
5s, Build'g, 1900-1910.J&J	.....	.....	3·20
5s, Territorial, 1908...J&J	.....	.....	3·20
Logan—5s, g., 1912...J&D	100	.....	....
Ogden—6s, g..June,1901-11	.....	.....	4·00
5s, 1913.....M&N	100	.....	....
4½s, 1908-1918.....F&A	101	102	....
Salt Lake City—			
5s, Gen. f'd.,1901-11.J&J	.....	.....	....
5s, Fund., 1908 .....M&S	.....	.....	3·70
5s, Funding, 1912...J&J	.....	.....	3·70
5s, Fund., 1914.....M&N	.....	.....	3·70
5s,School Dist,1902.F&A	.....	.....	3·70
5s, " 1913.F&A	.....	.....	3·70
4s, Ref., Sept. 1,'18.M&S	.....	.....	3·70
Salt Lake County—			
5s, Fd.,Aug.1,'06-16F&A	.....	.....	3·75
Weber Co.—5s, '02-12.J&J	.....	103¼	4
VERMONT			
6s, Agric. College, June 1, 1910.....J&D	124	125	....
Barre—4s, June, '03..J&D	.....	102⅞	3·20
4s, Water,1921-1924.J&D	.....	.....	3·20
Bellows Falls—			
4s, Water, 1915.....	106	.....	....

*Flat price.

Bonds.	Bid.	Ask.	To Net.
Bennington—			
4s, Jan., 1917.....J&J	109	.....	....
Brattleboro–4s, Jan. 1, 1904	102	.....	...
4s, Jan. 1, 1911.....J&J	105	.....	...
4s, Jan. 1, 1918.....J&J	108	.....	...
Burlington—4s, July, 1908.	104	.....	...
Newport — 4s, g., Water June 1, 1920.....J&D	109	.....	...
Northfield—			
4s, Lt. & P'r, '04-7-17. J&D	.....	.....	3·50
Poultney—			
4s, June 1, 1910 to 1918.	.....	.....	3·50
Rockingham—			
4s, Jan., 1901 to 1917. J&J	.....	.....	3·25
Rutland—4s, g., 1926. M&N	110	.....	....
St. Albans—4s, Ref. Wat. '07	.....	.....	3·50
Stowe—4s, 1900 to 1918...	.....	.....	3·50
VIRGINIA			
3s, New, c., 1932.....J&J	93¾	95	...
2-3s, Funded debt, '91. J&J	92¾	94	....
6s, Trust receipts, stamped	.....	9½	....
Berkley—6s, 1927....J&D	.....	.....	5
Danville—8s, 1903-11. J&J	125	.....	....
5s, Nov. 1, 1927....M&N	.....	.....	4⅛
4s, Street Im., Jly, '29. J&J	.....	.....	....
Lynchburg—			
8s, 1904-7.....J&J	.....	.....	4½
6s, L. & Dan. RR. 1901. J&J	.....	.....	4½
6s, 1915.....J&J	.....	.....	4½
5s, Perm. imp., 1916. J&J	.....	.....	4½
4½s, Refunding, 1927....	.....	.....	4·30
Manchester—			
5s, Refd'g, 1931.....J&J	.....	.....	4·55
Newport News—			
4½s, 1918-1928.....A&O	.....	.....	4⅛
4s, Pav'g, Aug. '19-29 F&A	.....	.....	3·55
Norfolk—			....
8s, May, 1901.....M&N	103	.....	....
6s, Renew'l, Jan., '14. J&J	116	.....	....
5s, Renewal, Ap., '11. A&O	110	.....	....
5s, 1924.....M&N	113	.....	....
4s, Nov. 1, 1929....M&N	104½	.....	....
Petersburg—8s, 1903. M&N	113	.....	....
6s, 1905.....F&A	108	.....	....
Portsmouth 4s, 1930...J&J	102½	104½	....
Richmond—8s, 1904-09 J&J	130	.....	....
6s, 1904-1914.....J&J	115	.....	....
5s, 1920-1922.....J&J	112	.....	....

Bonds.	Bid.	Ask.	To Net.
Richmond—(Con.)			
4s, 1920-1929.....J&J	106	107½	....
4s, July 1, 1924.....J&J	106	107½	....
4s, 1926.....J&J	106	107½	....
4s, Refd'g, reg. 1929. J&J	106	107½	....
WASHINGTON.			
3½s, Fund., Apr. 1905, Apr. 1	.....	.....	3·70
Ballard—			
6s, g., 1915.....J&J	.....	.....	5
King Co. Sch. Dist. No. 10—			
4½s, Sept. 1, 1919..M&S	.....	105·05	4·12
Pierce Co.—6s, 1911..June	.....	.....	5
5s, May 2, 1912.....May	100	.....	....
Pierce Co. Sch. Dist. No. 10—			
Ref'd'g 4½s, Feb., 1920.	.....	106·88	4·00
San Juan Co.—			
6s, g., F'dg, Sep. 1, '05-15.	.....	104·90	5½
Seattle—			
6s, Sch. g., Jan. 1, '1909 J&J	.....	.....	4
5s, F'dg, g., July, 1913. J&J	.....	.....	4
5s, g., Apr., 1912....A&O	.....	109·88	4
5s, Sch. Dis. No. 1, '10. J&J	.....	.....	4
5s, Sch. Dist., No. 1. 1915	.....	.....	4
Skagit Co.—			
6s, g., Fund, Dec. 1, 1913	.....	.....	4·50
Spokane—6s, 1911....A&O	.....	.....	4
5½s, Feb. 1, 1918....F&A	.....	.....	4
5s, g., Ref'd'g, Sept. 1, 1914	.....	.....	4
Spokane Co.—6s, School...			
Dist., July 1, 1910...J&J	.....	.....	4⅜
Tacoma—			
6s, Apr. 15, 1911....A&O	.....	.....	5
5s, g., June 1, 1913..J&D	100	.....	....
Whatcom Co. 6s, 1911 Dec.	.....	.....	4·25
Whitman Co.—5s, 1912. Apr	.....	.....	4·25
WEST VIRGINIA.			
Charleston—			
4½s, Sch. Dist. 1919-'29..	.....	.....	3·60
Huntington—			
6s, Paving, Oct. 1, 1921.	.....	.....	4
5s, Sch., Mar., 1901-1910.	.....	.....	4
Parkersburg—			
5s, Park, June 1, '16. June	.....	.....	4
5s, Sept. 1, 1917..Sept. 1.	.....	.....	4
Wheeling—			
6s, Bdge., Nov. 1, '01-24.	.....	.....	4
5s, City, July 1, 1919....	.....	.....	4

Bonds.	Bid.	Ask.	To Net.
Wheeling—(Con.)			
4½s, Bridge, July 1, 1924	.....	.....	4
WISCONSIN.			
Ashland—5s, F'd'g, '09 J&J	.....	108½	4⅛
Bayfield Co. 5s, g. 1915 A&O	.....	111·65	4
Burlingt'n 5s, Sch., '01 to '06	.....	.....	4½
Cassville 5s, '02 to '11. A&O	.....	.....	4½
Chippewa Co.—			
5s, Dec., 1901.....Dec.	.....	104	4·10
Elkhorn–5s, Water, '00 to '07	100	.....	....
Elroy—5s, 1911-1919. J&J.	.....	.....	3·87
Green Bay—5s, 1901 to '17.	.....	.....	3·75
Kenosha—3½, '09-'19..J&J	.....	.....	3·25
La Crosse—			
5s, Bridge, Jan. 15, '10. J&J	110	.....	....
3½s, July 1, 1909-'19. J&J	.....	103½	....
3½s, Ref'd'g, 1919..A&O	.....	.....	3·25
Madison—4s, Ref., '15. A&O	95	.....	....
Milwaukee—			
7s, General, 1901....J&J	.....	.....	3·25
7s, Water, Jan. 1, '02. J&J	.....	.....	3·20
5s, July 1, 1907 .....J&J	.....	.....	3·20
5s, July, 1910.....J&J	.....	.....	3·20
5s, Liby&Mu. '00 to '17 J&J	.....	.....	3·20
4s, Water, 1906-7....J&J	.....	.....	3·20
Milwaukee Co.—			
5s, Build., July 1, '07. J&J	106	.....	....
5s, School, July 1, '14. J&J	109	.....	....
Oshkosh—4s, 1918....F&A	.....	110¾	3·25
Racine–5s, Adjust., '12. Ann.	.....	104	4⅝
4s, School, June 1, '13. J&D	.....	.....	3·20
3½s, Sch., 1919, July 1..	.....	.....	3·20
Sheboygan 4½s, 1911. M&N	107	108¼	3¾
South Milwaukee—			
5s, Wat'r, Oct. 1, 1913 A&O	.....	.....	4
Superior—			
6s, Sewer, Ag. 1, 1910. F&A	.....	120¾	3⅞
Waukesha—4s, School, Apr. 1, 1901 to 1918.....J&J	.....	.....	3¾
WYOMING.			
6s, Capitol, 1902-'11. Jan 1	.....	.....	3·35
6s, Univer. Build'g, 1902 to 1911.....Jan. 1	.....	.....	3·35
Cheyenne—			
5s, Refdg., 1909-'29..J&J	.....	.....	4·35
Uinta County—4½s, Refdg. July 1, 1909-1918....J&J	.....	.....	4·20

* Flat price.

MISCELLANEOUS SECURITIES.

Prices marked thus (§) indicate that the purchaser has to pay accrued interest in addition to the price given. Prices not marked are flat prices.

Bonds.	Bid.	Ask.
MISCELLANEOUS BONDS.		
Acker, Merrall & Condit 6s..1903	100	102
Adams Express col. tr. g. 4s, 1948	103	104
Albe. & Ches. Canal Co.—7s, 1909	§100	102
Amer. Bell Telep'ne—Deb. 4s, 1908	§100½	.....
Am. Bicycle—G. deb., 5s, 1919. M&S	§.....	80
American Brew. Co. 6s, 1915. J&J	109	118
Amer. Cot. Oil, deb., 8s, 1900, Q–F	102¼	103¼
Amer. Graphoph'e, Deb. 5s..M&N	100	.....
Amer. Mail Steamship Co.—		
1st g.s'g f. 6s, Nov. 1, '00-'08 M&N	§.....	105½
American Security & Trust 4s....	100	.....
Amer. Spirits, g., 6s, 1915....M&S	.....	75
Amer. Strawboard Co., 6s....F&A	§100½	.....
American Teleph. & Teleg. Co.—		
Coll. tr., g. 4s, 1929.....J&J	§100⅛	100⅝
American Thread Co.—		
1st coll. tr., g., 4s, 1919.....J&J	§.....	95
American Writing Paper—		
1st g. 5s, July 1, 1919, Opt. 1909	75	80
Artesian Water (Tenn.) 5s...1909	109	110
Consol. 5s, 1909.....	102	'04
Asphalt Co. of America—		
Col. tr., Certfs. g., 5s, 1949. A&O	68⅞	69⅛
Atchison & East. Bridge—See RR.		
Augusta Fact'y 1st M. 6s, '15. M&N	111	.....
B. & S. Car Co., 1st, g., 6s, 1942, J&J	105	110
Battle House (Mobile) 6s.....	111	.....
Berg. & Engle Brew., 6s, 1921. J&J	.....	95
Bon Air Coal, 2d series, 6s, '28. J&J	106	108
Booneville Bge.—See M.K. & T. RR.		
Boston & Mont'a, 7s, 1902...M&N	§104¾	.....
7s, 1907.....M&N	§115	.....
Boston El. Lt.—6s, 1908.....M&S	§113½	.....
do 5s, 1924.....M&S	§111	.....
Boston Term. Co.—3½s, 1947 F&A	§116	117
Broadway Realty—G. 5s, 1926....	§109	111
Bklyn Ferry Co.—5s, g., 1948. F&A	§ 86	88
Brooklyn & N. Y. Ferry—		
1st 6s, Jan. 1, 1911.....J&J	§113	117
Bklyn Wf. & W. Co, 1st, 5s, 1945, F&A	75	76
Buffalo Gen. Elec. Ref'g, g., 5s, 1939	§108	110
Buffalo Iron 5s, 1925.....A&O	69	72
Butte & Boston 6s, 1917.....A&O	§.....	95
Cambria Iron—6s, g., 1917 ...J&J	106	.....
Cent. Hudson St'boat.—5s, '19 M&N	98	100
Central Union Telephone Co.—		
1st, g., 6s, July 1. 1906-16...J&J	§110	112
5s, g., Jan. 1, 1909-1919....J&J	§102½	104½
Century B'ld'g (St. Louis) 6s, 1916	97	100
2d mort. 6s, 1903.....A&O	40	60
Champaign & Urbana Water—		
1st, g., refunding 5s, 1909-1914.	§103	105
Chat'n'ga City Wat. Co.—6s, '12, J&J	§100	...
Ches. & Del. Canal—5s, 1916..J&J	.....	52
Ches. & Pot. Tel., 5s, 1911....J&D	104	.....
Cons. 5s, 1909-1929.....J&J	104¾	105½
Chic. B'd of Trade—4s, 1927. J&D	§103	.....
Chic. Edison Co., Deb. 6s. ....J&J	§101½	.....
1st mort., g., 5s, 1926.....A&O	§.....	109
Chic. Junct., col., g., 5s, 1915, J&J	§110	112
Coll. tr. ref'd'g g. 4s, 1940. A&O	§.....	99
5s, Notes, called July 1, 1900..J&J	§100	.....
Chic. Sub. Water & Elec. Lt.—		
1st, g., 5s, Aug. 1, 1949.....F&A	§.....	103½
Cin. Chamb. Com., 4s, 1908, J&J.	§100	.....
Cleve. El. Ill. Co.—1st, g., 5s, 1927.	§108	110

Bonds.	Bid.	Ask.
Cleve. & Sand. Brewing—6s, g., '48	82	82¼
Col. Fuel & Iron—		
Col. Coal & I. Dev. Co., 5s, 1909..	.....	.....
Colorado Coal & Ir., 6s, g. '02, F&A	105	.....
Col. Fuel Co., 6s, gen., g., '19, M&N	104	.....
Gen., g., 5s, s. f., 1943....F&A	.....	.....
Colo. Springs L't & Power Co.—		
1st, g., 5s, Apr. 1, 1919....A&O	§ 97	100
Columbia College—3s, 1909..J&D	§‡.....	100
Columbus Elec.—6s, 1922....M&N	95	98
Commercial Bldg. Co., 6s, '07, M&N	100	102
Commercial Cable—4s, g, 2397. Q–J	101¼	.....
Conn. L't'g & Pow. Co., g, 5s, 1939.	§.....	101
Consolidated Coal, 6s, 1911, M&S.	85	95
Consol. Water Co. of Utica—		
1st g. 5s, Jan., 1930.....J&J	§102½	105
Contra Costa Water, 5s, 1915. J&J	108	108¾
Consum. L. H. & P. Co. (Eliz. N. J.)		
5s, 1938.....J&D	§106	108
Cov. & Cin. Bdg., 1st, g., 4s, 1915..	§104	106½
Cumberland Teleph. & Telegr.—		
1st s'k'g fd g. 5s, 1918.....J&J	§108	111½
Deb. 5s, Feb. 1, 1920.....	§.....	100
Cuyahoga Telephone—5s, g., 1929	87	.....
Denver Union Water 5s, 1914 J&J	92	93½
Domin. Coal, 1st, 6s, 1913....M&S	§109½	110
Eagle & Phenix Mfg. Co., 6s, 1928	108	109
Edison Light & Power, S. F. 6s, Q–F	128½	.....
Edison Elec. (Bklyn.)—See Kings	Co. E	lec.
Edison Elec. (N. O)—G. 5s, 1929 J&J	105	110
Edison Elec. Illum., Savannah, 6s.	105	106
Ellicott Square Co. 1st g. 5s, 1935	§107½	110
1st g. 6s, 1910.....	§100	105
Enterprise Mfg. Co., 1st, 6s, 1903.	103	.....
Erie Tel. & Tel., 6s, 1909.....A&O	§105	106
Col. tr., g., s. f., 5s, 1926 ....J&J	§105	107
Debenture gold 5s, 1928-29. J&J	§ 99	100
Evansville Brewing—6s, 1915....	§ 85	100
Evansville Cotton Mill—6s, 1910.	§100	103
Fay & Egan Co. (Cin.)—6s. 1903-'43	§106	107
Ft. S. & V. B. Br.—See St. L. & S. F. RR.		
Foxburg Bge.—See Pitts. & W. RR.		
Frank Jones Brew. Co.—deb., 5s, £	ℓ 66	71
Gen. Electric, deb., g., 5s, 1922, J&D	.....	120
Gramercy Sugar, 6s, g., 1923. A&O	.....	90
Grand River C. & C. g. 6s, 1919..A&O	105	115
Hackens'k Water Re-org. con. 5s..	§106	108
1st, g., 5s, 1926.....J&J	§105	.....
Hartford Elect. Light.—5s, 1915 .	§105	.....
Hartf'd L. & P. 6s, 1912, Opt. A&O	§100	.....
Hawaiian Com. & Sug. 5s, 1919. A&O	105	106
Hecker-Jones-Jewell, 6s, 1922 M&S	§‡.....	84¼
Henderson Bridge—See RR.		
Hoboken Ferry—1st 5s, '46..M&N	§110	112
Hoboken Land Imp., 5s, '10, M&N	§106	.....
Hudson River Water Power Co.—		
1st, g., s'k'g. f'd., 1914-'29. M&N	§100	101
Huntington Water.—6s, 1913. M&N	§100	.....
Hydraulic Press Brick, 5s, 1904..	100	102
Ill. Steel Co., deb., 5s, 1913..A&O	.....	99
Imperial Bldg. Co.—6s, 1913..J&J	102	104
2d, 6s, 1908.....M&S	80	90
International Navigation—		
1st g. 5s, Feb. 1. 1909-1929. F&A	100	101½
Internat'n'l Paper—6s., 1918. F&A	105½	.....
International Silver, 6s, 1948 J&D	§ 96	100
Iron Steamboat Co., 6s, 1901, J&J	45	.....

Bonds.	Bid.	Ask.
Jefferson & Clearfield C. & I. Co.—		
1st, g., 5s, 1926.....J&D	§102	.....
2d, gold, 5s, 1926.....J&D	94	.....
Kansas City Stock Yards Co.—		
Conv. 5s, Feb. 1, 1910.....F&A	§113½	114
Ky. Title Co. R. E. bonds, 6s....J&J	§102	103
Kentucky Wagon, 6s, 1901...J&D	§102	103
Kings Co. Elect. Light & Power—		
1st gold 5s, 1937.....A&O	§104½	105¾
Purchase money 6s, g., 1997 A&O	§117	119
B'klyn Edis. Ill. cons. 4s, '39. J&J	94	98
1st, g., 5s, 1940., call. Oct. 1, 1900	110	.....
Kinloch Telephone, 5s, 1928. F&A	99	100
Knickerb'ker Ice (Chic.)—g., 5s. '28	85	.....
Laclede B'ld'g Co.—5s, 1919. M&N	102	104
La Grange Furnace, 6s, 1912. Aug.	12	17
Lamson S. Service—6s, 1909. M&S	100	.....
Lehigh Coal & Navigation—		
4½s, g., 1914..... Q–J	113¼	114
Railroad, gold, 4s, 1914.....Q–F.	107	.....
6s, extend. to 4s, g., 1914...J&D	107	.....
Consol. mort., 7s, 1911.....J&D	125½	.....
Gen. mort., g., 4½s, 1924....Q–F	104¼	.....
Funding 4s, g., July 1, 1948. J&J	102½	.....
Leh. Val. Coal Co.—See RR.		
Levee S. Cot. Press, 1st, 6s, '07, M&N	100	.....
Long Branch Water, 5s, 1906.....	Basis	4%.
Los Angeles Lt. Co., 6s, 1905. J&J	.....	.....
Guar. 5s, 1924.....A&O	99½	101
Louisv. Board of Tr., 6s, 1910, J&J	§105	.....
Louisv. Water Co., 1st, 6s, 1906, A&O	§113	.....
2d, 5s, 1910.....F&A	§112	.....
Lowell El. Lt. Cor., 1st, 5s, g., '14. J&J	§103	.....
Madison Sq. Gard., 1st 5s, 1919 M&N	.....	.....
6s, 1919.....M&N	40	.....
Maryland Brew'g Co.—6s, g., 1939	§ 69	70
Maryland Steel Co., 5s, 1922, F&A	§ 93	95
Masonic Hall Ass'n (Wash.) 5s, '08	108	112
Mason. Temp. (Memph.), 5s, 1910-30	108	110
Metro. Opera & R. E., 5s, 1903....	102	.....
Met. Teleph. & Teleg. Co.—		
1st g. 5s, May 1, 1918.....M&N	§114	115
Mich. L. Superior Power Co.—		
1st g. 5s, May 1, 1949.....M&N	§ 95	100
Michigan Telephone—		
1st sinking fund, g., 5s, 1917. J&J	§108	110
Cons. g. 5s, Jan. 1, 1929....J&J	§ 98	100
Milford Water—1st 5s, 1918. A&O	§100	.....
Minneapolis Brew.—G. 7s, Apr. '13	113	115
Minn. General Electric Co.—		
Consol. g. 5s, Jan. 2, 1929..J&J	§ 99	102
Miss. Levee (W. B. I. & S. Co.), 6s.	112	115
Miss. Levee (Yazoo Delta), 6s.....	120	122
Mo. Elec. Light, 2d, 6s, 1921. Q–May	117	118
Mo. Edison Elec. 5s, g., 1927. F&A	94	95
Monongahela Light & Pow. Co.—		
1st g., 5s, June 1. 1949.....	108¼	108½
Monongahela Riv. Coal—6s, 1949	115	115½
Mystic Wharf & Stor'ge (Boston)—		
1st, gold, 5s, Dec. 1, 1906..J&D	§102½	105
Nat. Starch Co., 1st. g, 6s, 1920. M&N	103	105
N. E. Cotton Yarn Co., 1st, g, 5s 1929	§103½	104
New Eng. Teleph. 6s, 1906...A&O	§103	.....
New Haven S. S. Co.—6s, 1902. A&O	§105	108
N. O. Cotton Ex., 1st, 5s, '06, Q–Jy.	.....	.....
New York Biscuit Co.—6s, 1911 ..	113½	.....
N. Y. & E. R. Ferry—5s, 1922. M&N	90	95

§ Purchaser also pays interest. ℓ In London. ‡ Sale price.

Bonds.	Bid.	Ask.
N. Y. Gas & Elec. L. H. & P. Co.—		
1st g. 5s, Dec. 1, 1948.....J&D	109½	110
Pur -mon col. tr. 4s, 1949..F&A	93	94
Ed'n El. Ill. Co., N. Y., 1st, 5s, 1910	109	111
1st con. g. 5s, 1995.....J&J	.....	123
N. Y. & Hob. F., gen. 5s, 1949..J&J	§ 92	94
N. Y. & N. J. Ferry—5s, 1946.J&J	105	106
N. Y. & N. J. Telep., 5s, g., '20, M&N	110½	.....
N. Y. & Pa. Teleph. & Teleg. Co.—		
1st gold 5s, Feb. 1, 1926. ..F&A	§.....	115¼
N. Y. Susq. & W. Coal-6s, 1912. M&S	98	.....
N. Y. & Wilkes-Barre Coal Co.—		
1st 6s, 1933.....M&N	.....	55
Niagara Falls Power 5s, 1932....	§105	107
North Hudson L't H. & P. Co. (Hoboken, N. J.)—5s, 1938.....A&O	106	108
Oakland Water 5s, guar. 1915 J&J	.....	.....
Oceanic Steamship 5s..'09-'24.J&J	106⅞	107½
Ocean Steamship Co.—See Central RR. of Ga.		
Pacific Coast Co.—G..5s, 1946 J&D	108½	.....
Passaic Water Co., Paterson, N. J.—		
Gen. M., g., 5s, Jan., 1937, J&J..	100	102
Pennsylvania Canal—6s, 1910, J&J	49½	50
Pennsylvania Steel—5s, 1917. M&N	.....	.....
Con., gold, 6s, 1925.....M&S	.....	.....
Pennsylvania Telephone—		
1st s'k'g fund g. 5s, 1908-18, A&O	§103	105½
People's L't, H. & P'r (Phillipsb'g)—		
1st g. 5s, Jan 1, 193), Opt. 105 J&J	§ 95	101
Phila. Electric—Coll. tr. g. 4s, 1949.	‡.....	64
5s, g, Tr. certfs.....	‡.....	93
Pittsburg Brewing 6s, 1949...J&J	110	111
Pleasant Val. Coal—5s, 1928..J&J	106	.....
Portland Water Co., 4s, 1927. F&A	§106	108
Procter & Gamble—1st, 6s, 1940	§112	113
Raleigh Water Co., 6s, 1911..F&A	107	.....
Rapid Tran. Ferry—G., 5s, '44. M&N	100	102½
Rochester & Pitts. Coal & Iron—		
Purch.-money g. 5s, 1946..M&N	102	.....
St. Charles Br.—See Wabash RR.		
St. Joseph Stock Yards—		
1st g., 4½s, 1910-1930.....J&J	§101	102½
St. Joseph Water—6s, 1909..J&D	§100	.....
St. L. Agr. & M. Ass'n, 1st 5s, '01-'06	100	108
St. L. Brew. Ass'n, 6s, 1914, J&J.	99¾	100
St. L. Cot. Com. Co., 6s, 1910, M&N	91	93
St Louis Exposition 6s, 1912. M&N	92	95
St. L. Term. Cupples Stat. & Prop.—		
1st g., 4½s, 1917..... J&D	§ 93	103
St. Paul Union Depot—6s, 1930...	§130	.....
Consol. 5s, 1944.....	§116	.....
Consol. 4s, 1944.....	§100	.....
Sharon Estate, 5s, 1903.....A&O	§100	.....
Sibley Mfg. Co., 6s, 1st, 1903.....	103	105
Sloss Iron & S. Co. 1st, 6s, 1917 F&A	105	108
Gen. 4½s, 1918 .....A&O	75	.....
Springfield Brew.—6s, g., 1909-'19	§.....	100
Spring Val. Water—6s, 1906..M&S	114¼	115¼
4s, 1917.....Q-F	103	103¼
3d mtg., g., 4s, 1906.....Q-M	102	102¼
Standard Rope & Twine—		
1st, g., 6s, 1946.....F&A	70	73
Income g. 5s, 1946.....	11¼	12
Stillwell Bierce & Smith Vail Co.—		
1st gold 6s, 1903-1918.....	§106	107
Sunday Creek Coal, g., 6s, '12..J&D	95	.....
Sunset Telephone, 5s, g., 1929 ...	§107	107½
Susquehanna Coal, 6s, 1911, J&J.	115	121
Swift & Co.—1st M. 6s, July 1, 1900	§.....	.....
Tampa (Fla.) Water-Works Co.—		
1st M., g., skg. fd., 6s, 1915. M&S	102½	.....
Tenn. C. I. & RR.—		
Tenn. Div., 1st, 6s, 1917....A&O	104½	107
Birm. Div., 1st con., 6s, '17, J&J	109	110
Cahaba C. M. Co., 1st, 6s, '22, J&D	106	112
De Bard. C. & I. Co., 6s, 1910, F&A	103	104
South Pittsburg, 6s, 1902..F&A	98	103
Pratt Coal & Ir.—7s, 1903. M&N	112	120
10th-23d St. Fer. Co., 1st, 5s, '19, J&D	§105½	107½
Tenn. Cotton Mfg. Co.—6s, '05. J&J	85	90
2d mort., 6s, 1912.....J&J	32	37
Torrington Co., 1st g. 5s, '18..M&S	§105	108
Union Dairy Co., 5s, 1901....M&N	100	102
Union Ferry Co.—5s, 1920.. M&N	99	100½
United Electric Lt. & Power, Balt.,		
1st, consol., g., 4½s, 1929..M&N	89¼	89½
United Elec. Co. of N. J., 4s..1929	§ 75½	77½
United Electric Security Co.—		
Coll. Tr. g. 5s, ...1920 to 1929	§ 98	103
United Illum. Co., New Haven—		
1st 4s, Feb. 1, 1940 ....F&A	92	95
U. S. Elec. Lt. Deb. 6s, 1907. M&M	101½	101½
Cert. of indebt. 6s, 1907....A&O	101½	101½
U. S. Envelope Co.—6s, g. 1918. J&J	§107	.....
U. S. Flour Mills—6s, 1939.....	‡.....	28½
U. S. Leather—		
S. f. deb., 6s, g. 1913.....M&N	113	.....
U. S. Mortgage & Trust Co.—		
Series D, 4½s, 1901-1916.....J&J	100	.....
Ser. E, F, G & H, 4s, '17-18,..J&D	100	.....
Series I & J, 4s, 1914-1919... ..	100	.....
Utica Electric Light & Power—		
1st g. sink'g fund 5s, 1950..J&J	103	105
Va. I. Coal & Coke 5s, 1949...M&S	41	43
Wash. Mark. Co..1st, 6s, '92-'11, Q-J.	112	.....
Imp., 6s, 1912-27.....Q-J	112	.....
Extension, 6s, 1914-27.....Q-J	112	.....
Western Stone, 5s, 1909.....A&O	95	.....
Western Union—		
Collateral tr., cur., 5s, 1938, J&J	112½	114½
Mutual Union 6s, 1911 ....M&N	110½	113
Northwestern 7s, 1904.....J&J	108	.....
Real est., g., 7s, 1902.....M&N	§104½	..
Fdg. & R. E M. 4½s, g., 1950. M&N	§105	106¼
Wheel. L. E. & P. Coal—g., 5s, 1919	35	45
Wyoming Val. Elec. L't, H't & P'r—		
1st 5s, Nov. 1, 1908-1928..M&N	§100	101
York (Pa.) L'gt. Heat & Power Co.—		
1st g. 5s, June 1, 1929.....J&D	§102	105
York (Pa.) Telephone Co.—		
1st g. 5s, Nov. 1, 1929.....M&N	§100	102
GAS BONDS.		
Atl'ta Gas Light, 5s, g., 1947..J&D	105½	.....
Balt. Consol. Gas, 6s, 1910....J&J	.....	.....
Consol. 5s, 1939.....J&J	.....	113
Bingha ton Gas 5s, 1938...A&O	§ 94	96
Boston Un. Gas, 1st, 5s, 1939, J&J	§.....	81½
2d. 5s, 1939.....J&J	§ 45	50
Brooklyn Union Gas Co.—		
1st cons. 5s, g, May 1, 1945 M&N	114	115
Buffalo City Gas, g., 5s, 1947..A&O	§ 65	70
Carondelet Gas. 6s. 1902.....J&J	100	102
City Heat & Light, Fostoria—		
1st, g., 5s, 1928.....M&S	§ 95	100
Columbus Gas Co., 1st, 5s, g., '32, J&J	§104½	105¼
Cons. Gas Co., J. C., 1st, 6, 1904, M&N	§103	.....
Consol. Gas, N. J —5s, g..1936. J&J	85	86
Denver Gas & Electric Co.—		
1st g. 5s. Mar. 1, 1949.....M&N	65	70
Detroit C'y Gas, Pr. l'n'g. 5s, '23. J&J	96⅛	97½
Detroit Gas, con, 1st, M. g. 5s, 1918	100	.....
Equit. Illum. Gas, Phila—5s, g. 1928	110	110½
Evansville Gas & Elect.—5s, 1913	§100	103
Ft. Wayne Gas Co., 1st, 6s, '25. J&J	59	61½
Gas Co. of Luzerne Co. (Pa.)—		
1st g. 5s, July 1, 1908-1928..J&J	§103	107
Gas & Elec. Co. of Bergen Co.—		
Cons. g. 5s, 1949..... ... J&D	106½	107½
Glen Falls Gas & Elect. Light—		
1st g., 5s, Aug. 1, 1919.....F&A	§100	103
Gr. Rapids Gas-L. Co. 1st 5s, '15. F&A	§106	108
Harrisburg Light, Heat & Power—		
1st g. 5s, July 1, 1924.....J&J	§104	105
Haverhill Gas Light Co.—		
1st g. s'k'g f'd 5s, July 1, 1929. J&J	§.....	106
Hudson Co. Gas—5s, g., 1949	101½	102½
Hudson River Gas & Electric Co.—		
1st Ref. g. 5s, 1929 .....M&N	§105	106
Indiana Nat. & Ill., 1st, 6s, '08, M&N	58½	61½
Indianapolis Gas, 1st, 6s. '20, M&N	102	104
Jackson Gas, 5s, g, 1937....A&O	§102	104
Joliet Gas 1st, g., 5s, 1903-'38. A&O	§.....	103½
Kansas City (Mo.) Gas 5s, '22. A&O	§101½	103
Laclede Gas St. L., g. 5s, 1919, Q-F	108½	109
Lafayette Gas Co., 1st, 6s, '24, M&N	60	65
Lockport (N. Y.) Gas & Elec. Lt.—		
1st M., g., 5s, Feb. 1, 1920..F&A	§100	102
Logansp't & Wab. Val. Gas 1st 6s, '25	57	61
Louisville Gas Co., 5s, 1916, A&O.	§105	.....
Madison Gas & Elec. g., 6s, '26. A&O	§104	107
Minneapolis Gas 6s, 1902....M&S	100	105
Cons. 6s, Mar. 1, 1910-30...M&S	100	110
Mun. Gas., Albany 6s, 1st M., 1906.	§109	110
Municipal Gas Co. (Yonkers)—		
6s, Jan. 1, 1904.....J&J	§100	104
Newark Gas 6s, 1944.....Q—J	§139	140
Newark Consolidated Gas Co.—		
Cons. g. 5s, Dec. 1, 1948. ..J&D	105	.....
New Eng. Gas & Coke—5s, g, 1937	§ 67½	69
N. London G. & Elec., g. 5s, '27 A&O	§105	.....
New York City—		
Central Un. Gas 5s, g., 1927. J&J	§103	106
Consol. Gas deb. 5s, 1908..M&N	§ 98	100
Equitable Gas 1st 5s, 1932. M&S	§114	116
Metropolitan Gas 6s, 1901. F&A	§101	103
New Amsterd. Gas 5s, 1948. J&J	§103½	104½
N. Y. & E. River Gas—Con. 5s, '45	103	108
1st M., gold, 5s, 1944.....J&J	109	110
N. Y. Gas & El.—See Miscell.		
Northern Un. Gas 5s, 1927. M&N	§ 96	99
Standard Gas—1st 5s, 1930. M&N	§115	117
N. Y. & Queens Gas & Elec. Co.—		
1st g. 5s, 1949.....J&J	§105	103
Norwich Gas & Elec., g. 5s, '27 J&J	§105	.....
Oakland G. L. & H. 2d 5s, 1916. M&S	111	.....
Ohio & Indiana Gas, 1st, 6s, 1926	59	62
Paterson & Passaic Gas & Elec.—		
Consol g, 5s, 1949.....M&S	101	101¾
People's Gas & Coke, Chicago—		
1st, guar., gold, 6s, 1904....J&N	.....	.....
2d guar., g., 6s, 1904.....J&D	106	109
1st con., g., 6s, 1943.....A&O	121½	123
Equit. Lt. & Fuel 6s, 1905....J&J	105	.....
Chic. G.-L. & C. 1st, g., 5s, '37..J&J	108½	.....
Consum. Gas, 1st, g., 5s, 1936. J&D	107½	109
Mutual Fuel Gas g., 5s, 1947. M&N	.....	105
Refunding gold 5s, 1947...M&S	.....	.....
People's Light Co. (Pittston, Pa.)—		
1st g. 5s, Mar. 1, 1909-'29..M&S	§100	103
Philadelphia Company—		
1st col. tr., g. 5s, 1949 .....M&S	108½	110
Pittsburg Consolidated Gas—		
1st 5s, g., Feb. 1, 1949.....F&A	113	114
Quincy (Ill.) Gas & Light—		
1st 5s, Jan 1, 1929.. .....M&S	§103½	105
St. Joseph Gas—1st, 5s, 1937. J&J	§ 94	97
St. Paul Gas-L.—Con. ex., 6s, 1918	§110	115
1st, 6s, 1915.....J&J	§112	115
Gen., g., 5s, 1944.....M&S	79½	81
Stockton Gas & Elec.—6s, '05. M&S	99	.....
Syracuse Gas, g., 5s, 1946.....J&J	89½	90
Trenton G. & El. Co., g. 5s, '49. M&S	§103	105
Troy Gas, 2d 6s, 1923.....F&A	§118	120
Consol. 5s, 1939.....F&A	§114½	116½
Wash. Gas Co.—A, 6s, 1902-27, J&J.	115	.....
B, 6s, 1904-29.....J&J	115	.....
West. Gas, Mil., 1st, g., 5s, '33, M&N	105	.....
Williamspt. Gas—1st g. 5s, '39. F&A	§107	108
Wyandotte Gas Co. (Beth'm, Pa.)		
1st g. 5s, July 1, 1909-1929. J&J	§100	103
GAS STOCKS. Par.		
Augusta Gas Co.....25	† 36	.....
Baltimore Consolidated Gas...100	57¼	57¾
Binghamton Gas Works.....100	25	30
Boston—Bay State.....50	† 72c.	78c
Charlestown Gas & Electric. 50	†.....	‡79
East Boston Gas..... 25	†..	‡47
Jamaica Plain Gas Light....100	125	...
Brooklyn Union Gas Co.....100	170	172
Buffalo City Gas Co. com..... 100	5	7
Cambridge Gas Light.....100	.....	‡230
Cincinnati Gas & Coke.....100	200	200¼
Columbus Gas Lt. & Heat'g Co. 100	50	52
Preferred.....100	80	82
Consolidated Gas of N. J.....100	15	19
Consumers' Gas (Toronto).....50	211	.....
Denver Gas & Electric 100	20	25
Detroit City Gas..... 50	97	98
East Newark Gas-Light Co...100	250	.....
Elizabeth Gas-Light Co.....100	125	.....
Essex & Hudson Gas Co.....100	38	39
Evansville Gas & Elect. Lt....100	100	105
Georgetown Gas.....25	† 55	.....
Grand Rapids Gas.....50	106	108
Hartford (Conn.) Gas-Light.....25	† 48	.....
Hudson County Gas.....	35	40
Indianapolis Gas.....50	95	100
Jackson (M ch.) Gas.....50	72	75
Kansas City Gas.....100	35	40
Laclede Gas Light, com.....100	67	70
Preferred.....100	98	100
Louisville Gas-Light.....100	90	91
Lowell Gas.....100	.....	250
Lynn Gas & Electric 100	230	.....
Madison (Wis.) Gas & Elec. Co. 100	76	82
Montreal Gas.....40	182	182½
Municipal Gas (Albany).....100	218	221
Nashville Gas Light Co.....50	98	101
Newark Consolidated Gas.....100	55	60
New Bedford Gas & Edison....100	140	142½
New England Gas & Coke.....100	16¼	17
New Haven Gas-Light.....25	† 85	.....
New Orleans Gas-Light.....100	107	109
New York City—Consolidated..100	191	192
Mutual.....100	275	290
New Amsterdam com.....100	25	26
Preferred.....100	50	50½
Standard, com.....100	110	.....
Preferred.....100	130	140
Oakland Gas-Light & Heat....100	4[illegible]¼	47
O. & Ind. Cons. Nat. & Illum. Gas. 100	26	28
Pawtucket Gas.....50	† 94½	.....
Paterson & Passaic Gas & Elec...	32	37
People's Gas Lt. & Coke (Chic.) 100	100	100¼
Philadelphia United Gas Imp..50	†114	.....
Pittsb'g Consolidated Gas, pref. 50	† 52	53
People's Natural Gas.....50	† 48	.....
People's Nat. Gas & Pipe'g ..25	† 20½	21
Philadelphia C).....50	† 37⅛	38
Preferred.....50	† 43	44
South Side Gas.....25	† 25	.....
West. Penn. Gas Co.....50	† 50	.....
Portland (Me.) Gas-Light.....50	† 90	95
Providence Gas.....50	† 95¼	.....
St. Joseph Gas.....100	32	36
St. Paul Gas-Light.....100	50	52
Salem (Mass.) Gas-Light.....100	120	125
San Francisco Gas & Elec.....100	46⅝	46⅞
Equitable Gas-Lt Co ($5 pd)..20	† 2¾	2⅞
Pacific Gas Improvement ...100	45⅜	45¾
Pacific Lighting Co.....10	† 43	45
San Francisco Gas.....3	† 4½	4⅝
Savannah Gas-Light.....25	† 25½	26
Stockton Gas & Electric Co.....50	† 10	.....
Syracuse Gas Co.....100	12½	13½
Toledo Gas Light & Coke Co..100	110	118
Troy (N. Y.) Gas.....100	145	150
Union Gas & Electric of N. J...100	40	50
Preferred 100	100	102
Waltham Gas & Light Co.....100	‡.....	114
Washington (D. C.) Gas.....20	† 52⅝	52¾
Western Gas of Milwaukee....100	97	98
Wheeling Gas Co..... 50	†.....	.....
Worcester Gas.....100	210	.....
MINING STOCKS.		
Adventure Consolidated.....25	† 4	5
Aetna Consol. (Quicksilver).....5	† 1½	2½
Alamo.....1	15c.	15½c
Allouez.....25	† 1½	2
Amalgamated Copper.....100	87¼	87¾
American Coal.....25	140	160
Am. Gold Mining Co. (St. L.)....10	1·32	1·35
Amer. Zinc, Lead & Smelting...25	† 11	14
Anaconda Copper.....25	† 41	43
Anchoria-Leland.....1	.....	.....
Arcadian.....25	† 17	18
Argentum-Juniata 2	19c.	20¼c
Arnold.....25	† 5	5¾
Ash Bed.....25	† 30c.	60c.
Atlantic.....25	† 23	23½
Baltic (assess't. paid).. 25	† 19	.....
Bankers.....1	15¼c	19c.
Banner Gold.....1	4⅜c.	4½c.
Bingham (Cop. & Gold).....10	† 9¾	10
Bob Lee.....1	5⅜c.	5½c.
Bon Air Coal, common.....100	25	35
Preferred.....100	98	100
Bonanza Development Co.....10	† 1	1⅛
Bonne Terre F. & C. Co.....10	† 3	4
Boston (Quicksilver).....10	† 2	3
Boston & Cr. Cr. (gold) (asses.pd.) 2	12c.	15c.
Boston & Montana 25	† x290	292
British Columbia.....5	† 9¾	10
Buffalo Iron Co. (Nashville)...100	25	35
Preferred.....100	50	60
Butte & Boston.....25	† 63	66
Calumet & Hecla.....25	†705	710
Centennial.....25	† 16½	17½
Centennial-Eureka. 25	† 22	23½
Central Coal & Coke Com.....100	3	5
Preferred..... 100	65	70
Central Lead Co 100	125	135
Central Oil 25	† 1	.....
Cleveland Cliffs Iron Co.....100	105	106
Cochiti (Gold).....10	† 9½	10¼
Colorado Fuel & Iron.....100	35½	36½
Preferred.....100	124	125
Col. & Hock. Coal & Iron.....100	14½	16½
Consolidation Coal of Md.....100	50	.....
Consolidated Coal Co., St. L....100	2	10
Continental Zinc & Lead.....10	† 2¾	3½
Copper Range..... 25	†.....	20
Creede & C. C.....1	14½c.	15c
Cripple Creek Consolidated.....1	14⅜c.	14¾c
Currency.....1	7⅝c.	8c.
Doe Run Lead.....100	125	135
Dominion Coal.....100	4[illegible]½	.....
Preferred.....100	115	117
Elkton Consolidated.....1	1·41½	1·45½
Elm River.....12	† 3⅝	4
Enterprise Mining Co. (Colo.)....1	22½c.	23c.
Fannie Rawlings.....1	47c.	48c.
Findley.....1	15c.	.....
Flat Top Coal L'd Ass'n.....100	44⅛	.....
Preferred.....100	81	82
Franklin (L. S.) Boston. 25	12½	13
George's Creek Coal.....100	113	.....
Gold & Globe.....1	4⅜c.	5c.
Golden Fleece.....1	32c.	45c.
Granite-Bi-Metallic (St. L).....10	2·50c.	2·60c

§ Purchaser also pays accrued interest. † Prices per share, not per cent. ‡ Sale price x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Hayden Gold	1	2 1/8c.	2 1/4c.
Homestake Mining	100	70	74
Humboldt (Boston), asses. paid	25	† 1/2	1
Ingham Consol	50c	24 3/8c.	24 1/2c
Isabella	1	1·25 1/4	1·25 1/2
Isle Royale Consol. Mining Co.	25	† 25	26
Jack Pot	1	64c.	66c.
Kansas & Texas Coal	100	45	54
Lustre Mining Co	10	†	9
Magnet Rock	1	3 3/4c.	4c.
Maryland Coal, pref	100	70	82
Mass. Consolidated (assess. pd.)	25	† 6	6 1/2
Mayflower	25	† 2	3
Melones	10	† 2	2 1/2
Merced Gold, assessment paid	15	† 5 1/2	.....
Michigan	25	† 4 1/4	5
Mohawk	25	† 13 3/4	15
Mollie Gibson	5	23c.	25c.
Monongahela River Coal	50	† 11 1/8	11 3/8
Preferred	50	† 41	41 1/4
Montana Coal & Coke	25	† 7 1/2	8 1/2
Moon Anchor	1	63c.	65c.
Mount Rosa	1	75c.	85c.
N. A. Gold Dredging	10	† 2 1/2	3 1/2
Napa (Quicksilver)	7	†	9 1/2
New Central Coal	100	33	37
New Haven	1	9c.	9 1/8c.
New Idria (Quicksilver)	5	†	10 1/2
Old Colony	25	† 2 1/2	3 1/2
Old Dominion Copper	25	† 16 1/2	17
Ontario Silver Mining	100	7 1/4	8 1/4
Oriole	1	4 3/4c.	4 7/8c.
Osceola	25	†x61	62
Parrot Silver & Copper	10	† 40 1/2	41
Pennsylvania Coal	50	400	.....
Pharmacist Consolidated	1	12 3/4c.	12 7/8c
Pilgrim Consolidated	1	.....	13 3/4c
Pioneer (gold)	10	.....	50c.
Pittsburg Coal	100	26 1/8	26 3/8
Preferred	100	81	81 1/2
Portland	1	3·45	3·50
Prince Albert	1	4 3/8c.	4 1/2c.
Quincy	25	†135	138
Rhode Island	25	† 4	4 1/2
St. Joseph Lead	10	† 14	15
Santa Fe (Gold & Copper)	10	† 4 3/4	5
Santa Ysabel (g.)	5	† 1	1 1/4
Specimen	1	13c.	13 1/4c
Tamarack	25	†191	194
Tecumseh, assess. paid	25	† 2 1/2	3 1/2
Tennessee Coal Iron & RR. Co.	100	‡	75 1/4
Preferred	100	.....	.....
Trachyte	1	.....	7 1/2c.
Tri Mountain	25	† 7 1/4	7 3/4
Union G. M	1	.....	45c.
United States	25	† 7	8
United States Oil	25	† 15 1/2	16
Utah Consol. Gold, Tr. rec'ts.	4·85	† 26	26 1/2
Victor	5	† 1	1 1/4
Victoria	25	† 2	2 1/2
Virginia Iron Coal & Coke	100	10	12
Washington	25	†	1
Westmoreland Coal	50	†	.....
White Knob	100	14	18
Winona	25	† 3	3 1/8
Wolverine	25	† 37 1/2	38 1/2
Work	1	32 1/8c.	32 1/4c
Wyandotte	25	† 1	1 1/2

TELEPHONE.

American Bell Telephone	100	308	309
Am. Telep. & Teleg. Co. (w. i.)	100	146	147
Bell Telephone of Buffalo	100	115	.....
Bell Telep'ne of Canada	100	177	185
Bell Telephone of Mo.	100	138	141
Central Union Telephone	100	41	42
Chesa. & Potomac Telephone	100	58 3/4	65
Chicago Telephone	100	190	.....
City & Sub. Tel. (Cin.)	100	190	.....
Cumberland Telephone	100	102	105
Cuyahoga Telephone	100	15	17
East Tennessee Telephone	100	50	.....
Erie Telegraph & Telephone	100	101	102
Hudson River Telephone	100	120	125
Mexican Telephone	10	† 1 3/4	2
Michigan Telephone	100	.....	100
Missouri & Kan. Telephone	100	85	90
New England Telephone	100	130	132
N. Y. & New Jersey Telephone	100	167	172
N. Y. & Penn. Telephone	100	115	120
Pennsylvania Telephone	50	† 36	.....
Providence Telephone	50	† 95	.....
Southern New England Tel.	100	132	.....
Tel. Teleg. & Cable Co. ($5 pd.)	50	† 4 1/2	5

TELEGRAPH.

American Dist. Teleg. (N. Y.)	100	24	28
American Telegraph & Cable	100	89	93
Central & So. Amer. Telegraph	100	104	106
Commercial Cable	100	160	170
Commercial Union Telegraph	25	115	.....
Dominion Telegraph (Canada)	50	128	.....
Empire & Bay State Teleg	100	75	.....
Franklin Telegraph	100	40	50
Gold & Stock Telegraph	100	115	118
Ill. & Mississippi Telegraph	50	70	80
International Ocean Teleg	100	115	.....
Mexican Telegraph	100	220	225
Mobile & Gulf Telegraph	100	140	.....
Montreal Telegraph	40	162 1/2	170
Northwestern Telegr., guar	50	120	123
Pacific & Atlantic Telegraph	25	78	.....
Southern & Atl. Telegraph	25	98	.....
Western Union Telegraph.	100	79 3/4	80 5/8

ELECTRIC.

Boston Electric Light	100	.....	172
Buffalo General Electric	100	93	95
Buff. & Niag. F'lls Elec. L. & P. Co.	100	100	.....
Central Light & Power (San Fran.)		† 3 3/4	.....
Eddy Electric Mfg. Co	25	†	14
Edison Co. (Chicago)	100	138	142
Edison El. Illum. Co. (Boston)	100	.....	205
Edison Elec. Illum., Sav'nah	100	106	110
Electric Co. of America, $7 1/2 paid		‡	11
Electric Storage Battery, com.	120	‡	80
Electric Storage Battery, pref	100	.....	.....

Stocks.	Par.	Bid.	Ask.
General Electric—Common	100	133	135
Preferred	100	.....	138 3/4
Hartford Electric Light	100	155	.....
Lowell Electric Light	100	100	.....
Mo. Edison Elec. Lt., com	100	17	19
Preferred	100	52	53
Mutual Elec. Lt., S. Francisco	10	†	11
Narragansett Electric	50	† 93	.....
Narragansett Elec. Debentures		87 1/2	.....
Niagara Falls Power Co	100	.....	75
Phila. Electric Co. ($2 50 paid)	25	†	‡4
Rhode Island Elec. Protect	100	120	.....
Royal Electric Co. (Canada)	100	202 1/2	203 1/4
Salem (Mass.) Electric	100	120	130
United Elec. Lt. & Pow., Baltimore			
Preferred	50	† 33 1/2	35
United Electric of New Jersey		21	23
United Electric Secur., pref	100	100	101
United Illum. Co. of N. Haven	100	81	.....
West'ghouse Elec. 1st preferred	50	† 62	63
2d preferred	50	† 44 1/2	45

INSURANCE.

Albany—

Albany Insurance Co	100	142	145
Commerce Insurance Co	100	144	.....

Baltimore—

American Fire	5	†	5
Baltimore	10	† 23 1/2	.....
Fidelity		18	25
Firemen's	18	† 28	.....
German	10	† 24 1/2	26
German American	25	† 28	30
Home	10	†	16
Maryland	5	† 4 1/2	4 3/4
Peabody	25	† 35	50
United Fire		† 6 3/4	8 1/4

Boston—

American (Fire & Marine)	100	..... ‡	120 1/2
Boston Marine	100	..... ‡	200
Conveyancers' Title	100	100	.....
Firemen's (Fire)	100	‡	200
Massachusetts Title	100	‡	25
Mercantile (Fire & Marine)	100	85	.....
North American (Fire)	100	100	.....

Brooklyn—

Kings County	20	140	.....
Nassau	50	150	.....
Phenix	50	175	180
Williamsburg City	50	430	.....

Cincinnati—

Cincinnati	25	97 1/2	100
Commercial	25	100	.....
Eureka	20	.....	190
Fidelity	100	.....	90
Merchants' & Manufacturers'	20	.....	130
National	100	.....	100
Security	100	.....	100
Washington	25	96	100

Dayton—

Columbia	100	180	.....
Cooper	20	† 38	.....
Teutonia	20	† 85	.....

Hartford—

Ætna	100	292	298
Connecticut	100	195	201
Hartford	100	520	535
National	100	215	.....
Orient	50	† 85	89
Phœnix	100	.....	172
Steam Boiler	50	†150	.....

Life Insurance—

Ætna Indemnity Co	100	†106	110
Ætna, Life	100	300	.....
Connecticut General	100	150	.....
Hartford Life	100	145	160
Travelers'	100	390	400

Louisville—

German	50	100	.....
Louisville	100	105	.....
Western	100	118	.....
Mutual Life of Kentucky	100	98	.....
Sun Life of Kentucky	100	130	.....

Memphis—

Bluff City	100	100	102
Factors	100	100	102
Hernando	100	100	105
Planters'	100	85	90
Phœnix	100	90	95

Mobile—

Factors & Traders	100	135	140
Stonewall	100	140	145

Newark—

American	5	280	300
Firemens'	50	225	.....
Merchants	25	175	190
Newark Fire	5	185	190
Prudential Life		775	825

New Haven—

Security Insurance Co	40	† 49	.....

New Orleans—

Germania	100	82	.....
Hibernia	100	.....	.....
Home	100	85	95
Lafayette	50	†100	110
Merchants'	100	40	50
Mechanics' & Traders'	100	.....	90
Sun Mutual	100	125	.....
Southern	100	85	92 1/2
Teutonia	100	141 1/2	.....

New York—

Citizens'	20	110	117
Commonwealth	100	90	105
Continental	100	520	.....
Eagle	40	210	.....
Empire City	100	85	90
Farragut	50	85	95
German-American	100	480	500
Germania	50	290	300

Stocks.	Par.	Bid.	Ask.
Greenwich	25	155	165
Hamilton	15	100	105
Hanover	50	140	160
Home	100	206	212
New York	100	90	100
Niagara	50	170	180
North River	25	140	147
Pacific	25	130	140
Peter Cooper	20	110	120
Stuyvesant	25	70	100
Traders		50	.....
United States	25	115	125
Westchester	10	300	340

Philadelphia—

American Fire	100	†‡	140
Delaware	25	†	26
Fire Association	50	†‡	425
Franklin Fire	100	‡	424
Girard F. & M	100	‡	375 1/4
Ins. Co. County of Phila	100	‡	118
Insurance Co. of N. A	10	† 22	22 1/2
Insurance Co. of State of Pa	200	†‡	200
Jefferson	50	†‡	100
Lumbermen's	25	†‡	61
Mechanics'	25	†‡	32 1/2
Pennsylvania Fire	100	‡	526
Reliance	50	†‡	60
Spring Garden	50	†‡	80
Teutonia	100	‡	90
Union	20	†‡	20
United Firemens	10	†‡	20 1/2

Pittsburg—

Allegheny	50	†	.....
Allemannia	50	† 60	.....
Armenia	100	65	.....
Artisans'	50	†	37
Ben Franklin	50	† 70	.....
Birmingham	50	† 65	.....
Cash	50	† 41	.....
City	50	† 55	63
Citizens'	50	†	50
German	50	† 80	.....
German-American	50	†	55
Humboldt	50	† 74 1/2	.....
Man. & Mer	50	† 50	.....
Monongahela	50	† 40	.....
National	50	†100	.....
People's	37 1/2	† 38	.....
Pittsburg	50	†120	.....
Teutonia	50	† 69 1/2	71
Union	50	† 50	.....
Western	50	†	40

Providence—

Equitable	50	† 60	.....
Merchants'	50	†	.....
Prov. Washington	50	† 80	.....

Richmond—

Virginia Fire & M	25	† 38	.....
Virginia State	25	† 29	.....

San Francisco—

Fireman's Fund	100	227 1/2	.....

St. Louis—

American Central	25	† 43	44

Washington—

Arlington	100	.....	148
Colonial	100	108	115
Columbia	5	† 11	.....
Commercial	5	† 4	4 3/4
Corcoran	50	† 63	.....
Fireman's	20	† 29	.....
Franklin	25	† 40	.....
German-American	100	210	.....
Lincoln	5	†	.....
Metropolitan	50	† 80	.....
National Union	5	† 11	.....
People's	5	† 6 3/8	6 3/4
Potomac	25	† 74	.....
Riggs	5	† 8	8 1/2

Title Insurance—

Real Estate	100	82 1/2	85
Columbia	5	† 4 5/8	5
District	20	† 3 1/2	4 1/8
Washington	10	† 3 1/2	.....

MARINE INSURANCE SCRIP.

Atlantic Mutual—1895	101	102
1896	102	103
1897	102 3/4	104
1898	103 3/4	105
1899	104 3/4	106
1900	105 1/2	107 1/2

MANUFACTURING. Par

Acushnet Mills (N. B.)	100	320	325
Am. Linen (Fall River)	100	.....	100
Amory (N. H.)	100	124 ‡	125 1/4
Amoskeag (N. H.)	1000	†	1700
Androscogin (Me.)	100	.....	135
Appleton (Mass.)	1000	†‡	104 1/2
Arkwright Manuf. Co. (F. R.)	100	.....	90
Arlington Mills (Mass.)	100	104	105
Atlantic Cotton Mills	100	.....	58
Barnaby Manuf. Co. (F. R.)	100	.....	.....
Barnard Mfg. (Fall River)	100	102 1/2	105
Bates (Me.)	100	.....	140
Boott Cot. (Mass.)	1000	†	800
Border City Mfg. (Fall River)	100	155	.....
Boston Co. (Mass.)	1000	†375	400
Boston Belting	100	205	.....
Boston Duck (Mass.)	700	†‡	975
Bourne Mills (F. R.)	100	.....	.....
Bristol Manufacturing Co	100	.....	100
Cabot Manufacturing Co. (Me.)	100	64	‡65
Chace (Fall River)	100	.....	95
Chicopee (Mass.)	100	.....	90
City Manufacturing Co. (N.B.)	100	.....	120
Cocheco (N. H.)	500	†290	300
Collins Co. (Conn.)	100	128	.....
Columbian (N. H.)	100	700	.....
Continental (Me.)	100	.....	25

' Prices are per share, not per cent ‡ Sale price. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Cornell Mills (F. R.)	100	.....	129
Cornell Stocking Co. (N. B.)	100	.....	.....
Dartmouth Manufactur'g Co.	100	x130	.....
Davol Mills (Fall River)	100	.....	110
Dwight (Mass.)	500	†975	.....
Edwards (Me.)	100	158	.....
Everett (Mass.)	100	.....	97
Flint Mills (Fall River)	100	.....	103
Franklin (Me.)	100	.....	102
Granite (F. R.)	100	.....	120
Great Falls (N. H.)	100	x.....	150
Grinnell Manuf't'g Co. (N. B.)	100	.....	205
Hamilton (Mass.)	1000	†.....	900
Hamilton Woolen (Mass.)	100	.....	50
Hargrave Mills (F. R.)	100	.....	107½
Hathaway Manuf'g Co. (N. B.)	100	.....	.....
Hill (Me.)	100	44	45
Hosiery (Lowell)	100	87	90
Jackson (N. H.)	1000	†1025	1035
King Philip (F. R.)	100	.....	96
Lancaster Mills (Mass.)	400	†x395	400
Laurel Lake Mills (F. R.)	100	.....	130
Lawrence (Mass.)	100	130	.....
Lockwood (Me.)	100	.....	†88¼
Lowell Bleachery	100	75	80
Lowell Machine Shop	500	†775	785
Lyman Mills (Mass.)	100	72	.....
Manchester (N. H.)	100	.....	98
Massachusetts Cotton	100	.....	100
Mechanics' (F. R.)	100	.....	85
Merchants' (F. R.)	100	.....	102½
Merrimack (Mass.)	1000	†.....	1140
Middlesex (Mass.)	100	117½	.....
Mohawk Val. Cot. Mills (Utica.)	100	125	130
Monadnock (N. H.)	1000	†.....	1000
Morse Twist Drill (N. B.)	50	†177¼	.....
Narragansett Mills (F. R.)	100	.....	104
Nashua (N. H.)	500	†x690	†700
Naumkeag (Mass.) Cotton	100	60	65
New Bedford Cordage	100	108	.....
New England Cotton Yarn Co.—Preferred	100	101	102
Newmarket (N. H.)	500	†150	.....
Osborn Mills (Fall River)	100	.....	.....
Otis Manufact'g Co. (Mass.)	1000	†1800	.....
Pacific (Mass.)	1000	†1950	2000
Parker Mills (F. R.)	100	.....	107½
Pepperell (Me.)	100	.....	275
Pierce Manufac'g Co. (N. B.)	100	148½	.....
Pocasset (Fall River)	100	.....	115
Potomska Mills (N. B.)	100	.....	92
Rich. Borden (Fall River)	100	120	125
Sagamore (Fall River)	100	.....	105
Salmon Falls (N. H.)	300	†.....	1[illegible]0
Seaconett Mills (F. R.)	100	.....	100
Shove (Fall River)	100	.....	70
Skenandoa Cotton Co. (Utica)	100	155	160
Stafford (Fall River)	100	.....	107½
Stark Mills (N. H.)	1000	†.....	100
Stonewall Cot. Mills (Mobile)	100	110	1200
Tecumseh (Fall River)	100	.....	112½
Thorndike (Mass.)	1000	†1000	.....
Tremont & S. (Mass.)	100	143	.....
Troy Cotton & Woolen (F. R.)	500	†1200	.....
Union C. Mfg. (Fall River)	100	.....	.....
Utica Steam Cotton Mills	100	125	130
Utica & Willowvale Bleach'y	100	194	196
Wampanoag (Fall River)	100	.....	100
Wamsutta Mills (N. B.)	100	105½	106
Weetamoe (Fall River)	100	.....	65
Whitman Mills (N. B.)	100	110	.....
York Co. (Me.)	750	†x825	.....

EXCHANGE SEATS.

	L. Sale	Bid.	Ask.
	$	$	$
New York Stock Exch.	40,000	.....	.....
N. Y. Consol. Stk. & Pet. Ex	600	575	600
New York Produce Ex.	300	250	300
New York Cotton Exch.	2,200	.....	.....
New York Coffee Exch.	400	350	425
Baltimore Stock Exc'ge.	3,500	3,250	4,500
Boston Stock Exchange.	23,000	.....	.....
Chicago Board of Trade.	1,800	.....	.....
Chicago Stock Exchange.	900	900	950
Philadelphia Stock Ex.	8,500	8,000	9,000

MISCELLANEOUS STOCKS.

	Par.		
Adams Express	100	114	118
Aiken Manufacturing Co. (Ga.)	100	97	100
Alaska Packers' Ass'n	100	116¾	.....
Albany Safe Deposit & Storage	100	110	.....
Amer. Agricul. Chemical Co.	100	20	23
Preferred	100	70	70¾
American Air Power, Com.	100	25	30
American Bank Note	50	† 48	51
American Car & Foundry com.	100	16½	17
Preferred	100	64⅞	65½
American Chicle Co		55	65
Preferred		75	84
American Cotton Co.		.....	.....
Preferred		.....	.....
American Cotton Oil	100	34½	35¼
Preferred	100	90	93
American Express	100	x147	153
American Graphophone	10	† 11⅞	12
Preferred	10	† 12¼	13
American Hosiery Co.	25	†148	.....
American Ice Co	100	32½	35½
Preferred	100	61	67
American Linseed Co., com.	100	11½	12
Preferred	100	54½	55¾
Amer. Malting Co., com.	100	3¾	4
Preferred	100	22	23
American Publishing (Hartf'd)	25	†.....	25
American Radiator Co. com.	100	33	34
American Radiator Co. pref.	100	106	108
American Shipbuilding	100	.....	27½
Preferred	100	.....	92
American Smelting & Ref., com.	100	38	38½
Preferred	100	89	89½

Stocks.	Par.	Bid.	Ask.
American Soda Fountain, com	100	.....	9
1st preferred	100	.....	43
2d preferred	100	8	10
American Steel Hoop Co	100	22	22½
Preferred	100	70	71
American Steel & Wire, com.	100	35¼	35⅜
Preferred	100	75	75½
American Straw Board	100	30¾	32
American Sugar Refining	100	118⅝	118⅞
Preferred	100	110½	113½
American Surety	50	150	200
American Thread Co., pref.	5	† 4¼	.....
American Tin Plate, Com.	100	22¾	23
Preferred	100	73	75
American Tobacco	50	92⅛	92¾
Preferred	100	130	134
American Type Founders	100	51	55
American Woolen, com.	100	14⅝	15
Preferred	100	72¼	72½
American Wringer, com.	100	107	.....
Preferred	100	116	.....
American Writing Paper	100	.....	4
Preferred	100	.....	28
Asphalt Co. of America ($5 p'd)	50	4¾	5
Augusta Land	100	30	35
Augusta Factory	100	85	90
Barney & Smith Car	100	13	16½
Preferred, 8 per cent cum.	100	104	107
Bay Shell Road Co. (Mobile)	25	† 25	27½
Bethlehem Steel Co.	50	† 14	14½
Billings & Spencer, 6 p. c.	25	† 33	.....
Bond & Mortgage Guarantee	100	290	315
Boston Land	10	† 3	4
Boston Water Power		† 1¾	2
Boylston St. Land	15	† 2½	3½
Brandon Printing Co. (Tenn.)	100	100	105
Broad Brook Co. (Hartford)	25	†.....	25
Brooklyn Ferry Co.	100	19½	21
Brunswick Dock & City Imp.	100	7½	8
Burr Index Co. (Hartford)	25	† 21	.....
Cal. & Chic. Can. & Dock Co.	100	68	70
Cambria Iron Co.	50	† 43¾	44⅛
Cambria Steel Co.	50	† 17½	18
Canton Co. (Baltimore)	100	.....	75
Caraleigh Cotton Mills (N. C.)	100	.....	106
Preferred	100	106	.....
Case Lockwood & Brainard Co.	100	123	.....
Celluloid	100	95	100
Central Fire Works, common		15	17
Preferred		55	60
Chartiers Valley Water	50	† 20½	21½
Chesapeake & Delaware Canal	50	†.....	.....
Chesebrough Manf'g Co.	100	320	340
Chicago Brew. & M., pref'd.	£10	13	13¼
Chic. Junct. Ry. & Un. Stk. Yds.	100	134	135
Preferred	100	124	.....
Chic. Pack. & Prov. Co. Lt., pf.	£10	25	26
Chicago Title & Trust Co.	100	70	75
Church Co. (Cin.) pref.	100	.....	75
Cincinnati Chamber Com.	1000	†.....	25
Cin. Leaf Tob. Warehouse com.	100	15	25
Preferred	100	60	70
Cincinnati Union Stock Yards.	100	89¾	90½
Preferred	50	100	100½
Citizens' Steamboat (Troy)	100	185	200
Claflin (H. B.) Co	100	109	110
2d preferred	100	102½	.....
Cleveland & Sand. Brewing	100	6	10
Preferred	100	43	45
Cleveland Stone Co	100	94	95
Colorado Coal & Iron Dev.	100	.....	1½
Preferred	100	.....	3
Commercial Building Co	100	10	20
Consol. Car Heating	100	55	58
Consol. Fire Works Com.	100	10	.....
Preferred	100	65	75
Consolidated Ice Co.	50	† 15	16
Preferred	50	† 38	.....
Consol. Lake Superior Co.	50	† 33¼	33½
Pref. (Tr. Co. rec'ts $15 p'd)	50	† 8⅞	9½
Consol. Rolling Stock, Br'port.	100	21	.....
Continental Tob., com.	100	24	25
Preferred	100	78½	79½
Contra Costa Water	100	72	72½
Corbin Cabinet Lock Co.	100	225	.....
Corbin (P. & F.)	25	† 85	90
Cov. & Cin. Bridge, com.	100	5	10
Preferred	100	100	125
Cramp Ship Yard	100	79	82
Crescent City Slaughter-House	50	† 43½	45½
Cumberl'nd Flour Mills (Tenn.)	100	100	.....
Danville-Bessemer Co.	5	†.....	.....
Daylight Prism	50	† 13	.....
Denver Union Water, pref.	100	.....	7½
Devonshire B'lding (Boston)	100	103	104
Diamond Match Co. Ill.	100	124	125
Diamond State Steel ($5 p'd)	10	† 3⅞	.....
Distilling Co. of America	100	5½	6
Preferred	100	20	22
Eagle & Phœnix Man'f'g Co.	100	105	.....
Eagle Lock, 20 p. c.	25	† 60	63
East Boston Land		† 8⅜	8⅞
Electric Boat Co., common	100	19	21
Preferred	100	35	40
Electric Vehicle Co. com.	100	25	30
Preferred	100	70	74
Enterprise Mfg. Co. (Ga.)	100	100	103
Enterprise Soap Co. (Tenn.)	100	88	91
Erie & Western Trans.	50	† 50	.....
Evansville Cotton Mill	100	95	100
Farmington River Power	25	† 48	52
Far. & Ship. Tob. W'h. Co., com.	100	62	66
1st Preferred	100	115	117
2d Preferred	100	109½	110½
Fay & Egan Co. (Cin.) pref.	100	98	100
Federal Steel, common	100	34⅝	35¾
Preferred	100	67	67¾
Fidelity & Deposit Co. of Md.	50	†160	170
French Opera Assn. (N. O.)	250	† 60	.....
Gen. Elec. Automobile	50	† ⅝	.....
Glucose Sugar Refining Co.	100	47	48¼
Preferred	100	.....	99½
Gorham Mfg. Co., common	100	110	.....
Preferred	100	120	.....
Gray & Dudley Co. (Nashville)	100	112	114
Graniteville Mfg. Co.	100	165	.....
Hackensack Water Co.	100	110	.....
Hana Plantation C. (Cal.)	100	7⅞	8⅛

Stocks.	Par.	Bid.	Ask.
Hartford Carpet Co.	100	70	75
Hartford Machine Screw Co.		†1400	1500
Hartford Manilla Co.	100	75	100
Hartford Woven Wire Mat. Co.	25	† 20	26
Havana Commercial Co., com.	100	12	13½
Preferred	100	53	54½
Hawaiian C. & Sugar	100	89	91
Henderson Bridge. See RR.			
Hoboken Land & Improvem't.	100	110	.....
Holyoke Water Power	100	325	.....
Hutchinson Sugar Plant	50	† 25⅞	26¼
Hydraulic Press Brick	100	80	90
Illinois Electric Vehicle	10	† 1¼	1¾
Imperial Bldg. Co. (St. Louis)	c. 100	.....	35
Preferred	100	.....	60
Importers' Bond. Wareh. (N. O.)	100	40	.....
International Paper Co., com	100	21½	22½
Preferred	100	63½	64
International Power Co.	100	25	30
International Silver, common.	100	5	6
Preferred	100	40	55
Int'nat'nal St'm Pump, com.	100	17	17½
Preferred	100	62	64½
Jackson Brewing (N. O.)	100	247½	.....
J. B. Stetson Co. Com.	100	95	.....
Preferred	100	115	130
J. R. Montgomery Co.	100	.....	100
Johns-Pratt Co.	100	106	.....
John P. King Mfg. Co.	100	105	107
Journeay & Burnham, pref.	100	20	30
Kansas City Stock Yards	100	116	118
Kemp., Wool., Candy Co. (Tenn.)	100	70	.....
Kennard Carpet Co., com.	100	99	104
Preferred	100	99	104
Kentucky Heating Co.	100	100	105
Kentucky Title	100	110	112
Kentucky Wagon	100	145	146
Knickerbocker Ice (Chicago)	100	30	35
Preferred	100	56	62½
Lamson Store Serv.	25	† 31	35
Landers Frary & Clark.	25	† 42	45
Langley Mfg. Co.	100	115	120
Lanston Monotype	20	† 12¾	12⅞
La Variete Association (N. O.)	1500	†575	.....
Lawyers' Surety Co.	100	100	110
Lawyers' Title Ins. Co.	100	155	167
Lehigh Coal & Navigation	50	† 53¾	54
Liberty Mills (Flour)	100	68	75
Louisville Public Wareh'se Co.	100	90	95
Louisv. Tobacco Wareh'se, com	100	45	50
Preferred	100	108	110
Mackey-Nesbit Dry Goods Co.	100	50	75
Madison Square Garden	100	5	7
Manhattan Beach Co.	100	10½	15
Marin County Water (Cal.)	100	50	.....
Marsden Co. (Phila.)	100	8⅝	9
Maryland Brewing Co., com.	100	4	5
Preferred	100	18	20
Maryland Casualty Co.		56	57
Merchants' Ex. Ass'n (S. Fran.)	100	.....	100
Merganthaler Linotype	100	.....	185
Metaire Cemetery Assoc'tion	100	105	.....
Milw. & Chic. Brew., Lt., pf.	£10	14	14¼
Minneapolis Brewing Co	100	67	72
Mississippi Val. Trans. Co.	100	90	100
Mobile Brewery	100	120	.....
Monongahela Water	25	† 39½	40½
Mosler Safe Co. pref.	100	.....	100
Mount Olivet Cemetery	100	80	90
Mystic Wharf & Storage com.	100	95	100
Preferred, M&S	100	105	110
Nashville Title Company		87	91
Nashville Warehouse & Elev.	100	29	32
Nashville Woolen Mills	100	100	105
National Biscuit Co., com.	100	29¼	30¼
Preferred	100	79½	.....
National Carbon Co., Com.	100	15	15¼
Preferred	100	78	79
National Fertilizer (Nashville)	100	68	75
National Gramophone	100	40	45
National Lead	100	20	21⅛
Preferred	100	97½	100
National Machine (Conn.)	25	† 20	25
National Safe Dep. Co. (N. Y.)	100	100	.....
National Salt Co., common	100	38	40
Preferred	100	67	69
National Starch	100	.....	.....
Preferred	100	.....	.....
National Steel Co., Common	100	28	30
Preferred	100	86½	87
Nat'l St'k Yards Co., St. Louis	100	100	105
National Surety Co.	100	150	160
National Tube com.	100	44⅜	44¾
Preferred	100	88	89
National Typewriter Co.	25	†.....	.....
National Wall Paper, debs.	100	45	55
New Eng. Elec. Vehicle Trans.	10	† 4	4¾
New Haven Iron & Steel	5	† 4⅜	4⅝
New Haven Manufacturing Co.	25	† 25	.....
New Haven Water Co.	50	†120	.....
New Jersey Zinc & Iron	100	.....	.....
New Louisiana Jockey Club	100	200	.....
New Orleans Brewing, com.	100	30¾	34
Preferred	100	70	73½
New Orleans Cold Storage	100	120	.....
New Orleans Cotton Exchange	200	†200	210
New Or. Swamp Land Reclaim'g.	10	† 5	6
New Orleans Water Works.	100	85	92
New York Air Brake	100	125	128
N. Y. & East River Ferry	100	67	70
N. Y. & Hoboken Ferry	100	64	66
New York Electric Vehicle Co	100	7⅜	8½
Nicholson File Co.	50	† 67½	.....
Nolensville Turnpike	100	40	45
Norfolk & Wash. Steamboat	100	155	175
North American Co.	100	14¾	15
Oceanic Steamship (San Fr.)	100	92½	94
Old Dominion Steamship, J&J.	100	99	...
Otis Elevator Co.—Common.	100	29¼	30
Preferred	100	87	89
Paauhau Sugar P. Co.	50	† 30½	31¼
Pacific Coast Borax	100	149	.....
Pacific Coast Co.—Common.	100	49	50
1st preferred	100	80	87
2d preferred	100	59	61
Pacific Mail Steamship	100	27⅞	28½
Paraffine Paint	10	† 10	.....
Pawtucket Hair Cloth	30	† 50	.....

† Prices are per share not per cent. ‡ Last sale. x Ex-dividend.

Stocks.	Par.	Bid.	Ask.
Peck Stow & Wilcox Co.	25	† 27	.....
Penn. Elec. Vehicle, common	50	† 4¾	.....
Preferred	50	† 3	.....
Penn. Salt Mfg.	50	†.....	.....
Penn. Steel—Common	100	65½	.....
Preferred	100	75	.....
P. Lorillard, preferred	100	100	102
P.H.&F.M. Roots Co.(Cin.) pref.	50	80	.....
Phillips Buttorff Mfg.	100	119	121
Pittsburg Brew. Co.—Common	50	†.....	22
Preferred	50	† 42¾	43
Pittsburg Plate Glass Co.	100	157⅛	157¾
Preferred	100	.....	.....
Planters' Compress Co.	100	12½	15
Plimpton (Hartford)	100	114	125
Portland Water	100	115	120
Pratt & Cady Co.	100	85	95
Pratt & Whitney—Pref.	100	.....	44
Pressed Steel Car Co., com	100	44	45
Preferred	100	75	77
Procter & Gamble Co.	100	425	450
Preferred	100	202	210
Railway Automatic Sales Co	100	10	16
Preferred	100	100	115
Raleigh Cotton Mills	100	120	130
Raleigh Water Co.		.....	53
Republic Iron & Steel—Com.	100	13½	14½
Preferred	100	55	57
Rhode Island Safe Deposit	100	70	....
Royal Baking Powder, pref.	100	89	90
Rubber Goods M'f'g Co.—Com.	100	26½	27
Preferred	100	73	75
Russell & Erwin Manf. Co.	25	† 65	72
Safe Dep. & Trust Co. of Balt.	100	340	.....
Safety Car Heating & Lighting	100	118	125
St. Louis Agr. & M. Associat'n.	100	50	80
St. Louis Brew. Assn., com	£10	£1	£3
St. Louis Brewing Ass'n, pref.	£10	£5	£7
St. Louis Cotton Compress	100	26	31
St L. House Building, No. 3	500	†425	475
St. Louis Transfer	100	60	65
Savannah Brewing Co.	100	101	102
Security Title & Trust (Chic.)	100	78	82
Shelby Steel Tube Co.	100	11	13
Preferred	100	57	58
Shultz Belting	100	80	90
Sibley Mfg. Co.	100	90	.....
Silver bullion certificates		60	61
Simmons Hardware—Com.	100	100	150
Preferred	100	135	145
2d preferred	100	100	115
Singer Mfg. Co.	100	625	.....
Sloss-Sheffield Steel&I. Co. Com.	100	24	.....
Preferred	100	64	70
Smyth Mfg. Co. (Hartford)	100	275	.....
Southern Cotton Oil	50	† 52	.....
Spring Valley Water	100	95¼	96
Standard Oil of New Jersey	100	557	560
Standard Plate Glass	100	.....	.....
Standard Rope & Twine	100	5¾	6⅛
Standard Underground Cable	100	190	191
Stanley Rule & Level Co.	25	† 72	75
Stanley Works	25	† 65	.....
State St. Exchange (Boston)	100	134	135
Stillwell, Bierce & S. V. pref.	100	50	65
Streets West. Stable Car Line	100	19	20
Preferred	100	.....	...
Susquehanna Iron & Steel	5	† 2⅝	2⅞
Swift & Co.	100	98¾	99
Talmage's (Dan) Sons Co., 8%	100	110	120
Tenth & Twenty-third St. Ferry	100	85	90
Texas Pacific Land Trust	100	13½	14½
The Pullman Company	100	182	183
Tidewater Steel Co	10	† 12¼	.....
Torrington Co.—Common A	25	† 28	29
Preferred	25	† 28	29
Trenton Potteries	100	4	7
Preferred	100	45	55
Trow Directory—Pref	100	50	60
Union Bag & Paper—Common	100	12	13¼
Preferred	100	62	62⅞
Union Dairy Co (St. Louis)	100	115	120
Union Ferry (N.Y. & Br'klyn)	100	35	36½
Union Steel Screw (Cleveland)	100	.....	127
Union Stock Yards, Nashville	100	38	45
Union Switch & Signal	50	† 39	.....
Preferred	50	†.....	72
Union Type Writer—Common	100	24	26
1st preferred	100	110	112
2nd pref.	100	117	119
United Fruit Co.	100	126¾	130
United Shoe Machinery	25	† 29	30
Preferred	25	† 22½	23
U. S. Cast Iron Pipe & Foundry	100	5¾	6½
Preferred	100	40½	41½
U. S. Envelope Co.—Common	100	.....	65
Preferred	100	82	89
U. S. Express	100	45	47½
U.S. Fidelity & Guar. Co., (Md.)	100	115	116
U. S. Glass, com	100	31	32¼
Preferred	100	101	.....
U. S. Leather	100	10⅞	11¼
Preferred	100	69½	70
U. S. Printing Co.	100	.....	78
U. S. Rubber	100	28½	29
Preferred	100	95¼	97¼
Va.-Carolina Chemical Co.	100	53½	54½
Preferred	100	105½	107
Warren Man'f'g Co. (Ga.)	100	85	90
Preferred	100	102	105
Warwick Iron & Steel	10	† 8½	.....
Washington Market, J&J	50	† 12	.....
Washington Safe Deposit Co.	100	70	.....
Webb Manufact. Co—Nashv'le	100	75	85
Wells, Fargo Express	100	118	125
Welsbach Commercial	100	20	.....
Preferred	100	72	.....
Welsbach Light Co.	5	† 43	.....
Westcott Express, common	100	.....	20
Preferred	100	100	110
West End Land & Imp. Co. (Va.)	25	†.....	25
Western Aut. Mach. Screw Co.	100	250	.....
Western Stone (Chic.)	100	28	31
Westinghouse Air Brake Co.	50	†186¼	187
Wiggins Ferry Co.	100	220	230
Winchester R. Arms Co.	100	550	.....

† Prices are per share, not per cent. ‡ Sale price. x Ex dividend.

QUOTATIONS OF BANK AND TRUST COMPANY STOCKS.

Prices are per share, not per cent, with the exception of New York City and Brooklyn bank stocks. Prices marked thus (*) are last sales.

The dagger (†) prefixed to a price indicates that the figures show the book value.

The double dagger (‡) prefixed to the capital stock indicates that only part is paid in.

The section mark (§) prefixed to surplus indicates that undivided profits are included.

Where names of the banks are printed in italics, fuller returns may be found in the advertising columns in the front part of the paper.

ALABAMA.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
Birmingham—	$	$	$			
Alabama Nat. Bank.	200,000	§ 12,065	544,044	100	95	105
Ala. Trust & Sav. Co.	100,000	§ 4,500	85,000	100	104	108
Berney Nat. Bank..	200,000	§ 30,885	715,627	100	95	100
Birmingh'm Tr. & Sav	500,000	§ 65,000	1,690,947	100	100	110
First National Bank.	250,000	§ 97,482	2,579,834	100	140	150
Jefferson Co. Sav. Bk.	100,000	§ 24,851	652,256	100	95	105
People's Sav. Bk. & Tr	75,000	§ 4,588	429,808	100	92	95
Mobile—						
City National Bank.	200,000	§ 7,147	318,203	....	105	107
First Nat. Bank.....	300,000	§ 494,534	2,142,236	100	250	263
People's Bank.....	150,000	§ 274,583	1,511,084	100	250	265

ARKANSAS.

Little Rock—						
Bank of Commerce..	100,000	§ 9,175	383,084	25	21	25
Bank of Little Rock.	200,000	.... ..	.....	25	.....	.....
Citizens' Bank.....	100,000	§ 29,853	550,428	25	33	35
Exchange Nat. Bk..	200,000	§ 38,077	1,018,624	100	115	120
German Nat. Bk.....	300,000	§ 109,903	1,340,439	100	120	125
Little Rock Tr. Co .	50,000	§ 14,146	137,685	25	32½	.....

CALIFORNIA.

Los Angeles—						
California Bank.....	250,000	§ 29,635	1,041,304	100	.....	125
Citizens' Bank.....	100,000	§ 33,972	784,122	100	127	.....
Farmers' & Mer. Bk.	500,000	§ 953,331	4,481,446	1000	3250	.....
First National Bank.	400,000	§ 301,076	2,655,150	100	.....	180
German-Am. Sav. B'k	100,000	§ 48,348	1,072,821	....	145	146
Los Angeles Nat. Bk.	500,000	§ 114,347	1,673,336	100	120½	.....
Main St. Savings. Bk.	100,000	14,748	496,413	50	50	.....
Merchants' Nat. Bk.	200,000	§ 79,254	927,938	100	152	.....
Nat. Bk. of California	200,000	§ 36,388	737,348	100	.....	111
Security Savings Bk.	100,000	§ 57,747	1,888,586	100	76	.....
Security L. & Tr. Co..	100,000	§	.....	50	.....	30
State Bank & Tr. Co..	500,000	7,756	968,469	100	92	95
Oakland—						
California Bank.....	100,000	§ 5,161	157,792	100	85	90
Central Bank.....	300,000	§ 100,000	1,915,986	30	30	35
First National Bank.	300,000	§ 55,793	437,775	100	115	120
Union Nat. Bank....	150,000	§ 114,735	880,731	100	120	125
San Francisco—						
Amer'n Bk. & Tr. Co.	426,800	§ 60,157	336,631	100	.....	.....
Anglo-Cal. Bk. (Ld.).	1,500,000	§ 850,000	6,692,044	100	65	66½
Bank of California..	2,000,000	§3321212	15,542,373	100	410	.....
Bank of Commerce..	52,720	§ 2,124	133,328	....	.....	.....
Crock'r-Wool'th N.B.	1,000,000	§ 907,811	6,245,742	100	.....	.....
Don'hoe-Kelly B'g Co	650,000	§ 15,978	1,564,914	....	.....	.....
First National Bank	1,500,000	§1146647	8,231,789	100	.....	290
German Sav. & Loan	1,000,000	§1013146	28,494,485	1000	1890	.....
Humboldt Sav. & L..	a300,000	§ 101,125	2,548,206	1000	.....	.....
Mutual Sav'gs Bank.	300,000	§ 96,994	3,827,520	100	45¼	.....
Nevada Nat. of S. Fr.	3,000,000	§1056307	7,827,120	100	.....	.....
S. Fran. Sav. Union.	1,000,000	§ 617,457	26,110,681	250	505	.....

a This is capital paid in; authorized $1,000,000.

*Last sale. † Book value. ‡ Part paid in. §Undiv'd profits included.

S. Francisco—(Con)

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	$	$	$			
Sav. & Loan Society.	‡ 750,000	§ 179,911	5,823,545	100	74	78
Security Savings Bk.	300,000	§ 81,883	3,454,060	100	.....	.....
Cal. Safe Dep. & T. Co.	1,000,000	§ 118,396	1,696,671	100	104¾	106
Union Trust Co.....	750,000	§ 186,011	4,681,893	1000	.....	.....
San Jose.—						
Bank of San Jose...	300,000	§ 132,886	1,100,155	100	.....	.....
Comm'l & Sav'gs Bk.	300,000	§ 11,863	369,067	50	.....	.....
First National Bank	300,000	§ 110,250	658,789	100	.....	.....
San Jose S. Dep. Bk.	300,000	§ 200,000	2,293,818	30	.....	.....
Gard. C. Bk. & T. Co.	200,000	§ 30,694	367,596	100	.....	.....

CANADA.

[Returns of Canadian banks are given on page 50.]

COLORADO.

Denver—						
Central Savings Bk.	25,000	§ 9,000	425,000	100	.....	.....
Colorado Nat. Bank.	500,000	§ 212,332	8,505,530	100	.....	.....
Denver Nat. Bank...	500,000	§ 189,283	6,122,020	100	.....	.....
Denver Sav. Bank..	250,000	§ 14,503	1,033,975	100	.....	.....
First National Bank.	500,000	§ 575,755	19,085,933	100	.....	.....
Nat. Bk. of Comm'ce	200,000	§ 11,740	2,093,298	100	.....	.....
Western Bank & Safe Deposit Co.....	100,000	§ 12,855	326,570	100	.....	.....
International Tr. Co.	250,000	§ 131,101	1,729,589	100	.....	.....

CONNECTICUT.

Bridgeport—						
Bridgeport Nat. Bk..	215,850	§ 187,304	803,743	50	90	95
City National Bank.	250,000	§ 195,636	774,105	100	153	.....
Connecticut Nat. Bk.	332,100	§ 175,098	947,273	100	153	.....
First National Bank.	210,000	§ 190,299	937,806	100	180	.....
Pequonnock Nat. Bk.	200,000	§ 119,027	629,346	100	148	.....
Hartford—						
Ætna Nat. Bank....	525,000	§ 465,918	2,143,754	100	185	.....
American Nat. Bk...	600,000	§ 326,706	1,548.744	50	72	.....
Charter Oak Nat. Bk.	500,000	§ 165,267	1,065,242	100	93	100
City Bk. of Hartford.	440,000	§ 143,896	1,296,689	100	115	.....
Conn. River Bg. Co.	150,000	§ 104,313	739,602	30	44	.....
Far. & Mech. Nat. Bk.	500,000	§ 157,556	1,493,033	100	120	.....
First National Bank.	650,000	§ 231,798	2,387,981	100	125	130
Hartford Nat. Bank.	1,200,000	§ 695,844	3,082,834	100	140	143
National Ex. Bank..	500,000	§ 220,033	1,244,483	50	62½	.....
Phœnix Nat. Bank..	1,000,000	§ 553,305	808,026	100	123	.....
Security Company..	200,000	§ 115,317	625,180	100	125	.....
State Bank.....	400,000	§ 150,591	1,398,697	100	120	.....
United States Bank.	100,000	§ 276,420	1,982,489	100	360	.....
Conn. Tr. & S. D. Co.	300,000	§ 275,148	2,089,172	100	185	.....
Fidelity Co.....	50,000	§ 24,479	184,378	100	112	.....
Hartford Trust Co..	300,000	§ 192,158	1,579,633	100	160	.....
New Haven—						
City Bank of N. H...	500,000	§ 101,533	861,316	100	137	.....
First National Bank.	500,000	§ 293,491	1,250,794	100	.....	.....
Mechanics' Bank....	300,000	§ 52,406	376,217	60	75	.....
Merchants' Nat. Bk..	350,000	§ 137,732	1,198,019	50	57	.....

*Last sale. † Book value. ‡ Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
N. HAVEN—(Con.)	$	$	$			
N. H. Co. Nat. Bank.	350,000	§ 319,546	651,704	10	15½	.....
Nat. New Haven Bk.	464,800	§ 301,129	829,255	100	180	.....
Nat. Trad'men's Bk.	300,000	§ 203,846	1,580,751	100	150	.....
Second Nat. Bank...	500,000	§ 450,778	861,846	100	180	.....
Yale National Bank.	500,000	§ 210,358	892,114	100	125	.....
Union Trust Co.....	100,000	§ 77,748	556,801	100	.....	.....
WATERBURY—						
Citizens' Nat. Bank.	300,000	§ 125,000	650,000	100	135	145
Fourth Nat. Bank...	100,000	§ 54,483	373,455	100	135	.....
Manufac's' Nat. Bk.	100,000	§ 45,000	560,000	100	125	135
Waterbury Nat. Bk.	500,000	§ 309,774	1,196,207	50	80	85
Colonial Trust Co. ..	400,000	§ 111,347	468,866	100	.....	.....
DELAWARE.						
WILMINGTON—						
Central Nat. Bank..	210,000	§ 60,208	420,182	100	118	.....
Farmers' Bk. of Del.	200,000	§ 40,410	500,000	50	70	---
First National Bank.	500,000	§ 170,599	843,162	100	114	.....
Nat. Bk. of Delaware	110,000	§ 148,897	405,459	200	420	.....
N. B. of Wilmington and Brandywine..	200,010	§ 208,837	957,981	30	76	.....
Union Nat. Bank....	203,175	§ 345,842	1,346,927	25	79	.....
Eqitab. Gu. & Tr. Co.	500,000	§ 203,064	1,690,739	100	140	.....
Sec'rity Tr. & S.D.Co.	500,000	§ 181,075	1,601,611	100	140	.....
DISTRICT OF COLUMBIA.						
WASHINGTON—						
Central Nat. Bank..	200,000	§ 99,103	1,797,293	100	203½	.....
Citizens' Nat. Bank.	300,000	§ 169,697	1,141,674	100	160	.....
Columbia Nat. Bank.	250,000	§ 142,891	1,490,181	100	160	.....
F'rmers'&Mech. Nat. Bk. (Georgetown).	252,000	§ 281,433	1,268,167	100	210	.....
Lincoln Nat. Bank..	200,000	§ 36,519	645,985	100	.....	125
Nat. Bank of Wash..	200,000	§ 318,220	1,992,119	100	364	.....
Nat. Capital Bank...	200,000	§ 106,33)	853,934	100	151	160
Nat. M'tropolit'n Bk.	300,000	§ 537,703	2,912,946	100	625	.....
Riggs Nat. Bank....	500,000	§ 309,938	5,902,365	100	.....	.....
Second Nat. Bank...	225,000	§ 108,912	1,066,937	100	160	.....
Traders' Nat. Bank.	200,000	§ 75,416	631,657	100	125	135
West End Nat. Bank.	200,000	§ 54,943	724,360	100	117¾	118¾
American S. & Tr. Co.	1,250,000	§ 478,856	3,741,561	100	200	201
Nat. Safe D. Sav. & Trust Co. of D. of C.	1,000,000	§ 114,743	3,209,555	100	132	135
Wash. Loan & Tr. Co.	1,000,000	§ 268,006	3,766,768	100	156	160
FLORIDA.						
JACKSONVILLE—						
Commercial Bank...	50,000	§ 6,634	423,536	100	110	115
First Nat. Bk. of Fla.	50,000	§ 13,799	229,289	100	100	125
National Bank of Jacksonville.....	150,000	§ 176,147	1,955,756	100	225	250
Nat. Bk. State of Fla.	100,000	§ 28,182	451,383	100	.....	.....
South'n Sav. & Tr. Co.	50,000	§ 12,225	256,416	....	100	.....
State Bank of Fla.	50,000	§ 9,139	341,683	...	.....	.....
GEORGIA.						
ATLANTA—						
American Trust & Banking Co.....	100,000	.....	.....	100	80	85
Atlanta Nat. Bank..	150,000	§ 534,577	2,578,321	100	400	450
Capital City Bank...	400,000	§ 114,958	972,315	100	107	110
Fourth Nat. Bank..	400,000	§ 111,263	1,589,277	100	105	110
Lowry Nat'l Bank..	300,000	§ 112,750	1,024,150	100	125	135
Maddox Rucker B. Co	160,000	§ 70,012	758,636	100	200	.....
Neal Loan & Bkg. Co.	100,000	§ 217,125	1,162,169	100	200	.....
Third National Bk..	200,000	§ 71,754	1,275,49)	100	125	135
Trust Co. of Georgia.	250,000	§ 77,113	.....	100	135	145
AUGUSTA—						
Augusta Savings Bk.	30,000	§ 36,228	504,985	100	110	.....
Commercial Bank...	150,000	§ 21,823	411,119	100	90	.....
Georgia RR Bank..	200,000	§ 114,135	1,642,637	100	.....	.....
Irish-American Bk..	15,467	§ 3,519	120,253	100	100	.....
Nat. Bk. of Augusta.	250,000	§ 120,252	354,050	100	120	.....
Nat. Exchange Bk..	200,000	§ 34,581	393,390	100	102	.....
Planters' L. & S. Bk.	50,000	§ 10,000	480,000	10	12	.....
Union Savings Bank	30,000	§ 9,955	245,966	100	101	.....
MACON—						
American Nat. Bank	250,000	§ 79,063	459,186	100	101	102
Cent. Georgia Bank	100,000	§ 5,999	183,723	100	80	82
Commercial & Savings Bank.....	50,000	§ 20,340	199,216	100	120	125
Exchange Bank.....	500,000	§ 107,039	1,210,854	100	99	100
First Nat. Bank.....	200,000	§ 66,747	435,269	100	110	115
Macon Savings Bank	107,600	5,000	185,000	100	75	80
Union Savings Bank & Trust Co.....	200,000	§ 44,684	365,787	100	97	98
SAVANNAH—						
Chatham Bank.....	150,000	§ 13,956	686,248	100	112	113
Citizens' Bank	500,000	§ 104,382	1,929,982	100	130	131
Germania Bank.....	200,000	§ 66,365	1,166,642	100	130	134
Merchants' Nat. Bk.	500,000	§ 118,215	633,528	100	111	112
Nat. Bk. of Savannah	250,000	§ 194,654	623,455	100	150	.....
Oglethorpe Savings & Trust Co.....	125,000	§ 60,745	516,276	100	112	113
Savannah Bank & Trust Co.....	350,000	§ 47,734	1,625,624	100	120	121
Southern Bank of State of Georgia..	500,000	§ 388,196	2,232,294	100	156	160
ILLINOIS.						
CHICAGO—*Surplus includes undivided profits.*						
America Nat. Bank..	1,000,000	709,018	9,119,857	100	175	180
Bankers' Nat. Bank.	1,000,000	208,231	9,578,984	100	130	135
Calumet Nat. Bank..	50,000	37,115	597,075	100	.....	.....
Chicago City Bank..	200,000	64,700	501,616	100	120	125
Chicago Nat. Bank..	500,000	684,220	11,995,608	100	300	325
Commercial Nat. Bk.	1,000,000	1,237,496	18,816,208	100	275	300
Continental Nat. Bk.	2,000,000	693,924	23,809,960	100	163	172
Corn Exchange National Bank.....	1,000,000	1,332,177	12,184,345	100	293	310

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
CHICAGO—(Con.)—	$	$	$			
Drovers' Nat. Bank.	250,000	206,215	3,395,277	100	165	180
First National Bank.	3,000,000	2,580,858	45,886,178	100	320	325
First Nat. Englewood	100,000	31,430	636,036	100	95	.....
Foreman Bros Bg. Co.	500,000	604,774	2,160,050	100	.....	.....
Ft. Dearborn Nat. Bk.	500,000	128,399	3,904,291	100	112	116
Hibernian Banking Association.....	222,000	318,808	7,294,308	100	250	260
Home Savings Bk...	100,000	24,835	1,291,724	....	.....	.....
Lincoln Nat. Bank..	200,000	17,837	824,668	100	85	95
Merchants' Nat. Bk..	1,000,000	1,829,203	12,446,685	100	300	.....
Metrop'litan Nat. Bk.	2,000,000	1,253,342	16,773,169	100	195	200
Milwaukee Avenue State Bank.....	250,000	114,951	1,465,808	100	103	109
Nat. Bk. of Republic.	1,000,000	195,897	9,590,882	100	113	115
Nat. Live Stock Bk..	1,000,000	1,086,982	5,451,707	100	263	275
N. Western. Nat. Bk.	1,000,000	664,118	6,353,960	100	163	175
Oakland Nat. Bank..	50,000	40,849	534,924	100	140	.....
Prairie State Bank..	250,000	45,836	3,111,208	100	100	105
Produce Exch'ge Bk.	500,000	.....	.....	100	.....	.....
Pullman Loan & Savings Bank	200,000	129,045	1,440,176	....	.....	.....
State Bk. of Chicago.	1,000,000	121,482	5,474,34	100	150	170
Union Nat. Bank....	2,000,000	404,175	14,740,868	100	133	136
Western State Bank.	300,000	15,153	563,258	100	.....	80
American Trust & Savings Bank.	1,000,000	297,603	10,722,847	100	113	115
Equitable Trust Co..	500,000	205,497	1,232,883	100	125	130
Garden City Banking & Trust Co.....	500,000	116,635	2,332,622	100	96	100
Guardian Trust Co.—	See Kansas City, Mo.					
Illinois Trust & Savings Bank.....	3,000,000	3,788,352	59,601,610	100	700	.....
Merchants' Loan & Trust Co.....	2,000,000	1,805,106	21,098,760	100	320	324
Northern Trust Co...	1,000,000	1,085,937	17,101,814	100	300	350
Royal Trust Co.....	500,000	280,095	2,364,538	100	120	125
Union Trust Co.....	500,000	763,276	4,383,724	100	300	.....
ROCKFORD—						
Forest City Nat Bk.	100,000	§ 39,479	650,853	100	.....	.....
Manufrs' Nat. Bank.	125,000	§ 33,969	477,750	100	.....	.....
People's Bank.....	125,000	§ 31,860	508,473	100	.....	.....
Rockford Nat. Bank.	100,000	§ 102,757	440,252	100	.....	.....
Third Nat. Bank.....	100,000	§ 81,264	798,016	100	.....	.....
Winnebago Nat. Bk.	100,000	§ 150,964	1,158,621	100	.....	.....
INDIANA.						
EVANSVILLE—						
Citizens' Nat. Bank.	200,000	§ 49,116	823,840	100	135	150
First Nat. Bank.....	500,000	§ 145,505	1,402,85	100	110	115
German Bank.....	250,000	§ 13,492	302,663	62½	75	85
Old Nat. Bank.....	500,000	§ 165,557	1,794,883	100	110	125
Ohio Valley Tr. Co..	125,000	§ 1,500	14,000	....	60	100
INDIANAPOLIS.						
Capital Nat. Bank...	300,000	§ 84,146	2,513,179	100	118	121
Fletcher's Nat. Bank	500,000	§ 285,240	6,905,674	100	.....	.....
Indiana Nat. Bank..	300,000	§ 861,324	5,947,865	100	.....	300
Merchants' Nat. Bk.	1,000,000	§ 195,966	5,206,229	100	131	133
State Bk of Indiana.	200,000	§ 29,220	328,862	100	.....	75
Central Trust Co....	300,000	§ 7,450	145,552	100	104	106
Indiana Trust Co....	*a*810,900	§ 90,674	1,644,984	100	118	120
Marion Trust Co....	300,000	§ 46,062	769,403	....	66	.....
Union Trust Co	600,000	§ 182,476	1,053,279	100	142	144
TERRE HAUTE.						
First National Bank.	300,000	§ 264,271	1,089,293	100	.....	230
National State Bank	200,000	§ 75,941	475,682	100	.....	120
Vigo Co. Nat. Bank.	150,000	§ 58,911	1,064,697	100	.....	120
Terre Haute Tr'st Co	200,000	§ 30,000	109,000	100	.....	100
IOWA.						
DAVENPORT—						
Citizens' Nat. Bank.	300,000	§ 123,590	1,246,991	100	140	145
Davenport Nat. Bk..	100,000	§ 46,670	407,016	100	100	106
Davenport Sav. Bank	300,000	§ 54,179	2,639,719	100	190	200
Farm. & Mech. Bank.	100,000	§ 5,204	603,110	100	103	106
First Nat. Bank.....	200,000	§ 79,142	834,452	100	135	140
German Savings Bk.	500,000	§ 224,444	5,318,271	100	200	.....
Iowa National Bank.	100,000	§ 29,065	1,006,410	100	115	125
Scott Co. Sav. Bank.	250,000	§ 50,344	2,427,781	100	190	195
Union Savings Bank	60,000	§ 12,488	512,044	100	110	120
DES MOINES—						
Capital City State Bk	100,000	§ 1,500	600,000	100	.....	.....
Central State Bank.	50,000	§ 10,900	350,000	....	.....	.....
Citizens' Nat. Bank.	200,000	§ 113,047	1,855,898	100	.....	.....
Des Moines Nat. Bk	300,000	§ 47,094	2,735,422	100	.....	.....
Des Moines Sav. Bk.	400,000	§ 71,452	3,556,363	....	.....	.....
Iowa National Bank.	100,000	§ 9,928	583,684	100	.....	.....
People's Sav. Bank.	100,000	§ 11,161	766,279	....	.....	.....
Valley Savings Bank	50,000	§ 18,008	454,386	....	.....	.....
Valley Nation'l Bank	200,000	§ 129,801	1,662,448	100	.....	.....
Security L. & Tr. Co.	50,000	§ 71,202	322,457	100	.....	.....
DUBUQUE—						
Citizens' State Bank.	100,000	§ 10,881	297,286	100	90	100
Dubuque Nat. Bank.	100,000	§ 23,772	392,439	100	85	90
Dubuque Sav. Bank	50,000	§ 138	140,231	100	100	.....
First National Bank.	200,000	§ 37,160	1,082,695	100	.....	100
German Bank.....	150,000	§ 26,406	575,525	100	.....	90
Ger. Tr. & Sav. Bank	100,000	§ 1,317	497,903	100	.....	90
Iowa Tr. & Sav. Bk..	300,000	§ 53,516	1,584,0 0	100	125	.....
Second Nat'l Bank..	400,000	§ 75,526	1,222,657	100	125	.....
KENTUCKY.						
COVINGTON.						
Citizens' Nat. Bank..	200,000	§ 66,439	717,927	100	125	130
Far. & Traders' Nat.	300,000	§ 181,271	970,545	100	220	250
First Nat. Bank.....	300,000	§ 98,912	1,057,075	100	135	150
German Nat. Bank..	350,000	§ 110,807	752,505	100	124½	.....
Covington Trust Co.	100,000	3,444	70,437	100	9)	100
LEXINGTON—						
Central Bank.....	200,000	§ 11,874	160,229	100	68	70
Fayette Nat. Bank..	300,000	§ 271,359	1,000,961	100	212	215
First Nat. Bank.....	400,000	§ 135,565	464,693	100	130	133
Lexington City Nat. Bank.	200,000	§ 57,716	723,632	100	160	162

*Last sale. † Book value. ‡ Part paid in. § Including undivided profits.
a This is capital paid in; authorized, $1,000,000.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
LEXINGTON—Con.	$	$	$			
Nat. Exchange Bank	100,000	§ 23,929	282,876	100	116½	118
Phœnix Nat. Bank..	150,000	§ 55,006	462,824	100	116½	118
Second Nat. Bank...	150,000	§ 7,523	442,116	100	98	100
Third Nat. Bank.....	100.000	§ 7,588	100,761	100	78	80
LOUISVILLE—						
American Nat. Bank	800,000	§ 138,482	3,581,148	100	127	128
Bank of Commerce..	800,000	§ 367,007	3,787,134	100	174	175
Bank of Kentucky...	1,645,100	§1150800	2,030,440	100	178	180
Citizens' Nat. Bank..	500,000	§ 197,037	3,085,303	100	137	140
First Nat. Bank.....	500,000	§ 328,935	2,488,582	100	145	147
German Bank.....	250,000	§ 262,699	2,931,055	100	210	.....
Ger. Insurance Bank.	249,500	§ 316,808	3,490,521	50	195	.....
German Security Bk.	179,000	§ 54,449	747,725	100	.....	125
Louisville Nat. Banking Co.....	250,000	§ 15,625	1,609,410	100	112	114
Southern Nat. Bank	250,000	§ 17,101	1,511,548	100	114	116
Third Nat. Bank....	200,000	§ 69,192	925,881	100	104	106
Union Nat. Bank....	500,000	§ 192,624	4,347,003	100	138	.....
Western Bank.....	250,000	§ 34,090	902,979	100	100	105
Columbia Finance & Trust Co.....	1,000,000	§ 225,969	¶1295,531	100	134½	135½
Fidelity Trust & Safety Vault Co.....	1,000,000	700,000	.....	100	213	215
Louisville Trust Co..	806,100	100,000	900,000	100	127	129
NEWPORT—						
German Nat. Bank..	100,000	§ 55,673	602,905	100	135	150
Newport Nat. Bank.	100,000	§ 9,741	552,510	100	100	110

¶ Deposits include trusts funds.

LOUISIANA.

NEW ORLEANS—						
Canal Bank.....	1,000,000	65,939	3,800,079	100	130	.....
Citizens' Bank of La.	380,200	§ 120,607	940,709	100	104	110
Germania Nat. Bank	300,000	§ 111,120	1,129,886	100	115⅝	120
Germania Sav. Bk...	100,000	§ 366,744	2,914,159	100	400	500
Hibernia Nat. Bank.	300,000	§ 530,222	4,083,812	100	.....	.....
Louisiana Nat. Bank	500,000	§ 339,358	4,520,557	100	140	155
Metropolitan Bank..	250,000	§ 82,908	1,211,484	100	123	.....
New Orleans Nat. Bk.	200,000	§ 916,715	4,375,414	100	525	575
People's Bank.....	250,000	§ 32,343	762,099	50	74	80
Provident Savings & Safe Deposit Bank.	100,000	§ 11,615	408,846	100	99	.....
State National Bank	300,000	§ 114,342	2,075,011	100	122	135
Teutonia Bank.....	100,000	§ 12,860	391,150	100	101	105
Union Nat'l Bank...	300,000	§ 43,705	1,079,998	100	88½	90½
U. S. Trust & Sav. Bk.	100,000	§ 1,945	171,856	100	.....	.....
Whitney Nat. Bank.	400,000	§1154171	4,708,588	100	378	.....

MAINE.

PORTLAND—						
Canal Nat. Bank.....	600,000	§ 176,874	630,249	100	100	101
Casco Nat. Bank.....	800,000	§ 296,270	1,783,870	100	110	112
Chapman Nat. Bank.	100,000	§ 31,573	747,170	100	.....	100
Cumberland Nat. Bk.	150,000	§ 40,360	382,752	100	98	100
First National Bank.	1,000,000	§ 231,103	1,359,223	100	99	100
Merchants' Nat. Bk..	300,000	§ 322,665	935,414	75	103	105
Nat. Traders' Bank..	200,000	§ 94,312	368,061	100	100	102
Portland Nat. Bank.	300,000	§ 114,947	2,272,385	100	108	110
Portland Trust Co...	200,000	§ 165,000	1,500,000	100	160	165

MARYLAND.

BALTIMORE—						
American Nat. Bank	200,000	§ 105,892	829,092	100	.....	100
Canton Nat. Bank...	100,000	§ 23,910	345,501	100	88	91
Citizens' Nat. Bank.	500,000	§ 769,282	3,076,794	10	20	.....
Com. & Farm. N. Bank	512,560	§ 141,878	1,157,195	100	120½	.....
Commonwe'lth Bank	100,000	§ 18,824	785,417	....	57½	60
Continental N. Bank	250,000	§ 50,156	762,288	100	85	95
Drov. & Mec's N. Bank	300,000	§ 366,383	3,589,857	100	250	.....
Equitable Nat. Bank	500,000	In liquidation.		100	.....	.....
Farm. & Mer. N. Bank	650,000	§ 446,064	2,767,096	40	.....	65
First National Bank.	555,000	§ 290,893	1,430,171	100	165	.....
German-Amer. Bank	300,000	§ 104,655	501,954	100	105½	.....
Ger. B'nk of Balt. City	400,000	§ 159,606	663,778	100	109	.....
Manufact'rs' N. Bank	500,000	§ 85,233	945,414	100	90	91
Merchants' Nat. Bk.	1,500,000	§ 763,915	9,684,463	100	165	.....
Nat. Bank of Balt'ore	1,210,700	§ 471,082	1,772,849	100	.....	120
Nat. Bank of Com'rce	300,000	§ 189,895	1,556,893	15	22	22½
Nat. Exchange Bank	600,000	§ 308,300	2,929,126	100	153	.....
Nat. Howard Bank..	230,000	§ 47,883	700,794	10	10½	11
Nat. Marine Bank...	400,000	§ 126,782	1,320,790	30	37	.....
Nat. Mechanics' Bank	1,000,000	§ 837,709	8,304,914	10	27	.....
Nat. Un. Bank of Md	900,000	§ 253,663	2,604,168	75	83	88
Old-Town Bank.....	150,000	§ 158,195	915,366	10	.....	18
People's Bank.....	225,000	§ 13,475	295,549	20	17	.....
Second Nat. Bank...	500,000	§ 618,269	1,064,535	100	184	.....
Third National Bank	500,000	§ 94,587	1,407,186	100	95	98
Western Nat. Bank..	500,000	§ 422,761	2,163,335	20	38	40
Baltimore Trust & Guarantee Co.....	1,000,000	§1915324	4,034,657	100	325	340
Cent'l Rl. Es. & Tr, Co.	1,000,000	250,000	.....	50	59	60
Citiz. Tr. & Dep. Co.	2,000,000	§ 772,322	311,781	100	103	105
Colonial Trust Co....	*e* 300,000	*e* 202,217	.....	*e*	34	36
Continental Tr. Co..	*b*1,500,000	*b*2011806	1,675,617	100	169	170
Guard. Tr. & Dep. Co.	1,250,000	364,385	570,100	100	102	103½
International Tr. Co.	*c*2,309,825	*d*1199574	615,192	....	90	92
Maryland Tr. Co....	1,500,000	§1707063	2,578,157	100	195	205
Mercantile Trust & Deposit Co. of Balt	2,000,000	§3877170	6,241,988	50	195	200
Union Trust Co.....	1,000,000	§ 288,202	.....	50	54	56
FREDERICK—						
Central Nat. Bank...	120,000	§ 47,493	135,564	25	32½	.....
Citizens' Nat. Bank..	100,000	§ 210,773	1,566,912	100	280	.....
Far. & Mech. Nat. B'k.	125,000	§ 73,165	495,114	25	37½	.....
First Nat. Bank.....	100,000	§ 17,979	171,154	100	100	.....
Franklin Sav. Bank.	*a*110,420	§ 14,184	151,767	100	115	.....
Frederick Co. Nat. Bk	150,000	§ 70,366	184,091	15	21	.....
Frederick-Town Sav. Institution.....	*a*171,177	§ 78,167	788,014	100	160	.....

a This is the so-called "Weekly Deposits" now forming capital on which dividends are paid.

b $500,000 capital and $500,000 surplus in addition to above remain to be paid in on call. *c* This is capital paid in; authorized, $3,000,000. *d* This includes surplus paid in and undivided profits; authorized surplus, $1,500,000.

e Only half of capital and surplus has been paid in; when full paid, par of shares will be $50, capital $600,000 and surplus $300,000.

MASSACHUSETTS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
	Surplus of national banks includes undivided profits.					
BOSTON—	$	$	$			
Atlantic Nat. Bank..	750,000	342,409	1,840,000	100	114	115
Atlas Nat. Bank.....	1,500,000	552,475	3,582,000	100	112½	115
Blackstone Nat. Bk.	1,000,000	In liquidation.		100	65	70
Boylston Nat. Bank.	700,000	295,292	1,667,000	100	106¼	110
Broadway Nat. Bk...	200,000	In receiver's hands.		100	.....	.....
Bunker Hill Nat. Bk.	500,000	429,480	1,786,953	100	200	.....
Central Nat. Bank...	500,000	254,524	3,524,000	100	122	125
Colonial Nat. Bank..	1,000,000	542,748	4,090,000	100	150	160
Commercial Nat. Bk.	250,000	19,428	745,000	100	62	65
Eliot National Bank.	1,000,000	662,933	9,543,000	100	142½	145
Faneuil Hall Nat. Bk	1,000,000	472,957	2,741,000	100	127½	130
First National Bank.	1,000,000	1,102,491	4,893,000	100	185	190
First Ward Nat. Bk..	200,000	158,011	1,004,402	100	125	130
Fourth Nat. Bank...	750,000	288,898	3,873,000	100	110	115
Freemans' Nat. Bk..	500,000	161,835	1,919,000	100	100	.....
Globe Nat. Bank....	1,000,000	In receiver's hands.		100	.....	.....
Mass. Nat. Bank.....	800,000	65,099	2,479,000	100	.....	.....
Mechanics' Nat. Bk..	250,000	126,270	1,437,000	100	121	.....
Merchants' Nat. Bk..	3,000,000	2,060,878	10,448,000	100	160	162
Metrop'litan Nat. Bk.	500,000	143,682	1,118,000	100	100	105
Monument Nat. Bk..	150,000	187,920	524,172	100	195	.....
Mt. Vernon Nat. Bk.	200,000	54,039	1,073,000	100	100	.....
Nat. Bk. of C'mmerce.	1,500,000	659,075	10,175,000	100	112	115
National Bank of Commonwealth ...	1,000,000	890,127	8,923,100	100	174	175
Nat. Bk. of Redemp..	1,000,000	493,953	11,074,000	100	117	120
Nat. Bk. of Republic.	1,500,000	1,104,617	14,563,000	100	148	153
Nat. Exchange Bk...	1,000,000	534,002	7,441,000	100	143	145
Nat. Hamilton Bk...	500,000	29,735	1,809,000	100	95	100
Nat. Hide & Leather Bank.....	1,500,000	403,525	4,854,000	100	108	110
N. Market Bk. of Brig.	250,000	105,017	515,987	100	100	.....
National Rockland Bank of Roxbury..	300,000	209,050	1,534,524	100	112	123
Nat. Security Bank..	250,000	573,045	1,648,000	100	200	.....
Nat. Shawmut Bank.	3,000,000	1,838,777	29,078,000	100	169	172
Nat. Union Bank....	1,000,000	725,350	2,670,000	100	134	135
Nat. Webster Bank..	1,000,000	358,552	3,601,000	100	98	102
N. Eng. Nat. Bank ..	1,000,000	721,427	2,571,000	100	140	142
Old Boston Nat. Bk.	900,000	261,295	2,290,000	100	100	102
People's Nat. Bank of Roxbury.....	300,000	140,915	659,470	100	120	122
Second Nat. Bank...	1,600,000	1,194,917	11,460,000	100	174	176
Sh. & Leath. Nat. Bk.	1,000,000	433,327	10,955,000	100	121	123
South End Nat. Bk..	200,000	9,838	308,511	100	75	80
State National Bank.	2,000,000	657,394	3,727,000	100	108	110
Suffolk Nat. Bank...	1,000,000	438,691	2,328,000	100	108	110
Third Nat'l Bank...	1,500,000	263,640	10,474,000	100	95	100
Washington Nat. Bk.	750,000	355,124	2,628,000	100	110	112
Winthrop Nat. Bank	300,000	329,300	3,118,000	100	150	.....
American Loan & Trust Co.....	1,000,000	815,467	5,562,742	100	130	140
Bay State Trust Co..	400,000	259,645	3,897,808	100	125	.....
Beacon Trust Co....	300,000	88,088	1,353,280	100	120	.....
Boston Safe Deposit & Trust Co.....	1,000,000	1,405,524	9,484,851	100	200	.....
Columbia Trust Co..	100,000	16,737	269,429	100	100	.....
Federal Trust Co....	500,000	40,648	1,442,389	100	100	.....
Internat'l Trust Co..	1,000,000	2,142,299	9,664,934	100	200	.....
Mass. Loan & Tr. Co.	1,000,000	268,976	2,125,373	100	112	115
Mattapan D. & Tr. Co.	100,000	41,402	746,469	100	115	125
Mercantile Tr. Co ...	250,000	170,257	2,764,435	100	140	.....
N. Engl'd Trust Co..	1,000,000	1.636,783	18,022,908	100	256	.....
Old Colony Trust Co.	1,000,000	2,640,837	18,859,619	100	350	400
Puritan Trust Co....	200,000	53,231	1,692,488	100	103	.....
State St. Trust Co ..	300,000	113,491	2,260,851	100	107	.....
U. S. Trust Co.....	200,000	225,277	2,283,768	100	.....	.....
BEVERLY—						
Beverly Nat. Bank..	200,000	102,089	409,851	100	142½	145
BROCKTON—						
Brockton Nat. Bank.	100,000	§ 39,810	699,284	100	.....*	125
Home Nat. Bank....	200,000	§ 208,507	1,299,206	100	.....*	170
Plymouth Co. Safe Dep. & Trust Co...	100,000	§ 11,530	362,569	100	.....	103
CAMBRIDGE—						
Camb'dg'p't Nat. B'k.	100,000	§ 38,595	179,830	....	.....*	115⅜
Charles Riv. N. Bank	100,000	§ 74,403	609,814	100	.....*	155
First Nat. Bank.....	200,000	§ 188,928	489,628	100	.....*	172
Nat. City Bk., Cam'pt	100,000	§ 67,759	336,609	....	.....	.....
Cambridge Trust Co.	100,000	§ 38,086	810,393	100	.....‡	113¼
EAST CAMBRIDGE—						
Cambridge Nat. B'k.	100,000	§ 46,968	403,798	....	114	.....
Lechmere Nat. Bank	100,000	§ 83,497	176,617	....	.....*	150
CHELSEA—						
First National Bank.	300,000	§ 114,492	667,178	100	.....*	108
Winnisimmet Nat. Bk	100,000	§ 32,208	393,204	100	.....*	100
DANVERS—						
First National Bank.	150,000	§ 41,530	135,334	75	65	72
FALL RIVER—						
Fall River Nat. Bank	400,000	§ 139,234	663,502	100	108	.....
First National Bank.	400,000	§ 303,320	788,552	100	150	.....
Massasoit Nat. Bank	300,000	§ 170,756	901,359	100	155	.....
Metacomet Nat. Bk..	500,000	§ 186,834	534,011	100	122	128
National Union Bank	200,000	§ 84,508	386,673	100	106	110
Pocasset Nat. Bank.	200,000	§ 160,100	578,457	100	145	.....
Second Nat. Bank...	150,000	§ 115,252	257,253	100	155	.....
FITCHBURG—						
Fitchburg Nat. Bank	250,000	§ 204,938	667,280	100	.....	.....
Rollstone Nat. Bank	250,000	§ 153,872	454,370	100	.....	.....
Safety Fund Nat. Bk.	200,000	§ 71,593	419,949	100	.....	.....
Wachusett Nat. Bk..	250,000	§ 206,912	767,314	100	.....	.....
HAVERHILL—						
Essex Nat. Bank....	100,000	§ 28,421	188,618	100	.....‡	55
First National Bank.	200,000	§ 140,951	393,737	100	151	.....
Haverhill Nat. Bank	200,000	§ 202,157	1,177,153	100	150	.....
Merchants' Nat. Bk.	100,000	§ 44,230	420,451	100	..... *	129½
Merrimack Nat. Bank	240,000	§ 155,005	515,290	100	150	.....
Second Nat. Bank...	150,000	§ 72,466	650,149	100	161	.....
Haverhill Safe Deposit & Trust Co...	200,000	§ 24,497	369,828	100	..... ‡	120

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
HOLYOKE—	$	$	$			
City National Bank.	500,000	§ 140,216	941,767	100	115	125
Hadley Falls Nat. Bk.	200,000	§ 144,726	124,729	100	125	135
Holyoke Nat. Bank..	200,000	§ 123,054	886,098	100	150	155
Home Nat. Bank....	250,000	§ 80,794	559,551	100	110	115
Park National Bank	100,000	§ 53,599	332,367	100	100	110
LAWRENCE—						
Arlington Nat. Bank	100,000	§ 26,493	427,595	100	120	.....
Bay State Nat. Bank	375,000	§ 157,859	509,583	75	115½	.....
Lawrence Nat. Bank	300,000	§ 113,070	479,314	100	120	.....
Merchants' Nat. Bk.	100,000	§ 69,412	767,416	100	120	.....
Pacific Nat. Bank...	150,000	§ 33,990	448,234	100	110	.....
LOWELL—						
Appleton Nat. Bank.	300,000	§ 141,657	957,324	100	124	125
First National Bank.	250,000	§ 172,526	494,906	100	145	147
Merch. Nat. Bank...	400,000	§ 302,008	748,102	100	155	157
Old Lowell Nat. Bk.	200,000	§ 72,782	410,772	100	117	119
Prescott Nat. Bank..	300,000	§ 112,292	501,589	100	108	110
Railroad Nat. Bank.	400,000	§ 136,674	626,464	100	125	127
Traders' Nat. Bank..	200,000	§ 213,923	2,756,809	100	160	.....
Wamesit Nat. Bank.	250,000	§ 90,024	346,325	100	.....	116
Lowell Trust Co.....	125,000	§ 34,505	486,433	100	.....	95
Middlesex Safe Deposit & Trust Co...	100,000	§ 497	334,216	100	.....	80
LYNN—						
Central Nat. Bank..	200,000	§ 140,328	567,142	100	150	.....
First National Bank.	500,000	§ 229,273	900,621	100	120	.....
Lynn National Bank	100,000	§ 154,745	595,687	100	200	.....
Manufac's Nat. Bank	200,000	§ 57,900	508,824	100	85	.....
National City Bank.	200,000	§ 168,667	583,960	100	150	.....
Nat. Security Bank..	100,000	§ 135,940	588,846	100	220	.....
Lynn S. Dp. & Tr. Co.	100,000	§ 91,923	831,803	100	150	.....
Security S. D. & Tr. Co	200,000	§ 86,637	914,872	100	125	.....
NEW BEDFORD—						
First National Bank.	1,000,000	§ 276,199	739,203	100	125	.....
Mechanics' Nat. Bk.	600,000	§ 191,783	1,243,231	100	146	147
Merchants' Nat. Bk.	1,000,000	§ 675,365	1,406,720	100	198	200
New Bedford S. Dep. & Tr. Co.....	200,000	§ 30,521	450,322	100	85	87
PEABODY—						
So. Danvers Nat. Bk.	150,000	§ 66,000	252,000	100	95	105
Warren Nat. Bank ..	250,000	§ 121,275	370,591	100	115	120
SALEM—						
Asiatic Nat. Bank...	315,000	§ 104,981	434,384	30	28½	30
First National Bank.	300,000	§ 79,846	451,705	100	80	85
Mercantile Nat. Bank	200,000	§ 67,195	457,742	100	100	103
Merchants' Nat. Bank	200,000	§ 123,187	646,518	50	65	69
Naumkeag Nat. Bank	500,000	§ 311,260	558,284	100	125	126
Salem Nat. Bank....	300,000	§ 81,460	500,974	100	80	90
SPRINGFIELD—						
Agawam Nat. Bank.	500,000	§ 31,205	520,962	100	.....	.....
Chapin Nat. Bank...	500,000	§ 151,671	1,299,778	100	110	120
Chicopee Nat. Bank.	400,000	§ 197,315	1,752,573	100	150	160
City National Bank.	250,000	§ 152,996	1,019,145	100	140	147
First National Bank.	400,000	§ 106,340	542,306	100	105	115
John Hancock Nat..	250,000	§ 81,889	473,607	100	105	110
Pynchon Nat. Bank.	200,000	§ 116,252	1,608,729	100	120	130
Second Nat. Bank...	300,000	§ 203,036	791,763	100	130	135
Springfield Nat. B'k	200,000	§ 245,095	2,587,119	100	180	200
Third Nat. Bank.....	500,000	§ 484,073	1,648,192	100	215	225
Hampden L'n&Tr.Co	100,000	§ 32,025	1,352,257	100	120	135
Springfield Safe Deposit & Tr. Co.....	500,000	§ 257,859	2,546,159	100	140	160
TAUNTON—						
Bristol Co. Nat. Bank	500,000	§ 207,115	555,636	100	.....	.....
Machinists' Nat. Bk.	200,000	§ 129,916	329,457	100	.....	.....
Taunton Nat. Bank.	600,000	§ 242,586	641,781	100	.....	.....
WORCESTER—						
Central Nat. Bank ..	300,000	§ 123,975	1,306,769	100	.....	130
Citizens' Nat. Bank.	150,000	§ 77,401	1,403,953	100	150	.....
City National Bank.	400,000	§ 174,803	1,706,466	100	.....	125
First Nat. Bank	300,000	§ 256,545	2,891,238	100	.....	197½
Mechanics' Nat. Bk.	200,000	§ 56,678	816,217	100	99	.....
Quinsigam'd Nat. Bk	250,000	§ 169,564	1,319,512	100	140	.....
Worcester Nat. Bank	250,000	§ 237,142	2,387,733	100	175	.....
Worc. S. D. & Tr. Co.	200,000	§ 139,290	2,598,720	100	145	.....

MICHIGAN.

BAY CITY—						
Bay City Bank.....	150,000	§ 67,517	1,440,569	100	150	160
Bay County Sav. Bk.	50,000	§ 33,189	542,572	....	162	165
Commercial Bank...	100,000	§ 5,296	460,576	100	80	90
First National Bank.	100,000	§ 22,110	597,701	100	120	130
Old Second Nat. Bk.	200,000	§ 51,320	991,269	100	110	115
DETROIT—						
Am. Exch. Nat. Bk..	400,000	§ 130,136	2,862,444	100	.....	105
Central Sav. Bank..	100,000	§ 28,085	586,637	100	100	.....
Citizens' Sav. Bank.	200,000	§ 41,611	1,336,061	100	101	105
City Sav. Bank.....	150,000	§ 54,285	2,296,449	100	90	.....
Commercial Nat. Bk.	500,000	§ 187,899	3,295,349	100	130	.....
Detroit Nat. Bank...	1,000,000	§ 276,148	5,100,156	100	135	.....
Detroit Riv. Sav. Bk.	100,000	§ 22,539	533,337	100	.....	90
Detroit Sav. Bank...	400,000	§ 400,204	5,970,434	100	175	.....
Dime Sav. Bank.....	200,000	§ 54,750	2,460,069	100	121	.....
First National Bank.	500,000	§ 154,872	4,319,385	100	160	.....
German-Am. Bank..	100,000	§ 31,870	1,174,100	100	115	.....
Home Sav. Bank....	200,000	§ 51,840	2,164,122	100	105	110
McLellan & A. Sav..	150,000	§ 23,271	675,200	100	100	.....
Mechanics' Bank....	100,000	§ 30,521	1,133,730	100	.....	.....
Michigan Sav. Bank.	150,000	§ 55,217	1,557,018	100	112	.....
Peninsular Sav. Bk..	300,000	§ 63,886	2,706,817	100	.....	95
People's Sav. Bank..	500,000	§ 198,976	7,344,911	1000	1200	.....
Preston Nat. Bank..	700,000	§ 137,810	3,410,469	100	.....	98
State Sav. Bank.....	500,000	§ 139,411	8,181,246	100	200	.....
Union Nat. Bank....	200,000	§ 31,139	577,490	100	90	100
Union Trust Co.....	500,000	§ 117,713	545,752	100	118	.....
Wayne Co. Sav. Bk..	400,000	§ 509,153	8,349,144	100	225	.....
GRAND RAPIDS—						
Fifth Nat. Bank.....	100,000	§ 18,995	536,466	100	.....	95
Fourth Nat. Bank...	300,000	§ 85,287	1,949,066	100	.....	130
Gr. Rapids Nat. Bk..	500,000	§ 108,732	1,001,606	100	118	.....
Gr. Rapids Sav. Bk..	150,000	§ 45,352	1,393,695	50	115	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
GRAND RAP.-(Con.)	$	$	$			
Kent County Savings Bank.....	50,000	§ 90,446	1,980,621	50	.....	300
National City Bank..	500,000	§ 129,333	1,301,537	100	110	112
Old National Bank..	800,000	§ 267,286	2,648,955	100	128	130
People's Savings Bk.	100,000	§ 28,593	1,410,889	100	120	.....
State Bk. of Michigan	150,000	§ 41,842	909,724	50	.....	100
Michigan Trust Co...	200,000	§ 115,609	409,663	100	152	.....
Peninsular Trust Co.	100,000	In liquidation.		100	.....	.....
SAGINAW—						
Bank of Saginaw....	200,000	§ 137,968	2,001,110	100	150	160
Commercial Nat. Bk.	100,000	§ 74,774	645,013	100	140	150
Peoples' Savings Bk.	50,000	§ 32,975	587,997	100	.....	.....
Saginaw Co. Sav. Bk.	50,000	§ 61,133	454,414	100	.....	200
Savings Bk. of East Saginaw	100,000	§ 73,037	2,044,736	100	.....	150
Second Nat. Bank...	200,000	§ 344,891	3,529,147	100	265	275

MINNESOTA.

DULUTH—						
American Exchange Bank.....	500,000	§ 81,477	3,650,990	100	115	120
Commercial Banking Company	25,000	§ 2,350	245,813	Private Bank		
First National Bank.	500,000	§ 334,169	3,721,182	100	139	155
St. Louis Co. Bank..	50,000	11,000	118,000	Private Bank		
MINNEAPOLIS—						
First National Bank.	1,000,000	§ 132,737	4,534,160	100	110	115
Flour City Nat. B'k..	500,000	§ 112,170	1,224,182	100	99	101
German - American Bank.....	60,000	§ 16,950	494,980	100	.....	.....
Germania Bank.....	50,000	§ 1,536	120,216	100	.....	.....
Hennepin Co. Sav. Bk	100,000	§ 32,034	2,111,911	100	.....	.....
Metropoltan Bank..	200,000	§ 35,975	871,788	100	95	100
Nat'l Bank of Commerce.....	1,000,000	§ 183,276	2,716,801	100	103	105
Nicollet Nat. Bank..	250,000	§ 86,801	1,380,581	100	109	112
Northwestern Nat'l Bank.....	1,000,000	§ 300,000	4,578,533	100	145	150
People's Bk. of Minn.	76,000	§ 6,512	232,177	100	25	50
St. Anthony Falls Bk.	125,000	§ 24,107	629,980	100	.....	.....
Security Bank.....	1,000,000	100,000	4,882,437	100	90	95
Swedish - American National Bank....	250,000	§ 38,410	1,269,131	100	.....	100
Minnesota Loan & Trust Co.....	500,000	§ 60,355	641,849	100	65	71
ST. PAUL—						
Capital Bank.....	100,000	§ 38,422	534,919	100	100	105
First National Bank.	1,000,000	§ 800,703	6,271,819	100	232	235
Merchants' N. Bank.	1,000,000	§ 100,019	4,143,285	100	90	92½
National German-American Bank...	1,000,000	§ 46,889	4,455,385	100	90	92
St. Paul Nat. Bank..	600,000	§ 9,796	1,730,108	100	90	.....
Scandinavian-American Bank.....	100,000	§ 32,047	705,493	100	115	121
Second Nat. Bank...	200,000	§ 117,119	2,108,027	100	195	200
State Bank.....	25,000	§ 522	132,000	....	.....	a70
Union Bank.....	100,000	§ 24,994	423,596	100	120	.....
St. Paul Title & Trust Company	500,000	§ 8,781	.....	100	20	25
St. Paul Trust Co....	250,000	20,000	.....	100	20	.....
Security Trust Co....	275,000	§ 20,000	50,000	100	.....	20
			a Assessment paid.			

MISSOURI.

KANSAS CITY—						
American Nat. Bank	250,000	§ 68,064	2,363,699	100	98	100
Bank of Grand Ave.	50,000	§ 2,900	285,000	100	.....	100
City National Bank.	250,000	§ 28,712	694,076	100	110	115
First National Bank.	250,000	§ 388,769	9,969,530	100	300	325
Inter-State National Bank, Kansas.....	1,000,000	§ 522,226	3,345,551	100	138	143
Kan. City State Bank	200,000	§ 11,802	502,883	100	60	65
Missouri Sav. Bk....	50,000	§ 32,500	325,000	100	140	150
Nat. Bank of Commerce.....	1,000,000	§ 476,311	22,876,221	100	165	170
New England National Bank	200,000	§ 80,234	2,094,517	100	135	140
Union Nat. Bank....	600,000	§ 209,645	7,012,385	100	142	150
Western Exch'ge Bk.	100,000	20,000	700,000	100	135	140
Fidelity Trust Co....	500,000	§ 10,000	600,000	100	105	110
Guardian Trust Co..	2,500,000	§ 1250000	.....	100	40	50
ST. JOSEPH—						
First Nat. Bank of Buchanan Co.....	250,000	§ 49,955	1,761,736	100	95	100
German-American Bank.....	100,000	§ 17,227	1,103,667	100	70	80
Merchants' Bank....	200,000	§ 5,724	1,220,180	100	90	100
National Bank of St. Joseph.....	100,000	§ 138,543	3,372,829	100	300	.....
Park Bank.....	40,000	§ 8,654	160,778	100	100	105
Tootle, Lemon & Co.	50,000	§ 9,168	2,574,285	Private bank.		
Missouri Val. Tr. Co.	100,000	§ 5,000	170,000	100	.....	.....
ST. LOUIS—						
American Exchange Bank....	500,000	§ 417,628	4,457,990	50	99	101
Boatmen's Bank....	2,000,000	§ 955,882	8,901,817	100	192	195
Bremen Bank.....	100,000	§ 222,063	1,321,907	100	230	235
Continental Nation'l Bank.....	1,000,000	§ 489,803	11,475,215	100	172	174
Fourth Nat. Bank...	1,000,000	§ 888,298	4,695,286	100	220	225
Franklin Bank.....	600,000	§ 165,390	3,759,792	100	155	160
German - American Bank.....	150,000	§ 906,709	3,786,397	100	775	825
German Savings Institution	250,000	§ 511,787	5,426,095	100	280	285
International Bank of St. Louis.....	200,000	§ 67,014	1,015,669	100	125	130
Jefferson Bank.....	100,000	31,765	493,890	100	105	108
Lafayette Bank.....	100,000	§ 509,856	2,575,913	100	350	370
Mechanics' Bank....	1,000,000	§ 580,344	5,619,380	100	200	205
Merchants' Laclede National Bank.....	1,400,000	§ 298,701	10,631,334	100	156	158

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ST. LOUIS—*Concl.*	$	$	$			
Nat. Bank of Com'rce	5,000,000	§3190104	26,522,894	100	253	255
Northwestern Savings Bank	200,000	§ 92,453	1,758,060	100	140	145
South'n Com. & Sav.	100,000	§ 15,130	295,856	100	100	105
South Side Bank	200,000	§ 57,120	629,644	100	120	122
State National Bank	2,000,000	§ 547,859	6,633,528	100	160	163
Third National Bank	1,000,000	§ 311,073	11,438,320	100	149	151
Lincoln Trust Co	1,000,000	§ 297,286	1,945,607	100	150	152
Mercantile Tr. Co	750,000	§ 847,692	1,675,841	100	252	255
Mississip. Val. Tr. Co.	3,000,000	§3810810	11,160,107	100	290	295
St. Louis Safe Deposit & Savings Bank.	200,000	§ 65,994	1,396,554	100	135	137
St. Louis Trust Co	2,500,000	§ 750,533	8,466,679	100	204	208
Union Trust Co	1,000,000	§ 681,677	5,477,221	100	216	220
NEBRASKA.						
LINCOLN—						
City National Bank	100,000	§ 6,211	400,595	....	.....	.....
Columbia Nat. Bank.	100,000	§ 22,686	618,080	100	.....	.....
First National Bank.	200,000	§ 30,531	2,005,506	100	.....	.....
OMAHA—						
Commercial National Bank	400,000	§ 63,081	1,178,143	100	.....	.....
First National Bank.	500,000	§ 195,824	5,858,015	100	.....	.....
Merchants' N. Bank.	500,000	§ 113,491	2,833,097	100	.....	.....
Nat'l Bank of Commerce	300,000	§ 24,291	311,161	100	.....	.....
Nebraska Nat. Bank.	400,000	§ 49,401	1,490,905	100	.....	.....
Omaha Loan & Trust Co. Savings Bank	50,000	§ 48,600	235,000	....	.....	.....
Omaha Nat. Bank	1,000,000	§ 262,208	5,587,296	100	.....	.....
Union National Bank	250,000	§ 11,438	551,667	100	.....	.....
United States National Bank	400,000	§ 53,222	2,591,960	100	.....	.....
Omaha L'n & Tr. Co.	500,000	§111,491	.....	....	.....	.....
SOUTH OMAHA—						
Packers' Nat. Bank.	100,000	§ 28,301	678,454	100	.....	.....
South Omaha Nat. Bk	100,000	§ 137,162	1,906,678	100	.....	.....
Union Stock Yards National Bank	200,000	§ 191,529	2,283,800	100	.....	.....
NEW HAMPSHIRE.						
MANCHESTER—						
Amoskeag Nat. Bank	200,000	§ 165,667	1,039,479	100	.....*	165
First National Bank.	150,000	§ 83,176	541,678	100	.....*	139½
Manches'r Nat. Bank	150,000	§ 94,031	1,032,278	100	.....*	270½
Merchants' N. Bank.	150,000	§ 67,044	488,330	100	.....*	120
Second Nat. Bank	100,000	§ 30,555	213,815	100	.....*	116
NEW JERSEY.						
CAMDEN—						
Camden Nat. Bank	100,000	§ 37,180	588,433	100	.....*	80
First National Bank.	200,000	§ 164,998	753,339	100	.....*	140
National State Bank	260,000	§ 282,928	2,430,055	50	.....*	85
Camden S.D. & T. Co.	100,000	§ 354,164	4,047,466	25	.....*	120
Central Trust Co	100,000	§ 73,559	1,122,953	25	.....*	25
N. J. Tr. & S. Dep. Co.	200,000	§ 21,561	1,018,036	100	.....*	53
ELIZABETH—						
Citizens' Bank	100,000	§ 25,032	269,427	100	105	110
Elizabethp't Bkg. Co.	50,000	§ 59,715	217,891	50	180	.....
First National Bank.	200,000	§ 181,599	795,740	100	.....*	162
National State Bank	350,000	§ 414,262	1,270,462	50	.....*	205
HOBOKEN—						
First National Bank.	110,000	§ 442,411	1,605,900	25	125	130
Hudson Trust Co	500,000	§ 258,467	3,936,957	100	.....*	250
Second Nat. Bank	125,000	§ 100,433	900,300	100	155	160
JERSEY CITY—						
First National Bank.	400,000	§ 815,697	5,343,000	100	300	.....
Hudson Co. Nat. Bk.	250,000	§ 549,130	1,731,200	100	370	375
Second Nat. Bank	250,000	§ 360,991	1,107,600	100	220	230
Third Nat. Bank	200,000	§ 222,027	831,000	100	185	200
Com. Tr. Co. of N. J.	500,000	500,000	.....	100	230	.....
N. J. T. Gu. & Tr. Co.	200,000	§ 456,053	5,407,814	100	300	.....
MORRISTOWN—						
First Nat. Bank	100,000	§ 144,489	1,041,246	100	225	.....
Nat. Iron Bank	200,000	§ 62,876	638,213	100	.....*	105
Morristown Tr. Co.	300,000	§ 545,478	2,613,689	100	450	500
NEWARK—						
Essex Co. Nat. Bank	300,000	§ 775,182	3,808,749	50	225	.....
German Nat. Bank	200,000	§ 278,307	1,774,558	100	235	.....
Manufact'rs N. Bank	250,000	§ 138,198	1,157,167	100	160	.....
Merchants' N. Bank.	200,000	§ 218,787	2,015,519	100	215	.....
Nat. Newark Bkg. Co	500,000	§ 576,212	2,472,196	50	103	.....
National State Bank.	500,000	§ 348,588	1,990,875	50	90	.....
Newark City N. Bank	500,000	§ 323,191	2,543,566	50	90	.....
North Ward N. Bank	200,000	§ 182,619	1,299,179	100	180	.....
Second Nat. Bank	300,000	§ 134,809	943,709	100	165	.....
State Banking Co.	100,000	§ 119,460	1,316,839	100	205	.....
Fidelity Trust Co	920,900	§ 995,767	4,227,178	100	350	.....
NEW BRUNSWICK—						
Nat. Bank of N. J.	250,000	§ 283,752	1,305,644	100	215	220
People's Nat. Bank	100,000	§ 83,199	496,844	100	155	165
PATERSON—						
First National Bank.	400,000	§ 464,917	2,516,632	100	400	410
Paterson Nat. Bank.	300,000	§ 182,181	1,701,649	100	207	215
Second Nat. Bank	150,000	§ 162,745	973,799	50	130	137½
Paterson Sav. Inst'n	250,000	630,386	6,767,721	100	800	900
Hamilton Trust Co.	150,000	150,000	.....	100	215	225
Paterson S.D. & T. Co.	100,000	§ 110,134	1,585,847	100	325	.....
Silk City S. D. & T. Co.	100,000	§ 33,118	456,496	100	160	.....
TRENTON—						
Broad St. Nat. Bank.	250,000	§ 102,720	925,474	100	.....	.....
First National Bank.	500,000	§ 300,774	821,995	100	160	.....
Mechanics' Nat. Bk.	500,000	§ 368,627	1,789,815	50	.....	86
Trenton Banking Co.	500,000	§ 365,084	1,646,518	50	83½	.....
Trenton Tr. & S D. Co.	150,000	§ 36,061	1,877,151	100	.....	.....

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

NEW YORK.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
ALBANY—	$	$	$			
Albany City Nat. Bk.	300,000	§ 88,795	2,480,850	100	107½	110
Albany County Bank	250,000	§ 64,142	984,779	100	200	.....
First National Bank.	200,000	§ 114,471	571,448	100	125	130
Mech'nics & F'rmers'	250,000	§ 963,831	1,101,831	100	475	.....
Merchants' Nat. Bk.	200,000	§ 213,578	1,032,845	50	170	175
Nat. Commercial Bk.	300,000	§ 821,322	8,528,251	100	400	.....
Nat. Exchange Bank	300,000	§ 89,010	1,486,084	100	114	.....
N. Y. State Nat. Bk.	250,000	§ 273,071	7,064,620	100	220	.....
Park Bank	100,000	§ 35,258	466,129	100	140	.....
Albany Trust Co	200,000	100,000	.....	....	170	.....
AUBURN—						
Cayuga Co. Nat. Bk.	200,000	§ 86,922	803,852	25	25¾	27½
Nat. Bank of Auburn	200,000	§ 89,002	635,068	100	106	110
BINGHAMTON—						
City National Bank	200,000	§ 54,914	378,693	100	100	.....
First National Bank.	200,000	§ 83,979	779,927	100	.....	110
People's Bank	100,000	§ 8,846	230,010	100	.....	100
Strong State Bank	100,000	§ 57,872	659,903	100	.....	135
Susquehanna Valley	100,000	§ 22,404	389,277	100	.....	.....
Binghamton Tr. Co.	300,000	§ 149,348	2,202,492	100	.....	135
BROOKLYN—*Prices are per cent, not per share. Surplus includes undivided profits. Deposits are reported net, not gross.*						
Bedford Bank	150,000	116,000	1,315,700	100	210	220
Broadway Bank	100,000	151,722	1,405,500	100	220	.....
Brooklyn Bank	300,000	161,635	1,544,000	50	110	.....
Eighth Ward Bank	100,000	41,180	288,500	100	.....	85
Fifth Ave. Bank	100,000	55,079	604,100	100	100	110
First National Bank.	300,000	515,268	4,586,000	100	.....	300
Hamilton Bank	100,000	41,982	450,021	100	110½	.....
Kings County Bank	150,000	57,912	1,086,600	100	100	.....
Manufact's' Nat. Bk.	252,000	478,232	2,988,000	30	270	.....
Mechanics' Bank	500,000	390,797	3,014,500	50	202	205
Mech. & Traders' Bk.	100,000	204,800	929,900	100	270	.....
Merchants' Bank	100,000	10,100	417,100	100	100	.....
Nassau Nat. Bank	300,000	638,403	4,141,000	100	285	.....
National City Bank.	300,000	575,420	3,037,000	50	290	310
North Side Bank	100,000	115,700	696,700	100	170	.....
People's Bank	100,000	133,516	1,004,900	50	195	205
Schermerhorn Bank.	100,000	64,100	622,400	100	150	155
Seventeenth Wd. Bk.	100,000	71,700	437,500	100	110	.....
Sprague Nat. Bank	200,000	226,125	978,000	100	200	.....
Twenty-sixth Wd. Bk.	100,000	53,931	483,000	100	140	.....
Union Bank,	100,000	55,285	641,800	100	125	.....
Wallabout Bank	100,000	40,416	693,600	100	105	120
For detailed statement of Brooklyn Trust Cos. see 1900.—pages 181 to 184.				CHRONICLE *Jan. 27*		
Brooklyn Trust Co	1,000,000	1,697,912	9,464,701	100	420	.....
Flatbush Trust Co	200,000	102,149	339,198	100	160	.....
Franklin Trust Co.	1,000,000	1,266,211	6,548,198	100	305	.....
Hamilton Trust Co.	500,000	654,861	4,625,011	100	265	.....
Kings Co. Trust Co.	500,000	941,549	6,768,047	100	340	.....
Long I. Loan & Tr. Co.	500,000	530,069	2,945,082	100	240	.....
Manuf'rs' Trust Co.	500,000	737,907	4,426,102	100	310	320
Nassau Trust Co	500,000	366,198	2,914,964	100	180	.....
People's Trust Co.	1,000,000	1,360,791	9,431,984	100	330	338
Williamsburg Tr. Co.	700,000	388,561	2,114,990	100	185	200
BUFFALO—						
Bank of Buffalo	500,000	§ 564,240	3,785,796	100	200	225
Buffalo Commercial.	250,000	§ 84,556	1,578,363	100	105	120
Citizens' Bank	100,000	§ 139,294	1,403,601	100	.....	195
City National Bank.	300,000	§ 188,023	2,461,155	100	.....	.....
Columbia Nat. Bank.	200,000	§ 50,206	1,250,270	100	.....	105
German-American	200,000	§ 120,454	2,481,853	100	130	140
German Bank	100,000	§ 433,366	3,778,367	1000	4500	5000
Man'f'rs' & Traders'.	900,000	§ 584,174	6,337,257	50	65	70
Marine Bank	200,000	§1003996	5,774,397	100	550	.....
Merchants' Bank	300,000	§ 152,464	1,432,591	100	.....	115
Metropolitan Bank.	200,000	§ 53,298	1,167,401	100	.....	110
Niagara Bank	100,000	§ 14,504	684,918	100	.....	100
People's Bank	300,000	§ 103,092	1,541,021	100	.....	115
Third National Bank.	500,000	§ 199,965	1,945,273	100	.....	115
Union Bank	200,000	§ 54,087	816,457	100	.....	100
Buffalo L.T. & S.D. Co.	200,000	§ 73,000	2,855,602	100	.....	125
Fidelity Tr. & Guar.	500,000	§ 462,127	7,177,497	100	325	.....
ELMIRA—						
Chemung Canal Bk.	300,000	§ 600,000	4,376,629	100	.....†	300
Merchants' Nat. Bk.	100,000	§ 8,977	184,456	100	.....†	109
Second Nat. Bank	300,000	§ 142,191	1,284,501	100	.....†	147
NEW YORK CITY—*Prices are per cent, not per share. Surplus includes undivided profits. Deposits reported net, not gross.*						
America, Bank of	1,500,000	2,866,470	25,293,100	100	450	475
Amer. Exch. Nat. Bk.	5,000,000	3,106,847	24,963,000	100	185	195
Astor National Bk.	350,000	230,664	3,938,000	100	500	.....
Bowery Bank	250,000	682,485	3,497,000	100	285	300
Broadway, National.	1,000,000	1,672,786	5,907,700	25	240	250
Butch. & Drov. Nat.	300,000	88,888	1,038,200	25	88	.....
Central Nat. Bank,	1,000,000	544,789	13,137,000	100	175	185
Chase Nat. Bank	1,000,000	1,913,326	44,974,300	100	510	.....
Chatham Nat. Bank.	450,000	988,594	6,351,500	25	300	310
Chemical Nat. Bank	300,000	6,780,315	24,472,300	100	3950	4050
Citizens' Bank, Nat.	600,000	402,121	3,488,900	25	145	155
City Bank, National	10,000,000	5,420,671	118744300	100	345	350
Colonial Bank	100,000	106,619	1,520,400	100	275	.....
Columbia Bank	300,000	201,355	2,073,000	100	190	.....
Commerce, Nat. Bk. of	10,000,000	6,671,144	58,120,800	100	282	287
Continental Nat. Bk.	1,000,000	507,326	5,552,900	100	135	145
Corn Exchange Bk.	1,400,000	1,718,839	22,783,500	100	350	360
Domestic Ex. Nat. Bk.	300,000	.....	.....	100	100	105
East River Nat. Bk.	250,000	159,068	1,537,600	25	140	150
Eleventh Ward Bk.	100,000	130,112	1,370,600	25	150	.....
Fifth Ave. Bank	100,000	1,257,403	9,455,400	100	2400	.....
Fifth Nat. Bank	200,000	355,188	2,291,300	100	225	.....
First Nat. Bank	500,000	9,110,460	38,030,100	100	3400	.....
Fourteenth St. Bank.	100,000	55,929	1,304,900	100	145	165
Fourth Nat. Bank	3,000,000	2,375,200	23,912,600	100	170	175
Gallatin Nat'l Bank.	1,000,000	1,840,474	7,313,500	50	400	.....
Gansevoort Bank	200,000	12,777	730,700	50	60	.....
Garfield Nat. Bank.	200,000	1,064,181	7,983,100	100	1700	.....
German-Amer. Bk.	750,000	326,956	3,137,100	75	125	.....
German Exch. Bk.	200,000	619,593	3,220,500	100	240	.....
Germania Bank	200,000	797,866	4,407,600	100	325	.....
Greenwich Bank	200,000	176,643	925,500	25	165	.....
Hamilton Bank	200,000	100,212	1,539,800	100	145	.....
Hanover Nat. Bank	1,000,000	2,973,841	48,733,500	100	800	.....
Hide & Leather N. Bk.	500,000	289,300	1,755,700	100	120	.....
Imp. & Traders' N. Bk	1,500,000	6,058,842	25,455,000	100	520	530

* Last sale. †Book value. ‡Part paid in. §Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask
N. Y. CITY—(Con.)	$	$	$			
Irving Nat'l Bank	500,000	444,948	4,756,000	50	180	190
Leather Mfrs. Nat. Bk	600,000	500,425	3,317,500	100	215	240
Liberty Nat. Bank	500,000	529,643	5,315,500	100	310	.....
Lincoln Nat. Bank	300,000	856,993	12,545,200	100	775	825
Manhattan Co. Bk	2,050,000	2,098,215	23,342,000	50	265	280
Market & Ful. Nat. Bk	900,000	1,006,858	6,856,700	100	220	230
Mechanics' Nat. Bk.	2,000,000	2,260,578	12,468,000	25	195	.....
Mech. & Traders' Bk.	400,000	111,090	2,528,000	25	100	102
Mercantile Nat. Bk.	1,000,000	1,206,284	13,291,600	100	190	200
Merchants' Ex. N. Bk.	600,000	218,188	5,286,500	50	120	.....
Merchants' Nat. Bk.	2,000,000	1,226,618	16,013,700	50	172	.....
Metropolis, B'k of the	300,000	963,835	7,152,600	100	500	.....
Mount Morris Bank	250,000	54,020	2,380,600	100	190	.....
Mutual Bank	200,000	134,100	1,302,800	100	140	.....
Nassau Bank	500,000	277,657	2,870,100	50	160	.....
N. Amsterdam, Bk. of	250,000	393,675	5,705,300	100	650	.....
N. Y. County Nat. Bk.	200,000	443,035	4,187,100	100	1500	.....
N. Y. Nat. Exch. Bk.	300,000	99,793	3,303,200	100	117	.....
New York, N. B. A., Bank of	2,000,000	2,067,848	14,088,000	100	260	270
Nineteenth Ward Bk.	100,000	44,800	1,509,200	100	100	.....
Ninth Nation'l Bank	750,000	182,000	2,621,000	100	80	.....
No. Amer., Nat. Bk. of	1,000,000	640,200	13,314,100	100	200	.....
Oriental Bank	300,000	396,666	2,050,000	25	175	195
Pacific Bank	422,700	495,730	3,547,000	50	170	.....
Park Bank, National	2,000,000	3,440,672	58,452,000	100	425	450
People's Bank	200,000	319,984	2,737,000	25	220	.....
Phenix Nat. Bank	1,000,000	256,915	4,645,000	20	100	110
Plaza Bank	100,000	158,935	2,122,000	100	475	.....
Produce Ex. Bk., N.Y.	1,000,000	391,227	3,559,600	100	125	.....
Republic, Nat. Bk. of	1,500,000	1,144,312	19,798,500	100	205	215
Riverside Bank	100,000	120,700	992,100	100	210	.....
Seaboard Nat. Bank	500,000	718,699	14,414,000	100	295	.....
Second Nat. Bank	300,000	815,189	9,205,000	100	600	.....
Seventh Nat. Bank	300,000	215,564	4,622,500	100	180	.....
Shoe & Leather Nat.	1,000,000	197,341	4,110,300	100	103	108
State Bank	100,000	174,561	3,406,000	100	300	.....
State of New York	1,200,000	564,800	3,540,800	100	140	.....
Twelfth Ward Bank	200,000	51,368	1,762,600	100	110	130
Twenty-third W'd Bk	100,000	63,560	1,126,300	100	100	.....
Union Square Bank	200,000	334,479	2,716,000	100	210	.....
Wells, Fargo & Co.	500,000	113,504	5,792,524	100	.....	.....
West Side Bank	200,000	393,304	2,825,000	100	375	.....
Western Nat. Bank	2,100,000	1,595,062	39,329,500	100	410	.....
Yorkville Bank	100,000	178,803	1,449,500	100	225	.....
For detailed statement of N. Y. City Trust Cos., see Jan. 27 and Feb. 3, 1900.				CHRONICLE,		
Amer'n Dep. & L. Co.	500,000	61,027	5,516,972	100	.....	.....
Atlantic Trust Co	1,000,000	496,045	4,090,983	100	200	215
Bankers' Trust Co	1,500,000	1,507,134	2,242,649	100	.....	200
Central Realty Bond & Trust Co	1,000,000	581,207	2,071,198	100	.....	300
Central Trust Co	1,000,000	10257566	43,177,608	100	2090	2125
City Trust Co	1,000,000	1,181,277	9,874,968	100	325	345
Colonial Trust Co	1,000,000	935,467	13,044,390	100	335	.....
Continental Trust Co.	500,000	607,386	6,965,684	100	375	...
Farmers' L'n & Tr. Co.	1,000,000	5,525,124	41,519,851	25	1375	1425
Fifth Ave. Trust Co.	500,000	708,133	5,770,033	100	440	.....
Guaranty Trust Co.	2,000,000	3,904,191	20,989,368	100	625	675
Knickerbock'r Tr. Co.	1,000,000	957,884	16,544,147	100	400	.....
Manhattan Tr. Co	1,000,000	1,194,476	9,451,682	30	350	.....
Mercantile Tr. Co	2,000,000	4,230,785	41,870,994	100	800	.....
Merchants' Trust Co.	500,000	1,000,000	3,000,000	100	.....	.....
Metropolitan Tr. Co.	1,000,000	1,425,265	14,545,841	100	400	450
Morton Trust Co	a1,000,000	a1549538	a4,791,156	100	450	.....
N.Y. Life Ins. & T. Co.	1,000,000	3,432,713	24,117,949	100	1400	1450
N.Y. Security & Tr. Co.	1,000,000	2,145,471	15,690,302	100	750	.....
Nor. Amer. Tr. Co	2,000,000	2,504,880	8,828,218	100	.....	220
Produce Exc. Tr. Co.	2,500,000	2,641,466	5,809,932	100	125	135
Real Es. Tr. Co. of N.Y.	500,000	483,628	4,406,258	100	300	.....
Standard Trust Co	1,000,000	251,180	3,792,637	100	210	.....
Title Guar. & Tr. Co.	2,500,000	2,876,657	1,329,433	100	395	410
Trust Co. of America	2,500,000	2,585,605	6,842,854	100	200	205
Trust Co. of N. Y	1,000,000	1,000,000	.....	100	.....	195
Union Tr. Co. of N.Y.	1,000,000	6,168,808	36,670,433	100	.....	1425
U. S. Mort. & Tr. Co.	2,000,000	2,412,903	13,785,349	100	440	490
U. S. Tr. Co. of N. Y.	2,000,000	11010632	50,176,071	100	1600	1630
Washington Tr. Co	500.000	683,258	5,977,489	100	295	.....
RICHMOND BORO.—						
Bank of Staten Isl'd	25,000	55,100	558,500	50	.....	.....
First Nat., Staten Is.	100,000	80,223	727,900	100	.....	.....
ROCHESTER—						
Alliance Bank	150,000	§ 44,482	1,561,906	100	165	175
Bank of Monroe	100,000	§ 167,390	1,258,832	100	.....	.....
Central Bank	200,000	§ 103,403	1,933,198	100	155	175
Commercial Bank	200,000	§ 130,102	1,494,602	100	145	150
Flour City Nat. Bank	300,000	§ 173,246	2,032,090	100	130	135
German-Amer. Bank	200,000	§ 256,039	2,920,901	100	275	.....
Merchants' Bank	100,000	§ 59,064	1,028,232	100	165	.....
Traders' Nat. Bank	250,000	§ 699,866	3,752,433	50	340	.....
Fidelity Trust Co	200,000	§ 47,991	2,086,945	100	125	130
Roch. Tr. & S. Dep. Co.	200,000	§ 595,101	7,366,795	50	450	.....
Security Trust Co	200,000	§ 228,041	3,535,736	100	200	.....
Union Trust Co	200,000	§ 50,205	1,476,299	100	120	130
SYRACUSE—						
Amer. Exch. Nat. Bk.	200,000	§ 34,256	537,190	100	108	110
Bank of Syracuse	125,000	§ 106,593	1,252,490	100	175	180
Commercial Bank	250,000	§ 57,768	987,486	100	120	125
First National Bank	250,000	§ 307,148	3,307,718	100	200	215
Merchants' Nat. Bk.	180,000	§ 234,652	790,224	100	200	.....
N. Y. State Bkg. Co.	100,000	§ 96,198	542,694	100	150	175
Salt Springs Nat. Bk.	200,000	§ 103,988	1,038,919	100	130	150
State Bk. of Syracuse	100,000	§ 138,489	2,016,455	100	180	200
Third Nat. Bank	300,000	§ 164,123	824,834	100	170	200
Tr. & Dep. Co. of Onon.	100,000	§ 186,666	3,227,381	100	210	225
TROY—						
Central Nat. Bank	200,000	§ 121,223	742,373	50	145	150
Manufact'rs Nat. Bk.	150,000	§ 217,210	2,683,695	100	245	.....
Mutual Nat. Bank	250,000	§ 229,020	1,448,729	100	175	180
Nat. State Bk. of Troy	250,000	§ 269,823	1,668,849	100	200	205
Troy City Nat. Bank	300,000	§ 246,662	1,204,871	100	162	165
Union Nat. Bank	300,000	§ 34,279	728,466	50	.....	75
United Nat. Bank	240,000	§ 370,646	746,828	100	260	.....
UTICA—						
First National Bank	800,000	§ 629,525	2,606,654	60	116	120
Mather & Co.'s Bank	200,000	§ 15,946	345,687	100	100	105
Oneida Nat. Bank	400,000	§ 423,815	1,068,027	100	180	190
Second Nat. Bank	300,000	§ 134,008	765,858	100	105	110
Utica City Nat. Bank	400,000	§ 158,774	903,159	50	57	63
Utica Tr. & Dep. Co.	200,000	§ 57,441	306,738	100	150	160

* Last sale. † Book value. ‡ Part paid in. § Including undivided profits.
a These are the figures before merger with the company absorbed.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
YONKERS—	$	$	$			
Citizens' Nat. Bank	100,000	§ 134,423	716,154	100	.....	.....
First National Bank	150,000	§ 79,930	1,382,502	50	.....	.....
Westchester Tr't Co.	200,000	§ 119,071	522,144	100	.....	.....
NORTH CAROLINA.						
RALEIGH—						
Citizens' Nat. Bank	100,000	§ 58,281	743,705	100	130	.....
Comm'l & Farm's Bk	100,000	§ 38,447	470,204	100	125	128
Mech. Dime Sav. Bk.	15,000	§ 1,992	113,868	25	26	26¼
Nat. Bk. of Raleigh	225,000	§ 98,651	429,424	100	115	118
Raleigh Savings Bk.	15,000	§ 18,125	338,613	25	50	.....
OHIO.						
CINCINNATI—						
Atlas Nat. Bank	400,000	§ 236,912	2,933,163	100	190	.....
Citizens' Nat. Bank	1,000,000	§ 453,865	7,528,977	100	247½	.....
City Hall Bank	100,000	§ 15,551	336,793	100	115	.....
Equitable Nat. Bank	250,000	§ 77,111	1,292,332	100	100	105
Fifth Nat. Bank	300,000	§ 105,841	2,653,883	100	152	153
First Nat. Bank	1,200,000	§ 560,150	7,473,517	100	290	300
Fourth Nat. Bank	500,000	§ 486,807	4,086,244	100	220	250½
Franklin Bank	240,000	§ 100,411	1,248,826	Private bank.		
German Nat. Bank	500,000	§ 653,735	3,196,249	100	220	225
Market Nat. Bank	250,000	§ 195,552	2,753,100	100	200	.....
Merchants' Nat. Bk.	600,000	§ 237,974	3,309,356	100	148½	150
Nat. Lafayette Bank	600,000	§ 526,266	3,444,878	100	.....	300
North Side Bank	25,000	§ 3,848	113,541	...	.....	.....
Ohio Valley Nat. Bk	700,000	§ 230,092	4,419,103	100	165	170
Second Nat. Bank	200,000	§ 209,042	2,050,590	100	255	.....
Third Nat. Bank	1,200,000	§ 532,400	4,757,688	100	180	200
Union Sav. B. & Tr. Co.	500,000	§ 586,024	5,008,419	100	260	.....
Western German Bk.	200,000	325,000	2,000,000	100	380	385
Cent. Tr. & S. Dep. Co.	250,000	§ 63,613	1,837,405	100	117	120
CLEVELAND—						
Americ'n Ex. Nat. Bk	250,000	§ 82,285	3,176,101	100	149	150
Bk. of Com'erce, N.A.	2,000,000	§ 1195796	6,420,165	100	192	193
B'way Sav. & L'n Co.	300,000	§ 137,773	2,178,698	100	150	151
Central Nat'l Bank.	800,000	§ 269,342	4,267,047	100	150	151
Century Nat. Bank.	500,000	.....	.....	100	105	106
Citizens' S. & L. Ass'n	1,000,000	§ 1117925	8,601,485	500	1225	.....
Cleveland Nat. Bank	500,000	§ 114,968	1,686,092	100	128	130
Cleve. Sav. & Bkg. Co.	50,000	§ 1,703	186,297	50	55	56
Coal & Iron Nat. Bk.	500,000	§ 58,847	2,208,487	100	124	124½
Columbia Sav. & L. Co	50,000	§ 14,468	435,811	50	51	52
Colonial Nat. Bank	500,000	§ 55,271	1,983,068	100	124	125
Commercial N. Bank	1,500,000	§ 347,516	2,851,953	100	124	124
Cuyahoga Sv. & B. Co	50,000	§ 6,086	283,676	100	102	103
Detroit St. S'v. Bk. Co.	100,000	§ 4,425	512,145	100	120	.....
Dime Sav. & Bkg. Co.	300,000	§ 135,351	4,634,593	100	143	.....
East End Bk. & Tr.	200,000	§ 93,504	2,296,623	100	160	161
Euclid Ave. N. Bank	500,000	§ 253,822	4,670,00	100	150	152
Euclid A. T. & S. Co.	500,000	§ 78,151	1,242,682	100	117	118
Farm. & Mer'h. B'g Co	50,000	§ 5,371	312,432	50	58	60
First National Bank	500,000	§ 127,353	2,216,055	100	122	.....
Forest City Sv. Bk. Co	93,000	§ 30,106	912,319	‖50	74	.....
Garfield Sav. Bk. Co.	50,000	§ 26,810	801,911	100	144	145
Ger.-Amer. Sav. B. Co	50,000	§ 8,559	452,870	50	62½	.....
L. Sh. Bkg. & Sav. Co	100,000	§ 6,626	937,158	100	125	.....
Lorain St. Sav. Bk. Co	50,000	§ 44,408	1,056,573	50	81	.....
Mercantile N. Bank	600,000	§ 230,362	2,489,820	100	137	138
National City Bank	250,000	§ 307,605	856,711	100	201	.....
Park National Bank	500,000	§ 104,890	3,159,680	100	141	.....
Pearl St. Sav. & L. Co.	50,000	§ 35,172	1,202,026	50	84	85
People's Sav. & L. As.	100,000	§ 199,172	2,625,448	200	515	.....
Permanent S. & L. Co	1,282,341	§ 123,226	1,156,796	500	545	.....
Prod. Ex. Bank'g Co.	100,000	§ 46,504	1,547,534	50	60	63
So. Cleveland Bk. Co.	150,000	§ 29,100	1,068,862	100	111	113
State National Bank	500,000	§ 137,630	3,221,638	100	131	134
Unit'd Bkg. & Sav. Co	100,000	§ 22,930	1,745,621	100	174	.....
Union Nat. Bank	1,000,000	§ 294,745	5,614,450	100	140	145
Wade Park B'k'g Co	100,000	§ 25,727	1,023,074	100	128	130
W. Cleveland Bkg. Co	50,000	§ 2,667	240,272	50	50	51
Wick B'k'g & Tr. Co	250,000	§ 22,587	680,320	100	85	90
Woodl'd Av. S. & L'n	250,000	§ 87,230	1,932,428	100	160	161
American Trust Co.	500,000	§ 336,856	2,019,977	100	179	180
Cleveland Trust Co.	500,000	§ 285,672	4,255,296	100	220	.....
Guardian Trust Co.	500,000	§ 64,459	3,543,747	100	133	135
Savings & Trust Co.	750,000	§ 168,537	5,149,414	100	165	.....
State Bkg. & Trust Co.	300,000	§ 33,220	698,046	100	113	115
COLUMBUS—						
Bank of Commerce	100,000	New Bank.		1000	1000	.....
Capital City Bank	60,000	§ 2,720	462,706	100	.....	150
Citizens' Savings Bk.	100,000	§ 109,433	987,628	100	.....	225
City Deposit Bk. Co.	150,000	§ 3,401	212,407	100	110	115
Columbus Sav. Bk. Co	50,000	§ 7,876	325,606	100	105	110
Commercial N. Bank	200,000	§ 66,740	1,170,996	100	130	140
Deshler Nat. Bank	300,000	§ 142,322	1,573,322	100	.....	175
East End Sav. Bk. Co.	25,000	§ 7,851	174,218	100	.....	110
Hayden-Clin'n N. B.	400,000	§ 54,000	1,610,782	100	120	125
Market Exch. Bk. Co.	25,000	§ 11,221	331,262	100	100	105
Merch. & Man. N. Bk.	350,000	§ 101,956	2,510,149	100	130	150
New First Nat. Bank	400,000	§ 112,515	2,145,548	100	122½	125
Ohio National Bank	400,000	§ 93,811	1,980,612	100	120	125
State Sav. Bk. & Tr. Co	200,000	§ 83,405	739,553	100	140	150
DAYTON—						
City National Bank	200,000	§ 141,278	1,650,766	100	260	265
Dayton Nat. Bank	300,000	§ 94,034	747,508	100	135	.....
Fourth Nat. Bank	600,000	§ 213,843	913,986	100	153	.....
Merchants' Nat. Bk.	200,000	§ 51,159	658,090	100	135	.....
Teutonia Nat. Bank	200,000	§ 35,142	357,928	100	110	.....
Third Nat. Bank	400,000	§ 145,596	1,354,439	100	215	.....
Winters Nat. Bank	500,000	§ 216,102	1,028,798	100	201	.....
TOLEDO—						
Cent'l Sav'gs Bk. Co	50,000	§ 3,735	159,377	...	.....	.....
Comm'l Sav. Bk. Co.	50,000	§ 4,810	145,799	100	106	110
East Side Bank. Co.	30,000	§ 23,300	384,026	100	125	140
First National Bank	500,000	§ 837,136	1,563,795	100	260	265
Holcomb Nat. Bank	300,000	§ 86,971	886,854	100	128	129
Home Savs. Bank	250,000	§ 75,533	1,199,411	100	133	135
Merch. & Cl'k S. Bk.	150,000	§ 128,286	820,696	100	180	185
Merchants' Nat. Bk.	300,000	§ 209,512	1,492,261	100	170	175
Nat. Bk. of Commerce	250,000	§ 65,263	1,414,289	100	134	135
Northern Nat. Bank	300,000	§ 214,847	1,969,174	100	185	190
Ohio Sav. Bk. & Tr. Co.	150,000	§ 41,755	1,370,815	100	120	125
Second Nat. Bank	350,000	§ 834,367	1,943,684	100	327½	335
Security Trust Co	200,000	12,000	310,000	100	103	104

* Last sale. † Book val. ‡ Part paid in. § Inc. und. profs. ‖ $46·50 paid in.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TOLEDO—Con.—	$	$	$			
Tol. Sav. Bk. & Tr. Co.	100,000	§ 208,899	1,124,872	100	.....	†312
Uni'n Cen. Sav. Bk. Co	25,000	§ 2,567	114,942	....	.....	.....
Union Savs. Bank ..	250,000	§ 68,856	827,279	100	150	160
YOUNGSTOWN—						
Commercial Nat. Bk.	200,000	§ 70,000	600,000	100	102	105
Dollar Sav. & Tr. Co.	300,000	§ 40,176	1,496,012	100	120	.....
First National Bank.	500,000	§ 326,936	2,142,049	100	150	160
Mahoning Nat. Bank	229,000	§ 138,900	574,653	100	140	145
Second Nat. Bank...	200,000	§ 249,032	1,134,540	100	225	.....
Wick National Bank	300,000	§ 87,913	1,399,633	100	125	130
OREGON.						
PORTLAND—						
Ainsworth N. Bank.	100,000	§ 15,322	463,709	....	.....	.....
First National Bank.	500,000	§ 692,186	5,209,709	....	.....	.....
Ladd & Tilton Bank.	250,000	200,000	.....	Pri	vate	Bank
Merchants' N. Bank.	250,000	§ 60,149	1,193,204	....	.....	.....
Security Savings & Trust Co.....	250,000	1,000	1,810,530	....	.....	.....
Unit. States N. Bank	250,000	§ 37,626	625,562	....	.....	.....
PENNSYLVANIA.						
ALLEGHENY—						
Dollar Sav. Fd & Tr Co	150,000	§ 42,298	681,604	50	129	.....
Enterprise Nat. Bk..	200,000	§ 166,044	1,989,363	50	90	100
First National Bank.	350,000	§ 111,068	1,268,993	100	140	143
German Nat. Bank..	200,000	§ 495,004	2,757,195	100	335	.....
Nation's Bk. for Sav.	100,000	§ 40,182	699,011	50	66	.....
Second Nat. Bank...	150,000	§ 296,722	802,278	100	255	.....
Secured Savs., Bk. of	125,000	§ 22,690	661,422	50	52	.....
Third National Bank	200,000	§ 229,312	555,810	100	195	.....
Work. S. Bk. & Tr. Co.	100,000	§ 220,943	1,200,245	50	165	200
ALLENTOWN—						
Allentown Nat. Bank	500,000	§ 184,014	2,183,850	40	52½	53
Second Nat. Bank...	200,000	§ 133,913	1,138,398	100	162	163
Leh, Val. T. & S. D. Co.	125,000	§ 94,790	995,255	50	76	80
ALTOONA—						
Altoona Bank.	50,000	§ 51,000	675,000	100	.....	150
Fidelity Bank.....	50,000	9,000	110,000	100	115	120
First National Bank.	150,000	§ 123,853	1,622,387	100	175	.....
Second Nat. Bank...	100,000	§ 18,139	448,264	100	.....	105
ERIE—						
First National Bank.	150,000	§ 246,068	1,817,218	100	200	.....
Marine Nat. Bank...	150,000	§ 273,342	1,322,500	100	200	.....
Second Nat. Bank...	300,000	§ 102,558	1,118,526	100	110	.....
Erie Dime S. & Tr. Co.	150,000	§ 75,000	700,000	100	110	.....
HARRISBURG—						
Dauphin Deposit Bk.	300,000	§ 6,171	2,246,366	Pri	vate	Bank
First National Bank.	100,000	§ 329,839	1,093,617	100	.....*	425
Harrisburg N. Bank.	300,000	§ 215,898	1,567,243	25	50	50
Mechanics' Bank....	100,000	50,000	1,000,000	Pri	vate	Bank
Merchants' N. Bank.	100,000	§ 44,920	341,764	100	140	150
Central Guar. Tr. & Safe Deposit Co....	*a* 125,000	§ 35,774	300,864	*a*25	25	40
Commonwl'th Guar. Tr. & Safe Dep. Co.	250,000	§ 300,988	854,029	100	225	250
Harrisburg Trust Co	*b* 250,000	§ 157,573	1,075,247	*b*50	100	.....
LANCASTER—						
Conestoga N. Bank..	200,000	§ 197,499	690,366	100	200	201
Farmers' Nat. Bank.	450,000	§ 339,747	969,483	50	118	.....
First National Bank.	210,000	§ 174,749	363,328	100	209	210
Fulton Nat. Bank...	200,000	§ 113,136	626,080	100	205	.....
Lancast'r Co. N. Bank	300,000	§ 263,200	706,144	50	119	.....
Northern Nat. Bank.	125,000	§ 38,871	484,988	100	135	137
People's Nat. Bank..	200,000	§ 64,475	570,628	100	129	130
City T. Sav. & Dep. Co.	150,000	§ 20,000	552,754	....	120	125
Lancaster Trust Co.	250,000	§ 257,318	2,434,485	100	225	228
People's Tr. S. & Dep.	125.000	91,155	1,066,954	100	100	.....
PHILADELPHIA—*Surplus includes undivided profits.*						
Bank of No. Amer..	1,000,000	1,749,232	9,854,000	100	.....*	251
Centennial N. Bank.	300,000	274,392	2,705,000	100	.....*	170
Central Nat. Bank..	750,000	2,024,704	8,660,000	100	.....*	312½
City National Bank.	To be absorbed by Philadelphia National Bank.					
Consolidation N. Bk.	300,000	273,213	1,221,000	30	.....	40
Corn Exch. N. Bank.	500,000	653,725	10,008,000	50	.....*	89
Eighth Nat. Bank...	275,000	617,689	2,299,000	100	.....*	250
Far. & Mech. Nat. Bk.	2,000,000	862,138	10,120,000	100	.....*	106½
First National Bank.	1,000,000	633,845	12,639,000	100	.....*	155
Fourth St. Nat. Bank	1,500,000	1,750,311	27,860,000	100	.....*	210
Girard Nat'l Bank..	1,000,000	1,231,425	8,584,000	40	69	70
Independence N. B'k	500,000	355,537	4,779,000	100	.....*	127
Kensington N. Bank.	250,000	250,841	1,153,000	50	.....*	55½
Manayunk N. Bank.	200,000	240,262	1,398,731	100	.....*	205
Manufact'rs' N. Bank	500,000	257,431	2,516,000	100	101¼	.....
Market St. Nat. Bank	500,000	165,530	3,911,000	100	.....*	101
Mechanics' N. Bank.	500,000	516,508	3,659,000	100	.....*	127
Merchants' N. Bank.	600,000	452,780	13,070,000	100	.....*	100
Nat. Bank of Germantown	200,000	454,638	2,087,214	50	.....*	166½
National Bank of Northern Liberties	500,000	788,980	3,145,000	50	109	.....
Nat. Security Bank.	250,000	320,141	1,868,000	100	.....*	180
Ninth National Bank	300,000	306,125	2,206,000	100	.....*	143¼
Northern Nat. Bank.	200,000	99,743	1,257,000	100	.....*	115¼
Northwest. Nat. Bk..	200,000	267,420	1,963,000	100	.....*	201
Penn National Bank	500,000	665,469	4,255,000	50	.....*	85½
Philadel'a Nat. Bank	1,500,000	1,592,798	22,964,000	100	.....*	234
Quaker City Nat. Bk.	500,000	249,316	2,585,000	100	.....*	95
Second Nat. Bank...	280,000	264,142	1,495,070	100	.....*	137
Sixth Nat. Bank.....	150,000	221,290	912,000	100	.....*	158
Southwark Nat. Bk.	250,000	151,486	1,151,000	50	.....*	71
Southwestern N. Bk.	200,000	91,663	790,000	100	.....*	90
Tenth Nat. Bank....	200,000	86,074	797,000	100	.....*	100
Third Nat. Bank.....	600,000	323,973	4,448,000	100	.....*	112
Tradesmen's Nat. Bk.	500,000	356,039	4,113,000	50	.....*	90
Union Nat. Bank....	500,000	564,199	3,035,000	50	.....*	72
West Phila. Bank....	50,000	18,484	338,007	100	.....*	50
Western Nat. Bank..	400,000	240,286	3,168,000	50	.....	75
American Trust Co..	200,000	42,084	372,668	50	.....*	30
City Trust Safe Deposit & Surety Co.	500,000	330,741	2,220,470	100	.....*	132

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.
a Capital paid in; authorized, $250,000; when full paid, par will be $50.
b This is capital paid in; when full paid, par will be $100.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PHIL'A—(Con.)—	$	$	$			
Columbia Ave. Sav. F'd S. Dep. Ti. & Tr.	400,000	54,442	984,567	100	.....*	120
Commercial Tr. Co..	1,000,000	1,019,501	7,670,190	100	.....	.....
Commonwealth Title Ins. & Tr. Co	500,000	458,005	3,741,887	50	.....*	67½
Cont. Title & Tr. Co..	250,000	60,181	1,582,750	25	.....*	35¼
Equitable Trust Co..	500,000	365,350	3,381,510	50	.....*	104¼
Fidelity Ins. Trust & Safe Deposit Co...	2,000,000	3,303,821	19,262,298	100	.....*	490½
Finance Co., com....	6,200	477,420	2,815,692	-100-	.....*	55¼
1st Pref.....	1,778,200				.....*	120
2d Pref.....	2,029,600				.....*	90
Frankford Real Est. Tr. & Safe Dep. Co.	125,000	27,117	558,109	50	.....*	50
German Amer. Title & Trust Co.....	500,000	53,730	880,205	50	.....*	32¼
Germantown R. Est. Deposit & Tr. Co..	300,000	158,275	2,188,300	100	.....*	163
Girard Trust Co.....	2,000,000	5,670,862	15,882,414	100	500	.....
Guar. Tr. & S. Dep. Co.	1,000,000	853,502	7,040,030	100	.....*	200
Industrial Trust Title & Savings Co.....	350,000	277,787	1,614,504	50	.....*	55
Integrity Title Ins. Tr. & Safe Dep. Co.	375,000	265,112	1,905,979	50	.....*	77
Investm't Co. of Phil.	800,000	613,460	217,059	50	.....	96
Land Title & Tr. Co.	1,000,000	693,593	4,825,254	100	.....*	215¼
Lincoln Sav. & Tr. Co.	132,000	18,574	102,091	25	.....*	20
Manayunk Trust Co.	125,000	61,000	560,000	25	.....*	15½
Merchants' Tr. Co...	250,000	84,660	807,846	25	.....*	14
Mortgage Trust Co..	500,000	100,622	93,407	100	.....*	19½
Northern Sav. Fund Safe Dep. & Tr. Co.	500,000	478,297	3,775,307	50	.....*	90
Penn. Co. for Insur. on Lives & Gr. Ann	2,000,000	2,407,131	16,320,102	100	.....*	490
Penn. W'h'g & S. D. Co.	443,650	581,657	246,881	50	.....	.....
Phil. Mort. & Tr. Co.	1,000,000	97,937	80,892	100	.....*	45
Phil. Tr. S. D. & In. Co.	1,000,000	2,697,145	7,923,492	100	.....*	450
Provident Life & Tr..	1,000,000	3,131,408	8,382,514	100	.....*	507½
Real Est. Invest. Co.	155,402	12,085	116,270	5	.....*	1¾
Real Est. Ti. In. & Tr.	1,000,000	163,388	2,807,102	100	.....*	120
Real Estate Tr. Co..	1,000,000	605,283	4,626,666	50	.....*	125
Tacony Sav. F. Safe Dep. Ti. & Tr. Co..	127,500	52,962	415,627	100	.....*	92½
Tradesman's Trust & Sav. Fund Co.....	125,000	108,500	156,866	50	.....*	25⅜
Trust Co. of N. A....	1,000,000	35,938	1,737,310	25	24¾	25
Union Trust Co.....	494,400	362,673	1,118,547	50	.....*	45
United Security Life Ins. & Tr. Co.....	1,000,000	481,497	456,149	100	.....*	102
W. End Tr. & S. D. Co.	500,000	169,805	1,406,964	50	.....*	70
West Phila. T. & Tr. Co.	*a*250,000	133,707	1,573,860	*a*25	.....*	40
PITTSBURG—						
Allegheny Nat. Bank	500,000	§ 350,520	4,043,738	50	75	.....
Anchor Sav'gs Bank	50,000	§ 21,527	502,914	50	60	.....
Arsenal Bank.....	55,000	§ 83,930	425,911	50	135	.....
Bk. of Pittsburg N.A.	1,200,000	§ 725,560	4,118,721	50	120	.....
Citizens' Nat. Bank.	800,000	§ 339,915	2,602,326	50	.....	73
City Deposit Bank..	200,000	§ 269,873	1,380,984	50	125	.....
City Savings Bank	100,000	§ 116,880	1,282,882	....	.....	.....
Columbia Nat. Bank.	300,000	§ 189,783	3,991,718	100	215	.....
Commercial Nat. Bk.	300,000	§ 89,044	929,394	100	130	.....
Diamond Nat. Bank.	200,000	§ 302,955	1,625,105	100	270	.....
Duquesne Nat. Bank	200,000	§ 184,325	1,773,953	100	199½	.....
Exchange Nat. Bank	1,200,000	§ 548,924	2,664,716	50	73¼	75
Farmers' Dep Nat Bk	500,000	§ 3049706	11,061,401	100	750	775
Fifth Avenue Bank	100,000	§ 8,520	338,692	50	42	.....
Fifth National Bank	100,000	§ 24,545	835,071	100	135	.....
First Nat. B'k of Birm	100,000	§ 202,422	875,410	100	300	.....
First Nat. Bk., Pitts.	750,000	§ 710,309	11,405,425	100	318	.....
Fort Pitt Nat. Bank	200,000	§ 253,225	2,061,550	100	220	.....
Fourth Nat. Bank...	300,000	§ 118,764	562,917	100	135	.....
Freehold Bank.....	200,000	§ 779,786	5,864,090	50	300	.....
German Nat'nal Bk.	250,000	§ 136,345	2,422,141	100	214	215
German S. & Dep. Bk.	100,000	§ 349,832	1,797,796	....	.....	.....
Germania Sav. Bank	150,000	§ 176,361	4,271,054	100	185	.....
Iron City N. Bank...	400,000	§ 297,937	2,337,397	50	85	.....
Keystone Bank.....	300,000	§ 255,0[illegible]9	1,615,032	60	215	.....
Liberty Nat. Bank...	200,000	§ 67,367	1,030,148	100	123	.....
Lincoln Nat. Bank..	200,000	§ 177,796	1,789,007	50	80	.....
Manufacturers' Bk..	100,000	§ 96,470	541,133	50	100	.....
Marine Nat. Bank...	300,000	§ 49,195	722,266	100	100	110
Mechanics' N. Bank.	500,000	§ 576,675	3,056,058	50	110	.....
Mercantile Bank....	100,000	§ 81,000	934,000	50	100	.....
Mer. & Manuf. N. Bk.	800,000	§ 646,146	5,068,490	50	.....	128
Metropolitan N. Bank	200,000	§ 96,666	677,837	100	130	.....
Monongah'la N. Bank	250,000	§ 150,342	2,444,456	100	200	.....
Nat. Bk. of West. Pa.	500,000	§ 309,[illegible]54	2,367,085	100	180	.....
Pennsylva'ia N. Bank	200,000	§ 1[illegible]0,360	859,792	100	135	150
People's Nat. Bank..	1,000,000	§ 1155953	5,740,209	100	310	.....
People's Sav. Bank..	300,000	§ 298,646	5,677,619	....	185	200
Pittsb'g Bk. for Sav.	75,000	§ 179,763	5,843,032	50	250	.....
Pittsb. Nat Bk of Com	500,000	§ 944,657	6,093,435	100	325	.....
Real Estate Sav. Bk.	100,000	§ 26,371	1,139,877	100	104	.....
Second Nat. Bank...	300,000	§ 838,471	8,890,024	100	324	.....
State Bank	50,000	§ 6,109	211,012	50	53	.....
Third National Bank	250,000	§ 63,529	1,037,078	100	136	.....
Trad's & Mech's Bk.	100,000	§ 25,697	587,446	....	.....	50
Tradesmens' N. Bank	400,000	§ 221,162	3,372,331	100	110	.....
Union Nat. Bank....	250,000	§ 1116216	3,271,361	100	500	.....
U. S. Nat. Bank.....	200,000	§ 61,072	571,222	100	135	139
West End Sav. Bank	62,600	§ 63,552	540,331	50	60	.....
West. Sav. & Dep. Bk.	100,000	§ 28,728	447,922	50	64½	.....
Equitable Trust Co..	250,000	§ 34,519	341,312	100	.....*	125
Fidel. Title & Tr. Co.	1,000,000	§ 583,153	4,373,608	100	275	295
Mercantile Trust Co.	500,000	§ 197,716	665,685	100	.....	170
Penn. Title & Tr. Co.	250,000	§ 51,843	1,107,216	100	145	.....
Pittsburg Trust Co..	600,000	§ 262,088	2,290,389	100	240	260
Safe Dep. & Tr. Co..	500,000	§ 116,070	.....	50	71	.....
Union Trust Co.....	413,890	§ 655,478	3,878,182	100	300	.....
READING—						
Citizens' Bank.....	125,000	§ 53,787	163,110	50	60	65
Farmers' Nat. Bank.	400,020	§ 548,927	1,595,097	30	80	.....
First National Bank.	250,000	§ 224,112	736,207	100	175	180
Keystone Nat. Bank	100,000	§ 112,472	575,550	100	220	.....
Nat. Union Bank....	200,000	§ 499,486	1,480,933	25	90	.....
Penn Nat. Bank.....	100,000	§ 133,542	668,119	100	225	.....
Reading Nat. Bank..	200,000	§ 142,221	666,713	100	175	.....
Schuylkill Valley Bk.	100,000	§ 90,755	381,472	50	90	.....
Second Nat. Bank...	200,000	§ 228,251	609,386	100	210	.....
Pennsylvania Tr. Co.	250,000	§ 120,508	840,371	100	135	.....
Reading Trust Co...	250,000	§ 90,069	546,636	100	135	.....

*Last sale. †Book value. ‡Part paid in. §Including undivided profits.
a Capital subscribed, $500,000; when full paid par will be $50.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
SCRANTON—	$	$	$			
County Sav. Bk. & Tr	100,000	§ 90,000	1,256,000	100	300	.....
Dime Dep. & Dis. Bk.	100,000	§ 96,531	1,100,923	50	112½	.....
First National Bank	200,000	§ 1327942	7,532,548	100	800	.....
Merch. & Mech. Bk ..	250,000	§ 201,436	1,324,566	100	.....	.....
Scranton Sav. Bank.	100,000	§ 175,471	1,681,534	100	300	.....
Third Nat. Bank.....	200,000	§ 541,855	2,852,103	100	425	.....
Traders' Nat. Bank..	250,000	§ 111,361	1,259,075	100	145	.....
Lack. Tr & S. D. Co.	250,000	§ 159,473	1,009,211	100	150	.....
WILKES-BARRE—						
Anthracite Sav. Bk.	150,000	§ 182,971	1,148,659	50	.....*	125
First National Bank.	375,000	§ 235,851	709,088	100	.....*	130
Miners' Savings Bk.	150,000	§ 482,666	1,758,003	50	.....	.....
Peoples' Bank.....	250,000	§ 267,822	1,320,977	100	.....	200
Second Nat. Bank...	450,000	§ 482,336	2,389,077	100	.....	250
W. B. Dep. & Sav. Bk.	150,000	§ 198,785	1,144,083	50	80	.....
Wyoming Nat. Bank	150,000	§ 405,148	1,186,559	50	.....*	256
Wyoming Val. Tr. Co	150,000	§ 83,480	414,800	50	.....*	80
WILLIAMSPORT—						
First National Bank.	300,000	§ 220,310	776,443	100	.....	.....
Lycoming Nat. Bank	100,000	§ 113,023	348,605	100	.....	.....
Merchants' N. Bank.	100,000	In liquidation.		100	.....	.....
West Branch N. Bank	100,000	§ 194,585	1,093,281	100	.....	.....
Williamsp't N. Bank	100,000	§ 52,250	215,438	100	.....	.....
Susq. Tr. & S. Dep. Co.	300,000	§ 31,278	807,870	50	.....	.....
YORK—						
City Bank.	100,000	§ 62,948	372,538	50	68	70¼
Drov. & M. Nat. B'k.	100,000	§ 67,539	421,229	100	185	190
Farmers' Nat. Bank.	200,000	§ 135,[illegible]69	284,[illegible]0[illegible]	100	150	155
First National Bank	300,000	§ 145,[illegible]09	96[illegible],049	100	205	208
Western Nat. Bank..	150,000	§ 58,192	317,549	100	130	135
York Co. Nat. Bank.	300,000	§ 161,417	703,926	20	42	43
York National Bank	500,000	§ 204,738	822,490	25	42	43
Secur. Title & Tr. Co.	150,000	§ 61,131	594,375	50	75	80
York Tr., R. Es. & Dep	150,000	§ 27,000	395,000	50	68½	70

RHODE ISLAND.

NEWPORT—						
Aquidneck Nat. Bk..	200,000	§ 46,764	350,301	50	.....	*65
First Nat. Bank.....	120,000	§ 92,120	199,006	100	.....*	195
Merchants' Bank....	100,000	§ 14,300	180,000	100	.....*	90
Nat. Exchange Bank	100,000	§ 70,669	252,845	50	.....*	80
New England Commercial Bank.....	75,000	§ 7,095	111,159	50	.....	57
Newport Nat. Bank.	120,000	§ 84,090	245,694	60	.....*	116
Union Nat. Bank....	155,250	§ 28,906	116,139	90	.....*	97½
PAWTUCKET—						
Slater Trust Co.....	500,000	§ 521,000	1,100,000	100	205	.....
PROVIDENCE—						
American Nat. Bank	1,000,000	§ 117,064	1,671,487	50	43¾	.....
Atlantic Nat. Bank.	225,000	§ 22,580	169,848	50	32½	.....
Blackstone Canal National Bank....	500,000	§ 186,286	396,386	25	25	.....
Commercial N. Bank	1,000,000	§ 174,099	1,012,007	50	44½	.....
Fifth Nat. Bank.....	300,000	§ 44,502	477,441	50	49	.....
First National Bank.	500,000	§ 192,270	1,114,159	50	114½	.....
Fourth Nat. Bank...	500,000	§ 199,656	450,873	100	116	.....
High Street Bank...	120,000	§ 67,856	418,913	50	66½	.....
Mechanics' N. Bank.	500,000	§ 93,185	537,047	50	46	.....
Merchants' N. Bank.	1,000,000	§ 425,520	4,493,307	50	62½	.....
Nat. Bank of Com'ce	850,000	§ 107,500	1,513,334	50	49	.....
Nat. B'k of No. Amer.	1,000,000	§ 175,575	729,178	50	44	.....
National Eagle Bank	500,000	§ 52,451	428,654	50	41	.....
Nat. Exchange Bank	500,000	§ 630,535	1,218,318	50	100	.....
Old National Bank..	500,000	§ 58,377	421,084	100	83	.....
Phenix Nat. Bank...	450,000	§ 485,332	882,647	50	84	.....
Providence N. Bank.	500.000	§ 510,300	1,272,657	400	.....	.....
Rhode Island Nat...	600,000	§ 43,412	718,419	25	21	.....
Second Nat. Bank...	300,000	§ 100,032	153,221	100	.....	.....
Weybosset N. Bank.	500,000	§ 132,502	317,060	50	51	.....
Westminster Bank..	200,000	§ 68,100	125,000	50	.....	.....
Industrial Trust Co.	a1,000,000	§ 537,2[illegible]0	11,701,148	100	140	.....
Manufact'rs Trust Co	500,000	§ 365,165	3,647,132	100	160	.....
R. I. Hospital Tr. Co.	1,000,000	§1086273	17,703,974	1000	.....	.....
Union Trust Co.....	250,000	§¶360884	2,755,481	50	172½	.....
WOONSOCKET—						
Citizens' Nat. Bank.	100,000	§ 38,800	60,300	100	.....	112½
First Nat. Bank.....	200,000	§ 88,843	134,028	50	.....*	71
Nat. Globe Bank....	100,000	§ 38,056	107,613	25	* 35[illegible]	43
Nat. Union Bank....	150,000	§ 34,382	7,329	50	.....*	30
Producers' Nat. Bk..	200,000	§ 93,948	335,388	20	.....*	31
Woonsocket Nat. Bk.	200,000	§ 155,134	429,523	50	.....	86

SOUTH CAROLINA.

CHARLESTON—						
Bk. of Ch'lest', N.B.A.	300,000	§ 217,162	1,499,835	100	147	150
Carolina Savings Bk	200,000	§ 67,004	1,386,560	100	175	200
Charl. Sav'gs Inst'n.	100,000	§ 84,335	722,584	100	275	300
Colum. Bkg. & Tr. Co.	50,000	§ 9,579	198,217	50	45	47
Dime Savings Bank.	30,000	§ 26,692	553,815	100	220	225
Enterprise Bank....	50,000	§ 10,290	239,765	25	20	22
Exch. Bkg. & Tr. Co.	100,000	§ 6,500	195,500	100	.....	100
First Nat. Bank.....	200,000	§ 378,089	1,066,949	100	245	250
Germania Sav. Bank	40,000	§ 164,525	2,076,007	250	1300	1350
Hibernia Tr. & S'v. Bk	30,000	§ 15,811	240,587	....	105	110
Miners' & Merch. Bk.	100,000	§ 10,828	285,973	100	102½	103
People's Nat. Bank..	250,000	§ 128,565	1,175,120	100	155	160
Security Savings Bk.	50,000	§ 2,885	481,406	....	102	103
State Savings Bank.	30,000	§ 9,381	116,081	25	22	23
So. Car. Loan & Tr. Co.	100,000	§ 14,415	1,221,710	100	101	102

TENNESSEE.

CHATTANOOGA—						
Chatt'nooga Nat. Bk.	200,000	§ 5,601	522,727	100	.....	80
Chatt'nooga Sav. Bk.	100,000	§ 14,852	800,000	100	.....	90
Citizens' Bank & Trust Co.....	225,000	§ 16,500	580,000	100	.....	.....
First Nat. Bank.....	200,000	§ 353,674	1,537,378	100	.....	175
South Chattanooga Savings Bank.....	50,000	§ 10,500	204,000	100	.....	90
Third Nat. Bank.....	150,000	§ 12,879	614,028	100	.....	80

¶ Including the contribution of $250,000 by the stockholders.
a The Industrial Trust Co. of Providence, besides the banks previously absorbed, has now also taken over the Nat. Bk. of Rhode I. at Newport.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
KNOXVILLE—	$	$	$			
City National Bank.	200,000	§ 64,947	1,523,081	100	125	130
East Tennessee National Bank	175,000	§ 194,108	1,203,813	100	200	225
Holston Nat. Bank..	100,000	§ 25,887	283,099	100	98	.....
Knox Co. Bank & Trust Co.....	42,000	§ 500	40,000	100	50	.....
Knoxville Bkg. Co...	50,000	15,000	225,000	100	115	.....
Mechanics' Nat. Bk.	100,000	§ 116,508	584,274	100	200	210
Merchants' Bank....	100,000	§ 2,000	100,000	100	100	.....
Third Nat. Bank.....	200,000	§ 55,867	615,052	100	115	.....
MEMPHIS—						
Continental Sav. Bk.	25,000	§ 12,497	233,045	100	150	160
First Nat. Bank.....	500,000	§ 90,332	1,781,149	....	119	122
Manhattan Savings Bank & Trust Co..	30,000	§ 105,908	1,238,030	100	450	475
Memphis Nat. Bank.	500,000	§ 124,159	1,478,539	100	120	125
Memphis Sav. Bank.	50,000	§ 33,250	675,000	100	200	210
Memphis Trust Co...	200,000	§ 32,600	440,00[illegible]	100	115	118
Mercantile Bank....	200,000	§ 18,130	1,200,000	100	130	135
National Bank of Commerce	500,000	§ 188,257	3,154,556	100	160	165
Security Bank.....	50,000	§ 28,886	224,712	100	.....	.....
State Nat. Bank.....	250,000	§ 230,779	3,695,692	100	180	185
State Savings Bank.	50,000	§ 61,333	545,727	100	200	205
Union & Plant'rs' Bk.	600,000	§ 55,801	1,322,704	100	112	115
Union Savings Bank & Trust Co.....	12,500	§ 13,000	280,000	100	210	220
NASHVILLE—						
American Nat. Bank	1,000,000	§ 5,469	1,666,350	100	69	71
City Savings Bank..	100,000	29,000	180,000	100	95	.....
First National Bank.	400,000	§ 56,186	2,381,201	100	139	142
Fourth Nat. Bank...	600,000	§ 362,193	3,057,247	100	164	167
Merchants' Bank....	100,000	§ 15,000	300,000	100	100	102
Union Bank & Tr. Co.	100,000	§ 51,826	589,670	100	150	.....
Nashville Trust Co..	350,000	§ 22,470	.....	100	101	103

TEXAS.

AUSTIN—						
American Nat. Bank	200,000	§ 94,145	693,591	100	145	.....
Austin Nat. Bank...	150,000	§ 64,874	774,051	100	140	.....
City National Bank.	150,000	§ 9,928	257,387	100	100	.....
First National Bank.	100,000	§ 54,719	724,567	100	100	.....
State Nat. Bank.....	100,000	§ 53,652	654,289	100	150	.....
DALLAS—						
American Nat. Bank	200,000	§ 217,319	1,542,608	100	.....	200
City National Bank.	200,000	§ 201,742	2,203,828	100	175	.....
National Bank of Commerce	150,000	§ 35,710	383,608	100	.....	110
Nat. Exchange Bank	300,000	§ 60,951	3,139,687	100	125	.....
FORT WORTH—						
American Nat. Bank	150,000	§ 15,104	321,696	100	100	.....
Farmers' & Mechanics' National Bank	200,000	§ 43,065	420,232	100	100	.....
First National Bank.	300,000	§ 177,515	1,05[illegible],128	100	170	.....
Fort Worth Nat. Bk.	300,000	§ 129,819	1,191,101	100	140	.....
State Nat. Bank.....	250,000	§ 36,000	480,000	100	125	.....
Traders' Nat'l Bank.	125,000	§ 65,000	250,000	100	135	.....
GALVESTON—						
First National Bank.	300,000	§ 151,995	329,919	100	110	115
Galveston Nat. Bank	125,000	§ 17,483	1,161,748	100	100	105
Island City Savings Bank.....	100,000	§ 238,000	630,000	100	.....	285
HOUSTON—						
Commercial N. Bank	200,000	§ 135,898	1,122,516	100	185	190
First National Bank.	100,000	§ 459,281	2,138,184	100	600	700
Houston Nat. Bank.	100,000	§ 20,602	345,963	100	100	101
Planters' & Mechanics' National Bank.	200,000	§ 15,130	437,509	100	60	62½
South Texas N. Bank	500,000	§ 159,818	1,556,908	100	125	127½
SAN ANTONIO—						
Alamo Nat. Bank...	250,000	§ 67,309	858,342	100	.....	120
City National Bank..	100,000	§ 5,279	138,954	100	.....	100
Frost Nat. Bank.....	250,000	§ 50,901	1,211,942	100	.....	110
Lockwood Nat. Bank	100,000	§ 42,681	651,953	100	.....	135
San Antonio N. Bank	125,000	§ 131,519	1,349.858	100	.....	180
WACO—						
Citizens' Nat'l Bank.	100,000	§ 109,548	448,602	100	.....	.....
First National Bank.	300,000	§ 122,461	873,249	100	.....	.....
Provident Nat'l B'k.	300,000	§ 62,187	571,889	100	.....	.....
Waco State Bank....	100,000	§ 21,103	284,872	Private Bank		

UTAH.

SALT LAKE CITY—						
Bank of Commerce..	100,000	§ 10,162	598,684	100	87	90
Bk of McCornick & Co.	250,000	§ 12,336	3,243,699	Private Bank		
Commercial Nation'l Bank.....	200,000	§ 19,015	464,039	100	100	102
Deseret Nat. Bank..	500,000	§ 430,761	1,797,713	100	243	245
Deseret Sav'gs Bank	100,000	§ 10,000	1,345,000	100	145	147
National Bank of Republic.....	300,000	§ 17,462	1,178,172	100	87	90
State Bank of Utah.	250,000	§ 30,234	771,642	100	131	133
Utah Commercial & Savings Bank.....	200,000	§ 6,376	403,096	100	108	110
Utah National Bank.	100,000	§ 5,256	177,235	100	75	100
Wells, Fargo & Co. Bk	500,000	§7496227	8,818,304	....	.....	.....
Zion's Savings Bank & Trust Co.....	200,000	§ 5,296	2,340,156	100	126	127
Utah Savings & Trust Co.....	150,000	§ 23,533	251,590	1000	.....	.....

VIRGINIA.

NORFOLK—						
Bank of Commerce..	200,000	§ 150,244	1,116,478	100	151	153
Citizens' Bank.....	300,000	§ 211,177	1,709,211	100	155	158
City National Bank.	200,000	§ 59,641	739,336	100	110	112
Marine Bank.....	110,000	§ 154,262	641,601	100	200	.....
Nor. Bk. for Sav. & Tr.	100,000	§ 101,965	680,358	100	170	175
Norfolk Nat. Bank..	400,000	§ 277,051	2,590,904	100	168	175

*Last sale. † Book value. ‡ Part paid in. § Including undivided profits.

WHERE NAMES ARE PRINTED IN ITALICS FULLER RETURNS MAY BE FOUND IN THE ADVERTISING COLUMNS.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
PETERSBURG—	$	$	$			
Petersb. B'g & T. Co. *b*	100,000	2,928	58,106	...	.....	.....
Petersburg Savings & Insurance Co....	200,000	§ 239,979	1,427,612	20	48	50
The National Bank..	100,000	§ 83,144	355,741	100	.....*	141½
RICHMOND—						
American Nat. Bank	200,000	§ 9,137	576,290	100	100	.....
City Bk. of Richm'd.	400,000	§ 120,641	966,620	25	30	.....
First Nat. Bank.....	600,000	§ 502,282	2,380,403	100	170	.....
Merchants' Nat. Bk	200,000	§ 385,558	2,569,235	100	220	.....
Metropolitan Bank..	125,000	§ 33,281	535,505	25	.....	.....
Nat. B'k of Virginia	500,000	§ 48,810	1,567,576	100	111	112
Planters' Nat. Bank	300,000	§ 744,000	1,931,203	100	275	.....
Savings Bk. of Rich.	100,000	§ 66,648	839,565	....	38	.....
Security Bank.....	200,000	§ 67,310	439,829	100	110	.....
State Bk. of Virginia	500,000	§ 285,724	1,931,389	100	155	.....
Union Bk. of Richm	219,750	§ 244,359	1,280,221	50	130	.....
Richmond Trust & Safe Deposit Co...	1,000,000	§ 123,378	1,181,463	100	113½	115
Southern Trust Co..	100,000	§ 7,000	75,000	100	100	110
Virginia Trust Co...	500,000	§ 74,380	526,557	100	115	.....

WASHINGTON.

SEATTLE—						
Boston Nat. Bank...	180,000	§ 20,540	600,000	100	.....	.....
Dexter, Horton & Co	200,000	§ 26,000	2,786,360	100	.....	.....
First Nat. Bank.....	150,000	§ 35,040	1,432,235	100	.....	.....
Nat. Bk. of Commerce	150,000	§ 45,306	1,507,731	100	.....	.....
People's Sav. Bank.	*a*79,600	§ 4,592	388,792	100	.....	.....
Puget Sound Nat. Bk.	300,000	§ 26,530	2,501,379	100	.....	.....
Scandinavian-American Bank	75,000	§ 36,377	897,879	100	.....	.....
Seattle Nat. Bank...	100,000	§ 15,184	1,348,693	100	.....	.....
Washington Nat. Bk.	100,000	§ 100,999	2,250,898	100	.....	.....
SPOKANE—						
Exchange Nat. Bk..	250,000	§ 171,868	2,345,322	100	.....	.....
Fidelity Nat. Bank..	100,000	§ 24,705	322,334	100	.....	.....
Old Nat. Bank.....	200,000	§ 19,622	680,440	100	.....	.....
Traders' Nat. Bank.	200,000	§ 94,165	1,556,253	100	.....	.....
Spok'ne & East. Tr. Co	100,000	.....	815,144	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included.
a This is capital paid in; authorized $100,000.
b This is capital paid in; authorized $300,000.

	Capital.	Surplus.	Deposits.	P'r	Bid.	Ask.
TACOMA—	$	$	$			
Metropolitan Bank..	50,000	961	383,964	..	.....	.....
Nat. Bk. of Commerce	200,000	§ 40,117	967,509	100	.....	.....
Pacific Nat. Bank...	200,000	§ 17,521	824,181	100	.....	.....
Scandinav'n-Am. Bk.	100,000	§ 14,000	150,000	100	.....	.....
Fidelity Trust Co....	300,000	§ 8,212	727,105	100	.....	.....

WEST VIRGINIA.

WHEELING—						
Bank of Ohio Valley	175,000	§ 30,000	607,000	100	.....	.....
Bank of Wheeling...	200,000	§ 33,619	1,351,697	100	.....	.....
City Bk. of Wheeling	150,000	§ 60,150	969,498	100	.....	.....
Commercial Bank...	100,000	§ 41,000	437,139	100	.....	.....
Dollar Sav'gs Bank	100,000	§ 42,000	824,521	100	.....	.....
German Bank.....	80,000	§ 201,000	1,396,243	100	.....	.....
Germania Half-Dollar Savings Bank..	50,000	§ 4,746	263,372	100	.....	.....
Nat. Bank of W. Va	200,000	§ 60,019	383,090	100	.....	.....
Nat'l Exch. Bank....	200,000	§ 56,512	1,791,312	....	.....	.....
People's Bank.....	100,000	§ 50,912	489,695	100	.....	.....
South Side Bank.....	25,000	§ 10,000	255,509	100	.....	.....
Wheel. Title & Tr. Co.	100,000	§ 5,880	478,870	100	.....	.....

WISCONSIN.

LA CROSSE.—						
Batavian Bank.....	200,000	§ 39,652	2,502,842	100	.....*	150
Exchange State Bank	25,000	§ 5,135	164,925	100	.....*	120
German-Amer. Bank	50,000	§ 15,319	439,321	100	.....*	125
Nat. Bk. of La Crosse	250,000	§ 51,918	2,116,047	100	.....*	180
Security Savings Bk.	30,000	§ 1,402	33,698	100	.....	.....
State B'k of La Crosse	50,000	§ 47,526	47,141	100	.....*	170
MILWAUKEE.—						
First National Bank.	1,000,000	§ 614,836	15,183,503	100	.....	.....
German-Amer. Bank	200,000	§ 30,644	792,750	100	.....	.....
Marshall & Ilsley B'k	300,000	§ 64,004	3,814,048	100	.....	.....
Mil. Nat. Bank of W.	450,000	§ 67,497	2,230,503	100	.....	.....
Nat. Exchange Bank	500,000	§ 151,829	4,394,898	100	.....	.....
Second Ward Sav. Bk	200,000	§ 554,563	5,653,365	250	.....	.....
West Side Bank.....	100,000	§ 5,449	519,584	100	.....	.....
Wisconsin Marine & Fire Ins. Co. Bank.	500,000	§ 108,164	2,179,256	100	.....	.....
Wisconsin Nat. Bank	1,000,000	§ 308,143	9,199,633	100	.....	.....
Milwaukee Trust Co.	100,000	§ 15,000	.....	100	.....	.....
Wisconsin Trust Co.	250,000	§ 7,047	.....	100	.....	.....

* Last sale. † Book value. ‡ Part paid in. § Undiv'd profits included

CANADA.

BRITISH COLUMBIA.

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
VICTORIA—	$	$	$			
Bank of British Col	2,919,996	486,666	5,042,033	100	.....	.....

NEW BRUNSWICK.

FREDERICTON—						
People's Bk. of N. B.	180,000	150,000	308,583	150	.....	.....
ST. JOHN—						
Bank of New Bruns.	500,000	700,000	2,179,661	100	300	301½
ST. STEPHEN—						
St. Stephen's Bank..	200,000	45,000	253,731	100	.....	.....

NOVA SCOTIA.

HALIFAX—						
Bank of Nova Scotia	1,823,800	2,238,350	13,526,160	100	220	225
Halifax Banking Co.	513,000	406,500	3,065,519	20	152½	156⅓
Mer. Bk. of Halifax.	2,000,000	1,700,000	10,238,978	100	177	182½
Peop. Bk. of Halifax	700,000	240,000	1,730,077	20	115¼	118½
Union Bk. of Halifax	646,015	348,007	2,505,767	50	150	154
WINDSOR—						
Com. Bk. of Windsor	350,000	80,000	822,897	40	110	115
YARMOUTH—						
Bank of Yarmouth..	300,000	30,000	527,730	75	91	95
Exch. Bk. of Yarm..	260,330	30,000	175,020	....	.....	.....

ONTARIO.

HAMILTON—						
Bank of Hamilton..	1,692,332	1,126,939	9,556,807	100	x186½	.....
OSHAWA—						
Western Bk. of Can.	388,239	128,000	1,695,560	100	.....	.....
OTTAWA—						
Bank of Ottawa.....	1,814,210	1,465,657	8,297,696	100	.....	.....

	Capital.	Reserve Fund.	Deposits.	P'r	Bid.	Ask.
TORONTO—						
Bank of Toronto...	2,000,000	1,800,000	11,949,505	100	x235	240
Can. Bank of Com...	6,000,000	1,000,000	28,139,168	50	x145½	147
Dominion Bank.....	1,500,000	1,500,000	15,741,089	50	266	267
Imperial Bk. of Can.	2,414,193	1,569,228	13,129,770	100	x213	221
Ontario Bank	1,000,000	110,000	6,414,001	100	x124½	.....
Standard Bank.....	1,000,000	600,000	6,894,142	50	x.....	195
Traders' Bank.....	1,000,000	70,000	6,324,381	100	x112¼	.....

PRINCE EDWARD ISLAND.

SUMMERSIDE—						
Summerside Bank...	48,666	21,000	151,242	....	.....	.....
CHARLOTTETO'N—						
Mer. Bk. of P. E. Is.	200,020	80,000	433,613	....	.....	.....

QUEBEC.

MONTREAL—						
Bank of Montreal...	12,000,000	6,000,000	51,486,383	200	x.....*	261
Bk. of Br. Nor. Am..	4,866,666	1,581,000	12,425,357	¶	130	135
Ban. Jacques-Cartier	500,000	.....	1,073,546	25	.....	.....
Banque d'Hochelaga	1,498,610	565,000	5,453,248	100	x137	143
Mer. Bank of Can...	6,000,000	2,600,000	16,117,315	100	x160	162
Molson's Bank.....	2,355,280	1,625,000	12,698,810	50	x.....	192
QUEBEC—						
Banque Nationale...	1,200,000	200,000	3,833,408	30	.....	.....
Quebec Bank.....	2,500,000	700,000	6,838,479	100	x126	.....
Union Bank of Can.	2,000,000	450,000	6,004,716	60	x.....	120
ST. HYACINTHE—						
Ban. de St. Hyacinthe	320,840	75,000	848,386	...	.....	.....
ST. JOHNS—						
Banque de St. Jean.	262,154	10,000	201,367	....	.....	.....
SHERBROOKE—						
East. Townships Bk.	1,500,000	850,000	5,163,216	50	155	.....

¶ Par of this bank is £50. *x* Ex-dividend.

MERCHANTS' NATIONAL BANK

OF THE CITY OF NEW YORK,

42 Wall Street.

CAPITAL, $2,000,000. SURPLUS, $1,000,000.
DEPOSITS, $15,000,000.

FOUNDED, 1803.

191st Consecutive Semi-Annual Dividend Declared January 1, 1900.

OFFICERS:

Robert M. Gallaway, President.
Elbert A. Brinckerhoff, Vice-President.
Joseph W. Harriman, Cashier.
Samuel S. Campbell, Assistant Cashier.

DIRECTORS:

John A. Stewart,	**Pres. U. S. Trust Co.**
Elbert A. Brinckerhoff,	**Capitalist.**
Chas. Stewart Smith,	**Merchant.**
Gustav H. Schwab,	**Oelrichs & Co.**
Donald Mackay,	**Vermilye & Co.**
Robert M. Gallaway,	**President.**
Charles D. Dickey,	**Brown Bros. & Co.**
Henry W. Banks,	**Henry W. Banks & Co.**
George Sherman,	**Vice-Pres. Cen. Tr. Co.**
Edward Holbrook,	**Pres. Gorham Mfg. Co**
Oris K. Eldredge,	**Wheelright, Eldredge & Co.**

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